

PLAN: South Boston Dot. Ave

Preserve. Enhance. Grow.

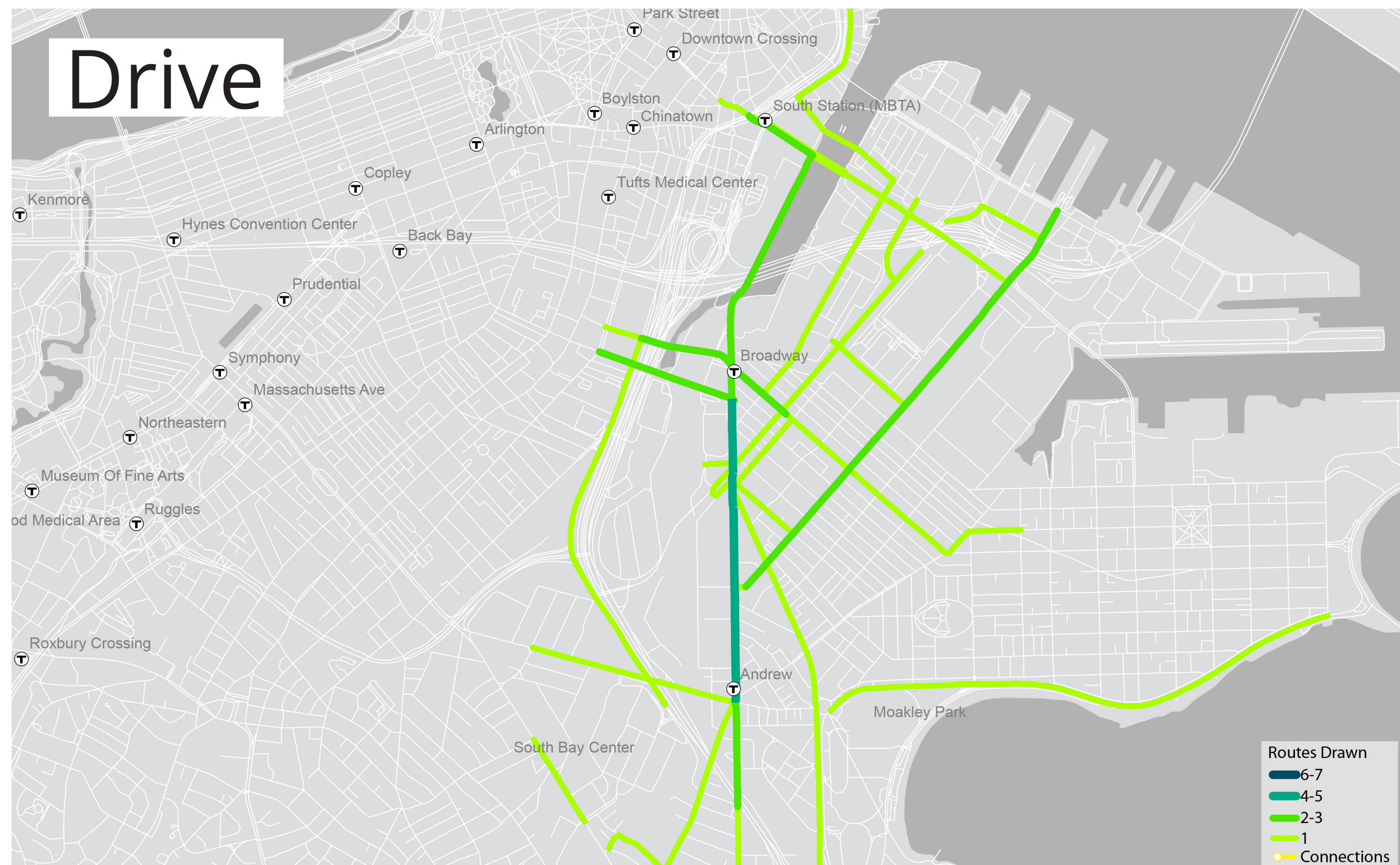
