



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

#180-18
Telephone
(617) 796-1120
Telefax
(617) 796-1142
TDD/TTY
(617) 796-1089
www.newtonma.gov

Barney S. Heath
Director

PUBLIC HEARING/WORKING SESSION MEMORANDUM

DATE: May 11, 2018
MEETING DATE: May 15, 2018
TO: Land Use Committee of the City Council
FROM: Barney S. Heath, Director of Planning and Development
Jennifer Caira, Chief Planner for Current Planning
Neil Cronin, Senior Planner
CC: Petitioner

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 in the Public Hearing Memorandum.

PETITION #180-18

199 Boylston Street

Special Permit/Site Plan Approval to amend Council Orders #43-10 and 370-12(2) to allow a waiver of 496 parking stalls and to allow non-accessory parking.

The Land Use Committee (The "Committee") opened and continued the public hearing on this petition on Tuesday, April 10, 2018, without any comment from staff or the petitioner. This memo reflects revised materials submitted by the petitioner as of May 10, 2018.

The petitioner is seeking a special permit to amend Council Orders #43-10 and 370-12(2) to waive 496 parking stalls and to allow non-accessory parking on site. The purpose of the requests is to establish a park and ride on site serving the Longwood Medical Center and the St. Elizabeth's Medical Center. The stalls designated for the Longwood shuttle would be provided on the top floor of the parking facility, while the stalls for the St. Elizabeth's Medical Center shuttle would be located in the surface lots north of the garage. In the Public Hearing Memorandum, the Planning Department was unconcerned with the request to establish the park and ride for the shuttle serving Longwood Medical Center because the petitioner submitted a parking study indicating the site has excess capacity and the shuttle currently operates just north of the site at 300 Hammond Pond Parkway (The parking study can be found as an attachment to the Public Hearing Memorandum). Staff reasoned these trips already occur in the area during peak hours and relocating the park and ride to the project site would not affect traffic. However, the shuttle serving St. Elizabeth's Medical Center does not already exist in the area and staff wanted to ensure the additional trips would not impact the local

road network. The petitioner provided a traffic study examining the expected peak period trips resulting from the establishment of a park and ride serving St. Elizabeth's Medical Center **(Attachment A)**. The study indicated the trips associated with the St. Elizabeth's shuttle would not affect the local road network because the trips will occur before peak hours, and most trips will utilize Hamond Pond Parkway and Boylston Street/Route 9. The Transportation Division reviewed the study and did not have any issues with the analysis.

Plan Revisions

The petitioner states the shuttles will utilize the existing bus stop just south of the parking facility, currently used by the MBTA 60 bus. There is a sidewalk in this location which allows for a waiting area for the riders, but staff suggested the petitioner consider enlarging the sidewalk to allow for some benches and a light and/or providing a bus shelter to serve as a better amenity for the riders. The petitioner has provided updated plans which show the sidewalk will be enlarged from approximately five feet wide to ten feet wide; the petitioner states the shelter and light are still being investigated. Staff is supportive of this change and looks forward to learning whether additional improvements can be made.

ATTACHMENTS:

Attachment A: Traffic Study, prepared by vhb dated May 3, 2018
Attachment B: Draft Council Order



To: City of Newton
Planning Department

Date: May 3, 2018

Project #: 14105.00

From: Sean M. Manning, PE
Christina Dube

Re: St. Elizabeth's Remote Parking Lease
Transportation Impacts Analysis

VHB was retained by Simon Property Group to assess and quantify the anticipated peak hour vehicle trips that would be generated in connection with the lease of up to 253 parking spaces at the Chestnut Hill Mall that would be designated for weekday use by St. Elizabeth's Medical Center for remote staff parking. This memorandum provides an analysis and summary of the following:

- Morning and evening peak hour trip generation that can be expected in connection with this lease of 253 parking spaces.
- Shuttle bus routes and operational parameters that will be required to transport remotely parked St Elizabeth's staff between the Mall and the Hospital.

