



## 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.

Thanks to City Council and Developer. We are impressed by the thoughtfulness shown in many aspects of the site design



## LFIA Riverside Committee

### Site design notes & comments

- Grove Street frontage
- Bike pedestrian infrastructure
- The Transit Square
- The Hotel Green
- Transit Infrastructure
- Recreational Links

Discussed each of these topics Monday with development team



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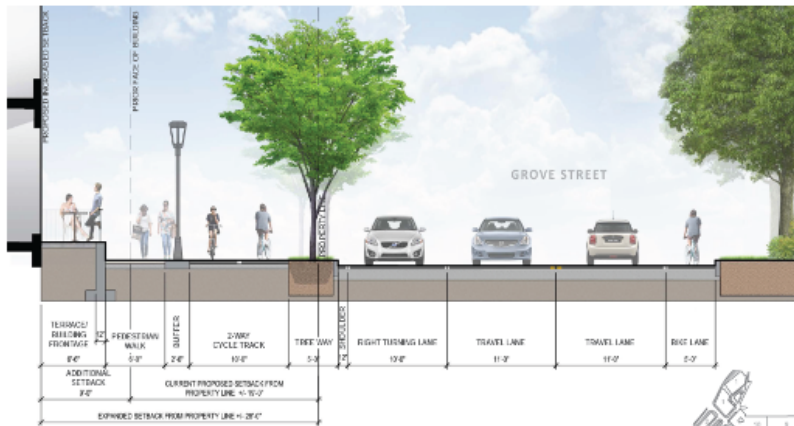
Grove Street – Building 6

- Long unvaried facade with elevated patio
- Reduced setback due to Grove St. right turn lane

In front of building 6 the right turn lane widens Grove St. and reduces setback. Perception of mass, including length as well as height is important--aim for inviting human scale. Building 6 is longest unvaried façade. Example of varied facades on buildings 7 & 9.



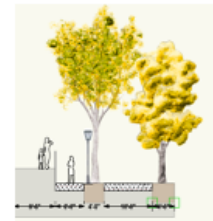
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Grove Street Section - Building 6



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

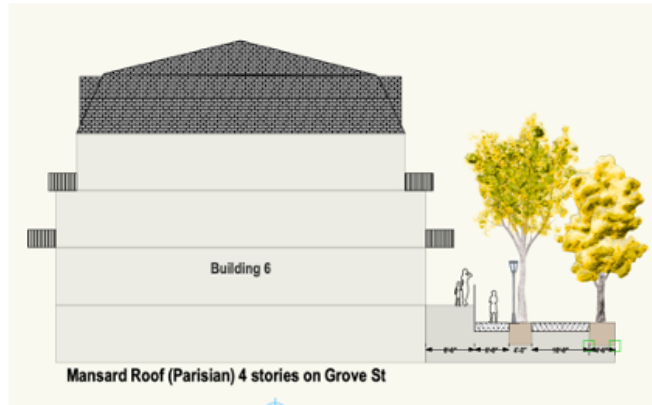


Grove St. right turn lane reduces setback. Perception of mass, including length as well as height is important--aim for inviting human scale. Example of buildings 7 & 9



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- Reduce perceived massing on Grove St.
- Add architectural features such as Mansard roofs
- Add a row of trees



Another option might be stepping back the upper floors of the building



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## Grove St. – Bike Pedestrian Infrastructure

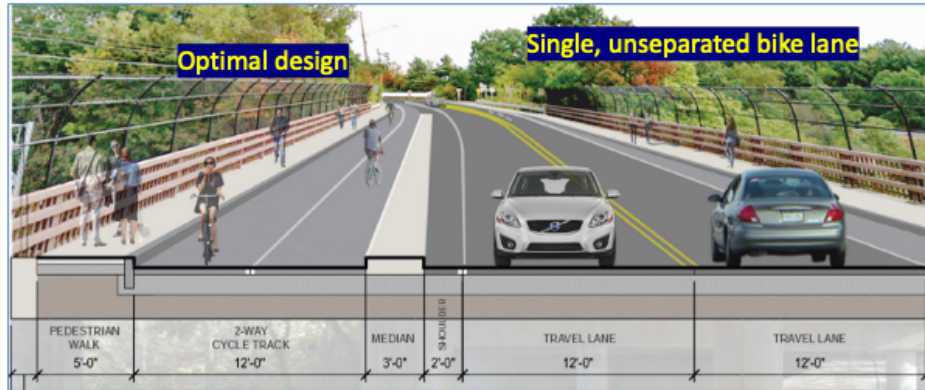


Note safe separation of pedestrian, bicycle and vehicle lanes on development side of Grove St., but not on golf course side



