

SQUARES AND CORRIDORS
DRAFT - MAY 2021

East Boston Tomorrow



boston planning &
development agency

PLAN: East Boston is the result of a collaborative effort with the dedicated members of the Advisory Group, wider community members, planning enthusiasts, and an Interdepartmental Working Group that represented City and State Departments. This document would not be possible without the generous contribution of time and insight by these participants.

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This document presents a portion of the draft recommendations prepared in association with PLAN: East Boston.

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Neighborhood Residential

Forthcoming

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Forthcoming

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Overview

This document presents draft recommendations that together present an ambitious and exciting vision for the future of East Boston.

PLAN: East Boston offers the unique opportunity to think about the future of an entire neighborhood and respond boldly to the challenges it faces. It builds on the vision and goals established by “Imagine Boston 2030,” the citywide plan to “boost equity, resilience, quality of life in every neighborhood across Boston.” The recommendations in this plan provide a vision for East Boston for the next 20 years.

Five high-level planning goals provide strategic direction to the plan.

Planning goals reflect shared values and provide strategic direction to the plan. PLAN: East Boston is driven by five high-level goals:

- » Expand access to housing options that are affordable, stable, and able to meet households’ needs as they change over time.
- » Advance climate preparedness and promote a healthy environment.
- » Ensure access to travel choices that connect all parts of the neighborhood to all parts of the city safely and reliably.
- » Support neighborhood economies that meet the needs of local communities as well as regional industries.
- » Guide neighborhood growth that is predictable and contextual and contributes to public realm that is active and connected.

Draft recommendations apply high-level planning goals to specific character areas.

Planning goals are neighborhood-wide and are organized by planning topic. Draft recommendations are approaches taken to achieve a goal and are organized by types of places within the neighborhood, referred to here as character areas. All draft recommendations can be connected back to the planning goals identified here.



PLAN: EAST BOSTON STUDY AREA

□ STUDY AREA BOUNDARY

Planning Process

Draft recommendations build on community feedback received to date and will continue to be refined by public process.

Community engagement launched in September 2018 and has followed three phases: establishing existing conditions, identifying challenges and opportunities, and imagining the future. The effort is organized by the Boston Planning & Development Agency (BPDA) in partnership with several City and State agencies, and is supported by a 20-person advisory group appointed by elected officials. Efforts from the first two phases are summarized in the existing conditions report, “East Boston Today.” The planning initiative is now in the third phase: imagining the future. In this phase, high-level planning goals are further refined, and specific recommendations are identified.

Community feedback collected throughout the planning process informed draft recommendations.

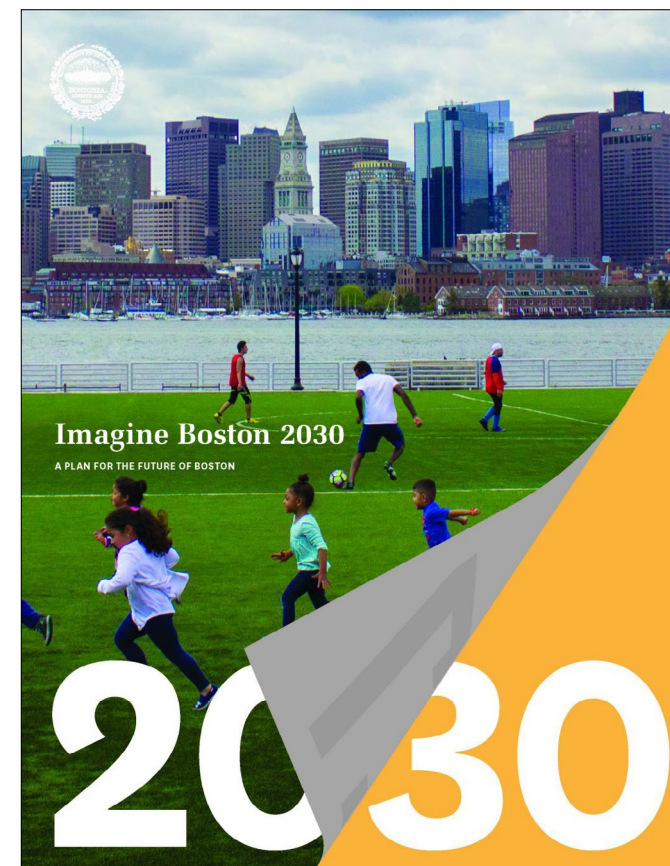
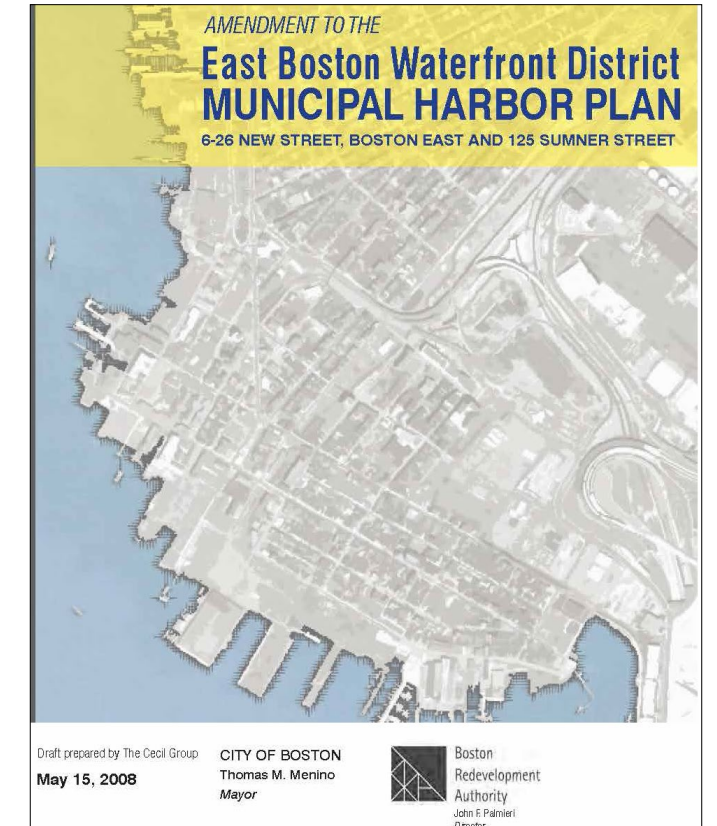
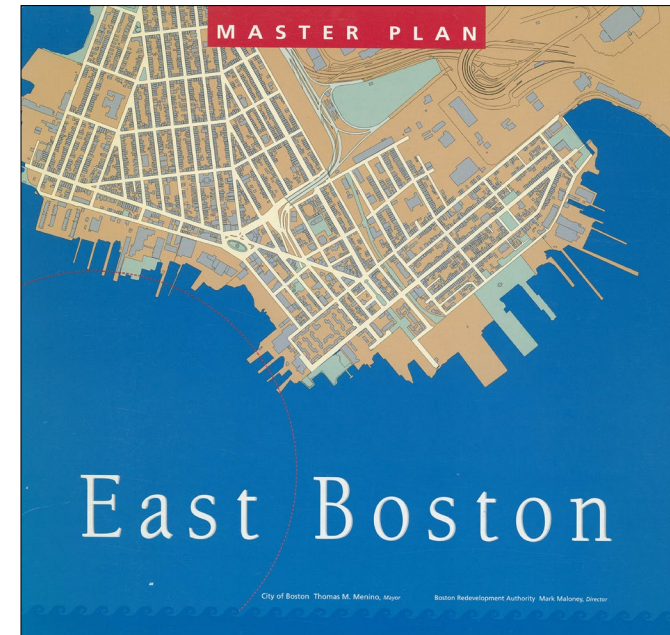
Draft recommendations build on feedback collected at many events including community workshops and open houses, “chat with a planner” events, neighborhood walking tours, advisory group meetings, and comments received via email and the project website. This document is a draft and is intended to facilitate continued public engagement. It is expected that feedback from the community will continue to shape the ideas presented herein.

Moving from draft recommendations to specific and implementable actions will require continued collaboration.

Draft recommendations included in this document present concepts that have been vetted for high-level feasibility. The vetting process was conducted in close collaboration with several City of Boston departments and State partners. Concepts prepared for this document often include State-owned and operated streets, infrastructure, or transit service. While collaboration by State partners does not imply their endorsement, BPDA continues to work closely with Massport, MassDOT, and MBTA to refine concepts.

Draft recommendations have been vetted for preliminary feasibility.

Draft recommendations have been vetted for high-level feasibility including property ownership and preliminary transit and traffic analysis and geometric analysis. Transit and traffic analysis was conducted by a consultant team led by Toole Design Group. Recommendations would require additional technical analysis should they become projects. Technical support documents will be published as appendices to “East Boston Tomorrow.”



ABOVE LEFT The most recent neighborhood plan, the “East Boston Master Plan,” was initiated in 1998 and adopted in 2000.
ABOVE RIGHT The “East Boston Municipal Harbor Plan” was adopted in 2002 and amended in 2008.
BELOW LEFT PLAN: East Boston builds on the vision and goals established by “Imagine Boston 2030,” to “boost equity, resilience, quality of life in every neighborhood across Boston.”
BELOW RIGHT The 2008 “East Boston Transportation Action Plan” offered short and long term recommendations to enhance pedestrian safety, improve traffic, and provide more parking for residents.

Changing Context

Planning trends help summarize what observable data says today about East Boston. Draft recommendations respond to these trends.

Three important trends help summarize change in East Boston. “[East Boston Today](#),” the PLAN: East Boston existing conditions report, documents these trends in greater detail.

A rising tide

East Boston’s topography consists largely of low-lying infilled land. Waterfront bounds every edge of the neighborhood except for the northernmost boundary with Revere. These features make East Boston particularly susceptible to climate change and sea level rise. More than half the land area in the neighborhood (58 percent) will be vulnerable to flooding as soon as the 2070s. “Climate Resilient Solutions East Boston and Charlestown” (2017) identified critical flood pathways and resilience strategies along the East Boston Inner Harbor Waterfront. “Climate Resilient Solutions East Boston and Charlestown Phase II” is ongoing and will identify critical flood pathways and resilience strategies along Chelsea Creek, Constitution Beach, and the Belle Isle Marsh.

A growing population

Boston and its metro area are undergoing transformational growth. In 2018, an update to “Housing A Changing City: Boston 2030” found that Boston’s population was growing

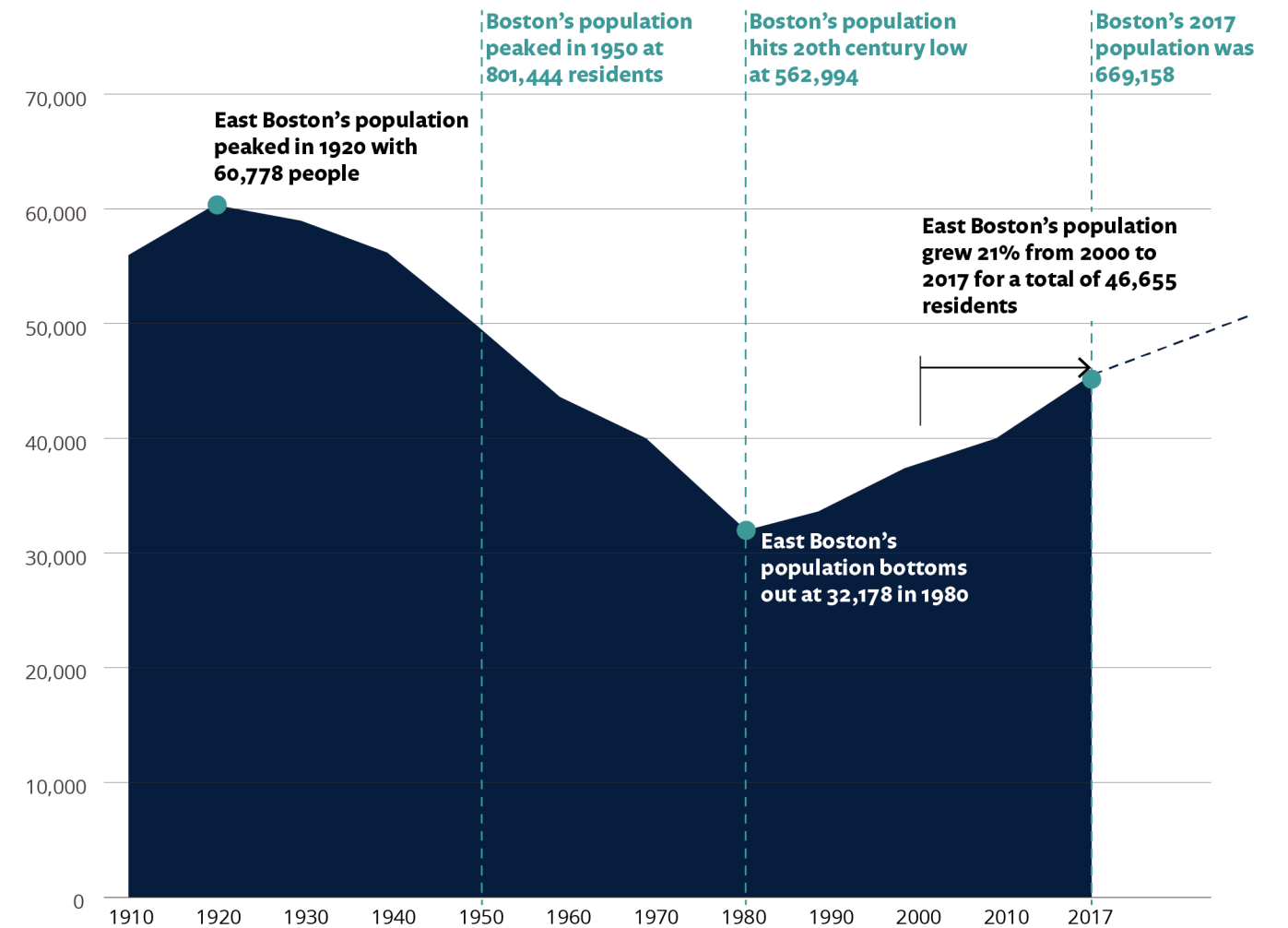
faster than initially projected, with 759,000 residents expected to live in Boston in 2030. East Boston’s annual population growth rate is 2 percent, which is twice as high as the citywide average. As new residents come to East Boston, demand for housing and other neighborhood resources increases. Housing in East Boston has become more expensive. The neighborhood saw a 42 percent increase in average rents from 2000 to 2017.

A shifting core

Increasing population growth can be attributed in part to another important trend: regional job centers in Cambridge, Somerville, Chelsea, Everett, and the South Boston Waterfront have decentralized citywide growth patterns. Where development patterns in East Boston could have once been characterized by the neighborhood’s connection to jobs in Downtown and the Inner Harbor Waterfront, development projects like Suffolk Downs have positioned East Boston as an important regional destination.

Sources:
U.S. Census Bureau, 1950–2010 Decennial Census, 2006–2010 American Community Survey, and 2013–2017 American Community Survey; BPDA Research Division.

The land area calculated for flood vulnerability is the PLAN: East Boston Study Area, which does not include Suffolk Downs or Logan International Airport.



EAST BOSTON'S POPULATION, 1910-2017

An excerpt from “[East Boston Today](#),” the PLAN: East Boston existing conditions report. East Boston’s population is growing twice as fast as the city’s total population.

Source: U.S. Census Bureau, 1910-2010 Decennial Census, NHGIS; 2013-2017 American Community Survey; BPDA Research Division Analysis.

Character Areas

Character areas help identify types of places in the neighborhood. Draft recommendations are organized by character area.

While planning goals apply to the entire neighborhood, the neighborhood is made up of many different types of places. East Boston has a unique and complex geography, with many different types of open spaces, streets, and buildings. Character areas help identify types of places in the neighborhood. East Boston has three primary character areas and recommendations are organized by character area. This document presents recommendations prepared for Squares and Corridors. Similar documents for other character areas will be shared publicly as part of this phase of community engagement.

Buildings and public spaces within a given character area share similar uses and physical features. East Boston has three primary character areas.

Neighborhood Residential Areas

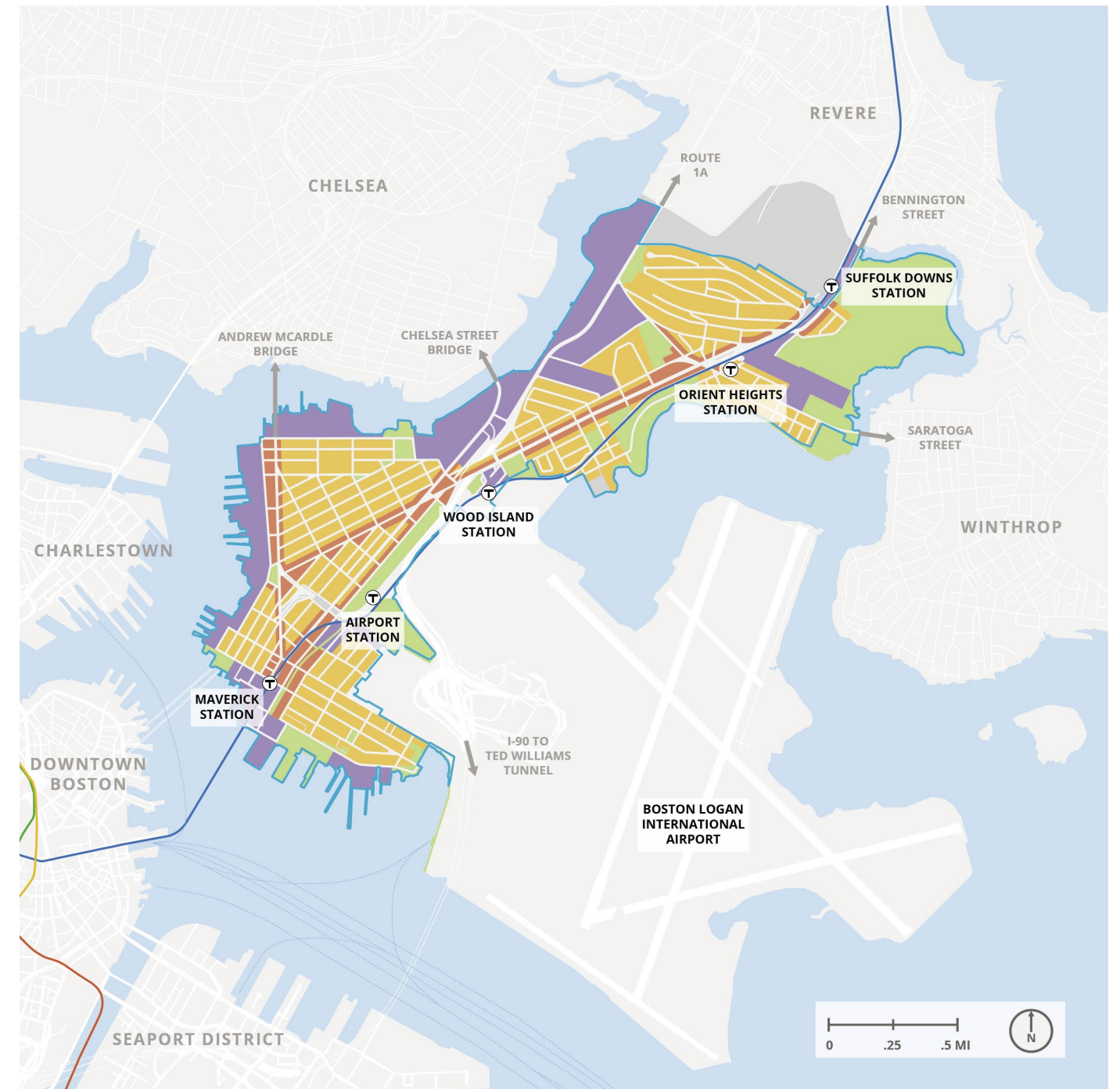
These areas are primarily, though not exclusively, intended for residential uses and buildings are typically lower in scale. Streets in Neighborhood Residential areas are typically narrow and open space is typically limited to school yards and community gardens. Neighborhood Residential areas represent the greatest portion of land area in the study.

Squares and Corridors

These areas support the broader neighborhood by providing essential goods and services to residents, and entrepreneurial opportunities to businesses. Streets and intersections in these areas are typically very wide, and offer opportunities to reconsider how public space is allocated. East Boston has four main squares including Maverick Square, Central Square, Day Square, and Orient Heights Square. A fifth square, referred to here as Suffolk Downs Square, will emerge as construction begins at the Suffolk Downs redevelopment site. All squares are located near transit.

Waterfront and Evolving Industrial Areas

These areas typically prioritize commercial and industrial uses, however land uses in these areas are changing. Many of these areas require substantial investment in public infrastructure including streets, sidewalks, publicly accessible open spaces, and, critically, flood resilience. Many of these areas are at tremendous risk of flooding, and are often front-line opportunities for addressing neighborhood flood risk.



PLAN: EAST BOSTON CHARACTER AREAS

- NEIGHBORHOOD RESIDENTIAL CHARACTER AREAS
- SQUARES AND CORRIDORS CHARACTER AREAS
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS
- OPEN SPACE

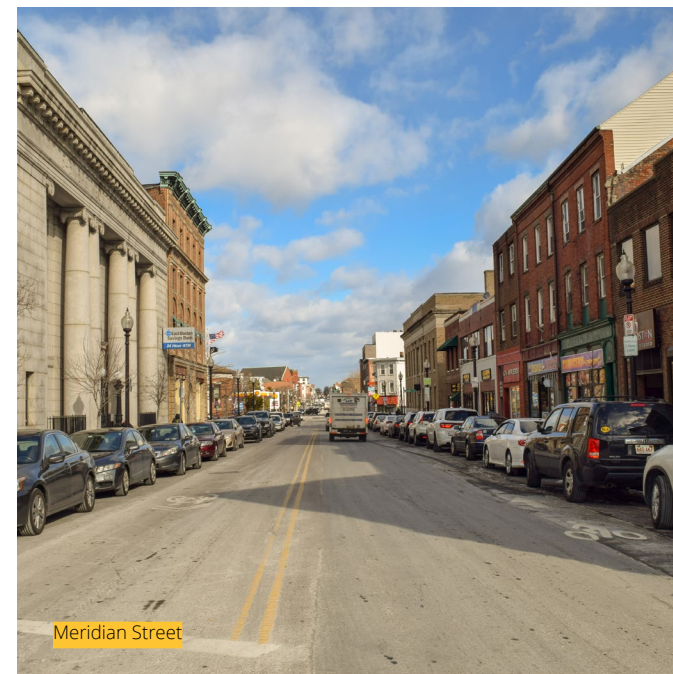
Squares and Corridors

Squares and Corridors are important points of gathering and connection within a neighborhood. They provide essential goods and services to local residents, and create important job and entrepreneurial opportunities for the broader East Boston community. Squares and Corridors also operate as gateways, connecting East Boston to important regional destinations.

This document includes draft recommendations prepared for East Boston's Squares and Corridors.

In this section, learn about:

- » "Neighborhood Network" on page 4
- » "Planning Strategies" on page 6
- » "Allocating Public Space" on page 8
- » "Shaping Building Form" on page 10
- » "Maverick Square" on page 18
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- » "Meridian Street / Border Street" on page 80
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Neighborhood Network

East Boston is supported by four main squares and three main corridors. A fifth square is proposed by the Suffolk Downs redevelopment.

East Boston has four main squares including Maverick Square, Central Square, Day Square, and Orient Heights Square. A fifth square, referred to here as Suffolk Downs Square, will emerge with the construction of the adjacent Belle Isle Square within the Suffolk Downs Redevelopment site. Connections between the squares occur primarily along Meridian Street, Bremen Street, and Bennington Street, with a future connection to be made between Orient Heights Square and Suffolk Downs Square along Walley Street. While each square and corridor has a unique history and identity, they share several features in common.

All Square and Corridor areas have direct access to transit.

Maverick Square, Day Square, Orient Heights Square, and Suffolk Downs Square are each within a 5-minute walk from an MBTA Blue Line station. Maverick Square and Central Square are located along MBTA Key Bus routes. With the exception of Suffolk Downs Square, all squares are served by local bus connections. Maverick Square will have access to a ferry terminal. A temporary ferry terminal was installed at Lewis Mall in 2020.

Squares and Corridors, and the networks that serve them, are vulnerable to flooding.

Portions of all Square and Corridor areas are vulnerable to coastal flooding associated with sea level rise and flooding associated with major storm events. This vulnerability is projected to increase over the next century. A quarter of East Boston's major streets and four of the five Blue Line stations in East Boston are vulnerable to flooding today (Maverick Station, Airport Station, Wood Island Station, and Orient Heights Station). By 2070, more than 80 percent of East Boston's major streets and all Blue Line stations in East Boston will be threatened by flooding.

Squares are often neighborhood heat islands.

Heat islands are areas that tend to be hotter on average than the surrounding area. Due to limited tree canopy and abundant pavement East Boston's squares are among the neighborhoods hottest areas. The City is embarking on an Urban Forest Plan to establish a vision and implementation plan to build on the City's tree canopy goals that are aligned with the goals of Imagine Boston 2030 and Climate Ready Boston.



DIAGRAM OF SQUARES AND CORRIDORS

Existing zoning identifies these areas as Neighborhood Shopping (NS), Multi-family Residential / Local Shopping (MFR / LS), and Community Commercial (CC). Recommendations for zoning in these areas would categorize all three existing subdistricts as Mixed-use (MU) and would create subdistricts based on building height including 3-story (MU3), 4-story (MU4), and 5-story (MU5) subdistricts.

- SQUARES AND CORRIDORS CHARACTER AREAS
- 1/4 MILE WALKING RADIUS
- OPEN SPACE

Planning Strategies

These strategies translate neighborhood-wide planning goals into recommendations that are specific to Squares and Corridors.

Squares and Corridors support the broader neighborhood by providing essential goods and services to residents, and entrepreneurial opportunities to businesses. In this role, Squares and Corridors operate as a type of public space, creating opportunities for community members to gather.

Strategies for Squares and Corridors focus on:

- » Prioritizing the quality of the pedestrian experience
- » Balancing and managing curbside space
- » Leveraging opportunities in the public realm to incorporate green infrastructure.
- » Encouraging active uses at the sidewalk.
- » Concentrating added height and density near transit.

Community priorities for Squares and Corridors inform draft recommendations.

Both the Small Business Round Table Discussion (July 25, 2019) and the Chat With a Planner series (various dates) were important opportunities for the planning team to gather first-hand knowledge about East Boston's Squares and Corridors geographies. These points of engagement formed the foundation for a workshop focused specifically on Squares and Corridors (Mixed-use Nodes and Corridors on November 06, 2019) that asked participants to consider the challenges and opportunities unique to these areas. Feedback from these events helped inform the draft recommendations proposed in this chapter.

What would make them great is more diversity of food / coffee + retail options* + less traffic to make walking a better experience. Right now walking into Maverick during afternoon rush you breathe in tons of bus exhaust

Keeping existing mom & pop shops since a lot of them are being displaced. Existing mom & pop shops should be prioritized when new buildings open... prioritization of ownership. Making sure care use is less to meet potential emission goal. Keeping food affordable with larger incomes moving into Eastie & displacing neighborhood members from buying food. (Shop is increasing prices)

bpda October 08, 2019



WALKING TOUR OF MAVERICK AND CENTRAL SQUARES ON JUNE 22, 2019

local businesses (not chains)
diversity (which requires low-income + mixed housing)

A SELECTION OF COMMENTS SUBMITTED AT A COMMUNITY WORKSHOP FOCUSED ON CHARACTER AREAS ON OCTOBER 08, 2019

Participants were invited to respond to the prompt, "We often talk about "enhancing vibrant mixed-use districts" in neighborhood nodes and corridors. What are some of the features that make East Boston's square "vibrant mixed-use destinations"? All responses we displayed at a later workshop focused specifically on Squares and Corridors on November 06, 2019.

Allocating Public Space

Squares and Corridors are important points of gathering and connection within a neighborhood. They are fundamentally a type of public space.

Most public space in Squares and Corridors is defined by streets and sidewalks. Boston follows a Complete Streets approach when designing streets. The approach puts walking, biking, and taking transit on equal footing with driving. Applying these guidelines to Squares and Corridors often requires the reallocation of public space.

Prioritize the quality of the pedestrian experience.

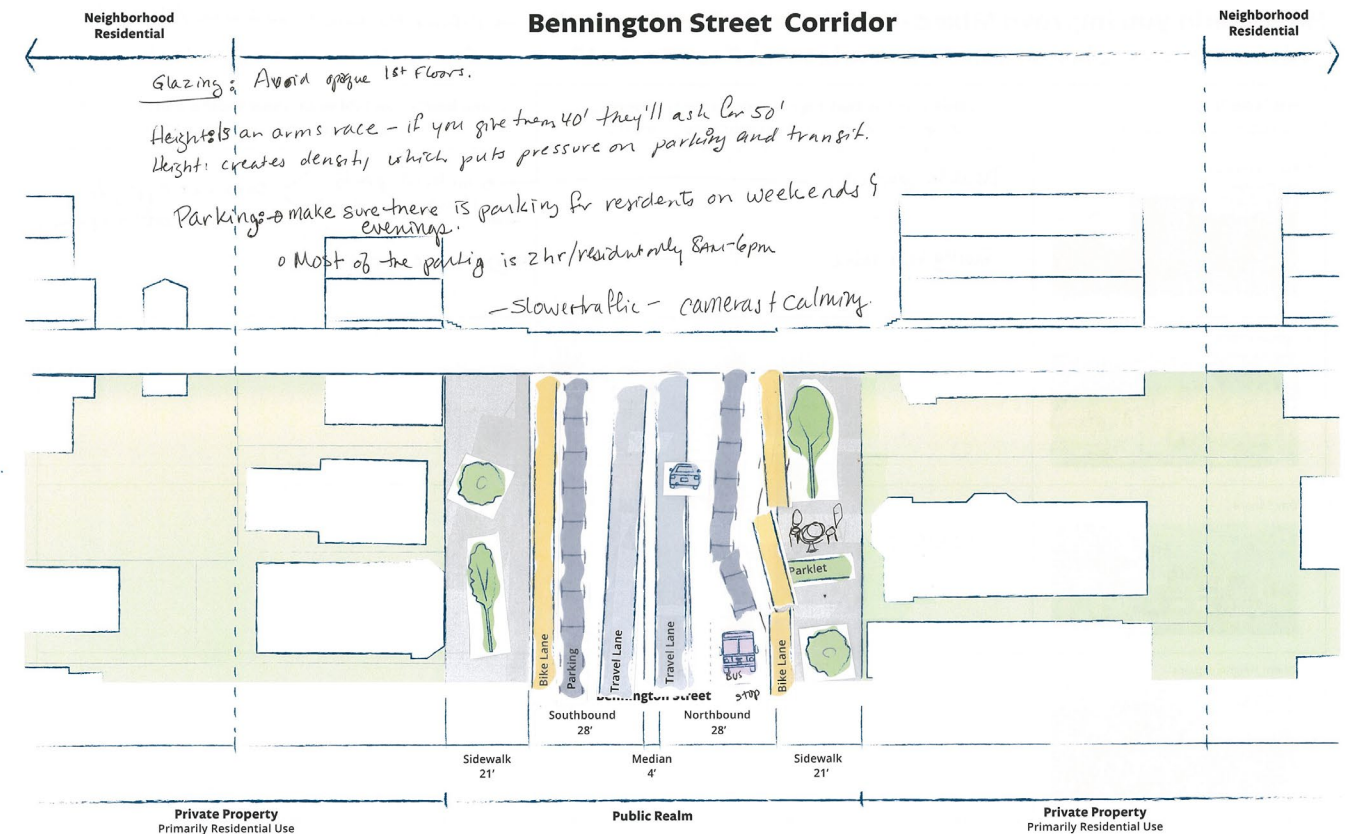
Squares and Corridors are places where people gather and interact, facilitating social exchange and creating economic value. They are the most well-suited locations for public space. Successful public spaces focus on the pedestrian experience by creating a venue for interaction, providing comfortable amenities, and safely connecting to buildings with ground-floor retail and civic activity. Reclaiming underused pavement, reducing pedestrian exposure to vehicles, and introducing amenities such as seating, plantings, and shade can help transform East Boston's Squares and Corridors into public "living rooms."

Balance and manage curbside space.

Curbside space is a limited and valuable commodity, creating competition between residents, businesses, buses, and other users. At the same time, extra pavement in Squares and Corridors has resulted in more surface parking than would otherwise be possible on a typical street. Street space in East Boston's Squares and Corridors can be rebalanced to unlock right-of-way for new public space and expanded transit access. New policies, regulations, and technology can help manage curbside space more efficiently.

Leverage opportunities in the public realm to incorporate green infrastructure.

A Complete Streets approach creates a canvas for resilient infrastructure strategies that protect against flooding, rising tides, and extreme heat. Critical to East Boston, coordinated near- and long-term actions can create a coastal flood protection system integrated in a new network of open spaces and Green Links connections.



ABOVE An example vision for Bennington Street submitted by a member of the public at a community workshop focused on mixed-use nodes and corridors on November 06, 2019. Most participants desired fewer travel lanes, more planting areas, and bike lanes on Bennington Street.

BELOW On-street parking re-purposed as outdoor dining for La Hacienda in Central Square (Photo credit: Jacob Wessel)



Shaping Building Form

Squares and Corridors are suited for active ground-floor uses, supported by a higher density of people and businesses.

Zoning and design guidelines work together to shape building form and are important planning tools. Zoning and design guidelines must reflect the priorities set out by high-level planning goals. The following strategies are unique to buildings located in neighborhood Squares and Corridors, and inform recommendations for zoning and design guidelines in these areas.

Encourage active uses at the sidewalk.

Retail uses and their patrons contribute to active streets and sidewalks. In addition to providing essential goods and services, businesses are important attractors and contribute significantly to the character of Squares and Corridors. Other uses, like parking or residential uses, do not contribute to active streets and sidewalks, and may not be desirable at the ground-floor in squares and along some corridors. Zoning can restrict ground-floor uses in these areas to commercial activity.

Concentrate added height and density near transit.

Directing added height and density to East Boston's Squares and Corridors is related to preserving low-scale development in neighborhood residential areas. Added height and density are appropriate in Squares and Corridors for two reasons. First, all Squares and Corridors in East Boston are well-served by transit. Promoting height, density, and a walkable and inviting public realm near transit is referred to as "transit-oriented development." Increased density near transit, in coordination with decreased parking requirements, helps reduce an over-reliance on cars, a critical strategy for achieving safety, sustainability, and climate resilience goals. Second, ground-floor commercial uses, particularly retail, depend on some amount of density to support them. At the scale of an individual building, retail spaces are competing with more-profitable residential uses, and are often subsidized by added residential uses above the ground-floor. At the scale of an entire square, retail uses depend on increased density to generate added foot traffic and, ultimately, patrons. Added height and density in Squares and Corridors should be transitioned away from neighborhood residential areas.

So much opportunity to put density in these locations and alleviate the need for overly dense projects in the residential areas.
Allow for type 1 construction ^{over 20'} by right.

A SELECTION OF COMMENTS FROM NEIGHBORHOOD WALKING TOURS DURING APRIL, MAY, AND JUNE, 2019

4) Can we prioritize re-purposing buildings ^{vs.} ~~to~~ demo
7) We are having proposals GROSSLY out of place
8) How can we combat these

• More density in Ott Square
• change flow to two way on Ashley off Beardman.
• Bulb outs @ wide intersections
• Raised intersection @ Ashley + breed Street.
• Need to clarify transition to Suffolk Downs development

Policy Considerations for Supporting Small Businesses

Small and local businesses contribute significantly to the character of East Boston’s Squares and Corridors.

East Boston’s economy is driven primarily by two different commercial scales and uses: transportation and airport-related operations, and small businesses with 50 or fewer employees. Micro-businesses (five or fewer employees) comprise 49 percent of all businesses in East Boston. Another 42 percent of businesses in East Boston have 5–49 employees, meaning that more than 90 percent of businesses in East Boston are small businesses.

Small businesses are highly concentrated but not limited to Squares and Corridors. In these geographies, the majority of businesses service residents with ground-floor retail, accommodations, and food services. There are also many small professional offices offering finance, insurance, and information services or health care and social assistance. These businesses reflect the diversity of East Boston’s residents, with many Spanish-speaking and immigrant-owned establishments.

Throughout the planning process, residents have stated that it is a priority to maintain and support existing small businesses. New investment in neighborhoods can cause changes that directly or indirectly force people and businesses to move, like the demolition of buildings or rapid increases in rents. It is a goal for the City of Boston to support growth and investment in East Boston without

displacement. Rapid escalation in real estate values and commercial rent can be a product of a sudden influx of investment. Instead, gradual, sustained, and smaller-scale improvements in buildings and public space over time support stable and sustainable growth.

Zoning strategies—the focus of PLAN: East Boston’s recommendations—can increase opportunities for business operations in the neighborhood but are limited in their ability to directly support businesses. Examples of zoning strategies that address small businesses include limits on floor plate sizes, active ground-floor requirements, and expanded geographies allowing as-of-right commercial uses. These measures help make it easier to open a business and encourage engagement between commercial spaces and the public realm.

Policy strategies can directly address existing businesses. Today, the Small Business Unit (SBU) through the Office of Economic Development supports small businesses with technical assistance, grants, and other programming. Policy related to economic development and supporting small businesses is enacted at a city-wide scale, and is a continued priority for the City through the work of the SBU and Office of Economic Development.



The SBU offers resources for small businesses needing support with internal processes—like marketing, legal, and accounting—and permitting and licensing processes—like coordinating certification for local, women-, minority-, and veteran-owned businesses—through the Equity and Inclusion Unit. Through grants and technical support for storefront beautification, including business signage and facade improvements, the SBU directly invests in existing businesses. Smaller-scale investments in businesses support the vision for sustainable investment without displacement.

PLAN: East Boston is continuing to coordinate with the Office of Economic Development to identify strategies to support small businesses and ensure that commercial retail continues to reflect the needs of East Boston’s diverse population.



ABOVE The facade transformation of 9-12 Central Square, 2018.

BELOW 9-12 Central Square, 2017.

With the assistance of East Boston Main Streets and Restore programs through the Office of Economic Development, 9-12 Central Square underwent a facade renovation and restoration of the original ornamental stone work and brick. The building owner received architectural and graphic design assistance through the Restore program to assist with the vision of transforming the first-floor commercial facade of the building and received \$55,000 from the City towards the construction phase of the project.

Policy Considerations for Increasing Access to Travel Options

As important points of connection, Squares and Corridors are ideal locations for expanding access to transit, carshare, and bikeshare.

On average, 38 percent of East Boston households do not have access to a vehicle. Neighborhood population is growing faster than passenger vehicle registrations, and an East Boston resident is less likely to own a vehicle than the typical Boston resident. East Boston residents are more likely to commute by transit than any other Boston neighborhood, but some established and emerging job centers are inaccessible by transit within a reasonable amount of time. East Boston needs more and better travel options to align with its existing population and to encourage alternatives to driving for new residents.

