

KENMORE SQUARE SQUARE

An aerial architectural rendering of Kenmore Square in Boston. The central focus is a tall, slender skyscraper with a facade of vertical slats, which glows with a warm golden light. To its left is the historic Hotel Buckminster, a curved brick building with a prominent corner. The square is surrounded by various urban buildings, including a large white building with a dome to the right. The scene is set during sunset or sunrise, with a soft, hazy sky and long shadows cast across the streets. The overall atmosphere is one of modern urban development integrated with historic architecture.

CONCEPT, URBAN DESIGN:

SPECK & ASSOCIATES

TRAFFIC PLANNING:

STANTEC

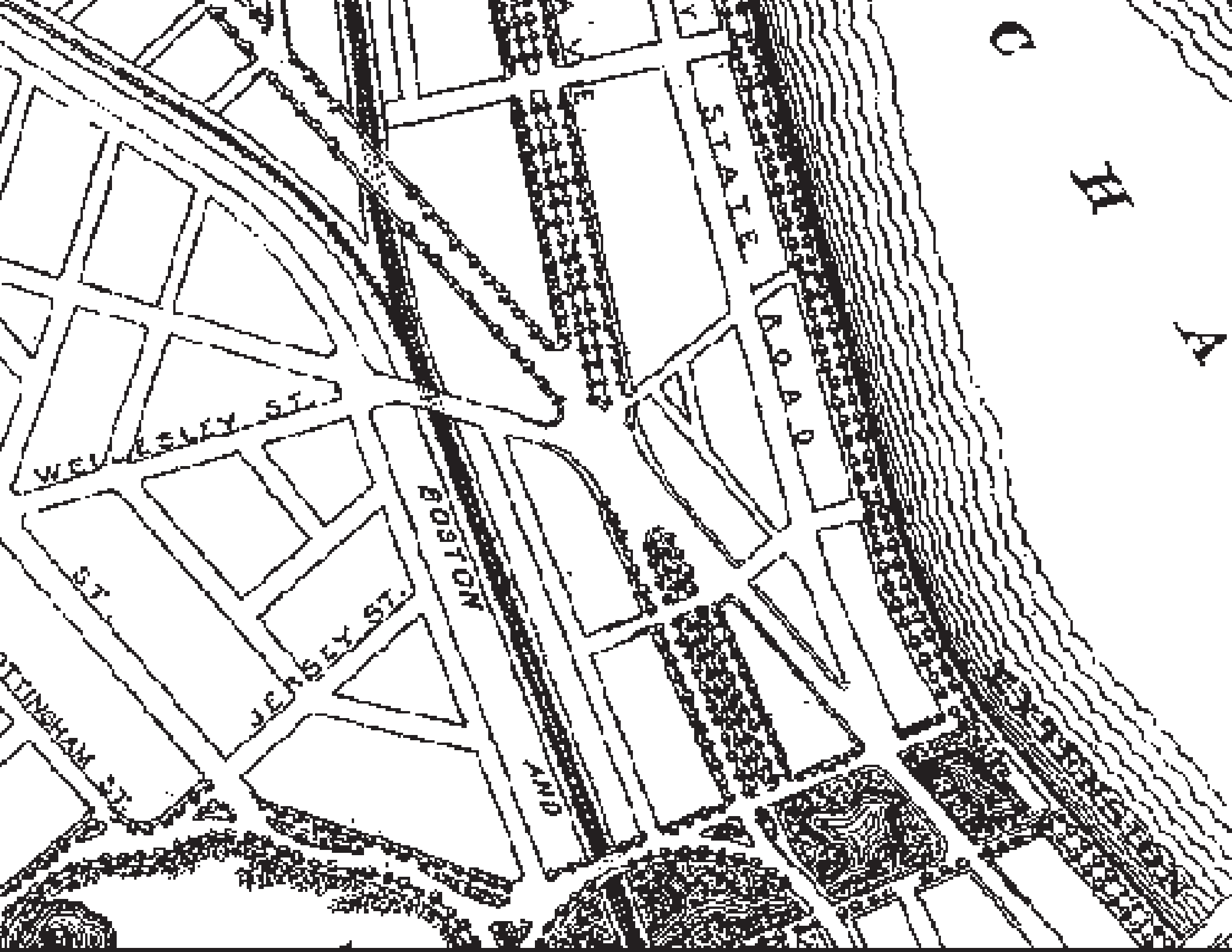
ARCHITECTURE:

STUDIO GANG

LANDSCAPE:

REED HILDERBRAND

560 Commonwealth Avenue	Previous Proposal	Current Proposal
Hotel Component	382 rooms	389 rooms
Retail Component	1,500 sf	1,500 sf
Total Gross Floor Area	161,000 sf	221,000 sf
Parking	Off-site	Off-site
Zoning Height	24 stories/260'-0:"	28 stories/299'-6"
Project Area	6,030 sf	7,400 sf



WELLSLEY ST

STATE ROAD

BOSTON

AND

JERSEY ST

BIRMINGHAM ST

C
H
A





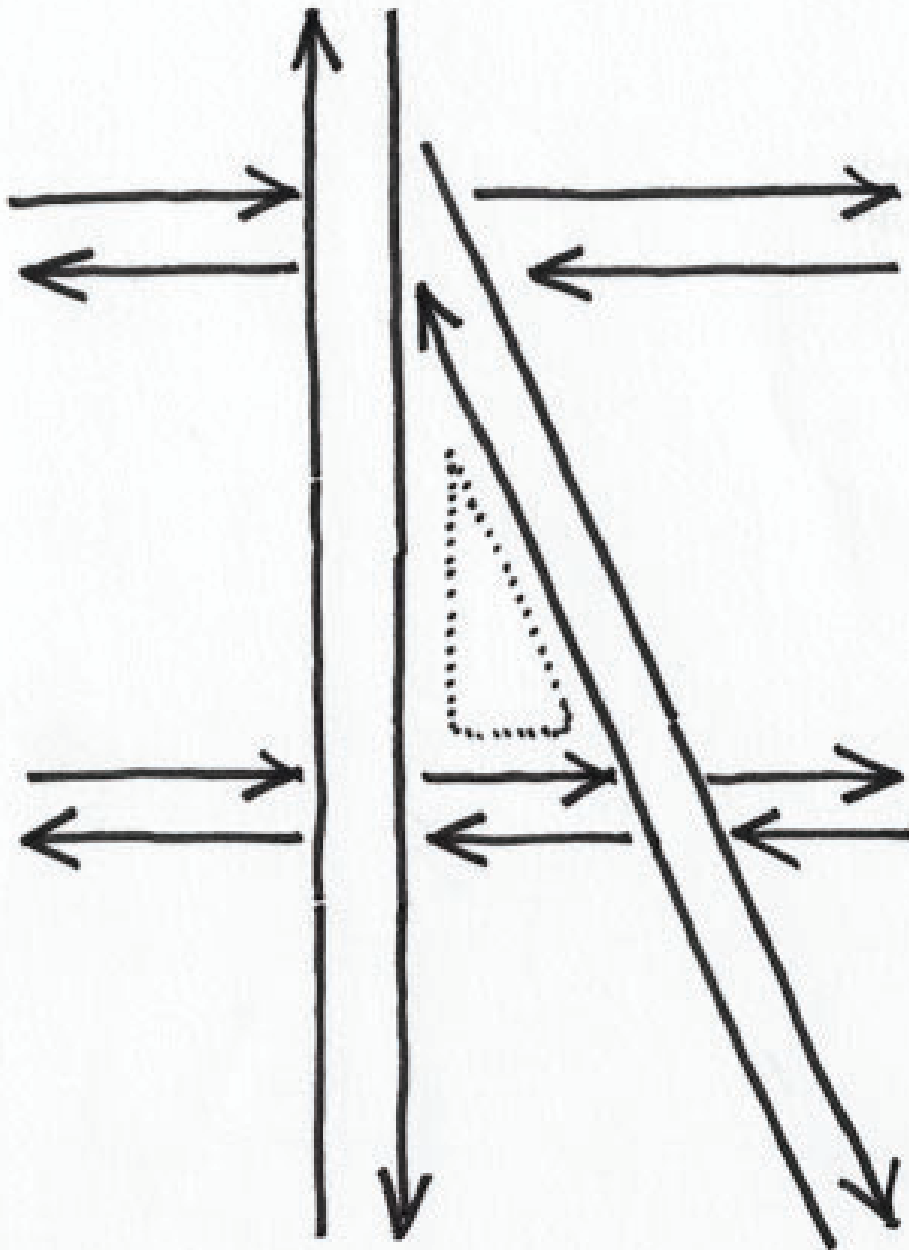
76.—KENMORE SQUARE SHOWING JUNCTION OF COMMONWEALTH AVE. AND BEACON STREET, BOSTON, MASS.



