




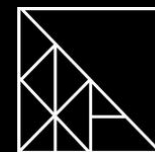
Sullivan Square Disposition Study

October 10, 2013

CROSBY | SCHLESSINGER | SMALLRIDGE LLC

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Boston
Redevelopment
Authority

Overview: Study Purpose & Scope

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

Tonight's Agenda:

Visioning for TOD Land Use Mix and Parking

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

Organizing Principles from July 25, 2013 Meeting

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

Linkages



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

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

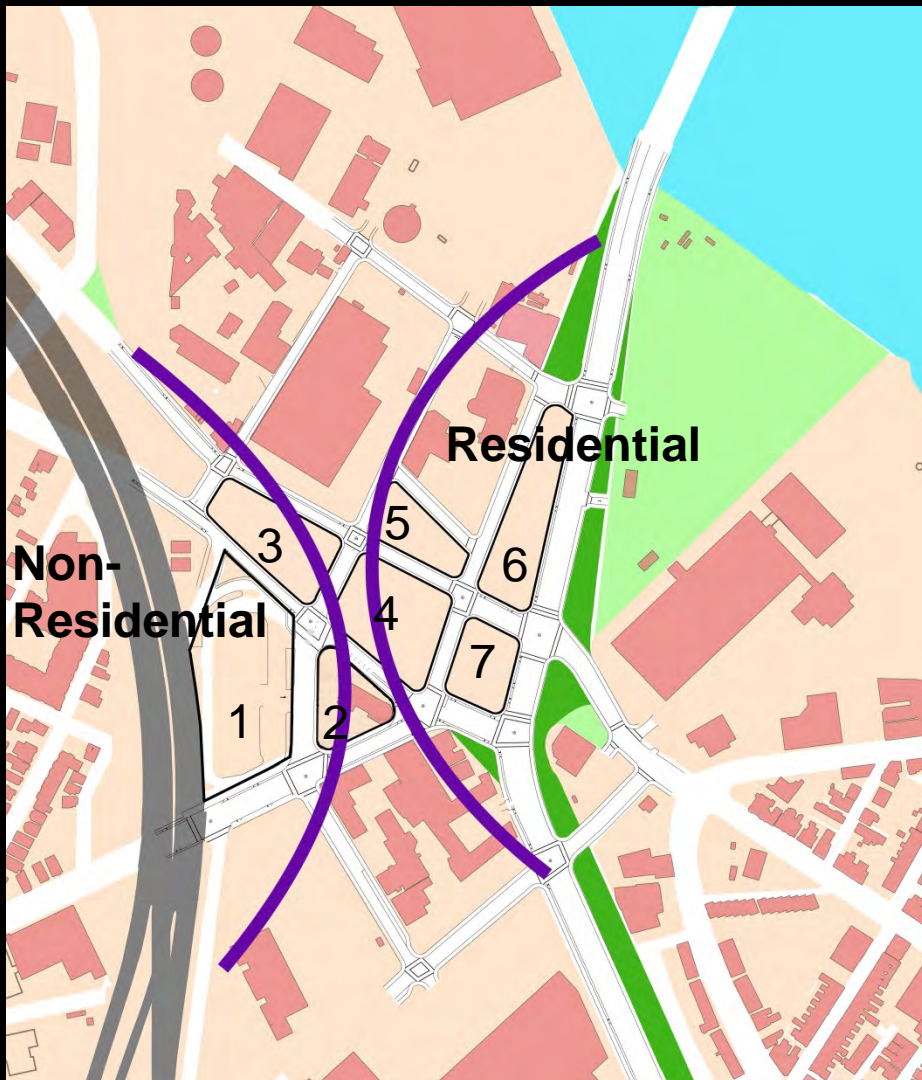
Open Space



Park with Linked Plazas Connecting Neighborhood to Sullivan Station

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

Land Use



A mix of uses to activate the neighborhood, including:

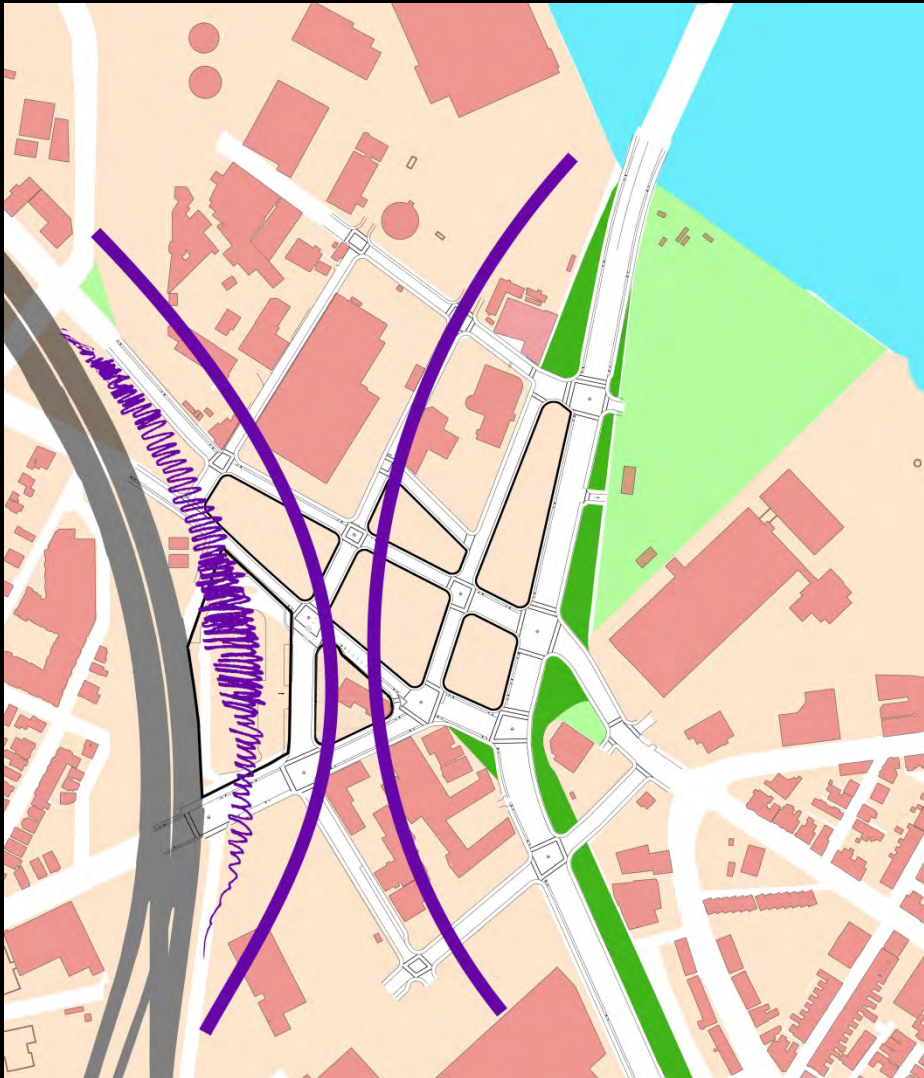
- Residential
- Retail
- Restaurant
- Office
- Hotel
- Continuation of light Industrial potential on parcels adjacent to Parcels 1 -7

