



Ruthanne Fuller  
Mayor

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

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 7, 2021  
**MEETING DATE:** May 11, 2021  
**TO:** Land Use Committee of the City Council  
**FROM:** Barney Heath, Director of Planning and Development  
Jennifer Caira, Deputy Director of Planning and Development  
Neil Cronin, Chief Planner for Current Planning  
Katie Whewell, Senior Planner  
**CC:** Petitioner

In response to questions raised at the City Council public hearing, the Planning Department is providing the following information for the upcoming public hearing/working session. This information is supplemental to staff analysis previously provided at the Land Use Committee public hearing.

**PETITIONS #91-21 & #27-20 (2) 355 and 399 Grove Street**

**Petition #91-21** requesting amendments to Chapter 30, Newton Zoning Ordinance, in Sections 4.2.4 and 4.4.1 and 6.2.10 relative to the Mixed Use 3 District.

**Petition #27-20(2)** to amend the Special permit site plan as approved by Council Order #27-20 to allow changes to: the square footage of all of the approved buildings, the heights of Buildings 1, 2, 3, 4, 7, 8, 9 and 10, the building footprints shown on the site plan, the open space as shown on the approved site plan, the Comprehensive Sign Package, all at 355 and 399 GROVE STREET on land known as Section 42, Block 11, Lots 3, 4 and 4A, containing approximately 13.05 acres of land in districts zoned Mixed Use 3 Transit Oriented (MU3). Ref: Sec. 4.2.3, 4.2.4, 7.3.3, 7.4, 7.3.5 of the City of Newton Revised Zoning Ordinance, 2017. Proposed Amendments are subject to the proposed text changes to the MU-3 zoning district.

The Land Use Committee (the "Committee") opened the public hearing on these petitions on April 13, 2021 and continued the public hearings on April 27, 2021; both public hearings remain open. A tentative schedule for future Committee public hearings is included as an attachment to this report (**Attachment A**). This memorandum is focused on the transportation aspects of the so-called "Riverside Development" proposed for the subject parcels.

## **Background**

The petitioners are seeking to amend Council Order #27-20 and the approved site plan to allow changes to: the square footage of the approved buildings; the heights of Buildings 1, 2, 3, 4, 7, 8, 9 10, and 13; the proposed footprints of buildings; open space as shown on the approved site plan; and the comprehensive sign package for Building 2. The petitions eliminate the hotel use and incorporates 362,235 square feet of laboratory/research use into Buildings 1 and 2 instead. The petitions also eliminate the office space, except for the 7,500 square feet to be used by the MBTA; reduce the ground-floor commercial space from 39,014 square feet to 21,981 square feet; and reduce the number of residential units from 582 to 550 (the "Revised Project").

In addition to amendments to the Council Order and approved plans, the petitioners are proposing text amendments to the MU3 zone to allow additional height for Building 2 and to allow laboratory, research and development and business incubator uses.

## **Overview**

The petitioners engaged Vanasse Hangen Brustlin, Inc. ("VHB") to develop the transportation related aspects of the Revised Project and the Planning Department re-engaged Green International Affiliates, Inc. ("Green") to peer review VHB's analysis. Green's memorandum outlining big and small picture comments in response to VHB's analysis can be found as an attachment to this memorandum (**Attachment B**).

The key transportation related changes contained in the Revised Project pertain to the change in use from hotel and office to laboratory and research uses in Buildings 1 and 2, the reduction in dwelling units from 582 units to 550 units, the reduction in retail space, and the increase in the number of parking stalls from 2,103 to 2,171.

## **Trip Generation**

VHB produced a Traffic Impact and Access Study (the "TIAS") to model the number of trips generated by the Revised Project. The TIAS indicates that the current uses on site, the hotel and the transit station, generate 465 trips during the weekday morning peak hour, 470 trips during the weekday evening peak hour, and 375 trips during the Saturday midday peak hour. Using the Institute of Transportation Engineers (the "ITE") handbook, the analysis assumes new trips (the "Total New Unadjusted Vehicle Trips") generation numbers for the peak weekday morning, evening, and Saturday midday hours based on the number of dwellings units, and the square footages of the different commercial uses. The TIAS then implements different methods of trip generation such as internal capture and mode share to arrive at the "Net New Vehicle Trips". Inherent in this adjustment is that the mixed-use nature of the site will allow uses to share trips, i.e. an employee may take the green line to the site or a resident may shop at a retail store. The chart below summarizes the trips generated by the project approved by Council Order #27-20 and the Revised Project.

