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Barney S. Heath  
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**PUBLIC HEARING MEMORANDUM**

DATE: April 16, 2020

MEETING DATE: April 22, 2020

TO: Zoning Board of Appeals

FROM: Barney Heath, Director of Planning and Development  
Jennifer Caira, Deputy Director of Planning and Development  
Michael Gleba, Senior Planner

COPIED: Mayor Ruthanne Fuller  
City Council

In response to questions raised at the Zoning Board of Appeals public hearing on January 22 and March 17, 2020, the Planning Department is providing the following information for the upcoming continued public hearing/working session. This information is supplemental to staff analysis previously provided at the public hearing.

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**PETITION #09-19**

**Dunstan East**

Mark Development, LLC, applying to the Zoning Board of Appeals of the City of Newton, Massachusetts, pursuant to General Laws, Chapter 40B, Sections 20 through 23, as amended, for the issuance of a Comprehensive Permit authorizing the applicant to construct a mixed-use project with three separate buildings with a total of 244 units of rental housing, approximately 12,141 square feet of retail space, and a total of 291 parking stalls within two subterranean garages at a site encompassing the following properties: 1149, 1151, 1169, 1171-1173, 1179, and 1185 Washington Street; 32-34 Dunstan Street; and 12, 18, 24, and 25 Kempton Place in Newton, Massachusetts ("Dunstan East"). Sixty-one (61) of the units (25%) will be deed restricted to remain permanently affordable to households at up to 80 percent of Area Median Income (AMI). The property is located in a Business 2 (BU2) Zoning District.

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## **EXECUTIVE SUMMARY**

The Applicant, Dunstan East, LLC, is seeking a Comprehensive Permit pursuant to Massachusetts General Laws Chapter 40B, Sections 20 through 23, for the construction of a mixed-use project consisting of three buildings along the south side Washington Street in West Newton. The subject property comprises approximately 138,142 square feet on twelve lots in a Business 2 (BU2) zoning district: 1149, 1151, 1169, 1171-1173, 1179, and 1185 Washington Street; 32-34 Dunstan Street; and 12, 18, 24, and 25 Kempton Place in Newton, Massachusetts (“Dunstan East”).

The Zoning Board of Appeals (Board) opened the public hearing on this petition on January 22, 2020, which was held open for the petitioner to respond to questions and concerns raised in the Planning Department’s Memorandum and at the public hearing by the Board as well as by members of the public. At that meeting the Board authorized peer reviews of the project.

On March 17, 2020, the public hearing addressed issues related to the sustainability, stormwater, civil engineering, and site design aspects of the project as presented by the applicant and reviewed by the peer reviewer. (The applicant should continue to work with City staff and the peer reviewers to address all comments and concerns raised by that peer review and City comments.)

The attached transportation peer review document (**Attachment A**), was developed by BETA, Inc., the peer reviewer hired by the City to review the applicant’s Transportation Impact and Access Study (TIAS) dated November 2019 and submitted with the present application. The review was prepared in advance of the scheduled April 22, 2020 hearing in consultation with City staff from several departments. It addresses transportation aspects of the proposed project including traffic, parking, circulation, loading, bicycling facilities, and transportation demand management.

### **I. ANALYSIS**

The attached peer review details BETA’s findings, comments, and recommendations on the engineering plans and studies submitted to the City of Newton for the so-called “Dunstan Residences West Newton Redevelopment.” The review includes the following transportation-related elements: traffic, public transportation, pedestrians and bicycles, internal circulation and parking, loading and curbside activity, transportation demand management strategies, consistency with Newton street design guides, and certain other topics.

BETA’s peer review is organized as follows (with certain topics of interest noted):

#### **Existing Conditions (Sec. 2.0)**

- Traffic volumes (Sec. 2.2)

- Pedestrians and Bicycle Facilities (Sec. 2.3)
- Public Transportation (Sec. 2.4)

**Future Conditions (Sec. 3.0)**

- Trip Generation (Sec. 3.5)
- Build Traffic Volumes (Sec. 3.6)

**Transportation Operations Analysis (Sec. 4.0)**

- Transit Operations (Sec. 4.2)

**Proposed Mitigation and Site Access (Sec. 5.0)**

- Site Parking (Sec. 5.4)
- Transportation Demand Management Strategies (Sec. 5.5)
- Consistency with the Washington Street Vision Plan (Sec. 5.6)

**Other (Sec. 6.0)**

Each of these sections of the peer review includes comments, questions and, importantly, requests for the applicant to provide additional details and information on specific areas. Of particular note is that the peer reviewer has requested additional information regarding the management of the proposed parking facilities. This should include more detail as to how the project might manage shared parking, how parking stalls would be allocated between residential and commercial uses on the site, and how existing curbside public parking is expected to be used, modified and/or regulated as related to this project, as well strategies for loading and managing transportation network company (TNC) activity.

The peer review also makes note of the need for additional detail regarding the applicant's proposed approach to Transportation Demand Management (TDM), including specifics regarding which of the proposed TDM measures the applicant intends to implement, e.g., financial incentives for alternative transportation modes, e.g., transit passes.

(The Planning Department notes that it received a document entitled "Transit Capacity Evaluation" from the applicant on the date of this memorandum. The document was also sent to BETA for its review.)

**II. ADDITIONAL INFORMATION AND MATERIALS**

The applicant should be prepared to respond to all of the peer reviewer's comments and questions at the public hearing and subsequently in writing for appropriate review by the peer reviewer, City staff, and the Board in advance of future meetings.

### **III. CONCLUSION AND NEXT STEPS**

The Planning Department will continue to review the proposal and as, where appropriate and authorized, coordinate reviews of the project by City agencies and consultant peer reviewers and provide updated and expanded memoranda in advance of future Board hearings on this application. It is anticipated that the next meeting will focus on project updates (including any design changes) and the applicant's responses to the peer reviews that have been submitted to date.

### **ATTACHMENTS**

**Attachment A:** BETA Peer Review entitled "The Dunstan Residence West Newton Redevelopment Transportation Engineering Peer Review," dated April 2020

Newton, Massachusetts  
**The Dunstan Residence West Newton  
Redevelopment**  
*Transportation Engineering Peer Review*  
*April 2020*

**TRANSPORTATION ENGINEERING  
PEER REVIEW**



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# The Dunstan Residence West Newton Redevelopment

Newton, Massachusetts

*Transportation Engineering Peer Review*

## TRANSPORTATION ENGINEERING PEER REVIEW

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Prepared by: BETA GROUP, INC.  
Prepared for: City of Newton

April 2020

## 1.0 INTRODUCTION

Mark Development (Applicant) has proposed a mixed-use development to be located along Washington Street, Dunstan Street, and Kempton Place in Newton, Massachusetts. The three-acre site is currently home to various existing residential, retail, auto service, and office buildings. BETA Group, Inc. (BETA) has conducted a transportation peer review of the engineering documents submitted to the City of Newton for the proposed development.

