



Land Use Committee Report

City of Newton In City Council

Tuesday, January 28, 2020

Present: Councilors Lipof (Chair), Greenberg, Kelley, Downs, Bowman, Auchincloss, Markiewicz

Also Present: Councilor Albright, Humphrey, Gentile, Crossley, Krintzman, Norton, Leary, Wright, Malakie

City Staff Present: Associate City Solicitor Jonah Temple, Deputy Director of Planning Jennifer Caira, Senior Planner Neil Cronin

Planning and Development Board Members Present: Peter Doeringer (Chair), Kevin McCarthy, Sonia Parisca, Sudha Maheshwari, James Robertson, Jennifer Molinsky

All Special Permit Plans, Plan Memoranda and Application Materials can be found at http://www.newtonma.gov/gov/aldermen/special_permits/current_special_permits.asp. Presentations for each project can be found at the end of this report.

#66-20 Class 2 Auto Dealer License

PARAGON EXPORTS
40 Summit Street
Newton, MA. 02458

Action: Land Use Approved 7-0

Note: The Committee expressed no concerns relative to the request for an auto dealers' license for Paragon Exports and voted 7-0 in favor of approval

#14-20 Petition for parking facility waivers at 287-289 Newtonville Avenue

POFCO, Inc. petition for SPECIAL PERMIT/SITE PLAN APPROVAL to allow parking design criteria including waivers to; interior landscaping requirements, lighting requirements, to allow parking accessory to a manufacturing use in a residential district and to allow parking in the front and side setback at 287-289 Newtonville Avenue, Ward, 2 Newtonville, on land known as Section 22 Block 01 Lots 17 and 13, containing approximately 72,643 sq. ft. of land in a district zoned MANUFACTURING and MULTI RESIDENCE 1. Ref: Sec. 7.3.3, 7.4, 5.1.6.C, 3.2.3, 5.1.8.A.1, 5.1.13, 5.1.9.B, 5.1.10 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

Action: Land Use Approved 4-0-3 (Auchincloss, Kelley and Bowman abstaining); Public Hearing Closed 01/07/2020

Note: Attorney Michael Peirce, offices of 60 Walnut Street, Wellesley, represented the petitioner. Atty. Peirce presented an update to the Committee on changes made to the petition after the

public hearing on January 7, 2020. In response to a recommendation from the Engineering Department, the petitioner has submitted a revised plan reflecting a reduction in the curb cut at the front of the property where Albany Street meets Newtonville Ave. Atty. Peirce confirmed that the only changes to the plans are the civil engineering plans reflecting this modification to the curb cut. He explained that the proposed upgrades which include upgrading the parking, making the site and building compliant (new sewer, drainage, etc.), will allow the petitioner to tenant the building. The proposed plans include lower level lighting and robust landscaping. Atty. Peirce confirmed that the petitioner is not seeking a waiver of the I&I payment and has agreed to work with the abutting property owner to coordinate installation of a fence between the two properties. Some concern was expressed relative to the number of proposed parking stalls at the site. With that, Committee members voted 4-0-3 (Councilors Auchincloss, Bowman, Kelley abstaining) in favor of approval of a motion from Councilor Markiewicz.

#26-20 **Request to Rezone Approximately 4.4 acres to MU-3 to Create a Contiguous MU-3 Zone**
MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for a change of zone to Mixed Use 3/Transit Oriented District for portions of land located at 355 Grove Street (currently zoned BU-2) and 399 Grove Street (currently zoned BU-5), also identified as Section 42, Block 11, Lots 3, 4, and 4A, abutting the existing MU-3 Zone.

Action: **Land Use Held 7-0; Public Hearing Continued**

#27-20 **Petition to allow Mixed Use Transit Oriented Development at Riverside Station**
MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for SPECIAL PERMIT/SITE PLAN APPROVAL to construct a mixed use, transit-oriented development of residential units, office, retail, personal services, restaurant, hotel, and related commercial uses not to exceed 1,025,000 square feet of gross floor area, with residential uses comprising not less than 60% of the total gross floor area with a residential density of not less than 800 square feet per unit with not less than 560 units nor more than 620 units with special permit relief and/or waivers as follows: as to dimensional standards, a development of more than 20,000 square feet of gross floor area, building height of up to 170 feet, buildings up to 11 stories, Floor Area Ratio of up to 2.5, beneficial open space of not less than 15%, increase of height of certain buildings within the Grove Street Area Corridor (to the extent necessary), and reduction in setback from Grove Street for certain buildings within the Grove Street Corridor Area (to the extent necessary); as to design standards, waiver of the sustainable development design standards and placement of a retaining wall greater than 4 feet in height located in a setback; as to uses, for-profit educational use, retail sales of over 5,000 square feet, restaurant with more than 5,000 square feet of gross floor area, personal service use of over 5,000 square feet, place of amusement, health club on ground floor, animal services, hotel, bank up to and over 5,000 square feet, theatre/hall, laboratory/research facility, parking facility, accessory, multi-level, parking facility, non-accessory, single level; as to parking, reduction of the residential parking requirement to 1.25 stalls per unit, reduction of the overall commercial parking requirement by 1/3, and waiver of parking stalls not to exceed 685 stalls, above and beyond the reductions specified above; as to parking facilities, waivers of the parking stall

dimension requirements, the end stall maneuvering space requirements, the driveway entrance and exit requirements, the 5% interior landscaping requirements, the interior planting area requirements, the tree requirements, the bumper overhang requirements, the one-foot candle lighting requirement, the parking stall striping requirements (to the extent necessary), the curbing, wheel stop, guard rail, or bollard requirements, and the number of off-street loading facilities requirements; and as to signage, waiver of the number, size, type, location, and design requirements, all at 355 and 399 GROVE STREET on land known as Section 42, Block 11, Lots 3, 4 and 4A, containing approximately 13.05 acres of land in districts zoned Mixed Use 3 Transit Oriented (MU3), BU2 (a portion to be rezoned to MU3), BU5 (to be rezoned to MU3). Ref: Sec. 4.2.2.B.1, 4.2.2.B.3, 4.2.3, 4.2.4, 4.2.4.A.4, 4.2.4.B.3, 4.2.4.G.2, 4.4.1, 5.1.4, 5.1.4.A, 5.1.4.C, 5.1.8.B.1, 5.1.8.B.2, 5.1.8.B.4, 5.1.8.B.6, 5.1.8.D.1, 5.1.8.D.2, 5.1.9.B.1, 5.1.9.B.2, 5.1.9.B.3, 5.1.9.B.4, 5.1.10.A.1, 5.1.10.B.3, 5.1.10.B.5, 5.1.12, 5.1.12.B.4, 5.1.13, 5.2, 5.2.13, 5.4.2.B, 5.12, 6.4.29.C.5, 7.3.3, 7.3.5, 7.4 of the City of Newton Revised Zoning Ordinance, 2017. Additionally, as to infiltration and inflow mitigation, an abatement of the infiltration/inflow mitigation fee pursuant to Section 29-170 of the City of Newton Revised Zoning Ordinance, 2017.

Action: Land Use Held 7-0; Public Hearing Continued

Note: Attorney Steve Buchbinder, offices of Schlesinger and Buchbinder, 1200 Walnut Street, represented the petitioner, Mark Development, LLC and presented the request for a Special Permit petition to allow a Transit Oriented Mixed-Use Development at the Riverside Station on Grove Street. Jeff Speck, Speck Associates, Brookline, Mass. presented details of the site design, open space and Grove Street design as shown on the attached presentation. Mr. Speck noted that currently, the 13-acre site contains 950 parking stalls and pollutes into the Charles River. The petitioner proposes to develop the site with ten buildings and open community spaces. The proposal includes creation of a parking garage that runs parallel to the rail yard and shields the development from activity on the tracks. To further shield the development, the garage will be lined with a residential wrapper. The proposed site plan and building numbers are shown in the below image.



Mr. Speck noted that as the site was developed, emphasis was placed on encouraging human interaction. The proposed site plan includes a main street through the project with wide sidewalks and varied facades. Mr. Speck reviewed how the proposed residential units will be dispersed through the buildings. A slide on the attached presentation reflects the distribution of residential units. The beneficial open space at the site represents 17.5% of the site and includes a transit green, transit square, amphitheater and hotel green. The transit square will be hardscape and accessed by train users, bicyclists and as a drop off point. The transit green adjacent to Building 7 will be a passive green space, accessible only by pedestrians. Mr. Speck showed renderings of the development from different points in/around the site. The amphitheater green located between buildings 4 and 5 takes advantage of a topographical shift and creates a space for visitors and residents to spend time. Mr. Speck explained that Grove Street rises 30' from the existing parking lot. The hotel square, which is larger than in the 2019 special permit petition, is located between buildings 2-4 contains green space as well as large sidewalks for dining.

Mark Development Principal Damian Chavieno presented details of the connections to the Greenway. In conjunction with the Lower Falls Improvement Association (LFIA) and the Riverside Greenway Working Group, the petitioner has identified a plan that will help make critical connections to underutilized open spaces from the Riverside site to the Charles River. Four areas that the petitioner proposes to commit to include:

1. Design and construction of an access ramp where the two railroad bridges meet. The MBTA is open to providing that access to the space.
2. Funding the full design of the two rail bridges.
3. Design and construction of the MWRA link shared-use trail; from the road to the trail network.
4. Design and construction of the Riverside Depot Tunnel

Senior Planner Neil Cronin introduced the City's peer reviewers for Site Design, Urban Design and Open Space. Utile Urban Designer Cyrus Dahmubed and Horsley Whitten Civil Engineer and Urban Designer John Ford reviewed details of the site design as shown on the attached presentation. Mr. Dahmubed and Mr. Ford expressed support for the site design noting that the orientation of the buildings is conducive to creating a comfortable and engaging environment. With regard to the building design(s), Mr. Ford stated that the more detailed building articulation will produce a more engaging and activated public realm. It was noted that the reduction in height for some buildings is complementary. Mr. Dahmubed stated that the consolidation of the parking into one structure has improved the potential for utilization of parking on site and the use of a residential wrapper around the garage will help create a refined, organic neighborhood. Mr. Dahmubed noted that shadows from the proposed development are contained within the site except for some winter days, where they extend to the southern side of Grove Street. Mr. Ford emphasized the importance of continuing to integrate and vary the façades to ensure they are coordinated with the streetscapes. Additional information was requested with regard to; the loading requirements for the hotel green and the location of the knoll adjacent to the amphitheater green. The peer reviewers expressed support for the connections from the site to the public trails.

The Public Hearing was opened.

Philip Wallace, 29 Oxford Road presented on behalf of the Lower Falls Improvement Association (LFIA). Mr. Wallace's presentation is shown at the end of this report. He stated that the LFIA shares goals with the developer, development team, neighborhood, City, region and commuters to/from the site. He expressed support for the proposal to integrate the development with the neighborhood trails. Based on the current proposal, areas of concern include: the pedestrian experience of Grove Street, bike and pedestrian infrastructure through and around the development, the transit green and hotel green, emphasis on the transit structure and the residential buildings. Mr. Wallace identified concerns as shown below:

Building 6: The building is the longest building on the site and does not have variation in character. There is less of a setback and there may be ways to enhance the human experience. Mr. Wallace suggested that some remedies include: stepping back the upper floors, planting a row of trees or incorporation of Mansard Style roofs.

The 5' bike lane on Grove Street opposite the development: How do cyclists get around the roundabout, and around the signalized intersection? This configuration could be very dangerous for a pedestrian crossing on the overpass.

