



PLAN: Newmarket

February 1, 2023 Advisory Group Meeting

Meeting Recording

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

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

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

Zoom Tips

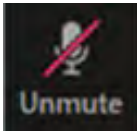
*Here are some tips on using Zoom for first-time users.
Your controls are at the bottom of the screen*



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



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



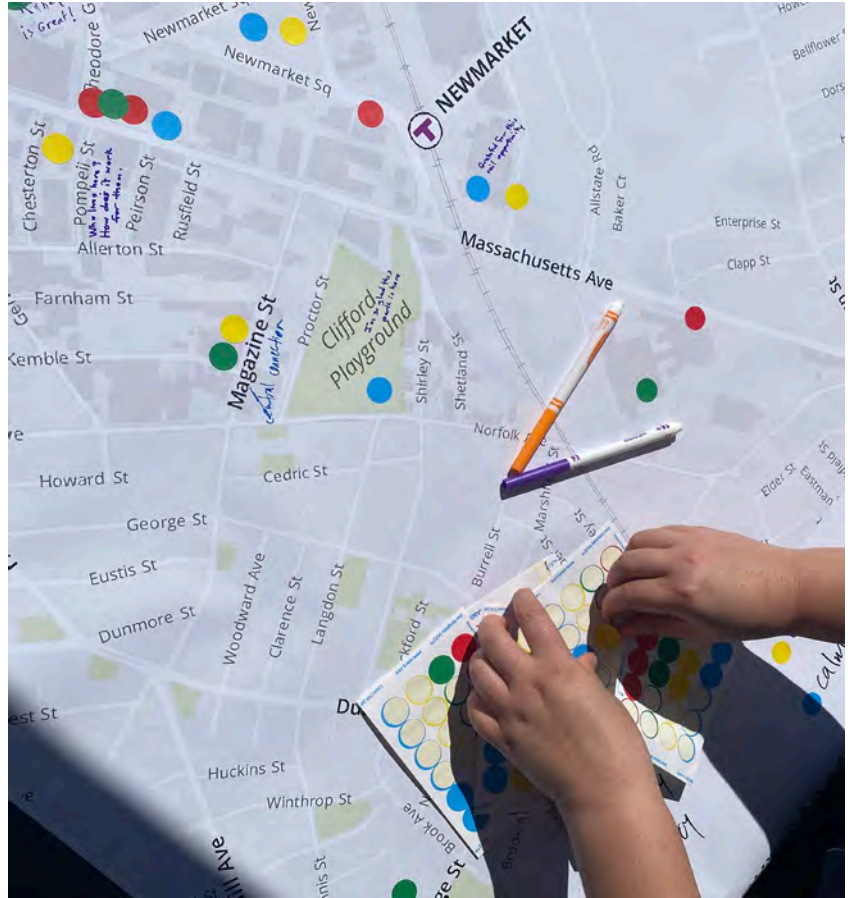
Mute/unmute – Participants will be muted during the presentation – the host will unmute you during discussion if you raise your hand and it is your turn to talk



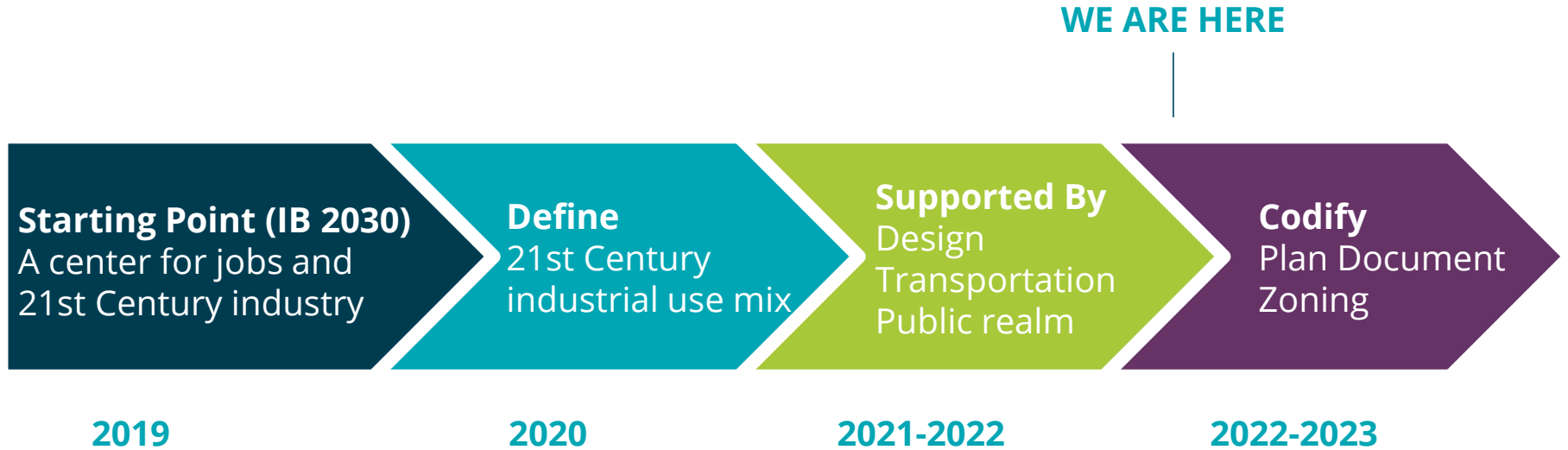
Turns your video on/off

Today's Agenda

1. Review of where we are today
2. Plan goals and engagement to date
3. Remaining project scope
4. Next steps discussion
5. Content review, as needed



Sequence



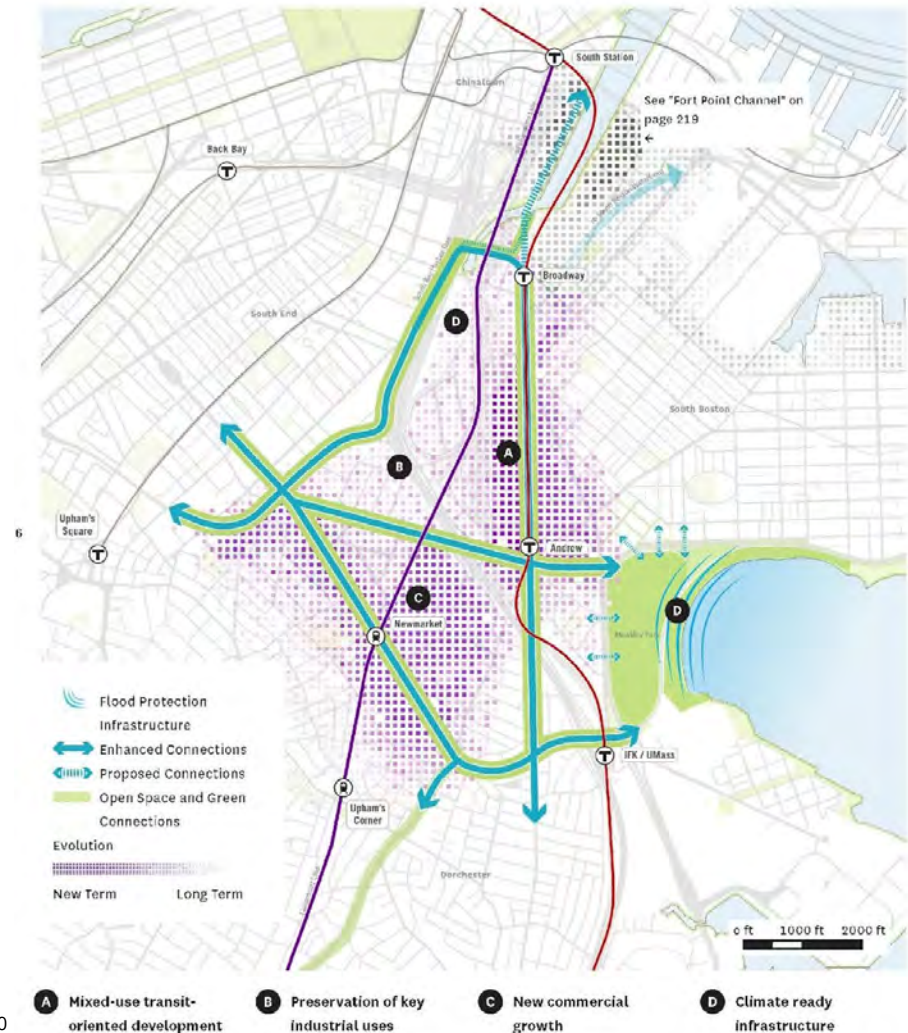
Goals

- Equitable job access for Boston residents
- Increase job density and total jobs
- Define vision for 21st Century industrial neighborhood

- Prevent displacement of essential urban industries
- Preserve creative economy work spaces
- Coordinate with the Business Improvement District and Mayor's Office of Economic Development to support a clean and safe neighborhood that is attractive to the industries of tomorrow

- Enhance local supply chain and manufacturing, to improve resilience to shocks
- Enhance climate resilience
- Generate positive fiscal impacts

- Assess opportunities for reuse of municipal land




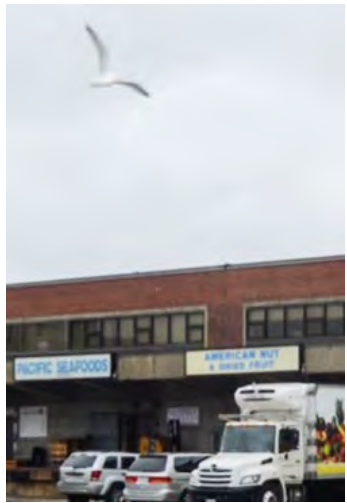



Stakeholder Engagement

- 12 consultant-led interviews of business and property owners
- 7 Advisory Group meetings
- 3 public workshops
- 2 open houses
- 7 chats with a planner
- Regular stakeholder meetings:
 - Newmarket Business Improvement District
 - Elected delegation
 - Municipal agencies including Health and Human Services, Boston Public Health Commission, Economic Development, Coordinated Response Team/Mass Cass 2.0, BTM, PWD, ONS, ISD, Operations, Arts and Culture, and Environment
 - Commonwealth agencies including MBTA and MassDOT
 - Action for Equity (job advocacy organization)

