



Land Use Committee Report

City of Newton **In City Council**

Tuesday, April 7, 2020

Present: Councilors Lipof (Chair), Kelley, Greenberg, Auchincloss, Markiewicz, Downs, Bowman, Laredo

Also Present: Councilors Norton, Gentile, Crosslet, Wright, Krintzman, Albright, Malakie

City Staff Present: Chief Planner Neil Cronin, Associate City Solicitor Jonah Temple, Director of Planning & Development Barney Heath, Planning Director of Transportation Nicole Freedman

All Special Permit Plans, Plan Memoranda and Application Materials can be found at http://www.newtonma.gov/gov/aldermen/special_permits/current_special_permits.asp. Presentations for each project can be found at the end of this report.

#168-20 Petition to change nonconforming use at 632 Commonwealth Avenue

DENNIS DYER/LIZ CAAN petition for SPECIAL PERMIT/SITE PLAN APPROVAL to convert the existing structure from an existing non-conforming office use to a new non-conforming use at 632 Commonwealth Avenue, Ward 6, Newton Centre, on land known as Section 61 Block 01 Lot 06, containing approximately 4,347 sq. ft. of land in a district zoned MULTI RESIDENCE 1. Ref. 7.3.3, 7.4, 3.4.1, 7.8.2.C.2 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

Action: **Land Use Held 8-0; Public Hearing Continued**

Note: The petitioner requested a continuance of the petition to April 28, 2020. The Public hearing was opened. No member of the public wished to speak. Councilor Laredo motioned to hold the item which carried unanimously.

#142-20 Petition to amend Deed Restriction at 125 Wells Ave

SOLOMON SCHECHTER DAY SCHOOL. requesting an amendment to the restriction adopted by Board Order #276-68(3), dated November 18, 1968, and subsequent amendments including 469-93(2) be further amended to allow an increase in Floor Area Ratio (FAR) from .268 to .277 for the construction of an addition to the school building at 125 Wells Avenue, Ward 8, Newton Centre. *NOTE: Public Hearing not required.*

Action: **Land Use Approved 8-0**

Note: Attorney Alan Schlesinger, offices of Schlesinger & Buchbinder, 1200 Walnut Street, Newton, represented the petitioner, the Solomon Schechter Day School. Atty. Schlesinger presented the request to amend the deed restriction at 125 Wells Avenue in order to allow an increase in the Floor Area Ratio (FAR) from .268 to .277. The Solomon Schechter Day school is looking to consolidate campuses. To accommodate the consolidation, they propose to fill in the second story of a portion of the gym. In 1993

the school was granted an increase in FAR from .25 to .268. The proposed 3194 sq. ft. interior addition will increase the FAR to .277. Atty. Schlesinger noted the project will need to go through Administrative Site Plan Review under which additional parking requirements will be reviewed.

Chief Planner Neil Cronin noted that the petitioner will appear before the Conservation Commission for approval of any work done within the wetlands resource area. He confirmed that the Planning Department has no concerns relative to the request as the footprint of the structure is not increasing. The Committee expressed no concerns relative to the request and voted unanimously in favor of a motion to approve from Councilor Markiewicz.

#26-20 Request to Rezone Approximately 4.4 acres to MU-3 to Create a Contiguous MU-3 Zone
MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition 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, 4, and 4A, abutting the existing MU-3 Zone.

Action: **Land Use Held 8-0; Public Hearing Continued**

#27-20 Petition to allow Mixed Use Transit Oriented Development at Riverside Station
MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for SPECIAL PERMIT/SITE PLAN APPROVAL to 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: as to dimensional standards, 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); as to design standards, waiver of the sustainable development design standards and placement of a retaining wall greater than 4 feet in height located in a setback; as to uses, for-profit educational use, retail sales of over 5,000 square feet, restaurant with more than 5,000 square feet of gross floor area, 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; as to parking, reduction of the residential parking requirement to 1.25 stalls per unit, reduction of the overall commercial parking requirement by 1/3, and waiver of parking stalls not to exceed 685 stalls, above and beyond the reductions specified above; as to parking facilities, waivers of the parking stall dimension requirements, the end stall maneuvering space requirements, the driveway entrance and exit requirements, the 5% interior landscaping requirements, the interior planting area requirements, the tree requirements, the bumper overhang requirements,

the one-foot candle lighting requirement, the parking stall striping requirements (to the extent necessary), the curbing, wheel stop, guard rail, or bollard requirements, and the number of off-street loading facilities requirements; and as to signage, 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.1, 4.2.2.B.3, 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.1, 5.1.9.B.2, 5.1.9.B.3, 5.1.9.B.4, 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.

Action: **Land Use Held 8-0; Public Hearing Continued**

Note: Attorney Steve Buchbinder, offices of Schlesinger and Buchbinder, 1200 Walnut Street, represented the petitioner. Mark Development Principal Damian Chaviano and members of the MBTA responded to questions from Councilors regarding the proposed development's relationship to urban rail development at the Riverside site in the future. MBTA Rail Deputy Administrator Jody Ray stated that the MBTA evaluated whether the proposed development would preclude future urban rail at Riverside. Mr. Ray explained that there are locations where spur rails located near Riverside station could be used to support an urban rail expansion, if needed. The locations of the spur rails is highlighted on the attached presentation. The spur highlighted in red is used to prevent the overflow of commuter rail equipment in the green line area. Mr. Ray noted that catenary is strung over the top of the track for testing green line equipment. The spur highlighted in yellow was intended planned as a "turn back track" to allow trains to change direction on the tracks. He confirmed that neither alignment is impacted by the development at the Riverside station and stated that the development does not change any future potential to add urban rail at Riverside station. Councilors asked questions as shown below.

Q: Is there any way now or in the foreseeable future that trains could go and run on the existing spur rail?

A: The spur rail track is there now. We brought commuter rail trains up there when the green line flooded. The track is compatible, but the green line has repurposed that track for testing green line trains. Catenary is strung above that track and is too low to allow train activity. The catenary could be taken down if the spur rail was not going to be used as a test track.

Q: Is there room to connect from the purple line to the Riverside station and create a double track?

A: It may be possible, but additional land would be necessary to fit a double track.

Q: Can you project what space, facilities, resources might be needed to support and sustain growth and expansion of ridership?

A: We wouldn't think about storing trains out here. The largest factor is service frequency. Service with 15-minute headway is within reason.

Q: If things change in a few years, what can we do with the special permit to provide leverage to the City to require reasonable changes to the site to accommodate urban rail at the site? Is that something we can build into the special permit?

A: Associate City Solicitor Jonah Temple noted that the MBTA has not requested any protections from the City to ensure their ability to expand urban rail in the future.

Q: Would the MBTA be willing to put in writing that the project, as conceived, with the site plans, has the adequate land area, site planning and engineering to ensure that the urban rail activity is safeguarded. This letter could be cited as an addendum and the order could be crafted so that no activity at the site would occur that undermines this understanding with the MBTA.

A: Mr. Richard Henderson confirmed that the MTBA would be willing to submit something but would phrase it so that urban rail or the potential for urban rail is not precluded.

Q: As the garage is designed for limited parking, where might users of the urban rail park?

A: The parking garage is being built of an adequate size to account for growth in transit use over time; be it upgraded green line service or urban rail at Riverside. The garage is being sized for growth. We can provide an analysis of how much parking is used on an average basis.

Mr. Henderson noted that the MBTA has a lease agreement with True Green Capital who has the potential to build solar installations on parking facilities. They have designed canopies for 3 of 29 sites including upper decks of parking garages as well as the Woodland Station parking garage. Mr. Henderson noted that the MBTA is committed to sustainability and stated that solar installations are part of the commitment. He confirmed that the MBTA would be open to including Riverside as part of a future solicitation process. It was noted that the Council can put language in the council order that will provide some assurances. Planning and Law should craft some language that makes it clear that the MBTA will pursue the installation of solar and ensure that it is workable for the MTBA as a condition. The council order should specify that the design of the garage is such so that it can accommodate solar canopies.

Mr. Chaviano stated that the petitioner would be comfortable with designing the garage as "solar-ready". He questioned what the MBTA's commitment and expressed some concern with tying their commitment to the special permit conditions. Atty. Buchbinder noted that the agreement with the MBTA may be more appropriate as a separate document. Councilors emphasized the importance of ensuring that solar is installed on the garage building unless it is absolutely not feasible based on specific conditions of the site or environment.

Atty. Buchbinder confirmed that the petitioner is working to respond to Councilor questions and will submit responses as soon as they are ready. VHB Traffic Engineer Randy Hart presented responses to several traffic related questions as shown on the attached presentation.

Mr. Hart noted that under the proposed plan, 128N and 128S are both accessible from the development. He explained that the maintaining the right-in and right-out turns is important particularly during peak hours.

He stated that transit signal priority will be implemented at the three signalized intersections proposed as part of the project. The MBTA has standard methodology for identifying priorities. It is intended that

the signal prioritization can be expanded to include private shuttles but further collaboration with the MBTA is necessary.

Mr. Hart explained that geofencing is used to direct rideshare app users to specific locations on a site. There is a “geofence” used to shield app users from selecting arbitrary locations for drop-off/pickup. Mr. Hart noted that the geofencing will be used to direct visitors to the transit area, to designated spaces on Main street, one in the hotel loop and one near building 1.

It was explained that creation of two-way Recreation Road presents a benefit for the neighborhood. Making Recreation Road two-way will eliminate cut through traffic in Lower Falls and/or Auburndale. Two-way Recreation Road will be made safer and easier for pedestrians, cyclists and drivers.

Post construction traffic counts will be collected with cameras that are placed through the site and at access driveways. Traffic monitoring will be conducted for at least 4 years. If the TDM is successful, monitoring will shift to one submittal every three years with a site visit. If the traffic counts exceed 110% of the projections, additional TDM measures will be implemented. As a majority of the roadway improvements proposed are on highway road, oversight will be by Mass DOT. For the portion of the roadway improvements on city roads, the City will oversee construction.

Mr. Hart confirmed that the plan for pedestrian bicycle amenities extends up Recreation Road. He noted that as part of the proposed development extensive bicycle and pedestrian amenities are proposed. He detailed the different access points to the facility (shown on the attached presentation). Mr. Chaviano presented updates to changes in the site plan based on concerns raised previously regarding congestion in the transit square, lack of pedestrian crossings, the location of the bike shelter as well as general questions and requests to revisit ADA accessibility. He compared the site as proposed with the December 2019 filing. The transit square has been enlarged to slow vehicular traffic. While there was initial one MBTA bus berth, the revised plan includes two bus berths which will allow for service increases if the MBTA determines they are necessary. The green includes a multi-purpose pavilion to be used for performances but is available for bus use if necessary. Passenger drop-off has been consolidated from around the transit square to in front of building 9. The curb has been reduced to be flush so it is entirely ADA accessible. 10 parking spaces have been reserved in the lower level of the garage for “kiss and ride”. It is anticipated that these spaces will be particularly valuable in the evening peak hours. The location for the intercity shuttle (Go Bus) drop-off/pickup has been relocated from the transit square to the within the garage. Local shuttles have been relocated from in front of building 7 to in front of building 9 (accessed through the lower level of the garage). The bike shelter in the middle of the transit square has been relocated to the inside of building 7 to provide sheltered bike storage. Mr. Chaviano noted that the proposal now includes canopies and awnings to cover the pathways around the station entrance and the garage.

At a prior public hearing, the Committee expressed concern relative to the limited ADA accessibility. The MBTA has given the petitioner the green light to go ahead with a ramp while maintaining the elevators. In order to do this, 5’ has been removed from building 8.

Mr. Chaviano showed details of the Transportation Demand Management Plan (TDM) as proposed as well as the additional post construction mitigation measures if traffic exceeds 110% of the expected

projections. The proposed TDM plan is estimated at approximately \$20 million dollars in off-site improvements, including the modification of the highway access and the creation of two-way Recreation Road. The base TDM includes; Shared parking with less than 4% parking surplus, unbundled parking for residential, office and hotel guests, tiered parking program with variable rates (monthly (24/7), monthly reverse commuter, daily), bike parking (900+ spaces), bicycle repair station and lockers, adaptive signal control, a one-time \$500,000 contribution for subsidized transit program, hiring of an site coordinator, subscribing to a TMA and an increase ongoing monitoring from 2 years to 4 years. If required, the post construction mitigation includes an additional \$750,000 contribution for funding the transit subsidy program, shuttle system connection to outer transportation hubs, bike sharing, coordination with MBTA to assess potential for expanding bus operation and an increase of cost of daily parking for non MBTA users.

Director of Transportation Planning Nicole Freedman provided an analysis of the TDM plan. She stated that the department is satisfied with aspects of the TDM plan and the location of the proposed development, right at transit. She urged the petitioner to consider a two-way protected bike lane on the golf course side of Grove Street, which would serve the majority of cyclists. Outstanding issues include: the parking pricing, the subsidized transit passes and the inclusion of the bike share program in the base TDM contributions. Green International Corinne Tobias was enlisted as the City's peer reviewer of the transportation program. Ms. Tobias provided responses to questions raised. She explained that the changes to I-95 will be helpful in mitigating traffic. She noted that during the PM peak towards Riverside, a 238' queue is expected and during the AM westbound peak a 321' queue is anticipated. Ms. Tobias explained that while there are currently no queues on Grove Street, it is free-flow and uncontrolled. She stated that the proposed roundabout will force drivers to slow down. She noted that a roundabout, unlike a traffic light, is rolling and drivers can move through it quickly. She confirmed that the level of service/delay was not considered excessive for peak hour conditions. There was concern regarding the queue exiting Main street. The yellow line on the attached presentation represents PM peak. The consolidation of the garage creates the opportunity to create multiple access points into the garage and there is sufficient capacity to accommodate queuing during the PM peak. At the intersection where Grove Street meets Riverside station, the petitioner proposes to install a signal. Ms. Tobias confirmed that the right turn into the site is necessary at this location. Currently, no mitigation is proposed mitigation at the adjacent riverside office driveways – north and east of the site. Ms. Tobias noted that the Riverside office south driveway has a higher than average crash rate and significant visibility limitations due to a raised pedestrian path and landscaping. She noted that the ability to access Grove Street for those using the riverside office center driveway will be affected. At the intersection of Grove Street/Woodland Ave; a signal is not warranted, but ongoing monitoring is recommended to ensure a signal does not become necessary. The intersection of Washington Street at Beacon Street has been identified as a high crash location. The proposed development will be sending trips through there. Ms. Tobias suggested that signal timing improvements could be beneficial at this location. She noted that the petitioner is still working with the City to coordinate additional measures.

John McElduff, spoke on behalf of the Lower Falls Improvement Association (LFIA). Mr. McElduff's presentation is attached to the end of the report. Mr. McElduff highlighted remaining transportation concerns which include: bike safety through the roundabout and removal of the slip lane (Areas 1 and 2). Mr. McElduff noted that the new intersection has awkward geometry and suggested that a redundant bike lane could make it less safe. He noted that some concerns remain relative to traffic issues at the

Riverside office center and sight line issues at the pedestrian crossing in Area 3. The LFIA hopes to see the crosswalk moved at this location.

Mr. McElduff suggested that a Hamilton-Williams Cycle track (a 10' two direction cycle track) from the Hamilton Center to the Williams School would provide a safe network for cyclists and pedestrians. He noted that better public transportation is necessary and urged Mass DOT/MBTA to support and enhance transit services by reconstructing commuter rail stations, running a pilot for the 500-express bus. Mr. McElduff asked that the Council works to prohibit project and/or MBTA parking on neighborhood street, require additional information on queues at the roundabout, prohibit deliveries via Grove Street and verify whether the Grove Street/Woodland Avenue intersection needs a signal.

Steven Miller, Director of Livable Streets, spoke on behalf of the Livable Streets alliance. Mr. Miller explained that there is currently no one there to use bicycle and pedestrian facilities because there are no facilities. The new population and activity, growth and connection to the trails will support the new infrastructure. He suggested that if you want to avoid car traffic, build safe alternatives. Mr. Miller noted that whatever bike lanes are built must be protected, raised or separated in some way and stated that expanding a lane will make cars go faster. He noted that the area should be configured in a way that encourages drivers to slow down and not speed through. He noted that narrower, lane will support a more consistent, slower flow of traffic.

Brendan Keegan spoke on behalf of Bike Newton. Mr. Keegan emphasized the importance of the development for improving connections from Lower Falls, Auburndale, Waban and the Highlands. He expressed support for maintaining a two-way cycle track on Grove Street as well as sidewalk level bike lane on golf course side. This will provide a safe bicycle facility for those going north into Auburndale and wouldn't require unsafe crossings. Mr. Keegan expressed support for extending the cycle track to the Lower Falls Community Center and the bike lane on the east side of Grove Street. He noted that this connection would complete the future trail on Quinnoequin Road.

Ari Ofsevit spoke on behalf of Transit Matters. He noted that the 500 express bus could provide access to the site from downtown Boston, could be faster than the green line and provide transit to different areas. He suggested that the bus could also go through Lower Falls, picking up people and minimizing the need to bring additional visitors to Riverside. He noted that nothing in the proposed development would preclude urban rail but stated that urban rail might not be ideal for the Riverside site.

Q: How will you charge for office parking?

A: Office tenants will have to subscribe their license plate through a plate recognition software. They will either pull a ticket or submit their license plate and will be charged accordingly.

Q: What will you do for visitors? Will there be free visitor parking?

A: Anyone under two hours will have free parking. Outside of two hours, you will be charged a rate in excess of the MBTA parking rate. We will have a third-party management company managing all parking at the site.

Q: Which warrants did you look at?

A: We looked at several different warrants; Pedestrian safety, time, peak hour and nothing came close to meeting the limit.

Q: The go bus is at the way end of the parking garage. Wont pedestrians take the shortest path through the garage?

A: The expectation is that someone would use the sidewalk along buildings 9 and 10. People shouldn't walk through the garage to get to the go bus.

Q: I am struggling with the bike path issue. I like the idea of a protected bike lane, which is far safer. A protected two-way bike lane from Hamilton to Williams would be a wonderful addition to the neighborhood, would encourage safety and reduce conflicts. What would it cost to do that? Can Planning provide us an analysis of the queuing, safety and modifications to the design?

Q: How can it be safe to ride through the roundabout headed north?

Q: I would like to see the \$500,000 transit subsidy not end. Washington place includes language for an analysis of the TDM. Please make sure the Council Order requires analysis of the success of the TDM program.

Q: What will the width of Grove street be and what would it mean to further reduce it by 5-6' for another bike lane?

Q: During peak winter hours, traffic backs up Auburn/Grove to Woodland/Grove. That intersection is going to be worse. How don't the warrants make the case or need a light there?

Q: What will you do when a major tenant must provide parking for a certain percentage of their spaces? What is the rent a tenant will pay? How will it be factored into the parking?

Q: Is the kiss and ride location likely to be used or will it be neglected and will people just use the transit square?

Q: Instead of charging for monthly parking, can you consider making it a daily rate. It will be more effective to get people to think about their decisions. If you charge up front for parking, there is less incentive for visitors to the site to alternate.

Q: Can you evaluate the safety of crossing #3 where the rapid flashing beacon would be?

Q: Can you look at the warrants at the intersection of Woodland/Grove Street. Maintaining the scenic area on Grove Street is important. Installing another light at this point might not be the best option here.

Q: Please evaluate the location of the accessible stalls within the parking garage.

The Committee expressed support for the adjustments to the transit square, the relocation of the bike parking facility, the addition of the access ramp and the addition of ownings and coverage for commuters. The importance of a strong relationship between the City, MBTA and Mass DOT was emphasized.

Councilors noted that specifics of the TDM and enforcement should be detailed in the Council Order. With that the Committee voted unanimously to hold items #26-20 and #27-20. The Committee adjourned at 10:00 pm.

Respectfully Submitted,

Richard Lipof, Chair



Transportation Response to Questions

Presented by
Randy Hart

April 7, 2020

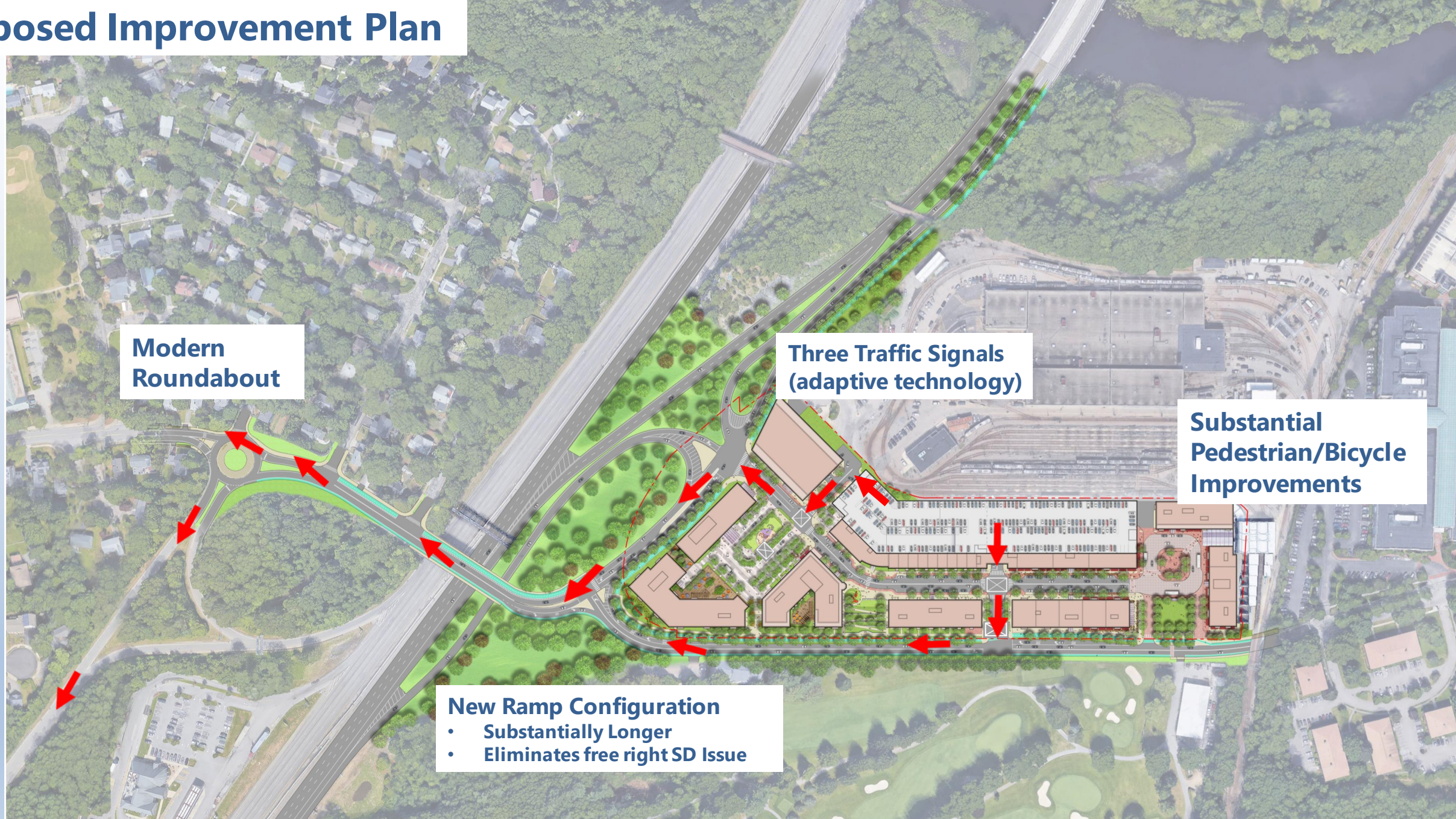
Questions from Councilors

- We received a lot of questions from councilors.
- Tonight we will touch on a variety comments/responses regarding various of transportation related topics.
- In the interest of time and so we can hear from the city and peer consultant, I have only provided a limited “sample” of the comments and responses that have been provided.
- To those counselors who’s questions didn’t make it to the slides please forgive me, I tried to cover a number of broad topics, we are happy to discuss any of the comments to which we responded in writing.