It is the City of Boston's goal to ensure that all residents are within a 10-minute walk to frequent transit, carshare, and bikeshare by 2030. Residents also need safe, comfortable, and reliable travel networks to make these options viable choices for everyday trips. Together, these policy goals are integral to the development of recommendations for PLAN: East Boston. This is especially true for Squares and Corridors, which are not only important points of connection for the neighborhood but also locations with the most congestion and the most crashes requiring Emergency Medical Services response.

In addition to developing concepts as part of PLAN: East Boston, the BPDA is working closely with the Boston Transportation Department to bring travel options to East Boston's Squares and Corridors through the GoHub! program. GoHubs! make it more convenient for people to get around by offering more options to travel, meet up, and find their way. They are identifiable places where travel options, information, and placemaking elements are combined near bus stops, Blue Line stations, and bikeshare stations. GoHubs! can include amenities like carshare, pick-up and drop-off for ridehailing, electric vehicle charging, information kiosks, seating, and public art.

Implementation of GoHubs! is a key strategy in achieving the City's ambitious 2030 transportation and equity goals. In 2020, the Boston Transportation Department launched a pilot GoHub! program throughout East Boston, installing transportation services and amenities in eight locations based on community input, proximity to bus stops and Blue Line stations, and existing gaps in transportation access. Locations and services are highlighted on the following page. As part of the GoHub! at Gove Street near the Mary Ellen Welch Greenway, new stop signs will be added to the Gove Street and Orleans Street intersection.



GOHUB! PILOT LOCATIONS

The pilot GoHubs! program added three new bikeshare stations (33 new bikeshare bikes), 14 bike parking racks, 14 new carshare spaces, and four smart benches with Wi-Fi and personal device charging in East Boston. Travel options were paired with information signs to make locations easily identifiable. The Boston Transportation Department is evaluating the pilot program to help the City understand how well GoHubs! achieve their intended goals and outcomes. For more information visit www.boston.gov/gohubs (Map credit: Boston Transportation Department)

Policy Considerations for Calibrating Off-street Parking Requirements

Availability of parking is linked to more driving, higher housing costs, and more greenhouse gas emissions.

Curbside regulations may alter how spaces are used, but the supply of on-street parking spaces is relatively stable. Factors that determine this supply, such as block length and street width, rarely, if ever, change. Off-street parking, however, can increase as parcels are redeveloped. East Boston's existing zoning code requires this increase. Zoning dictates how many off-street parking spaces are required by use in different districts. Residential uses typically require 1–2 spaces per unit, while commercial uses can require 2 spaces per 1,000 SF for retail or 0.3 spaces per seat for a restaurant, for example.

Off-street parking can be convenient for some, but increasing the supply can have many negative consequences. Off-street parking costs \$28,000 to \$53,000 per space to build in Boston, and more if structured or underground.¹ Parking costs are passed on to building occupants, whether they own a car or not, and can cost renters an additional \$1,700 per year in housing costs.² Off-street parking uses space that could otherwise be used for housing, active ground-floor uses, or open space.

The *Phase II Report* (2019) of the Metropolitan Area Planning Council's (MAPC) Perfect Fit Parking Initiative found that on-street parking is overbuilt in the Boston region. Within Boston, MAPC surveyed 55 buildings and found a 50 percent oversupply of off-street parking (average parking supply of about 0.75 spaces per unit and an average parking demand of about 0.5 spaces per unit). Within East Boston, MAPC found a 31 percent oversupply of off-street parking at The Eddy and 245 Sumner Street.

Parking is often a contentious issue for residents who drive and also rely on availability of on-street parking. However, many East Boston households do not have access to a vehicle. As of 2018, East Boston residents outnumber registered passenger vehicles 3 to 1. As part of PLAN: East Boston, the process can reconsider how much parking is required for residential, commercial, and other uses. The process could also consider an approach that other cities are trying: maximum, rather than minimum, parking requirements. The Boston Transportation Department already incorporates maximum parking ratios for large developments (≥50,000 GSF). Requirements could also vary by proximity to Blue Line stations, a strategy that the Mayor's Housing Innovation Lab employs for developments participating in the Compact Living Pilot.

¹ Rider Levett Bucknall. First Quarter 2020: Quarterly Construction Cost Report.

² Gabbe, C. J. & Pierce, G.. (2016). Hidden Costs and Deadweight Losses: Bundled Parking and Residential Rents in the Metropolitan United States.



AREAS WITHIN AN 5-MINUTE WALK TO A BLUE LINE STATION

Most of East Boston's residents have access to transportation options like rapid transit, Key Buses, bikeshare, and carshare. However, East Boston's zoning code does not consider access to transportation options when defining minimum off-street parking ratios. That means a building is required by zoning to have the same quantity of off-street parking if its proposed in Maverick Square, where Blue Line access is very high, or if its proposed in Harbor View, where Blue Line access is lower. (Map credit: Toole Design Group)

■ AREAS WITHIN A 5-MINUTE WALK TO A BLUE LINE STATION

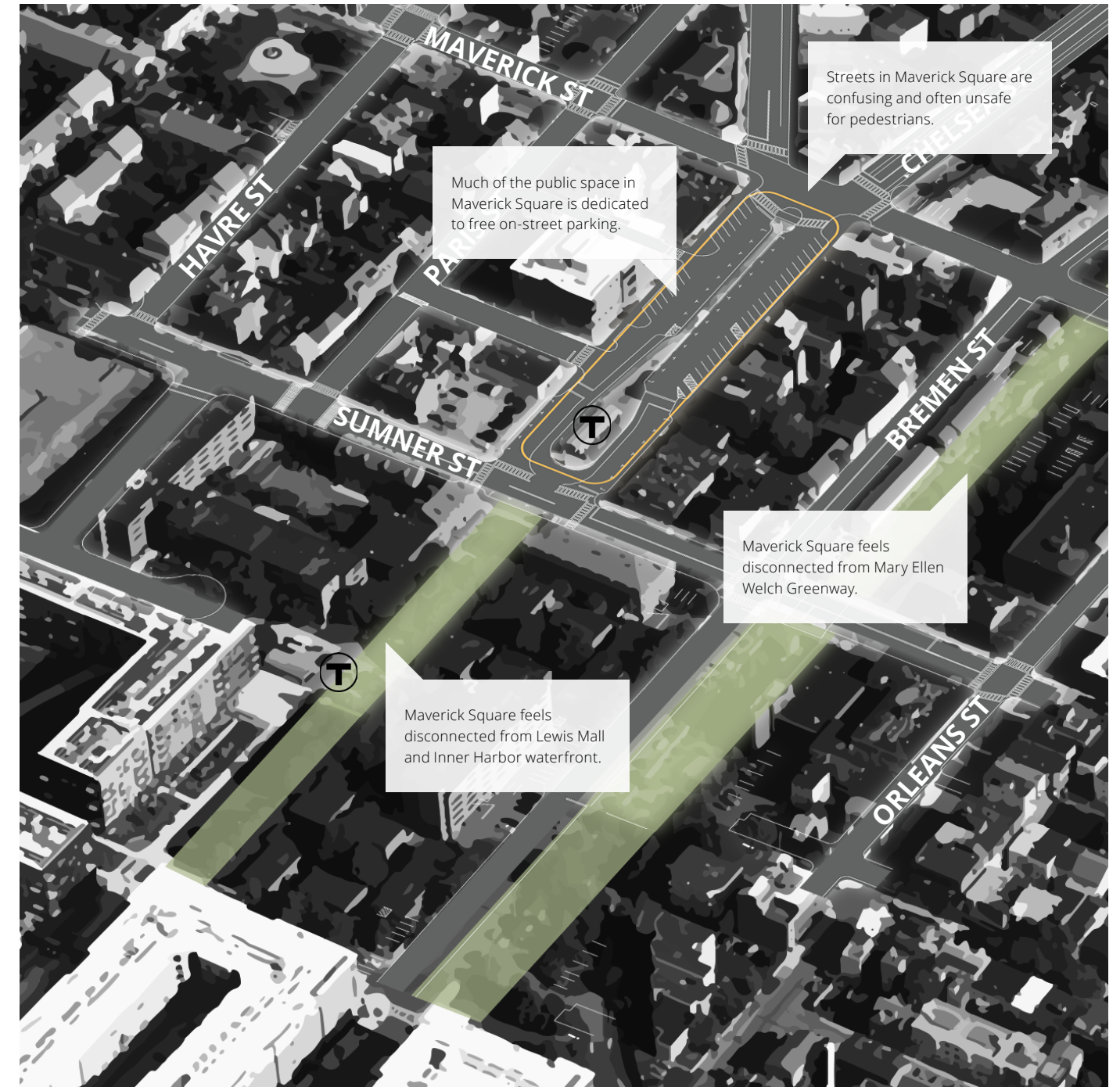
Maverick Square

An important regional gateway, Maverick Square should be a neighborhood destination and transit hub.

Maverick Square has always been East Boston’s front door. The East Boston Company established ferry service in 1833 to Rhowes Wharf. The opening of the East Boston Tunnel in 1904, which allowed streetcars to travel under Boston Harbor to downtown, firmly established Maverick Square as a regional transportation hub. Today, nearly half of all bus and subway trips in East Boston start in Maverick Square.

The East Boston Main Streets district is concentrated along Meridian Street from Maverick Square to Central Square. Ground-floor uses in the district are primarily commercial, featuring a mix of retail including restaurants, salons, and neighborhood convenience shopping, and some office uses. Building heights are varied and several one- and two-story commercial buildings dot the square, despite close proximity to Maverick Station.

Development in the heart of the square has been limited. The East Boston Neighborhood Health Center redeveloped 79 Paris Street, the former Sturtevant House site, in 2010, delivering roughly 49,000 square feet of office, clinical, and active ground-floor retail use. It is an invaluable neighborhood asset. In 2019, the BPDA approved two projects, 9 Chelsea Street and 2–10 Maverick Square, which combined will deliver approximately 50,000 square feet of commercial space including active ground-floor retail uses.



WHAT WE’VE HEARD

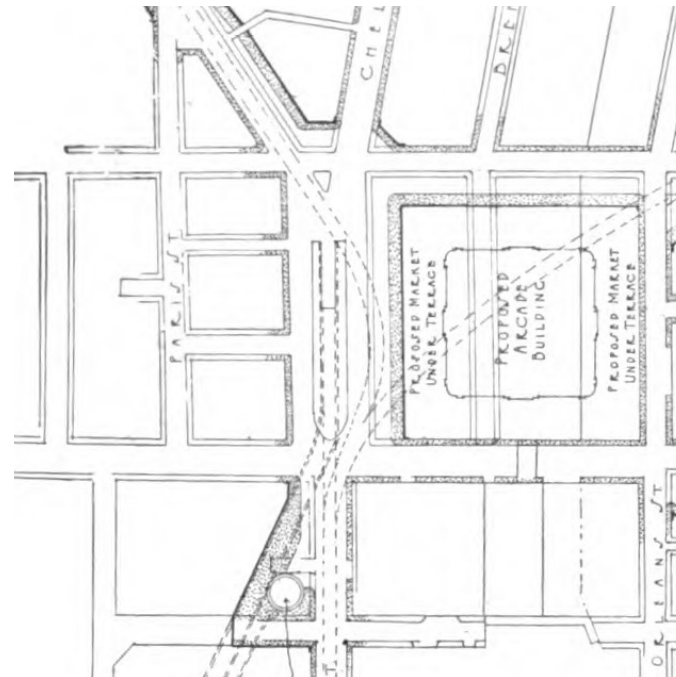
Members of the East Boston community identified the following challenges in Maverick Square today.

LEFT Maverick Square looking south toward Maverick Station, 2020. Vehicles, private and public buses, pedestrians, and cyclists are often in conflict with each other because of limited crossing opportunities, ambiguous lane markings, and the abundance of parking and loading activity.



Maverick Square Yesterday

Maverick Square, formerly Hotel Square, is the oldest commercial center in East Boston. The Massachusetts Historical Commission describes Maverick Square as follows: “Maverick Square has been the site of major commercial and institutional construction of both local and regional significance, although little remains today. Though no longer a landscaped park like Central Square to the north, Maverick Square is an open space that survives from the original 1833 plan of East Boston.” To “form a dignified and reasonable open space,” a plan from 1915 proposed taking property between Maverick Square and Orleans Street and decking over the Boston & Albany Railroad tracks to create a 400 foot square as a “center.” The plan was never realized but imagined an arcade “devoted to small booths and stores.”



ABOVE Maverick Square, 1918. Source: Historic New England.

BELOW Plan for Maverick Square Extension and Approaches, 1915 Source: City of Boston, City Planning Board, “East Boston, a Survey and a Comprehensive Plan.”



Maverick Square Today

Maverick Square remains an important neighborhood destination. Neighborhood-serving commercial uses line the square while Maverick Station (Blue Line), Key Bus routes (116/117), local bus routes (114, 120, and 121), and bikeshare create all-day activity.

Today, Maverick Square prioritizes buses and motor vehicles within the square’s interior, and consolidates public realm amenities along the square’s commercial edges. People walking are in frequent conflict with motor vehicles because of limited crossing opportunities and the abundance of parking and loading activity. Curbside space for bus loading is limited and buses are often blocked by motor vehicles.

The Lewis Mall Ferry Terminal (under construction) and the Mary Ellen Welch Greenway are located two blocks away, but both lack legible connections to Maverick Square. All streets connecting to Maverick Square are considered high-stress and unsuitable for bicyclists of all ages and abilities.



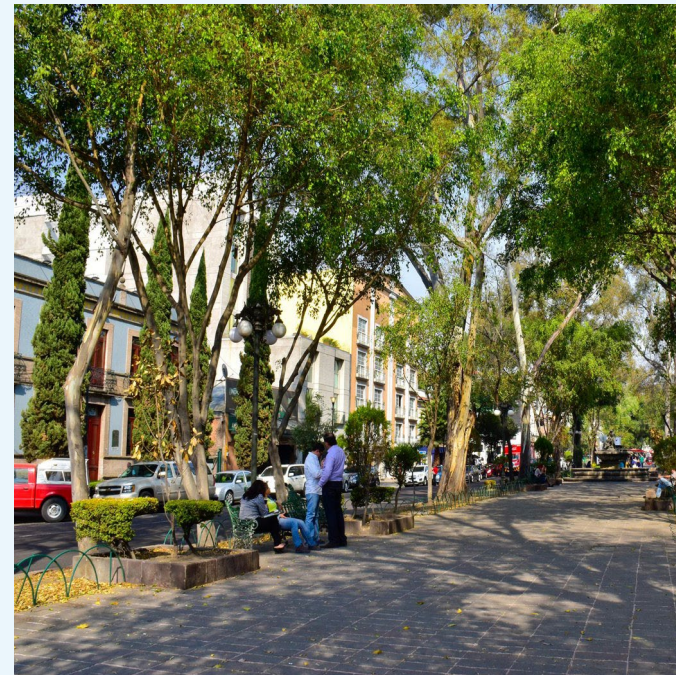
ABOVE View of Maverick Square looking toward Maverick Station, 2021.

BELOW Maverick Square lacks legible connections to the Greenway and Lewis Mall, despite their proximity. Source: Google Earth (2019)

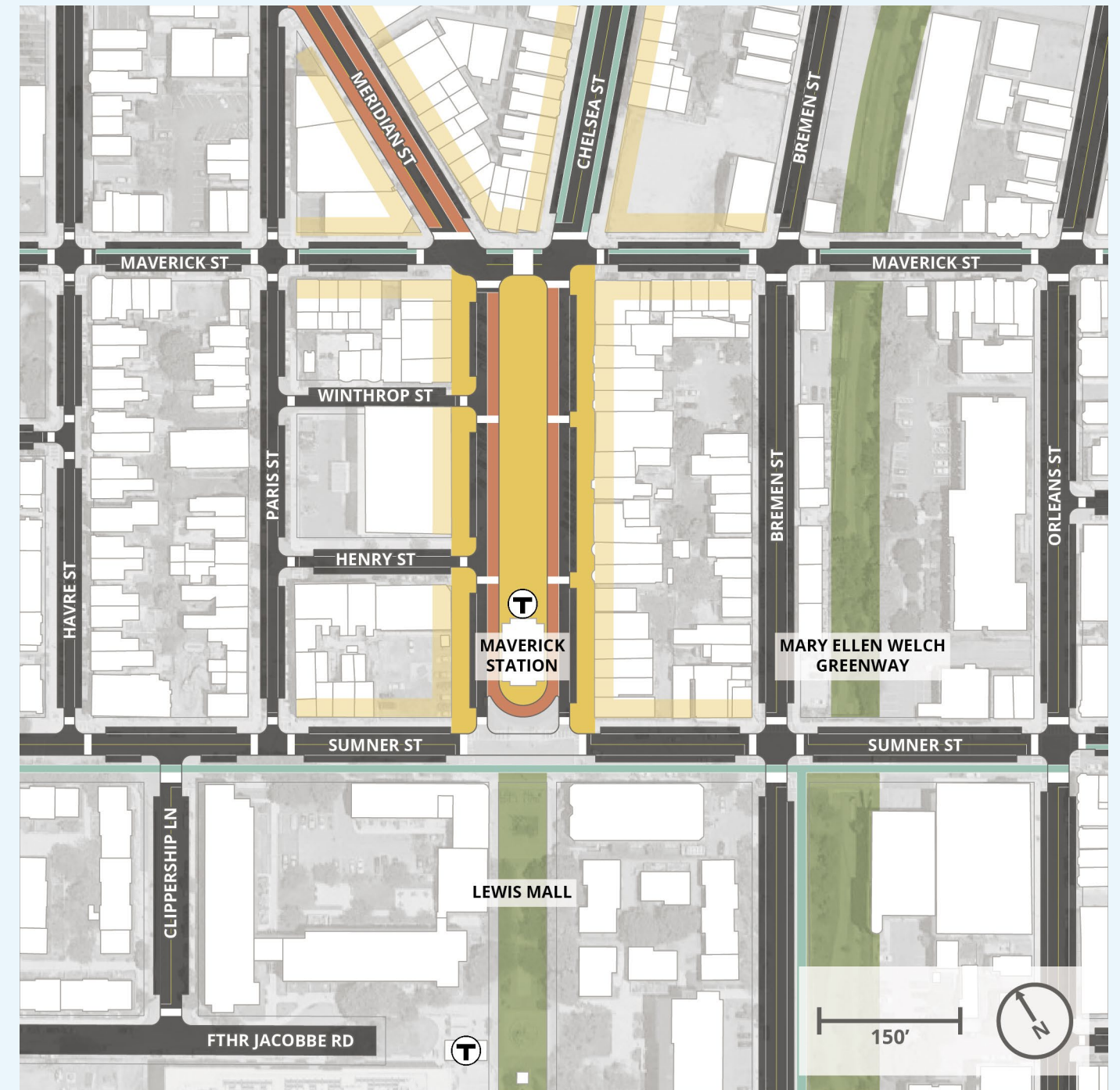
Maverick Square Tomorrow

This list summarizes recommendations prepared for Maverick Square as illustrated in the vision plan presented on the following page. The vision for Maverick Square proposes strategies that would:

- » **Support a mixed-use mid-rise district in Maverick Square.** (Refer to page 26 for more detail.)
 - » Allow additional height (up to seven stories) and density on parcels facing Maverick Square.
 - » Require ground-floor retail uses and prohibit inactive ground-floor uses along priority street edges.
- » **Create usable and flexible open space in the heart of the square connected to Maverick Station, Lewis Mall and the Mary Ellen Welch Greenway.** (Refer to page 28 for more detail.)
 - » Expand the central median connected to Maverick Station.
 - » Raise the intersection on Sumner Street at Lewis Mall to sidewalk level.
 - » Introduce two-way separated bike lanes on Sumner Street and Bremen Street.
 - » Add a centralized crosswalk at the intersection of Maverick Street, Meridian Street and Chelsea Street.
- » **Make buses more reliable and predictable.** (Refer to page 30 for more detail.)
 - » Dedicate the median curbside lane for bus priority.
- » **Leverage opportunities in the public realm to incorporate resilient infrastructure.** (Refer to page 32 for more detail.)
 - » Study priority flood pathways identified by Coastal Resilience Solutions East Boston.
 - » Identify opportunities for additional tree canopy and reducing impervious surfaces.



AVENIDA ÁLVARO OBREGÓN IN THE ROMA DISTRICT OF MEXICO CITY
The generous median operates as a park and hosts various cultural events.



PLAN DIAGRAM OF MAVERICK SQUARE TOMORROW VISION

- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- DEDICATED BUS LANE
- BIKE LANE
- PRIORITY EDGES



The vision for Maverick Square proposes the creation of a large, flexible public space connected to Maverick Station and bordered by enhanced bus boarding locations and a bus priority lane.

Support a mixed-use mid-rise district in Maverick Square.

Maverick Square is an important place of gathering, centered on a regional transit hub. It is appropriate that allowed density leverage proximity to transit and that buildings contribute active ground-floor uses to support a vibrant public realm. Today, vacant parcels and one- and two-story commercial buildings contribute to an inconsistent streetwall.

Allow additional height and density on parcels facing Maverick Square.

Maverick Square is a wide right-of-way, well suited for added height and density. Before it was demolished in 1927, the Sturdevant House was five stories. For buildings immediately facing the square, allowed height would increase from three stories to five stories. Projects proposing residential affordability beyond what is contemplated by the Inclusionary Development Policy could allow greater height in Maverick Square.

Encourage active ground-floor uses along priority street edges.

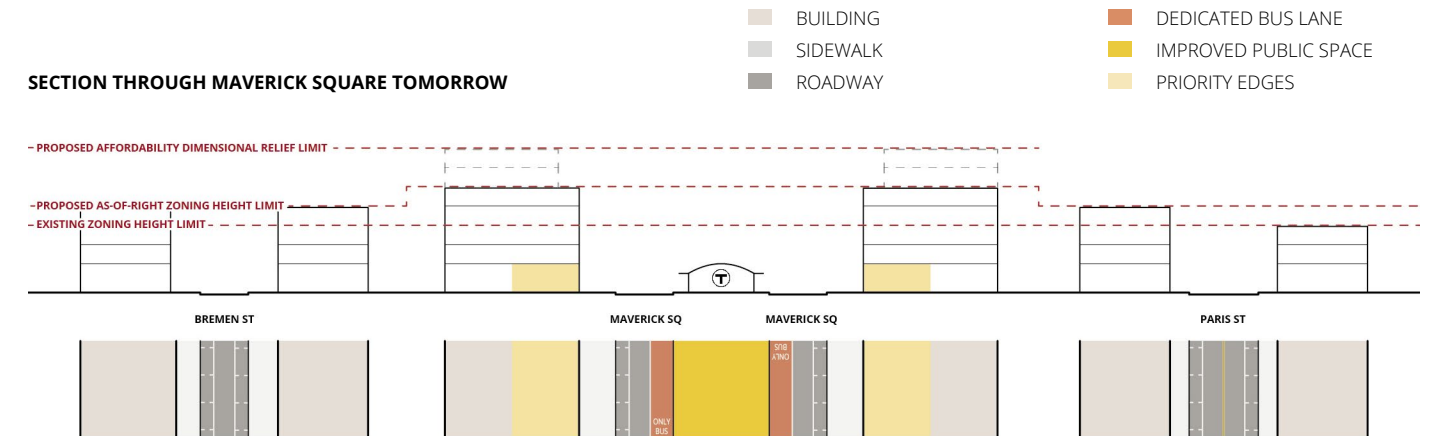
Maverick Square and its intersections with Meridian Street, Chelsea Street, and Sumner Street, are considered priority edges. The ground-floors of buildings along these edges should be dedicated primarily to retail uses and should restrict inactive uses like parking, residential, and commercial offices. Curb cuts along these streets should be limited so as to not interfere with pedestrian movements.

The Mary Ellen Welch Greenway should be given similar consideration. While retail uses may not be viable along the Greenway given its mid-block configuration, inactive uses like parking garages should be avoided or appropriately distanced from the right-of-way and screened.



SOUTHEAST CORNER OF MAVERICK SQUARE AT SUMNER STREET, 2021

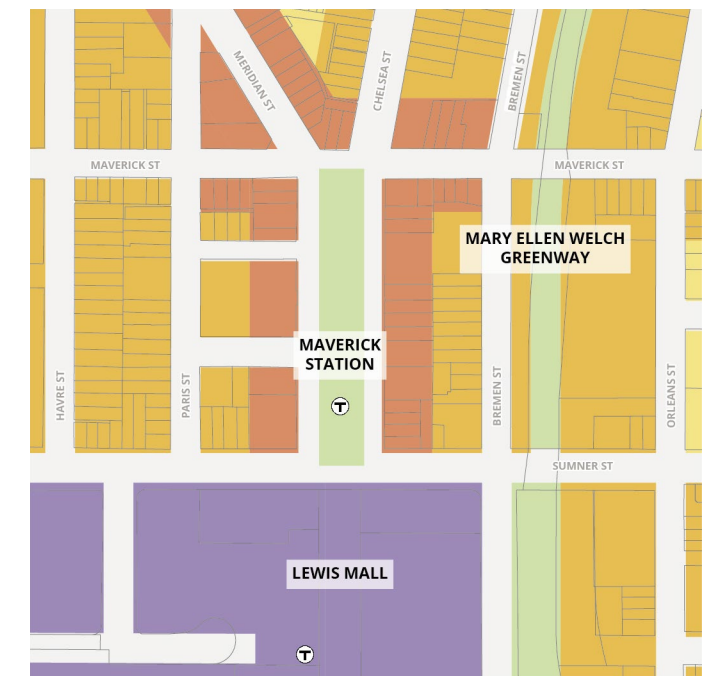
Many of the buildings facing Maverick Square could accommodate greater height and density.



MAVERICK SQUARE TODAY - ZONING DISTRICTS BY HEIGHT

The area around Maverick Square, apart from waterfront parcels, is capped at a 35 foot and three story height maximum.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



MAVERICK SQUARE TOMORROW - PROPOSED REGULATING PLAN

The proposed vision for Maverick Square would allow a modest increase in height around Maverick Station and Square. Five stories around the square would step down to four stories on surrounding blocks and key corridors to smoothly transition from East Boston's predominantly three-story residential fabric.

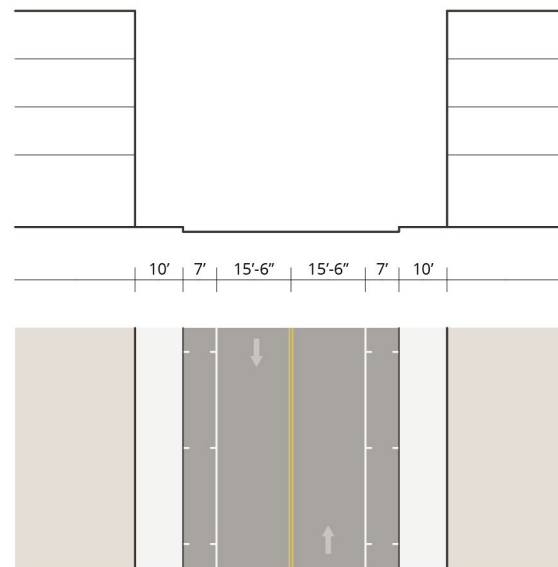
- 3 STORIES
- 4 STORIES
- 5 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS

Create usable and flexible open space in the heart of the square connected to Maverick Station, Lewis Mall, and the Mary Ellen Welch Greenway.

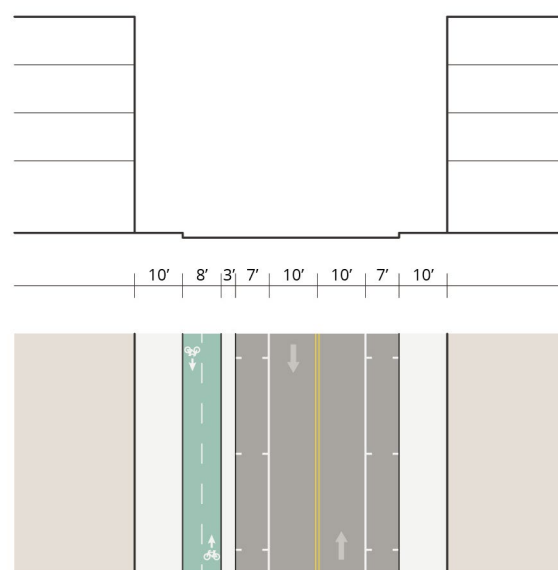
The Maverick Square vision concept would create a new public space of nearly half an acre by reimagining excess street space that has, over time, been given over to motor vehicle uses. A widened median would reestablish public space that serves residents, supports local businesses, and reorients the square around Maverick Station, which enlivens Maverick Square with all-day foot traffic. A larger, centralized public space would create a more welcoming entry to East Boston. The locations of the Maverick Station headhouse, tunnel vent, and bus turnaround require continuation of the square's basic configuration and limit alternative configurations. This new open space can provide amenities for public life and contribute elements of resilience infrastructure, including new tree canopy.

A portion of the interior of Maverick Square is owned by the Commonwealth of Massachusetts; Maverick Station and the Blue Line's tunnel infrastructure are owned and maintained by the MBTA. While collaboration does not imply endorsement, continued coordination with the MBTA is critical to the feasibility of the Maverick Square vision concept.

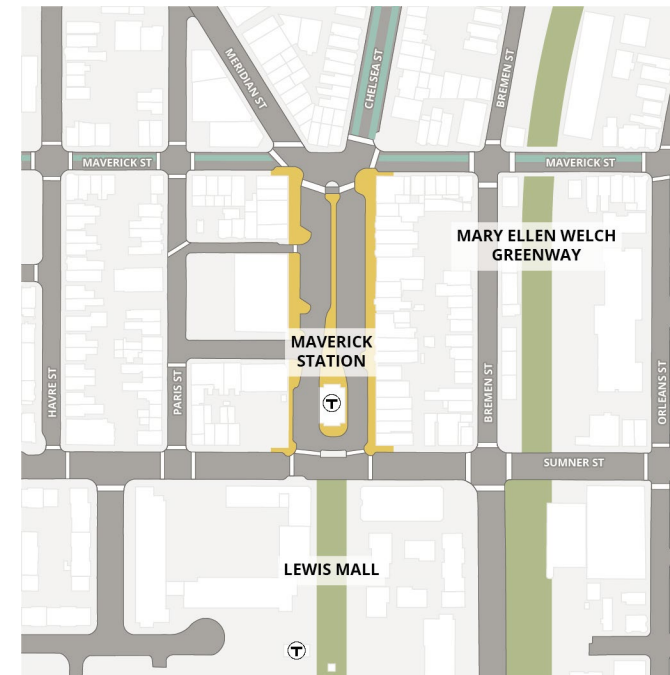
The BPDA analyzed the use and regulation of curbside space and on-street parking in Maverick Square. Readers should refer to the Technical Appendix for the results of the analysis. The vision concept would result in fewer on-street parking spaces in the square. Recommendations for the quantity of parking spaces and regulation of curbside space, including bus stops, loading, pick-up/drop-off, and parking, will be identified as the Maverick Square vision concept is refined through the community engagement process.



SUMNER STREET WEST OF ORLEANS STREET - EXISTING CONDITION



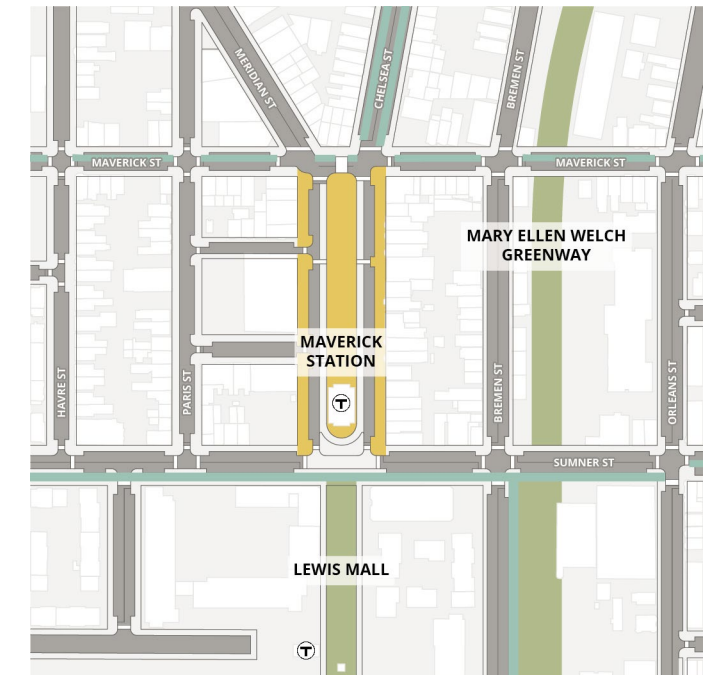
SUMNER STREET WEST OF ORLEANS STREET - PROPOSED CONDITION WITH TWO-WAY SEPARATED BIKE LANE



MAVERICK SQUARE PUBLIC SPACE - EXISTING CONDITION

Maverick Square is East Boston's third most severe crash hot spot for people walking and biking. By prioritizing vehicles, the arrival experience for people walking, biking, or taking transit can be disorienting and inhospitable. Despite its proximity, Maverick Square is isolated from the broader open space network including the waterfront, Lewis Mall, and the Mary Ellen Welch Greenway.

- BIKE LANE
- PUBLIC REALM
- OPEN SPACE



MAVERICK SQUARE PUBLIC SPACE - PROPOSED CONDITION

To the north, the square would more directly connect to Meridian Street and Chelsea Street with a wide mid-block crossing. To the south, the square and Lewis Mall would be joined by a raised intersection on Sumner Street, bridging these spaces with an accessible connection. Two-way separated bike lanes on Bremen Street and Sumner Street would connect Maverick Square to the Mary Ellen Welch Greenway and LoPresti Park, demonstrated in more detail in existing and proposed street sections at left.

- BIKE LANE
- PUBLIC REALM
- OPEN SPACE

New public realm creates opportunities for new street trees, which mitigate urban heat island effects. Maverick Square experiences very high heat because of its abundance of pavement and lack of tree canopy.

Make buses more reliable and predictable.

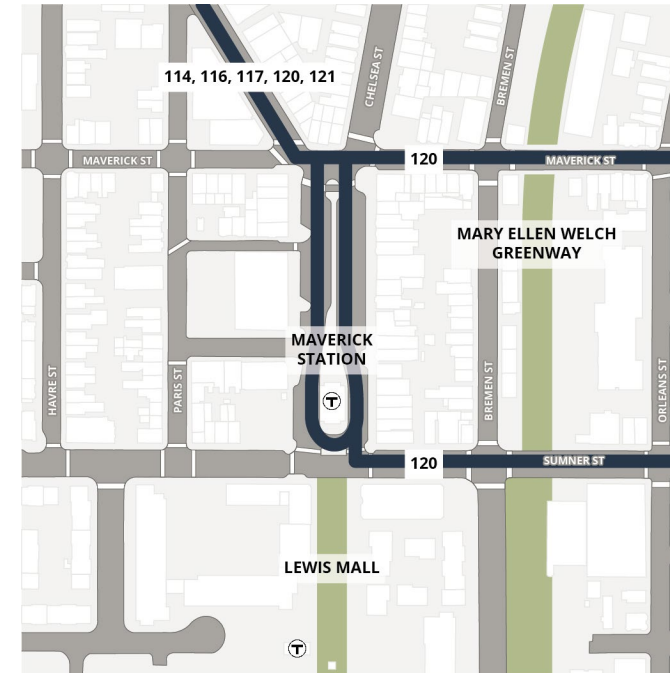
Transit is essential for Maverick Square, and the transfer point between buses and subway provided by Maverick Station is critical for East Boston and the region. Pre-pandemic, nearly half of East Boston's 14,000 bus and subway trips started in Maverick Square each weekday.

To make service more reliable and predictable for these essential trips, buses need an operating space free of motor vehicle congestion and curbside conflict. The Maverick Square vision concept would provide this unobstructed path with dedicated bus lanes along the median. Dedicated bus lanes would enable the MBTA to spread out bus boarding areas along the proposed plaza and could allow greater flexibility during emergency shuttle operations. Maverick Square bus lanes would connect to proposed bus lanes on Meridian Street, discussed further in the Meridian Street / Border Street section of this document. The vision concept would preserve on-street parking and loading along the outer commercial edges of Maverick Square.



BUSES QUEUING AT MAVERICK STATION, 2020

Of all the people arriving at Maverick Station, 44 percent take the bus and 52 percent walk or bike. All told, 96 percent of people accessing Maverick Station either walk, bike, or take the bus, an increase from 87 percent a decade ago.

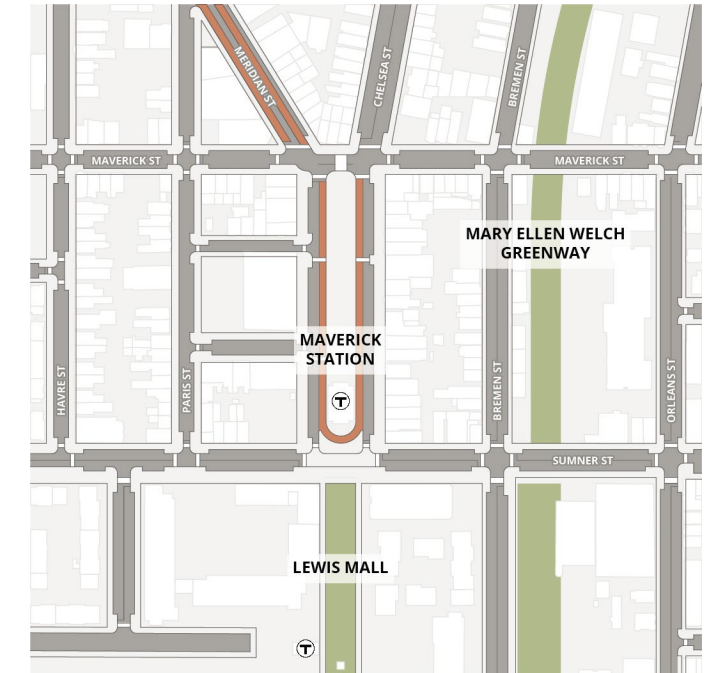


MAVERICK SQUARE - BUS ROUTES

Buses in and near Maverick Square carry thousands of passengers each day, but excessive congestion and frequent double parking create unreliable and unpredictable bus service. The MBTA lacks sufficient curbside space for its buses to serve passengers or layover between trips.

— BUS ROUTE

The Blue Line and East Boston bus routes have retained a higher percentage of riders during the pandemic than much of the region. Despite the essential nature of East Boston buses, no routes serving Maverick Square meet MBTA reliability targets for weekdays, Saturdays, or Sundays.



MAVERICK SQUARE TOMORROW - PROPOSED DEDICATED BUS LANES

In this concept, routes 114, 116/117, 120, and 121 would operate in dedicated bus lanes along the central public space, improving overall reliability and ensuring operational flexibility for the MBTA. The vision concept maintains Maverick Square's existing layout, including the bus turnaround and clockwise travel pattern, to ensure an accessible and conflict-free transfer between bus and subway.

