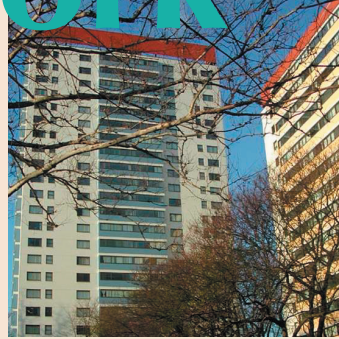
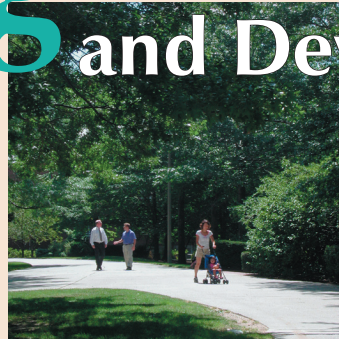
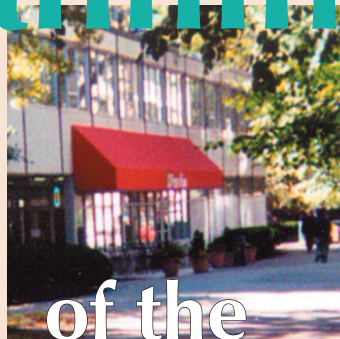


FINAL
DRAFT

A
Framework

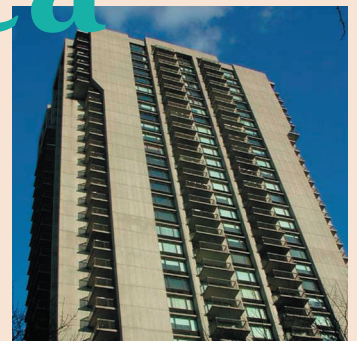


for
Planning



and Development

of the
West End Area



Prepared by the
Boston Redevelopment Authority
in cooperation with the
**West End Area Planning Group and the
Boston Transportation Department**

July 2003

Credits

This study is the result of the leadership and input of many people who donated their time and ideas. The Boston Redevelopment Authority would like to acknowledge the efforts of the West End Area Planning Group and the many members of the West End community who attended numerous meetings and workshops to understand the forces of change at work in and around the West End, and to ensure that the deserving qualities of West End life will be protected and enhanced in the context of change.

West End Area Planning Group

Malek Al-Khatib, West End Civic Association
Bissera Antikarov, Artery Business Committee
Phyllis Browne, Cambridge Street
Joseph Chiaramonte, Downtown North Association
E. Richard Cirace, Cirace & Associates
Harold Dennis, The Davis Companies
Linda Ellenbogen, Hawthorne Place
Patrick Faherty Jr., Staniford Street
Jack Fitzgerald
Jane Forrestall, West End Place
David Hanitchak, Massachusetts General Hospital
Norman Herr, West End Neighborhood Association
Paula Higgins, Whittier Place
Al Marks, Blossom Street
Jackie Mastrangelo, Hawthorne Place
Kevin McNamara, Hawthorne Place
Liz Minnis, Division of Capital Asset Management
Bob O'Brien, North Area Working Group
Emilie Pugliano, North End Waterfront Neighborhood Council
Carol Robinson, Amy Lowell House
Paul Schratte, Hawthorne Place
Ivy Turner, Whittier Place
Carolyn Wahto, Society for the Preservation of New England Antiquities
Greg White, Equity Residential
Robert Works, Hawthorne Place

Elected Officials

Representative Paul Demakis
Councilor Michael Ross

Boston Redevelopment Authority

Rebecca Barnes
David Carlson
Te-Ming Chang
Mark Chardavoyne
Martin Gamache
Sonal Gandhi
Yan Gao
Jim Gribaudo
Leanna Hush
Kimberly Jones
Robert Kroin
Katie Lee
Eswaran Selvarajah
Richard Shaklik
Alden Smith
Martin von Wyss
Donald Wiest

Boston Transportation Department

Vineet Gupta
Alison Felix
Jim McCarthy

Boston Public Works Department

Para Jayasinghe

Mayor's Office of Neighborhood Services

Janine Coppola

Consultants

Von Grossmann & Company

Public Meeting Participants

Al Aakjan	Bill Donohue	Irving Lers	Angela Rotondo
John Achutz	Robin Dooley	Gloria Levine	Kathleen Ryan
Bashal Altabba	Henry Einhorn	Louis Levine	Johanna Schneider
Marcia Altman	Matt Favale	Robbie Lewis	Marlis Schratzer
Frederick Altman	Eric Fishman	Bill Lovuolo	Robert Scott
Jean Archambeau	John I. Fitzgerald	Rich Lucas	Ron Sherman
Robin Assaf	Emil Fleischaker	Nancy S. Lynn	Francesco Sioloti
Ed Barron	Mimi Fong	David Lyons	Janice Smaga
Paula Baxley	Bruce Forbes	Tom Maistros	Peter Smith
Matthew Bellico	Lisa Forti (office of	Donald McCready	Arthur Snyder, Jr.
Ron Bento	Councilor Mike Ross)	Sheila McGruty	Pamela Svec
Margarita K. Bernstine	Joe Friedman	Pat McLaughlin	Sandra Swaile
Alan Beveridge	Frank Fumosa	Louis Miller	William R. Swanson
David Bohn	S. Gabriel	Edythe Mulcahy	Mark Sweeney
Bob D. Bork	Elinor Gadon	Sandy Mulhern	Chris Taffe
Marianne Brown	Daniel Gallagher	Nicandra Nassar	Edith Tagrin
Carlos A. Caicedo	Leonardo Giarchino	Jim Neal	Karen Cord Taylor
R. Campanella	Jim Goodfield	Beatrice Nessen	Louise Thomas
Jim Campano	Kathleen Grabowski	Mike Neville	Peter Thomson
Elayne Campos	Deborah Griswold	David Nielson	Quyen Tong
Marie Cantlon	Barbara Haley	Carol Niemira	Lia Toto
Michael Carr	Jacqueline Harris	Jim Norton	Ethelanne Trent
Meghan Carty (office of	Fredda Hollander	Lou Novick	Alex Trombetta
Rep. Demakis)	Emily C. Hood	David Ohlrich	Giovanna Veicht
Hilda Christensen	Judith Hurley	Marc Older	Joseph Venti
Sumner Cohen	Alexander L. Jackson	Vilma E. Ortiz	Virginia Wagg
John Collins	Walter B. Jones	Pamela Packard	John Walsh
Dorothy Conway	Derek Jones	Mike Pagliano	Colleen M. Walsh
John Corn	Carl Kanter	Neil Plotnick	Jean Wassil
Don Couvillion	Miriam Kanter	Doris Prescott	Ann Whiteley
Richard Coyle	Marvin S. Kaplan	Theresa Raso	Stephanie Wild
Joseph Crisafulli	Paul Katz	Jean Roberts	John Wilson
Arlene Cronk	Paul Kennedy	Susan Rosen	Lynne L. Young
Joe Crowley	Tom Koenig	Hy Rosenberg	
Lawrence DiCara	William Last	Fritz Ross	
Paul Diederich	Jean Lechten	Albert Rossi	

Special thanks go to Shriners Hospital, MGH, the Amy Lowell House and Equity Residential Properties Trust for generously providing excellent facilities for public meetings during this planning process.

Table of Contents

Letter from the Director

Letter from the Chief Planner

I	Introduction	Purpose and Intent of this Document	1
		History of the Planning Process	3

Study Area and Surrounding Neighborhood Map

Study Area Ongoing and Planned Projects Timeline

II	Planning Principles		5
III	Background Materials	- Workshop/Introduction	17
		- Workshop/Year 2025 Scenarios	19
		- Workshop/Group Summaries	26
		- Meetings Summary	45
		- West End Area History	89
		- Demographic Data	95



Dear Friends:

It gives me great pleasure to present this Framework for Planning and Development of the West End Area—a great Boston neighborhood. This community-based Framework provides Planning Principles that recognize and articulate aspects of the West End Area that define its identity and make it the attractive neighborhood you live and work in. Connecting neighborhoods, preserving and maintaining open space and community character, and encouraging responsible land uses and transportation principles are core themes of this Framework. As this area undergoes many exciting and positive changes and growth, these Principles provide a guide for all engaged in the West End's development including much-needed housing, jobs and community services.

In April 2002, I commissioned the West End Area Planning Group, a group of neighborhood residents, business owners, institutions, and property owners to work with Boston Redevelopment Authority and City of Boston staff to craft this Framework. I extend my thanks to the West End Area Planning Group which spent more than a year carefully examining the past, present and future of the West End Area, providing invaluable advice and guidance in this effort.

I look forward to continuing our work together. To those who have contributed to this effort: please remain involved in this important process as your participation will ensure that the successful implementation of the Planning Principles creates resources that will be enjoyed by all, now and in the years to come.

Sincerely,



Mark Maloney
Director
Boston Redevelopment Authority

Dear Friends:

Thank you for your proactive, passionate and constructive effort and input into the West End Area "community conversation" over the last 14 months. We have engaged each other in discussing some of the most challenging planning issues facing this part of Boston, and your many good ideas are recorded here for the benefit of all those who will shape the future of the West End Area.

The West End Area celebrates the diversity it enjoys on many levels. This diversity is evident in the wide array of stakeholders who care deeply about the area's future and make the effort to express themselves. The resulting conversation has been a chorus of voices, including residents—some of whom own condos and many of whom rent apartments, as well as property owners, business people, institutional administrators and staff, neighboring communities, and public agencies. Planning is most effective to the extent that it represents the contributions of the full range of stakeholders' viewpoints.

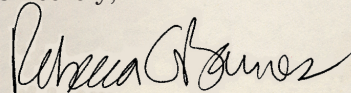
This document reflects a wide range of opinion about a variety of concerns, and attempts to both recognize the most widely shared consensus as well as strongly held differences. There is broad agreement on many issues, among them the importance of protecting open space, of ensuring broad and meaningful community involvement in planning any new changes to the area, and in maintaining a "good neighbor" policy among the many components of the community. From start to finish the issue with the widest range of perspectives has been the relationships between additional development and density on the one hand, and physical improvements and public benefits on the other. While some have stated a desire for no new development in the area, others have held that new development, done at a certain scale and properly sited and designed, would bring desirable new benefits and vitality to the community.

The purpose of this document, to establish a clear benchmark of community goals for the future of the West End Area, is achieved through its statements of principles that are intended to guide future planning and development. It is intended to complement and continue the community conversation that began with the community's "North Area Planning Initiative" of 2002, as well as through public review processes that occur when new development and public improvements are proposed.

In the many decades that have transpired since its infamous redevelopment, the West End Area has become a new urban neighborhood, with its own unique qualities of livability. Many people love the West End Area as it is today. Many also envision ways that it can become an even better place to live, work, and visit, its own amenities and its connections to the vital city around it made stronger. When changes come to the West End Area, the results of this process will be in place to guide them.

Thank you again for joining your neighbors, colleagues and other friends of the West End to help make this happen.

Sincerely,



Rebecca G. Barnes, FAIA
Chief Planner for the City of Boston

Purpose and Intent of this Document

This *Framework for Planning and Development of the West End Area* is a collection of planning resources for all those engaged in shaping and stewarding the West End Area's future. These resources are of two different types. One type, provided in the extensive appendices, is a collection of background information, including documentation of discussions regarding specific planning topics, demographic data on this part of the city and its population, and urban design and planning information regarding the trade-offs that occur for a variety of possible future outcomes. The other type is Planning Principles found in Section II.

A principle is a statement that expresses a collective understanding of certain expectations and aspirations. Specifically for this document, principles both demonstrate what makes the West End Area an especially attractive neighborhood and identify opportunities for making improvements that will add to the livability of this area and surrounding parts of Boston. These principles reflect the values and concerns of the West End Area community, described by its stakeholders in a series of open, public discussions in 2002 and 2003.

This document offers guidance to prospective developers, criteria to be considered by public officials in planning and development, and stands as a written record of community concerns and issues.

This document is not a master plan. It is a framework to offer indispensable insight into the values, priorities, concerns, hopes and expectations of many for this unique Boston district. Future actions designed to bring change to this part of Boston are asked to reflect on those principles and respond by continuing this conversation with the community, its stakeholders, and public agencies.

TWO TYPES OF RESOURCES

Background information

Planning Principles

THE CONTENTS

of this document reflect conversation between the City of Boston and the many stakeholders in the West End Area



Process History

The West End Area Planning Initiative began in the spring of 2002 in response to community members' requests for a planning study. The community was concerned that many changes were happening in rapid succession in the absence of an accepted set of planning principles to help guide and shape them.

In fact, like many of Boston's neighborhoods, the West End Area had become engulfed in major infrastructure changes including the Central Artery project, the reconstruction of Cambridge and Merrimac Streets, the upgrading of the Charles Street MBTA station, and the burying of the elevated Green Line. In addition, future institutional expansion and other types of development were and continue to be under consideration in the area.

Thus the Boston Redevelopment Authority (BRA) facilitated a "community conversation" with the objective of establishing a vision for the West End Area that reflects community opinion about the kinds of change that were acceptable and feasible. This was to be accomplished in open public meetings, where all stakeholders could discuss the future of the West End Area and vicinity, share information, and seek out common goals.

The BRA announced the beginning of this process in March 2002, and solicited nominations for membership on a West End Area Planning Group from community organizations, institutions, and business groups as well as from the general public. The resulting 25-member Planning Group is comprised of individuals who collectively represent the full range of area constituencies (listed on at the front of this document). While the majority of meetings would be held in large auditoriums to enable the participation of all interested persons, this small representative group convened several times with BRA staff to advise on the process itself and to give further input on the physical issues relevant to planning in this part of the city.

The series of public meetings fostered discussions about goals and concerns. One meeting included small-group brainstorm sessions about elements that should be preserved or improved in the area. Meetings offered presentations about a variety of conditions and projects in the vicinity, including area zoning, the West End Land Assembly and Redevelopment Plan from the 1950s, current development projects and proposals, institutional master planning activities, and recent transportation improvements in the vicinity. An all-day workshop event in the fall of 2002 invited community members to spend a Saturday brainstorming together about their common objectives and creating ways to achieve them through the use of a variety of modeling, drawing, and writing materials. (Details of these meetings can be found in Section III.)



An all-day workshop event in the fall of 2002 invited community members to spend a Saturday brainstorming together about their common objectives.

The Planning Principles section in particular identifies where there are shared ideas for the future of the West End Area.

The wealth and variety of ideas and strategies contributed and developed by participants have been compiled into this Framework Document. The Planning Principles section in particular identifies where there are common ideas for the future of the West End Area, and demonstrates the range of ideas and concerns that characterize discussions of the West End Area's past, present, and future. It is the hope of all those participating in developing this document that these principles will be a central component in the shaping of growth and change for the area.

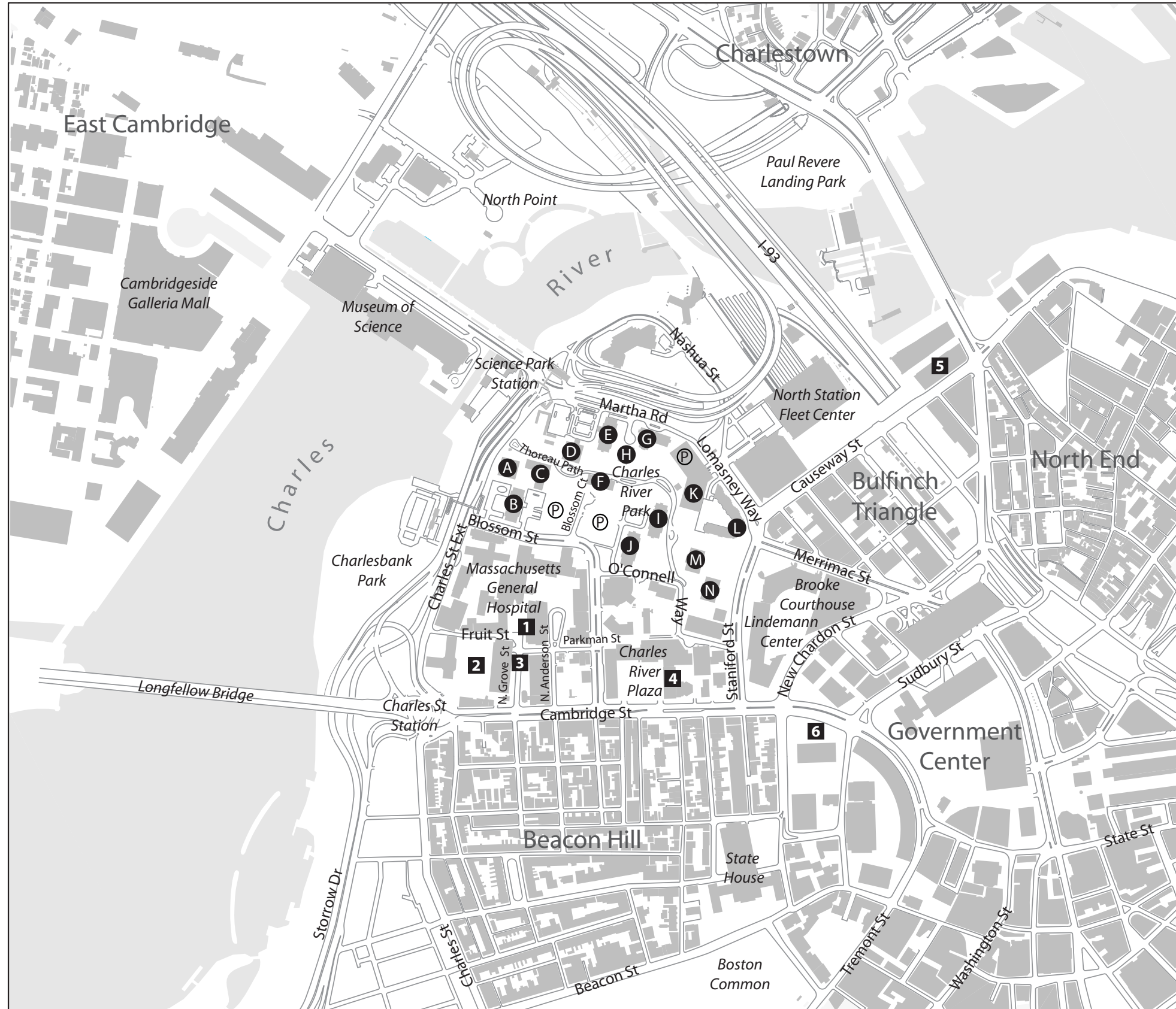
West End Area Study Area & Surrounding Neighborhoods

Key to Buildings in Charles River Park

- A** Emerson Place 23 Floors
- B** Emerson Place 16 Floors
- C** Town Houses 3 Floors
- D** Whittier Place 23 Floors
- E** Whittier Place 16 Floors
- F** 75 Blossom Court 2 Floors
- G** Amy Lowell House 11 Floors
- H** The Boston Synagogue 1 Floor
- I** Hawthorne Place 16 Floors
- J** Hawthorne Place 16 Floors
- K** Parking/Basketball City 5 Floors
- L** Lowell Square 10 Floors
- M** Longfellow Place 37 Floors
- N** Longfellow Place 37 Floors

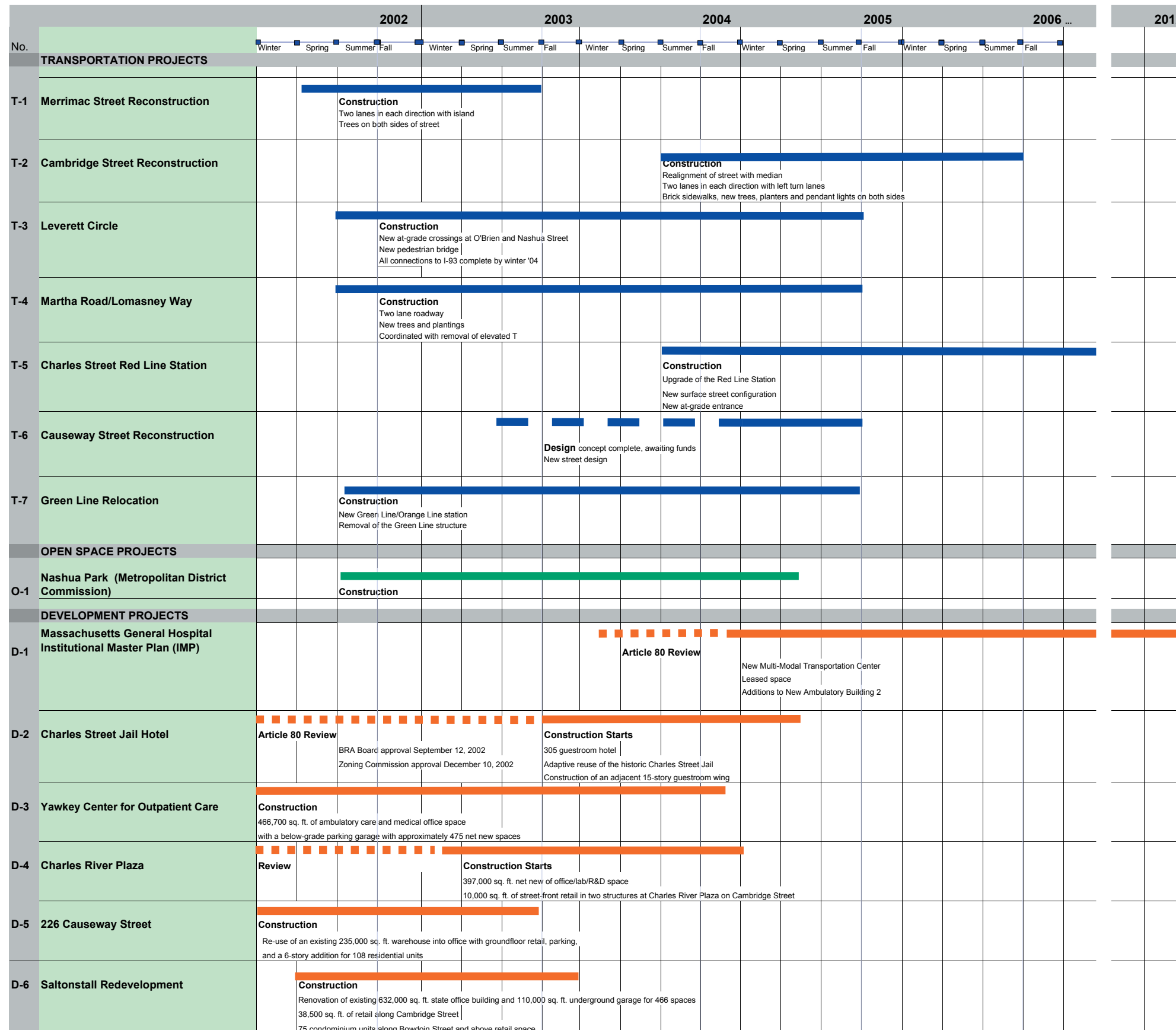
Development Projects

- 1** MGH Institutional Master Plan
- 2** Charles Street Jail Hotel
- 3** Yawkey Center for Outpatient Care
- 4** Charles River Plaza
- 5** 226 Causeway Street
- 6** Saltonstall Redevelopment



West End Area Study Area and Surrounding Neighborhoods

West End Area Ongoing and Planned Projects Timeline



West End Area Study Area
Ongoing and Planned Projects
Timeline

Introduction to the Planning Principles

GOALS

To preserve the West End Area's character and identity and to improve the quality of the area

The purpose of this document is twofold. First, the Framework identifies those aspects of the West End Area that define its character and identity and make it an attractive neighborhood—particularly in a physical sense—so that those characteristics can be preserved. Second, it highlights opportunities for making improvements that will add to the quality of the area.

Sub-Areas

The planning principles developed for the West End Area vary by location and have therefore been organized by sub-area. These sub-areas are 1) Charles River Park (in this document, referring collectively to the core of residential buildings in the neighborhood); 2) Charles River Plaza Area—including the library, Otis House, and Old West Church; 3) the Massachusetts General Hospital campus; 4) the Nashua Street area; and, 5) the block containing the Lindemann Center and the Brooke Court House. Each set of principles starts with an overview statement that describes the issues being addressed at the level of the entire West End Area.

