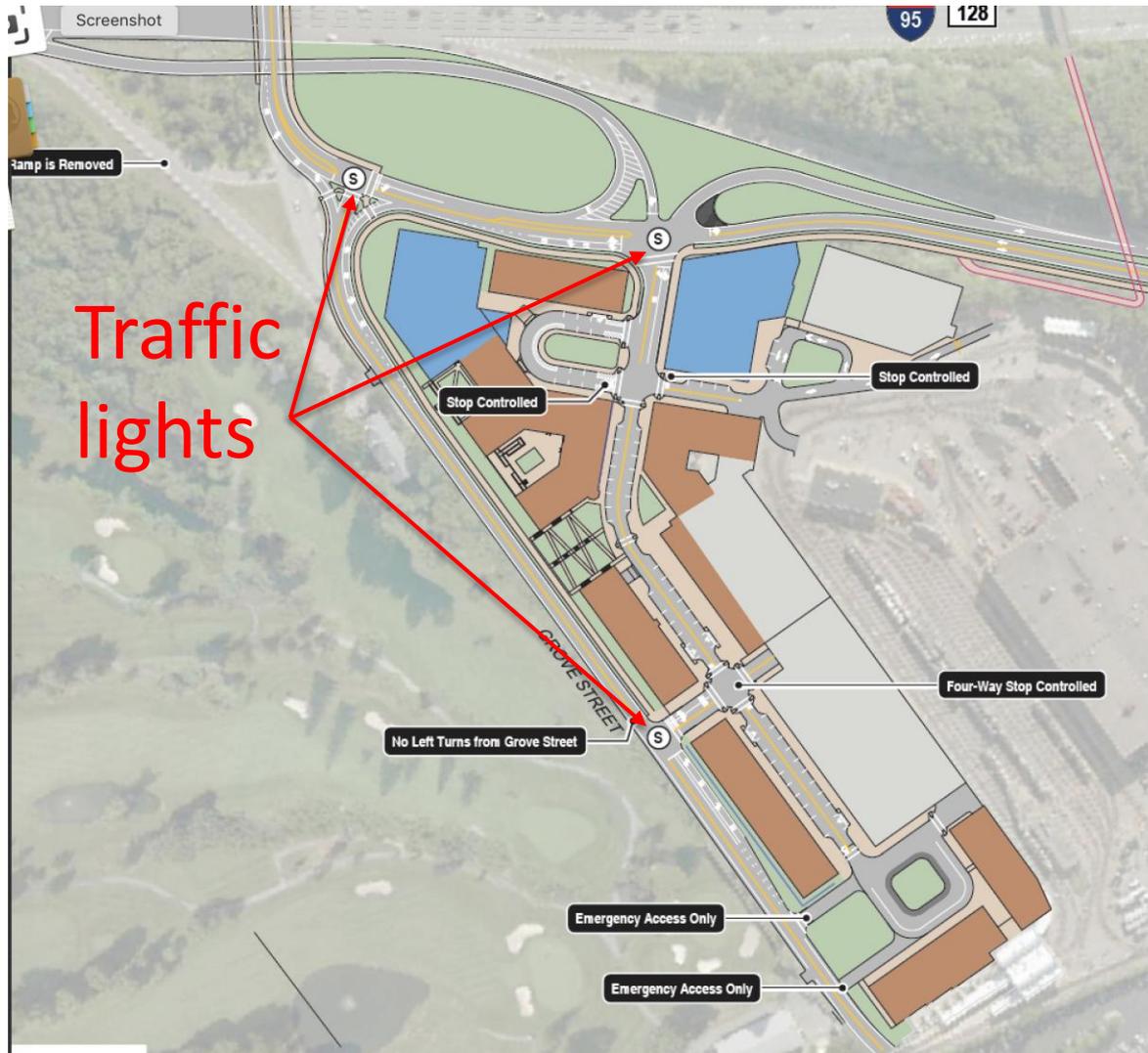




LOWER FALLS IMPROVEMENT ASSOCIATION RIVERSIDE COMMITTEE

PRESENTATION TO THE ZONING AND