APPENDIX A

STUDY OF PATH UNDER GILMORE BRIDGE

25 October 2017
CURRENT MASTERPLAN - PLAYING FIELDS CHANGED TO SERVICE AND MAINTENANCE

DCR Maintenance Lot

Proposed DCR Maintenance Facility

Future E/F Building

Water Treatment Plant

Community Path

NorthPoint Boulevard

LOT H

LOT G

LOT L/M

LOT U

Twenty/20

Brian Murphy Memorial Staircase

North Point Boulevard

North St.
THE PATH UNDER GILMORE BRIDGE IS LONGER THAN PROPOSED PATH

- Future E/F Building
- Future DCR Maintenance
- Proposed DCR Maintenance Facility
- NorthPoint Boulevard
- Water Treatment Plant
- NorthPoint Boulevard
- LOT H
- LOT U
- LOT L/M
- Brian Murphy Memorial Staircase
- Twenty/20
- North St.

PROPOSED PATH 780 ft

E-W PATH 820 ft
THE PATH UNDER GILMORE BRIDGE IS SHORTER TO THE NORTH BANK PEDESTRIAN BRIDGE
THE PROPOSED PATH IS CONSISTENT WITH THE MASTERPLAN

- Synergy with Child Street retail
- Strengthen community path linking green spaces in Somerville and Charles River Reservation
THE PROPOSED PATH IS SCENIC AND SAFE

- Future DCR Maintenance
- Proposed DCR Maintenance Facility
- Future E/F Building
- Twenty/20
- NorthPoint Boulevard
- Community Path
- Water Treatment Plant
- Brian Murphy Memorial Staircase
- Gilmore Bridge
- North St.
- LOT H
- LOT G
- LOT L/M
- LOT U
VIEW 1 FROM THE PROPOSED PATH AT TWENTY/20 GROUND FLOOR RETAIL
VIEW 2 FROM THE PROPOSED PATH AT TWENTY/20 NORTH STREET RETAIL
VIEW 3 FROM THE COMMUNITY PATH AT NORTHPOINT BLVD.
VIEW 4 FROM THE COMMUNITY PATH AT WATER TREATMENT PLANT
VIEW 5 FROM THE COMMUNITY PATH AT EF HEADQUARTERS
VIEW 6 FROM THE COMMUNITY PATH AT NORTH BANK BRIDGE
THE PATH UNDER GILMORE BRIDGE IS NOT SCENIC AND NOT SAFE
VIEW 1 FROM THE PATH UNDER GILMORE BRIDGE AT MURPHY STAIRS
VIEW 2 FROM THE PATH UNDER GILMORE BRIDGE AT FUTURE H BUILDING
VIEW 3 FROM THE PATH UNDER GILMORE BRIDGE AT FUTURE E/F BUILDING
VIEW 4 FROM THE PATH UNDER GILMORE BRIDGE AT WATER TREATMENT PLANT
VIEW 5 FROM THE PATH UNDER GILMORE BRIDGE UNDER HIGHWAY RAMPS
VIEW 6 FROM THE PATH UNDER GILMORE BRIDGE AT SKATE PARK
VIEW 7 FROM THE PATH UNDER GILMORE BRIDGE AT NORTH BANK BRIDGE ENTRY
THE PATH UNDER GILMORE BRIDGE WILL BE A DEEP CANYON WITH POOR VISIBILITY

N-S SECTION LOOKING FROM DAWES STREET
THE PATH UNDER GILMORE BRIDGE WILL BE A DEEP CANYON WITH POOR VISIBILITY

N-S SECTION LOOKING FROM DAWES STREET

OFFICE

OFFICE

+54’0” BRIDGE

12’ 4”

BRIAN P. MURPHY MEMORIAL STAIRS

27’ 7”

+29’0” GROUND FLOOR

PARKING

PARKING

PARKING

PARKING

PARKING

PARKING

PARKING
THE PATH UNDER GILMORE BRIDGE WILL BE A DEEP CANYON WITH POOR VISIBILITY

E-W SECTION OF THE BIKE PATH
WALKING THROUGH THE DEEP CANYON WILL TAKE AROUND 50 SECONDS

E-W SECTION OF THE BIKE PATH
THE PROPOSAL IS A GENEROUS EXPANSION OF THE MURPHY STAIRS
THE ALTERNATIVE INTRODUCES A DEEP CANYON BETWEEN BUILDING H AND THE MURPHY STAIRS
VIEW UNDER GILMORE BRIDGE
CONCLUSIONS

Proposed Path:
- Strengthens Somerville to Boston Community Path
- Activates retail
- Scenic and safe

Path Under Gilmore Bridge
- Reduces bikes/pedestrians on Community Path
- Takes people away from retail
- Not scenic, not safe
- Does Not Provide Any Benefit to Pedestrians or Bikes
- Likely Tenant Security Concerns
5.7 PARCEL H

Parcel H is a commercial building prominently located on Gilmore Bridge, the Brian P. Murphy Memorial Staircase and at the end of Child Street Park.

The building design should create a special visual terminus to Child Street Park and contribute to the scale and character of this park using visual articulation, welcoming ground floor programs such as lobbies, and a high level of transparency. Iconic presence of the building on Gilmore Bridge from the City of Boston and regional transit ways should be carefully considered.

The building design shall give special consideration to the streetscape and scale of Dawes Street, The Brian P. Murphy Memorial Staircase and the Gilmore Bridge. Engagement with and activation of Brian P. Murphy Stair should be carefully considered and east-west connections on and beside the Murphy Staircase should be studied. The building design should also consider the northeast corner to be inviting to pedestrians and bicycles arriving from Community College Orange Line Station. Special consideration should be given to the relationship to the north with the railyards.

Building configuration shall positively use the orientation and exposure to sun by means of terraces and minimize shadows on parks and surrounding buildings. Top portion of the building should be concentrated to the north of the parcel and set back from Child Street Park to create a comfortable human scale. Massing and articulation of the base/middle/top and horizontal articulation of the length of the facade are critical in defining character of Dawes Street (Section 3.2.2).

Relationship to Parcel N and G buildings should be carefully studied in creating an overall skyline identity. The design should recognize that the building on this parcel abuts public open space, and take into consideration views, shadows, noise and the public character of these open spaces.