



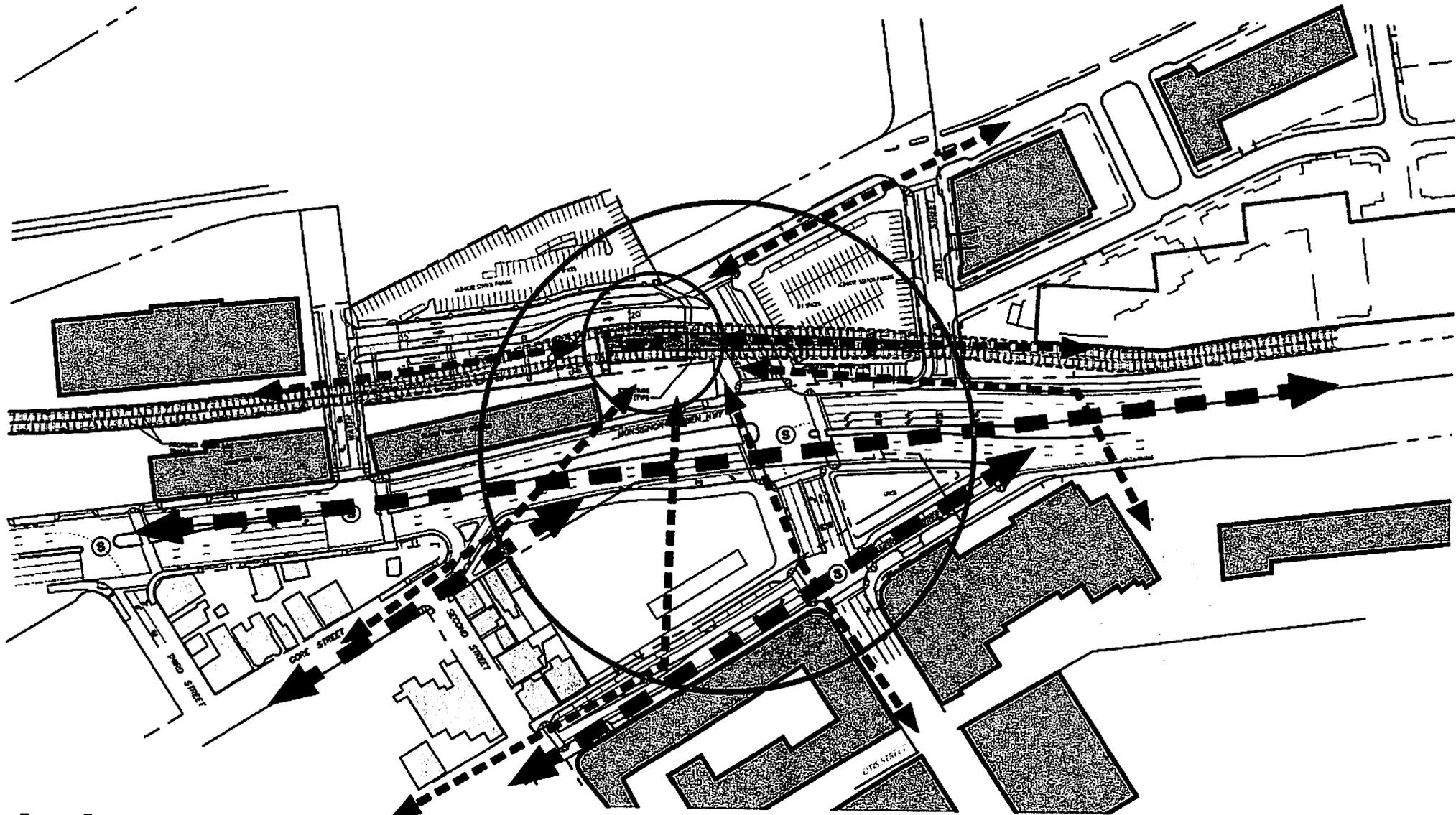
28 October 2009

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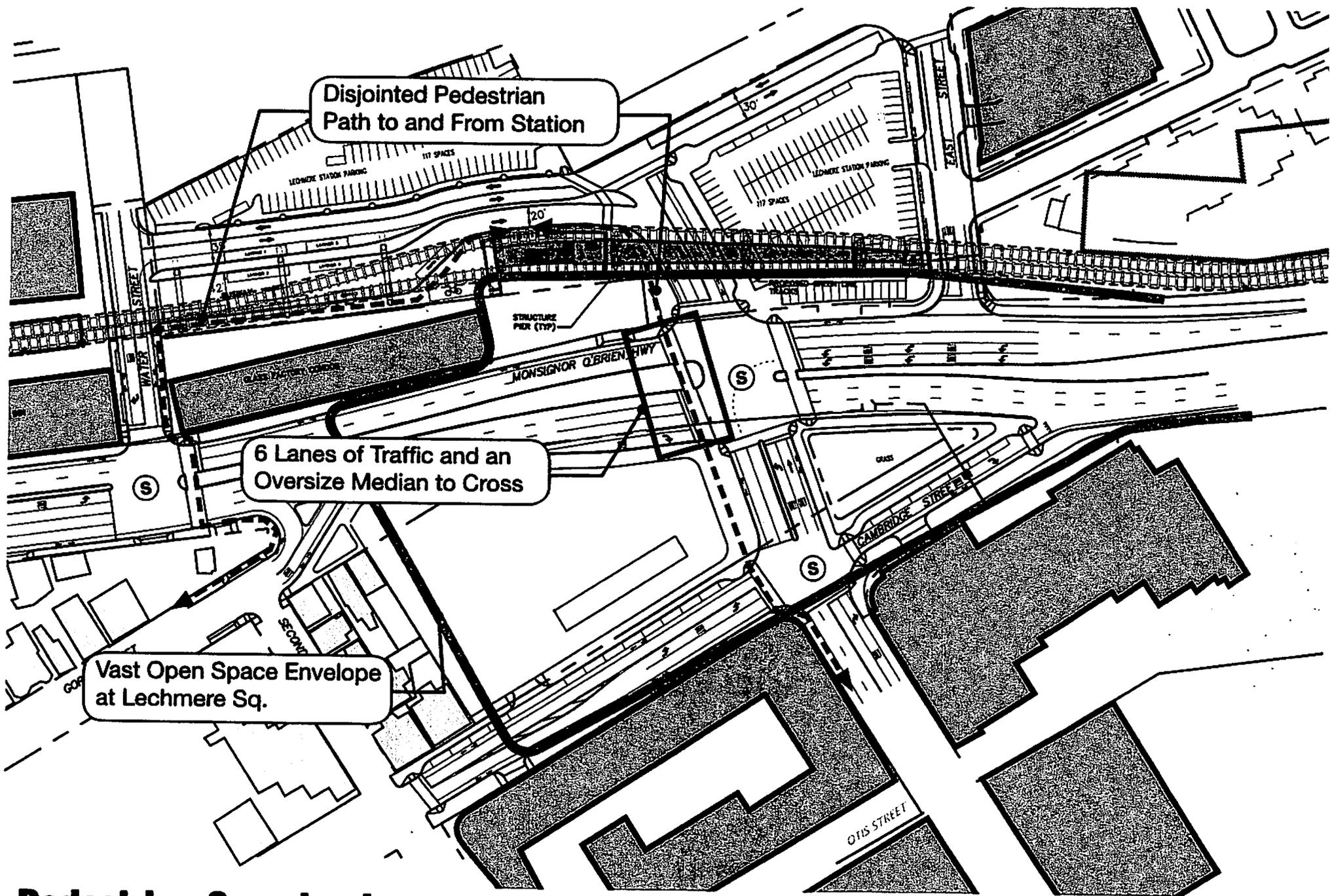
landscape architecture | urban design | garden design
constructed ecologies

