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PUBLIC HEARING/WORKING SESSION MEMORANDUM

DATE: October 2, 2020
MEETING DATE: October 6, 2020
TO: Land Use Committee of the City Council
FROM: Barney S. Heath, Director of Planning and Development
Neil Cronin, Chief Planner for Current Planning
Katie Whewell, Senior Planner
CC: Petitioner

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

PETITION #285-20

141-149A California Street

Special Permit/Site Plan Approval to amend Council Orders #215-08 and #215-08(2) to allow a for-profit educational use and reconfiguration of the parking stalls, and waivers of associated parking, lighting, and landscaping requirements.

The Land Use Committee (the "Committee") held a public hearing on this petition on Tuesday, August 4, 2020. The public hearing was held open for the petitioner to respond to questions and concerns raised in the Planning Department's memorandum and at the public hearing by the Committee as well as by members of the public. This memo reflects those issues and concerns, as well as revised materials submitted by the petitioner as of October 2, 2020.

Executive Summary

The Petitioner is seeking to amend previous Council Orders to allow a for-profit educational use and reconfiguration of the parking stalls, and associated parking, lighting, and landscaping requirements. In addition to changing the use, the petitioner is looking to expand the adult day care from 72 clients and 12 staff members to 258 clients and 46 staff members. In the Public Hearing Memorandum, the Planning Department stated that it is unconcerned with the for-profit educational use, as well as the waivers that are requested are due to the current configuration and placement of structures on the site.

The Planning Department and Committee members expressed concerns with the substandard parking stall dimensions and suggested the petitioner adjust the stall dimensions to be more compliant with the zoning ordinance, with the understanding a larger parking stall waiver would be required. Following the public hearing, the petitioner increased their parking waiver to 22 parking stalls, an increase of four parking stalls from the initial filing. The Committee also expressed concerns with the proposed traffic because of the Petitioner's expanded operations.

Background

In 2005, the petitioner only occupied 149A California Street as a nonprofit educational use. The use was permitted via Administrative Site Plan Review which governs the review of uses protected under M.G.L. Chapter 40A, Section 3, also known as the "Dover Amendment".

The petitioner later obtained Special Permits #215-08 and #215-08(2) in conjunction with two increases of the number of both clients and staff. In total, the use has been granted a waiver of 22 parking stalls. Both special permits were granted due to the site's proximity to transit because the petitioner shuttles clients to and from the site, and because many employees do not drive to the site.

Revised Site Plan

The Petitioner submitted a revised site plan showing revised parking stall dimensions as well as a reduction in total number of parking stalls from 61 stalls to 57 stalls. The proposed site plan shows 42 employee parking stalls with dimensions of at least 8.5 feet in width and eighteen feet in depth, and 15 van stalls at nine feet by nineteen feet. Because the 42 stalls are less than 9 feet in width and 19 feet in depth, the Petitioner still requires relief from the stall dimensions.

In response to City Staff's concerns about site circulation, as well as the waivers being sought for dimensional parking standards, the petitioner submitted a site circulation plan. The Plan shows striping that indicates one-way traffic as well as signage on 149 California Street, the first building upon entering the site, that will serve as directional signage, communicating which turns are prohibited based on the circulation of the site.

The petitioner is seeking relief from the internal and perimeter landscaping requirements of the zoning ordinance. Prior special permits required the petitioner to maintain window boxes in lieu of landscaping on site. At the August 4 public hearing, the Petitioner agreed to maintain the window boxes. The Planning Department is unconcerned with the request to waive the landscaping requirements given the nature of the site.

Site Operations

The petitioner currently operates an adult daycare with a capacity of 87 clients and 15 staff members. The daycare currently occupies 149A California Street and the petitioners intend to expand into the other four buildings on site: 143 and 145 California Street will be converted into adult daycare facilities, similar to the existing daycare space at 149A California Street; 141 California Street will be

used as a kitchen to service the site and other facilities; and 149 California Street will be used for storage.

The petitioner stated that clients do not drive themselves, nor are they driven in personal vehicles, to the facility and that will continue. The petitioner also stated that occasionally a client will utilize “The Ride”, a service provided by the MBTA. Clients would be transported in vans to the site every 15 minutes from 8:00 AM to 9:00 AM with an additional route at 9:30 AM. Clients begin to leave the facility at 2:00 PM and vans will depart the site every 15 minutes from 2:00 PM to 3:00 PM with an additional route, if needed at 3:30 PM. The vans will be stored on site when not in use. The petitioner stated that when the daycare expands, there will be 46 employees on site. The applicant stated that currently 2/3 of the employees drive to work, with the remaining 1/3 carpooling or walking to work. Staff arrive on site around 7:30 AM and leave at 4 PM.

City Staff expressed concerns with operations of the site such as deliveries and refuse pick up. There are dumpsters located at the rear of the site, closest to 143 California Street. The Petitioner stated that trash and recycling are picked up around 5:00 AM – 6:00 AM, before employees and clients arrive on site. The Petitioner stated that deliveries are not expected to increase with the site expansion and unscheduled deliveries will be instructed to pull up to the van loading areas in front of each building on the site. The Transportation Division expressed concerns with vehicles backing out of the site onto California Street. The Petitioner stated that vehicles do not currently back out onto California Street. City Staff recommends a condition be implemented that states the Petitioner shall make every effort that vehicles associated with the use of the site not back out onto California Street.

The Planning Department is unconcerned with the proposed parking waiver due to the unique conditions of the site and proposed operations, specific to the adult day care use. The Transportation Division expressed concerns with the parking waivers carrying forward should the use of the site change. City Staff recommends that a condition be incorporated which states the parking waivers shall only apply to the adult day care use and the parking waivers shall not carry forward to any change in use.

Transportation

The proposed expanded daycare requires 101 parking stalls per the zoning ordinance. The petitioner is proposing to restripe the facility to create van loading areas as well as to create accessible parking, resulting in 57 parking stalls on site. When added to the previous waiver of 22 parking stalls, the petitioner requires an additional waiver of 22 parking stalls. For a complete zoning analysis, including the parking requirement, please see the Zoning Review Memorandum, dated August 31, 2020 (**Attachment A**).

The Petitioner engaged MDM Transportation Consultants (“MDM”) to perform a traffic review and study in response to traffic concerns raised at the August 4th public hearing (**Attachment B**). MDM states that the proposed adult day care operations, overall trips are expected to decrease. Specifically, the analysis found that there will be 2 fewer trips during the weekday morning peak period, and 51 fewer trips during the weekday evening peak hour compared to the existing uses of

the site. Trips are expected to decrease due to the prior uses of a dance studio, dental office, and video camera rental and production company having higher trip generations associated with those uses than the proposed adult day care use encompassing the entirety of the site. MDM also stated that the on-site parking of 57 proposed spaces are adequate and with the peak parking demand at 53 vehicles. MDM states that each employee has a demand rate of .82 spaces per staff member. The peak parking demand of 53 vehicles under the maximum operating scenario did not consider the existing varied modes of transport, including employees who utilize public transportation, bike, walk to the site or carpool.

MDM states that the proposed adult day care will have a peak activity of 2:00 PM to 3:00 PM on weekdays and is expected to result in 25% less volume during the peak evening hour. The traditional weekday peak evening hour is between 5:00 PM and 6:00 PM, therefore the proposed adult day care use on the entirety of the site is not expected to overburden California Street traffic. Overall, MDM noted that the site's consolidation of one use will result in an overall shift of peak activity times, and result in slightly improved conditions on California Street. The study was reviewed by the Transportation Division.

Transportation Demand Management Plan

The Petitioner is proposing to implement a Transportation Demand Management Plan that includes 100% transit subsidies including link pass, express bus pass, and commuter rail. Other transportation demand management measure include the bike rack, emphasizing the site's proximity to the Charles River Greenway. The Petitioner estimates that approximately 35% of current employees utilize transit and expects expansion of the site to result in a similar proportion.

