



**PLAN: Charlestown**

# Neighborhood Needs

*July 12, 2023*



**boston planning &  
development agency**



# Welcome

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*Jason Ruggiero, Community Engagement Manager*

# Meeting Recording

At the request of community members, this event will be recorded and posted on the PLAN: Charlestown project webpage at <http://bostonplans.org/PlanCharlestown> for those who are unable to attend the zoom event live.

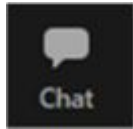
It is possible that participants may be recording the meeting with their phone cameras or other devices. If you do not wish to be recorded during the meeting, please turn off your microphone and camera.

If your camera and microphone are off, you can still participate through the text chat feature at the end of the presentation.

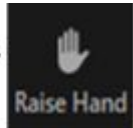
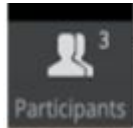
Note: These meetings are not subject to Open Meeting Law. Open Meeting Law also does not require that public bodies allow public comment or public participation during meetings.

# Zoom Tips

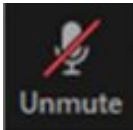
Welcome! Here are some tips on using Zoom for first-time users.  
Your controls are at the bottom of the screen



Use the chat to type a comment or ask a question at any time –  
Members of the PLAN: Charlestown team will enable the chat at the end.



To raise your hand, click on “Participants” at the bottom of your  
screen, and then choose the “Raise Hand” option in the participant box



Mute/unmute – Participants will be muted during the presentation –  
the host will unmute you during discussion if you raise your hand and  
it is your turn to talk



Turns your video on/off

# Zoom Etiquette

- Please remain muted until called on. If you'd like to speak during this time please use the "Raise Hand" function in Zoom.
- The chat function will be enabled during the discussion agenda item. (In keeping with convention from in-person meetings.)
- Please be respectful of each other's time. *We ask comments be held to 2 minutes.*
- We ask that participants limit their questions so that others may participate in the discussion. If you have more questions, please wait until all others attending have an opportunity to ask questions.
- If we are unable to get to your question at this meeting please put them in the Chat at the end or email **Jason.Ruggiero@boston.gov**

# Code of Conduct (co-written w/ AG)

- Virtual planning events will be held via the Zoom “Meeting” platform, which allows participants to control their engagement features such as “mute/unmute,” “camera,” and other features. Zoom Webinar does not allow these capabilities.
- During presentations, the chat feature will be turned off. The chat feature will be enabled once a presentation is complete. Participants are encouraged to raise their hands to ask questions if needed. The virtual “Raise Hand” feature is located at the bottom of the Zoom screen (hand icon).
- We strongly encourage speakers to turn on their cameras while speaking.
- Comments or questions from the public will be limited to 2 minutes of speaking time. Two questions per person at a time is the maximum. A 30-second follow-up comment after a staff member responds is allowed. These time limits will be strictly enforced.
- We ask that all attendees respect one another and any differences of opinion. We welcome differences of opinions, including opinions that differ from those of BPDA staff. Always assume good intentions when any contradictions or disagreements are made. Constructive comments and opinions should be aimed at topics, not people.
- We ask that all attendees refrain from the following behaviors:
  - Threatening to take unwarranted legal action against meeting participants
  - Bullying participants either in the chat or verbally out loud
  - Harassment including criticizing, mocking, or posing threats against participants
  - Threats or derogatory speech against BPDA staff or other participants
  - Grandstanding or exceeding allowed time limits
- Those who exceed the limits on speaking time or interrupt or otherwise disrupt others while they are speaking may be removed from the meeting.

**For all meeting content:**

**<http://www.bostonplans.org/plancharlestown>**

# Agenda

- Project Schedule Update (6:10-6:15pm)
- Neighborhood Needs (6:15-7:00pm)
  - i. Housing*
  - ii. Open Space + Sports fields*
  - iii. Climate Resilience*
  - iv. Retail*
  - v. Food Security*
  - vi. Arts + Culture*
  - vii. Mobility*
- Additional Zoning Recommendation (7:00-7:05pm)
- Q+A (7:05-7:30pm)

If you have a follow up item, please reach out to Jason Ruggiero (**[Jason.Ruggiero@boston.gov](mailto:Jason.Ruggiero@boston.gov)**) and we will be in touch as soon as possible.

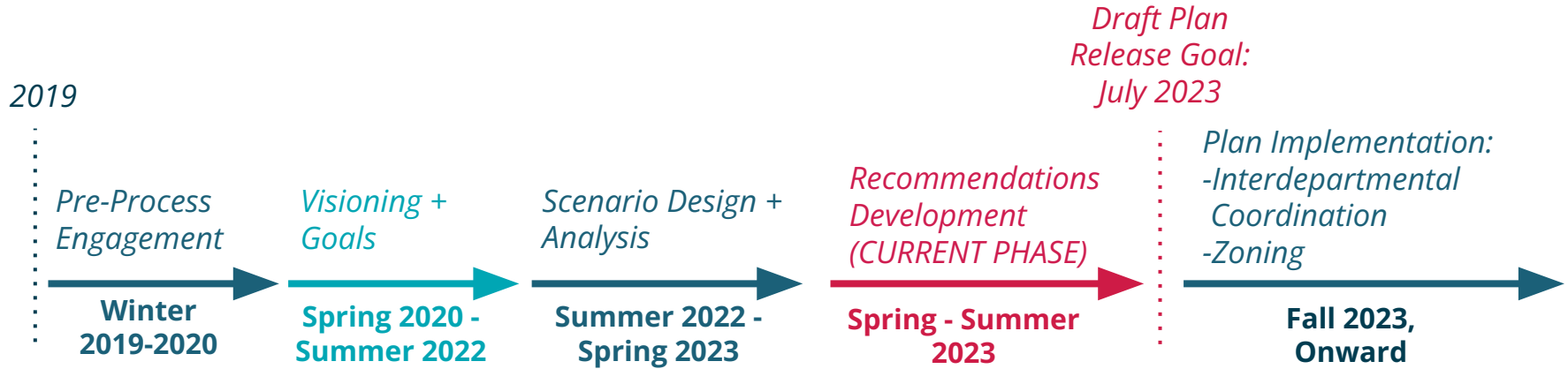


# Project Schedule Update

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*Patricia Cafferky, Senior Planner*

# Timeline



# 3 Buckets of Work

## Zoning Recommendations

- Focused on historically industrial areas
- Receive public feedback via the scenarios comment periods
- Consultant Team created the hybrid scenario
- There will be another iteration after the hybrid, released with the draft plan

## Neighborhood Needs Analysis

Analysis Topics Include:

- Minor Zoning Changes
- Housing Needs
- Open Space / Sports Fields
- Neighborhood Services
- Retail + Food Access
- Resilience
- Arts and Culture
- Preservation
- Mobility

## Urban Design Guidelines

- One set of guidelines for the Original Peninsula/ Lost Village;
- One set of guidelines for the Sullivan Square/ Rutherford Ave areas

**TOPICS OF TONIGHT'S MEETING**

# Neighborhood Needs

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*Patricia Cafferky, Senior Planner*

*Lydia Hausle, Senior Transportation Planner*



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# Neighborhood Need Topics For Discussion

1. **Housing** (*Mayor's Office of Housing*)
2. **Open Space** (*Parks Department*)
3. **Climate Resilience** (*Climate Ready Boston*)
4. **Retail** (*Office of Economic Inclusion and Opportunity*)
5. **Food Security** (*Mayor's Office of Food Justice + GrowBoston*)
6. **Arts and Culture** (*Mayor's Office of Arts and Culture*)
7. **Mobility** (*Boston Transportation Department*)

*\*Previously covered:*

*1) Preservation*

*2) Neighborhood Services (schools, fire, police, etc)*

# Housing

## City Agencies

- **Mayor's Office Housing (MOH)** - City of Boston office; engages in cultural planning for new development and helps artists find dedicated artist space in the City

## Relevant Plans

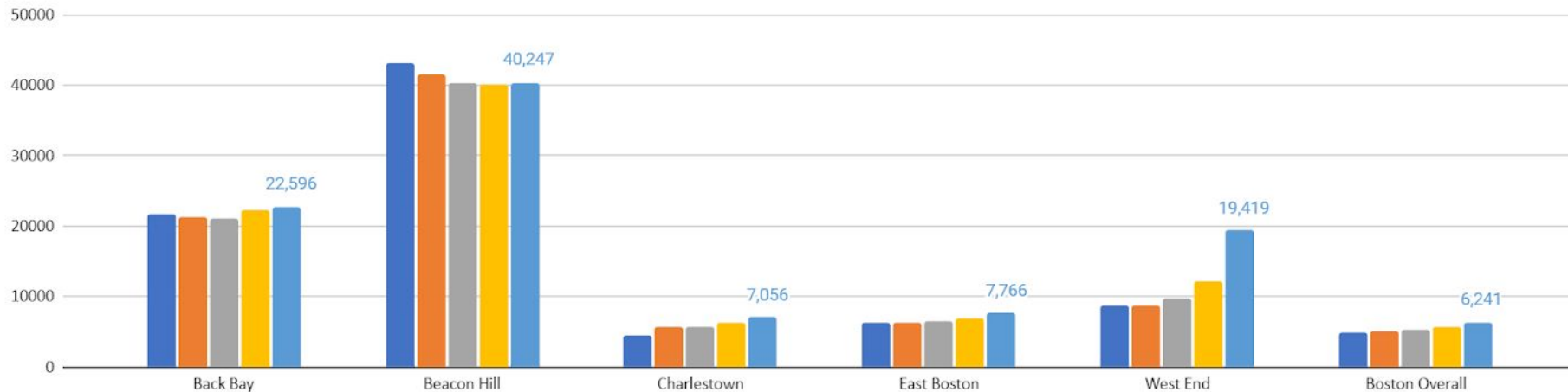
- **Housing a Changing City: Boston 2030** (2014; Updated 2018) - Plan directing citywide housing policy to address housing supply and affordability in Boston

## On-Going Work

- **Inclusionary Development Program (IDP) 2023 Update**
  - Assessment of % of housing units which should be required as income restricted in housing projects requiring zoning relief or going through Article 80 development review.

# Housing - Density

Housing Units per Sq Mile in Charlestown & Comparison Geographies, Over Time



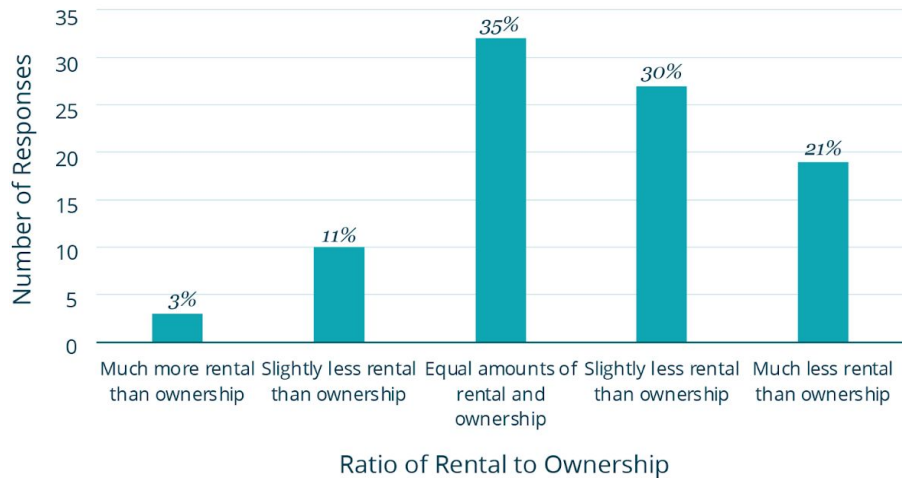
- Charlestown's population is concentrated in the neighborhood core
- The population west of Rutherford and along the Mystic River is very low

- Charlestown's population density is consistently much lower than neighborhoods with similar built fabrics, like Beacon Hill and Back Bay. It also remains lower than the nearby neighborhoods of East Boston and the West End.