5 KEY ISSUES at Lechmere Square

- 1. Redevelop Lechmere Square As A Major Gateway To East Cambridge And An Integrated Hub Of The Neighborhood.**
- 2. Improve Pedestrian Connections and Road Crossings, Especially at Monsignor O'Brien Highway.**
- 3. Preserve the Historic Station Buildings and Redevelop Around a New Public Market Square with New Restaurants, Retail and a Hotel.**
- 4. Improve Station Entrances and Lobby.**
- 5. Integrate the Green Line and Bus Station Design with the Future North Point Street Grid.**



Lechmere Square as a Hub

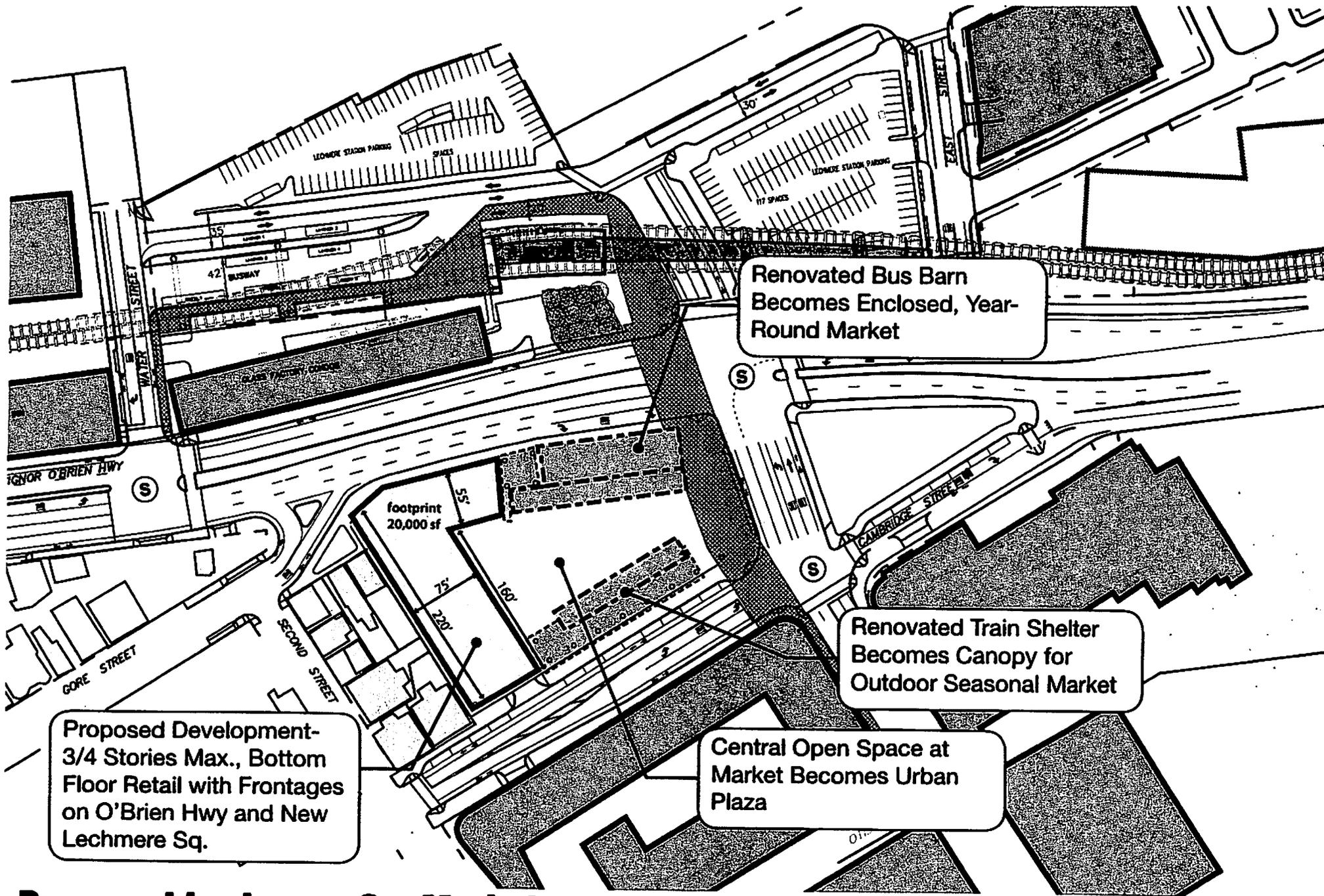


Disjointed Pedestrian Path to and From Station

6 Lanes of Traffic and an Oversize Median to Cross

Vast Open Space Envelope at Lechmere Sq.

Pedestrian Crossing Issues



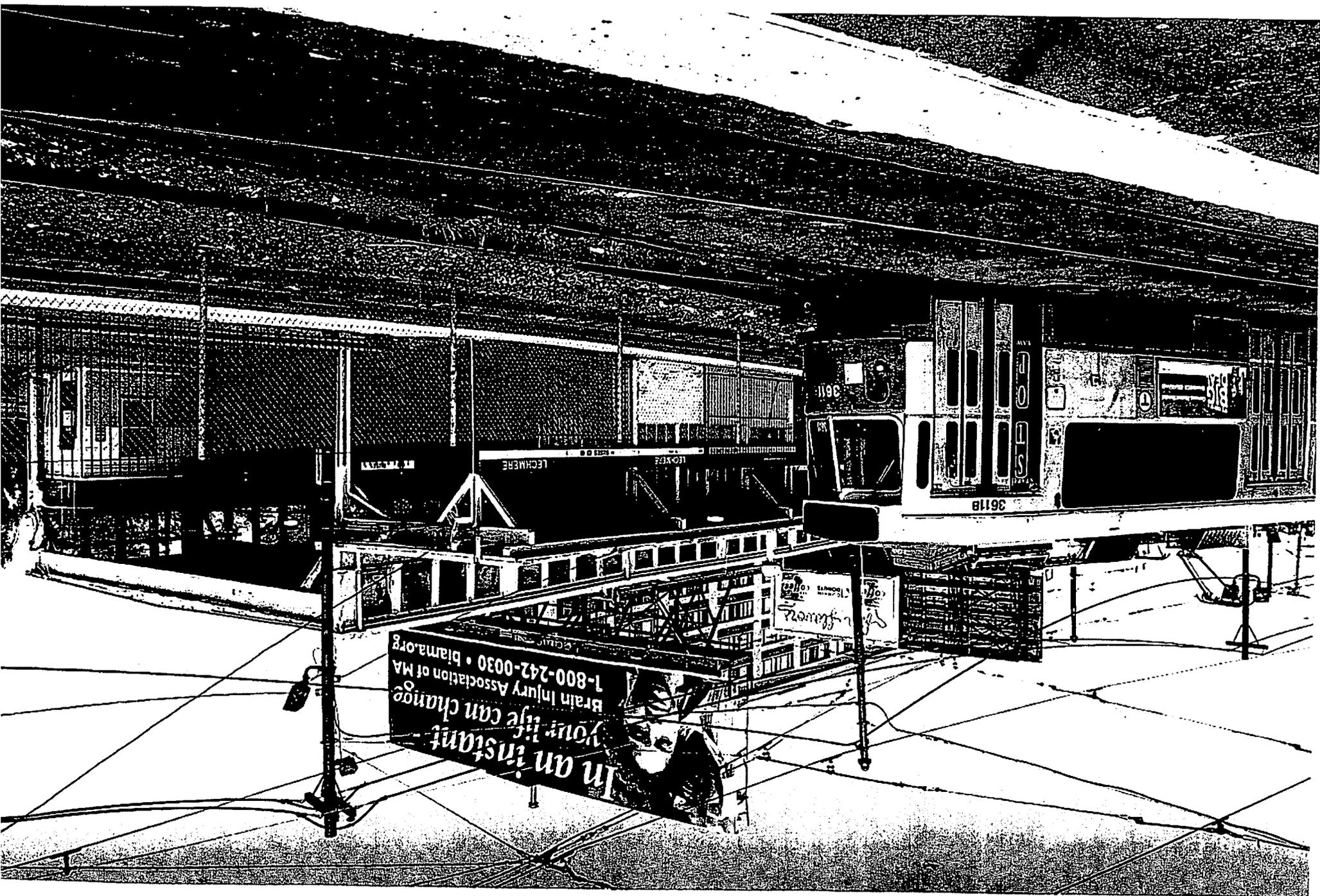
Renovated Bus Barn
Becomes Enclosed, Year-
Round Market

