



# Land Use Committee Report

## City of Newton In City Council

**Tuesday, August 6, 2019**

**Present:** Councilors Schwartz (Chair), Lipof, Laredo, Greenberg, Auchincloss, Kelley, Markiewicz, Crossley, Grossman, Leary, Albright, Downs, Noel

**City Staff Present:** Associate City Solicitor Jonah Temple, Senior Planner Neil Cronin, Planning Associate Katie Whewell

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.

**#238-19**      **Petition to allow parking waivers for a health club at 35-41 Lincoln Street**  
PAUL FEINBERG/EVELYN P GREENSPAN TRUST petition for SPECIAL PERMIT/SITE PLAN APPROVAL to amend Special Permit Board Order # 306-12 to allow a waiver of 14 parking stalls and to allow assigned parking at 35-41 Lincoln Street, Ward 6, Newton Highlands, on land known as Section 52 Block 08 Lot 18, containing approximately 5,000 sq. ft. of land in a district zoned BUSINESS USE 1. Ref: Sec. 7.3, 7.4, 5.1.4, 5.1.13, 5.1.3.E of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

**Action:**      **Land Use Approved 6-0-1 (Auchincloss abstaining, Laredo Recused); Public Hearing Closed 08/06/2019**

**Note:**      Managing Trustee Paul Feinberg presented the request for a special permit petition to allow a 14-stall parking waiver at 35-41 Lincoln Street. The petitioner intends to combine two vacant stores in the plaza at 35-41 Lincoln Street (former Blossoms and Village Kids stores), totaling approximately 3800 sq. ft. in order to lease the space to a tenant for fitness use. Mr. Feinberg noted that the exercise studio will be located at the rear of the facility, minimizing noise at the front of the site. Mr. Feinberg explained that the Highlands neighborhood has been lacking the ability to lease spaces and stated that he believes that the proposed fitness use can help add some activity to the neighborhood. In response to a recommendation from the Planning Department suggesting that the petitioner implement 15-minute intervals between classes; Mr. Feinberg stated that the petitioner is looking for some flexibility with regard to schedule and class size, noting that limitations could have a detrimental impact on the business demands. Mr. Feinberg noted that the traffic study suggests that there will be no negative impact on traffic in the neighborhood.

David DeSantos, 4 Orchard Blossom Road, Windham, New Hampshire, Best Fitness CEO, noted that there are 10 operating Best Fitness Studios. Mr. DeSantos explained that limiting the intervals between class times may negatively impact business and stated that the classes would not typically include more than

35 participants and already include 6-8-minute intervals between classes. Mr. DeSantos noted that he expects that up to 30% of participants could take public transportation or live locally.

Senior Planner Neil Cronin presented the requested relief, criteria for consideration, land use, zoning and proposed plans as shown on the attached presentation. Mr. Cronin noted that the property at 35-41 Lincoln Street is served by an 18-stall surface parking facility. The proposed fitness use will employ four employees and hold approximately 44 classes each week. Mr. Cronin noted that the petitioner conducted parking counts which indicate there is available on-street parking as well as within the Hartford Street municipal lot. The Planning Department suggested that the petitioner should consider construction of a curb extension to improve pedestrian safety on Lincoln Street. Mr. Cronin noted that the curb extension is estimated to cost approximately \$30,000 and may be cost prohibitive.

The Public Hearing was Opened.

Groot Gregory, Newton Highlands Area Council, explained that the landlord and tenants presented the proposed project to the Area Council. He stated that the use seems like it will contribute to the vitality of the neighborhood, which has been strained. Mr. Gregory noted that the Area Council conducted a parking study several years ago and there is enough parking to accommodate the use. He stated that members of the community are supportive of the proposed use and waiver.

Nathaniel Lichtin, 53 Pinecrest Road, expressed support for the petition, noting that the Highlands neighborhoods currently has many vacant storefronts. Mr. Lichtin does not believe the petitioner should be required to construct the curb extension.

Sean Roche, 42 Daniels Street, expressed support for the petition. Mr. Roche supports the parking waiver, noting that there should not be parking limitations for commercial entities where public parking is available. He is not supportive of assigned parking spaces and believe parking should be flexible within village centers. Mr. Roche suggested that the petitioner should be permitted flexibility to accommodate the business demands.

No other member of the public wished to speak. Councilor Crossley motioned to close the public hearing which carried unanimously. Councilor Crossley motioned to approve the petition.

Councilors noted that the Newton Highlands neighborhood has struggled to maintain vitality in the neighborhood and agreed that the proposed fitness studio will be a benefit to the neighborhood. Councilors expressed support for allowing the petitioner flexibility with regard to class size and intervals between classes. Mr. Feinberg confirmed that the proposed assigned parking stalls are for employee use. Mr. Cronin confirmed that some neighborhood streets are participating in the parking program and confirmed that employee parking permits can be issued to employees of the business on these streets. Committee members reviewed the draft findings and conditions as shown in the attached presentation. The Committee agreed to strike from the Council Order language relative to the number of class participants, number of classes, intervals between classes, and the prohibition of employee parking in the neighborhood parking program. Committee members expressed no concerns relative to the request and voted 6-0-1 in favor of approval (Auchincloss abstaining, Laredo Recused).

**#425-18 Request to Rezone three parcels for Northland Development**  
NEEDHAM STREET ASSOCIATES, NORTHLAND TOWER ROAD INVESTORS, NORTHLAND OAK STREET, LLC petition for a change of zone to BUSINESS USE 4 for land located at 156 Oak Street (Section 51 Block 28 Lot 5A), 275-281 Needham Street (Section 51, Block 28, Lot 6) and 55 Tower Road (Section 51 Block 28 Lot 5), currently zoned MU1.

