



Zoning & Planning Committee Report

City of Newton In City Council

Monday, June 25, 2018

Present: Councilors Albright (Chair), Kalis, Leary, Danberg, Downs, Brousal-Glaser and Krintzman
Absent: Councilor Baker

Also present: Councilors Crossley, Laredo, Markiewicz, Greenberg, Kelley, Auchincloss and Gentile

Planning & Development Board: Peter Doeringer, Sonia Parisca, Kelley Brown, Kevin McCormick, Sudha Maheshwari and Barney Heath

City Staff present: Barney Heath (Director, Planning Dept.), James Freas (Deputy Director, Planning Dept.), Rachel Nadkarni (Long Range Planner), Jennifer Caira (Chief Planner), Nicole Freedman (Transportation Planner), Marie Lawlor (Assistant City Solicitor), Karyn Dean (Committee Clerk)

#185-18 Discussion and adoption of Needham Street Vision Plan

DIRECTOR OF PLANNING requesting discussion and adoption of the Needham Street Vision Plan as an amendment to the 2007 Newton Comprehensive Plan.

Action: Public Hearing Closed; Zoning & Planning Held 7-0

Note: Susan Albright, Chair of the Zoning & Planning Committee, opened the public hearing. Barney Heath, Director of Planning, addressed the Committee to summarize the Needham Street Vision Plan. He reminded the Committee that this item had also been discussed at the June 11th Zoning & Planning Committee meeting. He provided a PowerPoint presentation, which is attached to this report. Please refer to the presentation for details of Mr. Heath's comments.

Committee Comments/Questions

A Councilor asked about the list of edits and requested amendments that were noted in the Planning Memo prepared for this discussion.. Rachel Nadkarni, Long Range Planner, said that list is in response to the comments staff received at the June 11 Zoning & Planning Committee meeting. She wanted to gather comments from the public this evening before issuing an updated version of the Vision Plan. Staff expects to have the revised copy ready in the next few days.

A Committee member asked if any data was collected from Avalon Bay (number of cars, where residents shop, family size, etc) so as the City looks at future Mixed-Use projects, they might have a better understanding of what to expect based on that experience. Mr. Heath said some information was gathered on the number of cars, but there needs to be some more analysis. No survey was done at Avalon Bay. The Councilor felt that a deep survey would be helpful now that there is a focus on Needham Street.

A Councilor cautioned against getting data from Avalon Bay because it was built quite awhile ago, and the demographic is older and is perhaps more car dependent. How the city markets, builds and designs projects can determine who ends up living there. She also asked if Chapter 40R will come into play on Needham Street. It allows for certain impact fees that might be helpful for the City. Mr. Heath said Chapter 40R is not something they have looked at for that location.

A Councilor noted that the plan speaks to adding new routes to ease congestion. She wondered how new routes or re-routing might affect neighbors, specifically would it subject them to higher traffic on their streets. Mr. Heath said most of the identified routes are purely conceptual at this point. There would need to be more engagement going forward on both the vehicular and pedestrian routes. She would like to have more information on the extension of the Greenway and the network of pedestrian and bike access in the area, as well. She has enjoyed some of the paths on the Charles River but they do not connect well. Connecting them would greatly improve the feeling of the area.

Planning Board member, Peter Doeringer, mentioned that this kind of Vision statement is an important step forward in planning development in Newton. It has been frustrating to see projects get approved one by one instead of putting the decisions into a larger, long-term context.

Public Comment

Kathleen Kouril Grieser, 258 Mill Street asked that the Committee vote no on adopting the Needham Street Vision Plan as an amendment to the 2007 Comprehensive Plan. She does not think it is of the same caliber as the Comprehensive Plan and should not be codified as such. She thinks it is crucial that the City Council be disciplined about protecting Newton's policy-making processes from manipulation by special interests. There are profound differences between constitutions, laws, plans and planning advice. To protect our democracy, we need to be vigilant about preventing bureaucratic and/or special interests to creep into areas that must be the province of democratic voting processes based on votes by elected representatives or by ballot questions. The Charter should be rarely amended. Newton's zoning and other ordinances are our laws and should only be changed by democratic processes. The Comprehensive Plan informs decision making but should not be elevated to part of our constitution. It is a guiding document and this vision plan is even less than that. While the vision plan is worthy, it is simply planning advice from the Planning Dept., which is not elected, and has a pro-high density agenda that is curiously aligned with the powerful developer lobby and opposed to the needs and desires of most Newton residents. Many taxpayers are worried about the \$1B debt problem in the City and the commercial tax base of Needham Street should be maximized and not filled with 10-story apartment buildings making debt worse.

Many wonderful, qualified Newton residents served on the Needham Street visioning committee, and many of them have expressed frustration about the process. Some of the ideas that have been incorporated into the Vision Plan are great. But much public input - particularly about undergrounding utility wires and about limiting high-density residential construction there - has just been dismissed.

There is no doubt that elements of the Needham Street Vision Plan will be incorporated into future changes along Needham Street... and that other elements won't be, because this "vision" is really just the Planning Department's excerpt of what they preferred out of all the ideas and criticism offered by the vision volunteer group and by members of the public. It should not be elevated to being a part of the Comprehensive Plan. It is not work of a caliber high enough to be included in the Comprehensive Plan: The Comprehensive Plan had a much higher standard in terms of being resident-led, incorporating public input, representing compromise and going through iterations of vetting.

I urge you to vote NO on the idea of elevating this "vision into Newton's Comprehensive Plan. Please take care to reserve your rights and powers as elected representatives of the people of Newton from encroachment by bureaucrats and special interests, and please protect our Comprehensive Plan from their attempts to insert their agendas and control into it.

Robert, last name inaudible, Forest Street, said he agreed with the previous speaker and is concerned that it is not dealing with undergrounding utilities. The City has had 30 years to try to do that right and instead the City says they cannot do it. (Speaker mostly inaudible – speaking too closely and loudly into microphone.)

Nathaniel, 53 Pine Crest Road said he wanted to know what work was done to get the comments and insight of the residents of the City aside from the 22 members of the hand-selected Community Engagement Group. The vast majority of residents in the Needham Street area have no idea what is going on and there has been no outreach effort by the City to get their views on what is happening there. Mr. Heath said the Community Engagement Group began with a wide broadcast asking for people who would like to be on the Group. They received a robust response (about 60 applications). They were intentional with the make-up of the Committee to get people from adjacent neighborhoods as well. They would be representing constituencies and part of their job was to take the process back to communities for feedback. There is information on line and staff have been diligent keeping that up to date and providing information. Public comment was invited at every meeting. The process was not perfect, but they did take great care in trying to reach as many as possible including community input meetings after the draft was posted. There were a fair amount of people who did show up to meetings.

Peter Bruce, Newtonville said there was a statement saying self-driving cars would be available in a few years. That is highly unscientific by treating assumptions as if they are facts and idealized conditions as if they are facts. (speaker mostly inaudible speaking too closely and loudly into microphone).

Julia Malakie, 50 Murray Road agreed that this plan should not be raised to the level of the Comprehensive Plan. The vast majority of the people in the City have no idea what is going on. She was out videoing the destruction of the Orr Block and people did not know what was going on there or at Austin Street. She would like to find out the actual pattern of activity and impact on schools by developments such as Avalon. It should be scheduled and done before endorsing this

plan into anything concrete. At the final presentation of this plan, there was no opportunity for public comment, just to ask questions. There are no utility lines shown in the pictures. Also larger shade trees should be provided instead of smaller trees.

Jay Walter, 83 Pembroke Street said he would like to commend the Planning Department on this whole process. It was very open and welcoming. There were 8 meetings and he attended a number of them. The Engagement Group was a diverse group with a number of different ideas expressed. There were public opportunities to speak at the end of each meeting. If people do not know what is going on in the City, it is because they are not paying attention. People need to understand that this is the end-of-the-beginning of the process, and not the end of the process. If we keep reactive zoning, the problems will never be solved. This kind of planning process is necessary.

Annie Raines, (address inaudible) thanked everyone for the work that has been done on this process. Listening is part of the process and is not “reactive”. She thinks that people in the City who are not fully engaged, need to understand what “neighborhood edges” means. This is in relation to building heights. Is the edge a block, or how is that measured. It needs to be better defined.

Philip Herr, Marlborough Street said he had a lot to do with the Comprehensive Plan and he cares about the vision plan a great deal. He understands the concerns raised this evening, and he thinks there could be some careful refining of some points in the vision plan. Aside from that, he thinks the way the plan was put together was strikingly good. He thinks it is a great step forward as an example of what can be done with these kinds of revisions to the Comprehensive Plan. He feels the vision plan is an excellent piece of work.

Hearing no other requests to comment, the Committee voted to closed the Public Hearing. The Planning Board also voted to close their Public Hearing.

A Councilor pointed out that and MIT graduate student project proposed, with a much departmental input and conversation with the Council, a similar zoning map for the Needham Street Corridor. They proposed a higher density at the end of Needham Street and that was not the first time it was suggested that that could be the case. It was asked if the Planning Dept. could pull information from past years on that issue.

Councilor Albright said she started working on the undergrounding of utilities of Needham Street since she first joined the Council. She has become convinced that it would be nearly impossible to underground because of the existing infrastructure already beneath Needham Street. She unhappily accepts that.

The Committee felt that the Vision Plan contained so much good work, but there were some concerns and questions. The Committee would like to see the updated version of the Plan before

voting it out of Committee. Councilor Leary moved hold and the Committee voted in favor, unanimously

The Planning Board also held the item.

#186-18 Zoning Amendment for Shared Parking Pilot Program

DIRECTOR OF PLANNING requesting amendments to Chapter 30, Newton Zoning Ordinance, to allow for a Shared Parking Pilot Program as an accessory use in commercial districts.

Action: Public Hearing Closed; Zoning & Planning Approved subject to second call 7-0

Note: Susan Albright, Chair of the Zoning & Planning Committee, opened the public hearing. Nicole Freedman, Director of Transportation Planning addressed the Committee. She provided a PowerPoint presentation, which is attached. She explained that the Shared Parking Pilot Program was discussed in Committee in March and May and is now being heard in public hearing. The pilot program was conceived to mitigate the parking problems that exist around the City. Staff and City Councilors receive many calls and emails from various constituencies in the City complaining about the lack of parking.

While it seems that many people are circling looking for parking spots, staff surveys have shown that more than 50% of parking spots in some of the village centers are available. Even at peak hours in Newton Centre, 40% of spaces are available. Many of those spots are private commercial property. For example, spaces in a bank parking lot sit empty in the evenings when the bank is closed, while patrons of a nearby restaurant may have trouble finding parking. This pilot program is designed to optimize the parking spaces that exist and to optimize access them. Shared parking would be one of four components of a holistic initiative to address the parking problem. The other components include dynamic pricing, smart technology and a permit plan.

The Shared Parking Pilot program would allow owners of private parking lots to legally provide access to available spaces when they have extra capacity. This is a 3-year pilot with re-evaluation by the City Council at the end of year 1 and year 2; property owners must apply and Inspectional Services approval must be granted to participate; participating property owners must agree to conditions; and resident parking cannot be shared. Displacing customer and employee parking for shared parking is not allowed. The City reserves the right to end a lot owner's participation in the pilot if required conditions are not met. The program is cancelled when the pilot expires, which is stated in the application.

Data will be collected throughout the pilot so that needed adjustments can be made. Lot owners will be providing annual surveys of their parkers so utilization data will be collected throughout the pilot. An App can be used to find, reserve and pay for the shared parking spots. There are other approaches that lot owners can take, however. Property owners (such as a bank and a restaurant) can work out an agreement with each other, however, the lot owner would still have to come to the City and apply even if not using an App and even if not charging any fees.

Rachel Nadkarni, Long Range Planner, explained that this item is in Zoning & Planning Committee for a public hearing because a zoning ordinance amendment is necessary to allow public parking in private lots. A draft ordinance was provided in the Planning Memo for Committee review.

She also explained that some large resources used by commercial businesses are adjacent to residential zones. For instance, Chapel Bridge Industrial Park has residentially zoned parking lots that are adjacent to the commercial property. There are a few examples like this throughout the City and those will be included in the pilot program. These will be only residential zones where this pilot will apply.

Committee Comments/Questions

A Councilor pointed out that there will no signs indicating where these spaces will be. He asked how staff plan on getting this information out to enough people to insure a successful pilot program. Ms. Freedman said the shared parking Apps do marketing to promote their use, and are being utilized in other communities. Also, employers will be educating their employees on the opportunity for shared parking and Kathryn Ellis, the Economic Development Director, is working with businesses as well. Social media and word of mouth will be utilized as well.

