



# STREETS & BLOCKS WORKSHOP

October 26<sup>th</sup>, 2015

*“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*

## PLAN CALENDAR

**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 Workshop*

**NOVEMBER 17, 2015 “Draw With Us”**

*Design Workshop*

**DECEMBER 14, 2015 “What We Heard”**

*Recap Session/Dialogue*

**JANUARY “Choose with Us”**

*Plan Scenario Session*

**FEBRUARY “Discuss with Us”**

*Preferred Plan Draft Session*

**MARCH Plan Production**

*(Internally BRA Staff Draft Plan Document)*

**APRIL “Finalize with Us”**

*Final Plan Presentation*

**MAY & JUNE**

*Internally BRA Staff Draft Zoning Documents & Zoning Commission Meeting*



## AGENDA

- 1 PLAN Overview
- 2 History & Context
- 3 Precedent
- 4 Transportation Network/Connections
- 5 Streets, Blocks & Open Space
- 6 Planning Exercise





# 1

## PLAN Overview

2 History & Context

3 Precedents

4 Transportation  
Network/Connections

5 Streets, Blocks & Open Space

6 Planning Exercise



## ADVISORY GROUP MEMBERS

1. **Anthony Abdelahad** *Resident*
2. **Justin Backal Balik** *A Better City*
3. **Donna Brown** *South Boston Neighborhood Development Corporation*
4. **Valerie Burns** *Resident*
5. **Andrew J. Collins** *Resident*
6. **Kevin Derrick** *Resident*
7. **Sheila Greene Donovan** *South Boston City Point Association*
8. **William Gleason** *West Broadway Neighborhood Association*
9. **Stephen Gray** *Resident*
10. **David E. Hughes** *The Marr Companies*
11. **Neil Janulewicz** *Resident*
12. **Tim Long** *Resident*
13. **Steven D. Mayer** *Dorchester Avenue Taxpayers Association (DATA)*
14. **Patricia McCormick** *Andrew Square Civic Association*
15. **Mary Joyce Morris** *Resident*
16. **Gary Murad** *St. Vincent Lower End Neighborhood Association*
17. **Cheryl O'Brien** *Resident*
18. **Jon Ramos** *Southie Bikes*
19. **Joseph Rogers** *Fort Point Neighborhood Association*
20. **Peter Welch** *Business owner*
21. **Anna White** *Resident*
22. **Linda Zablocki** *Andrew Square Civic Association*



## OPEN HOUSE

July 30, 2015





## OPEN HOUSE COMMENTS

July 30, 2015

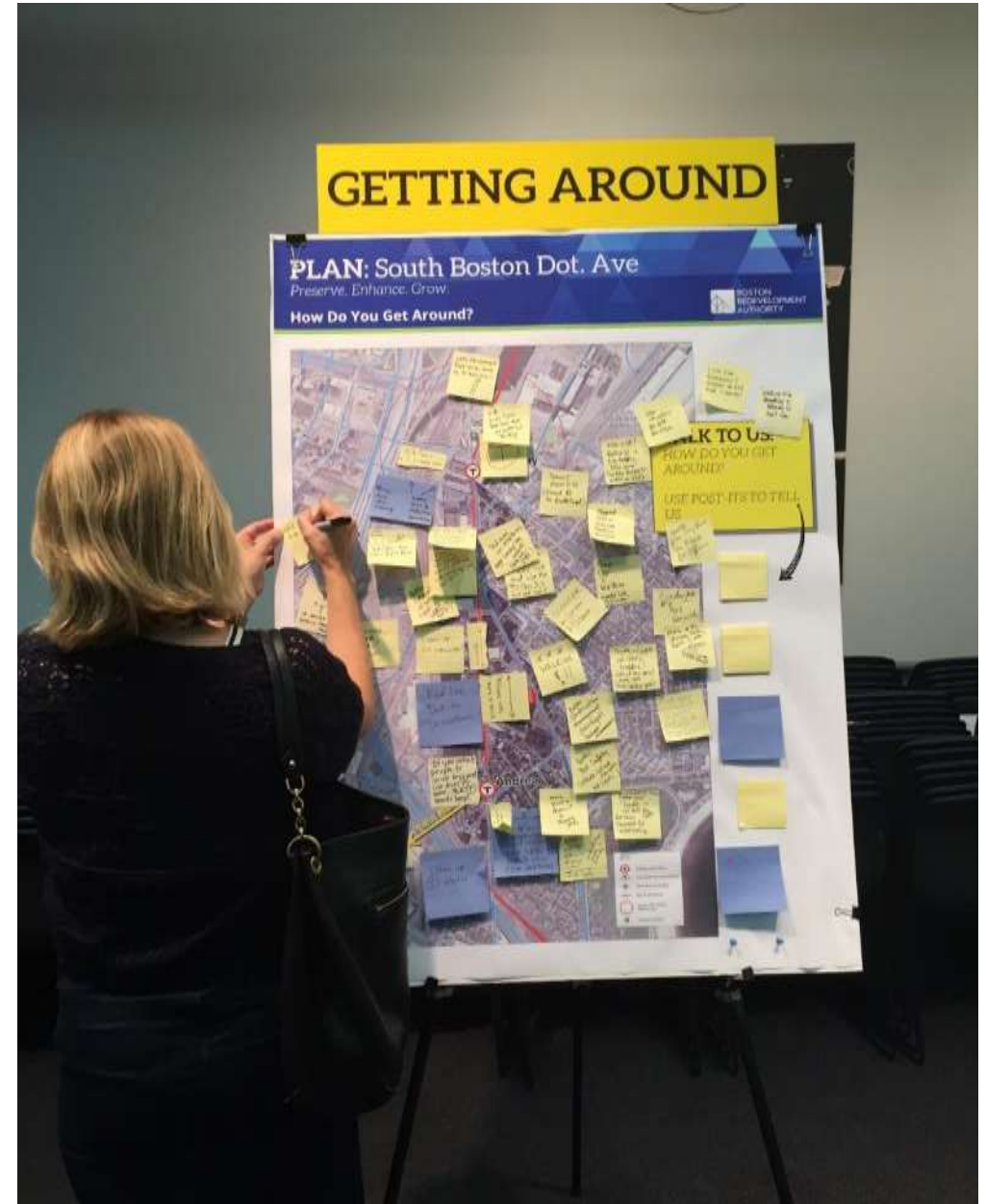
*"Have places for middle class families to stay and thrive in South Boston."*

*"Green Space!"*

*"Take the focus off personal use vehicles + improve transit options. It's not 1950s."*

*"Worker housing that young professionals can realistically afford"*

*"Cyclist safety and comfort on this major route into downtown."*





## WALK AND BIKE TOURS

September 14, 2015





## WALK AND BIKE TOURS COMMENTS

September 14, 2015

*"I would also like to see some of the industrial character of the avenue preserved... Boston is proud of its history, and we should preserve it when at all possible."*

*"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."*

*"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."*





## VISIONING WORKSHOP

October 1, 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, artist  
work/gallery spaces, li-  
brary, performance  
space 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 sup-  
porting education and  
workforce development to  
broaden economic oppor-  
tunity.)

### Environment & Sustainability

Improve  
Climate  
Resilience

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

### Other

Additional  
Priority



## VISIONING WORKSHOP

October 1, 2015

*“South Boston will be an area that provides more residential uses, including families with middle income, to live and work that also is walkable with less traffic congestion, more public transit and preserve existing jobs especially in industrial corridor.*

- *Preserve some industrial*
- *Improve public transit*
- *Build walkable sidewalks and bikeable streets: to support the future of S. Boston; if we change uses, we need to invest.*
- *Reduce traffic congestion*
- *Provide more residential uses: family / middle income – town houses / support middle housing with incentives; afford to live + work”*

*“We are a neighborhood that recognizes the importance of well-functioning transportation, while providing more parking. This should be achieved through improved public transit, as well as more walkable and bikeable streets. This group feels strongly that to achieve this vision, while protecting the existing neighborhood adjacent to Old Colony Avenue, new growth and taller buildings should be located along Dot Ave, especially on the west side of Dot Ave. To further support this vision of Dot Ave, this street should be open to Downtown adjacent to South Station, and filled with ground floor amenities and some office uses. Industrial uses that choose to remain through this transition should be supported.”*

*“Synthesize existing positive uses with future high density, mixed use development that fosters community and culture.*

- *Create more amenities!*
- *Provide more residential uses!*
- *Improve public transit!*
- *Provide more cultural & civic spaces!*
- *Provide quality walkable, open space!”*

## VISIONING WORKSHOP

October 1, 2015

*"To create an economically and environmentally sustainable, transit-oriented neighborhood with a diversity of housing options, 21<sup>st</sup> century live-work-play uses, and access to quality open space, job opportunities, and cultural amenities."*

### ***"Develop a comprehensive framework for:***

- *Viable industry that is focused with service along the rail edges / 93*
- *New neighborhood amenities along Dot Ave*
- *Larger consolidated open spaces funded by community benefits agreements with developers*
- *Separate and protected bikeway along the rail edge / 93 or raised along Dot Ave.*
- *Improved transit connections along D Street to the Seaport.*
  - *Improve public transit*
    - *More local "privatized" option?*
    - *D Street connection from Dot Ave to Seaport: hotel workers direct access, incentivize new development on Dot Ave*
  - *Build walkable sidewalks & bikeable streets*
    - *Off-street / protected bike lanes*
    - *Non-car connecting pathway/corridor*
    - *Old rail corridor? Safety, lights?*
  - *Create more amenities*
    - *Need to manage loading impacts off street*
    - *Need more res. to make viable*
  - *Provide quality open space*
    - *Open space fund from developers?*
    - *Develop target s.f./resident*
  - *Preserve some industrial uses*
  - *Maintain character*
  - *Utilize existing vacancies – retain + expand"*



## VISIONING WORKSHOP

October 1, 2015

*We want this neighborhood to grow, improve the quality of life for everyone, and enhance the rest of South Boston by:*

- Improving public transit*
- Building walkable sidewalk and bikeable streets*
- Reducing traffic and congestion*
- Creating more amenities, and*
- Providing more cultural & civic spaces*

- Incorporate open public space into all future developments.*
- Reduce traffic congestion through a combination of methods including walkable space, bike lanes, public transportation and new connections.*
- Allow for the creation of neighborhood amenities like groceries and retail shops (and restaurants).*
- Preserve and redefine future opportunities like high tech and light manufacturing.*

The group's key priorities centered around open space and building a walkable/bikeable street network. These two were prioritized because if not incorporated at the outset (especially street network), these improvements would be difficult to incorporate later. Improved amenities, transit and cultural & civic spaces must also be incorporated into any zoning incentives offered to developers.

## 2

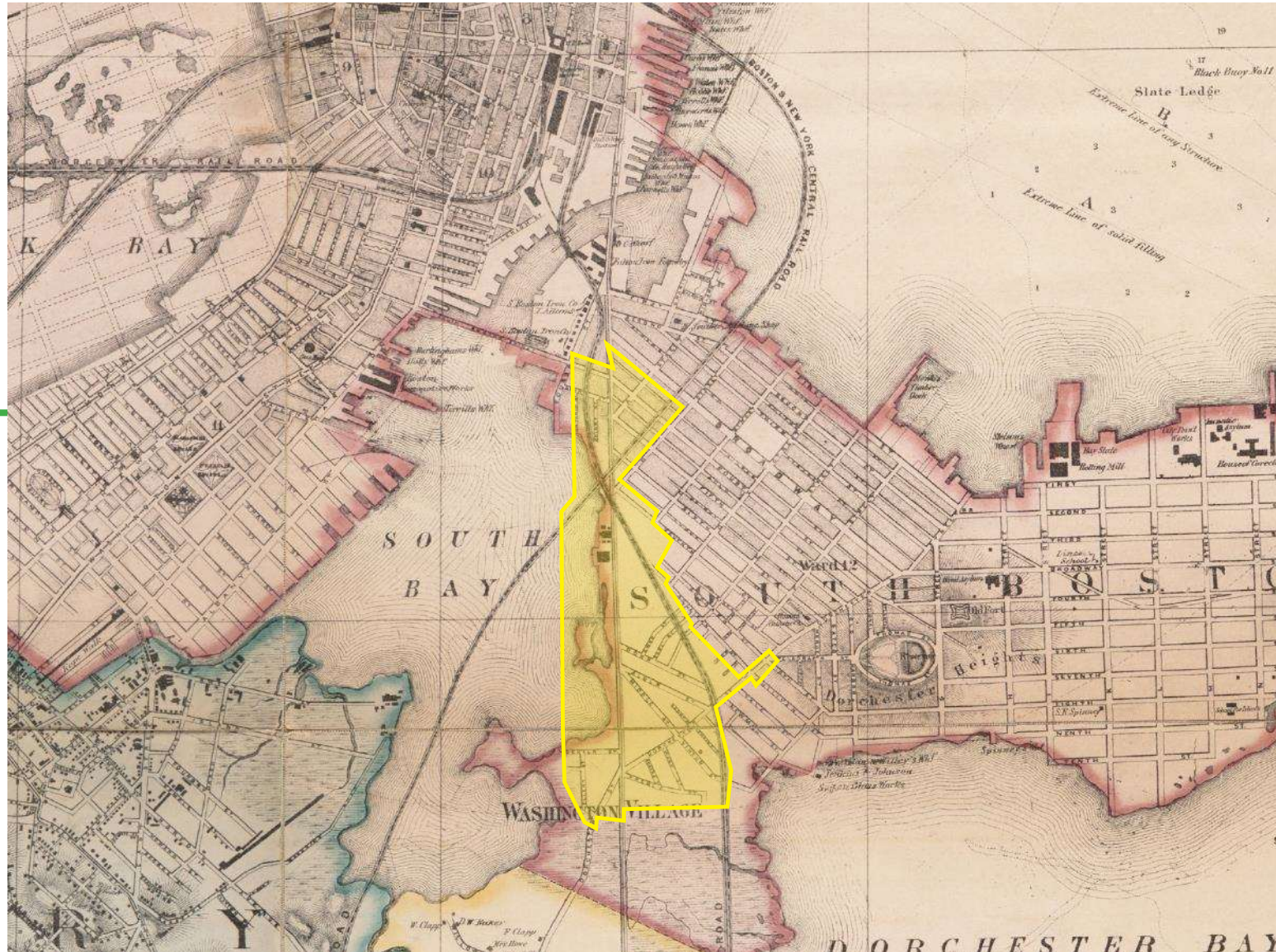
### History & Context

3 Precedent

4 Transportation  
Network/Connections

5 Streets, Blocks & Open Space

6 Planning Exercise





## HISTORY

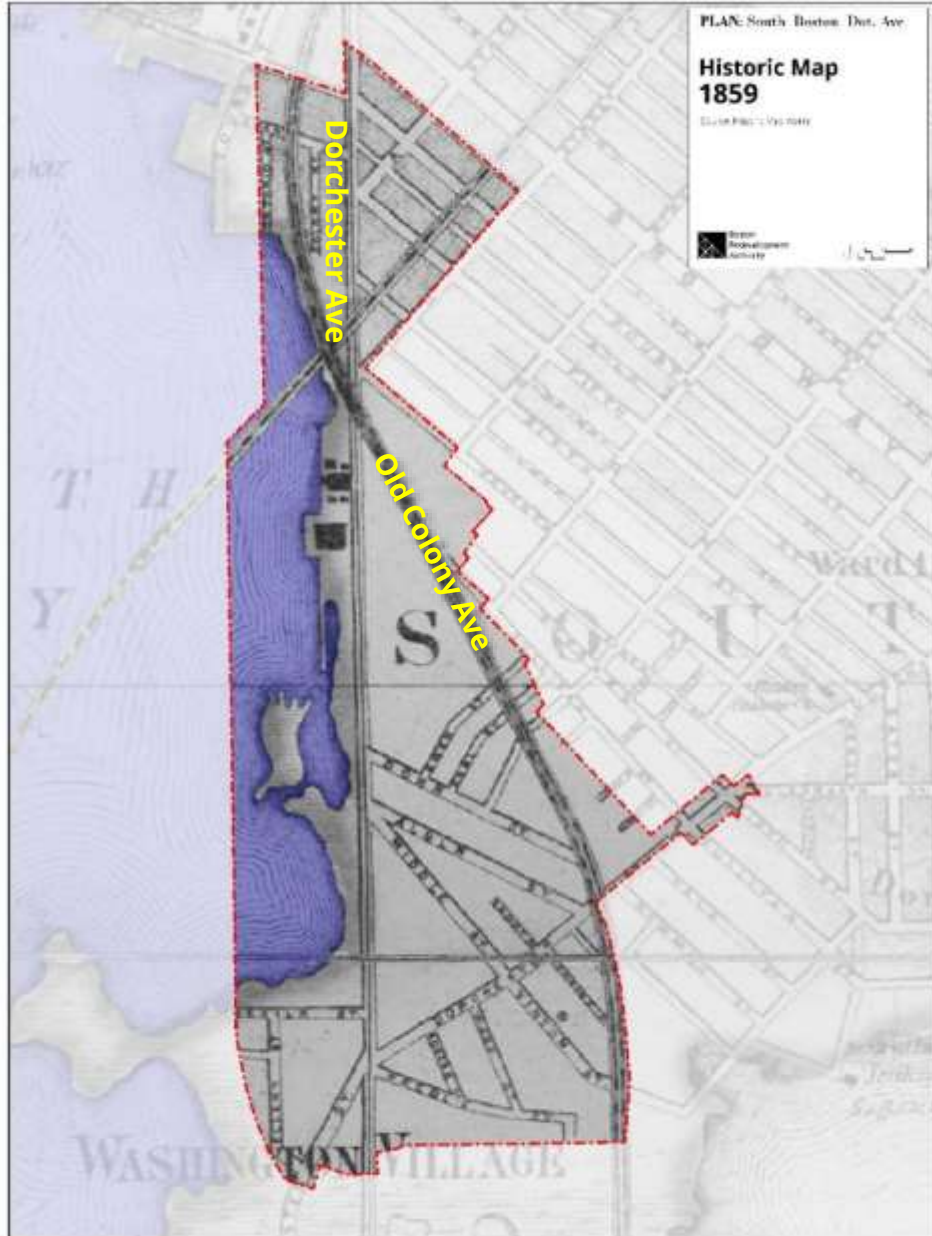
- “Great Neck” annexed to Boston in 1804
- Urban neighborhood created from pastures & farms
- South Boston neighborhood based on a planned urban design
- Street plan of 1805 established current grid
- A new bridge created first direct link to South Boston
- Peninsula enlarged by landfill
- Dorchester Avenue originally laid out as a toll road
- Cyrus Alger built his iron foundry west of Dorchester Turnpike. Active in the community and on the city council, he paid for sidewalks to be laid and trees planted along Dorchester Avenue.
- First building boom, post annexation, occurred between the Civil War and World War I



