



Columbia Point Master Plan



July 2009

DRAFT

*Presentation to Master Plan
Task Force*

July 9, 2009



CITY OF BOSTON
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REDEVELOPMENT
AUTHORITY
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Director

Topics for July 9 Task Force Meeting

- Plan Overview
- Chapter Highlights:
 - ✓ Chapter 4: Land Use and Urban Design
 - ✓ Chapter 6: Multi-modal Transportation
 - ✓ Chapter 7: Open Space, Recreation & Watersheet Activation
 - ✓ Chapter 10: Community Benefits

July 23 Task Force Meeting

- ✓ Chapter 5: Housing
- ✓ Chapter 8: Sustainability
- ✓ Chapter 9: Utilities and Public Services
- ✓ Chapter 11: Phasing & Implementation

Key Concepts – August 2008



Illustrative Plan



Proposed Building Massing



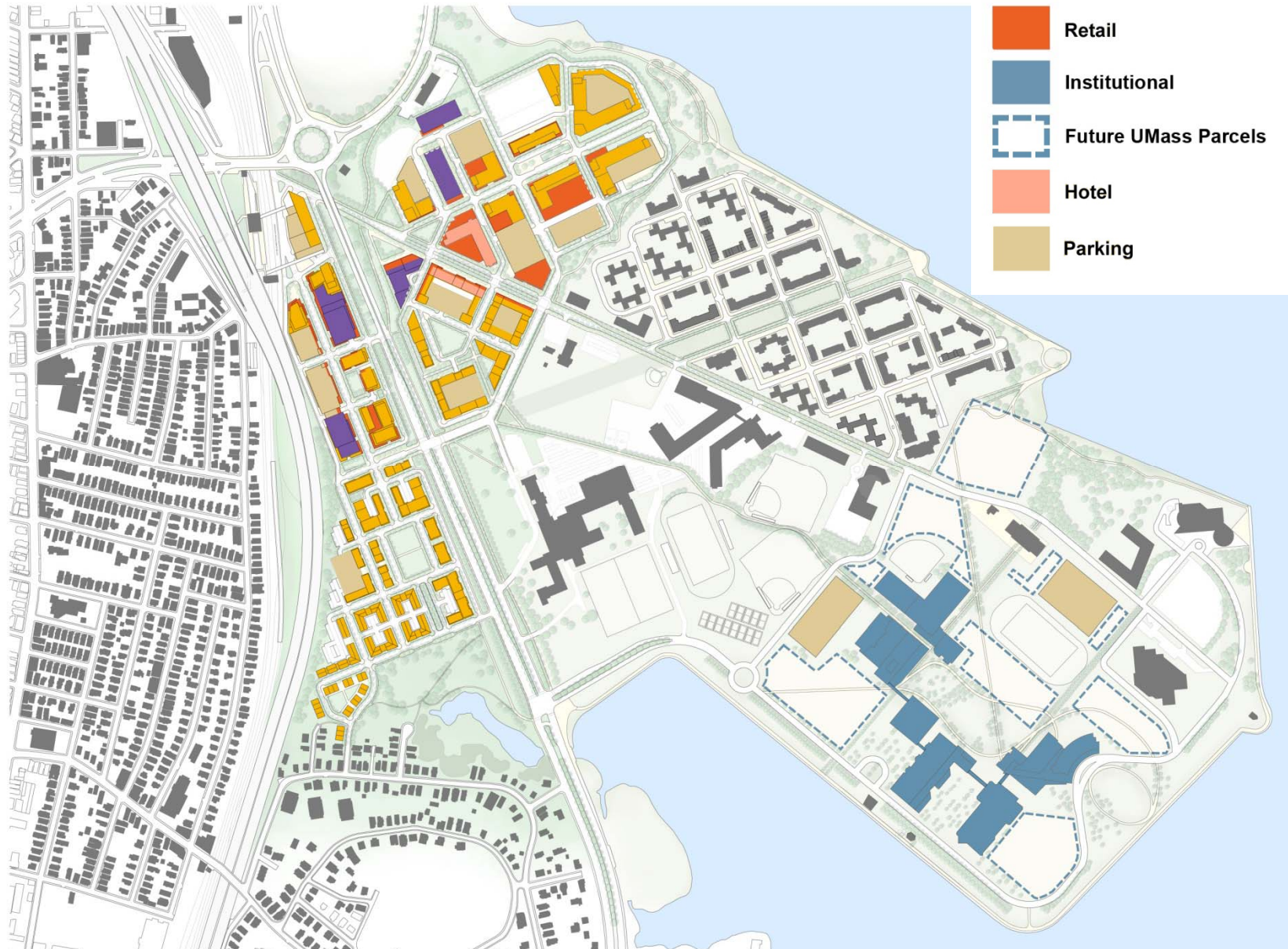
Future UMass Parcels



Proposed Parking Garages

Land Use Plan

- Residential
- Office
- Retail
- Institutional
- Future UMass Parcels
- Hotel
- Parking

