



PLAN: Mattapan

Existing Conditions

An Appendix
PLAN: Mattapan

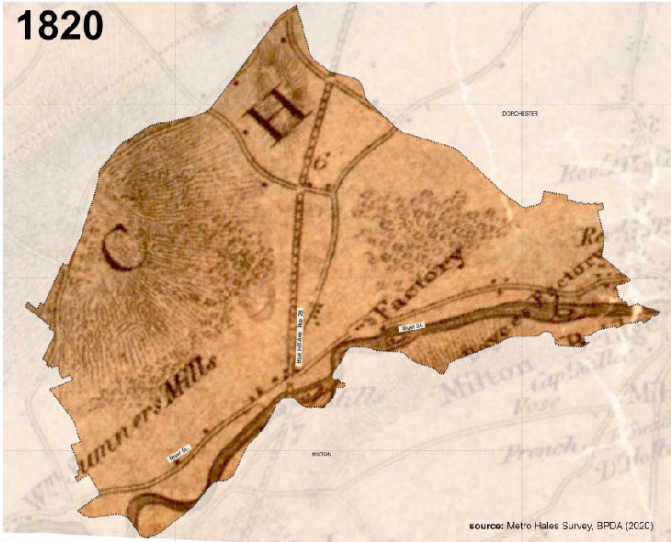


boston planning &
development agency

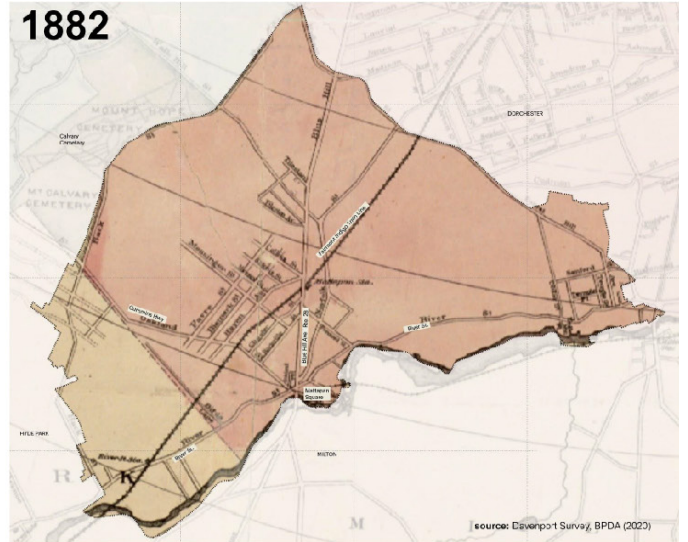
June 2022

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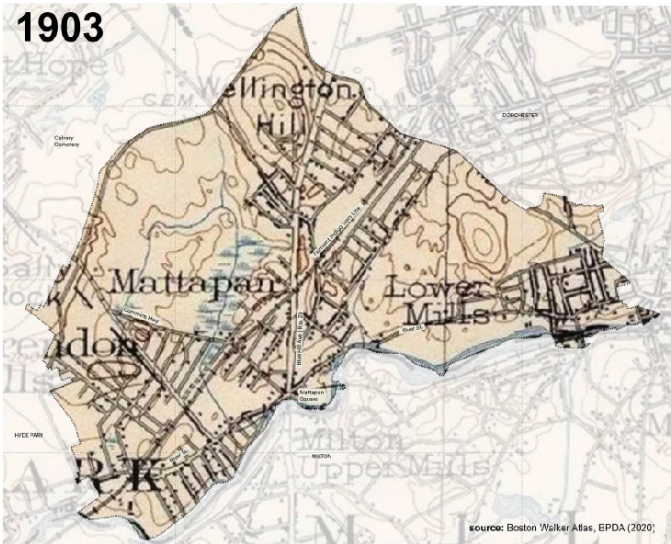
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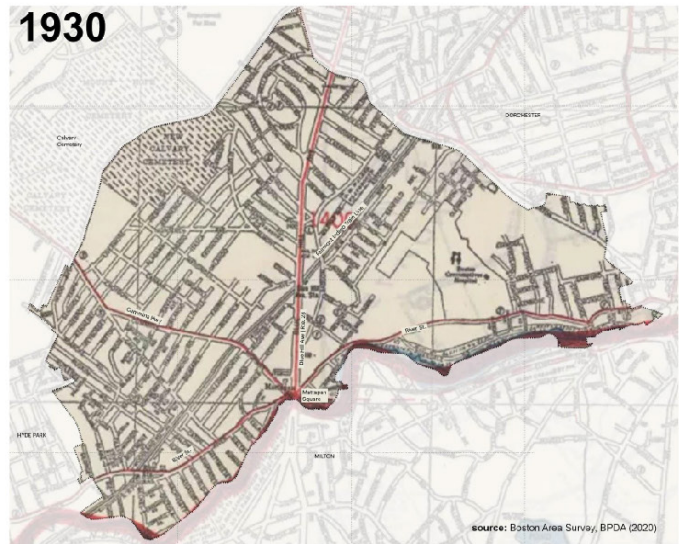
1882



1903



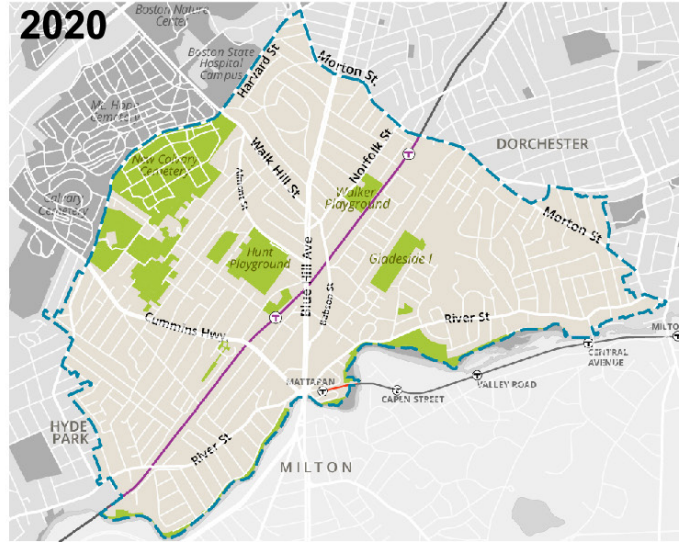
1930



1954



2020



Mattapan has transformed since development began in the 1820s. This series of historical maps shows the transformation of the neighborhood starting with construction by the Neponset River.

PLAN: Mattapan

Overview

PLAN: Mattapan is a community-driven neighborhood-wide planning initiative that started in October 2018. Guided by Imagine Boston 2030, PLAN: Mattapan seeks to ensure that we preserve wisely, enhance equitably, and grow inclusively. Through these three principles of “preserve, enhance, and grow,” the City’s planning team has and will continue to work with the Mattapan community to create a comprehensive vision for the neighborhood to guide future growth and investment.

In this section, learn more about:

“Building on Citywide Planning” on page 6

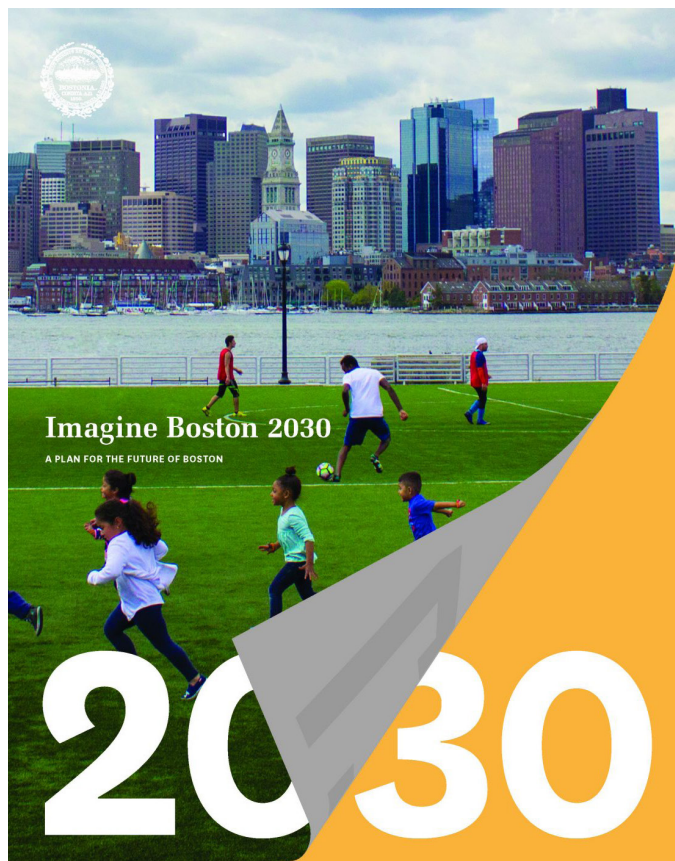
“Data and PLAN: Mattapan” on page 8



Community members and the planning team gathered at the Mattapan Branch of BPL to discuss planning issues, December 2018.

Building on Citywide Planning

PLAN: Mattapan builds upon citywide plans and helps incorporate their goals into the Mattapan neighborhood.



Imagine Boston

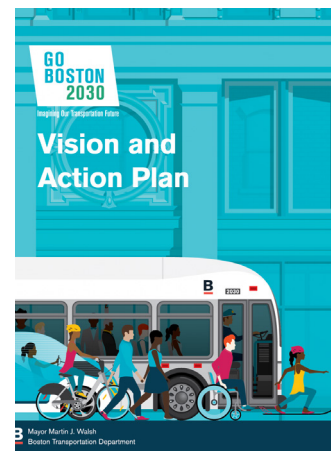
Imagine Boston 2030 is Boston's citywide plan, the first in 50 years, that holistically pulls together planning initiatives in housing, health, education, economy, transportation, energy and the environment, technology, and arts and culture. The plan points to growth areas and strategies for supporting our dynamic economy, expanding opportunity for all residents, creating livable neighborhoods, and ensuring that Boston remains a thriving waterfront city for generations to come. An earlier document, Guiding Growth, describes the expanding population pressures and the need to carefully preserve, enhance, and grow our neighborhoods with an emphasis on housing affordability and reducing displacement.



Boston Creates

Mayor's Office of Arts and Culture
2016

Boston Creates is the City's first arts and culture plan. Developed in response to a surging interest in our vibrant arts and culture scene, as well as an awareness of the need for increased attention and public support, the plan outlines goals, strategies, and tactics for overcoming the barriers to Boston's creative potential. Implementation of the plan focuses on supporting a sustainable arts and culture ecosystem, retaining and attracting creative talent, cultivating respect for many forms of cultural expression, integrating arts into many facets of civic life, and mobilizing partnerships.



Go Boston 2030

Boston Transportation Department
2017

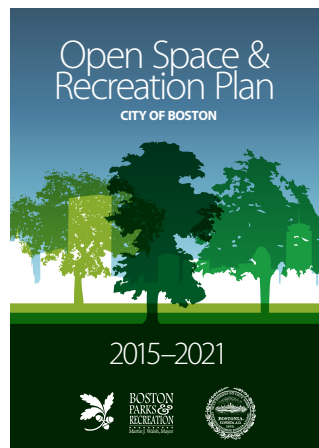
Go Boston 2030 is the City of Boston's comprehensive transportation plan. Guided by increasing equity, economic opportunity, and climate responsiveness, the plan is comprised of 58 projects and policies that are designed to expand access to a variety of connected transportation options, improve traffic-related safety on Boston's streets, and ensure reliability of service for the City's residents, commuters and visitors for the next decade and beyond. More than half of the 58 projects in the Action Plan are underway.



Housing a Changing City: Boston 2030

Department of Neighborhood Development
2014, Updated in 2018

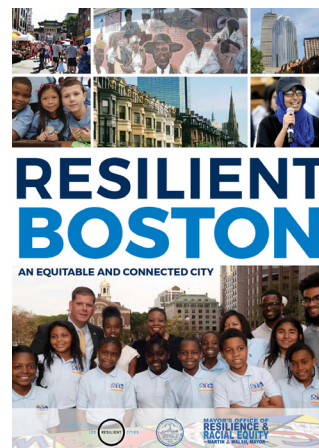
Housing a Changing City is a comprehensive plan designed to address the housing needs of Boston’s growing population. In 2018, an assessment found that Boston’s population was growing faster than expected, with 759,000 residents expected to live in Boston by 2030. The 2018 update sets new goals for housing production, including increased income-restricted housing for a range of incomes, strategic growth that preserves and enhances existing neighborhoods, and a focus on preventing displacement, increasing homeownership, and promoting fair and equitable access to housing.



Open Space & Recreation Plan, 2015 - 2021

Environment Department and Boston Parks and Recreation Department
2014

The Boston Parks and Recreation Department mission focuses on access, equity and excellence — so that every neighborhood is home to beautiful spaces that serve both the people and the environment. Through in-depth environmental inventory and analysis, The Open Space and Recreation Plan lays out an action plan that guides Boston Parks and Recreation’s efforts from 2015 through the year 2021. It informs investment, programming, operations, citywide initiatives, and evaluation of ongoing policy work with three broad challenge areas present throughout the plan: open space access and quantity; open space quality; and climate change and resilience



Resilient Boston

Mayor’s Office of Resilience and Racial Equity
2017

In 2014, the City of Boston was selected for inclusion in 100 Resilient Cities—pioneered by The Rockefeller Foundation, a global network that helps member cities around the world become more resilient to the physical, social, and economic challenges that are a growing part of the twenty-first century. Resilient Boston is the City’s first ever strategy for advancing resilience and racial equity. In the coming decades, Boston’s population could well exceed 800,000 people. As Resilient Boston makes clear, race is central to the success of nearly every planning and policy issue. Through long-term visions for Boston, the plan articulates our collective aspirations for our city and our future, and the resources needed to get there.



Small Business Plan

Mayor’s Office of Economic Development
2016

The Boston Small Business Plan has three primary goals: to make the small business economy thrive, to enhance neighborhood vibrancy, and to foster economic and social inclusion and equity. To accomplish these goals, the Plan proposes policies and programs to foster a high-quality, efficient support system for all small businesses; to develop tools, programs, and policies to address specific gaps in key small business segments that are vital to the city’s economic growth; and to enhance the ability of minority, immigrant, and women entrepreneurs to successfully launch and grow small businesses across the city.

Data and PLAN: Mattapan

PLAN: Mattapan primarily focuses on the area bounded by the MA-02126 ZIP code. Collected data includes information from the US Census, as well as BPDA and City data sources.

Data analysis was based on US Census tracts that overlap with the Study Area.

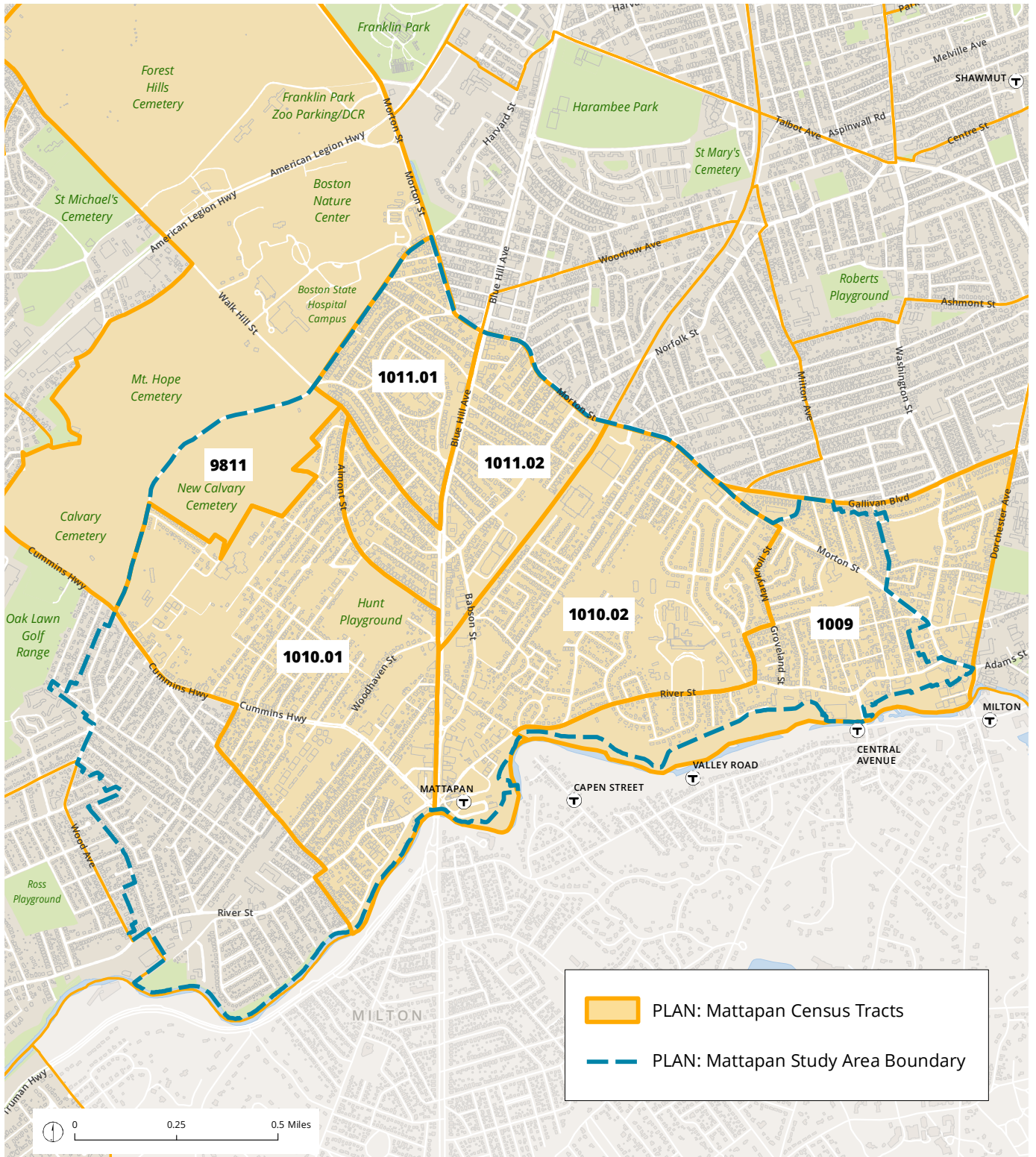
The PLAN: Mattapan Study Area boundary serves as a guide for the planning process where recommendations for the future will be implemented. In order to ensure data quality, including the ability to compare data over time to identify trends, the planning team used the US Census tracts 9811, 1010.01, 1010.02, 1011.01, and 1011.02 as the best fit for the PLAN: Mattapan Study Area. A map illustrating the differences between the Study Area and the US Census tracts that were used to analyze data is shown to the right.

Existing conditions help planners, community members, and others understand the context of a neighborhood.

Existing conditions provide a baseline of information that we build upon and use as a guide for the planning process. Existing conditions inform decision making and ensure that the planning team understands the extent of the issues at hand. They also provide a starting point to compare to trend data over time and allow us to think critically about the impacts of possible solutions. Having an understanding of where we started allows us to measure our success in the future.

Census data only give one perspective of the community.

Numerical data sets (data from the Census Bureau or similar resources) do not tell the full story of the Mattapan community. While numerical information provides a good foundation, speaking with residents and gathering experiential data helps the planning team refine their understanding of the neighborhood.



Mattapan's Past & Present

Before 1630, Mattapan had been a community for the Mattahunt Tribe until settlement momentum began in the area, leading to its eventual annexation into Boston in 1870. A pastoral community with a village-like quality, its location along the Neponset River drove its early growth and the emergence of electric trolleys that shaped it into a streetcar suburb. Through the early 1900s, Mattapan grew into a primarily Jewish residential community; commercial activity expanded along its major streets. Following years of blockbusting and redlining in the 1960s and 1970s, Mattapan became a predominantly Black neighborhood. It is now home to a substantial Haitian and Caribbean population. In recent years, community advocacy efforts have resulted in several public investments, although this report examines trends and tensions around the lagging private investment in development that remains a challenge in the neighborhood today.

In this section, learn about:

“‘A Good Place to Be’: Settlement and Early Growth” on page 12

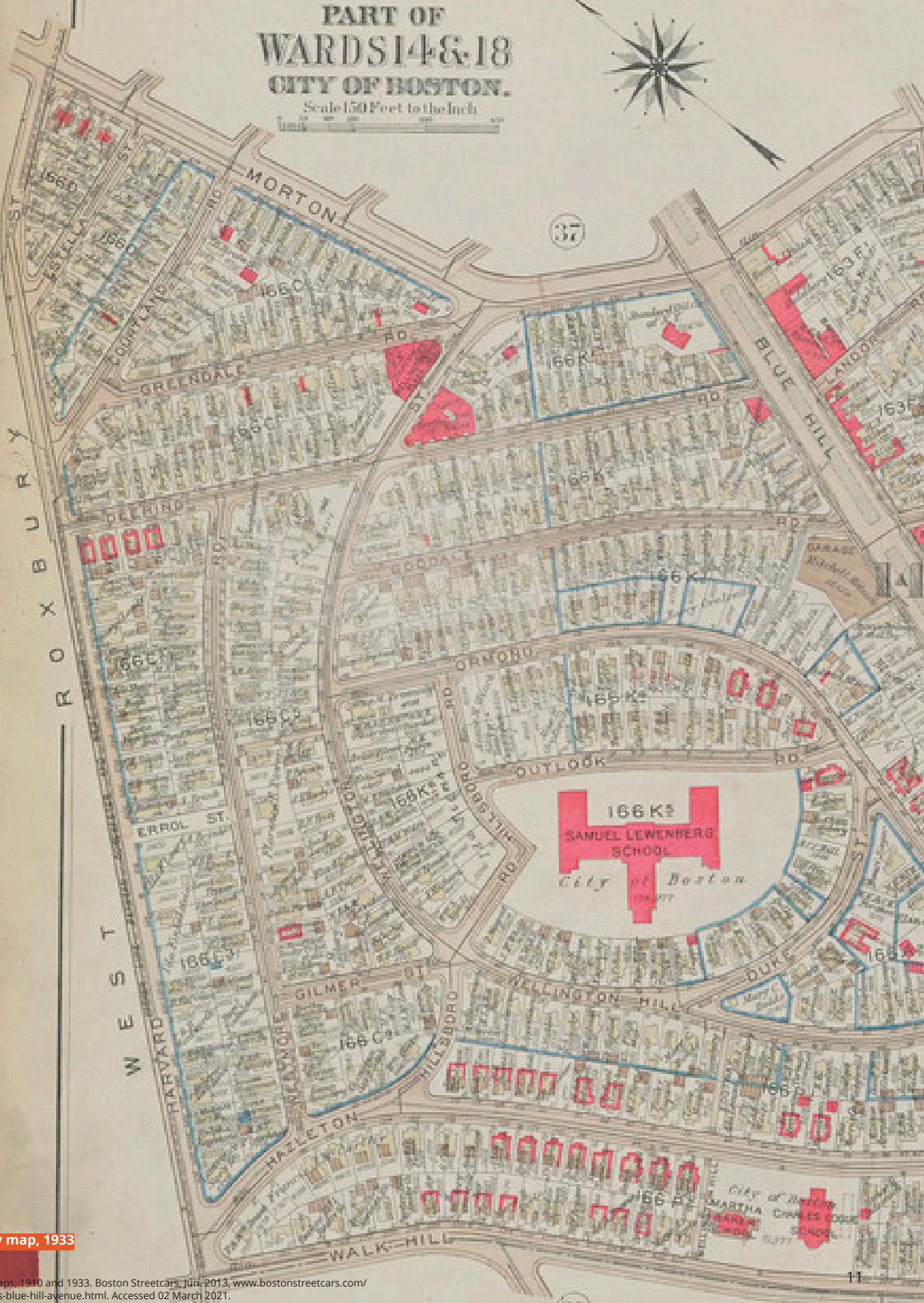
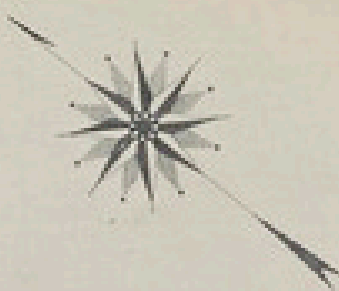
“Making of a Streetcar Suburb” on page 14

“Demographics Shift as Racial Tensions Arise” on page 17

“Civic Investments Strengthen the Neighborhood” on page 19

PART OF
WARDS 14 & 18
CITY OF BOSTON.

Scale 150 Feet to the Inch



Bromley map, 1933

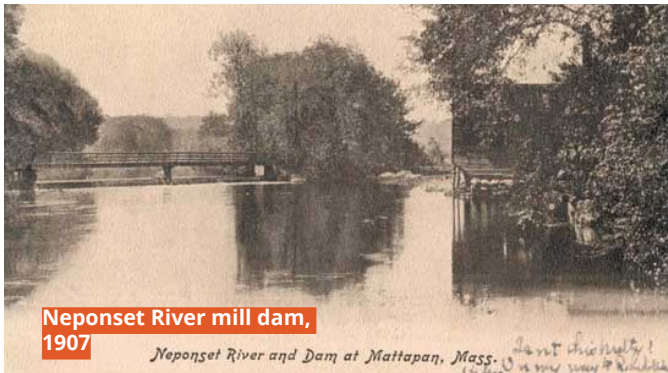
“A Good Place to Be”: Settlement and Early Growth

Mattapan’s proximity to the Neponset River attracted its earliest settlers and shaped its growth through the early nineteenth century.

The area that is Mattapan today was originally home to the Mattahunt Tribe, part of the Massachusetts confederation of Native Americans.

Mattapan has been interpreted to mean “a good place to be” or “a good place to sit.” The neighborhood’s name is closely related to its location along the upper falls of the Neponset River across from current-day Milton. The Mattahunt Tribe gave Mattapan its name because they considered it a good resting place (Mattapan means “resting place” in the Algonwuin dialect). Another account suggests that Mattapan is a shortened version of Mattapanock, meaning “evil spread about the place,” and was dubbed this due to an epidemic that killed many Native Americans in 1617.¹

The Mattahunt named the river that meandered through the area Neponset — meaning “harvest river” — as they used it for fishing and as a fur trading route with settlers.² Other accounts suggest that “Neponset” means “a good fall” in the Algonquin dialect.³



1 Dorchester Atheneum. “Meaning of the name Mattapan.”
2 TrailLink. “Neponset River Greenway.”
3 Perry, Simona Lee. “More than one river: local, place-based knowledge and the political ecology of restoration and remediation along the lower neponset river, Massachusetts” (2009). Open Access Dissertations. Paper 117.