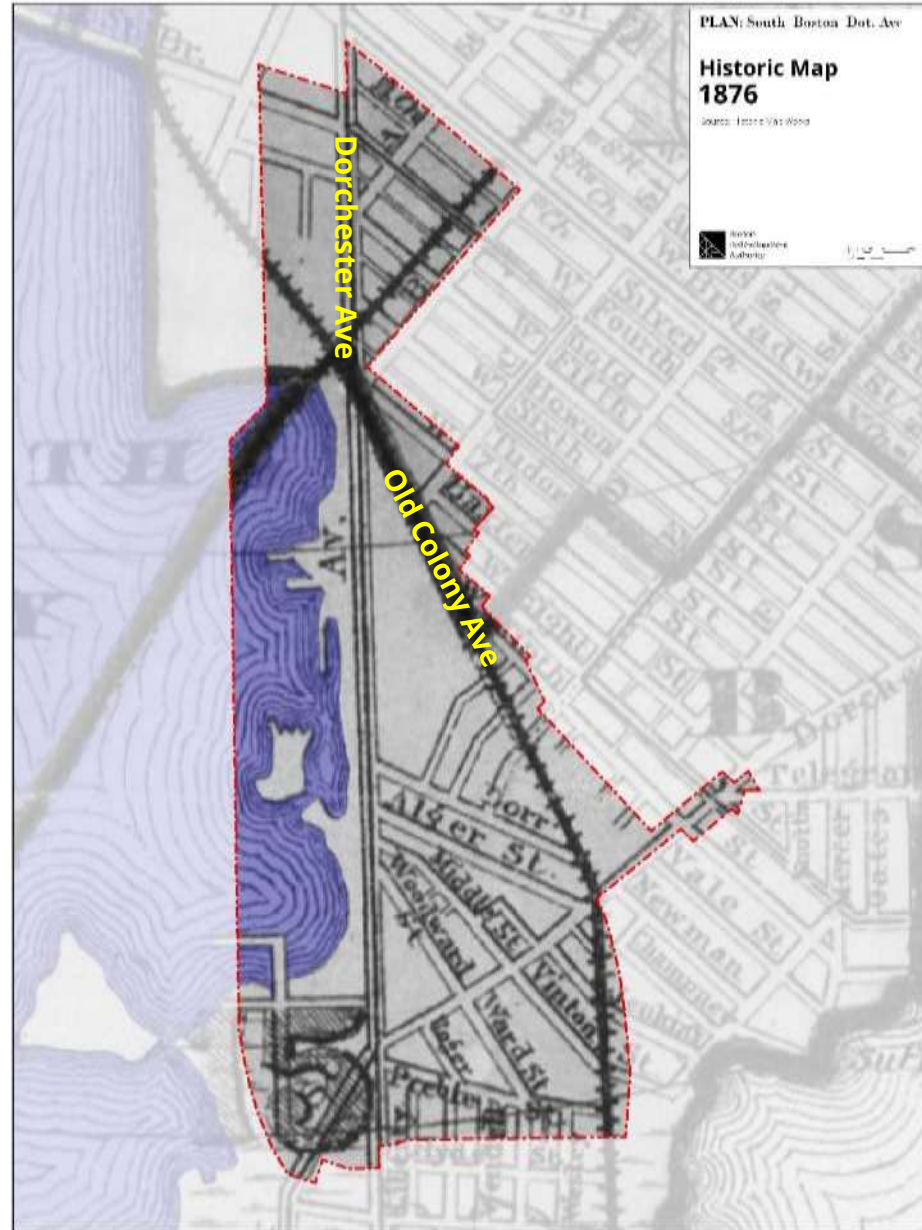


# PLAN: South Boston Dorchester Avenue

Preserve. Enhance. Grow.



1859

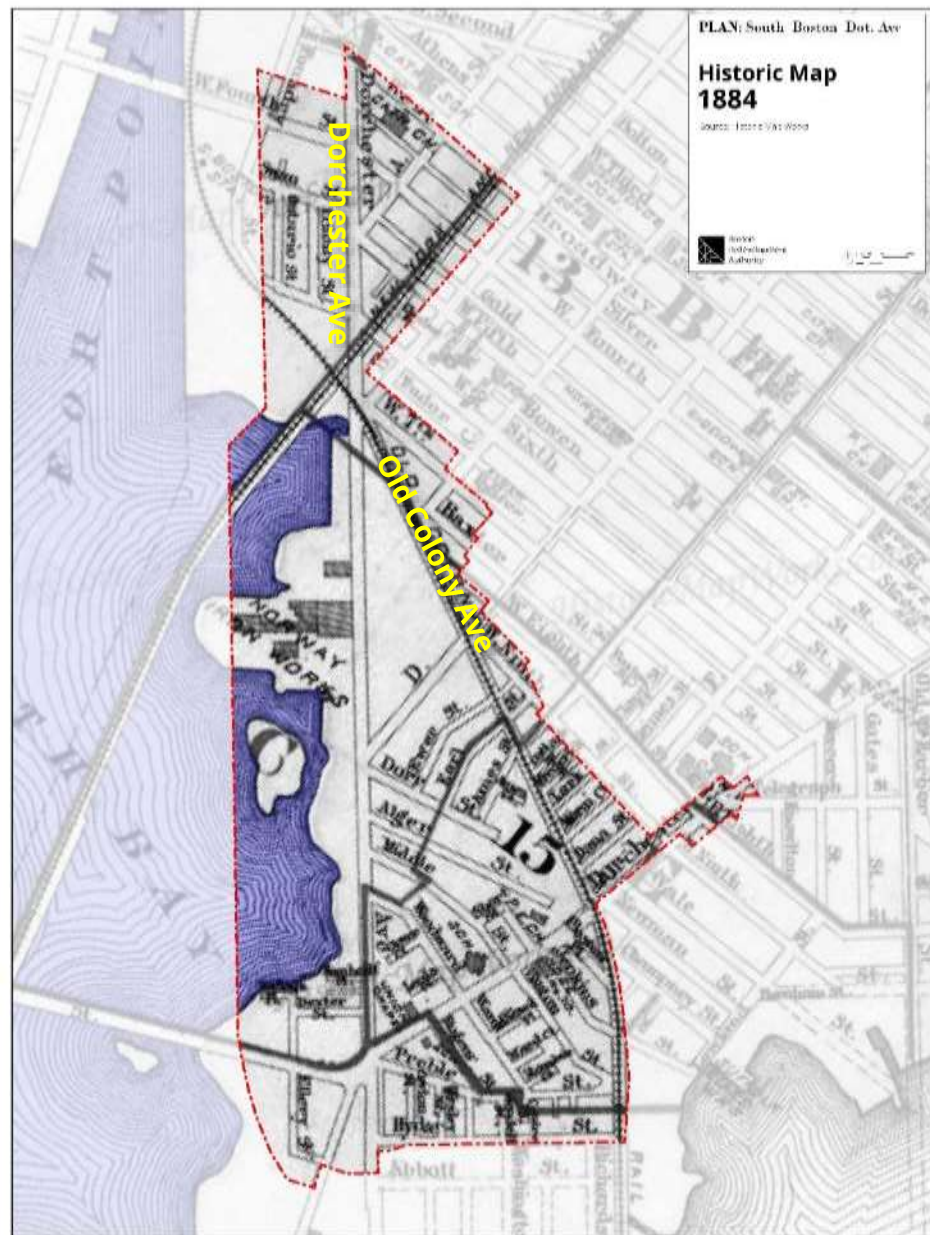


1876

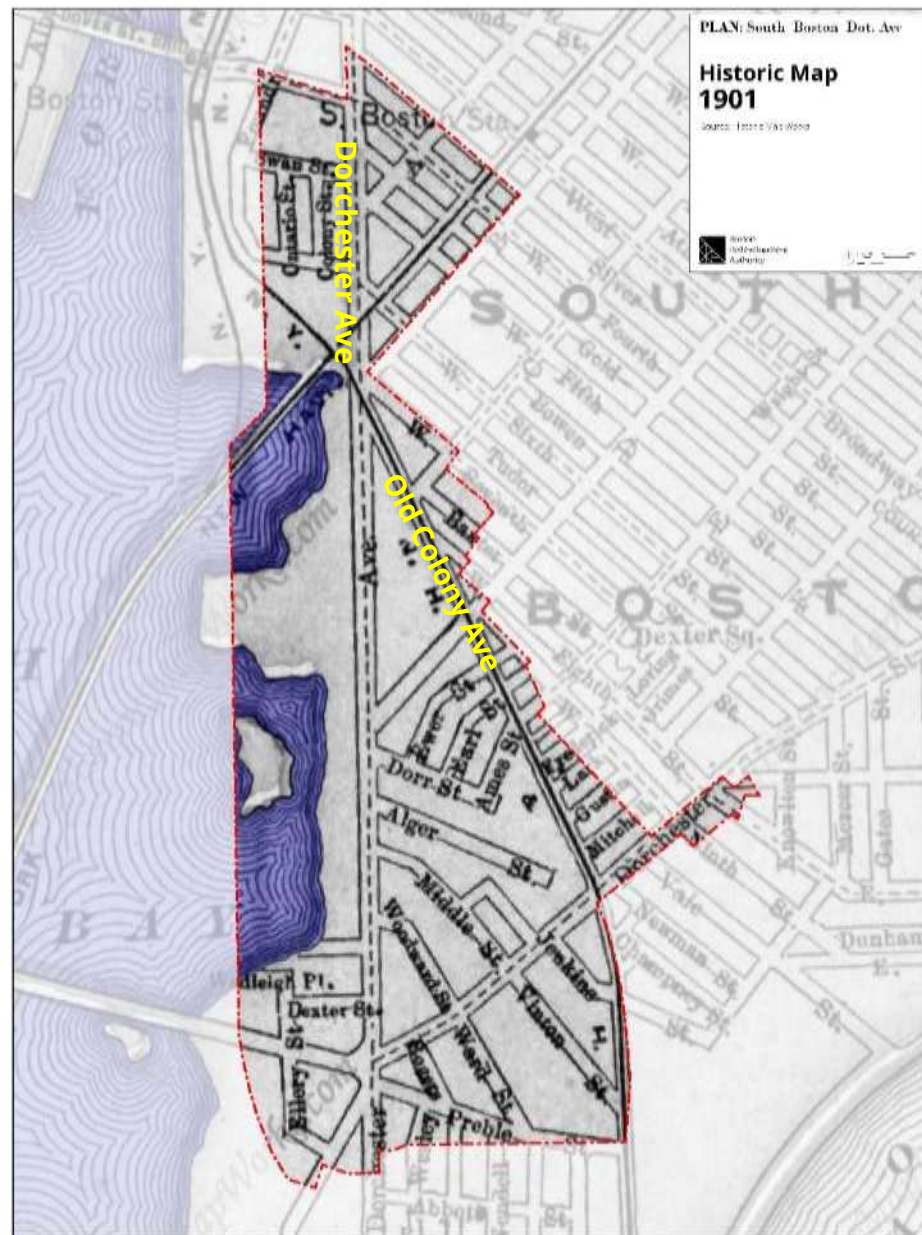


# PLAN: South Boston Dorchester Avenue

Preserve. Enhance. Grow.



