



# Land Use Committee Report

## City of Newton In City Council

**Tuesday, February 11, 2020**

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

**Absent:** Councilor Bowman

**Also Present:** Councilors Ryan, Norton, Leary, Albright, Malakie, Crossley and Leary

**City Staff Present:** Deputy Director of Planning Jennifer Ciara and Senior Planner Neil Cronin

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](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.

**#623-18(2) Request for Extension of Time to Exercise Permit #623-18 at 20-22 Circuit Ave**  
ARTHUR KALOTKIN petition for a one-year EXTENSION OF TIME to EXERCISE SPECIAL PERMIT/SITE PLAN APPROVAL Council Order #623-18 to convert a two-family dwelling into a three-unit multi-family dwelling by converting the existing attic space, allow parking within 5' of residential dwelling units, to waive the minimum aisle width requirements, to waive driveway width, and to waive lighting requirements at 20-22 Circuit Avenue, Ward 5, Newton Highlands, on land known as Section 51 Block 20 Lot 39, containing approximately 12,353 sq. ft. of land in a district zoned MULTI RESIDENCE 2. Said Extension of Time to Run from February 19, 2020 to February 19, 2021. Ref: Sec. 7.3, 7.4 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

**Action:** Land Use Approved 5-0 (Councilors Greenberg and Downs not voting)

**Note:** Attorney Terry Morse, representing Arthur Kalotkin, presented the request for an extension of time to exercise permit #623-18 at 20-22 Circuit Avenue. The committee had no concerns or questions with item #623-18(2). Councilor Auchincloss motioned to approve which passed 5-0 with Councilors Downs and Greenberg not voting.

**#621-18(2) Request for Extension of Time to Exercise Special Permit #621-18 at 105 Temple St**  
SCOTT AND URSULA STEELE petition for a one-year EXTENSION OF TIME to EXERCISE SPECIAL PERMIT/SITE PLAN APPROVAL Council Order #621-18 to amend Special Permit Board Orders #62-01 and #62-01(2) to further increase the non-conforming FAR by constructing a 191 sq. ft. addition in the existing footprint of the house, further extending the non-conforming three-story structure at 105 Temple Street, Ward 3, West Newton, on land known as Section 32 Block 12 Lot 8, containing approximately 14,861 sq. ft. of land in a district zoned SINGLE RESIDENCE 2. Said Extension of Time to run from February 4, 2020

to February 4, 2021. Ref: Sec. 7.3, 7.4 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

**Action:** Land Use Approved 5-0 (Councilors Greenberg and Downs not voting)

**Note:** The petitioner was not present to request the extension of time to exercise special permit #621-18 at 105 Temple Street. The committee had no concerns or questions with item #621-18(2). Councilor Kelley motioned to approve which passed 5-0 with Councilors Downs and Greenberg not voting.

**#15-20(2) Petition to amend Deed Restriction and Orders #148-15(2) and (3) at 180 Wells Ave**  
180 WELLS AVENUE, LLC. petition for SPECIAL PERMIT/SITE PLAN APPROVAL to amend Special Permit Board Orders #148-15(2) and (3) to revise the design of the parking structure and surface parking to the approved three-story office building, to reduce interior landscaping requirements, to reduce loading bay length requirements and to allow reduced minimum open space requirements which requires an amendment to the deed restriction at 180 Wells Avenue, Ward 8, Newton Centre, on land known as Section 84 Block 34A Lot 03, containing approximately 219,980 sq. ft. of land in a district zoned LIMITED MANUFACTURING. Sec. 7.3.3, 7.4, 5.1.9.B.1, 5.1.13, 5.1.12.D.1, 4.3.3 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

**Action:** Land Use Held 7-0; Public Hearing Continued

**Note:** Attorney Michael Peirce, offices of 60 Walnut Street, Wellesley, represented the petitioner. Atty. Peirce gave an update on the progress they have made since the last public hearing on 180 Wells Avenue. Additionally, Atty. Peirce explained that he has been working with Neil Cronin, Senior Planner, on issues the Planning Department had, which included lighting, difficulty reading the plans and specific questions on the plan to fit more landscaping into the project. Steve Dube from Elkus Manfredi Architects gave the attached presentation on how they have addressed the concerns from the committee and the Planning Department.

The first comment from the committee was to reduce parking to discourage driving and to reduce the heat-island effect. In the approved plan there are 378 spaces and now in the proposed plan there are 370 spaces, which is the minimum amount of spaces allowed by zoning. Mr. Dube explained that they have added two new landscape islands in the middle of the parking field to reduce the parking count, which also addresses the comment of increasing landscaping within the parking field. The landscaping percentage within the parking field has increased to 5.1%, which is in accordance with zoning. Additionally, through reducing parking and expanding interior islands they were able to increase the percentage of open space from 34% to 35%.

The committee also expressed concern on the location of the office entrance on Wells Avenue. Mr. Dube explained that the approved and proposed designs are identical in their inclusion of a through-building lobby with entrances on the east and west sides of the building. The new proposed plan will have an accessible entrance on the east side, as well as the west side. Images of these entrances, along with a proposed ground floor plan are included in the attached presentation.

The final comment from the committee was to create a pedestrian path adjacent to the western parking field. This comment has been addressed by adding an accessible “nature path” along the southern edge of the site that connects to the western sidewalk.

Additionally, the length of the parking deck has been reduced by 162 feet and they have recessed the parking structure by 3 feet into the ground to minimize its visibility from the street and abutting properties. Lastly, they have improved vehicular circulation with the elimination of the dead-end parking deck, which will improve the traffic flow.

Atty. Pierce noted that there was concern on a reduction on open space and explained that the area, in question was a drainage basin that was surrounded by both existing vegetation and proposed vegetation.

The public hearing was opened and will be continued.

Councilor Downs motioned to hold items #15-20(2) and #15-20(3) which passed unanimously.

**#15-20(3) Petition to amend Deed Restriction at 180 Wells Ave**

180 WELLS AVENUE, LLC. requesting an amendment to the restriction adopted by Board Order #276-68(3), dated November 18, 1968, and subsequent amendments including 148-15(3) be further amended to allow a waiver of the minimum open space requirement to less than 40% at 180 Wells Avenue, Ward 8, Newton Centre. *NOTE: Public Hearing not required.*

**Action:** Land Use Held 7-0

**Note:** See note for item #15-20(2).

**#70-20 Petition to amend Special Permit Order #106-07 at 349 Dedham Street**

CHABAD LUBAVITCH, INC./BETH MENACHEM CHABAD petition for SPECIAL PERMIT/SITE PLAN APPROVAL to amend Special Permit Board Order #106-07 to increase the number of allowable nursery students to 41, to allow parking in the front setback and to reduce the minimum open space at the site at 349 Dedham Street, Ward 8, on land known as Section 83 Block 36A Lot 01, containing approximately 33,697 sq. ft. of land in a district zoned SINGLE RESIDENCE 1. Ref: Sec. Dover Waiver, 7.3.3, 7.4, 5.1.8.A.1, 5.1.13, 3.1.6 of the City of Newton Rev Zoning Ord, 2017.

**Action:** Land Use Held 7-0; Public Hearing Continued

**Note:** Attorney Joel Sowalsky, representing Chabad Lubavitch Inc/Beth Menachem Chabad, presented the petition to amend Special Permit Order #106-07 at 349 Dedham Street. In October 2007, the Newton Board of Aldermen, granted the petitioner a special permit to construct a Synagogue at 349 Dedham Street. The special permit included the ability operate a preschool on the premises, subject to a maximum capacity and the hours of operation. The special permit also stated that if the petitioner wanted to operate a larger program with additional hours then they would have to come back to the City Council for an amendment. The preschool program opened in 2015, which filled a need for Newton residents and has been successful, but the preschool has reached its capacity. For those reasons the petitioner is requesting to increase the capacity and to operate on a full-time basis. This would be Monday-Friday and

a majority of the children would be enrolled from 8:30 am to 2:00 pm. There also may be a small number of parents that would want to bring their children in earlier or keep them at the school later than 2:00 pm. On Fridays the end time may be shorter towards the fall, summer and spring months because the school must end far before sundown. As required by the 2007 special permit, the petitioner has submitted a traffic management plan, which includes how traffic will be impacted in the neighborhood during the drop-off and pick-up times.

The petitioner would additionally need to expand to use a portion of the basement, which has previously been categorized as uninhabitable mechanical room space. Below the basement is the sanctuary of the Synagogue which was not intended to be built but the contractor determined that it was necessary for constructability. The City prohibited use of this space for any programming purposes and limited its use mechanical space for utility services for the building. The Commissioner of Inspectional Services issued a consistency ruling for this limited use and the certificate of occupancy was premised on this limited use. The utilization of the space will remain in the FAR of the Synagogue's Dover waiver. The petitioner does need permission from the City Council to use the basement space for the operation of the preschool.

In order to enlarge the capacity to the proposed forty-one children the Synagogue would need to add an additional nine parking stalls to the eight that already exist. This will be in the same parking area that is adjacent to Dedham Street. The nine parking stalls exceed the required seven stalls required for the expansion. The new stalls are in front setbacks, which means the petitioner does need a special permit. The petitioner does have a landscaping plan to shield the cars from Rachel Road and Dedham Street to decrease the visibility impact. The proposed additional parking space would cause the open space calculation to fall below 50%, which is minimum open space requirement in this zoning district. The petitioner has requested a Dover waiver from the Commissioner of Inspectional Services to address that issue.

Neil Cronin, Senior Planner, presented that attached presentation. Mr. Cronin explained the criteria that the Council should consider well deliberating on this amendment to the special permit, these are laid out in the attached presentation. Additionally, Mr. Cronin provided an aerial map to show the property, which is a corner lot with frontage on Rachel Road and Dedham Street. Along with the aerial map, Mr. Meyers provided an existing site plan. The existing site is 33,000 sq. ft., which include 12,000 sq. ft. of approved institution use. There is an accessory parking lot containing eight parking stalls. The site has vehicular access through two driveways on Dedham Street and has pedestrian access through Rachel Road via the staircase west of the structure. The lot slopes up from Dedham Street approximately 5 feet and approximately 10 feet from Rachel Road.

Mr. Cronin went on to explain Board Order #106-07 in his attached presentation. The proposed condition site plan will include nine surface parking stalls and six of those stalls are within the Dedham Street front set back, the other three stalls are located within the Rachel Road setback. The location of the stalls in the front setback requires either a special permit or a wavier from the Commissioner of Inspectional Services. Mr. Cronin explained that the petitioner is petitioning to screen these stalls with box woods, however the screening does not meet the requirements of the ordinance. The petitioner would need additional relief from the ordinance or a waiver from the Commissioner of Inspectional Services. Mr. Cronin explained the criteria needed in the traffic management plan in the attached presentation. Lastly, Mr. Cronin explained that city staff is available for any further question's councilors may have.

The Chair opened the public hearing and stated that the committee will be holding this item because the committee is waiting on a peer review of the petitioner's traffic report.

