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Candace Havens
Director

MEMORANDUM

DATE: March 1, 2013
TO: Board of Aldermen
FROM: Candace Havens, Director of Planning and Development
Eve Tapper, Chief Planner for Current Planning 
SUBJECT: #258-12 BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for a change of zone to Mixed Use 3/Transit Oriented District for a portion of land located at 327 Grove Street, also identified as Section 42, Block 11, Lot 3A, currently zoned Public Use.

#258-12(2) BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to construct a mixed use, transit-oriented development including an office building of approximately 225,000 sq. ft., a residential building containing 290 apartments with 5,000 sq. ft. of retail space, a three story building containing approximately 15,000 sq. ft. of retail space and approximately 8,000 sq. ft. of community space, and related site improvements; to permit office use on the ground floor, medical office use, retail and personal establishments of more than 5,000 sq. ft., eating and drinking establishments of more than 5,000 sq. ft., retail banking and financial services, and health club establishments on the ground floor; and reduced minimum setbacks of side setback of office building, and front setback of retail/community building; parking facility design standards including stall width, stall depth, maneuvering space for end stalls, minimum width for entrance and exit driveways, tandem stalls, number of required off-street loading facilities and design standards of same, landscape screening requirements, surfacing and curbing requirements and one foot candle lighting at 327 GROVE STREET, Ward 4, on land known as SBL 42, 11, 3A containing approx. 9.4 acres of land in a proposed Mixed Use 3 Transit Oriented Zoned district. Ref: Sec 30-13(f), Table A Footnote ; 30-13(g); 30-15(v)(1); 30-15, Table 3; 30-19(d)(22); 30-19(h); 30-19(h)(2)a); 30-19(h)(2)b); 30-19(h)(2)e); 30-19(h)(4)a); 30-19(h)(5)a); 30-19(i); 30-19(i)(1)a); 30-19(j); 30-19(j)(1)a); 30-19(j)(2)d); 30-19(l); 30-19(l)(2); 30-19(l)(3); 30-19(m); 30-23; 30-24; 30-24(i)(7) of the City of Newton Revised Zoning Ord, 2012.

MEETING DATE: March 5, 2013

The purpose of this memorandum is to provide the Board of Aldermen and the public with technical information and planning analysis, which may be useful in the special permit decisionmaking process of the Board of Aldermen. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the working session.



BACKGROUND

This largely undeveloped site, known as “The Station at Riverside” is located at the nexus of Interstate 95/Route 128 and a terminus of the Green Line, and offers an excellent opportunity for creating a model transit-oriented development (TOD), where those who work, live in, and visit the site can travel to and from the site by bus, by car, on foot, on bikes, or by train. In addition to a complementary mix of uses and residences, the hallmarks of a good TOD include strong connections between all modes of travel for people of all ages and abilities. This working session report focuses on review of transportation, as well as parking; other aspects of site design, such as open space and recreation, land use, drainage, and related topics will be addressed in future working sessions. Staff reports for the public hearings held in last fall, the Traffic Impact and Access Study (TIAS) and related information can be found online at <http://www.newtonma.gov/gov/planning/current/devrev/hip/riverside/default.asp>

Traffic Impacts and Vehicular Access

Vehicular Access from the west. At recent public hearings, many expressed strong preferences for enabling left turns in and out of the westerly side of the site as depicted in the B-2 Option in the Draft Environmental Impact Report (DEIR) (shown below), as this would reduce the amount of traffic on Grove Street by about 1500 vehicle trips per day over the “no left turn out” option. The City’s peer reviewers from Fay, Spofford, and Thorndike (FST) raised concerns about sight



