

June 10, 2020

Mr. Glenn Clancy, PE
Director of Community Development
Town of Belmont
19 Moore Street
Belmont, MA 02478

RE: McLean Hospital Residential Development Trip Generation Review

Dear Mr. Clancy:

As requested, BSC Group, Inc. (BSC) conducted a review of a submission by Northland Residential Corporation, dated June 2, 2020 related to The Residences at Bell Mont residential development to be located in the McLean District in Belmont, Massachusetts. The letter and our review focus on trip generation characteristics of the proposed project.

The project is located in the McLean Zone 3 development area and is proposing to construct a total of 150 multi-family rental residences. The “current proposal” includes 40 age-restricted townhouse style condominiums and 110 multi-family residences. A “revised proposal” is also presented in the letter that will designate 53 of the multi-family residences as age-restricted and 57 units as non-age restricted. The Applicant submitted a trip generation evaluation for both the current and revised proposals, prepared by Vanasse & Associates (VAI). The memorandum also includes a comparison between the trip generating characteristics of both proposals to the allowable thresholds as defined in the original Traffic Monitoring and Mitigation Agreement (TMMA) dated November 22, 1999 and prepared for the overall redevelopment of the McLean Hospital property.

The Applicant estimated the trips expected to be generated by the Project based on the *Institute of Transportation Engineers (ITE)’s Trip Generation, 10th Edition*, using Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 252 – Senior Adult Housing (Attached) for both the current and revised proposals. The Applicant also applied a transit reduction factor to the trips related to the revised proposal only. A 10 percent reduction factor was applied to the non-age restricted housing, and a 5 percent reduction factor to the age restricted housing.

Based on the evaluation, the current development program is expected to generate 746 trips on a daily basis, 48 trips during the weekday morning peak hour, and 58 trips during the weekday evening peak hour. The estimates for the current program exceed the allowable thresholds as defined in the TMMA during the weekday morning peak hour by 12 trips. The revised development program is expected to generate 609 trips on a daily basis, 36 trips during the weekday morning peak hour, and 46 trips during the weekday evening peak hour.

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when accounting for transit reductions. The trip estimates for the revised program are within the allowable thresholds defined in the TMMA.

BSC Comments

1. BSC reviewed the trip generation methodology for both the current and revised proposals. The usage of the ITE LUCs is appropriate for the development. BSC also checked the unadjusted trip generation calculations for accuracy and correctness and we agree with the Applicant's methodology and estimates.
2. BSC reviewed the methodology to account for transit trips and agrees that some of the trips generated by the Project will be in the form of public transportation. The Applicant used Town-wide data provided by the United States Census, which indicates that approximately 16 percent of commuting trips in Belmont are via public transportation. Accounting for transit usage is applicable if there are nearby transit services. Both the MBTA 73 Bus route and the Fitchburg Commuter Rail line pass through Waverley Square, in proximity to the Project. A more accurate methodology to determine transit usage is to consider nearby census tracts instead of using data from the entire Town, since some areas of the Town may have different commuting characteristics. BSC reviewed data for the Census Tract in which the project is located (Census Tract 3577) to determine if the transit credits used in the evaluation are accurate. Based on this review, transit usage in Census Tract 3577 (the Census Tract in which the Project is located) comprises approximately 21.8 percent of commuting trips, exceeding the transit reduction credits that were applied to the trip generation estimates.

Based on BSC's review and further investigation of transit usage within the Town of Belmont and in the vicinity of the Project site, we concur with the Applicant's transit reduction credits that were applied to the trip generation estimates for the revised development program and with the overall trip generation methodology and numbers reported in the evaluation.

Please do not hesitate to contact our office with any inquiries you may have.

Very truly yours,

BSC Group, Inc.

A handwritten signature in black ink, appearing to read "Michael Santos".

Michael Santos, P.E., PTOE
Project Manager

A handwritten signature in black ink, appearing to read "Sam Offei-Addo".

Sam Offei-Addo, P.E., PTOE
Senior Transportation Engineer