Vehicle Trip Generation Analysis

To determine the anticipated peak hour trips that would be generated with this lease, VHB assessed existing St Elizabeth's employee parking lot occupancy counts that were recently compiled from Fall 2017 to determine the morning and evening peak hours based on vehicle activity. These counts were conducted at the Monastery Parking lot, which is used exclusively for staff only, and is a parcel of land slated for redevelopment, thus requiring the need to seek a new location to accommodate these staff. This parking lot has a maximum capacity of 310 vehicles. The vehicle activity was recorded hourly and is shown in **Table 1**.

**Table 1 St. Elizabeth’s Medical Center
 Main Monastery Parking Lot
 Vehicle Occupancy vs. Future Leased Occupancy**

Time Period	Main Monastery Parking Lot		
	Total Vehicles in Parking Lot	% of Parking Lot Occupancy	Vehicles Entering/Exiting
7:00 AM	204	66%	76
8:00 AM	280	90%	24
9:00 AM	304	98%	4
10:00 AM	308	99%	2
11:00 AM	310	100%	1
12:00 PM	309	100%	15
1:00 PM	294	95%	7
2:00 PM	287	93%	22
3:00 PM	265	85%	62
4:00 PM	203	65%	59
5:00 PM	144	46%	67
6:00 PM	77	25%	-

Below are some key points as it relates to existing on-campus staff parking operations on the Monastery Lot:

- It was determined that most staff that park in the Monastery Lot arrive prior to 7:00 AM.
- Between 7:00 and 8:00 AM, about 76 staff arrive and park.
- The lot has typically reached capacity at around 8:00 AM (prior to surrounding typical peak commuting period)
- From 3:00 to 6:00 PM, approximately 50 to 75 staff depart the lot per hour during this three-hour window.

These data were then utilized to help determine likely travel arrival and departure data for the 253-space lease at the Chestnut Hill Mall. The following key assumptions were made in utilizing the data synthesized from **Table 1**:

- As most hospital staff are required to work under fixed, defined shifts, it was assumed that the parking arrival times at the Mall would be 30 minutes earlier than that observed at the Monastery Lot to account for travel time between the Mall and the Hospital (shuttle bus travel time, waiting for next bus, etc.).

- Similarly, it was assumed that departing staff would leave the Mall parking 30 minutes later than what was observed in the Monastery Lot.
- The volume of cars accessing the Mall is based on a 253-space lease and capacity.

Table 2 summarizes anticipated St Elizabeth staff arrival and departure volumes for a lease of 253 parking spaces based on the observed data and assumptions defined previously.

Table 2 St Elizabeth’s Medical Center \ Remote Parking Trip Generation Chestnut Hill Mall

Time Period	Chestnut Hill Mall Parking Lot		
	Future Vehicle Parking Lot Occupancy	% of Parking Lot Occupancy	Vehicles Entering/Exiting
before 6:30 AM	167	66%	-
6:30 AM	167	66%	62
7:30 AM	229	90%	20
8:30 AM	249	98%	3
9:30 AM	252	99%	2
10:30 AM	253	100%	0
<i>Shuttle Service Ends at 10:45 AM</i>			
<i>Shuttle Service Begins at 2:00 PM</i>			
2:30 PM	235	93%	6
3:30 PM	217	85%	18
4:30 PM	166	65%	51
5:30 PM	118	46%	48
6:30 PM	63	25%	55

The majority of the employees will arrive at the parking lot from before 6:30 AM to account for the shuttle travel time to St. Elizabeth’s and the requirement to be on-campus by 7:00 AM. During the evening peak, there is a steadier rate of departure of about 50-55 vehicles per hour between 4:30 and 7:30 PM. Note that the volumes indicated in **Table 2** also include trips that would be generated by the shuttle bus operation.

To determine the route that these vehicles will travel once they are relocated to the Chestnut Hill Mall, a trip distribution network was created based on the employees’ place of residence, as shown in **Table 3** and **Figure 1**.

