



ENGINEERING SUCCESS TOGETHER

## MEMORANDUM

Date: November 7, 2012  
To: Merrick Turner  
From: Don Leighton BETA Project #: 4410  
Subject: Streetscape Design – University Station

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The purpose of the memorandum is to follow up on the status of general streetscape comments discussed at our Oct 24 meeting with the Development Team. Several conceptual ideas were discussed at that meeting, for which information requests have been made via other memoranda. In addition to those requests we are specifically interested in the pedestrian connection between Phase One and Phase Two which essentially is the pedestrian crossing points at University Avenue. Specific areas of concern in creating a pedestrian friendly environment in Phase One are as indicated below and additional plans and detail related to resolution of the following should be provided:

For each of the 3 main intersections along University Avenue especially the center intersection that leads into Phase One retail area

- Evaluate pedestrian comfort zones to and from buildings, University Avenue, and especially between phases of Development
- Evaluate Implementation of Center island refuge/median
- Provide illustrations/renderings of the effect of Grade change from both sides of University Ave. to adjacent retail space

See attached plan for areas A, B and C

A. Sidewalk experience leading from center intersection into Phase One retail (north end)

- Width of sidewalk needs to be appropriate to intent of major pedestrian connection
- How can Protection from rain, snow, and wind be incorporated into proposed building or stand alone structures
- Lateral connections to residential complex
- Pick up/drop off opportunities with pedestrian site amenities
- Bicycle lanes with travel lane or multi-use path

B. Sidewalk experience along University Avenue, Rosemount Road and other key public ways.

- Improve protection/buffering from travel lane
- Width of sidewalk needs to be appropriate to intent, evaluate less linear alignment
- Identify connections to interior parking lots

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C. Sidewalk/Multi-use Path connections from retail space to office space

- Central connection and side connections – How will they be made

Cross sections

- Provide cross sections at 10th scale (minimum) at these critical areas (P1, P2, P3, P4 per attached plan) to better understand the grade challenges and solutions for creating a pedestrian-friendly environment and linking the various users.

Lighting and Signage

- How will lighting and signage design/detail be developed ? Now or part of consistency review.

Project Phasing

- Noting that phased development is possible, the proponent should clarify how portions of the site not developed during the first phase will be treated.
- The Proponent should evaluate how linkage to the MBTA garage/station can be improved both now and in the future.

Plan Development

It is anticipated that plan development for Phase 1 will need to consider the following detailed information:

- General dimensioned layout and details of sidewalk materials, feature strips, plantings, light poles, planters, bollards, trash containers, signal equipment, fencing, furniture, bike racks, walls and other urban design elements within public and private roadways. Summarize proposed planting by a table proposed on each sheet including botanical and common name, height and size at planting, height and size at maturity, quantity to be planted, typical spacing, and symbol used to represent the planting on the plan.
- grading plans as appropriate to detail specific landscape features.
- Show location, type sizing and screening of any solid waste disposal facilities.
- Details as required to show construction of streetscape design elements.

**Future Phases**

The level of review and therefore the information needed for review of future phases is contingent upon the intent of the by law and extent of consistency review ultimately adopted by the Town. Guidance from the Board is required to clarify.

### **Misc Other**

Label internal streets and public spaces with so that they can be easily referenced in the future correspondence. Placeholder nomenclature may be most appropriate at this stage ie. Site Drive A etc.

Label buildings, especially the smaller commercial spaces that front University Station and with a clearer understanding of each phase of development.

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