1884

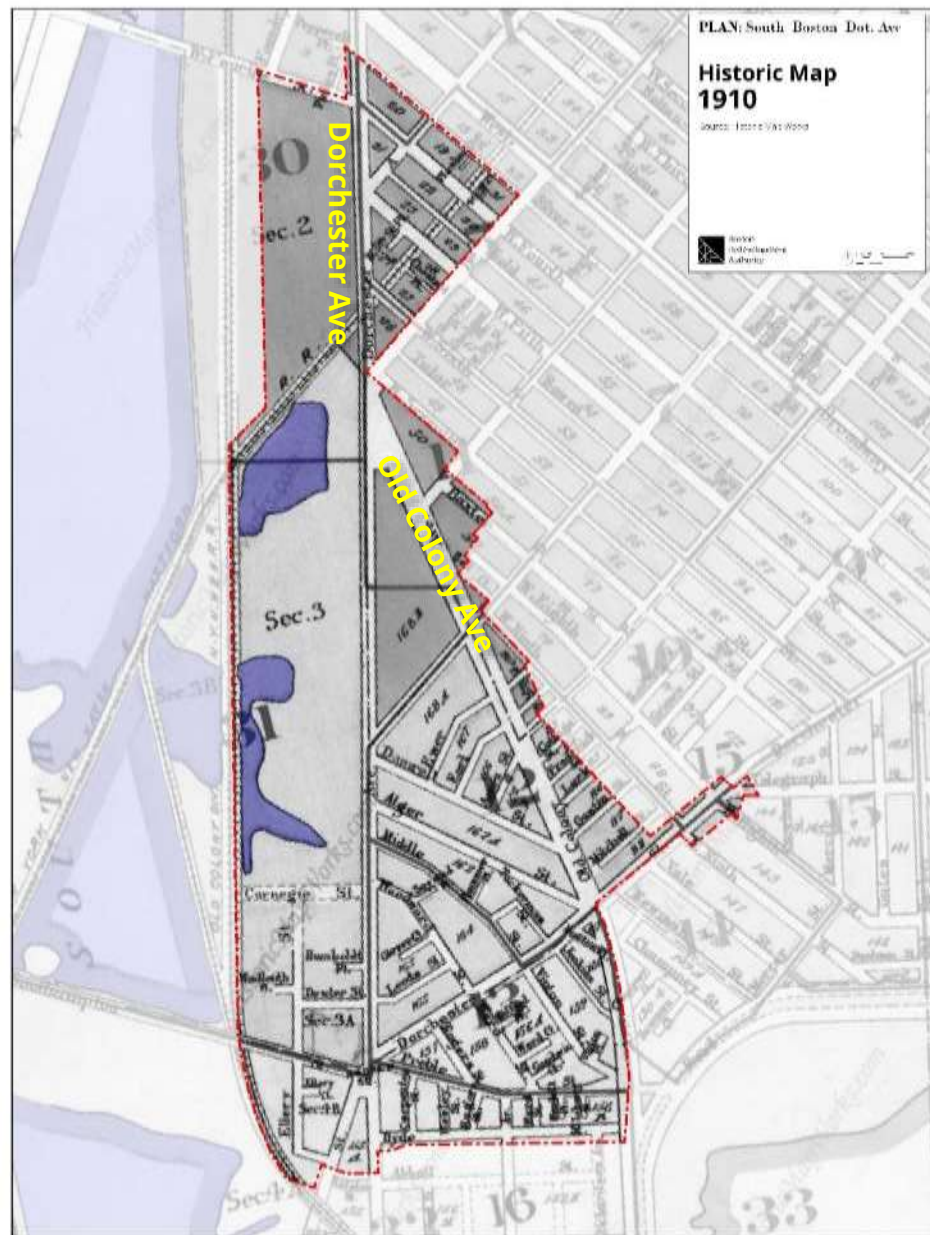


1901

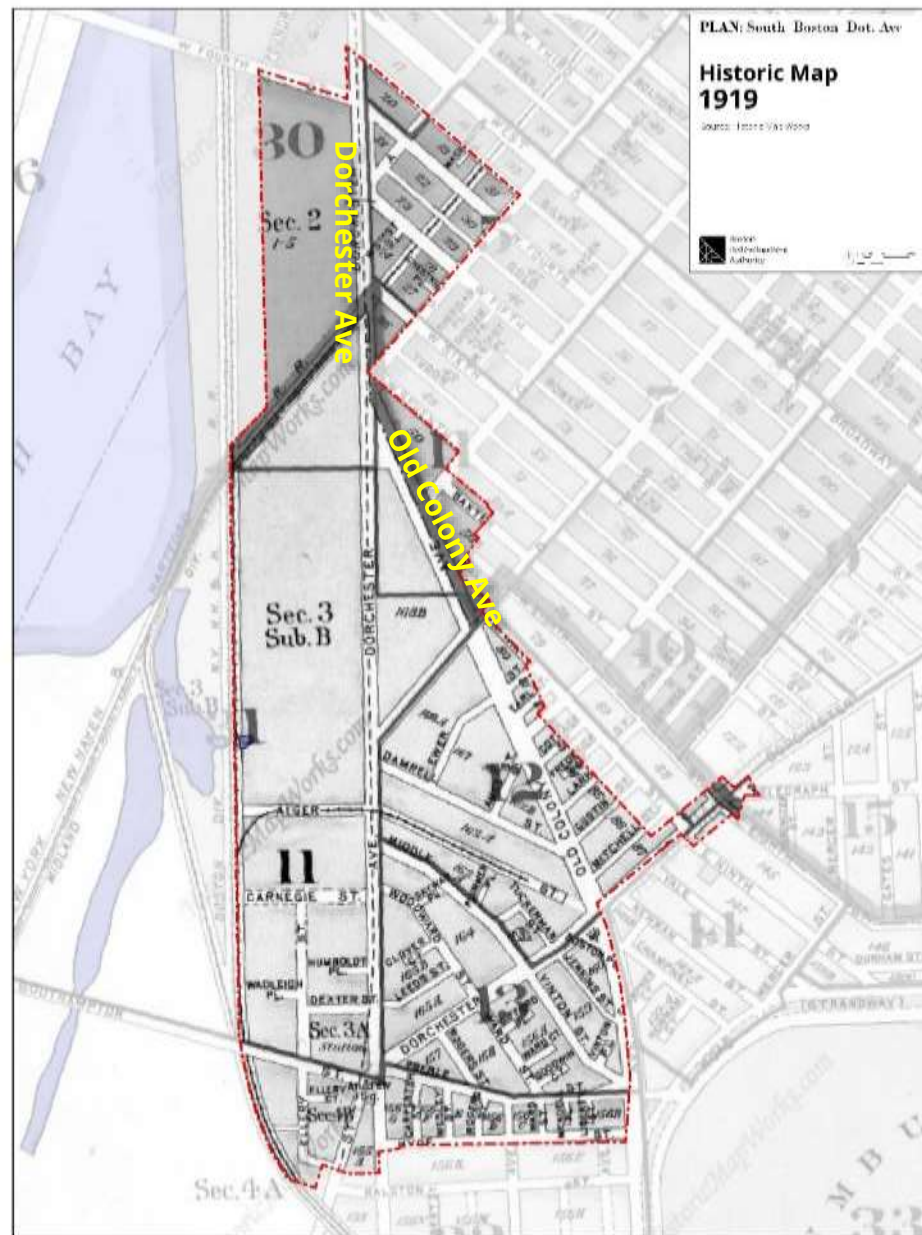


# PLAN: South Boston Dorchester Avenue

Preserve. Enhance. Grow.



1910

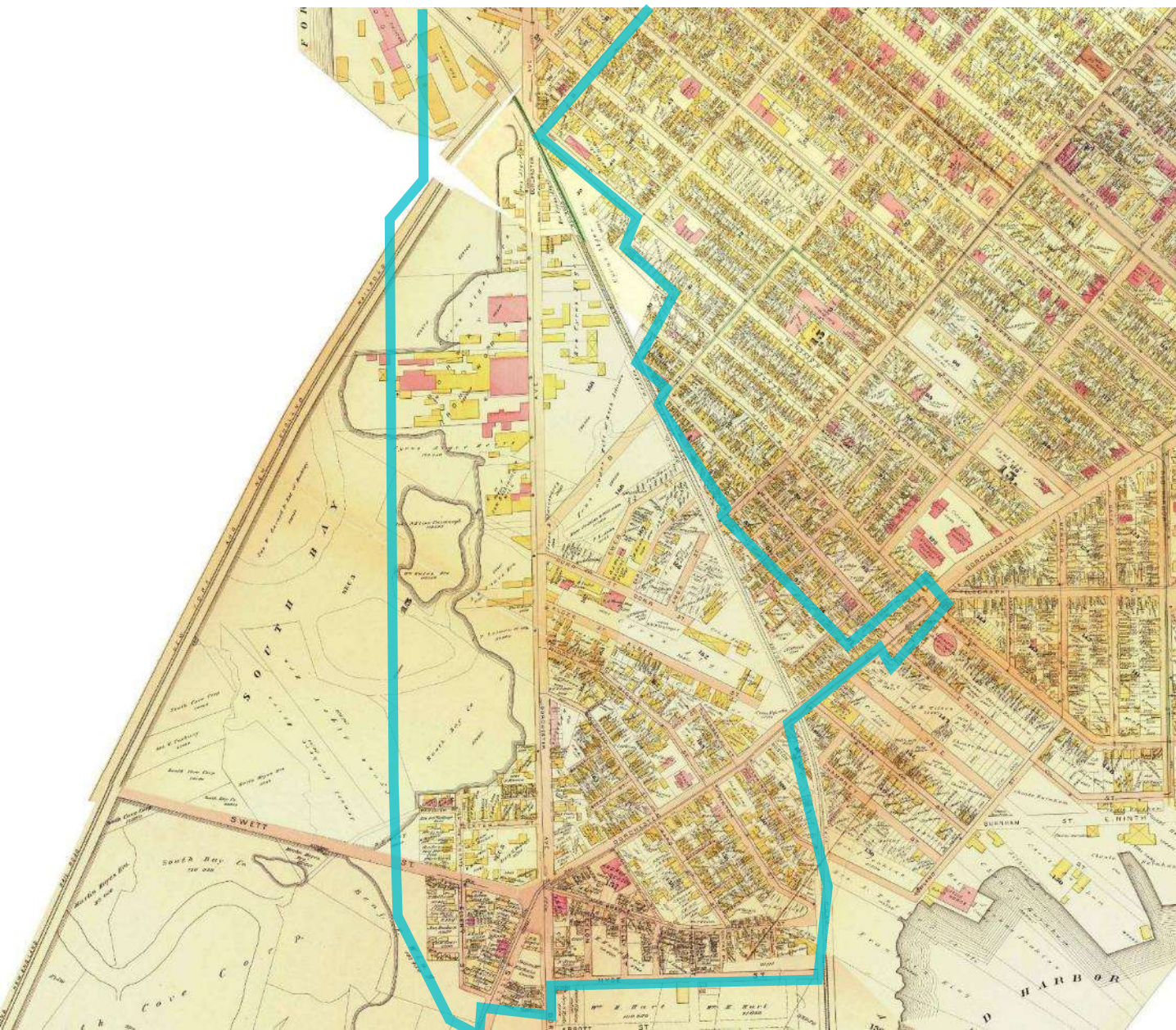


1919



# PLAN: South Boston Dorchester Avenue

Preserve. Enhance. Grow.



1884 Map

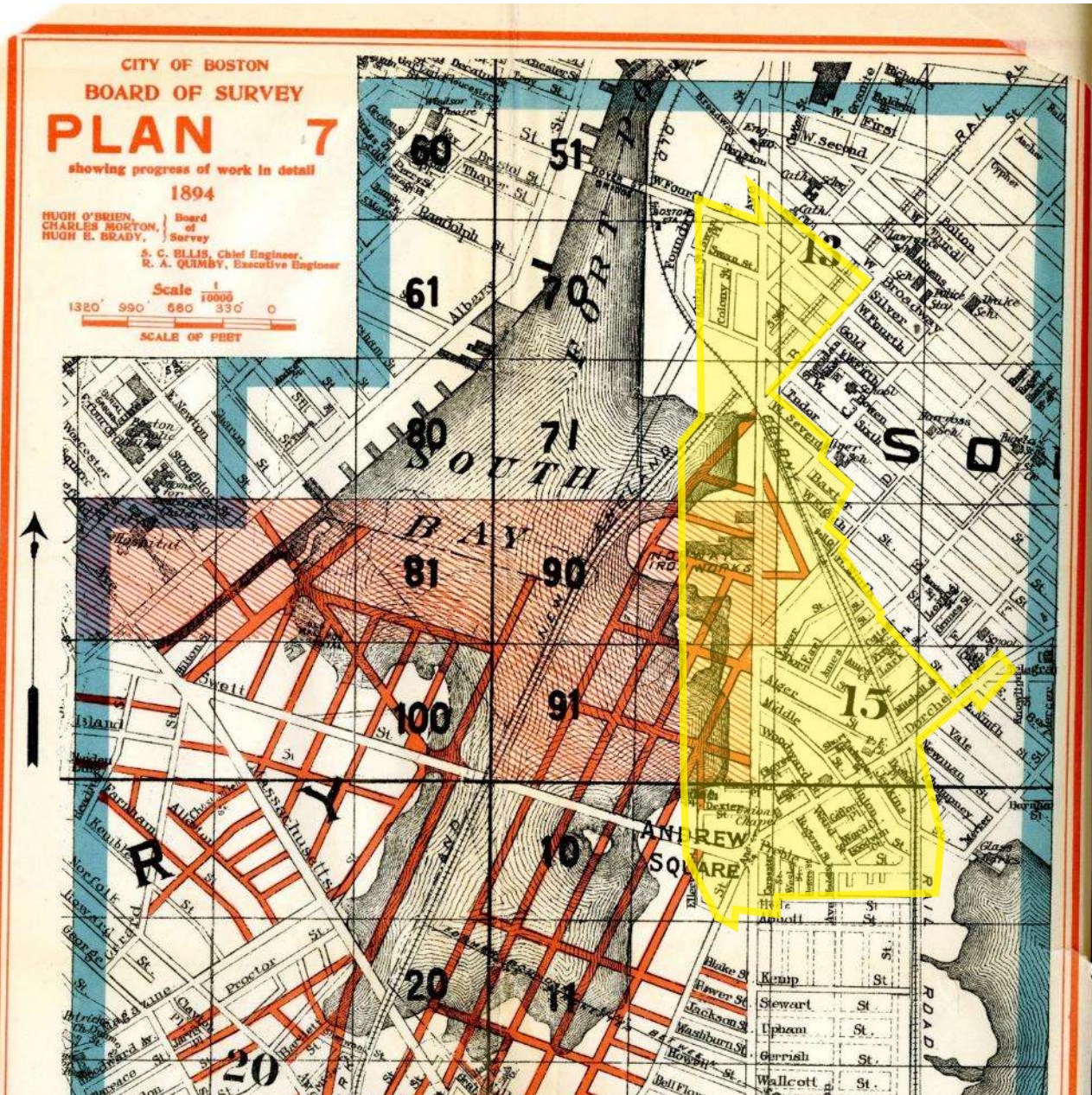
Broadway Station 1920's





# PLAN: South Boston Dorchester Avenue

Preserve. Enhance. Grow.



Map from 1894

Andrew Square





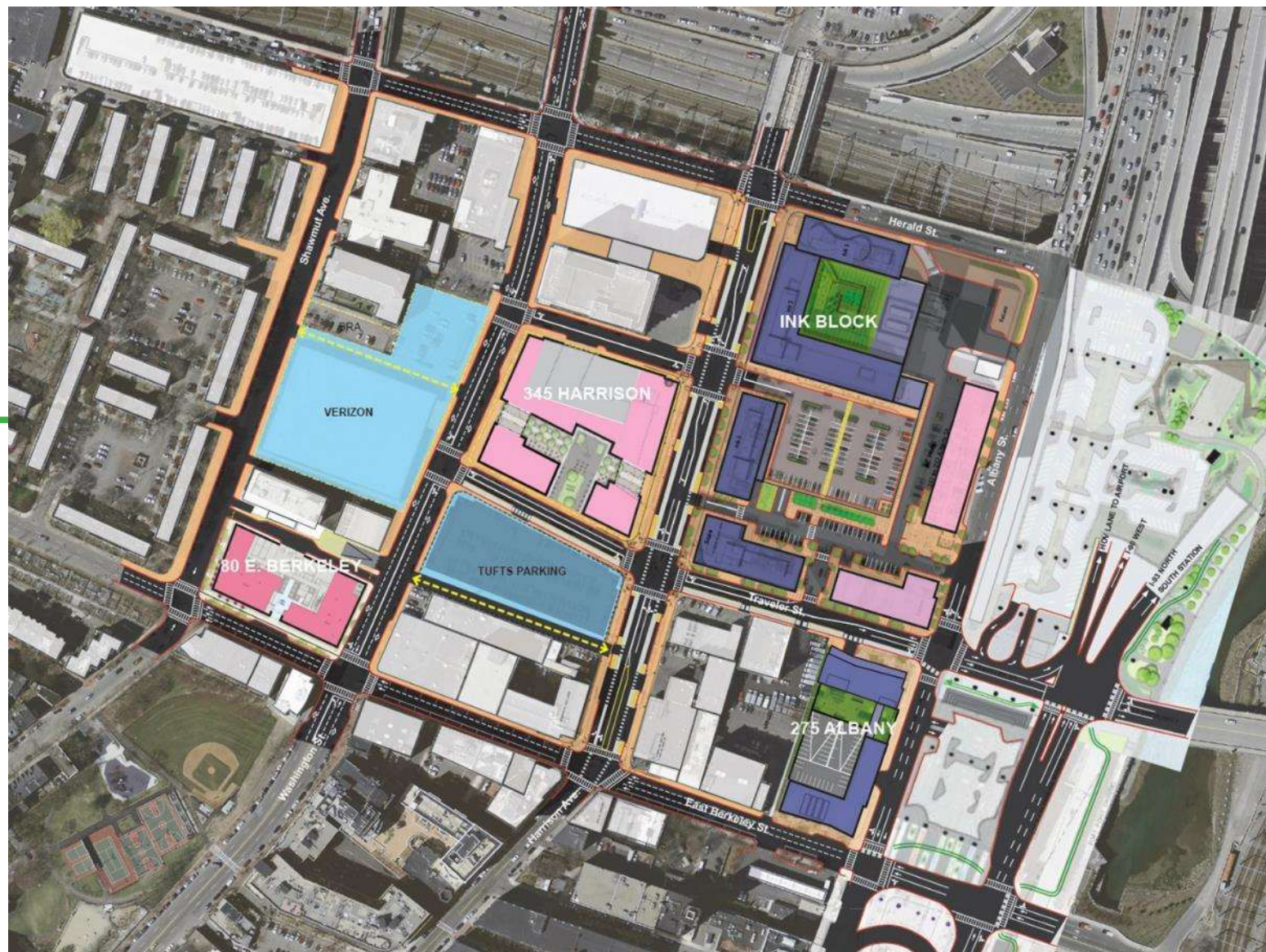
# 3

## Precedent

4 Transportation  
Network/Connections

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6 Planning Exercise





## HARRISON ALBANY CORRIDOR PLANNING STUDY

South End, 2012

### Overview

- Harrison Albany Corridor was mostly comprised of commercial and light industrial uses
- Residential and mixed uses were starting to replace traditionally non-residential employment areas
- The planning study created an opportunity to think strategically about the types of uses, public realm, and the scale of development that were best suited for the Corridor
- The Strategic Plan developed a plan to manage growth

