Proposed Edits: Plan & Recommendations

1. Osborn Triangle – area with IB base
   • 45 deg bulk control plane (retain current zoning provisions)
   • Base height is 120 feet for all uses so continue to allow commercial to this height under special permit as well
   • Middle income housing requirement in this area triggered above 120 ft height

2. Neighborhood Edges
   • Retain existing zoning provisions for base and special permit FAR and height

3. Retail exemption
   • Change min 30% space to 1,500 sf or less (up from 1,000 sf)
   • Change ‘maximum frontage of 25 ft’ to ‘average frontage of 30 ft’
   • Add incentive for basement retail space (second floor retail?)

4. Streetwall height: Make street wall heights consistently 60 feet from Mass Ave to side streets (rather than 60 on Mass Ave and 55 on side streets)

5. Balcony exemption: make exemption for balconies 5 feet (rather than 3 feet)

6. Clarification of TDR provision
   • Special permit GFA is used for the calculation of amount of floor area available for transfer
   • Middle income requirement does not apply to transferred GFA

7. Parking Requirements: Add note that several Committee members felt that the minimum parking requirement for Residential use should be eliminated
Proposed Edits: Plan & Recommendations

1. Pg 2, Vision – add ‘work’ and ‘learn’
2. Pg 3, objective A, expand strategy 2: ... public places including allowances for limited retail activity spilling out into public space.
3. Pg 3, objective A, add strategy 7: Create places to gather that include seating and are appealing to everyone; focus on areas adjacent to active ground floors that provide stewardship and “eyes on the street”.
4. Pg 3, objective B, non-zoning measures. Add a note that “public spaces should be designed to invite community and invite interaction”
5. Pg 3, objective C, measure 2, expand bullet:... initiative to explore artistic/whimsical treatments of streetscape elements such as benches, bike racks, trash cans.
6. Pg 5, Indoor Public Spaces, expand bullet 2: ...technology, art, and culture
7. Pg 5, Priority Streetscape... Improvements, add bullet: Encourage the use of technology based ideas for signage, wayfinding, and providing information.
8. Pg 7, Obj. A, add new bullet under Z measure 1: Evaluate feasibility of making signage regulations more responsive to creative design, possibly through relaxing certain of the zoning standards.
9. Pg 7, Obj. A, add new Z measure 2: Encourage public rooftop activity areas (away from neighborhoods) by allowing uses such as restaurants on top of hotels and publicly accessible green roofs and rooftop gardens
Proposed Edits: Plan & Recommendations

8. Pg 7, objective C, expand measure 2 to include language about creating a service that recruits and matches desired retailers to available space (CSBA?)

9. Pg 7, Obj. C, add NZ measure 2: Support local retail and restaurants through measures to encourage tourism such as accommodations for parking tour buses.

10. Pg 9, add a non-zoning measure:
   “Identify privately owned lots and buildings in the Square that are either unused, or significantly under-utilized, and encourage alternative uses or development of these properties through zoning incentives and negotiations with owners”

11. Pg 14, Retail Diversity, sub-bullet 2-3: note, ‘not including ATMs in the calculation’

12. Duplicate/conflicting statements to be deleted:
   • Pg 7, A1, fourth bullet: delete sub-bullets (noted in Zoning Recs)
   • Pg 9, A3, first sub-bullet: remove details (noted in Zoning Recs)
   • Pg 9, A4, second bullet (noted in Zoning Recs)
   • Design Guidelines, Pg 12, measure d (noted in Zoning Recs). Retain final sub-bullet
Proposed Edits: Plan & Recommendations: Transportation

1. Create a new category ‘Support non-auto modes of transportation’:
   • Continue to improve bicycling infrastructure by moving towards an environment where bicycles and vehicles are on equal footing (with a specific focus on Massachusetts Ave from Inman Street to Portland Street)
   • Continue to improve signage for both bikers and pedestrians
   • Actively and consistently enforce biking, pedestrian and vehicular regulations and provide additional programming for bicycling safety education (I think I did see this)
   • Evaluate the feasibility of closing some side streets to vehicular traffic during high-congestion hours to encourage alternative bike routes and prevent neighborhood cut-throughs by automobiles
Questions Raised & Proposed Edits: Design Guidelines

1. Page 6, Goal 1, Measure b, second bullet: remove
2. Page 6, Goal 2, Measure d, last bullet: modify to state “Fences...should not be excessively tall and should incorporate significant visual transparency”
3. Pg 9, Goal 2, Measure a: include ‘cultural center’
4. Pg 9, Goal 2, Measure b: add ‘… to be activated by adjacent active uses’
5. Pg 10: change ‘privately owned public spaces’ to ‘publicly accessible private spaces’
6. Page 12, Measure d, second bullet: add reference to heights above 100 feet; Delete third bullet
7. Page 13, Sections #2,#3, and #4: make step-back required at 65 feet (rather than 60 feet)
8. Page 15, remove 3-dimensional schemes
9. Pg 9, Measure b: change to “In conjunction with active edges of private dev…”
10. Pg 17, Building Façade: modify language to explain concepts and make less prescriptive for new construction
45 ft streetwall
with some variations

55 ft as-of-right streetwall
with some variations

55 ft as-of-right streetwall
with some variations
Change to 80'

Increased height permitted for portion of facade length as follows:
- sites up to 75' wide: 50' of facade length
- sites over 75' wide: two-thirds of facade length

140' with special permit
use over 80' limited to residential

160' with special permit;
use over 100' limited to residential

Increased height permitted for portion of facade length as follows:
- sites up to 75' wide: 50' of facade length
- sites over 75' wide: two-thirds of facade length

160' with special permit;
use over 100' limited to residential
Change to ‘Street Furniture, Art & Activity Zone’

Mass Ave & Main St
Clarify that loading and parking activities will need to be accommodated on side and back streets, including those noted for ‘priority streetscape improvements’

Public Places Framework