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planning department

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BARRY'S QUARRY STUDY

AUGUST, 1970

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Hyde Park
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1970

BARRY'S QUARRY STUDY

AUGUST, 1970

Boston Redevelopment Authority
Planning Department
District Planning Program



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I. INTRODUCTION

There is a serious need for an increase in the supply of housing in the metropolitan area. The demand for this new housing, however, seems to be focused within the City of Boston, where available vacant land is at a premium and where community opposition to new housing proposals has recently reached levels heretofore known only in the suburbs.

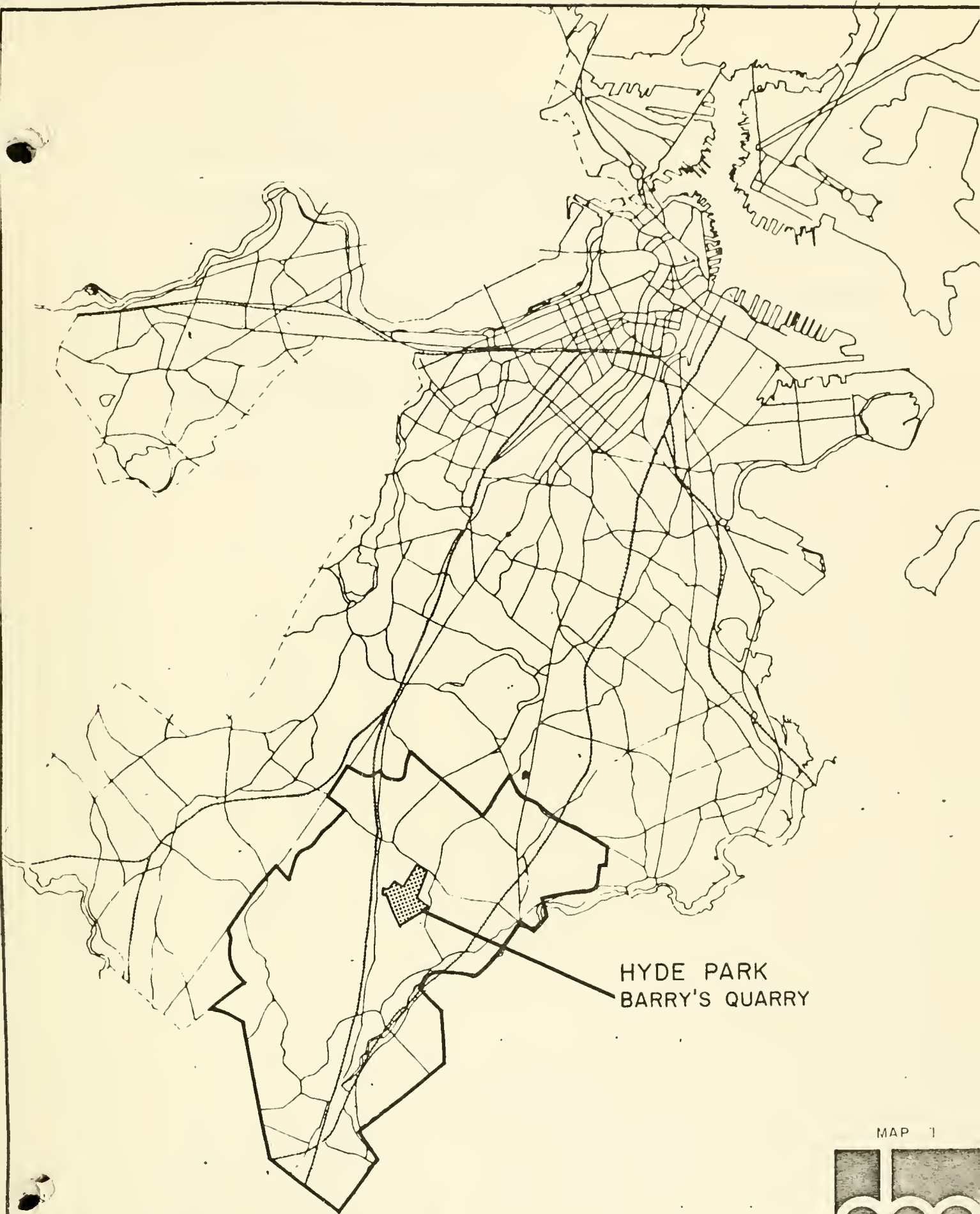
In order to facilitate the building of housing in Boston that (1) is of the kind that is in shortest supply and that (2) will enhance the neighborhoods in which it is located, the Boston Redevelopment Authority has established a "New Neighborhoods" program. Studies have been undertaken of a wide variety of vacant and underutilized parcels throughout the City to determine the feasibility of building housing on them. Included in the studies have been evaluations of potential uses other than housing, particularly new public facilities that may be needed in the local neighborhood. Upon completion of these feasibility studies, Barry's Quarry was chosen as one of the half-dozen sites within the City that offers the greatest potential for constructing new housing. This report is an examination of that potential.

Barry's Quarry is located on Cummins Highway in the Hyde Park-Roslindale area of Boston (see Map 1). It consists of 64 acres of land, most of which at one time was an active quarry. It is one of the largest tracts of vacant land now existent within the City, and it appears that it has remained this way for so long because of unusual site development problems.

This report proposes two development alternatives for the Barry's Quarry site, each of them representing a combination of new housing and new public facilities. They are the following:

1. A new campus-type high school to serve the southern part of the City of Boston and up to 1,000 units of housing.
2. A new town in-town development of up to 2,400 units of housing for a variety of income groups and family types, and a new elementary school and related public facilities to serve the new residents.

The report is arranged in a format that is similar to the methodology used in evaluating the potential uses of Barry's Quarry. The first section is an examination of the characteristics of the neighborhood surrounding the Quarry, with particular emphasis given to identifying trends and determining strengths

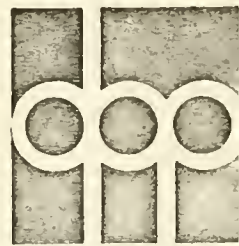


HYDE PARK
BARRY'S QUARRY

MAP 1



DISTRICT PLANNING PROGRAM
BOSTON REDEVELOPMENT AUTHORITY



and weaknesses. The second section explores the nature of the site itself, including its ownership, topography and developmental suitability. The third section briefly states the development objectives, which are based on the results of the first two sections. The last section is a detailed description of the several development alternatives that are the most desirable and/or feasible.