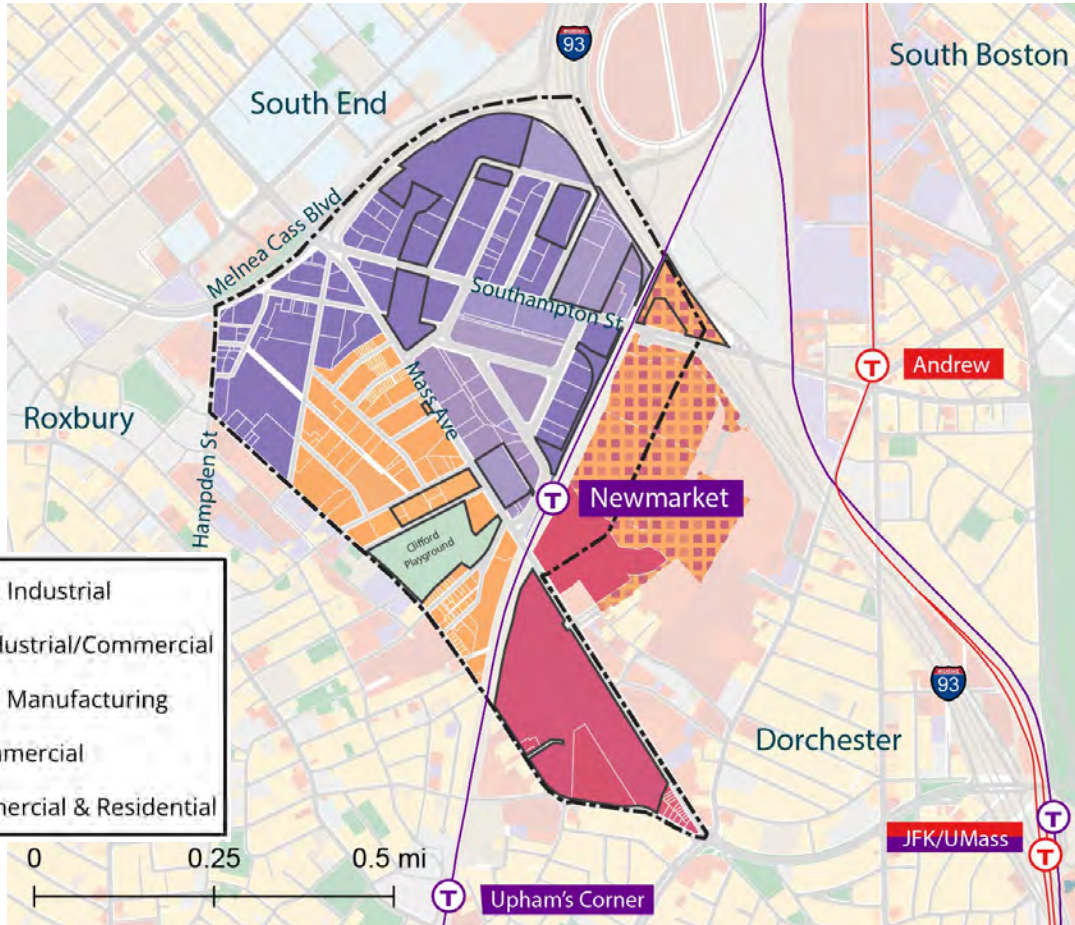


Open office hours held online and at The Record Co recording studio

Possible Trajectories: Not Mutually Exclusive

Current Market Demand	Essential Services	Food Heritage	Creative Hub	Advanced Manufacturing
Lab and life science; office	Transportation of goods; construction support	Processing and commissary; distribution	Creative economy work spaces; makerspace	Production; prototyping tied to R&D in urban core
				

The 21st Century Industrial Neighborhood



Essential Legacy Uses



Emerging Uses



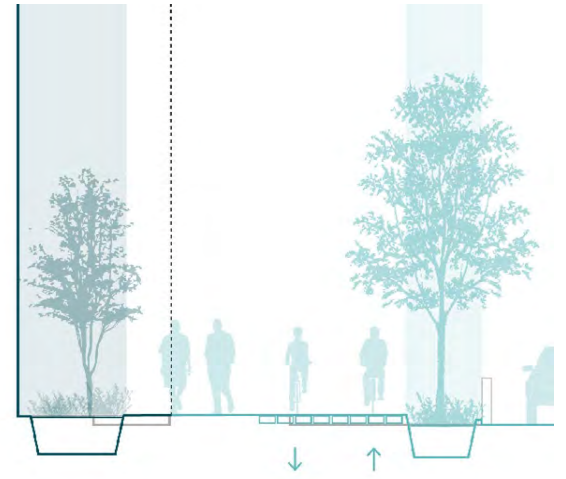
Remaining Scope



Building Prototypes →
zoning & development guidelines



Refine Transportation



Integrate Public Realm
and Climate Resilience

Next Steps

- Planning Topics
 - Transportation (March AG meeting)
 - Public Realm and Climate Resilience
 - Zoning and Development Guidelines
- Engagement
 - Business tour, part II
 - Public meeting: draft plan document
 - Public meeting: draft zoning document
 - Additional opportunities (seeking feedback)
 - AG meetings
 - Office hours (virtual or in-person)
 - Site visits
 - Chat with a planner

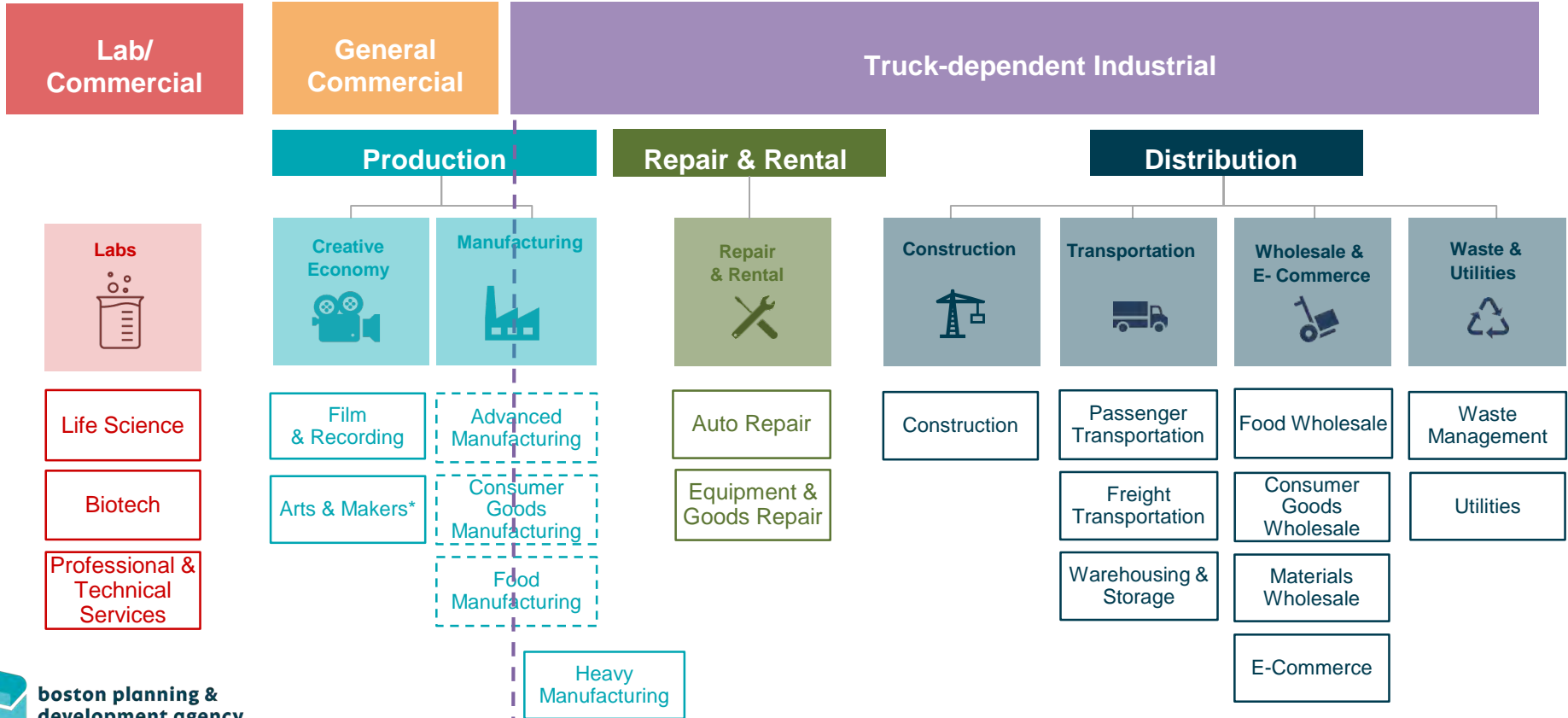


Appendix

Past Planning Topics for Reference

Land Use

Use Taxonomy




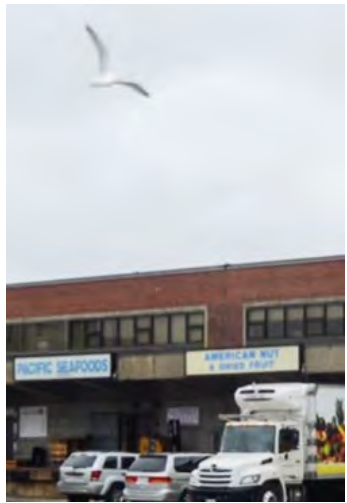



Land Use Tradeoffs

Policy Goals

	Leverage Unique Attributes of Newmarket	Promote Job Equity	Promote Job Density	Retain Traditional Industrial Jobs	Support Arts, Creatives, Makers	Attract "21 st Century Industry"	Recovery Service Providers
Essential Services Transportation of goods; construction support	+	+	-	+	=	-	Newmarket has historically been a node for addiction and recovery service providers. PLAN: Newmarket recommends that this model be superseded by a distributed model of care, with services being spread across the city and region.
Food Heritage Processing and commissary; distribution	+	+	-	+	=	+	
Creative Hub Creative economy work spaces; makerspace	+	=	+	+	+	=	
Advanced Manufacturing Production/prototyping tied to R&D in urban core	+	=	+	=	=	+	
Current Market Demand Lab & life science; office	-	=	+	-	-	-	

Potential Land Use Trajectories

Possible Trajectories: Not Mutually Exclusive

Current Market Demand	Essential Services	Food Heritage	Creative Hub	Advanced Manufacturing
Lab and life science; office	Transportation of goods; construction support	Processing and commissary; distribution	Creative economy work spaces; makerspace	Production; prototyping tied to R&D in urban core
				

Building Typologies

Use Definitions



Traditional Industrial

Heavy industry;
Existing businesses & typologies

- Preserves the existing building and business types in Newmarket.
- Avoids redevelopment of sites where new construction would likely displace current tenants.
- Maintains pure industrial character of parcel and existing levels of density.