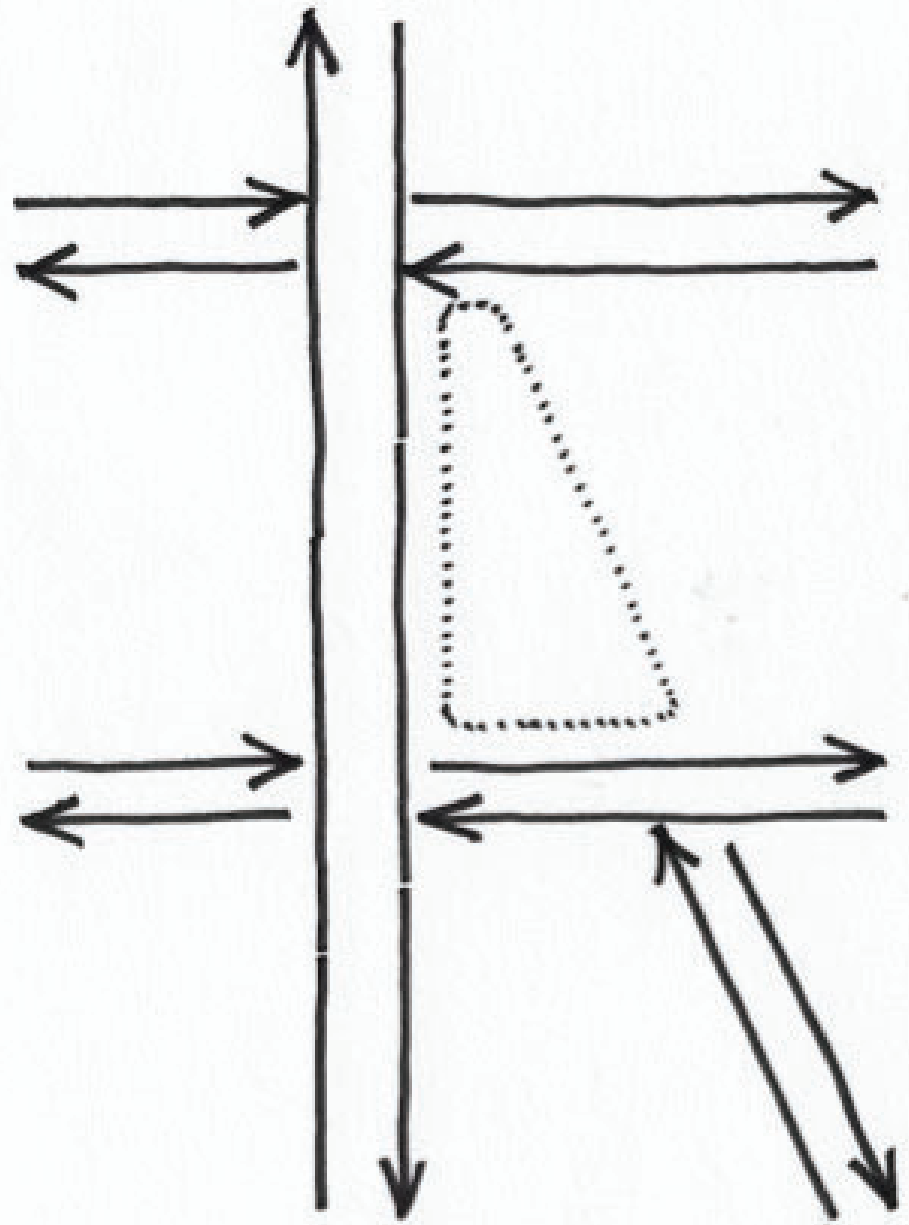




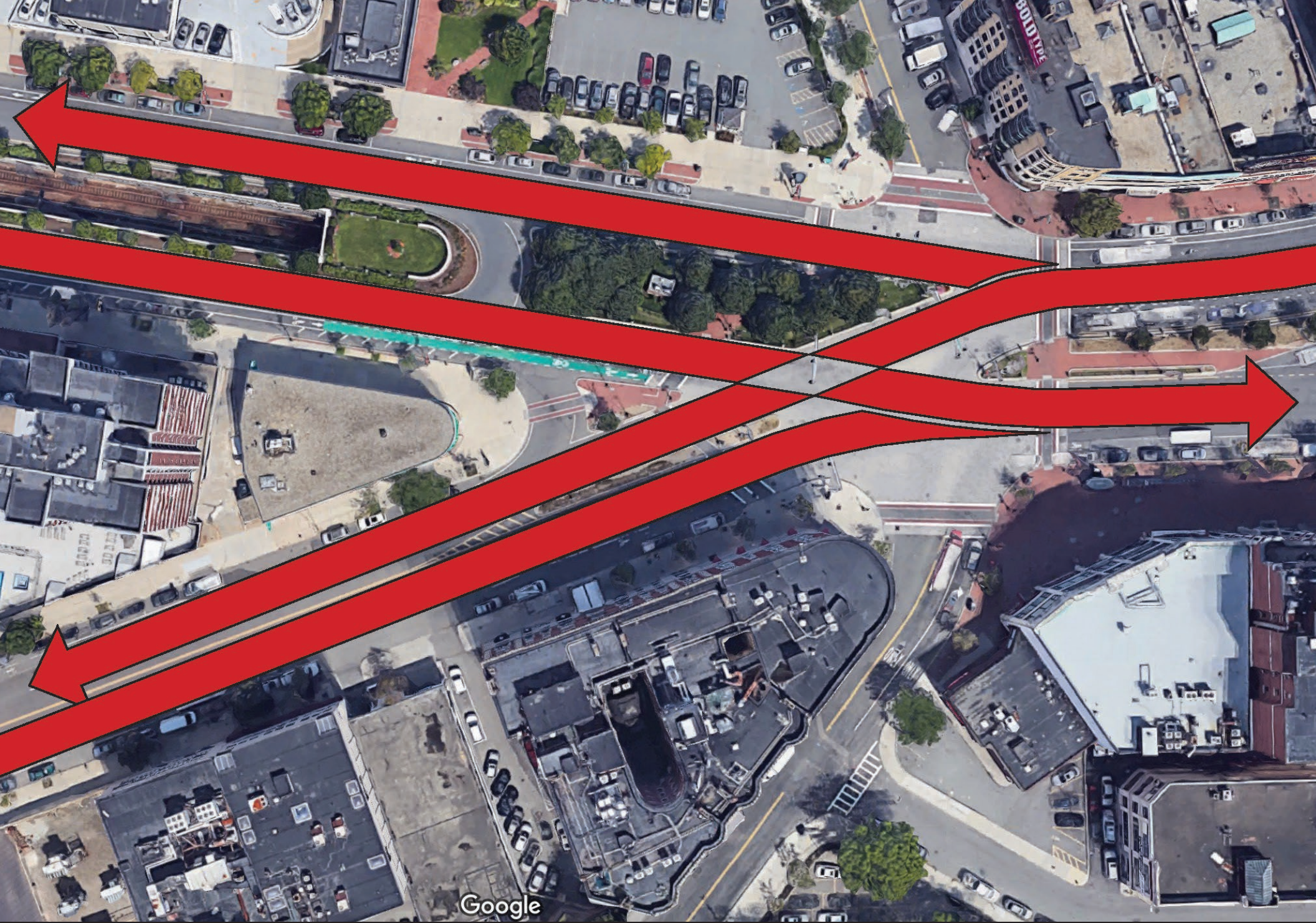




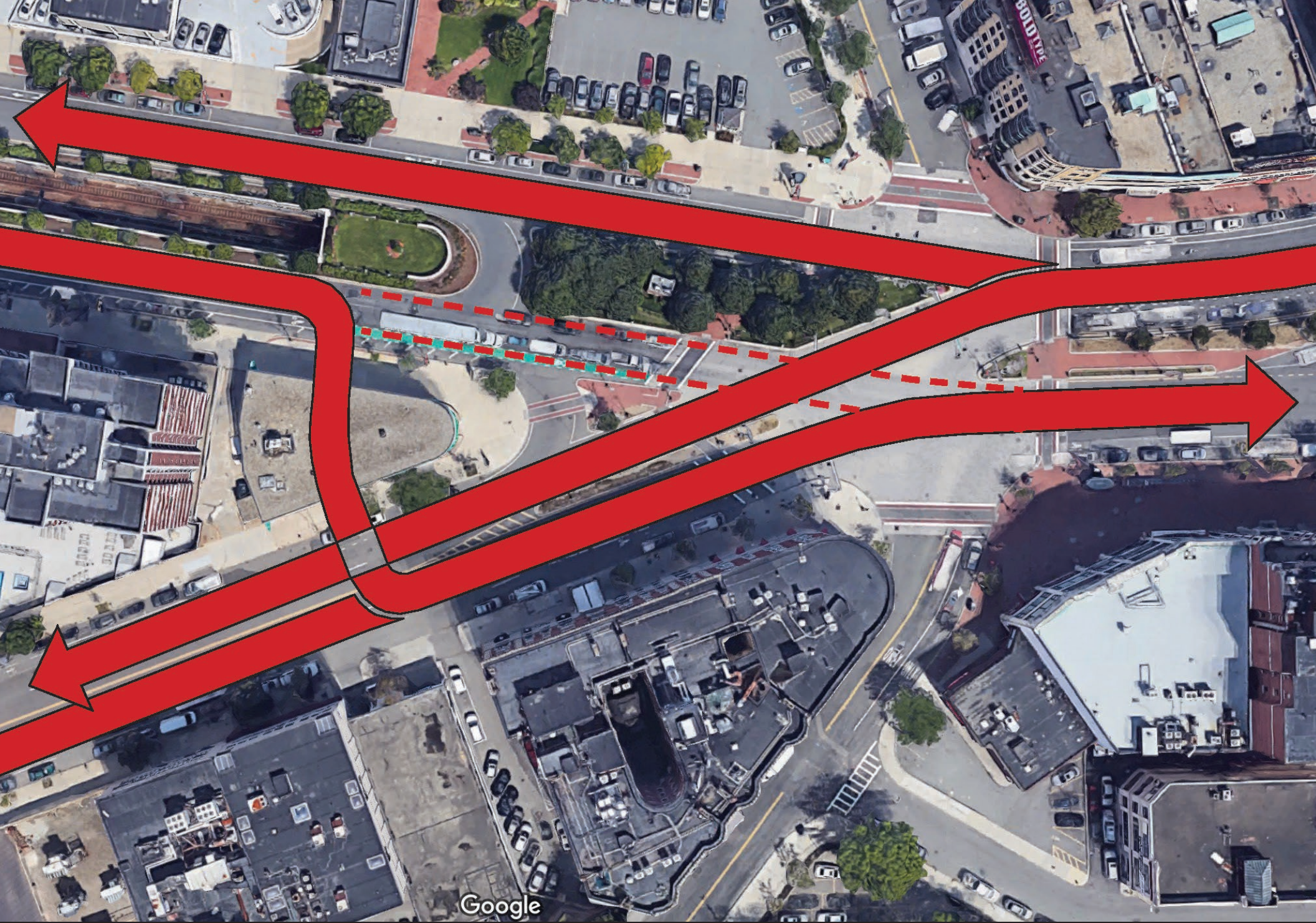
BEFORE



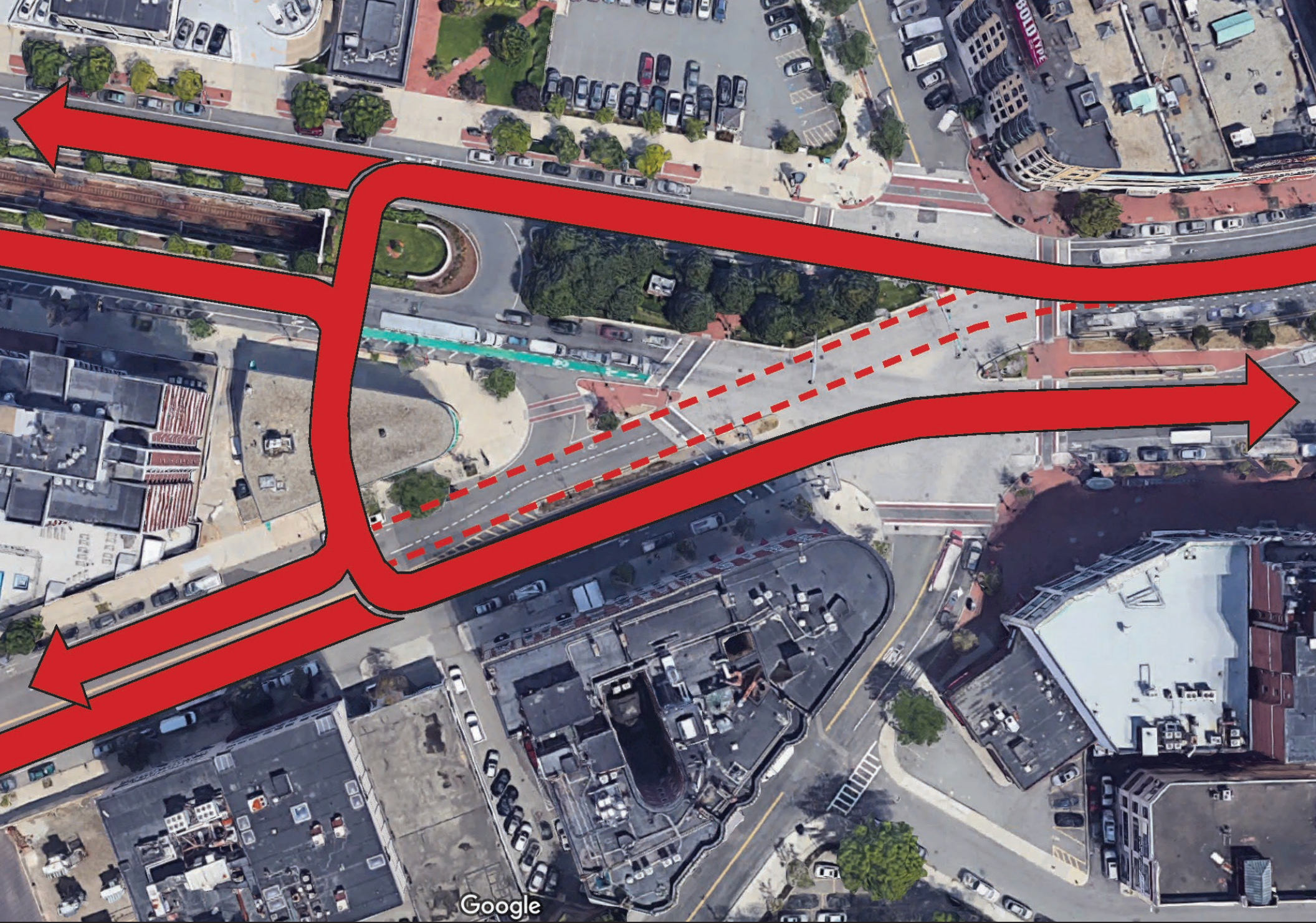
AFTER



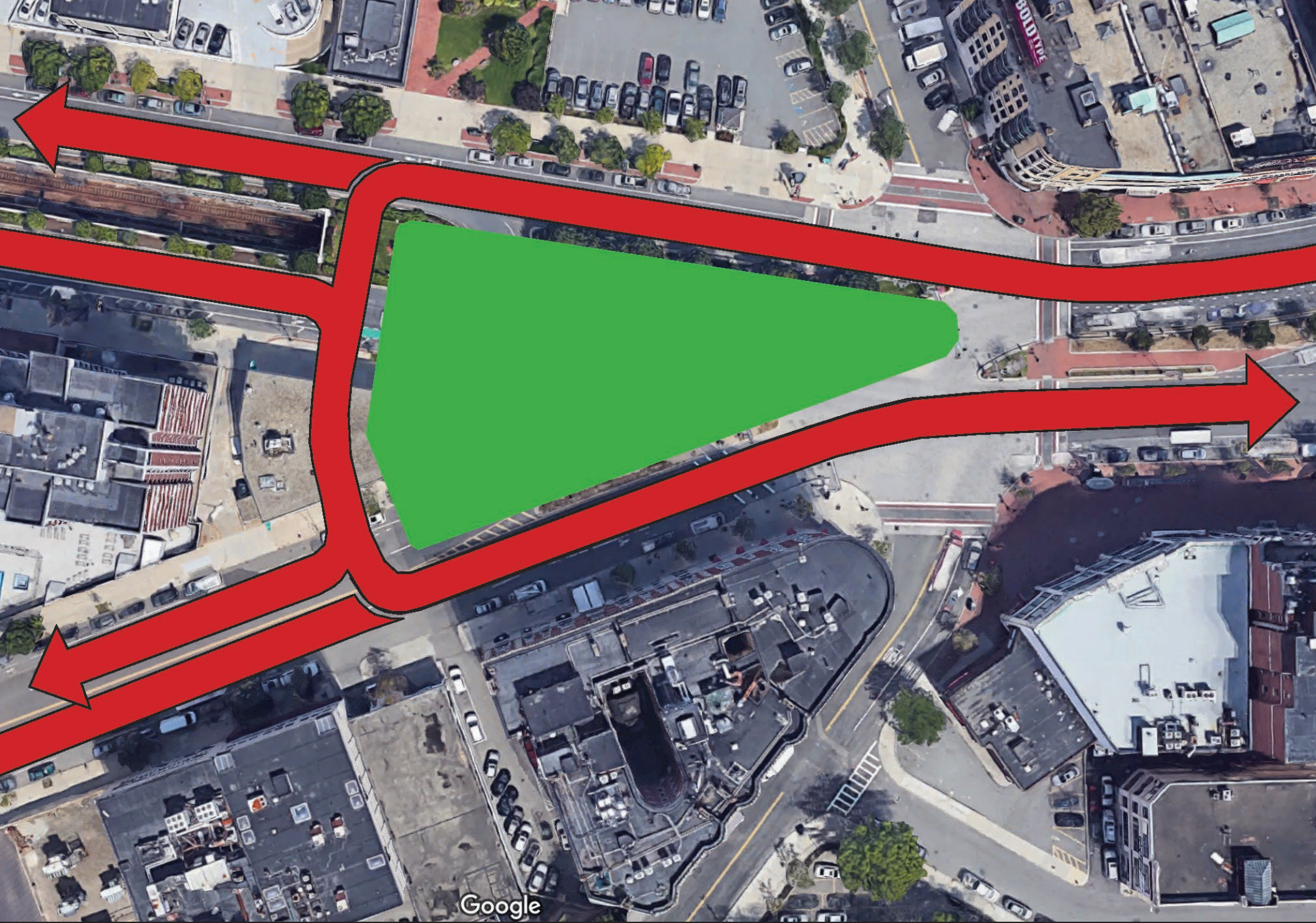
Google



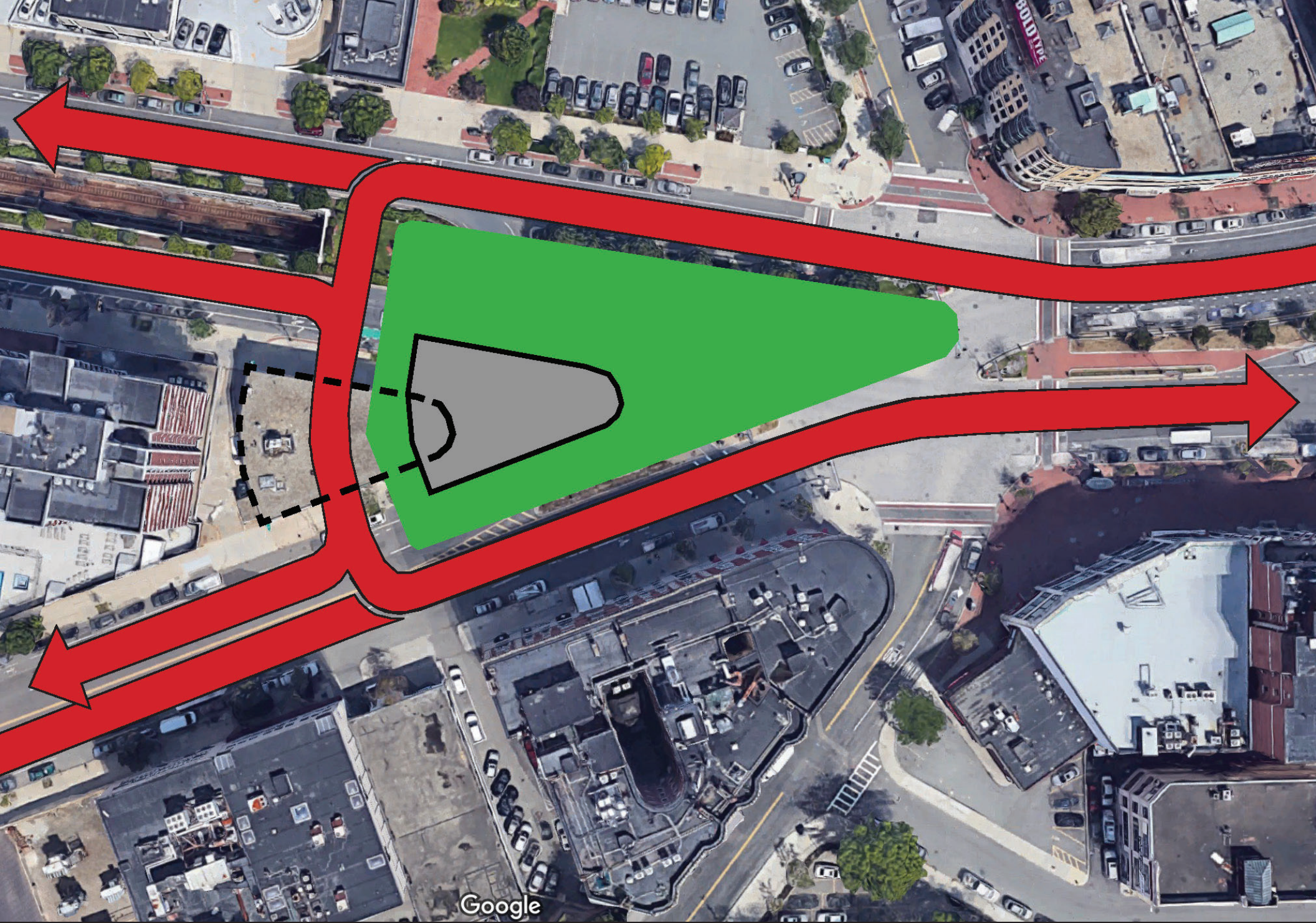
Google



Google



Google



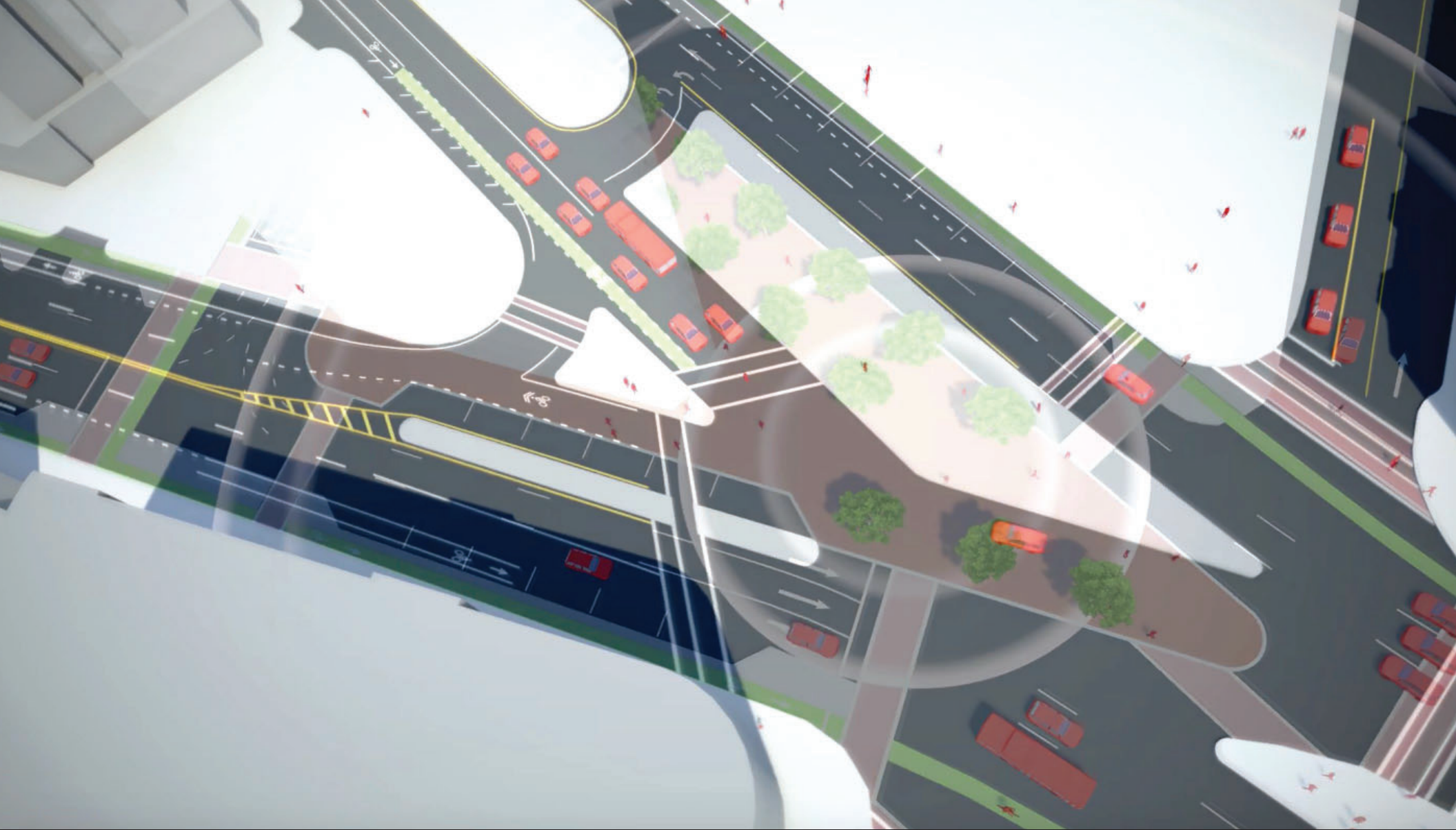
Google



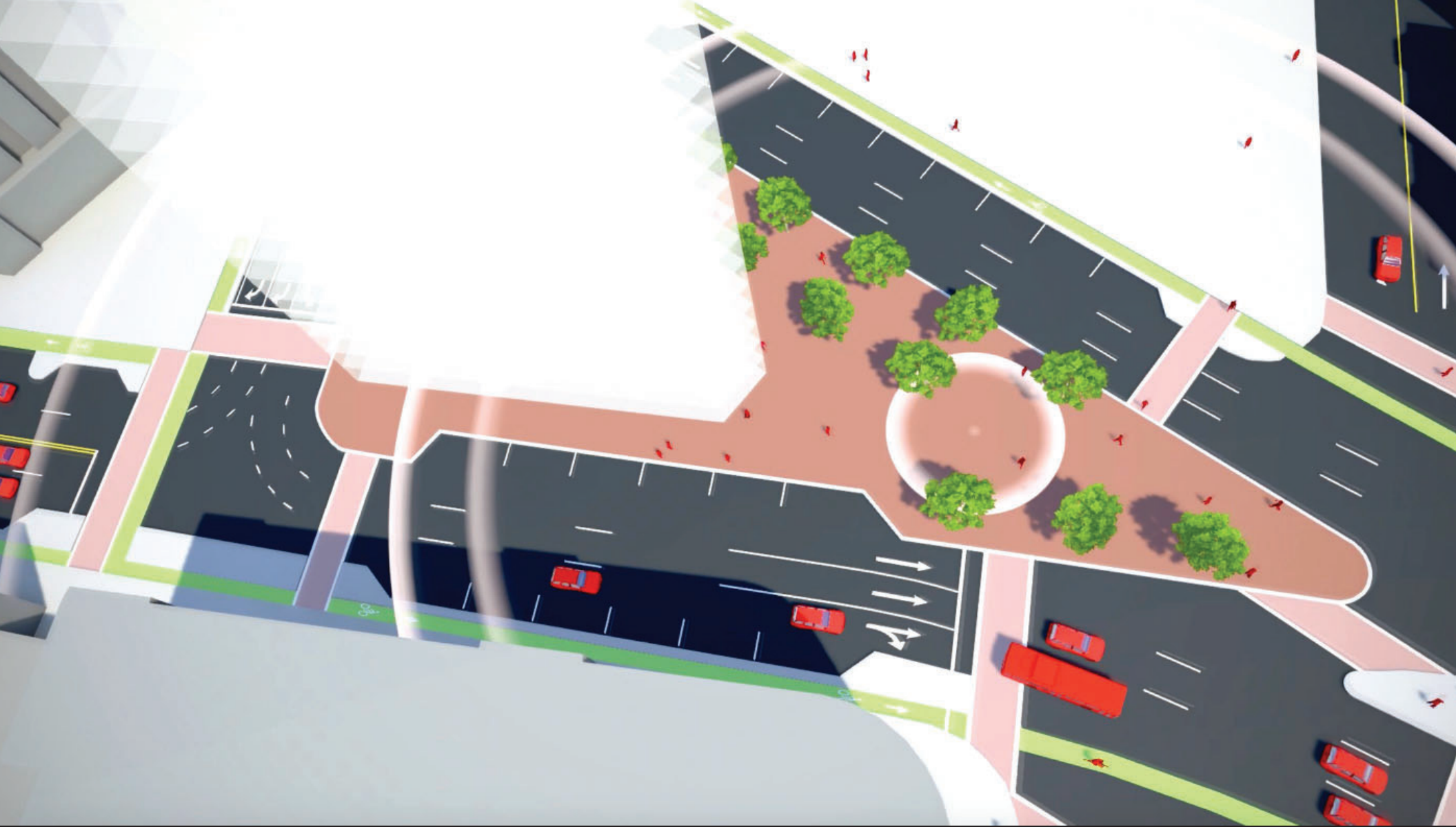
9022K 04.06.1

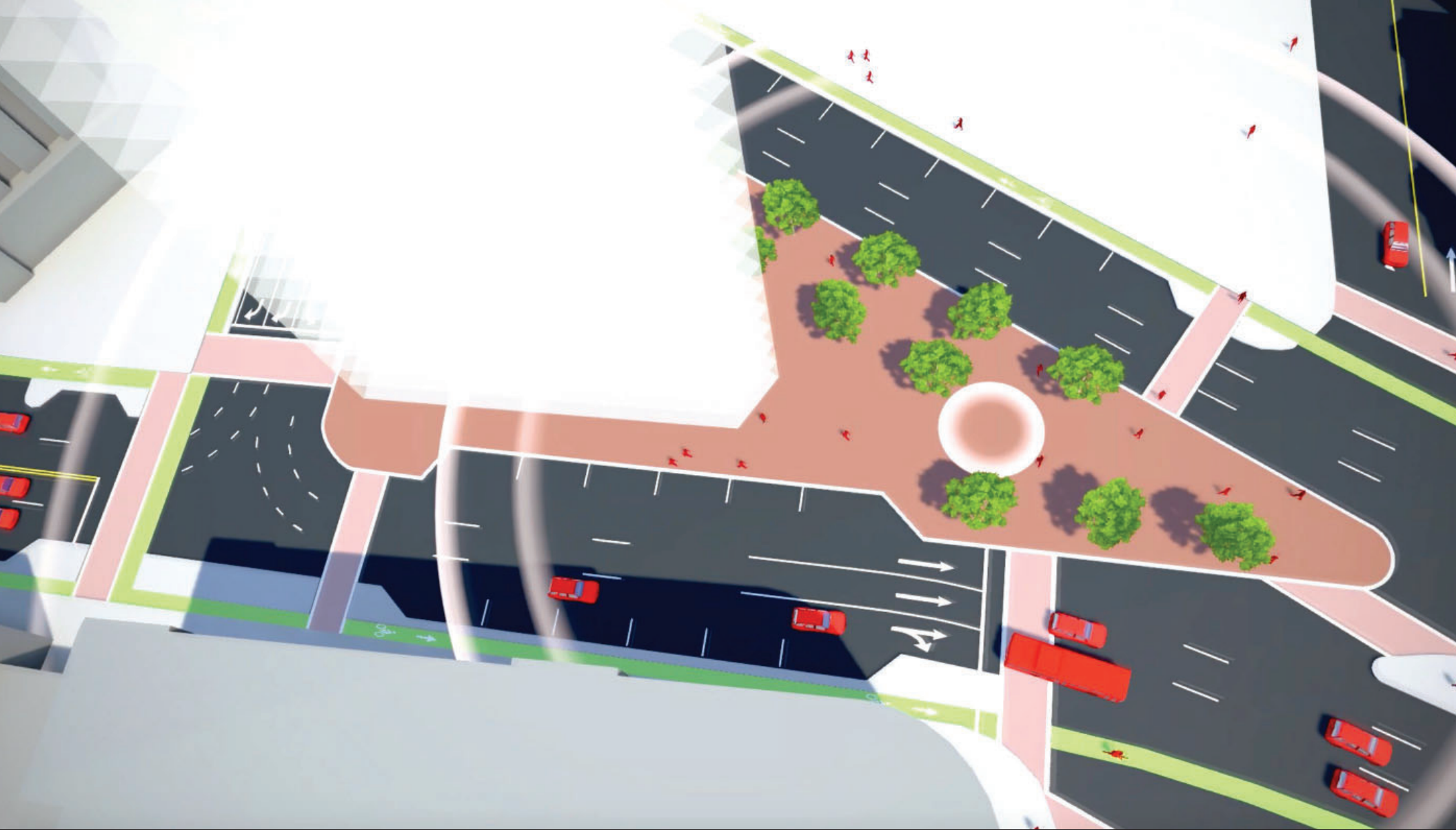
VIDEO

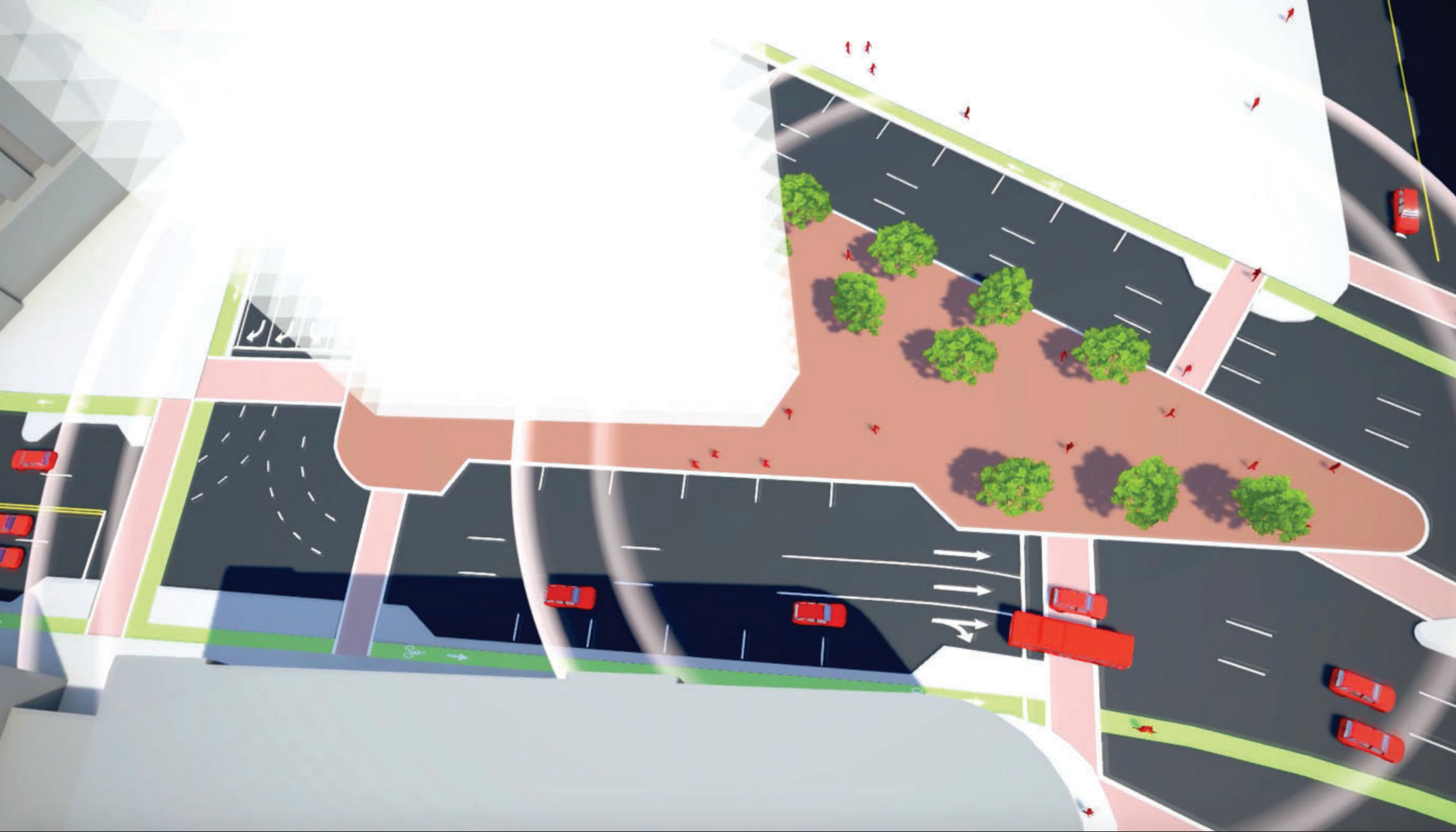




