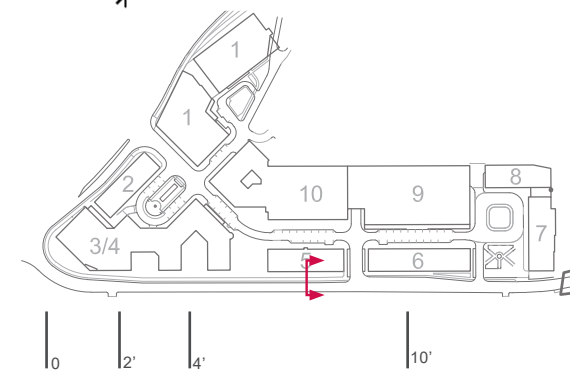
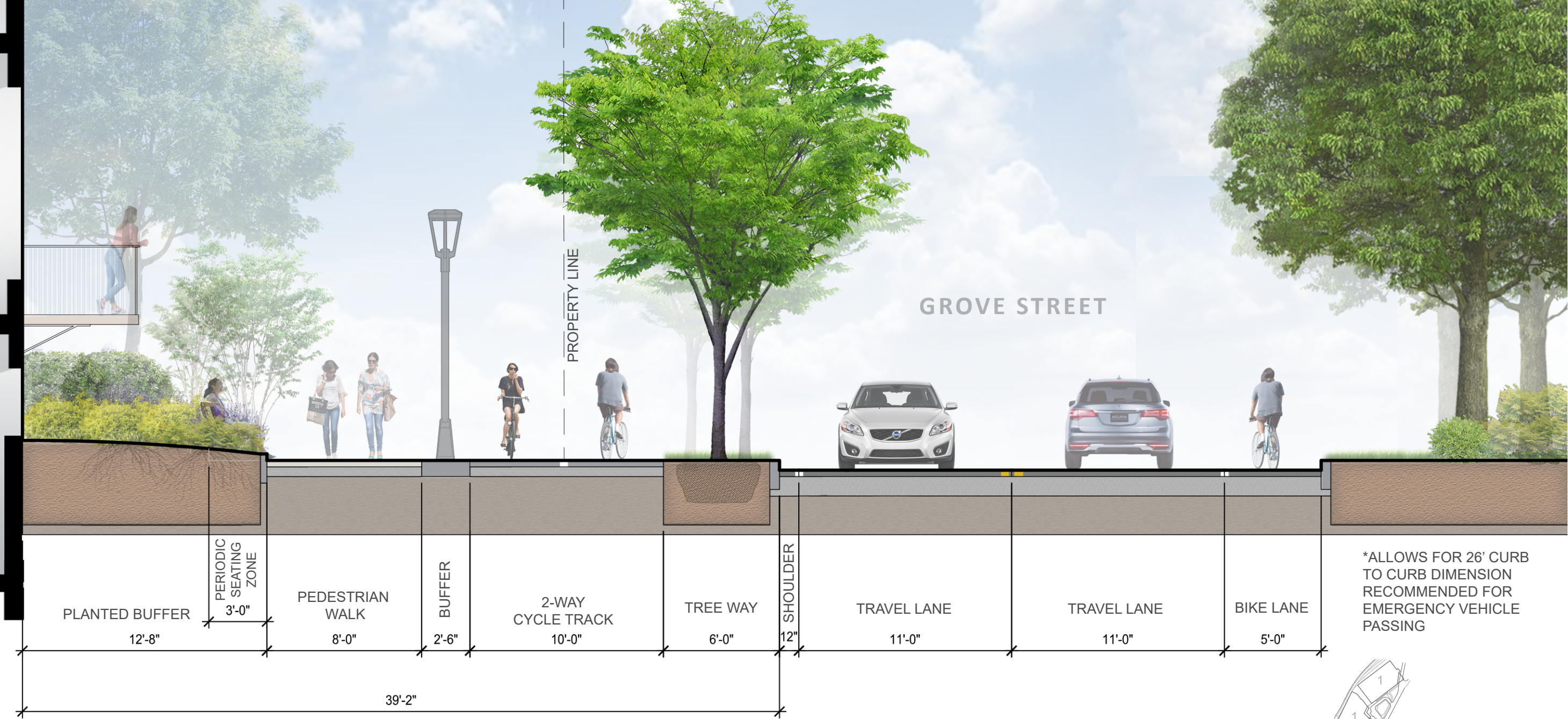


