PLAN

South Boston

Dorchester Ave

CITY OF BOSTON
Martin J. Walsh, Mayor

December 14, 2016

MAYOR'S LETTER

Dear neighbor,

Boston is experiencing an unprecedented period of growth. Our city's population is projected to exceed 700,000 people by the year 2030. Welcoming tens of thousands of new neighbors in the next decade and a half is an exciting prospect that brings with it the potential to grow our economy, enhance the vitality and diversity of our neighborhoods, and create desirable new places for future generations to raise their families in Boston.

While this growth holds tremendous promise, change can also be difficult if it is not well planned and coordinated. We must work together so that our communities grow responsibly and inclusively. With this philosophy in mind, we embarked on a new approach to neighborhood planning in July 2015 – one that relies on robust community engagement and intense collaboration between city departments, a reflection of shared ownership in our collective future.

After months of well-attended community workshops, tours of the study area, and other events, we are excited to release our report for PLAN: South Boston Dorchester Avenue. We asked a diverse array of stakeholders, including residents, business and property owners, and neighborhood organizations, to help us envision the future of this new district between Andrew Square and Broadway Station along the MBTA Red Line. Based on extensive public input throughout the planning process, this document serves as a framework for creating a new 21st century mixed-use district that is anchored by public transportation and provides many of the benefits and amenities the community desires.

The South Boston Dorchester Avenue corridor presents a unique opportunity to craft a vision for an area that is evolving. Our plan establishes goals and strategies that will help drive short- and long-term investments in a new network of streets, public parks and green space, a range of housing types, and commercial and retail activity for South Boston. This plan will also be the foundation for updating zoning in the area so that it aligns with the community's vision and creates predictable conditions for future development.

Thank you to everyone who played a role in this effort for your thoughtful involvement and I look forward to the work ahead as we realize our vision.

Sincerely,

Martin J. Walsh

Mayor of Boston

ACKNOWLEDGMENTS

Plan: South Boston Dot Ave is the result of a collaborative effort with the dedicated members of the Advisory Group, wider community members, planning enthusiast, and Interdepartmental Working Group that represented City and State departments. This strategic plan would not be possible without the generous contribution of time and insight by these participants.

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Special Thanks

Ironworkers Union and Mass Bay Credit Union for welcoming us in their space
Boston Civic Design Commission

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1 EXECUTIVE SUMMARY

The Plan

Boston is a growing city. Reversing decades of declining population during the last half of the 20th century, Boston's population is projected to increase by 91,000 to 709,000 by 2030. Growth at this scale needs to be planned and managed in order to ensure a healthy city and quality of life throughout its neighborhoods. Shifts in household size and composition come with population growth. Finally, Bostonians have changed how they live, work, play, and get around.

The Dorchester Avenue Corridor from Andrew Square to Broadway Station is experiencing market pressure on its traditional manufacturing, industrial, and commercial base with some land use shifts to new residential and mixed-use development already evident. Situated between two Red Line MBTA stations and bus hubs, this is a corridor primed for mixed-use, transit-oriented development that accommodates the growing residential and employment population of Boston.

The PLAN: South Boston Dorchester Avenue Planning Initiative represents an opportunity to build a 21st-century district by strategically planning for a broader type of uses and a scale of development best suited for the future of the Dorchester Avenue Corridor.

The Study Area is envisioned to evolve over a 15-20 year period. During this time, best practices for creating great urban places will continue to change. It is vital that the recommendations here be seen as a living document that will need to adapt over time.

The geography of the Planning Initiative consists of 144 acres of land, most of it privately owned with the exception of Cabot Yards, Andrew and Broadway MBTA stations, and the existing road network. The Study Area is bounded by railroad tracks to the west, Old Colony Avenue to the east, and the Broadway and Andrew Square MBTA stations to the north and south.

The outcome of the planning initiative is a Strategic Plan (the "Plan"). The goals of the Plan are to create a framework for:

- A new, urban, mixed-use 21st-century district in Boston.
- A network of new streets, blocks and open spaces forming the framework of a new district.
- Significant new housing at variety of price points and rental rates that also relieves market pressures on older housing stock.

- Planning and zoning tools to implement a coordinated, integrated new district consistent with the vision established by the public process documented by this plan.
- Zoning that provides predictable baseline development entitlements and allows for new models of commercial/industrial development.
- Explicit requirements for the provision of public benefits in exchange for bonus height.
- Inclusive development that improves awareness and access to funding resources.
- Best practices to encourage job creation and small business growth.

As a follow-up to the Plan, appropriate updated zoning for envisioned uses, dimensional requirements, and bonus heights and densities will be written and adopted (see Implementation on page 141). Bonus heights will have a sunset clause of 10 years after adoption, after which the base zoning of floor-area-ratio (FAR) of 2 and a new height of 40 feet will apply to the whole Study Area.

Residents, property owners, business owners, advocates, public agencies and other stakeholders will have a clear direction for the future of the district as a result of the Plan. The Plan is intentionally prescriptive in certain areas such as heights, community benefits, use zones, and urban design guidelines, while allowing for greater flexibility in other areas such as implementation of street and open space networks.

*2030 Conceptual Buildout**

TYPES OF USES	AREA
Residential Uses	**~6-8M sf**
Other (Office, 21st-century Industrial)	**~5-7M sf**
Ground Floor Retail and Cultural Uses	**~0.5-1M sf**
Total	**12-16M sf**
Open Space	**~8-12 acres**
Roads and Sidewalks	**~30-50 acres**

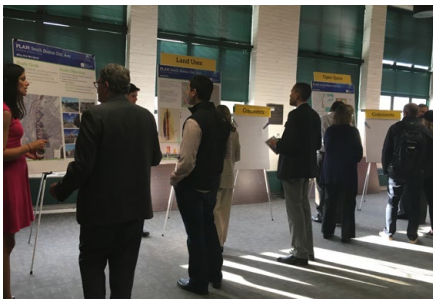
**The square footage (sf) and acreage ranges are only intended to convey ranges and are not absolute minimums or maximums.*

The Process

The PLAN: South Boston Dorchester Avenue Planning Initiative was launched in July 2015 as a comprehensive effort involving the community and staffed by a planning team consisting of an interdepartmental working group from across City departments and state transportation agencies.

The initial analysis was to document existing physical and demographic conditions. The planning team next organized an extensive participatory community process that included open dialogue in monthly workshops and regular interdepartmental working group meetings to determine what and where to **preserve, enhance, and grow,** the three lenses through which the Study Area was examined to determine how to create an appropriate planning vision.

Community discussions exploring conceptual height and density buildouts, open space concepts, and a new street network to connect the district to the surrounding South Boston neighborhood and beyond formed the physical framework for this Plan.



The Vision

- A walkable neighborhood with improved public transportation
- A neighborhood with amenities
  - Retail and other services
  - Civic/cultural/art spaces
  - New and varied open spaces
- A diversity of housing types
  - Live/work opportunities
  - Tall apartment buildings
  - Smaller housing units preserving existing character

The planning process also examined the compatibility of different uses including retail, housing, light industrial, and other commercial uses. Recent market pressures that are particularly concentrated on the area's low density commercial and light industrial uses made them a major focus for discussions of the Study Area's future. As a result of these discussions, City departments are thinking within their own policy areas and across departments about how to accommodate growth and density along this transit corridor.

Figure 1. Above: Images from PLAN: South Boston workshops. Opposite: Map of Boston with Study Area boundary highlighted in yellow


CAMBRIDGE
Downtown
East Boston
Back Bay
90
Fenway/ Kenmore
South End
South Boston
Mission Hill
Roxbury
Franklin
Dorchester
93
Mattapan
PLAN Area
Open Space
MBTA Rapid Transit Lines
Silver Line Bus Rapid Transit Line
Commuter Rail Line
N

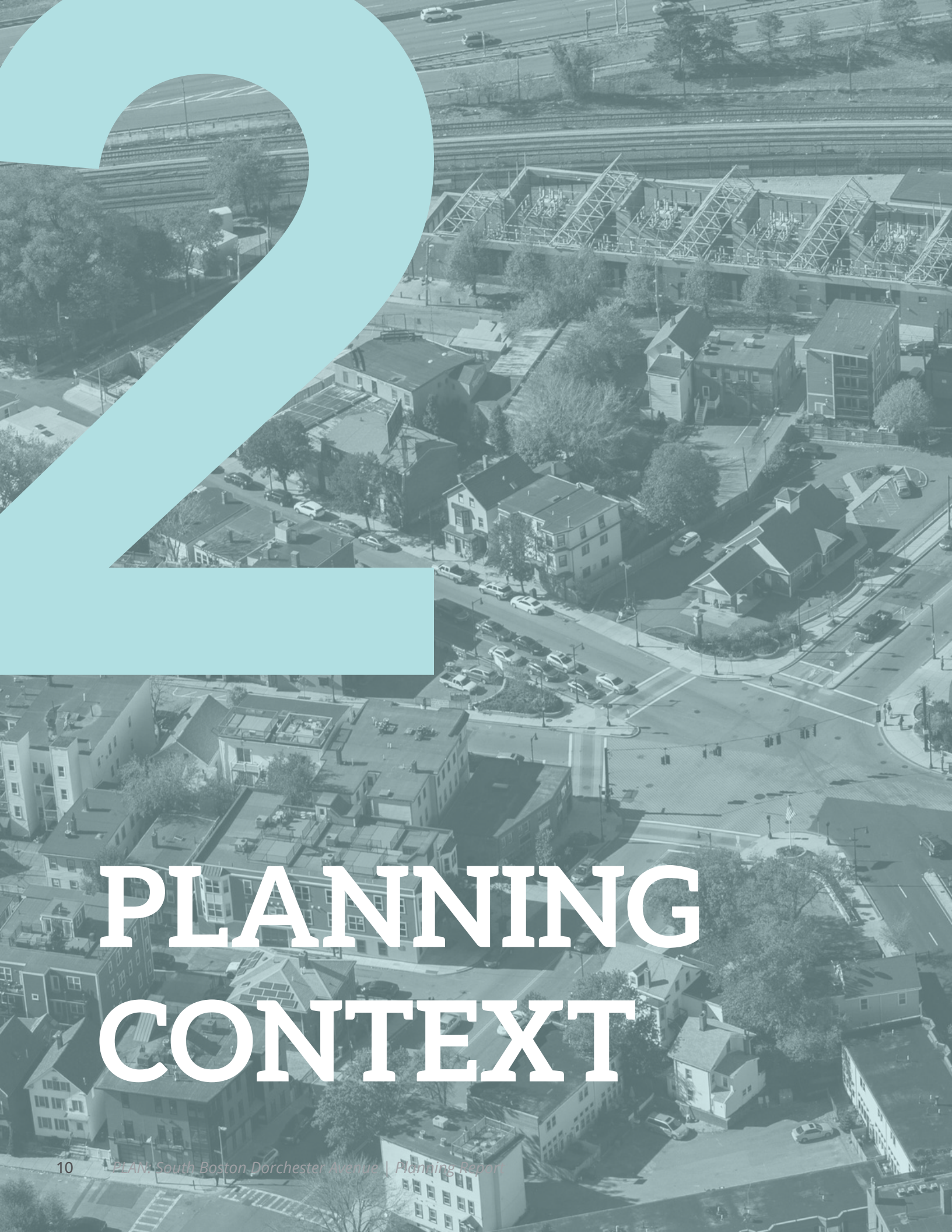
The Outcome

In an effort to start the implementation of this plan in 2017 in coordination with Imagine Boston 2030, the City departments will continue to define new policies, zoning, and collaborative initiatives (See Implementation on page 141).

Specific opportunities that were realized from the PLAN initiative process:

- A proactive approach to change in an area facing development pressure.
- Engagement of community residents, businesses, non-profits, property owners, advocates, and various stakeholders through a range of workshops, site visits, and events.
- A coordinated interdepartmental working group communicating through task-driven dialogue and regular staff meetings.
- A defined vision that will allow the City and the community to create new opportunities and improve the Study Area.
- Establishment of new development guidelines for the district that ensure the delivery of predictable community benefits.
- Development of recommendations that will form the basis for updated zoning to guide future growth in a manner that is consistent with the community's vision.

EXECUTIVE SUMMARY



2 PLANNING CONTEXT

HISTORY

Since its origins in the early seventeenth century, when it was known as Dorchester Neck or Great Neck, the Study Area has witnessed significant transformations. Native Americans called the South Boston peninsula Mattaponnock. When English settlers arrived, the area was primarily used for grazing cattle. One of the earliest paths on the peninsula, now known as Dorchester Street, served as the main route leading cows to the higher feeding grounds along today's Broadway.

Figure 2. Opposite: 1859 survey map of South Boston and South Bay with Study Area boundary in yellow

Great Neck was annexed to Boston in 1804 to accommodate Boston proper's need for additional land for its growing population and manufacturing needs. South Boston began as a neighborhood based on a planned urban design. A street plan established in 1805 is reflected in today's enumerated and alphabetical street pattern. More than two hundred years later, a new street network is contemplated to connect to this established pattern.

Along with new streets, a major capital improvement was building a bridge at West Fourth Street. This created the first direct link to South Boston from Boston proper. Previously, boats had been the only means. In 1805 Dorchester Turnpike was built. It was a toll road, extending from South Boston to the Milton town line.

The opening of the Old Colony Railroad in 1844 surpassed the ability of the toll road to move goods through Boston and to points beyond. Within ten years the toll road became a public street. This surface arterial accommodated horse drawn streetcars, which were later electrified and eventually substituted by buses. Eventually, a tunnel was built below Dorchester Avenue and that became the Red Line branch of the MBTA subway system.

Portions of the Study Area were still underwater in the late 19th century. The filling of land along the South Bay created new acreage west of present day Dorchester Avenue (see Timeline on page 16). The area soon hosted iron foundries, glassworks, machinery manufacturers, and other burgeoning industries.

One prominent industrialist, Cyrus Alger, built an iron foundry west of Dorchester Turnpike. Active in the community and a member of the City Council, he paid for sidewalks and tree plantings along Dorchester Avenue. This example of private investment in public realm amenities provides an early example for the provision of public benefits discussed later in the Plan (see Figure 62 on page 66).

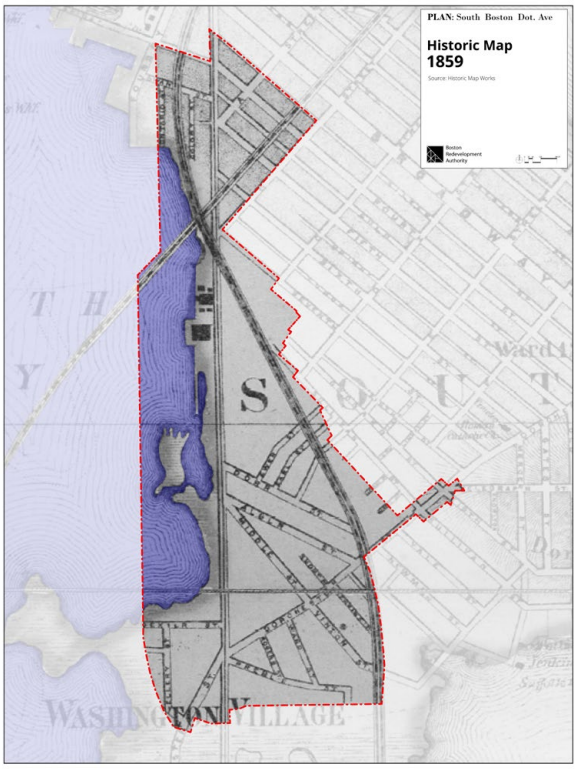


Figure 3. Historical map dates 1859 of South Bay with Study Area boundary

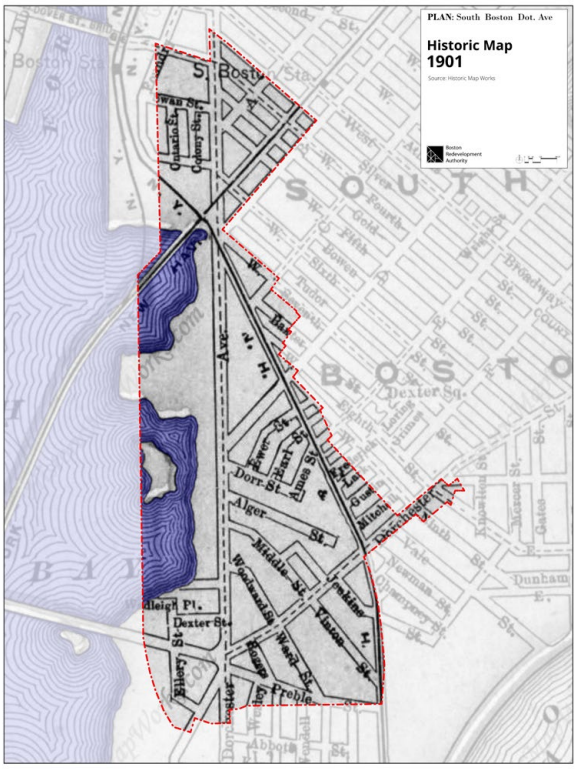


Figure 4. Historical map dates 1901 of South Bay Study Area overlay

The first building boom, post annexation, occurred from 1868 to 1914. Filling of land along the waterfront for railroad tracks and warehouses was key for the port. Not until the 1970s and later did subsequent major building and economic changes occur in South Boston. Transformations in the shipping and container industry and the surplussing of Army and Navy facilities were major factors opening up new areas for redevelopment. Today, major development is occurring on South Boston's waterfront and is anticipated to accelerate within the Study Area. This Plan envisions a new 21st-century district along the neighborhood's western edge to accommodate physical and economic changes underway.

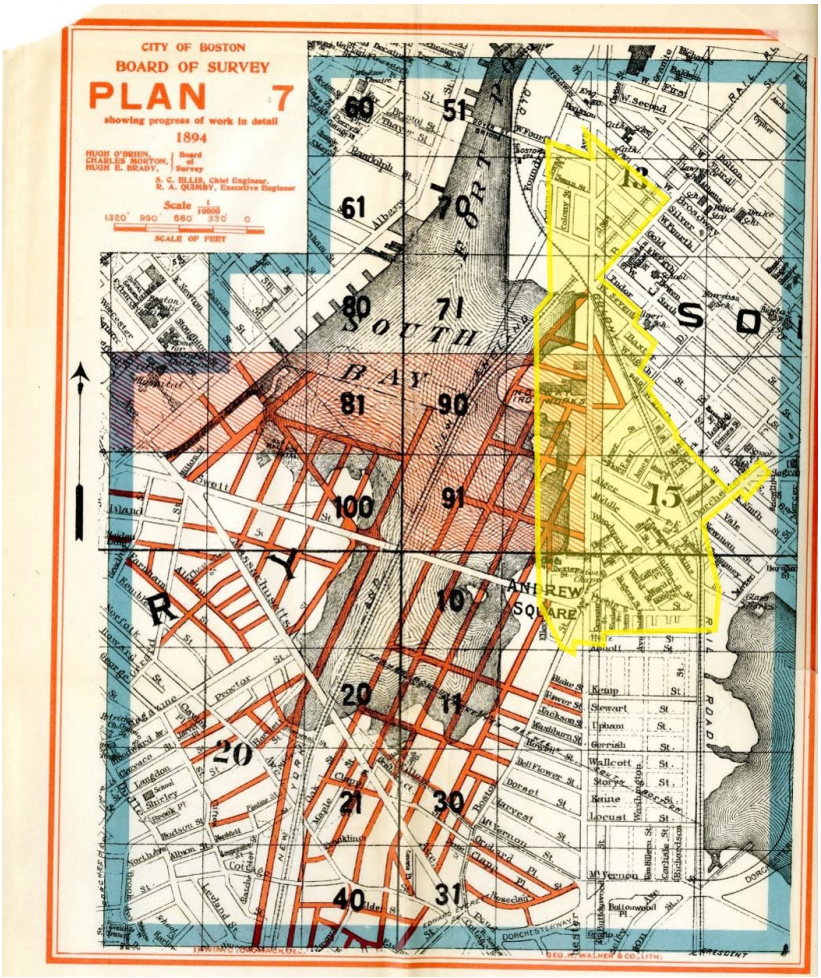


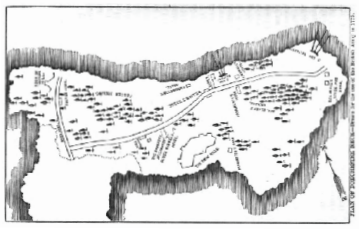
Figure 5. Historical map dated 1894 showing proposed "paper street" grid over South Bay

Figure 6. Undated historical photograph of Andrew Square, likely from the early 1900s

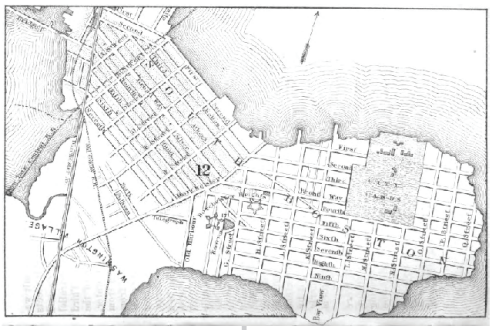
Figure 7. Undated historical photograph of Broadway station

TIMELINE

1617
Massachusett people name peninsula "Mattapannock."



1630
English settlers arrive and name area "Great Neck" , grazing livestock on abundant pastureland.



1805
Street plan establishes current grid.

New infrastructure built - West Fourth St. Bridge and Dorchester Turnpike.

1844
Old Colony railroad begins operation.

1850s
Dorchester Avenue, originally a toll road, becomes a public street. Horse-drawn and later motorized street cars move down the road.

Horse-drawn street ca

South Bay land fill for

17TH CENTURY
Early Settlements

Dorchester Street leading to Broadway marks the original cow path.

18TH CENTURY
Independence & Growth

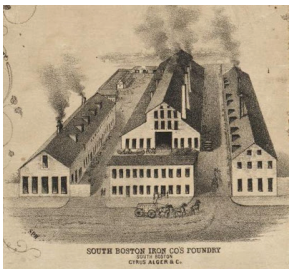
Late 1700s
Boston proper population grows after the Revolutionary War.

1804
"Great Neck", today's South Boston, annexed to Boston.

19TH CENTURY
Industry

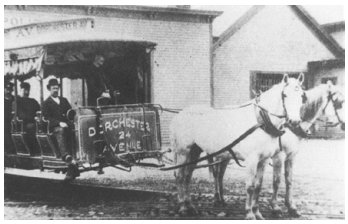
Prices jump from $400/acre to $5,000/acre.

1820-1840
Industry expands: shipyards, glass works, chemical, manufacturing, and ironworks.



Alger's Foundry

South Bay is gradually filled, using new technologies like the steam shovel and rail transport.



Dorchester Ave Omnibus
Source: *Images of America - South Boston,* Anthony Mitchell Sammarco

1900s
Street cars are electrified.

1918
Red Line extends to Broadway and Andrew via Dorchester Tunnel.

1953
Streetcars numbered 7,9,10 abandoned or converted to bus service.

2015-2016
PLAN: South Boston lays the groundwork for a reimagined Dorchester Ave Corridor.

PLAN South Boston Dorchester Ave

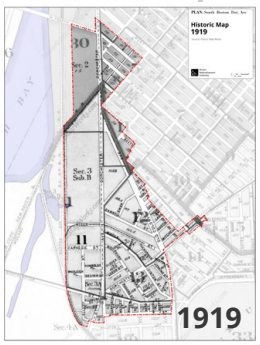
Rapid Transit

rs Electrified street cars Bus service

more land

20TH CENTURY
Shifting Economies

21st century
Opportunities



Mid 1900s
Industrial jobs decreased from 65,000 to 29,000 from 1970 to 1990.

The Prudential Center completed in 1965 is indicative of Boston's shift to a service and knowledge economy.

SOUTH BOSTON WATERFRONT
SUSTAINABLE TRANSPORTATION PLAN

2000 - 2010
South Boston Waterfront planning efforts work to improve access, enhance the public realm, and guide new development.

Figure 8. *Intersection of Dorchester Ave and Old Colony Ave*

Figure 9. *Dorchester Ave looking north towards downtown*

Figure 10. *Alger Street looking east towards Dorchester Heights*

Figure 11. *Mid-block view north of industrial uses adjacent to tracks*

CURRENT CONDITIONS

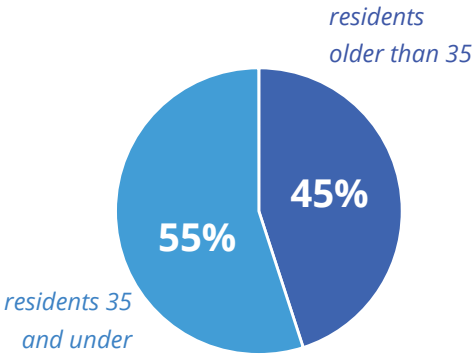


Figure 12. Study Area overview - resident age

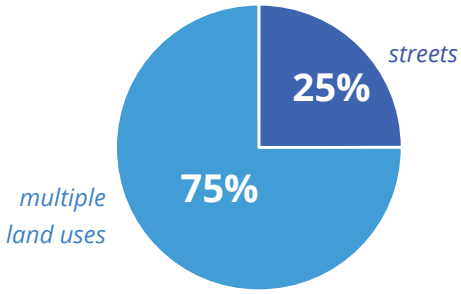


Figure 13. Study Area overview - land use

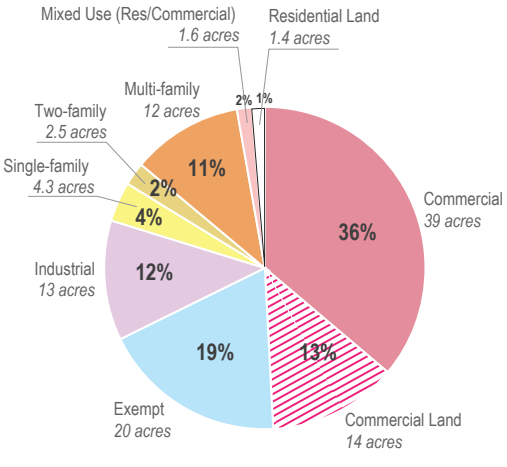


Figure 14. Existing land use of Study Area

Source: City of Boston Assessing Department FY 2015

The Study Area is rapidly evolving from a neighborhood characterized primarily by commercial and industrial uses to more mixed-use developments and higher-density residential uses. The current count of approximately 1,200 housing units is steadily increasing. The population is relatively small but young with 55% of its 2,207 inhabitants 35 years old and under. Families make up a third of all households.

The Study Area is 144 acres in size with streets and sidewalks representing 36 acres (25%) and the remaining 108 acres (75%) divided among multiple land uses (See Figure 31 on page 42 for current street network). The majority of the area is currently zoned as industrial and manufacturing followed by local business and residential zoning, primarily within Andrew Square.

According to the City of Boston Assessing Department, of the multiple land uses in the area, commercial and industrial uses constitute 66 acres (60%) of the 108 acres. This is followed by exempt land uses at 20 acres (19%). The exempt uses consist of the MBTA bus repair and layover facility at Cabot Yard and the Andrew Square subway, and busway station. Residential land use is 20.2 acres (17%) of the Study Area. The majority of it is in the form of multi-family housing stock (see Figure 18 on page 27 for current land use plan).

Within the Study Area there are approximately 250 business establishments, which have been shifting from more labor-intensive industries to service, non-profit, and local retail.

The top five industrial classifications, comprising 58% of all businesses within the Study Area, include: services, administration and support/waste management and remediation, retail trade, accommodations and food services, and construction. One of the oldest businesses within the Study Area in operation over 117 years is The Marr Companies and more recent additions include GrandTen Distilling along with the F.W. Webb Company relocation to Dorchester Avenue.

OPPORTUNITIES

A walk along Dorchester Avenue between Andrew Square and Broadway MBTA stations is equal in distance to walking along West Broadway from the MBTA station to the junction of East Broadway and Dorchester Street; or walking along Commonwealth Avenue Mall from Arlington Street to Massachusetts Avenue in the Back Bay. While similar in distance, what a varied experience these walks represent!

Creating a mix of uses and open spaces that accommodates a 21st-century lifestyle and mix of opportunities to live, work, make, and play within proximity is the primary goal of this Plan.

A network of streets and blocks that form the framework for new land uses will increase options for mobility and facilitate a people-centered public realm.

The key to success for this combination of new uses and new city blocks will be the creation of a public realm that builds a district of distinct and diverse open spaces and places.

As South Boston in the 19th century served the need to accommodate the population growth and emerging industries from Boston's original Shawmut peninsula, today history repeats itself. This new 21st-century district of South Boston will serve Boston's need for more housing. Growth will be shaped around the goal of creating a vibrant new district within the neighborhood of South Boston that provides walkable streets, middle-income housing, affordable commercial space for a diverse array of businesses, and memorable open spaces that contribute to Boston's network of parks, sidewalks, and streets.

Figure 15. Aerial image of 144 acre Study Area boundary


BROADWAY
Broadway
ANDREW
Andrew
E Berkeley St
Broadway
W 4TH
W 4th St
Albany St
Frontage Rd
A St
W 4TH
W Broadway
Haul Rd
B St
D St
Dorchester Av
D St
Old Colony Av
Dorchester St
Damrell St
Frontage Rd
93
Southampton St
Columbia Rd
Columbia Rd
Preble St
William Day Blvd
Columbia Rd
N

3 WORKSHOPS & OUTCOMES

A NEW APPROACH TO COMMUNITY ENGAGEMENT

The planning process was initiated in July 2015. The goal was to create a vision with the community and to establish guidelines that would result in a comprehensive plan to inform new zoning to guide future development. With the community, composed of residents, business owners, property owners, various stakeholders, advocates, and a twenty-two member Advisory Group appointed by Mayor Martin J. Walsh, the work began.

In contrast to previous planning processes, this one marked a more interactive and iterative way for the Boston Planning and Development Agency (BPDA) and other City departments to engage with the community as the Plan evolved. Community gatherings included workshops, tours, and open sessions designed to encourage learning from each other and the sharing of best practices and trends.

Each engagement with the community built upon the work done previously, be it an open house, tour or workshop event. Along with the community engagement process, City staff participated in public events and ongoing interdepartmental working group meetings facilitated by the BPDA.

The following pages highlight the steps of the public engagement topics, workshop activities, and outcomes that emerged over the course of a year.

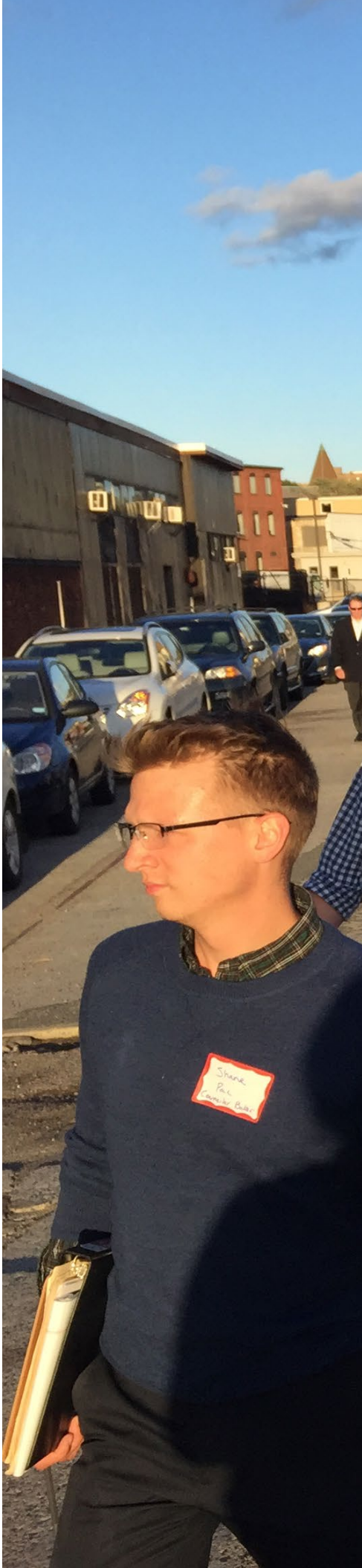


Figure 16. Opposite: Walking tour of Study Area (see p.32 for more information)


LOYAL CROWN

TALK TO US

Open House

July 20, 2015

The planning initiative kicked off with an open house hosted by the BPDA. Information was available about the PLAN Initiative's goals and objectives, profiles of the Study Area's geography, households, businesses, and mobility infrastructure. Each topic station was staffed by members of the interdepartmental working group. Residents were asked to share their ideas on comment boards asking "What do you care about?", "Where do you live, work or visit?", "How do you get around?", "What is your vision?"

More than 150 residents, business and property owners, various stakeholders, advocates, and visitors provided hundreds of comments, questions, and ideas. Those unable to attend were encouraged to weigh in by submitting comments on-line to the PLAN Initiative's website, bit.ly/plandotave

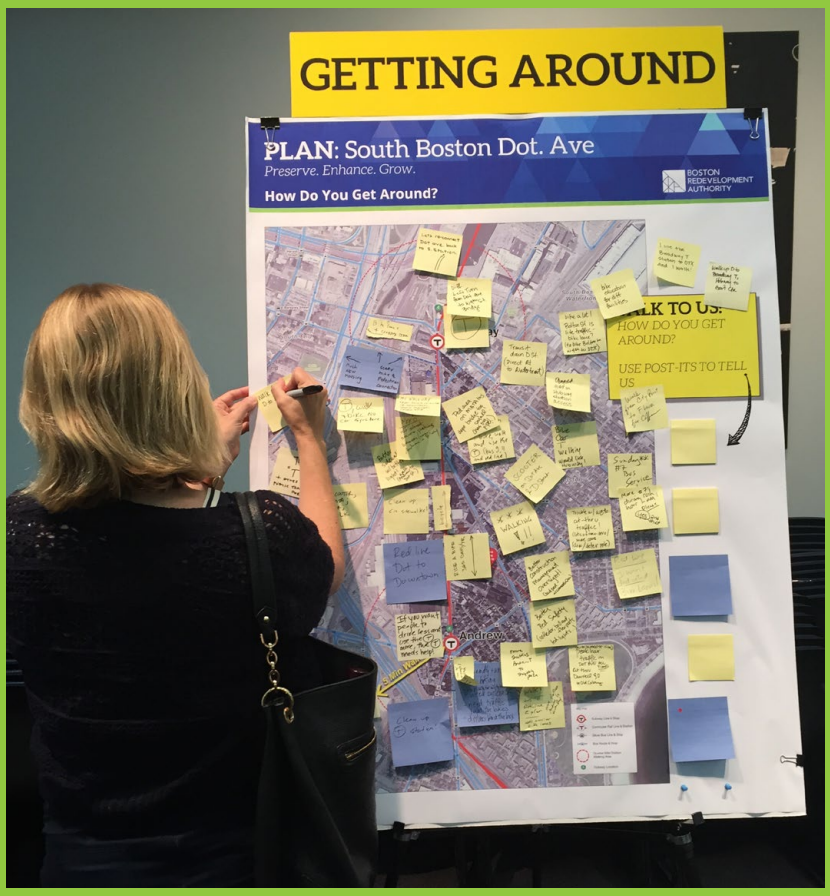
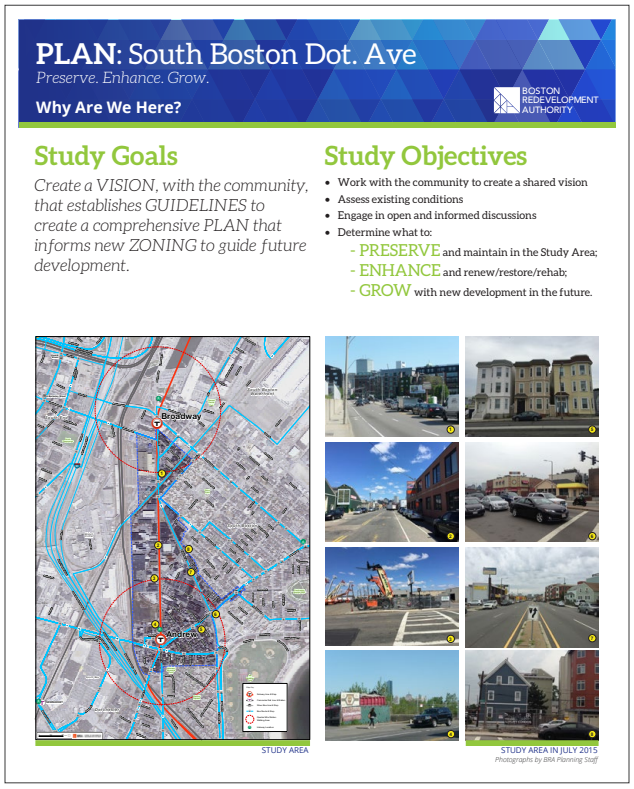
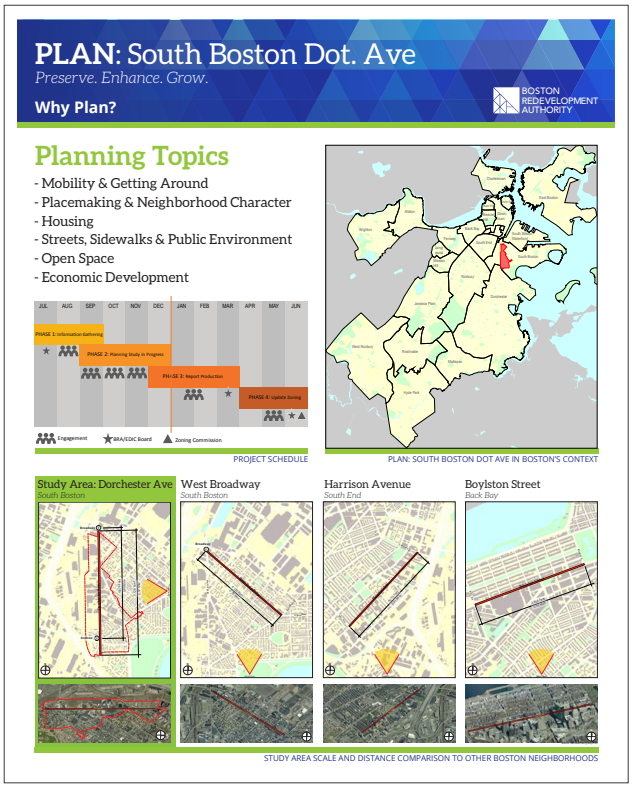


Figure 17. Community members answered questions such as, "How do you get around?" at the Open House

Figure 18. More than 150 residents, business and property owners, advocates, and visitors attended the Open House

Figure 19. Participants shared their ideas on "What do you care about?", "Where do you live, work or visit?" "How do you get around?" "What is your vision?"





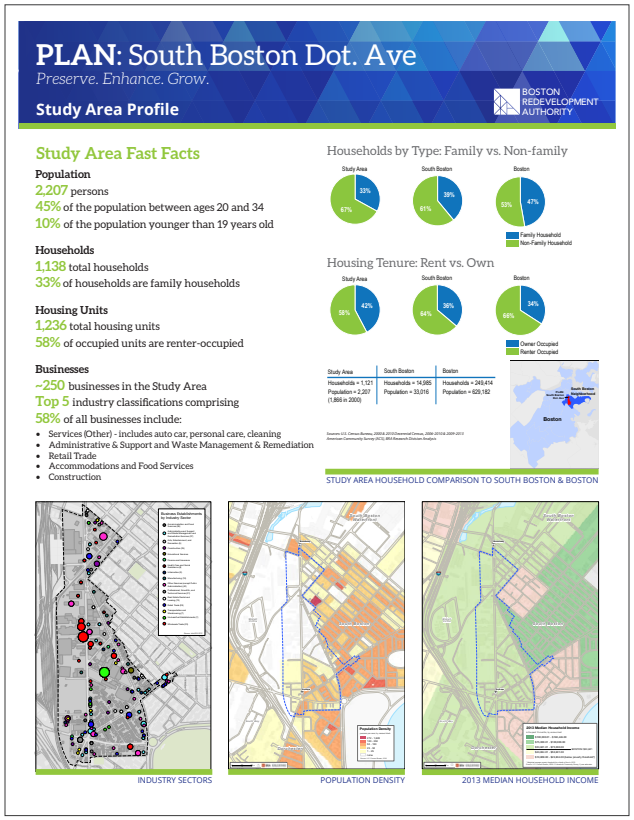


Figure 20. Above: sampling of information and feedback boards presented by the BPDA at the Open House

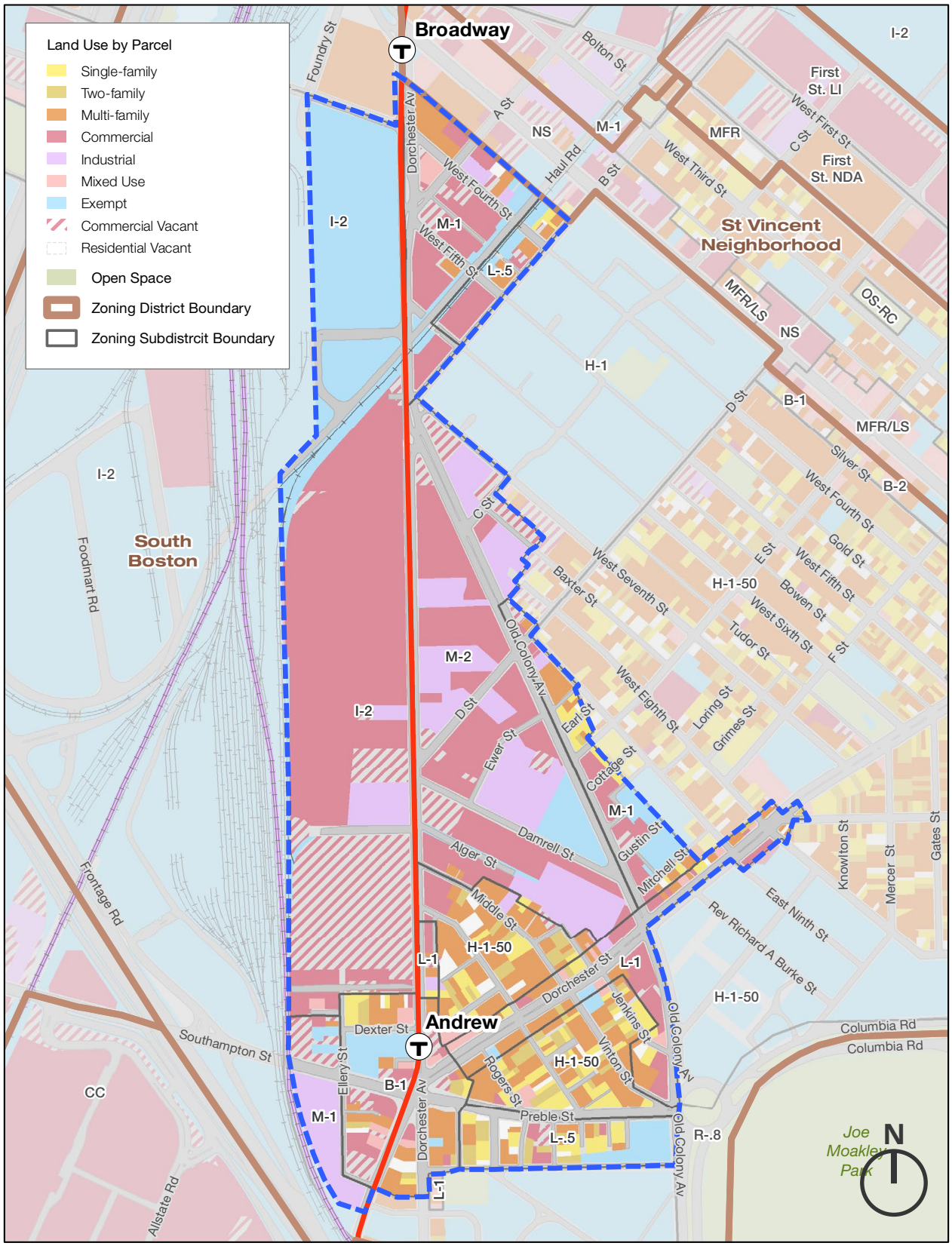


Figure 21. Above: land use map of PLAN: South Boston Dorchester Avenue Study Area

Source: City of Boston Assessing Department FY 2015

TALK TO US

Outcomes

Over 400 comments were gathered regarding what people cared about in the Study Area and their vision for the future. More than half the comments focused on the topics of mobility and getting around, the public environment, and placemaking. The following examples are representative of comments the team received:

Mobility & Getting Around

"Vibrant, safe, accessible mixed-use development supported by smart public transportation and biking options."