A Committee member asked for data relative to use of the spots. Ms. Freedman said the property owners will be conducting parker surveys to determine where parkers are coming from and how they are using the spaces. A Councilor noted that he has a shared parking app and has used it in Boston. He finds it very useful.

Property owners can set their own rates on the Apps, which are driven by the market and are generally higher than meters.

A Councilor asked how staff decided on a 3-year pilot. Ms. Freedman explained that the property owners will need time to decide if they want to participate and also might wait to see what their neighbors are doing, therefore, there may be a lag in the number of available spaces. They also need time for the marketing to work and for customers to start using the program. After there is a critical mass of spaces and parkers, staff would like to collect data and fine tune the program so the appropriate zoning amendment, if any, can be put in place.

A Councilor said the criteria for allowing property owners to participate should be run through the City Council. The Chair said the Zoning & Planning Committee will be receiving ongoing updates throughout the pilot. She asked Planning staff to meet with Land Use Committee to let them know about the program.

Public Comment

Kathleen Kouril-Grieser, 258 Mill Street said she has used shared parking Apps in other cities. She had expected to park in a parking lot but ended up in a private driveway. She is not sure if other cities allow that and how neighbors feel about it.

This is a useful experiment and a good idea. She is concerned however that this pilot will not stop business owners and homeowners who are already using an app from renting out their spaces in

Newton. If someone wants to do this under the table, the City has no mechanism to discover that. She is also interested in the tax revenue especially relative to religious organizations. Also, if a big problem is employee parking, this pilot could be targeted towards that to encourage businesses and their employees instead of the wider public. If it is opened up, it could incentivize more people to drive to Newton from out of town to take the T. More cars might inadvertently be drawn to Newton and make the parking and traffic problems worse.

She would like to remind the City Council that they are in charge of this and if they want to pull the plug earlier than 3 years, they should. She really hopes this is not a backdoor effort to find a way to surplus more public parking lots to connected property speculators.

Ms. Nadkarni responded that some communities have allowed shared parking in residential areas, or have turned a blind eye to it. This program is specifically prohibiting residential use.

Greg Reibman, Newton Highlands, President of the Newton/Needham Chamber of Commerce said this program addresses a problem the Chamber hears about every week from its members. He supports this.

Hearing no other requests to comment, the Committee voted to close the Public Hearing. The Planning Board also voted to close their Public Hearing.

Planning Board Comments

A Planning Board member said he hopes people can resist the temptation to burden this program with too many restrictions and data collection. Participation will be key to make this work and as a property owner might be concerned liability or damage.

Another Planning Board member said he would like to run three defined experiments in West Newton, Newton Centre and Nonantum. Surveys structure the kind of information that is gathered so some more open ended procedure should be employed as well such as a real-time blog. Property owner liability and tax information should be supplied to the potential lot owners.

Ms. Nadkarni responded that Apps are able to provide liability insurance for the property owners. Staff has spoken to the Assessor's office about taxation. There would be tax revenue coming into the City on the amount of revenue that is generated.

Councilor Leary moved approval subject to second call. She noted that Committee member, Councilor Baker, was unable to attend tonight's meeting but would like to ask further questions and express some concerns. She would like him to have that opportunity at the City Council meeting on July 9.

The Committee voted in favor 7-0 to approve subject to second call.

The Planning Board voted to approve 5-0-1.

#201-18 Zoning amendment to limit residential portion of business zone developments
COUNCILOR GENTILE, MARKIEWICZ, COTE AND NORTON requesting amendments to Chapter 30, Newton Zoning Ordinance, to require that any development in a business zone, limit the residential portion of the project to 50% of the total development.

Action: Zoning & Planning voted No Action Necessary 7-0

Note: Councilor Albright explained that a public hearing was previously held on this item and was closed. She noted that she had several discussions with Councilor Gentile about this item as well as the following item #202-18. The issues that are addressed in these two docket items could be incorporated into the ongoing Zoning Reform project. Keeping these in mind during the Committee's work on zoning reform would be her preference. Councilor Gentile said he has not heard back from his co-docketers about voting No Action Necessary on these two items. Councilor Markiewicz addressed the Committee and stated that he was amenable to voting No Action Necessary on this item and Councilor Gentile agreed.

The Committee voted No Action Necessary 7-0.

#202-18 Zoning amendment to Mixed Used 4 district
COUNCILOR GENTILE MARKIEWICZ, COTE AND NORTON requesting amendments to Chapter 30, Newton Zoning Ordinance, so that the Mixed Used 4 (MU4) zone is either eliminated; or the dimensional controls are reduced; or a moratorium of two years be placed on any new MU4 development; or any combination of these three action.

Action: Zoning & Planning voted No Action Necessary 6-0-1 (Councilor Brousal-Glaser abstaining)

Note: Councilor Albright explained that a public hearing was previously held on this item and was closed. She felt that if the Committee decides to hold this item, the moratorium option should be deleted because it can cause a chilling effect throughout the city on development.

Councilor Markiewicz noted that a single developer has acquired many properties on Washington Street. He is well funded and organized and has been successful in getting ~~two~~ one MU4 project permitted already. (Edited: The other MU4 project was Austin Street, which is being developed by a different company.) The opportunity to expand in this area is not foregone because the same developer has said that the opportunity for high-rent development is confined to the inner Boston suburbs. Nothing will be lost and there will be no chilling effect on good, smaller development if MU4 is put on hold. Councilor Markiewicz said it would be a good idea to see how the current MU4s impact the City before allowing more. Then an informed decision can be made going forward.

Several Committee members felt that special permits can help with controls and that the MU4 standards provide for maximum dimensional controls, not requirements. They were not in favor of

supporting this item. Councilor Brousal-Glaser said the Council has learned so much just going through the approval process of the current MU4s. Trying to limit height would be a good idea. Breadth and width should also be considered because most developers would like to turn the streets into long shopping malls, taking away side streets. This is a real concern and she is worried this might not be addressed during zoning reform. She will not be in favor of voting No Action Necessary and will abstain if the motion is made.

The Chair noted that MU4 will certainly will be considered during zoning reform – there is no way to avoid it. A Councilor noted that there is gaining momentum in zoning reform and there are many special permits being considered across the City. The Council has discretion over the process and the product as well as zone changes and what can be allowed within zones. There will be revised ordinances and revised maps coming before the Council this fall. While there is great concern about the market pressure and the coming developments, work has to be done simultaneously. Each special permit has taken an extraordinary amount of time and public input while struggling with current rules and the Council has discretion. These items are not necessary at this time.

Councilor Gentile said he docketed these items in an attempt to allow a forum for those residents who felt disenfranchised by the process and approval of the MU4 projects. He continues to believe that it is not great land use to have the bitter fights around Austin Street and Washington Place. There were a number of people who spoke out at the public hearing in favor of these items as well as expressing the message that they believe the City is moving too quickly in allowing development. There was an overwhelming majority that felt that way and not many that were opposed. He hopes the City Council will start listening to people because it is clear they feel they are not being listened to. He would like to have this item referred to a Committee that will review this. Councilor Albright noted that the Zoning & Planning Committee is the body that will review these issues and they will be taken into account moving forward. Councilor Gentile would like Planning staff to understand that MU4 needs serious review.

Councilor Leary moved No Action Necessary and the Committee voted 6-0-1 with Councilor Brousal-Glaser abstaining.

#203-18 **Zoning amend. for moratorium on zone changes/construction on Washington St.**
COUNCILOR GENTILE AND NORTON requesting amendments to Chapter 30, Newton Zoning Ordinance, to adopt an immediate moratorium on any zone changes and/or construction/development along both sides of Washington Street, including abutting properties, from the intersection of Commonwealth Avenue Washington Street in Auburndale/West Newton, to the intersection of Washington Street and Centre Street in Newton Corner. This moratorium shall remain in place until Zoning Redesign and the proposed “actionable plan for the Washington Street Corridor” are completed. This moratorium does not apply to by right construction/development that is currently allowed by the Newton Zoning Ordinances. This moratorium shall expire on September 30, 2019. **Public Hearing Closed 5/29/18**

Action: Zoning & Planning motion to approve failed to carry 1-5-1 (Councilors Albright, Leary, Danberg, Downs and Krintzman opposed; Councilor Kalis abstaining)

Note: Councilor Gentile provided a draft ordinance, which is attached. He explained that he and Councilor Norton are proposing this moratorium because the City is spending a large amount of money on a Washington Street Visioning project and until that process is complete, no other large developments should be considered. There was concern about the moratorium impacting homeowners and small business owners, but that is not the intention. It will only affect development over 10,000 square feet. He noted that there are two projects that the Planning Department is aware of that contain 400 and 500 units each proposed for Washington Street. He would think the City Council would like to be on record as saying they do not want to see those proposals until the Washington Street Visioning process and zoning is completed.

Councilor Gentile wanted to clarify that this docket item is not intended to affect Washington Place and projects that have already been permitted. Washington Place was debated and deliberated over a very long period of time and, while he did not support it, he is not trying to impact it with this item. The Chair noted that the amendment to the Washington Place special permit was filed after this item was advertised. The Law Department was unsure whether if this item would be affected if this moratorium went into effect. Councilor Gentile reiterated that he would want to know for sure as he does not want to affect Washington Place.

Councilor Gentile said if the police station project does not materialize for Mr. Korff, then some other options might come to the fore.

A Committee member noted that the Planning Department's memo stated that a moratorium in this case does meet all the best practices such as a defined timeline, and a precise target and identified objectives. She agreed that the Washington Street visioning project should be completed so that an overall vision for Washington Street can be considered before allowing further development.

A Councilor said that the City Council owes the public a better response to the development on Washington Street. There are many concerned residents and maybe there is a lack of information or some mistrust. It must be addressed in some demonstrative way.

Another member said he would like to see the visioning project fully developed, however, waiting for zoning reform to be completed as well is problematic. Councilor Gentile said that could be removed and noted that an end-date is included in the proposal, as well. He asked to wait at least until the visioning project is complete. The Chair felt that the Council does want to send a message to developers that whatever projects might come in will have to be in concert with whatever zoning ordinance is produced by the visioning process.

Several members were opposed to the moratorium and limiting the discretion of the City Council. There are sufficient processes in place for re-zoning parcels of land as well as for reviewing special

permits. Moratoria do have their place; however, in cases where the City Council has adequate discretion, they are not necessary. The Land Use Committee and ultimately the full Council have discretionary authority and control over development.

A Councilor felt the intent of this item is valid and echoes concerns of residents in the City. The City Council should take great care in considering projects and in using their discretion, but she did not support a moratorium.

The Chair asked the Law Department if a moratorium would apply to Chapter 40B projects and the answer was no. A Councilor noted that forcing developers into a 40B project could be a consequence. Developers will not want to sit on a property for a couple of years because their resources are not infinite.

The Chair noted that over 800 people have participated in the Washington Street charrettes and she believes that any developer looking to work along Washington Street would be paying attention to the ideas and concerns that were brought up there.

Councilor Brousal-Glaser moved approval. The motion to approve failed to carry 1-5-1 with Councilor Brousal-Glaser voting to approve, Councilors Albright, Danberg, Leary and Downs opposed; and Councilor Kalis abstaining.

#376-18 Zoning amendment to regulate marijuana establishments

THE PLANNING DEPARTMENT requesting amendments to the Newton Zoning Ordinance, Chapter 30, to regulate the use of land, structures and buildings for the operation of marijuana establishments; to determine in which zoning districts and under what conditions marijuana establishments will be allowed; and to establish minimum standards and criteria.

Action: **Zoning & Planning Held 7-0**

Note: Jennifer Caira, Chief Planner, addressed the Committee. She explained that the Planning Department will be providing an update on the zoning ordinance for marijuana establishments. She reminded the Committee that a moratorium was put in place on all non-medical marijuana uses through December 31, 2018 in order to allow the City adequate time to draft and adopt appropriate zoning. Garden Remedies is exempt from this moratorium.

Ms. Caira provided a PowerPoint presentation, which is attached. Please refer to it for history, elements of the state regulations provided by the Cannabis Control Commission. The presentation also reviews guiding zoning principles, proposed zoning districts, zoning maps, standards and criteria for approval. Please refer to it for those details. Staff will present a draft ordinance to the Committee in July and a public hearing will be assigned for September. The general rule has been to avoid public hearings in summer months on controversial subjects. Residents feel they may not have the opportunity to be involved because many are away in July and August. Some Councilors felt that business should not stop just because it is summer. People are able to keep in touch

through email if they are not in town. The Chair suggested that the Councilor bring this concern up at the upcoming Chair's meeting.