Paul Naddaff, 17 Rachel Road, expressed his concern over the proposed changes to the Synagogue. He believes that a major concern is safety on the intersection of Rachel Road and Dedham Street, especially during the morning commute. Rachel Road always has a heavy traffic flow and adding additional cars from parents dropping their children off in the morning will make this situation worse. Additionally, the cars parked on Rachel Road makes for a very narrow passageway for vehicles and contributes to the heavy traffic. Additionally, the expansion of the parking lot will not fit the character of the neighborhood, even with the screening.

David Yu, 22 Rachel Road, expressed his concerns about the petitioner's proposed plans. Mr. Yu explained this is a residential neighborhood and it was never meant to have a big commercial building or a large religious institution. There are already negative effects on traffic flow with the existing Synagogue and the new exit off 95. Mr. Yu believes there are issues with people parking illegally around the Synagogue, which also causes safety concerns.

Elise Freedman, 370 Dedham Street, expressed her approval of the project. Ms. Freedman has been living at 370 Dedham Street for more than forty years and does not believe that the Synagogue has negatively affected the traffic flow in the neighborhood.

Leon Semonian, 373 Dedham Street, expressed his concern for the project because of the existing traffic conditions and what the expansion will add to the traffic, especially in the morning when he is trying to exit his driveway. Additionally, Mr. Semonian explained that the additions will not blend into the neighborhood.

Douglas McCrath, 439 F Dedham Street, expressed his concern for the project and agree with previous comments on traffic and safety issues. Mr. McCrath believes that this proposal is to increase the size of a business, which the Synagogue will benefit from financially and believes that there is an alternative space that could be used, or shuttle busses could be used for offsite parking.

Sean Roche, 42 Daniel Street, expressed his approval of the project because the expansion of the preschool will benefit children. Mr. Roche believes that Newton needs more preschools/daycare.

The public hearing will be continued.

The committee asked the following questions.

Q: Are there any plans in place for non-car access for employees?

A: The nine parking spaces that the petitioner wishes to add will include parking spaces for the employees. Also, this will take some of the burden of on-street parking on Rachel Road.

Q: Does the petitioner know how the employees get to work and would the petitioner consider any arrangement that would incentives the employees to not to drive to work?

A: The petitioner believes that not all the employees drive and that some employees do carpool to work. Additionally, the petitioner explained that they would investigate these incentives.

Q: From the new parking spaces, how does the petitioner envision parents entering the preschool safely? Additionally, are the driveways one- or two-way driveways?

A: The petitioner explained that the traffic management plan explains how parents can enter the preschool safely from the proposed parking lot. Additionally, explained that the plan is to have a staggered drop-off and pick-up. A teacher or staff member will exit the building, wait for a car to pull up to a space closest to the entrance of the preschool and the child will be escorted by the staff member into the building. Both driveways are two-ways and the instruction for parents will be to enter the driveway closest to Rachel Road and exit the driveway further down on Dedham Street. The petitioner assured the committee that they will be strict with enforcing all the parking, pick-up and drop-off regulations with parents.

Q: What is the time period on the staggered drop-off and pick-up times?

A: The petitioner explained the plan is to have parents there no earlier than 8 am and no later than 8:30 am. But all the proposed 41 children will not be at the school during the morning. Pick-up will be done over a time period of two hours. There will be no congregational programs during the time of drop-off and pick-up, except on non-driving holidays, where there will be services. The proposed 18 spaces will all be available to staff and parents during that time and congressional use when school is not in session. This is also explained in the traffic management plan.

Q: How many staff members will be added if the capacity is increased?

A: The petitioner explained that he will further investigate this but believes that there are four staff members now and the preschool will be adding two more staff members.

The committee made the following comments.

Newton does need more preschool slots in Newton but there will need to be a conversation to neighbors about the circulation pattern for pick-up and drop-off and the enforcement of the circulation.

The traffic on Rachel Road and Dedham Street is bad and that will be an item that the committee will have to further investigate through the traffic management plan. The new traffic coming off 128, this area has been used as a cut through which has added to the traffic. There needs to be stricter enforcement of parking regulations in that area to help with traffic control.

The committee looks forward to seeing the peer-review of the traffic management plan.

Regarding staff members commuting to the preschool, the 52 bus does run Monday-Friday during the hours the preschool will be open. This will be an option for staff members that are coming from the Green Line.

There should be more screening for the parking abutting Rachel Road.

Outstanding questions from the committee.

Q: Since this is a Dover amendment project, can the Planning Department comment exactly what authority the City Council has to grant or not grant this request? Also, can there be more explanation of the parking stalls being placed in setbacks in a residential area?

Q: Can the Planning Department look further into the circulation pattern of the pick-up and drop-off to make sure that it will be viable with an expanded program?

Q: Is there way of addressing the below 50% open space on the property?

Q: In the Planning Department's presentation there was a point of having to move a light pole, where will this be relocated, and will this help with meeting the lighting requirements?

Q: Given the comments on the circulation, would it make more sense for the driveways to be one-ways?

Q: Can staff parking be designated in the proposal?

Q: Can the committee hear what the standards are for staffing for preschools?

The petitioners addressed the neighbors by stating that they that are sensitive to the neighbors needs. The Synagogue does and will continue to enforce parking regulations. Additionally, the petitioner explained that they proposed the parking ban on one side of Rachel Road to help with traffic control and encourage the Newton Police Department to increase ticketing in the surrounding area. Recently, the Synagogue has become the evacuation site for Countryside School as way to contribute to the neighborhood.

Councilor Laredo motioned to hold the item which passed unanimously.

**#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 7-0; 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 7-0; Public Hearing Continued

**Note:** Attorney Steve Buchbinder, offices of Schlesinger and Buchbinder, 1200 Walnut Street, represented the petitioner, Mark Development, LLC. Mark Development Principal Damien Chavieno presented details of the Housing Plan and Fiscal Impacts as shown on the attached presentation. Mr. Chavieno explained the attached Fiscal Impact Matrix regarding the Riverside Station. Additionally, explained that the first scenario (column A) is for the net fiscal impact analysis based on the 2018 Newton Public School Data. The net fiscal impact with that data is \$1,776,003. As part of a peer review, Mark Development met with the Planning Department and the peer reviewing team and were asked to update the information with the 2019 Newton Public School data (column B). The new data showed the cost of an addition of 19 students. The net fiscal impact using that data is \$1,641,468. In column C the peer



reviewer provided a “worst case” scenario. With this the peer reviewer factored in the worst impact that could happen to every item and the net fiscal impact was \$769,779.

Mr. Chavieno went on to explain the housing matrix which is attached. The proposal includes 617 units, but Mr. Chavieno explained they are continuing to investigate the number of units for this development. Mark Development has included the inclusionary zoning policy which calls for 7 ½% of the units at a 50% and 80% AMI affordability level. Additionally, 2 ½% of units are at an 80- 110% AMI affordability level. There is also a unit mix and sizes matrix shown in the attached presentation. Mr. Chavieno explains that Mark Development sees the project for young professionals that want to live near public transportation. There is also an opportunity for “empty-nesters” looking to downsize. One of the design elements that was discussed early on was trying to differentiate different housing typologies (matrix attached to report). Mr. Chavieno explained that there will 5% (31) of houses that are an accessible and 100% of the units are adaptable.

In the peer review Mark Development was asked to specify the commercial areas in the proposed plan. There will be approximately 44,000 sq. ft. of ground floor retail (plan is attached). There will also be retail across from the hotel area. Additionally, there will be opportunity for food/beverage within the hotel. The retail would be service orientated/amenities and the hotel in the proposed plan will be geared toward a lifestyle hotel. Mark Development would expect the hotel to have meeting/gathering space for business and pleasure. Regarding the office space, Mr. Chavieno noted there was a question if the development would be a good space for life sciences. Mr. Chavieno stated that Newton has the visibility and accessibility to be able to attract a life science lab user. Additionally, Mr. Chavieno went over the options for public open space; food trucks and concerts are a couple of those options.

Mr. Cronin explained that the Planning Department has retained several consultants to review these plans. Jonathan Meyers, HR & A Advisor, was present to go over the peer-review for housing and fiscal impacts of the proposed plan. HR & A’s role for this project is shown in the attached report.

Additionally, Mr. Meyers explained how the housing, economic development, transit access and open space goals of the Riverside Development go along with Newton’s overall plans in the attached presentation. A market analysis was also given related to multifamily rental housing, retail, office space and the hotel market.

Next, Mr. Meyers went over the Economic Impacts of the Riverside Development through a chart broken down by jobs that could be added through the retail space, office space, hotel, and apartment management. The analysis breaks down who will work on the site but also jobs that will be created in local market area.

The final topic was fiscal impacts of the development. Mr. Meyers explained the equation that is shown in the attached presentation as a basis of understanding to what they were calculating. HR & A provide a “stress test” data for fiscal impact. Additionally, Mr. Meyers provided a chart of fiscal impacts regarding the new development and the existing development. The last chart deals with the net impact and do match the numbers that were given by Mark Development. HR & A’s overall findings was that the Riverside Development will accrue positive net fiscal impacts for Newton.

The Chair made the following statement.

“Before we begin tonight’s Riverside Discussion, I wanted to provide a brief reminder to all about our legal and moral obligation as a City with respect to educating schoolchildren. Tonight, we will be discussing issues relating to housing and fiscal impacts. Fellow Councilors and members of the public may very wish to comment on the forecasted fiscal or housing impacts of the proposed development, which is perfectly appropriate and welcome.

However, I do want to be clear- as a Land Use Committee and as a City- we cannot, under federal fair housing law, nor shall we under our moral obligation, opine negatively or base land use decisions on the number of school children anticipated to attend Newton Public Schools. As a community, we have the obligation and privilege of offering to educate those children from Newton families wishing to send their child to Newton Public Schools. I thank you for your indulgence on this.”

The committee asked the following questions.

Q: Regarding life sciences using office space, are there plans/ is it recommended to have satellite research labs in collaboration with any universities in the Greater Boston Area?

A: Mr. Meyers and Mr. Chavieno agreed that the Riverside Development is a good space for lab sciences and there are many who would interest in this endeavor. Mr. Cahvieno explained that Mark Development had not thought about this in relation to universities but will investigate this further.

Q: What numbers are being used for cost per pupil?

A: Mr. Meyers and Mr. Chavieno agreed with the cost per pupil is \$13,000. This is based off the 2020 budget where it is calculated per student and is grossed up to about \$2,000. That is before taking the benefit of Chapter 70 State Aid, which reduces the amount per pupil.

Q: Why is there not an option for home ownership in the proposed plan?

A: Mr. Chavieno explained that the original filling included 57 condominium units. This was a tower over building 2, which was a mixed-use project of hotel space and a residential component. The reason for choosing that location is because the MBTA owns 90% of the land that the developer is building on. Mark Development owns about 2.7 acres, where the Hotel Indigo is located today. Additionally, the developer did not feel comfortable building a for-sale project that would be turned back over to the MBTA in 85 years. Mark Development then focused on having the condominium units on the land that they owned but because of the height discussion they decided to take it out of the project. Additionally, for-sale housing is hard to make work economically.

Q: What will be the average cost, per sq. ft., of the market-rate housing?

A: Mr. Chavieno explained that they have seen rents in the low \$4 sq. ft. range. Mark Development will charge what they are able to receive for the market-rate units.

Q: Will Section 8 housing be taken here?

