



PLAN
South Boston
Dorchester Ave

MOBILITY WORKSHOP

February 23, 2016

“Boston needs more housing. But there is no one-size fits-all solution. Every neighborhood has its own character. In some places, density is not only appropriate – it is badly needed.”

*- Mayor Martin J. Walsh,
Chamber of Commerce December, 2014*

"People want to live in Boston. That's a good thing. But we need to shape growth as a community, not let it shape us. That's what residents are doing along the Red Line in South Boston... They're helping us plan vibrant, walkable streets, with affordable homes, diverse businesses, and great open space."

- *Mayor Martin J. Walsh,
State of the City January 19, 2016*

AGENDA

1. Schedule and Process
2. People and Density
3. Trends: Living in a City
4. Trends: Getting Around
5. Mobility Exercise



NEXT STEPS

JULY 30, 2015 “Talk to Us”

Open House

SEPTEMBER 14, 2015 “Walk and Bike With Us”

Study Area Tours

OCTOBER 1, 2015 “Imagine with Us”

Visioning Workshop

OCTOBER 26, 2015 “Plan with Us”

Streets & Blocks, Land Use Workshop

NOVEMBER 17, 2015 “Design With Us”

Height & Density, Open Space Workshop

DECEMBER 14, 2015 “What We Heard”

Recap/Dialogue Session

JANUARY 27, 2016 “Draft with Us”

Placemaking and Mobility Workshop

FEBRUARY 23, 2016 “Discuss with Us”

DRAFT Plan Session – Part 1

MARCH 2016 (Date TBD) “Discuss with Us”

DRAFT Plan Session – Part 2

APRIL and MAY, 2016 (Dates TBD)

Final Workshop - elements of plan and implementation strategies – “Review with Us”

Open House - Presentation of Plan - “Finalize with us”

MAY and JUNE, 2016

Final Plan production by BRA staff

JUNE and JULY, 2016

BRA staff draft zoning documents



PLAN Overview



***“Talk to Us” open house
July 30, 2015***

OPEN HOUSE

July 30, 2015



WALK AND BIKE TOURS

September 14, 2015



VISIONING WORKSHOP

October 1, 2015

PLAN WITH US WORKSHOP

October 26, 2015

Open Space

Provide
Quality
Open
Space

Mobility & Getting Around

Provide
More
Parking

Reduce
Traffic
Congestion

Improve
Public
Transit

Housing

Provide
More
Residential
Uses

Create
More
Live/Work
Opportunities

Placemaking & Neighborhood Character

Create
More
Amenities
(restaurants, pharmacy,
grocery, etc.)

Provide
More
Cultural &
Civic Uses
(public art, art
workshops, spaces, lit-
tracy, performance
spaces, etc.)

Streets, Sidewalks & Public Environment

Build
Walkable
Sidewalks
& Bikeable
Streets

Create
More
Streets &
Blocks

Economic Development

Preserve
Some
Industrial
Uses

Increase
Social
Equity
(Creating jobs and
supporting education and
workforce development to
broaden economic
opportunity.)

Environment & Sustainability

Improve
Climate
Resilience
(Using natural resources
wisely while preparing
for the impacts of a
changing climate.)

Other

Additional
Priority



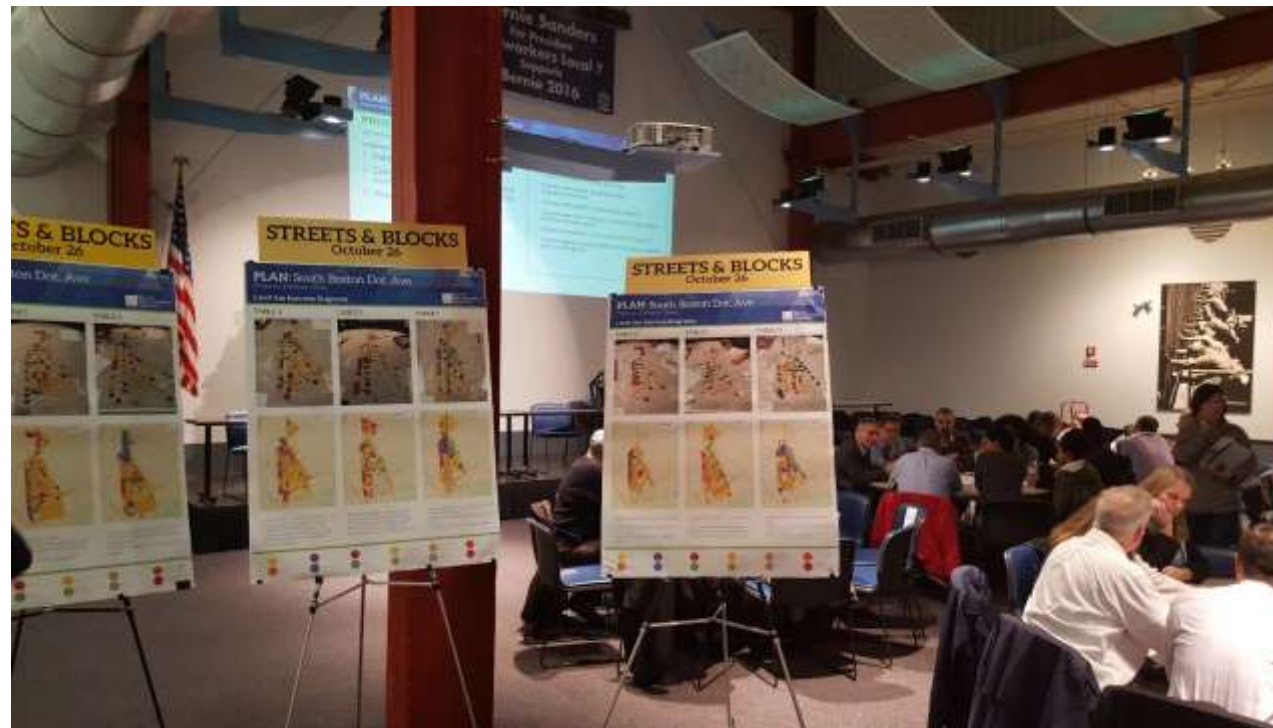
DESIGN WITH US WORKSHOP

November 17, 2015



RECAP SESSION


December 14, 2015




PLACEMAKING AND MOBILITY WORKSHOP

January 27, 2016


Street Character Exercise - 01/27/2016



1. Dorchester Avenue: "Amenities Corridor"



2. Old Colony Avenue





3. Road along the tracks: "Service Corridor"

WHAT DO YOU THINK?

Notes:

Which street is the primary retail corridor?



PLACEMAKING AND MOBILITY WORKSHOP

Benefits Prioritization Exercise

- Results from December workshop on the table – seven priorities
- Participants were asked to distribute value captured \$\$\$, provided through a bonus density
- Illustrative examples shown to jumpstart conversation
- Tables asked to create own pie of benefits

Benefits Distribution Exercise - 01/27/2016

Priority Exercise Results
Recap Session 12/14/2015

- Create public open space
- Create middle income housing
- Create civic/cultural/art space
- Create affordable neighborhood retail/amenities
- Create affordable commercial space
- Create new 21st century industrial space for artist/entrepreneurs
- Create highly energy efficient buildings

CREATE YOUR OWN PIE OF BENEFITS

housing other

Notes:

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.....

.....

ILLUSTRATIVE EXAMPLE
BONUS FAR 5 DEVELOPMENT
FAR = 7

1 acre = 100% = 87% + 13% + \$\$\$

100% housing units = 300 87% middle income units = 260 13% GIP units = 40 Value Capture \$\$\$

Definitions

<p>120% AMI</p> <p>< \$85,150</p> <p>< \$92,050</p> <p>< \$93,350</p>	<p>Moderate Income with Amenities 120% AMI</p> <p>< \$84,500</p> <p>< \$106,403</p> <p>< \$118,200</p>
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ALLOCATION OF VALUE CAPTURE TO BENEFITS

A. 100% housing

B. 100% housing

C. 80% housing, 20% other

D. 50% housing, 50% other

ILLUSTRATIVE EXAMPLES FOR VALUE CAPTURE DISTRIBUTION

A. 5% of additional IDP units = 15 5% of additional IDP level housing

B. 8% of moderate-income housing 120% AMI units = 24

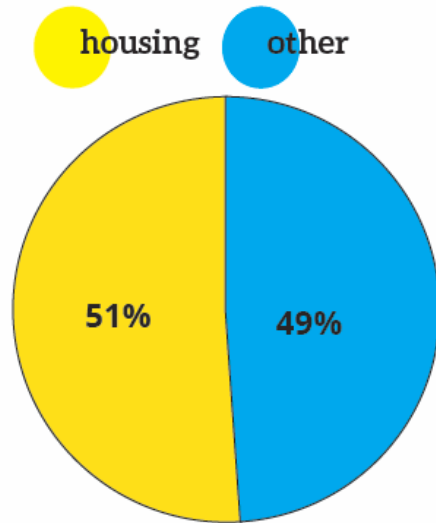
C. 6% of 120% AMI units = 18 25% of site area open space 10,000 sf

D. 4% of 120% AMI units = 12 10% of 1st floor local retail space or 21-century industrial 2,000 sf 5% of 1st floor cultural/community space 1,000 sf

PLACEMAKING AND MOBILITY WORKSHOP

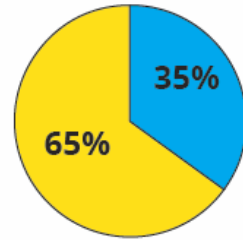
Benefits Distribution Summary

Average of all tables: 51% of the benefits for housing, 49% of the benefits for other priorities



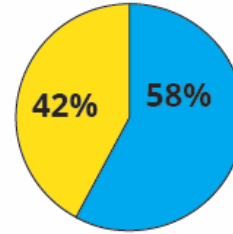
Average of All Pies

Table 1



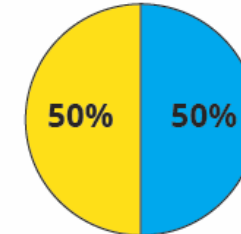
Group felt a distribution of value captured would provide a "quality of life" for this new district.

Table 2



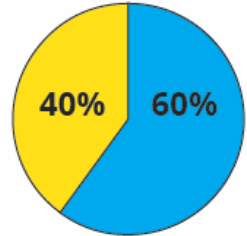
Housing: 42%
Other benefits: 58% (open space and local commercial space)

Table 3



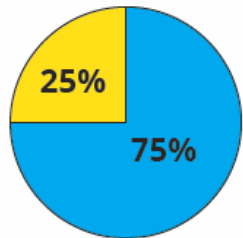
Group varied widely on distribution of benefits. Some wanted to favor housing while others strongly favored other benefits, and one wanted to split it 50%-50%. Table collectively agreed to split all benefits 50%-50%. They also felt AMI percentages should be between 70%-100% AMI.

Table 4



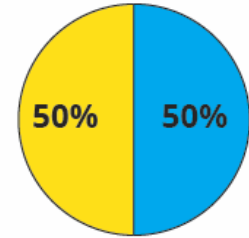
Group felt need for a distribution to fulfill a range of benefits. Given residential context of study area and adjacencies (where there is existing BHA and market rate housing) the majority of housing benefit should provide for income restricted moderate income housing. Also a portion of the 40% residential pie should be allocated to AMI% that is lower than 120%.

Table 5



Housing: Specifically elderly and moderate-income housing.
Other benefits: 50% open space and 25% civic/cultural/art space; affordable retail; 21st century industrial.

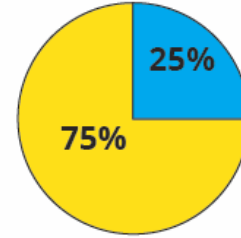
Table 6



Housing : 50%(25% at 70% AMI, 25% at 80-100% AMI)
Other Benefits: 50% (25% open space, 25% local retail/ parking lot)

- Other ideas the funding could go towards
 - Ensure adequate parking in new development
 - Double parking is unsafe
 - Funding to create public parking
 - Fund amenities such as grocery stores

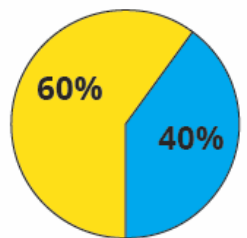
Table 7



Housing = 75%
Other benefits: 25% (local retail, cultural/community space = 12.5% , open space = 12.5%)

Group felt new district should meet its open space needs and provide opportunities for small businesses and educational opportunities.