### 1.1 PROJECT DESCRIPTION

The site is located within the BU2 Zoning District and currently includes the Barn Family Shore Store and The Kids Barn, which are both active retail uses located off Kempton Place, and the Eastern Insurance office building located at 1149 Washington Street east of Kempton Place. As proposed, the Applicant is requesting a Comprehensive Permit to construct a mixed-use development with 244 residential units (studio units to three bedrooms), 12,141 square feet (SF) of retail space and 291 off-street parking spaces. The two underground parking garages will provide 286 spaces and five spaces will be provided in the existing office building parking lot at 1149 Washington Street. Six on-street parking spaces are proposed on the west side of Kempton Place and five existing spaces on the north side of Washington Street fronting Buildings 1 and 2 will be reconfigured. Two vehicle pick-up/drop-off zones are proposed on the north side of Washington between the parking spaces. The existing 8,222 SF office building at 1149 Washington Street, located east of Kempton Place, will remain as part of the project development.

Vehicle access to the garages will be provided from Dunstan Street and Kempton Place. A new roadway (Brook Street) is proposed at the back of Buildings 1 and 2 and will connect Dunstan Street with Kempton Place. A loading zone for Building 3 is shown in back of the existing office building parking lot. Pedestrian access to the buildings will be provided from Washington Street, Dunstan Street, Kempton Place, and Brook Street. Additional pedestrian access will be provided from open space between Buildings 1 and 2.

Comment 1.1 The Traffic Impact and Access Study states in the Introduction on page 1 (and other sections in the report) that 244 apartments are proposed as part of the project. The Project Description on page 2, states the project will include 242 apartments. **Please confirm that 244 units is correct.**

### 1.2 BASIS OF REVIEW

In conducting this peer review, the BETA team reviewed the following items:

- Transportation Impact and Access Study (TIAS): The Dunstan Residences West Newton redevelopment, Newton, Massachusetts, dated November 2019, prepared by VHB, Inc.
- Site Plans, stamped December 4, 2019, VHB, Inc.
- City of Newton Zoning Board of Appeals Comprehensive Permit Application, Dunstan East, LLC
- Newton Street Design Guide, A Living Document, June 2018
- Zoning Review Memorandum, City of Newton, December 19, 2019

## The Dunstan Residence West Newton Redevelopment

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- Newton City Ordinances Volume II – Chapter 30: Zoning Ordinance, December 31, 2017
- Applicable federal, state, and industry guidelines, standards, and regulations

In addition, BETA staff held one meeting with the Applicant and VHB and conference calls with VHB to ask questions regarding transportation issues and to receive clarification on project issues.

This peer review document outlines BETA's findings, comments, and recommendations on the engineering plans and studies submitted to the City of Newton for The Dunstan Residences West Newton Redevelopment. The peer includes the following transportation related elements:

- Traffic
- Public Transportation
- Pedestrians and Bicycles
- Internal Circulation and Parking
- Loading and Curbside Activity
- Transportation Demand Management Strategies
- Consistency with Newton Street Design Guide
- Other

## 2.0 EXISTING CONDITIONS

### 2.1 STUDY AREA

The following 30 locations, within the City of Newton, were identified as study intersections in the TIAS based on the engineer's knowledge of the area and input provided by City of Newton:

1. Washington Street/Auburn Street – signalized
2. Washington Street/Prospect Street – signalized
3. Washington Street/Perkins Street – signalized
4. Washington Street/I-90 EB On-Ramp – signalized
5. Washington Street/I-90 WB Off-Ramp – signalized
6. Washington Street/Putnam Street - unsignalized
7. Washington Street/Elm Street - signalized
8. Washington Street/Cherry Street - signalized
9. Washington Street/Highland Street - signalized
10. Washington Street/Waltham Street/Watertown Street - signalized
11. Washington Street/Chestnut Street - signalized
12. Washington Street/Davis Court/Jacob's Auto Sales Driveway – unsignalized
13. Washington Street/Dunstan Street - unsignalized
14. Washington Street/Kempton Place - unsignalized
15. Washington Street/Cross Street - unsignalized
16. Washington Street/Lowell Avenue – signalized



17. Washington Street/Walnut Street – signalized
18. Watertown Street/Eden Avenue – unsignalized
19. Watertown Street/Davis Court – unsignalized
20. Watertown Street/Davis Avenue – unsignalized
21. Watertown Street/Dunstan Street – unsignalized
22. Watertown Street/Adella Avenue (west) – unsignalized
23. Watertown Street/Cross Street/Adella Avenue (east) – unsignalized
24. Watertown Street/Albemarle Road – signalized
25. Watertown Street/Walnut Street – signalized
26. Webster Street/Elm Street – unsignalized
27. Webster Street/Cherry Street – signalized
28. Waltham Street/Webster Street – unsignalized
29. Waltham Street/River Street – unsignalized
30. Chestnut Street/Austin Street – unsignalized

In lieu of locally preferred thresholds, ITE methodologies<sup>1</sup> and Massachusetts Department of Transportation’s (MassDOT’s) *Transportation Impact Assessment Guidelines*<sup>2</sup> suggest that an intersection should be evaluated when site-generated trips are projected to experience a noticeable increase in peak-hour traffic volumes (i.e.  $\geq 100$  vehicles and/or  $\geq 5\%$ ). The rationale is that an increase of 100 vehicles per hour or 5% could impact the vehicular operations on an intersection approach. Based on the trip generation and distribution projections (as reflected on Figure 11: Trip Distribution) and the site-generated traffic-volume networks provided in the Appendix, BETA finds the study area intersections evaluated to be appropriate to determine the traffic impacts associated with the proposed development.

## 2.2 TRAFFIC VOLUMES

Manual turning movement counts (TMCs) were collected on Thursday, April 11<sup>th</sup>, 2019 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM and Saturday, April 27<sup>th</sup>, 2019 from 11:00AM to 2:00PM. Data indicates the weekday AM peak hour occurs from 7:30 AM to 8:30 AM, the PM peak hour occurs from 5:00 PM to 6:00 PM, and the Saturday peak occurs from 12:00-1:00PM. The City of Newton school vacation was April 15<sup>th</sup> to April 19<sup>th</sup>, 2019. BETA concurs with the traffic data collection time periods.

Comment 2.1: Existing peak hour traffic volumes were shown on Figure 4, 5, and 6 in the study, however, there were some volume discrepancies between the figures and the TMC data sheets. For instance, one of the more significant volume discrepancies is the Washington Street westbound through movement at Auburn Street which is shown as 915 vehicles on Figure 4 – 2019 Exiting Conditions Weekday Morning Peak Hour Traffic Volumes but the TMC data shows 1,455 vehicles during the AM peak hour 7:30-8:30 AM. **Verify the existing volumes at intersection 1 through 4, 6, and 26 on Figures 4, 5, and 6.**

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<sup>1</sup> *Transportation Impact Analyses for Site Development: An ITE Proposed Recommended Practice*. Washington, DC: Institute of Transportation Engineers, 2010.

<sup>2</sup> Massachusetts Department of Transportation. “Transportation Impact Assessment (TIA) Guidelines.” *MassDOT Development Review – Planning Process*. Commonwealth of Massachusetts, 13 March 2014.

Comment 2.2: The site and associated driveways are not provided on any of the volume figures. **Show the site, site driveways and associated volumes on all traffic volume figures.**

Traffic volume data were also collected via automatic traffic recorder (ATR) on the same days as the TMC's on Washington Street west of Dunstan Street and Watertown Street, and west of Davis Avenue over 24-hour periods. Typically, ATR data is collected over a consecutive 48-hour period, however BETA finds the two separate data collection days adequate.

