

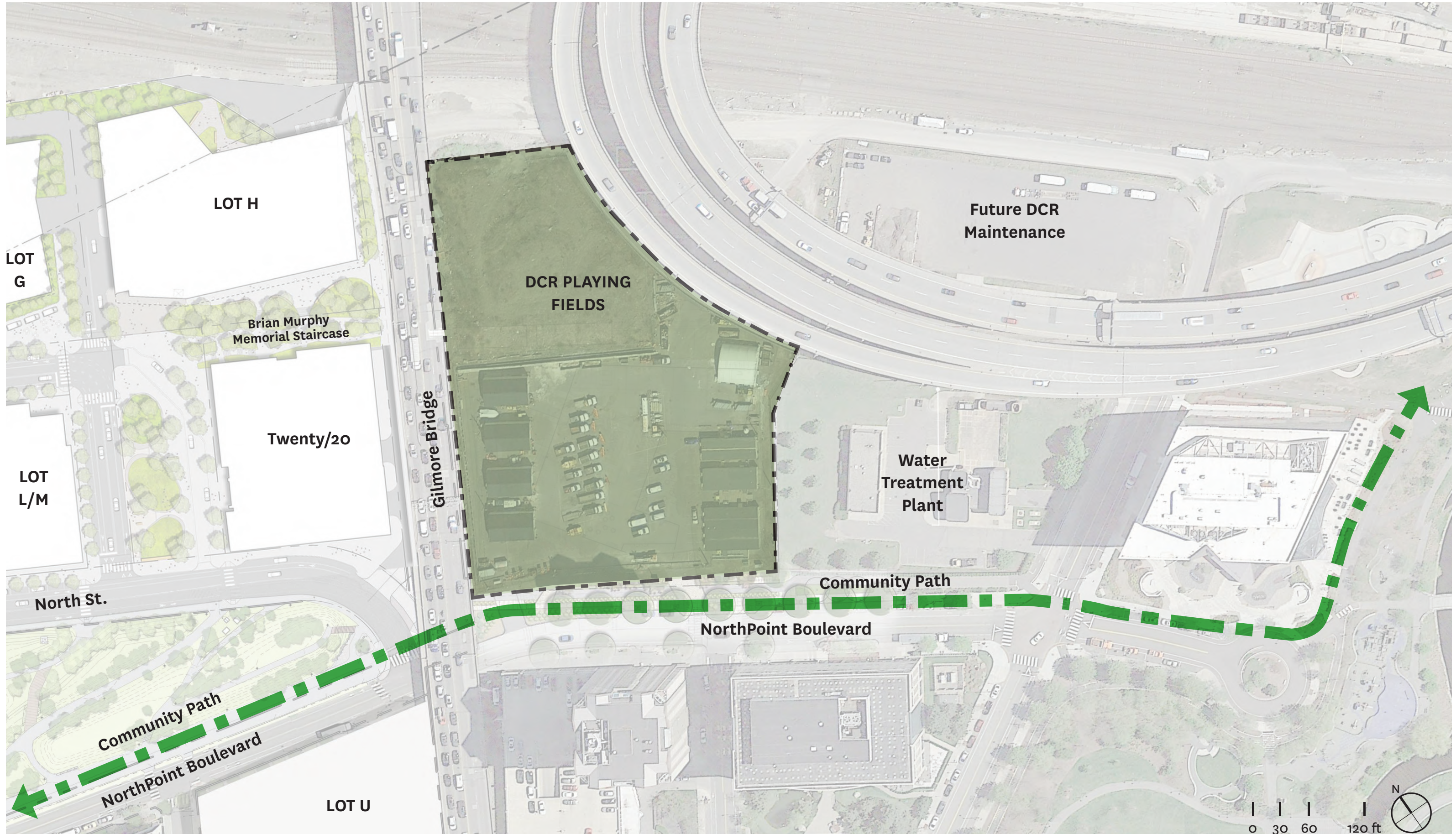
# **APPENDIX A**

## **STUDY OF PATH UNDER GILMORE BRIDGE**

25 October 2017

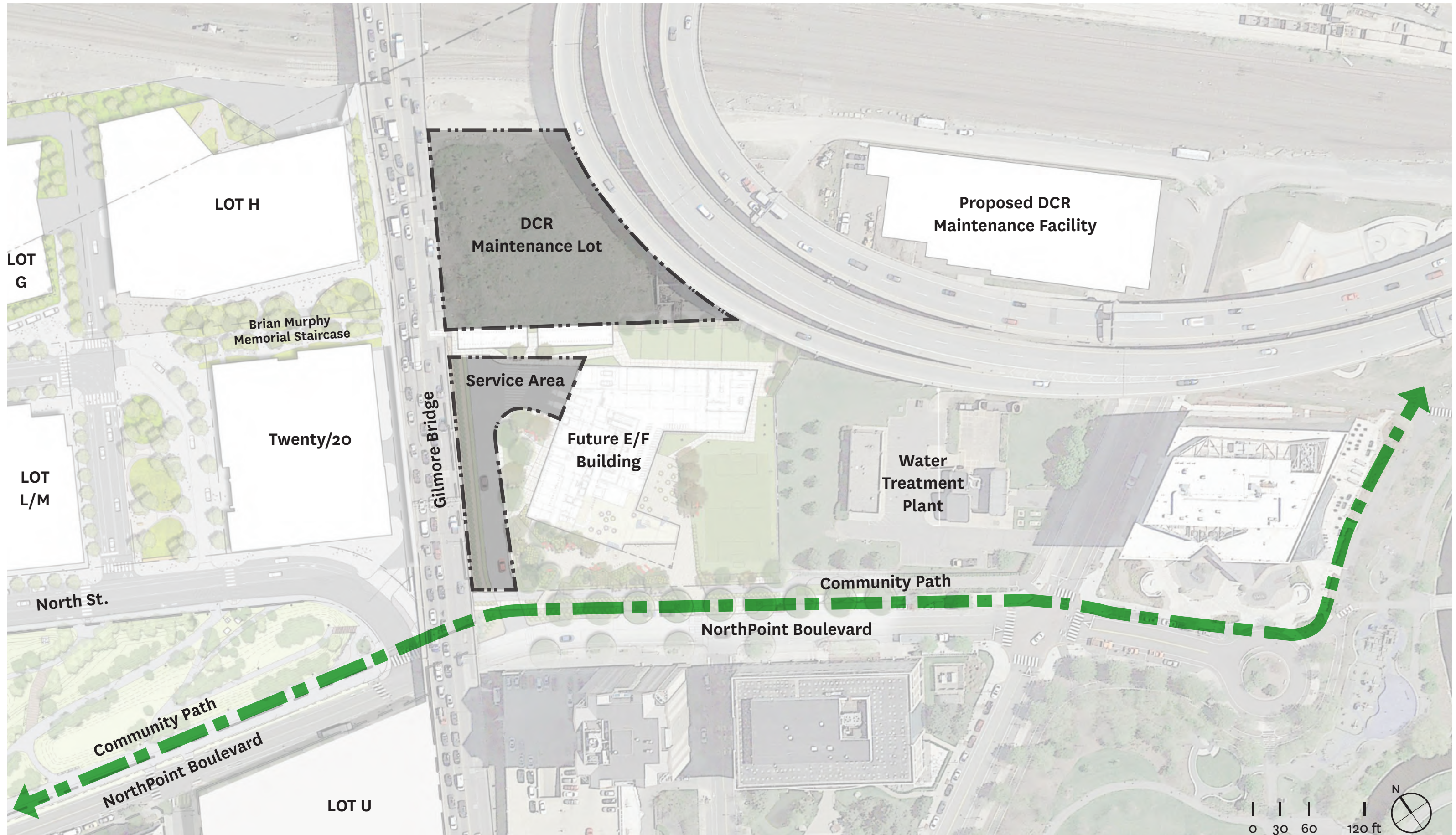


# PREVIOUS MASTERPLAN



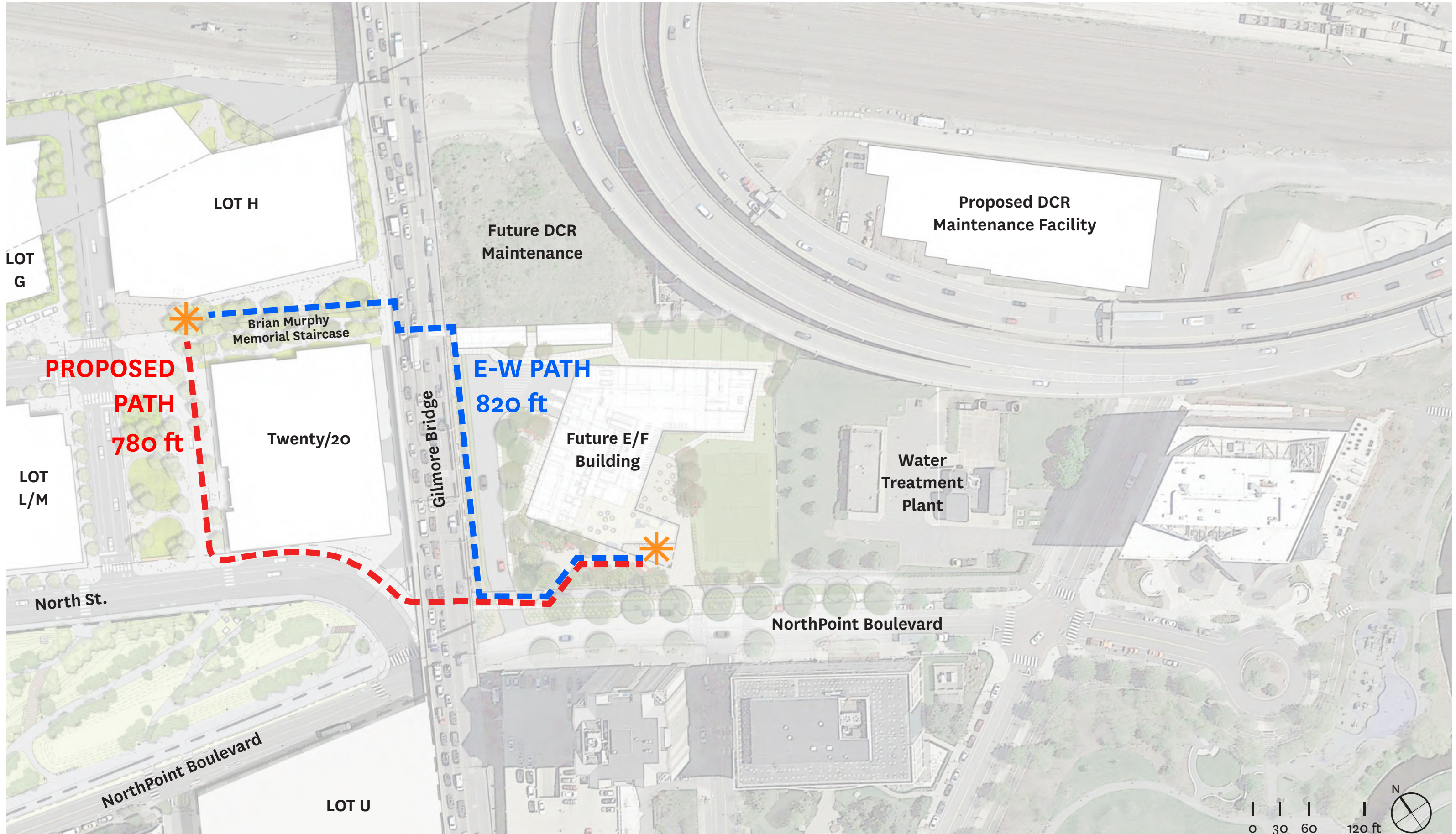


# CURRENT MASTERPLAN - PLAYING FIELDS CHANGED TO SERVICE AND MAINTENANCE



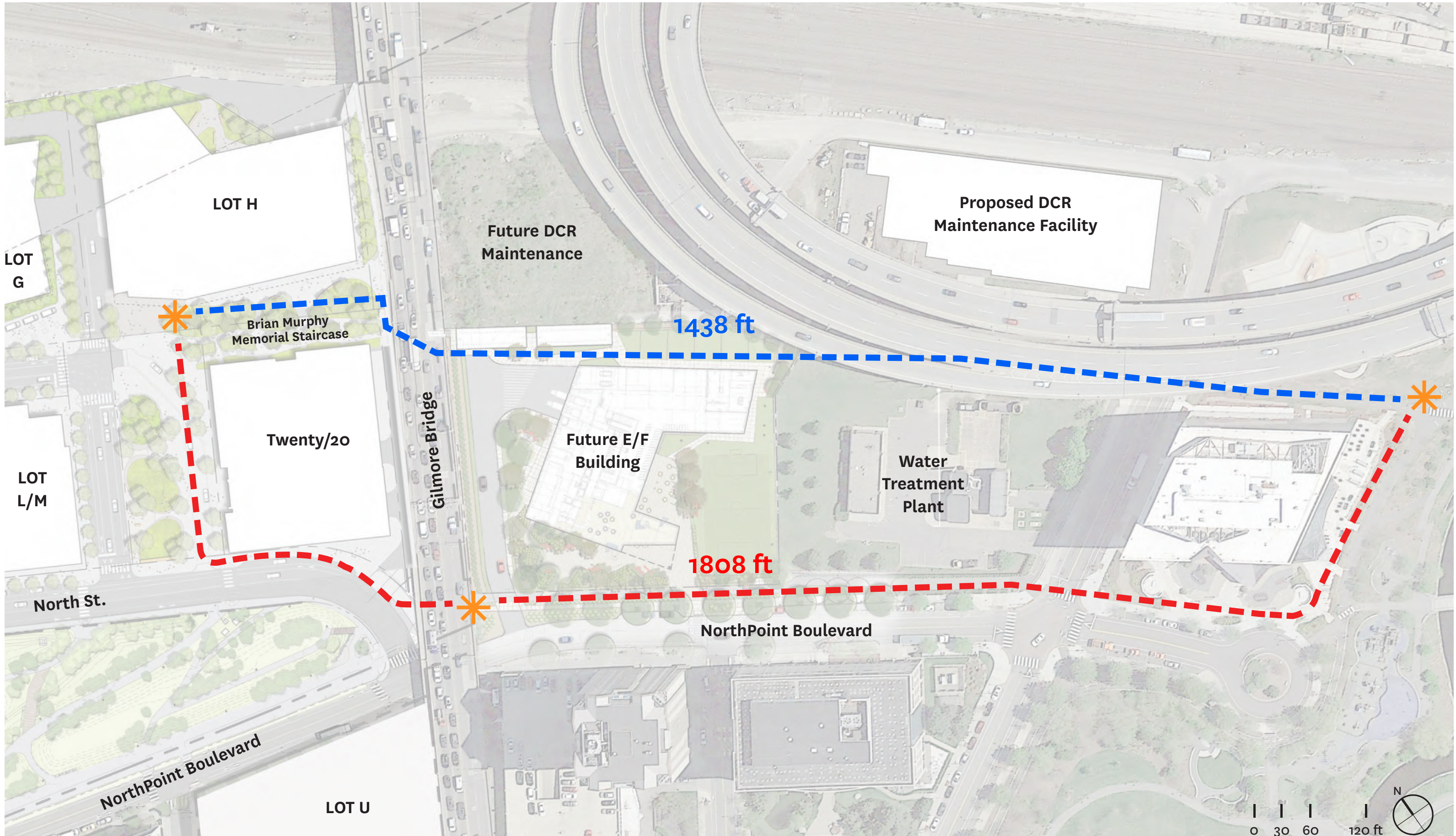


