

Neighborhood Residential

Neighborhood Residential

Bennington Street Corridor

Enhancement for corridors.

Video cameras on Bennington St to catch speeders and people who run the red lights.

Restaurant Parking

No change of height because I do not want to see anti-working class elimination of the populace of East Boston.

Need to consider Saratoga St as a corridor, especially commercial from the CVS to the hotel on the highway below One + Heights

Need more "residents only" parking garages. There needs to be another category of street "mixed industrial/residential"

More trees, no bus lanes, no bicycle lanes

Air quality in East Boston is NOT good enough to have outdoor play areas. There should be a priority on building "Beautiful" buildings regardless of whether they fit the specifications.

The absence of aesthetic considerations from all these plans is **DISTRESSING!!**

Gillian Anderson
gilliananderson@verizon.net

Bennington Street

Southbound
28'

Northbound
28'

Sidewalk
21'

Median
4'

Sidewalk
21'




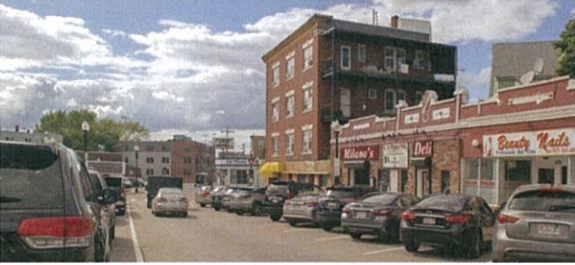
Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

¿Cómo mejoraría los nodos de uso mixto en East Boston?

<p>In this Node . . . En esta área de enfoque</p>	<p>. . . these are the challenges I experience or observe estos son los retos que experimento y observo . . .</p>	<p>. . . and here's how I think we should address these issues. . . . y así es como creo que podemos tratar estos temas.</p>
<p>1. Maverick Square</p> 		
<p>2. Central Square</p> 		
<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

Bennington Street Corridor

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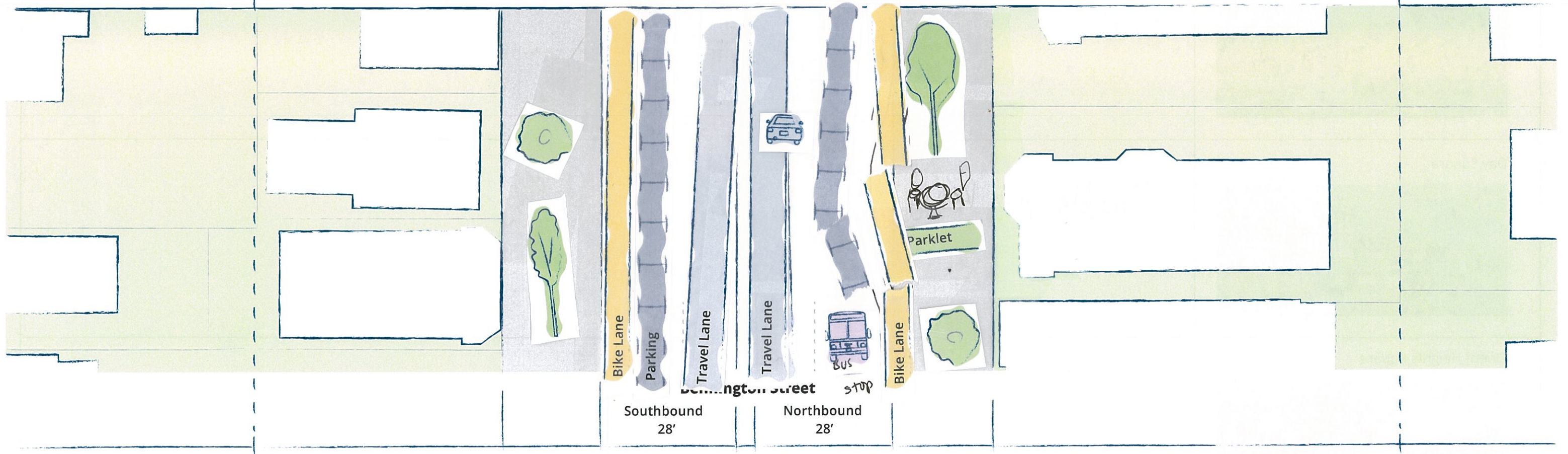
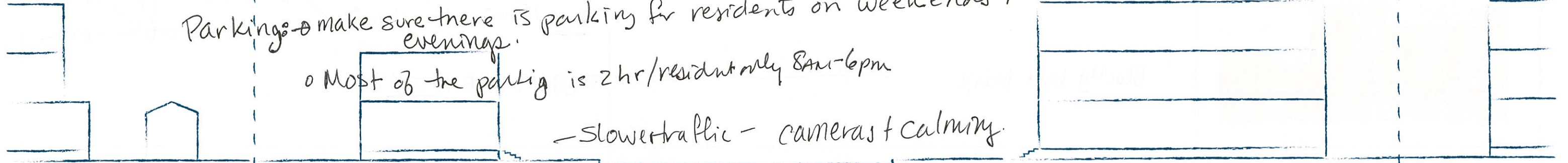
Glazing: Avoid opaque 1st floors.

Height: an arms race - if you give them 40' they'll ask for 50'
Height: creates density, which puts pressure on parking and transit.

Parking: make sure there is parking for residents on weekends & evenings.

o Most of the parking is 2hr/resident only 8am-6pm

- slower traffic - camera + calming.



Sidewalk
21'

Southbound
28'

Median
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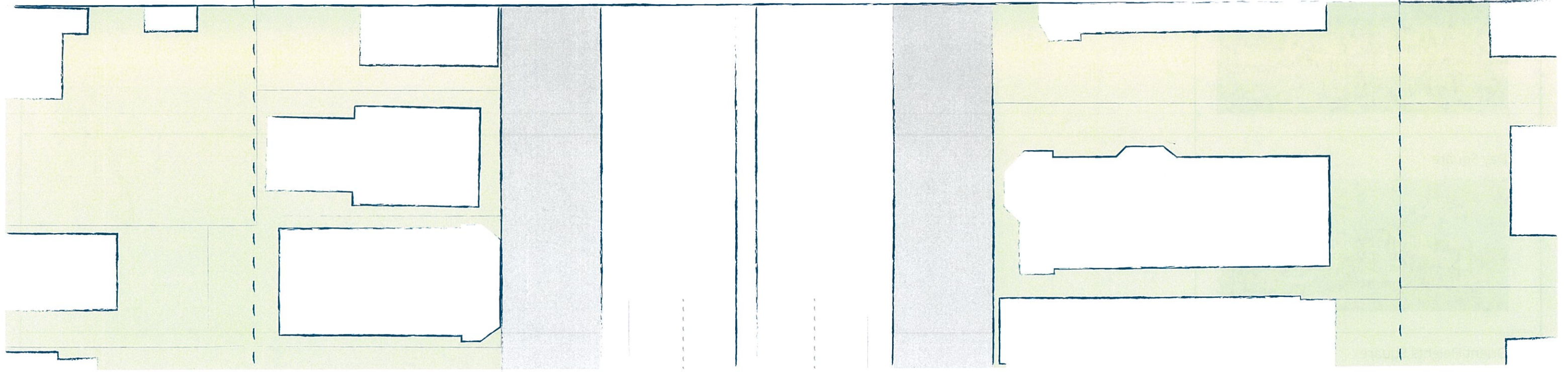
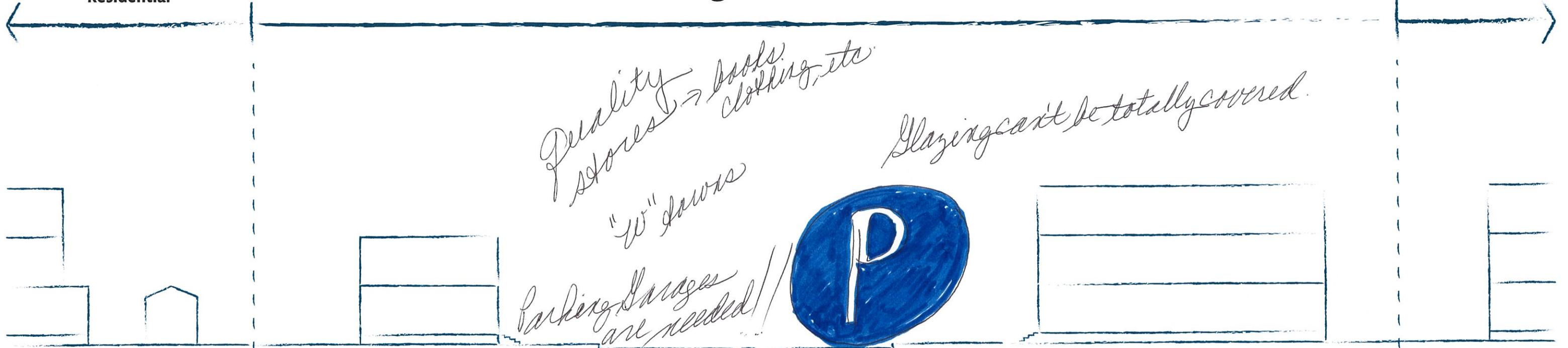
→ Add Chelsea St. (Business on Corners)
 → Reframe Maverick St or Summer/Maverick
 → Saratoga St. in Orient Heights → Winthrop.

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<p>1. Maverick Square</p> 	<p>Double parking</p> <p>Blocking bus lane</p>	<p>→ metered parking Some 15min time limits</p> <p>→ ENFORCEMENT</p> <p>Does not apply to residents after 6pm</p>
<p>2. Central Square</p> 		
<p>3. Day Square</p> 	<p>Double parking</p>	
<p>4. Orient Heights Square</p> 		

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Bennington Street

Southbound 28' Northbound 28'

Sidewalk 21' Median 4' Sidewalk 21'


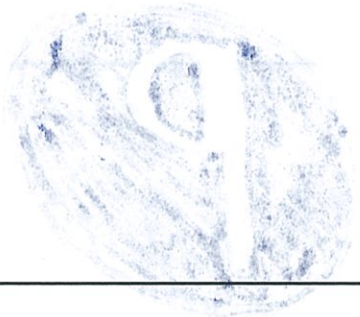


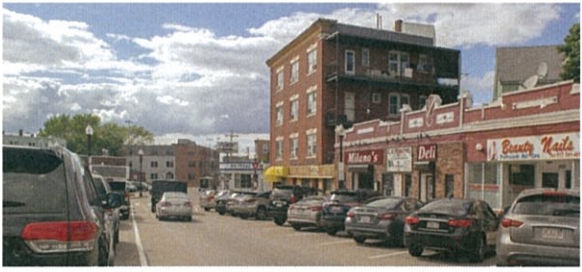
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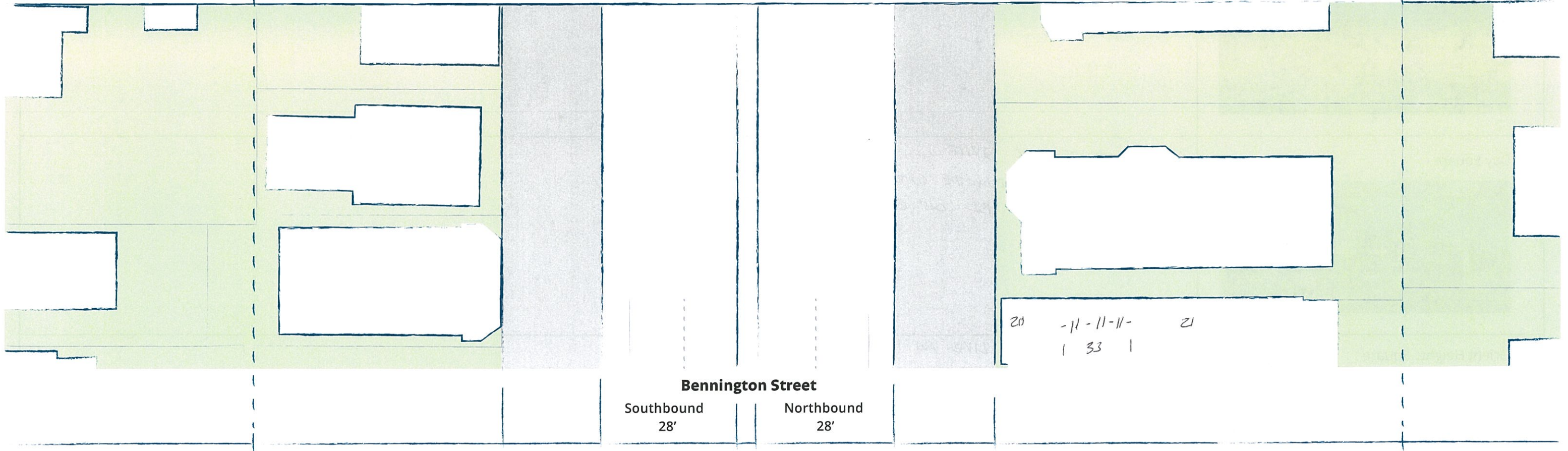
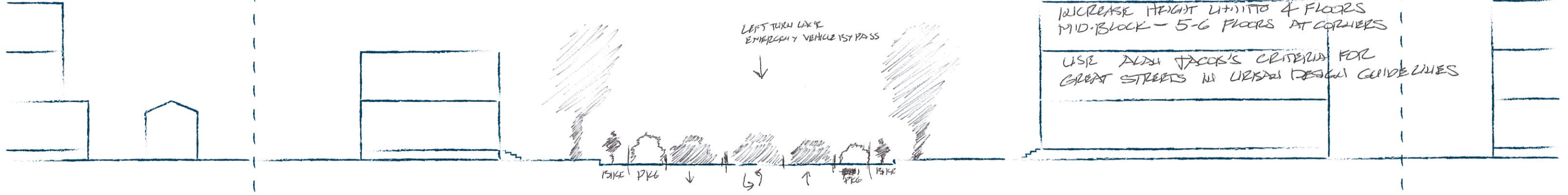
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ZONE AREAS CLOSE TO INTERSECTIONS TO ALLOW COMMERCIAL USES ON THE GROUND FLOOR & OFFICE ABOVE, REQUIRE BENCHES ON SIDEWALKS EVERY 100 YARDS TO ENCOURAGE PEOPLE WITH MOBILITY LIMITATIONS TO WALK MORE.