Comment 2.3: Upon review of the ATR data provided in the Appendix and the Traffic Volume section of the report there are inconsistencies between Table 1 – Observed Traffic Volumes and the rest of the ATR data. **The Saturday daily volume for Watertown Street should be 6,980 vehicles per day in the table. Also, the Saturday K-factors need to be revised to 8.7% for Washington Street and 8.3% for Watertown Street.**

### 2.2.1 SEASONAL ADJUSTMENT

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the traffic-count data needed to be adjusted to account for this fluctuation, the seasonal traffic-volume data from MassDOT Permanent Count Stations located along Interstate 90 (I-90) and Interstate 95 (I-95) in Newton and Weston were analyzed. This information revealed that traffic volumes in April were found to be slightly above average conditions; and therefore, the volumes were not adjusted in order to provide a more conservative analysis condition. BETA finds this methodology appropriate.

### 2.2.2 VEHICLE SPEEDS

Vehicle speeds were collected via ATR along Washington Street and Watertown Street in the vicinity of the development roadways. The posted speed limit on Washington Street is 35 miles per hour (mph) and on Watertown Street is 25 mph.

Comment 2.4: **Verify that the posted speed limits are consistent with the regulatory speed limits assigned by the MassDOT.**

Comment 2.5: **Revise Table – Existing Traffic Speed Summary to reflect the correct Watertown Street ATR location.**

The average and 85<sup>th</sup> percentile speeds along Washington Street were within range of expectations for a posted 35 mph speed limit. The average and 85<sup>th</sup> percentile speeds along Watertown Street were 29 mph and 34 mph, respectively, which is four (4) miles and nine (9) miles over the posted speed limit. **This data highlights a speed issue along Watertown Street in the study area.**

### 2.2.3 CRASH HISTORY

Crash data for the study area intersections were obtained from MassDOT between 2013 and 2017. Incident occurrence was also compared to the volume of traffic through each intersection to determine significance and whether potential safety problems exist. Accordingly, crash rates were calculated for each study area intersection and compared with the district-wide (MassDOT District 6) average of 0.52 MEV and 0.71 MEV for unsignalized and signalized intersections, respectively. Based on this evaluation,

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the following six study area intersections were noted to have experienced crash rates that exceeded the district-wide averages.

- Location 9 - Washington Street/Highland Street
- Location 10 - Washington Street/Waltham Street/Watertown Street
- Location 11 - Washington Street/Chestnut Street
- Location 26 - Webster Street/Elm Street
- Location 27 - Webster Street/Cherry Street
- Location 28 - Waltham Street/Webster Street

Out of the six intersections, BETA understands that some of the intersections (location 9, 10, and 11) are in the process of redesign through the West Newton Square project.

Comment 2.6: **Provide a timeline for the intersection improvements planned at the high crash locations 9-11.**

Comment 2.7: Of these high crash rate locations, improvements are not planned for some of the intersections (locations 26, 27, and 28). **The Applicant should coordinate with the Newton Director of Transportation Operations to identify safety improvement measures that should be considered.**

*2.2.4 HIGHWAY SAFETY IMPROVEMENT PROGRAM*

In addition, these intersections were reviewed to determine whether they are listed in MassDOT's Highway Safety Improvement Program (HSIP) database such that they are eligible for federal and state funds to alleviate safety deficiencies.

- Location 6 - Washington Street/Elm Street
- Location 8 - Washington Street/Cherry Street
- Location 9 - Washington Street/Highland Street
- Location 10 - Washington Street/Waltham Street/Watertown Street
- Location 11 - Washington Street/Chestnut Street
- Location 12 - Washington Street/Davis Court/Jacob's Auto Sales Driveway
- Location 18 - Watertown Street/Eden Avenue
- Location 19 - Watertown Street/Davis Court
- Location 30 - Chestnut Street/Austin Street

Comment 2.8: In accordance with MassDOT *Transportation Impact Assessment Guidelines*, an RSA shall be conducted in the place of a safety review for those locations considered HSIP-eligible. Accordingly, an RSA or Pedestrian Assessment, pending a conversation with MassDOT, should be completed during the early project stages to help identify appropriate improvements. The intersections of Washington Street/Highland Street, Washington Street/Waltham Street/Watertown Street, and Washington Street/Chestnut Street are high crash locations and are MassDOT HSIP eligible, however, they are currently being redesigned. **The intersection of Washington Street/Davis Court/Jacob's Auto Sales Driveway is a HSIP and located near the site,**

therefore, considerations should be given to conduct an RSA or Pedestrian Assessment at this location before the mitigation measures can be finalized.

### 2.3 PEDESTRIAN AND BICYCLE FACILITIES

BETA staff performed a site inventory of study roadways and intersections on Tuesday, March 3, 2020.

Comment 2.9: **The following existing conditions should be noted regarding pedestrian and bicycle facilities:**

- There is currently no sidewalk or curb on either side of Dunstan Street in the segment that is designated a private road north of Washington Street.
- There is no sidewalk or curb on the east side of Dunstan Street in the segment that is designated a public road.
- The sidewalk and curb on the west side of Dunstan Street in the segment that is designated a public road is in poor condition.
- The sidewalk segment over Cheesecake Brook on the east side of Dunstan Street is in poor condition.
- The asphalt sidewalk and granite curb along the project frontage on the north side of Washington Street is in poor condition.
- The concrete sidewalk and granite curb along the project frontage on the north side of Washington Street is in fair condition, except in front of building #1149, which has newer concrete sidewalk and granite curb.
- Pedestrian ramps are missing or are non-ADA compliant along the project frontage on the north side of Washington Street.
- Pedestrian ramps and pedestrian signals are non-compliant at several study intersections.
- Many of the pedestrian signal heads and pushbuttons are inconsistent at each intersection. At least three different types of pedestrian signal heads were observed within the study area and multiple different pushbuttons were observed.
- The pedestrian pushbutton on the northeast corner of the Washington Street at Elm Street intersection does not work.

### 2.4 PUBLIC TRANSPORTATION

Comment 2.10: **The existing ridership levels for MBTA Bus Routes 553, 554, and 170; and the West Newton Commuter Rail Station for weekday peak periods should be provided. Boarding and alighting information at each bus stop near the project site and West Newton Station should be provided.**

Comment 2.11: **It should be noted that no bus shelters are provided at any of the MBTS bus stops in the vicinity of the project.**

Comment 2.12: The TIAS on page 18 states that the West Newton Station is approximately ¼ mile west of the site and approximately a five-minute walk to the west side of the project site. **The actual walking distance appears to be closer to ½ mile and approximately a 10-minute walk.**

## 3.0 FUTURE CONDITIONS

### 3.1 ANALYSIS YEAR

In accordance with MassDOT *Transportation Impact Assessment Guidelines*, The *Traffic Impact and Access Study* prepared by VHB for The Dunstan Residences West Newton Development evaluated the project's impacts over a seven-year design horizon. Other design horizons may be required depending on such factors as the nature, location, and scheduling of the development as well as the extent of off-site mitigation measures.