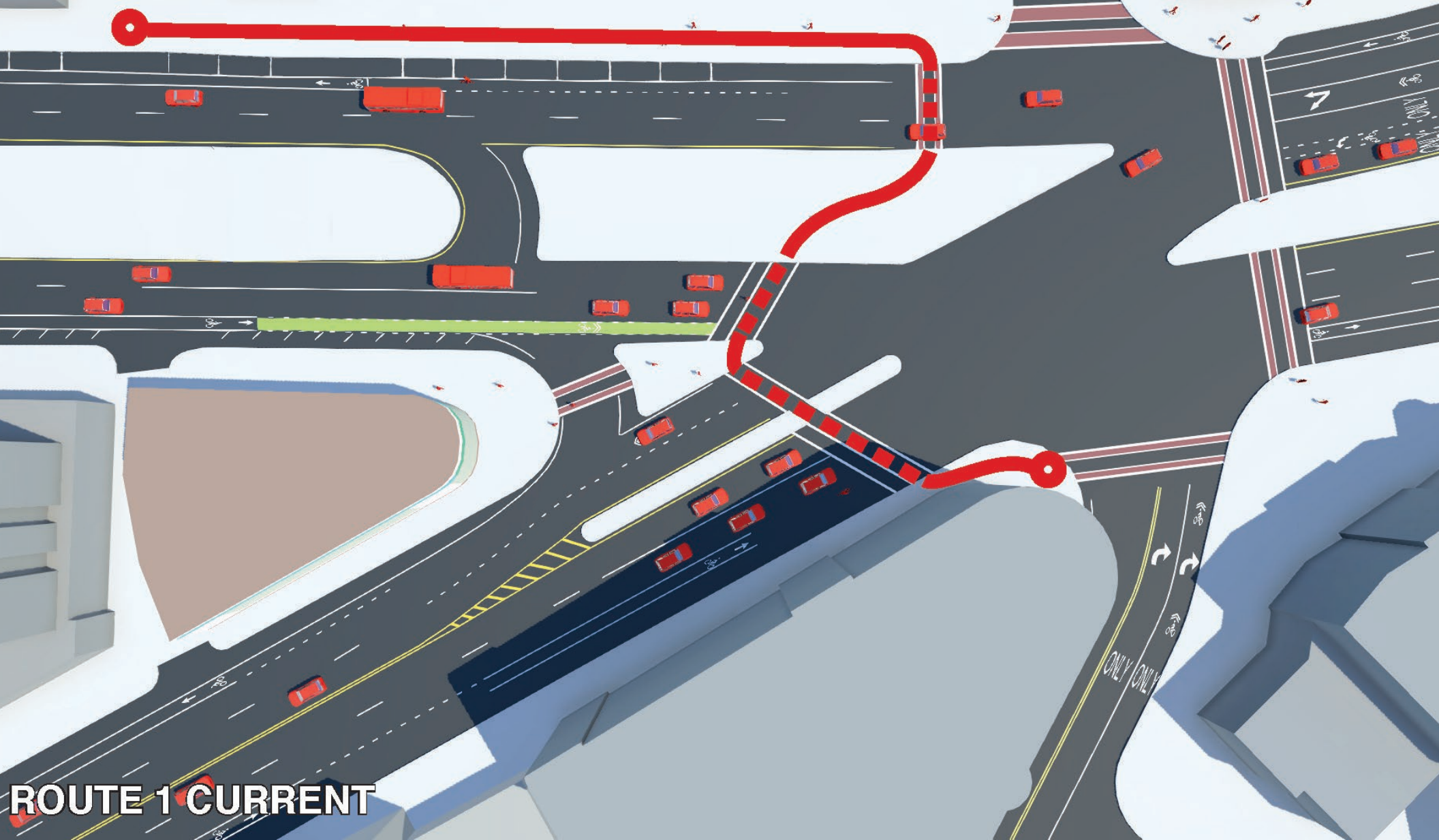




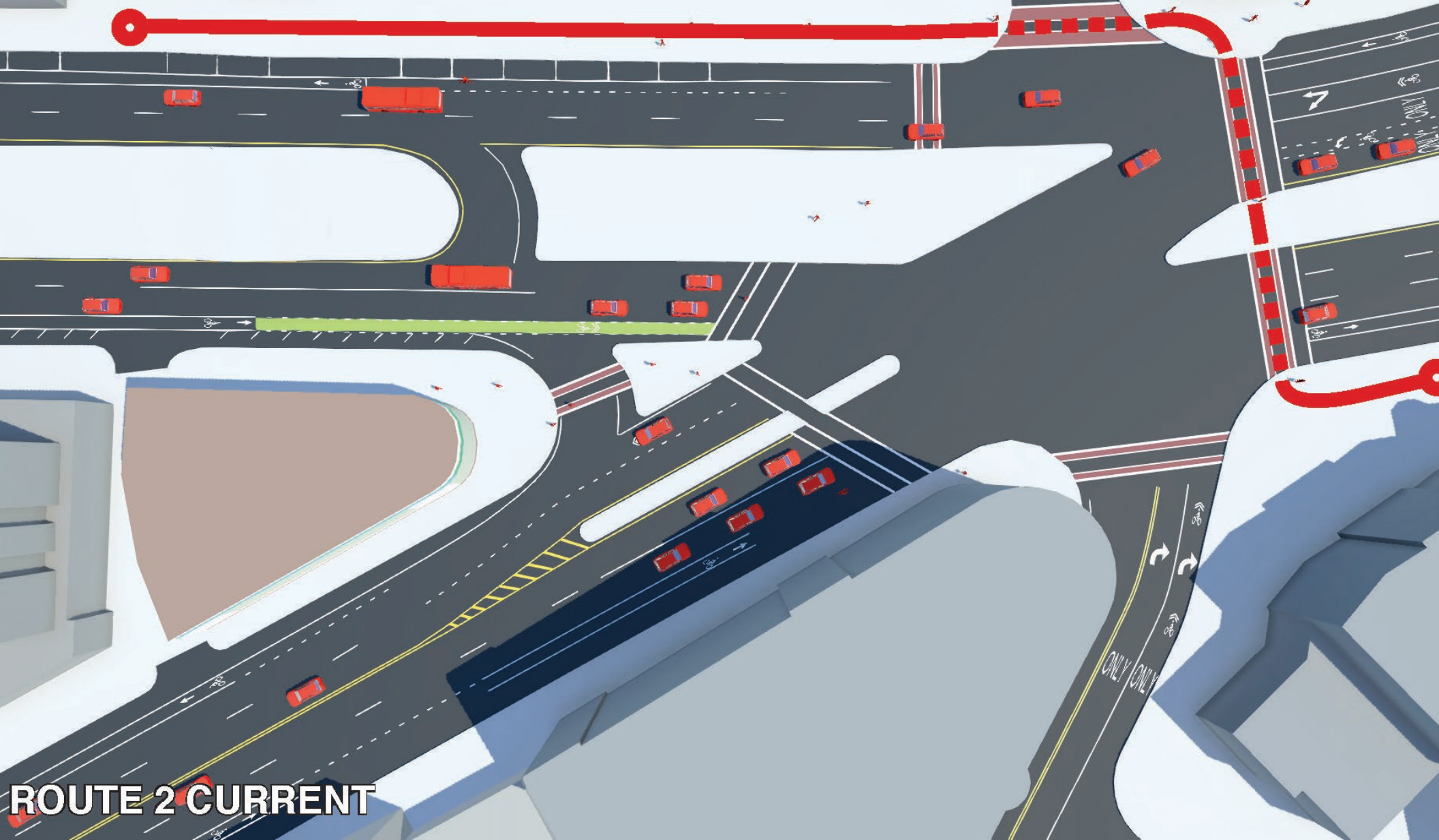


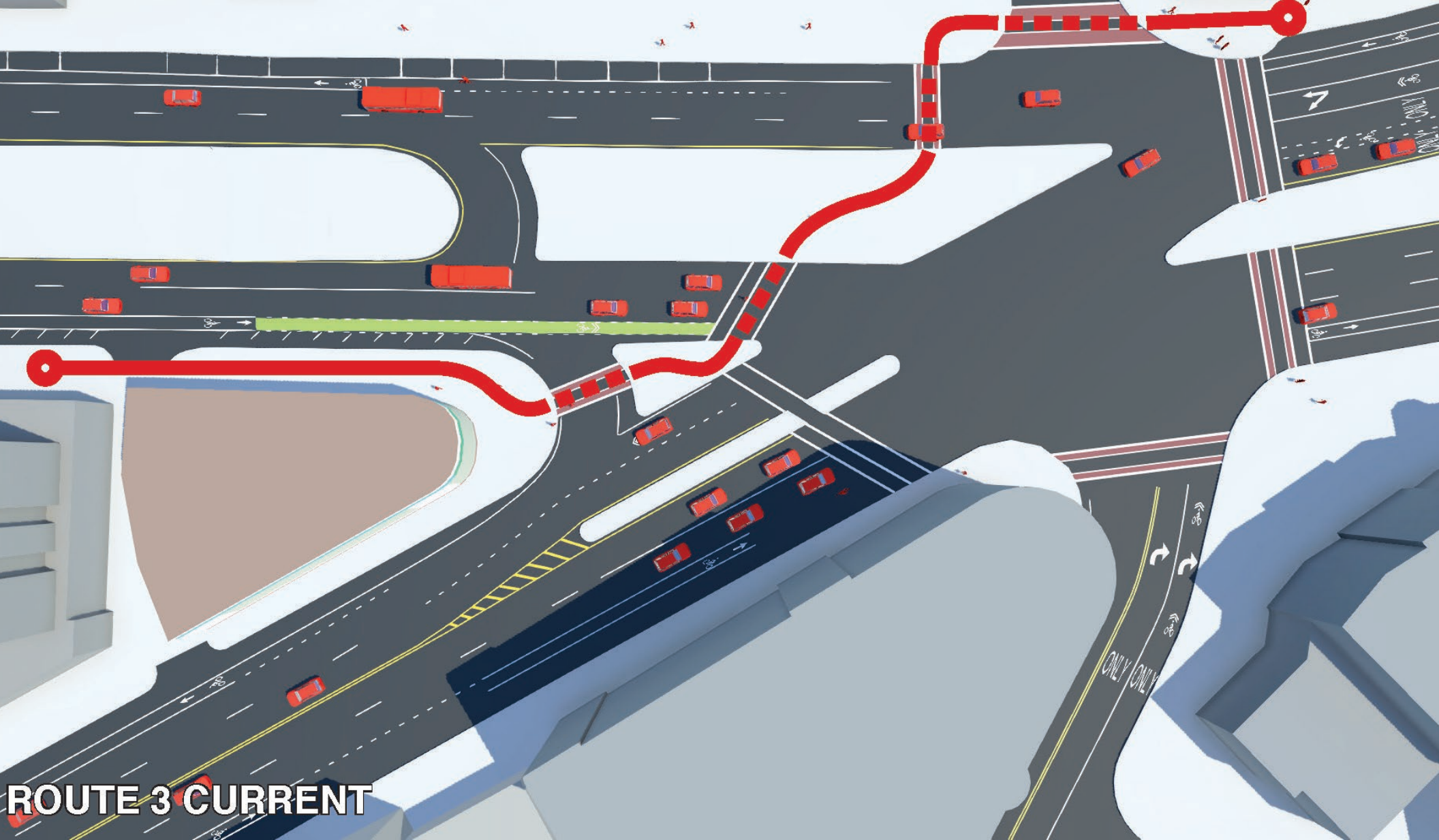


ROUTE 1 CURRENT

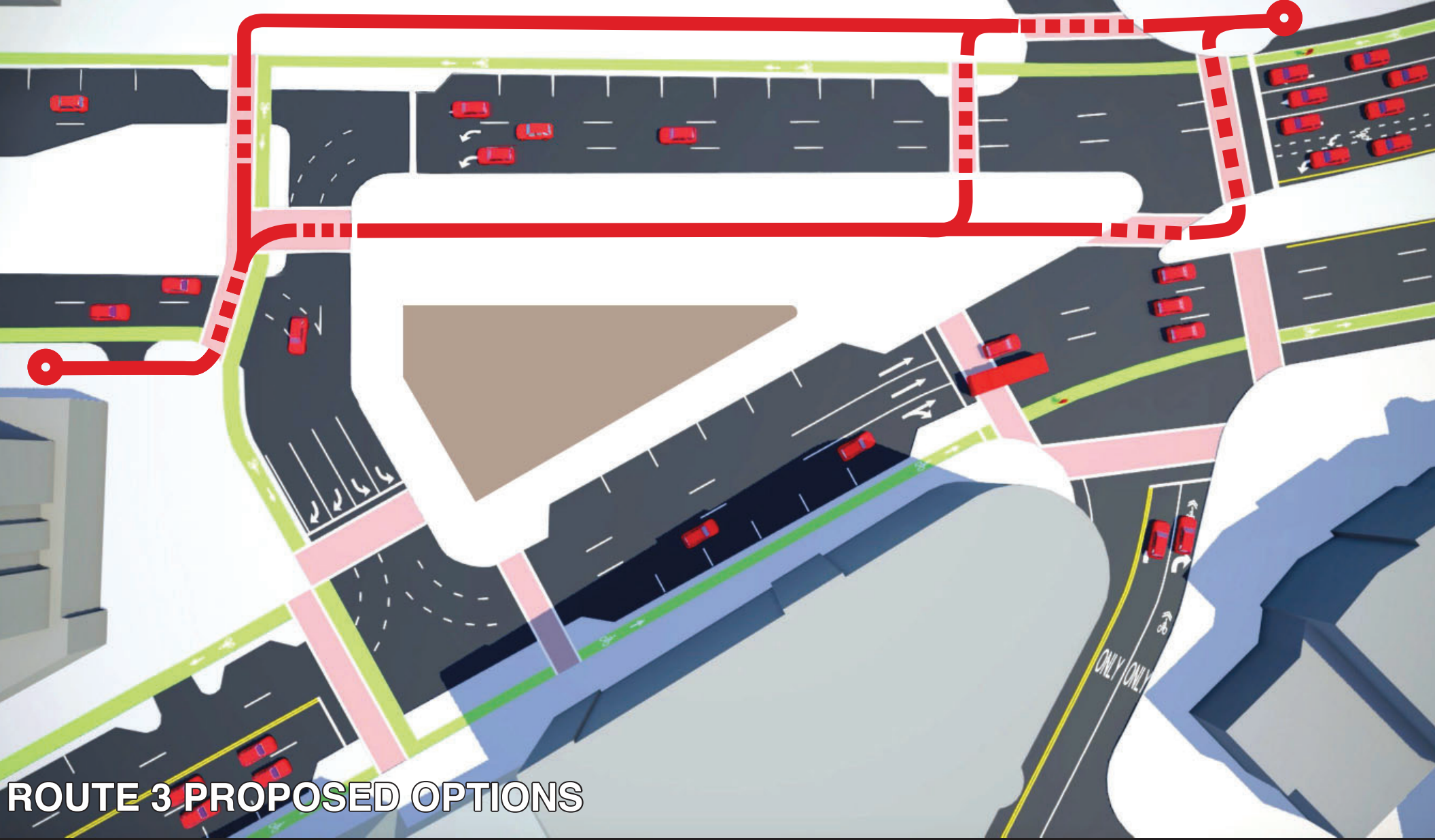


ROUTE 2 CURRENT

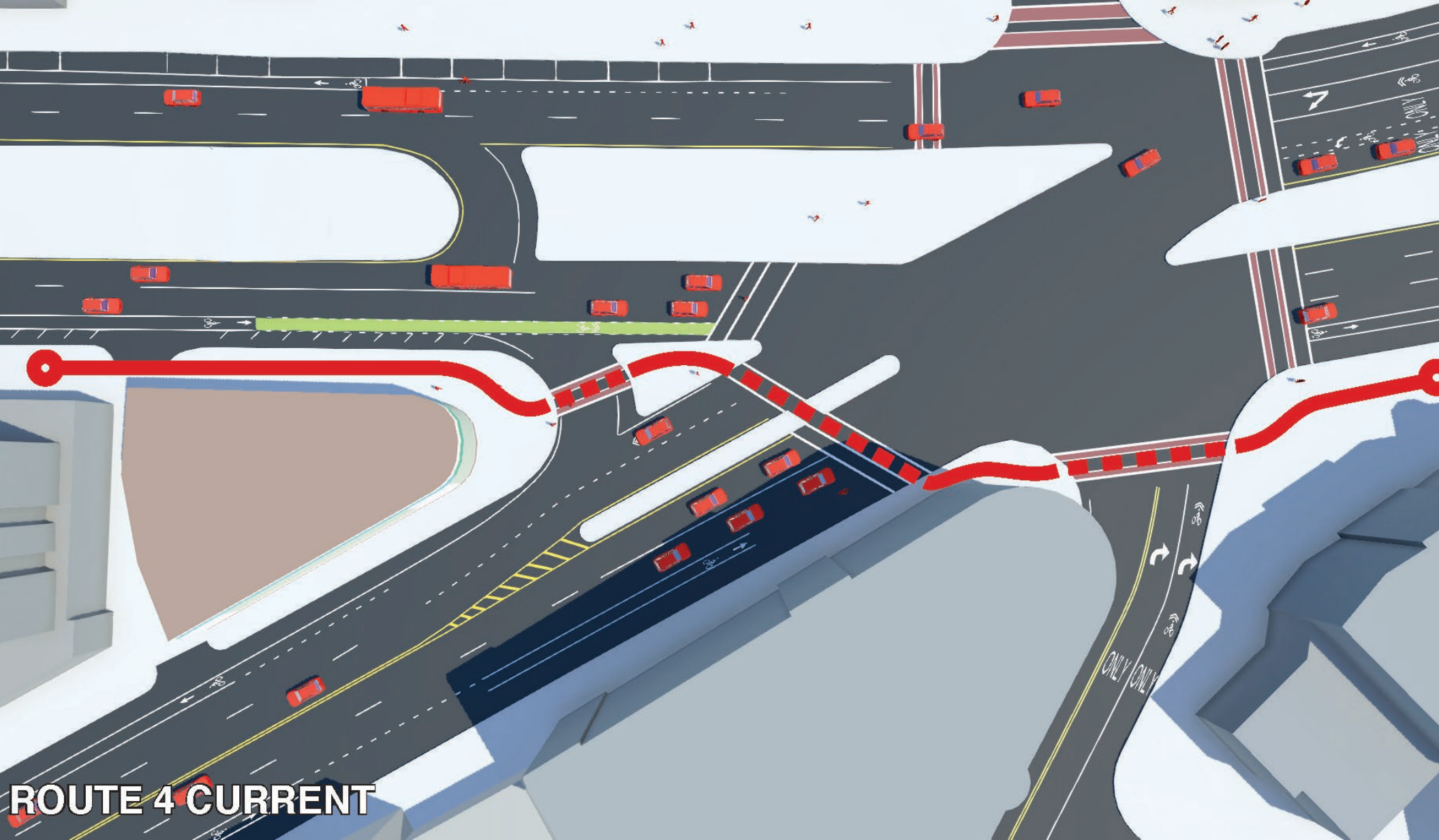




ROUTE 3 CURRENT



ROUTE 3 PROPOSED OPTIONS

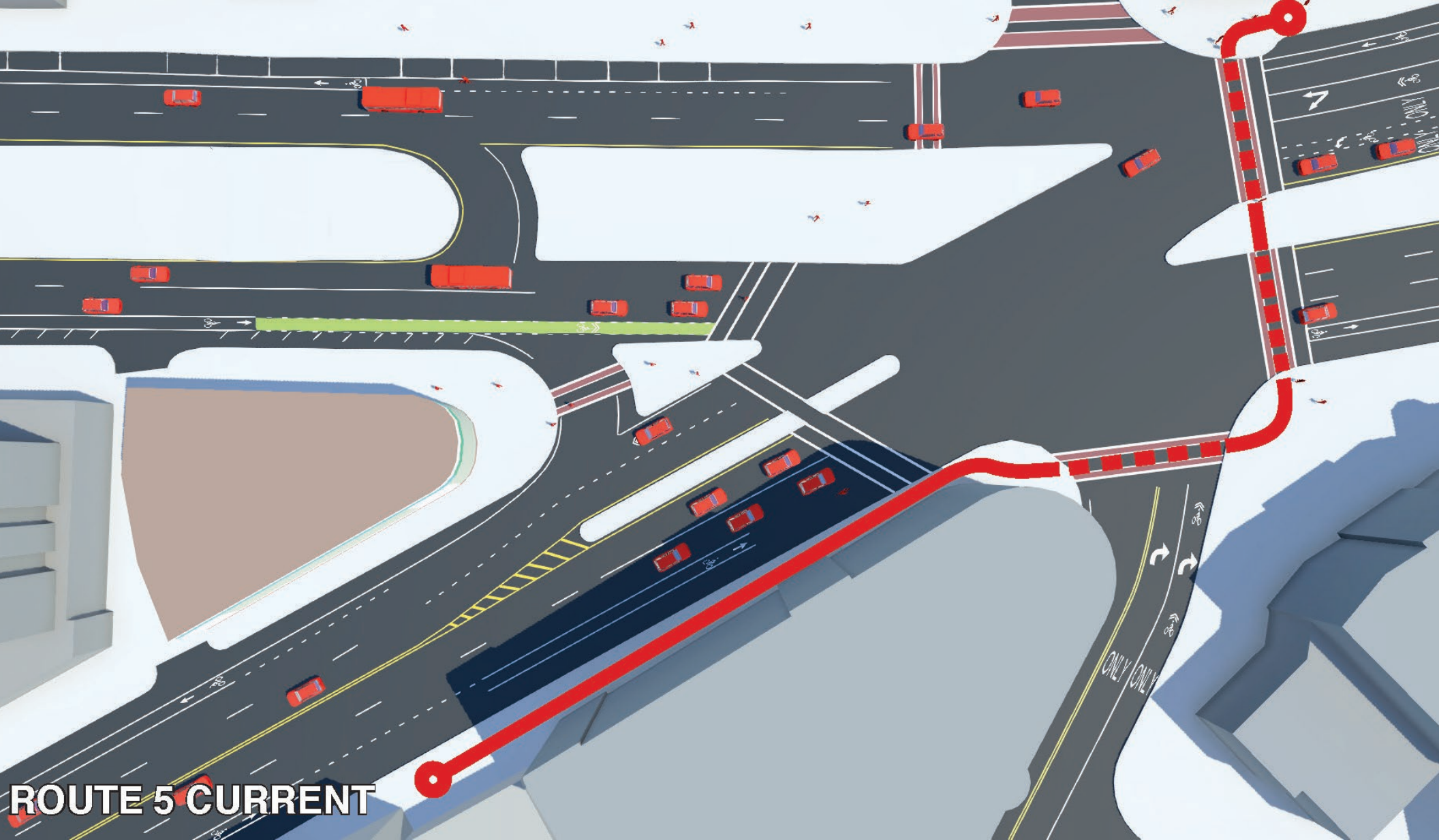


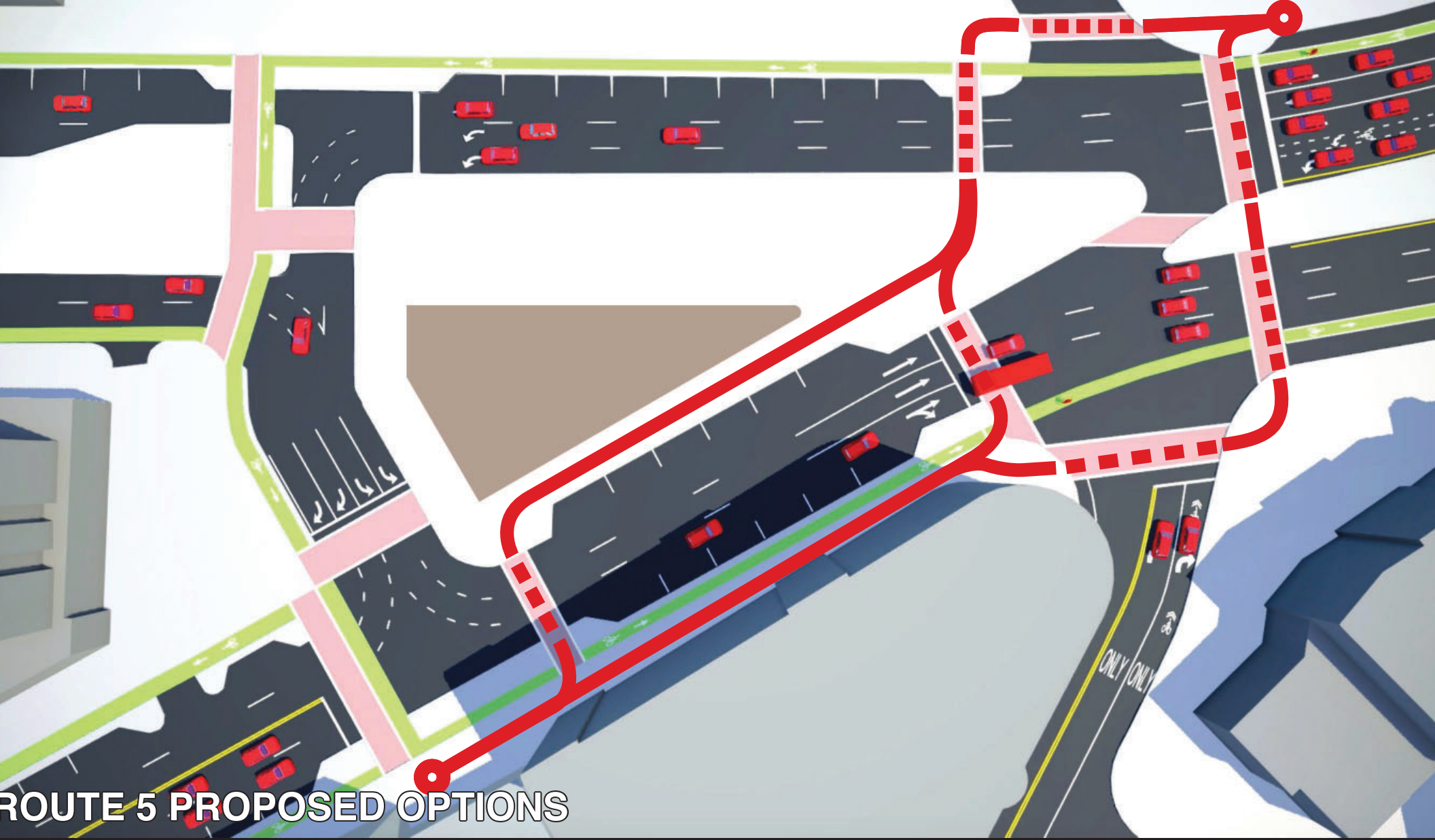
ROUTE 4 CURRENT



ROUTE 4 PROPOSED OPTIONS

ROUTE 5 CURRENT





ROUTE 5 PROPOSED OPTIONS

9

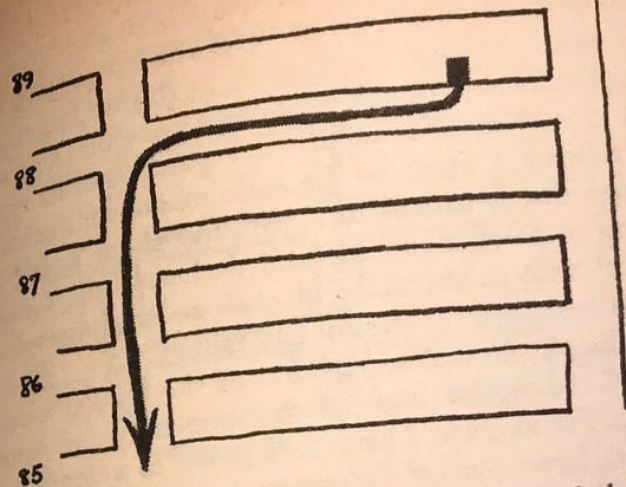