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

**#426-18 Special Permit to allow mixed use development**  
NEEDHAM STREET ASSOCIATES, NORTHLAND TOWER ROAD INVESTORS, LLC, NORTHLAND OAK STREET, LLC petition for SPECIAL PERMIT/SITE PLAN APPROVAL to allow a mixed-use development greater than 20,000 sq. ft. with building heights of up to 96' consisting of 822 residential units, with ground floor residential units, with restaurants with more than 50 seats, for-profit schools and educational uses, stand-alone ATMs drive-in businesses, open air businesses, hotels, accessory multi-level parking facilities, non-accessory single-level parking facilities, non-accessory multi-level parking facilities, places of amusement, radio or TV broadcasting studios, and lab and research facilities, to allow a waiver of 1,600 parking stalls, to allow a reduction in the overall parking requirement to not less than 1900 stalls, to waive dimensional requirements for parking stalls, to waive end stall maneuvering requirements, to allow driveway entrances and exits in excess of 25', to waive perimeter landscaping requirements, to waive interior landscaping requirements, to waive lighting requirements for parking lots, to waive general lighting, surfacing and maintenance requirements, to waive off-street loading facilities requirements, to waive sign requirements relative to number, size, location or design, to waive the number of signs allowed at 156 Oak Street (Section 51 Block 28 Lot 5A), 275-281 Needham Street (Section 51, Block 28, Lot 6) and 55 Tower Road (Section 51 Block 28 Lot 5), Newton Upper Falls, Ward 5, on 22.6 acres of land in a proposed BU4 district. Ref: Sec. 7.3.3, 7.4, 4.1.2.B.1, 4.1.2.B.3, 4.1.3, 7.8.2.C, 5.4.2, 4.4.1, 5.1.4, 5.1.13, 5.1.8.B.1, 5.1.8.B.2, 5.1.8.B.6, 5.1.8.D.2, 5.1.9.A, 5.1.9.B, 5.1.10.A.1, 5.1.10, 5.1.12, 5.1.13, 5.2, 5.2.13 of the City of Newton Rev Zoning Ord, 2017.

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

**Note:** Chief Planner for Current Planning Jennifer Caira presented details relative to the traffic and parking study, Transportation Demand Management Plan (TDM) and monitoring and reporting recommendations as shown in the attached presentation. Ms. Caira highlighted changes to the proposed project since 2018, including a reduction in number of units (from 822 to 800), a reduction in the floor area by 28%, a reduction in the retail square footage by 50% and a reduction of 503 to the number of proposed parking stalls. Ms. Caira noted that City staff has worked with the petitioner and the peer reviewers to understand the projections and draft recommendations for the proposed development. The petitioner and the Planning Department are in agreement that the data reflects accurate assumptions relative to the proposed development.

#### **Traffic**

Ms. Caira demonstrated traffic impacts as shown on the attached presentation. The first chart details roadway volumes and vehicles per hour. The chart reflects four conditions including; existing/baseline

conditions, projected 2025 traffic volume with background growth, projected 2025 volume with office use within the mill building and projected volume in 2025 assuming the proposed development is built and TDM measures are implemented. Ms. Caira noted that the largest increase is from the baseline data to the projected volumes in 2025, which is based on typical growth. Ms. Caira stated that the background growth data is based on standard Institute of Transportation Engineers (ITE) projections, projects that have been identified in the vicinity as well as projects that have not yet been identified. The next data chart reflects the differences between the existing conditions, the number of trips added due to anticipated background growth/known projects and the fully developed proposal. A Committee member asked that the Planning Department provide details on how the projections account for increased growth and which “known projects” are included in the increased volume and what their individual traffic impacts may be. It was noted that if the individual projects’ respective TDM plan traffic reductions are not accounted for; the difference between the background growth/known projects and the projections for the Northland development could be more significant than what is reflected on the chart.

The next chart shows the difference given the reduction that the petitioner has committed to for office and residential uses. Ms. Caira stated that shifting retail volumes is difficult. This standard is the goal that has been determined that the petitioner will be required to meet. It was noted that the mixed-use nature of the development will result in some reductions. While the petitioner is proposing to meet the goal based on the mixed-use reduction and 20% bonus, The Planning Department recommends that the petitioner be required to meet the reduced volume with a 30% reduction. A Committee member noted if the reductions for mixed use developments do not actualize; the petitioner will have to implement additional measures to meet the goals established. The City’s peer reviewer Jeff Maxtutis confirmed that the rates used for the study are according to industry standards and reflect the general conditions of Needham Street.

### **Parking**

Ms. Caira noted that the proposed development currently includes 1,450 parking stalls as well as a 200-car valet pad. The original proposal included 1900 parking stalls. She stated that 1,450 parking stalls seems appropriate to accommodate the demand. She stated that reducing the parking further could possibly support the demand but could cause spillover traffic or an increase in rideshare services that increase traffic.