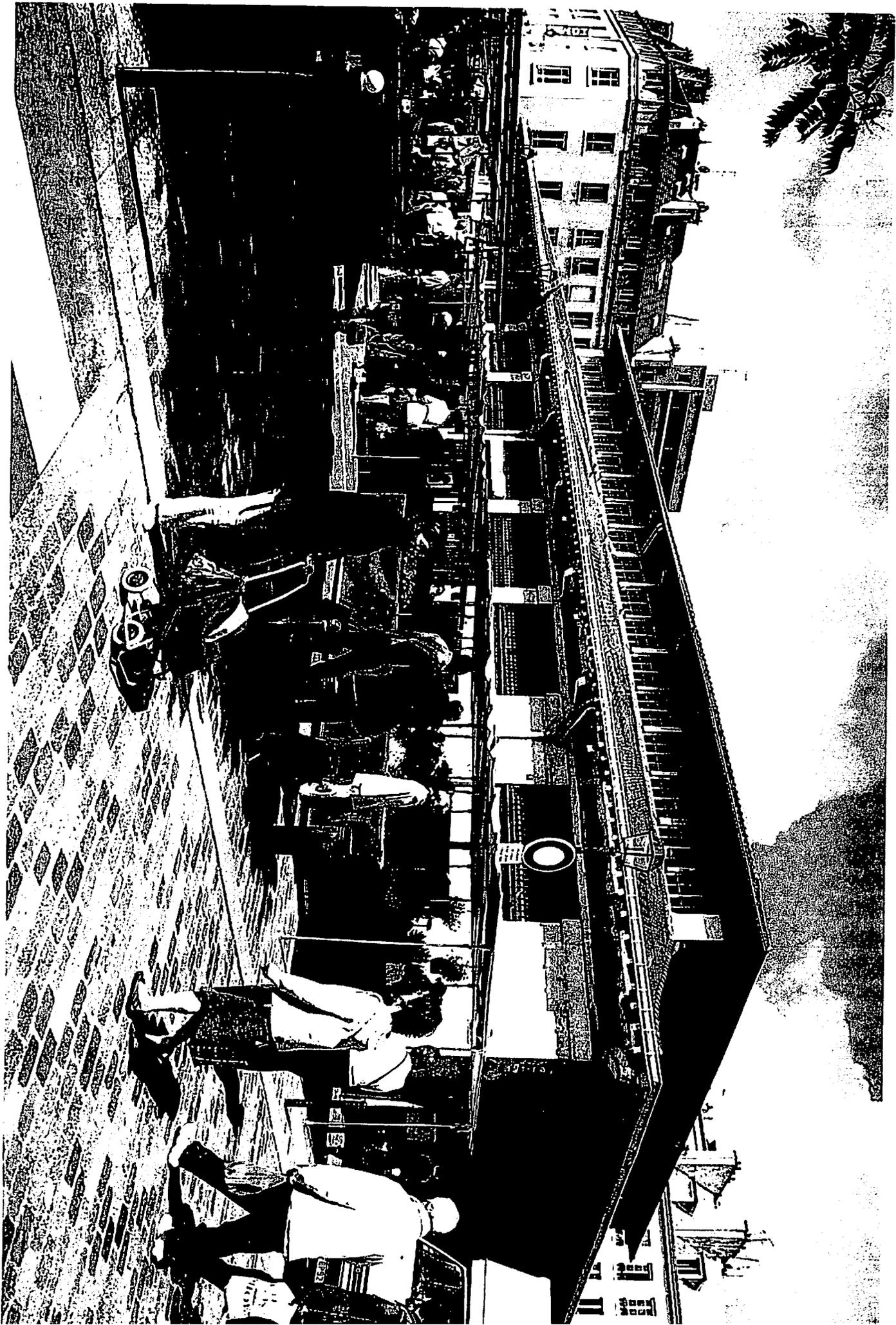
Renovated Train Shelter
Becomes Canopy for
Outdoor Seasonal Market