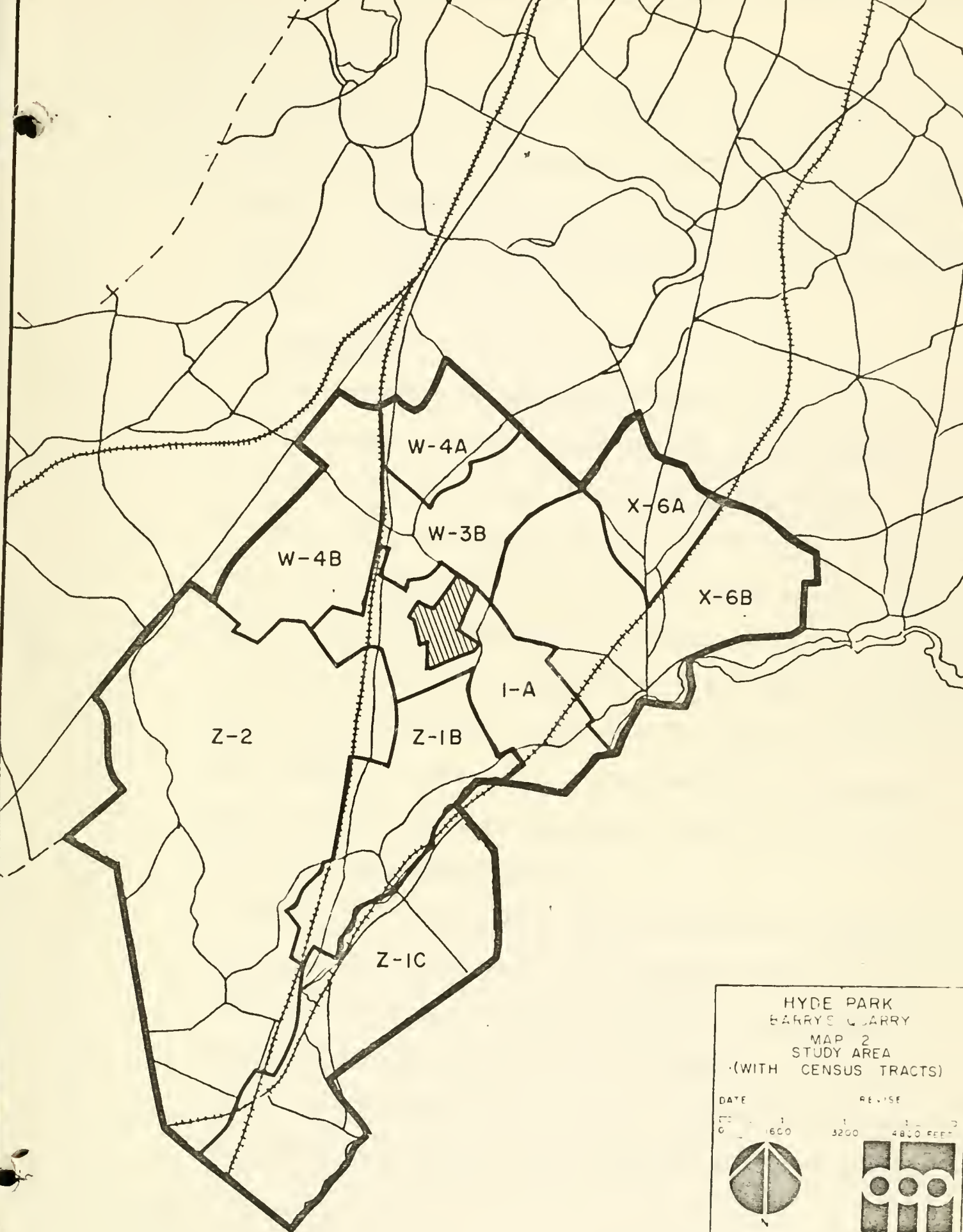
II. DESCRIPTION OF STUDY AREA

A. Location

Barry's Quarry is located in the northern part of Hyde Park and it is adjacent to the southern part of Roslindale and the western part of Mattapan. A study area consisting of nine census tracts within these three districts has been delineated for the purposes of this analysis and this is shown on Map 2.

The site itself is bordered on the north by Cummins Highway at a point directly opposite the Calvary Cemetery. On the west, there is a shopping center and several hundred feet of frontage on American Legion Highway. The remaining periphery of the site on the southwest, south and east abuts a single family residential area.

The general character of the area surrounding Barry's Quarry could best be characterized as suburban residential. Single and two-family houses are predominant within a mile radius of the site although there appears to be an increasing spot development of medium-rise apartments, particularly along Hyde Park Avenue, American Legion Highway and River Street. Small commercial areas exist along





HYDE PARK
 BARRY'S QUARRY
 MAP 2
 STUDY AREA
 (WITH CENSUS TRACTS)

