

Gateway to Logan Square Master Planning

Southwest Boston Community Development Corporation

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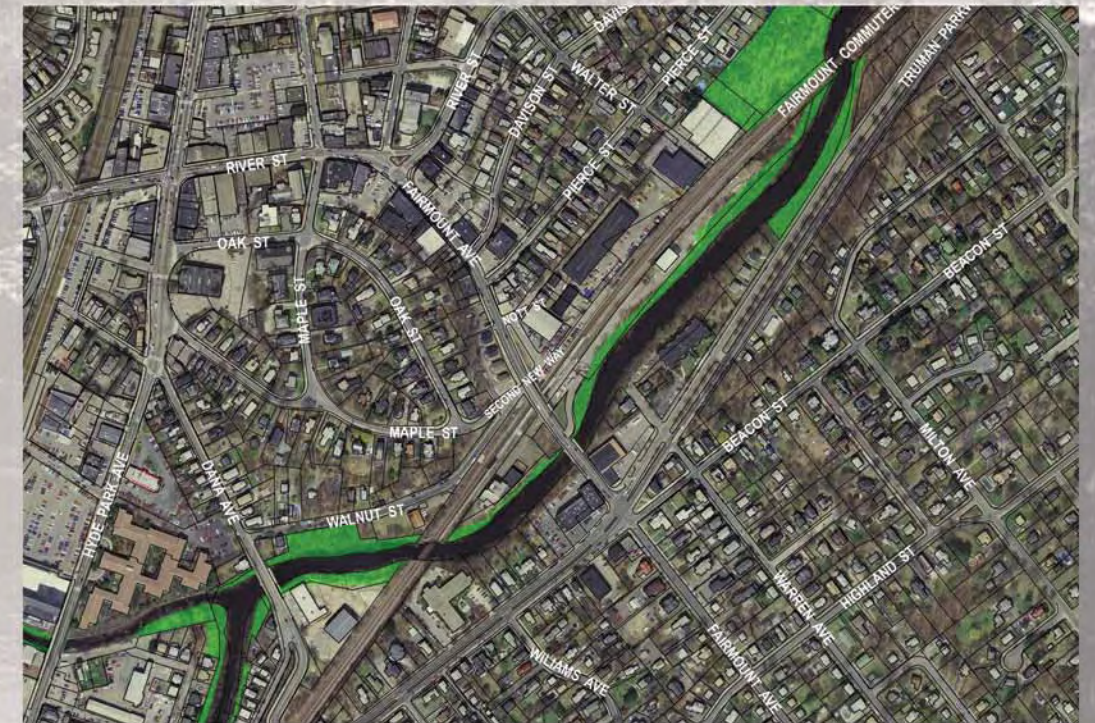


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I. OVERVIEW

The Fairmount/Indigo CDC Collaborative, which includes CDCs in North Dorchester, Codman Square, Mattapan, and Hyde Park, initiated a comprehensive community visioning process to address growth opportunities centered around transit-oriented development at each of four key neighborhood areas that historically contained rail stations along the Fairmount Commuter Line, in Dorchester, Mattapan, and Hyde Park.

This planning effort highlights the importance for Fairmount commuter rail corridor to become a vibrant and diverse residential and economic growth model for the Greater Boston Area. The intrinsic relationship of the neighborhood areas with the Fairmount Commuter Line identifies a need for improved public transportation and mass transit for residents, business owners, and the workforce.

The *Gateway to Logan Square Master Planning* was initiated by former Executive Director, John Mahony, Pat Alvarez, the Southwest Boston CDC staff and included a broad-based discussion with members of local community organizations, neighborhood residents, business owners, members of the arts community, the Riverside Theatre Company, and interested parties.

These individuals and organizations share a common vision of the Neponset River as an important physical and cultural resource that provides opportunities for open space, water-based recreation, and identity. Further objectives included establishing improved connections from Cleary and Logan Square to the river and establishing a visual gateway to Hyde Park from the Truman Parkway. This discussion focused on creating opportunities for mixed-use, mixed-income development to complement the existing businesses and uses in the town center and the Hyde Park neighborhood.

II. STUDY AREA

The study area for the *Gateway to Logan Square Master Planning* is bounded by Walter Street, the Truman Parkway, Dana Avenue, Walnut Street, Maple Street, Fairmount Avenue, and Pierce Street; the Fairmount Commuter Line and the Neponset River run through the middle of the site. The intersection of the Truman Parkway with Fairmount Avenue and the connection between Logan Square and the Neponset River constituted the key framework for discussion.

III. COMMUNITY MASTER PLANNING

The community master planning process was structured around three participatory meetings organized under the guidance of the Southwest Boston CDC and conducted with representatives from each community organization, interested parties, business owners and local residents and neighbors.

The objective of the first community meeting was to illustrate the existing visual and physical characteristics of Logan and Cleary Squares, the Neponset River and the rail corridor, and the edges of the site. A participatory discussion followed the presentation to solicit input, observations, and establish *common ground* among the participants to create a cohesive vision for improvement of the neighborhood. Three questions were used to direct the discussion:

- What are your most treasured resources?
- What resources do you think are missing?
- What is your impression of the Neponset River?

The second community meeting was a presentation and discussion of master planning strategies for three study areas based on the initial input and discussion resulting from the first community meeting. The study areas included the light industrial site adjacent to the commuter rail, the intersection of Fairmount Avenue and the Truman Parkway, the Lewis Chemical site, and the Department of Transportation site. Potential sites for the relocation of the Riverside Theatre were considered as part of the discussion.

At the third community meeting, the consulting team presented revised design concepts based on the feedback and observations from the second meeting. Greater opportunities for open space, access to the River, and improved connections to Logan Square were illustrated. One major difference was the redirection in the opportunity for the Riverside Theatre to move from its present location. Instead, the focus shifted to the consideration of additional art related resources.

IV. MASTER PLANNING STRATEGIES

The consensus of the discussion at the community meetings was to increase the quality and availability of open space; to provide a variety of access points to the river; to create business uses that complement existing small businesses already in the neighborhood; and to establish a new gateway image at the intersection of Fairmount Avenue and the Truman Parkway with a small park and a mix of uses.

Three study areas were investigated, discussed and designed; each presented a different set of challenges in size, location, and potential use. The resulting master plan organized these areas into a cohesive development strategy based on celebrating open space and the pedestrian experience.

Study Area 1 - Light Industrial Parcels

- The site adjacent to the commuter rail platform offered the most advantages in size and location for potential transit-oriented mixed-use development, improving the connection to Logan Square, and establishing physical access to the Neponset River. The change in level from Logan Square down to the existing commuter rail provided the opportunity to create a raised, landscaped “Pedestrian Promenade” containing: parking, shops, housing, a “bridge over the rail”, and access to the Neponset River via a “Rivercross Boardwalk”.

Study Area 2 - Fairmount Avenue Gateway Parcels

- The two sites on either side of the Fairmount Avenue bridge including, the former Lewis Chemical Plant, and the current U-Haul Co. location, were designed in tandem to create a new “*Gateway to Logan Square*”. The community consensus was that a higher and better use should be considered for the intersection of Fairmount Avenue and the Truman Parkway. A small park and playground was conceived to visually open the corner and provide a path to the water. A mixed-use building was designed to create a gateway image and anchor the park. The development of this parcel would offset the cost associated with the implementation of the park. The former Lewis Chemical Plant was first considered as a possible site for the relocation of the Riverside Theatre. A subsequent concept introduced a mixed-use parking structure with large workshops and studios for industrial artists, and a sculpture garden along the river.

Study Area 3 - Dana Avenue DOT Parcels

- The Dana Avenue currently used by DOT for storage was also characterized, by the community, as underutilized. A mixed-income residential development with generous open space and access to the Neponset River was designed at this location. This site was also considered a secondary “gateway” into Logan Square. The residential context of the surrounding neighborhood immediately adjacent to this site influenced the scale and density for the proposed development.

The final master plan illustrates the community’s vision for a cohesive strategy with an integrated network of open space and proposed synergistic development to establish a blueprint for “*The Gateway to Logan Square*”.