**Table I: Trip Generation**

|                      | Existing Trips | Total New Unadjusted Vehicle Trips (Revised Project) | Net New Vehicle Trips (Revised Project) | Net New Vehicle Trips (Approved Project) | Difference |
|----------------------|----------------|------------------------------------------------------|-----------------------------------------|------------------------------------------|------------|
| Peak Weekday Morning | 465            | 497                                                  | 276                                     | 463                                      | -187       |
| Peak Weekday Evening | 470            | 586                                                  | 276                                     | 482                                      | -206       |
| Peak Saturday MIDDAY | 375            | 515                                                  | 249                                     | 435                                      | -186       |

Per the above chart, the Revised Project is expected to generate less vehicle trips during the weekday morning and weekday evening, and Saturday peak hours. As stated in their memorandum, Green agrees with VHB's trip generation analysis.

**Parking**

The petitioners are proposing to construct a total of 2,171 parking stalls within the Revised Project: 2,135 stalls will be located within the garage of Buildings 9 and 10, while the remaining 36 stalls will be on-street, parallel stalls. 1,000 of the garage-stalls will be dedicated to the MBTA for users of the transit station. The Revised Project represents an increase of 122 parking stalls over the project approved by Council Order #27-20. This increase is driven by the change in use of Building 2 from hotel to laboratory/research and the change in Building 1 from office to laboratory/research.

The Revised Project contains 550 dwelling units, 362,235 square feet of laboratory/research space, 21,981 square feet of ground-floor commercial space, and 7,500 square feet of office space dedicated to the MBTA. Solely based on the uses, the petitioners would be required to construct 1,525 parking stalls per the Newton Zoning Ordinance (the "Ordinance"). Council Order #27-20 granted special permits to: decrease the number of parking stalls to 1.25 stalls per dwelling unit (from two stalls); to reduce the number of stalls allowed by one-third (given the mix of uses); and to waive an additional 725 stalls. Due to the 1.25-stall reduction and the 1/3 reduction, the number of required parking stalls 1,258 stalls. The petitioners are proposing to construct 1,171 parking stalls, resulting in a deficit of 87 stalls. This deficit is accommodated by the 725-stall waiver; therefore, the parking requirement is satisfied.

The MU-3/TOD zone requires the petitioners to submit a shared parking analysis to illustrate the site has enough parking to support the different uses on site, considering that each use has a different peak parking demand. For example, the laboratory/research use demands parking stalls during the daytime

on weekdays, while the retail uses demand parking stalls at night and on the weekend. Additionally, the site is used by commuters and by people using the transit station to attend events in Boston, such as Boston Red Sox games. This shared parking concept is critical to harnessing the mix of uses to create a development that promotes transit and relies less on vehicles and parking; therefore, sharing parking stalls is paramount to the Revised Project's ability to be a true transit-oriented development.

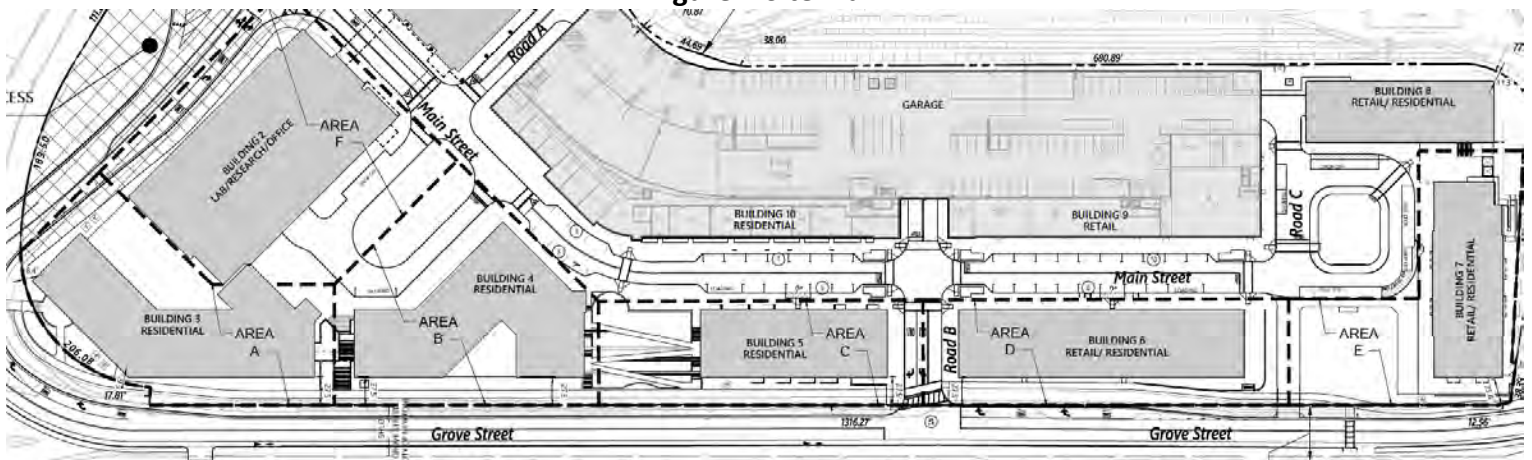
The petitioners' analysis uses data from the *ITE Parking Generation Manual* to estimate the parking demand based on the proposed uses. Using this tool, the petitioner's analysis indicates that the site's peak parking demand occurs at 8:00 a.m. on a weekday with a total demand of 2,131 stalls, resulting in a surplus of 40 parking stalls. As stated in their memorandum, Green believes that the number of parking stalls is sufficient to meet the demands of the Project.