Land Use: Retail Corridor



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

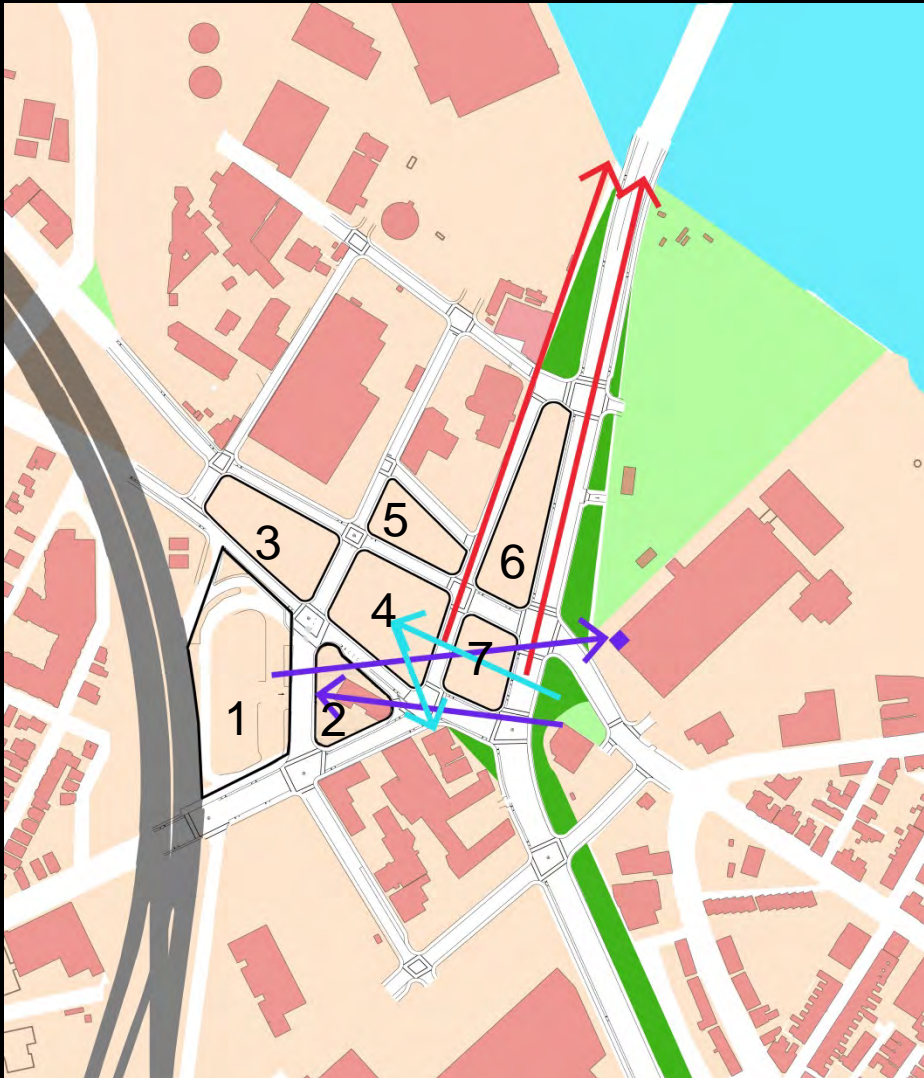
Height & Scale



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

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

Sight Lines



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

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