WEST END AREA/SUB-AREAS



Charles River Park



Charles River Plaza Area



MGH Campus

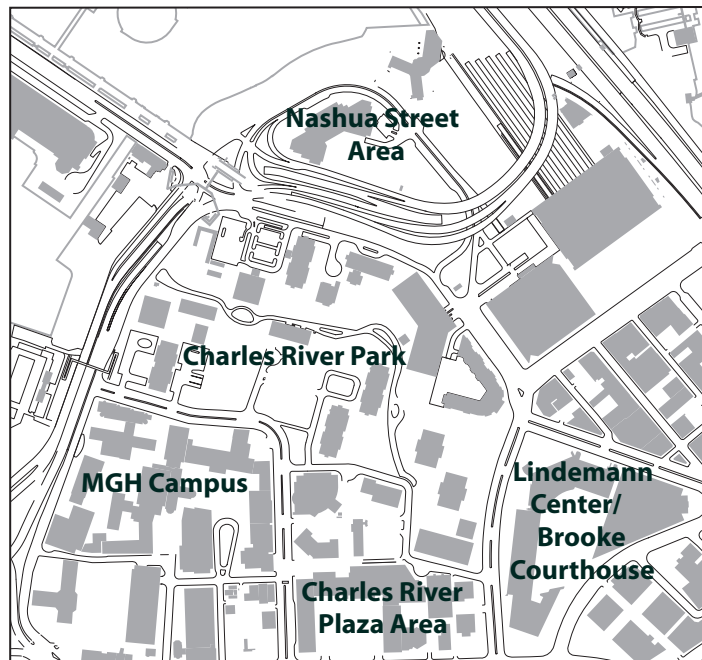


Nashua Street Area



Lindemann Center and Brooke Court House

Planning Principles are identified with each of the sub-areas. The above images denote which sub-area is addressed by which principle.



West End Area Sub-Areas

TYPE OF PLANNING PRINCIPLES

- Open Space
- Community Character
- Transportation and Pedestrian Circulation
- Land Use
- Community Facilities

The principles are divided into five general categories: Land use, open space, community character, transportation and pedestrian circulation, and community facilities. Planning principles must be integrated to create a successful neighborhood, therefore certain concepts appear in more than one category.

Open Space Principles

Open space in the West End Area serves the community by providing an experience of nature, and by making connections both visually and physically. Throughout the district, a variety of open spaces provides places for recreation, pathways for strolling and meeting neighbors, green lawns as calm oases for bustling institutions, and a link to the Charles River. Open space is a beloved element of the overall neighborhood's character.

Maximizing and preserving open space is a paramount interest, particularly for the residential community of the West End Area. Finding ways to better connect these open spaces to one another and to the rest of the city's network of sidewalks, parks, and plazas, and ensuring they are designed and maintained for a diversity of users, would further improve what is already a cherished component of the neighborhood.



Well-maintained planting is a hallmark of Charles River Park.



Charles River Park

- Maintain and enhance Thoreau Path as the major pedestrian connector within Charles River Park.
- Create more visible and pleasant pedestrian pathways that connect Thoreau Path with surrounding streets, MBTA stations, and the Charles River Esplanade.
- Take advantage of the intersections of pathways to create places for sitting and gathering.
- Ensure that the current image of the residential area remains (the arrangement of walking paths, lawns, small plazas, planted areas, recreational courts, and playgrounds), and that any new open spaces are designed to complement the characteristics of the existing open space.
- Continue the high level of maintenance of the landscape throughout the West End Area.
- Design open space to take advantage of visual links to other neighborhoods thereby creating a sense of connection to the city as a whole.

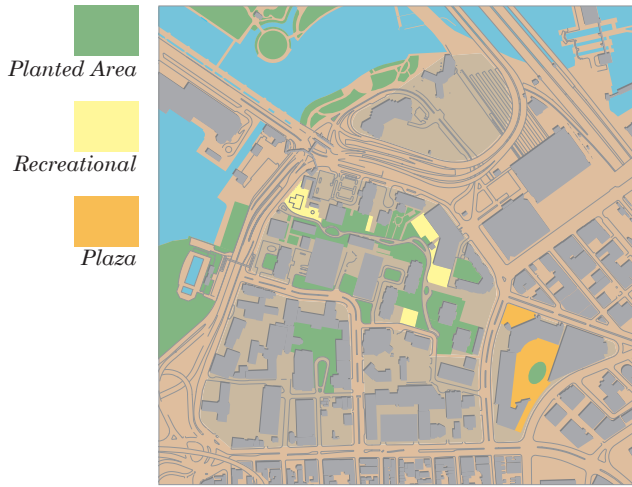


Charles River Plaza Area

- Ensure that streets and sidewalks, as special types of open spaces, serve as connectors for pedestrians between the sub-areas and the surrounding city.
- Design attractive sidewalks that encourage walking by including street trees, lighting and other amenities. Provide surfaces that are friendly to all pedestrians, including those with disabilities.



The Bulfinch Lawn at MGH offers a quiet oasis.



Existing and under-construction open space and recreation facilities in the West End Area

Massachusetts General Hospital Campus

- Make the Bulfinch Lawn more accessible by creating inviting connections from the surrounding neighborhood.



Nashua Street Area

- Design Nashua Street and connections to it to encourage pedestrian activity, with wide sidewalks, safe crosswalks, street trees, pedestrian-scaled lighting and active ground-floor uses. Continue this treatment to Causeway Street when the Green Line viaduct is removed.
- Provide safe, attractive and visible pedestrian connections to the new Nashua Street Park and other open spaces being developed in the lower Charles River Basin to ensure that they become part of the city's open space network.

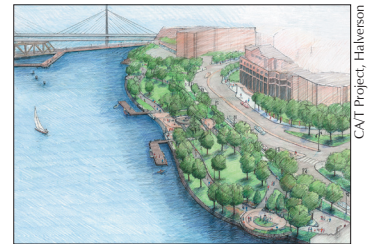


Lindemann Center & Brooke Court House

- Encourage greater use of the pedestrian connections between the green space in the Lindemann Center plaza and the surrounding streets.
- Restore to open space use and preserve the plaza at the intersection of Merrimac and Staniford streets (thereby removing the parking); or, preserve for community-oriented retail.



Open Space Principles



The new Nashua Street Park, currently under construction, will extend the Charles River Basin park system.



A green oasis lies in the middle of the Lindemann Center.

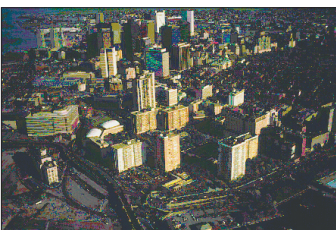
Community Character Principles

The West End Area’s distinctive character is derived both from physical features and from human qualities. On the physical side, Charles River Park’s “towers in the park” urban design style, a hallmark of Modernism, contributes to its uniqueness within Boston and to the attraction many residents feel for the area. The large-scale blocks, constrained by the regional transportation infrastructure on the north and west sides, identify this area as a product of 20th century planning and the urban renewal era. World-class medical institutions established the surrounding historic urban setting, and offer access to a multitude of jobs and top-quality health care to residents and business people.

Socially, the West End Area is a desirable place for people to live, work, and visit. It is a safe and welcoming neighborhood, offering a variety of building types and heights in the residential community. The diversity of age, income and ethnicity of residents as well as the sense of a stable and affordable community are highly valued attributes that should be respected and preserved.



Small-scale residential townhouses can be found among the taller buildings in Charles River Park, creating a diversity in scale and type of housing stock.



The scale of the buildings and blocks in the West End Area are a major component of the area’s character.



Charles River Park

- Respect the established character of the residential area and recognize its historic relevance.
- Introduce new housing as townhouses, at the scale of the Back Bay or historic West End (see Workshop section, starting page 21, for further elaboration), that complement the existing towers.
- Maintain the high level of public safety within the neighborhood.



Charles River Plaza Area

- Screen parking from the street with active retail or other uses.



Massachusetts General Hospital Campus

- Increase appropriate visual and physical access into the MGH campus by developing more active and inviting streets, public ways, and walkways, with frequent building entrances, retail and service uses along the streets, and appropriate signage.
- Use street trees and other streetscape amenities to soften blank or inactive building facades.
- Place loading facilities off major streets and enclose them to screen unwanted views.



The large blocks in the West End Area create a focus of activity at the center of the block. In other neighborhoods, such as Beacon Hill and the North End, the activity is more at the edge of the block.

Nashua Street Area

- Develop the Nashua Street area as an extension of the West End Area and a connection to the Bulfinch Triangle and Nashua Street Park area, through compatible land uses and strong pedestrian connections.
- Create a new pedestrian environment along Martha Road that replaces the car-oriented look of driveways, drop-offs and interrupted sidewalks.
- Utilize street trees and other landscape amenities to screen the Green Line viaduct and highway ramps along Martha Road.
- Locate height and density appropriate to the North Station transit hub location, while limiting impacts to the existing residential areas.

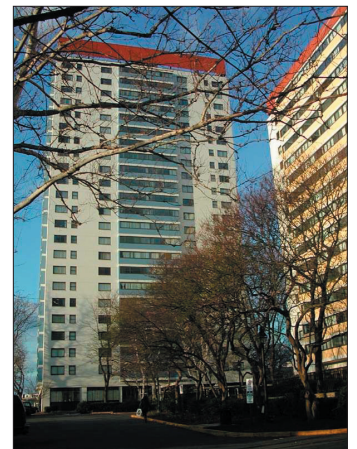


Lindemann Center & Brooke Court House

- Create more interactive building edges with frequent entrances (including reopening entrances that have been closed) and retail or service uses.
- Use street trees and other landscape amenities to improve the pedestrian environment along inactive building facades, especially along Staniford Street.



Community Character Principles



Many West End Area residents enjoy high-rise living.

Transportation & Pedestrian Circulation

Principles

A good transportation network accommodates all modes of transportation and integrates them in ways that are safe, efficient and that contribute to the overall environment for those who live, visit and work in an area. The West End Area is fortunate to be served by major public transit lines and to have a well-used existing pedestrian network, as well as regional roadway connections. Maintaining the area's excellent and integrated transportation systems and providing a safe and enjoyable pedestrian environment is key to its continued desirability. Strategies that can better accommodate pedestrians, bicyclists, transit riders and the car—on streets, highways and in parking—can alleviate specific traffic concerns in the community, and provide strong links to surrounding neighborhoods.



Successful streets balance the needs of pedestrians and vehicles.



This gateway on Boylston Street transforms a simple path between buildings to suggest this is an entry to something special.



Charles River Park

- Accommodate vehicles in ways that improve the pedestrian-oriented environment.
- Expand and enhance the walkways that connect Thoreau Path with the surrounding streets and neighborhoods.
- Guide visitors through the area with landscape features, clear routes to building entrances and appropriate signage.
- Provide clearer, safer and more pedestrian-friendly connections to Charles Street, Science Park and North Station MBTA stations.
- Provide a means of traffic calming on Cardinal O'Connell Way to reduce traffic speed and increase pedestrian safety.



Charles River Plaza Area

- Create more convenient, safe and attractive pedestrian routes between the retail services in Charles River Plaza and the residential areas.



Massachusetts General Hospital Campus

- Create connections between pedestrian pathways in Charles River Park and the public circulation through the campus. Such connections include from Thoreau Path to the Charles/MGH Red Line Station and from the Esplanade to Blossom Street.

Transportation & Pedestrian Circulation Principles

- Operate city streets in the MGH area to encourage efficient vehicular circulation and easy access to the regional network.
- Provide signs to orient drivers and pedestrians to, from, and within the MGH campus.

Nashua Street Area

- Provide safe and attractive pedestrian connections between the Nashua Street area and Charles River Park at Leverett Circle, and across Lomasney Way between Charles River Park and North Station.
- Create a clear pedestrian path from North Station to Charles River Park, and into the MGH campus.
- Encourage the MBTA to upgrade Science Park Station, providing handicapped access and utilizing the pedestrian bridge as a connection between Nashua Street and Charles River Park.



Thoreau Path forms a central pedestrian spine through Charles River Park.

Lindemann Center & Brooke Court House

- Improve the existing pedestrian paths to encourage walking through the Lindemann plaza, thereby connecting Government Center with the Esplanade and breaking down the “super block” quality of the West End Area.
- Encourage the use of signage to aid pedestrian access.



The reconstruction of Charles Street station will enhance the image and functionality of public transit in the West End Area.

Land Use Principles

The proximity of internationally-renowned medical facilities with a rather dense residential community and the quality of being surrounded by major transportation infrastructure at the edge of a vibrant downtown are the dominant land use characteristics of the West End Area. Each type of land use in the area—residential, institutional, commercial, recreational—tends to be concentrated and somewhat separated from other uses. There is a relatively small amount of “mixed-use,” and this occurs only in certain parts of the neighborhood.

LAND USE APPROACH
A mix of uses and the introduction of community amenities could benefit the neighborhood

Two schools of thought inform discussions about land use in the West End Area. One is interest in keeping land uses separate. Yet it has also been suggested that the introduction of a more “mixed” quality, done sensitively, could be beneficial to the livability of the area. For example, it is generally believed that residents and workers in the neighborhood could be supported by additional community service centers, affordable housing, community-oriented retail and cultural uses.

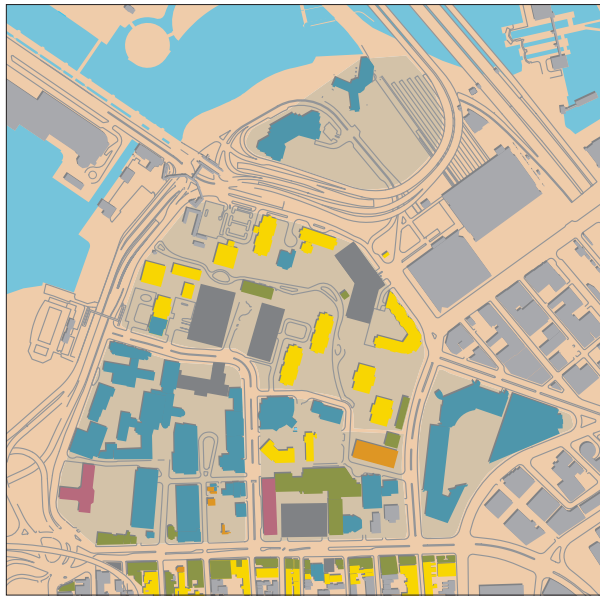


Active uses at the ground level help enliven the street creating an inviting atmosphere.



Charles River Park

- Encourage appropriately-sized restaurants and retail uses to enliven the neighborhood and support residents.
- Maintain the character and accessibility of open space in the neighborhood.
- Maintain cohesive residential quality.
- Maintain a range of residential unit types that will support a diverse population in the neighborhood.
- Utilize opportunities to replace surface and above-grade parking with other uses.
- Ensure that any new residential development is designed in locations and scales that respect and complement the established arrangement of buildings and open space.
- Encourage community facilities that serve the neighborhood.



- Ground-Level Land Use**
- Residential
 - Commercial-office
 - Commercial-retail
 - Institutional
 - Hotel
 - Parking

Land Use Principles

Charles River Plaza Area

- Line streets and public ways with uses that promote activity, such as shops, restaurants, and public gathering spaces.
- Replace the parking facing Cambridge Street with active uses.



Massachusetts General Hospital Campus

- Enliven the sidewalks along Blossom Street and Cambridge Street with appropriate community-friendly uses, activities and streetscape elements.



Nashua Street Area

- Maximize development opportunities in the Nashua Street area, especially for residential uses, and organize land uses to extend the West End Area neighborhood.
- Encourage mixed-use development in the area with active ground-floor uses as appropriate.
- Expand residential uses into the Nashua Street area.



Lindemann Center & Brooke Court House

- Encourage the State to incorporate community-friendly facilities in any new reuse or redevelopment plans.



New housing in the West End Area should include a variety of building forms and provide affordable housing opportunities.

Community Facilities Principles

Convenient access to goods and services is an important measure of the livability—the quality of life—of a neighborhood. The ability to walk to a grocery store, a restaurant, recreational facilities, a health club, school, or day-care center and to have a variety of shops and services to choose from, make a neighborhood a desirable place to live, work and conduct business. The West End Area has a number of establishments providing retail, public safety and social services to those who live and work in the neighborhood. As the area grows and develops, the location and provision of appropriate community facilities will ensure its continued livability.



J. Pace & Sons grocery and produce establishment within Charles River Park adds vitality while providing important services to the neighborhood.



Charles River Park

- Locate civic spaces and community services in places that are accessible by walking from Thoreau Path and other major pedestrian routes.
- Provide adequate meeting space, publicly-accessible recreational facilities, and community services.



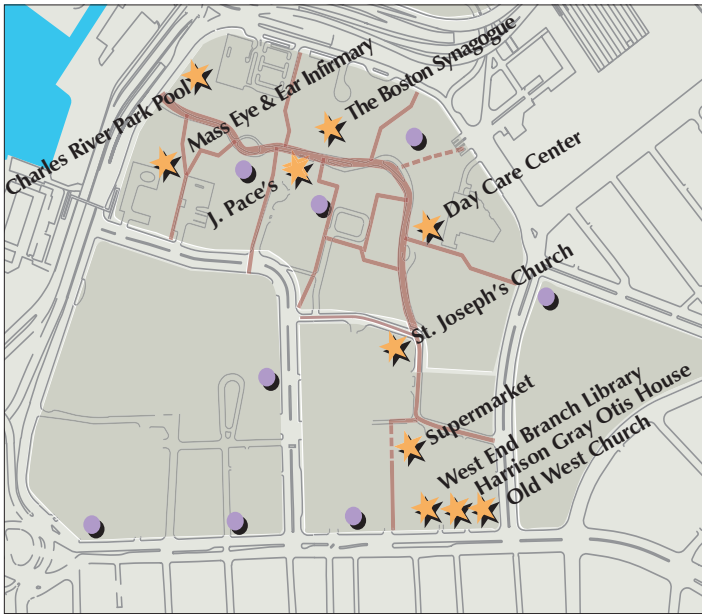
Charles River Plaza Area

- Maintain this existing center of neighborhood retail services and make it more accessible by creating stronger pedestrian connections to Charles River Park and onto Cambridge Street.



Massachusetts General Hospital Campus

- Locate MGH services that are available to the public in places that are easy to get to for residents and visitors in the neighborhood, such as along Cambridge and Blossom streets.



The community facilities existing within the West End Area supply goods and services to the area's residents and visitors, and are easily accessible by pedestrians.

Any new facilities should be easily accessible by walking

Community Facilities Principles

Nashua Street Area

- Include additional community facilities and housing as new development occurs in the Nashua Street area—to serve the new workers and residents in the neighborhood.
- Use community facilities as one means of creating an active and vibrant street-level environment.



Lindemann Center & Brooke Court House

- Encourage the state to be an equal partner in the neighborhood by incorporating publicly accessible facilities in any new development planning.



Public safety facilities, such as fire and police stations, must be an integral part of community planning.

Background Materials

Workshop

Introduction

Year 2025 Scenarios

Group Summaries

Meetings Summary

West End Area History

Demographic Data

Workshop Results: Introduction

The BRA and the West End Area Planning Group hosted an all-day public workshop on a Saturday in September of 2002. Participants were invited to imagine the year 2025 and to create a depiction—in words, pictures, drawings, and models—of their future neighborhood. The purpose was to focus on long-term goals, and to create comprehensive visions for the area's future.

In order to give examples of the types of choices the planning teams might consider, BRA staff prepared several three-dimensional drawings of the West End Area, each of which represented one possibility—one “scenario”—of what this part of the city might look like in 2025, given a particular set of choices and future conditions. (These scenarios are described in more detail in the next several pages.)

Participants were next divided into small groups (6 to 8 people each) and discussed these scenarios and what about them most concerned or interested them. Each team then determined what specific set of issues they would continue exploring throughout the workshop day.

Each team went to work with an array of tools including a scale model of the neighborhood, maps, photographs of examples of buildings and other urban elements, and materials such as clay, wood, markers, glue and scissors. The groups discussed the issues they had previously identified and sought ways to address these complex planning issues. (For example, a group may have felt most concerned about traffic or pedestrian safety fears, and may have used their time together to identify specific changes in the street pattern as a way of improving this condition.) Participants were asked to think community-wide as well as city-wide, and to think strategically about ways to implement these ideas. After several hours, all of the groups came together again and each group presented their conclusions.

Materials created by the groups have informed the principles of this Framework document. Following are the aforementioned staff-prepared scenarios, and the verbatim notes and model photographs created by each of the seven teams.

III Background - Workshop Background



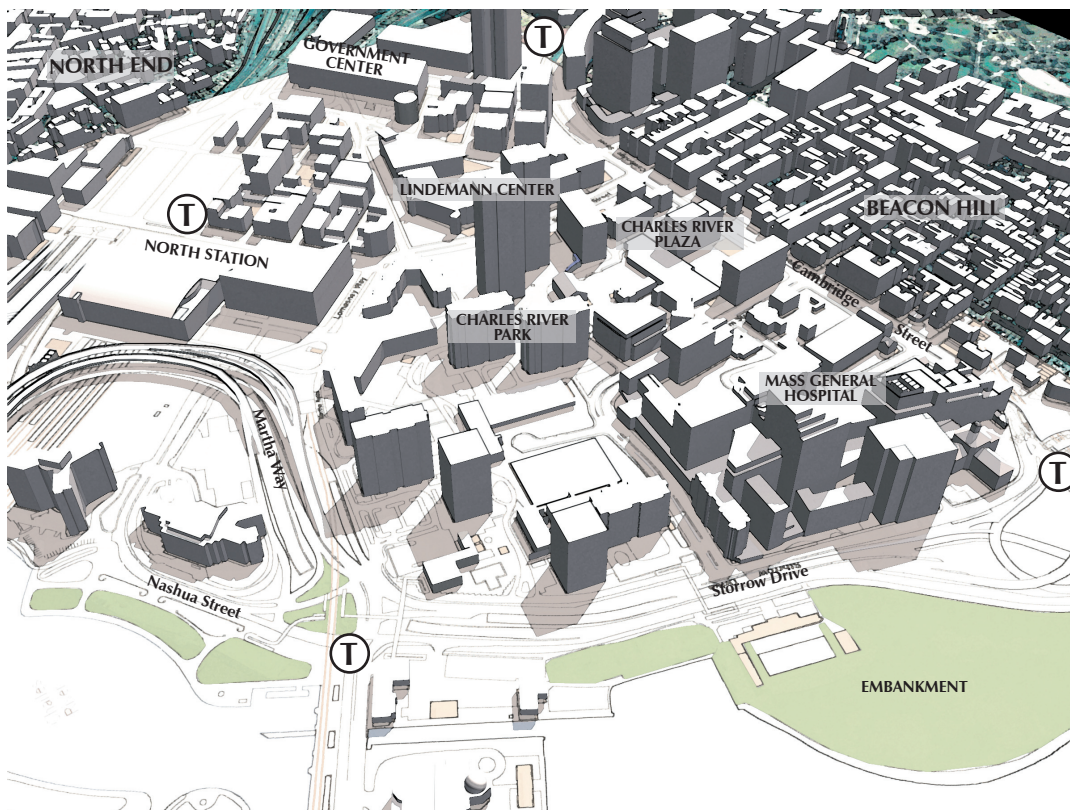
Workshop participants were divided into seven groups in order to discuss their ideas, concerns and visions for the future of the West End Area. At the end of the team discussions each group presented their findings to the other participants.

From the West End Area Workshop of September 14, 2002

Imagining 2025

Introduction to Workshop Scenarios

The West End Area is a Boston neighborhood with its own unique history and character. Its principal functions are health care and research, housing for a diverse population, recreation, teaching, shopping, visiting, worship, transportation and office work. The West End Area residential neighborhood (Charles River Park) is a mature community. The Massachusetts General Hospital is perhaps the best teaching, research, and patient-care facility in America. Cambridge Street has a variety of commercial activity and some of Boston's most valuable landmarks. The Embankment is an important element in the Charles River park system. The commuter and inter-city rail system serves the adjacent North Station, while the Green, Orange, and Blue MBTA rapid transit lines have stations in the West End Area. Routes 1, I-93, and Storrow Drive are the primary vehicular arterials. The pedestrian network connects The Embankment to City Hall Plaza. Pedestrians can follow broad sidewalks on Cambridge, Staniford and Merrimac streets, as well as footbridges from the Charles River through the residential area on Thoreau Path to the grand Lindemann Center staircase, the new Brooke Courtyard and on through Government Center. Additionally, the interior MGH Main Corridor from North Grove to Blossom Street creates part of the connection for walkers between Beacon Hill and North Station. Views of City Hall, the Custom House, downtown, the MIT Earth Sciences Building, of



EXISTING CONDITIONS

WEST END AREA STATISTICS

There are:

4 million square feet of institutional uses

1.4 million square feet of commercial uses

2.3 million square feet of housing

1.1 million square feet of parks

4,300 parking spaces

the new Leonard P. Zakim Bunker Hill Bridge, and the Charles River provide a sense of orientation to the surrounding city. Residents of the mid- and high-rise buildings enjoy a variety of views. The working and resident populations and the general public enjoy a feeling of spaciousness and relief from the hubbub of the city in parts of the West End Area.