Hybrid: Industrial/Commercial

True industrial ground floor with
modest commercial above

- Intensifies the pure industrial and job creation qualities of Newmarket.
- Requires true industrial space on the first floor of all buildings, and provides flexibility for uses on additional stories.
- Balances creating the most new space for economic uses while protecting an overall industrial character.



Maker and Manufacturing

Creative economy workspace;
Small manufacturing/prototyping

- Maintains an overall industrial character, while also expanding options for artists and creative economy businesses.
- Provides a building type allowing for creative arts-focused or small-manufacturing buildings.

Use Definitions



Traditional Industrial

Heavy industry;
Existing businesses & typologies

Large Truck-Dependent

Warehousing and storage, construction, food wholesale, food manufacturing, advanced and consumer products manufacturing



Hybrid: *Industrial/Commercial*

True industrial ground floor with modest commercial above

Truck-Dependent

Warehousing and storage, Construction, food wholesale, food manufacturing, advanced and consumer products true industrial on ground floor; light manufacturing, modest density lab R&D, or non-retail commercial on upper floors



Maker and Manufacturing

Creative economy workspace;
Small manufacturing/prototyping

Creative Economy Focus

Creative economy workspaces: visual arts, recording studios, maker spaces, and similar. Smaller-scale food manufacturing and advanced and consumer products manufacturing, low/moderate density commercial.

Additional Use Definitions (South of Fairmount Line)



■ Lab & Commercial

Represents the type of building likely favored most by current market trends.

Allows for higher-end and taller construction, creating office, biotech, and “laboratory” building types with more overall density.

Does not fundamentally depend on any of the specific qualities that make Newmarket unique.



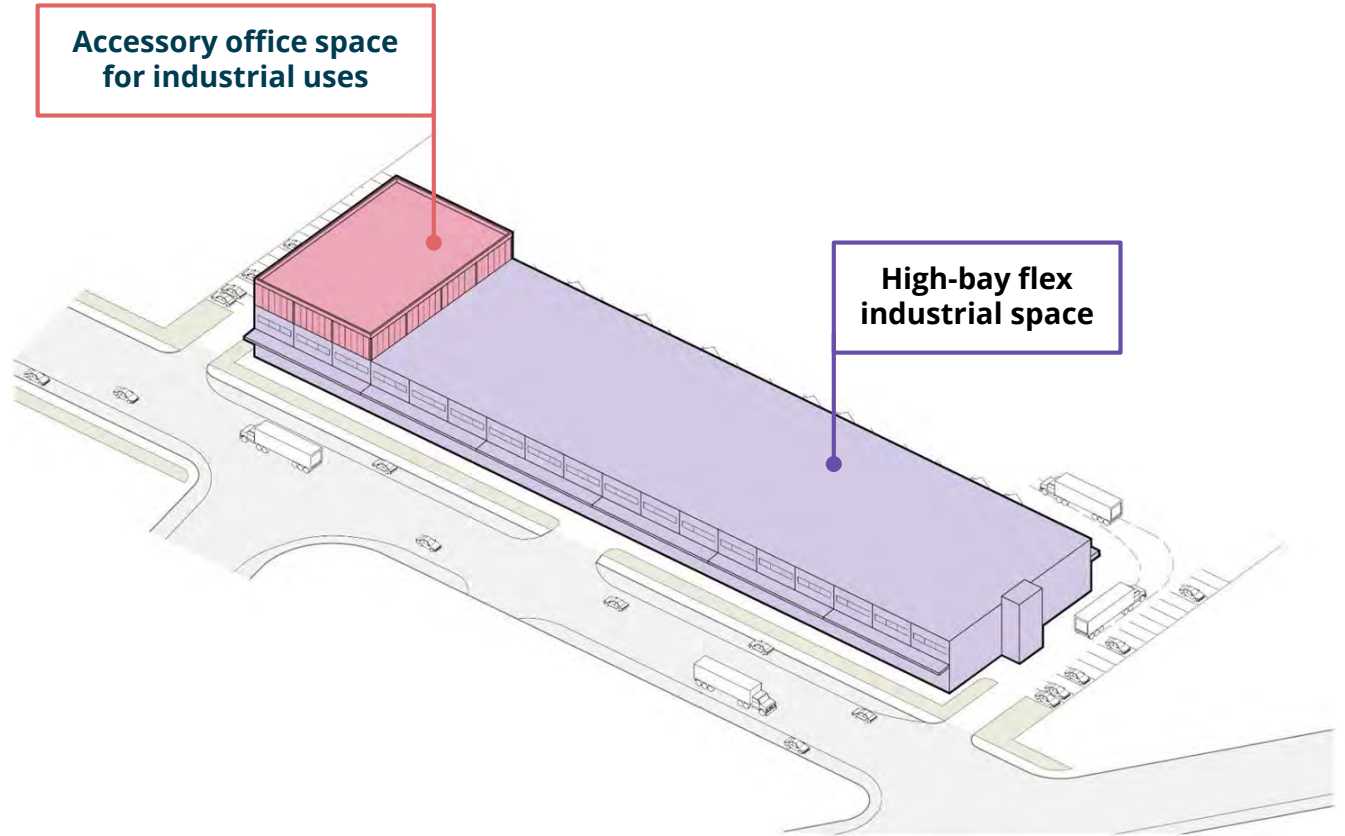
■ Lab, Commercial & Residential

Represents a scale and type of overall development that may be appropriate in areas adjacent to Newmarket.

Achieves a broader set of planning goals faced across the City related to balancing job creation with housing production.

Does not fundamentally depend on any of the specific qualities that make Newmarket unique.

Traditional Industrial Heavier Industry; Existing Industries



*Exclusively industrial with **accessory** office space.*

Internal access and circulation remain mostly focused on the truck.

High-bay, true industrial flex space is required on the entire ground floor.

Hybrid: *Industrial/Commercial* (non-lab variant)

True industrial ground floor with modest commercial above

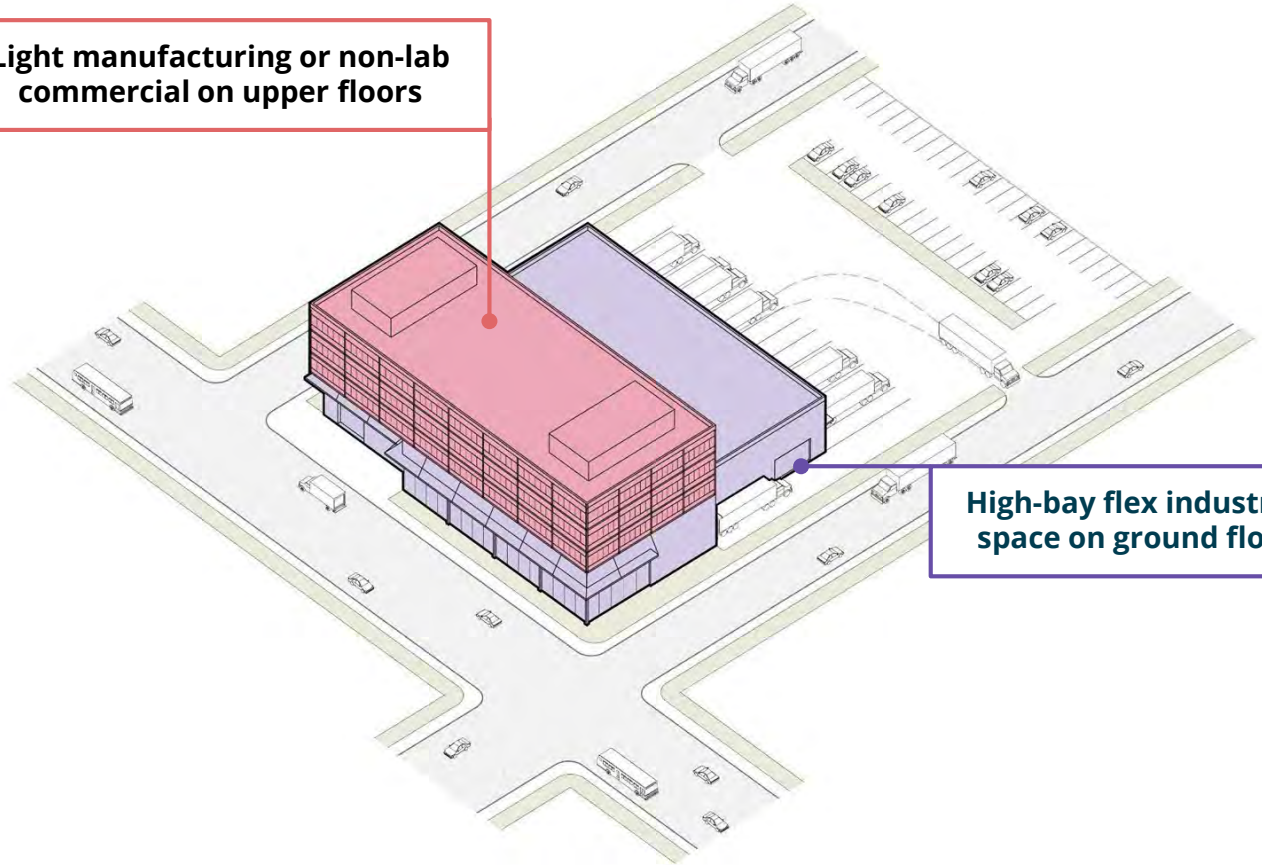
Light manufacturing or non-lab commercial on upper floors

*Hybrid-industrial model including industrial **and** light manufacturing or office.*

Internal access and circulation incorporate truck loading and optional car parking.