Planning Recommendations

Overall, the Planning Department is unconcerned with the proposed adult daycare use and associated waivers. The Planning Department has the following recommendations for conditions to be incorporated into the Council Order. The Planning Department recommends a condition stating that the petitioner shall make every effort to ensure vehicles associated with the use shall not back out onto California Street from the site. As the Planning Department is unconcerned with the proposed waivers as they relate to this use, staff recommends a condition stating that the parking waivers only apply to the adult day care use and any change in use triggers an amendment to the Special Permit.

ATTACHMENTS:

Attachment A: Zoning Review Memorandum, dated August 31, 2020
Attachment B: Traffic Memorandum, dated September 15, 2020
Attachment C: DRAFT Council Order



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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Date: August 31, 2020

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Neil Cronin, Chief Planner for Current Planning

Cc: Mazzi Realty, Applicant
Katherine Adams, Attorney
Barney S. Heath, Director of Planning and Development
Jonah Temple, Associate City Solicitor

RE: Request to allow for an amendment to Special Permit #215-08(2), to allow a for-profit educational use and to waive 22 parking stalls

Applicant: Mazzi Realty	
Site: 141-145, 149A California Street	SBL: 11001 0001A
Zoning: MAN	Lot Area: 65,568 square feet
Current use: Adult day care, dance studio, dental office, and video rental and production	Proposed use: Adult day care

BACKGROUND:

The property located at 141-145 California Street and 149A California Street combined consist of 65,568 square feet and are improved with five separate buildings and associated surface parking facilities. The petitioner received a special permit in 2008 to operate a non-profit adult day care center at 149A California Street as well as a waiver of 16 parking stalls. In 2011, the petitioner amended the special permit to expand his operations and the parking waiver was increased to 22 parking stalls. The adult day care provider has recently purchased the site to expand operations.

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

- Zoning Review Application, prepared by Katherine Adams, attorney, submitted 5/18/2020
- Project Information, prepared by Katherine Adams, attorney, submitted 5/18/2020
- As-Built Site Plan, signed and stamped by Joseph R. Porter, surveyor, dated 8/24/2011
- Proposed Conditions Site Plan, signed and stamped by Joseph R. Porter, surveyor, dated 1/7/2020

- Proposed Conditions Site Plan, prepared by VTP Associates, Surveyor, dated 5/16/2020, revised 7/15/2020, 8/4/2020, 8/11/2020

ADMINISTRATIVE DETERMINATIONS:

1. Special permit #215-08 was issued in 2008 permitting the operation of a non-profit adult day care with up to 72 clients and 12 staff. At the time the special permit was granted, the adult day care use was determined to be an educational use. The facility is no longer a non-profit organization and is now operating as a for-profit educational institution. Per section 4.4.1, a special permit is required for a for-profit educational use in the Manufacturing district. Additionally, the existing special permit needs to be amended to reflect the change in the for-profit status of the petitioner.
2. The petitioner intends to eliminate some parking to create drop off areas, as clients are either brought to the site via vans operated by the petitioner or are dropped off. There are 67 striped stalls on site. Whenever there is a change in use that increases the parking requirement, section 5.1.3.B requires compliance with the formula $A-B+C = \text{required parking}$. However, as there is an existing parking waiver and stalls are being eliminated, application of this formula does not accurately reflect the existing and proposed conditions. The petitioner seeks a waiver from the requirement of using 5.1.3.B to determine parking after a change of use.
3. The petitioners intend to use four additional buildings for their adult day care operations, for a total of five buildings dedicated to the expanded use. The buildings at 143 and 145 California Street will be used as additional day care facility space for clients, with a proposed total additional 171 clients and 29 staff between the two buildings. The petitioners propose to install a commercial kitchen to prepare food for the facility's operations in Newton as well as Needham and Natick in the existing building at 141 California Street. Two staff are expected to work in the building, previously used as a dance school. The building at 149A California Street will be used for the day care operation and the building at 149 California Street will be used for storage. There will be no staff or clients in this building. As determined by the previous special permit, the parking requirement for the adult day care use was based on the most similar use listed in Section 5.1.4 of a day care center, requiring one stall per every five clients plus one stall for every employee.

Building	Square Footage	Clients	Staff	Required Parking	Parking Provided	Previous Parking Requirement
141 California (Kitchen)	3,000 sf	0	2	2 (1/5 clients +1/staff)	10	2 (1/employee)
143 California (day care)	5,000 sf	75	13	15 + 13 = 28 (1/5 clients +1/staff)	13	25 (1/200 sf for a med office)
145 California (day care)	6,000 sf	96	16	20 + 16 = 36 (1/5 clients +1/staff)	13	22 (1/300 sf + 1/3 employees)
149 California (storage)	3,400 sf	0	0	2 (1/2,500sf)	13	2
149A California (existing day care)	5,700 sf	87	15	18 + 15 = 33 (1/5 clients +1/staff)	12	33

						(SP waiver of 22 required)
TOTAL		258	46	101	57 (+22)	84

*The previous use occupied the entire 6,800 square feet of space in the building. The petitioner intends to utilize only the first floor of 3,400 square feet

The proposed adult day care operation requires 101 parking stalls per section 5.1.4. After creating drop-off areas for the facility's vans, the petitioner will be providing 57 parking stalls on site. With the existing parking waiver of 22 stalls from the two previous special permits, the petitioner requires an additional waiver of 22 parking stalls.

4. The petitioners purchased the property recently, with the parking lot striping as shown in the existing conditions plan. The parking facility for the overall site was not designed by the previous owners in accordance with the design and dimensional requirements of section 5.1.8 through 5.1.13. To ensure that there are no issues with zoning compliance, the petitioners seek the following waivers for the existing conditions and proposed changes to the parking facility.
5. The minimum dimensional requirement for parking stalls is 9 feet wide by 19 feet deep for angle parking per Sections 5.1.8.B.1 and 5.1.8.B.2. The proposed parking stalls range from 8 to 9 feet in width and 18 to 19 feet in depth, requiring a waiver per section 5.1.13.
6. Section 5.1.8.B.4 requires a minimum depth of 19 feet and a minimum width of 12 feet for an angled accessible parking stall. This requirement is particular to the Newton Zoning Ordinance and not a requirement of Massachusetts Architectural Access Board. The proposed accessible parking stalls are deficient in meeting the local provisions for depth and width, requiring a waiver per section 5.1.13.
7. Section 5.1.8.B.6 states that end stalls restricted on one or both sides by curbs, walls, fences or other obstructions require maneuvering space at the aisle end of at least five feet in depth and nine feet in width. The petitioners seek a waiver from this provision per Section 5.1.13.
8. Section 5.1.8.C.1 requires a minimum width of 24 feet for a one-way aisle for 90-degree parking. The petitioner proposes a one-way aisle of 20 feet to the south of 149 California Street. Additionally, a 20-foot wide drive aisle is required for two-way use for angled parking. The petitioner proposes a 17.3-foot wide two-way drive aisle between 143 and 145 California Street, requiring a waiver per section 5.1.13.
9. Section 5.1.8.D.2 requires that entrance and exit driveways may have a minimum width of 20 feet for two-way use. The petitioner proposes a two-way drive of 18.6 feet in width, requiring a special permit per section 5.1.8.D.2.
10. Section 5.1.9.A requires perimeter landscape screening is required for parking facilities containing more than five stalls. There is no perimeter screening proposed, requiring a waiver per section 5.1.13.
11. Section 5.1.9.B requires interior landscaping for surface parking containing at least twenty stalls. This section requires planting areas within outdoor parking facilities, and landscaped bumper

overhangs. No interior landscaping is proposed, requiring a waiver from this section in its entirety pursuant to Section 5.1.13.

12. All outdoor parking facilities which are used at night are required to have security lighting maintaining a minimum intensity of one-foot candle on the entire surface of the parking facility per Section 5.1.10.A.1. The petitioners request a waiver from this provision per Section 5.1.13.


