



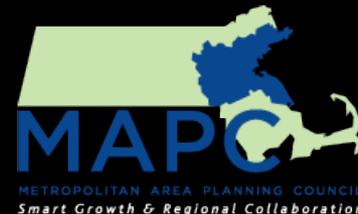
# Sullivan Square Disposition Study

## October 10, 2013

CROSBY | SCHLESSINGER | SMALLRIDGE LLC

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 Howard/Stein-Hudson  
Associates



Boston  
Redevelopment  
Authority

# Overview: Study Purpose & Scope

- Mtg 1 – Study Overview & Preliminary Open Space Discussion – 5.16.13
- Mtg 2 – Visioning for Public Realm Framework – 6.25.13
- Mtg 3 – Visioning for Land Use Mix
- Mtg 4 – Visioning for Urban Design: Heights/Massing
- Mtg 5 – Visioning for Parcel Level Use & Development Guidelines**
- Mtg 6 – Presentation & Discussion of Parcel Level Use and Development Guidelines for Disposition
- Advisory Group – consistent feedback and input throughout process and subsequent study phases

# Tonight's Agenda:

## Visioning for TOD Land Use Mix and Parking

- Presentation
  - Summary of “Where We Are”
  - Street Hierarchy and Streetscape Sections
  - Changes to Plan, Building Footprints & Heights
  - Design Guideline Topics & Reference Images
- Break-out Groups
- Summary from Break-out Groups & Next Steps

# Organizing Principles from July 25, 2013 Meeting

- Linkages
- Open Space
- Land Use
- Density & Scale
- Sight Lines
- Parking Ratios
- Character
- Public Health

# Linkages



Use building placement and streetscape amenities to enhance and/or create linkages to important destinations:

- Existing Neighborhood to Sullivan Square Station
- Mystic River Corridor
- Assembly Square
- Neighborhood West of I-93 to Sullivan Station

# Open Space



## Park with Linked Plazas Connecting Neighborhood to Sullivan Station

- Large park on Parcel 4
- Consideration of sun angles and wind impacts
- Some open space (pocket parks, plazas, wider sidewalks) in all parcels
- Link open space to requirements for developers

# Land Use



A mix of uses to activate the neighborhood, including:

- Residential
- Retail
- Restaurant
- Office
- Hotel
- Continuation of light Industrial potential on parcels adjacent to Parcels 1 -7

# Land Use: Retail Corridor



A retail corridor connecting the existing neighborhood to the MBTA Station.

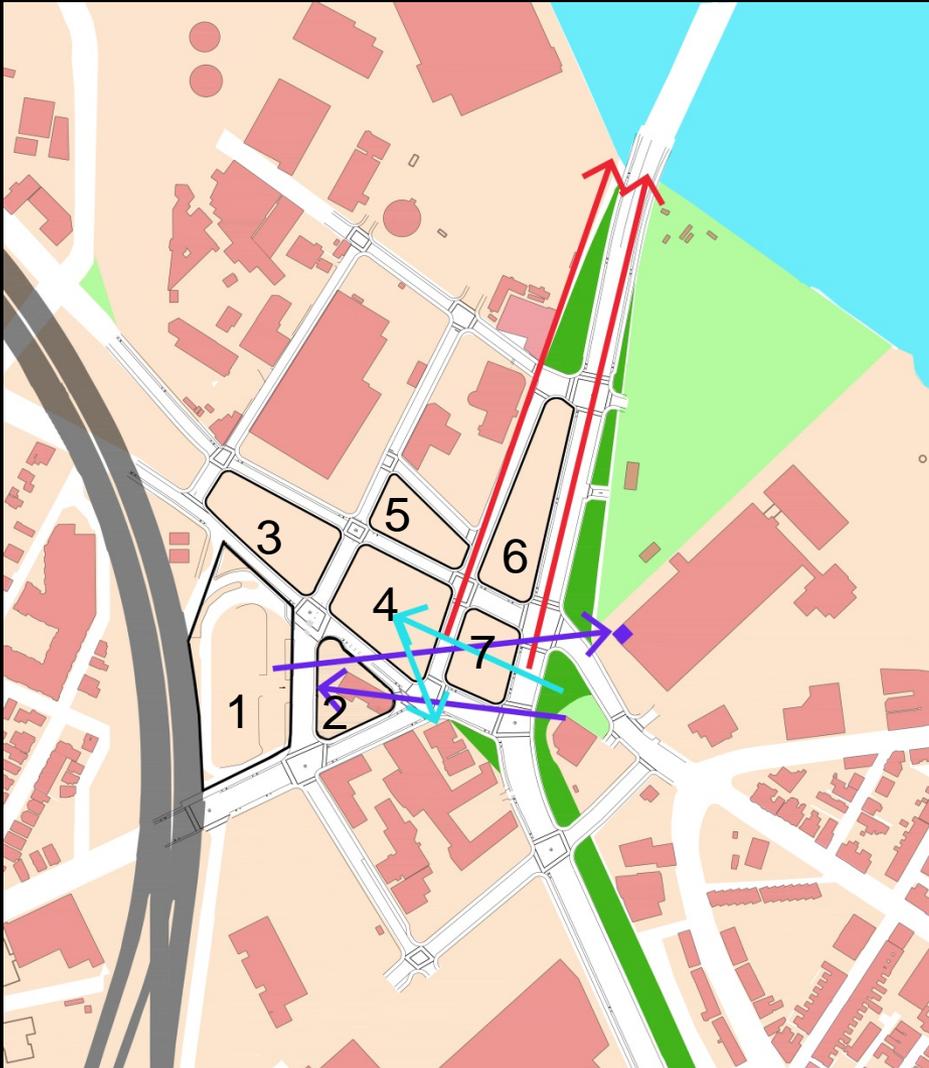
# Height & Scale



Mid-rise (5-12 story) buildings at a variety of heights and scales:

- Taller buildings (8-12 stories) closer to the Station
- Lower buildings (5 stories) closer to the existing neighborhood
- Use of height to create buffer between I-93 and the community
- Finer grained development closer to neighborhood
- Activity – active, transparent ground floor uses - around major open space