"Create stronger connection to downtown via Dot. Ave"

"Better accessibility for pedestrians and bikes; alternate access methods for auto travel to ease congested Dot. Ave"

What is your vision for the future of the Study Area?

Housing

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

"Worker housing that young professionals can realistically afford"

"Affordable artist/designer live-work space"

"A mix of homes, some affordable for artists."

Placemaking & Neighborhood Character

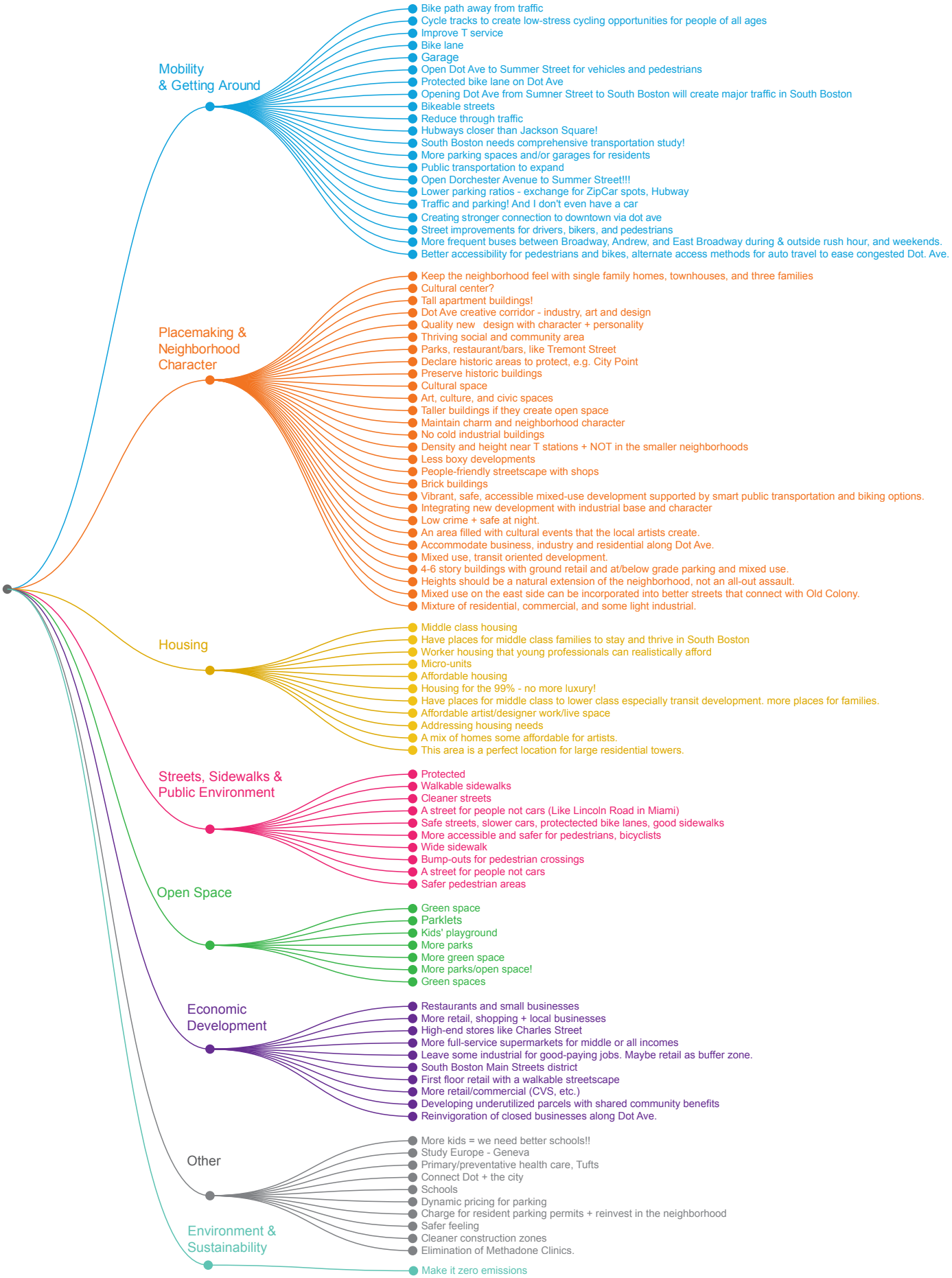
"People-friendly streetscape with shops."

"Quality of new design to have character and personality."

"More trees for beauty and storm water management."

"That it feel less grimy and less scary."

"Density and height near T stations and NOT in the smaller neighborhoods."


Mobility & Getting Around
Bike path away from traffic
Cycle tracks to create low-stress cycling opportunities for people of all ages
Improve T service
Bike lane
Garage
Open Dot Ave to Summer Street for vehicles and pedestrians
Protected bike lane on Dot Ave
Opening Dot Ave from Sumner Street to South Boston will create major traffic in South Boston
Bikeable streets
Reduce through traffic
Hubways closer than Jackson Square!
South Boston needs comprehensive transportation study!
More parking spaces and/or garages for residents
Public transportation to expand
Open Dorchester Avenue to Summer Street!!!
Lower parking ratios - exchange for ZipCar spots, Hubway
Traffic and parking! And I don't even have a car
Creating stronger connection to downtown via dot ave
Street improvements for drivers, bikers, and pedestrians
More frequent buses between Broadway, Andrew, and East Broadway during & outside rush hour, and weekends.
Better accessibility for pedestrians and bikes, alternate access methods for auto travel to ease congested Dot. Ave.
Placemaking & Neighborhood Character
Keep the neighborhood feel with single family homes, townhouses, and three families
Cultural center?
Tall apartment buildings!
Dot Ave creative corridor - industry, art and design
Quality new design with character + personality
Thriving social and community area
Parks, restaurant/bars, like Tremont Street
Declare historic areas to protect, e.g. City Point
Preserve historic buildings
Cultural space
Art, culture, and civic spaces
Taller buildings if they create open space
Maintain charm and neighborhood character
No cold industrial buildings
Density and height near T stations + NOT in the smaller neighborhoods
Less boxy developments
People-friendly streetscape with shops
Brick buildings
Vibrant, safe, accessible mixed-use development supported by smart public transportation and biking options.
Integrating new development with industrial base and character
Low crime + safe at night.
An area filled with cultural events that the local artists create.
Accommodate business, industry and residential along Dot Ave.
Mixed use, transit oriented development.
4-6 story buildings with ground retail and at/below grade parking and mixed use.
Heights should be a natural extension of the neighborhood, not an all-out assault.
Mixed use on the east side can be incorporated into better streets that connect with Old Colony.
Mixture of residential, commercial, and some light industrial.
Housing
Middle class housing
Have places for middle class families to stay and thrive in South Boston
Worker housing that young professionals can realistically afford
Micro-units
Affordable housing
Housing for the 99% - no more luxury!
Have places for middle class to lower class especially transit development. more places for families.
Affordable artist/designer work/live space
Addressing housing needs
A mix of homes some affordable for artists.
This area is a perfect location for large residential towers.
Streets, Sidewalks & Public Environment
Protected
Walkable sidewalks
Cleaner streets
A street for people not cars (Like Lincoln Road in Miami)
Safe streets, slower cars, protectected bike lanes, good sidewalks
More accessible and safer for pedestrians, bicyclists
Wide sidewalk
Bump-outs for pedestrian crossings
A street for people not cars
Safer pedestrian areas
Open Space
Green space
Parklets
Kids' playground
More parks
More green space
More parks/open space!
Green spaces
Economic Development
Restaurants and small businesses
More retail, shopping + local businesses
High-end stores like Charles Street
More full-service supermarkets for middle or all incomes
Leave some industrial for good-paying jobs. Maybe retail as buffer zone.
South Boston Main Streets district
First floor retail with a walkable streetscape
More retail/commercial (CVS, etc.)
Developing underutilized parcels with shared community benefits
Reinvigoration of closed businesses along Dot Ave.
Other
More kids = we need better schools!!
Study Europe - Geneva
Primary/preventative health care, Tufts
Connect Dot + the city
Schools
Dynamic pricing for parking
Charge for resident parking permits + reinvest in the neighborhood
Safer feeling
Cleaner construction zones
Elimination of Methadone Clinics.
Environment & Sustainability
Make it zero emissions

WALK & BIKE WITH US

Study Area Tours

September 14, 2015

The BPDA hosted walking and biking tours of the Study Area to continue the dialogue about priority issues for the planning initiative to address. More than fifty members of the public and a dozen BPDA and City staff participated in the tours, sharing, comments, ideas, and questions. Participants were asked to consider four themes on the tour: mobility and connectivity, public realm and streetscape, land use and development, and community resiliency and sustainability.

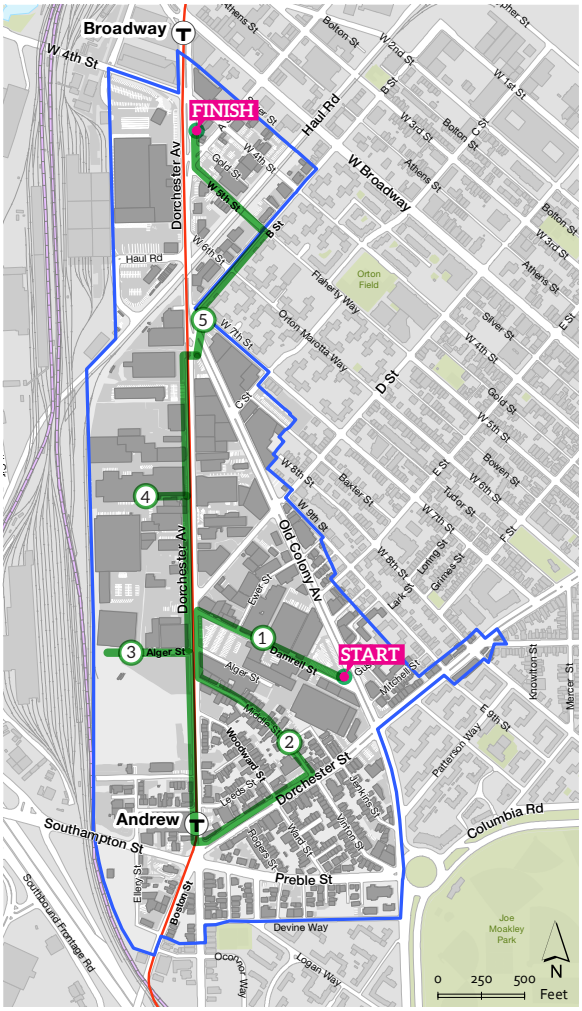


Figure 22. *Over fifty members of the public and a dozen BPDA and City staff participated in the walk and bike tours*

Figure 23. *Left: Walking tour guide illustrating route and points for conversation*

WALK & BIKE WITH US

Outcomes

Exploring the Study Area by foot and bicycle, participants assessed existing conditions and were asked to envision a future Dorchester Avenue and surrounding areas to the east and west of the avenue. The legacy of successive land uses were evident in a palimpsest of transportation infrastructure: rail lines developed for heavy industrial uses bisect today's vehicular and pedestrian networks. Residential development has begun to cluster at the MBTA transit stations, a process that is expected to only accelerate in the future. Tour participants were prompted to consider how a transportation network and land use pattern centered on distribution of goods and services in the 19th and 20th centuries could be adapted and enhanced to serve future needs.

Community comments included:

- *"I would like to see some of the industrial character of the avenue preserved."*
- *"If the area changes to mixed use, where will the commercial/ industrial businesses relocate to?"*
- *"Dot Ave industrial days are behind them...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."*
- *"Streetscape plan needed."*

Community Resiliency & Sustainability

"More affordable housing - ownership and rental."

"Workforce housing is very important."

Land Use & Development

"What kinds of commercial, office uses, R&D and retail will be allowed in the area? New uses for green companies, startups, etc. should be studied."

Mobility & Connectivity

"More connecting streets and a possible new grid pattern need to be looked at carefully to allow traffic to flow through area and for pedestrians."

Public Realm & Streetscape

"Open space...if mixed use projects are built, open space needs to be part of overall vision."

	COMMUNITY COMMENTS	THEME
	walk to prevent sound from route 93	Community Resiliency & Sustainability
	more affordable housing - ownership & rental	
	population impact	
	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.	
	ADA	
	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.	
	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.	
	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.	
	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 planing 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 Harrsion / 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.	
	Housing with reduced parking ratios	
	one story buildings - NO	
	more retail	
	parking garage?	
	no more ground floor single-car garages (curb cuts on main street)	
	connect the pockets of retail	
	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.	
	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.	
	bike lanes	Mobility & Connectivity
	need more acess for roads to get to X-way without Dot. Av. included	
	Andrew Square pedestrian Xing	
	Move Hubways off street	
	Auto ramps should meet pedestrian codes for travel	
	bike lanes improved	
	There needs to be a build out of % footage for the next 20-30 years related to Transporation capacity. Just using Transporation 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 Transporation 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.	
	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 ?	
	The Haul road needs to be opened more for residential traffic .	
	Look at Track 61 rail for future connections	
	Bike infrastructure!	
	through connections to the south end?	
	reconnect Dot Ave.	
	connect better to Harbor Way (path?)	
	Improve #9 bus route, the turn into Broadway Station	
	TRAFFIC – during the weekdays Dorchester Ave is a traffic nightmare. I'm sure BTD 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 BTD and look forward to their ideas. I also think Dot. Ave should be opened up to South Station.	
	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.	
	ADA	
	widen sidewalks	Public Realm & Streetscape
	plant trees	
	please preserve mature trees!!	
	public realm- setbacks for all NEW development (i.e. planters)	
	trees	
	wider sidewalks	
	make sidewalk repairs	
	Andrew Station trash issues	
	wider sidewalks	
	wider sidewalks - handicap ramps @ sidewalk ends	
	More public green spaces	
	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.	
	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.	
	Dot Ave. - beautiful complete street entrance to boston with sysletrack	
	more big parcels - opportunity for larger parks	
	parks - large and small	
	view corridors - downtown	
	trees	
	pocket parks!	
	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).	

IMAGINE WITH US

Visioning Workshop

October 1, 2015

At the first workshop, the planning team presented comments from the Open House and Walk/Bike tours (see "Talk to Us" on page 30 and " Walk & Bike with Us" on page 34). These comments were organized by theme: open space, mobility & getting around, housing, placemaking & neighborhood character, streets, sidewalks & public environment, economic development, and environment & sustainability. Participants were asked to prioritize these comments to begin shaping a vision statement.

Approximately eighty members of the community, the City's interdepartmental working group, and BPDA staff participated in a team -based prioritization exercise. Each of the eight teams was asked to draft a vision statement based on the team's top five shared priorities. For each priority, the team was asked to assess the implications and trade-offs, either positive or negative, associated with keeping it a priority. Along with the seven themes, an option was provided for each participant to add an additional priority that may not have been voiced earlier.

Figure 24. Opposite: Participants prioritized value statements in small groups of 8-10 people

Figure 25. Opposite: Thematically organized value statements based on comments collected from Open House and Walk & Bike Tours

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, library, 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 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

IMAGINE WITH US

Outcomes

The eight vision statements crafted in this exercise are included on this page spread. The following key values and priorities emerged:

A walkable neighborhood with improved public transportation

- Walkable sidewalks and bikeable streets
- Less traffic congestion
- Cycling opportunities for people of all ages

A neighborhood with amenities

- Retail and other services
- Civic/cultural/art spaces
- New and varied open spaces

A diversity of housing types

- Live/work opportunities
- Tall apartment buildings
- Smaller housing units preserving existing character

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

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 #3

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.

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 I-93 or raised along Dot Ave.*
- *Improved transit connections along D Street to the Seaport.*

DRAFT VISION #6

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.

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

1. *Improving public transit*
2. *Building walkable sidewalk and bikeable streets*
3. *Reducing traffic and congestion*
4. *Creating more amenities, and*
5. *Providing more cultural & civic spaces*

PLAN WITH US

Streets & Blocks, Land Use Workshop

October 26, 2015

In response to the community's evolving vision for better connectivity, improved transit, more amenities, and a variety of housing options, the Streets & Blocks workshop presented conceptual new street and open space networks. With planning team staff and Advisory Group members facilitating at tables, attendees discussed and altered a conceptual street network.

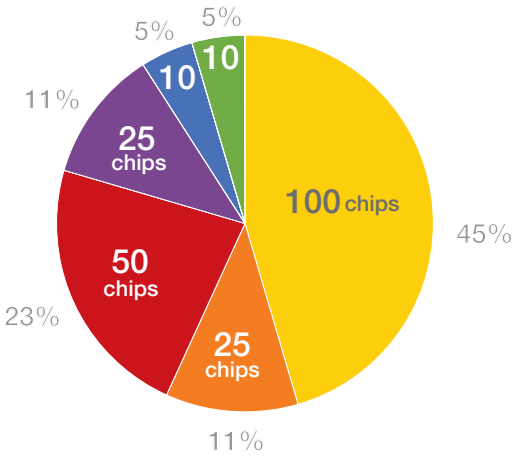
The street and open space network as presented was located on privately owned land and envisioned to be realized in conjunction with private development. The community stressed the importance of this street and open space network to realize the full potential of the land in the Study Area.

In addition, participants used colored poker chip game pieces to negotiate the best locations and level of intensity for residential, commercial, retail, civic/cultural/art, industrial, and open space uses. Participants at eight tables commented and edited the conceptual street network and created their own land use maps.

Figure 26. Participants negotiated the best locations and level of intensity for future land uses

Figure 27. Colored "poker chips" represented residential, commercial, retail, civic/cultural/art, industrial and open space uses

What's in Your Toolbox?*



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

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

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

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

**Chip distribution based on real estate market conditions at the time of the workshop.*

Figure 29. ***Participants created eight unique land use maps with common elements***

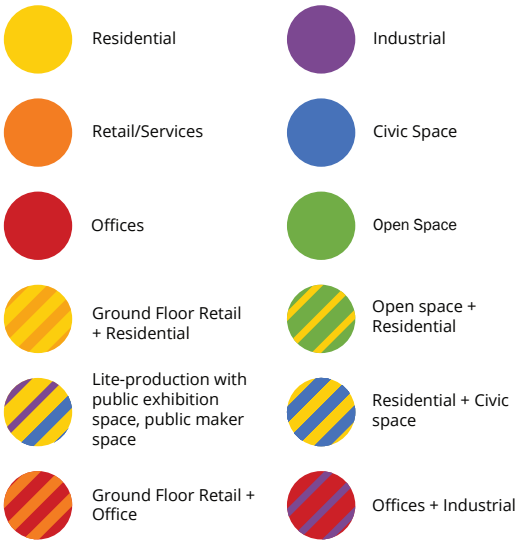


Figure 30. Group land use proposal from Table 1

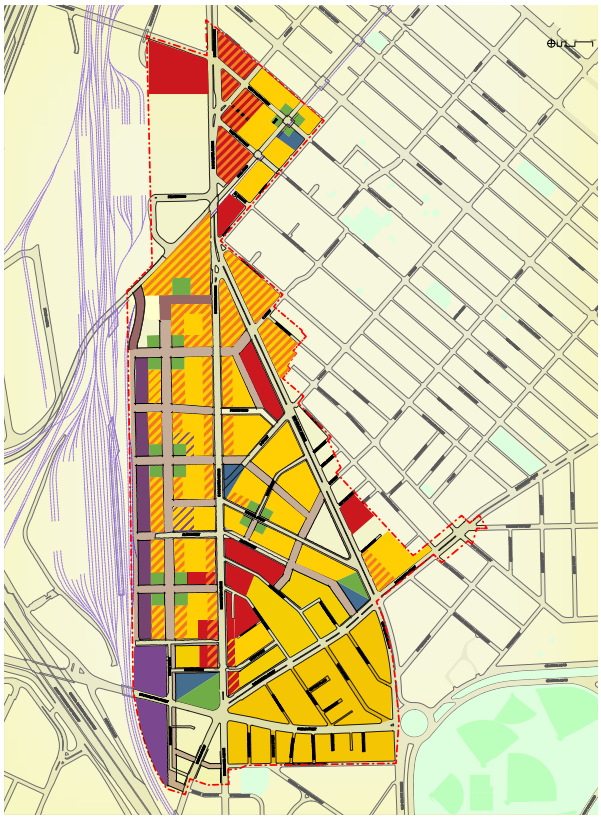


Figure 31. Translation of land use proposal from Table 1 into a proposed land use plan

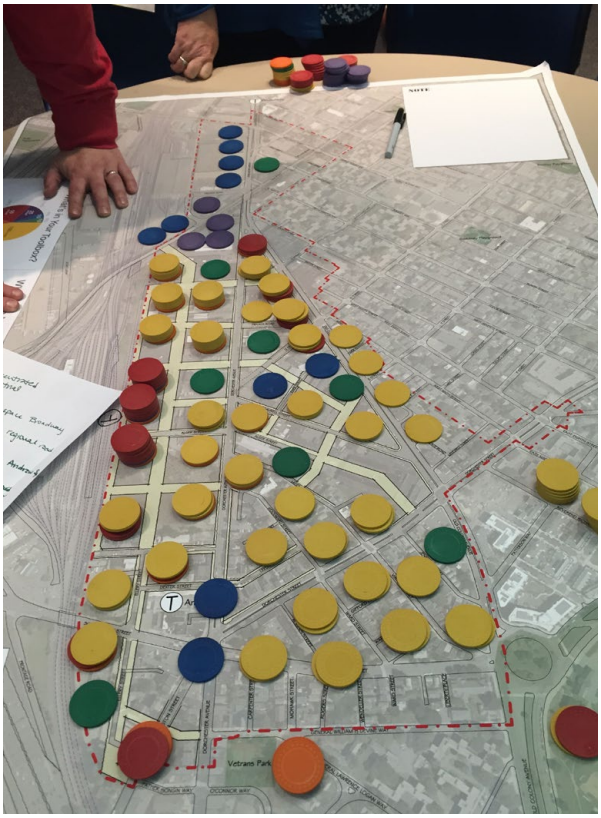


Figure 32. Group land use proposal from Table 3

Figure 33. Translation of land use proposal from Table 3 into a proposed land use plan

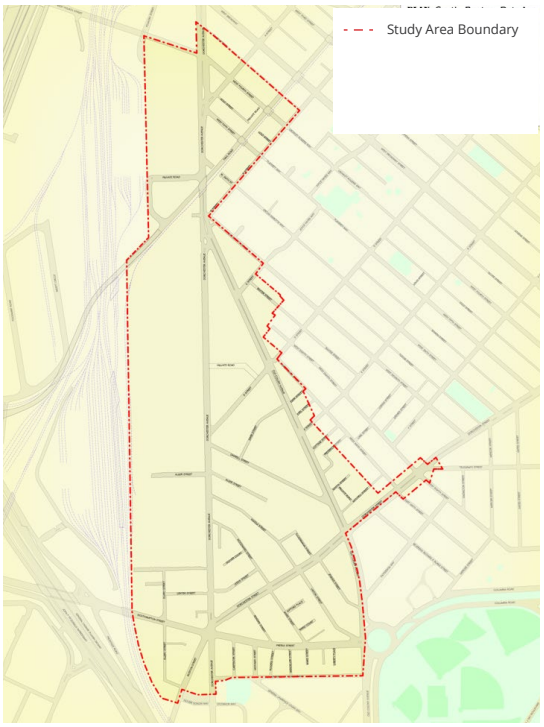


Figure 34. Current Study Area street network

Figure 35. Early concept for potential street network

Figure 36. Open space concept 1: central open space

Figure 37. Open space concept 2: linear open space

Figure 38. *Proposed transit and roadway connections*

PLAN WITH US

Outcomes

Streets & Blocks

The community discussed the conceptual street network expansion and agreed that even though it is on privately owned land the network was essential to provide capacity and connectivity for future uses, make connections to areas outside the Study Area, and break down scale for improved urban design and walkability. The community proposed adjusting the connection to South Boston Bypass/Haul Road. It was also noted that additional breaking up of blocks to provide interior connections would be necessary over time.

Land Uses

The community recommended an increase in residential uses across the Study Area, with a distribution of large open space uses west of Dorchester Avenue. Such a pattern could create north and south gateways through a higher density and concentration of uses, with a hierarchy of ground floor amenities and retail along mixed-use corridors, and industrial uses distributed along the tracks.

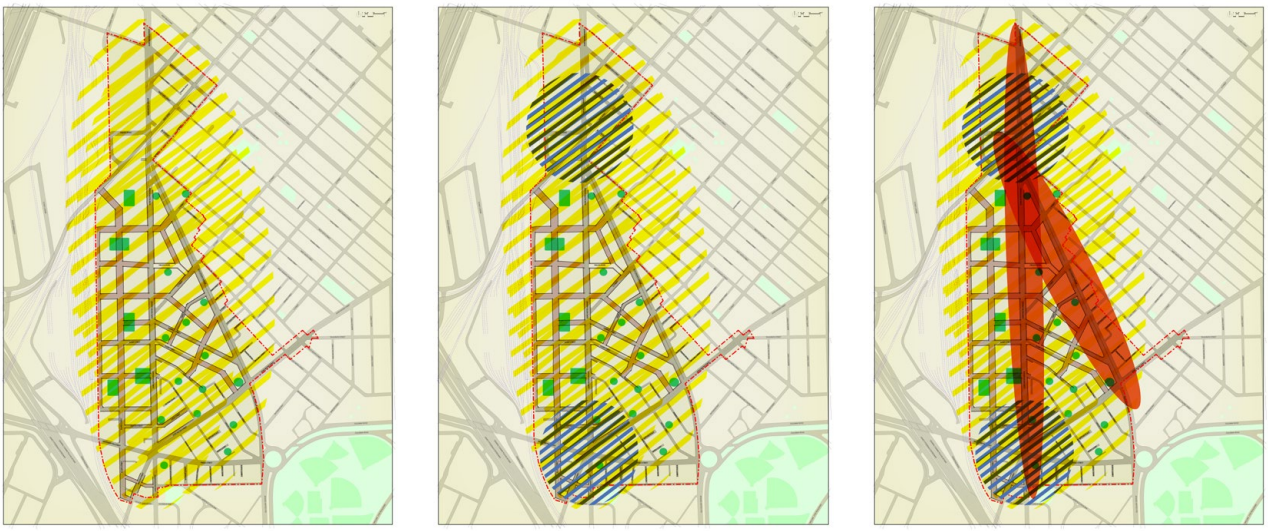


Figure 39. Conceptual diagrams illustrating community's recommendation for distribution of land uses

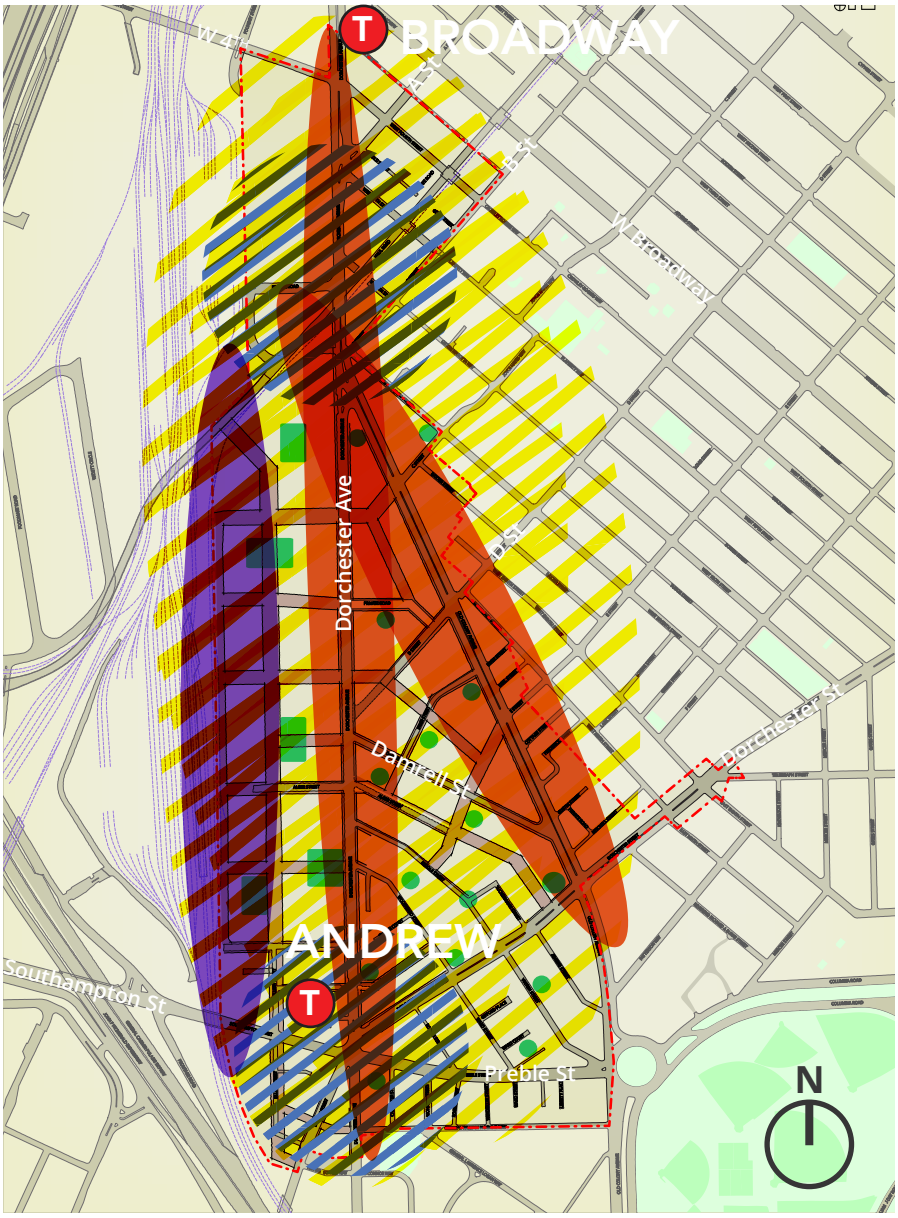


Figure 40. Conceptual diagram illustrating recommendations for north and south gateways, a hierarchy of ground floor amenities and retail along mixed-use corridors, and industrial uses distributed along the tracks

Residential uses

Retail

Open Space

21st-century Industrial

Gateways - mixed-use

DESIGN WITH US

Height & Density, Open Space Workshop

November 17, 2015

In response to what the planning team heard in October regarding values and priorities, streets, blocks, land uses and open space, this workshop focused on "how do we get to where we want to be?" The workshop began with a presentation on implementation using zoning and urban design tools. Planning team staff used a conceptual diagram to illustrate how dimensional bonuses above baseline zoning regulations could be used by developers in exchange for community benefits (see Figure 53 on page 61).

Participants were asked to envision the future physical character, types of open space, and distribution of height and density in the Study Area. With planning team staff and Advisory Group members facilitating, attendees split into eight groups to discuss the pros and cons of two potential open space and two height-density concepts. Participants made modifications to the height, density, and open space concepts and new ideas were captured.

Figure 41. Community members weighed in on distribution of height and density in the Study Area

Figure 42. Conceptual zoning envelopes for "stepped" height and density distribution

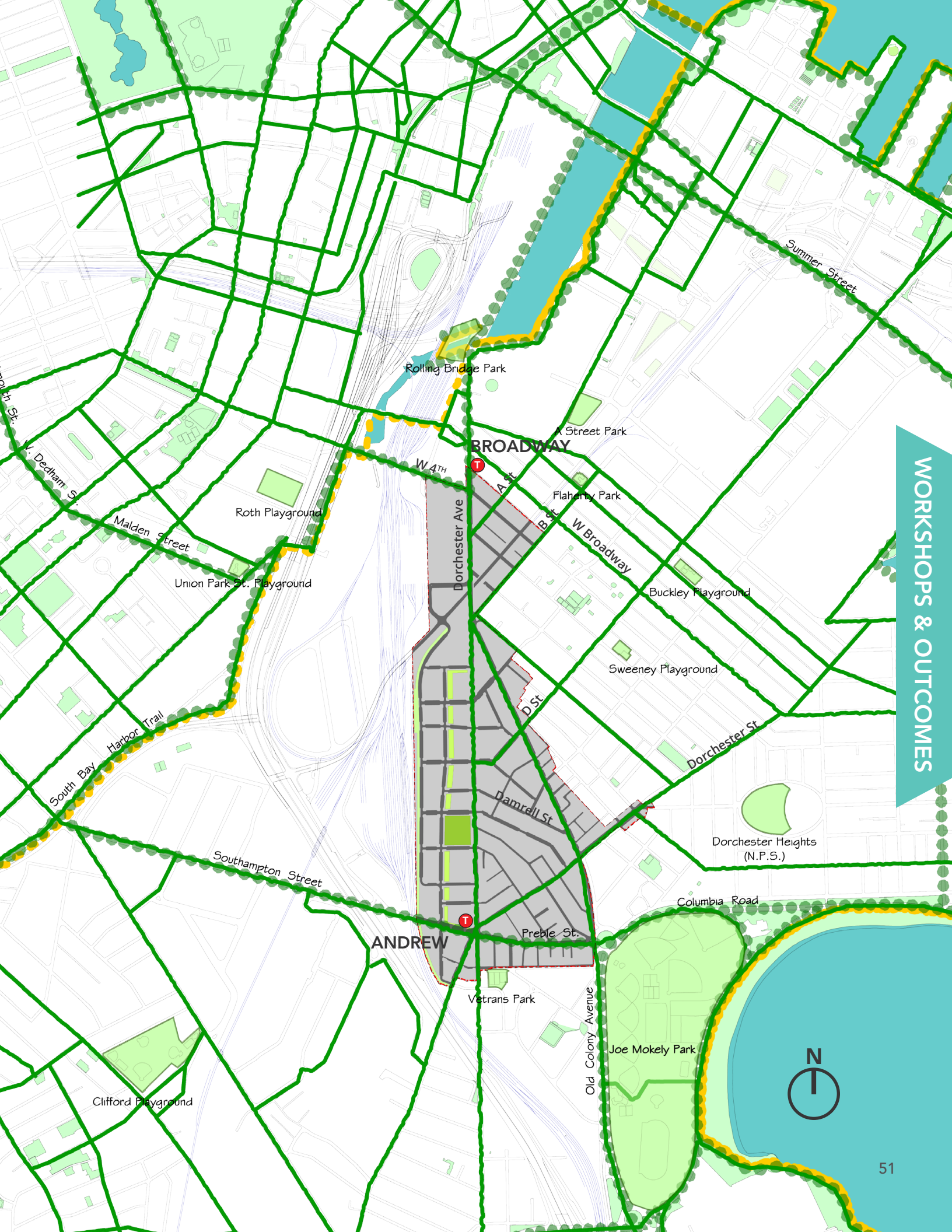
Open Space Concepts

Figure 43. Conceptual diagram of "linear" open space

Figure 45. Conceptual diagram of "neighborhood" open space

Figure 44. Opposite: Conceptual diagram of future open space network as it relates to Green Links and Boston Bike Network

- Harbor walk
- South Bay Harbor Trail
- Green Links
- Boston Bike Network



WORKSHOPS & OUTCOMES

Height Concepts

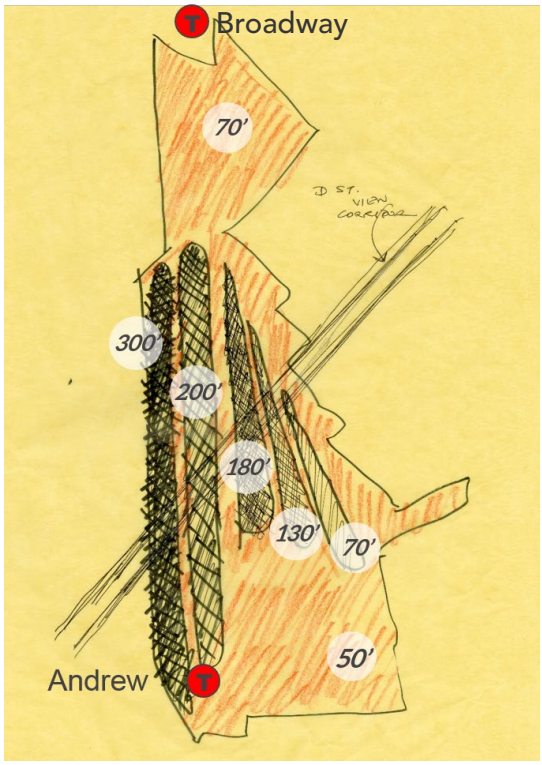


Figure 46. Two height density concepts - "Stepped" concept (top) and "Barbell" concept (bottom)

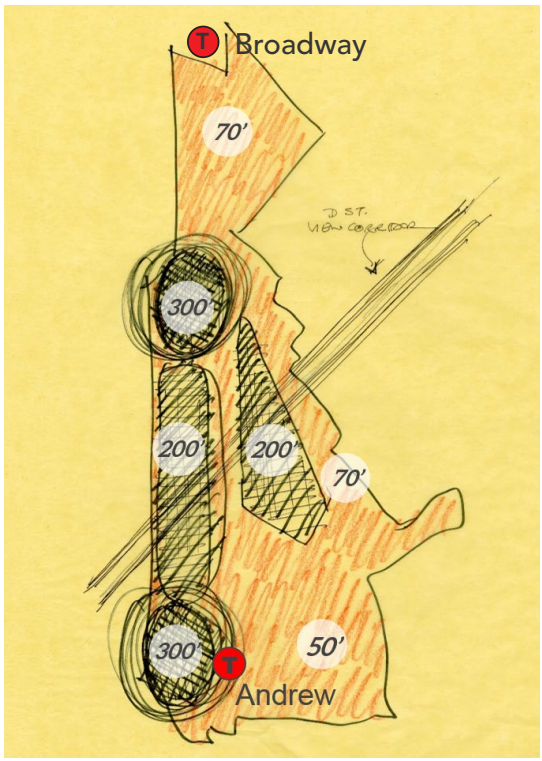
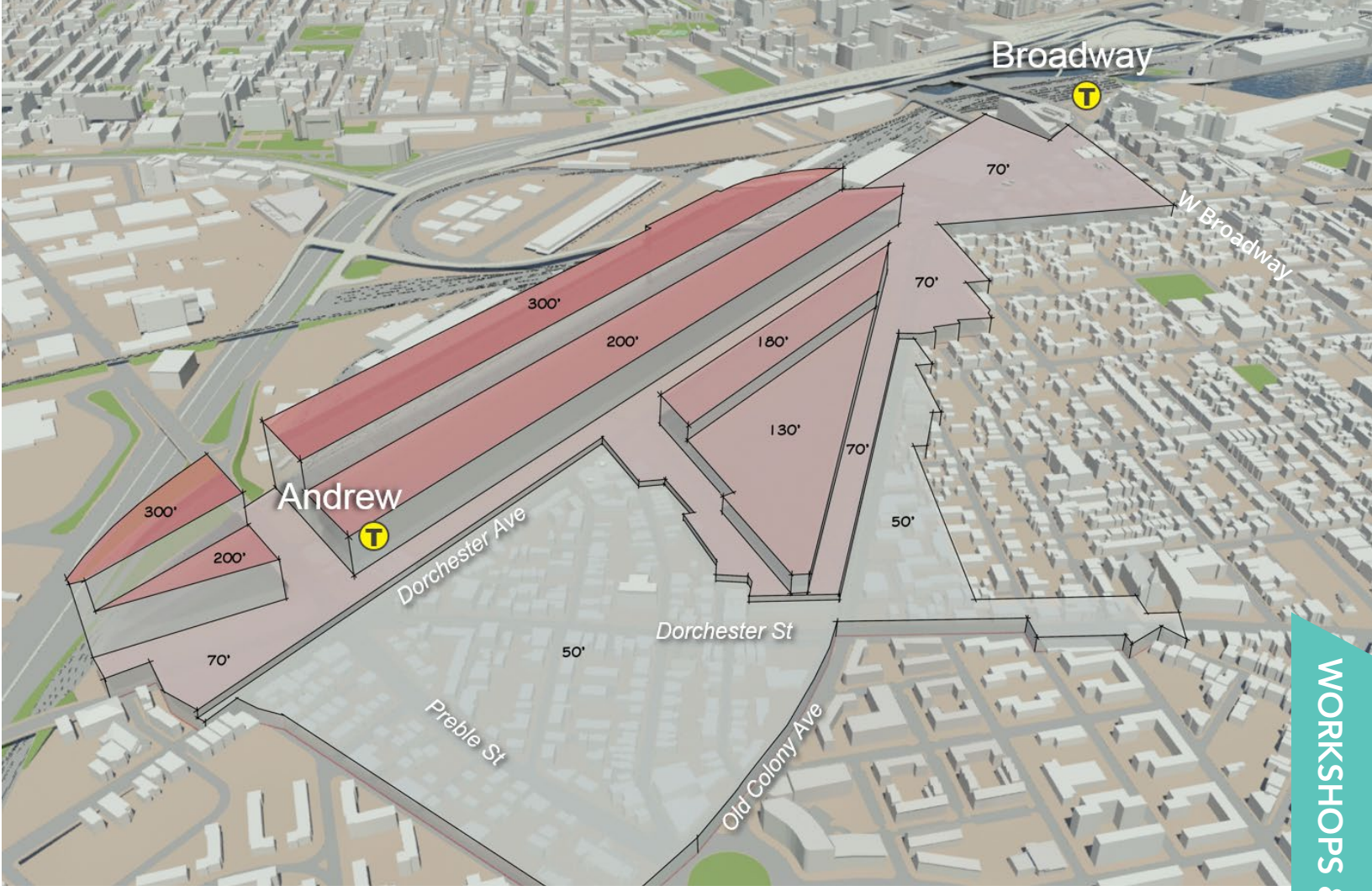
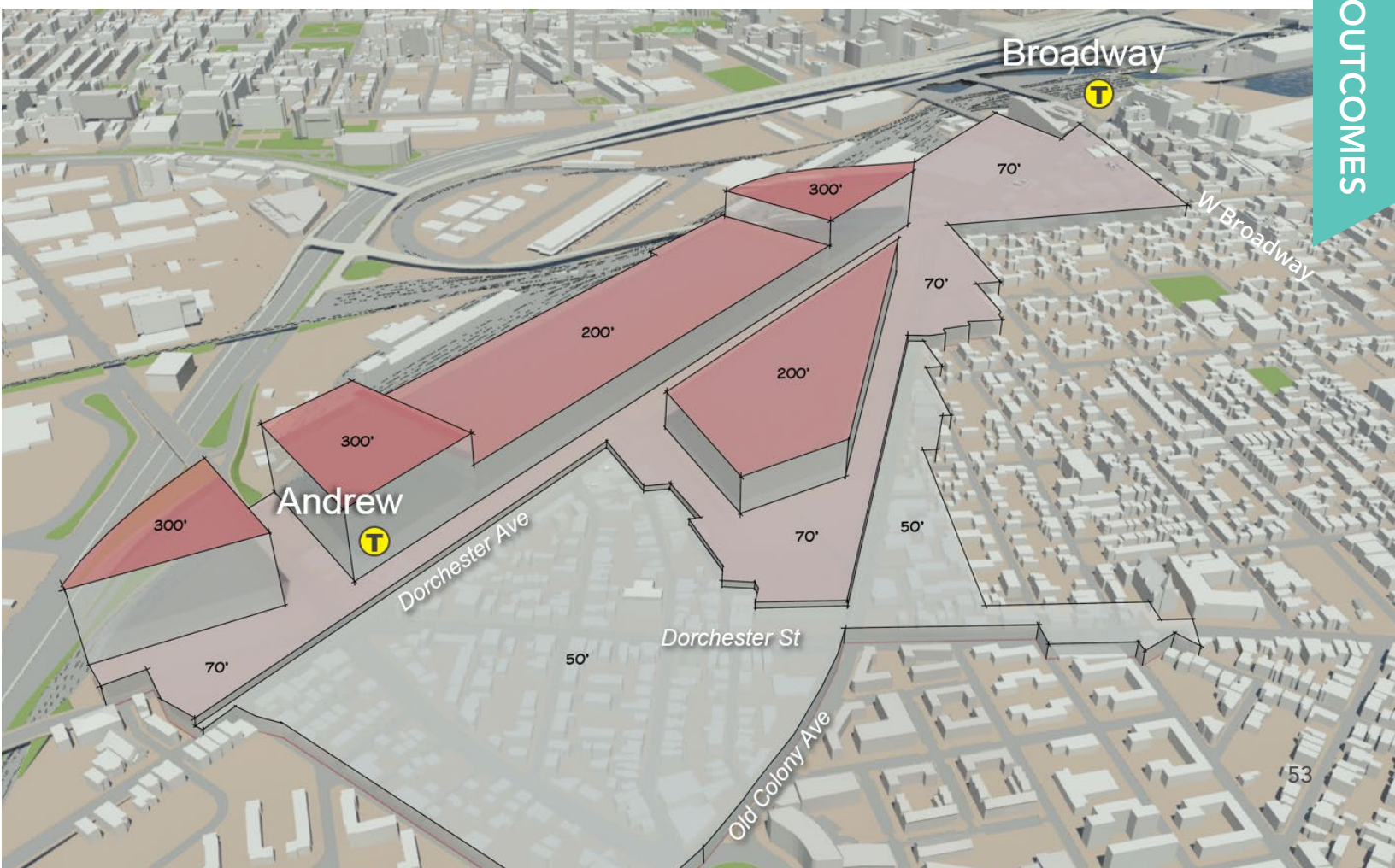


Figure 47. Opposite: Two early height density concepts - "Stepped" concept (top) and "Barbell" concept (bottom)


Broadway
W Broadway
Andrew
Dorchester Ave
Dorchester St
Preble St
Old Colony Ave
300'
200'
180'
130'
70'
50'


Broadway
W Broadway
Andrew
Dorchester Ave
Dorchester St
Old Colony Ave
300'
200'
70'
50'

DESIGN WITH US

Outcomes - Height

Participants assessed multiple options for open space, height, and density. In doing so, the community was able to analyze the pros and cons of each concept, and improve conceptual plans by combining the best elements from each iteration.