Character

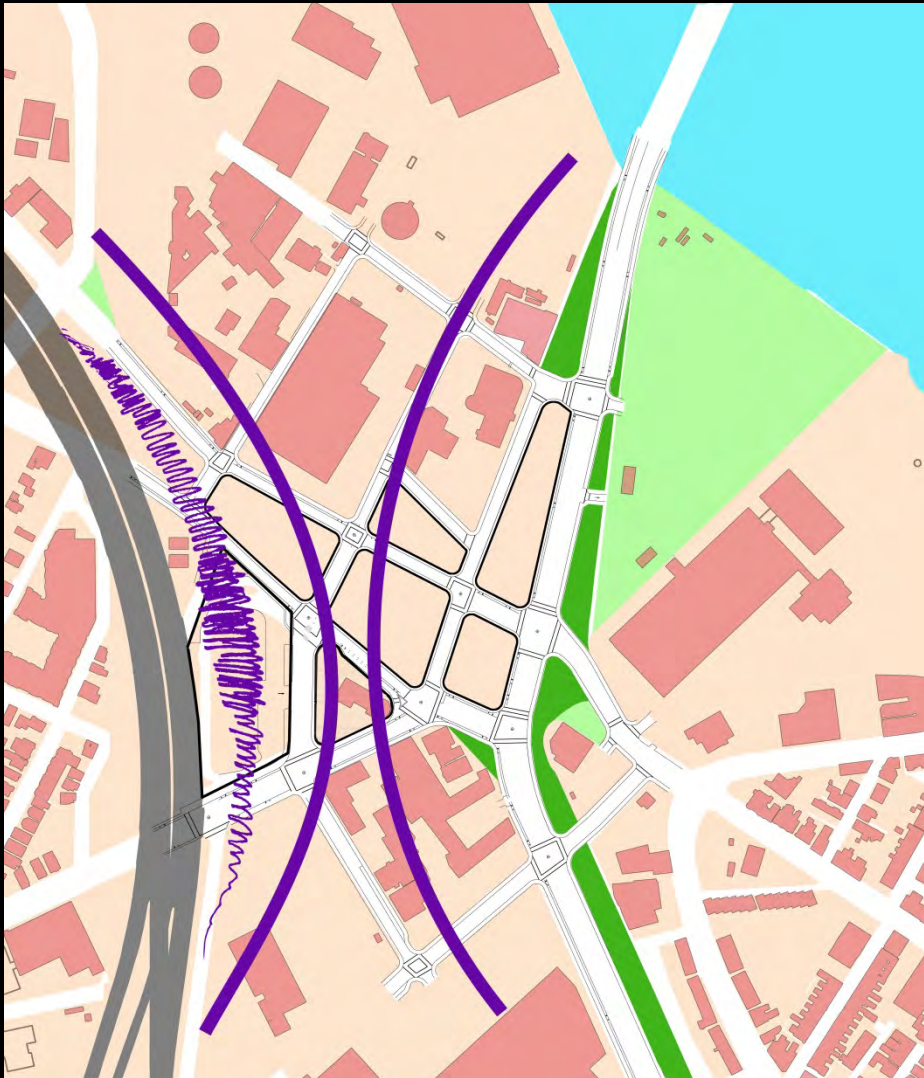


Create a lively mixed-use district, with active, pedestrian-friendly streets and open space

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



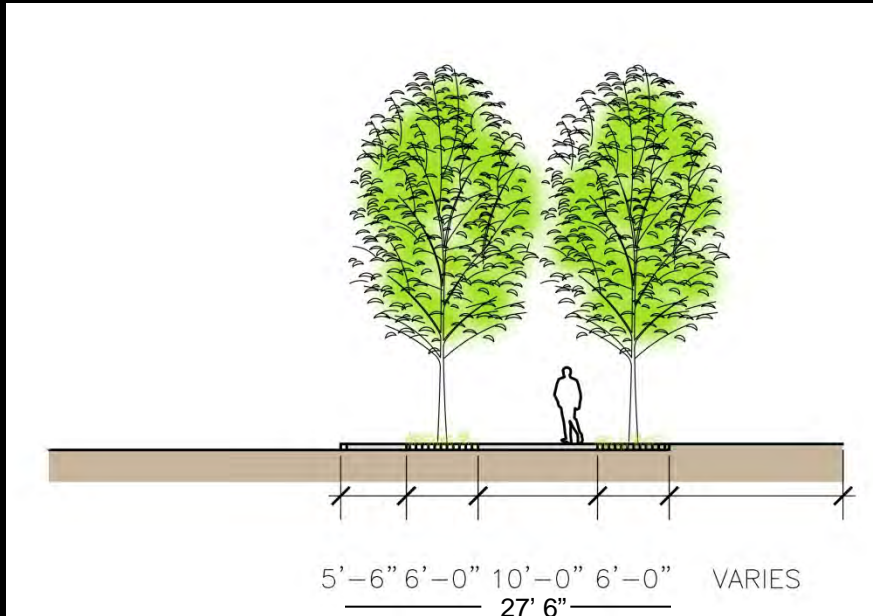
Public Health



Create a healthy environment that incorporates public health concepts:

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

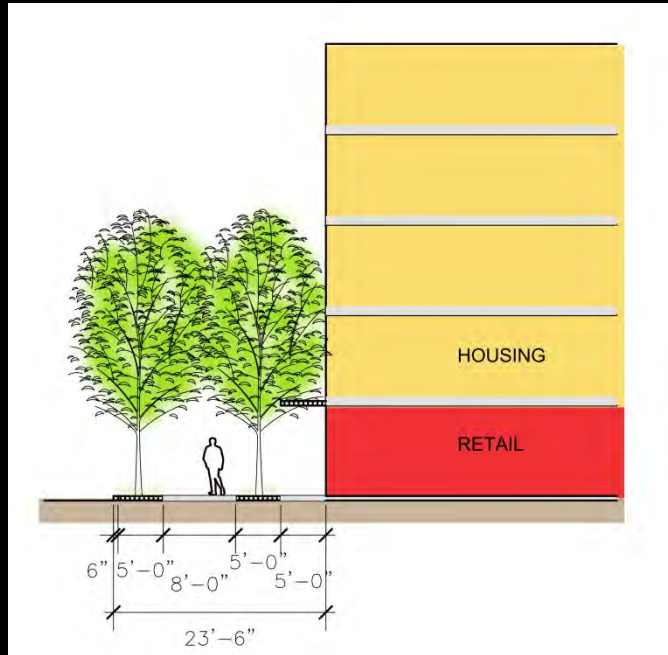
Double Tree Row, Multi-Use Path



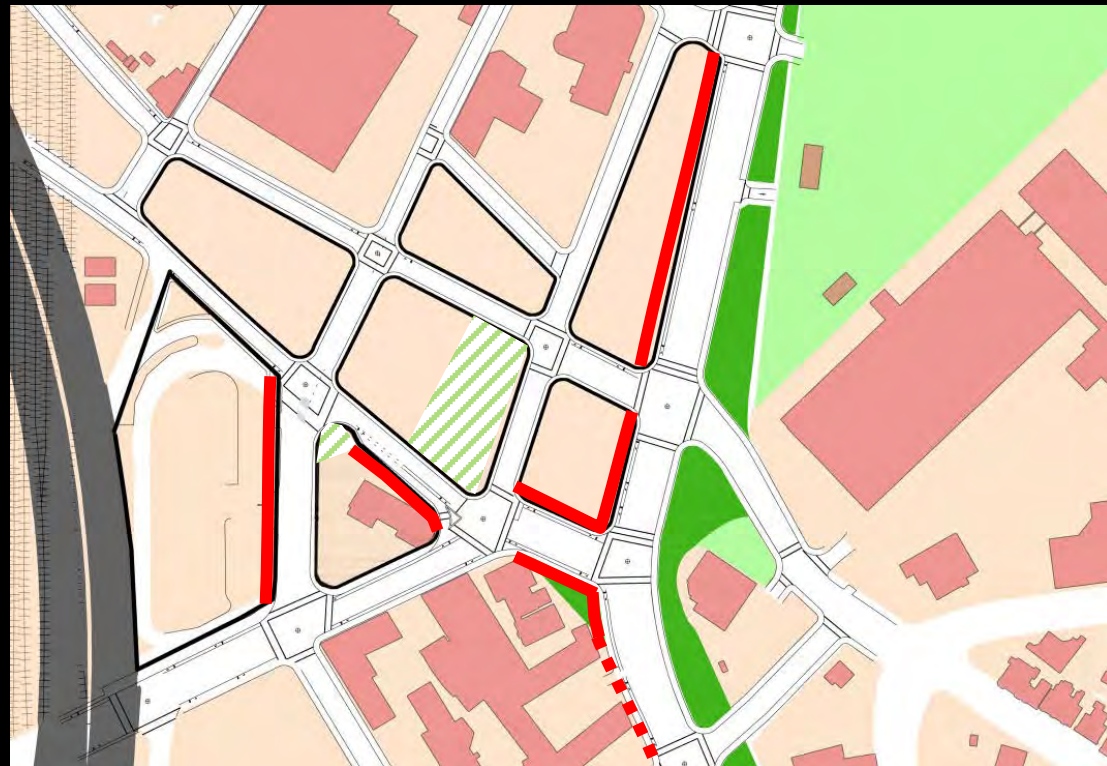
- 5.5' sidewalk
- 10' multi-use path
- Two 6' treelawns



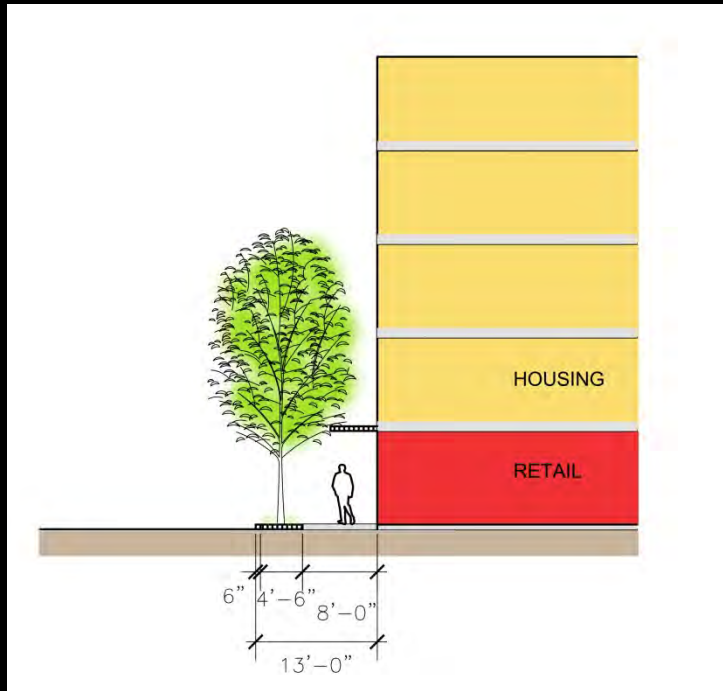
Double Tree Row – Major Pedestrian Routes & Framing Parkway on Rutherford Ave.