# THE PATH UNDER GILMORE BRIDGE IS LONGER THAN PROPOSED PATH





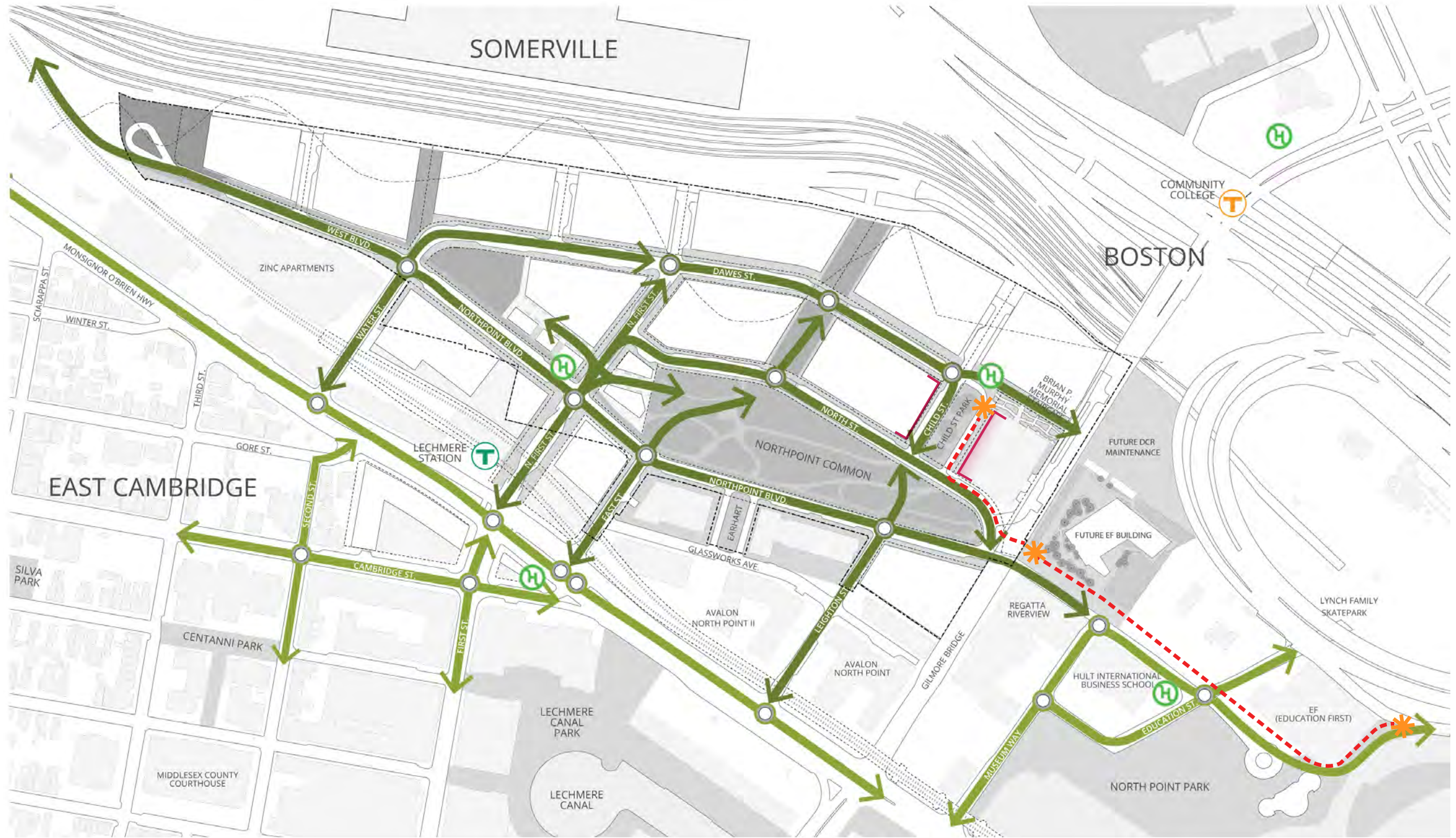
# THE PATH UNDER GILMORE BRIDGE IS SHORTER TO THE NORTH BANK PEDESTRIAN BRIDGE





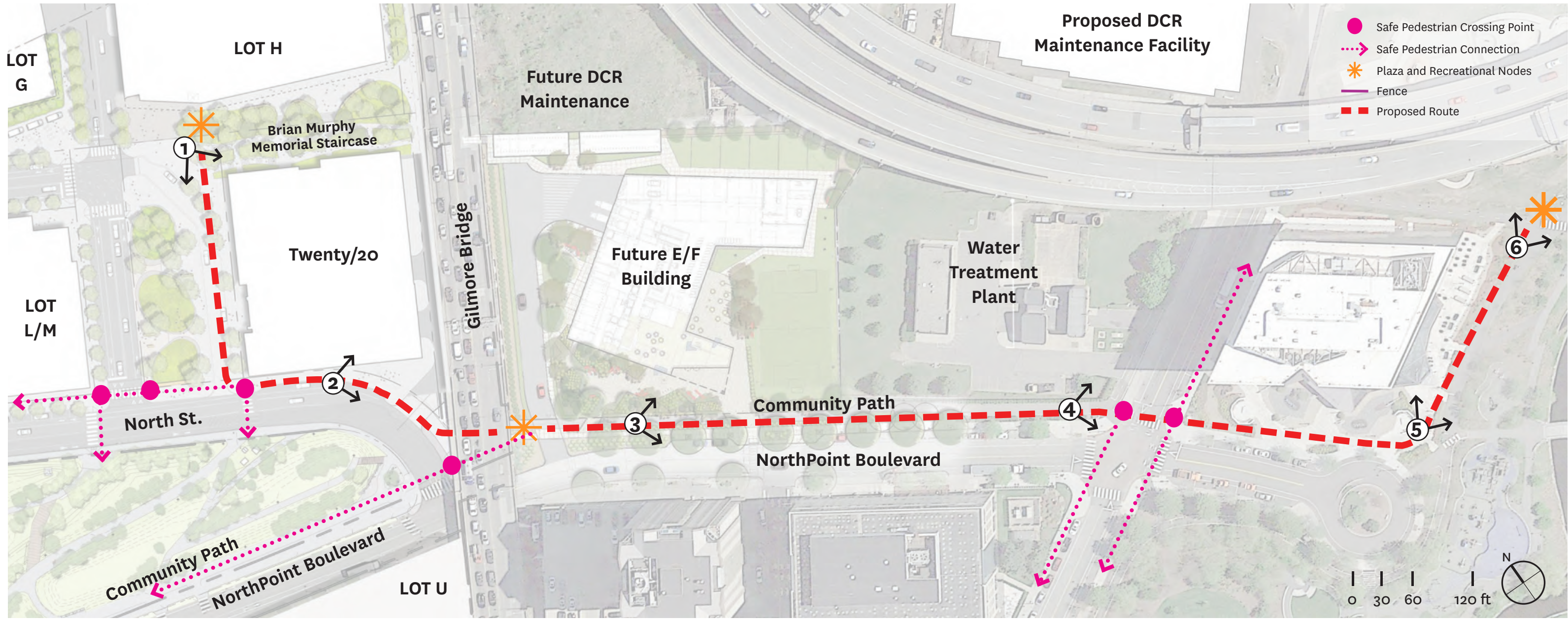
# THE PROPOSED PATH IS CONSISTENT WITH THE MASTERPLAN

- Synergy with Child Street retail
- Strengthen community path linking green spaces in Somerville and Charles River Reservation