Councilor Albright

- *“We can see how you come off 128 going north and how you get back onto 128 north. How does one get back to 128 going south from the site”?*

Proposed Improvement Plan



Modern Roundabout

**Three Traffic Signals
(adaptive technology)**

**Substantial
Pedestrian/Bicycle
Improvements**

New Ramp Configuration

- Substantially Longer
- Eliminates free right SD Issue

Councilor Albright

- *“I learned that there will be a data base of license plates by usage. Could this system be better described”?*

Councilor Bowman

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



**Modern
Roundabout**

**Substantial
Pedestrian/Bicycle
Improvements**

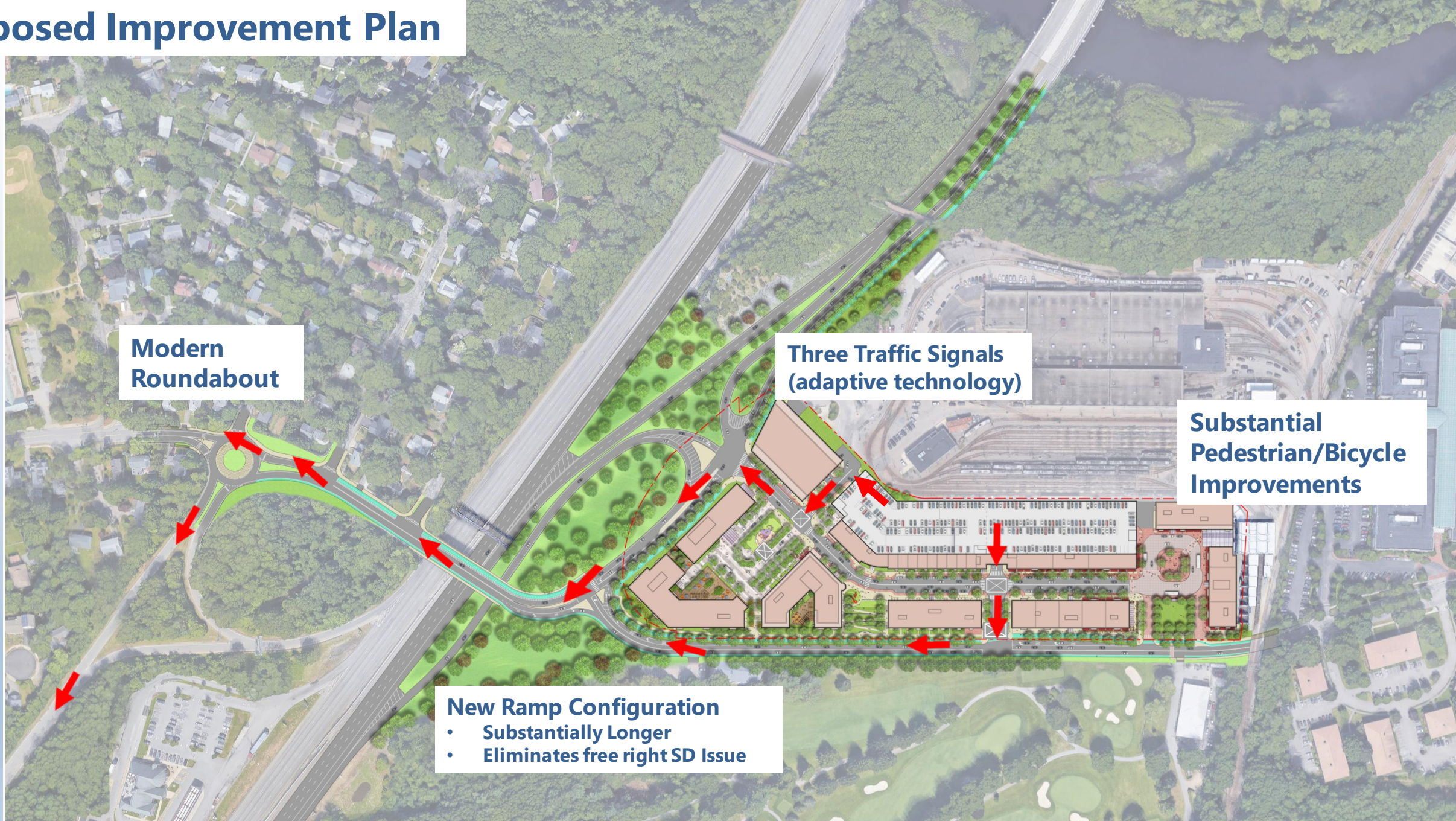
New Ramp Configuration

- Substantially Longer
- Eliminates free right SD Issue

Councilor Bowman

- *“The redesign for 95 seems like it will return Grove Street 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 Route 128N”?*

Proposed Improvement Plan



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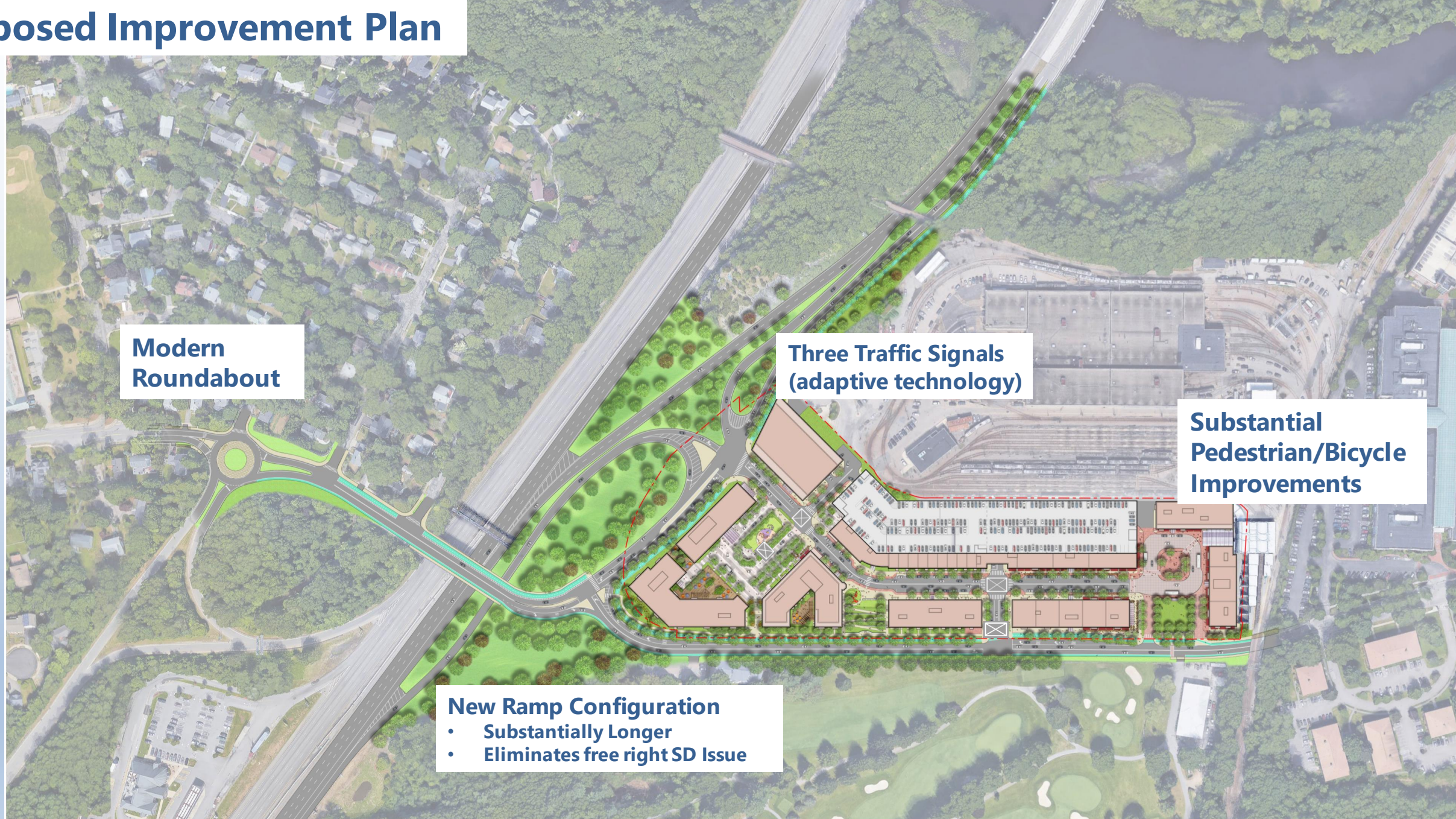
New Ramp Configuration

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Councilor Bowman

- *“Will left turns movements from Deforest and Pierrepont be safe enough given the roadway changes. Might it be faster and safer to have right out only”?*

Proposed Improvement Plan



**Modern
Roundabout**

**Three Traffic Signals
(adaptive technology)**

**Substantial
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New Ramp Configuration

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Councilor Bowman

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

Councilor Greenberg

- *“How does geofencing work”?*

Proposed TNC (Uber/Lyft) Pick-Up Locations



Figure 4.29
TNC (Uber/Lyft) Pick-Up Locations

Councilor Kelly

- *“1 way 2 way recreation road effects people who live there now”.*

Councilor Laredo

- *“How will we measure the amount of traffic going into and leaving the site? Please provide specifics”?*

Councilor Laredo

- *"The time for oversight of traffic should continue for several years after the site is fully build and occupied"*

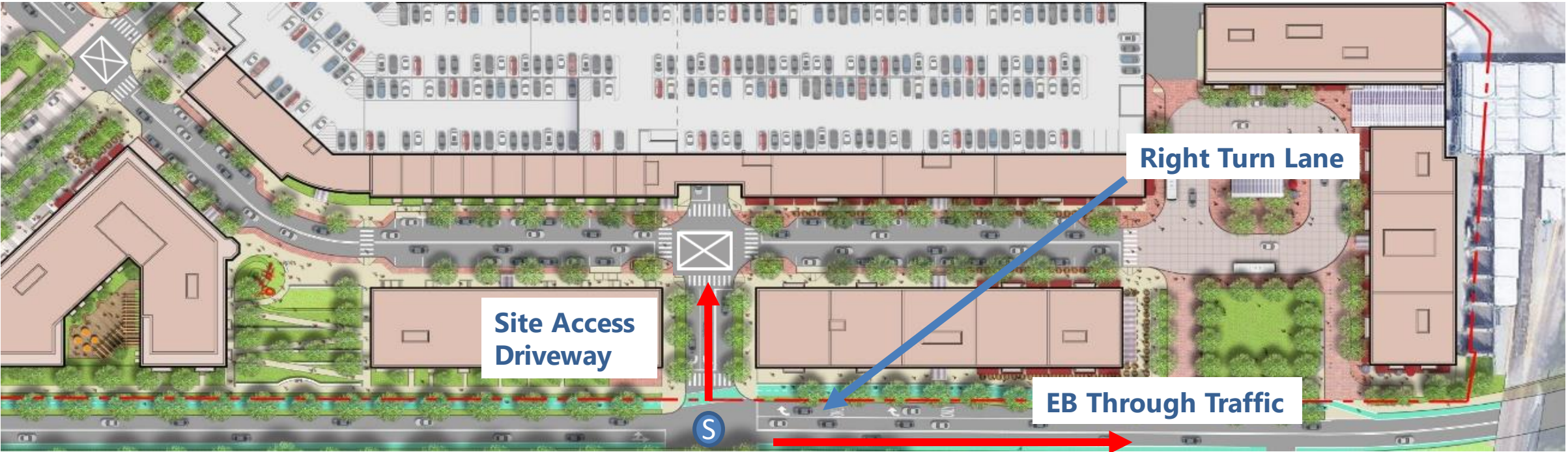
Councilor Laredo

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

Councilor Gentile

- *“Can the southbound right turn only lane be removed in favor of larger setback?”*

Grove Street WB Right-Turn Lane Into Site



Newton Planning

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

Pedestrian & Bicycle Amenities



Figure 4.28
Proposed Pedestrian and Bicycle Amenities

Riverside Development
Newton, Massachusetts

Grove Street Cross-Section- 95 Overpass (Looking Northeast)

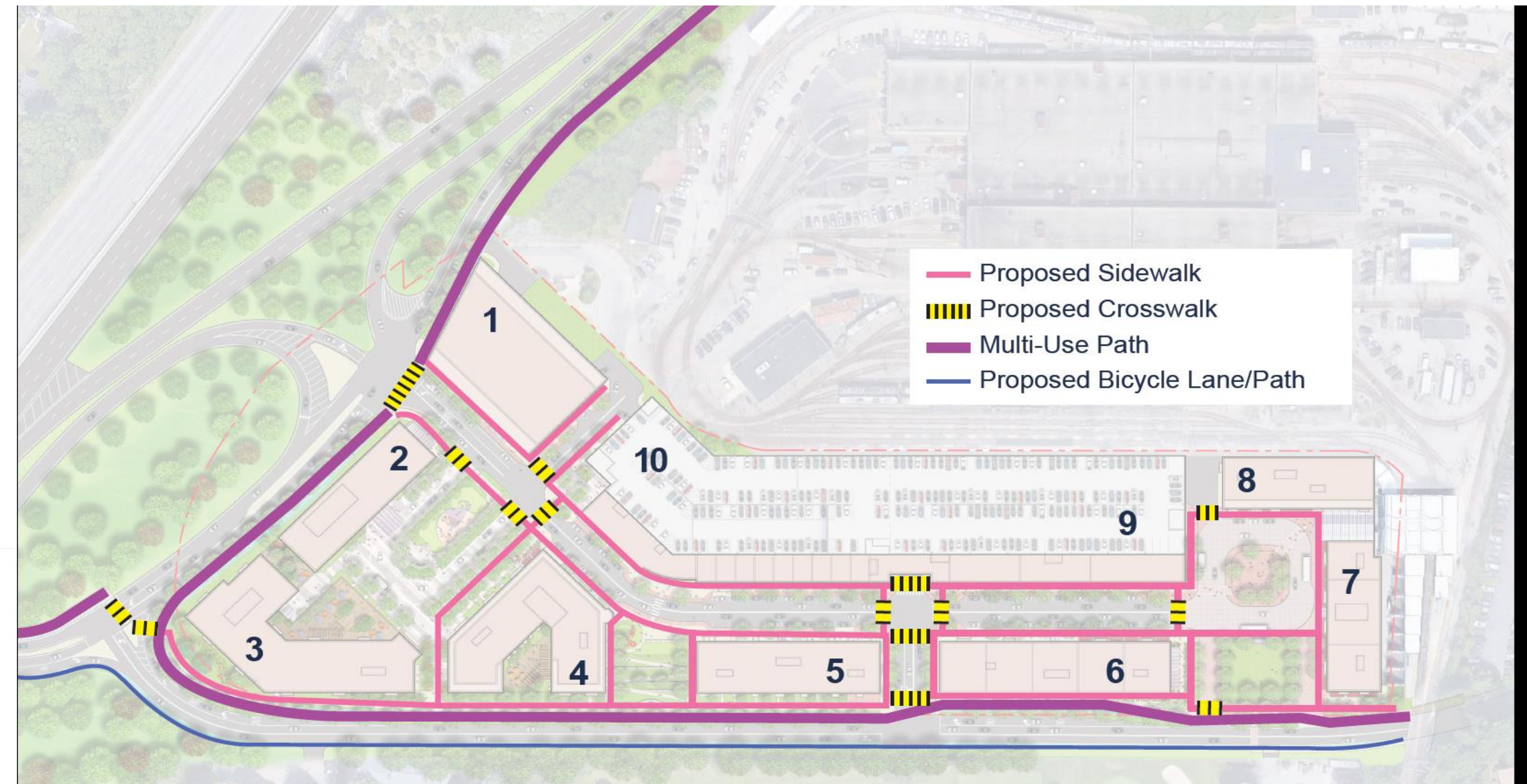


Grove Street Section - 95 Overpass (Looking Northeast)

Councilor Bowman

- *“Concerned with pedestrian and bicycle access into the site. Someone needs to walk her through the plan?”*

Pedestrian & Bicycle Enhancements





TDM/Parking

Presented by
Damien Chaviano

February 25, 2020

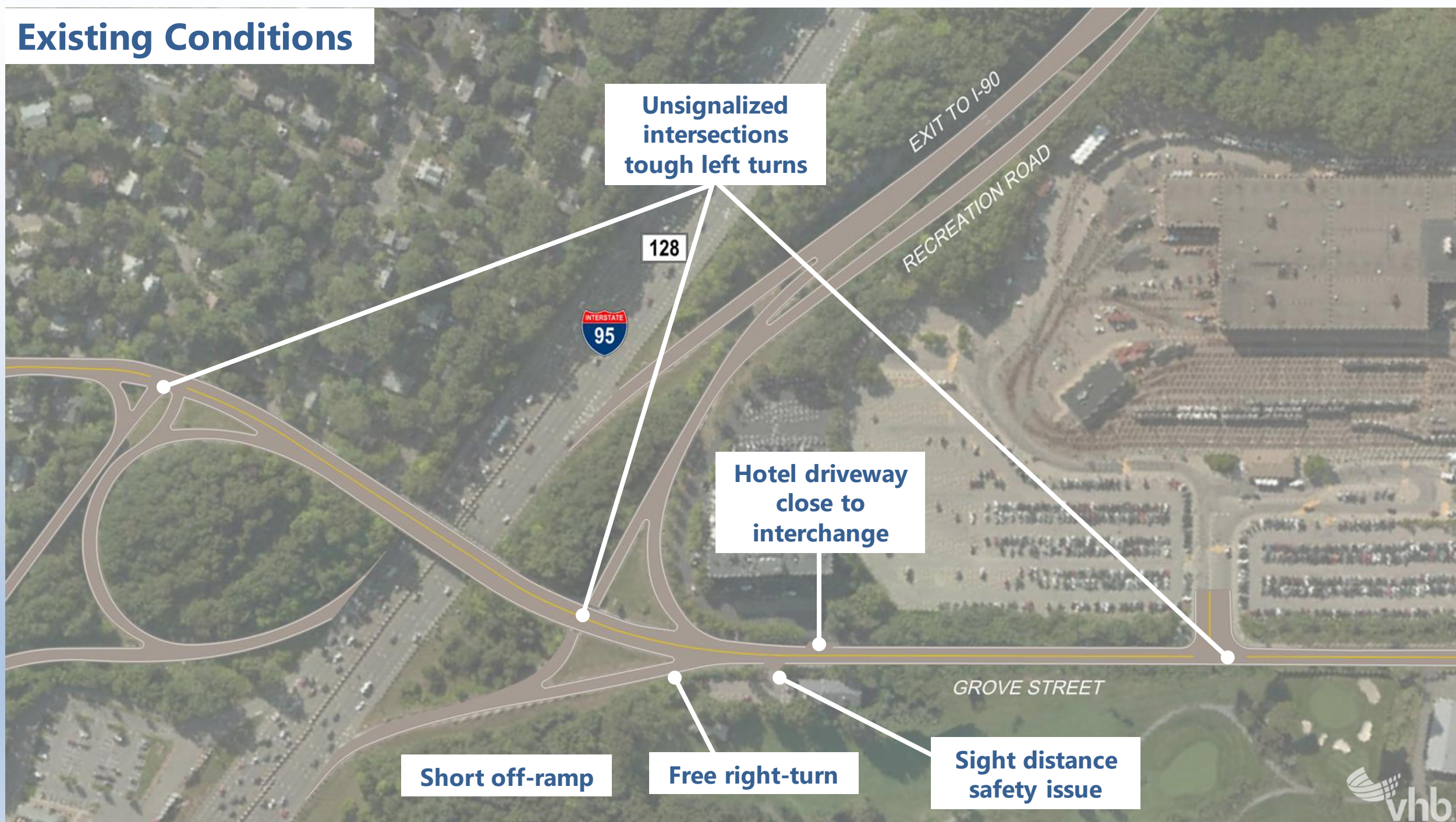


EXTRA Transportation Slides if Needed

Project Modification From Original Filing (Spring 2019)

- Current Building Program 1,025,000 sf
- Original March 2019 1,430,000 sf
- **Change of approximately 405,000 sf**
 - 579 Residential Units (**reduction** of 58)
 - 43,241 sf of Retail (**reduction** of 21,368 sf)
 - 243,888 sf of Office (**reduction** of 318,359 sf)
 - 150 key Hotel (**reduction** of 44 keys)

Existing Conditions



Proposed Improvement Plan

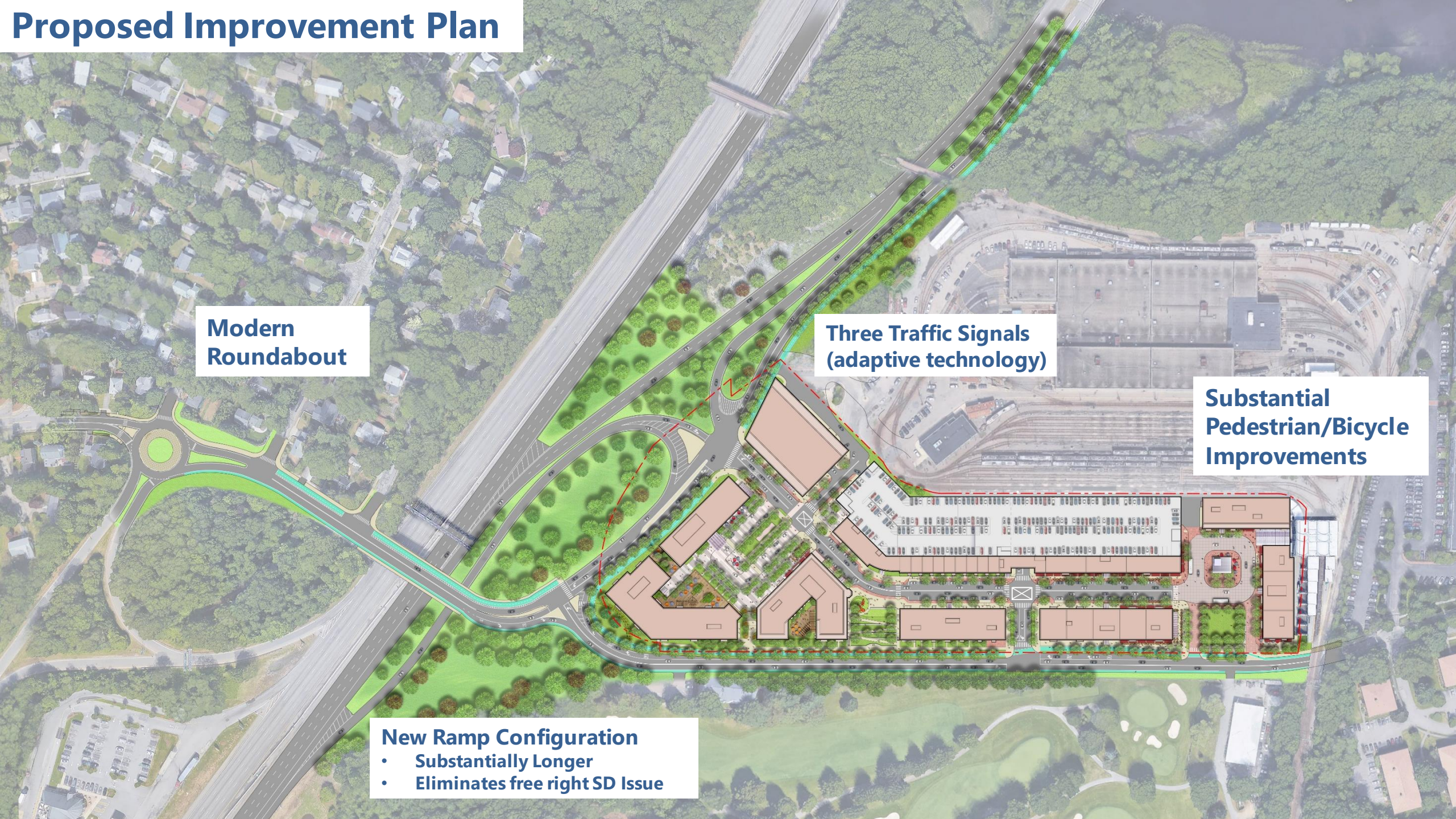
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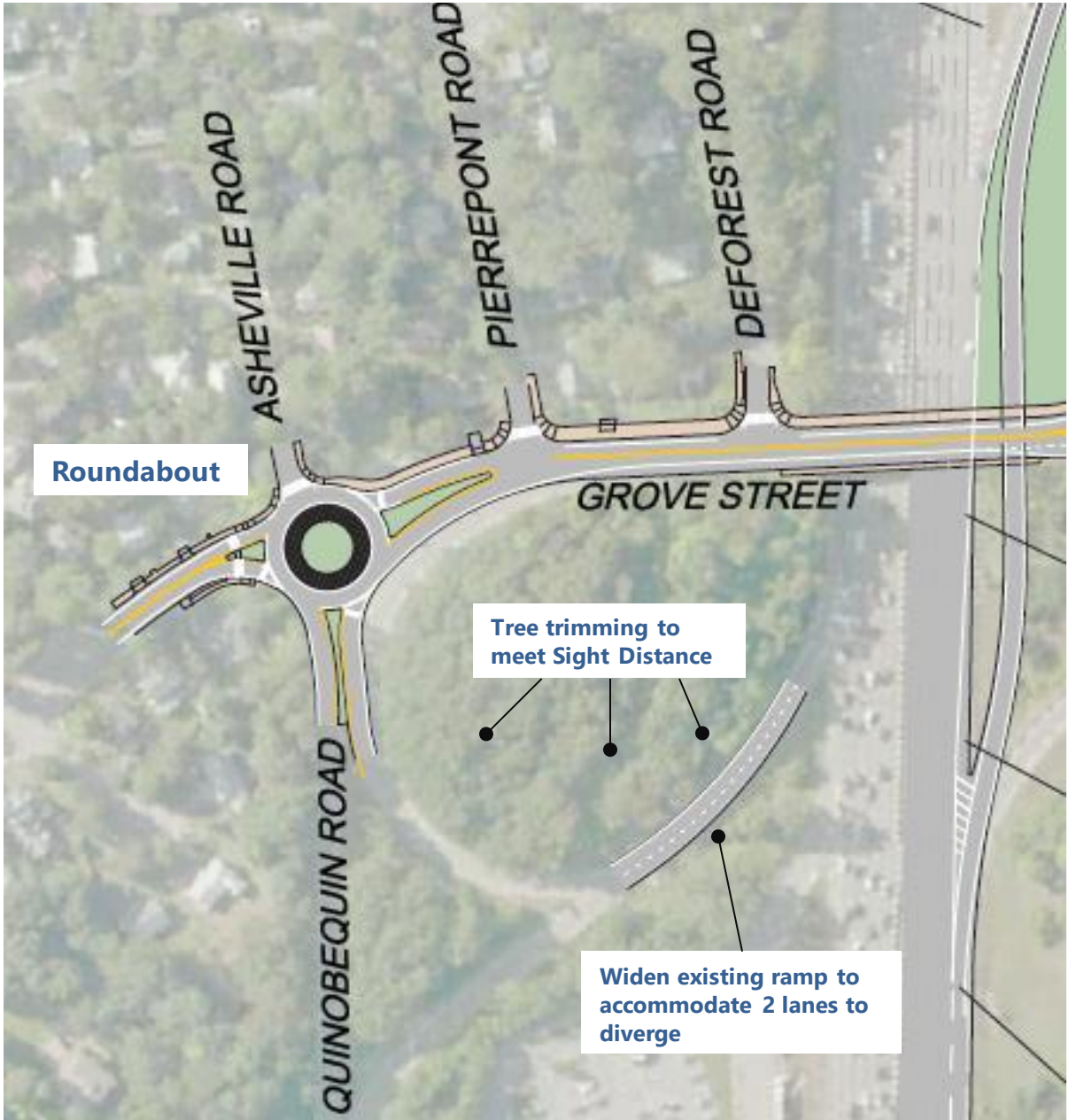
- Substantially Longer
- Eliminates free right SD Issue