INCREASE HEIGHT LIMIT TO 4 FLOORS MID-BLOCK - 5-6 FLOORS AT CORNERS

USE ALVA JACOB'S CRITERIA FOR GREAT STREETS IN URBAN DESIGN GUIDELINES

LEFT TURN LANE
EMERGENCY VEHICLE 1ST PASS



20	-11-11-11-	21
	1 33 1	

Sidewalk 21' Median 4' Sidewalk 21'

Southbound 28' Northbound 28'

42
33
75 25


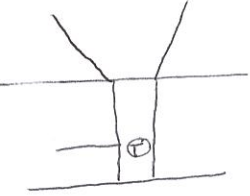
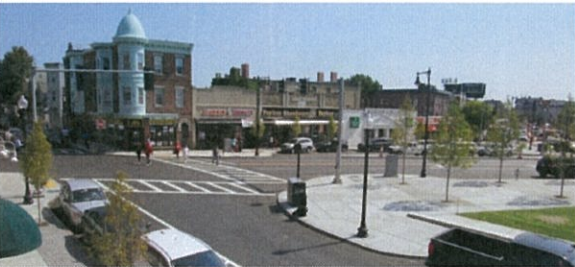


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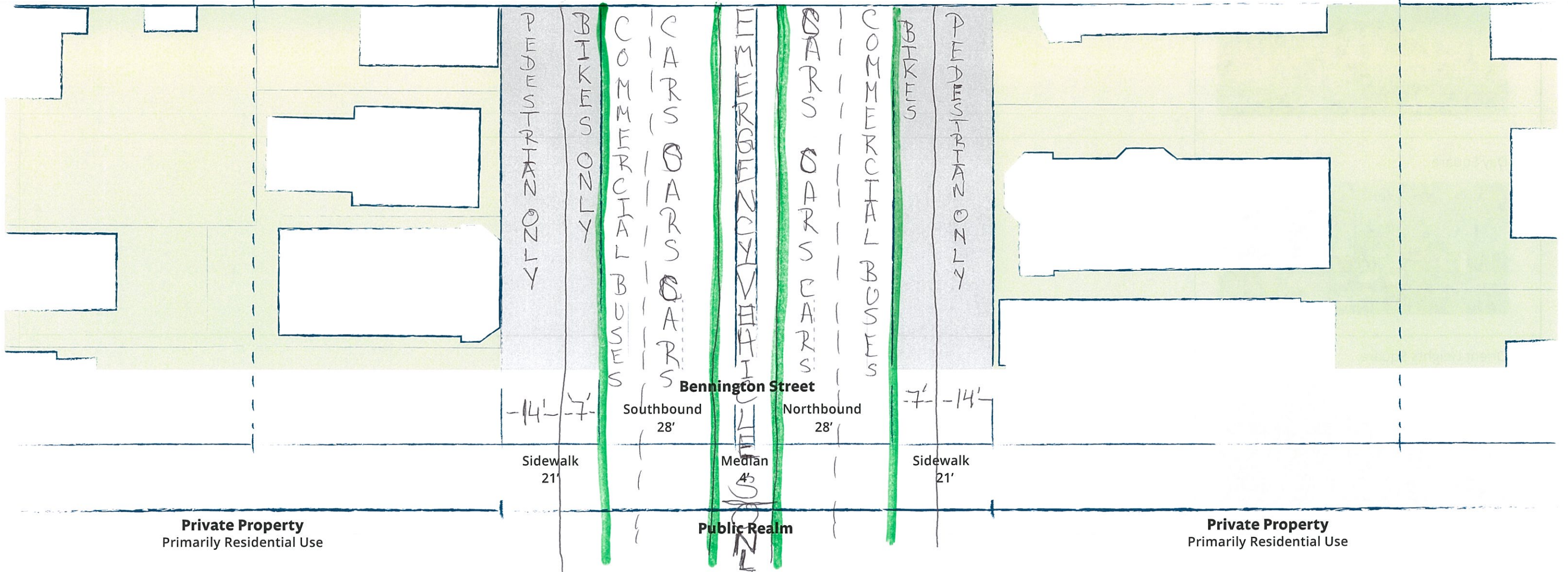
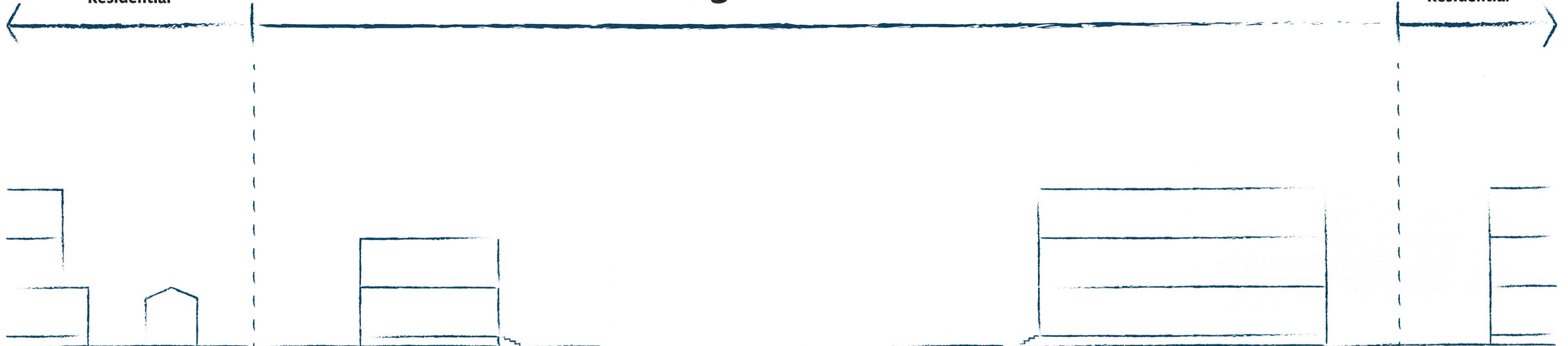
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<p>1. Maverick Square</p> 	<p>CROSSING MAVERICK ST. IS HARD ROAD @</p> 	
<p>2. Central Square</p> 	<p>HARD TO CROSS THE STREET - BETTER WITH THE NEW STREET & SIDEWALK DESIGN - MORE CLEARLY DEFINES PED & CAR SPACE.</p>	
<p>3. Day Square</p> 	<p>HARD TO CROSS THE STREET PARKING AREAS BREAK THE COMMUNITY ALONG CHELSEA STREET FOCUS SEEMS TO BE ON CARS RATHER THAN P.E.D.S.</p>	
<p>4. Orient Heights Square</p> 	<p>T-SECTION FEELS LIKE AN ISLAND BEAUMONT ST FEELS LIKE A HIGHWAY</p>	

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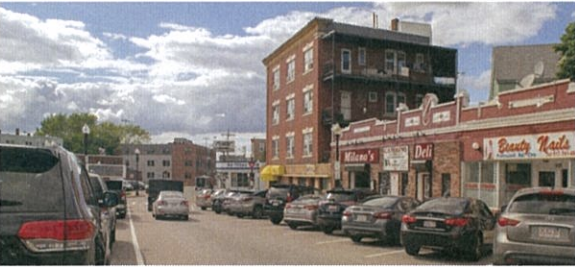
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Cap for bldgs. should be 40'

→ Need for cafes, bakeries, restaurants, passive green spaces to sit & socialize -

→



Sidewalk
21'

Bennington Street
Southbound 28'
Northbound 28'

Median
4'

Sidewalk
21'





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Public Realm

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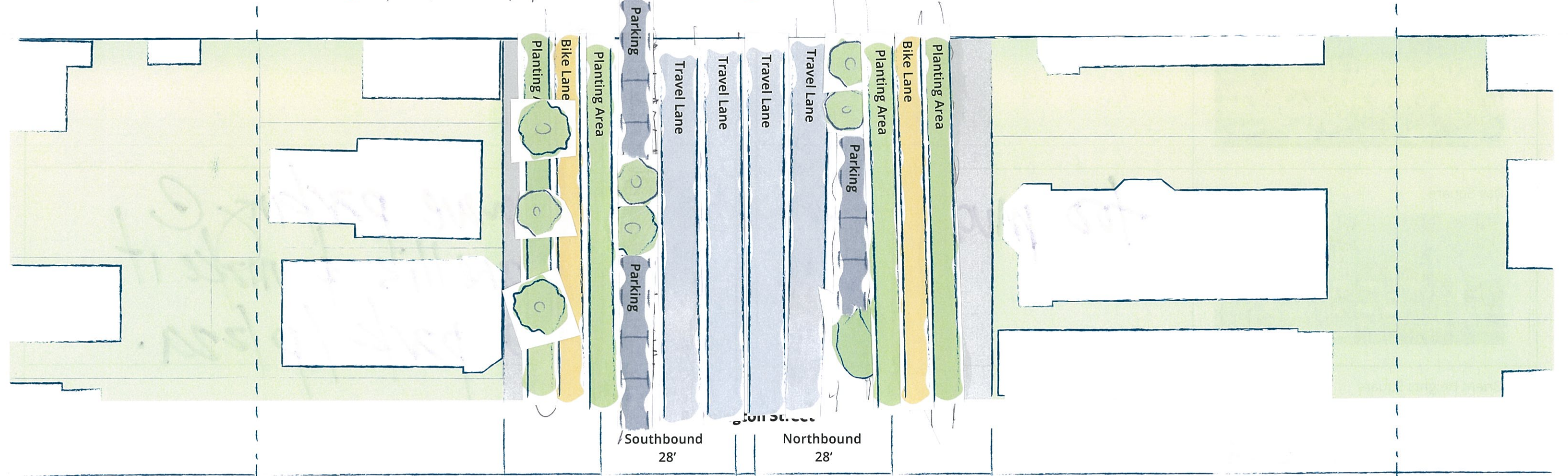
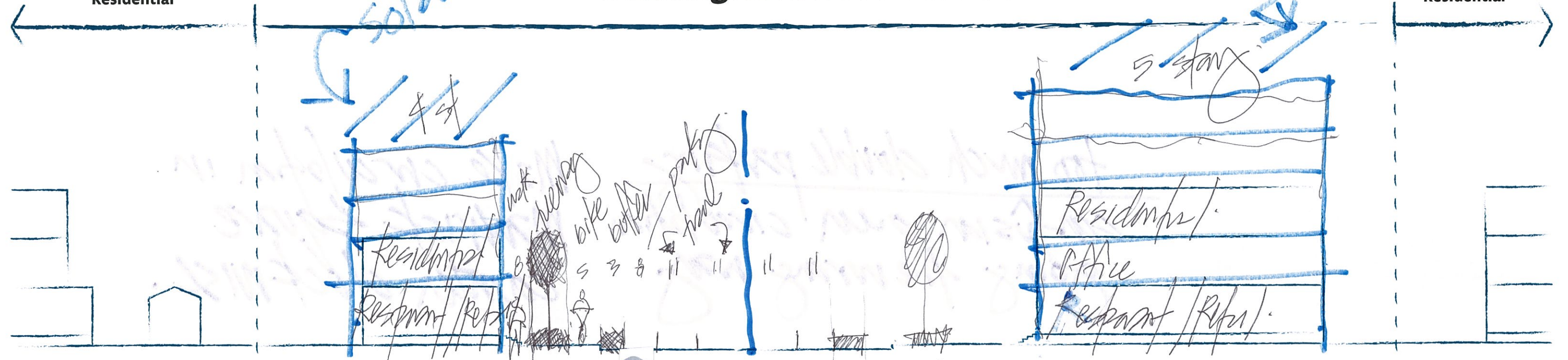
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<p>1. Maverick Square</p> 	<p>this is a very cold space - Landscaping with trees is needed. All sidewalks need</p>	<p>I can't stress the need for trees & landscaping enough - Some type of public art would be welcome -</p>
<p>2. Central Square</p> 	<p>Newly planted trees have been a huge plus, however, the park itself could be improved with flowers & shrubs -</p>	<p>The actual mall in Central Sq. should be reconfigured to open the space to the harbor making it more accessible to the community -</p>
<p>3. Day Square</p> 	<p>There is nothing welcoming in Day Sq. Traffic is also quite chaotic - lack of trees. Difficult crossing for pedestrians.</p>	<p>The businesses could benefit from something like the main st. program.</p>
<p>4. Orient Heights Square</p> 	<p>well maintained, but parking is a challenge. Would benefit from landscaping & trees.</p>	<p>* trees needed * parking needs to be reconfigured -</p>