Comment 3.1: **While we concur that the seven-year design horizon is considered to be the typical future time period to evaluate traffic conditions in Massachusetts, the Applicant should confirm that the proposed development will not be phased and the full build-out of the project is expected to be completed by 2026. Should the Dunstan Development be phased and/or not completed by 2026, then the project's impacts will need to be evaluated under other design horizons.**

### 3.2 BACKGROUND TRAFFIC GROWTH

#### 3.2.1 HISTORIC TRAFFIC GROWTH

The TIAS stated that comparing historic traffic volumes from several studies over the last several years for other developments and researching projects in proximity to the subject site revealed an annual growth rate of 0.5% or less for the study area would be reasonable.

Based on the Traffic Volume Comparison table provided in the Appendix, it appears that the volume data comparisons were based on raw data and did not include seasonal adjustments. Therefore, the volume comparison percentages should not be used to provide a growth rate but rather shown for reference purposes. However, the 0.5% growth rate applied to the raw volumes in this study was based on the growth rate used in other studies within the study area. Therefore, we find this methodology reasonable.

#### 3.2.2 SITE-SPECIFIC TRAFFIC GROWTH

In addition to utilizing a historical growth rate, traffic generated by other planned developments was considered in developing the 2026 No-Build traffic volumes. Based on discussions with City of Newton, the TIAS identified 17 other developments that would be considered to add traffic to the project study roadways and intersections. Traffic generated for each of these developments was taken from filed traffic impact studies or estimated based Institute of Transportation Engineers, *Trip Generation*, 10<sup>th</sup> Edition. These vehicle trips were then added to the study roadways and intersections.

The following two projects were not included in the list of other site-specific projects in the TIAS:

- 15 Riverdale Avenue Project. Proposed 204 dwelling units and 5,000 SF commercial space located near Watertown. Currently going through Comprehensive Permit process.
- Sunrise Assisted Living and Memory Care Facility, 431 Washington Street. Project is currently under construction and will provide 85 suites.

Comment 3.2: **These two projects should be considered for their potential traffic impact on the study roadways and intersections. No-Build and Build traffic volumes and analysis results should be revised if necessary.**

### 3.3 ROADWAY IMPROVEMENTS

Based on discussions with City of Newton, the TIAS identified the following roadway improvement projects that may impact transportation operations in the study area and within the seven-year design horizon:

- *West Newton Square Enhancements:* This is a Complete Streets project along Washington Street that will include bicycle lanes in both directions between I-90 and Chestnut Street, sidewalk improvements, and signal optimization. The project is expected to start in 2020.
- *Washington Street at Walnut Street and Lowell Avenue Improvements:* Improvements at these two intersections are proposed as part of the Washington Place project. These include signal coordination between the two signals, signal equipment upgrades, curb extensions at Washington Street/Walnut Street, sharrows on Washington Street, bicycle lanes on Walnut Street, and lane utilization changes for the southbound approach.
- *Washington Street Vision:* The City of Newton has completed a long-range vision plan for the Washington Street corridor. The overall vision is to provide a Road Diet on Washington with one travel lane in each direction, separated bicycle lanes, on-street parking on each side, sidewalks, and a raised center median or two-way left-turn lane. The DPW is planning to do a temporary trial of a Road Diet on Washington Street. The schedule and duration for this trial has not yet been determined. The City is currently discussing the geometrics and uses that will be configured for the pilot testing. These include bicycle lanes on one side or both sides of Washington Street, a median or two-way left-turn lane. The No-Build and Build conditions do not incorporate the Washington Street Vision improvements but supplemental analysis was provided in the Appendix.

Comment 3.3: BETA concurs with the methodology of including/excluding these roadway improvement measures in future traffic-volume conditions.

### 3.4 NO-BUILD TRAFFIC VOLUMES

A 0.5% annual growth rate was applied to the 2019 traffic volumes over a seven-year period to reflect 2026 baseline No-Build traffic volumes. Additionally, many background developments and roadway improvement projects were added to the No-Build volumes for background development-related growth. Site-specific growth for major projects and projects near the site were reviewed and determined to be performed correctly.

### 3.5 TRIP GENERATION

#### 3.5.1 PROJECT-GENERATED TRIPS

The proposed project includes 294,894 square feet (SF) of mixed-use development consisting of 244 apartments (studio units to three bedrooms); 12,141 SF of retail space.; and 8,222 SF feet of existing office

space. Parking will include two underground parking garages with 286 spaces, five surface off-street spaces, and 11 on-street spaces (six on Kempton Place and five on Washington Street).

Comment 3.4: **Please clarify if the 11 on-street parking spaces are included in the overall parking supply for the project.**

#### 3.5.1.1 EXISTING SITE-GENERATED TRAFFIC

Some of the project parcels are currently occupied including:

- The Barn Family Shoe Store and The Kids Barn, which are both active retail uses located off Kempton Place.
- Eastern Insurance and Greatest Age Fitness, Inc. in the office building at 1149 Washington Street.

The other uses on planned development parcels were either observed to be inactive or had negligible trip generation. Trip generation for the existing site uses was estimated based on traffic turning movements counts conducted at the intersection of Washington Street/Kempton Place for weekday morning and evening and Saturday midday periods. The vehicle trips entering and exiting Kempton Place during peak hours were attributed mainly to The Barn Shoe Store and The Kids Barn.

The auto glass shop that will remain on the northeast corner of Washington Street/Kempton Place is not part of the project development parcels. The shop is active but, had negligible activity.

Comment 3.5: **No traffic turning movement counts were conducted for the driveway serving the Eastern Insurance office building at 1149 Washington Street which will remain as part of the project. Weekday peak hour traffic volumes should be estimated to determine the existing vehicular activity for this building and level of office space occupancy determined. The estimated vehicle trips for the office building should be added to Table 4 Existing Site Trip Generation. However, because these uses will remain, they should be included in the total new vehicle trips in Table 8 Project-Generated Peak-Hour Vehicle Trips by Use.**

#### 3.5.1.2 UNADJUSTED PROJECT-GENERATED TRAFFIC

Trip generation for the project was estimated using Institute of Transportation Engineers, *Trip Generation, 10<sup>th</sup> Edition*. For the residential component of the project, ITE Land Use Code 221 (Mid-Rise Residential) was used. Mid-rise multifamily housing surveyed for this land use include apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 floors. For weekdays there were between 27 and 60 studies used to develop the trip generation rates and the average size of the project was approximately 207 dwelling units. This methodology is acceptable.

For the retail component of the project, ITE Land Use Code 820 (Shopping Center) was used. Shopping centers including neighborhood centers, community centers, regional centers, and super regional centers were surveyed for this land use. Some of these centers contained non-merchandising facilities such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities. The TIAS notes that the project retail uses are expected to be smaller, Main Street style businesses catering to the on-site residents and adjacent neighborhoods as opposed to large big-box style retail

stores. Potential uses will include small eating establishments, coffee shops, pharmacies, convenience stores, or gallery uses. These do not fit the exact description of a traditional ITE Shopping Center but were used to estimate retail trips because specific retail uses were not known at the time the TIAS was completed.

BETA met with the City, Applicant, and VHB on February 25, 2020 to discuss the overall project. At that meeting **BETA requested that VHB conduct a trip generation sensitivity analysis of likely project retail uses.** VHB provided trip generation sensitivity results for Bank, Fitness Center, and Restaurant in an email dated March 6, 2020. The following shows the results of the trip generation sensitivity analysis:

	<u>Bank/Fitness Center/Restaurant</u>	<u>Shopping Center</u>
Weekday Morning Peak Hour:	68	158
Weekday Evening Peak Hour:	94	114
Saturday Midday Peak Hour:	108	117

The results show that the shopping center trip generation is higher than for the cumulative retail uses. Therefore, the shopping center vehicle trip generation is appropriate to use for the TIAS.

