

Cogswell District - Design Input Review
Goals Matrix: Evaluation

This page evaluates how well the metrics are met in the 60% design plan. Given that the design is in progress, we know that a number of metrics will be considered in future phases of design. For now, this evaluation is based on what we could observe in the plan available.

Goals	Metrics: Space	Present in Plan?	Evaluation Notes
<i>The six Council approved goals guiding Cogswell District development</i>	<i>The infrastructure or physical features that identify how the design addresses the goal</i>	  	<i>Gehl based our evaluation on what we could observe in the 60% design. We understand that many of the details described in the metrics are being considered in more detailed design phases, but given our role to provide design input we based this evaluation on what we could observe.</i>
A walkable, transit oriented neighborhood	Streets are safe from traffic (wide sidewalks, frequent crosswalks, pedestrian-oriented wayfinding, buffer zones from traffic)		Sidewalks and a multi-use trail are present, but edge conditions between public spaces and streets are unclear, such as at Poplar Park, indicating pedestrians could feel exposed to traffic.
	Streets are safe from crime (well lit, opportunities for eyes on the street, active frontages)		Parking lots, such as along Barrington Street at the Water Treatment Plant, create gaps in ground-level activity. It is unclear where or if pedestrian-oriented lighting is present along the streets.
	Spaces and streets utilize positive aspects of the microclimate and protect from negative (sun, shade, wind, rain)		It is unclear how provision is made to the micro-climate in the design. Towers appear to cast shadows and create wind tunnels.
	Pedestrians have places to rest or sit		Transit stops are integrated into the sidewalks along Barrington Street, but it is not clear how the Transit Plaza connects to Granville Square.
	Buildings are designed at a human scale: ground floor building facades and entrances are oriented to pedestrian heights and site lines and provide a varied experience at street level that stimulates the five senses (i.e. human brains need one stimulus every four seconds to be pleasantly engaged)		
	Destinations are connected by high quality pedestrian and cyclist networks that follow desire lines		Dedicated bus lanes are provided along Barrington Street.
	Space is dedicated for transit		It is unclear how the buildings meet the ground level or relate to pedestrian site lines. Block footprints are large and buildings are tall. It is unclear how building set-backs will be designed.
	Public transit plans relate to citywide or adjacent transit planning efforts		A protected multi-use trail is provided along Upper Water Street and sections show buffer zones for plantings, but blocks are long and crossings infrequent. Roundabouts prioritize the flow of vehicles and don't provide protected space for cyclists to cross east-west. Inactive street edges also detract from the pedestrian walking experience. It is unclear where people will be invited to rest along the trail.
	Transit hubs and stops are treated as public spaces as well as places to wait for transit		Cogswell District includes streets that carry a large volume of bus traffic and coordination is being made with the transit agency. Consideration should be made to how impacts from noise, fumes and size/speed of buses will be mitigated, as well as to how cyclists will use Barrington street.
Re-establishing the grid block structure of downtown	Streets relate to the existing grid pattern		Public spaces are provided, but it is unclear where or what type of seating will be included. There is opportunity to make these stops places that contribute to the streetscape.
	Culture, heritage, character, and context are reflected in buildings, streets, and open spaces		Blocks are large with infrequent pedestrian crossings.
	Blocks are compact and walkable		Roundabouts are designed to accommodate vehicular traffic flow. Streets do not continue the fine grain street pattern found in downtown or North End.
	Diversity of street types		The large block sizes, long blocks with infrequent crossings, and lack of culture or heritage symbols in the plan make it unclear how this is being addressed.
	Diversity of building types		Roads are oriented towards moving vehicular traffic. There is room for more diversity and to make sure streets are designed as places.
Reconnection of neighborhoods	It is convenient, safe, and pleasant to walk or bike between neighborhoods and destinations: to the waterfront, North End or Downtown		Podium towers are the predominant building type, but townhouses are present. There is room for more variety in the development.