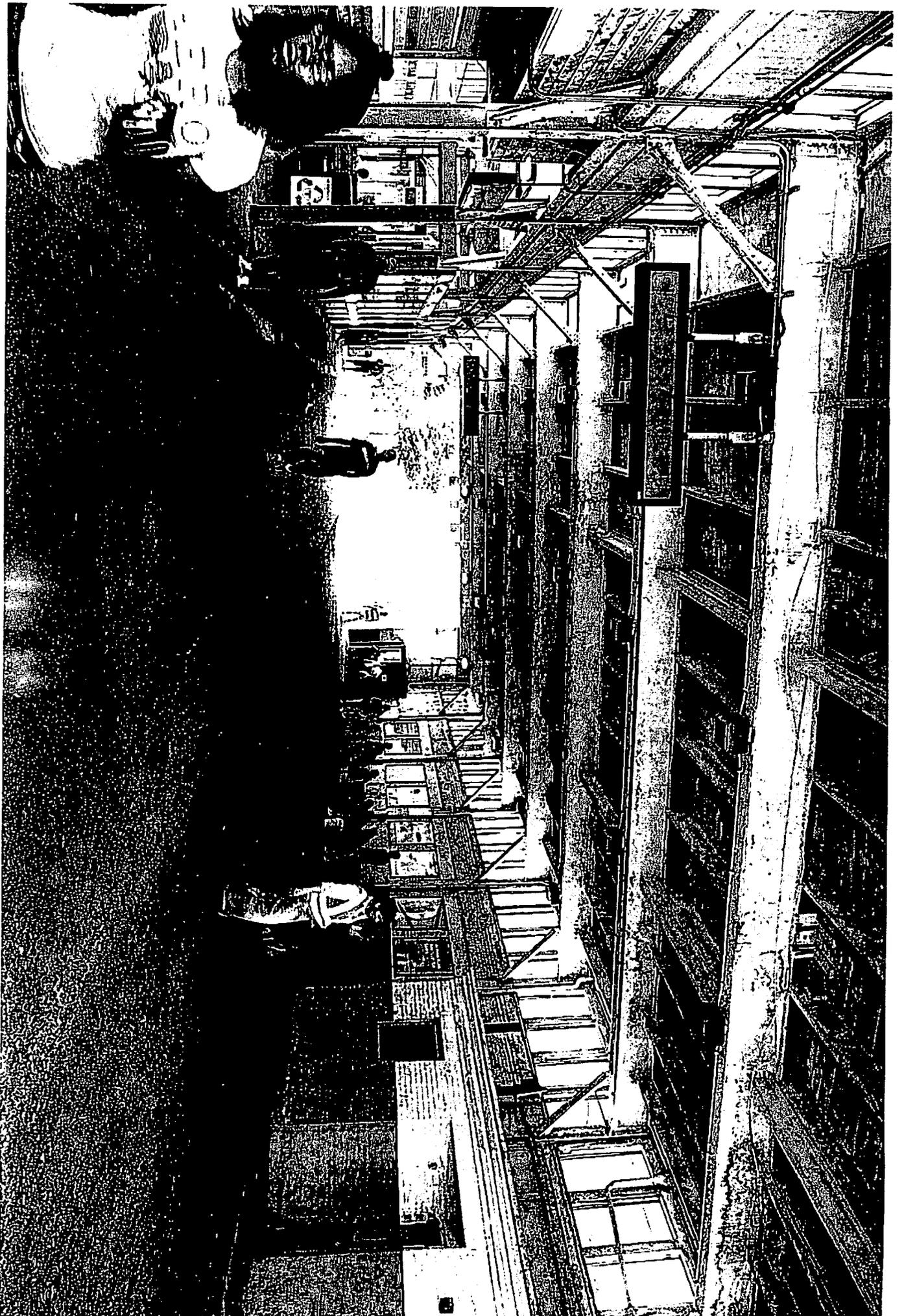
Central Open Space at
Market Becomes Urban
Plaza

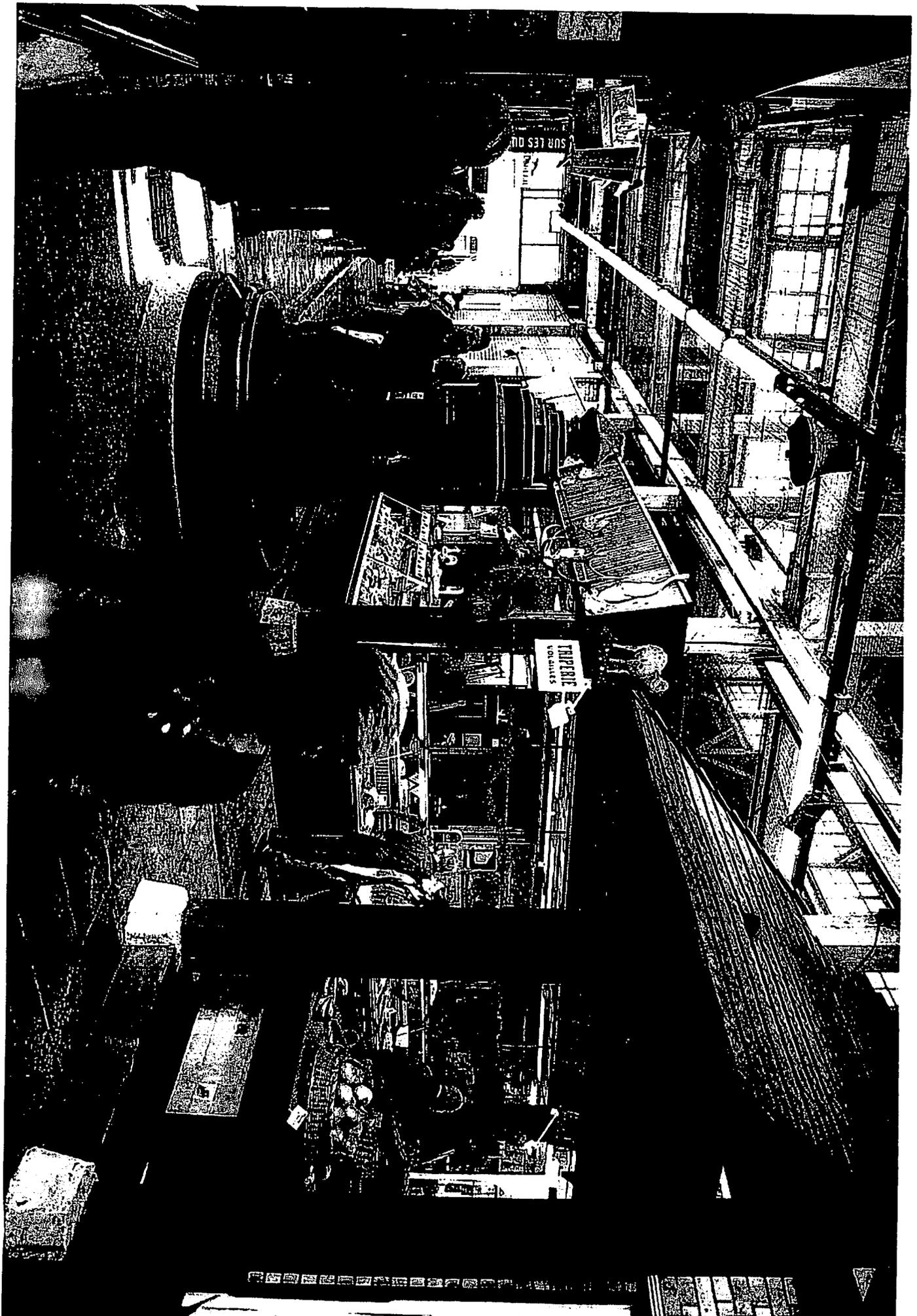
Proposed Development-
3/4 Stories Max., Bottom
Floor Retail with Frontages
on O'Brien Hwy and New
Lechmere Sq.

