



**PLAN: Charlestown**

# **BPDA Board**

*September 28, 2023*



**boston planning &  
development agency**

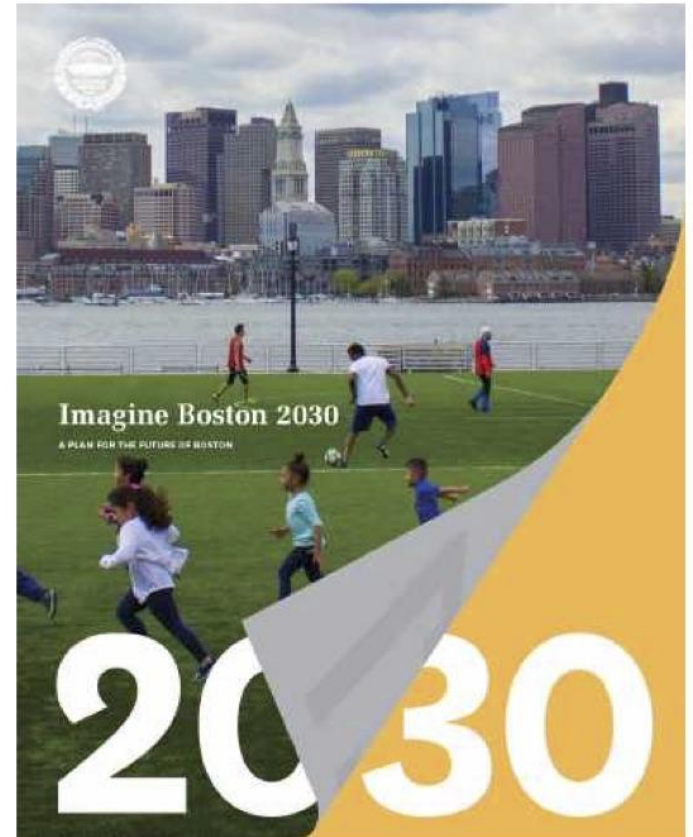


# Why PLAN: Charlestown?

## What is Imagine Boston 2030?

Begun in 2015 and completed in 2017, Imagine Boston 2030 (IB2030) is the first citywide plan in 50 years.

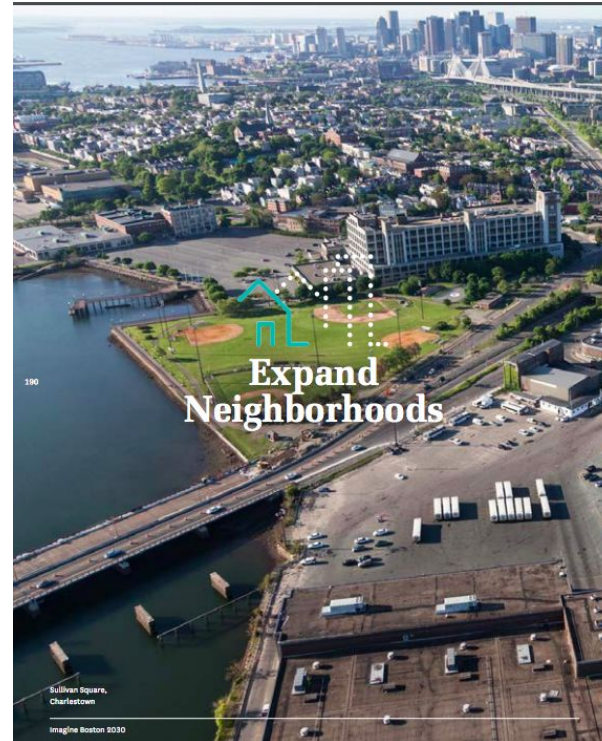
It created the guiding principles and framework to guide all growth in the City of Boston. In partnership with the BPDA, the City of Boston can ensure that priorities are carried out through creative and thoughtful land use regulations and guiding principles.



# Expand Neighborhoods - IB2030

*Provide significant new mixed-use housing and encourage job growth in transit-accessible areas at the edges of existing neighborhoods to reduce housing-price pressure, expand access to opportunity, and stitch together the physical fabric of the city.*

- ★ Encourage Housing Growth
- ★ Encourage Job Growth
- ★ Coordinate Planning and Pilot Policies
- ★ Prepare for Climate Change
- ★ Improve Transportation Connections
- ★ Guide Infrastructure Investment
- ★ Invest in Public Realm & Open Space
- ★ Encourage Contextually Sensitive Development
- ★ Support Industrial Uses
- ★ Guide Proactive Infrastructure Investment and Leverage Development Value

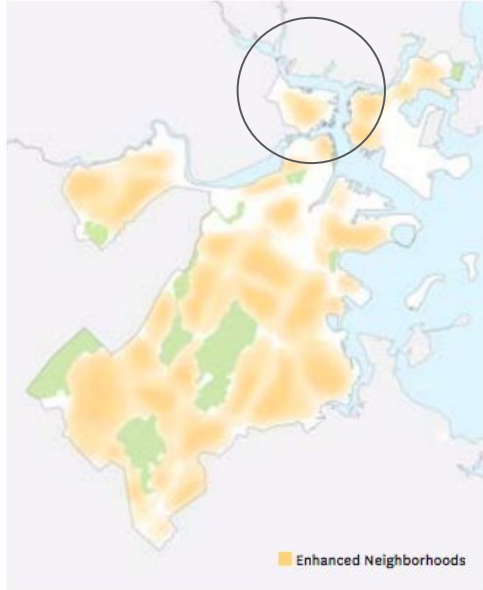


## Sullivan Square

Sullivan Square can become a walkable, mixed-use job and housing center, capitalizing on the area's transit access, publicly-owned land, and proximity to growing job centers.

# The Opportunity of Growth - IB2030

Many of these areas will continue to host essential industrial functions and transportation infrastructure. Other areas have potential for transformative terra-firma and air-rights development to produce job and housing growth that addresses longstanding physical and social barriers. (IB2030- p.192)



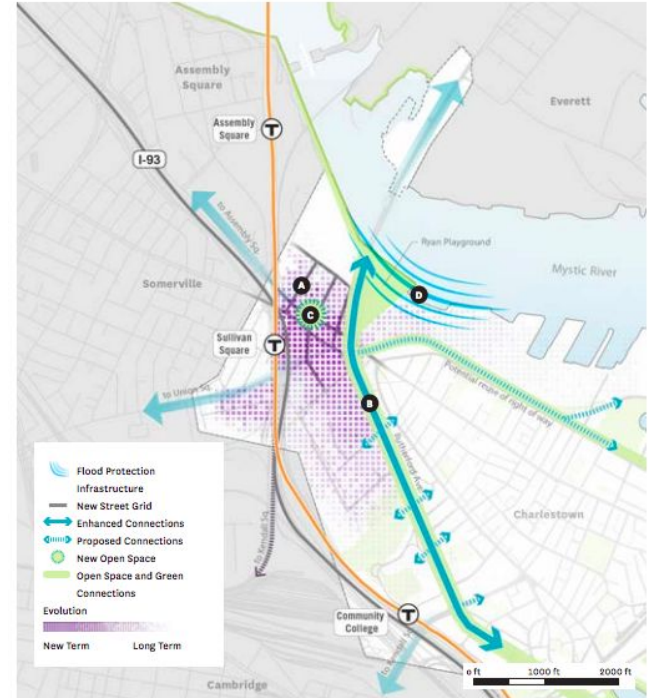
## ↑ Enhance neighborhoods

Improvement of the public realm and contextually sensitive development will improve neighborhood vitality, services, and affordability, while affirming each neighborhood's distinct identity.



## ↑ Expand neighborhoods

Significant new mixed-use housing and job growth in transit-accessible areas at the edges of neighborhoods will reduce housing-price pressure, expand access to opportunity, and stitch together the physical fabric of the city.



- A** Walkable street grid to support mixed-use growth
- B** Transportation and streetscape investments
- C** Open space investments
- D** Climate ready infrastructure

# Recommendations for Sullivan Square (IB2030)

## Key Actions

- › Mixed-use zoning, development of a walkable street grid around Sullivan Square, and strategic disposition of publicly-owned parcels to support job and housing growth
- › Collaboration on transportation and streetscape investments to connect to nearby job centers in Cambridge, Somerville, Everett, and Downtown Boston
- › Open space and public-realm improvements to enhance and strengthen walking and biking connections to nearby residential areas
- › Strategic protection against flooding from the Mystic and Charles Rivers

**Other Geographies Named w/ this Context in IB2030:**  
Suffolk Downs, Beacon Park Yards, Newmarket & Widett Circle, Readville



# What is PLAN: Charlestown?

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**PLAN: Charlestown** examines needs from today to **30 years** into the future.

It is a high-level **framework** that is **informed by present-day challenges** to respond to pressures of development with guidelines **for more predictable outcomes** and proactively create actionable steps to ensure that current and future neighborhood residents needs are met.



# Vision Statement

PLAN: Charlestown Advisory Group

*"In 2050, Charlestown is a thriving, diverse, accessible, and resilient neighborhood where residents can safely and more easily walk, bike, or bus to new parks, plazas, neighborhood amenities, and active waterfront areas."*

*These improvements unite an enhanced historic residential fabric with new homes and jobs which support small businesses, as well as families of all types, sizes, and income levels."*



# PLAN: Context

This PLAN projects that **by 2050**, Charlestown's population has the potential to **increase by up to 80%**, but likely closer to the population from 1950.

The maximum projection **assumes that every parcel in the neighborhood would have to be built out to the maximum allowed** by the planning framework described in the Sullivan & Rutherford section, and that the majority of the development would be housing.

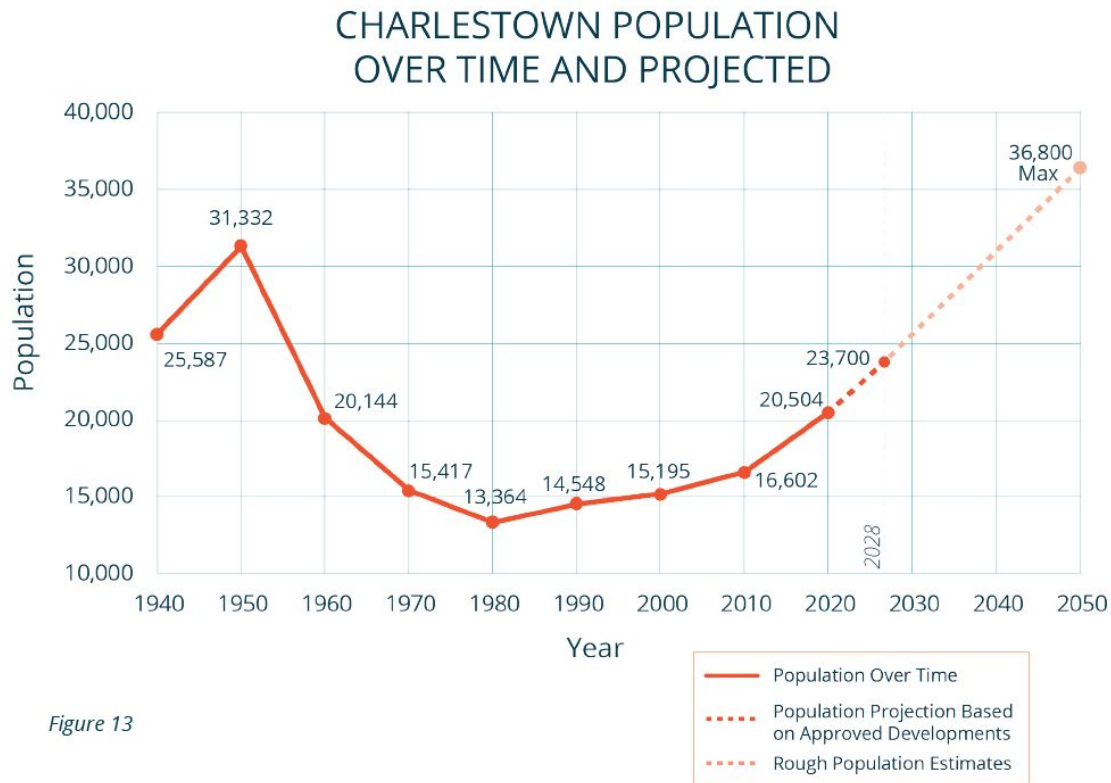


Figure 13

# PLAN: Goals

- **Mobility:** Ensure access to travel choices that connect people to key destinations in and out of the neighborhood safely and reliably.
- **Housing:** Expand affordable, sustainable, and diverse housing opportunities that allow existing and future residents to grow up, stay, and age within the community.
- **Climate & Environment:** Enhance and grow Charlestown's collection of green spaces and cultivate a healthy and resilient environment.
- **Urban Form & Public Realm:** Generate new predictable and contextual investment in the built environment that contributes to an active public realm and celebrates the neighborhood's past.
- **Jobs & Businesses:** Grow and strengthen Charlestown's local businesses and job opportunities to create a diverse and resilient economy.

# PLAN: Structure

**Neighborhood  
Needs Analysis**  
[Entire Neighborhood]

**Sullivan + Rutherford  
Planning Framework**

**Urban Design  
Guidelines - 2 sets**

[Sullivan Sq +  
Rutherford Ave]

[Original Peninsula +  
Lost Village - excluding  
the Navy Yard]

## *Chapter 6*

### **Charlestown Navy Yard**

- Compendium of past plans
- Highlights **recommendations from past plans** that align with current goals but have yet to be implemented

## *Chapter 7*

### **Implementation**

- Includes information on Planning Advisory Council and how BPDA/COB will facilitate implementation
- Recommendations table - **collects all recommendations** from all Chapters of the PLAN into one place.
- Minor zoning updates - proposed changes explained

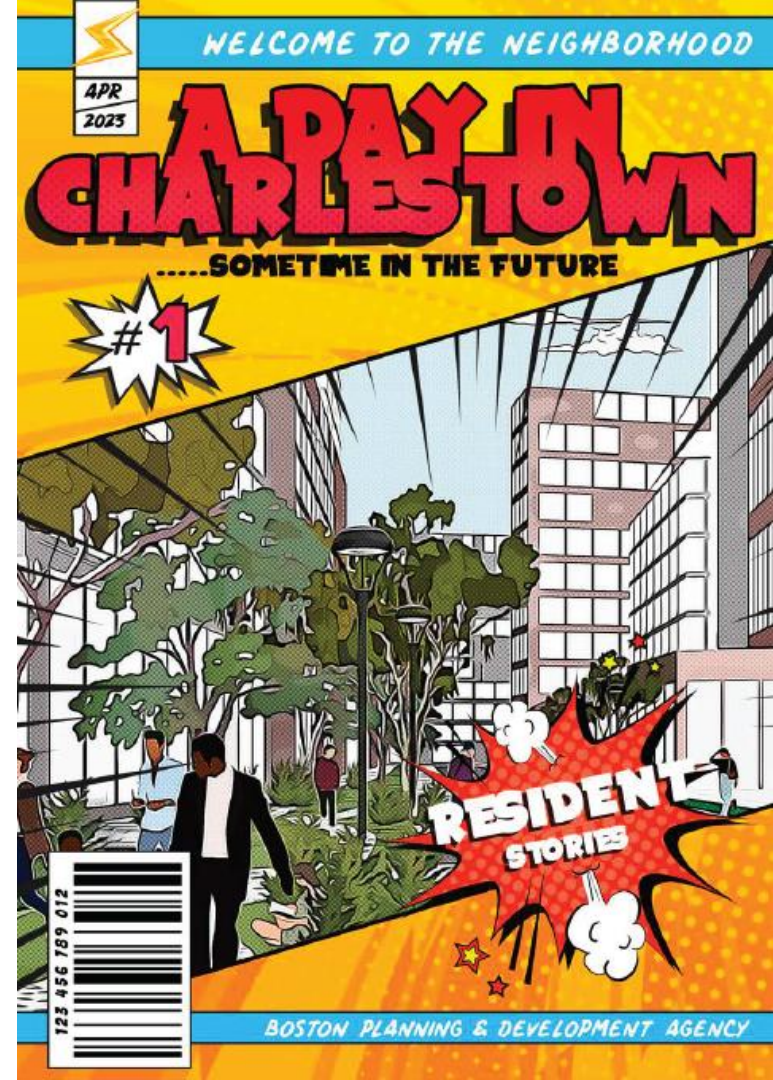
# Outreach & Engagement

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# Engagement & Outreach

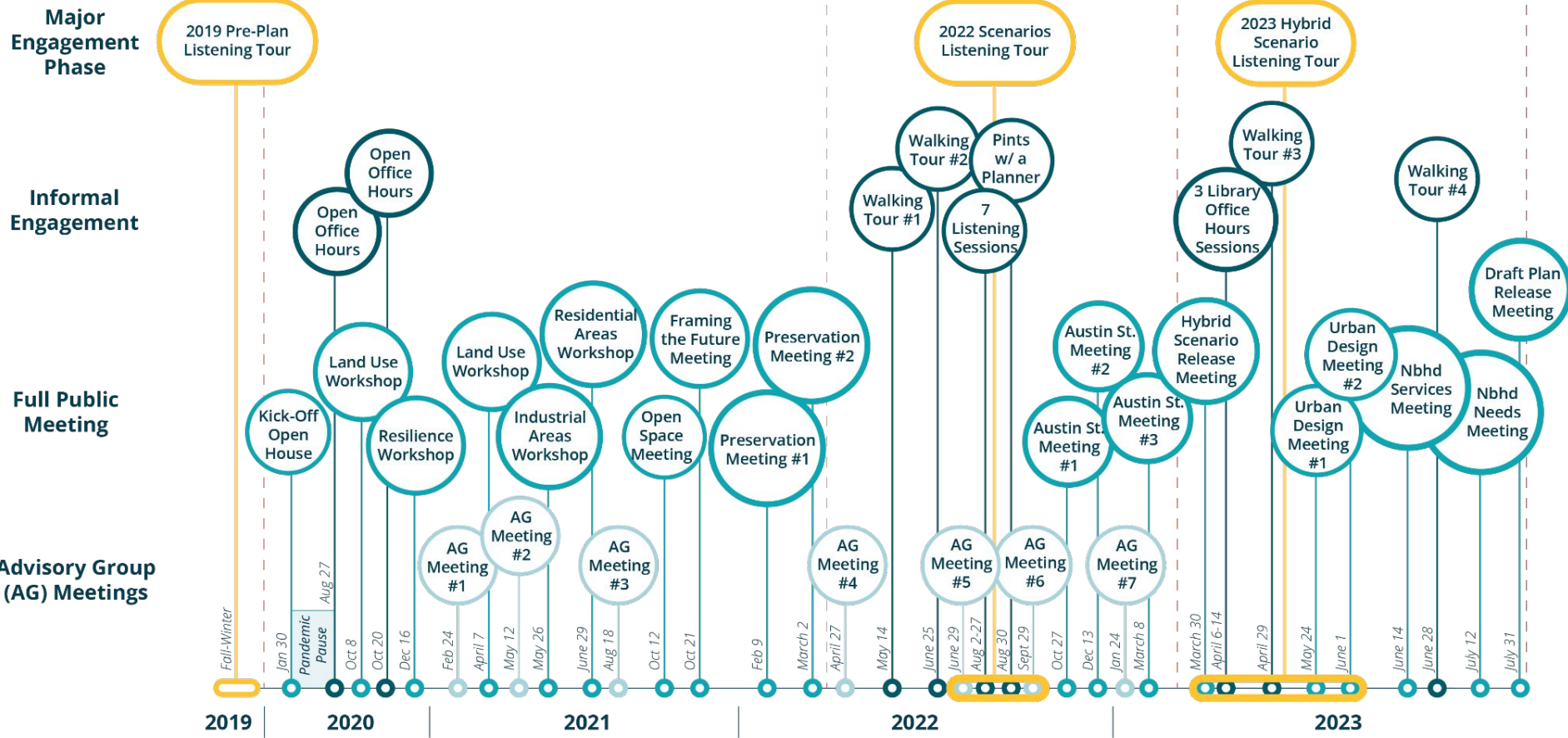
*Accessible through many formats and outlets*

- 4 Neighborhood Walks (in-person)
- 3 Charlestown Neighborhood Assoc. (CNC) Meetings
- Office Hours at Library – 3 (13+ hours committed)
- Charlestown Mothers Association, NewTown residents, Bunker Hill Res. Alliance, Preservation Society, Turn It Around, BPS student events – *All in-person*
- 20 Public Meetings
- 7 Advisory Group (AG) meetings
- 5 Chat with a Planner events
- 7 Listening Sessions
- Needs Analysis Topic Area Stakeholder interviews
- Map.Social - interactive online mapping tool (192 responses)
- Graphic Novel developed by Interboro Partners →
- GIS StoryMap for Zoning Scenarios and Preference Survey (952 responses)



# Engagement Timeline

← Visioning + Goals →      ← Scenarios Development →      ← Recommendations Development →



# PLAN: Closeout & Comment Period

## PLAN Timeline:

- **Draft PLAN release:** July 28, Public Meeting July 31
- **Draft Zoning Released:** August 18
- **Zoning Virtual Office Hours:** August 21
- **Revised Draft PLAN Release:** September 6
- **Revised Draft PLAN & Zoning Public Meeting:** September 11
- **Final Draft Release:** Septembers 25

## Comment Period:

- **Original comment period:** July 28th to September 6th, 2023 (40 days)
- **Extended comment period:** end on September 21st, 2023 (55 days)

## # of Responses:

- Final PLAN Survey Responses received: 257 (as of 9/21/23)
  - Physical Survey Responses received: 8 (as of 9/21/23)
  - Other Comments received: 159 (as of 9/21/23)
- \*All comments have been anonymized and posted on the project page





# Transportation Analysis

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- ★ *Improve Transportation Connections*
- ★ *Guide Infrastructure Investment*
- ★ *Guide Proactive Infrastructure Investment and Leverage Development Value*

# Transportation Analysis & Recommendation Process

*An iterative approach to aligning future growth and transportation systems*

1



2



3



4

## Understand

**Answers the question:**  
How well do our transit systems and streets function in the future based on existing conditions and planned investments?