Table 8




Low income housing a priority.

PLACEMAKING AND MOBILITY WORKSHOP

Street Character Feedback

- Dorchester Avenue should be primary retail corridor
- Old Colony Avenue should be more than an arterial; it should be a green corridor connecting to Moakley Park and beach
- Service road along tracks should have a green “live” wall acting as a sound and pollution barrier
- New Street (as rendered) – “Like it!” Option to close down street periodically is another amenity to be enjoyed

Street Character Exercise - 01/27/2016



1. Dorchester Avenue: "Main/Mix Corridor"

2. Old Colony Avenue

3. Road along the tracks: "Service Corridor"

WHAT DO YOU THINK?

Notes:

Which street is the primary retail corridor?


Notes:

PLACEMAKING AND MOBILITY WORKSHOP

Open Space Character Feedback

- Create a hybrid that's both active and passive
- Would like something for everyone in a large open space - State Street Park on A Street seen as a model
- Playgrounds for children, open space for families
- Dog parks
- Provide public restrooms near park

Open Space Character Exercise - 01/27/2016



1A. Active Open Space Concept

1B. Passive Open Space Concept

2A. New Street: "Green Corridor"

2B. New Street: "Green Corridor"
Temporary Street Closure

Notes:

Notes:

Notes:

Notes:

WHAT DO YOU THINK?

HOMework

Underway with City and State agencies, consultant

Real Estate Market Analysis/Economic Feasibility – Consultant

Housing – Department of Neighborhood Development, Boston Housing Authority, Fair Housing

Economic Development – Mayor’s Office of Economic Development, Office of Business Development

Public Financing – Treasury, Assessing, Economic Development & Industrial Corporation (EDIC)

Public Facilities – Boston Public Schools, Boston Public Library, Boston Police Department, Boston Fire Department, Property & Construction Management

Open Space - Parks and Recreation

Arts & Culture – Arts Commission

Public Transportation – MBTA

Transportation – Boston Transportation Department, Boston Bikes, MassDOT

Public Works – Public Works Department, Public Improvement Commission

Water – Boston Water & Sewer Commission

Environment/Sustainability/Climate Change – Environment Department, Boston Landmarks Commission, Boston Public Health

Boston Centers for Youth & Families

Elderly Commission

Commission for Persons with Disabilities

2

People & Density



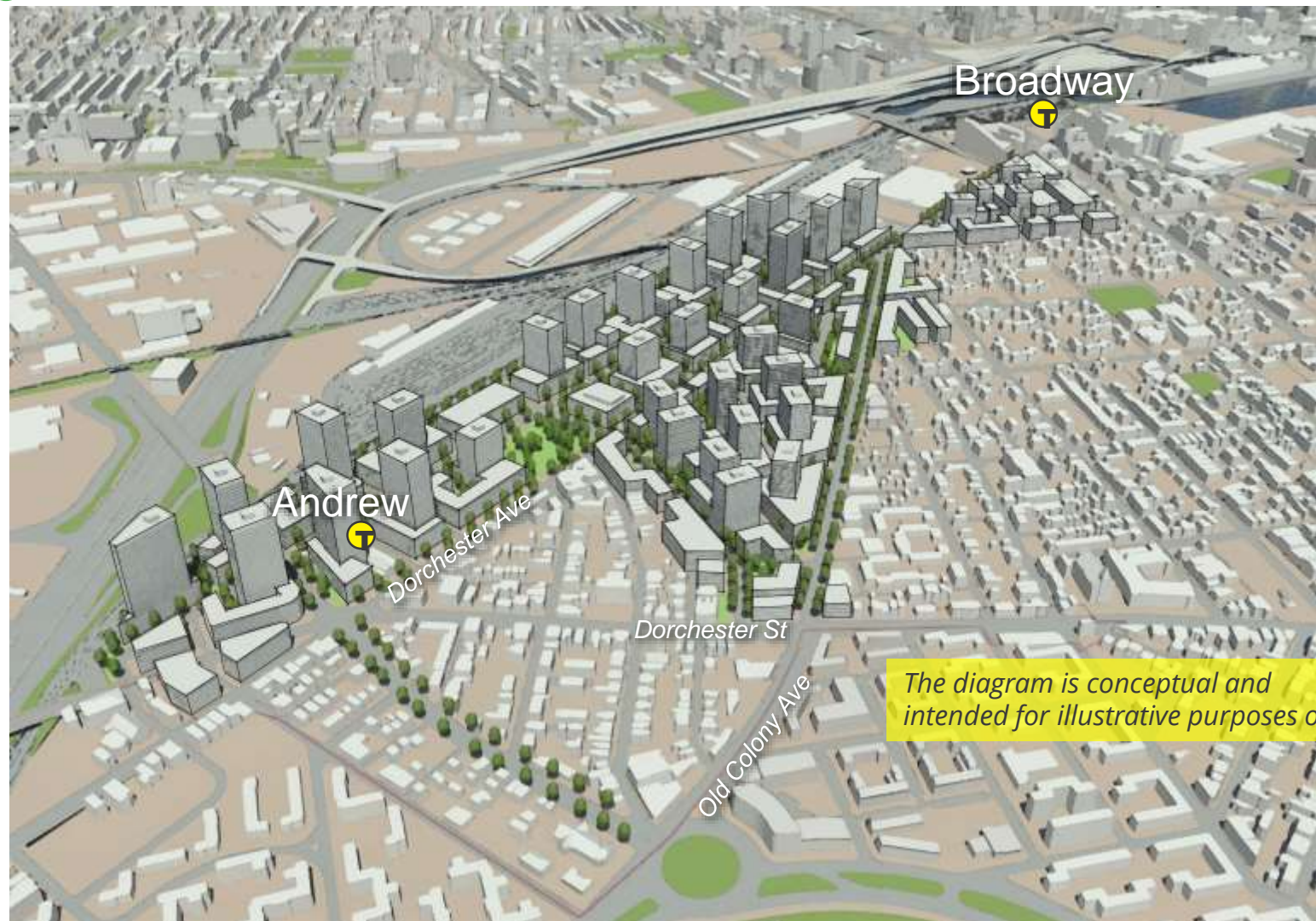
*“Imagine with Us” workshop
October 1, 2015*

HYBRID CONCEPT 2030

Conceptual Buildout

Mix of Uses:

- Residential
- Retail & Services
- Cultural & Civic
- Office
- 21st-century industrial
- Open Space



HYBRID CONCEPT 2030

Conceptual Buildout

Total New Development ~ 12 - 16M sf

- Residential uses ~ 6 – 8M sf
- Other (office, 21-century industrial) ~ 5 – 7M sf
- Ground Floor Retail and Cultural uses ~ 0.5M – 1M sf