In their review, Green suggested that VHB include parking data on local laboratory/research facilities in their parking demand to get a more refined figure. As suggested by Green, this may reduce the amount of parking necessary for the Revised Project.

### Site Circulation

The petitioners propose to maintain the internal site circulation which consists of a general south-north path of travel through the site with Roads A, B, and C providing east-west access. Green noted a concern with queuing at the intersection of Main Street, Road B, and the entrance to the parking garage in Buildings 9 and 10. Specifically, vehicles exiting the garage seeking to access Grove Street may block the Main Street northbound approach and restrict access to the northern portion of the site and the transit station. The Petitioners intend to staff the parking garage and direct vehicles to other garage exits thereby reducing this concern. Such staffing plan was a requirement of Council Order #27-20 and will be carried forward into a revised Council Order, should this petition be approved.

**Figure I: Site Plan**



Green also noted the proposed loading zone in the eastern portion of Road A in the open space formerly known as the hotel green. Green suggests the petitioners provide an evaluation of the proposed loading schedule and how it may affect peak hour traffic within the site or implement peak hour restrictions on loading and deliveries. Planning Staff requests more information regarding the specific delivery schedule and loading items for the intended laboratory and research uses for Building 2. Green also suggested loading zones for the buildings be shown on the site plan as well as turning

templates for certain maneuvers.

### **Transportation Demand Management**

The petitioners are committed to implementing the Transportation Demand Management Plan (**Attachment C**) referenced in Council Order #27-20 which includes transit subsidies for certain dwelling units and establishing a shuttle pilot connecting the site with the Auburndale Commuter Rail Station. The Planning Department and Green recommend the petitioners explore providing transit subsidies to the laboratory and research tenant given the expected increase in employees from hotel to lab. The petitioners should also provide an update on whether this change in use will increase the amount of bicycle parking on site. Lastly, there appear to be a few inconsistencies some figures in the TDM Plan, staff suggests the petitioners submit a revised TDM Plan.

### **Off Site Improvements**

The petitioners are Committed to constructing the off-site improvements contained in Council Order #27-20. Those improvements include constructing a new exit ramp from interstate 95 northbound into the site, improvements to Grove Street, and a roundabout at adjacent to the on ramp to interstate 95 southbound.

### **ATTACHMENTS**

- Attachment A:** Tentative Land Use Committee Schedule, dated May 5, 2021
- Attachment B:** Green International Peer Review Memorandum, dated May 5, 2021
- Attachment C:** Transportation Demand Management Plan, dated January 15, 2021

TENTATIVE LAND USE COMMITTEE SCHEDULE

As of May 7, 2021

#91-21 Amendments to MU 3 zone and #27-20 (2) Special Permit

355 AND 399 Grove Street "RIVERSIDE"

| Land Use Committee Date | Topic                                              | Description                                                                                                        |
|-------------------------|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 5/11/2021               | Fiscal Impact Public Hearing<br><br>Transportation | Public Hearing continued from April 27, 2021.<br><br>Review of traffic impacts of proposed use and program changes |
| June                    | Site and Building Design                           | Site and Building Design, Design Guidelines                                                                        |


**GREEN INTERNATIONAL AFFILIATES, INC.**

239 LITTLETON ROAD, SUITE 3 WESTFORD, MA 01886

T: (978) 923-0400 | F: (978) 399-0033 | WWW.GREENINTL.COM

**To:** Jennifer Caira and Katie Whewell, Planning and Development Department, City of Newton  
**From:** Green International Affiliates, Inc. (Green)  
**Date:** May 7, 2021  
**Project Name:** Riverside Station  
**Project Number:** Green No. 18078  
**Subject:** Transportation Peer Review

---

On behalf of the City of Newton (the City), Green International Affiliates, Inc. (Green) is submitting this memorandum of the findings from our engineering peer review of the revised application package for the proposed "The Station at Riverside Redevelopment" adjacent to Riverside Station, in Newton, MA. The scope of our review included a review of the following documents submitted in support of the proposed project, as it related to traffic and transportation impacts:

- Report titled "Transportation Impact and Access Study - Riverside Station Redevelopment", prepared by VHB, dated March 2021.
- Report titled "Transportation Impact and Access Study - Riverside Station Redevelopment", prepared by VHB, dated December 2019.
- Report titled "Riverside Project – TDM Plan", prepared by 128 Business Council, dated June 22, 2020.
- Report titled "Riverside Masterplan Revised Parking Analysis", prepared by 128 Business Council, dated March 8, 2021.
- Plans titled "Site Plans – Riverside Station", prepared by VHB, dated March 5, 2021 (revised).
- Plans titled "Site Plans – Riverside Station", prepared by VHB, dated December 9, 2019.