See “Zoning Relief Summary” below:

Zoning Relief Required		
<i>Ordinance</i>		<i>Action Required</i>
	Request to amend Special Permit #215-08 and 215-08(2)	
§4.4.1	Request to allow a for-profit educational use	S.P. per §7.3.3
§5.1.3.B §5.1.13	Request to waive the requirement to use the formula A-B+C for parking	S.P. per §7.3.3
§5.1.4 §5.1.13	Request to waive 22 parking stalls	S.P. per §7.3.3
§5.1.8.B.1 §5.1.8.B.2 §5.1.13	Request to waive minimum stall dimensions	S.P. per §7.3.3
§5.1.8.B.4 §5.1.13	Request to waive minimum accessible stall dimensions (The proposed stalls will be ABA compliant)	S.P. per §7.3.3
§5.1.8.B.6 §5.1.13	Request to allow restricted end stalls	S.P. per §7.3.3
§5.1.8.C.1 §5.1.13	Request to waive minimum aisle widths	S.P. per §7.3.3
§5.1.8.D.2 §5.1.13	Request to waive minimum driveway width	S.P. per §7.3.3
§ 5.1.9.A §5.1.13	Request to waive perimeter landscaping requirements	S.P. per §7.3.3
§5.1.9.B §5.1.13	Request to waive interior landscaping requirements	S.P. per §7.3.3
§5.1.10.A §5.1.13	Request to waive lighting requirements for parking areas	S.P. per §7.3.3

MEMORANDUM

DATE: September 15, 2020

TO: Zdorovie Senior Services, LLC
34 Peregrine Road
Newton, MA 02459

FROM: Robert J. Michaud, P.E. – Managing Principal 
Daniel A. Dumais, P.E. – Senior Project Manager

RE: **Proposed Zdorovie Senior Services – Adult Day Care Expansion**
141 – 149 California Street, Newton, MA

MDM Transportation Consultants, Inc. (MDM) has prepared this traffic memorandum (TM) for the proposed expansion of the Zdorovie Senior Services to be located at 141-149 California Street in Newton, MA. The project location and surrounding roadway network is shown in **Figure 1**. This memorandum describes baseline traffic volumes along California Street, summarizes the projected trip generation for the proposed uses with a comparison to the trip generation for the existing Site uses, and evaluates the peak parking demand for the Site.

Key findings of the traffic assessment are as follows:

- *Baseline Traffic Volumes.* The weekday daily traffic volume on California Street adjacent to the Site is approximately 13,525 vehicles per day (vpd). Peak hour traffic flow is approximately 960 vehicles per hour (vph) during the morning peak hour (7:00 – 8:00 am) and 1,140 vph hour during the evening peak hour (5:00 – 6:00 pm). The existing traffic along California Street during the 2:00 – 3:00 pm period which is the peak dismissal period for the Zdorovie Senior Center use is 25% less than during the traditional weekday evening peak hour between 5:00 – 6:00 pm which aligns with the existing Site uses.
- *Nominal Trip Generation.* Based on empirical trip generation methodology, the proposed project is estimated to generate approximately 2 fewer vehicle trips during the weekday morning peak hour, no change in vehicle trips during the weekday afternoon peak hour and 51 fewer trips during the weekday evening peak hour. Operating at full capacity with 46 employees, the project will result in no change in operating conditions during the weekday morning peak hour and weekday afternoon periods, and 1 fewer directional trip per minute during the weekday evening peak hour compared to the existing Site uses.



Figure 1

Project Location

- *Adequate Capacity.* The use of the Site exclusively by Zdorovie will result in a shift in afternoon peak activity to 2:00 – 3:00 pm when traffic volumes on California Street are 25% less than during the traditional 5:00 – 6:00 pm weekday evening peak hour. The level of change in trip activity during the weekday morning and weekday afternoon will be imperceptible by the average motorist with no impact to the operations along California Street. The reduction in traffic during the weekday evening peak hour will result in slightly improved operations along California Street.
- *Adequate Parking Supply.* The car parking demand was observed to include approximately a 35% reduction for alternative mode share use by staff with the additional car demand by visitors, curriculum teachers, food staff, and maintenance through the day. When applied to the proposed 46 staff members the project is estimated to have a peak car parking demand of 38 cars. The facility will also have 15 vans for a total on-site peak parking demand of 53 vehicles. At full occupancy with clients and staff without further reduction for alternative travel modes or efficiency of an on-site kitchen and storage is projected at 53-spaces which is less than the parking supply with a 4 spaces surplus (7%). The peak parking demand periods were observed to occur between 10:00 AM and 3:00 PM.

In summary, trip generation for the development is estimated at 2 fewer vehicle trips during the weekday morning peak period, no change in vehicle trips during the weekday afternoon peak periods, and 51 fewer vehicle trips during the weekday evening peak hour compared to the existing Site uses. The use of the Site exclusively by Zdorovie will result in a shift in afternoon peak activity to 2:00 – 3:00 pm when traffic volumes on California Street are 25% less than during the traditional 5:00 to 6:00 pm weekday evening peak hour. The level of change in trip activity during the weekday morning and weekday afternoon will be imperceptible by the average motorist with no impact to the operations along California Street. The 4.5% reduction in traffic during the weekday evening peak hour will result in improved operations along California Street. The on-site parking supply of 57 spaces will adequately accommodate the peak parking demand of 53 vehicles at the Site (15 vans and 38 staff) under a maximum operating scenario. Design elements are outlined under *Recommendations and Conclusions* that will promote alternative modes of transportation and manage the on-site parking supply.

Project Description

The Site consists of approximately 1.5± acres of land located at 141-149 California Street in Newton, MA that includes five commercial buildings totaling 26,460 sf within a manufacturing zone. Zdorovie Senior Services occupies 5,700 sf (#149A) with a capacity for 87 clients, 15 staff and 5 vans, 5,000 sf recently occupied by a dental office (#143), 3,000 sf recently occupied by a ballroom dance studio (#141), and 12,800 sf occupied by a video camera rental and production company (#145 and #149). The uses are supported by approximately 67 surface parking spaces. Access/egress is provided via a single shared driveway along California Street.

Under the proposed Site programming Zdorovie Senior Services will continue to occupy 5,700 sf in building #149A and will expand to take over the remaining 4- buildings. The proposed use of buildings #143 and #145 would be expanded Senior Day Care services while building #141 will be converted to a kitchen and building #149 will be used for ancillary storage. The storage of items in #149 will include but are not limited to office supplies, medical supplies, and personal protective equipment (PPE). The Zdorovie use has a core operating time of 7:30 am to 4:00 pm (see **Attachments** for sample schedule) and the project will allow the expansion in client capacity to 258 with 46 staff and 15 vans (see **Attachments** for project narrative). The proposed uses will be supported by 57 surface parking spaces with 15 spaces dedicated to vans and the remaining 42 spaces dedicated to staff parking (includes 3 accessible spaces). The Site will include three drop-off/pick-up areas for the client vans. Access/egress will continue to be provide along a single driveway along California Street. A preliminary site plan prepared by VTP Associates; Inc. is presented in **Figure 2**.

Daily Traffic Volumes

Daily traffic volumes along California Street to the east of Riverdale Avenue in January 2019 using an automatic traffic recorder (ATR) device with results summarized in **Table 1**. The data is summarized for the weekday morning peak hour, the Zdorovie dismissal period, and the weekday evening peak hour.

