



UNION SQUARE NEIGHBORHOOD PLAN

Plan Open House
MAY 13, 2015

PROJECT TEAM STRUCTURE

CITY STAFF:



PRINCIPLE GROUP: Extension of City Planning Staff



UTILE: Subconsultant



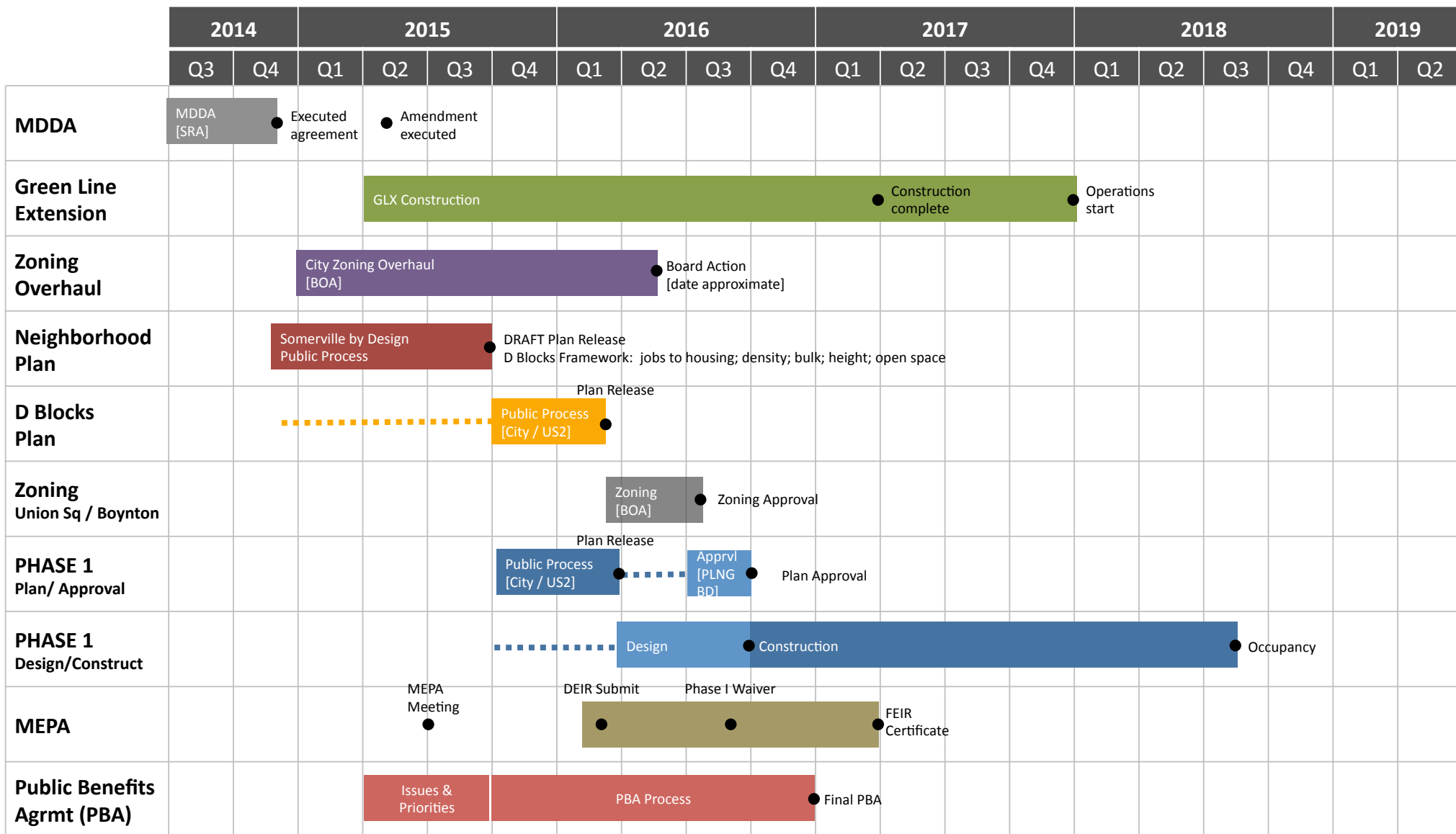
PARSONS BRINKERHOFF:
Contracting with the City on Infrastructure

GEHL STUDIO:
Public Space / Public Life

SPURR:
Lincoln Park Project



Master Developer for Union Square





“Yes to pedestrian walkway”

“Nice change in height”

“Too big”



“Refurbish / keep existing old buildings in Union Square”

“Like top detail, brickwork preserves historic character”

“Pedestrian detail at streetscape - like small rhythm”

“Small business great”

“Old building with detail & soul”

“We want to have lunch here”

“Like the scale - vertical & horizontal”



- “Big street trees”
- “Brick to modern transition - cool idea”
- “Yes tree!”
- “Yes, in all ways”
- “I love this neighborhood feel”
- “Great scale and materials, glad they kept the trees”
- “Nice retail treatment”

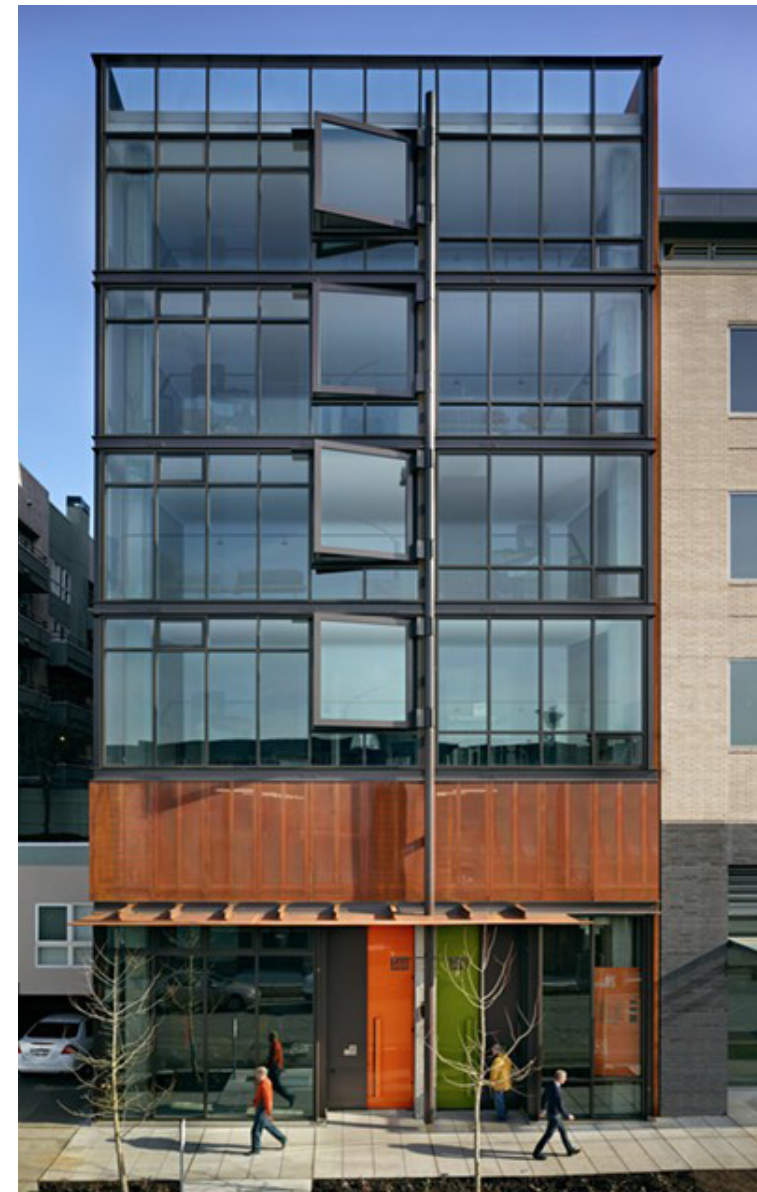


- “Steel & brick works”
- “Preserves industrial look that preserves industrial character of the square”
- “good possible design for yards / warehouses / brickbottom”



“Beautiful layering from public to private”
 “Also re-use of historic structure”
 “Like the exposed brick”
 “Greenery is lively”
 “Contextual to cool industrial building”
 “Adaptive re-use”

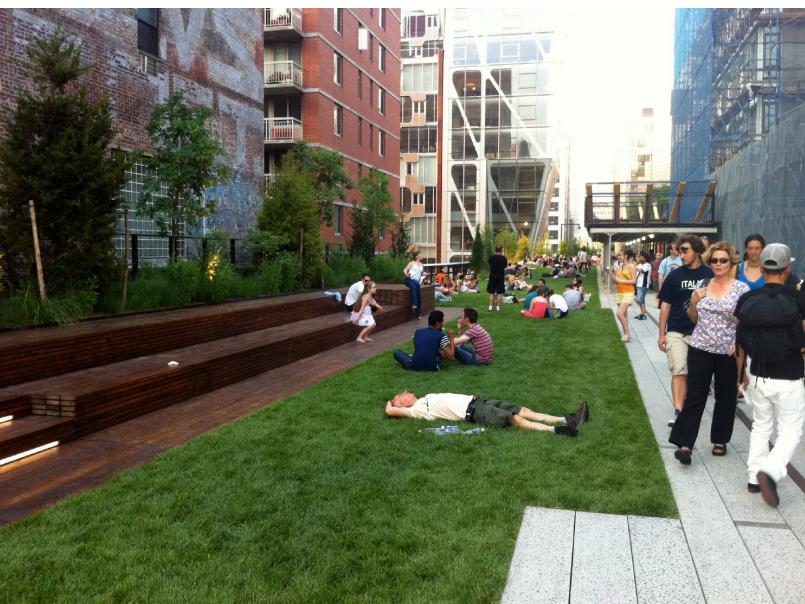
“Like narrow space mass”
 “Kind of cool - unpolished-looking”
 “Unique, modern infill ok”
 “Ok for a residential neighborhood”
 “Decent architecture”





- “Modern, clean”
- “Cool doors”
- “Like scale and materials”
- “Mixture of textures”
- “Old and new combined”
- “Use is appealing”
- “Utilitarian space - love it”
- “Love the total openness of the shop”
- “Garage doors good”





“Mix is nice - seating + grass + sidewalk”
 “Perfect place for everybody to hang out in Union-Sq.”
 “Yes pedestrian green space”
 “History next to new”
 “Good example of linear park space”
 “Open space / usable space / public space near T stops”
 “Interesting to walk through and gather”

“Building scale too big”
 “Dislike buildings”



“We like Harvard Yard”
 “More space to hang out for the summer time”
 “Moveable site furnishings would be well-used in Union Square”
 “Cool - concept great”
 “They do the job of relaxing feel”



“Yes to the parklet”

“Yes, unique cityscape”

“Utilize little pockets of available green space”

“Nice mix of green space, café tables”

“Preserve older signage and older business”

“Playful use of space”

“I like the versatile green space”



“Yes, pedestrian plaza”
 “Yes ambiance”
 “Lights and public art”
 “Like pedestrian access and light”
 “Nice use of artificial lighting elements to create interest at nighttime”

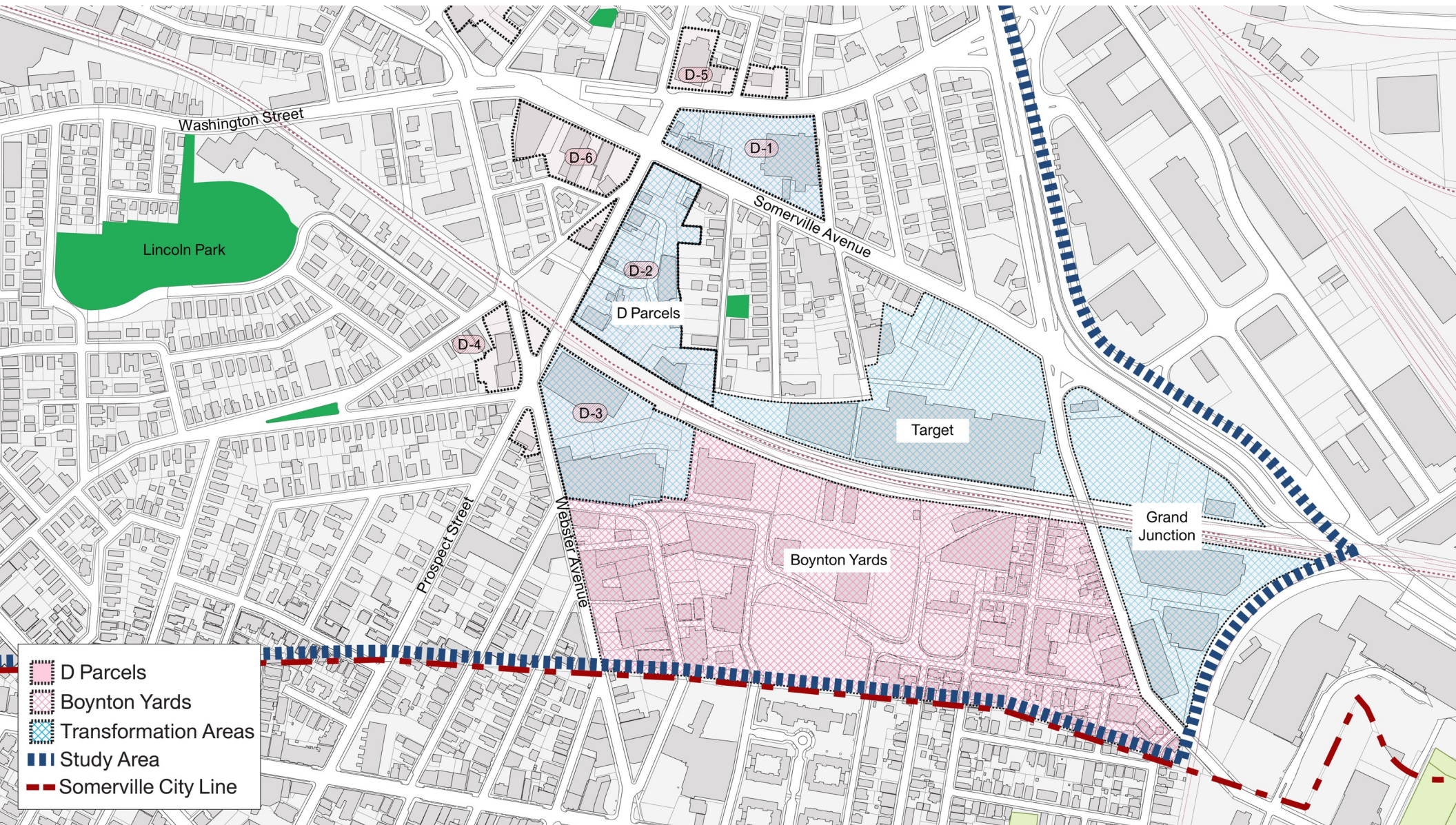
“Narrow roadways”
 “Alleys outdoor restaurants”
 “I like the density balance with relative low height”
 “Alleyway - good use of space”
 “Too bougeouise”



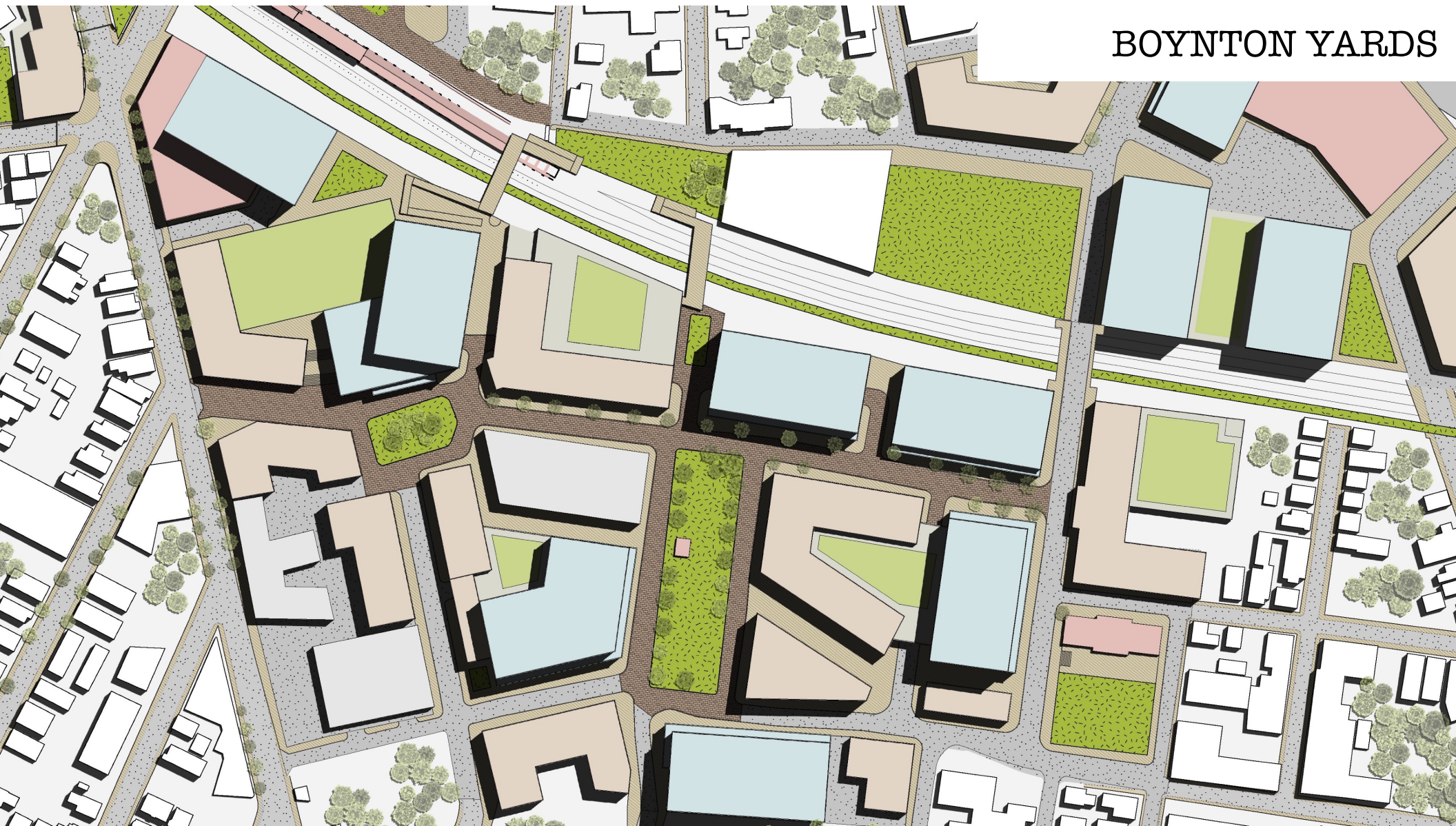
- “Yes plazas, bike parking”
- “Umbrellas and café culture”
- “Walkers, bikers, cars all together = slow”
- “Multi-modal mixed-use”
- “Good scale for Union”
- “I like the green space that borders utilitarian transit lane”
- “Shared pedestrian / car”