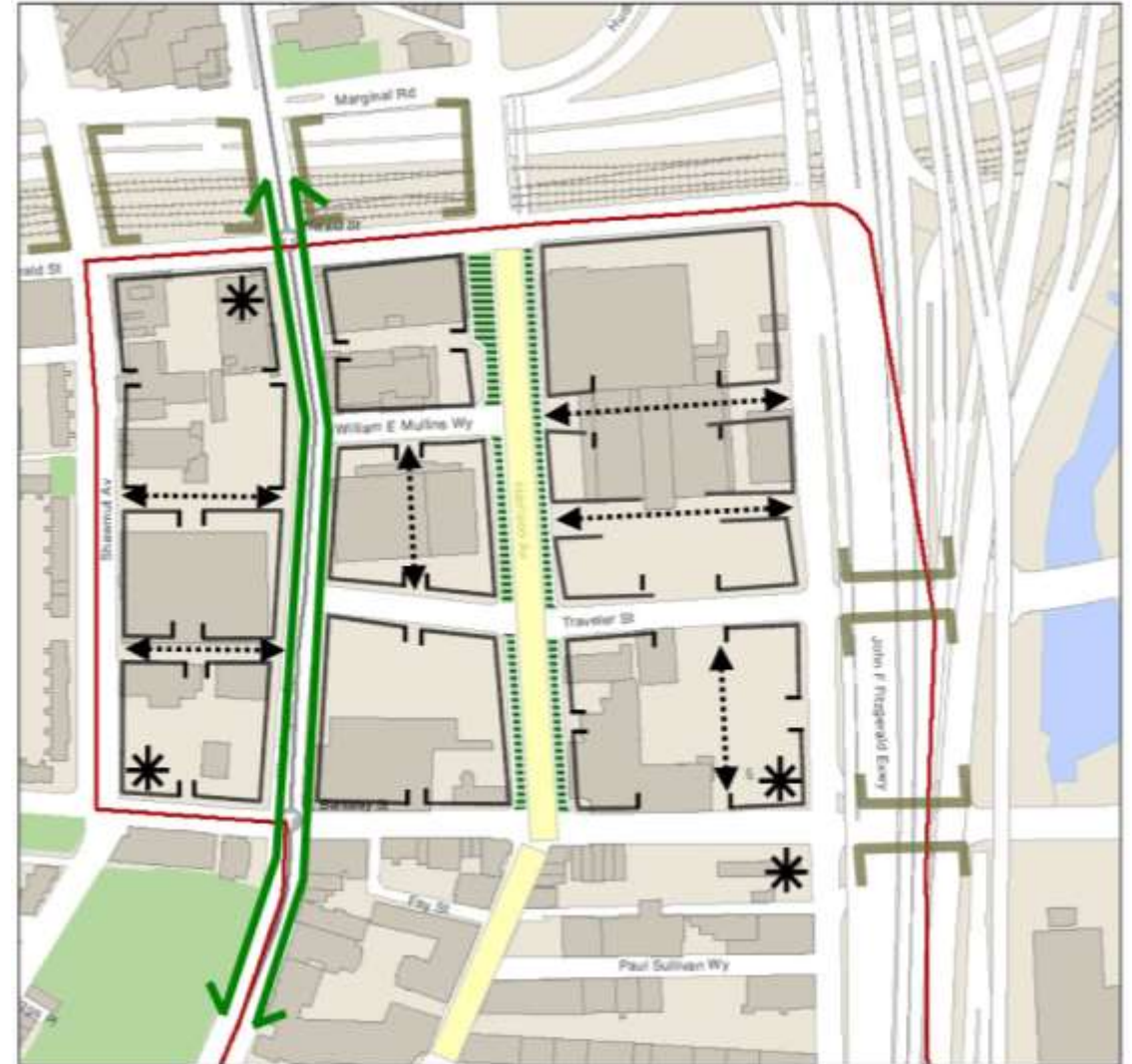


## HARRISON ALBANY CORRIDOR PLANNING STUDY

### New Streets and Blocks Proposal

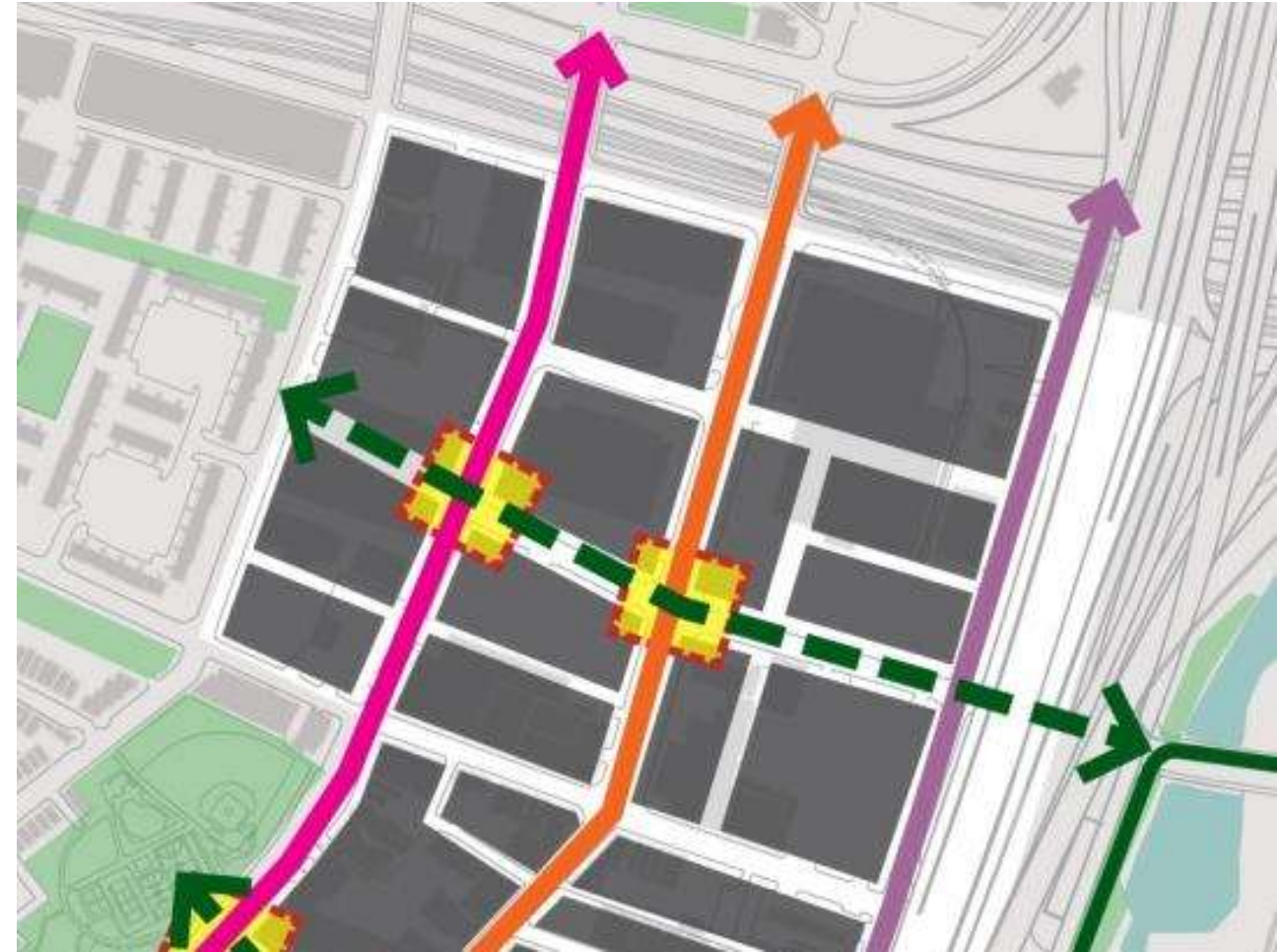
#### LEGEND:

-  Narrow Width of Harrison Ave
-  Continue Character of Washington Street as a Boulevard
-  Easements for Pedestrian and/or Vehicular Circulation
-  Establish Streetscape Standards to Improve Pedestrian Realm
-  Improve/Beautify Pedestrian Connections Between Neighborhoods
-  Note Key Locations for "Gateway" Structures
-  Maintain Continuous Streetwall





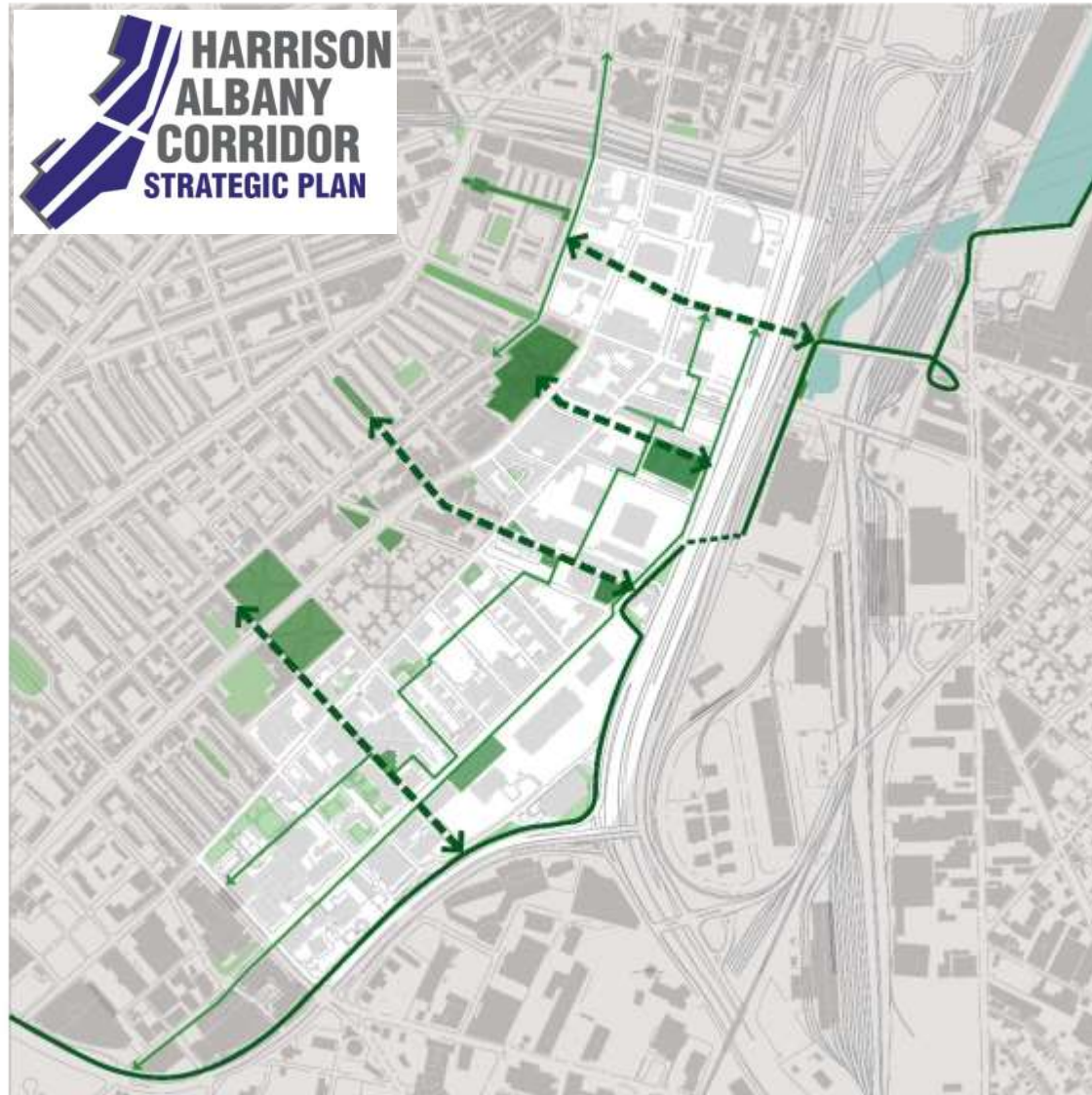
## HARRISON ALBANY CORRIDOR PLANNING STUDY



In the Northern end of the study area the Plan recommended the implementation of new streets and connection in conjunction with redevelopment



## HARRISON ALBANY CORRIDOR PLANNING STUDY

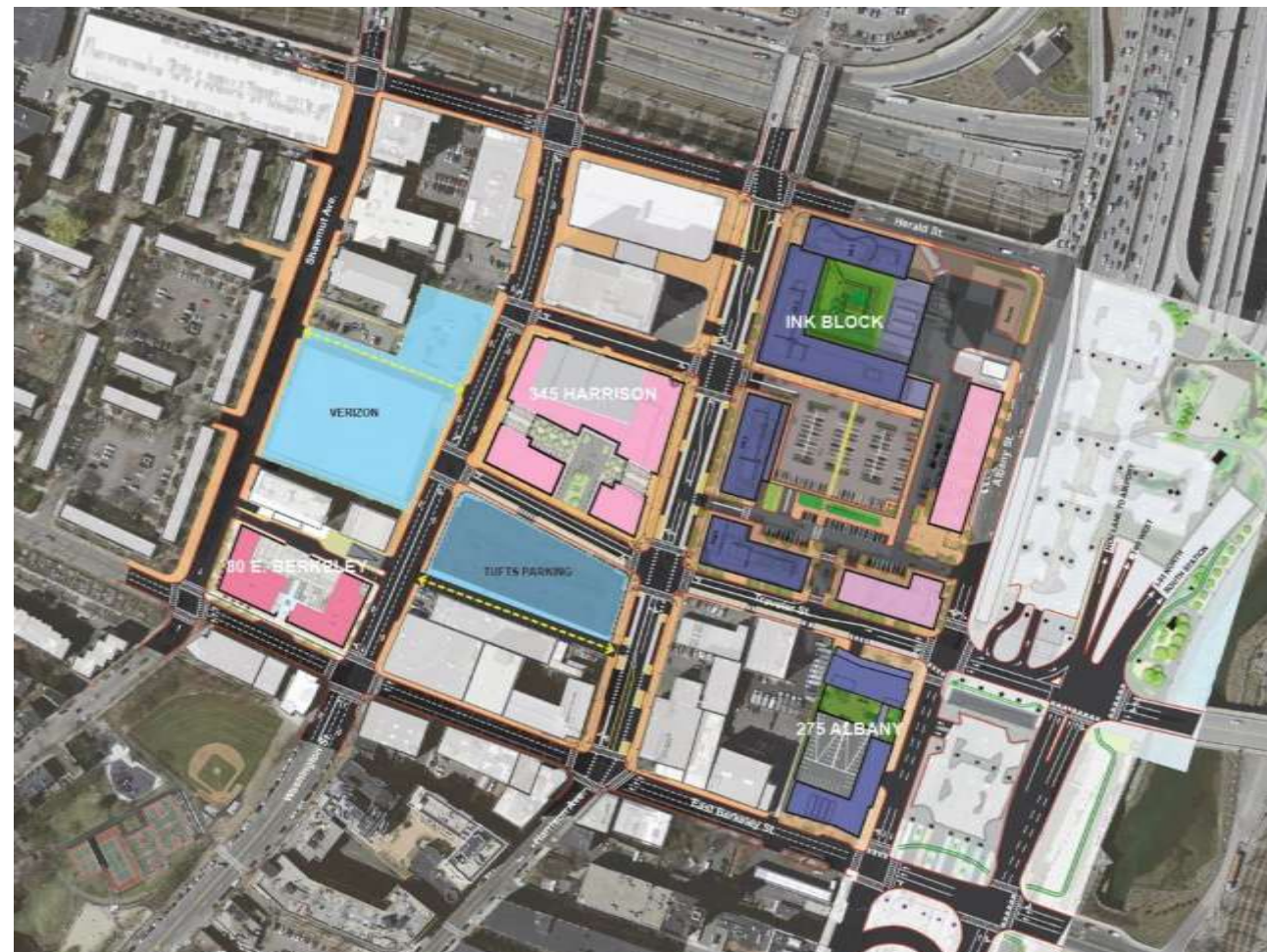


- Create four primary east-west Green Corridors to encourage way-finding and connections between the residential South End, the Study Area and beyond
- Connect major existing open spaces found in the South End neighborhood and the proposed South Bay Harbor Trail
- Enhance north-south pedestrian connections along a secondary green path
- Activate the space under the Southeast Expressway through the use of lighting, signage or public art