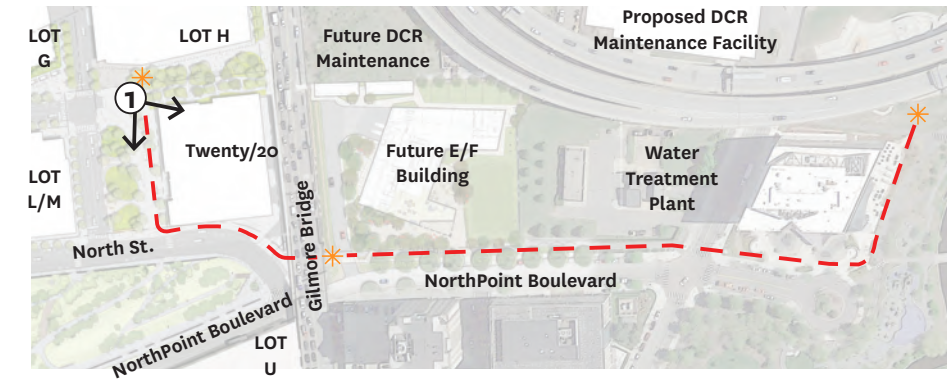


# THE PROPOSED PATH IS SCENIC AND SAFE



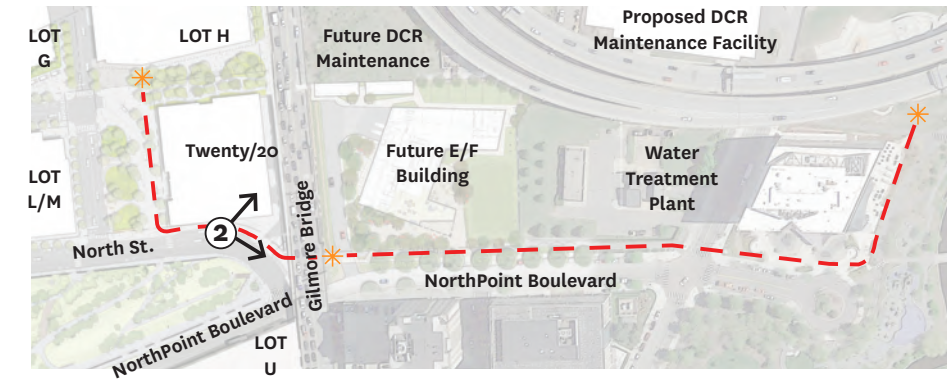


# VIEW 1 FROM THE PROPOSED PATH AT TWENTY/20 GROUND FLOOR RETAIL



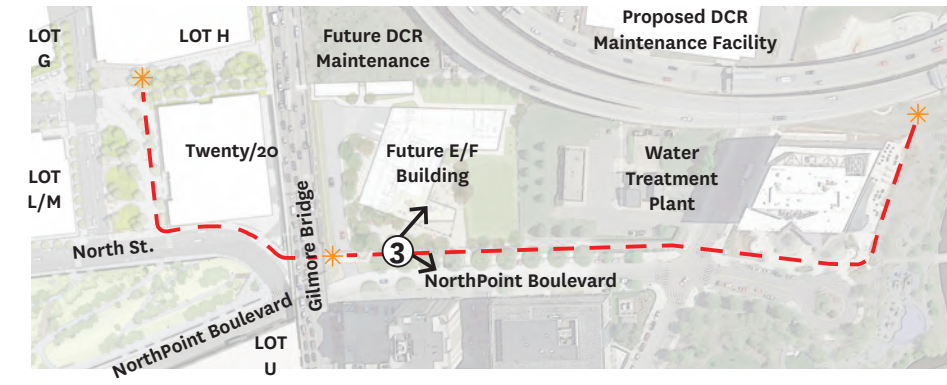


# VIEW 2 FROM THE PROPOSED PATH AT TWENTY/20 NORTH STREET RETAIL



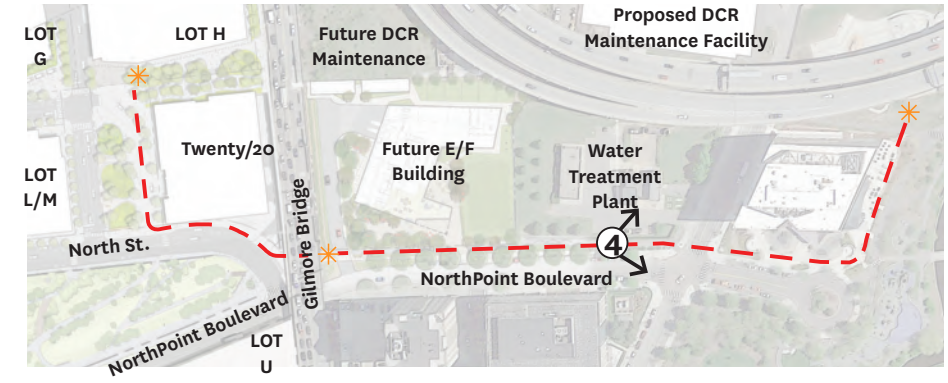


# VIEW 3 FROM THE COMMUNITY PATH AT NORTHPOINT BLVD.



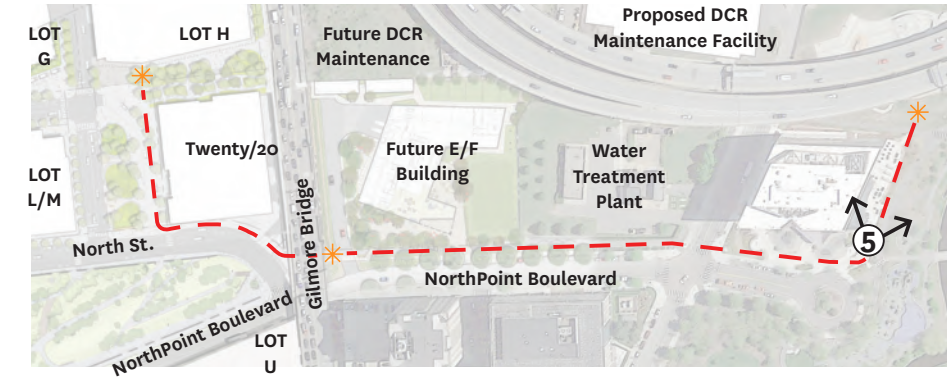


# VIEW 4 FROM THE COMMUNITY PATH AT WATER TREATMENT PLANT



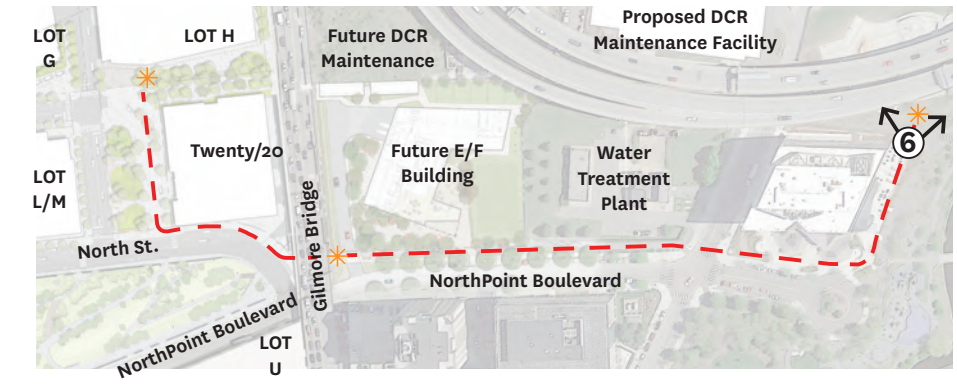


# VIEW 5 FROM THE COMMUNITY PATH AT EF HEADQUARTERS



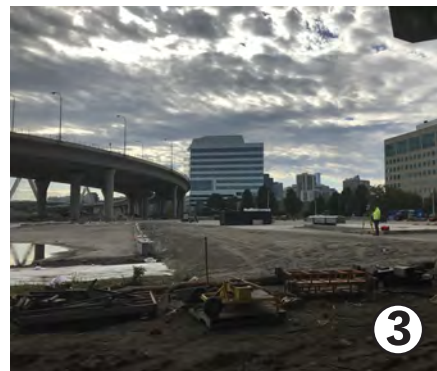
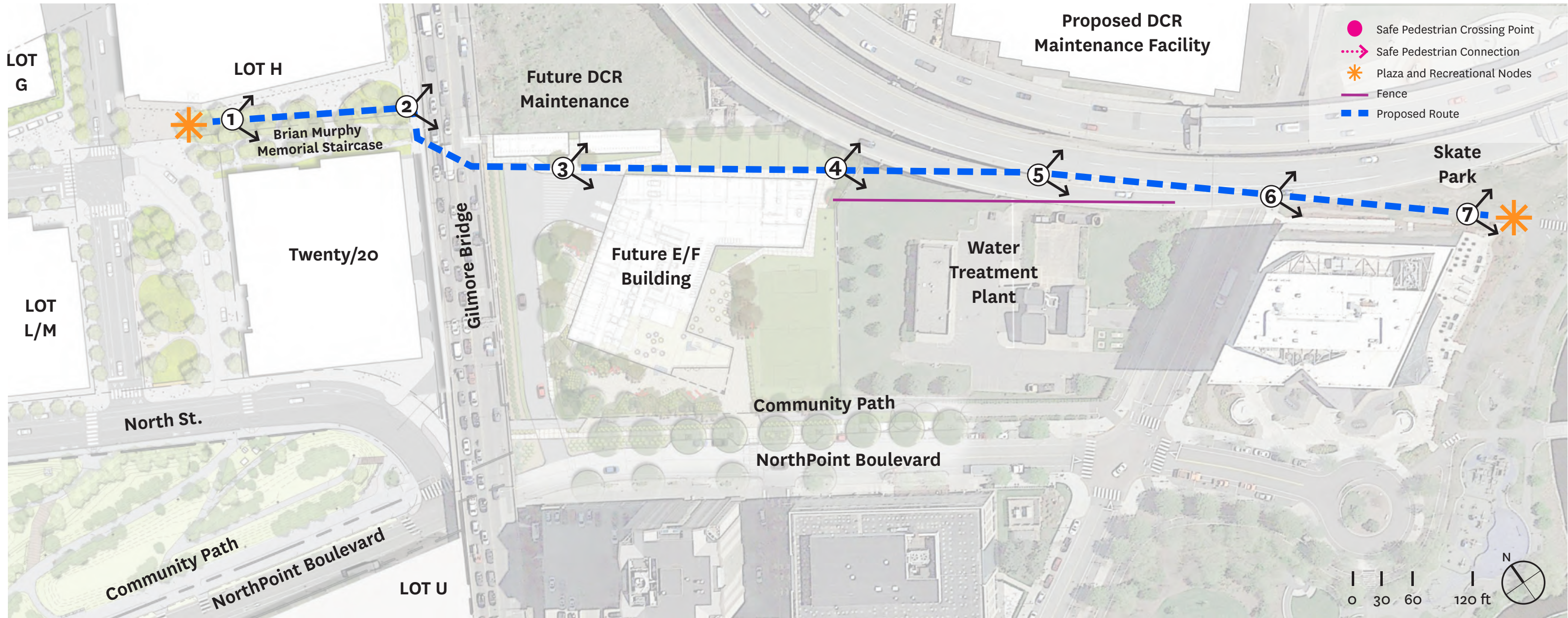