— DEDICATED BUS LANE

Leverage opportunities in the public realm to incorporate flood-resilient and heat-resilient infrastructure.

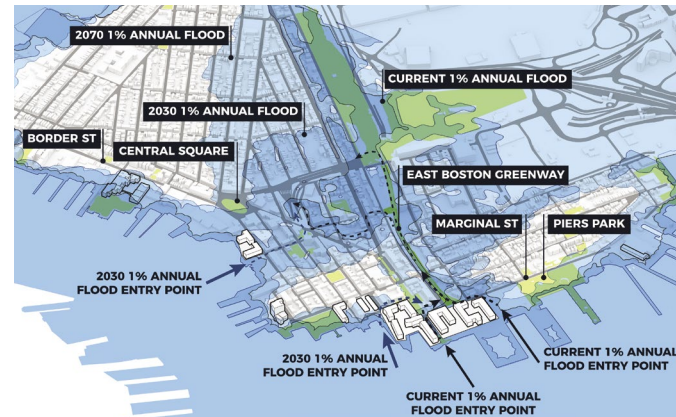
While Maverick Square itself is upland from flood projection models used by Climate Ready Boston, the area around Maverick Square is at significant risk. The area is also a neighborhood heat island, at elevated risk for experiencing the effects of extreme heat.

Study priority flood pathways identified by Coastal Resilience Solutions East Boston.

Through Climate Ready Boston, “Coastal Resilient Solutions East Boston” provided technical analysis of the timing and location of current and future flood events and identified the Marginal Street waterfront as the first and most likely place for coastal flooding to enter East Boston. A state-funded project will further analyze site conditions and advance design solutions to address two near-term critical flood entry points around Carlton Wharf and Lewis Mall along East Boston’s Marginal Street alignment.

Identify opportunities for additional tree canopy and reducing impervious surfaces.

The current configuration of Maverick Square limits areas for tree planting, contributing to the urban heat island effect.



From the report “Coastal Resilience Solutions for East Boston and Charlestown,” “In the current 1 percent annual chance flood, water would first cross the waterfront at Lewis Street and the undeveloped site of Piers Park II. With 9 inches of sea level rise (SLR) (2030s), the 1 percent annual flood would also enter between Clippership Wharf and 99 Sumner Street (Hodge Boiler Works). Water would flow from these locations to Marginal Street, and then to the entrance of the East Boston Greenway. Elevating the Harborwalk between Clippership Wharf, Clipper Ship Apartments, and 99 Sumner Street (Hodge Boiler Works), in combination with a deployable flood wall across Lewis Street, would protect residents in these buildings and nearby affordable housing, and the MBTA Maverick Station entrance from flooding damage and disruption.”

Source: City of Boston, Environment Department, “Coastal Resilience Solutions for East Boston and Charlestown,” (2017).



PLAN DIAGRAM OF MAVERICK SQUARE AND ASSOCIATED WATERFRONT

- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- DEDICATED BUS LANE
- 2070 1% ANNUAL CHANCE FLOOD AREA WITH 36 IN OF SEA LEVEL RISE
- EAST BOSTON RESILIENT WATERFRONT PROJECT

Central Square

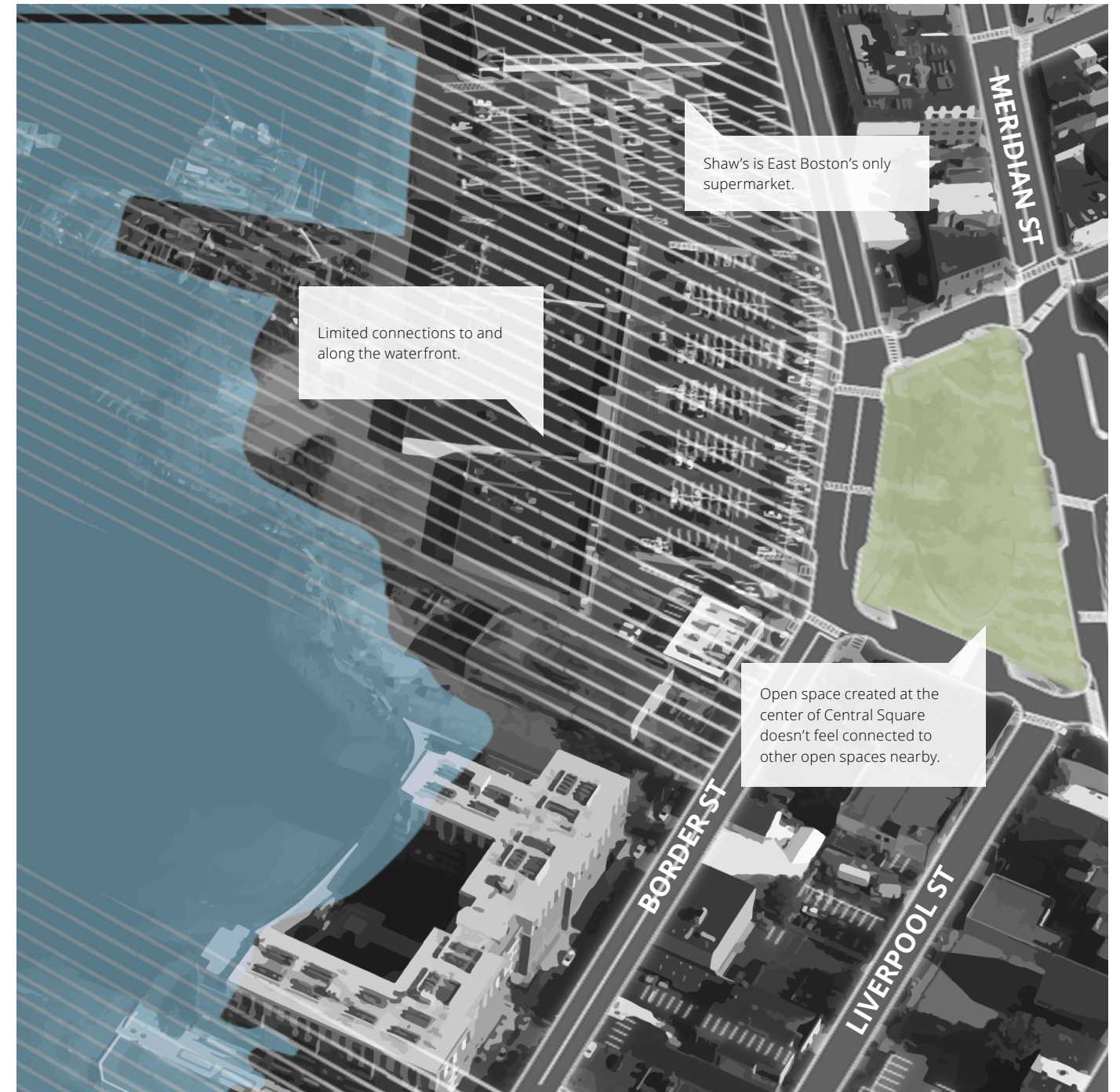
The area presents an important opportunity to connect East Boston to the Inner Harbor waterfront and deliver critical flood-resilience infrastructure.

Central Square, also known as William Kelly Square, is located at the intersection of Meridian Street, Border Street, Saratoga Street, and Porter Street. The intersection is centered on Alfred L. Bertulli Park. The Boston Transportation Department and Parks and Recreation Department redesigned the intersection and the open space at its center in 2010. Central Square is an anchor of the East Boston Main Streets district, and it is important to note that many businesses in the district, including East Boston's only supermarket, provide necessary goods and services to low- and moderate-income households.

Like much of the Inner Harbor waterfront, Central Square is at significant risk of coastal flooding associated with climate change. Study of district-scale flood protection was documented in Coastal Resilience Solutions for East Boston and Charlestown, published in 2017. The report identified the Border Street waterfront as the second most important flood pathway in East Boston, and envisioned a network of elevated parks, Harborwalks, docks, and nature-based features to address these risks and accomplish important community objectives for waterfront access.

A significant portion of the square, including Liberty Plaza, is located in the East Boston Designated Port Area, a regulatory designation controlled by the The Massachusetts Office of Coastal Zone Management (CZM). The BPDA has initiated a formal Designated Port Area (DPA) boundary review process with CZM for the East Boston Designated Port Area. Changes to the boundary will substantially impact potential land use and development scenarios, and as such, will have critical bearing on planning for the future of the Central Square.

Recommendations for Central Square will be made pursuant to CZM's determination on the boundary review of the East Boston Designated Port Area. Recommendations prepared for Central Square will be reviewed publicly as part of the review process for recommendations associated with Waterfront and Evolving Industrial Areas.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges in Central Square today.

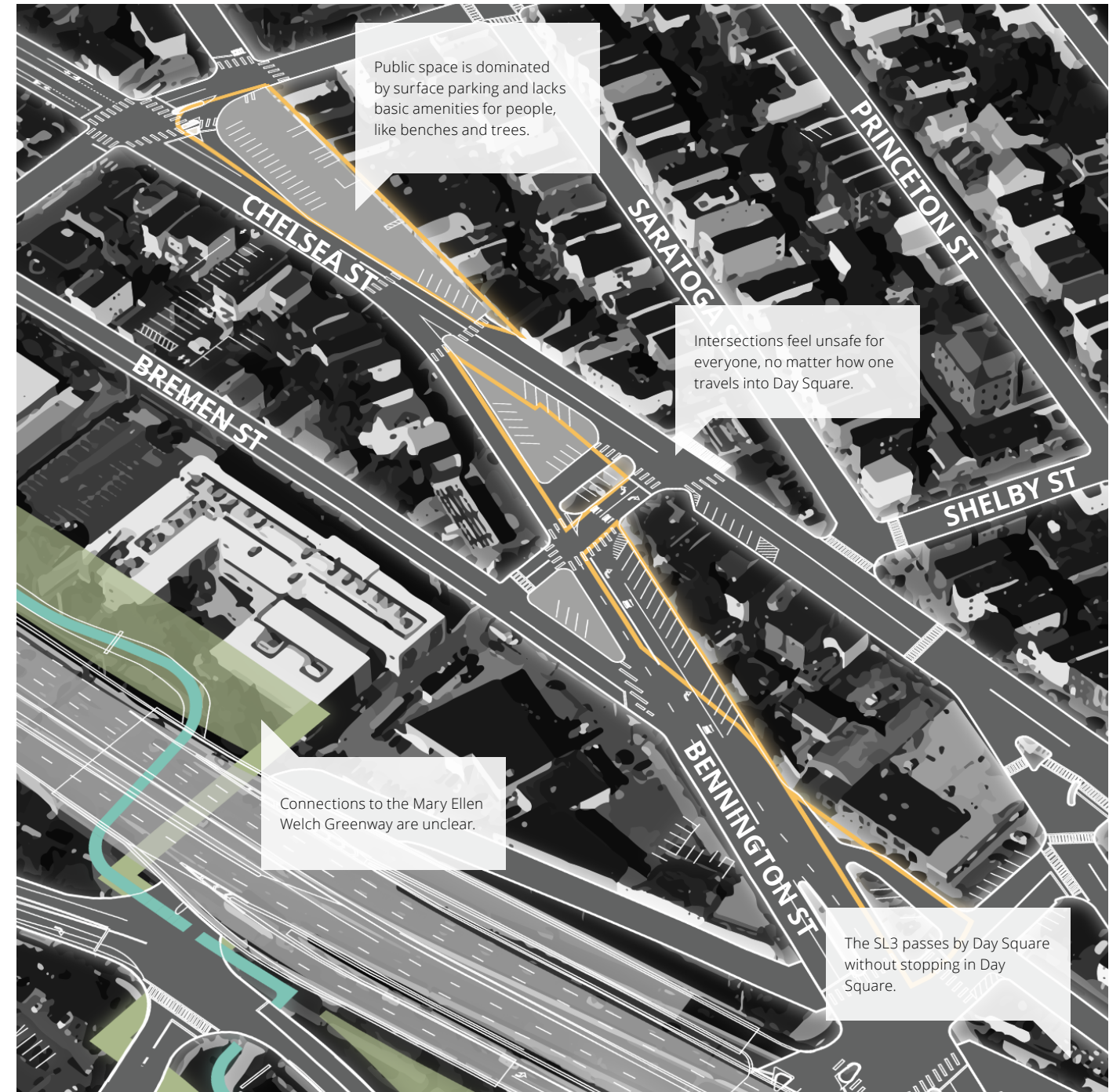
- 2070 1% ANNUAL CHANCE FLOOD AREA WITH 36 IN OF SEA LEVEL RISE
- ▨ DESIGNATED PORT AREA

LEFT Liberty Plaza, 2019. Liberty Plaza is located entirely within the Designated Port Area boundary and subject to Chapter 91.

Day Square

Planning in Day Square will give the area a clear form and identity, anchored by a new MBTA station for the Silver Line and local buses.

Day Square is the geographic center of the neighborhood and is the gateway into East Boston from Chelsea. Historically, Day Square's role as a neighborhood center has been sacrificed to the regional needs of railroads, highways, and energy infrastructure. Over time, several small businesses, many reflective of East Boston's diverse immigrant communities, established a neighborhood commercial core. Though these businesses provide important goods and services, the area lacks the public space needed to support it as a neighborhood destination.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges Day Square today.

LEFT Intersection of Saratoga Street, Chelsea Street, and Neptune Road looking southeast, 2021. Day Square is challenged by complicated intersections that are difficult for people to safely navigate, regardless of travel mode.



DAY SQUARE AT THE INTERSECTION OF PRESCOTT STREET AND CHELSEA STREET, 1948.

Source: Digital Commonwealth

Day Square Yesterday

Day Square was not planned as a commercial center. East Boston Bromley Maps demonstrate changes in ownership and land use over time. In 1922, Day Square Theatre was one of a few commercial buildings in the area. Several buildings in the image above remain today. On the left, the First National grocery store occupies a building that was originally a theatre, one of five in the neighborhood. Spinelli's occupies the same building today.

It is interesting to note that the challenges created by infrastructure in Day Square are not new. From the Report of the City Planning Board on the Development of the East Boston District, 1916: "There is now at and near Day square, Eagle Square, and Neptune Road a most incongruous and uninteresting collection of unrelated street ends, street intersections and public open spaces. The present plan is the result of the meeting of two distinct rectangular systems of streets with little attempt at adjustment, and with a railroad cut through it that has necessitated rising grades and rendered the district still less satisfactory. These street intersections form an important center that has already resulted in a rise in value of lands and bids fair to increase in importance."



DAY SQUARE AT THE INTERSECTION OF PRESCOTT STREET AND CHELSEA STREET, 2021.

Day Square Today

Today, Day Square is lined with neighborhood-serving commercial uses, but has remained a cut-through for regional vehicle trips because of its proximity to Route 1A. In 2019, approximately 75 percent of all vehicles in Day Square passed through to other destinations.

Formed by the intersection of two different street grids, public realm in Day Square is defined by extra pavement and complex intersections. It is the fifth most severe crash hot spot in East Boston. Street space is devoted to surface parking, with no centralized public space, few public realm amenities, limited lighting, and poor maintenance. Day Square's limited tree canopy contributes to an extreme heat island effect.

Day Square is within a five-minute walk to Wood Island Station, but pedestrian connections are challenged by expansive intersections and the Route 1A overpass. Day Square is served by three local bus routes, which experience significant delay and unreliability resulting from the duration and frequency of Chelsea Street Bridge lifts. The SL3 passes by Day Square without stopping.

The Mary Ellen Welch Greenway is located one block south, but lacks a direct connection into the square and is closed at night. All streets connecting to Day Square are considered high-stress and unsuitable for bicyclists of all ages and abilities.

Day Square Tomorrow

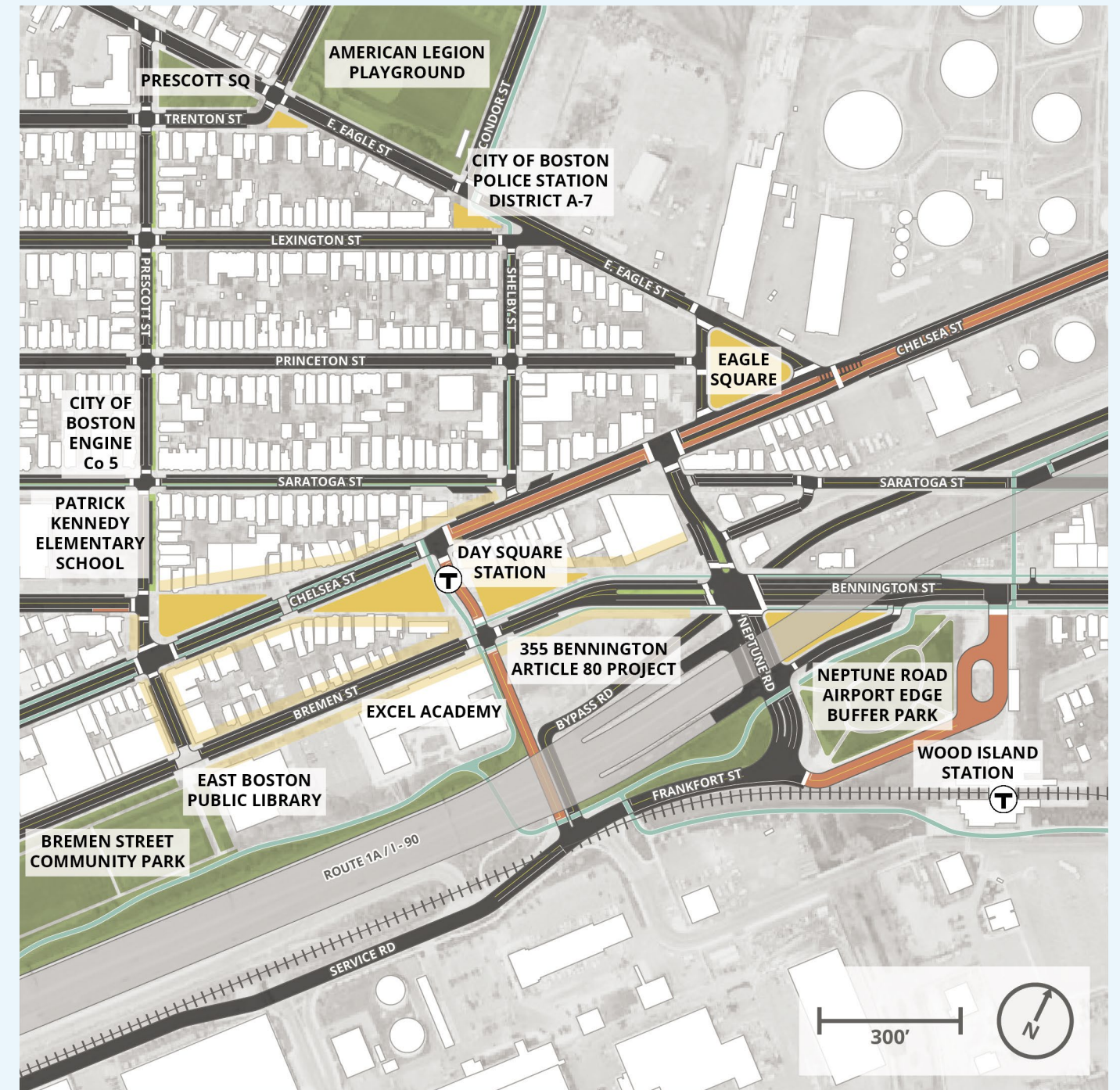
This list summarizes recommendations prepared for Day Square as illustrated in the vision plan presented on the following page. The vision for Day Square proposes strategies that would:

- » **Bring the Silver Line to Day Square and make buses more reliable and predictable.** (Refer to page 44 for more detail.)
 - » Create dedicated bus lanes on Chelsea Street, a new dedicated transitway, and a new MBTA station served by routes SL3, 112, 120, and 121.
- » **Create new public space in the heart of the square connected to Mary Ellen Welch Greenway and American Legion Playground.** (Refer to page 46 for more detail.)
 - » Reclaim surface parking for new public space.
 - » Connect Bremen Street Community Park and American Legion Playground by raising the Bennington Street/Prescott Street intersection, and widening the sidewalk and adding street trees to the length of Prescott Street.
- » **Support a mixed-use mid-rise district in Day Square.** (Refer to page 48 for more detail.)
 - » Allow additional height (up to six stories) and density on parcels facing Day Square.
 - » Encourage active ground-floor uses along priority street edges.
- » **Simplify intersections by consolidating those that are redundant and reducing the size of those that remain.** (Refer to page 50 for more detail.)
- » **Make Green Link connections to the Mary Ellen Welch Greenway.** (Refer to page 52 for more detail.)
 - » Construct a Greenway branch between Excel Academy and 355 Bennington Street.
 - » Enable connection to the Chelsea Creek waterfront via the Route 1A inbound off-ramp.



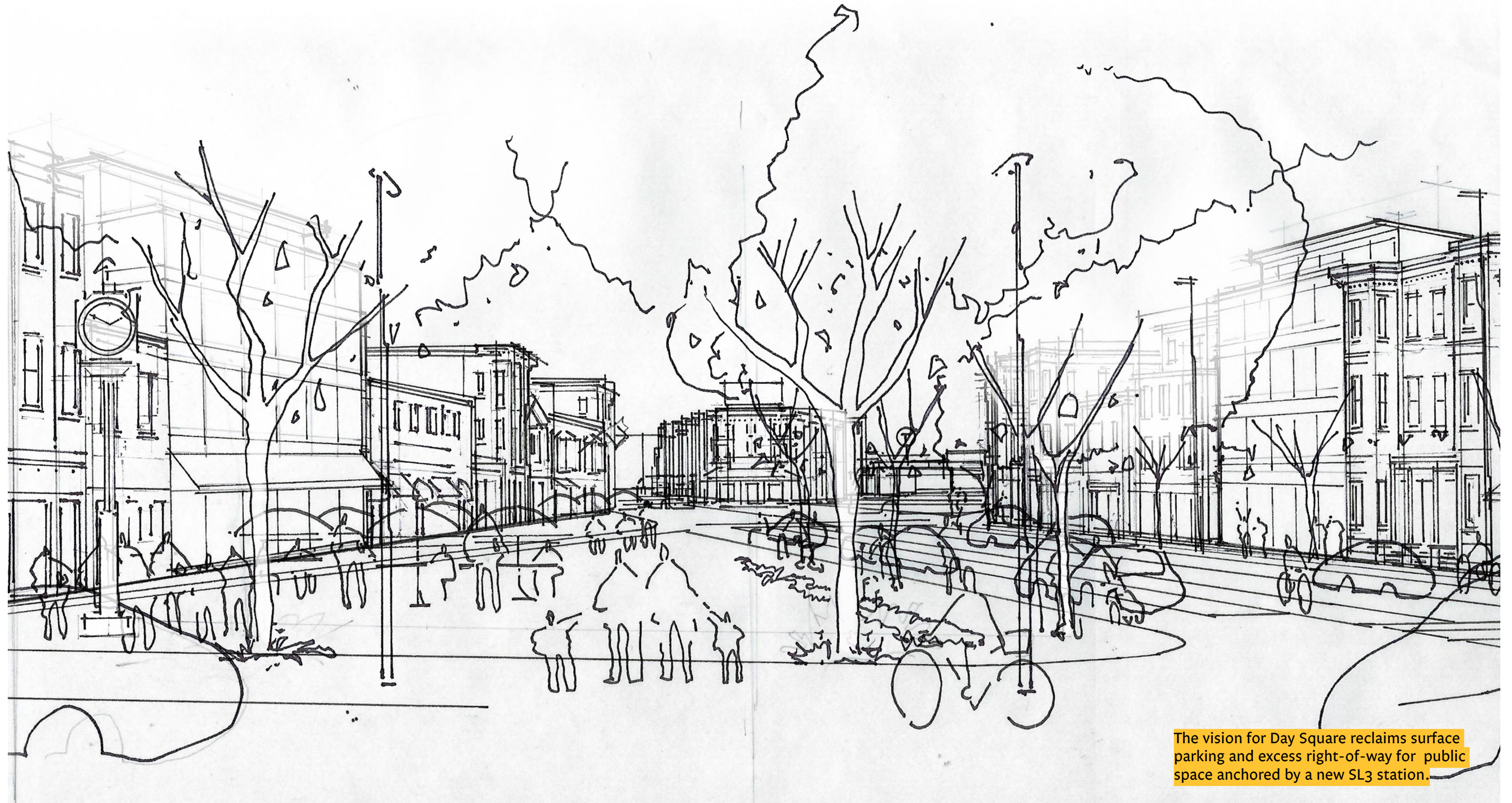
LAFAYETTE SQUARE IN CAMBRIDGE, MASSACHUSETTS

Main Street was realigned at Massachusetts Avenue to create a pedestrian plaza at Lafayette Square. The plaza is located on former Main Street roadbed, and includes trees, seat walls, benches and tables with chairs, art, and space for community. A clear space within the plaza preserves the Main Street view corridor.



PLAN DIAGRAM OF DAY SQUARE TOMORROW VISION

- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- DEDICATED BUS LANE
- PATH / BIKE LANE
- PRIORITY EDGES

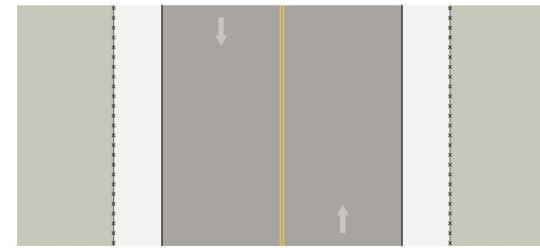
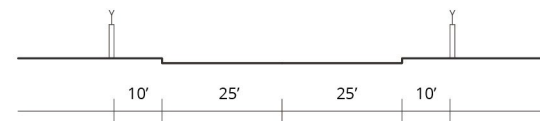


The vision for Day Square reclaims surface parking and excess right-of-way for public space anchored by a new SL3 station.

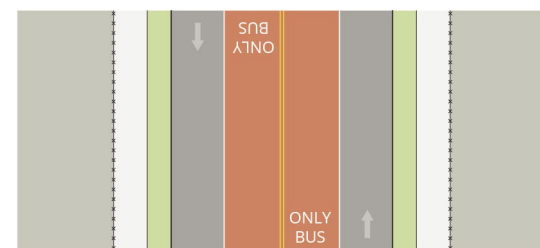
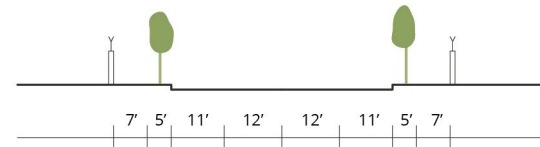
Bring the Silver Line to Day Square and make buses more reliable and predictable.

Bringing route SL3 of the Silver Line to Day Square requires moving the route from the Coughlin Bypass Road to City streets and State and private land. While other alternatives were considered, only the proposed alignment on the following page could maintain and improve the Silver Line's high levels of service while also providing sufficient space for a station platform. Dedicated bus lanes on Chelsea Street would operate in the center of the street for safer intersections and to avoid curbside conflicts. With these bus lanes, northbound SL3 and 112 buses would bypass the traffic queue and be first in line to cross the bridge in the event of a lift, making routes much more reliable.

Day Square Station, serving routes SL3, 112, 120, and 121, would be located along a dedicated transitway between Chelsea Street and Bremen Street. Continuing this connection to Frankfort Street would require realignment of the Coughlin Bypass Road, a dedicated truck route that keeps trucks off of local East Boston streets. As Frankfort Street is critical for Logan Airport operations, the BPDA has initiated discussions with Massport on the potential impact of the new transitway connection on the revised geometry of the Coughlin Bypass Road, operations of the intersection at Frankfort Street, and the proposed multimodal connections through the area. Additionally, the concept proposes reopening the eastern connection to Wood Island Station via Neptune Road. The BPDA recognizes that this new connection (currently a dead-end street) provides supporting parking for the Neptune Road Airport Edge Buffer Park, a mitigation commitment made by Massport to the East Boston community. The City will work with Massport to preserve community access to the Buffer Park and will work to replace these parking spaces.



CHELSEA STREET - EXISTING CONDITION

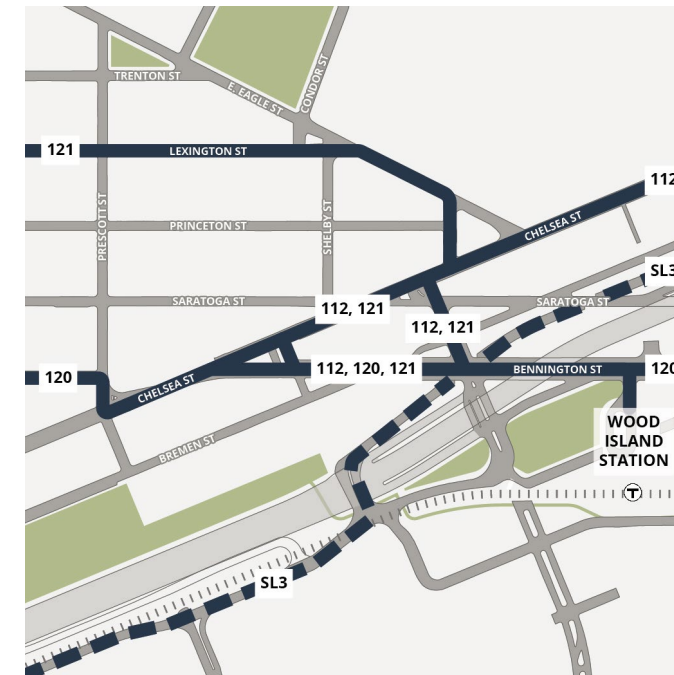


CHELSEA STREET - PROPOSED CONDITION WITH DEDICATED BUS LANES AND STREET TREES



VIEW OF CHELSEA STREET FROM EAGLE SQUARE TOWARD CHELSEA, 2021

With Day Square Station, more than 1,000 additional East Boston households would be within a 5-minute walk to the Silver Line. This means 3,000 more residents of color (+84 percent), 140 more households living in poverty (+53 percent), 700 more residents 65 and over (+67 percent), and 425 more residents 18 and under (+70 percent) would live within a 5-minute walk of the Silver Line.

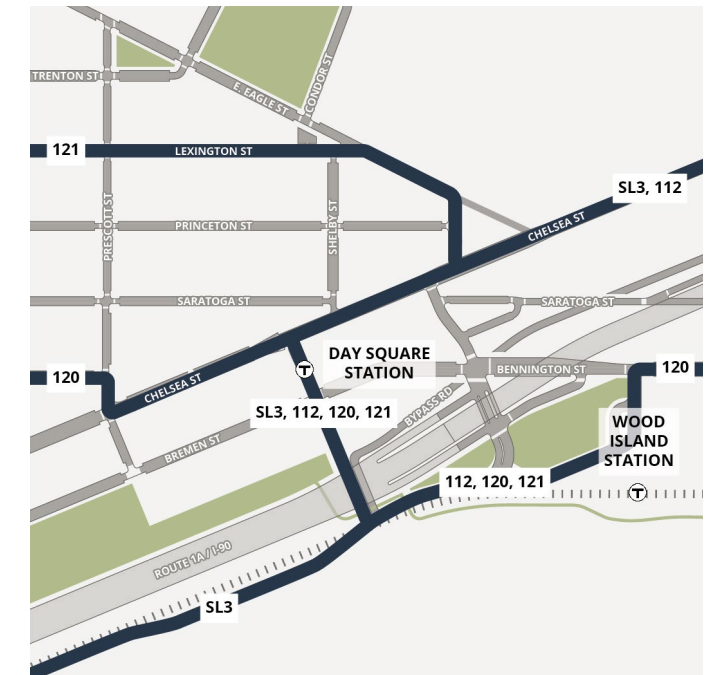


DAY SQUARE TODAY - EXISTING BUS NETWORK

Airport Station is the only SL3 stop in East Boston, a long and inconvenient walk from Day Square. The SL3 does not connect with any East Boston local bus routes, diminishing the attractiveness of transit in East Boston. All four bus routes near Day Square (SL3, 112, 120, and 121) experience significant delay from congestion during weekdays. Chelsea Street Bridge lifts result in highly inconsistent travel times for the SL3 and 112.

— BUS ROUTE

An estimated average of 26 hours across all SL3 passengers could be saved with each lift of the Chelsea Street bridge. Throughout the day, this adds up to an estimated 126 hours saved by people who ride the SL3 during a typical weekday.



DAY SQUARE TOMORROW - PROPOSED BUS NETWORK

In this vision, Day Square Station would create an SL3 stop in the heart of Day Square and provide a single transfer point for the SL3, 112, 120, and 121. To reach Day Square, the SL3 would be realigned to dedicated bus lanes on Chelsea Street, demonstrated in more detail in existing and proposed street sections at left, and a dedicated transitway between Chelsea Street and Frankfort Street. For improved reliability, routes 112, 120, and 121 would use the dedicated transitway and enter Wood Island Station from Frankfort Street.

With Day Square Station, the SL3 would connect to local bus routes for the first time, simplifying transfers and expanding the number of destinations available to passengers with a one- or two-seat ride. Through the Silver Line Extension initiative, MassDOT and MBTA are studying expansion options for the SL3. In the future, the SL3 could provide one-seat rides from Day Square to Kendall Square, North Station, Sullivan Square, or Everett.

— BUS ROUTE

Create new public space in the heart of the square connected to Mary Ellen Welch Greenway and American Legion Playground.

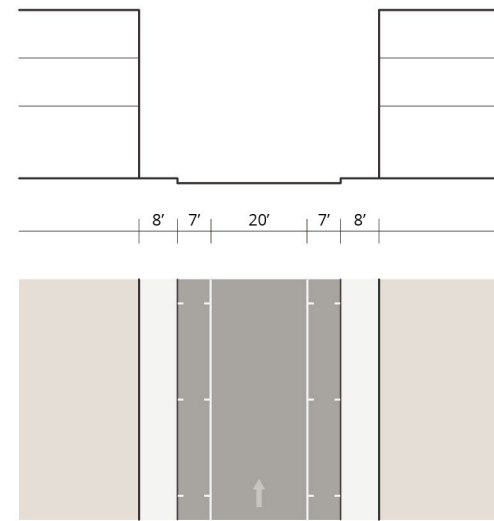
The Day Square vision concept creates opportunities for new City-owned public spaces. These spaces could be created by:

- » Reclaiming surface parking at the intersection of Chelsea Street and Prescott Street would deliver approximately 1/4 acre of new public space.
- » Disconnecting Bennington Street from Chelsea Street would deliver approximately 1/2 acre of new public space bisected by the proposed transitway and Day Square Station.

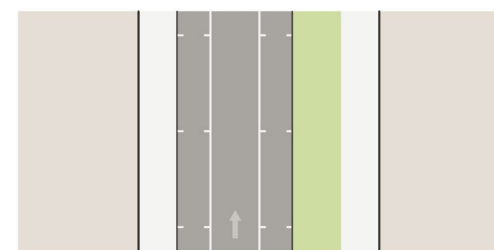
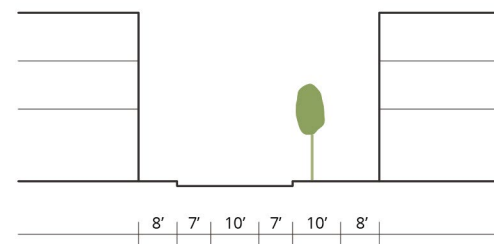
Additional public space, approximately 1/4 acre, could be created in partnership with MassDOT under Route 1A between Bennington Street, Neptune Road, and Vienna Street.

A wider, tree-lined sidewalk along Prescott Street would connect Bremen Street Community Park, Day Square, Patrick J. Kennedy Elementary, and American Legion Playground. The Bremen Street/Prescott Street intersection would be raised to calm traffic at this open space gateway.

The BPDA analyzed the use and regulation of curbside space and on-street parking in Day Square. Readers should refer to the Technical Appendix for the results of the analysis. The vision concept would result in fewer on-street parking spaces in the square. Recommendations for the regulation of curbside space, including bus stops, loading, pick-up/drop-off, and parking will be identified as the Day Square vision concept is refined through the community engagement process.



PRESCOTT STREET - EXISTING CONDITION



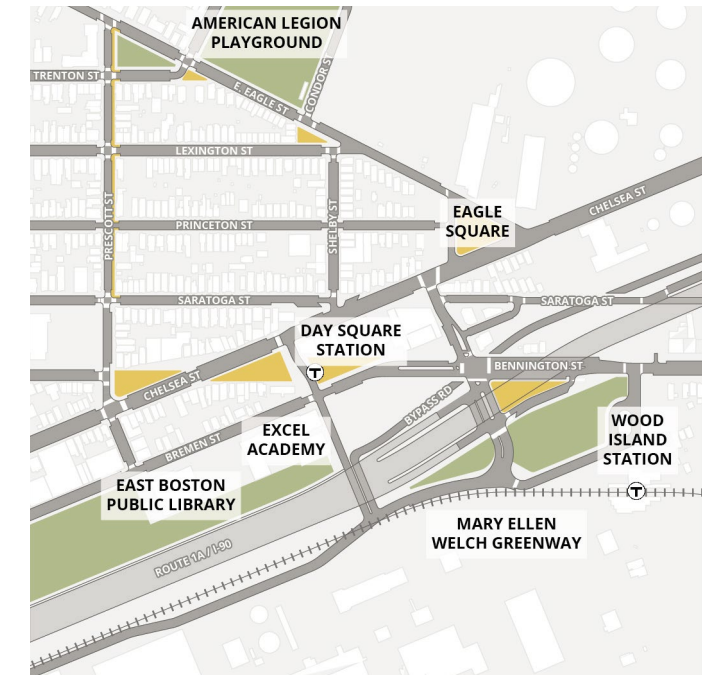
PRESCOTT STREET - PROPOSED CONDITION WITH WIDENED SIDEWALK AND STREET TREES



DAY SQUARE TODAY - EXISTING PUBLIC SPACE

While Day Square has active ground-floor uses that attract residents and visitors, it lacks public space to make a destination. Day Square lacks open space for gathering, amenities for people, and trees for shade.

- PUBLIC SPACE
- OPEN SPACE



DAY SQUARE TOMORROW - PROPOSED PUBLIC SPACE

Throughout the city, Boston is activating its public realm by reimagining excess street space that has, over time, been given over to motor vehicle uses. In the Day Square vision concept, simplified intersections enable the square's commercial center to host new public space that serves residents and supports local businesses.

- IMPROVED PUBLIC SPACE
- OPEN SPACE

New public realm creates opportunities for new street trees, which mitigate urban heat island effects. Day Square experiences very high heat because of its abundance of pavement and lack of tree canopy.

Support a mixed-use mid-rise district in Day Square.