### **Transportation Demand Management**

The goal, which must be met in perpetuity, is a 37% reduction in unadjusted AM trips and a 58% reduction in unadjusted PM trips. The TDM program can be adjusted as needed, but currently includes a free electric shuttle with 10 minute service to Highlands T station 16 hours every day, unbundled resident parking and a 50% reimbursement on monthly MBTA link passes for employees and residents as well as 100% for residents who sign a lease without a car, car share spaces and a full time TDM coordinator. The Planning Department suggests that the petitioner should monitor shuttle service and reallocate some service hours to accommodate a route to the commuter rail if it is determined that it could be beneficial. Additionally, Planning recommends including retail employees for subsidized MBTA passes, adding carpool and rideshare spaces on demand and increasing parking rates or charging for office/retail to meet the demand. The proposed shuttle service will begin on-demand and will increase as certificates of occupancy are issued. The TDM coordinator will begin at certificate of occupancy for 25,000 sq. ft of office space or

12 months after the first residential building permit. The TDM plan includes 100 full MBTA subsidies and 250 50% subsidies for residents and employees. The TDM plan is capped at 1.5 annually. To ensure that the petitioner is meeting the goals, the Planning Department suggests that the petitioner be required to add additional funds to the TDM plan if the goals are not met. Ms. Caira explained that while office and residential can be easily monitored by use of electronic transponders/stickers; counting retail trips is more difficult. The Planning Department recommends a traffic count and survey conducted on three consecutive days in the fall with a report in April as well as the use of Intercept surveys (where surveyors are stationed at residential and office entrances with tablets to gather information). The Planning Department would review the trip count firm and the data and may hire a peer reviewer to evaluate the results. Ms. Caira confirmed that there would need to be notice for the survey, but not necessarily for the counts. The intercept surveys would be performed by an independent firm. A Committee member noted that the ride share services might not be captured and expressed concerns relative to participation in the Intercept surveys. A Committee member expressed concern relative to accuracy of trip counts on count days, noting that residents and employees could be incentivized to park elsewhere to reflect inaccurate compliance. It was noted that the Planning Department will also have access to data from electronic transponders for the resident and office parking.

### **Monitoring and Reporting**

Northland has proposed annual reports once 80% occupancy is reached. The annual reports will include status of current TDM, status of current TDM measures, shuttle ridership, survey data, transit subsidies, car and bike share utilization and budget for the upcoming year until four consecutive years of compliance have been reported at which time annual reporting can cease; but the petitioner must continue to implement TDM measures. The Planning Department recommends that the reporting is completed every 6 months initially in order to adjust to conditions faster. After five years of consecutive compliance, reporting can end. Additionally, the Director of Planning should have the authority to require additional counts or reporting after that period if the conditions have changed.

Northland estimated that the TDM is budgeted for approximately \$1.25 million dollars. If they exceed the maximum number of trips by more than 5%, they would be required to invest an equivalent amount into the TDM program for the upcoming period. The petitioner proposes to cap this additional investment at a 20% increase. The Planning Department recommends an initial investment of \$1.5 million dollars with a maximum cap of 30% and an additional increase in the base investment each year. This additional investment correlates to additional commitment to the transportation plan to assist reaching the goal. Additionally, the Planning Department has requested a \$5 million-dollar transportation mitigation to be used for bike and pedestrian improvements, evaluating transportation alternatives analysis for improvement to transit in the area, neighborhood improvements (i.e. traffic calming, village enhancements), and traffic improvements. A Committee member questioned whether spending mitigation funds over several years is the best course of action or whether pooling a larger portion of funds and funding a larger project might better serve the community.

Some Committee members questioned why the increased investment should be capped if the petitioner is not meeting their transportation goals. Ms. Caira noted that the cap is reasonable because it allows the petitioner to know the maximum amount they would need to spend so they can budget. A Committee member suggested that the certificates of occupancy should be issued based on the success of meeting

the transportation goals. It was noted that financing for the project may be difficult to obtain if certificates of occupancy are based on meeting the traffic goals.

Some Councilors noted that reducing the parking will naturally mitigate the traffic impacts. A Councilor noted that reducing single-occupancy vehicles can be achieved by increasing the cost of parking, reducing parking and making viable alternatives. Director of Transportation Planning Nicole Freedman confirmed that underground parking is estimated to cost approximately \$50,000/space. Committee members commended the Planning Department presentation and efforts made to analyze the TDM plan. With that, the Committee voted unanimously to hold the item. The Public Hearing remains open and will be continued on Wednesday, September 11, 2019.

The Committee adjourned at 9:40 pm.

**Respectfully Submitted,**

**Greg Schwartz, Chair**

# Department of Planning and Development



**PETITION #238-19**  
**35-41 LINCOLN STREET**

SPECIAL PERMIT/SITE PLAN  
APPROVAL TO WAIVE FOURTEEN  
PARKING STALLS AND TO ALLOW  
ASSIGNED PARKING



AUGUST 6, 2019

## Requested Relief



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

- Amend Council Order #306-12.
- Waive fourteen parking stalls (§5.1.4 and §5.1.13).
- Allow assigned parking (§5.1.3.E and §5.1.13)

## Criteria to Consider



When reviewing this request, the City Council should consider whether:

- The specific site is an appropriate location for the amendment to Council Order #306-12. (§7.3.3.C.1.)
- The site, due to the amendment to Council Order #306-12, as developed and operated will adversely affect the neighborhood. (§7.3.3.C.2.)
- There will be no nuisance or serious hazard to vehicles or pedestrians because of the amendment to Council Order #306-12. (§7.3.3.C.3.)
- Access to the site over streets is appropriate for the types and numbers of vehicles involved. (§7.3.3.C.4)