# VIEW 6 FROM THE COMMUNITY PATH AT NORTH BANK BRIDGE



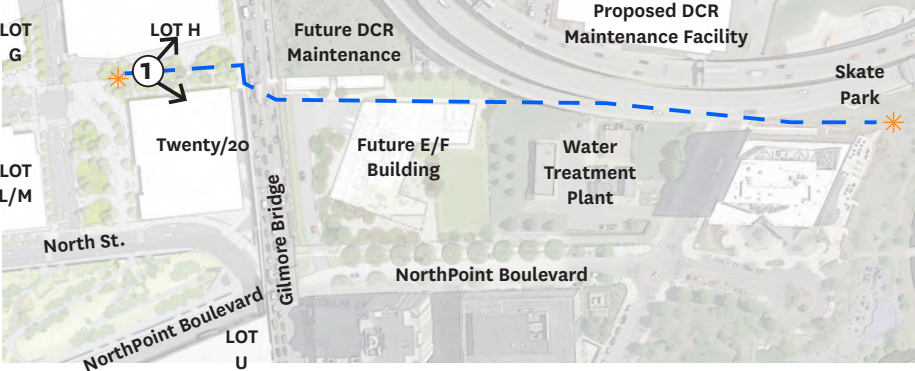


# THE PATH UNDER GILMORE BRIDGE IS NOT SCENIC AND NOT SAFE



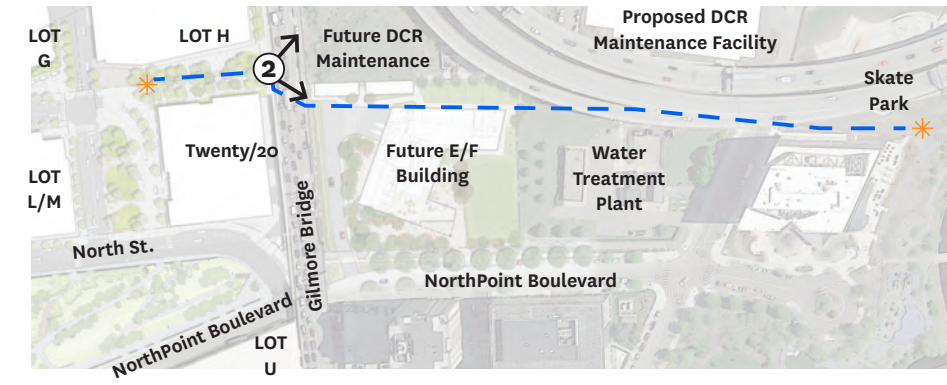


# VIEW 1 FROM THE PATH UNDER GILMORE BRIDGE AT MURPHY STAIRS



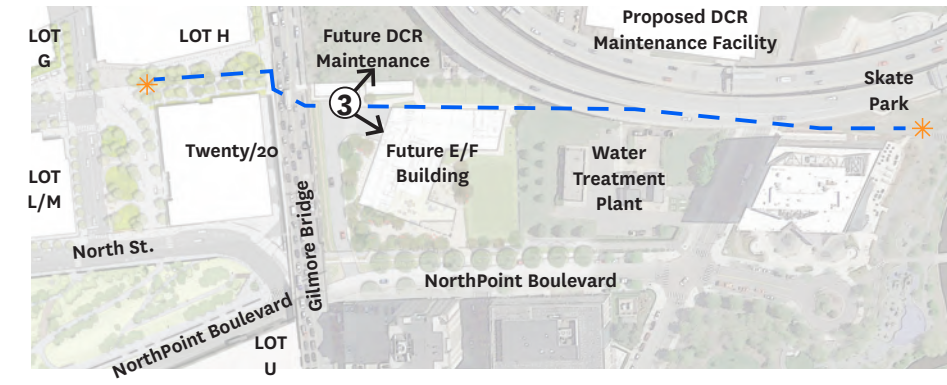


# VIEW 2 FROM THE PATH UNDER GILMORE BRIDGE AT FUTURE H BUILDING



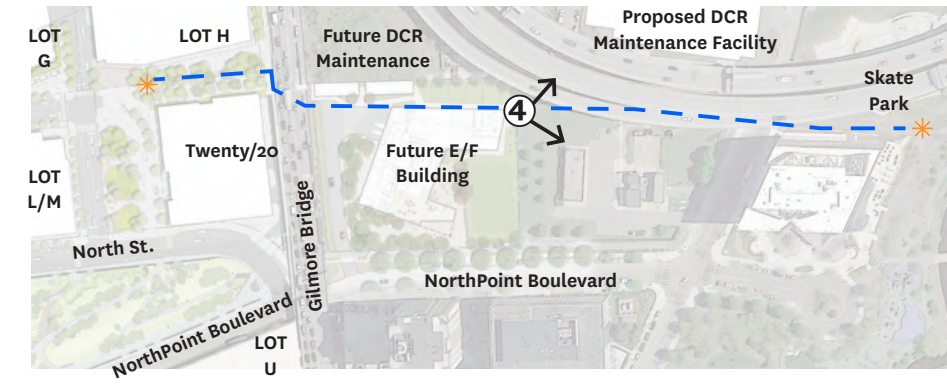


# VIEW 3 FROM THE PATH UNDER GILMORE BRIDGE AT FUTURE E/F BUILDING



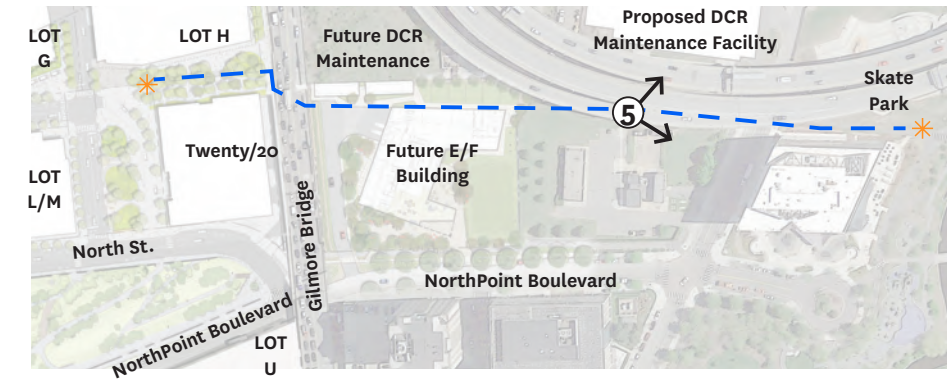