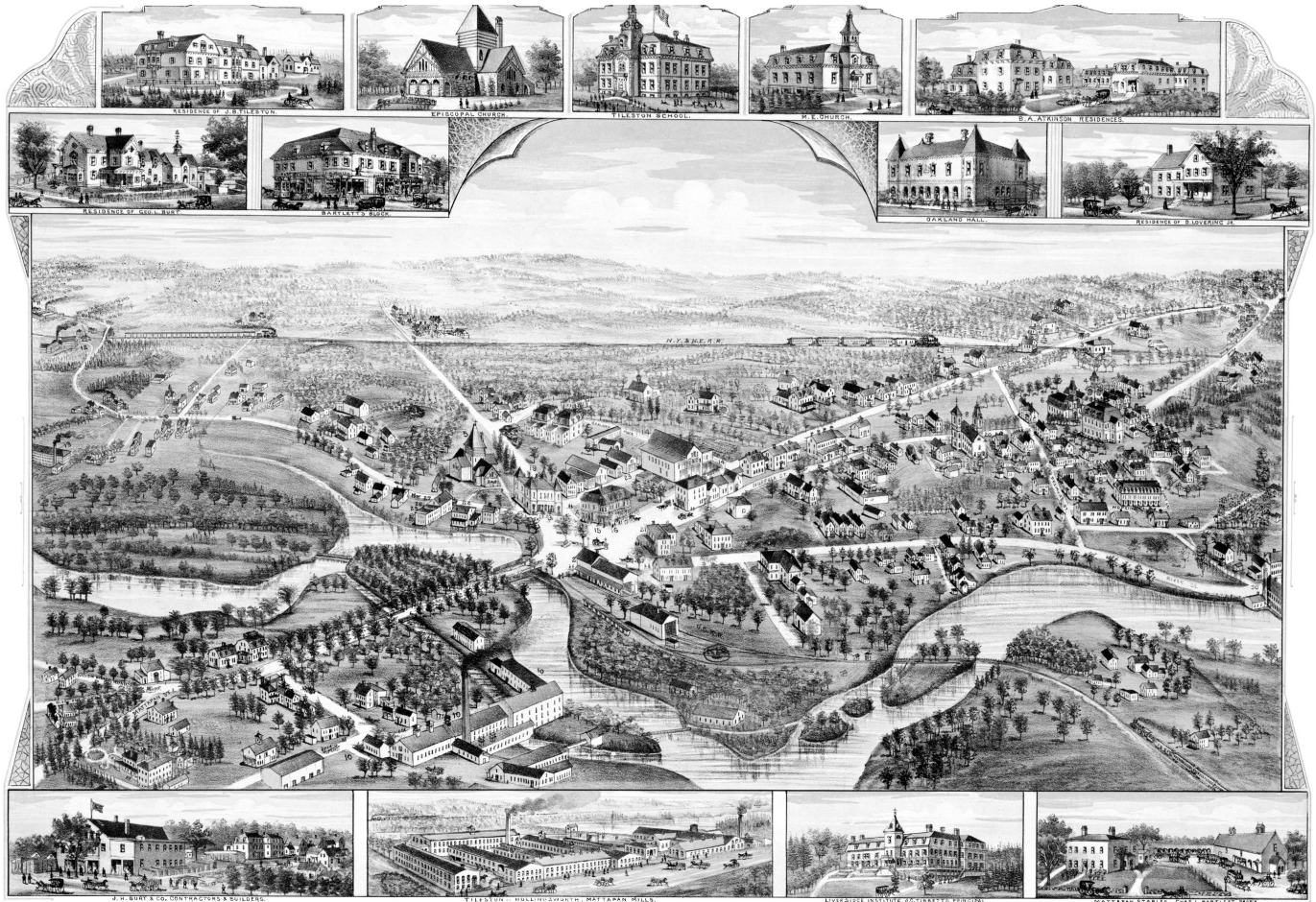


Source: Dorchester Atheneum

After being annexed by Boston, Mattapan became its own neighborhood.

English Puritan immigrants settled in Mattapan in June 1630. In September 1630, the Massachusetts General Court officially re-named Mattapan and its surrounding area to Dorchester, after the town from which they emigrated in England. When Dorchester was transferred to Boston in 1870, the name Mattapan was revived and given to the area in which Mattapan was located. Before its growth, Mattapan was an agricultural community with a village-like quality.⁴

4 Dorchester Atheneum. “Meaning of the name Mattapan.”



Mattapan map, 1890

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MATTAPAN,
 MASSACHUSETTS.
 1890.

- 1. FRANK W. H. B. S. I. M. O. N. S. G. I. R. O. N. G. S.
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Source: Norman B. Leventhal Map & Education Center, Boston Public Library, 1890 drawing of Mattapan

The Neponset River fueled Mattapan's growth in the industrial age.

The Neponset River provided power for a number of mills that produced various goods, such as paper, flour, gunpowder, and copper sheets, as early as the 1630s. The area's mill economy developed through the nineteenth century, with other types of businesses occupying two- and three-story buildings in Mattapan Square.⁵ With the proliferation of industry along the Neponset came pollution and dumping into the river. Today, its health is complicated by the contamination of sediments with PCBs (polychlorinated biphenyls).

Mattapan Square grew into the neighborhood's commercial hub.

Mattapan Square originally served as a thoroughfare between Dorchester, Quincy, Canton, and Dedham. Traffic in the square increased slightly when the Brush Hill Turnpike Corporation made improvements to the bridge connecting Mattapan and Milton in 1733, and again when the Corporation built the Brush Hill Turnpike in 1804, which would later become Blue Hill Avenue.⁶ These early infrastructure projects led to the development of Mattapan Square, which became a transportation hub and eventually the neighborhood's commercial center.

⁵ "Historic Resources." Neponset River Watershed Association.

⁶ Boston Landmarks Commission. "Dorchester/Mattapan: Exploring Boston's Neighborhoods." (2001)

Making of a Streetcar Suburb

Transportation routes along Blue Hill Avenue and other corridors drew residents to Mattapan during the early- to mid-twentieth century.

The development of rail lines strengthened Mattapan’s connection to Boston.

Two rail lines were constructed through Mattapan in the mid-1800s. The Dorchester and Milton Branch Railroad was incorporated as a branch off the Old Colony Railroad, and ran from Neponset Village in Dorchester through Milton to Mattapan Square. The Old Colony Railroad was completed in 1847. In 1863, the Boston, Hartford, & Erie Railroad line (later known as New York and New England Railroad), was constructed through Mattapan with a station at Blue Hill Avenue.¹

Blue Hill Avenue is Mattapan’s central spine and has been critical to shaping the neighborhood over time.

At the turn of the century, electrified trolleys replaced horse car trolley service along Blue Hill Avenue. In 1906, electric streetcar tracks were extended all the way to Mattapan Square. This connection — served by the #29 streetcar running from Mattapan Square to Egleston Square —

allowed for an easier route to downtown Boston and made Mattapan a more desirable and accessible neighborhood. In response, owners of large estates began to subdivide their plots and build multifamily homes to capitalize on the growing need for housing.

The triple decker became the dominant housing type as Mattapan developed into a primarily Jewish community.

The commercial district along Blue Hill Avenue expanded through the early 1900s. At the time, many Jewish families were relocating from Chelsea to Mattapan. The triple decker became a popular housing type across Boston, as the wood frame made them inexpensive to construct. Eastern European Jewish families lived in triple deckers throughout Mattapan. By 1930s, residential neighborhoods had expanded between all major transit arteries as seen in the maps to the left. During this time, landmark local businesses opened in the area, including G&G Delicatessen, Blue Hill Cafe, Edwin Electric Light Company, the Franklin Park Theater, and the Oriental Theater.

¹ Sammarco, Anthony Mitchell. Dorchester: Then and Now. Arcadia Publishing, 2005.

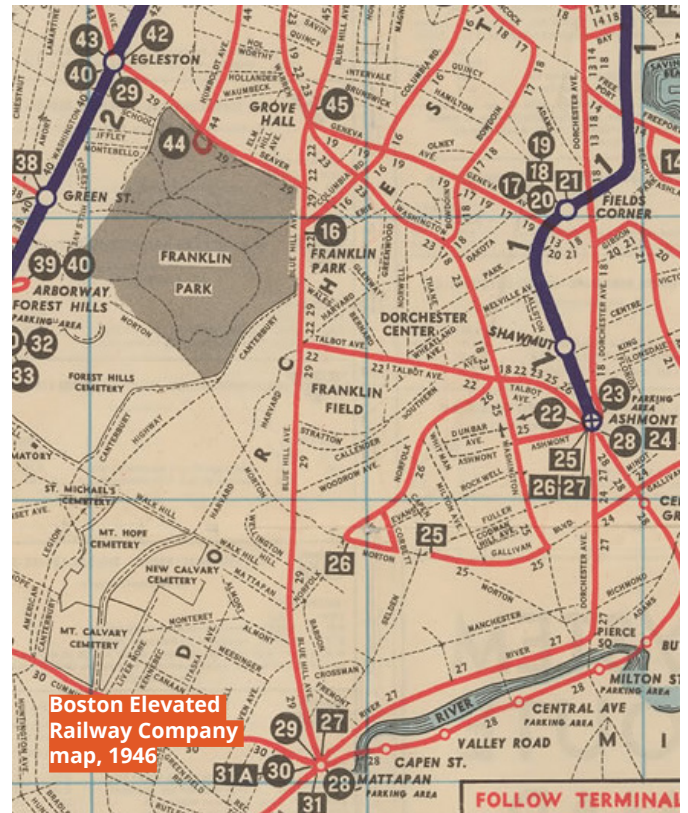


Source: Dorchester Athenaeum

The opening of the Ashmont-Mattapan High-Speed Line and American Legion Highway connected Mattapan to downtown and other areas of the city.

Major transportation developments took place in the 1920s and 1930s. Perhaps most importantly, the Ashmont-Mattapan High-Speed Line opened in 1929. The trolley ran on Line 28 and used PCC streetcars on a converted commuter rail line that only crosses roads at grade twice over its 2.6 mile long route. The line runs today as part of the MBTA's Red Line.

The American Legion Highway was also constructed along Canterbury Brook. Topography in the area was leveled to accommodate the highway, which became a major thoroughfare. Cummins Highway and River Street also became widely used corridors. These thoroughfares, with the addition of Blue Hill Avenue, continue to be widely used corridors today and create the primary structure of the road network.



Circles around route numbers denote streetcar lines. Squares denote bus lines.

Lufkin, Richard. Boston Elevated Railway Co. System Route Map, 1946. Boston Streetcars, Jun. 2013, www.bostonstreetcars.com/dorchesters-blue-hill-avenue.html. Accessed 02 March 2021.



Ashmont-Mattapan High-Speed Line at Ashmont Station, 1936

Courtesy of the Dorchester Historical Society. Photo by James A. Parsons.



MBTA 5738 Trolley at Mattapan Station, 1955

Courtesy of RRPictureArchives.net. Contributed by Frank Pfuhrer.

By the mid-1950s, bus lines replaced streetcars and automobiles became widespread.

Streetcars ran along tracks on Blue Hill Avenue’s median until the 1950s. As automobiles became more affordable and popular, the tracks were removed to accommodate additional car lanes. The #30 streetcar running from Mattapan to Roslindale was discontinued in April of 1953 while the #29 streetcar along Blue Hill Avenue was discontinued in September of 1955. Tracks were removed to allow more space for car travel.

The demise of Boston’s streetcar network resulted in a transformed transportation system in Mattapan and beyond. Passenger rail service on what is now the Fairmount Line ceased in the post-war era. Automobiles enabled regional suburban development, leading to greater traffic volumes and congestion. Residents with cars who desired a more suburban way of living were now able to live beyond the city limits.



Blue Hill Avenue, 1958

Dirty Old Boston, Facebook, Mar. 2021, facebook.com

Demographics Shift as Racial Tensions Arise

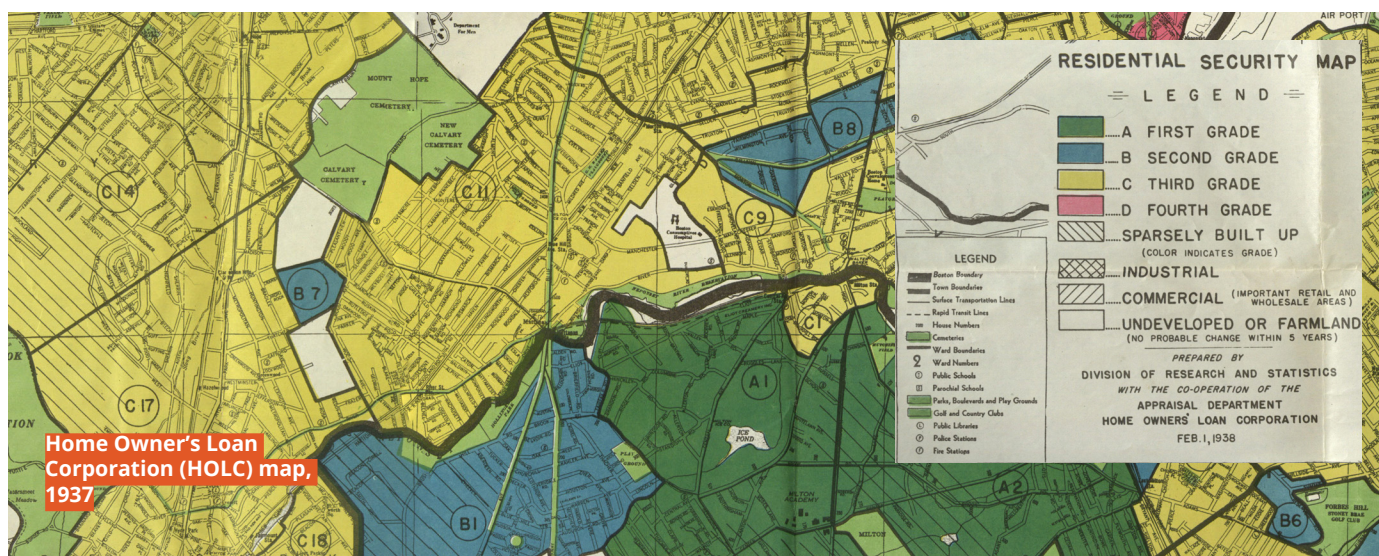
During the late 1960s and 1970s, Mattapan became a predominantly Black neighborhood.

Discriminatory housing practices led to significant changes in the population.

In 1938, the Cram's Street Map of the Boston Area was drafted by agents of the federal government's Home Owners' Loan Corporation. The color-coded map compiled data and evaluations carried out by local real estate professionals, and rated neighborhoods based on their "mortgage security." Most of Mattapan was identified with a C rating as "third grade," signifying that it was subject to "infiltration of a lower grade population".

Through the redlining process, bank officials agreed to grant only Federal Housing Administration-insured mortgages to Black people in these neighborhoods. This practice was facilitated through the Boston Banks Urban Renewal Group program and began in 1968. Realtors opened offices in Mattapan and conspired to pressure Jewish homeowners to "panic sell" their properties in a process known as blockbusting. In 1970, Black residents accounted for 20% of the neighborhood's total population; by 1980, they accounted for 70%.¹

¹ BPDA Research Division. "Historical Trends in Boston Neighborhoods since 1950." December 2017.



Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," *American Panorama*, ed.; Source: Bridge and Ferry photographs, Collection #5010.004, City of Boston Archives, Boston.



Courtesy of the Boston Globe. Photo by Thomas E. Landers.

Mattapan's racial composition changed significantly through the 1970s.

As white flight gripped the neighborhood, the period between 1968 and 1970 saw Mattapan undergo a dramatic shift in its racial and ethnic composition. Jewish institutional leaders suggested that the thousands of working-class Jews living in Mattapan and Dorchester move from the neighborhoods. By 1969, the Jewish population of Dorchester and Mattapan collectively dropped from 50,000 to 6,000. Tensions flared in May of 1970 when two synagogues — Chevra Shas and Agaduth Israel (now housing the Temple Salem Seventh Day Adventist Church) — were targeted by arsonists.¹

Mattapan became the cultural, social, and political center for Boston's Haitian community.

The Haitian community began settling in Massachusetts around the late 1950s and the early 1960s when some Haitians fled the dictatorial regime of François Duvalier.² By the 1980s, Mattapan Square had become the anchor for Boston's Haitian community. This contributed to the vibrant Caribbean culture present in Mattapan. Caribbean-American restaurants and the Caribbean Cultural Center brought activity along Blue Hill Avenue. Today, Mattapan has the largest Haitian population in Boston.

¹ Levine, Hillel and Harmon, Lawrence. *The Death of an American Jewish Community: A Tragedy of Good Intentions*. Plunkett Lake Press, 2019.

² [New Bostonian Series, Imagine All the People](#); March 2007, Revised June 2009 BPDA Research Division Analysis.

Civic Investments Strengthen the Neighborhood

Since the 1980s, community members have organized to bring civic amenities and resources to the neighborhood in collaboration with public agencies.



Mattapan Branch of the Boston Public Library

© Robert Benson Photography

Investments in mobility and safety increased in the 1980s.

Mattapan saw major transportation investments in the early 1980s. The MBTA granted \$15 million toward the reconstruction of the Ashmont-Mattapan High-Speed Trolley Line as well as the Red Line's Dorchester branch. This included the replacement of 5.2 miles of track and a tunnel. In 1983, the MBTA increased #29 bus service along Blue Hill Avenue.³ In 1988, a police precinct was built along Morton Street at Blue Hill Avenue. The precinct serves District B-3.

Civic spaces have been enhanced in recent years.

In the early 2000s, Mattapan was missing key amenities to serve neighborhood residents. In 2009, the Mattapan Branch of the Boston Public Library opened. Prized for its architectural design and integration of indoor and outdoor spaces, the library has become a symbol of pride.⁴ Additionally, the Mattapan Community Health Center opened in 2012. It was also noted for its architectural design and has become an anchor in the community via a community room and retail space. In 2014, the Boys and Girls Club completed its renovation of Mattapan's old library building, providing a state-of-the-art renovated space for neighborhood teens.⁵

³ Boston Streetcars. "Dorchester's Blue Hill Avenue."

⁴ William Rawn Associates, Architects, Inc. "Boston Public Library, Mattapan Branch."

⁵ Boston Preservation Alliance. "Boys & Girls Club of Boston, Mattapan Teen Center."



MBTA Blue Hill Avenue commuter rail station

Courtesy of the MBTA



Fowler Clark Epstein Farm

Courtesy of Adam deTour



Harvest River Bridge

Photography © Anton Grassl

Two commuter rail stations opened, connecting Mattapan to Downtown Boston.

The Morton Street station stop on the MBTA Commuter Rail Fairmount Line was completely reconstructed and opened in July 2007. The Blue Hill Avenue commuter rail station opened in February 2019 on the Fairmount Line between the Fairmount station in Hyde Park and the Morton Street station, providing direct access to Downtown Boston in less than half an hour.¹

The Neponset River Greenway and Fowler Clark Epstein Farm have provided opportunities for recreation, community building, and education.

In 2017, a new segment of the Neponset River Greenway Trail was opened between Mattapan Square and Central Avenue in Milton, providing a continuous riverfront path from Dorchester Bay to the Blue Hills.² The Harvest River Bridge connects Mattapan to Milton near Ryan Playground. The greenway was named a “2019 Great Place in America” by the American Planning Association in 2019.

In June 2018, the Fowler Clark Epstein Farm opened to the public as an urban farming education and training center.³ (See more in “Place” chapter.)

¹ WBUR. “Blue Hill Avenue Commuter Rail Station Opens.” February 25, 2019.

² Smith, Jennifer. “Just Awesome! Latest Greenway link opens to rave reviews.” The Dorchester Reporter. May 19, 2017.

³ Historic Boston Incorporated. “Fowler Clark Epstein Farm.”



Haitian-American Unity Parade, 2018

Courtesy of the Dorchester Reporter

Today, Mattapan is a resilient and culturally rich community.

Mattapan's diverse population, which consists largely of Caribbean immigrants and African Americans, advocated for neighborhood improvements. Many of Mattapan's recent advancements have come as a result of years of active community efforts. Without Mattapan's community leaders and neighborhood groups, this change would not have been possible.

Today, Mattapan's cultural strength can be seen in events like the Haitian American Unity Parade, which has been occurring for twenty years, and the Jazz & Unity Festival, which took place in September 2019 on the lawn in front of the Foley Senior Residences.



Jazz & Unity Festival, 2019

Courtesy of the Dorchester Reporter

People

Build for people
who are here

—Comment from
January 2020 Housing Deep Dive

Mattapan’s population has been relatively stable since the 1950s. At that time, the neighborhood transitioned to becoming the diverse majority Black neighborhood that it is today.

Studying the demographics of the neighborhood can help to reveal the needs of the people who live there, and what gaps might exist in current planning and resources.

In this section, learn more about:

“Today’s Demographics” on page 24

“Households in Mattapan” on page 28



PLAN: Mattapan's engagement activity at the ZipTrip event in Almont Park in August 2019.

Today's Demographics

Mattapan residents are predominantly African American and Haitian and has a growing Latino and Spanish-speaking population.

Since 2010, the population of Mattapan has grown to over 25,000 residents, returning to its previous 1970 peak.

From 2010 to 2017 Mattapan's population increased 14 percent from 22,500 residents to 25,586. The average annual rate of change in population in the City of Boston in that period was 8 percent, so Mattapan had almost twice the citywide average annual rate of population growth. Boston's population is expected to continue to grow citywide to 760,000 by 2030. PLAN: Mattapan looks to accommodate and leverage growth to strengthen the community and improve equity.¹

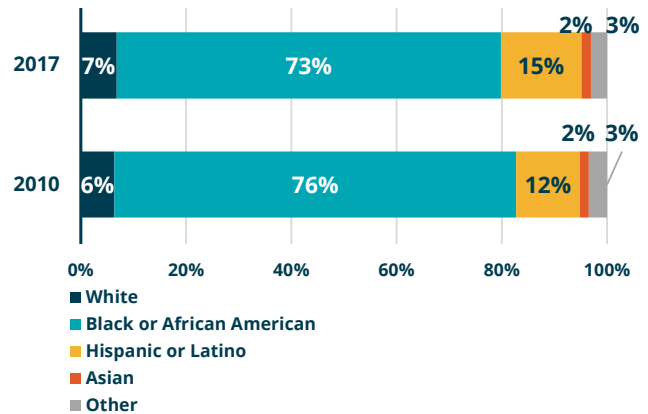
93 percent of the population of Mattapan identifies as Black, Hispanic or Latino, Asian or other non-white races and ethnicities.

As of 2017, 7 percent of Mattapan residents identified as white, non-Hispanic or Latino.

Mattapan has a larger portion of residents born in Haiti, Jamaica, Trinidad and Tobago, and Barbados than Boston.

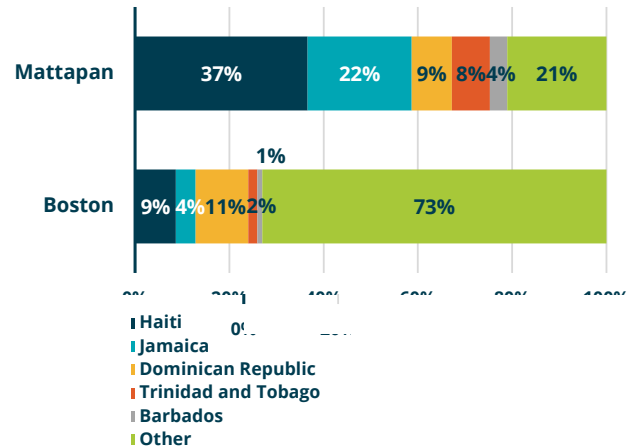
In 2017, 33 percent of Mattapan's population was foreign-born,² compared to 28 percent of residents citywide.³ 37 percent of the foreign-born residents of Mattapan were born in Haiti. Mattapan is one of the neighborhoods with the highest percentage of population with Limited English Proficiency (LEP) at approximately 19 percent. The most common languages spoken are: Haitian Creole, Spanish and Vietnamese⁴.

Race and Ethnicity 2010, 2017



Source: U.S. Census Bureau, 2010 Census, 2013-2017 American Community Survey, BPDA Research Division Analysis

Foreign-Born Population 2017



Source: U.S. Census Bureau, 2010 Census, 2013-2017 American Community Survey, BPDA Research Division Analysis

¹ Imagine Boston 2030

² Foreign-born populations include those who are not U.S. citizens at birth, although they may become U.S. citizens through naturalization.

³ Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

⁴ 2012-2016 American Community Survey, Public Use Microdata Sample (PUMS), BPDA Research Division Analysis

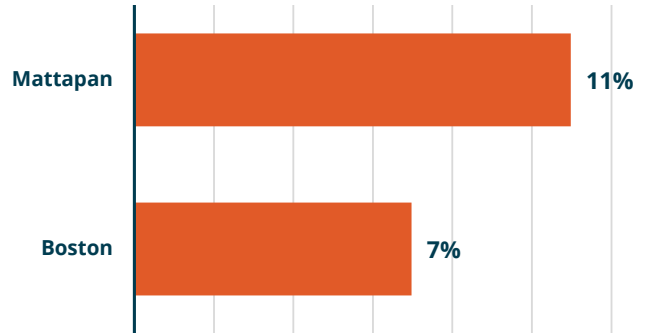


The Annual Haitian-American Unity Parade along Blue Hill Avenue in Mattapan.

Mattapan residents are more likely to be adults with a disability than Boston residents citywide.

Citywide, 7 percent of adults identify as having a disability. In Mattapan, it is 11 percent. Disability status helps us understand the number of people who are faced with additional hurdles in everyday life. Disability status informs a person's vulnerability to change in the built environment and accessibility to services.