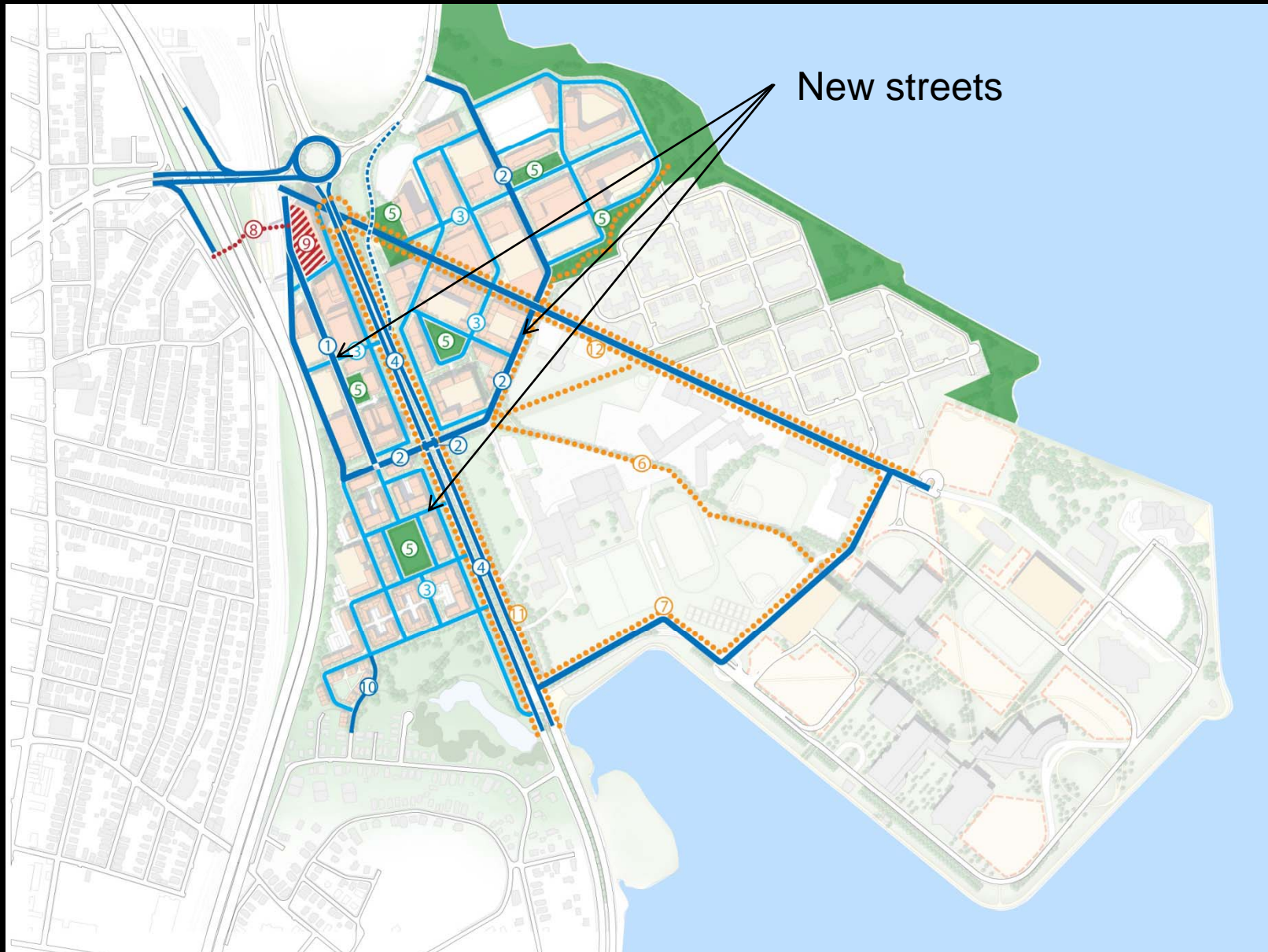


Chapter 4: Land Use and Urban Design

Organizing Elements:

1. New Streets

Organizing Elements: New Streets



Chapter 4: Land Use and Urban Design

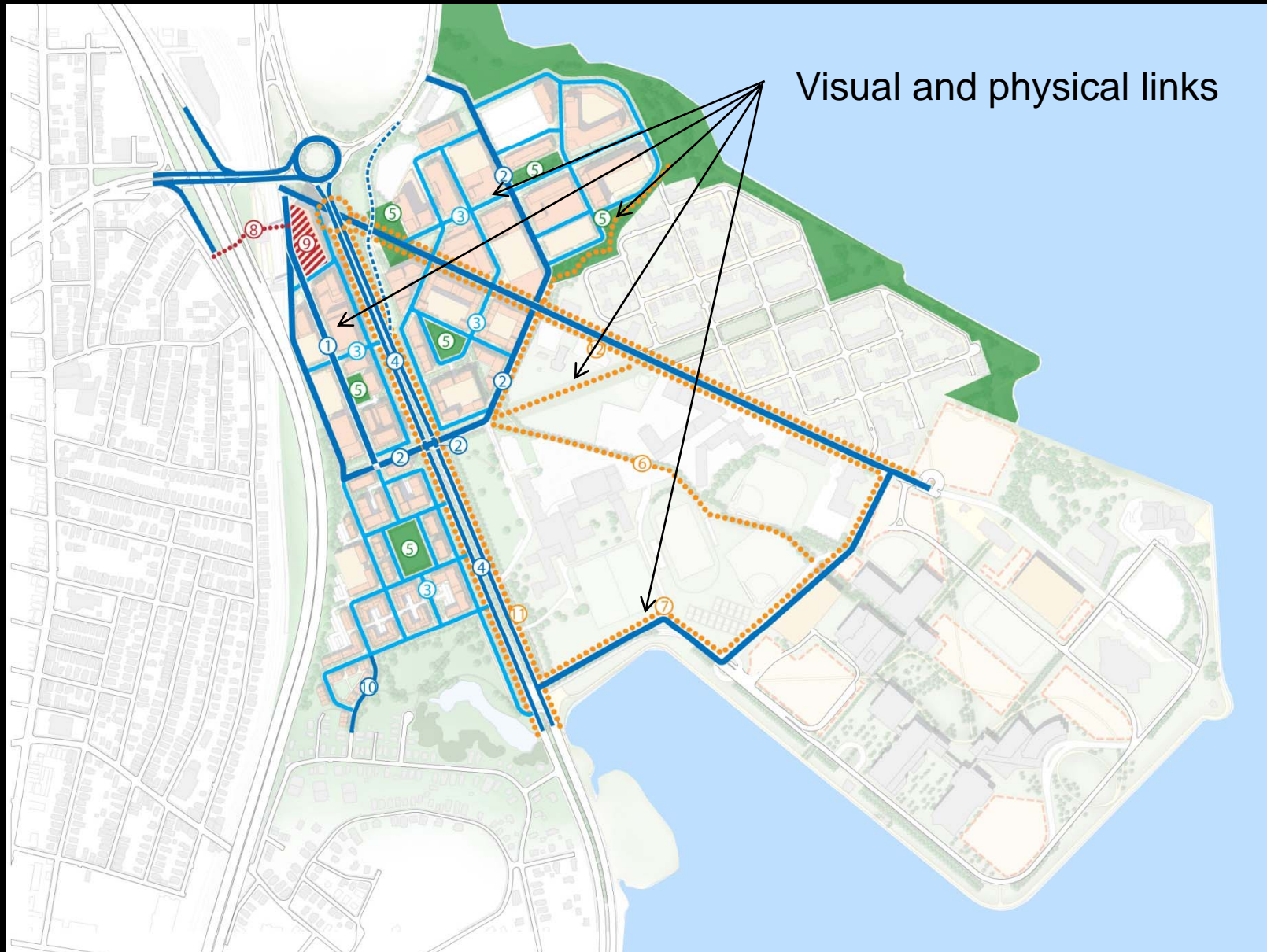
Key Organizing Elements:

1. New Streets
2. Open Space

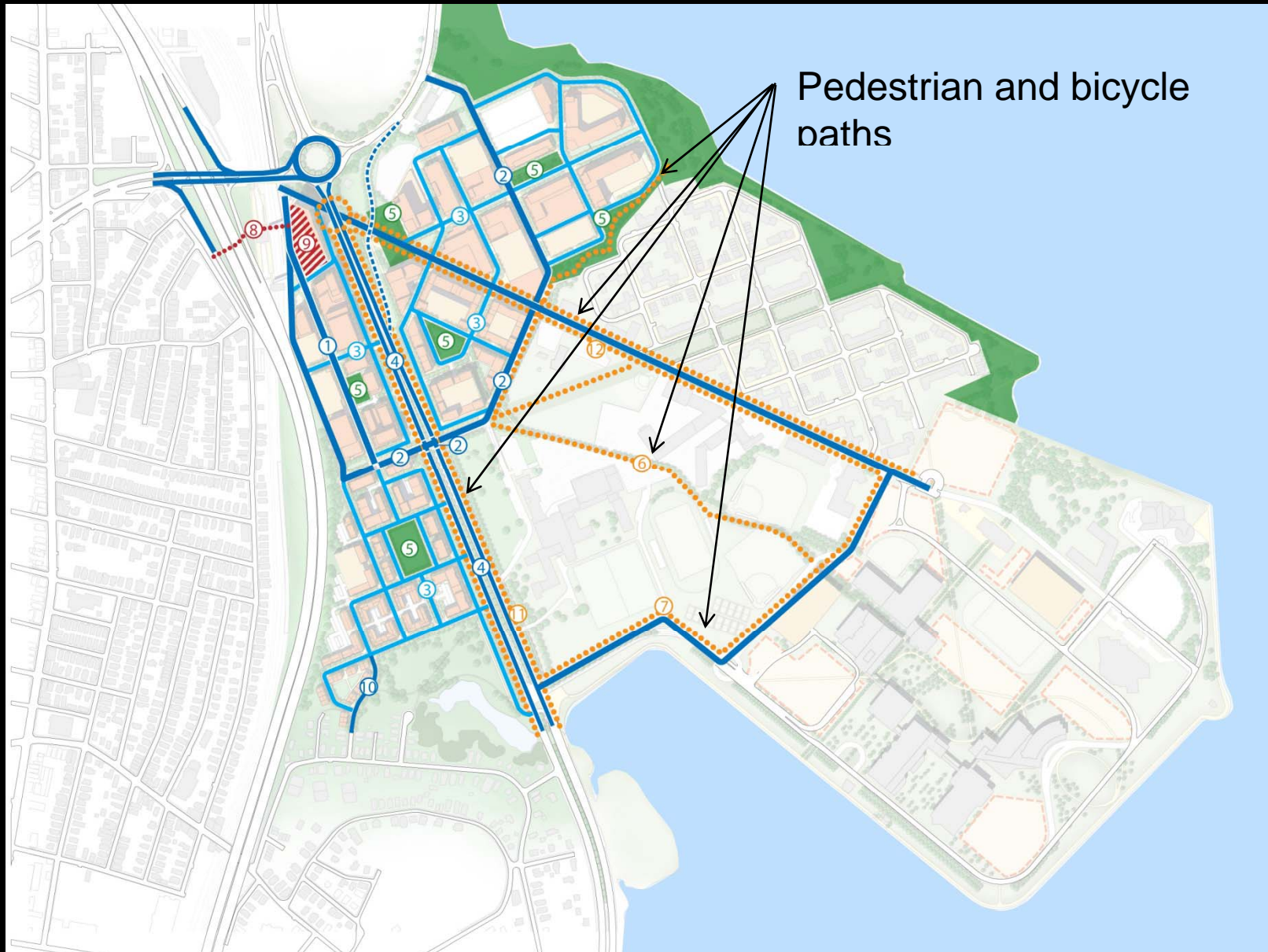
Organizing Elements – Open Space



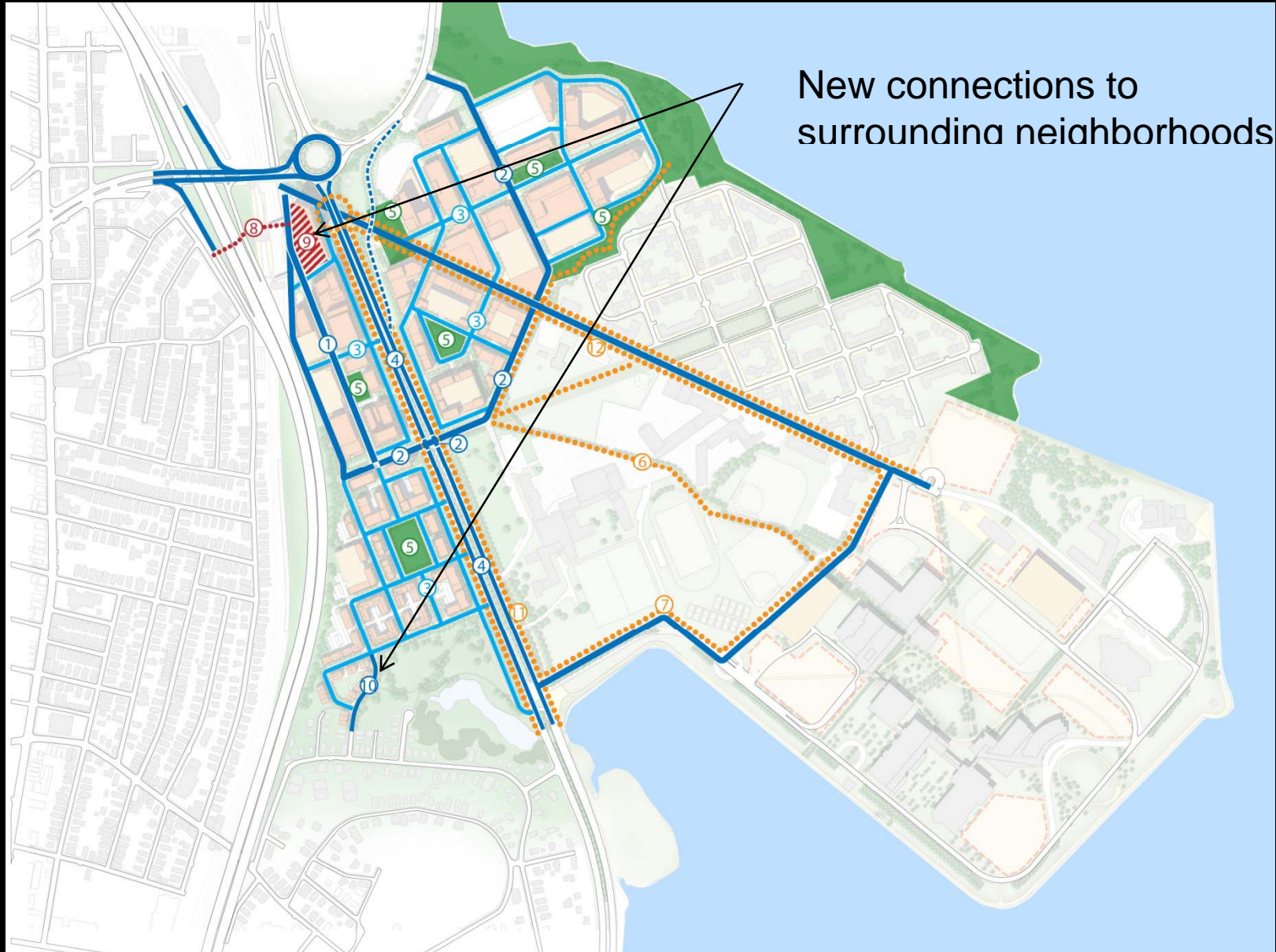
Organizing Elements – Open Space



Organizing Elements – Open Space



Organizing Elements – Open Space



Chapter 4: Land Use and Urban Design (cont'd)

Key Organizing Elements:

1. New Streets
2. Open Space
3. Design Guidelines

Design Guidelines



Individual Redevelopment Parcels: Importance of “Key Concepts”

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CHAPTER 4 | LAND USE & URBAN DESIGN

remaining buildings. Residential buildings along Morrissey Boulevard are 8 to 10 stories with a 12-story building on the corner of Morrissey Boulevard and New Street, and 5 to 8-story buildings along New Street. Parking is located in structures wrapped with residential buildings.

Buildout Shown in Diagram

- 610 Residential units
- 135 Hotel Rooms
- 262,000 SF Office
- 42,000 SF Retail
- 1,100 Parking Spaces

Bayside Parcels

The Bayside redevelopment parcel is located at the northern end of the Study Area, between Mt. Vernon Street and the Harborwalk, with beautiful views out to Boston Harbor, Carson Beach and the Boston skyline. The development proposed by the owner (and shown in the following diagrams) replaces the Bayside Expo Center with a mixed-use development that has new retail, residential, and office uses, and an expanded hotel. The existing Bayside Conference Center and Office Building and Doubletree Hotel will remain. The Boston Teachers Union Building, which is surrounded by the Bayside parcels on three sides, is also shown as remaining.

Key Concepts

- A central commercial street connecting Mt. Vernon Street and the new plaza to the Harborwalk, lined with active ground-floor uses, wide sidewalks, street trees, and outdoor seating.
- A taller building fronting on the new plaza, preferably with active ground floor uses.
- Buildings sited to reinforce the street wall on major spines.
- Parking in structures wrapped by other uses (on the ground floor at a minimum).
- Pedestrian connections and potential future vehicular connections to Harbor Point.
- New usable open space for the community, including, at a minimum, the northern portion of the new gateway park described in 4.1.4 on page 23, a 0.5 acre park along the retail spine, and open space along the border with Harbor Point.
- Maximum building heights: 14 floors.

Illustrative Plan

The diagrams show residential uses on the upper floors of the 4-story buildings along the commercial spine, a 13 to 14-story residential building fronting on the new gateway park, a 5-story office building on the northernmost portion of the site, and an



Conceptual land use plan for the Bayside parcels.

expansion of the existing hotel with new ground floor retail space along Mt. Vernon Street. The remainder of the site is residential, with 8 to 10-story buildings by the water. Parking is in structures wrapped on most or all sides by other uses, with the exception of the southernmost garage which is free standing. A linear green space is located about halfway down the central commercial spine.