## Test

**Answers the question:**  
How does planned growth affect how well our streets and transit systems function in the future?

## Refine

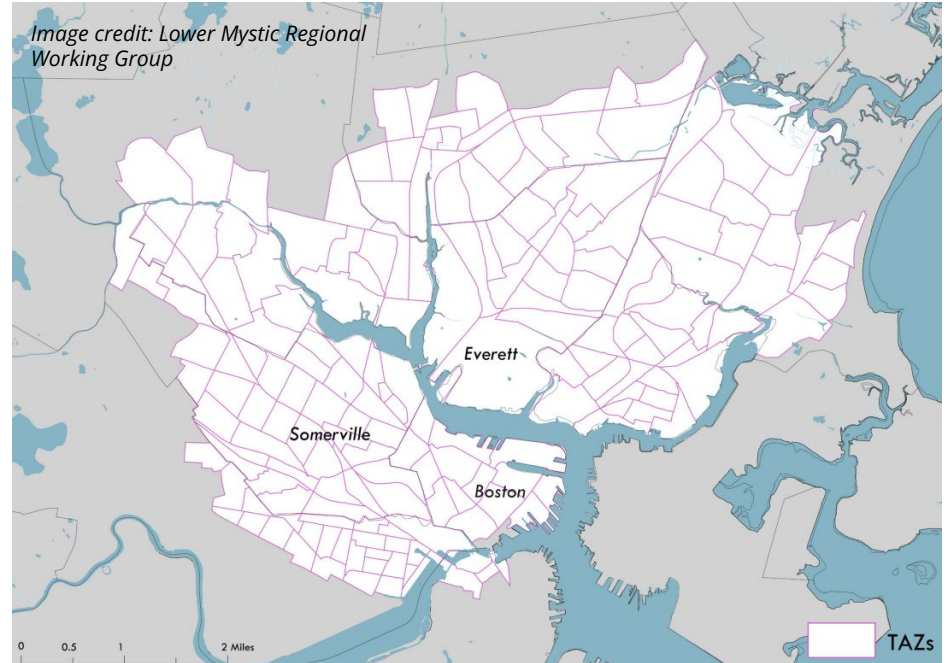
**Answers the question:**  
What changes should be made to either the allowed growth or transportation systems based on analysis results?

## Finalize

**Answers the question:**  
What final recommendations should PLAN: Charlestown make regarding allowed growth or transportation systems?

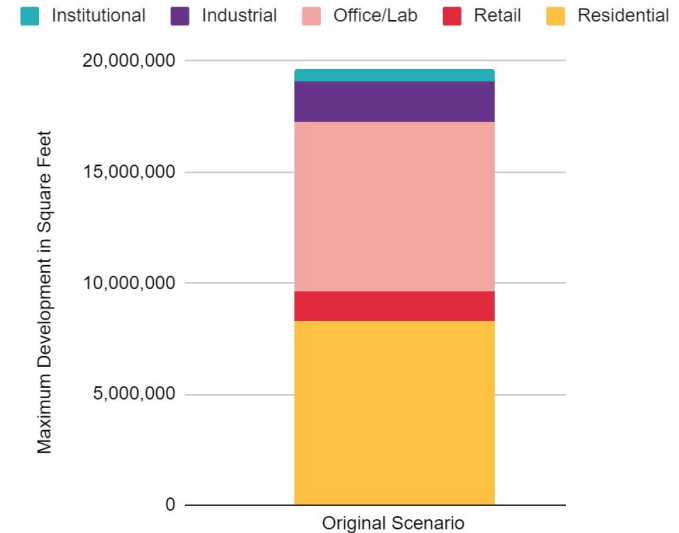
# Transportation Analysis Step 1: Understand

- Using the Boston Region's 2040 multi-modal comprehensive model, we developed an updated "Future Baseline" sub-area model to test PLAN Charlestown proposals for land use and transportation improvement ideas
- Key assumptions of the model include:
  - Projected job and population growth from around the region (36% and 38% increase, respectively)
  - The updated bus network from the MBTA's Bus Network Redesign
  - Completion of Orange Line Transformation with more frequent service (6 minutes in peak periods)
  - Updated assumptions for the reconstruction of Rutherford Avenue/Sullivan Square



# Transportation Analysis Step 2: Test

- Tested peak-hour conditions for the initial PLAN: Charlestown land use scenario (~20M sf)
- Included assumptions around additional transportation improvements:
  - Increase in Orange Line service to every 4.5 minutes in peak periods
  - New Sullivan Square commuter rail station
  - Network of neighborhood shuttles providing missing connections (i.e. Medford St corridor)
  - New street networks in growth areas
- Analysis process includes:
  - Estimating # of new trips
  - Assigning each trip to a mode
  - Estimating the start and end location for each trip
  - Assigning each trip to a specific transit or roadway route
- Generates results to help evaluate how new trips impact capacity and what refinements are needed

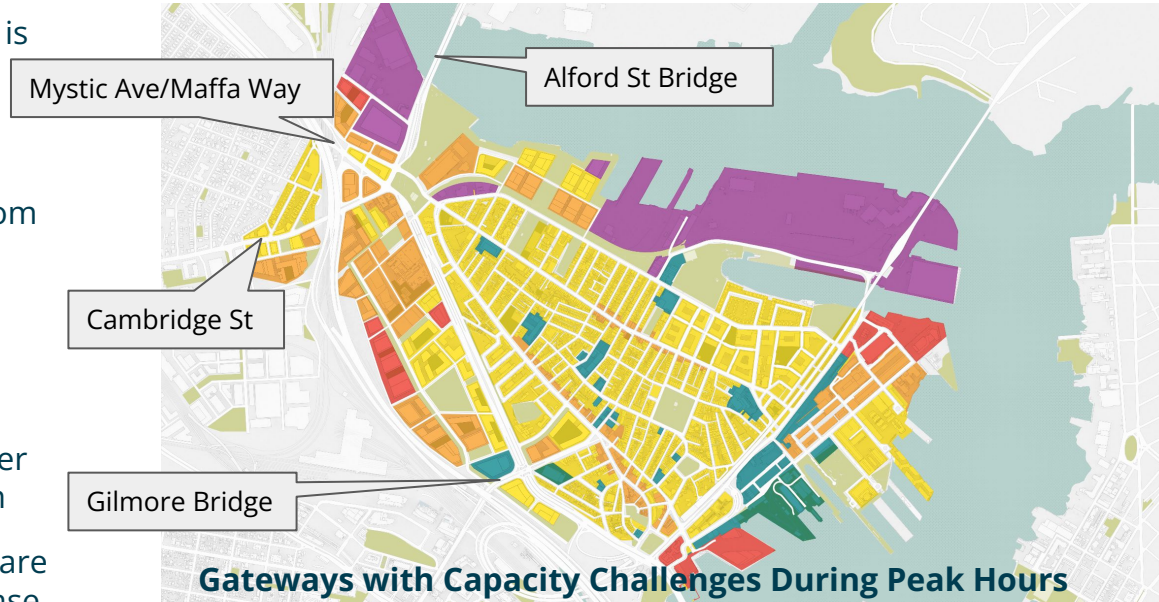


# Transportation Analysis Step 2: Test

*How does growth affect the capacity of Charlestown's transit system and streets?*

## Main Takeaways from Initial Analysis:

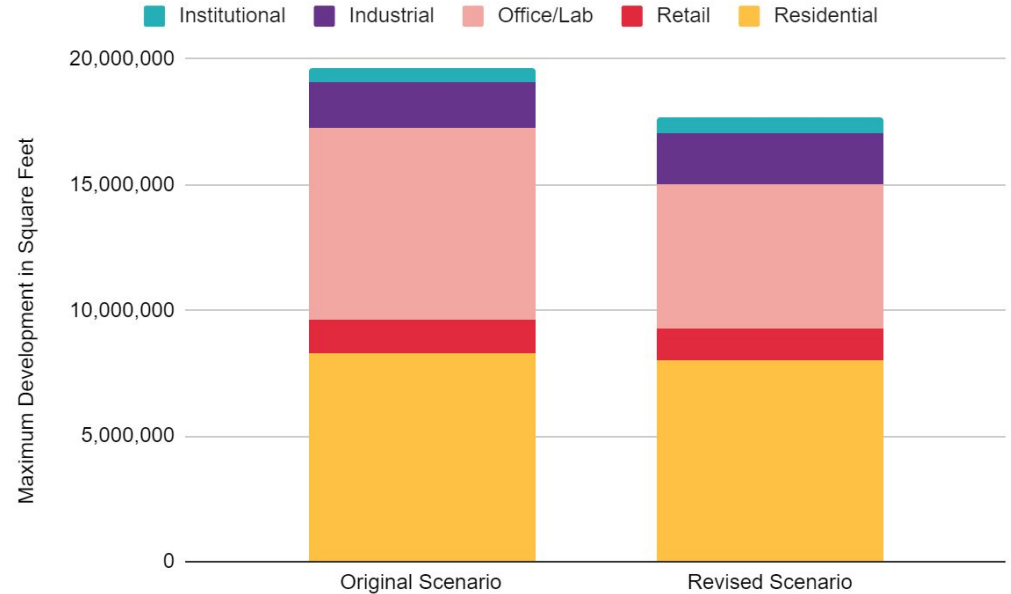
- Within Charlestown, the Orange Line is expected to have capacity to accommodate new riders
- Bus routes pushed over capacity, in particular the T7 (Bunker Hill St to/from Downtown)
- Reinforced the need for a connected network of streets for growth areas
- Some gateways in and out of the neighborhood are pushed further over capacity, particularly in the afternoon
- Streets within the Original Peninsula are not expected to see noticeable increase in traffic



# Transportation Analysis Step 3: Refine

*What changes in land use and buildout can help alleviate key challenges?*

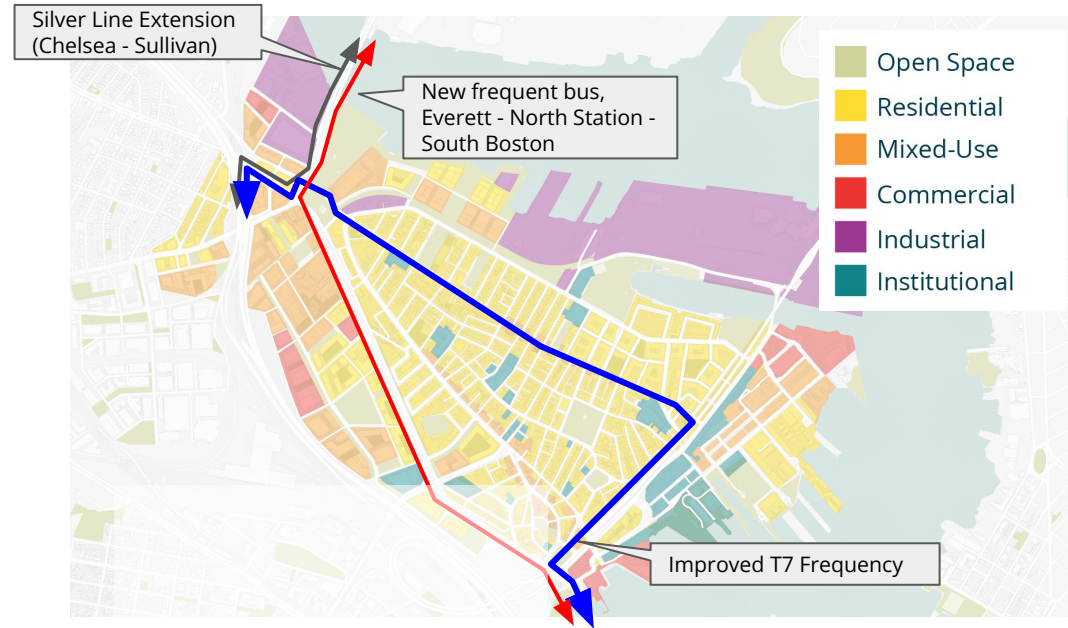
- Reduced overall square footage allowed by 10% to reduce the total number of new trips (roughly 2M square feet)
- Adjusted composition of land uses to help manage total peak hour trips
  - Reduced the amount of office/lab by 24% and replaced with residential to rebalance trips across different times of day and directions



# Transportation Analysis Step 3: Refine

*What transportation investments could help alleviate key challenges?*

- Silver Line Extension from Chelsea to Sullivan Square
- New frequent bus service on Rutherford Ave
- More frequent bus service on the T7 Bunker Hill Street route (every 7 minutes at peak)
- Refinements to the proposed network of neighborhood shuttles providing missing transit connections (i.e. Medford St corridor)





# Transportation Analysis Step 4: Finalize

*Transportation recommendations in response to analysis*

## Transit Service:

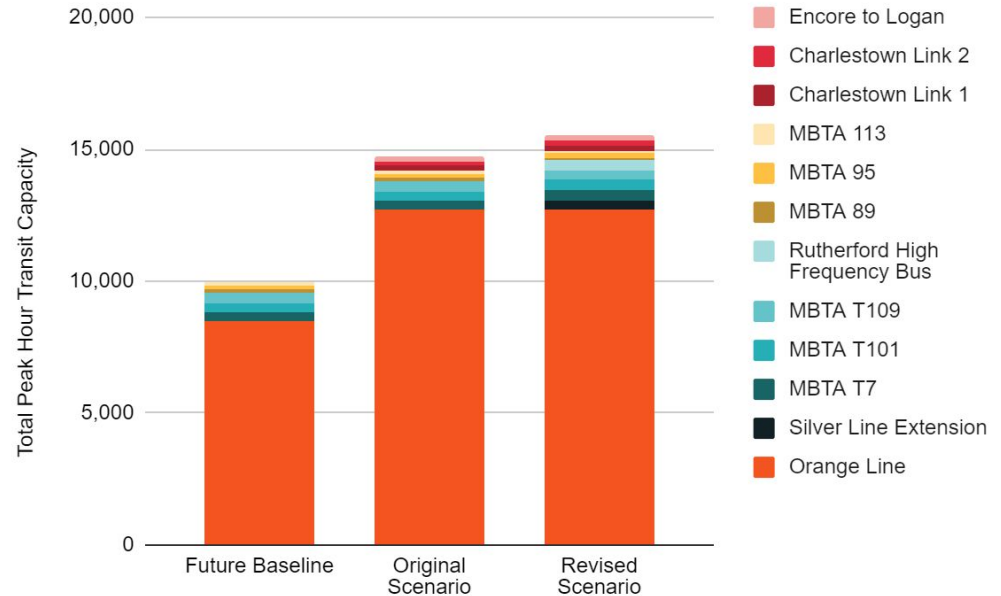
- Implementation of the Bus Network Redesign is critical (100% of Charlestown will be within a 1/4 mile of a high-frequency bus route)
- High frequency bus service on Rutherford Ave would be well utilized
- More frequent T7 bus service on Bunker Hill St (every 7 minutes at peak) is needed
- Silver Line Extension from Chelsea to Sullivan Square would improve this connection
- Network of neighborhood shuttles provide missing connections (i.e. Medford St corridor)

## Transportation Network:

- A network of interconnected streets in the growth areas is crucial
- New pedestrian/bike connections to Cambridge and Somerville under I-93
- A complete and interconnected bike network

## Land Use Changes Are Critical:

- Overall reduction in vehicle trips by 10% - 12%
- Key gateways improve the most



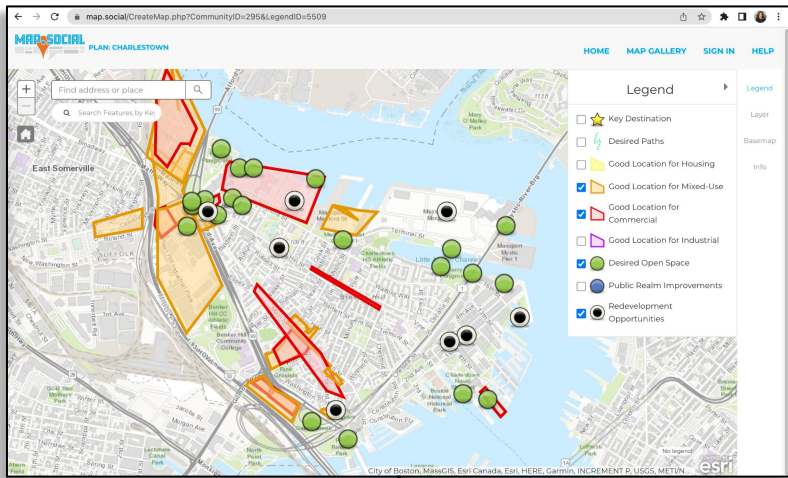
# Projects in the Implementation Pipeline

*Significant investments are already made to major infrastructure improvements in Charlestown*

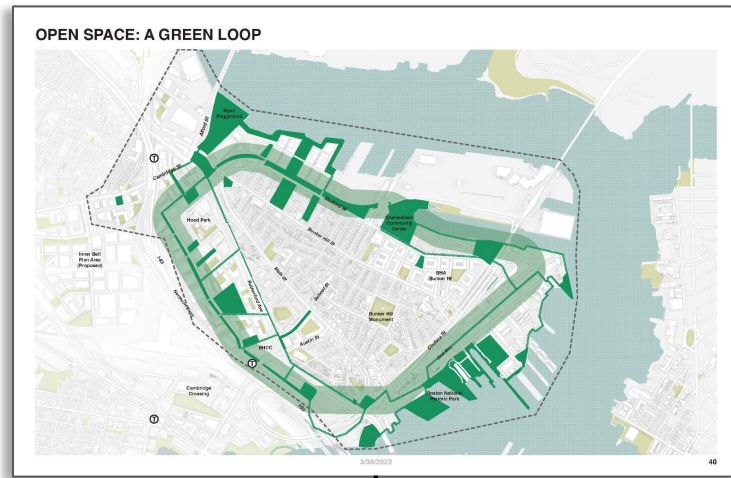
Major Public Infrastructure Project	Project Status	Funding Status	Expected Completion	Total Funding Committed	Implementing Party
Lost Village Intersection Improvements	In Design	Construction Funded	2024	\$1,590,000	City of Boston
N. Washington Street Bridge	Under Construction	Construction Funded	2025	\$177,000,000	MassDOT
Mystic Ave/Maffa Way Bridges	In Design	Construction Funded	2026	\$65,000,000	MassDOT
Cambridge Street Bridge	In Design	Construction Funded	2027	\$16,600,000	City of Boston
Rutherford Avenue/Sullivan Square	In Design	Construction Funded	2030	\$198,800,000	City of Boston/MassDOT
Gilmore Bridge Improvements	Planning Stage	Planning Study Funded	2033		MassDOT
Tobin Bridge Replacement	Planning Stage	Planning Study Funded	2040		MassDOT
				\$458,990,000	

# Iterative Planning

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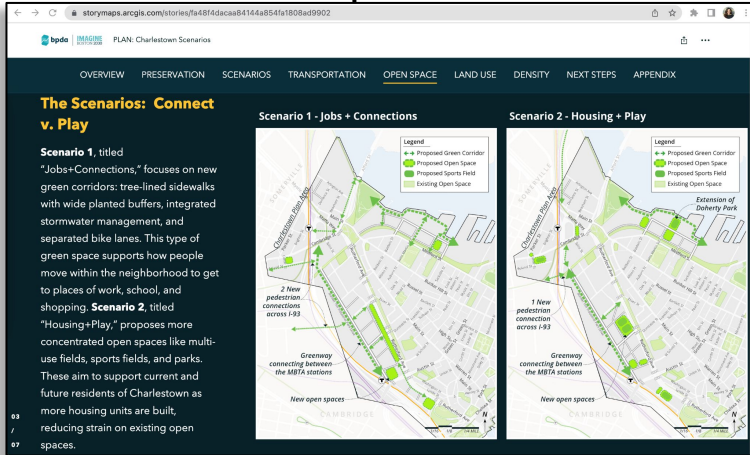