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Sidewalk 21'

Median 4'

Sidewalk 21'

Southbound 28'

Northbound 28'



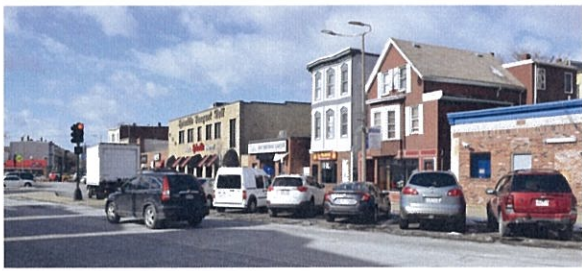

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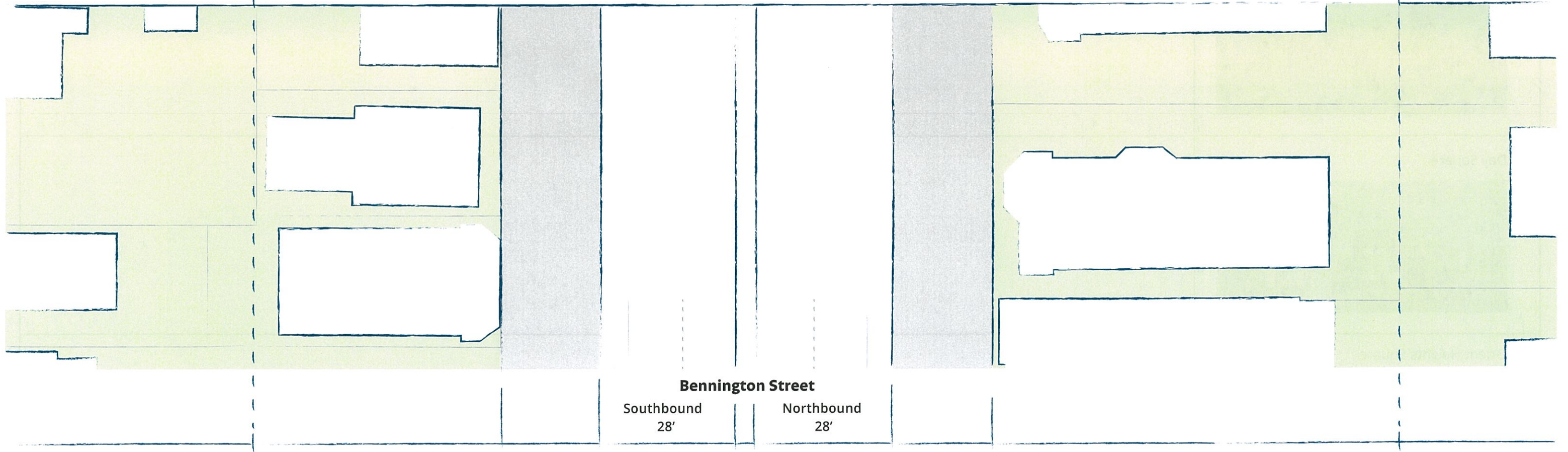
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<p>2. Central Square</p> 		
<p>3. Day Square</p> 	<p>too much parking</p>	<p>remove parking @ Sparellis & make it a park/plaza.</p>
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

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Sidewalk
21'

Southbound
28'

Median
4'

Northbound
28'

Sidewalk
21'






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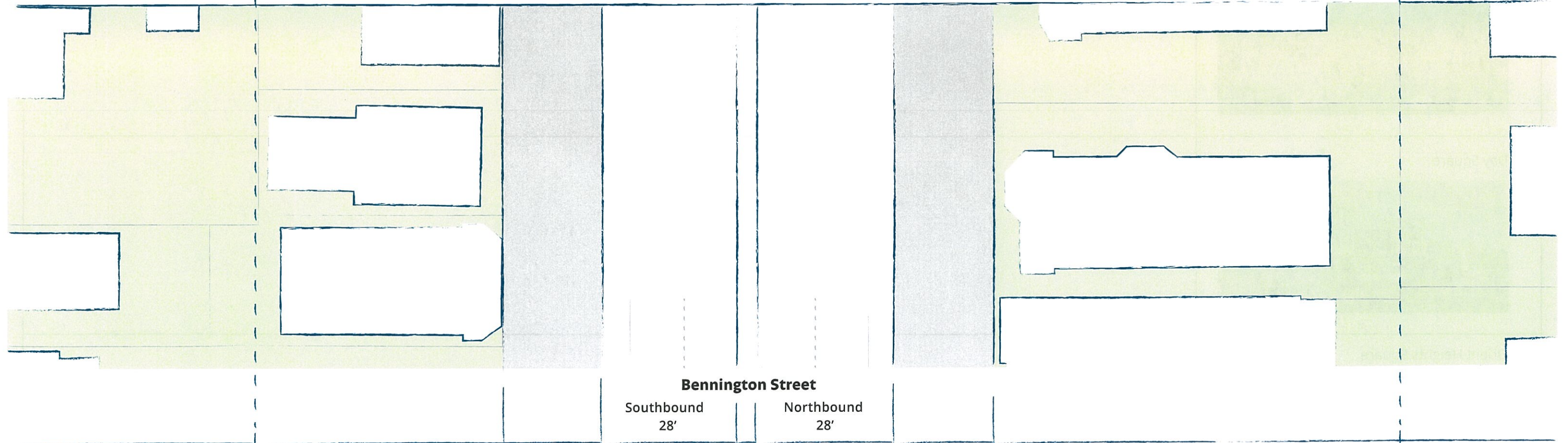
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<p>2. Central Square</p> 		
<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential



Sidewalk
21'

Bennington Street
Southbound
28'

Median
4'

Northbound
28'

Sidewalk
21'



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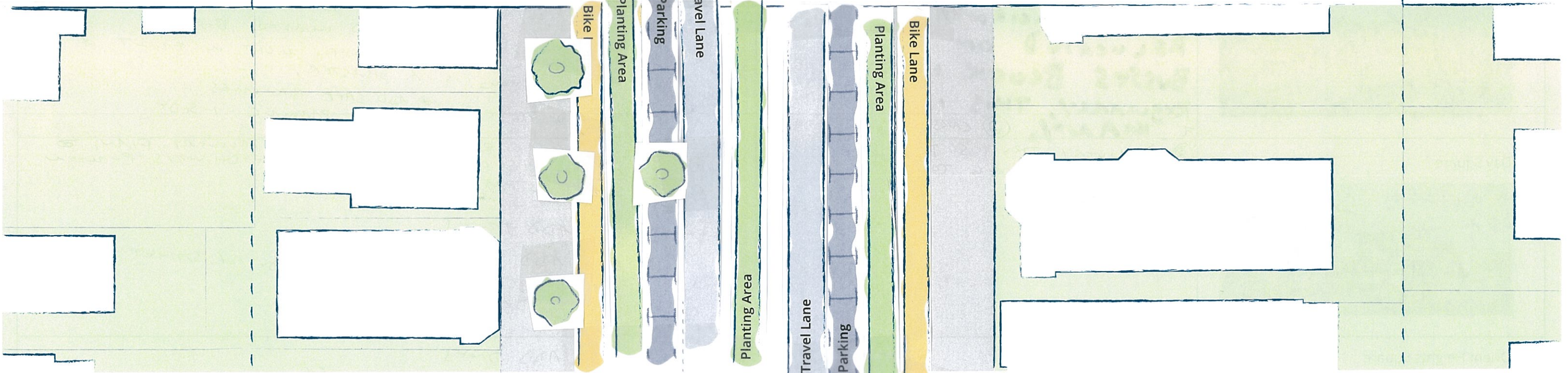
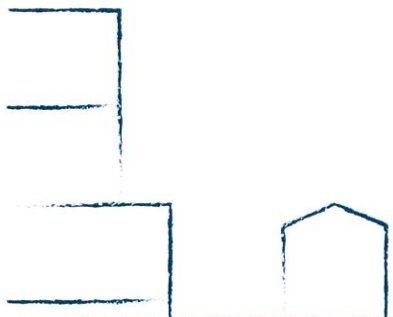
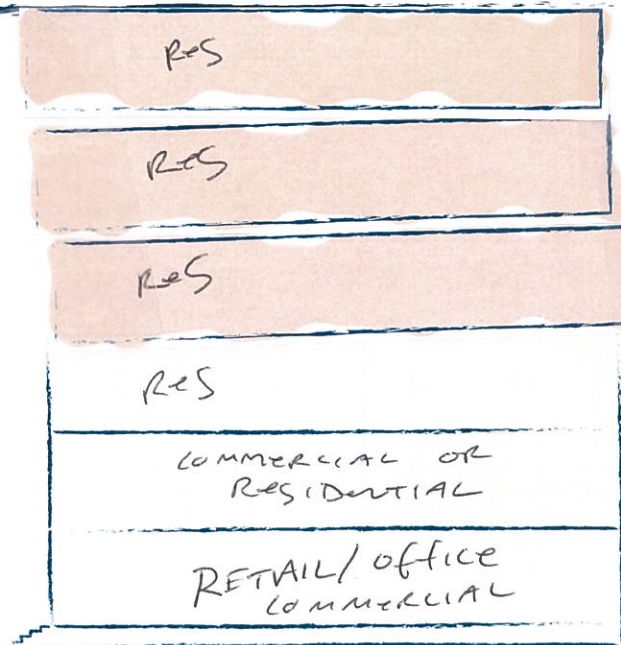
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Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential

LIVERPOOL CORRIDOR



Bennington Street

Southbound
28'

Northbound
28'

Sidewalk
21'

Median
4'

Sidewalk
21'