As in any lively neighborhood, efforts to improve the quality of life must be an ongoing process. Landscape renewal and more inviting public access would make the parks and greens at The Embankment, MGH and Charles River Park more pleasant for workers, residents and the general public. The residents and working population need more retail services, community facilities, and restaurants. Connections between the West End Area and other city neighborhoods would make the area more accessible and more an integral part of the city. Buildings with shopping activity along Cambridge, Blossom, and Nashua streets would create a more pleasant urban streetscape. Better connections between transportation stations, workplaces and housing would enhance city life. The historic landmarks should have continued use with better public access. Translating the many parking lots and garages into parks, housing, and shops would offer benefits for everyone.

Planned Development

A great deal of new construction is currently underway and planned for in the West End Area. In all, more than 1 million square feet of institutional use, 440,000 square feet of commercial and research use, 250,000 square feet of hotel, 75 housing units, and more than 3,800 parking spaces are planned and proposed. The Central Artery Project will provide much better connections between the West End Area and the airport and highways. The elevated MBTA Green Line will have a new underground route and the Blue Line will have a new station. Cambridge, Nashua, Lomasney, Causeway and Merrimac streets will all have new lights, sidewalks, trees and paving.

These development activities will improve Cambridge Street with a new building including retail ground-floor activity at Charles River Plaza, provide a new ambulatory care facility at MGH, open the landmark Charles Street Jail to the public as a hotel, and remove one of the two large MGH parking garages improving access and image for the hospital.

Scenarios for Discussion of the West End Area's Future

Four scenarios for the West End Area's future were created by City staff for use in the workshop of September 14, 2002. The purpose of these scenarios was to stimulate discussion of the appropriate and desirable types and scales of change in the West End Area as well as appropriate mitigation for the impacts of the change. These scenarios are explained in detail below.



PLANNED DEVELOPMENT IN THE WEST END AREA

- D1 Spaulding Rehab Development
- D2 MGH
- D3 MGH
- D4 Charles River Plaza
- D5 Supermarket
- D6 Saltonstall Building Redevelopment
- O1 New Nashua Street Park
- T1 Merrimac Street Widening
- T2 Cambridge Street Improvements
- T3 Science Park Station
- T4 Green Line Viaduct Relocation
- T5 Charles Street Station
- T6 Causeway Street Reconstruction
- T7 North Station Super Platform

Planned development promises to change the vicinity of the West End Area and create conditions for improved livability

Scenario: Neighborhood Improvements

This scenario describes change in the form of a variety of modest public realm improvements. Planned development promises to change the vicinity of the West End Area and create conditions for improved livability.

At Charles River Park, improvements could create more inviting entries, renew the landscape, make better connections to Thoreau Path from the T and from surrounding streets, and extend the successful efforts to screen parking lots, garages, and service areas with landscape materials. Without new developments in the residential West End Area, however, the feasibility of replacing garages with below-grade structures, of substantially extending the landscape, building or leasing out more retail space or restaurants or developing new community facilities remains very low.

Even without the completion of its proposed master plan projects in the near term, MGH could improve pedestrian access to the Bulfinch Green from Blossom Street, consolidate service facilities and remove the truck docks from Blossom and Charles streets, create better entries on those streets, replace the temporary structures at the Founders Building and create activity along Blossom Street by locating the more publicly oriented functions like cafeterias and gift shops at street level with access from the sidewalk.

The additional built space created as a part of improving the public benefits included in the MGH Master Plan could include 50,000 square feet of commercial retail space and 200 new housing units on Cambridge and Nashua streets.

Scenario: Back Bay Scale

This scenario describes change similar to the familiar scale of Back Bay.

A modest amount of new development could make feasible desirable community benefits. If some housing were developed at Charles River Park, perhaps along some of the streetfronts at the perimeter of the residential area, it could take the form of three- to five-story brick townhouses similar to those in the Back Bay, the South End, Charlestown, and elsewhere. This amount of development might make possible the construction of underground parking with parks on top to replace the existing garages, lots and parking decks. If the number of residents were increased sufficiently it

Scenario:

NEIGHBORHOOD IMPROVEMENTS

Pedestrian circulation and landscape enhancements

KEY

Potential new development in Nashua Street area



Potential Community Facilities



Potential Cambridge Street development



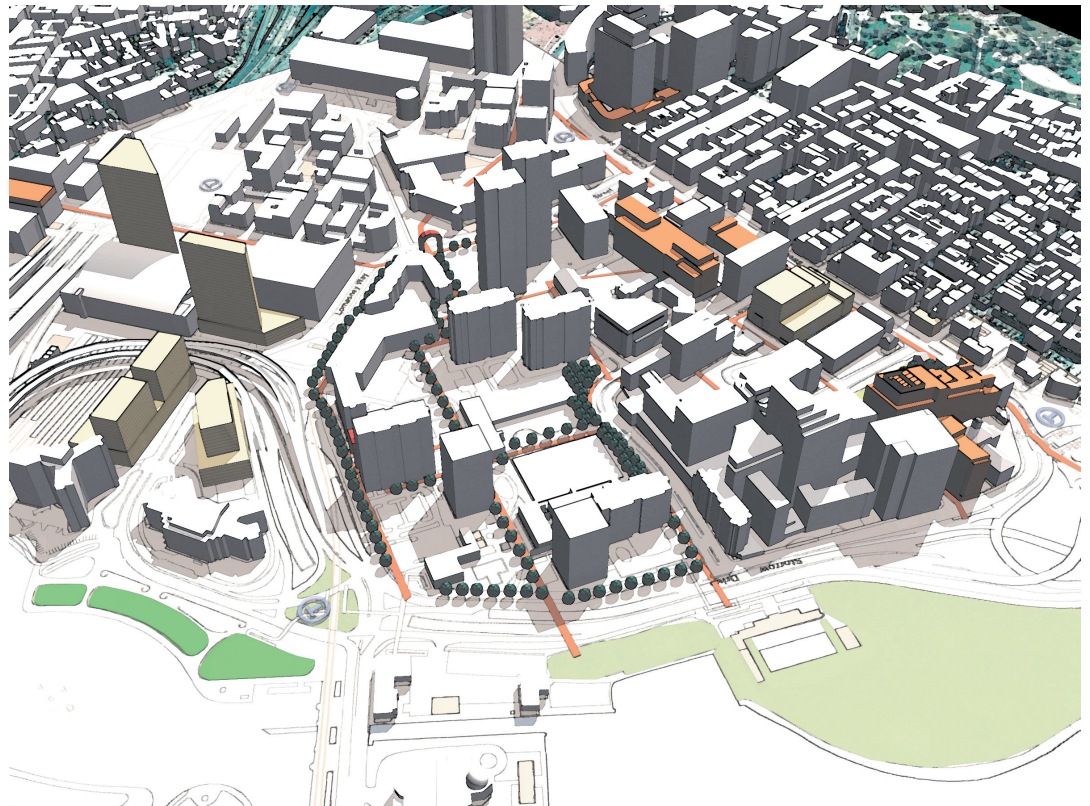
Potential CRP Infill housing



Existing and potential open space



Existing and potential pedestrian connections



would be feasible to expand the area’s shopping facilities. With additional residential development in the Nashua Street area, the buildings at the perimeter of Charles River Park might include restaurants and shops at street level.

An improved system of pedestrian paths would give the sense of city blocks similar in size to more typical Boston blocks. A new park located at the bend in Blossom Street would be visible from Cambridge Street and Charles Street making public open space at Charles River Park more inviting and more a part of the city’s park system.

Maximum build-out in this option would not exceed a total of 1,300 new units if every conceivable site were developed over the 20-year future. New parks might be similar in size to Paul Revere Mall. Commercial and research space at MGH and Nashua Street could total approximately 120,000 square feet.

Scenario: Historic West End

This scenario describes change at the scale of the historic West End.

An option that could provide more parks, shops, restaurants, and community facilities would include development of moderate scale and density similar to the historic West End: about 2,200 housing units over a 20-year period including Charles River Park, MGH, and the Nashua Street area. The buildings on Nashua Street would be 15 and 20 floors high. At Charles River Park, no existing residential buildings would be demolished and no park space would be lost. Residents of the ten-, sixteen-, 22-, and



- Option:**
BACK BAY SCALE
 1,300 new residential units
 New parks
 120,000 S.F. of commercial/retail
 Pedestrian connections
- KEY**
 Potential new development in Nashua Street area
 Potential Community Facilities
 Potential Cambridge Street development
 Potential CRP Infill housing
 Existing and potential open space
 Existing and potential pedestrian connections

37-story buildings would continue to enjoy long views. Six-story buildings with street-level shops would line new streets creating an urban fabric of street and block that would be familiar to Bostonians. The interior of each block would be a private green space for the enjoyment of the residents and a large public park with a community center would occupy a prominent location on Blossom Street.

The increase in the resident population would support new stores and restaurants which would contribute to a sense of continuity between the West End Area, North

Scenario:

HISTORIC WEST END

2,200 residential units

New green spaces

Large public park and community center

Pedestrian connections to Nashua Street Park and Embankment

KEY

Potential new development in Nashua Street area

Potential Community Facilities

Potential Cambridge Street development

Potential CRP Infill housing

Existing and potential open space

Existing and potential pedestrian connections



Station and the North End. Development of this scale would support improvements in the pedestrian network providing better access to The Embankment and the transit stations.

Scenario: Towers in the Park

This scenario describes a future in which residential towers are added to Charles River Park.

If development at Charles River Park continued in the pattern and character of what exists today, one possible outcome would be five new 30-story towers with very slender profiles. Existing buildings and parks would remain. The increase in housing units over the 20 years would be about 2,000 at Charles River Park and 1,800 in the Nashua Street area.

This large-scale development would allow a dramatic increase in parkland, and for all parking spaces to be relocated below ground. Shops and community facilities would become much more feasible than with a lesser amount of new development. An increase as large as this would address the city's housing shortage significantly, but would likely alter the character of the neighborhood substantially.

Note: These scenarios were intended to serve only as illustrative starting points for conversation at the public workshop, and do not represent formal plans or proposals.



Scenario:
TOWERS IN THE PARK
 3,800 new residential units
 2,000 in Charles River Park
 1,800 at Nashua Street
 Major public parks and community center
 New shops and services

- KEY**
- Potential new development in Nashua Street area
 - Potential Community Facilities
 - Potential Cambridge Street development
 - Potential CRP Infill housing
 - Existing and potential open space
 - Existing and potential pedestrian connections

The following section summarizes the seven workshop team's ideas for the future of the West End Area

WORKSHOP RESULTS

The following pages contain the summaries of each workshop group's ideas as well as the full text of their notes from the event.

GROUP 1 SUMMARY

Theme: WEST END COMMUNITY PLACE

Main Ideas:

- Low Density
- Open Space
- Accessible Neighborhood Amenities

Summary:

Group 1 focused on a concentrated area, Charles River Park and West End Place, within the context of the planning framework. Members chose to disregard the BRA scenarios and created lists of Visions, Likes and Concerns for the area. A lot of stress was placed on the provision of adequate, safe, attractive green/open space in the area along with family oriented amenities, such as playgrounds and an affordable supermarket. Strategies for achieving the visions were discussed. Possible options included demolishing the Garden Garage and replacing it with a mixed-use building including underground parking, a supermarket, a school, and residential uses on top (no more that 100 feet in height). A playground was also suggested at that site.



Summary of concepts developed by Group 1

Two- to three-story (clustered) townhouses with setbacks and open space were envisioned at the existing Emerson Place parking deck.

Verbatim Notes:

1. Low density
2. More open space; retention of existing open space-usable; accessible green space
3. Playground-place for kids
4. Provide adequate parking for all incomes
5. Appropriate residential-related retail spaces

GROUP 1 WORKSHOP NOTES CONTINUED

6. Affordable and accessible supermarket
7. Visually aesthetically pleasing
8. Blend in with the neighbors (institutional, Bulfinch Triangle, Beacon Hill...)
9. Institutions-make them more friendly
10. Neighborhood schools: elementary-K-6
11. Streetlight and sunlight "Where there's light, there's life".
12. Lomasney Way: more pedestrian friendly
13. Limousine parking lot at Fleet Center
14. Residential parking stickers
15. More residential
16. Improved traffic/pedestrian ways
17. Liven streetscape at Lindemann/Hurley building; i.e.: retail at street level
18. Lindemann/Hurley building: good location for a school

How we feel the West End should be: Likes:

1. Accessible transportation
2. Open areas/parks
3. Possibility of (limited) key retail space at Charles River Plaza
4. Sense of community/neighborhood
5. Safety/security: good but can be enhanced

Garden Garage:

1. Taking it down and putting up multi-use
2. Rather have 20/30 stories there than hear the honking of cars (West End Place)

Concerns:

1. Adequate parking-underground parking so as not to take away from open space
2. More safety
3. Congestion-overpopulate: too many buildings too close together
4. Flow of traffic-amount-bottle-necking
5. Impact on property values
6. Noise and dirt (Big Dig and construction)
7. Make the West End more accessible
8. "Front door" looks good
9. Improve signage
10. No residential parking permits
11. Enforcement of existing Urban Renewal Plan
12. Playground at North Station is gone
13. Views
14. Pedestrian traffic: MGH to Blossom Court
15. Leverett Circle, I-93 traffic
16. Charles Street Jail: wrong location for a jail

Strategies:

1. Achieving a supermarket/school/parking/residential ?
2. Clustered townhouses with open space - balancing building with green space
3. Traffic improvements: signage/lighting/better parking management, pedestrian/vehicular underpass/overpass

GROUP 2 SUMMARY

Theme: WEST END FUSION

Main Ideas:

(See Summary)

Summary:

The Group did not define three specific principles, but concepts useable as principles emerged toward the end of the session. Fusion derives from combining the elements of several of the discussion diagrams: moderate density, towers at edges or very slim in the center, mostly townhouse scale to keep and to define the sense of open spaces, improving the pedestrian footpaths and giving them a public presence, adding just enough density to make more active/viable retail possible.

To initiate conversation, we utilized red and green dots respectively to “vote” for schemes that engendered either concern or interest. Although votes changed as schemes were clarified, the initial postings were (number of the group including facilitator and staff were 6):

Concerned: Max Towers 3, Historic West End 1, Neighborhood 2.

Interested: Max Towers 2, Historic West End 2, Neighborhood 2.



Group 2 presents their ideas



Summary plan prepared by Group 2

Verbatim Notes:

- Building nothing is not realistic; therefore, prefer the towers in a park setting as a concept (keeps original idea).
- The neighborhood is not isolated now, lots of people (commuters to Mass General etc.) cut through it. Some Fleet Center events result in nightmarish intrusions.
- MODEST development is key. There is gridlock now. Even 500 units (total) is a concern. More activity and density would be hard to conceive, but an enhanced neighborhood improvements scheme might be acceptable.
- More residents would be required to support more (desired) retail space and activity. But one has to be careful about roads, what they connect.
- Towers (as shown) would add too much density; there should be low-rise housing

GROUP 2 WORKSHOP NOTES CONTINUED

- with families to replace the existing surface parking.
- There is an inherent difference in philosophies, that of the towers vs. lower scales at the same density....concerns about shadows and views vs. defining pathways.
- What might work is a varied townhouse scheme, using both ('Back Bay', 'Historic West End') scales to define the edges, cover the parking, and keep a sense of the open space from the upper levels.
- Enhancement/improvement of the pathways is good, but not necessarily from major venues such as the Fleet Center.
- Traffic flows along Cambridge Street (et al.) are a concern, especially with projects such as the MGH Master Plan. What can be done to improve flows?
- A pedestrian pathway through the MGH campus from Cambridge Street to Blossom Street should be created, as open and as 24-hour as possible.
- A consistent treatment of street furniture and lights should be used to create a West End identity; currently there are 8 different light fixtures along Blossom. Although this could vary sub-area (MGH) by sub-area, or along the perimeter streets, Blossom should be considered as a gateway into the West End.
- NO MGH EXPANSION should be allowed in the residential area, but more would be fine at Nashua Street.
- Better pathways and wayfinding systems should be created, although serving primarily employees and residents.
- A community center and wintergarden with more retail could be built at the J. Pace & Sons building site. J. Pace & Sons is a great asset.
- The area should be cleaned up, dealing with the 'little dead corners.' Underutilized space should be turned into utilized, useful, and/or un-ugly (beautiful) space.
- An urban market or supermarket should be created; this could be done at the garage site (too much in future?) Or, at the site between Longfellow Place and West End Place, which could also have the benefit of improving the entry from Staniford Street and the other retail spaces. The walkway to the upper level should be maintained, and a two-level urban market was proposed (via examples in a notebook assembled by Sandy Swaile).
- If there are towers at all, they could be somewhat larger at the edges - for example, the garage (Basketball City) site could be 16-20 stories atop a broader base. This could be combined with a very slim tower in the center, and/or high townhouses (5-7 stories) in limited infills on the surface parking platform sites and along the other edges (i.e., between Storrow and Emerson).
- This would keep the sense of open space which functions differently at different levels, providing modest shaping of the green 'rooms' which are the essence of the new West End but allowing the sense of defined larger space created by the (possibly expanded) existing configuration from the upper floors.
- Public Art should have a place in any improvements.
- Green or shaped, concealing, rooftops should be designed for the top of the lower buildings
- The townhouse scale could be used to define the MGH edge but also, in a courtyard configuration, provide play yard space connecting to the pathway system.
- Thoreau Path itself should be considered as a community gathering space, with art, fountains, benches, lighting, etc.
- Larger units (3-4 bedrooms) geared toward families are desirable.

GROUP 3 SUMMARY

Theme: PERMEABLE ENCLAVE

Main Ideas:

- Infill with low-rise to mid-rise residential with retail support.
- Improved pedestrian access through the West End.
- Green space to be maximized with future development.

Summary:

Much of the discussion centered on the West End residential units at Longfellow Place, Whittier Place, Emerson Place and Hawthorne Place and how they will be impacted by future development. There was great concern about the size of any development within the West End and that it should not be high-rise due to a concern about blocked views. Four- to five-story residential with retail on the street level was preferred. There was a consensus that more residential units were important to the West End. As an example, the proposed transportation center on Nashua Street could have a residential use on top and possibly a related facility over the tracks. Green space with enhanced pedestrian walkways are important to future development. Added residential units could require a school in the area as well as a supermarket. It was suggested that a bus route on Cambridge Street be considered. However, the extension of the Blue Line to the Red Line at Charles Station would provide better service to Logan Airport and be a great benefit. Science Park Station needs to be upgraded. In short, more residential with retail is the goal.



Summary plan produced by Group 3

Verbatim Notes:**GROUP 3 WORKSHOP
NOTES CONTINUED**1. OPPORTUNITIES FOR GROWTH AND CHANGE

- Create a permeable “enclave”
- “Bowl” Epicenter
- Infill low-rise and mid-rise residential mixed with retail services to support increased population.
- Within framework of current plan, low-rise residential which preserves maximum accessible green space.

2. LOCATE CONNECTIONS AND GATEWAY• Enhance:*Thoreau Path*

- Signage
- Landscaping
- Lighting
- Blossom Court
- Possible residential low-rise street wall

Remove WEP Gate

- Improve stairway by Longfellow Place (widen, more open, etc.)
- Blossom Street
- Everything! (street wall (MGH), lighting, landscaping, etc.)
- Staniford, Lomasney and Martha Road
- Enhance pedestrian experience.

3. MIX & LOCATION OF USES*MODEL*4. DEVELOP OPEN SPACE & STREETScape CONCEPTS

- *All open spaces should be accessible and friendly – better balance between institutional – better balance between institutional fortress-like buildings & residential abutters.*

5. TRANSPORTATION/TRAFFIC

- Improve Science Park MBTA
- Connect Blue Line to Red Line

6. AMENITIES

- Supermarket
- School
- Service Retail

GROUP 4 SUMMARY

Theme: WEST END VILLAGE

Main Ideas:

- Integration
Connect the institutional and residential parts of the West End more strongly with pedestrian paths; connect the West End to the rest of the city; avoid appearance of a gated community; provide common areas on neutral ground.
- Balance of Uses
Create more residential and retail space to balance institutional uses; provide more recreation space; provide more community services.
- Preserve and Enhance Park Character
Preserve pedestrian zones; improve open space at the Park, MGH and Embankment; define and connect paths at the Park and at MGH to the world outside.

Summary:

The group expressed a wide variety of opinions ranging from endorsement of new residential and commercial development on Nashua Street and at the periphery of the district but not at the Park, to interest in new Back Bay style and 6-story housing in the Park with high-rise, mixed-use development of Nashua Street and the Fleet Center area. The prevailing sentiment favored new development only as required to finance 1) improved landscapes, better entries, more paths connected to exterior streets, and removal of garages and their replacement with more open space within the Park; 2) improved open space, pedestrian routes, and access points at MGH, but no MGH expansion into residential areas; and 3) new housing, retail, commercial and open space development along the Cambridge Street and Nashua Street edges. The



Summary plan produced by Group 4

group favored better integration of the working and residential populations and new facilities to accommodate interaction, more opportunities for shopping and recreation, and better connections between the West End and the rest of the city.

GROUP 4 WORKSHOP NOTES CONTINUED

Verbatim Notes:

- Don't call residential area "Charles River Park"; CRP refers to Equity's property; call it "The West End"; subsequently often referred to as "The Park"
- Call this vision "West End Village"
- Enhance pedestrian entries to West End, MGH
- Blossom Street presents impenetrable wall
- Retain park-like character of residential area
- Develop Nashua Street as a residential and retail area, not as institutional expansion
- 500 new units at The Park is a concern
- Build 'people places' at Registry site and elsewhere on Nashua with housing and retail
- Enhance the Boston Common character of The Park
- Use sculpture and fountains to improve the park
- Question: Who owns Thoreau Path?
- Concern about new housing only at Emerson
- Possible new housing at Emerson
- Open connections to the rest of the city; connect Thoreau Path to Blossom Street
- Increase the amount of green space at The Park
- Enhance The Park as a residential oasis, not a residential island
- Embrace the city; don't shun the city
- Existing paths aren't clear and accessible
- West End feels like a wall
- Connect Beacon Hill through MGH, through West End, through Nashua Street to North Station
- Front of J. Pace's store is community oriented but back is not welcoming
- Renovate rear of commercial and create more open space
- Add street-level retail and new housing to the (4B) program
- Need more retail use at edges; need restaurants on Blossom Street
- We've lost all our restaurants
- Lindemann Center is dead at night
- Fleet events need restaurants
- Too much traffic at Leverett Circle
- Whittier can't get out to Martha Road when there are events at Fleet; this will get worse with MGH Transportation Building
- Too much noise by Fleet events
- Want a supermarket at Lindemann
- Bread and Circus is not a supermarket; it's a high-priced specialty store
- Don't put supermarket in West End residential area
- MGH recently bought another residential unit at Whittier; institutional expansion is a threat
- Charles Street is lifeless

GROUP 4 WORKSHOP NOTES CONTINUED

- Make a stronger connection to The Embankment (like Harvard Yard over Cambridge Street) with open space, residential, and retail uses
- Neighborhood is too dependent on federal funding of research
- MGH should expand in other parts of the city
- Need better integration of residential, institutional, and retail activity
- Bring back commercial services to streets
- Put hospital stores and cafeterias on the exterior
- Enhance connections between West End, North Station, and North End
- More density at edges to support retail and parks
- Want school and playground; make West End more child-oriented
- Put low-rise housing on garage sites at The Park
- Provide residential use at 4B and Nashua Street
- No more housing in the West End
- Housing should set back from the streets
- Build housing at 4B to 65'
- Build Back Bay-style housing on Nashua
- Build high-rise housing on Nashua and at Garden Garage
- Build 6 or 7 story housing on Nashua
- Provide setbacks above five floors for taller building
- New housing at Emerson should be a range of heights but not taller than existing
- Build Back Bay style housing at garage sites
- High-rise housing on Nashua for elderly, assisted living, connecting to North End
- High-rise housing "big time" on Nashua Street
- Oppose parking MGH North Station site
- Eliminate stairs between Thoreau Path and Staniford Street; make smooth connection
- Keep name of "West End Village"
- Theme 1: Integration
 - Pedestrian connections through Park to Blossom and to Martha Way
 - Better access to commercial activity
 - Need a civic center
 - Architecture should look unified
 - Link pedestrians under ramps to Nashua from the Park
 - Better entries to Park to avoid "gated" feeling
 - Pedestrian links from the Park to Cambridge Street and North Station
 - Enhance seamlessness between Beacon Hill, West End and North End
 - Provide more common areas, neutral ground, community focal points
 - Need handicap access to river edge
 - Make street fronts more active, more welcoming, more lively, more continuous

- Theme 2: Balance of Uses
 - More housing (at periphery) to balance institutional use
 - More retail
 - Residential, retail, office, but not institutional on Nashua
 - More taxpaying uses, (e.g., supermarket)
 - Improve social infrastructure: school, MDC pool, library addition
 - Need a community center
 - Lots of retail on Cambridge Street
 - Street front retail on Blossom
 - Recreation zone around Leverett Circle on Embankment