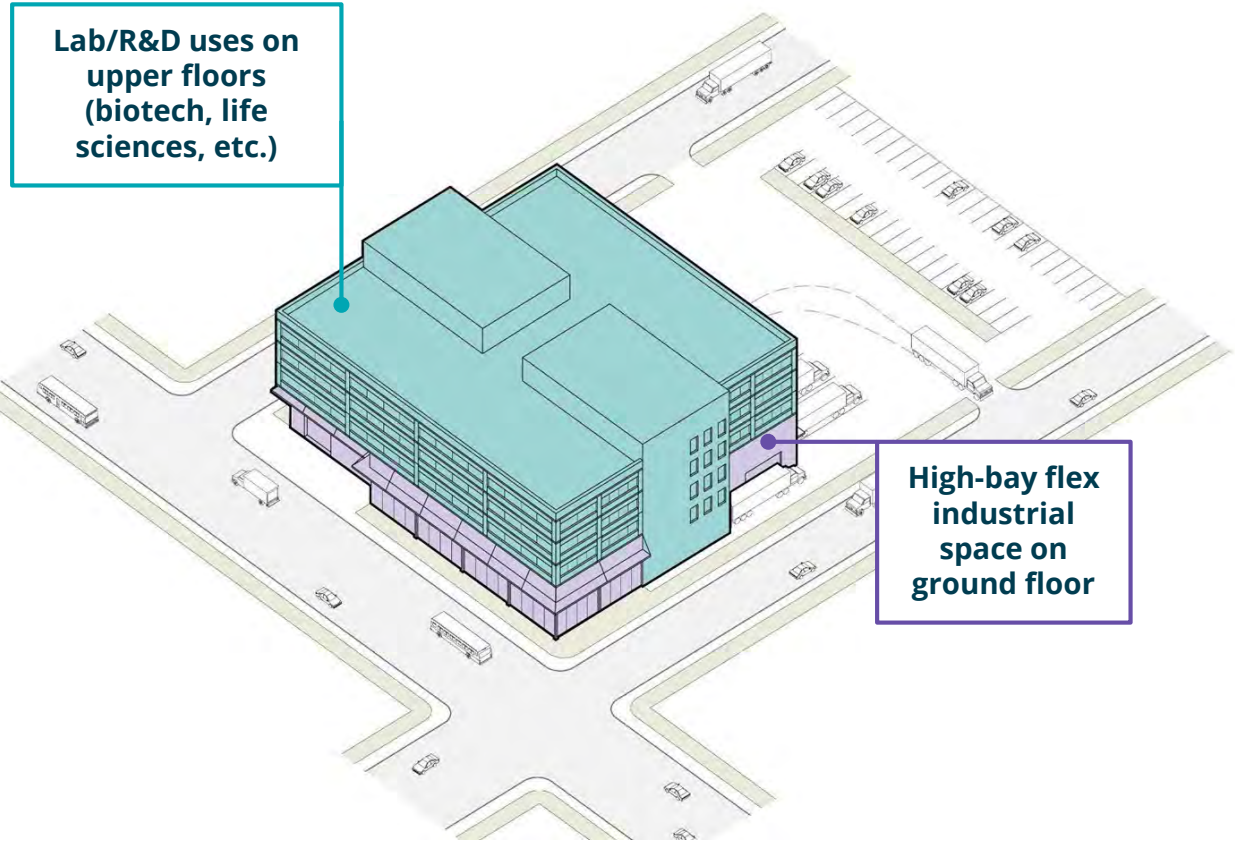
High-bay, true industrial flex space is required on the entire ground floor.

High-bay flex industrial space on ground floor



Hybrid: *Industrial/Commercial* (lab variant)

True industrial ground floor with lab/R&D above



Lab/R&D uses on
upper floors
(biotech, life
sciences, etc.)

High-bay flex
industrial
space on
ground floor

*Hybrid-industrial model including industrial **and Lab/R&D** space.*

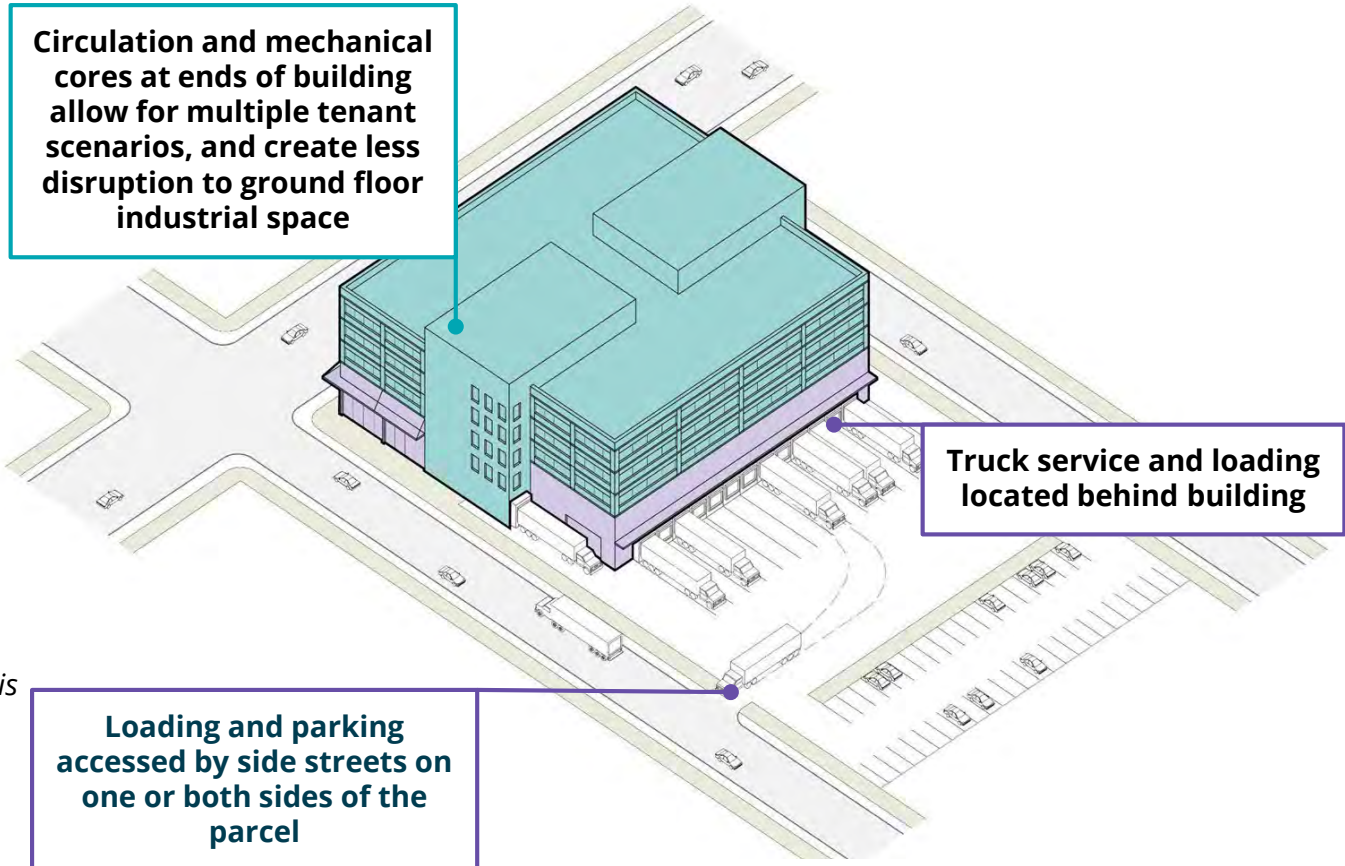
Internal access and circulation incorporate truck loading and optional car parking.

Larger floor plate for lab use.

High-bay, true industrial flex space is required on the entire ground floor.

Hybrid: *Industrial/Commercial* (lab variant)

True industrial ground floor with lab/R&D above



Circulation and mechanical cores at ends of building allow for multiple tenant scenarios, and create less disruption to ground floor industrial space

Hybrid-industrial model including industrial **and Lab/R&D space.**

Internal access and circulation incorporate truck loading and optional car parking.

Larger floor plate for lab use.

High-bay, true industrial flex space is required on the entire ground floor.

Truck service and loading located behind building

Loading and parking accessed by side streets on one or both sides of the parcel

Hybrid: *Industrial/Commercial* (lab variant)

True industrial ground floor with lab/R&D above



Lab Building in Portland's Central Eastside Industrial District



Mixed-use Light Industrial Building Type - Envision Cambridge Citywide Plan



The New York Industrial Building in Portland

Maker and Manufacturing

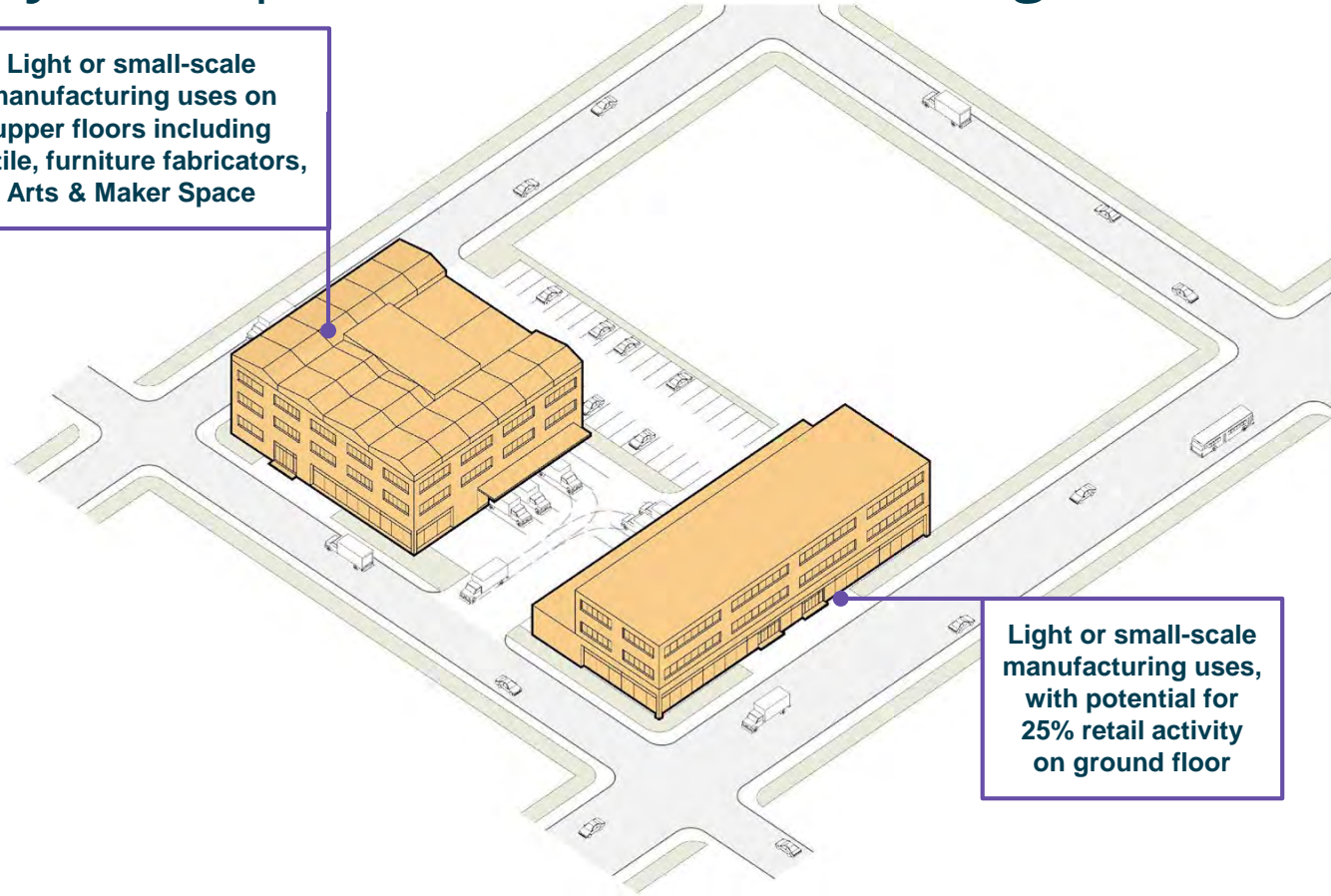
Creative economy workspace; Small manufacturing