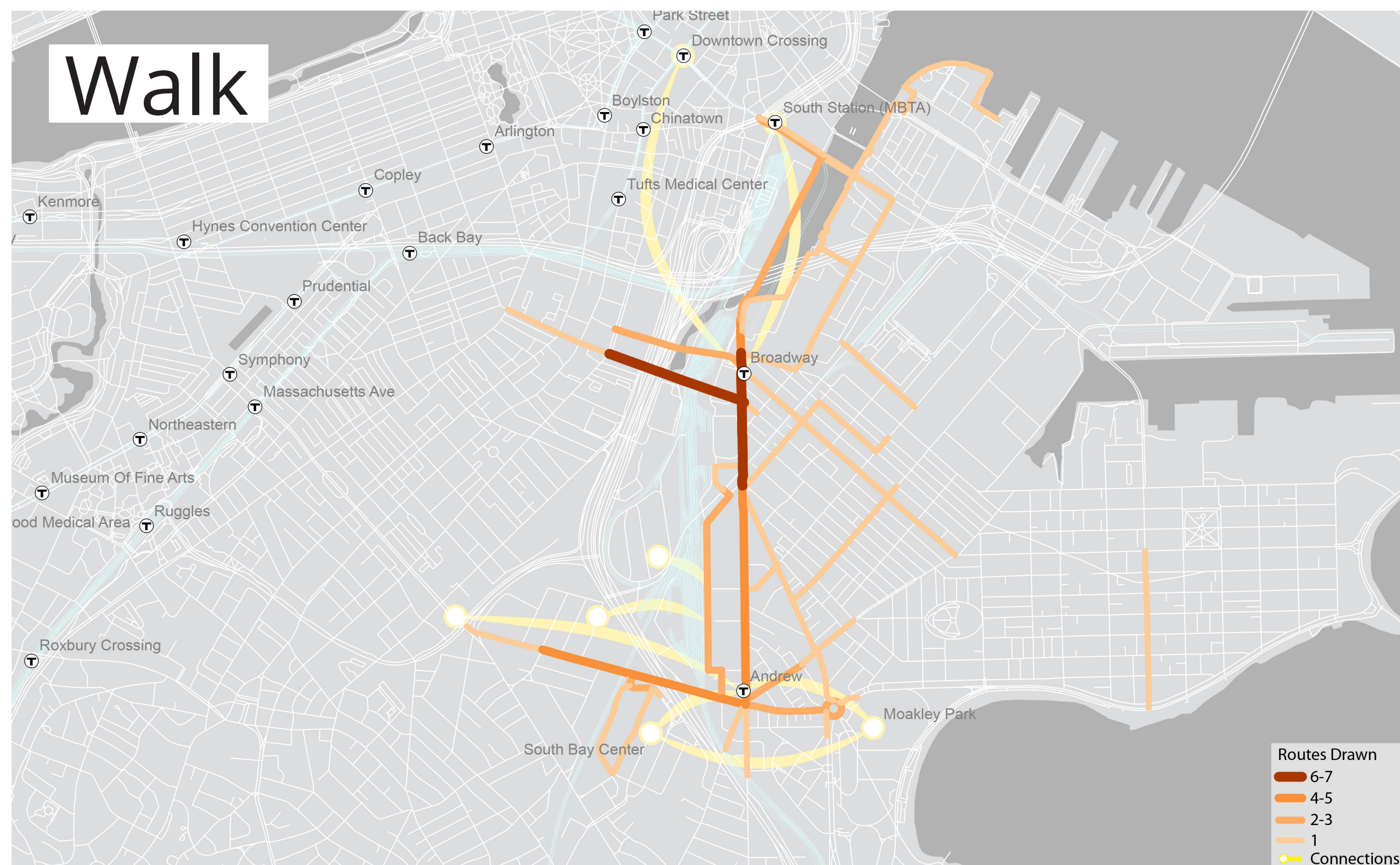
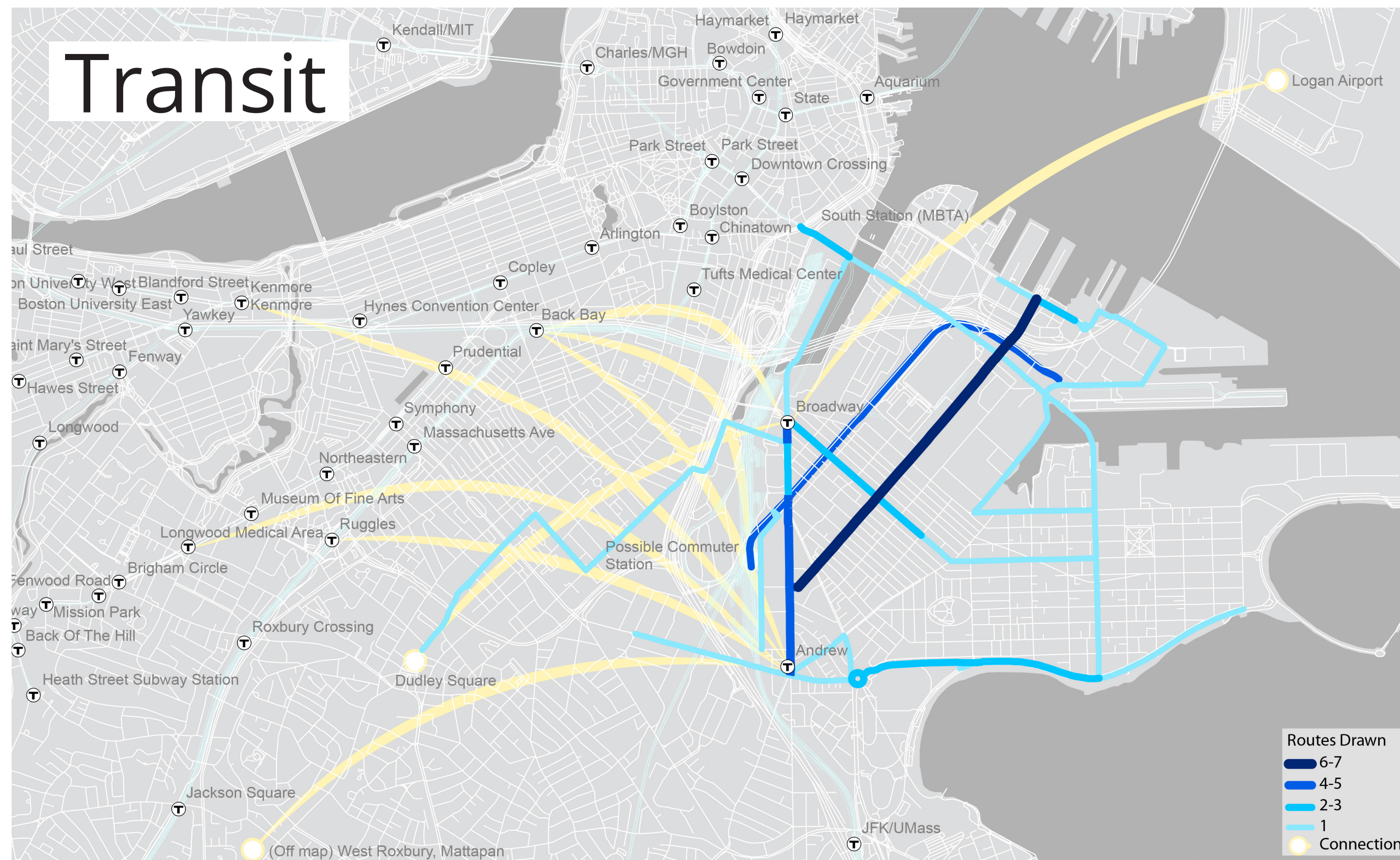
Mobility and Connections Challenges