# Sight Lines



Maintain important sight lines by open space placement/design and building massing & entrance location:

- T Station to the Schrafft's Building
- New neighborhood to Mystic River
- New Neighborhood to former Brazilian Church/Benjamin Tweed School

# Character



Create a lively mixed-use district, with active, pedestrian-friendly streets and open space

- Active ground floor uses with multiple entrances
- Mix of land uses
- Varied building heights, stepbacks, articulated facades
- Plazas and open spaces



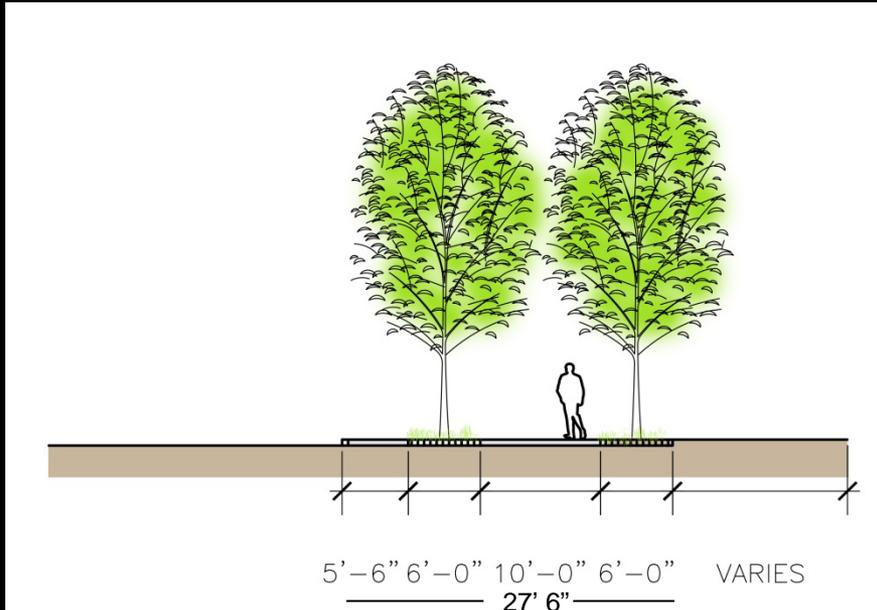
# Public Health



Create a healthy environment that incorporates public health concepts:

- Air quality
- Physical activity
- Safety
- Access to healthful / affordable food
- Inclusion of affordable housing

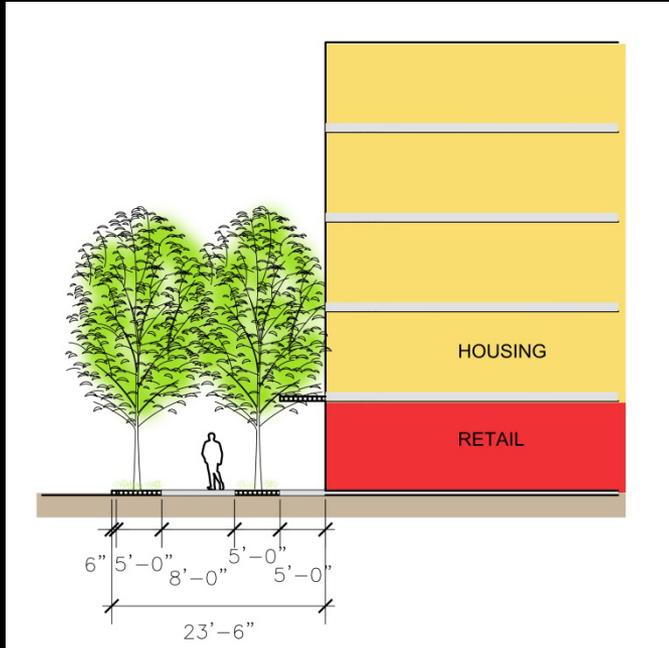
# Double Tree Row, Multi-Use Path



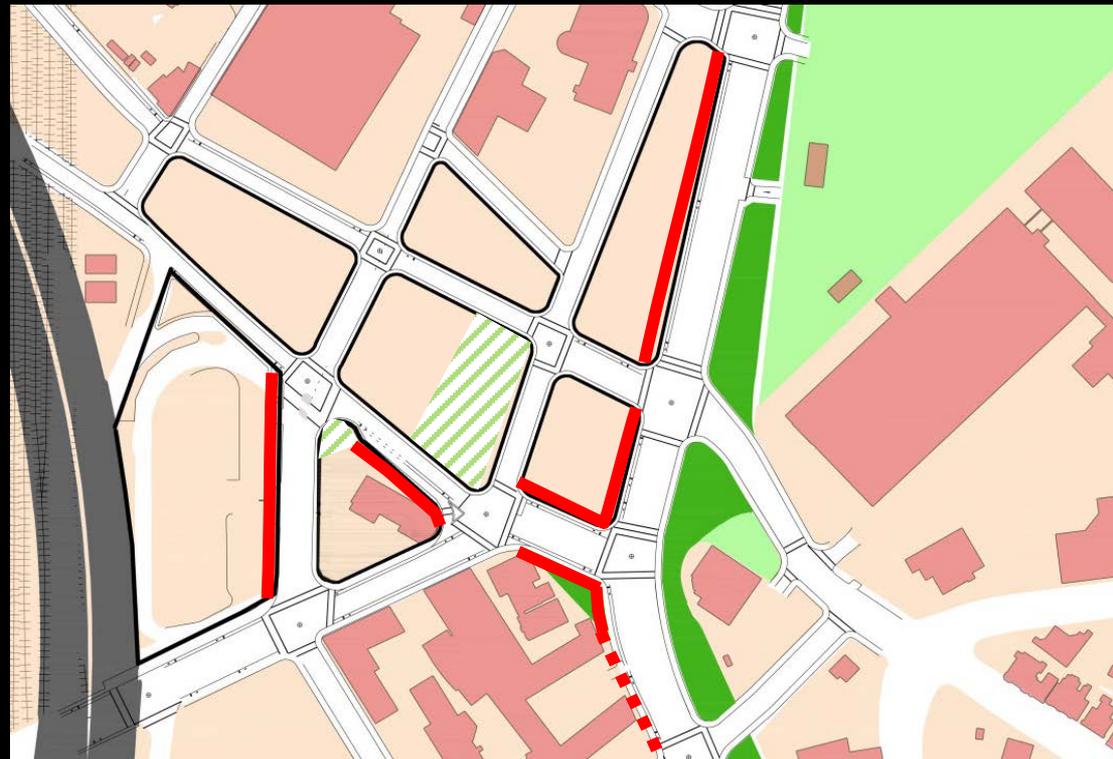
- 5.5' sidewalk
- 10' multi-use path
- Two 6' treelawns