Light or small-scale manufacturing uses on upper floors including textile, furniture fabricators, Arts & Maker Space

Light industrial use, **creative arts-focused or small-manufacturing buildings.**

Internal access and circulation incorporate truck loading and optional car parking.

20' high industrial flex space is required on the entire ground floor, **with up to 25% of ground floor for retail space.**



Light or small-scale manufacturing uses, with potential for 25% retail activity on ground floor

Hybrid: Maker/Manufacturing

Creative economy workspace; Small manufacturing



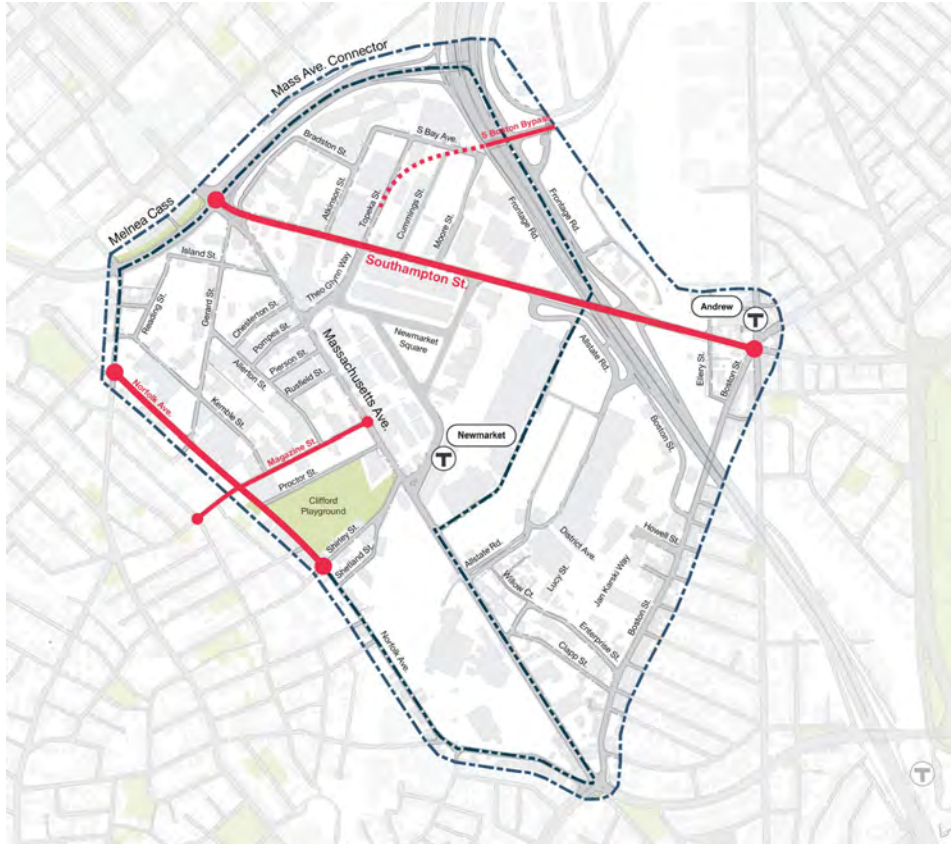
Cedric Street, Newmarket



Humphries Street Studios, Newmarket/Upham's Corner

Transportation

Preliminary Locations of Interest



PLAN: Newmarket work can help address gaps that may exist. Preliminary geographical gaps include:

- Southampton Street
- South Boston Bypass
- Norfolk Street
- Magazine Street

Long Range Planning

Southampton Street MBTA Station Entrance

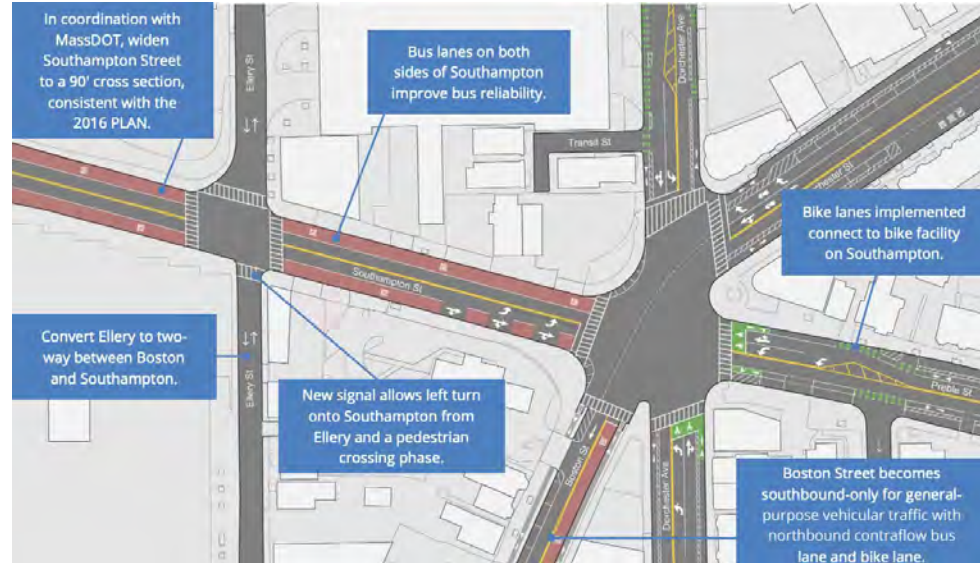
- Approximately 750 feet from Southampton Street to platform
- Grade issues for accessibility
- Concept requires study in collaboration with MBTA



Medium Range Planning

Southampton Street Design

- BID Shuttle
- PLAN: Dot Ave Transportation Plan recommended transit priority on Southampton Street in South Boston
- Study how to extend transit focus into Newmarket, while addressing the neighborhood's needs, including:
 - Pedestrian connection improvements
 - Curb use improvements
 - Freight access



PLAN: South Boston Dorchester Ave Transportation Plan recommendations

Medium Range Planning

Norfolk Street Improvements

- Improved connections in the area where the Newmarket and Roxbury neighborhoods converge
 - Traffic calming
 - Adjustments to help cyclists, pedestrians, and transit users



Long Range Planning

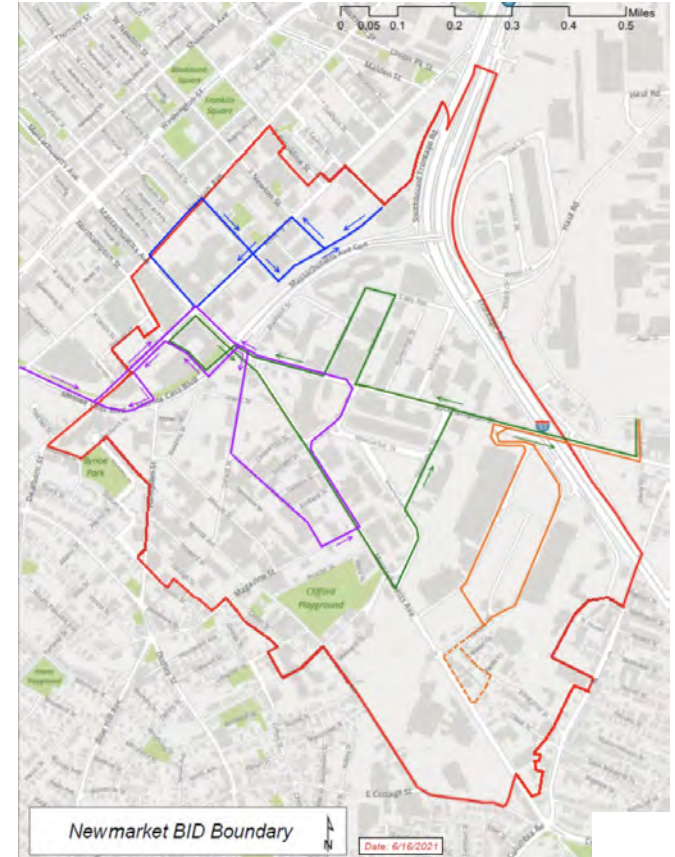
South Boston Bypass Connection

- Many potential network benefits
- Concept requires significant analysis and design, in collaboration with MBTA and MassDOT