# Riverside Station

Land Use Presentation

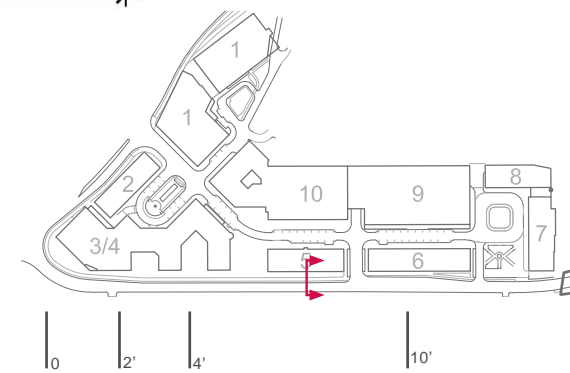
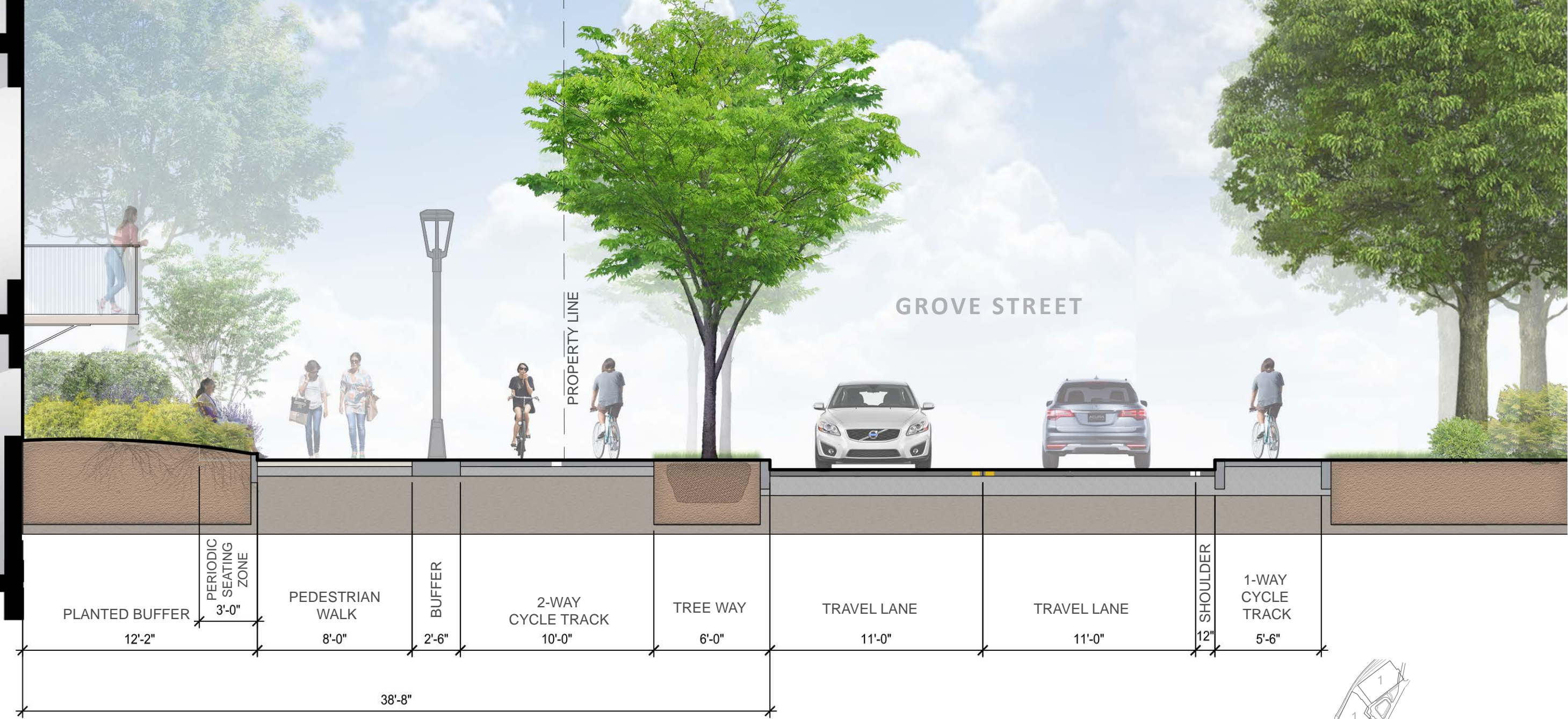
June 2, 2020