HYBRID CONCEPT

Public Realm

Roads & Sidewalks ~ 30 - 50 acres

Open Space ~ 8 - 12 acres



HYBRID CONCEPT

Residential Uses

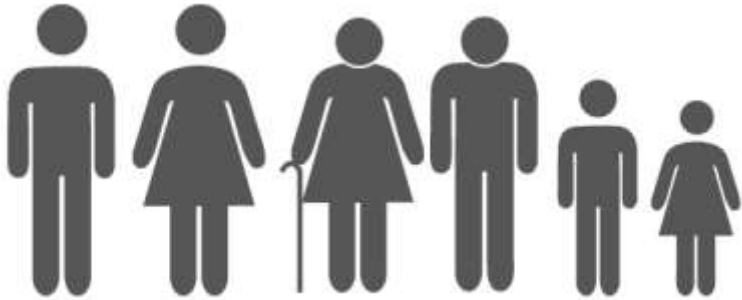
6 – 8 M sf of residential uses



6,000 – 8,000 Residential units



2.3 persons per household

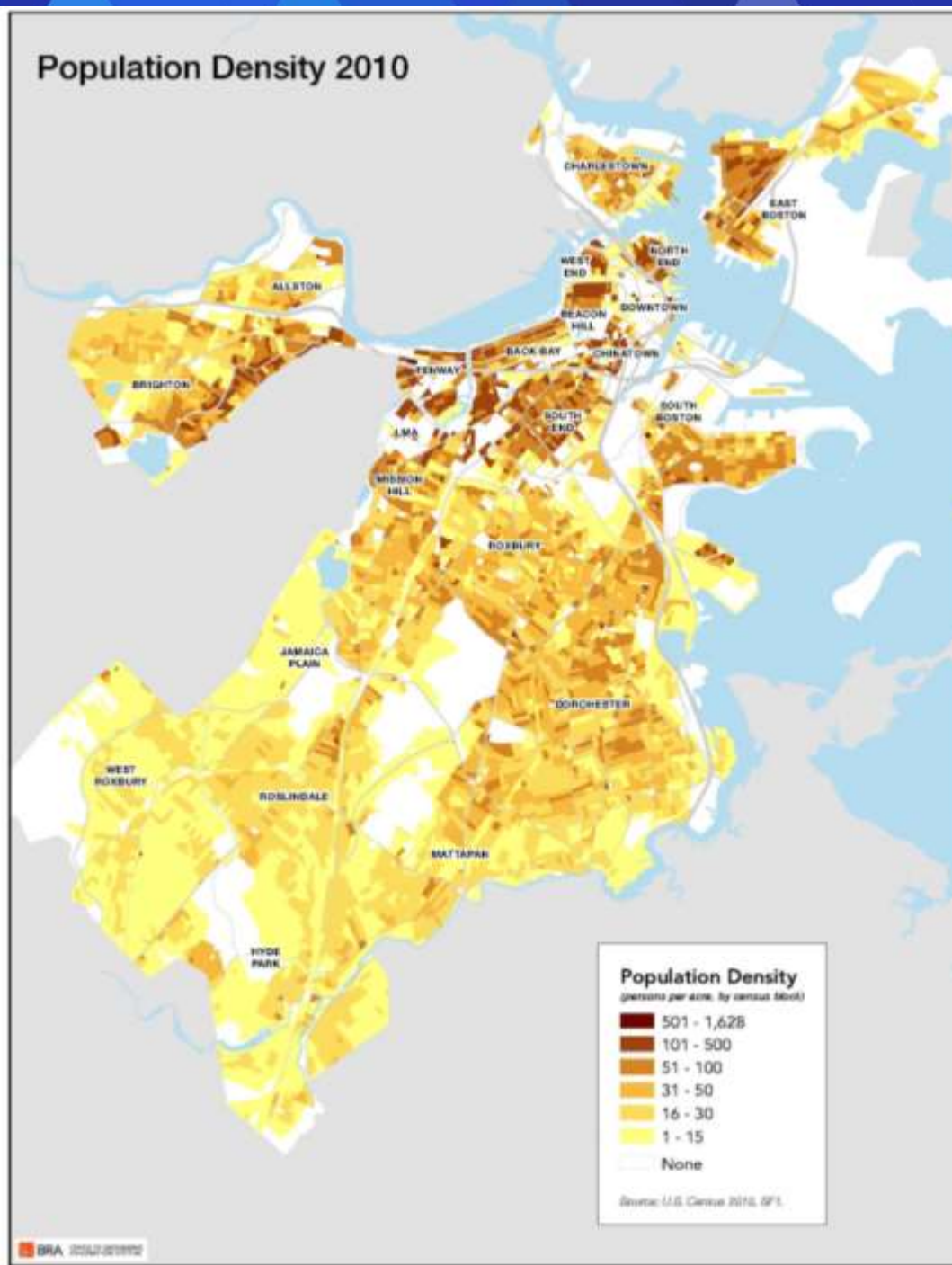


~ 14,000 – 16,000 people



BOSTON'S POPULATION

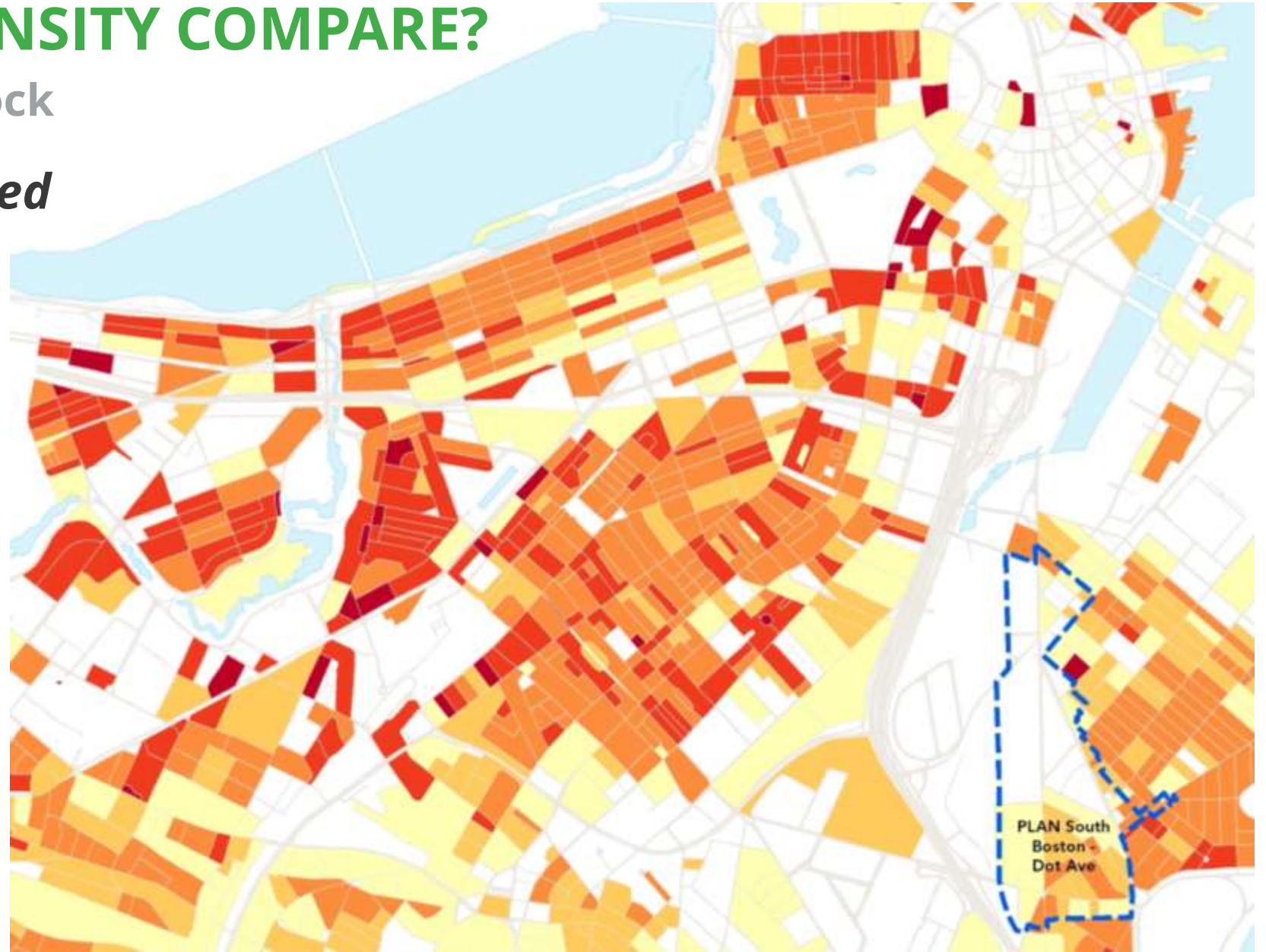
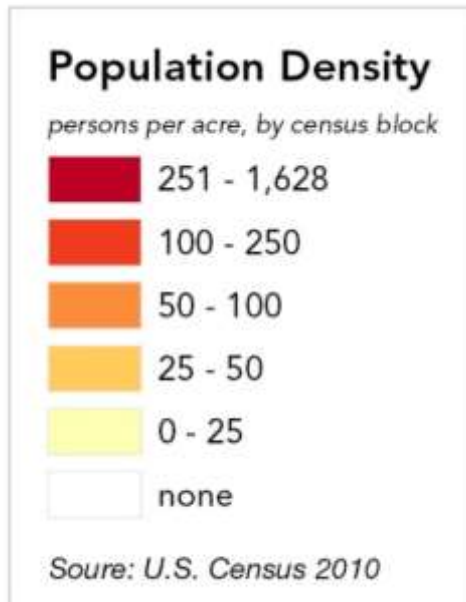
Population Density by Census Tract



HOW DOES THIS DENSITY COMPARE?

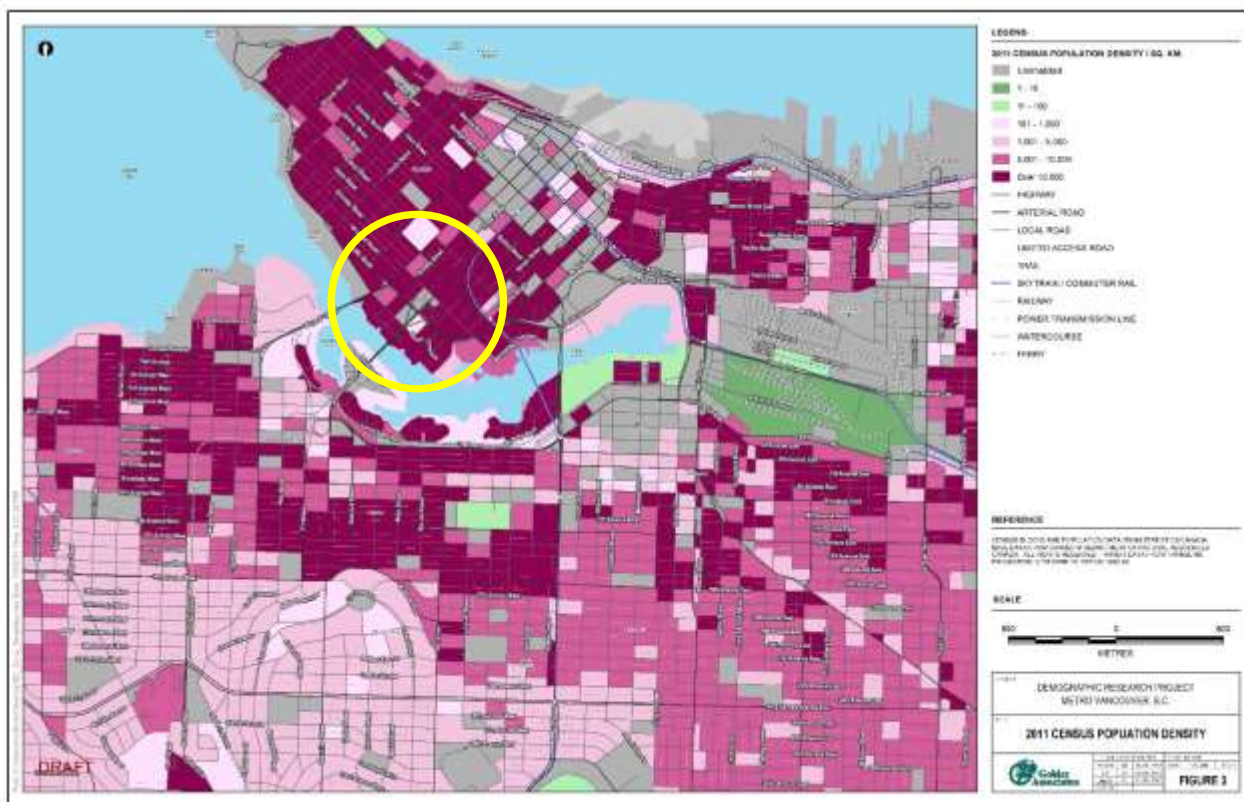
Population Density by Block

PLAN: So Boston Estimated
population density
~ 120 people per acre



SIMILAR URBAN DENSITY EXAMPLES

Vancouver, British Columbia



English Bay and West End Neighborhoods



3

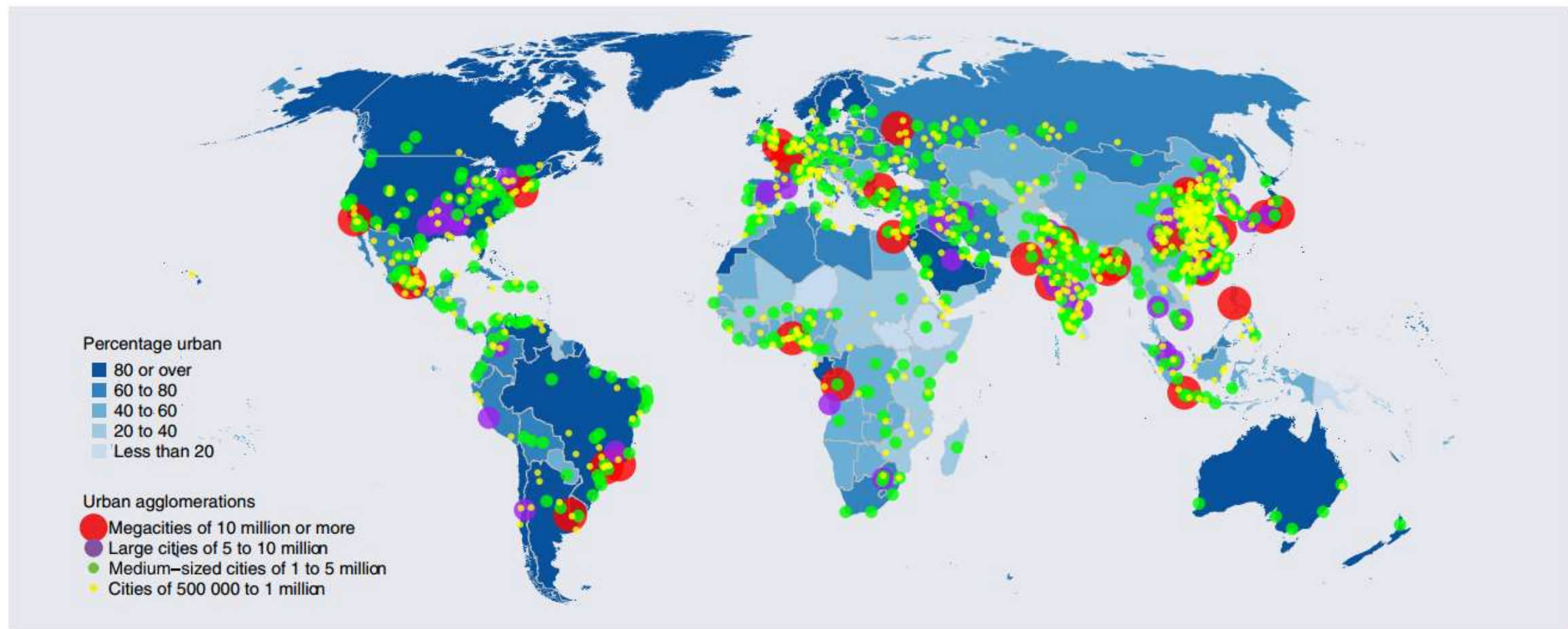
Trends: Living in a City



*“Imagine with Us” workshop
October 1, 2015*

URBANIZATION IN THE WORLD

Percentage urban and location of urban agglomerations with at least 500,000 inhabitants, 2014