Existing I-95 SB Off-Ramp at Grove Street



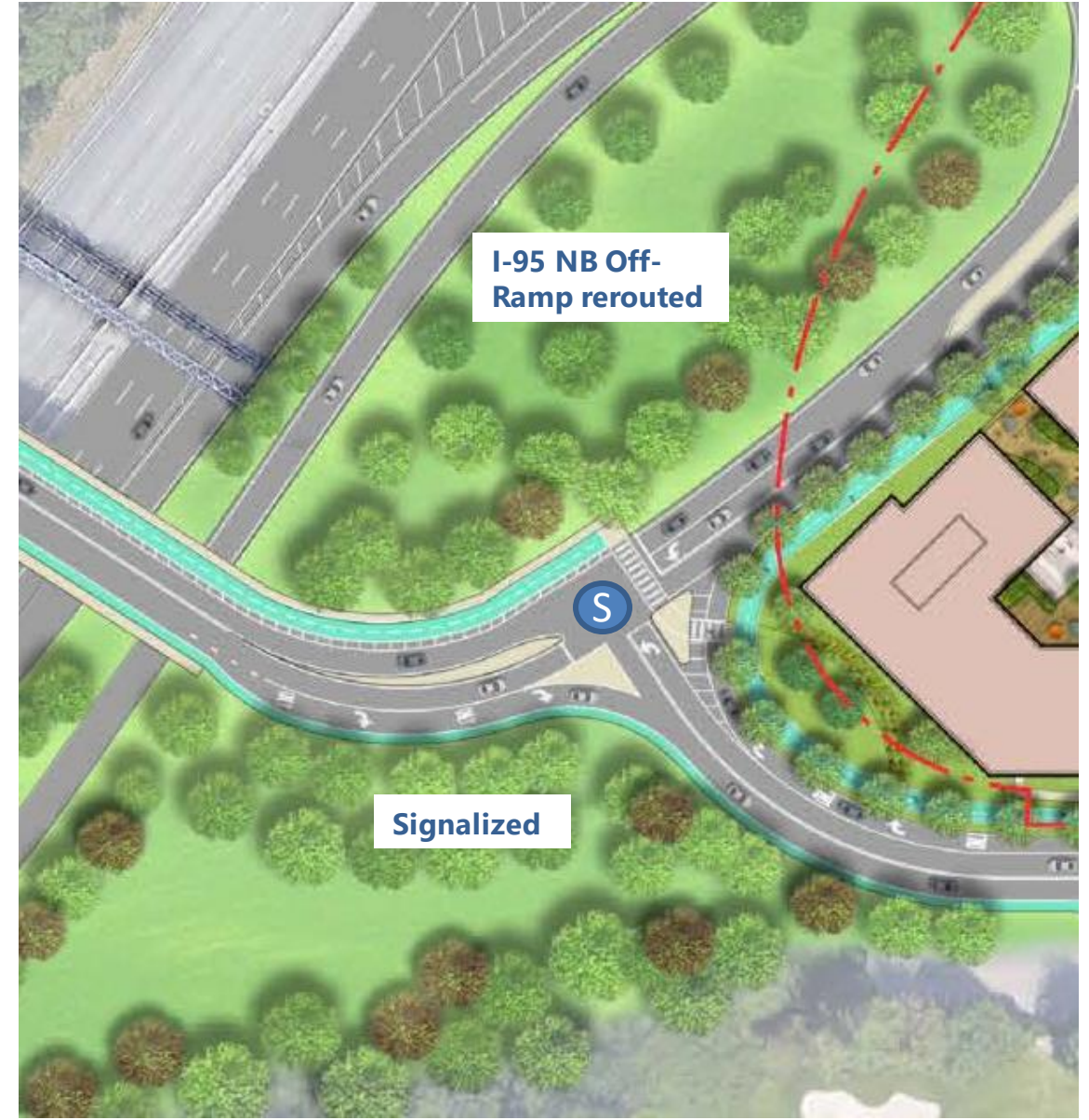
Proposed Modern Roundabout I-95 SB Off-Ramp at Grove Street



Existing I-95 NB Ramps at Grove Street



Proposed Grove Street at Grove Street Extension



Existing Site & I-95 On-Ramp



Proposed Grove Street at Grove Street Extension



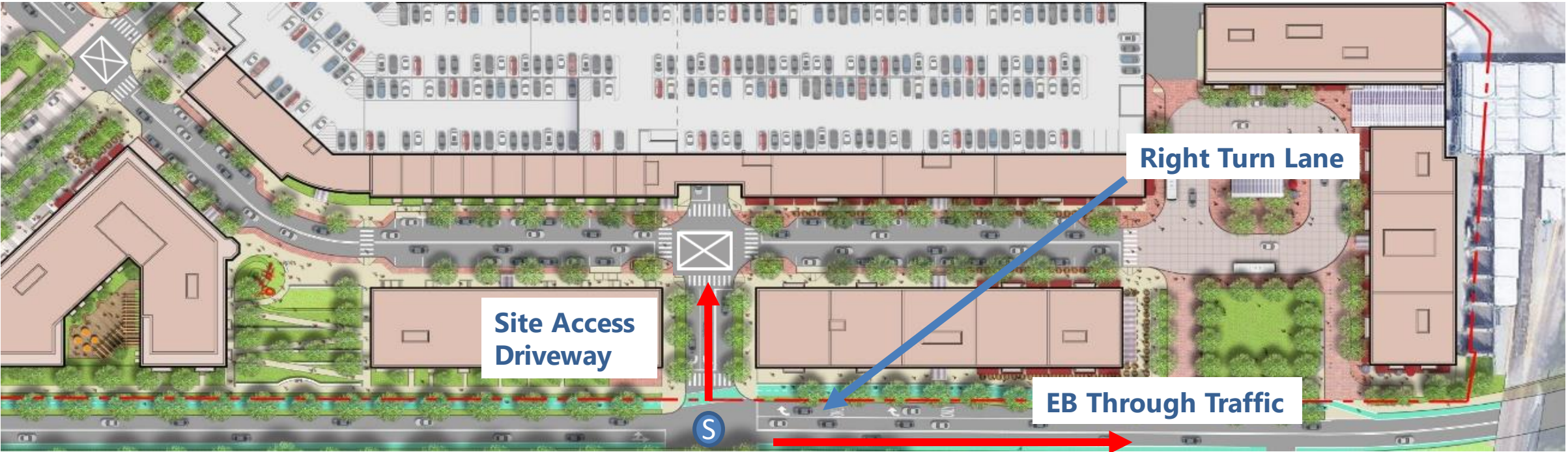
**Existing Grove
Street at MBTA
Driveway**



**Proposed
MBTA Site
Access & Main
Street**



Grove Street WB Right-Turn Lane Into Site



Existing Access
from Route 128



Proposed Access
from Route 128



Pedestrian & Bicycle Enhancements

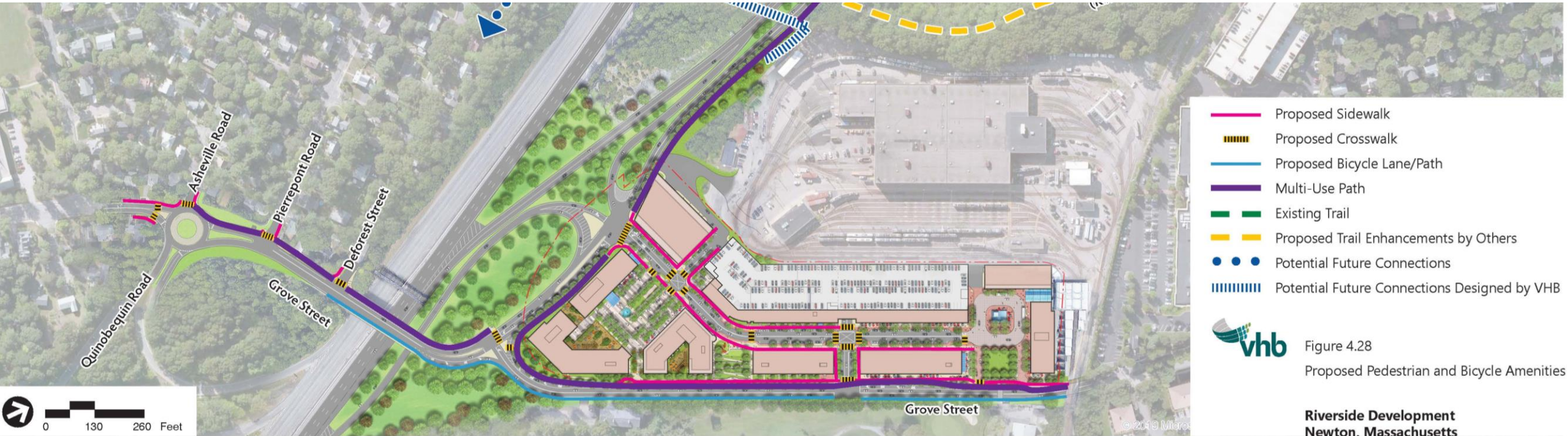
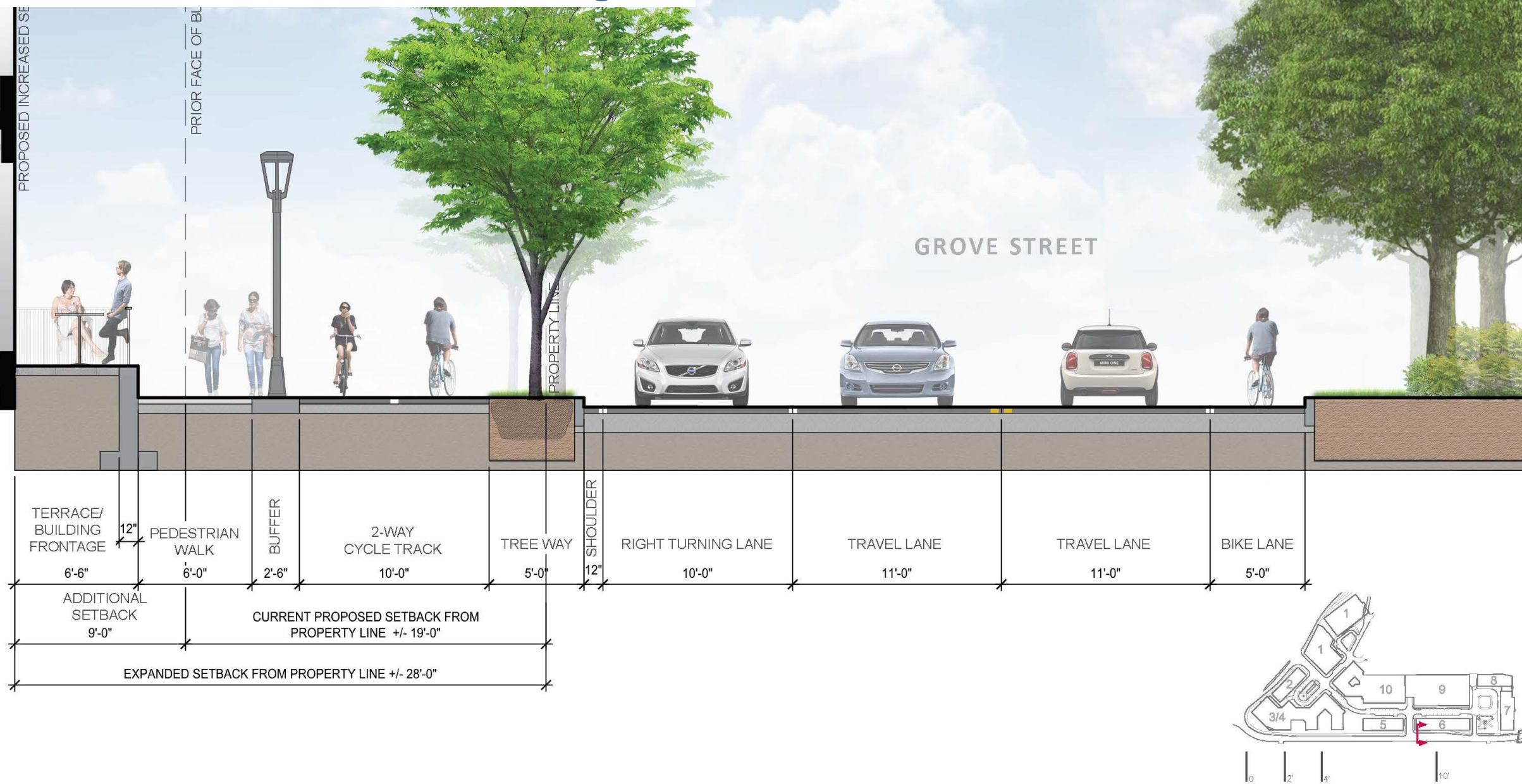


Figure 4.28
Proposed Pedestrian and Bicycle Amenities

**Riverside Development
Newton, Massachusetts**

Grove Street Cross-Section- Building 6



Grove Street Section - Building 6 Proposed Condition

Grove Street Cross-Section- 95 Overpass (Looking Northeast)



Grove Street Section - 95 Overpass (Looking Northeast)

Pedestrian & Bicycle Amenities



Proposed Transit Loop

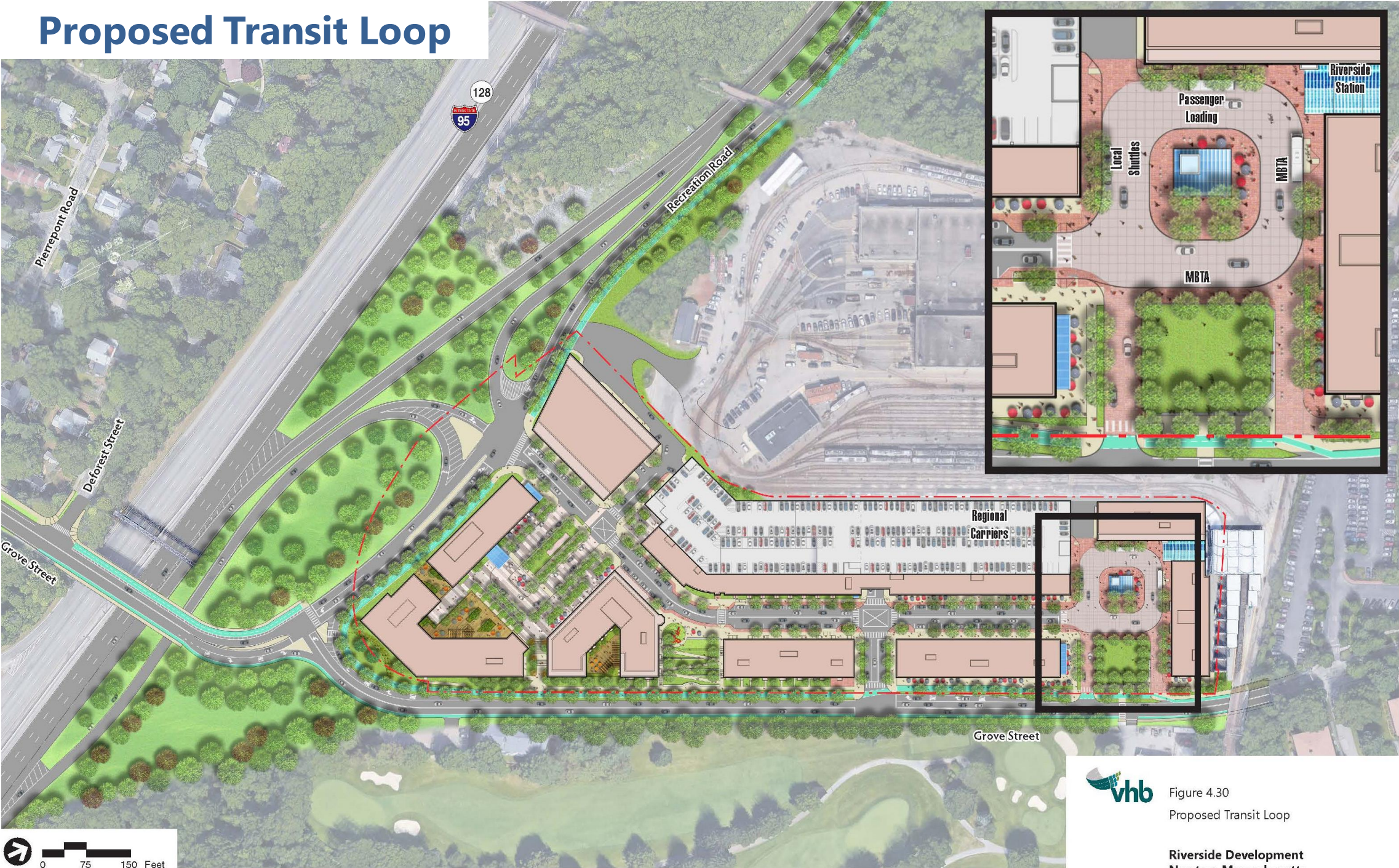


Figure 4.30
Proposed Transit Loop

Riverside Development
Newton, Massachusetts

TIA and Projections are very conservative

For the purpose of providing city with highly conservative estimate of project traffic the following assumptions have been made:

- LUC 820 Shopping CTR was applied to retail
- Mode Share for Office was 5%
- Mode Share for Residential was 25%
- No Mode Share for Retail activity
- No Mode share for bikes and ped access to site.

Operations Are Also Highly Conservative

Intersection operations are also highly conservative due to:

- Assumptions that have been made for mode share, just discussed.
- Adaptive Signal Technology will be implemented at all three proposed traffic signal. We are unable to analyze the intersections with adaptive controls so results should be considered highly conservative.
- Adaptive systems monitor activity in real time and adjust to on-demand traffic needs. Highly efficient systems.



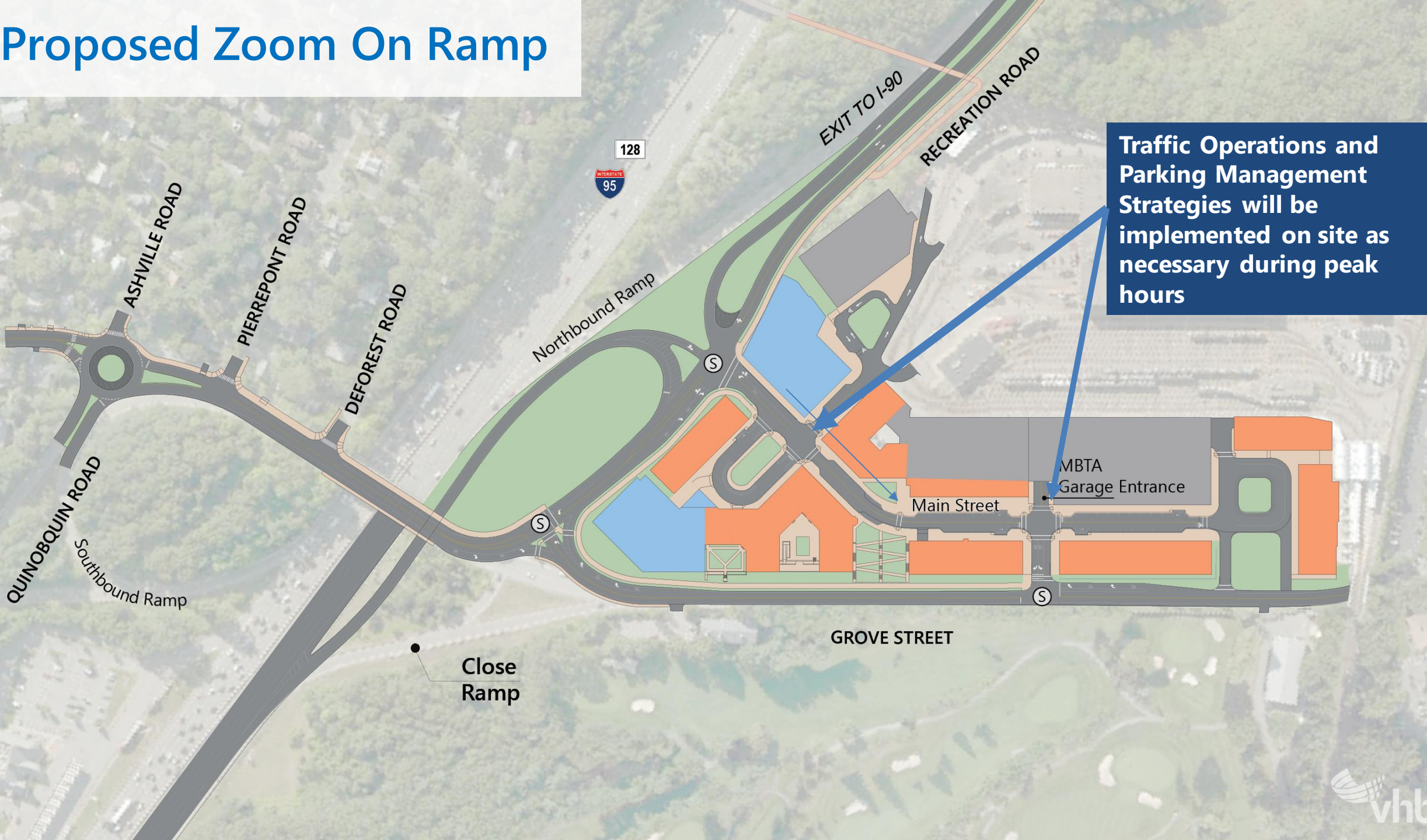
TDM/Parking

Presented by
Damien Chaviano

April 7, 2020



Proposed Zoom On Ramp



Proposed Go-Bus Operations (zoomed in)

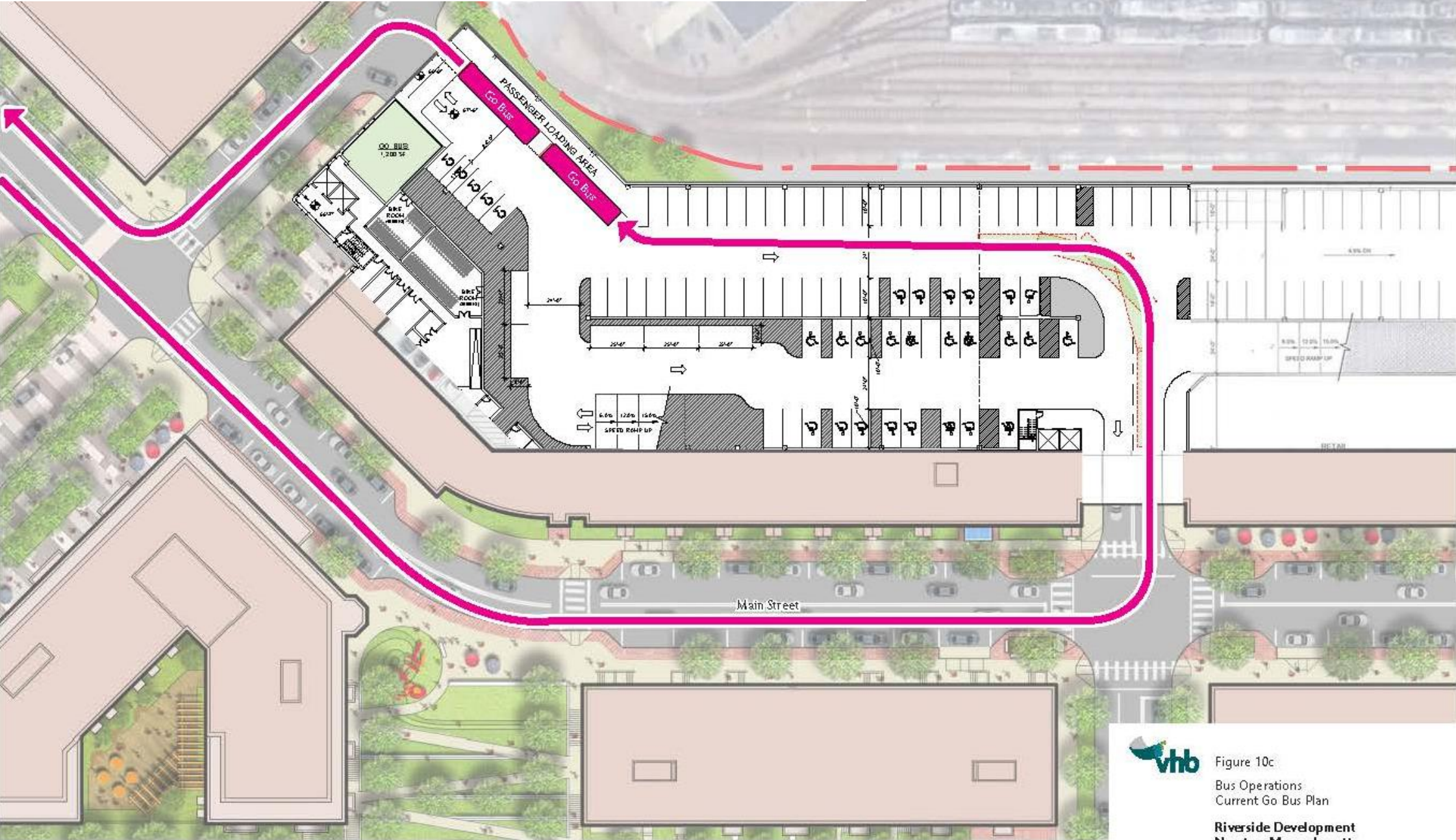


Figure 10c
Bus Operations
Current Go Bus Plan
**Riverside Development
Newton, Massachusetts**

- Passenger Pick-Up/Drop-Off
- Shuttles
- MBTA Route 558
- Go Bus/Regional Carriers