Proposed Lechmere Sq. Market









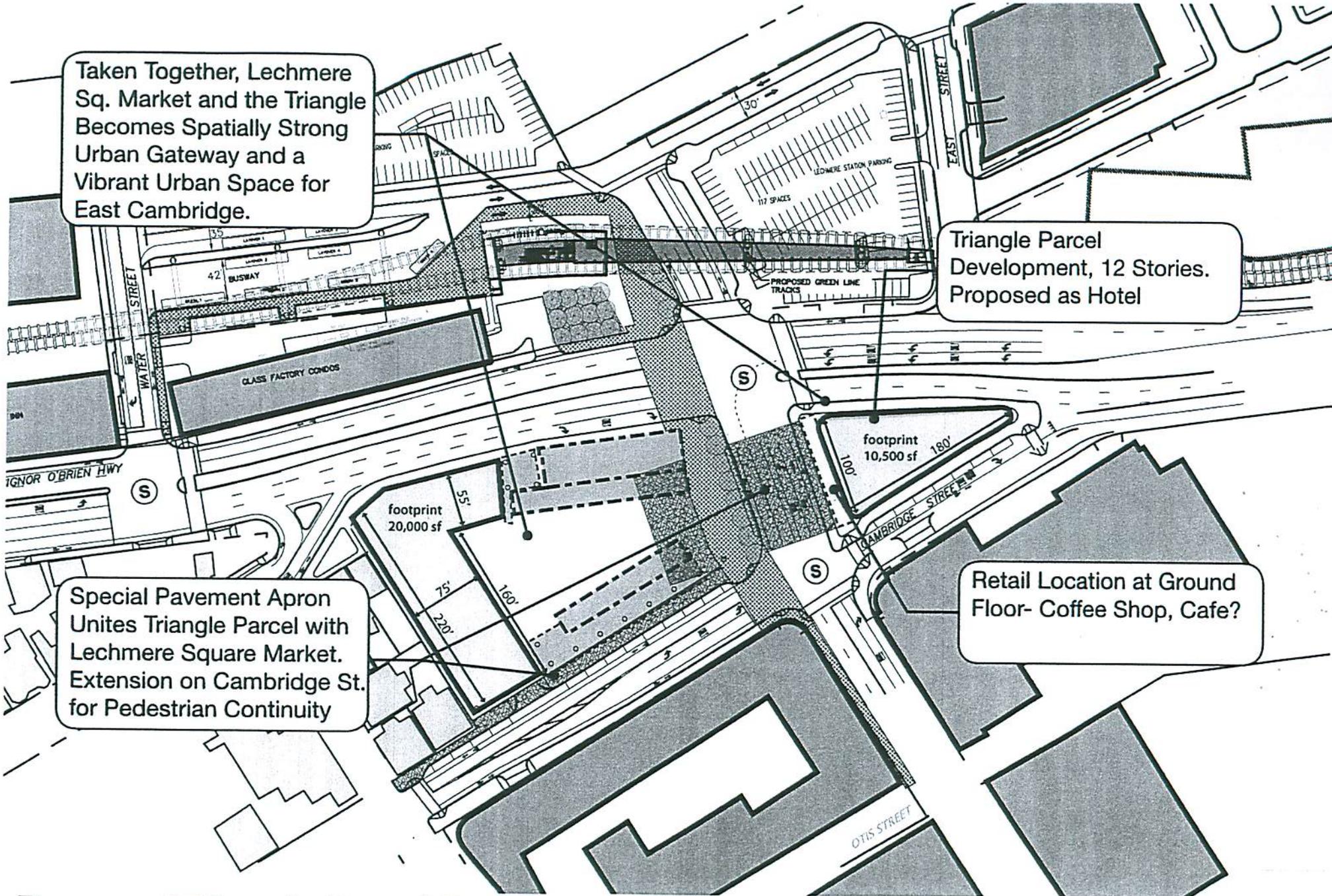
Taken Together, Lechmere Sq. Market and the Triangle Becomes Spatially Strong Urban Gateway and a Vibrant Urban Space for East Cambridge.

Triangle Parcel Development, 12 Stories. Proposed as Hotel

Special Pavement Apron Unites Triangle Parcel with Lechmere Square Market. Extension on Cambridge St. for Pedestrian Continuity

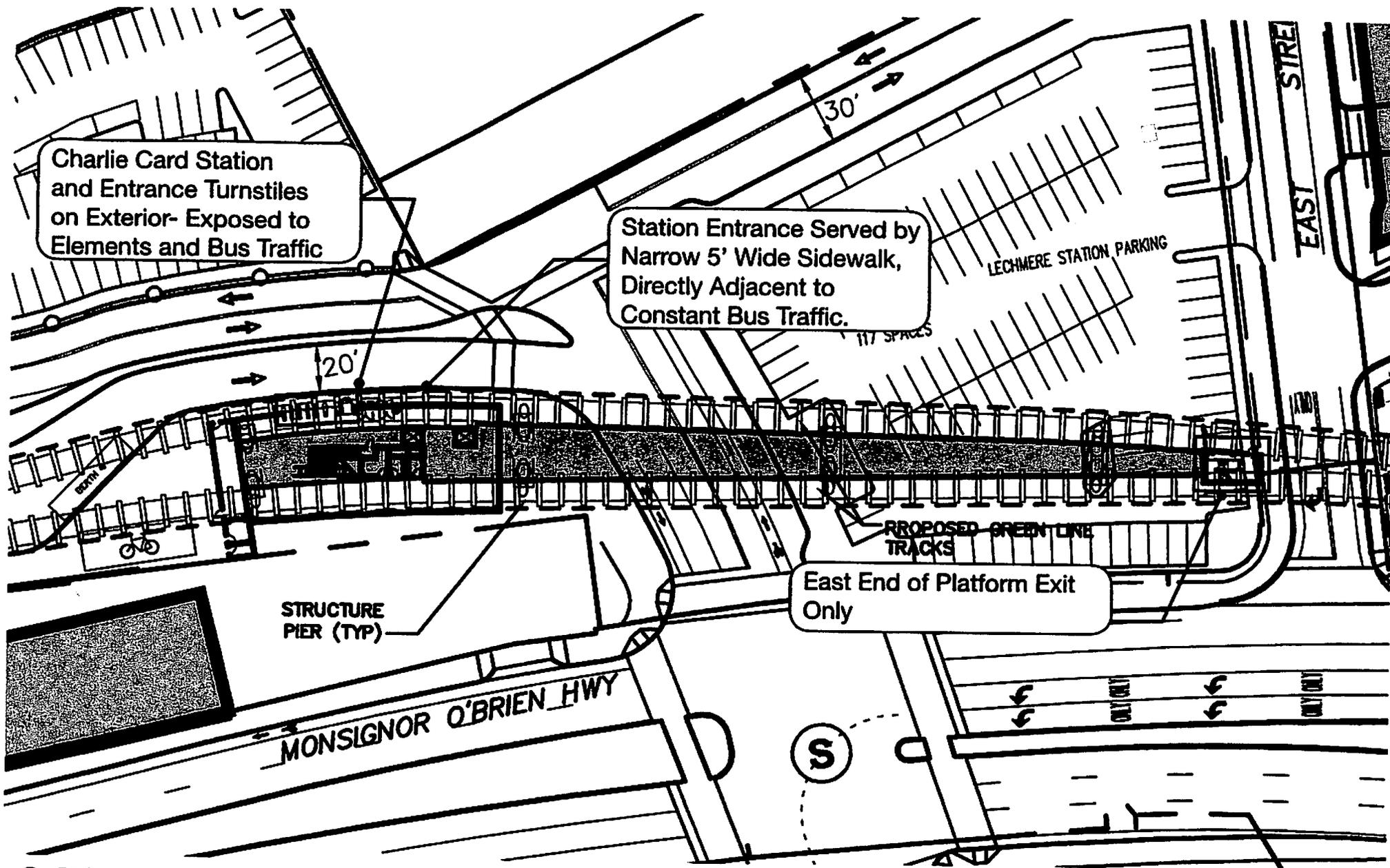
Retail Location at Ground Floor- Coffee Shop, Cafe?

