

Quincy/Ceylon Street Community Visioning

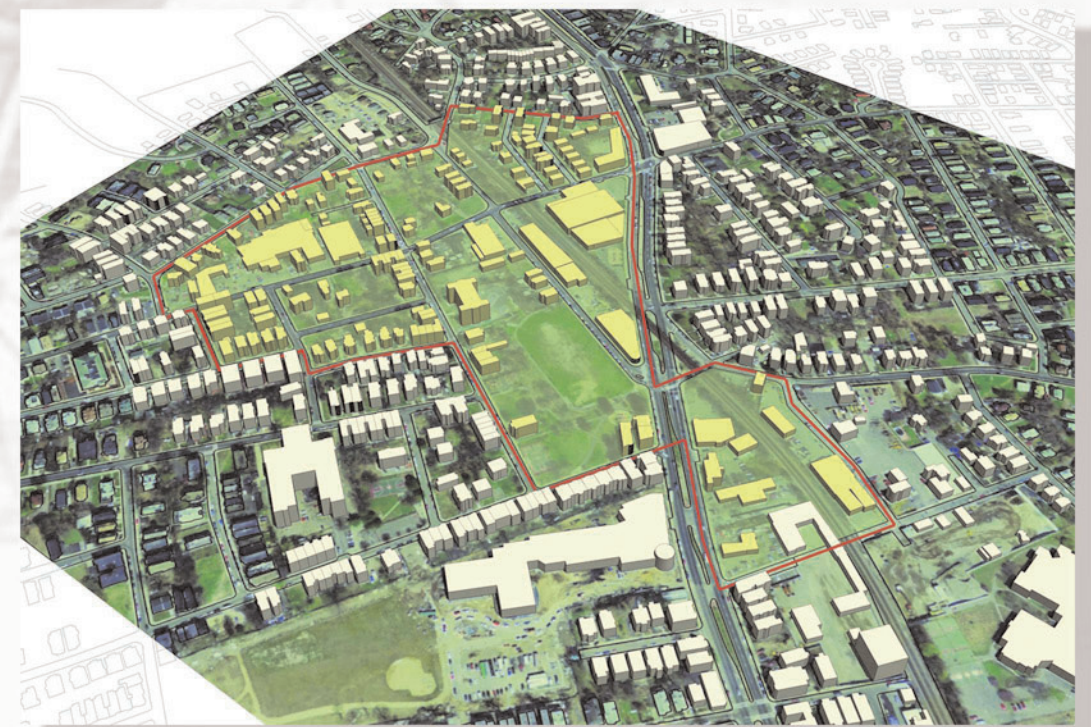
Dorchester Bay EDC - New Vision CDC / Quincy/Geneva HDC - Project RIGHT, Inc.

