

## meeting notes

**Date:** 1-Jul-09

**Project:** Harrison Albany Corridor Strategic Plan

**Prepared By:** L. Bluestone

**Subject:** Advisory Group Working Session #4

**Attendees:** Randi Lathrop, Carlos Montanez, Marie Mercurio, Alexa Pinard, M. David Lee, Larry Bluestone, and Tom Maistros - See attached list for Advisory Group Representatives

---

- This was the fourth meeting for the Harrison Albany Strategic Plan Advisory Group. All meetings are scheduled at the Franklin Square House in the South End.
- Next meeting tentatively set for August 3 at 8:15am at the Franklin Square House.

### Issues & Opportunities - Continued from previous meeting

- Condo units shouldn't be sold without parking spaces. If a condo is bought without a parking space, then that condo owner may take up an on-street parking space. Then, the condo owners petition BTD to set aside more on-street spaces for Residential Parking, which in turn reduces on-street spaces for businesses.
- In the case of the Atelier 505 condo development, residents who didn't buy dedicated parking spaces couldn't obtain on-street residential parking stickers from the BTD
- Restaurant activity at night, rather than being a nuisance, promotes a sense of safety for pedestrians.
- What is the correct residential parking space ratio per Dwelling Unit in the Study Area? Above a 20,000 gsf threshold, the BRA can set a ratio on a case-by-case basis under Article 80 review.
- In zoning use table, may need to add some new business use categories for business types that didn't even exist a decade ago.
- Nursing home on Shawmut Ave. would like to expand (possibly in the NY Streets area?).
- Should there be an Institutional Use Growth Boundary established in the BUMC area?
- Now there is satellite parking in the H-A area for remote employers like the Longwood Medical Area. Satellite parking in H-A should be prohibited for users outside H-A area.
- Institutions often internalize their uses that could benefit neighborhood residents. Institutions should make these uses available to neighborhood residents (i.e. food services).
- Institutions should give more back to the community. For instance, use their grounds crews to provide snow plowing services to nearby neighborhood alleys and sidewalks during snowstorms.
- Should a site be identified for new educational institutions in the neighborhood – such as a new high school?
- Industrial / commercial uses have trouble operating in the city / H-A area because of traffic, lack of a sufficient number of loading zones, overzealous ticketing of unloading vehicles and delivery vehicles (i.e. UPS trucks) and lengthy times to get approval permits to operate.

## meeting notes

**UD Analysis: NY Streets & SOWA** - Presented by D. Lee – Summary of urban design structure of existing sub districts. Presentation can be found on the BRA website - these are comments on the presentation.

- NY Streets District - Washington St. and E. Berkeley are one-way. Makes getting around difficult. Significant confusion at Cmart.
- ABCD Day Care congests traffic during morning and evening during drop-off and pick-up times.
- David: Add new streets into the NY Streets District? Perception that could ease flow by adding more streets - would also break up blocks.
- Phase III Silver Line routing and how it may add to area traffic congestion (interim bus routes?).
- Transportation / parking issues are major subject of this Study.
- Accessibility to airport is a major asset to businesses/community.
- Better / more safe / more attractive links to South Boston and Broadway Station under viaduct.
- Possible reuse of MBTA Maintenance Garage site? Can the maintenance operation be put under the highway viaduct?
- With E. Berkeley being a one-way street, you cannot get to Fourth Street Bridge.
- SOWA District - New Gateway Terrace building needs to be added to map because it has ground floor commercial space which doesn't appear on the current map showing retail frontages.
- Flower Exchange site and MBTA site have great redevelopment potential because they have great access to airport and highway system.
- Better connecting city bus routes from H-A Area to South Station for greater transit access?
- Recommended that a walking tour be scheduled to experience first hand urban structure points.
- Some former cross-streets through SOWA area have been closed off (Thayer Street?)
- Malden is a major cross street because other options don't go through.
- 45 Harrison Condo Trustees – The area along Harrison has been almost fully built out over the past decade for residential, art galleries, restaurants and shops and is now just fine the way it is. Zoning for this area should remain the same as now and not be allowed to go denser or higher than the 1998 zoning established. However, the Albany Street Corridor maybe could be allowed to go higher with more density (line midblock between Harrison and Albany being possible zoning dividing line).

**South End Landmarks Protection Area** – Representative from Landmarks explained the district and protection area statutes and how the designation process works. Group comments/questions included:

- Group should prepare a list of buildings they believe deserve landmark protection.
- Maybe properties along Albany Street should be taken out of the existing Landmark Protection Area because they are quite distant from the protected Victorian brownstone residential district?
- Maybe much of the NY Streets District should be taken out of the Landmark Protection Area as well because they are quite distant from the protected Victorian brownstone residential district?
- Randi: Allowed zoning height limits and height limits established by the Landmarks Commission for the Protection Area should be better coordinated with one another.
- Maybe parts of the Landmark Protection Area should be considered in zoning as a 'transition' or 'buffer' zone?