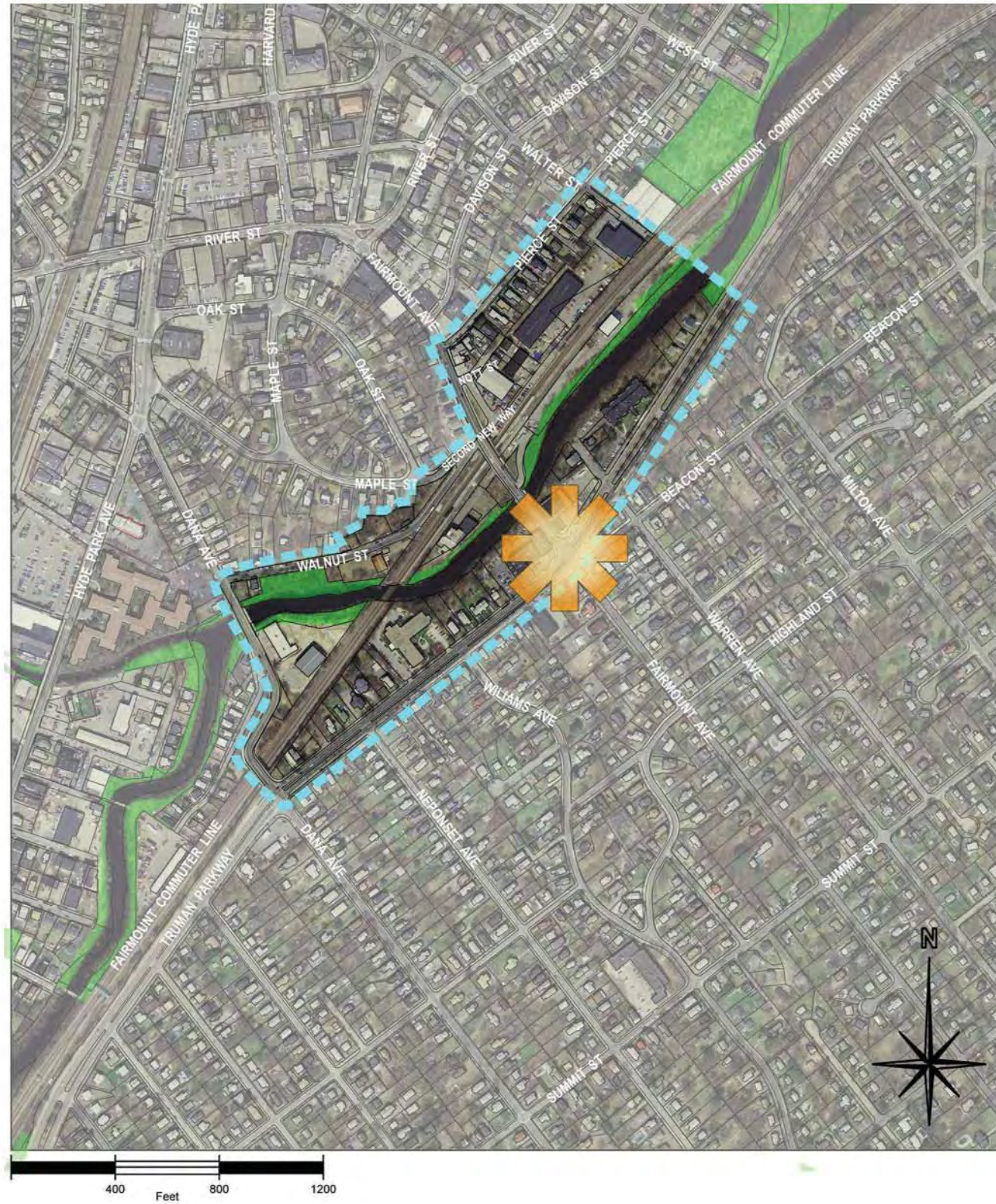
meeting 1: existing conditions



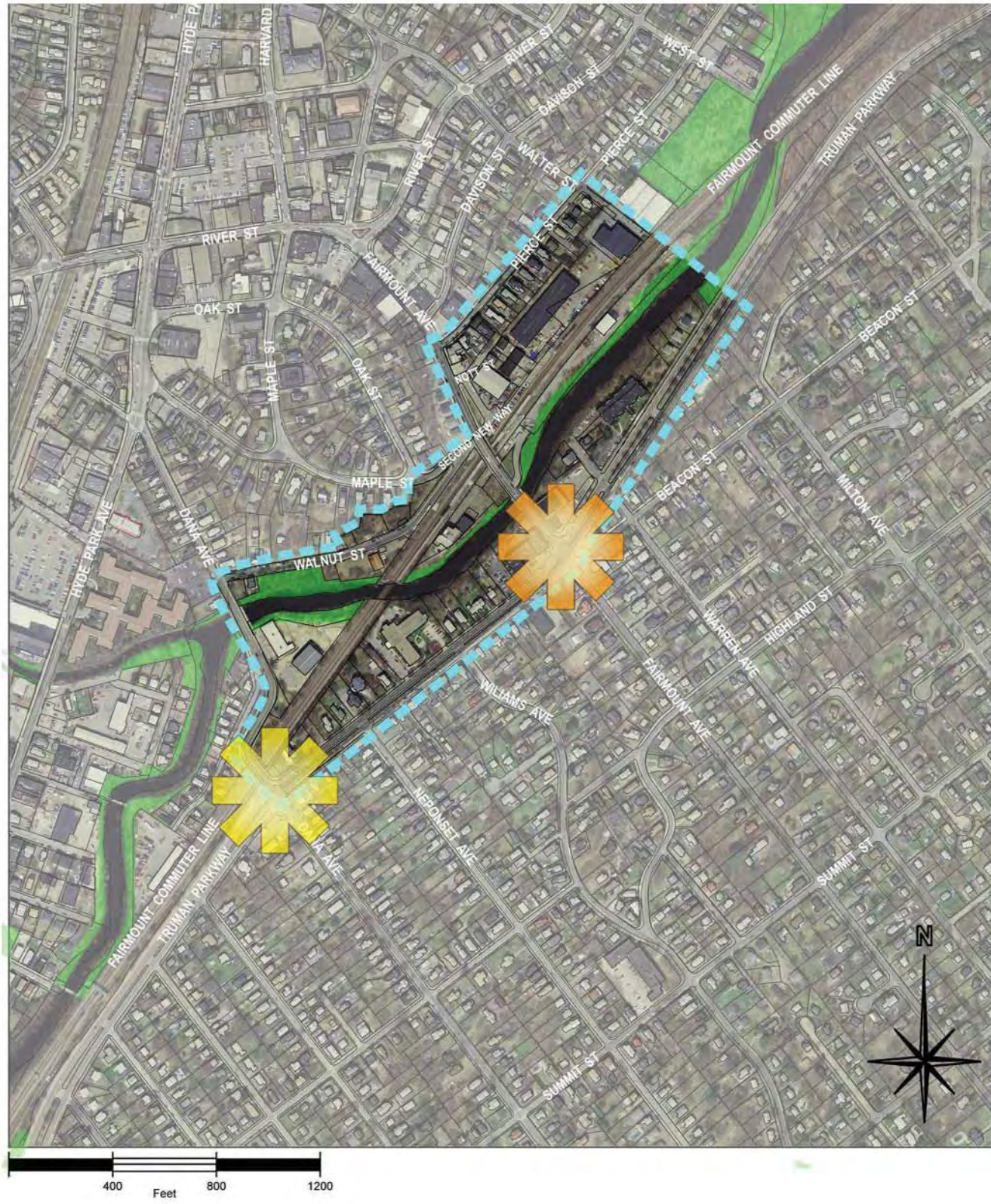
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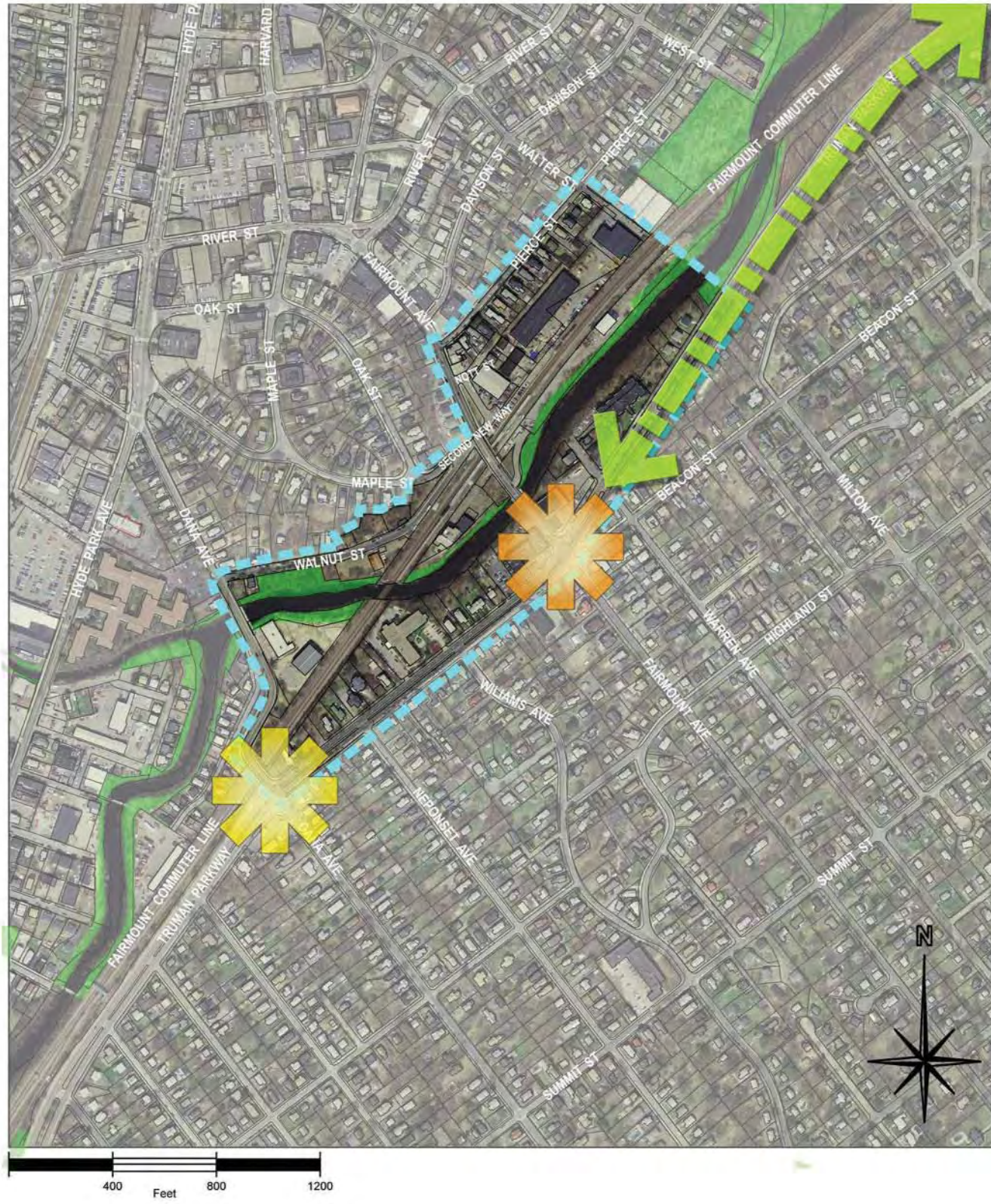