A: Mr. Chavieno explained that if someone applies via Section 8 than by law the developer would have to rent to them. Mark Development will continue to work to have affordable housing in many of these developments, especially in Newton. But they are not in a position now to be looking at lower AMI units and additional housing in the case of Riverside because of the reduction in height and density.

Q: Will local preference be a factor in this development?

A: Mr. Chavieno explained that they have been working with the Department of Housing and Community Development (DHCD) on Washington Place and will go through the same local preference with the Riverside Development at a maximum of 70%.

Q: What is adaptable housing opposed to accessible housing?

A: Mr. Chavieno explained that accessible housing is move in ready and fully accessible. If there are not enough accessible housing units then a market-rate unit can be adapted to be an accessible unit.

Q: Why is the percentage of renting properties going down in Newton?

A: Mr. Meyers explained that he will provide more background on this. Additionally, explained that his numbers are based on 2017 census data that is back dated 9 months and would be changing with more recent data.

Q: Will there be a connection between the Riverside Center and the new development, other than walking down the sidewalk?

A: Mr. Chavieno explained that they have not seen a physical way to make that connection, given where the tracks are.

The committee made the following comments.

All the units proposed in this development are rentals. Currently, the city is not building anything, in a larger scale, that has the opportunity for home ownership which is a concern. The city seems to be shifting away from home ownership, which is a mechanism for residents to accumulate family wealth and stability.

For future projects, the Planning Department should be investigating the accuracy of the cost per pupil and check what other communities do to calculate this cost.

The school cost should not be a factor when voting on this item because of the economic benefits this development will bring to the City. The committee should be looking at these benefits and housing as deciding factors.

The residents that live in the affordable units will likely stay there long-term but the ones that are paying market-rate may not stay as long. There should be opportunities for residents with a low-income to down-size in Newton. The residents that can afford to pay a higher rent may not want to live right next to Riverside.

Some of the housing do contain dens, which people tend to use as bedrooms. The committee needs to consider this when calculating I&I and school children for the district. To that comment, Mr. Chavieno explained that as of now floor plans are fluid and they are continuing to take comments on housing, including the amount of housing units.

There is a need for 20% AMI affordable housing in Newton. The new inclusionary zoning ordinance, which goes into effect January 1, 2021 will require the 20%. The current permitting process for this project will take some time and the discussion will take the committee closer to that date.

There are not enough subsidies for affordable housing unless there is some way that they can be mixed. For example, by adding CPA funding into a private development to help buy down affordability. Currently, the Newton Housing Partnership is discussing this alternative and the committee should also be discussing it.

The public hearing was continued.

Ted Chapman and Charles Stover, representatives from the Newton Lower Falls Improvement Association (LFIA), gave the attached PowerPoint presentations.

Tamara Bliss, 9 Lewis Street, expressed her support for the proposed plan for mixed use development. Ms. Bliss explained that the development creates needed affordable and market-rate housing next to a MBTA hub. Ms. Bliss explained that by 2030 seniors will make-up about a 1/3 of Newton's population. The development will give the seniors in Newton the opportunity to downsize in accessible housing. The development will also help seniors and other residents reduce their need for a car. Additionally, Ms. Bliss supports the idea of as much workforce housing as possible.

Josephine McNeil, 53 B Taft Avenue, expressed her support of the project but also would like to see a greater opportunity for housing for people's incomes that are below 50%. Ms. McNeil questioned why there was no mention of a partnership with the Newton Housing Authority or Fair Housing during either presentation. Ms. McNeil is a member of both committees and explained there were some recommendations that were made for project that were not reflected in the presentations.

Fran Godine, 19 Crofton Road, expressed her appreciation for the diverse options for housing units. Ms. Godine explained that she feels that the full potential of the site has been lost. But applauds the benefits this development will bring to the City.

The public hearing will be continued. The Committee adjourned at 9:17 p.m.

**Respectfully Submitted,  
Richard Lipof, Chair**

# 180 WELLS AVENUE

## Newton City Council Presentation

February 11, 2020



### COMMENT:

Reduce parking to discourage driving  
and to reduce the heat-island effect.

(Approved plan: 378 spaces)

### RESPONSE:

Reduced parking to the minimum allowed by zoning.

(Proposed plan: 370 spaces)



PROPOSED SITE PLAN

LANDSCAPING SHOWN FOR ILLUSTRATIVE PURPOSES ONLY  
ELKUS MANFREDI ARCHITECTS > INTRUM

**COMMENT:**

Increase Interior Landscaping within the parking field.

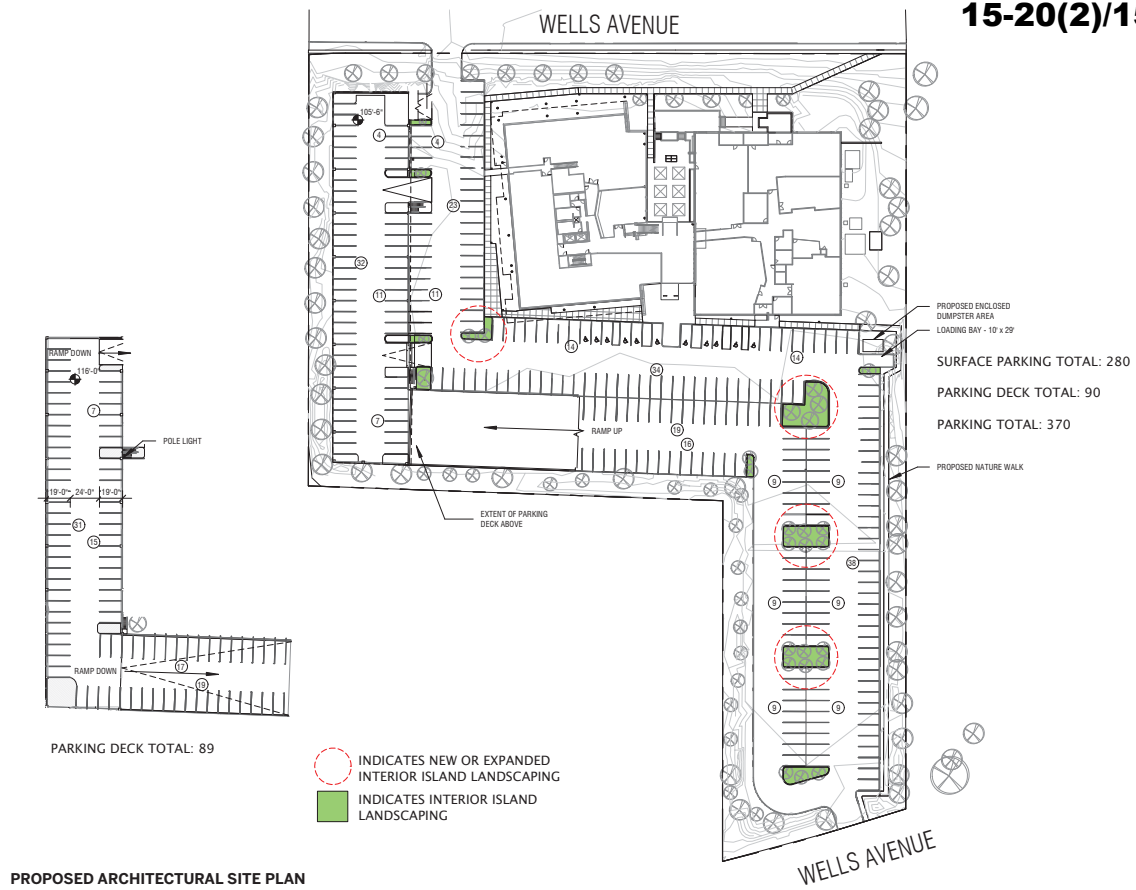
(Approved plan: 5%)

(Previously proposed plan: 2%)

**RESPONSE:**

Increased Interior Landscaping by adding and expanding interior islands.

(Proposed plan: 5.1%)



**COMMENT:**

Increase Open Space.

(Previously proposed plan: 34%)

**RESPONSE:**

Increased Open Space by reducing parking and by expanding interior islands.

(Proposed plan: 35%)

COMMENT:

Locate the office entrance on Wells Avenue.

RESPONSE:

The approved and proposed designs are identical in their inclusion of a through-building lobby with entrances on the east and west sides of the building.

---

ELKUS MANFREDI ARCHITECTS > INTRUM



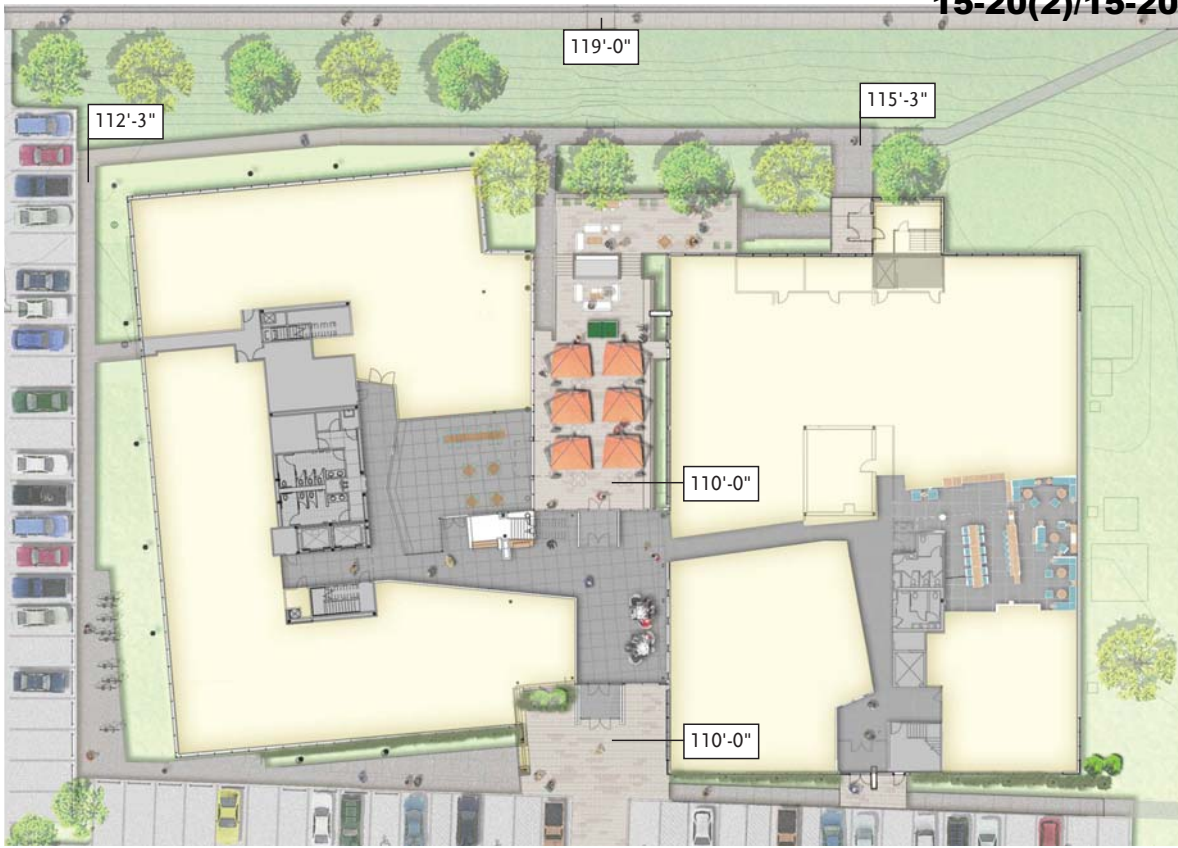
LANDSCAPING SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