In the height and density discussion, participants discussed the pros and cons of the "Stepped" height building concept, with taller buildings clustered along the rail corridor, versus the "Barbell" concept, with concentrations of higher buildings at the north and south ends of the Study Area. A preferred hybrid concept emerged from these discussions. It was noted that this concept would decrease the sense of a "wall" along the tracks by pushing more height to the east of Dorchester Avenue. Community members noted this would allow for the benefits of new development and investment to accrue to a larger neighborhood area.

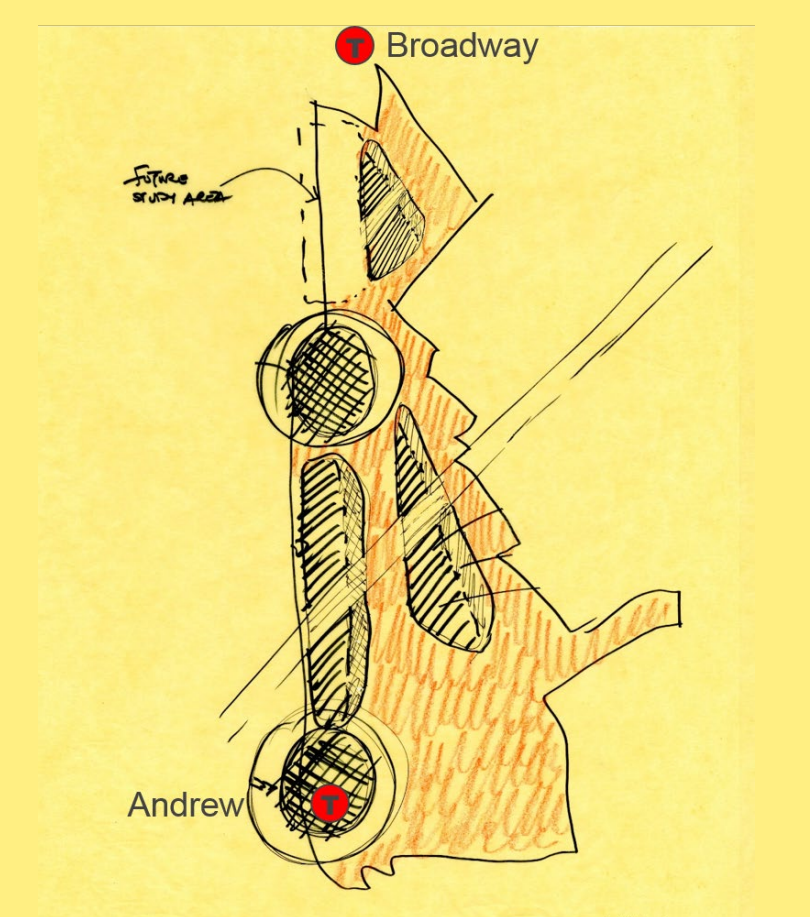


Figure 48. "Hybrid" concept would decrease the sense of a "wall" along the tracks by pushing more height to the east of Dorchester Avenue

“Stepped” Concept Exercise

TABLE	PROS	CONS
1	• Makes the city look more organized • View corridor • Blends into neighborhood • More @ 300’ = more benefits	• Pushes benefits away from neighborhood
5	• Height/impacts are further from neighborhood	• Shading from the west • Large wall along the western side of the Study Area
6	• Acts as a sound barrier	• Pushes benefits away from neighborhood
7	• Wide sidewalks • Set-backs from the neighborhood are welcome • Stepping up is nice and less massive than the barbell concept	• Pushes benefits away from neighborhood • Danger of creating a wall of similar looking architecture
8		• If greater height means more affordable housing by railroad tracks, would placing affordable housing next to the tracks be desirable? • Heights compromise quality of open space – better to concentrate heights around T

"Barbell" Concept Exercise

TABLE	PROS	CONS
1	• View corridor • More amenities closer to residents • More transit access	• Northern density isn’t near station • Stations underneath make foundations expensive • Parcel assembly is very difficult
2	• Height is dispersed, have views • More separation between high elements	
3	• Density closer to T • More aesthetically interesting	• Big height close to Andrew Square existing residential
4		• Northern end with Cabot Yard doesn’t really fly if the publicly owned MBTA site doesn’t get redeveloped
5	• Walkability • T.O.D. (Transit Oriented Development) • Allows for more light into the center of the Study Area	• Too tall in Old Colony Ave. triangle • Cabot Yard, what is possible here? Height could be added there.
6	• Different than Seaport because it has unique corridor, height variation • Gives opportunity to have parks in the middle	• 200’ (triangle) might be too much of a shadow for residents who live in the existing residential
7	• 21st-century industrial near haul road is a great idea • Height is good as long as we get amenities	• Why Cabot Yards are not included in the barbell concept, they are so close to Broadway. Move barbell closer to Broadway
8	• Makes more sense to have concentrate development by T • Development should be mixed-use	

DESIGN WITH US

Outcomes - Open Space

A key outcome of the open space discussion was an expression of the community's desire to augment both the linear and the neighborhood open space concepts with a large central open space. This larger open space would allow for a different kind of gathering spot for both active and passive uses.

Figure 49. "Hybrid" open space concept

"Linear" Open Space Concept Exercise

TABLE	PROS	CONS
1	• If it were residential, nice to use/look at • High proximity • Continuous activity	
2	• Can have tot lot hybrid, like Clarendon Street Play Lot in Back Bay • Can create path to look at downtown	
3	• More pedestrian friendly (for walking) • Lends more to retail strip w/shops • Better for walking/dog walking	
4		• Sun/shadows, limits what side of street gets parks
5	• Corridor park offers good opportunities for walking	• Boulevard style new streets will offer better walking, open space would be better spent as larger parks
6	• 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	• Might not be linear if developers choose not to develop their segment; since there is not a single coordinated entity developing the park
7	• Enjoyable to walk/bike along the linear park	• Doesn't connect to anything • Can take a generation to complete
8	• Group likes the connectivity that the linear parks would create. • Retail spilling out into the linear open space would be a desirable feature.	• Very formal; less opportunity for informal recreation

"Neighborhood" Open Space Concept Exercise

TABLE	PROS	CONS
1	• Opportunity for different types of parks (romantic, active, skate-parks) • More exciting, more variety	• No 'continuous activity' i.e. walking/running
2	• Can have variety • People can gather, hang out near home	
3	• Allows more opportunity to assemble more of a destination • Allows opportunity to close roads for pedestrians – festivals/community gatherings	• Bisected by roads
4	• Neighborhood Concept allows for two sided placemaking – along new street parallel to Dot Ave	
5	• Need to combine some small parks to offer better mix of scales	• Some parks not large enough • Larger parks
6	• Would create multi-dimensional street, break it up • Will work if there are at least one or two spaces that are big enough	• Difficult to maintain • Doesn't create legitimate large, usable recreational space • Mainly only used by nearby residents
7	• You get it faster – as development will be phased	• Will small parks feel private and not open to the general neighborhood?
8	• 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	• Should place parks mid-block to make parks more useable and accessible

WHAT WE HEARD

Recap & Dialogue Session

December 14, 2015

The focus of this workshop was a recap of the planning process entitled, "What We Heard". At this workshop, planning team staff shared the vision and priorities that had begun to emerge: a walkable neighborhood with improved public transportation, a neighborhood with amenities, and a diversity of housing types. The workshop's agenda also included refinements to concepts presented in earlier workshops for streets and blocks, open space, land use, building height, and density.

BPDA staff reviewed the analyses conducted by the City's interdepartmental working group, covering topics including: impacts of the updated Inclusionary Development Policy (IDP), lot coverage, open space, development costs and public benefits. A group table exercise followed. Participants were asked to prioritize public benefits identified in previous workshops, in order to perform an economic feasibility analysis of future development.

Household Size	70% AMI	80% AMI	100% AMI	120% AMI
1	$48,100	$54,950	$68,700	$82,450
2	$54,950	$62,800	$78,500	$94,200
3	$61,850	$70,650	$88,300	$105,950
4	$68,700	$78,500	$98,100	$117,750
5	$74,200	$84,800	$105,950	$127,150

Figure 50. Income Limits (2016), Units Created Through Inclusionary Development and Density Bonuses

INCOME	Max Affordable Rent (at 35% of Income)	Max Affordable Purchase Price *(using conventional financing)**
$125,00	$3,646	$550,000
$80,000	$2,333	$371,000
$60,000	$1,750	$268,000
$40,000	$1,167	$165,000
$20,000	$583	n/a

*Figure 51. Households are considered cost-burdened if they are spending more than 35% of their pre-tax income on housing. *Purchase prices are estimates, as varying, interest rates, insurance costs, condo fees, other debts, and the down payment amount can all change the amount affordable*

	Maximum Rents		Maximum Sales Prices		
Bedrooms	70% AMI	100% AMI	80% AMI	100% AMI	120% AMI
Studio	$1,065	$1,521	$141,800	$191,300	$236,000
One-Bedroom	$1,242	$1,774	$175,900	$228,500	$280,800
Two-Bedroom	$1,419	$2,027	$206,100	$265,800	$325,500
Three-Bedroom	$1,597	$2,281	$236,000	$303,100	$370,200

Figure 52. Maximum Sales Prices and Monthly Rents (2016). Units Created Through Inclusionary Development and Density Bonuses

WHAT WE HEARD

Outcomes

The community prioritized potential public benefits desired in the future build-out of the Study Area. Asked to select the top three from a list of seven previously discussed in the Design Workshop, the top benefits identified were:

- Public open space
- Middle income housing
- Civic/cultural/art space

Followed by:

- Affordable neighborhood retail/amenities
- Affordable commercial space
- New 21st-century industrial space for artist and entrepreneurs
- Highly energy efficient buildings

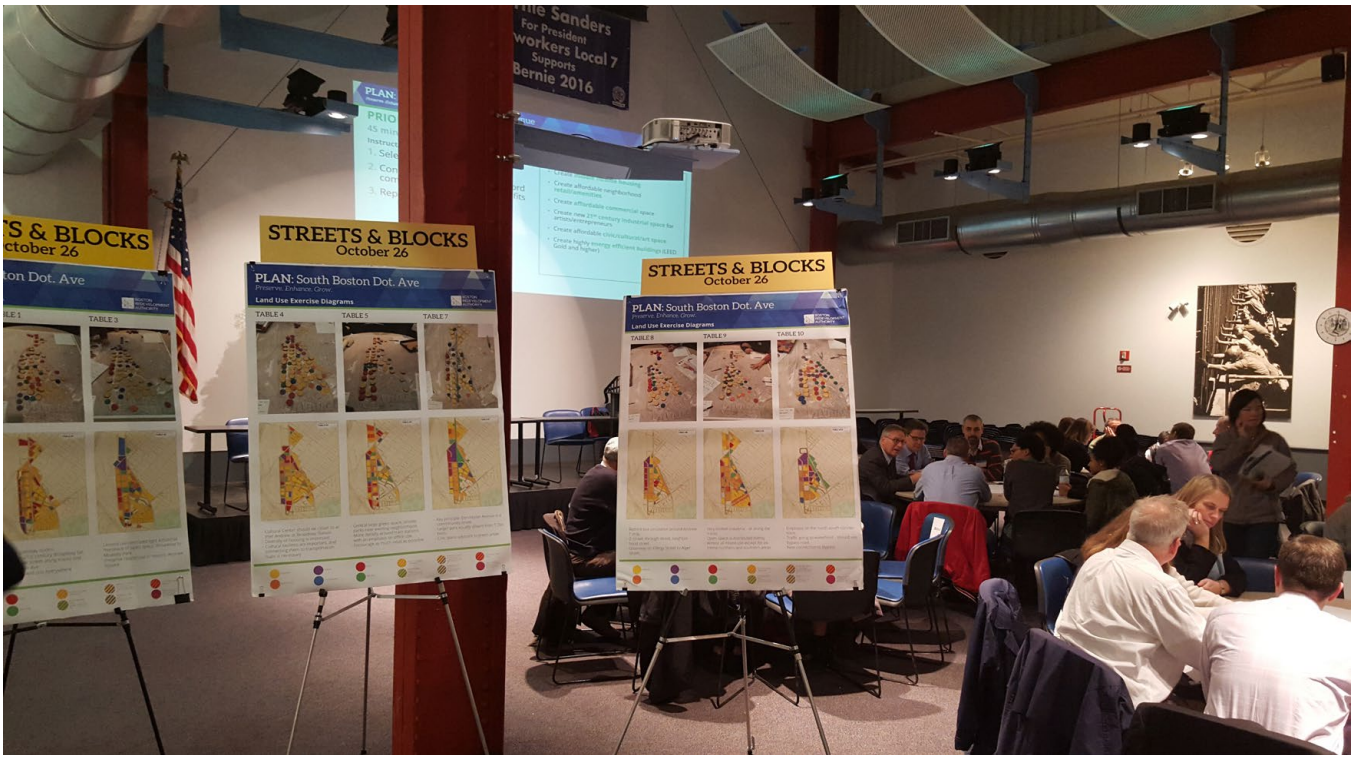


Figure 53. *Community members discussed priorities for the plan*

Figure 54. *Diagram of density bonus concept*

DRAFT WITH US

Placemaking and Mobility Workshop

January 27, 2016

The focus of this workshop was the future character of the Study Area, and ideas for an active, people-centric "complete district" where resident, business, and visitor needs for work, living, gathering, recreation, and health can be met. The planning team presented strategies for creative, high quality public spaces. Participants were asked, through two table exercises, to discuss the placemaking character in the Study Area looking at various streets typologies (existing and proposed) along with two different types of open space, a "linear open space" and a "large open space."

Additional components of the workshop included a review of mobility goals and strategies by staff from the Boston Transportation Department, and an analysis of cost-value trade-offs testing conducted by the planning team. Participants were asked to discuss and distribute public benefits previously prioritized from the December workshop and create a pie chart showing how public benefits should be distributed. An illustrative example was provided as a guide to indicate how much of each benefit would be created in reciprocity for a bonus density being exercised on a one acre parcel of land.

Figure 55. Above: Participants discussed and distributed public benefits previously prioritized from the December Recap & Dialogue workshop

Figure 56. Participants discussed the placemaking and corridor character in the Study Area

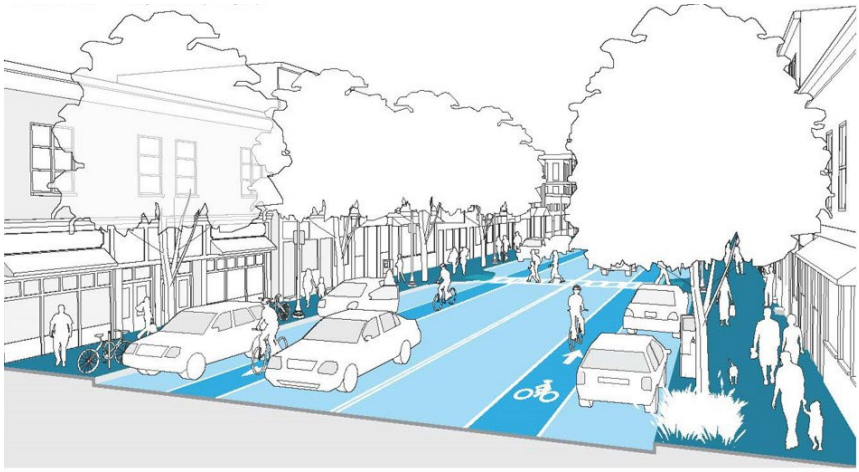


Figure 57. *Boston Complete Streets Guidelines for Neighborhood Main Street*

Figure 58. *Existing Condition of Dorchester Avenue*

Figure 59. *Conceptual drawing of future Dorchester Avenue corridor*

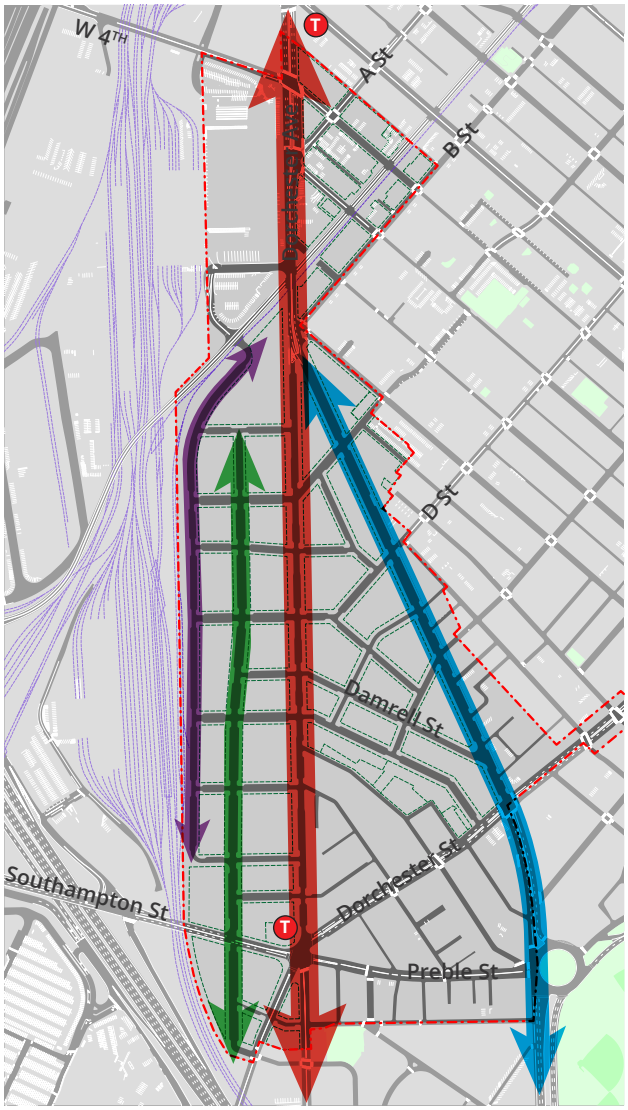


Figure 61. District scale corridor character diagram

Figure 60. Open space network and connectivity diagram

Retail Corridor

Neighborhood Corridor

Green Corridor

Industrial Corridor

ILLUSTRATIVE EXAMPLE
BONUS FAR 5 DEVELOPMENT
FAR = 7

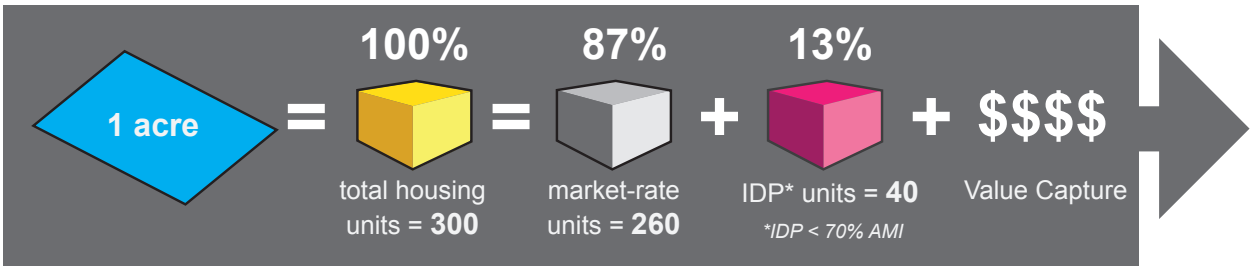


Figure 62. Illustrative example of value capture from density bonus on a base 2.0 FAR, 1 acre development

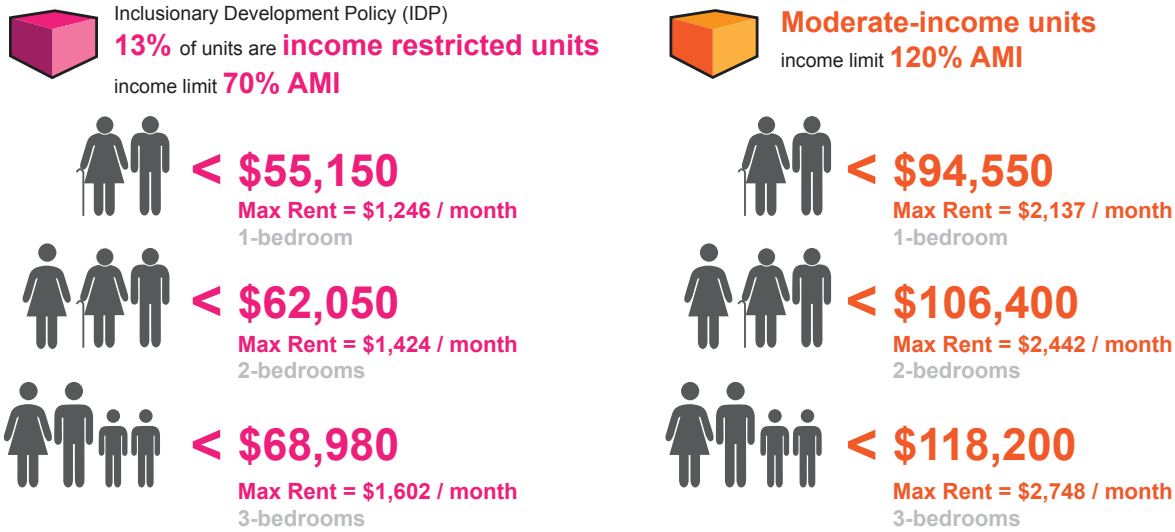
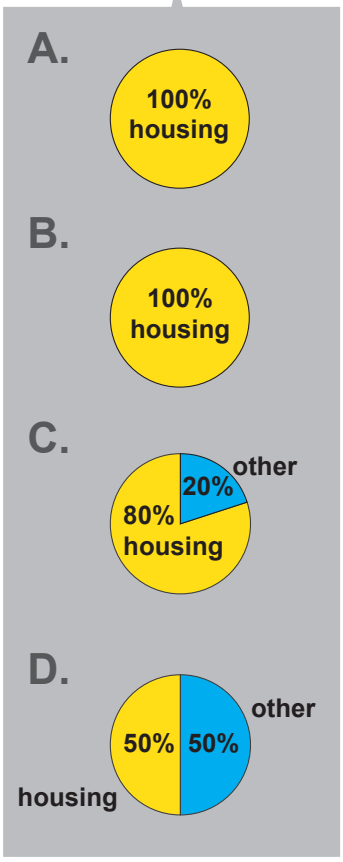
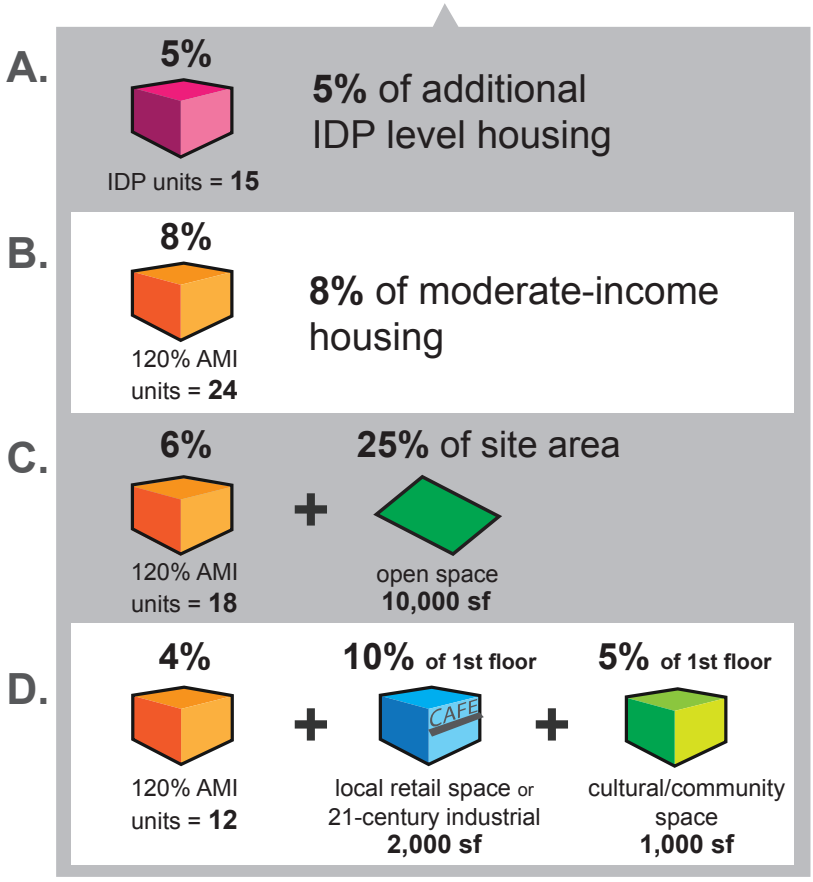


Figure 63. Definitions of income limits for Inclusionary Development Policy (IDP) and middle-income at 120% area median income (AMI)

ALLOCATION OF VALUE CAPTURE TO BENEFITS



ILLUSTRATIVE EXAMPLES FOR VALUE CAPTURE DISTRIBUTION



WORKSHOPS & OUTCOMES

Public Benefits Testing: Value & Cost

Value Created

Land Use
Development Density
Building Heights
Site Attributes
Market Conditions

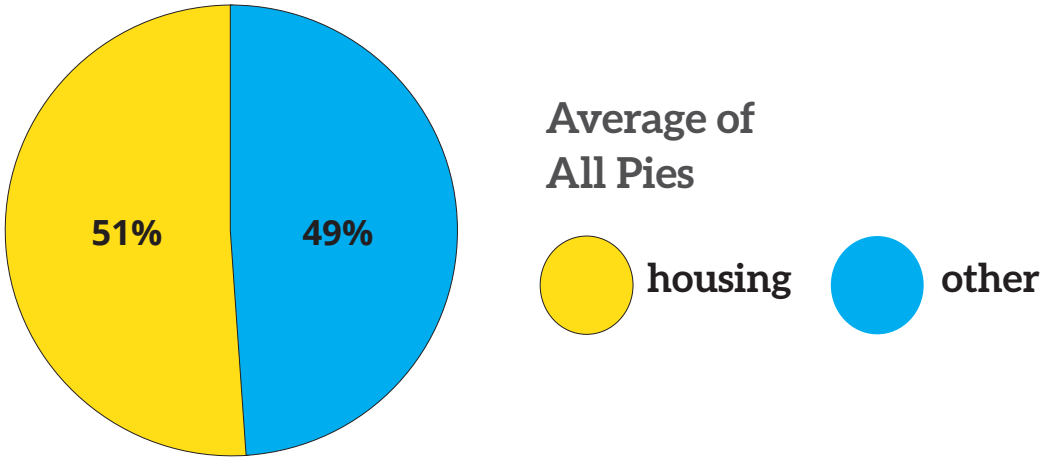
Costs to Development

Significant new affordable (middle income) housing.
New open space
New streets and sidewalks
New civic and cultural space
Affordable 21st-century industry such as low impact manufacturing/start ups
New affordable local retail
Green buildings/LEED Gold or higher

DRAFT WITH US

Outcomes

Benefit distribution discussions were held at eight tables. Public benefit distribution pies were averaged and the percentage results were 51% for housing benefits and 49% for other benefits, including open space, civic/cultural/art space, local retail space, and/or 21st-century industrial.



Benefits Distribution Summary

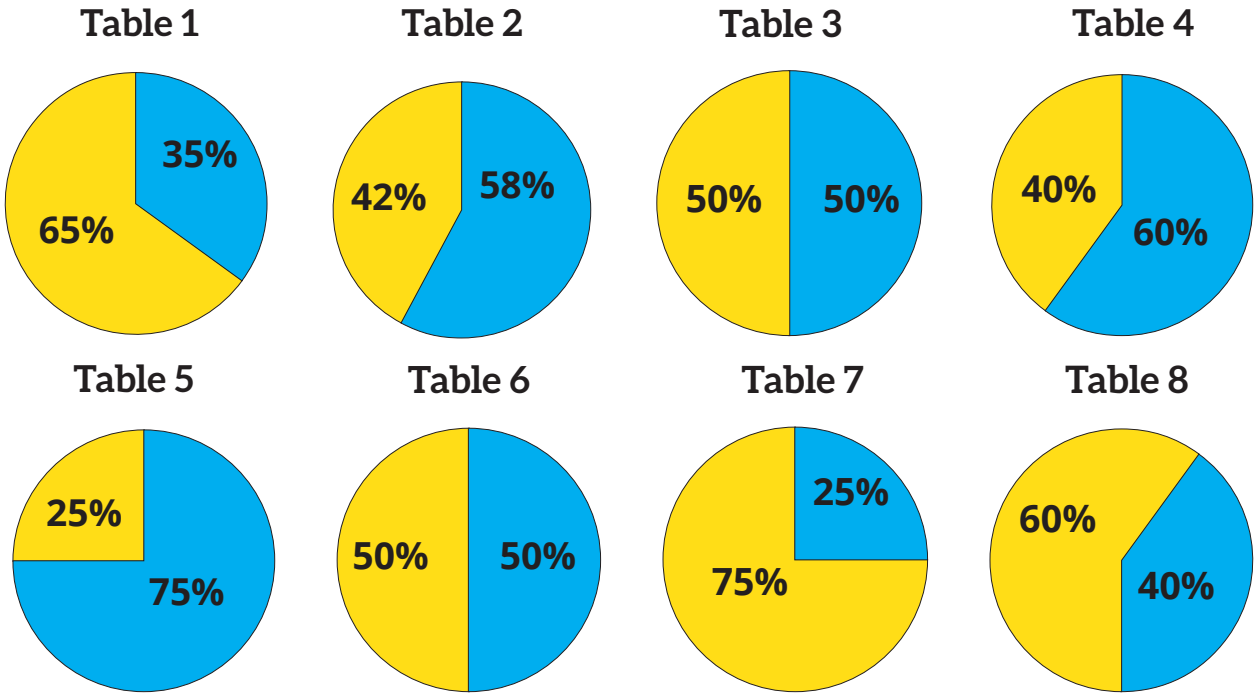


Figure 64. Above: Community members discussed priorities for benefits

DRAFT WITH US

Outcomes

Street Character

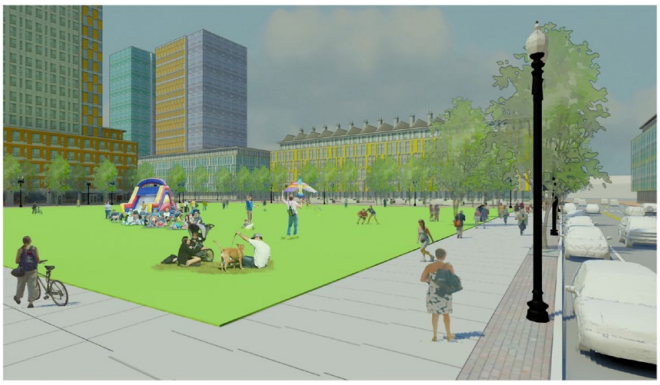
Community members expressed a preference for Old Colony Avenue to be more than a through street: “It connects between the old and new emerging neighborhood. Some type of retail/open space for Old Colony should be created in pockets to create good connections between neighborhoods.”

For the “new street”, the community would like the ability to have it closed off for weekend festivals, and for it to serve as a linear open space corridor during the week. Dorchester Avenue is seen as the amenities/retail corridor. The “service street” is the “back of office” corridor for accessing buildings and businesses but it also provides an opportunity for a continuous walk/bike corridor along the tracks.

Open Space Character

In addition to the concept of a linear open space system along “Ellery Street (new)”, there was agreement that a large open space should be created. T his open space would be designed to accommodate multiple users and functions. State Street Park on A Street was cited as a favorable precedent.

1A. Active Open Space Concept



1B. Passive Open Space Concept

Ellery Street (new): "Green Corridor"

Ellery Street (new): "Green Corridor"

Temporary Street Closure

Figure 65. Proposed concepts for large open space (1A & 1B) and linear open space (2 & 2A)

DISCUSS WITH US

Mobility Workshop

February 23, 2016

This workshop focused on getting around both in the Study Area and beyond. The presentation included demographic and density analyses and build-out projections for the Study Area. BPDA and Boston Transportation Department staff also described trends in city living and mobility over the past 15 years and glimpses of what to expect in future years. The mobility exercise asked participants to describe and illustrate how they get around the Study Area and beyond, what connections need to be strengthened, and what connections need to be created. In addition, participants were asked to analyze and prioritize twenty mobility strategies.

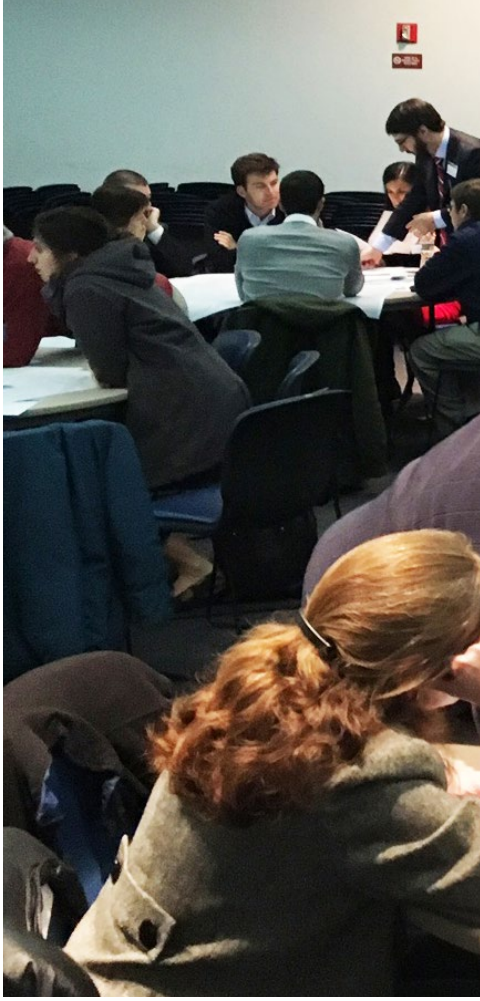


Figure 66. Participants illustrated how they get around the Study Area and beyond as well as what connections need to be strengthened and/or created

DISCUSS WITH US

Outcomes

Community members noted that the Study Area is on the MBTA red line with strong north/south connections, but identified the need to create and improve connections to other areas east and west by multiple transportation modes including foot, bike, bus, car, and wheels of all kinds.

Participants prioritized top five mobility strategies (out of 23 reviewed):

1. Bus service to the South Boston Waterfront.
2. Improvements to the MBTA Red Line to allow more service.
3. Train service to the South Boston Waterfront, South End, and Back Bay on Track 61.
4. Lower minimum off-street parking requirements, as a vehicle trip reduction strategy.
5. Bike network – possible long term plan for Old Colony Avenue, Dorchester Avenue, Boston Street, Dorchester Street, Preble Street, D Street, and Southampton Street.
5. (tied with) Cycle Track – possible short term plan for Old Colony Ave from Dorchester Avenue to Moakley Park.

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

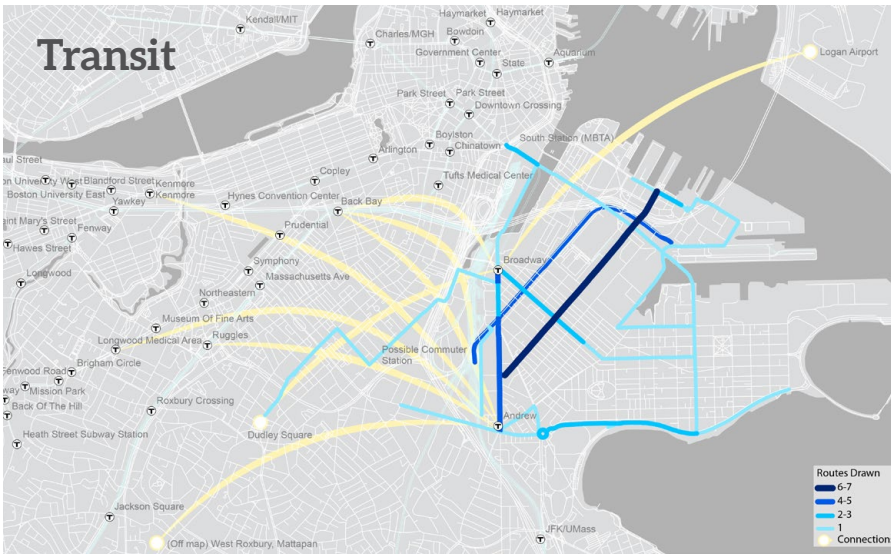


Figure 67. Visualization of participant comments on desired transit connections

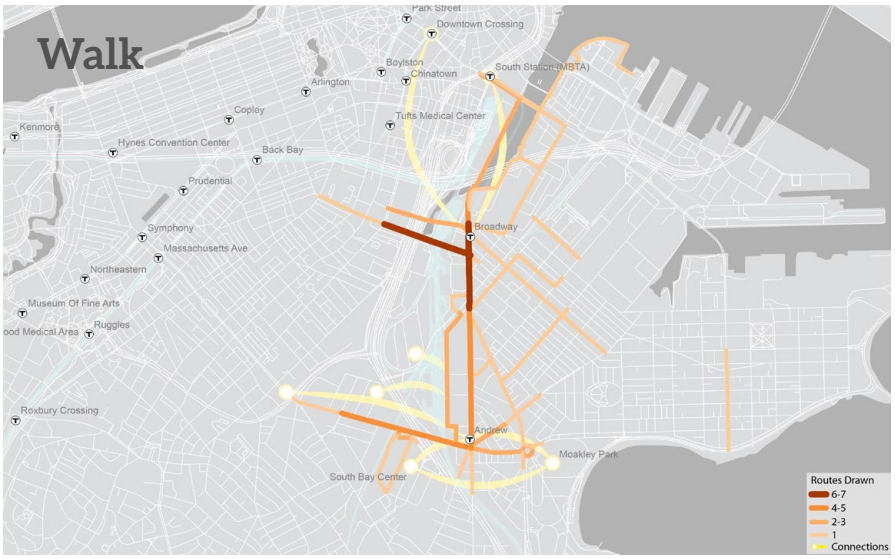


Figure 68. Visualization of participant comments on desired pedestrian connections

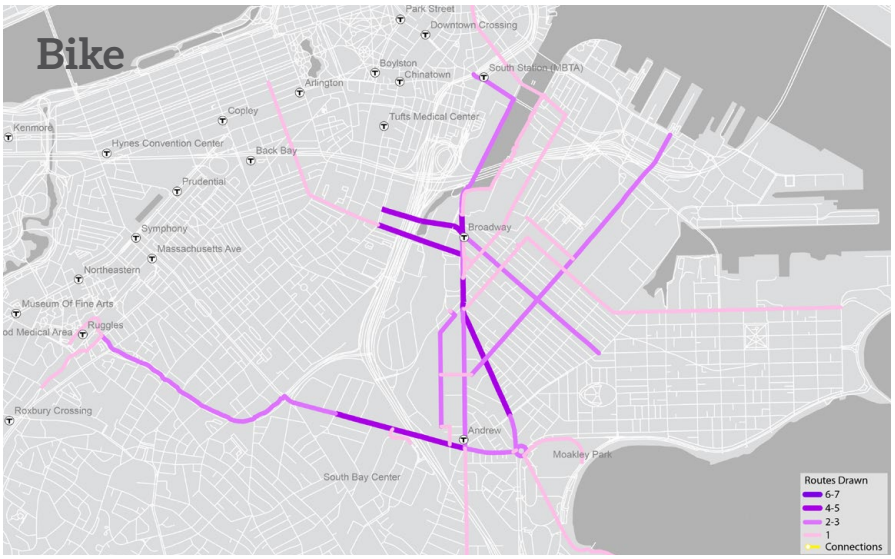


Figure 69. Visualization of participant comments on desired bicycle connections

REVIEW WITH US

Draft Plan Session

April 5, 2016

This event presented Draft Plan Elements and Emerging Recommendations. The community was able to review, clarify and discuss elements of the strategic plan and its framework as it had evolved. It was noted by the planning team that specifics on some Plan elements continue to be reviewed with the City's interdepartmental working group.

Interactive stations with visual boards were set up within the meeting space. BPDA and City staff had the opportunity to have more detailed conversations with the community members about specific physical elements of the framework.