TABLE 1
ROADWAY TRAFFIC-VOLUME SUMMARY – CALIFORNIA STREET

Time Period	Daily Volume (vpd) ¹	Percent Daily Traffic ²	Peak Hour Volume (vph) ³	Peak Flow Direction ⁴	Peak Hour Directional Volume (vph)
Weekday Morning (7:00 – 8:00 am)	13,525	7%	960	58% EB	557
Weekday Afternoon (2:00 – 3:00 pm)	13,525	6%	845	54% WB	459
Weekday Evening (5:00 – 6:00 pm)	13,525	8%	1,140	57% WB	648

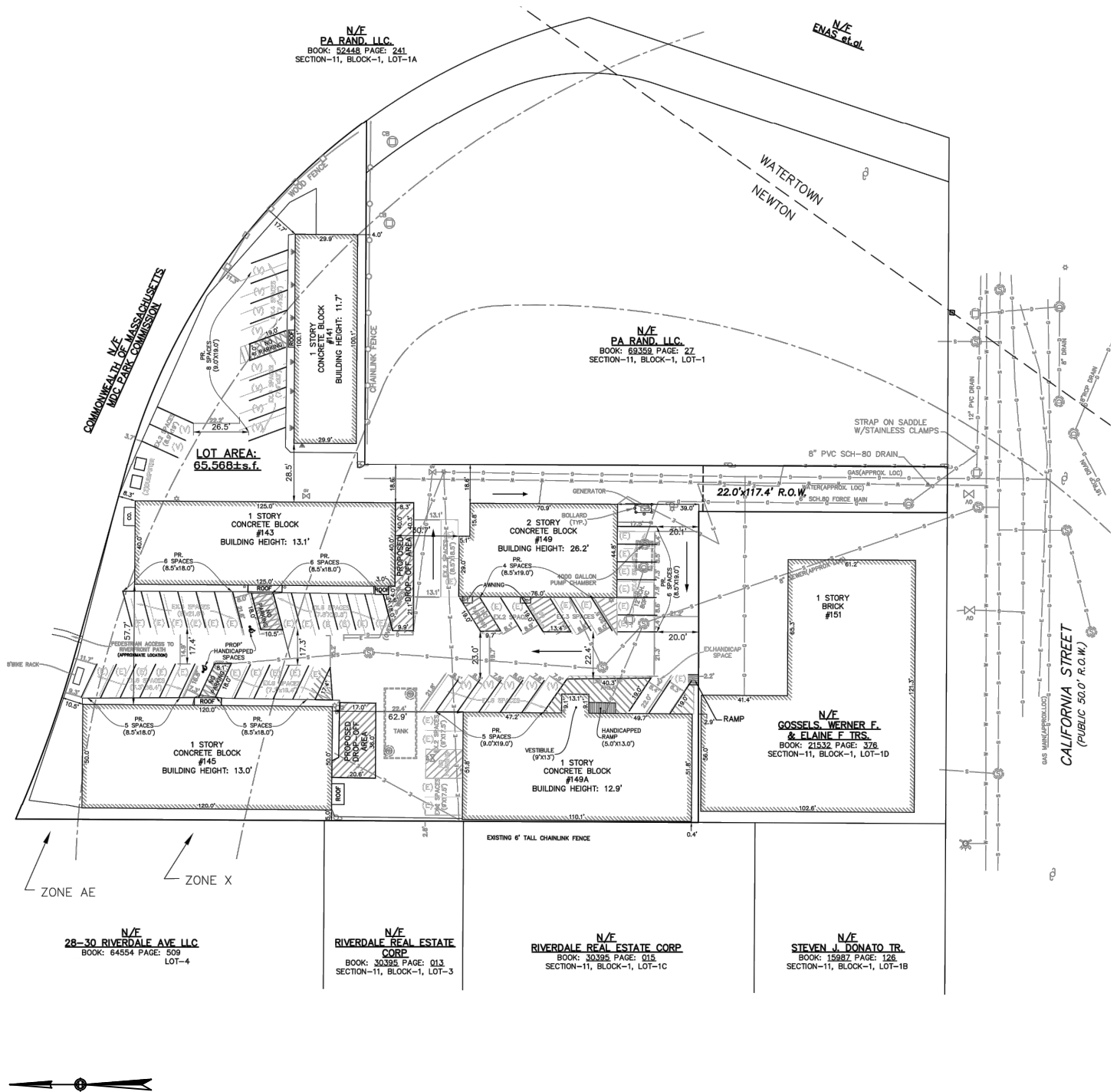
¹Two-way daily traffic expressed in vehicles per day without seasonal adjustment.

²Two-way peak-hour volume expressed in vehicles per hour.

³The percent of daily traffic that occurs during the peak hour.

⁴EB = Eastbound, WB = Westbound

As summarized in **Table 1**, California Street to the east of Riverdale Avenue carries approximately 13,525 vehicles per day (vpd) on weekdays. Peak hour traffic flow on California Street is approximately 7 to 8 percent of the daily flow with directional flow slightly skewed eastbound during the weekday morning peak traffic hour and slightly skewed westbound during the weekday evening peak hour. The existing traffic along California Street during the 2:00 – 3:00 pm period which is the peak dismissal period for the Zdorovie Senior Services use is 25% less than during the traditional weekday evening peak hour between 5:00 – 6:00 pm which aligns with the existing Site uses.



North
Scale: Not to Scale

Site Plan Source: VTP Associates, Inc.

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

Figure 2

Preliminary Site Plan

Observed Trip Generation

Observed trip generation for the two existing Zdorovie Senior Services facilities was observed in September 2020 and is summarized in **Table 2**. The trip generation was then used to calculate an average trip rate per employee.

TABLE 2
OBSERVED TRIP-GENERATION – ZDOROVIE SENIOR SERVICES

Period	Newton Facility¹	Natick Facility²	Average Rate (per Employee)
<i>Weekday Morning Peak-Hour (7:00 – 8:00 am):</i>			
Enter	8	5	0.80
<u>Exit</u>	<u>6</u>	<u>3</u>	<u>0.55</u>
Total	14	8	1.35
<i>Weekday Afternoon Peak-Hour of Generator (2:00 – 3:00 pm):</i>			
Enter	7	3	0.60
<u>Exit</u>	<u>7</u>	<u>6</u>	<u>0.82</u>
Total	14	9	1.42
<i>Weekday Evening Peak-Hour (5:00 – 6:00 pm):</i>			
Enter	0	0	0.00
<u>Exit</u>	<u>0</u>	<u>0</u>	<u>0.00</u>
Total	0	0	0.00

¹Based on trips observed on September 1, 2020 at 149A California Street in Newton, MA with 40 clients and 9 staff.

²Based on trips observed on September 1, 2020 at 17 Strathmore Road in Natick, MA with 30 clients and 7 staff.

As summarized in **Table 2**, the Zdorovie Senior Centers generate approximately 1.35 trips per employee during the weekday morning peak hour which generally occurs from 7:00 – 8:00 am for the Newton facility, 1.42 trips per employee during the weekday afternoon peak hour which generally occurs between 2:00 – 3:00 pm for the Newton facility, and the Zdorovie Senior Services were observed to be closed for the day resulting in no trips during the weekday evening peak hour.

Projected Trip Generation

The trip generation estimates for the Site are provided for the weekday morning, weekday afternoon, and weekday evening periods, which correspond to the critical analysis periods for Site or the adjacent street traffic flow.

The traffic generated by the project was estimated using the trip rates observed at the existing Newton and Natick facilities as shown in **Table 2** applied to the employee projections for the expanded Zdorovie use in Newton. **Table 3** presents the trip-generation summary for the expanded Zdorovie use with up to 46 employees in buildings #141 #143, #145, and #149A. Trip calculation are provided in the **Attachments**.

TABLE 3
TRIP-GENERATION SUMMARY

Period	Existing Zdorovie Use ¹	Expanded Zdorovie Use ²
<i>Weekday Morning Peak-Hour (7:00 – 8:00 am):</i>		
Enter	13	37
<u>Exit</u>	<u>9</u>	<u>26</u>
Total	22	63
<i>Weekday Afternoon Peak-Hour of Generator (2:00 – 3:00 pm)</i>		
Enter	10	28
<u>Exit</u>	<u>13</u>	<u>38</u>
Total	23	66
<i>Weekday Evening Peak-Hour (5:00 – 6:00 pm):</i>		
Enter	0	0
<u>Exit</u>	<u>0</u>	<u>0</u>
Total	0	0

¹Based on trips observed on September 1, 2020 at 149A California Street in Newton, MA adjusted to capacity at 15 employees.

²Based on existing trip generation rates by employee applied to proposed 46 employees.