CONTEXT PLAN

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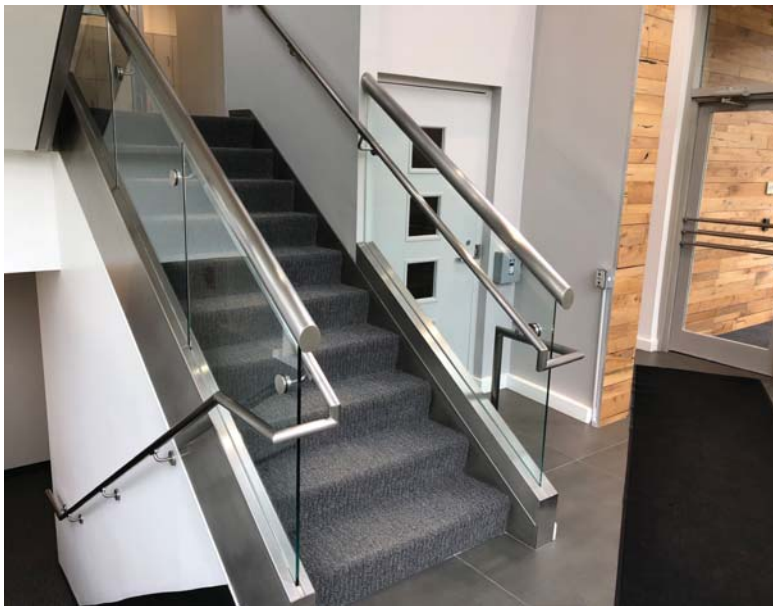
ELKUS MANFREDI ARCHITECTS > INTRUM





PROPOSED GROUND FLOOR PLAN

LANDSCAPING SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



EXISTING MID-LEVEL EAST ENTRANCE





APPROVED WELLS AVENUE / EAST ENTRANCE



APPROVED EAST ENTRANCE COURTYARD

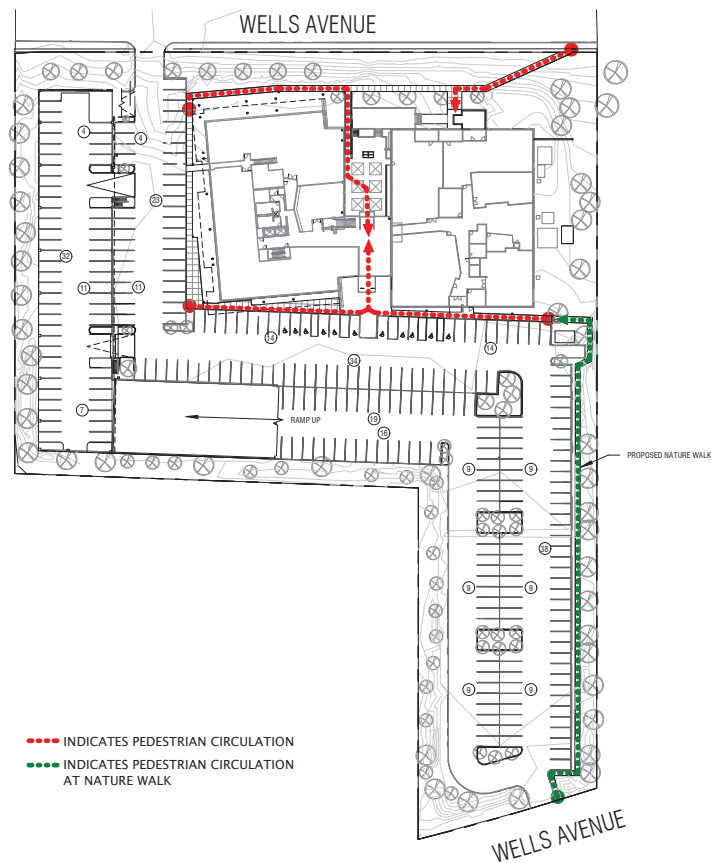
COMMENT:

Provide a pedestrian path adjacent to the western parking field.

RESPONSE:

Added an accessible “nature path” along the southern edge of the site that connects to the western sidewalk.

ELKUS MANFREDI ARCHITECTS > INTRUM



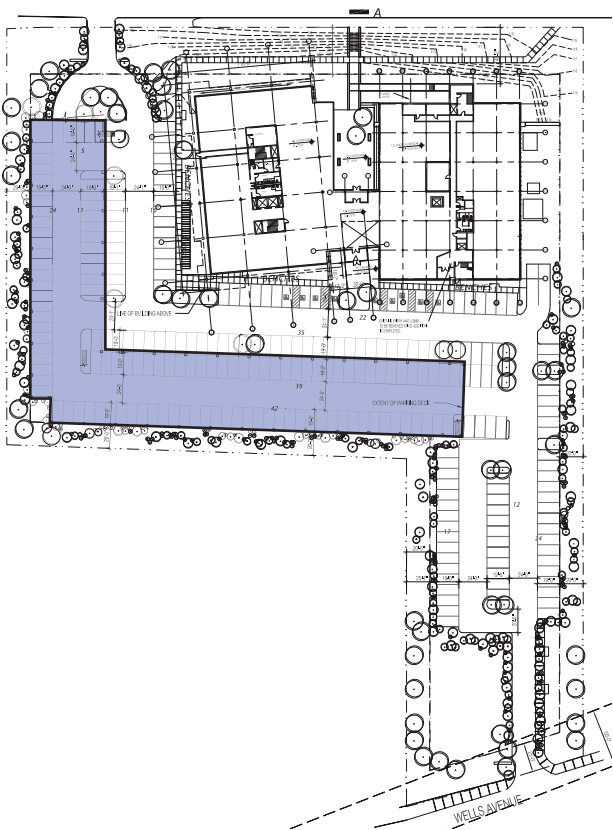
PROPOSED PEDESTRIAN CIRCULATION PLAN

ELKUS MANFREDI ARCHITECTS > INTRUM

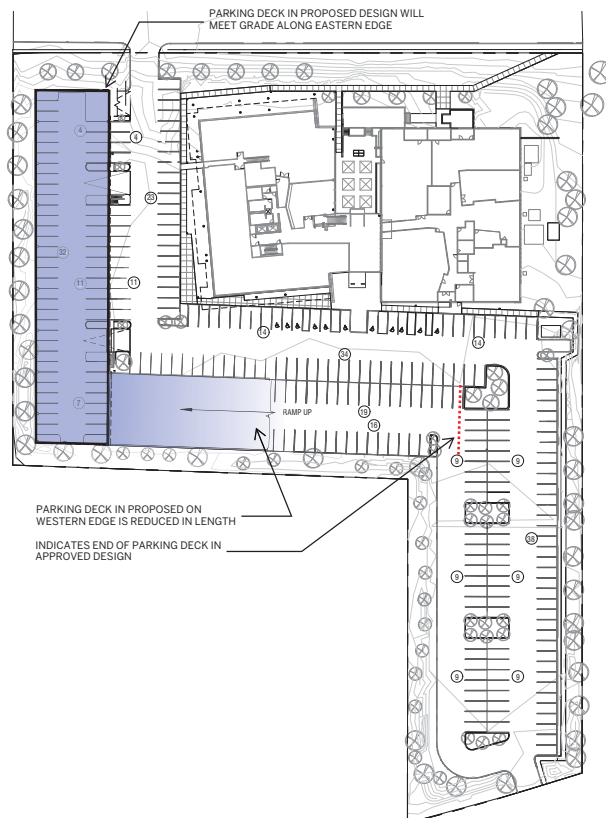
## PROPOSED ENHANCEMENTS TO THE APPROVED DESIGN

1. Reduced parking count to zoning minimum.
2. Increased Interior Landscaping to 5.1%.
3. Added a pedestrian path to the western sidewalk.
4. Reduced the length of the parking deck by 162 feet.
5. Recessed the parking structure 3 feet into the ground to minimize its visibility from the street and abutting properties.
6. Improved vehicular circulation with the elimination of the dead-end parking deck.

ELKUS MANFREDI ARCHITECTS &gt; INTRUM

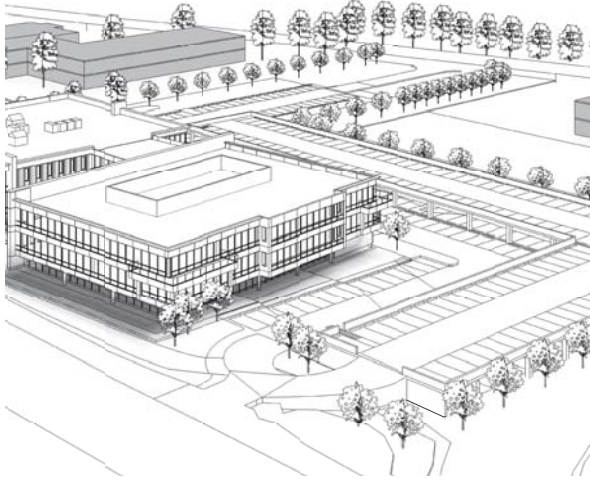


EXTENTS OF APPROVED PARKING DECK

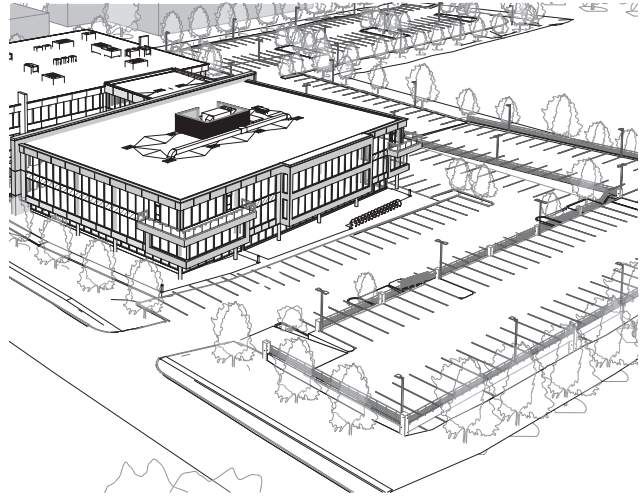


EXTENTS OF PROPOSED PARKING DECK

ELKUS MANFREDI ARCHITECTS &gt; INTRUM



APPROVED STRUCTURED PARKING / EAST ENTRANCE



PROPOSED STRUCTURED PARKING / EAST ENTRANCE

ELKUS MANFREDI ARCHITECTS > INTRUM



APPROVED STRUCTURED PARKING / WEST ENTRANCE

ELKUS MANFREDI ARCHITECTS > INTRUM



PROPOSED STRUCTURED PARKING / WEST ENTRANCE

# Department of Planning and Development



**PETITION #70-20  
349 DEDHAM STREET**

SPECIAL PERMIT/SITE PLAN  
APPROVAL TO AMEND COUNCIL  
ORDER #106-07 TO ALLOW A FULL-  
TIME NURSERY SCHOOL, TO ALLOW  
PARKING WITHIN THE SETBACK  
DISTANCES, AND TO REDUCE THE  
MINIMUM OPEN SPACE



FEBRUARY 11, 2020

1

## Requested Relief



Special Permit per §7.3.3 of the Newton Zoning Ordinance to:

- Amend Council Order #104-07 to allow a full-time nursery school with up to 41 students.
- §5.1.8.A.1 and §5.1.13 of Section 30, to allow parking within the front setback.
- §3.1.6 of Section 30, to reduce the minimum open space (waiver via the Dover Amendment)

2

## Criteria to Consider



When reviewing this request, the Council should consider whether:

- The specific site is an appropriate location for the proposed amendments to Council Order #106-07 (§7.3.3.1).
- The use, as developed and operated, due to the proposed amendments to Council Order ##106-07 will adversely affect the neighborhood (§7.3.3.2).
- There will be no nuisance or serious hazard to vehicles or pedestrians (§7.3.3.3).
- Access to the site is appropriate for the types and numbers of vehicles involved (§7.3.3.4).

