**PLAN WITH US – Streets & Blocks**

**Workshop Notes 10/26/15**

**Table 1** – Mary Knasas, Facilitator

* 14 industrial chips not used
* Prefer no mega blocks with street grid
* Where can you get smaller blocks?
* Split some of the blocks
* Allston (Lincoln St) – back street along Turnpike; compare with this study are along tracks
* “Not every block is going to sing” But make it so!
* Improve intersections with bold moves : Dorchester Ave + West Fifth St. – Dorchester Ave + B Street + W Seventh Street
* Create gateway nodes
* Create Circuit breaker along service road (don’t want speedway) if state has public transit node
* Look at Davis Square as an example – appropriate for Boston St/Dorchester + Dorchester Ave intersection?
* Create a 21st century Broadway parallel to new street between tracks and Dorchester Ave.
* Changing face of retail (not wanting to pay higher leases on 1st floor), what is the market?
* Create mixed use everywhere
* Boylston/Newbury scale/use comparisons (i.e. for Dot. Ave. and new main street)
* 69A Street example – office/rehab; new office uses from old building
* Have a sector cluster i.e. Grand Ten Distillery + more spirits/breweries (as in Somerville )

**No Table 2**

**Table 3** - Catie Farrara/Viktorija Abolina, Facilitators

* Chips not used: 2 open space, 1 civic/cultural/art, 18 industrial, 18 office, 4, retail/service, 21 residential
* Limited concentrated light industrial
* “Necklace” of open space Broadway to Moakley Park
* More residential close to regional road + trail access
* Preserve residential in historic Andrew Square
* Mixed office + retail along tracks towards Andrew Square
* Mix office + residential to avoid dead streets nights/weekends
* Cultural centers @Andrew Square and Dot Ave
* Potential T platform along rail adds interest in residential/mixed use near stop
	+ Scene office/retail directly with T proximity, step down/ out to residential one block beyond
	+ Could add R & D industrial in office area
* Dot. Ave. as residential use + parks
* Green Space = community gardens, dog parks

**Table 4** – Kevin Derrick, Facilitator

* Buffer the border separating area from “track 61” with green & walls.
	+ blocking environmental stressors such as pollution, noise, etc...
* Question of the back road leading into Haul Road?
	+ Is the plan to open & connect this road into Haul Rd. and if so, what kind of vehicles will be using it?
* Cultural Center should be closer to either Andrew Station or Broadway Station.
* School
* Mixed income housing / affordable housing / family housing
* Industry should be planned closer to Track 61 & highway, incorporating parks
* Retail, offices, artist lofts & work spaces.
* This would be a great area to relocate the Boston Flower Market.
* Used it all: 11 office, 2 industrial
* Linear park
* Small commercial only
* Diversity of housing is important
* housing should be affordable, accommodate families and retirees, and be spread throughout the plan area.
* Cultural facilities are important, and connecting them to transportation hubs is necessary to reduce traffic congestion and be appealing to non-residents.
* Want to see an art museum and library as large institutions but also want galleries (retail).
* In keeping with creative ventures, "maker spaces" could be a great way to maintain the industrial heritage of the corridor.
* Commercial workspaces near transit hub could provide white collar jobs for residents and reduce traffic (both cars and Red Line).
* Group prefers green spaces like the South End, where small parks are scattered throughout.
* A spine of tall buildings along the rail corridor would be a great way to accommodate density and capitalize on views, much like the Macallen Building.
* A linear park for bikes and pedestrians only along the length of tall buildings' frontage.
* Dorchester Avenue should be a mixed-use (housing/retail) corridor, with the street between Dorchester Avenue and the linear park a large, more service-oriented alleyway for residential building  garages and retail deliveries.

**Table 5** – Matthew Martin, Facilitator

* Central large green space that opens to the west and south for views of the skyline and good afternoon natural light.  Also would be visible from Dot. Ave.  Proposed smaller parks near Old Colony Avenue to make up for dearth of open space in existing neighborhood.
* Prioritize light industrial and maker- live/work space over the types of industrial and commercial that exist today.  Haul Road intersection best place for heavy industrial.
* More density around train stations with an emphasis on office.
* Group liked the BRA proposed block/street grid.
* Encourage as much retail as possible

**NO Table 6** –

Table 7 – Stephen Gray, Facilitator

* Key principle: Dorchester Ave is a community street
* Concentrate housing density at T station (down to D Street)
* Focus commercial uses along tracks
* Want to reduce industrial and commercial uses overall but focus them near Haul Road
* Have an industrial/commercial node along Haul Road and for truck use only
* Green, walkable avenue along Dorchester Ave
* Larger park equally distant from T stations
* Civic space adjacent to green areas

**Table 8** – Lara Merida, Facilitator

Rethink Bus circulation around Andrew T stop

* D Street : through street, neighborhood street
* Greenway on Ellery Street to Alger Street
* Bus route along Dorchester

**Table 9** – Mark McGonagle, Facilitator

* Very limited industrial –all along the tracks
	+ Desire to eliminate industrial – light industrial Only
* Open space is distributed evenly
	+ Pocket parks / utilize large development
* Preserve Andrew residential but add retail along Dorchestet Streeet
* Better urban design along Dot Ave + Old Colony Ave
* Bike parking / protected bike lanes
* Zip car
* Almost all mixed use except for extreme North/South
* Workforce housing
* Green Roofs / Pocket gardens
* Additional t stations
* Art studio, gallery, artist live and work
* Grocery store
* Resident parking lot

**Table 10** – Ted Schwartzberg, Facilitator

* 10 office chips
* 16 industrial
* 71 yellow residential
* 8 retail/service
* No restricted access roads
* No cut through to the waterfront
* Emphasis on the north-south connections
* Traffic going to waterfront – should use bypass road
* New connection to bypass