Community members reviewed and commented on emerging plan recommendations for:

Mobility and Connectivity

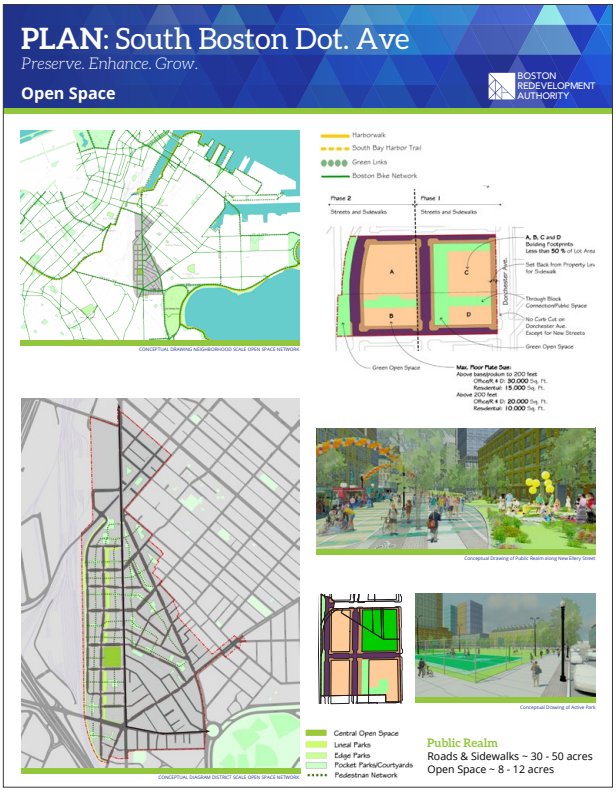
Land Use

Open Space

Height and Density

Placemaking and Neighborhood Character

Figure 70. Interactive stations allowed community members to have more detailed conversations about specific elements of the framework



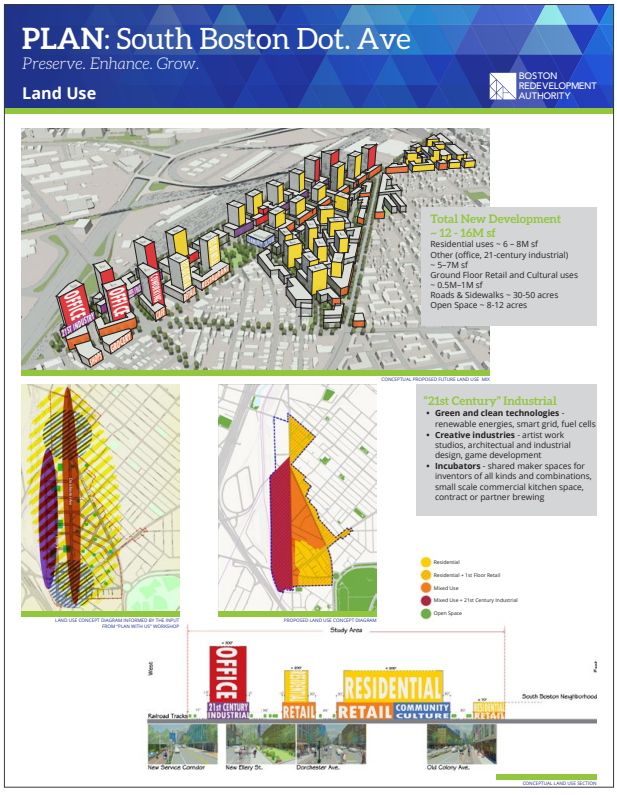


Figure 71. Examples of information boards presented to the community for discussion

FINALIZE WITH US

Open House - Presentation of Draft Plan

May 19, 2016

After working with the community through a series of workshops and Study Area tours over the past year, the planning team held its second Open House. The first open house provided information about existing conditions and precedents and elicited comments about participants' vision, what was important to them, and how they got around the Study Area and beyond given where they live, work or visit.

This Open House asked participants to comment on the work conducted over the past year. Elements of the draft Plan framework were on display. More than 70 residents, business and property owners, stakeholders, advocates and visitors had a chance to review and comment on the draft Plan as well as continue conversations with the planning team and other city officials.

The Open House was organized around six topic stations:

Mobility and Connectivity

Land Use

Open Space

Height & Density

Placemaking & Street Character

Density Bonus Allocation

Figure 72. The Open House provided an opportunity for community members to view draft plan recommendations and provide feedback on the draft Plan

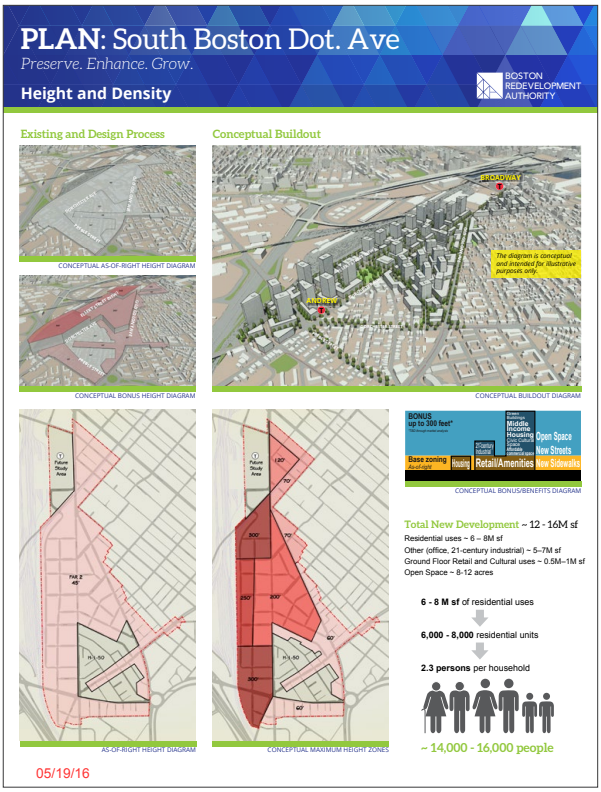


Figure 73. Examples of information boards presented to the community for discussion

4 FRAMEWORK

GOALS & OBJECTIVES

The Plan framework ensures that the goals and objectives which emerged from the planning process are reflected in the future development of the Study Area. It lays a road map for a well-connected, well-designed, people-centric 21st-century district. The framework establishes several elements that will guide future development projects. It includes an Illustrative Plan that shows the desired network of new streets and open spaces to improve connectivity and to unlock development potential in the Study Area. The Plan framework further outlines a diverse mix of future land uses and public amenities, guidelines for corridor character, and sustainability requirements that are reflective of community's vision for a 21st-century complete neighborhood.

To manage the impacts of greater density, and achieve a unique character for the Study Area, the recommendations in this document for lot coverage, setbacks, building height, and other urban design guidelines shall be incorporated into future zoning for the Study Area.

The planning goals addressed in this framework are:

- A new, urban, mixed-use 21st-century district in Boston.
- A network of new streets, blocks and open spaces forming the framework of a new district.
- Significant new housing at variety of price points and rental rates that also relieves market pressures on older housing stock.
- Planning and zoning tools to implement a coordinated, integrated new district consistent with the vision established by the public process documented by this plan.
- Zoning that provides predictable baseline development entitlements and allows for new models of commercial/industrial development.
- Explicit requirements for the provision of public benefits in exchange for bonus height.
- Inclusive development that improves awareness and access to funding resources.
- Best practices for job creation and small business growth.

Figure 74. Opposite: Illustrative Site Plan of conceptual future buildout streets and open space


W 4TH
BROADWAY
A St
B St
South Boston Bypass
W Broadway
Haul Road
D St
Old Colony Ave
Dorchester Ave
Darrell St
Dorchester St
ANDREW
Southampton St
Preble St
N

LAND USE & OPEN SPACE

Goal

Create a vibrant place with a dense mix of uses, retail and neighborhood amenities at the street level, and a robust network of open spaces that accommodates a 21st-century lifestyle.

Overview

In recent years, the Study Area has seen increased development pressure as industrial and commercial uses have decreased in intensity or relocated, while the need for affordable middle income housing has increased in the City and in this neighborhood, specifically. The principal component of the future development is envisioned to be residential use that will comprise roughly 50% of new development. The vision also calls for a mix of commercial, office, research and laboratory, 21st-century industrial, and civic and cultural uses that would build up a vital urban environment and provide opportunities to create a complete district for the residents to live, work, and play.

The recent market shift in land use from industrial and commercial uses toward residential development was the primary catalyst for undertaking the planning process. The neighborhood civic associations within the Study Area requested assistance in looking at the larger development opportunities and not just individual project review. This Plan, as informed by the community process, described in earlier sections, seeks to guide this transition in a manner that simultaneously:

- **Preserves** existing jobs by encouraging industrial and commercial businesses to remain or relocate and **preserves** existing neighborhood housing stock.
- Creates opportunities to **enhance** the industrial sector, through the attraction of novel industrial endeavors, termed “21st-century industrial."
- Channels market forces to allow the neighborhood to **grow** through new residential and commercial development, as well as open space to complement neighborhood uses.

This approach is a departure from the 20th century zoning practice that promoted segregation of polluting uses (industrial and manufacturing) and clean uses (residential, retail and office). Today as the nature of urban employment is changing, there is less of a need to separate non-polluting, low-impact industrial

Figure 75. Conceptual district scale build-out with a varied mix of uses

- Residential
- Mixed Use
- Retail / Public Use
- 21st Century Industrial
- Open Space
- Community / Civic Use

and commercial uses from residential areas. This Plan aspires to be a model for development of a more compact, sustainable 21st-century mixed-use district with a diverse mix of uses that facilitates a truly integrated live-work-play lifestyle.

Recommendations

Land Use Zones

The following four use zones (Figure 76 on page 87) are delineated in a manner that is responsive to the context, and encourages uses that are reflective of the community vision for a walkable district with a robust network of open space and a diverse mix of uses. Working at this scale allowed members of the public and the planning team to conceive of a unique contextually-appropriate character for each of the four zones, with each zone making a distinct yet harmonious contribution to the district as a whole.

*2030 Conceptual Buildout**

TYPES OF USES	AREA
Residential Uses	**~6-8M sf**
Other (Office, 21st-century Industrial)	**~5-7M sf**
Ground Floor Retail and Cultural Uses	**~0.5-1M sf**
Total	**12-16M sf**
Open Space	**~8-12 acres**
Roads and Sidewalks	**~30-50 acres**

**The following square footage and acreage ranges are only intended to convey ranges of what a development of 12-16M sf could accommodate and are not absolute minimums or maximums*

Use Zone 1A: West of Ellery Street (new)

A mixed-use neighborhood including, industrial uses, residential, commercial, cultural and entertainment uses. The vision for this zone is one of primarily residential towers on podiums of approximately seven stories that accommodate 21st-century industrial uses. This a novel vision that emerged from the public process, in which the heights permitted for residential towers provide an economic trade-off for the accommodation of compatible industrial uses in the podiums below.

Examples of 21st-century industrial uses include enterprises focused on green and clean technologies, renewable energies, smart grid, fuel cells would be well-suited. Incubators, small scale commercial kitchen spaces, limited contract or partner brewing,

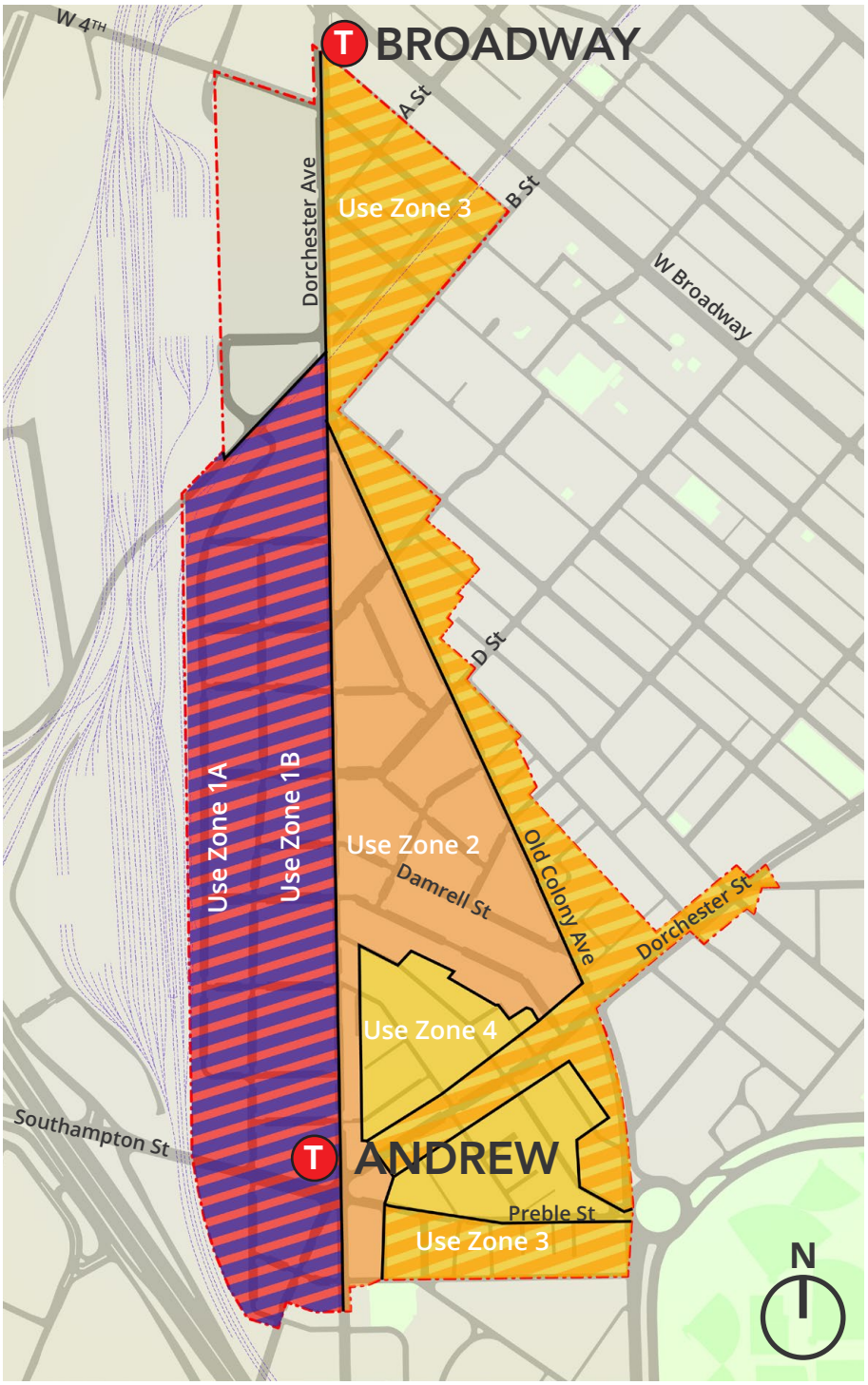


Figure 76. Land Use zone diagram delineated in a manner that is responsive to the Study Area context, and encourages uses that are reflective of the community vision for a more compact, sustainable 21st-century mixed-use district with a diverse mix of uses that facilitates a truly integrated live-work-play lifestyle

- Use Zone 1A & 1B: Mixed Use + 21st-century Industrial
- Use Zone 2: Residential + 1st Floor Retail
- Use Zone 3: Residential + select 1st Floor Retail
- Use Zone 4: Residential, existing H2-40

and shared maker spaces for inventors of all kinds would also be appropriate. Other existing industrial uses should continue to be accommodated and supported in the district.

Residential uses in this zone should be designed and marketed to co-exist along with 21st-century industrial and other commercial uses. To activate the street, ground floor uses should be active with employment and retail activity. Residential uses should be above the ground floor podium level.

Commercial uses should include a mix of uses that promotes employment. Examples of appropriate office uses include: biomed, research and development, laboratory, creative industry, architecture, industrial design, game development, and professional services.

Examples of appropriate cultural, entertainment and recreational uses include art galleries and other art related uses such as artist work studios, as well as theaters, performance halls, theater and other creative uses. Additionally, fitness center, bars with live entertainment, and restaurants, hotel and other hospitality uses are encouraged.

Healthcare uses envisioned for the area include animal hospitals and administrative hospital uses. Hospitals with inpatient services are not encouraged in this area.

Low environmental impact urban destination retail prototypes are encouraged in this zone. Neighborhood service uses such as shoe repair and dry cleaning and laundry services are also encouraged to locate in this area.

Use Zone 1B: East of Ellery Street (new)/West of Dorchester Avenue

While existing industrial business should continue to be accommodated and supported in this district, new industrial uses are not to be allowed. In contrast to Use Zone 1A, the succinct vision for this zone is primarily residential towers on podiums that accommodate cultural and civic uses on the East Side of Ellery Street, and contribute to a thriving commercial and retail corridor along Dorchester Avenue.

Residential uses in this zone are encouraged. Residential uses should generally not be allowed on the ground floor, but allowed 40 feet above street level. New housing typologies such as micro units should be allowed and/or explored.

Figure 77. Artisan's Asylum maker space, Somerville, MA

Figure 78. Wework co-working space, Boston, MA

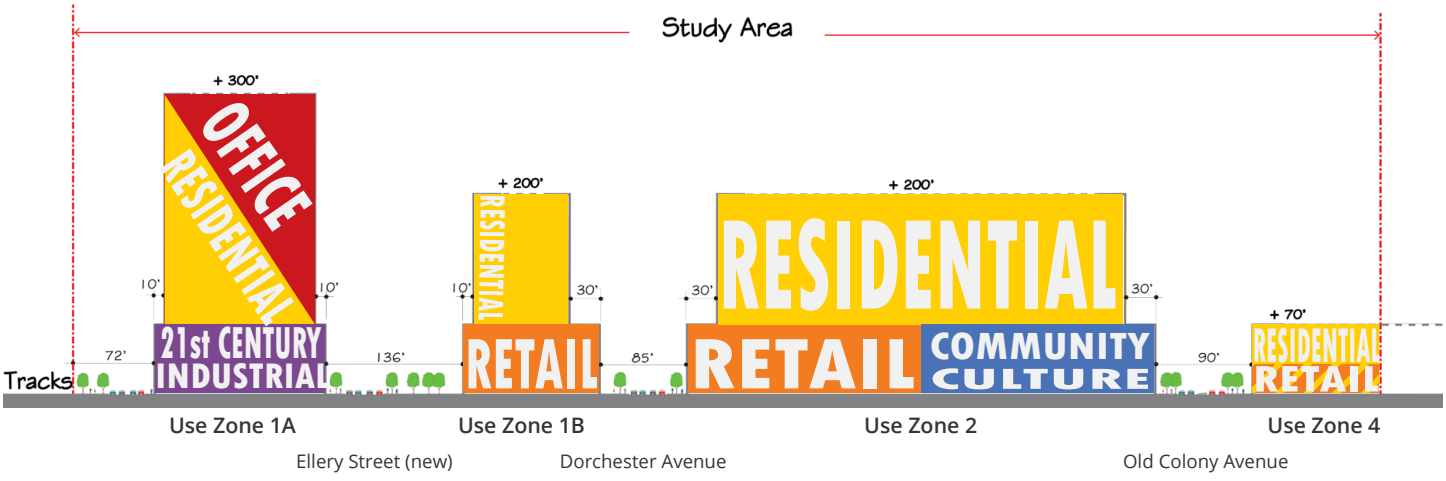
Figure 79. Opposite: Conceptual district scale section of uses

Commercial uses in this district also should include a mix of uses that promote employment. Examples of appropriate office uses include: biomed, research and development, laboratory, creative industry, architecture, industrial design, game development and professional services.

Examples of appropriate cultural, entertainment and recreational uses include art galleries and other art related uses such as artist work studios, as well as theaters, performance halls, theater and other creative uses. Low environmental impact urban destination retail prototypes are encouraged in this zone. Additionally, a fitness center, bars with live entertainment, and restaurants, hotel and other hospitality uses are encouraged. Ground floor retail is required for a minimum of 70% of the street frontage of new developments on Dorchester Avenue to reinforce Dorchester Avenue as the primary retail corridor. Outdoor cafes and active street front retail are strongly encouraged throughout the area.

Healthcare uses envisioned for the area include, animal hospitals and administrative hospital uses. Hospitals with inpatient services are not encouraged in this area.

Uses east of Ellery Street (new) fronting on to the linear open space shall be predominantly residential. Uses fronting on the linear open space may utilize the open space for temporary public programing to activate the space, but not as a permanent extension of the use. Buildings fronting on the linear open space must contribute to activating the space by providing public uses to edge along the park. A minimum of 50% of the building's façade along the park is recommended to have fenestration.



Use Zone 2: Old Colony Avenue to Dorchester Avenue

The vision for this transition and lower-scale area is primarily residential use, with ground floors that support a thriving commercial and retail corridor along Dorchester Avenue. While Dorchester Avenue should be the primary focus of ground-floor commercial uses in the Study Area, ground floor uses on Old Colony Avenue could include some secondary commercial uses such as corner store retail or professional offices.

To activate the street, ground floor uses should be active with employment and retail activity. Residential uses should be above the ground floor. Small scale professional offices should be allowed, but are not envisioned as the predominant use in this area.

Cultural, entertainment and recreational uses are encouraged, including art galleries and other art related uses such as artist work studios, theaters, performance halls, theater and other creative uses as well as fitness centers and bars with live entertainment. Neighborhood service uses such as barber shops, shoe repair, dry cleaning, laundry services, and other neighborhood retail amenities are encouraged.

While existing industrial business will continue to be accommodated and supported in this district, new industrial trade and vehicular uses are discouraged.

Figure 80. Harvard Innovation Lab (iLab), Allston, MA

Figure 81. Bantam Cider Brewery, Somerville, MA

Use Zone 3: "Edge Zone" East of Old Colony Avenue, Along Dorchester Street

The vision for this zone is a buffer and transition zone to the lower-scale adjacent residential neighborhood. Residential uses in this zone are allowed on ground floor, with some commercial uses on the ground floor. Commercial uses should be limited to neighborhood-serving uses, including smaller scale retail, and professional offices such as insurance or real estate agent office. Fitness centers and other neighborhood commercial amenities are also appropriate. New industrial uses, hotel, hospital, and health care uses are all discouraged. New vehicular uses and surface parking are also strongly discouraged.

Use Zone 4: H-2-40 Residential Zone

This existing residential area will allow for small scale residential infill development consistent with the existing residential scale and character.

Open Space Framework

While individual parks may vary in design, each space must be designed to create a continuous public experience and contribute to the seamless experience of a series of connected spaces, oriented north south along Ellery Street (new) and ultimately linking Fort Point Channel to Moakley Park via Dorchester Avenue to the north and Preble Street to the south.

Linear Open Space

It will be required for developers to adhere to lot coverage requirements, creating a series of linear parks fronting on the Ellery Street (new), as well as disbursed public pocket parks, to create a range of passive to active recreational opportunities.

Open space fronting on Ellery Street (new) comprising the linear park (see Figure 79 on page 93) must be a minimum of 50 feet not including the sidewalks.

Recreational Path

Create a linear open space along the tracks that serves as a bicycle and pedestrian recreation path.

Large Open Space

One large (1-2 acres) open space, in a location yet to be determined, is envisioned that connects Dorchester Avenue to the Ellery Street (new) Linear Park, and, more broadly, to the D Street open space network (MCCA's Lawn on D, and Massport's South Boston Maritime Park).

Large parcels are encouraged to consolidate their open space requirement (for bonus density) and create a larger open space that conforms to the illustrative site plan.

Neighborhood Open Space

Smaller scale plazas and open spaces accessible to the public are encouraged adjacent to the new development. Special attention should be paid to designing physical and visual connections to larger the public realm seeded by the new network of sidewalks, open spaces, and pathways proposed in the plan. These neighborhood open spaces should also relate to privately-developed social spaces, such as lobbies and ground floor retail that serve as shared public spaces, but offered through private investment and management.

Figure 82. *Conceptual drawing of "Linear Open Space" along future extension of Ellery Street (new)*

Figure 83. *Conceptual drawing of active "Large Open Space." The programming and location will be decided by the Boston Parks and Recreation Department through a community process*

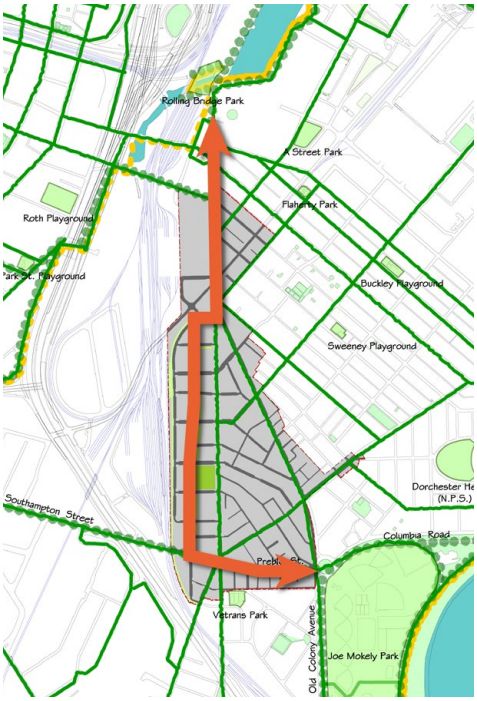


Figure 84. Conceptual diagram of future open space network as it relates to Green Links and Boston Bike Network

Figure 85. Study Area to become a connector of Fort Point Channel to Moakley Park and Harborwalk

- Large Open Space
- Linear Open Space
- Recreational Path
- Neighborhood Open Space
- Pedestrian Paths Network

HEIGHT & DENSITY

Goal

Increase heights and density in the Study Area to provide much needed middle-income housing for the City and provide opportunities for an economically sustainable district with a bustling street life to serve South Boston neighborhood needs.

Overview

Encouraging a high level of density and activity is important to achieve a sustainable, complete district where people can live, work, shop, and play. Because there is no publicly owned land in the Study Area to devote to public amenities, such as parks and squares, new public spaces will need to be created on private land. This Plan proposes to create a district within South Boston that is built around the concept of increased height and density in return for a range of public benefits to be used and enjoyed by existing residents and new neighbors.

To achieve the public benefits the community has prioritized in this process, it is proposed that a density bonus zoning tool be used to create additional value for private development.

Density bonus is a zoning tool that permits developers to build more height and floor space than otherwise allowed under base "as-of-right" zoning in exchange for the provision of defined public benefits, such as an increased percentage of affordable housing units, open space, affordable retail, or innovation space.

Two height/density concepts were reviewed at community workshops: the "Barbell" and "Stepped". Through feedback during the process, elements of these two concepts were combined, resulting in a hybrid. The "Hybrid" concept has bonus height maximums ranging from 60 feet east of Old Colony Avenue and 300 feet along the railroad tracks. In order to take advantage of the close proximity of transit at these locations, the community wanted to see a greater intensity of uses and heights appropriate at the "north and south gateways" along Dorchester Avenue. See Figure 90 on page 97 for the exact boundaries of these zones as they further describe where building height has been distributed throughout the district.

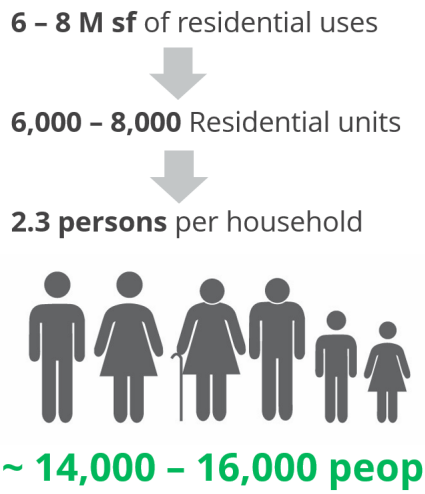


Figure 86. Diagram visualizes estimated population growth of the Study Area at full buildout

Figure 88. *Aerial image of the district*

Figure 87. *Conceptual buildout of the district*

Recommendations

Increased height and density within the district will not only allow for much needed affordable middle-income housing for the neighborhood and the City, but will also spur economic development, creating new employment opportunities and local investment. Allowing for new development opportunities through new zoning is one tool to that can enable the Plan to come to fruition. Residential and commercial development will act as a catalyst for new local, publicly accessible amenities such as retail shops, restaurants, open space and more.

Proposed Building Height

As a result of this planning process it is proposed that as-of-right height for future development be set to 40 feet throughout the district. In addition, six density bonus height zones will be created. The allocation of these zones is based on the aforementioned hybrid massing concept developed through the community process. The bonus heights vary from 60 feet to 300 feet, depending on the zone. Building heights will vary considerably throughout the district, with lower rise buildings ranging from 40 feet to 70 feet, and taller buildings ranging from 120 feet to 300 feet. The diagram shown in Figure 90 on page 97 describes the overall bonus height limits allowed in the district.

Conforming to these parameters will encourage a variety of building designs and the sculpting of buildings so that they create a dynamic streetscape and distinctive skyline. The South Boston Rezoning Initiative, approved by the BPDA board in October 2016, is a parallel rezoning process that brings zoning in line with existing conditions. There is a parallel rezoning process underway for H-1-50 that will bring the rezoning in line with existing conditions. Until that rezoning is complete this Plan will maintain the current H-1-50 zoning. (See Figure 90 on page 97)

Proposed Urban Design Recommendations

Urban Design Recommendations (page 142) will control the overall size and scale of new buildings built in the Study Area. It is anticipated that these Urban Design Recommendations will be incorporated into future re-zoning of the Study Area. The following dimensional requirements are set forth to create a vibrant, walkable, people-centric place. For diagrams illustrating these concepts, see Urban Design Recommendations"urban design Recommendations" on page 142.

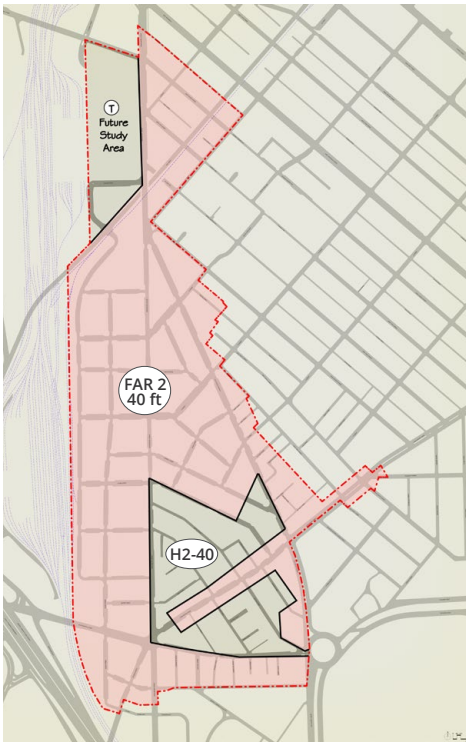


Figure 89. *As-of-right height diagram*

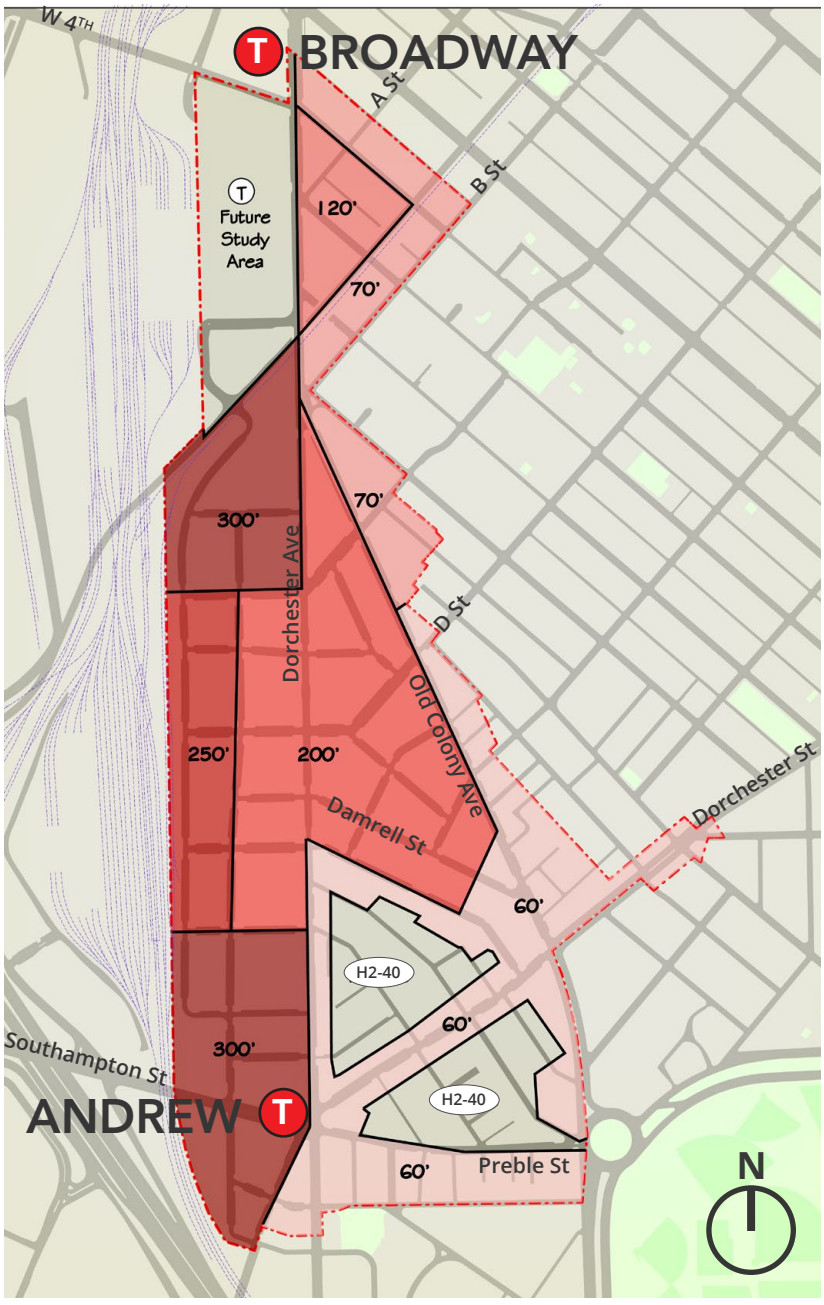


Figure 90. *Density bonus height zones diagram*

Building Façade Setback Requirements Along Public Streets

This requirement will ensure developers will set their building facades back where they front on public streets in order to reduce the overall scale of the building. Once a building reaches a height of 70 feet, a 30 foot setback will be required for buildings along Old Colony Avenue, Dorchester Avenue, and a 15 foot setback will be required on all other public streets (see Figure 151 on page 145 for illustrations of the façade setbacks).

Building Floor Plate Limitations

The building floor plate requirement limits the overall area of the floors above 70 feet in new buildings. While the limits vary depending on location and use, the general concept will achieve additional setbacks from the lower building façades, ensuring taller buildings taper as they get higher, casting less substantial shadows, allowing for more daylight to reach the street and creating a distinctive skyline (see Urban Design Recommendations on page 142).

Building Stepback Requirements Between Taller Buildings and Towers

This requirement will ensure a minimum spacing between taller portions of buildings. Where a building exceeds 70 feet in height, the portion of the building 70 feet and higher (the tower) must have a minimum stepback from adjacent buildings between 60 and 120 feet (see Urban Design Recommendations Figure 152 on page 146).

Building Setback Requirements Between Taller Buildings Within View Corridors.

This requirement is the same general requirement as that described in the above *Building Stepback Requirements Between Taller Buildings,* but the stepback standards between towers is increased to 150 feet within view corridors. The Plan has recognized Dorchester Avenue and D Street as being oriented to take advantage of exceptional views of the downtown skyline and South Boston Waterfront, respectively. These are both key connections which will be well traveled, increasing their importance within the public realm (see Urban Design Recommendations page 142).

Lot Coverage Limitations

A lot coverage requirement affects more than just the size and scale of new buildings, it will have an important impact on the built environment. Limiting lot coverage will restrict the size of

building footprints to 50-60 % of the overall lot area of parcels in the Study Area (see Urban Design Recommendations Figure 149 on page 143). Lot coverage will ensure that there will be more space in between buildings, allowing for better daylight conditions and a finer building scale, and this space will be devoted to public amenities such as open/green space, wider public sidewalks, and streets with public parking. The lot coverage requirement will only apply to projects that exceed a FAR 2 and 40 feet in height (see Urban Design Recommendations page 142).

Front Yard Setbacks

Front yard setbacks shape the building's relationship with the street. More generous public sidewalks, bike lanes, and street trees will all be made possible by widening the right of ways along Dorchester Avenue, Old Colony Avenue, and providing generous street widths for new major streets as well. Allowing for wider streets is a key aspect to allowing for taller buildings. The scale of larger buildings can be significantly diminished by providing for wider streets, and when combined with the building setbacks mentioned previously, pedestrians will have a comfortable street experience (see "Mobility & Connectivity" on page 110 and "Placemaking & Character" on page 126).

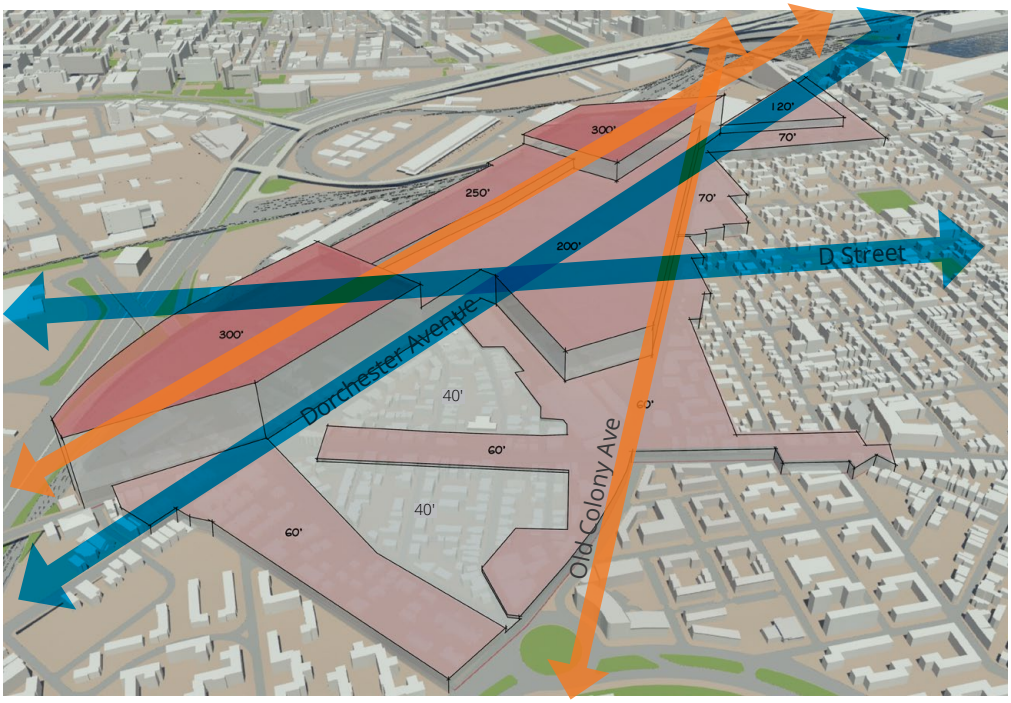


Figure 91. Conceptual view corridors diagram

Primary View Corridors

Secondary View Corridors

HOUSING & ECONOMIC DEVELOPMENT

Residential Development

Mayor's Martin J. Walsh's "Housing a Changing City 2030" plan recognizes that in order to address the pressure on housing costs, in South Boston and citywide, an increase in housing units is required. One of the tools for meeting this need is to up-zone underutilized industrial land near transit corridors to add housing supply. The South Boston/Dorchester Avenue corridor is an area where a large percentage of the new development is expected to be residential in nature.

One of Mayor Martin J. Walsh's top priorities is to ensure that people from all incomes, backgrounds, and household sizes can afford to call Boston home. The goal is to make this priority a reality in the district, and the Boston Planning and Development Agency and the City of Boston Department of Neighborhood Development are committed to applying inclusionary development tools and tapping into city, state, and federal affordable housing resources in order to succeed. While the final number of housing units developed in the district will depend on the action of private property owners and developers, the district is likely to support 6,000 – 8,000 new units of housing, with approximately 23% of those units income restricted to low-, moderate-, and middle-income households. The income distribution of restricted units reflects community input: there was a preference for middle-income units, in addition to opportunities for low-income housing.

Low-Income Housing

Households with incomes of less than $50,000 are generally considered to be low-income; this roughly corresponds to less than 60% of Greater Boston's Area Median Income (AMI), depending on household size. In order to create housing for these households, traditional sources of affordable housing finance managed by the City of Boston Department of Neighborhood Development and the State of Massachusetts are used, sometimes in combination with public land. The City is committed to working closely with area non-profit housing providers in order to make 6% of all new housing units affordable to low-income households. Recognizing that the City does not own land in the district that can be committed to affordable housing, the City and the BPDA will work together to devise new ways of securing some of the needed, more deeply affordable units from private developers.

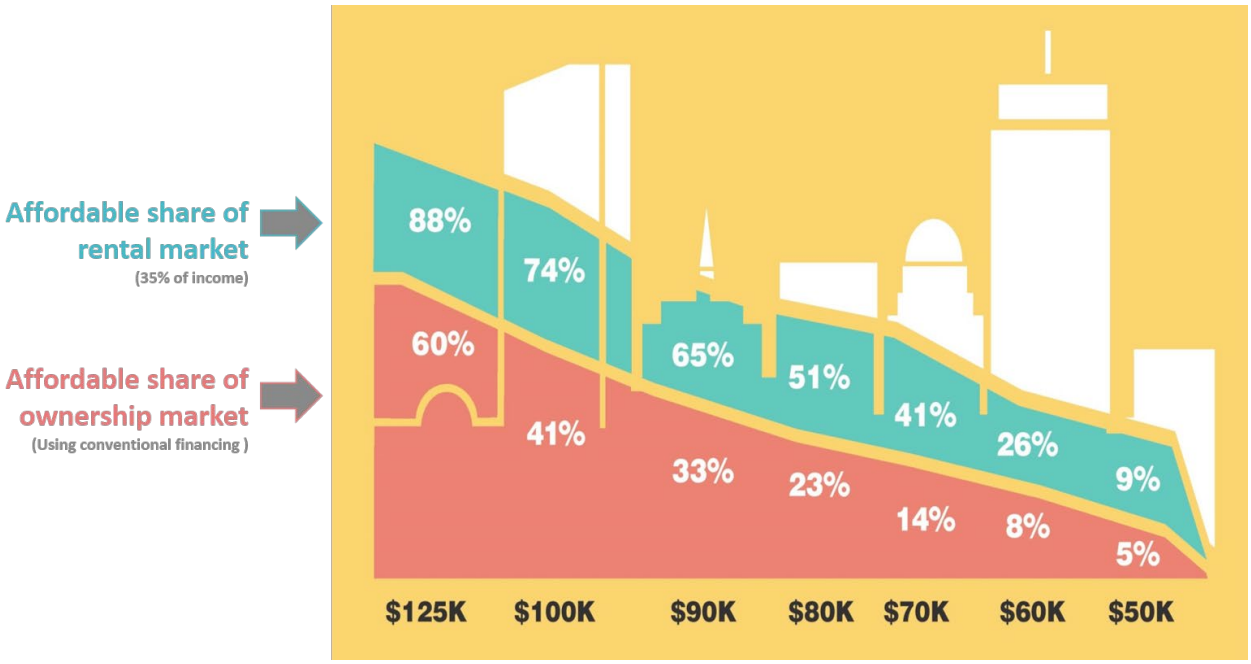


Figure 92. Diagram illustrating market share of affordable rental and ownership housing

INCOME	Max Affordable Rent (at 35% of Income)	Max Affordable Purchase Price *(using conventional financing)**
$125,00	$3,646	$550,000
$80,000	$2,333	$371,000
$60,000	$1,750	$268,000
$40,000	$1,167	$165,000
$20,000	$583	n/a

*Figure 93. Households are considered cost-burdened if they are spending more than 35% of their pre-tax income on housing. *Purchase prices are estimates, as varying, interest rates, insurance costs, condo fees, other debts, and the down payment amount can all change the amount affordable*

	Maximum Rents			Maximum Sales Prices		
Bedrooms	60% AMI	70% AMI	100% AMI	80% AMI	100% AMI	120% AMI
Studio	$913	$1,065	$1,521	$141,800	$191,300	$236,000
One-Bedroom	$1,065	$1,242	$1,774	$175,900	$228,500	$280,800
Two-Bedroom	$1,216	$1,419	$2,027	$206,100	$265,800	$325,500
Three-Bedroom	$1,369	$1,597	$2,281	$236,000	$303,100	$370,200

Figure 94. Income Limits (2016), Income-Restricted Units

Moderate-Income Housing

Households with incomes between $50,000 and $75,000 are generally considered to be moderate-income; this roughly corresponds to between 60% and 80% of Area Median Income (AMI), depending on household size. The City of Boston's Inclusionary Development Policy addresses households at these and somewhat higher incomes by requiring that 13% of housing units in projects with ten or more units that require a zoning variance be income restricted. For rentals, the maximum income is set at 70% of AMI. For condos, half of the income restricted units are available to households with incomes up to 80% of AMI, and half are available to households with incomes between 80% and 100% of AMI. Both the rentals and half of the condos generated through this tool will be affordable to moderate-income households, and depending on private development activity, are likely to make up 10% of all new housing in the district.