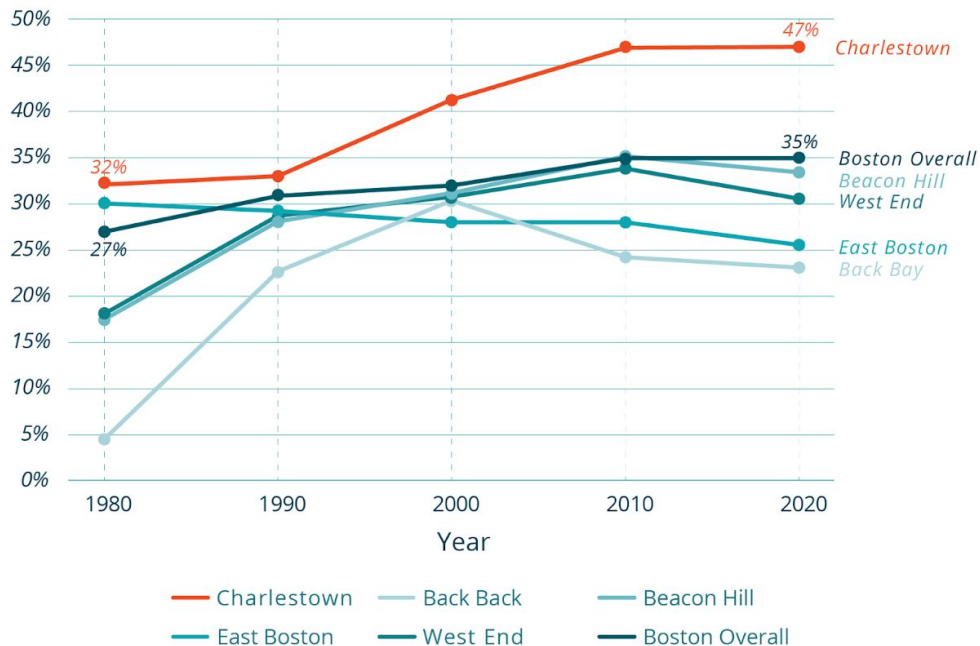
# Housing - Ownership v. Rental

What should the ratio of Rental to Ownership be in new Charlestown housing developments? (91 Responses)



*“Those of us that grew up here do not have many ownership opportunities due to high market rents and housing costs.” - Charlestown Resident; September 14, 2022*

PERCENT OF OWNER-OCCUPIED HOUSING UNITS IN CHARLESTOWN & COMPARISON GEOGRAPHIES OVER TIME

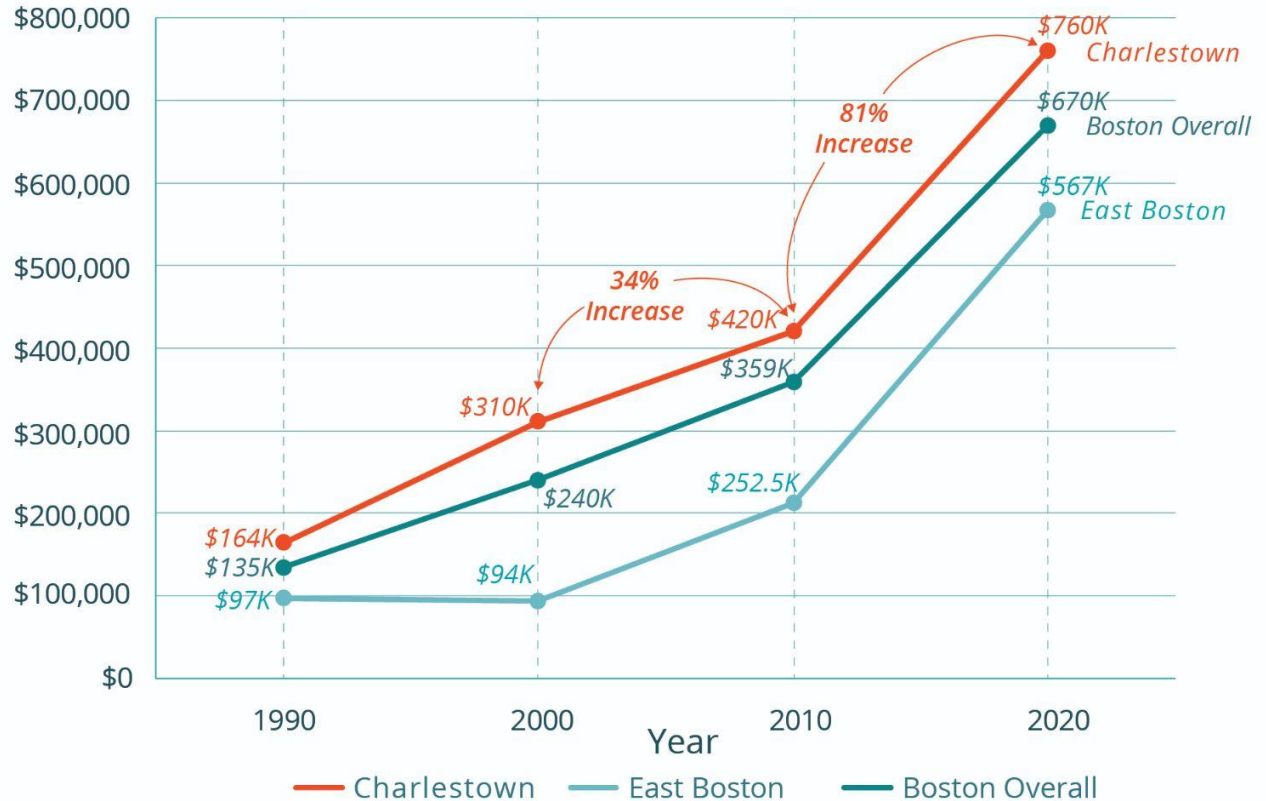




# Housing - Value

- The median value of Charlestown's home ownership units has rapidly outpaced inflation and become unaffordable for many Boston residents

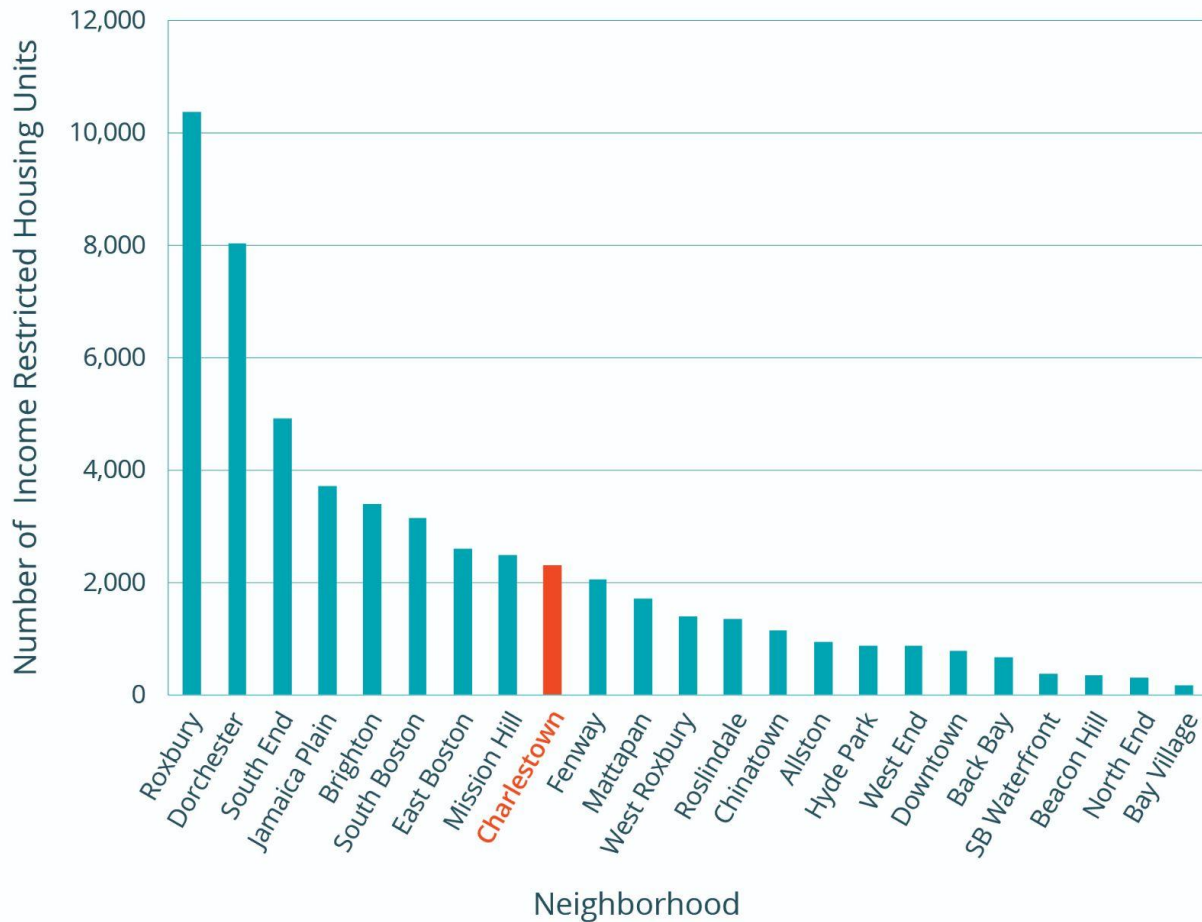
## MEDIAN HOUSE VALUE IN CHARLESTOWN, EAST BOSTON, & BOSTON OVERALL, OVER TIME



# Housing - Affordable

- Charlestown is #9 in number of affordable rental housing units

NUMBER OF INCOME-RESTRICTED HOUSING UNITS  
IN BOSTON NEIGHBORHOODS, 2021



# Housing

## Recommendations

1. Focus the growth of housing units in the historically industrial areas, where housing density is low today.
2. Update the zoning code to allow housing wherever feasible, to densities that will encourage the creation of affordable housing, especially new housing which would be required to follow the City of Boston's Inclusionary Development Policy and result in more affordable housing units .
3. Prioritize the creation of larger, family-sized housing units with 3+ bedrooms. Smaller units are also needed, as many of Boston's most cost-burdened households are smaller, but new development tends to overwhelmingly include smaller units with fewer bedrooms already.
4. Advocate for affordable homeownership opportunities for below median-income households who cannot afford the increasingly expensive ownership market in Charlestown, which has scarce availability of income-restricted ownership units.

# Open Space

## City Agencies

- **Boston Parks and Recreation Department (BPRD)** - City of Boston office; maintaining City owned parks, recreation spaces, and street trees.
- **Public Improvements Commission (PIC)** - owns and manages Boston's public and private rights-of-way (ROW), including streets, and sidewalks.
- **Public Works Department (PWD) Green Infrastructure Team** - responsible for implementing green infrastructure across the City. Green Infrastructure (GI) is a broad term for stormwater management features that mimic nature.

## Relevant Plans

- **Open Space Plan 2023-2029** (2015) - 7-year roadmap for the City's current and future open space needs
- **Urban Forest Plan** (2022) - Plan focusing on how the City can preserve and grow tree canopy, particularly in places with low tree canopy and high numbers of socially vulnerable residents.

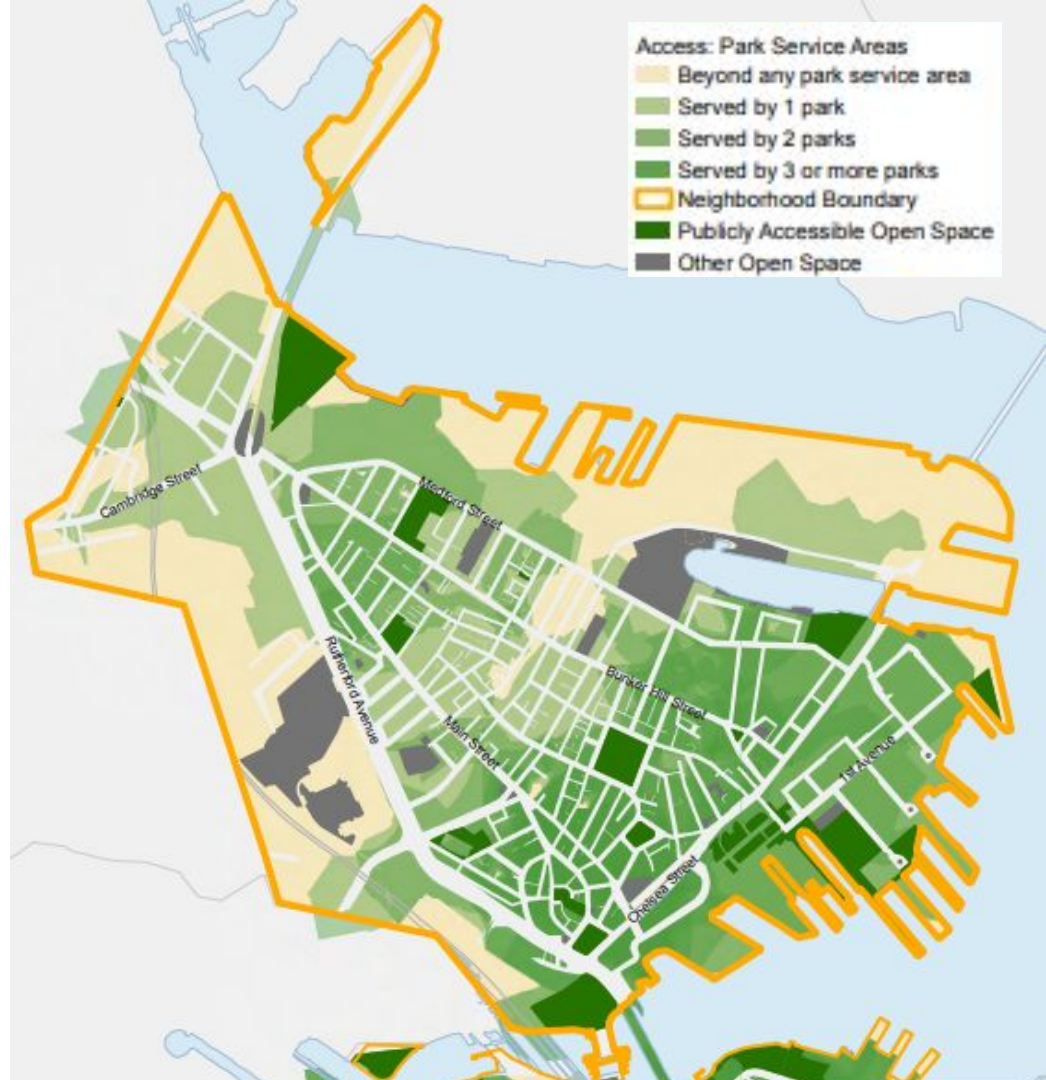
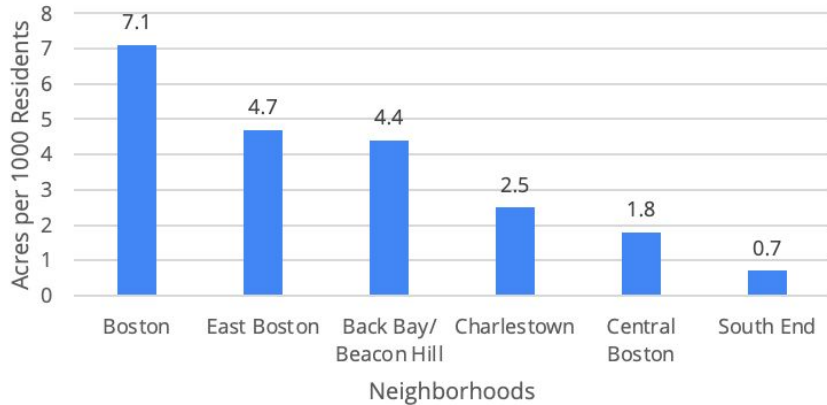
# Open Space