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## Grove St. bridge – Bike Pedestrian Infrastructure



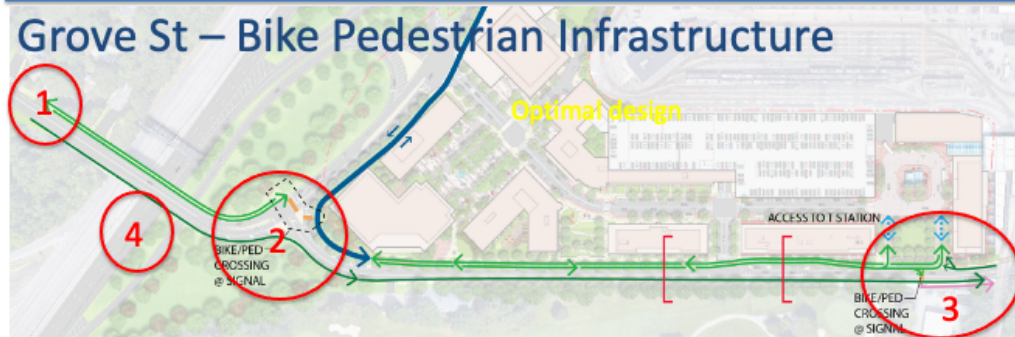
- Separation of pedestrian/bike/auto traffic is the safest, optimal design
- Given an unseparated lane, only excellent riders will be comfortable
- Is 3<sup>rd</sup> unseparated bike lane safe and necessary?

Again, note safe separations on North side of bridge, but not clearly on South side.



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## Grove St – Bike Pedestrian Infrastructure



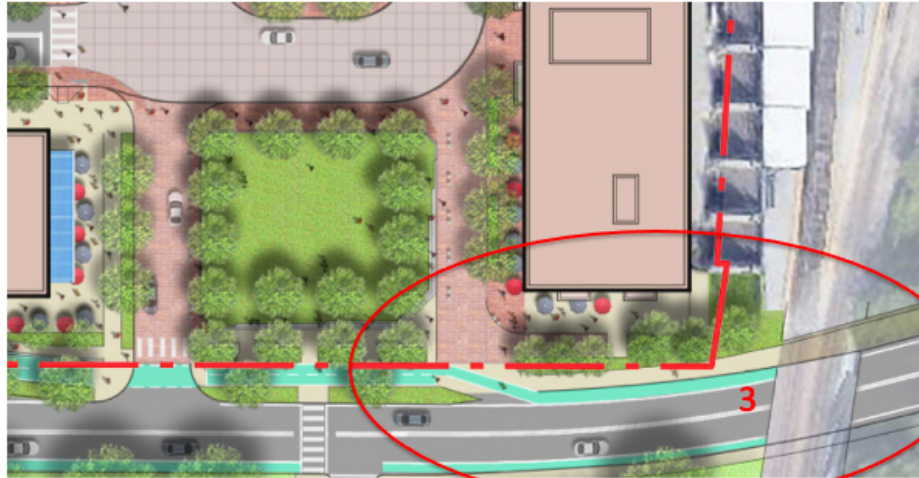
1. Negotiating the roundabout at Asheville Rd
2. High volume traffic intersection at CD Rd.
3. Pedestrian Crossing near T underpass dangerous
4. Is 3rd bike lane safe and necessary?

**Need to maintain separation on all paths**





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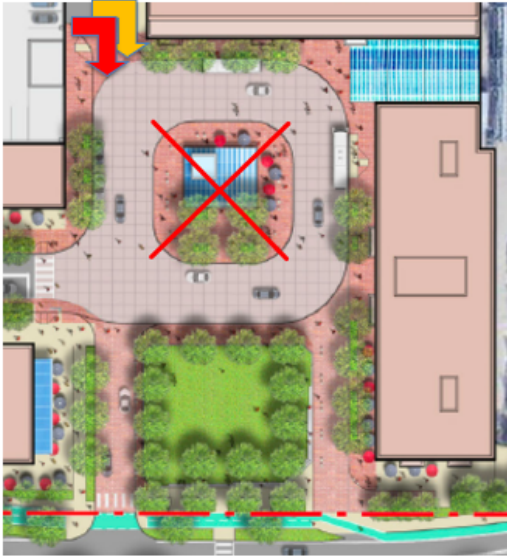
Bike-Pedestrian Crossing at 'T' underpass dangerous  
**no bike infrastructure** beyond underpass/project site  
Requires careful thought with Transportation Planning

Largely a city issue, should be considered along with Greenway trail development which is being discussed separately.