DATE _____ REVISION _____

SCALE: 1" = 1600 FEET

SCALE: 1" = 3200 FEET

SCALE: 1" = 4800 FEET

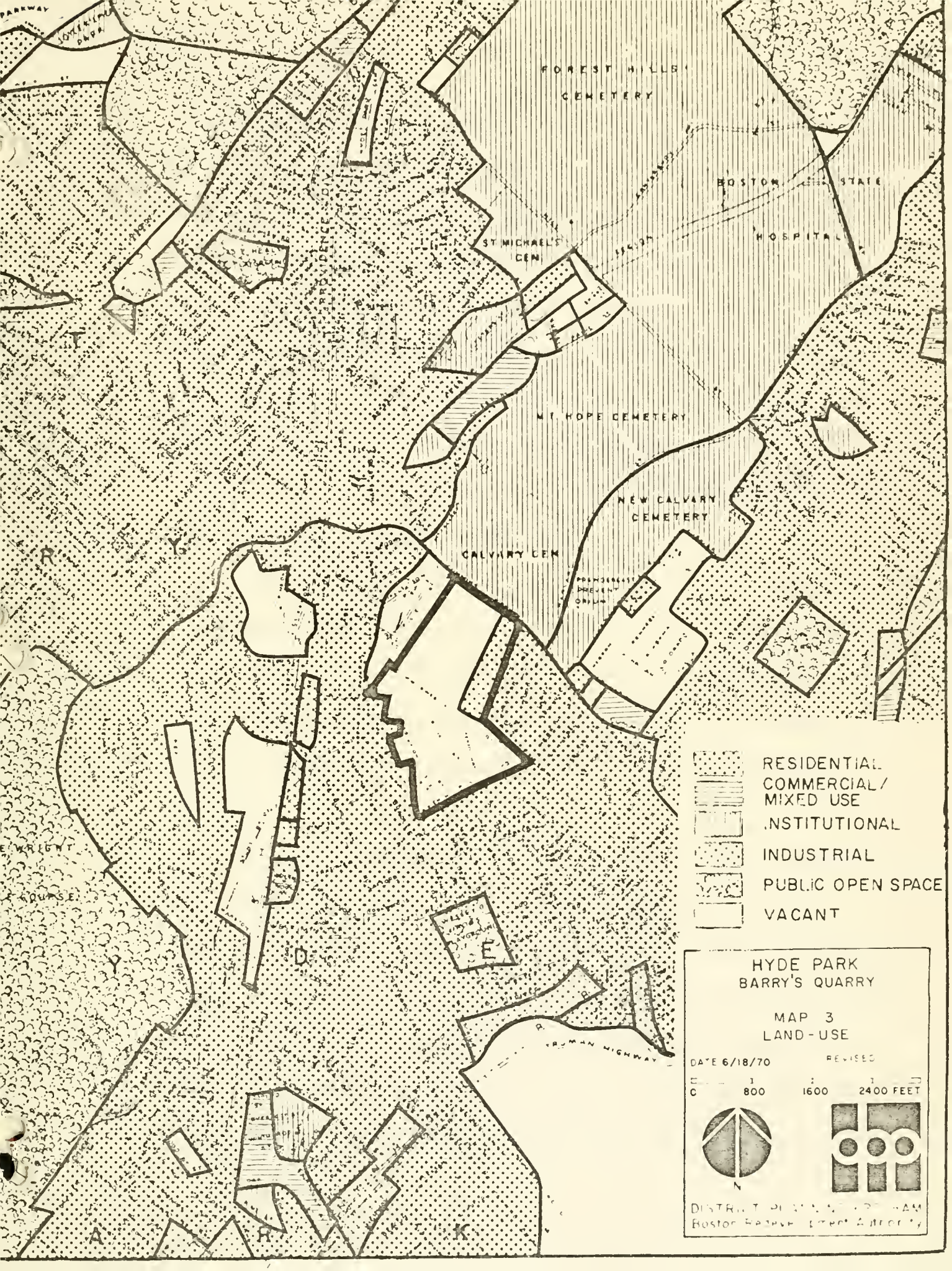
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




the area's major streets and there is some industrial activity along the railroad to the west of Hyde Park Avenue. Cemeteries occupy a great deal of space north of Cummins Highway. Land uses in the vicinity of the site are shown on Map 3.

B. Population

The population of the Barry's Quarry study area was 63,800 in 1960, and indications are that it has probably grown slightly since then. This growth of population occurred almost uniformly throughout the study area, with the exception of the Mattapan and Roslindale Square areas. Each of these has experienced significant decreases. On the surface, at least, these changes would seem to indicate that families have been leaving the two areas in significant numbers. In the census tract immediately surrounding Barry's Quarry, small increases were noted in both total population and persons under 20.

The non-white population of the study area in 1960 was negligible (less than 1%). It is generally understood now that this situation has changed somewhat in the northern portion of Mattapan during the past decade as the non-white population has been on the increase. Changes of this type have yet to be detected in the remainder of the study area,





-  RESIDENTIAL
-  COMMERCIAL / MIXED USE
-  INSTITUTIONAL
-  INDUSTRIAL
-  PUBLIC OPEN SPACE
-  VACANT

**HYDE PARK
BARRY'S QUARRY**

MAP 3
LAND-USE

DATE 6/18/70 REVISED

E 1
C 800 1600 2400 FEET

DISTRICT PLANNING DEPARTMENT
Boston Redevelopment Authority

however, and it continues to be predominantly white.

Socio-economic indicators for the study area clearly show that those people living there have a considerably higher educational level and a higher family income than the median values for the City of Boston as a whole. The median educational level for the study area is 12.0 school years completed as compared to an 11.2 median for the entire City, and the median family income for the area is \$6,366 as compared to a city-wide median of \$5,747.

C. Housing Stock and Conditions

Of 18,400 housing units in the study area in 1960, more than 9,700 (53%) were owner occupied. In the City as a whole, only 25% were owner occupied. Meanwhile, more than 70% of the families living within the census tract immediately surrounding Barry's Quarry were homeowners.

Of all the housing units in the study area, 92% were in sound condition in 1960. This percentage is considerably higher than the city-wide figure (80%) but somewhat less than that for the area adjacent to the site, 98%. These statistics indicate that in addition to being an area of mostly single family houses, people tend to take good care of their homes. Recent field trips to the Barry's