Middle-Income Housing

Households with incomes between $75,000 and $125,000 are generally considered to be middle-income; this roughly corresponds to between 80% and 140% of AMI, depending on household size. Given current market conditions and the ability to create significant levels of density in certain zones of the district, some developers will create market rate units that are affordable to households at the top of this income range, but to assure that more middle-income households are able to afford to live in the district, one-half of the condo units created through the inclusionary development mechanism will be affordable to households with incomes between 80% and 100% of AMI. In addition, the BPDA will be applying a new

Household Size	60% AMI	70% AMI	80% AMI	100% AMI	120% AMI
1	$41,250	$48,100	$54,950	$68,700	$82,450
2	$47,100	$54,950	$62,800	$78,500	$94,200
3	$53,000	$61,850	$70,650	$88,300	$105,950
4	$58,900	$68,700	$78,500	$98,100	$117,750
5	$63,600	$74,200	$84,800	$105,950	$127,150

Figure 95. Typical Sales Prices and Monthly Rents (2016), Income-Restricted Units

zoning tool, referred to as a "density bonus" within the district that would provide rental units for households with incomes up to 100% AMI, and condos for households making up to 120% of AMI. Through these two tools, up to 7% of new housing units will be income restricted to middle-income households.

Compact Living

Compact living refers to units that are smaller than what has been allowed traditionally. Small studios, also known as micro-units, are one form of compact living, but so are units with bedrooms that are smaller than the norm. Buildings with such units often are paired with added common areas and amenities. The City of Boston Housing Innovation Lab is looking at models for compact living that could be used to provide housing units at a lower cost than is usually expected, allowing the private market to provide units that are more affordable than today, further meeting the needs of middle-income households.

Figure 96. 3D compact unit design for 360 sf residential unit in Watermark, South Boston Waterfront

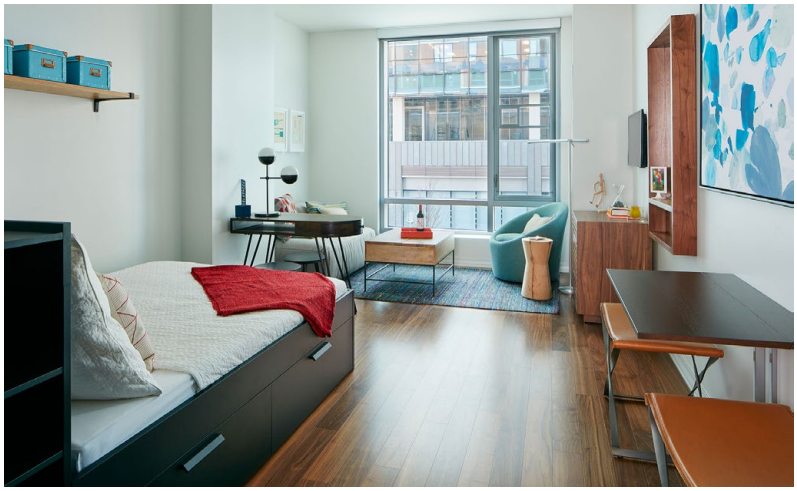


Figure 97. 360 sf residential unit in Watermark, South Boston Waterfront

Economic Development

The Plan is intended to help guide the market-driven transition of predominately heavy commercial and industrial land uses to a transit-oriented mixed-use district. The vision for the district includes significant new residential opportunities, 21st-century Industrial, and neighborhood retail that provide accessible economic opportunity for Boston residents.

While Boston's economy is growing at a healthy pace, not everyone in the city is benefiting from this transformation. Economic inequity is one of the greatest threats to Boston's growth because it impacts the whole ecosystem of the economy. We must harness this growth to create a Boston that is inclusive and provides ladders of opportunity for all: women, minorities, veterans, new Bostonians, youth, individuals with disabilities, and seniors.

The Study Area benefits from a location close to Boston's downtown core and is large enough in scale to accommodate significant new development to help advance the City's housing goals while also creating economic opportunity for both the existing community and new residents.

Regarding economic development, the Plan aims to:

- Deliver 6,000 - 8,000 units of new housing, both income-restricted and market rate, to meet the Mayor's housing plan for 2030.
- Introduce new flexibility in zoning that allows for 21st-century industrial uses, such as maker spaces, micro-fabricators, and live/work/sell opportunities.
- Provide a density bonus to facilitate the creation of additional economic development benefits such as affordable retail space, innovation space, and subsidized 21st-century industrial space.
- Strengthen the vitality of neighborhood businesses by improving the aesthetics of public places, spaces, and commercial streets.
- Focus increased density and greater development closer to transit stations.
- Retain industrial and commercial office uses until there

Residential
Mixed Use
Retail / Public Use
21st-century Industrial
Open Space
Community / Civic Use

Figure 98. Conceptual district scale build-out with a varied mix of uses

is market potential or desire from the property owner to convert to residential use.

- Provide a development process that is fair, transparent and predictable in order to address the high cost of development in the city.
- Create a development process that is transparent to both communities and developers.

The new zoning that will result from the Plan will:

- Promote beneficial residential and commercial development within the South Boston community.
- Improve awareness of and access to funding resources within workforce training.
- Encourage the use of best practices for job creation and small business growth.

The economic development strategy for the new district is guided by place-based and people-centric planning approaches. The aim of the people-centric planning approach is to improve the capacity of residents and business owners through workforce assistance and training programs. The goal is to lead to better jobs and opportunities for both residents and existing business owners. This in turn, will increase local spending power and create greater investment in the community. People-centric programs also seek to support local entrepreneurs who can create new jobs,

Place-based planning aspires to create a set of comprehensive improvements and development strategies that will encourage investment in the new district. The goal is to advance the quality of the physical environment by increasing density and to spur the creation of new streets, blocks, 21st-century industrial space, and open space through development. As a result of investment in new buildings and places, tax revenues increase, new jobs are created, and the quality of life improves for residents as new services, amenities and resources come on-line.

Figure 99. Existing businesses in the district

Recommendations

Three themes guide the economic development recommendations: Support, Regulate, and Include. Each theme is informed by the City of Boston's 2016 Small Business Plan and its Economic Inclusion + Equity Agenda.

Support for Existing and New Businesses

The Plan must build upon the goals contained in the Boston's Small Business Plan to make the small business community thrive, to enhance neighborhood vibrancy, and to foster economic and social inclusion and equity.

Apply recommendations that align with the Small Business Plan to focus on increasing available, affordable space for small businesses and improve coordination and navigation of small business real estate market.

Support and enhance existing businesses, especially local businesses within the district and explore the possibility of legacy leaseholds for existing small businesses. Identify and share best practices of small businesses that are Boston grown and are thriving.

Attract new businesses to the district, especially those that complement and support existing businesses. As new businesses open up, explore establishing a South Boston Main Street District for Dorchester Avenue (along with West and East Broadway districts).

Provide workforce training & technical assistance. Increase awareness of the Workforce Training Fund, a grant program managed by the Commonwealth Corporation, to ensure more local businesses are informed of funding resources to support training of incumbent employees. Coordinate with Boston Private Industry Council (PIC) to provide grant writing and other technical assistance for local businesses to access the Workforce Training Fund to train incumbent employees.

Regulate New Development

Continue to review and update zoning, especially in Neighborhood Shopping and Local Convenience zoning districts to allow for easier entry into the market.

Require affordable commercial space in new or existing development in return for increased density.

Update industrial land use policy to protect viable, productive uses and allow for the transformation of other uses. Create 21st-century mixed-use zoning standards, to pair collaborative uses that preserve, enhance, and grow existing industrial and commercial uses, retain industrial manufacturing, and attract advanced and new tech manufacturing jobs.

Explore proposing a policy or a practice for local Tax Increment Financing (TIF) or similar agreements intended from property owners or small businesses seeking to make new investment and create jobs in the new district.

Economic Inclusion and Equity

To attain a healthy economy that is generating more resources for the City and attracting diverse populations, we must build an inclusive city with economic opportunity for all. The Plan must use tools to reach those who currently face barriers to participation such as lack of qualifications for highly skilled jobs, lack of access to resources and capital for businesses, and rising living expenses which put housing security out of reach.

This Plan's ability to guide physical development is the mechanism by which economic development can be driven, shifting the paradigm from a reactive approach to one that creates an inclusive economy.

Figure 100. *Peter Welch's Gym on Dorchester Avenue in the Study Area*

Figure 101. *GrandTen Distilling, an existing business on Dorchester Avenue in the Study Area*

MOBILITY & CONNECTIVITY

Goal

Plan a street network that connects to the existing street network that will form the framework for new land uses, increased options for mobility, and people-centric public realm throughout the Study Area.

Overview

The Study Area's existing network is centered around two major streets, Dorchester Avenue and Old Colony Avenue. Between Old Colony Avenue and Dorchester Avenue, as well as around Andrew Square, there is a network of neighborhood streets. The northern section between Old Colony Avenue and Dorchester Avenue has fewer streets and larger parcels. West of Dorchester Avenue, except near Andrew Square, there are site access driveways but no formal street network exists.

As a result of its predominantly industrial history, the Study Area today has several large disconnected parcels and a minimal network of existing streets. Comparably sized sections of Back Bay, South End or South Boston have on average 35% dedicated to streets and sidewalks. The Study Area has 20% of its acreage dedicated to streets and sidewalks.

The proposed street network is flexible enough to allow for a future diverse mix of uses and will provide the need for interconnectivity and network capacity to accommodate the proposed density of uses. The street network as shown is conceptual, and will be realized over time in conjunction with private development. The main concepts of this street network will allow for the coordinated evolution of individual development projects. Dimensions for new street connections will be realized mainly through the additional space created by limiting lot coverage to a maximum of 50-60% on Residential Development Area (RDA) (1/2 acre) and Planned Development Area (PDA) (1 acre) parcels.

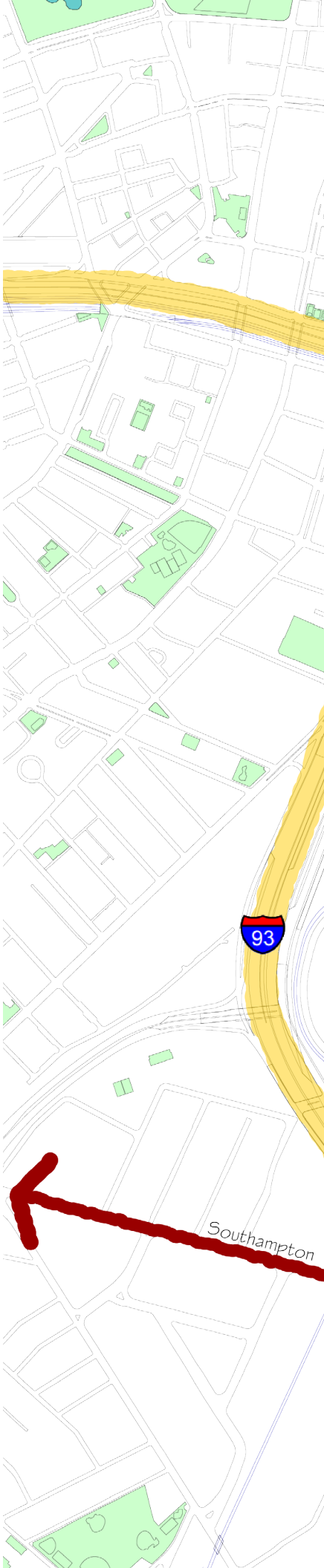


Figure 102. Opposite: Major and secondary connections diagram showing desired new connections in a dashed red line

Interstate/Tunnel
Major Connections
Secondary Connections
New Connections


90
Foundry St.
A Street
Haul Road
C Street
West Broadway
D Street
E Street
East Broadway
Dorchester Street
Dorchester Avenue
Columbia Road
Preble St.
Boston Street
Old Colony Avenue
N

Mobility Trends

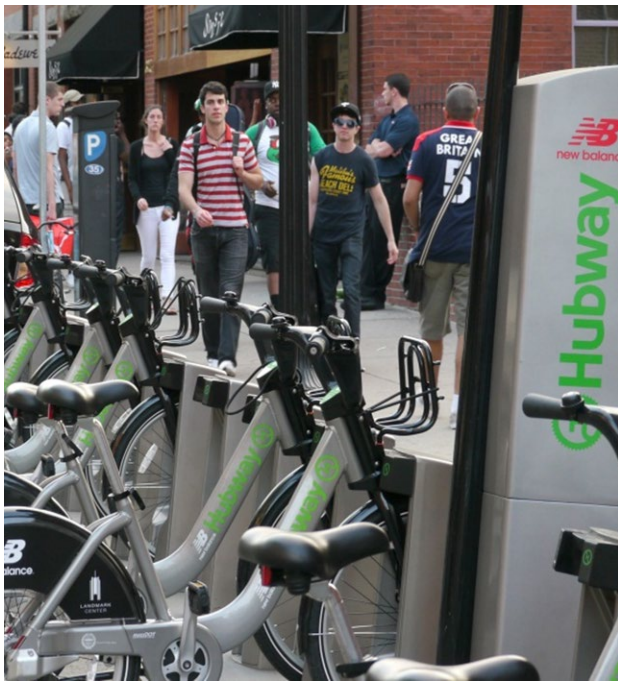


Figure 103. *Bicycle sharing - Boston's Hubway*

Figure 104. *Making cycling safer in the City - Commonwealth Avenue, Boston*

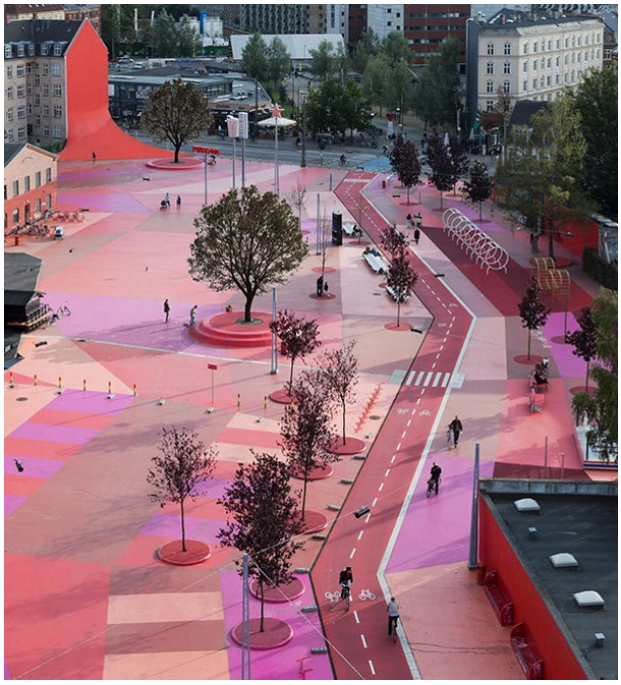


Figure 105. *Creating shared recreation amenities - Superkilen, Copenhagen, Denmark*

Figure 106. *Re-purposing street as temporary public activity space*

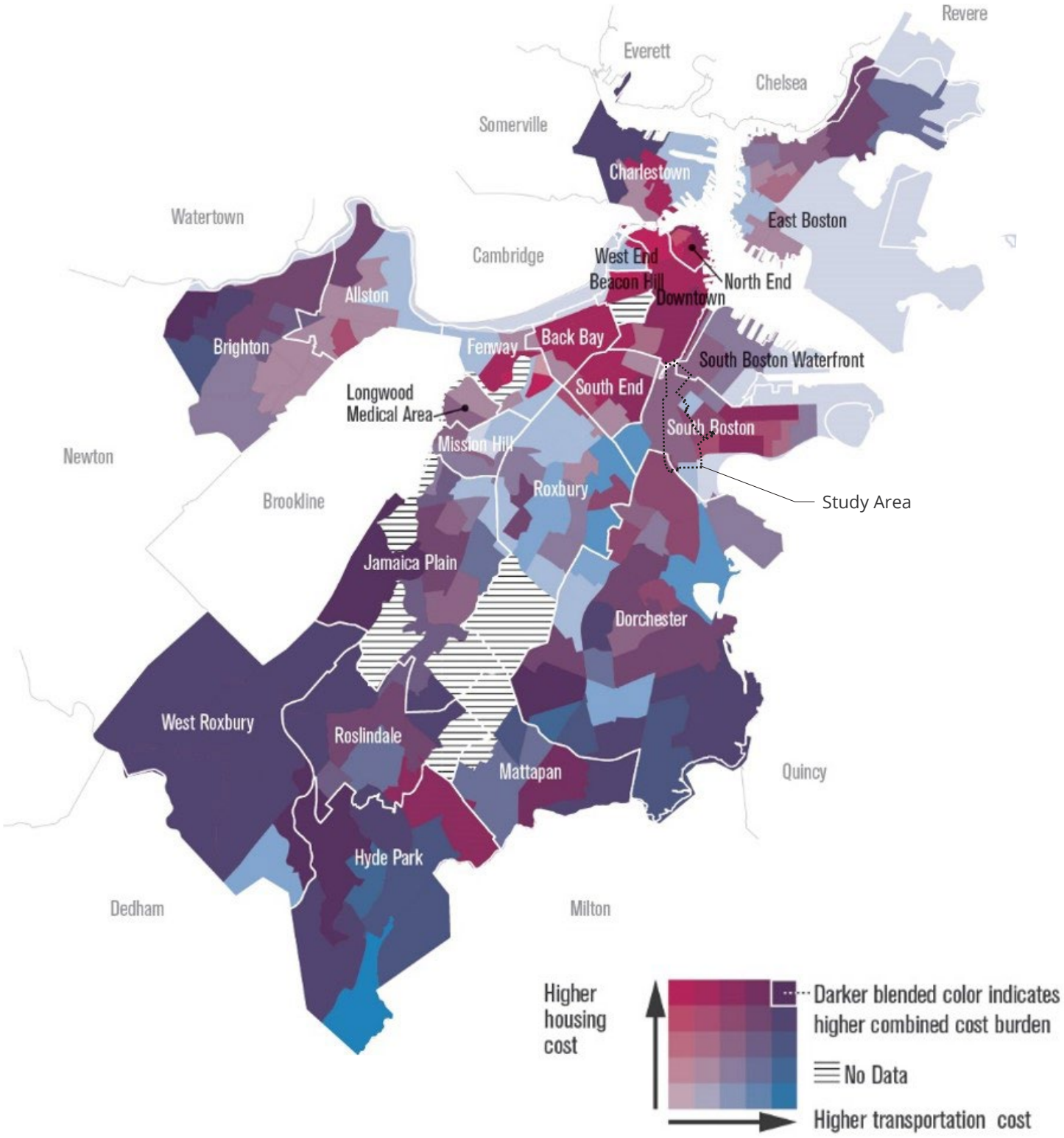


Figure 107. Go Boston 2030 Equity Map - Some neighborhoods closer to downtown have low transportation and high housing costs, while neighborhoods with more affordable housing costs have high transportation costs

Space needed for improvements to existing streets will be made available through dimensional setbacks specified in zoning. More exact locations and the layout of streets will be defined over time and through detailed capacity analysis provided by a proposed transportation study and through the Article 80 development project review process. While proposed streets (see Figure 116 on page 118) may be built in multiple phases, the right-of-ways (R.O.W.s) identified must be set aside for streets and sidewalks. Anticipated dimensional needs for critical roadways and their conceptual cross-section designs are discussed in the Placemaking and Neighborhood Character section of this Plan on page 126.

The network allows for a range of mobility and connectivity opportunities that serve more than just the Study Area. For example, proposed connections to D Street and E Street would allow for better connectivity to and from the rest of South Boston. Additionally, the design of the new proposed network can help to solve existing network issues by allowing traffic to bypass Andrew Square west of Dorchester Avenue as well as adjusting the geometry of the existing, difficult intersection at Dorchester Avenue, D Street, and Damrell Street. New roadways and improvements to existing ones will accommodate all modes as is consistent with the City's Complete Streets policies.

Pedestrian Network – Existing Overview

While residential side streets in the Study Area are often quite pleasant, most of the major roadways are not pedestrian friendly due to narrow sidewalks or unsafe cross-connections (see Figure 108 on page 115). This is particularly true of Old Colony Avenue, Dorchester Avenue, and Southampton Street. The traffic circle at Old Colony Avenue and Columbia Road is particularly difficult to navigate as a pedestrian.

In addition to the challenges created by these streets, the combination of the rail lines and the highway to the west creates a major barrier to accessing the South End to the west and Dorchester and Moakley Park to the south.

Bicycle Network – Existing Overview

While Dorchester Ave, D Street and A Street have on street bike lanes or share the lane pavement markings ("sharrows"), most main roadways do not provide bicycle accommodations. This includes the important connecting roadways of Old Colony Ave, Southampton St, and Boston St. The traffic circle at Old Colony Ave and Columbia Rd is a particularly difficult location for cyclists.

Figure 108. Existing street network

Figure 109. Conceptual future street network

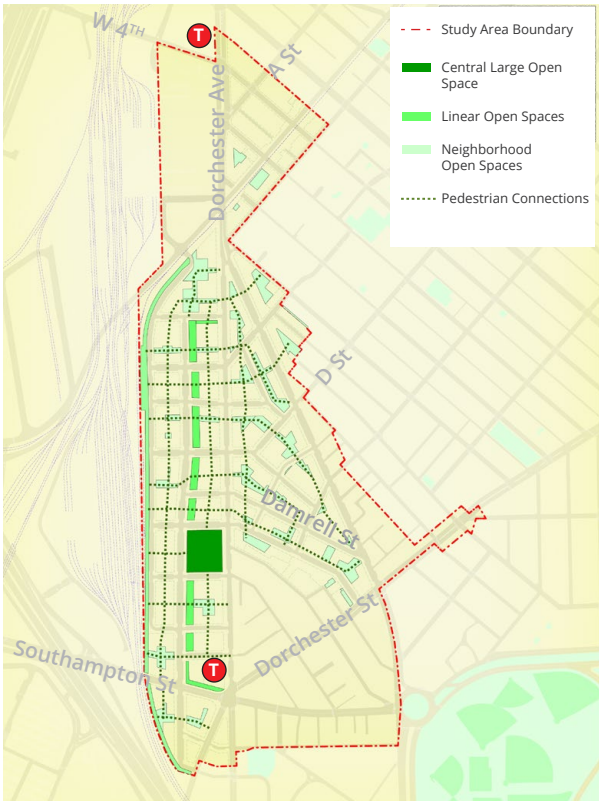


Figure 110. Conceptual future street network with open space and pedestrian connection in green dotted lines

Figure 111. Conceptual future street and open space network

As with the pedestrian network, the bridges connecting over the rail lines and the highway are constrained and provide challenging conditions for bikers.

Figure 112. Opposite left: Existing barriers to expansion of bicycle network

Figure 113. Opposite right: Existing public transportation network

Transit Network – Existing Overview

The Red Line has the highest ridership in the MBTA, with 34% of all mass transit trips, and 21% of all MBTA trips of any kind. Broadway and Andrew stations bookend this Study Area, and have the least capacity on the Red Line.

The MBTA will begin replacing its aging 218-car Red Line fleet with at least 74 new train cars that will be delivered starting in 2019; this includes an option for another 58 cars. According to the MBTA Focus 40 State of the System Report: Rapid Transit, before service can be added to the Red Line, a more significant investment in signal technology will be needed.

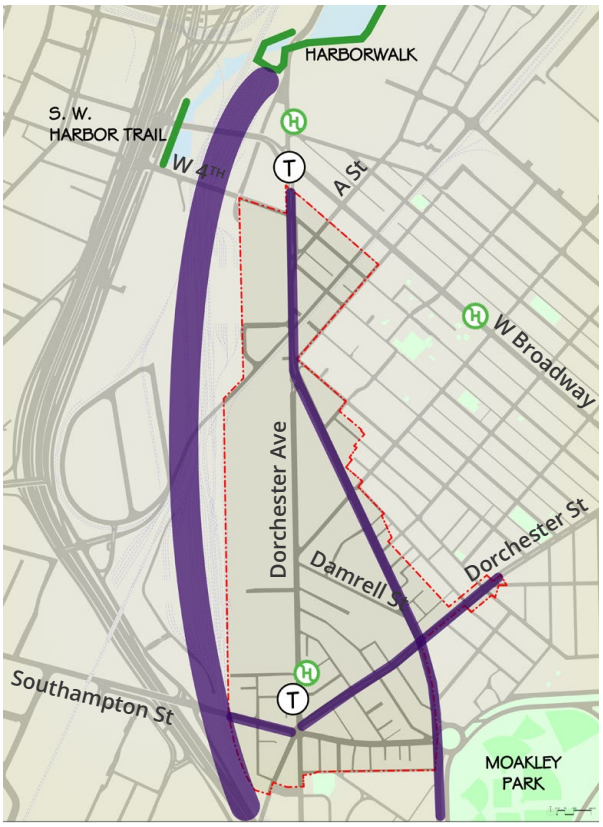
As for bus service, there are 10 routes that run through the Study Area with most providing connections to Andrew and Broadway MBTA stations. None currently link Andrew and Broadway or provide north-south connectivity. Three of the routes, the 9, 16 and 47, are amongst the top 25 routes in boardings in the system. The bus network, however, cannot be expanded significantly without additional bus facilities to serve the system since all are at full capacity.

Vehicular Network – Existing Overview

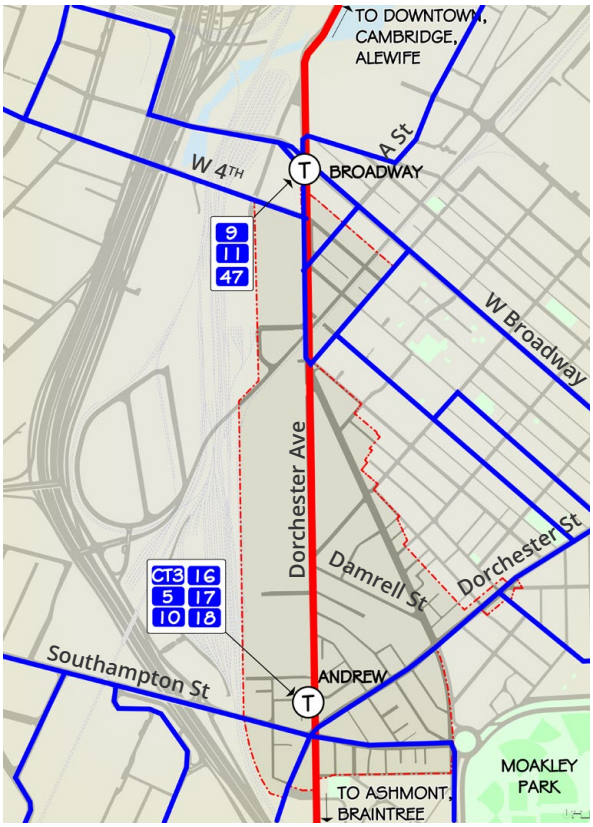
Old Colony Avenue, the northern section of Dorchester Avenue, Dorchester Street and Southampton Street have the most vehicular lane capacity in the Study Area, with two lanes in each direction. The remaining roads mostly have one lane in each direction.

Southampton Street provides important regional connectivity to I-93 as well as connections to Lower Roxbury and residential South Boston. Dorchester Avenue and Old Colony Avenue provide vital north-south connections. Old Colony Avenue in particular has a larger lane capacity and is utilized as a regional downtown connector via Morrissey Boulevard to the south.

The Andrew Square intersection with its convergence of multiple arterials results in a six-leg intersection that experiences significant peak period demands. Other intersections that process significant traffic include Dorchester Avenue/Old Colony Avenue and Broadway/Dorchester Avenue that provides connections over the railroad tracks to I-93 and the South End.



Major Barrier



MBTA Red Line

MBTA Bus

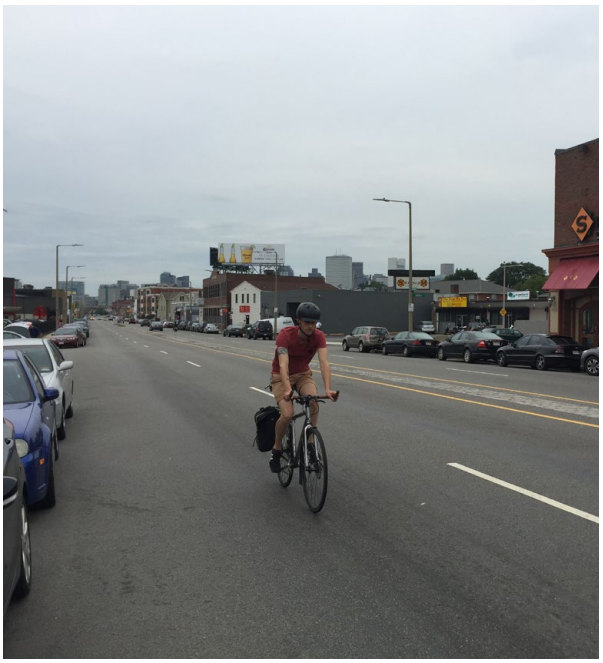


Figure 114. Opposite left: Commuter on a bicycle on Old Colony Avenue

Figure 115. Opposite right: Car traffic along Dorchester Avenue near the intersection at W 4th Street

Existing Parking Regulations

The parking regulations within the Study Area are complex and vary by geography and project size. It is important to note that for all new developments that are "large projects" under Article 80 (>50,000 s.f.), will have their parking supply determined through the Article 80 development review process. Also in effect within zoning for areas west of Dorchester Avenue is the Restricted Parking Overlay District, which designates on-site parking for commercial uses (i.e. retail, office, etc.) as a "conditional" use, thereby requiring Zoning Board of Appeal approval. The zoning requirements for residential uses and commercial uses east of Dorchester Avenue varies by the allowable FAR (which in the Study Area currently varies from 0.5 – 2.0). Below are the current parking ratios for residential and commercial uses:

- Residential: 0.7 – 1.0 spaces per unit
- Commercial (retail/office): 2 – 3 spaces per 1,000 sf on 1st floor and 1 – 1.5 spaces per 1,000 sf above 1st floor

The other important factor within the Study Area is the South Boston Parking Freeze. The Freeze is a requirement of the State and its Federal Clean Air Act commitments from the Central Artery/ Tunnel project. Areas east of Dorchester Avenue are within the Residential Zone where the Freeze prohibits the construction of commercial parking spaces for users outside of the zone. Areas west of Dorchester Avenue are within the Industrial/Commercial Zone, which requires permits for all parking spaces serving commercial uses and any spaces serving residential uses in excess of 1 space per dwelling unit. The total number of spaces available are limited by a "bank", of which most properties west of Dorchester Avenue already hold permits for their existing spaces. As of March 2015, there were 1,260 spaces available in the bank which includes a total of 30,389 spaces.

Figure 116. Illustrative Site Plan of conceptual future built-out, streets and open space (for large scale plan, see Figure 74 on page 82)

Recommendations

Go Boston 2030 established a progressive goal of reducing drive alone trips in the city by half and replacing these trips with the more efficient modes of public transit, walking and biking. The Study Area vision and recommendations are intended to accommodate this aspiration, which means prioritizing public transit, walking, and biking over driving.

The Study Area is going to develop over a 15-20 year period, during which best practices and the way we get around will continue to evolve. It is vital that the recommendations here be seen as a living document that will need to adapt over time. The Implementation section of this Plan provides a complete list of the transportation recommendations developed with the community. The following sections provide an overview of these recommendations and the aspirations that were derived from the community process.

Proposed Transportation Network

Between Old Colony Avenue and Dorchester Avenue, and west of Dorchester Avenue, proposed new streets will create a dense, walkable, bikeable, human-scaled network. Existing streets throughout the network are proposed to be made safer, more pedestrian- and bicycle-friendly, and will incorporate the City's Complete Streets improvements throughout. Targeted additions to vehicular capacity at existing streets are recommended only where absolutely necessary, and should generally be limited to adding turning lanes at high demand intersections.

The future network envisions two new north-south roadways between Dorchester Avenue and the rail lines. Running through the middle of this area would be a new neighborhood connecting roadway that extends in the general alignment of the existing Ellery Street, which now runs behind Andrew Square. In addition a second north/south roadway would run along the western edge and would be a more service-oriented roadway providing access to loading, parking and operational needs of commercial uses. This road would also be able to provide along its western edge a continuous uninterrupted bike/pedestrian trail connection for much of the length of the Study Area.

Proposed Pedestrian Network Improvements

Walking to, from, and within the Study Area must be pleasant and safe as well. This includes connections across the railroad tracks and highway infrastructure to South Bay Center in Dorchester and

the South End. The experience of walking to and from Moakley Park must be improved, consistent with the City's recommendations in its Green Links planning process. Pedestrian access to downtown and South Station can be drastically improved via a reopened Dorchester Avenue between the United States Boston South Station Postal Annex and the west side of the Fort Point Channel.

Finally, access to the rest of South Boston should be easy, pleasant and safe. This means making pedestrian improvements to Dorchester Street and D Street so they are pleasant to walk along, and also making sure streets such as Dorchester Avenue, Old Colony Avenue, and Broadway are easy and safe to cross.

Figure 119. Opposite: Conceptual drawing of future Dorchester Ave with protected bicycle lanes and wider sidewalks

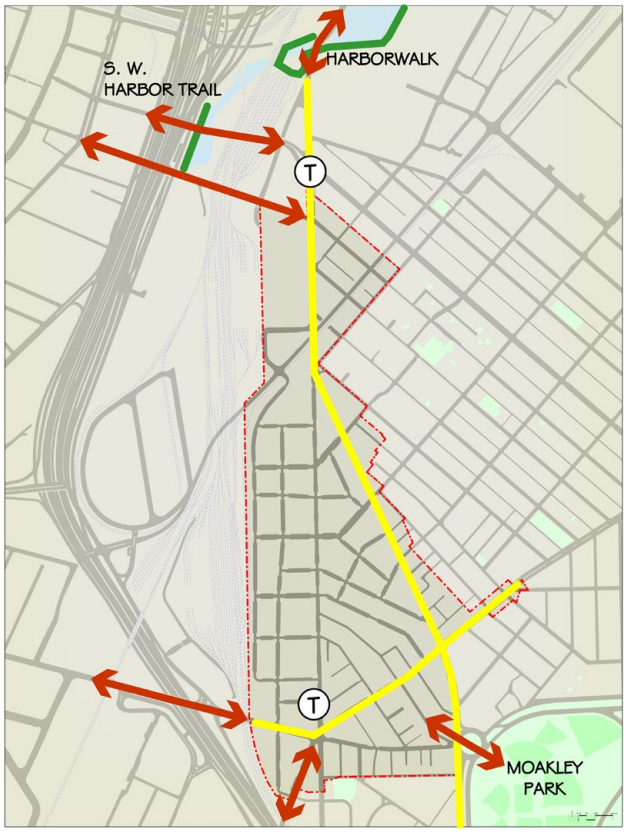
Proposed Bicycle Network Improvements

Bicycling around the Study Area must be easy, pleasant, and safe. The entirety of the proposed transportation network will be developed according to the City's Complete Streets policies. Therefore a network of safe and exclusive bicycle accommodations is proposed with "protected intersection" design approaches at major intersections. These accommodations will be designed in according to the most recent bicycle facility and design guidelines used by the City of Boston and Commonwealth of Massachusetts. In keeping with the City's Green Links program, Boston's Bike Network Plan, as well as the Boston Parks and Recreation Department's vision for better connecting the City's parks, the first bicycle network priority will be to create protected cycling facilities on Old Colony Avenue and the northern segment of Dorchester Avenue to connect Moakley Park to the future South Bay Harbor Trail at the Broadway Bridge.

Bicycling to and from the Study Area must be pleasant and safe as well. This means making streets such as Broadway and D Street pleasant to bike along, but also making sure streets such as Dorchester Avenue, Old Colony Avenue and Broadway are easy, pleasant and safe to cross. Cycling connections to downtown and South Station can also be improved via the previously mentioned reopening of Dorchester Ave between the United States Boston South Station Postal Annex and the west side of the Fort Point Channel. Hubway, the City's bike share program, should be expanded in the area as demand rises with new development.

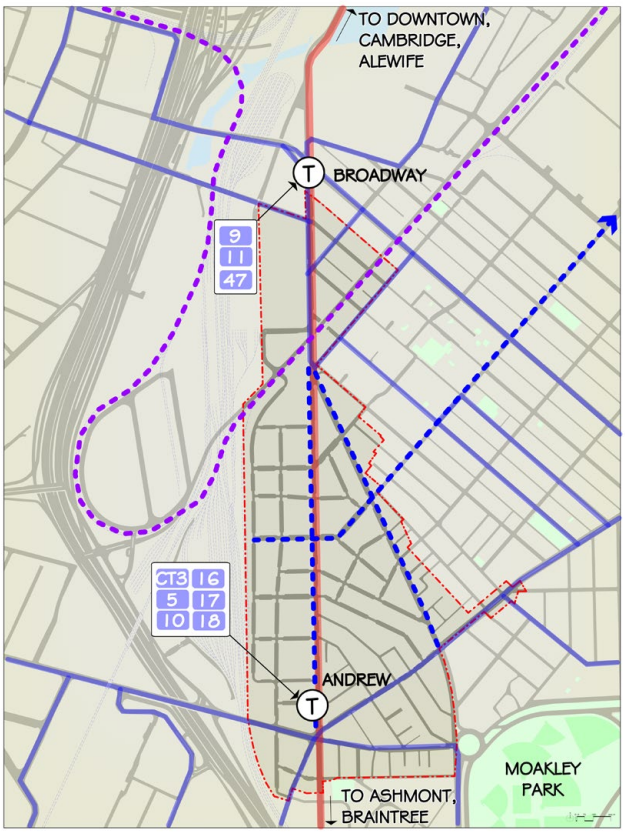
Figure 117. Opposite left: diagram of potential future pedestrian connections

Figure 118. Opposite right: diagram of potential future transit connections



Major Connections to be Improved

Streets Redesigned to Knit Neighborhood Together



Potential Bus Route

Track

Transit Improvements

As this area grows and changes, the transit system must adapt and grow in order to meet demand and the mode share goals established through GoBoston 2030. The highest priority is making improvements to the MBTA's Red Line so that it can add more capacity. Second, there should be better transit service and more connectivity to neighboring areas that do not require transfers downtown. This means realizing transit ideas such as bus service to the South Boston Waterfront (perhaps via D Street) and passenger rail service on Track 61 which would provide connections from the Study Area to the Back Bay and South End in addition to the Waterfront.

While the MBTA Red Line provides north-south connectivity for this area, there are no stops in between Broadway and Andrew Square. As this area becomes denser with new uses, bus service should be provided throughout the Study Area, either along Dorchester Avenue or one of the new north-south streets envisioned in the future street network. As mobility needs in this area evolve, the City should continue to explore potential corridors for exclusive bus lanes, transit signal priority, and queue-jump lanes. One short-term option could be to introduce bus service as a precursor to rail service along the Track 61/South Boston Bypass Road corridor.

Access to Broadway Station should also be improved. A second headhouse as far south as possible would help improve access to the Study Area.

Transit should be as easy a choice as possible for the people living or working in the Study Area. Therefore, larger developments should provide generous employee and resident transit pass or fare subsidies.

At Andrew and Broadway stations "mobility hubs" should be created that co-locate bike-share, car-share and shared-van parking spaces adjacent to Red Line access.

Considering the MBTA's capacity and financial constraints, other privately subsidized solutions may need to be pursued. Instead of each major employer or property owner running duplicative shuttle services, a shared, unified, publicly accessible private system should be created.