Iteration 1: Summer '21



Iterations 4+5: Winter/Spring '23

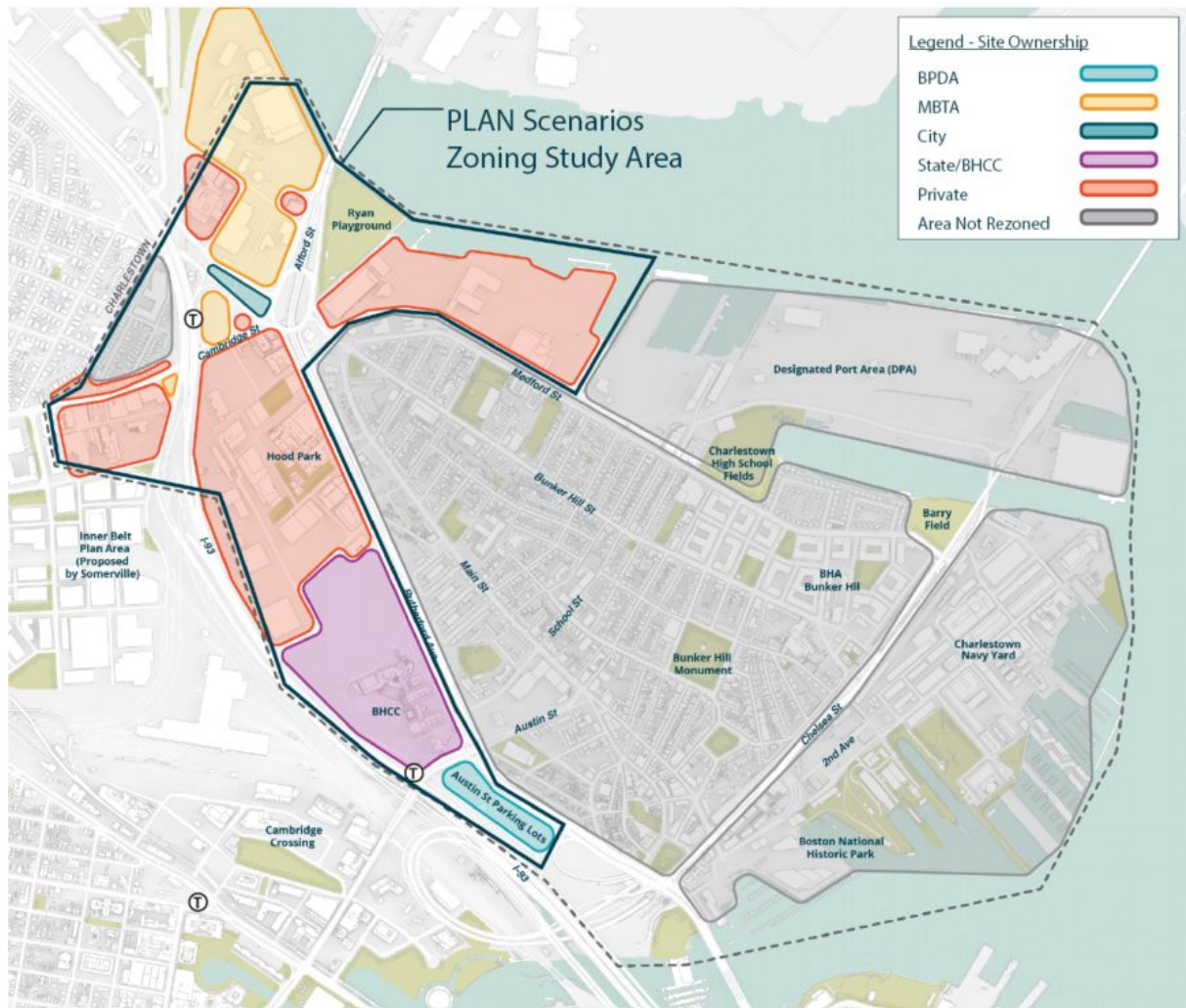
Iterations 2+3: Summer '22



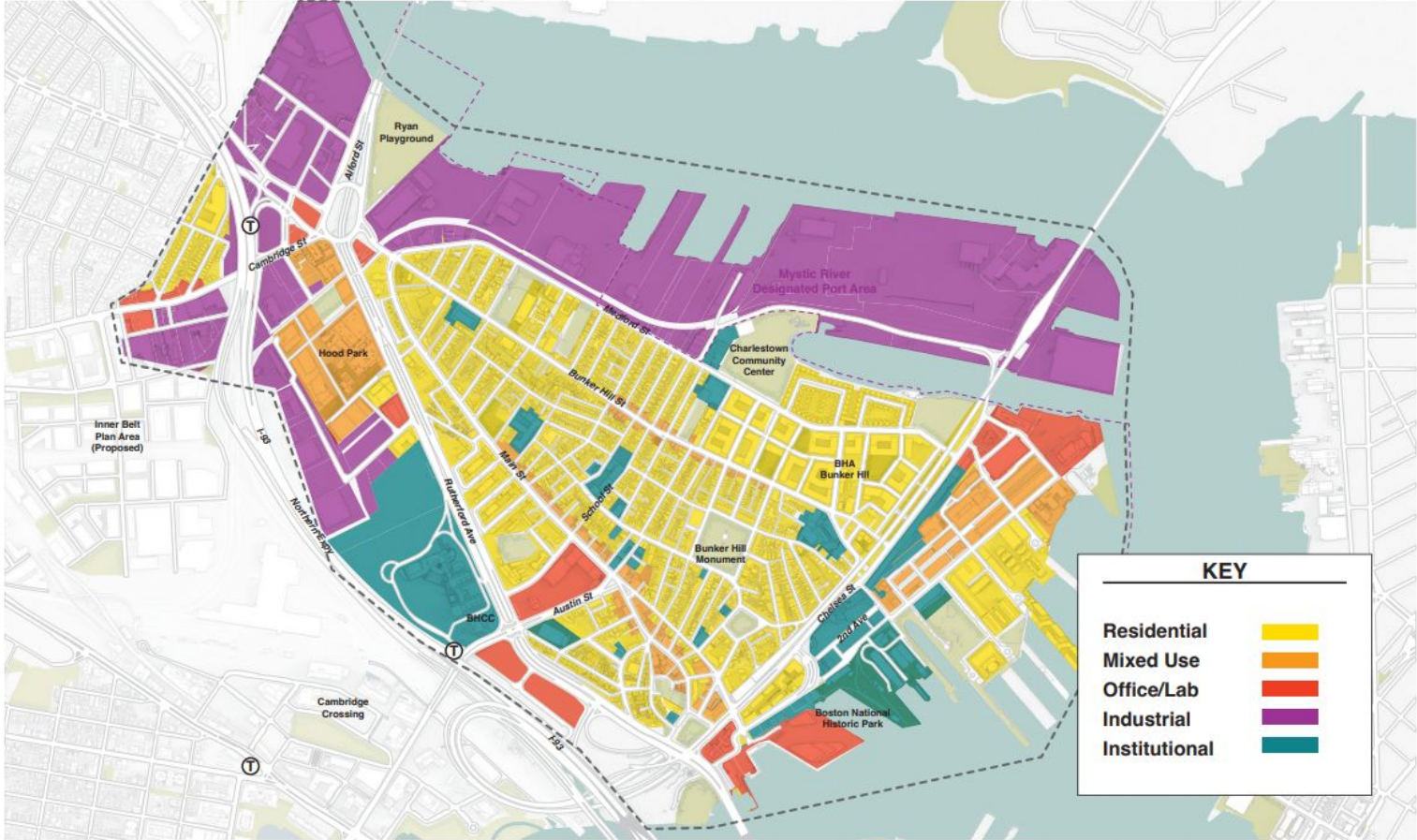
Iteration 6: Summer '23



# Sullivan Sq + Rutherford Ave Planning Framework Area

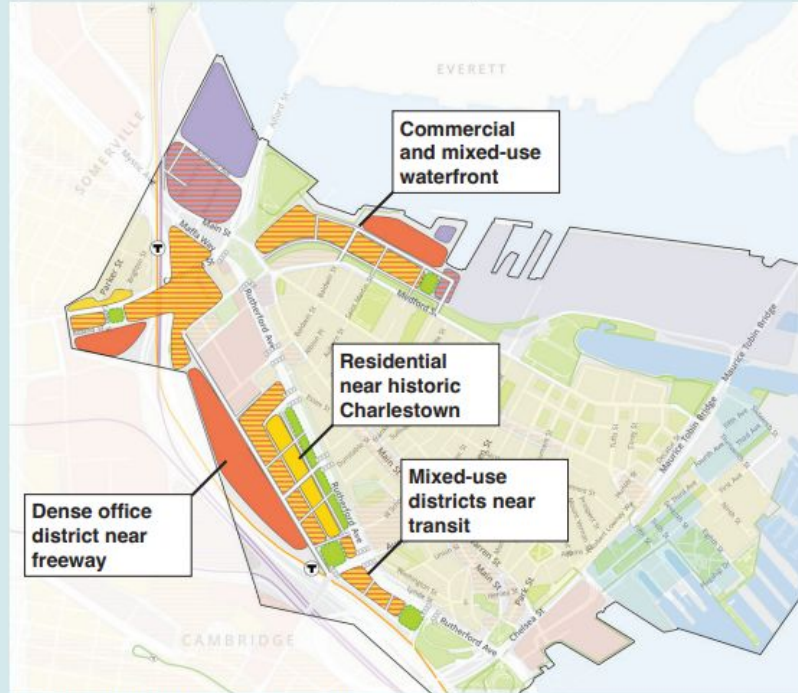


# EXISTING LAND USE



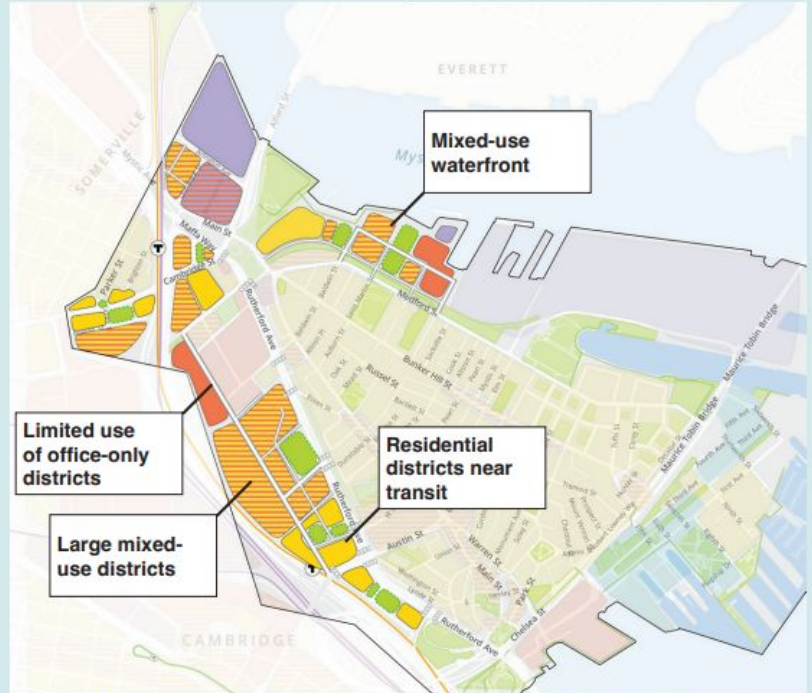
# Land Use Scenarios 1 & 2

## SCENARIO 1: JOBS & CONNECTIONS



- + High potential for job creation
- + Gradual transition from commercial to residential uses
- Too much separation of uses?
- Too much lab development already happening?

## SCENARIO 2: HOUSING & PLAY

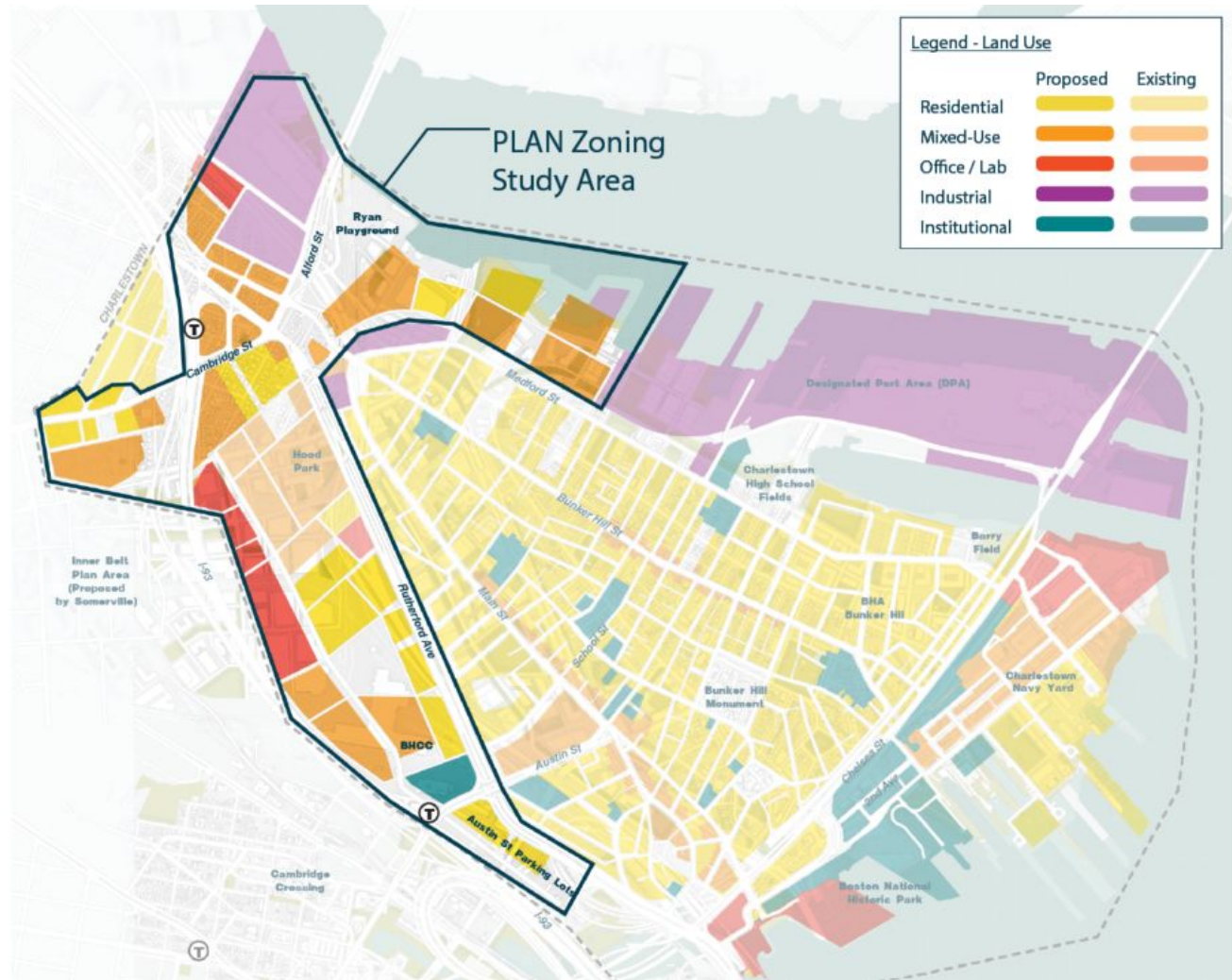


- + Addresses citywide need for more housing and affordability
- + Encourages neighborhoods for living and working
- Housing market is more challenging for developers



# Proposed Land Use

- No changes to the core, the Navy Yard, the DPA, or MBTA Industrial Properties
- Emphasis on a Mixed Use District
- Residential near Transit and Neighborhood Edges
- Commercial Along the Industrial and Interstate Edges



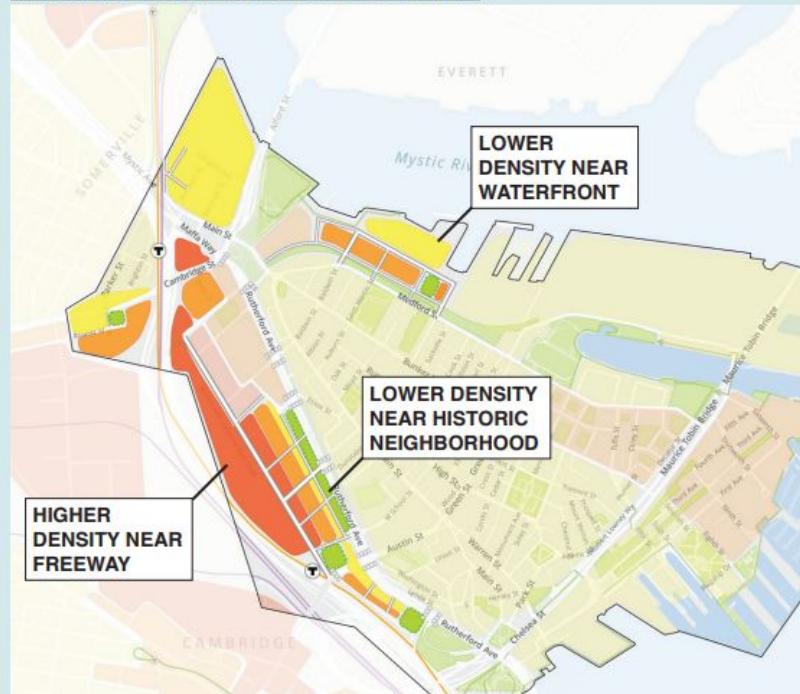


# EXISTING DENSITY



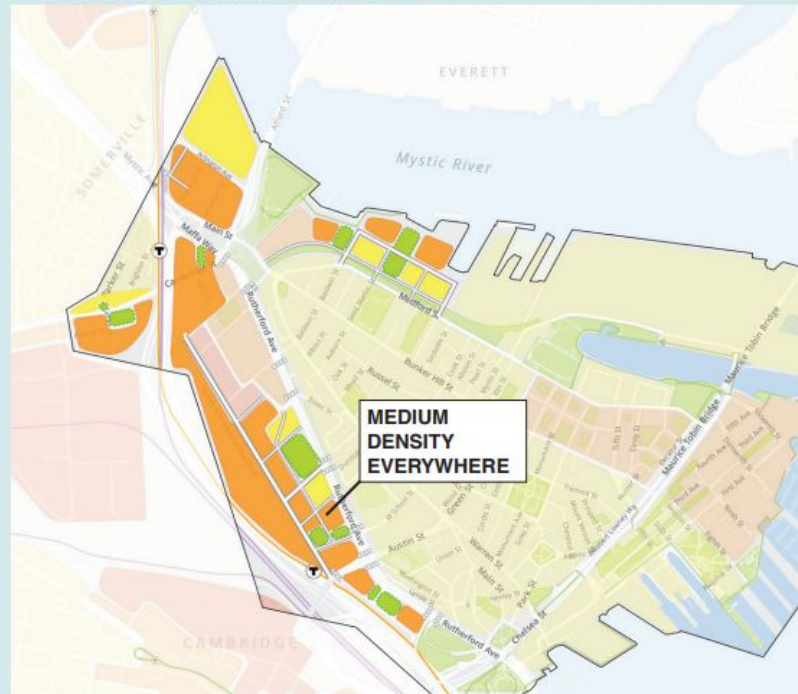
# Density Scenarios 1 & 2

## SCENARIO 1: JOBS & CONNECTIONS



- + Taller/larger buildings buffer freeway
- + More opportunities to create new jobs and housing
- Increased burden on transportation networks?

## SCENARIO 2: HOUSING & PLAY

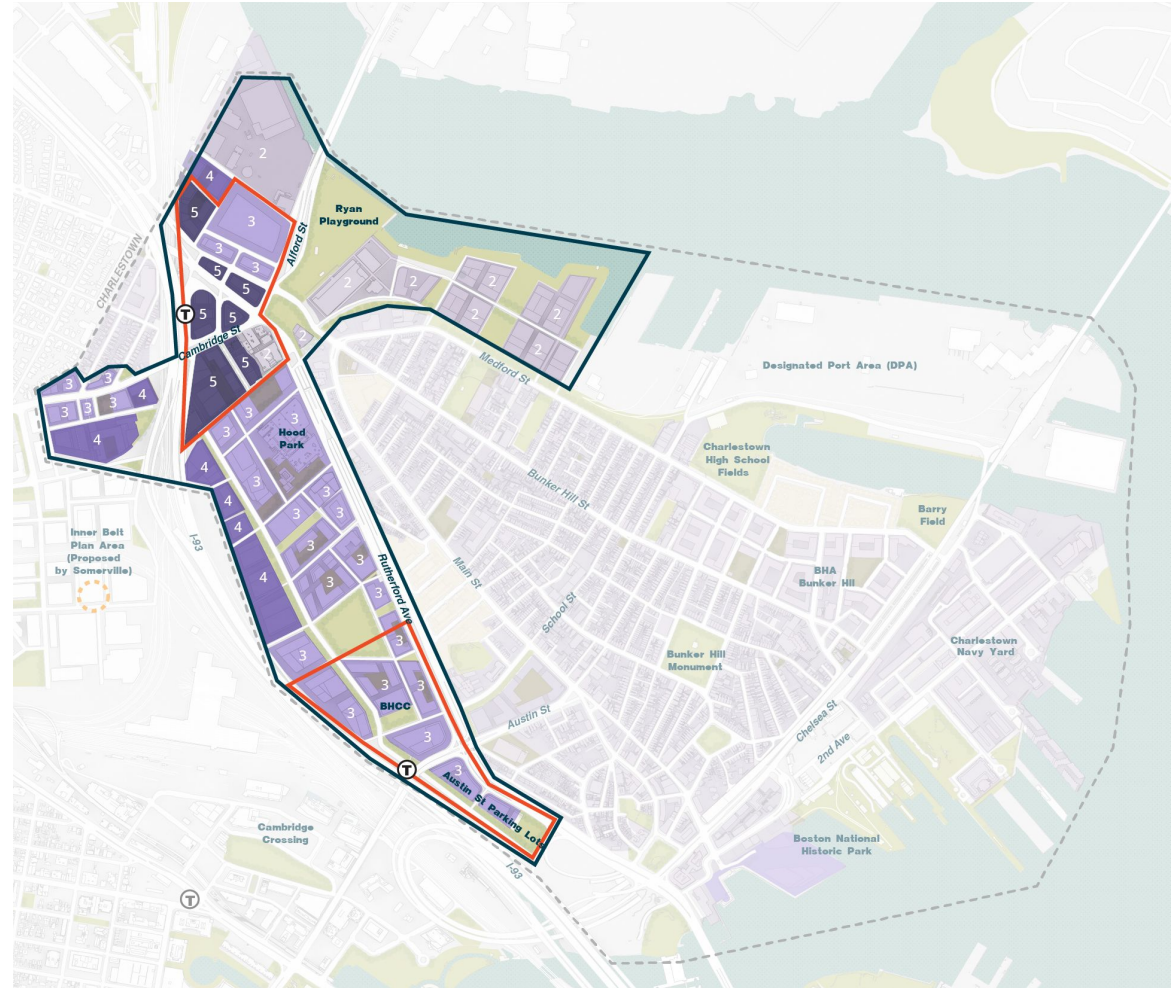


- + More even transition between new and old Charlestown
- + Lower increase in burden on transportation networks?
- Less opportunity to create new jobs and housing



# Proposed Density

- Approximately 18M sf of new development over 30 years
- ~8000 new residential units
- ~20,000 jobs created



# Open Space Scenarios 1 & 2

## SCENARIO 1: JOBS & CONNECTIONS



- + Emphasizes network of connected green spaces
- + Linear open space combines recreation, green space, and mobility
- No large parks, limited space for large athletics facilities