In addition to the above documents, Green met with the City and other peer review consultants to discuss the project. Our review evaluated the documents for consistency with MassDOT's "Transportation Impact Assessment (TIA) Guidelines" (March 13, 2014), typical industry practice for traffic studies, the City of Newton's Zoning Bylaw and General Bylaw, the Americans with Disabilities Act (ADA), and Massachusetts Architectural Access Board (AAB) design standards.

### **Summary of The Review**

The project site is currently home to the Massachusetts Bay Transportation Authority's (MBTA) Riverside Station, the terminus of the D Branch on the Green Line, and the existing Indigo Hotel. The Project will include approximately 1.025 million gross square feet (sf) of development which will consist of approximately 362,000 sf of leasable Office/Research (R&D) and Development space, 550 residential units, and approximately 22,000 sf of restaurant/retail space. With the reviewing of previous submittal of "Transportation Impact and Access Study - Riverside Station Redevelopment", prepared by VHB, dated December 2019, Green noted the major changes as following and re-evaluated in the 2021 study:

1. The 2021 revised site plan increased the proposed space of leasable office from approximately 253,000 sf of 2019 version to approximately 362,000 sf, the land use is changed to Office/Research(R&D).
2. The 2021 revised site plan reduced the proposed number of resident units from 582 units of 2019 version to 550 units.
3. The 2021 revised site plan reduced the proposed restaurant/retail space from approximately 39,000 sf of 2019 version to approximately 22,000.
4. No new hotel is proposed per 2021 revised site plan.

5. The mode share for vehicle trips has been revised to include walk/bike trips. The total vehicle mode share has changed to 77% for residential, 88% for R&D, and 88% for retail. The previous study did not include a walk/bike mode share or a transit mode share for retail.
6. The revised development plan will generate 276 net new vehicle trips during the AM and PM peak hour, and 249 net new vehicle trips during the SAT peak hour. This is a reduction from the previous project which would generate over 500 trips during the peak hours. The reduction is due to the elimination of the hotel, reduction in retail and residential space, and the conversion of proposed office to proposed R&D space.
7. The total number of weekday daily trips will be reduced from 11,368 to 9,094 due to the reduction in residential, hotel, and retail space. The total number of Saturday daily trips will be reduced from 9,972 to 6,186.
8. The number of shared parking spaces between the proposed residential, office/laboratory, and retail will increase from 1,079 to 1,171, with 1000 additional spaces remaining for MBTA use.

Green reviewed the revised study as well as the revised parking analysis and sites plans, and we generally agree with the approach and traffic numbers generated, it is anticipated that:

- Less vehicular trips will be generated due to the updated land use area.
- The proposed supply of 2,171 parking spaces could accommodate the parking demand during the site peak period.
- Minimal impacts will occur at the intersections in the vicinity of project site due to the development's proposed off-site improvements to the surrounding roadway network.
- The revised mode share is more accurate and better reflects the actions of the community with the inclusion of the bike/walk split.

More detailed comments are included below:

### **Transportation Impact and Access Study**

1. Ten (10) specific development projects were identified as projects that are expected to add site generated vehicle trips to the study area roadway network. The TIAS states that ITE trip generation calcs were used as well as existing traffic patterns to add the site generated vehicle trips to the study area intersections. However, no ITE trip generation calcs were provided in the Appendix. *ITE Trip Generation Calcs should be provided for these developments. In addition, clarification should be provided as to which trip distribution (Office/Retail or Residential) was used for each development project. It is preferred that site generated trips from these developments and the trip distribution be taken directly from the traffic studies that were completed (if a traffic study was completed for the project).*
2. The TIAS references the Allston Multimodal Project (Allston Viaduct) as a regional transportation project that may have an impact on the Project site but notes it is included for informational purposes only as construction is expected to extend past 2031. The current MassDOT project website for this project states that construction is expected to begin in late 2023 or early 2024. *The petitioners should remain aware of the timeline of the Allston Multimodal Project to identify potential overlaps in construction with the Riverside Station Redevelopment and the associated impacts to regional traffic patterns through the study area. If construction for the two projects is expected to occur simultaneously, coordination between the projects will be needed during construction to minimize impacts to regional traffic.*