Population Disability Status (age 20-64) 2017

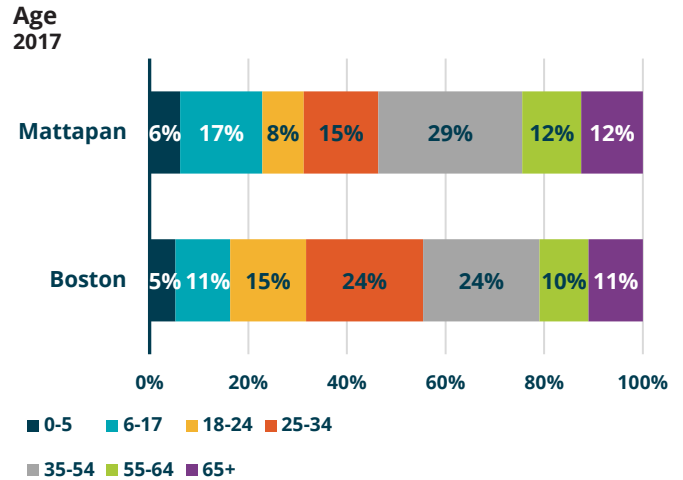


Source: US Census Bureau, 2013-2017 American Community Surveys, BPDA Research Division Analysis



Mattapan has a higher proportion of residents under the age of 18 and over the age of 35 than Boston overall.

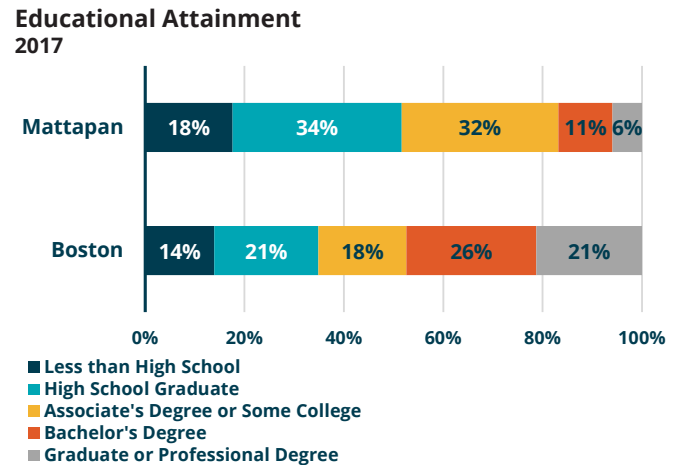
Children and teenagers under the age of 18 make up 23 percent of Mattapan's population, as compared to 16 percent of Boston's population overall. Mattapan also has a higher percentage of adults over 35 years of age, representing 53 percent of the neighborhood's population as compared to 45 percent for Boston overall. These numbers indicate that Mattapan has a higher percentage of family households than the rest of the city.



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

The share of Mattapan residents with at least a Bachelor's degree has increased over previous decades.

While educational attainment has increased in the neighborhood, Mattapan has a lower proportion of people who have earned a Bachelor's Degree or more compared to Boston as a whole. Higher levels of education often correspond with higher incomes and greater economic opportunity, but this information also helps inform other workforce needs.



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis



BPDA Planning Staff at the Mattapan Library with a group of teenagers from the Mothers for Social Justice & Equality Summer Program, July 2019.

Households in Mattapan

Mattapan is home to larger households, more single-parent households, and more people living with disabilities than Boston as a whole.

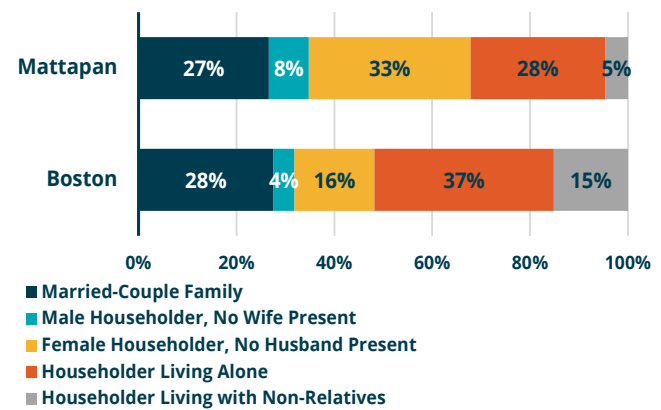
Mattapan’s households are mostly comprised of families.

There are 8,870 households¹ in Mattapan. Households in Mattapan are more often family households (68 percent) than in the City of Boston overall (48 percent). In general, family households demand housing units with 2 or more bedrooms. Mattapan also has more two- and three-bedroom units than the city overall. The average number of bedrooms per unit in Mattapan is 2.58.

The average household size in Mattapan is 2.84 members per household, which is higher than the average household size for the City of Boston at 2.36 members. Overall, household sizes for Boston have increased slightly since 2000, bucking regional and national trends. This still represents a significantly smaller household size than in 1950, when the average household size in Boston was 3.4.²

One out of every three households in Mattapan is a family headed by a single female compared to 4 percent that are headed by a single male. Mattapan has double the family households headed by a single parent than Boston’s average. This indicates that there could be housing needs that are unique to Mattapan residents.

Households by Type (Family and Non-Family), 2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

¹ A household includes all the people who occupy a housing unit as their usual place of residence, whether they are related or not. Family households include members related by birth, marriage or adoption.

² Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis.

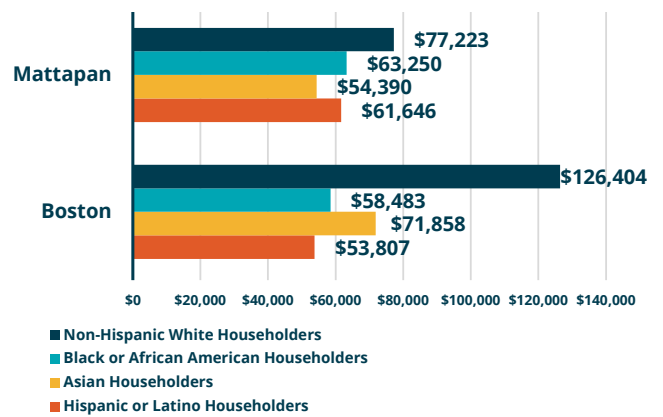
Black and Hispanic households in Mattapan earn more on average than Black and Hispanic households citywide, even as Mattapan has a lower median household income than Boston citywide.

Median household income³ provides us a sense of the overall socioeconomic status of the neighborhood in comparison to the nearby neighborhoods and the greater city. Mattapan has a lower median household income (\$48,000) than Boston overall (\$62,200). The Federal Poverty threshold is \$25,900 a year for a household of four people. Approximately 21 percent, or one in five, households in Mattapan, or one in five households, earn incomes below the poverty threshold; this proportion matches the citywide average.

Non-Hispanic white and Asian households living in Mattapan earn less than similar households citywide, where Black and/or Hispanic or Latino households living in Mattapan earn more than similar households citywide. Non-Hispanic white households in Mattapan still have the highest average household income, although the disparity is less than it is citywide. Reducing this disparity is an important indicator for improving equity in Mattapan.

³ Median household income refers to the income whereby half of the households in the area earn more and half earn less

Average Household Income by Race
2017



Source: US Census Bureau, 2013- 2017 American Community Survey, BPDA Research Division Analysis

Median Household Income
2017



Place

The physical elements of Mattapan define a sense of place. Historic landmarks and works of public art function as reminders of Mattapan’s rich cultural past, and add cultural vitality to the neighborhood. Mattapan is also home to many open spaces, such as the Neponset River Greenway, several urban wilds, and a number of neighborhood parks and playgrounds that serve as recreational and educational gathering spaces for the neighborhood’s residents. Recent investments that promote urban agriculture have further strengthened Mattapan’s community fabric.

In this section, learn about:

**“Cultural Identity”
on page 32**

**“Parks and Public
Space” on page 33**



Image Source: Boston

Houses in Mattapan

Cultural Identity

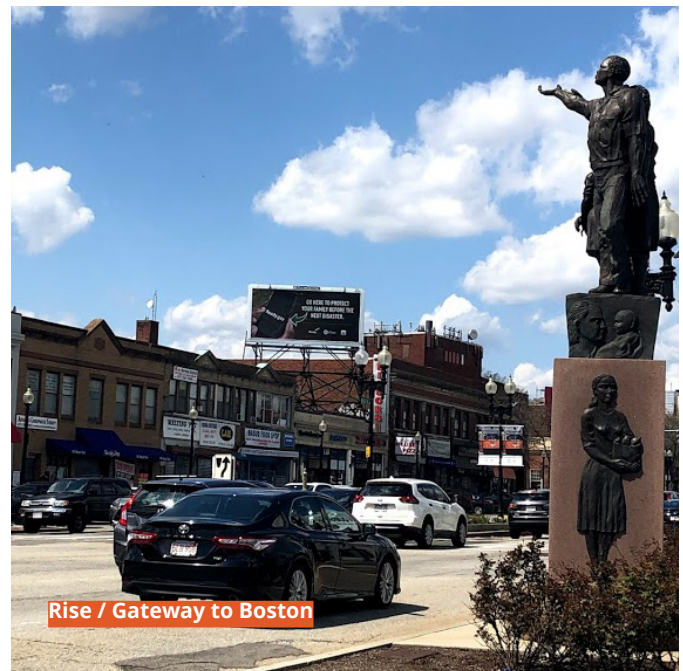
Historic buildings, landmarks, and public art give Mattapan a unique identity within the City.

Local landmarks, such as Simco's and the site of the former Oriental Theatre, figure prominently into Mattapan's built landscape.

Mattapan is recognizable for its local landmarks. Simco's is a classic Mattapan institution on Blue Hill Avenue that is notable for its foot-long hot dogs and highly visible sign in the shape of an ice cream cone. While there is no seating, patrons order from a takeout window on the street. Also on Blue Hill Avenue closer to Mattapan Square is the site of the former Oriental Theatre (now a Frugal Furniture Outlet).

The Rise Statues welcome visitors to Mattapan Square.

Mattapan's most visible pieces of public art are two 19-foot tall bronze statues straddling Blue Hill Avenue in Mattapan Square. Created by former Mattapan residents Fern Cunningham and Karen Eutemey in 2005, the statues pay homage to Mattapan's diverse cultural history and welcome pedestrians, bicyclists, and motorists to the city.¹ Both of the statues are located on traffic islands.



Courtesy of Marcus Mello



Courtesy of David Zoning

¹ CultureNOW - Museum Without Walls, "Rise / Gateway to Boston, 2005."

Parks and Open Space

The public realm consists of publicly accessible space around, between, and within buildings. This typically includes parks, open spaces, squares, and streets.

Mattapan’s 180 acres of open space contribute to the cultural identity of the neighborhood.

Mattapan is primarily a residential neighborhood, and its parks and public spaces are important for community health. Mattapan has a mix of active and passive areas, natural areas, and access to a river trail. Open space is produced by public agencies and, increasingly, in association with new private development.

Of Mattapan’s 180 acres of open space, 51 percent is protected and 49 percent is unprotected.² This distinction is important because ownership and access affect the ways open space is designed, inhabited, and integrated into a neighborhood. Unprotected land generally includes academic and religious campuses, athletic fields, cemeteries, and vacant lands. While all protected land is publicly accessible (with the exception of Clark/Cooper Community Garden and Kennedy Garden), approximately 92 percent of unprotected land is publicly accessible.



Courtesy of the Dorchester Reporter

Both private and public entities contribute to the creation and maintenance of public open space in the neighborhood.

Public ownership of open space properties includes the City of Boston Parks and Recreation Department and the Commonwealth of Massachusetts Department of Conservation and Recreation (DCR). Some of Mattapan’s privately owned open spaces, like the Boston Nature Center and Fairlawn Green, are publicly accessible with some restrictions on use and hours of operation. Several large, underutilized, potential development sites in Mattapan provide opportunities to increase the number of open spaces in the neighborhood for future residents.

Parks and playgrounds provide active open space to the neighborhood.

The study area includes a total of four open spaces that include recreational parks and/or playgrounds (Almont Park/Hunt Playground, Walker Playground, Kennedy Playground, and Msgr. Francis A. Ryan Park). They collectively contain six basketball courts, six full-size tennis courts, and three multi-use athletic fields, all of which are on protected open space. The multi-use athletic fields are used for activities like soccer, baseball, and cricket. The study area also contains four play lots, two school play lots, and four water-sprays.

² City of Boston, Boston Parks and Recreation Department data

Walker Playground has been used as a gathering space for cultural and fitness-based events.

Walker Playground hosts a variety of events that contribute to Mattapan's cultural and recreational vitality. The Boston Neighborhood Basketball League, the oldest municipal basketball league in the country, uses the basketball courts at Walker Playground, and the Mildred Avenue Middle School football team has used Walker Playground for after-school practices. More recently, during the summer of 2019, Walker Playground hosted a movie night as part of the Mayor's Movie Nights of the Parks Department's ParkARTS program, and an End of Summer Cookout hosted by the Mayor's Office of Health & Human Services.



Mattapan on Wheels
Walker Playground, 2016

Courtesy of the Dorchester Reporter



Gladeside Urban Wild

City of Boston



Mattahunt Woods
Urban Wild

Mattapan includes four Urban Wilds: Mattahunt Woods, Gladeside, Willowwood, and Woodhaven.

Boston's Urban Wilds Initiative seeks to protect the City's publicly-owned urban wilds and ensure access to, and enjoyment of, these natural treasures. Mattapan's four Urban Wilds offer residents refuge from the City streets and expand the range of landscape experiences beyond that of manicured Boston parkland. Together, Mattahunt Woods, Gladeside, Willowwood, and Woodhaven also enrich environmental education by serving as outdoor classrooms for children and adults learning about nature.

In addition to providing people with glimpses of the natural world, Mattapan's Urban Wilds bring a variety of environmental benefits.

More than just areas of passive recreation, Mattapan's Urban Wilds perform a number of ecological services for the neighborhood, such as storing floodwater, producing oxygen, reducing the urban heat island effect, and filtering storm-water runoff.



Harvest River Bridge

Photography © Anton Grassl

The Neponset River Greenway is a critical link in the region’s path network.

The Neponset River Greenway runs for nearly five miles from Joseph Finnegan Park in Port Norfolk in Dorchester through Adams Village and Lower Mills to Mattapan Square. The pedestrian and bicycle path continues to Fowl Meadow in the Blue Hills Reservation. The Neponset River is a historical treasure. American Indians used the Neponset (meaning “harvest river”) for fishing and as a fur trading route with European settlers arriving in the 1600s.¹

The Harvest River Bridge opened in May 2017, connecting the Milton and Mattapan sides of the Neponset River near Ryan Playground. The bridge created a continuous multi-modal path from Joseph Finnegan Park in Port Norfolk to Mattapan Square.² In addition, the Cummins Highway and American Legion Healthy Streets projects link the Neponset Greenway to the Southwest Corridor.

¹ “Neponset River Greenway Description.” *TrailInk*.

² Smith, Jennifer. “Latest Greenway link opens to rave reviews.” *Dorchester Reporter*. May 2017.

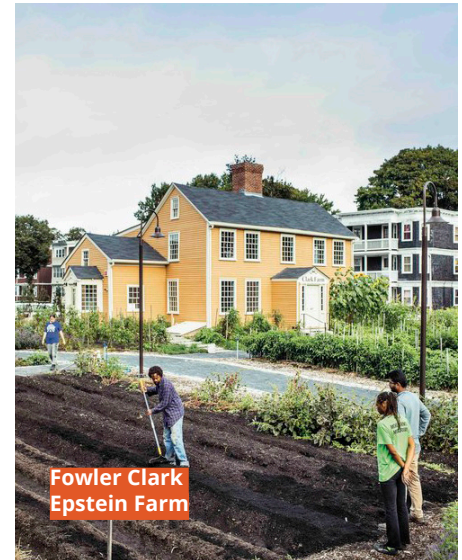


Neponset River Greenway

Photography © Anton Grassl



Courtesy of Jordan Takvorian



Courtesy of Adam DeTour

Fowler Clark Epstein Farm is Mattapan's oldest urban farm.

Fowler Clark Epstein Farm opened in the summer of 2018 as a training farm and farm center following a \$3.7 million renovation by Historical Boston, Inc. and two partners of the Urban Farming Institute: the Trust for Public Land and the North Bennet Street School.¹ The project included the restoration of the original farmhouse and barn into a space that contains a demonstration kitchen and offices for the Urban Farming Institution, and supports training and education programs.

¹ Gardner, Laura. "A Real Piece of Dirt." *Braindeis Magazine*. Summer 2018.

Other urban agriculture initiatives have strengthened in Mattapan in recent years.

The Urban Farming Institute of Boston submitted an application to the BPDA for Comprehensive Farm Review in March 2019 to redevelop into a long-abandoned lot on Flint Street into the Astoria Quarter Acre Farm. The site hosted a pop-up farm with temporary raised beds in 2017, and was chosen by Youth Build Boston for its 10 year Anniversary Day of Service in 2018. The farm will train local residents and provide a source of fresh food to the area.

As the native plant nursery of the Trustees of Reservations, and a horticultural learning center, City Natives raises plants native to the local climate for community garden common areas and restoration projects, and also holds plant sales. The greenhouse functions as both a gardening classroom for educational programs and for training volunteering. City Natives is located near the Kennedy Playground Community Garden.



Mattapan’s park need is greatest near the upper boundary of the study area, along parts of Morton Street and Blue Hill Avenue.

The Boston Parks and Recreation Department published its Open Space and Recreation Plan in 2015. While Mattapan satisfies at least one of the State’s criteria for an environmental justice population¹, park need scores² are not as high in this neighborhood, likely due to Mattapan’s lower density.³ The infrastructure of the Fairmount Line, in particular, limits neighborhood connectivity within the community fabric. Improving the character of Mattapan’s thoroughfares could help make the neighborhood’s green infrastructure more cohesive.

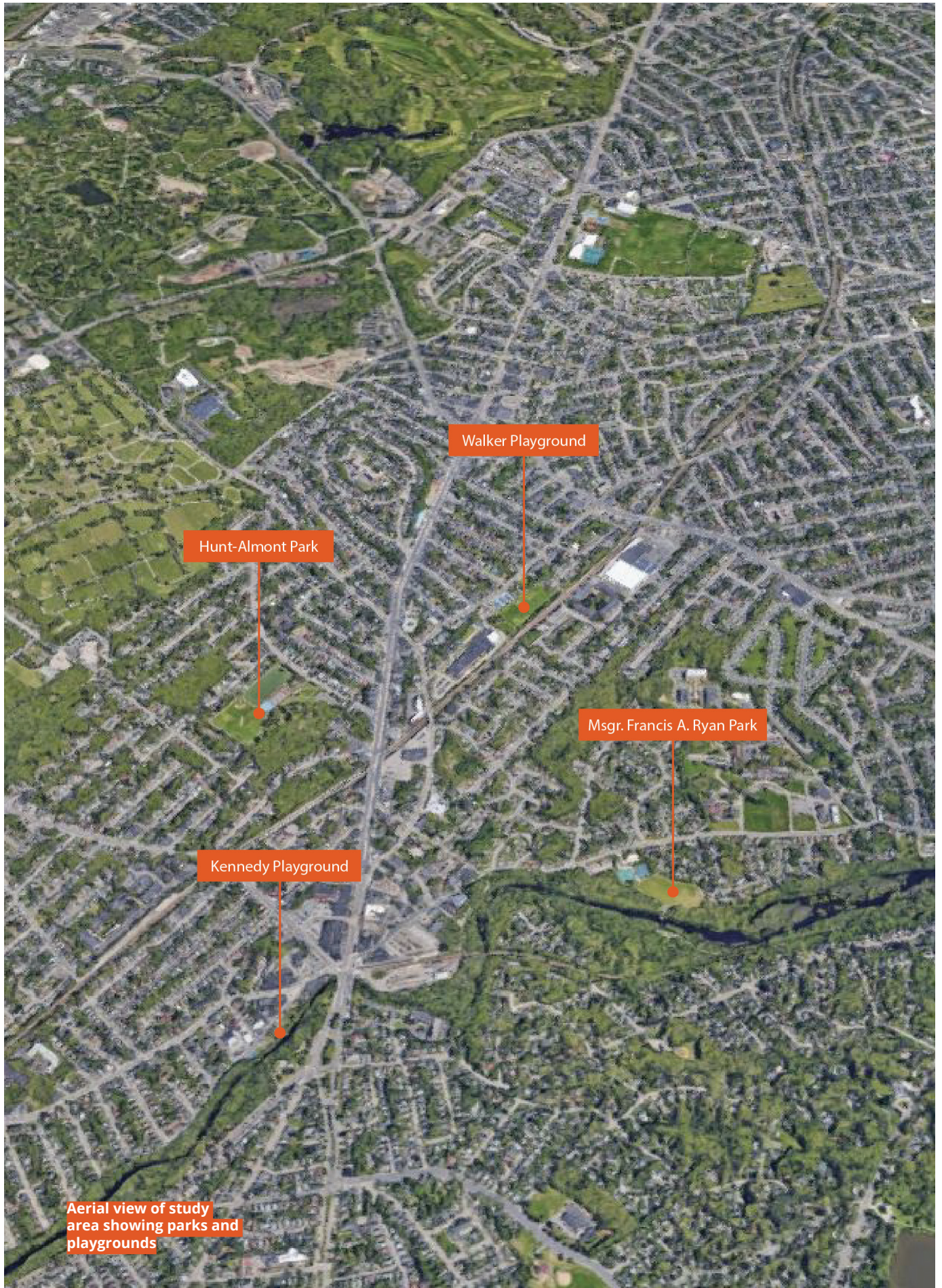
River access is an unrealized opportunity in Mattapan.

Currently, only Ryan Park and Kennedy Playground offer access to the Neponset River; it is inaccessible from other parts of Mattapan. The BPDA and Department of Conservation and Recreation have both recognized the importance of the connection between Mattapan Square and the Neponset River in the Neponset River Reservation Master Plan. Such a connection would optimize accessibility for pedestrians and bicyclists in this part of Mattapan, and improve the attractiveness of Mattapan Square as a commercial destination.

1 Massachusetts identifies Environmental Justice communities with one or more of the following characteristics: a block group whose annual median household income is equal to or less than 65 percent of the statewide median; or 25% or more of the residents identify as a race other than white; or 25% or more of households have no one over the age of 14 who speaks English only or very well.

2 A park need score is a subjective analysis that considers a neighborhood’s population density, percent of population under the age of 18, block groups designated as Low Income using the MA State Environmental Justice criteria, block groups designated as Minority using the MA State Environmental Justice criteria, block groups designated English Language Isolated using the MA State Environmental Justice criteria, and percent of the population over the age of 69.

3 City of Boston, Boston Parks and Recreation Department, “Open Space & Recreation Plan 2015–2021,” January 2015, 277.



Aerial view of study area showing parks and playgrounds

Community Resilience

Over the next 100 years, Boston will experience increasing average temperatures. We will also experience an increase in the frequency, duration, and intensity of dangerous heat waves. Mattapan Square and Blue Hill Avenue will be some of the hottest locations in Mattapan.

In this section, learn about:

“Extreme Temperatures” on page 42

“More Stormwater Flooding” on page 44

“Community Health Outcomes” on page 46

“City Policies and Programs” on page 47



Fowler Clark Epstein Farm

Development

Extreme Temperatures

Extreme heat will become more common, last longer, and be hotter.

Boston has already experienced an increase in the average number of a days in a year where the temperature rises above 90 degrees. With continued climate change, more days above 90 degrees are likely. The City of Boston's Climate Ready Boston report states that "by 2050, Boston's summers may be as hot as Washington DC's summers are today; by the end of the century, they may be hotter than Birmingham, Alabama summers are today" (CRB 2014).

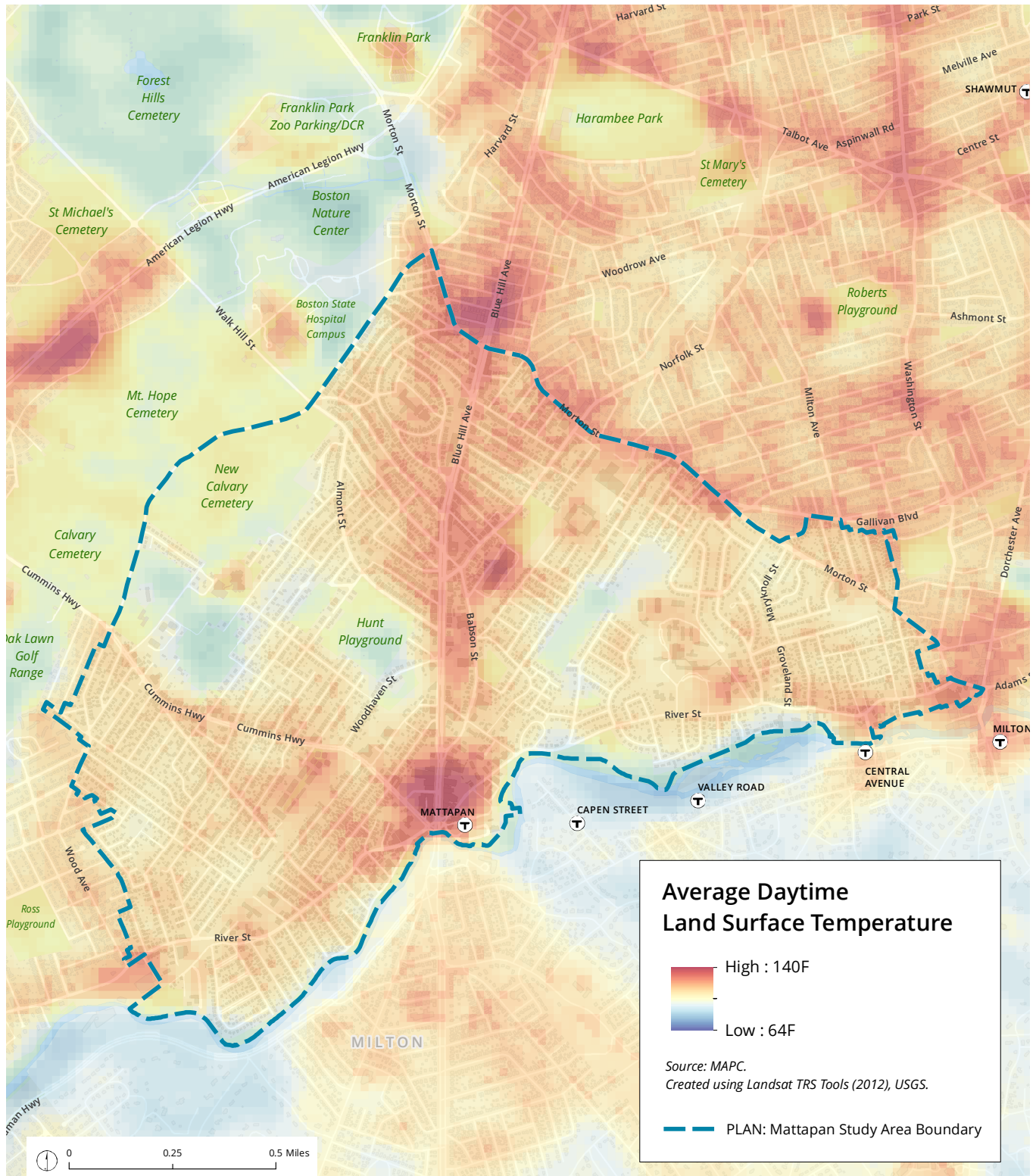
Extreme heat impacts cities more than suburban areas due to the Urban Heat Island effect. Urban areas tend to be hotter than surrounding communities and towns that are more suburban or rural. This is because urban areas have more surfaces that retain heat, such as parking lots, paved driveways, and roads, while suburban or rural areas have more vegetation and permeable landscapes (CRB - Executive summary, pg 10).