Proposed Transit Loop

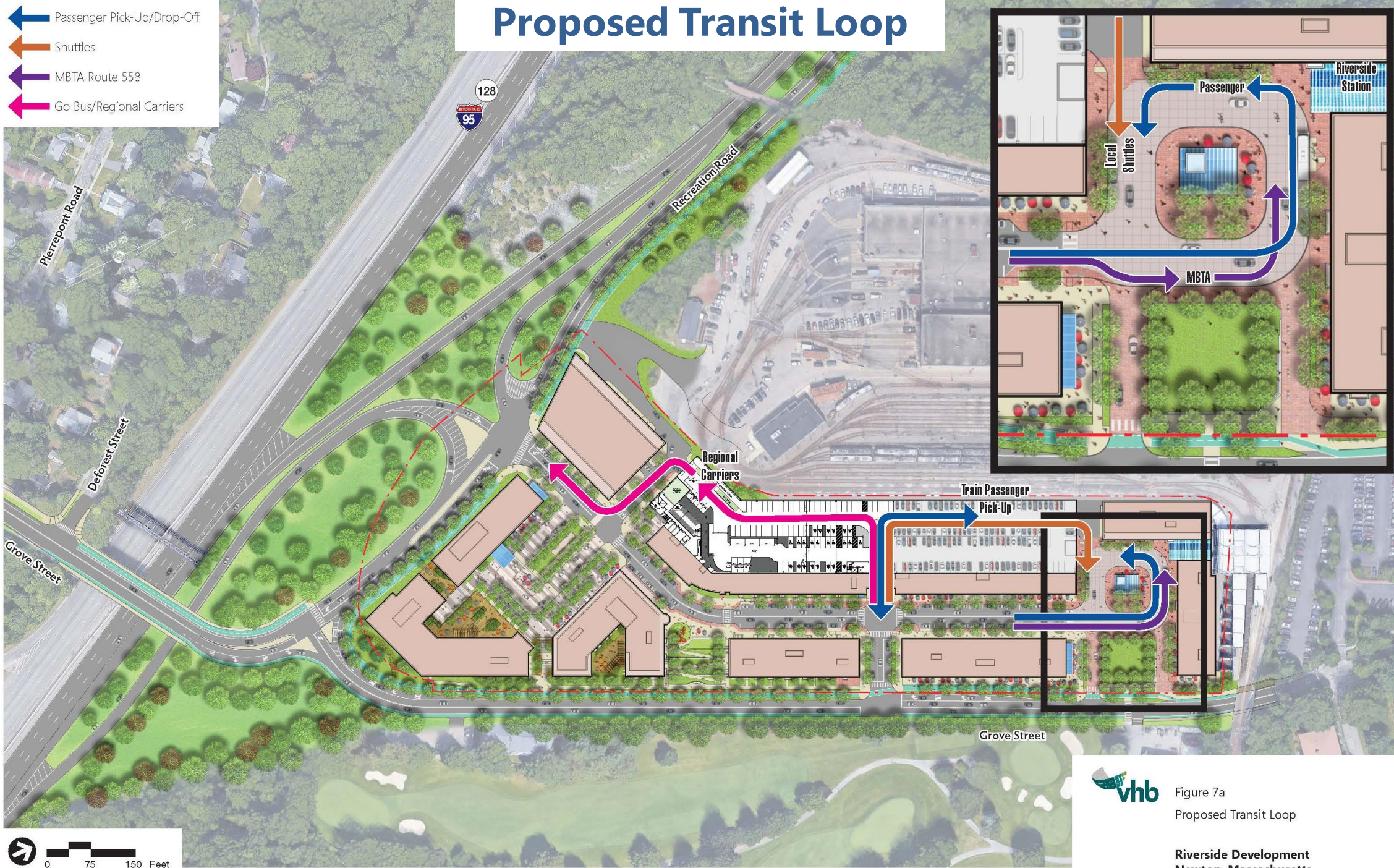


Figure 7a
Proposed Transit Loop

Riverside Development
Newton, Massachusetts

LFIA

- *“Internal intersection queueing”*

Internal Driveway Queues – Weekday Morning Peak Hour

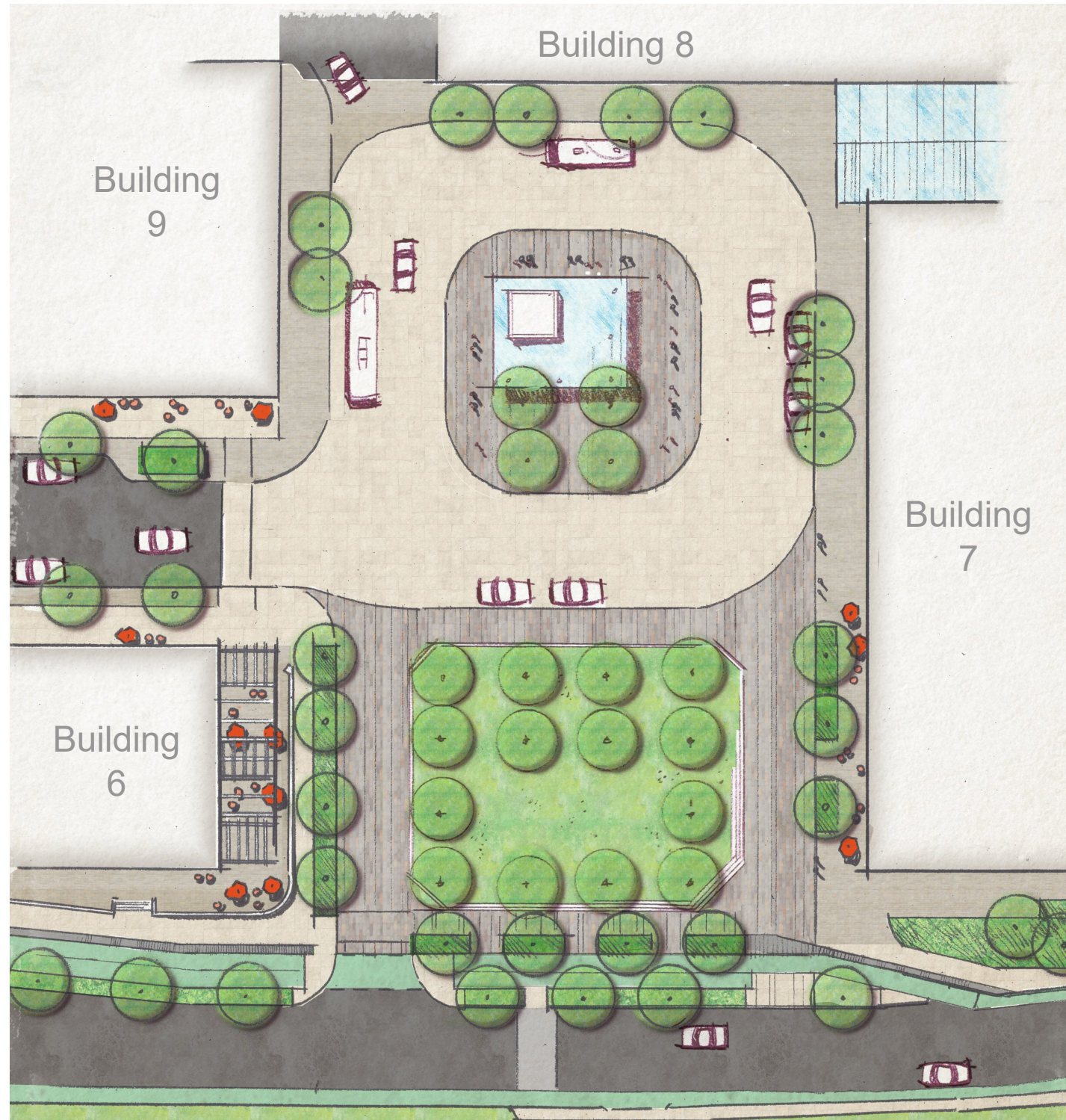


Internal Driveway Queues – Weekday Evening Peak Hour

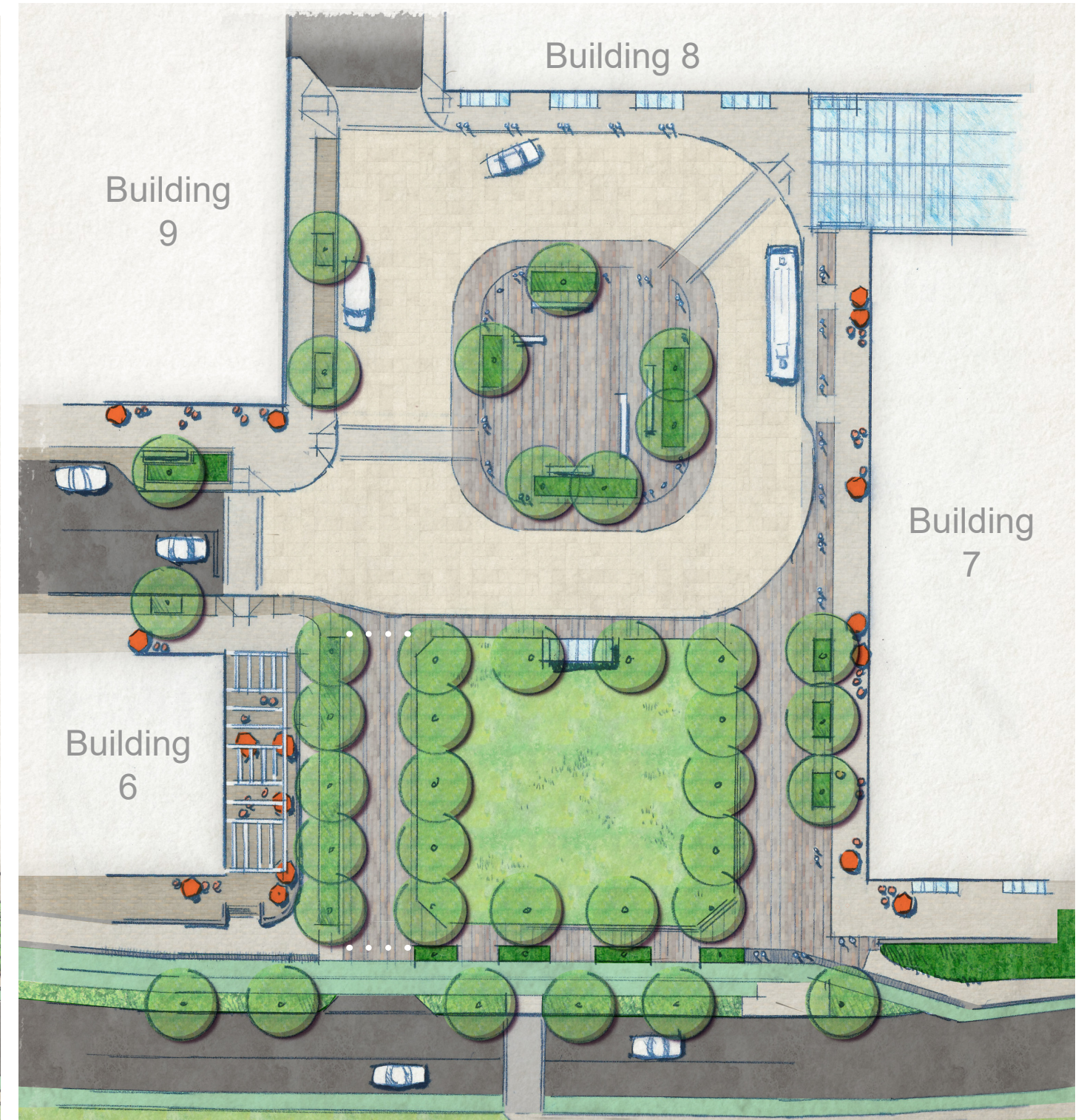


Transit Square Update

Transit Square & Green



December 2019



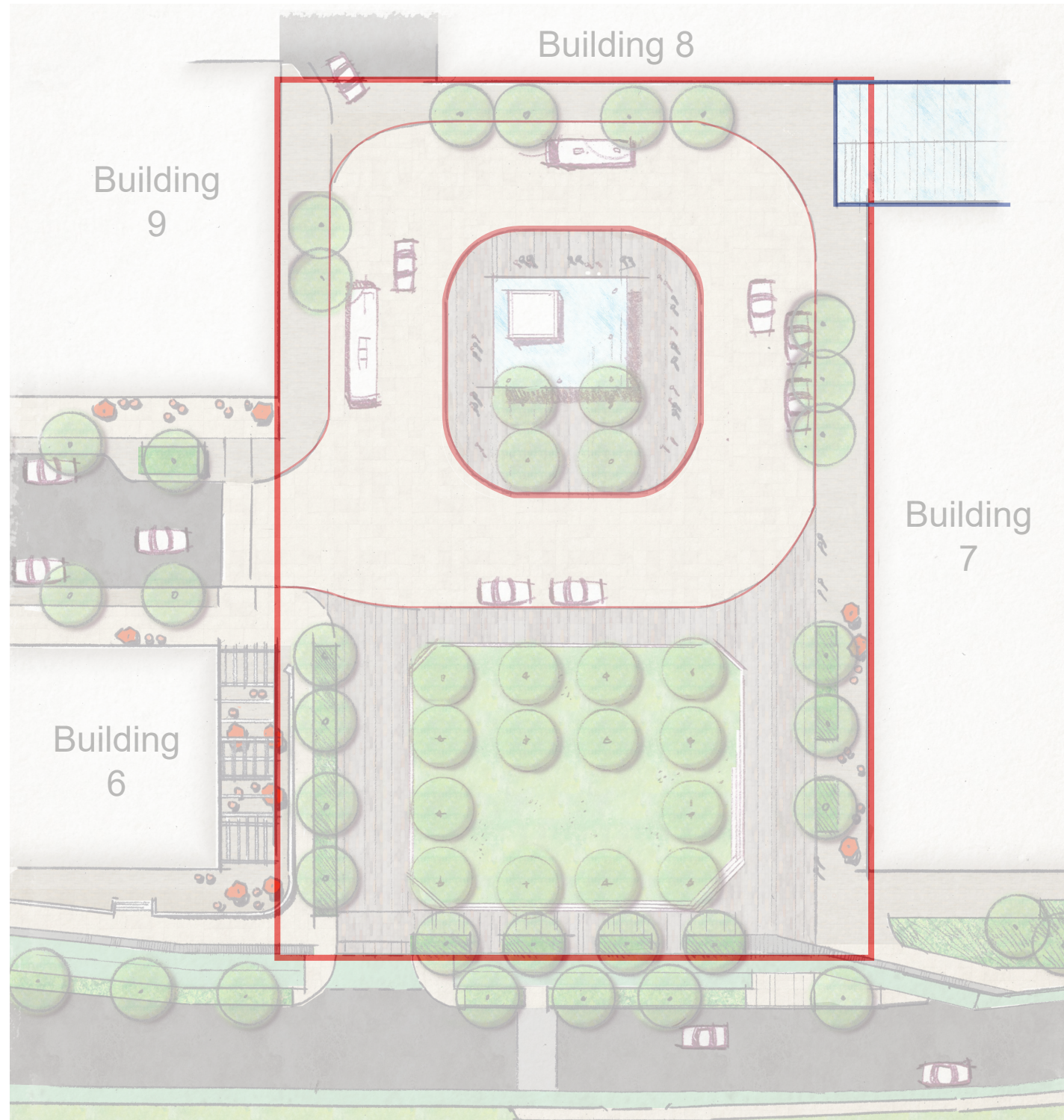
March 2020

MARK
DEVELOPMENT

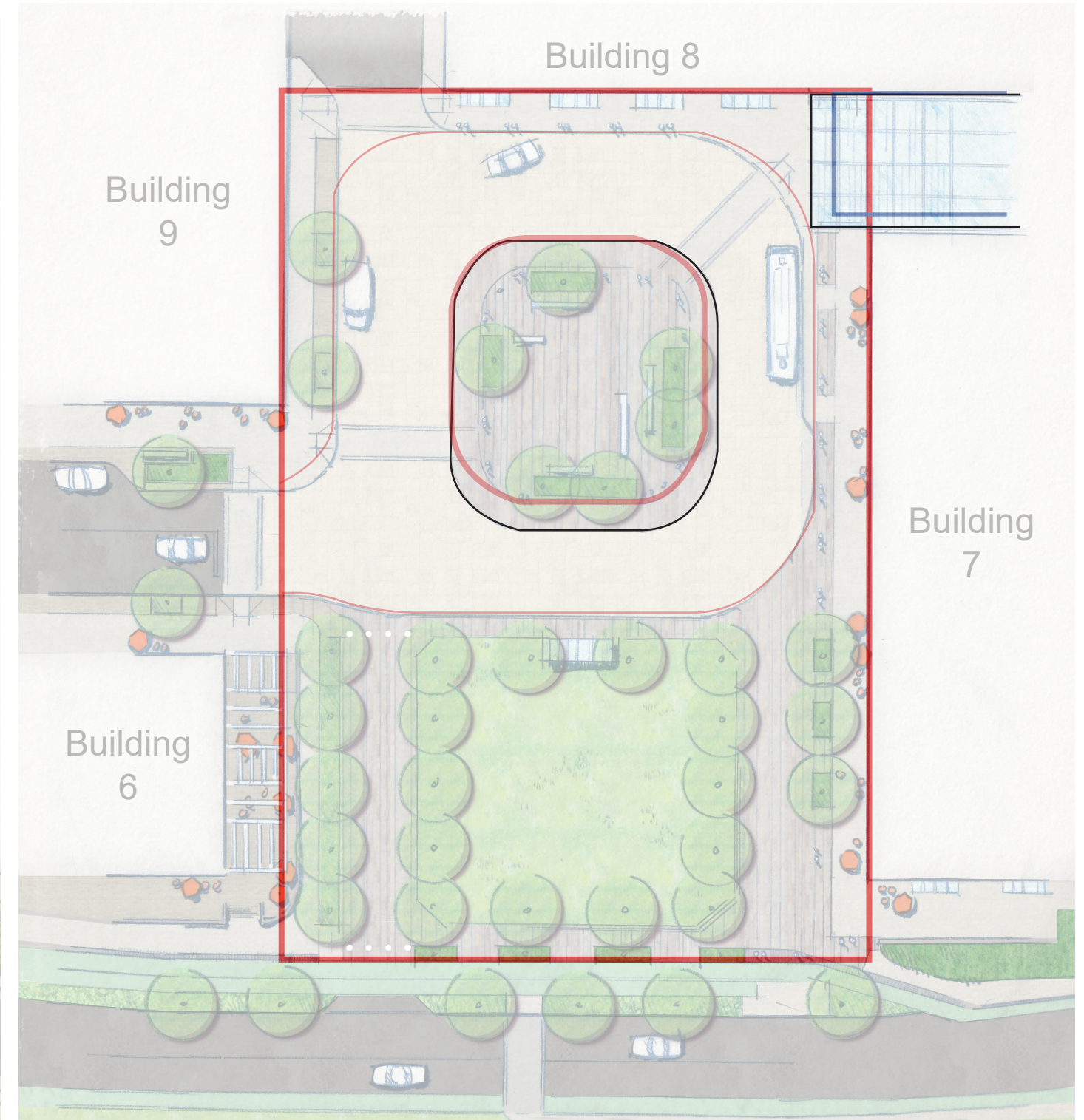
What We Heard

- Concern over the amount of congestion in the Plaza (i.e., too many users)
- Concern over lack of Pedestrian Crossings
- No ability for increase in public transit with growth in ridership
- Safety concerns over where bike parking is proposed
- ADA Accessibility