Committee Comments/Questions

A Councilor asked about restrictions for location near parks and playgrounds. He noted that one of the proposed zones on Needham Street abuts a park and buffer would be needed. Ms. Caira said the new state law took out the buffer requirement around "places where children congregate" and places of worship. Public and private K-12 schools do require a buffer zone. She noted that one of the challenges of choosing zones was that it was difficult to find enough appropriate locations, while finding adequate distribution throughout the City and at the same time providing the minimum amount of opportunity which is required. She thinks that some of the standards and criteria for approval might help move zones from various places where there might be conflicts. The new zoning will help the City better target the more appropriate areas more easily than the current zoning allows.

A Councilor asked if MU2 could be exempt from the zoning for now until the Needham Street Plan was complete. There are many children in that area with a new park and it needs to be thought about strategically. There are appropriate places on Needham Street but parts of it definitely are not appropriate.

It was asked how many parks are near the proposed zones. Ms. Caira said that language about parks are not part of the new regulations so were not layered on the proposed maps, but she can provide that information.

The Chair asked staff if they would be looking at this zoning differently if only 4 RMDs were allowed instead of 8. Ms. Caira noted that they would not look at it much differently – the same principles and standards would be guiding the process. The only difference might be with the buffer zones between establishments. There could be a larger buffer with fewer stores but it might not have to change at all.

A Councilor was concerned that the BU2 zone currently allows RMDs but because some older BU2 zones are located in Newton Centre and Adams Street, for example, and that might be problematic. She would like RMDs exempt from BU2 zones in village centers because the standards call for them to be "bunker like" and that would not be a good aesthetic for a village center. It was also noted there are already some problems with transparency with storefronts in village centers. A Councilor observed that taking the BU2 zone off the map would leave virtually no places to site RMDs. Ms. Caira agreed because there are not enough commercial zones left without it, but they will look at the village center issue. Maybe this can be revisited during zoning reform.

A Committee member asked if staff had considered requiring transportation demand management for employees of RMDs. Ms. Caira said that will be part of the transportation analysis and is something they are looking at now for proposals they have before them. A Councilor also

suggested that staff look carefully at greenhouse gas emissions and water usage. While there may not be any grow facilities in Newton, they are an incredibly energy intensive use.

It was asked why the research and cultivation establishments are north of the Mass Pike. Ms. Caira said that is a function of where the existing manufacturing zones are located. Those uses are more appropriate in a Manufacturing zone and while there are a few on South side, those zones are concentrated on the North side. This may change with zoning reform. There is also a BU2 zone on most of Adams Street. When considering placement of types of facilities (testing, retail, manufacturing) in theory they could all be located in that area. With the ballot question to limit RMDs to 2-4, that problem might be solved if passed. Ms. Caira noted that when looking at buffer zones, they specifically looked at Adams Street and felt the buffers will prevent a concentration in that area. A half-mile buffer from Garden Remedies would exclude much of Adams Street.

Several Committee members were impressed with the work done thus far and thanked staff for their efforts.

Councilor Downs moved hold and the Committee voted in favor.

#76-18 **Discussion relative to the draft policy content outline of Zoning Ordinance**
DIRECTOR OF PLANNING requesting review, discussion, and direction relative to the Zoning Redesign Project on a draft policy content outline of the new Zoning Ordinance.

Action: **Zoning & Planning Held 7-0**

Note: James Freas, Deputy Director of Planning joined the Committee. He provided a PowerPoint, which is attached to this report. He reported that staff continues to work on the draft ordinance and the proposed zoning map. They have selected a set of districts, which are listed on the presentation.

Councilor Krintzman moved hold and the Committee voted in favor.

Meeting adjourned.

Respectfully Submitted,

Susan S. Albright, Chair



**Needham Street
Area Vision Plan
2018**

DRAFT

A Vision for Needham Street

The Needham Street area will be a prosperous mixed-use district that emulates many of the positive aspects of Newton's villages. The area will be designed for all-ages and connected to transportation options.

The Needham Street area will continue to reflect its industrial history and current commercial strength while adding diverse residential options and modern innovation industries. It will also be supported by a mix of cultural and recreational opportunities.

Future growth will incorporate environmentally sustainable technologies and design.



Community Engagement Group Meetings

December 11th

January 22nd

January 29th

February 12th

March 12th

March 26th

April 9th

Time: 5:00 p.m. - 7:30 p.m.

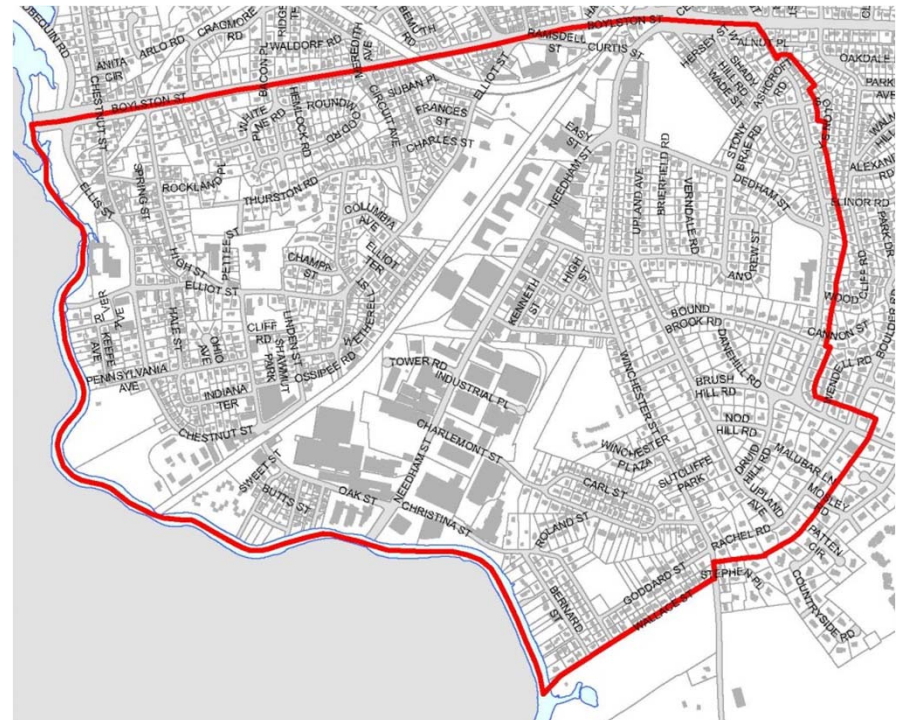
April 23rd

Public Forum

Time: 6:00 p.m. - 8:00 p.m.

Wrap Up Meeting

April 30, 5:00 – 6:00 p.m.



Preference was given to group members with residency within the area immediately around Needham Street (within the red line above)

Acknowledgements

Community Engagement Members

Linda Green, Resident
 Becky Schwartz, Resident
 Ben Waltuck, Resident
 Irina Serdobova Freeman, Resident
 Ellen Katz, Resident
 Glenn Vanaman, Resident
 Jean Klugman, Resident
 Dennis Tourse, Resident and Real Estate Finance Representative
 Leo Hannenberg, Resident and Transportation Representative
 Deborah Crossley, Resident and Ward 5 Councilor
 David Kalis, Resident and Ward 8 Councilor
 Jo-Louise Allen, Resident and Newton Upper Falls Area Council Representative
 Srdjan S. Nedeljkovic, Newton Highlands Area Council Representative
 Peter Standish, Northland Investment Corp. Representative
 Beth Wilkinson, Open Space Representative
 Claudine Ellyn, Sustainability Representative
 William Roesner, Newton Villages Alliance Representative
 Sonia Parisca, Newton Planning Board Representative
 Joyce Plotkin, Newton Economic Development Commission Representative
 Marian Knapp, Newton Council on Aging Representative
 Greg Reibman, Newton-Needham Chamber of Commerce Representative

Presenters

Mayor Ruthanne Fuller
 Planning and Development Department Staff team
 Barney Heath, Director of Planning and Community Development
 James Freas, Deputy Director of Planning
 Valerie Birmingham, Planning Associate
 Jennifer Caira, Chief Planner
 Kathryn Ellis, Economic Development Director
 Nicole Freedman, Director of Transportation Planning
 Rachel Blatt Nadkarni, Long Range Planner
 Lily Canan Reynolds, Community Engagement Manager
 Claire Rundelli, Assistant Environmental Planner
 Shubee Sikka, Urban Designer
 Jennifer Steel, Chief Environmental Planner
 Newton Public Schools Staff
 Julie Kirrane, Director of Business and Planning
 Economic Development Strategy consulting team
 Camoin Associates

Barry Price Center

Major thanks are given to the Barry Price Center for hosting the Needham Street Area Vision Plan Community Engagement Group meetings

Consensus Building Institute

Thanks are given to the Consensus Building Institute who provided advising services to the Planning and Development Department staff team regarding meeting organization

A Vision for Environmental Health

The Needham Street area will be designed to facilitate ecological health through restoration of existing open space.

The area will support healthy lifestyles with the creation of diverse, multi-use, natural areas that encourage use and environmental education.

- **Increase Climate Resilience**
 - **Promote Low Impact Development to protect wetlands and waterways**
 - **Improve health of existing open space and create diversity in new open space**
 - **Provide Ready Access**
-

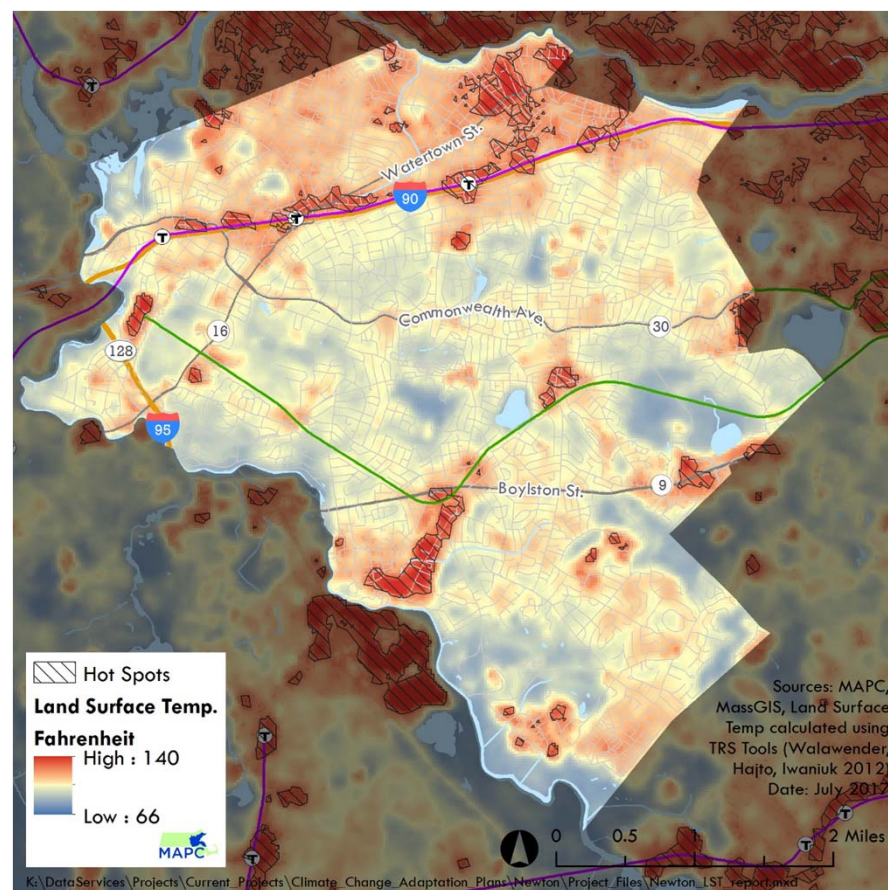
Increase climate resiliency

Short Term Actions

- Require and/or incentivize development and renovations to build with:
 - Sustainable, energy efficient materials
 - Sustainable waste management plans (for before, during, and after construction)
 - Proper soil/erosion controls
 - Net zero energy goals
- **Require and/or incentivize buildings to maximize energy efficiency and renewable energy generation.**

On-Going/Long Term Actions

- Increase shuttle services to open space/natural areas, transportation hubs, and cultural/community amenities to reduce CO2 emissions from single-occupancy vehicles.
- Create a “Sustainable Living” theme for Needham St. focused on the natural amenities of the area including the Charles River, South Meadow Brook, and the Upper Falls Greenway.