Comment 3.6: It is noted that some types of retail stores and fast-food restaurants may generate more peak hour vehicle trips than are estimated using the shopping center land use. **The Applicant should identify if these type of commercial land uses will be considered for the project.**

Comment 3.7: **The following changes should be made to Table 5: Project Trip Generation – New Unadjusted Vehicle Trips in the TIAS:**

- Because the R-squared value is less than 0.75 for the Residential Weekday Morning, Weekday Evening, and Saturday Daily, the regression formula should be used to calculated trips instead of the average rate. Therefore, these trips should be changed from 82 to 88, 105 to 107 and 1,158 to 1,198, respectively.
- The Total New Unadjusted Vehicle Trips for Weekday Morning should be changed from 140 to 240.

In Table 5: Project Trip Generation – New Unadjusted Vehicle Trips in the TIAS, the Retail trips are based on the regression equations which result in significantly higher trips (particularly for Daily Weekday and Saturday) than trips calculated using average rates. It is noted that the actual number of trips generated by the retail uses may be higher or lower than what is presented in the TIAS.

Comment 3.8 **It is important to note that greater accuracy in estimating trips generated by the retail component of the project cannot be made until specific retail uses are identified.**

### 3.5.1.3 PERSON TRIPS

The TIAS states that the ITE trips were then converted into person trips by applying the average vehicle occupancy (AVO) of 1.18 for residential trips and 1.82 for retail trips. The source of the AVO was not



provided nor was the backup and calculations. This information was requested from the applicant and subsequently provided for review. BETA finds the methodology to be reasonable.

3.5.1.4 INTERNAL CAPTURE TRIPS

The vehicle trips calculated for each of the proposed uses represent single-use trips to the site on the study area system. Based on the ITE *Trip Generation Handbook*, studies have shown that for developments of mixed-use or multi-use sites, it is realistic to assume that there will be some internal trips within the site itself. This concept means that some patrons could visit more than one of the uses on the site. The ITE internal capture rates were then applied to the person trips generated by the proposed development to determine the number of person trips occurring entirely within the site. The resulting trips represent the persons entering and exiting the site from the adjacent roadway system. BETA finds this methodology to be reasonable.

3.5.1.5 MODE SHARE SPLITS

The TIAS presents mode shares based on US Census Bureau *2013-2017 American Community Survey* data for the City of Newton for residences and assumptions for retail consistent with the USDOT *2017 National Household Travel Survey* as shown below (Table 6 in TIAS):

**Table 1: Project Mode Share**

	Vehicle	Transit	Walk/Bike
Residential	79%	13%	8%
Retail	90%	5%	5%

These mode share percentages were then applied to the net-new person trips to be generated by the proposed development to determine the adjusted project trips by mode.

Comment 3.9: The US Census Bureau recently released 2018 data (January 23, 2020). At the meeting on February 25, 2020 with City, Applicant, and VHB, **BETA requested that VHB evaluate mode share with the new data.** In addition, **BETA requested mode share be reviewed for the project census block.** VHB provided mode share comparison in an email dated March 6, 2020. The results showed that the transit mode share for Newton overall increased from 12% (not including work at home trips) to 13%, but the mode share for the project census block is only 10%. VHB suggested continuing to use 12% transit mode share for the residential portion of the project. BETA acknowledges that the 12% transit mode share is reasonable to use for the analysis, and there would be no significant differences between applying 10% or 13% transit mode share. It is also noted that due to Transportation Demand Management strategies proposed as part of the project, the transit mode share may increase above 13% in the future, but the 12% is reasonable for analysis purposes.

Comment 3.10: It is noted that project mode shares shown above do not include persons who work at home (9.5% in Newton). The TIAS removed the work at home residents from the mode share equation. This presents a conservatively high share for the other modes. BETA finds this methodology to be reasonable.

#### 3.5.1.6 PASS-BY TRIPS

Not all the vehicle trips expected to be generated by the proposed retail component of the development represents *new* trips on the study area roadway system. A substantial portion of the vehicles visiting commercial/retail developments have been found to already be present in the adjacent passing traffic stream or are diverted from another route to the subject site. Based on data presented in the ITE *Trip Generation Handbook*, the average pass-by trip percentage for Land Use Code 820 (Shopping Center) is 34% during the Weekday PM peak hour and 26% during the Saturday Midday peak hour. BETA concurs with this methodology.

Comment 3.11: **Change Grove Street to Washington Street in Pass-By Trips text on page 40 of the TIAS.**

#### 3.5.1.7 PROJECT-GENERATED TRIPS – BUILD CONDITIONS

The next step in determining the project-generated trip impacts on the adjacent roadway system was to apply the mode share splits to the person trips and then to recalculate these values back to vehicle trips from person trips. BETA reviewed the information and finds the methodology to be reasonable.

#### 3.5.1.8 RIDE SHARE TRIP GENERATION

The TIAS did not estimate the level of vehicle trips generated by transportation network companies (TNC) such as Uber and Lyft. The operations of TNC pick-ups and drop-offs are discussed in Section 5, page 73 of the TIAS. BETA finds this approach acceptable.

#### 3.5.1.9 TRIP DISTRIBUTION

Trips were assigned to the study area based on existing traffic patterns, population densities, locations of employment, and the efficiency of the nearby roadway system. Journey-to-Work data for the City of Newton based on the U.S. Census Data (2012-2016) were used to estimate the trip-distribution of the proposed residential trips. For the proposed retail component of the overall development, travel patterns are anticipated to be similar to the existing traffic patterns. BETA finds this methodology to be reasonable.

Upon review of the site-generated networks provided in the Appendix, the proposed residential and retail site trips were combined into the same figures. Due to the different distribution patterns used for the two components of the proposed mixed-use development, the individual site-generated peak-hour traffic volumes were requested from the applicant and subsequently provided for review. The individual site-generated peak-hour trips and the trip distribution for the proposed residential and retail site trips were reviewed and found to be reasonable.

### 3.6 BUILD TRAFFIC VOLUMES

The project related traffic volumes were applied to the 2026 No-Build traffic volumes to reflect 2026 Build traffic volumes. The 2026 Build traffic volumes were reviewed and found to be acceptable.

## 4.0 TRANSPORTATION OPERATIONS ANALYSIS

### 4.1 INTERSECTION CAPACITY ANALYSIS

Capacity analyses were performed for the study intersections with the 2019 Existing, 2026 No-Build, and 2026 Build traffic volumes during the weekday AM, weekday PM, and Saturday midday peak hours.