## Criteria to Consider Continued



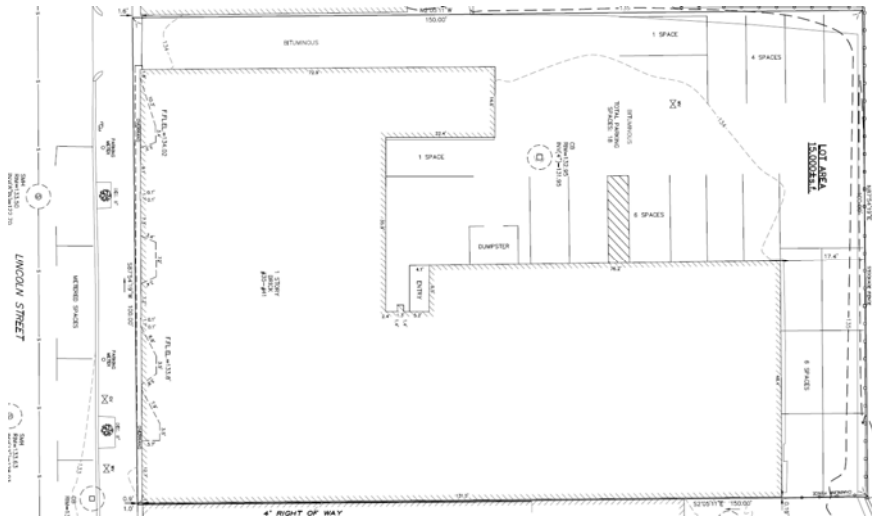
- Literal compliance with the parking requirements is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest or in the interest of safety or protection of environmental features (§5.1.3.E, §5.1.4 and §5.1.13).



## Aerial/GIS Map



## Site Plan



## Intensity of Use



- The petitioner is seeking to combine the two easternmost tenant spaces into one space to accommodate a fitness use.
- The fitness use would employ four (4) staff members on the largest shift and would offer classes during twelve (12) time periods, resulting in forty-four (44) classes per week. Classes would be offered during the below times:
  - Monday through Friday from 5:00 a.m. to 10:30 a.m., from 12:00 p.m. to 1:00 p.m. and from 4:30 p.m. to 6:30 p.m.
  - Saturday from 7:00 a.m. to 10:00 a.m.
- The petitioner estimates a maximum class size of twenty-five (25) customers.

## Parking Waiver



- The parking requirement for the fitness use cannot be met on site; therefore, the petitioner requires a waiver of fourteen (14) parking stalls.
- The petitioner conducted parking counts of public parking stalls within Newton Highlands during proposed class times.
- Available parking consists of on-street stalls as well as off-street stalls in the form of the Hartford Street Municipal Lot.



## Proposed Findings

1. The specific site is an appropriate location for the amendment to Council Order #306-12 because the site is located within a village center and re-tenanting the building will add vitality to the village. (§7.3.3.C.1)
2. The amendment to Council Order #306-12 as developed and operated will not adversely affect the neighborhood because the fitness use is expected to operate in the morning and later afternoon, outside of peak hours. (§7.3.3.C.2)
3. There will be no nuisance or serious hazard to vehicles or pedestrians because the petition does not include any site work. (§7.3.3.C.3).

## Proposed Findings Continued

4. Access to the site over streets is appropriate for the types and numbers of vehicles involved because the site is served by sufficient public parking (§7.3.3.C.4).
5. The Council finds that exceptions to the parking requirements, including a waiver of fourteen (14) parking stalls and allowing assigned parking are in the public interest or in the interest of safety or protection of environmental features for the following reasons:
  - a) Literal compliance with the number of parking stalls is impracticable due to the location of the lot within a village center; and
  - b) Assigned parking allows for the most efficient use of the rear parking facility and allows for employee parking to be accommodated on site.

## Proposed Conditions

1. Plan Referencing Condition.
2. The petitioner may establish a fitness use with no more than four employees on site at any one time. The fitness use may offer a maximum of forty-four (44) classes per week with a maximum class size of twenty-five (25) customers.
3. The fitness use shall offer classes in accordance with the below schedule; however, the schedule shall be modified to include a 15-minute window to allow customers to leave before new customers arrive for the next class.
  - a. Monday through Friday from 5:00 a.m. to 10:45 and from 4:30 p.m. to 6:45 p.m.
  - b. Saturday from 7:00 a.m. to 10:15 a.m.

## Proposed Conditions Continued

4. Prior to the issuance of a Building Permit, the petitioner shall submit final façade elevations to the Director of Planning and Development for review and approval.
5. The employees of the fitness use shall be prohibited from applying for a parking permit via the Newton Highlands Parking District program.
6. Prior to the issuance of an Occupancy Permit, the petitioner shall provide evidence that customers will be notified of the location and the cost of metered parking within Newton Highlands.

# Department of Planning and Development

## **156 Oak Street, 275- 281 Needham Street and 55 Tower Road**

### **Petition #425-18**

for a change of zone to BUSINESS  
USE 4 for land currently zoned  
Mixed Use 1.

### **Petition #426-18**

for SPECIAL PERMIT/SITE PLAN  
APPROVAL to allow a mixed-use  
development with 13 buildings,  
822 units, 193,000 square feet of  
office space, and 237,000 square  
feet of retail space on a 22.6  
acre site.