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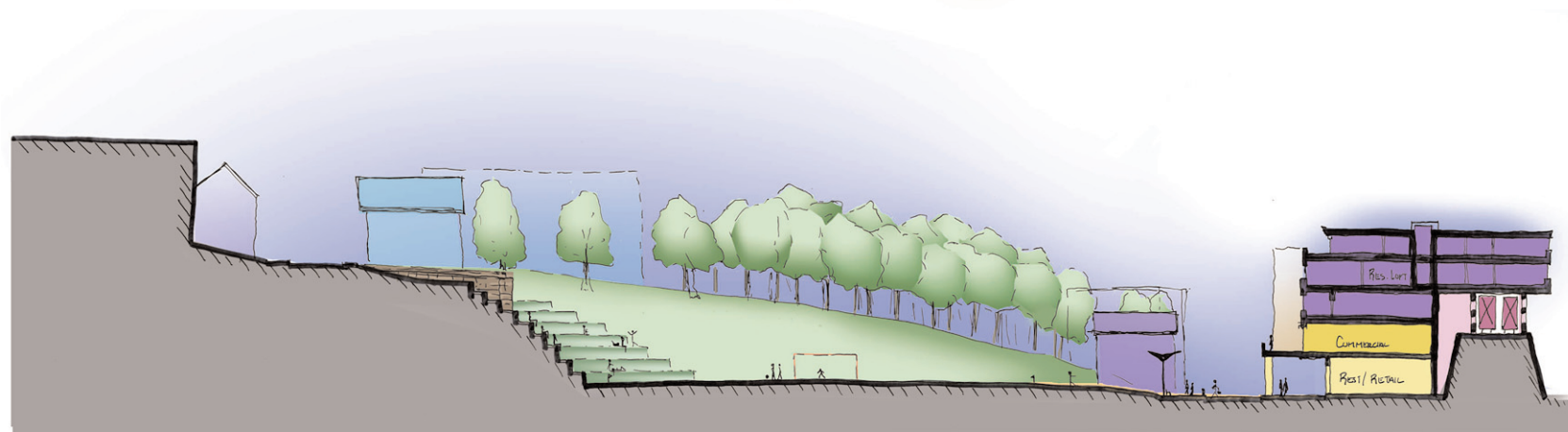
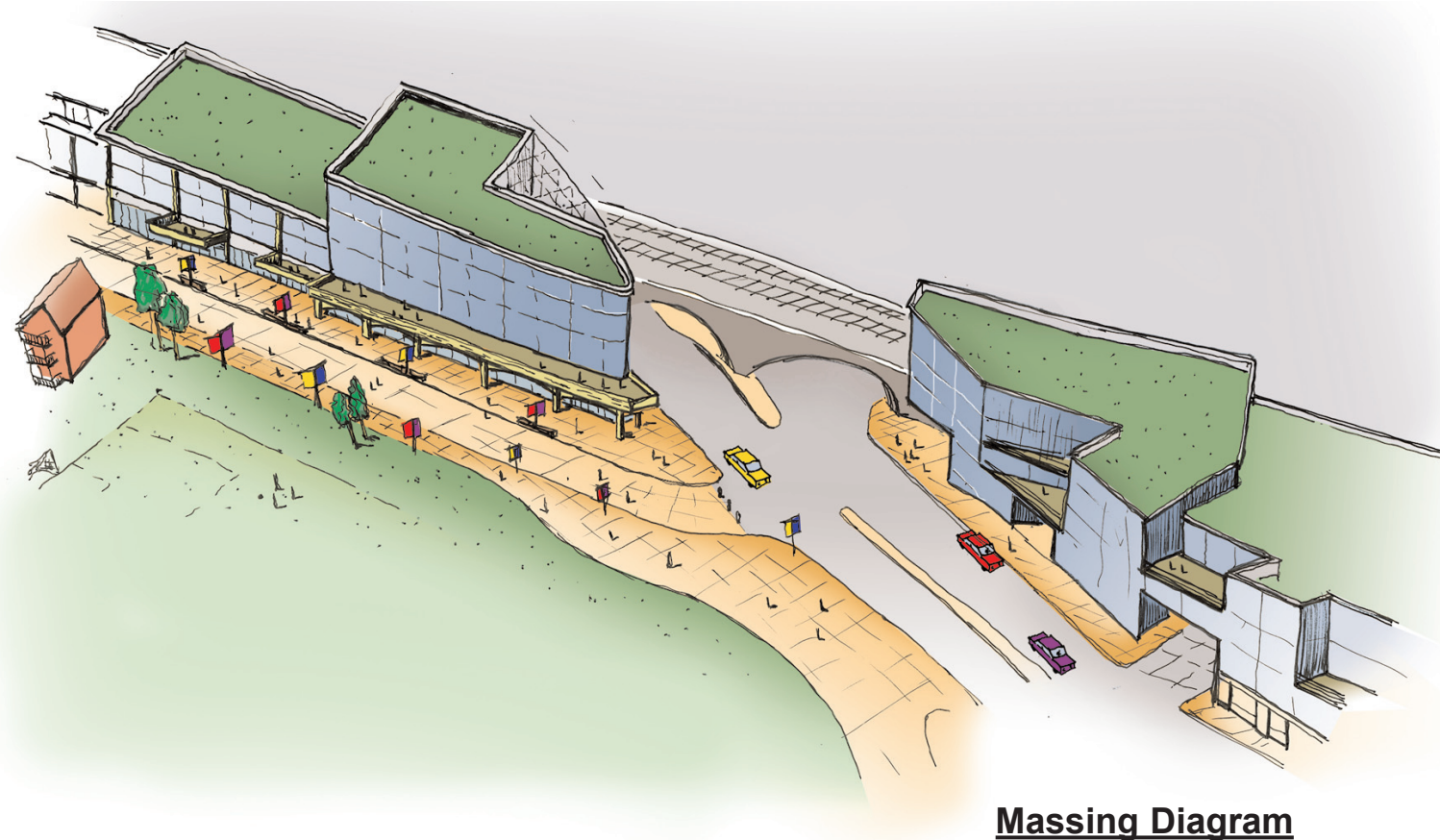