Transit Square & Green



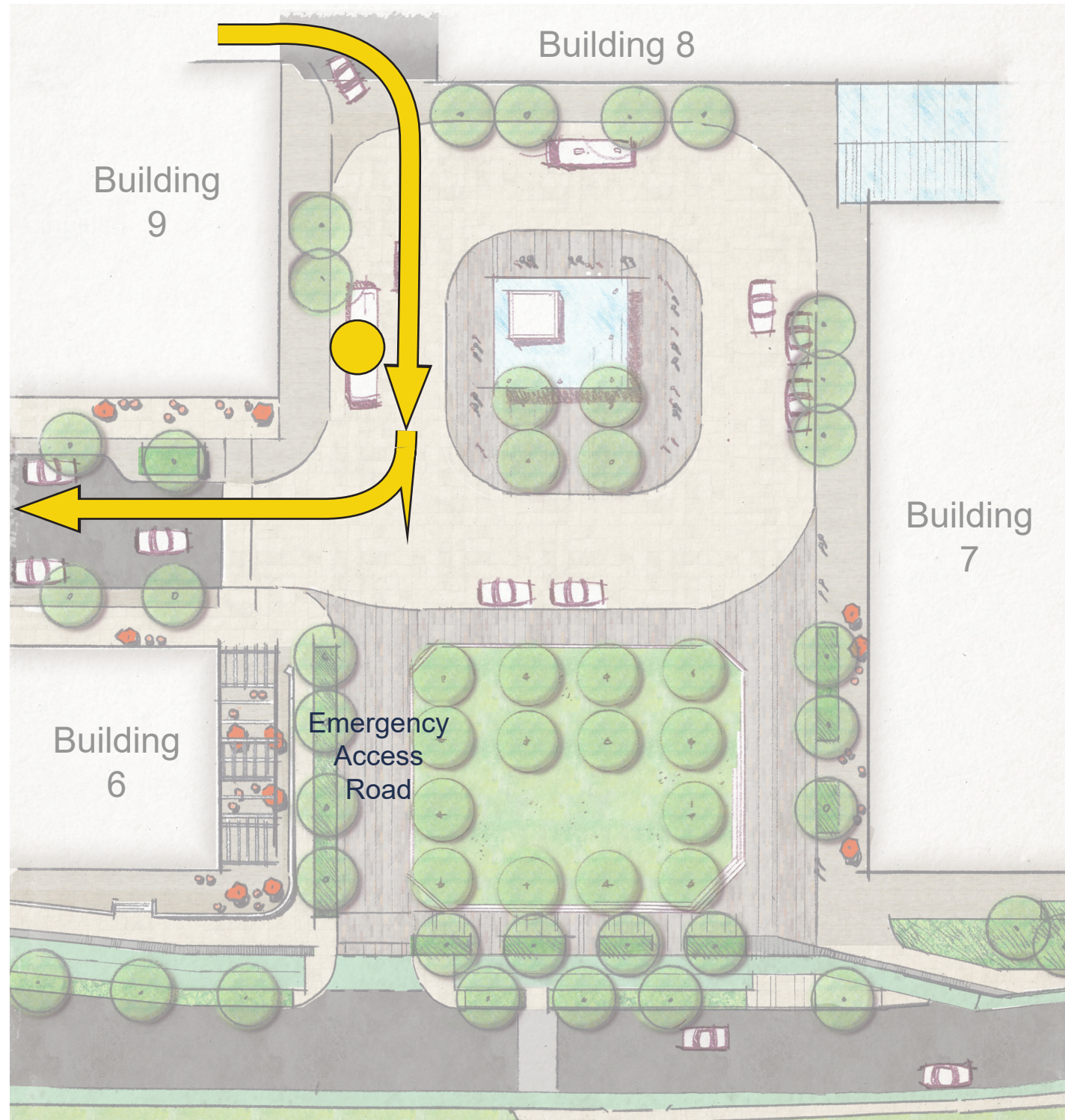
December 2019



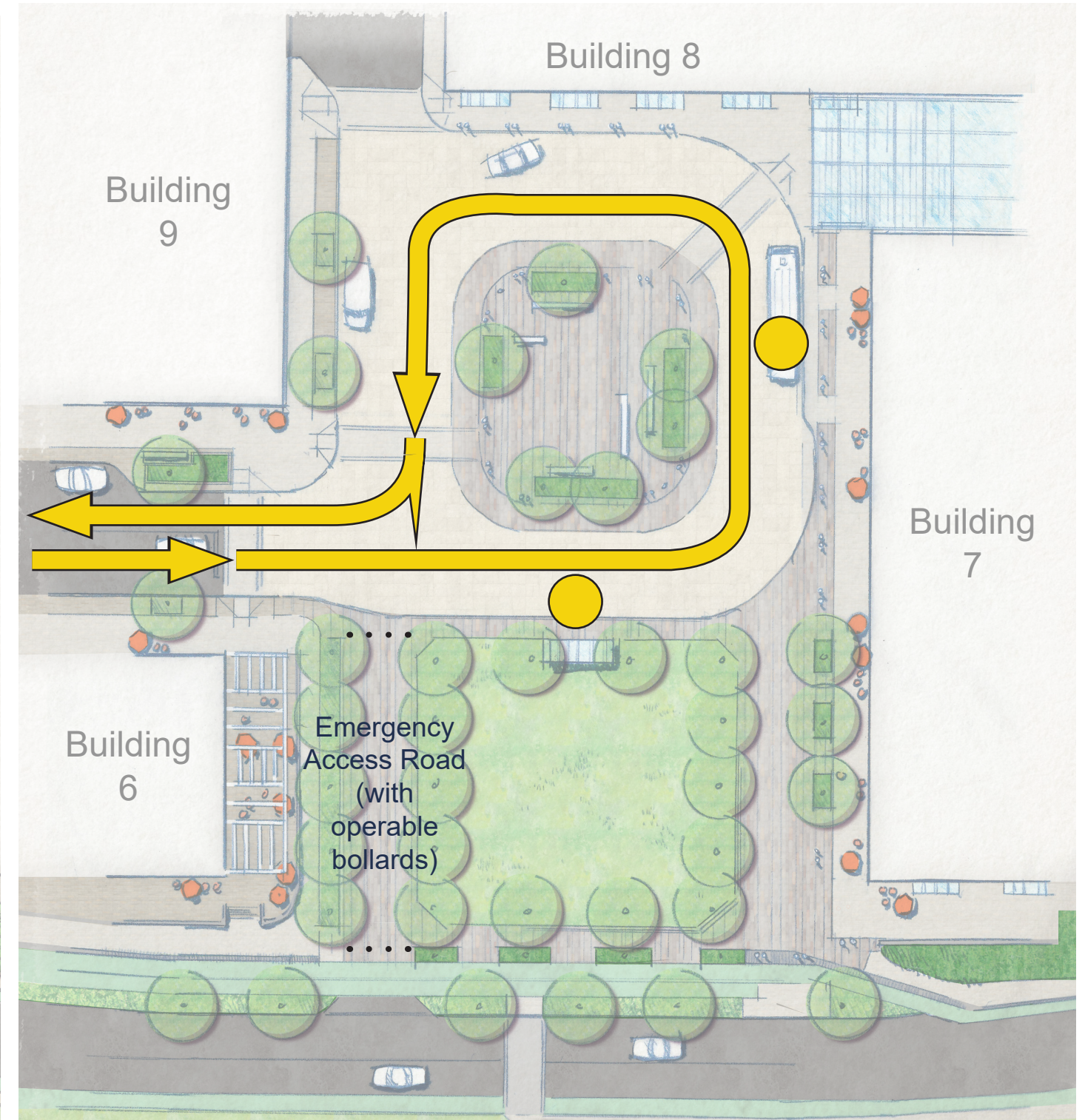
March 2020

MARK
DEVELOPMENT

MBTA Bus



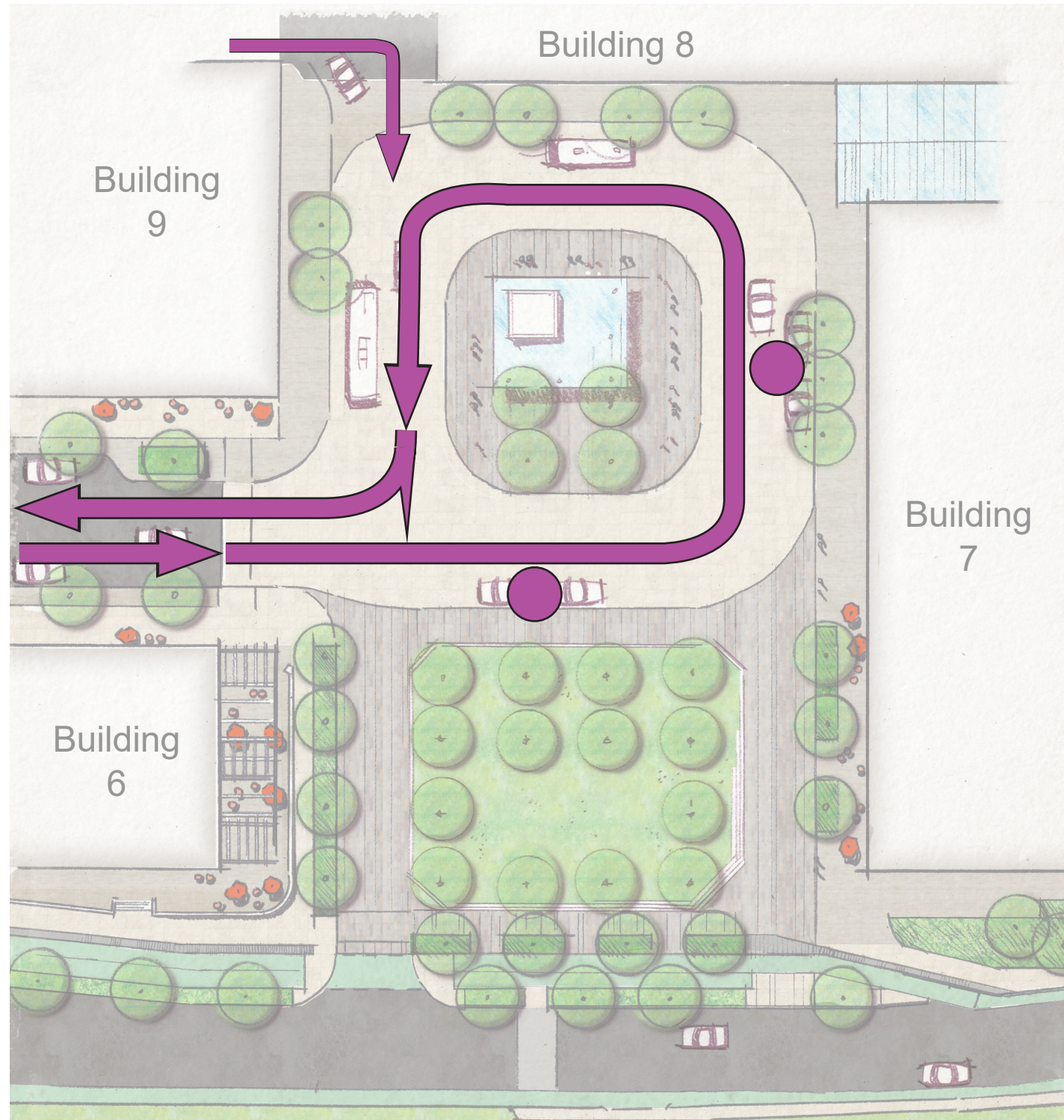
December 2019



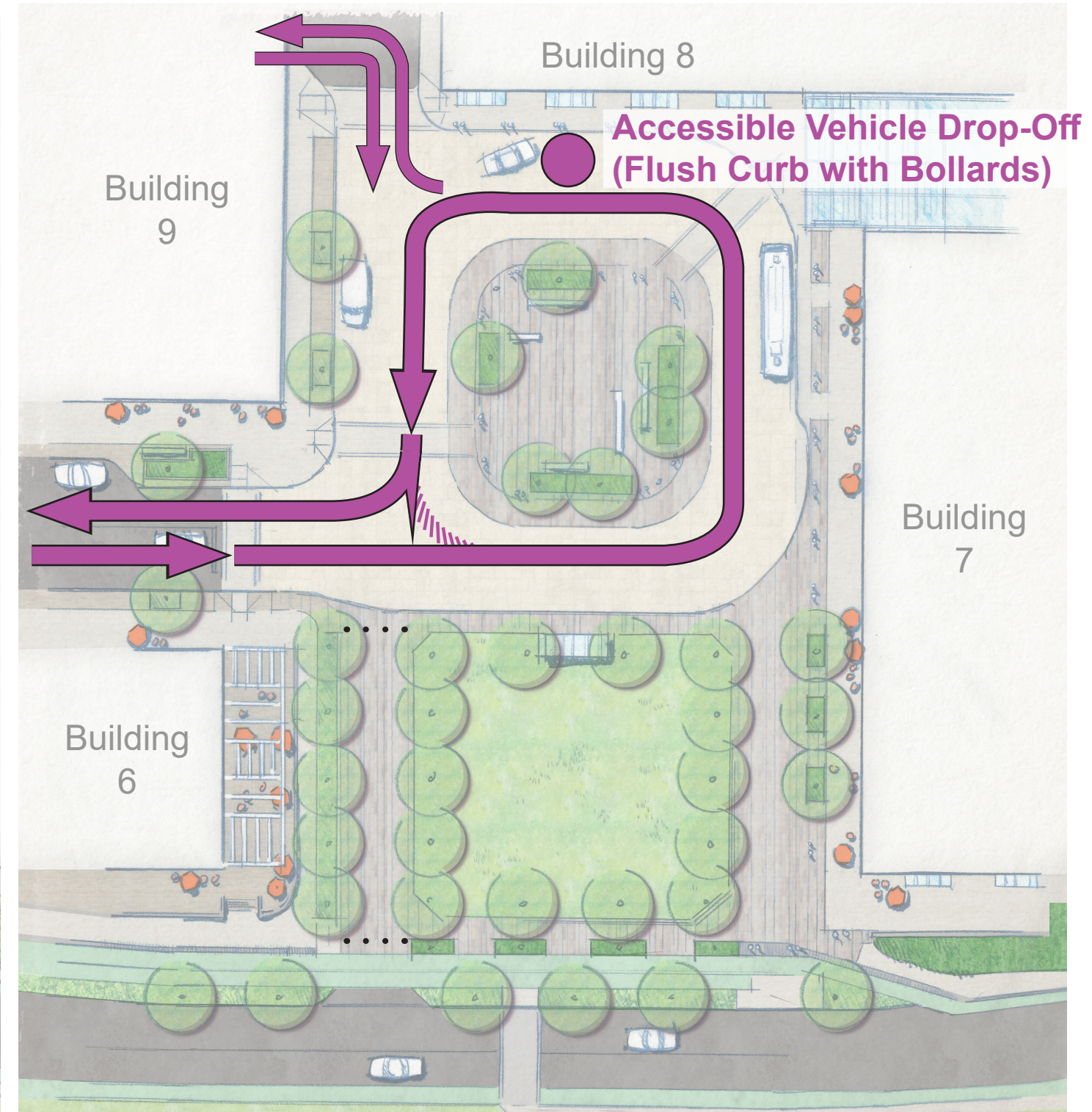
March 2020

MARK
DEVELOPMENT

Passenger Loading



December 2019

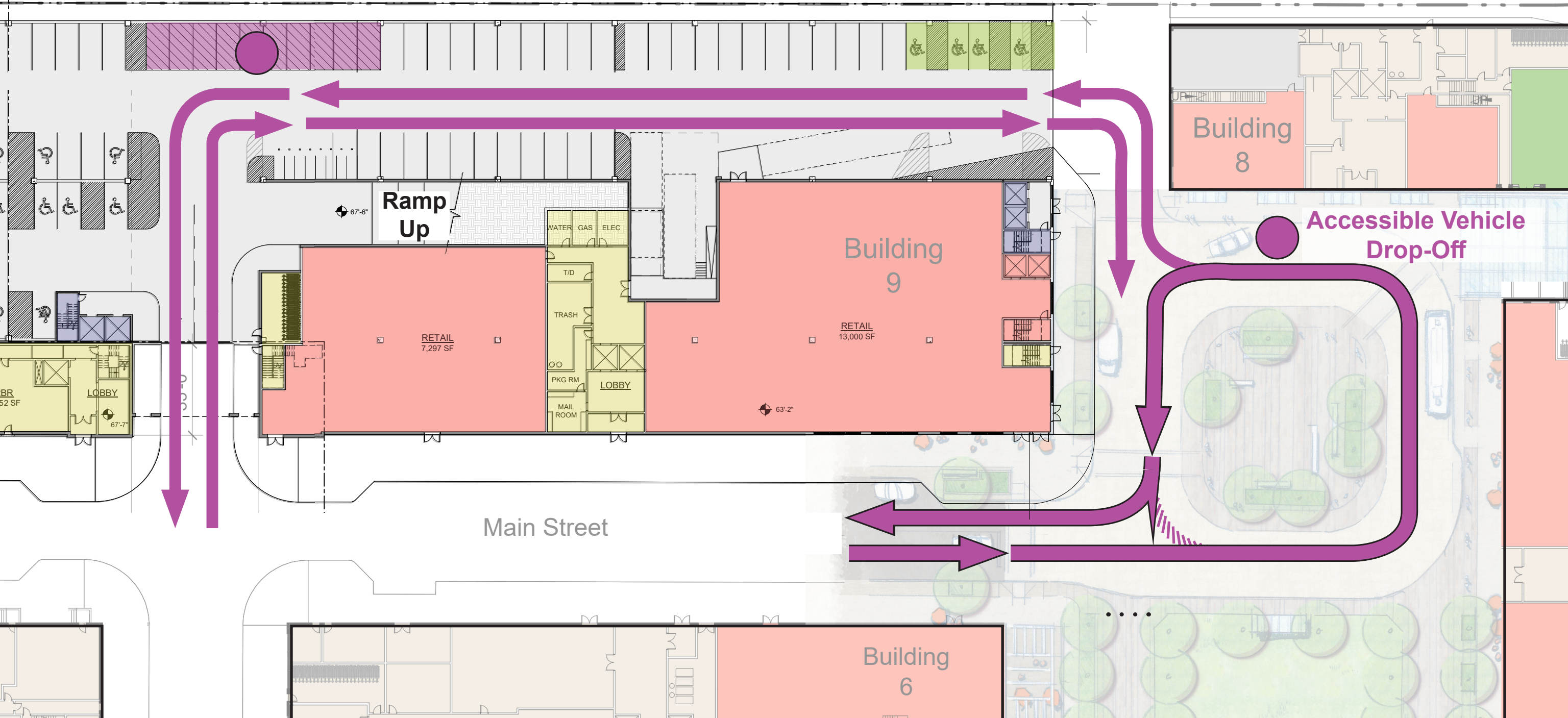


March 2020

MARK
DEVELOPMENT

**Kiss-and-Ride
MBTA Short Term Parking
(10 Spaces)**

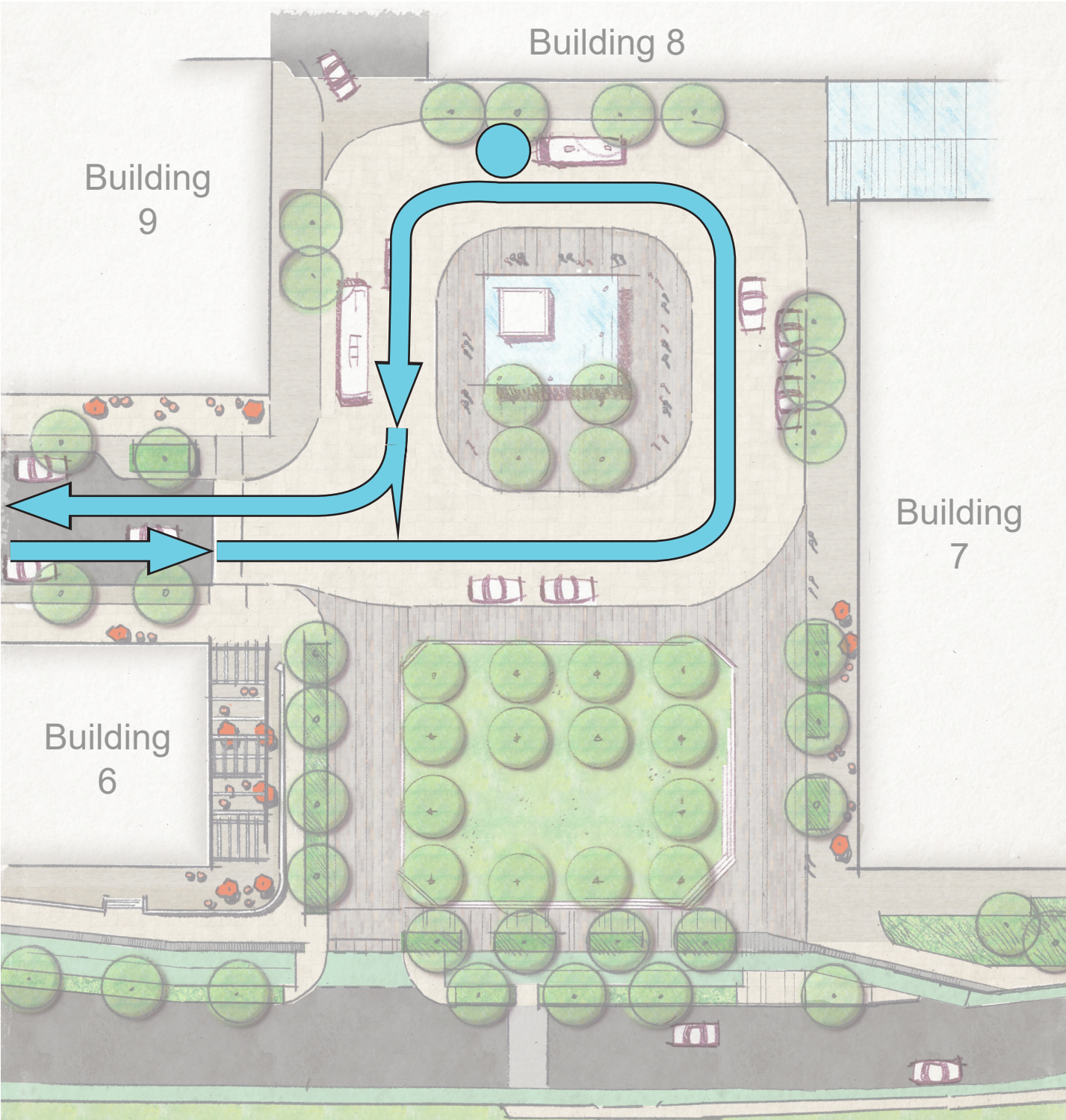
**ADA Parking
(4 Spaces)**



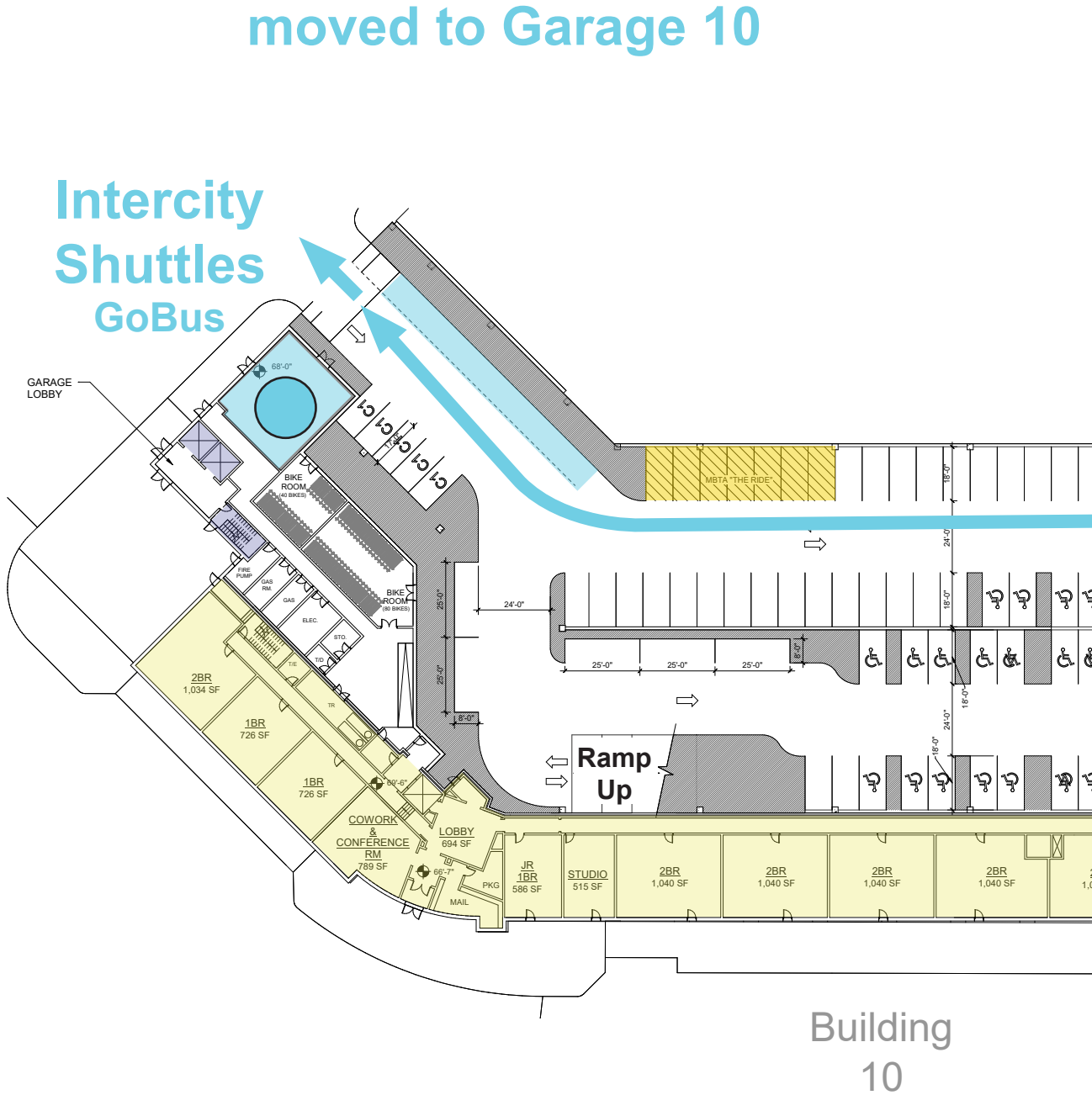
March 2020

MARK
DEVELOPMENT

Intercity Shuttles

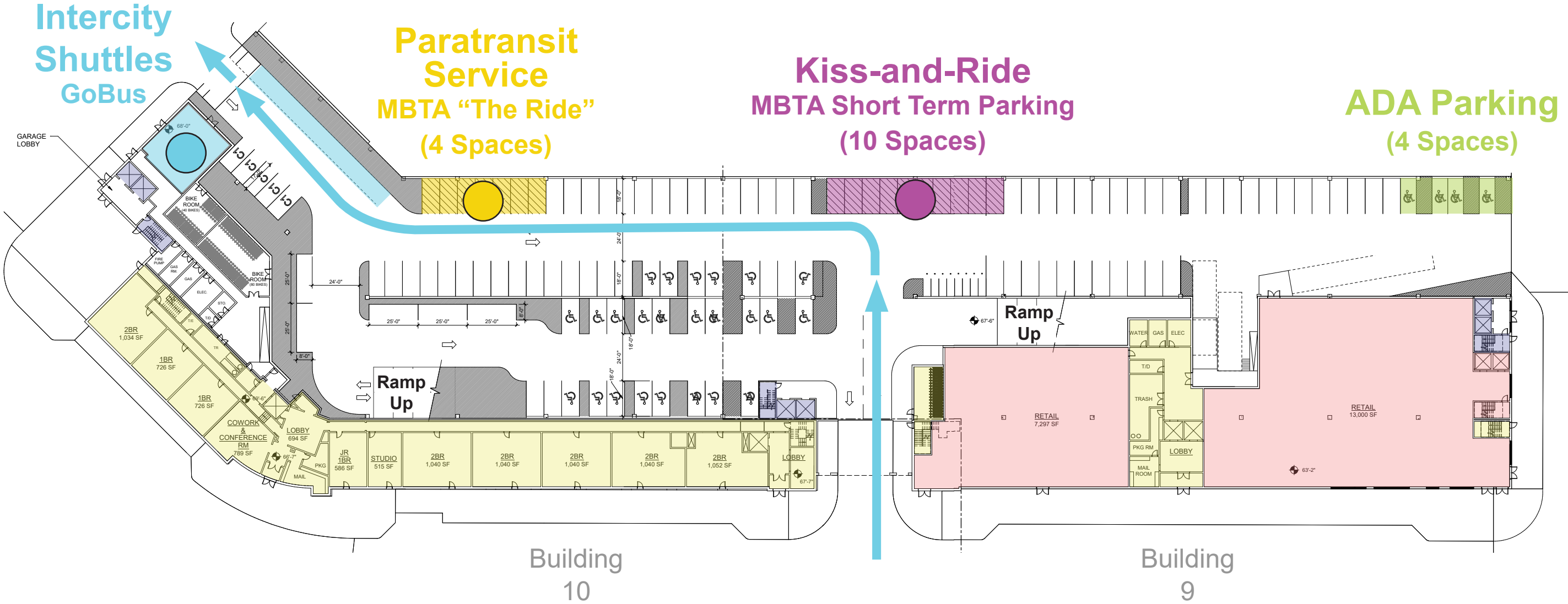


December 2019

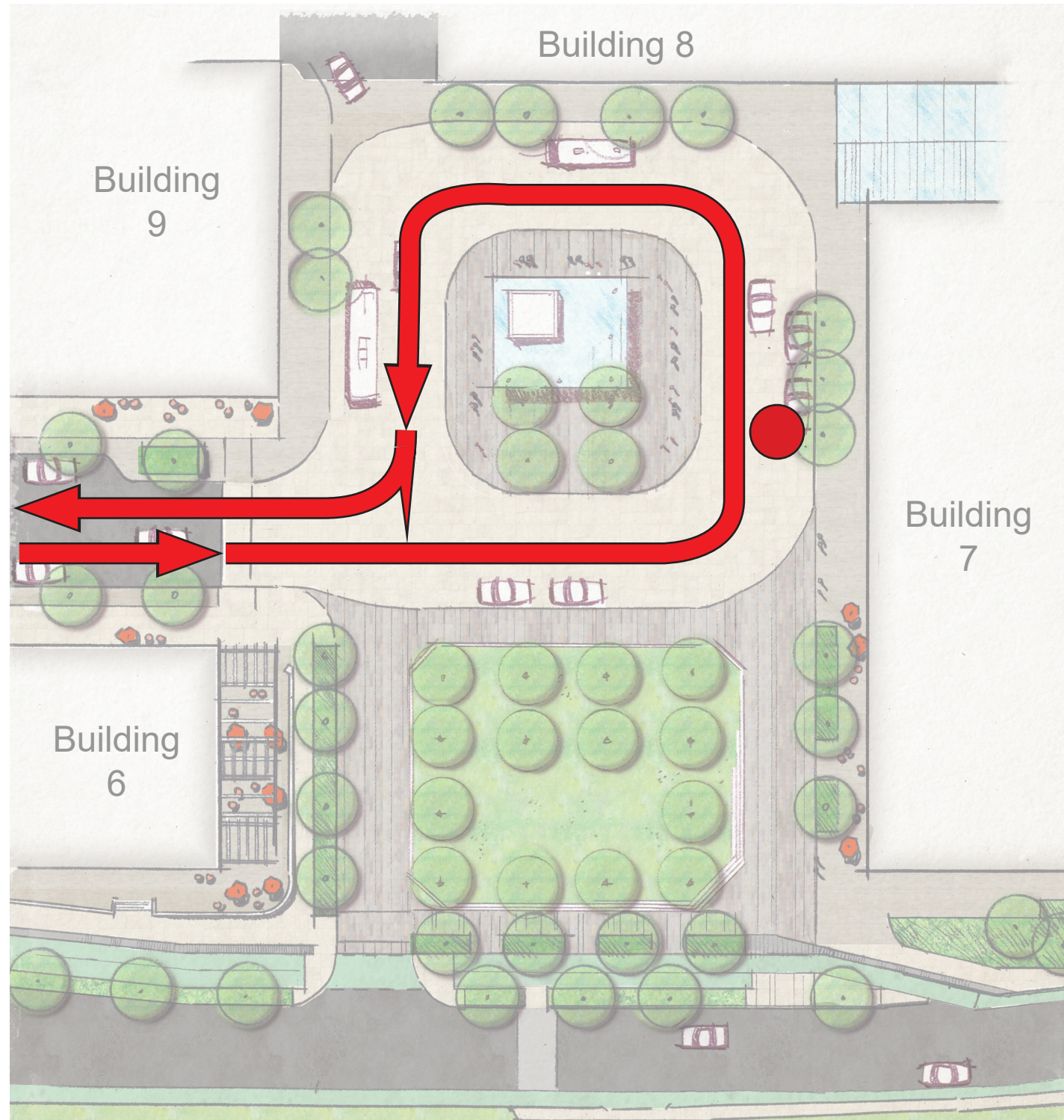


March 2020

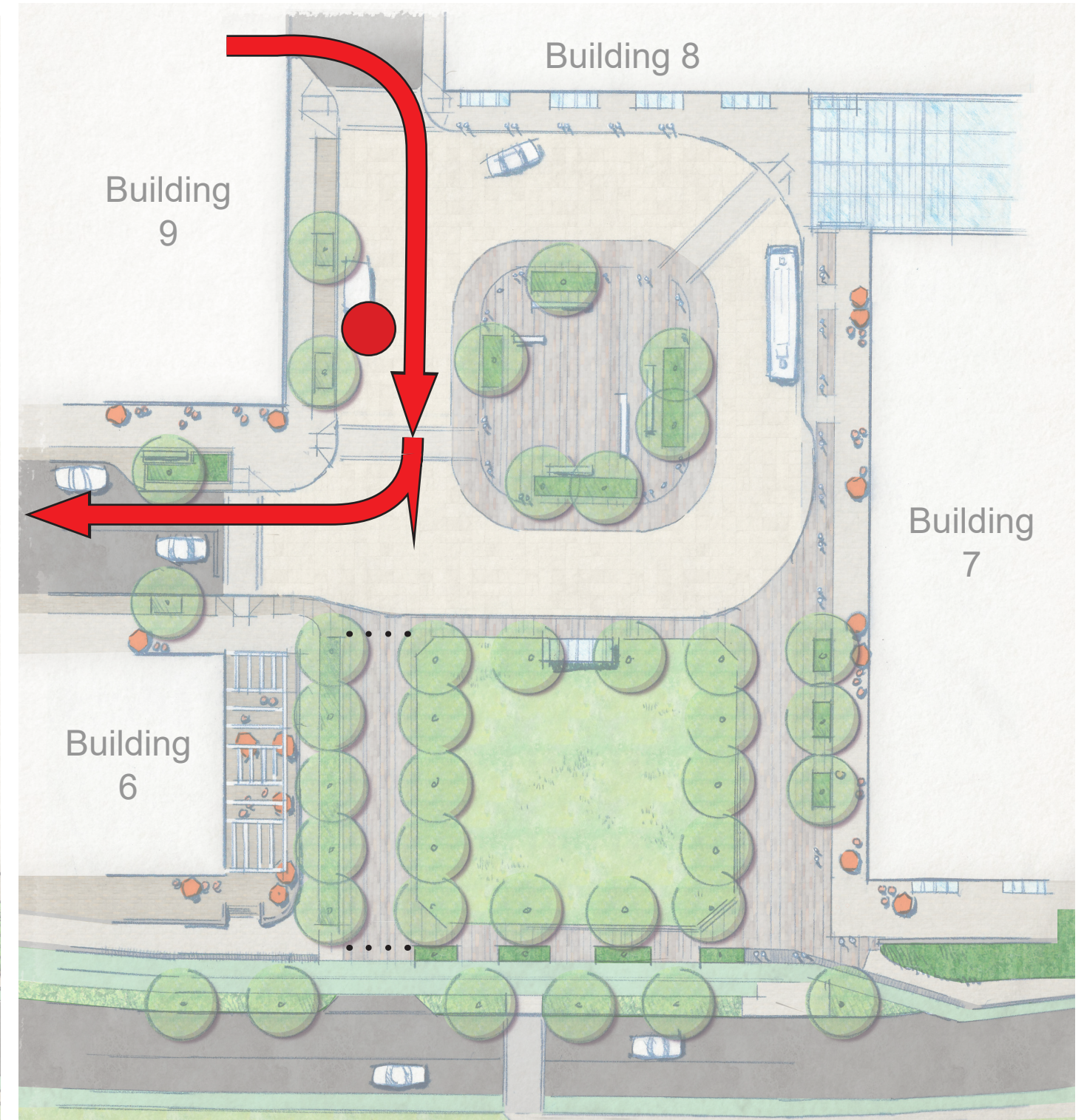
Garage (Ground Floor)