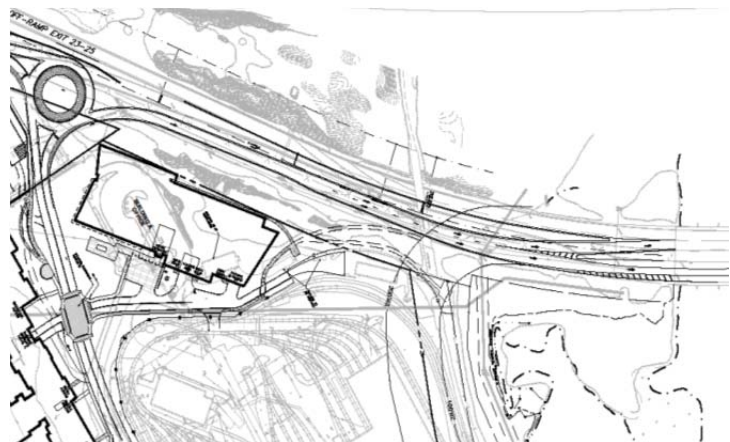
lines from cars leaving the site heading south towards Grove Street, as drivers will be looking uphill and around a curve where northbound cars will likely be picking up speed as they approach the intersection; this condition will be worsened by vegetation or snow in this area. Since that time, City representatives met with other public officials, including the Secretary of Transportation, Lieutenant Governor, State

Representatives, representatives of the MBTA and Massachusetts Department of Transportation (MassDOT), project traffic engineers, Vanasse Hangen Brustlin (VHB), and the peer traffic reviewer (FST) to visit the site, discuss the community’s interests and the safety concerns, and to seek a mutually agreeable way to provide safe access on the westerly side of the site.

B-2 or not B-2? The most satisfactory solution appears to a roundabout (Attachment A). A well-designed roundabout at the westerly access allows for cars to enter and exit from all desired directions, slows cars as they come downhill from Grove Street, and makes it nearly impossible for a serious accident to occur. The Federal Highway Administration (FHWA) makes the final determination as to whether this will be accepted as a means of egress to the site. FHWA and MassDOT staffs have reviewed the design and concurred that this alternative is preferred, and are coordinating with VHB to prepare documents for a formal request for approval. MassDOT Administrator of the Highways Division, Frank DePaola will be available to answer further questions about the process and timeline at the Working Session.

Another benefit of the redesign of this intersection is that access from the Hotel Indigo parking lot can be provided with a smoother transition to the Riverside site with less interruption to the landscaped area in front of the residential area. There appear to be two possible roadway extensions from the rear parking to the middle of the road coming off the westerly roundabout into the site, and another that goes from the parking lot to the driveway of the residential building. In staff's view, the first, shorter roadway is all that is needed to enable a connection that will make it easier for valets from Hotel Indigo (discussed later in this report) to provide quick service. The second, longer roadway interrupts an area that was proposed for landscaping and outdoor space for the residential buildings and could remain as such. It should be noted that there no longer is an interior roundabout proposed, which was an attractive feature at the entrance; however it is clear that the alternative two-way stop intersection that replaces it will allow free flow of traffic in the site and will take up less area and will provide additional opportunities for landscaping and open space.

Recreation Road will no longer be accessible from the Collector-Distributor Road (C-D Road), which parallels this site, but rather only from this newly constructed roadway; drivers turning right from the westerly site exit can merge the right onto Recreation Road or, farther north can merge left onto the C-D Road. All vehicles heading north on this road exit the site in one lane that then separates into two lanes, so there are no crossovers or merging of cars before vehicles veer right onto Recreation Road or left to the C-D Road. Mass DOT officials have indicated that they are planning to do some testing of roadway designs by placing cones and drums in the roadway north of the site, closer to the 128/Mass Pike interchange. They



expect to begin the trial in April and, if successful, could move to make it permanent with new signage and lane striping to improve existing merge conditions on the approach to the interchange.

Vehicular access across the rear of the site near the river. The MBTA staff and public officials toured the rear of the site where a single lane path overlooks the banks of the Charles River.