Existing Image



Existing Image



Truman Parkway Looking North



Truman Parkway Apartments



Existing Image



Commuter Rail



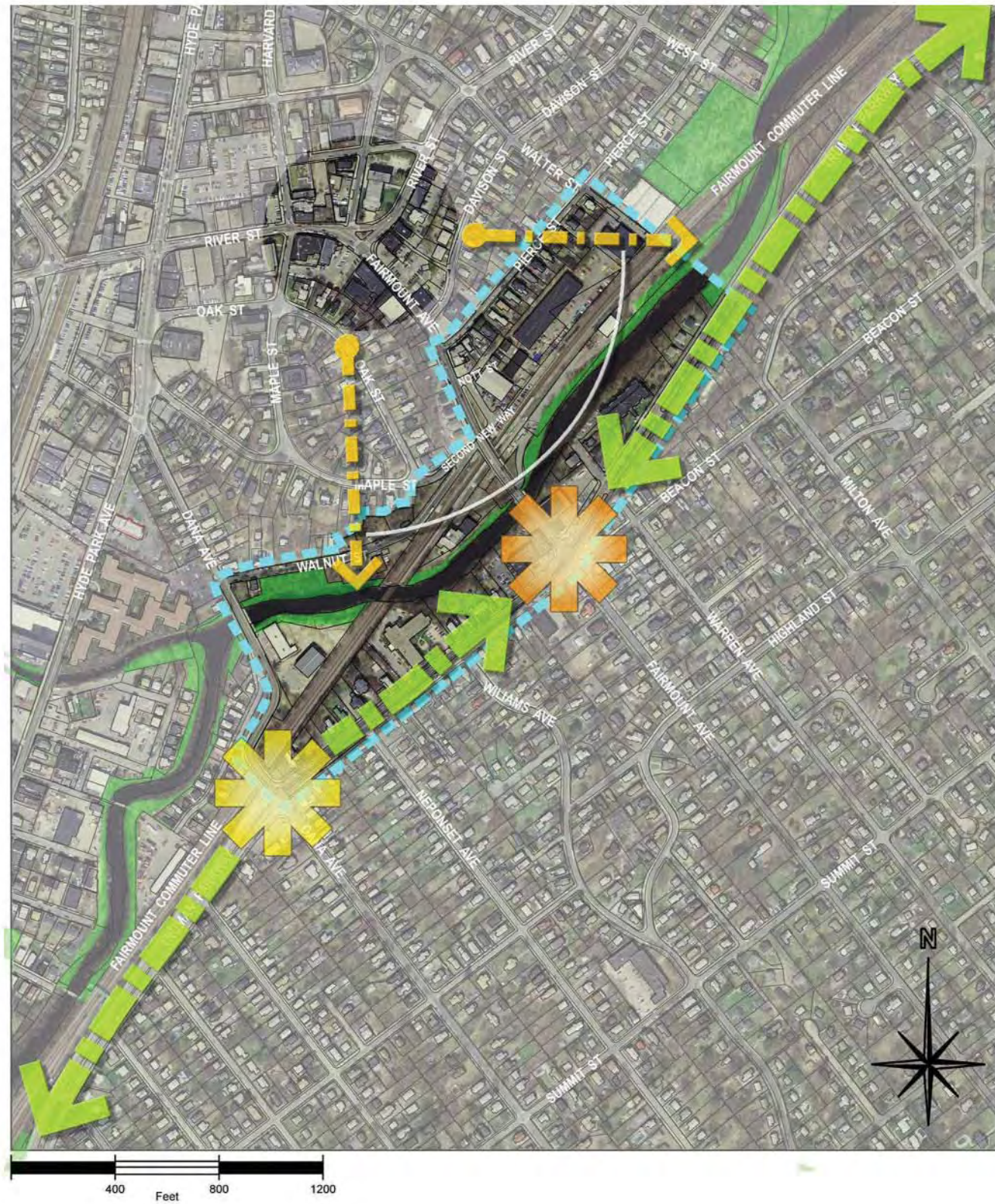
Neponset River



Municipal Building



Riverside Theater



Connection To Neponset River



Connection From Neponset River