Local Shuttles



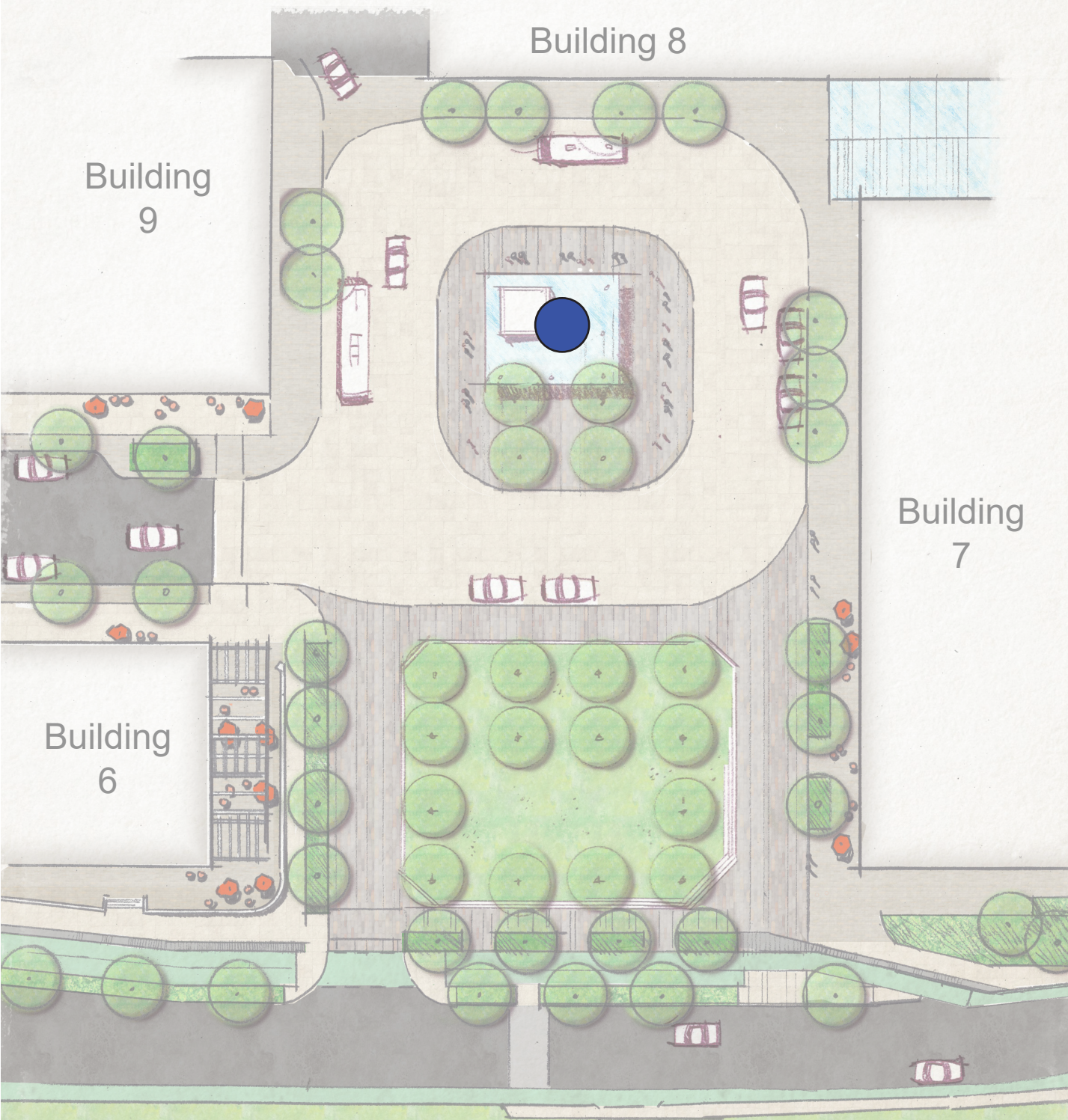
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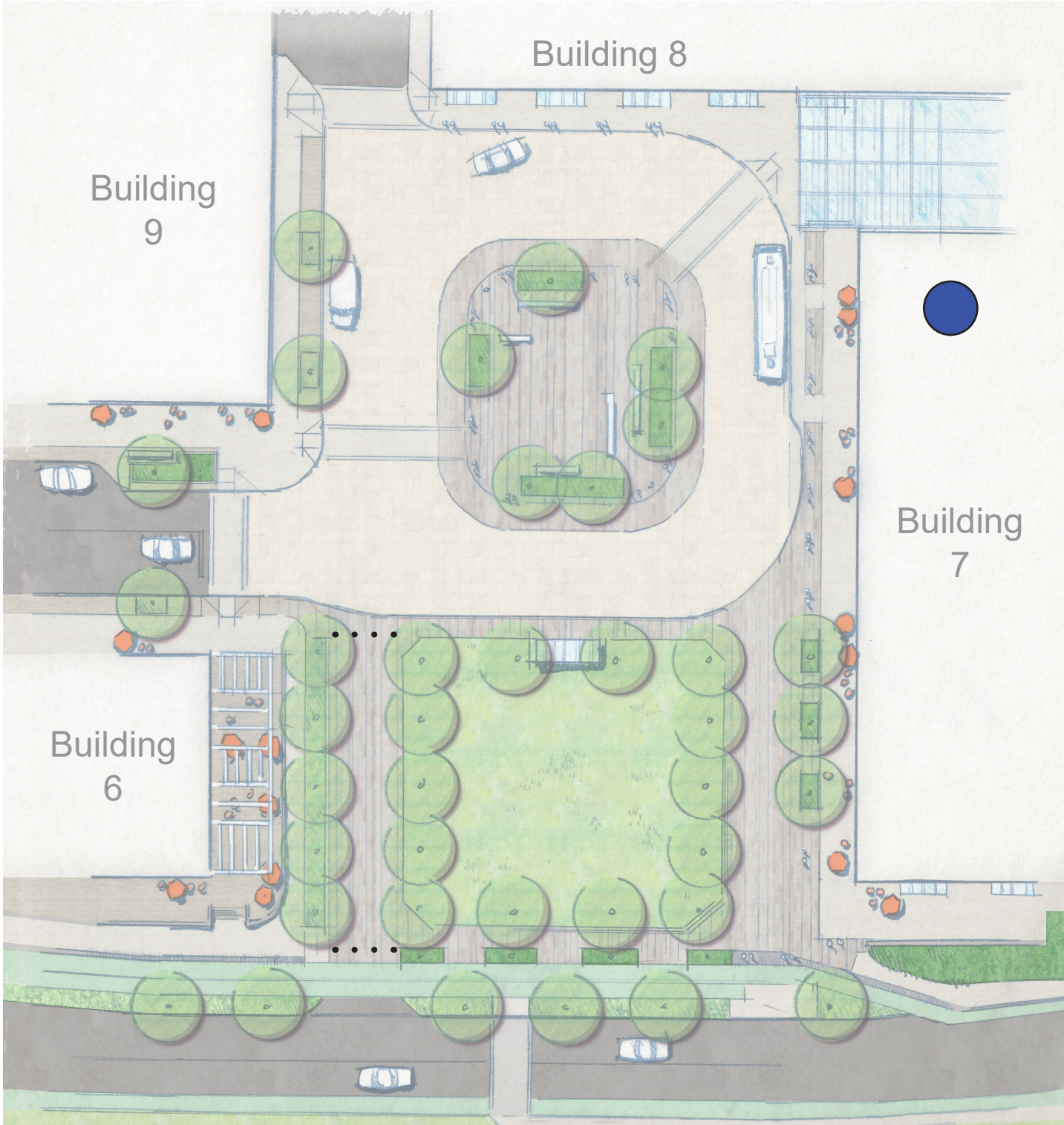
March 2020

MARK
DEVELOPMENT

Bicycle Parking

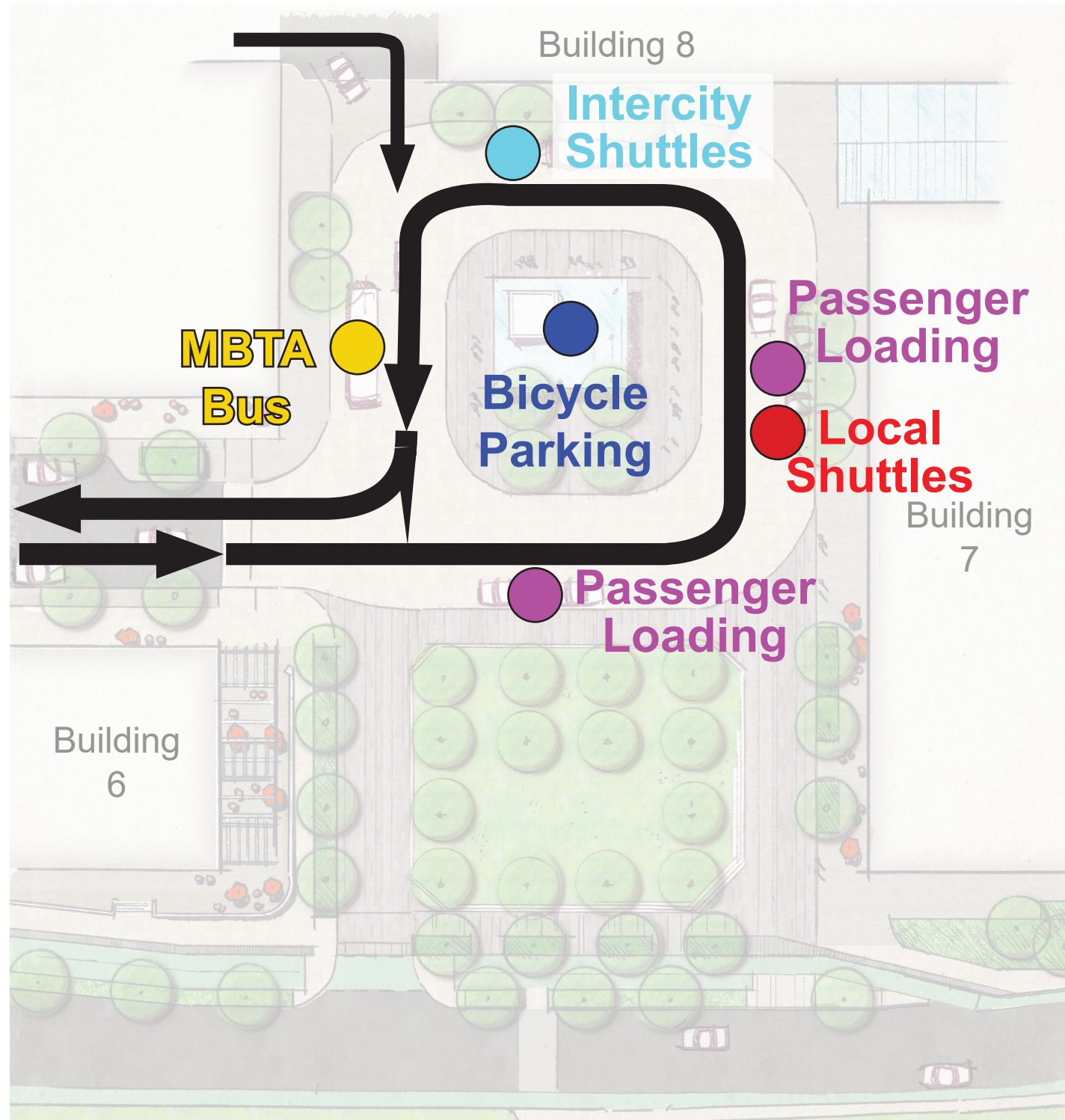


December 2019



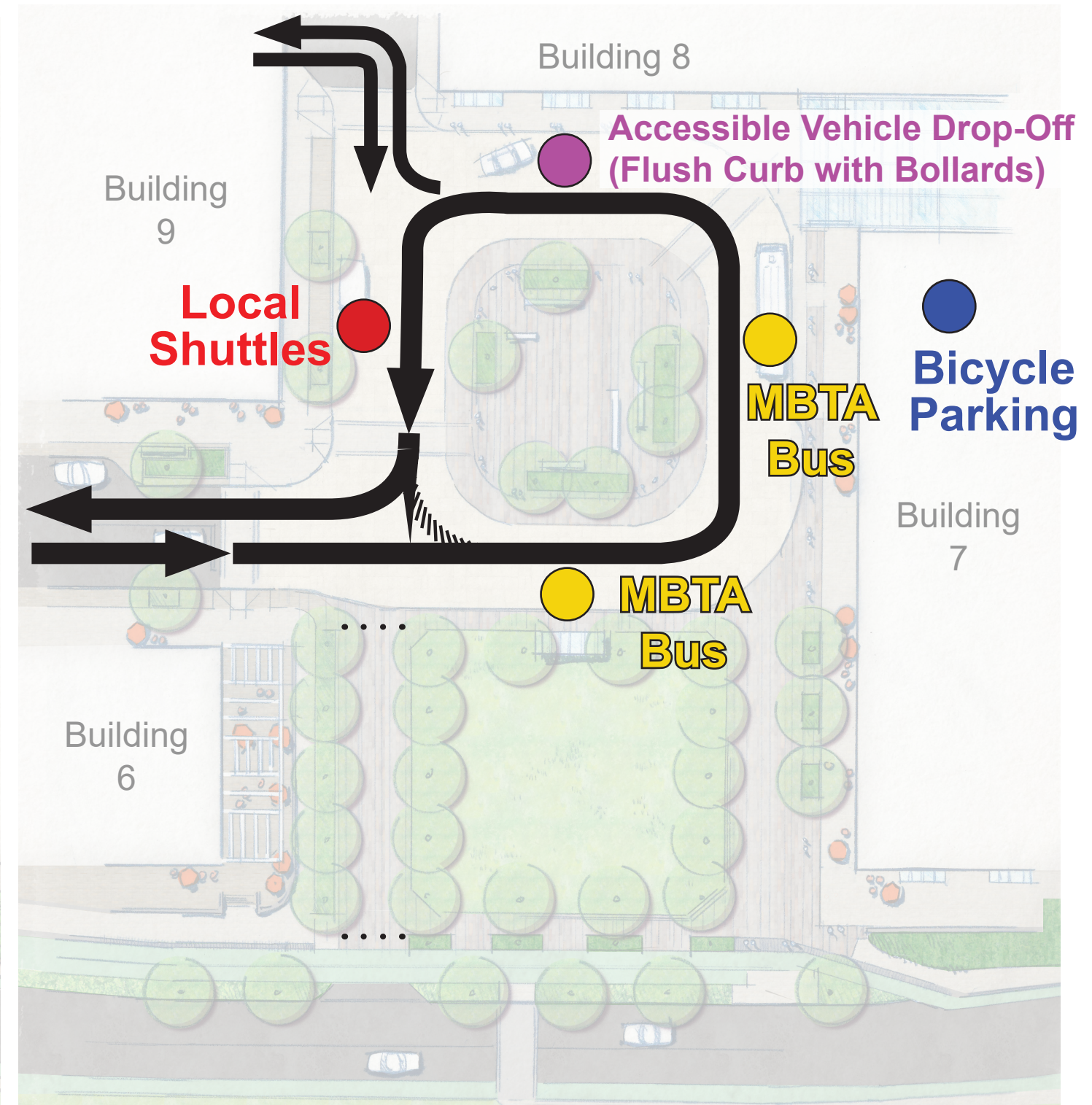
March 2020

Original Plan: Active Users - (6)



December 2019

Revised Plan: Active Users - (3 -4)



March 2020

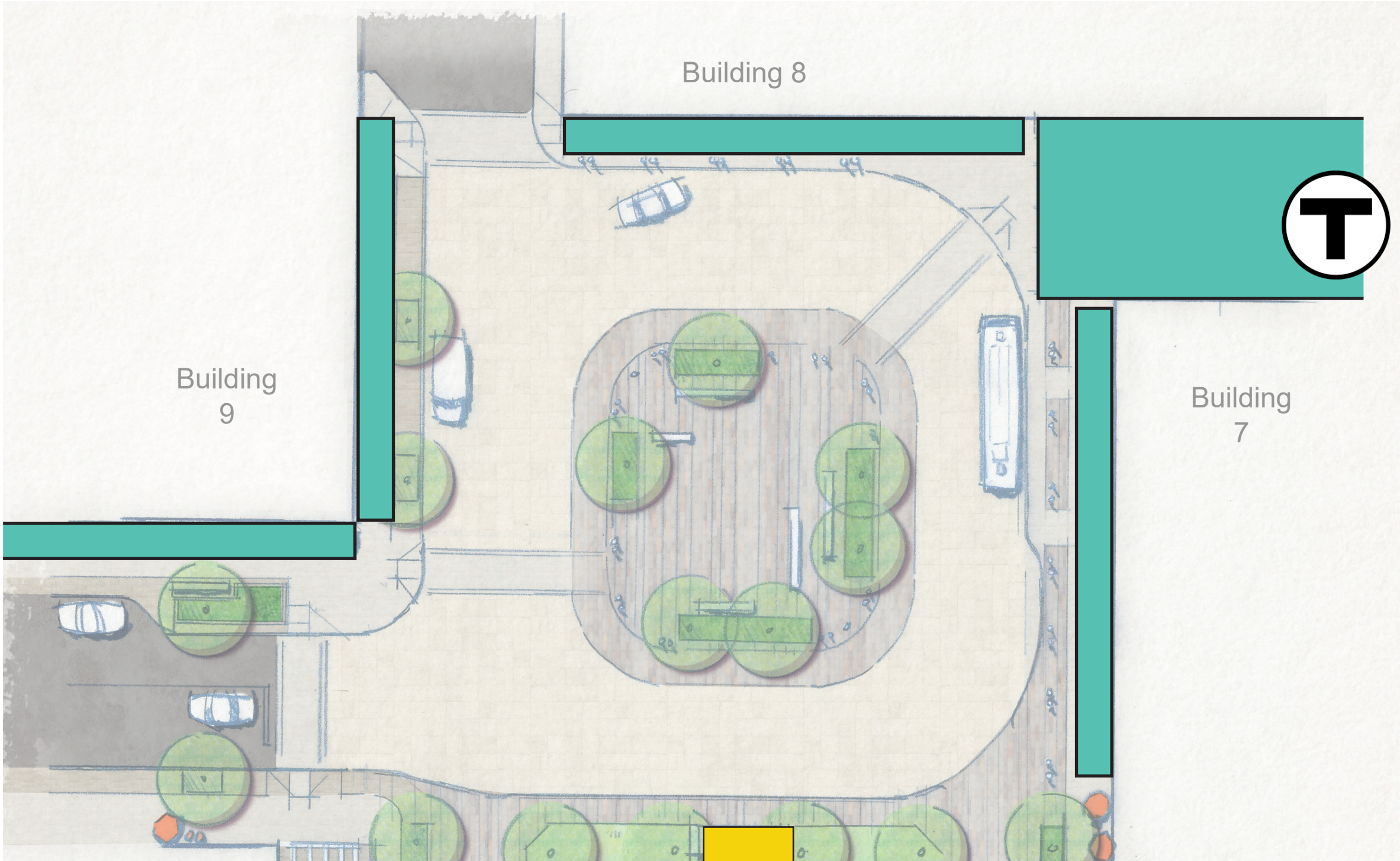
MARK DEVELOPMENT

Existing Condition (Limited Awnings)



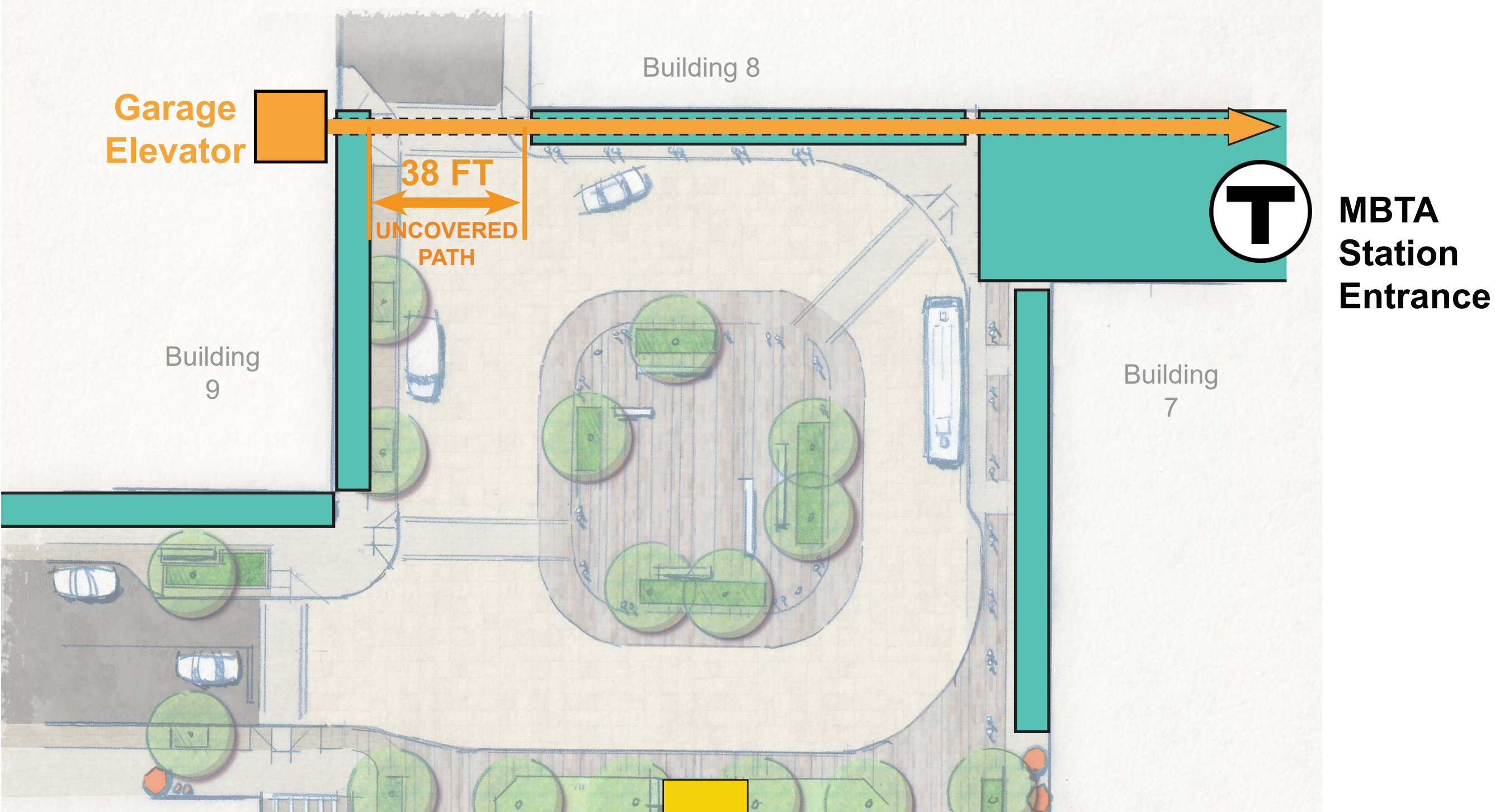
**MBTA
Station
Entrance**

Covered Walkways (Awnings and Canopies)