Many small businesses, including several restaurants reflective East Boston's diverse immigrant communities, line Day Square. Because commercial uses in Day Square emerged over time, many of these businesses occupy the ground floors of buildings that were not necessarily designed for retail use. Elevated ground floors and limited windows disconnect these spaces from the sidewalk and contribute little activation to the public realm. Limited sidewalk conditions today mean businesses have few if any opportunities for adding outdoor seating.

Encourage active ground floor uses along priority edges.

Development in Day Square must contribute to an active and vibrant public realm. It is important, especially for buildings that would be adjacent to new public space, that ground floors not be raised above sidewalk level unless responding to issues related to flooding. It is also important that the ground-floor elevations of these buildings are porous, with generous windows and appropriate entrances designed to facilitate interaction with the sidewalk. Parking entrances on priority streets should be prohibited, and parking and service uses should be set back from the sidewalk, buffered by active uses including retail and residential lobbies.

Concentrate added height and density near transit.

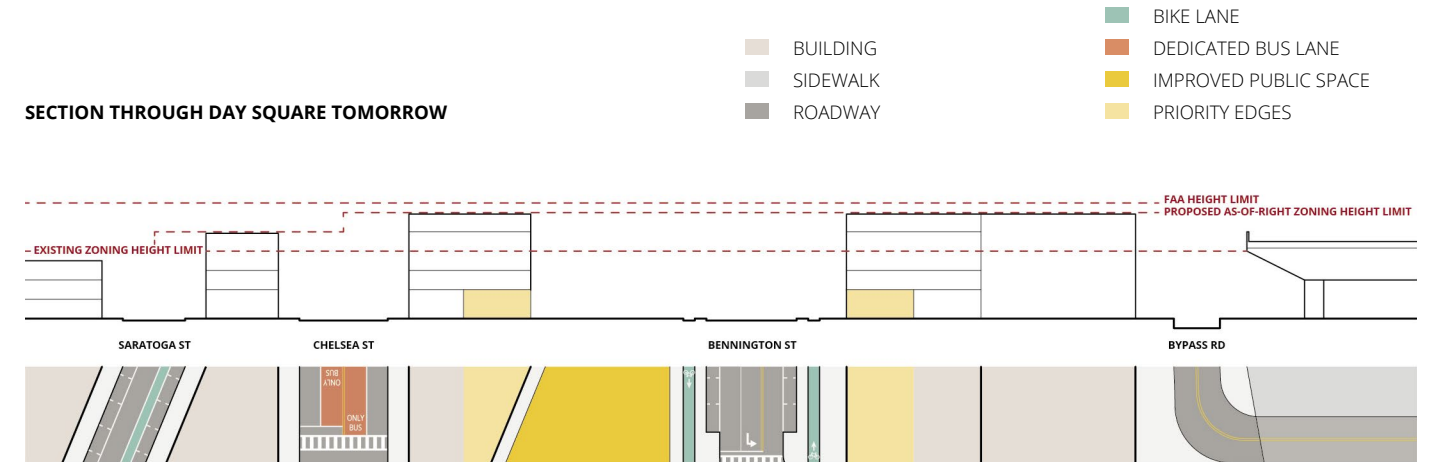
Day Square is a wide right-of-way, well suited for added height and density. Much of the Day Square area is zoned for Neighborhood Shopping which currently limits allowed building height to three stories. A portion of the Day Square area is located in the Corridor Enhancement subdistrict along the Mary Ellen Welch Greenway and the East Boston Expressway (Route 1A). Parcels located in the Corridor Enhancement subdistrict are PDA-eligible. For buildings immediately facing the square, allowed height would increase from three stories to five stories. Additional height is greatly challenged by proximity to Logan Airport and FAA-regulations. However, it would be appropriate that where possible, additional height beyond five stories could be considered in exchange for added affordability.



RETAIL IN DAY SQUARE, 2021

Because Day Square developed over time, many commercial establishments today occupy previously residential spaces. Converted retail spaces typically have small windows and limited presence on the street. The vision for Squares and Corridors would require greater porosity and visibility for ground floor retail.

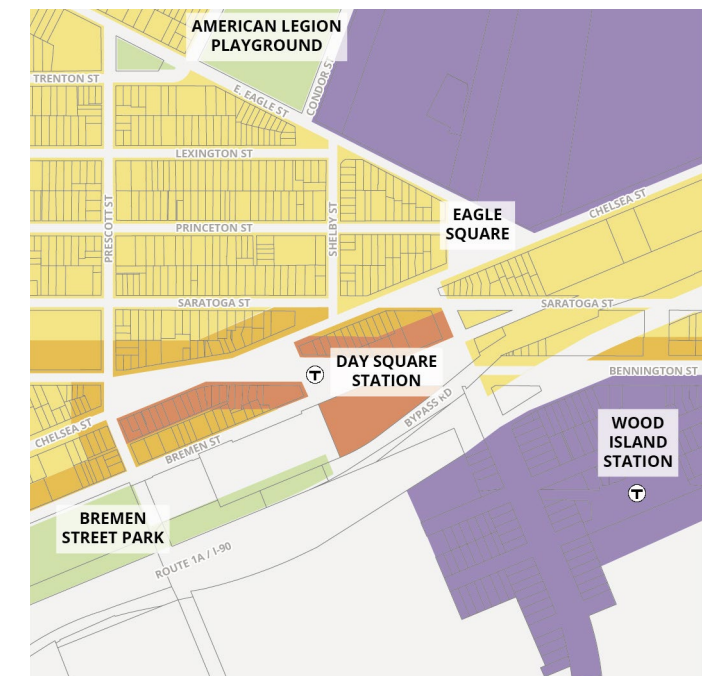
SECTION THROUGH DAY SQUARE TOMORROW



DAY SQUARE TODAY - ZONING DISTRICTS BY HEIGHT

The area around Day Square is capped at a 35 foot and three story height maximum regardless of land use.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



DAY SQUARE TOMORROW - PROPOSED REGULATING PLAN

The proposed vision for Day Square would allow additional height near Wood Island Station. Maximum height in Day Square is restricted by FAA height limits.

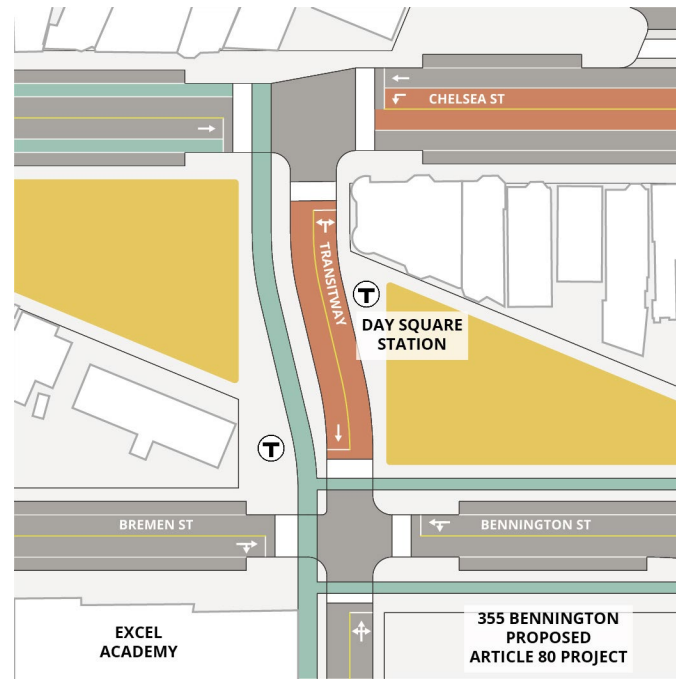
- 3 STORIES
- 4 STORIES
- 5 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS

Simplify intersections by consolidating those that are redundant and reducing the size of those that remain.

Central to making Day Square safer for walking, biking, taking transit, and driving, the Day Square vision concept proposes some street network changes:

- » Bennington Street would be realigned from Chelsea Street to Bremen Street in the heart of Day Square. This would create space for Day Square Station and eliminate conflicts between people walking and turning drivers. People driving between these streets could still connect via Neptune Road, Prescott Street, or other connecting side streets before or after Day Square.
- » Pending further advancement of the Eagle Square redesign project, left turns from Chelsea Street northbound to Eagle Square northbound would be prohibited. This reserves space for dedicated bus lanes and for an inbound left-turn lane on Chelsea Street for drivers traveling to Neptune Road. People driving from Chelsea Street to Condor Street could still connect via Shelby Street.
- » Movements to and from Saratoga Street and Bremen Street along Neptune Road would be streamlined. This would reduce unsafe intersection conflicts and encourage predictable driving behavior. While people driving could still reach their destinations, they may need to modify how they travel through Day Square.

The BPDA is performing an extensive analysis of transit and traffic operations in the Day Square area to understand network implications of the vision concept. Technical documentation summarizing the methodology, assumptions, and results of this analysis will be published as the Day Square vision concept is refined through the community engagement process.



TRANSITWAY BETWEEN BENNINGTON/BREMEN STREET AND CHELSEA STREET - PROPOSED CONDITION



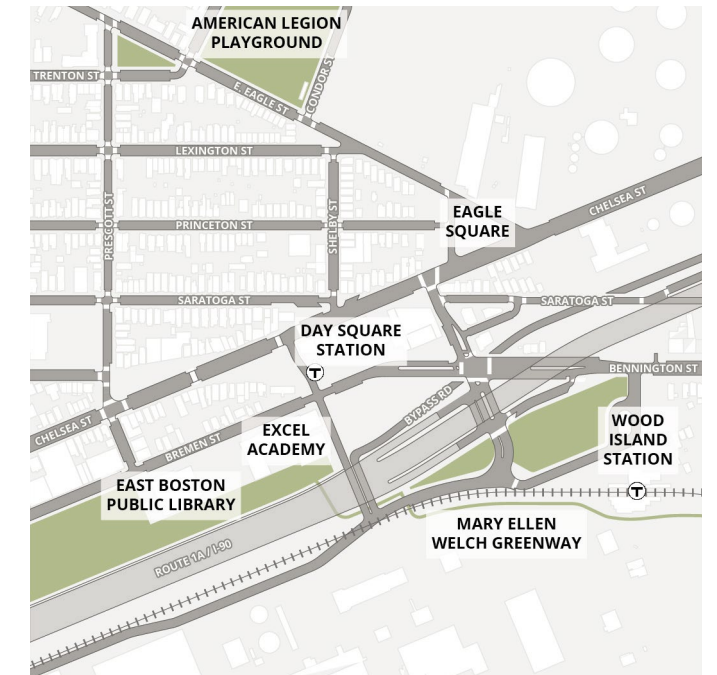
NEPTUNE ROAD BETWEEN CHELSEA STREET AND BENNINGTON STREET - PROPOSED CONDITION

- SIDEWALK
- ROADWAY
- BIKE LANE / PATH
- DEDICATED BUS LANE
- IMPROVED PUBLIC SPACE



DAY SQUARE TODAY - EXISTING STREET NETWORK

Traversing Day Square is complex and presents safety challenges for people walking, biking, taking transit, or driving. Over time, extra pavement in Day Square was formalized into surface parking separated by concrete islands and served by one-way driveways. Intersections can have poor visibility, long or multiple crossings, and unclear traffic patterns, increasing pedestrians' exposure to conflicts with motor vehicles.



DAY SQUARE TOMORROW - PROPOSED STREET NETWORK

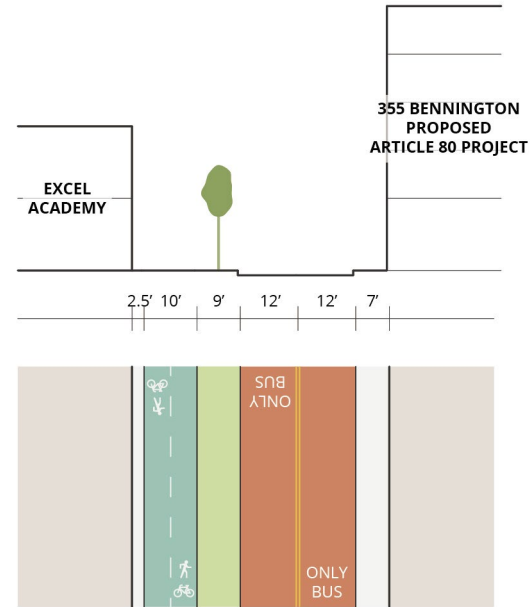
In the Day Square vision concept, redundant intersections would be consolidated, pedestrian crossings shortened, and motor vehicle movements made more predictable. This would eliminate many existing conflicts between people driving and walking, and would limit exposure to conflicts where they cannot be eliminated.

Between 2016 and 2018, Day Square experienced 10 pedestrian, 3 bicycle, and 45 vehicle-only crashes that required response from Emergency Medical Services, making it the fifth most severe crash hot spot in East Boston.

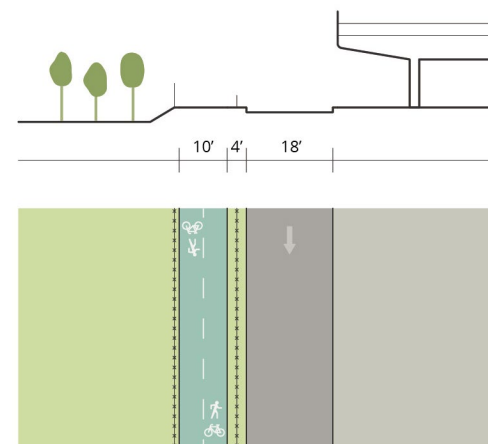
Make Green Links connections to the Mary Ellen Welch Greenway.

In the vision concept, Green Links would bring the comfort and experience of the Mary Ellen Welch Greenway into Day Square and better connect it to the neighborhood and region:

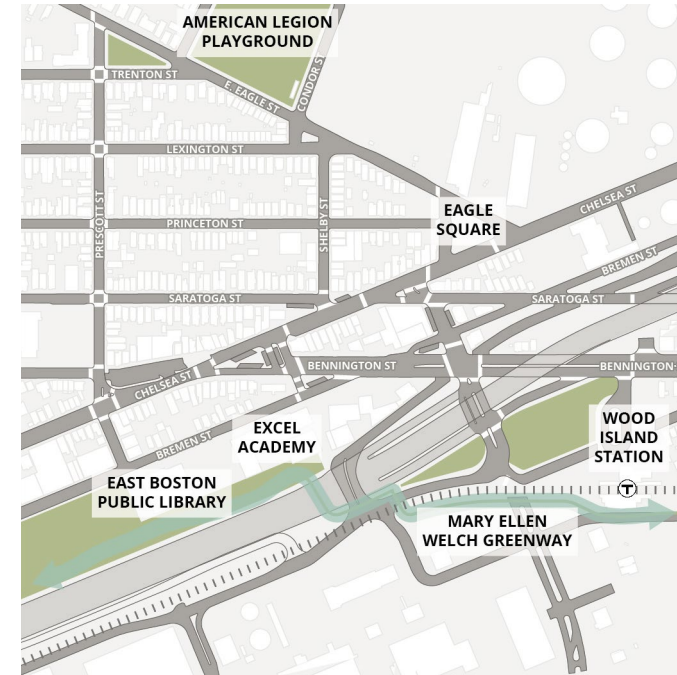
- » A shared-use path would connect the Mary Ellen Welch Greenway to Chelsea Street in the heart of the square. The 355 Bennington Street redevelopment project intends to build the portion between the Greenway and the Bennington Street/Bremen Street intersection.
- » A shared-use path would connect the Mary Ellen Welch Greenway to the Chelsea Creek waterfront by rethinking the Route 1A inbound off-ramp between Route 1A and the Coughlin Bypass Road. MassDOT and Massport own these roadways, respectively. Continued coordination with MassDOT and Massport is critical to the feasibility of this connection, including identifying an alignment past Curtis Street to the Chelsea Creek waterfront.
- » Separated bike lanes on Bennington Street and Condor Street would create low-stress connections using City streets. Refer to the Bennington Street section of this document for more detail.
- » Contraflow bike lanes on Shelby Street and Saratoga Street would allow people to safely bike both ways on these one-way streets. Contraflow bike lanes help make direct connections while avoiding busy streets, like Bennington Street in Eagle Hill or East Eagle Street.



DAY SQUARE TRANSITWAY BETWEEN EXCEL ACADEMY AND 355 BENNINGTON STREET



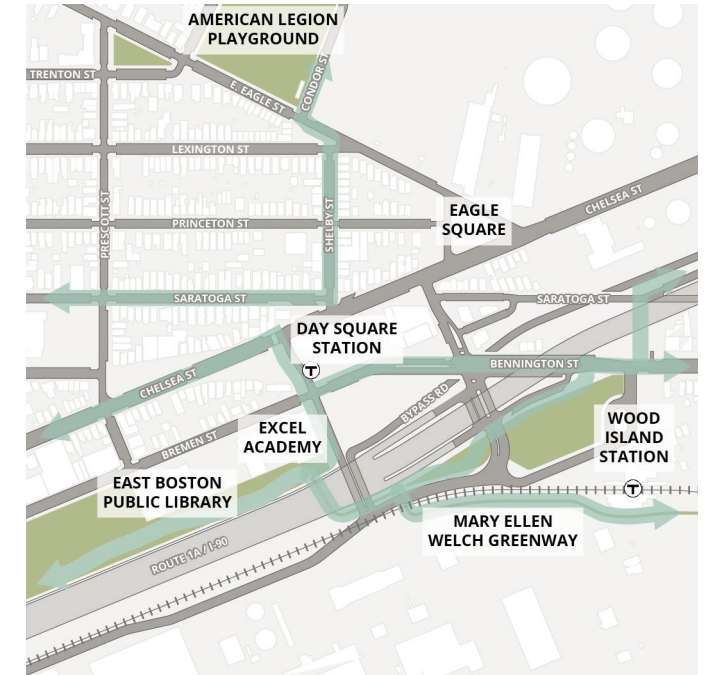
1A INBOUND OFF RAMP AND SHARED-USE PATH BETWEEN CURTIS STREET AND SARATOGA STREET



DAY SQUARE TODAY - EXISTING GREEN LINKS NETWORK

The Mary Ellen Welch Greenway, just one block to the south, feels disconnected from Day Square. Many people travel along the Mary Ellen Welch Greenway without the connections to safely and comfortably continue into Day Square. All streets connecting to Day Square are considered high stress and unsuitable for bicyclists of all ages and abilities.

BIKE LANE / PATH



DAY SQUARE TODAY - PROPOSED GREEN LINKS NETWORK

Boston Green Links is a citywide plan to connect people in every neighborhood to Boston's greenway network. Green Links connections in Day Square would knit together the square, new public spaces, and nearby existing open spaces with safer crossings, new off-street paths, and new on-street low-stress bikeways.

BIKE LANE / PATH

Eagle Square Redesign

The City is rethinking Eagle Square to resolve accessibility, safety, and emergency response challenges associated with truck loading.

Eagle Square is a surface parking lot bounded by Chelsea Street, East Eagle Street, and Princeton Street. Located just north of Day Square, Eagle Square survives from the original 1833 plan of East Boston as an area of transition between residential parcels and waterfront and industrial uses. Today, Eagle Square is frequently traversed by large trucks passing through or serving abutting industrial sites. In some cases, truck drivers make complex maneuvers or park trucks for extended periods of time within the public right-of-way. This truck activity is a barrier to accessibility and the safe operation of city streets. With the impending opening of the East Boston Police Station, it is also an emergency response barrier.

The Boston Transportation Department (BTD) and Boston Public Works Department (BPWD) have begun the process to redesign Eagle Square to remove truck loading and maneuvering from city streets. The immediate need to resolve truck issues requires a quicker project timeline for Eagle Square than the PLAN: East Boston Day Square vision. However, BPDA, BTD, and BPWD are working closely to align both projects and achieve a holistic design solution for Eagle Square that advances the Day Square vision.

Eagle Square contains several important physical and operational constraints that will inform the conceptual design process (see the map on the following page):

- » The Condor Street-East Eagle Street corridor serves waterfront industrial uses and is a vital truck connection. Their roles as industrial streets require the design process to accommodate large trucks as a “design vehicle,” which influences the size and layout of streets.
- » Major intersections along Chelsea Street at Neptune Road, Eagle Square, and East Eagle Street are in close proximity, creating operational challenges.
- » Public streets contain subsurface utility infrastructure that must remain accessible. Notably, Eagle Square contains a National Grid district regulator station with accompanying subsurface connections.
- » MBTA bus routes 112 and 121 travel through Eagle Square, and PLAN: East Boston proposes SL3 operations through Eagle Square via Chelsea Street dedicated bus lanes. Bus stops are located in and near Eagle Square.
- » Truck access within Eagle Square for industrial abutters Channel Fish and Energy Transfer is required for their continued operation. BPDA, BTD, and BPWD are coordinating with these abutters to understand how their trucks use Eagle Square today and to understand the feasibility of operational changes can be made as part of the project design process.



ABOVE View of East Eagle Street looking west, 2021. Large trucks are parked within the public right-of-way, obstructing the sidewalk, crosswalk, and street. The new East Boston police station is located nearby.

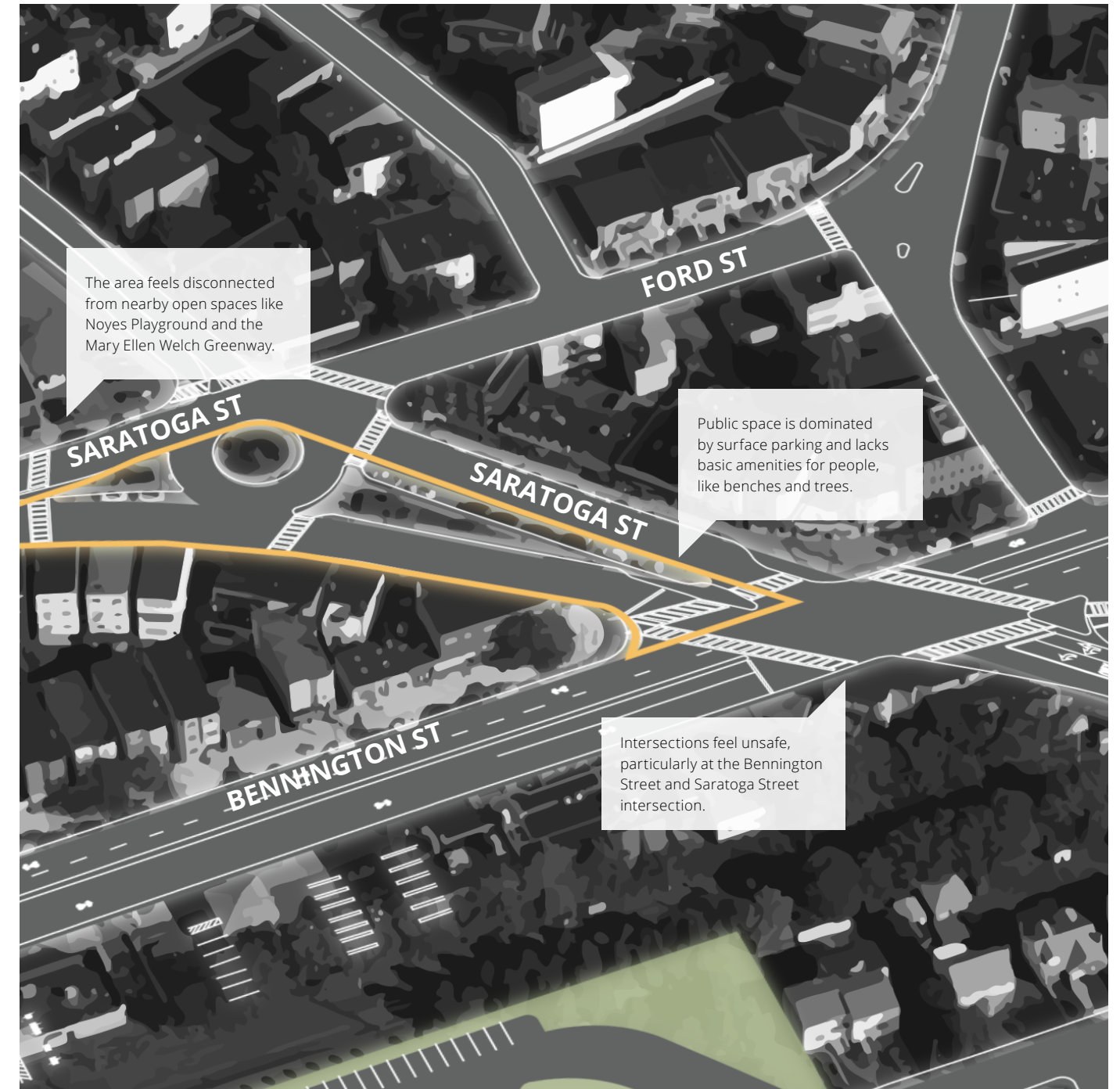
BELOW View of Eagle Square toward Chelsea Street, 2021. Eagle Square is characterized by surface parking and wide, unmarked streets.

Orient Heights Square

The square stretches across several intersections and is often ill-defined. The plan seeks to improve the legibility of the square and connect it to nearby assets.

Orient Heights Square is an active business district that stretches from Goodearl Square at the intersection of Saratoga Street and Barnes Avenue, to Noyes Park and the intersection of Saratoga Street and Boardman Street, which today meet in a traffic circle. The square's proximity to railroads and major streets has made it a North Shore crossroads since the late 1800s. Orient Heights Square is located near Orient Heights Station and Constitution Beach. Despite this proximity, the square feels disconnected from these assets.

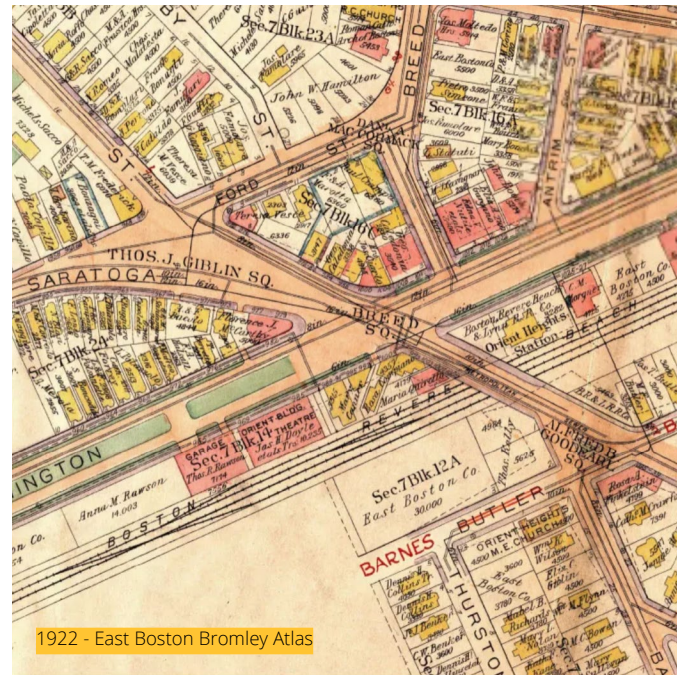
The square's public realm is defined by pavement and parking, with limited public space to support its role as a neighborhood destination. The area is a gateway for regional vehicle traffic from Winthrop and Revere, creating safety challenges for all travel modes.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges in Orient Heights Square today.

LEFT View of Orient Heights Square from Bennington Street, 2021. The public right-of-way today is consumed by vehicle circulation and parking. Pedestrians navigate long, challenging crossings with long wait times.



Orient Heights Square Yesterday

Orient Heights Square started as a regional connection between the Boston Revere Beach and Lynn Railroad and Boston and Winthrop Shore Railroad. The area, labeled in 1922 as Giblin Square, Breed Square, and Goodearl Square, developed as a commercial district centered on Winthrop Junction. A number of noteworthy buildings from the early 20th century remain, including the Orient Heights Branch Library (1912 and to become the East Boston Senior Center), the Orient Palace Theatre at 985 Bennington Street, the Frank Vesce Building (1922) at 974-978 Saratoga Street, and the George Caledonia Building (1914) at 1006-1010 Bennington Street.

Orient Heights Station was built in 1952 as part of the East Boston Tunnel & Revere Extension, now known as the Blue Line, and required the demolition of several buildings along Bennington Street from Saratoga Street to Ashley Street. Orient Heights Station became the last stop on the Blue Line during the Blue Line Modernization project in 1992 and was completely reconstructed as part of the effort in 2013.

Orient Heights Square Today

The intersection of Bennington Street and Saratoga Street remains the commercial center of Orient Heights Square and the primary commercial district in East Boston north of Day Square. It hosts restaurants, neighborhood-serving businesses, and some professional services.

The Blue Line, local bus routes, and bikeshare converge at Orient Heights Station. The station's large footprint includes two busways, pick-up/drop-off space, and a 411-space commuter parking lot. Despite its nearby location, the station feels disconnected from the commercial heart of the square.

A number of parking lots contribute to an inconsistent streetwall, particularly on parcels that front Bennington Street and Saratoga Street. Building heights are also inconsistent, as several one- and two-story commercial buildings dot the area while a number of four-story precedents remain from the early twentieth century.

Despite their nearby location, Noyes Park and Constitution Beach feel disconnected from one another and from the commercial heart of the square.

Orient Heights Square Tomorrow

This list summarizes recommendations prepared for Orient Heights Square as illustrated in the vision plan presented on the following page. The vision for Orient Heights Square proposes strategies that would:

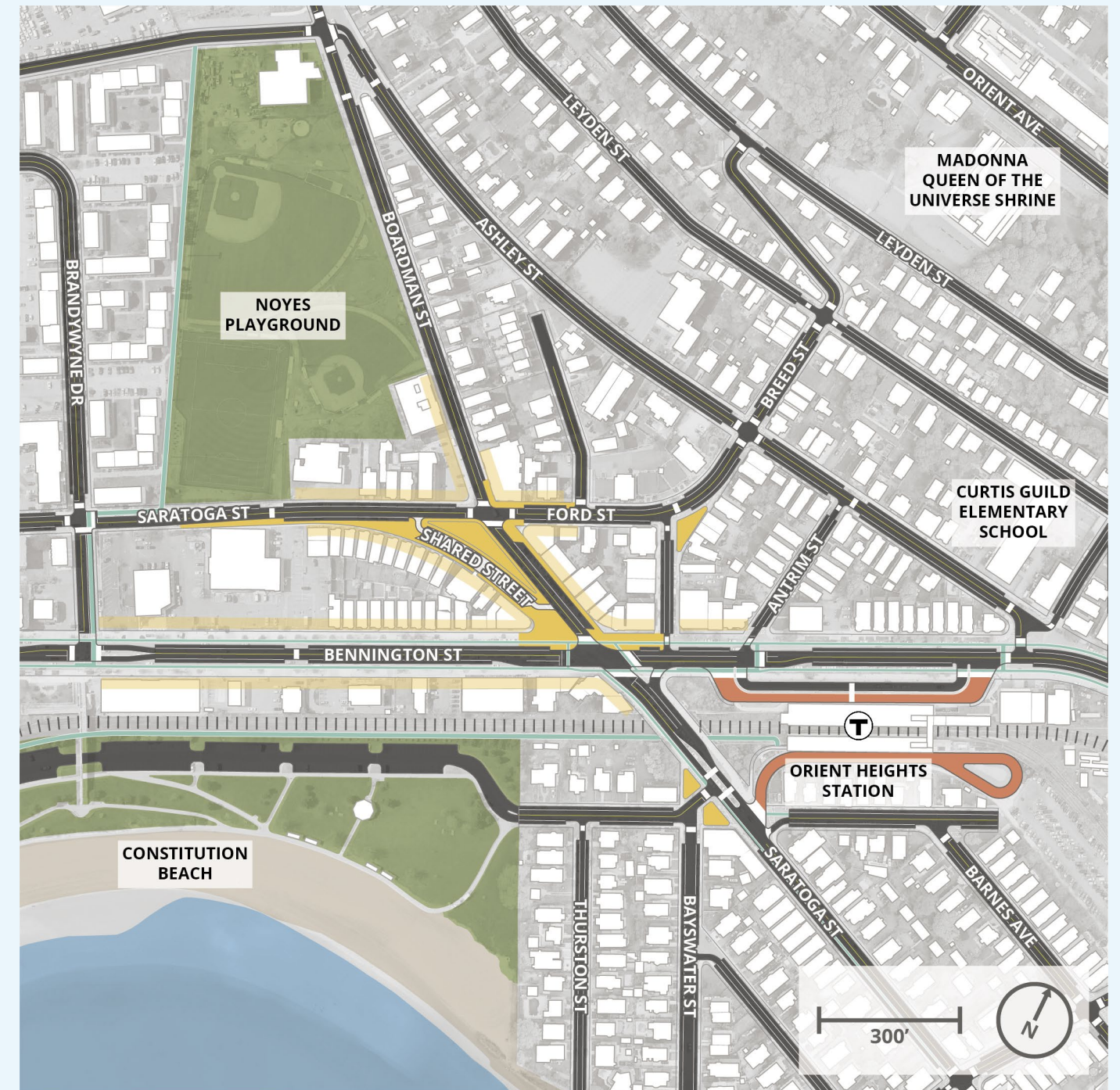
- » **Support a mixed-use mid-rise district in Orient Heights Square.** (Refer to page 62 for more detail.)
 - » Allow additional height (up to seven stories) and density on parcels facing Orient Heights Square.
 - » Require ground-floor retail uses and prohibit inactive ground-floor uses along priority street edges.
- » **Create open space in the heart of the square and leverage opportunities to incorporate green infrastructure.** (Refer to page 64 for more detail.)
 - » Replace the traffic circle with a standard intersection and accessible public space.
 - » Extend the Mary Ellen Welch Greenway to Orient Heights Station and beyond.
 - » Connect Noyes Playground to Constitution Beach via two-way separated bike lanes on Trident Street and Saratoga Street.
- » **Simplify intersections and prioritize pedestrian safety.** (Refer to page 66 for more detail.)
 - » Reduce the size of the Bennington Street and Saratoga Street intersection.
 - » Reduce the size of the Saratoga Street and Barnes Avenue intersection.
 - » Introduce a pedestrian crossing of Bennington Street at Antrim Street to Orient Heights Station.



BELLE STREET PARK SHARED STREET, SEATTLE, WA

Belle Street once resembled a traditional street with asphalt, curbs, and other typical features. The street was redesigned as a curbless, shared street to create a new public space and landscaping, while still preserving vehicle access. The curbless design of the Belle Street Park Shared Street provides program flexibility and encourages slow speeds, which allow for the safe and comfortable mixing of people walking, biking, and driving.

Source: Seattle Parks and Recreation Department



PLAN DIAGRAM OF ORIENT HEIGHTS SQUARE TOMORROW VISION

- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- STATION BUSWAY
- BIKE LANE / PATH
- PRIORITY EDGES

Support a mixed-use mid-rise district in Orient Heights Square.

Orient Heights Square is an important place of gathering, located near the Blue Line. It is appropriate that allowed density leverage proximity to transit and that buildings contribute active ground-floor uses to support a vibrant public realm. Building heights in the area are varied. The Neighborhood Shopping zoning subdistrict limits allowed building height to three stories, though several buildings from the late 19th century are four stories.

Allow additional height and density on parcels facing Orient Heights Square.

Saratoga Street and Bennington Street are a wide right-of-ways, well suited for added height and density. For buildings immediately facing the square, allowed height would increase from three stories to four stories. Projects proposing residential affordability beyond what is contemplated by the Inclusionary Development Policy could be allowed greater height in Orient Heights Square.

Encourage active ground-floor uses along priority street edges.

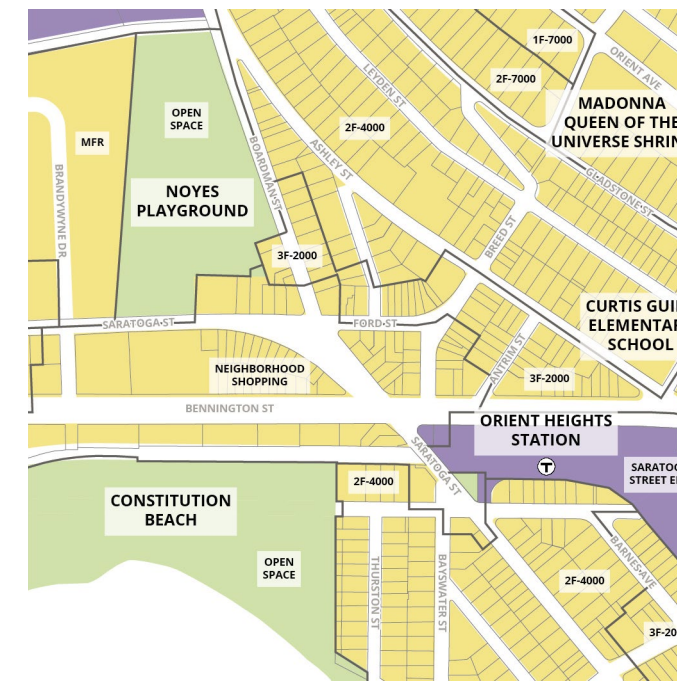
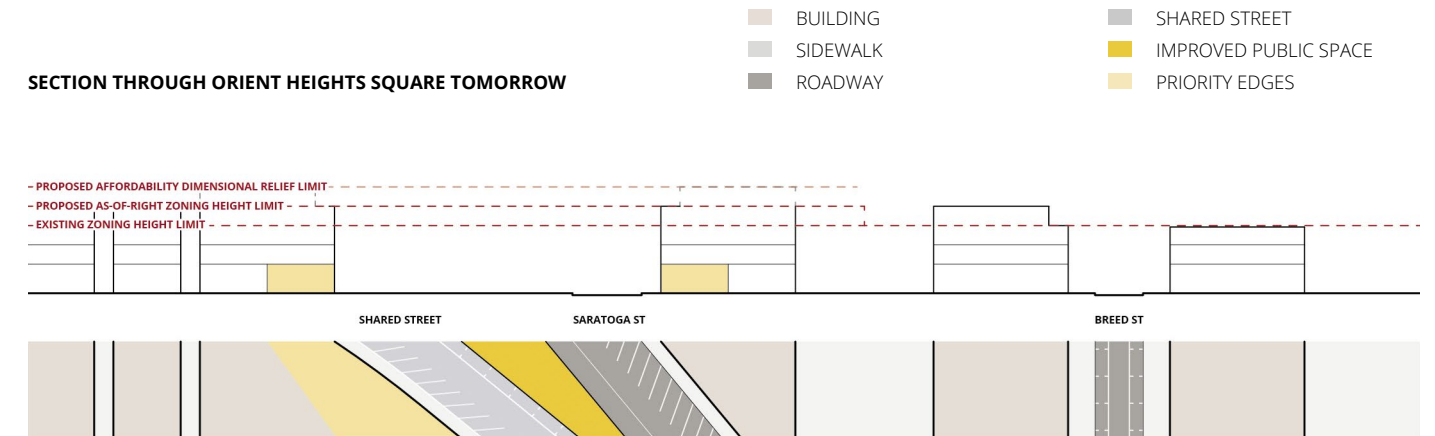
The ground-floors of buildings along these edges should be dedicated primarily to retail uses and should restrict inactive uses like parking, residential, and commercial offices. Curb cuts along these streets should be limited so as to not interfere with pedestrian movements.