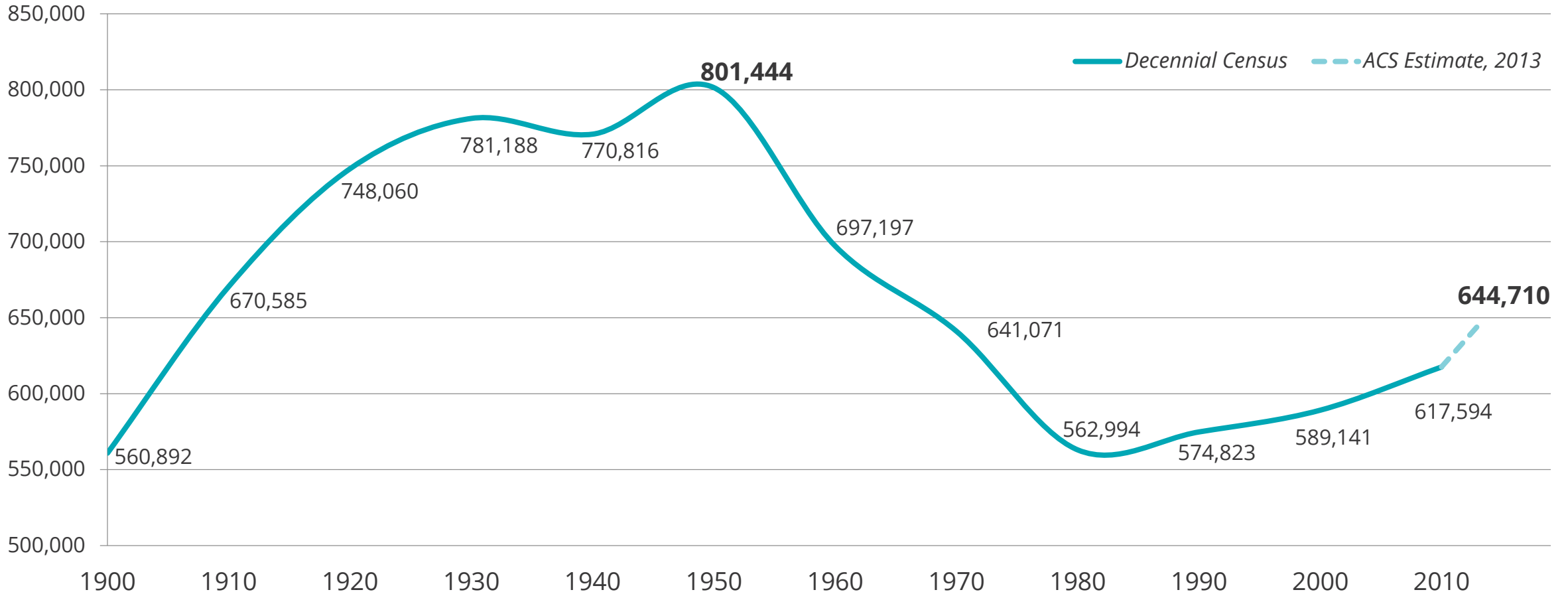


Source:

http://www.who.int/gho/urban_health/situation_trends/urban_population_growth_text/en/

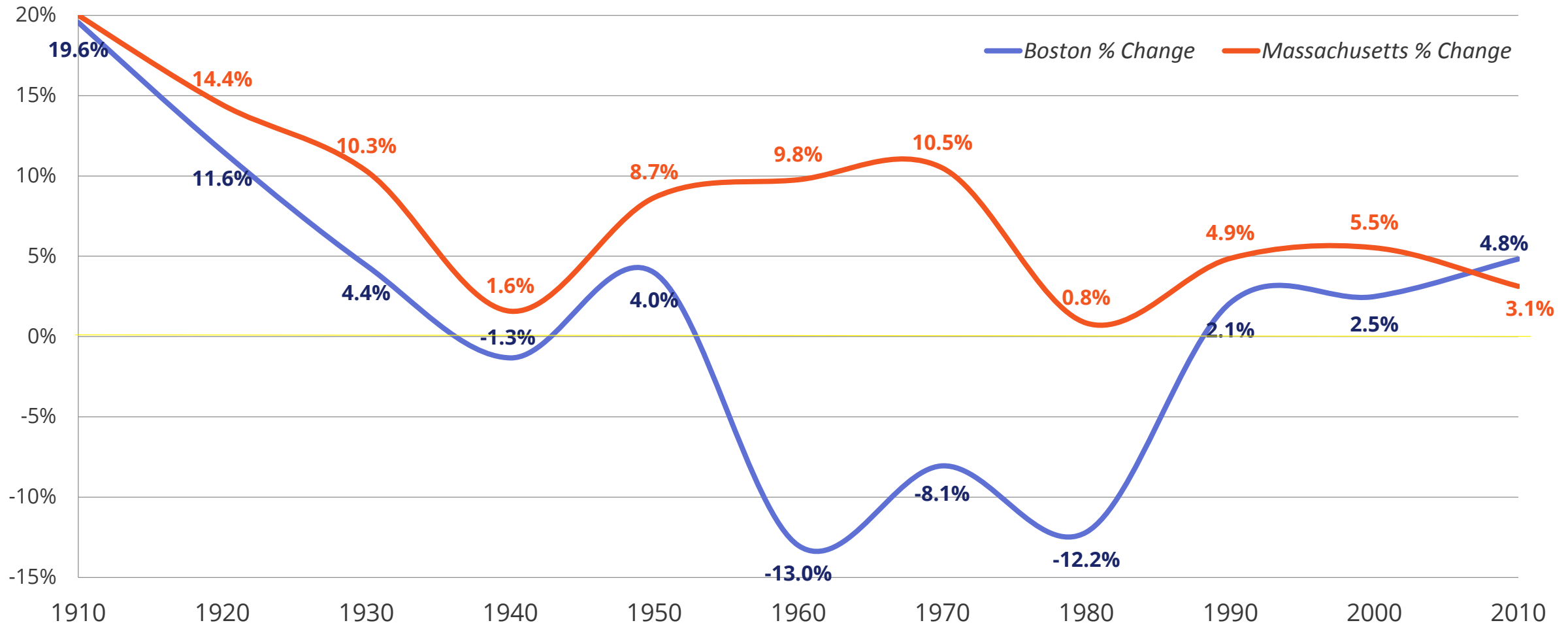
BOSTON'S DEMOGRAPHICS

Population 1900-2013



BOSTON'S DEMOGRAPHICS

Population Growth for Boston and Massachusetts by Decade (1910 - 2010)



WHY GROWTH IS GOOD?

Great for Economy & Jobs



WHY GROWTH IS GOOD?

Neighborhood Amenities



Boston Landing Commuter Rail Stop Platform.



Flour Bakery



District Hall, South Boston Waterfront



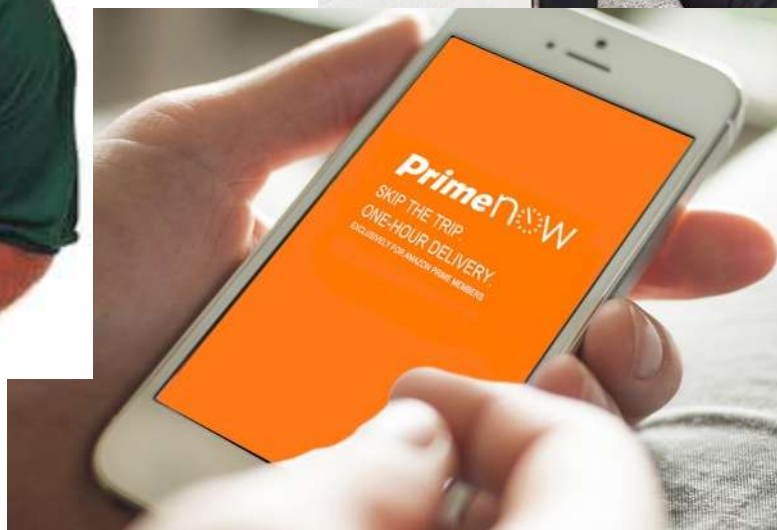
A Street Park. State Street Headquarters. South Boston.

In 2000, did you imagine that in
15 years we would...

