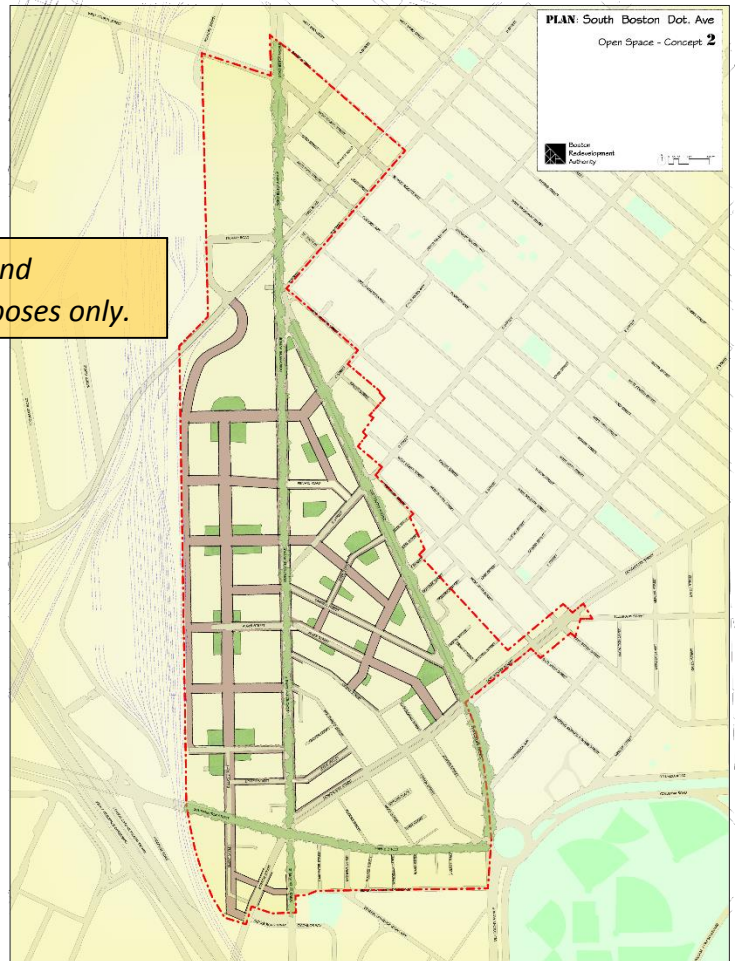
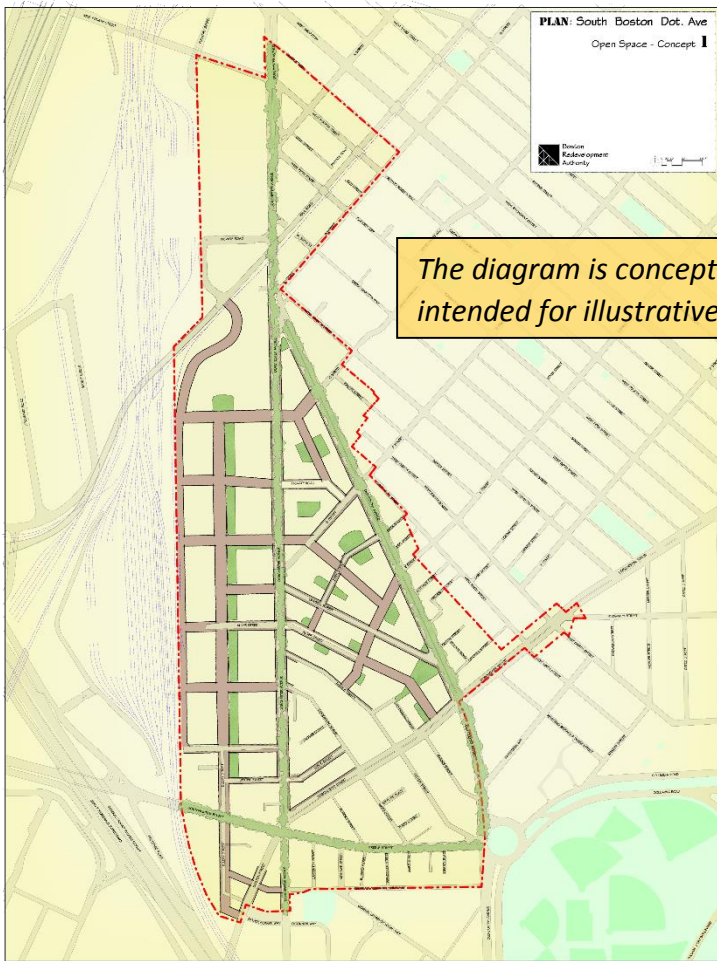