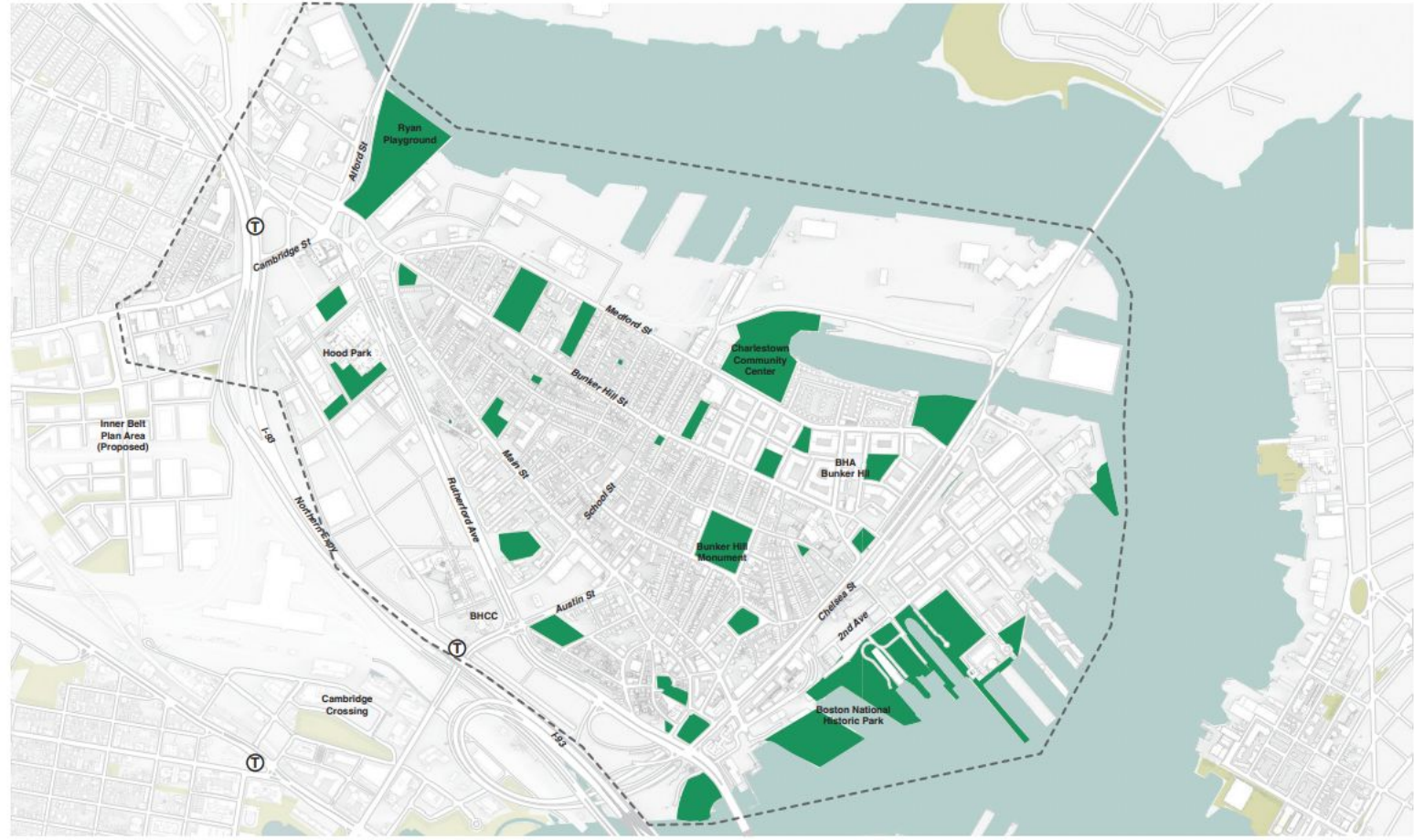
## SCENARIO 2: HOUSING & PLAY



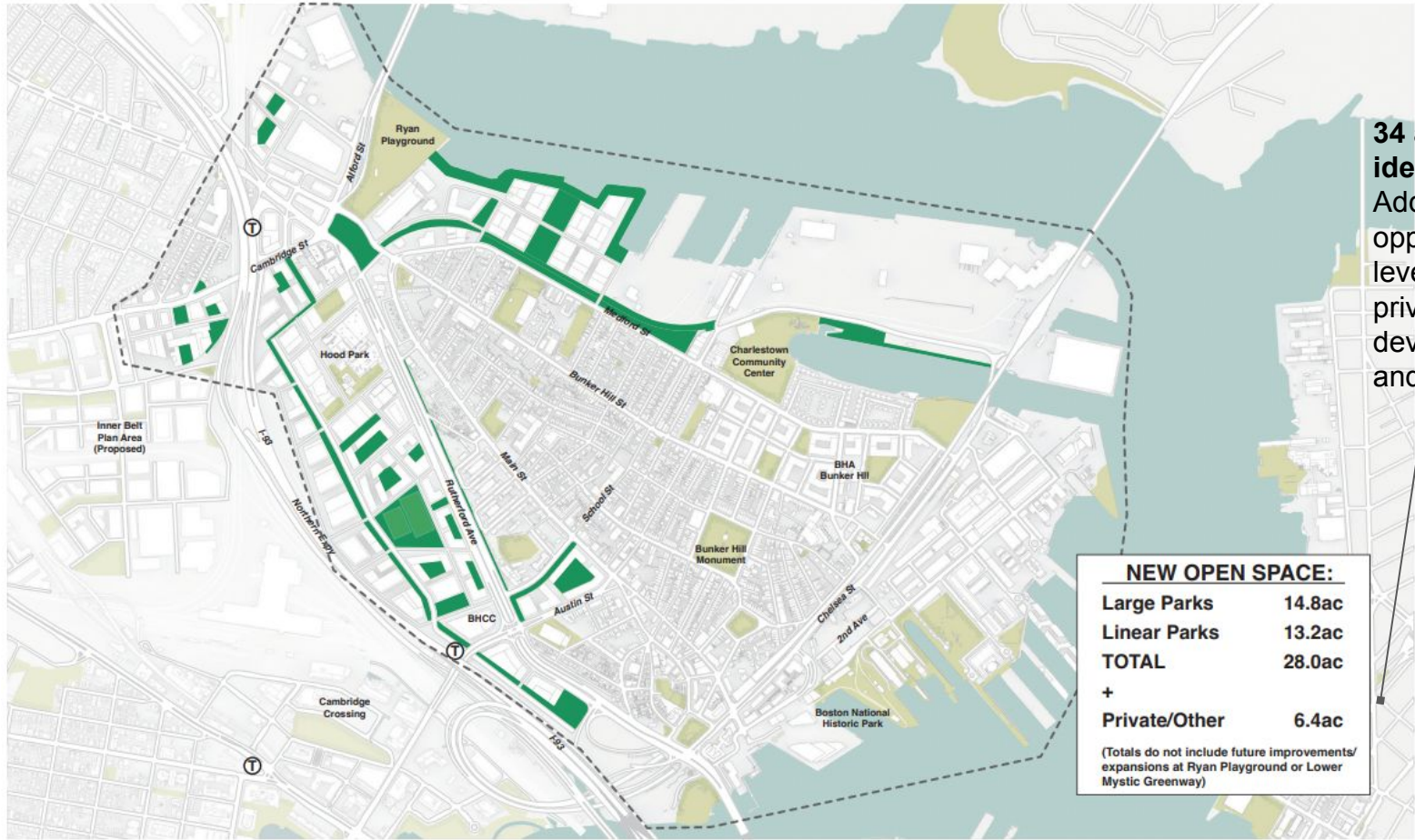
- + Large parks provide space for soccer and other sports fields
- Parks are less connected to each other



# OPEN SPACE: EXISTING



# OPEN SPACE: PROPOSED



**34 acres identified.**  
Additional opportunity by leveraging private development and in the DPA

NEW OPEN SPACE:	
Large Parks	14.8ac
Linear Parks	13.2ac
<b>TOTAL</b>	<b>28.0ac</b>
<b>+</b>	
<b>Private/Other</b>	<b>6.4ac</b>
<small>(Totals do not include future improvements/expansions at Ryan Playground or Lower Mystic Greenway)</small>	

# Design Guidelines for Preservation

- The adaptive reuse of industrial and commercial buildings in Charlestown's scenario focus area is encouraged, to maintain the character and integrity of the buildings original design while enhancing functionality.
- Additions should use high-quality materials compatible with historic character, and respect the scale, massing, and street presence of original buildings. Contrast between old and new can be preferable.
- Incorporate new sustainable design features.
- Ensure adapted historic buildings are accessible to all.

Changes include language to strengthen these recommendations and to name pending districts in support of these efforts



*Whittemore- Wright Tannery Building, 62-68 Alford Street, Charlestown*

# Austin Street Parking Lots (City Owned)

★ *Coordinate Planning and Pilot Policies*



- Located between Rutherford Avenue and I-93 and the Galvin Memorial Park and the Gilmore Bridge
- The BPDA released an RFP for the redevelopment and long-term ground lease of the Austin Street Parking Lots.
- Proposals are to create a mixed-use development that will bring a mix of housing, with an emphasis on affordability along with community-driven ground floor activation and open space.
  - Two proposals were received and are currently under review.



# Bunker Hill Mall

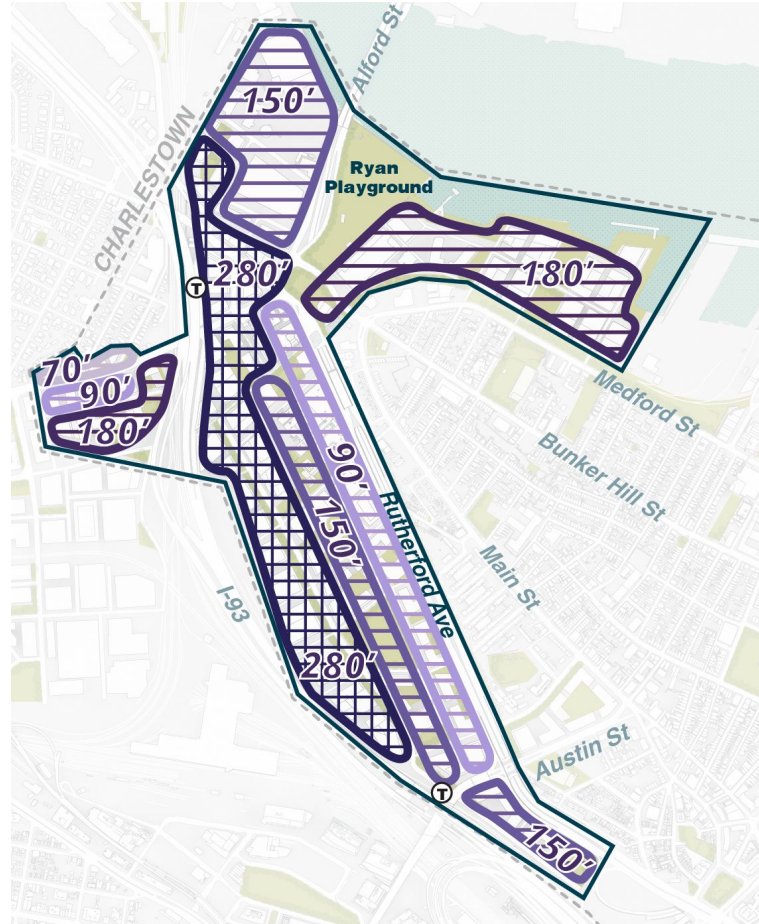
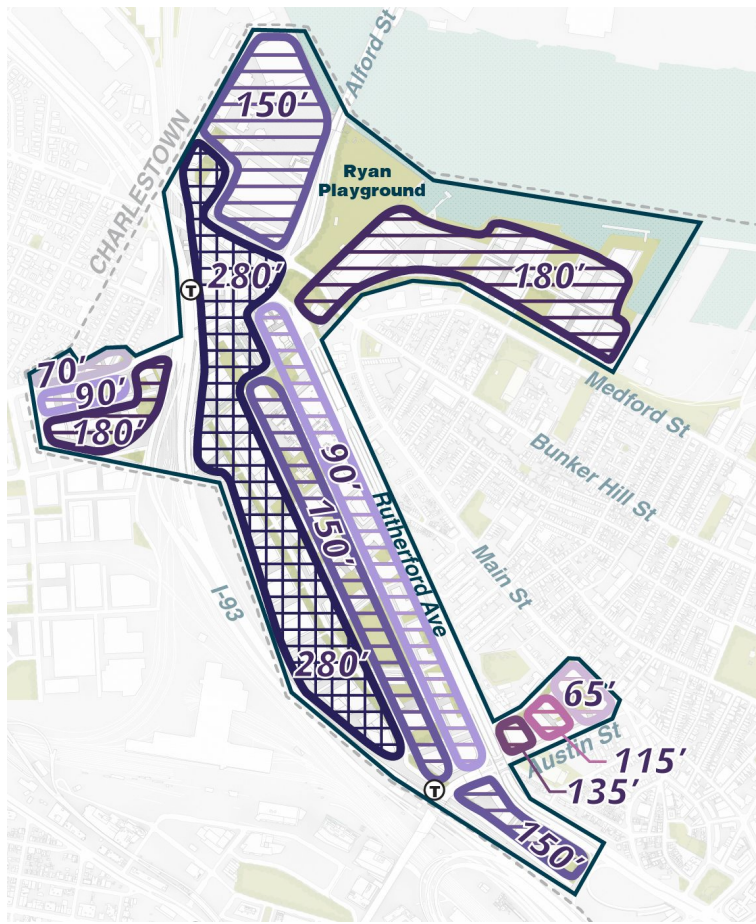
Proximal to the **Community College T Station**, 1970's suburban strip mall development. Contains many community assets including a **grocery store**.

It is recommended that buildings that face **Main Street be limited to 40 feet** in height, and buildings that face **Rutherford Avenue be limited to 70 feet** in height.

The site shall maintain an **FAR of 2.0**, be **rezoned to MU** and shall **not be made PDA-eligible** to preserve continuity of scale with existing buildings in the immediate area.



<https://nedevdevelopment.com/projects/bunker-hill-mall>



# Recommendations & Implementation

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- ★ *Invest in Public Realm & Open Space*
- ★ *Encourage Contextually Sensitive Development*
- ★ *Coordinate Planning and Pilot Policies*
- ★ *Prepare for Climate Change*
- ★ *Guide Infrastructure Investment*



# Needs Analysis:

*Maximum population projections were estimated for 2028, 2035, and 2050, to help determine what needs in the future might be, in addition to existing need today.*

## Demographics:

- The **200+ acres** of historically industrial area West of Rutherford Ave, South of Cambridge Street, and East of Medford Street, has little to no housing, which skews population density, even though the core of the neighborhood may feel dense.
- At **1.35 square miles**, Charlestown is the second largest of the 5 neighborhoods examined as part of this analysis, but **nearly 1/3 of a square mile is entirely unpopulated**
- Indicators and trends show that Charlestown is **likely less accessible to BIPOC populations** than many other Neighborhoods across Boston.

## Housing:

- Greater need for and diversity of housing that meets the needs of different populations
- **Update the zoning code** to allow housing wherever feasible, to densities that will encourage the creation of income-restricted housing, especially new developments that are required to follow the City of Boston's Inclusionary Development Policy and would result in more **affordable housing units**.
- Use City policies, funding, and land to ensure developers **increase the supply of income-restricted homeownership** opportunities in Charlestown, where buying a home is largely unaffordable to below-median-income households.

## Retail and Food Security:

- Encourage developers to **include retail facilities** in their proposals, especially as the areas West of Rutherford Avenue change. **Prioritize neighborhood services** such as grocery stores, pharmacies, clinics, and food and beverage establishments.



# Needs Analysis:

*Maximum population projections were estimated for 2028, 2035, and 2050, to help determine what needs in the future might be, in addition to existing need today.*

## Open Space:

- Add **high-quality, accessible green space** and increase **tree canopy**
- Maintain the ratio of acres of open space in Charlestown to population increases
- Ensure that planned **flood resilience infrastructure** serves the dual purpose of accessible green space for **active and passive recreation**

## Climate Resilience:

- Continue implementation of **Climate Ready Boston projects** and Green infrastructure and coordination of intergovernmental adaptation and mitigation efforts

## Preservation:

- Update **inventory of historic resources** for potential designation
- Uplift the importance of maintaining historic character through **urban design guidelines** and **recommendations for adaptive reuse (Ch. 5)**
- Through reforms to Demolition Delay, align with the City's **Zero Waste Deconstruction Initiative**, which encourages environmentally responsible adaptive use and deconstruction practices.

# Needs Analysis:

*Maximum population projections were estimated for 2028, 2035, and 2050, to help determine what needs in the future might be, in addition to existing need today.*

## Arts and Culture:

- **Preserve** existing arts and cultural assets
- **Reduce restrictions** on arts and culture uses through zoning
- **Expand** on places for public art in the residential core, the Lost Village, and the areas west of Rutherford Avenue

## Neighborhood Services:

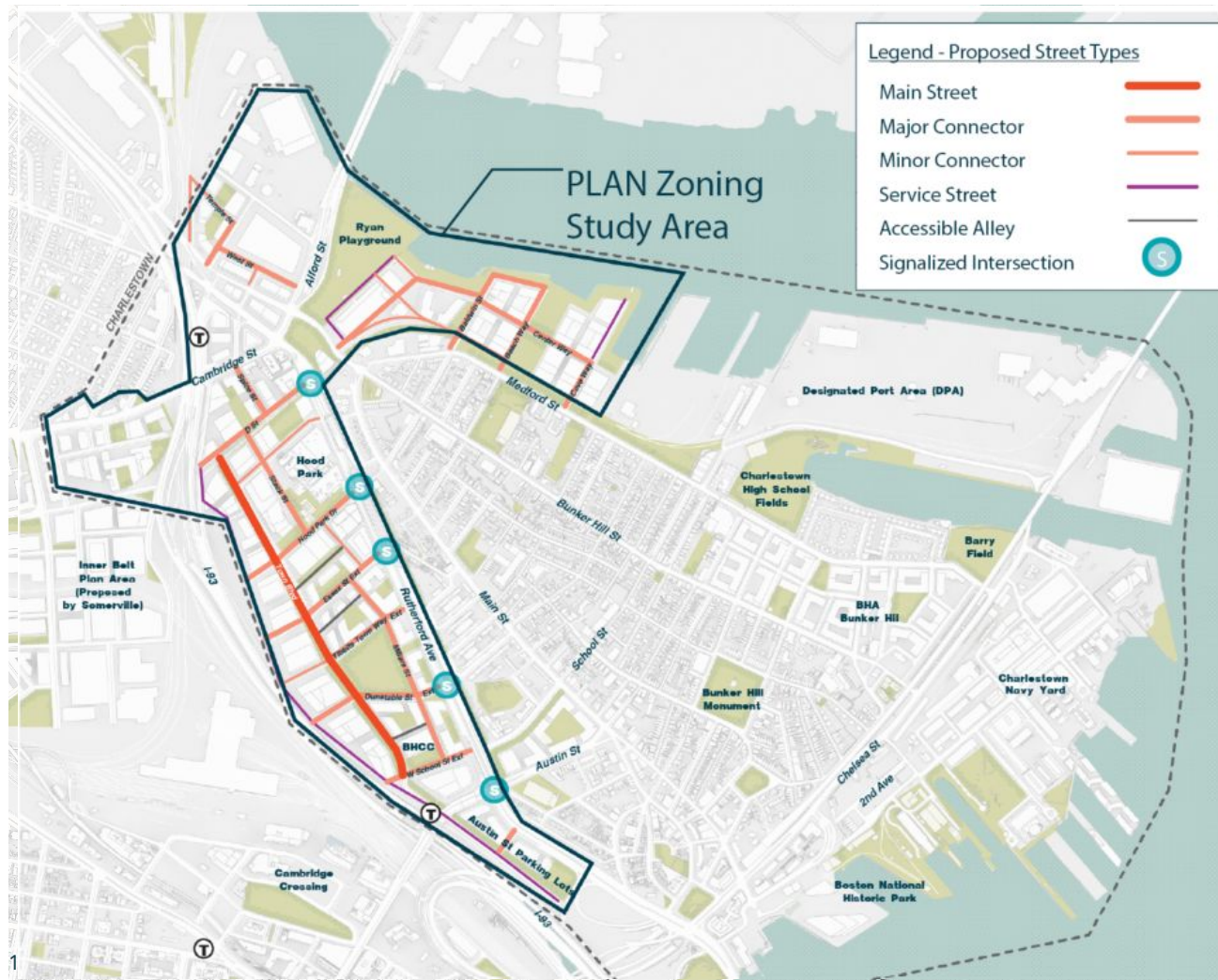
- The BPDA and EMS should work together to add **a second ambulance bay** on publicly owned land.
- Allocate more funding towards **senior programming**
- Complete the **Edwards building renovation**, including 6 early childhood classrooms

## Mobility:

- Strengthen **multimodal connections** between the neighborhood and MBTA stations
- Conduct **corridor redesign studies** of Main Street, Medford Street, Bunker Hill Street, Chelsea Street, and Austin Street and develop plans for future implementation through grants, mitigation, or the City's capital budget process.
- Ensure the significant transportation improvements already funded progress efficiently through to completion

