

PLAN: South Boston Dot Ave

Visioning Workshop - October 1, 2015

DRAFT VISION #1:

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.

DRAFT VISION #2:

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

DRAFT VISION #3:

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

DRAFT VISION #4:

- 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.

DRAFT VISION #5:

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.

Notes:

- *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*

DRAFT VISION #6:

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.

Notes:

- *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*

DRAFT VISION #7:

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!

DRAFT VISION #8:

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.