02.23.16

Part I - Drawing Connections

Participants marked new connections that are desired and existing connections that need improvement. Maps display compiled answers



Base data: OpenStreetMap contributors, CC-BY-SA

Part 1 - Take - Aways

While the Red Line is convenient, without alternatives, the site is actually not very accessible to many nearby neighborhoods without a car. The community showed strong interest in creating and improving connections to other areas without having to transfer downtown.

- Improve D Street for all modes, especially transit.
- Enhance connectivity across rails and freeway on the western edge and include more points of crossing.
- Create more connections between the study area and Back Bay/Fens/Green Line without having to transfer downtown.
- Improve pedestrian/cycling routes to downtown as a safe and comfortable alternative to the Red Line.
- Improve pedestrian/bike access to Moakley Park.
- Improve multi-modal access from Andrew Sq. to South Bay Center and from Broadway and D Street to the South End and amenities (e.g. Whole Foods).
- Track 61 connector between Seaport and Back Bay to easily transfer to Alston and Fens.
- Dorchester Ave and D Street are vehicular priorities.

Part II - Analyzing Mobility Strategies

Participants first discussed the potential impact and implementation difficulty for strategies to improve mobility and accessibility within and outside the study area.

Part III - Prioritizing Mobility Strategies

Participants were given a fixed number of dots to place on strategies they felt would have the most desirable impact on the community.

Priority	Strategy	Change	Difficulty
1	Bus service to South Boston Waterfront	Highest change	Small difficulty
2	Improve the Red Line to allow more service	Highest change	Highest difficulty
3	Train service to South Boston Waterfront, South End, and Back Bay on Track 61	Highest change	Highest difficulty
4	Lower minimum parking requirements for vehicle trip reduction strategies	Small change	Small difficulty
5	Bike network – possible long term plan for Old Colony, Dorchester Ave, Boston Street, Dorchester Street, Preble Street, Southampton Street, Dorchester Ave and D Street.	Large change	Large difficulty
5	Cycle Track – possible short term plan for Old Colony from Dorchester Avenue to Moakley Park.	Large change	Least difficulty
7	Protected intersections for cyclists	Small change	Large difficulty
7	Coordinated traffic signals	Least change	Least difficulty
9	North/South bus service on Dot Ave or new street	Large change	Small difficulty
10	Charging for residential parking permits	Large change	Highest difficulty
11	Exclusive bus lanes	Highest change	Highest difficulty
11	Remote/shared parking	Small change	Highest difficulty
11	Unified private, publically accessible transit system	Large change	Large difficulty
11	Require developments to include carshare parking spaces and provide free carshare vehicles to residents	Highest change	Least difficulty
15	Raised crossings and intersections	Least change	Small difficulty
16	Separate costs of housing and parking for all residential uses	Least change	Small difficulty
17	Staging areas for private transit and shared transportation	Small change	Least difficulty
18	Guaranteed ride home	Least change	Large difficulty
18	FAR Bonus for parking garage	Not evaluated	Not evaluated
20	Transportation Management Association (TMA)	Small change	Least difficulty
21	Separate residential parking district	Least change	Large difficulty
21	Residential parking different times of day	Not evaluated	Not evaluated
21	Bus stops at hydrants	Not evaluated	Not evaluated



PARTICIPANTS PRIORITIZE MOBILITY STRATEGIES AT FEBRUARY 23, 2016 MOBILITY WORKSHOP

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Placemaking & Mobility Workshop



01.27.16 "Draft with Us"

Benefits Distribution Exercise

Priority Exercise Results

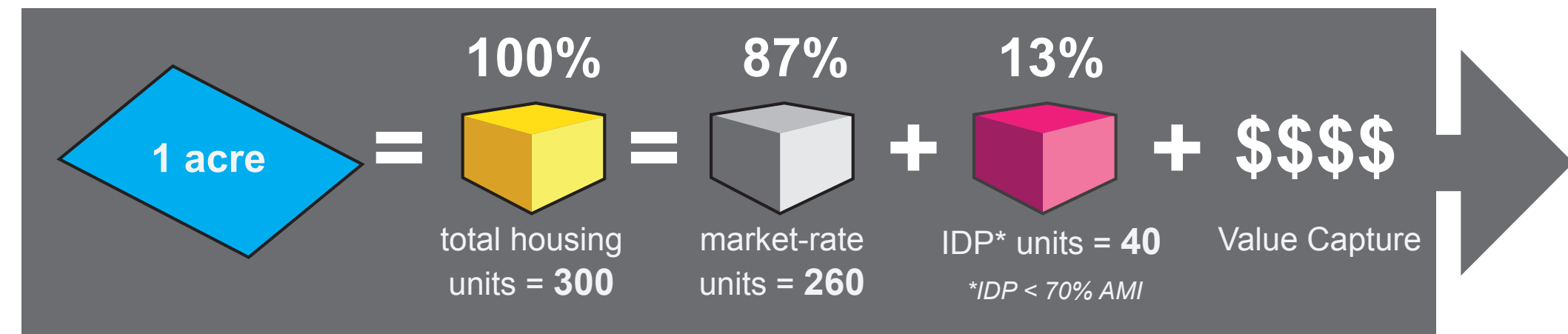
Recap Session 12/14/2015

1. Create public open space
2. Create middle income housing
3. Create civic/cultural/art space
4. Create affordable neighborhood retail/amenities
5. Create affordable commercial space
6. Create new 21st century industrial space for artist/entrepreneurs
7. Create highly energy efficient buildings

