

## CENTRAL SQUARE ADVISORY COMMITTEE: 2011/2012

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### KEY THEMES

1. Encourage a mix of uses in Central Sq and Osborn Triangle with a strong emphasis in housing creation in the future (capitalize on transit proximity, maintain jobs-housing balance, create opportunities for people to live close to work and commute via sustainable transportation modes)
2. Encourage diversity of housing choices:
  - Incentivize the creation of middle-income family-size housing (3-BR) by allowing increased density and height
    - How much additional density is appropriate (Core of Central Sq and Osborne Triangle west of Windsor St allows residential FAR of 3.0 + inclusionary bonus; Osborne Triangle east of Windsor St allows residential FAR of 4.0 + inclusionary bonus)
    - How much additional height?
3. Encourage diverse retail and non-profit office space
  - Require ground floor retail along Mass Ave and active ground floor uses convertible to retail along Main St
  - Encourage retail and office space along remaining streets esp. Bishop Allan Drive, Green St, and perpendicular streets within a block of Mass Ave to cater to small businesses and
  - Encourage live-work housing models on ground floor along Bishop Allen Drive
  - Exempt ground floor retail from counting as GFA if small floorplate retail is included (500 – 1000 sf or less) and maximum frontage for one storefront is limited to 25 ft.
4. Public Spaces
  - Enhance existing public spaces (e.g. Carl Barron Plaza) and create new ones, both indoor and outdoor spaces
    - Via direct City action – improvement of existing public spaces, creation of new ones on public property (parking lots or future reuse of public buildings e.g. Post Office)
    - In conjunction with private development – on-site plazas, parklets in public ROW partnering with City (Ensure that these remain fully public)
5. Municipal Parking Lots -- Recognize the land currently occupied by municipal parking lots as a significant public resource and consider its future use to maximize desired public benefits
  - Middle income housing (what section of middle income should be incentivized? 80%-120% AMI is a common definition)
  - Public space (eg. plaza, park, pathways through blocks, indoor public space)
  - Possible consolidated parking facility with active and attractive ground floor uses (affordable retail, indoor public space) – should this be GFA exempt?

Evaluate parking utilization over time especially as use of sustainable modes of transportation increases to evaluate how much parking is needed to support Central Square retail.
6. Increase building sustainability requirements and site planning & design to minimize heat island

7. Targeted changes to district height limits to incentivize desired changes
  - Maintain existing heights along neighborhood edges (45 ft at the edge of the district and taller heights allowed with a 45 degree bulk control plane)
  - Allow taller heights closer to Mass Ave. Relax Mass Ave height setback strategically to allow greater heights in key locations
    - Encourage good design and architectural variety
    - At what locations would height greater than 80' maximum be acceptable?
    - How high?
  
8. Parking changes
  - Introduce maximum parking caps; reduce or remove minimum requirement (determined by study at PB special permit)
  - For Mixed Use Developments, require shared parking when peak daytime use is matched with peak nighttime use, such as Office/R&D with Residential
  - Determine how parking policy needs to be changed to allow sharing of parking at (and possible redevelopment of) Intercontinental parking lots on Prospect St.
    - Zoning impediments
    - Parking freeze
  
9. Allow transfer of development rights to Osborne Triangle (away from Main St) and Kendall Square (?)