August 6, 2019

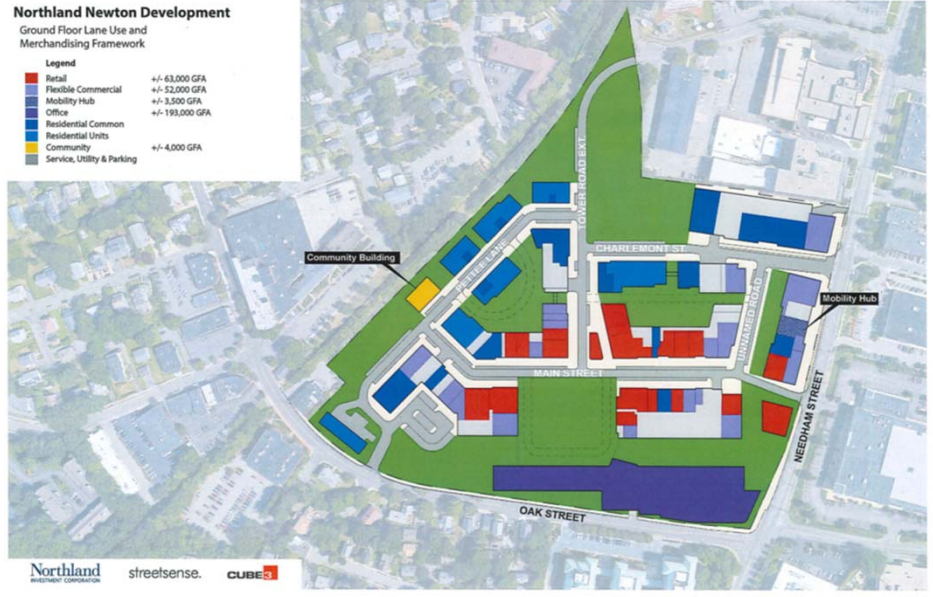
Aerial Map



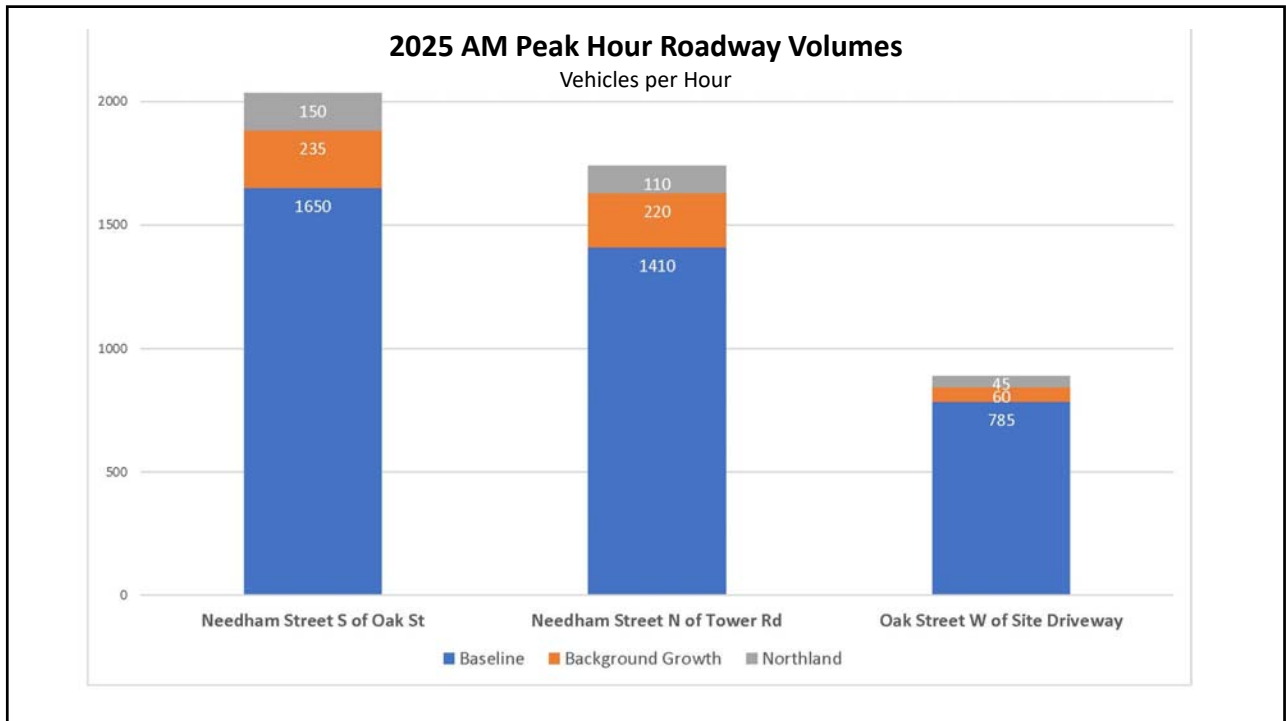
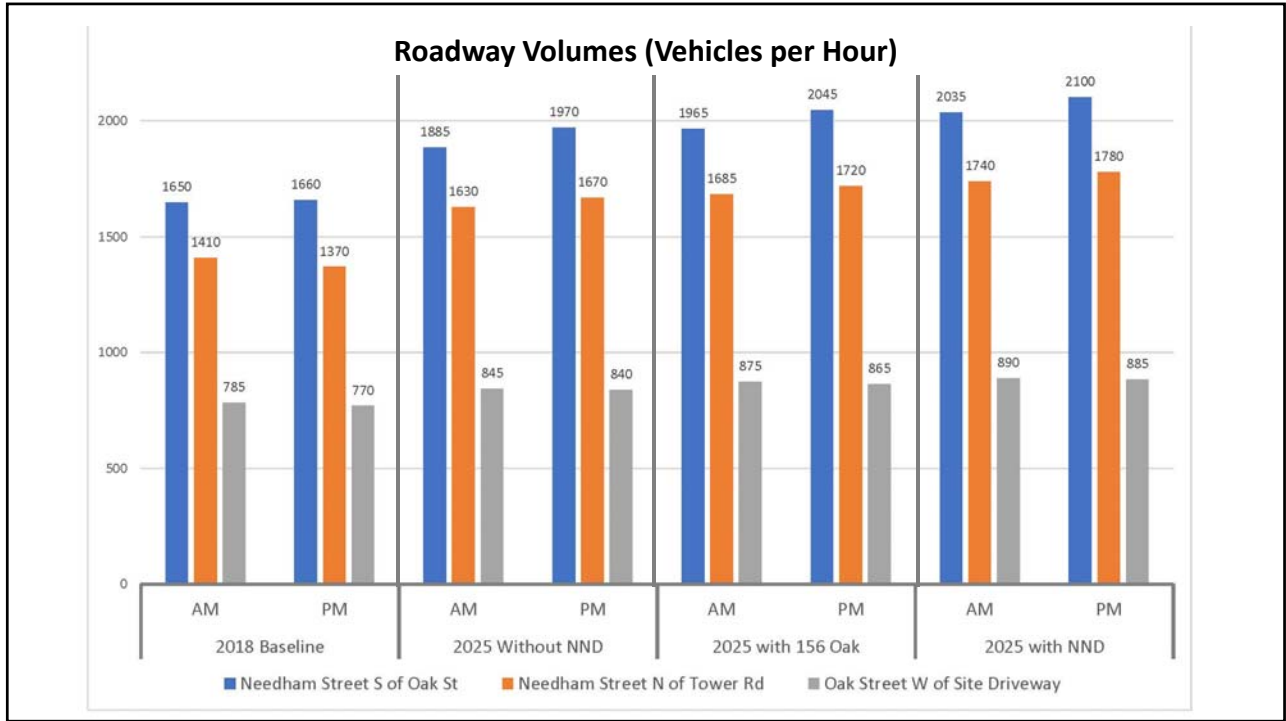
# Site Plan

