

Trinity development meeting, Englewood – 9/21/2004  
Approximately 70 community residents in attendance.

Trinity has made available their presentation boards from this meeting. Here recorded are questions and comments made by attendees during the meeting:

#### General Neighborhood Impact:

As Vince Droser began the presentation, one man asked – “Why so large? Parking will be outrageous. Why are the meetings so secret?” Another man stated that “more trees are needed.” In partial response, Vince brought up a question raised at a previous meeting – “how long was the construction going to be?” – the plan had originally been for sequential timing which would have resulted in a much longer construction time period, but he announced that the T has committed to a simultaneous project of 31-36 months which will shorten construction impact on the neighborhood.

#### Pickup/Dropoff:

Another issue raised by neighborhood residents was the size of the proposed pickup and dropoff area, and its impact on Dorchester Ave. Vince stated that a new concept has been proposed that maintains the same bus pickup/dropoff lane, with a new dedicated lane going opposite from the bus traffic, that leads to 10 pickup/dropoff spaces off Dorchester Ave. The new lane provides for a “landing area” divider at the bus exit. There will be a taxi stand at the north headhouse/Peabody Square end, and 13 new metered spaces for customers along the front of the development site. The bus issues are still to be worked out in a separate meeting with Barbara Boylan in mid-October.

A man made the observation that the new concept helped from a pedestrian viewpoint, by making the bus entry/exit narrower.

The observation was made that this fits in with Transit-Oriented Design, new development standards used to link improved public transit access to real estate projects and to surrounding neighborhoods.

#### MBTA Issue:

A woman noted that she wrote to the MBTA that The Ride ought to have a designated spot nearer the station, and had not heard back yet.

After Vince started presenting the latest proposed concept designs, there was a comment about the outdoor spaces – could there be balconies or roof terraces?

Another man asked – “This is a prime location, one of the best spots around. Why isn’t the building taller?”

The design of the development is relating to the historic neighborhood surrounding it and also with the contemporary design (long roofline) of the new station.

A question – How tall is the roof structure on the T station? Maybe 40’.

Comment – angular roof on turret of O’Briens Market, swoop of T station, why is development corner in between flat? Vince answered it is still in design. Another comment was made about there being an opportunity for a landmark, such as the S.S. Pierce building in Coolidge Corner.

Question – “What is going above retail at Nstar parcel?” Housing units.

Question – “What is big flat grey area?” within the main development project. It is the roof over the retail portion. Someone suggested it would be an ideal southfacing location for a roof garden. Observation – May want to take a look at the Quincy Center T station, has similar issues.

Comments – “Maybe the front corner could have an octagonal shape. Maybe a vertical element could emphasize the retail area. Perhaps a business such as Bertuccis might be interested in this location. Or Not Your Average Joe’s.

Parking:

A question was asked – “Where is the parking for visitors to the housing units? And for retail customers? They will need people coming in cars to sustain their business. The response was that there will be metered spots out front for customers, but since there are over 17,000 commuters using the station every day, this is a transit-oriented development designed to serve that type of location.

Question – “Where will teenagers hang out? Need a place for them. Some people are intimidated.” Response – when the street is active, they will be less likely to hang out, maybe a spot elsewhere close by can be designated for teens.

Then the Boston Redevelopment Authority’s Article 80 process was outlined.

A question – Will MEPA be triggered? Is an ENF necessary? Response was maybe the project wouldn’t trigger the thresholds.

At the end of the meeting, a resident made the suggestion that Ashmont train stop be renamed “Ashmont/Peabody Square.” This name change would better describe the station and its position anchoring the business district. Other Red Line stops have been renamed in the past to reflect changes in the areas surrounding the stations. His suggestion was well-received.