Notes:

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ILLUSTRATIVE EXAMPLE BONUS FAR 5 DEVELOPMENT FAR = 7

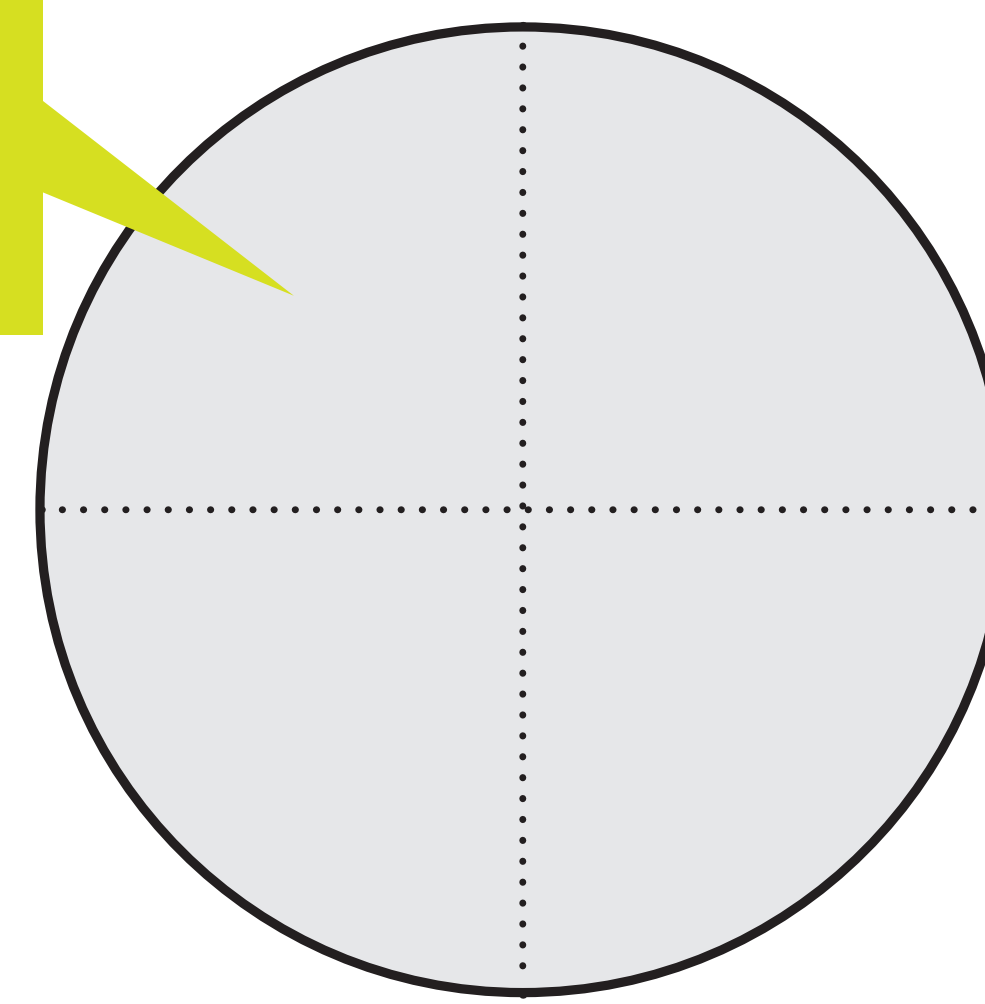


Definitions

- Inducement Development Policy (IDP)**
 13% of units are income restricted units
 income limit 70% AMI
- Moderate-income units**
 income limit 120% AMI
- 1 person: < \$55,150
 Rent = \$1,248 / month
 1-bedroom
- 2 people: < \$62,050
 Rent = \$1,424 / month
 2-bedrooms
- 3 people: < \$68,980
 Rent = \$1,602 / month
 3-bedrooms
- 1 person: < \$94,550
 Max Rent = \$2,137 / month
 1-bedroom
- 2 people: < \$106,400
 Max Rent = \$2,442 / month
 2-bedrooms
- 3 people: < \$118,200
 Max Rent = \$2,748 / month
 3-bedrooms