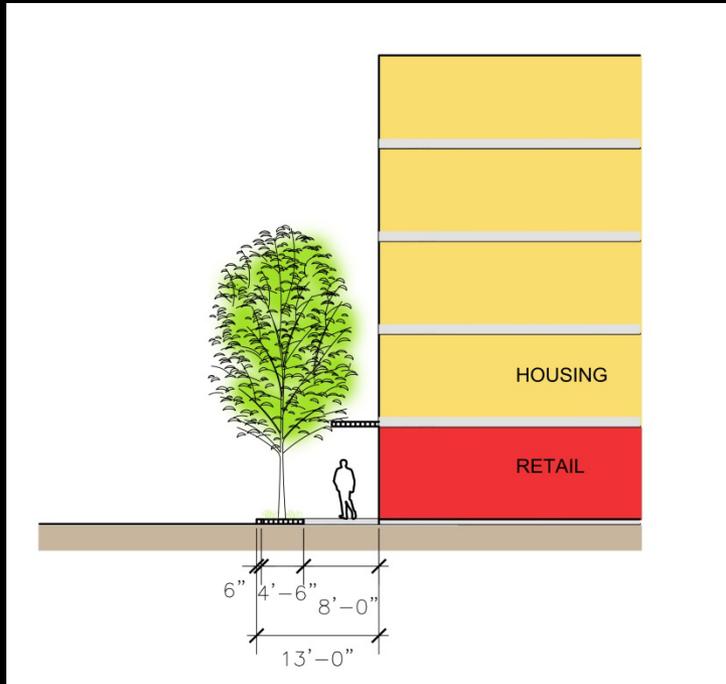
# Double Tree Row – Major Pedestrian Routes & Framing Parkway on Rutherford Ave.