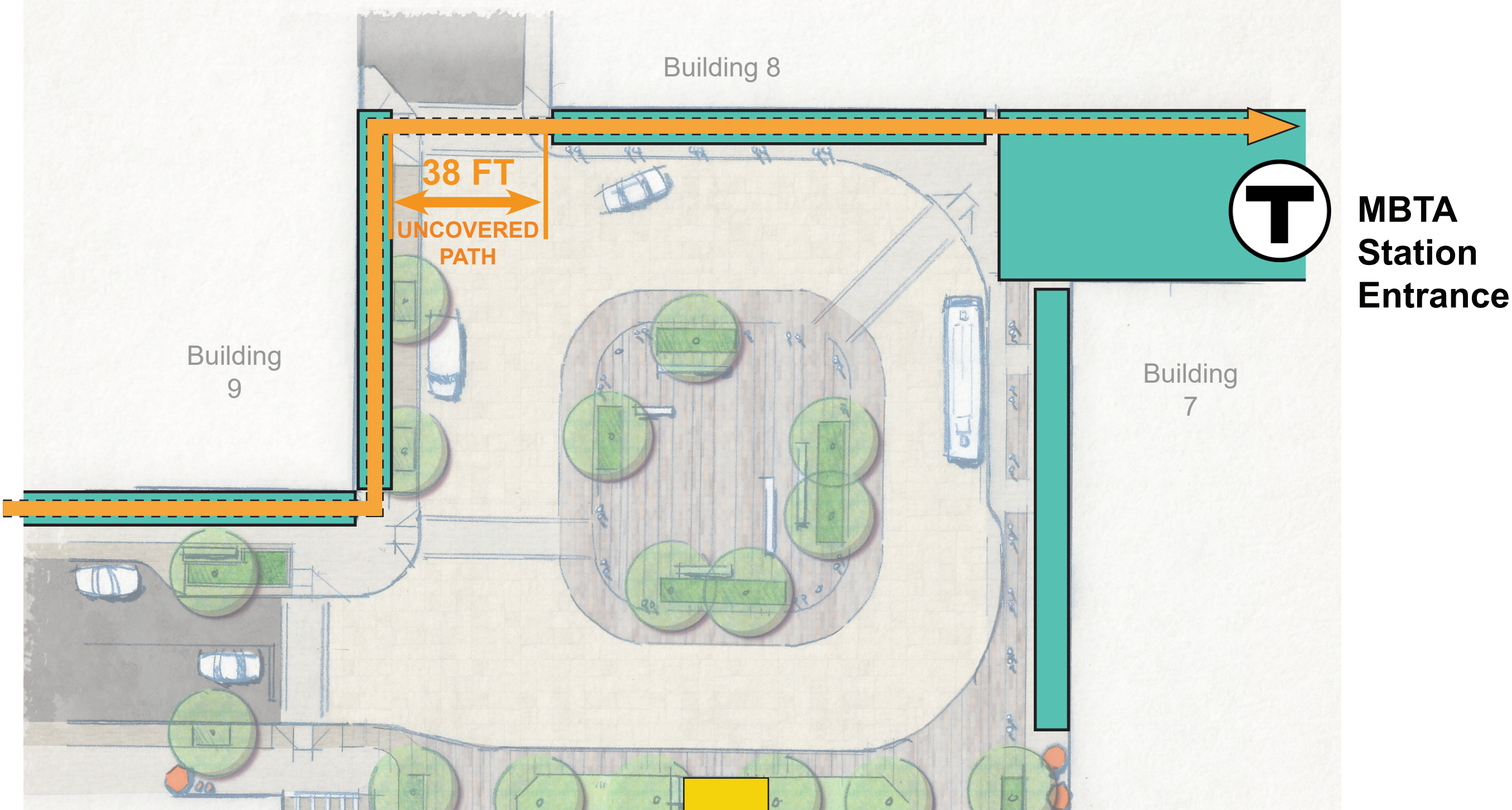


**MBTA
Station
Entrance**

Pedestrian Route (Garage to Station)



Pedestrian Route (Main Street to Station, OPTION 1)



Pedestrian Route (Main Street to Station, OPTION 2)

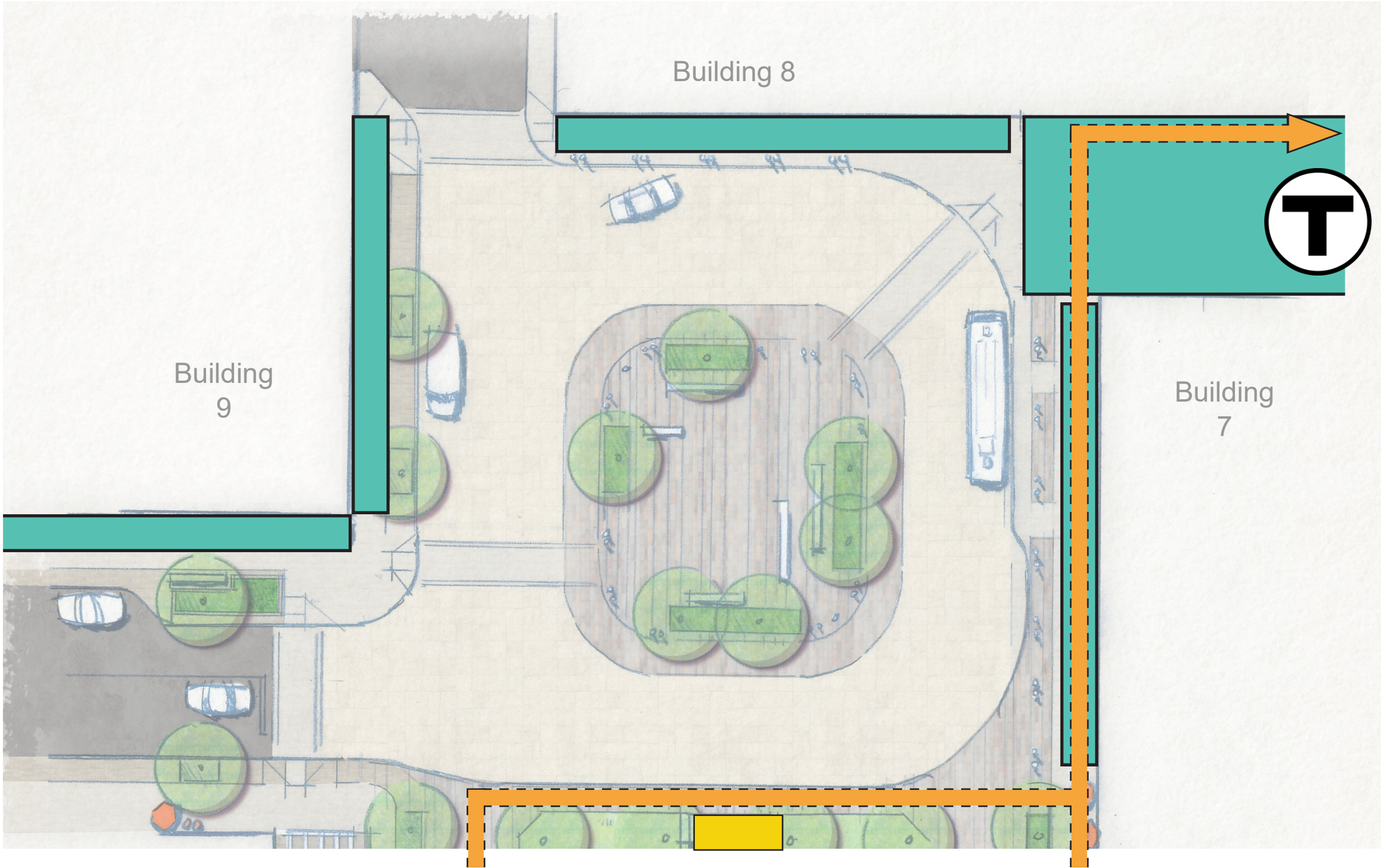


Multi Purpose Pavilion

March 2020

MARK DEVELOPMENT

Pedestrian Route (Grove Street to Station Entrance)



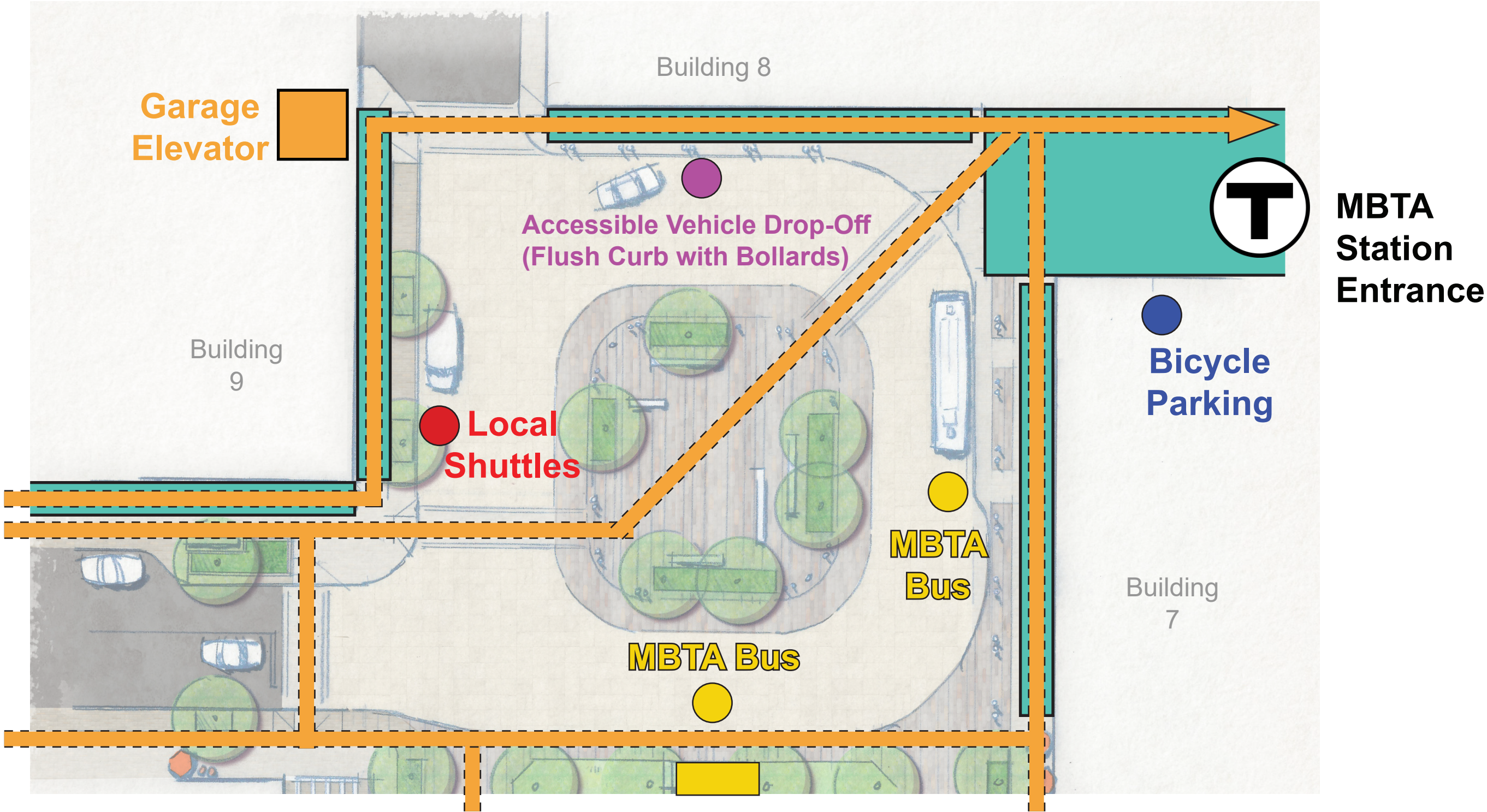
**MBTA
Station
Entrance**

Multi-Purpose Pavilion

March 2020

**MARK
DEVELOPMENT**

Pedestrian Routes

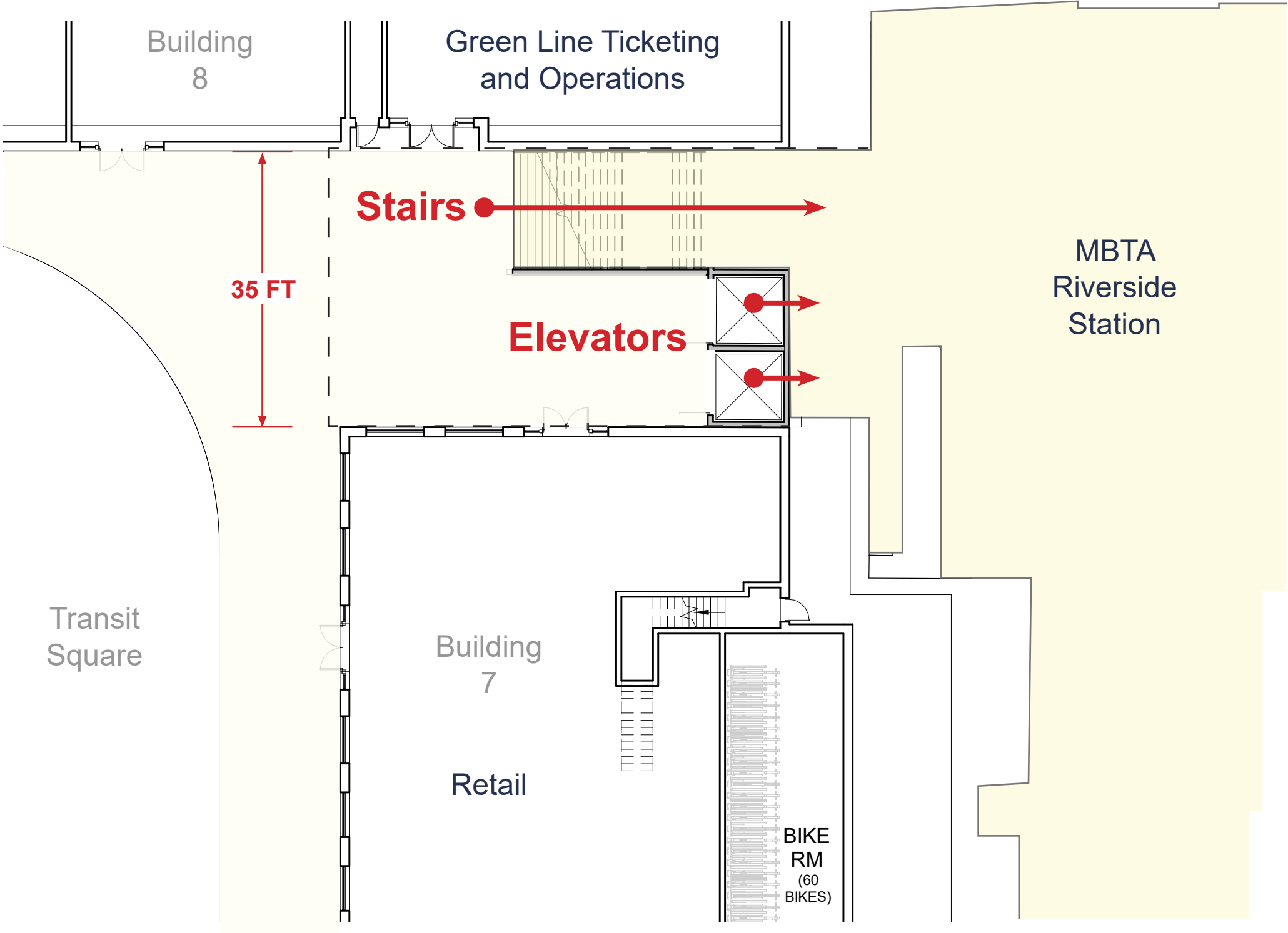


Multi-Purpose Pavilion

March 2020

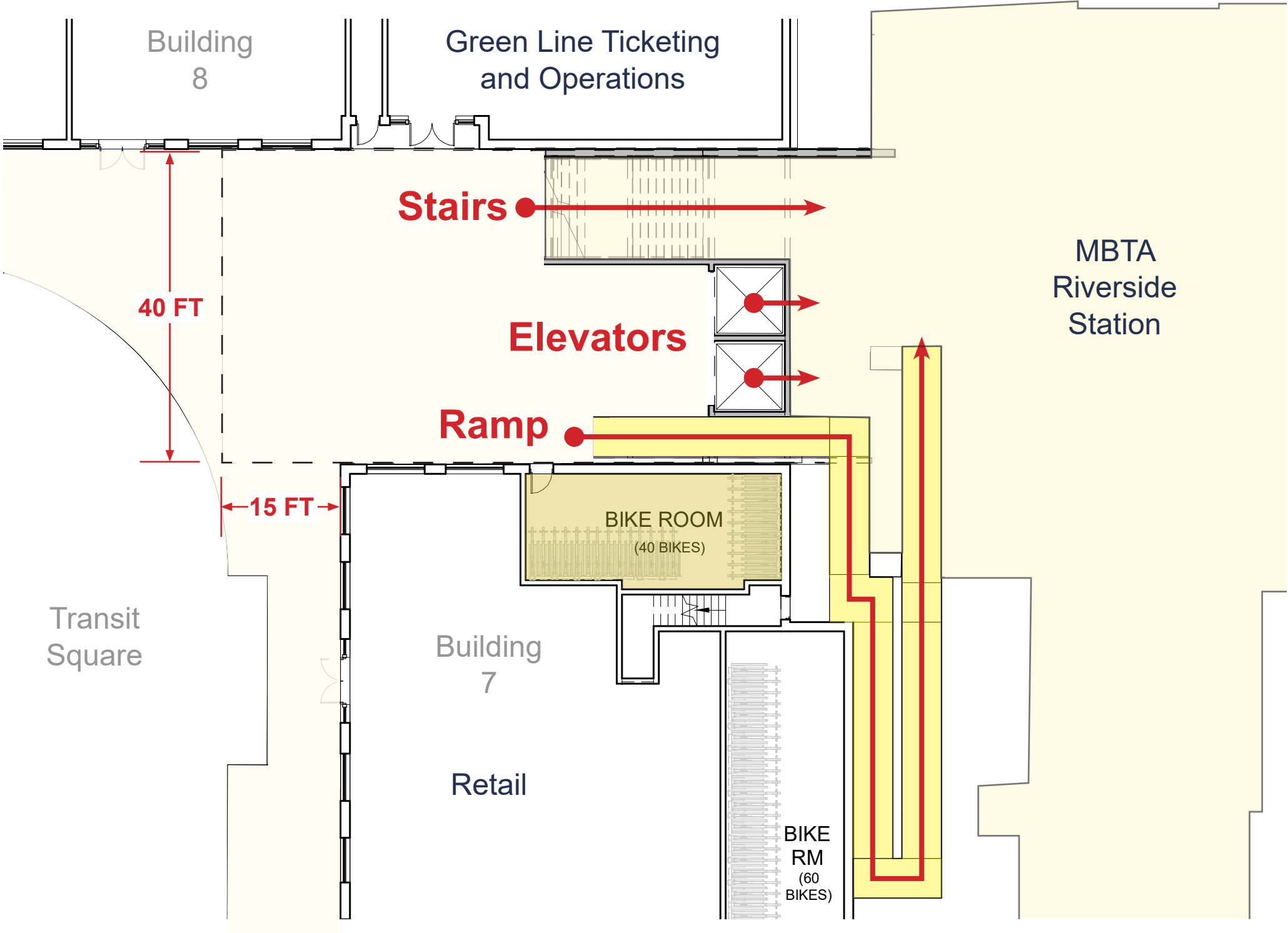
MARK DEVELOPMENT

Station Entrance - Original Plan



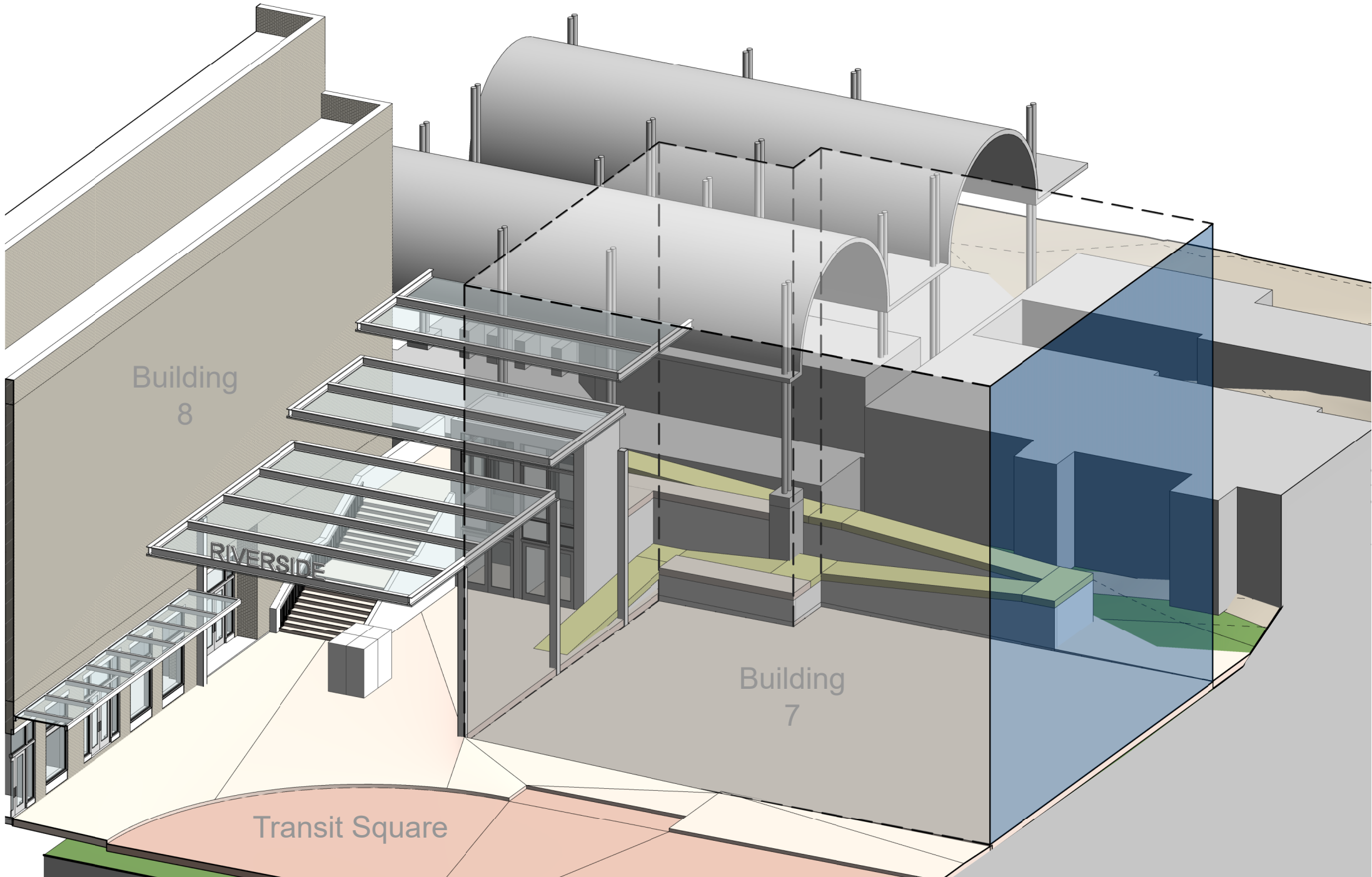
December 2019

Station Entrance - New Ramp



March 2020

Model of Station Entrance



Transportation Demand Management (TDM)



2-way Recreation Rd.

SB Roundabout

New Highway Ramp

No Left Turn on Grove Street

Proposed Traffic / Off-Site Improvements - \$20.0M

MARK
DEVELOPMENT

Baseline TDM

1. Shared Parking

- Less than 4% parking surplus

2. Unbundled Parking

- Residential, Office, and Hotel guests will be charged for parking in addition to rent/daily rate

3. Parking Pricing (variable)

- Monthly (24/7)
- Monthly Reverse Commuter
- Daily

Baseline TDM

4. Bicycle Parking

- 900+ bicycle parking spaces
- Bike repair station and lockers

5. Adaptive Signal Control

6. \$500,000 incentive Program for Sustainable Transportation

- MBTA subway passes
- MBTA bus passes
- MBTA commuter rail passes
- Bike share
- Ride share

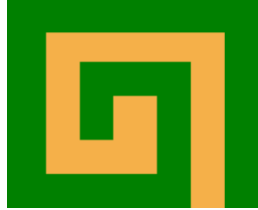
TDM Monitoring

1. Hire an on-site coordinator and TMA
2. Increase ongoing monitoring from 2 years to 4 years
3. Monitoring will start once all buildings have been constructed

Post Construction Mitigation (If Required)

If traffic specific to the development project is 110% or more of adjusted projections made in the TIA:

1. Provide up to \$750,000 of additional participation in transit subsidy.
2. Add a shuttle system to connect to outer transportation hubs.
3. Provide bike sharing.
4. Work with MBTA to asses potential for expanding bus operations.
5. Increase cost of daily parking for non-MBTA users.