CREATE YOUR OWN PIE OF BENEFITS

housing other



ALLOCATION OF VALUE CAPTURE TO BENEFITS

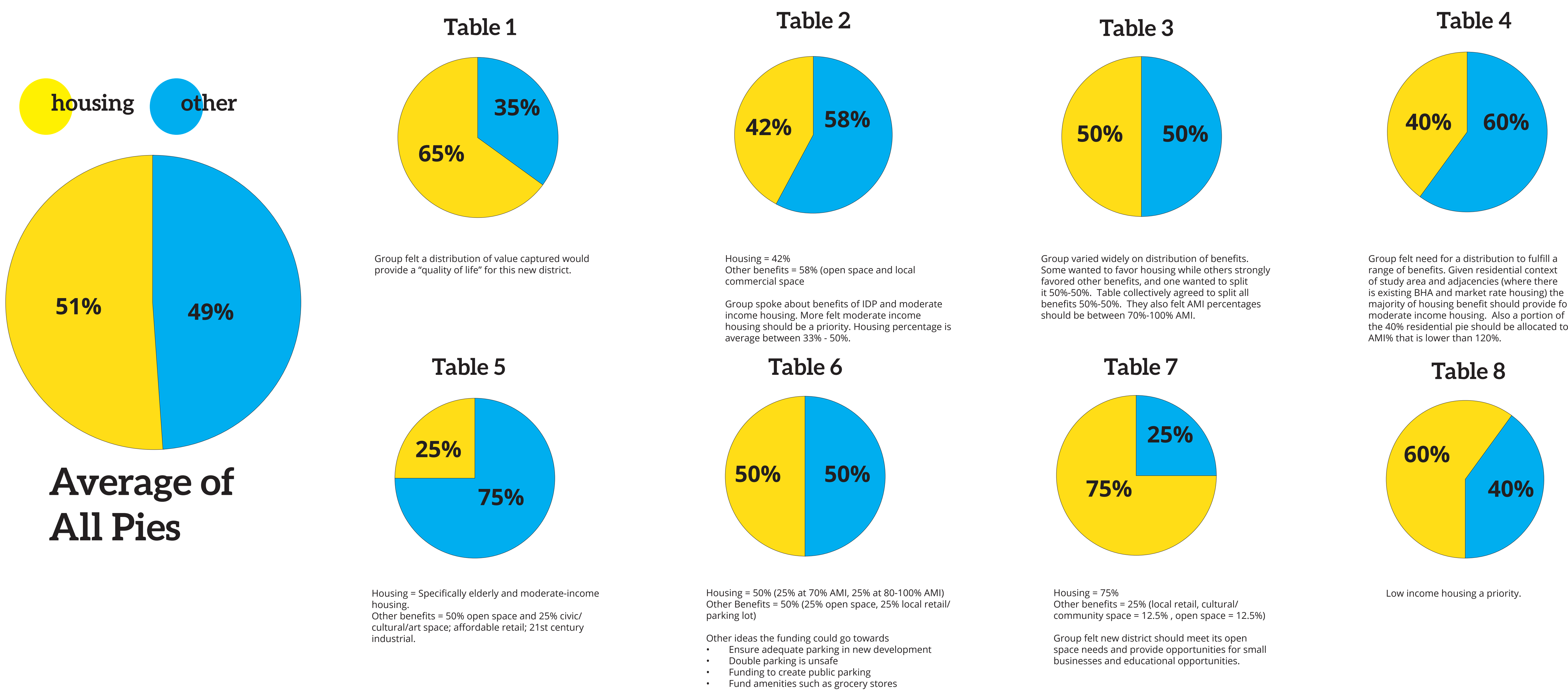
- A. 100% housing
- B. 100% housing
- C. 80% housing, 20% other
- D. 50% housing, 50% other

ILLUSTRATIVE EXAMPLES FOR VALUE CAPTURE DISTRIBUTION

- A. 5% IDP units = 15
 5% of additional IDP level housing
- B. 8% 120% AMI units = 24
 8% of moderate-income housing
- C. 6% 120% AMI units = 18 + open space 10,000 sf
 25% of site area
- D. 4% 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



Benefits Distribution Summary



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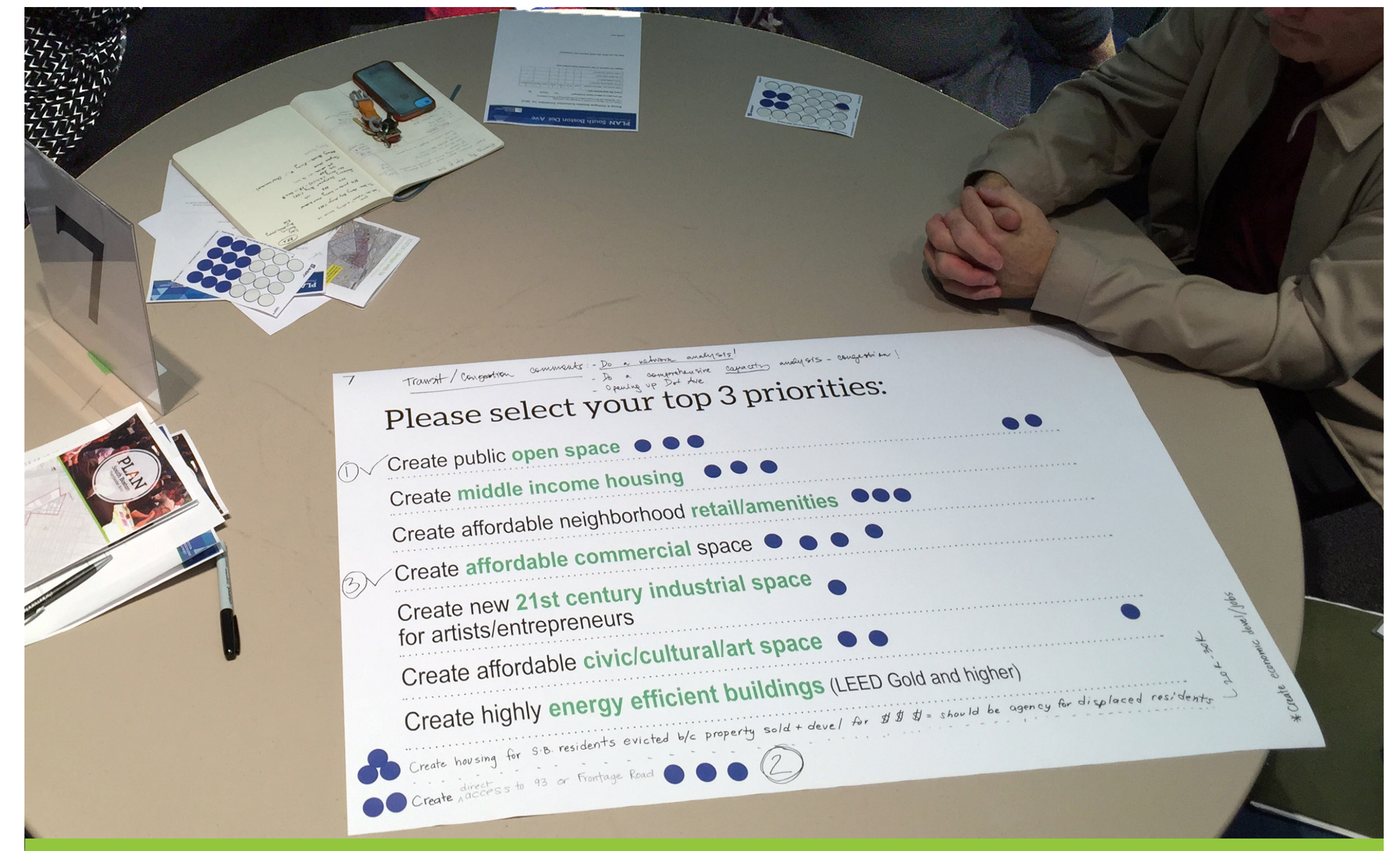
Recap Session / Dialogue