Table 3 Employee Trip Distribution

Route	% Trips	AM Peak Hour Vehicles (6:30-7:30 AM)	PM Peak Hour Vehicles (5:30-6:30 PM)
Beacon Street to/from the East	1%	9*	9*
Beacon Street to/from the West	10%	6	6
Hammond Pond Parkway to/from the South	50%	31	27
Route 9 to/from the West	33%	20	18
Route 9 to/from the East	6%	4	3
Total	100%	70	63

*Includes future shuttle bus trips

As shown in **Table 3**, the number of peak period vehicle trips that would be generated by this proposed lease would be relatively small due to the following key factors:

- The rate of arrival and departure will be spread out over multiple hours.
- The shift requirements have been designed so that essential staff can get to the hospital outside of traditional commuter peak periods
- Most cars path of travel will be limited to Hammond Pond Parkway (DCR) and Route 9 (MassDOT).
- There will be only a small amount of incremental traffic generated on local Newton streets.

Shuttle Transportation

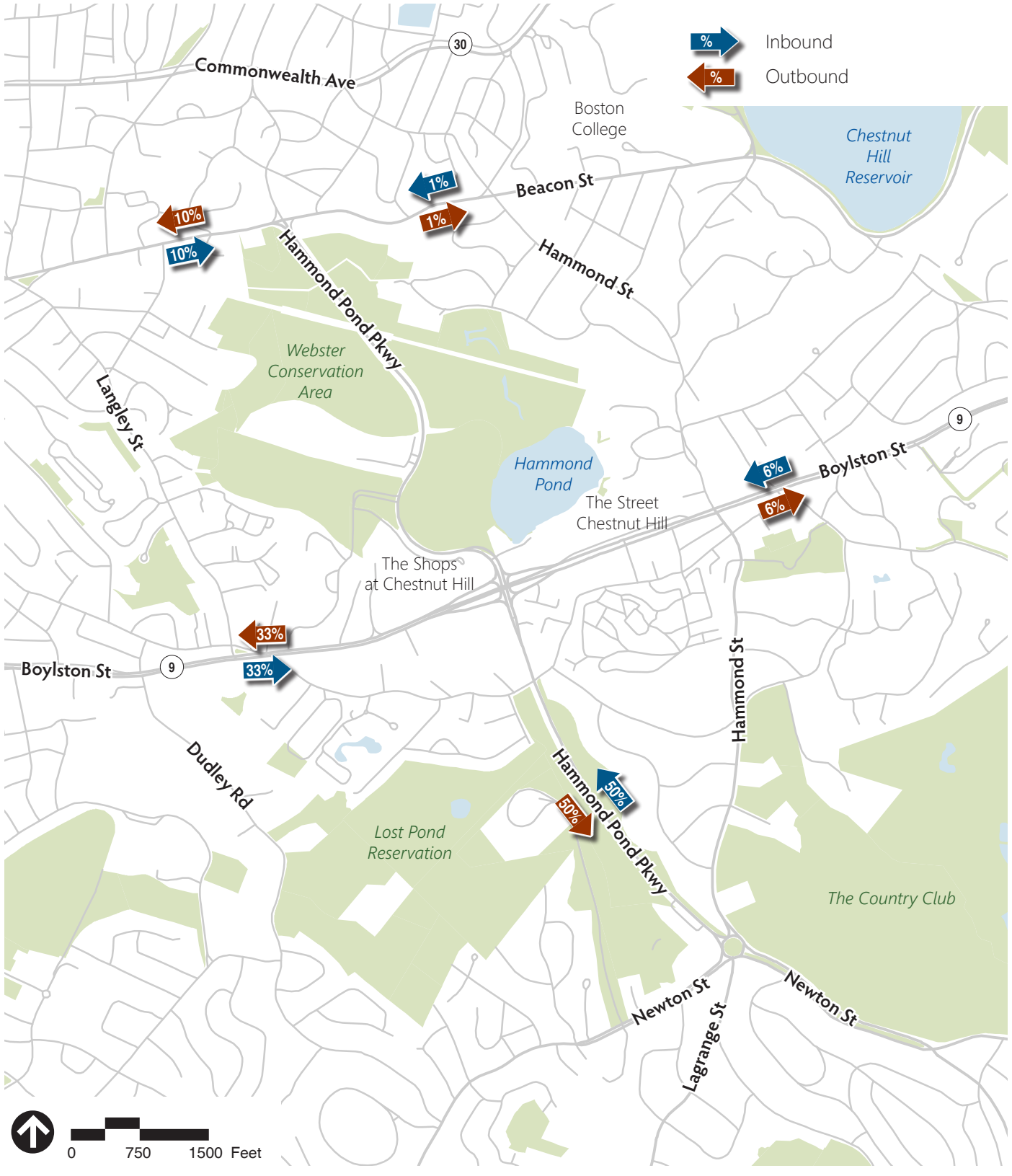
To transport the employees to and from the Chestnut Hill Mall, St. Elizabeth’s will provide a dedicated shuttle service. Four shuttles will run on 15-minute headways during the morning from 6:00 AM – 10:45 AM with the last shuttle leaving from the Chestnut Hill Mall at 10:45 AM. During the afternoon and evening hours, the shuttle will run from St. Elizabeth’s to the Chestnut Hill Mall from 2:00 PM – 7:00 PM with the last shuttle leaving St. Elizabeth’s at 6:45 PM. An example of the shuttle bus type that will be used is shown in **Figure 2**.