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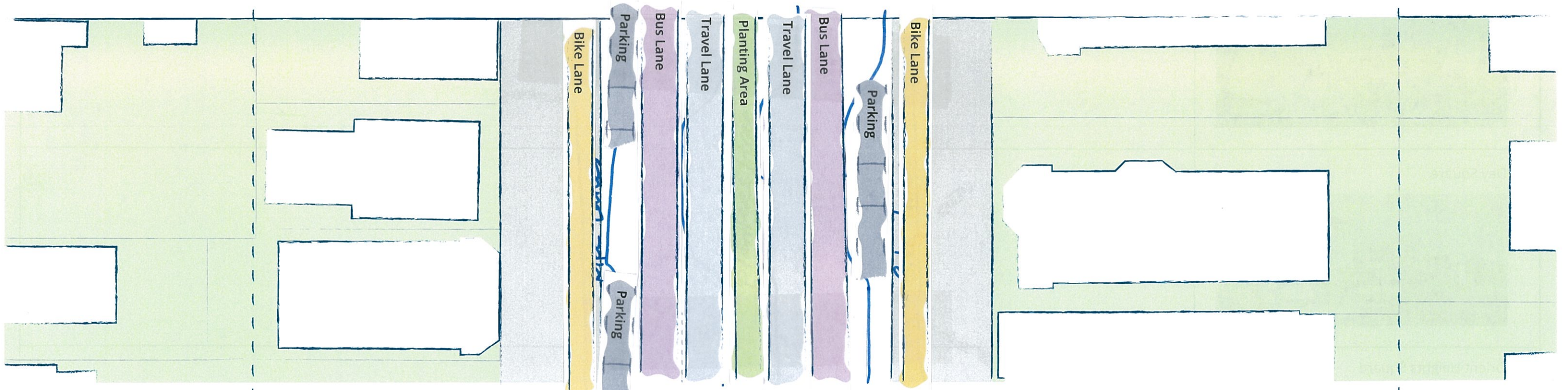
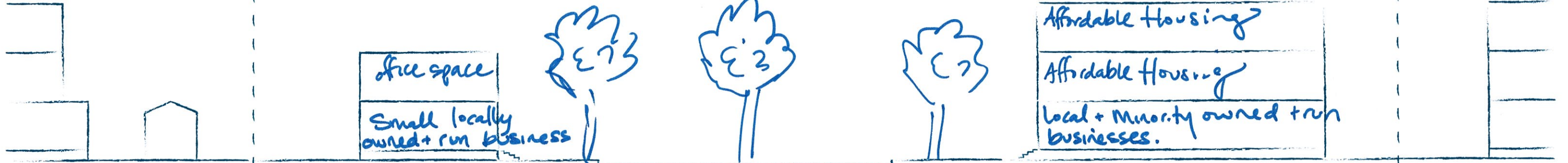
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<p>1. Maverick Square</p> 	<p>ALL SQUARES, NODES AND CORRIDORS NEED TRAFFIC IN MAVERICK SQ IS CONCERNING. A POSSIBLE SOLUTION IS TO MAKE MERIDIAN ST 1-WAY TOWARDS MAVERICK AND CHELSEA 1-WAY TOWARDS DAY SQ. THE DIRECTION OF THE TRAFFIC WOULD NOT SHIFT AROUND THE CENTER ISLAND IT LIKE IT DOES NOW.</p>	<p>ALL NODES, SQUARES AND CORRIDORS NEED WIDE SIDEWALKS, MORE TREES, ^{SAFE} BIKE LANES. * ADD TREES.</p>
<p>2. Central Square</p> 	<p>① BUS STOP (SPECIFICALLY ON CORNER OF MERIDIAN & CENTRAL SQ IN FRONT OF LA HACIENDA) SHOULD BE RELOCATED ON CORNER OF DECATUR. BUSES BLOCK INTERSECTION REGULARLY. THIS IS ONE EXAMPLE OF MANY. ② CARS SHOULD NOT PARK AT LEAST 20' FROM CORNERS.</p>	<p>* CENTRAL SQ ISSUE: NEW STREET DESIGN ADDS TO TRAFFIC AND IDLING VEHICLES. THIS ADDS TO EXHAUST POLLUTION IN ADDITION TO NOISE POLLUTION. THE OLD TRAFFIC PATTERN WAS MORE EFFICIENT AND WORKED BETTER. * CENTRAL SQ ISSUE: TRAFFIC LIGHT IN FRONT OF WALGREENS IS A DISASTER. * ADD TREES * ADD SAFE BIKE LANES * OMIT PARKING 1-SIDE</p>
<p>3. Day Square</p> 	<p>③ DELIVERY TRUCKS PARK IN LA HACIENDA BUS STOP - ADDING TO CHAOS & TRAFFIC IN THE MORNING.</p>	<p>REQUIRE RESTAURANTS TO HAVE DELIVERY PLAN. POSSIBLE SOLUTION IS TO REQUIRE DELIVERIES BETWEEN 8-10 PM. * ADD TREES * ADD SAFE BIKE LANES * OMIT PARKING ON 1-SIDE OF STREET * WIDER SIDEWALKS</p>
<p>4. Orient Heights Square</p> 		<p>* ADD TREES * ADD SAFE BIKE LANES * OMIT PARKING ON * WIDER SIDEWALKS</p>

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"Modal Height" gradually changing from height of closest residential buildings to a max height that would be no higher than ??? 70 FT ???



Bennington Street
 Southbound 28' | Northbound 28'
 Sidewalk 21' | Median 4' | Sidewalk 21'





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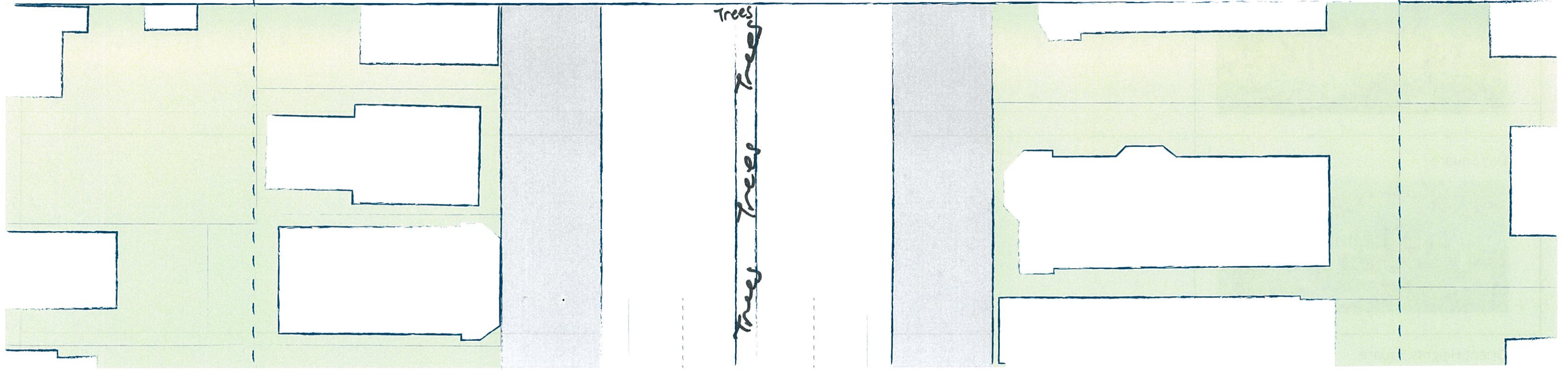
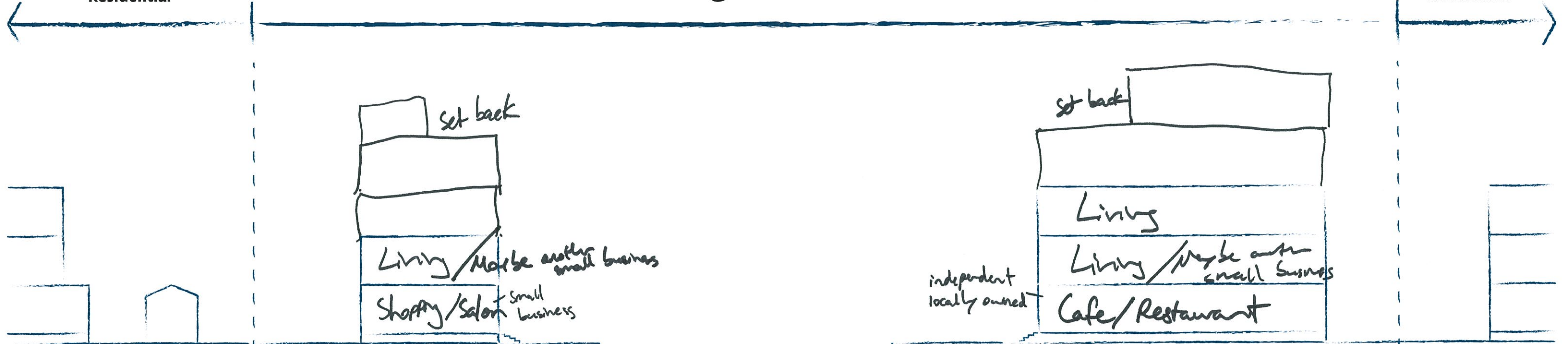
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<p>1. Maverick Square</p> 	<p><i>Handwritten notes in blue ink:</i> - Lack of pedestrian crossings - Limited public transit options - Poor lighting at night - Inconsistent building heights</p>	<p><i>Handwritten notes in blue ink:</i> - Add crosswalks with bollards - Increase bus frequency - Upgrade street lighting - Encourage uniform building heights</p>
<p>2. Central Square</p> 	<p><i>Handwritten notes in blue ink:</i> - Limited green space - Overcrowded sidewalks - Lack of bike lanes</p>	<p><i>Handwritten notes in blue ink:</i> - Add more trees and planters - Widen sidewalks - Install protected bike lanes</p>
<p>3. Day Square</p> 	<p><i>Handwritten notes in blue ink:</i> - Limited parking spaces - Poor building maintenance - Lack of public art</p>	<p><i>Handwritten notes in blue ink:</i> - Create more parking spots - Encourage building renovations - Add public art installations</p>
<p>4. Orient Heights Square</p> 	<p><i>Handwritten notes in blue ink:</i> - Limited walkability - Lack of community events - Poor signage</p>	<p><i>Handwritten notes in blue ink:</i> - Improve sidewalk conditions - Organize community events - Add clear directional signage</p>

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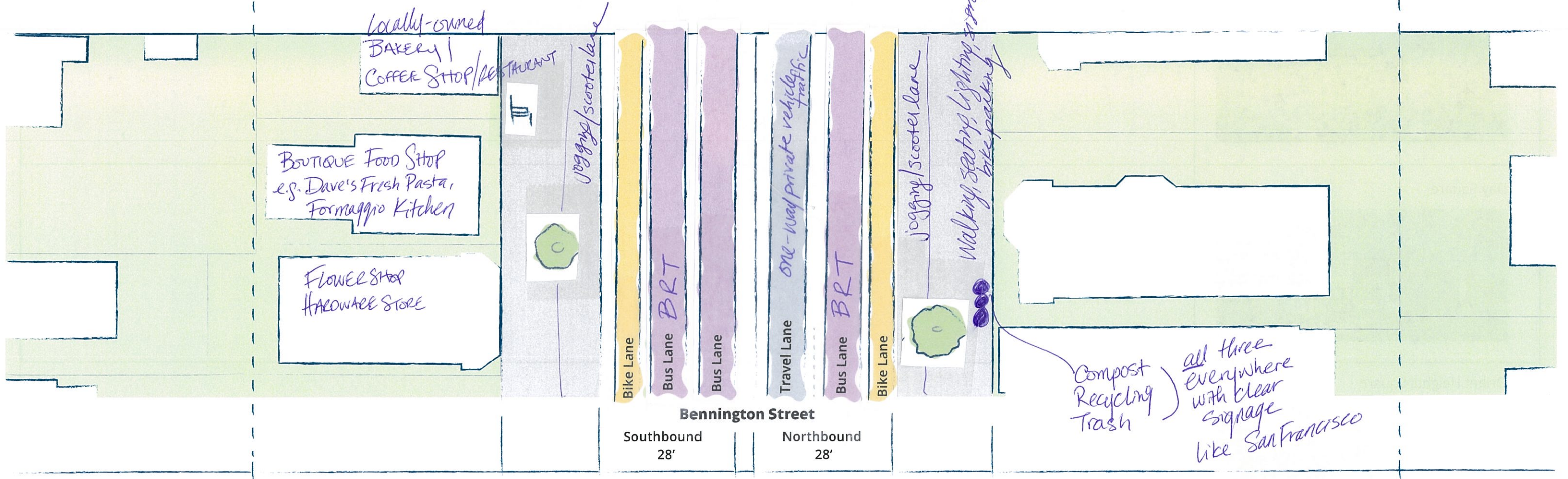
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<p>2. Central Square</p> 	<p><i>[Handwritten notes in Spanish]</i></p>	<p><i>[Handwritten notes in Spanish]</i></p>
<p>3. Day Square</p> 	<p><i>[Handwritten notes in Spanish]</i></p>	<p><i>[Handwritten notes in Spanish]</i></p>
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ESTABLISH REQUIRED URBAN GREENING FACTOR
— like London, per development or re-development