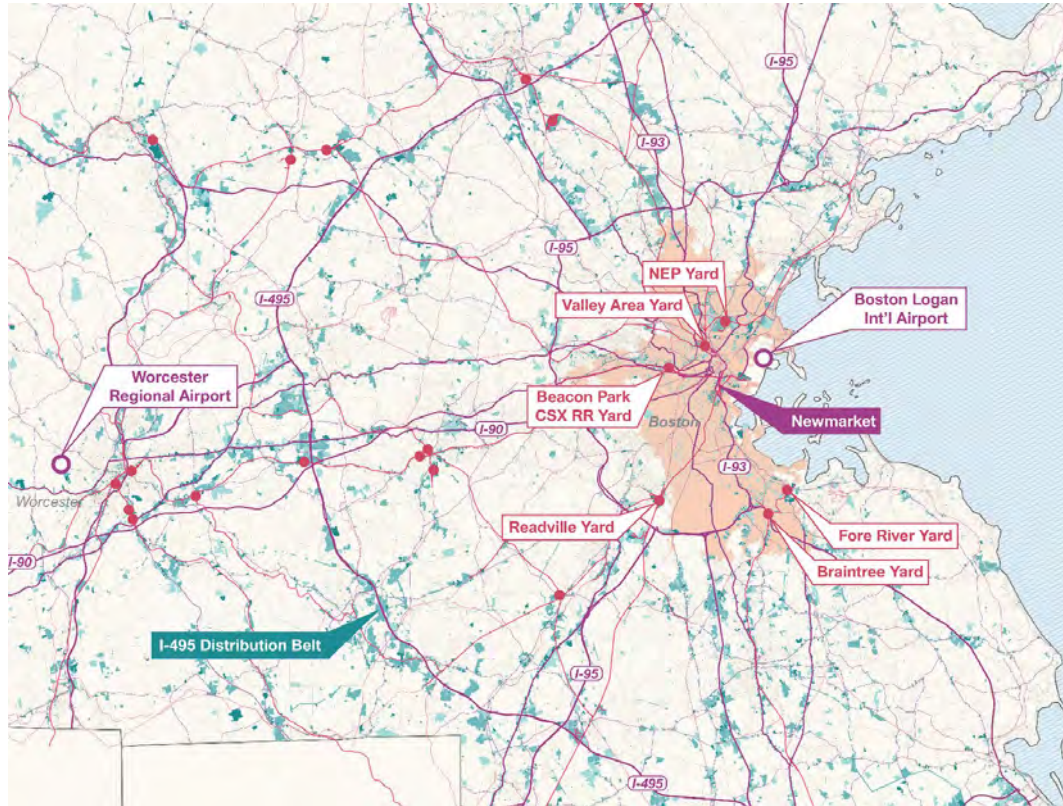
Newmarket BID seeks to fill some gaps

- Four shuttle routes
 - One focusing around BU Med Center assets
 - Andrew Station serving South Bay and Dorchester Brewery
 - Andrew Station toward BU Med Center
 - Orange line from Ruggles Station
- All stop at the Fairmount Line's Newmarket Station
- *Note: the map pictured here represents draft routes and stops proposed by the Newmarket Business Improvement District to date. These are subject to change*



Map provided by the Newmarket BID

Newmarket serves a key regional asset



20 minute Drive Time from
Transportation Study Area
(Wednesday, noon traffic)

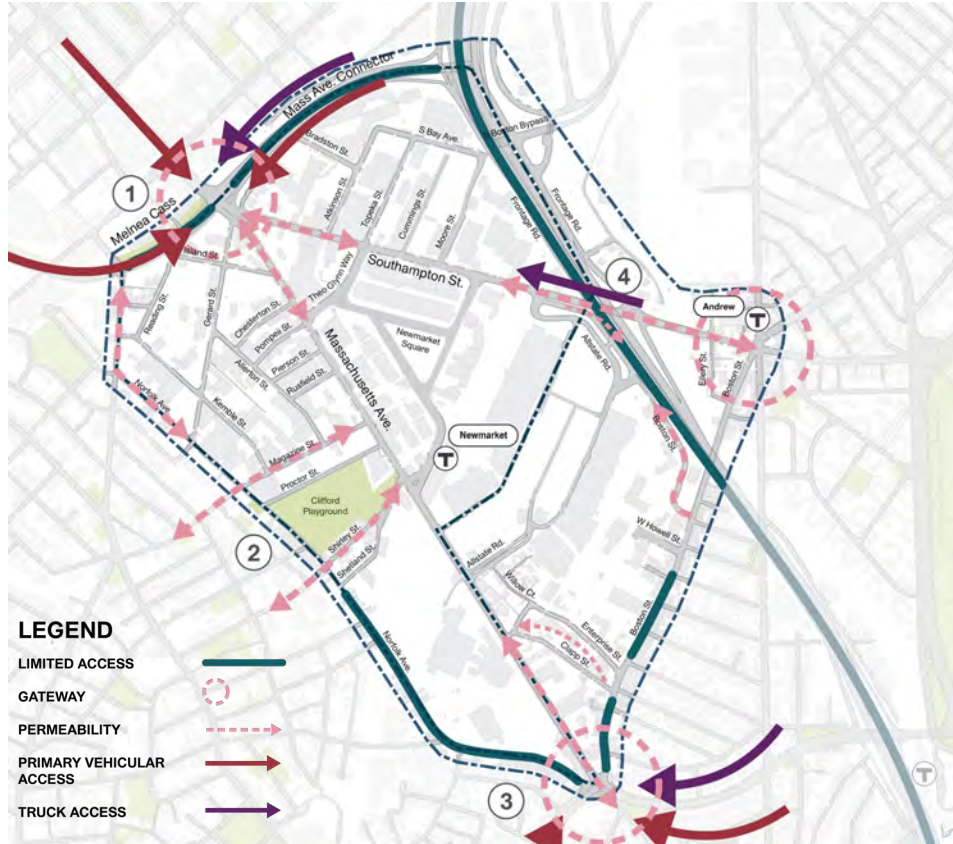
Newmarket freight is connected to the greater New England region, nation, and world via a network of rail terminals, highways, and airports.

Distribution centers and warehouses are key to the freight network, and are largely concentrated along the I-495/I-90 highways and Worcester area.



Raymond L. Flynn Marine Park

There are Key Routes In & Out of the Area



Vehicular access to study area is limited to four primary locations at North, South, East, and West

1. North Access Point at Mass and Cass
2. West Access Point at Clifford Playground
3. South Access Point at Upham's Corner
4. West Access Point at Andrew T Station

Loading activities happen in a few typical ways



1. On Street: Perpendicular



2. On Street: Parallel



3. Back of House

LOADING (ON STREET:
PERPENDICULAR)



LOADING (ON STREET:
PARALLEL)



LOADING (B.O.H.)



There are a few areas with consistent loading types



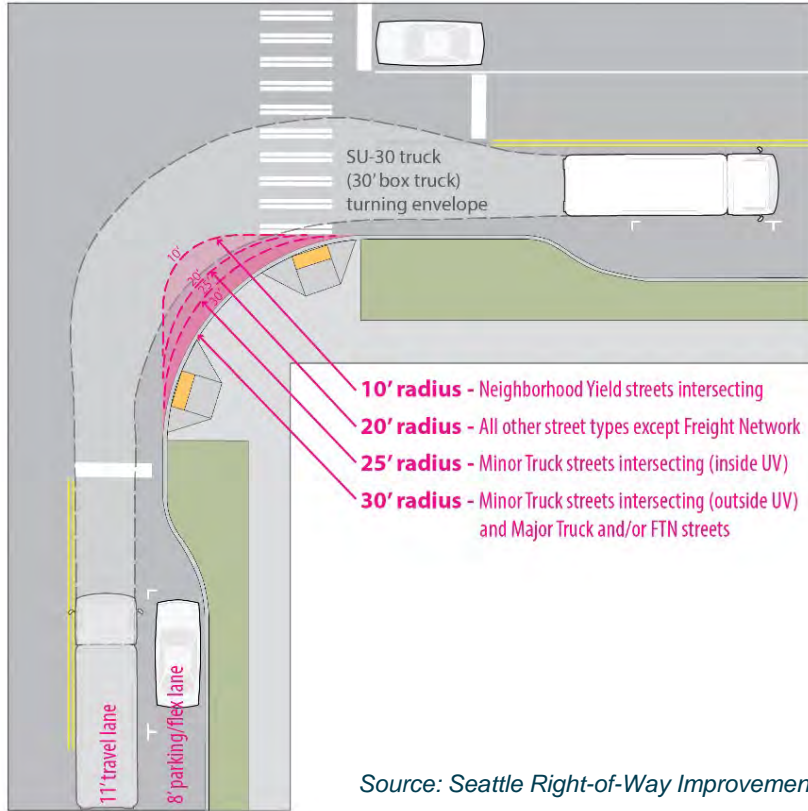
While much of Newmarket currently accommodates large trucks, the western industrial area is primarily serviced by a smaller class of trucks and vehicles.

- Some loading docks in the neighborhood directly face the road, particularly in the Newmarket square area
- In the northern area of Newmarket, some loading docks run parallel to the roads, with trucks lining them on one or both sides
- Many loading docks in the western area and for the shopping center are in a more traditional back of house layout, but are still typically very visible and strongly influence the neighborhood's industrial character

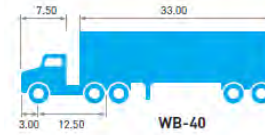
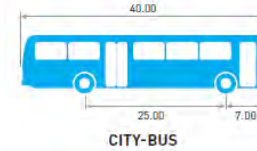
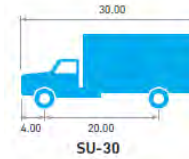
LEGEND

- PRIMARY TRUCK ROUTES
- GENERAL INDUSTRIAL
- LOADING (ON STREET: PERPENDICULAR)
- LOADING (ON STREET: PARALLEL)
- LOADING (B.O.H.)