SINCE 2000

Shop Online

Welcome to
Peapod[®]
*Online grocery shopping
and delivery.*



SINCE 2000

Purchase and Read Books Online



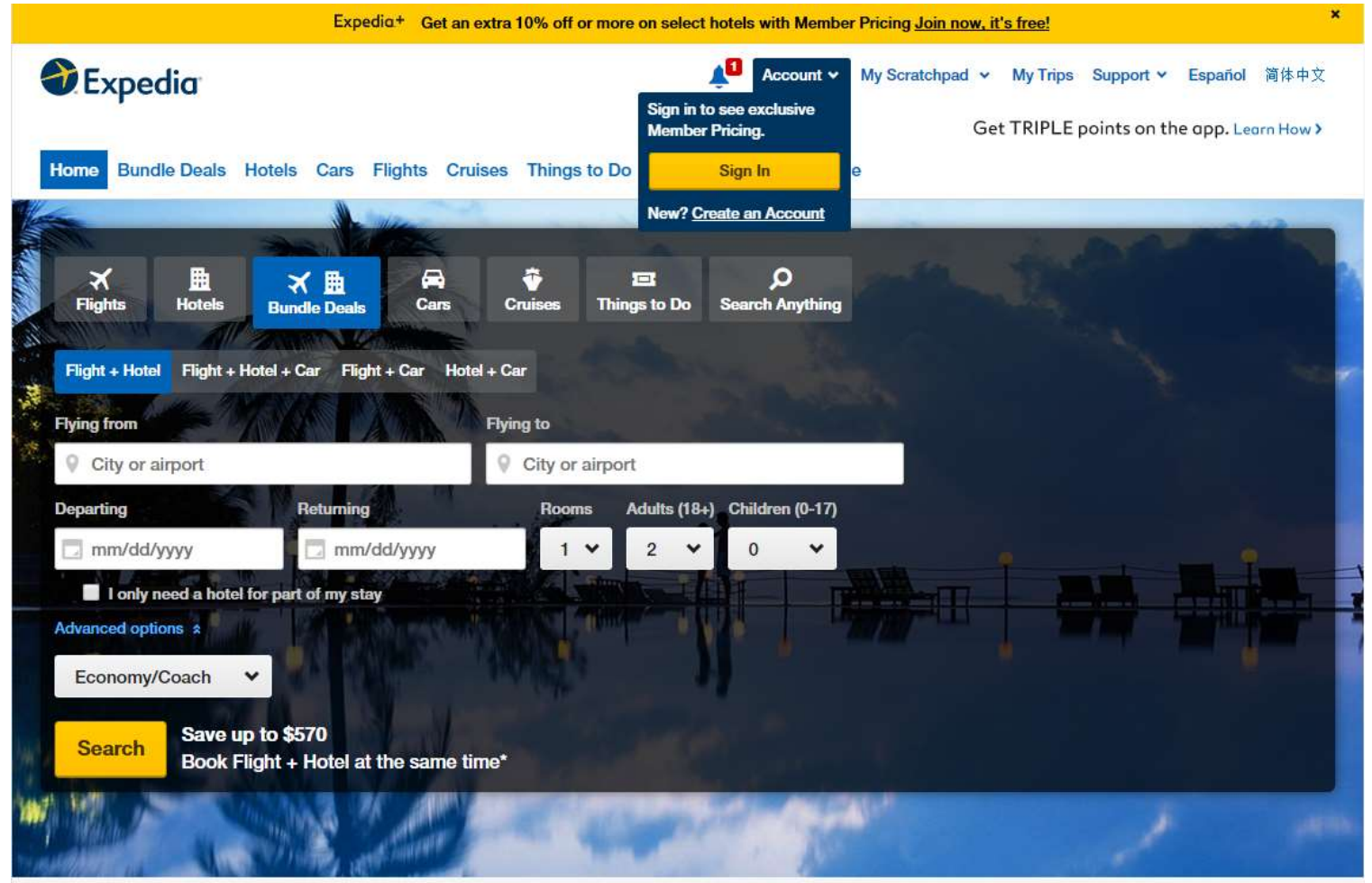
SINCE 2000

Connect/stay in-touch with People Online



SINCE 2000

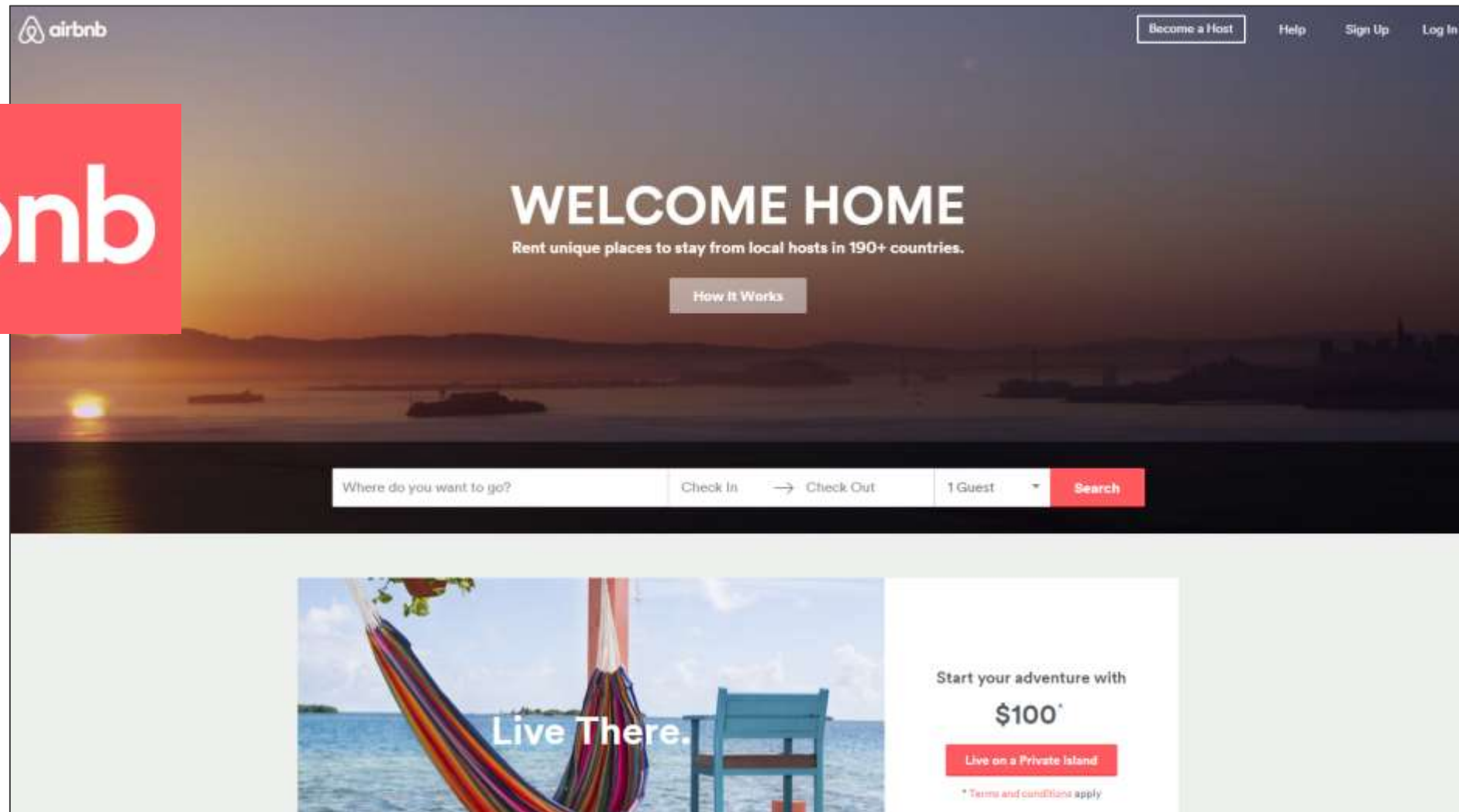
Plan Your Own Trip



A screenshot of the Expedia website's search interface. At the top, a yellow banner reads "Expedia+ Get an extra 10% off or more on select hotels with Member Pricing [Join now, it's free!](#)". The main navigation bar includes "Home", "Bundle Deals", "Hotels", "Cars", "Flights", "Cruises", and "Things to Do". A "Sign In" button is highlighted in yellow, with a tooltip that says "Sign in to see exclusive Member Pricing." and "New? [Create an Account](#)". Below the navigation, a search bar is set to "Flight + Hotel". The search form includes fields for "Flying from" and "Flying to" (both labeled "City or airport"), "Departing" and "Returning" (both labeled "mm/dd/yyyy"), "Rooms" (set to 1), "Adults (18+)" (set to 2), and "Children (0-17)" (set to 0). There is a checkbox for "I only need a hotel for part of my stay" and a dropdown for "Advanced options" set to "Economy/Coach". A yellow "Search" button is at the bottom left, and a promotional message says "Save up to \$570 Book Flight + Hotel at the same time*".

SINCE 2000

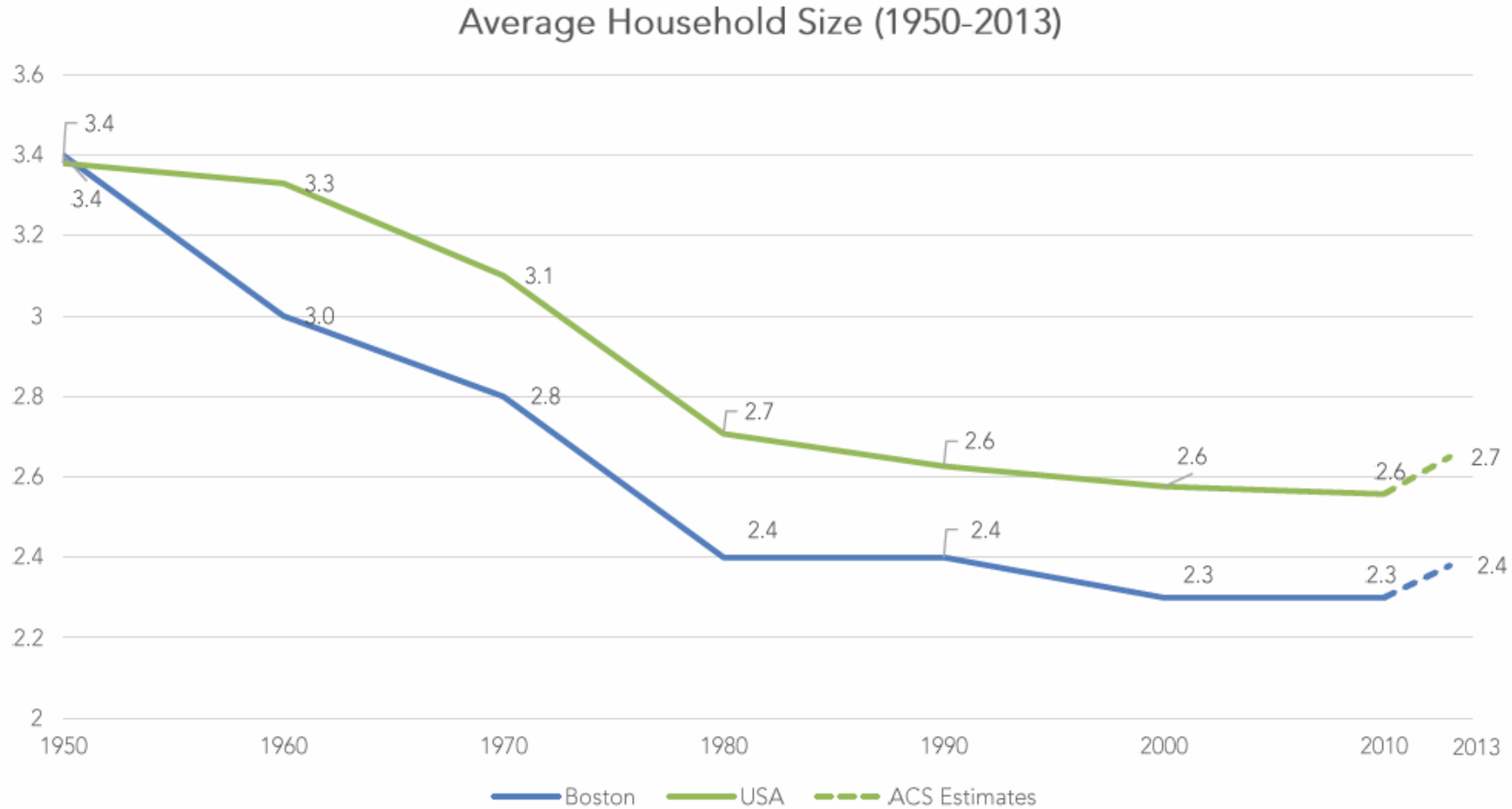
Share Your Home



In 2030 how we live, work, and
move around will be different.

TREND: HOMES AND NEIGHBORHOODS

Average household size is smaller today



TREND: HOMES AND NEIGHBORHOODS

Average household size is smaller today



1950s



2016 (with 1950's furniture)