The need for small blocks

CONDITION 2: *Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.*

The advantages of short blocks are simple.

Consider, for instance, the situation of a man living on a long street block, such as West Eighty-eighth Street in Manhattan, between Central Park West and Columbus Avenue. He goes westward along his 800-foot block to reach the stores on Columbus Avenue or take the bus, and he goes eastward to reach the park, take the subway or another bus. He may very well never enter the adjacent blocks on Eighty-seventh Street and Eighty-ninth Street for years.

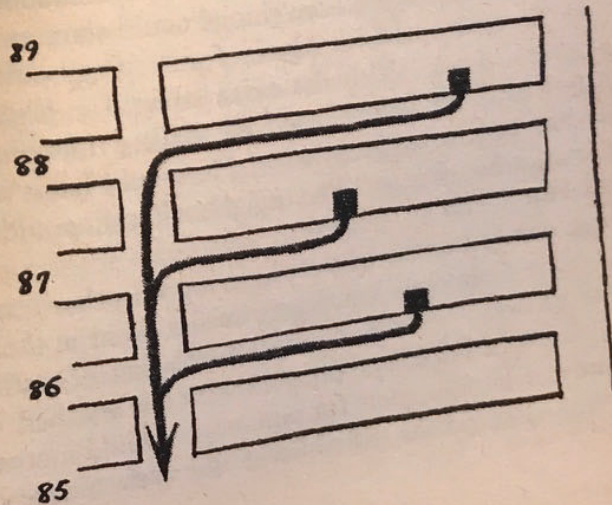
This brings grave trouble. We have already seen that isolated, discrete street neighborhoods are apt to be helpless socially. This man would have every justification for disbelieving that Eighty-seventh and Eighty-ninth streets or their people have anything to



do with him. To believe it, he has to go beyond the ordinary evidence of his everyday life.