## Northland Newton Development Ground Floor Lane Use and Merchandising Framework

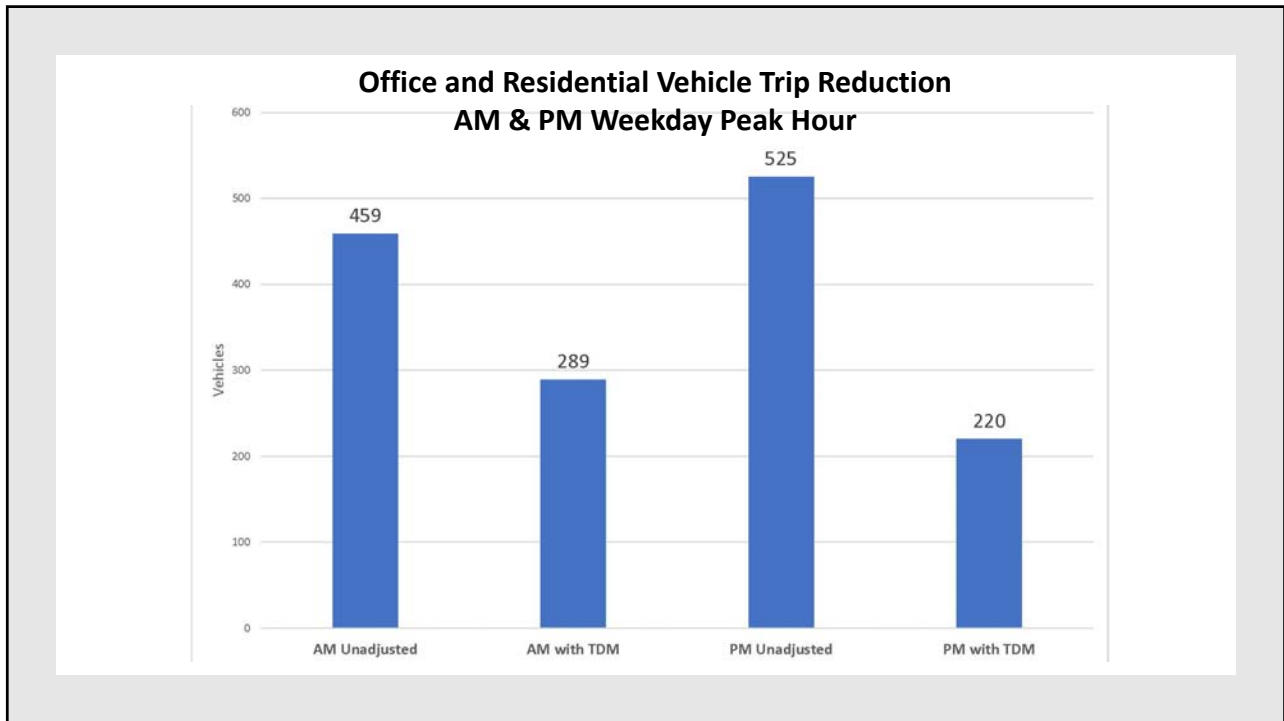
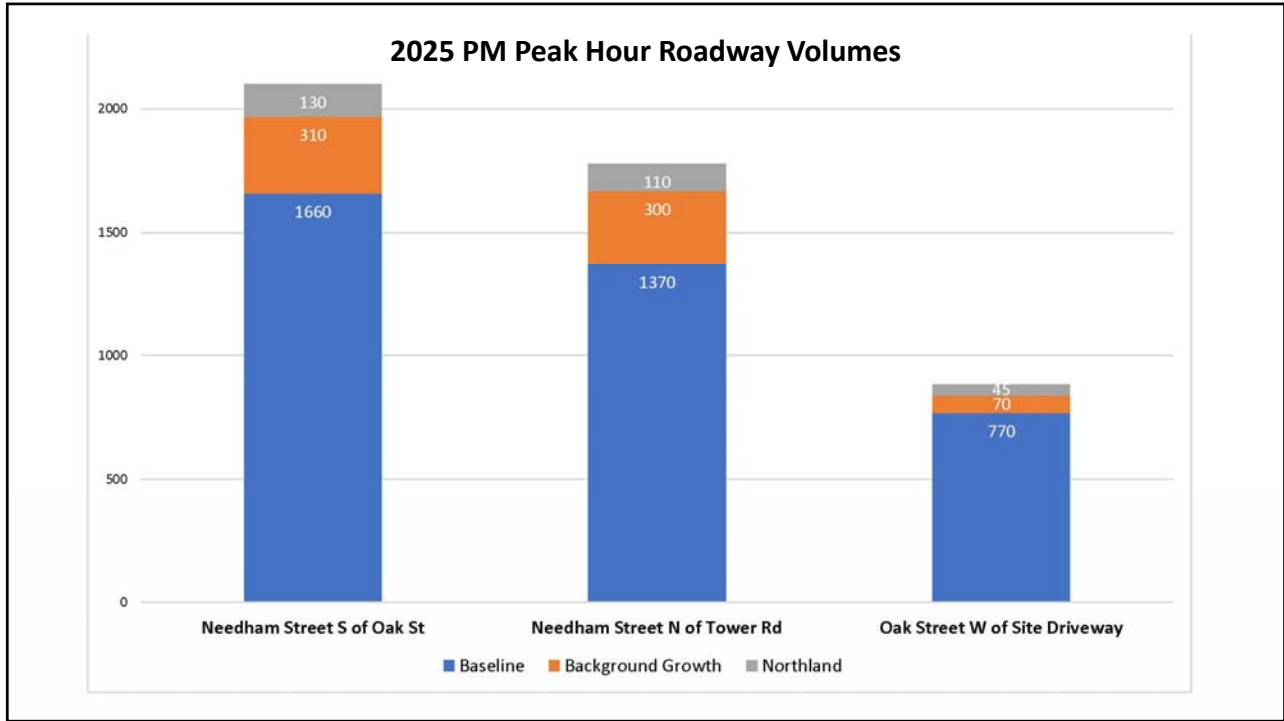
- Legend
- Retail +/- 43,000 GFA
  - Flexible Commercial +/- 52,000 GFA
  - Mobility Hub +/- 3,500 GFA
  - Office +/- 193,000 GFA
  - Residential Common
  - Residential Units
  - Community +/- 4,000 GFA
  - Service, Utility & Parking