#### 4.1.1 SIGNALIZED INTERSECTION CAPACITY ANALYSIS

Most intersections with a movement or overall intersection level-of-service (LOS) F under the Build conditions are in the process of redesign. However, the following signalized intersections are within the study area with no planned intersection improvements, and have movements that currently and would continue to operate at LOS F:

- Washington Street/Auburn Street
- Washington Street/Prospect Street
- Washington Street/I-90 EB On-Ramp

Comment 4.1 The TIA stated that the analysis was done based on the methodology and procedures set forth in the Highway Capacity Manual (HCM). Based on a review of the capacity analysis worksheets provided in the Appendix, which match the capacity analysis tables, the Synchro analysis data sheets do not show HCM data output. **Provide HCM 2010 analysis results.**

Comment 4.2 Based on conversations with the City, they are considering changes to the signal phasing at the intersection of Washington Street and Lowell Avenue by adding a 4-section signal head to create a lead Washington Street westbound movement. It is understood that the applicant is aware of this change, but it was not included in the No-Build and Build analyses. **Provide analysis results so the City can review the impacts of adding the lead westbound movement.**

Comment 4.3 Based on a review of the capacity analysis worksheets provided in the Appendix, it was noted that at the Washington Street and Walnut Street intersection, an exclusive pedestrian phase was included in the No-Build and Build analysis, but the proposed plans dated December 7, 2018 show a concurrent ped phase. **Clarify this inconsistency.**

#### 4.1.2 UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The majority of unsignalized intersection movements would operate at a LOS C or better under the Build conditions. However, the following movements at unsignalized intersections would continue to operate at LOS E or worse under Build conditions.

- Waltham Street/River Street: Weekday Morning and Evening – Eastbound LOS F
- Chestnut Street/Austin Street: Weekday Evening – Westbound LOS E

The Washington Street Vision Plan analyses were included in the Appendix. Based upon review of the analyses, all side streets on Washington Street within the vision plan would operate at LOS D or better under this concept which is reasonable.

#### 4.1.3 SIGHT DISTANCE

Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) were measured by VHB at the project access and egress roadways on Washington Street at Dunstan Street and Kempton Place and Watertown Street at Dunstan Street. BETA staff independently measured SSD and ISD at the project access and egress roadways. BETA concurs that adequate SSD and ISD is available for the project access and access roadways on Washington and Watertown Streets.

#### 4.1.4 SIGNAL WARRANT ANALYSIS

As part of the TIAS, traffic signal warrants were examined. A signal warrant analysis was performed for the following intersections adjacent to the site in accordance with the procedures and criteria described in the MUTCD:

- Washington Street/Dunstan Street
- Washington Street/Kempton Place

Warrant 1 - Eight-Hour, Warrant 2 – Four Hour, and Warrant 3 – Peak Hour were examined. Signal warrant criteria, which was based on future build volumes, was not met for any of the three warrants. The results of Warrant 1 were an assumption based on the four hours of traffic volume data collected by turning movement counts. The reason being that if the 4-hour warrant criteria were not met with the peak four hours of a day, then the volumes for the remaining hours would be lower and the 8-hour warrant would not meet.

Comment 4.4: **This is a reasonable assumption; however, BETA does not recommend including Warrant 1 in the summary table unless at least eight hours of traffic volume data were collected at the intersections which is typically done in preparation of a signal warrant analysis.**

## 4.2 TRANSIT OPERATIONS

Comment 4.5: The TIAS does not include an analysis of the impact of project-generated person trips on transit service. **An analysis should be provided that shows the distribution of project walk to transit trips and a capacity analysis of Build conditions during the weekday peak periods on the MBTA bus and commuter rail service. The capacity results should be compared to 2026 No-Build results.**

## 5.0 PROPOSED MITIGATION AND SITE ACCESS

### 5.1 PROPOSED SIGNAL TIMING MITIGATION AND OPERATIONS WITH MITIGATION

Signal timing modifications were proposed by the Applicant at the following three intersections to improve the overall or individual movements level-of-service (LOS).

- Washington Street/Prospect Street
- Washington Street/Elm Street
- Watertown Street/Albemarle Road

- Comment 5.1 Although the eastbound movement during the PM peak hour would improve from LOS E to LOS D at the intersection of Washington Street at Prospect Street, the westbound movement would continue to operate at LOS F. **Additional measures to improve traffic operations at this intersection should be considered.**
- Comment 5.2 As noted in Section 4.1.1, the Washington Street at Auburn Street would operate at an overall LOS F during the Build PM peak period with additional movements operating at LOS F during the AM peak hour. **Considering signal timing adjustments were proposed at the adjacent signal of Washington Street/Prospect Street, signal timing adjustments should be provided to improve operations at the Washington Street at Auburn Street intersection.**
- Comment 5.3 In addition, as noted in Section 4.1.1, the Washington Street eastbound through movement at the Washington Street at I-90 Eastbound On-Ramp intersection, under MassDOT jurisdiction, would continue to operate at LOS F under Build conditions. **Signal timings adjustments should be considered for this intersection.**

As noted in Section 2.2.4, the following intersections within the study area are part of an HSIP cluster and in close proximity to the site.

- Location 12 - Washington Street/Davis Court/Jacob's Auto Sales Driveway
- Location 18 - Watertown Street/Eden Avenue
- Location 19 - Watertown Street/Davis Court

- Comment 5.4 **Consideration should be given to including pedestrian safety improvements at these intersections.**

## 5.2 PEDESTRIAN AND BICYCLE FACILITIES

The TIAS identifies the proposed West Newton Square roadway, sidewalk, and streetscape improvements along Washington Street between I-90 and Chestnut Street and the proposed Washington Place curb extension and bike lanes at the intersection of Washington Street at Walnut Street.

The Dunstan project proposes to reconstruct the sidewalk along the site frontage consistent with the Washington Street Vision Plan. It also recommends that sidewalk improvements at the intersections of Washington Street at Kempton Place and Dunstan Street not preclude the installation of future signal equipment (see Comment 5.7 below).

- Comment 5.5: The Newton Street Design Guide (June 2018) requires a five-foot wide sidewalk pedestrian zone and an additional two feet of width to accommodate amenities such as trees and streetscape elements on local streets. The site plans show that most proposed sidewalks will meet these guidelines except for the Dunstan Street sidewalk south of the garage driveway (four feet wide sidewalk) and Kempton Place east side fronting the Auto glass building. **Confirm that all sidewalks will provide a minimum five feet clear effective width and ensure that the design of the sidewalks along Washington Street include a furniture zone flexible enough to incorporate bike racks that provide convenient access to the retail businesses.**

- Comment 5.6: **The minimum offsets for sidewalk amenities and furniture shown in the Newton Street Design Guide should be followed.**
- Comment 5.7: **Identify if signal equipment is being considered in the future at the intersections of Washington Street/Kempton Place and Washington Street/Dunstan Street.**
- Comment 5.8: **A crosswalk should be provided across the Dunstan Street garage entrance.**
- Comment 5.9: Four bicycle racks to accommodate 32 bicycles are shown along Washington Street on the Site Materials sheet L1.1. This meets the zoning requirement 5.1.11 for 29 bicycles. **The building site plans show a total of 455 bicycle parking spaces in the garages. Bicycle parking areas are shown in the southeast corners of both garages and both levels. Verify that these areas will accommodate 455 bicycles to match the building site plans.**
- Comment 5.10: **Will residents of Building 3 and employees of 1149 Washington Street be allowed to use the open space between Buildings 2 and 3? Will residents of Buildings 1 and 2 have access to the open space at Building 3? If so, will they have access through Buildings 3?**
- Comment 5.11: No crosswalks are shown across Kempton Place between Buildings 2 and 3. **A crosswalk should be considered to provide pedestrian access between the two buildings if pedestrian crossings are anticipated.**
- Comment 5.12: **Will the open spaces be accessible by the public?**
- Comment 5.13: The site plan and Site Detail 1 Plan show crosswalks with two lines that are eight feet wide. **Crosswalks should use continental striping and be nine feet wide according to the Newton Street Design Guide.**
- Comment 5.14: **Will the proposed boardwalk along Cheesecake Brook be open to the public? Will it be accessible to people with disabilities?**
- Comment 5.15: **Provide a pedestrian ramp on the northeast corner of Washington Street and Dunstan Street.**