The group observed numerous obstacles in the path of a possible roadway, including large steel poles are catenaries to power the Green Line vehicles that would be using the rear tracks, trailers that are used for training and storage, as well as several large signal boxes, none of which are easily relocated and whose relocation would disrupt operations for a period of time. Some operations are on both sides of a prospective road and trains are routinely moved about the site, which poses a potential safety hazard for those entering the area, so fencing, screening, a

railroad crossing gate system, and lighting would needed. The installation of a roadway would add substantial impervious surface, reduce absorption, and increase runoff into the Charles River. The proposed road would come very close to the wetlands adjacent to the Charles River, thereby entering into the jurisdiction of the Wetlands Protection Act. Depending on the degree of encroachment necessary to complete the road, this work would potentially impact as many as three different categories of protected environmental features, Bordering Vegetated Wetlands, Land Subject to Flooding, and Riverfront Area. Each of these environmental feature areas would require a finding from the Conservation Commission that impact to these features has been minimized to the greatest extent possible, including whether there are viable alternatives that do not impact the resource areas. Where there is not space on-site for mitigation, such as might be the case at the Riverside site where the connecting road is proposed, that mitigation may be provided elsewhere in the area, but the applicant must own or control the land on which the mitigation area is provided and in some cases, the mitigation will need to be at a significantly higher ratio. Conservative estimates of the cost to achieve all these changes and provide access for an estimated 2,000 vehicle trips a day would total approximately \$1.7 million, not including environmental mitigation.

Roundabouts on Grove Street. Residents of the Woodland Grove Condominiums have expressed concerns about how they will enter and exit their property, either by car or on foot. Their driveway is very close to the I95/128 off-ramp, so it is important to make sure traffic exits slowly from the nearest roundabout. Installation of a traffic signal at the Grove Street entrance to The Station at Riverside will create gaps in traffic traveling west so there will be opportunities for turning movements, and the nearby roundabout allows for reorienting cars to make right turns into the site. Any other modifications that would enable easier access to this site should be considered. There is currently a sidewalk in front of the Condos and it is

important to maintain a continuous walking route to a crosswalk, which is proposed to be east of the nearest roundabout where residents can travel by foot to Hotel Indigo and the Riverside site. The Transportation Director recommends strengthening the deflection at the northbound exit onto Grove Street eastbound (nearest the condos) to reduce speeds there for both pedestrian safety and to make it easier for condo residents to get in and out of their driveways. There will be a splitter island at the crosswalk, which provides a pedestrian refuge halfway across the roadway, allowing pedestrians to cross traffic moving only in one direction at a time, which is a safety feature. The Transportation Director further suggests incorporating street lighting at each of the pedestrian crossings and permanent crosswalk treatments, such as resin, stamped concrete or reflectors in addition to pavement markings to create a more visible crossing. Such details should be submitted prior to approval of the special permit.

Neighbors living near the proposed roundabout on Grove Street near Asheville Street expressed concerns about how the placement and design of the roundabout will affect them, particularly with regards to entering and exiting their driveways near the roundabout. The petitioner should submit design details of the roundabout, an explanation as to how residents will safely enter and exit their properties, and whether on-street parking will be accommodated.

Signalization at Grove Street. Representatives of the Riverside Business Center have expressed concerns about the flow of traffic on Grove Street, generally, and in particular regarding the timing of the new signal. One of their concerns has been addressed by providing two turning lanes out of the site onto Grove Street, which will reduce delays on Grove Street as traffic leaves the site more quickly than it would with a single exit lane. There are designated right and left turn lanes into the site, which also will reduce back-up and allow through traffic to keep moving steadily through the intersection. They have inquired as to whether the queue lanes are long enough, and staff requests verification of this and requests adjustments, as needed. Finally, they requested that they be consulted when the signalization timing is determined. There may need to be periodic adjustments to signal timing along the way to adapt to changing circumstances, but staff is certainly willing to consult with Business Center's traffic engineer to adjust the timing for optimal results.

Bicycle accommodations

The Transportation Advisory Group recommends that bike lanes that are five feet in width be included along the entirety of the site frontage and over the bridge. The petitioner has indicated that it is possible to create ample bike lanes and sidewalks over the bridge, but that creating five-foot bike lanes at the ends of the frontage near the train trestles on the east and highway ramps to the west have physical constraints. In order to strengthen accommodations for all modes of travel at this transit-oriented site, staff strongly recommends that plans be

revised to include five-foot bikes lanes wherever possible, including the placement and proposed width of bike lanes and showing transitions where the road narrows and at roundabouts. Although the Hubway has not yet extended to Newton, it is expected that it will at some point, so a location should be shown on the site plan for a future location, in addition to an ample supply of sheltered bike racks that are available for general public use.