ORIENT HEIGHTS SQUARE FROM SARATOGA STREET NEAR NOYES PARK, 2021

Orient Heights today hosts mixed-use buildings ranging from one- to four-stories.

SECTION THROUGH ORIENT HEIGHTS SQUARE TOMORROW



ORIENT HEIGHTS SQUARE TODAY - EXISTING ZONING DISTRICTS BY HEIGHT

Both commercial and residential zoning subdistricts today limit maximum building height to 35 feet and three stories.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



ORIENT HEIGHTS SQUARE TOMORROW - PROPOSED REGULATING PLAN

The vision for Orient Heights would allow for a modest increase in height to encourage added density facing the square and along Bennington Street.

- 3 STORIES
- 4 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS

Create open space in the heart of the square and leverage opportunities to incorporate green infrastructure.

The Orient Heights Square vision concept creates new public spaces in and near the commercial heart of the square by re-imagining excess street space that exposes travelers to conflicts and has, over time, been given over to motor vehicle uses. Removing the traffic circle and connecting existing traffic islands would enable the square to host a public space that would serve residents and support local businesses. A curbsless shared street along Saratoga Street would connect the public realm and maintain on-street parking in front of businesses.

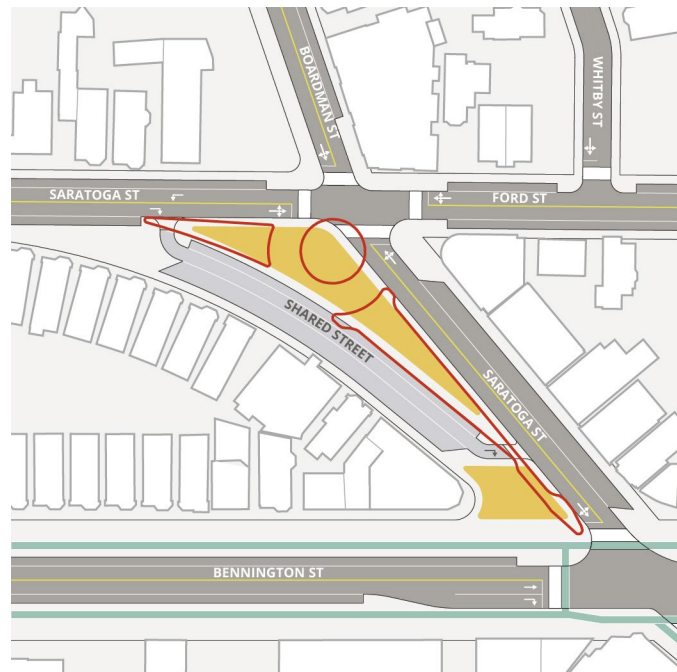
The Mary Ellen Welch Greenway would extend along Constitution Beach and under Saratoga Street to connect to Orient Heights Station. Separated bike lanes on Bennington Street and the proposed Winthrop Greenway would bring the comfort and experience of the Mary Ellen Welch Greenway to Orient Heights and beyond. A two-way separated bike lane along Trident Street and a portion of Saratoga Street would connect Constitution Beach to Noyes Park and points north.

The BPDA analyzed the use and regulation of curbside space and on-street parking in Orient Heights Square. Readers should refer to the Technical Appendix for the results of the analysis. The vision concept would result in fewer on-street parking spaces in the square. Recommendations for the regulation of curbside space, including bus stops, loading, pick-up/drop-off, and parking will be identified as the Orient Heights Square vision concept is refined through the community engagement process.



TRAFFIC CIRCLE AND ISLANDS, 2021

Existing traffic islands are landscaped but do not function as public spaces. Their presence results in a misalignment between existing crosswalks and where people want to walk.



ORIENT HEIGHT SQUARE PUBLIC SPACE - PROPOSED CONDITION

Today, drivers passing through the square mix with drivers parking, contributing to congestion and conflicts. The vision concept untangles some of these maneuvers by eliminating the traffic circle and providing a dedicated parking aisle accessible from either direction of Saratoga Street. The existing traffic islands are outlined in red.

- EXISTING TRAFFIC ISLANDS
- SHARED STREET
- NEW PUBLIC SPACE



ORIENT HEIGHTS SQUARE PUBLIC SPACE - EXISTING CONDITION

Orient Heights Square has active ground-floor uses but the lack of public space, amenities, and trees diminish its potential as a destination. The Blue Line feels disconnected from Orient Heights Square, despite its proximity. The Mary Ellen Welch Greenway terminates nearby at Constitution Beach. All streets connecting to Orient Heights Square are considered high stress and unsuitable for bicyclists of all ages and abilities.

- BIKE LANE / PATH
- PUBLIC SPACE
- OPEN SPACE



ORIENT HEIGHTS SQUARE PUBLIC SPACE - PROPOSED CONDITION

The vision concept creates usable and accessible public space in the commercial heart and surrounding blocks of Orient Heights Square. This would be accomplished by removing the traffic circle and reducing excess pavement at complex intersections, demonstrated in more detail in the proposed diagram at left. A shared street would provide access to on-street parking in the commercial heart of the square. Bennington Street separated bike lanes, Noyes Park paths, and the proposed Winthrop Greenway would connect directly to the Mary Ellen Welch Greenway.

- BIKE LANE / PATH
- PUBLIC SPACE
- OPEN SPACE

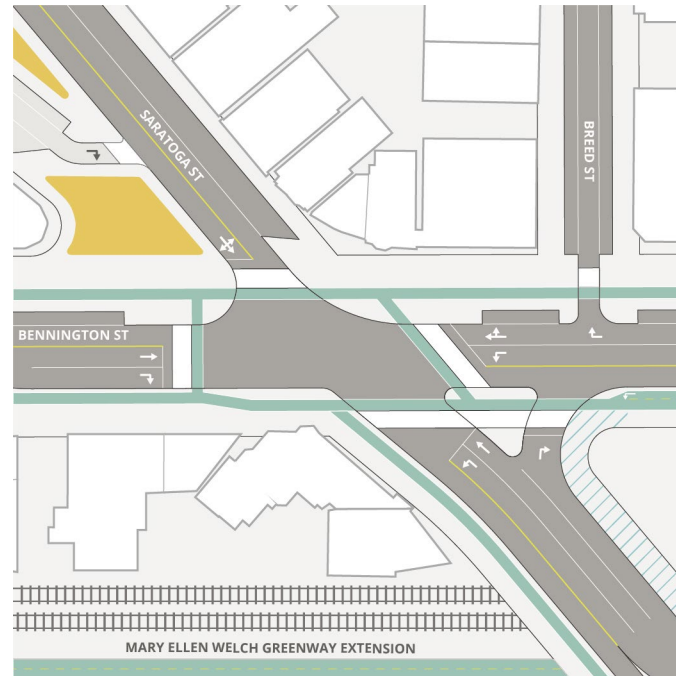
Nearly one-quarter acre of usable public space is created by the Orient Heights Square vision concept. New public realm creates opportunities for new street trees, which mitigate urban heat island effects. Orient Heights Square experiences very high heat because of its abundance of pavement and lack of tree canopy.

Simplify intersections and prioritize pedestrian safety.

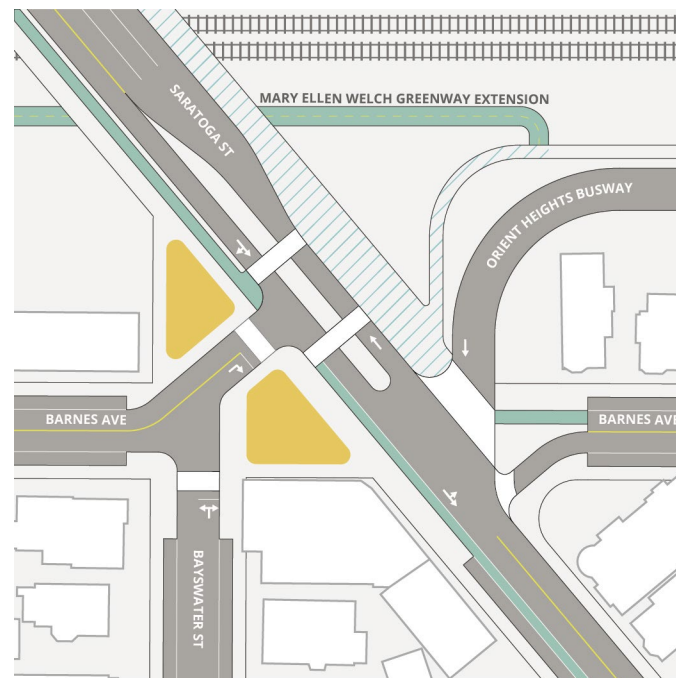
The Orient Heights Square vision concept shortens crossings, reduces people's exposure to turning vehicles, and streamlines vehicle movements:

- » A smaller Bennington Street/Saratoga Street intersection would formalize Vision Zero changes made in 2016. Vehicle travel on Saratoga Street between Ford Street and Bennington Street would be consolidated to the north side of the street. Drivers traveling to Boardman Street from outbound Bennington Street would turn left at Trident Street. Learn more about right-sizing Bennington Street on page 94.
- » A simpler Saratoga Street/Barnes Avenue intersection would introduce a crossing island and eliminate some conflicts with turning drivers at this important transit and path gateway. Drivers would make left turns at the Saratoga Street/St. Edward Road intersection, which is controlled by a traffic signal.
- » Eliminating the traffic circle would shorten crossings and result in more direct paths of travel at the Saratoga Street/Boardman Street/Ford Street intersection.
- » A Bennington Street crossing at Antrim Street would give more direct pedestrian access to Orient Heights station.
- » Reconfigured Ashley Street intersections at Boardman Street and Bennington street would shorten crossings.

Converting Ashley Street from one-way to two-way travel may improve the safety and operation of the Bennington Street/Saratoga Street intersection. Because some drivers would use Ashley Street, the intersection could see up to a 30 percent reduction in delay, depending on the time of day, if paired with some changes to signal timing.



SARATOGA STREET AT BENNINGTON STREET - PROPOSED CONDITION



SARATOGA STREET AT BARNES AVENUE - PROPOSED CONDITION

- SIDEWALK
- ROADWAY
- BIKE LANE / PATH
- IMPROVED PUBLIC SPACE
- SHARED SIDEWALK, CONNECTING BENNINGTON STREET SEPARATED BIKE LANES TO THE MARY ELLEN WELCH GREENWAY EXTENSION

Between 2016 and 2018, Orient Heights Square experienced 18 pedestrian, 2 bicycle, and 20 vehicle-only crashes that required response from Emergency Medical Services. One crash was fatal. Orient Heights Square is the second most severe crash hot spot for people walking, and the third most severe for all crash types, in East Boston.



ORIENT HEIGHTS SQUARE - EXISTING CONDITION

The gentle curve of Saratoga Street results in an expansive street that was rebuilt in 2001 to maximize on-street parking and introduce curb extensions. The Saratoga Street traffic circle does not meet contemporary design standards. Long crossings and limited opportunities to cross the street expose people to conflicts with vehicles. Intersections with high delay and confusing navigation encourage risk-taking behavior.



ORIENT HEIGHTS SQUARE - PROPOSED CONDITION

In the Orient Heights Square vision concept, intersections would be more compact, existing crossings shortened, new crossings provided, and motor vehicle movements more predictable than today. This would eliminate many existing conflicts between people driving and walking, and would limit exposure to conflicts where they cannot be eliminated.



SARATOGA AT BENNINGTON STREET INTERSECTION, 2020

Winthrop Greenway

The Friends of the Mary Ellen Welch Greenway envision a safe, pleasant, and convenient connection for active transportation and recreation between East Boston and Winthrop.

In 2016, the BPDA, MBTA, Massport, and Department of Conservation and Recreation (DCR) built the Narrow Gauge Link, completing a series of projects that extended the Mary Ellen Welch Greenway (then known as the East Boston Greenway) along the abandoned right-of-way adjacent to the Blue Line. The Narrow Gauge Link established a continuous walking and biking path through much of East Boston, from Piers Park to Constitution Beach.

Interest in a Greenway connection beyond Constitution Beach and through Orient Heights has existed for some time. The East Boston Master Plan (2000) identified a Greenway alignment from Constitution Beach along Bayswater Street, the Belle Isle Marsh Reservation, and the Orient Heights MBTA yard and maintenance facility. This recommendation, however, did not specify an alignment for a Winthrop connection. Now, the Friends of the Mary Ellen Welch Greenway (The Friends), a stewardship organization of residents, are studying the feasibility of a "Winthrop Greenway," which would connect the Town of Winthrop to the Mary Ellen Welch Greenway via Orient Heights. The Winthrop Greenway would connect to the planned Green Links connection from the Mary Ellen Welch Greenway to the Suffolk Downs Redevelopment site, to be designed and funded by HYM.

While the preference for the Winthrop Greenway is for a continuous off-street alignment, the feasibility study identified several on- and off-street interim and long-term route options. All routes considered, however, would lead to a new pedestrian and bicycle bridge over the Belle Isle Marsh Reservation inlet. The feasibility study included evaluation of the costs, benefits, constraints, and opportunities of each route using a process informed by community engagement, which resulted in over 1,000 comments. The best-evaluated route alignments included a connection along the MBTA-owned Orient Heights station busway and parking lot, and a connection along City-owned Bayswater Street and Teragram Street.

Additional community engagement and stakeholder coordination is needed to advance one or both route alignments, identify a project champion, and advanced the design and implementation process. Regardless of which option is selected, the Winthrop Greenway would be implemented in phases. The Friends have applied for MassTrails grant funding, with City of Boston support, to advance the design of a pedestrian and bicycle bridge and a path connection within the Belle Isle Marsh Reservation, as both route options rely on this same connection across the inlet.



Priority Off-Street Shared Use Path Connection
Prioridad a sendero de uso compartido fuera de la calle

Long-term Shared Use Path Connection
Conexión con sendero de uso compartido a largo plazo

Interim Shared Street Connection
Conexión temporal de calle compartida

Proposed Greenway Extension to Suffolk Downs and Revere
Propuesta de extensión del Greenway hacia Suffolk Downs y Revere

Existing Greenways
Greenway existente

WINTHROP GREENWAY POTENTIAL ALIGNMENTS

Two alignments between Constitution Beach and the Town of Winthrop emerged during the feasibility study as the most technically feasible and most preferred. Both options include interim shared-street connections to provide implementation flexibility.

Source: The Friends of the Mary Ellen Welch Greenway, "Winthrop Extension Feasibility Study," (2021).

Suffolk Downs Square

The Suffolk Downs Redevelopment project will transform the former site of the Suffolk Downs racetrack into a mixed-use neighborhood.

East Boston's fifth square will be formed at the intersection of Walley Street and Waldemar Avenue, at the entrance to Suffolk Downs Station and the gateway to the Suffolk Downs Redevelopment site. Today the area around Suffolk Downs Station lacks definition, as Walley Street and Waldemar Avenue dead-end into a turn-around and drop-off area that service the station. Significant changes in elevation separate Walley Street from Bennington Street. Pedestrian connections between Orient Heights and Belle Isle Marsh require people to walk through Suffolk Downs Station.

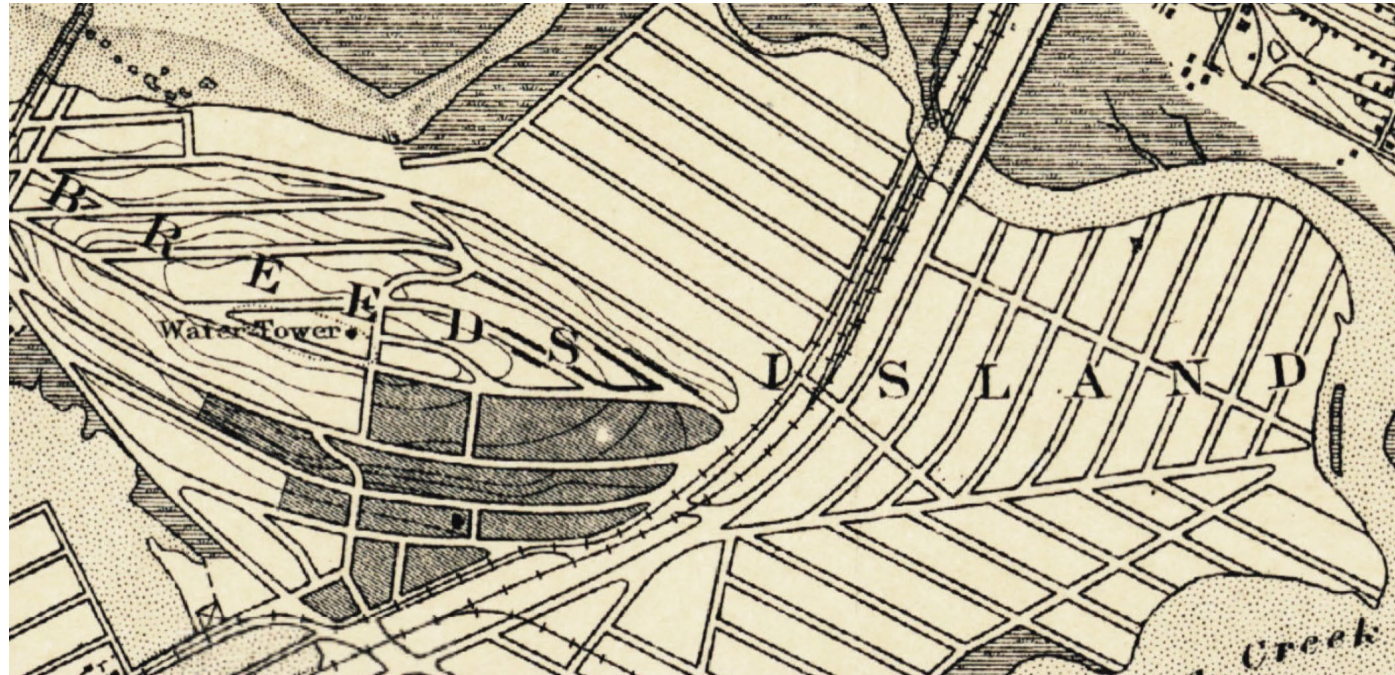
The Suffolk Downs Redevelopment project was approved by the BPDA in 2020. It will transform the 161-acre site and will create a new jobs center for East Boston and the greater region. When complete, the project will deliver approximately 10 million square feet of development, and will be connected to Suffolk Downs Square via a generous pedestrian plaza, referred to as Belle Isle Square. Planning for Suffolk Downs Redevelopment envisioned walking, biking, and private shuttle access to Belle Isle Square via Walley Street. Drivers, however, will be required to access the site via Route 1A.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges near Suffolk Downs Square today. Much of the area is owned by abutters, including private residences, the MBTA, and HYM Investment Group, the owners of the Suffolk Downs Redevelopment site.

LEFT View of Walley Street from Bennington Street, 2020. This intersection is the primary access point to Suffolk Downs Square and Suffolk Downs Station for most of East Boston.



Walley Street Yesterday

Suffolk Downs Square emerged in the early 20th century with the introduction of Belle Isle Station, an infill stop of the Boston, Revere Beach, and Lynn railroad at the intersection of Waldemar Avenue and Walley Street. The Suffolk Downs racetrack, built in 1935 and closed in 2019, precluded planned residential development on the marsh side of Orient Heights. A planned extension of Walley Street, known as Washburn Avenue, continued as a private streetcar right-of-way to Revere. Streetcars turned around in the area until 1952 with the introduction of subway service and Suffolk Downs Station. The station was last upgraded in 1995 to accommodate six-car Blue Line trains.



ABOVE The map demonstrates the intention to continue a regularized street grid across Breed Island to the Revere border, defined by the Belle Isle Inlet. Source: Boston Harbor Chart produced by National Oceanic and Atmospheric Administration (NOAA) (1911).

BELOW Washburn Avenue, a private streetcar right-of-way, looking northeast toward Revere, 1926. Beachmont is in the distance. Source: Collection of Kevin Farrell and Tony Tieuli via BostonStreetCars.com



Walley Street Today

Walley Street traverses significant grade change as it moves upland from the Bennington Street intersection to its terminus at Suffolk Downs Station. Building types and land uses along its length are highly varied and include low-scale residential buildings, the MBTA station, the former racetrack, and light-industrial buildings along Bennington Street.

The terminus of Walley Street maintains an expansive paved area originally built to accommodate three streetcar alignments (Suffolk Downs loop, Gladstone loop, and Washburn Avenue). Connectivity to Suffolk Downs Station is limited. The station is the least used subway station in the entire MBTA network, with just over 500 boardings per weekday. The Suffolk Downs Station area is designed to accommodate vehicle u-turns and pick-up and drop-off activity. There is no nearby carshare or bikeshare.



ABOVE The Suffolk Downs racetrack was closed in 2019, and its future redevelopment will connect the Orient Heights neighborhood and Revere. Source: Google Earth (2020).

BELOW The same view today, with surviving streetcar tracks, 2021. Suffolk Downs Station is to the right.

Walley Street and Suffolk Downs Square Tomorrow

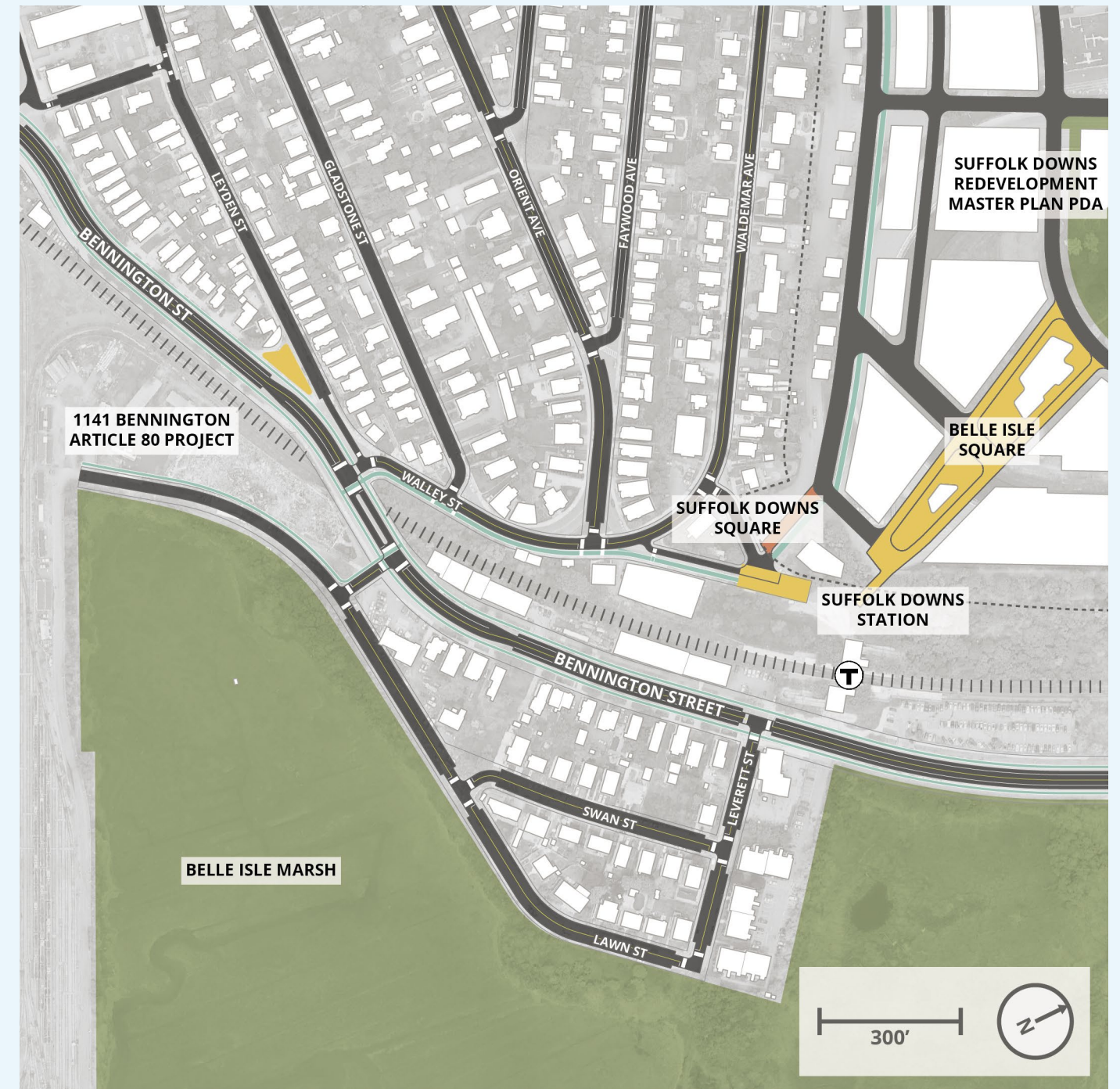
This list summarizes recommendations prepared for Walley Street and Suffolk Downs Square as illustrated in the vision plan presented on the following page. The vision proposes strategies that would:

- » **Create connections to Belle Isle Marsh and the Suffolk Downs Redevelopment project** (Refer to page 76 for more detail.)
 - » Introduce a two-way separated bike lane on Walley Street connected to one-way separated bike lanes on Bennington Street.
 - » Reconfigure Bennington Street intersections at Walley Street and Palermo Street.
 - » Reserve dimension needed to provide future MBTA bus connections to Suffolk Downs Station and the Suffolk Downs Redevelopment site.
 - » Preserve historic streetcar tracks and cobblestones on Walley Street.
- » **Appropriately transition the scale of buildings, from existing low-scale residential fabric to mixed-use mid- and high-rise buildings in growth areas.** (Refer to page 78 for more detail.)



This rendering illustrates Phase I buildings and open space associated with the Suffolk Downs Redevelopment project. The image is produced from the perspective of Suffolk Downs Station, looking towards the interior of the Suffolk Downs Redevelopment site. Belle Isle Square is imagined as one of two anchors of a planned retail district. The other anchor would be connected to Beachmont Station in Revere.

Source: Suffolk Downs Planned Development Area. Phase 1 Development Plan (2020)



PLAN DIAGRAM OF WALLEY STREET AND SUFFOLK DOWNS SQUARE TOMORROW VISION

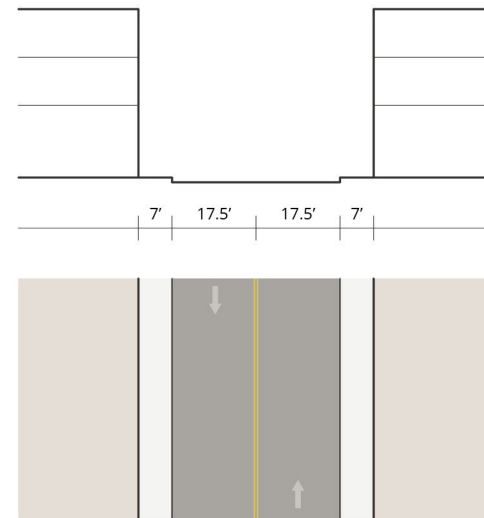
- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- DEDICATED BUS LANE
- BIKE LANE / PATH

Create connections to Belle Isle Marsh and the Suffolk Downs Redevelopment project.

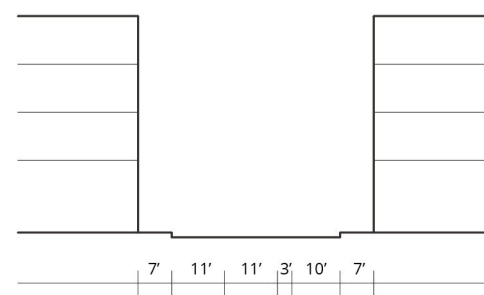
The vision concept makes new Green Links connections, simplifies intersections, and adds crossings:

- » Separated bike lanes on Walley Street and Bennington Street, and a path along the Belle Isle Marsh via Palermo Street would bring low-stress connections to Orient Heights. Together with the Mary Ellen Welch Greenway, these bikeways would create a continuous connection across all of East Boston, from the Maverick Square waterfront to Belle Isle Square and the Suffolk Downs Redevelopment site.
- » Waldemar Avenue crossings at Orient Avenue and the private way north of Walley Street would provide safe, accessible walking routes to Suffolk Downs Station. East of Waldemar Avenue, Walley Street and the private way would form a one-way pair, making space for the Walley Street Green Links connection to the Suffolk Downs Redevelopment site and preservation of the streetcar tracks.
- » Reconfigured Bennington Street intersections at Walley Street and Palermo Street would introduce crossings that are protected with traffic signals. The size and complexity of these intersections would be reduced, simplifying vehicle movements and slowing turns.
- » A Bennington Street crossing at the Belle Isle Marsh entrance would expand open space access. Additional study is needed to determine design and traffic control at this crossing.

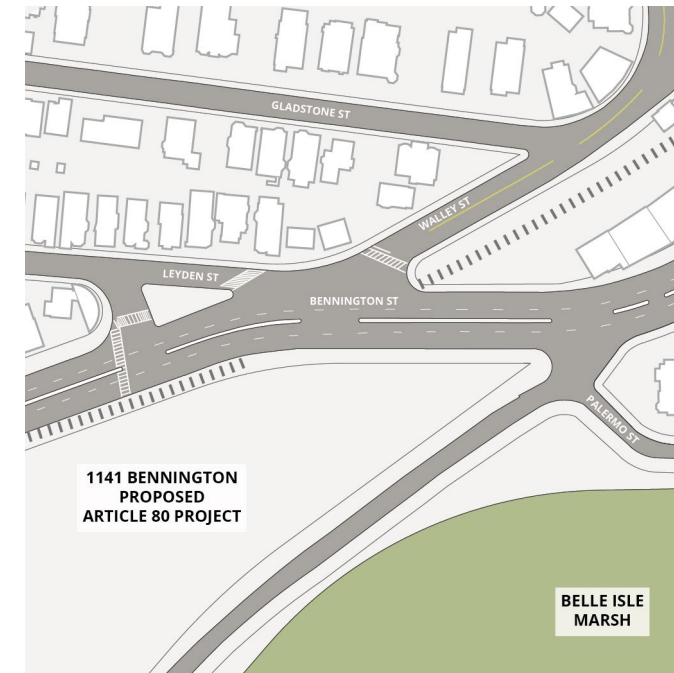
While collaboration does not imply endorsement, continued coordination with the MBTA, owner of the Bennington Street bridge, Suffolk Downs Station, and surrounding station area, is critical to the feasibility of this concept.



WALLEY STREET - EXISTING CONDITION



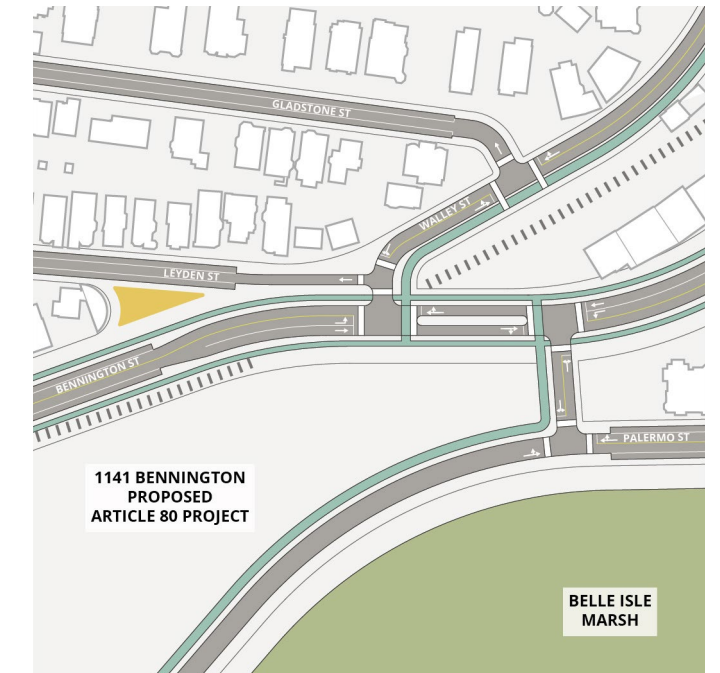
WALLEY STREET - PROPOSED CONDITION WITH TWO-WAY SEPARATED BIKE LANE



WALLEY, PALERMO, AND BENNINGTON STREETS - EXISTING CONDITION

Walley Street is the square's primary walking and biking connection but it is considered high-stress and unsuitable for bicyclists of all ages and abilities. The Walley Street, Leyden Street, and Palermo Street intersections with Bennington Street have a history of crashes. Suffolk Downs Station has no connecting bus service and the Suffolk Downs Redevelopment did not envision an MBTA bus connection to Belle Isle Square. Belle Isle Marsh is not connected to the Green Links network.

■ OPEN SPACE



WALLEY, PALERMO, AND BENNINGTON STREETS - PROPOSED CONDITION

Green Links would connect Suffolk Downs Square, the Mary Ellen Welch Greenway, and Belle Isle Marsh to the planned walking and biking network in the Suffolk Downs Redevelopment site. Pavement reduction and new crossings would simplify Bennington Street intersections at Leyden Street, Walley Street, and Palermo Street. An MBTA bus connection between Walley Street and the Suffolk Downs Redevelopment site should be accommodated as the Suffolk Downs Station area is planned and redesigned.

■ IMPROVED PUBLIC SPACE

■ OPEN SPACE

■ BIKE LANE / PATH

Appropriately transition the scale of buildings, from existing low-scale residential fabric to mixed-use mid- and high-rise buildings in growth areas.

Building types and land uses along Walley Street and Bennington Street are highly varied and include low-scale residential buildings, the MBTA station, the former racetrack, and light-industrial buildings along Bennington Street. Zoning includes single-family and two-family subdistricts as well as the Saratoga Street Economic Development Area and the Suffolk Downs Economic Development Area. Parcels located in both Economic Development Areas are PDA-eligible.

Allow additional height and density on parcels facing Walley Street and Bennington Street.

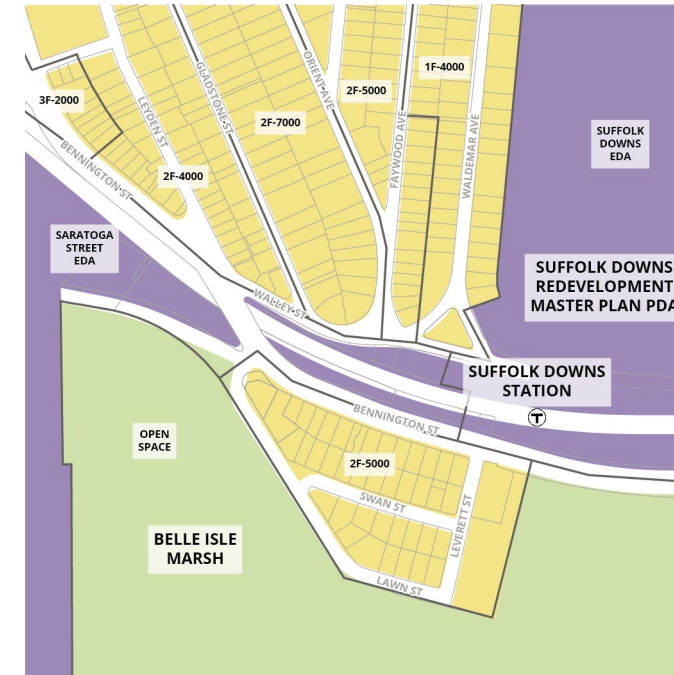
Bennington Street is a wide right-of-way, well suited for added height and density. For buildings immediately facing Bennington Street, allowed building heights would increase from three stories to four stories. Projects proposing residential affordability beyond what is contemplated by the Inclusionary Development Policy could be allowed greater height.

Walley Street is an appropriate opportunity to transition low-scale residential buildings to high-rise buildings proposed on the Suffolk Downs Redevelopment site. For buildings facing Walley Street, specifically those within a quarter-mile radius of Suffolk Downs Station, increased building height (four stories) would be appropriate.



WALLEY STREET LOOKING SOUTHWEST TOWARD WALDEMAR AVENUE, 2021

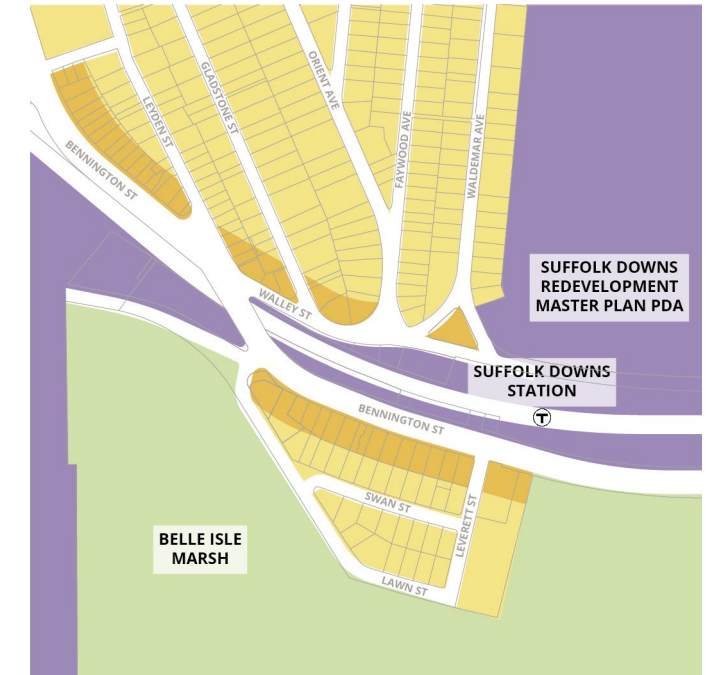
Recent residential development along Walley Street capitalizes on its close proximity to Suffolk Downs Station.



SUFFOLK DOWNS SQUARE & WALLEY STREET TODAY - ZONING DISTRICTS BY HEIGHT

Walley Street today touches six unique zoning subdistricts and separates three-story maximum height residential subdistricts from the Saratoga Street and Suffolk Downs EDAs.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



SUFFOLK DOWNS SQUARE & WALLEY STREET TOMORROW - PROPOSED REGULATING PLAN

The proposed regulating plan will help transition the scale of buildings along Bennington and Walley Street to the Suffolk Downs Redevelopment site and draw pedestrians and bicyclists to the new Suffolk Downs Square.

- 3 STORIES
- 4 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS

Meridian Street / Border Street

Planning for the pair will safely balance travel options and create opportunities to incorporate flood-resilience infrastructure.

Meridian Street and Border Street operate as a pair, making north / south connections between Maverick Square, Central Square, and the City of Chelsea. The streets are parallel from the Chelsea Creek waterfront to Central Square, and are divergent from Central Square to Maverick Square, connected via Maverick Street.

Meridian Street is a historic commercial corridor and today is the primary thoroughfare that serves as the East Boston Main Streets district. Meridian Street connects East Boston to Chelsea via the Andrew McArdle Bridge and hosts Key Bus routes 116/117 and local bus routes 114, 120, and 121. Several of East Boston's most severe crash hot spots are located along Meridian Street.