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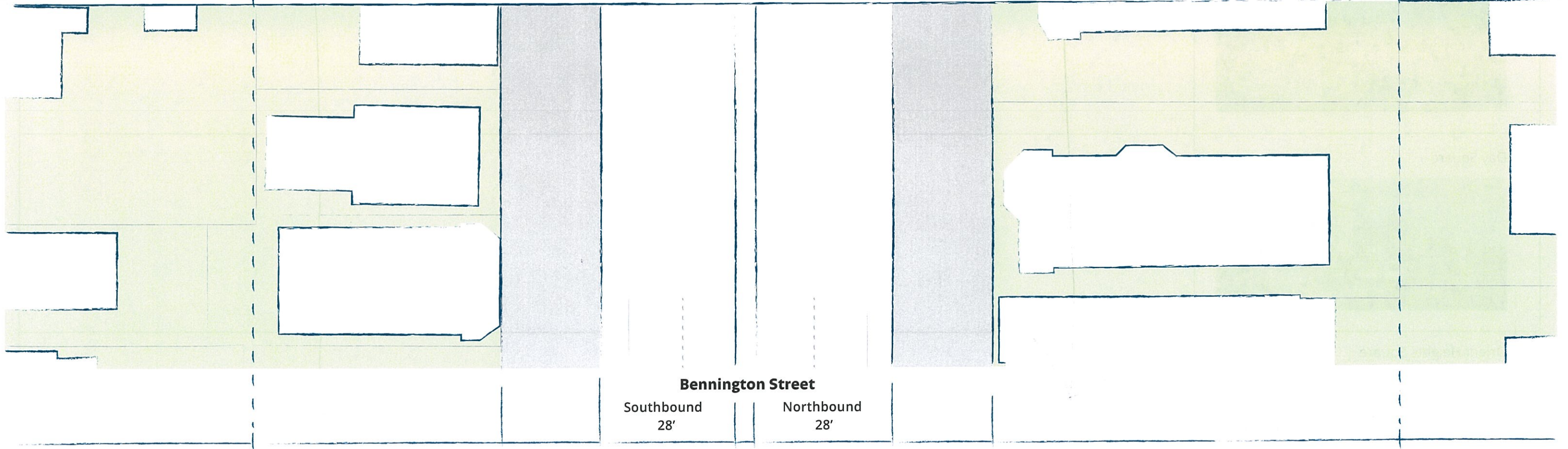
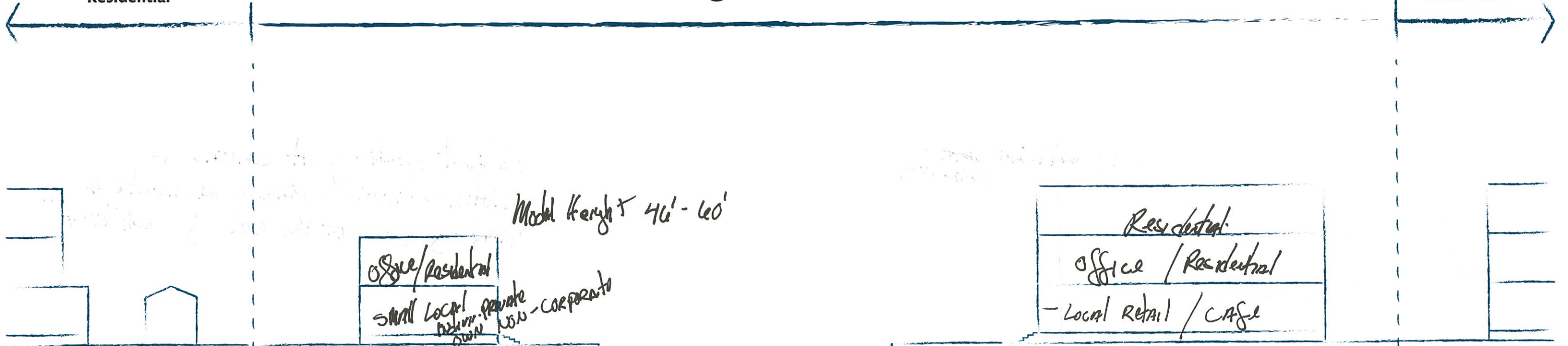
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<p>1. Maverick Square</p> 	<p>safe pedestrian car crossing</p>	<p>Restrict parking at corners + intersections - maybe eliminate a parking space at the end of each "block"</p>
<p>2. Central Square</p> 		
<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential

I like the idea of relative modal height for buildings → gradually add height to buildings moving out of residential + into mixed use

2nd floor offices
more "third spaces"

more trees please!

What can be done to slow traffic on Bennington up in Orient Heights?
Left turns onto Walley St across from the former Caslat Company are like playing chicken w/ oncoming cars.

Bennington Street

Southbound
28'

Northbound
28'

Sidewalk
21'

Median
4'

Sidewalk
21'





Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

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<p>1. Maverick Square</p> 		
<p>2. Central Square</p> 	<p>The traffic here is atrocious.</p>	
<p>3. Day Square</p> 	<p>The roads here are wicked confusing. 3 main corridors intersect here & it feels like an unnecessary amount of roads.</p>	<p>→ Turn bits & pieces of it into more "public realm open space" like p.20-21 of your workbook.</p>
<p>4. Orient Heights Square</p> 	<p>Not enough "third spaces" to gather with people or be in a space for a length of time (ex. bookstores, coffee shops, community center, branch library). (this note applies to all nodes)</p> <p>No grocery store. Can we get a Trader Joes? 😊</p>	

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential

83/household

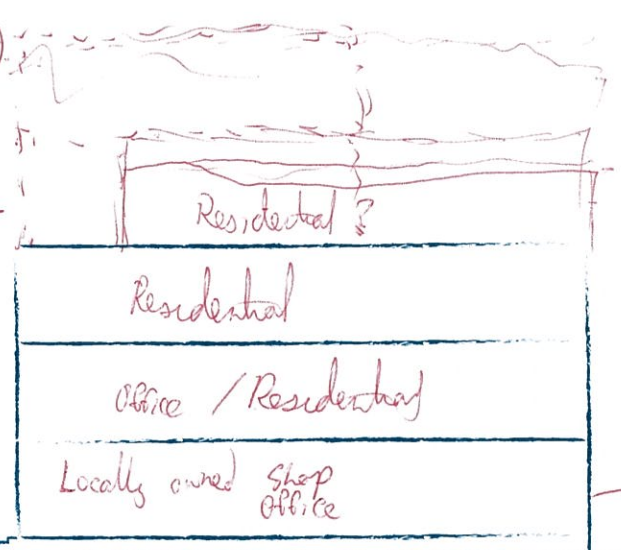
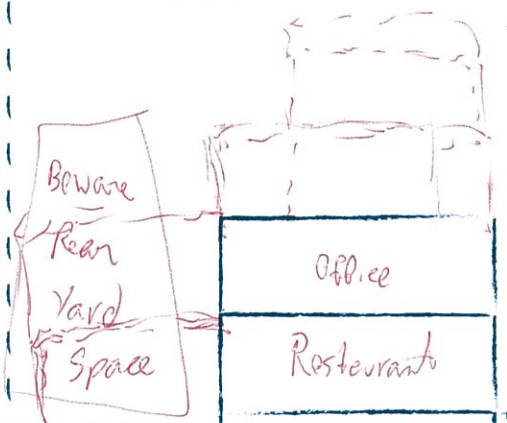
1st floor parking of flood prevention

Increased density in corridors

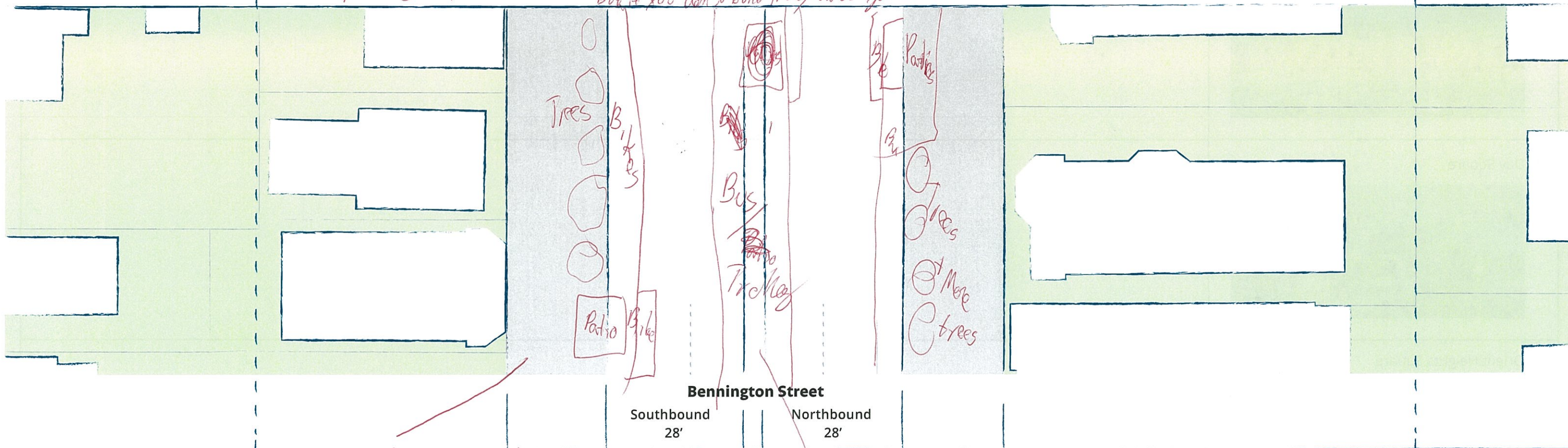
Height *or* Rear/side expansion
If high, preserve rear buffer

Density toward street / interior of site
Aways from back when abutting residential (toward back of lot?)

Greenery *on* new buildings



Businesses don't need yards but depth may impose on residential rear buffers.
But if you don't build there, how do you activate?



This section of Bennington seems to be the part between OH/Wood Island.

Private Property Primarily Residential Use
Open Boulevard is good




Public Realm
This area is less retail / more residential so more parking may be justified.
Wide/residential less dense. However, parts of Bennington near central area are more residential, retail / more dense.

Private Property Primarily Residential Use
Widen sidewalks / get rid of parking

(Dedicated) Bus Lane / Rebirth of the CB Trolley Line

How would you improve Mixed-Use Nodes in East Boston?