# VIEW 4 FROM THE PATH UNDER GILMORE BRIDGE AT WATER TREATMENT PLANT



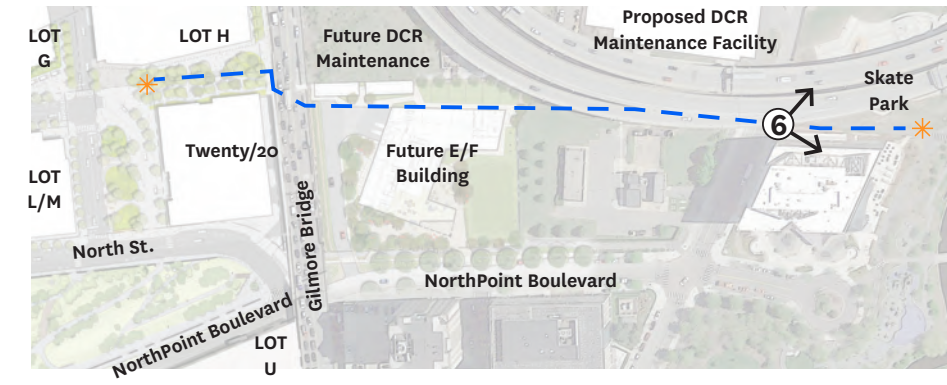


# VIEW 5 FROM THE PATH UNDER GILMORE BRIDGE UNDER HIGHWAY RAMPS



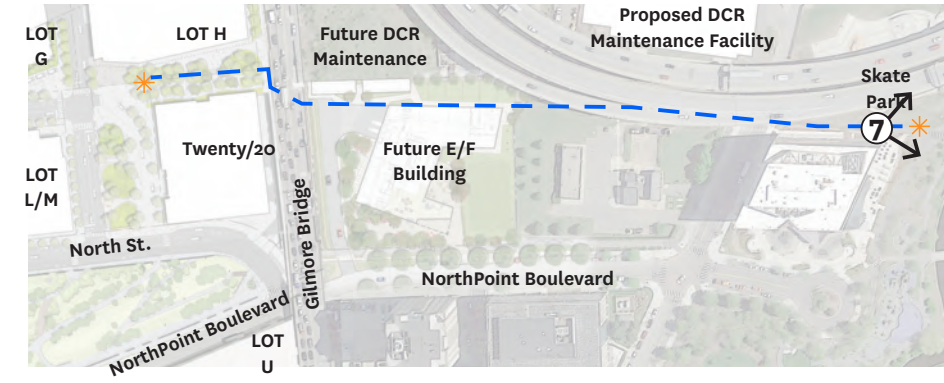


# VIEW 6 FROM THE PATH UNDER GILMORE BRIDGE AT SKATE PARK





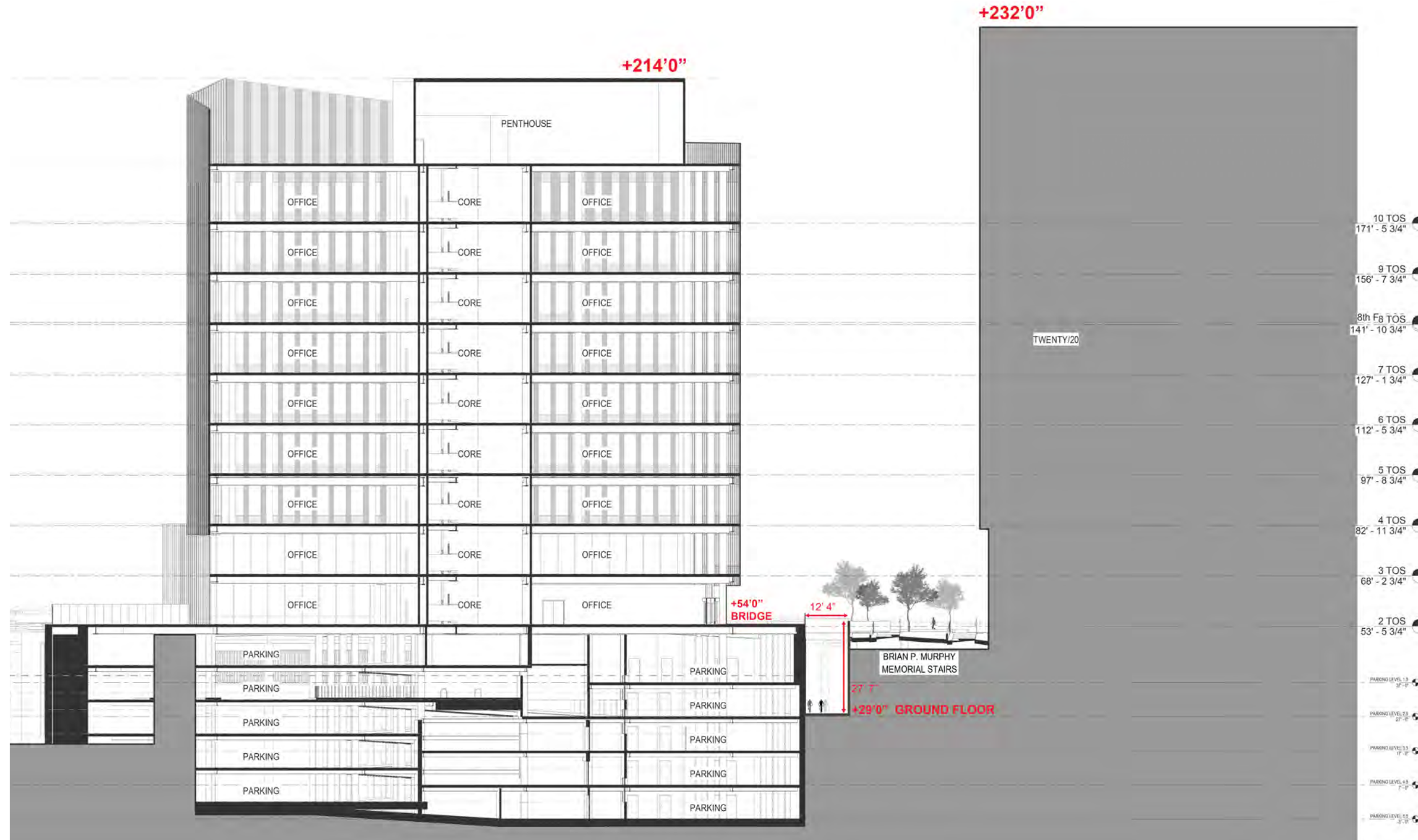
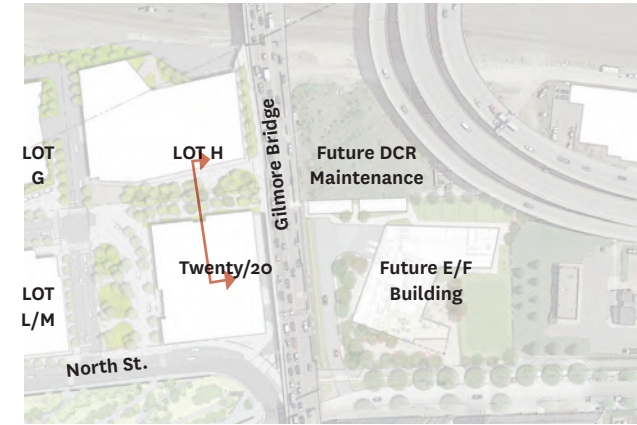
# VIEW 7 FROM THE PATH UNDER GILMORE BRIDGE AT NORTH BANK BRIDGE ENTRY