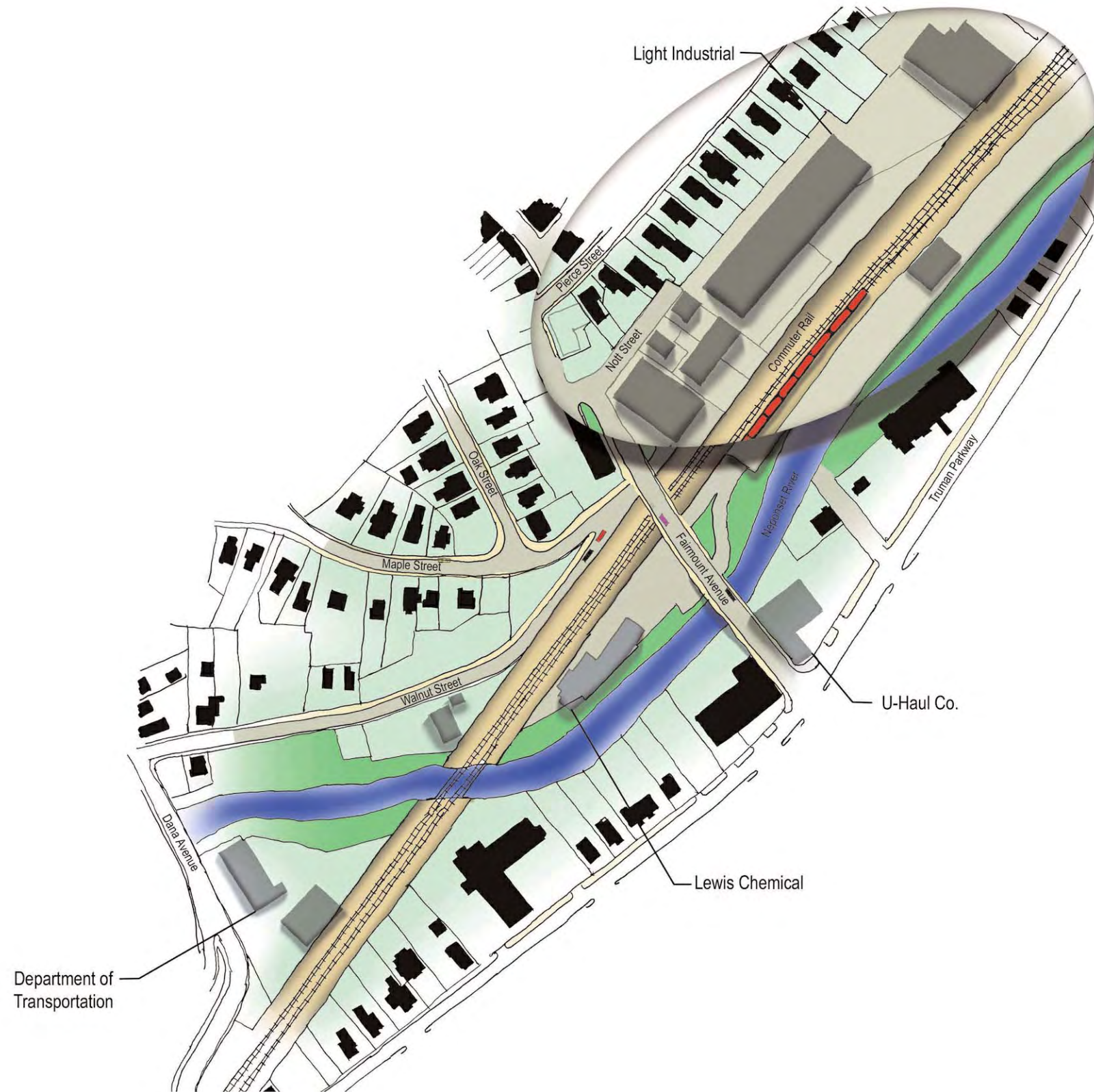


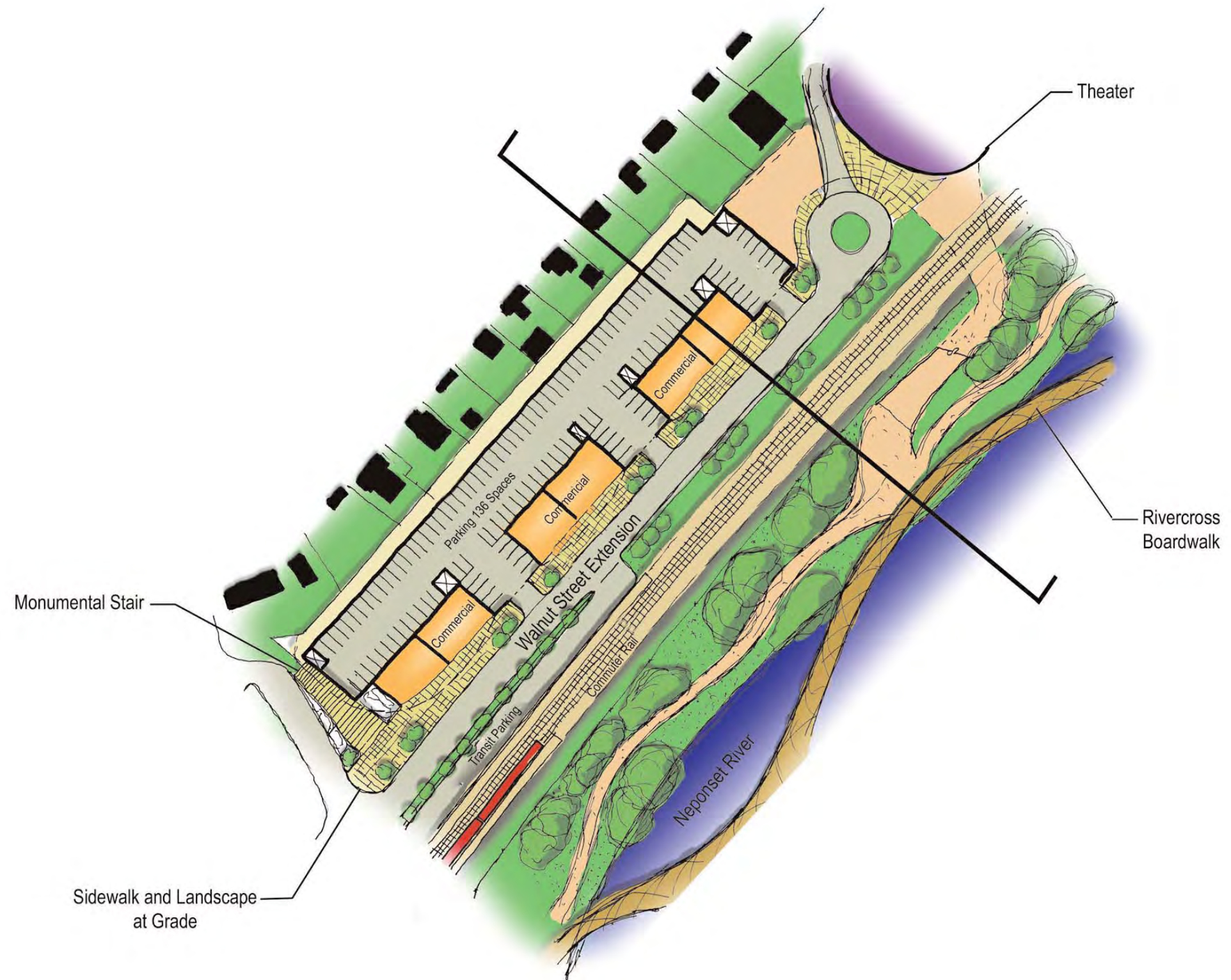
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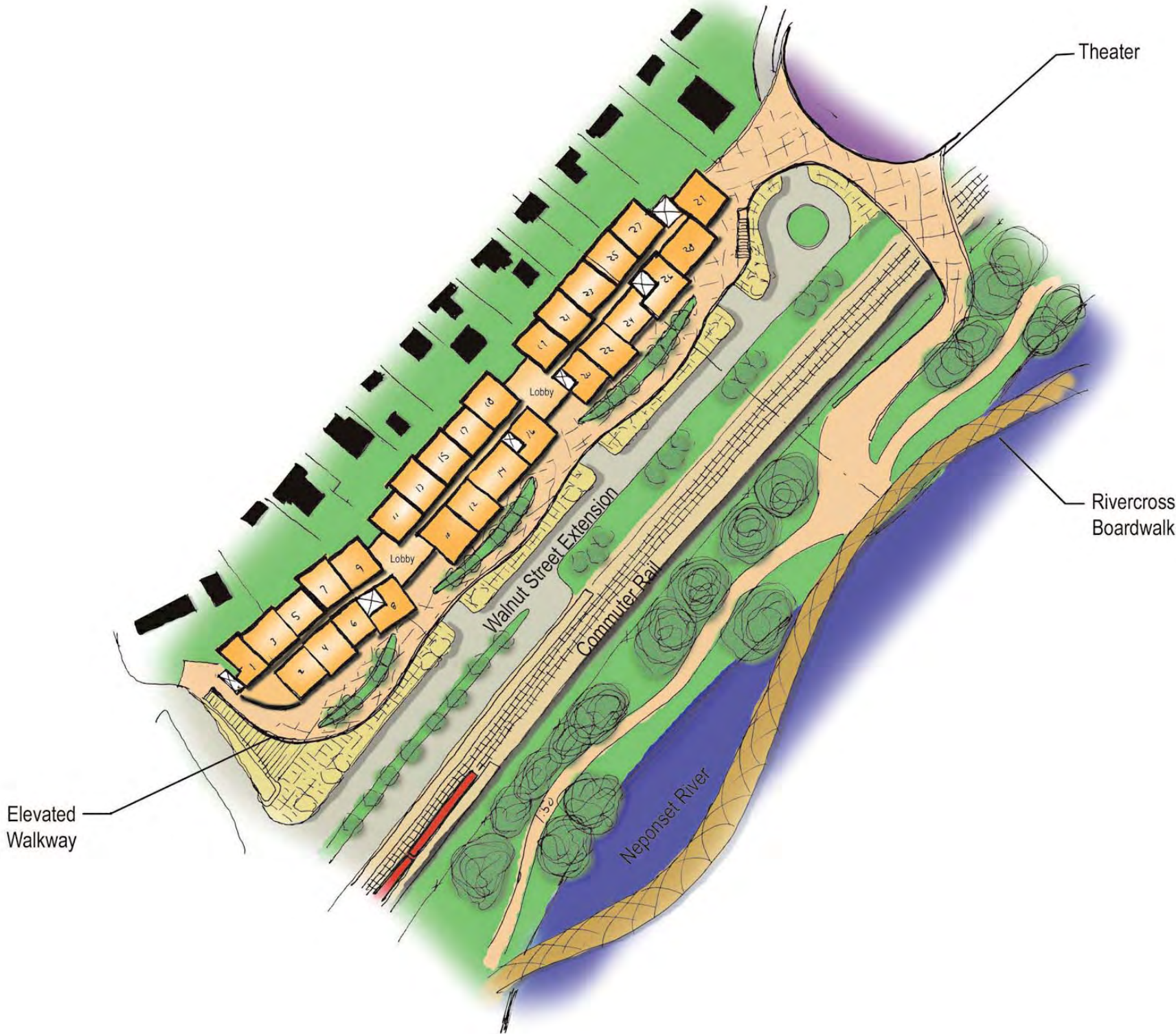
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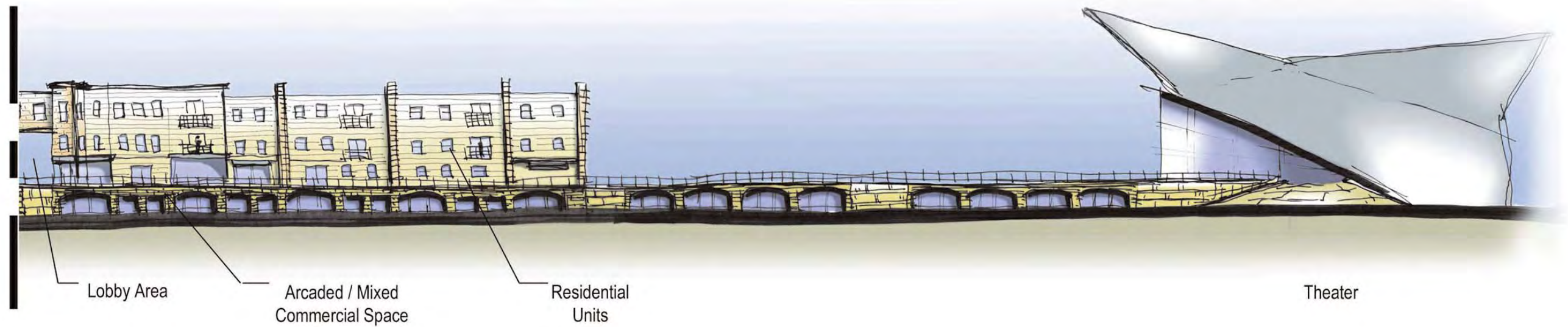