Pedestrian access

Sidewalks. Except in front of the Woodland Grove Condominiums, there are no sidewalks on the south side of Grove Street. By providing sidewalks to a crossing at the roundabout by Hotel Indigo, pedestrian traffic will be encouraged to travel on the northerly side of the street. This design aims to minimize widening of the road and avoid tree removals on this stretch of the southerly side of Grove Street; also, there is little observed or anticipated pedestrian on the southerly side of Grove Street. The sidewalk on the northerly side will connect with sidewalks leading to Auburndale to the east and Lower Falls to the west. Discussion of the connections to possible trails, interior pedestrian pathways, and paths to recreational amenities will be discussed in greater detail in a future working session.

Parking Management

Parking requirements of the MU3/TOD are to be established through a shared parking analysis that demonstrates that the number of stalls provided is sufficient for the uses proposed; due to the combination of uses and their synergy, parking needs generally are less overall. There are over 2000 parking spaces proposed to serve the different uses; about half are in the ICF and the other half are distributed around the development parcel. The petitioner's traffic engineer has submitted parking study that has examined the available parking at different times of the day and year and allocated parking based on ITE standards and observations. The predictions of usage are conservative, since transportation is virtually the only use at the site and reductions based on mixed use are not in play at this time; ITE standards alone do not account for synergies between uses that can further reduce parking requirements. The study concludes that on most days, there is a surplus of around 300 parking spaces under existing conditions. This analysis cites two circumstances in which parking may be at a premium and where a contingency plan will be needed:

- Red Sox Game Days. On weekday game days (approximately 46 days per year) all the MBTA parking spaces are likely to be needed for sports fans and there are times when the overlap with other users is unavoidable, such as between 4:30 and 5:30 pm when sports fans are arriving before commuters have vacated spaces. At such times, the petitioner proposes to have attendants monitor occupancy of the Intermodal Commuter

Facility (ICF) and to redirect cars to the parking structure in Office Building A with the use of sandwich board signs. Alternatively, the parking structure could be equipped with an automated counting system within the ICF structure that indicates when the structure is full so attendants would simply set out directional signs to direct people to alternative parking so attendants are free to answer questions and assist drivers. This system would require less manpower, and be more efficient and reliable.

- Special events at Hotel Indigo. A few times a year, Hotel Indigo hosts special events where parking may exceed capacity. These are generally nighttime events, during which the parking structure for Office Building A at The Station at Riverside will be largely unoccupied. This provides an opportunity for sharing parking. In order to facilitate the use of the office parking for special events, a roadway off the rear parking lot is proposed to make it faster and easier for valets to drop off and pick up cars from the Office Building A. In anticipation that there may be events with impacts of varying magnitude, the petitioner has proposed a tiered approach to managing parking during such times.

It is important to avoid scheduling of events on game days where timing of activities conflict so as to avoid over-parking the sites.

Residential Parking. Roughly 1½ parking space per unit is provided, which is a relatively high requirement for a residential use at a transit station. Staff continues to urge the petitioner to separate the rental of the residential units from rental of the parking spaces, as this will likely result in excess parking that can be made available for other users as needed and also to reward those who do not drive by enabling them to rent for less (because they won't have to pay for a parking space they don't need). The excess space can be rented separately to employees of the retail shops or made available for Hotel Indigo employees, or for overflow parking on special event days, for example. This will also reduce reliance of the use of the MBTA structure to meet the needs of the development and be more in keeping with the shared parking concept.