The transit station: All transportation modes will be coming in the transit square. Is there too much activity going into the transit square? Bike shelter could be located in the garage to remove one form of traffic and to minimize conflict. Can the petitioner consider installation of lockers and/or showers? Is there a way to add shelter in the drop off/pickup area?

Emergency Access Roads: They remain accessible by cars. They should contain bollards to prevent cars.

Hotel green space: It should be maximized.

Mr. Wallace questioned what the petitioner can do to increase permeable spaces and reduce runoff. He expressed the remaining concern relative to future transit development. He noted that the Green line D line is not sufficient and questioned how the site will accommodate changing an evolving transit system and demands and questioned where people will park if more transit options become available.

Ted Chapman, Project Manager for the Riverside Greenway Working Group (RGWG) Project Manager, presented on behalf of the RGWG. Mr. Chapman presented an overview of the petitioner's proposal to reconnect the trail networks that have been neglected. Connection of the trail is critical to access inaccessible portions of the Charles River and to connect to miles of trail network in Wellesley, Weston and Waltham. Mr. Chapman presented a list of 25 projects that have been identified by the RGWG and reiterated that the petitioner has agreed to contribute to funding some of the project. Mr. Chapman noted that some work remains relative to location of ramp connection. He explained that bicyclists and

pedestrians coming north over Recreation Road may not want to travel through the development. Mr. Chapman's full presentation can be found at the end of this report.

Randall Block, 45 Lafayette Road, noted that the developer is still working to ensure the Fire Department has adequate access to all buildings. Mr. Block noted that Building 1 will be the tallest in Newton and questioned what the Fire Department resources might be for public safety if constructed.

Tom Gagen, 32 Fern Street, thanked Councilors and the Planning Department for their hard work. Mr. Gagen expressed support for the proposed development, the people-friendly connection to the park, the connection to 128, and the proposed heights. Mr. Gagen urged Councilors to approve the project and stated that they need the proposed heights in order to generate revenue that will pay for the garage. He suggested that some work remains relative to ensuring the buildings are aesthetically appealing to the neighborhood.

Henry Minsky, 67 Clyde Street, expressed support for the proposed open spaces included in the development.

Lisa Janelli, 25 Leslie Road, emphasized the importance of understanding how the MBTA plans to meet how the design will affect future transit, what the plans are for increased demand on the green line, rapid transit, Indigo bus, etc.

Karen Mondel, 11 Pine Grove Avenue, questioned whether there is a pedestrian connection from the parking garage to the transit circle and noted that lack of one could be a safety hazard. She questioned whether the 5' sidewalk abutting the golf course might be better reallocated on the side of the development.

Drew Smythe, 105 Hancock Street, expressed concern relative to the lack of attention to construction stormwater. He asked that the petitioner provide details relative to how the water quality will improve. Executive Director of the Solomon Foundation, Herb Nolan, 31 Denton Road, Wellesley, expressed support for the proposed development and emphasized the importance of the connections to the greenway, which will unlock access to the trails.

Bruce Mcvittie, 11 Norumbega Court, questioned whether the cycling lane from the development side to the other side of Grove Street has been considered? He noted that this approach could eliminate some conflict points for cyclists.

Planning and Development Board

Members of the Planning Board expressed no concerns relative to the request to rezone the site. Mr. Brown motioned to approve the recommendation to the City Council that the site is rezoned, which carried unanimously. A copy of the P&D Board decision is attached to the end of this report.

Questions from Councilors

How will buildings 5 and 6 present to someone travelling on Grove Street?

Can the petitioner take a closer look at the transit square and safe pedestrian access?

Can the petitioner/Planning Department/peer reviewer provide a clearer, labeled shadow study?

The green in the hotel green seems like a small space surrounded by trafficked area. Might it be more useful to have a turnaround or to shift green space to abut sidewalk. Can it be pedestrian only?

Has any consideration been given to including community gardens in the development?

Can some thought be given to including more outdoor spaces and/or a playground for children?

What is being done with regard to noise and air pollution protection from the highway?

Can short term parking be moved into the first level of the garage?

Is the car "buffer" along Main Street necessary to provide comfort to pedestrians on the sidewalks?

Have we considered retractable bollards in the areas where we don't want regular vehicle access?

Has solar been considered on the top of the parking garage?

Is there a stage in the amphitheater and will it be wired for sound?

How far is the amphitheater from parked/moving cars? Will car exhaust be close enough to be disruptive/unsafe for visitors?

Along Recreation Road, there are street trees on both sides; is that part of the proposal?

In the new zone there are certain minimums and maximums pertaining to the height and setbacks on Grove Street. Can Planning provide a chart of building 3, 4, 5, 6, 7 as well as the proposed setbacks?

The right turn lane is causing the setback in front of Building 6 to be less than it is. Can that slip lane be eliminated?

Washington Place 60' on Washington Street. Washington Street is 58' curb to curb. Grove Street is 26' curb to curb. Overly tall buildings could dwarf Grove Street. Has the Planning Department or peer reviewer evaluated the impact of the height on the Grove Street experience?

Are there other ways to maintain the square footage while reducing the height(s) on Grove Street?
Will Building 1 be the tallest building in Newton?

Can the bike lane on Grove Street opposite the development be protected? How much of the open space is green space and how much is hard scape?

Can the Planning Department/peer reviewer/petitioner provide an explanation of the impacts of keeping or removing the 5' bike lane?

Councilors thanked the LFIA, RGWG and the petitioner for their presentations and expressed support for connections to the greenway trails. Councilors were supportive of the increase in open space to 17.5%. Some concern was expressed relative to the heights on Grove Street. In response to concerns raised relative to pedestrian safety, Mr. Chavieno confirmed that the design is continuing to evolve and will stated that additional crosswalks will be located within the site. It was noted that responses will be provided to Councilors' questions. With that, the Committee held items #26-20 and #27-20 and adjourned at 9:45 pm.

Respectfully Submitted,

Richard Lipof, Chair

PLANNING & DEVELOPMENT BOARD



Ruthanne Fuller
Mayor

Barney Heath
Director
Planning & Development

Members

Peter Doeringer, Chair
Kelley Brown, Member
Sudha Maheshwari, Member
Jennifer Molinsky, Member
Sonia Parisca, Vice Chair
Chris Steele, Member
Barney Heath, *ex officio*
Kevin McCormick, Alternate
James Robertson, Alternate

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Date: January 29, 2020

The Honorable City Council President, Susan Albright

City of Newton
1000 Commonwealth Avenue
Newton, MA 02459

Subject: Petition #26-20 for a change of zone to Mixed Use 3/Transit Oriented District for portions of land located at 355 Grove Street (currently zoned BU-2) and 399 Grove Street (currently zoned BU-5), also identified as Section 42, Block 11, Lots 3 and 4

Dear Honorable Council President Albright:

On Tuesday, January 28, 2020 the Planning and Development Board voted 6-0-1 (Director Heath abstaining) to approve the following motion:

In light of the previous successful efforts between Mark Development and the Lower Falls Improvement Association to agree on the text and a set of standards that will apply to MU-3 Zone as well as a recognition that this zone is only applicable to the Riverside site because of its specificity, the Planning & Development Board recommends to the full City Council that the newly defined MU-3 zoning designation be extended to include the approximately 4.4 acres within the Riverside project site not presently zoned as such.

Submitted on behalf of the Planning & Development Board.