So far as his neighborhood is concerned, the *economic* effect of these self-isolating streets is equally constricting. The people on this street, and the people on the adjacent streets can form a pool of economic use only where their long, separated paths meet and come together in one stream. In this case, the nearest place where that can happen is Columbus Avenue.

And because Columbus Avenue is the only nearby place where tens of thousands of people from these stagnant, long, backwater



3
e
s-
r-
is,
up
ts.
ce.
ity
lity
has
sent
ities
like

y the
re of
users,
ation-
show-
es are
ly, in-

Any-
belief
uses is
places
ite are

l life,

ame-
nt be
y, it
r of
ony
1 t

9

The need for small blocks

CONDITION 2: *Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.*

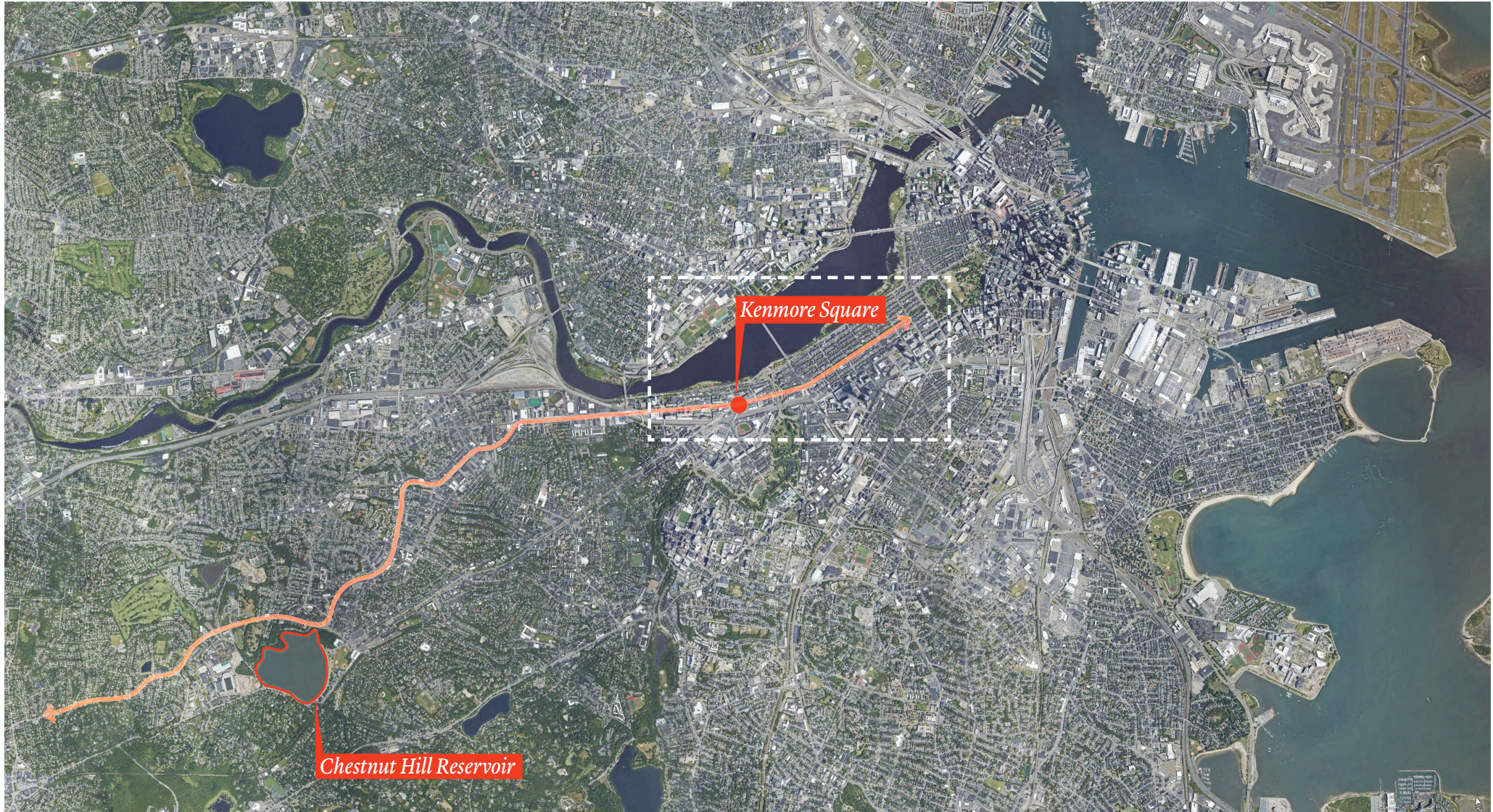
The advantages of short blocks are simple.

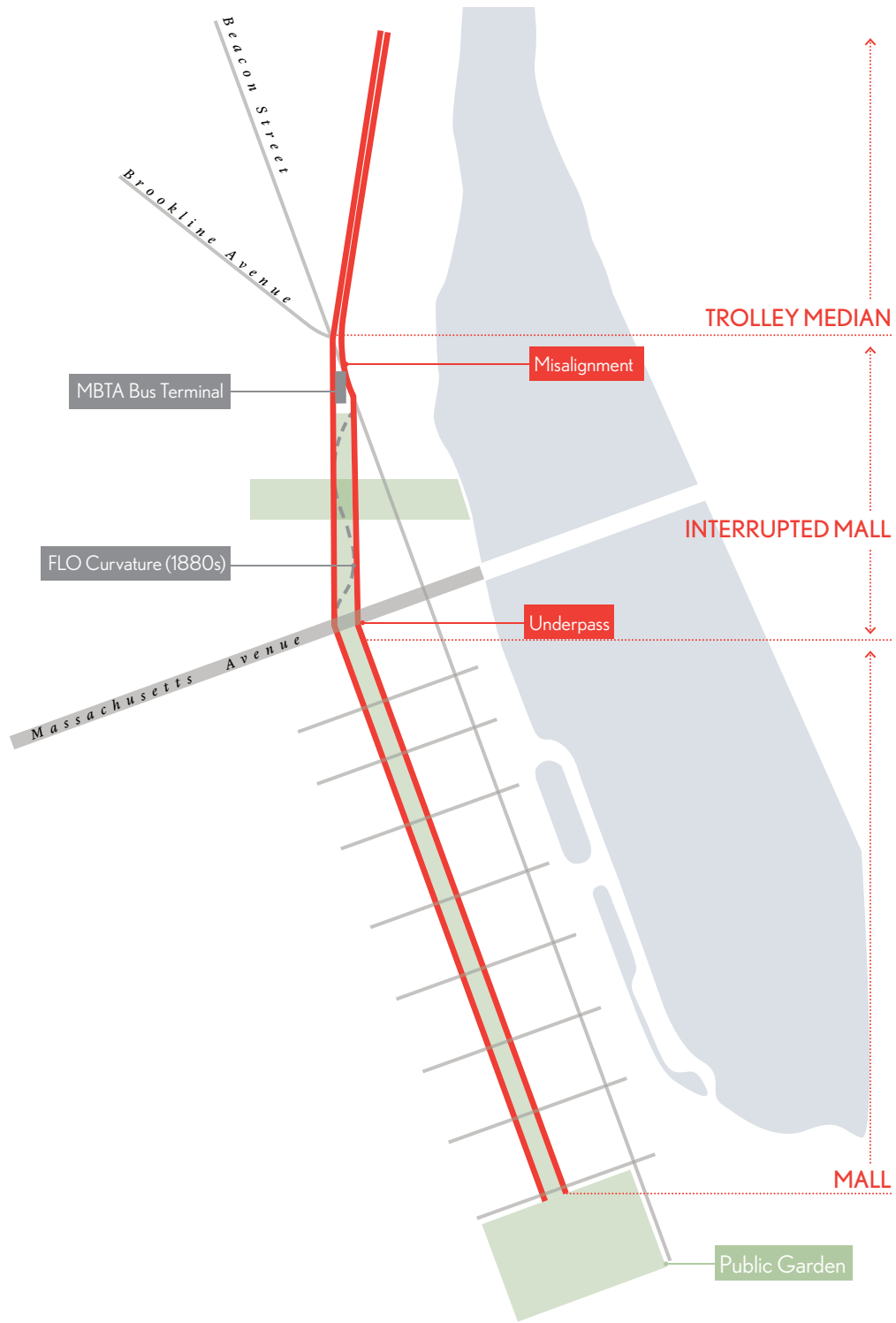
Consider, for instance, the situation of a man living on a long street block, such as West Eighty-eighth Street in Manhattan, between Central Park West and Columbus Avenue. He goes westward along his 800-foot block to reach the stores on Columbus Avenue or take the bus, and he goes eastward to reach the park, take the subway or another bus. He may very well never enter the adjacent blocks on Eighty seventh Street and Fifty ninth Street.

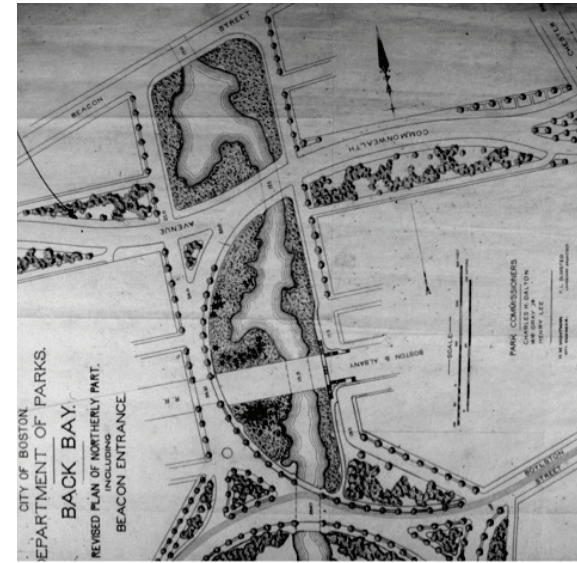
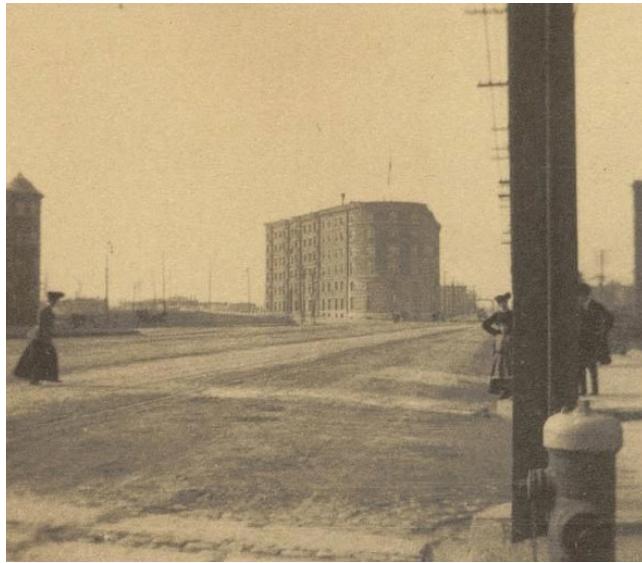