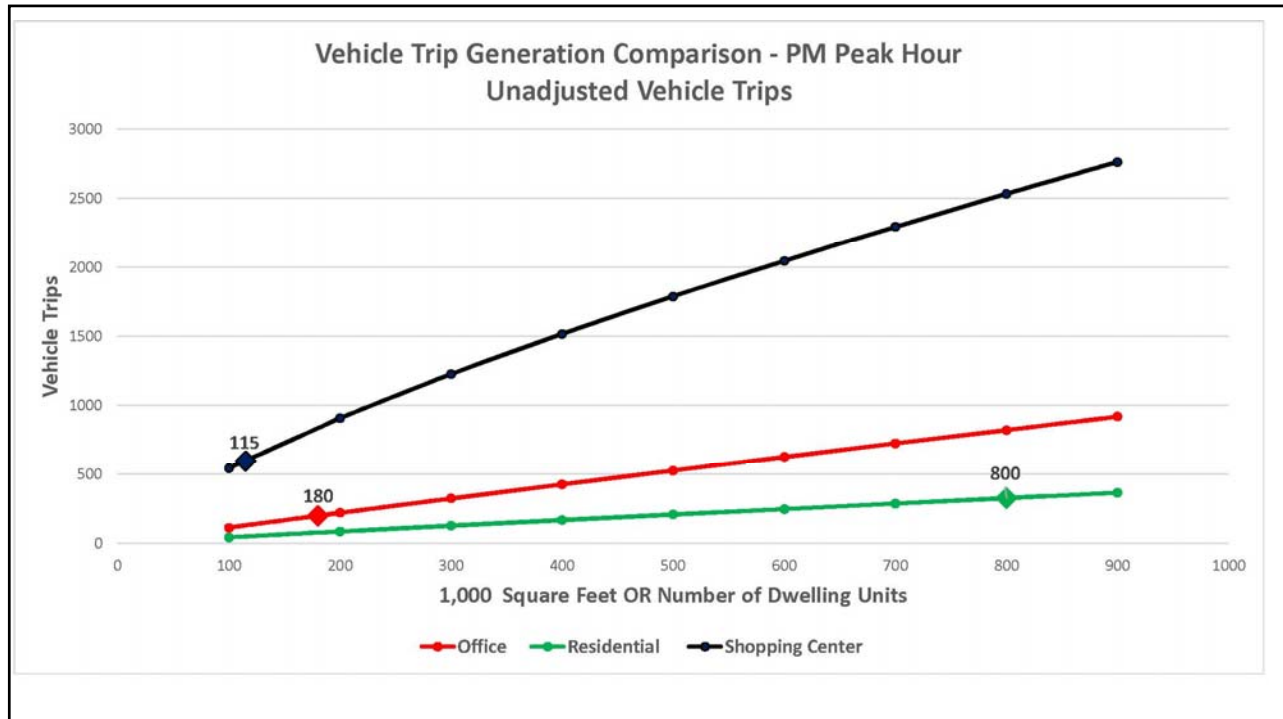


	Current Project	Sept. 2018 Proposal
Housing Units	800	822
Affordable Units	140	123
Accessible Units	43	43
Office	193,200 sf	193,200 sf
Retail	115,000 sf	237,000 sf
Gross Floor Area	1,392,340 sf	1,924,273 sf
Parking	1,450 (w/ 200 valet)	1,953
Building Heights	96' max	96' max
Stories	1-8 stories	1-8 stories
Open Space	9.4 acres (42%)	6.8 acres (30%)









## Parking

- Petitioner's current proposal:
  - 1,450 stalls, plus
  - 200 car "valet pad"
  - Total of 1,650 spaces represents significant reduction for a suburban location while allowing for some flexibility to meet peak demand (i.e., holiday season)
- Planning Department finds proposed number in right "ballpark" based on:
  - project's location
  - Transit Oriented Development (TOD) guidance
  - TDM plan's proposed maximum trip counts gives some assurance traffic produced by the project would not exceed that level
  - as aggressive TDM measures will provide alternatives to driving, project will likely attract "car-free"/"car-lite" tenants and residents

## Parking

- Further substantial reduction in parking might push people to rely on Transportation Network Companies (TNCs, i.e. Uber and Lyft), potentially increasing number of trips to/from site
- Additional small reductions may be feasible with consideration for the potential for spillover parking and/or increased TNC usage.