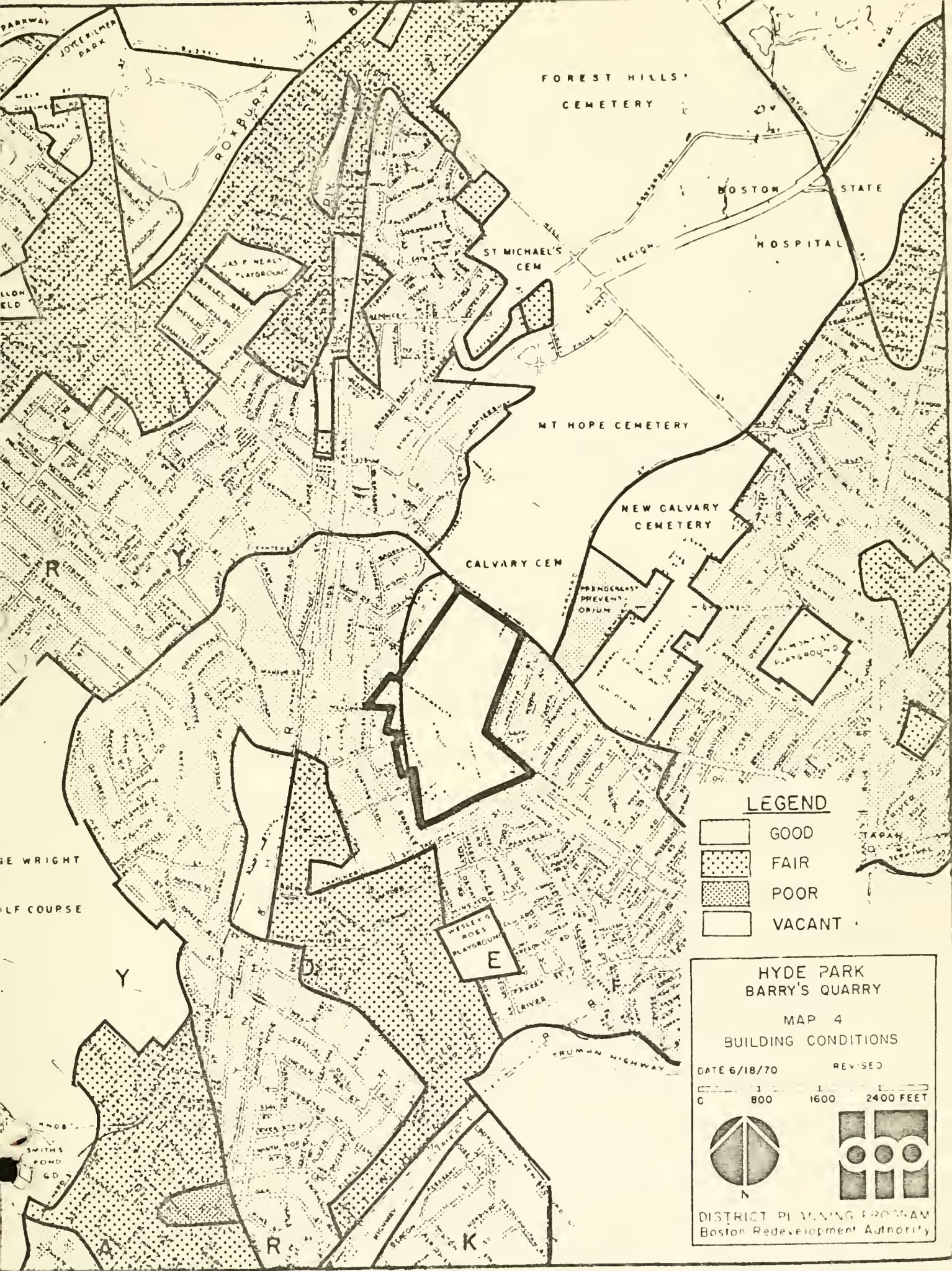
TABLE 1

NUMBER OF HOUSING UNITS - STUDY AREA

TRACT	NUMBER OF HOUSING UNITS 1960	OWNER OCCUPIED	% OWNER OCCUPIED
X-6A	2,947	936	31.8
X-6B	2,711	1,486	54.6
W-3B	440	226	51.5
W-4A	729	449	31.6
W-4B	2,254	1,284	57.1
Z-1A	1,844	1,298	70.4
Z-1B	1,786	906	50.7
Z-1C	2,297	1,332	58.2
Z-2	3,365	1,828	55.7
Area Total	18,373	9,745	53.0
Boston	238,547	61,165	25.6

SELECTED HOUSING CHARACTERISTICS - STUDY AREA

SOUND	CONDITION		AGE OF STRUCTURE			MEDIAN		
	SOUND	DETERIORATED	DILAPIDATED	10-19	20-29	30 and Over	VALUE OWNER OCCUPIED	MEDIAN GROSS RENT
2,617	88.5	324	6	54	28	2,865	15,800	99
2,681	98.2	30	--	756	346	1,609	15,200	98
415	94.4	23	2	28	11	401	12,600	-
647	88.7	81	1	64	70	595	13,600	92
1,985	87.6	260	9	146	36	2,072	13,700	91
1,803	97.8	38	3	347	147	1,350	13,700	97
1,590	89.0	143	53	128	58	1,600	13,000	80
2,157	94.0	130	10	623	245	1,429	13,700	89
3,085	91.7	217	63	954	379	2,032	13,400	85
16,980	92.4	1,246	147	3,100	1,320	13,953	-	-
188,875	79.7	40,366	9,306	12,815	9,325	216,705	13,500	78



FOREST HILLS' CEMETERY

BOSTON STATE HOSPITAL





ST MICHAEL'S CEM

MT HOPE CEMETERY

NEW CALVARY CEMETERY

CALVARY CEM

LEGEND

-  GOOD
-  FAIR
-  POOR
-  VACANT

HYDE PARK BARRY'S QUARRY

MAP 4 BUILDING CONDITIONS

DATE 6/18/70

REVISED

1" = 800 1600 2400 FEET



DISTRICT PLANNING PROGRAM
Boston Redevelopment Authority

Quarry area have shown that this situation is continuing.

Although the number of new dwelling units built in the study area between 1961 and 1969 has not been determined, visual surveys indicate that most of the new construction that has taken place has been in multi-family units. These have taken place for the most part along the major arterial roads in the area, particularly Hyde Park Avenue, American Legion Highway and Cummins Highway, where several medium-rise (8 stories) slab buildings have been constructed.