preferred option



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Quincy/Ceylon Street Community Visioning



I. SELECTED MASTER PLANNING STRATEGY

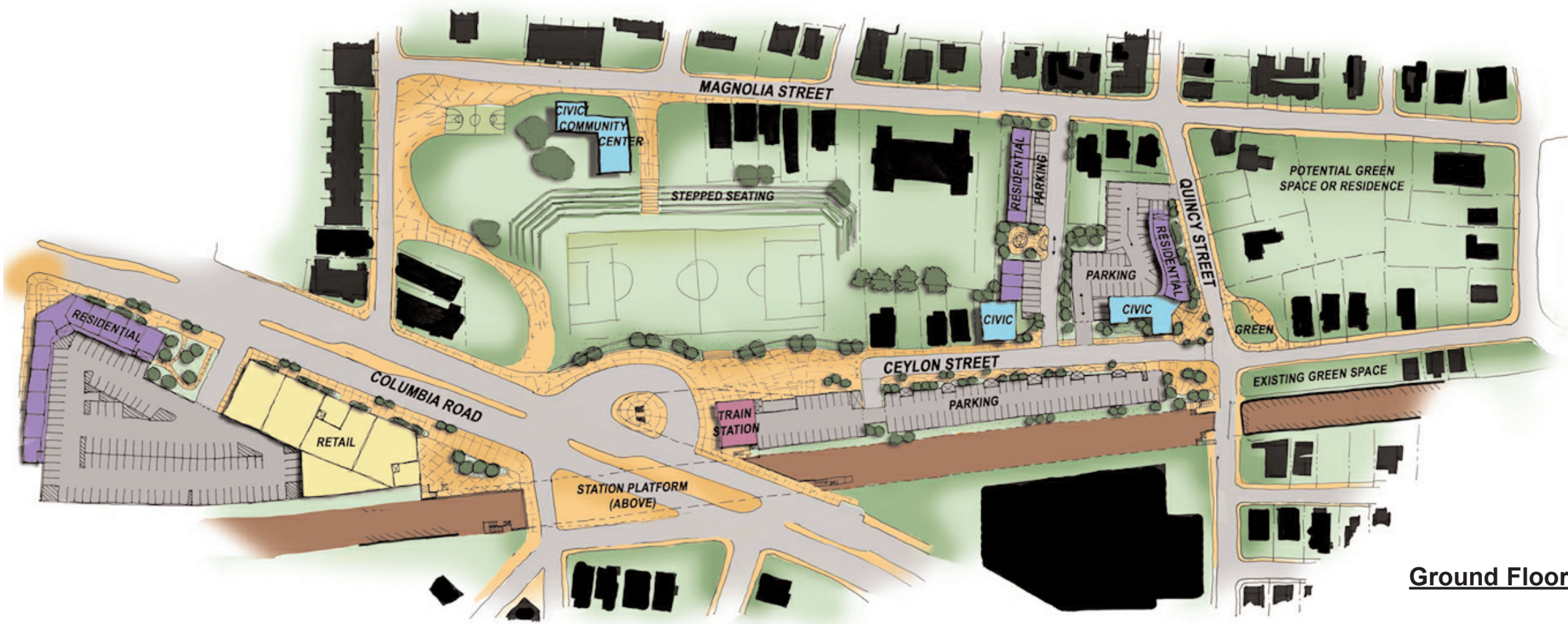
The selected master planning strategy for the transit-oriented development of Quincy/Ceylon Street that is illustrated in this document combines the best urban design, streetscape, and mixed-use development qualities to establish the preferred location of the proposed Fairmount Line commuter rail station at this location. This strategy is based on the following criteria: (a) providing a central location for a commuter rail station that is easily accessible from all parts of the neighborhood, (b) promoting a pedestrian-friendly streetscape environment for the station and the surrounding neighborhood context (c) creating a highly visible and easily recognizable image for the station to improve pedestrian safety and wayfinding.