Proposed Triangle Parcel Development





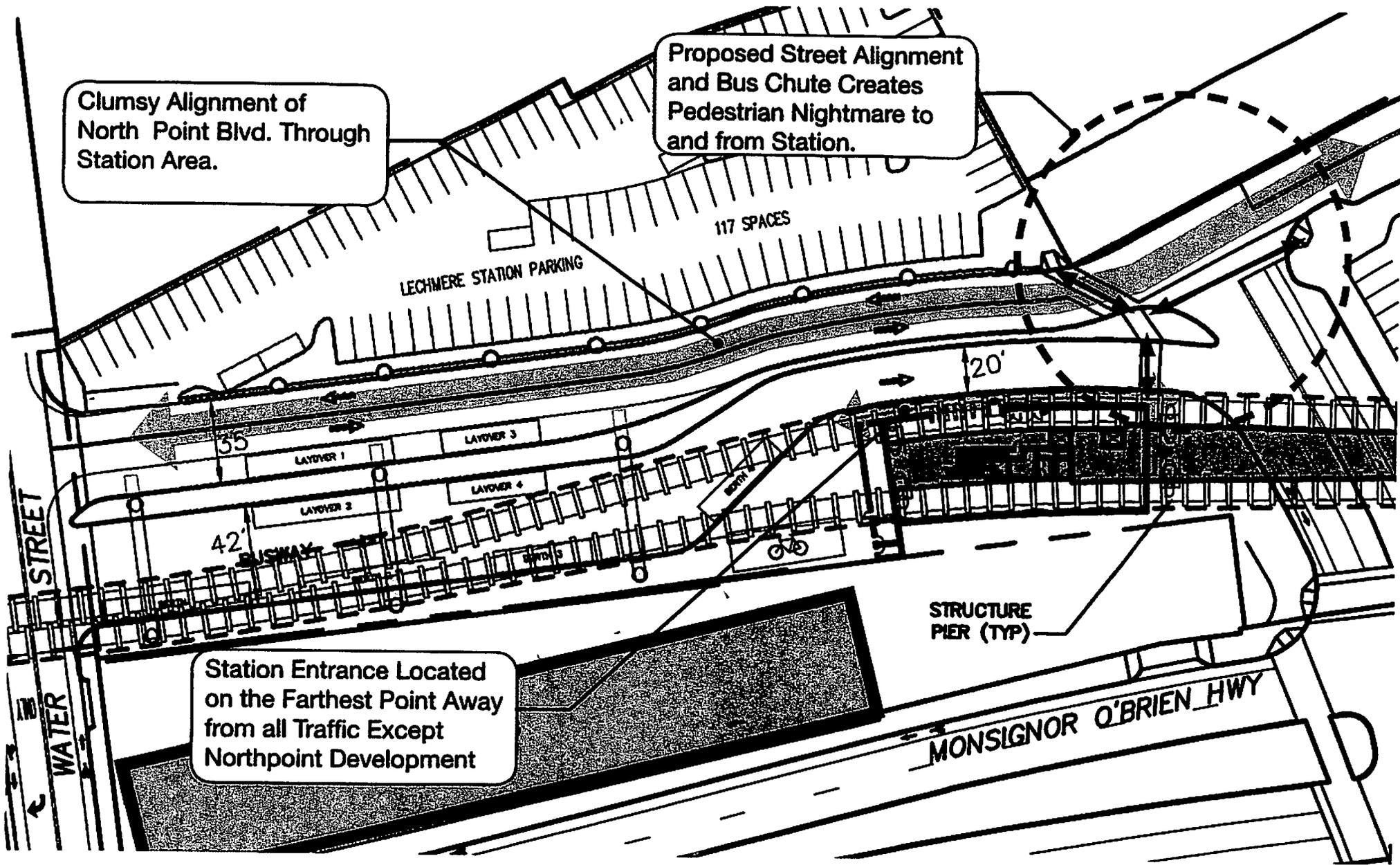
Flatiron Hotel Precedent- Bulfinch Hotel, Bulfinch Triangle, Boston



Critique of EOT Proposed Lechmere Station

Proposed Lechmere Station has No Lobby- Charlie Card Services and Turnstiles Exposed to Elements. All of the Other Proposed Stations on the Green Line Extension have Lobbies and Therefore Interior Turnstiles and Charlie Card Stations.

Why is Lechmere Station Different?