Figure 120. Opposite: Conceptual drawing of Old Colony Avenue with protected bicycle lanes

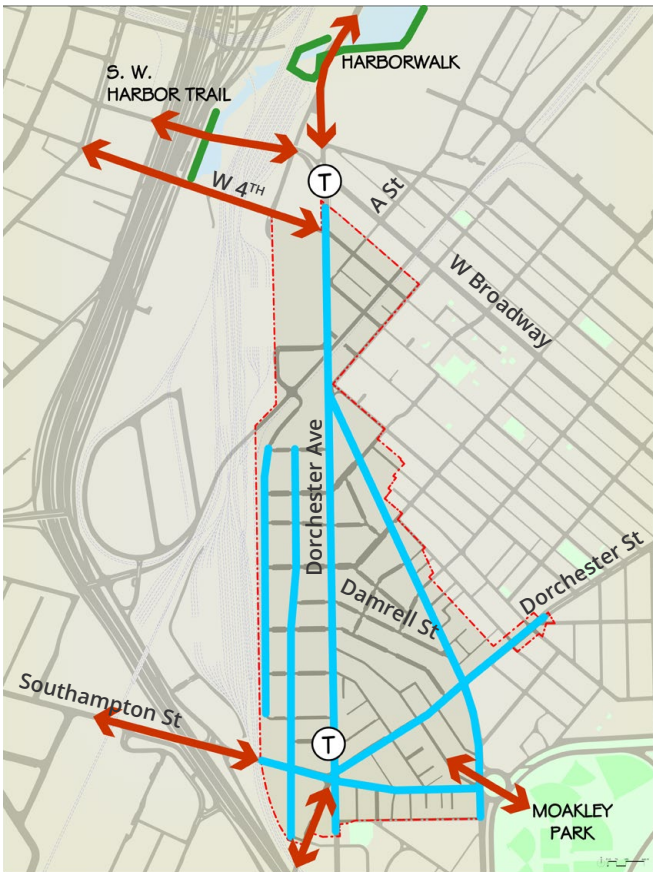


Figure 121. Diagram of potential future protected bicycle lanes

Major Connections to be Improved

Minimum Protected Cycle Track Network

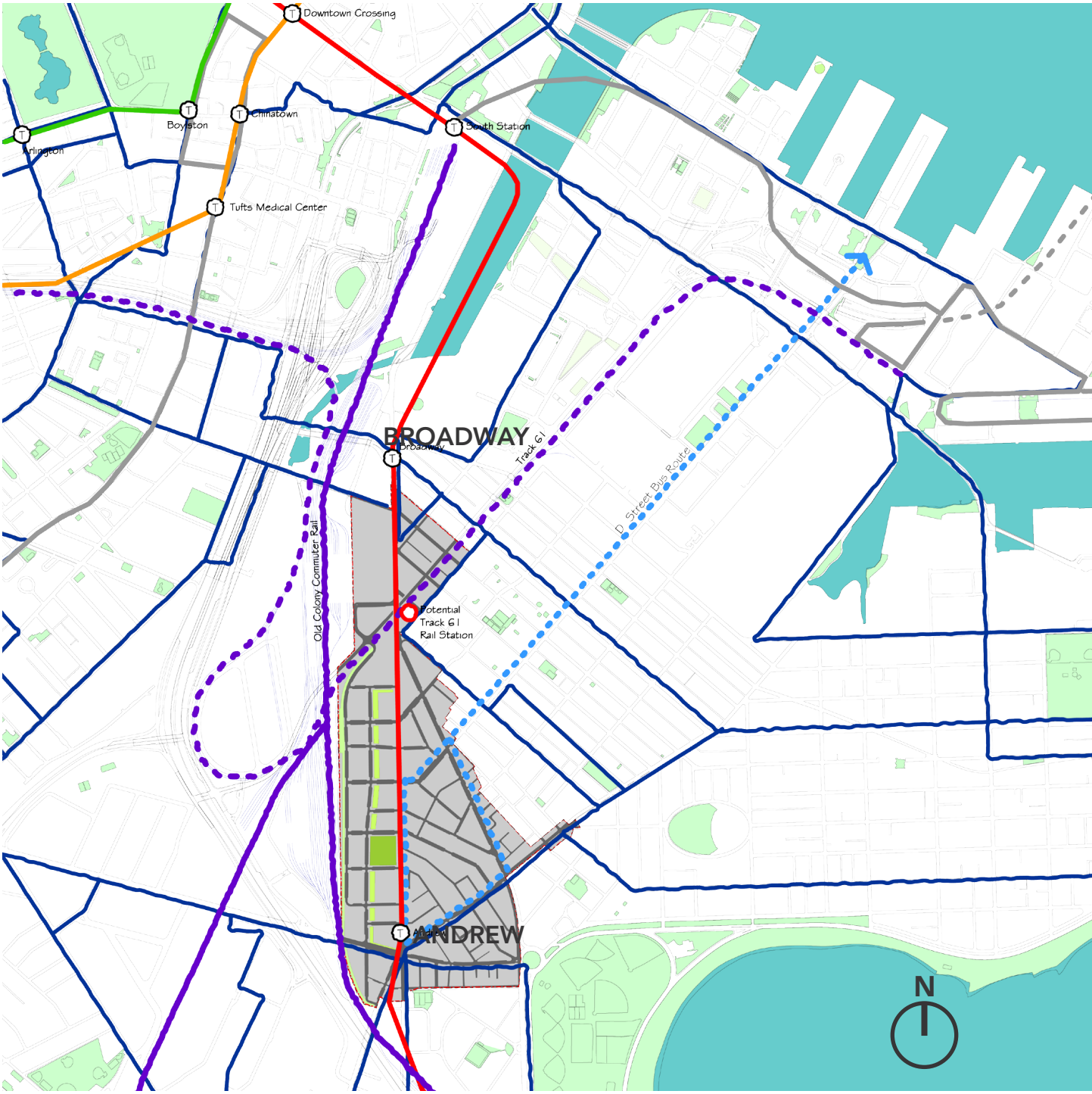
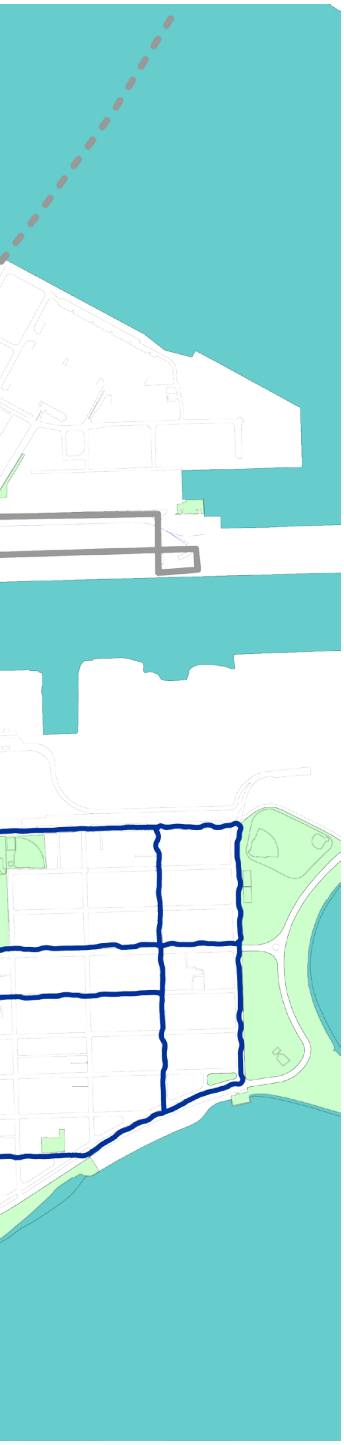


Figure 123. Context map for proposed transit improvements.



Vehicular

The proposed street network will allow vehicular access throughout the Study Area as well as efficient and improved connections to existing roadways. The streets will have the minimum lanes necessary to process traffic demand.

The street system will be designed to encourage regional traffic to use regional facilities (i.e. I-90 instead of Dorchester Avenue or Old Colony Avenue).

Signals should be timed to allow efficient traffic flow as well as moderating speeds to provide a safe, activated, and vibrant urban condition. New signals should utilize the latest signal equipment technology and be interconnected with the City's Traffic Management Center (TMC), to allow real-time adjustments to be made to signal operations.

Parking

As detailed above, the Study Area's parking will continue to be regulated by the South Boston Parking Freeze, the Restricted Parking Overlay District, and zoning regulations. Considering the intent of these regulations, the available spaces in the "bank," and more importantly to meet the mode share goals and mobility vision outlined above, we recommend the following maximum parking ratio:

- Residential: 1.0 space per unit
- Commercial (retail/office): 1.0 space per 1,000 sf

Transportation Management Association (TMA)

The community with assistance from the City and other stakeholders should explore the idea of creating a Transportation Management Association (TMA). TMAs are non-profit organizations that provide transportation services in a particular area. TMAs provide a variety of services that encourage people to select the kind of travel that is right for their trip – walking for short trips, biking or buses for longer trips, trains if they are available, sharing cars for the longest trips. They also help to manage parking more efficiently. They are good at coordinating transportation plans, shared use services, and demand management strategies for a district.

Next Step

Conduct a comprehensive transportation study of the area to identify mobility needs within and connectivity beyond the area for all travel modes. This will help further define network needs and design requirements to meet capacity demand on the roadway network.

PLACEMAKING & CHARACTER

Goal

Create a public realm of streets and open spaces that builds a neighborhood of distinct and diverse places.

Overview

The future character of the new district will be defined as much by the character of the streets and public realm as it will by the dimensions of new buildings and mix of uses. This district offers an opportunity to build a new public realm of streets and open spaces, defining distinct and memorable places that will be inviting to all.

Boston's household size has trended lower for many decades. Its population, however, has been steadily increasing and is projected to continue on its growth path. Workers of all ages continue to seek shorter commutes to work and better proximity to the attractions the city offers. New companies, particularly those in the technology and biomedical industries, are continuing the trend by following their employees and relocating from suburban office parks into urban centers. General Electric's headquarters relocation to the Fort Point Channel area is just one recent example. Businesses like Uber ride services and car sharing services such as Zipcar are changing the ways people get around. The near future promises innovation, including cars that can drive themselves and be summoned remotely via smart phones. These and other trends require us to be nimble and flexible in visualizing a future district.

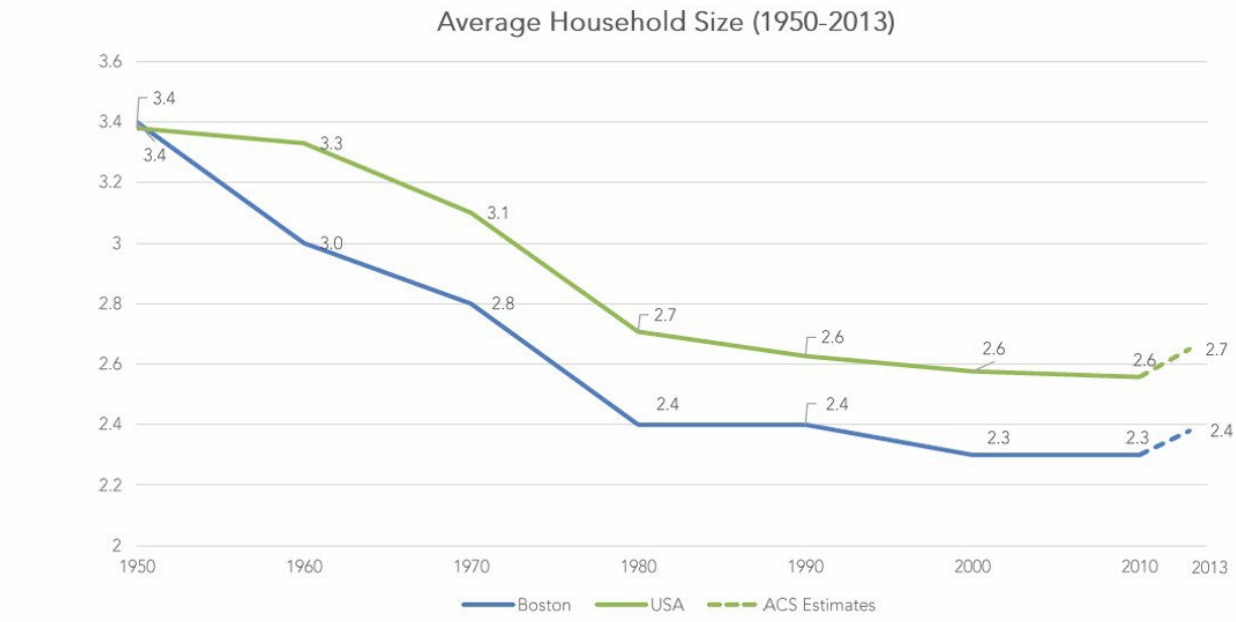
In order to transform existing streets into more complete streets, setbacks and lot coverage will be specified through zoning, so additional space can be made available for these improvements. By ensuring that new and existing streets become wider, we can provide more generous sidewalks, bike lanes, and sidewalk cafes, all of which will contribute to making streets more inviting. Not only will the more significant streets become destinations in and of themselves, but they will facilitate new connections from new open spaces to the existing network of open space throughout the city.

Figure 124. Street Seats parklet reimagines parking spaces, New York City, NY

Figure 125. Flipped Art's Tiny Studio hosts community projects, such as collaborative murals, directly on the sidewalk , Des Moines, IA

New development will bring the opportunity to create a neighborhood that attracts all Bostonians to come shop, play and browse on new streets and in new open spaces. Zoning will preserve the existing stock of 2-3 family homes, thereby adding to the diversity of experiences and options. New zoning will also encourage 21st industrial uses that promotes local incubator and "maker" spaces and entrepreneurship mixed with commercial and residential uses.

While these and other social, technological, and economic trends will continue to shape the character of these new buildings, the quality of our public realm that surrounds these buildings will ultimately define the everyday experience of the district.



Source: U.S. Census Bureau, 1950-2000 U.S. Decennial Census, 2006-2010 American Community Survey, 2009-2013 American Community Survey, BRA Research Division Analysis

Figure 126. Average household size in Boston decreased from 3.4 persons per household in 1950 to 2.3 persons per household in 2010

Recommendations

Streets as Places

Build streets to be active, vibrant places, attractive places where people want to be. Build a diverse group of distinct streets, each with a unique use and feel that together create a complete district. While Damrell and D streets will also become key connections from the existing neighborhood to this new district, these four major streets will take on new identities and sense of place as part of this Plan:

- Dorchester Avenue will be designed as a street that serves as the retail anchor to the district, yet it will still serve as a key multimodal thoroughfare as well. As a designated view corridor, generous building setbacks will ensure an open horizon and good natural light, making for an attractive pedestrian experience.
- Ellery Street (new) will be memorable for its linear park, creating the widest, continuous public space in the district. The opportunity to host special events, street fairs and the like will allow this street to function as both a busy destination at times as well as a place for passive recreation. Because buildings will have less substantial setbacks here, it will be important that these buildings effectively frame this space and address the park with an active program that complements the park.
- The Edge Street running along the railroad tracks will be a mixed street that will provide service and loading to residential and 21st-century industrial uses; also, it will have a continuous walking/bike trail along the west side, providing the only continuous bike route free of intersection crossings in the area.
- Old Colony Avenue will be reprogrammed from its current use as a regional auto-oriented arterial to a neighborhood connector, allowing for easier access for pedestrians and bicyclists, and more local convenience retail to serve immediate residents. Lower building heights along Old Colony Avenue will give it smaller scale while still providing an important connection within the district and beyond.

Squares and Parks

Create squares and parks that serve as multi-use destinations, providing passive and active recreation as well as programming to add ever-changing seasonal events that appeal to a broad and

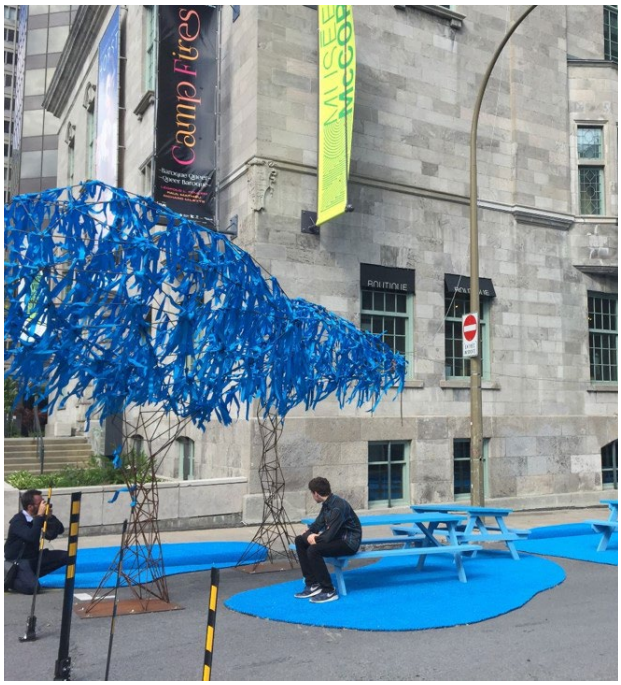


Figure 127. Public art installation in Montreal, Canada

Figure 128. SOWA market food trucks, Boston, MA

Figure 129. Union Square farmers market, Somerville, MA

Figure 130. Memorial Drive temporary closure for pedestrian use, Cambridge, MA

diverse group of residents. A larger open space (see "Open Space Framework" on page 93) that occupies a central block between Dorchester Ave and Ellery St (New), could serve the heart of the district and create an important visual connection between the two streets, as well as enhancing views of the Back Bay skyline and sunsets.

Figure 132. Opposite: Diagram depicting zones for creation of people-centric street-scape

Public Art and Culture

Incorporate temporary and permanent public art as an integral part of the public realm. While some parts of the district will have more space available for art than others, the relatively low requirements for many art installations and significant foot traffic make places like Andrew Square a great candidate for public art.

Building Design and Character

- Buildings should create well-defined public spaces and maintain a human scale at the ground level. Whether it's a courtyard, a through-block pedestrian connection, or a landscaped dog run, carving these spaces out of building footprints not only reduces building scale, but provides the secondary network of access and places that good building blocks rely on for success.
- Bold and inventive site design should incorporate public art, innovative landscape design, and community-focused uses to enliven the public realm across the district.
- Distinctive, place-specific design, durability and long-term sustainability should drive architectural character of all new construction.
- Architecture that is expressive of the new trends in housing and derived from the unique mixed-use nature of this district is encouraged.
- Façade materials and expressions must be rich with detail and scale-giving elements to contribute to a distinctive skyline for Boston.
- Higher profile buildings located in the north and south gateways (300 foot height zones) where the district's tallest buildings will be built will have the added responsibility of not only scaling building massing in a way that is sensitive to pedestrians, but also be designed to take advantage of the more distant views, creating a beacon that helps establish these important nodes, making them readily identifiable from both near and far.

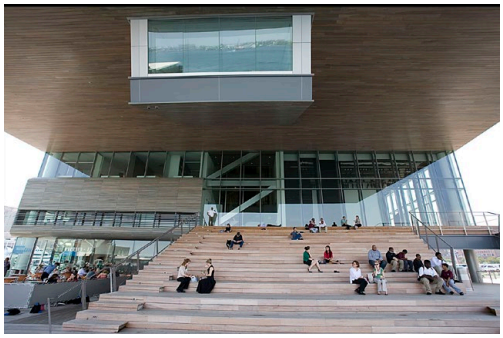
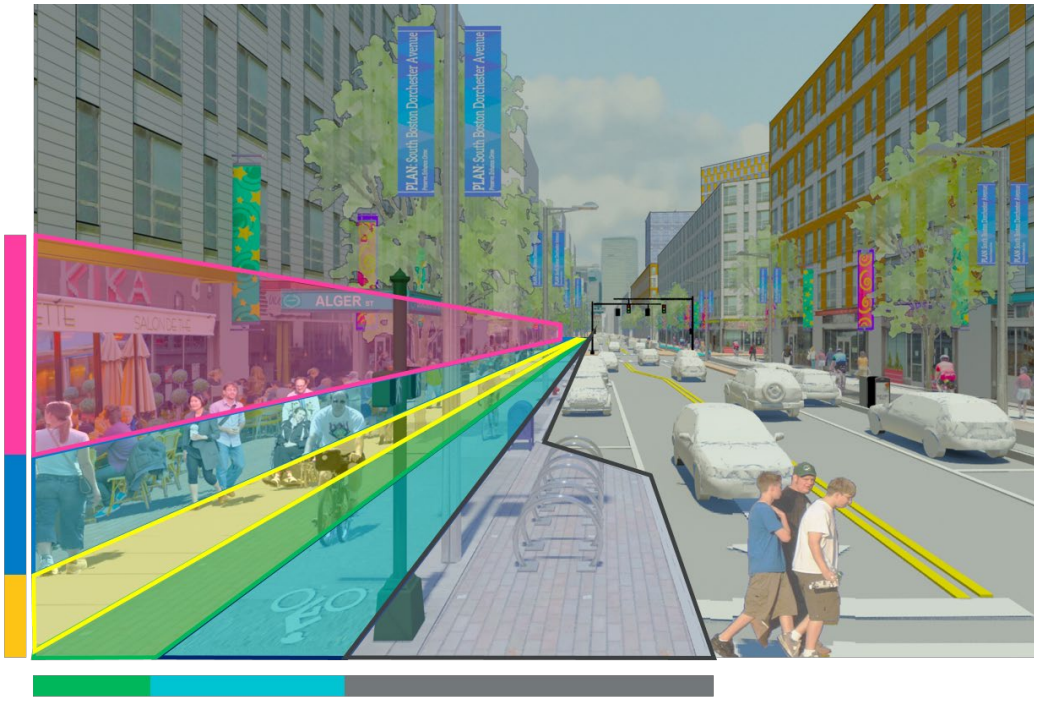


Figure 131. Institute of Contemporary Art, South Boston Waterfront

Streetwall: active and transparent street wall with retail or other public uses

Frontage Zone: provides space for outdoor activities and cafes

Pedestrian Zone: reserved for unrestricted pedestrian movement and accessible to all



Greenscape/Furnishing Zone: provides space for trees, lights, signage, and bike racks, etc.

Cycle Track: bicycle facility physically separated from traffic and pedestrians

Curb Zone: provides barrier between traffic and sidewalk activities, can accommodate some signage, meters, bike racks

Figure 133. Ice cream shop in Davis Sq, Somerville, MA

Conceptual Street Section Layouts

In order to transform existing streets into more complete streets, building setbacks will be specified through zoning so additional space can be available for these improvements.

A comprehensive transportation/traffic study of the area will provide more clarity on the functional design needs of the roadway network. The total space needed for existing and future streets has been planned to be flexible enough to accommodate several alternative layouts, all of which fit into the same standard City dimensions. The conceptual street section layouts and renderings presented here include existing roadways where additional space is needed, and important new streets that are part of the future envisioned network. It is important to note that the term "right-of-way" (R.O.W.) refers to sidewalks, bicycle facilities and streetscape/landscape areas, not just the vehicle travel lanes.

Dorchester Avenue

By providing 20' setbacks on the west side of the street and 10' on the east side, the Dorchester Avenue R.O.W. can increase from 60' to 90' wide. This extra dimension will allow for generous sidewalks, streetscape/landscape elements, curbside parking, and public spaces such as sidewalk cafes. Protected bicycle tracks can be provided in each direction and this added dimension will allow for the addition of turning lanes for vehicles as the corridor redevelops and if capacity demand dictates.

Old Colony Avenue

By providing 5' setbacks on both sides of the street, the Old Colony Avenue R.O.W. can increase from 80' to 90' wide. This extra dimension will allow for wider sidewalks and streetscape/landscape elements. It will also allow for the Boston Bike Network Plan's recommendation to provide protected bicycle tracks in each direction and enough flexibility to maintain the vehicular lane capacity if absolutely necessary.

D Street

By providing 15' setbacks on both sides of the street, the currently constrained D Street R.O.W. can increase from 50' to 80' wide. This extra dimension will allow for wider sidewalks and streetscape/landscape elements. It will also allow for bicycle accommodations, curb-side parking and the flexibility to add turning lanes for vehicles if necessary as the neighborhood grows (this includes the envisioned extension of D Street west of Dorchester Avenue into the new network of streets).

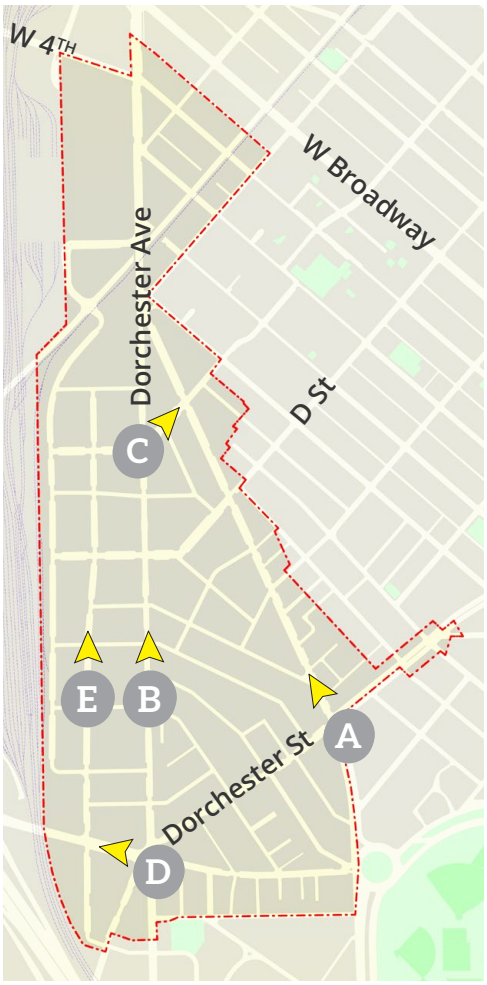


Figure 134. Key map identifies the locations of conceptual street sections on page 133 and page 134

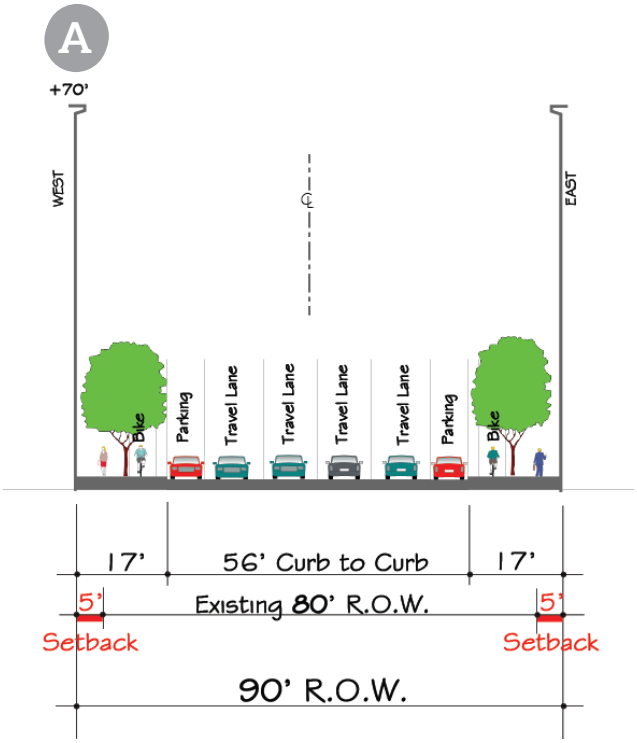


Figure 135. Old Colony Ave Conceptual R.O.W. Section

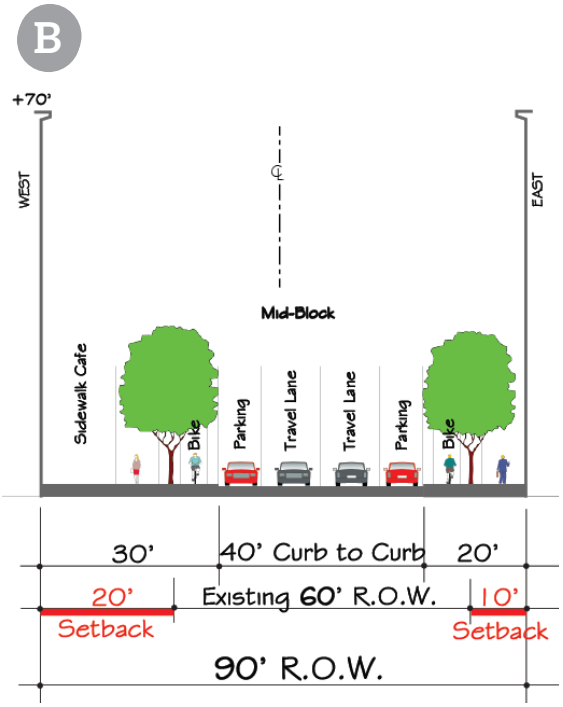


Figure 136. Dorchester Ave Conceptual R.O.W. Section

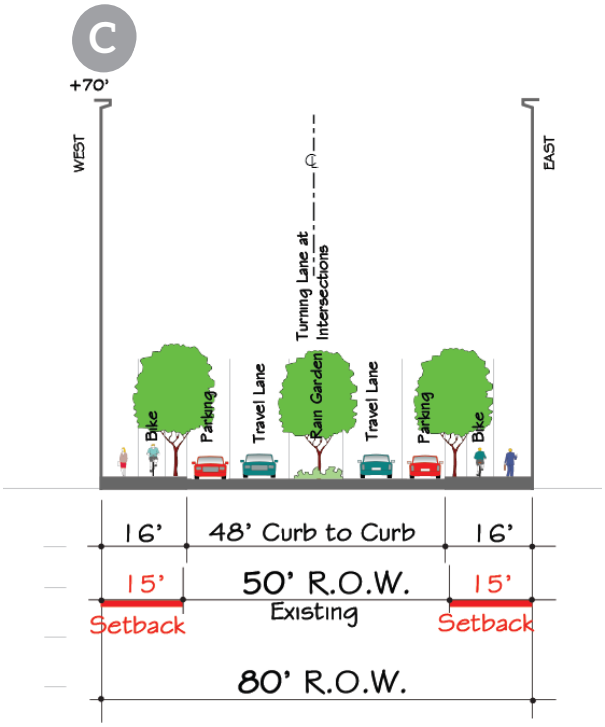


Figure 137. D Street Conceptual R.O.W. Section

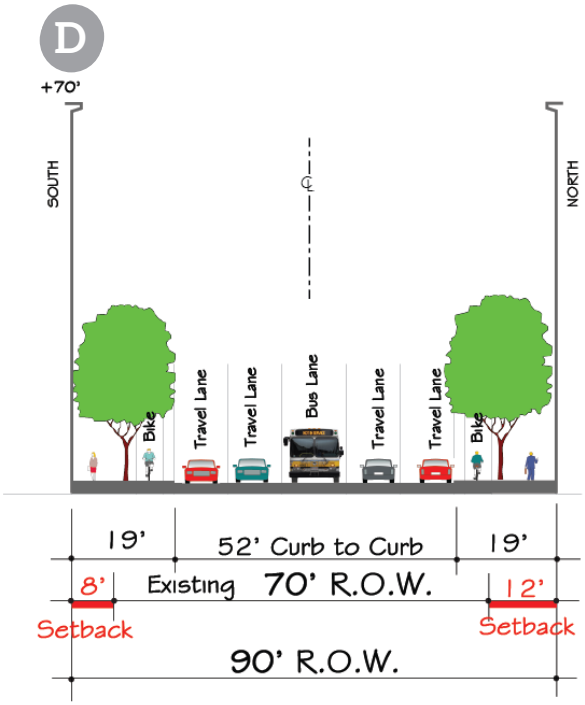


Figure 138. Southampton Street Conceptual R.O.W. Section

Southampton Street

By providing 8' setbacks on the south side of Southampton Street and 12' on the north side, the right-of-way can increase from 70' to 90' wide. This extra dimension will allow for generous sidewalks, streetscape/landscape elements and protected bicycle tracks in each direction. Also this dimension will allow for the addition of bus priority lanes while maintaining the existing vehicular lane capacity if needed.

Boston Street

By providing 10' setbacks on the west side of the street, the Boston Street right-of-way can increase from 60' to 70' wide. This extra dimension will allow for widened sidewalks, streetscape/landscape elements and protected bicycle tracks in each direction.

Ellery Street (new)

Ellery Street (new) extends from Dexter Street at the southern end to a new east-west cross street midway between Dorchester Avenue and Old Colony intersection and the C Street Extension (see Figure 74 on page 82). The roadway elements of this new north/south street will require an 80' dimension and would include generous sidewalks, streetscape/landscape elements, curbside parking, and protected bicycle tracks in each direction. One lane in each direction is assumed with the flexibility to add turning lanes for vehicles if absolutely necessary. Also envisioned for this corridor is a linear north/south park that would require up to an additional 60' of width.

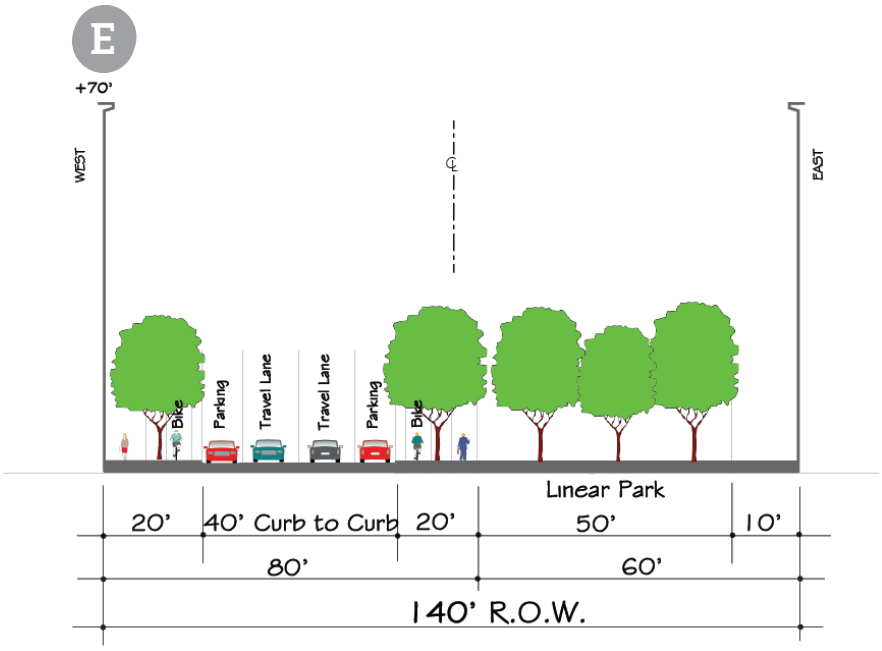


Figure 139. Ellery Street (new) "Green Corridor" Conceptual R.O.W Section

Figure 140. Opposite: Conceptual drawing of public realm along "Green Corridor" Ellery Street (new)

Figure 141. South Boston Street Festival

Western Edge/Service Road

The roadway elements of this new north/south street running along the rail lines on the west side will require a 70' dimension. This roadway is envisioned to provide both capacity and an organizing element for site access for loading and parking. Since the western edge is uninterrupted with cross streets, a continuous north/south bike/pedestrian trail connection could be provided.

Connecting Roadways

Other new connecting east-west roadways, including those between Old Colony Avenue and Dorchester Avenue, should be a minimum of 50' wide. This dimension will allow for sidewalks, streetscape/landscape elements, bicycle accommodations and one vehicular lane in each direction. Curbside parking would require additional width, but should be determined by future land uses and at the discretion of private development teams, and will not be considered a public benefit.

Service Access

Service access shall not be off Dorchester Avenue or the east side of Ellery Street (new) Street. Secondary service streets and service access parallel to Dorchester Avenue and Ellery Street (new) Street or on streets perpendicular to Dorchester Avenue are encouraged (see Illustrative Plan on page 82). Service entries and areas may not occupy more than 25 % of the frontage of any building along the west side Ellery Street (new) Street. Service Access for 21st-century industrial uses are envisioned along West Edge/Service Road.

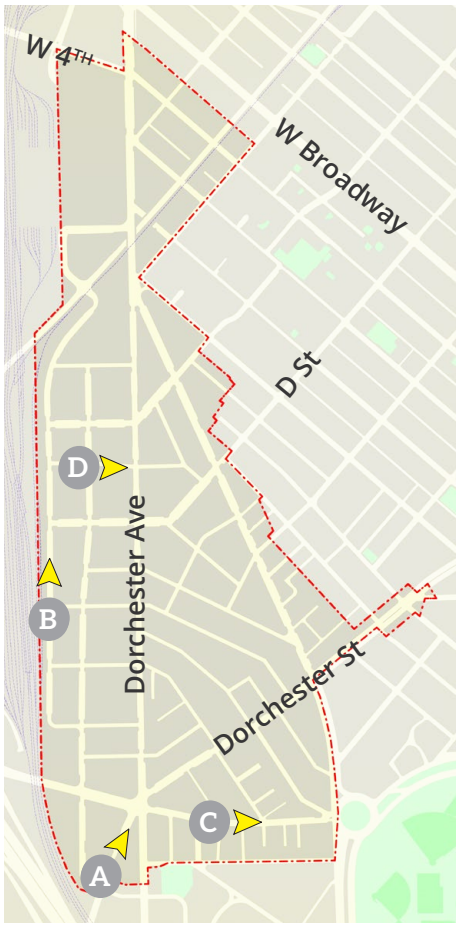


Figure 142. Key map identifies the locations of conceptual street sections on page 137.

Figure 143. Above: Conceptual drawing of Service Road along the tracks

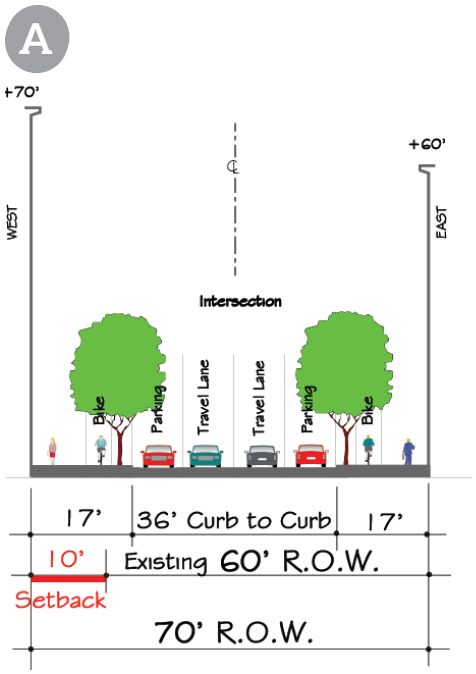


Figure 144. Boston Street Conceptual R.O.W. Section

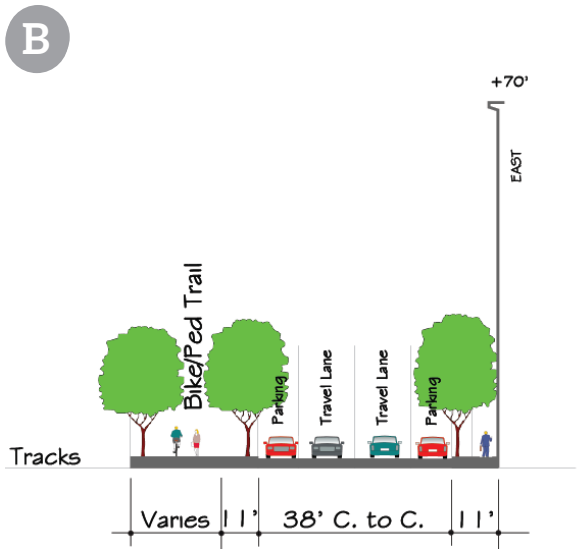


Figure 145. Western Edge Road along the Tracks (Service Road) Conceptual R.O.W. Section

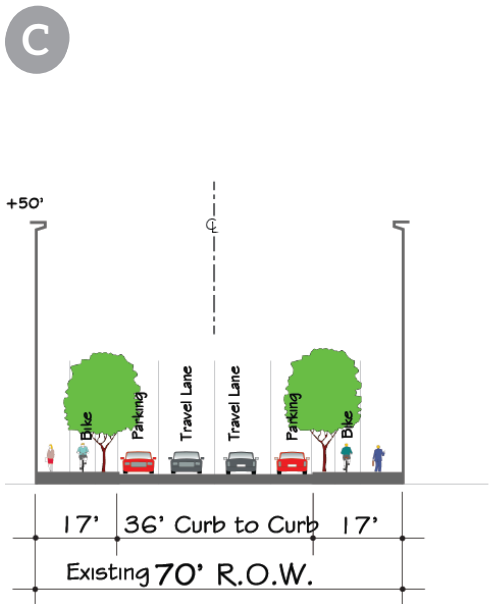


Figure 146. Preble Street Conceptual R.O.W. Section

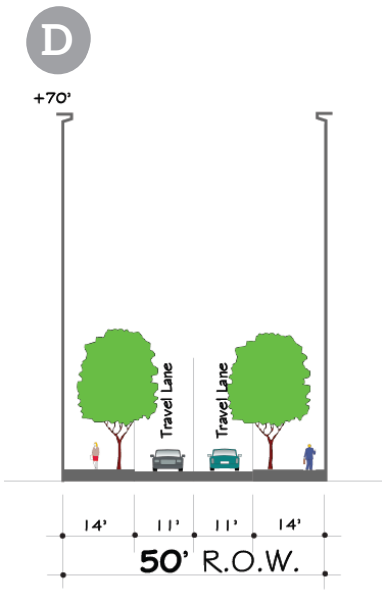


Figure 147. Typical East/West Conceptual R.O.W. Section

SUSTAINABILITY

Goal

Establish Boston's first carbon-free/climate-ready district. The new projects and buildings in the PLAN: South Boston Dorchester Avenue Study Area offer an unprecedented opportunity to showcase the next generation of high-performance green buildings. The limited existing infrastructure and large tracts of land available for development offer an equally unprecedented opportunity to showcase neighborhood-scale sustainability and climate change ready practices including "green infrastructure," district energy, and area-wide floodproofing elevation.

Overview

Interwoven into Boston's "innovation leader" brand is an ever-growing collection of high performance green buildings. Driven by market demand, LEED Gold and Platinum buildings are becoming the norm for new construction. For developers, owners, and occupants alike, green buildings are paying dividends far beyond reduced energy and water expenses. Likewise, resiliency strategies are delivering benefits beyond infrastructure and buildings and now include both short and long term social and economic benefits.

Recommendations

Development

- Establish a sustainability leadership position and brand of carbon-free/climate-ready development for the Study Area and subdistricts.
- Support Boston's 2050 greenhouse gas (GHG) emissions reduction goal of carbon neutrality by setting progressively increasing building and area carbon reduction standards so that all new construction is net carbon neutral by 2030.
- Ensure the long term viability of the district by establishing an area wide base flood proof elevation that adapts to, at a minimum, 5' of sea level rise by the year 2100 and includes specific strategies for future increases in building and infrastructure flood proof elevations.
- Set LEED for Neighborhood Development Gold as a minimum standard to ensure comprehensive sustainability at the district and neighborhood scale.

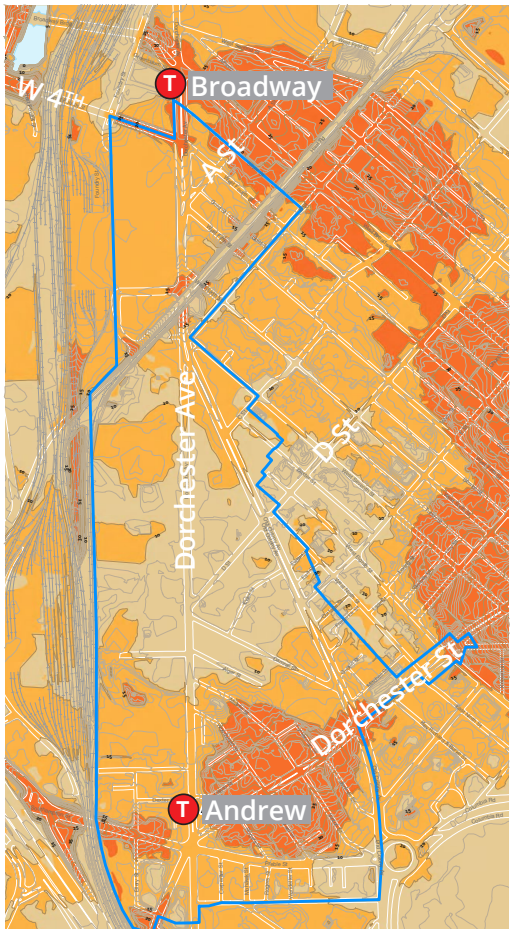


Figure 148. Topographic map of the Study Area

- Below 10' above sea level
- Between 10' and 15' above sea level
- Higher than 15' above sea level
- 1' Contour Lines

- Set LEED Platinum as the goal and LEED Gold as the minimum standard for all new buildings.
- All new buildings should include innovative strategies and technologies for building-integrated and on-site renewable energy and, at a minimum, must include some on-site solar renewable energy.
- All new street configurations and buildings should be sited to optimize building solar orientation.
- Set progressively increasing carbon reduction standards for new buildings exercising zoning bonus options that are at least 30% below minimum practices in effect at time of construction. Emphasize passive strategies that address multiple benefits including carbon reduction, and climate change preparedness.

Preparedness and Resiliency

- Through building and site design, ensure preparedness for the effects of climate change including sea level rise, heat waves, and severe storms.
- All new and significantly renovated residential buildings must include passive survivability features and practices that allow extended resident sheltering in place including resilient energy supply (e.g., solar PV, energy storage, combined heat and power systems), cool/warm community rooms, and emergency supplies.

Infrastructure

- Through site and neighborhood green infrastructure design, limit pollution and disruption of the natural hydrologic system by managing stormwater volume and flow through structural and non-structural means including landscaping, groundwater infiltration and vegetated roofs.
- Minimize heat island effect with open space, vegetated roofs, cool roofs and hardscape materials with a solar reflectance index (SRI) of at least 29.
- Minimize the area of paved surface so that it is no greater than necessary to meet the needs of existing and new uses.
- Explore creation of a district energy plan among utilities and city entities that can showcase a new way of building and sustaining a district over time.

IMPLEMENTATI

ON

URBAN DESIGN RECOMMENDATIONS

The urban design recommendations that follow are intended to inspire inventive and creative ways to sculpt the form of the buildings and add character and placemaking opportunities both at the street level and above.

These guidelines are intended to promote the future form of the district to be creative and of human scale. While they define limits of size and form they are not intended to prescribe a predetermined massing outcome. Inventive design solutions that add vitality to the streetscape and variations to the buildings are encouraged. In both the streetscape as well as building design, individual projects should strive to create a district that is cohesive as a whole and not simply the sum of the parts.