## On-Going Work

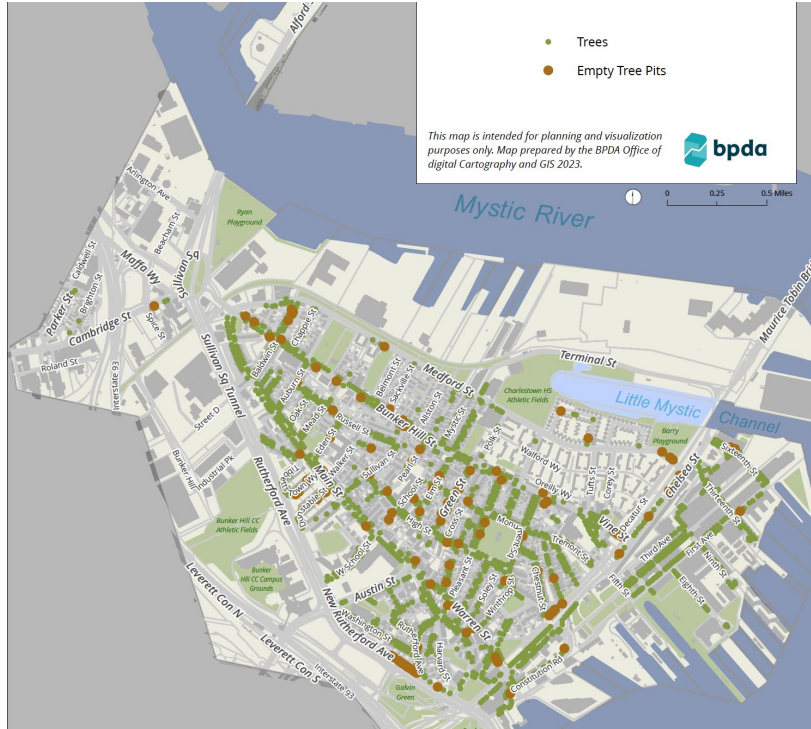
- **Ryan Playground Improvements** (expected late 2023)
  - Project includes resilience improvements along the Mystic River, as well as a reconfiguration of sports fields to incorporate a new multi-use field
- **Charlestown High School Track and Field Replacement**
  - Turf replacement for the football and multi-purpose field; new track; new water stations.

# Open Space

Acres of Open Space per 1000 Residents



# Open Space - Street Trees

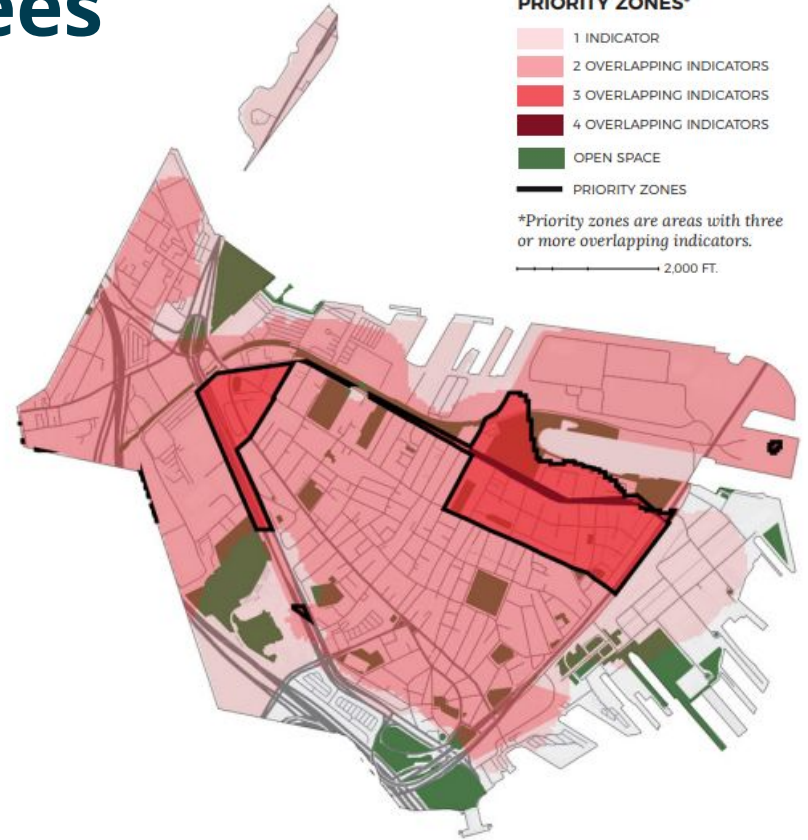


## CHARLESTOWN PRIORITY ZONES\*

- 1 INDICATOR
- 2 OVERLAPPING INDICATORS
- 3 OVERLAPPING INDICATORS
- 4 OVERLAPPING INDICATORS
- OPEN SPACE
- PRIORITY ZONES

\*Priority zones are areas with three or more overlapping indicators.

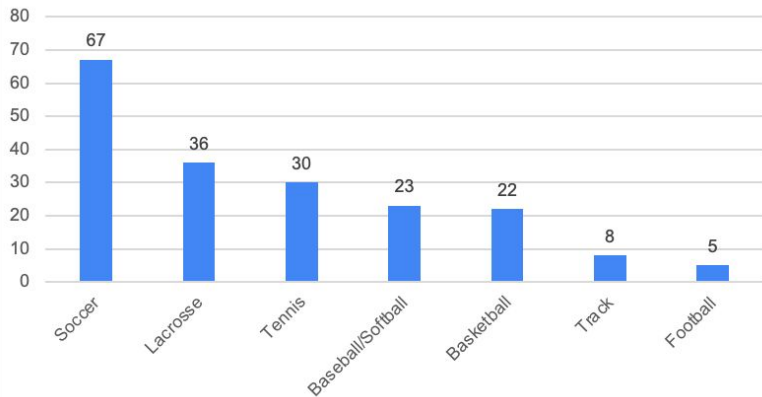
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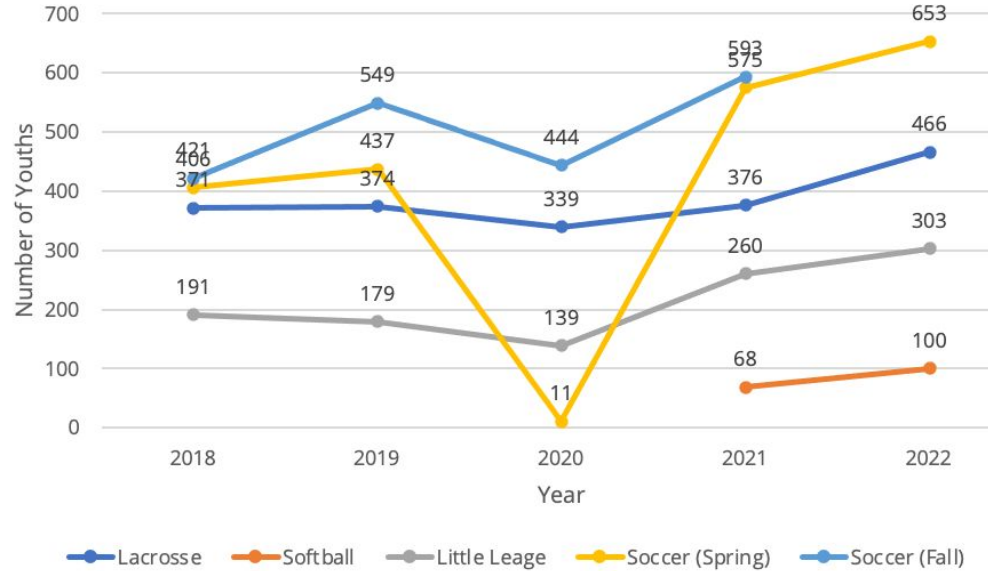
# Open Space - Sports



What sports fields/courts do have trouble getting the access you want due to high demand?



## Charlestown Youth Sports Enrollment





# Open Space

## Recommendations

1. Maintain the ratio of open space to residents that Charlestown already has.
2. As Charlestown continues to grow attention should be paid to providing high quality, equitably distributed open space with a focus on currently underserved areas with less park access, higher vulnerability to extreme heat, and less tree canopy.
3. Add street trees in Charlestown, focusing on the highest priority areas through the Urban Forest Plan, as well as filling existing tree pits which are currently empty.
4. Add 2 new, publicly accessible multi-use soccer/lacrosse fields and practice areas by 2050.
5. Private developments should include measures to permanently protect the open spaces they create through easements, deed restrictions, land transfers to the Parks Dept. or other means.
6. Coordinate with the Climate Ready Boston and the Coastal Resiliency Delivery Team of the BPDA to ensure that planned flood resilience infrastructure in Charlestown serves the dual purposes of active and passive recreation.
7. Use signage and landscaping to draw users to the Harborwalk and develop an interpretive signage system to explain the maritime industrial and related uses. Fill the missing links in the Harbor walk.
8. Remove slip lanes and add curb extensions where possible to create more green space within the public right-of-way.

# Climate Resilience

## City Agencies

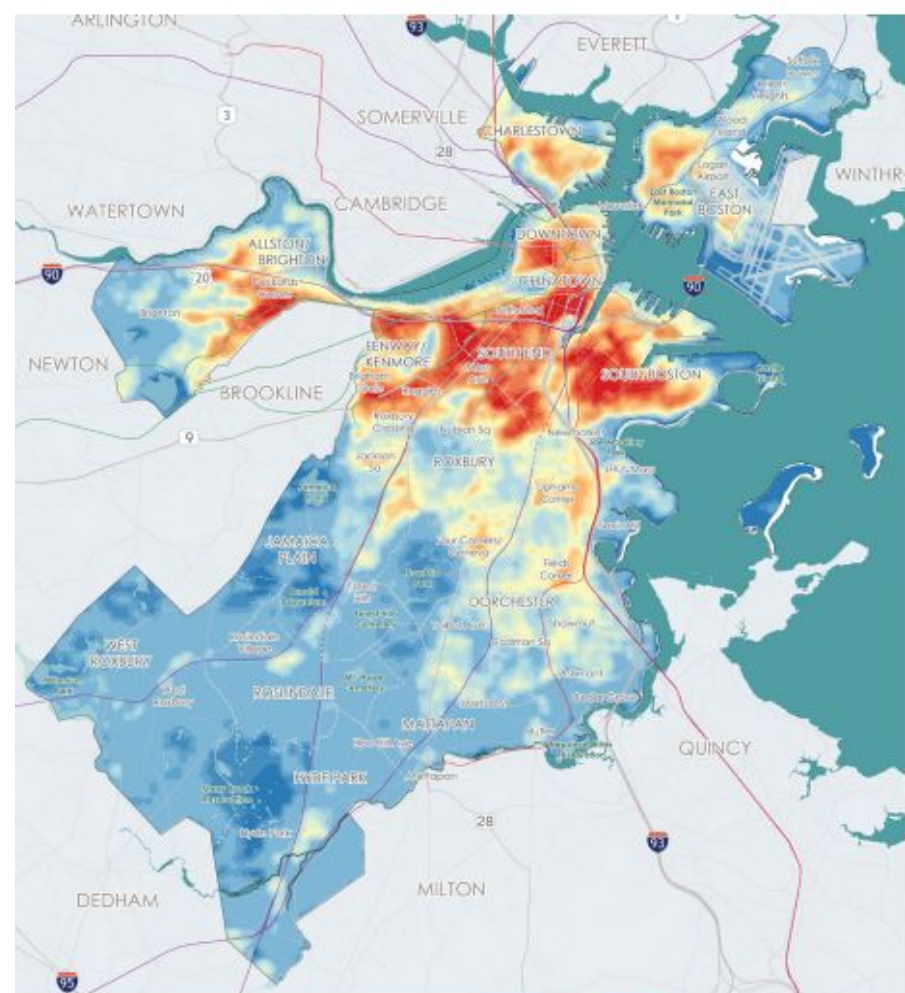
- **Climate Ready Boston** - City of Boston office within the Environment Department; plans and prepares for the impacts of climate change across the City.
- Public Works, Parks Dept, BPDA, BTD, BWSC and other city departments also work on climate.


