



Riverside Development Fact Sheet

Prepared by LFIA Riverside Committee • 1.31.19

Mark Development Proposal compared to 2013 special permit approved for B.H. Normandy plan

Feature	Current Mark Development Proposal ¹	2013 Special Permit ³
Office space	611,416 sq. ft.	225,000 sq. ft.
Residential space	675 units = 703,790 sq. ft. (15% affordable)	290 units (15% affordable)
Rebuilt Hotel Indigo	103,954 sq. ft.	Not included
Retail space	64,611 sq. ft.	20,000 sq. ft.
Community Center	none	11,000 sq. ft.
Building height	18 and 14 stories (2 tallest in Newton @ 217.5' & 226.1')	10 stories (120')
Total Square Footage:	1,519,330 (excludes parking structures)	580,000 sq. ft. ⁴
Open Space	122,403.6 sq. ft. (20%)	174,000 sq. ft. (43%)
Beneficial Open Space	81,021.6 sq. ft. (12.9%) ²	71,400 sq. ft. (17.5%)
Parking spaces	2,832 (shared) (1000 reserved for MBTA)	2,050 (shared)

¹ Based on Zoning Review Application submitted by Mark Development on Jan. 9, 2019.

² Mark Development's figures based on its interpretation of "Beneficial Open Space" in the Zoning Ordinance

³ BH Normandy plan, approved with considerable community input.

⁴ The Mark Development proposal incorporates a new hotel to replace the existing Hotel Indigo (not a component of the 2013 approved plan.) Adding the square footage of Hotel Indigo to the approved 2013 plan = 756,027sq. ft.

CONCERNS

Size & Scale

- 675 apartment units compares to 500 housing units in *all of Newton Lower Falls*.
- Tall buildings (226 ft.) abutting I-95 will overwhelm the neighborhood with their bulk and reflected traffic sound (currently 80db on Deforest Rd).
- This massive new urban village will be privately owned and operated and will alter the social and political fabric of Lower Falls and Auburndale.
- The plan lacks adequate open and community space.
- Riverside is not an "isolated" parcel of land—transforming it affects all of us.

Transportation/Congestion

- 10,000 (estimated) additional vehicle trips *per day* will result in increased congestion throughout area, where many intersections are already problematic.
- Promised direct highway access from I-95N is only in one direction (25%). All other (75%) traffic will use Grove and other local streets.
- Increased use of I-95N will add to rush hour back-ups
- Green Line is already overcrowded and slow: 40-minute from Riverside to Gov. Ctr.



School Capacity

- Families with children, attracted to Newton’s good schools, will also rent—not just seniors, singles, and couples, as projected
- Developer’s estimate of 100 additional public school students does not correlate with numbers from other recent developments in Newton (see chart below); using those numbers an estimate of 187 to 217 new students is reasonable.
- The impact of accommodating and transporting students will reduce the developer’s estimate of Newton’s net revenue.

Residential Complex	Residential Sq. Footage	# Units	# Students in 2018	Students per 1,000 sf
Avalon-Newton Highland	406,926	294	108	.265
Avalon-Chestnut Hill	270,941	204	80	.295
Woodland-Arbor Point	164,969	180	51	.309
Riverside-Mark Development (est.)	703,790	675	187-217	.265 - .309

Approval Process

- The 2013 special permit took 4+ years. (The current Northland process is also taking 4+ years.) Mark Development is seeking a 1-year process.
- Newton has approved a visioning process for Riverside, but only for a compressed 10-week time frame.
- Visioning is a crucial part of the planning and should not be rushed.

For More Information

- Email us at: LFIARiverside@gmail.com
- Visit our website: <https://newtonlowerfalls.org/Riverside/>