Any dimensional inconsistencies that arise from these recommendations shall be resolved through Article 80, RDA, and PDA processes. The recommendations are not intended to create uniform, predictable formulaic architecture.

Site Design and Lot Coverage

Only the projects that go above the base zoning will be required to build the new public realm through a combination of streets, sidewalks and open space at ground level based on a maximum lot coverage (see Figure 149 on page 143).

- Zone 1: up to 100% lot coverage allowed, setback requirements will still apply.
- Zone 2: up to 60% lot coverage allowed, setback requirements will still apply.
- Zone 3: up to 50% lot coverage allowed, setback requirements will still apply.

In all zones, the remainder of the site (unbuilt portion) must be used for creation of streets, sidewalks, open space, and throuh-block connections as described in the Conceptual Street Section Layouts in the Placemaking Section of this document (on pages 133-137). Open space, through block connections, and right-of-ways (R.O.W.) that are located on the project site can be counted towards the lot coverage calculation.

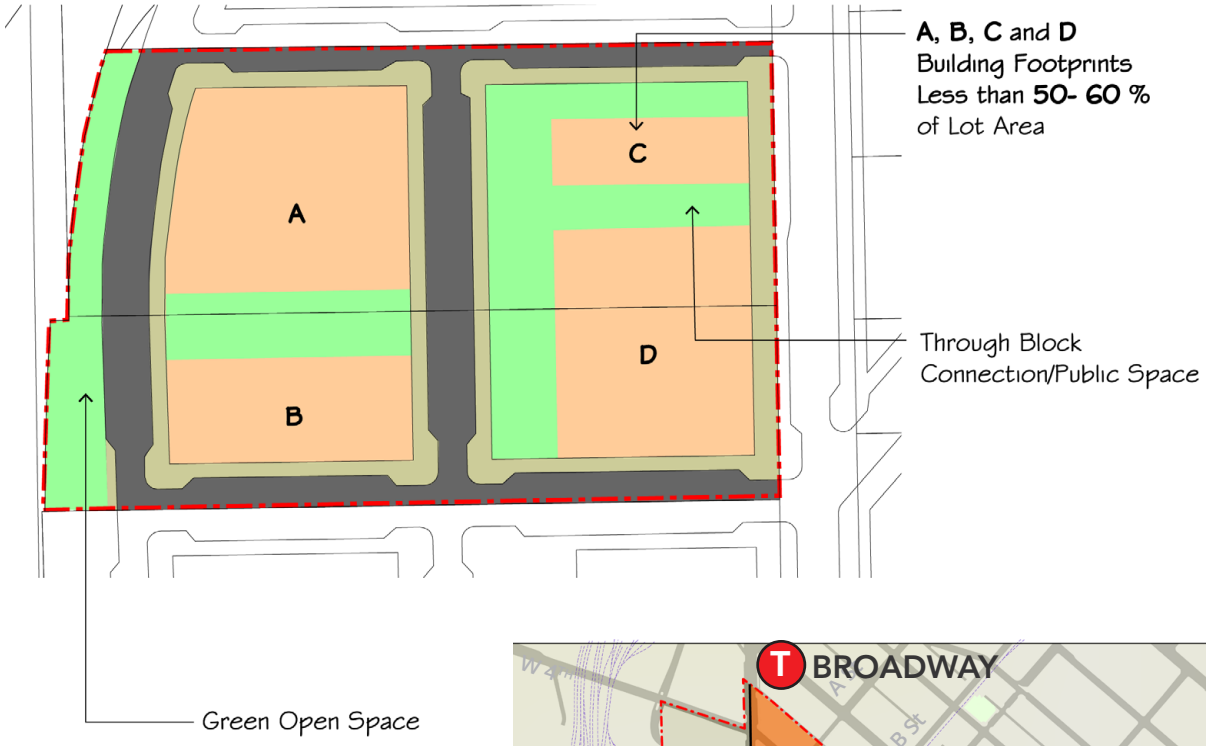


Figure 150. Lot coverage recommendations for creation of open space, streets, side-walks, and through-block connections

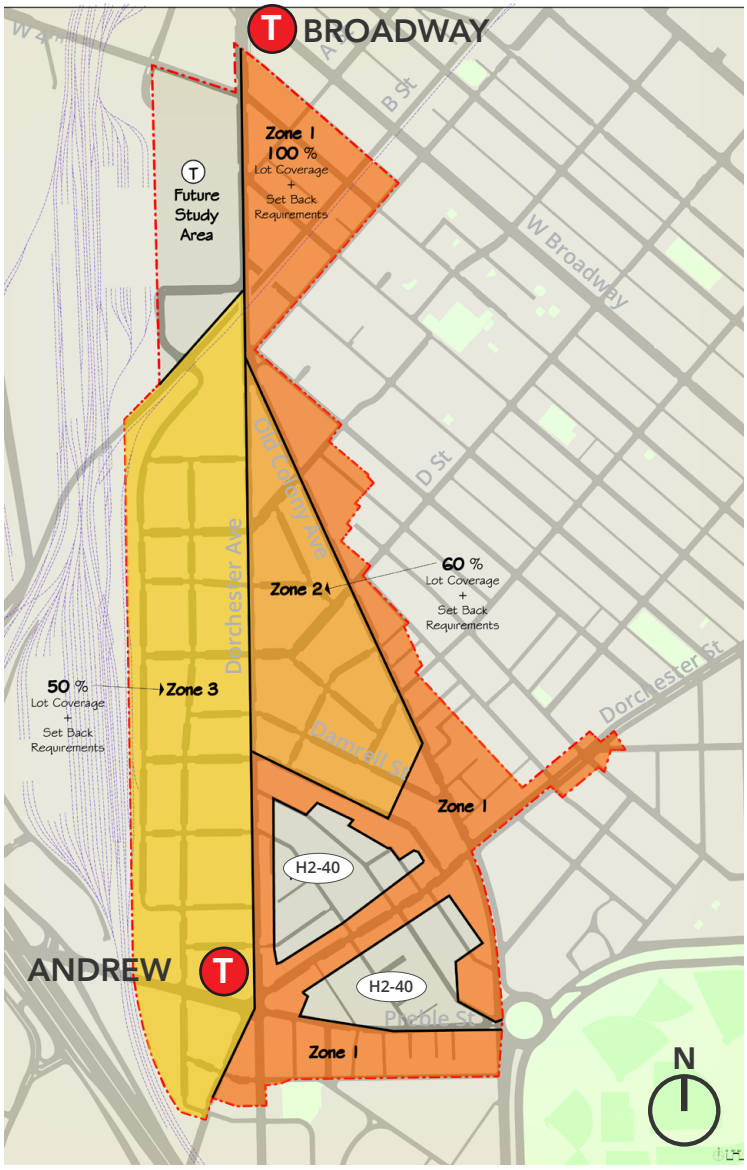


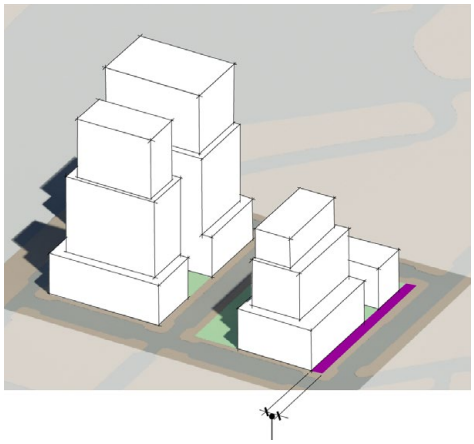
Figure 149. Lot coverage zones

- Zone 1 - 100% Lot Coverage + Setback Requirements
- Zone 2 - 60% Lot Coverage + Setback Requirements
- Zone 3 - 50% Lot Coverage + Setback requirements
- H2-40 - Base Residential Zoning

Streets, Sidewalks and Building Setbacks

All projects are required to meet setbacks from property lines to accommodate appropriate R.O.W. for new and expanded streets and sidewalks and to meet Complete Street standards and open space as described in the Placemaking Section of this document (see Figure 151 on page 145).

- Street and sidewalk requirements apply to all parcels (see Figure 151 on page 145 for dimensions of each street frontage).
- The minimum setback of the building facade above 45 feet or podium height, will be set forth as described below (see Figure 153 on page 147):
  - Dorchester Avenue: minimum 30 feet
  - Old Colony Avenue: minimum 30 feet
  - D Street: minimum 35 feet
  - Ellery Street (new): minimum 15 feet
  - All other streets: minimum 15 feet
- On large development parcels, additional north-south service streets parallel to Dorchester Avenue are encouraged to create an intermediate scale of block sizes as well as reduce the traffic load on Dorchester Avenue and Old Colony Avenue.
- No curb cuts shall be granted on Dorchester Avenue. All service, parking, drop off, and other uses requiring vehicular access must be off new interior streets or secondary streets running East-West.
- Adjustments to the street network in Illustrative Plan (page 82) may be requested of the BRA and BTD through Article 80 review and shall be granted for parcels where current alignment can be demonstrated to result in an undue hardship and an unbuildable lot, and if the realignment is demonstrated not to produce an adverse pedestrian, bicycle, vehicular traffic flow.
- R.O.W setbacks for roads and sidewalks count towards lot coverage calculation but not towards the open space requirement, except along Ellery Street (new) where setback R.O.W includes a linear park.
- Through-block connections that are open to the sky may be included in calculating lot coverage.



Building setback from property line for creation of R.O.W.

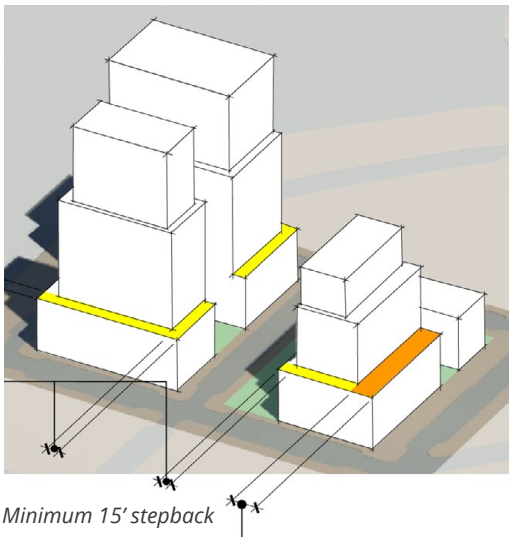
Figure 151. Conceptual diagram of property line setback requirements for creation of R.O.W.s. Exact location and widths of R.O.W.s to be determined by a future transportation study

Setbacks for Additional R.O.W for Existing Streets

R.O.W for Dimensions for New Streets

Street Edge Conditions

- Building street edges must contribute to reinforcing the land use and placemaking character of the street as described in the Land Use and Placemaking sections of this document.
- Street edges must contribute to street level activity and engage the public realm through programming and design.
- Along service areas and service streets, attention must be paid to the design of building edges and ensure their positive contribution to the public realm.
- Building street frontages that are longer than 300 feet are strongly discouraged. Buildings that exceed three hundred (300) feet should include a publicly accessible through-block connection. The connection may be indoors or outdoors.
- Building façade design at street level needs to provide attractive and pedestrian-friendly walking environments.
- The continuous building façade of taller elements of a building above 70 feet must not exceed 200 feet measured horizontally.
- To encourage breakdown of massing, one-third of a building's streetwall width may include the taller building element coming down to the street level.
- Proposed buildings should be sited to infill at least 75% percent of the site edges facing public streets to achieve a continuous ground level experience for pedestrians.
- Proposed buildings shall maintain 50–60% percent transparency of ground floor street wall along Dorchester Avenue, Old Colony Avenue, and Ellery Street (new).
- Curb cuts should be minimized in locating service and parking access points. A maximum entrance width of 30 feet and a minimum distance between entrances of 60 feet are preferable.



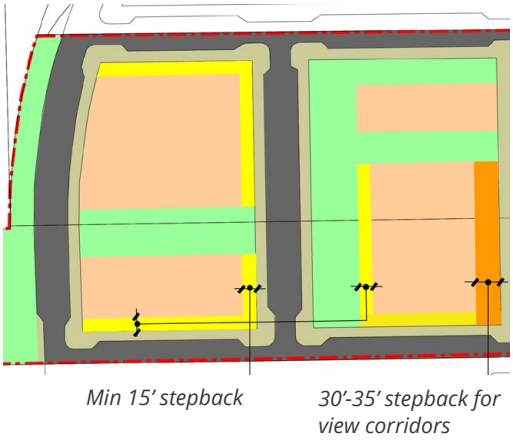


Figure 152. Building stepback requirements

View Corridors

View corridors are identified along the two primary and two secondary mobility corridors and help orient people by framing key views beyond the district. Buildings within the two primary view corridors must follow property line setbacks (see Figure 153 on page 147) and must not exceed 70 feet in height. The four view corridors are as follows:

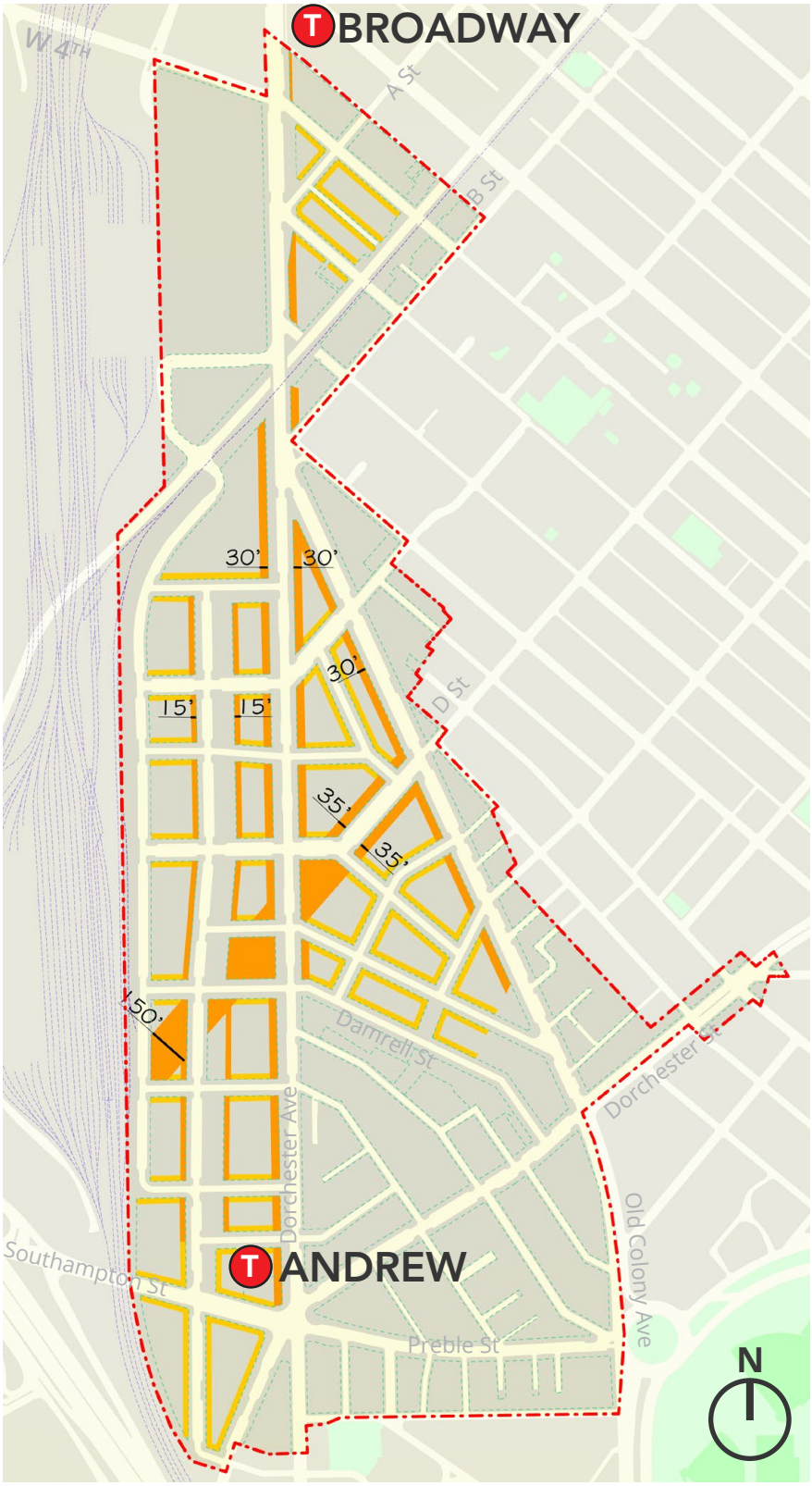


Figure 153. Building stepback requirements above podium

Stepback for View Corridor

15' Stepback

Build-to Lines

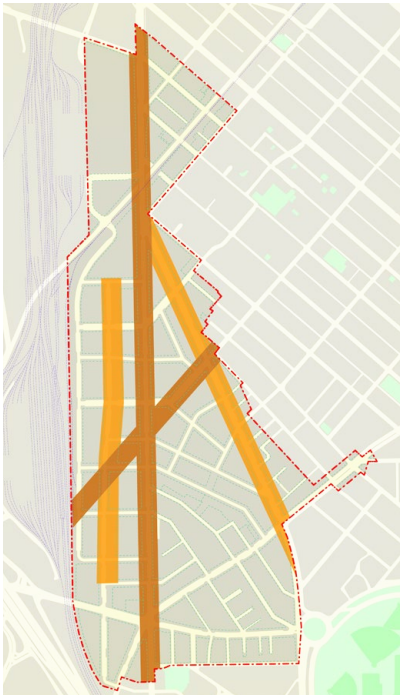


Figure 154. Primary and secondary view corridors in the Study Area

Primary View Corridor

Secondary View Corridor

Primary View Corridors:

- D Street View Corridor: 75 feet from center line of R.O.W.
- Dorchester Avenue View Corridor: 75 feet from center line of R.O.W.

Secondary View Corridors:

- Old Colony View Corridor: 75 feet from center line of R.O.W.
- Ellery Street (New) View Corridor: will result from setback requirements for R.O.W. and open space.

Figure 155. Sheltered path, Chinatown Park, Boston

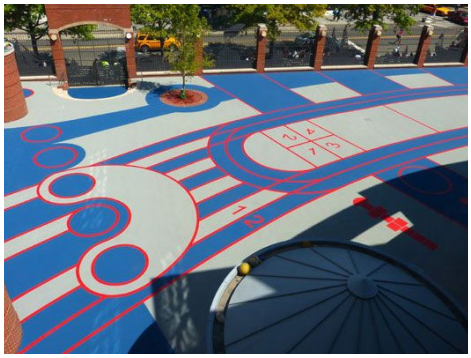


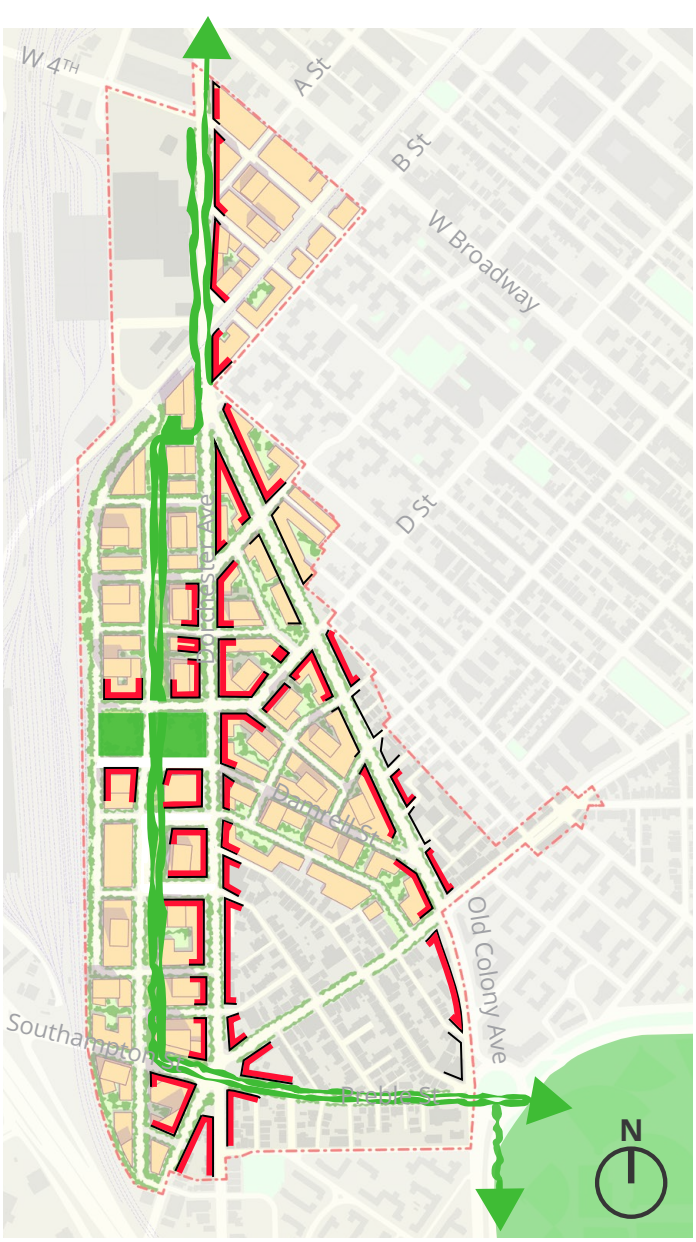
Figure 156. Free-play space, PS 234, New York City.

Open Space & Public Realm

From the PLAN: South Boston process, participants expressed interest in creating a system of three critical types of publicly accessible open space. Both the linear open space along Ellery Street (new) and scattered pocket parks will be developed and maintained through requirements in zoning and private development. The design, location, and program of the larger open space will be determined in a future public process with the Boston Parks and Recreation Department.

Design and Sizing

- All projects will be required to adhere to setback requirement for creation of R.O.W. Only the projects that go above the base zoning will be required to build the new public realm through a combination of streets, sidewalks and open space at ground level based on a maximum lot coverage (see Figure 149 on page 143).
- Innovative approaches to providing additional open spaces will be encouraged. Balconies, terraces, accessible roof tops and other means of providing above-grade amenities are encouraged.
- All projects in this district must provide a minimum of 12.5% of the site area for publicly accessible open space.
- Projects that cannot provide the required open space on-site due to site constraints may provide additional public benefits described in "Public Benefits" section in lieu of open space. The qualification for an alternate benefit and specifics relating to the benefit will be determined by the BPDA staff through Article 80 review process.
- Projects should create a continuous pedestrian and visual experience, particularly through the linear open space.



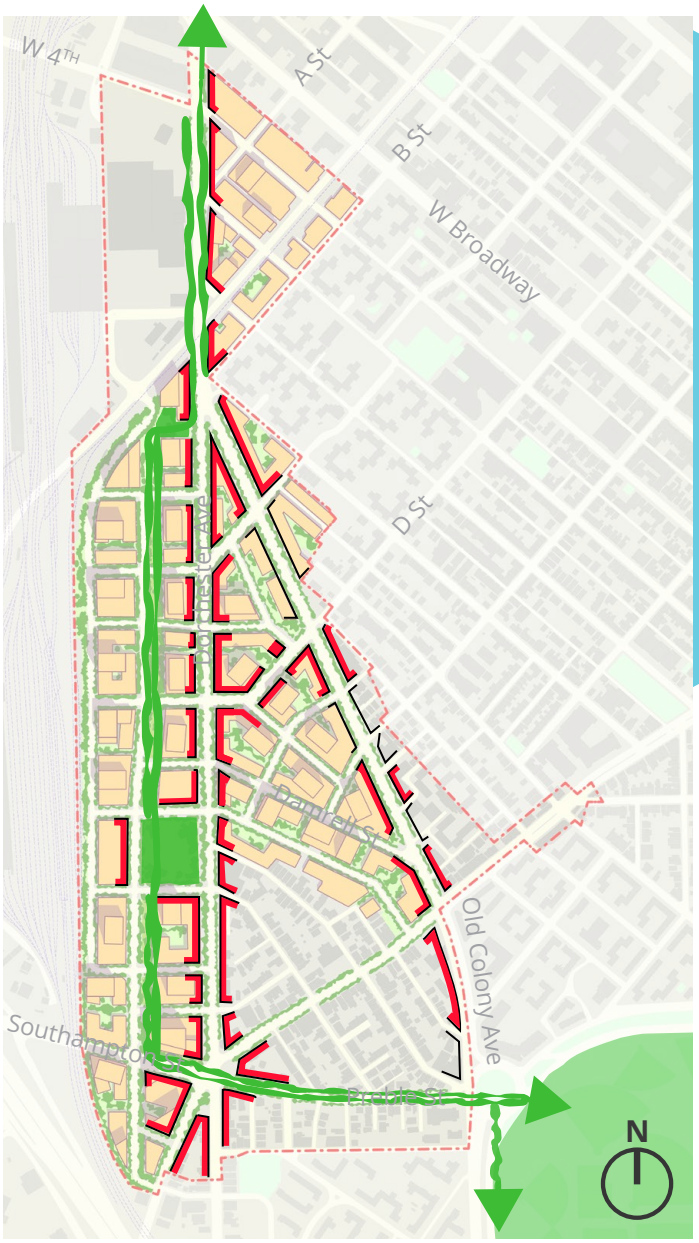


Figure 157. Conceptual diagrams illustrating two options for large open space location and connectivity to Moakley Park

Commercial ground floor corridor

Connections to existing open space

Green space

Programming

The linear open space and pocket parks must have diverse programming. Passive lawns and paths with vegetation should be paired with more active programs that can serve as activity nodes. Interesting and active residential parks do not need to be heavily programmed but should not be visually boring.

Below are open space types that can be accommodated in the Ellery Street (new) linear park:

- Enclosed, small open spaces such as community gardens, dog parks, tot lots, intergenerational spaces, and spaces designed specifically for the elderly.
- Free-play spaces and playgrounds.
- Compact active sports programming such as L-shaped basketball court and ping-pong tables.
- Alternative active sports programming such as boxing arena, punching bag, pull up bars, and outdoor step machines.
- Interactive water features and public art.
- Creative amenities such as seating integrated with public art or solar charging and community book exchange.

Figure 158. Interactive public art as a playground. Superkilen Park, Copenhagen, Denmark

Figure 159. Alternative active program. Superkilen Park, Copenhagen, Denmark

Environment & Comfort

Through the required Article 80 impact studies, user comfort and safety in open space and the public realm should be an important consideration. Looking to standards in place elsewhere in the city of Boston:

- Buildings should minimize the duration of shadow impacts on the linear open space, pocket parks, and large open space to approximately two hours.
- Towers should be oriented such that their long sides are parallel to prevailing winds to minimize down drafts on open space and sidewalks. Tower facades that are stepped back provide a "shelf" that can offset downdraft effects.
- Towers should not be sited close together because this can create undesirable wind impacts.
- If the orientation cannot be corrected, trees that retain leaves throughout the winter and cantilevered canopies can be employed to shelter pedestrians from downdrafts and gusts.

Figure 160. Multi-use detention basin, Rotterdam, Netherlands

Figure 161. Terraced, planted edges, San Pedro's Creek, San Antonio

Resiliency & Sustainability

Much of the new district is within a floodplain and is at risk of flooding. Open space is an opportunity to integrate green infrastructure that helps to protect residents. The precedents below process stormwater runoff and provide a buffer in heavy rainfall events.

- A multi-use detention basin in Rotterdam, Netherlands is a sub-level park that fills up with water under heavy rain conditions.
- Sub-grade terraced landscape borders San Pedro's Creek in San Antonio to process runoff from impervious surfaces such as roofs and roads.

Building Form and Skyline

Building massing, heights, setbacks, and floor plate sizes all define the form of an individual building as well as district. All are equally important to consider while designing a high-rise building. Building form also defines the environmental impacts that a building has on the public realm. The form-based recommendations are intended to address both. This new district will be defined as much by the quality of its public realm as it is by its mix of uses and overall imageability as a new place in the city both at the street level as well as above.

Building Heights

The bonus heights vary from 60 feet to 300 feet, depending on the zone. Building heights will vary considerably throughout the district, with lower rise buildings ranging from 45 feet to 70 feet, and taller buildings ranging from 120 feet to 300 feet. In all cases, the maximum bonus heights shall be granted if it is shown to add to a variety of heights and massing in relationship to adjoining parcels, as well as the overall views of district skyline.

Buildings in the bonus height zone are expected to be innovative in their architecture, use of quality materials, and slender massing to:

- Create a distinctive character to each block and overall district.
- Create inventive building designs that repurpose and re-interpret the district's industrial past and create new designs for evolving uses.
- Create a neighborhood character of a high quality.

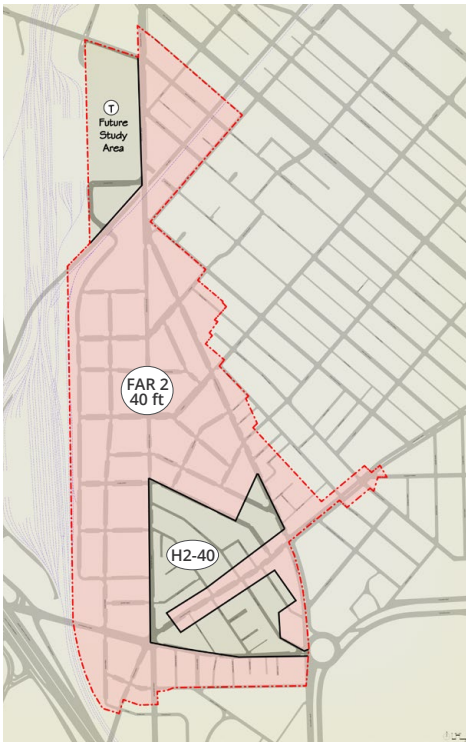


Figure 162. As-of-right height diagram

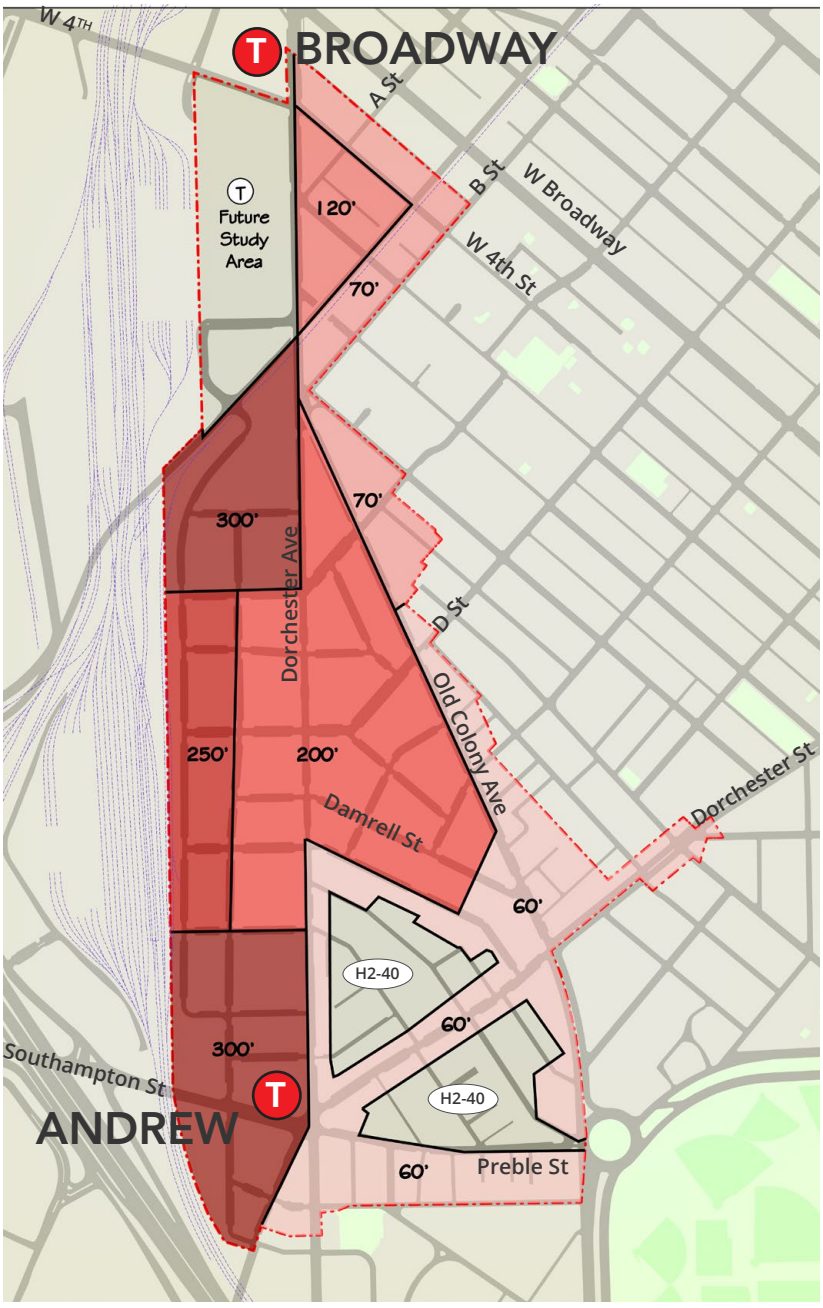


Figure 163. Density bonus height zones diagram

- 60 feet
- 70 feet
- 120 feet
- 200 feet
- 250 feet
- 300 feet

Figure 164. The tower is set back from the primary street wall and is closer to the side street, Vancouver, BC.

Building Podiums

The podium is defined as the lower portion of the building up to 70 feet in height. The purpose of the podium is to provide a pedestrian friendly scale and serve as a transition from taller buildings to the street level and the surrounding neighborhood. The podium also creates a base that allows for a creation of a non-habitable zone that is more resilient to sea level rise.

The design of the podium is defined by the following guidelines:

- Ground level must have a minimum of 60% active non-parking related uses that are located along the street frontage, such as retail, office and residential lobbies, civic/cultural uses, and 21st-century industrial uses.
- Ground-level uses must maintain a minimum of 60% transparency of street wall, to achieve a continuous, engaging pedestrian experience.
- Residential can occupy podium ground floor in Use Zones 2, 3, and 4, and second floor and above in Use Zones 1A and 1B (see Figure 76 on page 87).
- Along the western edge of the study area the podium uses may include a mix of R&D, incubator uses, low-impact industrial uses and other future uses that have low environmental and traffic impact and potential for new employment opportunities.
- Podium design should contribute to a varied street edge design between 40-70 feet in height.
- Façade design should help reduce wind impacts at street level.
- Allow taller tower elements to occupy no more than one-third of the street wall of the building podium along any street frontage.

Setback of Taller Building Elements

- Setbacks may be defined by view corridors, heights of buildings, floor plate sizes, frontages on streets, spacing between buildings etc.
- Building elements taller than 70 feet must be setback a minimum of 25 feet from the abutting property line.
- All building elements above the podium height of 40-70 feet must be set back a minimum of 15 feet.

Building Floor Plate Limitations

The building floor plate requirement limits the overall area of the floors above 70 feet in new buildings. While the limits vary depending on location and use, the general concept will achieve additional setbacks from the lower building façades, ensuring taller buildings taper as they get higher, casting less substantial shadows, allowing for more daylight to reach the street and creating a distinctive skyline.

200 FEET HEIGHT ZONE	BUILDING HEIGHT	AVERAGE FLOOR PLATE
Commercial/R&D/Lab/ Industrial*	70-150 ft	25,000 sf
Commercial/R&D/Lab/ Industrial*	150-200 ft	20,000 sf
Residential	70-150 ft	12,000 sf
Residential	150-200 ft	8,000 sf

*Figure 165. *see use zones diagram Figure 76 on page 87*

> 200 FEET HEIGHT ZONE	BUILDING HEIGHT	AVERAGE FLOOR PLATE
Commercial/R&D/Lab/ Industrial*	70-200 ft	25,000 sf
Commercial/R&D/Lab/ Industrial*	200-300 ft	20,000 sf
Residential	70-200 ft	12,000 sf
Residential	200-300 ft	8,000 sf

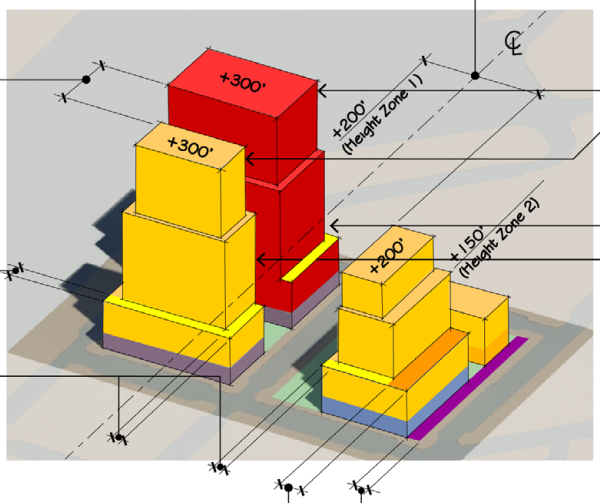
*Figure 166. *see use zones diagram Figure 76 on page 87*

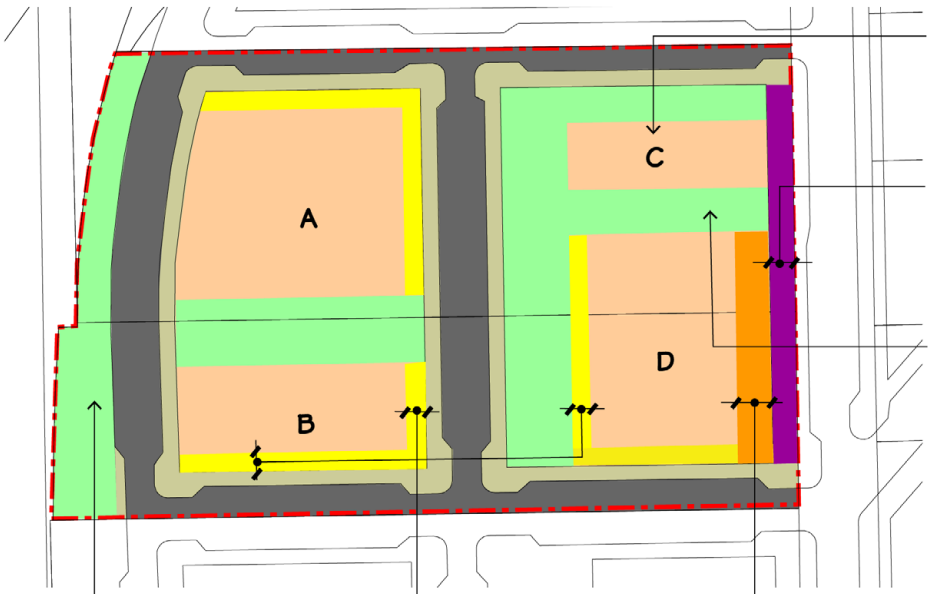
Figure 167. Opposite Top: Dimensional regulations for creation of R.O.W., view corridors, spacing of tower elements, and floor plate limitations

Legend:
- Office/R&D Uses
- Residential Uses
- Parking Use
- Cultural/Civic Use
- Building Setback for R.O.W.
- Stepback for View Corridor
- Stepback Above Podium

Figure 168. Opposite bottom: Dimensional regulations for creation of R.O.W., open space network, and view corridors

Legend:
- Building Footprint
- Streets
- Sidewalks
- Open Space
- Building Setback for R.O.W.
- Stepback for View Corridor
- Stepback Above Podium


150' Between Buildings above Podium for View Corridor
60' - 120' Between Buildings above Podium
Min. 15' Setback
Min. 15' Setback
30' - 35' Setback for View Corridor
Setback from Property Line for R. O. W.
+300'
+300'
+200' (Height Zone 1)
+200'
+150' (Height Zone 2)
℄
Max. Floor Plate Size:
Above 200'(Height Zone 1)
150'(Height Zone 2)
Office/R & D: 20,000 Sq. Ft.
Residential: 8,000 Sq. Ft.
Base/podium to 200'(Height Zone 1)
150'(Height Zone 2)
Office/R & D: 25,000 Sq. Ft.
Residential: 12,000 Sq. Ft.


A
B
C
D
A, B, C and D Building Footprints Less than 50- 60 % of Lot Area
Setback from Property Line for R. O. W.
Through Block Connection/Public Space
30' - 35' Setback for View Corridor
Min. 15' Setback
Green Open Space

Spacing Between Taller Building Elements (Above 70 Feet)

- To the extent possible, taller portions of building should not be aligned north/south to avoid creating a "perceived wall" as seen from the adjoining residential neighborhood.
- Tall elements should be shaped/aligned to maximize energy efficiency and also minimize uniformity of architecture and massing between adjoining buildings and blocks.
- Taller portions of buildings above 70 feet should not exceed 200 feet in width of continuous façade.
- The taller tower portions of the building must be sculpted to create a varied and distinctive building design.
- Spacing between building elements taller than 70 feet must follow the following guidelines in order to provide sufficient daylight at street level and reduce the perception of a "wall." (See Figure 170 on page 157.)
    - Buildings perpendicular without overlapping faces: minimum 60 feet spacing.
    - Buildings perpendicular with overlapping faces: minimum 80 feet spacing.
    - Buildings with longer faces parallel to each other, less than one half of the longer faces overlapping each other: minimum 80 feet spacing.
    - Buildings with longer faces parallel to each other with more than one half of one longer face overlapping the other: minimum 120 feet spacing.
    - Buildings not parallel to other: minimum spacing 80 feet between the closet points of the two buildings.

Figure 169. A series of towers are linked by a common podium that is active in use along the main pedestrian thoroughfare, Vancouver, BC.