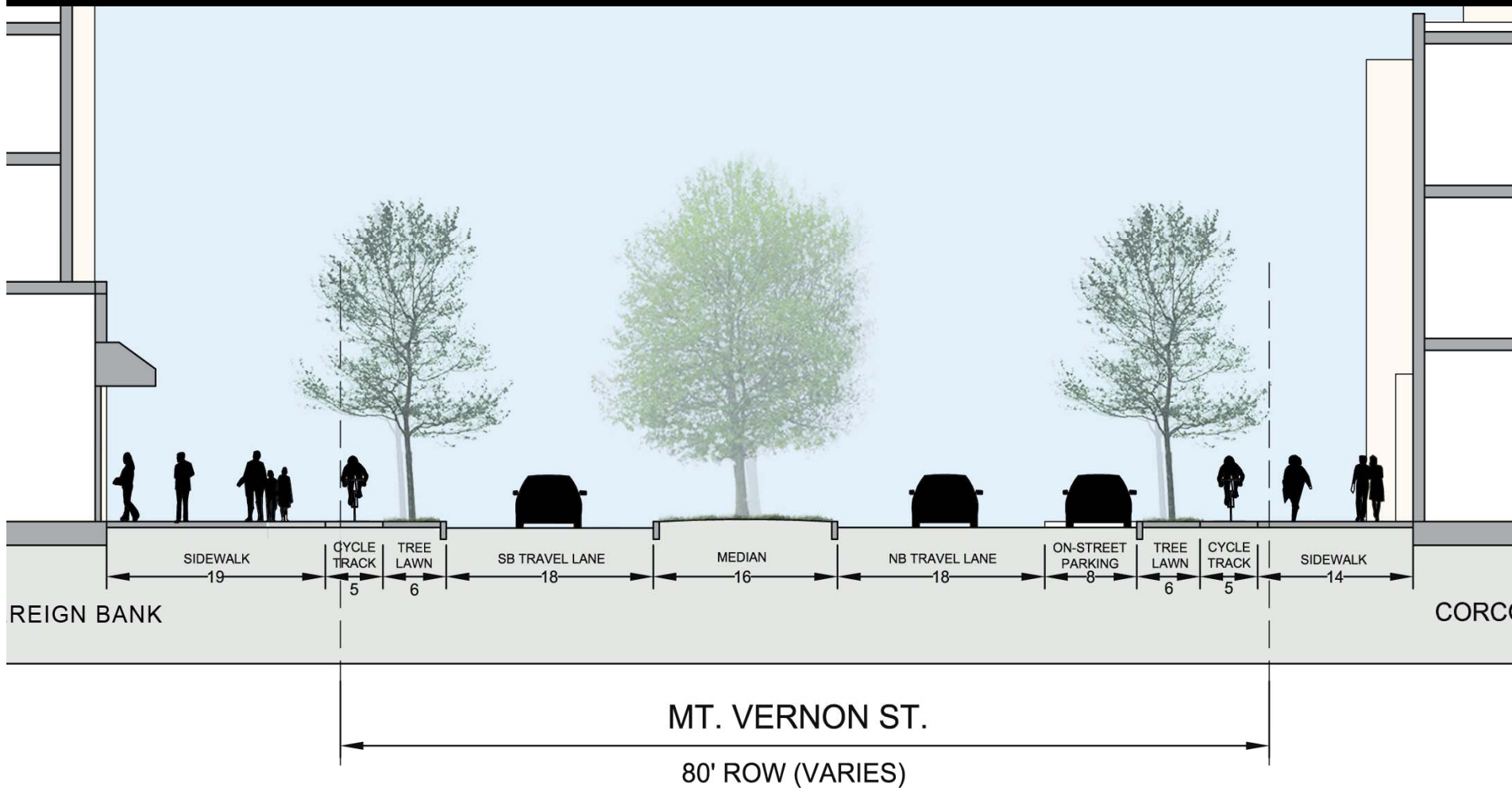
Morrissey Boulevard



Morrissey Boulevard



Mt. Vernon Street



Mt. Vernon Street



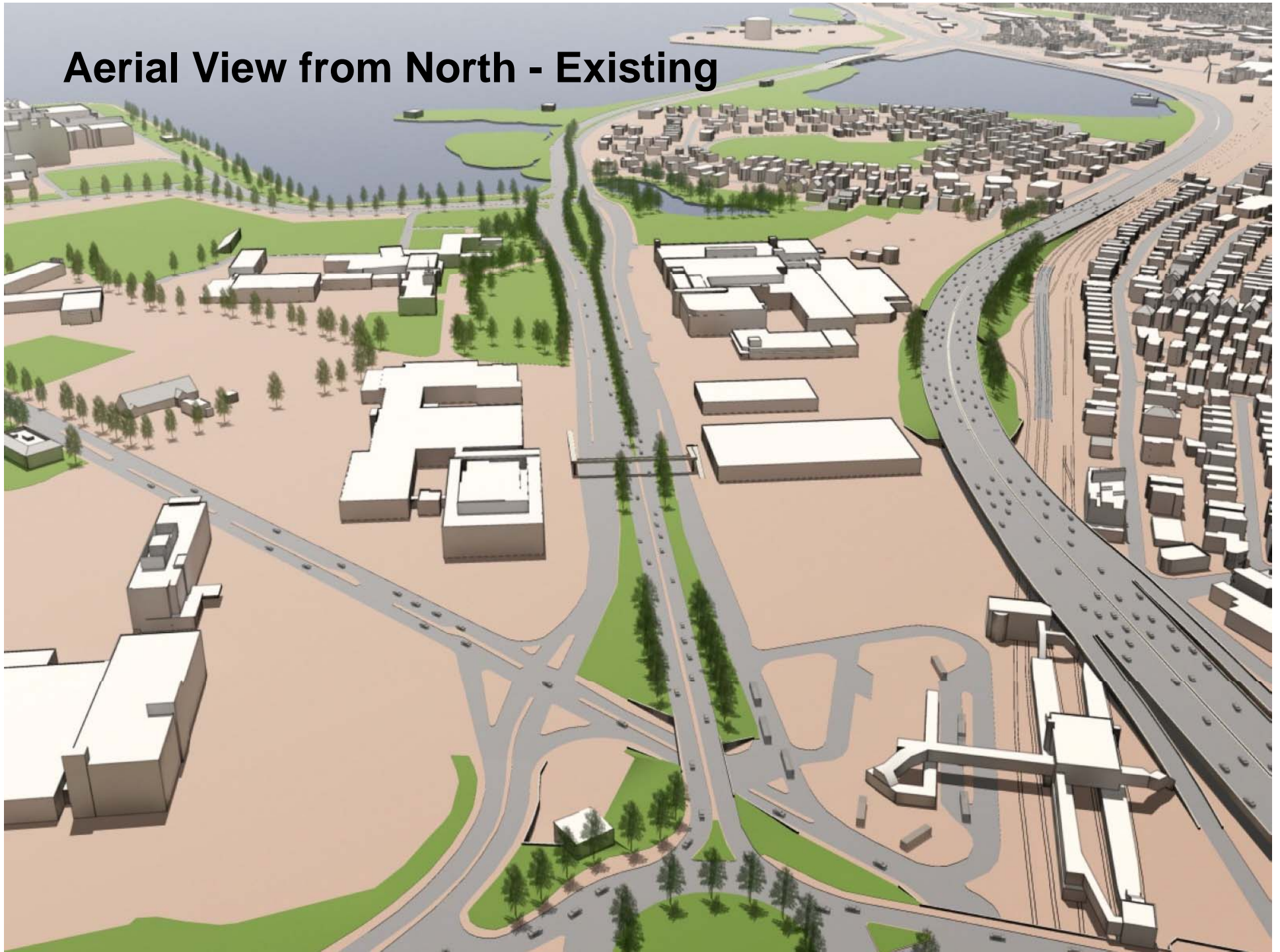
Plan Revisions Since February 2009

- Buildout
- Heights and Massing