- Theme 3: Preserve Park Character
 - Preserve and improve Thoreau Path as the heart of the residential community
 - Park
 - Preserve the pedestrian zone
 - Enhance Embankment
 - Improve MGH open spaces and make them more **accessible**

**GROUP 4 WORKSHOP
NOTES CONTINUED**

GROUP 5 SUMMARY

Theme: WEST END RENAISSANCE

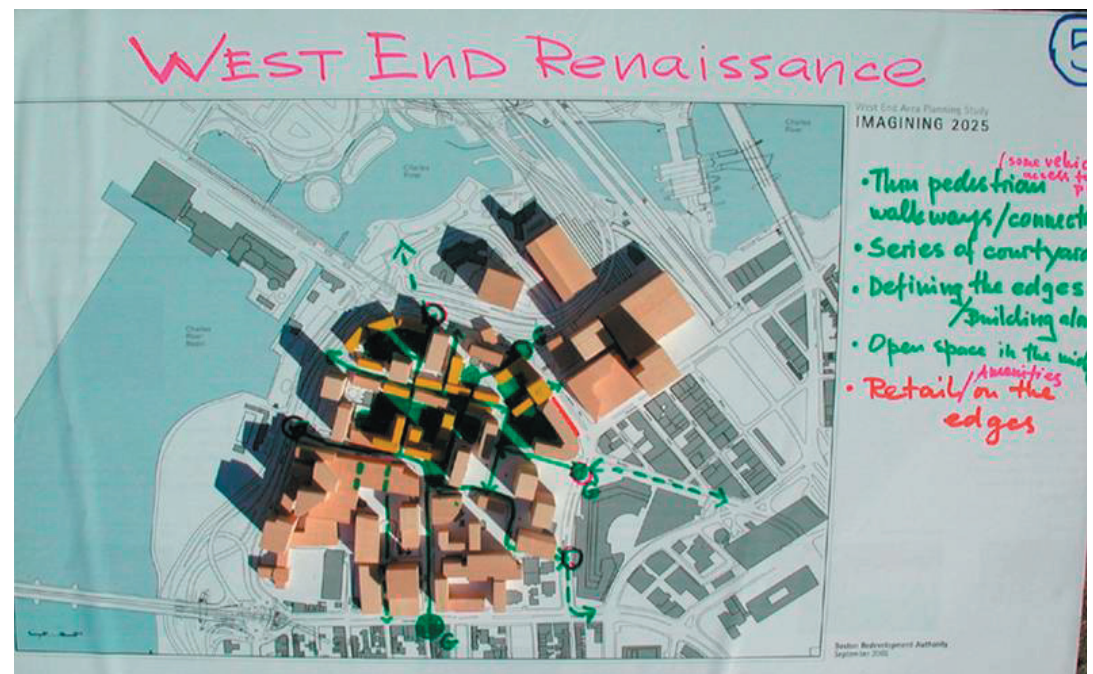
Main Ideas:

- Better connections: to other communities, institutions, the river and parks systems, transit, transportation, and within the neighborhood
- More housing: affordable, appropriate scale and density, diversity of types, appropriately located
- Maintaining maximum amount of open space—diverse in type, scale and size; and eliminate surface parking

Summary:

The notes below reflect individual statements and ideas from our group members, although the degree to which the comments suit each other reveals the extent to which consensus existed in our group. We feel our principles speak for themselves; although some of the issues we discussed do not show up in the above list. These include:

- *While we like a mix of “Back Bay” and “Historic West End” scales, we believe that building higher at the edge of our neighborhood near the Fleet Center (and its future developments), making sure to include some housing, makes a lot of sense.*
- *We do not really like the idea of new roads, but as our model shows, we feel it might be possible to address internal circulation and accommodate growth with a certain configuration of low-rise blocks.*
- *Some ground-floor retail—not big chain stores, however—is appropriate in some places.*



Summary plan produced by Group 5

Verbatim Notes:**GROUP 5 WORKSHOP
NOTES CONTINUED**

- Change around us [is] okay.
- Change within [CRP] – landscape improvements only are okay
- If Change comes inside [CRP], we like BACK BAY scale, or some of us like a BLEND OF BACK BAY & HISTORIC WEST END SCALES AND STYLE.
- There is a desire to replace lost retail.
- There is a desire for more / better pedestrian / bicycle pathways.
- We like the idea of exploring a stand-alone community facility.
- We like what J. Pace's has brought [place to sit outside and meet and interact with people].
- To some of us, it does not currently feel like a community, and we'd like a community facility with more services for seniors. Recently, there seems to be increased community organizing, which is a good thing!
- Support / nurture / augment current services and tell others (institutions, businesses, civic groups) how they can help [financially and otherwise].
- Outside forces (economy, institutional, etc.) have impacts within the neighborhood. We should avoid confrontation, and achieve reciprocal benefits.
- We appreciate the low crime rate, good security that we feel results from the contained quality of the area.
- The worst thing about our area is the architecture. Employ Design Review processes to get better design in the future.
- We'd like to be more connected to other parts of the city through development (housing, some retail) in the surrounding areas.
- We need connecting elements.
- We like a lot of green space, to be maintained and improved, with additional benches. Thoreau Path needs an improved surface.
- We would like safer street crossings.
- Light, wind and shadow impacts should be considered.
- Encourage lower-density buildings.
- Open up as a neighborhood, through mixed-use development at the edges.
- The residential community enlivens a viable West End.
- Predominantly residential inside, with a healthy mix
- More open space—create different types, sizes and character of it—and put parking underground.
- We need affordable housing.

GROUP 6 SUMMARY

Theme: NOT NAMED

Main Ideas:

Three principle ideas:

- Preserve green open space
- Any development on Nashua Street or in the Bulfinch Triangle should be mostly residential with mixed-use
- Don't increase density; replace other land uses with residential

Implementation strategies/tools:

- Zone the area to be residential
- Reduce FAR and height limits
- Provide tax and other incentives to developers
- Strictly enforce zoning and the Charles River Park Urban Renewal Plan

Summary:

- The preservation and enhancement of the open space in the West End should be the highest priority. To that end, new high-rise development should be limited to the North Station area. Increased density in the West End should be avoided because it would block views, increase traffic, and reduce the amount of open space. The central green space at the Emerson/Whittier parking garages would be enhanced by placing the parking underground and providing park space at the surface. Blossom Street needs additional landscaping to make it fit into the image of the West End.
- The West End is a highly walkable neighborhood. Its "tower in the park" design provides pleasant walkways that are quiet and safe away from the busy city streets. Active uses along street frontage should be encouraged and could provide needed services and goods for the neighborhood .
- There are limited sites suitable for new development and those should be low-rise in character.



Summary plan produced by Group 6

Verbatim Notes:**GROUP 6 WORKSHOP
NOTES CONTINUED***Nashua Street*

- Low-rise housing, with an affordable component, over retail should be located on Nashua Street in a mix of five- and eight-story buildings.
- Nashua Street is currently a no-man's land. It needs housing with mixed use. The MGH/Spaulding site and the Registry site should be mixed use – residential over retail. This is a potential site for a supermarket but not an optimal location.
- Make the jail into condos – it's a prime site.
- Include active recreational uses in the Nashua Street Park.
- The West End has enough high-rise buildings already. Limit new high-rise construction to the North Station area, like the Fleet Center towers.

Bulfinch Triangle

- Heights of new buildings in the Bulfinch Triangle should match the adjacent existing buildings. Open space should be included in the Bulfinch Triangle.
- The Bulfinch Triangle is a possible site for a supermarket, but it's a second choice.
- The Bulfinch Triangle should be residential or office over retail.
- There need to be stronger connections to the North End

MGH

- The Bulfinch Lawn at MGH should be open to the public and have improved unrestricted access from Blossom Street.
- Limit helicopter idling – it creates too much noise.
- Hide the mechanical equipment on the MGH buildings.

New Development

- Replacing parking with housing is not placing the housing in the best location.
- Housing should not be built on the Equity parking garage site. The parking should be underground [freeing up the land for green space].
- Low-rise housing would fit along Storrow Drive adjacent to Emerson.
- Existing buildings on Blossom need first floor access and activity.
- There needs to be more affordable housing, particularly for seniors. The 15% senior population has increased.
- The Lomasney Way garage site should be redeveloped but the height of the new building should not exceed the height of the existing structure.
- If the Lomasney Way garage were redeveloped, it would be a good site for a senior drop-in center.

Desired Uses

- There is a need for a more affordable supermarket than Bread & Circus.
- A movie theater within walking distance would be good; perhaps in the Lindemann building.
- Provide commercial uses along Cambridge Street. Including a supermarket and small restaurants.
- Expand J. Pace's.

Open Space

- The Blossom Street parking/Emerson parking should become a public park with a playground.
- The Whittier Place parking should become improved green space.
- Develop green space at Emerson next to Charles Street.

GROUP 6 WORKSHOP NOTES CONTINUED

- Blossom Street needs to be landscaped – more trees.
- Convert the existing outdoor tennis and basketball courts [next to the garage] to green space.
- Preserve the courtyard at the Lindeman Building.
- More parks and playgrounds are desired. Also, a Boys and Girls Club should be included in any community center.
- There needs to be more (affordable) recreational opportunities for adults and children.
- The MDC pool is never open and should be reopened.
- Add a kid's playground to the MDC esplanade.

Pedestrian Access

- The existing pathways are heavily used and need to be preserved.
- Kids play on the pedestrian paths.
- Provide continuous pedestrian access through MGH to Cambridge Street (north-south) and from Blossom to Charles (east-west).
- Provide through-building connections – particularly in the winter – like Toronto and Montreal.
- People cannot cut through MGH after 6:00 PM because access is restricted.
- The existing paths work well within the West End, but there are problems with wind.
- Better signage would help.

Parking

- Move parking underground.
- Any new buildings need parking and any new parking should be underground.
- There needs to be recognition of the amount of parking a supermarket needs.

Roads and Traffic

- Discourage through traffic on Blossom Street.
- If a connection to Blossom Street from Storrow Drive is created, traffic lights need to be installed at all intersections. New development will also make additional traffic signals necessary along Blossom Street and O'Connell Way.

General Comments

- The original urban renewal plan for the area has coherence. The repetition of [streetscape] elements, not only buildings, ties it all together.

What's good about the West End. What to keep.

- Open space
- Greenery
- Economic diversity
- Existing density – more development would cause unbalance.
- Walkability
- Quiet – the pedestrian paths are away from the street.
- New building would block views
- The Regina Cleary building should stay as is.
- The pool and health club is an important community resource
- Bulfinch Lawn is great
- Holiday Inn is a good resource – as well as the other hotel
- Stores are important.

Theme: BUILDING EDGES

GROUP 7 SUMMARY

Main Ideas:

- Residential development at the perimeter—along Nashua Street, Martha Road and Lomasney Way, around the edges of a new park created by the demolition of the central parking garage.
- Improve pedestrian connections and accessibility
- Create a supermarket at Staniford and Merrimac streets, and expand neighborhood retail by expanding the market for neighborhood retail.
- Green the area!

Summary:

- Charles River Park is a strong, cohesive community, which makes it a safe and pleasant place to live. These characteristics must be preserved. New development should only happen where there is opportunity to enhance the area—low-rise residences in replacement of parking garages but linked with open space; and to activate and define the edges of the district. Open space should be preserved and expanded. Views from existing buildings should be preserved. There are two primary areas in which to pursue improvement—pedestrian/bicycle connections and accessibility, and expansion of neighborhood retail, especially in the form of a supermarket at the corner of Staniford and Merrimac streets.
- The Nashua Street area and the Bulfinch Triangle district are opportunities to increase mixed-use residential uses in the city, especially with taller buildings in Nashua Street that do not obstruct views. The Bulfinch Triangle should be treated as a connector from Charles River Park to the North End.



Summary plan produced by Group 7

GROUP 7 WORKSHOP NOTES CONTINUED

Verbatim Notes:

Pedestrian improvements

- Improve safety and convenience at street crossings. Specifically mentioned were intersections along Cambridge Street, Staniford Street, Causeway and North Washington Streets. Intersection should feature quicker signal response, and/or tunnel or bridge crossings.
- Expand accessibility, especially at Science Park Station.
- Use pedestrian paths, not streets, to define blocks.
- Have to make good connections to new developments like at Nashua Street.
- Make pedestrian walkways and bike route more navigable.
- Enhance the streetscape along Blossom Street with street trees and other improvements.

Development

- Nashua Street area can go up 7-8 stories if careful not to block any views. Could be configured as garage below, mid-rise residential above.

Parking

- Put parking underground.

Land Uses

- Create a supermarket with parking, at the corner of Staniford and Merrimac. In the Nashua Street development area is another alternative. The supermarket could provide shared parking for the Fleet Center to remove event traffic off-street.
- Expand neighborhood retail in general.
- Work with Bread and Circus to enhance access for seniors, through senior discounts or a small annex sited in the midst of the neighborhood.
- Create affordable housing so the younger generations growing up in the city can stay – in the Bulfinch Triangle.

Philosophical approaches

- Find a balance between integration and discrete districts.
- Look at the neighborhood for its potential for a live-work district in coordination with MGH.
- Preserve sense of community.
- Preserve security and safety – it's the safest neighborhood in the city because only residents [and MGHers] are there.
- It is very important to preserve views from existing buildings – when you live in a high-rise, you have a view instead of a yard.
- Don't cut up the cohesiveness of the area with streets.
- Increase density at the edges, not the central portion (low development only).
- Consider and develop the Bulfinch Triangle as a connector between the North End and Charles River Park
- Consider sun/wind impacts.
- Look for opportunities to create roof parks.
- Make a place for clients of the social service agencies to spend time, perhaps in the Nashua Street development.

Dot voting

Back Bay Scale got the following green dots:

- On the comment, “Modest development can finance a modest increase in neighborhood amenities in addition to the improvements shown in the ‘Neighborhood Improvement’ option.
- On Nashua Street development – “tall/dense but thin w/o blocking views”
- On Basketball City garage – “Res/Ht”

The following red dots:

- On the internal, low-rise residential development – “less development” residential with modest height, 3-5 stories
- On Parkman Street

Other notes

- Bulfinch Triangle mixed use
- Supermarket at Staniford and Merrimac.

Modern Towers got the following green dots:

- “View” preserved from Whittier Place, if tall buildings are built in the Nashua Street area.
- The following red dots:
- On the two new towers shown near Longfellow Place.

**GROUP 7 WORKSHOP
NOTES CONTINUED**

PAST MEETINGS AND PRESENTATIONS

WEST END AREA PLANNING GROUP
MEETING #1
MINUTES

MEETING #1

Rebecca Barnes, Moderator

Date: April 10, 2002
Time: 6:30-8:30 p.m.
Location: One Longfellow Place, Wadsworth Room, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Robert Kroin, Susan Hannon, Kim Jones, Leanna Hush, Katie Lee, Sonal Gandhi, David Carlson
Mayor's Office of Neighborhood Services: Janine Coppola
Boston Transportation Department: Vineet Gupta, Jim McCarthy, Alison Felix
Boston Public Works: Para Jayasinghe
Councilor Paul Scapicchio's Office: Mark Chardavoynne

West End Area Planning

Group Members Attending: Malek Al-Khatib, Biss Antikarov, Joseph Chiamonte, Harold Dennis, Bill Donohue, Linda Ellenbogen, Patrick Faherty, Jr., John Fitzgerald, Jane Forrestall, David Hanitchak, Norman Herr, Paula Higgins, Al Marks, Jackie Mastrangelo, Kevin McNamara, Liz Minnis, Bob O'Brien, Carol Robinson, Paul Schratte, Ivy Turner, Carolyn Wahto, Robert Works

The meeting began at 6:40 p.m.

Welcome

Rebecca Barnes, Chief Planner for the City of Boston and Moderator of the West End Area Planning Group effort, welcomed everyone to the meeting and provided an overview of the planning process, reviewed the night's agenda and began introductions. The Planning Group members introduced themselves as well as members of the public and city staff in attendance. Rebecca Barnes then recognized Representative Demakis in the audience, who spoke to the importance of this area of the city. Rebecca Barnes then introduced Bob Kroin, Chief Architect for the BRA, who began his presentation.

Presentation of West End Area History and Circumstances

Bob Kroin presented an overview of the history of the West End Area, and provided some comparisons between this neighborhood and other parts of Boston.

MEETING #1 cont.

Discussion

The discussion began with a question from the Planning Group regarding the ability to be visionary in these discussions of the West End Area with the many preconceptions of the Area. A member of the Planning Group commented that it was the Urban Renewal Plan that allowed for the urban density and open space which was why she chose to live in the West End. Parking concerns were also expressed. Bob Kroin responded that open space needs to be maintained, but the Area need not be all open space—it can be a mix of high-rise and low-rise buildings.

Questions regarding the planned development projects for the Area and the possibility/plans for a supermarket were asked. Rebecca Barnes responded that the development projects that will be presented at future meetings are the projects that the community is already familiar with, as those are the projects the City is familiar with as well.

Numerous requests for more information on the West End Urban Renewal Plan were made. A suggestion was also made for having members of the Zoning Board of Appeal, BTB and the Police Department attend future meetings.

Many Planning Group members expressed their belief that the West End Area was the best community to live in and noted that Charles River Park was an award-winning concept. A suggestion was made to create a list of resident's likes and dislikes of the area to be used as a starting point for discussion.

Rebecca Barnes then opened the discussion to everyone at the meeting:

A resident commented that they felt that the presentation was unfair in that it compared the best snapshots of Boston to the worst of the West End Area. It was suggested that planning should come first, then zoning and then development. Rebecca Barnes responded that in an ideal world, this could happen, but we live in a place with previously established legal and physical constraints. Equity Residential was asked to shelve their plans for Emerson Place until the end of the planning process.

When a moratorium on development was requested, it was explained that the BRA has no legal right to stop a developer from filing and that stopping development may or may not be possible. Rebecca Barnes stated that the City is hoping to convene all interests in these meetings.

A resident commented that they felt that the presentation was biased to promote density. Rebecca Barnes responded that the City is not promoting any proposals in these meetings. Other comments from the community and Planning Group members included traffic concerns during Fleet Center events, the lack of theaters and art galleries in the area, housing affordability, maintaining the existing open space and the creation of more open space. Residents stated that they moved to the West End Area for the open space and that it should be preserved. A second request for a list of likes/dislikes (pros/cons) of the area was made. Rebecca Barnes agreed to the list.

Rebecca Barnes closed the meeting stressing that the City is not selling any proposals. The planning process is a forum to share opinions and review the legal and social conditions and issues in the area—to recognize the values and realize them. **MEETING #1 cont.**

The meeting closed at 9:00 p.m.

NEXT MEETING:

Tuesday, May 7, 2002, 6:15 p.m. to 8:15 p.m.

MGH O’Keefe Auditorium

All are welcome.

**WEST END AREA PLANNING GROUP
MEETING #2
MINUTES**

MEETING #2

Rebecca Barnes, Moderator

Date: May 7, 2002
Time: 6:15-9:00 p.m.
Location: Shriners Hospital Auditorium, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Robert Kroin, Kim Jones, Leanna Hush, Katie Lee, Sonal Gandhi, Rick Shaklik
Boston Transportation Department: Jim McCarthy, Alison Felix

West End Area Planning

Group Members Attending: Malek Al-Khatib, Biss Antikarov, Harold Dennis, Bill Donohue, Linda Ellenbogen, Patrick Faherty, Jr., John Fitzgerald, Jane Forrestall, David Hanitchak, Paula Higgins, Al Marks, Jackie Mastrangelo, Kevin McNamara, Liz Minnis, Bob O’Brien, Carol Robinson, Paul Schratter, Ivy Turner, Robert Works, Emilie Pugliano

The meeting began at 6:30 p.m.

Rebecca Barnes summarized the process for this initiative, the schedule and the proceedings of the first meeting (held on April 10th at Longfellow Place). Questions and comments from both the Planning Group and the audience revealed a common request to adapt the schedule to include a “summer break.” This would better accommodate the schedules of many participants and would allow for time to digest the information

MEETING #2 cont.

being presented in these first several meetings. Rebecca agreed to make appropriate changes and redistribute a new schedule (see “**West End Area Planning meeting schedule UPDATE**” below).

Participants then separated into 10 small groups to discuss the question:

In thinking about the future of the West End Area, what values do you want to be sure are represented and carried out through planning and development efforts?

Groups were asked to think about the answer to this question as it pertains to the following elements:

- 1) Character and Livability
- 2) Activity and Use
- 3) Access and Circulation
- 4) Relationship to surrounding areas

Rebecca polled the audience to see how everyone felt about the idea of adjusting the evening’s agenda by moving the scheduled zoning and urban renewal presentation/discussion to a later meeting, and instead devoting the remainder of the evening to the reports from the breakout groups. There was consensus to do this.

The attachment in your email entitled “**Charts-meeting #2**” contains the notes from each of the 10 groups. The attachment “**Summary of individual responses at West End meeting 2**” details the responses we received from the eighteen participants who submitted their own written answers to the same questions discussed in the small groups.

GROUP RESPONSES: VERBATIM NOTES

GROUP #1

Special about West End

- Open Space
- Accessibility to neighborhoods and amenities
- Combined urban/suburban qualities
- Park-like atmosphere
- Sense of Community
- Unique identity
- Pedestrian thoroughfares
- Quality views for many residents
- Sense of safety
- Diverse population

Enhancements to West End**MEETING #2 cont.**

- Cambridge Street improvements
- North Station area upgrade
- Lower noise level (Garden garage, helicopters)
- Wm. Cardinal O'Connell way safety
- Improve Blossom Street
- "Main-stream" supermarket
- Movie Theater
- Visual and Performing Arts

GROUP #2

- Enhance residential area.
 - West End is contained. New proposals will not work. A wall around.
 - Enhance connections.
- Retain and want open space-like a walkable park.
 - Needs of residents need to be met
 - Too much traffic during the day—needs improvement
 - Idea of road through Blossom to Martha Way to split area—not a good idea
 - Like safe area
 - Contrast-balance of residential-commercial
- Enhance human-small-scale balance.
 - Equity is asking for too massive, high building
 - Improve public transportation—add more small service businesses
- Subzones of residential should be maintained.
- Want appropriate growth.

GROUP #3Special—Want to Preserve:

1. Green Space, birds, trees, low density of buildings
2. Close-knit stable community, many long-term residents
3. Availability of amenities, health care, social activities, City Hall, Federal services within walking distance
4. Pedestrian friendly, access to public transportation

MEETING #2 cont.

5. Close to Esplanade, River
6. Safe neighborhood
7. Diversity of ages, income, ethnicity...welcoming to all
8. Car-free zone in midst of busy area
9. Availability of off-street parking
10. A community that works better than most

Things we can Improve:

1. Public opinion of our neighborhood
2. Connections between buildings and surrounding areas
3. Accessibility for all, better maintained sidewalks, curb cuts, traffic crossings
4. Attractiveness, aesthetic improvements
5. Improve appearance of surrounding public buildings
6. Address homelessness and vagrants on perimeter
7. Air quality, Big Dig, MGH diesel busses, hazardous waste, medical waste, leaking dumpsters
8. Too many busses and trucks on Cardinal O'Connell Way
9. Unsightly security measures like jersey barriers around public buildings
10. More brick, less concrete, more planters, more attractive lighting
11. Upgrade Science Park and Bowdoin stations
12. Improve pedestrian overpasses to Science Museum, Esplanade
13. Improve signage and reconfigure pedestrian walkways
14. Unattractive edges (Martha Road, Charles Street extension, Blossom St., etc.)
15. Noise from Helipad, Fleet Center Garage, Loading ramps

GROUP #4

Current:

- Diversity: Business/Residential, Social/Economic
- West End has a very well defined image: open space, quiet, unique

Future:

- Maintain affordability and stability
- Can we expand or make better use of West End boundaries, specifically to be used for Residential
- Restrict density levels
- Residential support services, (i.e., schools, retail, recreational)
- Preserve open space and character

Current: (activities)

MEETING #2 cont.

- Value open space and residential
- Value live and work
- Value proximity to other resources of city

Future: (activities)

- Need more open green space
- More retail storefronts
- Quiet enjoyment of residential areas with proper balance of entertainment licenses
- Better recreational activities for the neighborhood's lifestyles

Current:

- Very walkable area in a city known as the "Walking City"
- Safe and secure

Enhance:

- Maintain and beautify
- Increase safety and security
- Easier access through MGH to Charles Station
- Stop Cardinal Way being used as a shortcut
- Help overall infrastructure
- Improve Science Park station

Current:

- One of safest neighborhoods in City (BPD)
- West End has strong sense of community

GROUP #5

Special:

- Park like—Open
- Vertical Neighborhood, Sense of Place
- Views of City-sunset, river, city, State House, CITGO
- Acceptable density, not NYC
- Surrounded by Institutional Uses
- Residential provides open space, circulation for institutions and public
- Exception to typical residential development; stability and safe (inst/res)

MEETING #2 cont.