## HARRISON ALBANY CORRIDOR PLANNING STUDY

### Proposed Projects





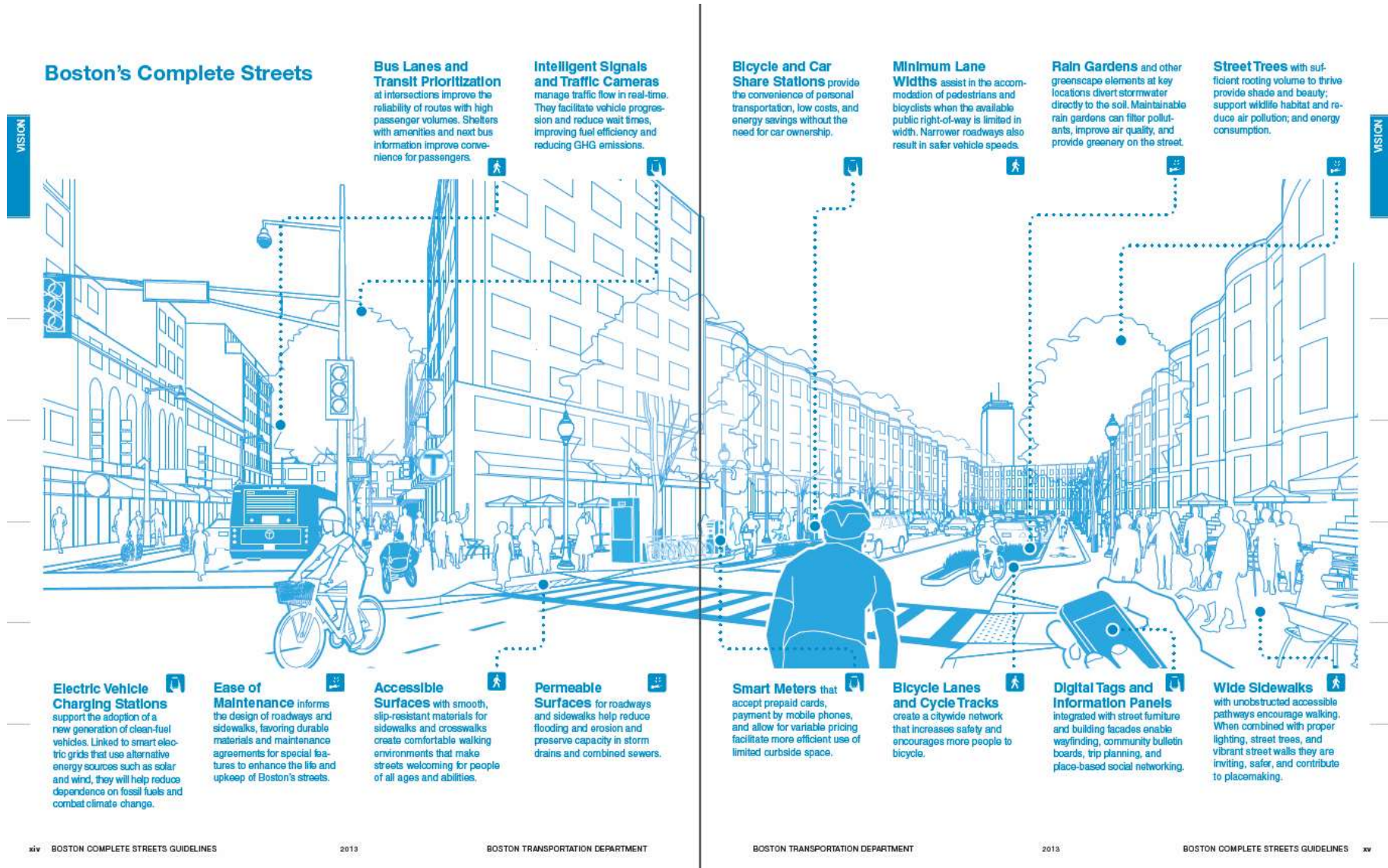
# 4

## Transportation Network/Connectivity





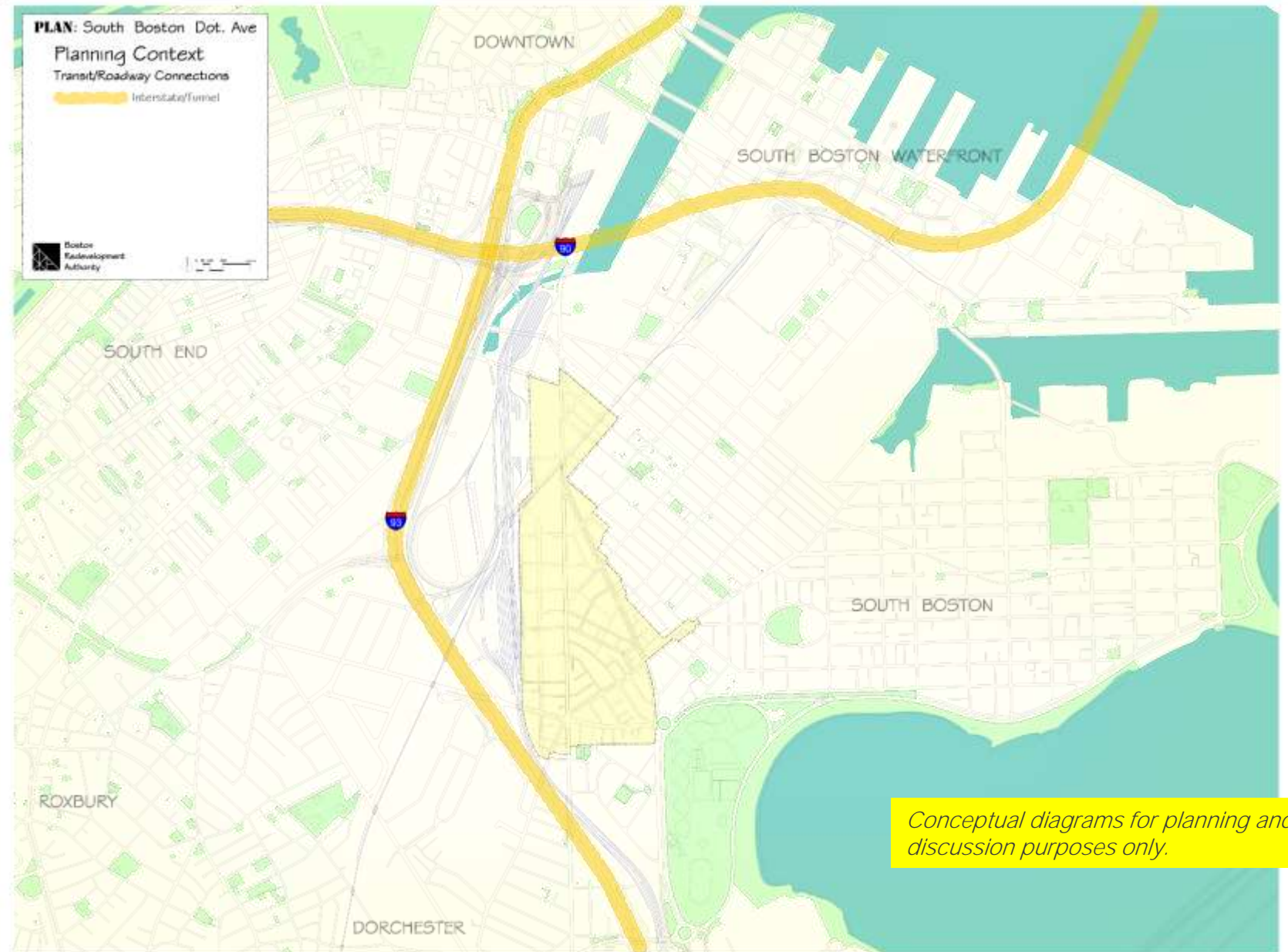
## COMPLETE STREETS



## NETWORK/CONNECTIVITY

### Regional Network

- I-93/I-90 Interstate System





## NETWORK/ CONNECTIVITY

### Connecting Corridors

- Dorchester Avenue
- Old Colony Avenue
- A Street
- South Boston Bypass Road
- D Street
- E Street
- Dorchester Street
- Southampton & Preble Streets



*Conceptual diagrams for planning and discussion purposes only.*

## NETWORK/ CONNECTIVITY

### Existing Network

- Dorchester Avenue
- Old Colony Avenue
- D Street
- Dorchester Street
- Southampton & Preble Streets





## NETWORK/ CONNECTIVITY

### Envisioned Future Network\*

\*Initial Ideas by City Planning Staff for Community Feedback

- Provide capacity and connectivity for future uses
- Avoid contributing to (and help improve?) existing congestion “hot spots”
- Make important connections to outside the study area
- Break down scale for improved urban design and walkability
- Network will be built out over time **only in conjunction with private development**
- City/BRA **will not** be pursuing the acquisition of private property to build streets and connections



*The roads shown are conceptual and intended to illustrate a suggested network. Each location, layout, and dimension to be determined through this planning process.*

## NETWORK/ CONNECTIVITY

### Envisioned Future Network

### Circulation Ideas

- New north/south connection
  - Takes pressure off Dorchester Avenue
  - Main organizing thread that can provide a multitude of east/west options for connecting to Dorchester Ave and beyond



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## NETWORK/ CONNECTIVITY

### Envisioned Future Network

#### Circulation Ideas

- Connect to South Boston Bypass Road
  - Would allow trucks to easily access the regional highway network
  - Future access for general traffic? Would provide both access to Waterfront/Fort Point and the regional highway network
- Andrew Square Bypass
  - Connect to and improve existing Ellery Street
  - Connects to Southampton Street



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## NETWORK/ CONNECTIVITY

### Envisioned Future Network

### Circulation Ideas

- Provide second north/south street along rail corridor
  - Adds capacity and relieves pressure on main corridor
  - Prioritize as service/loading connection and access to parking?



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## NETWORK/ CONNECTIVITY

### Envisioned Future Network

### Circulation Ideas

- Realign and extend D Street
  - Realign existing D Street at Dorchester Avenue to further separate away from Damrell Street
  - Provides important connection to the rest of the neighborhood



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## NETWORK/ CONNECTIVITY

### Envisioned Future Network

#### Circulation Ideas

- Extend E Street
  - Provides new connection to Old Colony Avenue and the rest of the neighborhood
- C Street Connection
  - Connects Old Colony Avenue, Dorchester Avenue, & new north/south streets
  - Avoids existing Dorchester Avenue/Old Colony Avenue intersection



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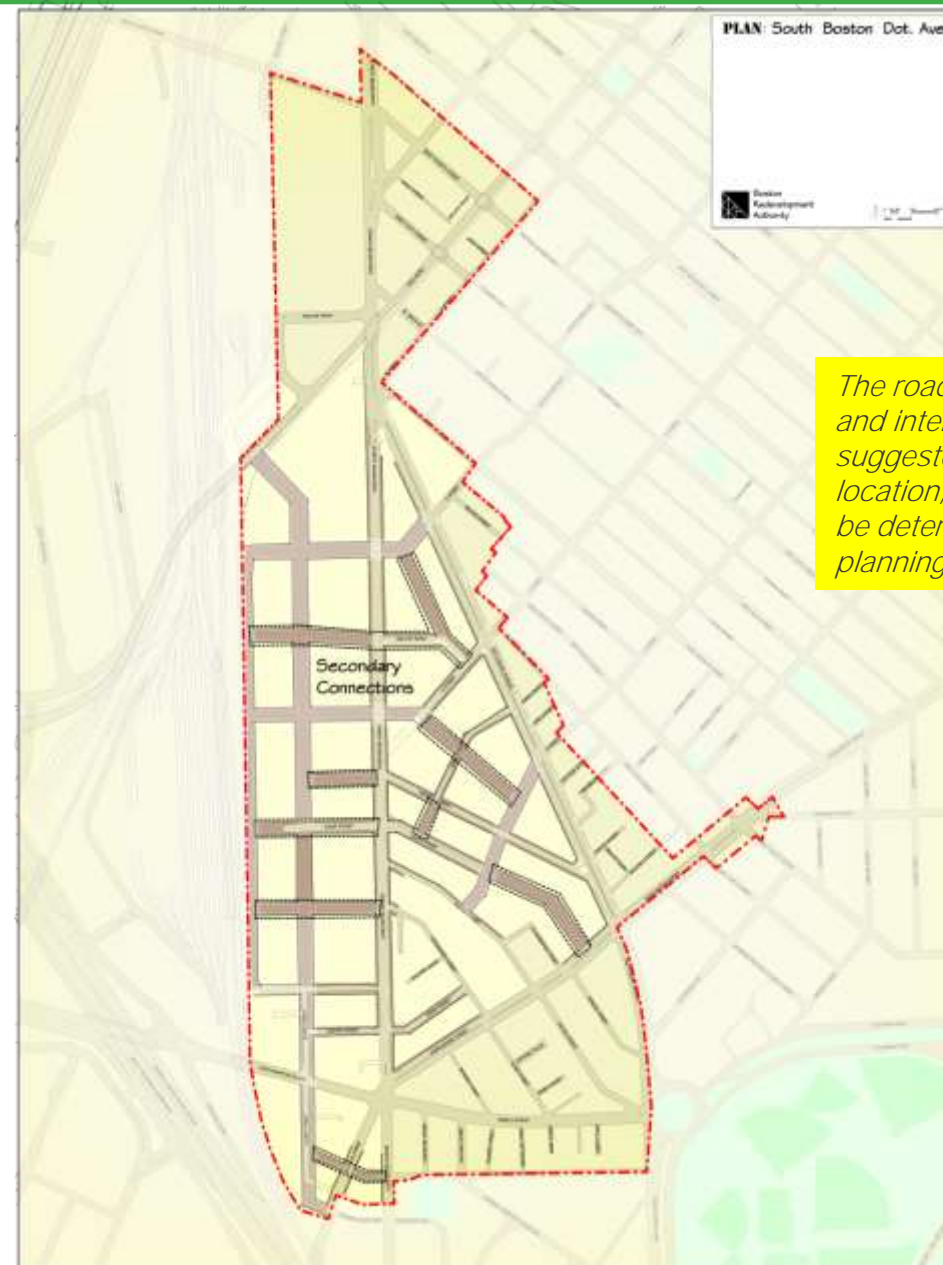