3

## Criteria to Consider Continued

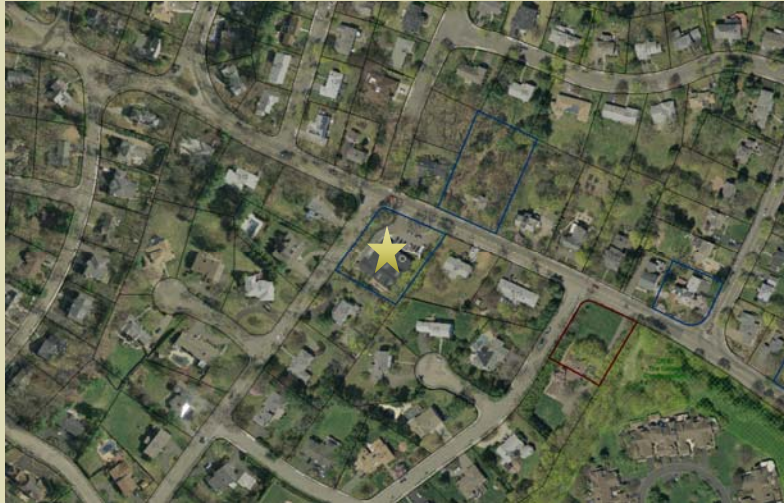


- Literal compliance with the requirements of parking facilities containing more than five stalls are impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest or in the interest of safety or protection of environmental features (§5.1.8.A.1 and §5.1.13.)

4



### Aerial/GIS Map



5

### Existing Site Plan



6

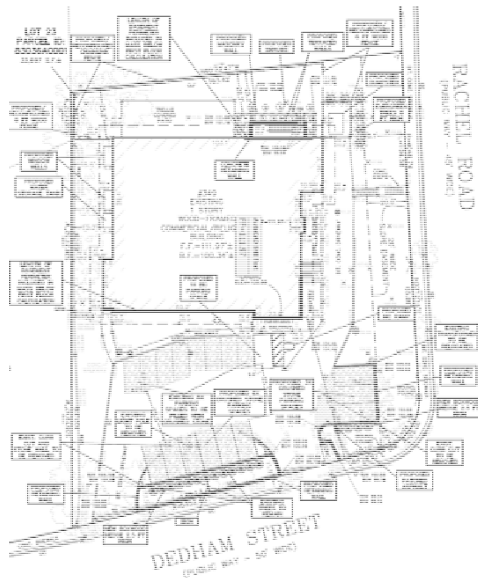
## Council Order #106-07



- Council Order #106-07 waived 61 parking stalls associated with the institution use.
- The structure received waivers from the Commissioner of Inspectional Services under M.G.L 40A Section 3, the Dover Amendment, for Floor Area Ratio and side setback.
- The petitioner was prohibited from operating a full-time nurse school but could operate a nursery school part-time for no more than four hours per day and no more than 16 students.
- The petitioner is seeking to amend Council Order #106-07 to allow a full-time nursery school with two additional teachers and up to 41 students.

7

## Proposed Site Plan



8

## Traffic Management Plan

- Number and ages of students, including the maximum number of students that may attend;
- Number of staff and their hours;
- Hours and days of operation, including the possibility that operation of the school or program permit staggered start and stop times to prevent queuing of cars off the site onto Dedham Street;
- Description of the proposed drop-off and pick-up plan to address potential queuing problems, including all proposed signage and written information to parents regarding the drop-off and pick-up plan;

9

## Traffic Management Plan

- Site plan showing the vehicular and pedestrian movements on the Site during the drop-off and pick-up of students; and
- Information that may be reasonably requested by the City Traffic Engineer and/or Director of Planning and Development.

10

# Riverside Station

Land Use Presentation

February 11, 2020

MARK  
DEVELOPMENT

## Fiscal Impact Matrix: Riverside Station

	A 2018 NPS Data	B 2019 NPS Data	C Peer Reivew "worst case"
<b>Projected Revenue</b>	<b>\$4,975,030</b>	<b>\$4,975,831</b>	<b>\$4,788,926</b>
<b>Projected Cost</b>	<b>(\$1,996,052)</b>	<b>(\$2,131,388)</b>	<b>(\$2,875,387)</b>
Police, EMS, and fire	(\$461,343)	(\$461,343)	(\$461,343)
Students	(\$1,534,709)	(\$1,670,045)	(\$1,670,045)
Other general fund	\$0	\$0	(\$743,999)
<b>Existing Revenue</b>	<b>\$1,239,597</b>	<b>\$1,239,597</b>	<b>\$1,180,382</b>
<b>Existing Costs</b>	<b>(\$36,622)</b>	<b>(\$36,622)</b>	<b>(\$36,622)</b>
<b>Net Fiscal Impact</b>	<b>\$1,776,003</b>	<b>\$1,641,468</b>	<b>\$769,779</b>

MARK  
DEVELOPMENT

## Riverside Housing Matrix

Unit Type	Total Count	# of 50% AMI Affordable	# of 80% AMI Affordable	# of 80 - 110% AMI Affordable
Studio	59	5	5	1
1 BR	314	22	23	8
2 BR	217	16	15	6
3 BR	27	3	3	1
<b>Total</b>	<b>617</b>	<b>46</b>	<b>46</b>	<b>16</b>

## Unit Mix and Sizes

	Studio	1 BR	2 BR	3 BR	Total
# of Units	59	314	217	27	617
% of Total	9.6%	50.9%	35.2%	4.4%	100.0%
Average Size	504	686	1,006	1,304	808

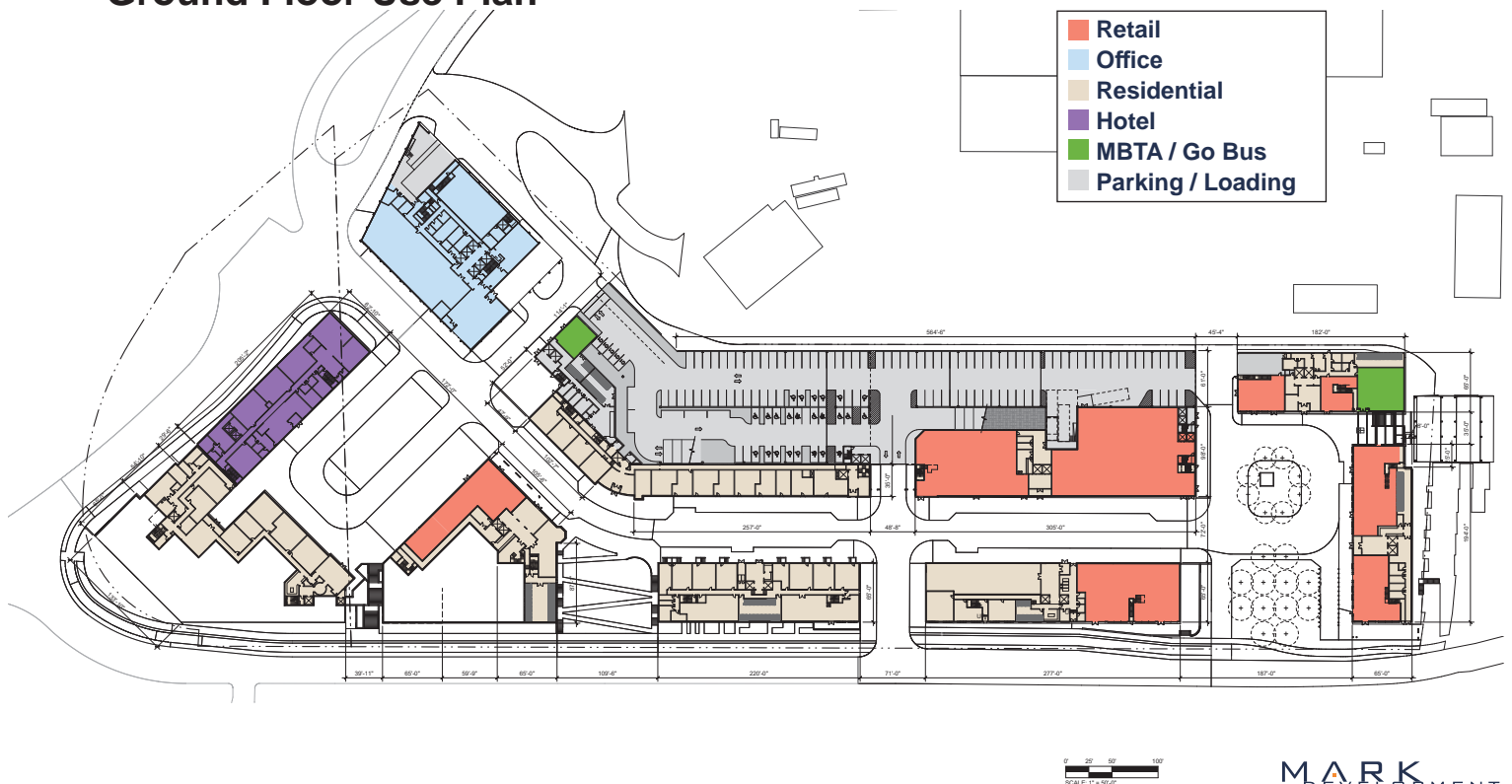
**Note: Unit sizes and mix still under review.**

# Housing Typologies

	Townhouse-style walk up entries (Building 10)	Direct Garage Access (Building 10)	Individual walk up entries (Buildings 3 & 6)	Stoops (Building 5)	single-floor layouts in elevator buildings
# of Units	12	64	10	14	517
% of Total	1.9%	10.4%	1.6%	2.3%	83.8%