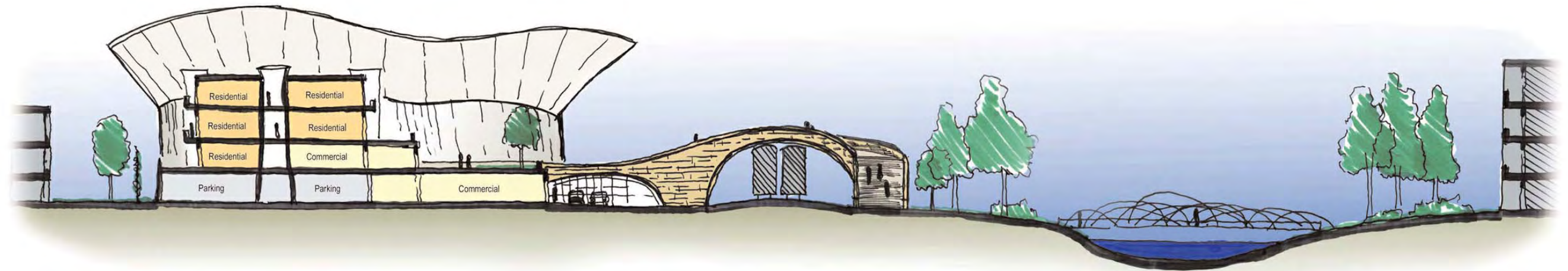










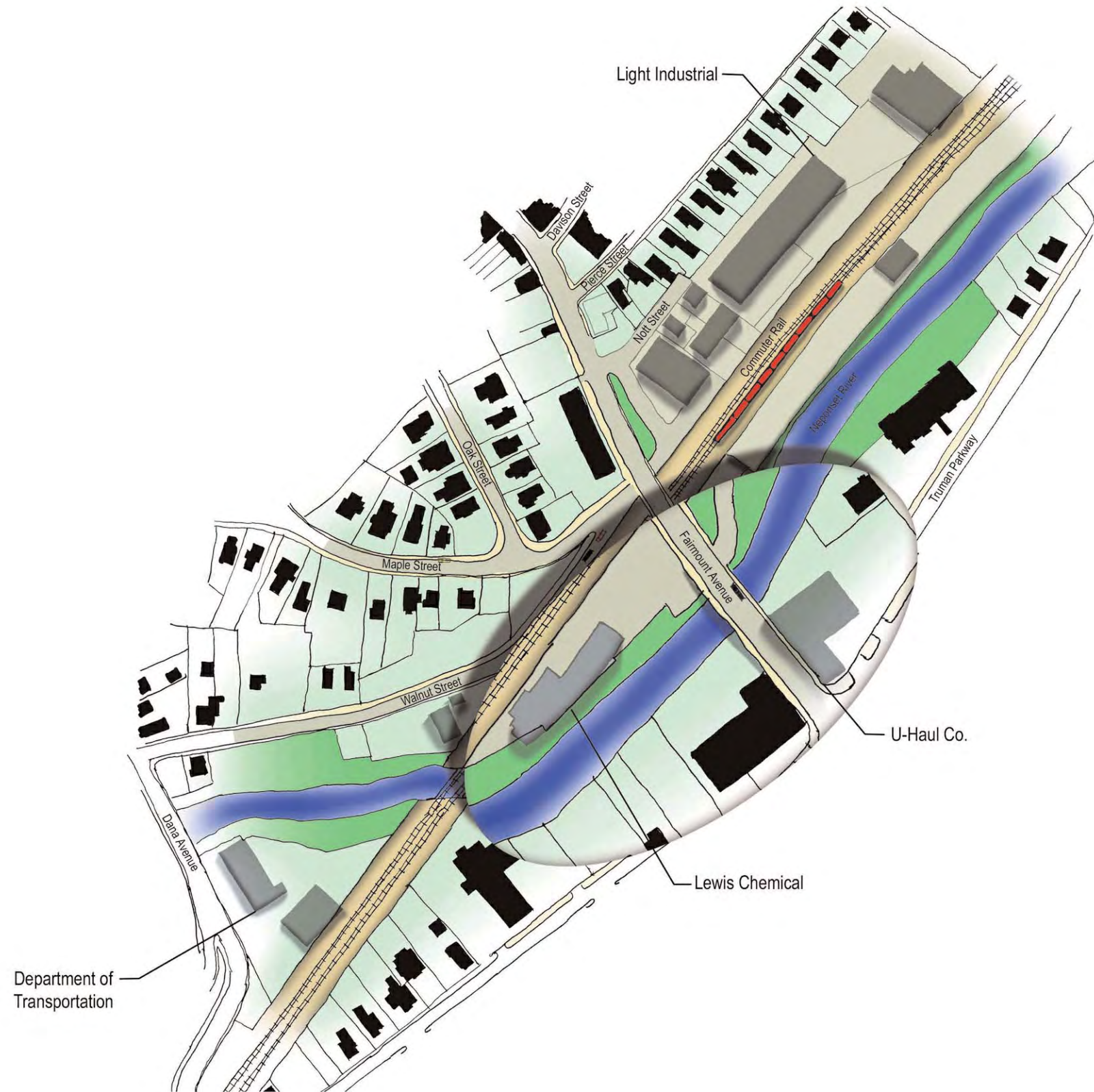


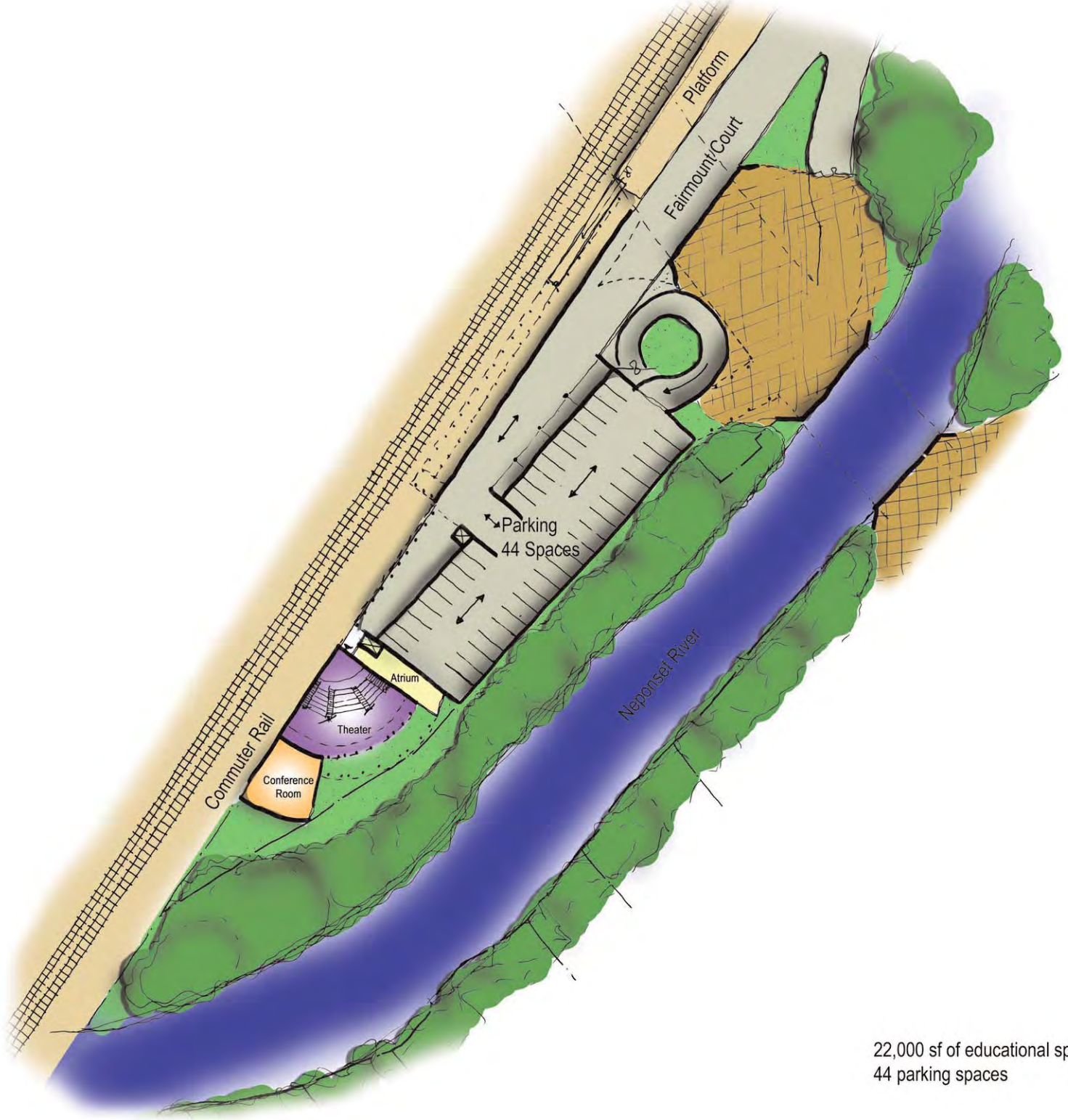
Existing Residential Pierce Street

Pedestrian Bridge to Natural Area

Neponset River