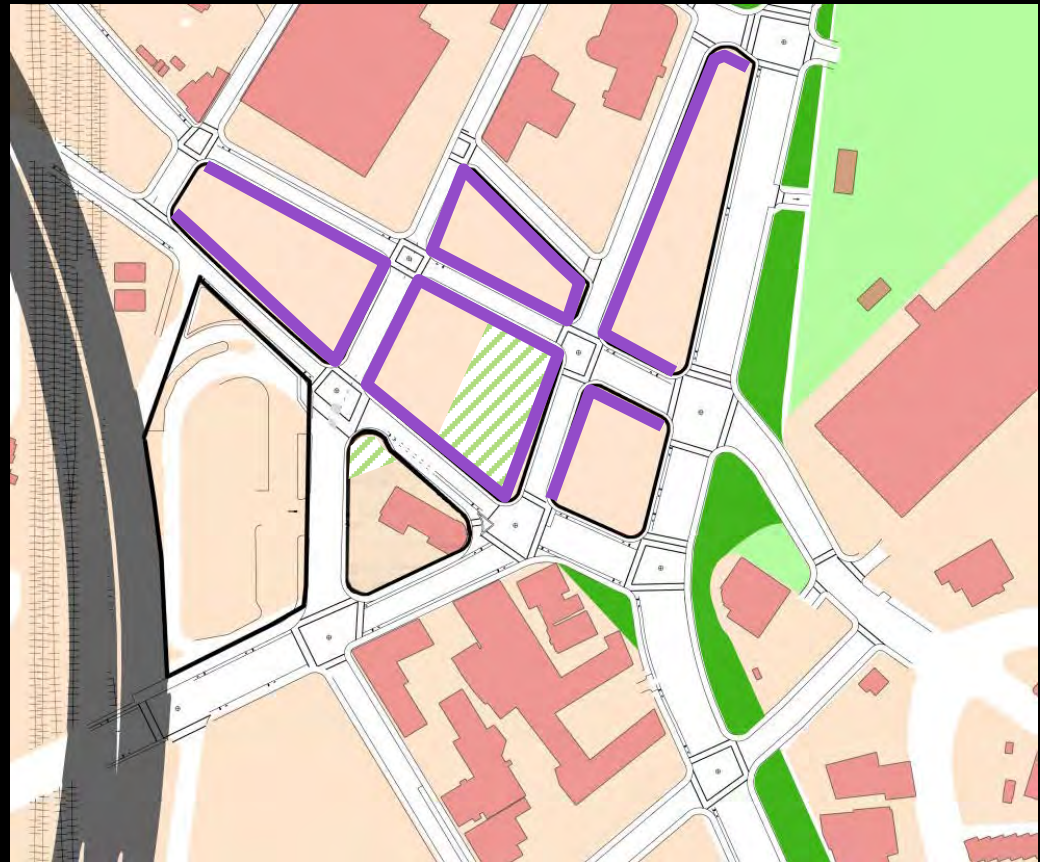
- 8' sidewalk
- Two 5' treelawns



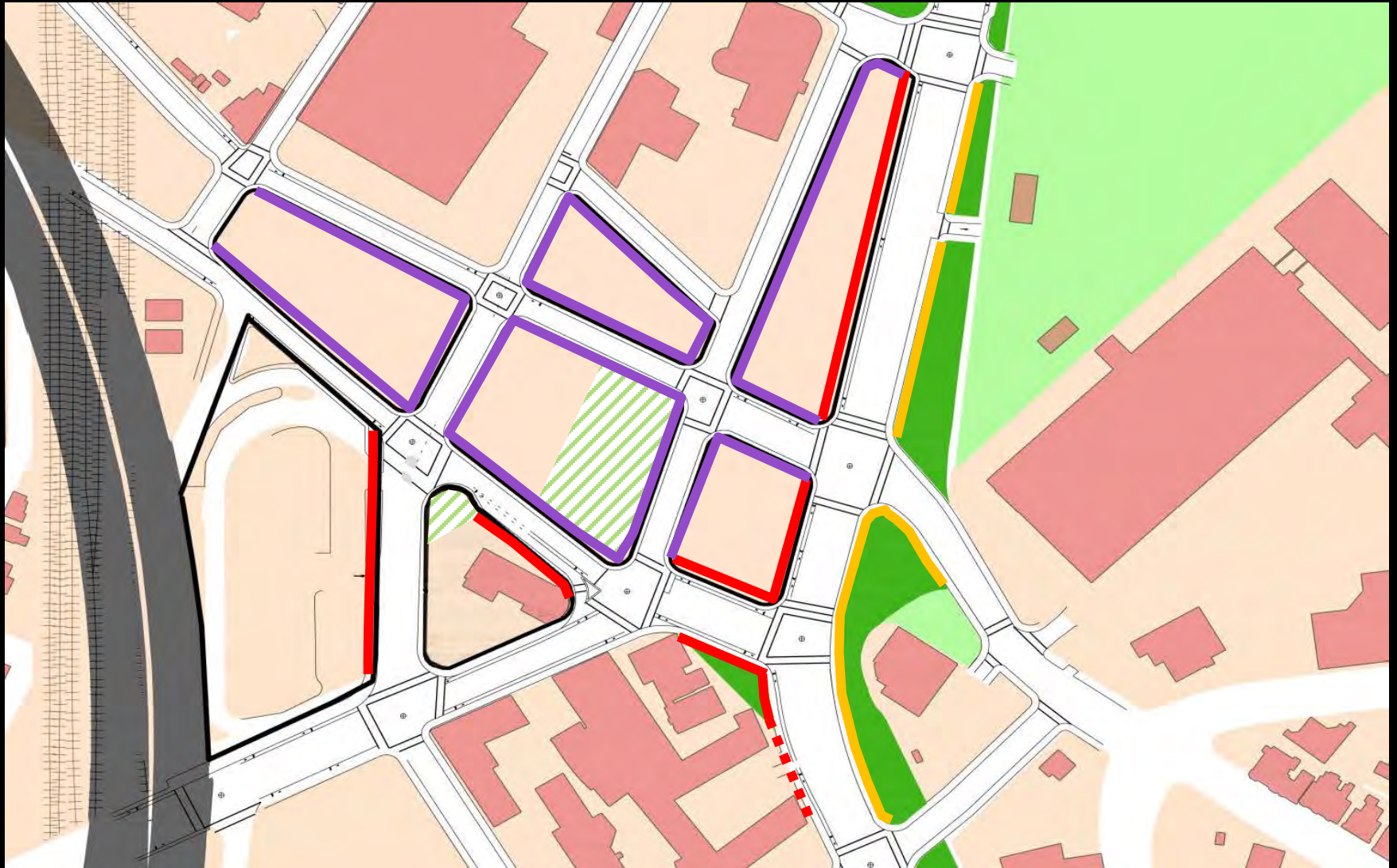
Single Tree Row – Typical Street

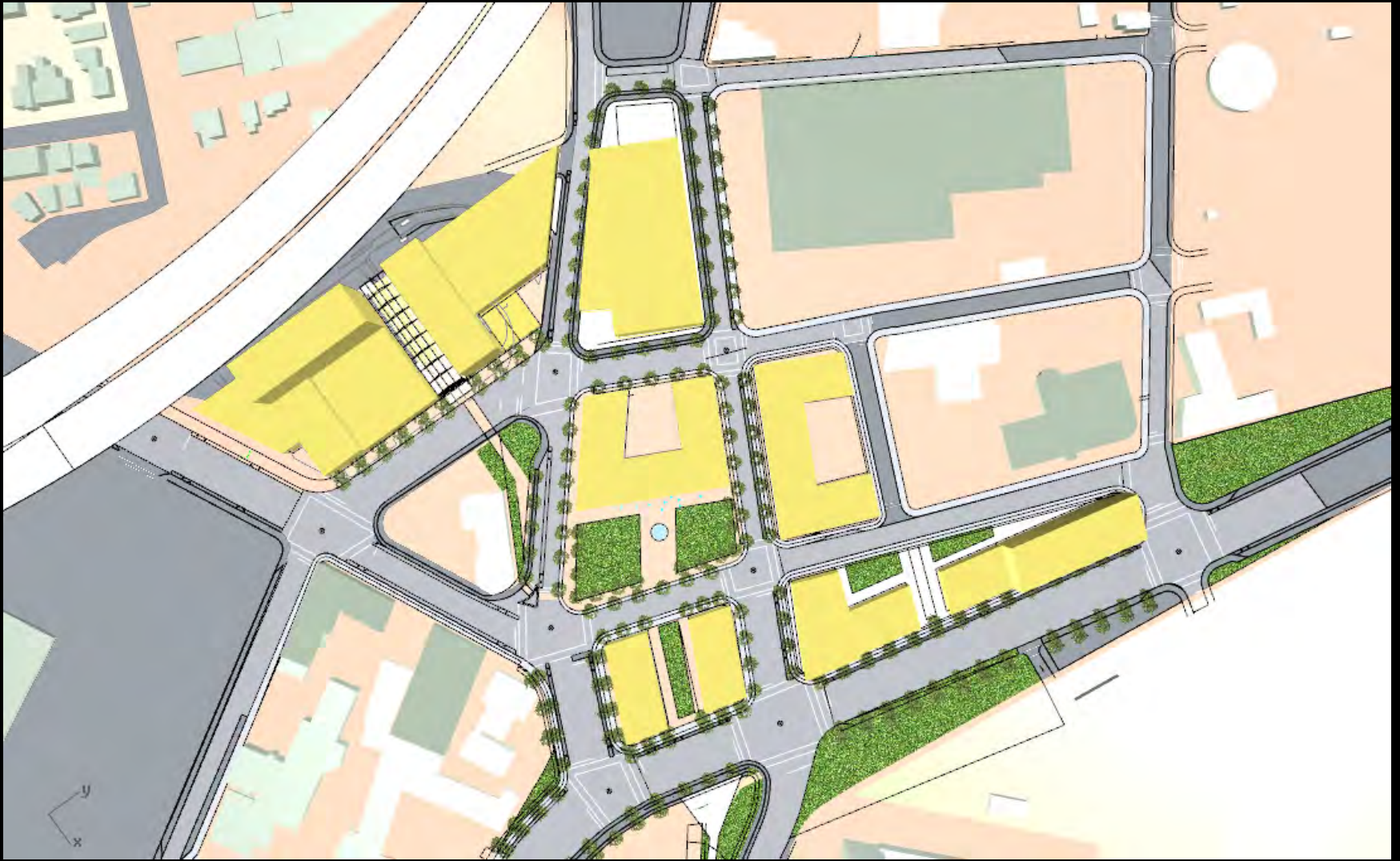