- “Convert a street to fully reclaimed public space / retail”
- “We like it for summer here”
- “Love archway”
- “Love pedestrian plaza”
- “Pedestrian friendly outdoor city culture”
- “Bow Street”
- “Generous depth on sidewalk seating (depth is nice)”



BOYNTON YARDS

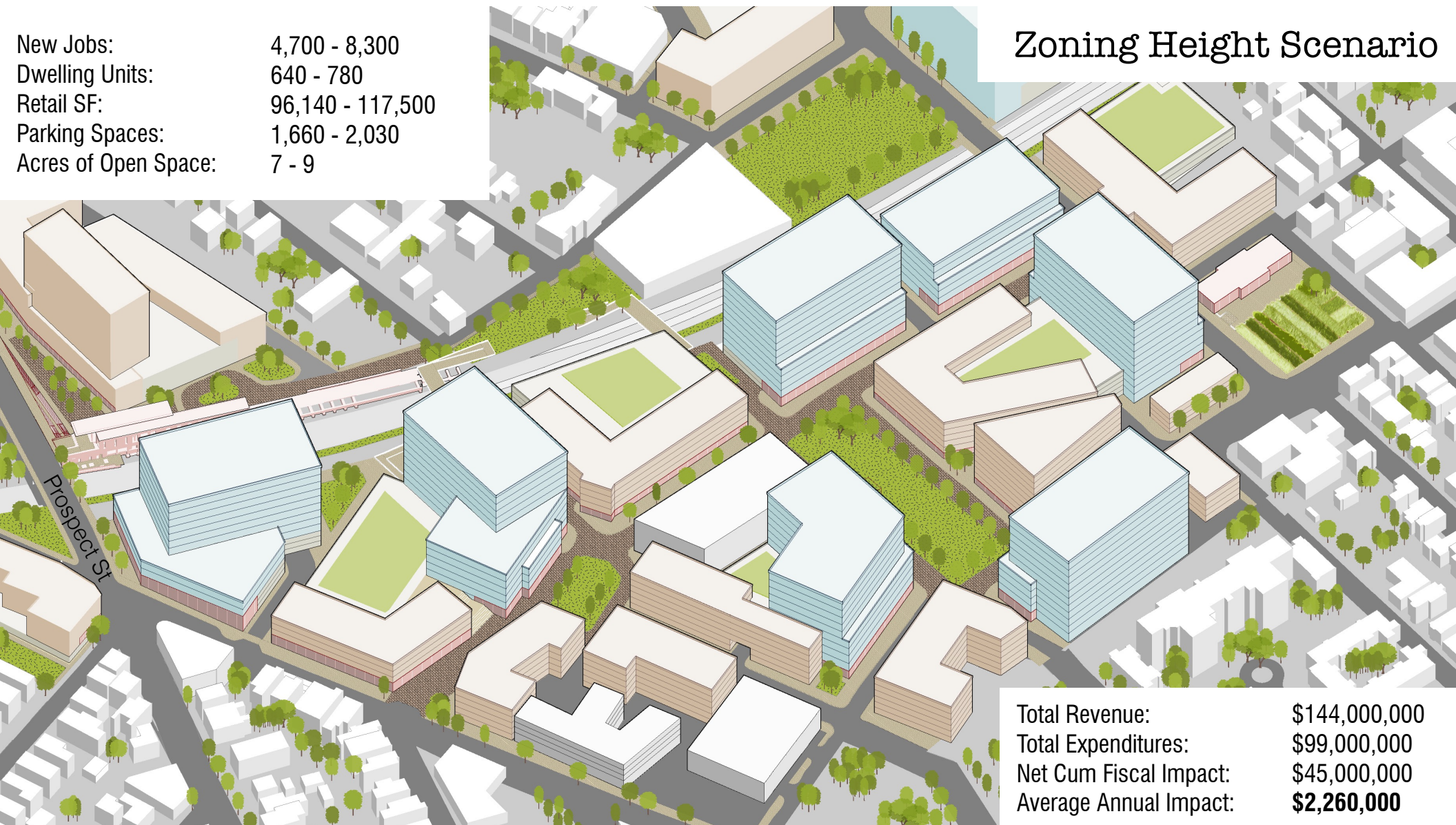


Charrette Scenario



New Jobs: 4,700 - 8,300
Dwelling Units: 640 - 780
Retail SF: 96,140 - 117,500
Parking Spaces: 1,660 - 2,030
Acres of Open Space: 7 - 9

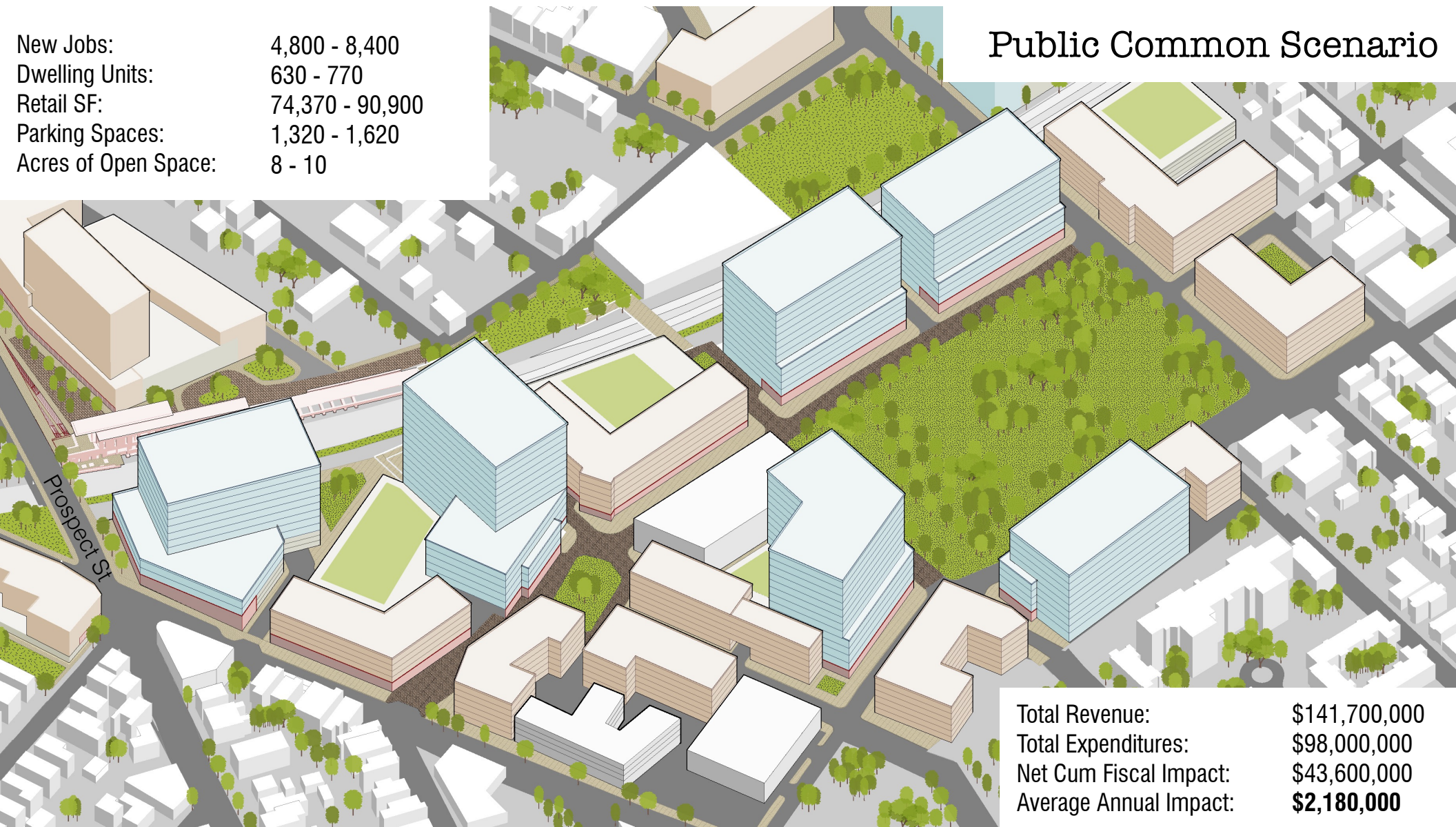
Zoning Height Scenario



Total Revenue:	\$144,000,000
Total Expenditures:	\$99,000,000
Net Cum Fiscal Impact:	\$45,000,000
Average Annual Impact:	\$2,260,000

New Jobs: 4,800 - 8,400
Dwelling Units: 630 - 770
Retail SF: 74,370 - 90,900
Parking Spaces: 1,320 - 1,620
Acres of Open Space: 8 - 10

Public Common Scenario

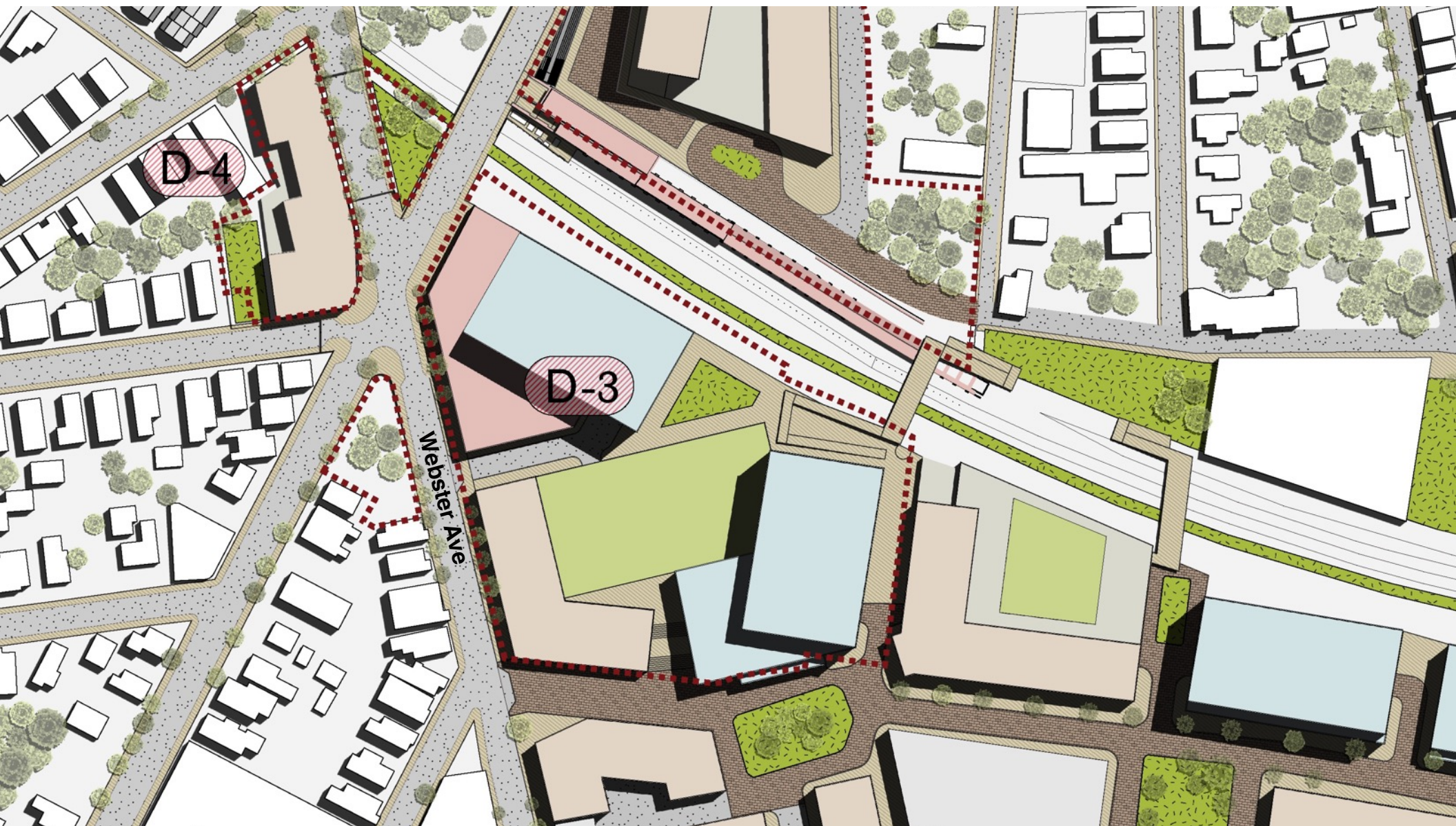


Total Revenue:	\$141,700,000
Total Expenditures:	\$98,000,000
Net Cum Fiscal Impact:	\$43,600,000
Average Annual Impact:	\$2,180,000