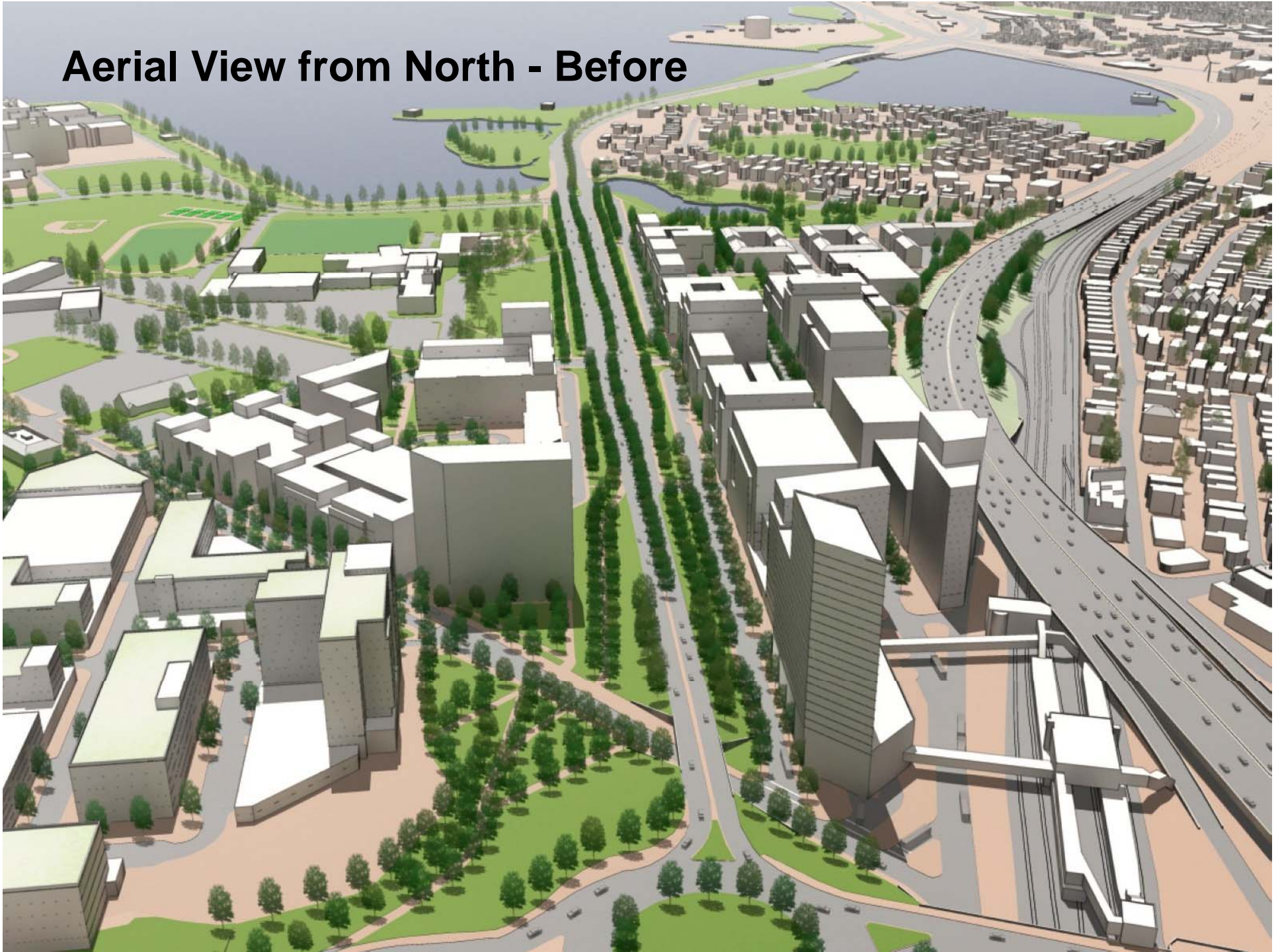
Buildout

Master Plan Buildout February 2009 vs June 2009		
	February 09	June 09
Residential	4,328	4,300
Hotel	425	410
Office	1,012,490	933,000
Retail	526,370	492,500
TOTAL	6,512,160	6,360,500
Parking	6,595	6,430