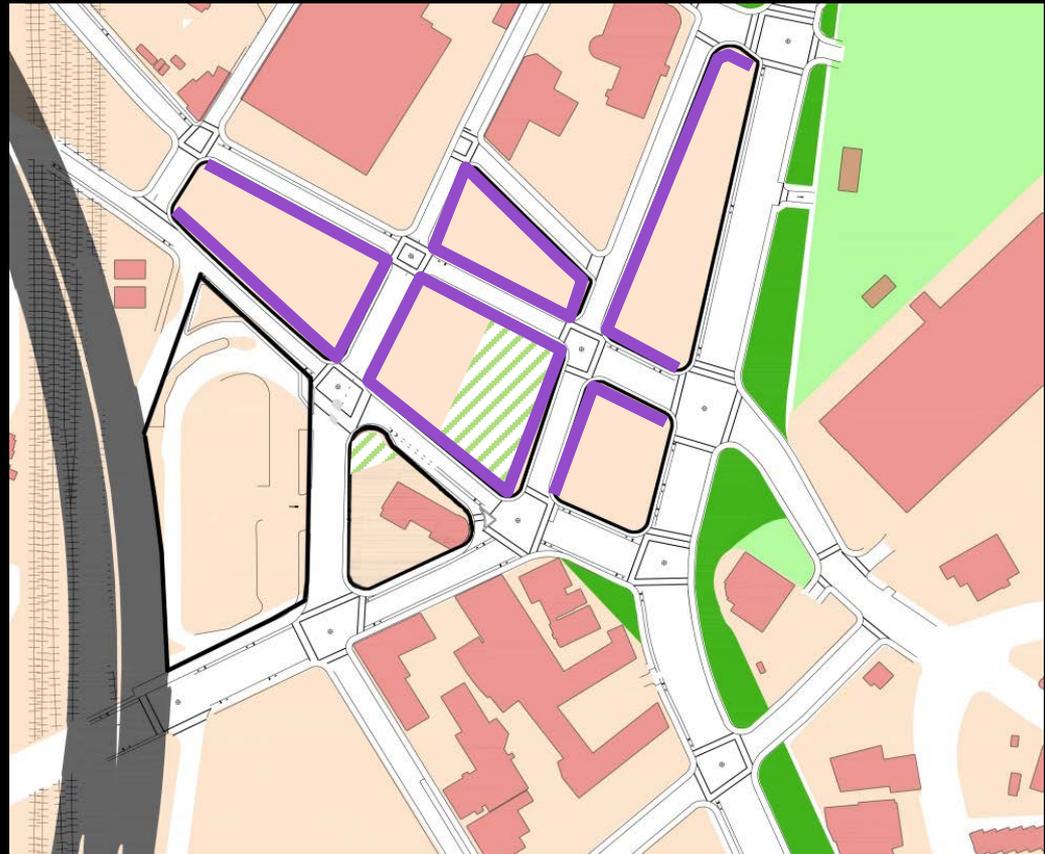
- 8' sidewalk
- Two 5' tree lawns



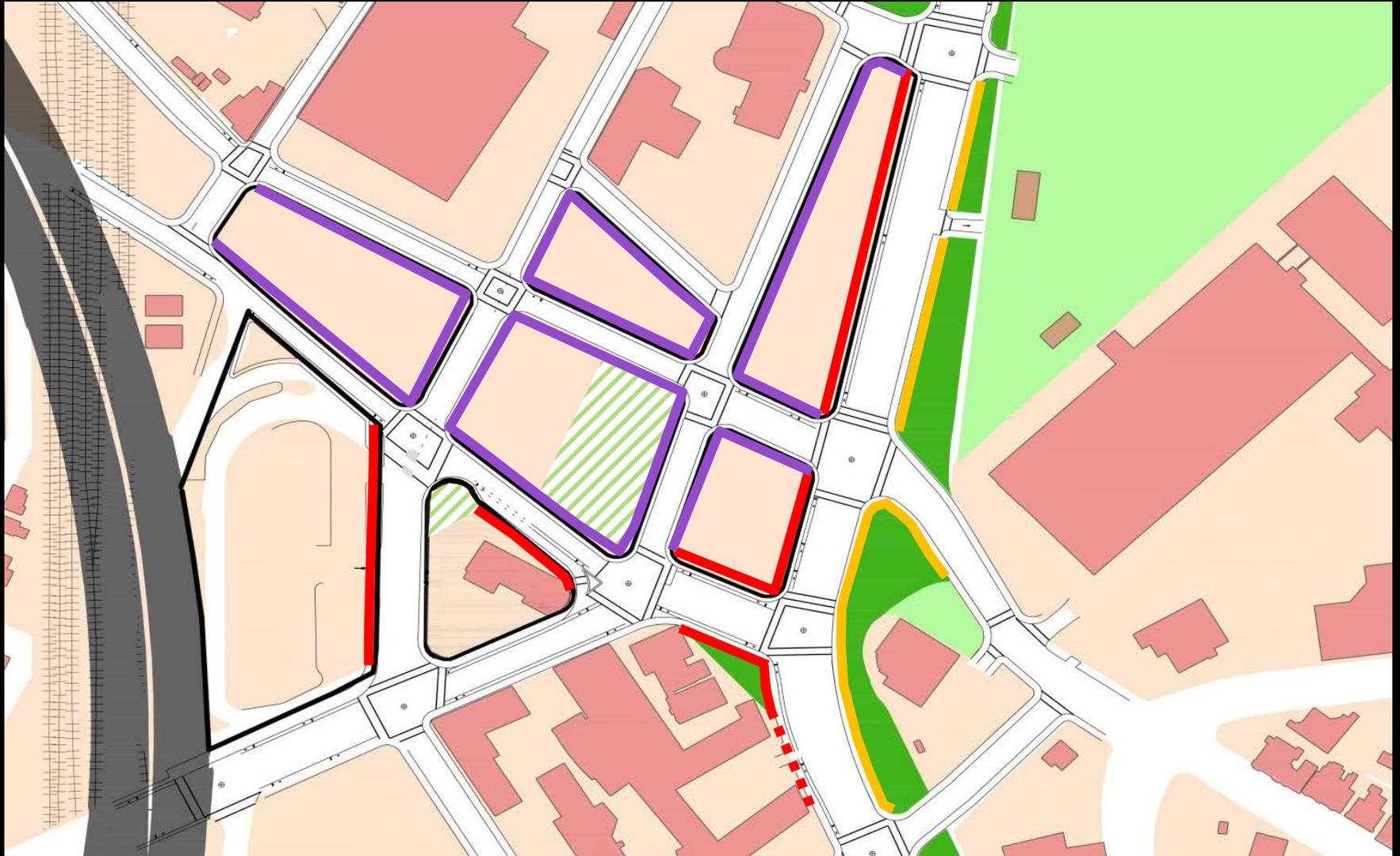
# Single Tree Row – Typical Street

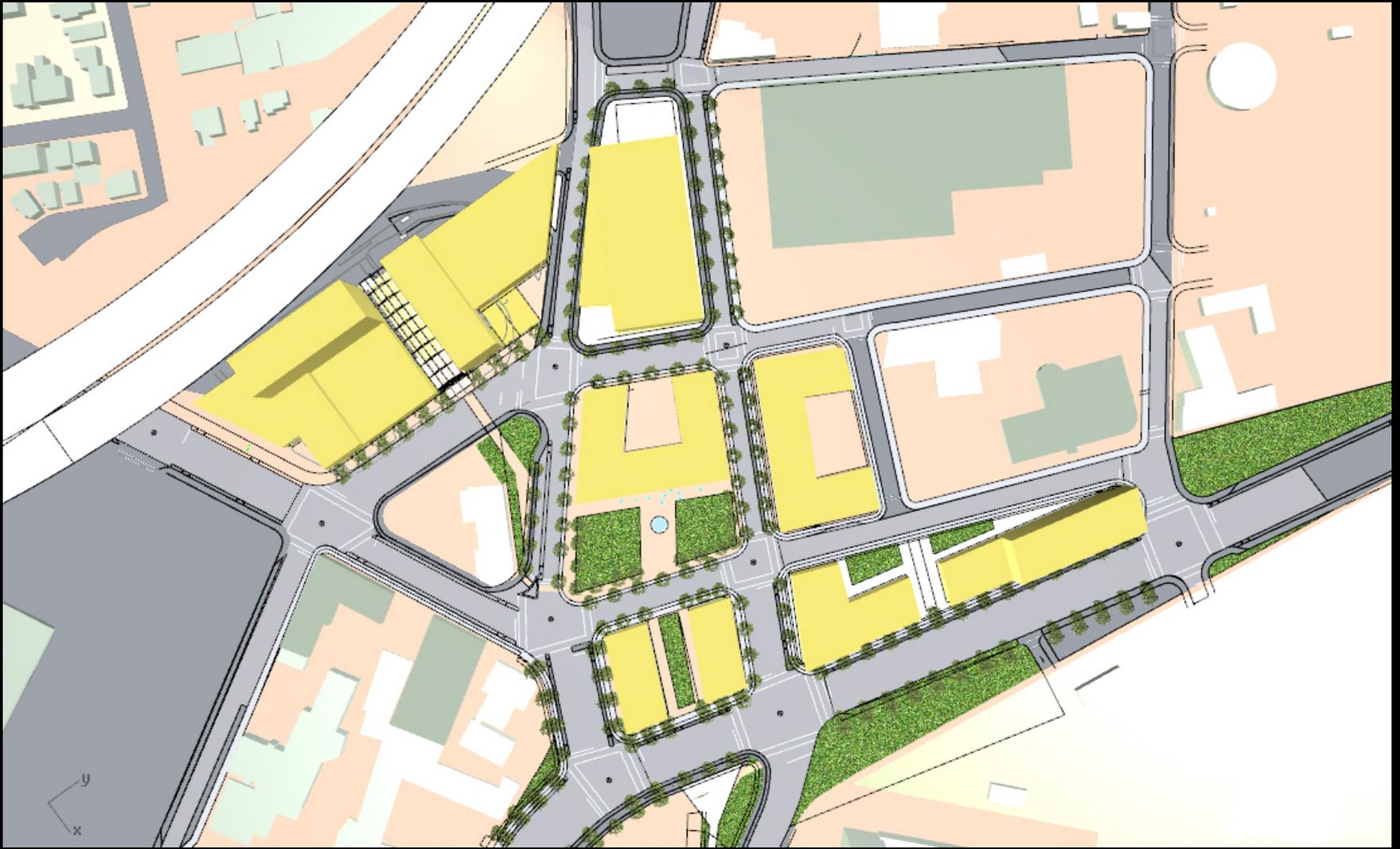


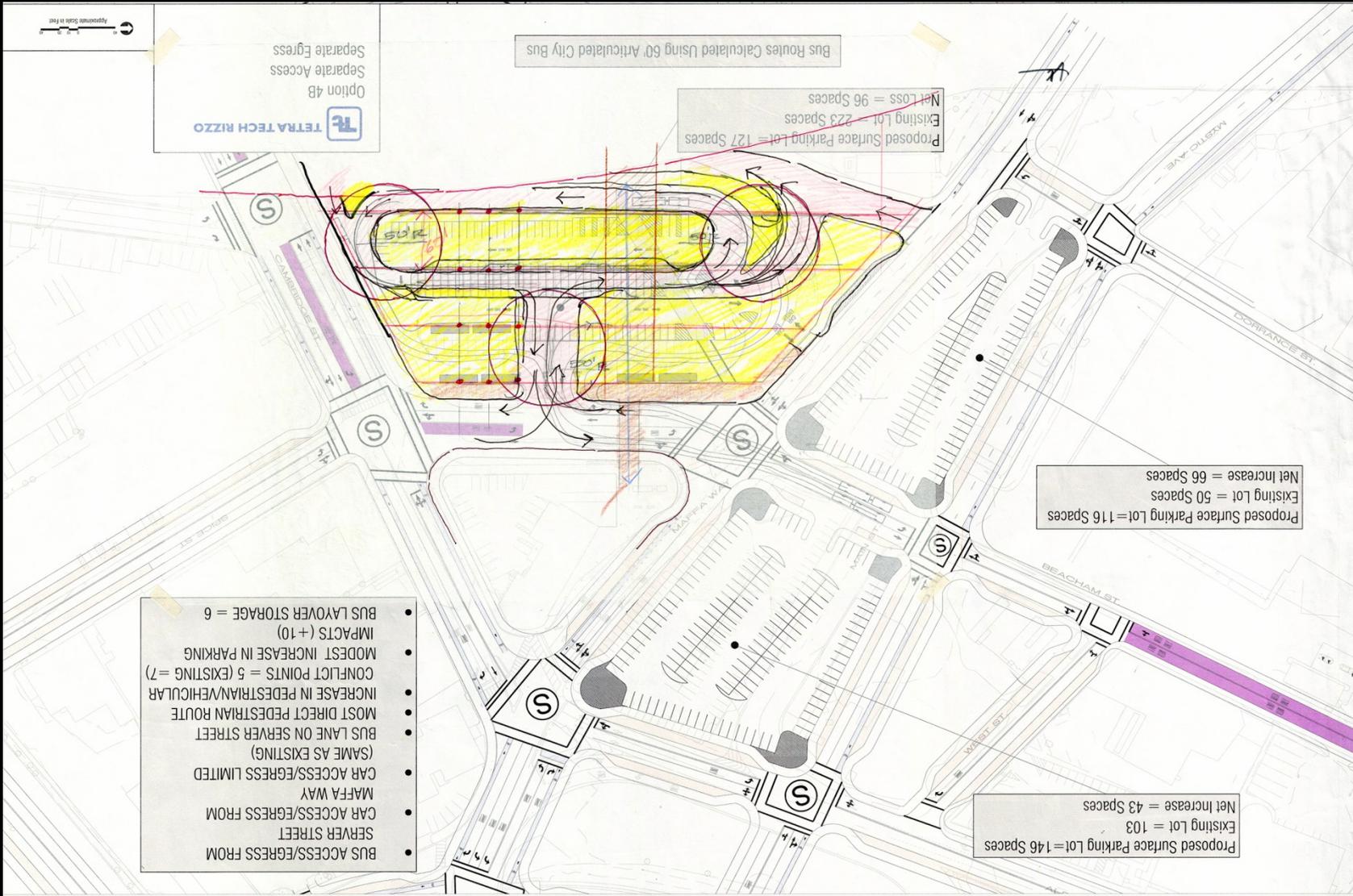
- 8' sidewalk
- 4.5' treelawn



# Streetscape Types







- BUS ACCESS/EGRESS FROM SERVER STREET
- SERVER STREET
- CAR ACCESS/EGRESS FROM MAFFA WAY
- CAR ACCESS/EGRESS LIMITED (SAME AS EXISTING)
- BUS LANE ON SERVER STREET
- MOST DIRECT PEDESTRIAN ROUTE
- INCREASE IN PEDESTRIAN/VEHICULAR CONFLICT POINTS = 5 (EXISTING = 7)
- MODEST INCREASE IN PARKING IMPACTS (+10)
- BUS LAYOVER STORAGE = 6