11/17/15

## Open Space Concepts

Linear

Neighborhood



*The diagram is conceptual and intended for illustrative purposes only.*

## Workshop Notes

**Table 1:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• If it were residential uses nice to use/ look upon</li> <li>• High proximity</li> <li>• Continuous activity</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• “more crowded”</li> <li>• Parks won’t be used as much in certain seasons</li> <li>• Doesn’t accommodate basketball court</li> <li>• Doesn’t lend itself to variety               <ul style="list-style-type: none"> <li>○ Creates 2<sup>nd</sup> “Seaport District”</li> </ul> </li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Opportunity for different types of parks (romantic, active, skate-parks)</li> <li>• More exciting, more variety</li> <li>• Community spaces</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• No ‘continuous activity’ i.e. walking/running</li> </ul>

**General Open Space Comments:**

- Can’t tell the difference from looking at maps
- Too many parks – used as basketball parks
- 3:30 onward; Old Colony / Dot avenue are in a traffic jam
  - Where will the parking go?
- Need to talk about uses of public parks, activity based
- Description needs to reflect street trees on new streets

**Table 2:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Can have tot lot hybrid, like Clarendon Street Play Lot in Back Bay</li> <li>• Can create path to look at downtown</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Can have variety</li> <li>• Can have different users</li> <li>• People can gather, hang out near home</li> </ul>

**Table 3:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• More pedestrian friendly (for walking)</li><li>• Lends more to retail strip w/shops</li><li>• Better for walking/dog walking</li></ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• Allows more opportunity to assemble more of a destination</li><li>• Allows opportunity to close roads for pedestrians – festivals/community gatherings</li></ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• Bisected by roads</li></ul>

**General Open Space Comments:**

- Need to be fenced in to allow kids/pets to play (linear)
- Create “road dip” underpasses (like Commonwealth Ave.)?
- Incorporate unique topography
- Kids/playgrounds on side streets

**Table 4:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• sun/shadows, limits what side of street gets parks</li></ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• Neighborhood Concept allows for two sided placemaking – along new street parallel to Dot Av</li><li>• Like the word “neighborhood” in Neighborhood Concept</li></ul>

**General Open Space Comments:**

- Create smaller scale view corridors
- Allow for sunlight and shade
- Open space/parks will give people an identity to where they live (old & new residents)

**Table 5:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Corridor park offers good opportunities for walking</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Boulevard style new streets will offer better walking, open space would be better spent as larger parks</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Need to combine some small parks to offer better mix of scales</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Some parks not large enough</li> <li>Larger parks</li> <li>Harrison Albany – no open space</li> </ul>

**General Open Space Comments:**

- Transfer of development rights –eminent domain – to get parks
- Park types should complement the unit types & needs of future residents
- Smaller scale development next to parks
- State Street park (on A Street) has too many programs crammed into a single open space
- Variety of open spaces and sizes, different programs
- Don't try to get one park to do all

**Table 6:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Easier for maintenance</li> <li>More likely to draw people from outside</li> <li>Might get more use by the wider community, not just surrounding residents</li> <li>Nicer to use with less traffic, would integrate well with a BRT (Bus Rapid Transit) system</li> <li>Rec space for people to go to – people don't go far to the other parks so it would be nice to have a big space in this area</li> <li>Better to have one big park</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Might not become linear if developers choose not to develop their segment: since there is not a single coordinated developer or public entity developing the park, if a property owner</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>Would create multi-dimensional street, break it up</li> <li>Will work if there are at least one or two spaces that are big enough to draw people from outside the area</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>Difficult to maintain</li> <li>Doesn't create legitimate large, usable recreational space</li> <li>Mainly only used by nearby residents</li> <li>Creates 4 different parks that aren't integrated – won't cross the street to go to the other corner park</li> <li>People might not develop an open space, creating a gap. Would it be too small, or oddly</li> </ul>

chooses to not redevelop their land, there will be no obligation to build that segment of the linear park, therefore it would be segmented, contain gaps, and not be truly linear.

shaped (thus impacting usability) if it takes a long time for the various property owners to redevelop their land and thus construct their segments of the park. Who will be in charge of maintenance?