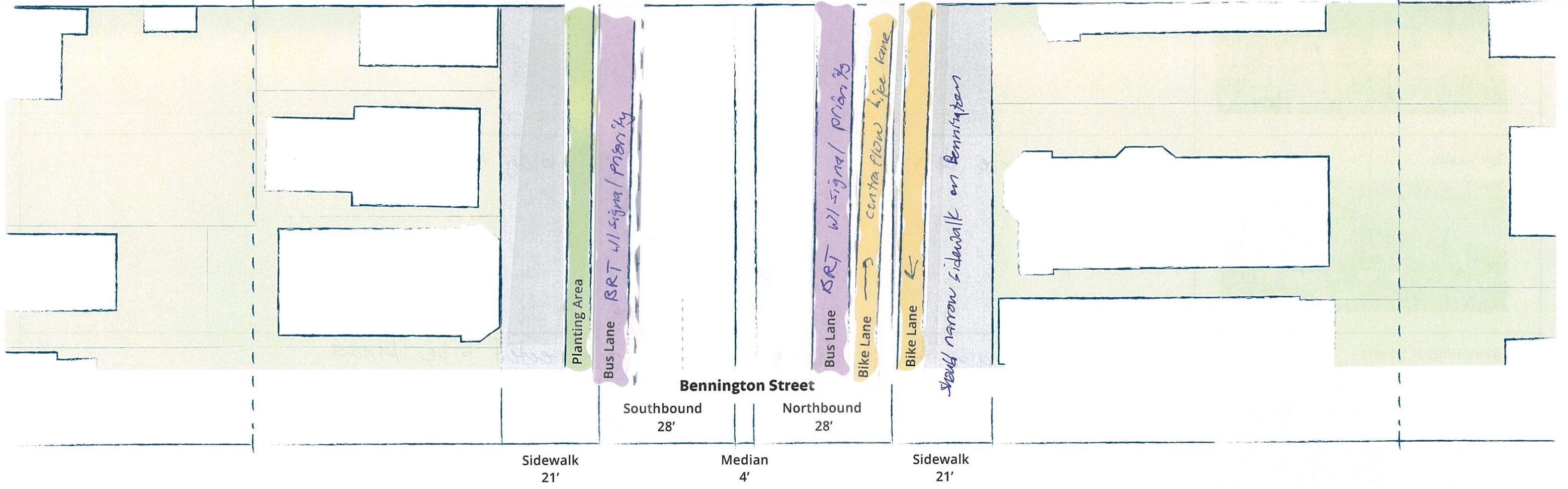
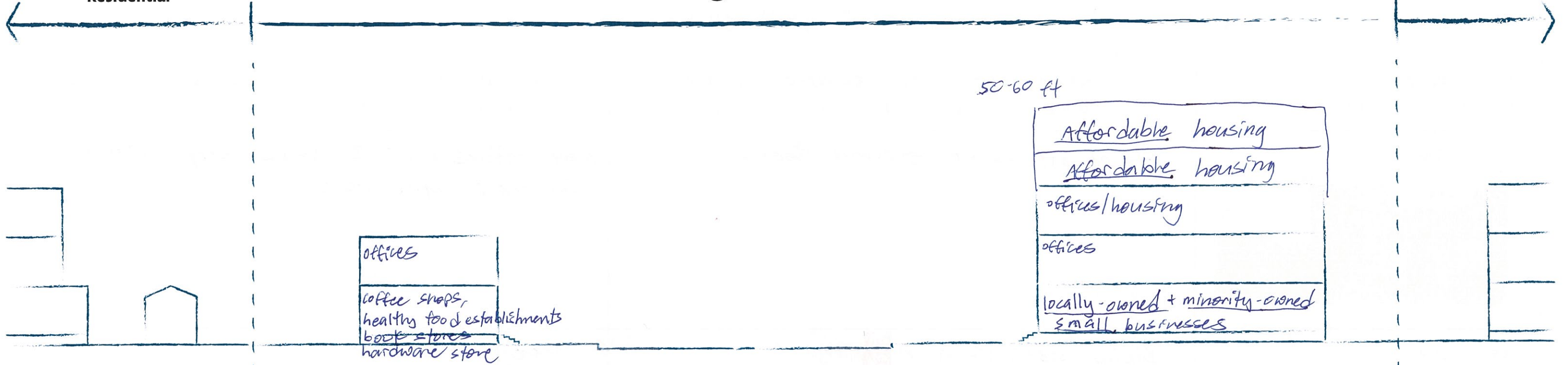
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Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential







Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

¿Cómo mejoraría los nodos de uso mixto en East Boston?

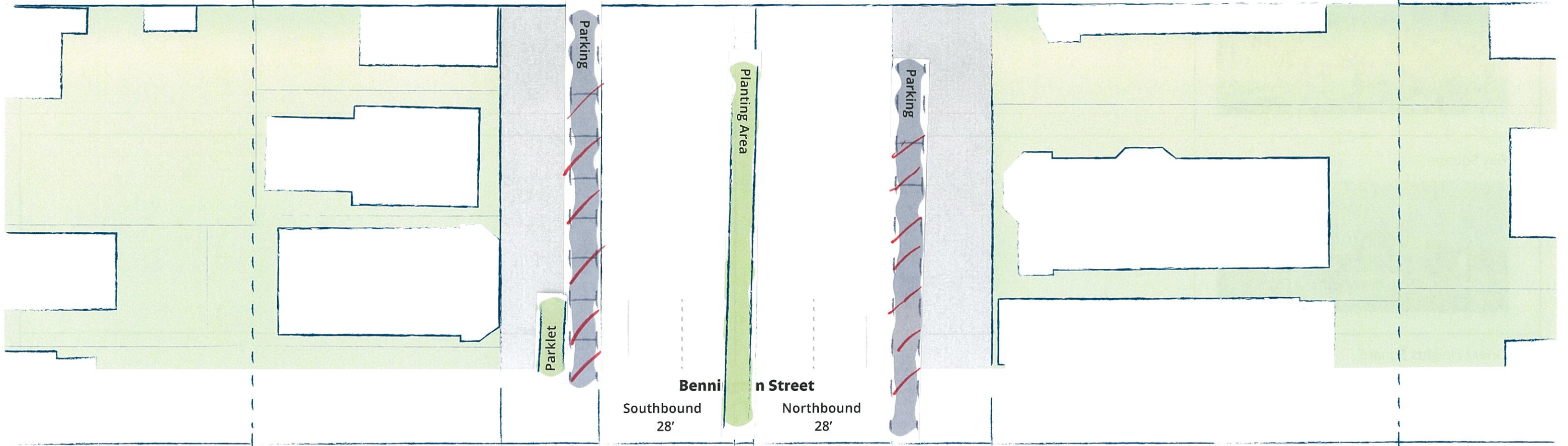
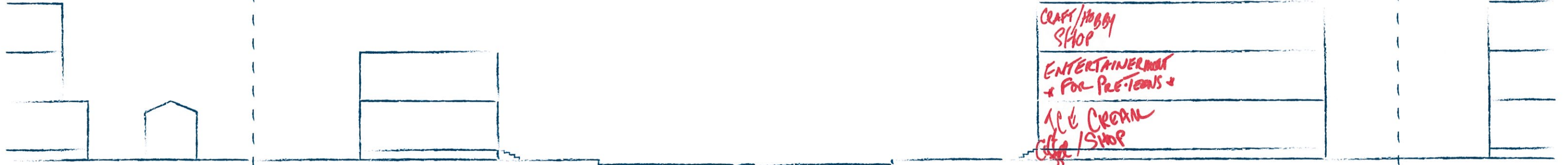
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<p>1. Maverick Square</p> 	<p>lots of offices on ground floors</p>	<p>more offices on 2-3 floors, keep ground fl. for more active uses</p>
<p>2. Central Square</p> 	<p>Biking here is a nightmare</p>	<p>Protected bike lanes convince Liberty Plaza to install bike racks</p>
<p>3. Day Square</p> 	<p>could be more dense</p>	<p>↑ bldg heights + density</p>
<p>4. Orient Heights Square</p> 	<p>Biking here is also a nightmare</p>	<p>Protected bike lanes</p>

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential

35'



Private Property
Primarily Residential Use





Public Realm

Private Property
Primarily Residential Use

Angle Parking

How would you improve Mixed-Use Nodes in East Boston?

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<p>1. Maverick Square</p> 	<p><i>Handwritten notes in red ink:</i> - Lack of parking - Limited public transit options - Overcrowded sidewalks - Limited green space</p>	
<p>2. Central Square</p> 		
<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 	<p><i>Handwritten note in red ink:</i> - Limited parking</p>	

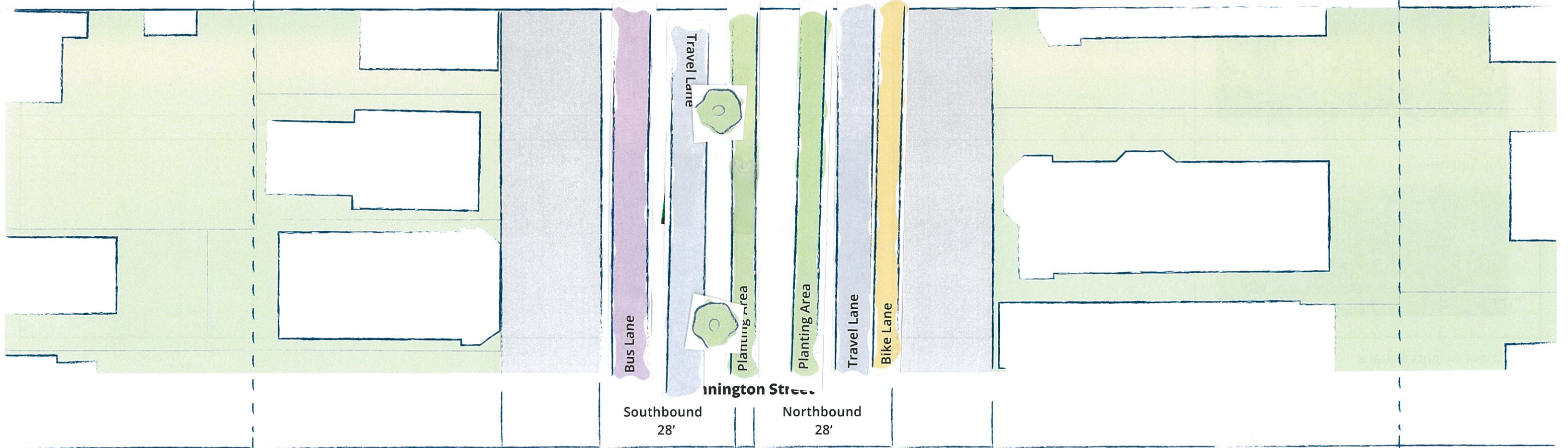
Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential

C 35"

*Child Care,
Food - Pool Halls -
Music Activities*



Bennington Street

Southbound
28'

Northbound
28'

Sidewalk
21'

Median
4'

Sidewalk
21'





Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

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<p>1. Maverick Square</p> 	<p><i>[Handwritten notes in blue and red ink, mostly illegible]</i></p>	
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<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