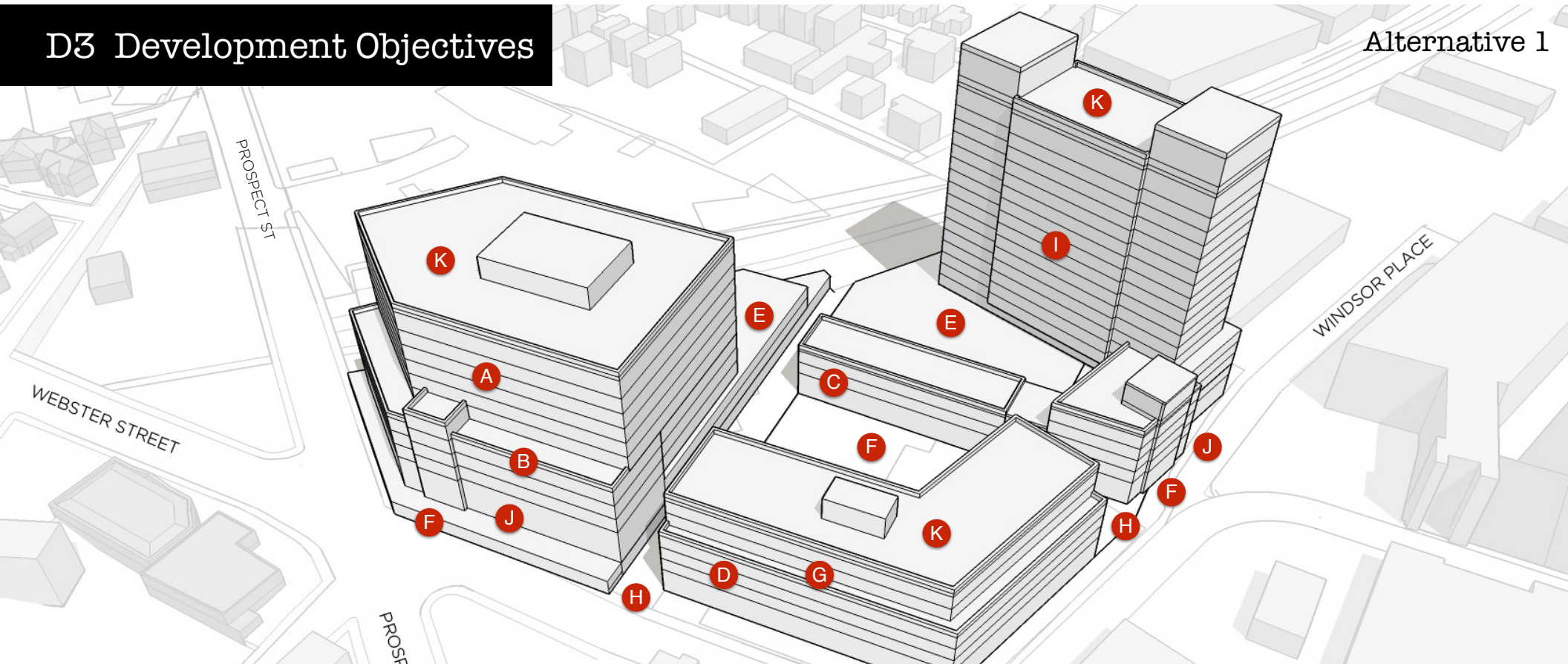
D PARCELS





D3 Development Objectives

Alternative 1

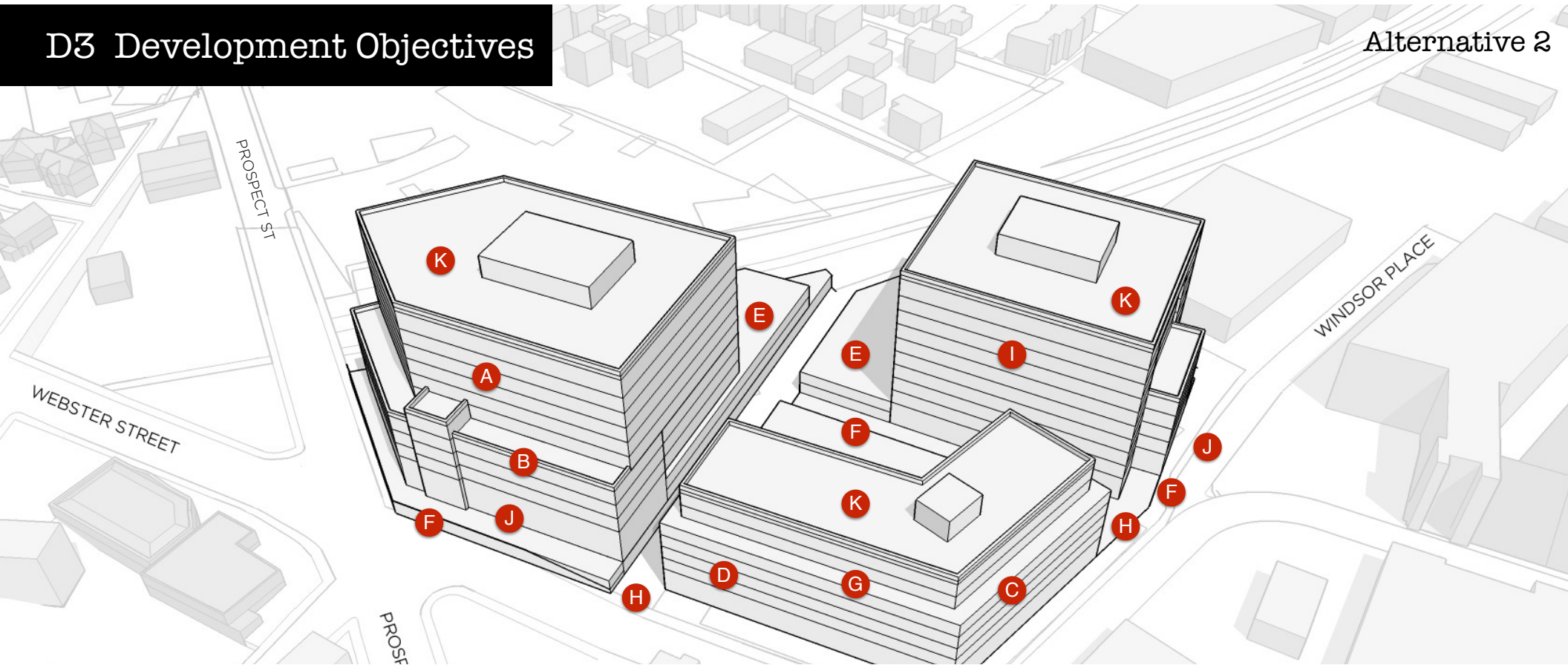


- A** • Building height up to 10 floors on Webster St at Prospect St with upper floor step back.
- B** • Required 10' step back between floors 3 and 5 at public frontage.
- C** • Building massing will addresses and frame the public spaces.
- D** • Create a continuous street wall along Prospect & Webster with the human scaled facades.
- E** • Incorporate a neighborhood serving parking structure. Line parking from public frontage.
- F** • Provide a publicly accessible courtyard.

- G** • Buildings on Webster St will be up to 6 floors with a 10' upper floor step back at floor 4.
- H** • Create laneway network for service, parking and to access multiple development lots.
- I** • Taller buildings will be pushed back from Webster Street. Building maybe up to 18 floors with an upper floor step back of 10' between floors 3 and 5.
- J** • Storefront will be required at Prospect & Webster. Storefront encourage at the proposed new square on Windsor Place.
- K** • Each building on a lot designed by a different architect to encourage architectural design diversity.
- F** • Building element will be designed to terminate the view of the street.

D3 Development Objectives

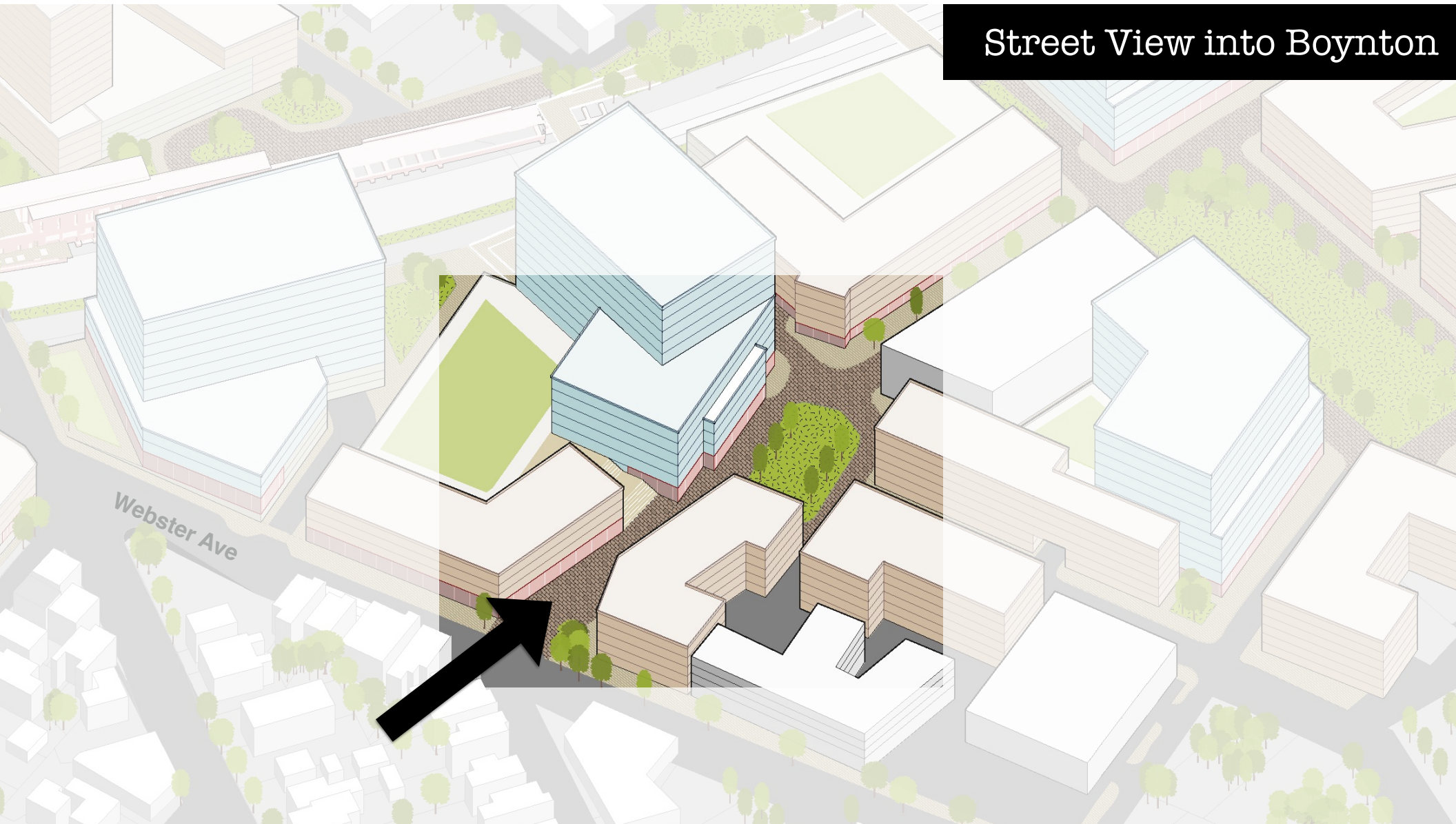
Alternative 2



- A** • Building height up to 10 floors on Webster St at Prospect St with upper floor step back.
- B** • Required 10' step back between floors 3 and 5 at public frontage.
- C** • Building massing will addresses and frame the public spaces.
- D** • Create a continuous street wall along Prospect & Webster with the human scaled facades.
- E** • Incorporate a neighborhood serving parking structure. Line parking from public frontage.
- F** • Provide a publicly accessible courtyard.

- G** • Buildings on Webster St will be up to 6 floors with a 10' upper floor step back at floor 4.
- H** • Create laneway network for service, parking and to access multiple development lots.
- I** • Taller buildings will be pushed back from Webster Street. Building maybe up to 18 floors with an upper floor step back of 10' between floors 3 and 5.
- J** • Storefront will be required at Prospect & Webster. Storefront encourage at the proposed new square on Windsor Place.
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- F** • Building element will be designed to terminate the view of the street.