## Transportation Demand Management (TDM)

### Best Practices:

- Focus on Outcome, rather than tactics
- Establish Quantifiable Performance Goals
- Verify Quantifiable Performance Goals with Monitoring and Evaluation
- Leverage Annual Reporting to Help TDM Programs Evolve Over Time
- Invest Time Up Front to Establish Effective TDM Policy Administration
- Ensure Predictability with TDM in the Development Process

## Planning Department Goals

- Set ambitious, but feasible goal for trip reduction and allow flexibility in how the goal is met
- Include proven TDM measures such as charging market rates for parking and strongly subsidizing transit passes in TDM program
- Focus on filling in the first/last mile gap in existing transit
- Develop a program for monitoring and evaluating TDM performance
- Develop enforcement measures for exceeding the goal

## TDM Goal

### Northland Proposal

- 37% reduction in Unadjusted AM trips and 58% reduction in Unadjusted PM trips (20% reduction from adjusted trips)
- Goal must be met in perpetuity

### Planning Department



## TDM Program

### Northland

- Free, electric shuttle with 10 min service to Newton Highlands Green Line, 16 hours/day, everyday
- Unbundled residential parking
- 50% reimbursement on monthly MBTA LinkPass for residents and employees
- 100% MBTA LinkPass reimbursement for car-free residents
- Four initial car-share spaces
- Full-time TDM coordinator

### Planning Department

- Closely monitor shuttle usage and reallocate underutilized service to Commuter Rail or other destinations
- Ensure retail employees also qualify for MBTA subsidies
- Commit to expanding car-share based on demand
- Add car pool spaces
- Consider increasing parking rates or charging for office/retail as necessary

## TDM Plan Phase In

### Northland

- Initial on-demand shuttle service starting with first residential or office occupancy
- Full shuttle service after 400<sup>th</sup> residential occupancy issued
- TDM coordinator to begin at issuance of occupancy for 25,000 sf of office space or 12 months after first residential building permit

### Planning Department



## TDM Budget

### **Northland**

- \$1.25 million annually
- Assumes 100 full MBTA subsidies and 250 50% subsidies (residents and employees)

### **Planning Department**

- \$1.5 million annually
- Allows for additional MBTA subsidies
- Includes TDM coordinator and budget

## TDM Measurement

### **Northland**

- Perform counts and surveys during three consecutive weekdays during fall with report due in April
- Count residents and employees entering and exiting all parking garages through the use of parking stickers
- Use intercept surveys to capture any additional pick up/drop off trips and to gain qualitative data
- Perform biennial total driveway trip counts

### **Planning Department**

- Count methodology and timing to be approved by Planning in advance
- Utilize technology to get real time data of residents and employees entering and exiting parking garages
- Submit reports within one month of count

## TDM Monitoring and Reporting

### Northland

- Annual reports to be submitted starting with 80% residential occupancy
- Report to include status of current TDM measures, shuttle ridership, survey data, transit subsidies, car and bike share utilization and budget for upcoming period
- Reports due annually until four consecutive years of compliance at which point the petitioner can cease reporting but must continue to implement TDM measures
- Future changes to TDM plan require Planning review and could require additional monitoring

### Planning Department

- Reports due every six months starting with 80% occupancy. After two consecutive six month periods of compliance, reporting period becomes one year
- After five consecutive years of compliance, reporting requirement ends but petitioner must continue to implement TDM measures
- The Director of Planning has the discretion to require counts and a monitoring report if conditions have changed that may affect the success of the current TDM plan
- Provide certification for previous reporting period TDM spending

## TDM Enforcement

### Northland


- Initial annual investment of \$1.25 million
- If the maximum number of trips is exceeded beyond 5%, the petitioner will work with Planning to revise TDM plan and will reinvest an equivalent percent above initial annual investment
  - If goal is exceeded by 10%, Petitioner spends \$1.375 million on TDM measures during upcoming period
- Maximum additional investment of 20%

### Planning Department


- Initial annual base investment of \$1.5 million
- Maximum additional annual investment of 30% above base investment
- Increase base investment each year in accordance with Consumer Price Index

## Offsite Improvements


One-time \$5 million payment into transportation mitigation fund




TRANSIT – TRANSPORTATION ALTERNATIVES ANALYSIS TO IDENTIFY FEASIBILITY OF IMPROVED/FASTER TRANSIT IN THE AREA



BIKE/PED IMPROVEMENTS – GREENWAY EXTENSIONS TO HIGHLANDS AND ELLIOT STATIONS, CHRISTINA STREET BRIDGE



NEIGHBORHOOD IMPROVEMENTS – VILLAGE ENHANCEMENT AND TRAFFIC CALMING PROJECTS



TRAFFIC IMPROVEMENTS – NEW SIGNALS, ROAD SAFETY AUDITS, SIGNAL COORDINATION, TRAFFIC MANAGEMENT SYSTEM TO ALLOW REMOTE ACCESS TO NEEDHAM STREET SIGNALS

## Summary

- TDM Framework based upon industry best practices
- Petitioner’s proposal is a significant improvement upon previous plans
- Planning is comfortable that a plan can be crafted that is feasible and provides the City with confidence that trip reduction goals can be met