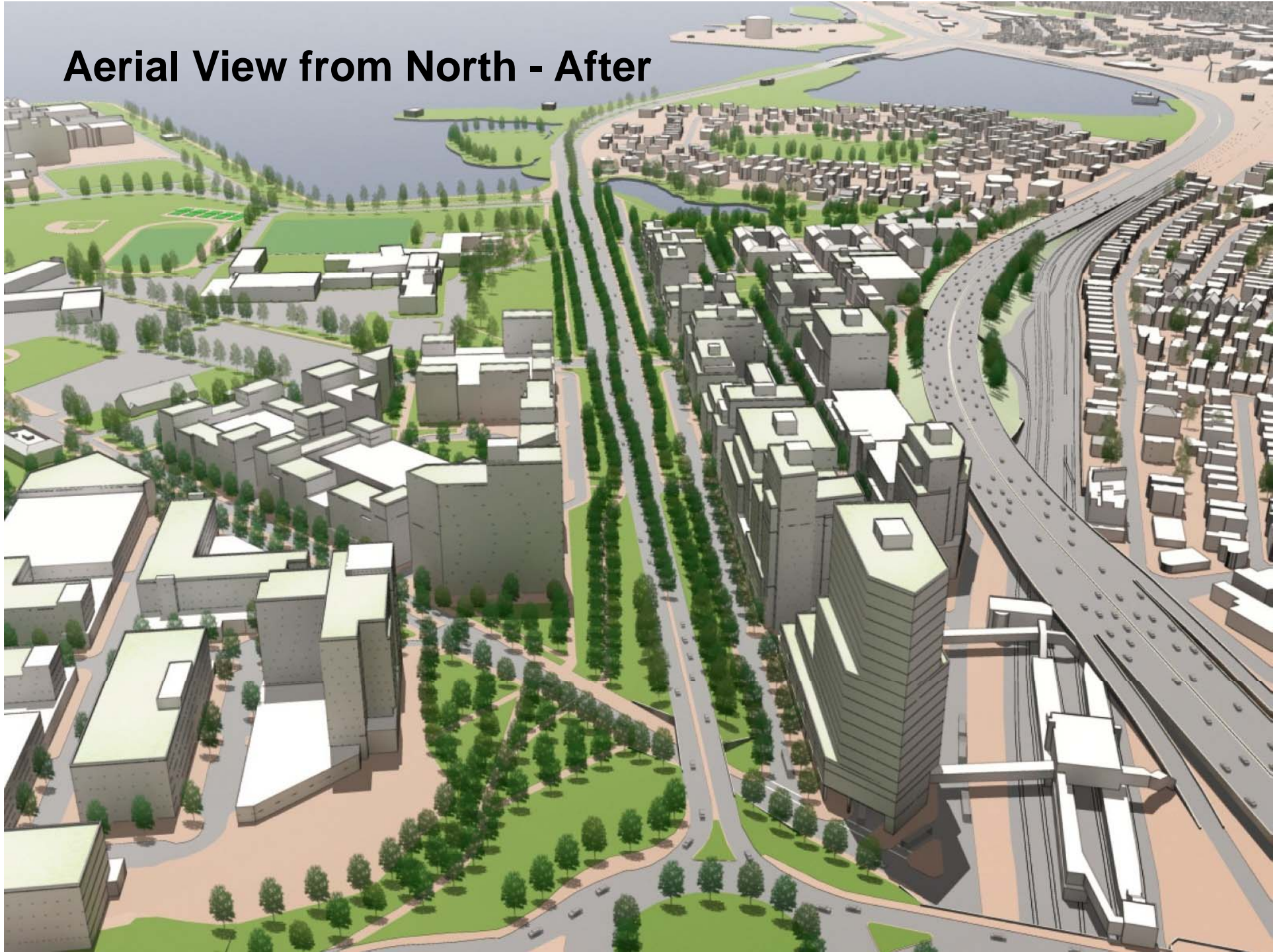
Aerial View from North - Existing



Aerial View from North - Before



Aerial View from North - After



Aerial View from South - Existing



Aerial View from South - Before



Aerial View from South - After



Crescent Avenue at Dorchester Avenue - Existing



Crescent Avenue at Dorchester Avenue - Existing



Crescent Avenue at Dorchester Avenue - Before



Crescent Avenue at Dorchester Avenue - After



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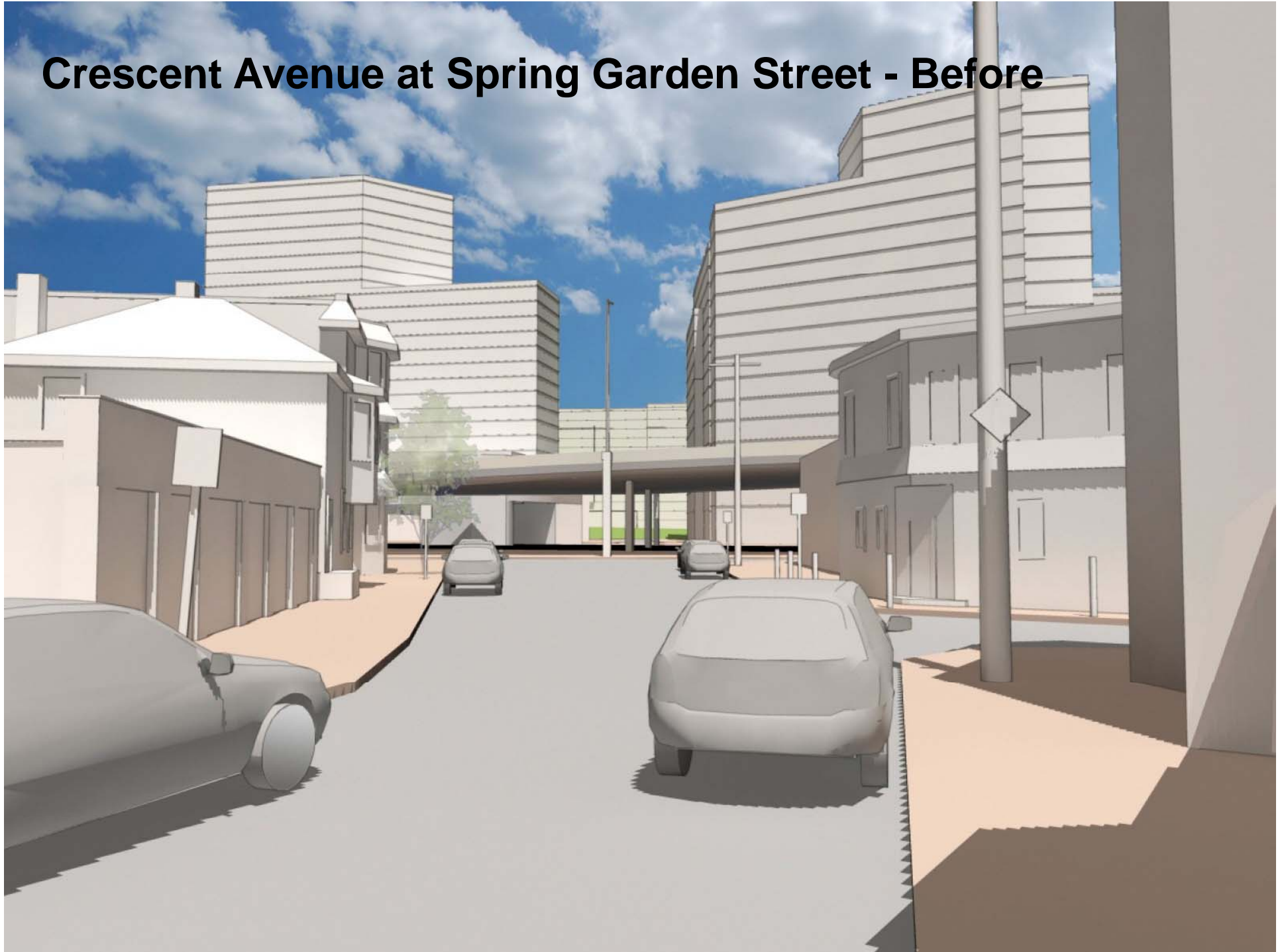
Crescent Avenue at Spring Garden Street - Existing



Crescent Avenue at Spring Garden Street - Existing



Crescent Avenue at Spring Garden Street - Before



Crescent Avenue at Spring Garden Street - After



Interstate 93 Southbound - Existing



Interstate 93 Southbound - Existing



Interstate 93 Southbound – Before



Interstate 93 Southbound - After



Chapter 6: Multi-Modal Transportation

- Emphasis on *mixed use/residential development* (6.1.1)
- Modified *Parking Ratios* (6.1.3)

Parking Standards

	Residential	Non-Residential
Near MBTA Station	0.75 - 1.25 space per units	0.75 - .25 spaces per 1000 SF
Distant from MBTA Station	1 - 1.5 spaces per unit	1 - 1.5 spaces per 1000 SF

Chapter 6: Multi-Modal Transportation

- Emphasis on *mixed use/residential development* (6.1.1)
- Modified *Parking Ratios* (6.1.3)
- *Parking pricing* to better manage auto use (6.1.4)
- Design for pedestrian access (6.2.4)
- Bicycle parking & support facilities (6.2.5)
- Mode share goals: 10% reduction (6.2.7)

Multi-modal Transportation (Cont'd)

- Full Transportation Study & Plan for Kosciuszko Circle, Morrissey Boulevard, and I-93 access ramps (6.7)
- Potential improvement strategies at key problem locations
- Phasing in of new roadway connections
- Enhance transit access and service
- Establish Transportation Management Association (TMA)

Chapter 7: Open Space, Recreation & Watersheet Activation