3. Transit Mode Splits (7% Office/R&D and 15% Residential) are below what are to be expected at a transit-oriented development (TOD) such as this due to the convenience and ease of access of several public transit options located within the project site. While this method may provide a conservative analysis relative to vehicular traffic impacts, it underestimates the number of people who are expected to use public transit services; thus, underestimating the potential impacts to the capacity of these public transit services. The December 2019 TIAS prepared for the previous building program provided a separate transit capacity analysis using a more robust transit mode split that more accurately represents the impact of the Project on the MBTA in addition to traffic analysis using a low-transit mode split. The mode splits used for the transit capacity analysis were 15% and 35% for office and residential uses, respectively. The 7% office/R&D and 15% residential transit mode splits used for this TIAS are significantly lower than the previous transit capacity analysis. *Transit trip generation calculations should be provided using the December 2019 TIAS transit mode split of 15% and 35% for office and residential uses, respectively. The new transit trip generation should then be compared to the previous transit trip generation to confirm there are no new issues related to the expected transit capacity and the previous transit capacity levels are equal to or greater than the current transit capacity levels.*
4. There is a typo in Table 3-5 Project Trip Generation – New Unadjusted Vehicle Trips. *The total unadjusted vehicle trips during the Saturday Midday Peak Hour should read 237 for the residential use, not 137. Green reviewed the calculations for the Future Build traffic volume projections and verified the correct number of 237 unadjusted vehicle trips for the residential use was used in the calculations.*
5. There is a typo in Table 3-8 Project-Generated Peak-hour Vehicle Trips by Use. *The total net vehicle trips during the Saturday Midday Peak Hour should read 304, not 204. Green reviewed the calculations for the Future Build traffic volume projections and verified the correct number of 304 net vehicle trips was used in the calculations.*
6. Given the increased loading demand for the proposed R&D site, we recommend the developer include an evaluation of the proposed for the site and a discussion of how it may affect peak hour traffic within the site, or implement peak hour restrictions on loading.

### Site Plans

1. Table 3-28 of the March 2021 TIAS lists the Site Main Street at Grove Street Driveway / Garage Driveway as operating under All-Way Stop control. However, the March 2021 Site Plans show the intersection operating under 3-Way Stop control with no Stop line or Stop sign provided along the Road B approach. *The Designer should clarify the proposed intersection operations at the Main Street / Grove Street Driveway / Garage Driveway intersection and revise the project documents as needed for consistency. It is recommended that an All-Way Stop control be implemented here as a 3-way Stop control with a side street as a free movement is unconventional and may confuse drivers.*
2. Designer should add stop line along the Riverside MBTA Driveway southbound approach to the signalized intersection with Grove Street. The stop line should be set back a minimum of four feet from the proposed crosswalk.
3. We have concerns with the proposed traffic operations at the Grove Street / MBTA Site Driveway signalized intersection and the internal intersection at Main Street / Road B / Building 9/10 Parking Garage entrance. The 95<sup>th</sup> percentile queues along the MBTA Site Driveway (Road B) approach to the signalized intersection with Grove Street are expected to spill back into and block the internal

intersection at Main Street / Road B / Building 9/10 Parking Garage entrance during the weekday AM and PM peak hours (only approximately 10 feet between end of average vehicle queues and intersection during PM peak hour). *The proponent should consider implementing measures to hold traffic in the garage during the peak hours when queues may block the intersection to maintain MBTA bus access to the transit plaza.*