PLANNING AND LAND USE COMMITTEES

September 23, 2019

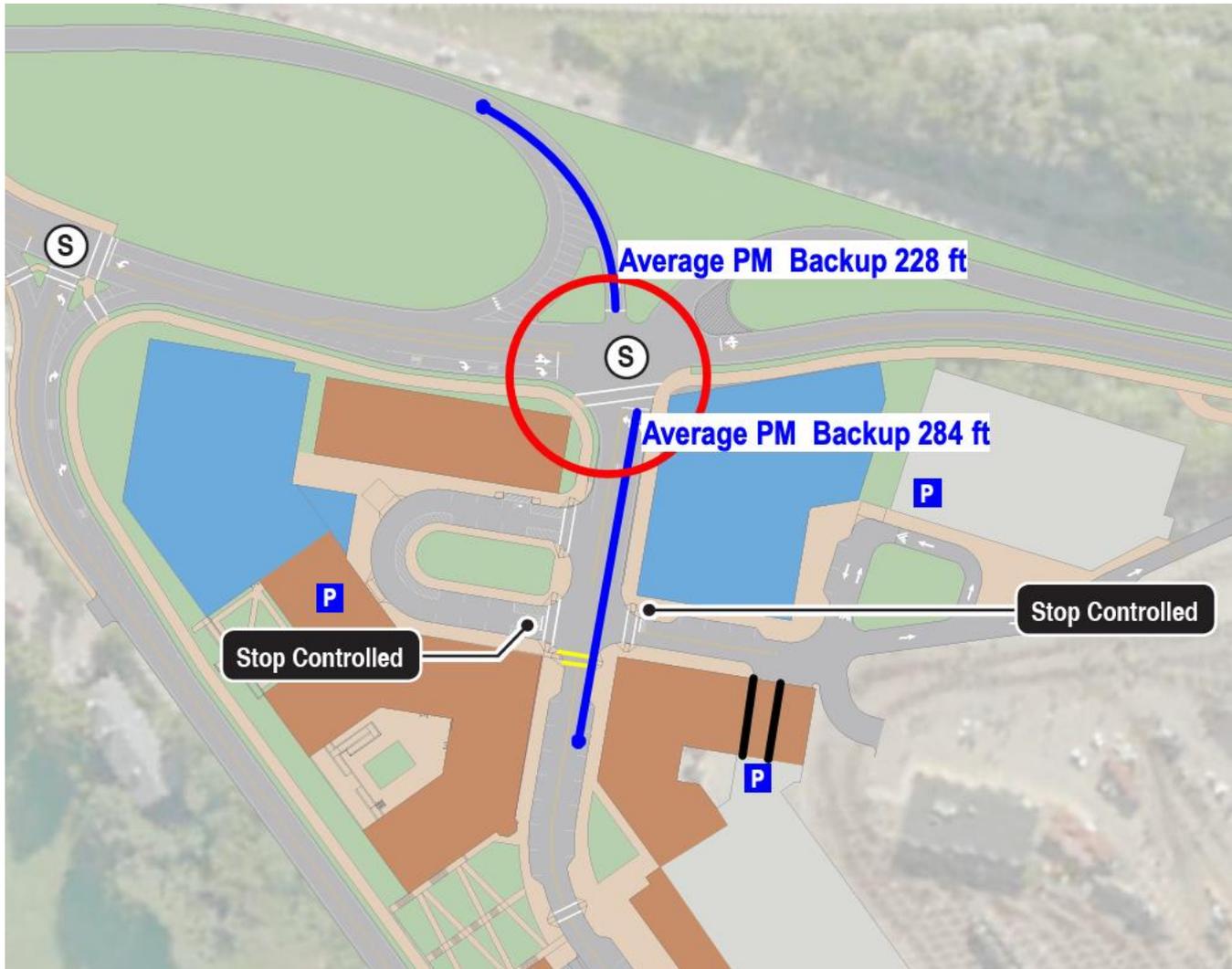


Generated traffic **not** considered:

- Game days affect 22% of commutes
- TNC rides- Uber, Lyft, etc.
- Green Line Transformation (GLT) will increase ridership

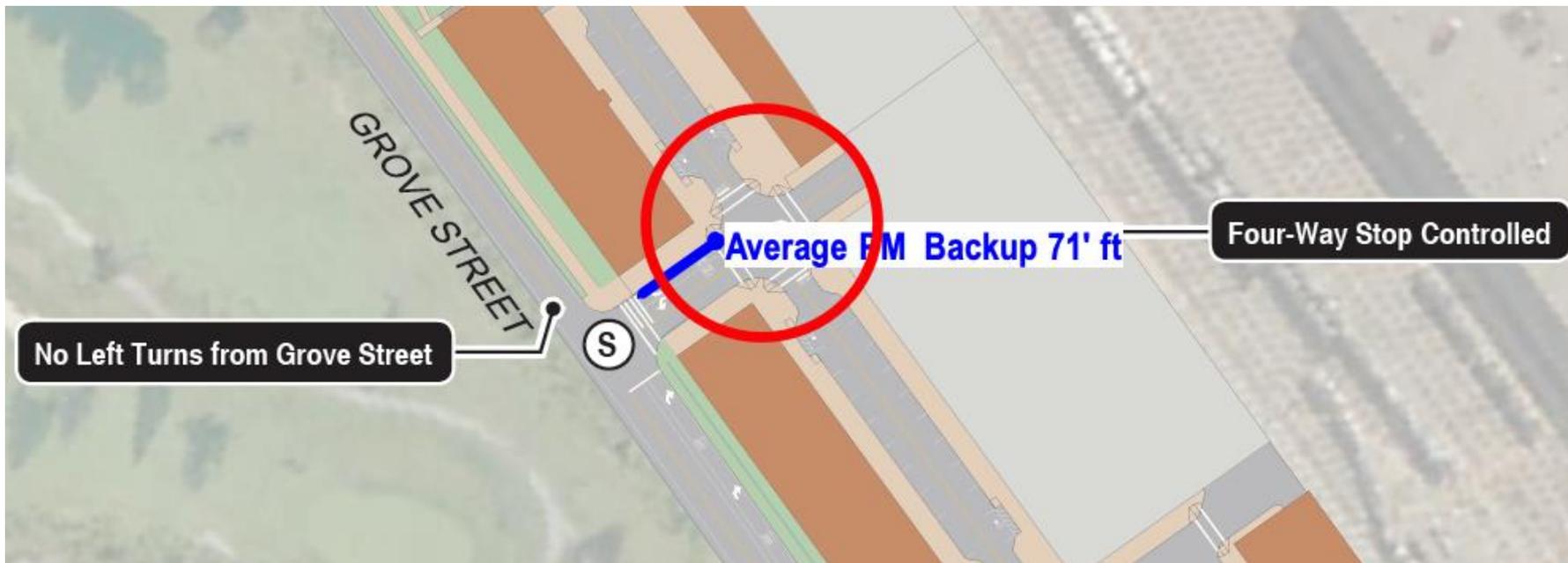


Analysis of external traffic: 'significant problems at multiple intersections.'