Border Street is a low-lying street that has traditionally served waterfront industrial activity and is transitioning to residential uses. The street connects to the Harborwalk in locations, but opportunities for pedestrian access to the waterfront is limited by industrial uses. As a primary flood pathway from the waterfront, planning and regulatory measures are needed to align public and private investment into a unified flood-resilient solution for properties located along Border Street.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges along Meridian Street and Border Street today.

LEFT View of Meridian Street from Saratoga Street looking south toward Maverick Square, 2021. Meridian Street is East Boston's Main Streets district and is the backbone of the East Boston bus network.



Meridian Street Yesterday

The Meridian Street bridge, now the Andrew McArdle Bridge, connecting East Boston to Chelsea over the Chelsea Creek, was opened in 1855. The Boston Landmarks Commission inventory noted that “by the early 1860s horse-drawn streetcars were in operation on this section of the street. As a result of these transportation developments, the character of Meridian Street began to shift from primarily residential to a combination of commercial and residential in the third quarter of the 19th century. The Presbyterian Church (1870) on Meridian Street at London Street is the only survivor of the red brick High Victorian Gothic churches that dominated the Meridian Street corridor in the late 19th century.”



Meridian Street Today

Meridian Street from Maverick Square to Central Square is the spine of the East Boston Main Streets district. The streetwall along Meridian Street is inconsistent, as several buildings were demolished in service of construction on the Callahan Tunnel. Building heights vary. The street includes several four-story buildings from the late 19th century as well as one- and two-story commercial buildings and surface parking lots.

Meridian Street cuts diagonally though the prevailing street grid and as a result, intersections at Paris Street, Havre Street, and London Street can be difficult to traverse.

ABOVE Meridian Street at Havre Street, looking north, 1908. Source: Historic New England.

BELOW Meridian Street at Havre Street, looking north, 2021.



Border Street Yesterday

From the Massachusetts Historical Commission’s archives, “Although the Inner Harbor Area is physically a small part of East Boston, this waterfront corridor played a vital role in East Boston’s commercial and industrial history, particularly between 1833 and World War I.” An inventory of the East Boston Inner Harbor Industrial Area was conducted in 1997. The survey documented several facilities of the steamship era, as well as other types of support industries such as foundries and sawmills, along the length of Border Street.



Border Street Today

As the industrial economy along the Inner Harbor waterfront changed, so too did the uses of many of the remaining buildings. In 2008, the Boston Redevelopment Authority (now Boston Planning & Development Agency) submitted an amendment to the East Boston Municipal Harbor Plan (MHP) to facilitate the redevelopment of three properties along the East Boston waterfront: 6-26 New Street (now known as The Eddy), 102-148 Border Street (now known as Boston East), and 125 Sumner Street (owned and operated by the Boston Housing Authority as Clippership Apartments, part of Heritage Apartments). Elsewhere along Border Street, several formerly-industrial buildings have been adapted for residential uses.

ABOVE Border Street at Boston East site, 1997. Source: Survey of the East Boston Inner Harbor Industrial Area, Massachusetts Historical Commission.

BELOW Border Street at lower portion of Boston East site, 2021. The image features the Atlantic Boiler Works building at 80 Border Street, renovated in 2010 by the East Boston Community Development Corporation. The building is occupied by a non-profit day care center, artists’ work spaces, an art gallery, and the Atlantic Works Cultural Center.

Meridian Street and Border Street Tomorrow

The vision for Meridian Street and Border Street relies on the opportunity to have parallel streets operate as a paired condition. This list summarizes recommendations prepared for Meridian Street and Border Street as illustrated in the vision presented on the following pages. The vision for Meridian Street and Border Street proposes strategies that would:

- » **Support a mixed-use mid-rise district along Meridian Street.** (Refer to page 86 for more detail.)
 - » Appropriately transition added height and density.
 - » Encourage active ground-floor uses along priority edges.
- » **Make buses more reliable and predictable along Meridian Street.** (Refer to page 88 for more detail.)
 - » Introduce an all-day inbound bus lane from Condor Street to Maverick Square.
 - » Introduce an all-day outbound bus lane from Maverick Square to Central Square.
- » **Simplify intersections and prioritize pedestrian safety on Meridian Street.** (Refer to page 90 for more detail.)
 - » Shorten pedestrian crossings and eliminate some vehicle-pedestrian conflicts.
- » **Prioritize low-stress biking along Border Street.** (Refer to page 92 for more detail.)
- » **Leverage opportunities to incorporate flood-resilience infrastructure in the public right-of-way on Border Street.** (Refer to page 92 for more detail.)
 - » Study priority flood pathways identified by Coastal Resilience Solutions East Boston.

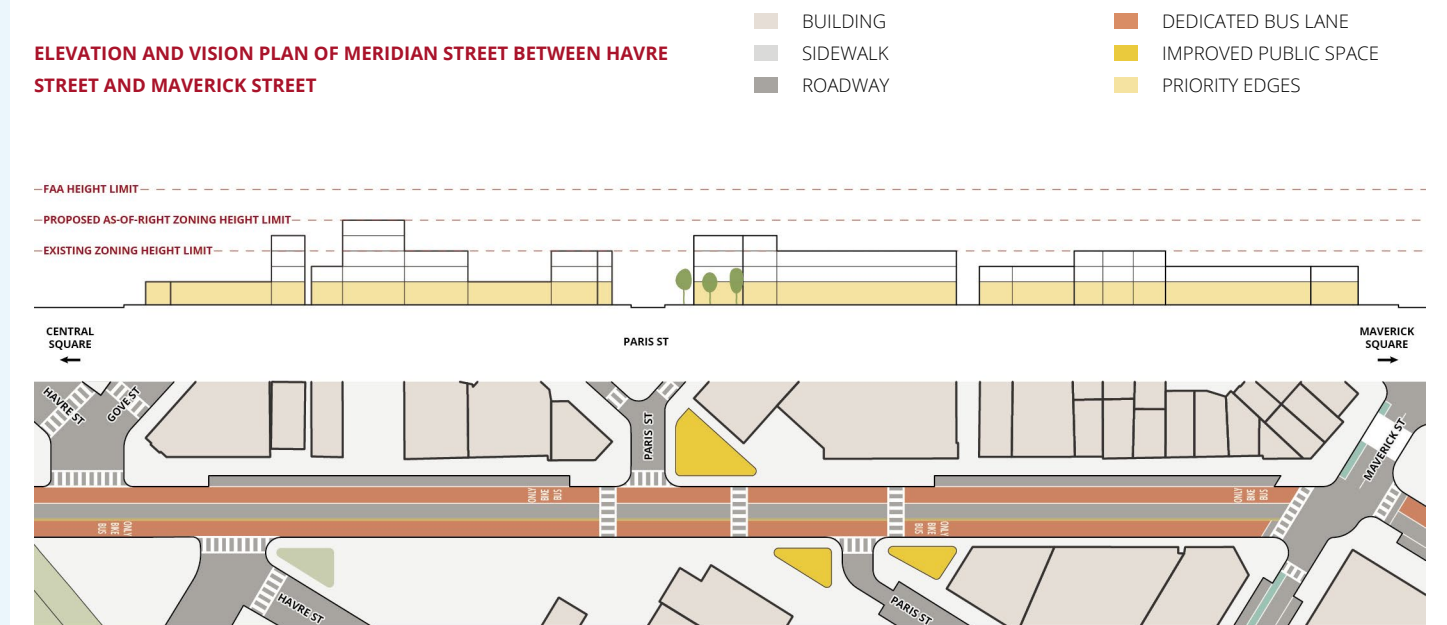


PRECEDENT STUDY - 14TH STREET BUSWAY, NEW YORK CITY

North American cities are improving safety and transit on major corridors, like Meridian Street, by managing vehicle movements. Limiting vehicle movements and adding bus lanes on 14th Street in New York City had a profound impact on pedestrian safety and bus ridership. From a report on the project prepared in 2020, the 14th Street Transit & Truck Priority Pilot Project reduced injury crashes by 42 percent and bus travel times by 24 percent between 2018 and January 2020. Bus ridership increased 14 percent and bikeshare use increased by 94 percent. Despite less capacity for vehicles on 14th Street, overall vehicle volumes on side streets decreased and travel times increased by less than one minute during the 5 PM–6 PM weekday period. Similar examples that limit vehicle movements include Broadway in New York, King Street in Toronto, Superior Avenue in Cleveland, and Market Street in San Francisco. Like East Boston, these cities have street grids, which help preserve vehicle access for residences and commercial uses.

Source: Sam Schwartz, "14th Street Transit & Truck Priority Pilot Project, Quarterly Report," Winter 2020.
Photo source: New York City Department of Transportation, 2019.

ELEVATION AND VISION PLAN OF MERIDIAN STREET BETWEEN HAVRE STREET AND MAVERICK STREET



Compared to other high-ridership routes, Key Bus route 116/117 maintains the most ridership (56 percent) and experiences the most overcrowding (more than 30 percent of trips) when comparing February 2020 to February 2021.

Support a mixed-use mid-rise district along Meridian Street.

Meridian Street hosts neighborhood-serving retail and restaurants as well as Key Bus routes 116/117. It is appropriate that the length of Meridian Street connecting Maverick Square and Central Square support mixed-use mid-rise development.

Appropriately transition added height and density.

North of Central Square, allowed height would increase from three stories to four and five stories. Four stories would be allowed where Meridian Street is adjacent to neighborhood residential areas. For buildings along Meridian Street south of Central Square and between Maverick Square, allowed building height would increase from three stories to five stories. Projects proposing residential affordability beyond what is contemplated by the Inclusionary Development Policy could allow greater height on Meridian Street.

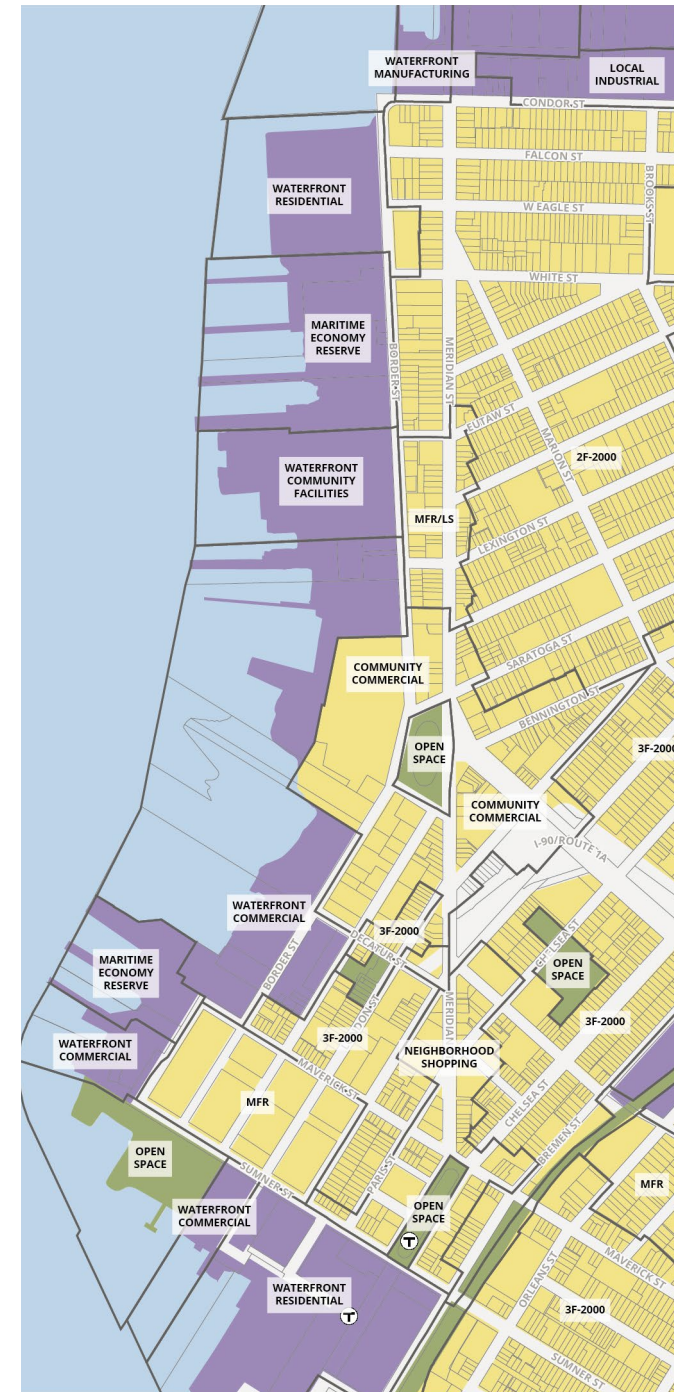
Encourage active ground floor uses along priority edges.

As the spine of the East Boston Main Streets district, Meridian Street should be considered as having priority edges along its length from Maverick Square to Central Square. The ground floors of buildings along these edges should be dedicated primarily to retail uses and should restrict inactive uses like parking, residential, and commercial offices. Curb cuts along these streets should be limited so as to not interfere with pedestrian movements.



MERIDIAN STREET LOOKING SOUTH FROM DECATUR STREET, 2020

Recent development along Meridian Street integrates two ground floor retail spaces with four stories of residential units above.



MERIDIAN STREET AND BORDER STREET TODAY - ZONING DISTRICTS BY HEIGHT

Today, Meridian Street, like all of East Boston, is limited to a 35 foot and three story height maximum.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



MERIDIAN STREET AND BORDER STREET TOMORROW - PROPOSED REGULATING PLAN

As the neighborhood's commercial thoroughfare, Meridian Street can support taller heights between Maverick and Central Squares and then step down to the neighborhood north of Central Square.

- 3 STORIES
- 4 STORIES
- 5 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS

Make buses more reliable and predictable along Meridian Street.

The Meridian Street vision concept would make essential bus service more reliable and predictable with an all-day inbound dedicated bus lane between Condor Street and Maverick Square, and an all-day outbound dedicated bus lane between Maverick Square and Central Square. Both bus lanes would connect to proposed Maverick Square bus lanes (see “Make buses more reliable and predictable.” on page 30) and complement existing and planned Broadway bus lanes in Chelsea and Revere. All-day bus lanes are suited for Meridian Street because of consistent vehicle delay and bus ridership throughout the day.

Meridian Street is narrow. Adding bus lanes would require changes to motor vehicle circulation and on-street parking:

- » North of Central Square, the inbound bus lane would replace the inbound parking lane. The inbound travel lane, outbound travel lane, and outbound parking lane would be maintained.
- » South of Central Square, inbound and outbound bus lanes would replace the inbound travel lane and inbound parking lane. The outbound travel lane and outbound parking lane would be maintained. Inbound drivers would instead use Border Street, Chelsea Street, or Bremen Street. Street network circulation will need to be studied in greater detail.

The BPDA analyzed the use and regulation of the curbside and on-street parking between Maverick Square and Central Square. Readers can refer to the Technical Appendix for results of the analysis. The vision concept would result in fewer on-street parking spaces along the corridor. Recommendations for the regulation of curbside space, including bus stops, loading, pick-up/drop-off, and parking will be identified as the Meridian Street vision concept is refined through the community engagement process.



MERIDIAN STREET AT EUTAW STREET LOOKING SOUTH, 2020

Buses operate in mixed traffic, which result in delays and unreliable service. Midday vehicle delay on Meridian Street is worse than the traditional morning and afternoon commute periods.

An estimated 357 passenger hours would be saved per weekday with the Meridian Street vision concept, with 80 percent of these time savings between Maverick Square and Central Square.

Time savings as a result of the dedicated bus lanes could allow more frequent service on Meridian Street, with one more 116/117 bus each hour.

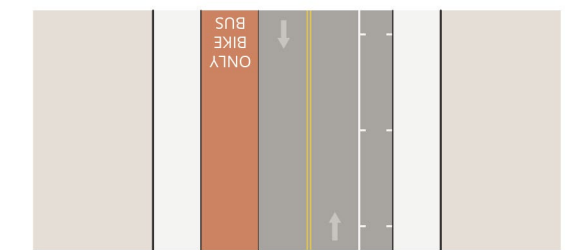
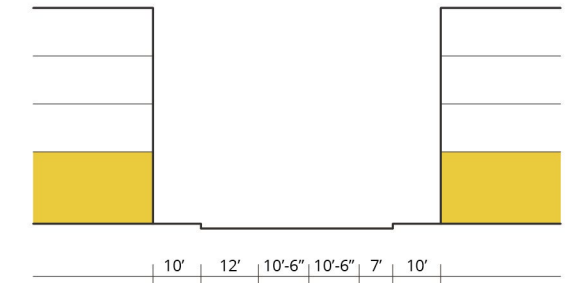
Vehicle delay on Meridian Street is 23 percent greater during midday (9:00 AM-3:00 PM) than during peak commute times (5:00-9:00 AM and 3:00-7:00 PM).



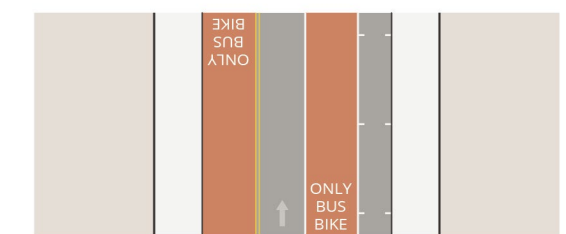
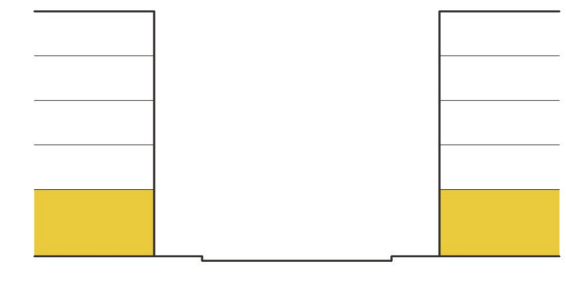
MERIDIAN STREET AND BORDER STREET TODAY - EXISTING BUS NETWORK

Meridian Street is the backbone of the East Boston bus network and a vital link in the North Shore bus network. During pre-pandemic weekdays, Meridian Street buses moved 26–53 percent of all people on the street in only 2–5 percent of the vehicles. However, congestion associated with the McArdle Bridge and Route 1A creates unreliable and unpredictable bus service. No East Boston bus route meets MBTA reliability targets. Passengers of Key Bus routes 116/117 continue to experience frequent overcrowding over one year into the pandemic.

— BUS ROUTE



MERIDIAN STREET N OF CENTRAL SQ - PROPOSED CONDITION



MERIDIAN STREET S OF CENTRAL SQ - PROPOSED CONDITION

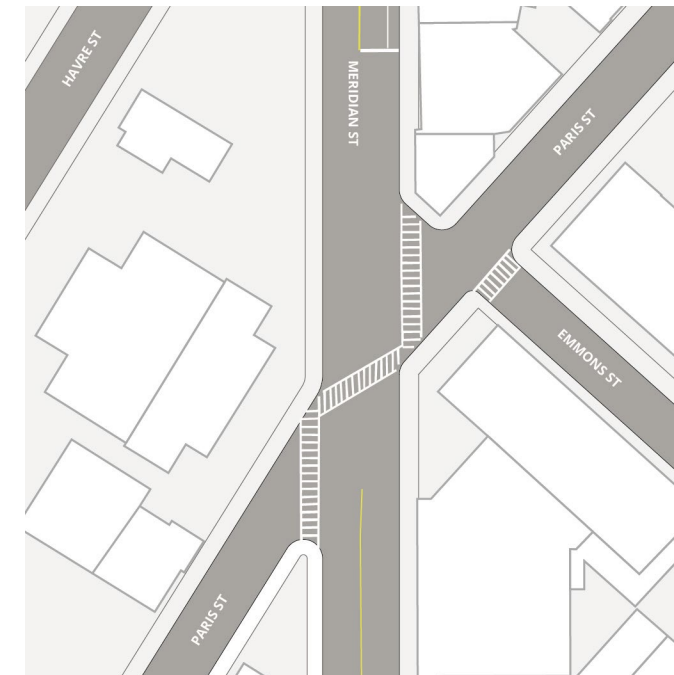
In the vision concept, buses would travel in dedicated bus lanes on Meridian Street, saving an estimated hundreds of passenger hours each day. An all-day inbound dedicated bus lane north of Central Square would serve routes 114, 116/117, and 121. Between Central Square and Maverick Square, these routes plus route 120 would travel in all-day inbound and outbound bus lanes. Street network changes will need to be studied in greater detail. Emergency vehicles and bicyclists could use Meridian Street bus lanes.

Simplify intersections and prioritize pedestrian safety on Meridian Street.

Introducing inbound and outbound bus lanes to Meridian Street between Central Square and Maverick Square would require inbound Meridian Street drivers to take an alternative route and would discourage regional cut-through traffic. Meridian Street intersections at London Street, Havre Street, and Paris Street, as a result, would have fewer conflicts between turning drivers and crossing pedestrians. Extra street space could be reconfigured into shorter crossings and new public realm, demonstrated in more detail in existing and proposed diagrams on the following page. New public realm could be populated with trees, seating, trash cans, and other amenities for people.

Similarly, Marion Street between Meridian Street and White Street could become new public space by closing this short block to vehicle travel. The GoHubs! pilot project will convert this block to one-way outbound toward Meridian Street to eliminate some conflicts between turning drivers and crossing pedestrians. During the trial, drivers traveling inbound from Meridian Street to Marion Street would connect via White Street.

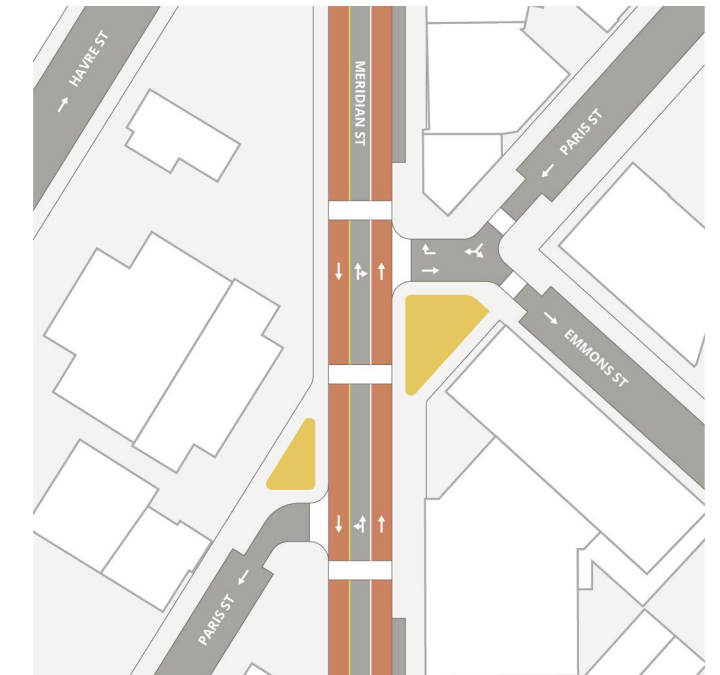
The crash hot spot in the area of the Meridian Street/Condor Street intersection will be further reviewed. Pending the results of this review, a project to address underlying crash causes would be entered into the City's project prioritization process, which recommends projects for the City's capital budget.



MERIDIAN STREET/HAVRE STREET INTERSECTION - EXISTING CONDITION

South of Central Square, the Meridian Street intersections with London Street, Havre Street, and Paris Street can have poor visibility, long crossings, and unclear traffic patterns. This increases pedestrians' exposure to conflicts with motor vehicles.

- SIDEWALK
- ROADWAY



MERIDIAN STREET/HAVRE STREET INTERSECTION - PROPOSED CONDITION WITH NEW PUBLIC REALM AND SHORTER CROSSINGS

The vision concept for Meridian Street prioritizes walk-friendly designs. Along Meridian Street at the intersections with London Street, Havre Street, and Paris Street, pedestrian crossings would be shortened and some turning movements would be eliminated with the introduction of an inbound and outbound bus lane. This would make intersections easier to manage and safer for everyone to traverse.

- SIDEWALK
- ROADWAY
- DEDICATED BUS LANE
- IMPROVED PUBLIC SPACE

Between 2016 and 2018, Meridian Street and Border Street experienced 29 pedestrian, 4 bicycle, and 39 vehicle-only crashes that required response from Emergency Medical Services.

Prioritize low-stress biking along Border Street.

Border Street between Maverick Street and Meridian Street would have a two-way separated bike lane with a green buffer. The inbound travel lane and inbound parking lane would be maintained. Border Street, as opposed to Meridian Street, is better suited for north-south biking because it is flatter and frequent conflicts with buses and other vehicles would be avoided. The separated bike lane's location on the waterfront side of Border Street would minimize conflicts with turning drivers and contribute to a continuous Harborwalk condition where industrial parcels preclude a waterfront path.

The "East Boston Master Plan" (2000) proposed "Waterfront Way" for Border Street and other waterfront streets. That proposal was intended to connect open spaces with consistent streetscape improvements and signage. Waterfront Way, however, did not envision a high-comfort biking environment.

Leverage opportunities to incorporate flood-resilience infrastructure in the public right-of-way on Border Street.

"Climate Ready East Boston" identified the Border Street waterfront as the second most important flood pathway in East Boston. All parcels along Border Street are privately owned. It is anticipated that properties along the Inner Harbor waterfront will be developed to include flood-resilience infrastructure. In the case that they are not however, inland solutions, available in the public right-of-way, will need to be considered.

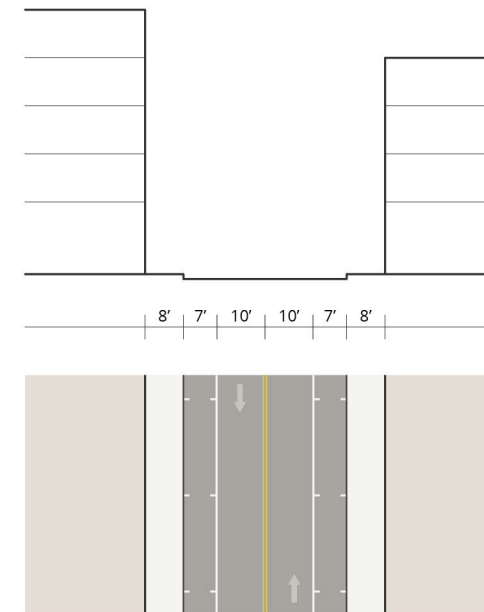


BORDER STREET RAISED ROADWAY STUDY

The City of Boston Public Works Department studied Border Street as an example of a raised roadway barrier. The sample site location was selected to test the climate resilient flood barrier design process and does not reflect any intentions of the City of Boston to proceed forward with design or implementation.

Source: "Climate Resilient Design Standards & Guidelines For Protection Of Public Rights-Of-Way" (2018)

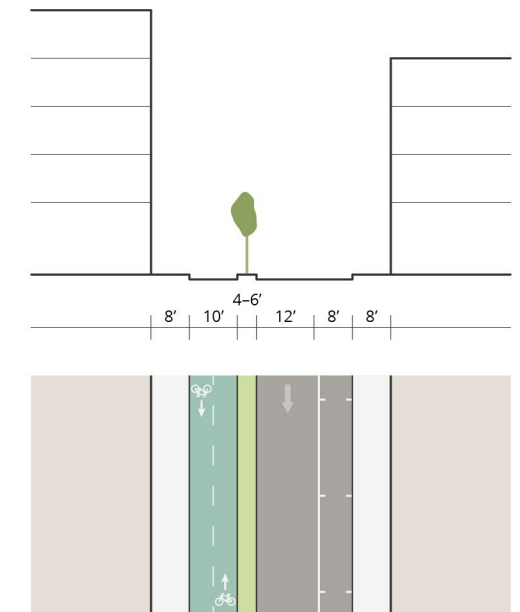
The Border Street waterfront is the second most important flood pathway in East Boston. It is at risk of flooding with nine inches of sea level rise anticipated by the 2030s.



BORDER STREET - EXISTING CONDITION



BORDER STREET FROM WHITE ST LOOKING SOUTH, 2020



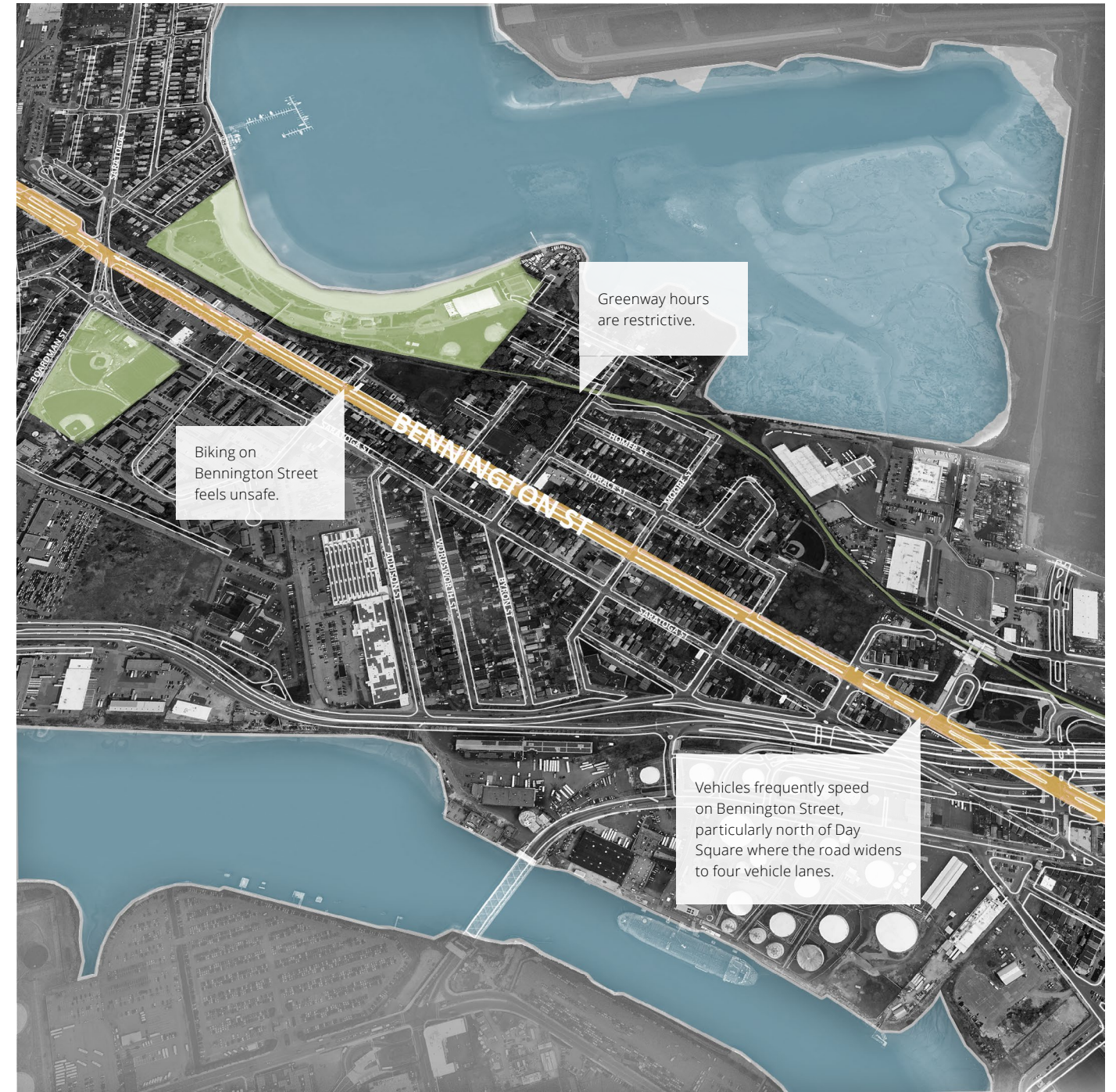
BORDER STREET - PROPOSED CONDITION WITH TWO-WAY SEPARATED BIKE LANE

The Border Street vision concept prioritizes low-stress biking along Border Street because of its flatter terrain, access to the waterfront, and fewer conflicts with turning vehicles. This bikeway would present opportunities to incorporate flood protection and stormwater management in the public realm.

Bennington Street

Spanning all of East Boston, planning for Bennington Street will reduce speeding and reconnect the neighborhood.

Bennington Street spans East Boston, from Boston Harbor to the Belle Isle Marsh, and connects Central Square, Day Square, and Orient Heights Square. It parallels the Blue Line and Saratoga Street for much of its length. Uses along Bennington Street change as it passes through neighborhood residential areas and active retail districts. The dimension and character of Bennington Street changes dramatically as it passes through Day Square. From Central Square to Day Square, Bennington Street is 50 feet wide and dotted with smaller squares at Havre Street and Paris Street. From Day Square to Orient Heights and out to the East Boston/Revere border, Bennington Street doubles in width, encouraging frequent speeding and use by regional drivers accessing Route 1A. In 2019, over 70 percent of all vehicle trips on this portion of Bennington Street started or ended outside of East Boston; 40 percent came from a municipality that does not border East Boston.



WHAT WE'VE HEARD

Members of the East Boston community identified the following challenges along Bennington Street today.

LEFT Portions of Bennington Street today have generous sidewalks and planting zones. This generous pedestrian environment is preserved in the Bennington Street Tomorrow vision.



Bennington Street Yesterday

SAFETY ISLAND AT BENNINGTON STREET AND WESTBROOK STREET, 1948

Source: City of Boston Archives.

Bennington Street developed in two distinct sections during different periods in time. The 1844 Plan of East Boston originally envisioned Bennington Street as one of several 50-foot-wide east-west streets, along with Saratoga Street, Princeton Street, and other parallel streets in Eagle Hill. The 1844 plan envisioned Saratoga Street as the only street connection between Noddles Island and Hog Island.

Bennington Street was the east-west streetcar spine for East Boston, funneling passengers through the neighborhood to the East Boston Tunnel. The Blue Line rendered this travel pattern obsolete, with Bennington Street bus passengers now primarily transferring to their nearest station. Bennington Street today processes regional vehicle trips bound for highways resulting from the opening of the Sumner Tunnel (1934), East Boston Expressway (1951), and Ted Williams Tunnel (1995).



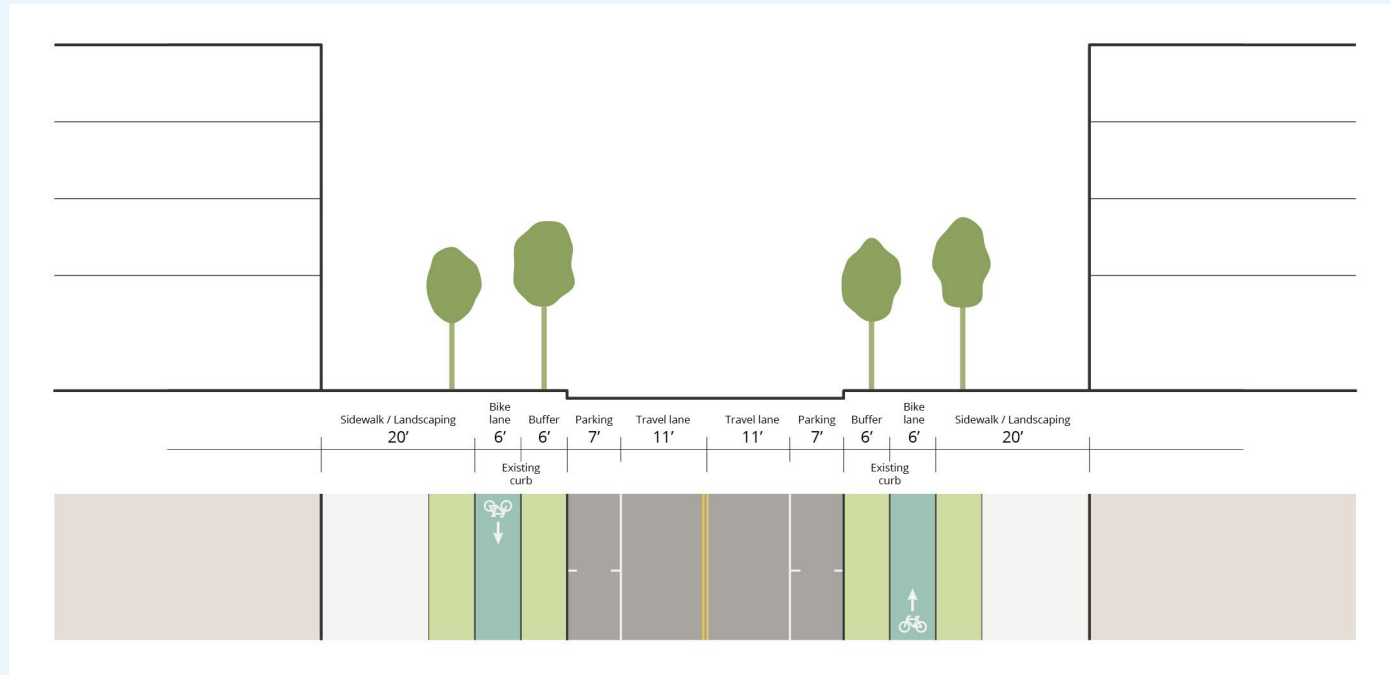
Bennington Street Today

CONCRETE MEDIAN ON BENNINGTON STREET BETWEEN WORDSWORTH STREET AND WESTBROOK STREET, 2020

Streetcar tracks and safety islands have been replaced with additional travel lanes.

Today, Bennington Street looks, feels, and operates like two distinct streets. West of Day Square, Bennington Street intersections are large and have a history of crashes involving people walking and biking. Bus stops lack amenities and are frequently blocked by drivers, and tree canopy is extremely limited. Prevailing building height along this stretch of Bennington is three stories. Convenience shopping and several restaurants activate the streetscape, primarily at intersections.

East of Day Square, Bennington Street's width encourages speeding and results in long crossing distances. Despite these conditions, Bennington Street is the primary east-west bike route when the Mary Ellen Welch Greenway is closed at night, and the only bike route north of Constitution Beach. Remaining mature trees create a boulevard feel but the canopy continues to diminish. Buildings along this stretch of Bennington Street are primarily residential and the prevailing building height is three stories. Some ground-floor retail exists, primarily at intersections.