	Accessible	Adaptable
# of Units	31	617
% of Total	5.0%	100.0%

# Ground Floor Use Plan

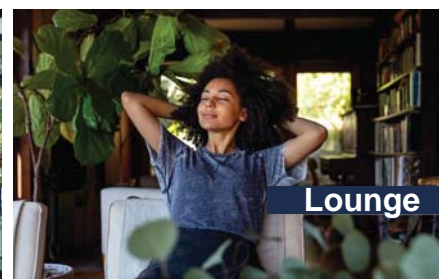


## Retail



MARK  
DEVELOPMENT

## Hotel



MARK  
DEVELOPMENT

# Office



Lab



Office



Life Science

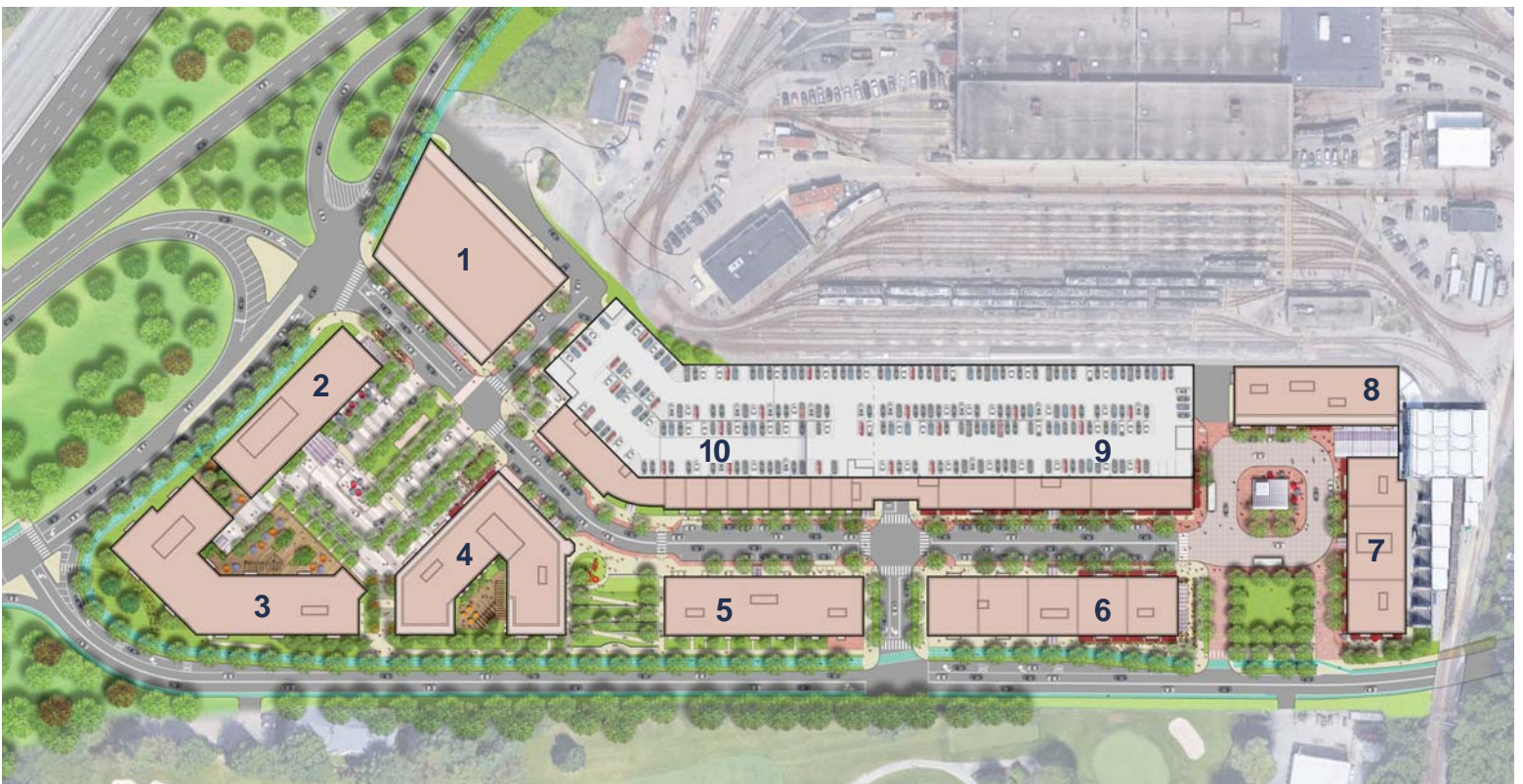


Workspace

# Public Open Space









# RIVERSIDE DEVELOPMENT PEER REVIEW

PUBLIC MEETING  
FEBRUARY 11, 2020



Storrs Center Development Fiscal Impact Analysis, CT



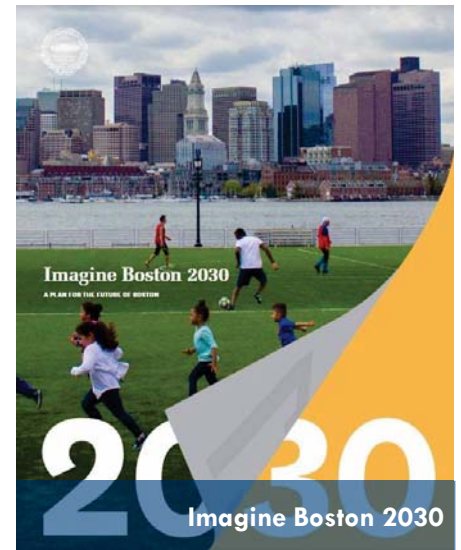
Economic Impact of Film Tax Credits, MA



MIT East Campus Gateway Development, MA



Detroit Multifamily Affordable Housing Strategy, MI



Imagine Boston 2030  
A PLAN FOR THE FUTURE OF BOSTON

2030  
Imagine Boston 2030

**HR&A** is a real estate and economic development consulting firm working at the intersection of the public and private sector. Our work transforms communities and revitalizes urban environments in the United States and abroad.

## HR&A's Role

- 1 Assess alignment with the City's broader goals relating to housing and economic development;
- 2 Consider viability and implications of the project's proposed commercial and residential uses under current real estate market conditions; and
- 3 Stress-test projected economic and net fiscal impacts.

## Proposed Riverside Program

Building	Building GFA	Market Rate Units	Affordable Units	Hotel Rooms	Office GFA	Retail GFA	Structured Parking Spaces	Surface Parking
Building 1	250,888				243,387			
Building 2	77,300			150				
Building 3	153,683	113	24					
Building 4	126,601	89	18			3,792		
Building 5	57,200	41	9					
Building 6	72,020	47	10			6,886		
Building 7	62,050	38	8			7,785		
Building 8	65,364	63	13			3,218		
Building 9	63,981	36	8			21,560	1,138	
Building 10	96,002	82	18				852	
Street Parking								51
<b>Total</b>	<b>1,025,000</b>	<b>509</b>	<b>108</b>	<b>150</b>	<b>243,387*</b>	<b>43,242</b>	<b>1,990</b>	<b>51</b>

\*Excludes 7,500 square feet of MBTA office space.

## Alignment of Plans

- **Housing:** *617 new housing units help address Newton's current and shifting housing needs* and provide a significant number of affordable housing units, addressing two of the guiding principles of the Riverside Vision Plan.
- **Economic Development:** *The Riverside proposal responds to the objective to support Newton's economic growth*, by providing commercial space, which not only supports new employment but also generates substantial fiscal revenue for the City.
- **Transit Access:** *Transit-oriented development and new users will likely support increased ridership of the Green Line and utilization of the Riverside MBTA station*, responding to the Riverside Vision Plan's goal of creating a stronger local transportation hub.
- **Open Space:** The Riverside proposal's outdoor amphitheater and public park *address the Vision Plan's call for variety of usable public spaces*; retail programming ensures a vibrant pedestrian experience.



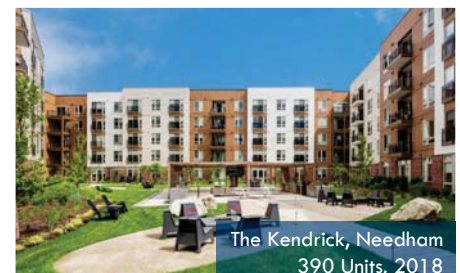
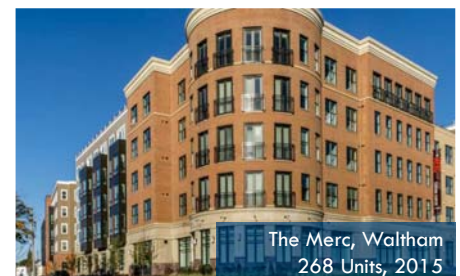
## Market Analysis

### Multifamily Rental Housing:

- Units will appeal to growing groups of empty nesters, seniors, and young families
- The site is situated in a strong multi-family rental market which we anticipate can absorb these units in three to four years based on recent market comps which have absorbed between 30 – 40 units on average per quarter
- The 108 affordable units meet the IZ requirement and provide a mix of unit sizes integrated evenly across eight buildings

### Retail:

- Neighborhood-scale retail will be an amenity for residents, workers, and, transit users



## Market Analysis

### Office:

- Unique opportunity to capture growth in high-wage jobs along the Route 128 Corridor
- Supply of new office space appears to be outpacing absorption on an annual basis due to preference for built-to-suit headquarters
- Potential tenants include headquarters and life sciences/tech
- Demand for urban amenities



### Hotel:

- Growing office market is driving demand for new hotels, with nearly 800 rooms added in the Route 128 Corridor in the last 5 years
- Hotel Indigo continues to benefit from high demand



HR&A Advisors, Inc.

Riverside Development Peer Review | 7

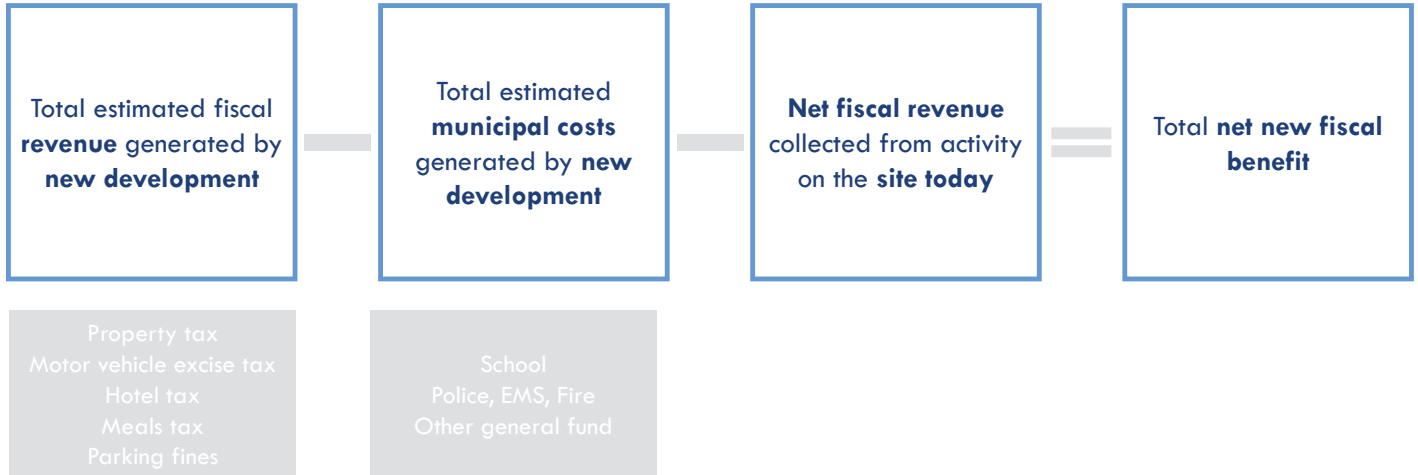
## Economic Impacts

	Permanent Jobs (FTE)	Annual Compensation
<b>Retail</b>		
Direct impacts	104	\$3,398,458
Indirect impacts	28	\$1,786,765
<i>Subtotal</i>	132	\$5,185,223
<b>Office</b>		
Direct impacts	649	\$50,254,265
Indirect impacts	407	\$22,044,436
<i>Subtotal</i>	1,056	\$72,298,701
<b>Hotel</b>		
Direct impacts	60	\$3,799,735
Indirect impacts	32	\$1,996,057
<i>Subtotal</i>	92	\$5,795,792
<b>Apartment Management</b>		
Direct impacts	49	\$1,353,144
Indirect impacts	28	\$1,654,200
<i>Subtotal</i>	77	\$3,007,344
<b>Total New Development</b>		
Direct impacts	862	\$58,805,602
Indirect impacts	495	\$27,481,458
<b>Total Economic Impacts from New Development</b>	<b>1,357</b>	<b>\$86,287,060</b>

HR&A Advisors, Inc.