Promote Low Impact Development to protect wetlands and waterways

Short Term Actions

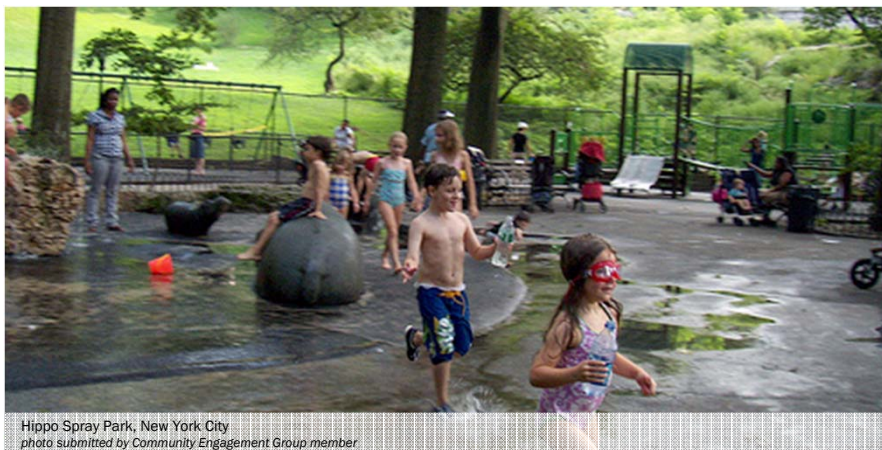
- Update requirements in the zoning ordinance with respect to pervious/impervious coverage, landscaping, low-impact stormwater management, and erosion/ sedimentation controls.
- Increase plantings to address heat island effects, provide stormwater management, meet street and building shade desires, create habitat, and increase aesthetic appeal.
- Set standards for stormwater management in any new public streets/ public spaces.



Graphic source: City of Philadelphia Green Streets Design Manual

On-Going/Long Term Actions

- Work with the N2 Innovation District, Green Newton, and others to promote climate resiliency innovation in the existing building stock (e.g. electric vehicle charging stations, tree planting)
- Promote climate resiliency on a city-wide scale by holding regular events (e.g., festivals, presentations, neighborhood walks) that encourage interaction with and knowledge about the natural amenities along Needham St.



Hippo Spray Park, New York City
photo submitted by Community Engagement Group member

Short Term Actions

- Develop a community action group to monitor open spaces and provide the relevant City offices with information that may be missed by people who do not live in the area.
- Improve the health of South Meadow Brook through restoration plantings along the banks and buffer zones
- Coordinate with MassDOT to add street trees along Needham Street wherever possible. Require trees on private property along Needham Street in any new development.

Improve health of existing open space and create diversity in new open space

On-Going/Long Term Actions

- Encourage stewardship investment (financial and otherwise) in the maintenance and improvement of existing open spaces.
 - e.g. support volunteer clean-up days with residents and businesses to maintain the health of open spaces
- **Require new development/redevelopment to incorporate new publicly accessible open spaces in the Needham Street area.**
 - Build diverse new public open spaces that encourage outdoor activity, environmental awareness, and community building: e.g. trails, interactive water features, playgrounds, community gardens, plazas, and public art.

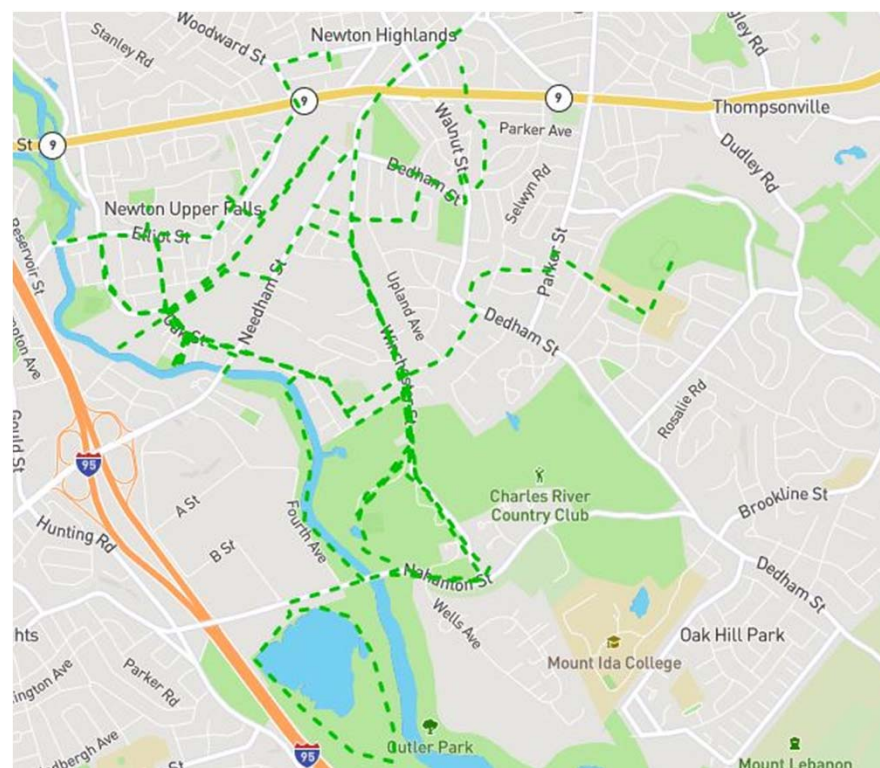
Provide Ready Access

Short Term Actions

- Increase access to those with disabilities through addition of ADA-compliant trails and amenities.
- Place bike racks, benches, and informational, educational, and/or play features along trails.
- **Expand and diversify trails, walking loops, and open space connections on a local level to encourage a variety of trail users.**

On-Going/Long Term Actions

- Construct trail and open space infrastructure that allows increased access to the Charles River.
- Expand trails, walking loops, and open space connections on a regional level (e.g. into Needham, Brookline, Dedham, etc.)



A Vision for Transportation

The Needham Street area will have safe and convenient transportation connections in and around the local neighborhoods and to regional destinations.

Needham Street will be a walkable retail spine, supported by diverse options for getting to the street – whether by transit, walking, biking, or driving.

- Improve safety and accessibility
- Expand and enhance transit connections along Needham Street
- Manage transportation demand in new development
- Convert Needham Street from an isolated to a connected roadway
- Prepare for future tech – shared, electric, autonomous vehicles

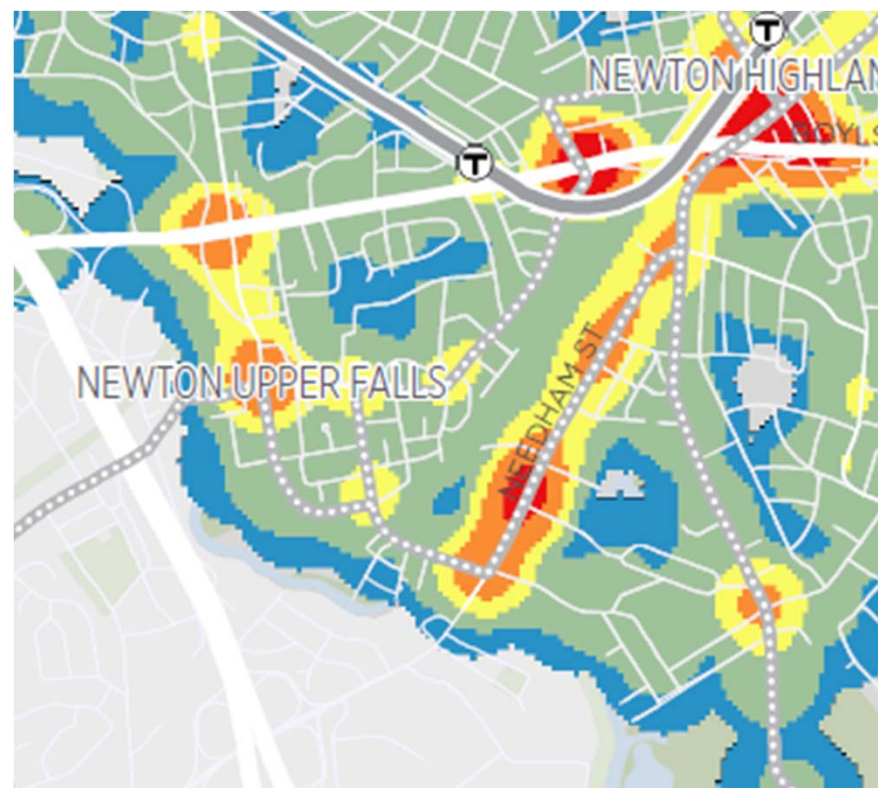
Improve safety and accessibility

Short Term Actions

- Update accessible curb ramps in conjunction with City accelerated road program projects.
For example - the Chestnut St and Ellis St intersection is scheduled for repaving in 2018 and city engineers are developing improvements to the accessible curb ramps at the corners of the intersection.
- Work with MassDOT to pursue lighting upgrades along Needham Street.

On-Going/Long Term Actions

- **Manage driving speeds in neighborhoods to at or below the posted speed limit through roadway design and safety education.**
- Update street, sidewalk, and parking lot lighting.
- Incorporate principles of accessible/universal design in street, sidewalk, and parking lot design.



Expand and enhance transit connections along Needham Street



Short Term Actions

- Join the 128 Business Council to have a voice in the organization's decisions about private transit services.
- **Coordinate existing and encourage new publicly accessible fixed-route shuttle services along Needham Street to the Green Line.**
 - The City of Newton authorizes shuttle routes and stops in city streets. Further station area planning around shuttle pick-up/drop-off may be required as shuttle services expand in the Needham Street area.

On-Going/Long Term Actions

- Improve bus stops with bus shelters, benches, real-time information, lighting, etc.
- Institute transit signal priority between the Newton Highlands station and the Needham border to improve reliability of buses and shuttles.
 - Signal priority tracks a bus as it approaches an intersection and then prioritizes green time along the bus route to allow the bus to move through the intersection with less wait.
- Advocate for additional MBTA service.
- Explore transit options along the Greenway connecting Green Line at Newton Highlands to Needham Heights Commuter Rail.

Manage transportation demand in new development



Short Term Actions

- Design new development to encourage walking, biking, and transit including supporting a mix of uses.
- **Establish standards for transportation demand management in new development (e.g. subsidies for transit, bike storage).**



On-Going/Long Term Actions

- Consider strategies for parking management. Explore options for centralized parking facilities.

Convert Needham Street from an isolated to a connected roadway

Short Term Actions

- Encourage public connections between parking lots and require wayfinding signage to guide drivers to those routes.

On-Going/Long Term Actions

- Create new driving and non-driving connections off of Needham Street as opportunities present themselves.



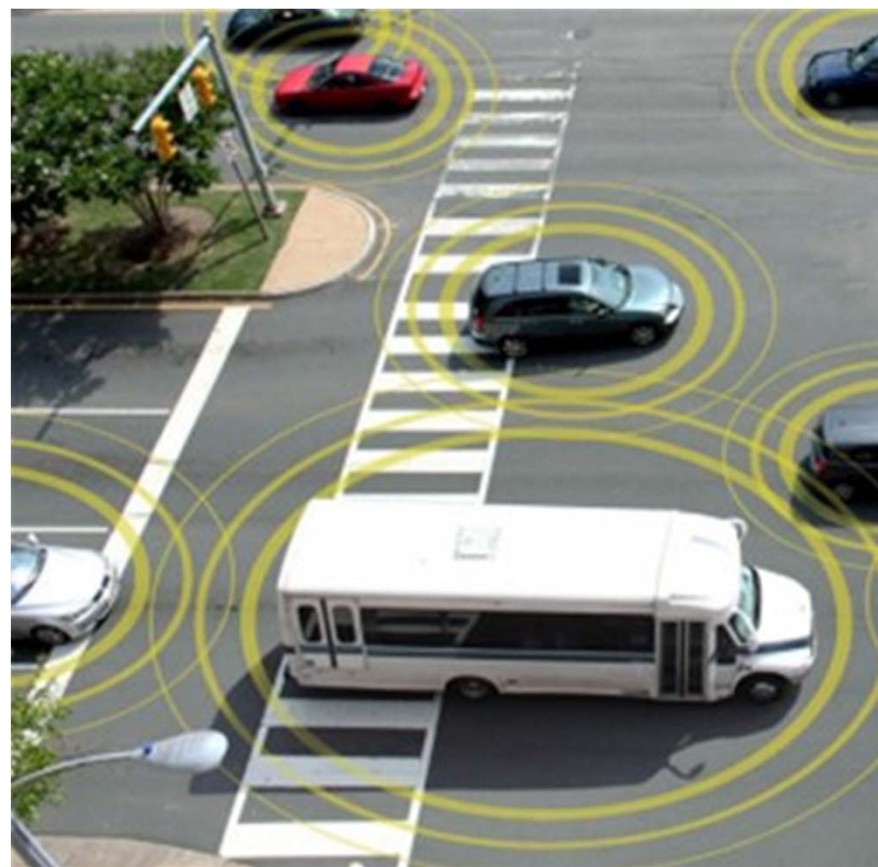
Prepare for future tech – shared, electric, autonomous vehicles

Short Term Actions

- Coordinate with existing and emerging shared fleet companies, e.g. Uber/Lyft/Zipcar
- **Plan for electric vehicles charging in all new buildings and encourage addition of charging stations in existing parking lots.**
- Require new development to assign space for shared vehicles (e.g. Zipcar)

On-Going/Long Term Actions

- Track autonomous vehicle innovations and management strategies.