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

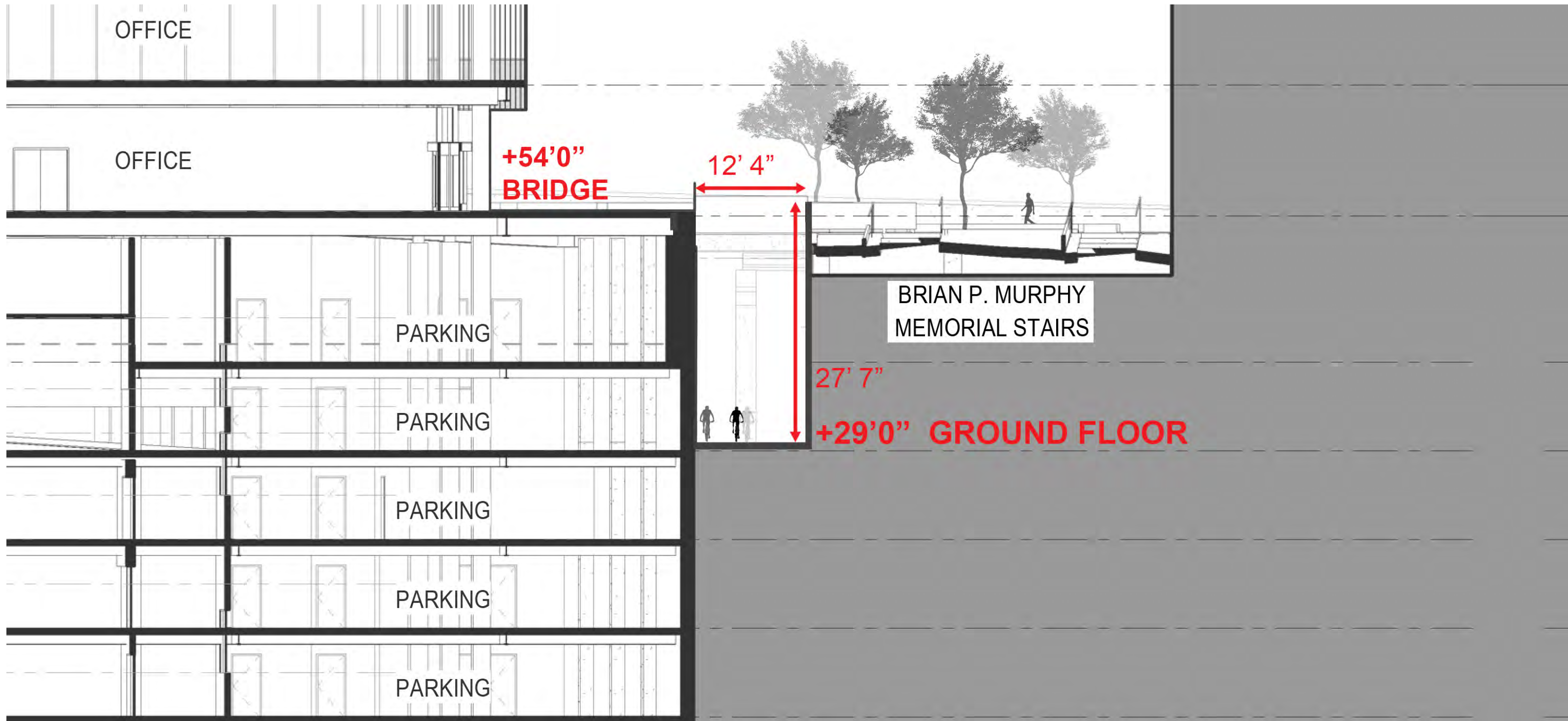
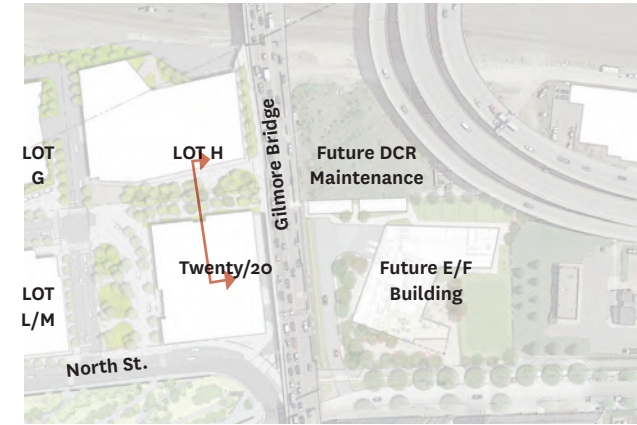
N-S SECTION LOOKING FROM DAWES STREET





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

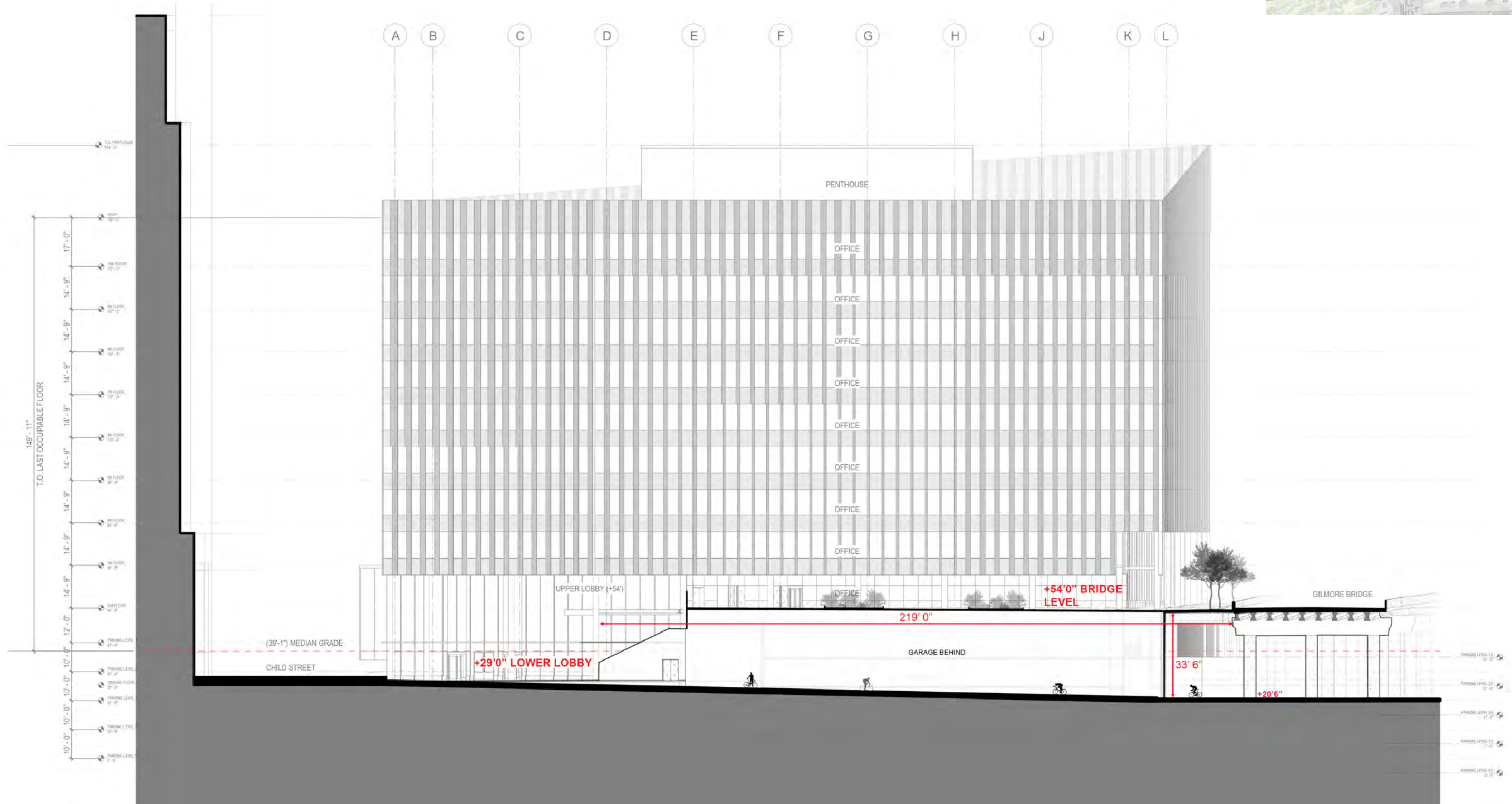
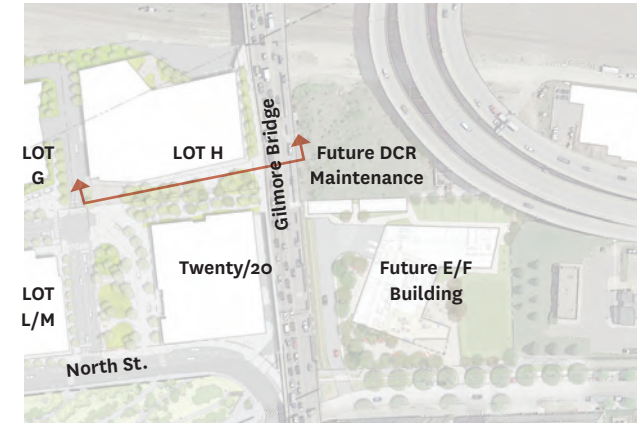
N-S SECTION LOOKING FROM DAWES STREET