Street View into Boynton

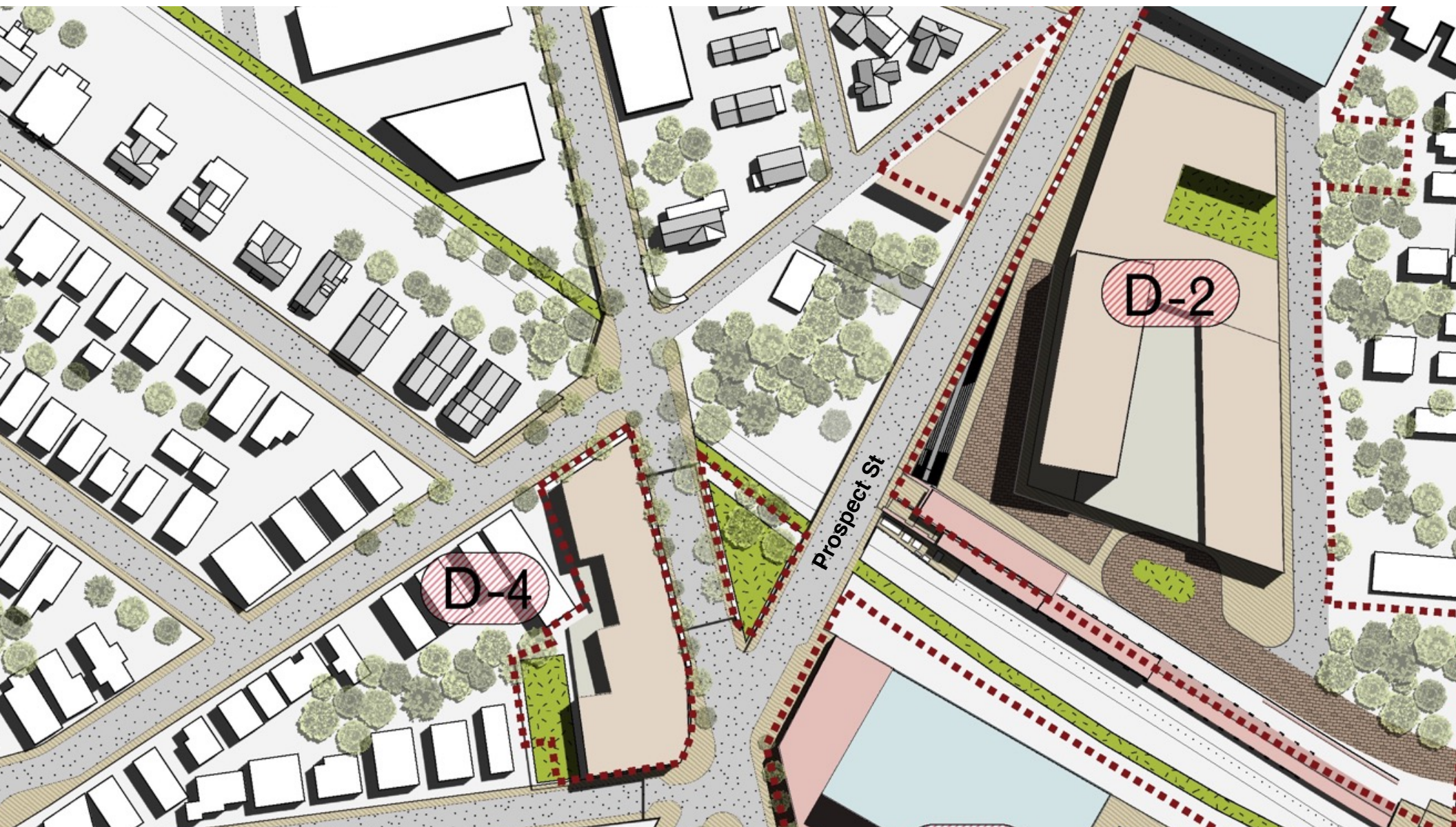




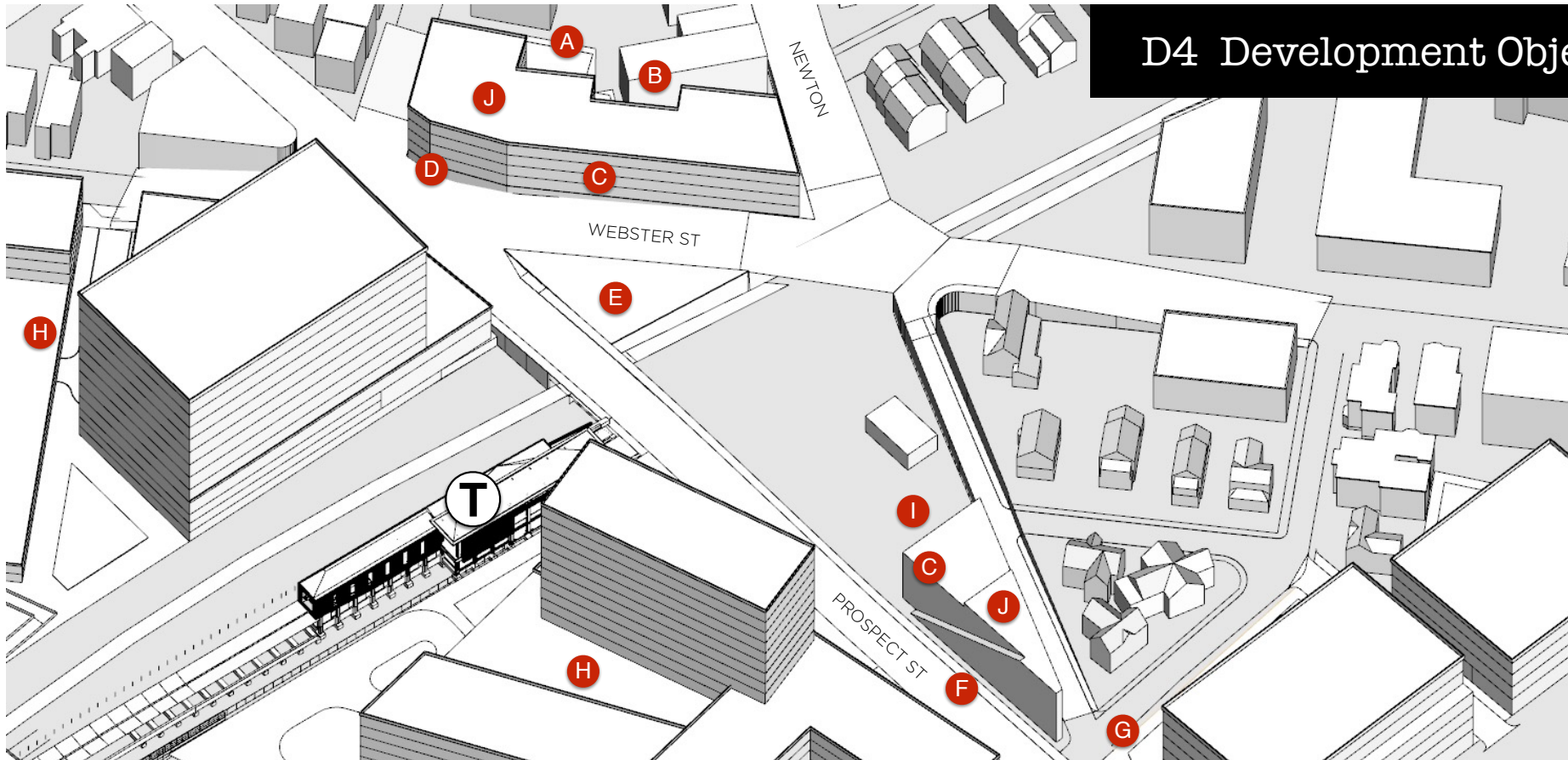


UNION SQUARE



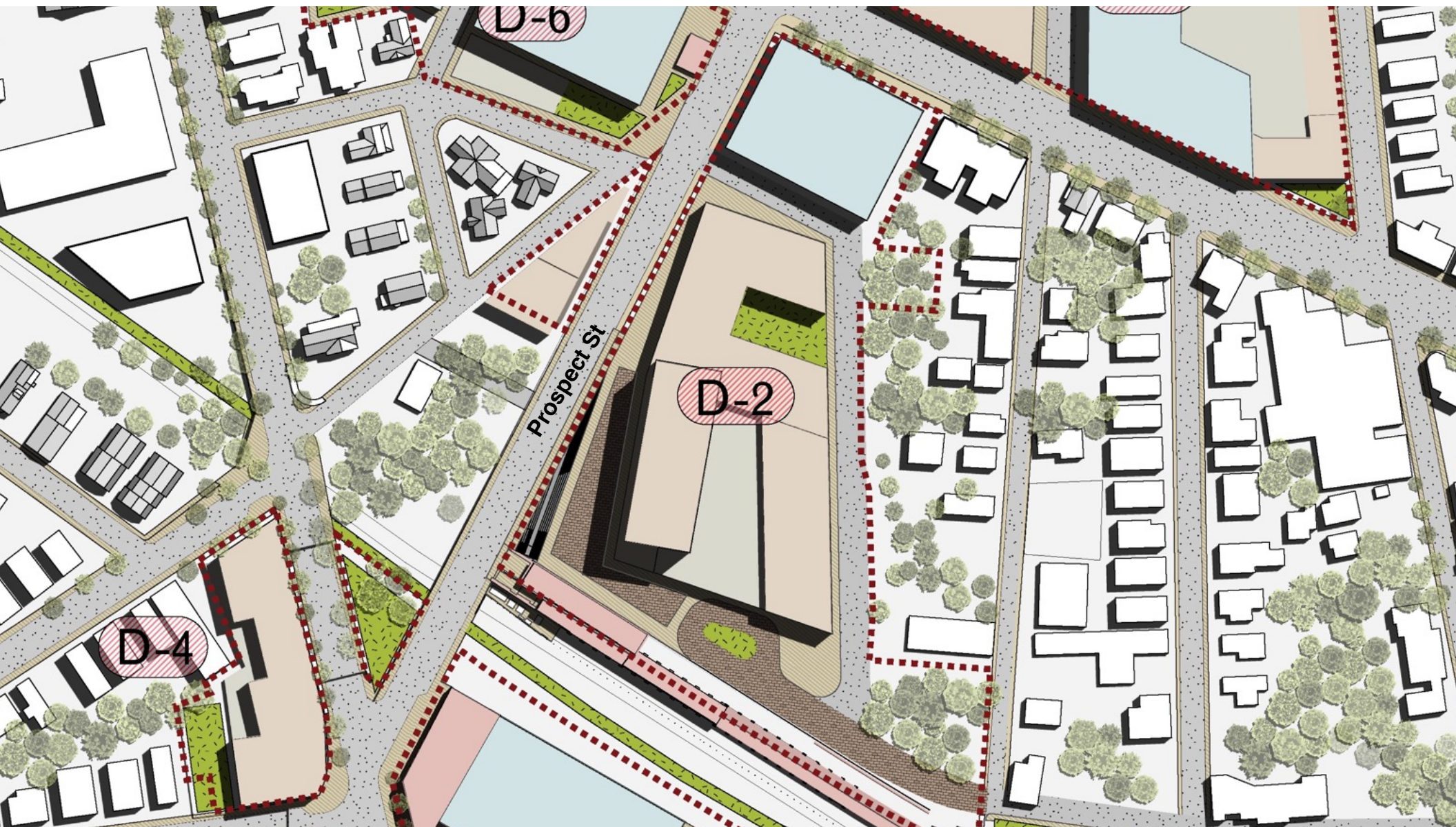


D4 Development Objectives



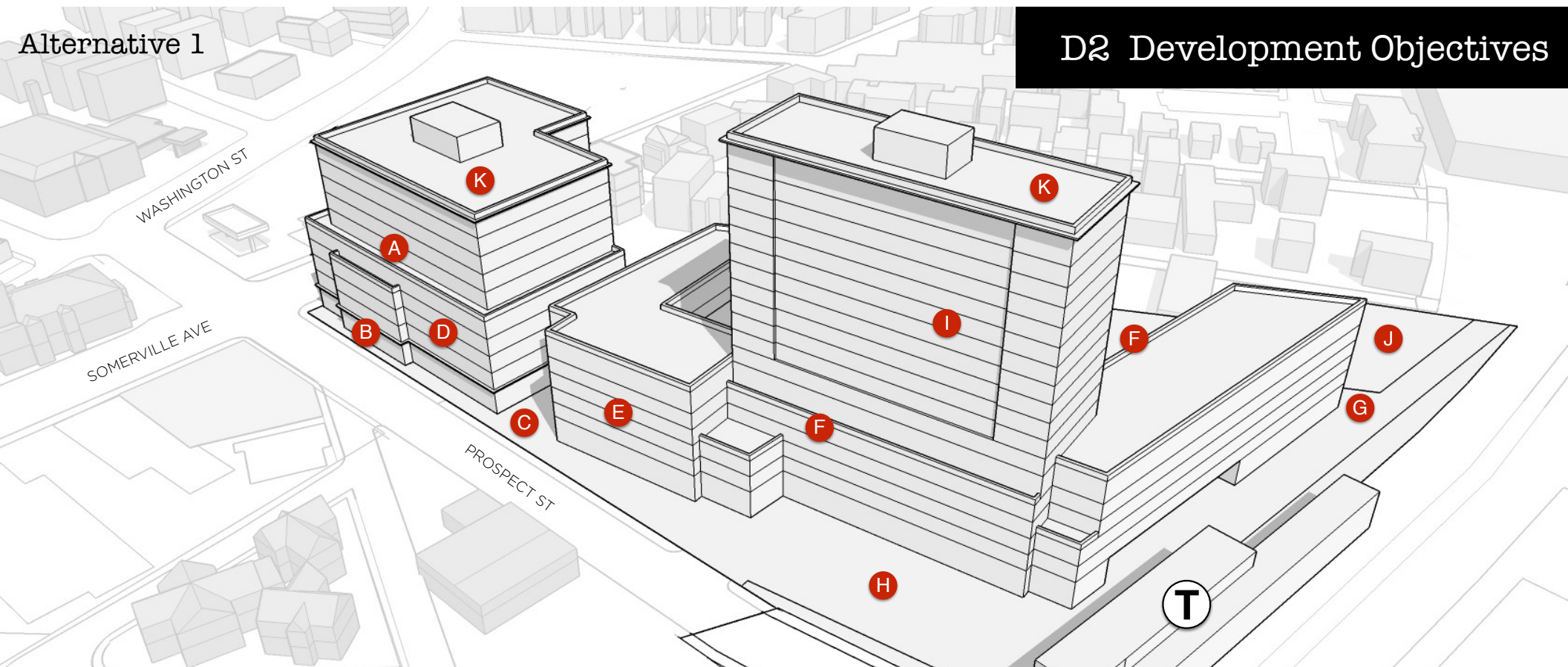
- A** • Incorporate community gardens into the site plan for the development.
- B** • Conform to rear yard zoning setback per city wide zoning overhaul.
- C** • Building Height maybe up to 5 floors.
- D** • Storefront frontage required at corner of Webster and Prospect.
- E** • Create publicly accessible park. Plan for future access to rail trail.
- F** • Storefront frontage will be required along Prospect St.

- G** • Straighten Everett St to connect perpendicularly with Prospect St.
- H** • Parking encourage to be accommodated off site at D2 and/or D3.
- I** • Accommodation for a new lane must be made that can be shared with the utility property which can provide access to both sites that is not directly off Prospect Street. This new lane will improve pedestrian desire lines between the new station and the center of the square.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.



Alternative 1

D2 Development Objectives

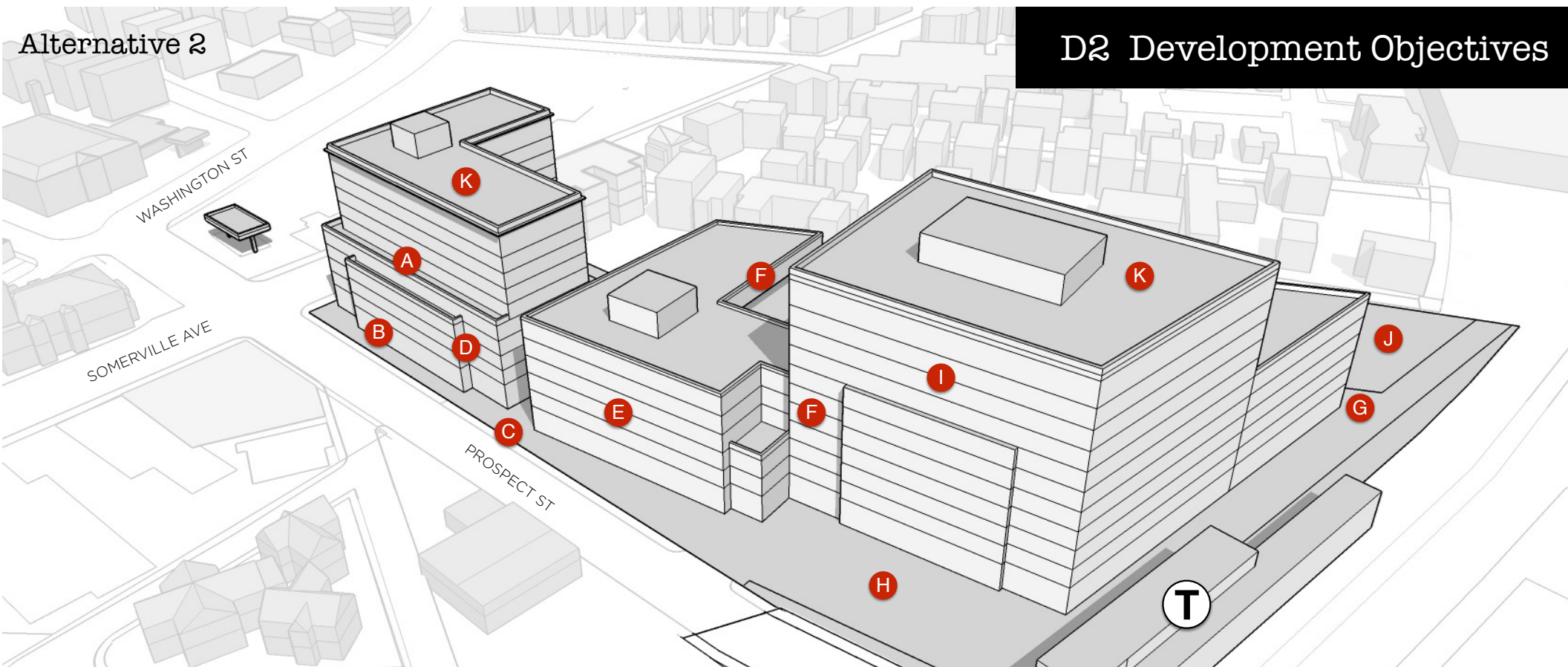


- A** • Building height up to 10 floors on Somerville Ave with upper floor step back at 5 floors.
- B** • Storefront frontage required on Prospect & Somerville Ave.
- C** • Will have a mid-block laneway for service & access. Encouraged to explore the laneway as a flexible public space with unique retail fronting it.
- D** • Create a continuous street wall along Prospect Street with the human scaled facades.
- E** • Maintain a view of the station by setting back buildings on the D2 Lot 2.
- F** • Taller buildings must be pulled back from Prospect Street.

- G** • Laneway will run along rear property line & connect with Allen Street.
- H** • Create a new public plaza adjacent to the train station. Plaza must be sized to accommodate a variety of community specific programming.
- I** • Building fronting new "station square" maybe up to 18 floors.
- J** • Create new pocket park and/or community garden fronting Allen Street.
- K** • Each building on a lot designed by a different architect to encourage architectural design diversity.
- F** • Parking will be in a centralized garage and screen from Prospect and Somerville Ave.

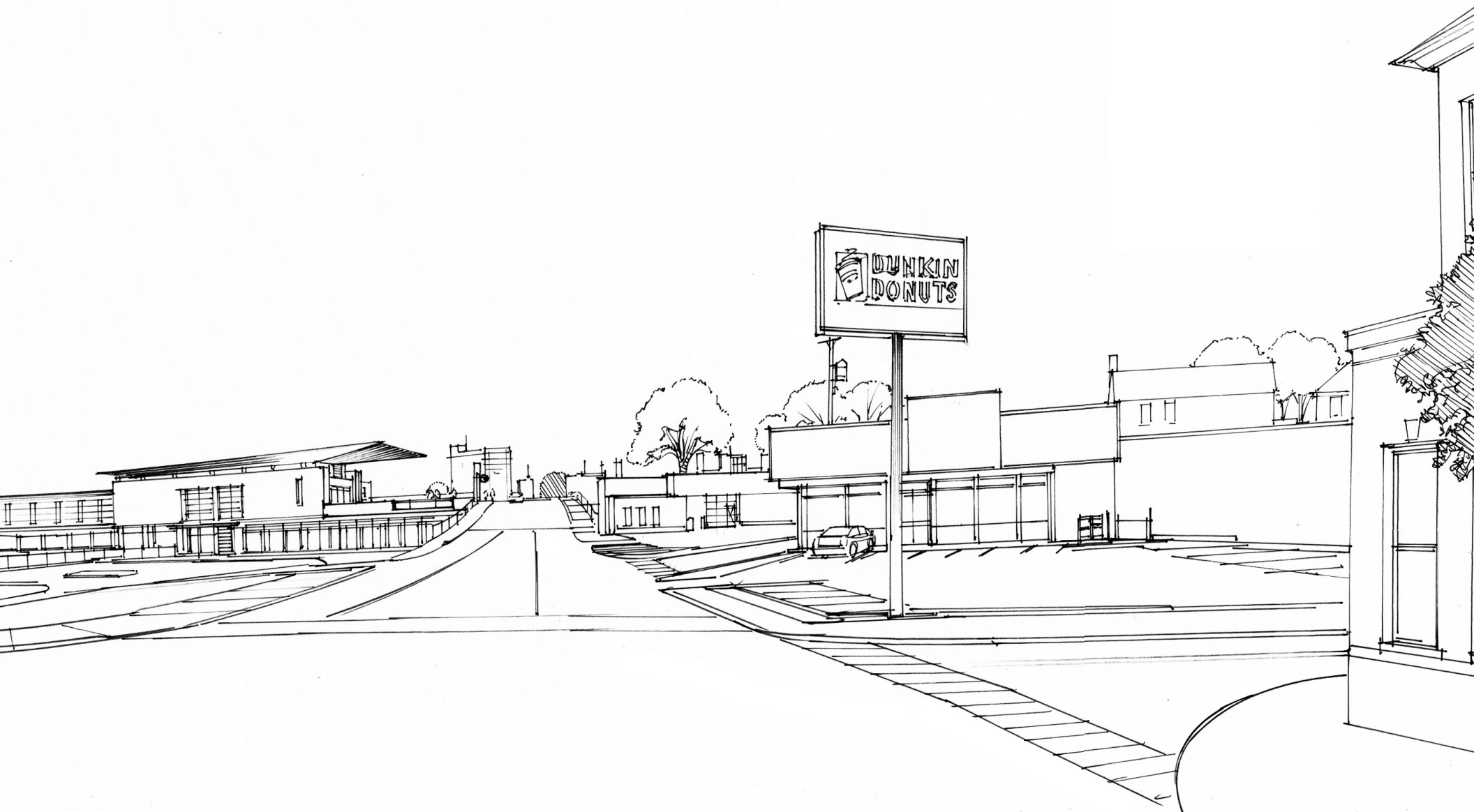
Alternative 2

D2 Development Objectives



- A** • Building height up to 10 floors on Somerville Ave with upper floor step back at 5 floors.
- B** • Storefront frontage required on Prospect & Somerville Ave.
- C** • Will have a mid-block laneway for service & access. Encouraged to explore the laneway as a flexible public space with unique retail fronting it.
- D** • Create a continuous street wall along Prospect Street with the human scaled facades.
- E** • Maintain a view of the station by setting back buildings on the D2 Lot 2.
- F** • Taller buildings must be pulled back from Prospect Street.
- G** • Laneway will run along rear property line & connect with Allen Street.
- H** • Create a new public plaza adjacent to the train station. Plaza must be sized to accommodate a variety of community specific programming.
- I** • Building fronting new "station square" maybe up to 18 floors.
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- K** • Each building on a lot designed by a different architect to encourage architectural design diversity.
- F** • Parking will be in a centralized garage and screen from Prospect and Somerville Ave.