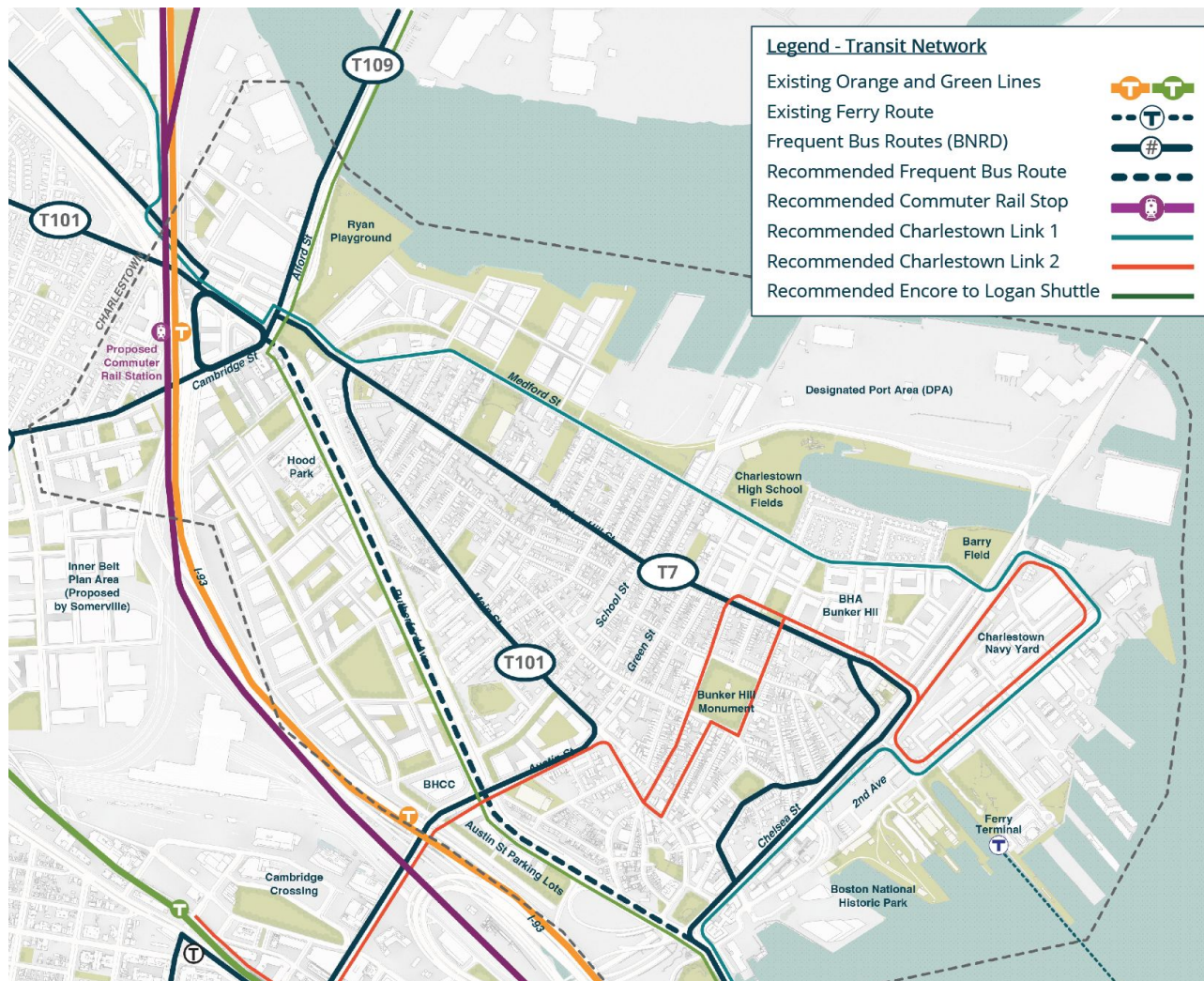
# Proposed Mobility: Street Network

- The development of a well planned interconnected network of streets for the growth areas is critical to accommodating planned growth
- Providing new alternatives to existing corridors such as Medford Street and Rutherford Avenue and a dense network of streets will ensure future mobility



# Proposed Mobility: Transit

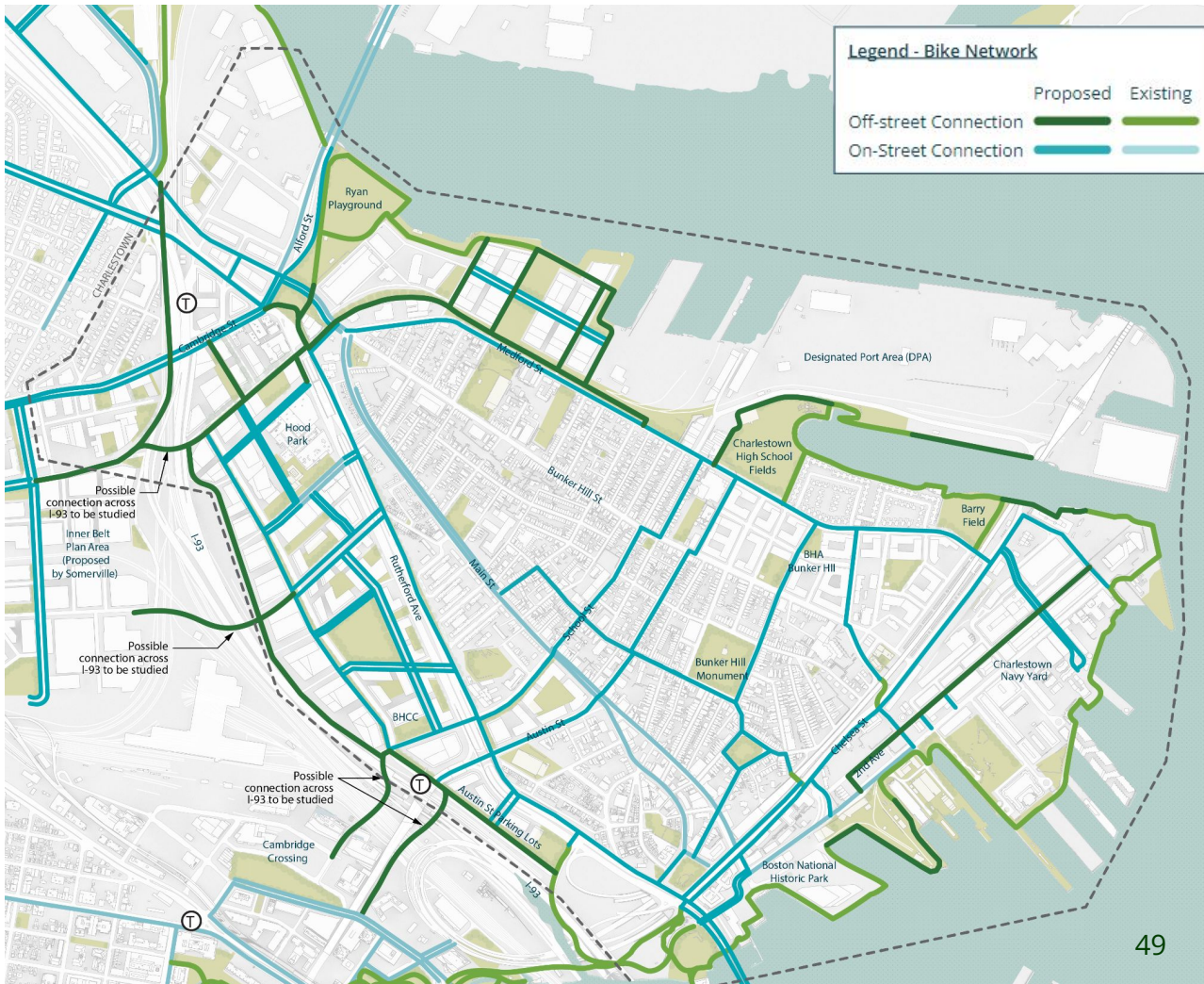
- A well connected transit network is key to mobility in Charlestown
- The completion of the Orange Line improvements will provide enough capacity for long term and regional connectivity
- Every main corridor and all gateway connections to Charlestown will be served by high frequency bus service
- A network of publicly accessible shuttles will provide internal connectivity and supplement the MBTA bus network





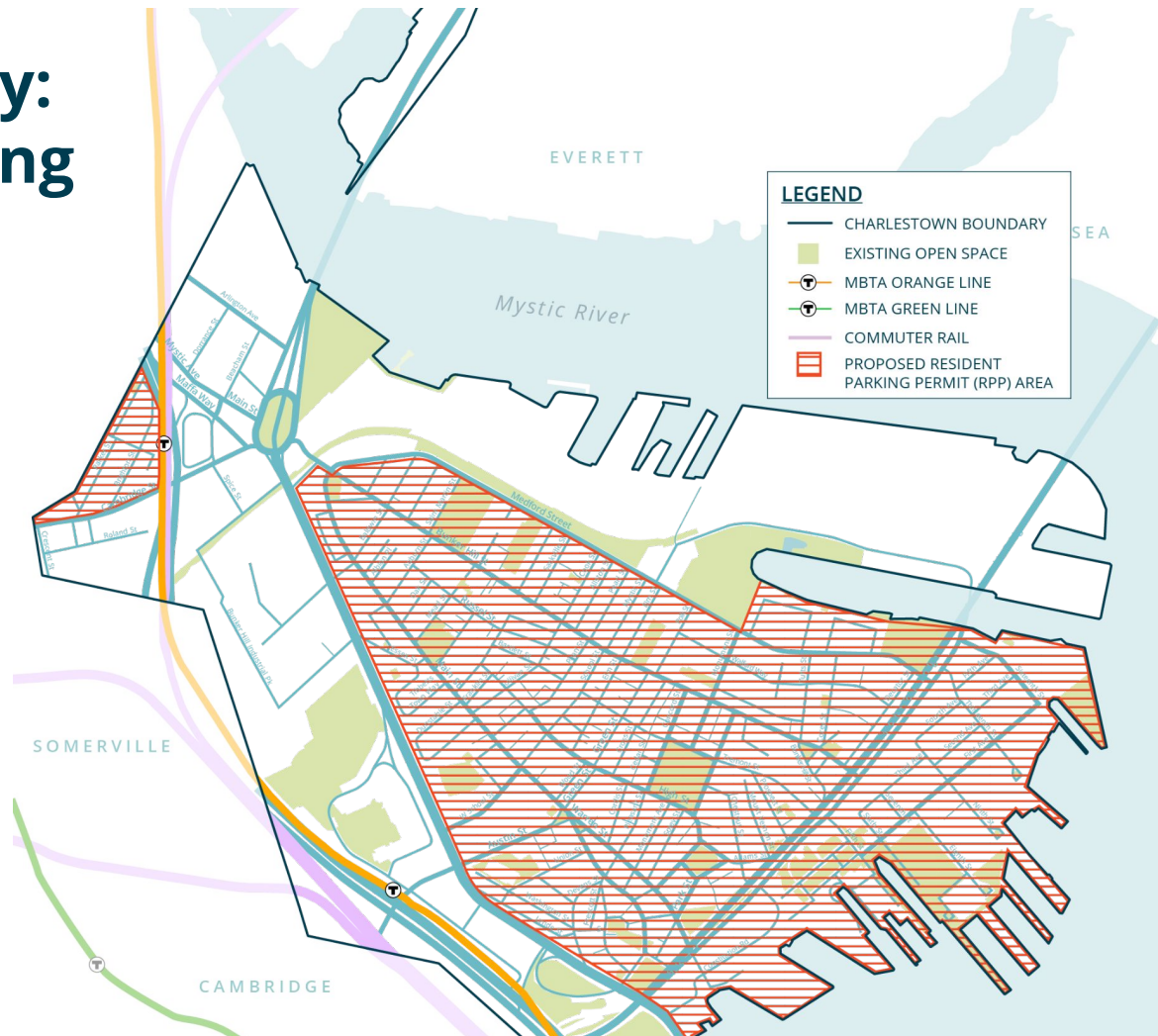
# Proposed Mobility: Bike/Ped Network

- All ages and abilities network via a mix of on and off-street connections
- Sets expectation for future street network
- Creates crosstown routes that serve key community resources
- Establishes the Lower Mystic and Medford Greenway along Medford St
- Creates a Navy Yard Network to relieve pressure on the Harborwalk



# Proposed Mobility: Residential Parking

- A reduction in the geography of the on-street resident parking program (RPP) to existing residential areas, will prevent any spillover parking from future development in the growth areas



# Proposed Open Space Network



# Tools and Funding

*30-year plan that relies on infrastructure needs being met, our intention as an agency is to advocate for the realization of those infrastructure needs to the appropriate entities*

## Tools in the Toolbox

- Zoning & Regulatory Powers
- Leveraging Private Development Review
- Capital Planning (Municipal Borrowing, Grants, Dedicated Funds)

## Planning Advisory Council

- Composed of Cabinet officials overseeing Boston's built environment
- A convening body focused on reviewing and implementing citywide, interdepartmental planning recommendations.

## Charlestown Community Impact Fund

- Municipal Trust Fund developed as a condition of the Massachusetts Gaming Commission's gaming license approval for Encore Boston Harbor
- Repository for a \$2 million annual Community Impact Fee from Wynn MA, LLC
- Can be applied to impact, infrastructure, improvement, or mitigation associated with specific topic areas.
  - Recommendations that relate to allowable uses are identified for consideration of funding incl shuttle service, several neighborhood needs, and preservation activities.



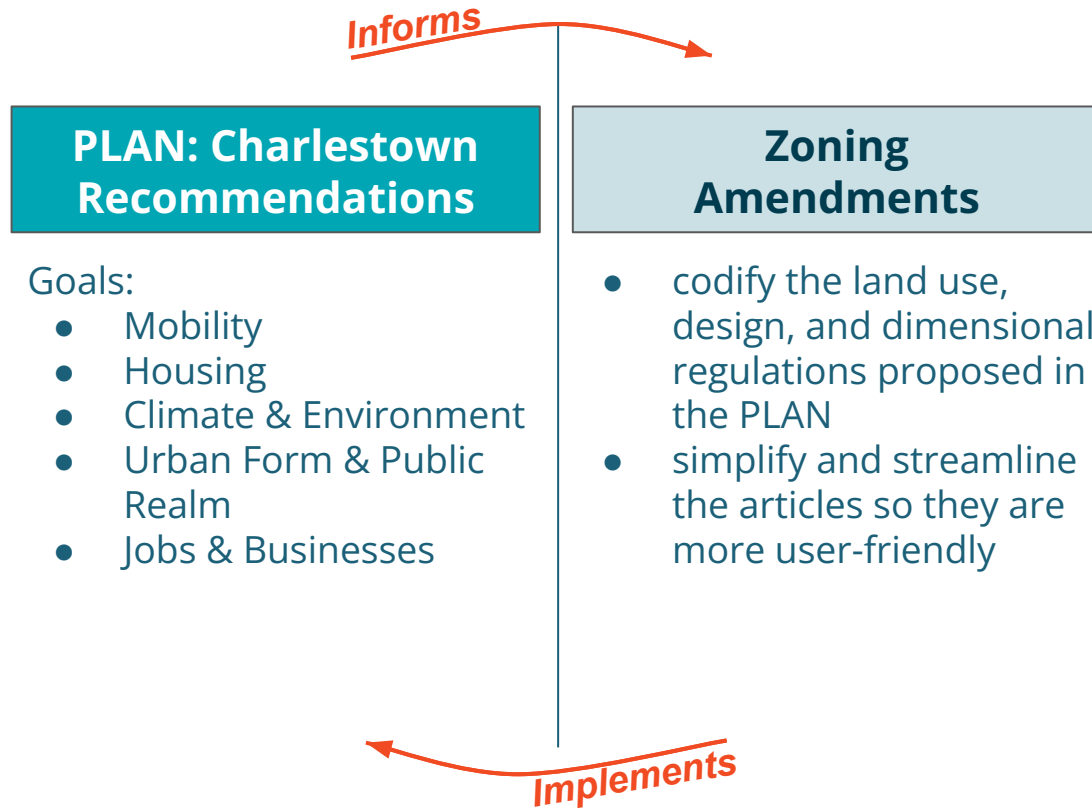
PLAN: Charlestown

# Growth Area + Zoning

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- ★ *Encourage Housing Growth*
- ★ *Encourage Job Growth*
- ★ *Prepare for Climate Change*
- ★ *Encourage Contextually Sensitive Development*

# Planning Informs Zoning



# Zoning Amendments

Updates to:

**Articles 62** - Charlestown Neighborhood Article

**Article 42B** - Harborpark District Charlestown Waterfront

**Article 58** - City Square Neighborhood Article

**Article 2** - Definitions

**Zoning Maps** - Map 2E, 2D, and 2B/2C



# Zoning Amendments Agenda

1. Rezoning of Sullivan Square and Rutherford Ave Study Area
  - a. Definitions
  - b. Subdistricts
  - c. PDA-eligible parcels
  
2. Additional Zoning Modifications
  - a. Updates to Use & Dimensional Tables
  - b. Simplifying the Code
  - c. Parking Improvements

---

# Rezoning of Sullivan Sq + Rutherford Ave

# Definitions

To advance PLAN: Charlestown's climate resilience and open space goals, we are proposing two new dimensional regulations in mixed-use areas.

1. Building Lot Coverage
  - Building Floor Plate
2. Permeable Area of Lot

# Definitions - Building Floor Plate

The total floor area of a single story within a Building. A story's floor plate includes the area measured from the outside surface of the Building's exterior walls and the area of any covered porches or covered balconies extruding from said story.

# Definitions - Building Lot Coverage

The cumulative percentage of Lot Area covered by the largest Building Floor Plate of each building on the lot. Excludes any one story detached building that is exempt from building code such as small tool or storage sheds, playhouses, and the like.

# Definitions - Building Lot Coverage

The cumulative percentage of Lot Area covered by the largest Building Floor Plate of each building on the lot. Excludes any one story detached building that is exempt from building code such as small tool or storage sheds, playhouses, and the like.

Regulated as **Maximum** Building Lot Coverage.

# Definitions - Permeable Area of Lot

The Lot Area covered by natural ground cover or any material/surface on the ground that allows water to pass through at a rate and quantity equal to or greater than natural ground cover. Surfaces included in the calculation of Permeable Area of Lot include, but are not limited to, vegetative landscapes, such as lawn and trees; vegetated green infrastructure, such as rain gardens and bioswales; porous paving materials, such as porous asphalt and permeable pavers; and other natural materials that achieve the prescribed infiltration rate of 0.17 inches/hour, as referenced in the Massachusetts Stormwater Handbook (Volume 3, Chapter 1), such as mulch and clean washed stone. The calculation of Permeable Area of Lot excludes permeable surfaces (green roofs) and rain capture systems (e.g. blue roofs) located on a roof or elsewhere on or in an above-grade Structure.

# Definitions - Permeable Area of Lot

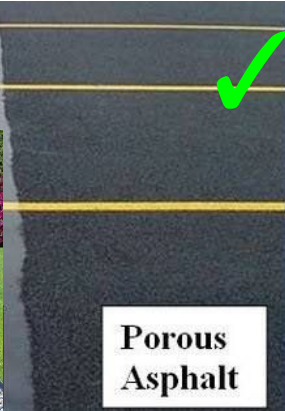
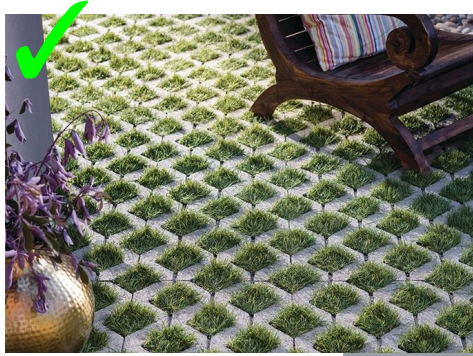
The Lot Area covered by natural ground cover or any material/surface on the ground that allows water to pass through at a rate and quantity equal to or greater than natural ground cover. Surfaces included in the calculation of Permeable Area of Lot include, but are not limited to, vegetative landscapes, such as lawn and trees; vegetated green infrastructure, such as rain gardens and bioswales; porous paving materials, such as porous asphalt and permeable pavers; and other natural materials that achieve the prescribed infiltration rate of 0.17 inches/hour, as referenced in the Massachusetts Stormwater Handbook (Volume 3, Chapter 1), such as mulch and clean washed stone. The calculation of Permeable Area of Lot excludes permeable surfaces (green roofs) and rain capture systems (e.g. blue roofs) located on a roof or elsewhere on or in an above-grade Structure.

Regulated as **Minimum** Permeable Area of Lot.

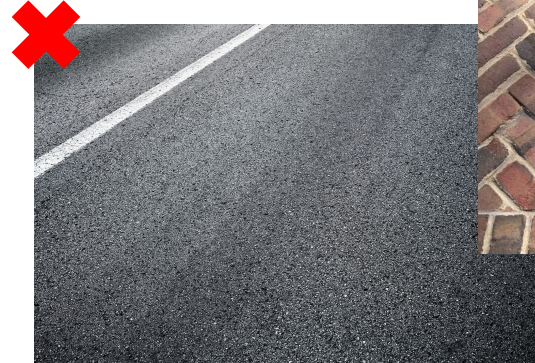


# Definitions - Permeable Area of Lot

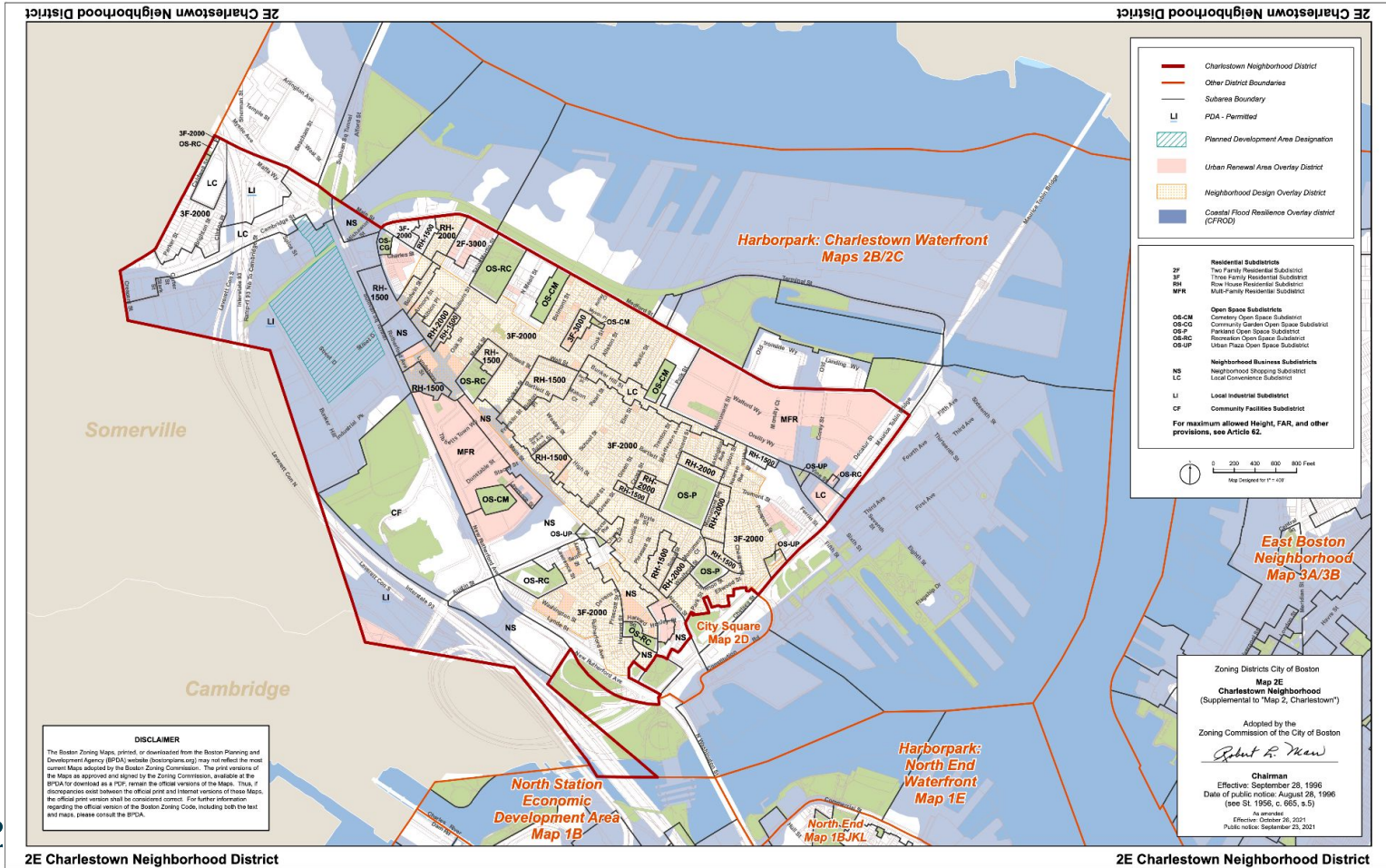
Includes:



Excludes:



# Existing Charlestown Neighborhood District Zoning Map



**Charlestown Neighborhood District**

- Charlestown Neighborhood District
- Other District Boundaries
- Subdistrict Boundary
- FDA - Permitted
- Planned Development Area Designation
- Urban Renewal Area Overlay District
- Neighborhood Design Overlay District
- Coastal Flood Resilience Overlay district (CFROD)

**Residential Subdistricts**

- 2F** Two-Family Residential Subdistrict
- 3F** Three-Family Residential Subdistrict
- RH** Row House Residential Subdistrict
- MFR** Multi-Family Residential Subdistrict

**Open Space Subdistricts**

- OS-CM** Cemetery Open Space Subdistrict
- OS-CO** Community Garden Open Space Subdistrict
- OS-P** Parkland Open Space Subdistrict
- OS-RC** Recreation Open Space Subdistrict
- OS-UP** Urban Plaza Open Space Subdistrict

**Neighborhood Business Subdistricts**

- NS** Neighborhood Shopping Subdistrict
- LC** Local Convenience Subdistrict
- LI** Local Industrial Subdistrict
- CF** Community Facilities Subdistrict

For maximum allowed height, FAR, and other provisions, see Article 62.