Community Use and Retail Parking. There are a total of 12 spaces available for the retail uses, which total 20,000 square feet and where as many as 60 parking spaces might be needed to serve the retail uses and community center. Certainly, this number could be less if the community room is made available at hours when the retail uses are less likely to draw business. The petitioner proposes that the overflow parking be absorbed in the MBTA structure and that spaces be designated for this purpose. As noted in the parking analysis, on most days there will be ample parking to accommodate all users and since this structure is providing 45 more parking spaces than the current parking lot provides, and that on most days there already is a surplus of 300 parking spaces, and 12 surface spaces, there ought to be ample parking most of the time, particularly if they are frequented by local users who do not drive to

the site. Again, it may be wise to monitor the use of the community center to minimize the active use of the facility at times that coincide with game days when it may not be possible to provide parking on-site for all who wish to park there. Rather than designating spaces on certain floors for specific users, staff favors simply creating adequate short-term spaces within the structure so the spaces can be used by anyone going to any of these destinations for short-term use.

Status of ICF Parking Structure Design. As noted previously, a parking structure must be built before the other buildings can be constructed to free up the site for other development and provide MBTA patrons a place to park in the meantime. The structure can be designed either by the MBTA with funds provided by the developer, or by the developer under the supervision of the MBTA. While complete design drawings are not needed at this time, at a minimum, conceptual designs are needed to show the exterior elevations, façades and relationship to the facilities on the site to fully understand how they will interface with other uses and buildings, and be viewed from the street. Staff also asks that the petitioner provide a written statement from the MBTA that demonstrates its willingness to allow this structure to be used to satisfy some of the parking needs of the subject property as described. This should include details about pricing of parking, which can influence driver behavior.

Handicap Parking. Irrespective of the possible reductions in parking that may be allowed overall due to the shared parking opportunities on the site, adequate handicap parking should be provided at every entrance, as the users of these spaces are not as likely to park once and walk to several destinations. The petitioner has already consulted with the Commission on Disability on this issue and its recommendations on locations should be included in the final parking plans.

Car sharing and car charging. Staff recommends the parking plans also identify some spaces for car sharing (e.g., Zipcars) and a designated location for a car-charging station.

Transportation Demand Management. The petitioner has suggested that the tenants of the buildings be encouraged to “provide tangible incentives to employees who are willing to walk, bike or use mass transit to get to the proposed facility.” Several strategies are suggested; however, this falls short of constituting an incentive program. Staff recommends the petitioner create a plan that has tangible benefits that are measurable and implementable, and that might include lease agreement language that requires tenants to report on the results of their efforts to incentivize the use of alternative modes.