Using these criteria, the preferred location for the commuter rail station is at the northern point of the intersection of Columbia Road and Ceylon Street. This location maximizes the distance to the proposed Four Corners Station (approximately 2,600 feet), and to the existing Uphams Corner Station (approximately 3,400 feet), from the center of platform to the center of platform; and accommodates the 800 foot required length of platform in a position that is closer to the surrounding neighborhood context.

This preferred location will accomplish the following objectives:

- provide pedestrian access to the station at the crossroads of Columbia Road and Ceylon Street, with 4 headhouses (2 at each platform on either side of Columbia Road), and 2 additional headhouses at the intersection of the station and Quincy Street.
- provide a catalyst for the transit-oriented development of this dense urban area to support commercial and retail uses at the crossroads of Columbia Road and Ceylon Street: this would provide jobs for the neighborhood with a critical mass to qualify a proposed commuter stop at this location.
- provide commuter-related retail uses and local types of business including, a coffee shop, newsstand, and drycleaners.
- provide a full-service transit node for this neighborhood by coordinating with the existing #15 Bus Route and linking to other bus routes.
- provide opportunities for a variety of mixed-use, mixed-income housing to increase the stock of affordable housing in the area.
- providing additional parks and open space for local residents.

Ceylon Street, currently used as a vehicular cut-through, would be transformed into a pedestrian boulevard which will alleviate the volume of traffic and provide a more pedestrian-friendly environment for residents.



Ground Floor Plan

II. PROGRAM DISTRIBUTION

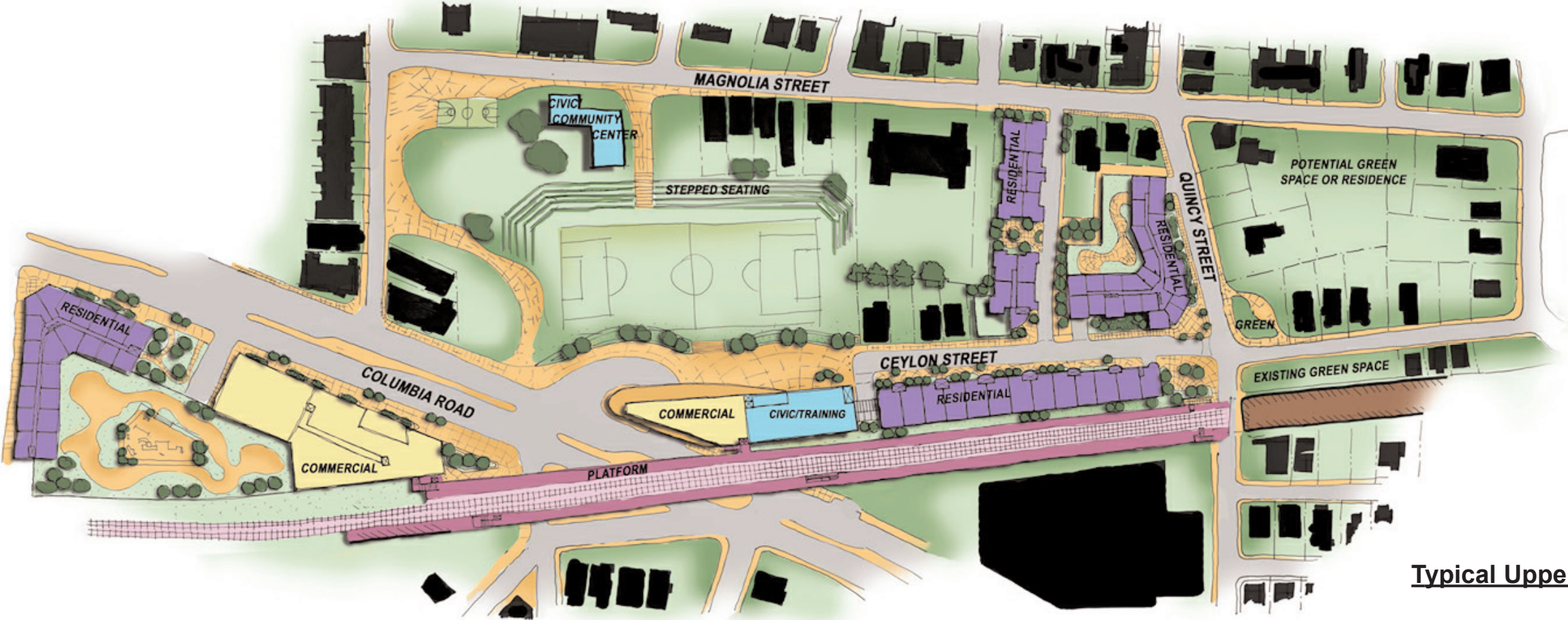
A. Commercial Development - “The Crossroads Towers”