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Zoning Districts City of Boston  
**Map 2E**  
 Charlestown Neighborhood  
 (Supplemental to "Map 2, Charlestown")

Adopted by the  
 Zoning Commission of the City of Boston

*Robert A. Man*

Chairman  
 Effective: September 28, 1996  
 Date of public notice: August 28, 1996  
 (per St. 195B, c. 85C, s. 3)

As amended:  
 Effective: October 26, 2021  
 Public notice: September 23, 2021



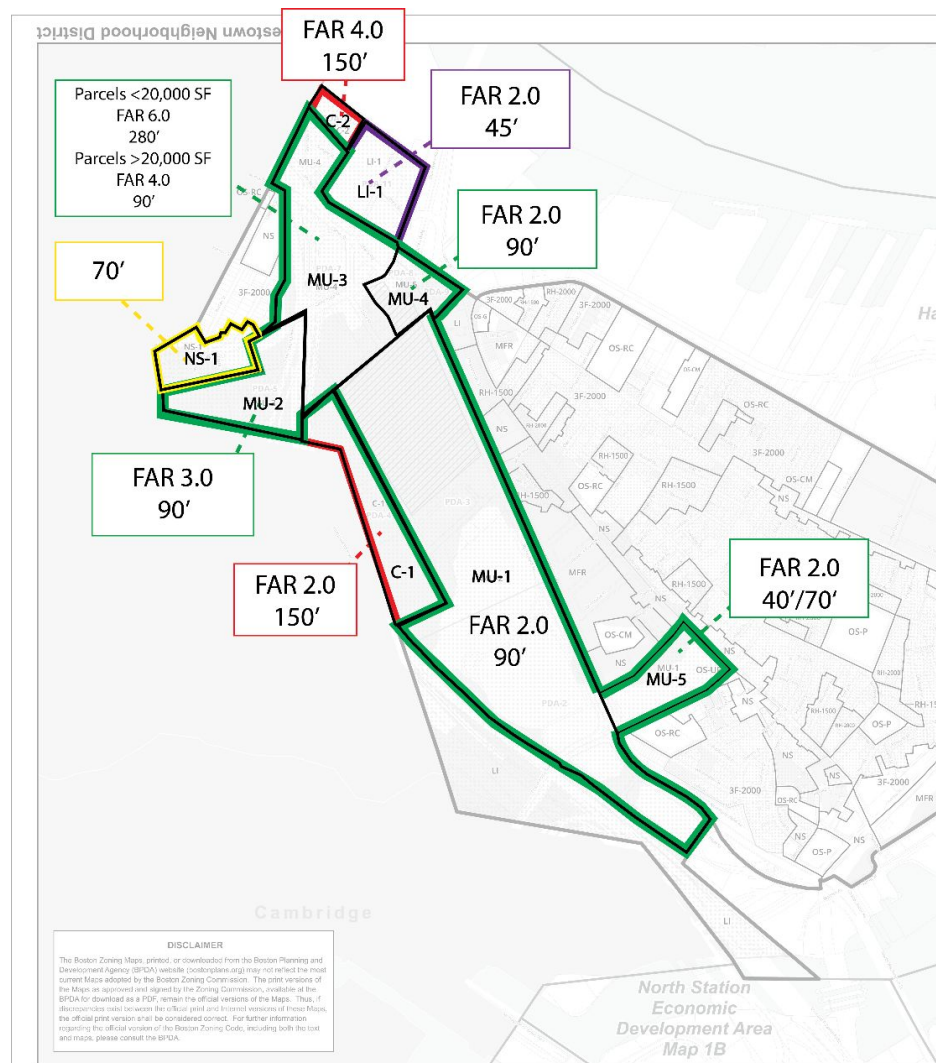




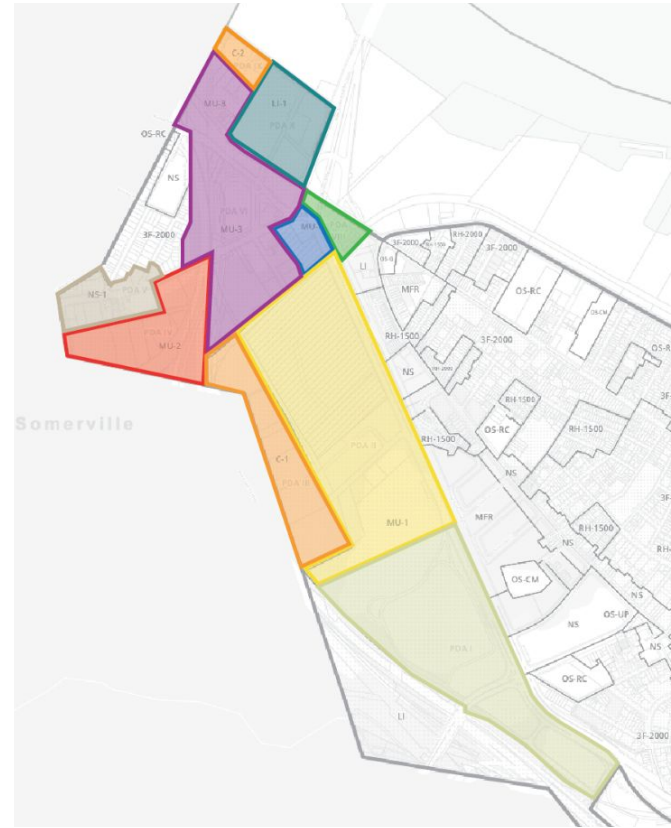
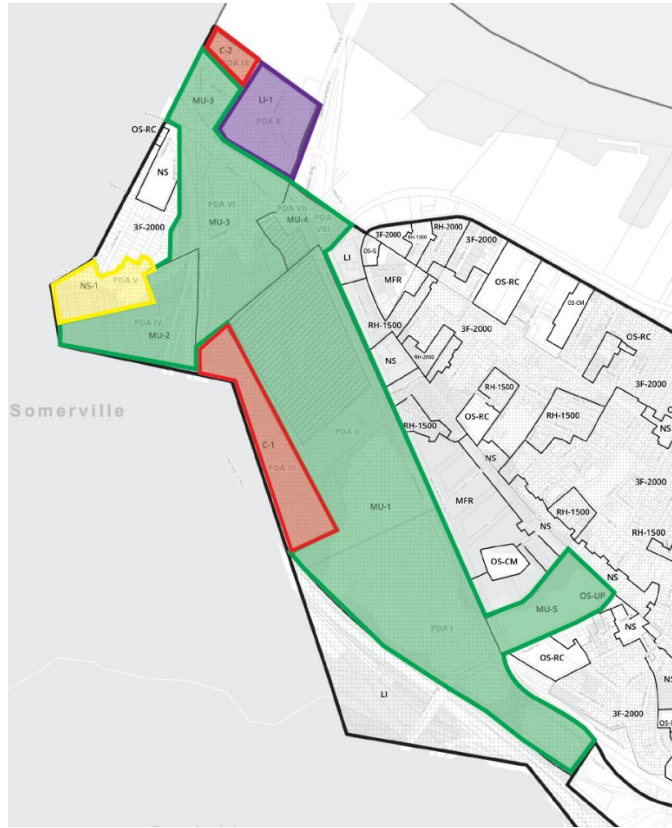
# Underlying Zoning Subdistricts

Regulated by:

1. Maximum FAR & Height → **contextual growth**
2. Maximum Building Lot Coverage → **open space goals**
3. Minimum Setbacks → **create opportunities for street improvements** (e.g. bike lanes and accessible sidewalks)
4. Minimum Permeable Area of Lot → **resiliency and open space goals**



# Zoning Study Area has 10 PDA-eligible parcels



# Why encourage the use of Planned Development Area (PDA)?

*The PDA is an important zoning tool to support large and complex projects on very large pieces of land.*

These parcels of land need:

- large-scale proposals that warrant what is essentially a **mini-planning** and **zoning process**
- **submission of a development plan**
- **specific public benefits** that **advance PLAN: Charlestown's recommendations (e.g. Green Loop)**
- Development plans with significant public feedback → PDA submission triggers a **45 day public comment period**





# Planned Development Area (PDA)?

***The Development Plan in the PDA must provide specific public benefits.***

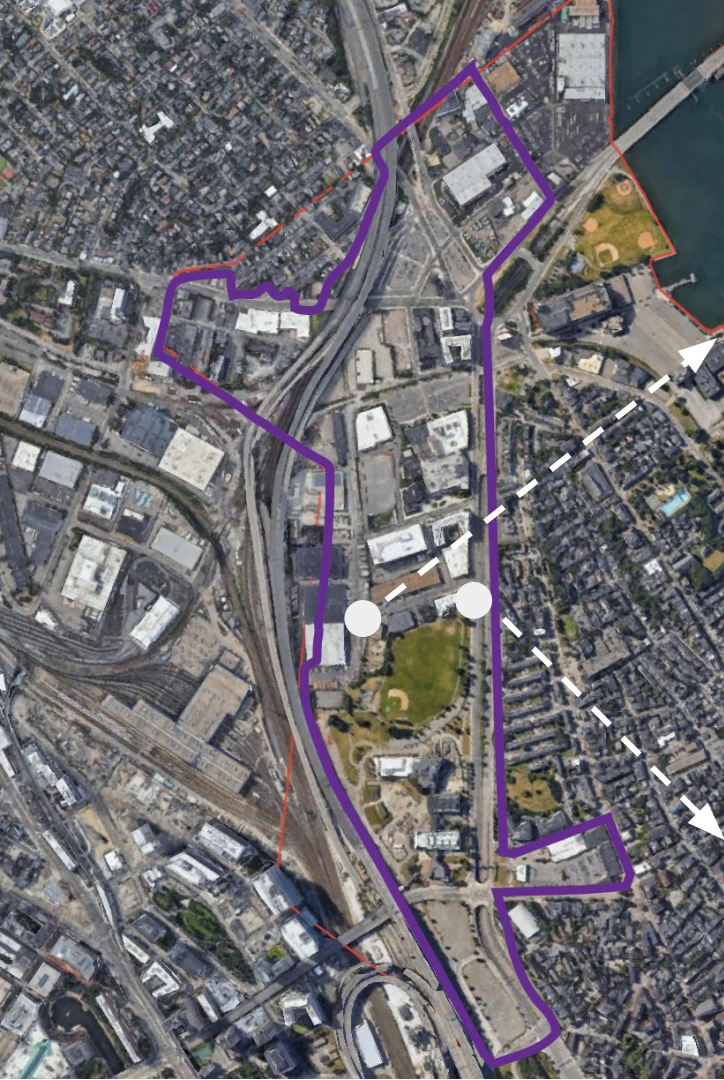
## **Section 62-23. Planned Development Areas: Public Benefits.**

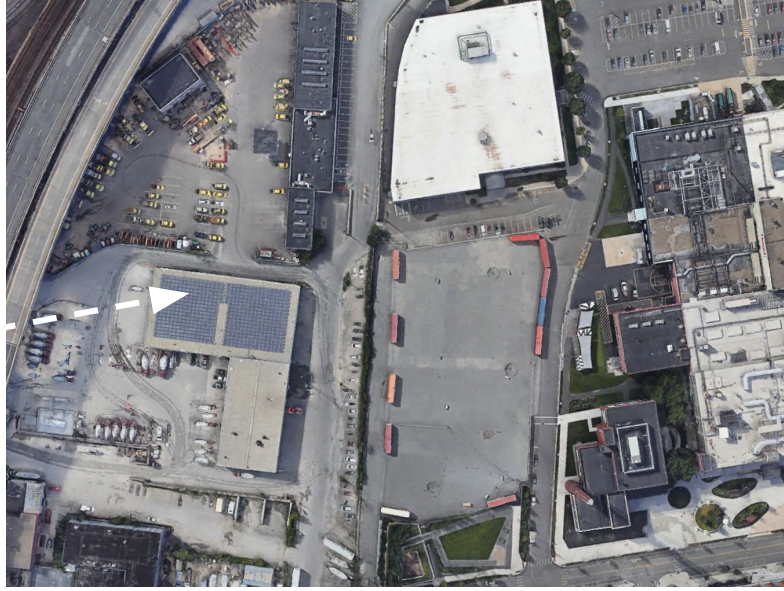
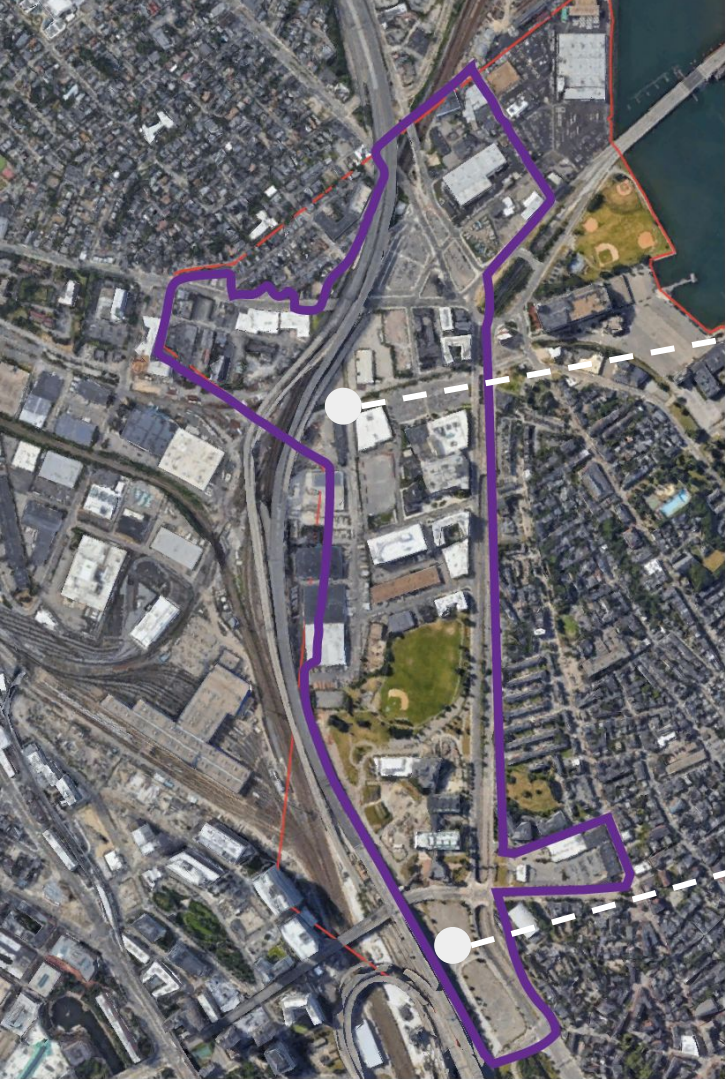
The Boston Redevelopment Authority may approve a Development Plan for a Proposed Project as meeting the requirement of Section 80C-4 (Standards for Planned Development Area Review) for compliance with the applicable planning and development criteria of this Article if the Development Plan proposes a plan for public benefits, including **two or more of the following**:

- (a) existing **open space** or the **creation of new open space, particularly parks**;
- (b) **preservation of historically significant buildings** through adaptive reuse;
- (c) provision of **affordable housing** exceeding that which is required by city policy;
- (d) significant **mobility improvements** through the addition of, but not limited to, streets, sidewalks, and bike lanes.
- (e) diversification and expansion of Charlestown's economy and job opportunities through economic activity, such as **private investment in commercial and cultural uses, or research and development**

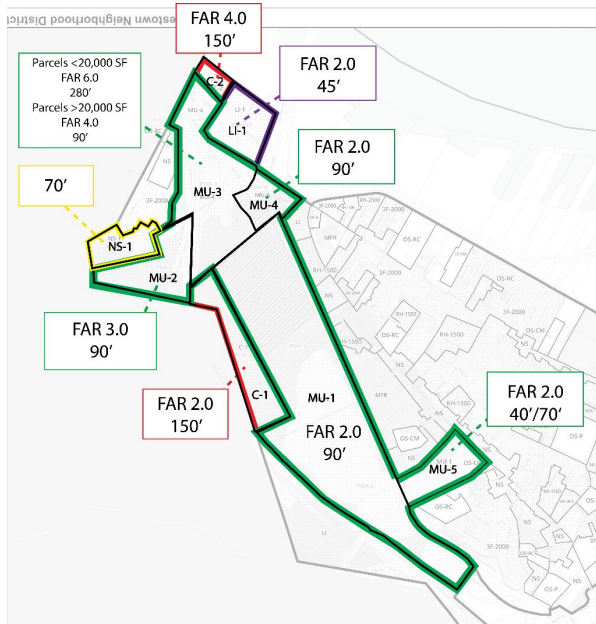
**The selected public benefits should advance the goals detailed in PLAN: Charlestown.**

*^ Example of the proposed language in the zoning amendments. As seen in Section 62-23 of the Article 62 Amendments.*