## 5.3 SITE ACCESS AND CIRCULATION

### 5.3.1 PROPOSED SITE ACCESS

Access to the project will be provided by four locations:

- One garage driveway on the east side of Dunstan Street at Building 1
- One garage driveway on the west side of Kempton Place at Building 2
- One garage driveway on the east side of Kempton Place at Building 3
- Brook Street – a private road proposed as part of the project that provides access to the rear of the project site and access between Dunstan Street and Kempton Place

**The Dunstan Residence West Newton Redevelopment**

Newton, Massachusetts

- Comment 5.16: Each of the garage driveways is shown as 24 feet wide, which meets zoning standard 5.1.7.D.
- Comment 5.17: Kempton Place and the private segment of Dunstan Street are shown as 22-foot wide two-way roadways and Brook Street is shown as a 20-foot wide two-way roadway. These are acceptable. All three roadways are shown with double-yellow centerlines. The Newton Street Design Guide indicates centerlines are required on streets with over 6,000 vehicles per day and over a 20-foot wide traveled. **The Applicant should consider removing the centerline on Brook Street.**
- Comment 5.18: The Newton Street Design Guide recommends using permeable pavement. **Will permeable pavement be used for any portion of the project such as private roadways and surface on-street parking?**
- Comment 5.19: **Has the Newton Fire Department reviewed the site plan for emergency vehicle access?**
- Comment 5.20: The Site Plan shows Brook Street as flush with the curb and sidewalk. It is shown on the plan as "(PUBLIC)". **Please confirm this is a PRIVATE Road. Additional signage and pavement markings may be required on Brook Street to indicate that the street is intended to be shared by vehicles, pedestrians and bicycles (woonerf). Speed advisory signs of 10 MPH should be considered. What is proposed to delineate the change from roadway to sidewalk (e.g. bollards)? Details should be shown as how the raised roadway transitions into Dunstan Street and Kempton Place. Provide details of the proposed sidewalk and boardwalk along Cheesecake Brook.**
- Comment 5.21: Site Details 1 shows a raised crosswalk. **Are any raised crosswalks proposed? A crosswalk should be considered between the project's courtyard and the north side of Brook Street.**
- Comment 5.22: The garage driveways on Kempton Place are offset from one another. **Consider realigning the driveways across from each other to create a four-way intersection.**
- Comment 5.23: Provide cross sections for all roadways.*

**5.3.2 CURBSIDE AND SERVICE/LOADING ACTIVITY**

- Comment 5.24: **Indicate where loading/drop-off/pick-up areas will be designated on Kempton Place and Dunstan Street. Will these areas be used for deliveries to the three buildings?**
- Comment 5.25: Per Newton Zoning, one off-street loading bay is required for the 12,140 feet proposed of commercial space. None are shown on the project site plan. **How will truck loading/deliveries occur for each building: on-street and garages? Are any truck loading docks proposed? Would truck deliveries for the retail stores along Washington Street use the two designated pick/drop-off areas? How will garbage trucks access each building?**
- Comment 5.26: There is a loading area striped in the rear parking lot of the building 1149 Washington Street. **What is the intended use for this loading area and how would trucks maneuver in and out of this space?**

### 5.3.3 TRANSPORTATION NETWORK COMPANIES (TNC) OPERATIONS

Comment 5.27: Are the pickup/drop-off areas on Washington Street designated for TNC vehicles? The Applicant should explain why the proposed pickup/drop-off areas cannot be accommodated on-site.

Comment 5.28: The proposed plan shows that approximately four on-street parking spaces would be eliminated on Washington Street in front of the project site to create two pickup/drop-off zones. It is important to maintain on-street spaces in front of the proposed retail uses. Did the Applicant consider the importance of maintaining the spaces in front of the proposed retail uses?

## 5.4 SITE PARKING

### 5.4.1 NUMBER OF PARKING SPACES REQUIRED

The Applicant is requesting a Comprehensive Permit to construct a mixed-use development with 244 residential units (studio units to three bedrooms), 12,141 square feet (SF) of retail space and 291 off-street parking spaces. The two underground parking garages will provide 286 spaces and five spaces will be provided in the existing office building parking lot at 1149 Washington Street for a total of 291 spaces. Six on-street parking spaces are proposed on the west side of Kempton Place and five spaces on the north side of Washington Street fronting Buildings 1 and 2. Based on the City of Newton Zoning Ordinance, 664 parking spaces are required to support the proposed development. In accordance with Section 5.1.4 (Number of Parking Stalls) of Article 5 (Development Standards), The Dunstan Redevelopment Project requires the following<sup>3</sup>:

- Residential:
  - Multi-Family Dwelling = 2 spaces/unit
  - Proposed = 244 units
  - Required = 488 spaces
- Retail:
  - 1 space/300 SF PLUS 1 space/every 3 employees during largest shift
  - Proposed = 4,106 SF and 10 employees
  - Required = 18 spaces
- Health Club:
  - 1 spaces/150 SF feet PLUS 1 space/every 3 employees during largest shift
  - Proposed 2,150 SF and 9 employees
  - Requires = 18 spaces
- Restaurant:
  - Restaurant (food or beverage establishment) = 1 space/3 patron seats PLUS 1 space/every 3 employees during largest shift (excludes sidewalk café seating)
  - Proposed = 5,884 SF, 295 seats, and 23 employees

<sup>3</sup> Retail land use summarized in the City of Newton zoning review document December 19, 2019



**The Dunstan Residence West Newton Redevelopment**

Newton, Massachusetts

- Required = 107 spaces
- Office:
  - Office (professional building) = 1 space/250 SF up to 20,000 SF
  - Existing building at 1149 Washington Street to remain = 8,222 SF
  - Required = 33 spaces, but only 20 in existing parking lot
- **TOTAL 664 Spaces**

With a parking requirement of 664 parking spaces, a waiver of 373 spaces is required through the Comprehensive Permit in lieu of a special permit.

The Dunstan Redevelopment project has taken a Transit-Oriented Development (TOD) type approach to developing the site. While the site location is not directly adjacent to an existing transit station, it is within walking distance to the West Newton Commuter Rail Station and served by three MBTA bus routes (553, 554, 170). The project includes the four principles of a typical TOD development as outlined in the MBTA and MassDOT TOD Policies and Guidelines<sup>4</sup>:

- A level of density and mix of uses to take advantage of transit
- Equitable development providing affordable and workforce housing
- A public realm, including a system of streets and sidewalks interconnected with open space and public gathering spaces which are ADA accessible
- A TOD-friendly approach to parking: lower ratios and location of off-street parking facilities in the interior of the project rather than the front.

Newton’s vision for the Washington Street corridor would provide bicycle accommodations which would also support TOD principles.