**General Open Space Comments:**

- Don't want just broken up small spaces
  - Want legit rec spaces that draw people from all over the area
- Leans toward linear or neighborhood with several big spaces
- What do you mean by park?
- South End open spaces don't get used except by residents
- Will state government allow for the proposed curved highway to be built?
- Need equipment for older kids, not just little kids
- Depends on what's in the buildings – if it's in an entertainment district, parks won't work well
- Need to be careful about how the parks get used
- Don't turn them into turf, make sure they're open for everyone to use

**Table 7:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Enjoyable to walk/bike along the linear park</li> <li>• Looks similar to Commonwealth Avenue in Back Bay, which would be nice to have</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Doesn't connect to anything</li> <li>• Can take a generation to complete and may have gaps if development doesn't happen everywhere</li> <li>• Replicates Dot Ave if the sidewalks will be widened and trees planted</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• You get it faster – as development will be phased, each parcel will create a small open space as part of that project</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• If the parks are too small and tucked away in the private development, will they feel private and not open to the general neighborhood?</li> <li>• Cost of implementation with private money may be a challenge</li> </ul>

**General Open Space Comments:**

- Cost a factor for both schemes.

- Density/height is acceptable – if we get open space, streets and blocks and middle income housing.

**Table 8:**

LINEAR Concept	NEIGHBORHOOD Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Group likes the connectivity that the linear parks would create.</li> <li>• Retail spilling out into the linear open space would be a desirable feature.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Very formal</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Parks in the middle of the blocks would be better for kids because there would be more space.</li> <li>• This concept lends itself better to creating a unique identity for each park.</li> <li>• Neighborhood park concept would work better for retail because parks would occur on both sides of street and alternate with retail.</li> <li>• Neighborhood concept feels more like a neighborhood—feels more natural.</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Should place parks mid-block to make parks more useable and accessible.</li> </ul>

**General Open Space Comments:**

- By providing street trees, the Plan already provides the equivalent of new linear parks on Dot Ave + Old Colony. Therefore, something different should be done on the new street.
- Linear parks along a new street with tall buildings would be susceptible to shadows from tall buildings.
- Seems like linear parks would be quiet – would not lend itself to retailers (a la Comm. Ave).
- Open space doesn't necessarily mean grass.