How commercial vehicles interact with the street



Source: *Seattle Right-of-Way Improvements Manual*



How intersections are designed are impactful



1. Average Turn Radius



2. Industrial Turn Radius



3. Oversize Turn Radius

TURN RADIUS < 17'



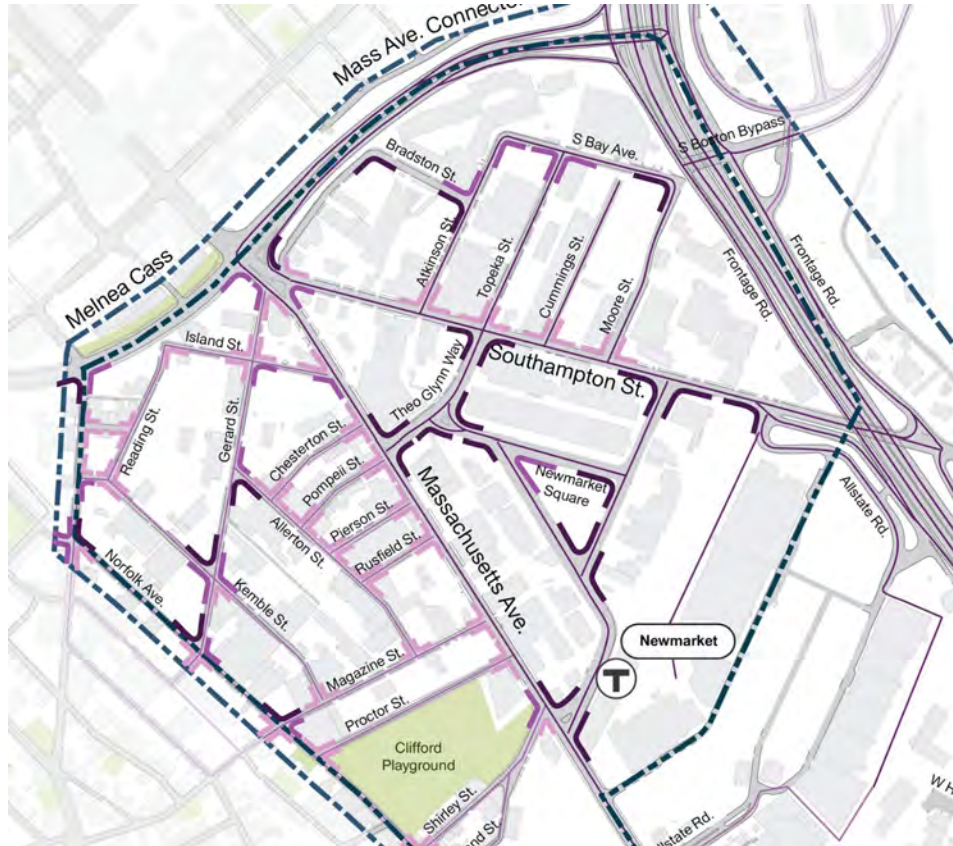
TURN RADIUS 18' - 24'



TURN RADIUS > 25'



A Variety of Intersection Types



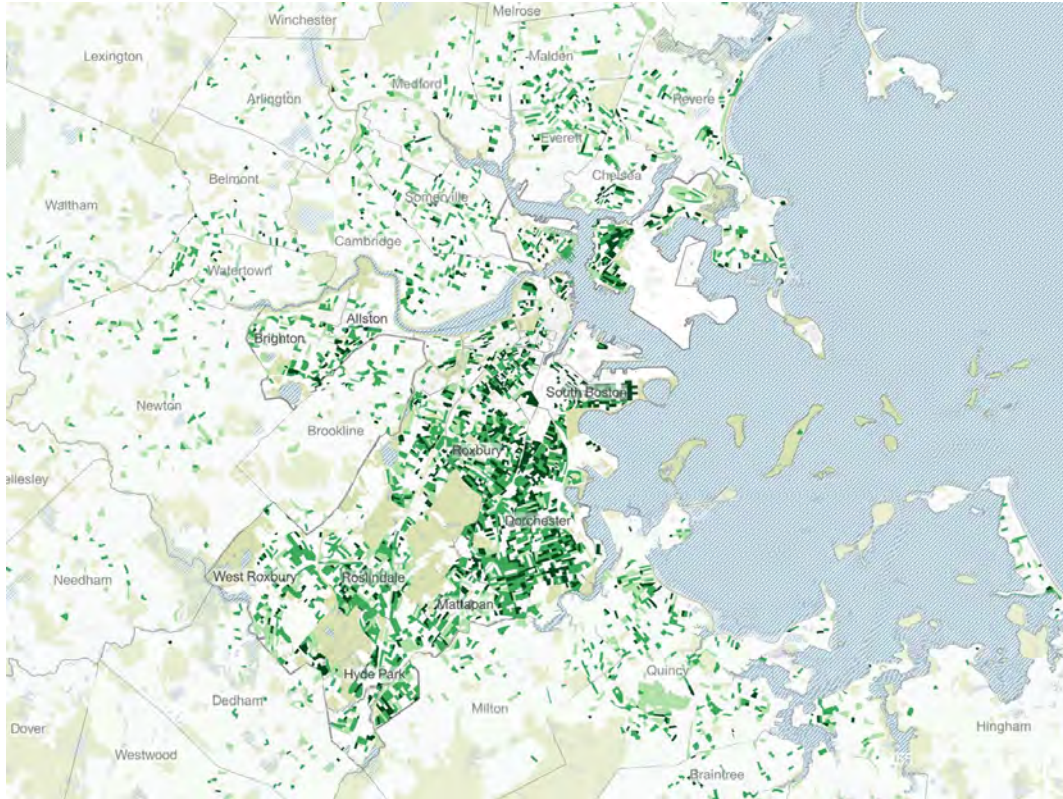
Newmarket hosts a very large variety of turning radii, ranging from tight turns in the west, to large ones around Newmarket Square.

- The interior turning radii around Newmarket square are typically very large, sometimes much larger than standard for a 40' - 45' semi-truck
- While the western portion of the area is still very industrial in character, the interior turning radii are generally lower and more in alignment with small trucks or passenger vehicles
- The roads that branch off of Southhampton to the north have smaller turning radii than typical for large trucks. While the turns along S. Bay Ave are appropriately sized, they can sometimes be lined with parallel parked cars

LEGEND

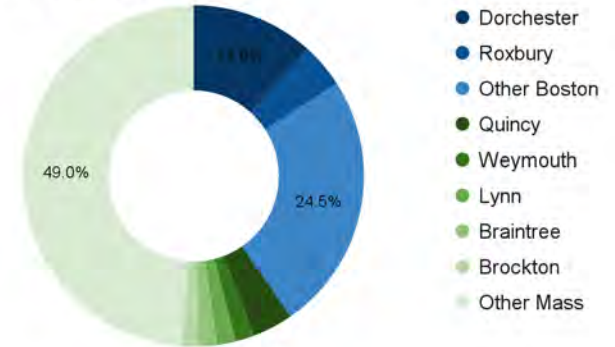
- PRIMARY TRUCK ROUTES
- GENERAL INDUSTRIAL
- TURN RADIUS < 17'
- TURN RADIUS 18' - 24'
- TURN RADIUS > 25'

Employees are coming from many places

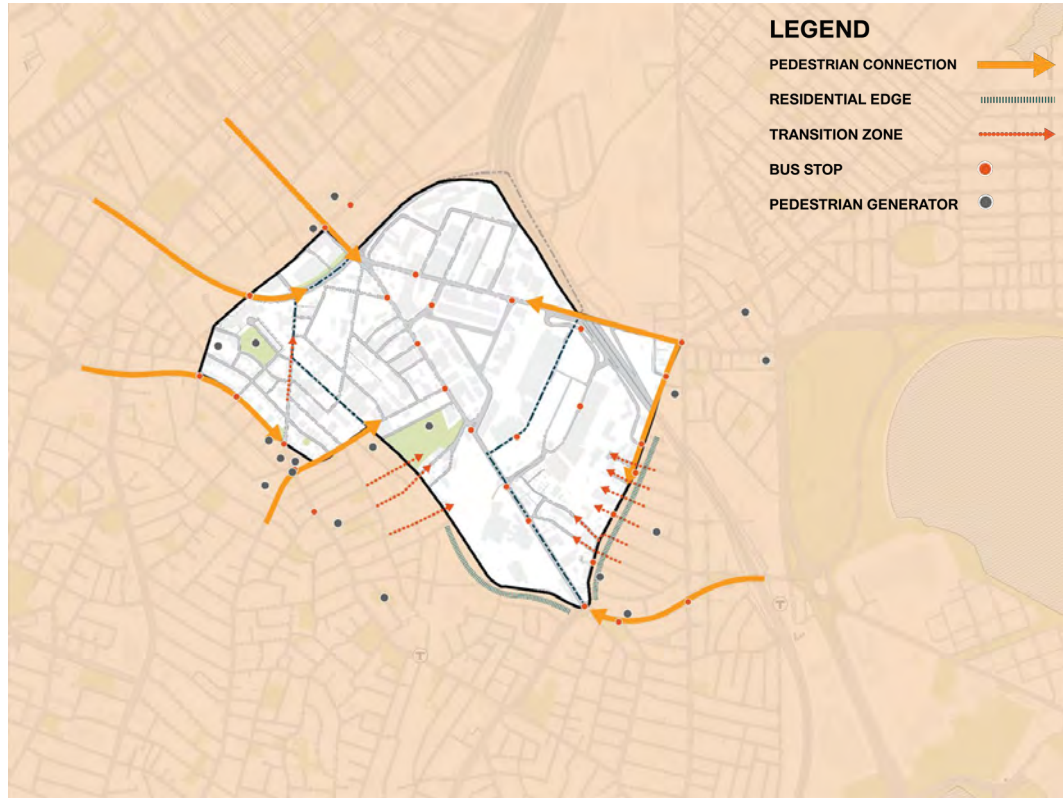


- 40% of Newmarket employees come from inside Boston
- The remainder come from outside of Boston (2019 data)

Worker Places of Residence



There are some typical pedestrian connections



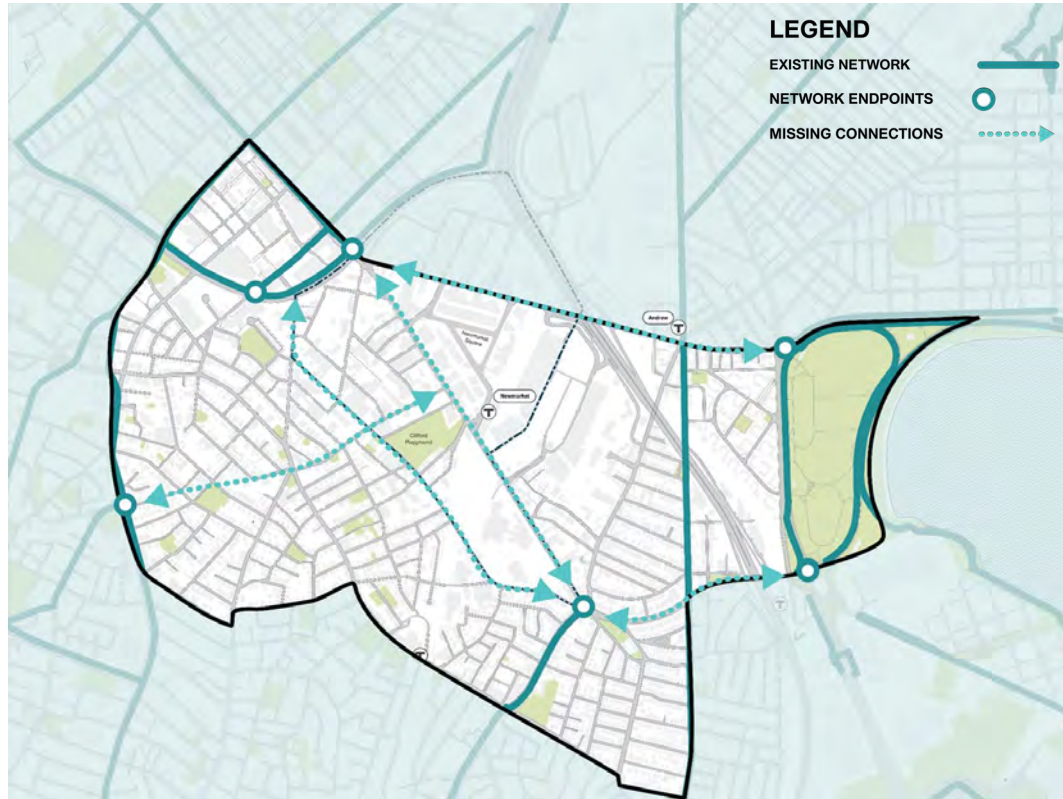
Boundary primarily defined by residential edge and break points in pedestrian-friendly connectivity