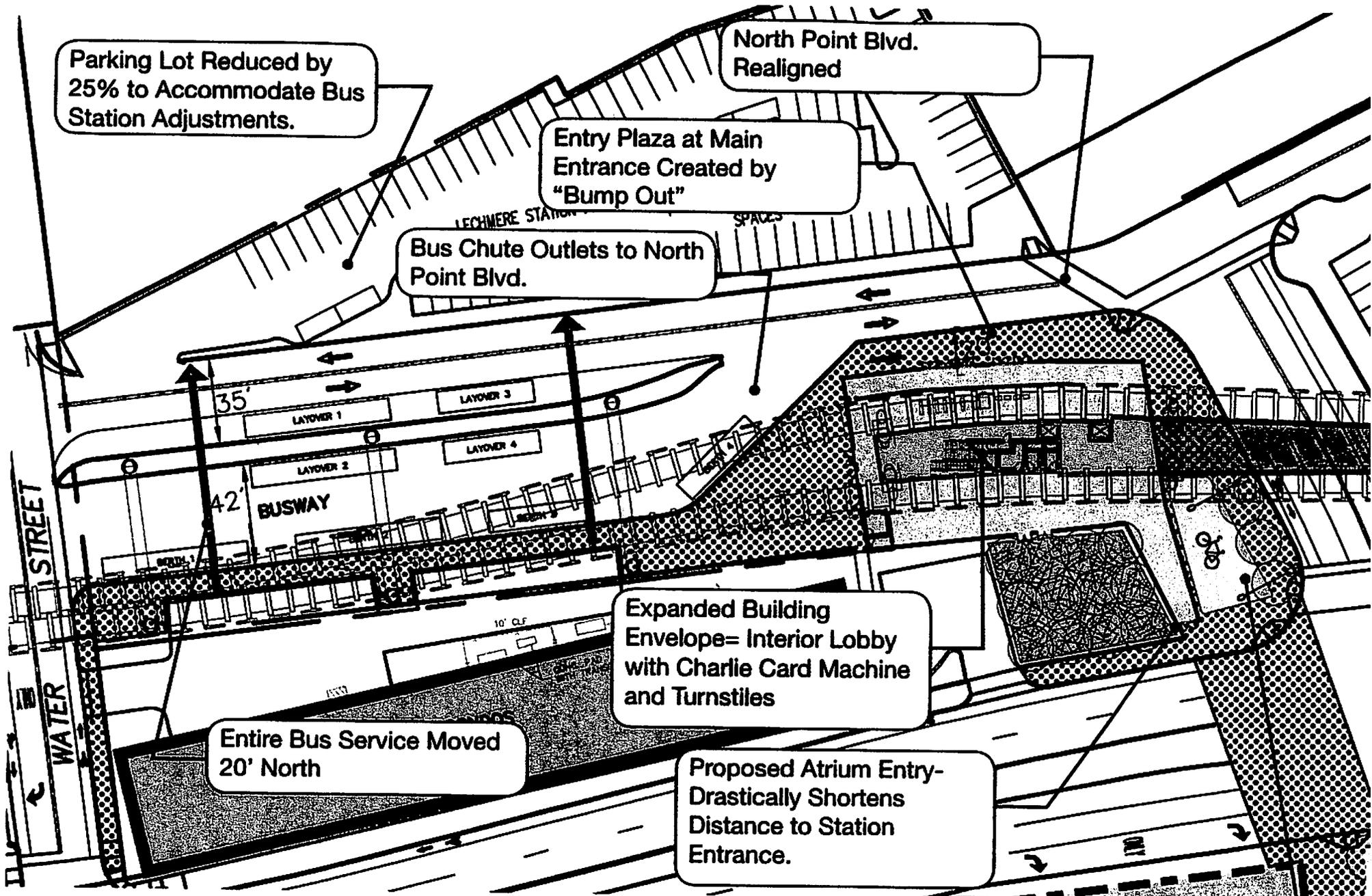


Clumsy Alignment of North Point Blvd. Through Station Area.

Proposed Street Alignment and Bus Chute Creates Pedestrian Nightmare to and from Station.

Station Entrance Located on the Farthest Point Away from all Traffic Except Northpoint Development

Critique of EOT Proposed Lechmere Station



Parking Lot Reduced by 25% to Accommodate Bus Station Adjustments.

North Point Blvd. Realigned

Entry Plaza at Main Entrance Created by "Bump Out"

Bus Chute Outlets to North Point Blvd.

35'

42'

BUSWAY

LAYER 1

LAYER 3

LAYER 2

LAYER 4

10' CLF

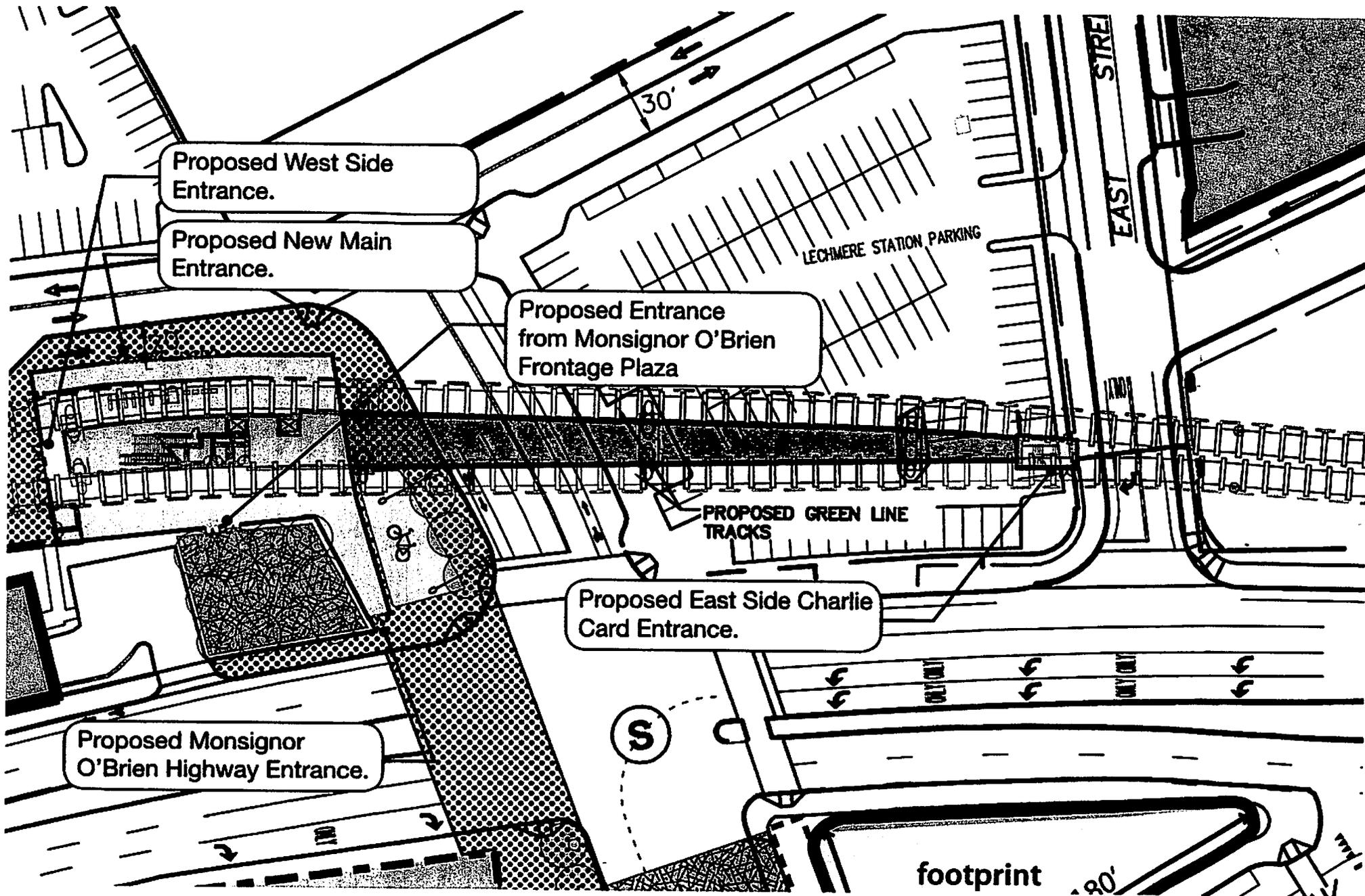
Expanded Building Envelope= Interior Lobby with Charlie Card Machine and Turnstiles