The concept for the proposed commercial development program centers on the articulation of a dual corner building located at the crossroads (intersection of Columbia Road and Ceylon Street). The “Crossroads Towers” are envisioned as 4-6 stories in height and should contain a variety of ground-level, small-scale mixed-use retail, with commercial/office space located above.

The proposed transit-oriented development provides opportunities for workforce development, small-scale businesses and affordable housing options related to a commuter rail stop at this location and achieves the following community objectives:

1. The mixed-use commercial development located at the intersection of Quincy Street and Ceylon Street (illustrated in the site plan above) is designed as a civic and community node with program of use including a job training/education center, housing and parking. The training/education center can provide workforce development for local residents to complement the small business functions located at the Crossroad Towers.
2. The height of the proposed towers creates a visual gateway to redefine the image of the district from the former industrial uses to a new mixed-use, transit-oriented development that serves the local community. The city’s proposed improvement of Ceylon Park complements the gateway image.
3. This proposed mixed-use program encompassing approximately 130,000 square feet of commercial and office space, provides an economic stimulus for a development team to enhance the public areas near the Crossroads.

The enhancement of the park and adjacent public spaces would be a benefit to the neighborhood and establish a vibrant, diverse community for working-class families.



Typical Upper Floor Plan

B. Residential Development at the Crossroads

The concept for the proposed residential development distributes options for mixed-income housing for the district with four residential projects that provide 170-200 units of ownership and rental opportunities.

The residential development consists of a variety of housing types, ranging from brownstones to multi-family over structured, ground-level parking. A proposed typical unit ranges from 750-1,200 square feet with one to three bedrooms. Higher densities are considered near the crossroads and lower densities towards the existing neighborhood at the intersections of Quincy Street and Ceylon Street.

The three-story building heights are designed to be economical with stacked massing and common hallways to optimize efficiency in construction methods and circulation.

Each development provides for indoor community gathering spaces that are located near the Ceylon Street pedestrian promenade.

A second amenity is the landscaped parks and gardens associated with the proposed developments. A small percentage of each parcel would be set aside for public “pocket parks” that include plantings, attractive lighting for safety, benches and play equipment for children to promote community use.

In addition, some of the developments include semi-private roof-top gardens built over the ground-level parking.