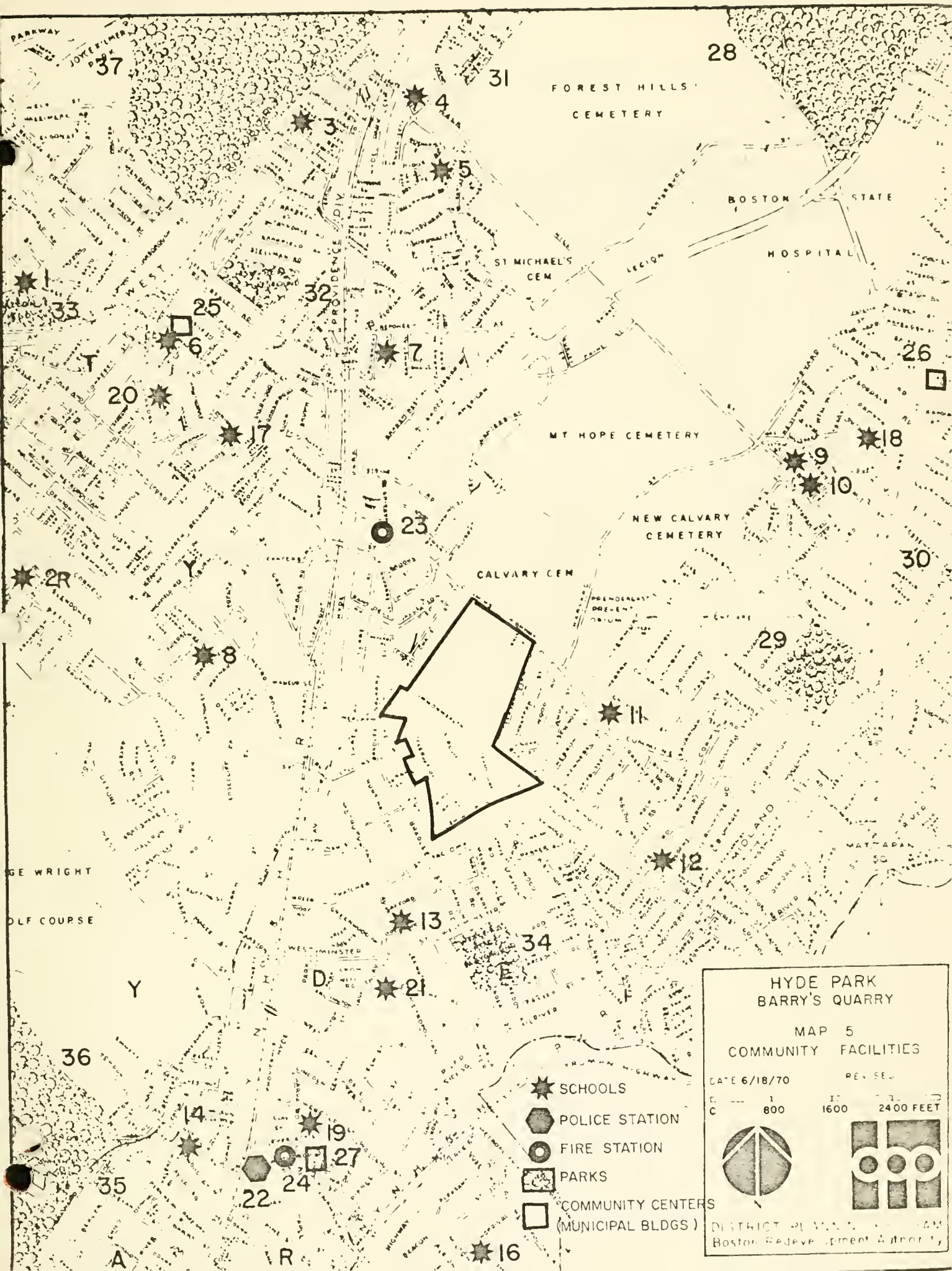
D. Commerce and Industry

The Barry's Quarry site is located approximately equidistant between Mattapan Square, Roslindale Square and Cleary Square. Each of these areas serves as a neighborhood shopping center for local residents and it is likely that people living in the vicinity of Barry's Quarry patronize all three of them, depending upon their likes and needs. Recently, a Bradlees-Stop & Shop shopping center was opened adjacent to Barry's Quarry along American Legion Highway. There appears to be sufficient land for the addition of several more stores here and this will probably result in the center becoming the area's major retail outlet.

Industrial activity within the study area is concentrated mainly in the southern part of Hyde Park near Readville and bears little relationship to the site. In the Barry's Quarry section, there are few industrial concerns, and these occur sporadically along the two Penn Central railroad lines running through the area.

E. Schools

Elementary schools in the study area are severely overcrowded, according to the fall, 1969 enrollment statistics shown in Table 3. The Greenwood Elementary School District, where Barry's Quarry is located, is served by the Greenwood School, which was over capacity by 320 students at the last enrollment. The Conley and Philbrick Schools in the Sumner District, located to the north and west of Barry's Quarry, were similarly over capacity by 175 students. Serving the area directly east of the Quarry is Chittick School, which was over capacity by 233 last fall, and beyond that in Mattapan are the Lowell Mason, Martha Baker and Logue Schools. The last three are to be replaced by a new elementary school at Livermore Street that will have an excess capacity of 300-400 students when built. It is expected that some of the overcrowding at Chittick can be relieved by this new school but that conditions at Greenwood, where prospective students from the Quarry area are supposed



28

FOREST HILLS
CEMETERY

BOSTON STATE

HOSPITAL

ST MICHAEL'S
CEM

LEICESTER

MT HOPE CEMETERY

NEW CALVARY
CEMETERY

CALVARY CEM

PROVINCIAL
PREMIER
OBITUARY

29

12

11

13

21

14

19

27

22

24

16

HYDE PARK
BARRY'S QUARRY

MAP 5
COMMUNITY FACILITIES

DATE 6/18/70

REV. SE.

1 800 1600 2400 FEET



DISTRICT PLANNING DEPARTMENT
Boston Redevelopment Authority






-  SCHOOLS
-  POLICE STATION
-  FIRE STATION
-  PARKS
-  COMMUNITY CENTERS
(MUNICIPAL BLDGS)

TABLE 3

SELECTED SCHOOL STATISTICS

TRACT	SCHOOL	GRADES	AGE	ENROLLMENT			CAPACITY
				WHITE	NON- WHITE	TOTAL	
W-4A	Philbrick	K-6	57	258	2	260	215
W-4B	Conley	K-6	38	480	0	480	350
X-6A	Logue	K, 3-6	45	167	196	363	265
X-6A	Martha Baker	1-2	57	72	59	131	100
X-6B	Lowell Mason	K-3	48	116	7	123	130
Z-1A	Chittick	K-6	39	720	3	723	490
Z-1B	E. Greenwood	K-6	13	779	1	780	460

to go, will not be so relieved. Consequently, the overcrowded conditions in schools to the south of Barry's Quarry will continue into the foreseeable future and planning for new development at the site must take this into account.

The high school serving the site area is Hyde Park High School, near Cleary Square. It is seriously overcrowded and the Public Facilities Department has indicated an interest in building a new high school to serve not only Hyde Park but a broad sector in the southern part of the City. It appears that Barry's Quarry may be a prime site for such a school but this determination cannot be made until the service area of the school is further delineated and a program is written. In the meantime, evaluation of Barry's Quarry for prospective development must take into account the possibility of a high school being located there.