Entire Bus Service Moved 20' North

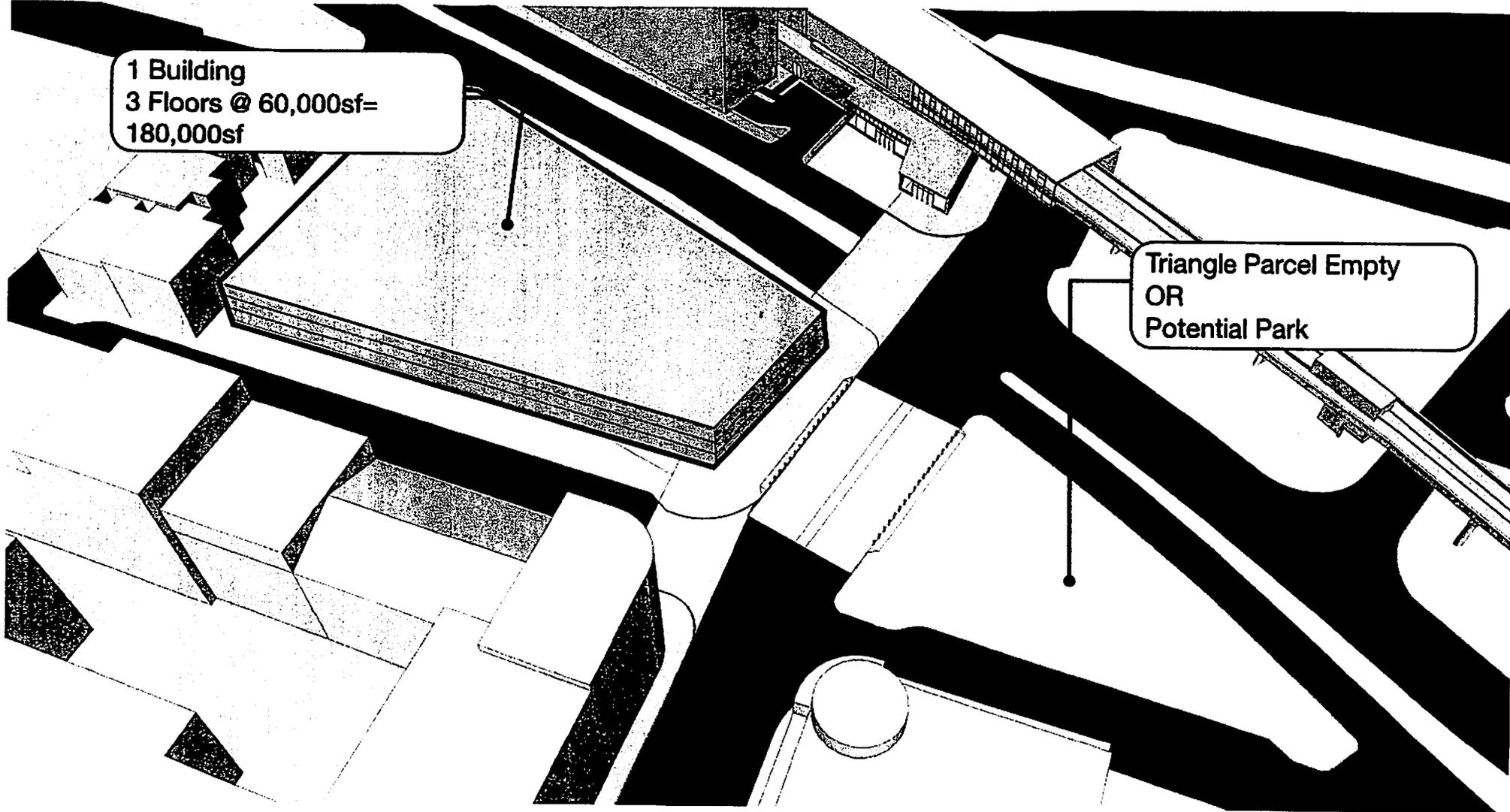
Proposed Atrium Entry- Drastically Shortens Distance to Station Entrance.

Proposed Bicycle Parking Under Tree Grove Entry Park

Proposed Improvements to Station



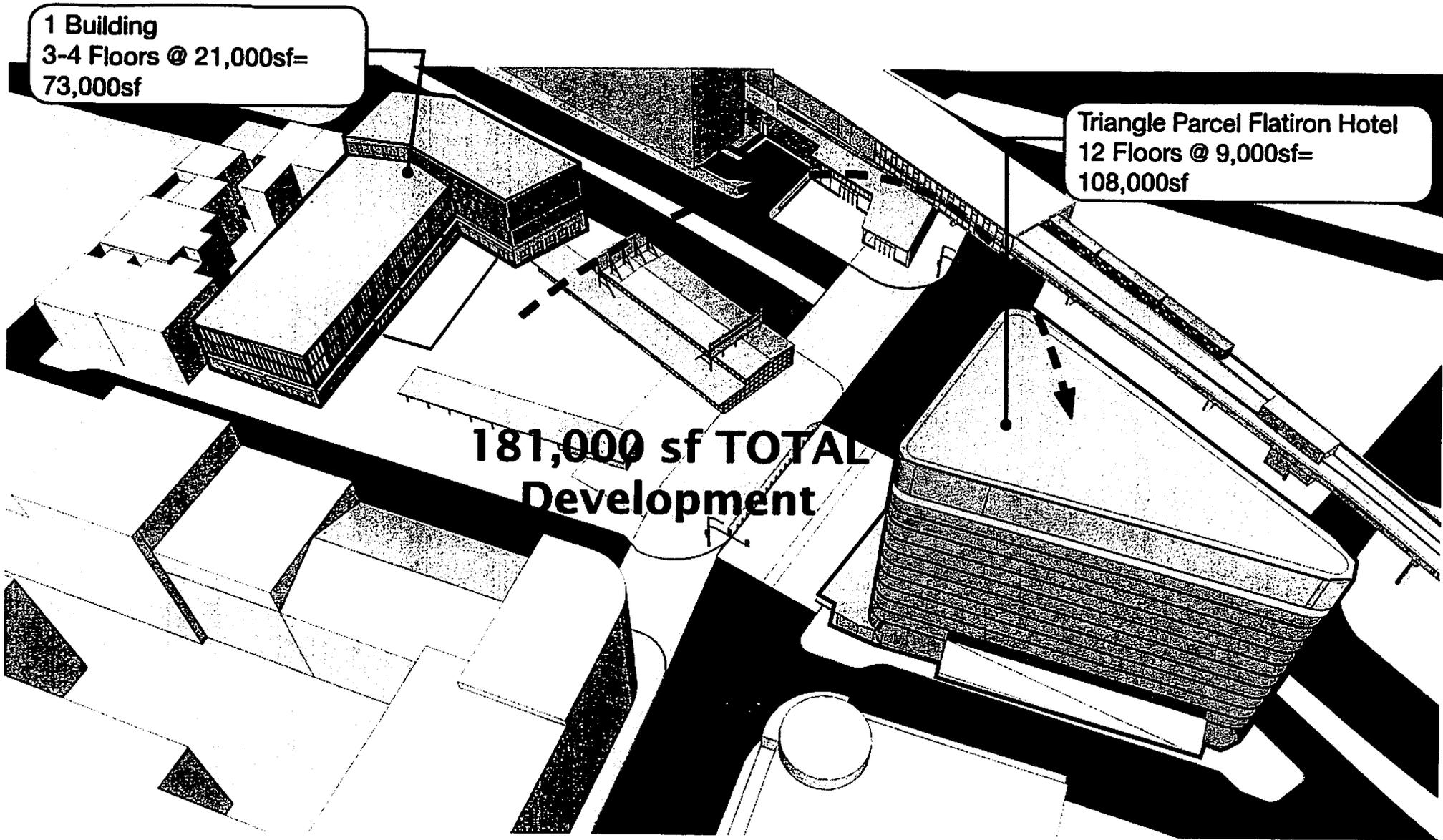
Proposed New Entrances to Station



1 Building
3 Floors @ 60,000sf=
180,000sf

Triangle Parcel Empty
OR
Potential Park

Current Permitted Plan- 180,000sf Development on One Parcel



1 Building
3-4 Floors @ 21,000sf=
73,000sf

Triangle Parcel Flatiron Hotel
12 Floors @ 9,000sf=
108,000sf

**181,000 sf TOTAL
Development**

ECPT Proposal- 180,000sf Development Split to Two Parcels