C. Parking

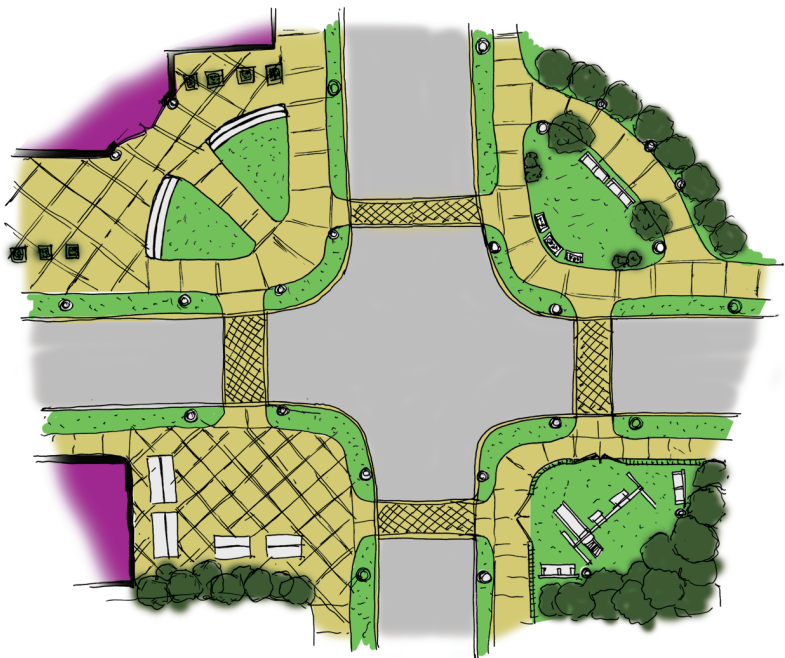
The strategy for parking consists of ground-level (or slightly below grade) structured parking fronted by retail uses and screened with landscape features. The parking should be planned with a Traffic Demand Management concept that requires lower total numbers of parking spaces overall and promotes the use of the commuter rail station proposed for this location.



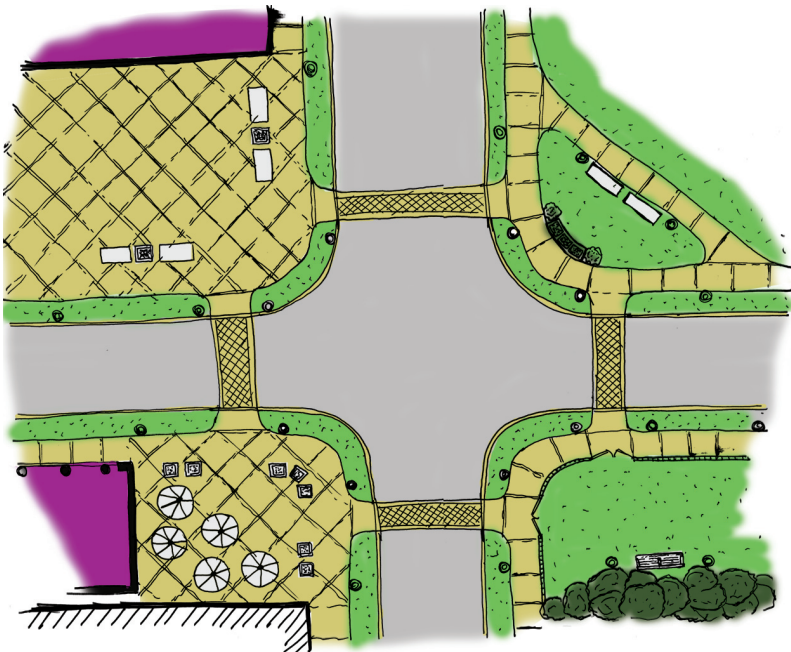
Perspective From Quincy Street at Ceylon Street