	Human scale streets connect Cogswell to the surrounding neighborhood (north-south and east-west)		The plan indicates that a bike lane will continue on Cogswell Street to the Commons, but otherwise it is unclear what the quality of experience will be for walking or biking along Proctor or Cornwallis streets.
	Clear entry and gateway features exist that invite people in to the district		It is unclear what the character of connector streets as they are not incorporated into the 60% plan, except for Cogswell Street.
	Community needs are represented		There is a lack of a welcoming gateway into the District at Cornwallis or Proctor streets.
	Presence of local cultures, such as through local landmarks, symbols, and local art		It is unclear how community needs are met in the current plan or where community and social spaces (schools, community centers) will be located.
A mixed use core	A mix of land use and programming: residential, commercial, retail, cultural, heritage, and public amenities		This is not identified as a goal in the six Council goals and it is unclear how local culture is present in the 60% plan.
	Opportunities for local ownership and diversity of ownership (ground floor businesses, etc.)		The District can support a variety of land uses and programming, but distribution of uses is currently unclear.
	A complete neighborhood: offers full amenities and service through weekday and weekend (especially amenities that respond to adjacent neighborhood needs)		It is unclear how diversity of local ownership will be fostered or invited.
	Affordable housing included in residential developments		It is unclear how or where these amenities are provided, but there are goals to make sure retail is offered.
	Presence of places for different activities and flexible spaces		It is unclear how affordable housing will be part of the new development.
	Amenities relate to community needs and desires		Space exists for diverse activities, but it is unclear how programming zones will be defined in the design.
Prioritize active transportation	All streets provide space for safe walking and biking (i.e. kids can bike safely)		While a multi-use trail is provided, roundabouts and the lack of bike lanes on Barrington Street prioritize the movement of vehicular traffic.
	Bike lanes are consistent, connected, continuous, comfortable, and protected from traffic on streets and through intersections		Where bike lanes are present, they are protected - on Upper Water Street and Cogswell Street - but some streets lack bike lanes all together - such as Barrington and along the roundabouts.
	There are safe, inviting places to rest (seats, activities)		It is unclear how seating will be provided.
	Consistent lighting contributes to sense of safety at night		It is unclear how streets will be lit.
	Paths and destinations are connected and follow desire lines		While desire lines have yet to be uncovered, the lack of pedestrian crossings at all intersections indicates this needs to be addressed.
	Curbs are designed to reduce vehicular travel speeds		Intersections and curb radii appear wide to accommodate vehicular traffic, but bus transit agencies typically do request 3.5 meters per lane.
	Wayfinding is clear and consistent		It is unclear how wayfinding will be incorporated into the District.
Well designed public and private spaces	There is a complete public space network that offers opportunities to have a range of experiences and engage in different programs or activities, from interacting to being alone, to attending events to engaging in informal activities		The spaces to create a complete network exist, but it is currently unclear how they relate to each other.
	Public space design features encourage lingering: there is seating, formal or informal, shade, evidence of programming, toilets, greenery, and features for families and play		It is unclear how the public spaces will be programmed or designed in more detail.
	Lighting structures are designed to illuminate sidewalks and pedestrian areas		It is unclear how streets will be lit.
	Presence of seating, formal and informal; and orientation of the space to adjacent streets		It is unclear how or where seating will be present in public spaces or along the streets.
	Presence of places to enjoy the positive aspects of the climate		It is unclear where there will be places to enjoy positive aspects of the climate - such as to sit in the sun when it's cold - or to find protection from negative aspects, such as hail. A sun and wind analysis has not been conducted.
	Opportunities to express local heritage and commemorate culture		It is unclear how or where local heritage or culture will be incorporated into the plan.
	Opportunities for community safe spaces (places where people know they are welcome and can find a safe haven)		It is unclear where these spaces will be located.

KEY	
	The plan addresses these metrics very well
	The plan touches on these, but there is room for improvement
	It is not clear how, or the plan does not, address these metrics