Sincerely,

Peter B. Doeringer, Chair

Riverside Station

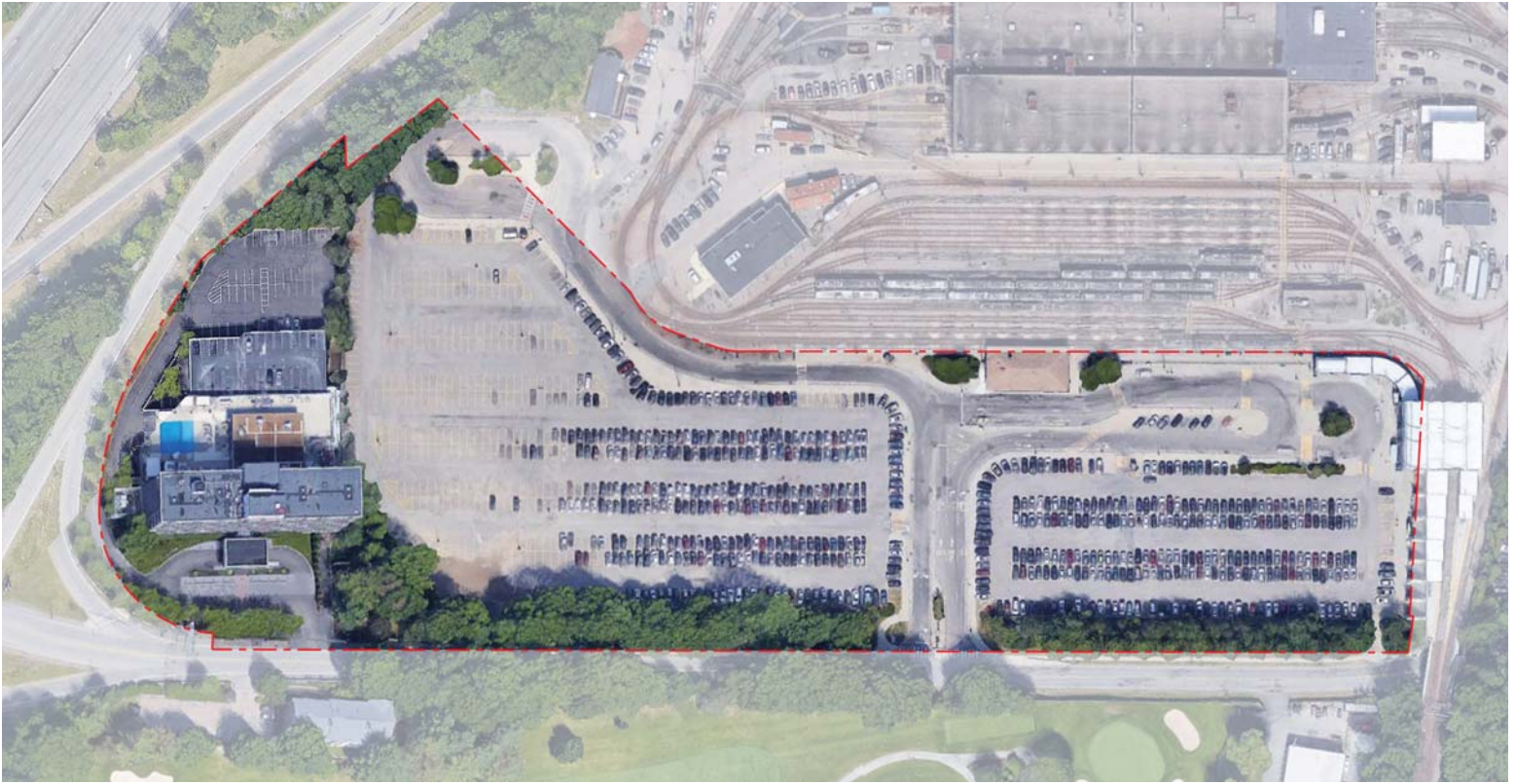
Land Use Presentation

January 28, 2020

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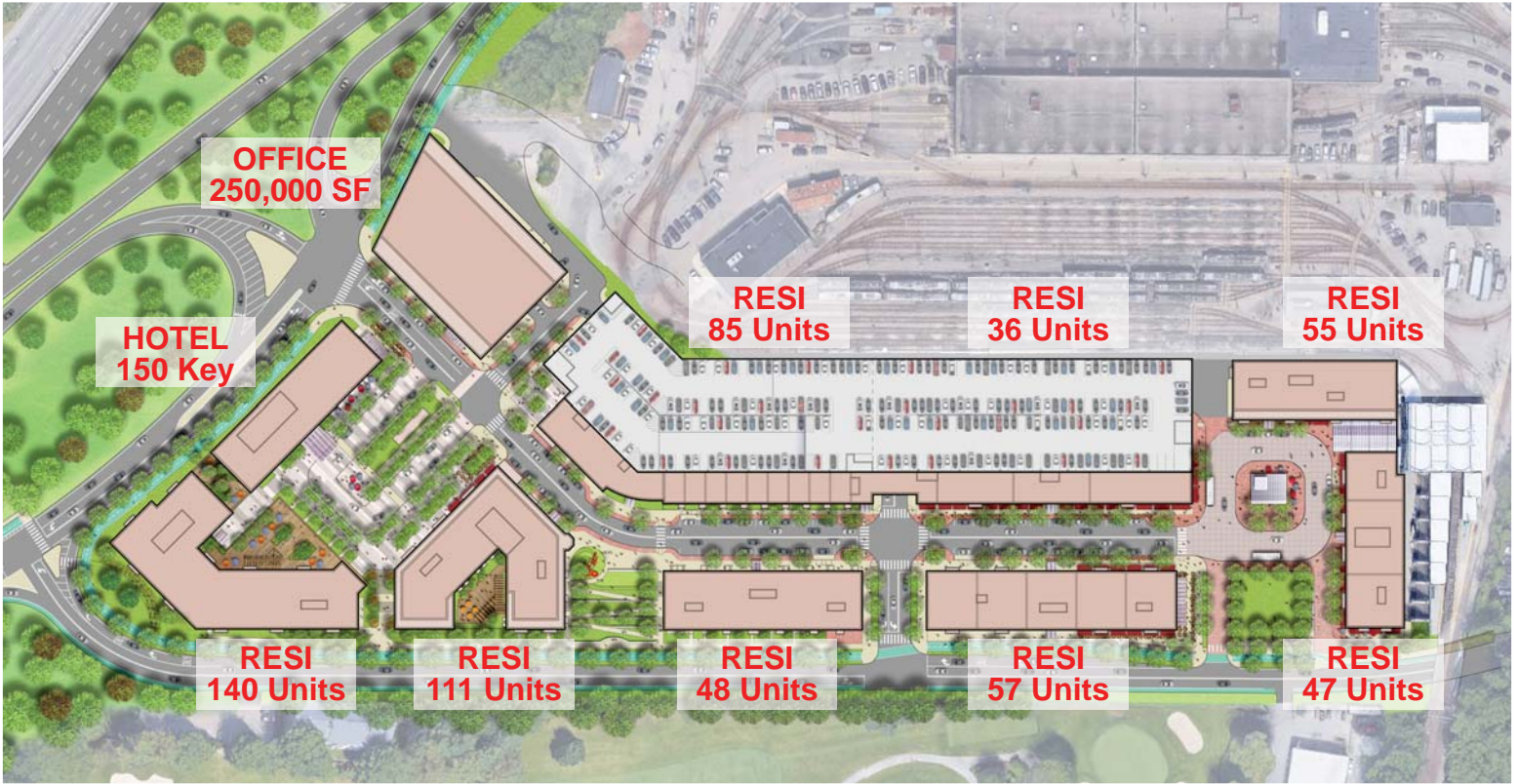


Existing Conditions

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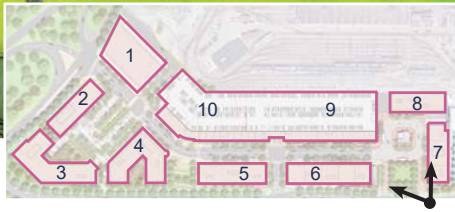
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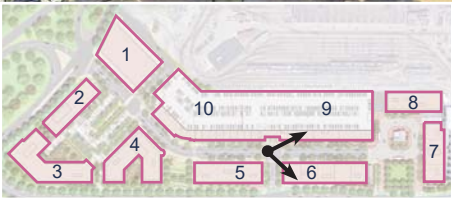
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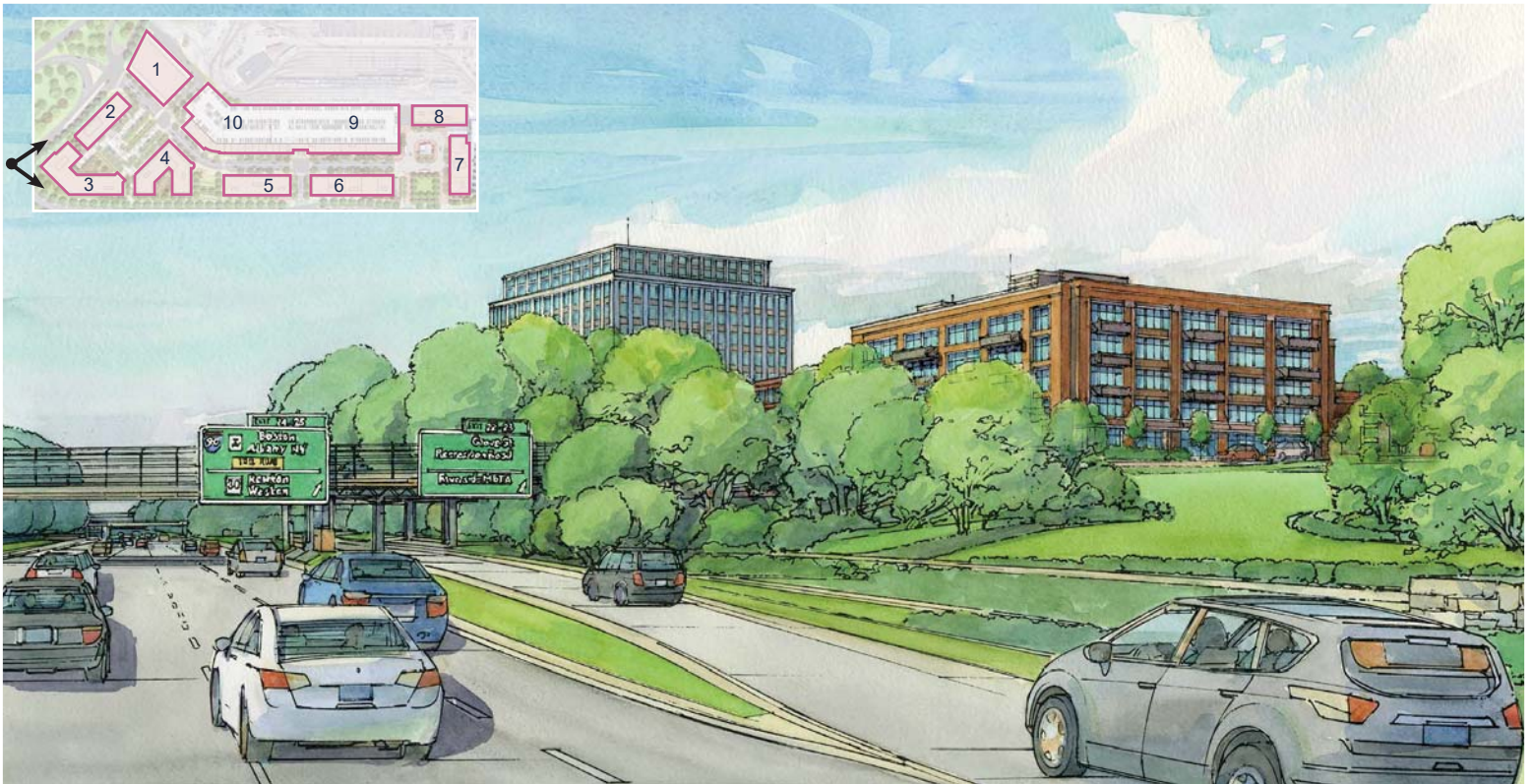
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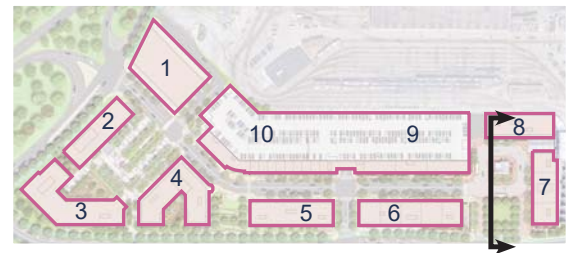
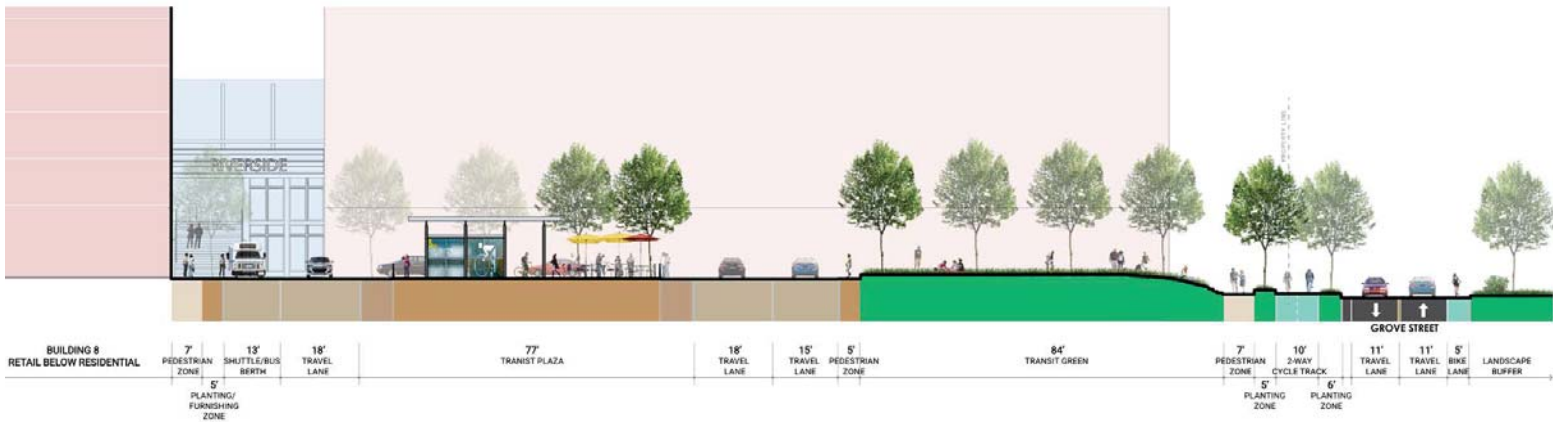
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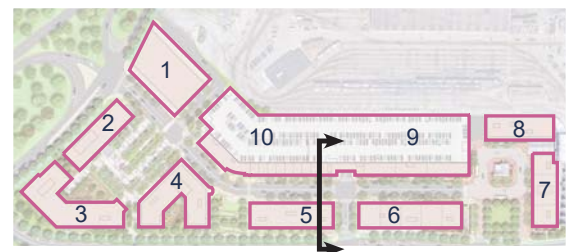
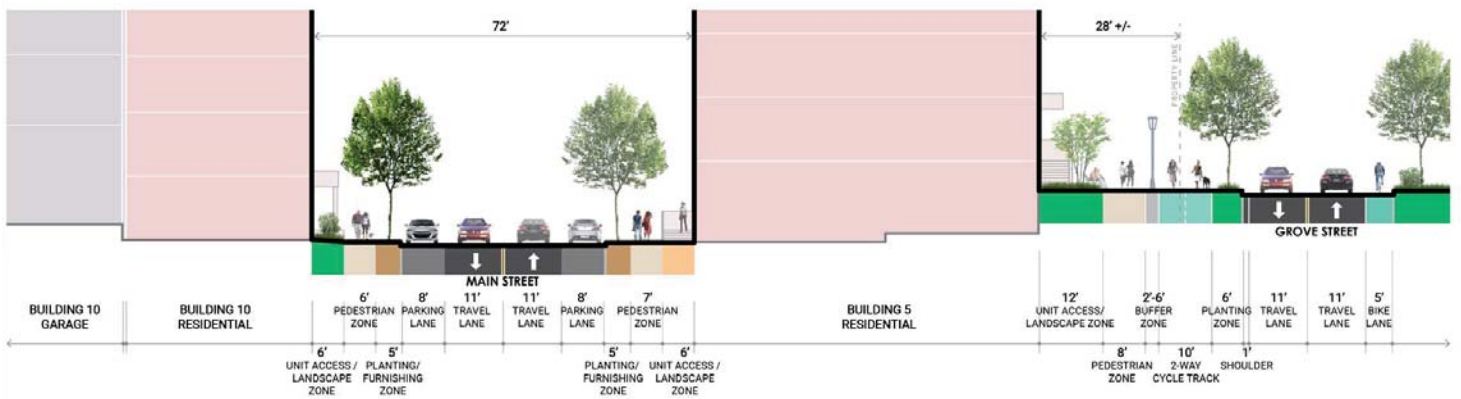
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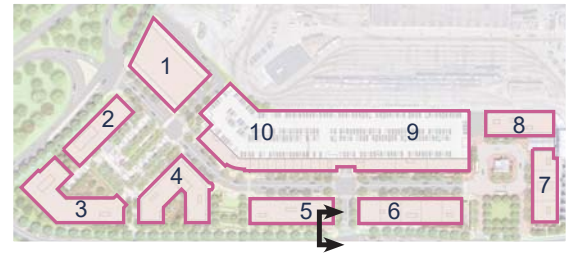
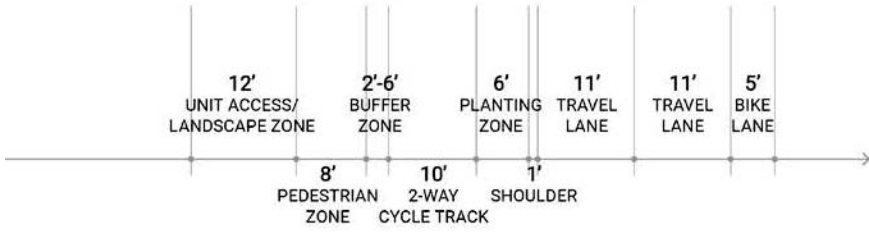
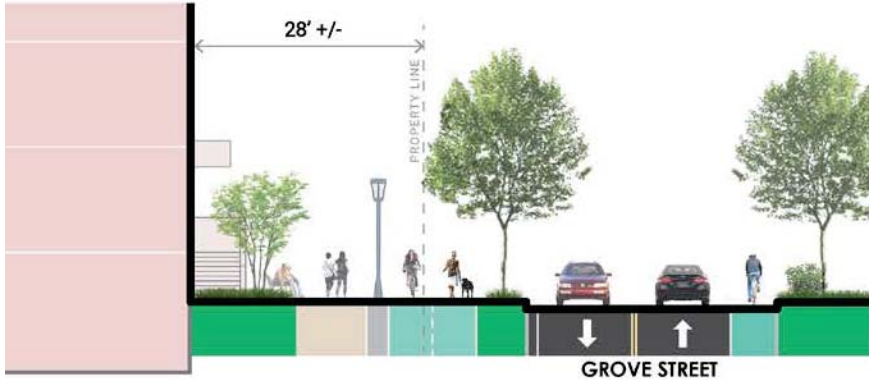
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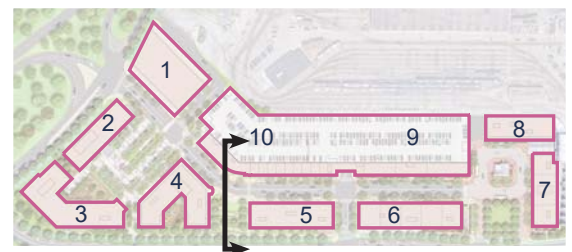
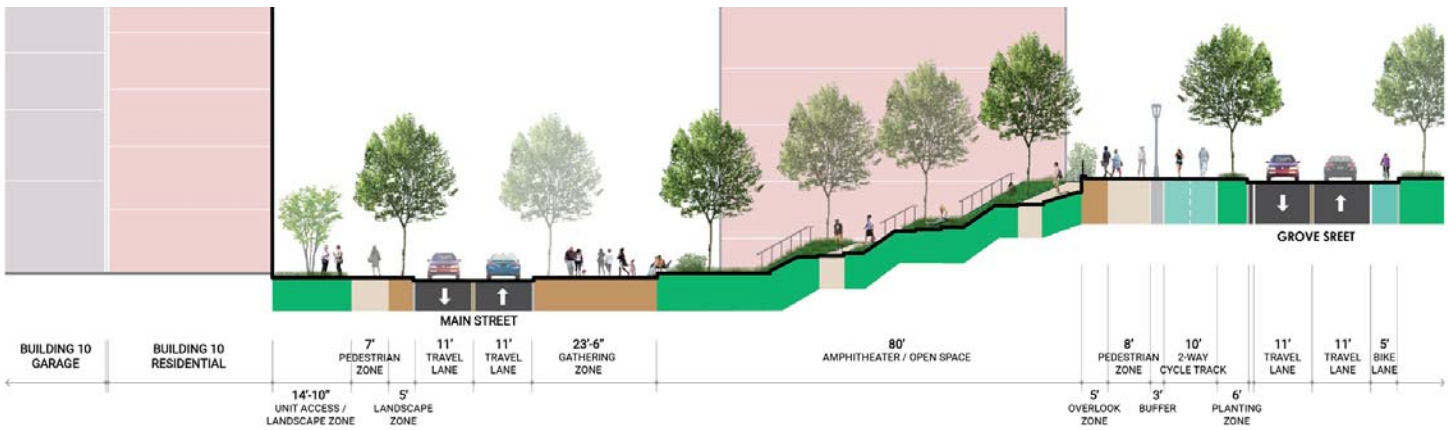
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Public Open Space