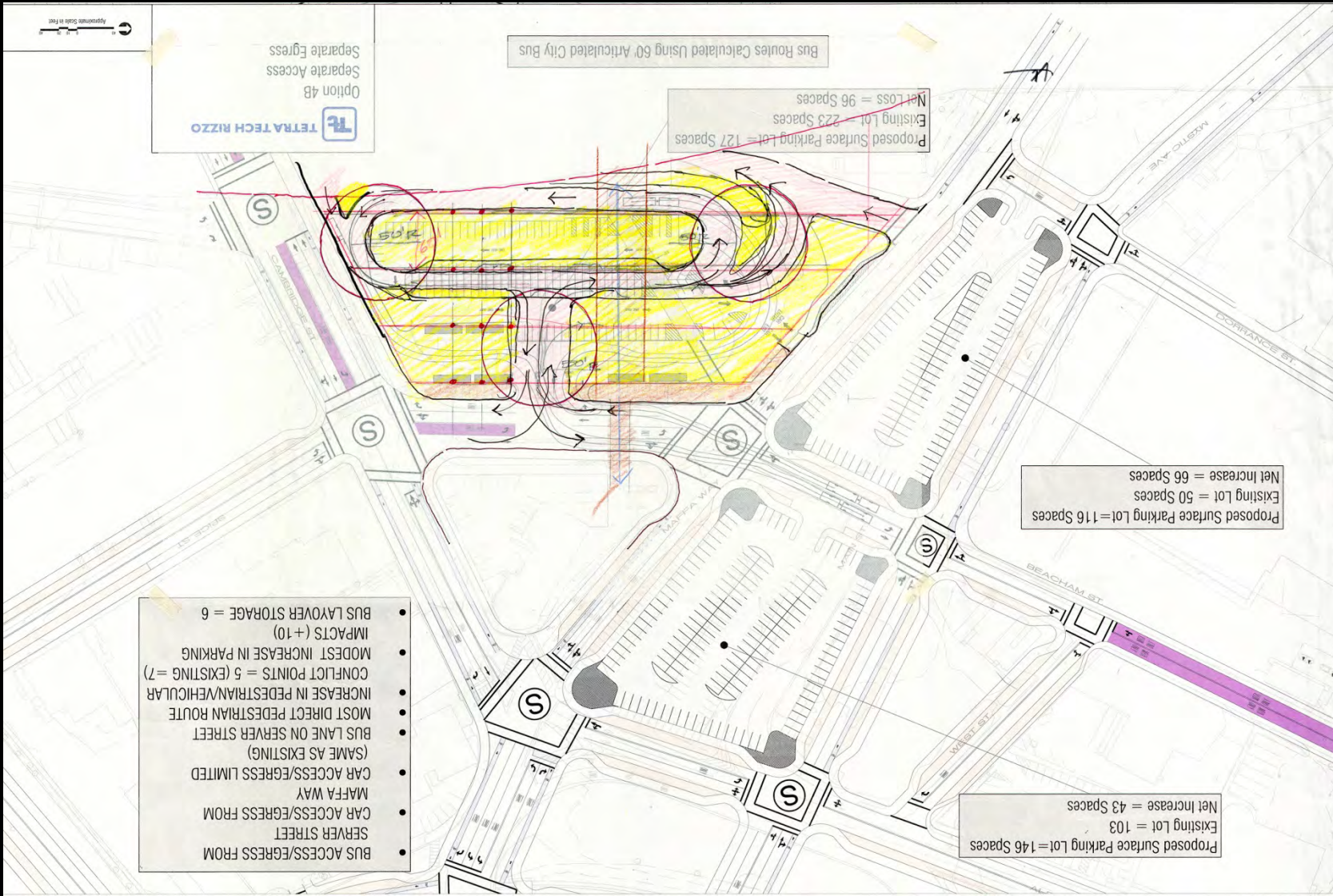
- 8' sidewalk
- 4.5' treelawn



Streetscape Types







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