F. Parks

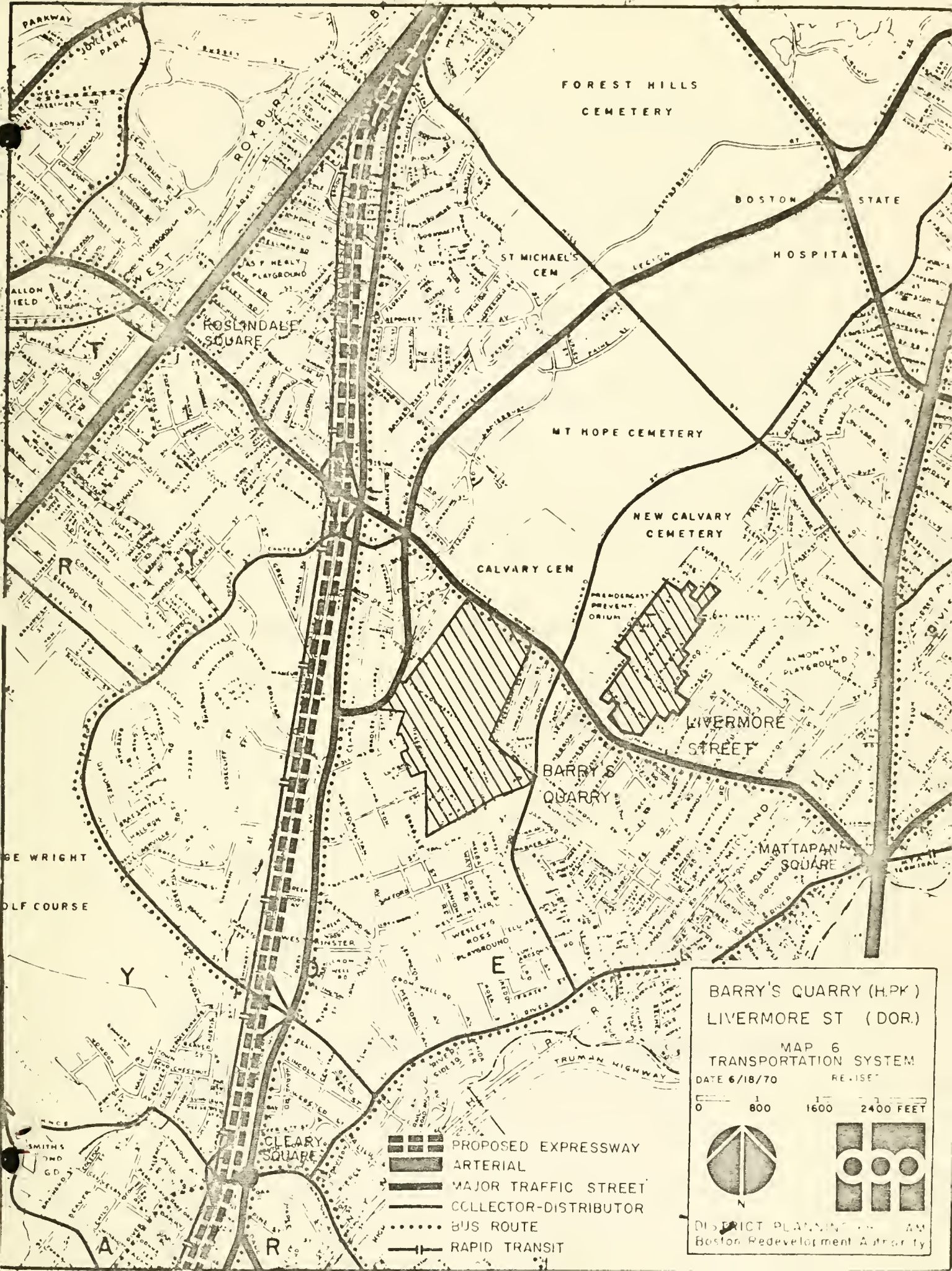
Public open space usable for active recreational pursuits in the area surrounding Barry's Quarry is extremely limited. There are only three city parks within a mile radius of the site and none of these are within a quarter mile. Wesley G. Ross Playground, 13 acres, is located on Westminster Street in Hyde Park about 1/2 mile from the

Quarry. It is a major playground area that contains a variety of facilities for a wide spectrum of age groups. It was rehabilitated under an urban beautification grant in 1968.

The other two playgrounds serving the Barry's Quarry area are the Almont Street Playground (18 acres) in Mattapan and the Healy Playground (10 acres) in Roslindale near Roslindale Square. Both of these provide facilities similar to those of the Ross Playground, but their distances from the site are such that they would not be effective in meeting the active recreational needs of prospective residents of Barry's Quarry.

6. Transportation

The Barry's Quarry site is located on Cummins Highway and American Legion Highway, both of which are major streets serving the Hyde Park, Roslindale and Mattapan parts of the City. Cummins Highway is an east-west road that links Mattapan Square with Roslindale Square, and American Legion Highway is a north-south road that connects Hyde Park Avenue near Cummins Highway with Blue Hill Avenue north of Franklin Field. In addition, Hyde Park Avenue, one-quarter mile to the west of Barry's Quarry, is a major north-south street connecting Milton with Forest Hills. Each of these roads provides good access to neighborhoods



FOREST HILLS
CEMETERY

BOSTON STATE
HOSPITAL

ST MICHAEL'S
CEM

ROSLINDALE
SQUARE

MT HOPE CEMETERY

NEW CALVARY
CEMETERY

CALVARY CEM

PRINCIPAL
PREVENT.
ORIGIN

LIVERMORE
STREET

BARRY'S
QUARRY

MATTAPAN
SQUARE

CLEARY
SQUARE







BARRY'S QUARRY (H.P.K)
LIVERMORE ST. (DOR.)

MAP 6
TRANSPORTATION SYSTEM
DATE 6/18/70 RE. 15E"

0 800 1600 2400 FEET



DISTRICT PLANNING AND
Boston Redevelopment Authority

-  PROPOSED EXPRESSWAY
-  ARTERIAL
-  MAJOR TRAFFIC STREET
-  COLLECTOR-DISTRIBUTOR
-  BUS ROUTE
-  RAPID TRANSIT

adjacent to Hyde Park but access into Boston and out to Route 128 is notably poor.

No direct MBTA service exists to the Barry's Quarry area, but nearby in Mattapan Square is a trolley line to Ashmont that will eventually be upgraded and connected to Harvard Square. At Mt. Hope along Hyde Park Avenue, there is also a Penn Central Buddliner stop that runs to South Station. Two MBTA bus lines run along Cummins Highway adjacent to the site, one linking Mattapan Square with Roslindale and the other, Mattapan Square with Forest Hills.

Major transportation changes are expected in the Barry's Quarry area in the next decade if present plans materialize. The route of the Southwest Expressway is proposed to pass three blocks to the west of the site and on and off ramps will be located near the Cummins Highway overpass. Also planned is a new MBTA line to run in the median strip of the expressway that will have a stop at Cummins Highway and will run directly into downtown Boston. Each of these changes will greatly improve access from Barry's Quarry not only to the regional core but also to Route 128 and all points in between.