Improvements:

- Preserving, returning, and improving green space, light, air, sun
- Connection to institutions—outlying areas
- Supermarket
- Senior services
- Reduce traffic, noise, congestion within Blossom Street/Storrow Drive
- Institutions pay more attention to residential
- Limit density/height—surrounding areas to be developed—Nashua St.
- Science Park/Charles circulation

GROUP #6

Character and Livability:

- City and River views
- High Density—Green Open Space
- Layout is conducive to neighborhood environment (Community)
- Layout is conducive to security
- Diversity and Demographics

Ideas on how to Improve:

- Submerge open parking lots and develop more open space for recreational/social activities

Activity and Use:

- Access and Circulation
- Pedestrian circulation
- Proximity to public transportation
- Concerns about increased circulation

What can we improve upon?:

- Vehicular circulation by enhancing alternative transportation
- Accessibility to Green Line

GROUP #7

MEETING #2 cont.

Good

Better

1. “Park-like,” open space, mid-city
2. Retail balance towards residential
3. Traffic Access, Thoreau Path, Security
4. Attractive

- Maintain/Strengthen
- Upgrade North Station,
Cambridge St., Grocery Store,
Local Services, Arts
- Can Improve: access to subway,
elderly access, pedestrians at
grade
- Enhance Landscape,
Residential, Other

GROUP #8

Special:

- Residential should stay residential
- 48 acres? Unique to world?
- Beauty of City with open space
- Vital active neighborhood
- Great location—public transportation
- Convenience
- Affordable housing (large proportion?)
- Students
- Diversity without tension
- Seniors
- Safety—lighting, security guards
- Neighborhood
- Quiet green/gardens
- Views (don’t want NYC)
- Stability—long-time residents
- Hospital as a “wall”—huge
- What do we have to give up?
- Are the “fringes” fair ground?
- Development on Nashua Street?
- Don’t lose the uniqueness of the residential/high rise park area
- Parking/Congestion increased fear of future development
- Access for vehicles
- Sunlight

MEETING #2 cont.

- Parking should be shielded as much as possible
- Concern about maintaining healthy mix of residential/commercial/institutional
- Market—Pace's good addition, need more of this (institutions have taken it over)

GROUP #9

- Open Space Preserved
- Quiet areas an oasis
- Maintain beautiful landscape
- No more high-rise buildings
- Build an elementary school
- Better street lighting, downward facing lights
- Keep views, access to sunlight, air for existing buildings, support home values
- Don't add traffic to Blossom Court
- Maintain safe environment for children
- Adequate fire protection
- Don't add to traffic congestion in and around West End
- Any new buildings to blend into existing architecture
- No need to change West End beyond changes already in process
- Expand West End with housing in direction of Nashua Street, with access from Charles River Park commercial development
- Reduce pollution from vehicles serving the area
- Maintain recreation facilities

GROUP #10

- Security
- Open Spaces/Green
- Unique, not gated, quieter than city
- Value diversity
- Lowest cost of living in city
- Multiple access points
- Balance between institutional, retail and residential (world class hospital)
- Architecture blends in
- Recreational facilities/access

Activity:

- Pedestrian-friendly
- Open Space
- Parking Balance
- Health clubs
- Security
- Basketball

Access and Circulation:**MEETING #2 cont.**

- Vehicle access issue—maxed out
- MBTA improvements needed
- Bike racks
- Car parking
- MBTA accessibility
- Crosswalks—poor location
- No sticker parking
- Access to jobs
- Residential within institutional area (not recognized as such by outsiders)
- Diversity of the area—has a uniqueness
- Access to other neighborhoods on foot

Future:

- Open space—keep and add
- Facilitated access points to institution
- Grocery store
- Bike path
- Residential development on Nashua Street
- Charles River Park should have more retail
- Improve Science Park stop
- Bad access to North End
- Add lighting on surrounding streets
- Deter homeless
- Boston Licensing Board—better to continue in North Station area
- Noise/Air pollution in Fleet Center area
- Better access to river
- Infrastructure
- Low crime rate
- Open Space retained
- Uniqueness
- Not trapped—multiple access
- Economic diversity and cultural diversity
- Recreational facilities
- Pedestrian-friendly

MEETING #2 cont.

The remaining notes summarize individuals' written responses to the same aforementioned question (page 48).

1. CHARACTER AND LIVABILITY

What is special?

- Open space was an element that people enjoy very much; this was listed as something to be “retained” (often mentioned)
- There is a lot of “light” (2)* and it feels like “an oasis” (3) in the city.
- Safety for children and the elderly
- Socioeconomic diversity
- That the West End is “unique to Boston,” and “well-defined”
- Maintenance of the recreational facilities (from the notes it was difficult to tell if this fell under the “can be enhanced” category)
- Inside of the buildings “holds up very well”
- History
- Home values
- Attractive
- Convenient (3)
- Views (4)
- Urban yet surrounded by trees and grass”/urban-suburban feel
- “Characterized by contrasts”—old and new, quiet yet busy, mixes of uses
- History of world-class medicine (2)

What can be enhanced?

- Updated street lighting (3)
- Architecture of the buildings is “not attractive”; would like to find ways of improving this (2)
- “more rather than less open space is needed to balance buildings”
- Maintain affordability and stability
- “Clean up—Cambridge Street homeless—drunks”
- “Jail—get rid of it. Maybe put a new building there”
- “Lindemann is ugly (2)—give it a face lift”
- Public art, fountains
- More appropriate fencing
- Seating conducive to socializing
- “Return green space and trees forfeited to the Big Dig” (2)
- More/better trees, grass, plantings (2); mulch is not an okay substitute
- “No buildings built up at sidewalk edge”

**Note: Numbers in parentheses refer to how many times something was mentioned in the individual responses.*

2. ACTIVITY AND USE**MEETING #2 cont.**What is special?

- Outdoor seating at *Pace's* is a nice amenity (3)
- Being able to “meet neighbors for a chat” in the plaza (2)
- “Proximity to resources/work” (5)
- “Gateway to the city from the North”
- Hardware stores
- Restaurants
- “Improved housing for families—rebuild townhouses”
- Available parking (2)

What can be enhanced?

- “No new development to increase density (4)”
- “Appropriate” growth (2)
- Maintain balance of uses (2)
- “Reduced scale could be enhanced; large scale seems to be predominant”
- “Too much institutional use now—it walls off neighborhood”
- One person found it undesirable that the MGH had converted a restaurant to a cancer center
- Retain/Need more “residential services”—retail! restaurants, dry cleaners, senior services, schools, retail store fronts (6); don’t lose them to medical offices (1)
- Keep noise level down (2)
- Maintain city infrastructure (2)
- Dedicated recreational areas for children and families; Better shared playground for all residents
- Cinema/theater/performing arts space (3)
- Supermarket options (5) (Some liked the idea of a Bread & Circus, some liked the idea of a more traditional grocery market)
- Community Center (2)
- Art galleries (2)
- Reopen pool on Esplanade
- “Bring engineering (electronics) firms”
- “Retain park-like core, build and improve commercial use on the perimeter”
- Expand the library

MEETING #2 cont.

3. ACCESS AND CIRCULATION

What is special?

- Ideal for those who do not drive—close to “T” (5)
- “Circular streets reflect patterns of original Boston”
- Pedestrian aspect throughout (4)—maintain this
- Limited vehicle traffic within park
- Safe (6)

What can be enhanced?

- Ensure multiple access points, open to the community at large; but retain sense of community and safety aspects (2)
- Put all garages underground (3)
- Reduce traffic (5); “we are overwhelmed by traffic on Storrow Drive and Martha Road now”
- Access from Storrow Drive, Martha Road is poor (2)
- Beautification
- Pedestrian safety at crossings (3); more “Walk” lights (Cardinal O’Connell, Blossom, and Cambridge streets all mentioned)
- Enforce parking laws on streets (events at the Fleet Center)
- Opportunity to remove elevated Green Line tracks
- Green Line handicap access in general & Science Park station need upgrades (3)
- Better overpasses to T and Esplanade
- More parking for visitors as well as residents
- Limo parking
- Better access through MGH campus (3) “don’t want to have to go through hospital to reach Cambridge Street”
- Access to Whittier by car is poor
- Reconfigure some pathways
- Not well-marked street signs
- Easier interchanges between T buses and commuter rail lines
- Improve surrounding roads (especially Cambridge Street)
- Put a new park along Blossom Street where parking garage is, not a new high-rise
- Bike paths
- Vehicles are restricted by the limited streets

4. RELATIONSHIP TO SURROUNDING AREAS**MEETING #2 cont.**What is special?

- Great to be able to walk to the Charles River Esplanade and the harbor (4)
- Strong sense of community/stability
- Easy access to other neighborhoods
- Visitors from other parts of the city for tourism, etc.
- More housing units coming onto market in the immediate surrounding areas
- Strong medical history

What can be enhanced?

- Conversion of Charles River Plaza to commercial use will add to the “walling off” of the West End from the rest of the city
- Develop Nashua Street and Bullfinch Triangle area for housing (5) [especially affordable housing (1)]; to link North End and West End
- “Keep control” of entertainment/liquor licenses;
“The area of North Station could use some improvement in “class” of businesses—to attract less of the panhandler part of society”
- Too much like an “institutional back door” now (2)
- Need an “easier way to walk to Charlestown”
- “Fleet Center attendees trash our neighborhood and are disruptive (e.g., drunk, noisy, argumentative)”
- Encourage surrounding institutions to improve the aesthetics of the portions that face Charles River Park
- Feels “somewhat isolated” from surrounding neighborhoods: improve connections

MEETING #3

****NEXT MEETING: JUNE 4, 2002 AT SHRINERS HOSPITAL AUDITORIUM AT 6:15 p.m. (Beacon Hill Times published the incorrect location.)**

**WEST END AREA PLANNING GROUP
MEETING #3
MINUTES**

Rebecca Barnes, Moderator

Date: May 22, 2002
Time: 6:15-9:00 p.m.
Location: Shriners Hospital Auditorium, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Keith Craig, Owen Donnelly, Sonal Gandhi, Kim Jones, Robert Kroin, Katie Lee
Boston Transportation Department: Alison Felix, Vineet Gupta, Jim McCarthy

West End Area Planning

Group Members Attending: Malek Al-Khatib, Biss Antikarov, Richard Cirace, Harold Dennis, Bill Donohue, Linda Ellenbogen, Patrick Flaherty, Jr., John Fitzgerald, Jane Forrestall, David Hanitchak, Norman Herr, Paula Higgins, Al Marks, Jackie Mastrangelo, Kevin McNamara, Liz Minnis, Bob O'Brien, Emilie Pugliano, Carol Robinson, Paul Schratte, Ivy Turner, Carolyn Wahto, Robert Works

The meeting began at 6:15 p.m.

Rebecca Barnes welcomed the Planning Group and other community members in attendance. She addressed the change in schedule as requested at the previous meeting. A break will be taken during the months of July and August and the meetings will begin again September. Rebecca suggested a weekend workshop for the first meeting in September after the summer break, in order to regroup and refocus on the possible outcomes of this process. The Planning Group will be consulted during the summer regarding the workshop format and contents. The process is scheduled to end in late October.

PROJECT PRESENTATIONS

MEETING #3 cont.

EQUITY RESIDENTIAL: EMERSON PLACE

Presenter: Bill Donohue

The proposed concept for Emerson Place consists of the development of 529 new units of housing while maintaining the 444 units of housing in their two existing buildings. The concept also includes the construction of a 527-space underground parking garage. The same amount of existing green space will remain. Through the numerous community meetings, Equity has been informed of the community's concerns. These concerns include density, the need for larger more contemporary units, parking, affordability, security, the desire for rental and ownership opportunities, improving and maintaining the open space, and overall maintenance of and improvements to the park and the surrounding areas. Equity has also met with various property owners in the area. Moving forward, Equity will continue to listen to the community and evaluate all comments and concerns while participating in the BRA's West End Area Planning Process. A revised Letter of Intent will be submitted to the BRA, which will begin the public review process.

Questions and Comments for Equity:

Rebecca Barnes commented on the good news that Equity will be participating in the planning process and will wait until the end of the process, with the current schedule, to submit a development proposal to the BRA. The community expressed concern regarding the traffic impacts on Blossom Street/Court, the filing of the Project Notification Form (PNF) from Equity and whether the proposal will be within the current zoning. Equity responded that as long as the process keeps to the current schedule, they will not file until the process is complete and that the current plan is not within the zoning, but that they do not have a definite plan yet.

The community questioned whether someone from the EPA was in attendance. Rebecca Barnes responded that invitations were sent to the City and State environmental offices, as suggested. Concerns regarding the environmental effects were also expressed. Equity responded that they have hired engineers to study this, but until the plans are further along, it is difficult to proceed. Other comments included concern over the quality of the "If you lived here, you'd be home" sign and how it is representative of Equity's treatment of their residents and that they would like to see Massachusetts General Hospital (MGH), the Charles Street Jail Hotel and Equity work together.

CARPENTER & COMPANY: CHARLES STREET JAIL HOTEL

Presenter: Peter Diana

Carpenter & Company works primarily in the development of hotels. The Charles Street Jail Hotel will be similar to the Charles Hotel in Cambridge in terms of quality, size and intent. It will have approximately the same number of rooms, but less meeting and restaurant space.

MEETING #3 cont.

Improvements to the current condition of the area:

- The outside wall (around the site) will be taken down and replaced with a much lower, knee-high wall.
- The slate roof will be restored.
- The cupola will be restored.
- The outside of the building will be cleaned.
- Open space will be created on Charles Street in front of the hotel.

The driveway will be located on Charles Street as far from Charles Circle as possible. Cambridge Street will be avoided entirely by traffic entering the hotel from Storrow Drive. The only traffic that will effect Cambridge Street will be that coming from Downtown, which should be minimal. An interior road will be created, connecting the hotel to the MGH garage, which will provide the hotel with the necessary parking spaces. The hotel's floor plan is designed to allow public access to the historic site.

The Project Notification Form (PNF) has been submitted and the comment period ends on May 31, 2002.

Questions and Comments for Carpenter & Company:

The community questioned whether there would be parking space flexibility with MGH if the number of necessary parking spaces has been underestimated for the hotel and how many additional people the hotel would bring to the area. Carpenter & Co. responded that the parking analysis was done from a business standpoint, in that it is in the hotel's best interest to have sufficient parking, and that at maximum usage, which is rare, there would be 1000-1200 additional people.

The community commented that the hotel is going to be a great improvement and questioned the visibility of the open space in front of the hotel. Carpenter & Co. responded that it would be completely open with only a knee-high wall. Other questions and comments included the size of the ballroom and the penetrability of the area. Carpenter & Co. directed the penetrability question to MGH as the hotel is out of the way in terms of access for residents of the West End to the Charles/MGH T Station. The ballroom will be about 2/3 the size of the ballroom at the Charles Hotel in Cambridge, which is small to begin with.

MASSACHUSETTS GENERAL HOSPITAL: YAWKEY CENTER FOR OUTPATIENT CARE

Presenters: Dr. Jean Elrick, David Hanitchak and John Messervy

MGH is proposing to develop approximately 640,000 (466,700 net new) square feet of ambulatory care and medical office space, together with a below-grade parking garage with approximately 725 (475 net new) spaces on its campus located off Cambridge Street. The proposed Yawkey Center for Outpatient Care will be developed in two phases. Phase 1 will be located south of Fruit Street and will span the eastern portion of the Charles Street Jail site towards Cambridge Street. The northern portion will be built on top of the existing Northeast Proton Therapy Center and the southern portion

will be located on top of the proposed below-grade parking garage on the Cambridge Street end of the former Charles Street Jail (proposed hotel). Phase 1 is scheduled to be completed in the spring of 2004.

MEETING #3 cont.

Phase 2 will be located north of Fruit Street at the current site of the Vincent/Burnham, Clinics and Tilton buildings, which would be taken down. Construction of Phase 2 should begin upon the completion of Phase 1.

Questions and Comments for MGH:

The community questioned whether there will be inpatients and if there will be improvements to the taxi service for the center. MGH responded that there will be no in-patients and that the hospital is studying the taxi situation for the entire campus. Two specific questions regarding the Fruit Street garage and whether MGH has plans to convert Fruit Street into a two-way street. MGH responded that the demolition of the Fruit Street garage will be within 10 years, as part of Phase 2 (2008) and that there is no commitment to make Fruit Street a two-way street, but that there have been discussions.

The community requested that the Cambridge/Blossom Street Working Group discussions be better advertised in the community and questioned if the meetings were advertised in the Beacon Hill Times. MGH responded that email is the current mode of notification. The email is not sent to a select list, but to individuals who live or own property on Cambridge or Blossom streets. The emails are also sent to the neighborhood groups, which were believed to be getting the information out to their members. MGH will also do whatever is necessary/desired by the community.

MASSACHUSETTS GENERAL HOSPITAL: INSTITUTIONAL MASTER PLAN

Presenters: Dr. Jean Elrick, David Hantichak and John Messervy

Rebecca Barnes: MGH submitted the Institutional Master Plan (IMP) Notification Form to the BRA approximately 48 hours ago. It is being presented for the first time here tonight.

The Massachusetts General Hospital's mission strives for excellence in three areas: patient care, education and research. Over the next ten years, the hospital proposes a complete facilities plan, as part of its Institutional Master Plan, to address current demands and in order to continue to improve the three components of its mission. The plan includes leasing off-site space, additions to and updating of older facilities as well as a number of new construction projects.

Proposed new construction projects in the IMP include:

- A research facility on the eastern portion of Site 4B (bounded by Cambridge, Blossom, Parkman and North Anderson streets) above an underground parking garage on the site (2009-2012)
- The relocation of the Resident Physician's House to the southwestern portion

MEETING #3 cont.

of Site 4B fronting on Cambridge Street in order to allow for the creation of Cambridge Street retail space at its existing location (2012)

- A new steam and co-generation facility along with administrative space above the existing Service Building (2005-2007)
- Demolition of the Fruit Street Garage and construction of underground parking (2012-2015)
- Administration, ambulatory and retail space on the site of the existing Fruit Street Garage (2012-2015)
- A new Multi-Modal Transportation Center and parking garage for employees on the Nashua Street lot (2004-2007)

Leased space:

- Administrative and ambulatory space (2003)
- Charles River Plaza research building (2004)

Additions/Upgrades to existing facilities:

- Phase 2—Yawkey Center for Outpatient Care (2005-2008)
- Gray Jackson Building for the differential of inpatient beds not provided in the addition to the Yawkey Center in Phase 2 (2004-2007)

Beyond the terms of the IMP:

- Removal of the Parkman Street Garage and construction of approximately 600 below-grade parking spaces and 9-stories of administration and ambulatory space

Questions and Comments for MGH:

The community expressed concerns regarding the environmental impacts of the IMP. MGH responded that environmental studies will definitely be performed as part of the scoping for the IMP Notification Form (IMP NF). An explanation of the scoping was requested. MGH, Owen Donnelly and Rebecca Barnes explained that at the end of the comment period for the IMP NF, the City will review the comments received and define the scope of the IMP, i.e. an explanation of the concerns, desired uses and additional information and/or studies that need to be presented. MGH will then produce the IMP; there will be public review of the draft and a formal approval process.

Owen Donnelly explained that there is a different level of impact analysis for the IMP than for BRA Large Project Review. After the IMP is in place, each project will still go through the Large Project Review process. There will also be a master transportation plan as part of the IMP and individual project transportation agreements.

The community also questioned whether there is any plan for retail space on Blossom Street. MGH responded that there was and that what is actually chosen will be a discussion with the community. Other questions included whether MGH was equipped with an anthrax disaster plan, what are the plans for the red brick buildings across from the Holiday Inn, and what the Cambridge/Blossom Street working group

will study. MGH answered that yes, MGH has an anthrax disaster plan, the red brick buildings will be research facilities, and that the group will represent the concerns from everyone on the street and entire corridor.

MEETING #3 cont.

Community members also expressed their desires for residential projects on Nashua Street and improved pedestrian access through the institutional campus to Blossom Street.

Rebecca Barnes stated that the June 4th meeting will be the second of three 'Plans and Project Presentation' meetings. The Boston Transportation Department, Charles River Plaza, the MBTA and DCAM will be presenting.

The next meeting of the West End Area Planning Group will be held on Tuesday, June 4, 2002 at 6:15 p.m. at Shriners Hospital Auditorium.

Coming Up:

Meeting #4
 Plans and Project Presentations
 Tuesday, June 4, 2002
 6:15 p.m.
 Shriners Hospital Auditorium
Transportation Traffic Concerns
Charles River Plaza
MBTA
DCAM

Meeting #5
 Plans and Project Presentations—II, III
 Monday, June 24, 2002
 6:15 p.m.
 Shriners Hospital Auditorium
BTD: Overview of BRA: Zoning and
Urban and Renewal
North Area Working Group

MEETING #4

WEST END AREA PLANNING GROUP
MEETING #4
MEETING MINUTES

Rebecca Barnes, Moderator

Date: June 4, 2002
Time: 6:15-8:45 p.m.
Location: Shriners Hospital Auditorium, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Sonal Gandhi, Leanna Hush, Kim Jones, Katie Lee, Richard Shaklik
Boston Transportation Department: Alison Felix, Vineet Gupta, Jim McCarthy

West End Area Planning

Group Members Attending: Biss Antikarov, Richard Cirace, Harold Dennis, Patrick Flaherty, Jr., John Fitzgerald, Jane Forrestall, David Hanitchak, Norman Herr, Paula Higgins, Kevin McNamara, Liz Minnis, Emilie Pugliano, Carol Robinson, Paul Schratte, Ivy Turner, Carolyn Wahto, Robert Works

The meeting began at 6:30 p.m.

Rebecca Barnes welcomed the Planning Group and other community members in attendance. Requests had been made to have the DCAM presentation first, and Rebecca Barnes and DCAM were prepared to accommodate this request. Rebecca announced that MGH will ask the combined membership of the West End Area Planning Group and the Cambridge Street/Blossom Street Working Group to participate in the Institutional Master Planning Process for MGH. The public meeting for the MGH Master Plan is scheduled for June 19, 2002 at 6:30 p.m. in the Walcott Rooms in the Wang Ambulatory Care Center.

Rebecca Barnes also announced that the Planning Group will be meeting in the near future to discuss the format and content of the fall workshop and the products of this planning effort. The BRA will coordinate this meeting shortly. The public will be invited to the fall workshop.

PROJECT PRESENTATIONS

MEETING #4 cont.

DCAM: LINDEMANN CENTER, SALTONSTALL UPDATE

Presenter: Liz Minnis, Deputy Director, Courts

Liz began with a discussion of the master plan for the Suffolk Courts, including the new Brooke Courthouse (completed in 1999) and the renovation of the historic Suffolk Courthouse scheduled to be completed in 2003.

The Nashua Street site was proposed to the Massachusetts Bar Association and was met with resistance. The Post Office Square Courthouse was examined as well, but the federal government is not selling the building. The Saltonstall Building is not available for court uses, and neither is City Hall Plaza. The Pemberton Square site is currently used as a courthouse, but the building is restricted for renovation and won't work for the design that modern courts now require and would not be able to accommodate growth. The Lindemann Center site has the opportunity for court uses, as it is owned by the Commonwealth and near the existing Brooke Courthouse. It is a complex building, with the Department of Mental Health (DMH) housed there, but the courts would like to have it examined more closely.

A site plan of the Lindemann Center was shown, which included the details of where the DMH would be consolidated. The DMH administrative offices would be relocated to the Saltonstall Building which would improve the functionality of the site for DMH. A detailed study of this site is in progress.

As a site for the new Suffolk Trial Court, the Lindemann Center is attractive to the state because of its location next to the Brooke Courthouse. Some issues that need further study are the status of the building as a landmark, which would require minimal or no demolition, and the cost and schedule of the project. The project would involve infill of the courtyard and renovation of the existing building. The DMH would be isolated to one wing, and the rest would be office space. There could be an atrium connecting the new building (infill of courtyard) to the existing building, which would improve site circulation. Floor plans were shown with the advantages of secure parking, multiple access points for loading and detainees, and an adequate footprint for the courts.

Regarding the Saltonstall Building, construction should be complete in 2003. DCAM will lease space back in that building. The project, being developed by Massachusetts Development Finance Agency/Saltonstall Building Redevelopment Corporation, calls for the renovation of the existing 632,000 square foot building for the construction of approximately 38,500 square feet of retail space, seventy-five (75) residential condominium units, and the reconfiguration of the existing 110,000 square foot parking garage for the provision of 466 spaces.