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

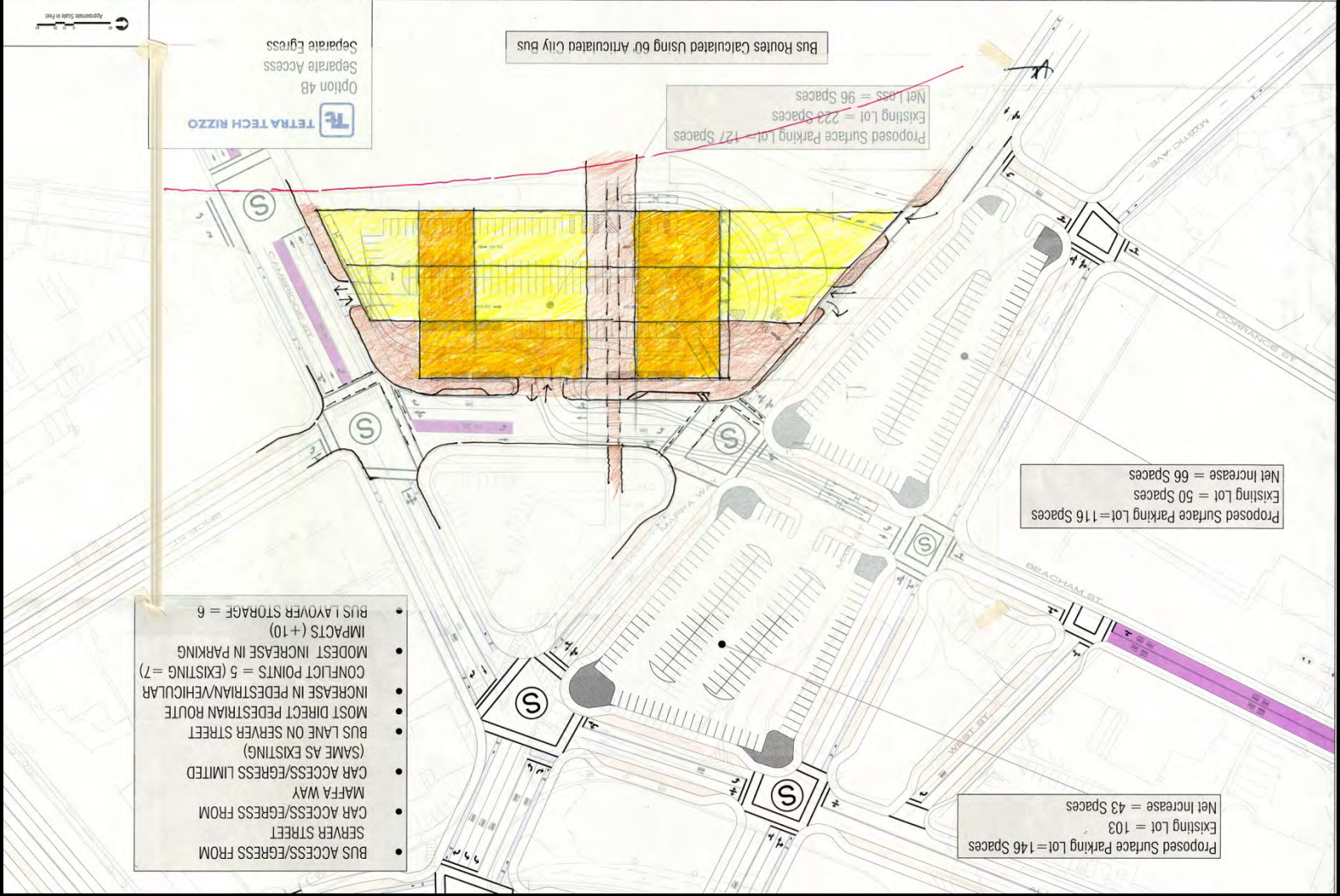
Proposed Surface Parking Lot = 116 Spaces
 Existing Lot = 50 Spaces
 Net Increase = 66 Spaces