Proposed Surface Parking Lot = 146 Spaces  
 Existing Lot = 103  
 Net Increase = 43 Spaces

Proposed Surface Parking Lot = 116 Spaces  
 Existing Lot = 50 Spaces  
 Net Increase = 66 Spaces

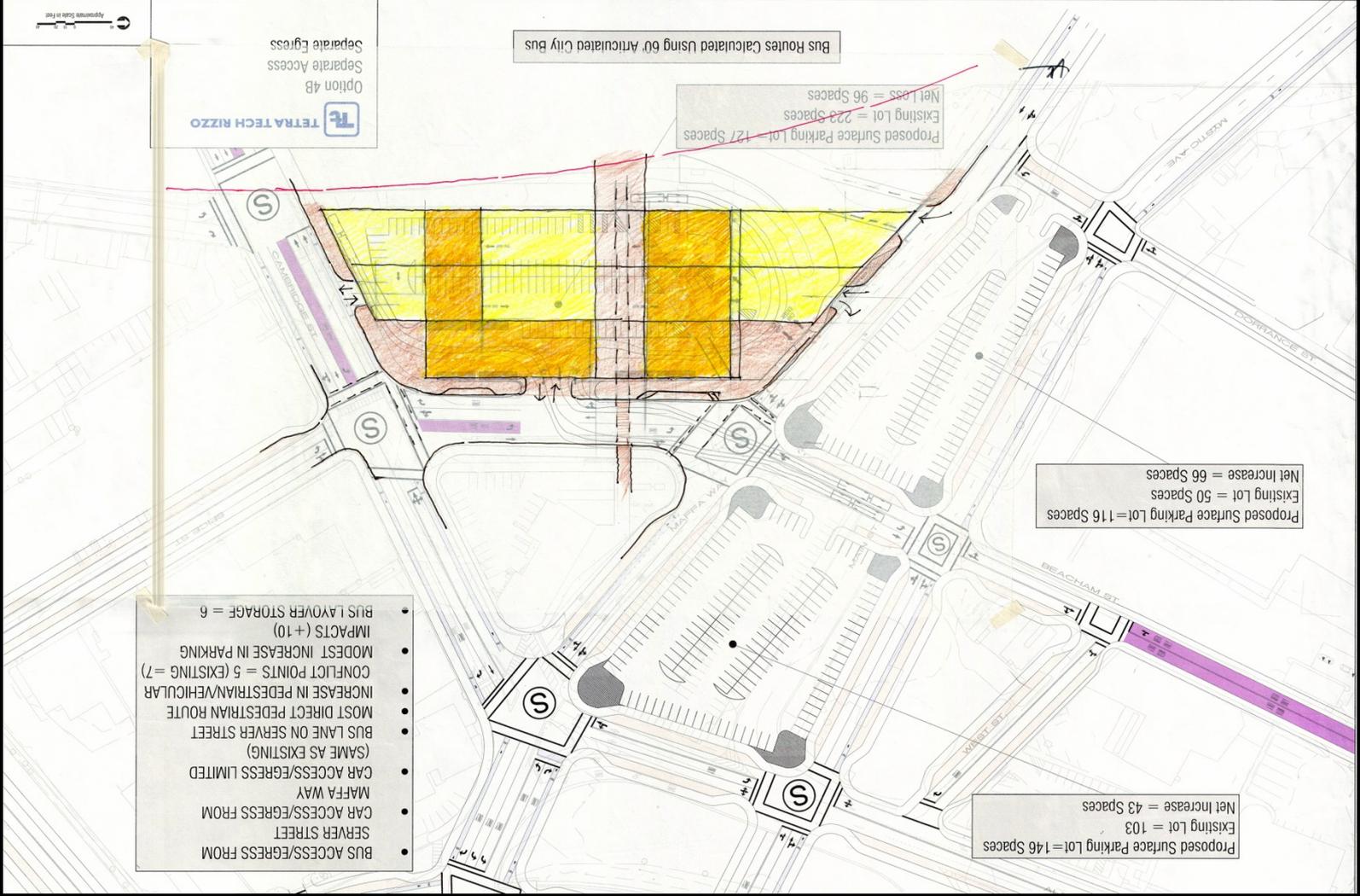
Proposed Surface Parking Lot = 127 Spaces  
 Existing Lot = 223 Spaces  
 Net Loss = 96 Spaces

Bus Routes Calculated Using 60' Articulated City Bus



Option 4B  
 Separate Access  
 Separate Egress





- BUS ACCESS/EGRESS FROM SERVER STREET
- SERVER STREET
- CAR ACCESS/EGRESS FROM MAFA WAY
- CAR ACCESS/EGRESS LIMITED (SAME AS EXISTING)
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Bus Routes Calculated Using 6 Articulated City Bus