4. There are no loading zones provided on-street or in the garage adjacent to Buildings 9/10. *The proponent should clarify how deliveries will be made to Buildings 9/10 and consider providing loading zones adjacent to the buildings either on-street or in the garage. Labels and callouts shall be provided to clearly shows the potential spots inside the garage.*
5. There are no loading zones provided for Buildings 7/8. *The proponent should clarify how deliveries will be made to Buildings 7/8. If the intent is for deliveries to use the designated bus stop and accessible drop off area delivery scheduling will need to be coordinated with the MBTA and any transit/drop-off services who will be using these areas.*
6. The proposed accessible drop off area is located in the middle of the MBTA bus maneuvering area and conflicts with the turning movement for a MBTA bus pulling into the designated bus stop area proposed in front of Building 7. *The proponent should evaluate reconfiguring the proposed bus stop and accessible drop off areas in front of Buildings 7 and 8 to eliminate conflicts between the MBTA bus maneuvering area and the accessible drop off area.*
7. There are no turning movements provided for trash vehicles accessing the designated trash rooms located in the proposed garage for Buildings 9/10. *Figures showing the turning movements for trash pick-up should be provided at the designated trash areas within the garage for Buildings 9/10.*
8. There are no turning movements provided for a City Bus exiting the designated bus area adjacent to the trash/utility room, MBTA Bike Storage and GO BUS Station in the garage for Buildings 9/10 turning right onto Road C. *A figure should be provided showing the turning movements for a City Bus can make the right-turn maneuver from the designated bus area out of the garage and onto Road C.*
9. No detectable warning panel is provided at the end of the crossing across Road C at the corner adjacent to Building 8. *The proponent should provide a detectable warning panel at this location to indicate a transition from the sidewalk to vehicle travel way.*
10. The TDM includes directional signage for locating transportation services (transit stop/shuttle stop) and amenities (bicycle parking, regional bicycle routes, and pedestrian walkways). The site plan only shows proposed regulatory and warning signage. *All proposed wayfinding and directional signage (including locations and sign details) should be included in a comprehensive signage package and submitted to the City of Newton for review when the documents are available.*
11. The March 2021 Site Plans show various locations where a 30" x 30" Stop sign (R1-1) is mounted back-to-back with a 30" x 30" Do Not Enter sign (R5-1). Per the 2009 MUTCD, a sign that is mounted with a STOP or YIELD sign should stay with in the edge of the STOP or YIELD sign. *The designer should either propose larger Stop signs (36" x 36") at these locations such that the Do Not Enter signs stay within the edges of the Stop signs or mount the signs on separate posts.*
12. The March 2021 Site Plans propose standard crosswalk markings (parallel lines) at all crosswalks within the project site. *We recommend using high-visibility crosswalk marking types such as continental for all crosswalks within the project site.*

13. The proposed pedestrian crossing warning sign assembly (W11-2 and W16-7P) on the west side of Main Street at the proposed mid-block crosswalk across Main Street between Road A and Road B is located directly behind a proposed tree that could block visibility for southbound vehicles along Main Street. *The designer should consider relocating the pedestrian crossing warning sign assembly and/or revising the proposed landscape in this area to provide sufficient visibility of the pedestrian crossing warning sign assembly and pedestrians waiting to cross at this location.*
14. Layout and Materials Plan C-8.2 of the March 2021 Site Plans shows standard W11-2 and W16-7P being proposed at the proposed crosswalk across Grove Street south of the signalized intersection with MBTA Site Driveway (Road B). *The Site Plan should be revised to include a RRFB at this location consistent with the Off-Site Mitigation Concept Plans.*
15. The proponent should clarify whether the proposed exit from the garage for Buildings 9/10 onto Road C is one-way traffic flow for vehicles exiting the garage onto Road C. If this is the case, *Do Not Enter signs (R5-1) should be provided at this location facing Road C. In addition, a Stop line and Stop sign (R1-1) should be added along this approach to Road C.*
16. There is no detail provided in the Site Details for the proposed chevron pavement markings to be installed along the ramp transitions to the raised section of Main Street between the “horseshoe loop” for Buildings 2-4. *The proponent should include a pavement marking detail in the Site Details for the proposed chevron pavement markings to be installed along the ramp transitions to the raised section of roadway.*

#### **Riverside Masterplan Revised Parking Analysis**

1. The areas used in the peak parking demand calculations included in the March 2021 Revised Parking Analysis for the proposed Retail & R&D uses do not match the latest areas included in the current proposal. The current project narrative proposes 21,981 square feet of retail and 362,235 square feet of R&D. However, the Revised Parking Analysis uses 22,442 square feet of retail and 363,401 square feet of R&D to calculate the peak parking demand for the respective uses. *The total areas used in the peak parking demand calculations for each of the proposed land uses should match the current building program. However, it is noted that the current differences in the areas used for proposed Retail & R&D are low enough where it is not expected to change the overall results of the Parking Analysis. The proponent should clarify the correct number.*
2. The parking generation for R&D was based solely on ITE Parking Generation rates. *Given the limited amount of available data in ITE to generate this rate, we recommend including local data within the calculation in order to adjust and calibrate the parking demand. This may reduce the total parking needed for the site.*

#### **Transportation Demand Management**

1. The Transportation Demand Management Plan has retained the same provisions as the previous submittal for mitigation and encouraging transit use on site. However, as the use for Buildings 1 and 2 has changed to R&D, *we recommend the developer explore including a transit subsidy for the future R&D employees.*

Riverside Station  
May 7, 2021

---

If either the City staff or the Applicant's engineer would like to discuss any of these comments further, please feel free to contact me at [ctobias@greenintl.com](mailto:ctobias@greenintl.com).

Sincerely,  
Green International Affiliates, Inc.