TRENDS: HOMES AND NEIGHBORHOODS

More Compact Lifestyle



Grove Ecosystem – garden for your home

CityHome – MIT prototype for scalable living

TRENDS: HOMES AND NEIGHBORHOODS

More Compact Lifestyle in Desirable Locations



360 Sf unit in Watermark, South Boston Waterfront

TRENDS: HOMES AND NEIGHBORHOODS

Shared Amenities for Community Building



Small group exercise options



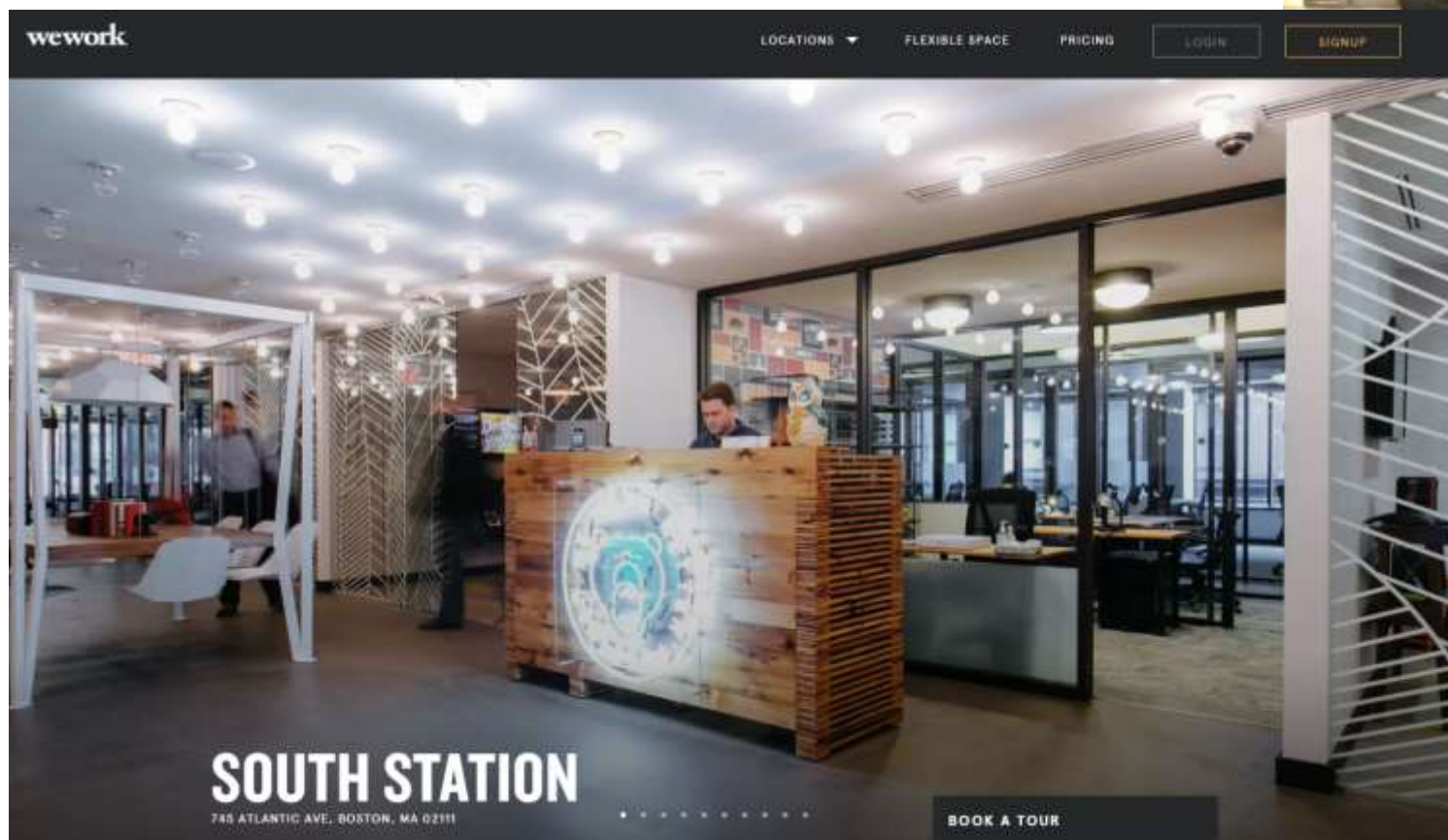
Peter's Park, South End



Roofdeck Amenity

TRENDS: WORKPLACE

Diverse Workstyles



wework Boston – shared workplace



Starbucks cafe

TRENDS: WORKPLACE

21-century industrial



Transparent *Factory* VW, Dresden, Germany



TRENDS: WORKPLACE

“Maker” Culture



Fabrication Labs

Etsy Creative Labs, Brooklyn, NYC

4

Trends: Getting Around



***“Talk to Us” open house
July 30, 2015***

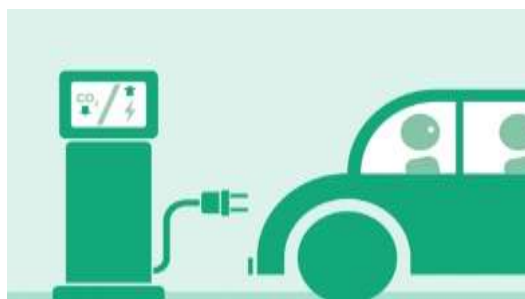
CONTEXT



Thriving economy
Growing inequities



Growing and young population
Limited connections to new jobs



Declining GHG emissions
Limited extreme-event preparedness

VISION: PRINCIPLES

Go Boston 2030 will improve

Equity

Proactively invest to close gaps in underserved neighborhoods

Economic
Opportunity

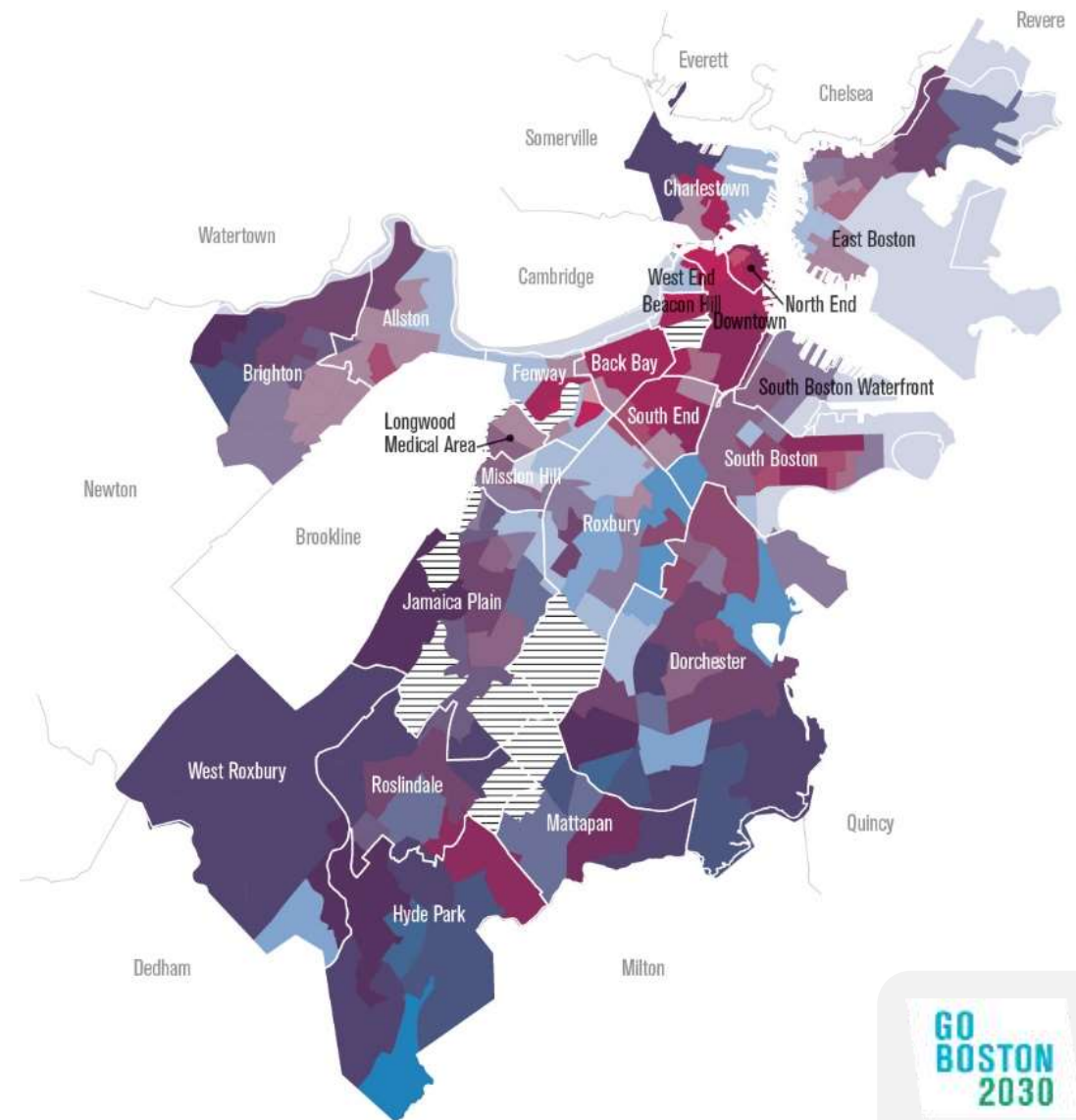
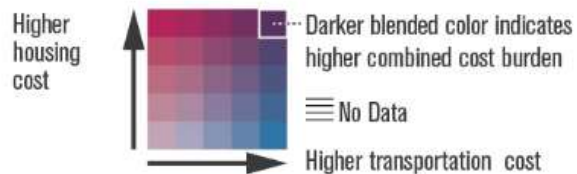
Connect dynamic workforce with jobs in new-economy sectors

Climate
Responsiveness

Focus on public transit and prepare for severe weather

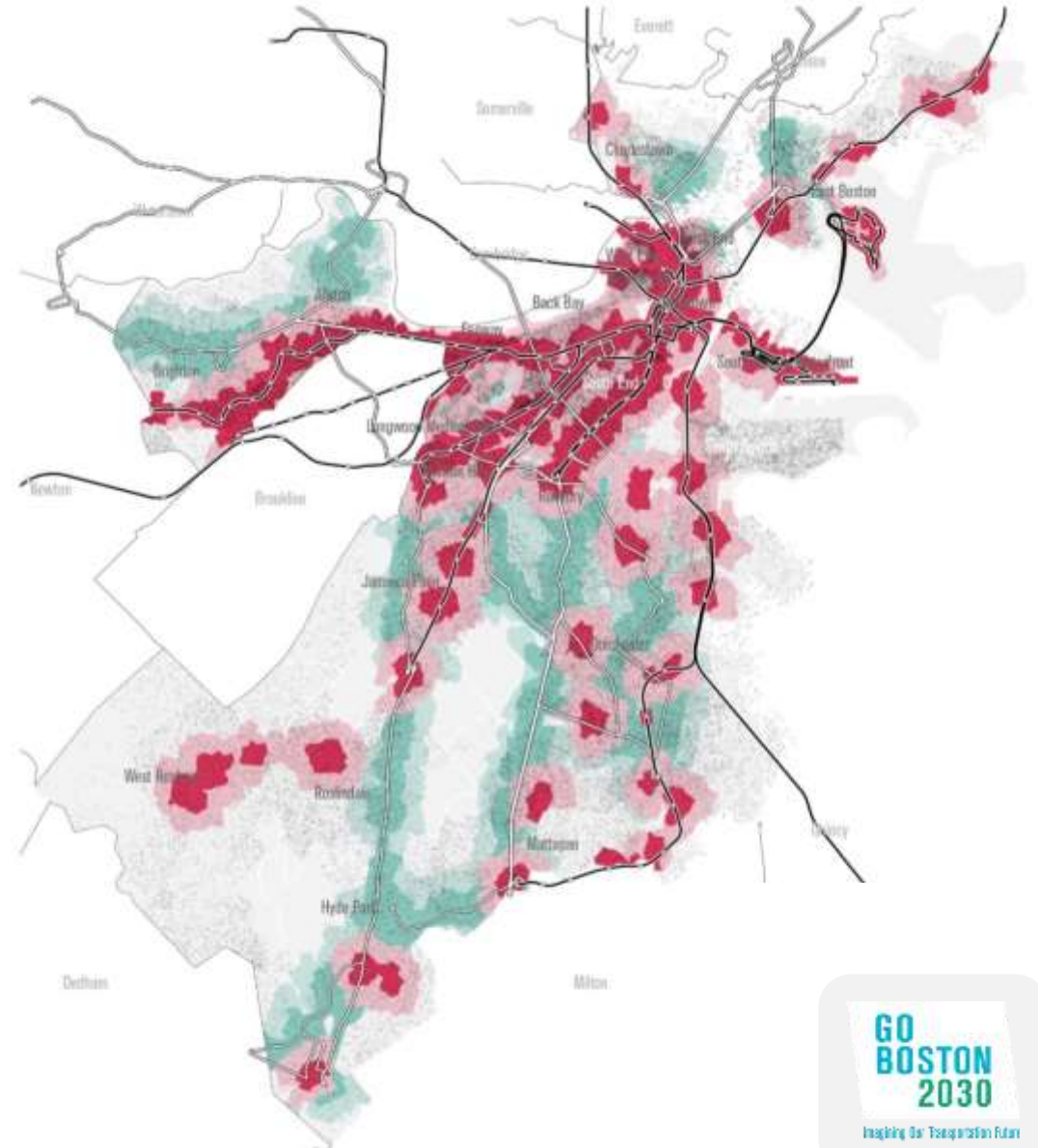
EQUITY

Some neighborhoods closer to downtown have high transportation and low housing costs, while neighborhoods with more affordable rents have high transportation costs.



ECONOMIC OPPORTUNITY

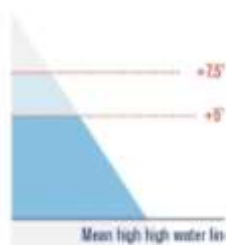
Many residents are outside the 5 and 10 minute walk sheds along transit corridors which makes it hard to get to jobs downtown and new job centers are emerging that are poorly served by transit.



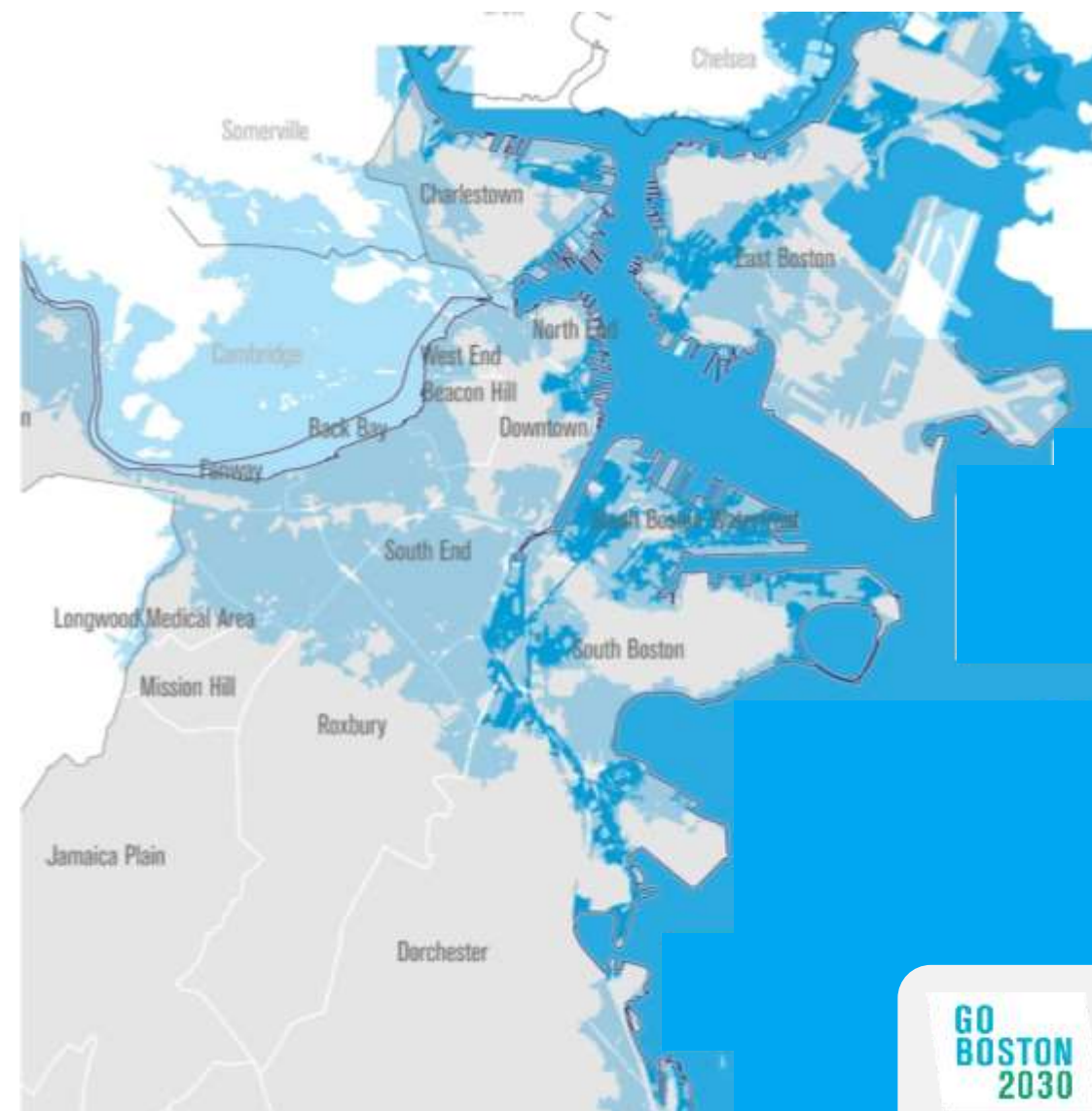
CLIMATE RESPONSIVENESS

With a 7.5 foot storm surge approximately 432 miles of roadway will be vulnerable

Storm Surge at Mean High High Water



Data Source: Boston Harbor Association, 2010, via City of Boston DoT, MassGIS, Climate Ready Boston 2013.