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### Transit Square: too many competing activities



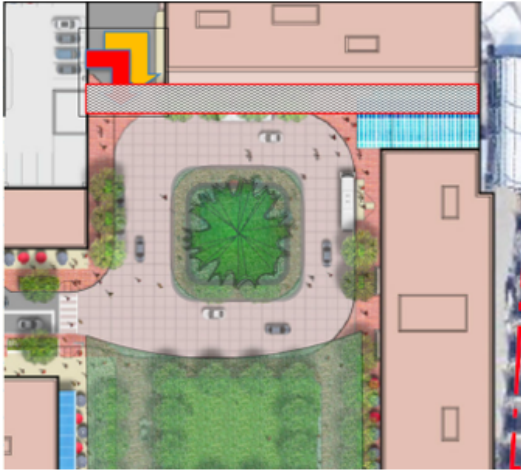
- Move bike shelter to garage, include showers, bike lockers
- Maximize green space for residents' "front yard"
- Add shelter/reduce conflicts at drop off/pick up areas

It looks like a road, it will be used as a road, make it a park



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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

There will be heavy foot traffic between garage and T platform, competing with buses and pick up and drop off.



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### 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

Discussed traffic flow with developer



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### Hotel Green

- Maximize green space, another “front yard” for residents
- Reduce parking from 4 lanes to 2
- Enlarge, connect green space
- More permeable surfaces

Peer reviewers also suggested reducing parking around the green so allow for more open space. Rather than a separate central green, create a contiguous green space with traffic flowing to and fro in front of the hotel and turnaround space in front of building 2.



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### Allowing for Expanded Transit Development

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

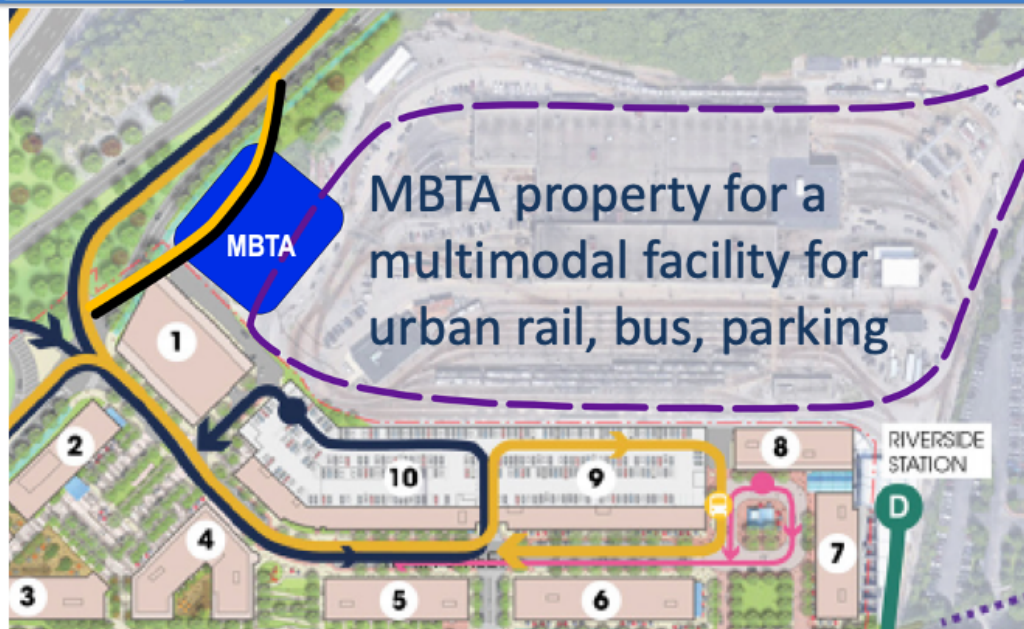
- The Riverside D line is clearly not enough
- A point of emphasis from the earliest project discussions
- Requires active participation by MASS DOT, **the MBTA**
- How will site accommodate increases in local, regional and long-distance bus?
- Parking to accommodate these enhanced uses?

We've heard assurances but have not seen plans. It would be tragic to develop the site without future needs firmly and clearly in mind





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I repeat, we understand there are discussions about expanded commuter rail and bus rapid transit, but specific planning for those developments needs to integrate with the Riverside development so future options are not precluded or unnecessarily constrained.



# 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



Residents and neighbors expect and have been told there will be connections to recreational opportunities outside the open space in the development. Good connections to parks and trails will allow urban residents to use public transit to enjoy the resources if the links are made available.





## **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