Corinne Tobias, P.E., PTOE  
Transportation Planning Group

cc: W. Wong, Green  
W. Scully, Green

Riverside Project | TDM Plan – condensed edit | 15 January 2021 v6  
created by 128 Business Council | on behalf of Mark Development

## 1.0 TDM MEASURES FOR MODAL SHIFTS

### 1.1 PARKING MANAGEMENT

1.1.1 Reduction in Surplus Parking: This project will limit the amount of estimated surplus parking to less than 3% of the total parking spaces provided, as defined by the parking study submitted to the City, dated July 7, 2020, which includes 2,267 parking spaces throughout the site.

1.1.2 Shared Parking: This project will share parking across residential, office/lab, general retail, and other users — rather than reserving spaces for each use.

1.1.3 Unbundled Parking: The residential (excluding the inclusionary units) will be charged for parking in addition to rent.

1.1.4 Parking Pricing: This project will use variable parking pricing to manage demand, including:

- Monthly (24/7) which will be at a higher cost than Reverse Commuter Parking.
- Monthly Reverse Commuter (i.e. out by 8:30 AM, in no earlier than 4:30 PM) will receive preferential pricing relative to 24/7 parking.
- Daily Parking rates for both general users and guests of the property

### 1.2 BIKE FACILITIES

1.2.1 Bicycle Parking: As shown on the plans dated July 7 the project will provide at least 880 secure and covered bicycle parking spaces. These spaces are in excess of MBTA bike parking that will be provided and greater than a 1:1 ratio per dwelling unit and every residential building will confirm to this ratio with the respective unit count.

1.2.2 Bicycle Repair Station: The Petitioner will work with the Director of Planning and Development and Commissioner of Public Works to identify a clearly visible, public, on-site space for bicycle repair with tools provided; such space will be managed by Petitioner. The goal is to provide a repair station in every residential building with specific location and configuration of the repair station to be agreed upon between the Petitioner, the Director of Planning and Development, and the Commissioner of Public Works after Final Design is complete.

### 1.3 SUPPORT FOR ELECTRIC CAR USAGE

1.3.1 Electric Car Charging: This project will provide car charging for 10% of the non-MBTA parking spaces, as well as making an additional 10% of the non-MBTA spaces “EV charging ready.” Charging stations with adjoining dedicated electric vehicle parking spaces will be distributed throughout the garage floors so as to be accessible to all users.

1.3.2 Electric Bus Charging: An electric charging station will be provided for the MBTA buses in the Transit Square at a location mutually agreed to by the Petitioner and the MBTA.

### 1.4 FAMILY-FOCUSED INITIATIVES

1.4.1 Car Seat Storage: Storage for car seats and strollers will be provided on the ground-level of the parking garage. Storage area will accommodate a minimum of 30 car seats and 30 strollers.

1.4.2 Emergency Ride Home: An emergency Ride Home program will be offered to all residents and employees of the project businesses through TMA membership (see below) and will offer guaranteed or reimbursed transportation home for those using alternative forms of transportation in the event of an emergency, in the form of discount taxi vouchers or rideshare reimbursements.

### 1.5 HIGH-OCCUPANCY VEHICLES

1.5.1 Contributions or Incentives for Sustainable Transportation: This project will provide a \$500,000 subsidy for the following alternative transportation options:

- Reimbursement equal to 80% of the cost of a monthly LinkPass (currently \$72) for all dwelling units that park zero or one car on site. LinkPass allows for unlimited travel on the subway, local bus lines, and the silver line. The \$72 can also be applied for the cost of a bike share, car share, or other mode.
- At the request of the Director of Planning and Development and the Commissioner of Public Works, contribution to the City’s bike-share program. In consultation with the Director of Planning and Development and the Commissioner of Public Works, the Petitioner shall identify a public bike sharing location on site.

1.5.2 In addition, this project will provide \$130,000 for a 6-month PILOT shuttle service between the project site and the Auburndale Commuter Rail stop. The shuttle will make a minimum of 6 trips per day (M-F) and will be free to the public. Given narrow road conditions, the pilot service will use vehicles with a capacity of 12-15 passengers. The trip would last 3 – 4 minutes each way, plus boarding and alighting time, assuming the following route: Left out of Riverside complex, heading north on Grove Street. Left onto Woodland Road. Stop to drop off at station stairs on Woodland Street overpass (over railroad/Mass Pike). Empty shuttle takes right on Auburn Street and another right to continue on Auburn St over railroad/Mass Pike. In the evening, pick up at Grove Street station entrance stairs (on Grove Street overpass over railroad/MassPike). At end of overpass, go straight onto Grove Street south to return to Riverside. Other possible routes would add significant time to the

trip. The final route to be determined in consultation with the Director of Planning and Development and the Commissioner of Public Works.

## 1.6 SIGNAGE

1.6.1 Multimodal Wayfinding Signage: The project will install directional signage for transportation services (transit stop/shuttle stop) and amenities (bicycle parking, regional bicycle routes, and pedestrian walkways).