GO
BOSTON
2030

Imagining Our Transportation Future

VISION: MODE SHARE ASPIRATIONS

Boston Commuters	Share Today	2030 Aspirational
Public Transit	33%	Up by a third
Walk	14.5%	Up by almost half
Bike	1.9%	Increases fourfold
Carpool	5.4%	Declines marginally
Drive Alone	40.6%	Down by half
Other, WFH	4.5%	Slight increase in WFH

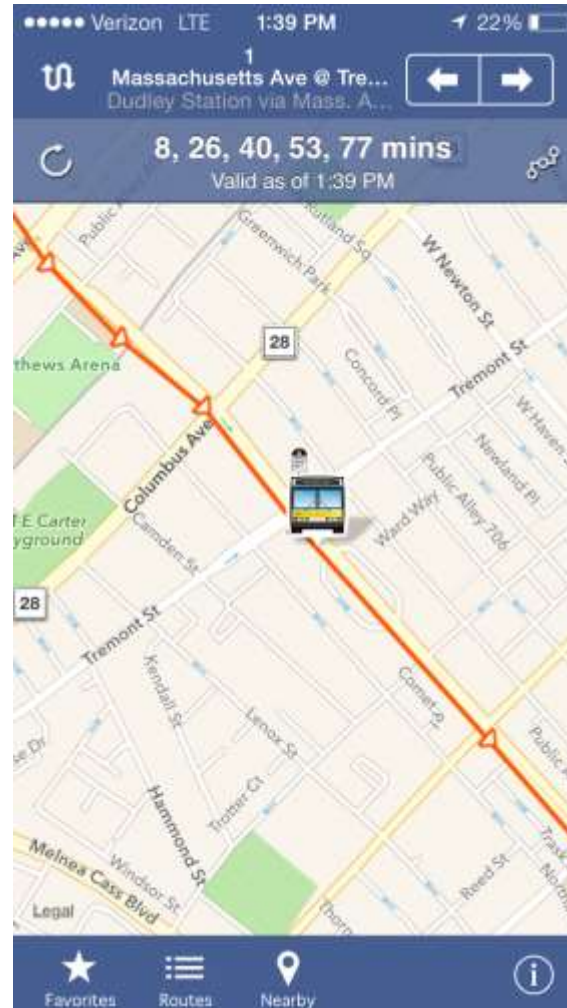
SINCE 2000

How we
pay for
transit



SINCE 2000

Real time
information



MBTA
@MBTA

Follow

Every ride with the #MBTA saves 12.7 lbs of GHG! #MBTAbythenumbers
bit.ly/1f13hcZ

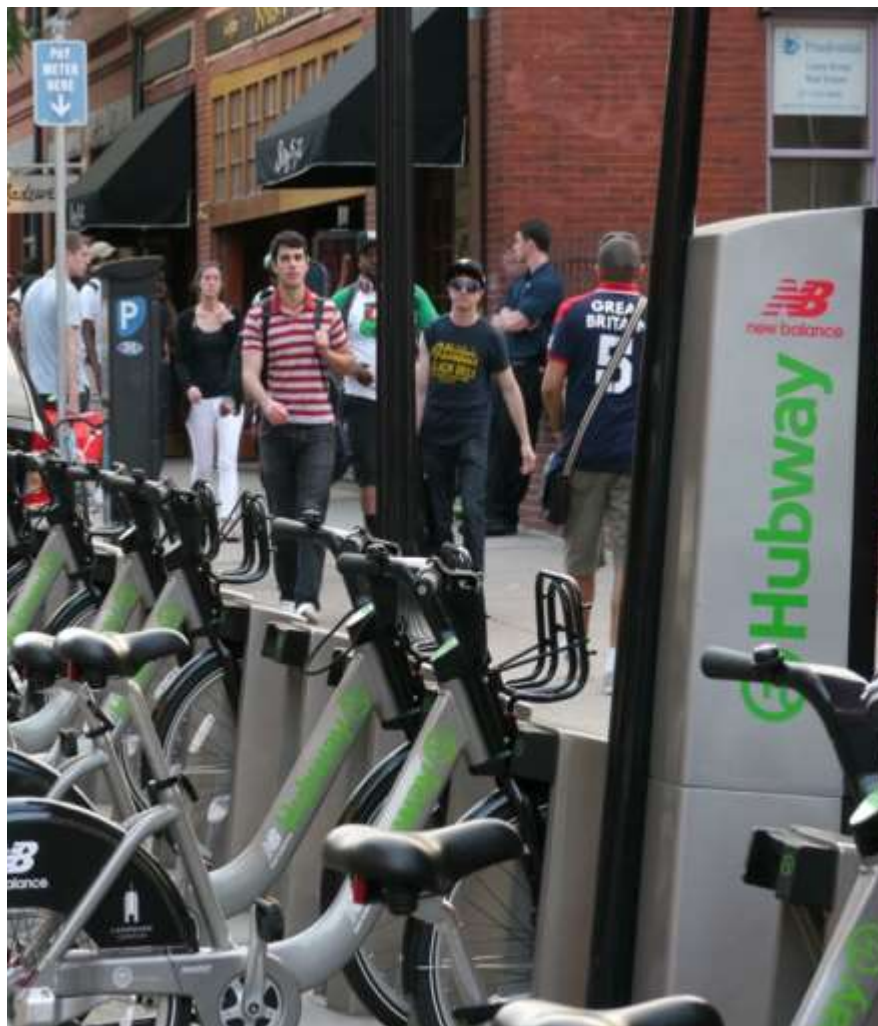


RETWEET



SINCE 2000

Infrastructure for cycling



SINCE 2000

How we use
and view
streets



SINCE 2000

How we
request and
pay to get
around

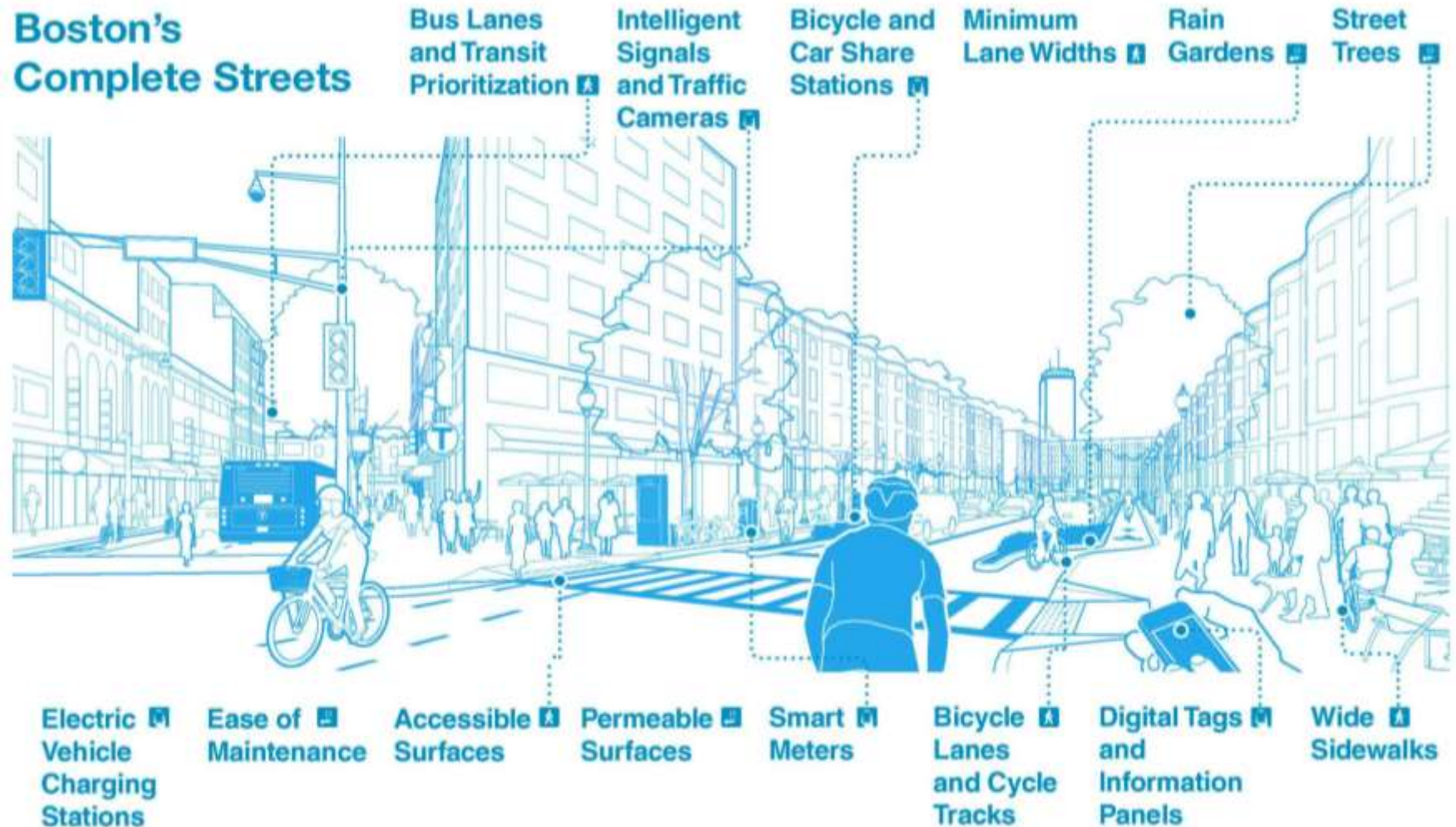


SINCE 2000

A highway
moved
underground
and
transformed
downtown



MULTIMODAL, GREEN, AND SMART



MULTIMODAL STREETS



Commonwealth Avenue

REPURPOSED STREETS FOR PEOPLE WALKING



REPURPOSED STREETS FOR PEOPLE IN TRANSIT



REPURPOSED STREETS AT INTERSECTIONS



REDESIGNED CONNECTIONS BETWEEN STREETS



REDESIGNED SIDEWALKS AND STREETS



REPURPOSED CURB USES

- Scooter parking
- Bike share/car share
- EV charging
- Parklets
- Food trucks



SHARED TRANSPORTATION

Hubway

- From 60 stations at launch in 2011 to 160 stations in 2015
- From 1 million rides by July 2013 to 5 million rides by Fall 2016