As summarized in **Table 3**, based on the observed trip generation the proposed Expanded Zdorovie Use is estimated to result in approximately 63 vehicle trips (37 entering and 26 exiting) during the weekday morning peak hour (7:00 – 8:00 am) , 66 vehicle trips (28 entering and 38 exiting) during the weekday afternoon peak hour (2:00 – 3:00 pm), and no trips during the weekday evening peak hour.

Table 4 provides a trip generation comparison between the exiting Site uses based on ITE trip generation rates for the closest applicable land use categories and the proposed Site use exclusively by Zdorovie Senior Services. Trip generation calculations are provided in the **Attachments**.

TABLE 4
TRIP-GENERATION COMPARISON

Period	Existing Uses (#141 – 149) ¹	Expanded Zdorovie Use ¹	Net New Trips
<i>Weekday Morning Peak-Hour (7:00 – 8:00 am):</i>			
Enter	45	37	-8
<u>Exit</u>	<u>20</u>	<u>26</u>	<u>+6</u>
Total	65	63	-2
<i>Weekday Afternoon Peak-Hour of Generator (2:00 – 3:00 pm)</i>			
Enter	26	28	+2
<u>Exit</u>	<u>40</u>	<u>38</u>	<u>-2</u>
Total	66	66	+0
<i>Weekday Evening Peak-Hour (5:00 – 6:00 pm):</i>			
Enter	19	0	-19
<u>Exit</u>	<u>32</u>	<u>0</u>	<u>-32</u>
Total	51	0	-51

¹Based on ITE LUC 493 (Athletic Club) trip rates applied to 3,000 sf for the Ballroom Dance Studio, ITE LUC 720 (Medical-Dental Office) applied to 5,000 sf for the Dentist Office, ITE LUC 710 (General Office) applied to 12,800 sf. for camera rental and studio space, and Existing Zdorovie Use of building #149A as shown in **Table 3**.

²Proposed vehicle trips as shown in **Table 3** under Expanded Zdorovie Use.

As summarized in **Table 4**, the proposed project is estimated to generate approximately 2 net *fewer* vehicle trips (8 fewer entering and 6 exiting) during the weekday morning peak hour, no change in trips during the weekday afternoon peak hour (2 entering and 2 fewer exiting), and 51 net *fewer* trips during the weekday evening peak hour. Operating at full capacity with 46 employees, the project will result in no change in operating conditions during the weekday morning peak hour and weekday afternoon periods, and 1 *fewer* directional trip per minute during the weekday evening peak hour compared to the existing Site uses. The use of the Site exclusively by Zdorovie will result in a shift in afternoon peak activity to 2:00 – 3:00 pm when traffic volumes on California Street are 25% less than during the traditional 5:00 to 6:00 pm weekday evening peak hour. The level of change in trip activity during the weekday morning and weekday afternoon will be imperceptible by the average motorist with no impact to the operations along California Street. The 4.5% *reduction* in traffic during the weekday evening peak hour will result in improved operations along California Street.

Peak Parking Observations – Empirical Rates

Parking observations at two (2) Zdorovie Senior Centers were conducted on September 1, 2020 to coincide with trip generation data collected for the facilities. The parking demand was observed for employee passenger cars and client vans and are presented in **Table 5**. Based on discussions with Zdorovie staff the Newton, MA facility was operational on the count date with 40 clients, 9 staff and 4 vans while the Natick, MA facility was operational with 30 clients, 7 staff and 3 vans. Zdorovie indicates that approximately 35% of the staff currently use alternative travel modes to commute which include carpool, walk, and public transit. The peak use of the facility can accommodate 258 clients with 46 staff (includes two kitchen staff) and 15 vans.

TABLE 5
PEAK PARKING DEMAND – Empirical Zdorovie Data

Location	Cars (#)	Vans (#)	Peak Parking Time	Cars Peak Parking Rate (spaces per employee)
Newton, MA ¹	8	5	10:00 AM - 3:00 PM	0.80/staff
Natick, MA ²	6	5	10:00 AM - 3:00 PM	0.86/staff
AVERAGE	7	5	10:00 AM - 3:00 PM	0.82/staff

¹Based on trips observed on September 1, 2020 at 149A California Street in Newton, MA with 40 clients, 10 staff (9 on-site staff and 1 food delivery staff, and 5 vans.

²Based on trips observed on September 1, 2020 at 17 Strathmore Road in Natick, MA with 30 clients, 7 staff and 5 vans.

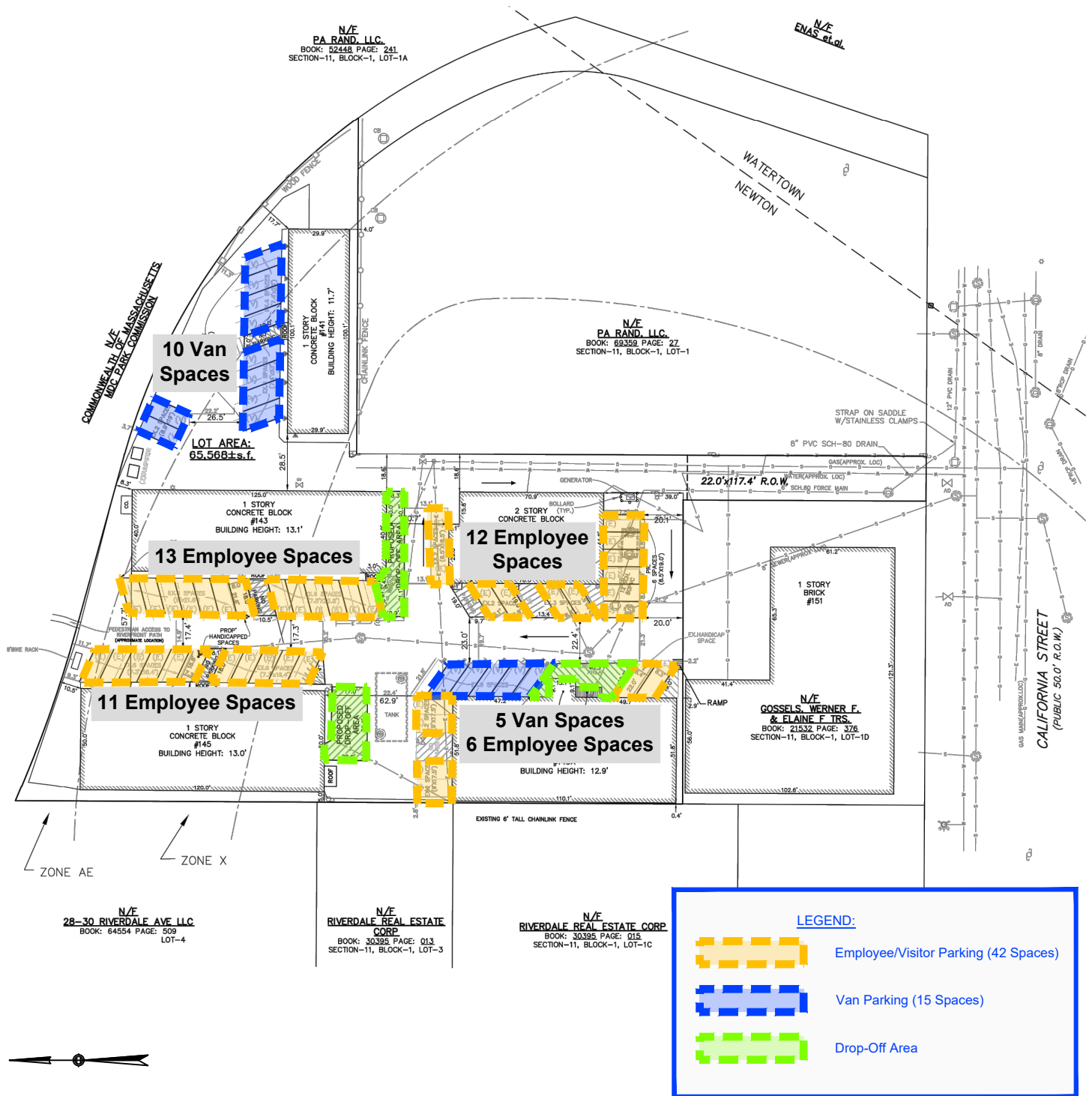
As presented in **Table 5**, peak parking demand rate of 0.82 spaces per staff member exhibited by existing Zdorovie facilities as described above. The car parking demand was observed to include approximately a 35% reduction for alternative mode share use by staff with the additional car demand by visitors, curriculum teachers, food staff, and maintenance through the day. When applied to the proposed 46 staff members the project is estimated to have a peak car parking demand of 38 cars. The facility will also have 15 vans for a total on-site peak parking demand of 53 vehicles. At full occupancy with clients and staff and without further reduction for alternative travel modes or efficiency of an on-site kitchen and storage is projected at 53-spaces which is less than the parking supply with a 4 spaces surplus (7%). The peak parking demand periods were observed to occur between 10:00 AM and 3:00 PM.