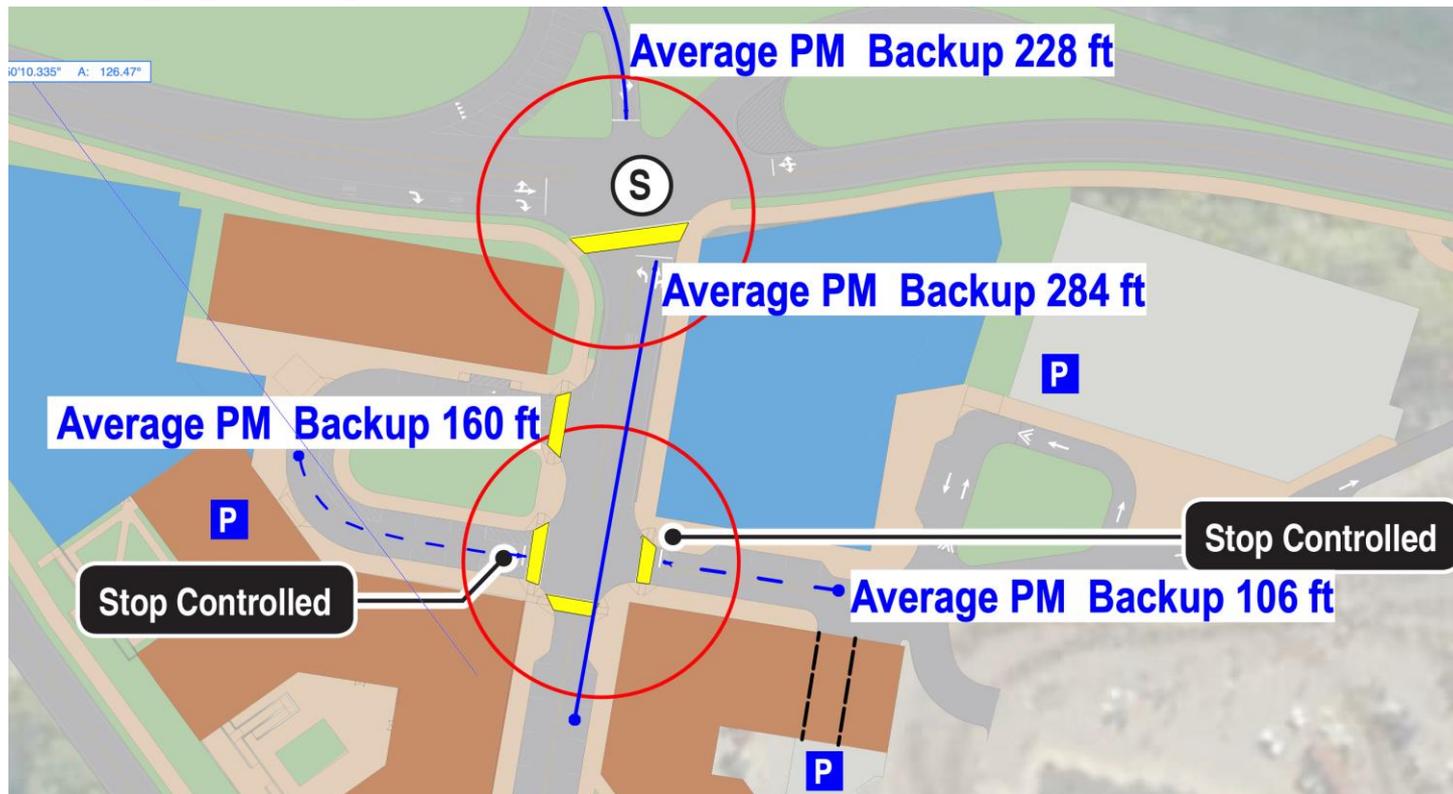
External study shows traffic exiting at ramp signal blocks 3 of 4 garages

Evening traffic exiting to Grove Street may obstruct 4-way stop intersection if TNC, GLT & game day traffic included