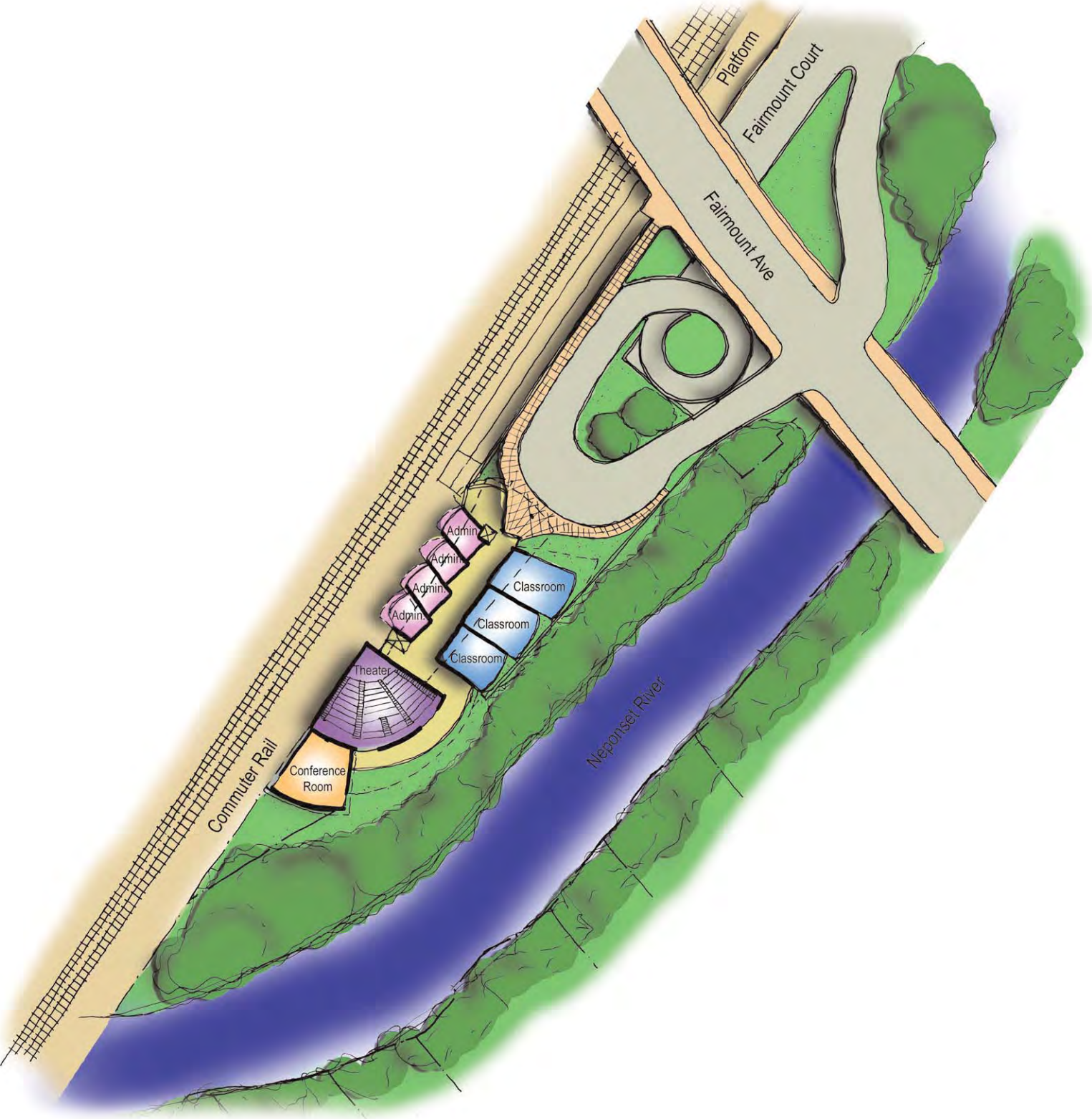
Existing Residential



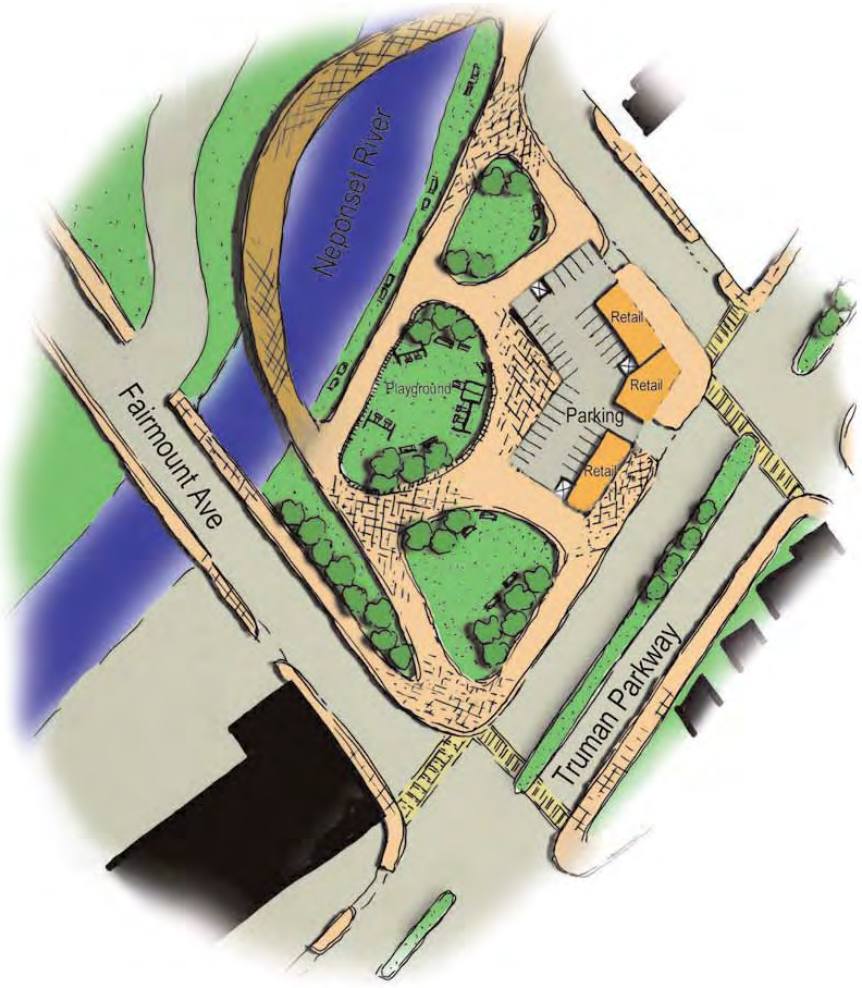


22,000 sf of educational space (including theater)
44 parking spaces

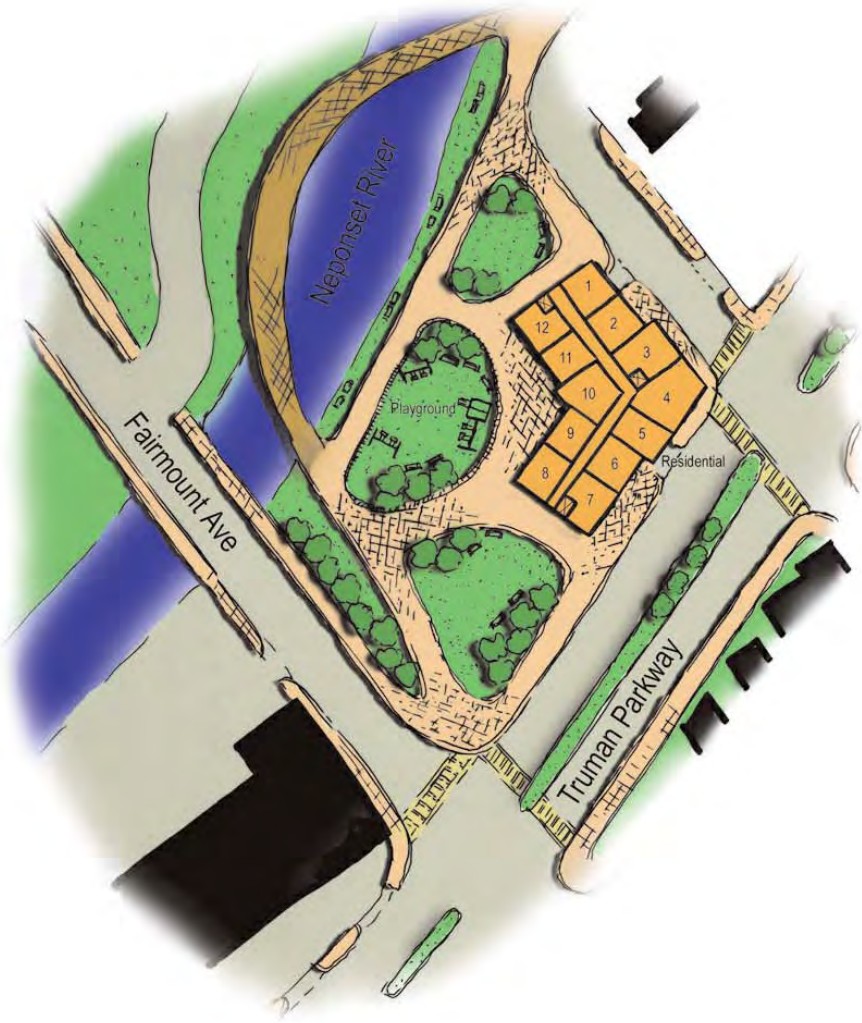








Street Level Plan