## NETWORK/ CONNECTIVITY

### Envisioned Future Network

### Circulation Ideas

- Provide additional secondary connections as needed

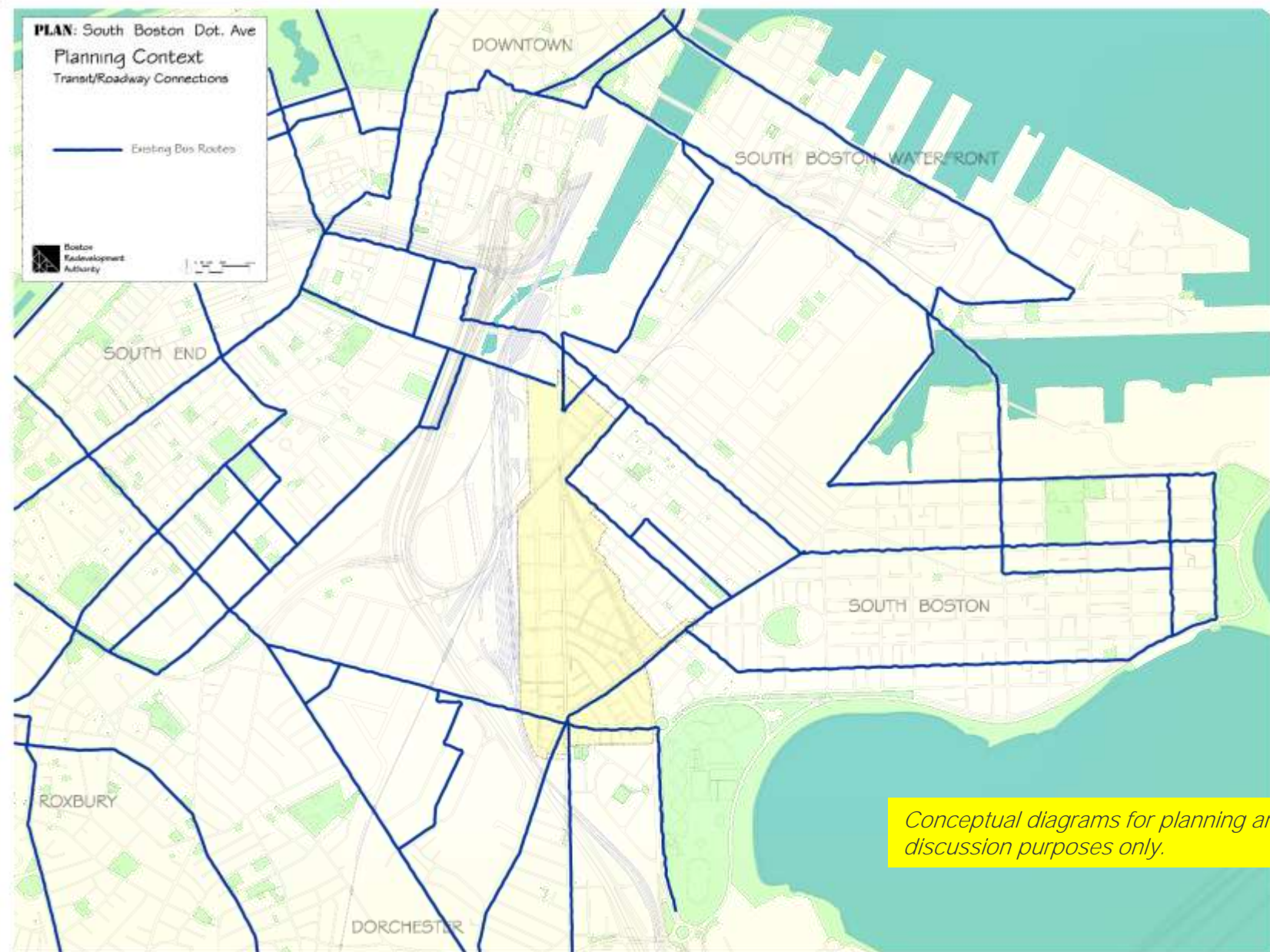


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## NETWORK/ CONNECTIVITY

Transit Network

Existing Bus Service



*Conceptual diagrams for planning and discussion purposes only.*

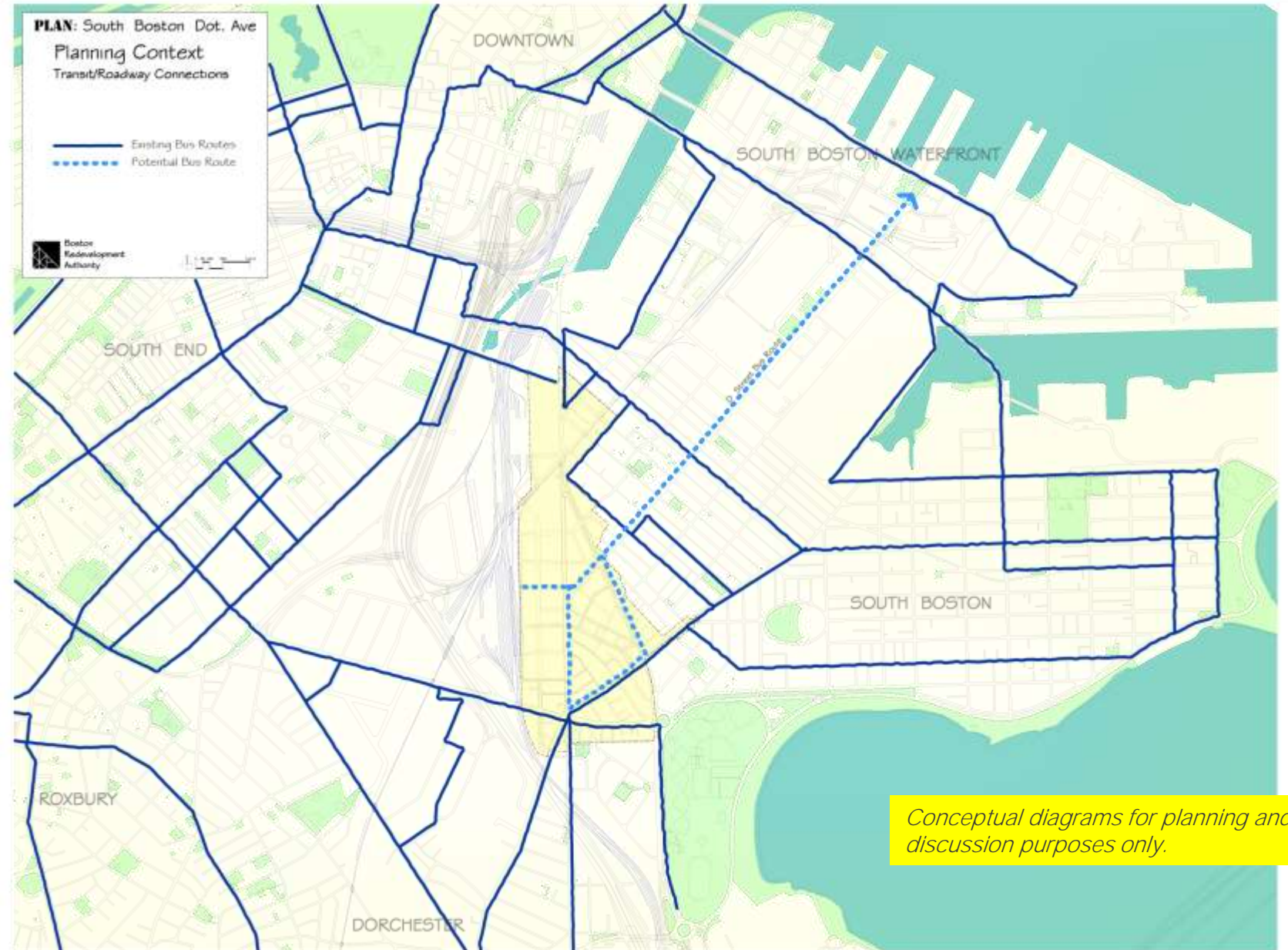


## NETWORK/ CONNECTIVITY

### Transit Network

### Future Service Ideas

- Provide D Street bus service to connect to Waterfront, MCCA & Andrew Station



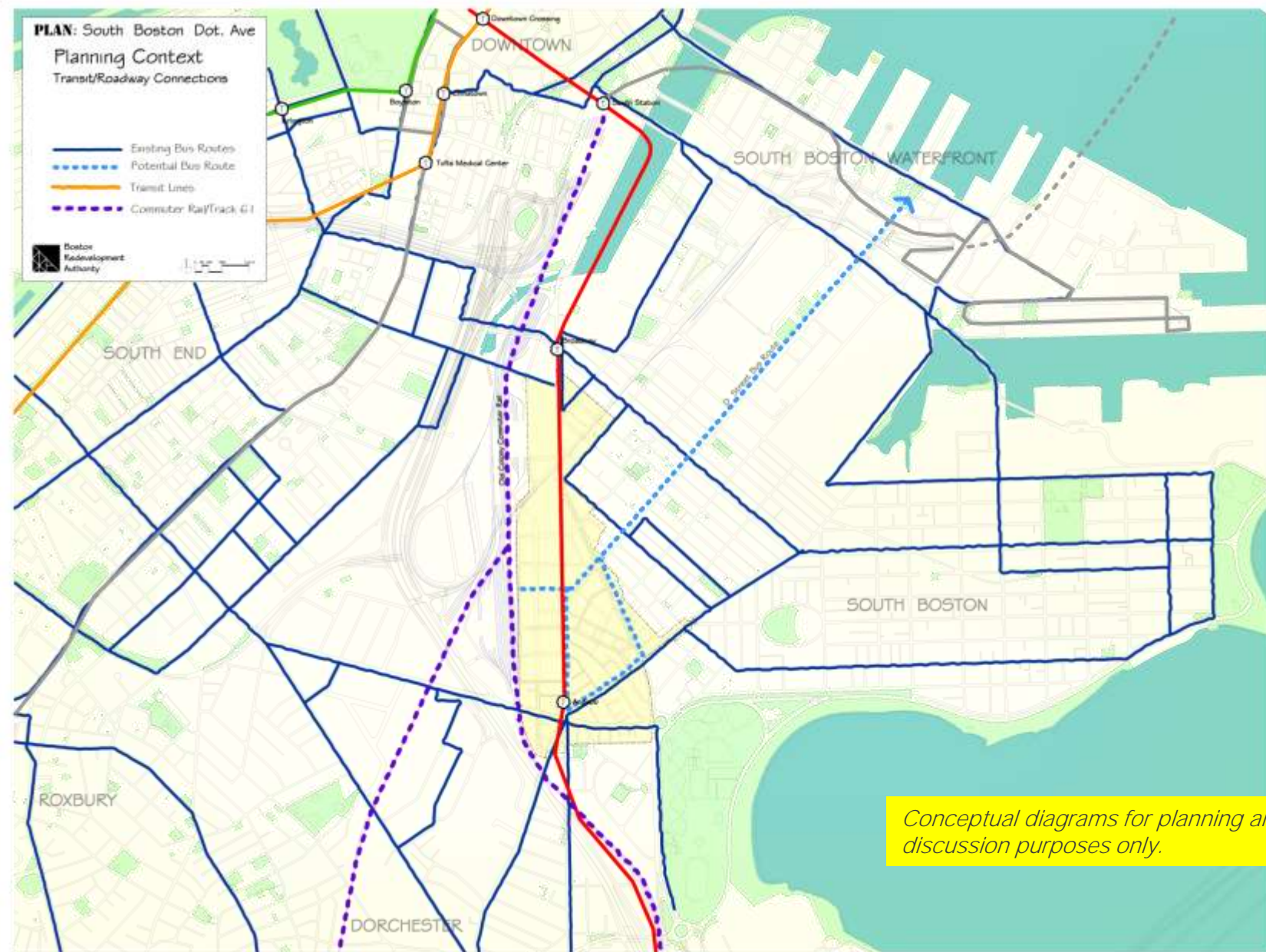
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## NETWORK/ CONNECTIVITY

Transit Network

Existing Rail Service



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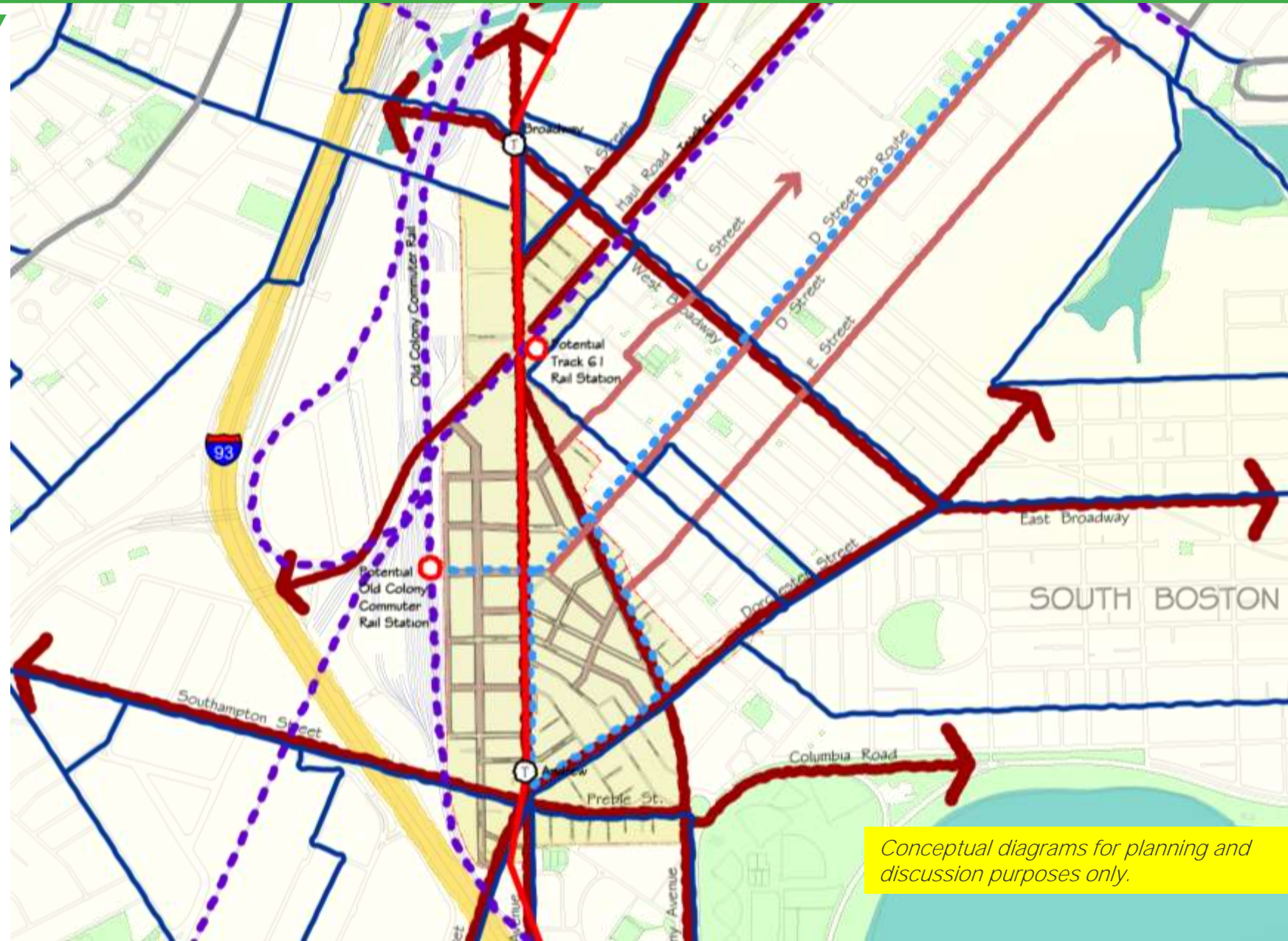


## NETWORK/ CONNECTIVITY

### Transit Network

### Future Service Ideas

- Track 61 rail service connecting to the Waterfront, South End and Back Bay
- Create new commuter rail station on Old Colony Line?



*Conceptual diagrams for planning and discussion purposes only.*

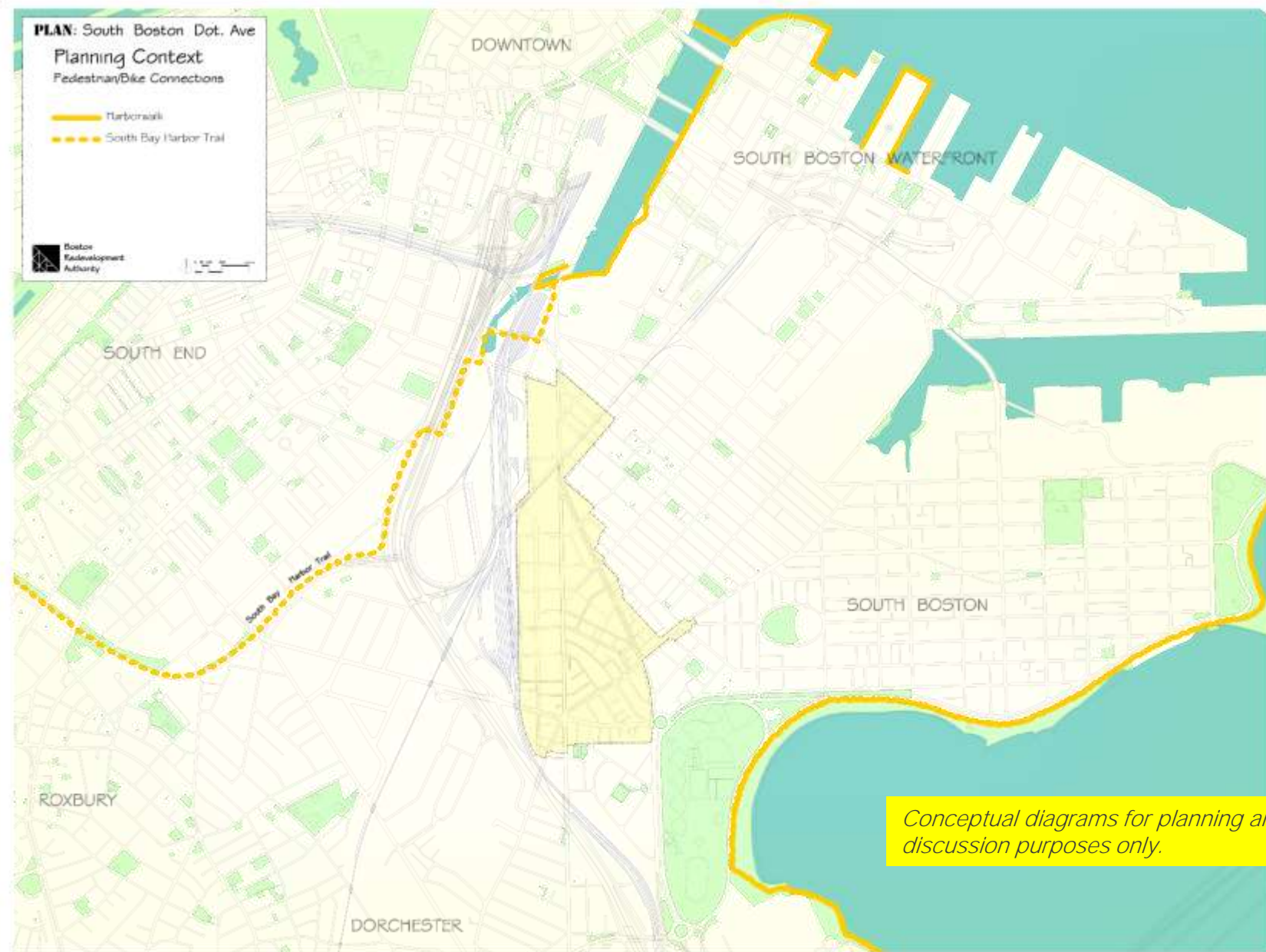


## NETWORK/ CONNECTIVITY

### Bicycle & Pedestrian Network

### Nearby Major Networks

- Harborwalk
- South Bay Harbor Trail (future)

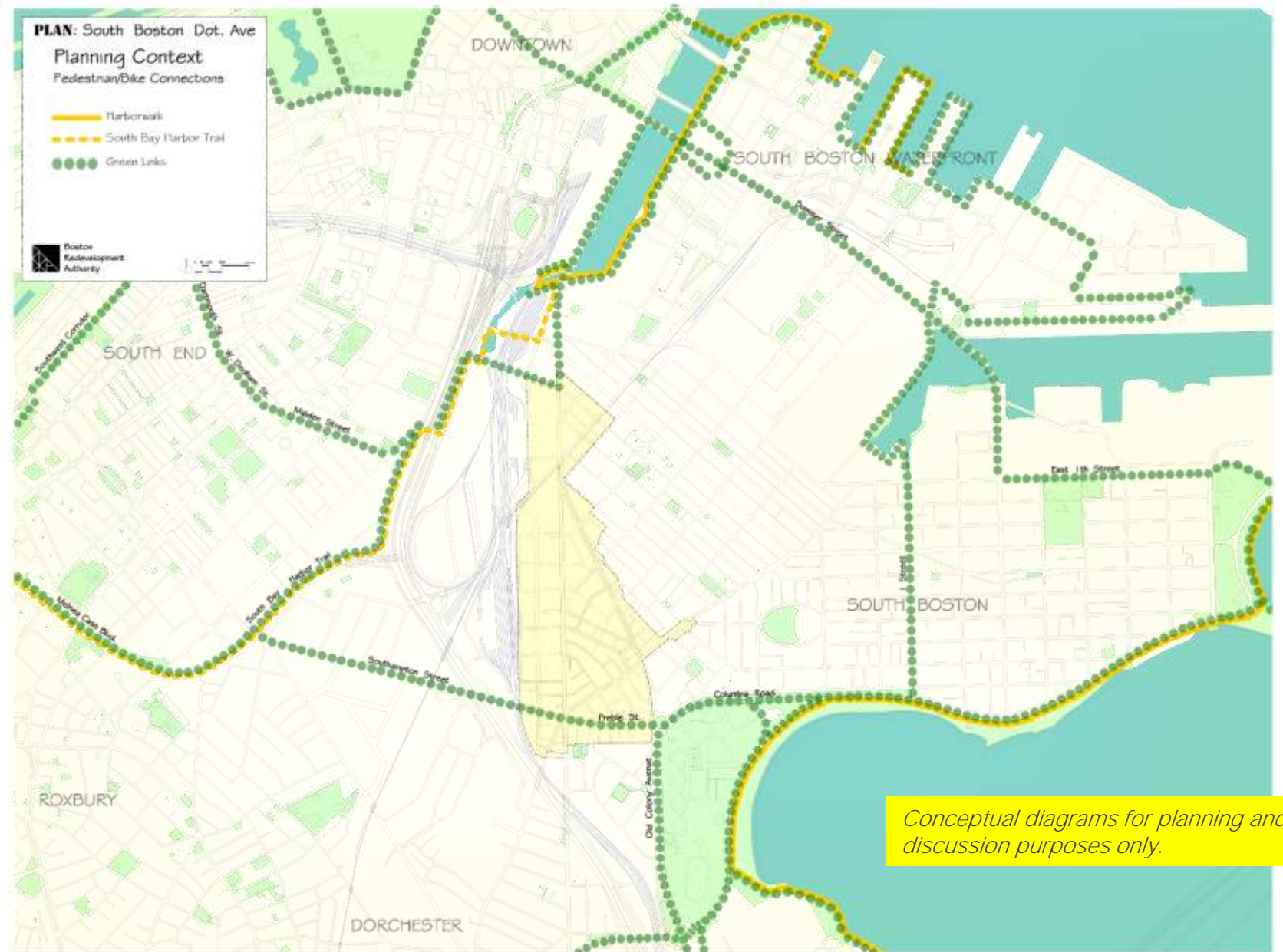


## NETWORK/ CONNECTIVITY

### Bicycle & Pedestrian Network

### Nearby Major Networks

- Harborwalk
- South Bay Harbor Trail (future)
- Green Links program (future)
  - Establish enhanced pedestrian and bicycle accommodations to connect open space and major bike/ped networks
  - Southampton/Preble Streets corridor