- Duplication of Policies 4.1 – 4.5 from Land Use and Urban Design Chapter

Open Space



Pedestrian and Bicycle Connections



Chapter 7: Open Space, Recreation & Watersheet Activation (cont'd)

- Duplication of Policies 4.1 – 4.5 from Land Use and Urban Design Chapter
- New community facility for meetings, cultural events (7.1.5)
- Continue/expand programs to make UMass and B.C. High facilities available to the public (including contributions from private developers) (7.1.6)

Open Space, Recreation & Watersheet Activation (cont'd)

- Work with property owners to ensure construction of north-south path (Station to UMass)
- Work with property owners to ensure construction of east-west path (Patten's Cove to Calf Pasture)
- Include water based facilities in development, such as public restrooms, boathouses, and fishing related services. Provide water related services and concessions such as pushcart concession, boat rentals, educational vessels (i.e., kayaks)
(7.9.1)

Chapter 10: Community Benefits

- Accessible Shopping and Services
- Vibrant Streets
- Transportation Choice
- Walkability and Bike-ability
- Expanded Open Space
- Affordable Housing
- Environmental Sustainability
- Fiscal and Economic Benefits

Community Benefits (Cont'd)

Use	Net New	Build-Out	Permanent Jobs	Wages	Construction Cost	Construction Jobs	Annual City Property Tax	Annual State Income Tax
Hotel (Rooms)	332	410	231	\$8,991,194	\$34,860,000	130	\$1,750,628	\$427,981
Office (SF)	813,000	933,000	3,732	\$338,936,508	\$165,852,000	617	\$7,739,851	\$16,133,378
Residential (Units)	4300	4300	N/A	N/A	\$804,100,000	2,991	\$9,865,125	N/A
Retail (SF)	492,500	492,500	985	\$33,070,390	\$90,127,500	335	\$3,665,035	\$1,574,151
TOTALS			4,948	\$380,998,092	\$1,094,939,500	4,073	\$23,020,638	\$18,135,509

Schedule to Completion

Review of Draft Plan

Summer/Early Fall 2009

Plan Adoption

Fall 2009

Questions & Discussion