## Climate Resilience Standards + Guidelines

- **Coastal Flood Resilience Design Guidelines (2019)** Best practices for flood resistant design. Used by BPDA.
- **Climate Resilient Infrastructure Guidelines (2018)** By Public Works Departments (PWD) to address flooding and protect the public right-of-way (streets).

## Relevant Plans - Heat

- **Heat Resilience Solutions for Boston (2022)** - Plan provides a citywide framework to prepare Boston for hotter summers
- **Urban Forest Plan (2022)** - By the Parks Dept. - A manual for protecting and preserving the City's tree canopy.

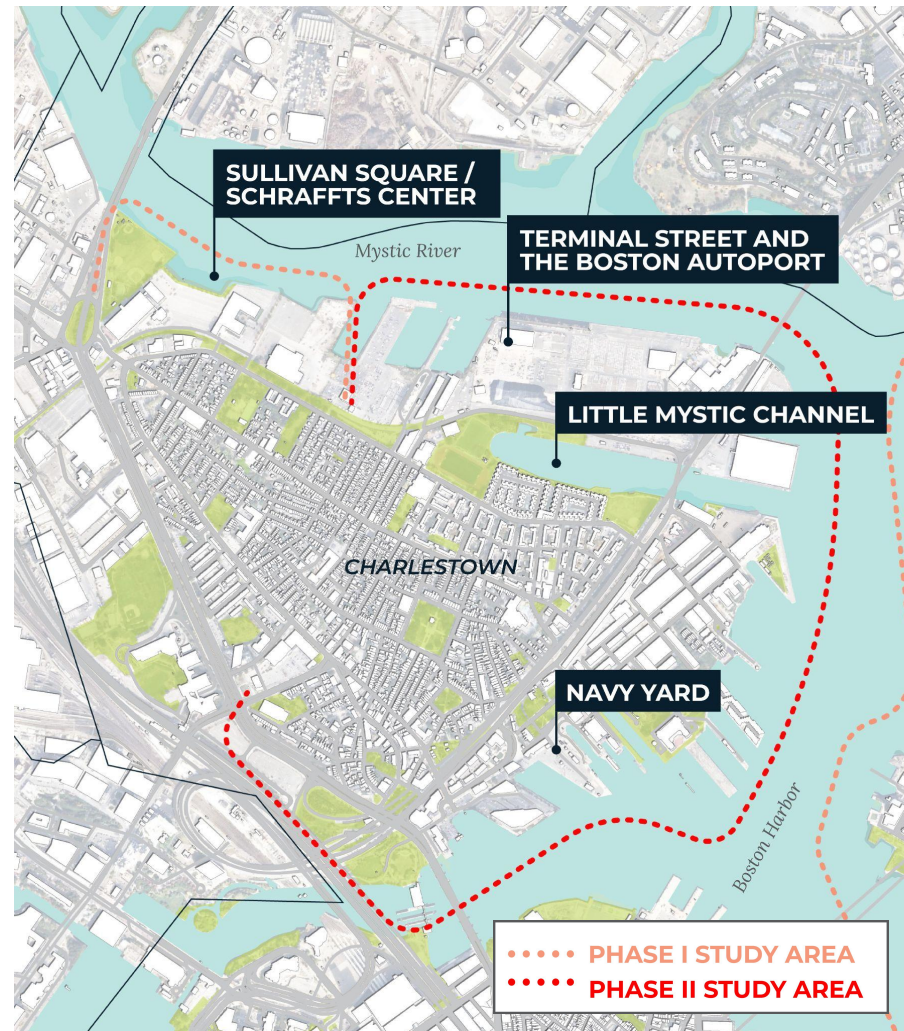


HEAT EVENT HOURS: Less than 25 hrs  More than 37 hrs

# Climate Resilience

## Relevant Plans

- **Coastal Resilience Solutions for Charlestown Phase I (2017)** - Plan by CRB which presented strategies to protect the waterfront from Sullivan Square to the Neck from coastal flooding due to sea level rise and storm surge. The Sullivan Square waterfront was identified as the most extensive flood entry point in Charlestown.
- **Coastal Resilience Solutions for Charlestown Phase II (2022)** - Plan by CRB which presented strategies to protect the waterfront from the Little Mystic Channel and the Charlestown Navy Yard from coastal flooding due to sea level rise and storm surge.



# Climate Resilience

## Recommendations

1. Continue the implementation of Climate Ready Boston's coastal and heat resilience projects and Green Infrastructure features throughout the neighborhood.
2. Continue coordination with State, Federal, and Private Partners on the implementation of climate adaptation and mitigation measures that serve the public good. The National Park Service and the MBTA are examples of key partners.

# Retail

## City Agencies

- **Office of Economic Opportunity and Inclusion (OEIOI)** - City of Boston office; works to repair economic harm, foster local talent, and partner with local businesses.
- **Office of Small Business Development** - City of Boston office; assists small businesses to start, grow, and build.

## Active Plans

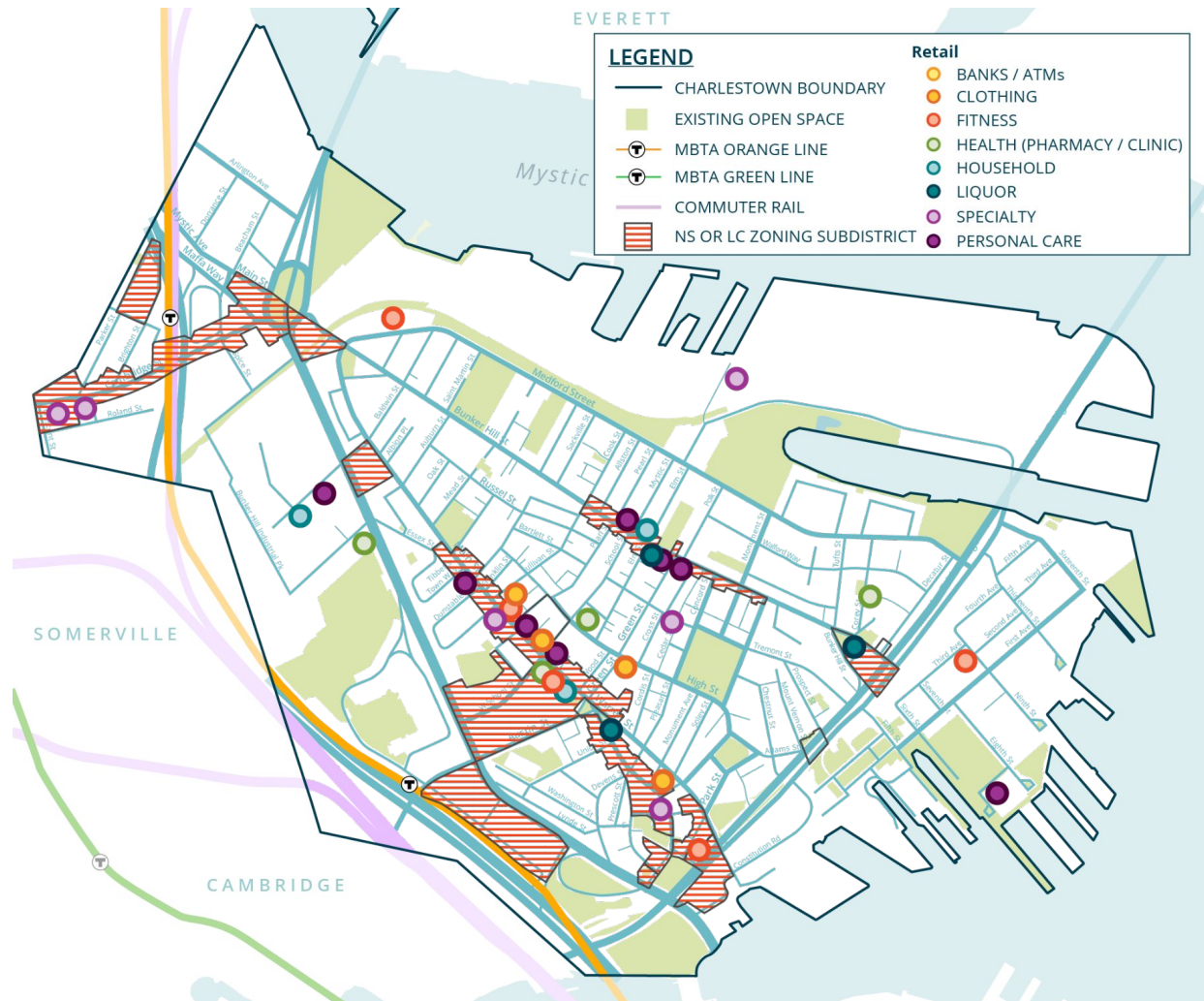
- **Economic Inclusion + Equity Agenda (2016)** - Agenda for the City of Boston to further economic development while centering equity and local business development.
- **Boston Small Business Plan (2016)** - Plan to make the small business economy thrive, to enhance neighborhood vibrancy, and to foster economic and social inclusion and equity.

## On-Going Work

- **Legacy Business Program** - targeted technical assistance with a focus on succession planning, growth, business updates, and employee ownership.

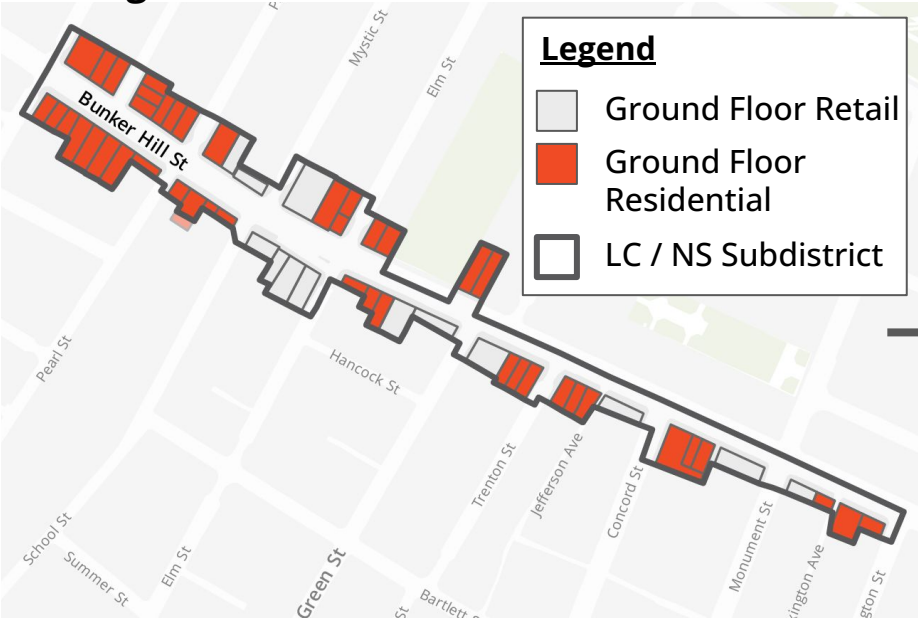
# Retail

- Most of Charlestown's retail is within the Local Convenience (LC) and Neighborhood Shopping (NS) Subdistricts, along Cambridge Street, Bunker Hill Street, and Main Street
- Retail Challenges:
  - Loss of retail spaces due to conversion to residential
  - Vacant Storefronts