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

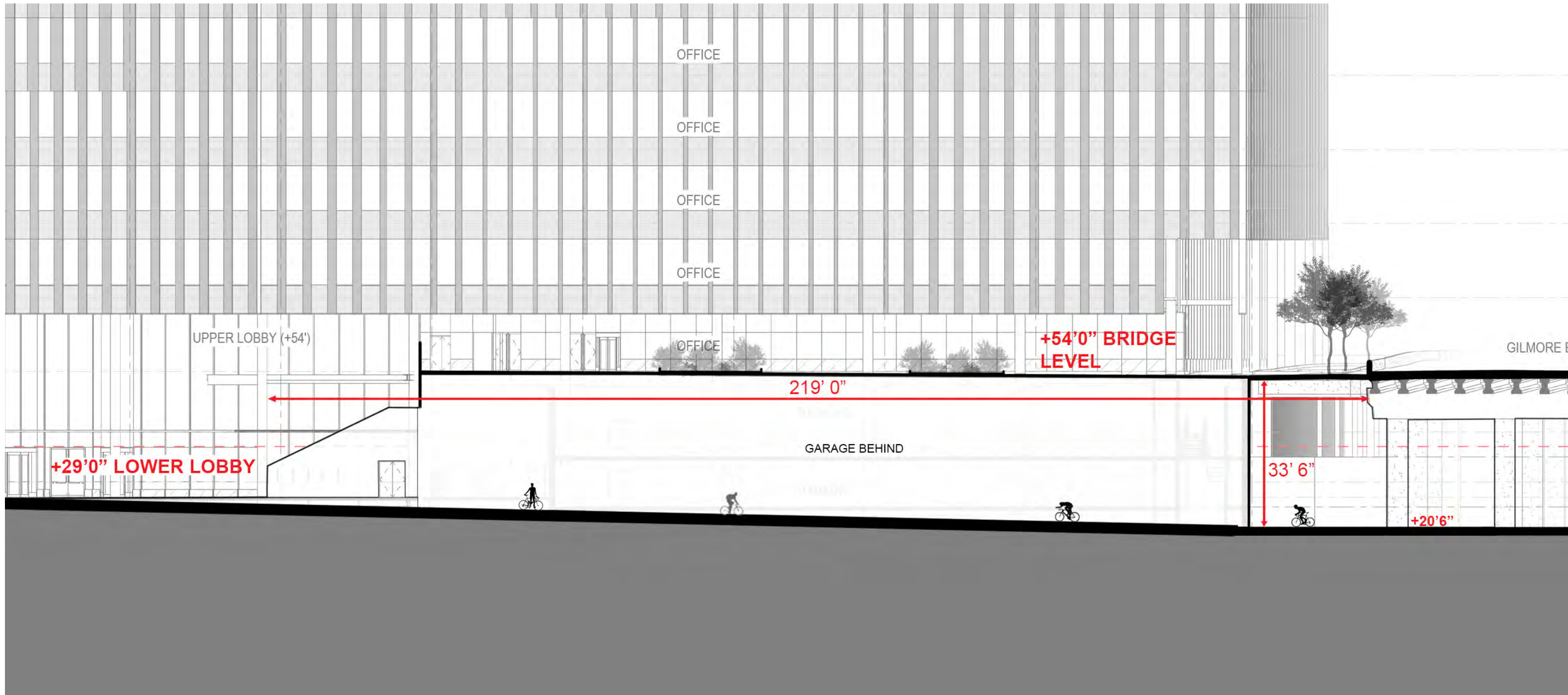
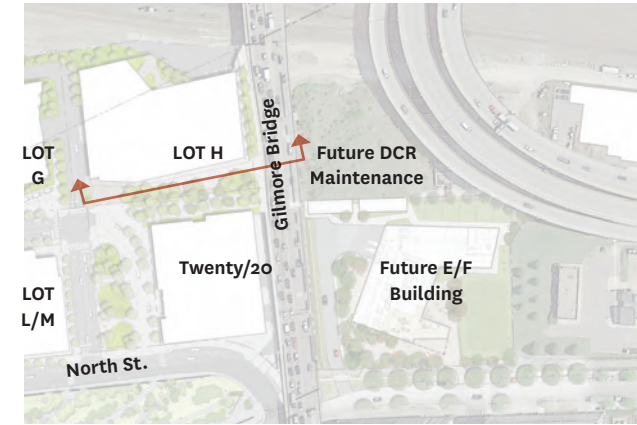
E-W SECTION OF THE BIKE PATH





# 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



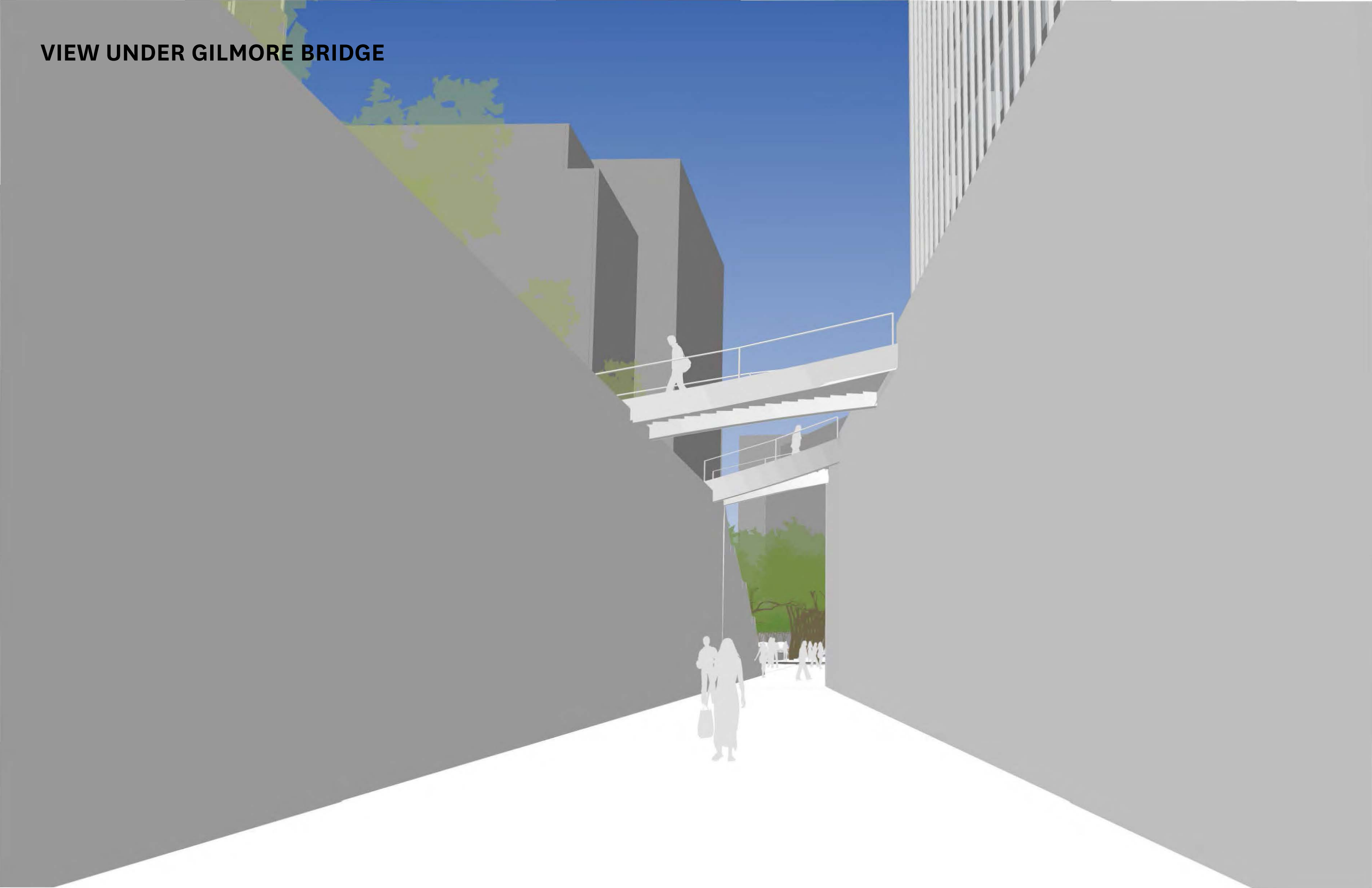


**VIEW UNDER GILMORE BRIDGE**





**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 Size: 79,430 sq ft  
Permitted GFA: 345,000 sq ft

Uses: Commercial  
Parking: Above and below grade

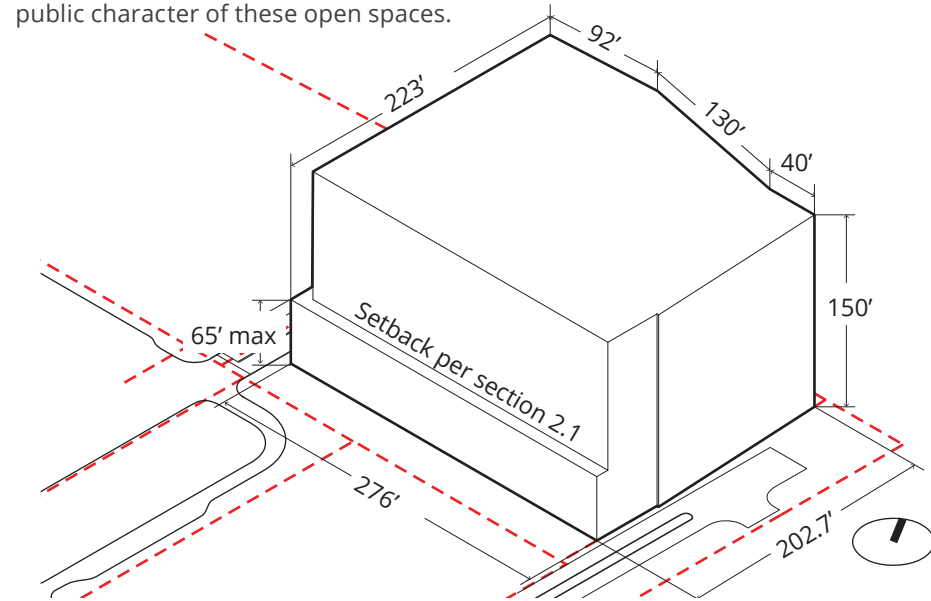
Parcel H is a commercial building prominently located on Gilmore Bridge, the Brian P. Murphy Memorial Staircase and at the end of Child Street Park.