Extreme heat will be most noticeable in areas like Mattapan Square and Blue Hill Avenue.

Because of the heat island effect, hotter surface temperatures will be found along Blue Hill Avenue and in Mattapan Square, while cooler temperatures exist in green spaces such as along the Neponset River or in areas with high amounts of tree canopy (see map on the adjacent page). Future plans and designs for infrastructure, public space, and development in Mattapan, particularly in the hottest areas, should include tree canopy, shading, cool roofs, and other features that help dissipate the heat island effect. Shading and other cooling features will be particularly important for transit riders who will need to wait outside in these locations during extreme heat.

Extreme heat, worsened by air pollution, increases health risks in Mattapan.

Mattapan contains many residents who are most vulnerable to heat-related climate impacts. More about community health can be found in the following pages.



Source: MAPC, created using Landsat TRS Tools (2012), USGS.

More Stormwater Flooding

As the climate warms, more ocean water evaporates in the air, and warmer air holds more moisture, leading to more intense storm events that flood low-lying areas of Mattapan.

Boston and the Northeast have already experienced a large increase in the intensity of extreme precipitation.

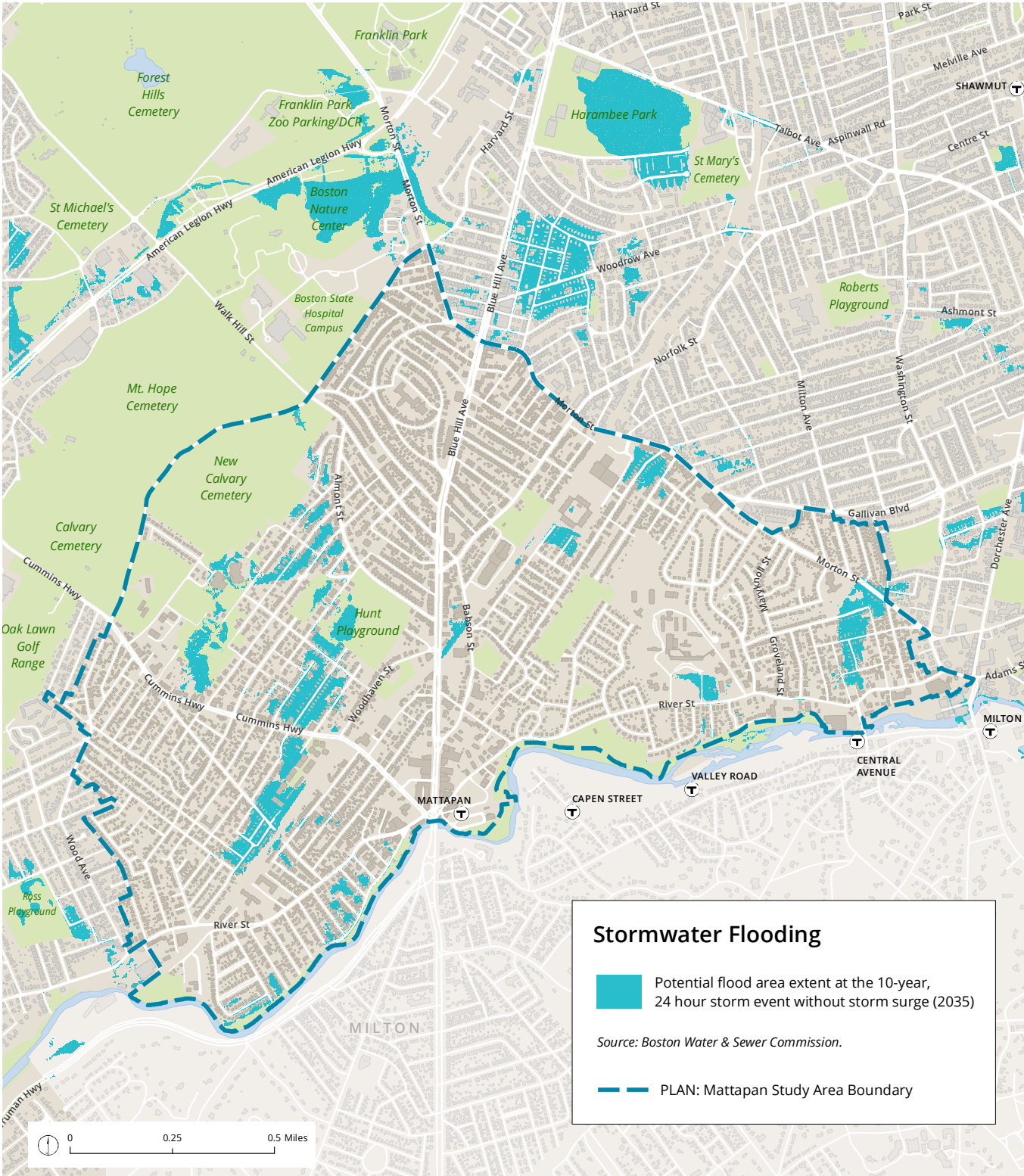
From 1958 to 2010, there was a 70 percent increase in the amount of precipitation that fell on the days with the heaviest precipitation (CRB, Executive summary, pg 13). On April 22, 2019, Boston received 2.3 inches of rain, which broke an 82-year old record (Climate Action Plan update 2019). Trends to more intense storms that include heavier rain in shorter amounts of times are expected to continue as the climate warms and as more moisture evaporates and is held in warmer air.

8 percent of Mattapan will be vulnerable to stormwater flooding in the near future, and stormwater flooding will worsen over time.

Since Boston is expected to experience more precipitation, areas that already experience stormwater flooding will likely see more frequent and more severe flooding in the future. Stormwater flooding is concentrated at low points and in areas with poor storage capacity, such as impervious surfaces (VA pg 41). This includes transportation corridors, parking lots, and other areas covered in materials like asphalt that limit the absorption of water.

In Mattapan, stormwater flooding is concentrated in low points of the neighborhood, where stormwater will collect. This includes areas along Woodrow Avenue, Cummins Highway, Walk Hill, and others neighborhood (see map - on adjacent page). Some areas are park space that may be able to accommodate periodic flooding, but others represent streets, sidewalks, homes, and businesses vulnerable to flooding. Approximately 8 percent of Mattapan's land area—or 125 acres—is vulnerable to stormwater flooding in the near future of 2030-2050. If climate change continues, even more areas of Mattapan may become vulnerable to stormwater flooding (CRB Executive Summary - page 20).

Boston's existing stormwater drainage system is already overwhelmed by fairly frequent rain events. PLAN: Mattapan will incorporate strategies to reduce stormwater impacts in development, infrastructure, and public space projects to help strengthen the system. Projects in areas vulnerable to stormwater flooding should include design features, including elevated ground floors, that help mitigate the effects of flooding.



Source: Boston Water & Sewer Commission.

Community Health Outcomes

Many Mattapan residents have social determinants of health that increase their vulnerability to climate change and other health challenges.

Climate change impacts people differently.

Climate change contributes directly and indirectly to community health outcomes. Though the experience of climate change is shared by an entire population, other factors contribute to the impact that climate change may have on individual health. As explained in the “Health of Boston 2016-2017” report, heat waves disproportionately affect individuals who are older adults (65+), people with low to no income, people of color, people with limited English proficiency, people with pre-existing conditions, and those who live in neighborhoods with limited access to green space. These factors are referred to as the social determinants of health and include an individual’s physical environment, economic stability, community and social context, access to quality food, education, and healthcare. The impacts of climate change are compounded when these identities and circumstances intersect with one another.

Given the increased vulnerability of many Mattapan residents, PLAN: Mattapan must address the disproportionate effects of climate change through planning and design.

Mattapan’s Residents with Increased Vulnerability

The population of residents that make up these identities are listed below:

93% People of Color

52.5% Female

23% Youth

11% People with Disabilities

12% Older Adults (65+)

33% Foreign Born - 19% Language Access Demographic

21% Low to No Income households

Source: US Census Bureau, 2010 Census, 2013-2017 American Community Survey; U.S. Census Bureau, 2014-2018 5-year American Community Survey, 2012-2016 American Community Survey, Public Use Microdata Sample (PUMS) BPDA Research Division Analysis.

City Policies and Programs

Preparing for a changing climate has been a priority to ensure Boston continues to develop as a vibrant and sustainable city. Over the past decade there have been a number of efforts to address climate change through both the reduction of carbon pollution and the strengthening our resilience to its impacts. The policies and initiatives to manage the risks of climate change have been developed through the use of science, policy, and community engagement.

Boston Zoning Code Article 37, Green Buildings & Resiliency Policy

Article 37 requires that all projects achieve at a minimum the “certifiable” level utilizing the most appropriate U.S. Green Building Council Leadership in Environmental and Energy Design (LEED) Rating System. Projects must identify building strategies that eliminate, reduce, and mitigate adverse impacts including those due to changing climate conditions.

Coastal Flood Resilience Design Guidelines and Zoning Overlay District

One of the primary objectives of Climate Ready Boston is to promote building and zoning standards that will help protect homes and businesses from coastal storm surge and sea level rise. In September 2019 the City adopted Coastal Flood Resilience Design Guidelines, which serve as a resource to translate flood resilient building design strategies into new projects and building retrofits. The City is also developing a Coastal Flood Resilience Zoning Overlay District, which will correspond to areas of Boston that could potentially be inundated during a major coastal storm event with 40-inches of sea level rise.

Climate Resilient Design Standards and Guidelines

The Climate Resilient Design Standards and Guidelines from the City’s Public Works Department addresses both acute and chronic flooding due to sea level rise and storm surge to protect the public roads, sidewalks, and parks. The guidelines provide climate design adjustments for design of flood barriers and a process for evaluating engineering design, operations, maintenance, and cost considerations. Examples

are provided of elevated vegetated berms, raised roads, Harborwalk barriers, and deployable measures to limit flood water intrusion. The Guidelines are currently being used by the City’s Public Improvement Commission in the review of projects that may impact the public right-of-way.

Climate Action Plan

The City’s first Climate Action Plan was issued in 2007 and had been regularly updated with new objectives and strategies to mitigate greenhouse gas emissions and enhance our capacity to manage impacts from climate change. The 2019 update to the Climate Action Plan details the specific actions the City will take over the next five years to significantly cut emissions across all sectors of city life, in order to reach the ultimate goal of carbon neutrality by 2050. The plan identifies 18 strategies to increase carbon reductions from our buildings and the transportation sector. The plan’s goals also include ongoing efforts to prepare for the impacts of climate change, becoming a zero-waste community, and protecting Boston’s natural resources.

Zero Waste Boston

Boston’s first-ever zero waste plan is designed to move Boston towards becoming a zero waste city. Recommendations include 30 near- and long-term strategies for reducing both consumption of natural resources and greenhouse gas emissions.

Housing

Housing and residential areas are often what people think of when they think of a neighborhood. In Mattapan, housing is not only an important aspect for residents it also has impacts on the overall physical environment. Understanding the conditions that surround the available housing, where different types of housing are permitted to exist, and who is housed is important for the overall planning initiative.

In this section, learn more about:

“Today’s Housing Stock” on page 50

“Rising Housing Costs” on page 52

“Residential Zoning” on page 58

“City Policies and Programs” on page 61



The Wellington Hill Neighborhood looking towards the South.

Today's Housing Stock

The majority of the housing stock in Mattapan is made up of one-, two-, and three-family homes.

Housing supply across Boston is constrained.

The City of Boston closely tracks population growth, housing costs, and the creation of new housing to better understand housing demand. In 2014, the City launched *Housing a Changing City: Boston 2030*, which is the city's current housing plan. Based on a projected growth in Boston's population to 709,000 people by 2030, the City set a goal of creating 53,000 new units by 2030. With more than 30,000 units permitted or completed, Boston has been outperforming Mayor Walsh's goal set in 2014. Despite these successes, Boston's population is growing faster than expected. Using the best demographic data now available, Boston's 2030 population is projected to be closer to 760,000 people. To house this increased population, the City increased the housing production goal from 53,000 units to 69,000 units by 2030.

Citywide, the supply of housing units available for rent or sale remains limited. The citywide rental vacancy rate — the number of rental units available for rent as a share of housing units either available for rent or currently rented — was 2.8 percent in 2017. The rental vacancy rate for Mattapan was 4.3 percent in 2017. This low level of vacancy puts upward pressure on rents.

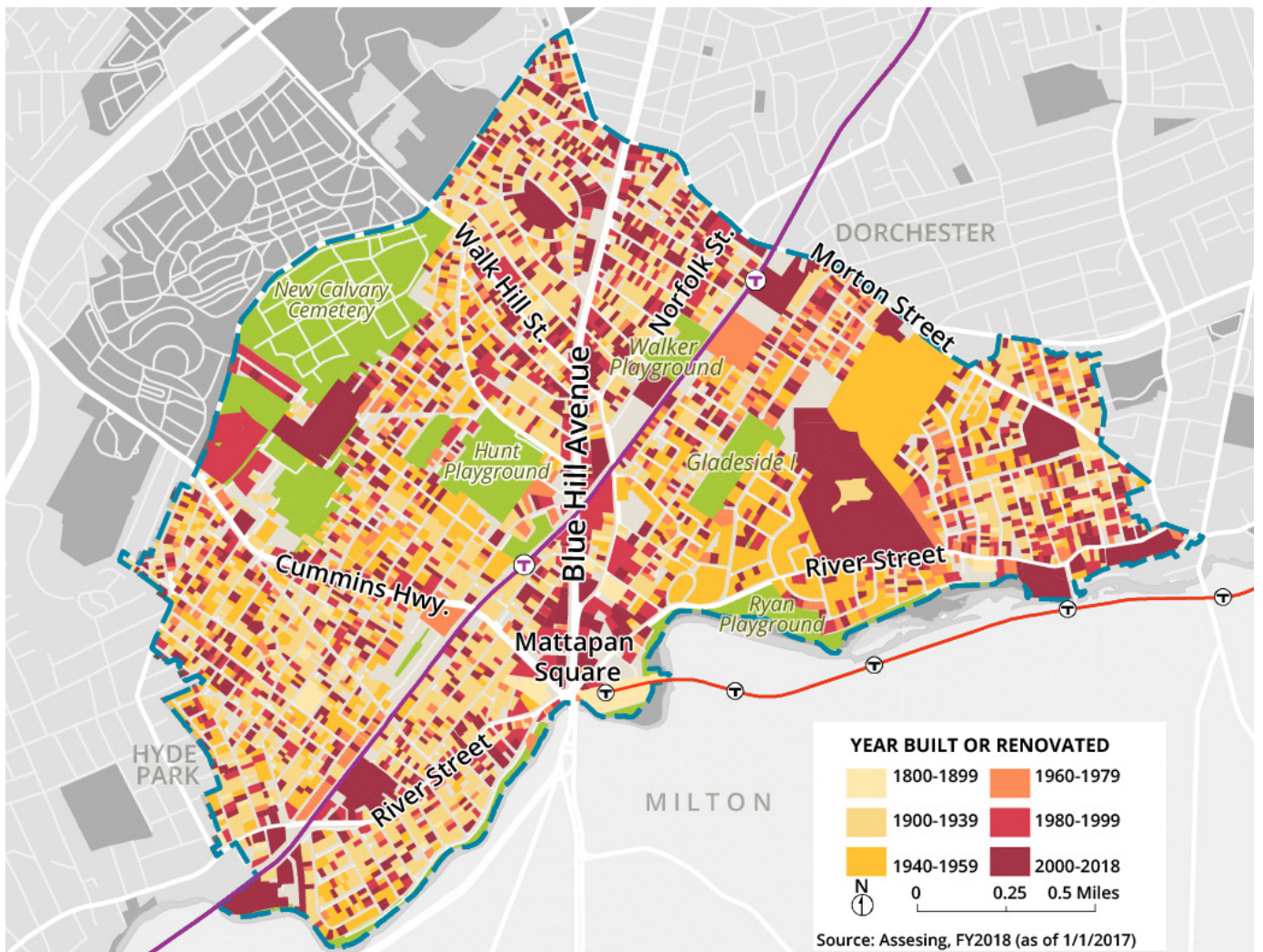
New housing development is expected in Mattapan.

As population growth has outpaced housing development citywide, areas like Mattapan are becoming increasingly attractive for new home buyers and developers alike. 71 percent of homes in Mattapan are valued below \$400,000, compared to 40 percent citywide.

Mattapan's housing stock was built in the early- to mid-1900s.

Aging housing stock requires more upkeep to stay in good and habitable condition. Such housing can be a strain on homeowners and significantly increase the cost of maintaining a home. At the same time, new housing can be expensive to build. New housing is needed, in order to keep home prices and rents at an attainable level, denser development is required.

The map on the following page shows that most of the development of the last 20 years has been concentrated along major corridors in Mattapan. Given their conditions, corridors and nodes are able to take on more height and density. Meanwhile, most of the new housing or renovations in the neighborhood fabric is appropriately scaled.



Rising Housing Costs

Housing prices are lower in Mattapan than in Boston, but the neighborhood is not immune to pressures that increase demand and prices.

The owner occupancy rate is higher in Mattapan than the citywide average. Approximately 36 percent of Black householders own their home.

In 2017, the Mattapan owner occupancy rate was 38 percent, up slightly from 35 percent in 2000. In contrast, the citywide owner occupancy rate is 35 percent in (2017). Understanding the rate of homeownership provides a general idea of the risk of housing displacement. In addition, homeownership is a primary source of wealth-building in the United States, which can lead to long-term, generational wealth. Racial disparities in homeownership levels are evident citywide, including Mattapan.

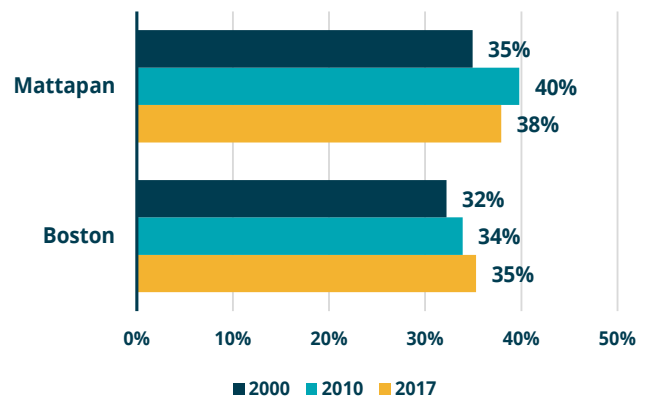
Mattapan’s rental vacancy rate is higher than the citywide average, but below what is considered stable.

The citywide average vacancy rate is 2.8 percent; Mattapan’s lands at 4.3 percent. However, both are below the City’s target vacancy rate of 7 percent. A reasonable amount of vacancy is important for the prevention of displacement and to make housing more accessible to a variety of income levels. As housing demand and costs increase in the neighborhood, the risk of displacement to existing residents also increases, which is reflected in a low vacancy rate. Therefore, increasing the amount of housing in Mattapan and the city as a whole is important to ensure current residents are at a lower risk of displacement.

Average rent in Mattapan is 17 percent less than the citywide average.

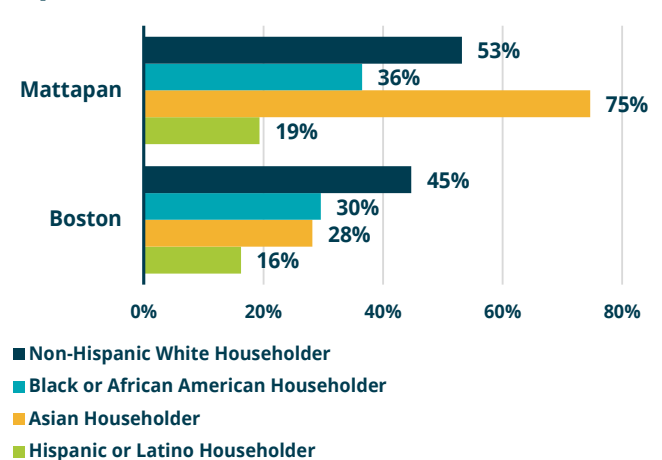
In 2017, the average monthly gross rent (rent and utilities combined) in Mattapan was \$1,194, compared to \$1,439 citywide. For comparison, the monthly gross rent that was considered affordable (30 percent of a household’s income) in 2017 was \$1,205. 38 percent of Mattapan’s households pay \$1,500 or more in gross monthly rent, compared to 47 percent of Boston households.

Owner Occupancy Rate
2000, 2010, 2017



Source: US Census Bureau, 2000 Census, 2010 Census, 2013-2017 American Community Survey, BPDA Research Division Analysis

Owner Occupancy Rate by Race
2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

Home values are also lower in Mattapan than in Boston.

Seventy-one percent of homes in Mattapan are valued less than \$400,000, compared to 41 percent for Boston as a whole. Similarly, 42 percent of homes are valued under \$300,000 in Mattapan, compared to 20 percent in Boston as a whole. As the city continues to grow, lower rents and home values in certain areas can be an opportunity to find housing that is “naturally affordable.” In addition, lower home values present an opportunity for some Mattapan residents to own their homes and begin to add wealth. Homeowners are less likely to be housing cost burdened, meaning there is a lower risk of displacement.

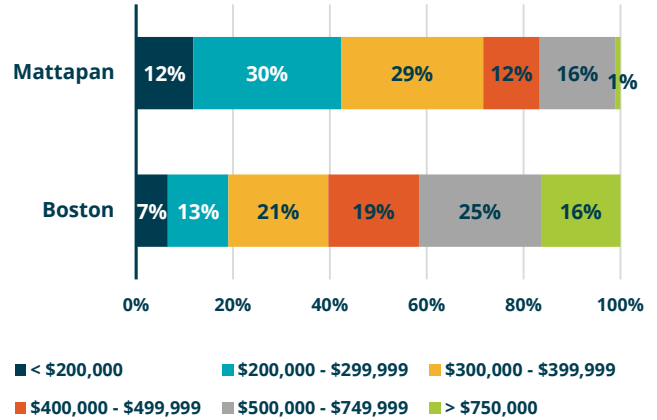
While lower rents and home values can be a positive for existing residents, they can also signal to investors and developers that an area is primed for new development. This creates tension between existing residents and developers. Developers and other investor-backed builders have more purchasing power and means to acquire new land than the majority of Mattapan residents. The competing priorities of residents and developers risk displacement.

There are significant cost burden issues in Mattapan.

Housing cost burden measures how much of a household's income is used to pay housing costs such as rent or mortgage. The US Department of Housing and Urban Development (HUD) considers a household “housing cost burdened” when it is paying more than 30 percent of its income toward housing costs. A household is considered “severely burdened” when housing expenditures exceed more than 50 percent of a household's income. In Mattapan, 36 percent of renting households and 24 percent of owner households are severely cost burdened.

Housing cost burden analysis can be used to evaluate the risk of displacement. Households that are cost burdened or severely burdened by housing are more susceptible to rising rents or increases in property taxes because of new development or other market conditions.

Home Values 2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis



About 33 percent of homeowners and nearly 40 percent of renters in Mattapan are at an elevated risk of displacement.

Without assessing the circumstances of individual households, it is difficult to say exactly how many households are at risk of displacement if rents or housing costs increase. We can instead look at a few key metrics: data on households that are currently housing cost burdened, data on incomes, and an assessment of how many householders are homeowners, voucher-holders, or are living in income-restricted housing.

Homeowners

While owning a home provides more stability for households because they don't pay rent, homeowners making less than \$50,000 per year are at higher risk for foreclosure. One of three (33 percent) of homeowners in Mattapan fall into this elevated risk category. This represents 12 percent of all households in Mattapan.

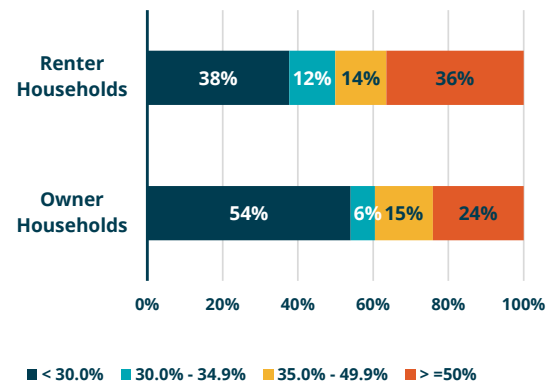
Renters in Market-Rate Housing

Fifty-five percent of renters live in market-rate housing and are at moderate or elevated risk of displacement due to rising rents. Renters who make less than \$75,000 and live in a market-rate unit are at elevated risk for being displaced if rent increases too much. About four of ten (39 percent) renters in Mattapan are in this elevated risk category.