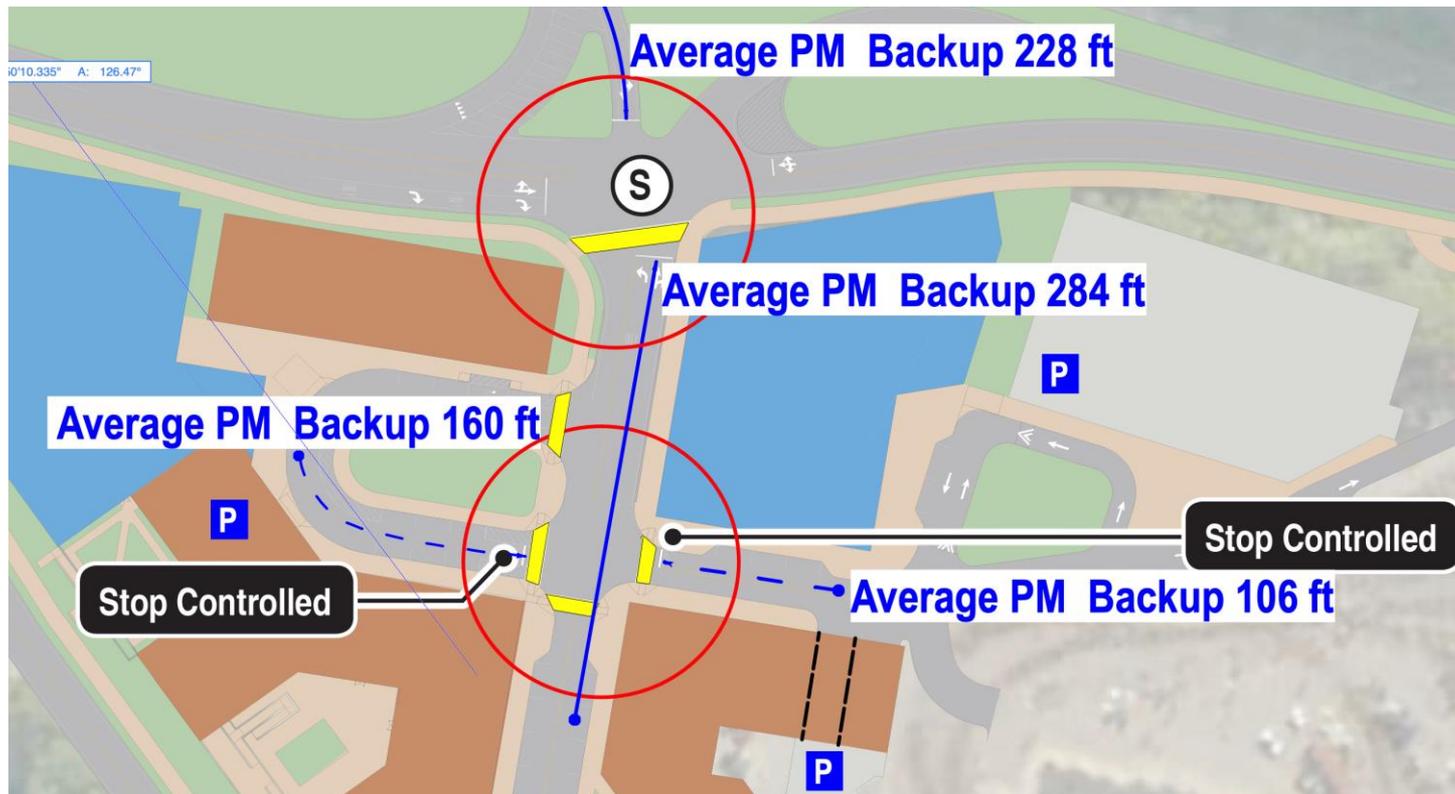


LFIA Riverside Committee

- Internal backups of 106 & 160 feet compound the external backup of 289 feet, trapping cars from exiting garage



- ‘Shared parking’ will boost pedestrian travel across walkways, slowing vehicular egress





INTERNAL SITE TRAFFIC MUST BE ADDRESSED

Vision Plan, p. 25:

“The station's location at the confluence of Route 128 and the Mass Pike, along with its ample parking spaces, make it the premier park-and-ride option for Boston-bound commuters and visitors from the western part of the state.”

What's Missing from the Zoning Ordinance:

Any requirement to study internal site traffic; good internal site traffic flow is critical to the continued viability of Riverside as a park-and-ride facility.