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 encourage entrances at the Gilmore Bridge elevation to create a more dynamic pedestrian environment leading to the Orange Line T stop and Charlestown. The sidewalk on the Gilmore Bridge may be extended up to the building. 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.

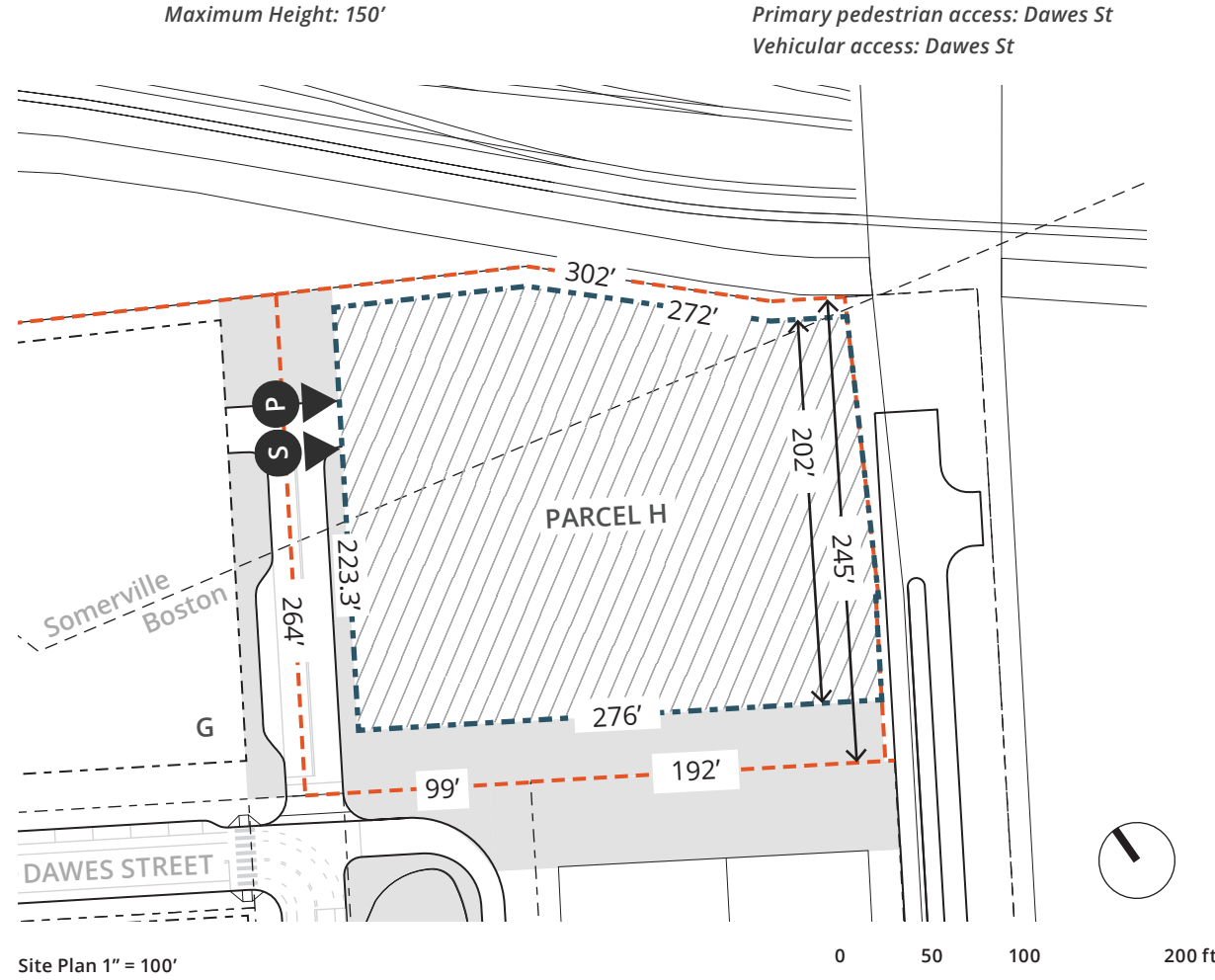
Building configuration shall positively use the orientation and exposure to sun by means of terraces and minimize shadows on parks and surrounding buildings. Top portion of the building should be concentrated to the north of the parcel and set back from Child Street Park to create a comfortable human 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.

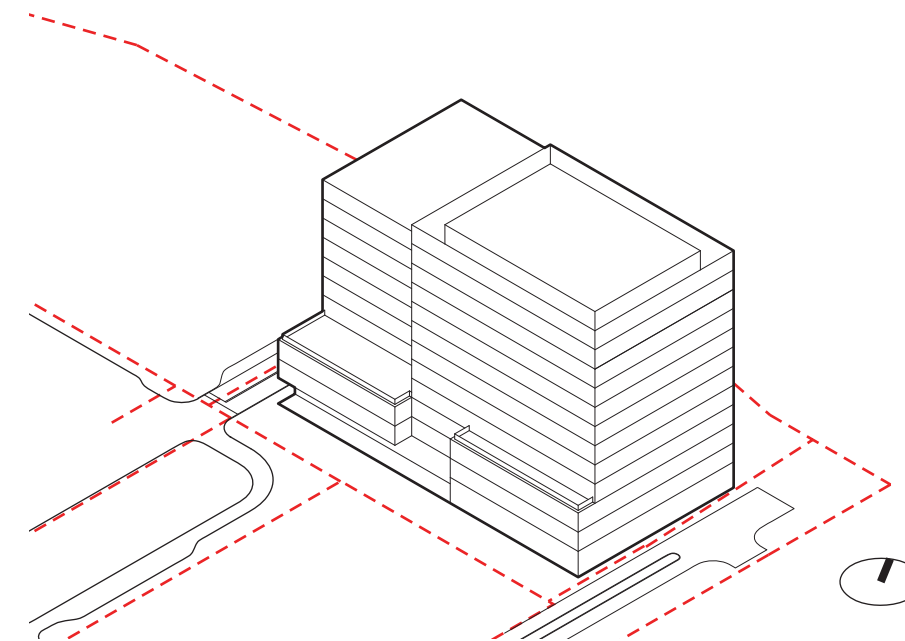


Building Envelope 1"=150'

EXHIBIT: 60 PARCEL H ILLUSTRATIVE DRAWINGS



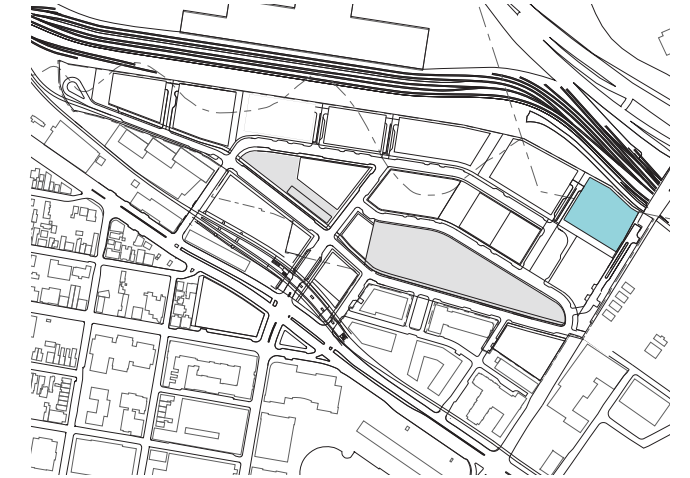
Site Plan 1" = 100'



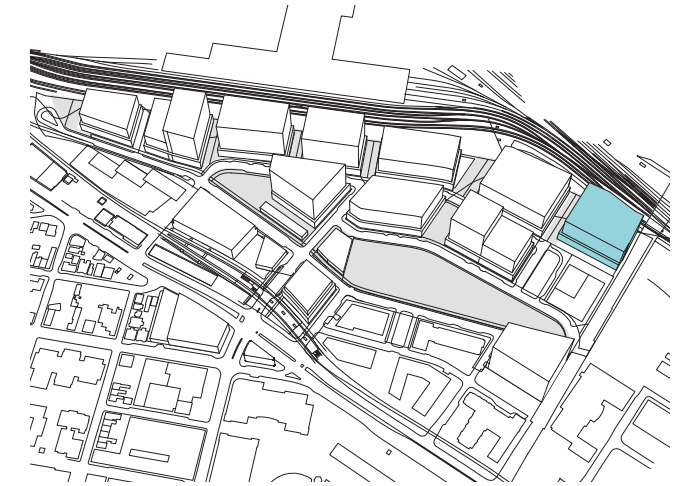
Sample Massing 1"=150'

Maximum Height: 150'

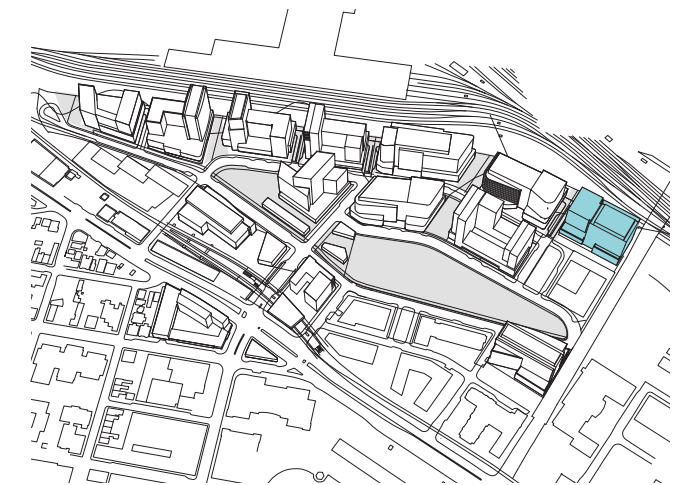
Primary pedestrian access: Dawes St  
Vehicular access: Dawes St



Key Map



Building Envelope Axonometric



Sample Massing Axonometric