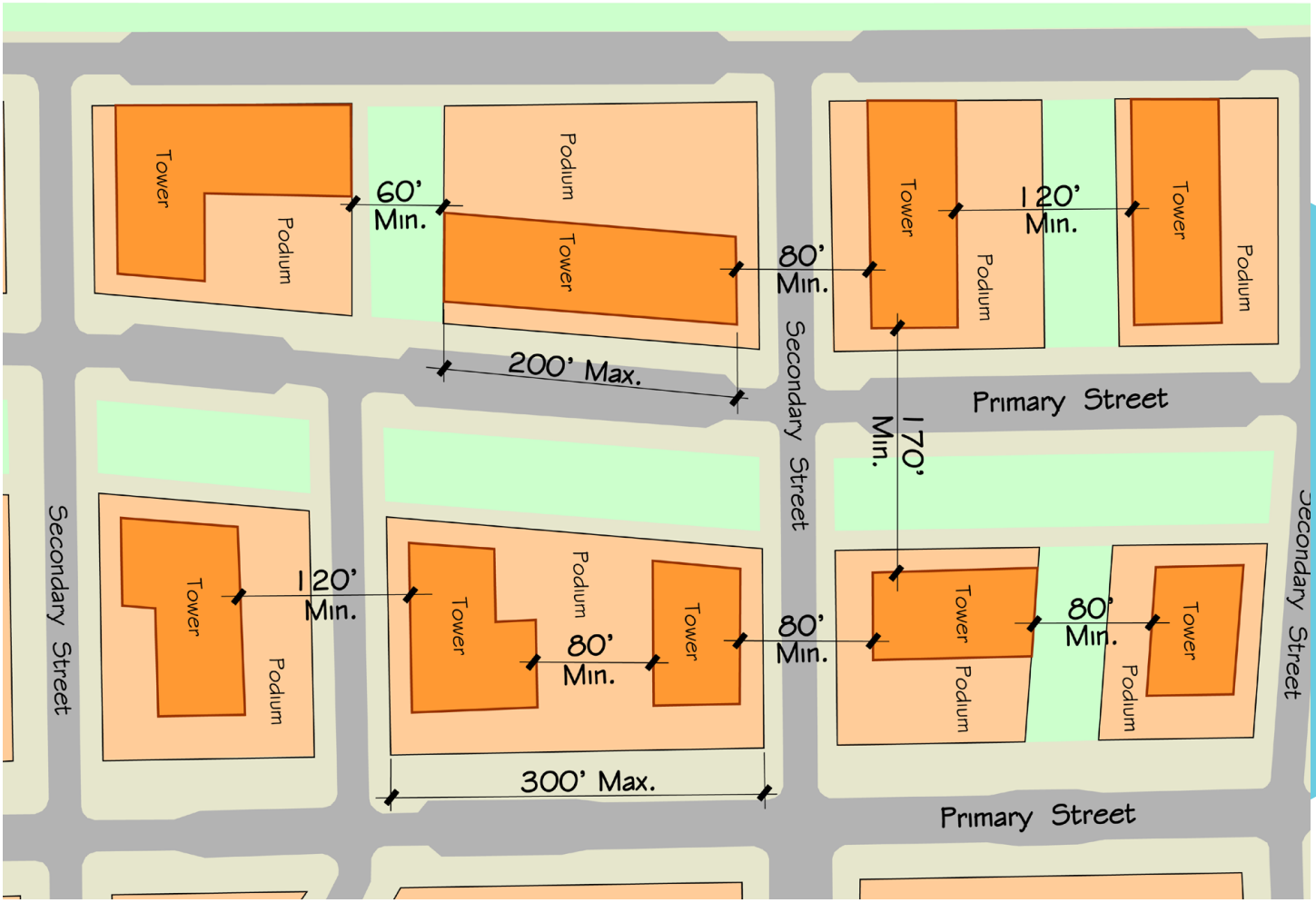


Figure 170. Conceptual diagram for spacing between building elements taller than 70 feet to provide sufficient daylight at street level and reduce the perception of a "wall"

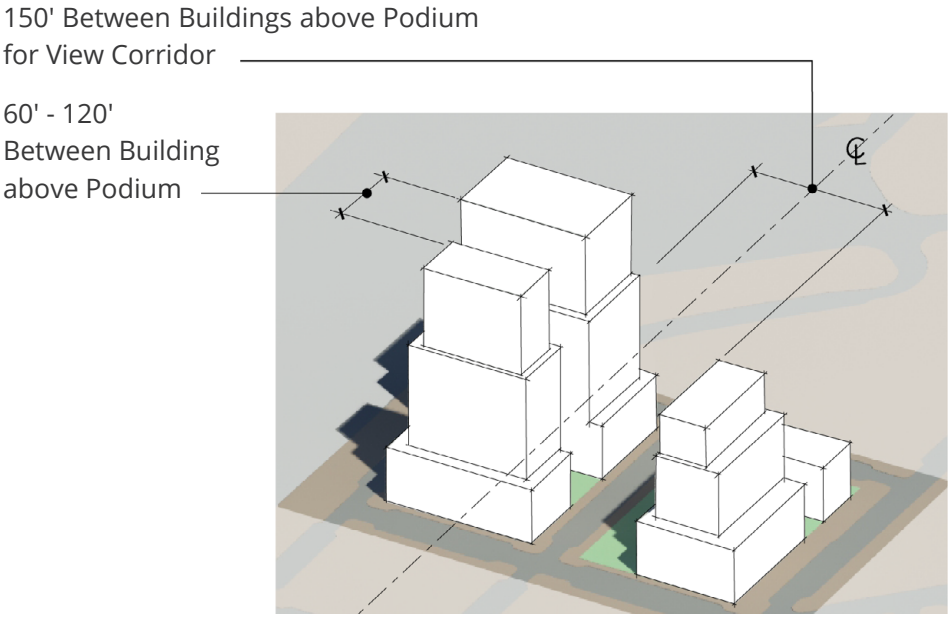


Figure 171. Spacing between buildings for creation of view corridors

Parking Garages

Location

- Parking garage at street level is discouraged.
- Podiums may accommodate parking garage above the first floor above the street level.
- Above grade parking garage must be wrapped with active uses along Dorchester Avenue, Old Colony Avenue, and West of Ellery Street (see Figure 175).
- Parking garages accessory to the residential or commercial uses can vary according to the size of the proposed development.
- Free standing parking garages should be located away from the main commercial corridors of Dorchester Avenue and Old Colony Avenue.
- When feasible, parking garages should be located below the street level to allow the podium above ground be designed for active commercial, community, and residential uses where allowed.

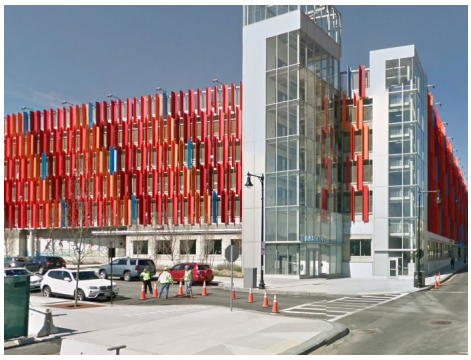


Figure 172. The garage is screened with a creative, bright pattern that adds to the character of the district. Murals are another placemaking strategy for garages, New Balance Headquarters, Boston

Screening

- Where exposed to the street, parking garages should be screened through a variety of architectural screening solutions that are integrated with overall building design.
- Where shielding by active uses cannot be achieved beyond the first floor, exposed parking garages should be limited to side streets starting as far back from the primary streets (Dorchester Avenue and Old Colony Avenue) intersection as possible.
- In free standing parking garage facades need to be designed to screen vehicle light and noise from the adjacent sidewalks and buildings, and add value to the character of the district.

Design

- Innovative design solutions and future adaptability of the parking structures should be addressed in designing above grade parking garages.
- Ground floor of parking garages should be reserved for commercial and community uses.

Figure 173. The structured parking is wrapped with residences and an active ground floor, Troy Apartments, Boston

Figure 174. The podium garage is clad in high quality glazing that matches the tower above, Contemporaine, Chicago

- Landscaping, plazas, or active uses should be used to conceal or enhance rooftop parking areas.
- Roofs of free-standing parking garages should be designed for active and passive recreational open space.

Access & Circulation

- All parking garages should be accessed from side roads and away from intersections of primary streets (Dorchester Avenue and Old Colony Avenue)
- Parking garages should provide a safe and comfortable environment for all users.
- Pedestrian access to parking garages should be located off of primary streets and be well defined.

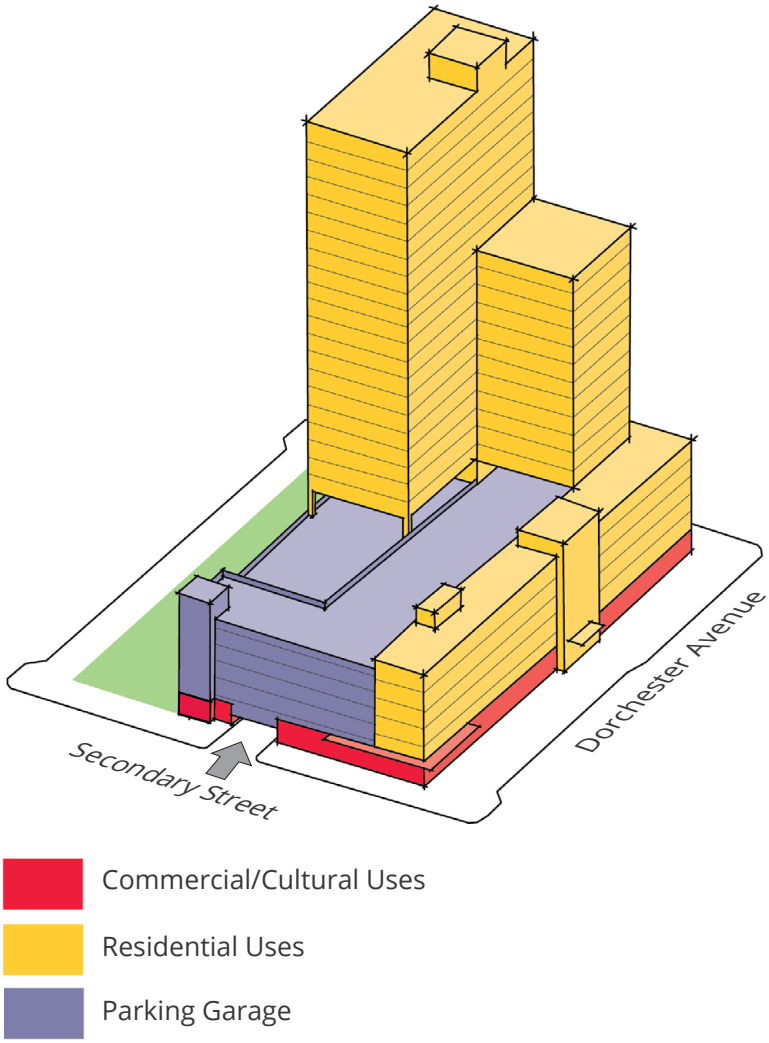


Figure 175. Above grade parking garage should be shielded with active uses along main corridors (Dorchester Avenue, Old Colony Avenue, Ellery Street (new))

COORDINATION OF DEVELOPMENT AND BENEFITS

Goal

Using the base as-of-right Floor Area Ratio (FAR) of 2 and a 40 feet height, distinct zones will be created that allow for added density, though still limited by height restrictions, set-backs, streets, and sidewalks.

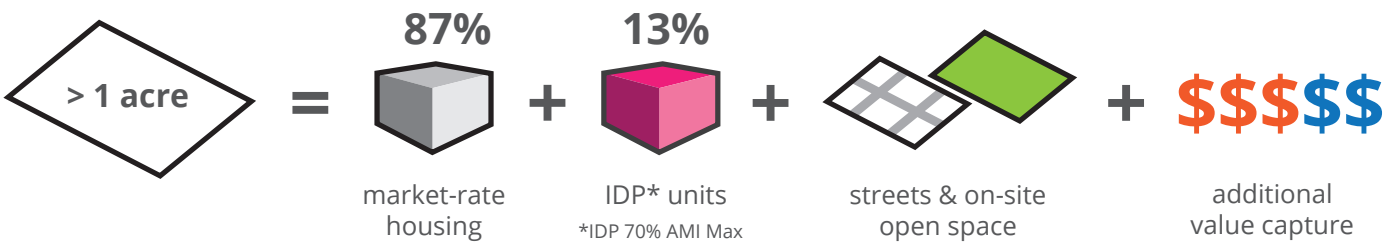
Using the zoning tool of bonus density, the goal is to create a new district that has a distinctive mix of uses, built around the concept that an increase in height and density is allowed in return for a wide range of public benefits, provided in a predictable way. While it is anticipated that much of the new development will be housing, the two gateway zones likely will be developed with more of a mix of commercial, office/R&D, retail, cultural uses, in addition to housing. Retail will be focused primarily on Dorchester Avenue with smaller nodes along Old Colony Avenue. Industrial and other uses will be concentrated along the rail tracks. In all zones, residential uses would be allowed above the base height of 40 feet.

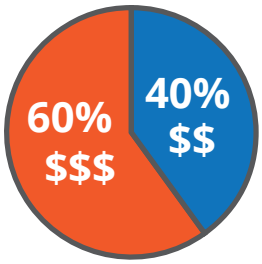
Overview

Using a formula where 60% of the benefits from the added density are used for middle-income housing, and 40% of the benefits are used for other benefits including open space, affordable retail/amenities, civic/cultural/art space, 21st-century industrial for artists/entrepreneurs, highly energy efficient buildings a development project would be able to provide 4% of the total units to middle-income housing (in addition to the required 13% of total units dedicated to moderate-income housing under the Inclusionary Development Policy), and 18% of the first floor space as affordable to a local retailer or 21st-century industrial uses, or 13% of the first floor space provided as cultural/community space.

Density Bonus
Allocation of Value Capture to Benefits

Residential Project Components
Illustrative Example





$$$ Housing
60% of Value

Bonus Rental
4% at 100% AMI

or

Bonus Sales
4% at 120% AMI

+

$$ Other Benefits
40% of Value

Local Retail Space
18% of 1st floor

or

21st-century industrial
18% of 1st floor

or

Cultural/Community Space
13% of 1st floor

or

Additional Open Space
for the district

HH Size/ Bedrooms	IDP Rental 70% AMI Income Max	IDP Sales 80% AMI Income Max	IDP Sales and Density Bonus Rental 100% AMI Income Max	Density Bonus Sales 120% AMI Income Max
Studio	Income < $48,100 Max Rent = $1,065	Income < $54,950 Max Sales = $141,800	Income < $68,700 Max Rent = $1,521 Max Sales = $191,300	Income < $82,450 Max Sales = $236,000
1-bedroom	Income < $54,950 Max Rent = $1,242	Income < $62,800 Max Sales = $175,900	Income < $78,500 Max Rent = $1,774 Max Sales = $228,500	Income < $94,200 Max Sales = $280,800
2-bedroom	Income < $61,850 Max Rent = $1,419	Income < $70,650 Max Sales = $206,100	Income < $88,300 Max Rent = $2,027 Max Sales = $265,800	Income < $105,950 Max Sales = $325,500
3-bedroom	Income < $68,700 Max Rent = $1,597	Income < $78,500 Max Sales = $236,000	Income < $98,100 Max Rent = $2,281 Max Sales = $303,100	Income < $117,750 Max Sales = $370,200

RECOMMENDATIONS TABLE

Overview

Implementing the recommendations from this Plan will be an ongoing process that will happen over the next 15 to 20 years. Over this time period best practices will continue to evolve. It is vital that the recommendations presented here be seen as parts of a living document that will adapt over time. No single City department can implement the Plan on its own, but through current guidelines and policies the work to implement the framework will begin.

The following recommendations table is organized by topic, paralleling the framework outlined in the Plan. For each recommendation, the chart indicates the time frame in which implementation can be expected to occur, the department(s) that will be involved, and whether the recommendation is a policy or a guideline. Many of the medium- and long-term recommendations in the Plan will be dependent upon availability of funding as well as coordination and cooperation with other City and state agencies, private property owners, resident stakeholders, and advocacy groups. The BPDA will help to coordinate the implementation of this Plan.

The recommendations chart provides the community, the City, State, and BPDA a guide and a framework for how the elements of the Plan can be accomplished through coordination with other departments.

Definitions

Underway - already in process

Short-Term - 0-3 years

Medium-Term - 3-10 years

Long-Term - 10-20+ years

Development-Specific – guidelines or policies with direct relevance to the Article 80 Review Process.

Policy (P) – a course or principle of action adopted by the City of Boston, the Commonwealth of Massachusetts or the federal government. Policies listed in the chart may be existing or new.

Guideline (G) – a general rule or principle that the City will follow while guiding the Plan's implementation, but which has not been formally adopted.

Acronyms and Abbreviations

AAB – Architectural Access Board

ADA – Americans with Disabilities Act

ADAAG – Americans with Disabilities Act Accessibility Guidelines

Assessing – Assessing Department

BPHC – Boston Public Health Commission

BPRD – Boston Parks and Recreation Department

BPDA – Boston Planning and Development Agency

BTD – Boston Transportation Department

BWSC – Boston Water and Sewer Commission

DCR – Department of Conservation and Recreation

DND – Department of Neighborhood Development

EEOS – Environment, Energy and Open Space Cabinet

Elderly Comm. – Elderly Commission

ENV – Environmental Department

EV - Electric Vehicles

MassDOT – Massachusetts Department of Transportation

MassPort – Massachusetts Port Authority

MBTA – Massachusetts Bay Transportation Authority

MOAC – Mayor's Office of Arts & Culture

OED – Mayor's Office of Economic Development

ONS – Mayor's Office of Neighborhood Services

PIC – Public Improvements Commission

PWD – Public Works Department

Treasury – Treasury Department

USPS – United States Postal Service

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
LAND USE			
Use Types			
Create new zoning for land use, dimensions and design as defined in PLAN: South Boston Dorchester Avenue Strategic Plan.	Underway	BPDA	P
Coordinate the creation of a "complete district" over time that allows for multiple uses, a variety of connections and open space, and a diversity of populations.	Underway	BPDA & all City depts.	P
Create a range of housing typologies for live/work, micro and compact living, and family sized units.	Underway	BPDA, DND	P
Create ground floor amenities that are accessible to general public activating street edges.	Development-Specific	BPDA	P
Establish, within various corridors, a variety of uses and employment opportunities.	Development-Specific	BPDA, OED	P
Allow for 21st-century industrial/maker space along tracks.	Underway	BPDA (MOAC assist)	P
Create a land use category flexible enough to encompass all of the "maker" uses.	Underway	BPDA (MOAC assist)	P
Define gateway zones to encourage TOD with higher FAR and heights allowed.	Underway	BPDA	P
As land uses change, preserve space for the creation of additional access points to Andrew and Broadway Stations with new headhouses on the surface.	Long	MBTA/BPDA	G
Density Bonus Tool			
Create new zoning that provides predictable entitlements at base and bonus density levels.	Underway	BPDA	P
Create a 60/40 split for bonus density benefits that will be targeted 60% for middle-income housing and 40% for other benefits (to include open space, affordable commercial space, civic/cultural/art space, 21st-century industrial space for artists/entrepreneurs, affordable neighborhood retail and amenities).	Underway	BPDA (MOAC assist)	P/G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Commit to a variety of implementation strategies (both existing and yet to be created) that can realize public benefits identified through the planning process.	Underway	BPDA	P/G
HOUSING			
Housing Affordability & Equity			
Accelerate housing production to address tremendous demand and escalating costs.	Underway	BPDA/DND	P
Devise ways to include higher levels of affordablility in private market developments.	Short	BPDA/DND	P
Ensure all as-of-right projects achieve affordable housing goals for the Inclusionary Development Policy by incorporating this policy into zoning.	Short	BPDA	P
Encourage building affordable units on-site instead of off-site.	Development-Specific	BPDA/DND	P
Support the Housing a Changing City goal to ultimately achieve 23% districtwide income-restricted housing by incentivizing developers to build beyond Inclusionary Development requirements through voluntary programs, such as density bonuses and compact units.	Underway	BPDA/DND	G
Work closely with community development corporations and other non-profit housing developers to identify and fund affordable housing developments.	Underway	DND	P
Provide case management and policy support to tenants threatened by displacements through the Office of Housing Stability.	Underway	DND	P
Help existing low-income, disabled, and elderly home owners remain in their homes with the assistance of the Boston Home Center home repair programs and property tax assistance.	Underway	DND	P
Housing Typology			
Support greater diversity of housing types through a robust buildout of residential units that vary in size and configuration and support different ways of living and working. Achieve this through deed restrictions for middle income affordable units and density in exchange for additional deed-restricted middle income units.	Underway	BPDA/DND	P

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Balance middle, moderate, and lower income affordable units with market rate housing to develop a range of housing for rental or sale. This will be achieved through a combination of inclusionary zoning (targeting moderate income), density bonuses and compact living incentives (targeting middle income) and affordable housing development projects (targeting lower income).	Underway	BPDA/DND	P
OPEN SPACE			
Open Space Network and Design			
Work with developers to achieve a goal of creating open space in the district of at least 8-12 acres.	Underway	BPRD, BPDA	P
Encourage a mix of quality parks, including linear, pocket, and large open spaces: allow for a variety of spaces/uses, such as children's plays, community gatherings, and public art venues aligned to the "maker" spaces proposed for the district.	Underway	BPRD, BPDA	P
Ensure minimum open space per project by drafting bonus zones with 50-60% lot coverage requirements to have each private project provide 12.5% of site for publicly accessible open space.	Underway	BPRD, BPDA	G
Create a linear park one mile long and 50' wide along Ellery Street (new) through a continuous north/south series of park segments fronting on Ellery Street (new) through required zoning lot coverage.	Underway	BPRD, BPDA	P
Explore creation of a neighborhood park for more passive and gathering-focused activity.	Underway	BPRD, BPDA	G
Explore an expanded right-of-way along the rail corridor to accommodate a continuous Recreational Path extending north/south through the new district. Create separated paths for pedestrian and bicycle traffic. Allow for sufficient space to establish a landscape buffer on both sides.	Underway	BPRD, BPDA	G
Site open spaces to link & contribute to the larger open space network.	Underway	BPRD, BPDA	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Connect Moakley Park and the Fort Point Channel & Harborwalk through new public realm and wayfinding.	Short, Medium	BPRD, BPDA	P
Ensure public park designs meet BPRD's goals for all public parks per the Goals and Objectives of the City's Open Space and Recreation Plan 2015-2021.	Short	BPRD	P
Create Moakley Park design master plan and conduct a needs assessment to reflect the current needs of the neighborhood.	Short	BPRD	G
Work to ensure development along Recreational Path addresses windows, secondary entries, passive amenities (seating) and bicycling amenities (water fountains, bike maintenance stations) as well as way-finding signage to contribute to corridor functionality.	Development-Specific	BPRD	G
ECONOMIC DEVELOPMENT			
Existing Business Preservation			
Support and enhance existing businesses, especially local businesses, within the district.	Underway	OED	P
Attract new businesses to the district, especially those that complement and support existing local businesses and those of the future.	Short	OED	P
Explore legacy leaseholds for existing small businesses.	Short	OED	G
Ensure existing businesses have access to career services such as training, and funding so they can continue to be viable enterprises.	Underway	OED	P
Coordinate with the Boston Private Industry Council to provide grant writing and other technical assistance for local businesses to access the Workforce Training Fund to train employees.	Underway	OED	G
Increase awareness of the Workforce Training Fund, a grant program managed by the Commonwealth Corporation, to ensure more local businesses are informed of funding resources to support training of incumbent employees.	Short	OED	P

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Work with Boston-grown small businesses to identify and share best practices.	Short	OED	G
Job Creation			
Recommend certain business categories be "allowed" in all Neighborhood Shopping, Local Convenience, and Community Commercial Districts: laundry, local retail, barber/beauty shop (with appropriate licensing), outdoor sale of garden supplies, public art display space, restaurant with seating for 49 and under, theater with seating 49 and under, music store, music repair store, photocopying establishment, open space recreational building, museum, etc.	Short	BPDA/OED	G
Explore proposing policy or a practice for local Tax Increment Financing (TIF) or similar value capture subsidy agreements intended for property owners or small businesses seeking to make new investment and create jobs in district.	Short	OED	G
Apply recommendations that align with the Small Business Plan to focus on increasing available, affordable space for small businesses and improve coordination and navigation of small business real estate market.	Short, Development-Specific	OED	G
Explore establishing a South Boston Main Street District for Dorchester Avenue (and along West and East Broadway).	Short	OED	P
Encourage affordable commercial space in new or existing development.	Short, Development-Specific	BPDA	P
Encourage artist and maker space in new developments.	Short, Development-Specific	BPDA, MOAC, OED	G
MOBILITY & CONNECTIVITY			
Multimodal Network			
As redevelopment occurs, ensure that new streets form a dense, walkable, bikeable, human-scaled network between Old Colony Ave and Dorchester Ave.	Medium, Long	BPDA, BTD, PWD	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
In conjunction with new development, plan for a connected grid of new streets to create a dense, walkable, bikeable, human-scaled network west of Dorchester Ave.	Medium, Long	BPDA, BTD, PWD	G
Apply the City's Complete Streets guidelines to all new streets in new district.	Medium, Long	BPDA, BTD	P
As opportunities arise through new development, make changes to existing streets throughout the network according to the City's Complete Streets guidelines, so they are safer and more pedestrian and bicycle friendly.	Short, Medium	BTD, PWD	P
Define setbacks to accommodate Complete-Street improvements for all major roads in the new district.	Short	BPDA	P
Support and provide the ability for protected cycle tracks on Old Colony Ave continuing on to Dorchester Ave connecting Moakley Park to South Bay Harbor Trail.	Medium	BTD, PWD	G
Support and provide the ability for bicycle accommodations throughout the Study Area and create protected cycle tracks on major corridors.	Medium, Long	BPDA, BTD, PWD	P
Explore the creation of geometric and safety improvements for all users at the intersection of Old Colony Ave and Dorchester Ave, particularly for pedestrians and cyclists.	Medium	BTD, PWD	G
Explore improved safety options for all users at Andrew Square, particularly for pedestrians and cyclists.	Medium	BTD, PWD	G
Pursue improved ADA access and improved pedestrian and bicycle connections on both sides of the Dorchester Avenue Bridge over the Bypass Road.	Medium	MassDOT, BTD, PWD	G
Where appropriate, explore the possibility of raised intersections.	Medium	BPDA, BTD, PWD	P
Pursue improved pedestrian and bicycle conditions on Southampton Street Bridge, 4th Street Bridge, D Street, Broadway Bridge, Broadway, and Boston Street.	Medium	BTD, PWD, MassDOT	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Improve multimodal connectivity to Summer Street/downtown by continuing to work with MassDOT on the reopening of Dorchester Ave between the Post Office and Fort Point Channel.	**Underway**	**BTD, PWD, MassDOT, USPS**	**G**
Pursue improved pedestrian and bicycle connections across Old Colony, Broadway, Dorchester Ave, Dorchester St and Moakley Circle.	**Medium**	**BTD, PWD, MassDOT, DCR**	**G**
Where appropriate, explore the possiblity of protected intersections for pedestrians and cyclists.	**Medium**	**BTD, PWD**	**G**
Use best practices for bicycle lane planning and design employed at both City and state levels	Short, Medium	BTD, PWD, MassDOT	P
Support improved multi-modal connections along Southampton/Preble Streets per City GreenLinks program recommendation.	**Underway**	**BTD,PWD**	**P**
Conduct a comprehensive transportation analysis by hiring a consultant to study transportation issues, and identify mobility needs within & connectivity beyond the area for all travel modes.	**Short**	**BPDA, BTD, MBTA**	**G**
In line with Vision Zero and Complete Streets policies, explore possible traffic calming measures to manage vehicular speeds while promoting active transportation.	**Underway**	**BTD, PWD, BPDA**	**P**
Advocate for modernizing and improving capacity and efficiency of MBTA Red Line service.	**Underway**	**MBTA**	**G**
Advocate for the addition of direct, frequent public transit service to Waterfront from new district along D Street and/or within South Boston Bypass Road corridor.	**Medium**	**MBTA, BTD, MassDOT**	**G**
Advocate for assessment of non-diesel alternatives for all transit modes with a specific recommendation that electric multiple units (EMUs) be evaluated for use on Track 61.	**Long**	**BPDA/BTD/ EEOS**	**G**
Advocate for additional mass transit service via Track 61 to create connections to the Waterfront, South End and Back Bay that avoid downtown.	**Long**	**MBTA, MassDOT**	**G**

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Explore opportunities for extending or adding service to existing bus routes throughout Study Area, either along Dorchester Ave or one of the new north-south roads.	Underway	MBTA, BTD, BPDA	G
Explore potential corridors for exclusive bus lanes, transit signal priority, and queue-jump lanes as mobility needs evolve; examples include north-south corridors such as Dorchester Ave, and corridors to the Waterfront. One short-term option could be along the Track 61/South Boston Bypass Road corridor.	Medium	MBTA, BTD, MassDOT, MassPort?	G
Improve access to MBTA Broadway Station. A second headhouse, as far south as possible would help improve access for the new district.	Medium	MBTA, BTD	G
Larger commercial developments should provide transit pass subsidies for employees and residential tenants.	Short	BPDA, BTD	P
Assess and implement public realm improvements to the sidewalk along Dorchester Avenue adjacent to Cabot Yard.	Short, Medium	MBTA/BPDA/ BTD	G
Vehicular Network			
As redevelopment occurs, require development teams to construct an appropriate segment of an extended and improved Ellery Street to serve new land uses west of Dorchester Avenue; and serve as a an alternative north/south connection that bypasses Andrew Square; explore one-way pair alternatives with Boston Street.	Medium	BPDA, BTD, PWD	G
In conjunction with redevelopment, pursue the realignment of D Street with Dorchester Ave to facilitate improved intersection operations. As redevelopment takes place, require development teams to extend D Street west of Dorchester Ave to connect with the envisioned new network.	Medium	BPDA, BTD, PWD	G
Provide minimum street lanes necessary to process traffic demand.	Medium	BPDA, BTD	G
Design the street system to encourage regional traffic to utilize regional facilities (i.e. I-93 instead of Dorchester Ave or Old Colony Ave) and limit cut-through traffic on residential neighborhoods.	Medium	BPDA, BTD, MassDOT, DCR	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Allow for efficient traffic flow as well as moderate speeds to provide a safe, activated and vibrant urban condition by appropriately timing signals.	Medium	BPDA, BTD	P
Shared Transportation			
Determine how privately subsidized transit can be publicly accessible.	Underway	BPDA, BTD	P
Provide on-street parking spaces for car share services by extending the Boston Drives program along Dorchester Ave.	Medium	BTD	P
Create "mobility hubs" at Andrew and Broadway Stations by co-locating bike-share, car-share and shared-van parking spaces adjacent to MBTA headhouses.	Medium	BPDA, BTD, MBTA	G
Provision of Hubway stations by developers, as per City of Boston Bicycle Parking Guidelines. The City will decide on the best location for those stations within and around the Study Area	Short	BPDA, BTD, PWD, Hubway	P
Parking			
Promote shared parking concepts.	Underway	BPDA, BTD	P
Lower parking requirements for large project developments that commit to vehicle trip reduction strategies.	Underway	BPDA, BTD	G
Work within the context of the South Boston Parking Freeze to define parking recommendations and revise regulations within zoning.	Short	BPDA,BTD, ENV	P
Establish a maximum parking ratio of 1.0 space per commercial 1,000 sf for large projects.	Short	BPDA	P
Establish a maximum parking ratio of 1.0 space per residential unit to remain consistent with the South Boston Parking Freeze.	Short	BPDA	P
Continue to support the possibility of charging for residential on-street parking permits as a method to limit parking demand and permit misuse.	Underway	BTD	G
Require developments with 20 or more parking spaces that 5% will be equipped with EV charging stations.	Development-Specific	BPDA, BTD	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Require developesr to install EV-ready electrical capacity for at least 15% of spaces, and a minimum of 1 space.	Development-Specific	BPDA, BTD	G
Continue to explore EV charging stations on streets and parking lots throughout the Study Area.	Development-Specific	BPDA, BTD	G
Pursue variable, demand-driven pricing for all public parking.	Short	BTD	G
Continue to explore smart parking sensors for all public parking to provide real time availability information.	Underway	BTD	G
All developers that include parking must include carshare parking spaces. If carshare companies are unable to provide service for these spaces, large developments should provide their own carshare system.	Short	BPDA, BTD	G
Require future developments to separate ("unbundle") the costs of housing and parking spaces.	Development-Specific	BPDA, BTD	P
Require employers who provide free parking to any employees to provide parking cash-out for those who do not want a parking space.	Development-Specific	BPDA, BTD	G
Transportation Management Association			
Explore with the community the creation of a Transportation Management Association (TMA) to provide efficient transportation demand management services.	Medium	BPDA, BTD	G
PLACEMAKING, ARTS & CULTURE			
Encourage and introduce public art using local artists within existing infrastructure, in public rights-of-way, and in areas of privately-owned parcels that are accessible for public use to provide an intervention, beautify, and/or activate a space by creating "place."	Underway	MOAC, BAC, PWD, BPDA	P
Support temporary artist ("pop up") uses that can later become permanent in same location or elsewhere when they thrive.	Short	BPDA (MOAC/ BAC)	G
Bring public art into the development (budget) discussion early on so it can create long-term neighborhood successes (as opposed to decorative afterthought).	Underway	BPDA (MOAC/ BAC)	P

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Allow for 21st-century industrial/maker space along rail tracks.	Underway, Development-Specific	BPDA (MOAC assist)	P
Use density bonus to require additional public benefits including affordable housing, open space, affordable retail/cultural/art space, and 21st-century industrial space.	Development, Specific	BPDA (MOAC assist)	P
Create land use category flexible enough to encompass all of the "maker" uses.	Underway	BPDA (MOAC assist)	P
Encourage more space for artists and/or artist live/work space.	Underway	BPDA (MOAC)	P
Work with developers and real estate agencies/ agents to activate any temporarily vacant space as well as build permanent shared arts production space in partnership with strong existing local arts organizations.	Short	BPDA (MOAC/ BAC)	G
SUSTAINABILITY			
Establish a sustainability leadership position and brand for the new district that is carbon-free/ climate ready development.	Short	BPDA/EEOS	G
Support Boston's 2050 greenhouse (GHG) emissions reduction goal of carbon neutrality by setting progressively increasing building and area carbon reduction standards in order to reach net carbon neutrality for all new construction by 2030.	Underway	BPDA/EEOS	P
Sustainable Development			
Set LEED for Neighborhood Development Gold as a minimum standard to ensure comprehensive sustainability at the district and neighborhood scale.	Short	BPDA/EEOS	P
Support Boston's sustainable development goals, all new building should strive to meet the USBGC's requirements for achieving LEED Platinum and, at a minimum, achieve LEED Gold. All new buildings should, at minimum, meet the USGBC's requirement for achieving LEED Gold and Greenhouse gas emissions reduction goals.	Short	BPDA/EEOS	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Set progressively increasing carbon reduction standards for new buildings exercising zoning bonus options that are at least 30% below minimum practices in effect at time of construction. Emphasize passive strategies that address multiple benefits including carbon reduction, and climate change preparedness.	**Short**	**BPDA**	**G**
Include innovative strategies and technologies for building-integrated and on-site renewable energy and, at a minimum, include some on-site solar renewable energy for all new buildings.	**Short**	**BPDA/EEOS**	**G/P**
Guide all new street configurations and buildings to be sited to optimize building solar orientation.	**Short**	**BPDA/EEOS**	**G**
Preparedness and Resiliency			
Ensure preparedness for the effects of climate change including sea-level rise, heat waves and severe storms through building and site design. Emphasize passive strategies that more efficiently address multiple challenges.	**Underway**	**BPDA/EEOS**	**P**
Include passive survivability features and practices that allow extended sheltering in place for all new or significantly renovated or expanded buildings, particularly residential ones (i.e. resilient energy supply- PV/battery Storage, combined heat and power (CHP)- , cool/warm community rooms, emergency supplies.	**Short**	**BPDA/EEOS**	**P**
Ensure the long term viability of the district by establishing an area wide base flood elevation that adapts to, at a minimum, 5' of sea level rise by the year 2100. All new public way infrastructure and building ground floors should be constructed above elevation 18.0' BCB and 19.0' BCB, respectively. Planning should include strategies for future increases in building and infrastructure flood proof elevations. Sea-level rise forecasts should be periodically updated and base-flood elevations recalibrated as necessary. Elevation calculations should be verified before finalization of project design.	**Short**	**BPDA/EEOS**	**P**

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Green Infrastructure			
Limit the pollution and disruption of natural hydrology through individual site and larger-scale green infrastructure to manage stormwater through structural controls and non-structural means including landscaping, groundwater infiltration and vegetated roofs.	**Short**	**BPDA/EEOS/ Others**	**P**
Emphasize integrated infrastructure solutions including district scale energy, transportation, and waste management opportunities.	**Short**	**BPDA/ EEOS/ Others**	**P**
Minimize heat island effect with open space, vegetated roofs, cool roofs and hardscape materials with a solar reflectance index (SRI) of at least 29.	**Short**	**BPDA/EEOS**	**P**
Minimize the area of paved surface so that it is no greater than necessary to meet the needs of existing and new uses.	**Short**	**BPDA/EEOS**	**P**
District Energy Infrastructure Planning and Development			
Explore creation of a district energy plan among utilities and City entities that can showcase a new way of building and sustaining a district over time.	**Short**	**BPDA/EEOS**	**G**
Environment and Quality of Life			
Address predictable noise levels from sources including existing uses, anticipated sound generating equipment, ground traffic, South Station, traffic from helicopters, seaplanes, and Logan Airport flights through integration of acoustic expertise into building planning and design.	**Short**	**BPDA/EEOS**	**G/P**

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Through Article 80 review, assess wind in conjunction with shadow with particular attention to parks, plazas, other open space, areas where pedestrians are likely to congregate (ex. historic resources or other tourist destinations), heavily used pedestrian areas, waiting areas, bus stops and building entrances. When wind speeds are in the uncomfortable for walking or dangerous categories, mitigation measures should be proposed and modeled, mitigated wind speeds identified and implementation mandated in an enforceable manner.	Short	BPDA/EEOS	P
Through Article 80 review, assess shadow in conjunction with wind with particular attention to parks, plazas, other open space, areas where pedestrians are likely to congregate (ex. historic resources or other tourist destinations), heavily used pedestrian areas, waiting areas, bus stops and building entrances; of particular importance from an historic resources perspective is the potential for shadow to create perpetual damp conditions that can harm historic structures over time.	Short	BPDA/EEOS	P
Install landscaping with trees and vertical green infrastructure along the main highway, haul road and rail lines to aid in mitigating noise and air quality impacts.	Short	BPDA/EEOS	G
Design open space, to the greatest extent possible, for both active and passive recreational use and where children and athletes congregate, away from the main highway, haul road and rail lines.	Short	BPDA/EEOS	G
Locate building intake air vents both vertically and horizontally as far as possible from pollution sources - the main highway, haul road and rail lines. Best practices, such as the use of MERV 14 filters, should be incorporated into ventilation systems and into operation and maintenance protocols.	Short	BPDA/EEOS	G
AGE & DISABILITY			
Elderly			
Build housing that is both affordable and accessible to allow new and longtime residents to age in place and stay in community.	Underway	DND/Elderly Comm.	P

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Support Complete Streets and Vision Zero initiatives in laying out new street network and designing intersections	Underway	BTD/Elderly Comm.	P
Apply components of the Age-Friendly Boston Action Plan and Dementia-Friendly Action Plan (Plans to be completed Fall 2016) to inform ongoing development projects of the Study Area.	Medium	BPDA/Elderly Comm.	P
Increase age-friendly walking including well-marked cross walks, longer crossing times, smooth sidewalks, walking paths, trees and benches.	Underway	BTD/Elderly Comm.	P
Create short-term, day time parking for home health aides and friendly visitors.	Medium	BTD/Elderly Comm.	P
Create Age-Friendly Business designation including the Purple Angel program (training for businesses to serve people with Dementia).	Short	Elderly Comm.	P
Attract and support small local stores where residents can buy necessities and obtain essential services.	Short	OED/OBD	P
Encourage new developments to include public community space for meetings, cultural and fitness opportunities that can be utilized by everyone, including seniors.	Short	BPDA/Elderly Comm.	P
Allow for flexible zoning to include in-law apartments, accessory dwellings and smaller apartments for seniors within developments; Partner with Boston Senior Home Repair to add affordable units for seniors in existing underutilized properties.	Medium	DND/BPDA/ Housing Innovation Lab Elderly	P
Stabilize property taxes for seniors.	Medium	Assessing/ Treasury	P
Recommend a percentage of affordable units earmarked for seniors, including those with dementia.	Short	DND/BPDA/EC	P
Formalize the Article 80 review process to include Elderly Commission guidelines for housing.	Underway	BPDA/EC	G
Explore creation of housing with community-based support services such as PACE (Program of All-inclusive Care for the Elderly).	Medium	DND/BPDA/EC	P

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Work with the Boston Home Center minor repair program for dementia and age-appropriate modifications.	Short	DND/Elderly Comm.	G
Work with MBTA and possibly, private partners, to build bus shelters and benches.	Short	MBTA/Elderly Comm.	G
Create signage in the new district with large lettering.	Short	BTD/DPW	G
Disability			
As redevelopment occurs, require the construction of accessible and wider sidewalks as a universal improvement for all residents.	Underway, Development-Specific	PWD/BTD/PIC	P
Create accessible housing units that are also affordable and will allow longtime residents to remain in the community.	Short, Medium	DND	P
Where appropriate, explore the possiblity of installing raised crosswalks at intersections to create safer and more accessible crossings.	Medium	PWD/BTD/PIC	P
Assess parking lots and on-street parking for increased and conveniently located HP accessible parking spaces.	Underway	BTD	R
Create accessible transit that would allow for more connectivity within the community.	Medium, Long	MassDOT/ MBTA	G
Apply the City's Complete Streets guidelines to create streets that are "multi-modal" for pedestrians, cyclists, and people with disabilities.	Underway	BTD	P
Apply the "City of Boston Public Works Department Sidewalk Construction and Rehabilitation Standards" (Revised January 2014), which details the requirements for sidewalk and pedestrian ramp reconstruction.	Underway	PWD	P/G
Require sidewalk cafes to meet accessibility guidelines both inside cafes and on the sidewalk.	Underway	Boston PIC	P
Upgrade all traffic and crossing signals to be accessible (APS - Accessible Pedestrian Signals) for people with disabilities.	Medium, Long	BTD	P
Through Article 80 review, developers must show detailed accessibility in project plans, including housing units, sidewalks, ped ramps, and parking.	Development-Specific	BPDA	P/G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Encourage developers to view State building codes for accessibility as minimum design requirements rather than goals, which will result in buildings, housing, and open spaces that are more inclusive of people with disabilities.	Development-Specific	MA 521CMR, AAB	P/G
Encourage developers to view Federal building codes for accessibility as minimum design requirements rather than goals, which will result in buildings, housing, and open spaces that are more inclusive of people with disabilities.	Development-Specific	Federal ADAAG, ADA	P/G
PUBLIC HEALTH			
Recreation			
Ensure that all residents have access to public spaces - Include access to open and green space, parks and recreation facilities and programming.	Underway, Development-Specific	BPRD, BPDA	P
Ensure equitable access to active and passive recreational spaces across the city.	Underway, Development-Specific	BPRD, BPDA	P
Design parks, open spaces, and public and private recreational facilities and programming to complement the cultural preferences of the local population, and to accommodate a range of activities and age groups.	Underway, Development-Specific	BPRD, BPDA	G
Connect neighborhood parks and trails to neighborhood centers and major public facilities.	Long	BPDA	G
Health & Fitness			
Provide convenient access to healthy, affordable food for all residents - Locate food distribution and retail facilities equitably among neighborhoods and dense centers.	Underway	OED	P
Promote active transportation - Promote alternatives to car use.	Underway	BTD/BPDA	G
Balance affordable, moderate and market rate housing to develop a more equitable distribution of mixed-income housing types across neighborhoods.	Short, Long	DND/BPDA	G

TOPICS	TIME FRAME	RESPONSIBILITY	STRATEGY
Safety			
Enhance neighborhood safety and perceived safety - Require design elements that promote social cohesion, visibility and eyes on the street.	Development-Specific	BPD/ONS	G
Design accessible, pedestrian friendly streets with high connectivity to increase physical activity and reduce injury risk - Adjust traffic patterns and include features that promote pedestrian visibility.	Short, Development-Specific	BTD/BPDA	G
Ensure that parks are well lit into the evening, include features that support social connection.	Underway, Development-Specific	BPRD, BPDA	P
Implement measures to protect indoor air quality in developments near high-traffic roadways, rail yards, and other specific sources of air pollution, including locating ventilation intakes as far away from high-traffic roadways and other pollution sources as possible and include filtration devices on all intakes.	Underway, Development-Specific	EEOS	P
Utilize best practices to mitigate ambient air and noise pollution caused by high-traffic roadways, rail yards, and other specific sources of air pollution. These best practices include barriers such as sound walls and tree plantings.	Development-Specific	EEOS	P
Position outdoor spaces and amenities on each development site as far away from high-traffic roadways as possible.	Development-Specific	EEOS	P
Resiliency			
Ensure preparedness for the effects of climate change including: sea-level rise, heat waves and more severe storms.	Development-Specific	BPDA/EEOS	P
Ensure that buildings are designed for “passive survivability” in emergency situations, and make buildings more energy efficient.	Development-Specific	BPDA/EEOS	G
Ensure that the design of buildings takes account of projected changes in the environment for the likely lifetime of the building, and that buildings in current and projected flood zones have taken steps to reduce vulnerability for projected flood levels.	Development-Specific	BPDA/EEOS	P

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