Renters Living in Income-Restricted Housing and Voucher-Holders

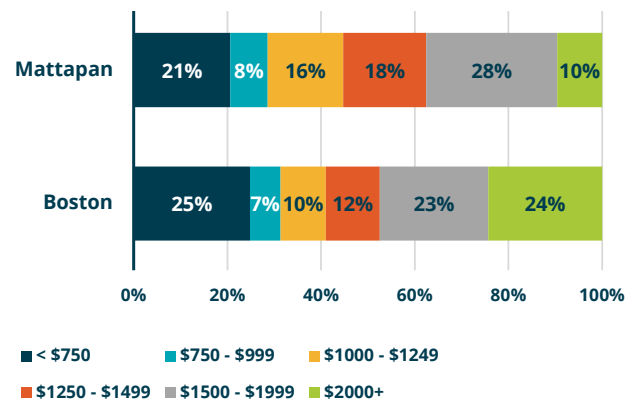
Voucher-holders are somewhat protected from displacement but because their rents can also rise, they are considered at moderate risk of displacement. About two of ten (22 percent) renters have housing vouchers. Renters in income-restricted housing are least at risk of displacement due to rising housing costs because their rents are set either by a percentage of their income or a fixed amount. Nearly one of four (23 percent) renters live in income-restricted housing.

Percent of Income Going Towards Housing Costs Mattapan, 2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis
Some households categorized as "Not Computed" and are not included in this chart.

Monthly Gross Rent Distribution, 2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

From 2017-2018, the total number of housing units increased by 9 percent.

Between 2017 and 2018, the number of income-restricted units under review or approved by the BPDA made up 37 percent of all units under review or approved within the Mattapan area. Projects such as Cote Ford, Mattapan Station, and 150 River Street were the largest contributors to the share of income-restricted housing. After the completion of these projects and a number of smaller projects, the number of housing units will have increased by 9 percent and 15 percent of all housing units will be income-restricted.

Boston has the highest percentage of income-restricted housing in the US.

In 2017, 1,285 housing units in Mattapan were income-restricted, making up 13 percent of all housing units in the study area. Nearly 20 percent of Boston's housing stock is income-restricted. Maintaining a strong stock of income-restricted housing is imperative. The majority (66 percent) of income-restricted units citywide are affordable to households making less than 50 percent of the Area Median Income (AMI). 24 percent of income-restricted units are set aside for senior households (age 64 or older) and 3 percent of income-restricted units are set aside for those experiencing homelessness. 77 percent of income-restricted units are privately owned, 22.5 percent are publicly owned, and the remainder are owned by public-private partnerships.

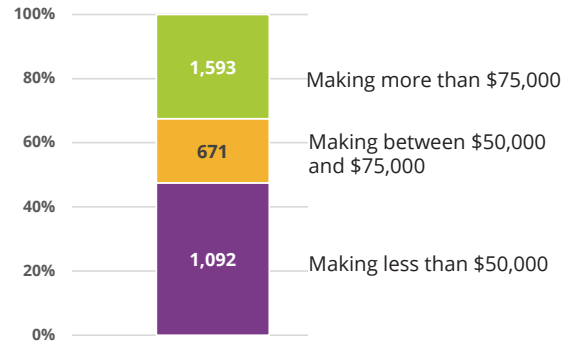
Levels of Risk of Displacement

The three categories of risk of displacement due to rising rents and risk of foreclosure are:

- Low Risk
- Moderate Risk
- Elevated Risk

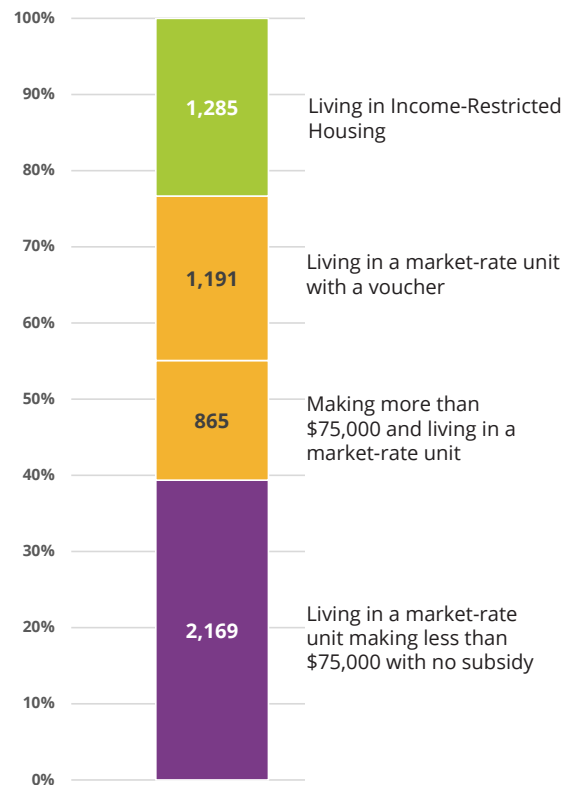
Homeowners - 3,356

Estimates Organized by Key Indicators of Risk of Displacement



Renters - 5,510

Estimates Organized by Key Indicators of Risk of Displacement



Source: Income-Restricted Housing Inventory (as of 12/31/18), Department of Neighborhood Development; American Community Survey 2017 5-Year Estimates (Table B25118); HUD Housing Choice Voucher data (updated Dec 2017)

The cost of development keeps rising.

The cost of development in Greater Boston is high and has been rising. Nationally, the cost of construction increased by 57 percent from 2000 to 2016. A BPDA study examining development costs found that, for mid-rise construction, total development costs are around \$575 per square foot, which means the average new construction unit would cost more than \$500,000. Of the costs, more than half are direct construction costs, which have on average increased between 7 and 8 percent per year since 2011.

Scale matters.

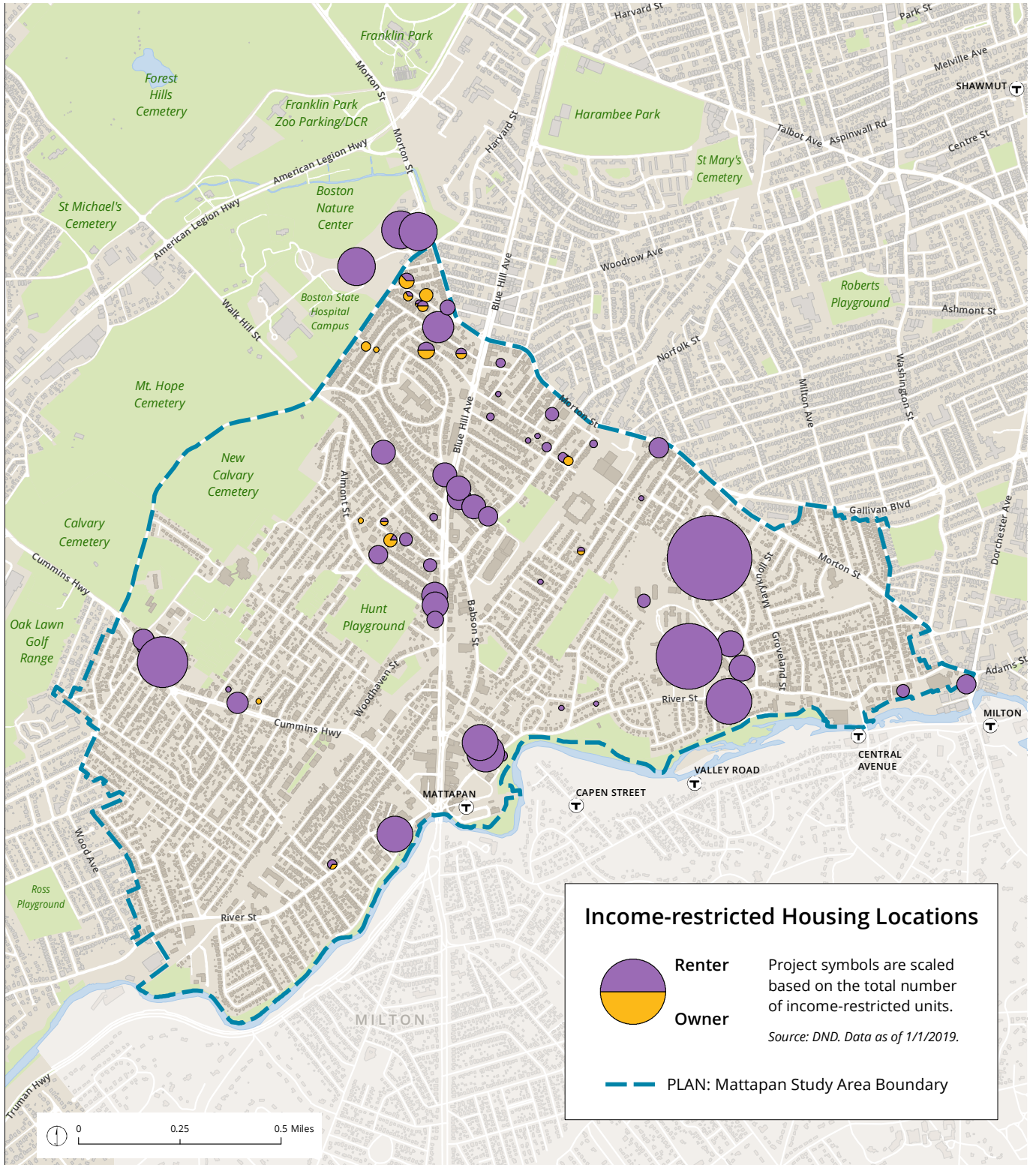
A major factor in the increase in total development costs for urban housing has been the increase in land acquisition costs. Across the Greater Boston area, land costs increased by 42 percent from numbers measured in 2004-2008 and 2011-2015. Larger scale housing developments, particularly those with greater height and density, may be able to reduce total costs per square foot.

Unused parking spaces are an unnecessary cost.

Recent analysis by the Metropolitan Area Planning Council (MAPC) found that many new developments in the Boston area have overbuilt parking. The average 50-unit building with 50 parking spaces had 14 empty spaces. That's a usage of 72 percent. While usage in Mattapan may differ from the Greater Boston average, it is still important to understand how parking can inhibit future development. As the MAPC writes, "Not only is overbuilding of parking in residential developments wasting tremendous amounts of money and useful space; but the provision of abundant parking may also be counterproductive to local transportation goals for traffic and sustainability. Transit-proximate developments that provide easy parking are less transit-oriented than they might seem."

	Existing (2017)	New: Completed or In Construction	New: Under Review or Approved	Total Projected Units (Existing + New)	Percent Change from Existing
Income-Restricted	1,285	68	230	1,583	23%
Market Rate	8,353	172	390	8,915	7%
Total Units	9,638	240	620	10,498	9%
Percent Income-Restricted	13%	28%	37%	15%	

Source: Income-Restricted Housing Inventory (as of 12/31/18), Department of Neighborhood Development; American Community Survey 2017 5-Year Estimates (Table B25118); HUD Housing Choice Voucher data (updated Dec 2017)



Map of Existing Income-Restricted Units in and around Mattapan.
Map Created by: BPDA Office of GIS and Digital Cartography

Residential Zoning

Article 60 of the Zoning Code controls land uses in Mattapan. The Zoning Code determines what types of housing can be built.

Article 60 of the Boston Zoning Code guides current land use regulations for Mattapan.

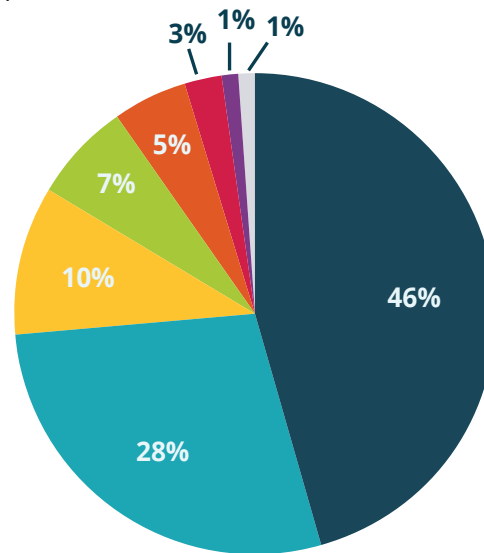
Zoning is a legal mechanism that regulates what property owners can and cannot do with their property. Zoning keeps compatible things together, like types of function or sizes and shapes of buildings. Under current zoning, regulations are divided into three categories: geography; use, identifying what kinds of activities or services are allowed; and dimensional standards. Article 60 was inserted into the Zoning Code of February 1997. PLAN: Mattapan will propose updates to Article 60, which will be informed by the existing conditions of the neighborhood and community visions for the neighborhood.

Mattapan’s residential area is primarily low-density.

46 percent of Mattapan’s total land area is devoted to single family homes while only about 6 percent of the neighborhood has buildings with 4 units or more (which is considered multifamily housing). Under the existing neighborhood zoning code, Article 60, one-family (1F), two-family (2F), and three-family (3F) zoning subdistricts forbid uses like corner stores, coffee shops, dry cleaners, and other small businesses as well as multifamily residences.

The map on the next page shows what the residential land in Mattapan is zoned for and the dots indicate what is actually built on that land. There are existing examples of non-compliant use in these districts; for example, more than 9 percent of parcels in two-family (2F) areas of Mattapan contain three-family houses. However, there are also areas where a parcel of land is permitted to have at least one more housing unit.

Residential Use by Percent 2017

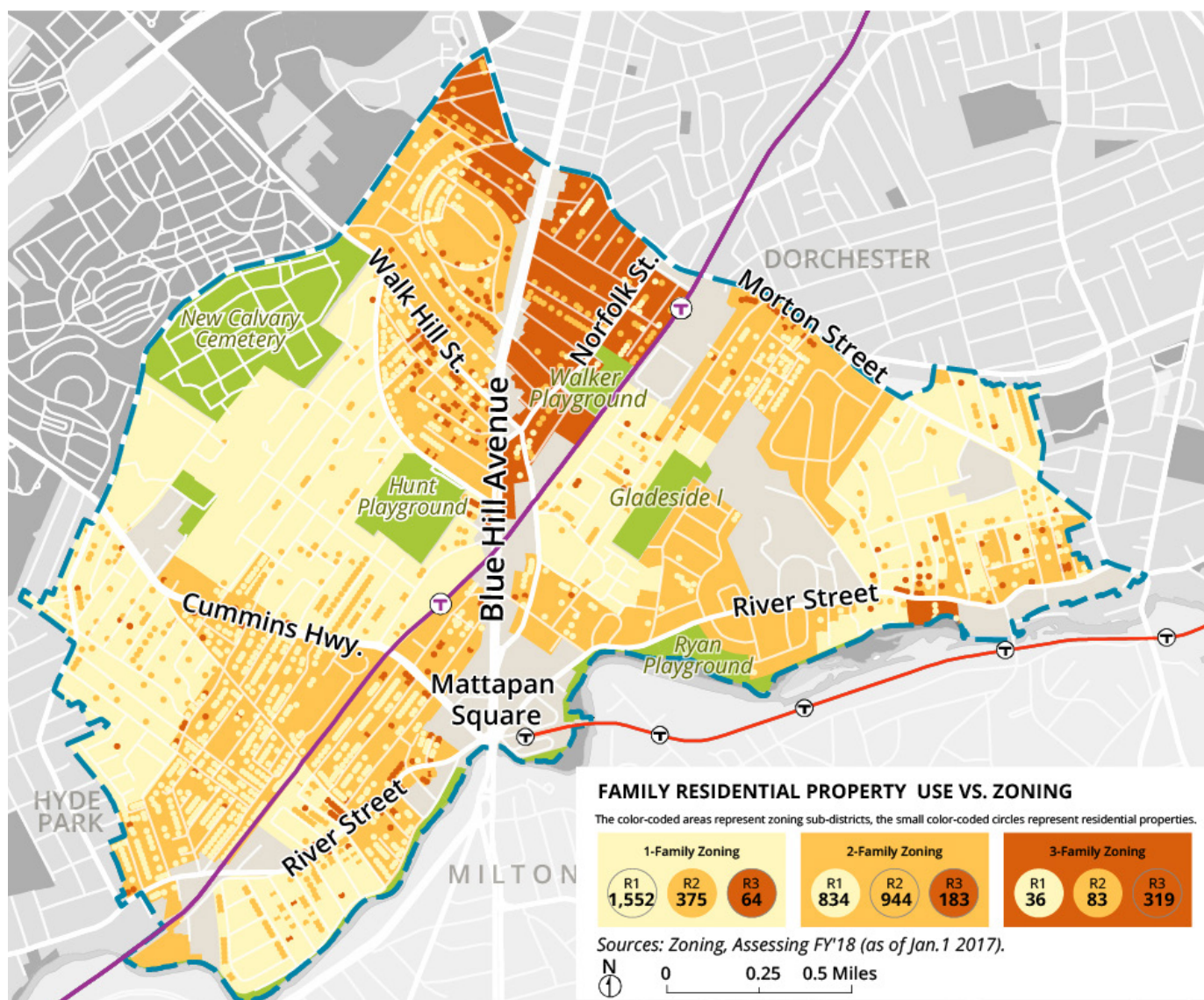


- Residential 1-Family
- Residential 2-Family
- Residential 3-Family
- Residential Land
- Apartment (7 or more units)
- Condominium Main
- Residential 4-Family
- Mixed Use (Residential and Commercial)

Residential Zoning and Property Use 2017

	Number of properties and Property Use		
	One- unit house	Two-unit house	Three-unit house
1F Zone (One Family)	1,552	375	64
2F Zone (Two Family)	834	944	183
3F Zone (Three Family)	36	83	319

Source: Zoning, Assessing FY '18 (as of Jan 1, 2017), BPDA GIS Analysis.



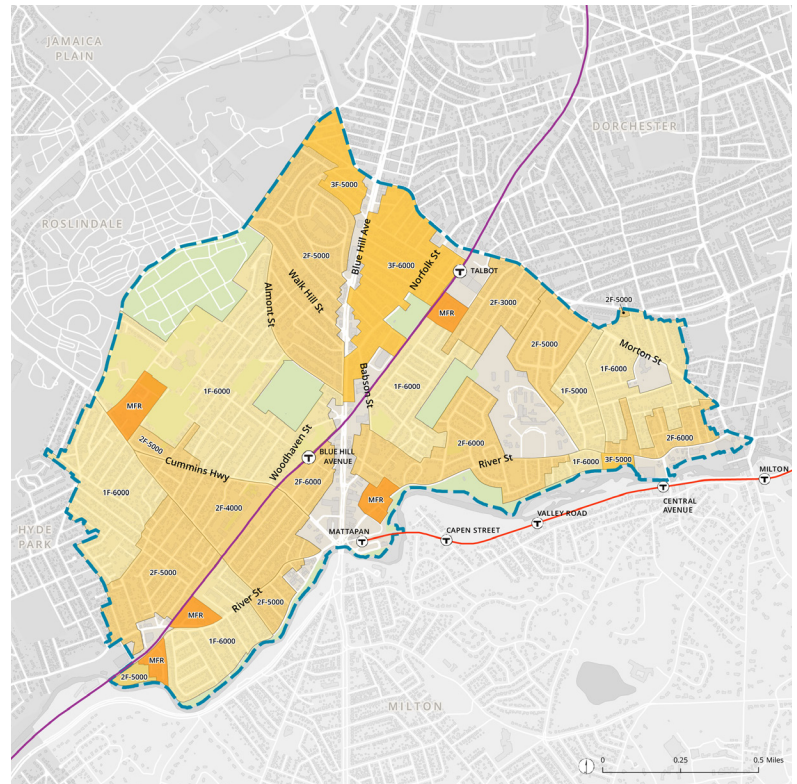
Multifamily residential zoning subdistricts are primarily dispersed along corridors and located near community commercial or neighborhood shopping subdistricts.

Multifamily Residential (MFR) subdistricts allow higher density multifamily dwellings in addition to one, two, and three-family dwellings. Multifamily residential buildings can take the form of row houses, town houses, and larger-scale residential buildings. Like 1F, 2F, and 3F districts, most commercial uses are forbidden. Under the current zoning, four percent of Mattapan’s total land area allows multifamily residential units. Multifamily dwellings in neighborhood districts are defined as buildings containing four or more units.

Family-sized units aren’t always occupied by families.

A recent study from the Metropolitan Area Planning Council (MAPC), “Crowded In and Priced Out: Why It’s So Hard to Find a Family-Sized Unit in Greater Boston,” found that a majority of “family-sized” units (generally defined as two or more bedrooms) in Greater Boston are not occupied by families with children. Looking at Boston and 12 surrounding cities and towns, the study found that only 39 percent of homes with three or more bedrooms are occupied by a family with a child under the age of 18. 14 percent are occupied by a single person, 24 percent house two adults with no children, and 23 percent house three or more adults with no children. Many of the units without children are occupied by empty-nesters with extra bedrooms: 25 percent of all three-plus bedroom units — over 50,000 homes — are occupied by one or two people over 55. Rental units are more likely to be occupied by households with children (43 percent of total rentals) or three or more adults (34 percent). In Boston proper, 57 percent of households with children live in homes with 3 or more bedrooms.

The study suggests that there is no one cause of the lack of family housing. The challenges facing families looking for housing reflect a broader lack of housing units of all types, across price points and communities. While Mattapan is predominantly comprised of families, building units for a variety of living situations is important to ensure that existing family-sized units can remain for families.



Residential Zoning Subdistricts in Study Area

Source: Article 60 Zoning

- Single Family
- Two Family
- Three Family
- Multifamily
- Zoning Subdistrict Boundary
- PLAN: Mattapan Boundary

City Policies and Programs

Boston's affordable housing needs are addressed through a number of City agencies and programs. Each program targets a range of Boston's household incomes with the goal of meeting the needs of a diverse workforce. The City of Boston is committing considerable resources to preserving existing and creating new affordable housing to support Boston residents.

The City of Boston has the highest percentage of income-restricted housing of any major city in the country, with nearly 20% of its total housing stock designated as income-restricted. Through federal, state, and City funds, as well as leveraging private development, Boston has placed affordable housing creation at the forefront of its housing policy.

Citywide Public Funding Sources

For the creation of affordable housing, the Department of Neighborhood Development (DND) coordinates citywide funding rounds for Federal Community Development Block Grant (CDBG) and HOME funds, as well as City-controlled Neighborhood Housing Trust (NHT), Community Preservation Act (CPA), Inclusionary Development Policy (IDP) funds, and other City resources.

- » NHT funds are generated by “Linkage” funds from large commercial developments.
- » CPA funds are generated through a 1 percent surcharge on property taxes, and is controlled by the local CPA committee.
- » IDP funds are generated from private residential developments that are allowed to make a contribution to the IDP fund in lieu of providing all or some of their units on-site, or are making a partial unit payment.
- » DND can support income-restricted housing projects by funding the overall capital costs of the project and/or the cost of purchasing the property.

Inclusionary Development Policy

The Inclusionary Development Policy (IDP), enacted in 2000, requires that market-rate housing developments of ten or more units that require zoning relief, contribute to the creation of income-restricted housing. Developments can:

- » Create income-restricted units on-site,

- » Create income-restricted units at a location near their building; and/or
- » Contribute to the IDP fund; these funds are used by the City of Boston’s Department of Neighborhood Development (DND) to fund the creation of affordable/ income-restricted housing across Boston.

Citywide, 66 percent of income-restricted units are set aside for low-income residents making less than 50 percent of area median income (AMI).

14,913 units (28 percent) are restricted for households making less than 30 percent of AMI and 20,746 units (38 percent) are restricted for households making between 31-50 percent of AMI. This income-restricted housing stock, which includes Boston Housing Authority (BHA) housing, is integral in keeping households most in need of housing assistance safely and affordably housed. Another 21 percent of units are affordable to moderate-income households which make between 51-60 percent of AMI and 8 percent are restricted to households between 61-80 percent of AMI. A small percentage (about 2 percent) are affordable to upper middle-income households (earning more than 80 percent AMI). The bulk of income-restricted



units assists low-income households most in need of affordable housing, but also provides some affordable housing opportunities for those households should their incomes rise above their current income categories. It also provides options for current middle-income households struggling to afford rent. Units in higher AMI brackets, particularly above 80 percent of AMI, are largely ownership housing opportunities for middle-income households.

Linkage

Linkage is a fee enacted from new large-scale commercial real estate developments exceeding 100,000 square feet and requiring zoning relief, including expansion and rehabilitation projects. The linkage requirement can be fulfilled through either a cash payment or direct creation of housing or a job-training program. All cash payments are received by either the Neighborhood Housing Trust (NHT) or the Neighborhood Jobs Trust (NJT) for distribution. Linkage ensures that large-scale real estate development brings direct benefits to the City of Boston's residents. Linkage was last increased in 2013 to the current rate of \$8.34 per square foot for housing and \$1.67 per square foot for jobs, for a total of \$10.01 per square foot. Linkage may be increased on three-year cycles to reflect the rise in inflation based on the Consumer Price index and on

economic, housing and employment trends.

Since 2014, \$31.4 million in housing linkage has leveraged a total of \$562 million in public funds in 39 developments that cost \$837 million in total. Those projects have created 1,268 affordable units and preserved 548 existing affordable units.

Acquisition Opportunity Program (AOP)

The City of Boston has created the Acquisition Opportunity Program (AOP) to facilitate the purchase of existing housing and restrict the units based on income. In doing so, these units are removed from the speculative market, rents are stabilized, and current tenants are protected. The City has established a citywide goal of acquiring and income-restricting 1,000 units from 2018 to 2030. These funds are meant to be flexible so that potential buyers (e.g., nonprofits or community development corporations) can move quickly to compete against market-rate buyers. The AOP is currently funded with IDP funds and Community Preservation Act funds. DND is seeking additional funding sources from the Neighborhood Housing Trust, among others. The program's scope is limited by funding, the ability to find opportunities, and the ability to find partners to acquire the units.



Basement conversion - convert basement into an accessible unit

Nancy is an older adult who hopes to age in place while supported by rental income



Attic conversion - convert attic into additional unit

Robert has extra space in the attic of his triple decker and wants to provide an affordable rental unit



Pre-existing unit - Convert extra independent unit into rental unit

Elizabeth is hoping to generate an income stream to offset regular housing costs, including mortgage payments.



Carve out unit - divide first floor into two studio units

Justin wants to create a unit for his parents to live in so they can assist childcare, without sacrificing rental income.