12.14.15 “What We Heard”

Priority Exercise Results

1. Create public open space
2. Create middle income housing
3. Create civic/cultural/art space
4. Create affordable neighborhood retail/amenities
5. Create affordable commercial space
6. Create new 21st century industrial space for artist/entrepreneurs
7. Create highly energy efficient buildings



Prioritization Exercise at December 14th Recap Session / Dialogue



Individual Table Notes

<p>Table 1</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create highly energy efficient buildings (Given *) 2. Create middle income housing 3. Create public open space 4. Create affordable civic/community space <p>5. Create affordable neighborhood retail/amenities 6. Create affordable commercial space</p> <p><i>*Table participants felt this benefit was to be expected and accounted for as was done for streets and blocks</i></p> <p>Comments:</p> <ul style="list-style-type: none"> • Big park • Activate ground level • Central civic/cultural space • like open space needs to be located centrally - Similar to Gather/District Hall but central retail should activate ground level - provides safety • affordable commercial space - small local retail business 	<p>Table 2</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create 21st century industrial space 2. Create public open space 3. Create affordable commercial space <p>4. Create middle income housing 5. Create affordable civic/cultural/art space</p> <p>Comments:</p> <ul style="list-style-type: none"> • Discussion around parks that are within short walk to residents • Open space is great/people need space; outside open space helps build community/gathering etc. • Keeping people who live here working locally which helps w/ traffic congestion • Strong desire for artists/maker space/ innovation • What cultural/civic uses. "Art" is broad term • Very interested in moderate income housing but need clarification • Have a special place in their heart for middle income housing - workforce • Middle income only addresses some of the housing demand "just one piece" of the need 	<p>Table 3</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create public open space 2. Create middle income housing 3. Create affordable neighborhood retail/amenities <p>4. Create affordable civic/cultural/art space</p> <p>Comments:</p> <ul style="list-style-type: none"> • Better mix of retail wanted • Promote more than restaurants • New street with retail corridor • How to grow local businesses or expand small "chains" ("coops") i.e. true value hardware • Kids - open space/recreation use is wanted • Broad range of housing typology needed (micro & more) (density not the enemy) • Can we look at a higher range of affordability (i.e. higher than AMI of 100%) • Lots of questions on feasibility of development • Other city comparisons - Austin, Montreal
<p>Table 4</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create highly energy efficient buildings (Given*) 2. Create middle income housing 3. Create affordable commercial space <p>4. Create affordable civic/cultural/art space 5. Create affordable neighborhood retail/amenities 6. Create 21st century industrial space for artists/entrepreneurs 7. Create public open space</p> <p><i>*Table participants felt that this benefit was to be expected and accounted for as was done for streets and sidewalks</i></p> <p>Comments:</p> <ul style="list-style-type: none"> • Build according to supply • Concern about quality • Clarify amount of rentals vs. ownership • Public open spaces needs to privately maintained but publically accessible - how is this enforced policed 	<p>Table 5</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create middle income housing (Given*) 2. Create public open space 3. Create affordable civic/cultural/art space <p>4. Create 21st century industrial space for artists/entrepreneurs 5. Create affordable commercial space</p> <p><i>*Table participants felt that this benefit was to be expected and accounted for as was done for streets and sidewalks</i></p> <p>Comments:</p> <ul style="list-style-type: none"> • Civic space - libraries, schools, places to vote • Lab space - threshold of type of work safety to community • Need middle income "family" housing 	<p>Table 6</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create highly energy efficient buildings (Given*) 2. Create middle income housing 3. Create affordable neighborhood retail/amenities 4. Create affordable civic/cultural/art space <p>5. Create public open space 6. Create affordable commercial space 7. Create new 21st century industrial space</p> <p><i>*Table participants felt that this benefit was to be expected and accounted for as was done for streets and sidewalks</i></p> <p>Comments:</p> <ul style="list-style-type: none"> • Want schools included in civic space • Middle income housing needs strong outreach • What about job training? Trade schools? • Public space should not include streets. Only parks - (green space) streets don't count as open space
<p>Table 7</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create middle and low income housing 2. Create public open space 3. Create direct access to 93 or frontage 4. Create affordable commercial space <p>6. Create affordable civic/cultural/art space 7. Create affordable neighborhood retail amenities 8. Create new 21st century industrial space for artists/entrepreneurs</p> <p>(NOTE: Housing benefit combined with Create housing for South Boston residents evicted because property sold + developed for money - should be agency for displaced residents 20k-30k)</p> <p>Comments:</p> <ul style="list-style-type: none"> • Traffic congestion: • Do a network analysis • Do a comprehensive capacity analysis - congestion • Opening up Dot Ave 	<p>Table 8</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create affordable neighborhood retail/amenities 2. Create affordable commercial space 3. Create public open space <p>4. Create new 21st century industrial space 5. Create middle income housing 6. Create affordable civic/cultural/art space</p> <p>Comments:</p> <ul style="list-style-type: none"> • 21st century Industrial space - Grand Ten Distilling...more of this 	<p>Table 9</p> <p>PRIORITIES:</p> <ol style="list-style-type: none"> 1. Create public open space 2. Create new 21st century industrial space 3. Create middle income housing <p>4. Create affordable commercial space 5. Create highly energy efficient buildings 6. Create affordable civic/cultural/art space</p>