Perspective From Columbia Road at Ceylon Street

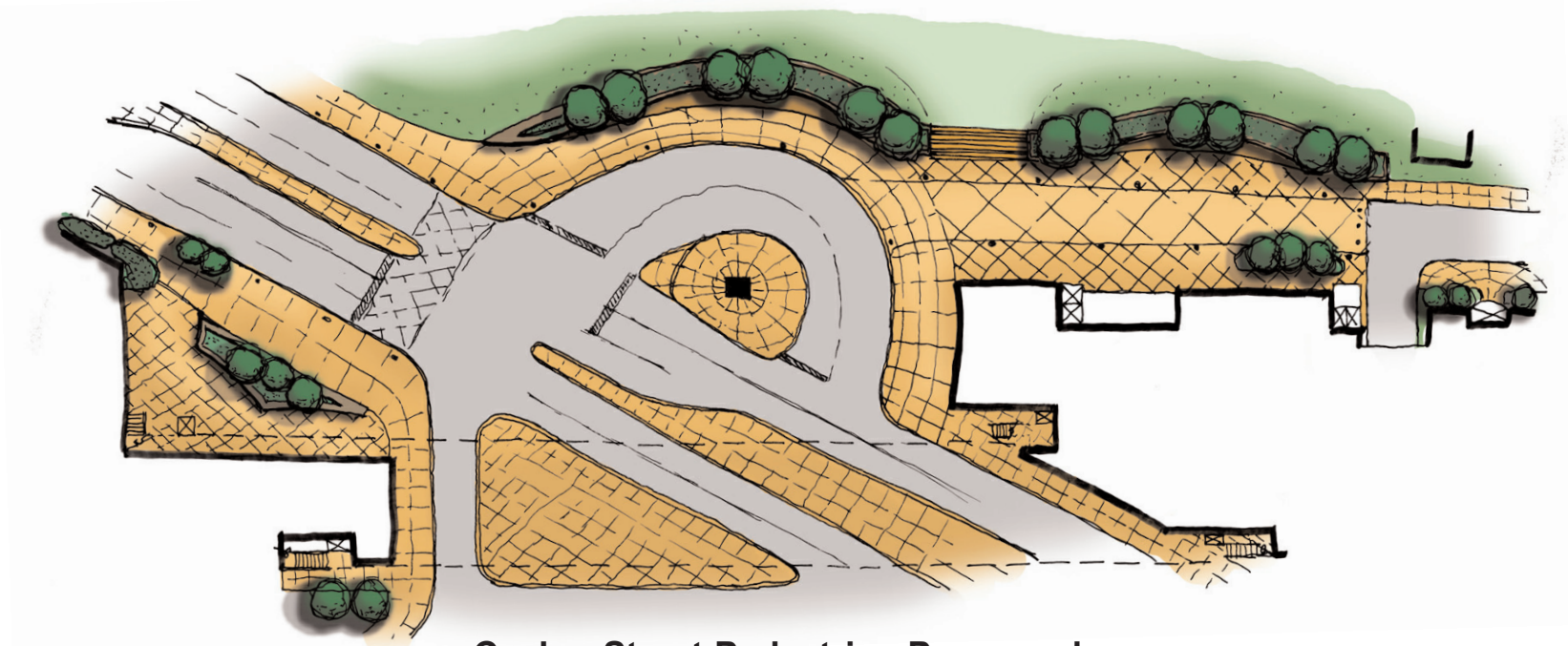




Quincy/Ceylon Streetscape Improvement
Option 1



Quincy/Ceylon Streetscape Improvement
Option 2



Ceylon Street Pedestrian Promenade

III. STREETScape DESIGN STRATEGY

The enhancement of the pedestrian streetscape is a core principle of this proposed development. The two high priority focus areas for streetscape improvements are at each end of Ceylon Street. The quality of use and the experience of these areas depend on the comfort level of pedestrians walking freely in an area that is designed for foot and vehicular traffic.

Quincy-Ceylon Intersection - Streetscape Improvement

The intersection of Quincy Street and Ceylon Street is currently a high traffic area where cars by-pass Columbia Road and make this intersection inhospitable to normal pedestrian traffic. The streetscape improvement strategy at this intersection is two-fold:

1. Setback requirements should be introduced as illustrated in the two drawings at the left; which show the building massing set back from the corners providing opportunities for “pocket parks” to encourage activity for families, children, and adults. By using a small piece of each corner parcel adjacent to the intersection, the total public space results in a larger “park”.
2. Residential uses at this intersection promote a “sense of ownership” by the residents. The use of patterned pavers, landscape planters, benches, and attractive lighting create an outdoor room for the community.

The Ceylon Street “Pedestrian Promenade”

The design of a pedestrian boulevard at the intersection of Columbia Road and Ceylon Street, adjacent to Ceylon Park, creates an atmosphere conducive to small restaurants, farmer’s markets and other public gatherings. The use of pavers demarcates a shared pedestrian-only zone (as seen in the drawing at bottom left). The street can be used for normal traffic when desired and be shut off as a separate, pedestrian-friendly environment for events or gatherings.

The creation of a pedestrian boulevard near the proposed commuter train station, transit node, and existing park, extends the public space from Magnolia Street to Columbia Road improving the quality of life in the neighborhood and providing opportunities for local shops, restaurants, and services.