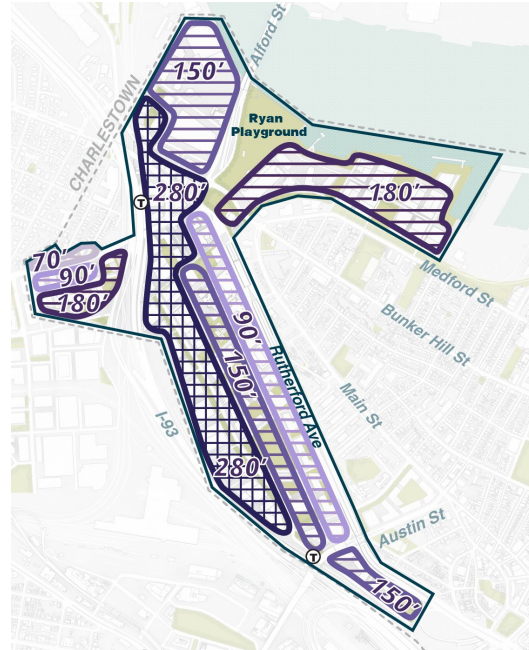




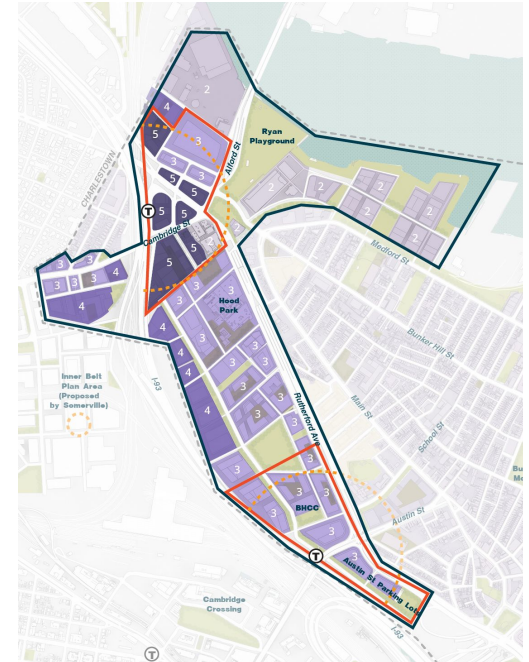
# Underlying zoning is more restrictive



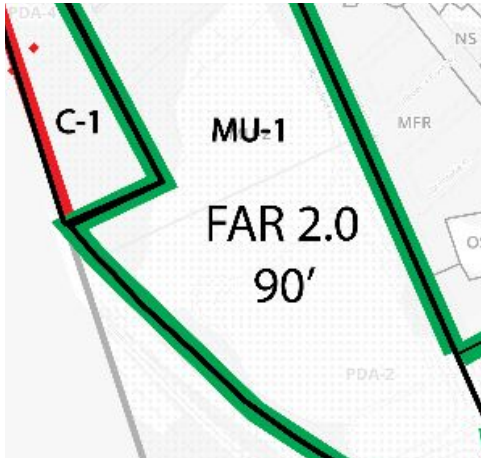
Underlying Zoning



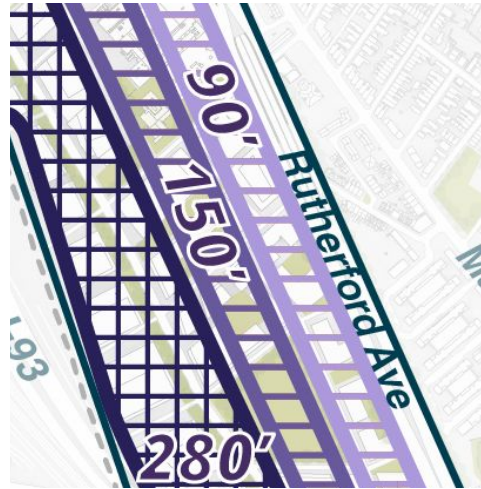
PLAN: Charlestown Proposed Densities



# Underlying zoning is more restrictive



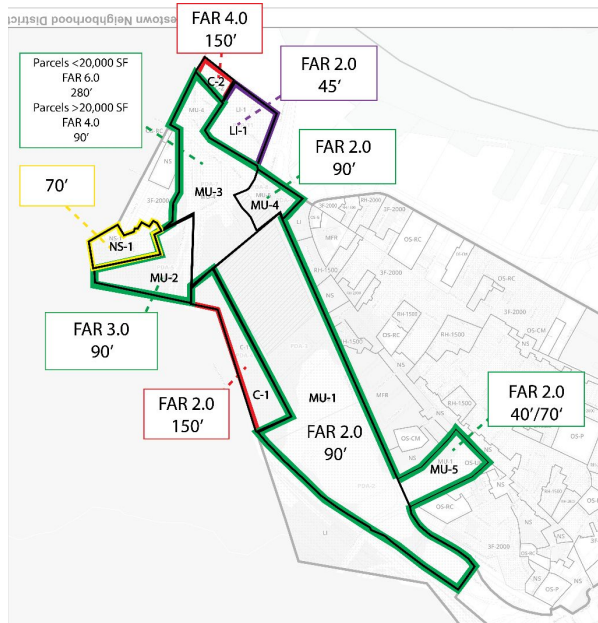
Underlying Zoning



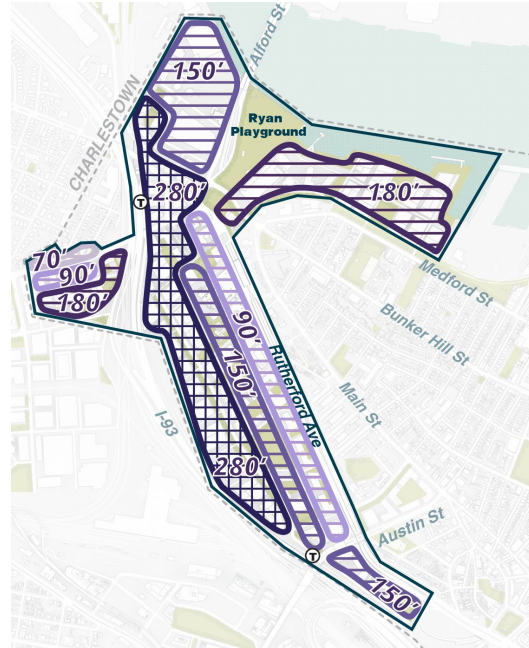
PLAN: Charlestown Proposed Densities



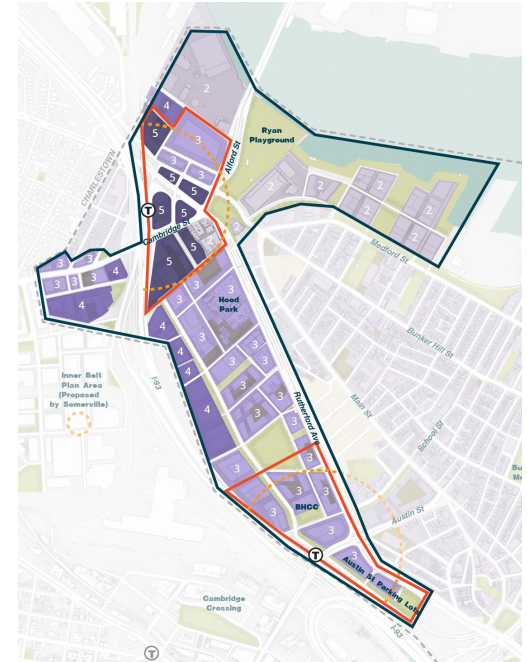
# Restrictive underlying zoning requires using the PDA tool to access planned-for density/height (and provide planned-for benefits)



Underlying Zoning

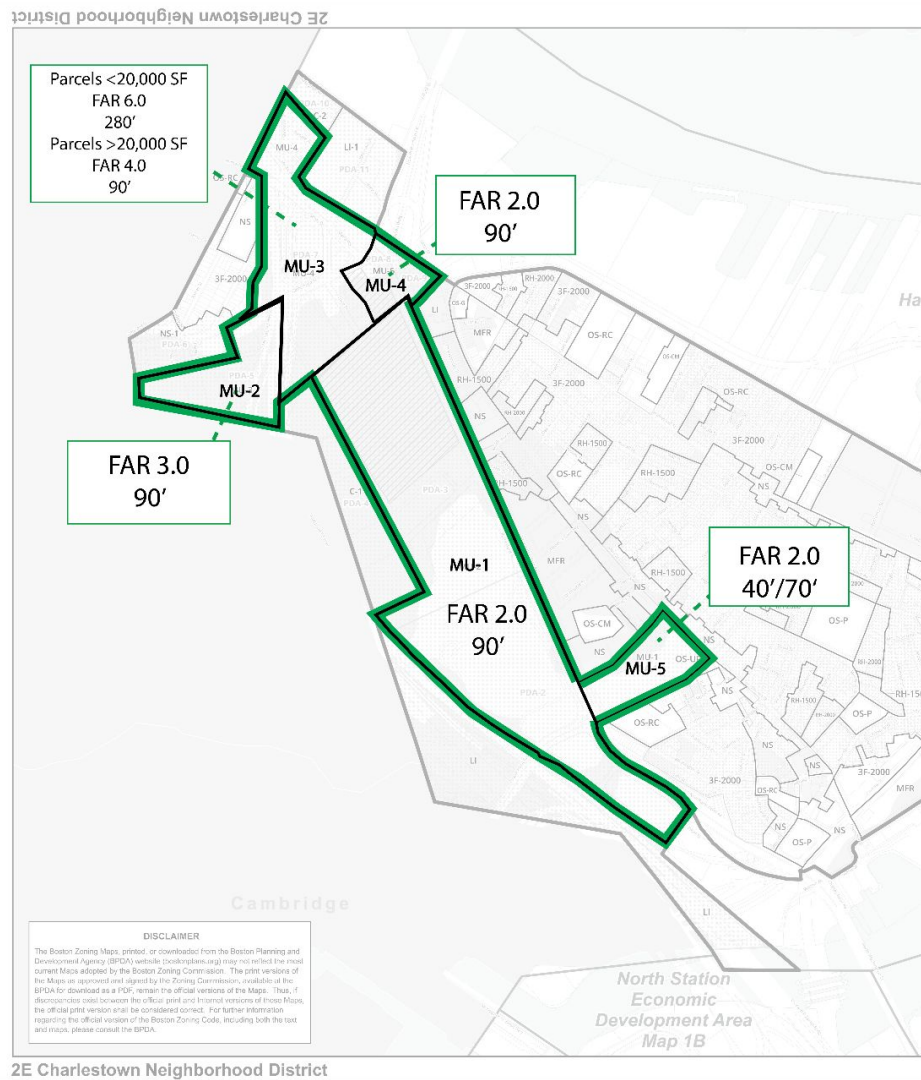


PDA-eligible areas



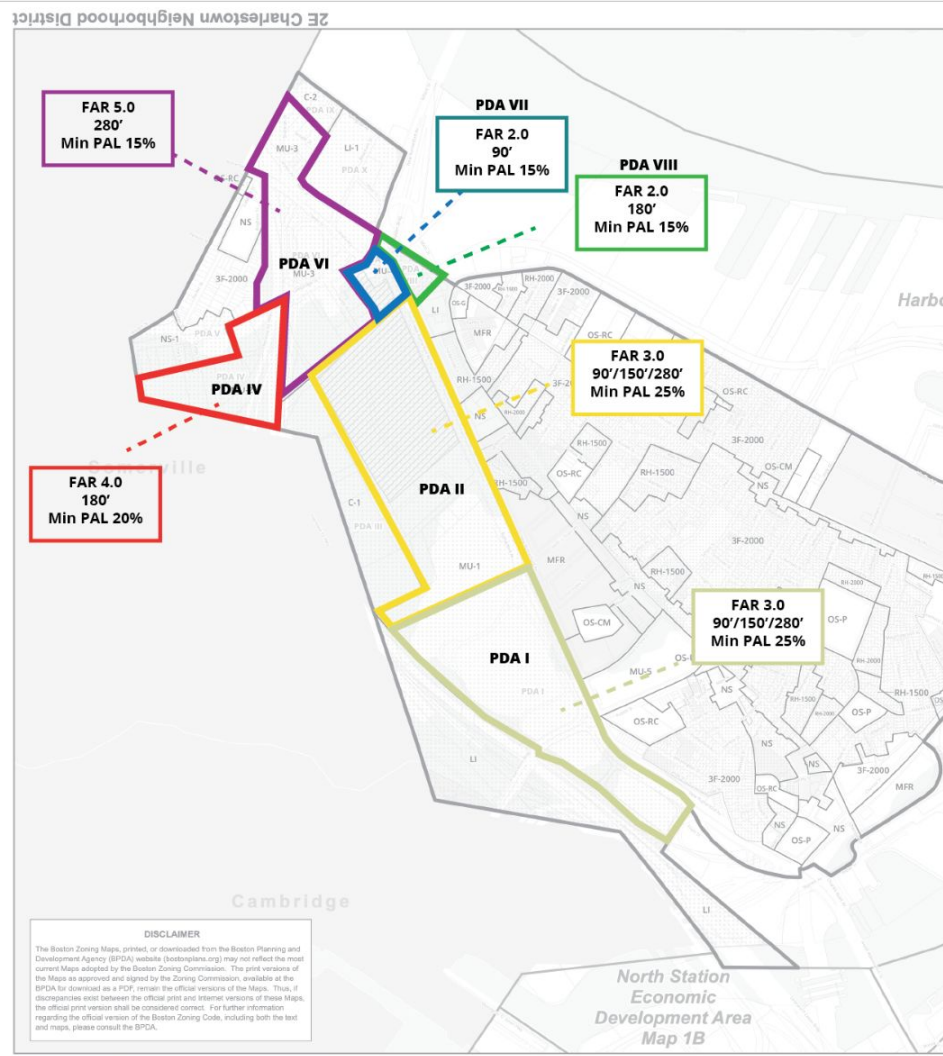
# Mixed-Use Subdistricts (MU)

- 5 Subdistricts
- Dimensions intend to **encourage the use of PDAs** for the areas with **very large parcels** (>20,000 sqft)
- **Land uses:** Blend of residential, commercial, community services, and cultural uses
  - Research and Development is a conditional use
- Front and rear yard setbacks in MU-2 and MU-3 create opportunities for **street improvements** (e.g. bike lanes and accessible sidewalks)



# Mixed-Use Subdistricts' Corresponding Planned Development Area

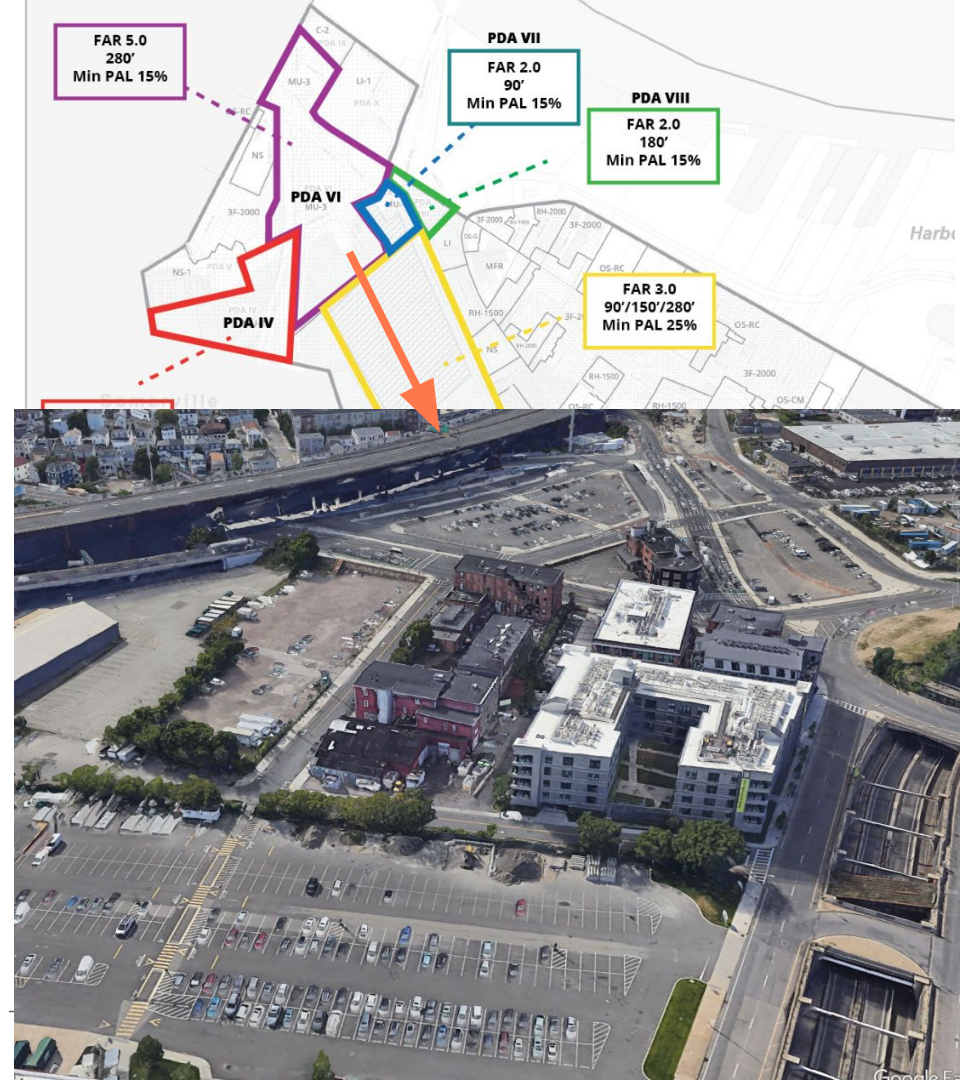
- 6 PDA-eligible areas
- Promote transit-oriented development → residential density bonus within 1,000 feet of a transit station for projects with residential uses are eligible for a 1.0 increase to their maximum FAR
- Increased permeable area of lot for very large parcels of land
- Scaled density in relation to neighborhood context
- Required public benefits options advance goals of the PLAN





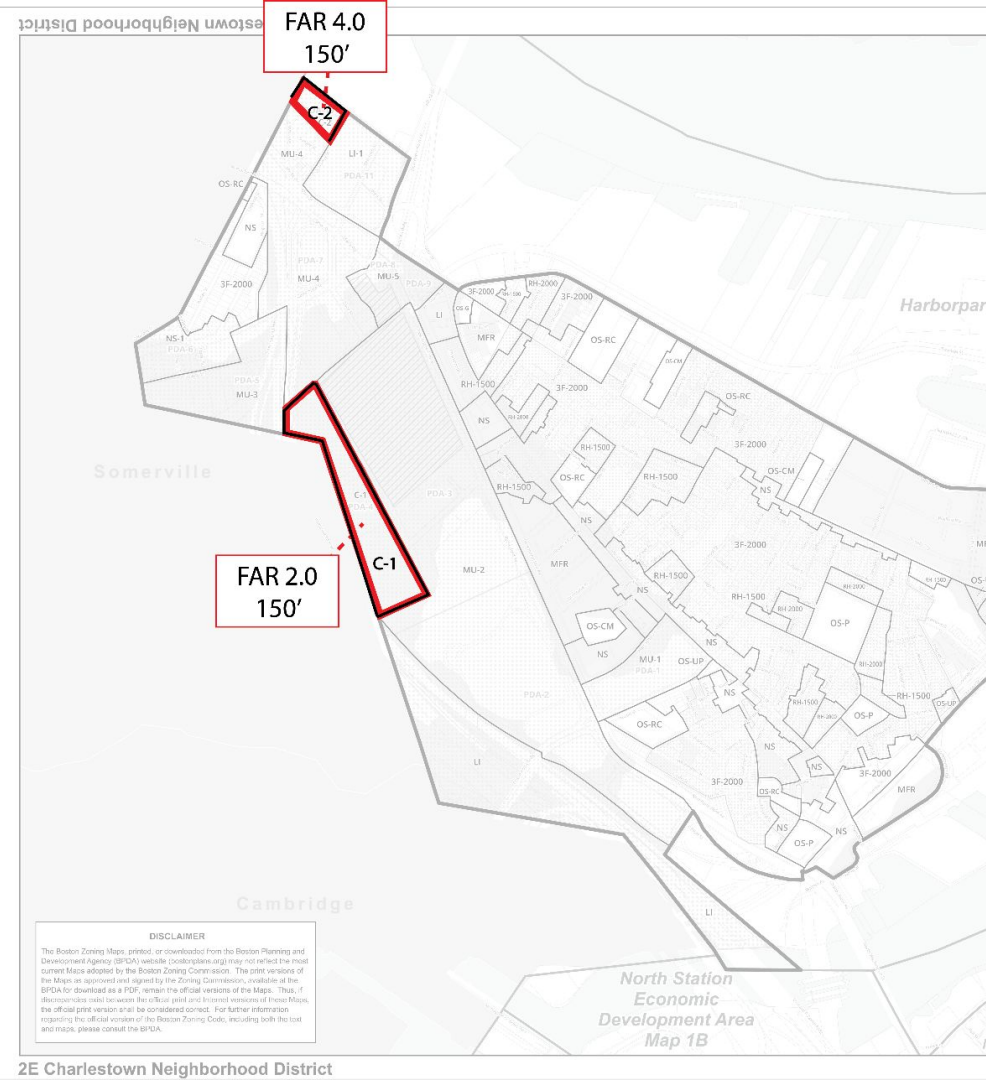
## Mixed-Use Subdistricts' Corresponding Planned Development Area

- 6 PDA-eligible areas
- Promote transit-oriented development → residential density bonus within 1,000 feet of a transit station for projects with residential uses are eligible for a 1.0 increase to their maximum FAR
- Increased permeable area of lot for very large parcels of land
- Scaled density in relation to neighborhood context
- Required public benefits options advance goals of the PLAN



# Commercial Subdistricts

- 2 Commercial Subdistricts (C-1, C-2)
- **Contextually sensitive** increased density
- Front and rear yard setbacks in C-1 create opportunities for **street improvements** (e.g. bike lanes and accessible sidewalks)
- **Land uses:**
  - Blend of commercial, community services, and cultural uses
  - Residential uses forbidden



# Commercial Subdistricts Corresponding Planned Development Area

- 2 PDA-eligible areas
- Increased density in transition zones
- Required public benefit options advance goals of the PLAN



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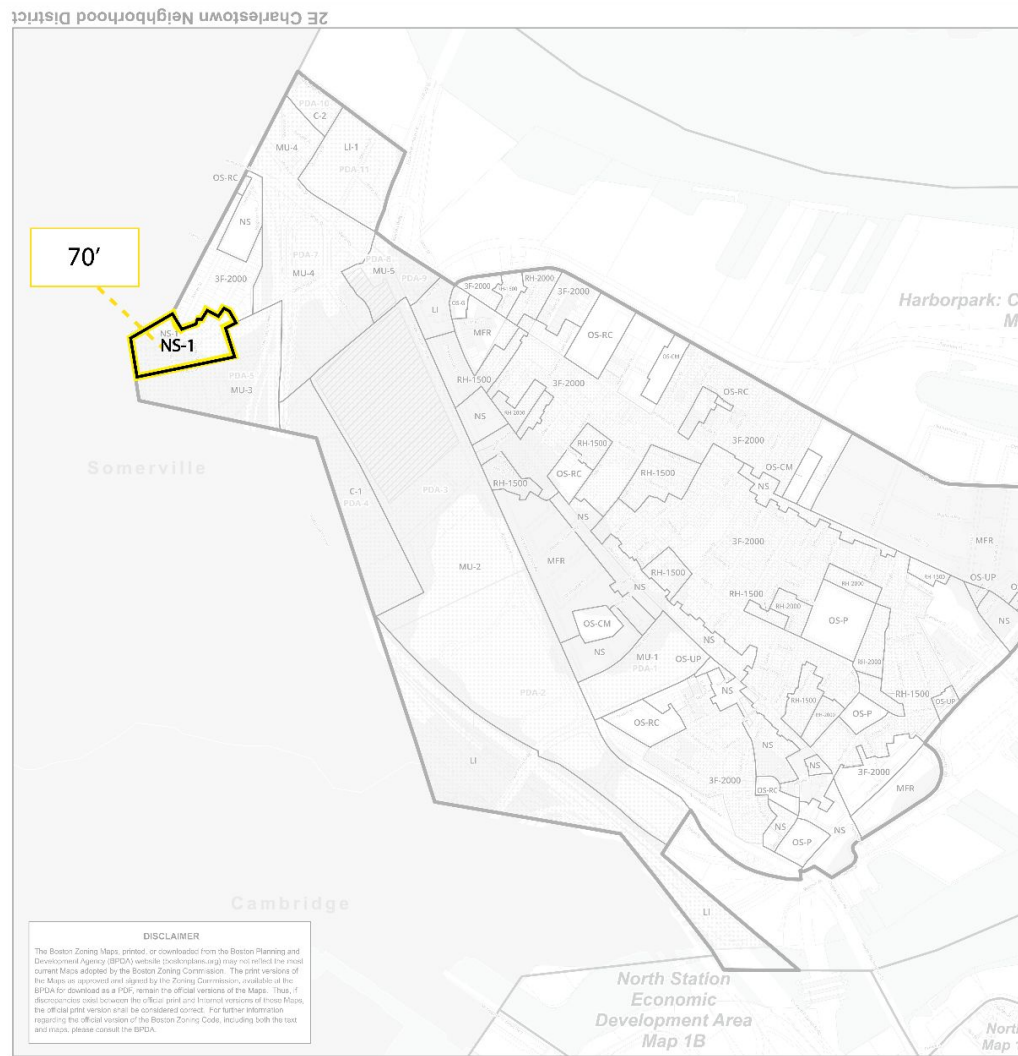
# Commercial Subdistricts Corresponding Planned Development Area