Additional Dwelling Units Design Examples, Housing Innovation Lab

Additional Dwelling Unit (ADU)

In 2018, Mattapan was one of the first neighborhoods to benefit from the Additional Dwelling Unit program. The program permits owner-occupied homes to be altered to meet the changing housing needs. For owner-occupied buildings with under 4 units, the building can be modified to include one additional unit within the existing structure. These additional rental units increase the total number of housing units in a neighborhood without noticeably changing the neighborhood character. The Boston Home Center has no-interest loans for eligible homeowners to assist with the necessary renovations.

Compact Living Policy

The Compact Living Policy is a two-year pilot ending in October 2020 that allows for a new kind of residential development. Compact Living projects of 10 or more units incorporate well-designed efficient units, shared common spaces and amenities, and transportation incentives. These kinds of projects offer a cost- and space-efficient way of building more units to accommodate growing demand for housing.

Office of Housing Stability

Residents facing immediate displacement need assistance from the City, and the City is responding to that need with the Office of Housing Stability (OHS). The OHS team provides critical case management services and advocates for policies that reduce evictions, prevent homelessness, and help Bostonians facing crises achieve housing stability. The following efforts are meant to reduce displacement for all Bostonians, but through outreach and educational efforts, can be targeted at the housing stability focus area:

- » **Dedicated Outreach on Tenant Rights:** A major goal of OHS is to ensure that tenants are informed about their existing rights and protections. The OHS distributes outreach materials, staffs a hotline, and hosts an evening clinic to assist tenants and landlords with maintaining tenancies.
- » **Eviction Assistance and Data Analysis:** The OHS assists tenants facing eviction through programs that prevent rent payment assistance, mediate landlord-tenant disputes, and provide access to legal services at housing court. Utilizing access to comprehensive data on evictions within the City of Boston, including both housing court records and early pre-court eviction documentation, the OHS is working on identifying trends and proactively intervening to preserve tenancies.

Boston Home Center

The Home Center sponsors education programs that help renters understand home buying, owning a home, and credit repair. It also provides financial assistance to income-qualified individuals looking to purchase homes. The Home center has a range of home repair and lead abatement loans and financial assistance programs, including one specifically geared toward seniors.

Taxpayer Referral and Assistance Center

The City of Boston's Taxpayer Referral and Assistance Center can help homeowners on a fixed income to manage the tax burden of their properties with the help of abatements, exemptions, and/or deferrals.

Fair Housing

The Office of Fair Housing and Equity's mission is to ensure fair and equitable access to housing opportunities. They strive to increase equity and reduce barriers to opportunity for persons living and working in Boston.

Jobs & the Economy

Long-time residents still remember the smell of chocolate coming from the Walter Baker Company, and mills and factories along the Neponset River historically provided jobs in Mattapan. Today, Mattapan is not a major job center with under 3,000 payroll jobs in the neighborhood compared to over 25,000 residents. Most Mattapan residents commute other neighborhoods for work.

The vast majority of businesses in Mattapan are small. They are primarily located along one of the neighborhood's major streets, and in the areas where these streets intersect. Mattapan's businesses contribute to the character, culture, and social capital of the neighborhood.

In this section, learn about:

“Jobs in Mattapan” on page 68

“Mixed-Use Nodes and Corridors” on page 71

“City Policies and Programs” on page 74



Mayor Walsh at a Mattapan Love event, July 2018

Jobs in Mattapan

Most Mattapan residents leave the neighborhood to go to work. More than half the payroll jobs in Mattapan are in healthcare, social assistance, or retail trade.

Payroll jobs in Mattapan grew from 2,208 in 2011 to 2,823 in 2017.¹ Jobs in Mattapan workplaces have lower monthly earnings than the average for Boston overall. About 36 percent of the jobs in Mattapan pay more than \$3,333 per month, compared to 68% of jobs in Boston.²

Mattapan currently employs a greater proportion of workers without a Bachelors Degree than Boston overall.

Sixty-two percent of payroll workers in Mattapan are white and 29 percent are Black/African American. About one in three, or 30 percent, of payroll workers aged 30 and older in Mattapan has a Bachelor's degree or higher; in Boston overall, 46 percent of workers have a Bachelor's degree or higher.

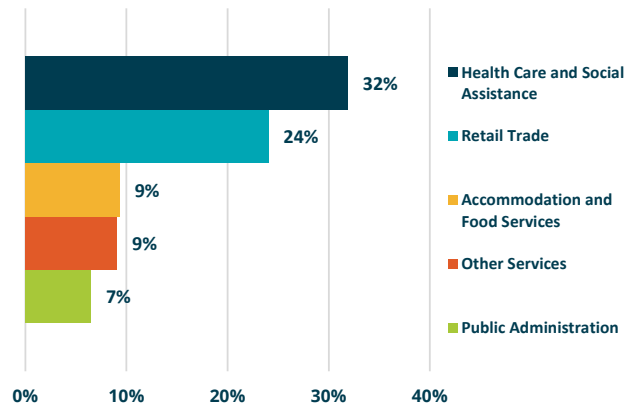
Mattapan residents have a higher labor force participation rates compared to the city as a whole.

About a third of the Mattapan residents were employed in the Service Industry in 2017. The Management, Business, Science and Arts sectors are the second most popular occupation in the neighborhood. Mattapan's residents that work in the neighborhood earn 24 percent less than Boston as a whole.

The majority of Mattapan residents are employed in other Boston neighborhoods.

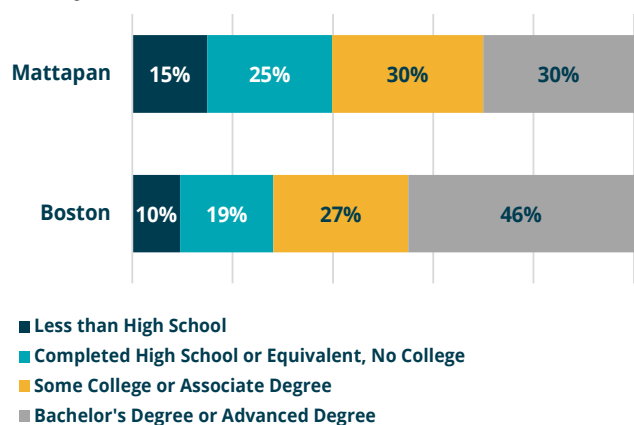
Nearly two-thirds of Mattapan resident workers are employed in Boston, and a third are employed outside Boston. Mattapan residents typically commute to Downtown, Roxbury, Dorchester, Mission Hill, and Cambridge.

Top Five Industries in Mattapan 2015



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, BPDA Research Division Analysis (Beginning of Quarter Employment, 2nd Quarter of 2015)

Jobs by Worker Educational Attainment, 2015

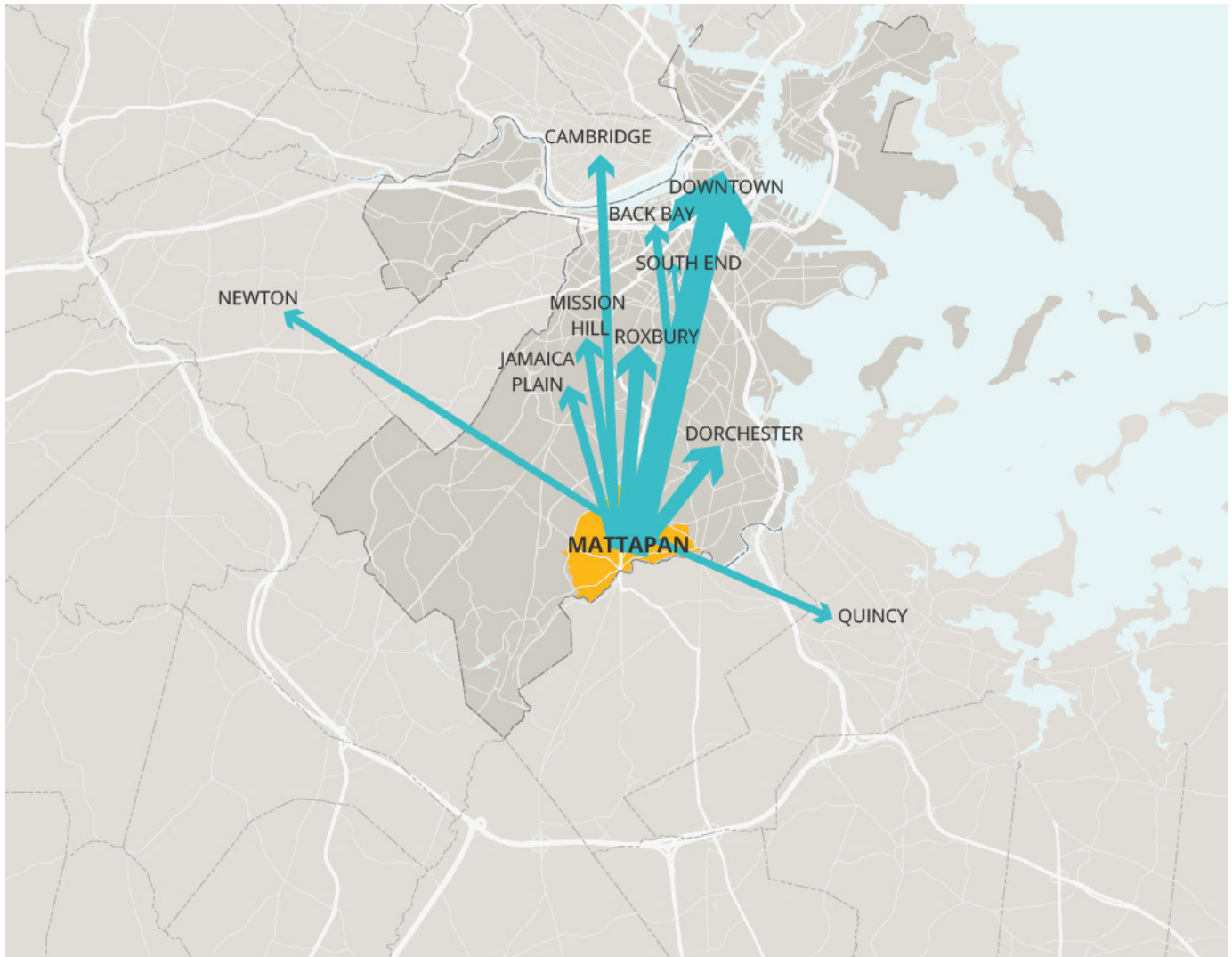


Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, BPDA Research Division Analysis (Beginning of Quarter Employment, 2nd Quarter of 2015)

¹ Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2011-2017), BPDA Research Division Analysis

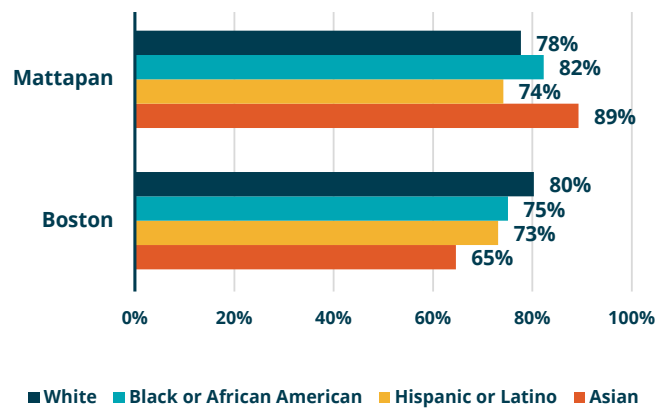
² Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, BPDA Research Division Analysis (Beginning of Quarter Employment, 2nd Quarter of 2015)

Top 10 Places of Work for Mattapan Residents, 2013-2017



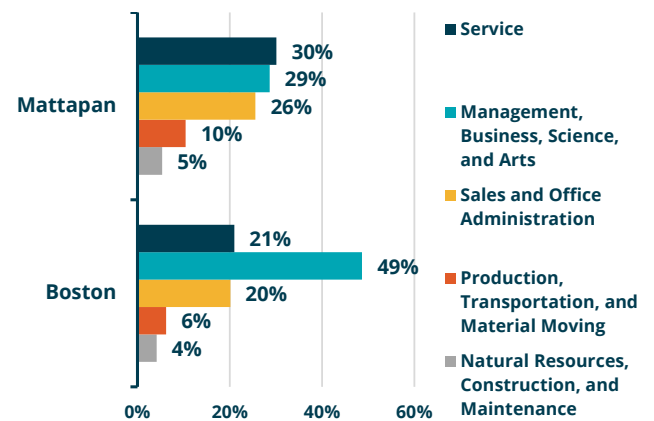
Source U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics, Primary Jobs, 2015. BPDA Research Division Analysis

Labor Force Participation Rate by Race, 2013-2017



Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

Top 5 Resident Worker Occupations, 2017



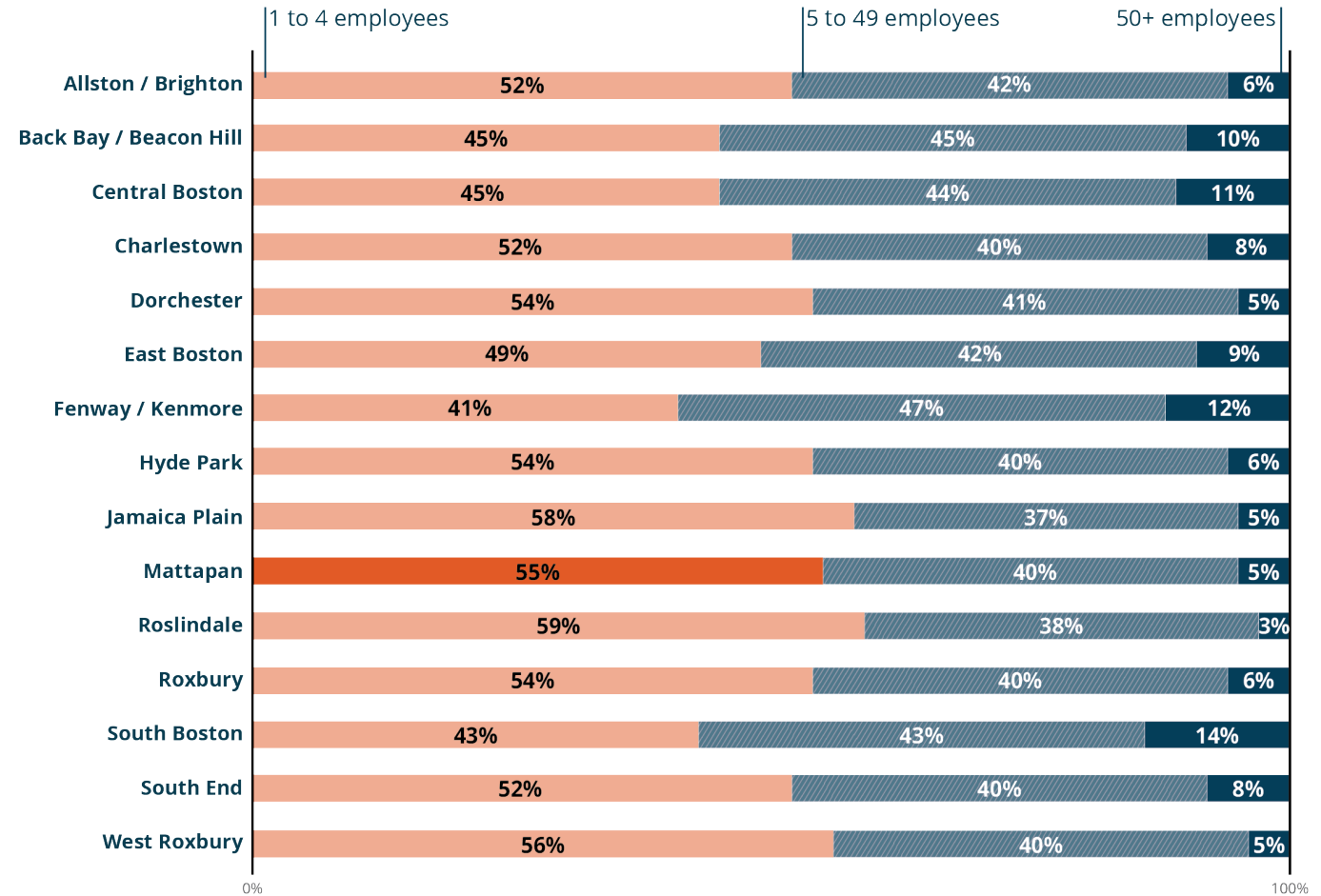
Source: US Census Bureau, 2013-2017 American Community Survey, BPDA Research Division Analysis

Small and micro-businesses make up 95% of businesses in Mattapan.

Small businesses — establishments with less than 50 employees — are a key element of the Boston economy and contribute to the character of vitality of all of Boston’s neighborhoods.

Micro-businesses are businesses with 4 or fewer employees, and comprise 55 percent of all businesses in Mattapan. Another 40 percent of businesses in Mattapan have 5-49 employees, and only 5 percent of businesses in Mattapan have 50 or more employees.

Business Establishments by Size and Neighborhood
2015



Source: U.S. Census Bureau, Zip Code Business Patterns 2016, BPDA Research Division Analysis

Mixed-Use Nodes and Corridors

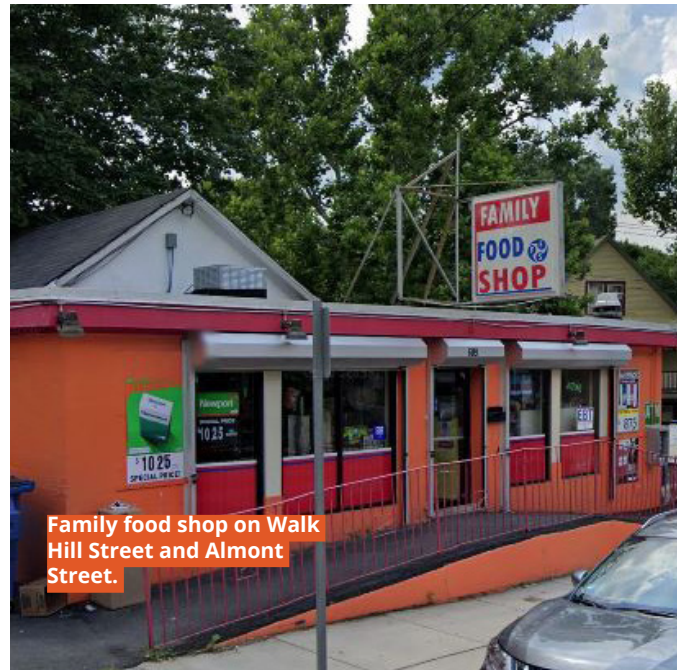
Mixed-use nodes and corridors refer to areas in Mattapan suited for active ground-floor uses. Nodes are collection points or places of gathering and corridors are the connections between them.

Neighborhood Business zoning subdistricts in Mattapan prioritize active ground-floor uses.

Article 60 of the Boston Zoning Code guides current land use regulation for Mattapan. Ground-floor commercial uses are regulated by zoning, which limits the type and location of use. Ground-floor retail is allowed as-of-right only in commercial and business zoning districts. Mattapan's commercial zoning includes Neighborhood Shopping, Community Commercial, and Local Convenience Subdistricts. Each type of Neighborhood Business Subdistrict encourages the development of businesses that provide essential goods and services as well as jobs and entrepreneurial opportunities for the community.

Zoning for commercial use is concentrated along Mattapan's corridors and nodes.

Corridors link commercial nodes between the neighborhood's residential fabric. Commercial zoning districts are concentrated on Mattapan's major corridors: Blue Hill Avenue, Morton Street, and River Street. Commercial zoning districts were primarily concentrated along the Blue Hill Avenue terminating in Mattapan Square. Over time, ground-floor retail has expanded to Morton and River Street. Other pockets of retail exist on Cummins Highway and along Walk Hill Street.



Family food shop on Walk Hill Street and Almont Street.



Café Juice Up, on Blue Hill Avenue

Mattapan’s commercial uses help to create an enjoyable, healthy urban environment.

Mattapan has areas with active storefronts and a density of commercial and community uses that contribute significantly to its economic vitality, as well as to the quality of its street scape and built character. The Mattapan Square Main Street district, officially recognized in 2011, is the newest addition to the Boston Main Street network. The organization promotes Mattapan Square as a culturally and economically rich commercial district.

Mattapan Square is both a gateway into Boston and the commercial heart of Mattapan.

Mattapan Square is the only traditional square in Mattapan. While Mattapan Square is a major hub of activity, its public realm and transportation network can be improved to make it more people-oriented. Currently, Mattapan Square is zoned to allow buildings as tall as 55 feet. However, most buildings are approximately 25 feet. It is important to understand why this condition persists in order to mindfully spur more activity in Mattapan Square.

Blue Hill Avenue is Mattapan’s central commercial corridor.

Blue Hill Avenue has been the main commercial corridor in Mattapan since the 1900s when Mattapan developed as a streetcar suburb. There are three commercial subdistricts along Blue Hill Avenue within the study area; one is in Mattapan Square, a second is at the intersection with Walk Hill, and the third is at the intersection with Morton Street. The intersection of Blue Hill Avenue and Walk Hill Street forms a node anchored by the Mattapan Branch of the Boston Public Library. This node is primarily a car-oriented intersection that lacks “a sense of place,” but can be improved to generate more social engagement opportunities.

Morton Street includes commercial uses and a commuter rail station.

Morton Street contains two nodes within the study area. One node exists at the intersection with Blue Hill Avenue and the other encompasses the area around the Morton Street commuter rail station. The commuter rail station connects this node to Downtown, Readville, and Foxboro. Morton Village, which includes a cluster of commercial uses, is nearby. The portion of Morton Street south of Gallivan Street is city-owned; the remainder is state-owned.

Cummins Highway connects Mattapan Square to Roslindale Village.

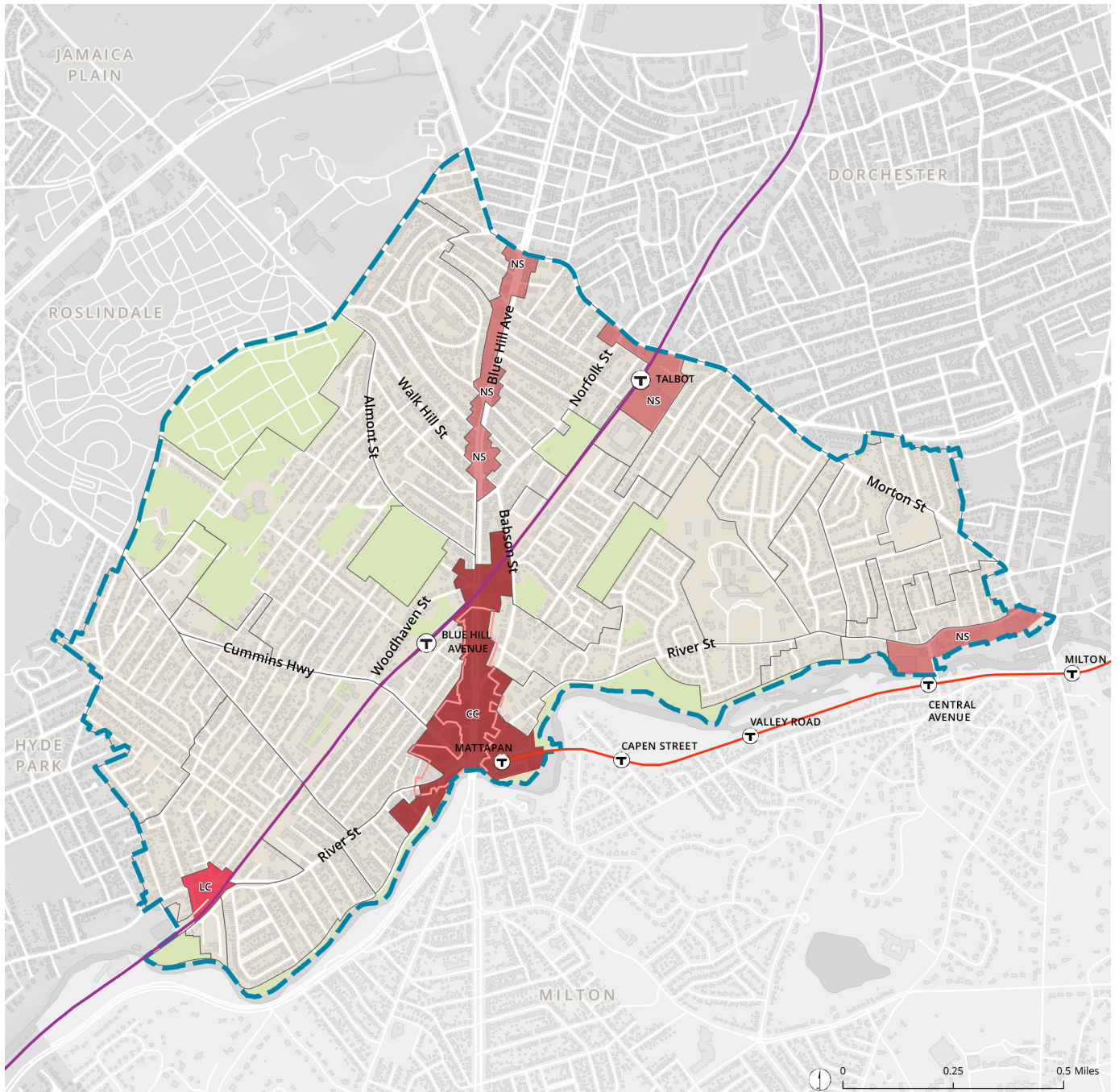
This commercial node is at the intersection of Cummins Highway and Greenfield Street. This intersection is difficult to navigate, but can support the neighborhood through new retail activity. Roadway and urban design improvements to Cummins Highway between River Street and Harvard Street are currently underway, and will help to increase retail opportunities along this corridor.

River Street runs through Mattapan Square between Hyde Park and Lower Mills.

Apart from Mattapan Square, River Street has two important commercial nodes at the edges of the study area. One node is at the crossing with the Fairmount Line, where a new commuter rail station was considered in the Fairmount Indigo Planning Initiative. The other node is in Lower Mills, across from the Milton station of the Mattapan Trolley and connected to the Neponset River Trail.