**TETRA TECH RIZZO**  
 Option 4B  
 Separate Access  
 Separate Egress



# View of Station with Garage Only



# View of Station with Hotel and Office



# View of Station with Hotel Tower and Office



# Aerial View from Rutherford Ave.



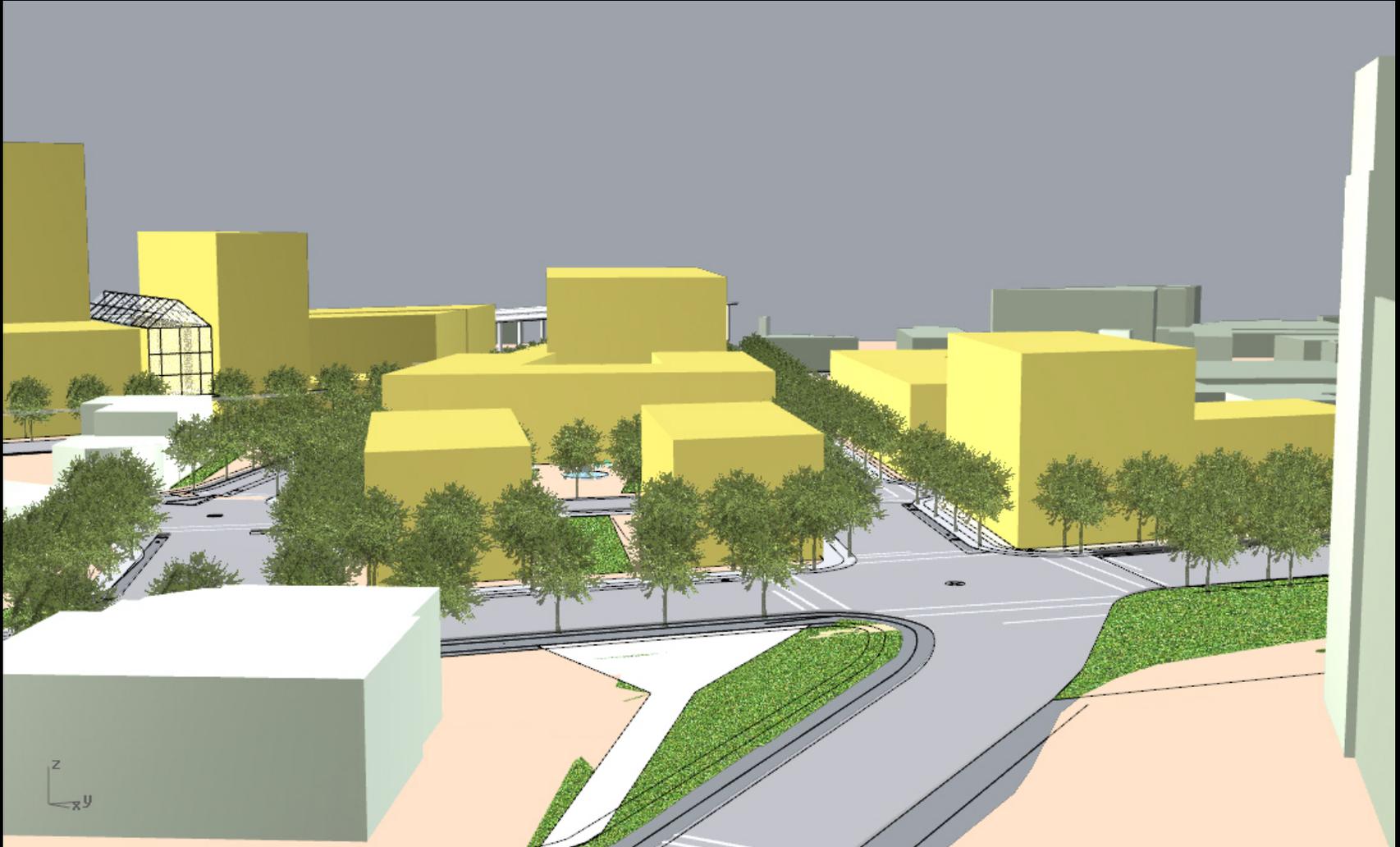
# Entry View from Alford Street



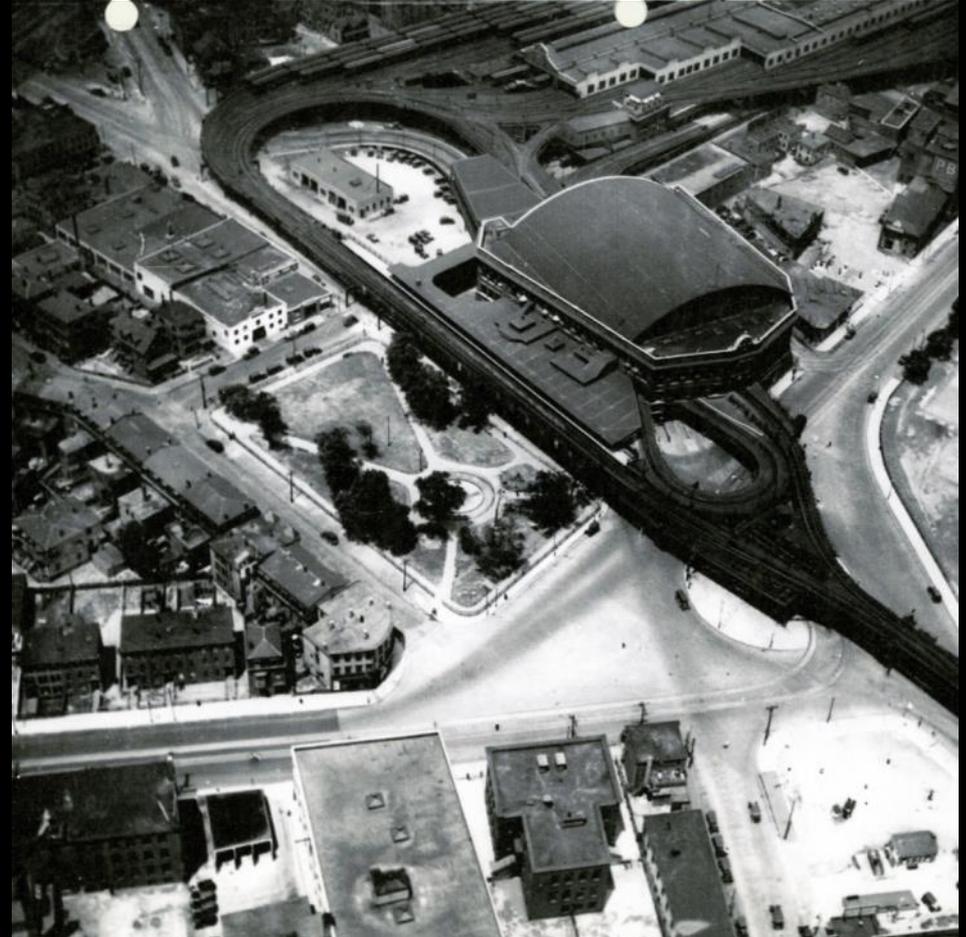
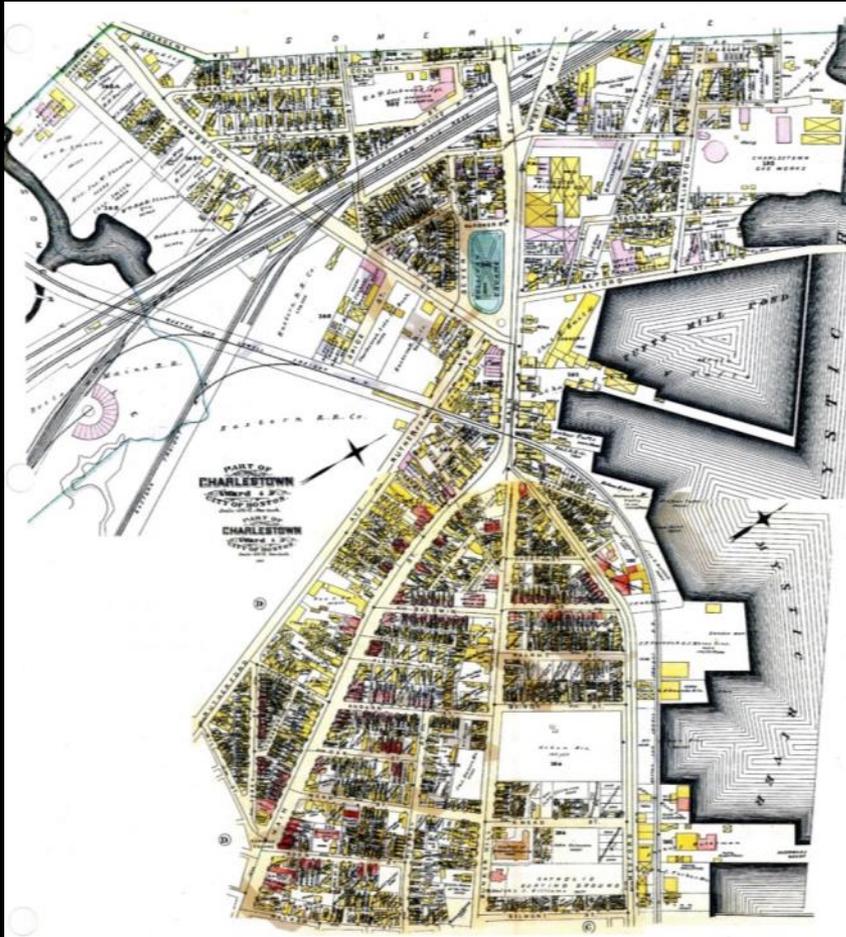
# Aerial View Looking Northwest