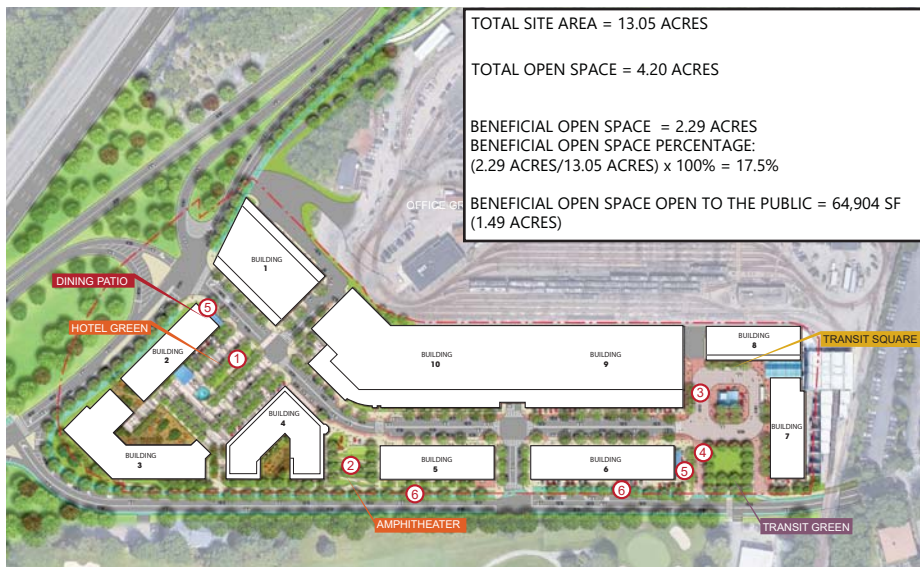
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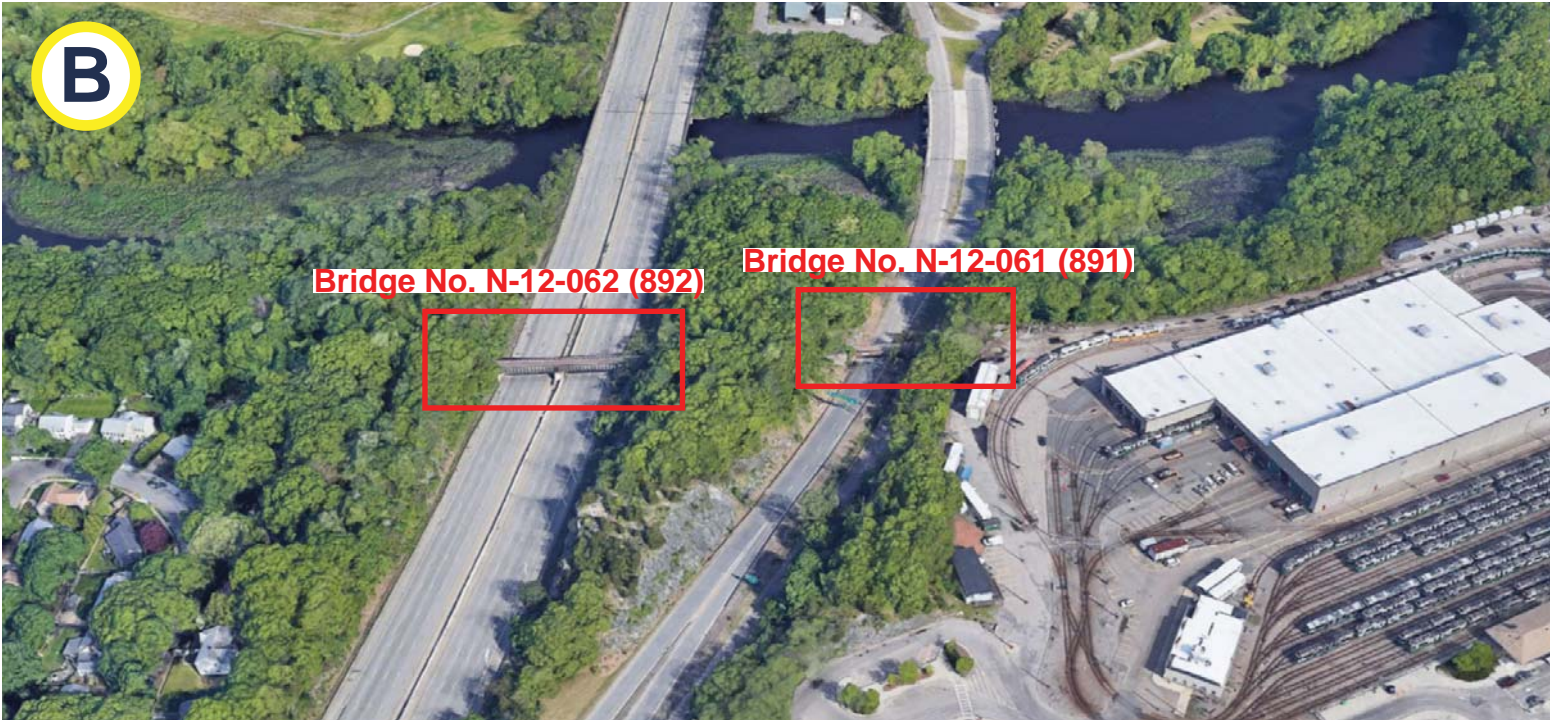


BICYCLE TRACK



Full design and construction of an ADA accessible access ramp from the Connector Road to the east end of the Two Bridges and, if feasible, an at-grade shared use path from the east end of the Two Bridges directly to the Riverside Transit Station.