Transportation Peer Review
Riverside Station, Grove Street, Newton, MA



April 7, 2020



PRESENTATION OVERVIEW

Riverside Station

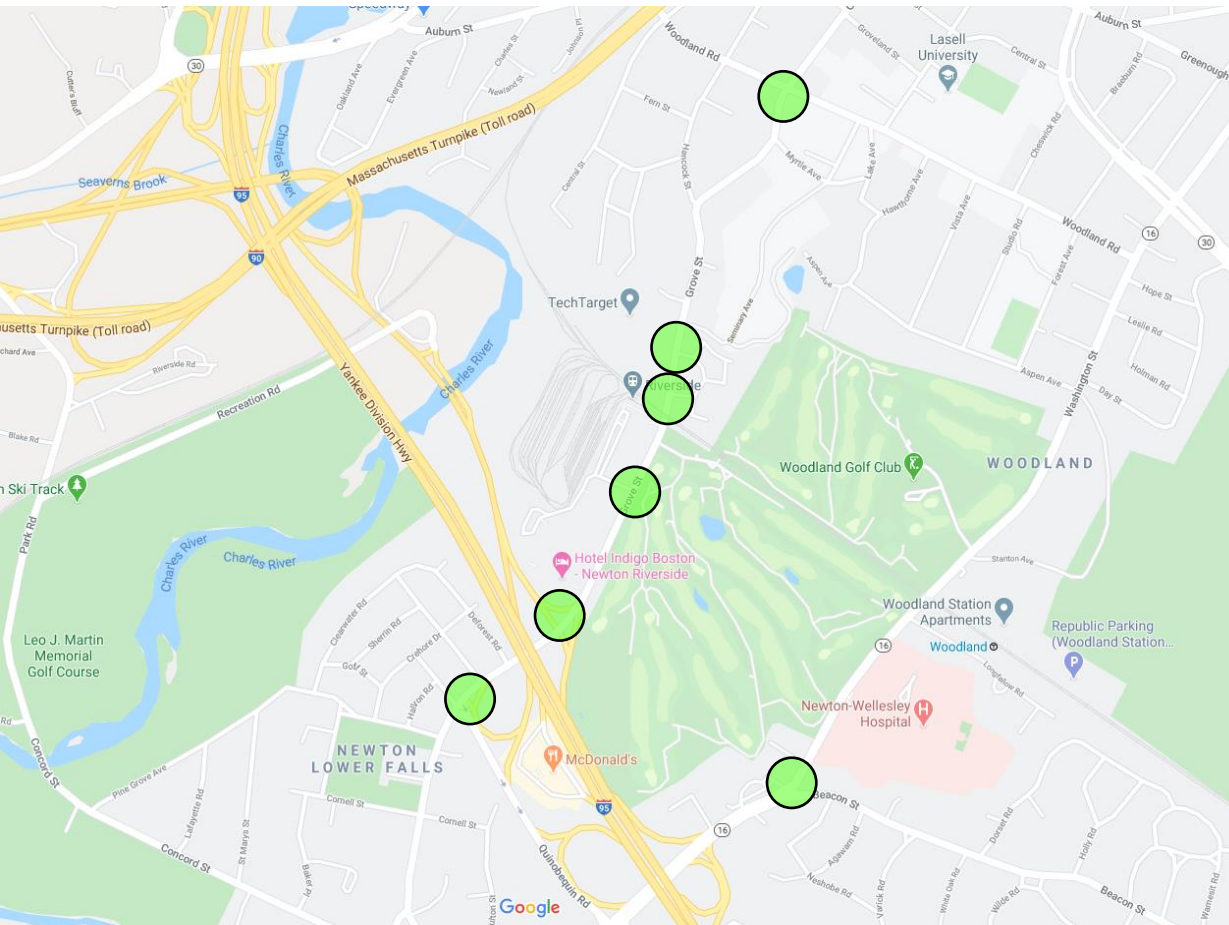
Newton, Massachusetts

- High Priority Off-Site Study Intersections
- Where Things Stand





HIGH PRIORITY OFF-SITE STUDY INTERSECTIONS



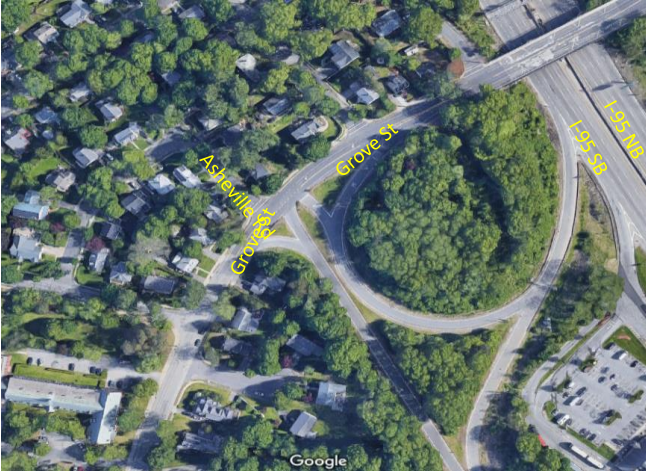
- **Grove St / Asheville Rd / I-95 SB Ramps**
- **Grove St / I-95 NB Ramps**
- **Grove St / MBTA Riverside Driveway**
- **Grove St / Riverside Office Building South Driveway / Apartment Driveway**
- **Grove St / Riverside Office Building Center Driveway / Apartment Driveway**
- **Grove St / Woodland Rd**
- **Beacon St / Washington St**

Legend

- High Priority Study Intersection



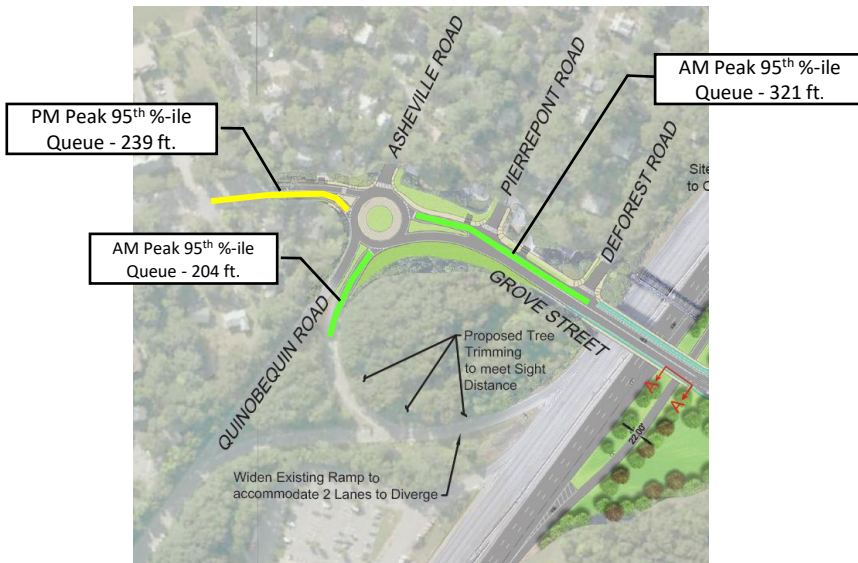
HIGH PRIORITY OFF-SITE STUDY INTERSECTIONS



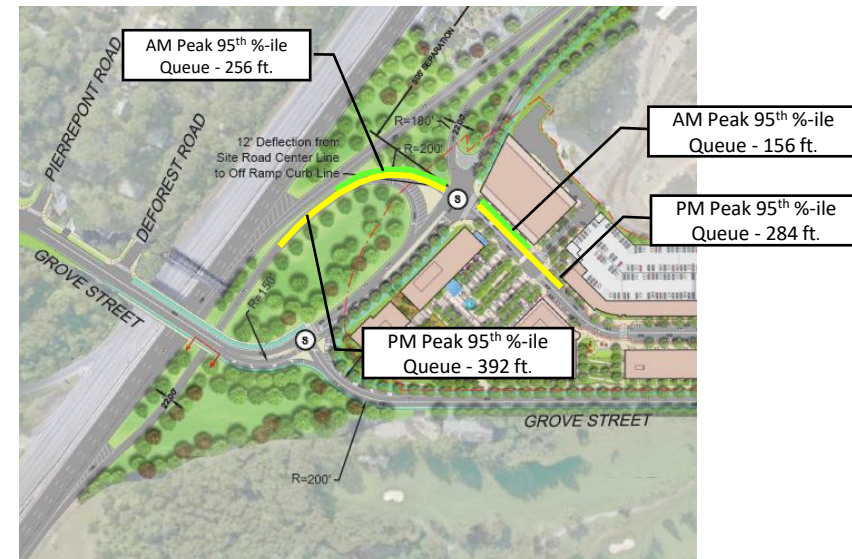
Grove St / Asheville Rd / I-95 SB Ramps - Existing



Grove St / I-95 NB Ramps - Existing



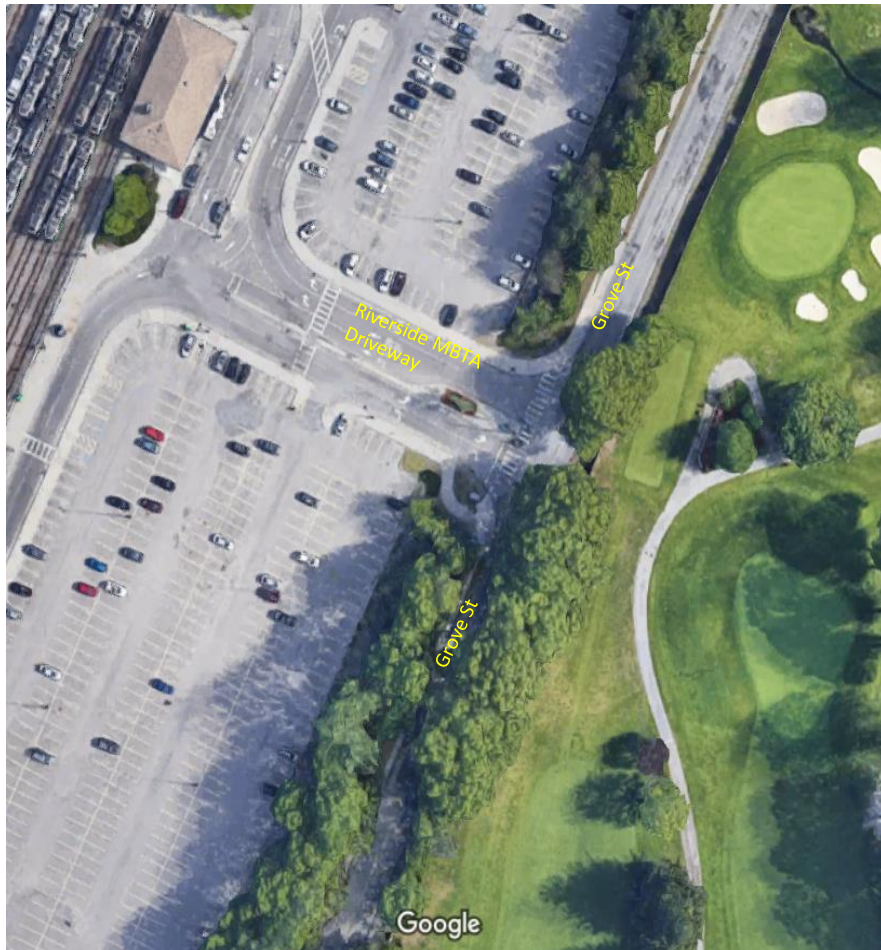
Grove St / Asheville Rd / I-95 SB Ramps - Proposed



Grove St / I-95 NB Ramps - Proposed



HIGH PRIORITY OFF-SITE STUDY INTERSECTIONS



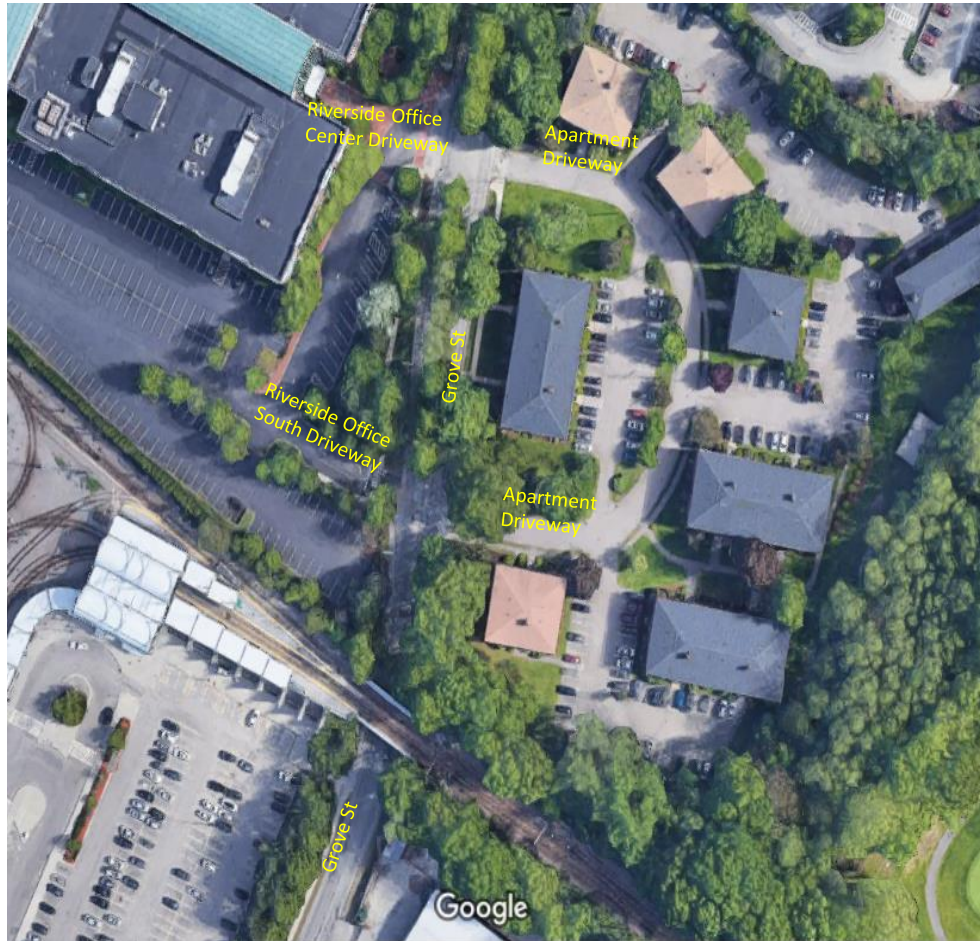
Grove St / Riverside MBTA Driveway - Existing



Grove St / Riverside MBTA Driveway - Proposed



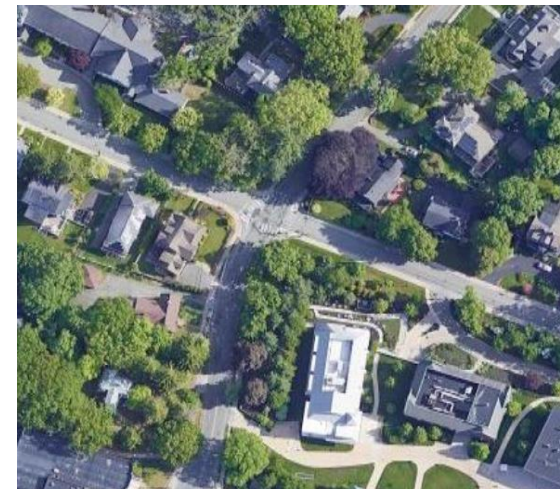
HIGH PRIORITY OFF-SITE STUDY INTERSECTIONS



Grove St / Riverside Office Building Driveways



Washington St (Rte. 16) / Beacon St



Grove St / Woodland Rd



WHERE THINGS STAND

OVERALL TAKEAWAYS

- Off-Site Mitigation should be extended to the additional high priority intersections

NEXT STEPS

- City and Development Team will coordinate on the desired additional measures and work towards finalizing the Off-Site Mitigation & TDM Plan



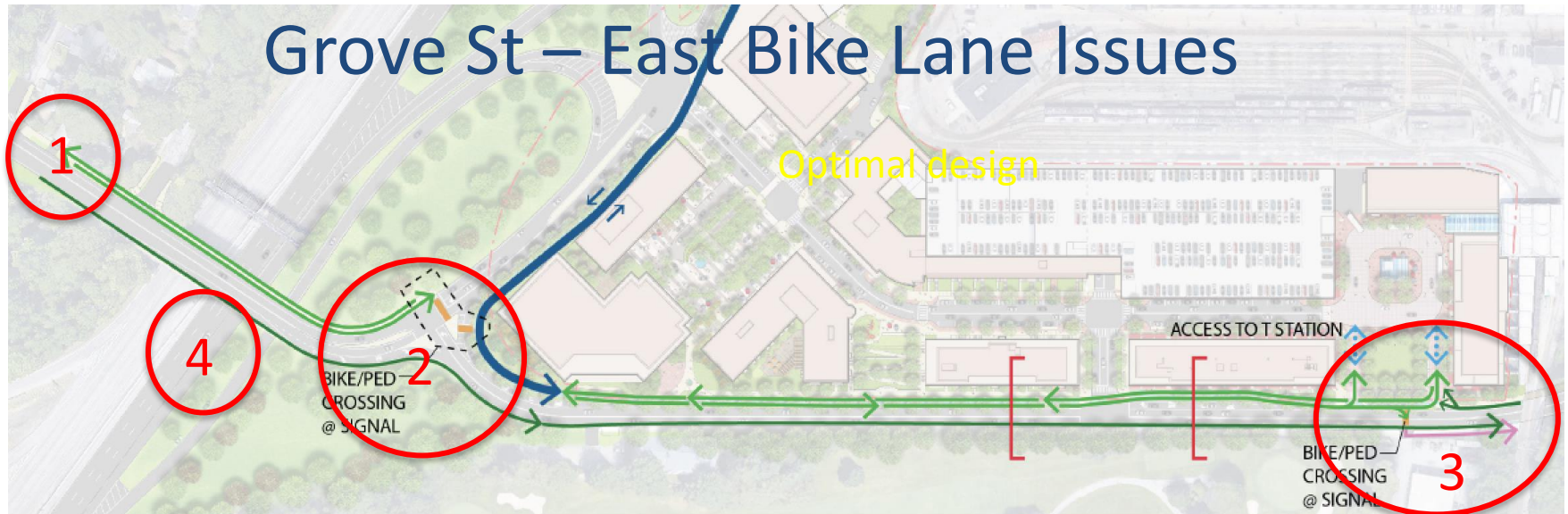


LFIA Riverside Committee

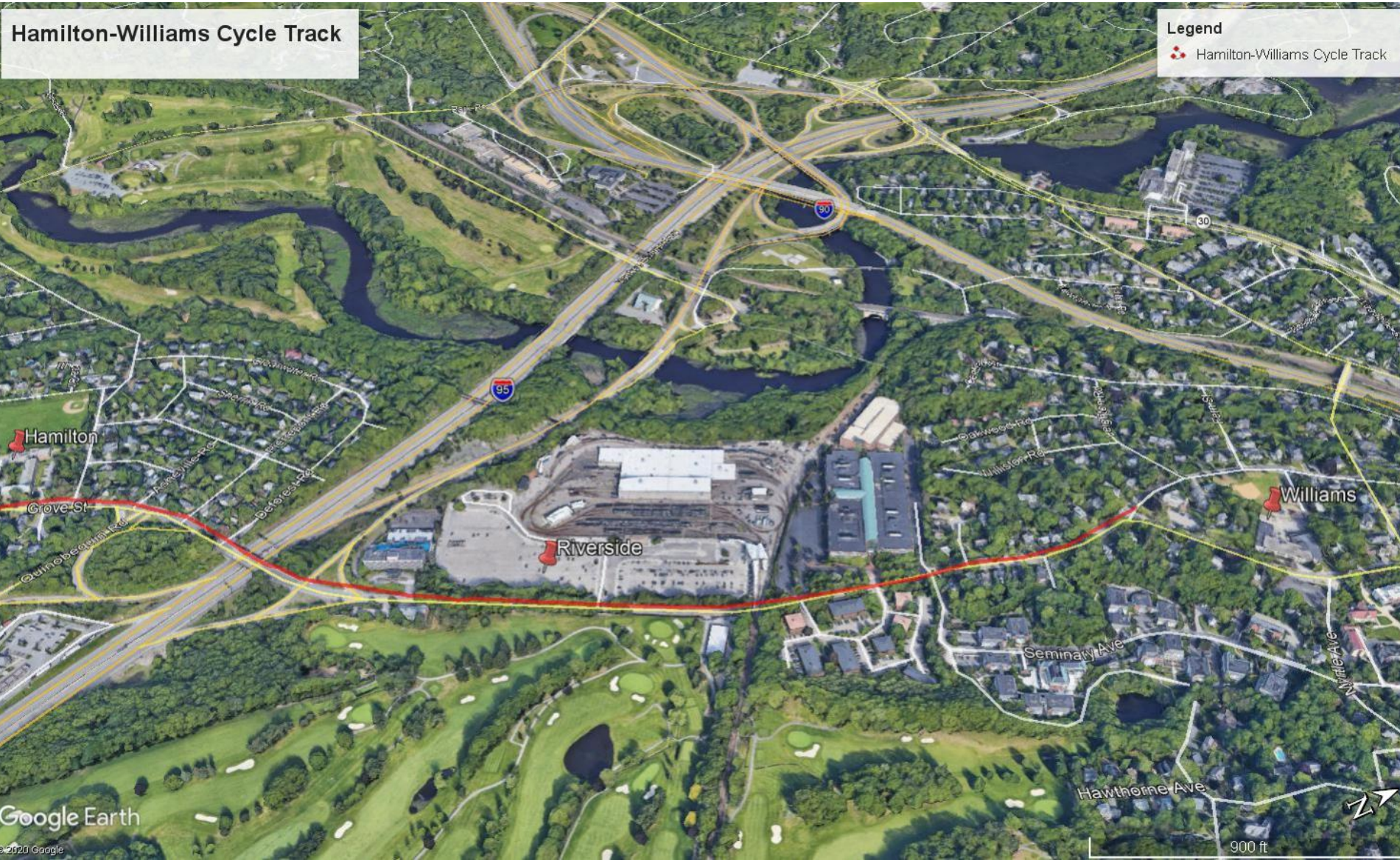
Transportation Concerns
4/7/20

LFIA Riverside Committee

Grove St – East Bike Lane Issues



Hamilton-Williams Cycle Track





LFIA Riverside Committee

Better Public Transportation

Newton has “stepped up”, and deserves MASSDOT/MBTA reciprocation.

- Urban Rail (every 15 min schedule) linked to commuter rail at Riverside or close by in Weston (Liberty Mutual)
- Reconstruct Newton's Commuter Rail Stations **Now** (Rep Kay Kahn 20 yr. effort).
- 500 Express Bus (long overdue, perhaps run a pilot once construction starts)
- Need strategic planning for the Green Line Transformation and Allston Interchange projects. In a 3/24/20 correspondence, MBTA has indicated no strategic plans exist. Fred Salvucci has huge concern about this. So does the LFIA.
- New improved transportation and coordination is only fair... and ***certainly negotiable.***



LFIA Riverside Committee

Neighborhood Concerns

- No project or T parking ever on neighborhood streets.
- Need more information on queues at the Lower Falls round-about and Main St. at Road A.
- No truck deliveries via Grove Street (Use Exit 22 Egress Only)
- Bike and pedestrian network is critical to the success of the project. It has to be financed.

Grove-Woodland Intersection Signal?



Grove-Woodland Intersection Signal?





POST-CONSTRUCTION TRAFFIC MITIGATION: WILL THE PROPOSED MITIGATION MEASURES WORK?

- Developer's Proposed Mitigation Measures:
 - Increase T usage with marketing and more T-pass subsidies (up to \$750,000)
 - Add a shuttle system to places (to be determined)
 - Convince office operators to vary employee work schedules
 - Expand bike sharing opportunities
 - Get the MBTA to assess the potential for expanding bus service
 - Increase non-MBTA parking rates
- What the City Council is **required to determine** under the Riverside zoning provisions:

If the traffic volume turns out to be more than 110% of projected, will these ideas reduce traffic volume to below 110% of the projected volumes within one year?
- Does the City Council have enough information to make this determination?
- With the Green Line not a realistic option for many:
 - what impact marketing or T-pass subsidies have?
 - what impact will increasing parking costs have?
- No details on possible shuttles. Any reason to conclude shuttles will make a real difference?
- Will efforts to get the MBTA to “study” more bus service reduce traffic?
- How likely is it that employers who do not offer staggered work schedules be influenced to do so by publicity?



LFIA Riverside Committee

We hope that the **best ideas** and **financial resources** will rise to top and make this project a huge success.

We look forward to MBTA, DCR and MASSDOT announcements about their ideas and financial contributions.

Riverside Bicycle Facilities

Presentation to Land Use Committee

April 7, 2020



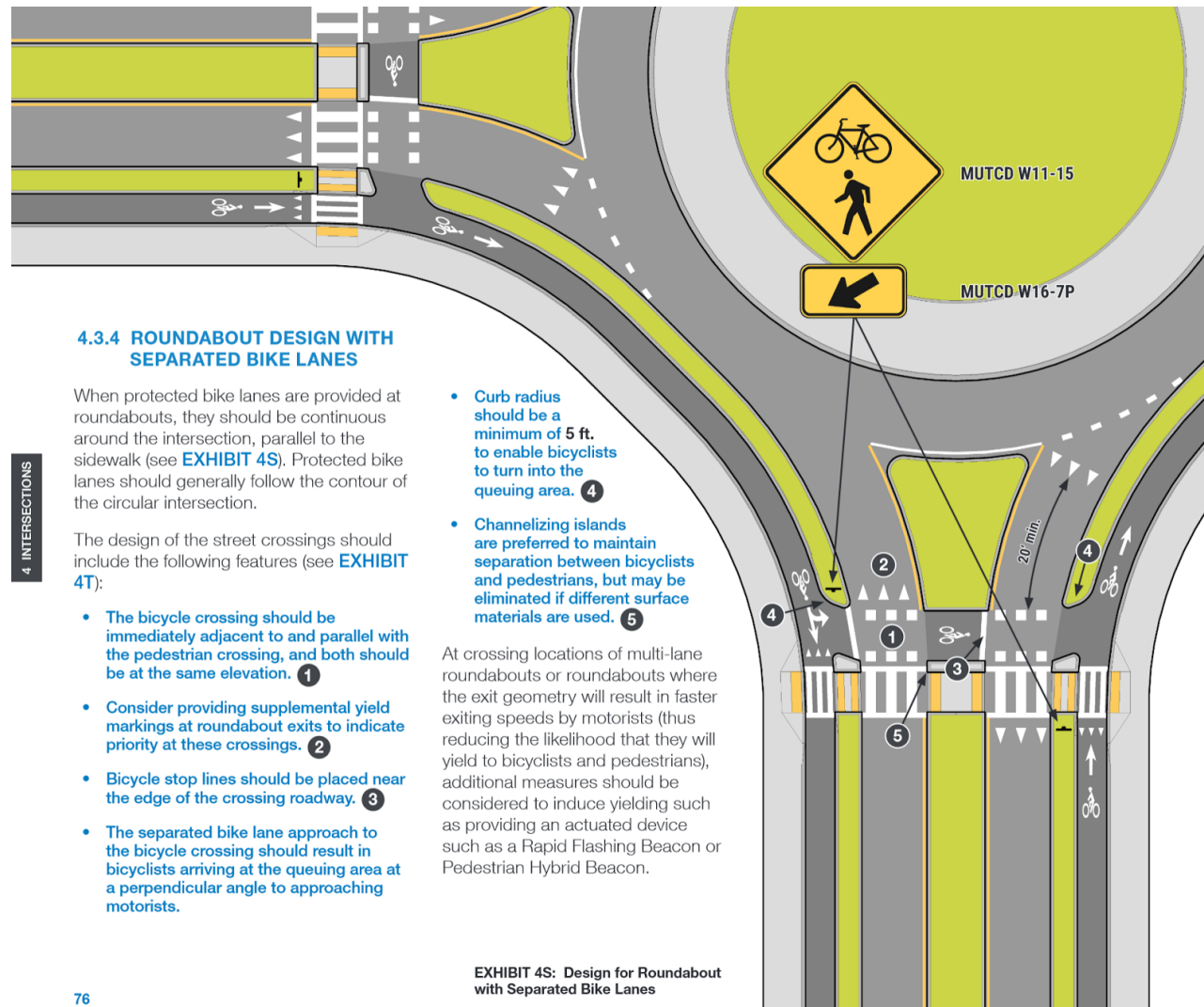
Riverside is an opportunity to improve bicycle and pedestrian connections in Newton.



Maintain the two-way cycle track on Grove St. (project side)
and construct sidewalk level bike lane on golf course side
(Revised Option A).



Extend cycle track to Lower Falls Community Center and add separated bike lanes to the roundabout so that people coming from east side of Grove St. can safely traverse roundabout.



Bike lane on east side of Grove St. would complete connections from future trail on Quinobequin.