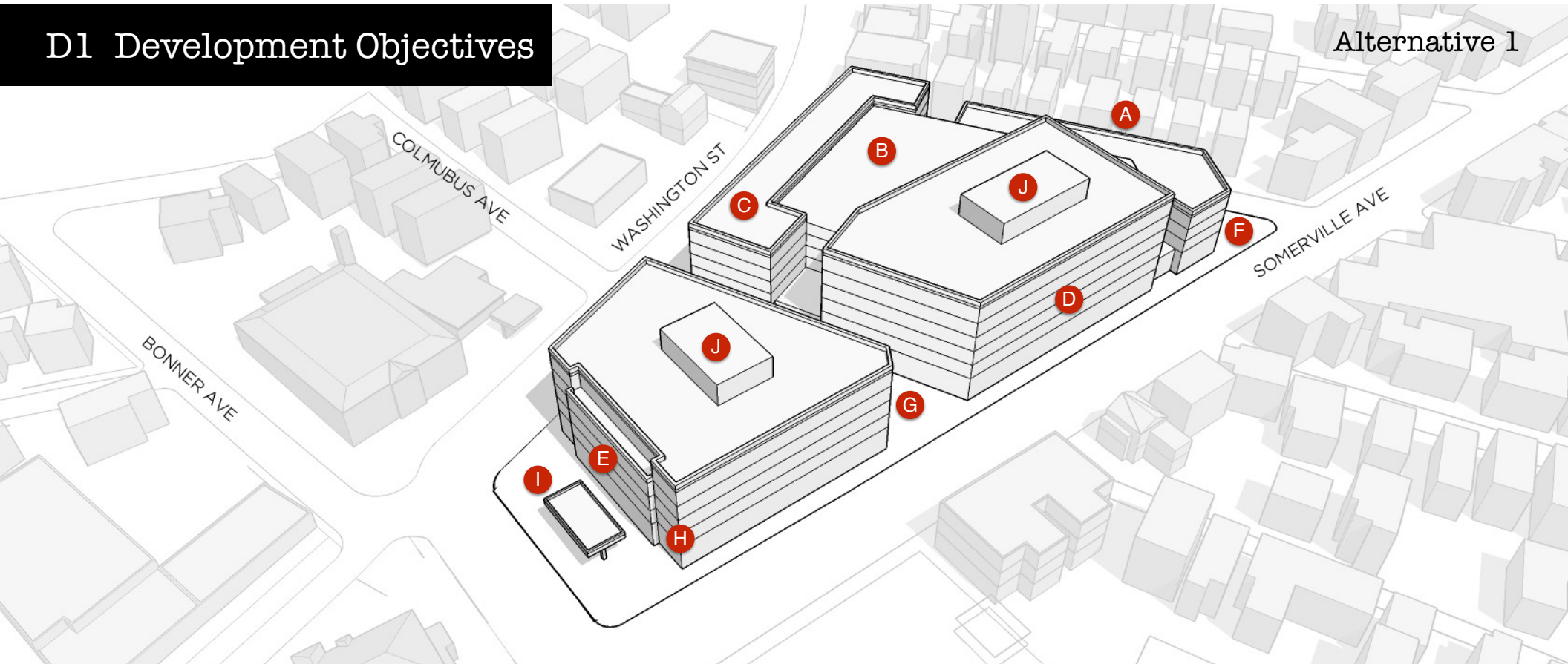






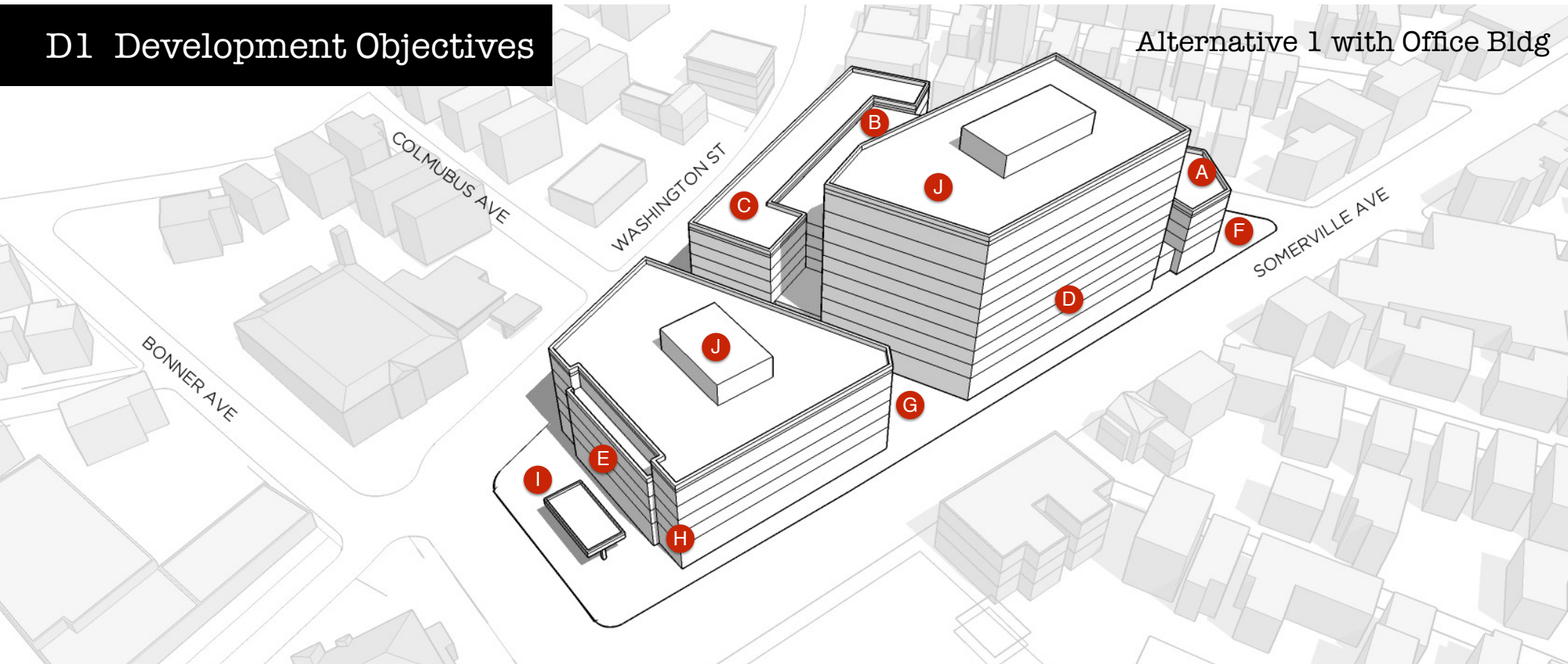
D1 Development Objectives

Alternative 1



- A** • Building height will step down along residential street.
- B** • Will incorporate a neighborhood serving parking structure to create a park once facility.
- C** • Parking will be lined with habitat structures and not visible from the public right of way.
- D** • 6 to 10 floors may be located along Somerville Ave to attract commercial buildings.
- E** • Up to 6 floors allowed on the plaza and Washington Street with upper floor step back.
- F** • Will create a publicly accessible pocket park.
- G** • New mid-block laneway will be provided to sub-divide existing super-block to improve walkability.
- H** • Storefront frontage will be required at the plaza at along Washington Street and the first "block" of Somerville Ave.
- I** • A plaza will be created at the intersection of Washington and Somerville Ave that preserves the view shed to the historic Post Office. The gas station canopy may be adapted into an artistic canopy for flexible uses or the continued selling of landscape materials.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

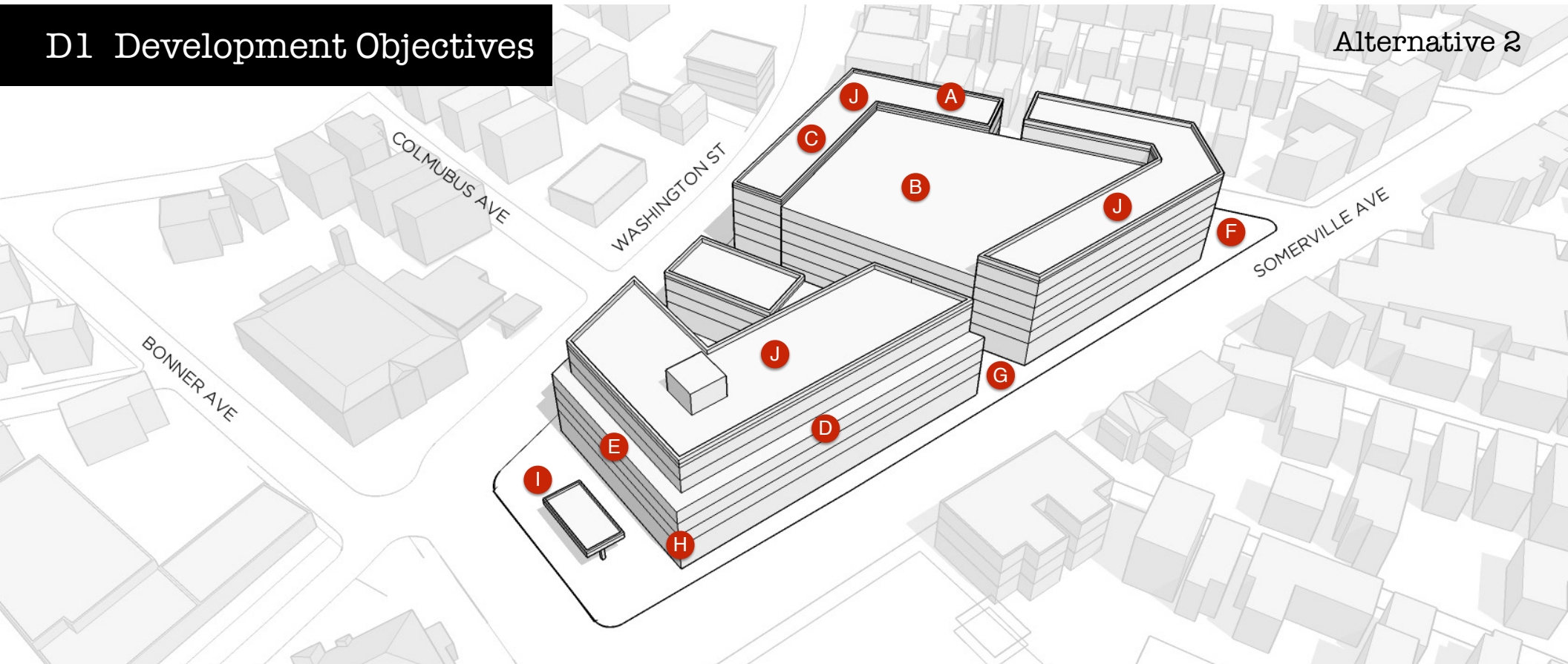
D1 Development Objectives



- A** • Building height will step down along residential street.
- B** • Will incorporate a neighborhood serving parking structure to create a park once facility.
- C** • Parking will be lined with habitat structures and not visible from the public right of way.
- D** • 6 to 10 floors may be located along Somerville Ave to attract commercial buildings.
- E** • Up to 6 floors allowed on the plaza and Washington Street with upper floor step back.
- F** • Will create a publicly accessible pocket park.
- G** • New mid-block laneway will be provided to sub-divide existing super-block to improve walkability.
- H** • Storefront frontage will be required at the plaza at along Washington Street and the first “block” of Somerville Ave.
- I** • A plaza will be created at the intersection of Washington and Somerville Ave that preserves the view shed to the historic Post Office. The gas station canopy may be adapted into an artistic canopy for flexible uses or the continued selling of landscape materials.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

D1 Development Objectives

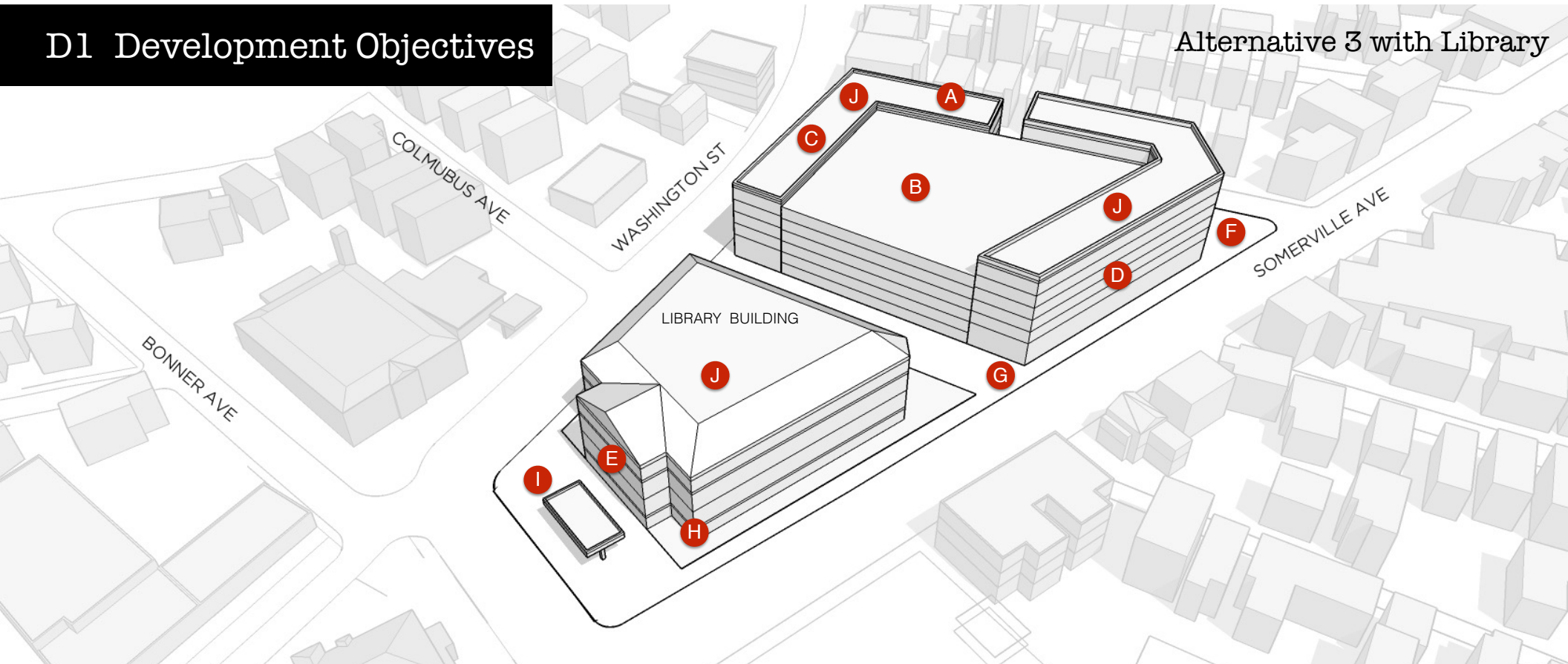
Alternative 2



- A** • Building height will step down along residential street.
- B** • Will incorporate a neighborhood serving parking structure to create a park once facility.
- C** • Parking will be lined with habitat structures and not visible from the public right of way.
- D** • 6 to 10 floors may be located along Somerville Ave to attract commercial buildings.
- E** • Up to 6 floors allowed on the plaza and Washington Street with upper floor step back.
- F** • Will create a publicly accessible pocket park.
- G** • New mid-block laneway will be provided to sub-divide existing super-block to improve walkability.
- H** • Storefront frontage will be required at the plaza at along Washington Street and the first “block” of Somerville Ave.
- I** • A plaza will be created at the intersection of Washington and Somerville Ave that preserves the view shed to the historic Post Office. The gas station canopy may be adapted into an artistic canopy for flexible uses or the continued selling of landscape materials.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

D1 Development Objectives

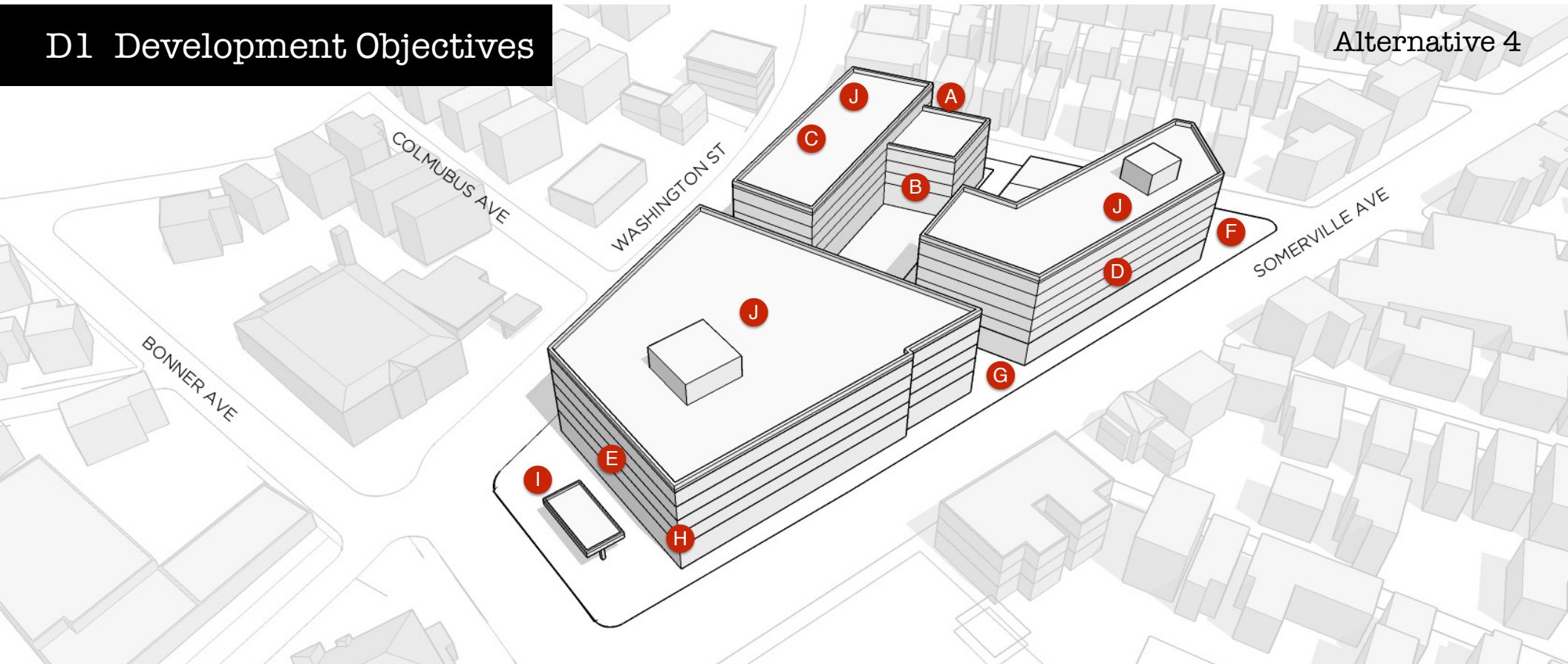
Alternative 3 with Library



- A** • Building height will step down along residential street.
- B** • Will incorporate a neighborhood serving parking structure to create a park once facility.
- C** • Parking will be lined with habitat structures and not visible from the public right of way.
- D** • 6 to 10 floors may be located along Somerville Ave to attract commercial buildings.
- E** • Up to 6 floors allowed on the plaza and Washington Street with upper floor step back.
- F** • Will create a publicly accessible pocket park.
- G** • New mid-block laneway will be provided to sub-divide existing super-block to improve walkability.
- H** • Storefront frontage will be required at the plaza at along Washington Street and the first "block" of Somerville Ave.
- I** • A plaza will be created at the intersection of Washington and Somerville Ave that preserves the view shed to the historic Post Office. The gas station canopy may be adapted into an artistic canopy for flexible uses or the continued selling of landscape materials.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