PETITIONER RESPONSIBILITIES

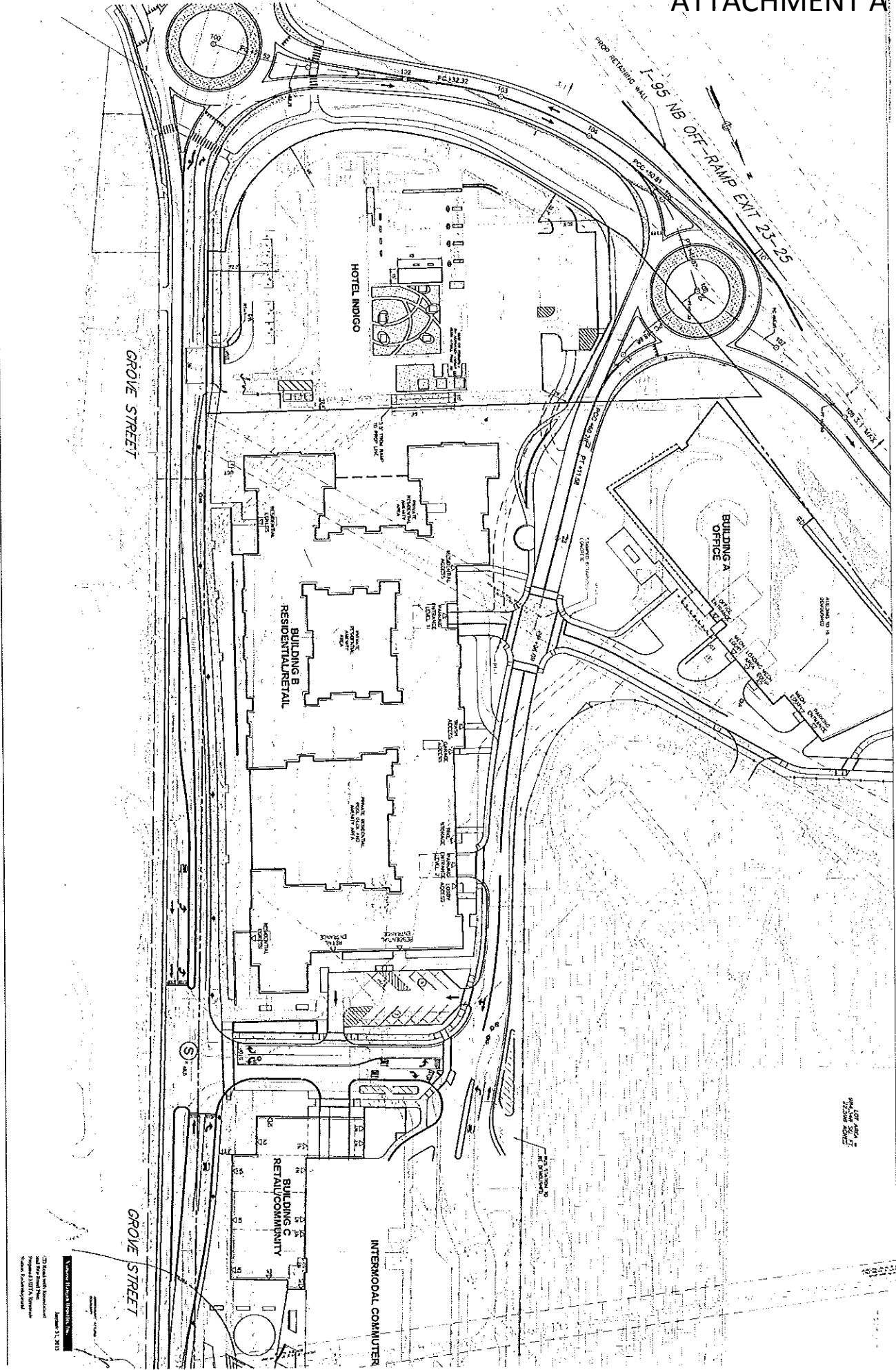
Staff requests the following be provided for staff and/or Committee review:

- A Transportation Demand Management Plan that includes measurable and implementable actions to incentivize use of alternative modes of transportation
- A Parking Management Plan that includes all features presented thus far in a single document, and includes an accounting of the number of parking spaces at various locations on- and off-site
- Statement from the MBTA regarding shared use of the ICF
- Consideration of unbundling rental of parking from rental of residences
- Proposed layout of bike lanes along Grove Streets, including transitions at roundabouts and trestles
- Clarification regarding access to Grove Street from homes near the Asheville Road roundabout
- Conceptual design for facades of ICF showing relationship to other structures and appearance from the street

ATTACHMENT A: REVISED SITE PLAN WITH ROUNDABOUT ON WESTERLY SIDE

ATTACHMENT B: LETTER FROM VANASSE HANGEN BRUSTLIN, INC. REGARDING UPDATED PARKING MANAGEMENT PLAN, DATED JANUARY 15, 2013

ATTACHMENT C: LETTER FROM VANASSE HANGEN BRUSTLIN, INC., REGARDING TRAFFIC AND PARKING-RELATED COMMENTS, DATED FEBRUARY 1, 2013



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Memorandum

To: Mr. Justin D. Krebs
Principal-Region Head
Normandy Real Estate Partners
99 Summer Street
Boston, MA 02110

Date: January 15, 2013

Project No.: 10865.02

From: Randall C. Hart
Director of Transportation Planning and
Engineering, LD

Re: Updated Hotel Indigo Parking
Management Plan (PMP)

Matt Kealey, P.E. PTOE
Project Manger

This memorandum is presented as a supplement to the Parking Management Plan memorandum prepared by VHB on November 6, 2012. The following represents new and more defined elements of the proposed Hotel Indigo Event Parking Management Plan.