A Vision for Land Use

The Needham Street area will be a vibrant destination with a distinct identity. The area will have a diversity of homes, businesses, and gathering places for community life.

- Support a mix of uses
- Provide diverse housing options
- Increase support for small local businesses within the retail spine
- Create a range of community gathering spaces

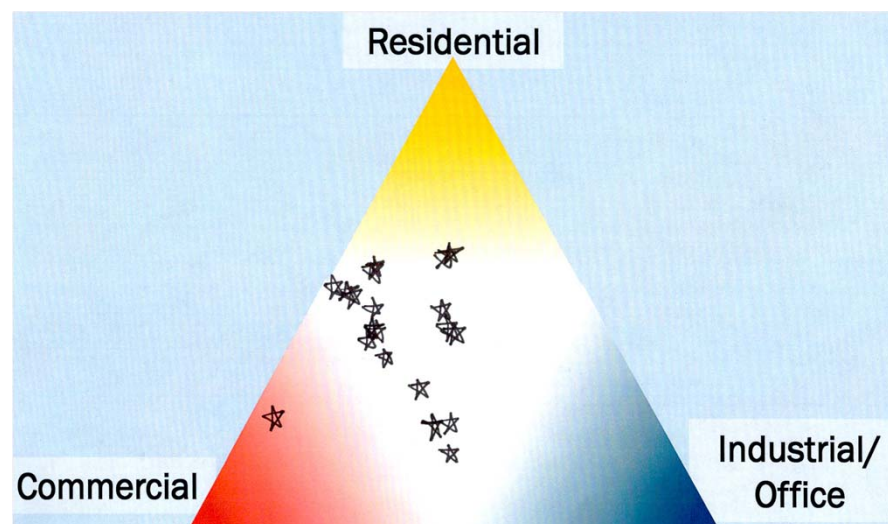
Support a mix of uses

Short Term Actions

- Amend zoning along Needham Street to encourage mixed uses, including housing, community uses, smaller commercial uses, and compatible manufacturing/production uses (e.g. breweries, artisans, R&D lab space, etc.).
- Allow more uses by-right with clear development and design requirements (height, massing, transparency, etc.), along with clear operating standards.

On-Going/Long Term Actions

- Attract employers and support employees by encouraging housing and transportation options, as well as amenity uses, such as restaurants and entertainment.
- Work with the Newton-Needham Chamber of Commerce and N² Innovation District to attract new businesses and economic development assets like co-working to the area.



Provide diverse housing options

Short Term Actions

- Encourage a range of housing unit types and sizes to accommodate all ages and those with various incomes.
- Reduce minimum lot area per unit in the zoning ordinance to encourage the production of a range of housing types
- Update inclusionary housing requirements in the zoning ordinance to provide housing for a greater range of incomes.

On-Going/Long Term Actions

- Improve transit and bicycle access as well as transportation support services to appeal to potential car-free residents.



Increase support for small local businesses within the retail spine

Short Term Actions

- **Allow small-scale retail by-right.**
- Allow shared parking and reduce parking minimums to support retailers in encouraging customers to shop at multiple locations on Needham Street.

On-Going/Long Term Actions

- Locate neighborhood-scale retail and service uses on the ground floor of new developments.
- Work with the Newton-Needham Chamber of Commerce and N² Innovation District to support business growth in the Needham Street area.



Increase support for small local businesses within the retail spine

Short Term Actions

- Amend zoning to allow broader range of civic and cultural uses as well as private entertainment and recreational uses.
- Require publicly accessible open space in new large developments and develop set standards for new public open spaces.

On-Going/Long Term Actions

- Consider the Needham Street area as a potential site for future public investments in community centers or civic institutions.



A Vision for Design

The Needham Street area will be an inviting place for people of all ages and abilities. The physical environment will be comfortable and healthy. The area's buildings and public spaces will be designed for the human-scale and will promote an active pedestrian environment.

- Utilize design to encourage active community life
- Incentivize contextual and human-scale building design
- Endorse high quality architecture and sustainable construction

Utilize design to encourage active community life

Short Term Actions

- Amend the zoning ordinance to strengthen requirements around active front façades.
 - Frequent entrances along a façade
 - Parking behind buildings
 - Line active public open spaces with active facades to give people a natural reason to utilize the public space
- Establish design standards for newly created or renovated public and privately-owned publicly-accessible open spaces
 - Encourage diverse open space programming – areas for social gathering and play as well as for quiet rest and relaxation.
 - Set “all age friendly” guidelines – e.g. benches with arms for older adults and elements of play for children.
- Establish lighting standards that encourage evening activity.



On-Going/Long Term Actions

- Work with businesses to increase transparency in windows.
- Work with property owners to activate the greenway edge with art installations, transparency into abutting shops, direct entries, public gathering spaces, etc.
- **Expand arts installations and programming in public spaces, particularly interactive pieces (e.g. the Artful Pianos program)**
- Require new development to underground utilities.
- Work with businesses to clarify wayfinding signage.

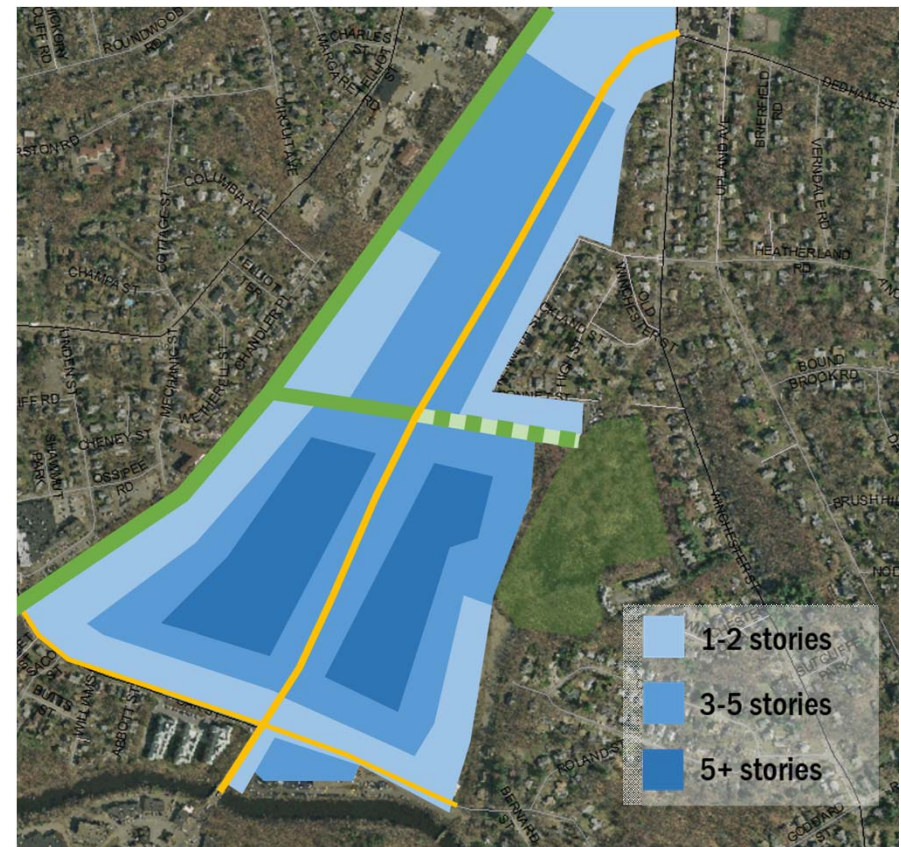
Incentivize contextual and human-scale building design

Short Term Actions

- Develop zoning standards for building massing and articulation with a basis in the immediate context and best practices for vibrant neighborhoods.
- **Require new building heights to meet residential heights at neighborhood edges; utilize grade change and upper-story setbacks to reduce visible height of larger buildings**
- Encourage deep lots along Needham Street to be divided into smaller blocks to increase walking route options and public space opportunities; set requirements for changes in building facades to break up the massing of a building

On-Going/Long Term Actions

- Establish standards for and encourage active commercial front yards along Needham Street – e.g. outdoor dining, new tree planting, lighting, etc.



Endorse high quality architecture and sustainable construction

Short Term Actions

- Request new development to utilize natural and hardy materials, particularly where users can interact with them (e.g. ground floor facades, fences, and public spaces).
- Encourage identity-enhancing public space amenities (e.g. street-lamps, benches, banners, educational kiosks, etc.) that underscore the innovation and sustainable living themes.

On-Going/Long Term Actions

- Work with the N² Innovation district to develop and install identity-enhancing wayfinding signs.
- **Request new development to incorporate latest sustainable construction methods and make those innovations part of the visible identity of the area.**



Example new construction in the Stockholm eco-district of Hammarby Sjöstad integrate sustainable design features throughout, including the green roofs and pocket parks seen here as well as in the hidden stormwater, heating, electrical, and waste managements systems that are integrated throughout the development.

Design Principles

Summarized here are the design principles that were discussed with the Community Engagement Group for both new development and redevelopment along Needham Street.



Design public open space as an extension of the streetscape and maximize comfort and visual access



Design sidewalks with active building fronts to enhance the pedestrian experience*



Harmonize relationship between buildings, streets, and open spaces*



Create a defined and active streetwall. render facades with texture and depth*



Recognize and enhance unique conditions, historic and natural features



Express a clear organizing architectural idea and harmonize the built form with scale and materials



Modulate buildings vertically and horizontally



Shape the roofs of buildings

PUBLIC REALM

SITE DESIGN

BUILT FORM

*photo submitted by Community Engagement Group member

A Vision for Implementation

The Needham Street Area Vision Plan will inform public and private sector decision-making. The City of Newton will continue to be a leader in coordinating the long-term improvement and success of the area, working in partnership with residents, businesses, and the city as a whole.