D1 Development Objectives

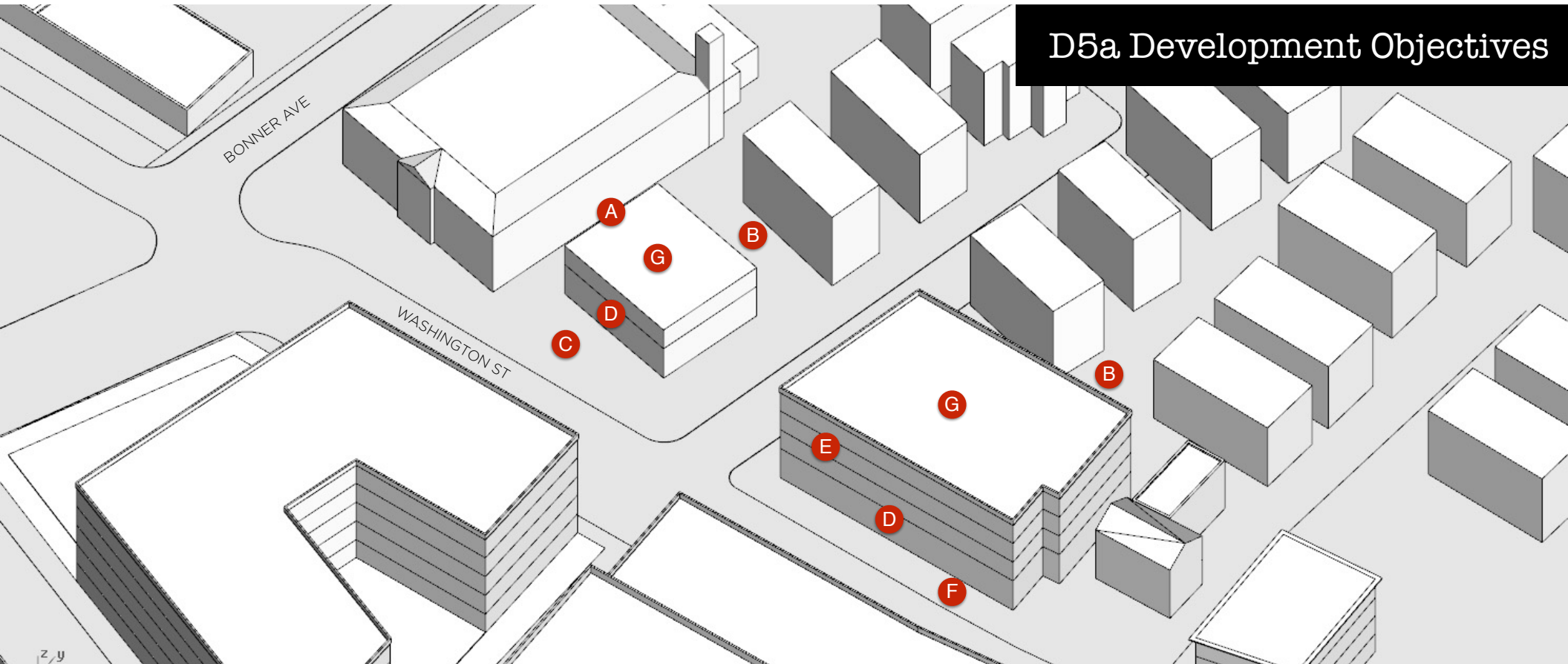
Alternative 4



- A** • Building height will step down along residential street.
- B** • Will incorporate a neighborhood serving parking structure to create a park once facility.
- C** • Parking will be lined with habitat structures and not visible from the public right of way.
- D** • 6 to 10 floors may be located along Somerville Ave to attract commercial buildings.
- E** • Up to 6 floors allowed on the plaza and Washington Street with upper floor step back.
- F** • Will create a publicly accessible pocket park.
- G** • New mid-block laneway will be provided to sub-divide existing super-block to improve walkability.
- H** • Storefront frontage will be required at the plaza at along Washington Street and the first "block" of Somerville Ave.
- I** • A plaza will be created at the intersection of Washington and Somerville Ave that preserves the view shed to the historic Post Office. The gas station canopy may be adapted into an artistic canopy for flexible uses or the continued selling of landscape materials.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.



D5a Development Objectives

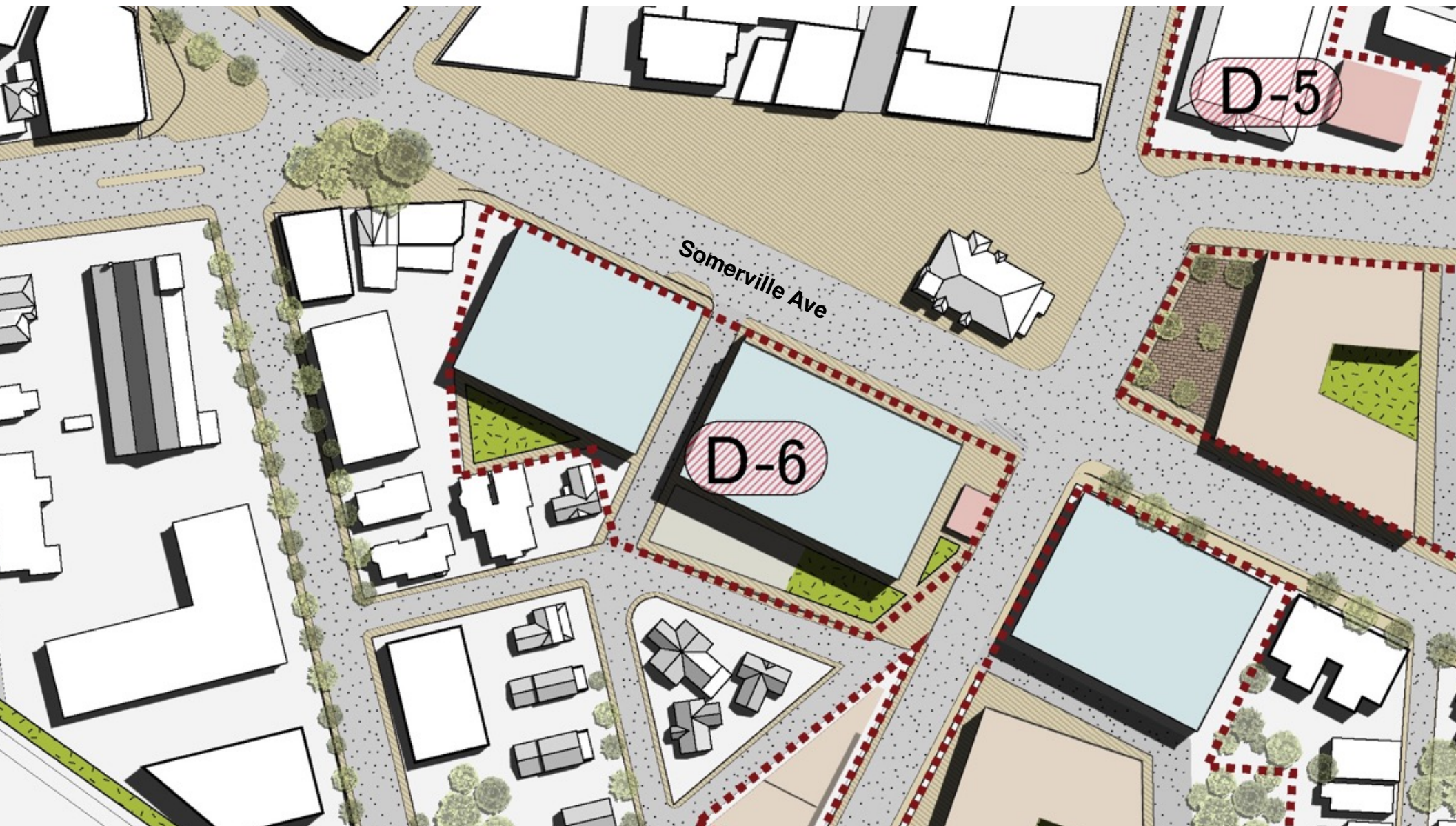


- A** • Building height is encouraged to be no taller than the existing post office.
- B** • Rear and side yard setback will conform to the zoning overhaul requirements.
- C** • Front yard setback is encouraged to accommodate outdoor seating and/or programming as well preserve the site line to the Post Office from Washington Street.
- D** • Storefront frontage is required along Washington Street.

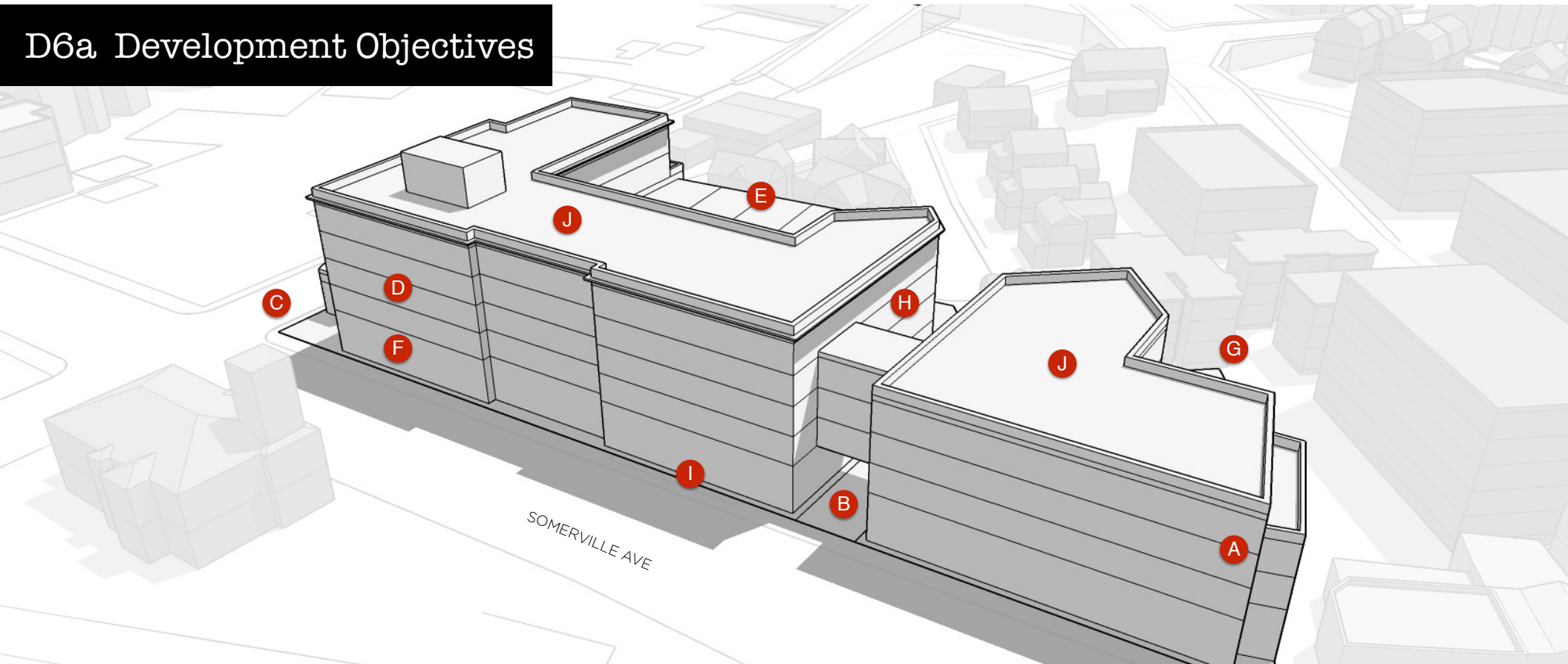
- E** • Building height maybe up to 5 floors.
- F** • Front yard setback must accommodate the creation of a 12' sidewalk on Washington St.
- G** • Each building on a lot designed by a different architect to encourage architectural design diversity.





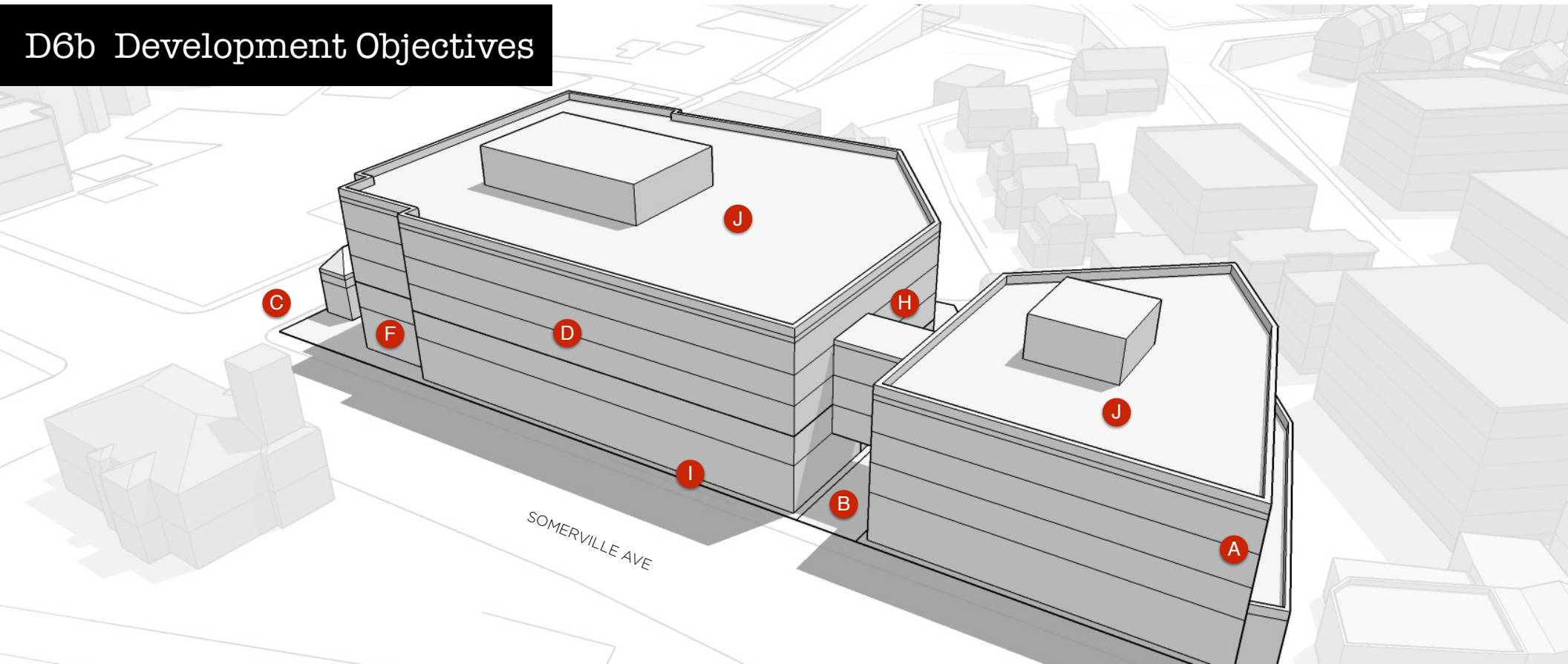


D6a Development Objectives



- A** • Building height will step down to 4 floors adjacent to existing building on Somerville Ave.
- B** • Create mid-block laneway connection from Somerville Ave to Everett St. Design will give priority to the pedestrian. An upper floor connection may cover the laneway no more than 35'.
- C** • Create a new open space that incorporates a free standing pavilion(s) for commercial and/or civic uses.
- D** • Buildings maybe up to 6 floors.
- E** • Buildings must step down along Everett St to be in context with the residential street.
- F** • Storefront frontage will be required along Somerville Ave and fronting Prospect St.
- G** • Create a new lane to service new development as well as existing buildings.
- H** • Parking will be lined with buildings and screen from public frontages.
- I** • A 3' front yard setback along Somerville Ave will create a wider sidewalk along Somerville Ave.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

D6b Development Objectives



- A** • Building height will step down to 4 floors adjacent to existing building on Somerville Ave.
- B** • Create mid-block laneway connection from Somerville Ave to Everett St. Design will give priority to the pedestrian. An upper floor connection may cover the laneway no more than 35'.
- C** • Create a new open space that incorporates a free standing pavilion(s) for commercial and/or civic uses.
- D** • Buildings maybe up to 6 floors.
- E** • Buildings must step down along Everett St to be in context with the residential street.
- F** • Storefront frontage will be required along Somerville Ave and fronting Prospect St.
- G** • Create a new lane to service new development as well as existing buildings.
- H** • Parking will be lined with buildings and screen from public frontages.
- I** • A 3' front yard setback along Somerville Ave will create a wider sidewalk along Somerville Ave.
- J** • Each building on a lot designed by a different architect to encourage architectural design diversity.