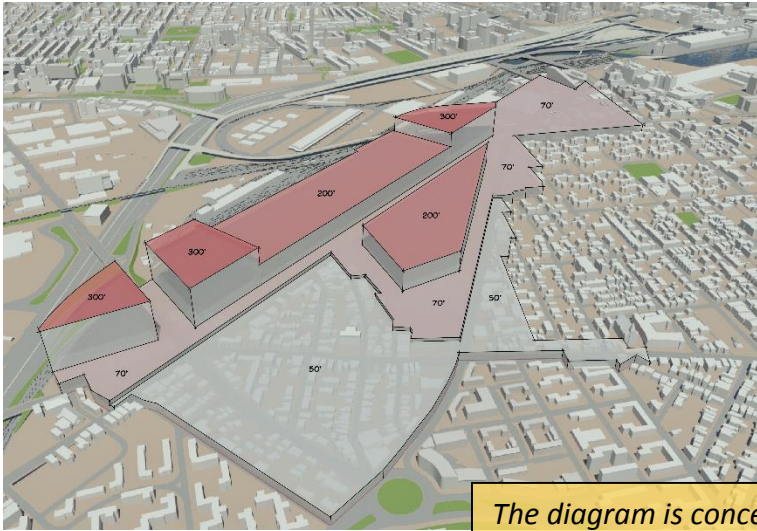


# Height & Density Concepts

## Barbell Concept

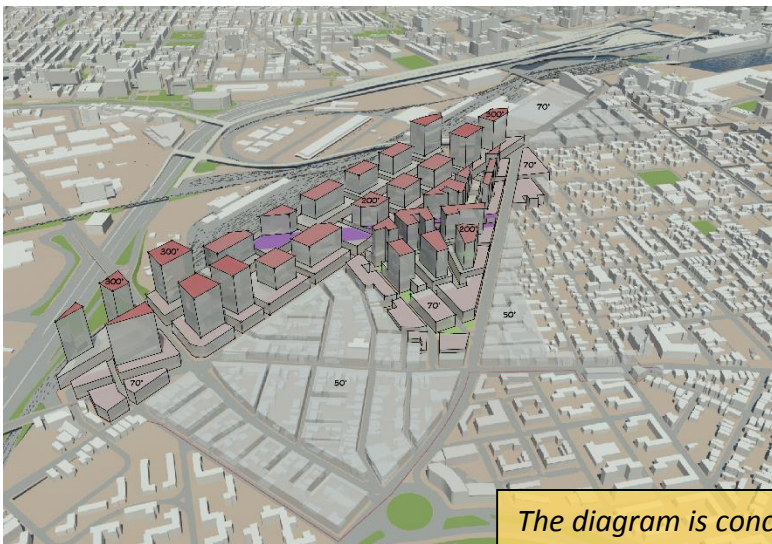
## Stepped Concept

### Zoning Height Envelopes



*The diagram is conceptual and intended for illustrative purposes only.*

### Zoning Height with Spacing Between



*The diagram is conceptual and intended for illustrative purposes only.*

# Workshop Notes

**Table 1:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• View corridor</li><li>• More amenities closer to residents</li><li>• More transit access</li></ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• Northern density isn't near station</li><li>• Stations underneath make foundations expensive</li><li>• Parcel assembly is very difficult</li></ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• Makes the city look more organized</li><li>• View corridor</li><li>• Blends into neighborhood</li><li>• More @ 300' = more benefits</li></ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• Pushes benefits away from neighborhood</li></ul>

## **General Height and Density Comments:**

- Why height limitation? (Federal Aviation Administration - FAA)
- Would like to see 300' everywhere but be stricter about benefits... "this inspires variety"
- Likes combination of both schemes
- 300' could connect barbells concept
- Be flexible
- Takings allow developers to "take big risks"

## **What would you modify? And why?**

- Combine barbell and stepped scheme
- End of platform entrances
- Community building "NBH (New Balance Headquarters) park concept"



**Table 2:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• Height is dispersed, have views</li><li>• More separation between high elements</li><li>• Things are closer</li><li>• Benefits are closer</li><li>• Concentrate development @ T stations</li><li>• Not walls of buildings</li><li>• Focal points</li></ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• Feels unsafe</li></ul>	

**General Height and Density Comments:**

- Towers feel unsafe
- Having stepped concept within blocks important

**Other Desires for Community Amenities and Services:**

- Community centers
- Clothing stores
- Library
- Civic space
- Parks
- Bike facilities
- Crossing streets on bikes
- Parks: walk & nature, trees, benches
- How will young professionals use parks?

**Table 3:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Density closer to T</li> <li>• More aesthetically interesting</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Big height close to Andrew Square existing residential</li> </ul>	

**General Height & Density Comments:**

- Roads need to be turned over to the City
- How do we know what affordable will be if infrastructure isn't addressed
- More mid-stepped within parcels
- Continue 16' widening on T property (Cabot Yard)
- Lots of entrances/no access from streets

**What would you modify? And why?**

- Add additional height stepdowns or setbacks particularly when in close proximity

**Table 4:**

BARBELL Concept	STEPPED Concept
<p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Northern end with Cabot Yard doesn't really fly if the publically owned MBTA site doesn't get redeveloped</li> </ul>	

**General Height & Density Comments:**

- Cover Cabot Yard in order to develop above it

- Having set backs are key for either Barbell or Stepped concepts as well as open space
- View corridors - protect them/create them
- Families/amenities – public spaces are important vis-a-vis development
- Consider a “Hybrid Concept” at 250’ on both sides & along corridor

**What would you modify? And why?**

- Modify street grid – Harrison/Albany study area much larger than SB Dot Av.
- What would precedent of Harrison/Albany laid over proposed street network and transportation improvements look like here?
- Cabot Yards –reopen existing road that shows on map (labeled as “private road”) that is now closed
- With T.O.D. (Transit Oriented Development) – tenants determine traffic mind-set (example of Kendall Square) wide roads but most people are on foot, biking
- Assembly Row – example of ease of use for retail, etc. in Somerville

**Table 5:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Walkability</li> <li>• T.O.D. (Transit Oriented Development)</li> <li>• Allows for more light into the center of the study area</li> <li>• More height, more benefits</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Too tall in Old Colony Ave. triangle</li> <li>• Cabot Yard, what is possible here? Height could be added there.</li> <li>• Northern triangular area near Broadway station should allow for greater height</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Height/impacts are further from neighborhood</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Shading from the west</li> <li>• Large wall along the western side of the study area</li> </ul>

**General Height & Density Comments:**

- Schools/families how to get them here? Who will live here?

