

South Boston WALK- BIKE TOUR September 14, 2015

COMMUNITY COMMENTS	THEME
walk to prevent sound from route 93	Community Resiliency & Sustainability
more affordable housing - ownership & rental	Community Resiliency & Sustainability
population impact	Community Resiliency & Sustainability
I would also like to see some of the industrial character of the avenue preserved. Some of the warehouses are in good condition and could be pretty cool...housing (lofts?!), or retail as we saw when we visited GrandTen Distillery and Peter Welch's Gym. Boston is proud of its history, and we should preserve it when at all possible.	Community Resiliency & Sustainability
ADA	Community Resiliency & Sustainability
If the area changes to mixed use, where will the commercial / industrial businesses relocate to ? There needs to be a plan for these companies since these companies produce jobs and services for the City of Boston as a whole. I understand that Newmarket has a very low % percentage of available space for new companies. We don't want to see these companies leave Boston.	Community Resiliency & Sustainability
Height restrictions - no more than 6 stories	Land Use & Development
What kinds of commercial, office uses, R&D and retail will be allowed in this area? New uses for green companies, start ups etc should be studied.	Land Use & Development
Workforce housing is very important, however this area should also look closely at the zoning that was done for Harrison Albany area in the South End. If FAR and height is increased in this area, and in turn developers would give also give space for start ups companies, start up retailers that are community based or cultural spaces.	Land Use & Development
Any project that has filed a letter of intent should wait till the planning and zoning has been completed. Maybe this area should have an IPOD put in place during the planning and rezoning of Andrews Sq. There are many examples of planning and rezoning area were developers were told by the BRA and the City to wait till the planning and rezoning was completed; for example the Fenway area and Harrison / Albany area in the South End. These 2 areas have undergone a tremendous growth area and good projects have been built respecting the new planning and zoning.	Land Use & Development
Housing with reduced parking ratios	Land Use & Development
one story buildings - NO	Land Use & Development
more retail	Land Use & Development
parking garage?	Land Use & Development
no more ground floor single-car garages (curb cuts on main street)	Land Use & Development
connect the pockets of retail	Land Use & Development
Dot Ave industrial days are behind them. As folks saw from the tour there are a lot of vacant, run-down buildings (including the fish place that had been burned out for several years). I believe Dot Ave should be mixed use – housing (preferably work force), commercial (possibly light industrial – that would include a storefront for more foot traffic) and retail.	Land Use & Development
If the area changes to mixed use, where will the commercial / industrial businesses relocate to ? There needs to be a plan for these companies since these companies produce jobs and services for the City of Boston as a whole. I understand that Newmarket has a very low % percentage of available space for new companies. We don't want to see these companies leave Boston.	Land Use & Development
bike lanes	Mobility & Connectivity
need more access for roads to get to X-way without Dot. Av. included	Mobility & Connectivity
Andrew Square pedestrian Xing	Mobility & Connectivity
Move Hubways off street	Mobility & Connectivity
Auto ramps should meet pedestrian codes for travel	Mobility & Connectivity
bike lanes improved	Mobility & Connectivity
There needs to be a build out of % footage for the next 20-30 years related to Transportation capacity. Just using Transportation analysis from other Article 80 project is not going to give the data for the capacity of sq footage that can be build out. The City of Boston /BRA needs to hire a Transportation firm to do a build out. Especially with interest in Widett Circle, the expansion of South Bay Mall, the congestion and at times gridlock in Seaport area, congestion of Dot Ave, and the current conditions of Andrew Sq.	Mobility & Connectivity
More connecting streets and a possible new grid pattern needs to be looked at carefully to allow traffic to flow through the area and for pedestrians. There are many Article 80 projects in the works and also some developers have filed letters of intent. Can some of these projects have new connecting roadways built as part of the projects ?	Mobility & Connectivity
The Haul road needs to be opened more for residential traffic.	Mobility & Connectivity
Look at Track 61 rail for future connections	Mobility & Connectivity
Bike infrastructure!	Mobility & Connectivity
through connections to the south end?	Mobility & Connectivity
reconnect Dot Ave.	Mobility & Connectivity
connect better to Harbor Way (path?)	Mobility & Connectivity
Improve #9 bus route, the turn into Broadway Station	Mobility & Connectivity
TRAFFIC – during the weekdays Dorchester Ave is a traffic nightmare. I'm sure BTM will be looking at ways to relieve some of the traffic from Dot Ave by creating new roads. With all the room near the railroad tracks, in the back, there is the possibility of constructing a major road that could link to the haul road and take the burden off of Dot Ave. I have great faith in BTM and look forward to their ideas. I also think Dot. Ave should be opened up to South Station.	Mobility & Connectivity
BIKES – although we welcome Hubway to the square, the bike racks should be placed somewhere that they do not take away from existing parking. The current bike rack on Dot Ave should be moved to Andrew Station. We have asked that this be done since they installed it several years ago. Moving forward, I believe Hubway should work with the local neighborhood associations to identify areas for the racks.	Mobility & Connectivity
ADA	Mobility & Connectivity
widen sidewalks	Public Realm & Streetscape
plant trees	Public Realm & Streetscape
please preserve mature trees!!	Public Realm & Streetscape
public realm- setbacks for all NEW development (i.e. planters)	Public Realm & Streetscape
trees	Public Realm & Streetscape
wider sidewalks	Public Realm & Streetscape
make sidewalk repairs	Public Realm & Streetscape
Andrew Station trash issues	Public Realm & Streetscape
wider sidewalks	Public Realm & Streetscape
wider sidewalks - handicap ramps @ sidewalk ends	Public Realm & Streetscape
More public green spaces	Public Realm & Streetscape
Open space needs to be looked at in the study area. If mixed use projects are being built, open space needs to be part of the overall vision.	Public Realm & Streetscape
Streetscape plan need to be part of the study area. How wide are the sidewalks, commercial parking, meter parking, bike lanes etc. In some areas, wider sidewalks should be looked at so outdoor dining and other uses can be accomplished.	Public Realm & Streetscape
Dot Ave. - beautiful complete street entrance to Boston with sysletrack	Public Realm & Streetscape
more big parcels - opportunity for larger parks	Public Realm & Streetscape
parks - large and small	Public Realm & Streetscape
view corridors - downtown	Public Realm & Streetscape
trees	Public Realm & Streetscape
pocket parks!	Public Realm & Streetscape
Any new development should be set back to widen sidewalks – possibly making way for some café type restaurants – but more importantly to allow for trees and foot traffic. There is not a tree on Dorchester Ave. from Andrew Station until you get to FW Webb (which is quite a way down the road).	Public Realm & Streetscape