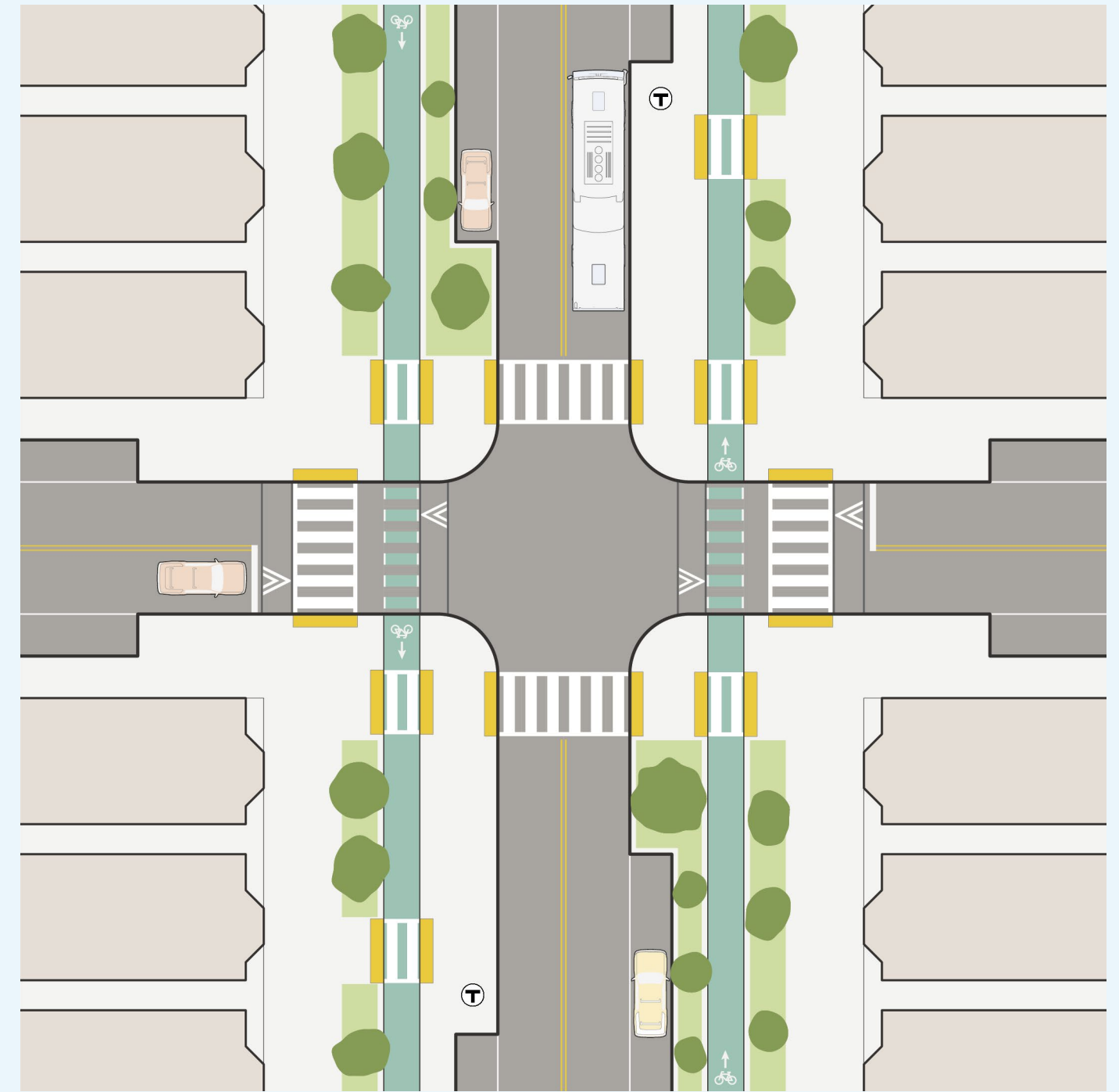


Bennington Street Tomorrow

CROSS SECTION VIEW OF BENNINGTON STREET VISION BETWEEN WOOD ISLAND STATION AND SUFFOLK DOWNS STATION

This list summarizes recommendations prepared for Bennington Street as illustrated in the vision plan presented on the following page. The vision for Bennington Street proposes strategies that would:

- » **West of Day Square, simplify intersections and create public space.** (Refer to page 100 for more detail.)
 - » Separate Havre Street and Paris Street from Brooks Street and Putnam Street, respectively, as they intersect Bennington Street.
- » **East of Day Square, slow speeds and leverage green infrastructure opportunities.** (Refer to page 102 for more detail.)
 - » Right-size the number of travel lanes, shorten crossings, and expand planting and stormwater management zones.
 - » Concentrate added height and density along important neighborhood corridors.
- » **Connect mixed-use mid-rise districts.** (Refer to page 104 for more detail.)
 - » Concentrate added height along important neighborhood corridors.
 - » Allow for a mix of uses.



PLAN DIAGRAM OF BENNINGTON STREET VISION AT AN UNSIGNALIZED INTERSECTION

- BUILDING
- SIDEWALK
- ROADWAY
- BIKE LANE
- LANDSCAPING BUFFER
- TREES

West of Day Square, simplify intersections and create public space.

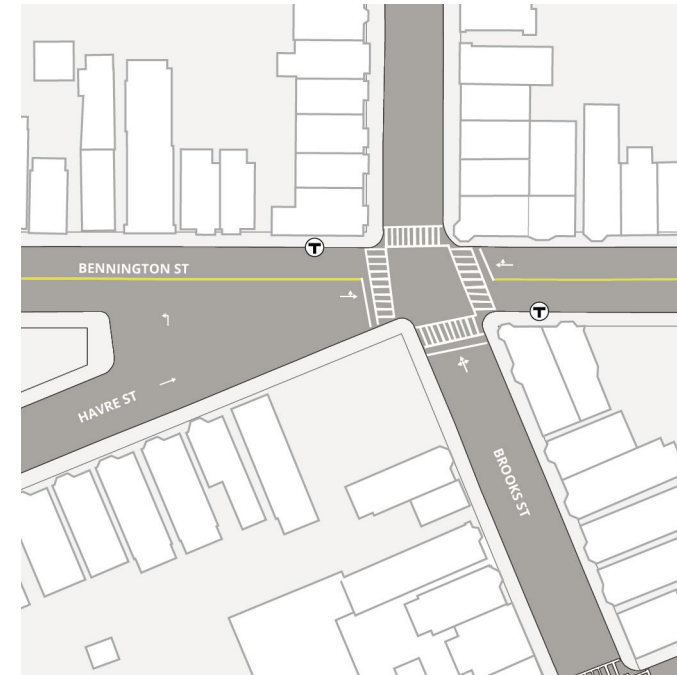
The Bennington Street vision concept realigns Havre Street and Paris Street from Brooks Street and Putnam Street, respectively. This approach would reclaim extra pavement for public realm, encourage yielding, and slow speeds:

- » Smaller intersections with tighter turns would encourage drivers to slow down. This change in behavior, alongside high-visibility crossings, would help drivers anticipate and safely respond to potential conflicts before they happen.
- » Shortened pedestrian crossings would reduce people's exposure to turning vehicles. Intersections with signals would have a pedestrian head start, meaning the walk signal would come on before the green light. Intersections without signals would have raised crosswalks on side streets to slow turning drivers and eliminate puddles that collect at curb ramps.
- » Bus bulbs, which are curb extensions for bus stops, would create space for passenger amenities, like shelters and benches, and keep bus stops clear of illegally parked vehicles. Their short length often results in more parking compared to pull-in bus stops.

The vision concept converts extra pavement at both intersections to an expanded public realm, demonstrated in more detail in existing and proposed diagrams at right. The recently expanded sidewalk at the Marion Street/Bennington Street intersection is also a candidate for similar public realm enhancements.

The Bennington Street vision concept proposes Saratoga Street as the primary east-west bike connection through Eagle Hill. This approach would minimize conflicts with motor vehicles and buses. BPDA will present neighborhood-wide bike network recommendations at a future community meeting.

Between 2016 and 2018, Bennington Street between Brooks Street and Putnam Street was one of East Boston's most severe crash hot spots for people walking and biking.



BENNINGTON STREET/BROOKS STREET/HAVRE STREET INTERSECTION - EXISTING CONDITION

Bennington Street is at its narrowest and most vibrant between Central Square and Day Square. Active ground-floor uses are connected to minimal public realm and limited tree canopy. The Bennington Street intersections with Brooks Street and Putnam Street are complex and have extra pavement. Bus stops are often blocked by drivers. Crashes with people walking and biking are more frequent here than much of the neighborhood.

- SIDEWALK
- ROADWAY



BENNINGTON STREET/BROOKS STREET/HAVRE STREET INTERSECTION - PROPOSED CONDITION WITH NEW PUBLIC REALM

The Bennington Street vision concept reclaims extra pavement at the Brooks Street and Putnam Street intersections to improve safety and expand public realm. Smaller, separate intersections would be safer for all people to navigate. More public space would serve ground-floor commercial uses and accommodate more street trees and stormwater management strategies.

- SIDEWALK
- ROADWAY
- IMPROVED PUBLIC SPACE

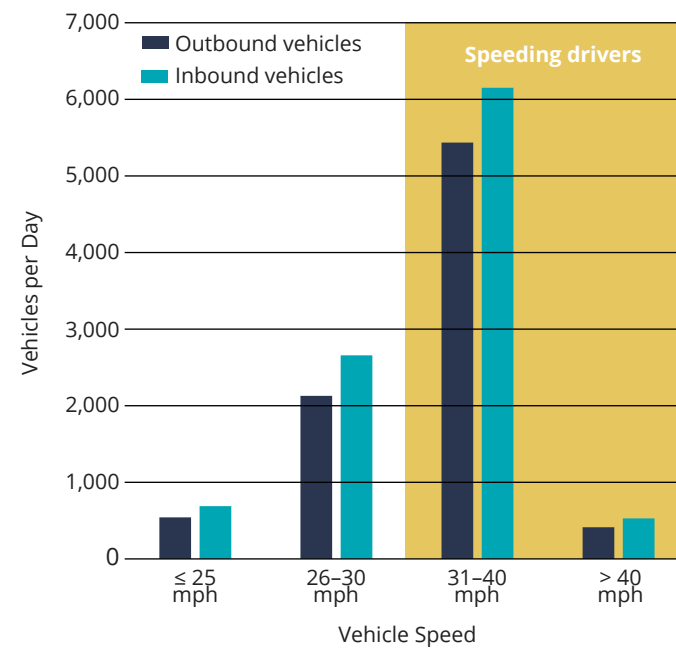
New public realm creates opportunities for new street trees, which mitigate urban heat island effects. Bennington Street experiences very high heat because of its abundance of pavement and lack of tree canopy.

East of Day Square, slow speeds and leverage green infrastructure opportunities.

The Bennington Street vision concept right-sizes the street from Wood Island Station to the Belle Isle Marsh to better balance neighborhood and regional roles:

- » Bennington Street would be reduced to one lane per direction plus a left turn lane, where needed. This configuration is typically suitable for the level of vehicle volumes seen on Bennington Street, which was about 19,500 vehicles per weekday in 2018 and has since declined. Left-turn lanes would help create more efficient travel flow and would be safer for everyone, no matter how one chooses to travel.
- » Fewer lanes would mean shorter crossings. At traffic signals, a pedestrian head start would turn on the walk signal before the green light. Intersections without signals would have raised crosswalks at side streets.
- » Bus bulbs, which are curb extensions for bus stops, would create space for passenger amenities, like shelters and benches, and keep bus stops clear of illegally parked vehicles. Their short length often results in more parking compared to pull-in bus stops.
- » Separated bike lanes would provide a continuous low-stress connection from Day Square to Belle Isle Marsh.
- » More of Bennington Street would be available for trees, landscaping, and stormwater management.
- » Parking would be maintained on both sides of the street.

The BPDA analyzed the use and regulation of curbside space and on-street parking on Bennington Street. Refer to the Technical Appendix for the results of the analysis. Recommendations for the regulation of curbside space, including bus stops, loading, pick-up/drop-off, and parking will be identified as the Bennington Street vision concept is refined through the community engagement process.



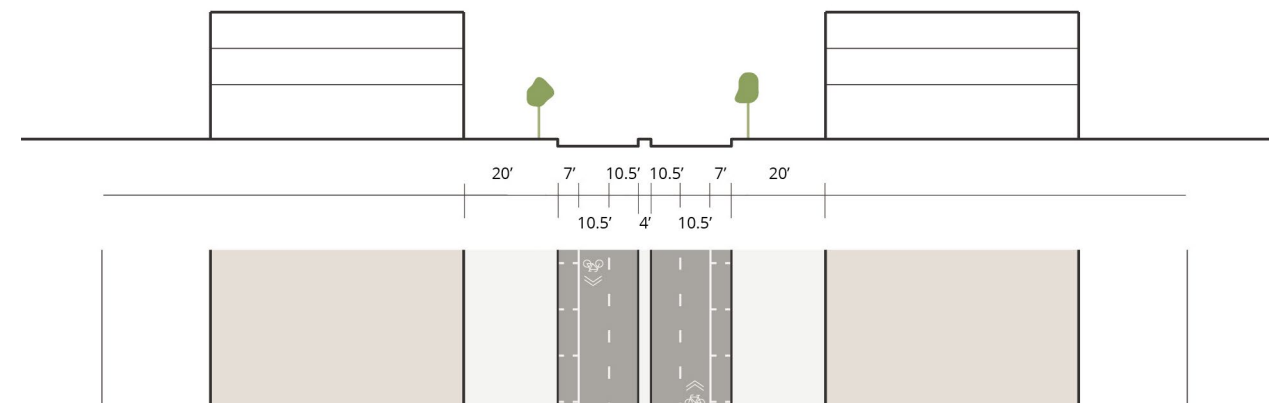
WEEKDAY VEHICLE SPEEDS EAST OF DAY SQUARE

Source: BTM Traffic counts (Tuesday, 6/5/2018)

Two of three drivers on Bennington Street east of Day Square speed. Nearly 1,000 drivers per day exceed 40 mph, when a person walking has only a 10 percent chance of survival if struck by a driver.

Right-sizing Cummins Highway in Mattapan from four to two lanes reduced speeding above 35 mph by 60 percent.

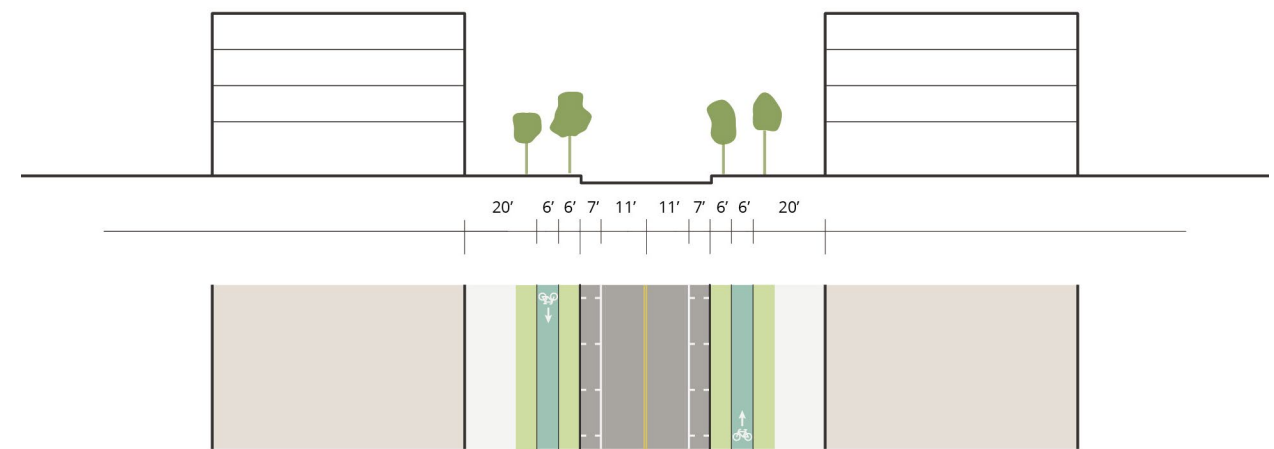
In 2019, about 40 percent of Bennington Street traffic was from somewhere other than East Boston, Chelsea, Revere, or Winthrop.



BENNINGTON STREET EAST OF DAY SQUARE - EXISTING CONDITION

Bennington Street east of Day Square has four travel lanes and a 30 mph speed limit. This configuration encourages speeding and reduces drivers' visibility of crossing pedestrians. The mature tree canopy is in decline. Bennington Street has high traffic stress, creating a biking barrier for the whole neighborhood.

- BUILDING
- SIDEWALK
- ROADWAY



BENNINGTON STREET EAST OF DAY SQUARE - PROPOSED CONDITION WITH FEWER LANES, MORE TREES, AND SEPARATED BIKE LANES

Fewer lanes would encourage slower speeds and make it easier and safer for people to cross the street. The vision concept reclaims extra pavement for new trees and green infrastructure to support existing trees and manage stormwater. Separated bike lanes would create an east-west spine for a low-stress bike network and would provide an all-hours alternative to the Mary Ellen Welch Greenway. On-street parking would be maintained.

- BUILDING
- SIDEWALK
- ROADWAY
- BIKE LANE
- LANDSCAPING BUFFER

Connect mixed-use mid-rise districts.

Bennington Street stretches the entire length of the neighborhood and connects three major squares, passing through one Community Commercial, one Local Shopping, and two Neighborhood Shopping zoning subdistricts.

Concentrate added height along important neighborhood corridors.

Bennington Street is a wide right-of-way, well suited for added height and density. Today, zoning limits building heights along the entire stretch of Bennington Street, regardless of street width, to three stories. It is appropriate that buildings along Bennington Street are allowed additional height. Projects proposing residential affordability beyond what is contemplated by the Inclusionary Development Policy could be allowed greater height—potentially up to five stories—along Bennington Street.

Allow for a mix of uses.

It is appropriate that retail uses are allowed but not required on the ground floor of buildings along its entire length. The condition exists today with several small retail uses located at the corners of most Bennington Street intersections.

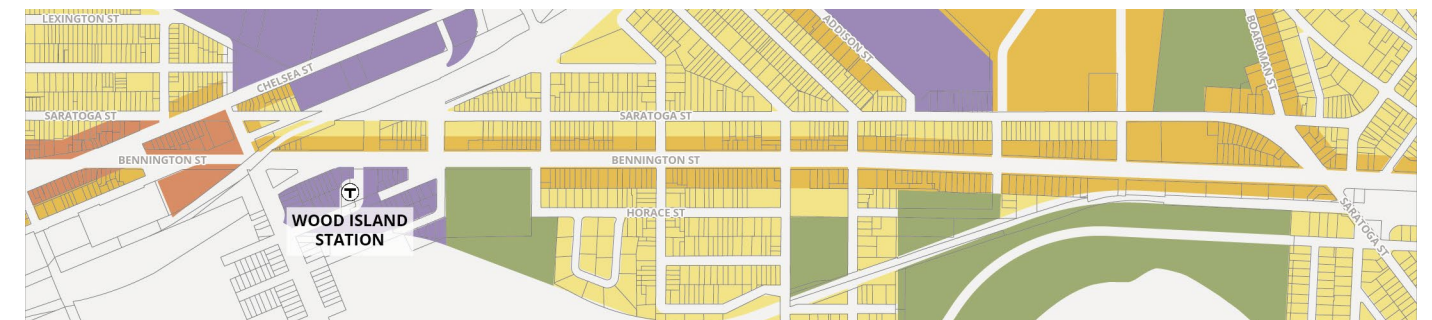


BENNINGTON STREET AT MOORE STREET, 2021
An example of a small cafe with residential uses above at the intersection of Bennington Street and Moore Street.



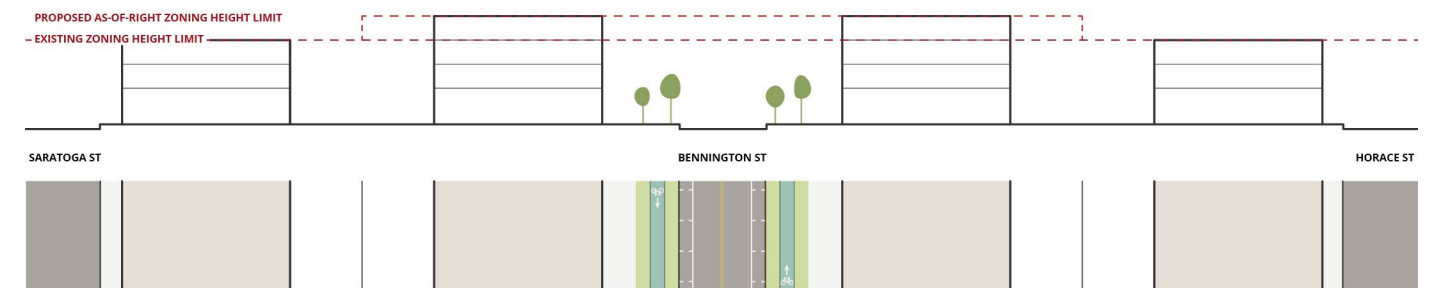
BENNINGTON STREET TODAY - ZONING DISTRICTS BY HEIGHT
Bennington Street today is limited to a 35 foot and three story height maximum neighborhood-wide.

- 3 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



BENNINGTON STREET TOMORROW - PROPOSED REGULATING PLAN
Bennington Street would allow five stories in the heart of Day Square because of its proximity to Wood Island Station. The wide right-of-way north of Day Square would support four stories.

- 3 STORIES
- 4 STORIES
- 5 STORIES
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS



BENNINGTON STREET TOMORROW - PROPOSED PLAN AND SECTION

- BUILDING
- SIDEWALK
- ROADWAY
- BIKE LANE
- LANDSCAPING BUFFER

Technical Appendix: Understanding On-street Parking

Key Parking Questions

The BPDA analyzed on-street parking and curbside regulations in several East Boston squares and corridors. Parking studies were conducted to inform the community engagement process with a baseline understanding of the availability and use of on-street parking. With these studies, the BPDA sought to answer the following key questions:

- » How many spaces are there?
- » How are those spaces regulated?
- » How often were spaces occupied?
- » How long did people park?

Parking Study Areas

The BPDA selected parking study areas where new public realm or travel lane changes were under consideration:

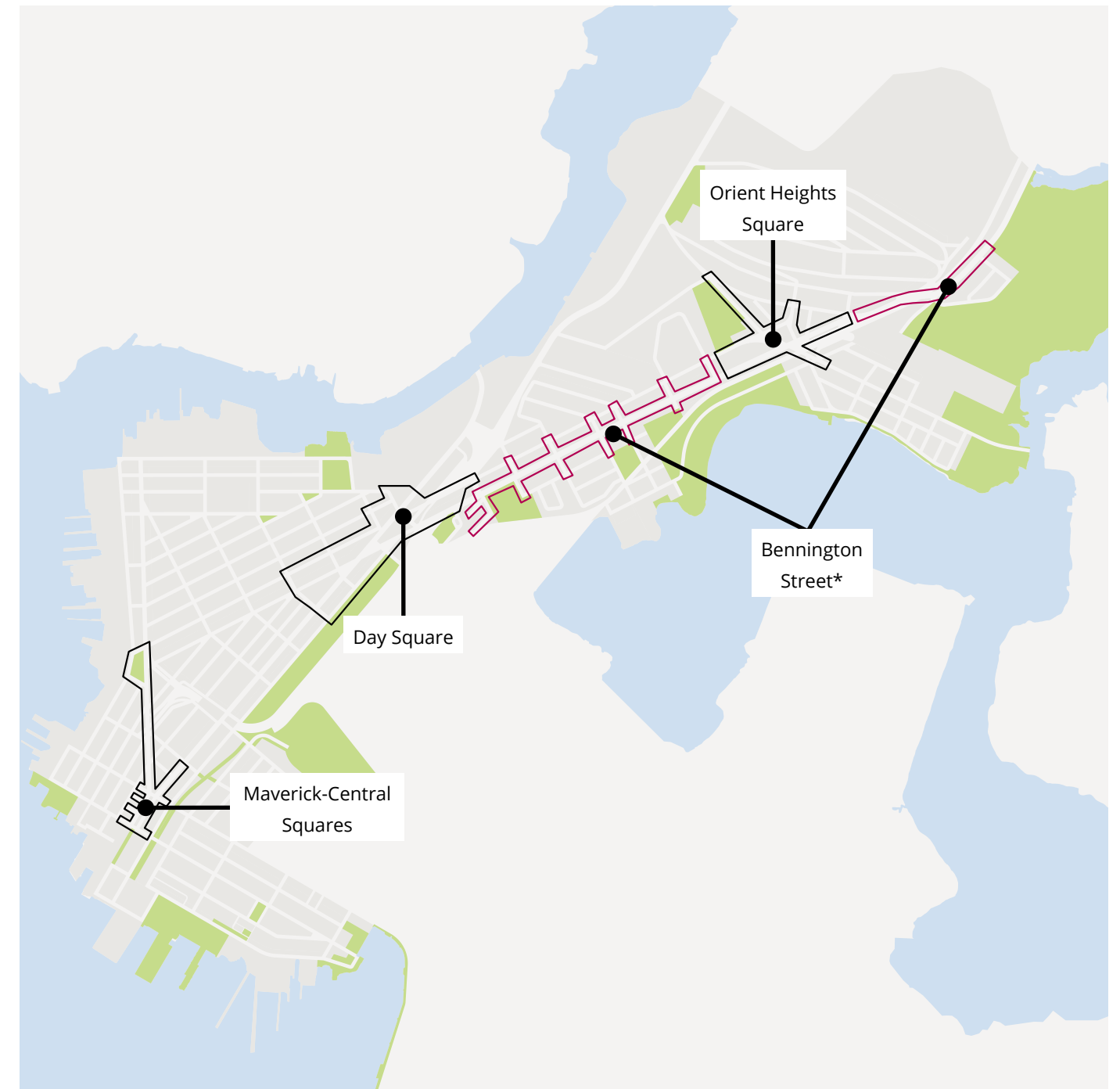
- » Maverick Square to Central Square
- » Day Square
- » Orient Heights Square
- » Bennington Street east of Day Square

Planned study of Meridian Street and Border Street north of Central Square was abandoned due to extensive street construction that would have yielded atypical results.

Parking Study Highlights

	Day Square	Orient Heights Square	Maverick-Central Squares	Bennington Street*
How many parking spaces are there?	710	294	330	584
How often are spaces occupied throughout the day?	70%	68%	80%	52%
Which curbside regulation is the most common?	Resident / 2 Hour	Resident / 2 Hour	2 Hour	Unrestricted
How long are most people parked?	Under 1 Hour	Under 1 Hour	1-2 Hours	Under 1 Hour
How many people parked for less than one hour?	47%	54%	21%	35%
How many people parked for more than eight hours?	11%	10%	6%	15%
When is parking the most occupied?	8:00 PM (74%)	7:00 PM (79%)	11:00 AM (90%)	7:00 AM (54%)
When is parking the least occupied?	8:00 AM (62%)	7:00 AM (51%)	7:00 AM (66%)	8:00 AM & 5:00 PM (50%)

* Bennington Street in this table does not include the portions of Bennington Street that run through Day Square and Orient Heights Square. See pages XX-YY for more detail.



There are 4 parking study areas in East Boston, including Maverick-Central Squares, Day Square, Orient Heights Square, and Bennington Street.

*Bennington Street data was collected in three separate study areas: Day Square, Orient Heights Square, and "Bennington Street". The Bennington Street section labeled on this map does not include the portions of Bennington Street that run through Day Square and Orient Heights Square.

Collecting Parking Data

The BPDA worked closely with the Metropolitan Area Planning Council (MAPC) in establishing a data collection and analysis methodology consistent with prior parking studies and best practices.

For each parking study area, the BPDA performed a desktop inventory of curbside regulations and on-street parking spaces. BPDA staff confirmed regulations and spaces by walking each block, and then developed maps and data collection spreadsheets. On data collection days, BPDA and BTDA staff walked every block within each study area and, every hour between 7:00 AM and 8:00 PM, recorded whether a space was occupied or unoccupied. If a space was occupied, staff recorded the first three digits of the vehicle's license plate. Over the course of the day, this allowed the BPDA to understand how long a driver was parked within any given space. Staff collected data on certain dates to ensure typical conditions, for example only when school was in session and not on Mondays, Fridays, or during construction. Some study areas had to be collected on multiple days to avoid street cleaning days. The table below shows when data for each study area were collected.

Study Area	Collection Date
Day Square	Tuesday, September 17, 2019 Thursday, September 19, 2019
Orient Heights Square	Wednesday, June 12, 2019
Maverick-Central Squares	Tuesday, June 4, 2019
Bennington Street	Wednesday, June 5, 2019

Analyzing Parking Data

How many spaces are there? Any striped parking spaces were counted accordingly. Unmarked spaces were estimated at 18 feet per space (staff confirmed this dimension during field observations). In cases where cars were parked closer than 18 feet per space, data collectors recorded the actual number of vehicles rather than the number of spaces. Areas in front of curb ramps, driveways, and hydrants were not counted. While parking spaces are totaled for each study area as a whole, results on the following pages are also summarized by sub-area to provide additional context. For example, the Day Square study area has a total number of parking spaces, but also the total number of parking spaces for specific public parking lots and major streets. Each total is broken down by type of curbside regulation.

How are those spaces regulated? As noted, the analysis process began with an inventory of curbside regulations. The following pages detail which curbside regulations are present in each study area as well as their proportion relative to all spaces in each study area.

How often are spaces occupied? Parking occupancy is a measure of how often a parking space is being used. Occupancy is calculated by dividing the number of hour-long time periods a space is being used by the total number of hour-long time periods recorded. A space can be 100 percent occupied (always occupied), 0 percent occupied (never occupied), or, more likely, somewhere in between.

How long do people park? Parking duration is a measure of how long people park. This parking analysis measured parking duration in hours. By recording every hour the first three license plate digits of each car parked in a space, staff determined the approximate duration of each vehicle in each space within each study area.



Staff recorded some parking violations on their data collection spreadsheets, but this behavior is difficult to consistently capture when doing hourly data collection.

Methodology Challenges

How do you count cars parked overnight? The data collection window was 7:00 AM to 8:00 PM, meaning that it is not possible to determine whether a car is parked overnight. For example, the data may show that a car parked at 7:00 AM was gone by 8:00 AM. In this case, the records would show this car parked for one hour, but it is possible that the driver parked overnight.

What if a driver parks and leaves in under an hour? Since data was collected every hour, it is not possible to tell if a car is parked for less than one hour.

Did you record double parking or other violations? No. Data collectors recorded this behavior occasionally, but the primary focus was counting vehicles in legal parking spaces.

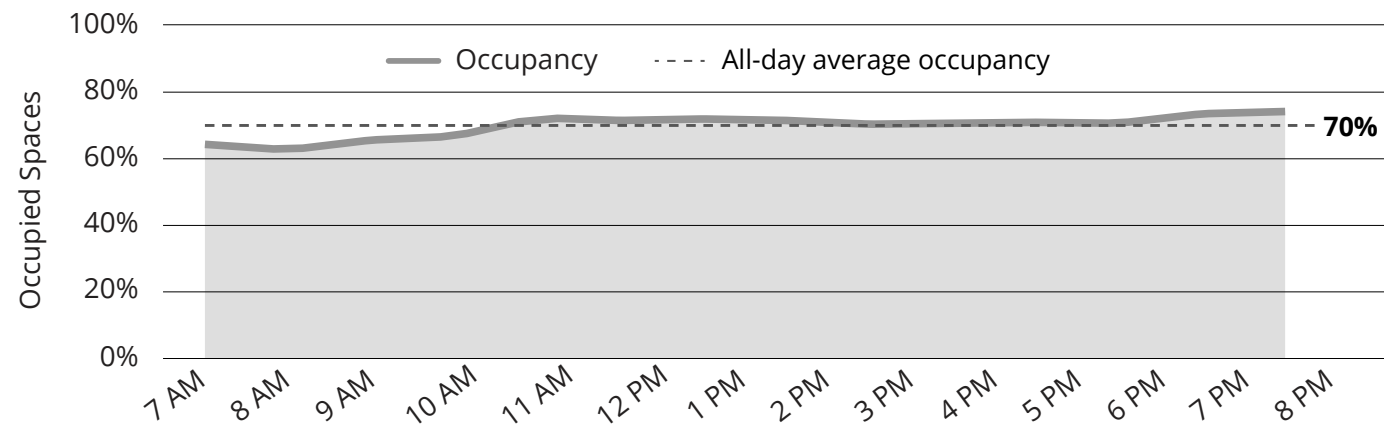
Did you collect data more than once for each study area? Staff collected data for each study area once. To ensure that the data collection would reflect typical conditions, the collection days were assigned to avoid holidays, street cleaning, construction, and Mondays/Fridays.

Day Square Results

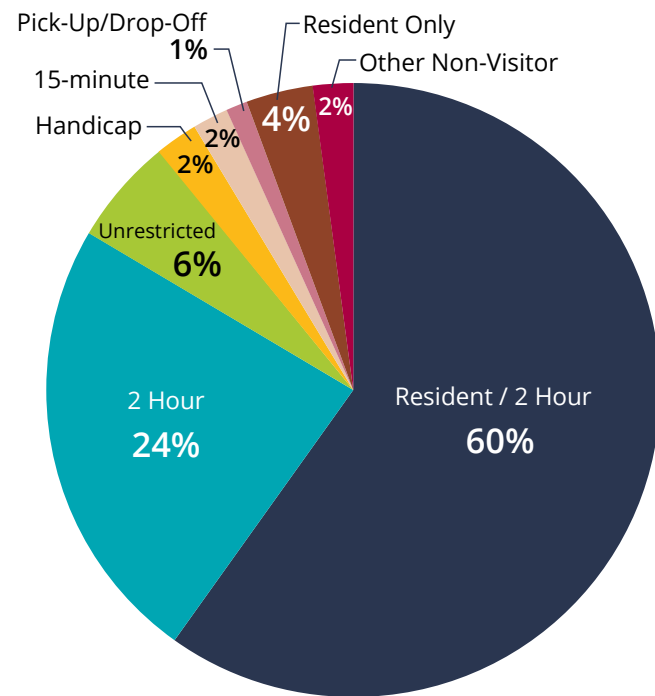
The 710 parking spaces saw consistent use all day but never exceeded 75 percent occupancy. There are several parking “islands” and surface lots in and around Day Square, which are highlighted in this analysis. Nearly 50 percent of people parked for less than one hour, meaning drivers could be running quick errands. The vast majority of parking spaces (84 percent) allow 2-hour visitor parking.

Weekday parking trends (7 AM–8 PM):
At 8:00 PM when parking is most full, 185 parking spaces are empty.

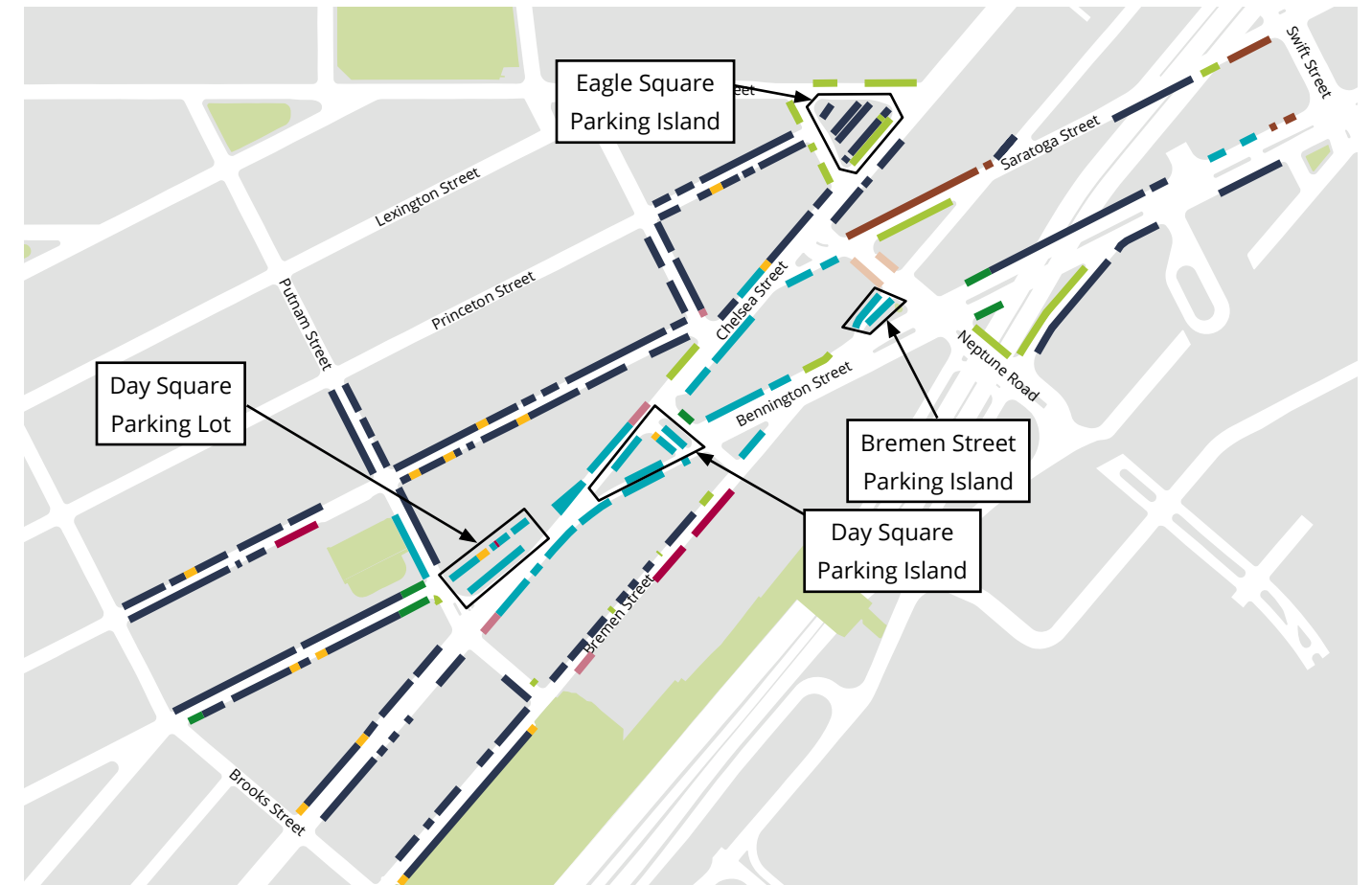
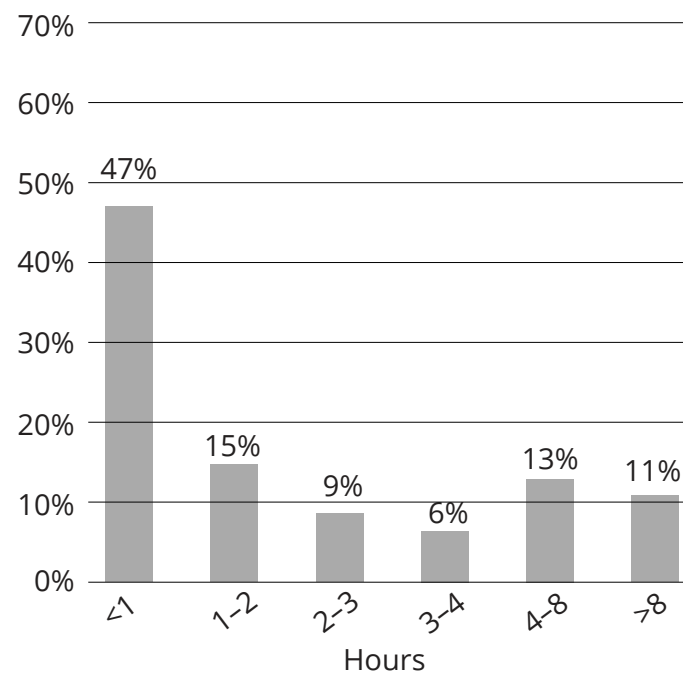
How often were spaces occupied?