The shuttle will travel north along the Hammond Pond Parkway from the Chestnut Hill Mall and continue east onto Beacon Street to Cleveland Circle. At Cleveland Circle, the shuttle will take a left turn onto Chestnut Hill Avenue to Washington Street. The shuttle will then continue from Washington Street to Cambridge Street, and it will turn right onto Warren Street to enter the St. Elizabeth’s Medical Center campus. To load and unload passengers, the shuttle will use the drop-off area by the Endocrinology Department. The return trip from St. Elizabeth’s to Chestnut Hill Mall will follow the same path. For more details, refer to the map in **Figure 3**.

Conclusion

The relocation of the St. Elizabeth's employees to the Chestnut Hill Mall will not create a measurable impact on the surrounding traffic network due to the operations occurring mainly outside of the typical peak hours for this area. The shuttle bus will operate along major roadways and will not travel down local streets and through neighborhoods. Most of the shuttle bus trips and employee arrival/departure trips will occur outside of the morning and evening peak hours.

Please call us if you have any questions.



Source: MassGIS



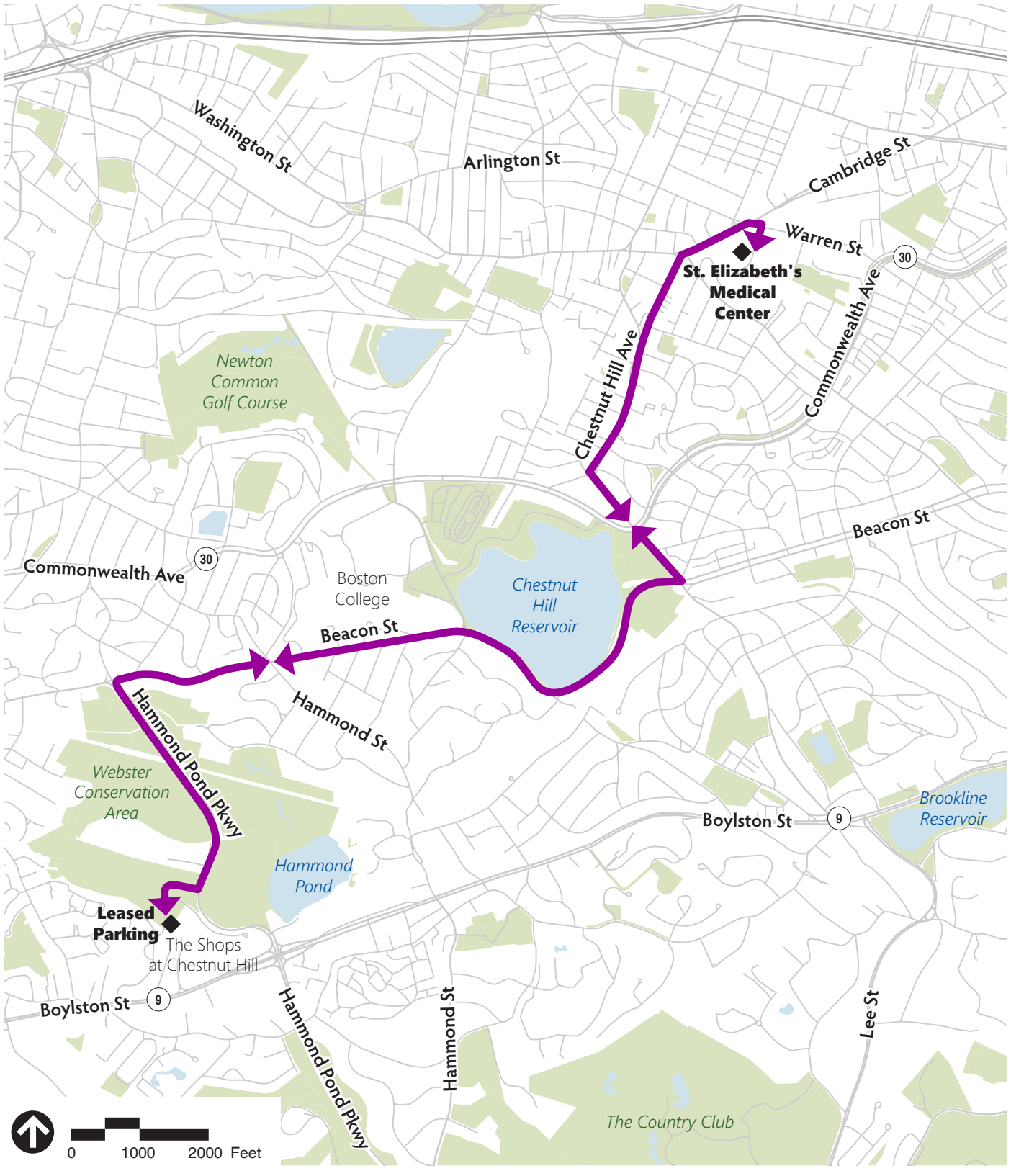
Figure 1
 St. Elizabeth's Medical Center
 Employee Trip Distribution

Simon Property Group
The Shops at Chestnut Hill



St. Elizabeth's Medical Center
Employee Shuttle Bus Example
Simon Property Group
The Shops at Chestnut Hill

Figure 2



Source: MassGIS



Figure 3
St. Elizabeth's Medical Center
Employee Shuttle Bus Route

Simon Property Group
The Shops at Chestnut Hill

CITY OF NEWTON
IN CITY COUNCIL