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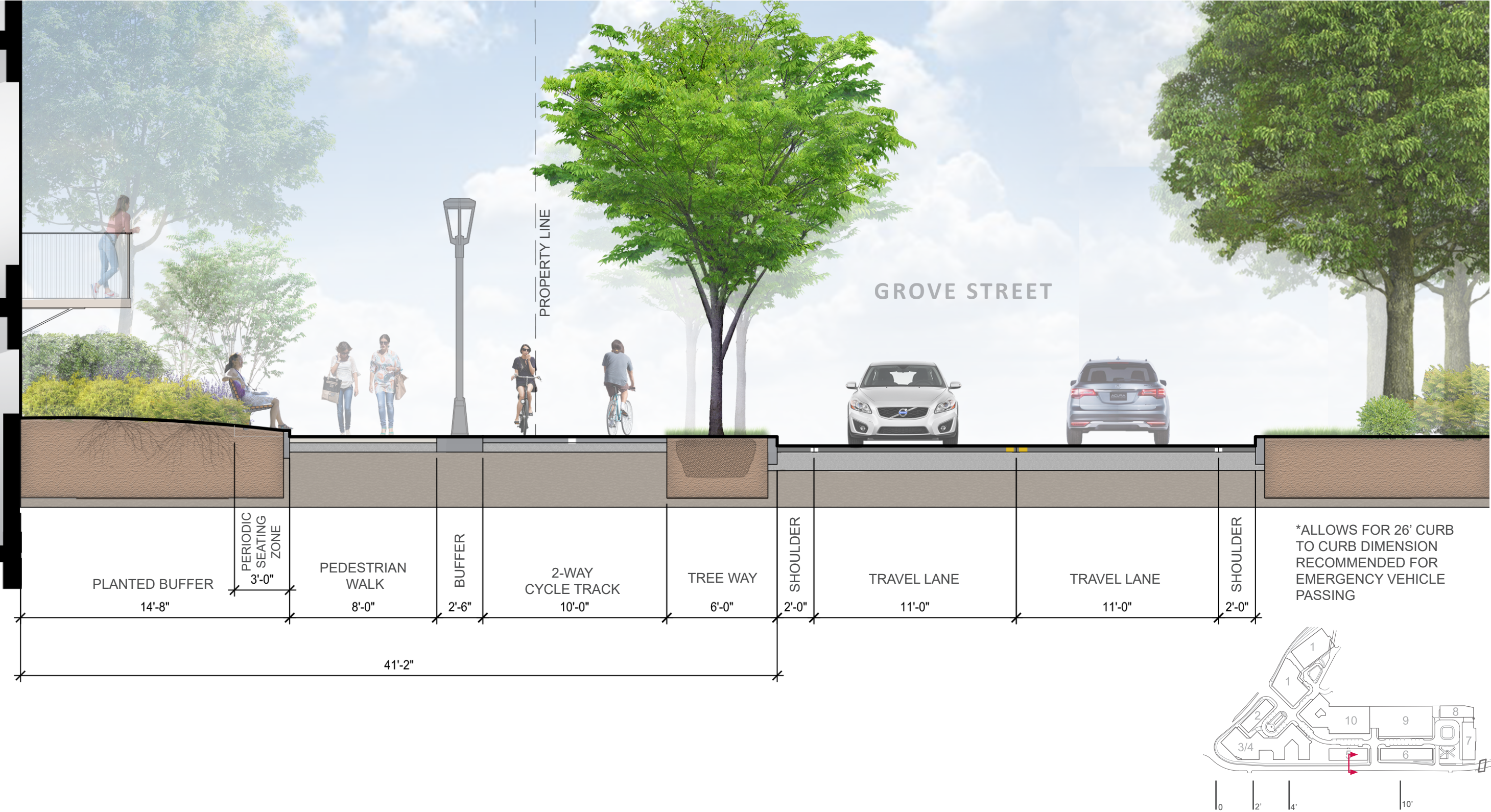
Grove Street Section - Building 5 Alternative 'A'





Grove Street Section - Building 5 Alternative 'B'





Grove Street Section - Building 5 Alternative 'C'



# Baseline TDM

## 1. Shared Parking

- Less than 3% parking surplus

## 2. Unbundled Parking

- Residential, Office, and Hotel guests will be charged for parking in addition to rent/daily rate

## 3. Parking Pricing (variable)

- Monthly (24/7)
- Reverse Commuter
- Daily



# Baseline TDM

## 4. Bicycle Parking

- Over 900 bicycle parking spaces (not including MBTA bicycle parking spaces)
- Bicycle repair station and lockers

## 5. Adaptive Signal Control

## 6. \$500,000 incentive Program for Sustainable Transportation

- Reimbursement equal to 80% of the cost of a monthly LinkPass (\$72)  
(LinkPass allows for unlimited travel on the subway, local bus lines,  
and the silver line.)

## 7. 6-month PILOT Commuter Rail Bus Shuttle Service

- \$130K for daily service 6x per day.



# TDM Monitoring

1. Hire an onsite coordinator and TMA
2. Increase ongoing monitoring from 2 years to 5 years
  - Will require 3 consecutive years of confirmation
3. Monitoring will start once all buildings have been constructed



# Post Construction Mitigation (If Required)

If traffic specific to the development project is 110% or more of adjusted projections made in the TIA:

- Provide up to **\$1,000,000 for post construction mitigation.**

Examples of potential measures include:

- Increasing the transit reimbursement by improved marketing and/or increasing the level of subsidy.
- Expanding transit subsidy participation beyond the dwelling units.
- Continuing shuttle service to connect to other transportation hubs or other points of interest, to be determined through the site-specific surveying practices.
- Increasing the cost of daily parking for non-MBTA daily or weekly users.