Rebecca Barnes then asked Liz Minnis to address the supermarket issue with the Lindemann Center site. The BRA has had a study completed which shows the

MEETING #4 cont.

Lindemann Center is a good site for a supermarket based on location and road networks.

Liz responded that DCAM is aware of this issue. Before they had their plans finalized for the courthouse, a consultant looked at the space and found that a supermarket would not be feasible, for reasons such as the incompatibility of a courthouse and a supermarket, security and loading issues. Liz stated that it would not be affordable for a developer to build a supermarket at that site with all of the state constraints on the site.

The discussion included concerns from community members regarding the analyses of several state-owned neighborhood buildings that have been ruled out by DCAM for supermarket use. The community would like an affordable supermarket to serve Beacon Hill, the West End, and the North End, and to have livelier, more active street edges around the institutional blocks that abut these neighborhoods. It was mentioned by several audience members, including Representative Paul Demakis, that it is not unreasonable to ask the state to give something back to the communities in which there is a strong state presence and where it is generally agreed that there is a problem created by the lack of affordable grocery alternatives. In addressing these concerns, Liz further elaborated on the security concerns at the Lindemann as well as footprint size and layout issues at state-owned facilities that create serious constraints for would-be supermarket developers.

BOSTON TRANSPORTATION DEPARTMENT: TRANSPORTATION OVERVIEW
Presenter: Vineet Gupta, BTM Director of Policy and Planning

Vineet Gupta introduced Alison Felix, Transportation Planner and Jim McCarthy, Senior Transportation Planner.

Vineet began with an overview of BTM's Transportation Planning Principles which include:

- Developing community-based strategies that enhance the quality of life
- Manage the cumulative transportation impact of new development projects
- Keep regional traffic on the highway system and local traffic on neighborhood streets
- Adopt a "transit first" approach in addressing congestion and access
- Develop a transportation vision in tandem with the urban design vision

An explanation of BTM's participation followed:

- Comprehensive district planning in coordination with BRA
- Negotiate transportation mitigation programs with development projects
- Manage off-street parking supply
- Enforce curb regulations and maintain signals
- Oversee Construction Management Plans
- Coordinate with MBTA and state transportation agencies

A site map of development projects and concepts was shown which pointed out the following projects: Saltonstall, Charles River Plaza, 226 Causeway Street, the Hoffman Building, Nashua Street, Emerson Place, MGH IMP, Yawkey Center, Charles Street Jail Hotel.

MEETING #4 cont.

Transportation projects through 2006 were reviewed, including the following:

1. Charles Circle Station and area reconstruction
2. Cambridge Street reconstruction
3. Merrimac Street reconstruction
4. Green/Orange Line Superstation
5. Leverett Circle pedestrian bridge/Nashua Street
6. Martha Road/Lomasney Way Green Line reconstruction
7. Causeway Street reconstruction
8. Haymarket bus station reconstruction

A diagram of the future roadway network after the Central Artery/Tunnel project is completed was shown.

West End Area streets reconstruction:

1. Cambridge Street: construction from summer '02 to summer '04, realignment of street with median, two lanes in each direction with left turn lanes, brick sidewalks, new trees, planters and pendant lights on both sides of street.
2. Merrimac Street: construction underway with fall '03 completion, two lanes in each direction with island and trees on both sides of street.
3. Leverett Circle: construction underway with spring '05 completion, new at-grade crossings at O'Brien and Nashua streets, new pedestrian bridge, MDC's Nashua Park with spring '03 completion and all connections complete by winter '04.
4. Martha Road: coordinated with removal of elevated T, construction with spring '05 completion, two lane roadway and new trees and plantings.

Transportation issues that BTB focuses on include:

- Pedestrian safety including crosswalks, sidewalks and streetscape
- Pedestrian paths to MBTA stations and parks/open space system
- Problem intersections and cut-through traffic
- Reduce volume of car-trips and parking spaces
- Traffic circulation patterns
- Curbside regulations and their enforcement
- Truck impacts

The discussion included community input on specific intersections where there are safety issues, including the need for better vehicular traffic management (outside the Kennedy Building garage) and the hazards of pedestrian crossings at Leverett Circle. There was clarification regarding the prospective completion date for Merrimac Street (scheduled at that time for fall 2003). There were also a few comments about the dangers posed by brick sidewalks to those who use wheelchairs and canes. BTB stated that this has been a concern and that the engineering for these types of surfaces has greatly improved in recent years.

MEETING #4 cont.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

Presenter: Barbara Boylan, MBTA Director of Design

Barbara began with an update of the North Station Superstation and Leverett Circle. North Station has been under construction since 1995 and the Green Line should be completed by 2004. She described the changes to this station, including platforms to cross between the Green and Orange lines, and a pedestrian link to the Old Garden site. There will be a 16,000 sq. ft. train lobby, and the station will be intermodal (Orange and Green lines as well as commuter rail). The MBTA expects to award the contract in July 2002 and issue a Notice to Proceed in August, for completion in May 2005. While the Green Line is taken down, bus service will run from North Station to Lechmere, from about May 2004 to May 2005. Traffic mitigation has been worked through during the MBTA's planning process.

Charles Street Station:

A design competition was initiated in 1998 to solicit ideas for improving access and modernizing this station; construction of the new station will begin after Labor Day of this year. Barbara went through the city agencies that have worked on this project and explained that the new station will be 150 feet further up Cambridge Street than it is now—this will involve a land swap with MDC.

Issues and factors that the MBTA has examined include traffic circulation (traffic will be shifted, but the capacity will still be met), and access to the station. There will be a crosswalk from the CVS to the station and pedestrians will also be able to cross to the MGH side. Landscaping will be included with the project. The design of the station uses a great deal of glass so the station interior is daylit and visible from the outside at night; it will have an enlarged waiting area. The tracks and platforms will remain where they are today. The MBTA is committed to noise barriers and the project will include a 10 foot sound wall above the tracks. The existing headhouse will be demolished.

The discussion included comments from the audience regarding the need for installing properly located elevators, providing full handicap accessibility, and undertaking general upgrades to the appearance at Science Park station. MBTA signs currently incorrectly display that this is an accessible station. Barbara explained that while there is nothing in the plans right now for this station, it will be on a list for the future.

MEETING #4 cont.

CENTRAL ARTERY/TUNNEL PROJECT

Presenter: Peter Smith, Central Artery Community Liaison

Peter Smith updated the residents on the progress of the CA/T. The following information can be found at: <http://www.bigdig.com/thtml/schedule.htm>

Remaining Milestones of the Central Artery/Tunnel Project:

November 2002: I-90 Extension

The opening of the I-90/Massachusetts Turnpike extension will take place in three phases. The first to open will be I-90 westbound from Route 1A to Logan Airport and the Ted Williams Tunnel (TWT) meeting the existing Mass Pike westbound to Routes 128, 495 and western Massachusetts. Shortly thereafter, I-90 eastbound opens from its current terminus at I-93, under the Fort Point Channel and South Boston through the TWT to the airport and Route 1A. Also, a major interchange in South Boston will provide direct access to development in the area, including the new convention center. In a few weeks a new I-93 northbound ramp to I-90 eastbound will open. The TWT, which is currently restricted to commercial vehicles, will be opened to all traffic.

December 2002: Northbound Central Artery/I-93

The northbound lanes of the underground Central Artery will begin carrying traffic about a year before the southbound lanes. Northbound traffic will begin using the ten-lane, cable-stayed Leonard P. Zakim Bunker Hill Bridge across the Charles River at the same time.

November 2003: Southbound Central Artery/I-93*

Opening of the southbound lanes of the underground expressway will take approximately one year longer than the northbound lanes because southbound traffic will use the existing Dewey Square (South Station) Tunnel. The transition from an above-ground approach to the tunnel to one from the underground highway requires a more complicated construction sequence. The Dewey Square Tunnel will be completely refurbished to carry southbound traffic only.

*Note: The Project Management Monthly (PMM) as of February 28, 2002, reports a schedule delay of approximately one month for southbound Central Artery/I-93 and for project completion. This delay will be reevaluated as part of the project's Annual Cost/Schedule analysis in mid-2002.

MEETING #4 cont.

December 2004: Project Completion*

Demolition of the elevated Central Artery will begin once southbound traffic has begun using the underground expressway. Restoration of the surface will follow, including landscaping and other amenities, creating 27 acres of open space along the old highway corridor. Three quarters of that space will remain open, with modest commercial and residential development on the rest. Construction on the development parcels will begin after the Central Artery project is finished.

Update on the Sumner Tunnel:

Starting Saturday June 8, 2002, the Sumner Tunnel will operate one travel lane only between 7:00 a.m. and 10 p.m. on Saturdays throughout the summer. Two travel lanes will be provided at all other times.

The discussion focussed on the emergency plans for fires/smoke in the tunnel. Artery representatives stated that emergency stations will be open 24 hours, with tow trucks and ambulances, located above-ground near on-ramps. Variable message signs will be used and the tunnel has been designed so that systems are up-to-date and motorists will be aware of problems well in advance. There was a request for collaboration between the MBTA and the CA/T, and it was stated that a representative from the MBTA would be at the next CA/T meeting.

THE DAVIS COMPANIES: CHARLES RIVER PLAZA

Presenter: Paul Marcus, Principal

The Davis Companies has had discussions with MGH about the possibility of MGH as a tenant for the project. The goal is to start the project by the end of this year.

There will be a newsletter process to update abutters of the construction plans. The CVS will remain open (and will expand) and the Stop & Shop will be closing in January 2003. The Stop & Shop will be replaced by Bread & Circus.

The project is still continuing with design review and includes some Blossom Street entrance improvements.

Construction will take about 1½ years and the Davis Companies will be talking to the community throughout the process.

Charles River Limited Partnership proposes to develop approximately 397,000 net new sq. ft. of office/lab/R&D space and 10,000 sq. ft. of street-front retail in two structures at Charles River Plaza on Cambridge Street. The project received BRA Board approval on 12/6/01.

The discussion included clarification regarding what space MGH would have in the new development (the majority of the North Structure) and also regarding the property owned by Davis behind Blossom Court. The company has a long term lease with Pace's, and has renewed leases with the dry cleaner and travel agent. It was commented that the neighborhood is very happy with Pace's.

MEETING #4 cont.

MEETING #5

WEST END AREA PLANNING GROUP
MEETING #5
MINUTES

Rebecca Barnes, Moderator

Date: June 24, 2002
Time: 6:15-8:45 p.m.
Location: Shriners Hospital Auditorium, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Sonal Gandhi, Lisa Greenfield, Leanna Hush, Kim Jones, Katie Lee, Richard Shaklik, Don Wiest
Boston Transportation Department: Alison Felix, Vineet Gupta, Jim McCarthy

West End Area Planning

Group Members Attending: Jane Forrestall, Linda Ellenbogen, Norman Herr, David Hanitchak, Paul Schratte, Ivy Turner, Carol Robinson, Patrick Faherty, John Fitzgerald, Harold Dennis, Robert Works, Malek Al-Khatib, Kevin McNamara

The meeting began at 6:30 p.m.

Rebecca Barnes welcomed everyone to the meeting and reviewed why and how the City is conducting this community planning process. She stated that a Planning Group was appointed to ensure consistent representation of all area constituencies throughout the process, but that all meetings are open to the public and that everyone should feel encouraged to participate. Rebecca explained that this was the fifth in a series of meetings offering presentations of existing conditions as well as of imminent changes to the vicinity in the near future.

At a previous meeting, Rebecca agreed to accommodate a request from participants to have no meetings of this type in July or August. She explained that while honoring that request, she did however want to invite members of the Planning Group to meet with her and other city staff once during the summer to provide input on how the rest of the planning process, including a September workshop, should proceed. (This meeting is meant primarily to be a discussion about the goals and logistics of the September workshop—an event that will be advertised widely in advance and in which everyone will be welcome to participate.) In response to a request for scheduling preferences, most Planning Group members had responded that August 8 or July 22 work best. Rebecca stated that a date will soon be selected and announced. (*The meeting has now been scheduled for August 8 from 5–7 p.m. in the BRA Board Room in City Hall.)

*PLEASE SAVE THE DATE: Saturday September 14th is the tentative date for the workshop / charrette! Details are forthcoming.

MEETING #5 cont.

NORTH AREA PLANNING INITIATIVE (NAPI)

Presenter: David Neilson

Rebecca introduced urban design consultant David Neilson to present the work of the NAPI. (Both Bob O'Brien and Biss Antikarov, Planning Group members affiliated with the NAPI, regretted that they were unable to make it to the meeting to participate in this presentation.)

David stated that this ongoing planning process began two years ago and is supported by Move Massachusetts, the Downtown North Association, and the Artery Business Committee (ABC) along with others, with all funds matched by the Massachusetts Development Finance Agency. There were bimonthly meetings and two subcommittees. The intent of the process was to identify redevelopment opportunities being created in the area given the impending arrival of a new surface artery. Participants explored how coming changes to the area would effect development interests there. The process was very interactive, using models to help everyone understand the issues.

The NAPI's study area was defined by North Washington, Sudbury, Cambridge streets, and the Charles River. The process was designed to enable a large group of stakeholders to examine "what if?" scenarios together, and to establish a plan before any development proposals were made for sites in this part of the city. David emphasized that there is no "right or wrong" among these ideas.

A few of the many principles articulated through the NAPI process for guiding future change to the area include: enhanced pedestrian, vehicle and visual connections between subdistricts and to other parts of the downtown; maintenance and expansion of the current variety of uses in the area; diminishing the impact of transportation infrastructure; and enhancing connections to the river and between open public spaces there and within the study area. David also discussed how building densities might be sensitively increased in some areas to the fulfillment of the agreed-upon principles, and also touched upon how a supermarket use might be located in or near the Lindemann-Hurley complex. David presented the extensive urban design analysis that served as a basis for some of the ideas. David stated that copies of the book produced in this process can be ordered through Biss Antikarov at the ABC.

Comments from audience: Objection to putting a "fortress" over a garage and to anything that will block views to the new bridge and other scenic areas. Also a call to "clean up the North Station area."

MEETING #5 cont.

Question from the audience: Is the corner of Lindemann-Hurley (Merrimac and Staniford streets) designated as open space or parking? David responded that it is open space.

ZONING PRESENTATION

Presenter: Rick Shaklik, BRA Deputy Director for Zoning

Rick presented some background information on zoning in Boston as well as some information particular to the West End Study Area. The following is the outline of his presentation.

I. Boston Zoning Code

- A. Large (three-volume) complex set of land use regulations and dimensional regulations for buildings; controls development in the city.

Includes:

- Process for reviewing and assessing the impact of projects

- Mechanism for planning and developing specific regulations for large parcels (PDA)

- Mechanism for amending and modifying regulations

Not a static document; built-in flexibility designed to respond to changing goals, plans, and needs of the city

- B. This presentation discusses what is applicable to West End Study Area; and attempts to simplify 4 parts:

- 1. Underlying or “base zoning”

- 2. Zoning overlays

- 3. Process for reviewing projects and plans

- 4. Zoning relief

II. West End Study Area/Base Zoning (includes three different zoning districts or areas) indicated by red dotted line on the map in the PowerPoint presentation

- A. Government Center/Markets District

- 1. Lindemann-Hurley complex

- B. Cambridge Street North District

- 1. Charles Street Jail

- 2. MGH Garages

- 3. Charles River Plaza

- 4. SPNEA and Old West

C. General Code Area

MEETING #5 cont.

1. MGH main campus
2. Mass. Eye and Ear
3. Charles River Park

III. Government Center/Markets District—date implemented 1991

A. Use and Dimensional Regulations in Article 46/Map 1H

B. Subdistricts in West End Study Area (three districts)

1. Pemberton Square Protection Area—along Staniford St.
 - a. Height: 125'
 - b. FAR: 8
2. New Chardon Street Medium Density Area—New Chardon/Merrimac streets
 - a. Height: 125'/155'
 - b. FAR: 8/10

IV. Cambridge Street North District—1992

A. Use and dimensional regulations in Article 47A/Map 1K

B. Subdistricts (5) entirely within West End Study Area

1. Cambridge Street North Side Protection Area (Charles Circle to Staniford)—most restrictive
 - a. Height: 65'
 - b. FAR: 4/5
2. Charles Street Jail South Protection Area
 - a. Height: 125'
 - b. FAR: 5
3. Blossom Street Restricted Growth Area
 - a. Height: 80'/100'
 - b. FAR: 6/7
4. North Grove Street Restricted Growth Area
 - a. Height: 65'/100'
 - b. FAR: 4/7
5. Charles Street Jail North Medium Density Area
 - a. Height: 125'/155'
 - b. FAR: 5
6. Height range for district 65'–155'/FAR 4-7

MEETING #5 cont.

V. General Code Area—MGH/CRP

- A. Use and dimensional regulations in Volume I, Article 8 and Article 13
- B. Districts within West End Study Area (three types of underlying districts)
 - 1. H District—Apartment/Multi-family (H-3, H-4)
 - a. Height: none
 - b. FAR: 3-4
 - 2. L District—Local Business (L-2) (Blossom Court commercial building)
 - a. Height: none
 - b. FAR: 2
 - 3. B District—General Business (B-4) (Small area north of Charles River Plaza)
 - a. Height: none
 - b. FAR: 4

VI. Overlay Districts

Layers that supplement and/or replace underlying zoning provisions
Require public hearing and approval by Zoning Commission (ZC) as
amendment to Code. Three districts to be discussed—four including Restricted
Parking District

- A. Downtown Interim Planning Overlay District (1987)
 - 1. Covers General Code Area—MGH/CRP
- B. Planned Development Areas (2)
 - 1. Charles River Park
 - 2. Mass General
- C. Urban Renewal Areas (3)
 - 1. Shriners
 - 2. Lowell Square
 - 3. Charles River Plaza

VII. Downtown Interim Planning Overlay District

- A. Medium Growth Subdistrict
 - 1. Height: 125’—restricts height (155’ with Board of Appeal approval)
 - 2. FAR: 8—increases FAR (10 with Board of Appeal approval)
- B. PDAs not allowed

VIII. PDAs

MEETING #5 cont.

- A. PDA # 7 Charles River Park (Longfellow Place, 50 Staniford, Parking Garage, Amy Lowell House) (H-3-D)
 - 1. 1972
 - 2. 9.2 acres
 - 3. Part of Parcels 2—1E—1F of the West End Land Assembly and Redevelopment Project
 - 4. Permitted uses—residential, retail, parking, office, sports facility

- B. PDA #15 Mass General Hospital
 - 1. 1982 (as amended)
 - 2. In excess of 10.5 acres
 - 3. Permitted uses—hospital and accessory uses (research, offices, clinics, keeping of lab animals)

IX. Urban Renewal Areas or “U” District

Designation by the Zoning Commission, through Amendment process, of an area within an Urban Renewal Plan area.

Use and dimensional controls are the use and dimensional controls of the urban renewal plan and land disposition agreement related to the parcel

- A. Shriners Burns Institute (1992)

- B. Lowell Square/West End Place (1994)

- C. Charles River Plaza (April 2001)

X. Development Review Process (Article 80)

Adopted in 1996 to consolidate development review regulations, make them easier to use and understand and to apply the regulations consistently throughout the city. (See *Citizen’s Guide to Development Review* for overview. [This document was available at the meeting, and can be attained at the BRA at no cost.])

- A. Large Project Review
 - 1. 50,000 sq. ft. threshold for new construction
 - 2. Multi-step process to analyze impacts of proposed project such as:
 - a. Transportation and parking
 - b. Environment (wind, shadow, noise)
 - c. Urban design
 - d. Historic resources
 - e. Infrastructure (water, sewer, electricity)

MEETING #5 cont.

3. Process
 - a. PNF (Project Notification Form)
 - b. Scoping (45 days after PNF)
 - c. Draft Project Impact Report (DPIR)/Preliminary Adequacy Determination (PAD)
 - d. Final Project Impact Report (FPIR)/Adequacy Determination (AD)—BRA public hearing
 - e. Certification and implementation (cooperation agreement, Design Review, certification of compliance, permitting and project construction)
 4. Impact Advisory Group (IAG)
Executive Order relative to mitigation of large projects; an IAG assists the BRA in determining appropriate mitigation
- B. Planned Development Areas (PDAs)
1. Plan for larger areas, appropriate to location, may not be accommodated by underlying zoning, such as a development involving a large building, group of buildings or mix of uses.
 2. Development plan must be approved by BRA and Zoning Commission (ZC)
 3. Plan must specify:
 - a. Proposed location, dimensions, and appearance of all buildings
 - b. Proposed uses, parking, and landscaping
 - c. Public benefits
 4. Process
 - a. PDA plan files
 - b. Comment period for 45 days
 - c. BRA public hearing within 60 days
 - d. Zoning Commission hearing and adoption
- C. Institutional Master Plan (IMP) required city-wide by amendment 2 years ago
1. required to insure that expansion of hospitals or colleges enhances surrounding community and city
 2. comprehensive development plan that describes:
 - a. existing facilities
 - b. long-range planning goals
 - c. proposed projects
 3. update and renewal periodically and amended when it adds or changes projects over threshold (20,000)
 4. Creates new zoning regulations based on plan

5. Process
 - a. Institutional Master Plan Notification Form (IMPNF)—comment period, 30 days—scoping, 45 days
 - b. IMP filed—comment period (60 days)—BRA public hearing (90 days)
 - c. Zoning Commission hearing and adoption

MEETING #5 cont.

XI. Zoning Relief

A. Zoning Amendment

1. Petition to Zoning Commission for text or map change
 - a. Usually by BRA, as City's planning agency
 - b. Often as part of the City's comprehensive rezoning process
 - c. Any citizen has right to petition the ZC for a zoning change
2. BRA is responsible for advising the ZC before the ZC considers a zoning change
3. A public hearing, duly advertised, is held by the ZC before considering a zoning text for map amendment

B. Zoning Appeal

1. Zoning Board of Appeal may grant zoning relief from provisions of the Code through the conditional use or variance process
2. Petitioner may file an appeal at Inspectional Services Department (ISD) after permit application has been denied for zoning violations
3. BRA makes recommendations on appeals to Board of Appeal
4. Board of Appeal holds public hearing, then abutters are notified, then a hearing is advertised, then Board makes decision
5. Board can grant relief only for specific provisions of Code in question
6. Criteria for conditional use permit and variance is included in the Code (Articles 6 and 7)

C. Planned Development Area

1. Zoning Commission adopts development plan which determines dimensional, design, parking, circulation, open space and landscaping of proposed project
2. Overlays and supersedes underlying zoning

D. Urban Renewal Area

1. Zoning Commission adopts Urban Renewal designation for specific area within an Urban Renewal Plan
2. Overlays and supersedes underlying zoning

MEETING #5 cont.

E. Institutional Master Plan

1. Zoning Commission adopts Institutional Master Plan for specific area
2. Overlays and supersedes underlying zoning

WEST END URBAN RENEWAL PLAN OVERVIEW

Presenter: Don Wiest, BRA Land Use Counsel

Don discussed how the West End urban renewal plan works as well as the relationship between this type of regulation and the zoning controls for the area.

Zoning controls what structures may be built, and what uses may take place, on property throughout Boston. In a few areas of the city, such as the West End, land use is also controlled by an urban renewal plan. This plan is formally called the West End Land Assembly and Redevelopment Plan, referred to here as the “Plan.”

Creation of Plan/Contrast with Zoning:

Zoning controls have been in place within the City of Boston since 1924. The West End Plan, by contrast, was implemented in connection with a neighborhood-specific urban renewal scheme that got underway in the late 1950s. The Plan was enacted by the City Council on July 22, 1957. On July 26, 1957, the Mayor of the City of Boston approved the City Council’s action, thus rendering the Plan operative. Afterwards, the specified land within the neighborhood was either purchased or judicially taken by the City of Boston, and was then cleared for redevelopment.

The land within the Urban Renewal Area was then divided into parcels, and each parcel was designated for one of several different use classifications. A Master Leasehold covering the entire Plan area was executed with the chosen redeveloper, and, over time, the individual parcels were leased for development as the developer’s specific plans for those parcels were approved. The leases transferring this land contained dimensional and use restrictions consistent with the terms of the Plan. These restrictions vary by type of parcel. There are also fairly specific restrictions on the types of uses permitted within each type of redevelopment parcel. The leases to the redevelopment parcels contained options to purchase, with the condition that the deeds transferred must remain subject to the Plan restrictions appropriate to that parcel.

The Plan thus differs from zoning in terms of how it binds land owners and users. Zoning represents legislative restrictions on the use of land—it is law that is imposed upon all land within Boston’s city limits. Although the Urban Renewal Plan began as legislation, it binds the use of land primarily through contract. As the Plan provides in Section B(3)(B), restrictions set out in the Plan “shall be binding and effective upon all purchasers of land, their heirs and assigns, in that section of Boston identified as the West End Land Assembly and Redevelopment Project Area”

MEETING #5 cont.