Zipcar

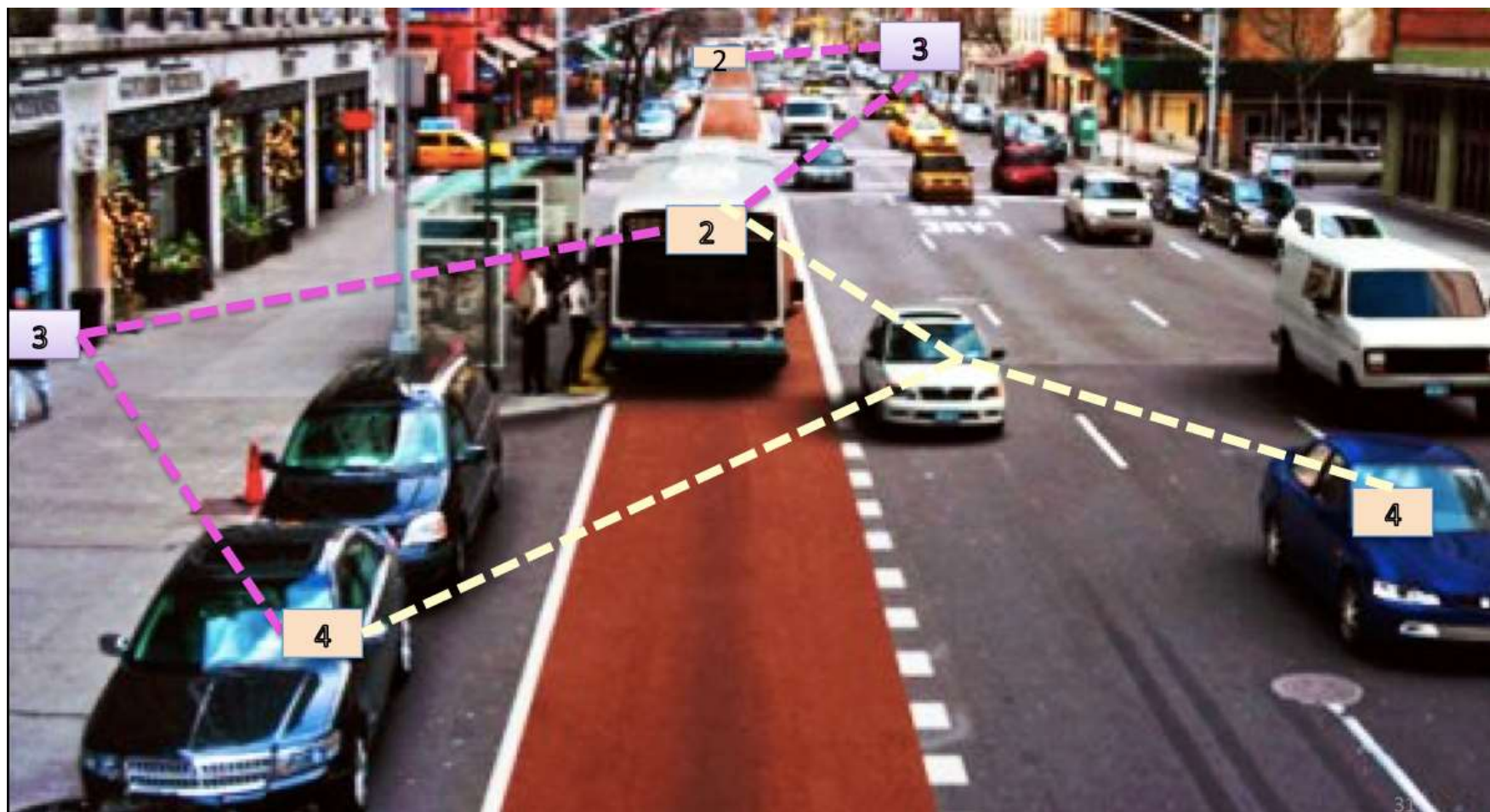
- 600+ Vehicles
- 40,000+ Members

DriveBoston

- 80+ On Street Spaces



STREETS WITH CONNECTED VEHICLES



THE NEXT GENERATION OF VEHICLES



5

Mobility Exercise

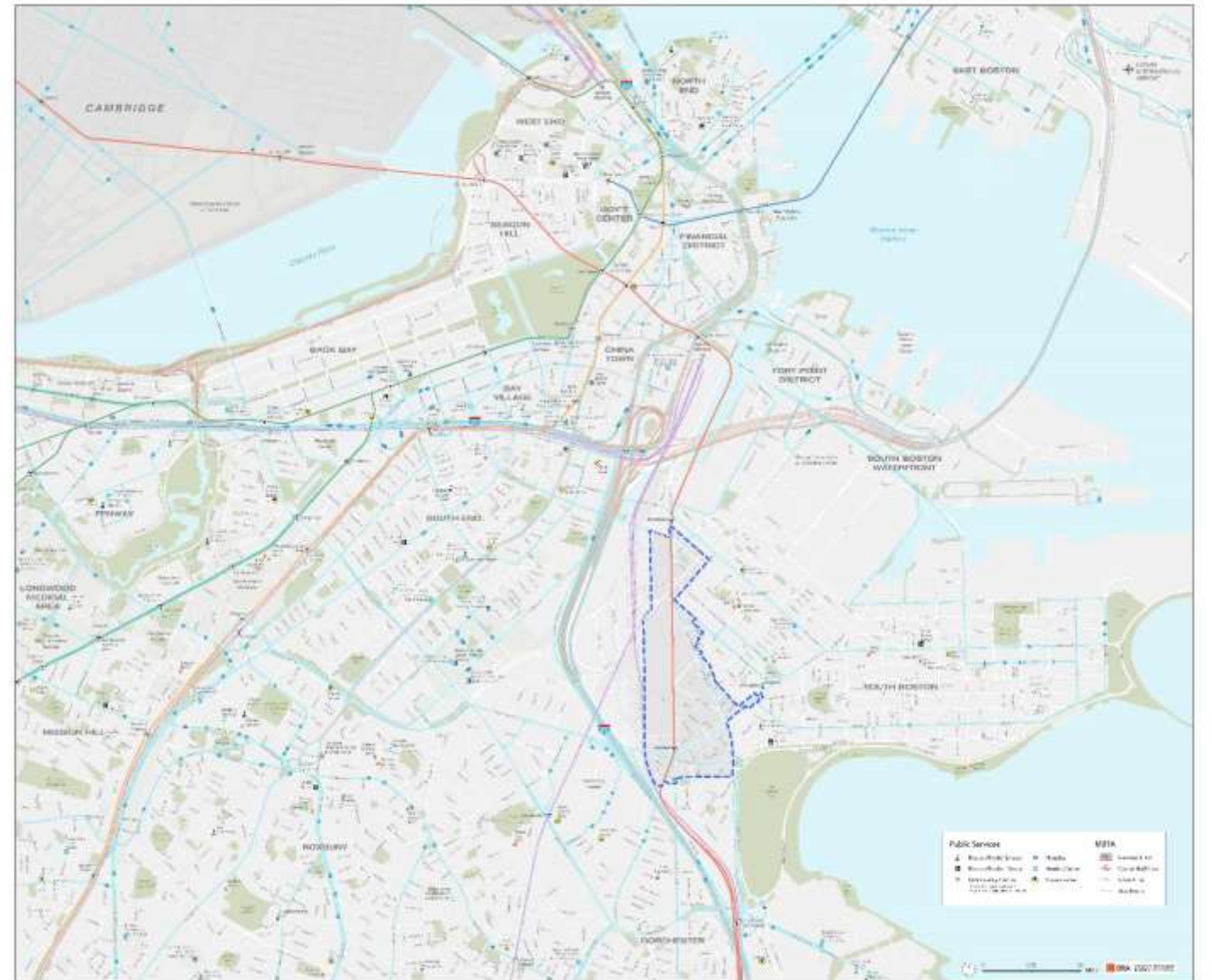


*“Placemaking” workshop
January 27, 2016*

CONNECTIONS

Instructions

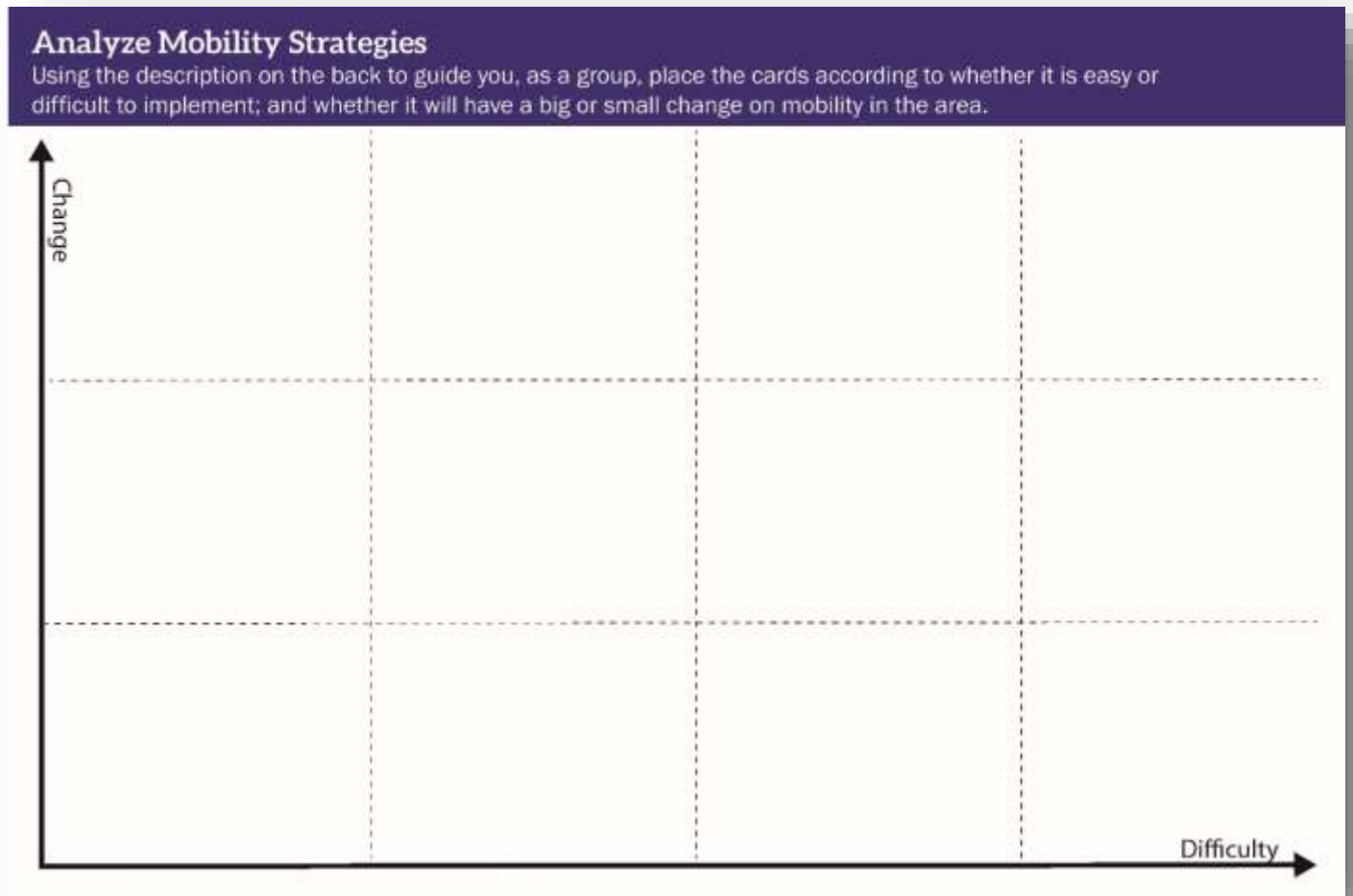
- There are destinations surrounding the study area, both near and far, that are difficult to get to without driving.
- West Broadway, South Bay, LMA, South Boston Waterfront
- If you lived or worked in this area, how would you get to these places?
- What connections need to be strengthened?
- What connections need to be created?



ANALYZE MOBILITY STRATEGIES

Instructions

- We have assembled a set of innovative mobility strategies that might be implemented in the study area.
- First we will learn about the strategies.
- Second we will analyze them as a group based on:
 - How much change the strategy would create
 - How difficult (either institutionally, politically or financially) each strategy would be
- This is not where you say whether you think each is a good idea or not!



PRIORITIZE MOBILITY STRATEGIES

Instructions

- Now that we understand each strategy, we will think about whether they are a good idea – whether we should prioritize each.
- Each person will get five dots that they can distribute as they like.
- This will create a prioritized list for each table.

Prioritize these Mobility Strategies: Group A

Which of these strategies do you prefer, given your personal experience and the analysis? Each participant has dots to vote with on their preferred strategies.

Mobility Strategies	Prioritization Dots	Comments
1. Remote/shared parking		
2. Lower minimum parking requirements for vehicle trip reduction strategies		
3. Require developments to include carshare parking spaces and provide free carshare vehicles to residents		
4. Unified private, publically accessible transit system		
5. Exclusive bus lanes		
6. Transportation Management Association (TMA)		
7. Bus service to South Boston Waterfront		
8. Cycle Track - possible short term plan for Old Colony from Dorchester Avenue to Moakley Park.		
9. Bike network - possible long term plan for major streets		
10. Charging for residential parking permits		

Table Number: _____