Riverside Development Peer Review | 8

## Fiscal Impacts



## Fiscal Impacts | New Development

	Scenario A (123 Students)	Scenario B (134 Students)	HR&A Stress Test (134 Students)	Stress Test Difference
<u>New Development</u>				
Revenue				
Real property tax	\$4,148,231	\$4,148,231	\$4,148,231	\$0
Motor vehicle tax	\$32,138	\$32,138	\$32,138	\$0
Hotel room tax	\$569,875	\$569,875	\$512,460	(\$57,415)
Hotel meals tax	\$118,043	\$118,043	\$14,175	(\$103,868)
Additional revenues	\$106,744	\$107,545	\$107,545	\$0
<b>Total Revenue</b>	<b>\$4,975,030</b>	<b>\$4,975,831</b>	<b>\$4,814,549</b>	<b>(\$161,283)</b>
Costs				
Police, EMS, and, Fire	(\$461,343)	(\$461,343)	(\$461,343)	\$0
Students	(\$1,534,709)	(\$1,670,045)	(\$1,670,045)	\$0
Other general fund	\$0	\$0	(\$743,999)	(\$743,999)
<b>Total Costs</b>	<b>(\$1,996,052)</b>	<b>(\$2,131,388)</b>	<b>(\$2,875,387)</b>	<b>(\$743,999)</b>
<b>Net Fiscal Impact of New Development</b>	<b>\$2,978,978</b>	<b>\$2,844,442</b>	<b>\$1,939,162</b>	<b>(\$905,280)</b>

## Fiscal Impacts | Existing Development

	Scenario A (123 Students)	Scenario B (134 Students)	HR&A Stress Test (134 Students)	Stress Test Difference
<u>Existing Development</u>				
Revenue				
Real property tax	\$595,608	\$595,608	\$640,261	\$44,653
Hotel room tax	\$525,742	\$525,742	\$553,413	\$27,671
Hotel meals tax	\$118,043	\$118,043	\$14,175	(\$103,868)
Additional revenues	\$204	\$204	\$204	\$0
<b>Total Revenue</b>	<b>\$1,239,597</b>	<b>\$1,239,597</b>	<b>\$1,208,053</b>	<b>(\$31,544)</b>
Costs				
Police, EMS, and Fire	(\$36,622)	(\$36,622)	(\$36,622)	\$0
Students	\$0	\$0	\$0	\$0
Other general fund	\$0	\$0	\$0	\$0
<b>Total Costs</b>	<b>(\$36,622)</b>	<b>(\$36,622)</b>	<b>(\$36,622)</b>	<b>\$0</b>
<b>Tax Benefit Lost from Existing Development</b>	<b>(\$1,202,975)</b>	<b>(\$1,202,975)</b>	<b>(\$1,171,431)</b>	<b>\$31,544</b>

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Riverside Development Peer Review | 11

## Fiscal Impacts | Net Impact

	Scenario A (123 Students)	Scenario B (134 Students)	HR&A Stress Test (134 Students)	Stress Test Difference
<u>Total</u>				
New development	\$2,978,978	\$2,844,442	\$1,939,162	(\$905,280)
Less existing revenue	(\$1,202,975)	(\$1,202,975)	(\$1,171,431)	\$31,544
<b>Net Fiscal Impact</b>	<b>\$1,776,003</b>	<b>\$1,641,468</b>	<b>\$767,731</b>	<b>(\$873,737)</b>

HR&amp;A Advisors, Inc.

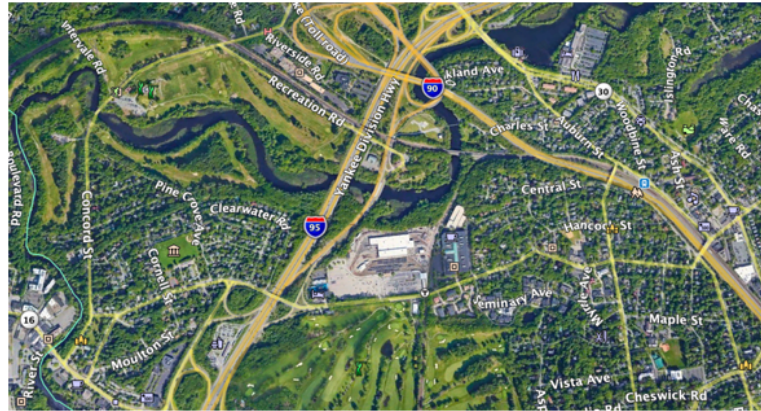
Riverside Development Peer Review | 12



## LFIA Riverside Committee

### LAND USE - HOUSING & FISCAL IMPACT

**FISCAL IMPACT**  
**NEIGHBORHOOD**  
**SCHOOLS**  
**COMMUNITY SPACE**



2-11-2020

Land Use Committee

Housing &amp; Fiscal Impact

Good evening, Chairman Lipof and members of the Land Use Committee. Thank you for the opportunity to speak. My name is Charles Stover and I live on St. Mary's St. in Newton Lower Falls. I'm here tonight on behalf of the LFIA Riverside Committee.

We have some brief comments we'd like to share on the fiscal impact of the proposed development and housing at the site.

I will begin with brief comments on the related topics of fiscal impact, neighborhood school capacity and community space.

Then, Ted Chapman will present his personal comments on affordable housing.





## LFIA Riverside Committee

### Goal of Our Comments

- **Riverside - a new “village” in Lower Falls**
- **Let’s make it the best for everyone**
- **Zoning- a ‘livable scale’**
- **Land Use- “Kick the Tires”, not Mark Development nor the City**
- **We’re all in this together**

2-11-2020

Land Use Committee

Housing &amp; Fiscal Impact

With the zoning parameters set, the Land Use committee is addressing the whole array of other issues within those limits. The LFIA- Riverside committee remains immersed in the myriad details of the project along with all other advocacy groups.

Riverside represents a new entity in Newton: a huge privately-owned village within a transportation hub. Everyone knows it’s challenging.

Riverside successful for the residents, the adjoining villages, and the City as a whole. We are “kicking the tires” in search of marginal improvements. We’re not kicking Mark Development, nor the City.

We are all in this project together.



## LFIA Riverside Committee

### Fiscal Impact - Consistent Methodologies

- Net Fiscal Impact + for the city
- Increased school costs: # of students;  
\$ per student
- Consistent methodologies for  
Riverside; and for all large and small  
projects

2-11-2020

Land Use Committee

Housing &amp; Fiscal Impact

The Riverside development is fiscally positive for the City

The most significant cost is schooling for additional students. What is still needed is an agreement on a realistic methodology for calculating the number of additional students and the unit costs. There are three versions of the fiscal analysis. There is clearly some uncertainty in the calculations.

Since so many projects are proceeding simultaneously, it's also important that the impact of all projects, large and small, in process or in the pipeline, be estimated and then summarized. Everyone needs to see the big picture.



## LFIA Riverside Committee

# NEIGHBORHOOD SCHOOLS

- Backbone of community
- est. 112- 173 new students
- Williams, Angier, Burr are full
- Additional capacity at Williams
- What is the plan for Lower Falls students, which will include Riverside?



2-11-2020

Land Use Committee

Housing &amp; Fiscal Impact

Neighborhood schools are the backbone in all our communities. The availability of high-quality education for children will be a determinant of who chooses to live at Riverside. Where additional capacity will be needed, it's extremely important that capacity be added in the nearest school. For Riverside and Lower Falls that means primarily Williams School.

Since the Hamilton School in Lower Falls was closed in the 1970s, our community has been split between two elementary schools, kids are bused. These changes have had profound effects on our community.

We will advocate for additional capacity at Williams for Lower Falls including Riverside students, rather than counting on excess capacity in other schools requiring bussing. And we ask that these figures be factored into the City's capital budget starting now. The construction plan for Williams may need to be implemented sooner than the 2031 schedule.

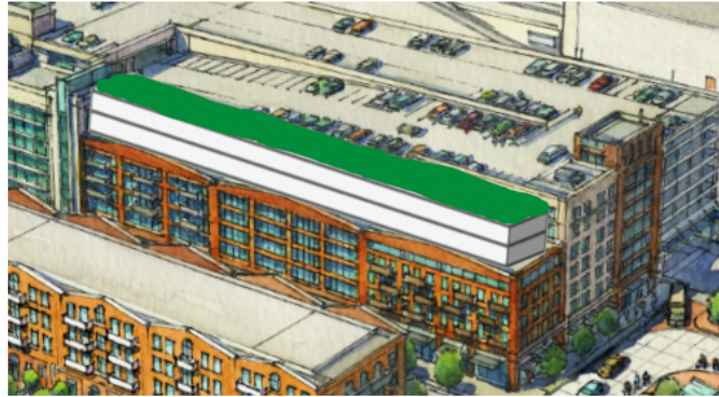


## LFIA Riverside Committee

# Creative Community Space

### Indoor Community Space

- Senior activities
- Preschool, Afterschool
- Gym for basketball, volleyball, etc.
- Lap / PT pool.
- Theatre
- Class/meeting rooms
- Rooftop parks, playgrounds
- Trails Connections



2-11-2020

Land Use Committee

Housing &amp; Fiscal Impact

Community space for the 1,000 + new residents can take many forms, indoors and outdoors: senior activities, gym, class/meeting rooms, rooftop parks, playgrounds, trails connections.

Mark Development has included many important features in Riverside already. It's an ongoing challenge for everyone to be imaginative in creating community space wherever possible.

If it isn't feasible to add this space in the development, perhaps the developer could contribute funds to improve or expand the Hamilton Community Center in Lower Falls. It is just a 7 minute walk from the site.

Wherever and however the community space is added it will facilitate the connections that create the kind of village and neighborhood that Newton is known for.