Access Ramp



100% Design of the Two Bridges Trail and west side connections to the Lower Falls Street grid and Leo J. Martin Golf/Cross Country Ski Park.

MARK DEVELOPMENT

B Bridges



100% Design of the Two Bridges Trail and west side connections to the Lower Falls Street grid and Leo J. Martin Golf/Cross Country Ski Park.

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MWRA Link



Design and construction of the MWRA Link shared use trail / Park and Pedal installation between Riverside Park and the MWRA site and soon to be replaced Stoller/Recreation Road 'Boathouse' Bridge.

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Riverside Depot Tunnel



Design and construction of the Riverside Depot Tunnel and approaches on the Pony Truss Trail and to Charles Street.

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Riverside Depot Tunnel



Design and construction of the Riverside Depot Tunnel and approaches on the Pony Truss Trail and to Charles Street.

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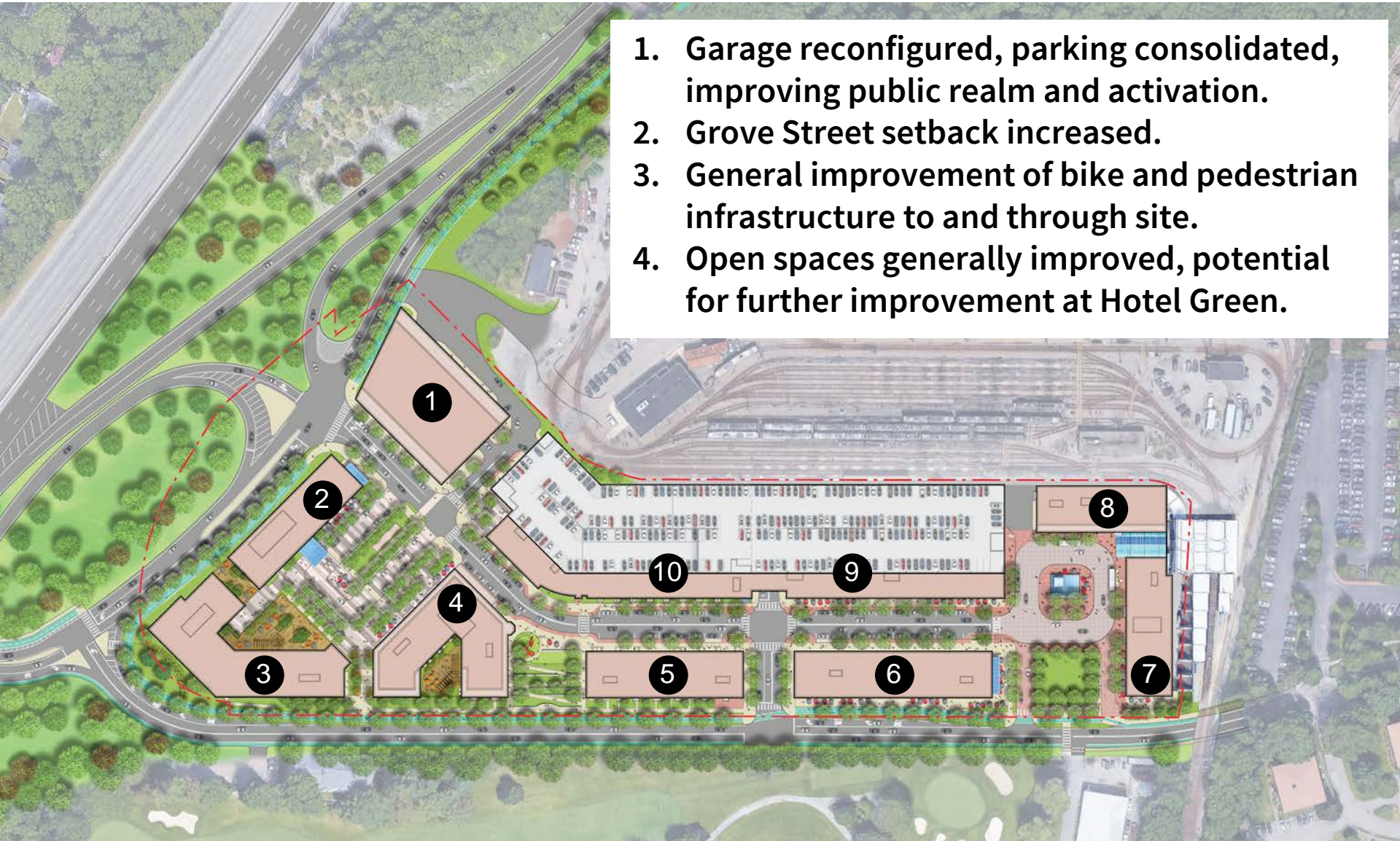
Riverside Urban Design, Site Design, Open Space, and Grove Street - Peer Review

1/28/2020

Local Context

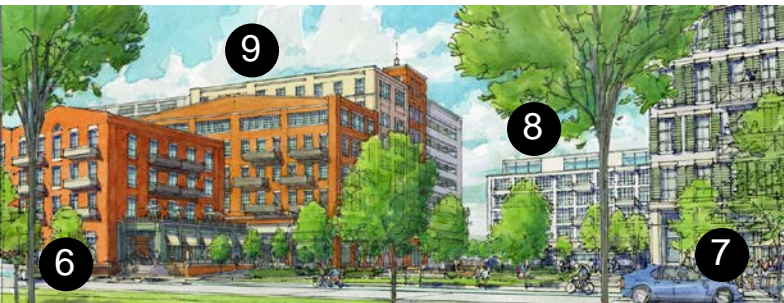


Site Design



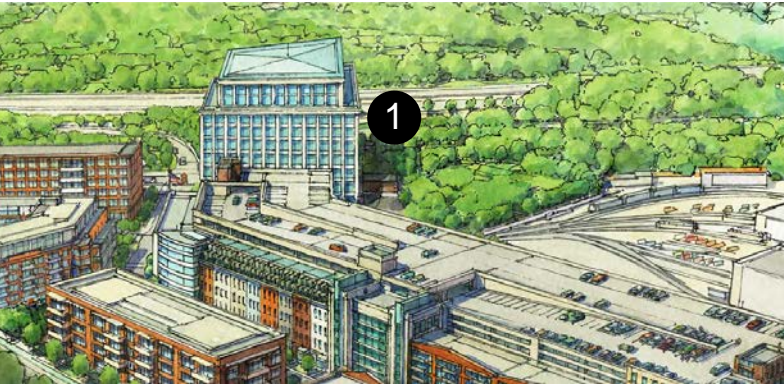
1. Garage reconfigured, parking consolidated, improving public realm and activation.
2. Grove Street setback increased.
3. General improvement of bike and pedestrian infrastructure to and through site.
4. Open spaces generally improved, potential for further improvement at Hotel Green.

Buildings

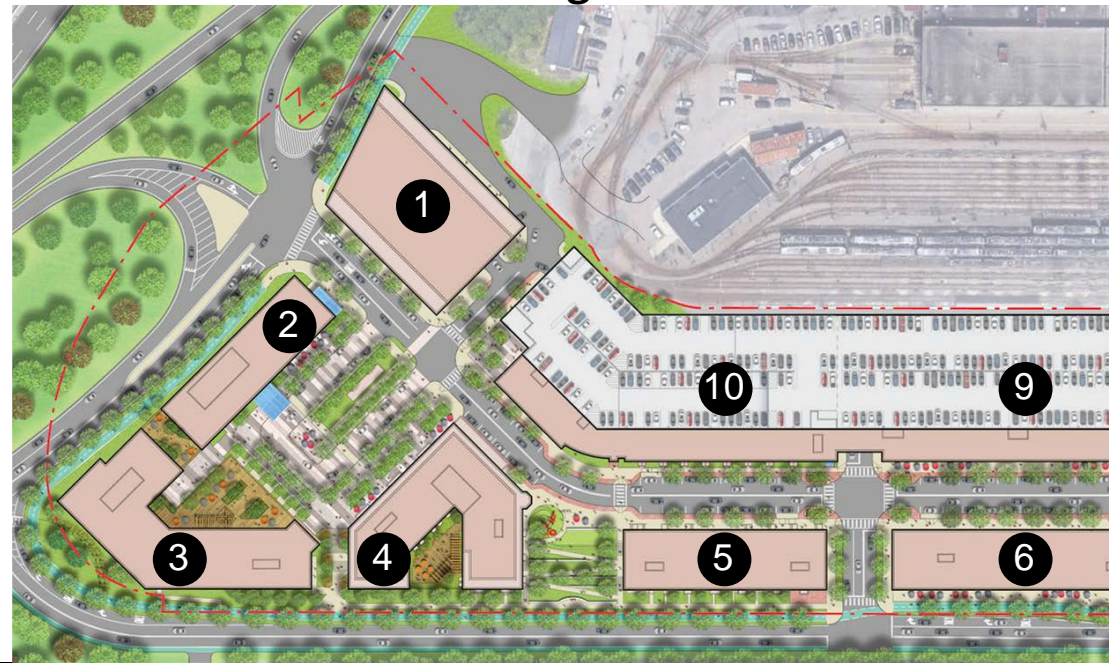


1. Reductions in building heights have encouraged a more thoughtful approach to the overall massing and articulation of buildings.
2. Reduction in building heights has also produced a varied set of forms that respond to variations in the terrain and have a more defined hierarchy.
3. More detailed building articulation suggests a more engaging and activated public realm, particularly around the Transit Square, for example, the proposed dining patio at the northern end of Building 6.

Building 1: Office



1. Reduced height is more complimentary to the scale of the project's other buildings.
2. Footprint realigned toward Main Street, which is sensible given the overall project downsizing, and will help to activate Main Street.
3. Important to find ways to add transparency and activation to the ground level.



Buildings 3 & 4: Residential



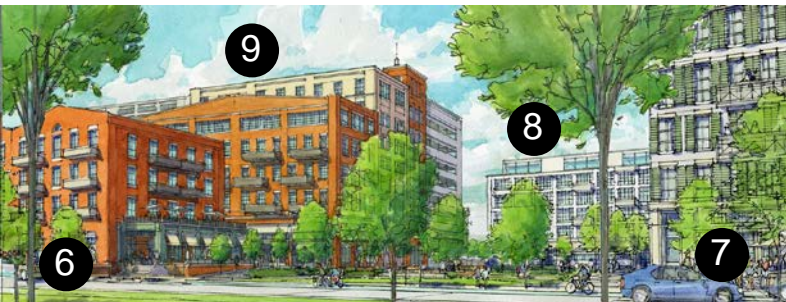
1. Removal of parking from Building 3 has decreased mass, activated frontage (potential for further improvement with exterior entrances to ground floor units), and created a more inviting public realm.
2. Plan of Building 4 has been improved with a better relationship to Grove Street.
3. Building 4's retail component and the hotel will help to activate the hotel green.
4. Reduced parallel parking could expand Green.