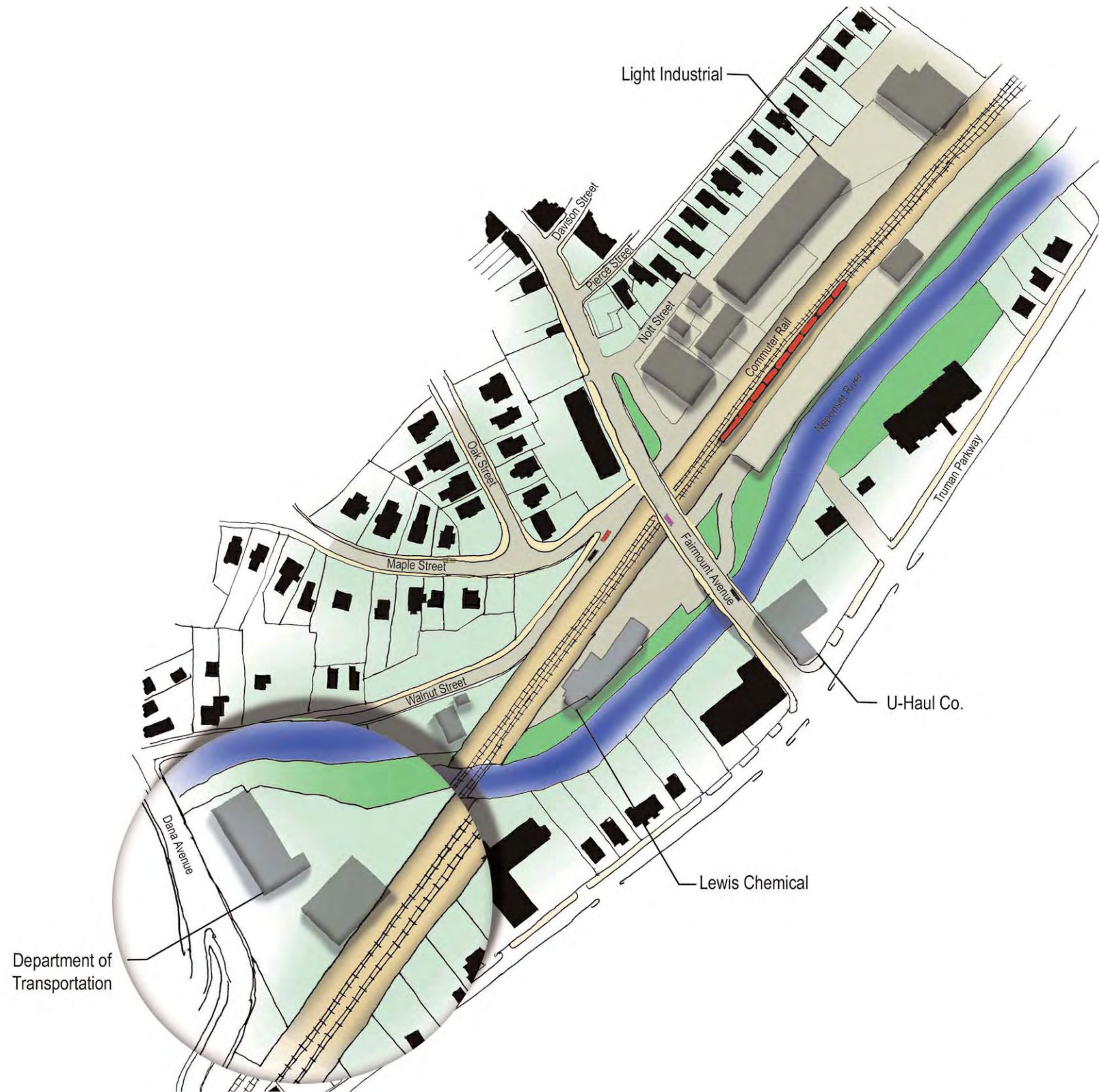


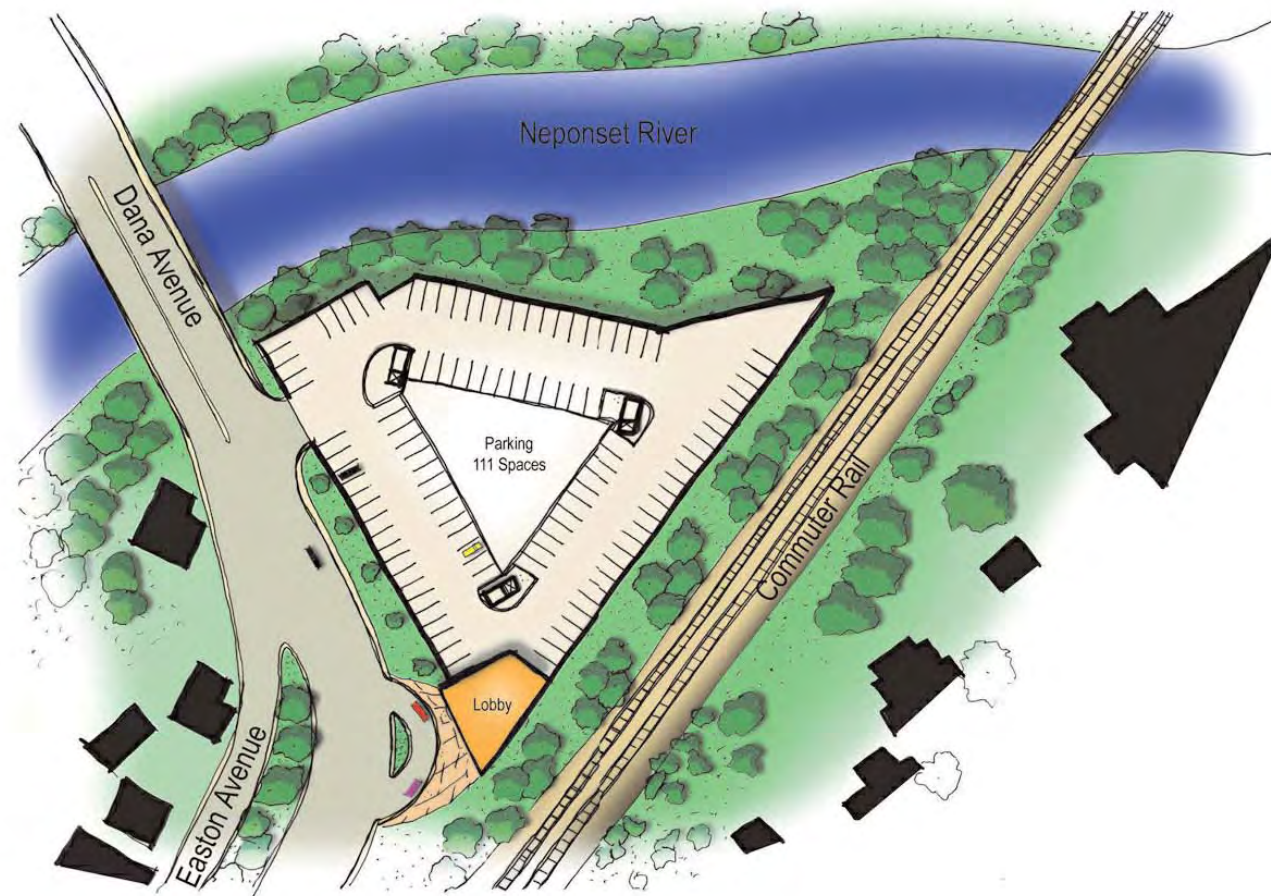
Typical Residential Plan

12 units per floor at 1000 sf per unit
 6,400 sf of commercial space
 33 parking spaces

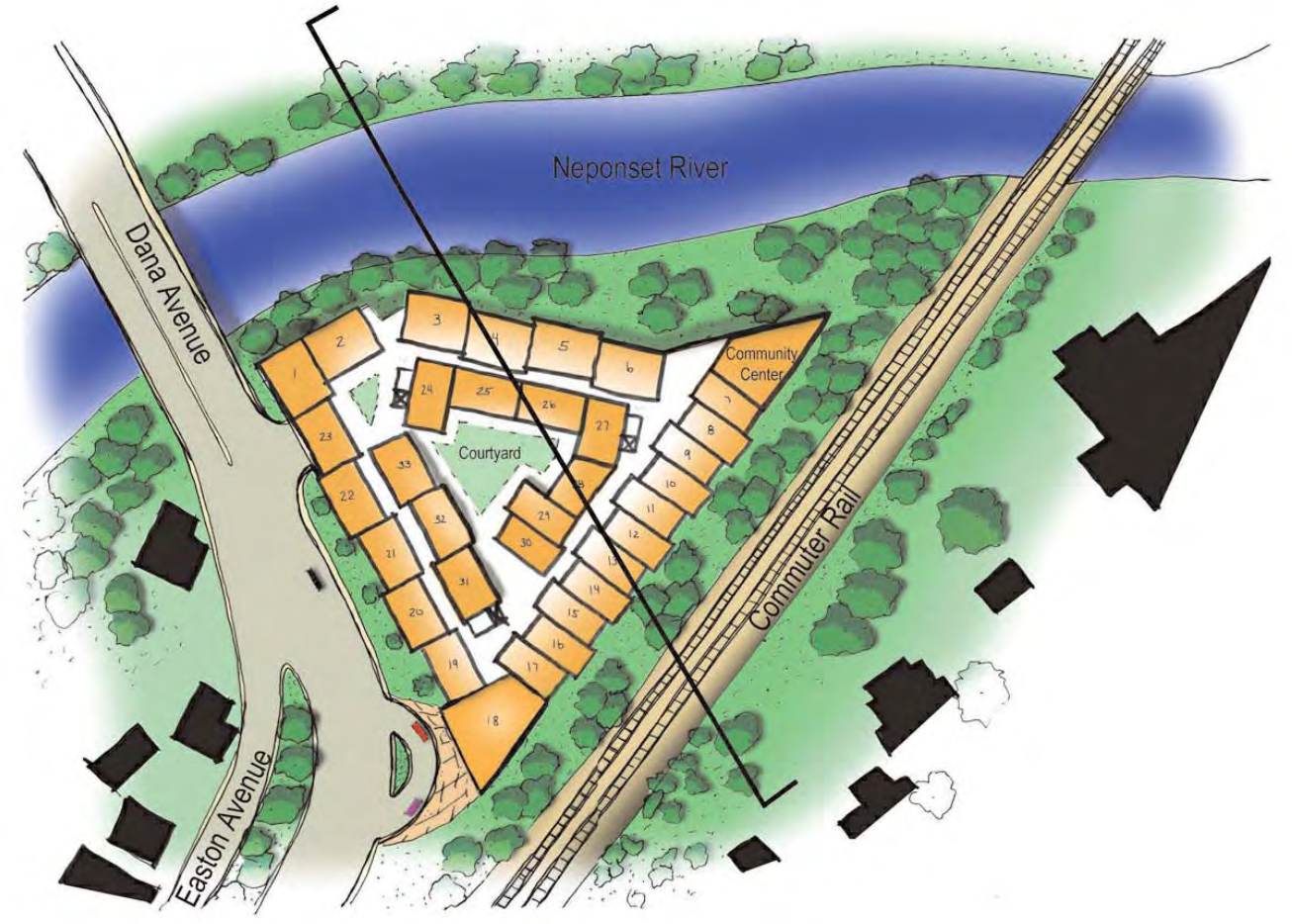