**View West Down
Commonwealth
Ave.**





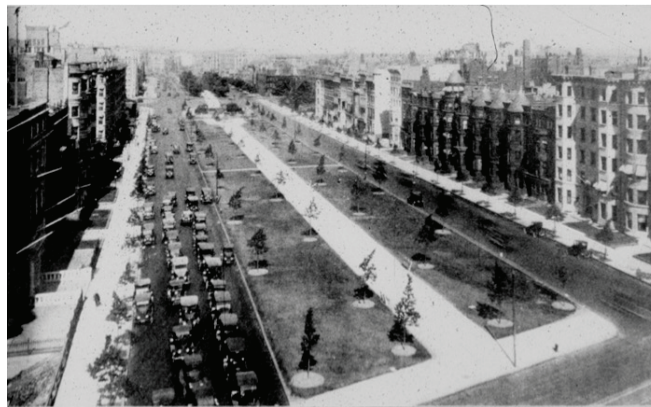




KENMORE SQUARE PUBLIC REALM / COMMONWEALTH AVENUE



ca. 1910s



ca. 1920s

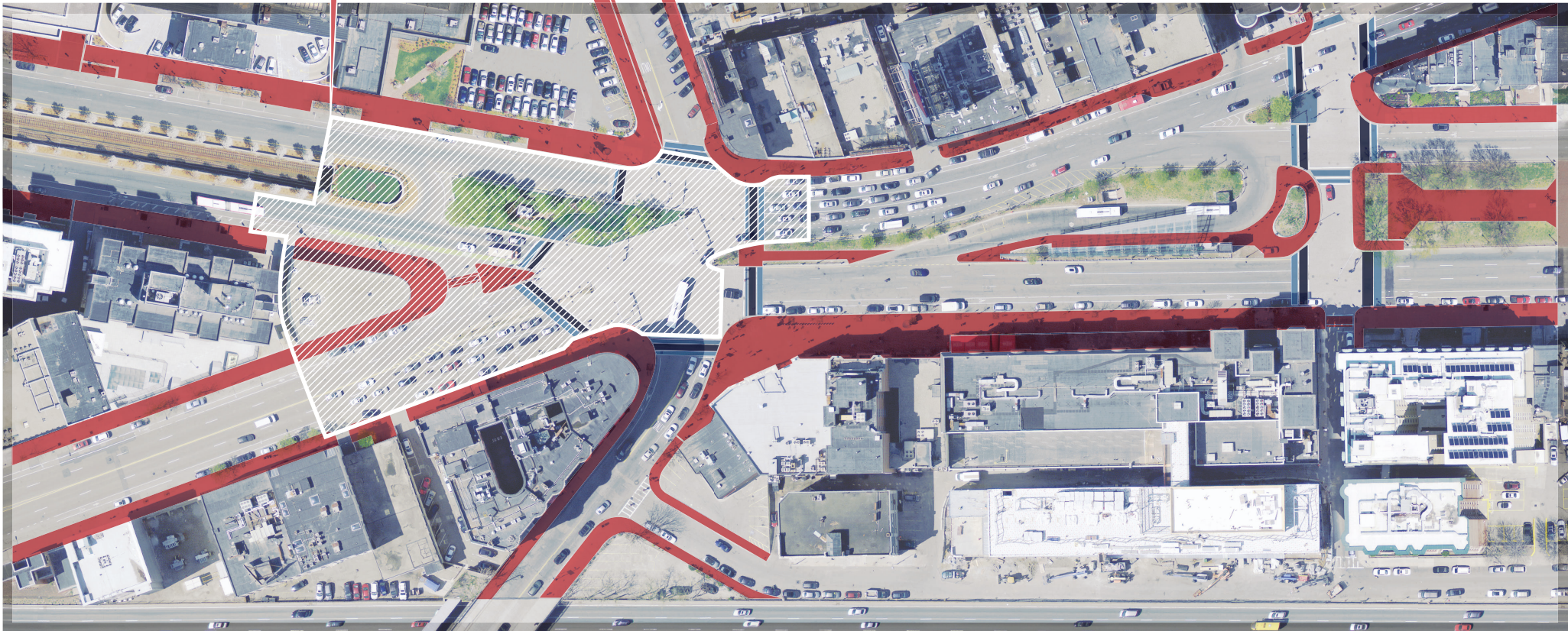


ca. 1929



KENMORE SQUARE PUBLIC REALM / CURRENT

Public Realm
8,700 ft²

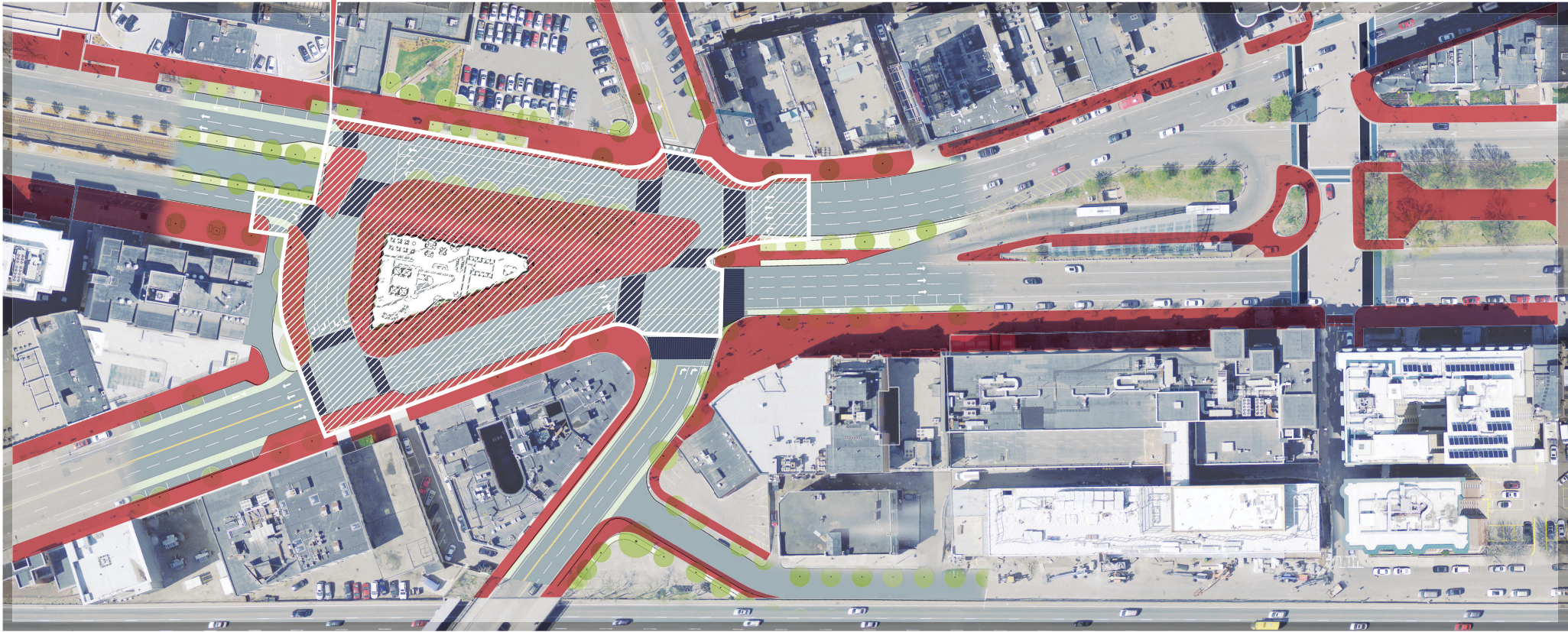


Existing Public Realm

Existing Crossing



Public Realm
32,300 ft²

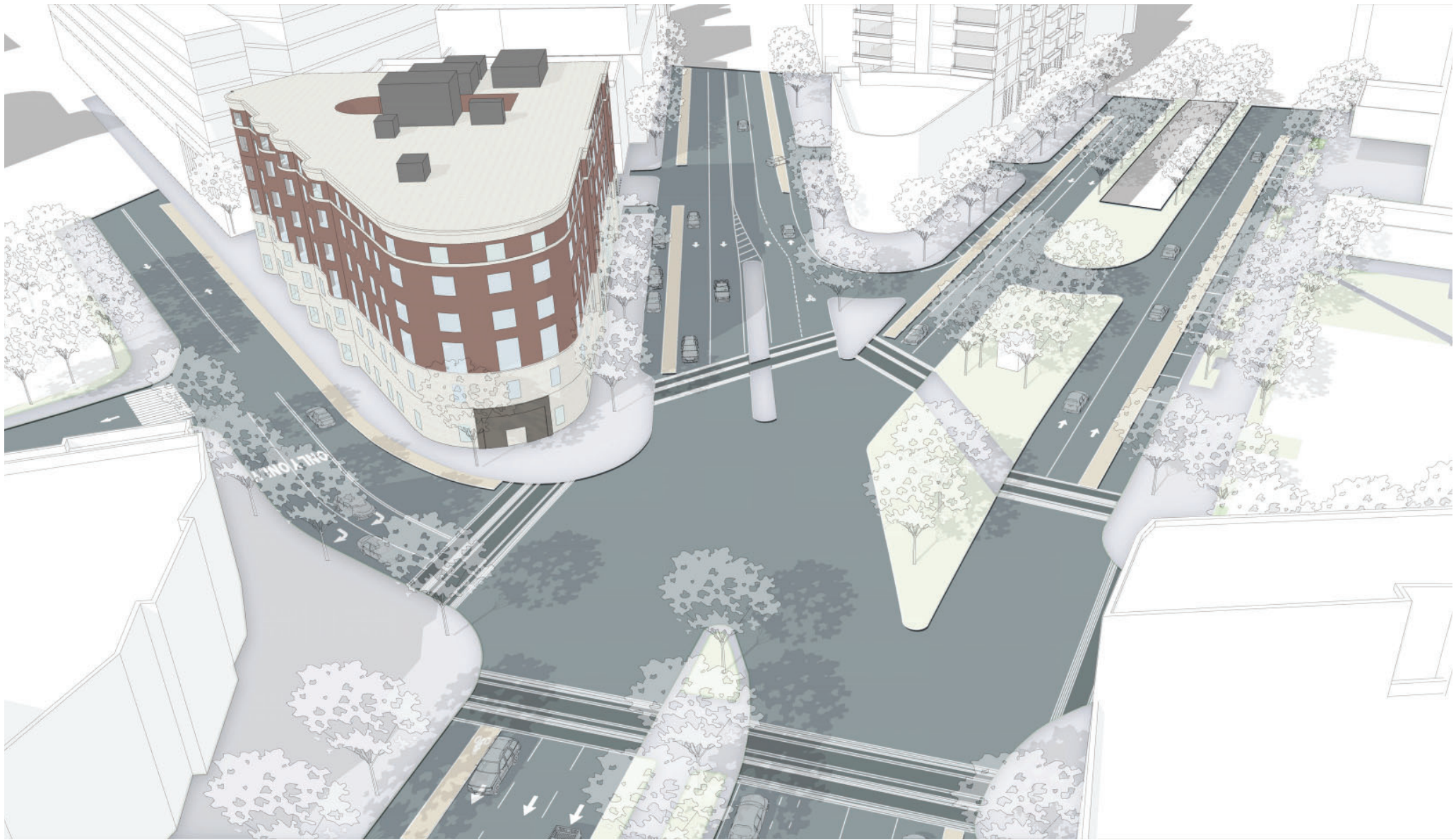


Proposed Public Realm Existing Crossing

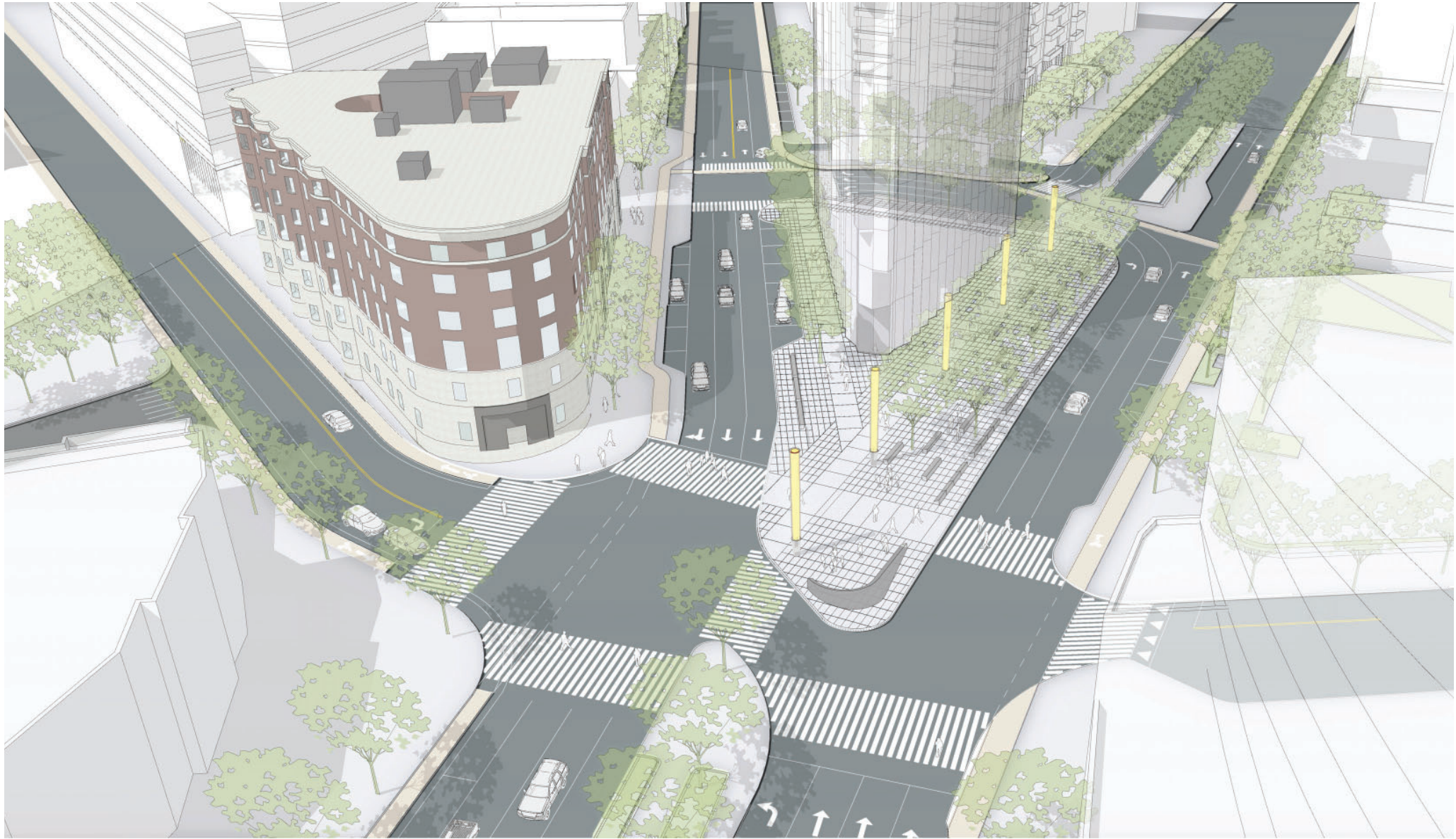




KENMORE SQUARE PUBLIC REALM / PROPOSED



KENMORE SQUARE PUBLIC REALM / EXISTING KENMORE SQUARE



KENMORE SQUARE PUBLIC REALM / PROPOSED KENMORE SQUARE



KENMORE SQUARE PUBLIC REALM / PROPOSED PUBLIC REALM



KENMORE SQUARE PUBLIC REALM / PROPOSED PUBLIC REALM



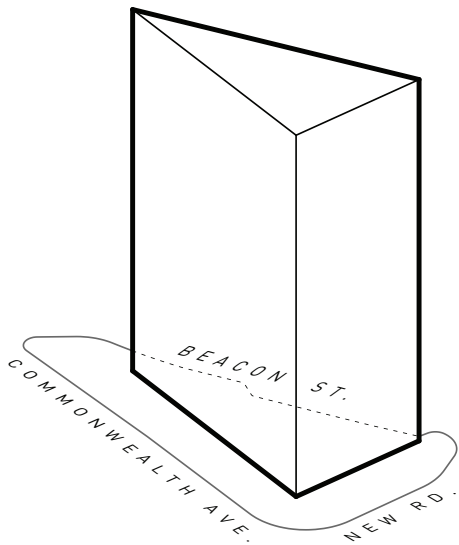
KENMORE SQUARE PUBLIC REALM / PROPOSED PLAZA