Plan/Code Interplay:

Any new development within the West End is subject to both the Plan and zoning, to the extent that both apply to the project. This means that any property owner must comply simultaneously with all the limitations imposed by both of these sets of controls. Plan Section G(5) states that “[w]hen there is any difference between these restrictions and the standards of the Zoning Regulations, Building Code, or other legal requirement, the most restrictive shall govern.”

A U-District is a type of specialized subdistrict within an urban renewal area in which only the controls of the relevant urban renewal plan apply, as opposed to the controls of both that plan and the zoning code. Boston Zoning Code Section 3-1A(b) states that, “[u]pon application from the Boston Redevelopment Authority, the whole or any part of a subdistrict may be established as an urban renewal area [i.e., U-District] if all land within such urban renewal area . . . consists solely of land . . . with respect to which an agreement has been entered into with said Authority establishing use and dimensional controls as specified in a land assembly and redevelopment, or urban renewal plan, as defined in Chapter 121 of the General Laws.” This section further provides that “the provisions of this code establishing use, dimensional, parking, and loading requirements . . . shall not apply to urban renewal areas”

Changes to the Plan:

It is important to understand when discussing the Plan that it is a plan only. While comprehensive in its scope and well-thought-through, it is not set in stone. Plan Section G(2), entitled “Amendments to the Redevelopment Plan,” states that, “[s]ubject to applicable Federal, State, and local laws, this Plan may be modified after lease or sale of any land in the Project Area, provided that such modifications are consented to by the lessee or purchaser of the property affected by the proposed modifications and by the Boston Redevelopment Authority.”

In 1972, the Massachusetts Supreme Judicial Court—the state equivalent to the United States Supreme Court—addressed the process by which modifications to

MEETING #5 cont.

the Plan may take place. The issue before the Court was the decision by the City of Boston not to construct a school on what was identified as Parcel 2 of the West End Redevelopment Area. Instead, the property would be redeveloped to contain two 35-story apartment buildings, a 10-story office building, 1,200 enclosed parking spaces, tennis courts, a swimming pool, and a skating rink. The State Department of Community Affairs, or DCA, which is today the Department of Housing and Community Development, sued on the theory that such changes required its prior approval.

The Court dismissed the DCA's contentions, ruling that the BRA did not need to submit such changes in the Plan to the DCA for approval. Commissioner of the Department of Community Affairs v. BRA, 362 Mass. 602 (1971). As the Court noted, the enabling legislation, G.L. c. 121, s. 26J, referred to the land assembly and redevelopment plan "as it may exist from time to time." Id. at 614. Thus, the Court concluded, the legislation "clearly contemplated the possibility of revisions." Id. In addition, the Court pointed out, "s. 26KK, which required DCA approval of the original plan, did not require approval of revisions." Id. The Court further observed that the language of the Plan itself that relates to modifications also does not require DCA approval.

The Court suggested that DCA approval "might" be required in a situation in which "the nature and magnitude of the revisions of a plan could fundamentally alter the essence of the project." Id. at 618. The Court emphasized, however, that "[a]ny assessment of the magnitude" of changes "must be made with reference to the plan as a whole, not simply with reference to the affected parcel." Id.

Accordingly, as the Court has made clear, the provisions of the Plan, as they apply to a specific parcel within the West End, may be modified by agreement of the BRA and the owner of the property in question. Such modification is impermissible only where the change in question would "fundamentally alter the essence" of the Plan as a whole.

Duration of the Plan:

Plan Section B(3)(A)(6) states that "[t]he following restrictions shall be binding and effective . . . for a period of 50 years from the date of adoption of the Plan by the Boston City Council." This Section then sets forth what is known as an "evergreen," or self-renewing, provision: it states that "[s]aid restrictions shall be automatically extended for successive ten (10) year periods unless terminated by a vote of a majority of the owners with the approval of the Boston City Council."

Ownership and Maintenance of Easements:

Regarding the maintenance of the footpath crossing through the West End: Plan Section B(3)(A)(6) states that "[t]he developer is to purchase all the land of a delivery parcel including that portion of the 'public foot path' contained within a delivery parcel. The developer shall grant to the Authority an easement for the construction of

the ‘public foot path’ and an easement making the ‘public foot path’ a right-of-way for pedestrian travel. The foot path will be dedicated for public uses and transferred by the Authority to the City of Boston for such purposes only.”

MEETING #5 cont.

Plan Section B(3)(B)(2)(e)(ii) provides that “[o]wners of property abutting on a public walkway shall be responsible for maintaining that portion of said easements which is lawn and shrubbery and between their lot lines and all public sidewalks. Owners of the property shall also be responsible for installing and maintaining all lawn spaces between public sidewalks for curbs.”

Questions/Comments:

A question regarding the meaning of “majority of owners” in terms of condo owners or parcel owners was asked. Don Weist responded that it has not yet been tested in the courts; residential condominiums were not contemplated in the drafting of the documents. A member of the community stated that they understood this planning process to be a result of the upcoming expiration of the Urban Renewal Plan, but that per Don Weist’s presentation it seems that the Urban Renewal Plan can automatically renew itself.

Rebecca Barnes responded that the planning process is being conducted in an effort to share information about planning and to establish a clear framework for future planning that includes community values.

A specific question was asked if whether the owner of Parcel A, if they want to make a change, needs the approval from the owners of Parcel B. Don Weist responded that no, each is contractual between the two parties. A question regarding the termination of the Plan was asked. Don Weist responded that the BRA has never been presented with the issue of termination, but that many parties would probably weigh in.

There were a few questions of clarification regarding how the Downtown IPOD changes the FAR restrictions and how the annual renewal process that the IPOD requires is advertised to the public. Rick stated that since it was created in 1987 it has been annually renewed, using the BRA’s standard notification process, including a notice in the Boston Herald, which is the City’s paper of record.

A question was asked whether the owners of the Lindemann–Hurley buildings were subject to the Plan. Don and Rebecca responded that they are owned by the Commonwealth (Division of Capital Asset Management—DCAM) and that DCAM is of the position that they can do what they want. The City has pushed back on this issue. The State typically abides by the zoning as a matter of courtesy. It was also noted that the City commissioned a study for potential supermarket locations in the vicinity, which found the Lindemann–Hurley to be a desirable site.

MEETING #5 cont.

Clarification on what constitutes a “fundamental change” was requested. Don responded that in the Blackstone case, the Court stated that those particular changes (as mentioned above) were not enough to shift from the fundamentally residential character of the area.

A comment was made that it seems that unless something has large historical value (Fenway Park was given as an example), all Emerson needs to do is go to the BRA to get approved. More time on this subject was requested. Questions/comments on the accuracy of the map were made. A question was asked as to what an individual can do to lobby and work with the State regarding the Lindemann planning. Rebecca responded that they should talk to Liz Minnis of DCAM, who is on the West End Area Planning Group.

Comments were made regarding the confusion of what happens in 2007. When individuals decided to move to the area, they believed that they had an understanding of the Plan, but that turns out not to be the case. Rebecca responded that existing conditions are not set in stone. Constraints exist but they can be changed and they are meant to be flexible. This is a universal situation in the City and the country due to the way we use the law.

A verbatim version of Don’s presentation was requested in the meeting minutes. A comment was made that it seems like it comes down to what the City wants. Rebecca and Don responded that through the review process a project can change drastically and that it is about balancing competing goals and the sentiments of the stakeholders involved.

A question was asked that with the building height restricted to 155 feet and a FAR of 8-10 if a 155-foot building could be proposed. Don responded yes, but it would have to go through the Article 80 process due to the number of square feet.

A specific question regarding the lease of 20,000 sq. ft. by MGH and not triggering the IMP process was asked. The space MGH will lease in the Charles River Plaza will be for research use and not patient care, therefore IMP process was not triggered.

Copies of the Urban Renewal Plan can be requested from the Executive Secretary’s office at the BRA.

Rebecca thanked Shriners for the use of their facility and stated that she’d send a letter. She thanked David Neilson for his presentation.

**WEST END AREA PLANNING
MEETING #6
MINUTES**

MEETING #5 cont.

Rebecca Barnes, Moderator

Date: November 6, 2002
Time: 6:00–8:00 p.m.
Location: Shriners Burns Hospital, Boston MA
City Staff Attending: *Boston Redevelopment Authority:* Rebecca Barnes, Kimberly Jones, Katie Lee
Boston Transportation Department: Alison Felix

West End Area Planning

Group Members Attending: Jane Forrestall, Ivy Turner, Biss Antikarov, Linda Ellenbogen, John Fitzgerald, David Hanitchak, Paula Higgins, Jim McCarthy, Robert Works, Malek Al-Khatib, Paul Schratte

Rebecca Barnes, Chief Planner for the City of Boston and Moderator of the West End Area Planning effort, welcomed everyone to the meeting. Everyone present introduced himself or herself. Rebecca apologized that at the last meeting, some participants hadn't gotten an opportunity to speak, and stated that in the future meetings would be moderated in such a way to ensure all could be heard.

Rebecca gave a presentation that reviewed what we've been doing so far and where we're going in this process. After reviewing the purpose and goals of the process, what meetings and workshops have produced to date, Rebecca spent the last portion of the presentation going over the "genius statements" that had been produced in response to feedback from the Planning Group at a prior meeting. (Planning Group members had asked City staff to reexamine the draft principles, redraft them in such a way that they addressed specific places within the West End Area and not the entire district, and to begin this redrafting process by writing a summary—a "genius statement"—for each category of principle.) Rebecca read through each of these draft "genius statements"—also called *overview statements*—for the categories: community character, transportation, open space, community facilities, and land use. The presentation ended with Don Kindsvatter of Von Grossmann & Company, consultants on this process, reviewing what will be the table of contents for the Framework Document that will be produced to report on the findings of this planning process.

Comments from the audience:

Many people expressed satisfaction with the tone, content and direction of the overview statements, and there were many affirmations of the sentiments expressed in the statements regarding preserving the pedestrian character and tremendous importance of open space to this community.

There were also suggestions from the audience for the next phase of drafting the principles. These included the addition of language about: the importance of different government entities working better together, the need for upgrades at Science Park station, the need for improving the area around Nashua Street, and the lack of places for limousines to park without blocking important access routes. There were questions

MEETING #6 cont.

surrounding pedestrian safety concerns and signage on Blossom Street, and what is being done about these issues. (There is an ongoing working group looking specifically at issues on Blossom Street, which meets on the last Tuesday of each month, on the 3rd floor of Bartlett; the public is welcome.)

City Councilor Mike Ross suggested that there be a group walk-through of the area with the people who know it best. It would be a good opportunity for some participants to get to know the West End Area better. Councilor Ross stated that the Framework Document being created in this process has the opportunity to be something, and he welcomed comments on and expressions of interest in the idea of a neighborhood walk-through.

In response to questions regarding scheduling, Rebecca stated that the team of City staff and consultants would like the opportunity to respond to the concerns and ideas expressed and in drafting the planning principles. She noted that this West End Area process was designed as a community conversation about the development pressures in the area, and that intent has been met with the series of meetings held since May 2002, and will conclude with the publication of a report this spring.

Growth and Development of the West End Area

Two models of urban development provide useful filters through which we can understand the growth of Boston and the West End Area. One model sees growth as slow and incremental, responding to the population and economic growth building by building, street by street (Figure 1). The first new elements in undeveloped areas often utilize the natural advantages, the shoreline in the case of the West End, and accommodate uses deemed undesirable in the more densely settled center, as the almshouse and jail were in the West End. A second model sees the evolution of the city as a series of bold enterprises, accepting the challenges of building whole neighborhoods all at once as was the case in the West End residential area after 1959, and even creating the land to build on (Figure 2), as when the Charles Street Jail site, much of Massachusetts General Hospital, and The Embankment was made by filling the Charles River Estuary.



Figure 1

Both models are very much a part of Boston's history. The colonial downtown district, the North End and Beacon Hill grew primarily in the pattern of the incremental development model. The model of ambitious large-scale development better describes the growth of downtown after the Great Fire of 1872, the Back Bay and the South End. Neither pattern is more typical of Boston than the other; in fact, the religious and philosophical underpinnings for both models are as old as the first European settlers. The Puritans came, settled and remained as families with long-term commitments to the area. As families and businesses grew the citizens accommodated the new needs by gradually expanding. New commercial buildings came first, then streets connecting back to the urban center, then more building filled in the street fronts, then more streets and gradual wharfing out along the shoreline with backfilling to create more land. But at the same time it was no sin to grow prosperous (Figure 3); on the contrary, personal wealth was a sign of God's grace. Political institutions were created primarily to enact the laws that would stabilize commerce, including real estate development. The impulse was there from the beginning to create large areas of land out of water in the South Cove, to invent the whole Back Bay neighborhood out of a swamp, to rebuild the entire downtown in just two decades after the Great Fire making it bigger and better than before, to demolish the old West End and create a new residential neighborhood and to relocate the whole Central Artery underground with parks on top. The ambitious entrepreneurial instinct is as much a part of the Boston context as cobblestone streets, brick sidewalks and bay windows.



Figure 2

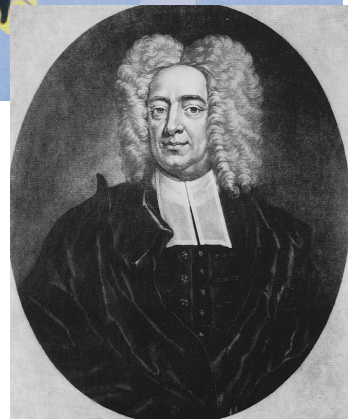


Figure 3



Figure 4



Figure 5

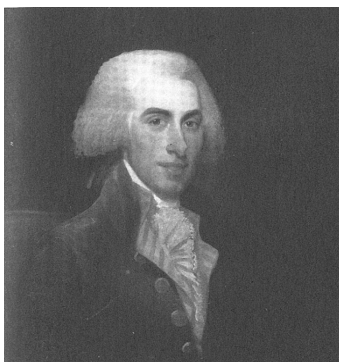


Figure 6

Incremental Growth and Change: Seventeenth Century to 1960

In the earliest maps of the city, John Bonner’s of 1722 and William Burgis’ of 1728, Barton’s Point (as the West End was then called) was located at the far side of the Mill Pond north of Beacon Hill with only one named street, Cambridge Street. But for a few houses, it was an industrial area with a copper works, three rope walks and Lee’s shipyard—possible because no bridges yet connected the Shawmut Peninsula to Cambridge or Charlestown. By 1743, however, many more streets appear in the William Price map (Figure 4). Cross-hatching along the street fronts suggests that houses had been built, but in fact the marking is prospective; it anticipates a time when that degree of urban density would exist. A second shipyard appears on Thomas Page’s Revolutionary War map with a more realistic indication of the parts of the street fronts that actually were built out, and a clear pattern of urban development emerges with streets dead-ending at the river’s edge, waiting for the bridges connecting to Cambridge to be built. The Osgood Carleton map of 1796 shows the first two of these bridges, the West Boston Bridge extending Cambridge Street across the river, and the Charles River Bridge on the east side of the Mill Pond connecting to Charlestown. That year also saw the construction of the first Harrison Gray Otis House (Figure

5), designed by the man who was to become Boston’s preeminent architect of the period, Charles Bulfinch (Figure 6). Bulfinch also designed the Joseph Coolidge house facing Bowdoin Square in 1792.

The John G. Hales map of 1814 shows the West End fully urbanized, and part of a continuous pattern similar in scale and character to the central district and the North End. It shows the Mill Pond filled and its streets laid out—another example of prospective map-making since the filling had only begun at the time, but indicating an optimistic spirit regarding future development. The Almshouse, formerly on Boston Common, was designed by Bulfinch and relocated at the edge of the West End. A second bridge to Cambridge, the Craigie Bridge, appears where the Science Park Bridge is located today. The map indicates building materials and property lines, two increasingly important pieces of information in a city built largely of flammable materials, hemmed-in geographically and with only the beginnings of an insurance industry. During this period Bowdoin Square on Cambridge Street emerged as fashionable residential district with several large houses designed by Charles Bulfinch, who himself was born in the area in 1763 (Figure 7). Most notable were the Blake-Tuckerman house of 1815 and the Kirk Boodt house of 1804. Asher Benjamin’s Old West Church was built in 1806 nearby. Bulfinch’s Massachusetts General Hospital with its famous “Ether Dome” was built in 1817 though William Thomas

Morton's use of the anesthetic did not occur until 1846, the same year that Harvard Medical School moved into the neighborhood from Cambridge (Figure 8). The Mass Eye and Ear Infirmary followed four years later.

The first substantial land fill in the West End, eight acres, was completed by 1835 when the Boston and Lowell Railroad opened its depot north of Causeway Street. (It was the same year that the Boston and Providence and the Boston and Worcester Railroads opened depots in Boston, also on filled land.) All are illustrated on George G. Smith's map of 1835. By 1847 the historic Kirk Boodt house had been enlarged by architect William Washburn and converted into the elegant Revere House Hotel. This pattern of enlarging existing buildings and replacing wood construction with fireproof masonry continues throughout the West End's history and ultimately gives rise to the dense, lively, four- to six-story apartment houses with shops at the ground floor that characterized the neighborhood by the 1940s and 1950s.

Though Charles Street south of Cambridge Street had been built (on fill) at the time of Smith's 1835 map, it did not then extend north to the West End, although that evolution does begin to appear on the Slatter and Callan map of 1852 along with the filled land and the structure of the Charles Street Jail designed by J. Fox Gridley Bryant in 1851. By 1862, the map by James Slade shows Charles Street extended to Leverett Street and the Craigie (now called Canal) Bridge, and a large piece of filled land extending east from Mass General Hospital with a new hospital wharf on the river side of Charles Street. Except for some further filling for The Embankment the West End retained this urban form for the next hundred years.

In addition to hospitals, numerous educational and religious institutions were built in the West End as waves of immigrants settled there beginning in the last years of the 19th century. St. Mary's and Alexander Parris' St. Joseph's served the Catholic population which grew as Italians came to the neighborhood, and six synagogues served the Jewish population. The Wells, Wendell Phillips, Winchell, and Mayhew schools were built between 1860 and 1900, and the Faneuil and Blackstone schools early in the 20th century. The Embankment became a recreational resource with a beach on the Charles River (Figure 9). A map from that time shows 51 schools, hospitals, houses of worship, and settlement houses in the West End (Figure 10).

By the 1950s the West End bustled with activity. Scollay Square with its Old Howard theater was an entertainment center. Staniford, Blossom, and Cambridge Streets were busy with commercial activity, and Mass General grew as the city's largest hospital



Figure 7

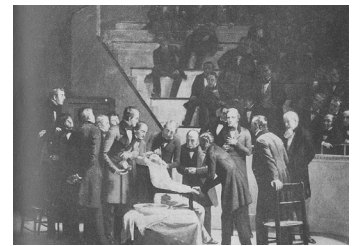


Figure 8



Figure 9



Figure 10



Figure 11

with the construction of the White wing (Figures 11 and 12). The neighborhood’s high density supported a rich, varied, active urban life, but not everyone saw the West End in this light (Figure 13).

Wholesale Change: Urban Renewal in the 1950s

After four decades of economic stagnation and decline in Boston, Mayor John Hynes sought to reverse the pattern and change the image of the city by undertaking several large-scale projects: the Central Artery, the under-Common parking garage, the Prudential Center, and the reconstruction of almost all of the West End. The 1950 General Plan for Boston labeled the West End an “obsolete neighborhood” (Figure 14). The Urban Renewal legislation of 1954 provided federal funds for “slum clearance” if a neighborhood was found to be “blighted and decadent” (Figure 15). Planners made this finding in the case of the West End, and the judgment was supported by the Mayor, City Council, the Catholic Archdiocese, and all of Boston’s daily newspapers. The West End was only one of several neighborhoods identified for renewal; about a third of the city was placed in that category (Figure 16). In contrast to the so-called obsolete



Figure 12

neighborhood stood the vision for “a new plan” influenced by the most contemporary thinking about urban design and planning (Figure 17). Swiss architect Le Corbusier, a master of the Modern movement in design, promoted in his manifestos the vision of a city made up of residential towers set in parks uninterrupted by streets (Figure 18). Shopping was to happen along internal corridors high up in the buildings. Common sense notwithstanding this vision became the model for the public housing built in the 1950s and 1960s (Figure 19)—much of which was demolished starting with the dynamiting of the Pruitt-Igo project in St. Louis in 1973 and continuing at the present time with demolition and reconstruction under the federal Hope VI program.



Figure 13



Figure 15

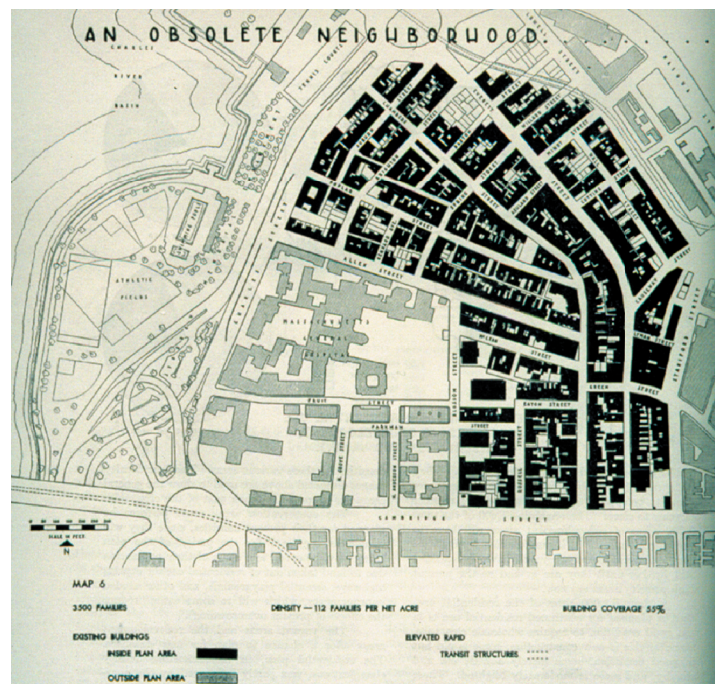


Figure 14

In the West End all but a few structures—St. Joseph’s, Old West Church, Harrison Gray Otis House, and MGH—were torn down and the residents and businesses dislocated with little assistance in finding new homes or places of business (Figure 20). The social damage, documented in several studies, most notably Herbert Gans’ *The Urban Villagers*, was equally as devastating as the physical. However, the market-rate housing that was created has been far more successful than the aforementioned public housing examples and today it comprises a stable, cohesive residential community with a deep commitment to living in Boston. Residents see the residential West End as an oasis in the city creating a very desirable place to live.



Figure 16

The West End Area today is different from most of Boston’s downtown neighborhoods. It has taller buildings, more open space, many fewer streets, better access to transit, many more parking lots and above-ground parking garages, more institutions, and less retail commercial space. These characteristics bring with them both benefits and deficiencies—a sense of spaciousness on the one hand and not enough shops and restaurants on the other. But Boston is a city large enough in spirit to include many different neighborhoods and districts: residential areas as different as Beacon Hill and West Roxbury, commercial areas as different as the financial district and Codman Square. In the context of diversity the West End area is very much a Boston neighborhood.