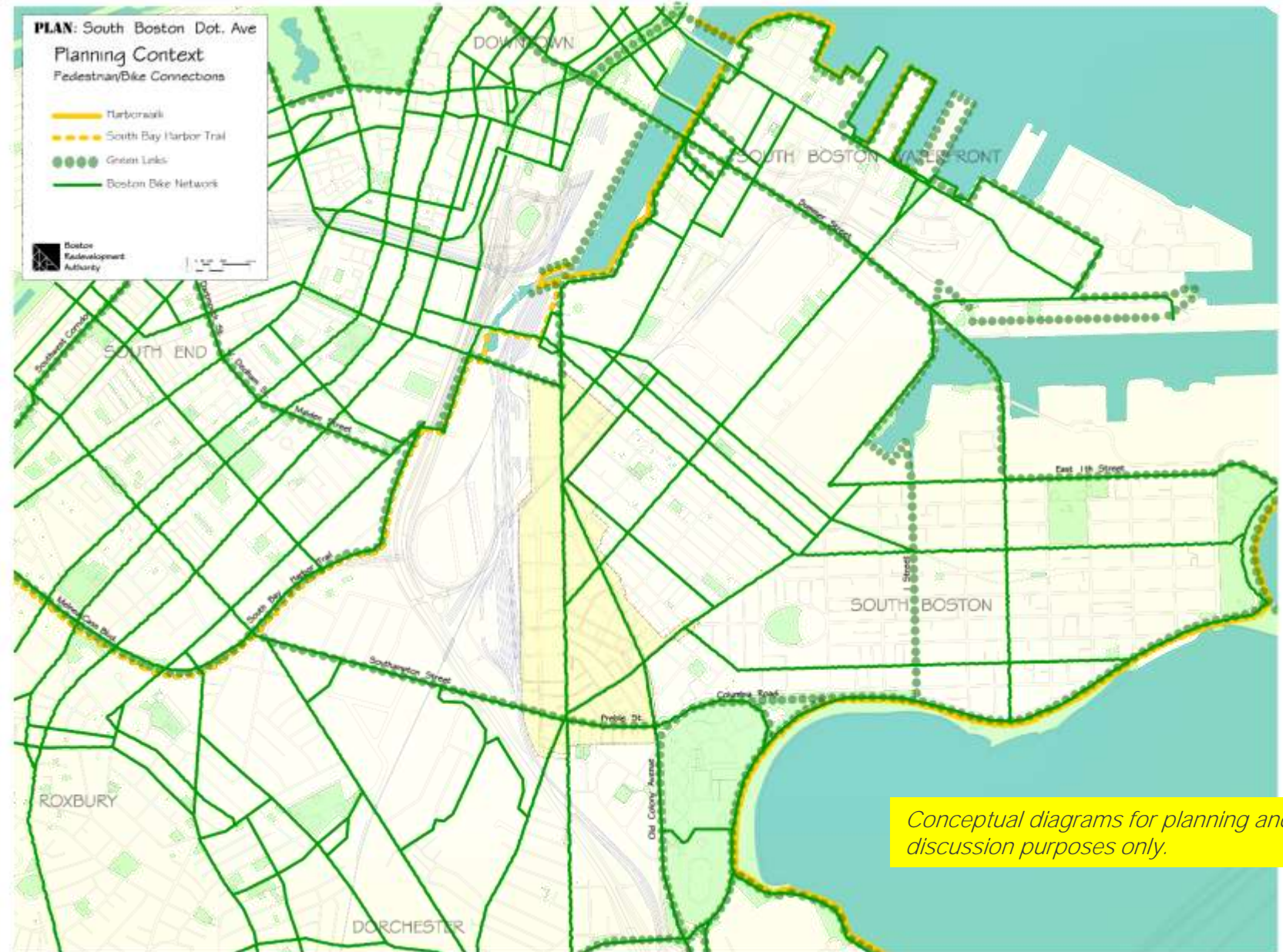


## NETWORK/ CONNECTIVITY

### Bicycle & Pedestrian Network

### Build On Past & Current Efforts

- Harborwalk
- South Bay Harbor Trail (future)
- Green Links program (future)
  - Establish enhanced pedestrian and bicycle accommodations to connect open space and major bike/ped networks
  - Southamptn/Preble Streets corridor
- Boston Bikes Network Plan
  - Dorchester Ave (existing lanes)
  - Old Colony Ave
  - D Street
  - Southamptn/Preble Streets
  - Dorchester Street



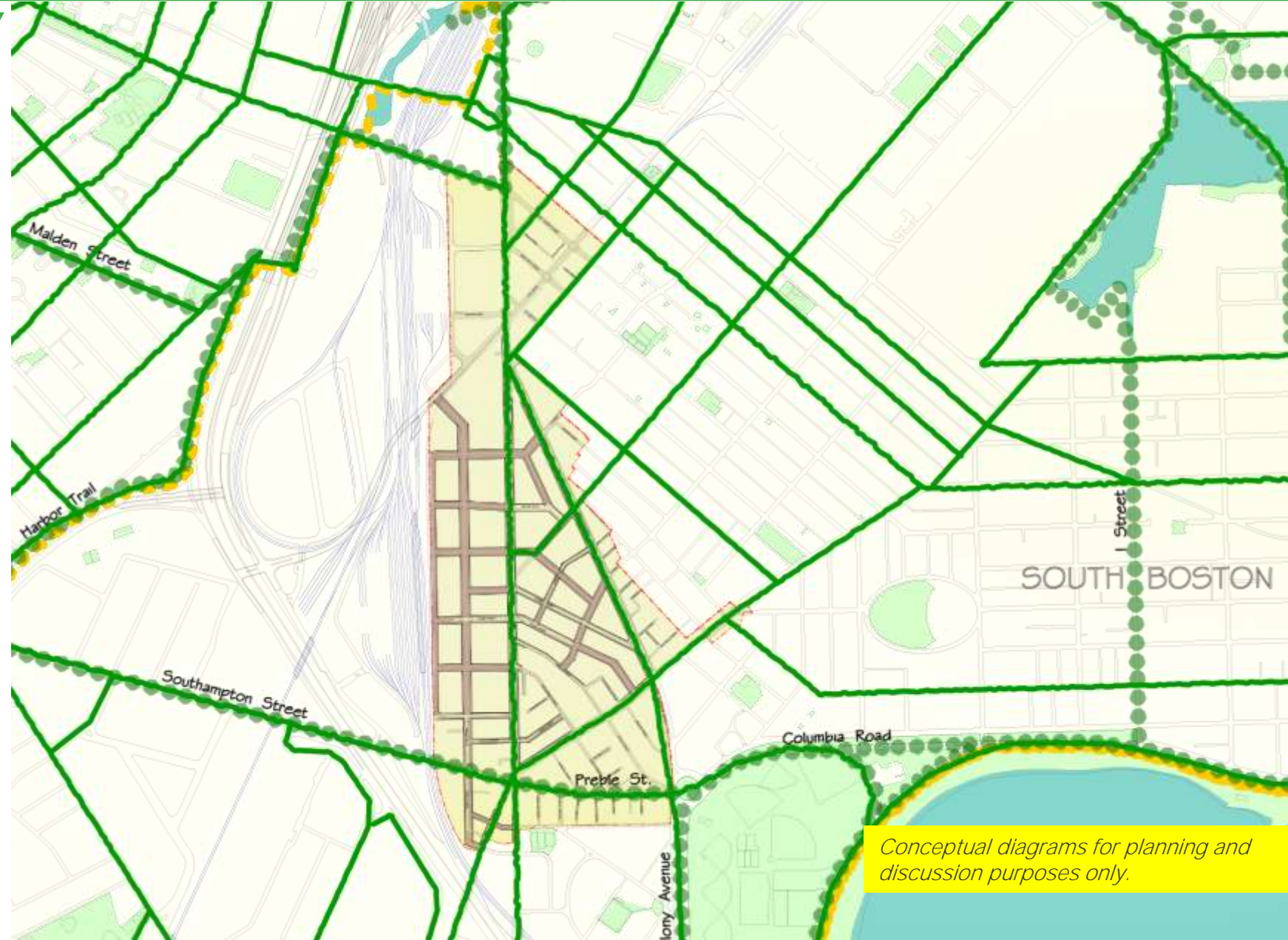


## NETWORK/ CONNECTIVITY

### Bicycle & Pedestrian Network

### Additional Study Area Ideas

- **All new streets** will be designed as **Complete Streets** with generous pedestrian & bicycle accommodations
- Work towards improving conditions on existing streets
  - Dorchester Avenue Sidewalks – Require set-backs for new development to build wider sidewalks?





## NETWORK/ CONNECTIVITY

### Envisioned Future Network

### New Network Evolution Over Time as Private Properties Redevelop

- Network will be built out over time **only in conjunction with private development**
- Where possible new connections are envisioned along property lines, utilize existing rights-of-way and avoid existing structures
- City/BRA **will not** be pursuing the acquisition of private property to build streets and connections



*The phasing shown is conceptual and intended to illustrate an idea for phased development in the future. The roads shown are conceptual and intended to show a suggested network.*

## NETWORK/ CONNECTIVITY

### Envisioned Future Network

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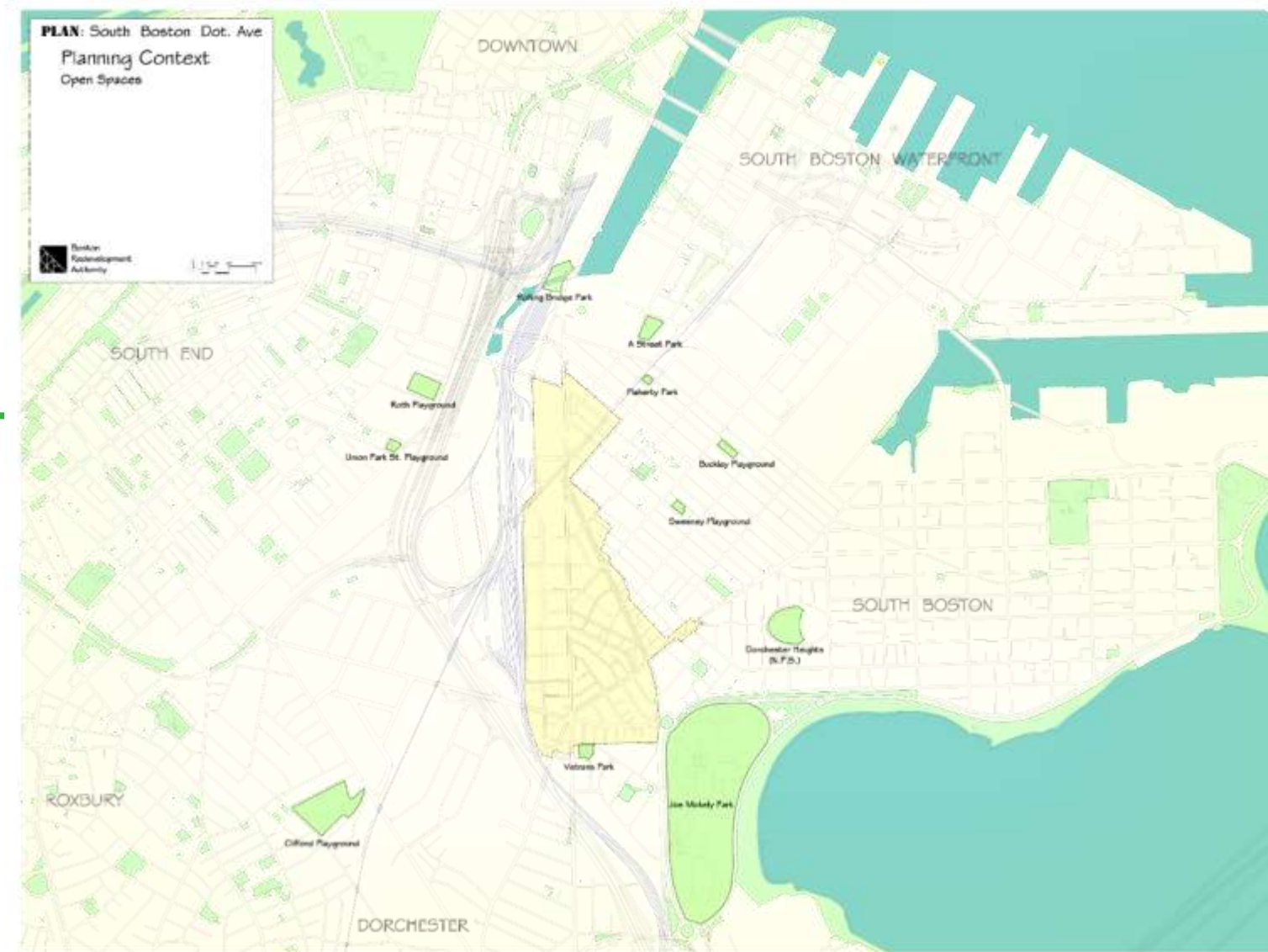


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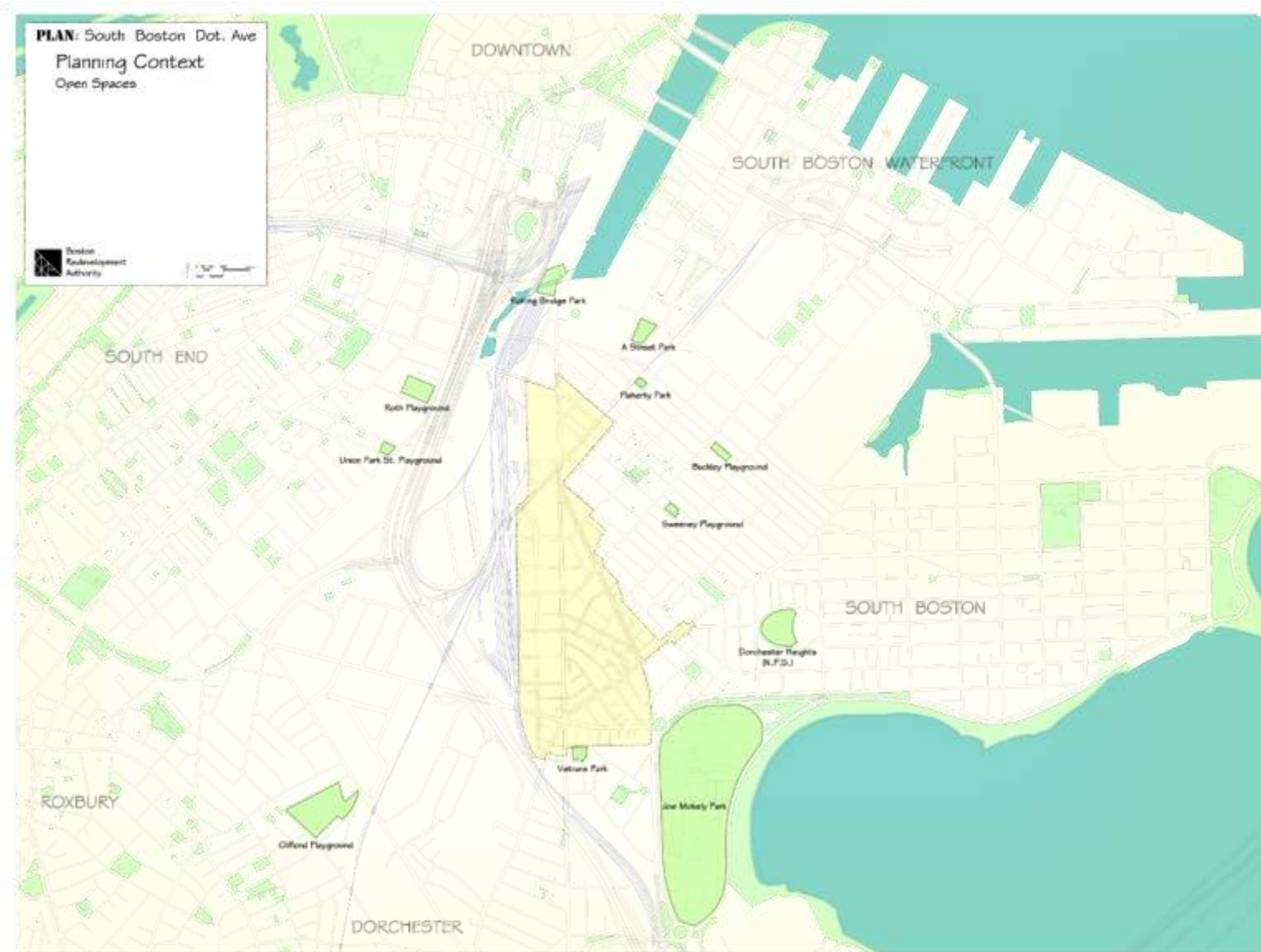
## Streets, Blocks & Open Space