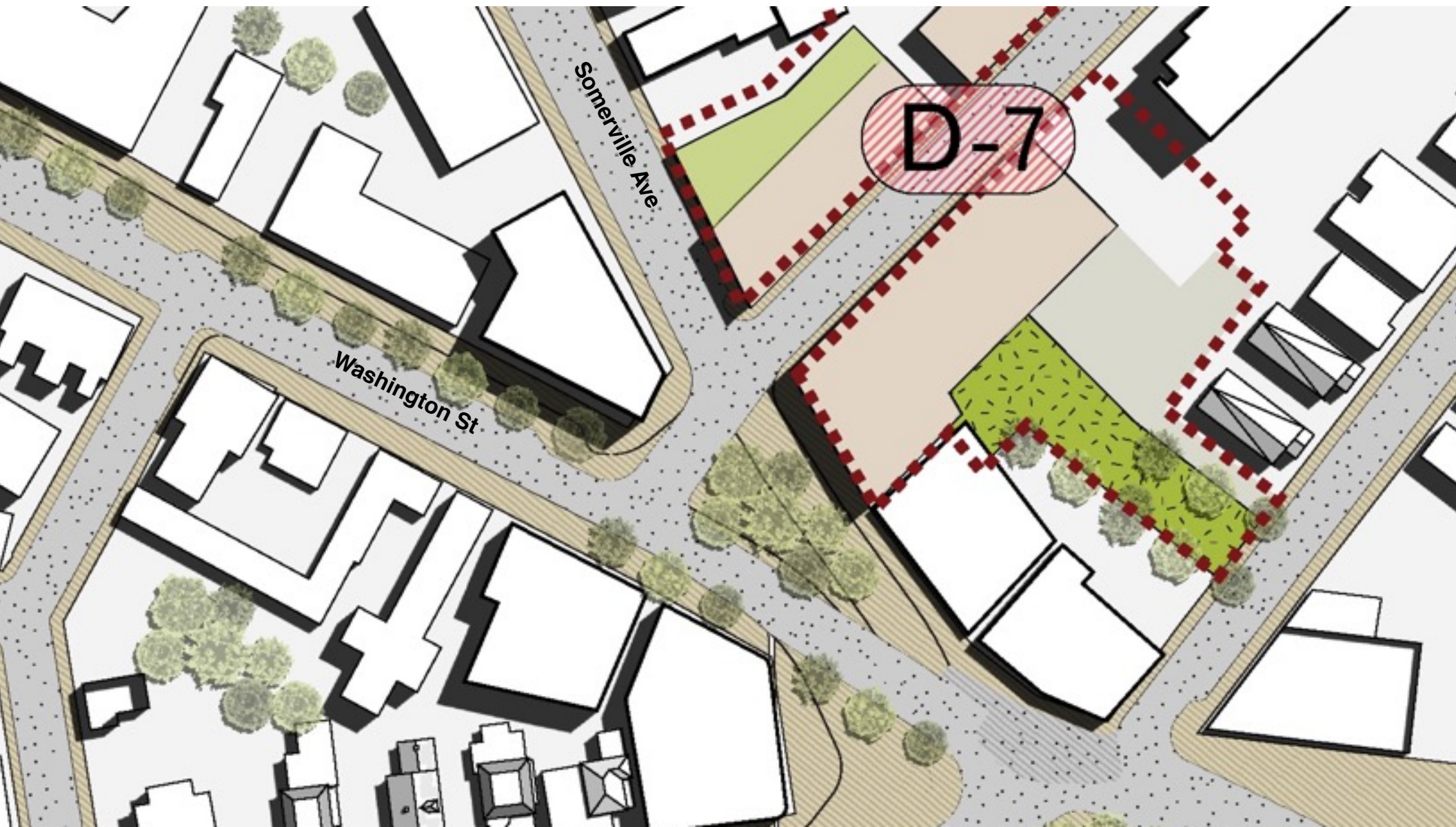










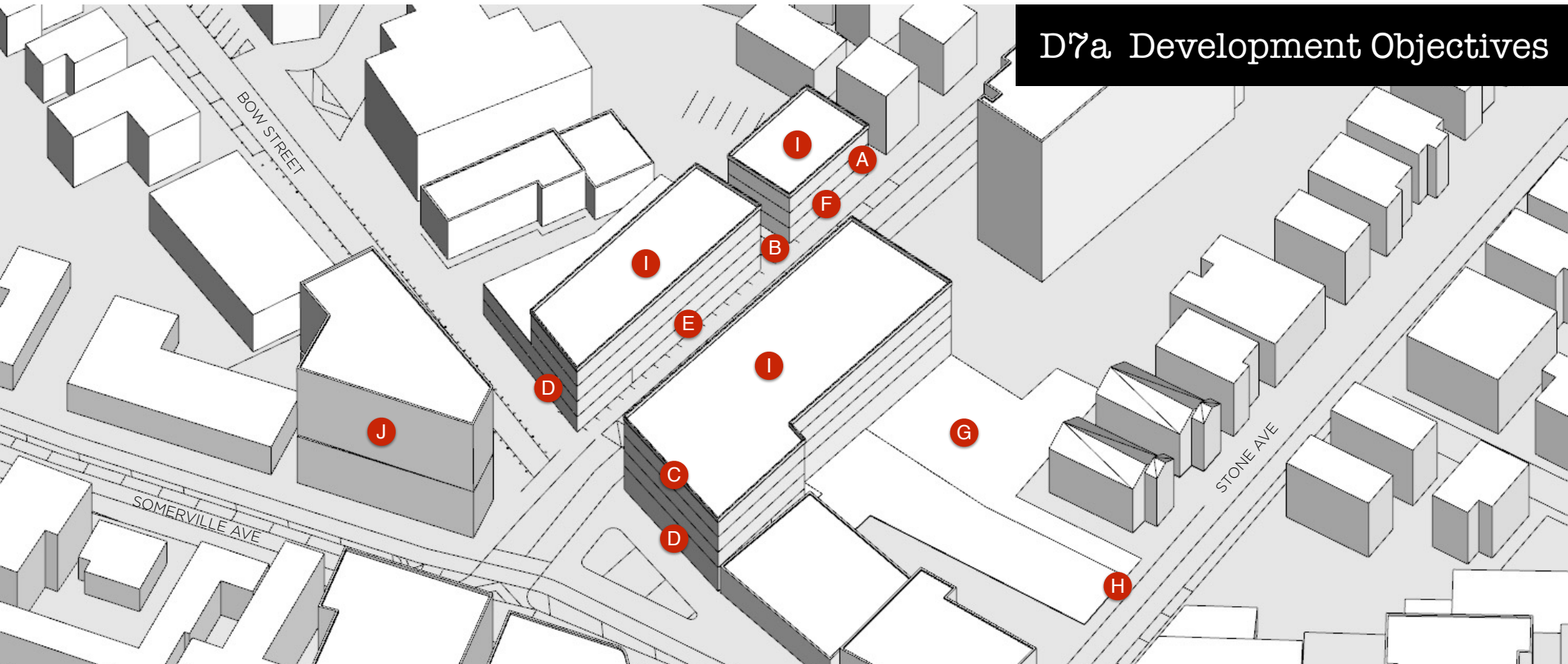


Somerville Ave

Washington St

D-7

D7a Development Objectives



A • Building height will step down to 4 floors adjacent to existing residential buildings.

B • Driveway will be no greater than 30' wide.

C • Building maybe up to 5 floors. A 10' upper story step back will be provided at the party wall along Bow Street.

D • Storefront frontage with ground floor retail uses will be provided along Bow Street.

E • Ground floor commercial and community uses shall be located along Warren Ave.

F • Other than building lobbies, residential entries will be raised above the sidewalk by 3'

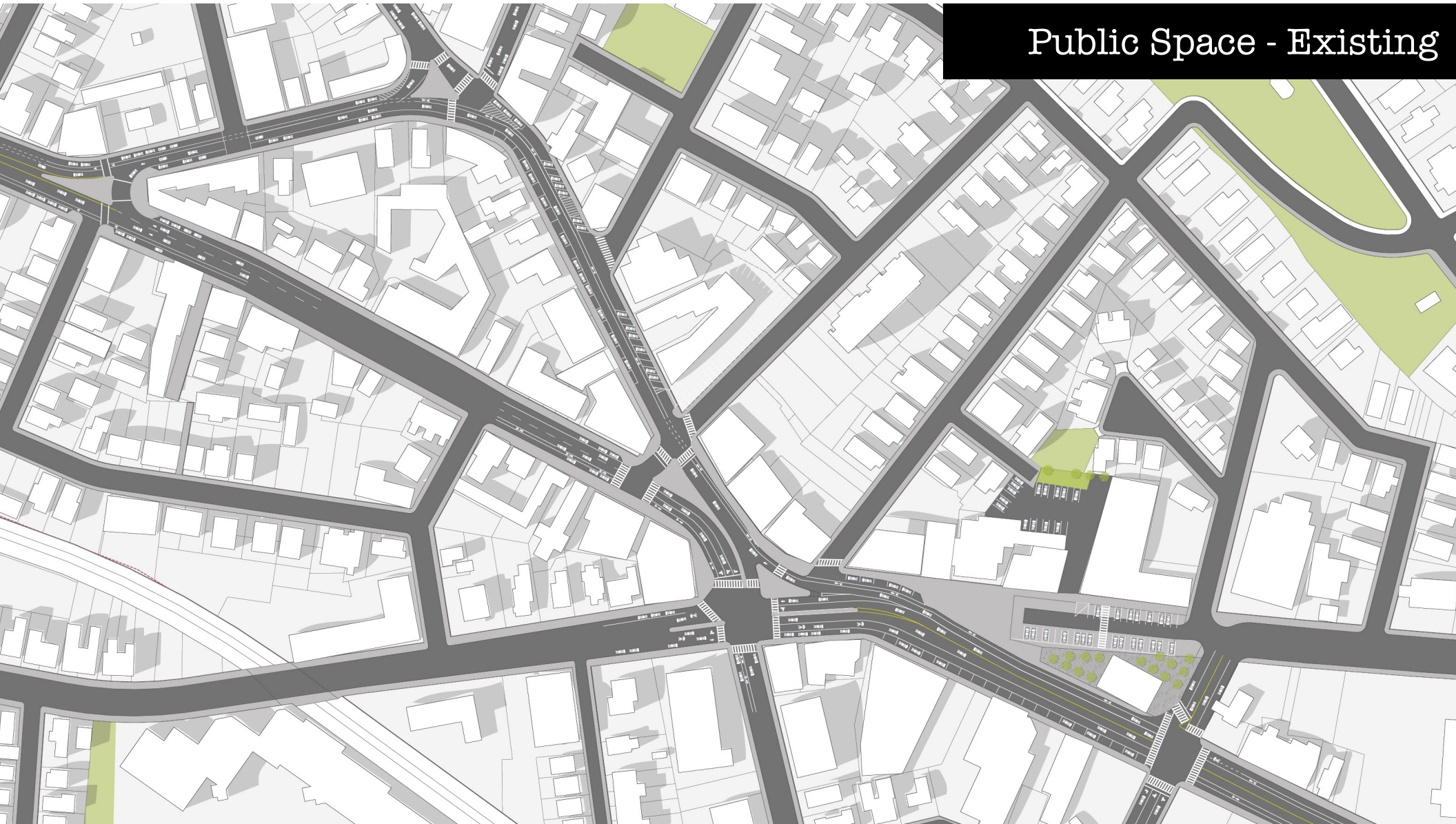
G • A publicly accessible courtyard will be provided at the center to the block. A pathway from Warren Ave and Stone Ave will be provided to access this courtyard.

H • Shared parking access maybe created with common driveway access off Stone Ave. It is encouraged that this parking be coordinated with the adjacent owners to encourage efficient surface parking.

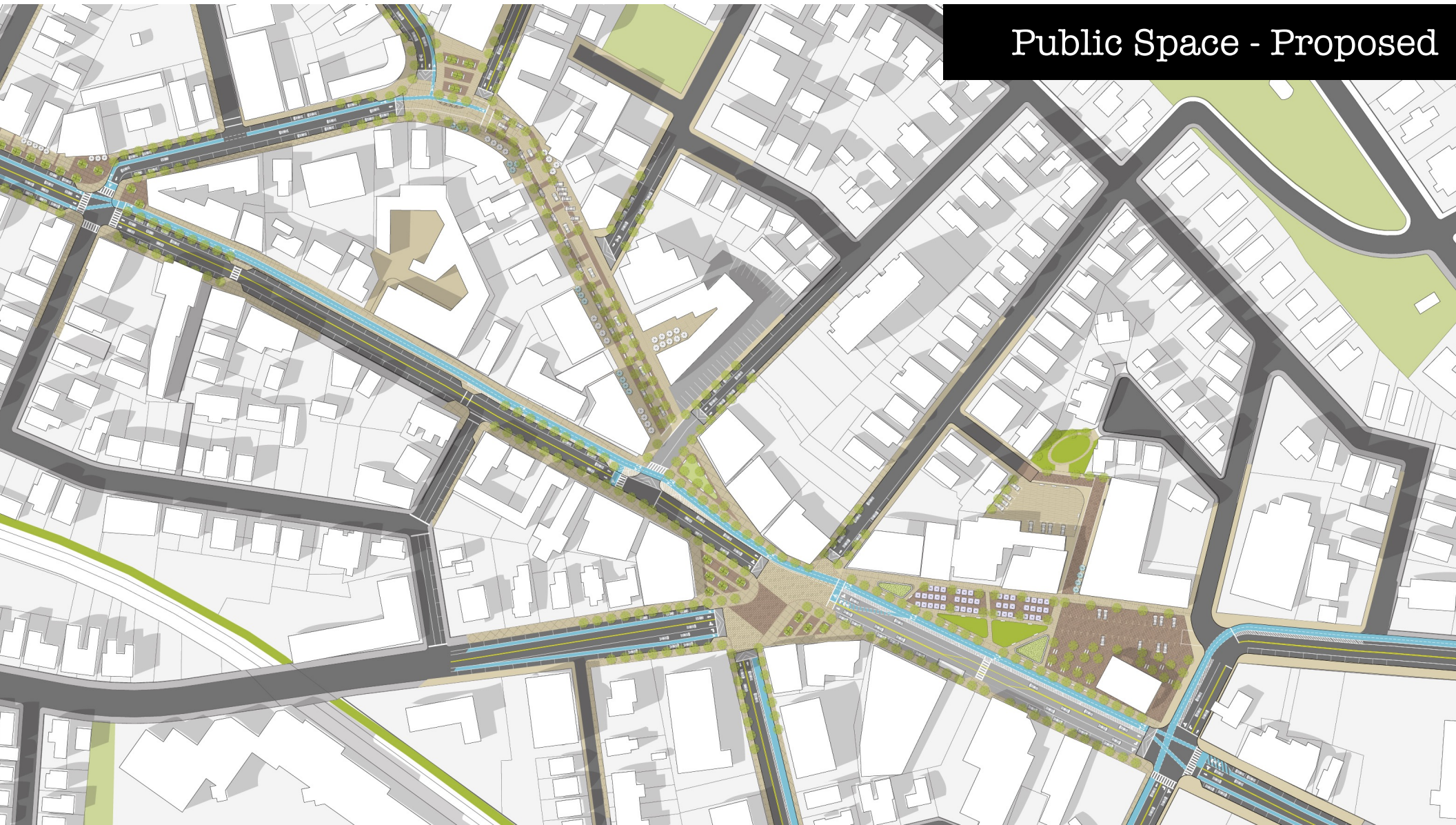
I • Each building on a lot designed by a different architect to encourage architectural design diversity.

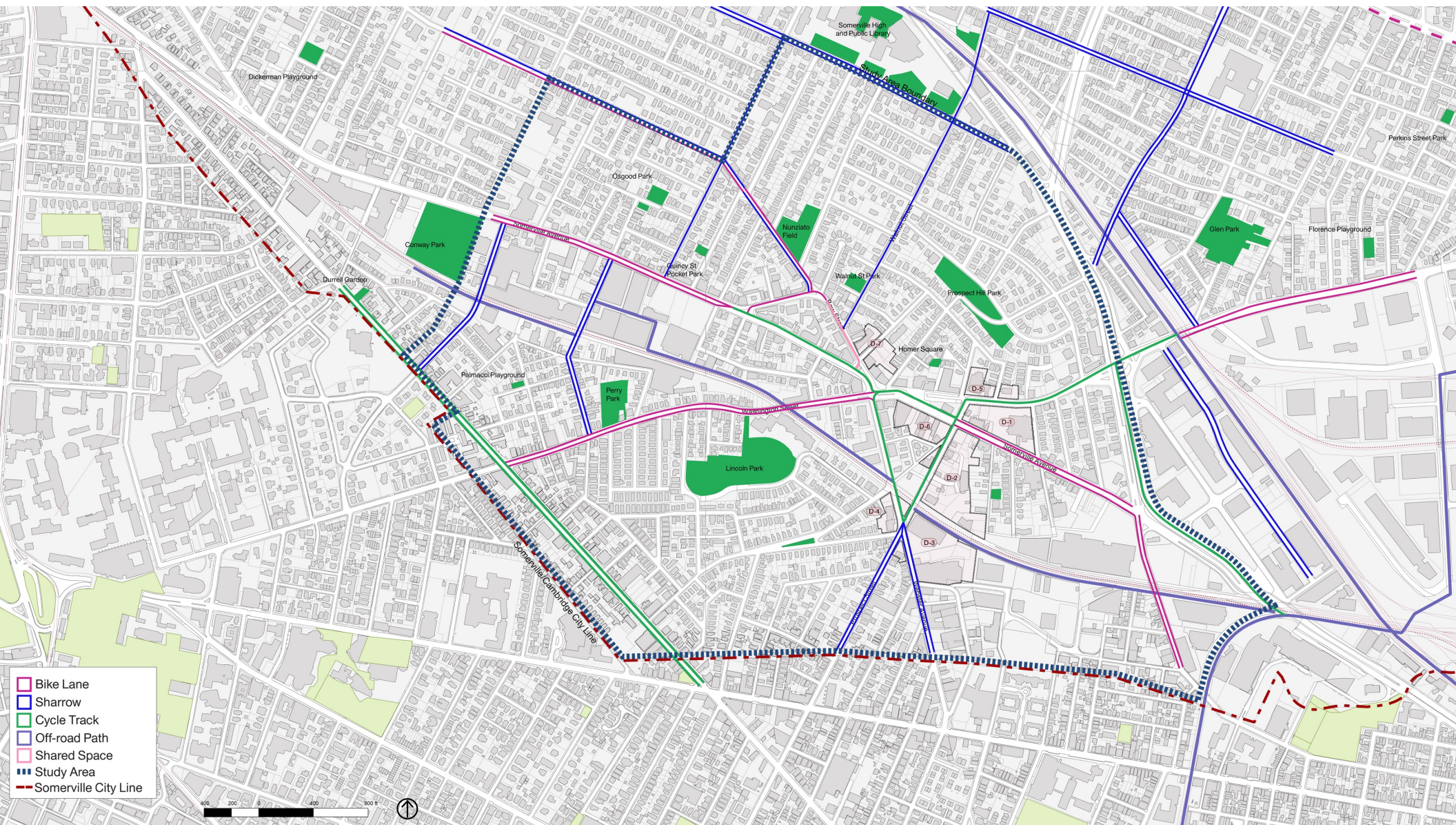
J • Rehabilitate to the historic height.