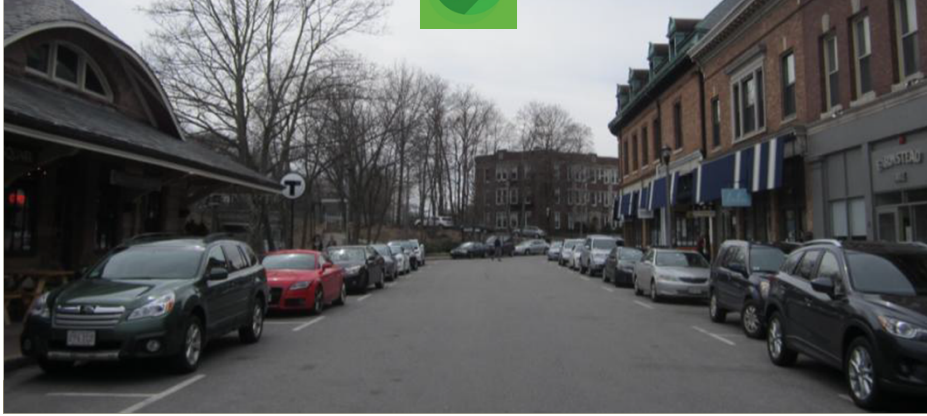
- **Use an active management framework**
- **Make community engagement a cornerstone of action**
- **Establish equity as an essential consideration**

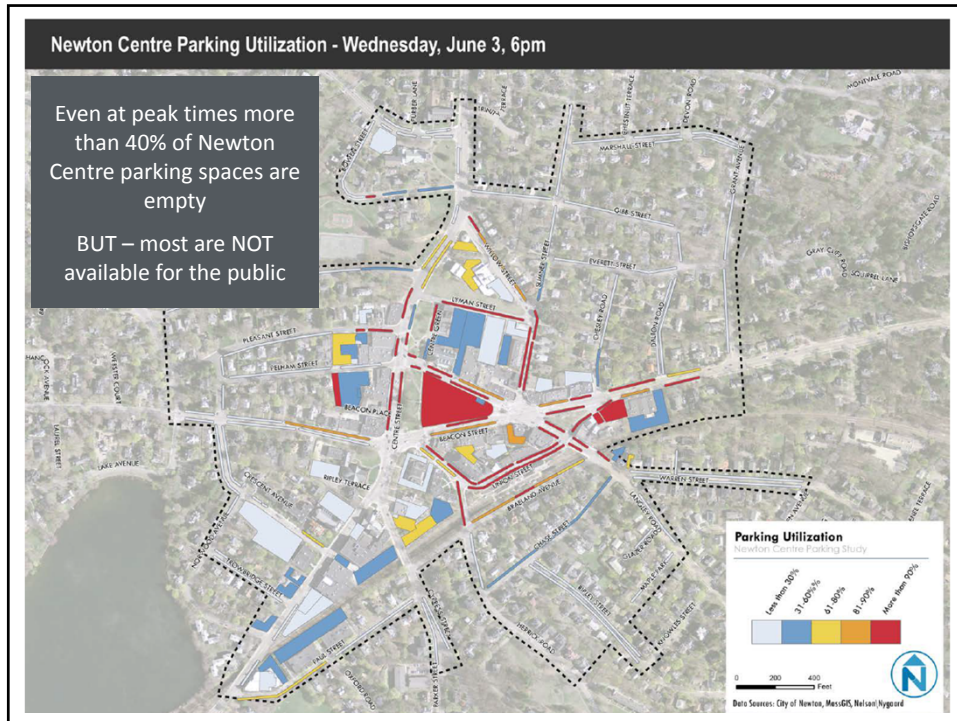
A large group of people is seated at several round tables in a well-lit meeting room. They appear to be engaged in a discussion or workshop. The room has a wooden floor, recessed ceiling lights, and various posters or charts on the walls. The text is overlaid on the center of the image.

Thank You
Community Engagement Group
Members
+
Public Participants

Shared Parking Pilot

*Zoning and Planning Committee Discussion
June 25, 2018*

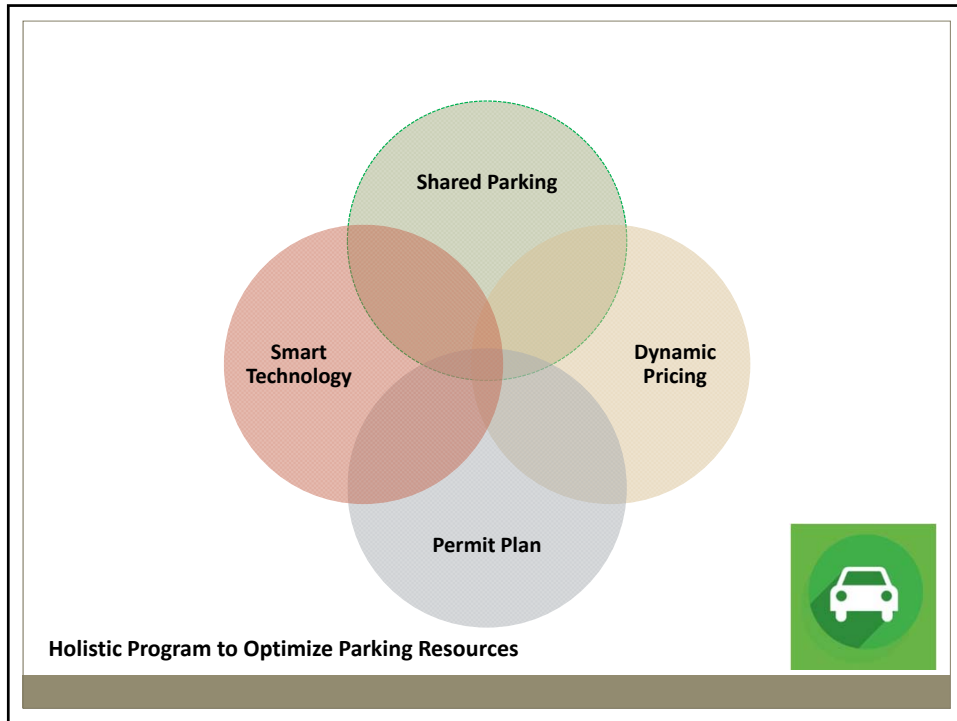




GOAL:
Optimize parking system

Match people with existing parking

2

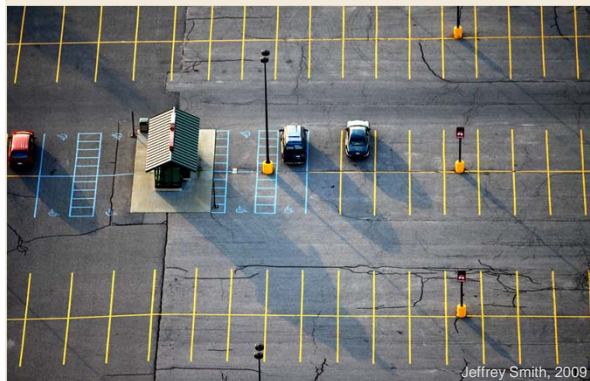


Shared Parking Pilot

Shared Parking Pilot

PILOT OVERVIEW

- This is a maximum 3-year pilot with re-evaluation by the Council at the end of Year 1 and Year 2
- Property owners must apply, and ISD approval must be granted, to participate in the pilot
- Resident parking cannot be shared
- Participating properties must agree to conditions



Shared Parking Pilot

Shared Parking Pilot

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- Property owners must apply, and ISD approval must be granted, to participate in the pilot
- Resident parking cannot be shared
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- The City will conduct ongoing evaluation and reserves the right to implement changes and/or cancel the pilot throughout the 3 years
- Annual presentations to the City Council to consider continuation at the end of each year
- Data Collection
 - Quarterly anonymized utilization data from participating properties
 - Semi-annual parker survey

Pilot → Adjust the rules to incorporate feedback throughout the three years

Shared Parking Pilot

Shared Parking Pilot

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MATERIALS FOR APPLICANT PROPERTY OWNERS

Shared Parking Pilot Program - Application to Participate in Pilot

Applicant Information

Owner Name _____ Owner Email _____
 Person/Contact Name _____ Person/Contact Title _____
 Person/Contact Phone (cell) _____ Person/Contact Phone (other) _____
 Property Address _____
 Property Use (Check all that apply) Retail Office House of worship Other _____

Parking Lot Information

Total Number of Spaces in Parking Lot: Standard Spaces Accessible Spaces _____
 Describe periods of high and low utilization (weekdays, weekends, times of day, etc.): _____
 High Utilization Periods (times): _____
 Low Utilization Periods (times): _____

Please provide an aerial image on the back page.

Resident Information

Will you share spaces directly or use a 3rd party provider? Direct 3rd Party (_____) _____
 Do you intend to charge for parking? Yes No _____
 Describe periods when you intend to share the spaces (weekdays, weekends, times of day, etc.): _____

Notes

In order to participate in the Shared Parking Pilot Program, I agree to the following terms:

- I will allow customers or employees of the property to share of shared parking.
- I will accept customer complaints and queries.
- I will comply with all City and shared parking conditions.
- I will provide semi-annual feedback to the City regarding participation in the program, including sharing utilization data (anonymized data received from 3rd Party providers).

I understand that:

- This is a pilot program, and rules changes may occur as the City learns from implementation.
- This is a pilot program that will terminate after 3 years or following interim year evaluations.

Signature _____ Date _____ (ISD Commissioner)

APPROVED DENIED _____

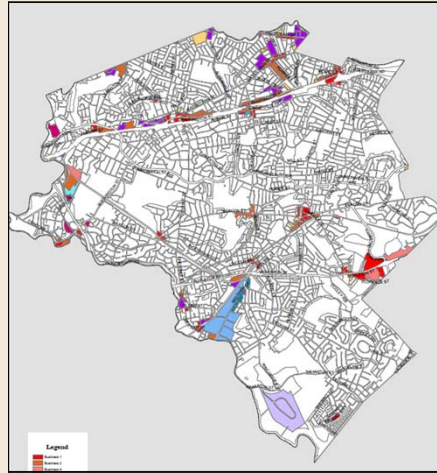
SHUT Direct questions to Nicole Probst, Director of Transportation Planning | nprobst@seattle.gov

Shared Parking Pilot

Shared Parking Pilot

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Shared Parking Pilot

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Shared Parking Pilot

Shared Parking Pilot

PILOT OVERVIEW

- This is a maximum 3-year pilot with re-evaluation by the Council at the end of Year 1 and Year 2
- Property owners must apply, and ISD approval must be granted, to participate in the pilot
- Resident parking cannot be shared
- **Participating properties must agree to conditions**

- To not displace customers or employees of the property in favor of shared parking
- To manage customer service interactions with parkers
- To collaborate with the City to address complaints
- To provide quarterly feedback to the City regarding participation in the program, including sharing anonymous utilization data received from 3rd Party providers

Shared Parking Pilot

Why is this a Zoning matter?

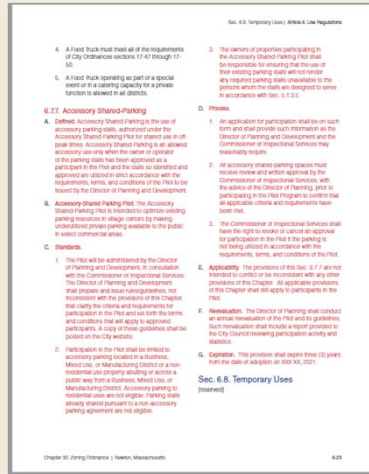
The Zoning Ordinance currently prohibits sharing parking with the public



Shared Parking Pilot

NEW Accessory Shared-Parking Section

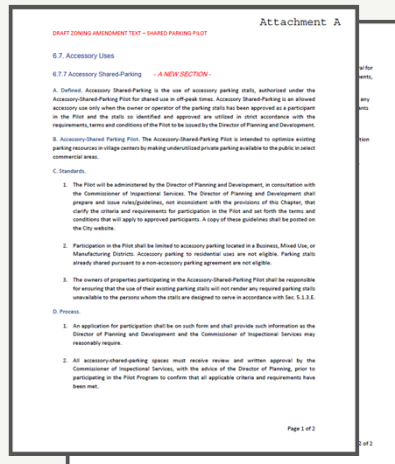
- Defines accessory shared parking
- Allows properties to participate in the pilot
- Establishes process
- Sets Sunset Date – 3 years from adoption



4 Questions

Question 1: How is the Zoning Amendment set up?

- Shared Parking Pilot is to be an accessory use (New Section 6.7.7)
- Participation in the pilot is required to share parking
- 3 year expiration with annual ZAP updates



4 Questions

Question 2: How does the program address property owners versus service provider “apps”?

- Property owners apply; City reviews and approves
- City has no role in rentals

Attachment D

MATERIALS FOR APPLICANT PROPERTY OWNERS

Shared Parking Pilot Program - Application to Participate in Pilot

Property Information

Owner Name _____ Owner Email _____
 Owner Phone (cell) _____ Owner Phone (Other) _____
 Property Address _____
 Property Use (Check all that apply) Retail Office House of worship Other _____

Parking Lot Information

Total Number of Spaces: Standard Spaces _____ Accessible Spaces _____
 Describe periods of high and low utilization (weekdays, weekends, times of day, etc.): _____
 Identification: _____
 Location: _____

Please provide an aerial image, as possible, on the back page

Rental Information

Will you rent spaces directly or use a 3rd party app? Direct 3rd Party App _____
 Describe periods when you intend to rent the space (weekdays, weekends, times of day, etc.): _____

Terms

In order to participate in the Shared Parking Pilot Program, I agree to the following terms:

- To not displace customers or employees of the property in favor of shared parking.
- To manage customer service interactions with parkers.
- To collaborate with the city to address complaints.
- To provide semi-annual feedback to the City regarding participation in the program.

I understand that:

- This is a pilot program, and rules changes may occur as the City learns from implementation.
- This is a pilot program that will terminate after 3 years or following interim year evaluations.