New Elements of the Plan:

- Riverside "T" Station Parking Lot- at times of anticipated abnormal parking demand (events on site), the hotel will direct its employees to park at the Riverside "T" Station thereby freeing up onsite parking for guests of the hotel and functions.
- Two days prior to implementation of Tier I or Tier II plans, hotel management will notify neighbors in the Woodland Grove Condominium complex and Ward 4 Alderman regarding the intended level of the parking management plan to be implemented (should they desire such communication).
- Working toward providing a driveway connection between Hotel Indigo and The Station at Riverside (near residential building). This will likely need to be one way out for trucks and can be used for Valet Service connection during evening or events.
- As has been requested by the City and residents, a potential vehicular connection between the Hotel Indigo parking lot (P2 at grade) and the future Station at Riverside Redevelopment has been evaluated. As presented at the December 18, 2012 Land Use Committee hearing, a conceptual connection between the Hotel Indigo P2 parking level and the residential driveway portion of the site is being considered. See Attachment A for the concept currently being evaluated. Because of limited space and potential functionality between the two sites in this area, such a connection is currently envisioned to be one-way eastbound (from Indigo to Riverside) and we are assuming that this connection would be designated for delivery

vehicle egress only. The exception to this would be during limited evenings when a Tier 1 or Tier 2 parking management plan would be implemented and valet parking could be considered at the office building (Riverside). During this time, when we would not anticipate any delivery activity to and from the site, the vehicular connection could be used by hotel valet attendants for two way travel of valet parking. To control activity along this access driveway, a control gate is anticipated and only vehicles with proper credentials would have access to this connection.

Modifications to proposed PMP:

Tier I: Implemented when parking capacity on site is anticipated to be at 90% of capacity:

- Newton Police Detail will be brought in to manage access and egress
- Valet Service will be operational and valet attendants will be expanded to a minimum of 3 attendants.
- Three days prior to an event, employees will be directed to park at Riverside (assumes accommodation has been made to a secure location and pedestrian connection on the interim plan, and shuttle for main garage parking under Phase II).

Tier 2: Implemented when parking capacity on site is anticipated to be above 100% of capacity:

- All elements of Tier 1
- Valet Service is expanded to include additional attendants with a minimum of 4 attendants and valet operation for all non-hotel guests will be implemented.
- Parking attendants will be located at key areas on site to monitor parking and to direct patrons. Only guests of the hotel will be able to self-park during this period and valet will ensure that adequate on-site parking is maintained for hotel guests by staging vehicles in P1 and potentially Riverside property (surface parking near Indigo on interim plan, and Office lot under Phase II). Additional parking on site can be 20 spaces from employee relocation and 20-50 spaces with vehicle staging, adding up to 70 potential vehicles.

The parking management plan (PMP) supplements the hotel's parking supply by approximately 70 or more spaces. Based on discussions with hotel management, the PMP would be expected to be implemented as follows:

- Tier 1 (3-5 times a year)
- Tier 2 (1-2 times a year)

Refer to Figures S1 and S2 (attached) for specific front access management strategies to be implemented with the Tier 1 and Tier 2 PMP plans. These are identical to those represented in the original PMP presented at the last LUC Hearing.

To assist the hotel manager in gaining a better understanding of potential parking supply needs, we have prepared a "spreadsheet matrix" that outlines anticipated parking demand based on anticipated occupancy of the hotel. The matrix, in combination with a head count from any anticipated events can be used to determine when an event Parking Management Plan would need to be implemented and which Tier would be necessary. We recommend that this tool be used by the manager in assessing the anticipated needs of the hotel on weeks when events are booked. For example, a parking projection of 200 vehicles would trigger Tier 1 plan implementation and a parking projection of 220 or more would trigger Tier 2 plan implementation. See attached.

**Transportation
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February 1, 2013

Vanasse Hangen Brustlin, Inc.

Ref: 10865.02

Mr. Stephen Buchbinder
Schlesinger and Buchbinder
1200 Walnut Street
Newton, MA 02461-1267

Re: The Station at Riverside
Responses to Traffic-Related Comments

Dear Steve:

As requested, VHB has prepared responses to the transportation-related comments made by the Land Use Committee related to the Hotel Indigo and The Station at Riverside.

