

Appendix A

PARKING AND TRANSPORTATION DEMAND MANAGEMENT PLAN (PTDM)

MIXED USE COMMERCIAL AND RESIDENTIAL DEVELOPMENT 186 BEDFORD STREET

Prepared for:

186 Bedford Street LLC
189 Bedford Street
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Date:

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EXECUTIVE SUMMARY

This document presents a Parking and Transportation Demand Management (PTDM) program for the proposed mixed-use commercial and residential project located at 186 Bedford Street in Lexington, (The "Property"). The PTDM presented herein is developed in accordance with requirements of Planning Board Zoning Regulations Ch. 176 §9.4.2(6) Major Site Plan Review and provides the basis for subsequent PTDM reporting to the Town.

PROJECT DESCRIPTION

The existing Site consists of approximately 1.36± acres of land located at 186 Bedford Street which includes a former 11,500 square foot (sf) Clinic building, barn, and parking lot. Access is currently provided via two driveways along Bedford Street. Under the proposed mixed-use site programming, the existing clinic building will be expanded and converted to 13 apartments; 6,450± sf of first floor retail space, 1,900± sf of Salon space, and the barn will be retained and converted to 1,500 sf of office space. A 49± space shared parking lot will be constructed to accommodate the site uses. The proposed access/egress will remain via two full-access/egress driveways along Bedford Street. (One-way entrance/one-way exit).

TRIP GENERATION AND DESIGN MITIGATION ACTION

Trip generation for the development is projected to be modest with approximately 15 vehicle trips during the weekday morning peak hour and 40 vehicle trips during the weekday evening peak hour. Compared to the historical use of the property, the project will result in 1 additional trip or less every 6 minutes during the peak commute hours. The incremental traffic associated with the proposed development is not expected to materially impact operating conditions at the study intersections. The study intersections exhibit below-average crash rates based on historic crash data; safety countermeasures are therefore not warranted. Likewise, the available sight lines at the Site Driveway intersections with Bedford Street exceed the recommended sight line requirements from AASHTO.

Based on this PTDM, several mitigation actions are recommended as required through the local permitting process to support the project. These include (a) access/egress improvements, (b) pedestrian and bicycle accommodations, and (c) a Parking and Transportation Demand Management (PTDM) program to enhance traffic operations and travel safety:

Access/Egress Improvements

- *Driveway Design.* The final curb radii between the proposed site driveways and Bedford Street will be designed to accommodate the Town's largest fire apparatus (ladder truck) and single unit delivery vehicles. The Site includes gated emergency egress to Reed Street to ensure proper circulation of fire apparatus to exit the property.
- *Signage and Markings.* A STOP sign (R1-1) and STOP line pavement markings are recommended on the site driveway approaches to Bedford Street. The sign and pavement markings shall be compliant with the Manual on Uniform Traffic Control Devices (MUTCD).
- *Sight Line Triangles.* Plantings (shrubs, bushes) and structures (walls, fences, etc.) will be maintained at a height of 2 feet or less within the sight lines in vicinity of the Site driveway intersections with Bedford Street and internal site intersections to provide unobstructed sight lines.

Pedestrian and Bicycle Accommodations

- *Pedestrian Connections.* The Site Plan incorporates sidewalks that connect the proposed building to the sidewalk system along Bedford Street. The extensive system of contiguous sidewalks in the area connect the Site to various area land uses including MBTA bus stop (route 62), Lexpress bus stop (route 4), shopping opportunities, restaurants and multi-use path (Minuteman Commuter Bikeway).
- *Bicycle Amenities.* The Proponent will provide bicycle accommodations within the property including either covered or secure bike racks and 7± "loop" racks near the building entranceways to encourage and facilitate this mode of transportation to/from the Site. The existing bike amenities in the area include dedicated bike lanes along Bedford Street and the multi-use path (Minuteman Commuter Bikeway) to the north.

Parking and Transportation Demand Management (PTDM) Commitments

PTDM policies are to be implemented by the proponent as outlined below that is consistent with the principles outlined in the Town's Transportation Management Overlay District plan. These principles include multimodal consideration and PTDM techniques that are reasonably calculated to reduce the number of vehicle trips generated by a development, and that encourages voluntary participation in PTDM programs by those not required to participate.

The Proponent is committed to manage parking and reduce auto dependency by residents and commercial building tenants by implementing a PTDM program. A list of proposed PTDM program elements will include the following, subject to refinement of the development program and further evaluation by the Proponent:

- *Parking Management.* The Proponent will monitor on-site parking trends during periods of overlapping peak occupancy and visitor use. In the unlikely event that parking demand is anticipated to exceed parking supply, the Proponent will direct business employees to park off-site using parking spaces owned or controlled by the Proponent.
- *On-Site Employee Transportation Coordinator.* The Proponent will designate a member of the leasing staff as transportation coordinator responsible disseminating relevant TDM information to residents including posting of TDM information at appropriate locations within the buildings.
- *Public Transportation Information & Promotion.* Service and schedule information for MBTA services and Lexpress will be posted to promote the use of public transportation by residents, employees and visitors. The nearest MBTA stop is at Vaille Avenue and the nearest Lexpress stop is at Reed Street.
- *Bicycle Facilities.* Provide bicycle parking including racks for residents and employees/visitors located proximate to the building entrances.
- *Preferential Parking and Incentives for Low-Emission Vehicles.* Preferential parking locations for residents, who use low-emission vehicles, will be provided. A charging station for electric vehicles will also be provided on the Site.
- *Pedestrian Infrastructure.* Sidewalk connections within the property will be provided along primary pedestrian desire lines that connect building entrances with the public sidewalk network. The Proponent will also post area maps that highlight area walking/bicycle routes to promote walking and bicycle travel to/from the Site and area businesses, recreational facilities and transit stops.

In summary, trip generation for the development is projected to be modest. The incremental traffic associated with the proposed development is not expected to materially impact operating conditions at the study intersections. The study intersections exhibit below-average crash rates based on historic crash data; safety countermeasures are therefore not warranted. Likewise, the available sight lines at the Site Driveway intersections with Bedford Street exceed the recommended sight line requirements from AASHTO. Implementation of access/egress improvements, proposed pedestrian, and bicycle improvements along with a Parking and Transportation Demand Management (TDM) program will establish a framework of minimizing Site traffic impacts by encouraging non-motorized travel modes and pedestrian/bicycle accommodation that is compatible with other projects in the area.