How are spaces regulated?



How long did people park?



- Resident / 2 Hour
- 2 Hour
- Unrestricted
- Handicap
- 15-minute
- Pick-Up/Drop-Off
- Resident Only
- Other Non-Visitor

Day Square has several parking “islands” and parking lots in addition to on-street parking. For closer analysis, Day Square is divided into several sub-areas to understand parking behavior on a smaller scale. These areas include the “Day Square Parking Lot,” the “Eagle Square Parking Island,” the “Bremen Street Parking Island,” the “Day Square Parking Island,” Chelsea Street, and Bennington Street.

How are spaces regulated?

	Total	Resident / 2 Hour		2 Hour	Unrestricted	Resident Only	Handicap	Pick-Up/ Drop-Off	15-minute 15 Min M-F 8-6	Commercial	Other Non-Visitor	
		Resident / 2 Hr M-F 8-6	Resident / 2 Hr	2 Hr M-F 8-6							School Day Parking 7-5	School Pick-Up/ Drop-Off 7-4
Study Area*	710	220	205	168	40	25	16	8	13	1	10	4
Eagle Square Parking Island	37	37	0	0	0	0	0	0	0	0	0	0
Bremen Street Parking Island	9	0	0	9	0	0	0	0	0	0	0	0
Day Square Parking Island	24	0	0	23	0	0	1	0	0	0	0	0
Day Square Parking Lot	42	0	0	39	0	0	2	0	0	1	0	0
Chelsea Street	129	60	0	50	12	0	3	4	0	0	0	0
Bennington Street	117	35	46	29	2	3	2	0	0	0	0	0

How often were spaces occupied?

	Capacity	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	Avg. Spaces Occupied
Study Area*	710	64%	62%	65%	66%	72%	71%	72%	71%	70%	70%	71%	70%	73%	74%	70%
Eagle Square Parking Island	37	92%	100%	92%	92%	84%	95%	86%	81%	84%	89%	65%	68%	76%	70%	84%
Bremen Street Parking Island	9	33%	56%	67%	78%	89%	89%	78%	78%	100%	67%	33%	67%	89%	33%	68%
Day Square Parking Island	24	58%	50%	54%	83%	92%	96%	92%	96%	92%	96%	100%	96%	96%	96%	85%
Day Square Parking Lot	42	64%	55%	50%	52%	74%	81%	67%	57%	57%	57%	71%	81%	86%	93%	68%
Chelsea Street	129	59%	54%	67%	73%	82%	81%	82%	84%	75%	75%	84%	75%	78%	86%	75%
Bennington Street	117	64%	63%	69%	68%	69%	62%	64%	65%	62%	66%	63%	68%	65%	68%	66%

Less Occupied More Occupied

How long did people park?

	Parked Vehicles	<60 mins	1-2 hrs	2-3 hrs	3-4 hrs	4-5 hrs	5-6 hrs	6-7 hrs	7-8 hrs	8-9 hrs	9-10 hrs	10-11 hrs	11-12 hrs	12-13 hrs	13-14 hrs	Vehicles/Space	Average Duration (hrs)	Median Duration (hrs)
Study Area*	2011	47%	15%	9%	6%	5%	3%	3%	2%	2%	2%	1%	1%	1%	4%	2.8	4.0	1.5
Eagle Square Parking Island	82	26%	17%	7%	6%	4%	7%	5%	2%	5%	5%	1%	1%	2%	11%	2.2	5.3	3.5
Bremen Street Parking Island	32	59%	9%	6%	3%	6%	0%	3%	9%	0%	3%	0%	0%	0%	0%	3.6	2.6	0.5
Day Square Parking Island	118	58%	13%	7%	9%	3%	3%	4%	0%	1%	3%	0%	0%	0%	1%	4.9	4.2	0.5
Day Square Parking Lot	197	63%	17%	9%	2%	2%	2%	3%	1%	2%	0%	0%	1%	0%	1%	4.7	2.1	0.5
Chelsea Street	420	49%	17%	9%	7%	5%	2%	2%	2%	2%	1%	1%	1%	0%	4%	3.3	4.0	1.5
Bennington Street	329	45%	14%	9%	9%	5%	4%	4%	2%	3%	2%	1%	1%	1%	3%	2.8	3.8	1.5

Shorter Duration Longer Duration

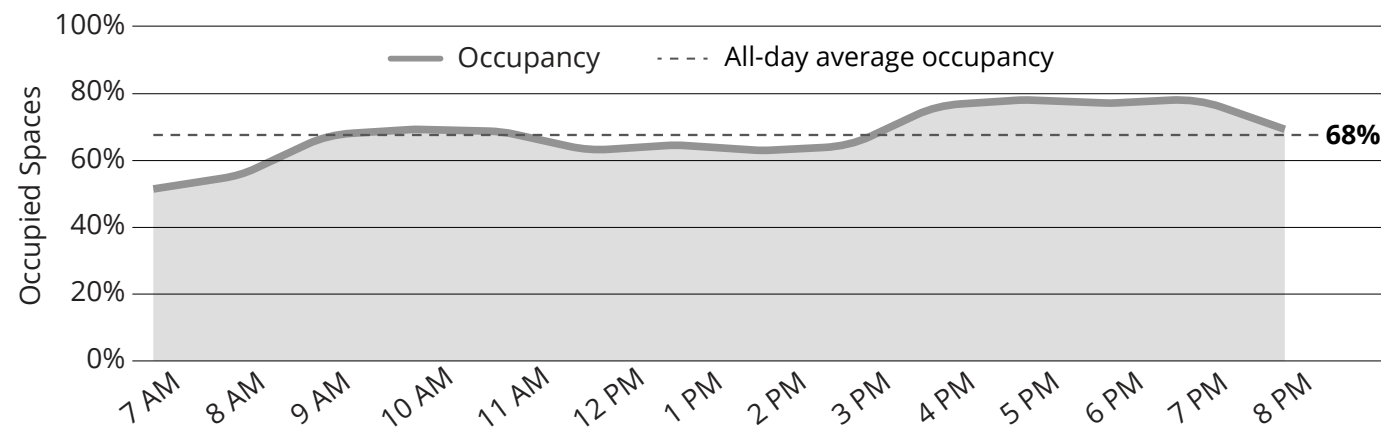
*The Study Area line includes all of the segments shown on the map from the previous page. The sub-areas listed below “study area” do not comprise the entire study area, so the total sum of these sub-areas will not equal the Study Area value.

Orient Heights Square Results

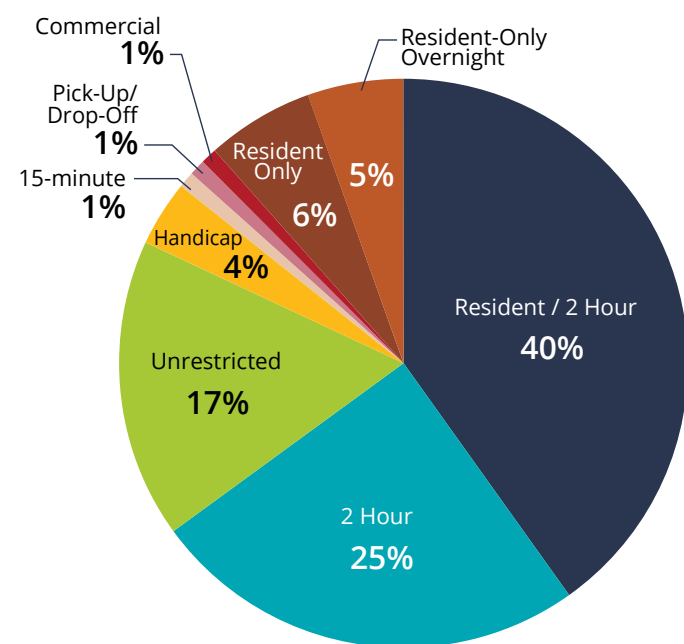
There are 294 parking spaces in Orient Heights Square. Occupancy did not exceed 80 percent. Over 50 percent of people parked for less than one hour, meaning drivers could be running quick errands. The two parking “islands” in Orient Heights Square had high occupancy throughout the day (80 percent, on average), likely due to nearby businesses.

Weekday parking trends (7 AM–8 PM):
At 7:00 PM when parking is most full, 62 parking spaces are empty.

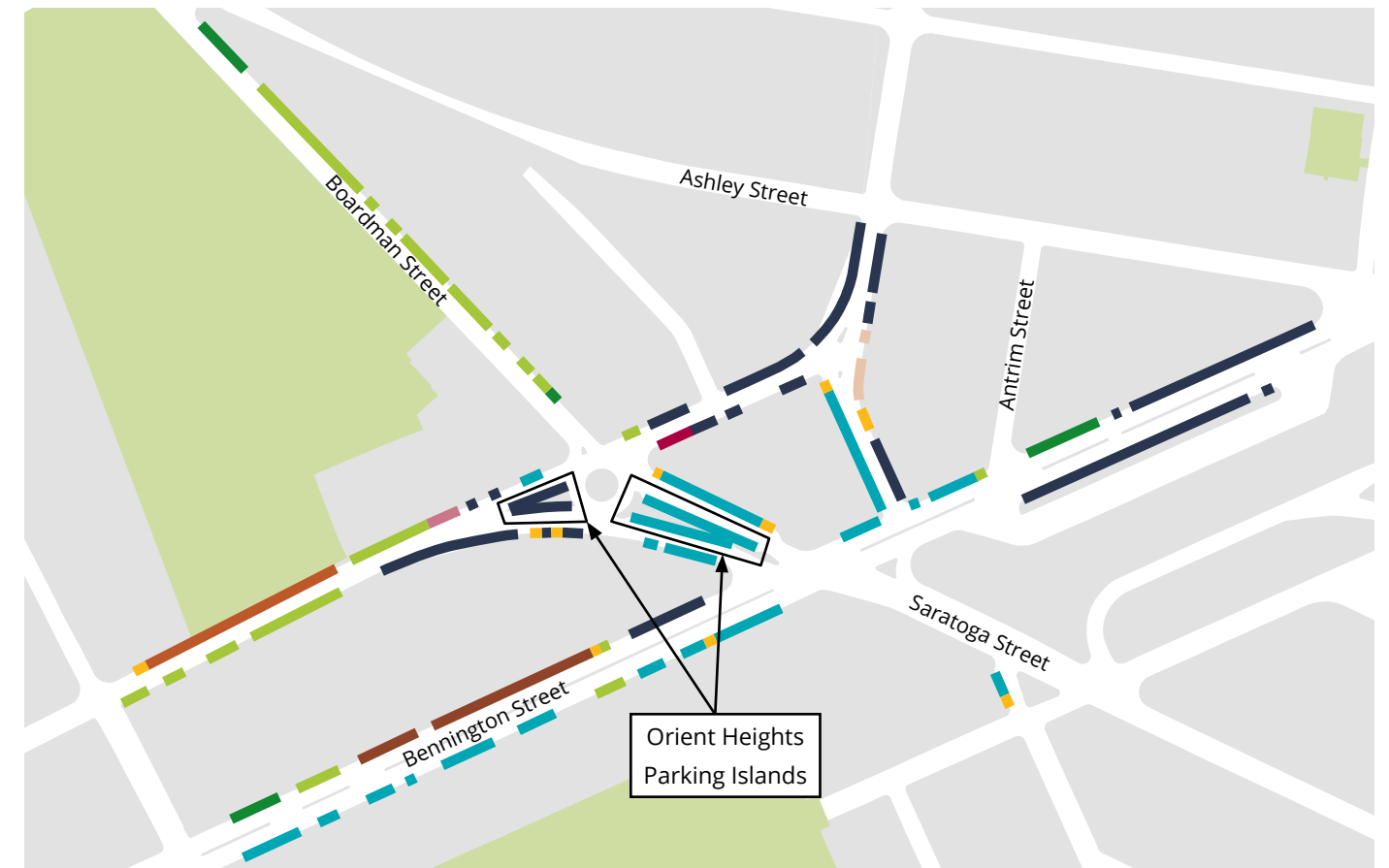
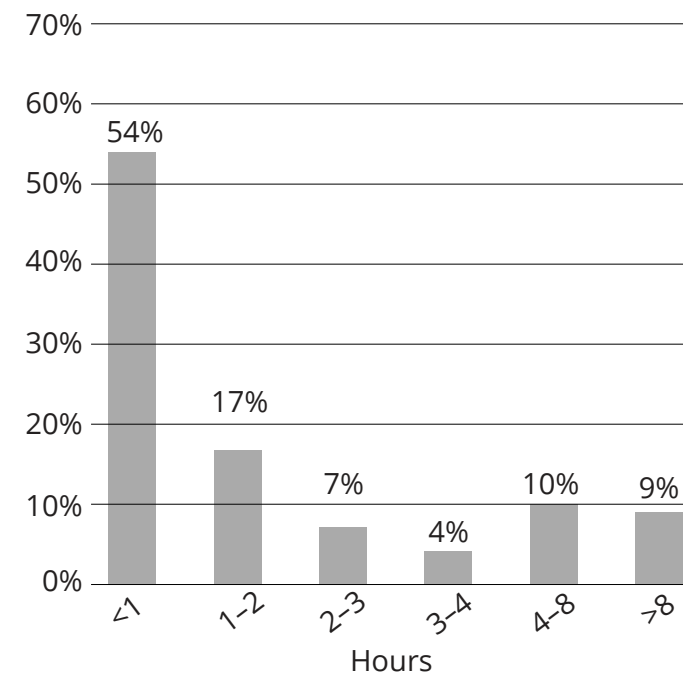
How often were spaces occupied?



How are spaces regulated?



How long did people park?



- Resident / 2 Hour
- 2 Hour
- Unrestricted
- Handicap
- 15-minute
- Pick-Up/Drop-Off
- Commercial
- Resident Only
- Resident-Only Overnight

Orient Heights Square has two parking “islands” that largely serve the adjacent businesses. This analysis highlights these parking islands as well as Bennington Street for closer analysis.

How are spaces regulated?

	Total	Resident / 2 Hour	2 Hour		Unrestricted	Resident Only	Resident-Only Overnight	Handicap	15-minute	Commercial	Pick-Up/Drop-Off
		Resident / 2 Hr M-F 8-6	2 Hr M-S 8-6	2 Hr M-F 8-6			Resident 8PM-6AM			Commercial 8-4	Pick-Up/Drop-Off 8-3
Study Area*	294	101	7	83	50	18	16	11	4	2	2
Bennington Street	106	43	7	31	5	18	0	2	0	0	0
Orient Heights Parking Islands	25	8	0	17	0	0	0	0	0	0	0

How often were spaces occupied?

	Capacity	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	Avg. Spaces Occupied
Study Area*	294	51%	55%	68%	69%	69%	63%	65%	63%	64%	77%	78%	77%	79%	69%	68%
Bennington Street	106	58%	60%	58%	66%	64%	64%	62%	64%	63%	73%	74%	75%	74%	69%	66%
Orient Heights Square Parking Island	25	56%	68%	92%	56%	80%	72%	80%	72%	76%	96%	92%	100%	96%	80%	80%

Less Occupied More Occupied

How long did people park?

	Parked Vehicles	<60 mins	1-2 hrs	2-3 hrs	3-4 hrs	4-5 hrs	5-6 hrs	6-7 hrs	7-8 hrs	8-9 hrs	9-10 hrs	10-11 hrs	11-12 hrs	12-13 hrs	13-14 hrs	Vehicles/Space	Average Duration (hrs)	Median Duration (hrs)
Study Area*	977	54%	17%	7%	4%	5%	2%	1%	2%	2%	2%	1%	1%	1%	3%	3.3	3.1	0.5
Bennington Street	289	46%	14%	8%	5%	7%	3%	2%	2%	4%	2%	1%	0%	1%	3%	2.7	3.4	1.5
Orient Heights Parking Islands	113	55%	19%	4%	5%	10%	0%	2%	1%	2%	1%	3%	0%	0%	0%	4.5	2.8	0.5

Shorter Duration Longer Duration

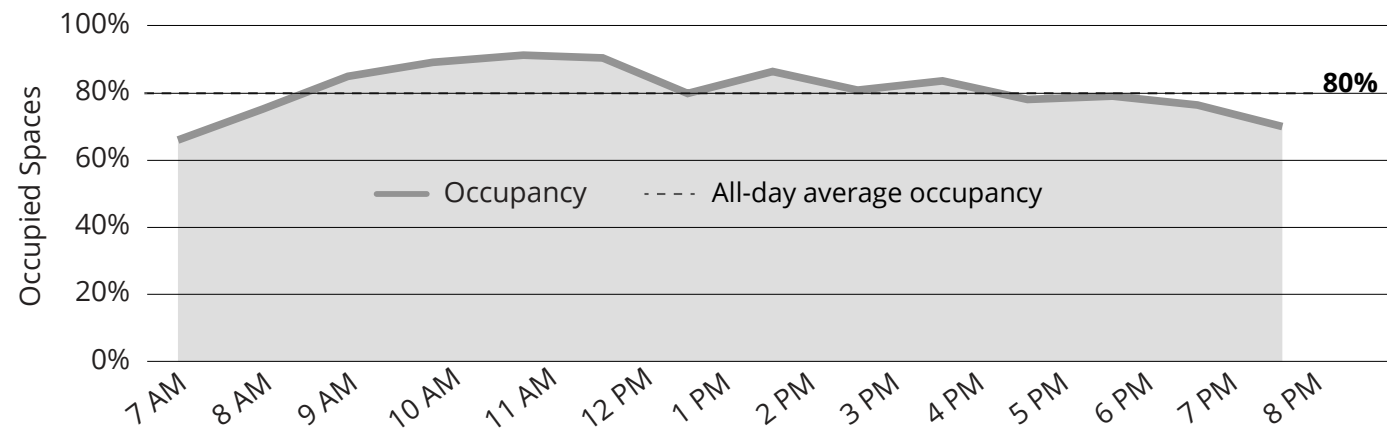
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Maverick Square to Central Square Results

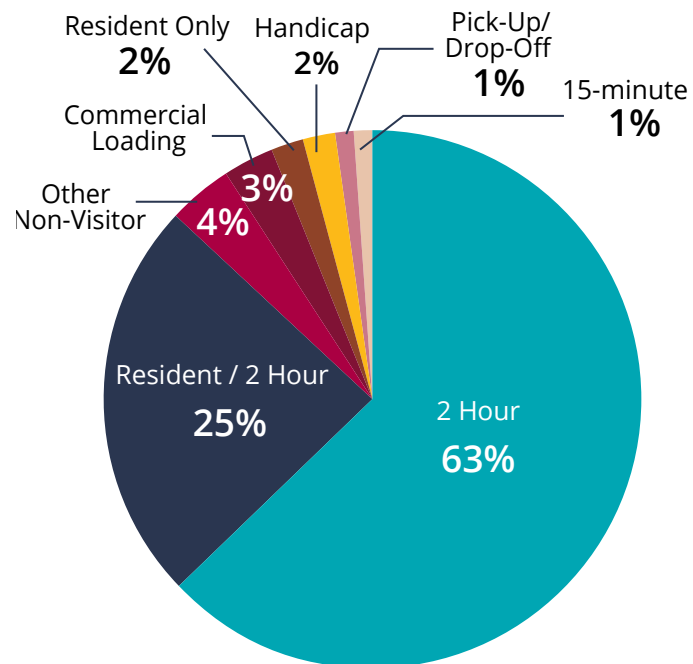
The 330 parking spaces in the Maverick Square to Central Square area were highly occupied throughout the day, reaching 90 percent occupancy at 11:00 AM. About 80 percent of drivers parked for less than 2 hours, especially in the heart of Maverick Square. About 88 percent of the parking spaces allow 2-hour parking.

Weekday parking trends (7 AM–8 PM):
At 11AM when parking is most full, 33 parking spaces are empty.

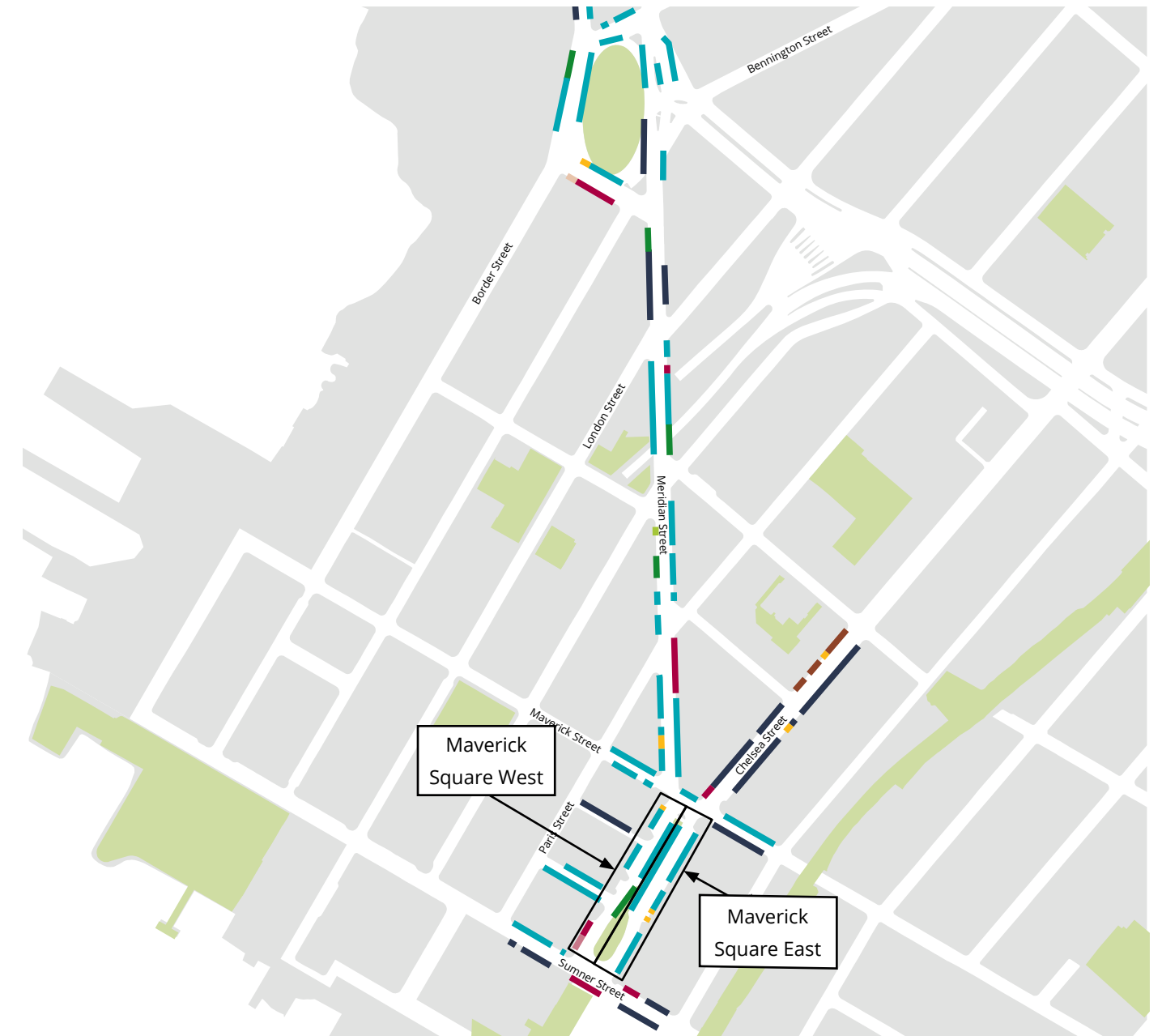
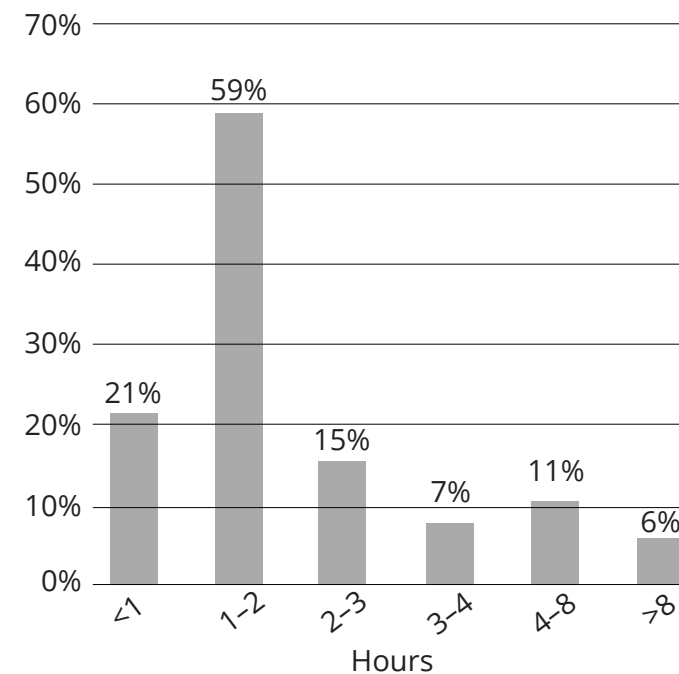
How often were spaces occupied?



How are spaces regulated?



How long did people park?



- 2 Hour
- Resident / 2 Hour
- Other Non-Visitor
- Commercial Loading
- Resident Only
- Handicap
- Pick-Up/Drop-Off
- 15-minute

Maverick Square and Central Square are connected by Meridian Street. This analysis highlights several sub-areas: Meridian Street, Maverick Square West, and Maverick Square East.

How are spaces regulated?

	Total	2 Hour			Resident / 2 Hour		Unrestricted	Other Non-Visitor		Commercial Loading	Resident Only	Handicap	Pick-Up/Drop-Off	15-minute
		2 Hr M-F 8-6	2 Hr M-S 8-6	2 Hr M-F 9:30-6	Resident / 2 Hr M-S 8-6	Resident / 2 Hr M-F 8-6		Courthouse Personnel	Bus Only M-F 7-6					
Study Area*	330	158	35	14	6	76	1	7	4	10	7	8	2	2
Meridian Street	107	69	17	0	6	5	1	7	0	1	0	1	0	0
Maverick Square West	26	21	0	0	0	0	0	0	0	2	0	1	2	0
Maverick Square East	41	39	0	0	0	0	0	0	0	0	0	2	0	0

How often were spaces occupied?

	Capacity	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	Avg. Spaces Occupied
Study Area*	330	66%	73%	84%	88%	90%	89%	80%	85%	81%	83%	78%	79%	77%	71%	80%
Meridian Street	107	65%	82%	89%	90%	93%	92%	77%	81%	79%	84%	74%	64%	64%	61%	78%
Maverick Square West	26	42%	62%	77%	81%	88%	88%	73%	77%	77%	73%	88%	88%	81%	65%	76%
Maverick Square East	41	66%	76%	95%	100%	98%	98%	78%	93%	83%	83%	95%	100%	85%	76%	87%



How long did people park?

	Parked Vehicles	<60 mins	1-2 hrs	2-3 hrs	3-4 hrs	4-5 hrs	5-6 hrs	6-7 hrs	7-8 hrs	8-9 hrs	9-10 hrs	10-11 hrs	11-12 hrs	12-13 hrs	13-14 hrs	Vehicles/Space	Average Duration (hrs)	Median Duration (hrs)
Study Area*	1594	21%	59%	15%	7%	5%	2%	2%	2%	2%	1%	1%	1%	1%	0%	4.8	3.1	0.5
Meridian Street	502	59%	14%	7%	4%	2%	3%	3%	1%	2%	1%	1%	2%	0%	1%	4.7	2.8	0.5
Maverick Square West	192	77%	12%	5%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7.4	1.3	0.5
Maverick Square East	299	68%	18%	5%	5%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	7.3	1.7	0.5



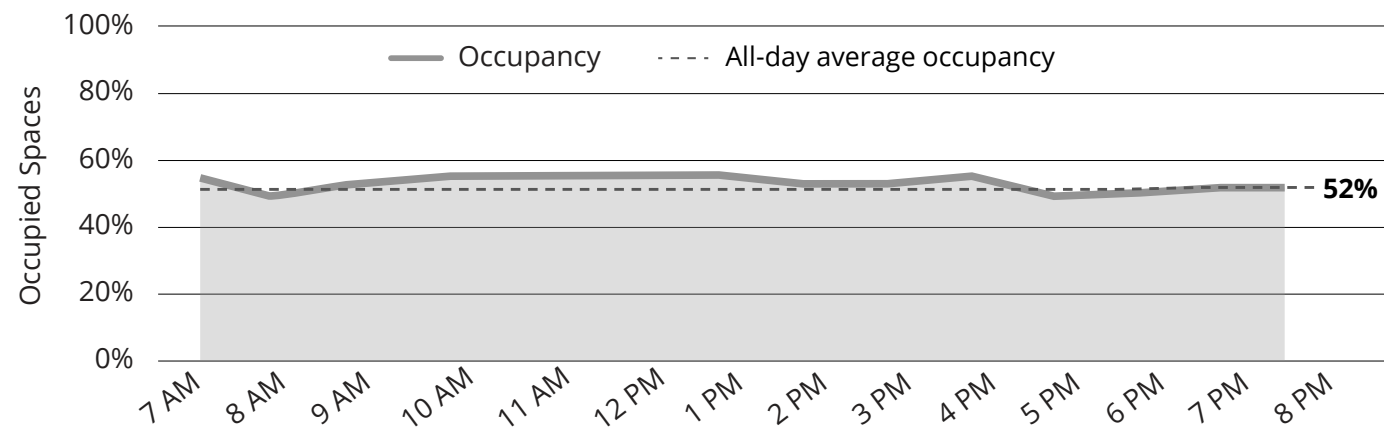
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Bennington Street Results

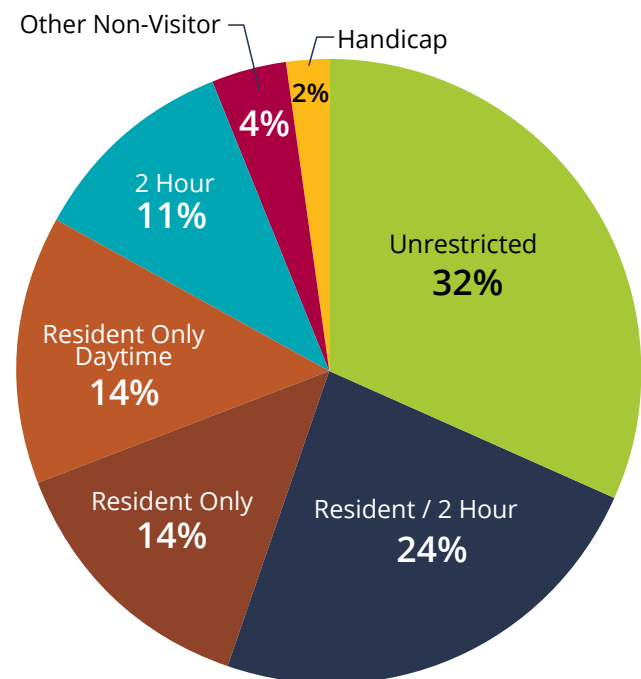
This Bennington Street study area encompassed the segments between Day Square and Orient Heights Square and between Orient Heights Square and Suffolk Downs Station. The 584 parking spaces did not exceed 55 percent occupancy. On average, drivers parked for nearly 5 hours, given the residential nature of this area. Bennington Street has roughly 30 percent unrestricted spaces and 30 percent resident-only spaces.

Weekday parking trends (7 AM–8 PM):
At 7:00 AM when parking is most full, 269 parking spaces are empty.

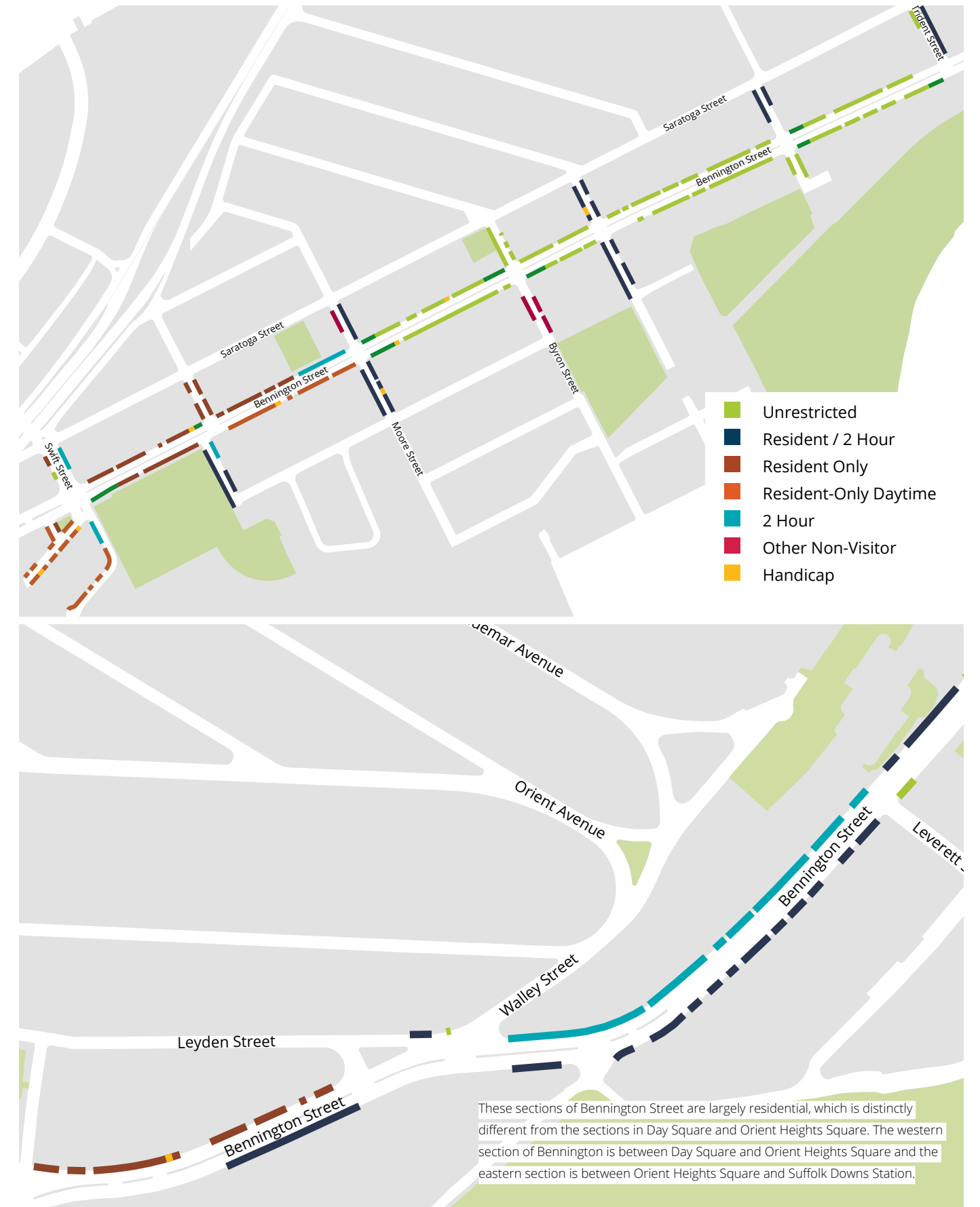
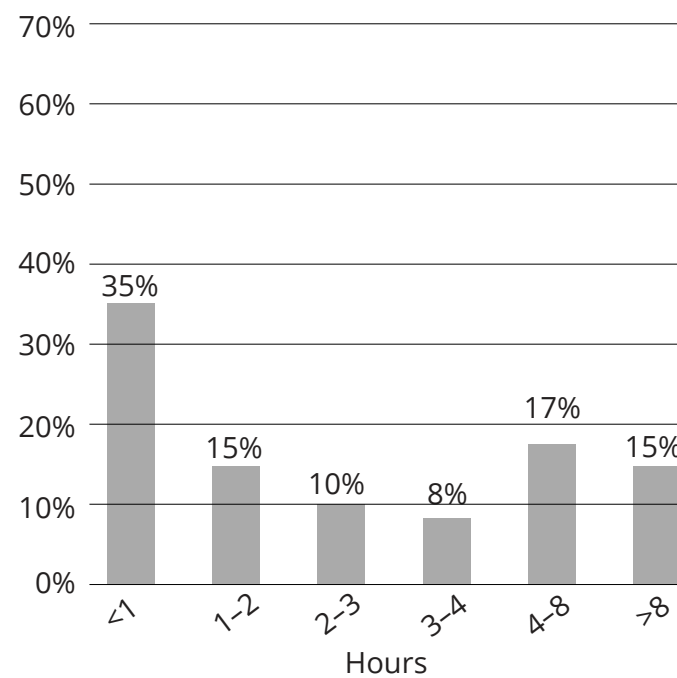
How often were spaces occupied?



How are spaces regulated?



How long did people park?



How are spaces regulated?

	Total	Unrestricted	Resident / 2 Hour		Resident Only	Resident Only Daytime	2 Hour	Other Non-Visitor			Handicap
			Resident / 2 Hr	Resident / 2 Hr M-F 8-6		Resident M-F 8-6		School Day Parking 7-5	School Day Parking 7-4	School Day Parking 7-8 & 4-5	
Study Area*	584	189	19	122	83	81	64	9	5	3	9
Bennington Street West	239	158	0	0	44	23	10	0	0	0	4
Bennington Street East	143	2	0	48	24	27	41	0	0	0	1

How often were spaces occupied?

	Capacity	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	Avg. Spaces Occupied
Study Area*	584	54%	50%	51%	54%	54%	54%	54%	52%	52%	54%	50%	51%	52%	52%	52%
Bennington Street West	239	62%	54%	53%	56%	54%	54%	58%	58%	56%	57%	54%	59%	61%	61%	57%
Bennington Street East	143	30%	36%	45%	52%	53%	48%	47%	42%	45%	48%	39%	28%	27%	27%	40%

Less Occupied More Occupied

How long did people park?

	Parked Vehicles	<60 mins	1-2 hrs	2-3 hrs	3-4 hrs	4-5 hrs	5-6 hrs	6-7 hrs	7-8 hrs	8-9 hrs	9-10 hrs	10-11 hrs	11-12 hrs	12-13 hrs	13-14 hrs	Vehicles/Space	Average Duration (hrs)	Median Duration (hrs)
Study Area*	1032	35%	15%	10%	8%	7%	4%	4%	2%	3%	2%	2%	1%	0%	7%	1.9	4.9	2.5
Bennington Street West	461	34%	15%	11%	8%	6%	4%	3%	2%	3%	3%	2%	1%	0%	6%	1.9	5.0	2.5
Bennington Street East	202	34%	16%	9%	10%	7%	3%	5%	1%	4%	2%	2%	1%	0%	4%	1.4	4.5	2.0

Shorter Duration Longer Duration

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