Bennington Street Corridor

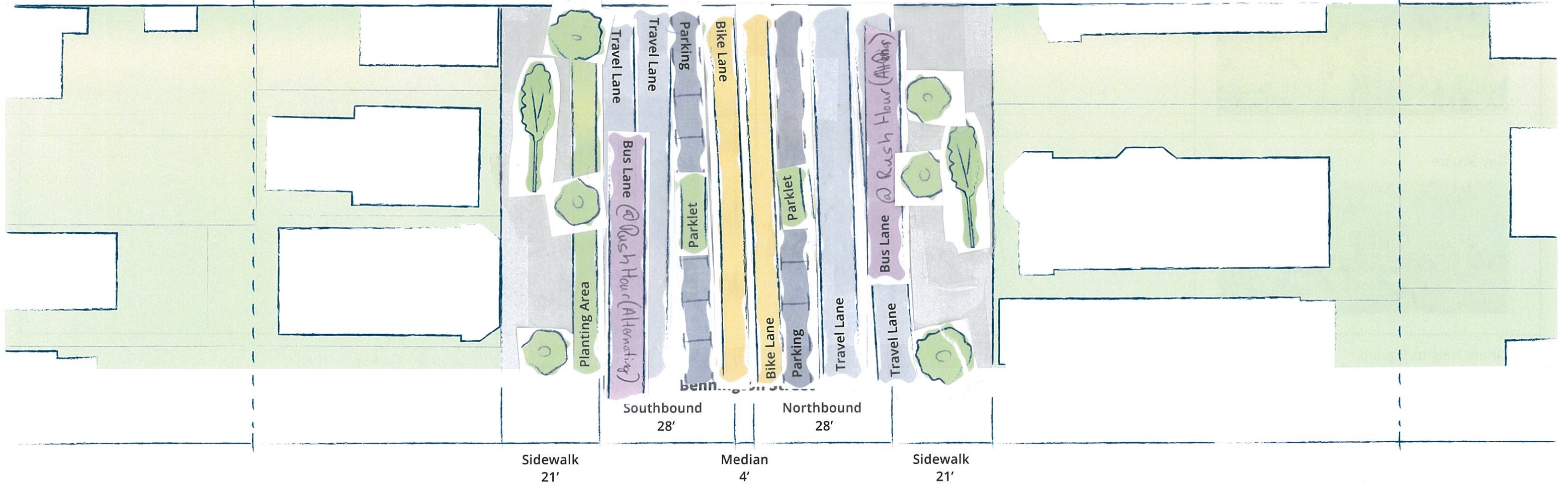
Neighborhood Residential

- Max Ht in Squares 50-60 ft+ (4-5 fl)
- Step down to (3 fl) 35-40 ft

Parking Req. + Retail Short Term 15 min etc

Music
Art / Creative Space Studios

Theatre, Spa/Massage
Supermarket, Pharmacy,
Restaurant, Childcare, Cafe







Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

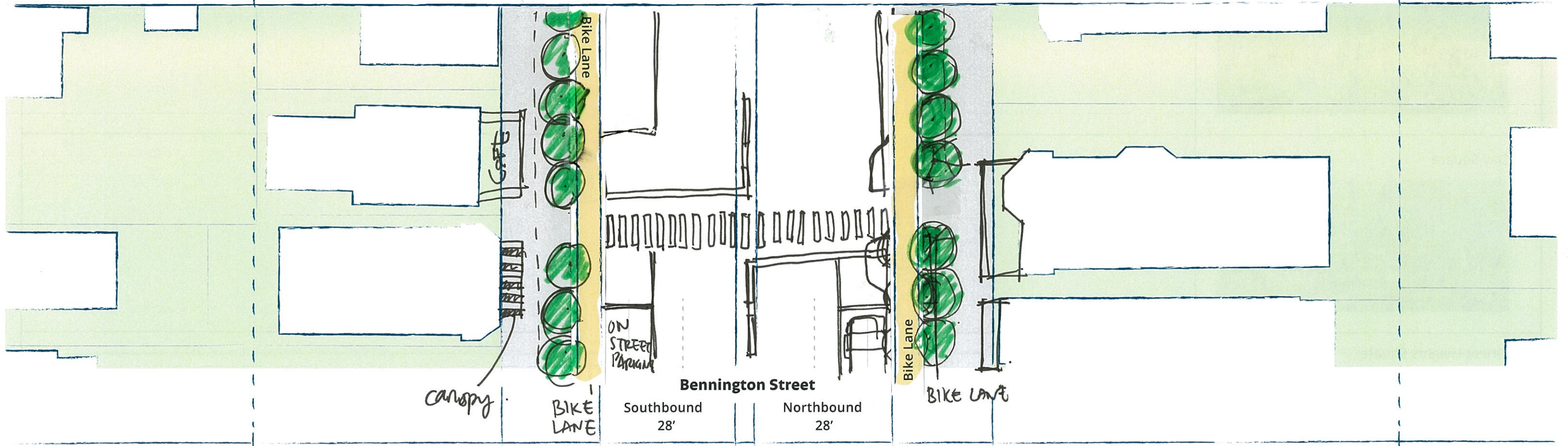
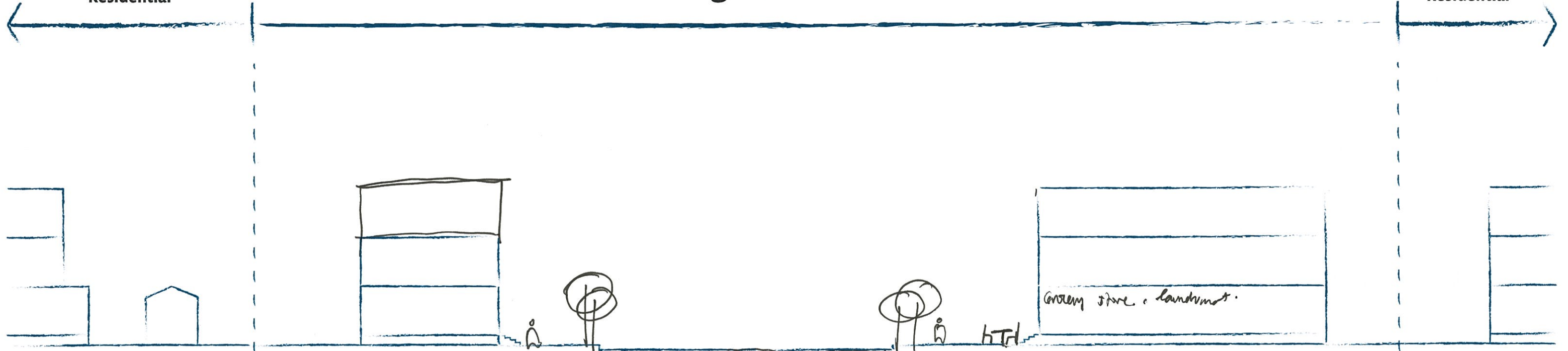
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<p>1. Maverick Square</p> 	<p>Unwelcoming space</p>	<p>Create Parklets Plant Trees Cleanup area</p>
<p>2. Central Square</p> 	<p>Confusing to navigate</p>	<p>Synchronize lights Parklets</p>
<p>3. Day Square</p> 	<p>Blind intersections, Double Parking, unwelcoming Space Confusing Navigate</p>	<p>Parklets Trees Bike Lane Enforce Parking</p>
<p>4. Orient Heights Square</p> 	<p>Poor Walkability Increase Height above commercial biz</p>	<p>Create Parklets Enforce Parking Plant Trees</p>

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential







Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

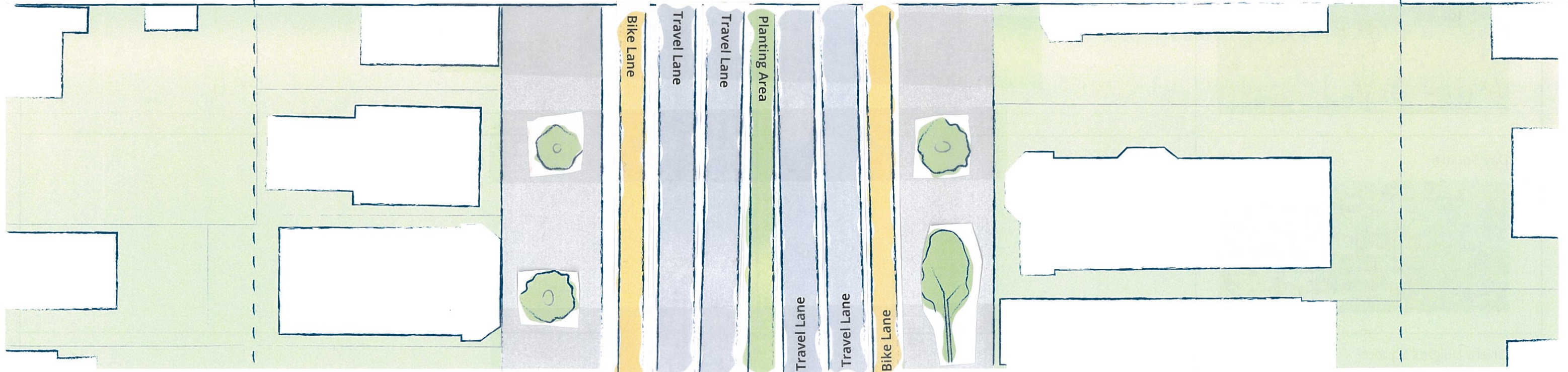
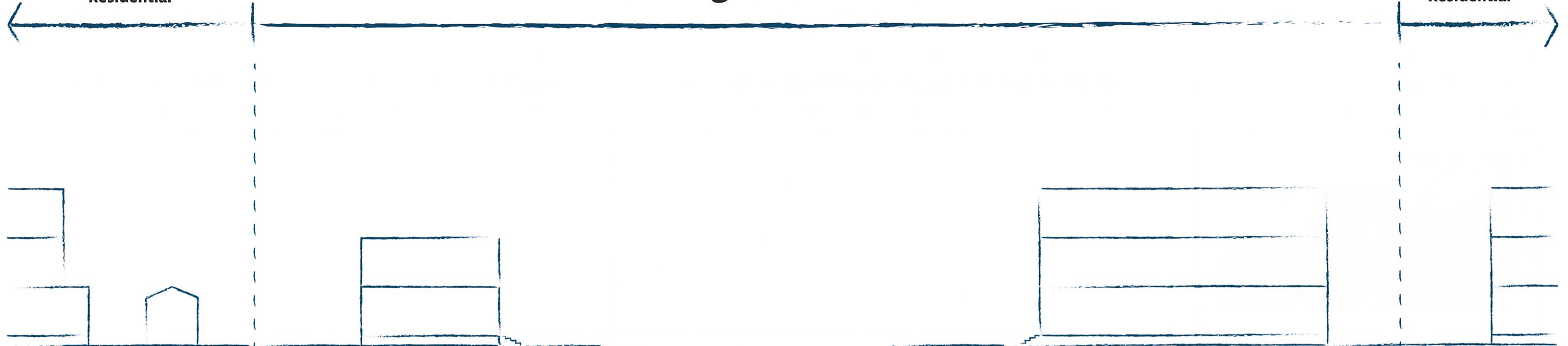
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<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential



Bennington Street
Southbound 28' Northbound 28'
Sidewalk 21' Median 4' Sidewalk 21'





Private Property
Primarily Residential Use

Public Realm

Private Property
Primarily Residential Use

How would you improve Mixed-Use Nodes in East Boston?

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Neighborhood Residential

Bennington Street Corridor

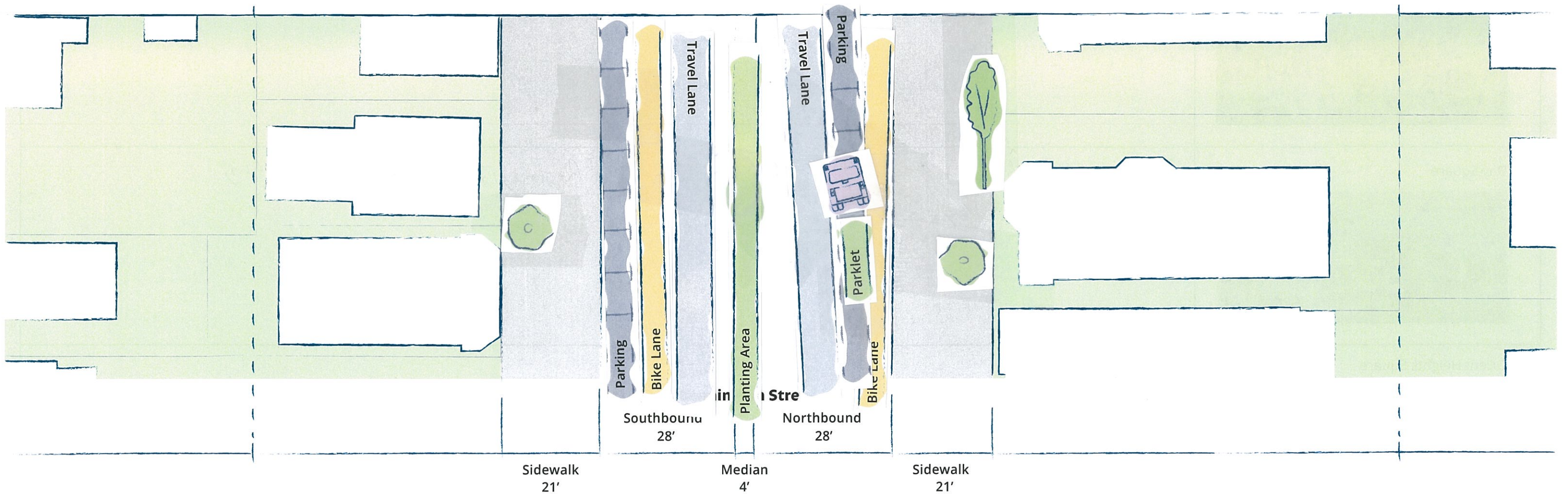
Neighborhood Residential

35' max height
40' set back

up to 40'

Cafe
Restaurant

Bar
Parking
Supermarket







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Public Realm

Private Property
Primarily Residential Use

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<p>1. Maverick Square</p> 	<p><i>Will never happen</i></p>	
<p>2. Central Square</p> 		
<p>3. Day Square</p> 	<p><i>I live on Chelsea and still refuse to drive through Day Square</i></p>	<p><i>Re-imagine the whole thing</i></p>
<p>4. Orient Heights Square</p> 		

Neighborhood Residential

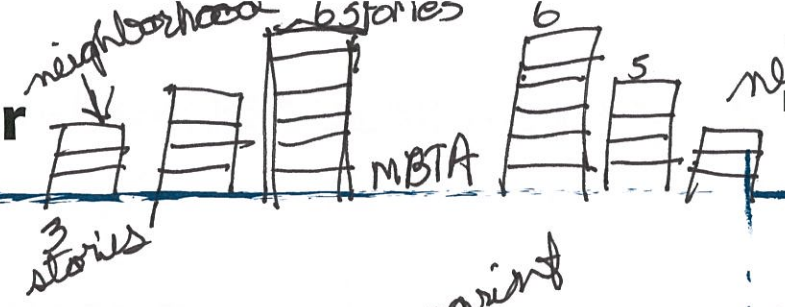
Bennington Street Corridor

Neighborhood Residential
3 stories

w/in 100ft. of MBTA up to 5 or 6 stories elsewhere, build into the basement and maintain height

Development ≥ 20 units should require "shared car" spaces for Zipcar or other car sharing

$50 \geq$ units require delivery space for 10 min only for uber, peepod etc.