Proposal:

Add a requirement that the developer fully analyze internal site traffic (LFIA Proposed Zoning Amendment, § 7.3.5.A.e)



THE REQUIREMENT TO IDENTIFY POST-CONSTRUCTION TRAFFIC MITIGATION MEASURES HAS NOT BEEN MET

The Current Ordinance:

- Special permit applicant must identify “[t]he means of making mitigations if it is found pursuant to [post-construction traffic monitoring] that the trips counted exceed the projected adjusted volume by 10 percent or more.” (Section 7.3.5.A.6.c.iii.)
- If the specified traffic volume is exceeded, mitigation measures must be implemented “to reduce the trip generation to 110 percent of the [projected]adjusted volume.” (Section 7.3.5.E.1.c.)

Mark Development’s Traffic Study (p. 116):

“As with other projects, if traffic monitoring determines the [sic] that the projected adjusted volumes are exceeded by 10 percent, additional mitigation measures may be necessary for the project. This may include:

- › Implement refinements to on-site traffic flow and parking management; and/or
- › Expand or modify the elements of the Transportation Demand Management Plan (TDM) measures in order to increase public transportation and/or other alternatives to automobile travel, subject to review of the Director of Planning and Development in consultation with the City’s Director of Transportation.”



MAKE SURE POST-CONSTRUCTION TRAFFIC MITIGATION PLAN WORKS BEFORE PERMIT IS GRANTED (Proposed Zoning Amendment Section 7.3.5.B.3)

- **What's Missing From the Current Ordinance:** Any provision requiring the City Council to assess the adequacy or anticipated efficacy of those post-construction mitigation measures, before granting a special permit.
- **Why it Matters:** Traffic projections can be wrong. The important obligation to undertake post-construction traffic mitigation if needed is entirely hollow if there is no determination, *in advance*, that the mitigation will work.
- **Proposal:** Add a requirement that the City Council determine that post-construction traffic mitigation will be effective before granting a special permit.



ASSESS CONSTRUCTION IMPACTS BEFORE GRANTING A SPECIAL PERMIT

Determine Before a Special Permit is Granted What Impacts Construction Will Have and How They Will be Managed

- Construction could take many years. The surrounding neighborhoods should not be subjected to more than minimal noise, traffic, dust and other potential adverse effects for such a prolonged period.
- Construction will likely coincide with major disruption of the Mass. Pike (due to the Allston interchange project). Expected increased commuter demand at Riverside will need to be accommodated while Riverside is under construction.

LFIA Proposed Zoning Amendments

- Add requirement to submit construction management plan and assessment of impacts on the surrounding neighborhoods. (Proposed § 7.3.5.A.10)
- Add special permit criteria protecting Auburndale and Newton Lower Falls from any significant adverse construction impacts. (Proposed § 7.3.5.B.19)

RESPECT SCENIC GROVE STREET



Riverside Station

Sept 3, 2019

MARK
DEVELOPMENT



Grove Street Now

**Planned Grove Street
(from a fictional perspective
that misrepresents the south side
of the street)**

The Planned Buildings Will
be Highly Visible in Lower Falls



The Indigo would be replaced with an even taller building and the office tower would be just to the left.