III. DESCRIPTION OF BARRY'S QUARRY SITE

A. Size

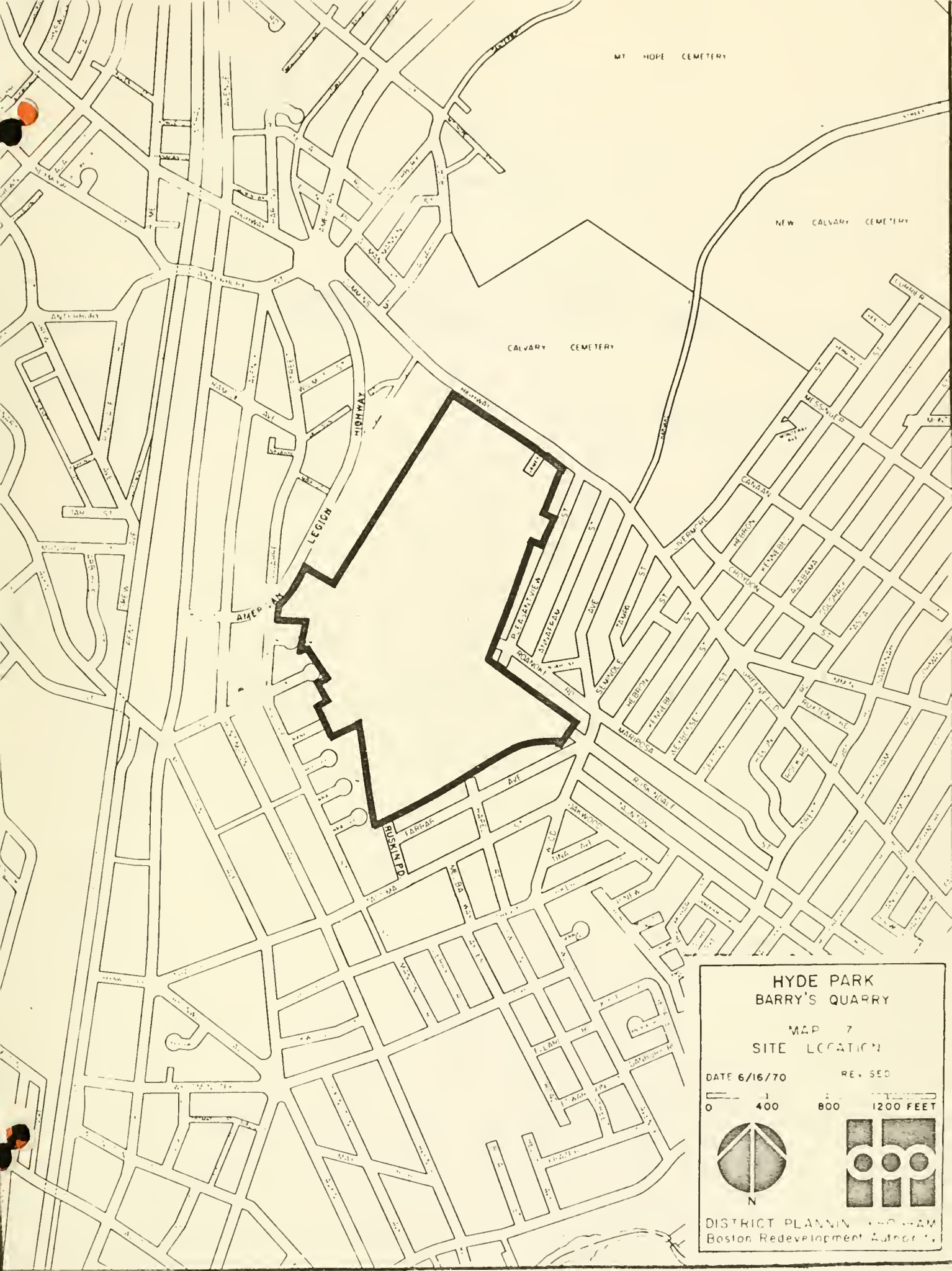
The site contains approximately 65 acres. This includes 2 residential structures along Cummins Highway but excludes a part of the adjacent shopping center that is still undeveloped. For the purpose of evaluating alternative site uses, this latter area should be included as part of the study.

B. Location

Barry's Quarry is bounded on the north by Cummins Highway, on the west by Pleasantview Street and the rear of residential lots fronting on Pleasantview, on the south by lots fronting on Farrar Avenue, and on the east by a shopping center, American Legion Highway and a residential area near Bradlee Street (see Map 7).

C. Property Information

Table 4 shows parcel data for the site. Except for approximately 6,000 square feet, the entire site is presently under one ownership. Total assessment for the site is \$772,400.



MT HOPE CEMETERY

NEW CALVARY CEMETERY

CALVARY CEMETERY

LEGION
HIGHWAY

ALGER AVE


BISMARCK
PKWY

**HYDE PARK
BARRY'S QUARRY**


MAP 7
SITE LOCATION

DATE 6/16/70 REVISED

0 400 800 1200 FEET



N



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Boston Redevelopment Authority

TABLE 4

PROPERTY DATA

Address	Parcel Number	Square Footage	Assessed Value (\$)	Owner
American Legion Highway	7230	6,657	1,300	Solomon & Corkin
"	7231	32,000	600	"
"	7232	9,989	2,000	"
"	7233	1,602,100	729,000	"
"	7234	8,978	4,500	"
"	7235	5,980	3,000	Elsie Westcott
"	7263	1,602,316	32,000	Solomon & Corkin
Total		3,268,020	772,400	

D. Structures

Two residential structures are located on the site, each presently occupied and with frontage on Cummins Highway. There is also a vacant one-story brick warehouse in an extremely deteriorated condition.

E. Topography

Much of the site was formerly used as a quarry. When quarrying operations ceased, no attempt was made to regrade the site and; consequently, the present topography is extremely rough with frequent changes in elevation and large rock outcroppings. Most of the vegetation and topsoil are missing from the central portion of the site but the southern and western edges retain a tree cover sufficient to warrant preservation.

F. Appraisals and Acquisition Cost

Preliminary appraisals indicate that the estimated fair market value of the site of approximately 2,800,000 square feet is \$100,000. The several small perimeter lots owned by the City and other private owners have a value estimated to be approximately \$150,000, making a total market value for the site of \$250,000.

G. Utilities and Streets

1. Sewers - Sanitary - The peripheral streets have

pipe-type sewers servicing them ranging from 10"-15" in size. The development of the site would necessitate connecting into larger peripheral sewers than presently exist. Running from the southeast corner to the northwest corner of the site is a deep rock metropolitan high level sewer 9'3" by 10'2" in size. At the southeast corner, the sewer is approximately 100' below grade, while at the northwest corner it is about 25' below grade. It should be respected with regard to any high-rise or deep foundation development in the northwest area.

2. Sewers - Storm Drainage - The peripheral storm drainage system ranges from 10" pipe sewers up to the Stony Brook conduit which is an 84" reinforced concrete pipe. Preliminary engineering studies indicate that any storm drainage system designed for the site can be connected into this large conduit with no problem.

3. Water - The only interior water system existing on the entire site is an 8" low service line on James Street off Cummins Highway. At the present time, there exists in Cummins Highway a 16" high service line that would probably be one of the major sources for a water system in the site. The rest of the peripheral water

systems range in size from 8"-16" low service.

Preliminary studies indicate that this low service system can also adequately serve any development.