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Character, Density, and Open Space Workshop



11.17.15 "Design with Us"

Exercise:

- Discuss two open space concepts' Pros and Cons
- Discuss the two height/density concepts' Pros and Cons
- What would you modify? And why?



Participants discuss height and density concepts at November 17th Workshop

Open Space Concepts



Linear Concept

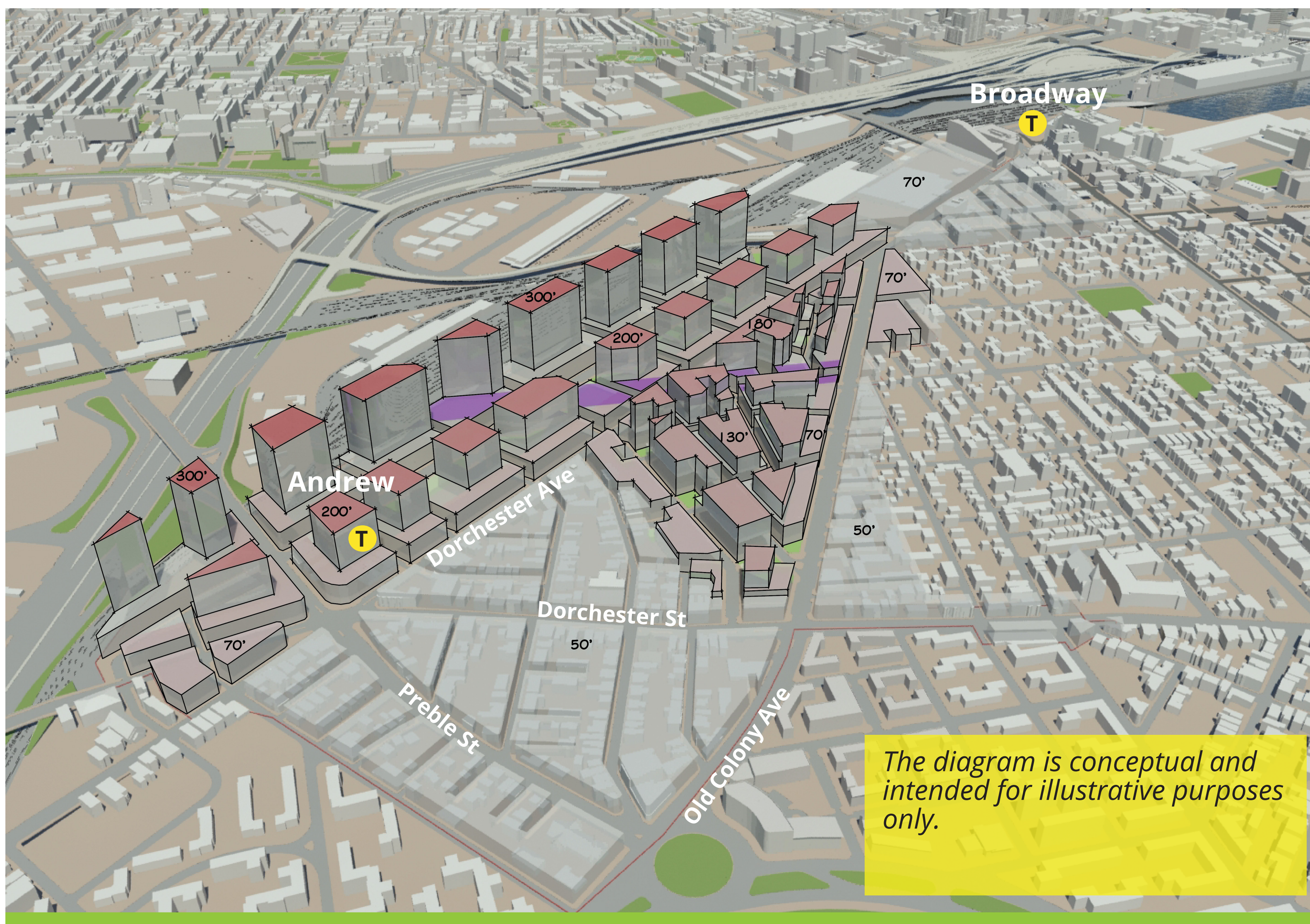
TABLE	PROS	CONS
1.	<ul style="list-style-type: none"> • If it were residential, nice to use/look at • High proximity • Continuous activity 	
2.	<ul style="list-style-type: none"> • Can have tot lot hybrid, like Clarendon Street Play Lot in Back Bay • Can create path to look at downtown 	
3.	<ul style="list-style-type: none"> • More pedestrian friendly (for walking) • Lends more to retail strip w/shops • Better for walking/dog walking 	
4.		<ul style="list-style-type: none"> • Sun/shadows, limits what side of street gets parks
5.	<ul style="list-style-type: none"> • Corridor park offers good opportunities for walking 	<ul style="list-style-type: none"> • Boulevard style new streets will offer better walking, open space would be better spent as larger parks
6.	<ul style="list-style-type: none"> • Might get more use by the wider community, not just surrounding residents • Better to have one big park • Don't want just broken up small spaces 	<ul style="list-style-type: none"> • Might not be linear if developers choose not to develop their segment since there is not a single coordinated entity developing the park
7.	<ul style="list-style-type: none"> • Enjoyable to walk/bike along the linear park 	<ul style="list-style-type: none"> • Doesn't connect to anything • Can take a generation to complete
8.	<ul style="list-style-type: none"> • Group likes the connectivity that the linear parks would create. • Retail spilling out into the linear open space would be a desirable feature. 	<ul style="list-style-type: none"> • Very formal