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the Site, as defined below, will be in harmony with the conditions, safeguards, and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of the following SPECIAL PERMIT/SITE PLAN APPROVAL to amend Council Orders #43-10 and 370-12(2) to waive 496 parking stalls and allow non-accessory parking in accordance with the recommendation of the Land Use Committee and the reasons given by the Committee, through its Chairman, Councilor Gregory Schwartz.

1. The specific site is an appropriate location for non-accessory parking because the site consists of underutilized parking facilities. (§7.3.3.C.1)
2. The non-accessory parking, as developed and operated, will not adversely affect the surrounding neighborhood because the resulting trips will occur outside of peak hours and will not impact the local road network. (§7.3.3.C.2)
3. The non-accessory parking will not create a nuisance or serious hazard to vehicles or pedestrians because all pick-up and drop-off of passengers will occur within the site. (§7.3.3.C.3)
4. Access to the site over streets is appropriate for the types and numbers of vehicles involved because the site is located on the Boylston Street/Route 9 corridor with sufficient ingress and egress points. (§7.3.3.C.4)
5. A waiver of 496 parking stalls is in the public interest because the site's parking facilities are underutilized and allowing non-accessory parking will allow for a new use on site without affecting the existing businesses on site. (§5.1.4 and §5.1.13)

PETITION NUMBER: #180-17

PETITIONER: Tim Fox

LOCATION: 199 Boylston Street (the Project Site)

OWNER: Mall at Chestnut Hill, LLC

ADDRESS OF OWNER: P.O. Box 6120
Indianapolis, IN 46206-6120

TO BE USED FOR: A waiver of 496 stalls and to allow non-accessory parking
to allow for a third-party shuttle service

CONSTRUCTION: Site Work Only

EXPLANATORY NOTES: §4.4.1 to allow non-accessory parking; §5.1.4 and §5.1.13
to allow a waiver of 496 parking stalls

ZONING: Business 1

Approved subject to the following Conditions.