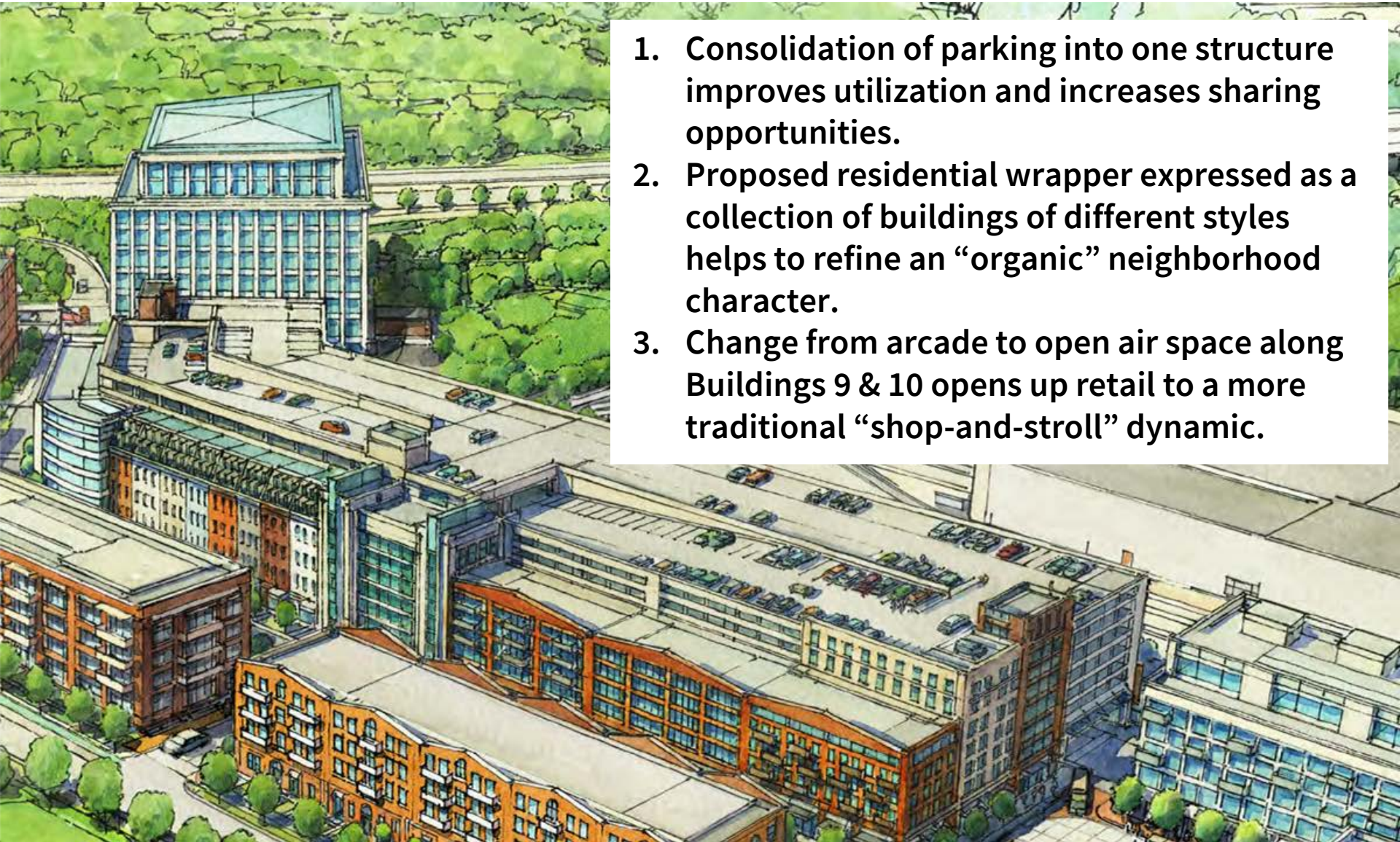
Buildings 5 & 6: Residential



1. Building heights along Grove Street have been reduced, and setbacks increased.
2. Renderings show a degree of articulation that will add character to Grove Street and the entire project.
3. Design of these buildings should continue to be refined with an appropriate scale and level of detail.
4. Introduction of Building 6 dining patio and terrace will lend character to Transit Green.



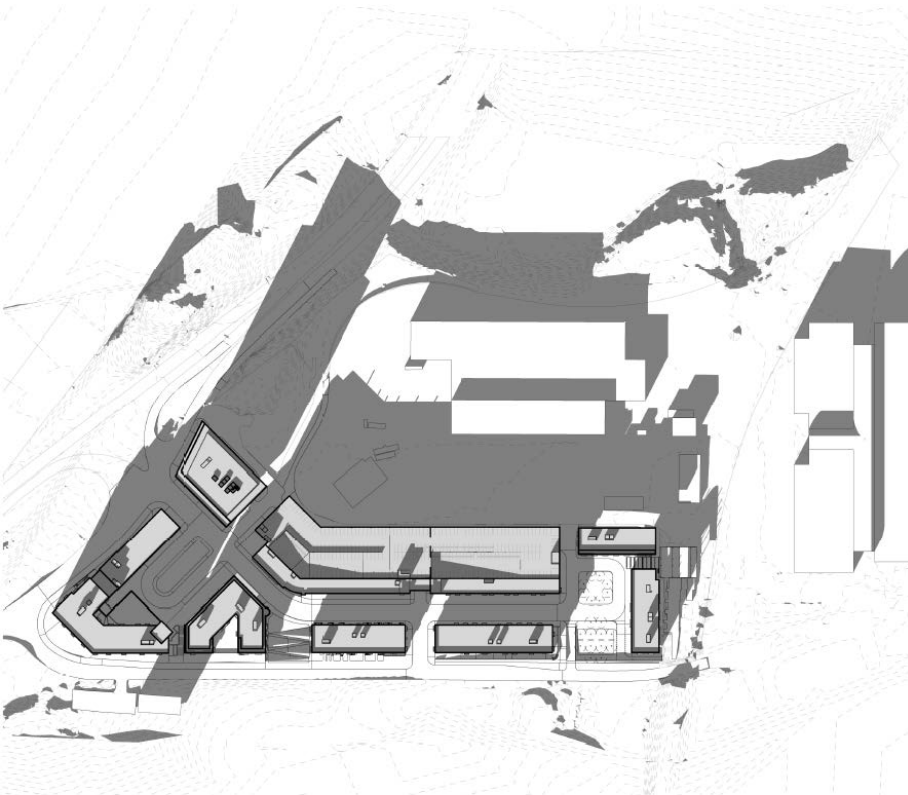
Buildings 9 & 10: Residential & Parking



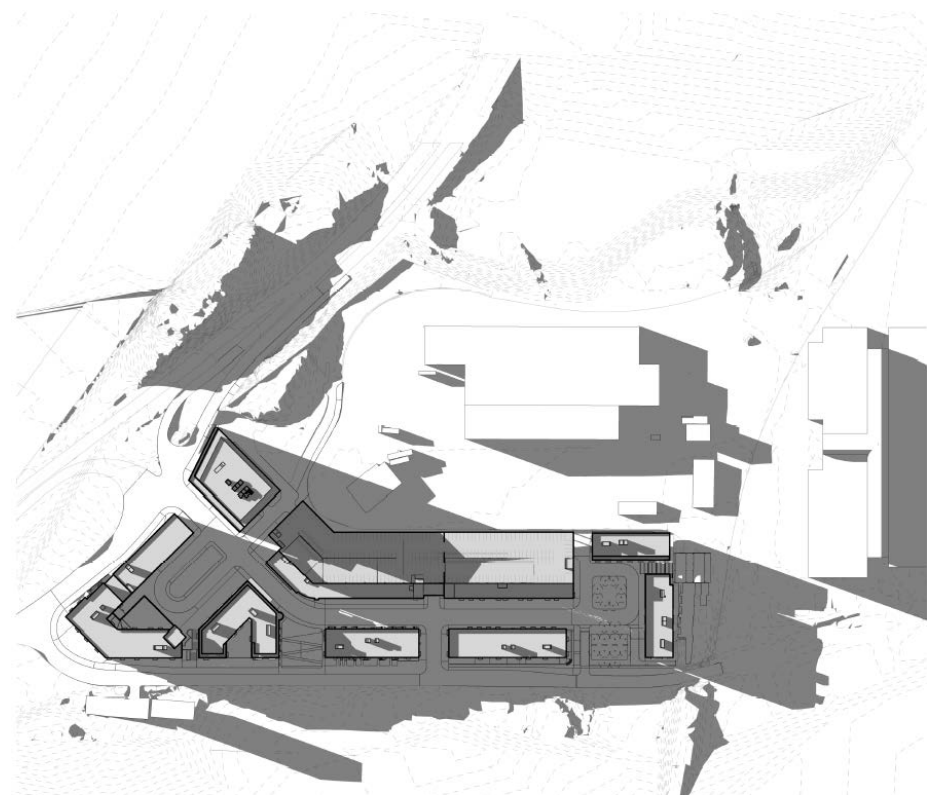
1. Consolidation of parking into one structure improves utilization and increases sharing opportunities.
2. Proposed residential wrapper expressed as a collection of buildings of different styles helps to refine an “organic” neighborhood character.
3. Change from arcade to open air space along Buildings 9 & 10 opens up retail to a more traditional “shop-and-stroll” dynamic.

Shadows

1. The shadow study indicates that shadows are contained within the site except for during some winter afternoons when shadows extend onto the southern side of Grove Street.



