

VIA HAND DELIVERY

April 11, 2019

Ms. Jennifer Caira
Chief Planner
City of Newton
1000 Commonwealth Avenue
Basement Level, Room B10 & Room 202, 2nd Floor
Newton MA, 02459

Dear Jen,

I understand that you spoke with Alan this morning. I want to take this opportunity to communicate Northland's position directly, to ensure that there is no miscommunication.

Traffic

After what happened Tuesday night, Northland will not participate in another traffic hearing. If any or all of the Councilors have questions, we will address them promptly in writing or take ex-parte meetings.

May 14

Our team will participate in one final substantive hearing on May 14 to discuss Architecture and Design Guidelines and Sustainability and Stormwater. We will neither present on, nor discuss traffic at that hearing.

June deadline

This process was scheduled to end in June, and Northland will honor that. We will be presenting all of the information the City needs to assess NND in a timely manner, and we will be drafting a Council Order, factoring in your input on mitigation and other issues, for review at the June hearing. Including our respectful participation in the Needham Street Vision Plan through to its final conclusions and report, Northland has devoted three years to the process. It is within the City's right to not vote on NND (if it feels "rushed") or to reject it. We understand that. However, our participation in the substantive part of the public hearing process will end at the June meeting, as scheduled.

Shared parking

Our Team did not do a great job on shared parking Tuesday night, which was unfortunate. Peter could have explained it very succinctly. However, part of the issue Tuesday night was that our professionals were intimidated by the crowd and froze. Shared parking is not complicated and there are established, industry-wide standards governing the concept. We will provide a clear and succinct breakdown of the shared parking rationale in writing. We will not sell any reserved parking spots in the main garage, leaving all of the spaces fungible and available for sharing. Beta agreed that we have the right number of spaces and Northland will answer any follow up questions from the Committee after your review of our

shared parking memorandum. We will also adjust our parking programming in an effort to satisfy both sides of this debate. We will slightly reduce striped spaces and incorporate a large over flow valet pod that will solve the December issue. We are also prepared to make parking on neighborhood streets an event of default under our leases. However, that may be difficult to police, absent a resident parking sticker program.

LOS

We will get you all of the data you requested promptly, if we have not already, including LOS calculations.

Trip Generation

I believe we are on the same page (but we will confirm that with you). By ITE standards, we are allowed to include Clark's occupancy in that calculation. And as you will remember, Clark's was in occupancy when we announced NND with Mayor Warren.

Highlands Shuttle

There was some confusion about this leg. This shuttle route will run every 20 minutes, and can be adjusted for more frequent service, as actual demand manifests. Every resident who does not buy a parking spot at NND will be given a free yearly T pass. We are also committed to building a Route 59 bus stop on the south side of Needham Street (on the north side bordering our site, they can wait on benches or inside the mobility hub during inclement weather). The NND shuttle will complement and support public transit, not cannibalize it.

Shuttle Generally

Monica will make herself available for individual and/or group meetings to discuss the details of the shuttle program. We are very proud of it and are making a considerable investment in it. IF the shuttle does not help us achieve the metrics we agreed to, we are required to implement other TDM measures. We have robust alternatives, including 100% free annual T passes for residents, and a continuous free Highland circulator van as one of many TDM measures.

Mitigation

We are prepared to discuss mitigation holistically, e.g. traffic, I and I, schools. Given that we are doing the shuttle, and that we took a \$50m hit on the underground parking in order to create unprecedented open space, we are at \$5m for I and I, traffic, and school mitigation.

We are a very active, knowledgeable, and thoughtful home-grown developer. We know that we have created quite possibly the most forward-looking creative development in the country. We are passionate about it. It represents a once in a generation opportunity to mitigate the severe affordable housing crisis in Newton and Greater Boston.

Finally, to clarify, the reason the project is “large”, is that we have patiently consolidated the largest inner-ring land parcel in greater Boston (in our home town). Our internationally recognized urban planning team informed us that scale is required to effectively begin transforming Needham Street. But please note that given the vast acreage of the assemblage, our density (units per acre) is lower than all of the comparable projects in Newton – lower than Avalon Upper Falls, Avalon Chestnut Hill, Washington Place, Austin Street, Woodland, and Village Falls. We have waited forty years. It would be unfortunate, but we are prepared to wait longer.

Irrespective of the outcome, I have enjoyed working with you throughout this process.

Very truly yours,



Lawrence Gottesdiener
Chairman and CEO

cc: Chairman Schwartz
Councilor Auchincloss
Councilor Crossley
Councilor Greenberg
Councilor Kelley
Councilor Laredo
Councilor Lipof
Councilor Markiewicz