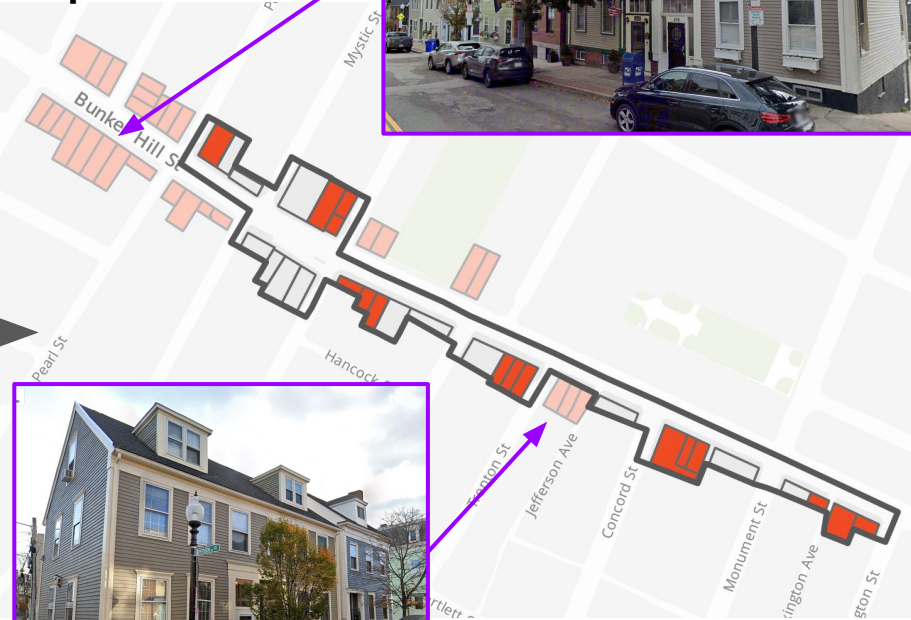


# Retail - LC + NS Zoning Update

Existing



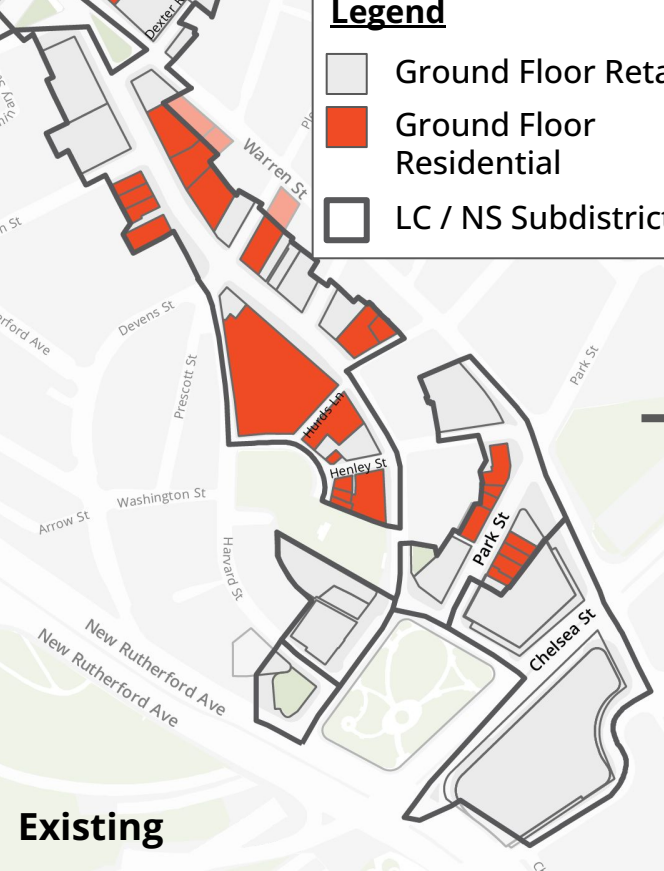
Proposed



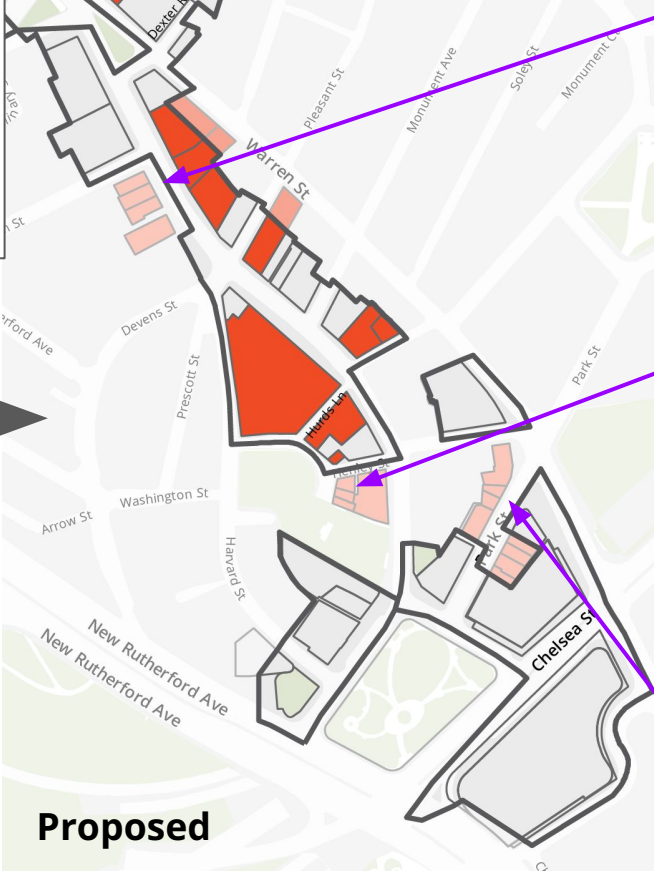
# Retail - LC + NS Zoning Update

**Legend**

- Ground Floor Retail
- Ground Floor Residential
- LC / NS Subdistrict



Existing



Proposed





# Retail

## Recommendations

1. Make residential uses 'Conditional' in the zoning code in Local Convenience (LC) and Neighborhood Shopping (NS) subdistricts, to reduce competition between land uses.
2. Make needed retail uses, like laundromats and gyms, less restricted in LC and NS subdistricts
3. Encourage developers to include retail facilities, especially as the areas West of Rutherford Avenue change. Essential facilities should be given preference: a grocery store, fitness establishments, pharmacies, and clinics.
4. Facilitate a walkable retail environment with less need cars to access essential services.
  - a. Example: 100 Hood Park Drive has 24,000 square feet of ground floor retail plus residential and commercial office/lab space. The retail includes the Tradesman Restaurant, a bootcamp gym, salon, and bicycle shop. A vet clinic, food establishment, and bowling alley are expected in 2023.
5. Encourage developers to provide needed off-site retail as part of their mitigation package to parts of the neighborhood in need of more essential retail options.
  - a. Ex: 420 Rutherford Ave is funding + building a laundromat w/in 1 mile of BHA.

# Food Security

## City Agencies

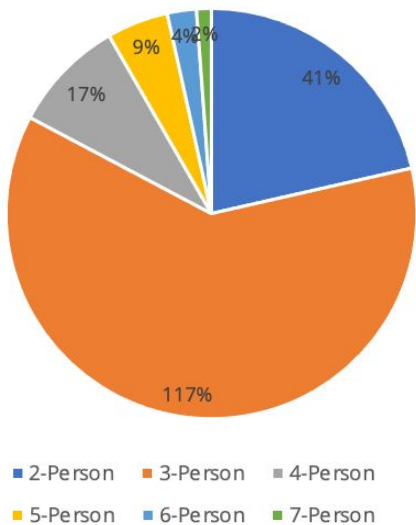
- **Mayor's Office of Food Justice (MOFJ)** - City of Boston office; works to improve the accessibility and affordability of healthy food in Boston.
- **GrowBoston** - City of Boston office; also called the Office of Urban Agriculture; supports food production and producers in Boston, including gardeners, farmers, and beekeepers.

## On-Going Work

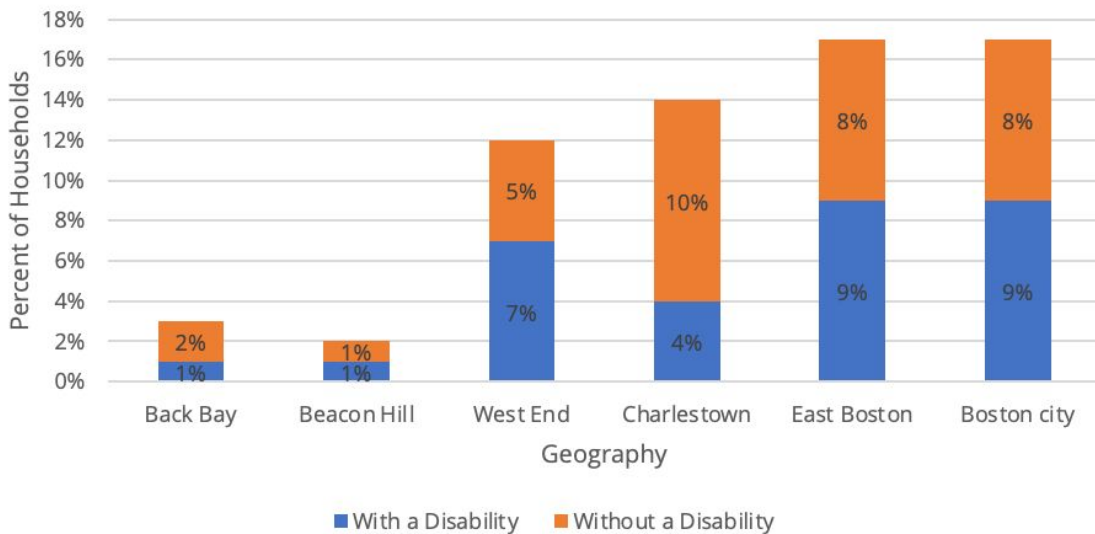
- **Grassroots Program** - supports the development of community gardens with grant funds, City-owned land, and technical assistance.
- **Boston Double Up Food Program** - SNAP incentive program offering 50 percent off fresh fruits and vegetables
- **Farmers Market Coupon Program** - \$25 coupons for food insecure families to use at Boston Farmers Markets
- **Boston Summer Eats** - free breakfast and lunch at over 100 sites across the City for all youth 18 and under

# Food Security

Boston Households Receiving Public Assistance Income or Food Stamps/Snap Benefits In The Past 12 Months, By Household Size



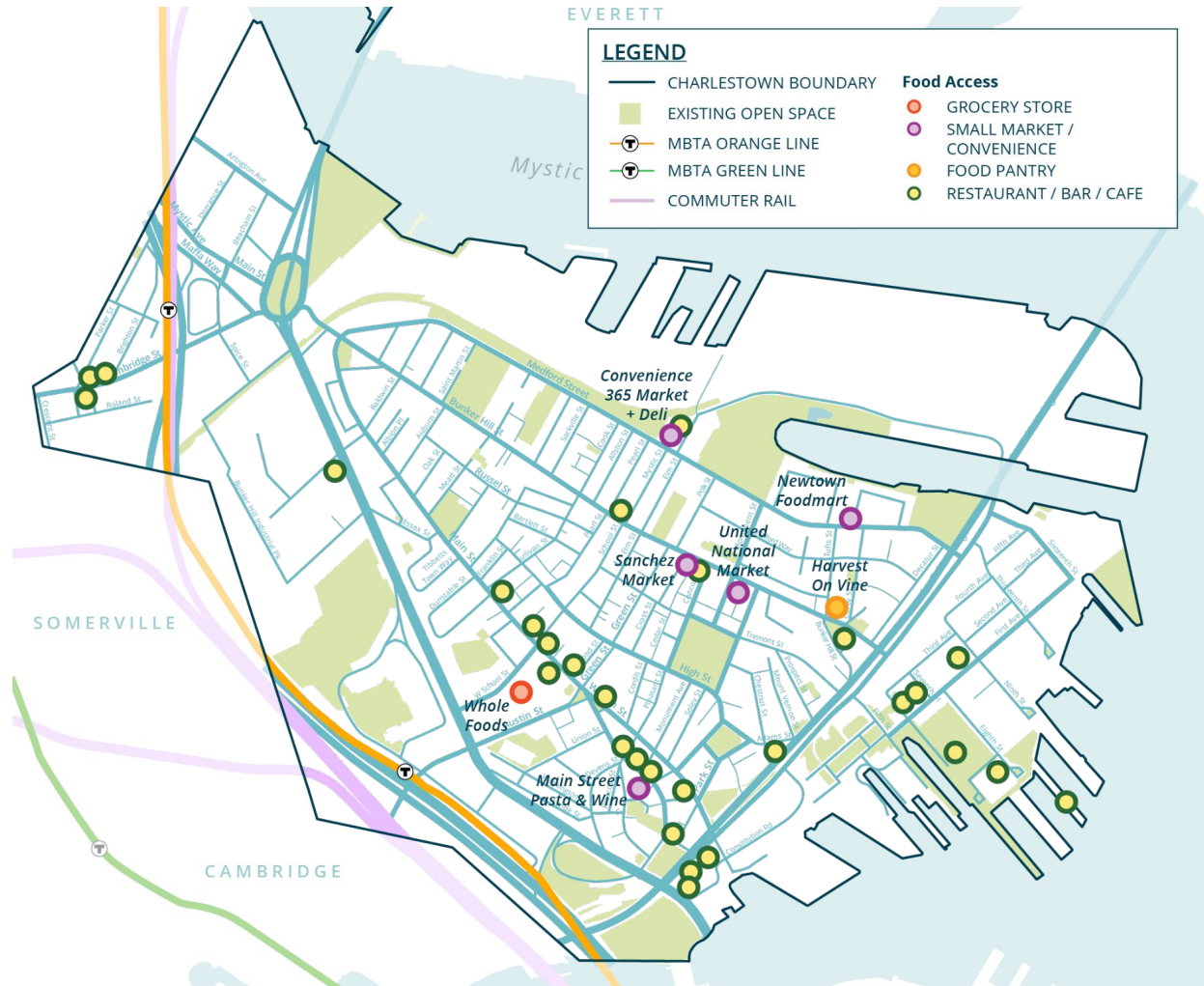
Percentage of Households Receiving Food Stamps/SNAP Benefits in the Past 12 Months in Charlestown and Comparison Geographies (ACS 2020)



# Food Security

Charlestown has:

- 1 grocery store
- 4 bodegas/small markets
- 1 food pantry
- 30 food + beverage establishments (restaurants, cafes, take-out)