- West side of Dot Ave will be only opportunity for consistently wider sidewalks because new buildings that don't meet the standard are already underway on the East side.
- Extend 70' mixed retail zone all the way down Old Colony to Andrew Square
- Can 70' base limit be higher?
- Don't want towers next to smaller areas – have more stepping in different directions
- Approach for height in the Old Colony Triangle area should be utilized as shown in the Stepped Concept, but the rest of the study area should utilize the Barbell Concept.
- Height between buildings is more important than actual building height

**Table 6:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Different than Seaport because it has unique corridor, height variation</li> <li>• Gives opportunity to have parks in the middle</li> <li>• Allows more sunlight</li> <li>• More green space in triangle area near neighborhood</li> <li>• Can you limit bonuses for some buildings over another to promote variability in heights</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• 200' (triangle) might be too much of a shadow for residents who live in the existing residential neighborhood adjacent to the northern part of the study area</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Acts as a sound barrier</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Pushes benefits away from neighborhood</li> </ul>

**General Height & Density Comments:**

- “I’m a fan of height/tall buildings”
- Don't let it turn into a Seaport where everything is same height
  - Needs to be rules to diversify height
- What are the chances of people building their parcels to max?
- Would love to see soccer stadium near T
- Can we build a bridge over the train tracks?
  - Need more connection

- This whole area creates such a large barrier
  - Zoning should connect area to South End
- Bridge to Whole Foods Market is lonely + unsafe feeling
- Double check on whether area near T has been recently developed
  - Could you build more height in that area?
- Can we redo Andrew Station?
- MBTA needs to improve before people will come to neighborhood
- Could we have silver line going thru? (up D street) Really hard to get to Seaport
- Can we go higher than 70' in Barbell? Can we max out heights up to the FAA height limits, at least for the southern end?
- What about shadows from buildings?
- 

**What would you modify? And why?**

- Combine barbell and stepped scheme
- Community building “NBH (New Balance Headquarters) park concept”
- Really max out heights on the southern end of the barbell because unlike at the northern end, it is possible to build in locations that would have less of an impact on existing adjacent residential neighborhoods, and as the group learned this evening, the FAA height limits are higher. Maybe swap out height from the northern barbell to go to the southern barbell. Transit capacity would need to be improved at Andrew though, including capacity to the Seaport. Possible to get more red line capacity or run a silver line service?
- Build platform entrances for BRT (Bus Rapid Transit) service

**Table 7:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• 21<sup>st</sup> century industrial near haul road is a great idea</li> <li>• Height is good as long as we get amenities</li> <li>• Stepped back from the South Boston neighborhood is a good idea</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Why Cabot Yards are not included in the barbell concept, they are so close to Broadway</li> <li>• Move barbell closer to Broadway</li> <li>• Big blob</li> </ul>	<p><b>Pros:</b></p> <ul style="list-style-type: none"> <li>• Wide sidewalks</li> <li>• Set-backs from the neighborhood are welcome</li> <li>• Stepping up is nice and less massive than the barbell concept</li> </ul> <p><b>Cons:</b></p> <ul style="list-style-type: none"> <li>• Pushes benefits away from neighborhood</li> <li>• Danger of creating a wall of similar looking architecture</li> </ul>



### General Height & Density Comments:

- When you allow as-of-right development height of 70', how do you ensure that the IDP (Inclusionary Development Policy) gets implemented
- Set-backs from the neighborhood are welcome
- We want variety of heights but cohesive architecture, not have all 300'

### What would you modify? And why?

- Think about ways to include affordable housing into as-of-right zones
- How will middle income housing be regulated?
- How can private development afford to build roads, utilities, open space and provide other benefits? It doesn't seem financially feasible to implement.

**Table 8:**

BARBELL Concept	STEPPED Concept
<p><b>Pros:</b></p> <ul style="list-style-type: none"><li>• Makes more sense to have concentrate development by T. Development should be mixed-use.</li></ul>	<p><b>Cons:</b></p> <ul style="list-style-type: none"><li>• If greater height means more affordable housing by railroad tracks, would placing affordable housing next to the tracks be desirable?</li><li>• Heights will compromise quality of open space – better to concentrate heights around T.</li></ul>

### General Height & Density Comments:

- Likes stepping concept because it moves impacts of height away from existing neighborhood
- Heights allow for community benefits.
- Raises parking issues: some parking can go underground, but not all of it will. Some will have to be above ground. Perhaps above ground parking could go up against tracks.

### What would you modify? And why?

- Seems Dorchester Avenue could accommodate more height on east/south side rather than the new street (general agreement on this).
- Could support height east of DOT Avenue if this provided community benefits closer to neighborhood.
- Streets with taller buildings should provide greater setbacks conditions at ground floor (active uses matters), especially with taller buildings
- Concentrate more development by the T
- What if a new T station is built? How would this influence height and density?
- Great neighborhoods are live/work/play neighborhoods. How can we ensure opportunities for live/work/play here?
- Why not allow more height closer to Macallen building and Broadway station?