Public Space - Existing



Public Space - Proposed





Public Space - Existing



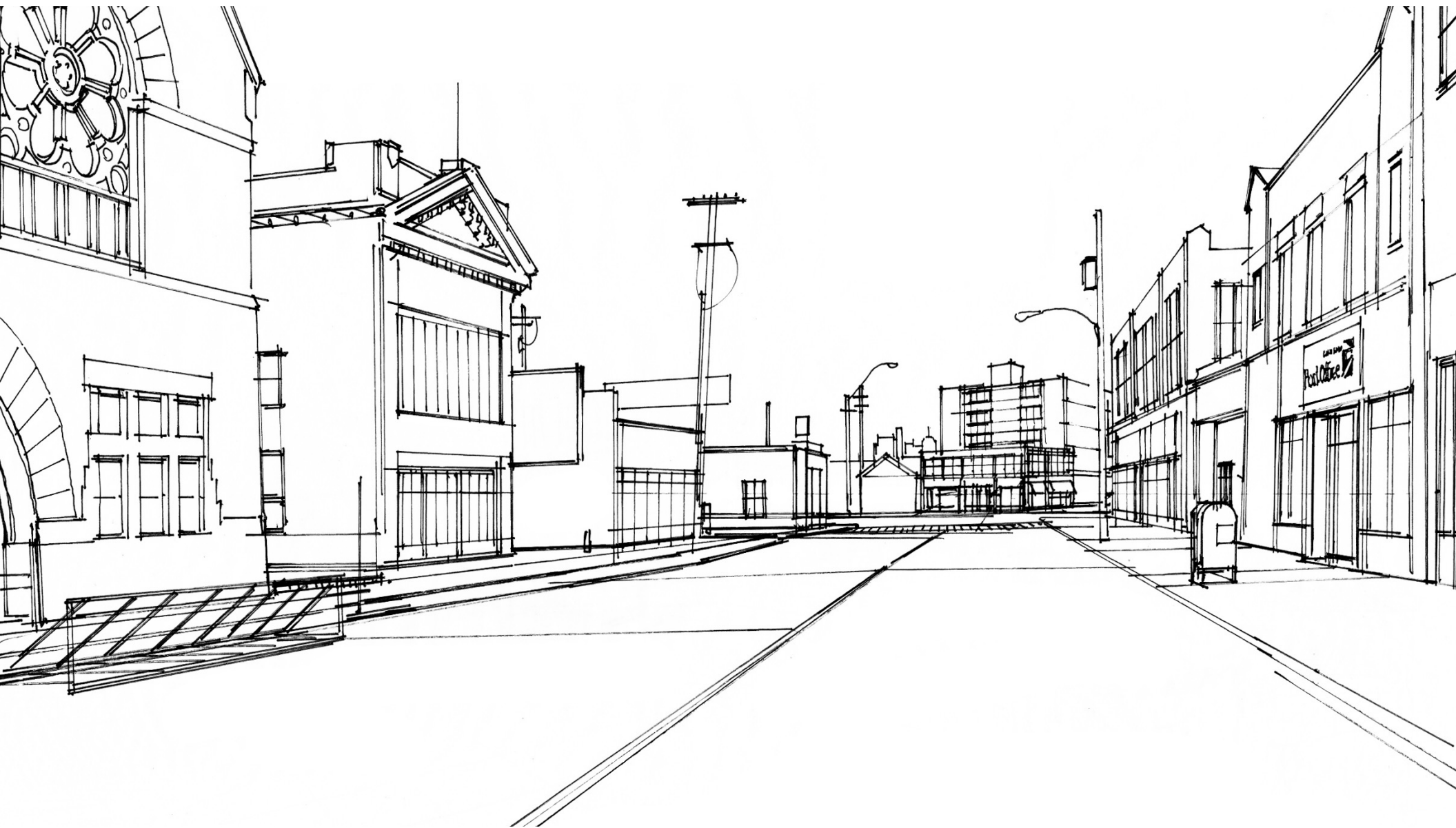
Public Space - Proposed



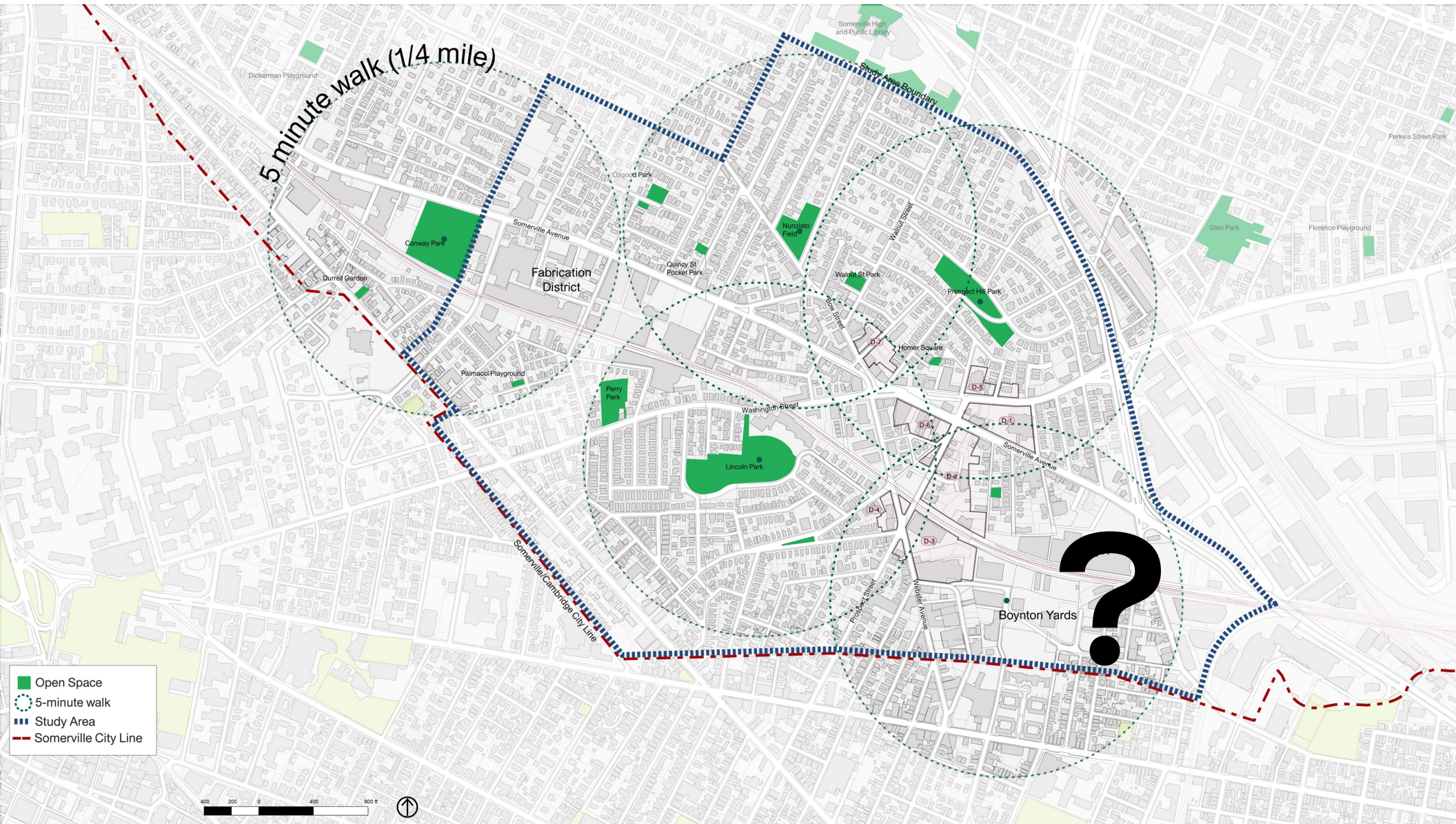




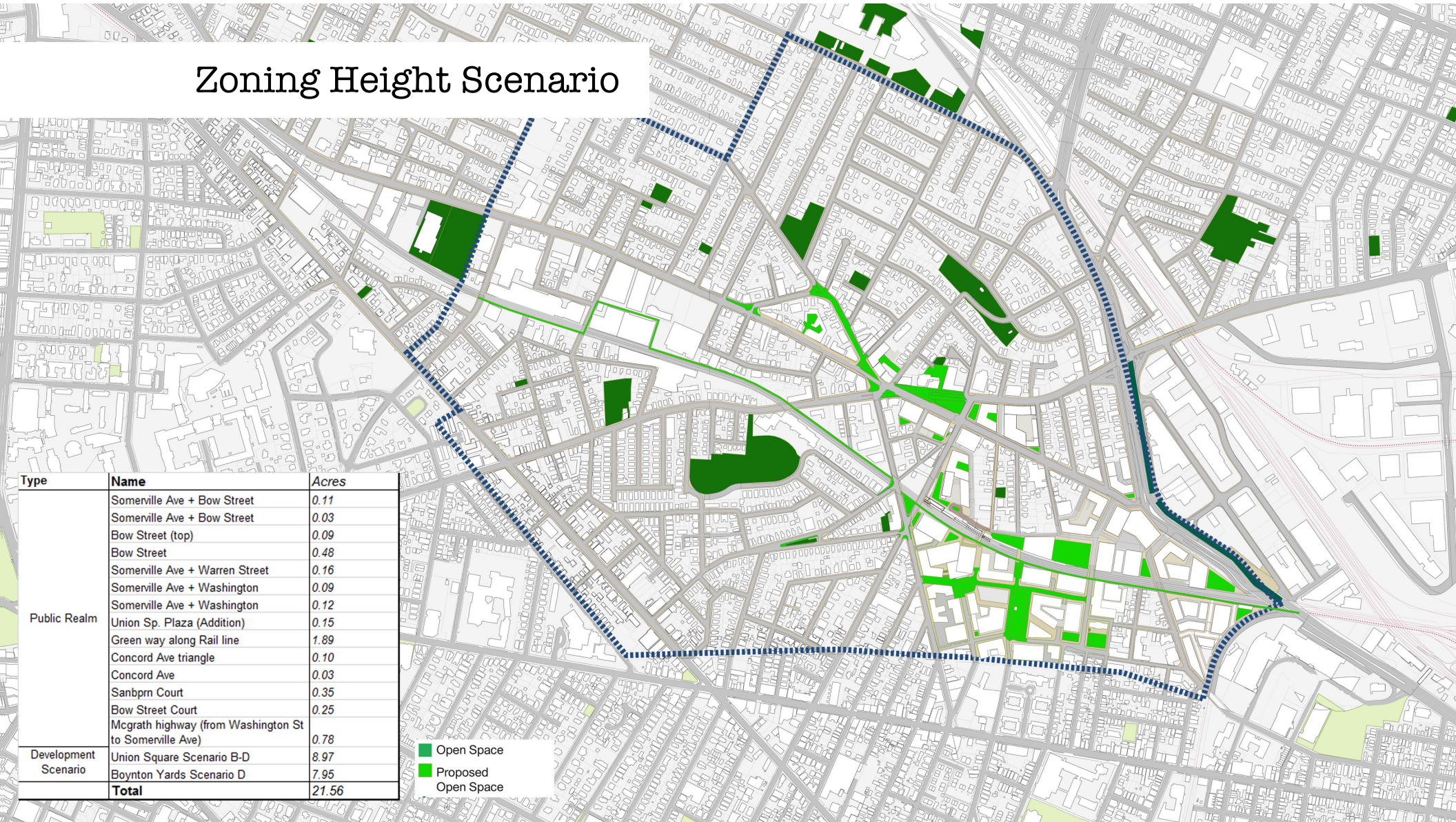




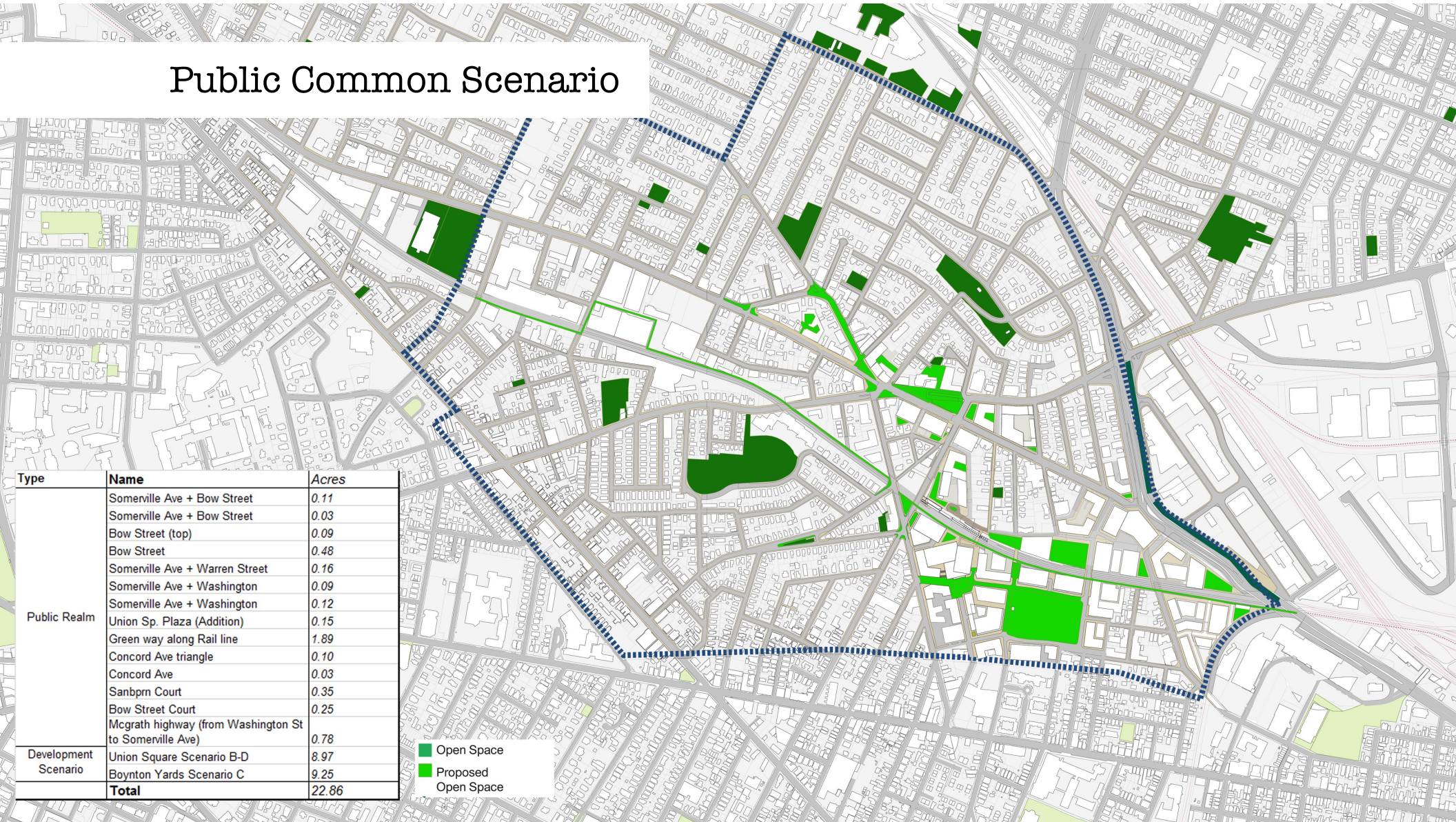




Zoning Height Scenario



Public Common Scenario



An aerial view of a city development plan. The map shows a grid of streets with various building footprints in white, light blue, and light orange. Green spaces, including parks and smaller landscaped areas, are interspersed throughout the development. The text is overlaid on the central part of the map.

New Public Space - 21+ acres
New Jobs - 4,700+

QUESTIONS & DISCUSSION

JUNE 24

TENTATIVE

PLAN OPEN HOUSE #2

maybe with more live music