Signature _____ Date _____

DRAFT - 5/7/2018

4 Questions

Question 3: What exactly are these service provider “apps”?

e.g. Spot (parkeasier.com)
 SpotHero (spothero.com)

- Create a marketplace to connect property owners that have underutilized parking spaces with people that are looking for parking
- Using one of these services would be optional



<https://www.youtube.com/watch?v=Ajd6VdY32fM>

4 Questions

Question 4: How will the City enforce the pilot?

The City may remove a property from the pilot for the following reasons:

- Customers or employees are being displaced
- Persistently uncooperative responses to concerns raised by parkers or neighbors
- The property is operating outside of the requirements of the pilot
- The pilot expires, or the pilot is cancelled by the City Council

The City is requiring property owners to submit quarterly data on parking in their spaces, which can be used to support any findings, as needed.

End of Pilot

What happens when the pilot ends?

- Incorporate shared parking as a routine matter in the zoning ordinance
- Use the lessons to inform zoning updates on parking

Shared Parking Pilot

additional material



Shared Parking Pilot

Options for Increasing Parking Availability in Private Lots

- **City leases spaces from a private owner for public use**
- Private owner leases spaces from another private owner
- Private owner opens spaces to public use, for example a bank after hours

From the Newton Centre Parking Strategy

BEST PRACTICE – Lexington, MA



In Lexington Center, the Town leases spaces at a church and local utility that are not used by the landowners during weekday peak hours. This has expanded parking supply for employees and customers, while creating new revenue for these two entities.

Shared Parking Pilot

Options for Increasing Parking Availability in Private Lots

- City leases spaces from a private owner for public use
- **Private owner leases spaces from another private owner**
- Private owner opens spaces to public use, for example a bank after hours

From the Newton Centre Parking Strategy

Allowed by
Special Permit

Used in a few
instances around
the city

Shared Parking Pilot

Options for Increasing Parking Availability in Private Lots

- City leases spaces from a private owner for public use
- Private owner leases spaces from another private owner
- **Private owner opens spaces to public use, for example a bank after hours**

From the Newton Centre Parking Strategy

Technology-
enabled
shared parking
support
companies

Shared Parking Pilot

Importance of being dynamic

- One-off events & What If's
 - Religious facilities host private events – baptisms, funerals, etc.
 - Offices host occasional evening activities – open houses, holiday parties
 - One time activities are often barriers to participation in shared parking



Shared Parking Pilot

For the Parker...

Shared Parking means a guaranteed space when arriving

The technology-enabled support companies provide...

- Online/In-Phone booking & payment
- Clear directions to the parking space
- In-App Communications with Space Owner if issues arise

Shared Parking Pilot

For the Lot Owner...

Shared Parking means supplemental revenue from an underutilized resource

The technology-enabled support companies provide ...

- Option to 'black out' dates and adapt to schedule changes
- Professional IT support
- Revenue tracking
- In-App communications with parkers if issues arise

Shared Parking Pilot

For the City ...

Shared Parking means more effective use of parking resources and freeing up of front door spaces for customers

The technology-enabled support companies provide ...

- Professional back end management and customer service
- Allows City to ensure only legal parking spaces are offered
- Reduce pressure on on-street parking
- Make the overall parking system more efficient

#203-18 DRAFT LANGUAGE

Add a new section 30.7.10

Sec. 7.10

Moratorium. No zoning change and no construction or development over 10,000 square feet shall be allowed on properties in multi-residence, business, and mixed-use districts along both sides of Washington Street, including directly abutting properties, east of the intersection of Commonwealth Avenue and Washington Street in Auburndale/West Newton and west of the intersection of Washington Street and Centre Street in Newton Corner. This moratorium shall remain in effect until both Zoning Redesign and the Washington Street Vision Plan have been finally acted upon by the City Council, or until September 30, 2019, whichever first occurs.

Alternatively, place moratorium language in sections pertaining to each district:

Multi-residence districts, add a new section 3.2.2.B:

Business districts, add a new section 4.1.2.C

Mixed Use districts, add a new section 4.2.2.C

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Zoning and Planning Committee

1

MARIJUANA NEW ZONING PROPOSALS

6/25/2018

Timeline

2

- November 2016 – Massachusetts votes to legalize marijuana for recreational use
 - Newton votes in favor 55% to 44%
- July 2017 – Governor signs a revised law
- September 2017 – Cannabis Control Commission (CCC) established
- March 5, 2018 – City Council adopts temporary moratorium for recreational marijuana uses
- March 23, 2018 – CCC issues final regulations

Moratorium

3

- Ordinance B-4 establishes a moratorium on all non-medical marijuana uses through December 31, 2018 to allow for the adoption of new zoning
- Exemption for medical marijuana dispensaries licensed prior to July 2017
- Does not impact medical marijuana

State Regulations

4

- Allow Municipalities to regulate “time, place, and manner”
- Must zone for each type of use: cultivation, craft marijuana cooperative, product manufacturer, retailer, research, testing, micro-business
- Local governments may enact 3% local sales tax option
- Communities must negotiate host agreements, which can include up to 3% of gross sales
- 500’ buffer from public and private k-12 schools

State Regulations

5

- On-site consumption not permitted unless approved through local ballot initiative
- Municipality may limit the number of marijuana retailers to 20% or more of package store liquor licenses
- Ballot initiative required in Newton to ban any use or limit retailers below 20%
- Applicant must hold a community meeting and City must confirm to Commission that the zoning would permit the use

Zoning Principles

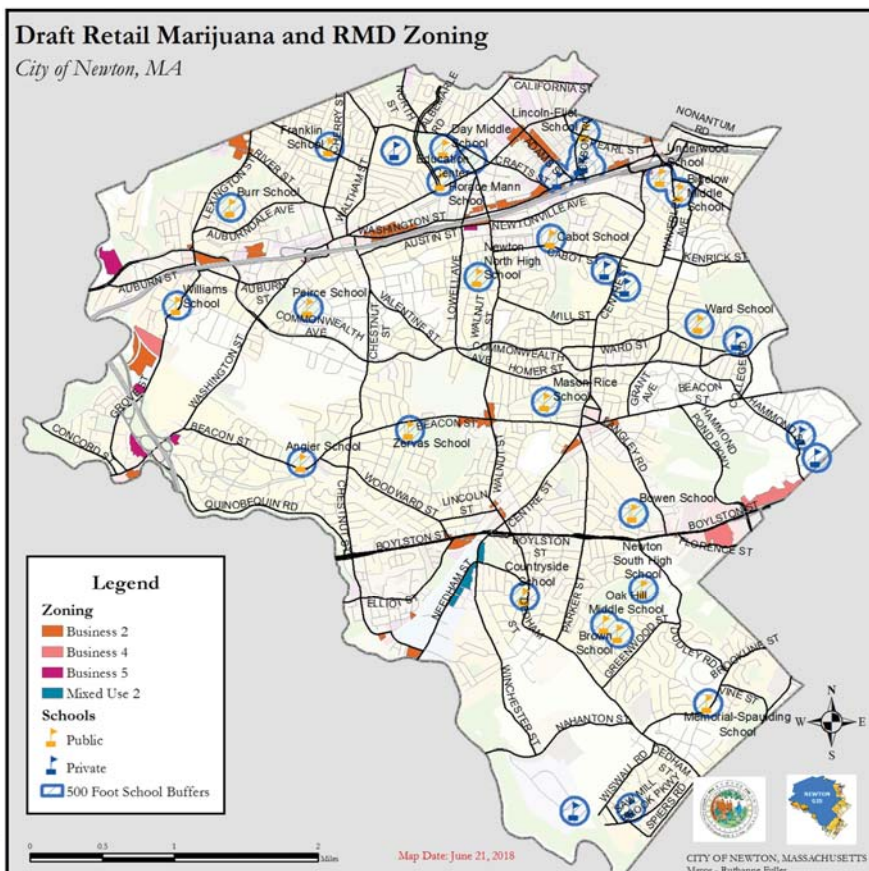
6

- Minimize impacts to neighboring uses
 - Traffic, parking, odor, etc.
- Balance aesthetic impacts with security concerns
 - Include minimum transparency requirements and locate retailers outside of village centers
 - Locate retail in visible locations for easier enforcement and increased safety from “eyes on the street”

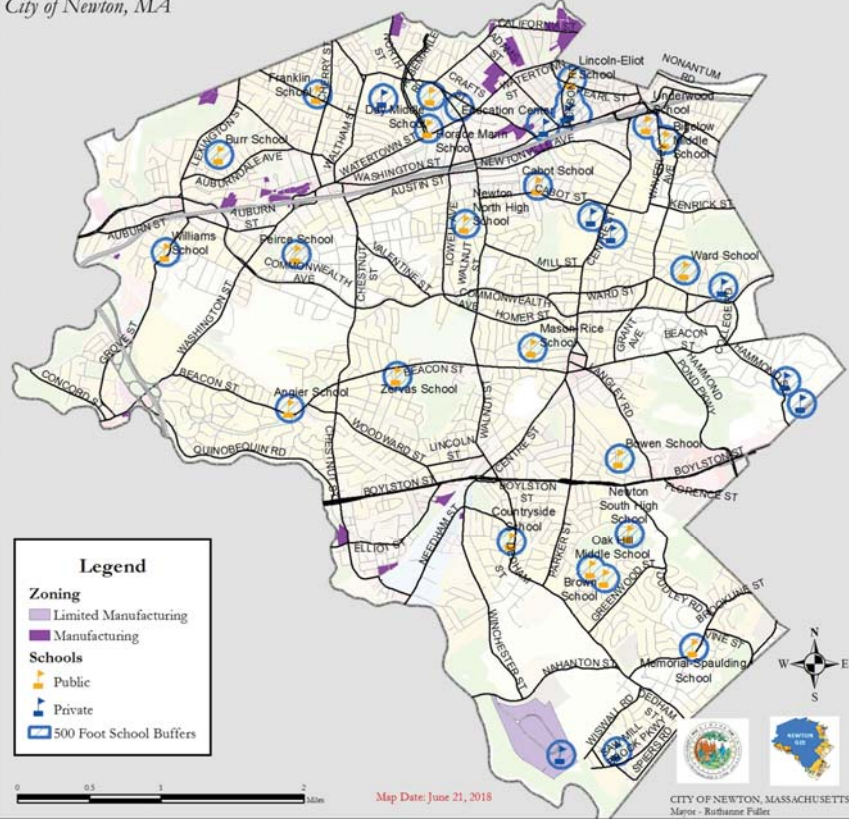
Proposed Zoning Districts

7

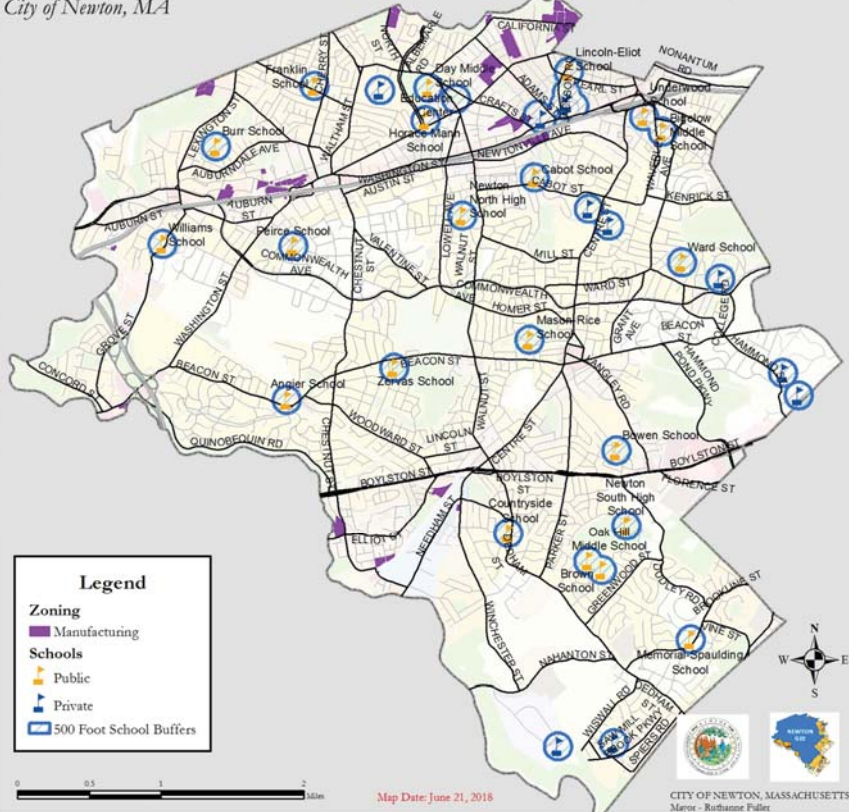
- *Interim until new Zoning Redesign districts
- All uses by Special Permit only
- Retail and Medical – Business 2 (BU2), Business 4 (BU4), Business 5 (BU5), and Mixed Use 2 (MU2)
- Marijuana Research and Independent Testing Laboratory – Limited Manufacturing (LM) and Manufacturing (M)
- Cultivation, Marijuana Product Manufacturing, Craft Marijuana Cooperative, and Microbusiness – Manufacturing (M)