Conclusions and Recommendations

In summary, trip generation for the development is estimated at less than 2 *fewer* vehicle trips during the weekday morning peak period, no change in vehicle trips during the weekday afternoon peak period, and 51 *fewer* vehicle trips during the weekday evening peak hour compared to the existing Site uses. The use of the Site exclusively by Zdorovie will result in a shift in afternoon peak activity to 2:00 – 3:00 pm when traffic volumes on California Street are 25% less than during the traditional 5:00 to 6:00 pm weekday evening peak hour. The level of change in trip activity during the weekday morning and weekday afternoon will be imperceptible by the average motorist with no impact to the operations along California Street. The 4.5% *reduction* in traffic during the weekday evening peak hour will result in improved operations along California Street. The on-site parking supply of 57 spaces will adequately accommodate the peak parking demand of 53 vehicles at the Site (15 vans and 38 staff) under a maximum operating scenario.

MDM recommends the following to promote alternative modes of transportation and manage the on-site parking supply:

- *Dedicated Van Space.* To maximized parking efficiency and maneuverability for the larger vans, the Proponent will dedicate 15 van spaces at the Site with 10 van spaces near the kitchen building (#141) and 5 van spaces near #149A.
- *Bicycle Accommodations.* A bike rack will continue to be provided on-site near building #145 which is adjacent to the Charles River Greenway.
- *Van Loading Areas.* Three van drop-off/pick-up areas will be provided at the Site with one near each of the Senior Center buildings. These areas will also be used for deliveries.
- *Parking Management Plan.* The parking supply is projected to satisfy the peak parking demand; the Proponent has prepared a parking management plan (see **Figure 3**) to allocate the parking between employees and vans with the Site. As with the existing operations of the Site (building #149A), the Proponent will monitor parking by staff, vans, and visitors as the Zdorovie Senior Services client numbers and staff increase to maximum levels to ensure that everyone can safely and efficient park on-site. Given the efficiencies of having the three Senior Center buildings within a single complex, the on-site kitchen facilities, and the storage for office supplies and PPE equipment is on-site is expected to reduce the projected demand which is based on empirical parking data for two facilities without these accommodations.



North
Scale: Not to Scale

Site Plan Source: VTP Associates, Inc.

Figure 3

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

Designated Parking Areas

- *TDM Actions.* The Proponent will offer the following TDM items at the Site to further encourage alternative transportation modes by employees which was observed at approximately 35% for existing Zdorovie employees.
 - *Transit Pass* – The Proponent will provide a 100% subsidy for employees who commute via nearby transit.
 - *Bike Racks* – A bike rack will continue to be provided near building #145. The bike rack will be expanded if needed based on demand.
 - *Bike Trail* – The Proponent will continue to use the Charles River Greenway for employees and client therapeutic exercise.

ATTACHMENTS

- Educational Activities and Van Schedules
- Project Narrative
- Traffic Volume Data
- Trip Generation
- Parking Data

- Educational Activities and Van Schedule

Educational Activities/Sample Schedule

8:00 am – 9:00 am	Client arrival time
9:15 am	Therapeutic morning exercise
9:30 am	Breakfast time
10:00 am – 11:00 am	English Language Class/Life Skills
11:30 am – 12:15 pm	Computer class
12:30 pm – 1:00 pm	Memory enhancement games and quizzes
1:30 pm	Lunch time
2:00 – 3:00 pm	Departure time

Van Schedule



Arrival Times

8:00 – 8:15 AM

8:15 – 8:30 AM

8:30 – 8:45 AM

8:45 – 9:00 AM

9:00 – 9:15 AM

9:30AM Any additional route as needed



Departure Times

2:00 – 2:15 PM

2:15 – 2:30 PM

2:30 – 2:45 PM

2:45 – 3:00 PM

3:00 – 3:15 PM

3:30PM Any additional route as needed

□ Project Narrative

Operations Narrative

Zdorovie Senior Services, LLC, 141-145 California Street

Zdorovie Senior Services, LLC. (“Zdorovie” or “the petitioner”) operates an adult day care center at 149A California Street (“the facility”). There is currently a capacity of 87 clients and 15 staff. In 2011, a parking waiver of 22 stalls was found to be appropriate since none of the clients drive. The facility serves a local population of elders who desire to continue to live in a residential setting, often with extended family, and need support during the day. Many of these clients are Russian-Jewish immigrants, and the program offers health and educational services, food as well cultural enrichment experiences which are familiar and comforting. Zdorovie currently has a lengthy waiting list of clients who desire to attend its program. The facility provides an important service for Newton families who wish to keep their elders living at home but need coverage during the day.

Zdorovie recently purchased the entire site, which contains five buildings (specifically 141, 143, 145, 149A and 149 California Street). The petitioner seeks to expand its operations into the four other buildings. The proposal is to convert 143 and 145 California Street into adult day care facilities with a similar layout to 149A California Street. The two buildings would have capacities of 75 clients/13 staff and 96 clients/16 staff, respectively. 141 California Street would be used as a commercial kitchen to prepare food for clients at the site, as well as at Zdorovie’s other facilities in Needham and Natick, and 149 California Street would be used for overflow storage.

The kitchen staff will grocery shop twice per week to prepare food for its centers daily. Lunch meals will be shipped out once per day to Zdorovie’s other facilities in Natick and Needham. These deliveries will be made in the middle of the day.

The proposed expansion would require an additional parking waiver of 18 stalls. Since none of the clients drive themselves to the facility, the proposed parking lot capacity of 61 stalls is adequate for the total proposed staff of 46 and 15 vans. Historically about a third of Zdorovie’s staff do not drive themselves to work. Some of these staffers live in the immediate local area and walk to work. Others carpool. In some instances, members of the same family work together at the facility. This is a locally run and operated business, and it is important for the staff to speak in Russian with the clients.

Hours of operation are 8:00 am – 4:00 pm, Monday through Sunday. The facility currently offers home pick-up and drop-off of its clients in five dedicated vans, and all clients take advantage of this service. If the proposed expansion is approved, Zdorovie will purchase an additional ten vans (5 vans per each additional building expansion) to accommodate the increased capacity of the facility. The vans will operate on staggered schedules over a period of an hour and a half window in the morning and afternoon to minimize traffic in the parking lot. The only proposed change to the current layout of the parking lot would be the creation of van

drop off areas in front of the two new adult day care buildings, and the addition of a handicap parking stall in front of each of these buildings.

Zdorovie staff arrive around 7:30am and leave when the facility closes at 4:00 pm. (Staff work one shift per day.) Staff have a dedicated break room which is utilized as needed throughout the business day and they typically do not leave the site during their break. Weekend and weekdays generally have the same daily capacity.

During the arrival and departure process, most of Zdorovie staff is involved in assisting in ambulation to and from the vans, assisting in loading in and out of the vans, assisting clients with their belongings, and making sure clients are safe. Nurses, program aids and supervisors all work together in the mornings and afternoons to ensure smooth and safe operations.

Sample Class Schedule

8:00 am – 9:00 am	Client arrival time
9:15 am	Therapeutic morning exercise
9:30 am	Breakfast time
10:00 am – 11:00 am	English Class
11:30 am – 12:15 pm	Computer class
12:30 pm – 1:00 pm	Memory enhancement games and quizzes
1:30 pm	Lunch time
2:00 – 3:00 pm	Departure time

During breaks in the schedule, clients may choose to rest, meet with nurses or other staff, go for walks, or participate in additional activities under the supervision of staff members.