- 2 PDA-eligible areas
- Increased density in transition zones
- Required public benefit options advance goals of the PLAN



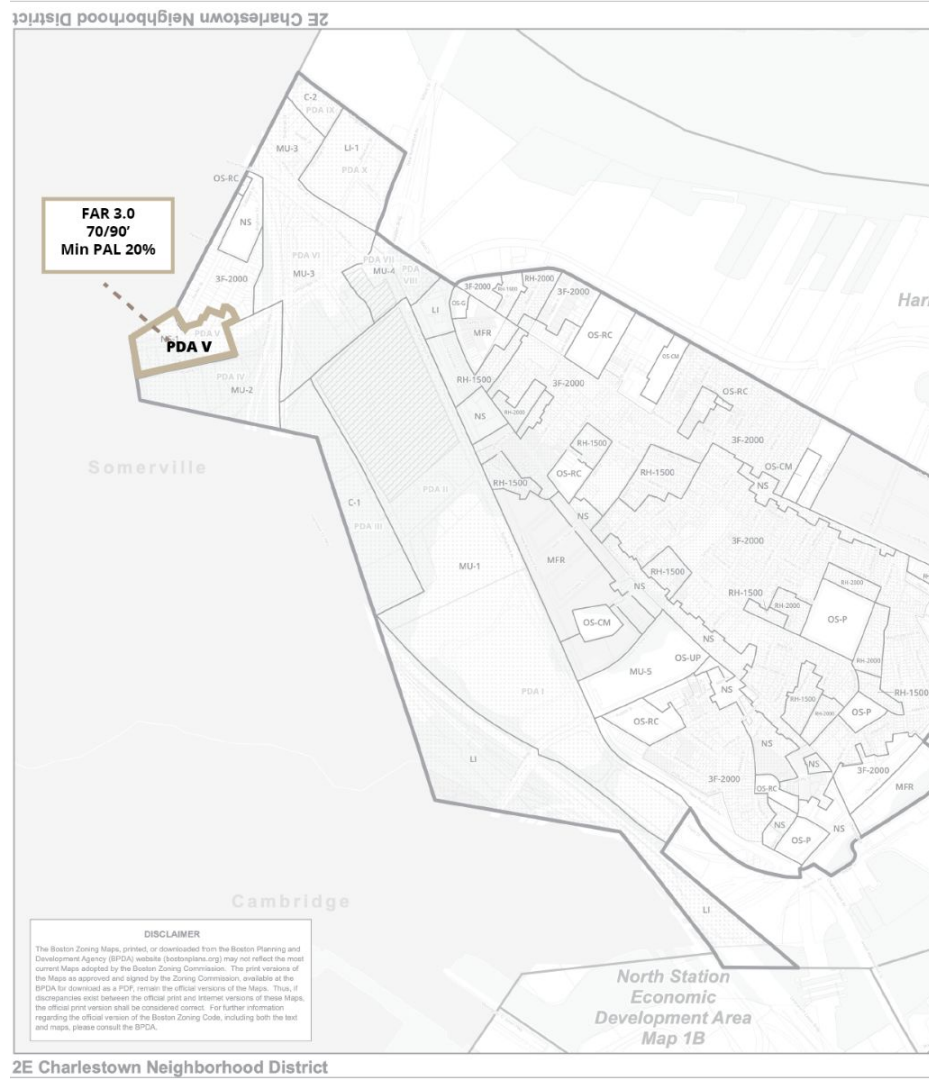
## ■ Neighborhood Shopping Subdistrict

- This subdistrict **does not have very large parcels** so the use of a PDA is not a necessity to support development.
- Maximum height to increase density, while **remaining sensitive to adjacent residential neighborhood**
- **Land uses:**
  - Blend of residential, retail, and community service uses
  - Residential uses conditional on ground floor



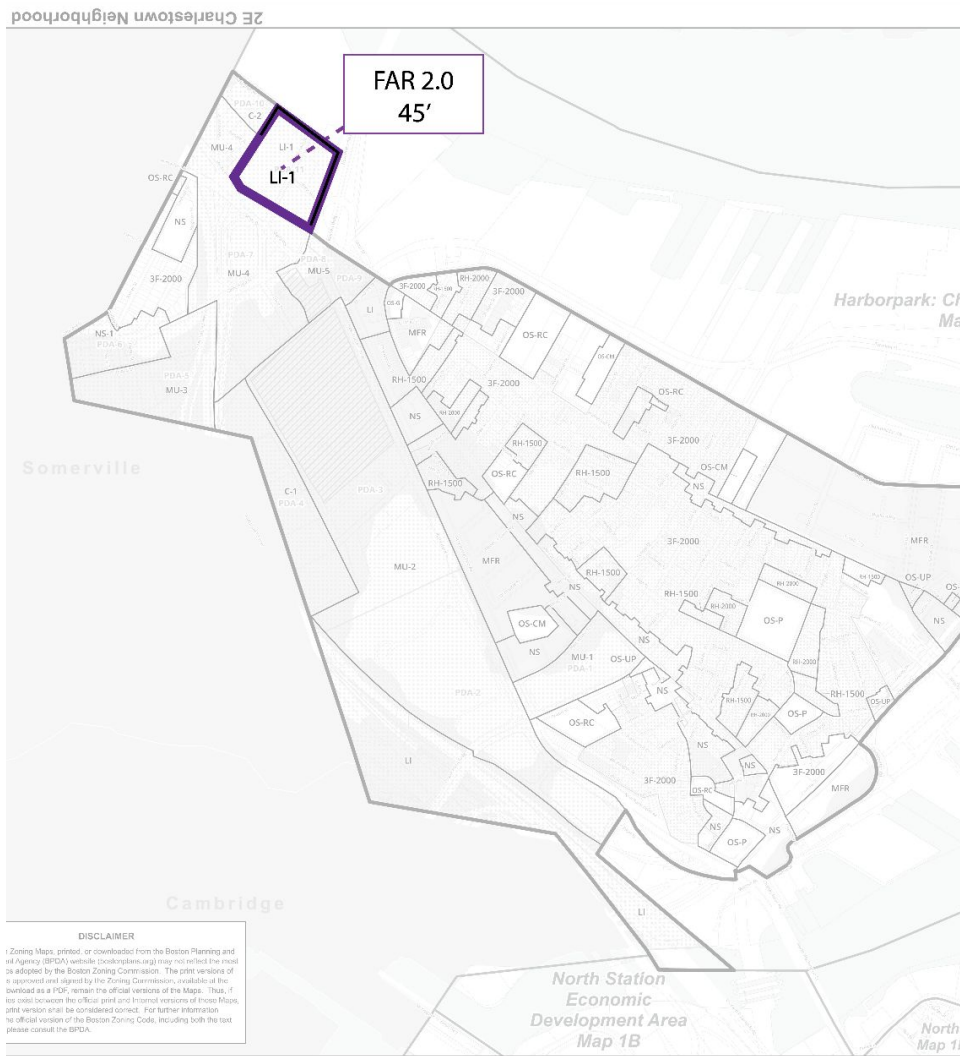
## Neighborhood Shopping Subdistrict Corresponding Planned Development Area

- **PDA-V Area** but more parcels are below 1 acre - so underlying zoning is important
- Limited to under 3 FAR given proximity to residential neighborhood



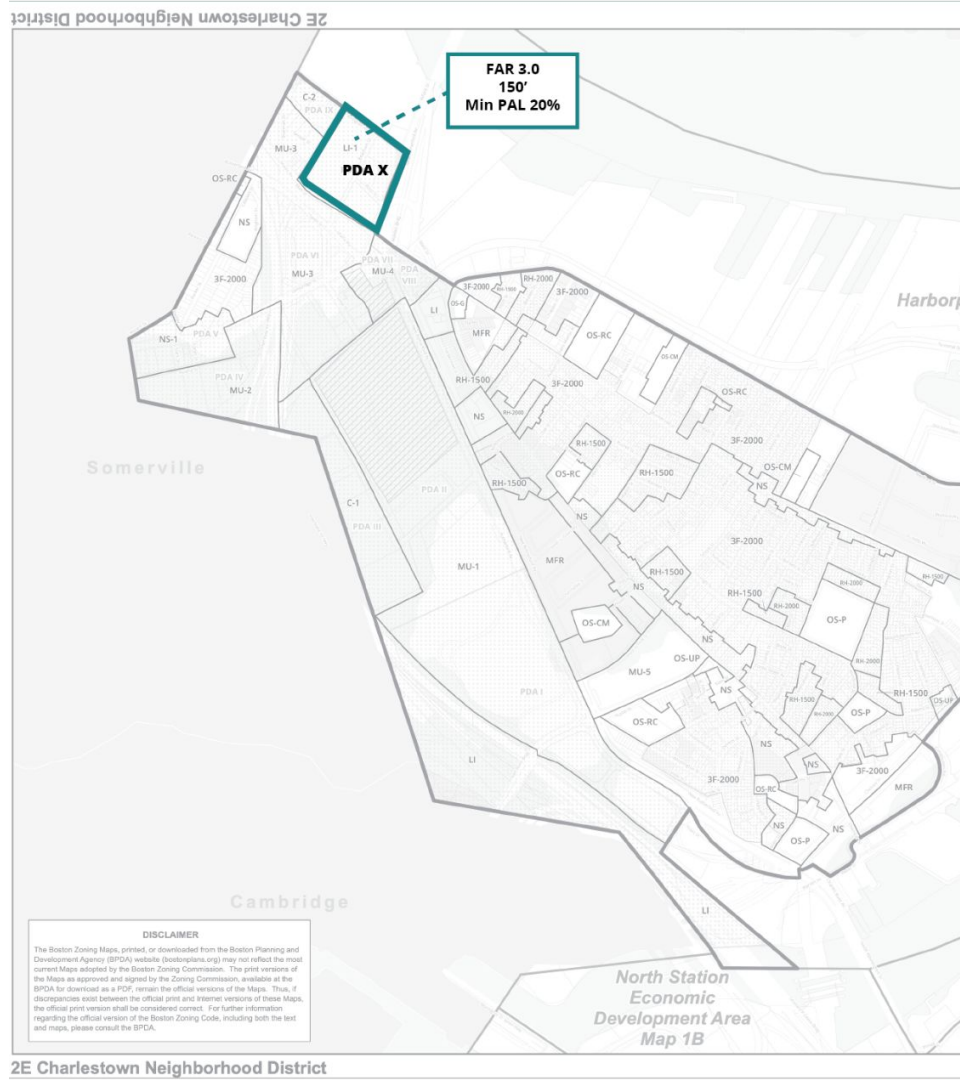
# Local Industrial Subdistrict

- Restrictive FAR and height for Local Industrial Subdistrict to **encourage the use of PDAs** for the areas with very large parcels (>1 acre)
- **Land uses:**
  - Blend of light industrial, commercial, and community service uses
  - Residential uses forbidden



## Local Industrial Subdistrict Corresponding Planned Development Area

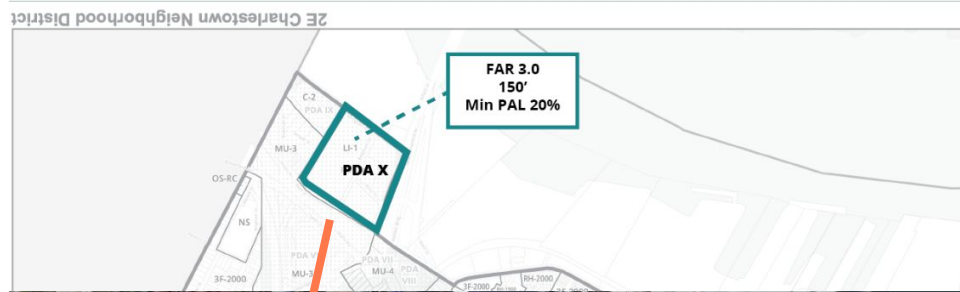
- 1 PDA
- Maximum heights and FARs for each PDA area intend to **increase density, while remaining sensitive to existing built context**
- Minimum permeable area of lot **promotes resiliency and open space goals** of the PLAN





## Local Industrial Subdistrict Corresponding Planned Development Area

- 1 PDA
- Maximum heights and FARs for each PDA area intend to **increase density, while remaining sensitive to existing built context**
- Minimum permeable area of lot **promotes resiliency and open space goals** of the PLAN



**Legend**

- Charlestown Neighborhood District Boundary
- Other District Boundary
- Subarea Boundary
- PDA - Permitted
- Planned Development Area
- Urban Renewal Area Overlay District
- Neighborhood Design Overlay District
- Institutional Master Plan Overlay District
- Coastal Flood Resilience Overlay District (CFROD)

**Residential Subdistricts**

- 3F-2000 Three Family Residential Subdistrict
- RH Row House Residential Subdistrict
- MFR Multi-Family Residential Subdistrict

**Open Space Subdistricts**

- OS-CM Cemetery Open Space Subdistrict
- OS-CG Community Garden Open Space Subdistrict
- OS-PO Park and Open Space Subdistrict
- OS-RC Recreation Open Space Subdistrict
- OS-UP Urban Plaza Open Space Subdistrict

**Neighborhood Business Subdistricts**

- NS Neighborhood Shopping Subdistrict
- C Commercial Subdistrict

**Mixed Use Subdistrict**

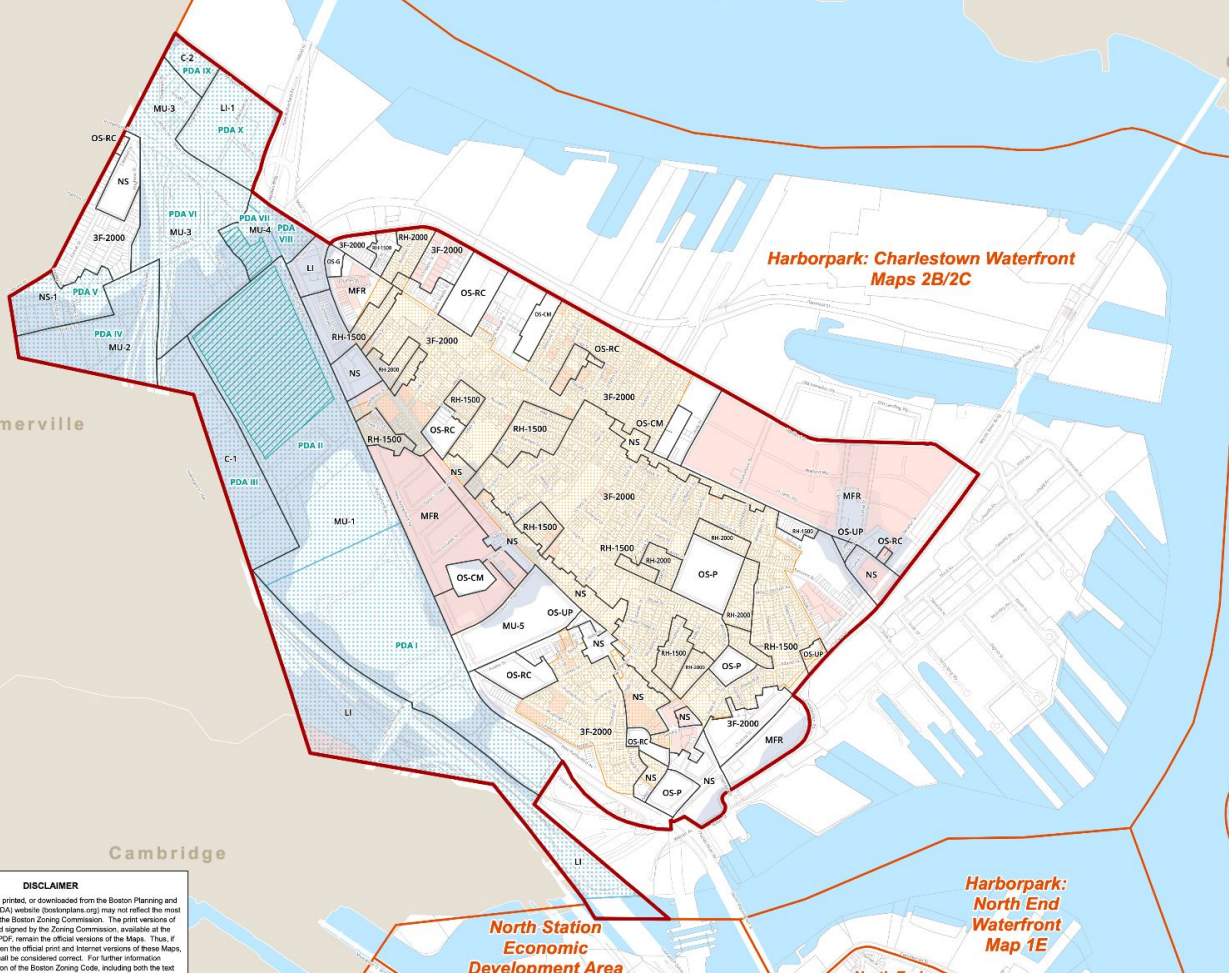
- MU Mixed Use Subdistrict

**Local Industrial Subdistrict**

- LI Local Industrial Subdistrict

For maximum allowed Height, FAR, and other provisions, see Article 62.

0 200 400 600 800 Feet  
Map Designed by P+R



**East Boston Neighborhood Map 3A/3B**

Zoning Districts City of Boston  
**Map 2E**  
Charlestown Neighborhood  
(Supplemental to "Map 2, Charlestown")

Adopted by the  
Zoning Commission of the City of Boston

*Robert A. Man*  
Chairman

Effective: September 28, 1996  
Date of public notice: August 28, 1996  
(see St. 1956, c. 665, s. 5)

As amended  
Effective:  
Public notice:

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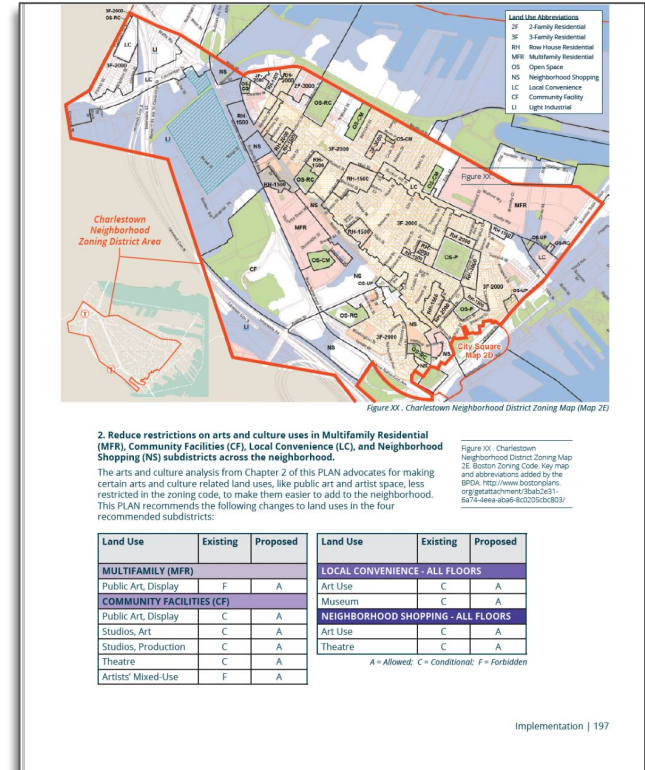


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# Additional Zoning Modifications

# Updates to Use & Dimensional Tables

1. Reduce restrictions on arts, culture, and essential retail uses in Multifamily (MFR) and Neighborhood Shopping (NS) subdistricts.
2. Make residential uses 'Conditional' on ground floor levels of the Neighborhood Shopping (NS) subdistricts.
3. Update the rear yard setback requirement for Row House subdistricts to be 15 feet.



Land Use	Existing	Proposed	Land Use	Existing	Proposed
<b>MULTIFAMILY (MFR)</b>			<b>LOCAL CONVENIENCE- ALL FLOORS</b>		
Public Art, Display	F	A	Art Use	C	A
<b>COMMUNITY FACILITIES (CF)</b>			Museum	C	A
Public Art, Display	C	A	<b>NEIGHBORHOOD SHOPPING- ALL FLOORS</b>		
Studios, Art	C	A	Art Use	C	A
Studios, Production	C	A	Theatre	C	A
Theatre	C	A	A = Allowed; C = Conditional; F = Forbidden		
Artists' Mixed-Use	F	A			

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# Simplifying the Code

1. **Consolidate the Local Convenience Subdistrict into the Neighborhood Shopping Subdistrict.**
2. **Update the boundaries of the NS districts** to better reflect where retail and residential uses actually exist by removing blocks with entirely residential uses from the NS subdistricts.
3. **Consolidate the City Square and Charlestown Neighborhood Zoning Districts.**
4. **Simplify the Neighborhood Design Overlay District (NDOD).**
5. **Simplify Charlestown's 2F and 3F subdistricts by converting the 2F-3000 and 3F-3000 subdistricts to be 3F-2000 subdistricts.**

# Parking Improvements



1. **Limit garage entrances facing public streets.**
2. **Remove off-street parking minimums for structures with 6 or fewer housing units. For structures with 7+ units, require one parking space per unit.**
3. **Align parking minimums with the Boston Transportation Department's (BTD) parking policy.**

Thank You. Questions?