Neighborhood Concept

TABLE	PROS	CONS
1.	<ul style="list-style-type: none"> • Opportunity for different types of parks (romantic, active, skate-parks) • More exciting, more variety 	<ul style="list-style-type: none"> • No 'continuous activity' i.e. walking/running
2.	<ul style="list-style-type: none"> • Can have variety • People can gather, hang out near home 	
3.	<ul style="list-style-type: none"> • Allows more opportunity to assemble more of a destination • Allows opportunity to close roads for pedestrians - festivals/community gatherings 	<ul style="list-style-type: none"> • Bisected by roads
4.	<ul style="list-style-type: none"> • Neighborhood Concept allows for two sided placemaking - along new street parallel to Dot Ave 	
5.	<ul style="list-style-type: none"> • Need to combine some small parks to offer better mix of scales 	<ul style="list-style-type: none"> • Some parks not large enough • Larger parks
6.	<ul style="list-style-type: none"> • Would create multi-dimensional street, break it up • Will work if there are at least one or two spaces that are big enough 	<ul style="list-style-type: none"> • Difficult to maintain • Doesn't create legitimate large, usable recreational space • Mainly only used by nearby residents
7.	<ul style="list-style-type: none"> • You get it faster - as development will be phased 	<ul style="list-style-type: none"> • Will small parks feel private and not open to the general neighborhood?
8.	<ul style="list-style-type: none"> • Parks in the middle of the blocks would be better for kids because there would be more space. • Lends itself better to creating a unique identity for each park. 	<ul style="list-style-type: none"> • Should place parks mid-block to make parks more useable and accessible

Height and Density Concepts



The diagram is conceptual and intended for illustrative purposes only.

Stepped Concept

TABLE	PROS	CONS
1.	<ul style="list-style-type: none"> • Makes the city look more organized • View corridor • Blends into neighborhood • More @ 300' = more benefits 	<ul style="list-style-type: none"> • Pushes benefits away from neighborhood
5.	<ul style="list-style-type: none"> • Height/impacts are further from neighborhood 	<ul style="list-style-type: none"> • Shading from the west • Large wall along the western side of the study area
6.	<ul style="list-style-type: none"> • Acts as a sound barrier 	<ul style="list-style-type: none"> • Pushes benefits away from neighborhood
7.	<ul style="list-style-type: none"> • Wide sidewalks • Set-backs from the neighborhood are welcome • Stepping up is nice and less massive than the barbell concept 	<ul style="list-style-type: none"> • Pushes benefits away from neighborhood • Danger of creating a wall of similar looking architecture
8.		<ul style="list-style-type: none"> • If greater height means more affordable housing by railroad tracks, would placing affordable housing next to the tracks be desirable? • Heights will compromise quality of open space - better to concentrate heights around T



The diagram is conceptual and intended for illustrative purposes only.

Barbell Concept

TABLE	PROS	CONS
1.	<ul style="list-style-type: none"> • View corridor • More amenities closer to residents • More transit access 	<ul style="list-style-type: none"> • Northern density isn't near station • Stations underneath make foundations expensive • Parcel assembly is very difficult
2.	<ul style="list-style-type: none"> • Height is dispersed, have views • More separation between high elements 	<ul style="list-style-type: none"> • Feels unsafe
3.	<ul style="list-style-type: none"> • Density closer to T • More aesthetically interesting 	<ul style="list-style-type: none"> • Big height close to Andrew Square existing residential
4.		<ul style="list-style-type: none"> • Northern end with Cabot Yard doesn't really fly if the publicly owned MBTA site doesn't get redeveloped
5.	<ul style="list-style-type: none"> • Walkability • T.O.D. (Transit Oriented Development) • Allows for more light into the center of the study area 	<ul style="list-style-type: none"> • Too tall in Old Colony Ave. triangle • Cabot Yard, what is possible here? Height could be added there.
6.	<ul style="list-style-type: none"> • Different than Seaport because it has unique corridor, height variation • Gives opportunity to have parks in the middle 	<ul style="list-style-type: none"> • 200' (triangle) might be too much of a shadow for residents who live in the existing residential
7.	<ul style="list-style-type: none"> • 21st century industrial near haul road is a great idea • Height is good as long as we get amenities 	<ul style="list-style-type: none"> • Why Cabot Yards are not included in the barbell concept, they are so close to Broadway. Move barbell closer to Broadway
8.	<ul style="list-style-type: none"> • Makes more sense to have concentrate development by T • Development should be mixed-use 	