Therapeutic Activity plan is developed monthly past topics have included the following:

- Health education and nursing procedure
- English language teaching
- Computer/technology proficiency teaching
- Education on signs of elder abuse
- Education of fraud and scams
- Education of assistive devices usage
- Education of proper body mechanics
- Education, supervision and assistance of physical exercise
- Cognitive stimulation games

- Historical and cultural educational field trips
- Lectures

Van Drop off and Pick up Schedule

(Van stalls are labeled on the Proposed Conditions site plan as “V”, and employee stalls as “E”)

Vehicle Schedule per each of 3 centers:

- Arrival
 - 8:00AM Van 1
 - 8:15AM Van 2
 - 8:30AM Van 3
 - 8:45AM Van 4
 - 9:00AM Van 5
 - 9:30AM Any additional route as needed
- Departure
 - 2:00PM Van 1
 - 2:15PM Van 2
 - 2:30PM Van 3
 - 2:45PM Van 4
 - 3:00PM Van 5
 - 3:30PM Any additional route as needed

□ Traffic Volume Data

MDM Transportation Consultants, Inc.

Page 2

E/W: California Street
East of Site Driveways
Newton, MA

28 Lord Road, Suite 280
Marlborough, MA 01752
508-303-0370
www.mdmtrans.com

Date Start: Wednesday, January 02, 2019
Site Code:
Station ID:

Date Start: Wednesday, January 02, 2019

Start Time	Thursday, Thu	Westbound		Hour Totals		Eastbound		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	106			10	99		
12:15		15	105			9	98		
12:30		15	94			1	104		
12:45		10	106	57	411	4	99	24	400
01:00		7	104			3	101		
01:15		10	93			2	106		
01:30		9	97			2	102		
01:45		2	124	28	418	3	86	10	395
02:00		10	109			1	94		
02:15		8	108			4	91		
02:30		5	126			1	113		
02:45		7	116	30	459	3	86	9	384
03:00		11	96			2	98		
03:15		4	152			8	102		
03:30		7	137			18	106		
03:45		3	174	25	559	9	101	37	407
04:00		4	133			1	130		
04:15		1	116			4	108		
04:30		9	123			6	100		
04:45		10	160	24	532	10	117	21	455
05:00		10	166			14	150		
05:15		7	154			23	125		
05:30		20	158			20	123		
05:45		25	170	62	648	33	94	90	492
06:00		34	120			46	113		
06:15		54	149			61	99		
06:30		54	120			96	91		
06:45		69	107	211	496	93	85	296	388
07:00		77	99			134	97		
07:15		91	105			133	81		
07:30		111	87			148	56		
07:45		122	88	401	379	142	65	557	299
08:00		117	83			132	65		
08:15		146	79			144	46		
08:30		131	77			147	42		
08:45		103	60	497	299	116	34	539	187
09:00		86	53			84	29		
09:15		104	55			97	21		
09:30		80	61			107	29		
09:45		73	63	343	232	102	41	390	120
10:00		83	50			92	21		
10:15		89	64			98	20		
10:30		89	49			90	21		
10:45		89	40	350	203	109	18	389	80
11:00		89	37			99	21		
11:15		87	22			73	11		
11:30		91	30			93	14		
11:45		104	21	371	110	91	9	356	55
Total		2399	4746			2718	3662		
Percent		33.6%	66.4%			42.6%	57.4%		
Combined Total		7145		6380		13525			

□ Trip Generation

Zdorovie Natick

Clients: 30

Employees: 7

	Passenger Vehicle		Van	
	Entering	Exiting	Pickup/Dropoff	
7:00	1	0	0	
7:15	2	0	0	
7:30	0	3	0	
7:45	2	0	0	
8:00	0	0	1	
8:15	0	0	0	
8:30	0	0	2	
8:45	2	1	0	
2:00	0	0	1	
2:15	0	0	1	
2:30	0	0	1	
2:45	0	0	1	
3:00	2	0	0	
3:15	0	1	0	
3:30	1	2	1	
3:45	0	1	0	
4:00	1	1	0	
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	

Zdorovie Newton

Clients: 40

Employees: 9

Vehicle		Entering	Exiting
Entering	Exiting		
0	1		
2	3		
2	1		
3	1		
1	1		
2	0		
2	3		
1	2		
1	3		
0	1		
1	1		
5	2		
0	0		
1	0		
2	3		
0	0		
2	1		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		
0	0		

By Employee	Natick		Newton		Average Rate
AM	Enter	5	8	0.89	0.80
	Exit	3	6	0.67	0.55
	Total	8	14	1.56	1.35
Afternoon	Enter	3	7	0.78	0.60
	Exit	6	7	0.78	0.82
	Total	9	14	1.56	1.42
PM	Enter	0	0	0.00	0.00
	Exit	0	0	0.00	0.00
	Total	0	0	0.00	0.00

<i>Institute of Transportation Engineers (ITE) 10th Edition</i> Land Use Code (LUC) 493 - Athletic Club
--

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 3

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 3.16 * (X)$
 $T = 3.16 * 3$
 $T = 9.48$
 $T = 9$ vehicle trips
with 61% (5 vph) entering and 39% (4 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 6.29 * (X)$
 $T = 6.29 * 3$
 $T = 18.87$
 $T = 19$ vehicle trips
with 62% (12 vph) entering and 38% (7 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF GENERATOR

$T = 3.40 * (X)$
 $T = 3.40 * 3$
 $T = 10.20$
 $T = 10$ vehicle trips
with 58% (6 vpd) entering and 42% (4 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF GENERATOR

$T = 6.36 * (X)$
 $T = 6.36 * 3$
 $T = 19.08$
 $T = 19$ vehicle trips
with 63% (12 vph) entering and 37% (7 vph) exiting.

SATURDAY PEAK HOUR OF GENERATOR
--

$T = 8.60 * (X)$
 $T = 8.60 * 0$
 $T = 25.80$
 $T = 26$ vehicle trips
with 49% (13 vph) entering and 51% (13 vph) exiting.

Institute of Transportation Engineers (ITE) 10th Edition
Land Use Code (LUC) 710 - General Office Building

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 12.8

AVERAGE WEEKDAY DAILY

$$T = 9.74 * (X)$$

$$T = 9.74 * 12.8$$

$$T = 124.67$$

T = 124 vehicle trips
with 50% (62 vpd) entering and 50% (62 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.16 * (X)$$

$$T = 1.16 * 12.8$$

$$T = 14.85$$

T = 15 vehicle trips
with 86% (13 vph) entering and 14% (2 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.15 * (X)$$

$$T = 1.15 * 12.8$$

$$T = 14.72$$

T = 15 vehicle trips
with 16% (2 vph) entering and 84% (13 vph) exiting.

SATURDAY DAILY

$$T = 2.21 * (x)$$

$$T = 2.21 * 12.8$$

$$T = 28.29$$

T = 28 vehicle trips
with 50% (14 vpd) entering and 50% (14 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.53 * (X)$$

$$T = 0.53 * 12.8$$

$$T = 6.78$$

T = 7 vehicle trips
with 54% (4 vph) entering and 46% (3 vph) exiting.

Institute of Transportation Engineers (ITE) 10th Edition Land Use Code (LUC) 720 - Medical-Dental Office Building
--

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 5.00

AVERAGE WEEKDAY DAILY

$T = 34.80 * (X)$
 $T = 34.80 * 5.00$
 $T = 174.00$
 $T = 174$ vehicle trips
with 50% (87 vpd) entering and 50% (87 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 2.78 * (X)$
 $T = 2.78 * 5.00$
 $T = 13.90$
 $T = 14$ vehicle trips
with 79% (11 vpd) entering and 21% (3 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$T = 3.46 * (X)$
 $T = 3.46 * 5.00$
 $T = 17.30$
 $T = 17$ vehicle trips
with 28% (5 vpd) entering and 72% (12 vpd) exiting.