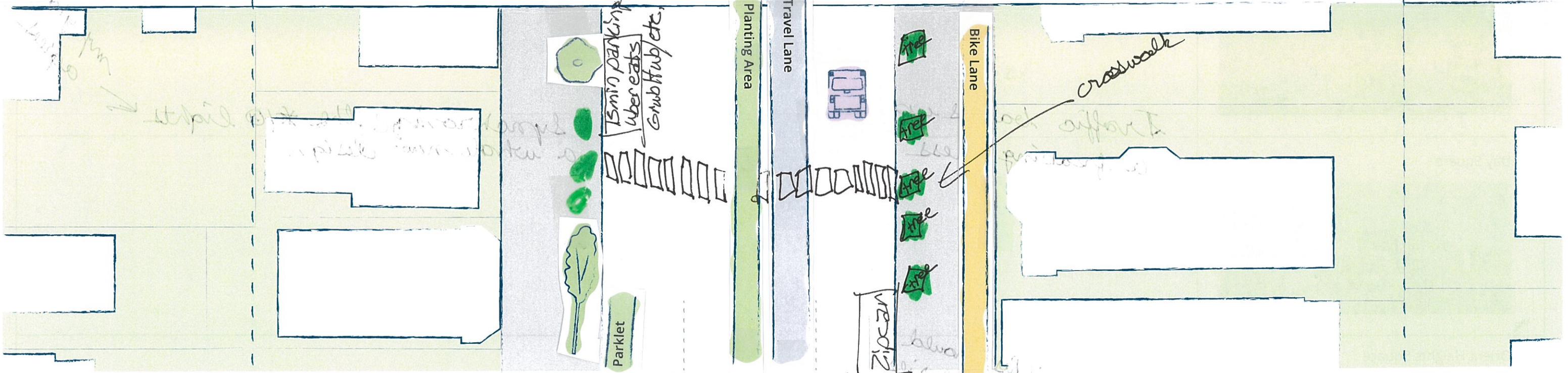
recessed transparent roof deck for green space

pick up drop off

restaurant

office space
Childcare

green space



Normally I add a bus lane, but there is only the 120 bus on Bennington otherwise

Bus Lane




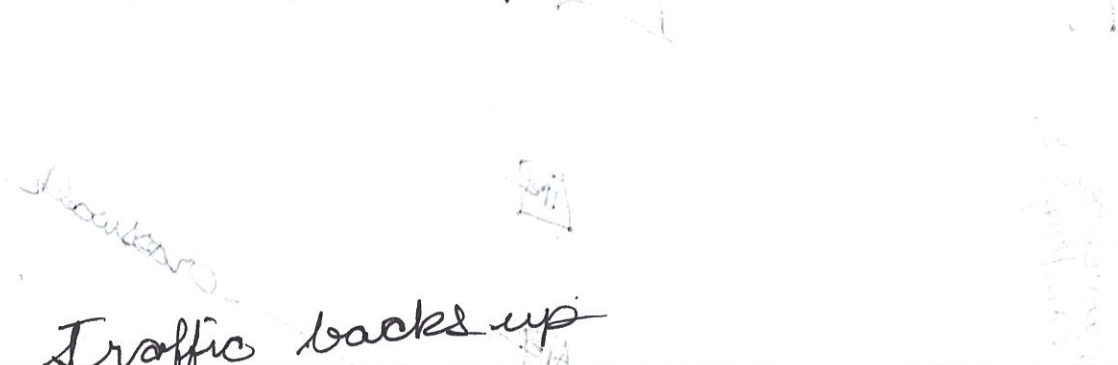



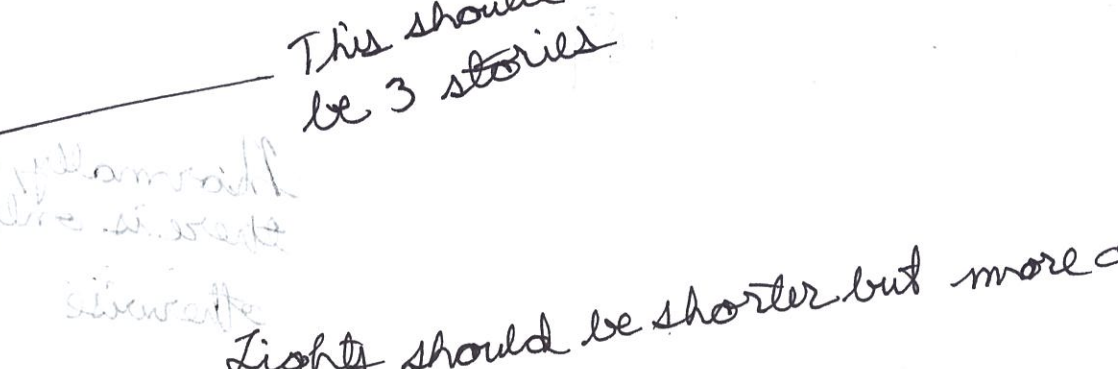
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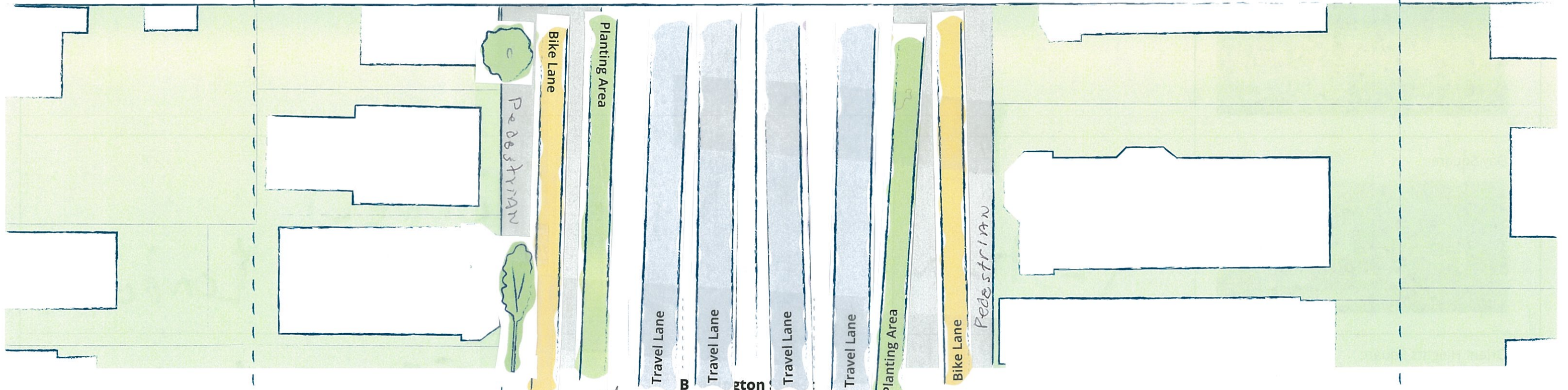
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<p>1. Maverick Square</p> 	<p>Double parking</p> 	<p>Tow double parkers! 15 min parking spaces by Burger King</p>
<p>2. Central Square</p> 	<p>Traffic backs up a freaking mess</p> 	<p>Synchronizing the *!@ lights a whole new design</p> <p>my group agreed</p>
<p>3. Day Square</p> 		
<p>4. Orient Heights Square</p> 	<p>This should be 3 stories</p> <p>Lights should be shorter but more often</p> 	

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential



Sidewalk 21'

Southbound 28'

Travel Lane

Travel Lane

Travel Lane

Travel Lane

Planting Area

Bike Lane

Pedestrian

Northbound 28'

Sidewalk 21'

Median 4'






Private Property
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Public Realm

Private Property
Primarily Residential Use

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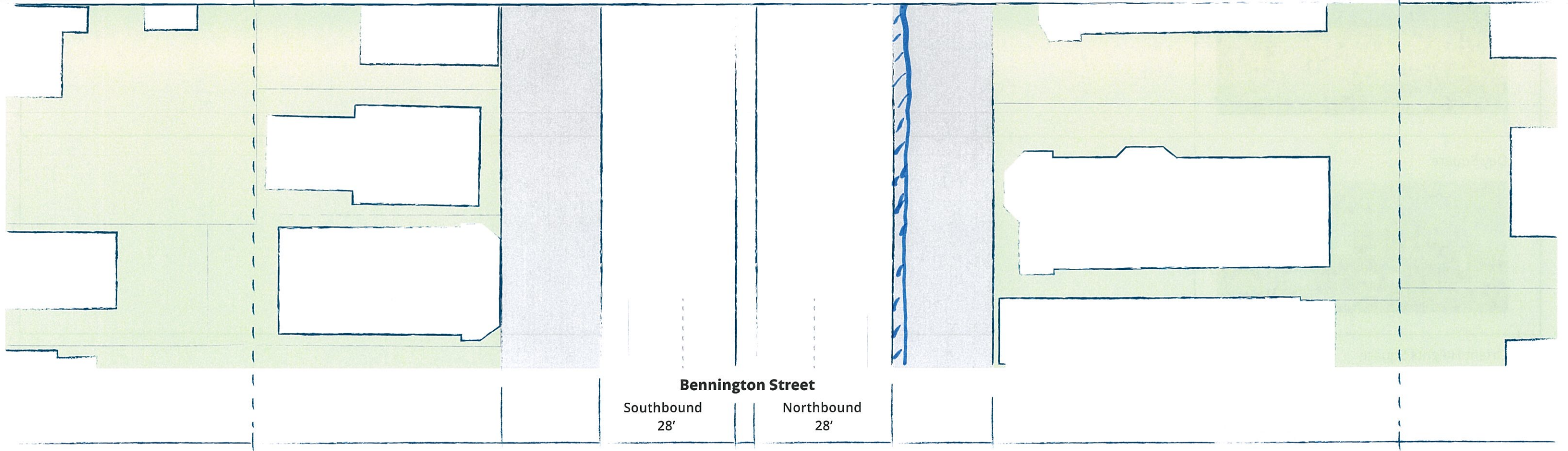
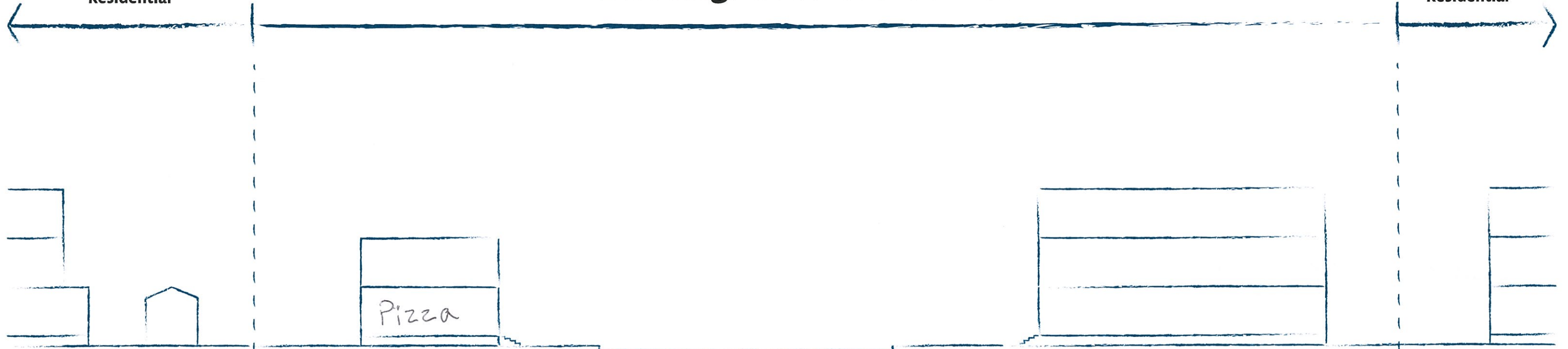
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<p>1. Maverick Square</p> 		
<p>2. Central Square</p> 		
<p>3. Day Square</p> 	<p>(L) turn @ base of</p>	<p>(Tunnel) Rte 1 → London St</p>
<p>4. Orient Heights Square</p> 	<p>To by pass Central SQ to get to - Jef. Point</p>	

Neighborhood Residential

Bennington Street Corridor

Neighborhood Residential



Sidewalk
21'

Bennington Street
Southbound
28'

Median
4'

Northbound
28'

Sidewalk
21'




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Public Realm

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