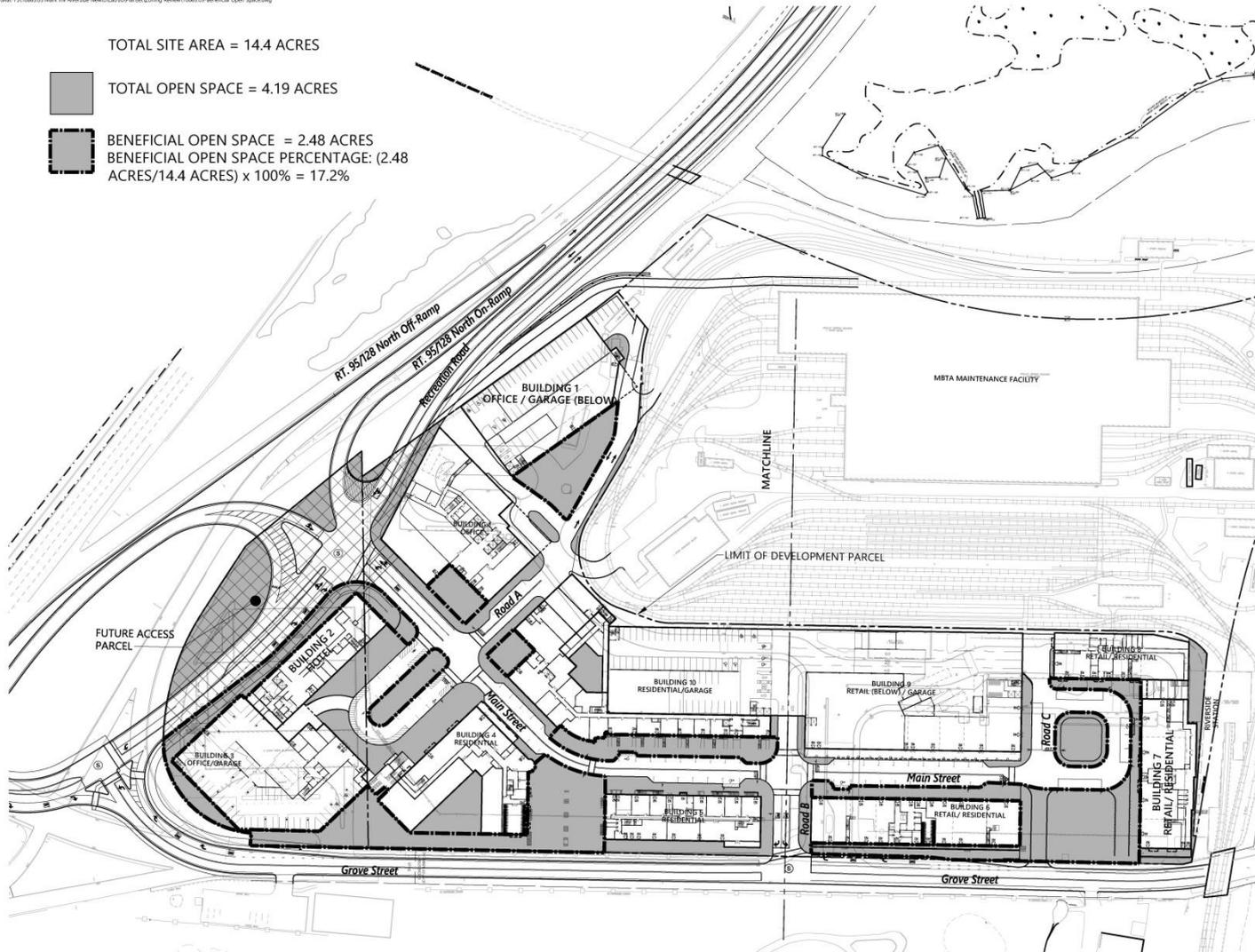
"BENEFICIAL" OPEN SPACE?

V:\09\09\proj\09_15\10865_03_Mark_Inv_Riverside_Newtown\03_Planet\Zoning_Review\10865_03_Beneficial_Open_Space.dwg

TOTAL SITE AREA = 14.4 ACRES

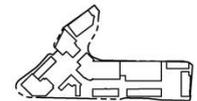
TOTAL OPEN SPACE = 4.19 ACRES

BENEFICIAL OPEN SPACE = 2.48 ACRES
BENEFICIAL OPEN SPACE PERCENTAGE: (2.48 ACRES/14.4 ACRES) x 100% = 17.2%



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Riverside Mixed-Use Redevelopment

Grove Street
Newton, Massachusetts

Version	Date	Author

Zoning Review September 9, 2019

Not Approved for Construction

Beneficial Open Space Plan

C-6

10 of 10

10865_03