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

Bus Routes Calculated Using 60' Articulated City Bus

Option 4B
 Separate Access
 Separate Egress
 TETRA TECH RIZZO

Approximate Scale in Feet



View of Station with Garage Only



View of Station with Hotel and Office



View of Station with Hotel Tower and Office



Aerial View from Rutherford Ave.



Entry View from Alford Street



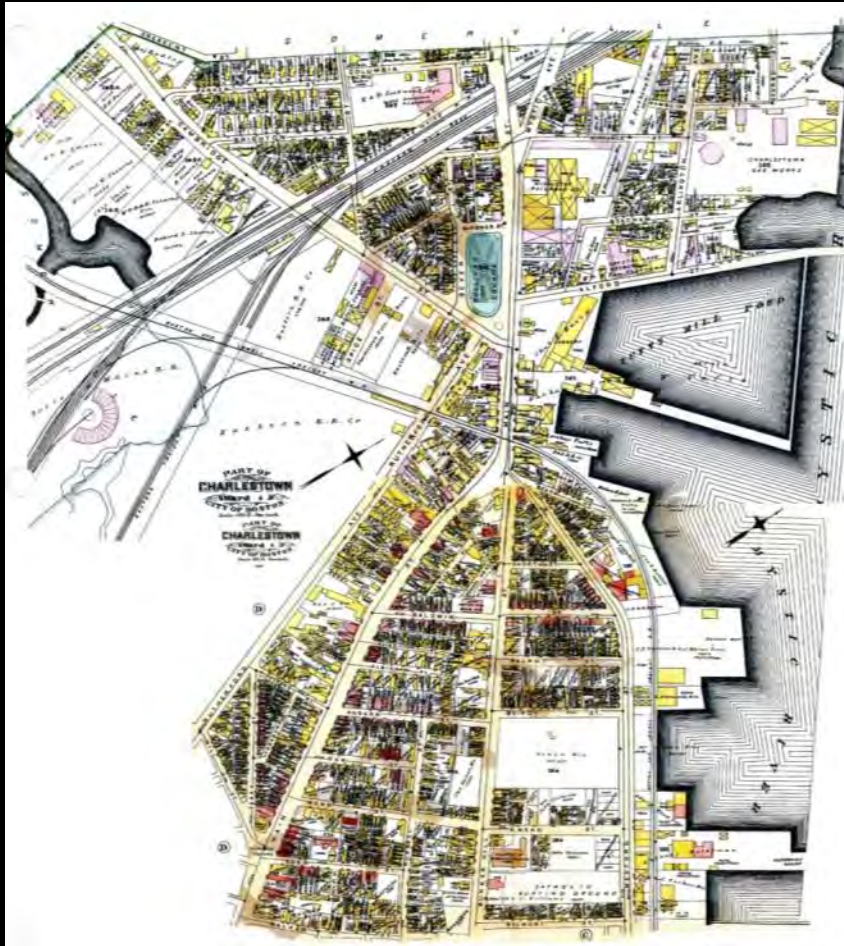
Aerial View Looking Northwest



View Up Maffa Way



Sullivan Square – Mixed Use TOD with a Beautiful Park



Charlestown Building Materials, Colors, Rooflines, Articulation & Fenestration



Views from Charlestown Streets



Monument Ave. to Hancock & Back Bay



Monument Ave. to Bridge & Hancock Tower



Bunker Hill St. to Flagship Wharf



Monument Ave. to Prudential



Bunker Hill St. to Schrafft's

Existing Views from Sullivan Square



Materials



Fenestration



Transparency and Opacity



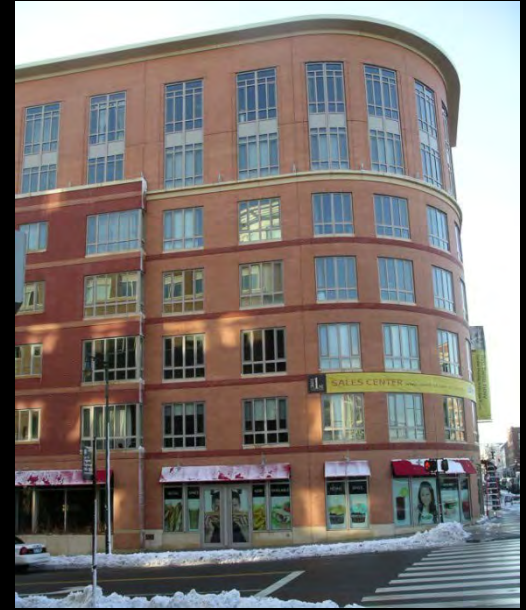
Articulation



Historicist and Contemporary



Signature and Background Buildings



Parking Garages: Expressed and Contextual Design



Streetscape



Design Guidelines: Land Use/Massing

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

Design Guidelines: Buildings

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

Design Guidelines: Streetscape

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

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