### 6 Planning Exercise





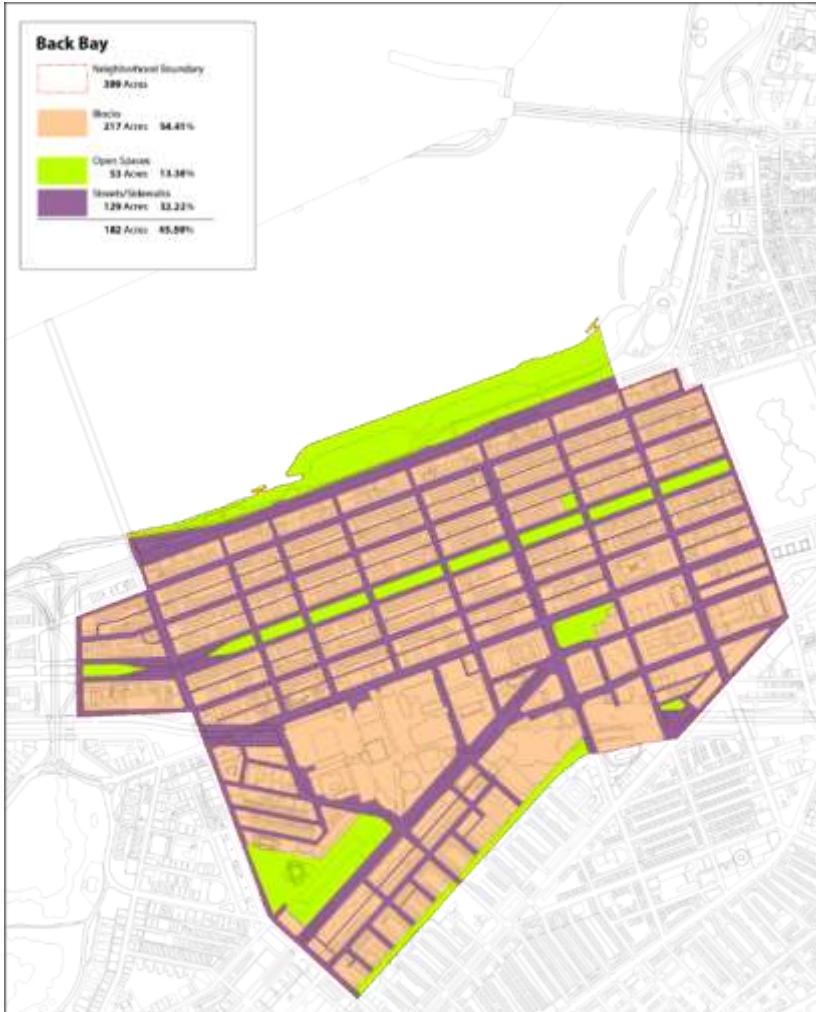
## EXISTING OPEN SPACE



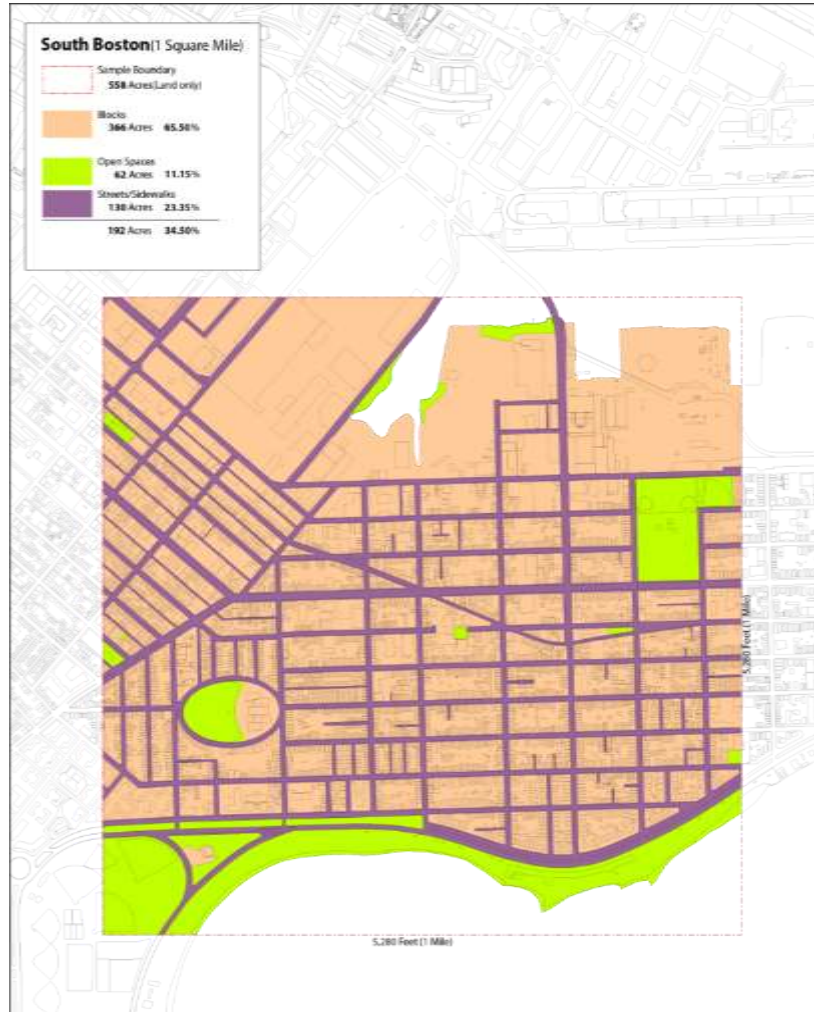




## NEIGHBORHOOD EXAMPLES IN BOSTON



“Linear Open Space”  
Commonwealth Ave, Back Bay



“Anchor Open Space”  
South Boston Neighborhood



“Neighborhood Network”  
South End Neighborhood



## ANALYSIS

### Existing Conditions

#### Observations from analysis

- 21.5% of streets and sidewalks in the study area
- No open space in the study area
- “Mega-blocks” limit connections in the study area
- Moakley Park abuts the study area and is an asset for active recreation
- Desire to create additional active recreation space



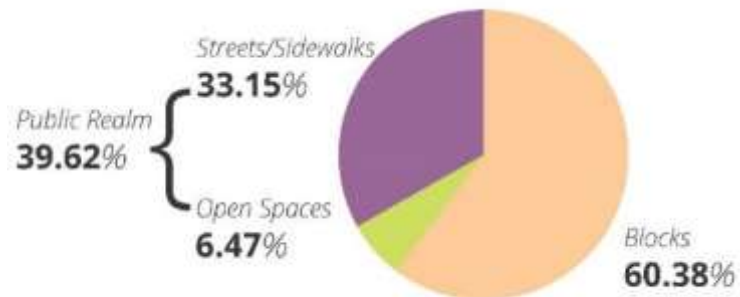


## LINEAR OPEN SPACE

### Back Bay Scale Comparison

#### Observations

- Provides connectivity to larger open spaces
- Small, linear nature limits the type of programming to a passive recreation
- May be challenging to implement



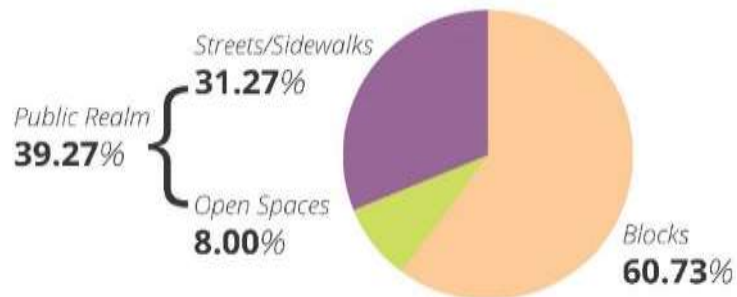


## ANCHOR OPEN SPACES

### South Boston Scale Comparison

#### Observations

- Provides a larger overall green space, which allows for greater flexibility in program
- Providing access and connection between open spaces becomes a higher priority
- Large scale open space will compete with development pressure





## NEIGHBORHOOD NETWORK

### South End Scale Comparison

#### Observations

- Provides a variety of spaces and sizes for program
- More equally distributes open space through the district
- Take advantage of hard to develop parcels where pieces of the network get developed as the district develops

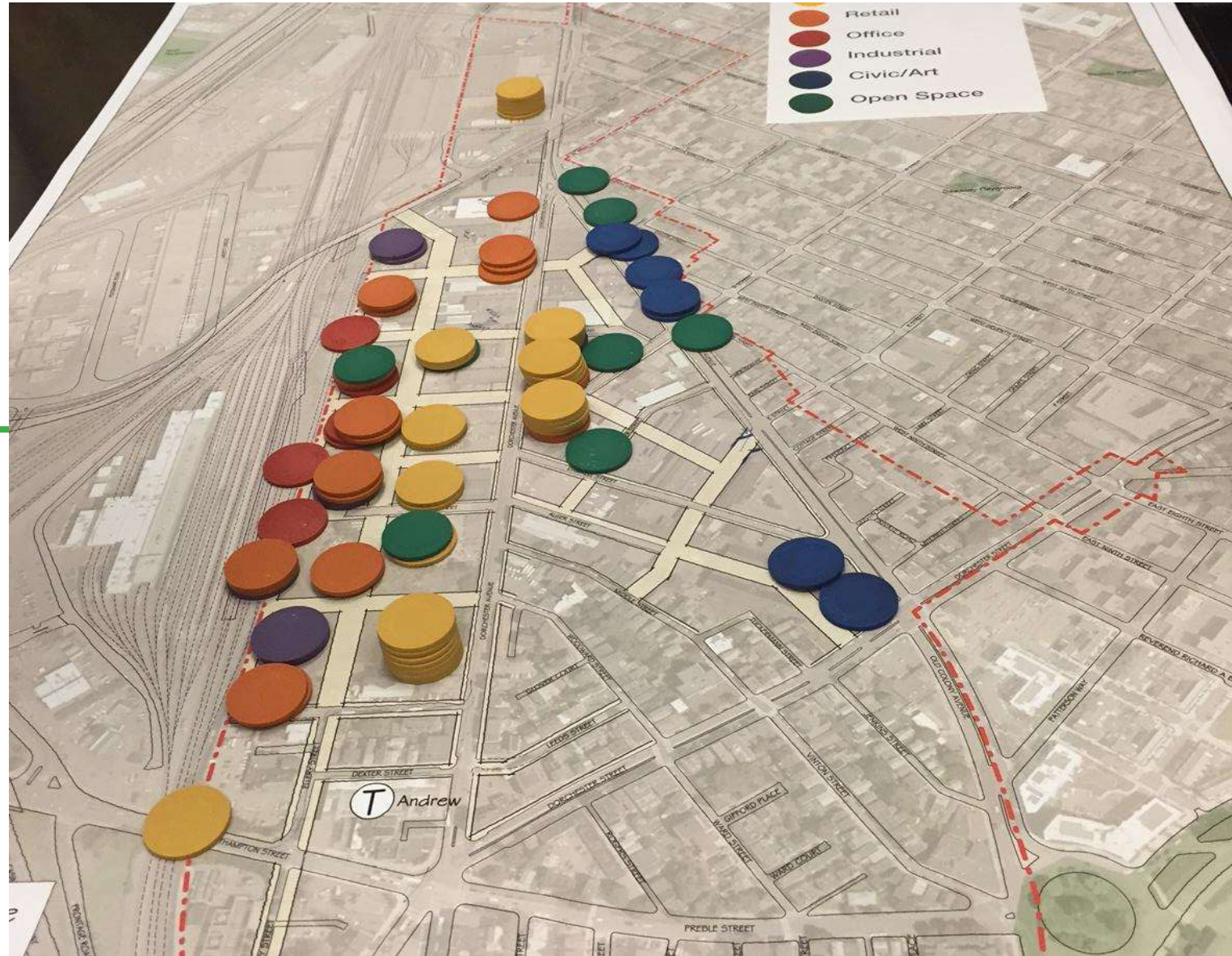




# 6

## Planning Exercise

Total Time = 60 Minutes





## PART 1: STREETS & CONNECTIONS

Time: 15 Minutes

### Instructions

- Review map with **conceptual** street layout
- Make notes on transit ideas and services
- Use a marker add and subtract streets and blocks
- Make notes next to your changes
- Take a picture



## PART 2: LAND USE LOCATION AND INTENSITY

Time: 25 Minutes

### Instructions

- Step 1: Place as many chips on the board as you like
- Step 2: Work in a team and decide on the **location** for each use on the board
- Step 3: Decide on the **intensity** of each use (more chips = more intensity)
- Step 4: Take a picture of your board
- Step 5: Count your chips for each use\*
- Step 6: Fill in the number of chips for each land use, make notes.

*\*You may wish to count the unused chips and subtract them from your total*

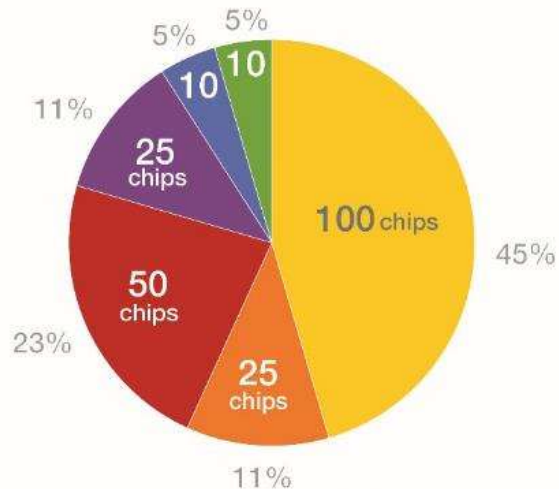




## PART 3: RECORD YOUR SCHEME

Time: 5 Minutes

### What's in Your Toolbox?



**Residential**  
Examples: 1,2,3-family dwelling, apartment, condominium, elderly housing, assisted living, residential/commercial multi-use



**Industrial**  
Examples: industrial loft, light manufacturing/R & D, food processing, machine shop, artist/maker space



**Retail/Service**  
Examples: hotel, veterinary hospital, laboratory, laundry, shopping center, supermarket, restaurant, fast food, gas station, general retail, artist studio, day care, training/education



**Civic/Cultural/Art**  
Examples: museum, art gallery, school, library, fire, police, social club, incubator space, theater, church, stadium



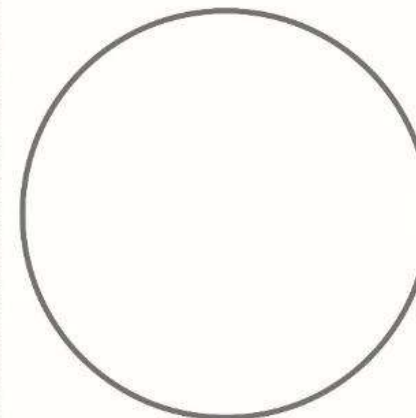
**Office**  
Examples: bank, medical building, law firm, hi-tech, funeral home, commercial condo, real estate, financial services



**Open Space**  
Examples: park, plaza, sports field

Definition Source: based on City of Boston Assessing Department classifications

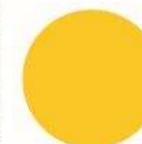
### What's on Your Board?



#### Instructions:

- Step 1: Place as many chips on the board as you like
- Step 2: Work in a team and decide on the **location** for each use on the board
- Step 3: Decide on the **intensity** of each use (more chips = more intensity)
- Step 4: Take a picture of your board
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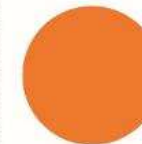
\*You may wish to count the unused chips and subtract them from your total



**Residential**  
Examples: 1,2,3-family dwelling, apartment, condominium, elderly housing, assisted living, residential/commercial multi-use



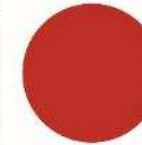
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**Office**  
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**Open Space**  
Examples: park, plaza, sports field

## PART 4: TAKE A LOOK AT OTHER SCHEMES

Time: 15 Minutes