This special permit supersedes, consolidates, and restates provisions of prior special permits to the extent that those provisions are still in full force and effect. Any conditions in prior special permits not set forth in this special permit #134-18 are null and void.

1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this special permit/site plan approval shall be located and constructed consistent with:
 - a. Civil Plan Set, prepared by RJ O'Connell and Associates, signed and stamped by John J. Stoy, professional engineer, last revised April 25, 2018, consisting of two (2) sheets:
 - i. Overall Site Plan
 - ii. Site Plan
2. The parking stalls shall only be dedicated to the third-party users Monday through Friday from 6 a.m. to 7 p.m.
3. Any increase in leased parking stalls shall require an amendment to this Special Permit/Site Plan Approval.
4. No building permit shall be issued pursuant to this Special Permit/Site Plan approval until the Petitioner has:
 - a. Recorded a certified copy of this Council order with the Registry of Deeds for the Southern District of Middlesex County.
 - b. Filed a copy of such recorded Council order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.

- c. Obtained a written statement from the Department of Planning and Development that confirms the final building permit plans and façade elevations are consistent with plans approved in Condition #1.
5. No temporary occupancy permit for the use covered by this Special Permit/Site Plan approval shall be issued until the Petitioner has:
 - a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a civil engineer certifying compliance with Condition #1.
 - b. Submitted to the Department of Inspectional Services, the Department of Planning and Development, and the Engineering Division final as-built survey plans in paper and digital format.

Conditions carried from Order #307-12(2)

6. All exterior buildings, parking areas, driveways, walkways, landscaping and other site features associated with this special permit/site plan approval shall be located, constructed and materially consistent with the Plan Set prepared by RJ O'Connell, Stoneham, including:
 - Cover sheet
 - Overall site plan, stamped by John Stoy, Civil Engineer, dated 6/4/13
 - Demolition and erosion control plan, stamped by John Stoy, Civil Engineer, dated 4/2/13
 - Grading and Drainage Plan, stamped by John Stoy, Civil Engineer, dated 6/4/13
 - Utility plan, stamped by John Stoy, Civil Engineer, dated 4/2/13
 - Parking and Traffic Control Plan, stamped by John Stoy, Civil Engineer, dated 6/4/13
 - Sidewalk Enlargement Plan, stamped by John Stoy, Civil Engineer, dated 6/4/13
 - Preliminary Elevations (south and east)/Partial floor plan, dated 3/29/13
 - Preliminary Floor Plan, dated 3/29/13
 - Enlarged vestibule plan, dated 3/29/13
 - Exterior front and side sign elevations, dated 3/29/13
 - Sign specs, created by Federal Heath signed company, dated 3/27/13 and 3/29/13
7. In accordance with board Order #307-12, Mall management has agreed to implement a Transportation Demand Management Plan and will provide on-site circulation and parking management assistance during the peak holiday shopping season as necessary and agrees to contribute towards a shuttle service, subject to condition 6. The Mall has added a drop off area/fire lane to both the north and south sides of the Mall. Mall management will encourage tenants to subsidize the cost of public transportation for employees, and designate convenient parking for carpools, vanpools and alternative fuel vehicles. Bicycle parking and storage is provided on site and the existing sidewalk along the Mall's driveway

will serve pedestrians crossing Route 9 between the Mall at Chestnut Hill and Chestnut Hill Square at the new signalized intersection.

8. Any dumpsters shall be kept closed and the area free of debris.
9. The petitioner shall annually clean and inspect all restaurant grease traps.
10. The petitioner agrees to turn off lighted signs one-half hour after closing.
11. The petitioner shall make an equitable contribution to an area shuttle service between the Mall and other major developments along Boylston Street and the Newton Centre MBTA Green Line Station (or alternative multi-modal hub). The shuttle service shall run throughout the week and for weekend hours to be determined at a later date.