Mattapan Main Streets, April 2021



Commercial Zoning Subdistricts in Article 60

Source: Article 60 Zoning

- Community Commercial
- Neighborhood Shopping
- Local Convenience
- Mattapan Main Streets District
- Zoning Subdistrict Boundary
- PLAN: Mattapan Boundary

City Policies and Programs

Zoning is a legal mechanism that regulates what property owners can and cannot do with their property. Zoning keeps compatible things together—like types of uses or sizes and forms of buildings. Different city agencies, departments, boards, and commissions play important, but separate, roles in zoning.

The Boston Planning & Development Agency (BPDA) writes zoning. The Boston Zoning Commission (BZC) adopts zoning. The Inspectional Services Department (ISD) interprets and applies zoning. The Zoning Board of Appeal (ZBA) determines eligibility for exceptions from zoning.

The most recent edition of the Boston Zoning Code was enacted in 1964. In the 1980s and 1990s, there was a comprehensive rezoning process that led to the rewriting of the zoning for many neighborhoods. Some zoning articles apply to the entire city, while others apply to specific neighborhoods.

Article 37 - Green Buildings and the Climate Resiliency Policy

Green Buildings, inserted into the Zoning Code in 200, and the Climate Resiliency Policy, updated in 2017, together ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts and are resilient to climate change. All proposed projects subject to or electing to comply with Zoning Article 80B, Large Project Review are subject to the

requirements of Zoning Article 37 and the Resiliency Policy. For more information about Article 37 and the Climate Resiliency Policy, see page [INSERT CROSS REFERENCE]

Article 80 - Development Review and Approval

Adopted in 1996 by the BPDA to provide clear guidelines for the development review process relating to Large Projects (more than 50,000 square feet), Small Projects (more than 20,000 square feet and/or 15+ net new residential units), Planned Development Areas, and Institutional Master Plans.

Article 60 - Greater Mattapan Neighborhood District

Mattapan's zoning article was inserted into the Zoning Code in 1997, and established zoning regulations for the Greater Mattapan Neighborhood District. Article 60 defines use and dimensional regulations for all zoning subdistricts in the neighborhood. There are four types of Residential subdistricts, seven Neighborhood Business subdistricts, two Local Industrial subdistricts, two Community Facilities subdistricts, one Neighborhood Institutional subdistrict, one Greenbelt Protection Overlay District, and five types of Open Space subdistricts. Article 60 also establishes the location of PDA-eligible areas (Planned Development Area) and includes regulations governing design review, along with miscellaneous provisions regarding signage, parking, and the application of dimensional requirements.

BPDA Development Review Processes

The BPDA's Development Review Department facilitates the review of small (>20,000 square feet and <50,000 square feet) and large (>50,000 square feet) development projects, planned development areas (>1 acre), and institutional master plans (projects relating to academic and medical campuses) pursuant to Article 80 of the Boston Zoning Code. Projects that do not require zoning relief are often referred to "as-of-right." If a project requires zoning relief, the project proponent may pursue relief, including variances or conditional uses, through the Zoning Board of Appeals (ZBA). The process engages several agencies

and boards, including Inspectional Services Department (ISD), ZBA, BPDA, and the Mayor's Office of Neighborhood Services (ONS).

The following city programs support economic development:

The Small Business Unit

We have the people and tools to help you build your small business in Boston. Through our on-line resources and in-person services, we connect you with the right people or appropriate city agencies to provide assistance with permitting, licensing and other business challenges you might have.

The Economic Development Center

We offer free workshops across the City to increase access and opportunities.

Technical Assistance

We support you as you start, stabilize, or grow your small business. Our Neighborhood Business Managers will work with you directly. They'll help identify challenges and goals, and pair you with our business experts.

Women Entrepreneurs

Women Entrepreneurs Boston (WE BOS) provides the skill-building opportunities, technical help, and networks to help women entrepreneurs launch and grow their businesses.

Storefront Improvements

Restore Boston focuses on preserving and improving historic facades and storefronts. They offer grants and technical assistance

Worker Cooperative Initiative

We support co-ops and businesses owned by employees. City tools include: on-site technical help, workshops, Neighborhood Business Access (NBA) loans, support with procurement and helping worker co-ops take advantage of City policies and grant programs.

Age-Friendly Businesses in Boston

An age- and dementia-friendly business is one in which people of all ages and abilities can comfortably shop for goods or services. Certified businesses have taken steps to

make their spaces more inclusive.

Boston Main Streets

Mattapan Square Main Street is the newest in the Boston network, about 5-years old.

Boston Main Streets is a network of 20 Main Streets Organizations that use a comprehensive revitalization approach to create, build, and sustain healthy commercial districts.

Imagine Boston 2030 identified the Fairmont Corridor as a Network of Opportunity.

The Fairmount corridor, which stretches southwest along the Fairmount/Indigo Line, from Newmarket and Widett Circle, to Dorchester, Mattapan, and Readville in Hyde Park, is a diverse and growing area of Boston. The corridor is home to the city's largest population of communities of color, sizable and growing immigrant communities, and Boston's fastest growing population of school-aged children. However, physical infrastructure, gaps in transportation access, and the enduring impact of past policies— from redlining to busing to urban renewal— have created areas where the urban fabric separates communities and reinforces physical, social, and economic inequalities. These divisions create concentrated patterns of poverty, housing-cost burden, premature mortality, and educational disparities, which limit access to opportunity in neighborhoods along the corridor.

Since the launch of Imagine Boston 2030 new planning and coordinated investment have been launched such as PLAN: Mattapan, PLAN: Newmarket and Upham's Corner Implementation. We have seen improvements in the quality and frequency of the Fairmont/Indigo Line that in January of 2020 added 8 more daily trips. Additional planning and resources are being devoted to enhancing neighborhood main streets, revitalizing transit station areas, and improving signature assets such as the Strand Theatre and Franklin Park , that launched its Master Plan in December 2020.

Mobility

Access to reliable transit, carshare, and bikeshare in Mattapan is limited. Mattapan residents have the longest average commutes and are more likely to commute by car than the typical Boston resident. Despite a growing population, passenger vehicle registration in Mattapan has declined. Most Mattapan transit riders take the bus despite poor on-time performance, especially during weekends. Crashes are concentrated along major streets and complex intersections. Transformations are planned for Blue Hill Avenue, Cummins Highway, the Fairmount Line, and Mattapan Trolley to create safer, more reliable, and healthier travel experiences. While most bike and transit trips in Mattapan start in Mattapan Square, most motor vehicle trips pass through.

In this section, learn more about:

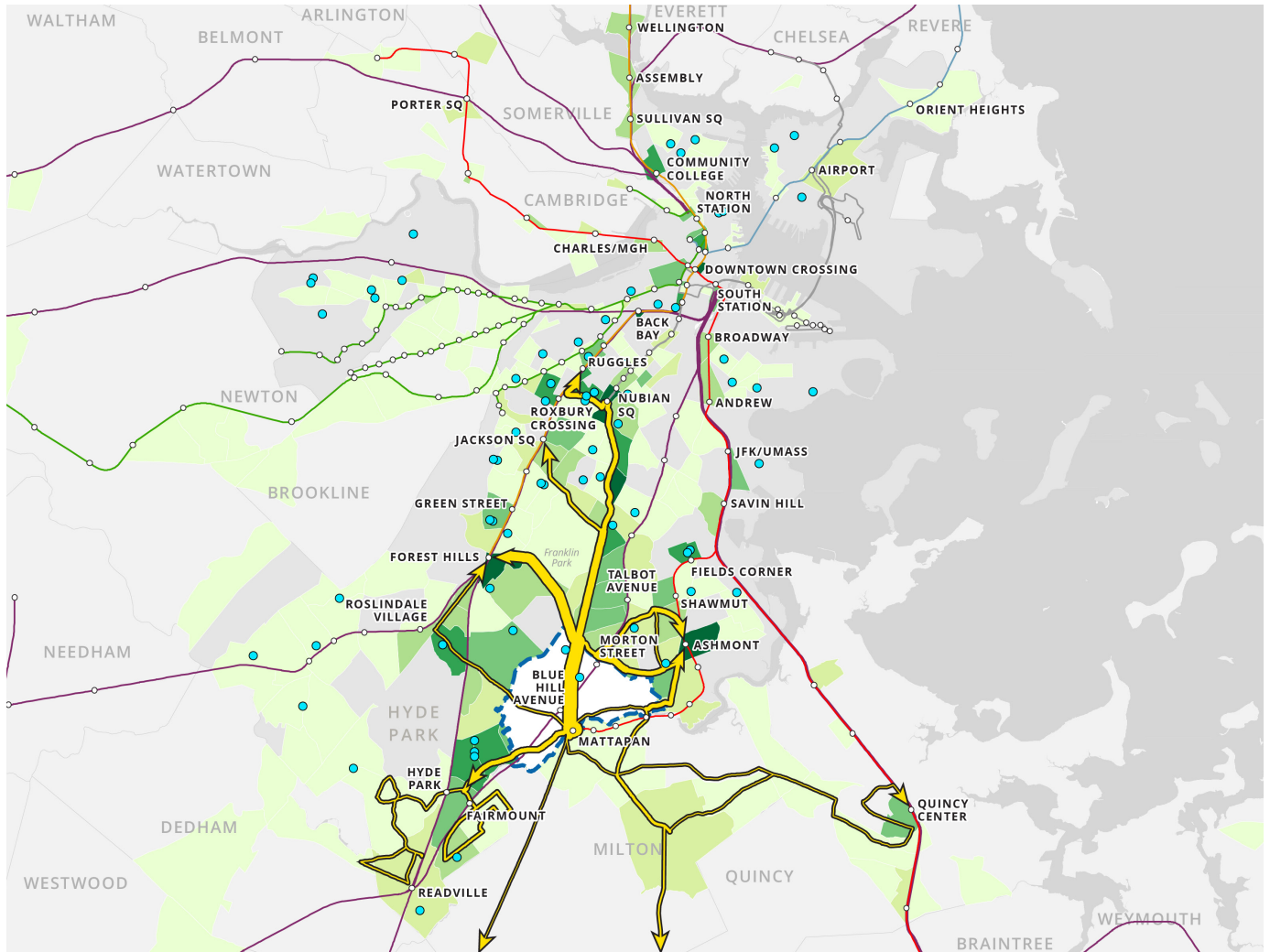
“Traveling in Mattapan Today” on page 78

“Safety and Comfort” on page 81

“Access to Travel Options” on page 84

“Transit Reliability” on page 86

“City & State Policies and Programs” on page 87

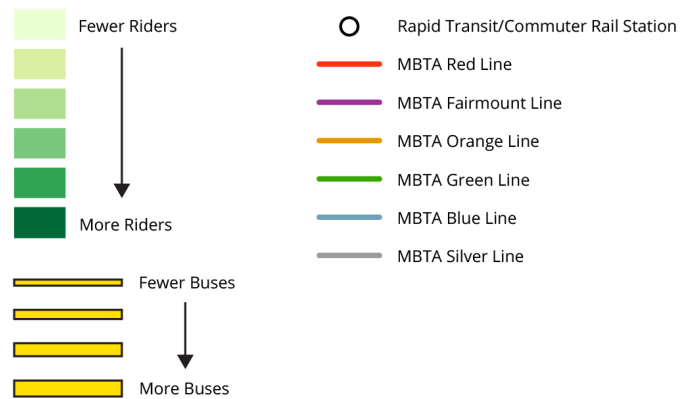


During the Morning Peak Period (7:00–9:00 AM), How Many Buses Leave Mattapan and Where are Riders Going?

Source: BPDA, MBTA, MassGIS

Transportation planners have defined Transportation Analysis Zones (TAZ) to help understand where travelers are coming from and going to. Each TAZ has approximately the same population. As a result, TAZ sizes become smaller near Downtown, where population density is higher than Mattapan.

Weekday Transit Trips from Mattapan (Riders and Buses) | By Destination Stop TAZ (Transportation Analysis Zone)



Traveling in Mattapan Today

Mattapan is receiving significant investment in streets and transit. However, its residents have long commutes and are more likely to commute by car. Four out of five transit riders in Mattapan are bus riders.

Historically, the car-focused planning and design of the 20th century perpetuated and expanded inequities between white communities and Black and brown communities. Some of Mattapan’s streets, like Blue Hill Avenue, were transformed during that period to make it easier for drivers to reach other places. This burdens Mattapan today with more speeding, higher crash rates, and more pollution along busy corridors. Additionally, access to transportation options is limited and existing buses are unreliable.

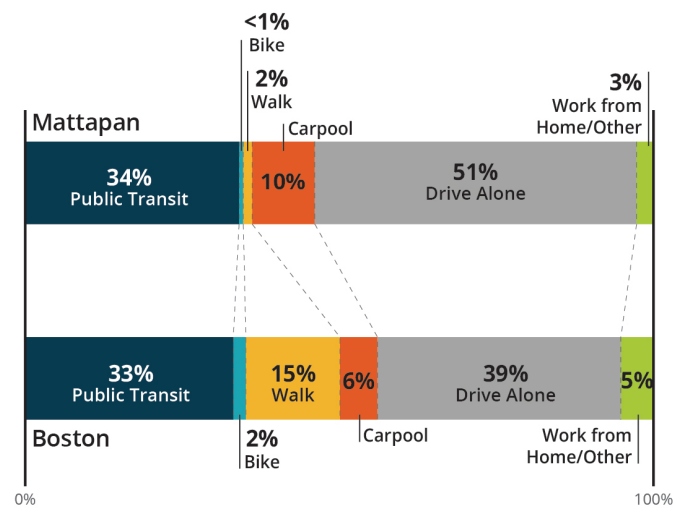
Mattapan residents have the longest average commute times of any Boston neighborhood.

The average commute for Mattapan residents in 2017 was about 38 minutes, an eight-minute increase since 2010 and the most time of any Boston neighborhood. One in four Mattapan commuters experiences travel times in excess of 60 minutes, double the citywide average.

Mattapan has much lower bike and walk commute shares than Boston overall, and higher rates of driving commutes.

Mattapan’s distance from major employment areas means that residents drive to work at higher rates than Boston overall. Currently, there are fewer jobs within easy walking or biking distance of Mattapan. About 56% of Mattapan’s working population works within Boston, traveling primarily to Downtown, Roxbury, Dorchester, and Mission Hill. People working in Mattapan primarily arrive from within Boston, including Mattapan, Dorchester, and Hyde Park.

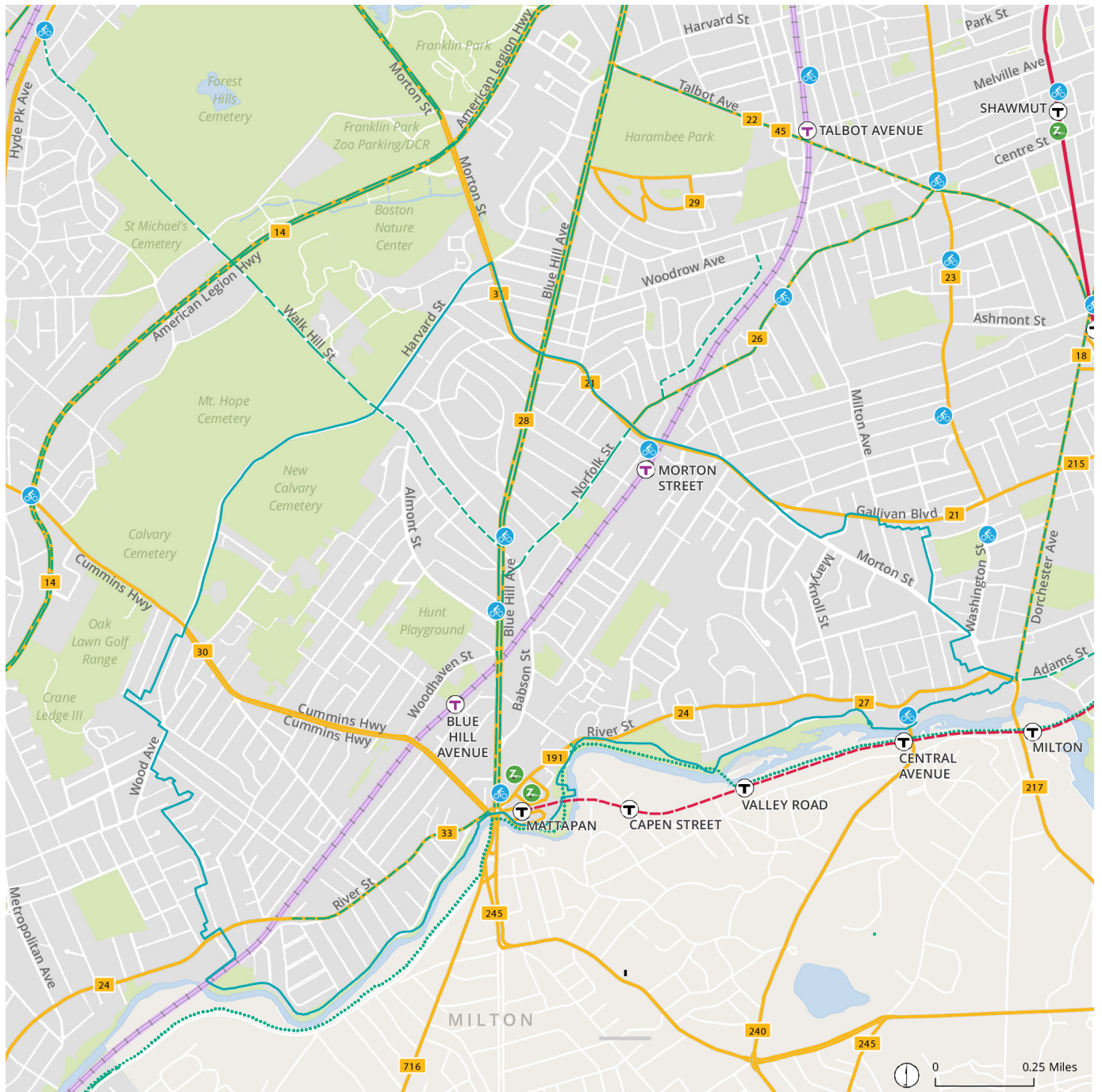
How Do Mattapan Residents Commute?



Source: BPDA, 2013-2017 American Community Survey



Top Commute Locations to and from Mattapan

Source: BPDA, 2013-2017 American Community Survey



Existing Transportation Network in Mattapan

Source: BPDA, MassGIS, Bluebikes, Zipcar

-  Subway Stop
-  MBTA Red Line
-  MBTA Fairmount Line
-  Bluebikes Station
-  Zipcar
-  Key Bus Route
-  Local Bus Route
-  Bike Lane
-  Shared with Traff
-  Shared-Use Path

Despite an overall bus ridership decline, routes 28 and 31 experience overcrowding.

In 2018, approximately 9,700 people boarded route 21, 24, 26, 27, 28, 29, 30, 31, 33, or 245 within the study area on a typical weekday. These riders represent 81 percent of all transit boardings in the study area and 30 percent of all riders on bus routes that serve the study area.

Mattapan Trolley ridership has grown, but more slowly at Mattapan Station than the remainder of the route.

In 2018, nearly 2,100 people each weekday boarded the Mattapan Trolley at Mattapan Station. Between 2010 and 2018, Mattapan Trolley boardings at Mattapan Station grew by 38 percent compared to 44 percent for all other Mattapan Trolley stations.

Fairmount Line ridership is growing quickly, and the line serves many non-traditional commuter rail trips.

Between 2012 and 2018, Fairmount Line ridership grew 236 percent. A greater proportion of Morton Street Station and the Fairmount Line boardings are off-peak, suggesting non-work trips and/or commutes with non-traditional work hours or other work locations outside of Downtown.

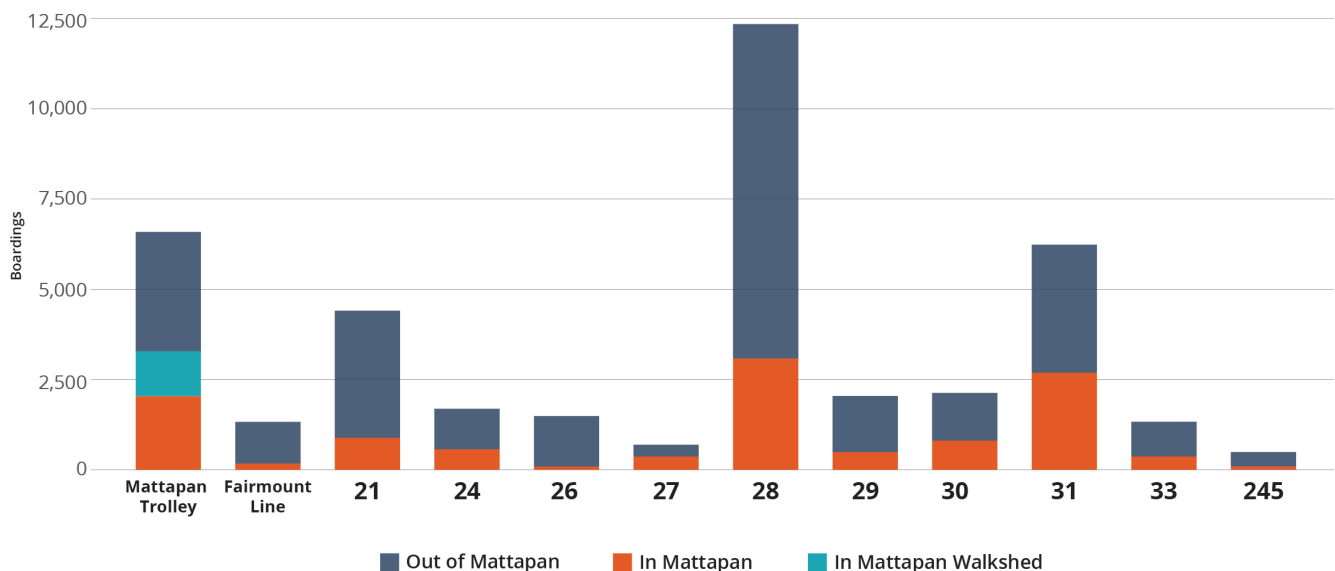
In 2017, MBTA piloted fare-free service on the Fairmount

Line to raise awareness of commuter rail service. During this two-week trial, Fairmount Line ridership increased 39 percent, but declined to pre-trial levels upon completion.

Transit riders in Mattapan are more likely to use reduced fare passes and 1- and 7-day LinkPasses.

Over 28 percent of bus riders using a monthly LinkPass in Mattapan—compared to 17 percent of bus riders system wide—have reduced-fare passes, which are given to seniors, students, people with disabilities, and certain low-income youth. For bus routes serving Mattapan, 9.4 percent of riders pay with a 1- or 7-day LinkPass compared to the 6.6 percent bus system average. A CTPS study found that minority and low-income riders are more likely to use a 7-day LinkPass compared to all riders.¹ On-board cash payment is only slightly higher on bus routes serving Mattapan than the bus system average (3.2 percent versus 2.9 percent).

Average Weekday Transit Ridership



Source: MBTA (2018)

¹ CTPS. Potential MBTA Fare Changes in SFY 2020. <https://cdn.mbta.com/sites/default/files/fares/fare-proposal-2019/equity-analysis-sfy20-fare-changes-march2019-FINAL.pdf>

Safety and Comfort

Boston Emergency Medical Services (EMS) responded to 1,384 probable-injury crashes in Mattapan between 2015 and 2019. Five of the nine fatal crashes during this period involved a person walking.

Crashes in Mattapan are concentrated along major streets and around complex intersections.

Probable-injury crashes—crashes that resulted in EMS calls—help the City prioritize where safety interventions are needed most. Blue Hill Avenue and Morton Street together account for 13 of the top 15 crash hot spots by travel mode. Within the study area, Harvard Street at Morton Street, Harvard Street at Walk Hill Street, Morton Street at Norfolk Street, and Blue Hill Avenue at Morton Street are among the City’s “High Crash Intersections”. Similarly, Blue Hill Avenue, Cummins Highway, and Harvard Street are part of the City’s “High Crash Network”, a collection of City-owned streets with the highest concentration of crashes between 2015 and 2017. (Morton Street is State-owned and, therefore, not included in the High Crash Network).

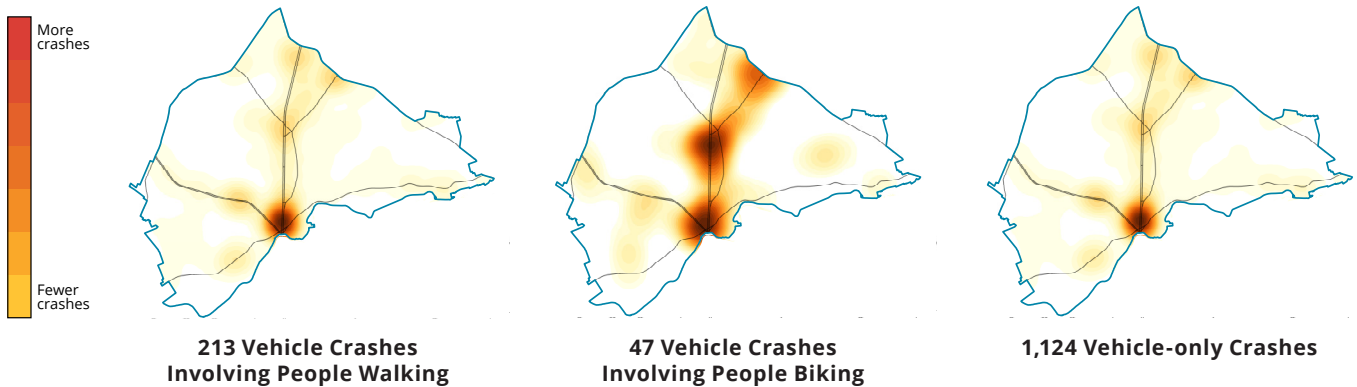
People walking and biking are disproportionately affected by crashes.