SATURDAY DAILY

$T = 8.57 * (X)$ (Small Sample Size - Use with Caution)
 $T = 8.57 * 5$
 $T = 42.85$
 $T = 42$ vehicle trips
with 50% (21 vpd) entering and 50% (21 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$T = 3.10 * (X)$ (Small Sample Size - Use with Caution)
 $T = 3.10 * 5$
 $T = 15.50$
 $T = 16$ vehicle trips
with 57% (9 vph) entering and 43% (7 vph) exiting.

Zdorovie Newton

2:00 to 3:00 Trip Generation

Weekday Afternoon Trip Generation - Existing Use

Use	Boston Ballroom Dancing Center	Talamas	Smile-Vision
Building	#141	#145	#143
SqFt.	3,000 sf	12,800 sf	5,000 sf
Closest LUC	<u>493 Athletic Club</u>	<u>710 Office</u>	<u>720 Medical Office</u>
Enter	12	2	5
Exit	<u>7</u>	<u>13</u>	<u>12</u>
Total	19	15	17
Percentage of Daily Traffic			
2:00 - 3:00	3.1	7.5	9.1
PM Peak	6.6	11.7	8.3
2:00 to 3:00			
Enter	6	2	6
Exit	<u>3</u>	<u>8</u>	<u>13</u>
Total	9	10	19

□ Parking Data

Site: Zdorovie Newton
 Date: 9/1/2020
 Address: 149A California Street
 40 Clients, 9 Staff

Time	Cars on Site	Vans on Site	Total Vehicles on Site
7:00 AM	3	5	8
8:00 AM	7	0	7
9:00 AM	6	0	6
10:00 AM	5	5	10
11:00 AM	6	5	11
12:00 PM	6	5	11
1:00 PM	8	5	13
2:00 PM	5	2	7
3:00 PM	3	4	7
4:00 PM	4	5	9
5:00 PM	3	5	8
6:00 PM	1	5	6
MAX	8	5	13

1 Additional Staff Delivering Food

Site: Zdorovie Natick
 Date: 9/1/2020
 Address: 17 Strathmore Road
 30 Clients, 7 Staff

10:00 AM 6 Cars and 5 Vans for 11 Total Vehicles were on site at time of observation

3:00 PM 6 Cars and 5 Vans for 11 Total Vehicles were on site at time of observation

]

CITY OF NEWTON
IN CITY COUNCIL

ORDERED:

That the City Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of the following SPECIAL PERMIT/SITE PLAN APPROVAL amend Special Permit Council Orders #215-08 and #215-08(2) to allow a for profit educational use, to waive 22 parking stalls, and to waive certain requirements of parking facilities containing more than five stalls at 141-149A California Street as recommended by the Land Use Committee for the reasons given by the Committee, through its Chairman, Councilor Richard Lipof:

1. The site is an appropriate location for the for-profit educational use due to its location in the Manufacturing zoning district and the proposed use is already operating on-site. (§4.4.1 and §7.3.3.C.1)
2. The proposed for-profit educational use as developed and operated will not adversely affect the neighborhood because of the proposed site circulation plan and improvements. (§7.3.3.C.2)
3. There will be no nuisance or serious hazard to vehicles or pedestrians because of the proposed shuttle operations, proposed parking management and proposed transportation demand management plans. (§7.3.3.C.3)
4. Access to the site over streets is appropriate for the types and numbers of vehicles involved. (§7.3.3.C.4)
5. Literal compliance with the lighting, landscaping and parking stalls requirements is impracticable due to the, width, depth, and shape of the lot and due to the site's existing conditions plans. (§5.1.13, §5.1.3.B, §5.1.4, §5.1.13, §5.1.8.B.1, §5.1.8.B.2, §5.1.8.B.4, §5.1.8.B.6, §5.1.8.C.1, §5.1.8.D.2, §5.1.9.A, §5.1.9.B, §5.1.10.A, §5.1.11,).

PETITION NUMBER: #285-20

PETITIONER: Zdorovie Senior Services, LLC

LOCATION: 141-149A California Street, Section 11, Block 1, Lot 1A,
containing approximately 65,568 square feet

OWNERS: Zdorovie Senior Services, LLC

ADDRESS OF OWNERS: 34 Peregrine Road
Newton, MA 02459

TO BE USED FOR: For Profit Education Use/Adult Daycare

CONSTRUCTION: NA

EXPLANATORY NOTES: To amend Council Orders #215-08 and #215-08(2) which allowed a nonprofit educational use and a combined 22 parking stall waiver.

ZONING: Manufacturing District

This special permit supersedes, consolidates, and restated provisions of prior special permits to the extent that those provisions are still in full force and effect. Any conditions in prior special permits not set forth in this Special Permit #285-20 are null and void.

Approved subject to the following conditions:

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this special permit/site plan approval shall be located and constructed consistent with:
 - a. Site Plan showing proposed conditions at #141-149A California Street, dated May 16, 2020, most recently revised August 11, 2020, prepared by VTP associates, unsigned and unstamped.
 - b. Site Plan showing proposed conditions at #141-149A California Street, dated May 16, 2020, most recently revised August 11, 2020, prepared by VTP associates, unsigned and unstamped showing site circulation, and directional striping.
2. Architectural/Floor Plans consisting of the following:
 - a. First Floor, Mazzi Realty, proposed plan at 143 California Street, prepared by Dooling and Company Architects, signed and stamped by Mark J. Dooling, dated February 10, 2020, A1
 - b. California Street Catering, Proposed Plan at 141 California Street, prepared by RAV & Assoc., Inc., dated April 20, 2020, A2
 - c. Proposed Floor Plan at 145 California Street, prepared by RAV & Assoc., Inc., dated June 8, 2020, A3

- d. Floor Plan at 149A California Street, prepared by RAV & Assoc., Inc., dated May 1, 2020, A2
 - e. Floor Plan at 149 California Street, prepared by RAV & Assoc., Inc., dated June 8, 2020, A3
3. All signage shall be reviewed and approved by the Urban Design Commission.
 4. The adult day care shall have no more than 258 clients and 46 employees. Any increase to the number of clients or employees shall require an amendment to this special permit/site plan approval.
 5. The petitioner shall maintain the planter boxes, including plantings at the front seating area, installed on the property in good condition with all-season plant material and replace any diseased or dead plant material.
 6. The petitioner shall maintain all signage and directional markings as well as the striped parking stalls as shown on the plan referenced in Condition #1.
 7. The trash and recycling disposal shall be handled by a private entity and collection shall be scheduled at such times to minimize any disruption of the on-site parking and shall comply with the City's Noise Ordinance.
 8. The combined parking waiver of 44 stalls shall only apply to the for-profit educational use, any change in use pertaining to this site shall require an amendment to this Council Order. Any change in ownership shall require the petitioner contact the Planning Department to ensure the site operations still justify the granted relief.
 9. The Petitioner shall implement a Transportation Demand Management Plan to reduce vehicle trips to the site. The Plan shall include, but not be limited to:
 - a. Providing subsidized transit passes at 100% subsidy which shall include but not limited to the MBTA services known as Link pass, express bus, and commuter rail.
 - b. Providing a bicycle rack at the location shown on plan referenced in Condition #1.
 - c. Providing shuttles to transport clients to and from the site.
 10. No Building Permit shall be issued pursuant to this Special Permit/Site Plan Approval until the petitioner has:
 - a. Recorded a certified copy of this Council Order for the approved Special Permit/Site Plan Approval with the Registry of Deeds for the Southern District of Middlesex County.
 - b. Filed a copy of such recorded Council Order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.
 - c. Obtained a written statement from the Department of Planning and Development that confirms plans submitted with any building permit are consistent with plans approved in Condition #1.
 11. No Certificate of Occupancy/Final Inspection for the buildings and uses covered by this Special Permit/Site Plan Approval shall be issued until the petitioner has:
 - a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect or surveyor certifying substantial compliance with Condition #1.