1.6.2 Real-Time Transportation Information Displays: The Project will install at least one large screen outside of Building 8 (with a goal to do more) or monitor that displays, at a minimum, transit arrival and departure information – including arrival projections and alerts for MBTA Green Line, nearby MBTA bus lines (assuming AVL data availability), the Project’s pilot shuttle service (see 1.5.2), and any nearby regional services with available & compatible AVL data. A transit screen will also be installed inside the lobby of the office building.

## 1.7 TMA MEMBERSHIP AND SITE-SPECIFIC TDM COORDINATOR

Project will commit to membership in a Transportation Management Association (TMA), with the possibility of hiring a site-specific TDM Coordinator (to be determined by the Project on the basis of other site management hiring’s) to guarantee the execution of the measures described above.

1.7.2 Marketing Materials: Upon all residential and commercial move-ins, a welcome packet will be provided by the TMA/TDM Coordinator to the respective tenants which outlines the Sustainable Transportation reimbursements, alternative modes of transportation and where they are located on site, links to relevant transit schedules and, to the extent available, information pertaining to the PILOT shuttle.

## 2 TDM PLAN MONITORING AND REPORTING

### 2.1 PRE-OCCUPANCY SITE VISIT

The onsite TDM Coordinator will be responsible for facilitating a site inspection by City staff prior to the first Certificate of Occupancy to confirm that all approved physical measures in the project’s TDM Plan have been implemented and/or installed. In the event a TDM Coordinator is not hired, the Petitioner will be responsible for scheduling the site inspection.

### 2.2 ONGOING MONITORING AND REPORTING PLAN

2.2.1: As required by City Council Order #27-20, one year after the project reaches 85% occupancy, and annually thereafter for two additional years, an Ongoing Monitoring and Reporting Plan will be submitted to the Director of Planning and Development to review and to ensure compliance with the final approved TDM

Plan, and the City will conduct a site visit to ensure that the Ongoing Monitoring and Reporting Plan's contents reflect on-site TDM measures.

2.2.2: The Ongoing Monitoring and Reporting Plan should include all measures in the project's TDM Plan, their current status, and any updates to those measures, including, without limitation, all transportation reimbursements issued, car share and bike share usage data, and parking utilization data for the dwelling units, office use, and the hotel use. All additional voluntary measures added between Ongoing Monitoring and Reporting Plans should also be listed, along with their current status and any updates to those voluntary measures.

2.2.3: After the three-year reporting period, this information shall be available upon reasonable request by the Director of Planning and Development for an additional ten years.

2.2.4: To supplement the data collected by the TDM Coordinator and/or TMA through transactional records and potential third-party apps, surveys of the residents, employees, patrons, and transit users will be conducted in accordance with City Council Order #27-20, immediately prior to the development of a required annual Ongoing Monitoring and Reporting Plan.

The surveys will gather information regarding, at a minimum, the modes of transportation that are being utilized by residents, office users, and the retail employee base on site; current trip origins and destinations; and information about current barriers to alternative transportation utilization. The results of the surveys shall be submitted to the Director of Planning and Development.

2.2.5: At a minimum, these surveys will be conducted online. However, if the online format fails to return a participation level of 15% among residents and 10% among office and retail employees, on-site surveying stations and/or in-person canvassing will be utilized to bring participation up to these levels.

## 2.3 POST-CONSTRUCTION TRAFFIC MITIGATION (IF REQUIRED)

As outlined in the City Council Order #27-20, Transportation Conditions, monitoring of vehicle trips generated by the project will be done by a qualified traffic engineering firm to be hired and overseen by the Department of Planning and Development in accordance with the schedule set forth in the Council Order. As set forth in the Council Order, additional mitigation measures will be necessary should vehicle trips, specific to the development project, exceed 110% of the projections made in the TIA.

2.3.2: Should vehicle trips exceed 110% of the projections, the Petitioner shall meet with the Director of Planning and Development and the Commissioner of Public Works to implement mitigation measures to reduce the number of trips to below 110% of projections. The Petitioner shall provide data from the TDM measures and from the surveys referenced in 2.2.4 above to guide the mitigation measures. Such



measure may include, but not be limited to the items below, up to a total cost of \$1,000,000. In the event the Commissioner of Public Works needs to hire a third party to confirm alternative mitigation strategies, that cost would be borne by the Petitioner.

- Adjusting the transit reimbursement subsidy by improved marketing oriented toward increasing participation level, in addition to or in the place of adjusting the percentage of subsidy.
- Expanding transit subsidy participation beyond the dwelling units.
- Continuing shuttle service to connect to other transportation hubs or other points of interest, to be determined through the site-specific surveying practices.
- Providing additional on-site bike sharing facilities.
- Working with the office use to encourage telecommuting.