From 2015 to 2019, 19 percent of probable-injury crashes involved people walking or biking. These travel modes account for less than three percent of

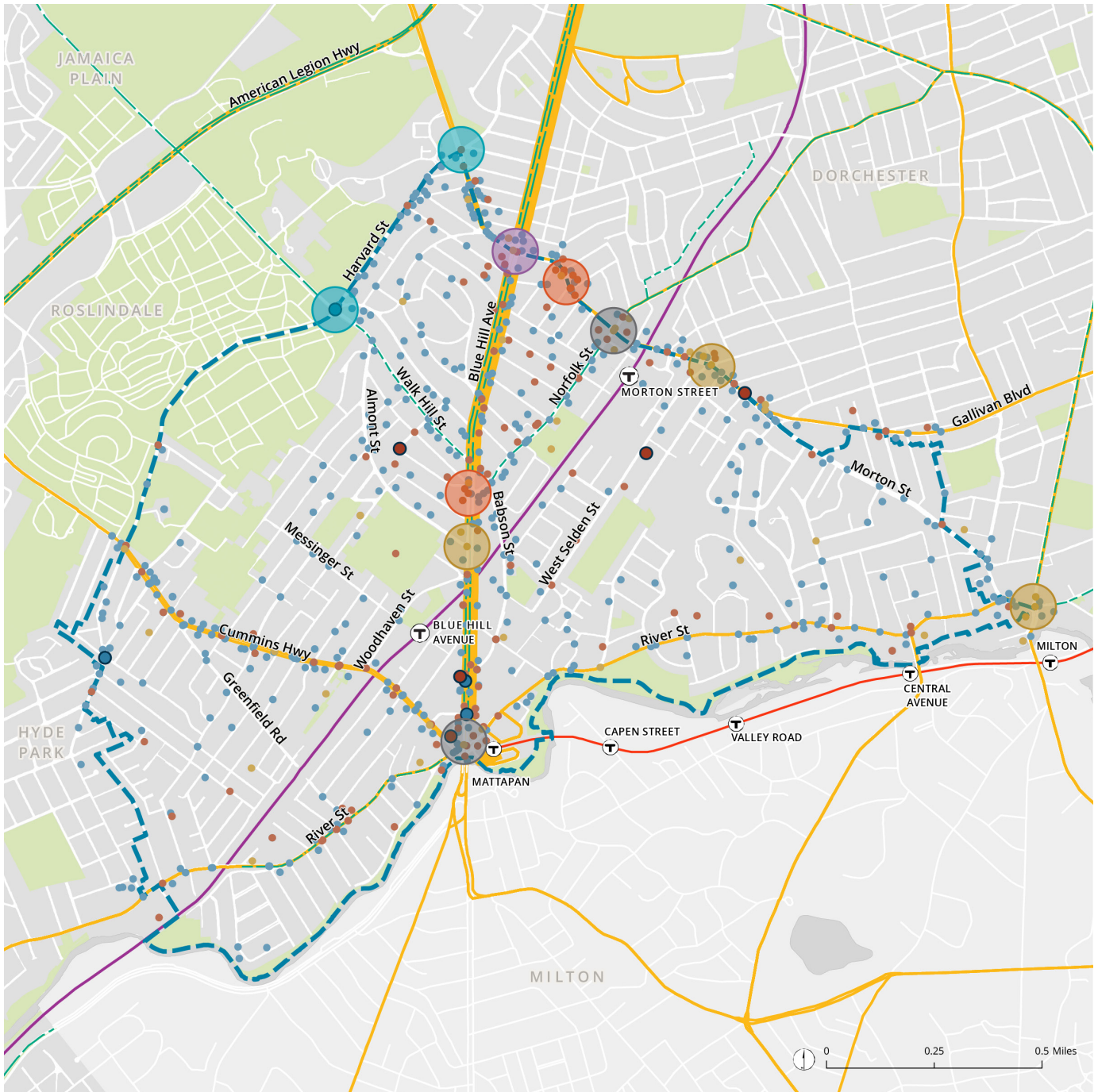
all commute trips from Mattapan, though a portion of transit trips also include walking or biking (data on non-work trips are unavailable). Five of the nine fatal crash victims between 2015 and 2019 were people walking. The remaining four fatal crash victims were people in a motor vehicle.



Crash Density in Mattapan (2015–2019)




















Source: BPDA, Boston EMS, MassGIS
 Note: The crash density scales in each illustration vary relative to the number of crashes per travel mode.



Crashes and Crash Hot Spots in Mattapan (2015–2019)

Source: BPDA, Boston EMS, MassGIS.
 Note: MassDOT reconstructed Morton Street at Selden Street/W Selden Street in 2019 and will reconstruct Blue Hill Avenue at Morton Street in 2021 in response to safety needs.

-  Subway Stop
-  MBTA Red Line
-  MBTA Fairmount Line
-  Key Bus Route
-  Local Bus Route
-  Bike Lane
-  Shared with Traffic
-  Bicycle Crash Hotspot
-  Pedestrian Crash Hotspot
-  Motor Vehicle (VM) Hotspot
-  Pedestrian and VM Hotspot
-  All Modes Hotspot
-  Bicycle Crash (Injury)
-  Pedestrian Crash (Injury)
-  Pedestrian Crash (Fatal)
-  Motor Vehicle Crash (Injury)
-  Motor Vehicle Crash (Fatal)

Major streets in Mattapan have stressful bicycling conditions. The Fairmount Line is a bicycling barrier.

Bike lanes are available, but when accounting for motor vehicle volumes, speeds, and curbside conflicts, no major street in Mattapan, including all streets that cross the Fairmount Line, can be considered comfortable for bicycling by people of all ages and abilities (see “Bicycling Level of Traffic Stress” on the following page). Low-stress streets in Mattapan are limited to residential areas, which often have hilly terrain and may be private ways with unmaintained asphalt. Together these low-stress residential streets do not form a connected network for everyday travel because they are disconnected by major, high-stress streets and the Fairmount Line.

Lack of bikeways and people speeding are the top safety concern among people traveling in Mattapan.

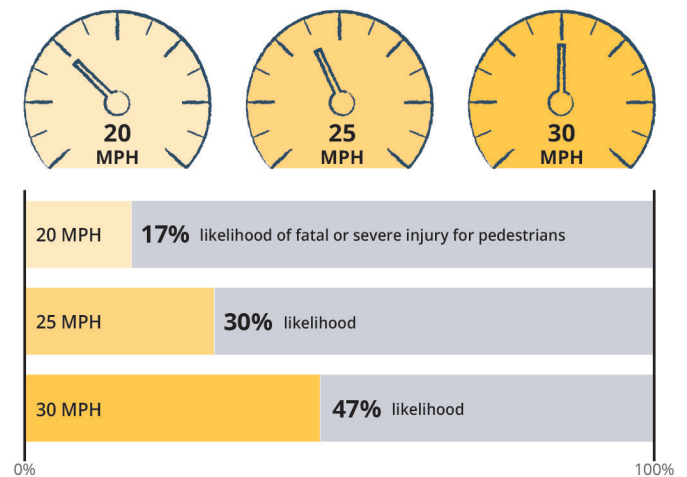
Together, lack of bikeways and speeding represent 48 percent of the 166 reported safety concerns in the study area, according to data collected by the City’s Vision Zero program, which launched in 2016. Motor vehicle speed is a central determinant of crash severity. With lower speeds, people walking are less likely to be killed or severely injured if struck by a motor vehicle. In 2017, the City of Boston reduced its default speed limit to 25 mph, and research confirmed that, as a result, drivers in Boston are less likely to travel in excess of 25 mph.

Reported Safety Concerns (2016–2019)

Source: BTS

Comment Type	Study Area Comments	Percent of Study Area Comments
Bike facilities don't exist or need improvement	54	33%
People speed	25	15%
Other (fill in response)	15	9%
People run red lights/stop signs	13	8%
It's too far/too many lanes to cross	11	7%
People cross away from the crosswalks	10	6%
People double park their vehicles	8	5%
It's hard to see/low visibility	7	4%
There's not enough time to cross the street	6	4%
No bike facilities or they need maintenance	4	2%
People don't yield while turning	4	2%
Sidewalks/ramps don't exist or need improvement	4	2%
People don't yield while going straight	2	1%
The way for the “walk” signal is too long	1	1%
The road surface needs improvement	1	1%
People have to cross too many lanes/too far	1	1%
Total Study Area Comments	166	100%

Likelihood of Fatal or Severe Injury for Pedestrians Struck by Drivers Traveling at These Speeds



Source: BPDA; Brian C. Tefft, “Impact Speed and a Pedestrian’s Risk of Severe Injury or Death,” AAA Foundation for Traffic Safety, September 2011

Access to Travel Options

Access to reliable transit, bikeshare, and carshare is limited to Mattapan Square and Lower Mills. Transit trips often require a connecting bus ride. Middle and high schools generate many bus riders from Mattapan.

Adequate and consistent transportation within the community

—Comment from December 2018 Envisioning Your Neighborhood Workshop

About 18 percent of study area residents live within a 10-minute walk of a subway station or Key Bus Route stop, bikeshare station, and carshare.

Citywide, 60 percent of Boston residents have access to these transportation options. Residents near the Mattapan Trolley, in particular near Mattapan Station but also near Milton Station in Lower Mills, have the greatest access to options in the study area. Travel options are more limited within the residential fabric of Mattapan. Households in areas with a wider range of transportation options are more likely to be no-car households. However, no-car households are also predominantly found in areas with limited access to transportation options, for example along the Blue Hill Avenue corridor and southeast of Morton Street station.

Shared mobility options are limited in Mattapan, especially carshare.

Five Bluebikes bikeshare stations were introduced in 2018. All stations are located at transit stations (Mattapan Station, Morton Street Station, Central Avenue Station)

or along Blue Hill Avenue (Mattapan Library and Almost Street), leaving much of the neighborhood's residential fabric without access. Zipcar has two carshare locations in Mattapan Square. This means that folks not within walking distance to Mattapan Square, carshare is limited.

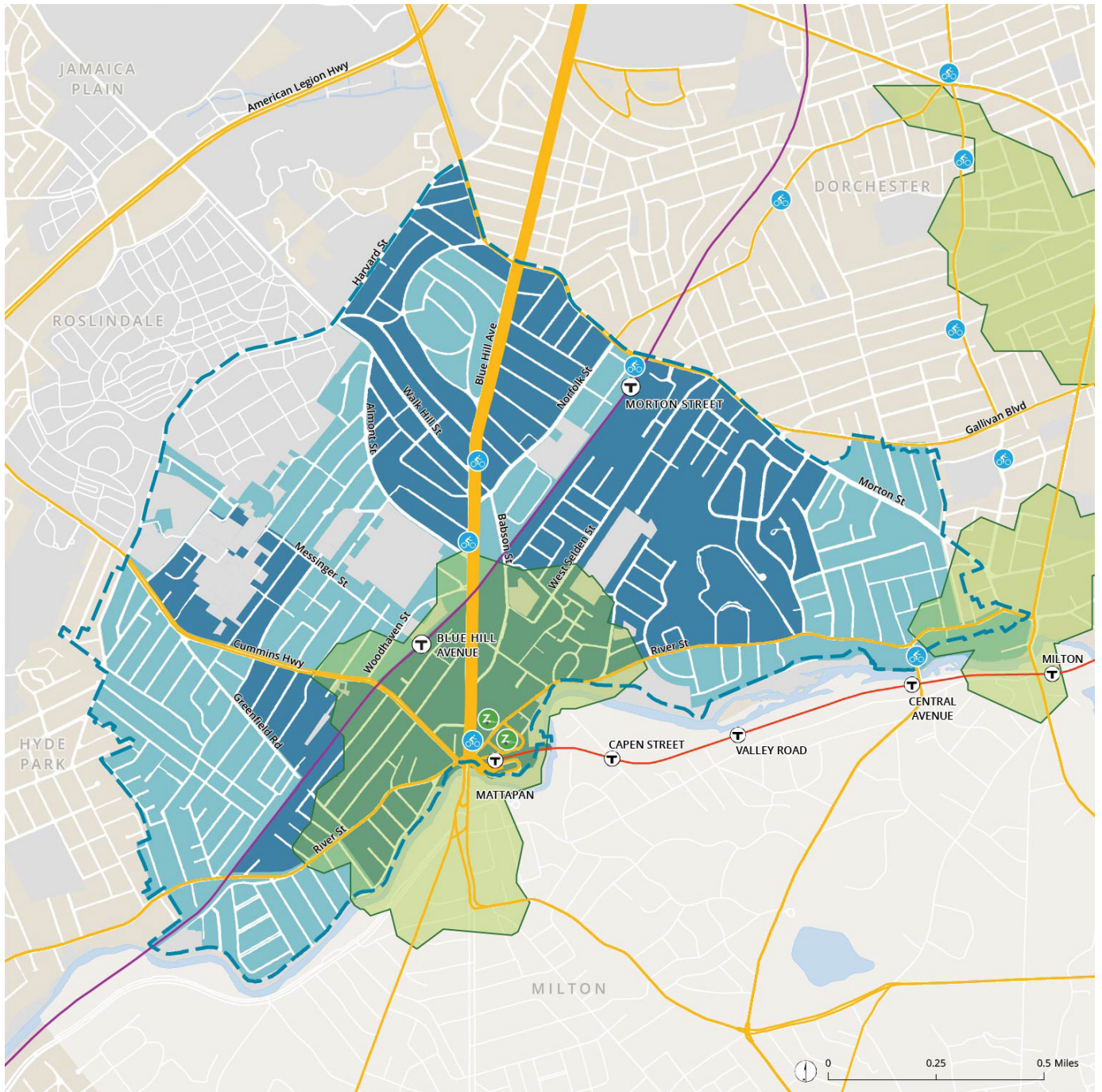
Accessing employment with rapid transit regularly requires at least one transfer from a bus or trolley trip.

Connecting to the rapid transit network—Blue, Green, Orange, and Red Lines—can be the only way to access major employment, health, education, and shopping centers by transit. From Mattapan, connections to the rapid transit network can be unreliable (bus, Mattapan Trolley) or infrequent (Fairmount Line), limiting the attractiveness of transit outside of the most congested weekday periods.

Investment in the Fairmount Line has increased one-seat access to Downtown, Newmarket, and Dorchester, but, as shown on the following page, Mattapan's transit network remains dependent on buses to connect riders to major rapid transit stations.



15 percent of all Bluebikes trips in Mattapan start or end at this Mattapan Square station.



Residential Areas Accessible to Transportation Options

Source: BPDA, 2013–2017 American Community Survey

Light Green: Areas of Mattapan within a 10-minute walk of a rail station or key bus route, a Bluebikes station, and carshare

Dark Blue: Lower than the Study Area Median for No-Car Households

Medium Blue: Higher than the Study Area Median for No-Car Households

The median percentage of no-car households in the study area is 21%

- Subway Stop
- Bluebikes Station
- Zipcar
- MBTA Red Line
- MBTA Fairmount Line
- Key Bus Route
- Local Bus Route

Transit Reliability

Though infrequent, the Fairmount Line is the most reliable transit service in Mattapan. Buses have poor on-time performance and actual travel times take longer than scheduled, especially during weekends.

The Fairmount Line meets MBTA reliability targets but buses do not.

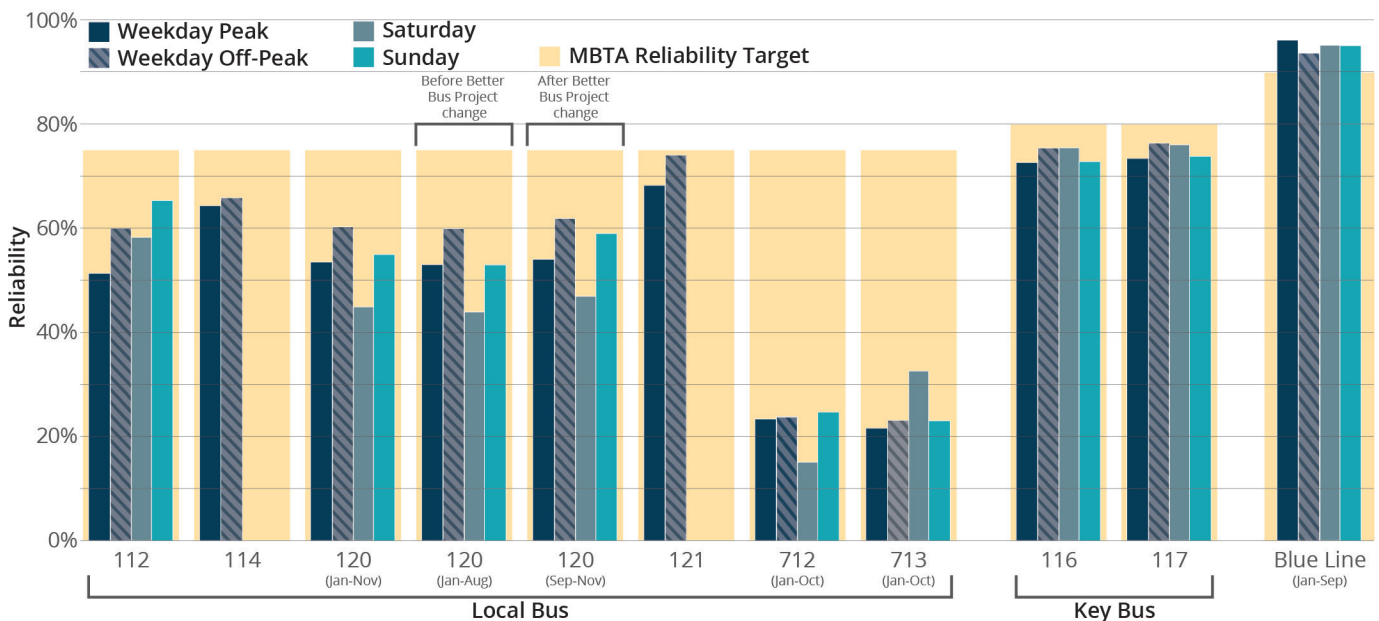
The MBTA measures bus and Mattapan Trolley reliability (i.e., on-time performance) by how closely travel times adhere to schedules. In 2019, Fairmount Line reliability—based on the percent of passengers waiting no more than the scheduled headway—met and exceeded MBTA targets. On-time performance for the Mattapan Trolley is unavailable. No bus route serving Mattapan met MBTA reliability targets for both weekdays and weekends in 2019. Generally, weekday off-peak service was the most reliable period for Mattapan buses but still below MBTA targets. Conversely, bus service was least reliable on weekdays during traditional morning and afternoon commute periods (i.e. “peak periods”), when streets are most congested.

On average, actual bus travel times almost always take longer than scheduled, especially on weekends.

For all bus routes, published schedules estimate how long each bus trip should take based on the route’s distance, ridership, and the congestion. Actual travel times for local bus routes 21, 24, 26, 29, 30, 31, and 33 and Key Bus Route 28 typically took at least 10 percent longer than scheduled for one or more periods. For routes 24, 31, and 33, actual travel times were more than 20 percent longer in some instances, on average, than scheduled times. Notably, Saturday and Sunday travel times tended to deviate from scheduled times to a greater degree than weekdays.

Bus and Commuter Rail On-time Performance, 2019

Source: BPDA, MBTA (January–December 2019 data)



Note: Reliability data is representative of the full length of each route, not the Mattapan portion only. Reliability data for the Mattapan Trolley are currently unavailable.

City and State Policies and Programs

In 2017, the Go Boston 2030 Action Plan, Boston's citywide transportation plan, established goals, targets, and guiding principles to inform how the City plans, designs, and maintains streets and services. By 2030, Boston aspires to eliminate fatal and serious injury crashes, decrease average commute times by 10 percent, and ensure all residents are within a 10-minute walk of reliable transit, bikeshare, and carshare. By 2030, more people will commute by foot, bike, or transit, while drive-alone rates will be halved.

Vision Zero Boston

Vision Zero is a people-first approach that prioritizes human life and safety when planning, designing, and maintaining streets. One fatality is too many. Vision Zero Boston, launched in 2015 and led by the Boston Transportation Department, focuses resources on proven strategies to eliminate fatal and serious traffic crashes in the City by 2030. The program inventories and analyzes community-provided safety concerns data and crash and fatality data recorded by the Boston Emergency Medical Service (EMS) and Boston Police Department (BPD). Vision Zero Boston includes the Neighborhood Slow Streets program (which aims to reduce the number and severity of crashes on residential streets), the Better Bike Lanes program (which is advancing a safe and comfortable bike lane network citywide), and Boston's Safest Driver (a smartphone app that encourages safe driving). In 2017, the City lowered the default speed limit to 25 miles per hour.

Boston Complete Streets Design Guidelines

Complete Streets is a design approach that places people walking, biking, and taking transit on equal footing with motor vehicle users. Complete Streets improve the quality

of life in Boston by creating streets that are both great places to live and sustainable transportation networks. The Boston Complete Streets Design Guidelines, published in 2013, provide policy and design guidance on the planning, design, and operation of streets and sidewalks in Boston, and are intended to ensure that Boston's streets are safe for all users.

Boston Green Links

Boston Green Links is a citywide plan to seamlessly connect people of all ages and abilities in every neighborhood to Boston's greenway network. Green links include off-road paths, protected bike lanes, safer road crossings, and low-traffic streets also known as "neighborways." The plan includes projects in progress by the City, Department of Conservation and Recreation (DCR), community groups and others, as well as new projects developed with local input. The plan will be implemented over time, through grants, partnerships, and City-funded projects.

Curbside Management

Through a partnership between the Boston Transportation Department, Mayor's Office of New Urban Mechanics (MONUM), and Boston Department of Innovation and Technology (DoIT), the City is testing curbside management policies to increase community access and opportunity for shared services. Initial pilots include ride-hailing pick-up and drop-off zones in Fenway and the South Boston Waterfront and performance-based meter parking in the Back Bay and South Boston Waterfront. Initial results showed that pick-up and drop-off zones resulted in more productive use of the curb, increase in safe behaviors, and reduction in travel delays and parking tickets. The performance parking pilot increased available metered spaces and decreased double parking and illegal parking.

Recharge Boston

In 2019, the Boston Transportation Department launched the Recharge Boston program to provide educational information, as well as guiding plans and policies for zero-emission vehicles. The City released an Electric Vehicle Readiness Policy for new developments, requiring electric vehicle chargers to be installed in new developments. In 2020, the City also released a Zero-Emission Vehicle Roadmap laying the framework for addressing charger access, wide spread adoption of electrification, and City fleet electrification.

Bus Transit Priority

The MBTA is partnering with Boston and other communities to invest in bus priority along city-owned streets. Investments can include dedicated or peak-period bus/bike lanes, priority for buses at traffic signals, and queue jumps (short stretches of priority lanes that let buses bypass waiting traffic with early green signals). Such investments benefit passengers by reducing delay, speeding up bus trips, and resulting in more reliable and frequent service.

Public Realm Guidelines

56 percent of City-owned land is streets and sidewalks. While getting around is the primary use for this space, the City is also leveraging its infrastructure in order to create a sense of place and bring communities together with placemaking, public art, green infrastructure, and wayfinding. Activating the public realm is being accomplished through traditional reconstruction projects as well as "tactical" experiments with low-cost materials and rapid implementation timelines. In 2018, the City published its Tactical Public Realm Guidelines, which outline how to create and maintain public spaces with tactical plazas, parklets, outdoor cafes, and street murals. Often new public space can be created by closing redundant streets, squaring irregular intersections, or filling in redundant travel lanes.

Article 80 Transportation Review Process

Article 80 of the Boston Zoning Code provides clear guidelines for the development review process relating to projects larger than 20,000 square feet, institutional master plans, and planned development areas. As part of this process, the BPDA's Transportation & Infrastructure Planning Department uses urban planning and design best practices to plan for a system that advances safety, comfort, and mobility for everyone and connects people to opportunity and one another. The transportation review process focuses on walking, biking, transit, and automobiles to ensure that Boston's future is equitable and environmentally sustainable, and that developments support neighborhood needs and goals.

Focus40

Completed in 2019, Focus40 is the comprehensive playbook for all MBTA capital investments for the next two decades. It connects current and future modal, project-specific, and system wide plans to feed the rolling five-year financially constrained Capital Investment Plan. Focus40 also identifies potentially transformative investment options to be analyzed.

MBTA Service Delivery Policy

The Service Delivery Policy sets how the MBTA evaluates service quality and allocates transit service to meet the needs of the Massachusetts Bay region. Published in 2017, the Service Delivery Policy takes the first steps towards creating standards from a passenger perspective, including service availability, reliability, comfort, and accessibility. The Service Delivery Policy addresses bus, light rail (Mattapan Line and Green Line), heavy rail (subway), commuter rail, and ferry services.

Better Bus Project

The Better Bus Project is the first step in the MBTA's efforts to improve bus service and the bus system as a whole, as many bus routes fail to live up to the Service Delivery Policy. The Better Bus Project has several components, including research and analysis, near-term route changes, a multi-year investment strategy, and a bus network redesign. While near-term route changes went into effect September 2019, the MBTA began implementing some of its investment strategy in fall 2019. The bus network redesign is under development and is intended to recommend a new network that better serves the needs of the region.

Fare Transformation

The MBTA's Fare Transformation is intended to make paying for transit easier and more convenient. Passengers will be able to tap and board at any door with a fare card, smartphone, or contact-less credit card; reload using cash or credit card at vending machines at all stations and some bus stops; or go online to manage their account.

As of November 2020, fare payments are now the same, regardless of how customers pay their fare (CharlieCard, CharlieTicket, or cash), and the MBTA begin installing new fare gates at rapid transit stations in anticipation of new fare payment technology.

Mattapan Line Transformation

The Mattapan Line Transformation project is intended to improve the accessibility and reliability of the Mattapan Trolley. This project will establish a 10-year investment program to upgrade the route, stations, and vehicles to a state of good repair. In addition, the project will consider investments for the Mattapan Line beyond the next 10 years, including a new vehicle fleet.

Red Line and Orange Line Transformation

The Red Line and Orange Line Transformation projects are intended to improve the reliability and frequency of the Red and Orange Lines with new vehicle fleets and new signal technology. When completed, these investments will allow the Red and Orange Lines to serve 65,000 and 30,000 more passengers per day, respectively. Supportive projects, such as more tracks at Codman Yard (south of Ashmont Station) and Wellington Yard (north of Boston), will help store and maintain the expanded fleets.

Rail Vision

The Rail Vision planning study identified strategies to rethink the existing Commuter Rail network, including the Fairmount Line, into a system that better supports the needs of riders and the economy. The MBTA studied alternatives that considered electrifying service and running more frequent trains, among other changes. In 2019, the Fiscal and Management Control Board (FMCB), which monitors MBTA finances, operations, and management, adopted the "Full Transformation" option, which would electrify the Fairmount Line and increase its frequency to trains every 15 minutes.



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