# A Livable Riverside

## Affordable Housing (108 Units)

### 15% (92 units) for 50-80% AMI

- 1-bedroom rent = \$1,185 - \$1,785

### 2.5% (15 units) Work Force Housing 100% AMI

- 1-bedroom rent = \$2,266

### Market Rate for Seniors and Young workers

- 1-bedroom rent = \$2,800 (745sf) - \$6,018 (1,125sf)

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Land Use Committee

Housing &amp; Fiscal Impact

I am Ted Chapman, a Lower Falls resident. I would like to share my thoughts about housing at Riverside.

As Lower Falls mourned the loss of its neighborhood Hamilton School in the 1970s, the community welcomed both two affordable apartment complexes – the Hamilton Grove and New Falls Apartments and the Hamilton Community Center.

Affordable housing is identified as a critical need for Newton and the entire country. The current inclusionary zoning requirements of 17.5% rises to 20% in January 2021. If this special permit is approved before 1/2021, Riverside will be 17.5% affordable. Is that enough? How do we get more?

These numbers compare proposed rents at Riverside with a range of new residential developments rates in Newton, they illustrate how expensive market rate housing has become and the positive effect of inclusionary zoning on housing costs affordable for those eligible.

# A Livable Riverside

## Affordable Workforce Housing

### Mass Housing Agency – Workforce Housing Program

- **\$100,000 loan per Workforce Unit**
- **\$3,000,000 per project**
- **= 30 addition workforce units**
- **20% affordable units 30-120% AMI**

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Workforce Housing is consistently mentioned as a critical need for the Newton housing pool .... to allow Newton teachers and municipal employees an opportunity to live in the city they serve. The Mass Housing Agency provides loans to developers, \$100,000 per unit, that could add additional Workforce units to Riverside, bringing the total affordable percentage to 20%.

# A Livable Riverside

## Mass Workforce Housing Program

### MassHousing's \$100 million Investment for workforce housing:

- Targets individuals and families with incomes of 61% to 120% of the AMI;
- Provides up to \$100,000 of subsidy per workforce housing unit to create 1,000 new units of workforce housing statewide;
- Leverages strategic opportunities to use state-owned land;
- Consists of newly constructed units or refinancing of a housing community where new units of workforce housing will be created;
- Remains consistent with development financing in MassHousing's enabling statute to ensure that in addition to the workforce housing tier, at least 20% of the units in a financed development will be affordable to households at or below 80% of the AMI; and
- Ensures workforce housing units will be deed restricted as affordable to households with incomes between 61% and 120% of the AMI for an extended period of time, generally 30 years or longer.

[https://www.housingfinance.com/finance/masshousing-launches-workforce-housing-fund\\_o](https://www.housingfinance.com/finance/masshousing-launches-workforce-housing-fund_o)

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This slide shows is included to show the details of the Mass Housing Workforce Housing Program.

# A Livable Riverside

## Market Rate Housing – Affordable?

### For Seniors / Young workers

- Median income for a family-of-4 = \$113,300
  - single \$79,000 / year
- Housing costs @ 30% = \$34,000/yr. or **\$2832/mo**;
  - single \$23,7000/yr. or \$1,975/mo
- Typical market rate rentals in Newton developments
  - 1 BR = **\$2,800** (745sf) - **\$6,018** (1,125sf)
  - 2 BR = **\$3,598** (1,100sf) - **\$8450** (1,220 sf)
  - 3 BR = **\$4,210** (1,330sf) - **\$5,178** (1,852sf)

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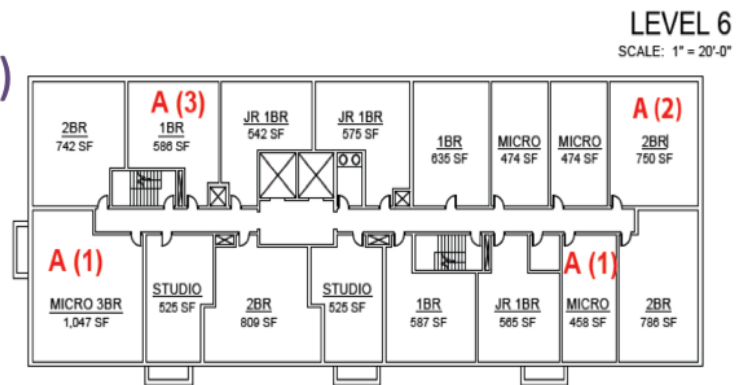
Whether 17.5 or 20% of the units are affordable, to rent a market rate unit will stretch the average person to spend much more than the 30% of income recommended maximum on housing. A family of 4 can barely afford a market rate single bedroom flat of 745sf. A single person would need to spend 42% of income to afford a single bedroom.



# A Livable Riverside

## Affordable Units at Riverside?

- Micro Units (\$3.43/sf)
  - zoning min 800 sf?
  - 1, 2, 3 bedroom
- Amenities needed?
- **Community space?**

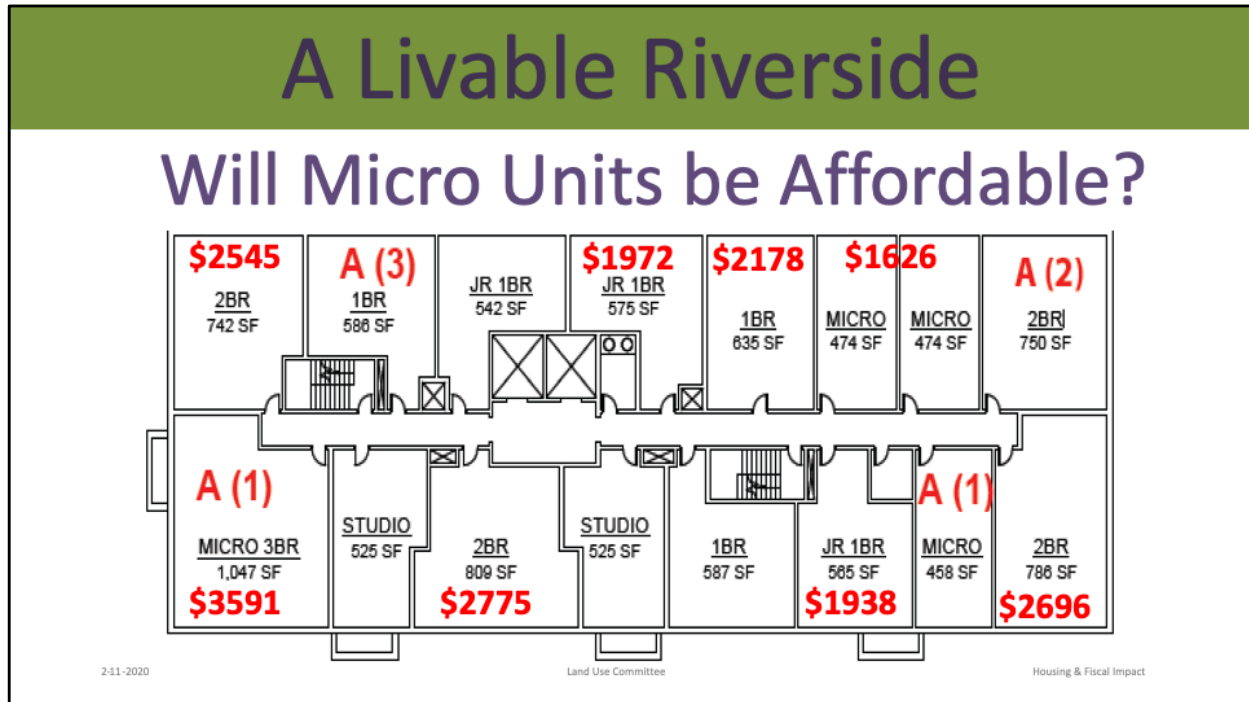


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According to HRA peer review the effective sf rent at Riverside will be \$3.43/sf. One strategy Mark Development's has used to address the affordability issue is to make available units with reduced dimensional requirements for all bedroom classes. Their special permit application shows many units that are well under the current 800 sf minimum. This will require zoning relief by the city. These small units focus a need for places for residents living in tight quarters to meet and play.



This slide shows examples of these dimensionally constrained units and the rents calculated at the effective rate of \$3.43 per sf used in the peer review study.

## A Livable Riverside

### Micro Units are more affordable

- Median income
  - Family of 4, income of \$113,300, @ 30% **\$2,832**
    - 2-bedroom, 742 sf @ **\$2,545**
    - 3-bedroom, 1047sf @ **\$3591**
  - Single \$79,000 / year @ 30% **\$1975**
    - Micro, 474 sf @ **\$1626**
- To live in these small spaces, kids will need a playground, their parents or grandparents will need a gym and other amenities or **community open or indoor space** to recreate, socialize, learn

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With rents calculated at \$3.43 per sf. the average single person can afford a micro unit of 474 sf but not a 1-bedroom. The family of 4 with two bedrooms will be living in 742 sf. with the two kids sharing a room; the three-bedroom option is unaffordable. These numbers argue two points.

1. A need for more WORKFORCE HOUSING and
2. A need for community spaces to meet and play.

# A Livable Riverside

## Need for 8/80 urban design

### Indoor Community Space

- Senior activities
- Preschool, Afterschool
- Gym for basketball, volleyball, etc.
- Lap / PT pool.
- Theatre, performance space
- Class/meeting rooms
- Civic Open Space outdoors
- Rooftop parks, playgrounds
- Rooftop gardens, farms
- Trail and River Connections



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Community space is any space that contributes to community building. That includes green space as well as interior space. Community space needs to be planned and factored into the details of the plan wherever possible. Where are the 150-200 kids There might also be consideration of improved community space in Lower Falls. Riverside is “urban” in design and need to accommodate community life, which is the lifeblood of vibrant living. 8/80cities.org says of you build a place for 8 and 80-year olds it will work for everyone

Where in the Riverside Development as proposed will these activities be housed. The image on this slide shows a community center and green roof on top of Building 9.

# A Livable Riverside

## Rooftop Community Space



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At Riverside there is a lot of space on the roof tops .... That could be used for more than mechanicals and solar arrays.. Spaces for people in public and commercial spaces. Even walls can be green.

# A Livable Riverside

## Rooftop Community Space



**PT:** Post-tension concrete reinforces the concrete slab with high-strength steel strands, creating a floating concrete sub-surface. Post-Tension

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Quality of life is important. Access to places to meet and play indoors and out, to greenspace on the ground, on rooftops, and.....

## A Livable Riverside



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.... on the trails and parks along the Charles River and on the Charles River itself. These amenities can be provided by a combination by the developer and commercial interests. The important things is that they exist for these new and current residents of Newton Lower Falls. Quality of life is important!

# A Livable Riverside

## Quality of life is important

### Resources

- <https://www.880cities.org>
- <http://www.recovergreenroofs.com/bostmedical-center-rooftop-farm>
- <https://greencitygrowers.com/>
- <https://gsky.com/exterior-walls/>
- <https://ny.curbed.com/2018/7/20/17586602/nyc-rooftop-activities-amenities-movies-gardening>
- <https://www.classicturf.org/rooftop-portfolio.html>
- [https://www.housingfinance.com/finance/masshousing-launches-workforce-housing-fund\\_o](https://www.housingfinance.com/finance/masshousing-launches-workforce-housing-fund_o)



<https://www.880cities.org/creating-parks-and-public-spaces-for-people-of-all-ages/>

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Quality of life is important!