Hotel Indigo

1. Parking Management Plan.

Response:

The initial parking management plan (November 6, 2012) prepared by VHB has been supplemented and is attached to this document for consideration. There are a number of new initiatives outlined in the revised plan. As detailed in the document, the number of functions that occur onsite currently and anticipated in the future that require any level of parking management to be implemented are few and far between. That said, most functions that occur on site are either midday or in the evenings which would not coincide with typical peak traffic activities associated with the Red Sox traffic activity in the area, which are short duration in the late afternoon (typically 4:30-5:30). The exception to this would be the few weekday day games and Saturday afternoon games that happen over the course of the year. The hotel management will make every effort to not schedule functions at the Hotel Indigo that coincide with the peak traffic arrivals for the mid afternoon Red Sox games.

As outlined in the updated parking management plan, valet parking plans are in place for the existing, interim (Phase I) and Phase II plans (with Riverside Redevelopment in place). When Riverside Station is developed and a connection between the Hotel Indigo rear parking and Riverside

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4. Incentives for bike and pedestrian activity.

The Proponent will encourage the retailers and business occupants of the office building to provide tangible incentives to employees who are willing to walk, bike, or use mass transit to get to the proposed facility. This can be done any number of ways and it will ultimately be up to the tenants to decide what strategies are most appropriate for their use. However, some of the strategies that will be considered include:

- Lunch vouchers for those who bike or walk on the days that they do
- Financial incentives for employees that frequently bike or walk
- Contests for prizes for those who bike and walk; contests can be short term or long term and each day someone participate by biking or walking to work they get entered into the contest.
- Guaranteed Ride Home; if the weather changes or someone needs to get home for emergency reasons, the employer can guarantee a ride home by paying for taxi or similar transportation options
- Providing showers and changing rooms (where appropriate) to allow wardrobe change
- Providing connections to area pedestrian and bicycle amenities and bolster these amenities in the vicinity of the site (Proponent is already doing this)

If you need any additional information, please feel free to give us a call.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.



Matt Kealey, P.E., PTOE
Project Manager



Station is implemented, there will be a unique opportunity to allow valet parking from the hotel to potentially extend beyond the hotel property. At times of unusually high parking demand at the hotel, which would require the Tier 1 or Tier 2 parking management plan, a portion of the Riverside Station office building parking supply could be used for valet parking during evenings when the office parking supply is underutilized. As described in the updated parking management plan, we anticipate that the vehicular connection between the Indigo and Riverside Station would be one way eastbound (from Indigo to Riverside) and will be primarily designated for delivery vehicles. During periods of parking management plan implementation when valet parking in the office building is possible, we anticipate that the vehicular connection can be utilized by valet attendants for two way access as delivery activity will likely not be present. Refer to the attached updated parking management plan for further details.

Riverside

1. Wayfinding Signs.

Regional Way-Finding signage proposed and presented is attached to this document for consideration.

2. Potential Bike lanes on Grove Street.

As currently proposed in the February 2012 Traffic Impact and Access Study, the improvements along Grove Street would provide 4-foot bike accommodations on both sides of Grove Street between the Grove Street Bridge and the Green Line train trestle. On the Grove Street Bridge, bike accommodations would widen out to 8 feet on both sides with 5-foot sidewalks on both sides as well. At numerous public meetings, City officials and residents have asked questions about whether or not the Grove Street cross section on the bridge could be modified to provide a variety of pedestrian and bicycle accommodations. Given the current width of the bridge, there are certainly opportunities to provide different treatments within the area that exists. The Proponent will continue to work with the City throughout this process to refine the bridge cross section as necessary.

The primary reason for proposing 4-foot bicycle accommodation along Grove Street between Route 128 and the train trestle is that throughout the project, there has been a consistent message from the City and the residents that they want to minimize roadway widening in this area. There is an opportunity, if desired, to provide a 5-foot bike lane for the majority of this section of Grove Street, but some constraints may exist in the area of the state highway layout at the Route 128 Northbound Ramps as well as the train trestle. Again, the Proponent will continue to work with the City throughout this process to modify the lane widths and bicycle accommodations where it is feasible and desirable to do so.

3. Parking Management Plan.

The parking management plan is attached for consideration.