SHADOW STUDY - WINTER SOLSTICE - 09 AM

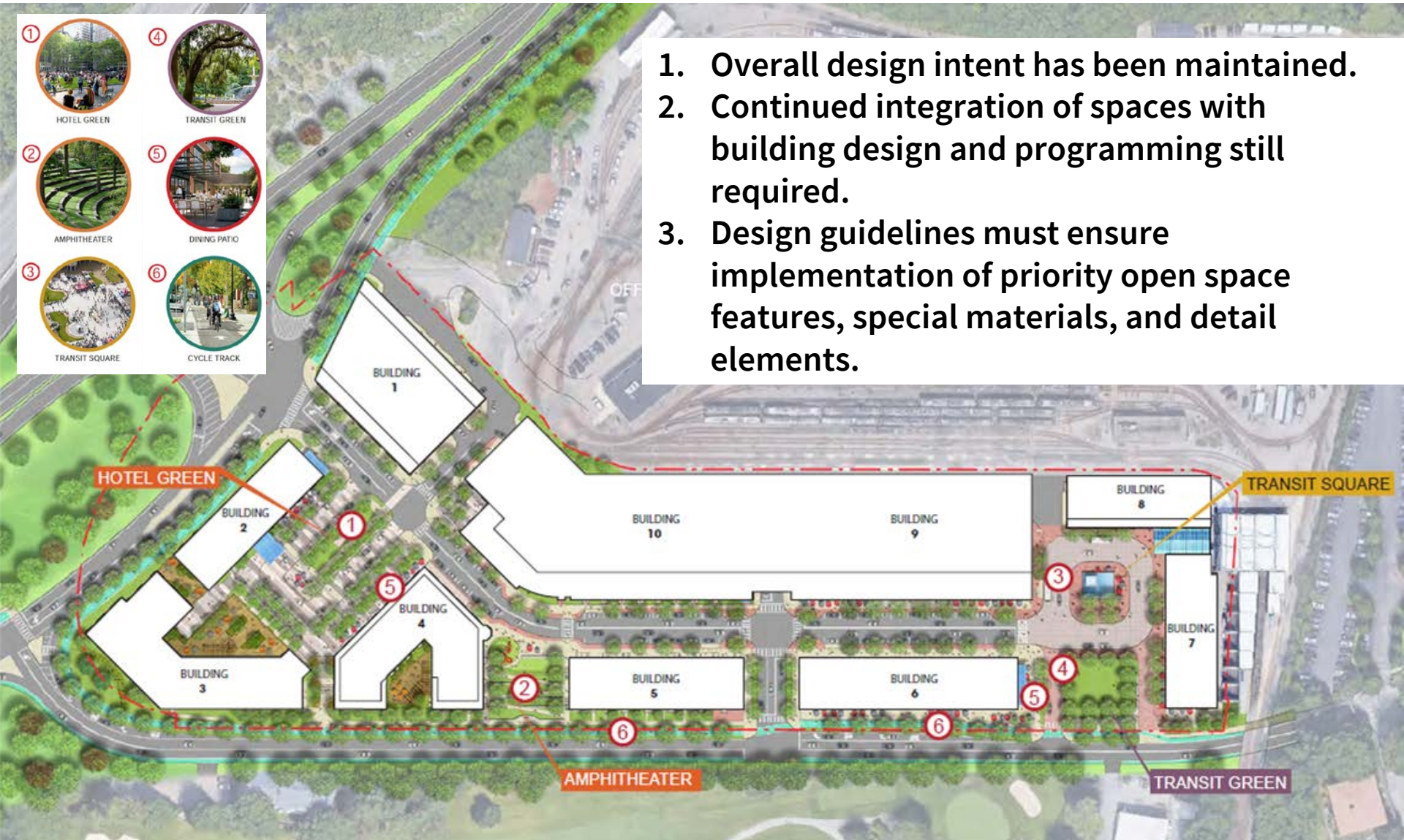


SHADOW STUDY - WINTER SOLSTICE - 03 PM

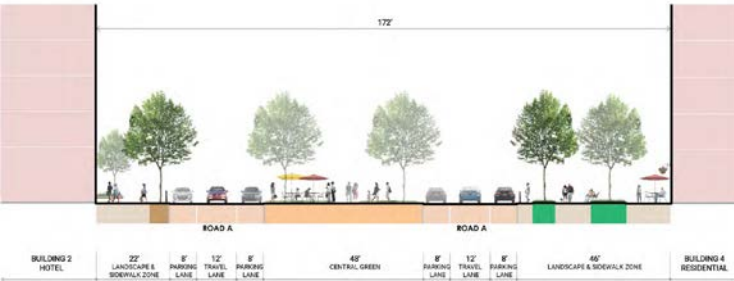
Open Space



1. Overall design intent has been maintained.
2. Continued integration of spaces with building design and programming still required.
3. Design guidelines must ensure implementation of priority open space features, special materials, and detail elements.



Hotel Green

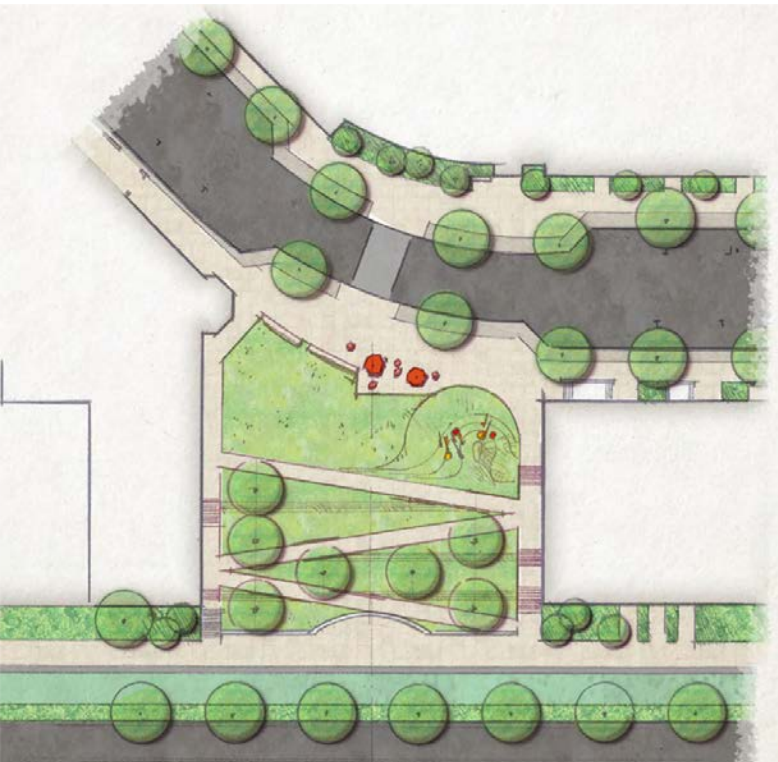
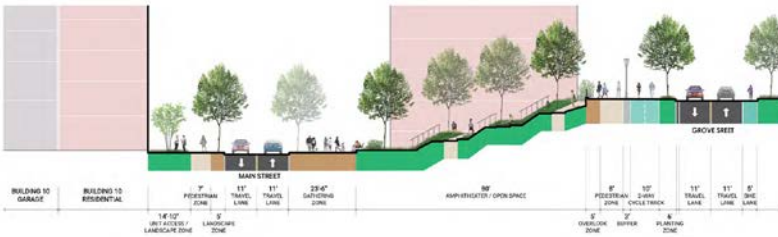


1. The design has not changed significantly.
2. Building modifications will help pedestrian environment.
3. Asymmetrical relationship with Buildings 1 and 10 will require care with detailed design.
4. Removal of parallel parking to be studied. Additional loading detail & ADA connectivity required, especially regarding the staircase connection between Grove and Main Streets.



Amphitheater Green

1. Space has not changed.
2. Clarification of knoll location is required.



Transit Square and Green



1. Evolution of the design has clarified character and function of the Square and the Green. Addition of retail to Building 6 will help activation of the Green.
2. Loggia and retail interfaces require care with detailed design.
3. Coordination of pedestrian and bicycle mobility to Transit Square and Green and within site still require detailed coordination.



Off - site Connections

Bike Infrastructure



Pedestrian Connections



Proposed off-site connections include bicycle and pedestrian infrastructure in the form of either shared use paths or dedicated lanes along as along Grove Street, as well as multi-use paths along the reconfigured Recreation Road, connecting to Riverside Park trails, and proposed trail enhancements and future connections along the east bank of the Charles River.

Images taken from proposed Design Guidelines



LFIA Riverside Committee

Our shared goals

- achieve the best development for residents, the neighborhoods, visitors, commuters, the City and the region
- make best use of & connections to open space
- insure flexibility for future transit development

We appreciate the design improvements made through community feedback, negotiations and peer review.

1



LFIA Riverside Committee

Site design notes & comments

- Grove Street frontage
- bike pedestrian infrastructure
- the Transit Square
- the Hotel Green
- Transit Infrastructure
- Recreational Links

2



LFIA Riverside Committee



Grove Street – Building 6

- long unvaried facade with elevated patio
- reduced setback due to Grove St. right turn lane

3

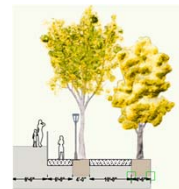


LFIA Riverside Committee



Grove Street Section - Building 6

- Add row of trees
- Add architectural variety to enliven facade



4

RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

Reduce perceived massing on Grove St.

- architectural features such as Mansard roofs
- add a row of trees




Mansard Roof (Parisian) 4 stories on Grove St

5

RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

Grove St. – Bike Pedestrian Infrastructure



Optimal design

PROPOSED PROJECTIONS FROM BUILDING

PERIODIC PLANTING ZONE

PEDESTRIAN WALK

2-WAY CYCLE TRACK

TREE WAY

SHOULDER

TRAVEL LANE

TRAVEL LANE

BIKE LANE

4 ?

EXPANDED SETBACK FROM PROPERTY LINE +/- 28'-0"

Grove Street Section - Building 5

MARK DEVELOPMENTS

6



RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

Grove St. bridge – Bike Pedestrian Infrastructure



- Separation of pedestrian/bike/auto traffic is the safest, optimal design
- Given an unseparated lane, only excellent riders will be comfortable
- Is 3rd unseparated bike lane safe and necessary?

7



RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

Grove St – Bike Pedestrian Infrastructure



1. negotiating the roundabout at Asheville Rd
2. high traffic intersection at CD Rd.
3. pedestrian Crossing near T underpass dangerous
4. is 3rd bike lane safe and necessary?

Need to maintain separation on all paths

8

 **LFIA Riverside Committee**



Bike-Pedestrian Crossing at 'T' underpass dangerous
no bike infrastructure beyond underpass/project site
Requires careful thought with Transportation Planning

9

 **LFIA Riverside Committee**

Transit Square: many competing activities



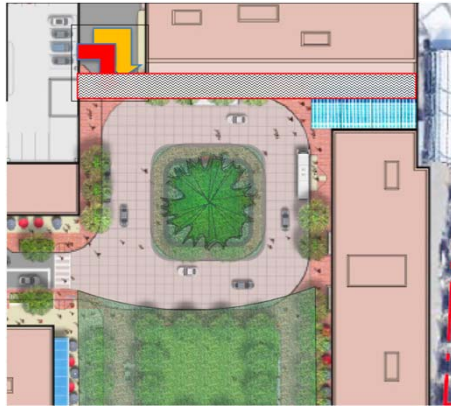
- Move bike shelter to garage, include showers, bike lockers
- Maximize green space for residents' "front yard"
- Add shelter/reduce conflicts at drop off/pick up areas

10



LFIA Riverside Committee

Heavy foot & vehicle traffic in front of Building 8
Shuttle buses exit garage as commuters walk to T



An option: add elevated passage connecting garage and T platform

- reduce traffic conflicts
- better accessibility
- retail opportunity?
- shelter for passengers at pick up/drop off areas below

11



LFIA Riverside Committee

Transit Green



- concern that these access points will be used for non-emergency access from Grove St.
- for emergency vehicles & MBTA busing only
- bollards to control access

12



LFIA Riverside Committee



Hotel Green

- maximize green space, another “front yard” for residents
- reduce parking from 4 lanes to 2
- widen central green
- increase permeable surfaces

13



LFIA Riverside Committee

Allowing for Expanded Transit Development

There must be adequate planning for expanded Urban Rail and Bus Rapid Transit

- The Riverside D line is clearly not enough
- A point of emphasis from the earliest project discussions
- Requires active participation by MASS DOT, **the MBTA**
- How will site accommodate increases in local, regional and long-distance bus?
- Parking to accommodate these enhanced uses?

14

RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

MBTA property for a multimodal facility for urban rail, bus, parking

RIVERSIDE STATION

15

RIGHT SIZE RIVERSIDE
LFIA Riverside Committee

LFIA Riverside Committee

RECREATIONAL ORIENTED DEVELOPMENT

Guideline 2: CONNECT AND IMPROVE THE NETWORK OF OPEN SPACES FOR RESIDENTS AND VISITORS
 Guideline 3: PROVIDE OPPORTUNITIES FOR RECREATIONAL AND CULTURAL ACTIVITIES

The vital **westward connection** needs to be included on the Riverside Greenway to:

- Parks
- Trails
- Golf
- Cross Country Skiing

16



LFIA Riverside Committee

Thanks to the City Council Land Use Committee for your attention to our input

Thanks to Mark Development for a collaborative approach to working on the details of this project.

Thanks to Lower Falls and Auburndale communities and others for continuing comments, contributions and suggestions

Riverside Greenway

Trail Connections between the Riverside Greenway and the Riverside Station Development



The Riverside Greenway links two segments of the Blue Heron Trail in Auburndale and Newton Lower Falls, bridges major highways, crosses the Charles River 3 times, provides access to 4 train stations, boat rental, golf, cross country skiing facilities.