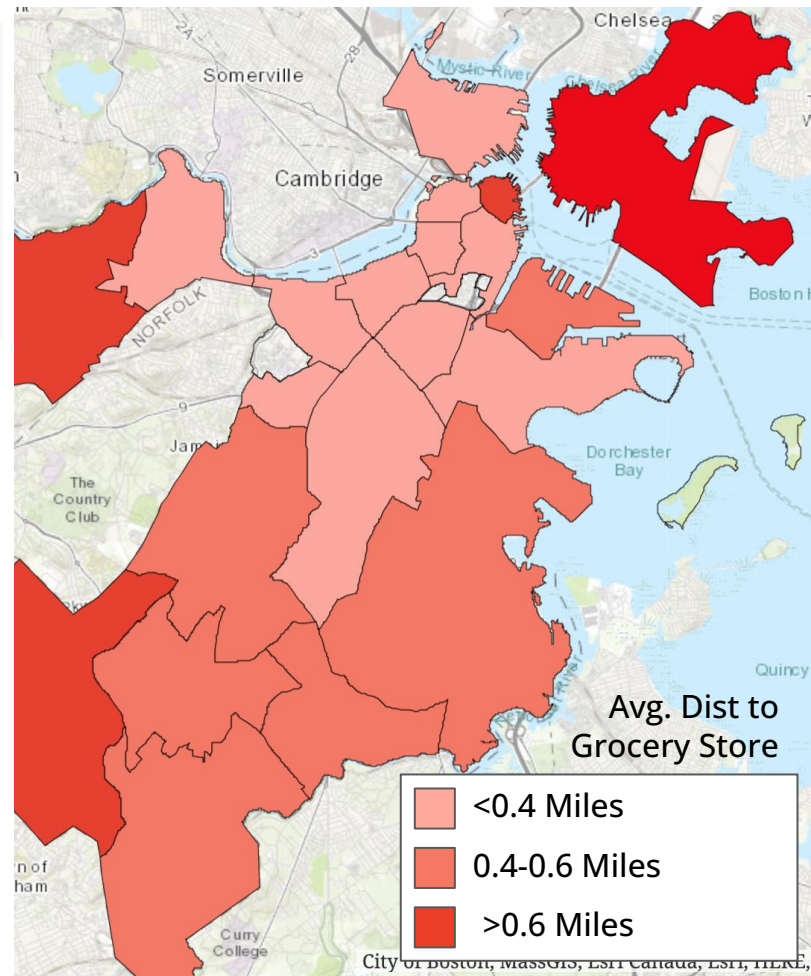
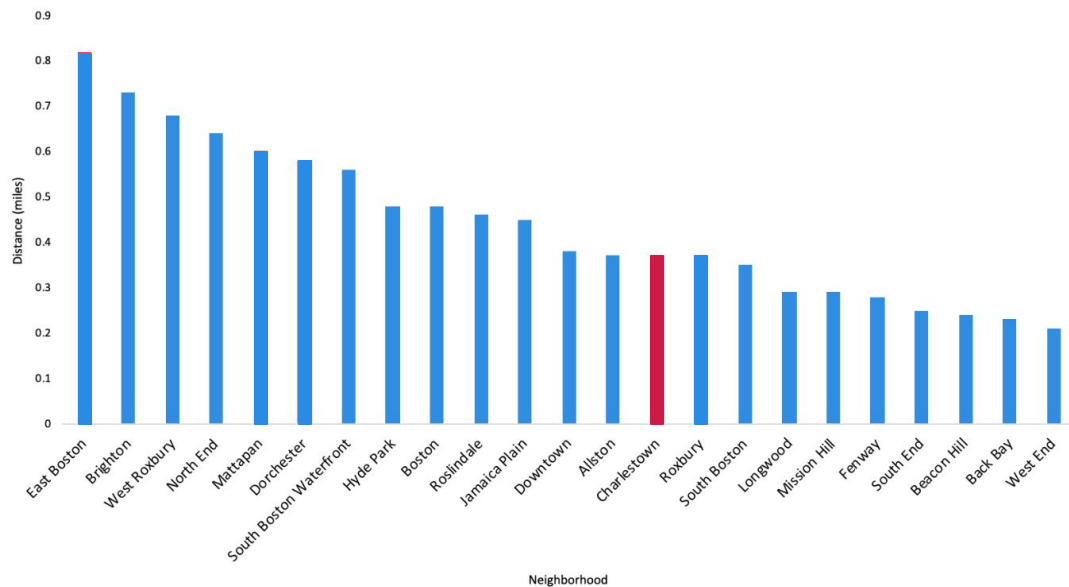


# Food Security

## Distance and Concentration of Food Retailers: Charlestown

Name	Charlestown
Number of Grocery Stores	1
Number of Corner Stores	6
Average Distance to SNAP Outlet	0.10
Average Distance to Grocery Store	0.37

Average Distance to the Nearest Grocery Store by Boston Neighborhood, 2010



# Food Security

## Recommendations

1. Advocate for the inclusion of a new, affordable grocery store in the neighborhood.
2. Advocate for developments to incorporate rooftop or ground level community garden plots in new residential development to enhance fresh food access in the neighborhood.
3. Support Harvest on Vine and other local food pantries and fresh food providers' operations as needed through development mitigation.

# Arts + Culture

## City Agencies

- **Mayor's Office of Arts and Culture (MOAC)** - City of Boston office; engages in cultural planning for new development and helps artists find dedicated artist space in the City
- **Boston Cultural Commission** - collaborates with MOAC to administer annual grants to local nonprofits that offer arts and culture programming in the City
- **Boston Arts Commission** - a volunteer body within MOAC, approves and commissions public artworks around the City

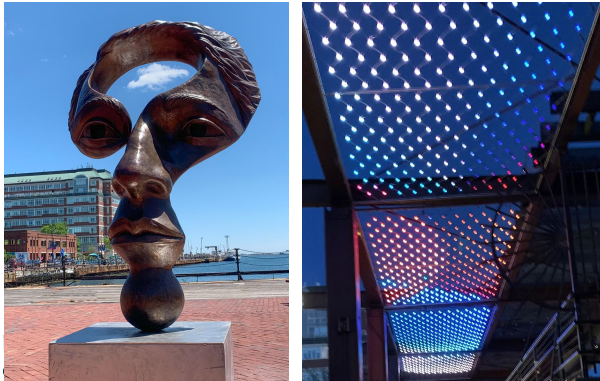
## Relevant Plans

- **Boston Creates Plan** (2016) - 5 goals with recommendations for implementation by 2026

## On-Going Work

- **Making Space for Art: Securing Cultural Infrastructure Study** (expected late 2023)
  - Plan by the Metropolitan Area Planning Council (MAPC), plus the Cities of Boston, Cambridge, and Somerville, which takes a regional approach to cultural assets.

# Arts + Culture





# Arts + Culture

## Recommendations

1. Maintain existing cultural assets and artist presence in Charlestown.
2. MOAC should continue to participate in development review to ensure that the spatial and programming needs of arts and culture uses are considered and accommodated in new private development. Public benefits in Charlestown should prioritize:
  - a. New locations for public art. Today in Charlestown, the Navy Yard has an abundance of public art, but the rest of the neighborhood, and the larger city, do not share that same wealth. The residential core of Charlestown, the Lost Village, and the areas west of Rutherford Avenue should all be prioritized for public art creation.
  - b. The creation of more artist work space.
  - c. The creation of new affordable musician rehearsal spaces.
3. MOAC and the BPDA should involve local arts and culture stakeholders in evaluating arts related impacts from new development through participating in public processes and nominations to advisory committees.
4. Implement the coming recommendations of the MAPC's Making Space for Art study.
5. Identify gaps Citywide in affordable work space for various creative uses - especially for uses that are currently at risk of losing space or cost-burdened by existing space - to ensure the long-term viability of the arts and culture economy in the City and how new growth in Charlestown can support identified needs. This was a key recommendation of the Boston Creates Plan.
6. Reduce restrictions on arts and culture uses in Multifamily Residential (MFR), Local Convenience (LC), Neighborhood Shopping (NS), and Local Industrial (LI) subdistricts across the neighborhood.

# Mobility

## City Agencies

- **Boston Transportation Department (BTD)** - City of Boston office; develops city-wide mobility policies (Go Boston 2030); plans and implements transportation improvement projects.
- **Public Works Department (PWD)** - City of Boston office; maintains city streets, bridges and other transportation infrastructure assets (street lights, etc.); implements major capital transportation improvement projects.

## Relevant Plans

- **Go Boston 2030** - Citywide mobility plan and guiding policies established in 2017. Goals:
  - Safety: Traffic fatalities and severe injuries will be eliminated
  - Access: Every Bostonian will be within a 10 minute walk of rapid transit, bikeshare, and carshare
  - Reliability: Citywide average commute to work time will reduce by 10%

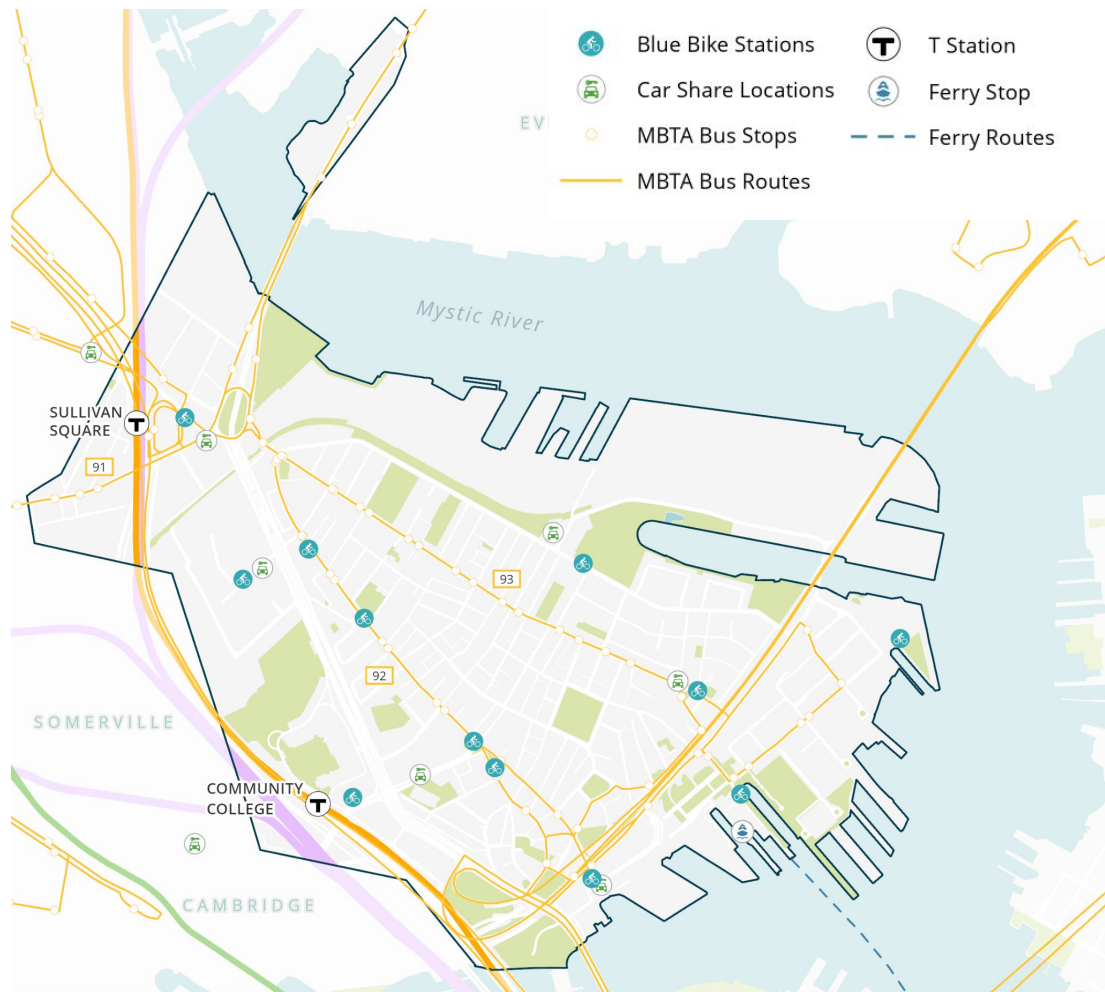
# Mobility Context

There are already a lot of on-going transportation projects in Charlestown that will expand transportation options and improve quality in the neighborhood :

- Orange Line Transformation - *MBTA*
- Bus Network Redesign (BNRD) - *MBTA*
- Rutherford Ave/Sullivan Square Reconstruction - *City of Boston BTD/PWD*
- Development of a Local Shuttle Network - *City of Boston*
- Formation of the Lower Mystic Transportation Management Association (*LMTMA*)
- N. Washington St Bridge Full Replacement - *City of Boston BTD/PWD*
- Mystic Ave/Maffa Way Bridges Reconstruction - *MassDOT*
- Lost Village Intersection Safety Improvements - *City of Boston BTD/PWD*
- Cambridge St Bridge Reconstruction - *City of Boston BTD/PWD*
- Gilmore Bridge Improvements - *MassDOT*

