



NORTHLAND
— RESIDENTIAL —
CORPORATION

February 29th, 2020

Patrice Garvin
Town Administrator
Town of Belmont
455 Concord Avenue
Belmont, MA 02478

RE: The Residences at Bell Mont – Zone 3 McLean District

Patrice,

You have asked that I summarize the traffic assessment performed by my consultant, Giles Hamm of Vanasse & Associates (Vanasse), how such complies with Exhibit I of the MOA – the Traffic Mitigation and Monitoring Agreement, dated 11/22/99 (TMMA) and what alternatives exist to mitigate any variances, should such exist. The following provides a detailed overview of the present program, the TMMA and several compliance options.

Proposed Development Program – 40 AR Townhouse Units and 110 NAR Multi-Family Units

Table 1 below compares the am, pm and daily trip counts for 40 Senior Adult Age-Restricted Housing units (ITE Land Use Code 252) and 110 Multifamily Non-Age Restricted Housing units (ITE Land Use Code 221) based on the 10th Edition ITE manual with the permitted TMMA trip limits. The analysis reflects that the proposed Zone 3 development program generates less than the allowed Daily and PM trips and nominally exceeds the allowed AM trips by 12 (trips).

TABLE 1 – PROPOSED PROGRAM

Time Period/Direction	ITE Senior housing (40 units) ^a	Multifamily Housing (110 units) ^b	Total	Traffic Monitoring and Mitigation Agreement (TMMA)	Above (Below)
Average Weekday	148	598	746	1,148	(402)
<i>Weekday Morning Peak Hour</i>					
Entering	3	10	13	36	12
Exiting	<u>5</u>	<u>30</u>	<u>35</u>		
Total	8	40	48		
<i>Weekday Evening Peak Hour</i>					
Entering	6	29	35	92	(34)
Exiting	<u>4</u>	<u>19</u>	<u>23</u>		
Total	10	48	58		

^aBased on ITE LUC 252, Senior Adult Housing – Attached – 40 units.

^bBased on ITE LUC 221, Multifamily Housing (MidRise) – 110 units

Trip Generation, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017

Three options exist with respect to mitigating the 12 trip AM exceedance:

- ❖ **Option 1 – Amend the TMMA** - The established TMMA trip limits are based on the 1997 ITE Trip Generation Manual Land Use Code 255 – Continuing Care Retirement Community (CCRC), adjusted for growth. Over the past 23 years the ITE Trip Generation Manual has been updated 4 times. Use of current CCRC trip generation estimates more accurately represents the intent and purpose of the TMMA. Adjusting the allowed TMMA trip limits by using current ITE data and amending the TMMA accurately reflects the intent of the TMMA, the traffic impacts of the underlying CCRC zoning program and provides an accurate baseline for alternative land use comparison.

It is illogical to impose an assessment of the proposed project with 23 year old data and expectations.

Table 2 below compares the proposed project with current ITE CCRC trip estimates.

Table 2 – AMEND TMMA w TRUE UP OF CCRC ITE TRIP LIMITS

Time Period/ Direction	486 Unit CCRC*	40 Senior Units 100 Multifamily Units	Comparison CCRC Above (Below)
Average Weekday	1,166	692	(474)
<i>Weekday Morning Peak Hour</i>			
Entering	44	12	
Exiting	<u>24</u>	<u>22</u>	
Total	68	44	(24)
<i>Weekday Morning Peak Hour</i>			
Entering	30	33	
Exiting	<u>48</u>	<u>21</u>	
Total	78	54	(24)

❖ Based on ITE LUC 255, CCRC – 486 units.

This comparison reflects that the proposed development program would generate less AM, PM and Daily trips when compared with current ITE data for the same underlying project.

- ❖ **Option 2 – Unit Count Reduction** - Reduce the number of Multi-Family Units from 110 to 79. See Table 3 below.

Table 3 – UNIT REDUCTION - 40 SENIOR UNITS / 79 MULTIFAMILY UNITS

Time Period/Direction	ITE Senior housing (40 units)	ITE Multifamily Housing (79 units)	Total	Traffic Monitoring and Mitigation Agreement (TMMA)	Above (Below)
Average Weekday	148	428	576	1,148	(572)
<i>Weekday Morning Peak Hour</i>					
Entering	3	7	10		
<u>Exiting</u>	<u>5</u>	<u>21</u>	<u>26</u>		
Total	8	28	36	36	0
<i>Weekday Evening Peak Hour</i>					
Entering	6	21	27		
<u>Exiting</u>	<u>4</u>	<u>14</u>	<u>18</u>		
Total	10	35	45	92	(47)

The analysis reflects that a reduction in unit count can generate compliance with the allowed TMMA AM, PM and Daily trip limits.

❖ **Option 3 – Partial Age Restriction of Multi Family Unit Inventory**

- Revise development program unit mix to:
 - 40 age-restricted for-sale units,
 - 53 age-restricted apartment units, and
 - 50 non-age restricted apartment units.
- A revised development program of 143 total units versus 150, with 93 versus 40 of the units age-restricted. This option would necessitate a discussion on the 50% AMI IHU tier.

Table 4 below provides a comparison with a modified housing mix and the TMMA limits.

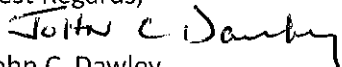
TABLE 4 – 143 UNITS - 93 SENIOR UNITS /50 MULTIFAMILY UNITS

Time Period/Direction	ITE Senior housing (93 units)	ITE Multifamily Housing (50 units)	Total	Traffic Monitoring and Mitigation Agreement (TMMA)	Above (Below)
Average Weekday	348	270	618	1,148	(530)
<i>Weekday Morning Peak Hour</i>					
Entering	6	5	11		
Exiting	<u>12</u>	<u>13</u>	<u>25</u>		
Total	18	18	36	36	0
<i>Weekday Evening Peak Hour</i>					
Entering	14	13	27		
Exiting	<u>11</u>	<u>9</u>	<u>20</u>		
Total	25	22	47	92	(45)

The analysis reflects that a revised development program can generate compliance with the TMMA AM, PM and Daily trip limits.

I believe that the above is responsive to your request. Should you have a question please contact me.

Best Regards,



John C. Dawley

President & CEO

Northland Residential Corporation

Cc: Michele Gougeon, Steve Kidder