# View Up Maffa Way



# Sullivan Square – Mixed Use TOD with a Beautiful Park



# Charlestown Building Materials, Colors, Rooflines, Articulation & Fenestration



# Views from Charlestown Streets



Monument Ave. to Hancock & Back Bay



Monument Ave. to Bridge & Hancock Tower



Bunker Hill St. to Flagship Wharf



Monument Ave. to Prudential



Bunker Hill St. to Schrafft's

# Existing Views from Sullivan Square



# Materials



# Fenestration



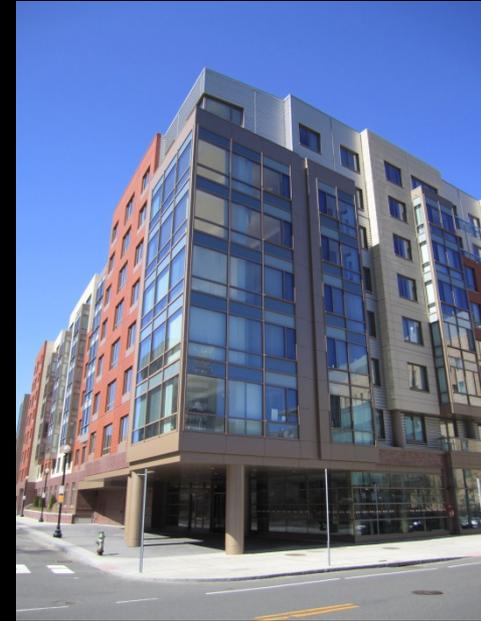
# Transparency and Opacity



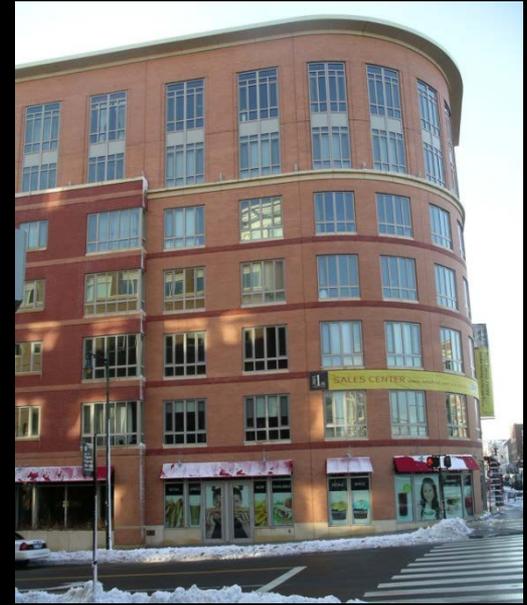
# Articulation



# Historicist and Contemporary



# Signature and Background Buildings



# Parking Garages: Expressed and Contextual Design



# Streetscape



# Design Guidelines: Land Use/Massing

- Height
- Flexibility
- Setbacks vs build to property line
- Stepbacks

# Design Guidelines: Buildings

- Rooflines/Cornice lines
- Materials
- Fenestration
- Transparency vs Opacity
- Signature vs Background Buildings
- Uniform vs Varied Design
- Historicist vs Contemporary Design
- Ground Floor Activity
- Parking Garages: Expressed vs Contextual Design

# Design Guidelines: Streetscape

- Sidewalk width
- Location of Hard/Soft Elements (plantings vs paving)
- Plantings: Scale
- Parks and Plazas

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