Riverside Related Projects



Projects agreed to

- X Riverside Access
 - L Riverside Depot Tunnel
 - M MWRA Link / Park & Pedal
 - R Two Bridges Trail
- Part of Development Infrastructure
- P Connector Road Trail & Grove St. Bike/Ped Trail

- 5 of the 25 projects on the RGWG's advocacy list are connected to the Riverside Development
- Mark Development has agreed to design, build or fund



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RWGW Priority	Legend Letter	Project Name	Type	Description	Funding Source	Landowner	Vendor	Cost	Care and Control Agreement Needed	Status
1st	X	Riverside Access	Design / Construction	Access from Two Bridges Trail to CD Road and Riverside Station; Ramp and at grade trail	Mark Development	MBTA, MassDOT	Mark Development	<u>\$625,000</u>	Care and Control Agreement with DCR may be needed (with MassDOT or MWRA)	Pending
2nd	L	Riverside Depot Tunnel	Conceptual Design		MassTrails	Jacobs	\$25,000	Care and Control Agreement with DCR needed (Tunnel is MBTA)	Completed	
			100% Design	Design for Restoration/Ramp	Mark Development	MBTA	TBA		<u>\$125,000</u>	Pending
			Construction	Restoration of Depot Tunnel and connection to Pony Truss Trail	Mark Development	MBTA	TBA		<u>\$1,125,000</u>	Pending
3rd	M	MWRA Link (Park and Ride)	Design / Construction	Ramp to CD Rd shared-use, accessible path and/or at grade shared use path at grade to Riverside Station Development.	Mark Development	MWRA MassDOT	TBA	<u>\$350,000</u>	Care and Control Agreement with DCR may be needed (with MassDOT or MWRA)	Pending
4th	R	Two Bridges Trail and West Side spurs to Deforest St and golf course	Conceptual Design	Recreational trail over I-95 and C-D Road from Lower Falls to Riverside MBTA, BSC conceptual cost estimates.	DCR-RTP	MassDOT, Newton, Mass DCR	BSC Group	\$47,260	Care and Control Agreement with Mass DOT to DCR needed for access over Two Bridges; Deforest spur to Clearwater Road Newton owned; Rail line and golf course access DCR owned	Completed
			100% Design	scope above	Mark Development		TBA	<u>\$400,000</u>		Pending
			Construction	Construction of Two Bridges Trail and links to Riverside and Lower Falls	MassDOT/DCR		TBA	\$2,250,000		Pending
	P	Connector Road (C-D Road) Trail	Conceptual Design	Complete Streets upgrade to Connector Road	Solomon Founde	MassDOT, MWRA?	TBA	?	Care and Control Agreement with DCR may be needed (MassDOT owns the land, path would go over MassDOT land)	Completed
			Construction	Multise path along C-D Road from Grove St. to Riverside Park	Mark Development		Mark Development		Pending	
		All Projects		Design and Construction monitoring	Mark Development	Riverside Greenway Working Group /DCR / MassDOT/ City of Newton		<u>\$50,000</u>		
								Total of underlined items	<u>\$2,625,000</u>	

Projects included in the agreement with Mark Development

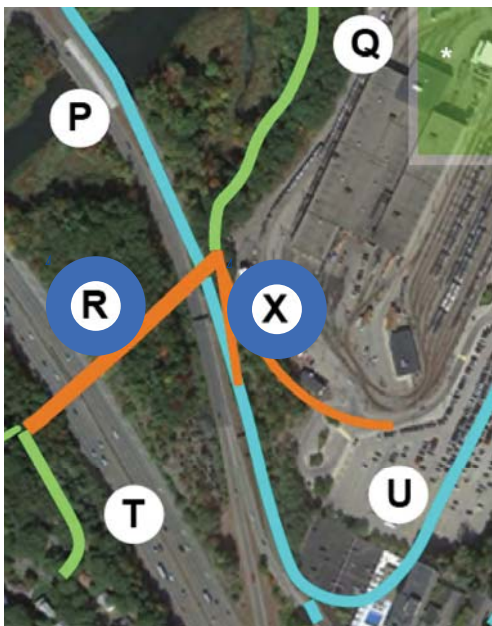
- X [Riverside Access](#)
- L [Riverside Depot Tunnel](#)
- M [MWRA Link / Park & Pedal](#)
- R [Two Bridges Trail](#)
- P [Connector Road / Grove St](#)



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X

Riverside Access



- Access to / from the Two Bridges Trail from the development. Options:
 - At Grade
 - Ramp to CD Road
- Access to shared-use trail on the CD road
- Bridge Connections
 - Lower Falls
 - Leo J. Martin Golf and Cross-Country Ski Park
 - Trails along the Charles, Wellesley (45miles)



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P

Connector Road / Grove St. Trail



- A separated, shared-use trail on the CD road between Grove St, Riverside Park
- Connections to
 - Pony Truss Trail
 - Riverside Park
 - Greenway to Auburndale and Lower Falls

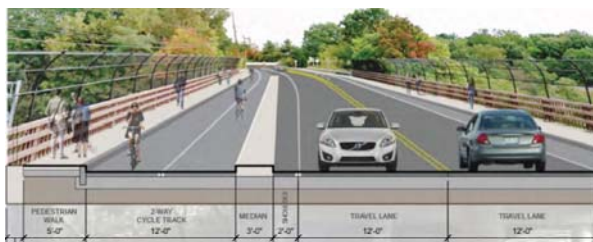
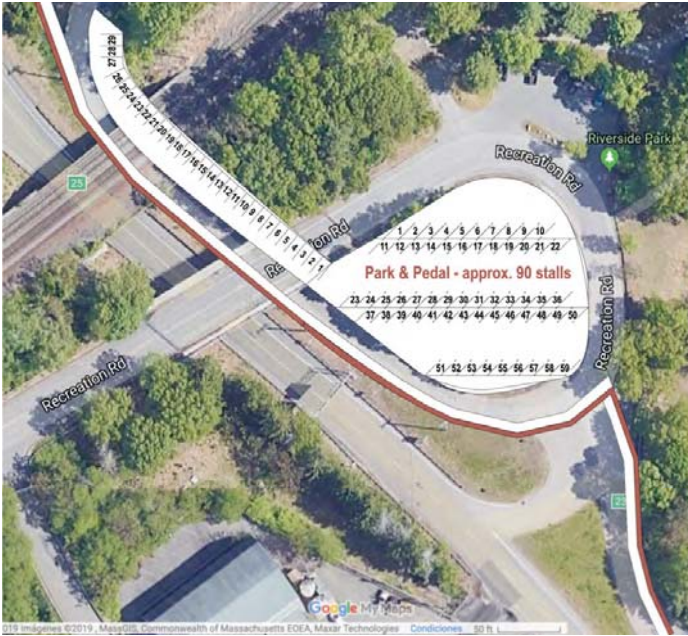


Figure 24. Proposed grade separated, shared use path on Grove St. over 1-95, similar design will be used to cross the Charles River.



M

MWRA Link / Park & Pedal



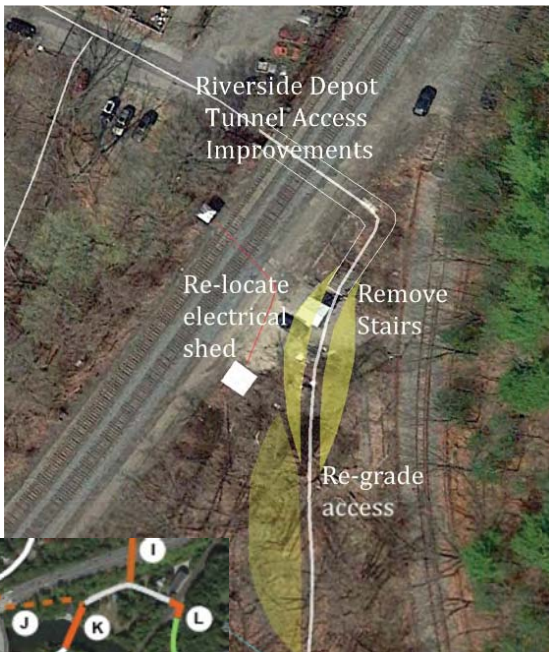
- Between termination of the CD road and the MWRA site
- Connections to
 - CD Road to Riverside
 - Riverside Park
 - Recreation Road Bridge to Boathouse Park and Auburndale Links
- Parking for Stoller-Lasell Boathouse, Riverside Park, Greenway



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L

Riverside Depot Tunnel



- Access to Pony Truss trail
- Access to Recreation Rd Bridge, Pigeon Hill Trail, Boathouse Park



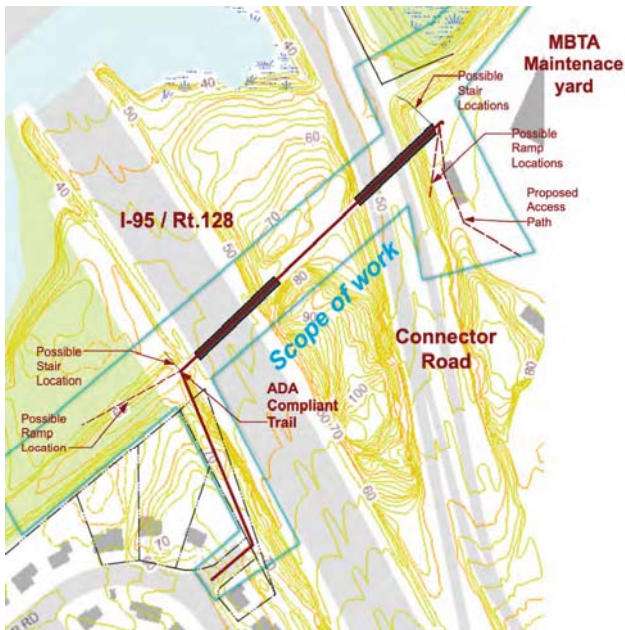
Riverside Depot pedestrian tunnel



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R

Two Bridges Trail



- Access to Lower Falls, Leo J. Martin Golf Course and Cross-Country Ski Park
- Access to Riverside Station
- RGWG - 2017 DCR-RTP Study
 - Survey
 - Design options
 - Trail Surface
 - Railings



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Agreement with Mark Development *to be a condition of the special permit*

- | | |
|---|--------------------|
| • Design/Build Riverside Access | \$ 625,000 |
| • Design/Build Riverside Depot Tunnel | \$1,250,000 |
| • Design Build MWR Link, (Park & Pedal) | \$ 350,000 |
| • 100% Design Two Bridges Trail | \$ 400,000 |
| • <u>Monitoring/Maintenance Fee</u> | <u>\$ 50,000</u> |
| • Total | \$2,675,000 |
- Shared-use path on Grove St and CD Road costs included in infrastructure construction for development
 - **Exit option** = cost of uncompleted projects **paid to escrow Fund**



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Agreement with Mark Development

What is needed from other stakeholders to make this agreement work?

- MBTA must provide an **easement** for the 'at grade trail' access option from the Two Bridges Trail.
- Mark Development will provide only the design for the Two Bridges Trail; Mass DOT, Mass DCR, City of Newton, & others will need to provide **construction funding**.
- Mass DOT, Mass DCR, MBTA must complete the **canvassing** process for all trail projects initiated by RGWG.
- Newton Conservators to confirm they will administer **Trail Fund** as fiscal agent for the RGWG for monitoring and long-term maintenance.



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Acknowledgements

- Thanks to the Principals of Mark Development for joining us in making these improvements to our transportation and recreational infrastructure
- Thanks to the DCR, MassDOT, City of Newton, and Newton City Council for supporting our efforts.
- Thanks to the Solomon Foundation, Newton Conservators, Bike Newton and RGWG members for their guidance and efforts to turn a vision into reality.
- Thanks to the residents of Lower Falls and Auburndale, we hope this work will improve the quality of your and your children's lived experience.
- ENJOY!
- Please go to our website for more information and updates
 - <https://riversidegreenwayma.wildapricot.org/>



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