Using the TOD parking guidelines, the project would require the following number of parking spaces:

- Residential: 0.75-1.5 spaces per unit, 244 units = 183 to 366 spaces
- Office: 1.0-2.5 spaces per 1,000 SF, 8,222 SF = 9 to 42 spaces
- Retail 1.5-3.0 per 1,000 SF, 12,140 SF = 19 to 37
- **RANGE of TOTAL SPACES: 211 to 445**

Comment 5:29: The proposed 291 off-street parking spaces for the project falls into the lower range of parking supply based on TOD guidelines (211 to 445 spaces). For the project to fall within

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<sup>4</sup> Massachusetts Bay Transportation Authority, Massachusetts Department of Transportation, TOD Policies and Guidelines, DRAFT, revised March 31, 2017.

the TOD range of parking spaces, the average space per dwelling unit would need to be below 1.0. A Transportation Demand Management (TDM) technique of “Unbundling” parking costs from rent/leases so that residents with vehicles will pay more to allow access to the parking garage is listed as a potential measure on page 76 of the TIAS. **Will the applicant commit to this program which means some units would not have parking spaces?**

Comment 5.30: Using shared parking areas with different peak parking demands for land uses within a mixed-use development can reduce the total number of parking spaces required. **Would a shared-parking arrangement be provided in the garages to accommodate peaking parking demand for the mix of land uses on-site? (See comment 5.49).**

Comment 5.31: The office building at 1149 Washington Street currently has 20 parking spaces in its parking lot (with a calculated demand between 9 and 37 spaces). The site plan shows that the number of parking spaces in the lot will be reduced to five spaces. **Is it assumed that the five spaces in the lot will be reserved for visitors/customers of the office building? Will additional visitors and employees be directed to the Building 3 parking garage? Could they share spaces with the residences of Building 3?**

Comment 5.32: The site plan shows six on-street parking spaces on the west side of Kempton Place which is a private roadway. **Will these spaces be designated for specific users and time periods?**

Comment 5.33: **Will customers of the retail businesses fronting Washington Street have access to the parking garage below Buildings 1 and 2.?**

Comment 5.34: The on-street parking spaces on Washington Street are public spaces. There are currently no parking restrictions in this area **Does the Applicant plan to coordinate with the City to provide signage to regulate on-street parking?**

**Until further information is provided about the parking program, BETA is unable to make a determination as to the adequacy of the proposed parking supply to meet expected demand.**

#### *5.4.2 PARKING DESIGN AND LAYOUT*

Based on the City of Newton Zoning Ordinance (Articles 5.1.8.B.1 and 5.1.8.B.2), parking stalls must be a minimum of 9 feet wide, and 19 feet deep for angle/perpendicular parking and 21 feet deep for parallel parking.

Comment 5.35: The spaces in the parking garages are shown to be 18 feet long and 9 feet wide. This meets the City’s minimum width requirement, but not the 19-foot depth requirement. This would require a Comprehensive Permit. There are three parallel spaces in Level P2 of Building 1 and 2 and one space on Level 1 that are 18 feet long and 9 feet wide. These do not meet the City’s requirement of 21 feet long for parallel spaces. **Indicate if the 18-foot long parking spaces will be adequate to accommodate parking maneuvers.**

Comment 5.36: **Will any of the spaces be designated for compact vehicles?**

Comment 5.37: **Will parking spaces be designated/assigned for residential, retail and offices uses?**

Comment 5.38: **Will electric vehicle charging stations be provided?**

Comment 5.39: Section 5.1.8.C.1 requires that 90-degree parking stalls in two-way traffic have a minimum maneuvering aisle width of 24 feet. The site plans show all aisle widths to be 24 feet wide and meet this requirement.

Comment 5.40: The on-street parking spaces on Washington Street fronting the project are 21 feet long and 9 feet wide, which meets the City's requirement.

In accordance with the City of Newton Zoning Ordinance (Article 5.1.8.B.3 and Article 5.1.8.B.4), accessible parking facilities should be incorporated within the site plan. Since the proposed development is proposing over 291 parking stalls, 3% of these spaces must be designated for the physically disabled. These specially designated stalls must be clearly identified and located nearest to the building's entrance. The disabled parking stalls must be a minimum of 12 feet wide and 19 feet long for angle/perpendicular parking and 24 feet long for parallel parking.

Comment 5.41: The project site plans show 10 disabled designated spaces provided in the garages which meets the City's requirement. **Confirm that disabled spaces meet the City's dimensional requirements. It is noted that disabled on-street parking spaces on the west side of Kempton Place are 24 feet long and 13 feet wide and meet the requirements.**

Comment 5.42: **Consideration should be given to providing one disabled parking space in the parking lot for 1149 Washington Street.**

## 5.5 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) measures were summarized in the TIAS and stated that they may include the following programs:

- Transportation Coordinator
- Liaison with MassRides
- Ride matching
- Disseminating information on alternate travel modes
- Hosting occasional transportation-related events
- Distributing transit maps, schedules and passes
- Advocating with state and local governments to improve transportation infrastructure
- Monitor TDM effectiveness through surveys and other tools and adjust as necessary
- Complete regulatory reports to state and City agencies as required
- Implement a website providing travel-related information and promoting awareness alternative travel modes
- Provide information at a central commuter information center
- Pedestrian-friendly layout to encourage walking on-site
- Indoor bike storage and fix-it station and bike racks outdoors

- Bike-sharing on-site
- Car-sharing service on-site (such as Zipcar)
- Preferential electric vehicle/low emission car parking in parking garages by designating spaces and providing electric vehicle charging stations
- Shared parking for retail uses
- “Unbundling” of parking costs from rent/leases so that residents with vehicles will pay more to allow access to the parking garage
- Financial incentives for alternative transportation modes, such as discounted MBTA passes

Comment 5.43: **The Applicant should identify which of the TDM measures the project will implement. Please provide more information about financial incentives for transit passes including: Will these be provided for all new tenants? Will they be provided in perpetuity?**

Comment 5.44: Four bicycle racks are shown along the project frontage on Washington Street. Page 75 of the TIAS states “bicycle racks will also be provided at locations near various buildings within the overall development.” **Please identify these locations.**

Comment 5.45: **The Applicant should develop a set of transportation goals for the project that seek to reduce single-occupant vehicle travel and promote alternative transportation modes. The Applicant should identify how these goals will be measured, monitored, and adjusted as necessary if goals are not met.**

Comment 5.46: At the meeting with the Applicant at City Hall on February 25, 2020 there was some discussion of providing MBTA transit passes or subsidies to project residents. **Please provide additional information.**

Comment 5.47: **How many electric-vehicle charging stations will be provided?**

Comment 5.48: **How many car-share service spaces will be provided on-site?**

Comment 5.49: Page 75 of the TIAS states that the retail TDM program will include shared parking for all uses. **Is shared parking planned in the project garages for residential, retail, and office uses (see Comment 5.30).**

Comment 5.50: **The Applicant should consider providing bus shelters at the two nearest MBTA bus stops on each side of Washington Street.**

## 5.6 CONSISTENCY WITH THE WASHINGTON STREET VISION PLAN

Comment 5.51: **The Applicant should agree to coordinate with the City as needed as the Washington Vision Plan progresses. This includes the coordination of a planned road diet test on Washington Street by the City of Newton.**

## 6.0 OTHER COMMENTS

Comment 6.1: **A transportation management plan will need to be developed for the project to reduce trucks impacts to roadways and intersections. The plan will need to be approved by the City of Newton.**