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**Date:** 7-Oct-09

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**Project:** Harrison Albany Corridor/South End Strategic Plan

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**Prepared By** T. Maistros

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**Subject:** Advisory Group Session #7

**Attendees:** Randi Lathrop, Sue Kim, Carlos Montanez, Alexa Pinard, Jim Fitzgerald from BRA. Bill Conroy from BTM. Consultants: M. David Lee, Larry Bluestone, and Tom Maistros

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- 1 This was the seventh meeting for the Harrison Albany Strategic Plan Advisory Group held at Franklin House in the South End. This was an evening meeting at 6:15 pm.
- 2 Next meeting tentatively set for October 28 @ 6:15 pm. Will be a community-wide meeting  
Walking tour to be rescheduled for evening at 3:00 pm - day yet to be set
- 3 Agenda is to focus on general urban design and streetscape as well as land use options
- 4 As planning moves forward we will not be dealing with building footprints but preferred uses and more dimensional intent such as establishing streetwall, building setbacks and step backs.
- 5 BRA announced marketing workshops for small businesses particularly focusing on e-business opportunities, using Facebook and other internet networking opportunities.
- 6 David Lee initiated presentation - reinforced that footprints are representative of uses not building form.
- 7 Refer to presentation for specifics. Overview of general approach to future visioning for each subdistrict. - Principles versus specifics
- 8 Add Holy Trinity Church in New York streets area. Archdiocese is about to release for sale. Maybe it will be reused for housing or arts center. Nursing Home is planning an expansion. Also question about parcels next to Herald - why were these included? Also, Boston Public Health leases their property from BUMC. BUMC is the owner, not Public Health.
- 9 Look at street grid more representative of past. Suggest setting up a pattern of cross streets that is more regular. Address Chinatown master planning activities that will effect this subdistrict.
- 10 Vision missing reference to jobs - supporting large businesses - inner city jobs be put back into vision - mayor's policy of no net loss in industrial, and light manufacturing jobs.
- 11 Review of different NY Streets land use alternatives
- 12 Review of SOWA alternatives
- 13 For NY Streets - Suggestion to use historic patterns to establish new street, block, open space and circulation patterns in order to break down scale of large megablocks. However, others pointed out that new streets or street extensions could be difficult to provide due to either private property boundaries, grade changes that may not meet ADA standards, or buildings in alignment where proposed streets may want to run. Still others suggested that a break up of scale could be accomplished instead with pedestrian ways, visual easements, or even breaks in building lengths according to new design guidelines. Also, the alignment of existing open spaces (e.g. Worcester Sq.) in the South End could guide orientation of new open spaces in areas like the New York Streets Area. Make sure new open spaces adjoin streets so they are perceived as public spaces. Don't internalize open spaces into the middle of blocks where they would be construed as private.
- 14 How does the group address individual property interests - advisory guidelines and visioning to give direction
- 15 Gateway structures - Why specific locations chosen? Suggest Mobil station site be targeted - should look at other gateway locations - Harrison and Herald (vehicular) scaled for pedestrians and cars - Traveler
- 16 Need to address issues of topography, historic patterns and connectivity when looking at new streets - plus need to look at impacts on circulation of new intersections. Need to respect private property.
- 17 Pedestrian access on East Berkley and Shawmut should be included. East Berkley is an important landmark location.
- 18 Should advocate for allowing multiple uses in NY Streets Area
- 19 Use new streets as means to moderate building massing (or pedestrian passages or visual corridor easements)
- 20 Should there be an open space and where should it land

- 21 Terry McDermott (GTI): Relocating bus operations would address environmental issues of idling buses, which is not allowed. MBTA would not support introduction of residential uses proximate to T operations because of environmental conflicts (fumes and noise). If the T relocated from their current site entirely, maybe greater heights should be allowed
- 22 Question about use of area under viaduct and national security - BTD has letter out
- 23 Some concern about MBTA and screening activities either on existing site or any proposed relocation site. Bus parking under the viaduct could have a negative impact on pedestrian circulation if not properly screened. Any solution for use under the viaduct needs to address beautification (e.g. lighting, fences, landscaping, etc.). Designs for the Harbor Bike Trail in vicinity of viaduct include some lighting plans that we should get a copy of. Also, some AG members said that use beneath the viaduct would best be for community parking (residential, businesses, employee, valet, etc.) instead of T bus
- 24 Jim F noted discussions proceeding with MBTA on relocation.
- 25 Pine Street in wants to see viaduct area used for shared parking - not just bus storage - community expressed concerns.
- 26 Questions about future of Leon Block and why excluded from discussion
- 27 An AG discussion of Back Streets and Medical Area, which couldn't be completed at this AG meeting, will continue at a future meeting - perhaps prior to the upcoming public Community Meeting scheduled for October 28th.