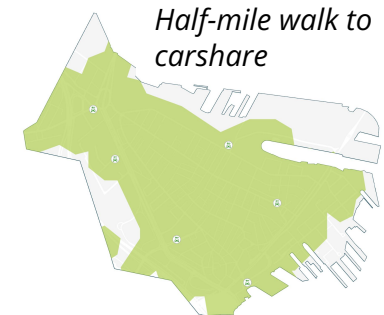
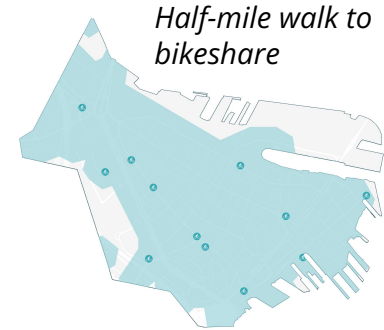
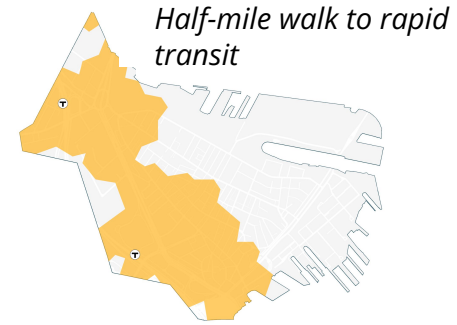
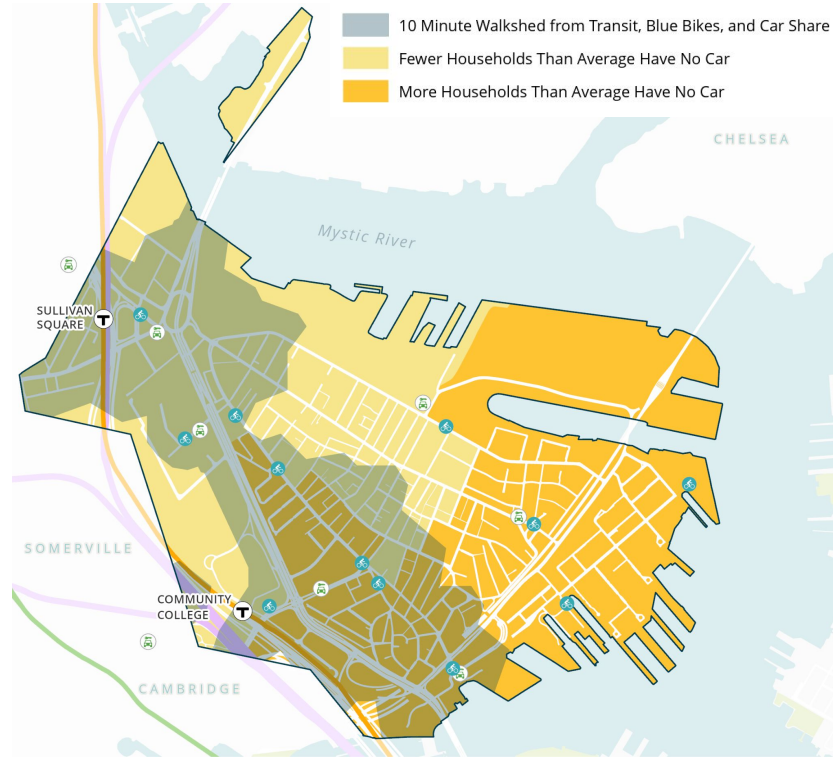
# Mobility Context

Key Challenges	Orig. Penin.	Lost Village	Navy Yard	Sully Sq / Rutherford
<b>Traffic Safety:</b> Instances of serious and fatal crashes	X	X	X	X
<b>Proximity to Rapid Transit:</b> Limited access to the Orange Line	X		X	
<b>Neighborhood Connectivity:</b> Limited access to local destinations in Charlestown		X	X	X
<b>Regional Roadway Connectivity:</b> Limited access to major regional roadway networks	X		X	
<b>Regional Traffic Congestion:</b> Negative health and quality of life impacts of regional through traffic		X		X



# Access to Transportation Options

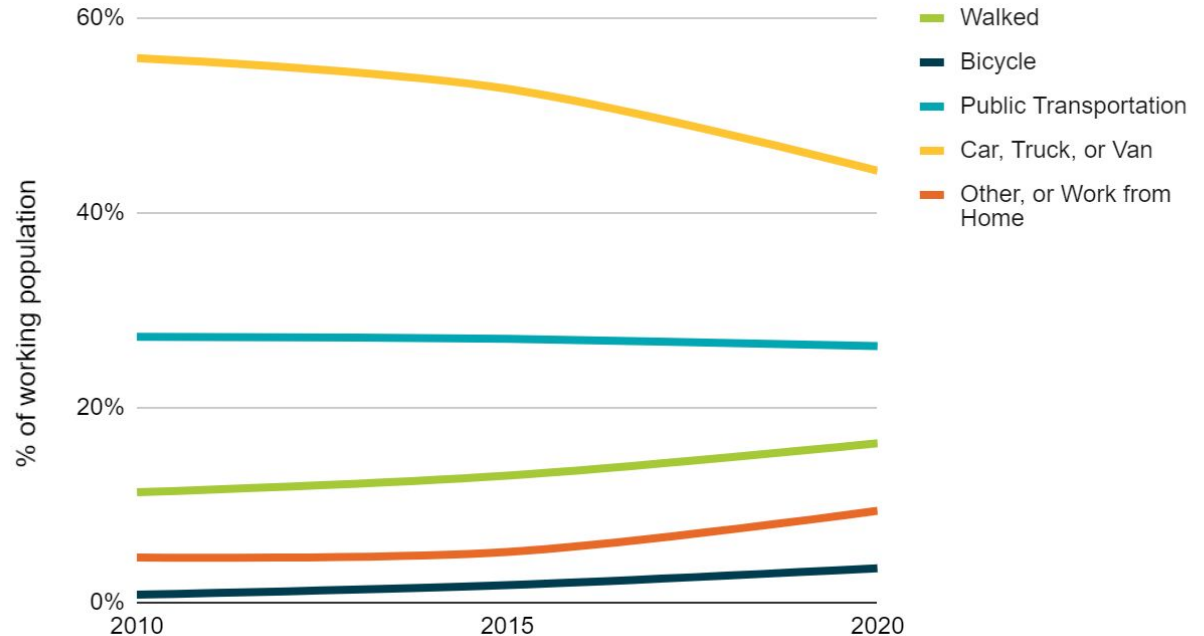
- Most of the neighborhood is within a half mile of bike and car-share
- Only 45% of residents are within a **half mile** of rapid transit today
- In the future, nearly 100% of residents will be within a **quarter mile** of high-frequency transit (service every 8-15 minutes all day)



# Travel Trends

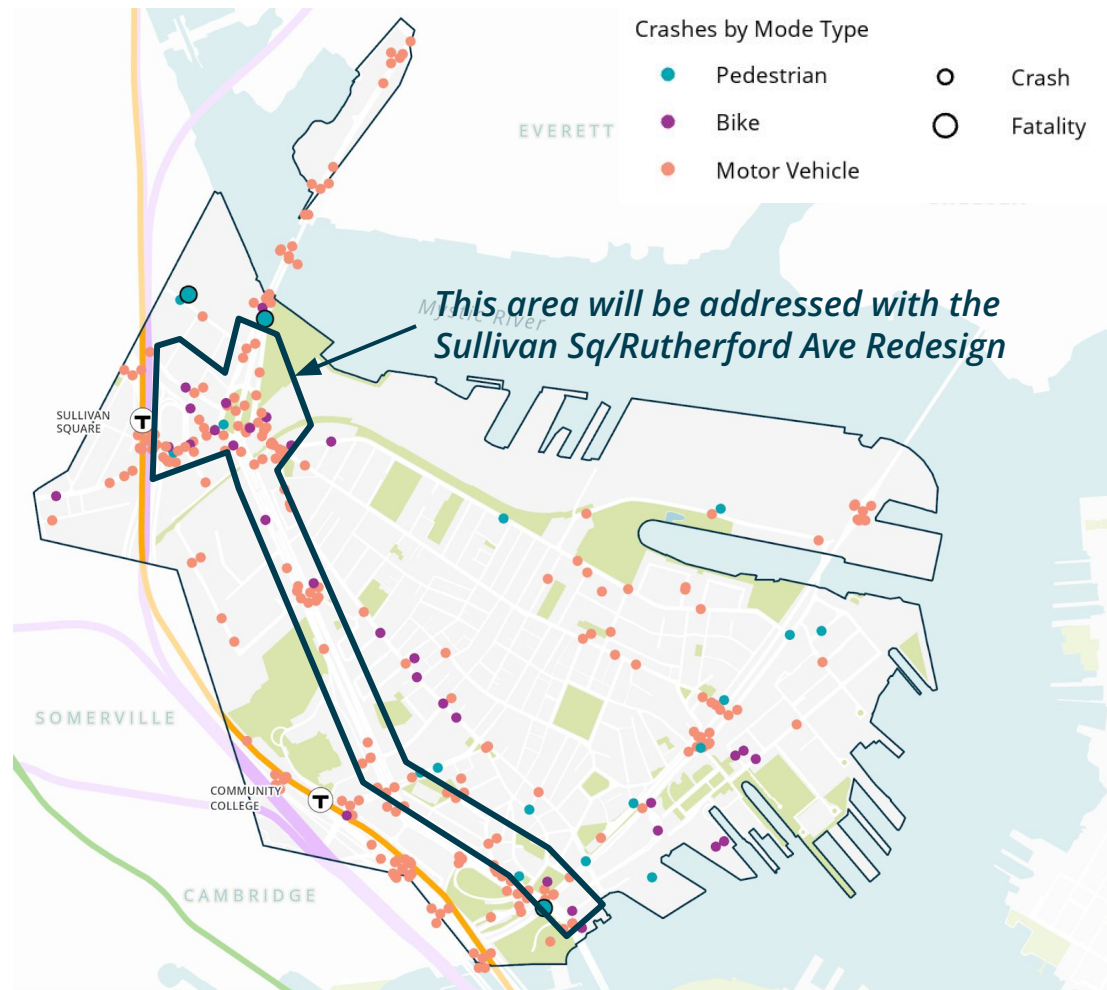
- 19% of Charlestown households today do not own a car. In some areas, up to 30% don't have a car.
- Charlestown residents bike to work at roughly double the citywide rate.
- Since 2010, driving commutes have dropped by over 20% while rates of walking, biking, and remote work increased.

Charlestown Commute Methods Over Time (ACS 5-year data)



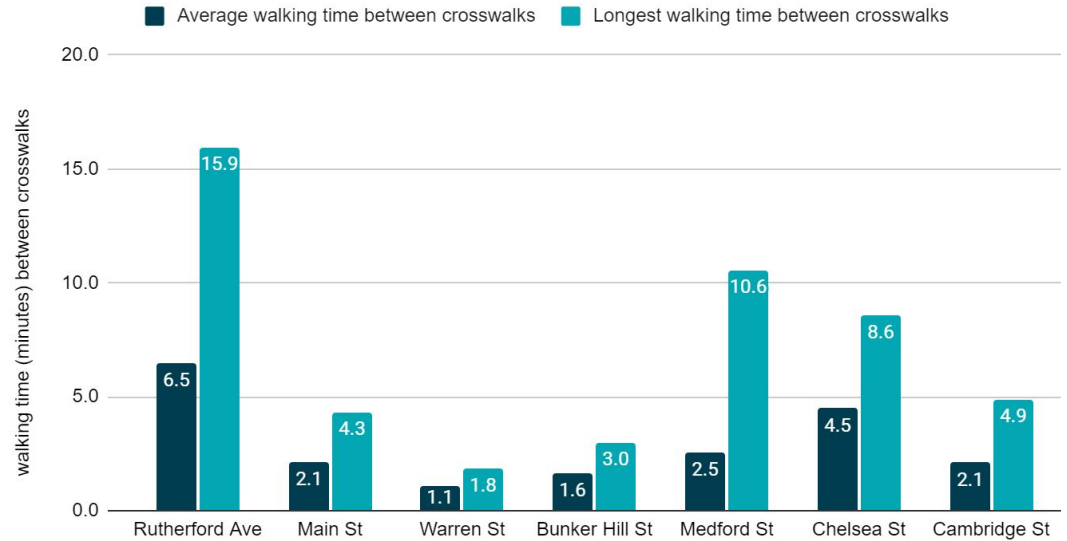
# Crash History

- Over 80% of crashes requiring an emergency response in Charlestown occur on major streets and highways
- Crashes by mode are concentrated in different areas of the neighborhood:
  - Pedestrian crashes along the edges of the neighborhood
  - Bike crashes along Main Street, in Sullivan Square, and in the Navy Yard
  - Car-only crashes around complex intersections



# Pedestrian Conditions

- Some streets have frequent and convenient crosswalk spacing, others do not.
- Heat has a large impact on pedestrian comfort especially in the center of the neighborhood and away from the waterfront
- Though this is not unique to Charlestown, most of the neighborhood's curb ramps are not compliant with disability standards. The City is required to install or upgrade over 1,500 curb ramps throughout the City each year until all ramps meet standards.