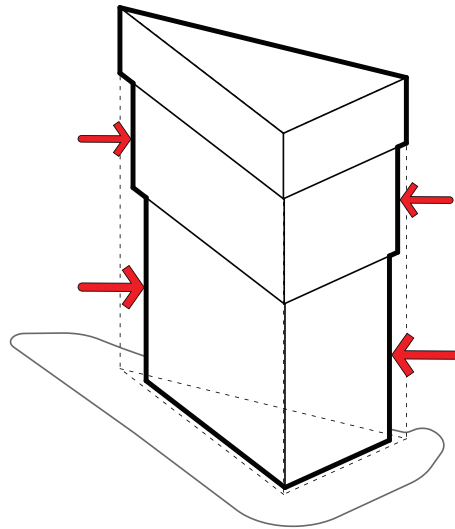


PRECEDENTS / PLAZA

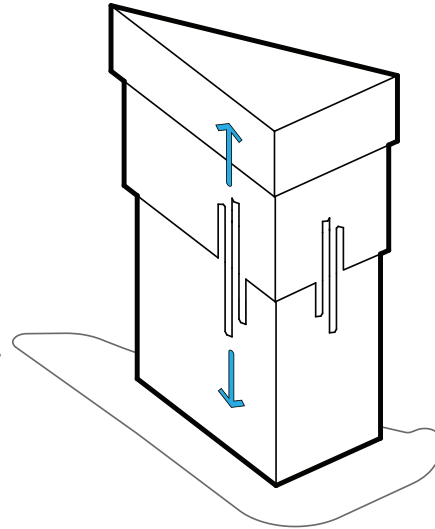
REED HILDERBRAND
01.29.2019



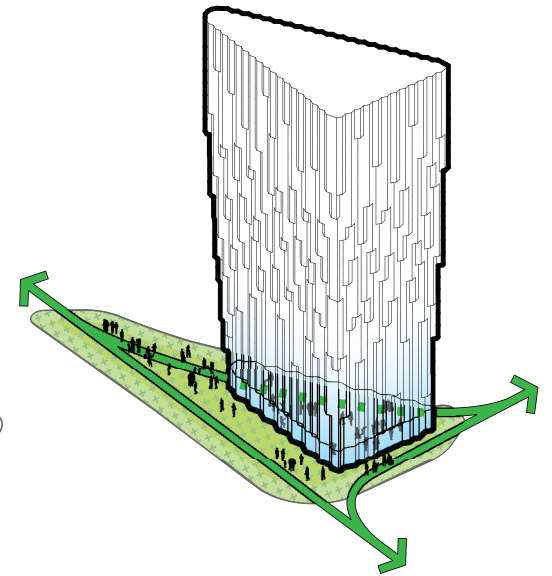
EXTRUDE



CARVE



BLEND

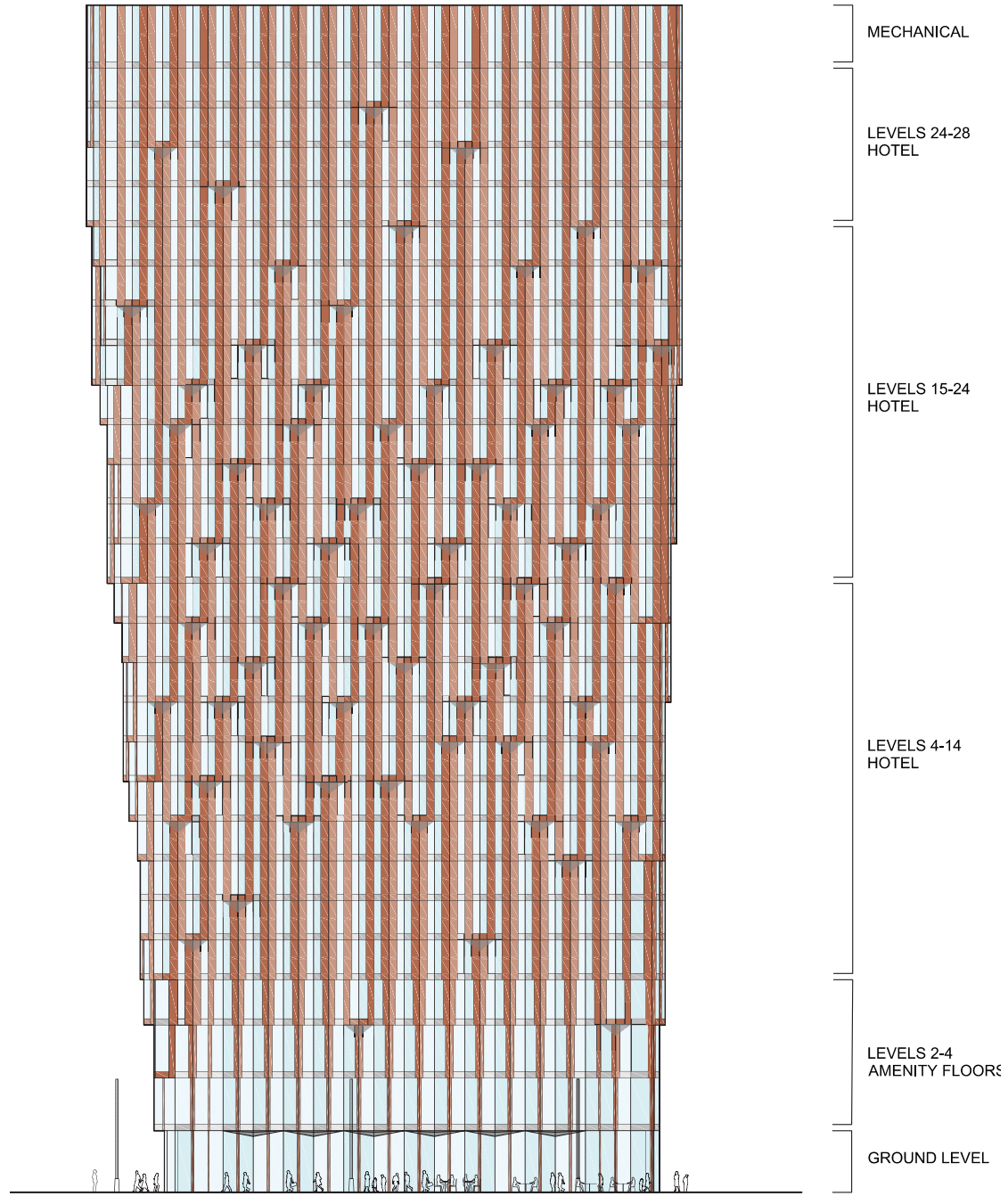


CONNECT





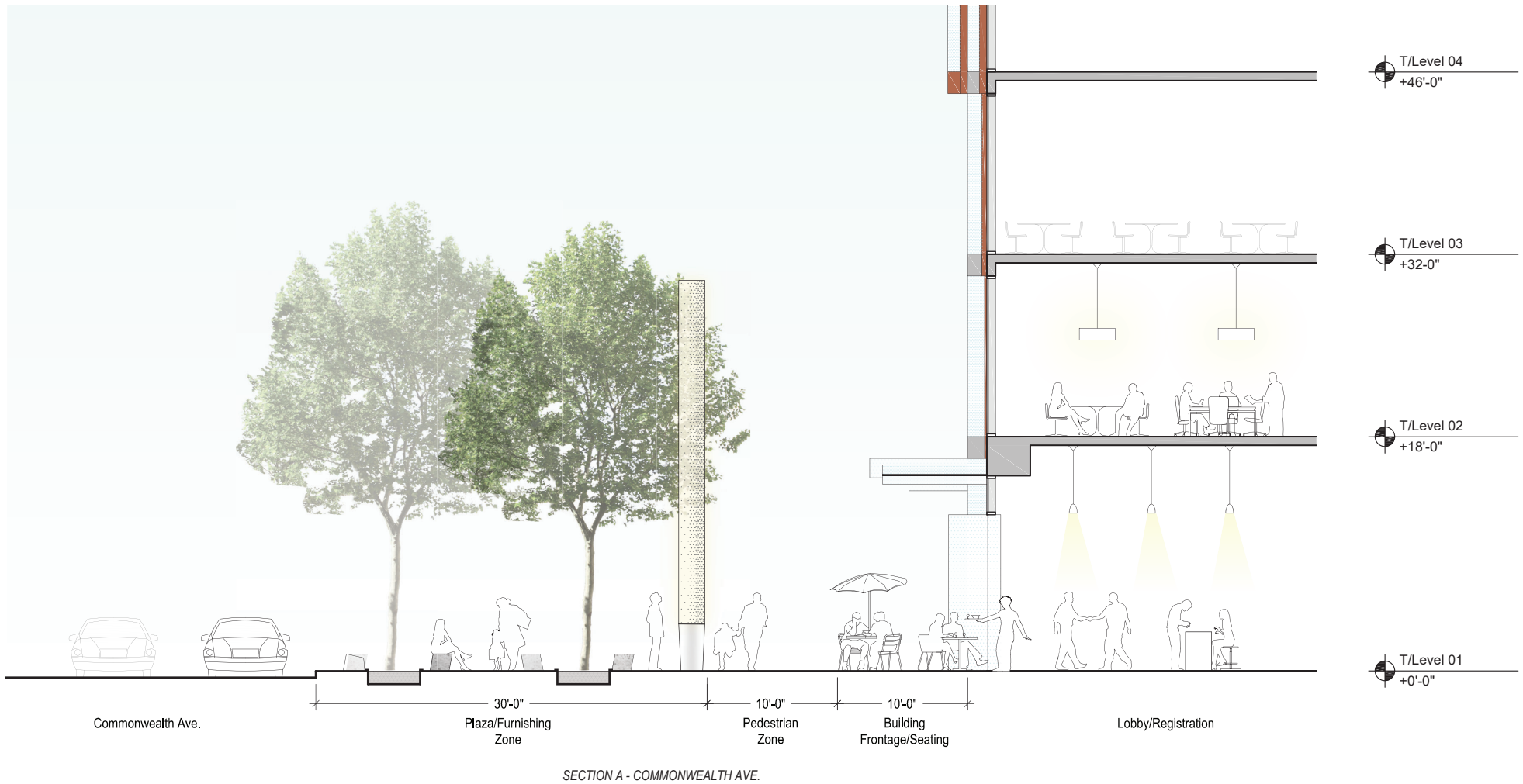
Massing Concept



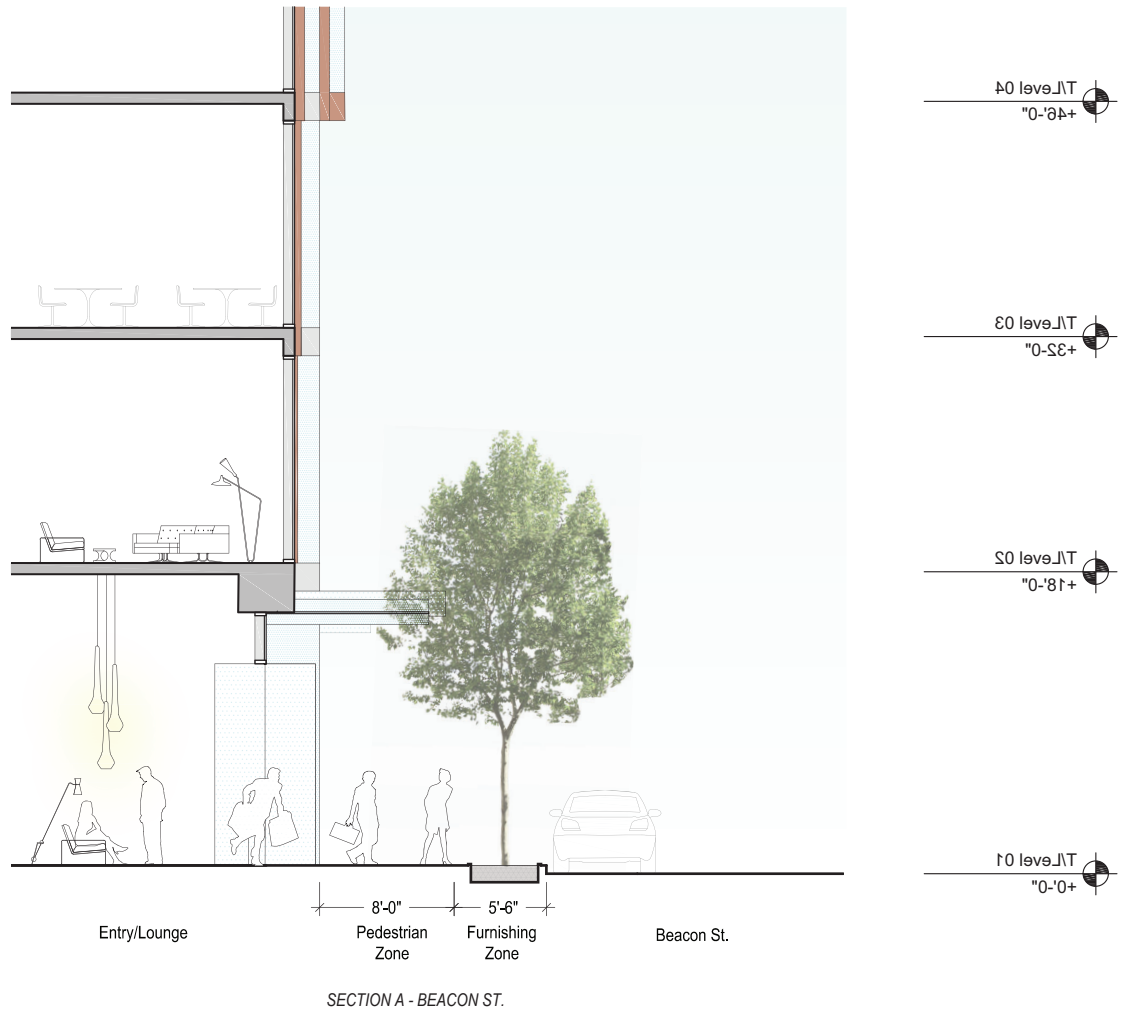
North Elevation



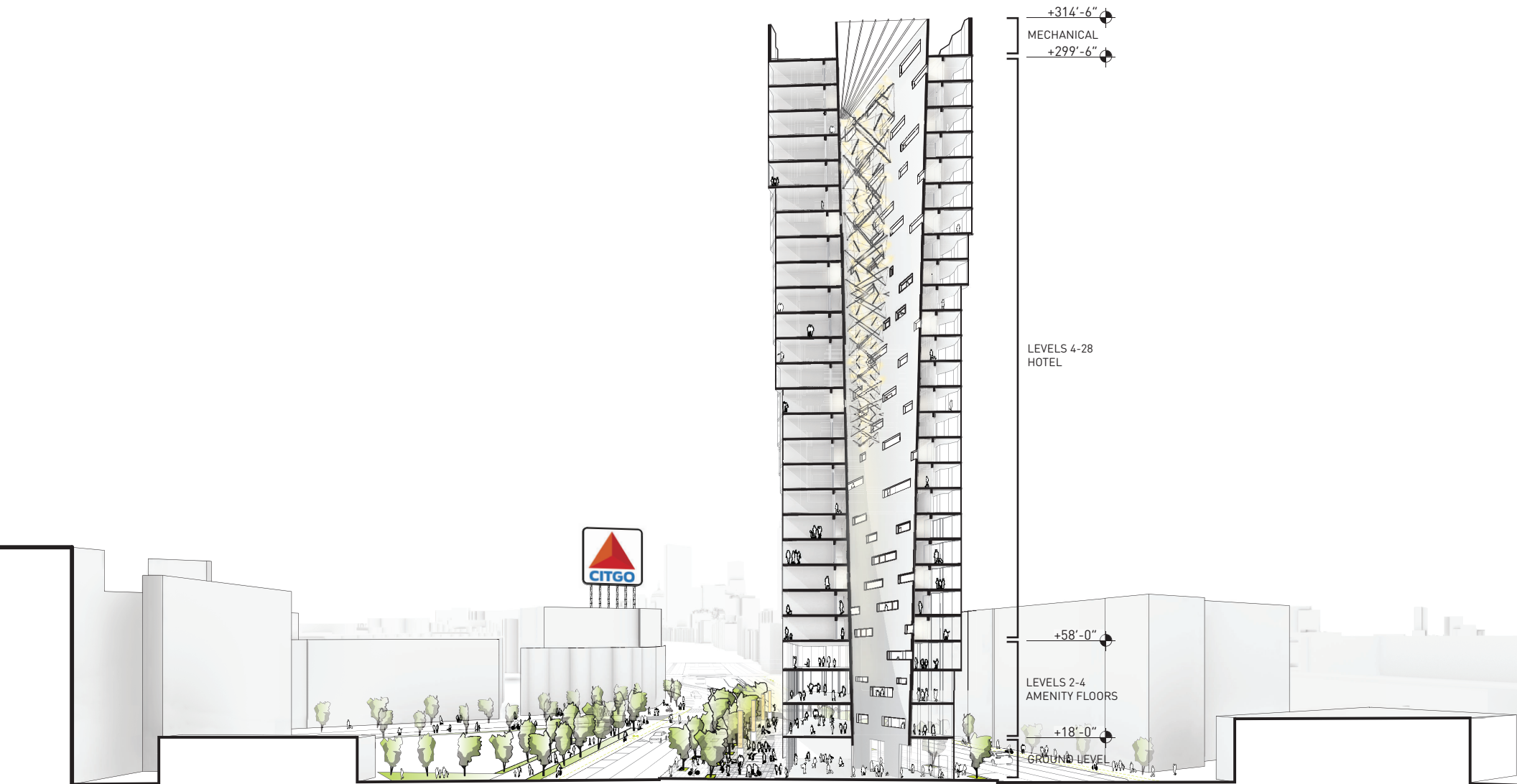
Plaza View



Plaza Entrance



Beacon Entrance



Art Stair Section

**View West Down
Commonwealth
Ave.**





**View East Down
Commonwealth
Ave**



Aerial Looking East



THANK YOU!