Draft Marijuana Research Facility and Independent Testing Laboratory Zoning City of Newton, MA



Draft Marijuana Cultivation and Product Manufacturing Zoning City of Newton, MA



Proposed Standards

11

- Limit Retail Marijuana to 20% of package store licenses – this would be a limit of a maximum of 8 locations for Newton
- Buffer between retail/medical marijuana establishments – consider between 1,000 feet and one half mile
- Require minimum transparency on ground floor retail and medical marijuana of at least 25%
- Prohibit marijuana uses to be located in a building with residential units

Proposed Standards

12

- Limit the maximum size of Retail Marijuana establishments
- Require cultivation uses to offset 100 percent of energy consumption with renewables
- Require a transportation analysis, including traffic study and parking study
- Require a lighting plan
- Require review and approval of security plan by Police
- Require submittal of emergency response plan and operation and management plan

Criteria for Approval

13

- 500' buffer from schools, unless waived
- Site provides convenient, safe, and secure access for clients and employees utilizing all forms of transportation
- Traffic does not create a significant impact on nearby uses
- Aesthetic impacts have been mitigated
- Building and lot are accessible to persons with disabilities

Criteria for Approval

14

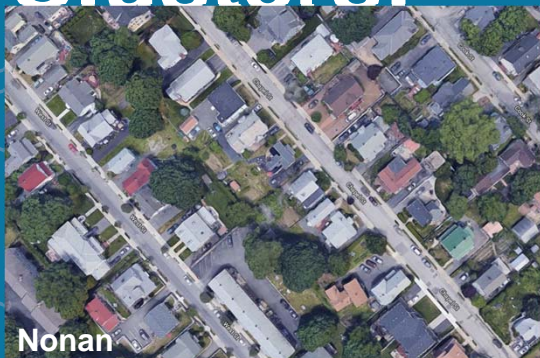
- Lot is accessible to regional roadways and public transportation
- Site is located where it may be readily monitored by law enforcement and code enforcement
- No odors detected off-site

Next Steps

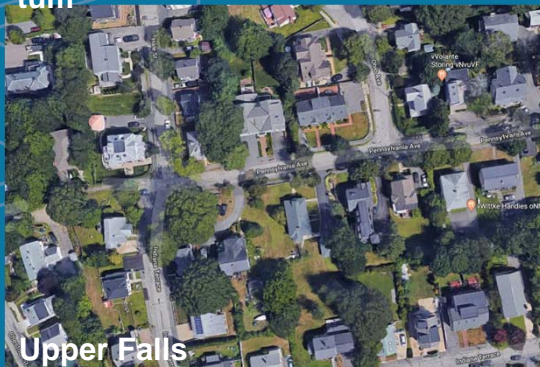
15

- Continue to discuss with the Committee in July
- Request a public hearing on this item in September

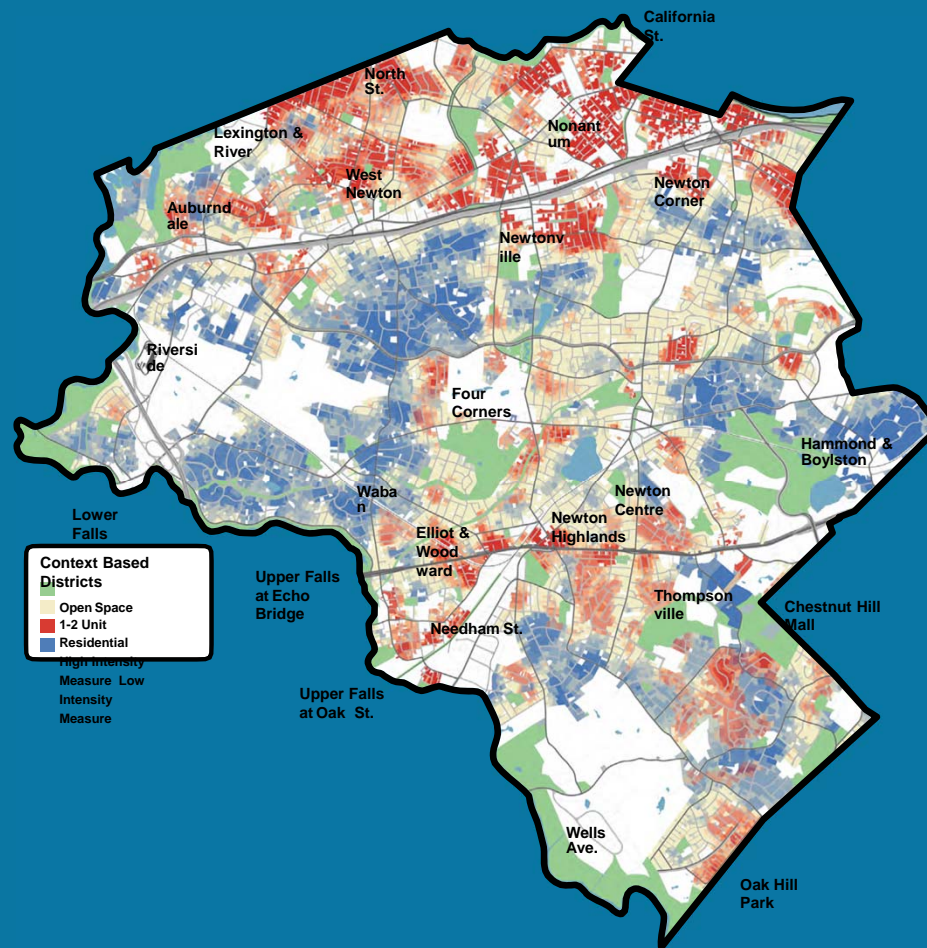
Existing Clusters:



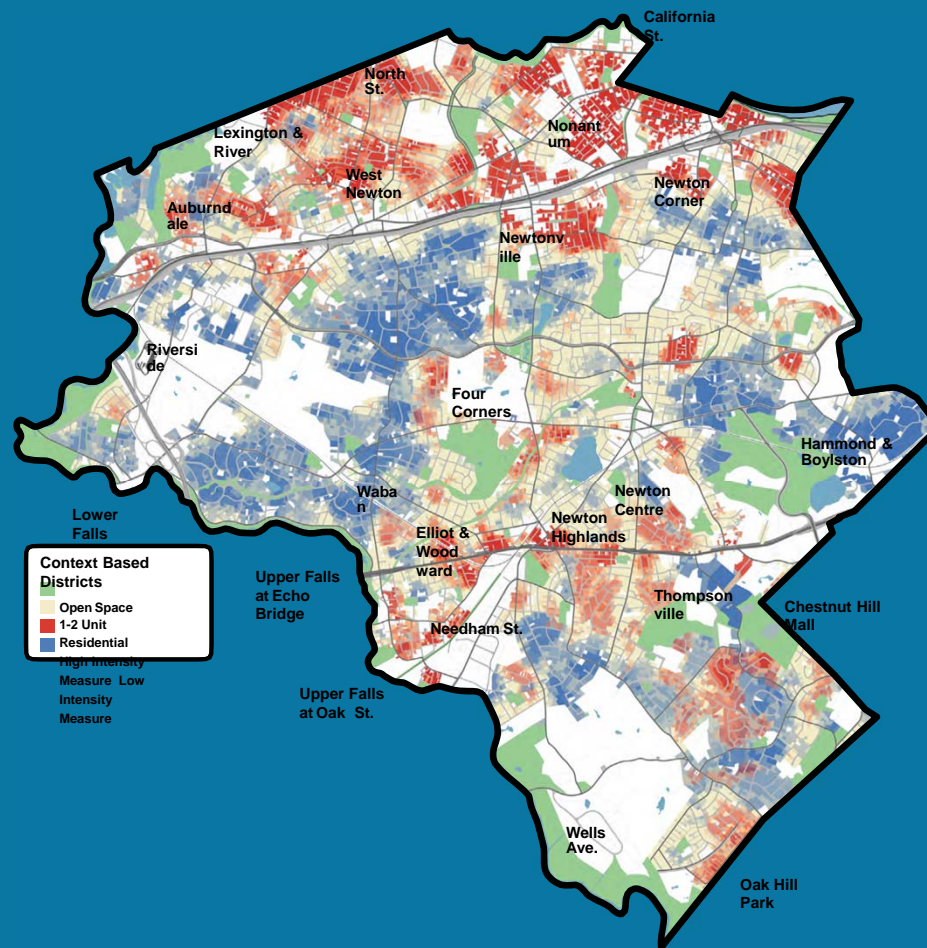
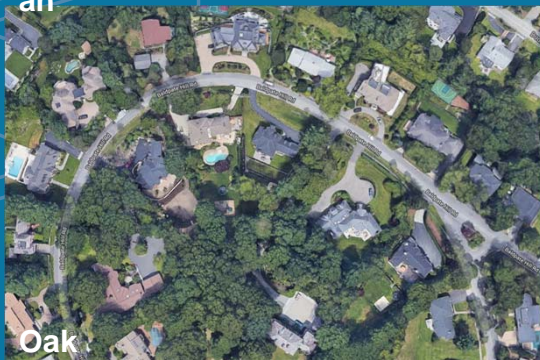
Nonantum



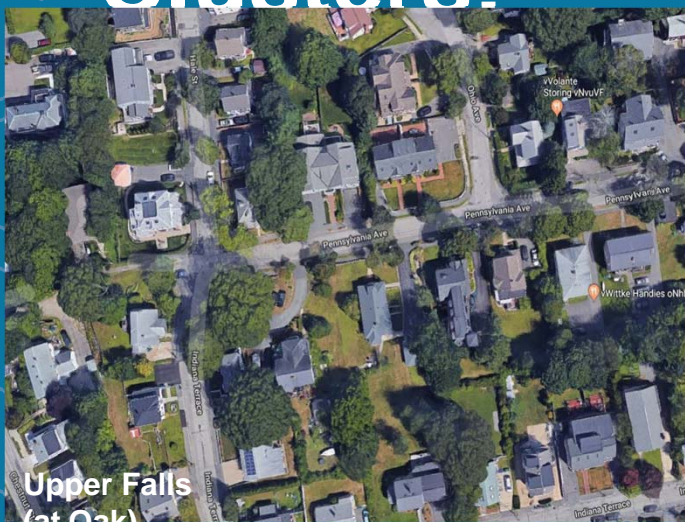
Upper Falls (at Oak)



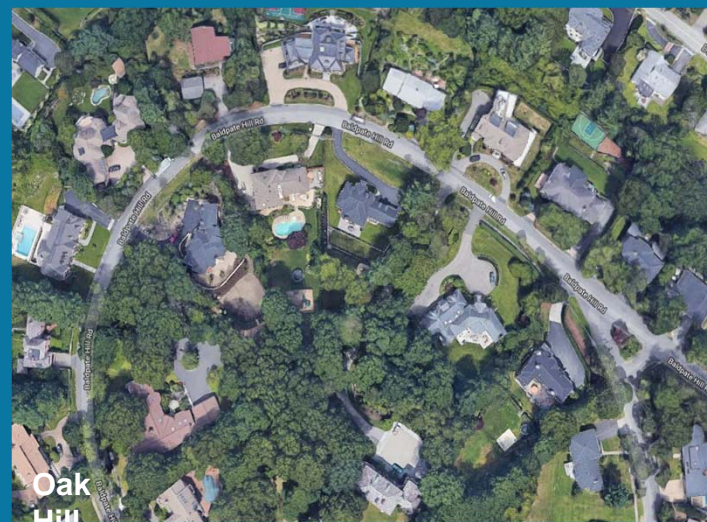
Existing Clusters:



Existing Clusters:



Upper Falls
(at Oak)



Oak
Hill

DRAFT Proposed Zoning Districts

Residential 1

Residential 2

Residential 3

General Neighborhood

Village 1

Village 2

Village 3

Public Use

Open Space

Campus

Fabrication

Office

Regional Business

Multi-Family Cluster