# Bike Conditions

- Even with one of the highest rates of biking in the City, Charlestown has very few existing bike lanes and paths.
- Many low-volume and low speed streets are comfortable for biking, however busier main streets within the neighborhood limit the utility of the network.
- Topography creates unique challenges for biking as well.
- Multiple ongoing projects will expand the bike network in Charlestown.



# Transit Conditions

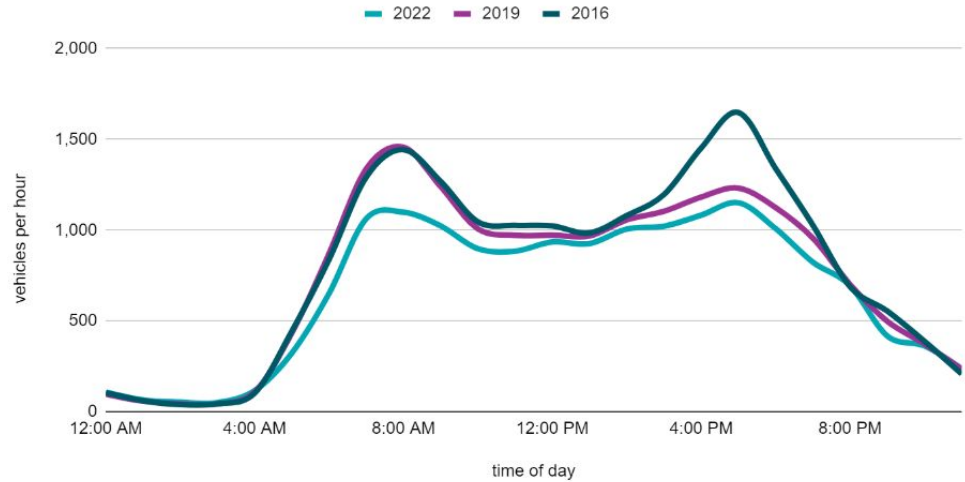
- Walking is the most common way (+50%) people reach the Orange Line
- Outside of Sullivan Square, existing bus ridership is highest in the area around the Bunker Hill Housing development
- The MBTA's Bus Network Redesign will deliver 2x+ as much bus service to the Original Peninsula than the existing system and create one-seat rides to many more destinations.



# Driving Conditions

- Though there are still pinch points in the neighborhood during peak hours, daily traffic volumes are trending downward pre-pandemic (2016/2017) and post-pandemic (2022)
- The majority of the reduction in traffic volumes is a result of peak-hour reductions in volumes
- Charlestown’s vast network of one-way streets helps to prevent cut through traffic, but also contributes to circuitous driving (and biking) routes

Traffic Volumes by Hour on Main Street South of Sullivan Square



Comparison of Peak Hour Intersection Volumes, 2016/17 - 2022

Intersection	AM Peak	PM Peak
Cambridge/Maffa	-24%	-12%
Rutherford/Austin	-7%	-10%
Rutherford/Rt 1 Ramps	-19%	-17%
Rutherford/N. Washington/Chelsea	-26%	-24%

# Curbside and Parking

- There are over 7,700 active resident parking permits registered to over 5,000 distinct households in Charlestown
- Roughly 45% of Charlestown households do not have a parking permit, roughly double the share of households that do not have a car
- Over 20 of parking permits are held by just 6% of households
- Outside of resident permit parking, few curbside regulations exist on Charlestown streets



# Mobility Recommendations

1. Leverage the many ongoing infrastructure projects to address Charlestown's safety, resilience, accessibility, and transit access needs.
2. Further study and develop plans for key corridors in Charlestown including Main Street, Medford Street, Bunker Hill Street, Chelsea Street, and Austin Street. Determine funding options for studies and implementation, which may include development mitigation, federal/state grants, or working through the City capital budgeting process.
3. Strengthen multimodal connections between the neighborhood and MBTA stations by:
  - a. Expanding bike parking at existing stations
  - b. Evaluating high-use bus stops throughout the neighborhood for addition of shelters, real-time arrival info, benches, trash cans, etc.
  - c. Providing accessible neighborhood shuttle services that stop throughout the neighborhood and at both Orange Line stations
  - d. Preserving transit service along the full length of Main St
  - e. Evaluating potential locations for new connections to Sullivan Square Station from the Lost Village
4. Establish a neighborhood bike network that connects riders of all ages and abilities to neighborhood destinations throughout Charlestown and to adjacent neighborhoods. Ensure all new development is accessible along streets that are comfortable for people biking.
5. Expand public carshare within the neighborhood to provide better options for occasional drivers.
6. Study existing one-way street patterning between Medford Street and Bunker Hill Street, taking into consideration transportation equity and practicality for people biking and driving.
7. Evaluate skewed intersections (i.e. intersections that don't meet at right angles) throughout the neighborhood to identify potential safety, sustainability, and operational benefits.
8. Emphasize walking, biking, and transit use as the standard for new development in Charlestown by:
  - a. Targeting growth close to the Orange Line
  - b. Requiring strong transportation demand management (parking maximums, Bluebikes, public carshare, etc.) in all projects
  - c. Refining the details of a new high frequency bus service along Rutherford Avenue, in coordination with the Rutherford Avenue redesign
  - d. Establishing design standards for new streets
  - e. Studying the addition of a Sullivan Square Commuter Rail Station
  - f. Establishing smaller residential permit parking zones that separate the Original Peninsula, Navy Yard, and Lost Village from the areas where growth is planned

# Additional Zoning Recommendation

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*Patricia Cafferky, Senior Planner*



**boston planning &  
development agency**

# Zoning Recommendations Recap

## Housing

1. Update the zoning code to allow housing wherever feasible, to densities that will encourage the creation of affordable housing, especially new housing which would be required to follow the City of Boston's Inclusionary Development Policy and result in more affordable housing units .

## Retail

2. Make residential uses 'Conditional' in the zoning code in Local Convenience (LC) and Neighborhood Shopping (NS) subdistricts, to reduce competition between land uses.
3. Make needed retail uses, like laundromats and gyms, less restricted in LC and NS subdistricts

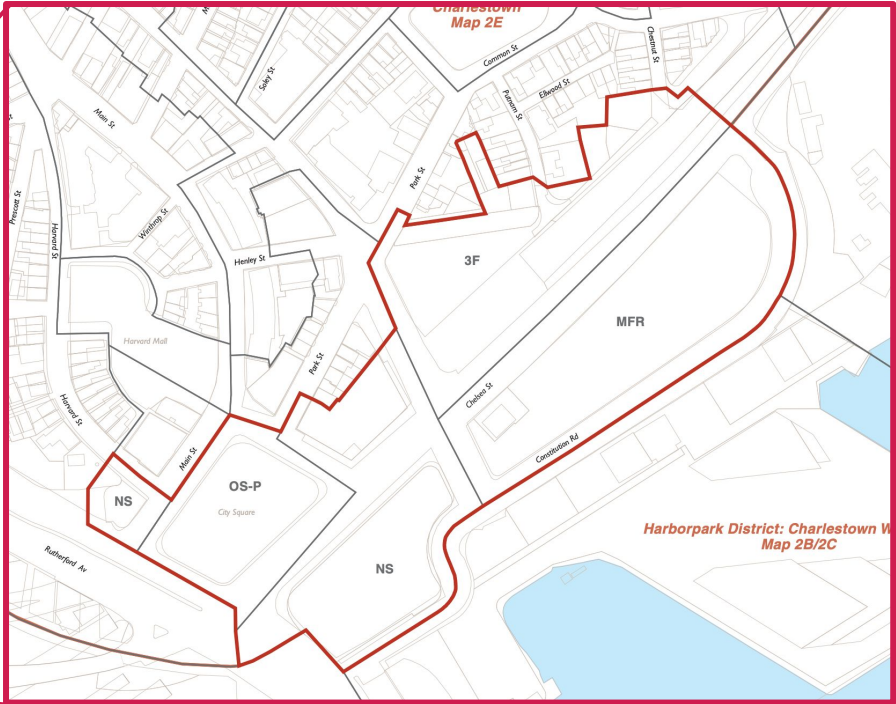
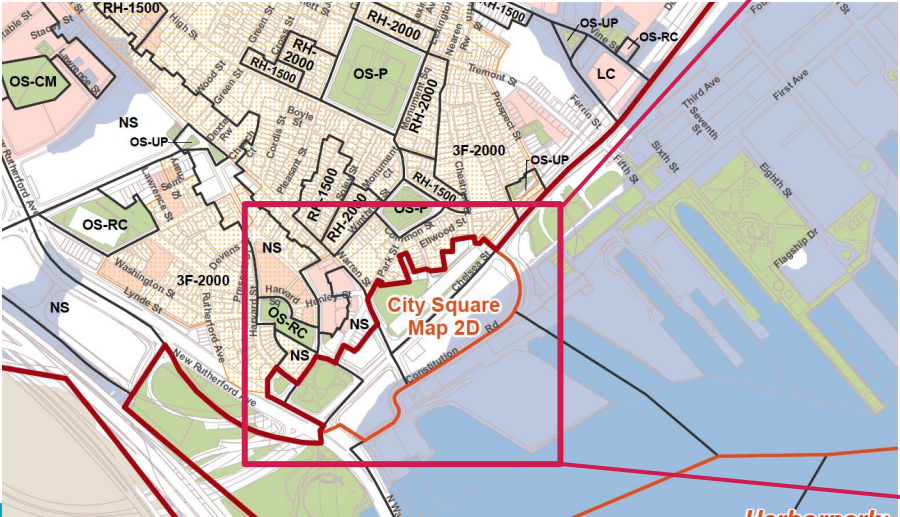
## Arts + Culture

4. Reduce restrictions on arts and culture uses in Multifamily Residential (MFR), Local Convenience (LC), Neighborhood Shopping (NS), and Local Industrial (LI) subdistricts across the neighborhood.

# Bringing City Square into the Charlestown Neighborhood Zoning

- Quick Facts**

- City Square has 4 land use subdistricts, all of which Charlestown also has:
  - 3F, MFR, NS, and OS

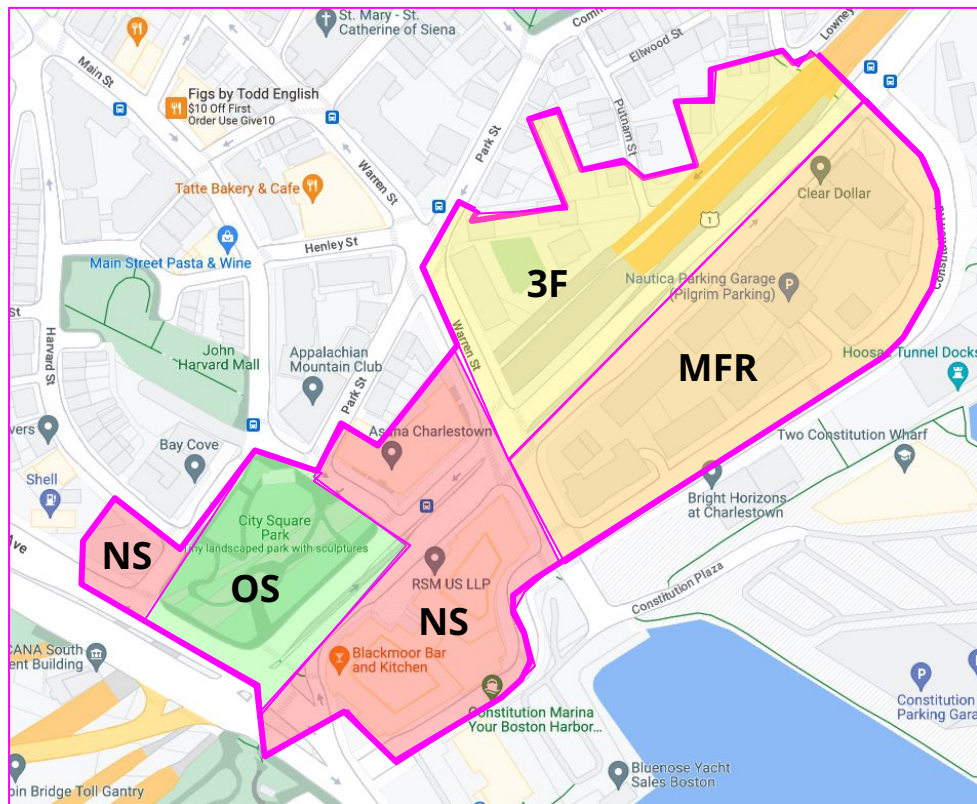




# Bringing City Square into the Charlestown Neighborhood Zoning

## Quick Facts

- City Square Article 58 was added in 1995. Charlestown Neighborhood District was created the following year, in 1996.
- City Square zoning was set up 4 years into the Big Dig, as part of the City Square Tunnel creation. City Square park was created as part of that project.
- City Square and Charlestown's Dimensional zoning are **100% the same**
- City Square and Charlestown's allowed Land Uses are **80% the same.**



# Questions?

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*Please hold comments to **2 Minutes MAX***



# Next Steps

- *Draft PLAN Release*
  - *End of July, Comment Period to follow*
- *Draft PLAN Release Public Meeting*
  - *Tentative: Thursday, Aug. 3, 2023 6:00 PM - 8:00 PM*
- *Final PLAN Release*
  - *Tentatively September*