4. Streets and Street Lighting - Neither public streets nor a street lighting system presently exist on the site.

IV. DEVELOPMENT OBJECTIVES

To add perspective to the study of the Barry's Quarry area and to the analysis of the site itself, the following guidelines are suggested as an approach to making an initial determination of how Barry's Quarry should be developed.

A. First priority for use of the site should be given to community facilities needed in the area that cannot be located on other sites.

B. After satisfaction of the space needs for community facilities, priorities for utilization of the site should be given to those uses that contribute toward meeting Boston's most critical needs, i.e., housing, jobs, tax base.

C. Of the uses that fit this criteria, the determination of the most appropriate use(s) for the site should be based upon compatibility with the surrounding area, contribution toward the long-term stability of the area, and the nature and extent of local needs.

Taking these in order, the first concern is the need for new community facilities in the Barry's Quarry area. It was stated in an earlier part of this report that

(1) the site, or a large part of it, is under active consideration by the Public Facilities Department as a location for a campus-type high school to serve the southern part of the City;

(2) public elementary schools in the Barry's Quarry area are presently severely overcrowded and the new elementary school planned for Livermore Street will not entirely eliminate this condition, particularly in the area south of the Quarry (Hyde Park);

(3) playgrounds and playfields in the Barry's Quarry area are few and far between.

It, therefore, seems clear that development alternatives for the Quarry must be based upon a consideration of the need for a campus-type high school, an elementary school and active recreational facilities. The need for these facilities is considered to be independent of any additional development that might be proposed for Barry's Quarry.

In attempting to meet some of the City's most critical needs by developing the Quarry, several alternatives appear worthy of consideration. The most promising ones, in addition to those that provide new public facilities, are those that produce more housing units, more employment opportunities, and an increased tax base. More explicitly, these alternatives might

take the form of a large-scale housing development, an industrial park, an office/research center or any combination of the above. From the point of view of the City, a large housing development could have a measurable impact on increasing the housing supply, but a large industrial-office center could add significantly to job opportunities. The latter would also tend to increase the tax base without making major demands on city services as a housing development might.

The conclusion reached from the above is that several development alternatives for Barry's Quarry are attractive from a city-wide point of view. The determination of which one is most appropriate should be based upon the consideration of localized factors in the Hyde Park-Roslindale-Mattapan area, and the peculiar nature of the site itself.

V. DEVELOPMENT ALTERNATIVES

A. Campus High School and Housing

The Public Facilities Department is presently evaluating Barry's Quarry and several other sites for a campus-type high school to serve five neighborhoods in the southern part of the City - West Roxbury, Hyde Park, Roslindale, Jamaica Plain and Mattapan. The school size is to be in the range of 2,500-5,000 students and the land requirement ideally is 40 acres, which if taken, would leave 25 acres for other types of development.

Should the Quarry be selected for the new high school, site analyses indicate that the facility would best be located on the northern portion of the site where access to Cummins Highway and American Legion Highway is most easily accomplished. Consideration should be given to developing the school jointly with an expansion of the existing shopping center adjacent to the site as a means of economizing on land requirements and diversifying the educational experience. Playing fields for the school may be located on the plateau directly south of Cummins Highway, where recreational facilities needed by the local community may also be accommodated.

The remaining 25 acres of land available for development of other uses are located at the southern part of the site. This area is still predominantly wooded and has not been disturbed by the type of quarrying operations that took place directly to the north. With the development of the northern part of the site for a school, this remaining land would be most suitably developed for housing.

The number of units that could comfortably be placed on the 25 acres ranges up to 1,000 units (allowable under H-1 zoning). This would create a density of 40 units/acre, a radical change from the density of the surrounding neighborhood to the south but somewhat less than the density of new developments along American Legion Highway in the vicinity of the site. Access to this section should be from American Legion Highway and not from local residential streets adjacent to the site. Care should be taken to preserve the integrity of the nearby single-family area by retaining a buffer strip along the periphery of the site and by minimizing the effects from noise and differences in scale of residential structure.

One of the primary objectives to be achieved in any development of housing here is to retain the existing natural wooded character of the area. This could most easily be accomplished by the careful siting of several high rise towers with accompanying structured parking. In order to prevent the new housing from creating too extreme a change in scale from the adjacent homes, a mix of low-rise buildings with selected placement of a limited number of high-rise buildings would seem to offer the greatest possibility of providing an economically feasible number of dwelling units while at the same time minimizing any adverse effects on the surrounding neighborhood.

The Hyde Park-Roslindale area in the vicinity of Barry's Quarry was characterized earlier in this report as a residential community where homeownership predominated and where families achieved a higher than median educational level and annual income. It is proposed that any new housing at the Quarry reinforce this general characteristic to the extent possible. This means that as many units as possible be offered for sale (possibly condominiums) and that the housing costs be aimed at a middle to upper middle income group. Provision should be made, however, for including a part of the units for lower-income families.

As the most serious deficiencies in Boston's housing stock are units for families and for the elderly, and that both of these kinds of units are appropriate at this site, it is recommended that they account for the vast majority of units to be built.

B. Housing

If the Public Facilities Department decides not to locate its new campus high school at Barry's Quarry, the site might be developed predominantly for housing. Included with this kind of project should be a series of public facilities to meet not only the needs of the existing neighborhood as outlined earlier, but also the needs of the people that would occupy the new housing.

Within a development of the magnitude of 2,600 units, many combinations of housing types and income structures are possible. Given the characteristics of the surrounding neighborhood, the peculiar nature of the site and the City's most urgent housing needs, however, the following should be given priority:

1. housing for families (some low-income but most middle-and upper-middle income)
2. housing for elderly
3. housing for sale rather than rental
4. housing of several building types (townhouses, garden apartment, medium-and high-rise).

The large number of people envisioned living in the proposed development indicate that a significant demand for community facilities will be generated on the site. Of critical importance will be the provision of open spaces and schools, each of which is already in short supply in the surrounding neighborhood. Other facilities that must be considered are retail services, police and fire protection, and specialized accommodations for young children and the elderly.

In order to prevent the development from becoming an unwanted intrusion into the neighborhood, adequate buffer zones will have to be provided along the edges of the site where it abuts the lower-density residential areas, particularly on the east and south. Vehicular entrances should be provided only from Cummins Highway and American Legion Highway so that traffic is not forced onto local residential streets. The areas set aside for lightest

density housing should be on the sections of the site that are both visually and physically removed from the adjacent housing so that undesirable changes in density can be avoided.

Along the boundary with the existing shopping center, however, opportunities for integration of uses and movement should be thoroughly examined. A large vacant area owned by the shopping center is adjacent to that part of the site that will probably be a major entrance to the development and it would be unfortunate if planning for each of these separate parcels was not carried out as a joint effort.

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