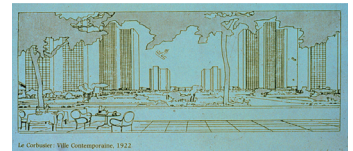


Figure 18



Figure 19

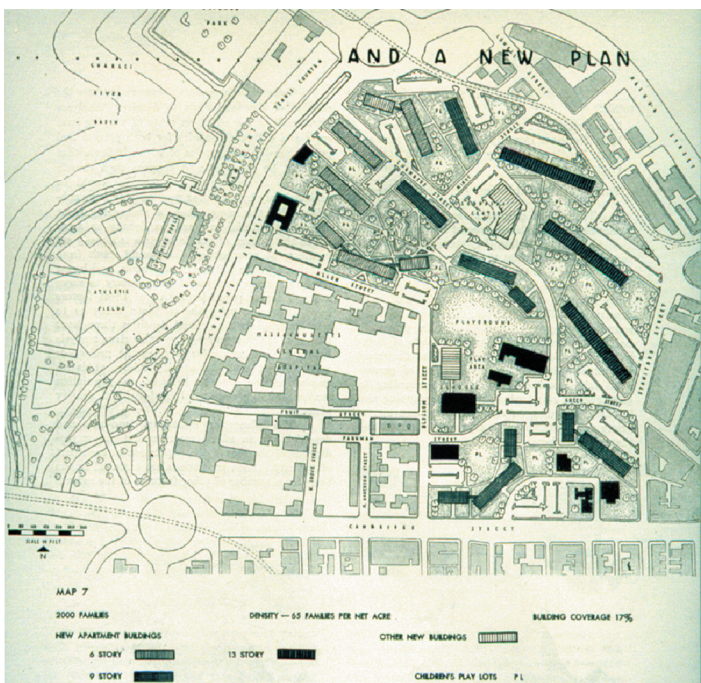


Figure 17

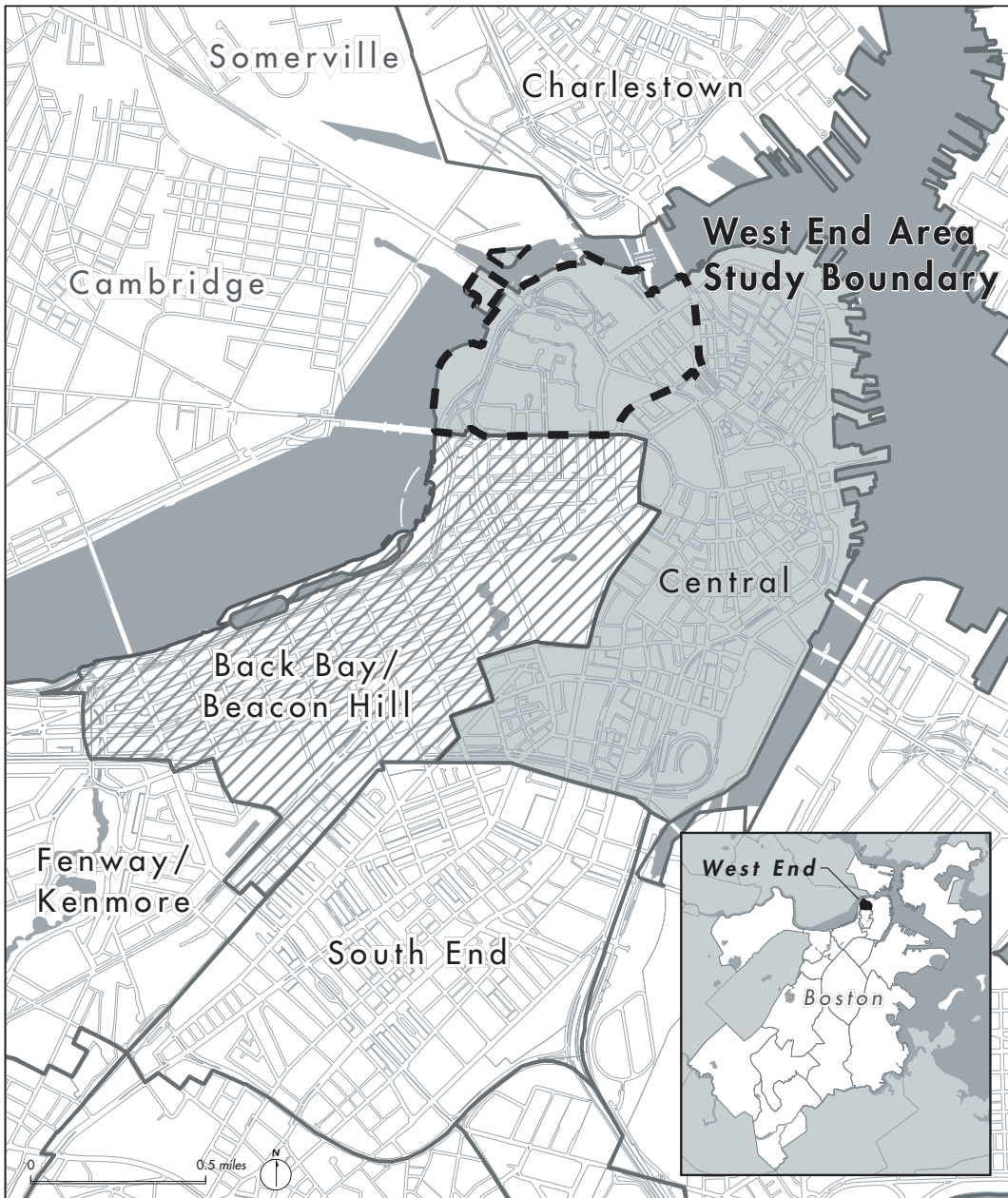


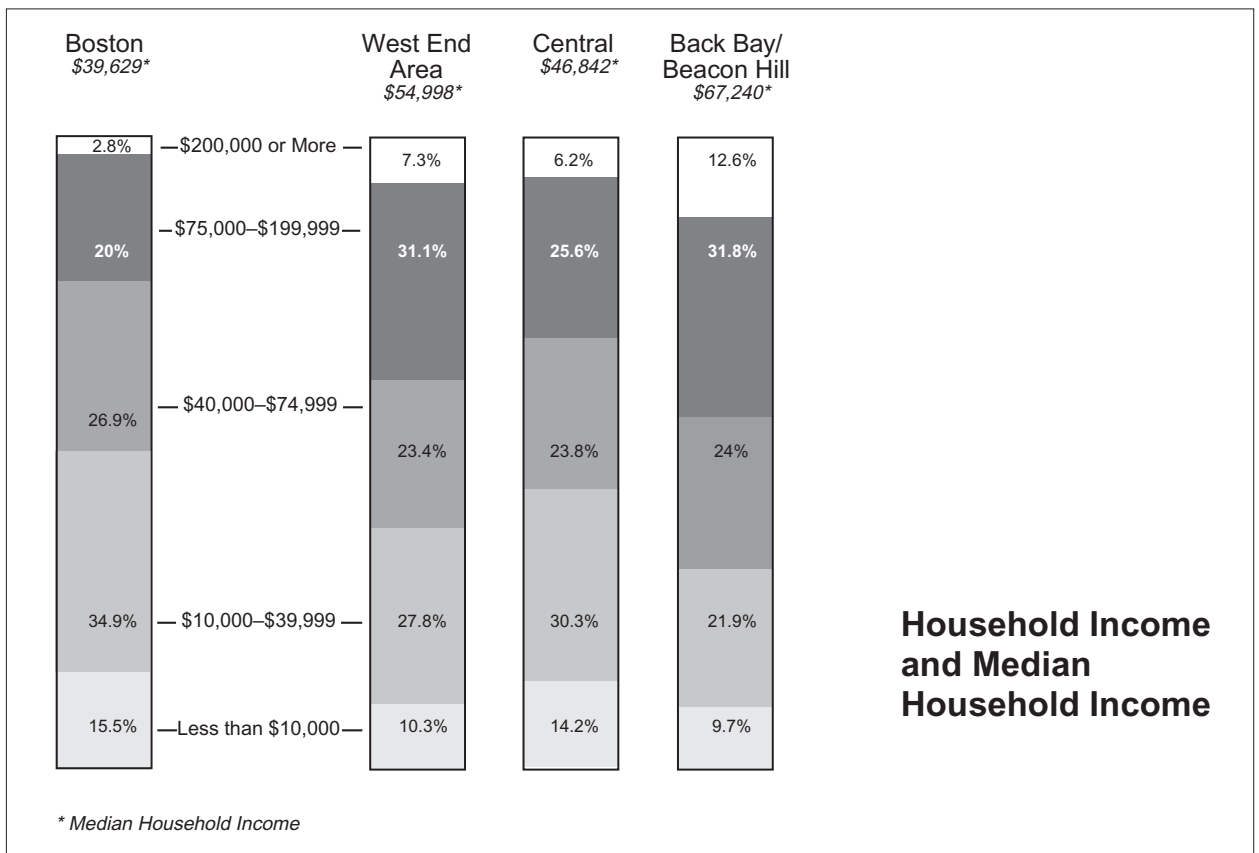
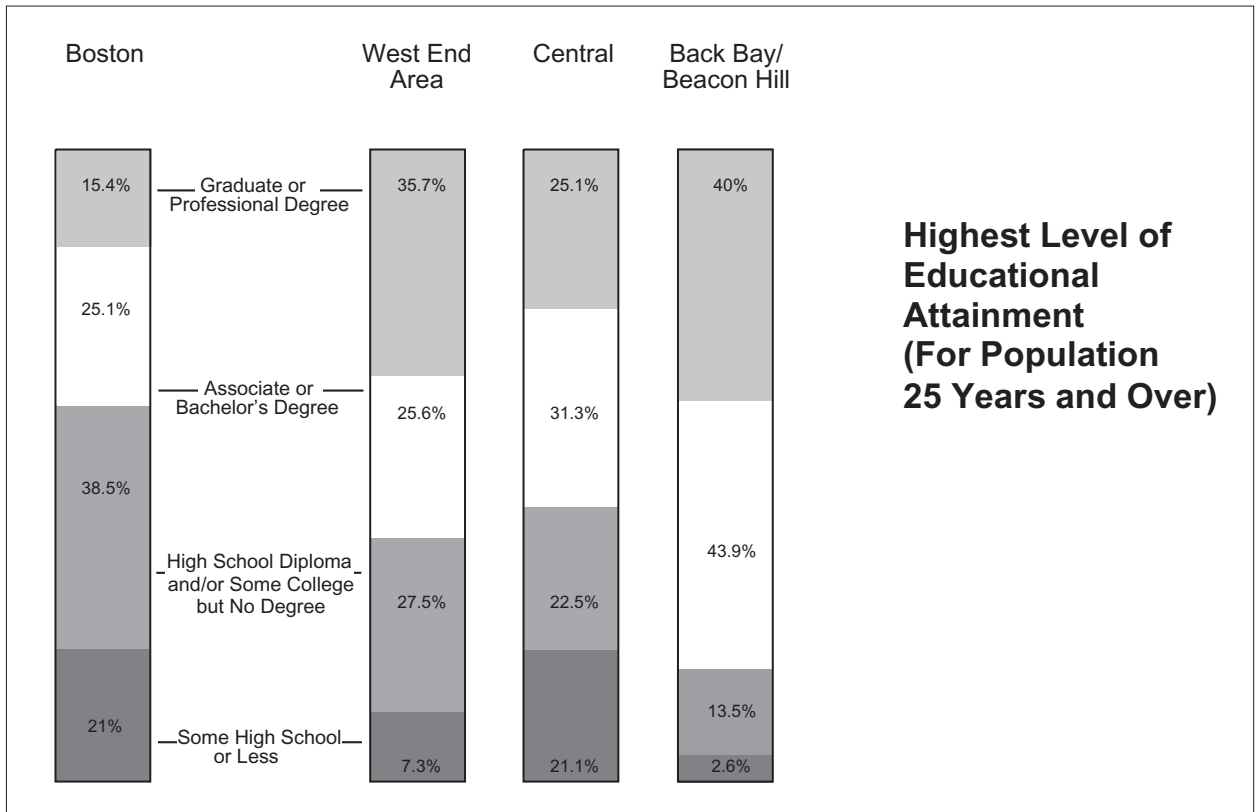
Figure 20

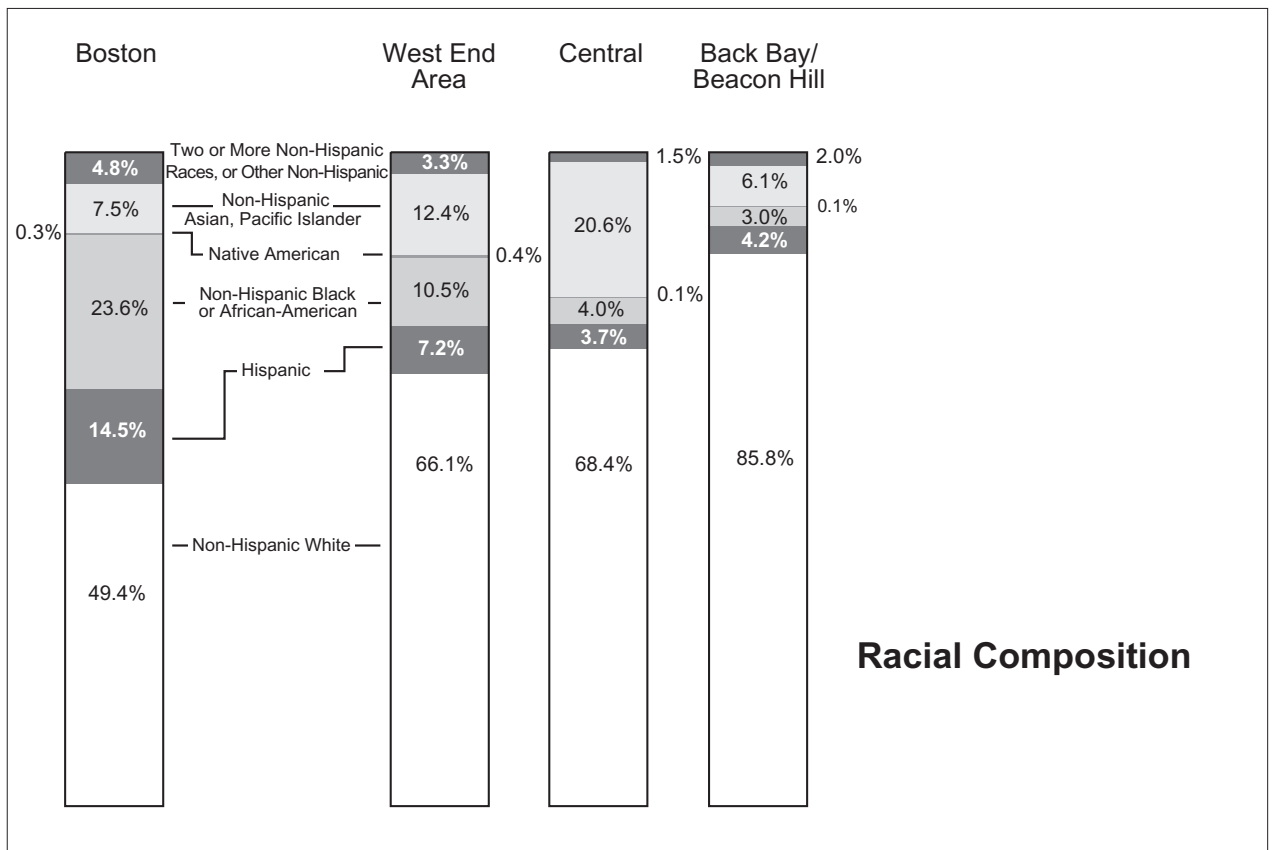
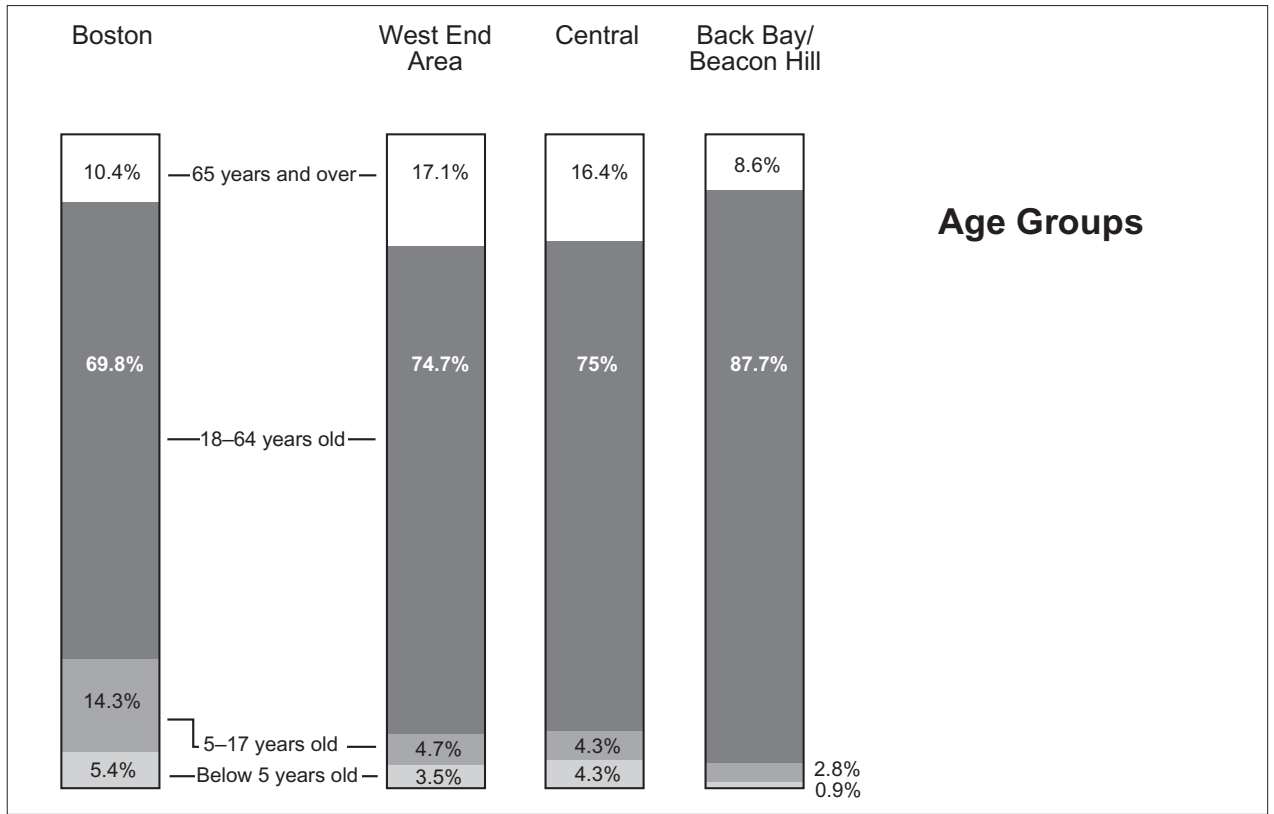


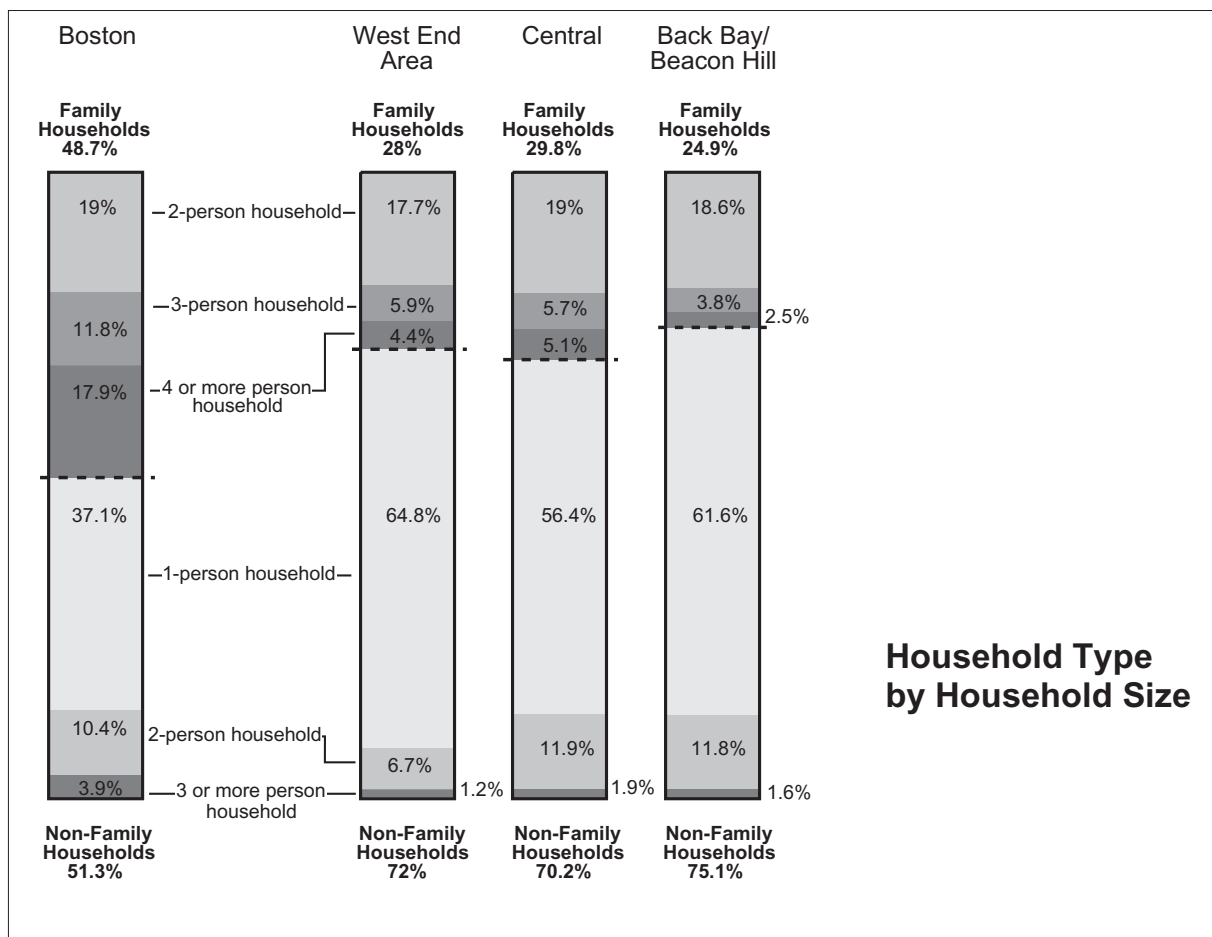
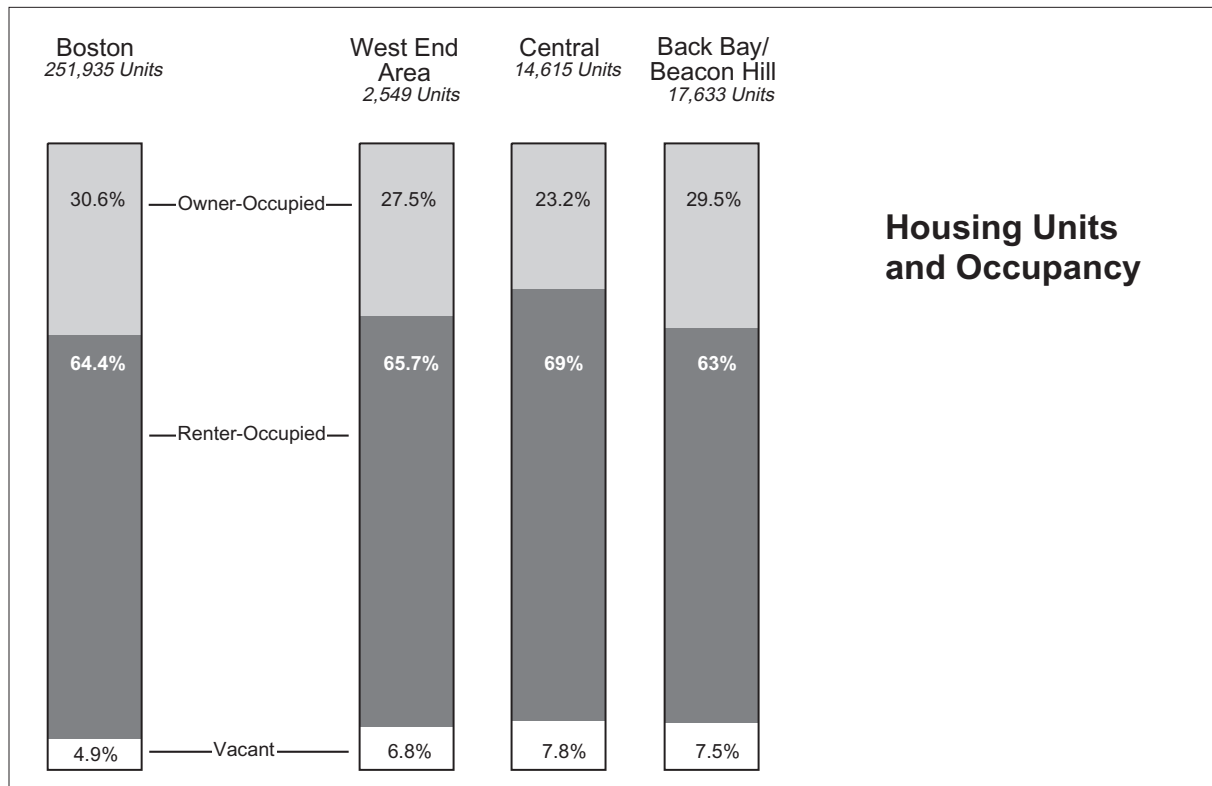
Selected West End Area Census Information

The six graphs on the following pages contain information from the 2000 United States Census. Data on income, race, household composition and other community characteristics is presented for the West End Area, for the Central Downtown Area (“Central”), for Back Bay/Beacon Hill area, and for all of Boston combined. The map below indicates where the boundaries for each of these areas has been drawn for the purposes of providing this background information.









Definitions

Family: A family is a group of two people or more (one of whom is the householder) related by birth, marriage or adoption and residing together.

Family household: A family household is a household maintained by a householder who is in a family (as defined above), and includes any unrelated people who may be residing there.

Nonfamily Household: A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related.

See source <http://www.census.gov/population/www/cps/cpsdef.html> for further definitions.