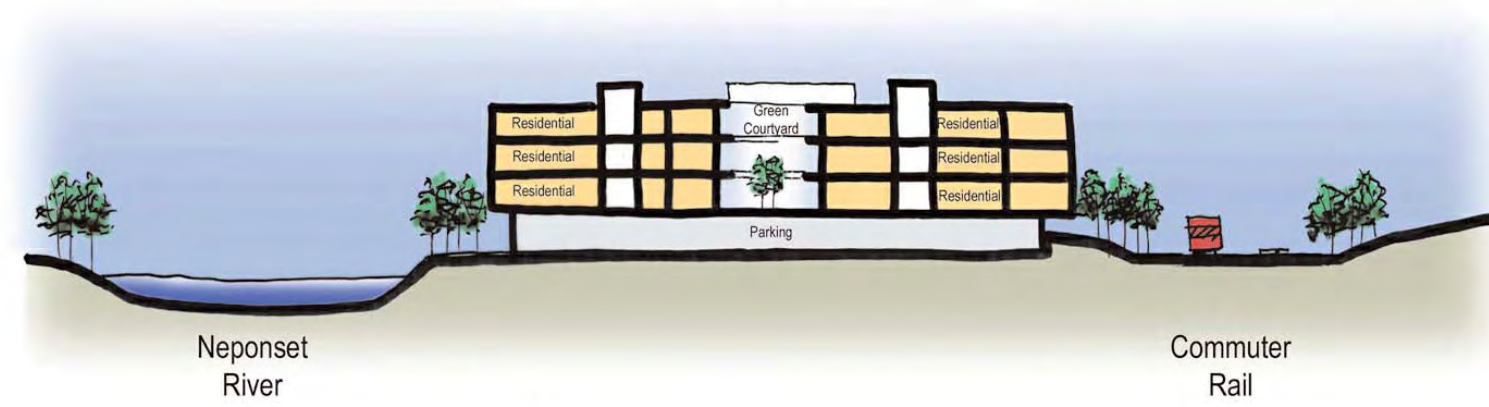
Street Level Plan



Typical Residential Plan

34 units per floor at 1000 sf per unit
111 parking spaces





meeting 3: preferred design concepts



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