- Key generators include MBTA Red Line, Fairmount Line, and surrounding bus stops, as well as BMC
- Pedestrian trip origins may be outside of the boundary but this is the key area that needs improvement to create a continuous pedestrian experience.
- Pedestrian destinations include Clifford Playground, Bynoe Park, social services sites, and adjacent schools and places of worship (in addition to employment sites)

Key Planning Considerations

- Sidewalk quality, Curb cuts, curb extensions, crosswalks, Accessibility, Street tree canopy, Façade activation, Lighting and other safety features, Noise and air pollution

...and key bike connections



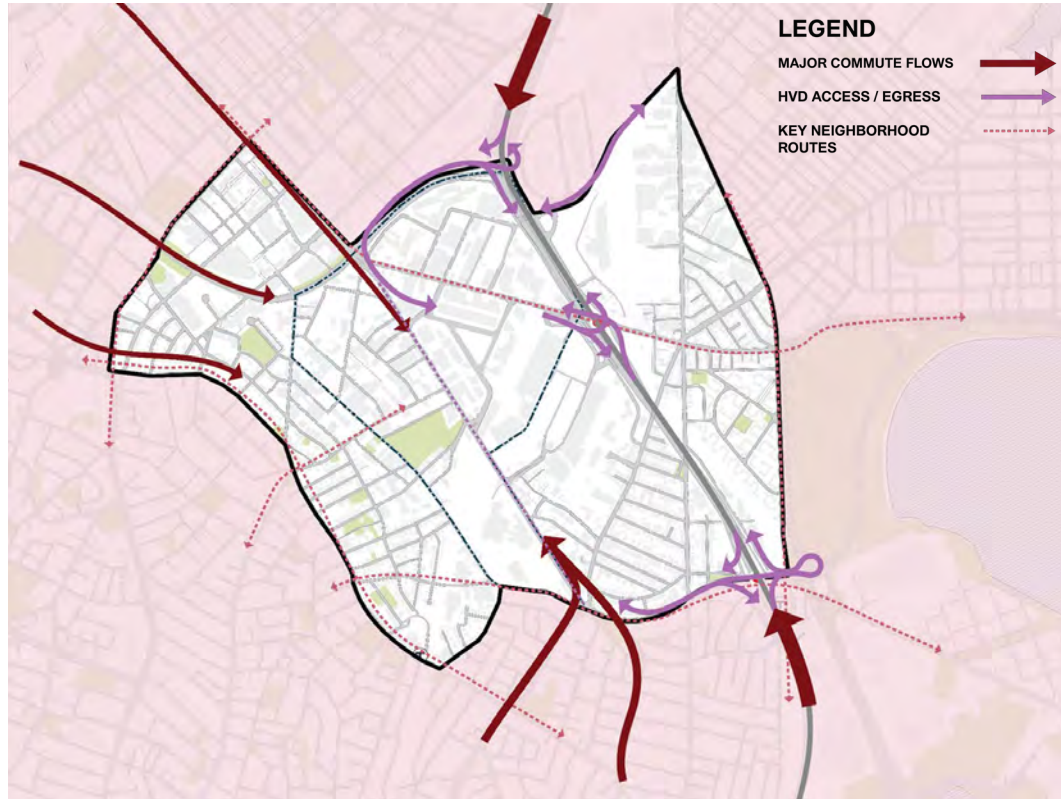
Boundary defined by terminus of existing bike infrastructure

- Analysis area includes routes linking neighborhoods to transit as well as to key open space assets including the waterfront

Key Planning Considerations

- Bike lane type/level of comfort, Bike parking infrastructure, Bikeshare locations, Interface with high-speed streets and heavy-duty vehicle traffic, Interface with loading zones and dock/garage/lot entrances, Intersection and signal design, Grade

...as well as vehicle access points



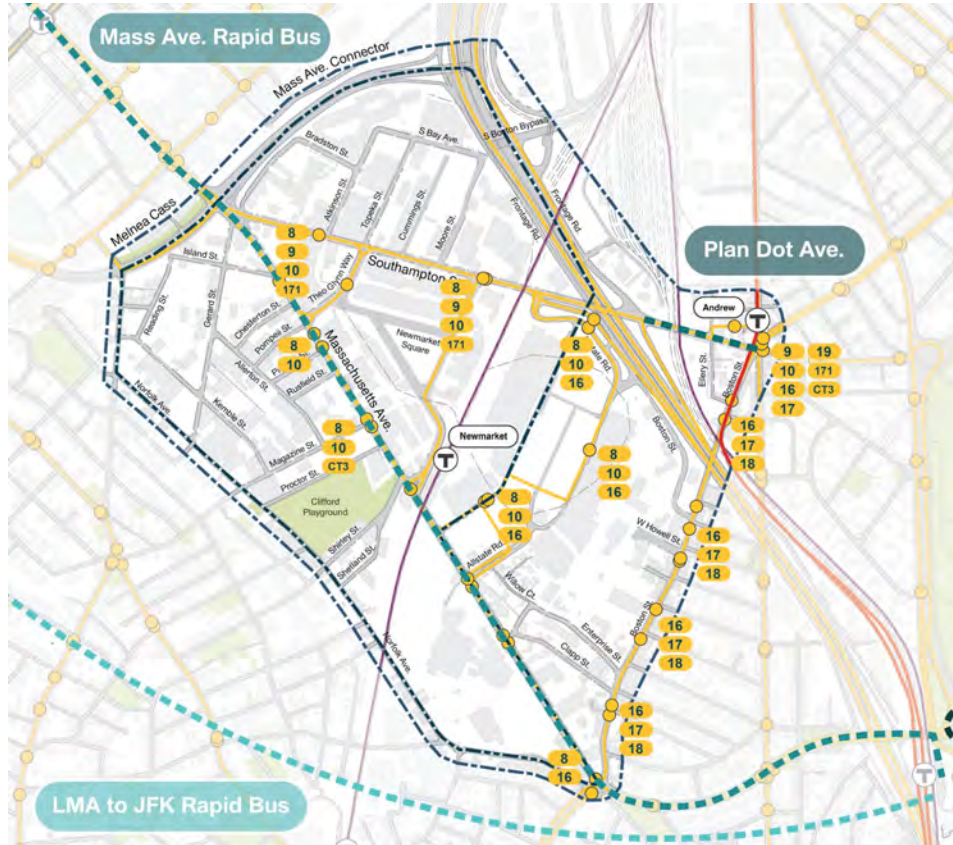
Boundary primarily defined by access to the Southeast Expressway and features such as the South Boston bypass

- Also defined by routes providing N-S and E-W connectivity along the road network

Key Planning Considerations

- Expressway access points, Access/egress routes for heavy-duty vehicles, High crash corridors and intersections, Interface with bus garage and routes, Transition to neighborhood streets and safety/Complete Streets considerations

Here's how transit users are getting to the area



- The Newmarket Study Area is currently serviced by the 8, 9, 10, 16, 17, 18, 19, 171, and CT3 bus lines, with the most prominent transportation node being located at the Andrew Red Line Station.
- The current organization of network connectivity is subject to change, as the MBTA looks to receive feedback on the most recent Bus Network Redesign
- In addition to the redesign, there are several new bus projects slated for implementation. These include the Mass Ave Rapid Bus (5 - 15 years), Plan Dot Ave (5 - 15 years), and LMA JFK Rapid Bus (15+ years)

LEGEND

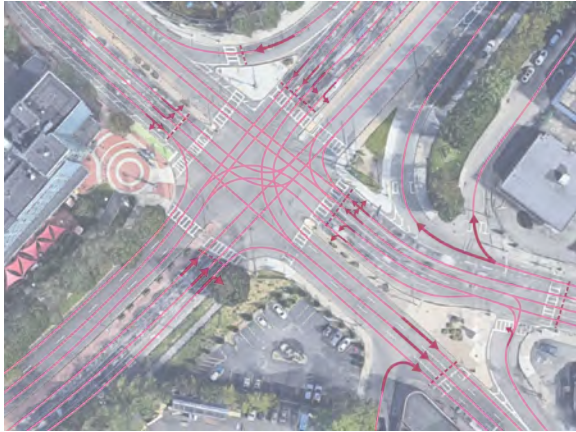
EXISTING BUS ROUTES



PLANNED BUS ROUTES



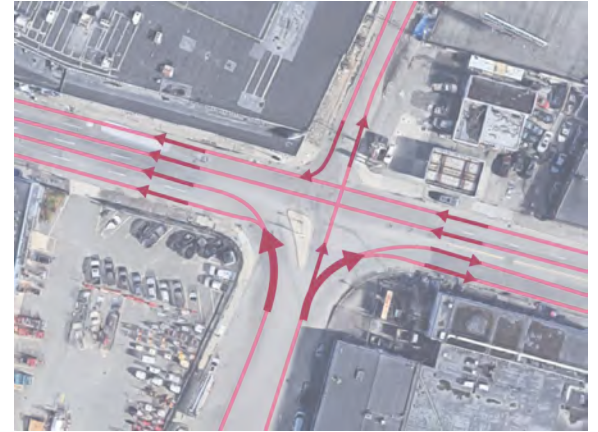
Complicated Intersections



1. Melnea Cass Blvd / Mass. Ave



2. Mass Ave. / Theo Glynn Way



3. Theo Glynn Way / Southampton

A Variety of Sidewalk Types



1. Mass Ave Pedestrian Conditions



2. Newmarket Square South Pedestrian Conditions

A Variety of Sidewalk Types

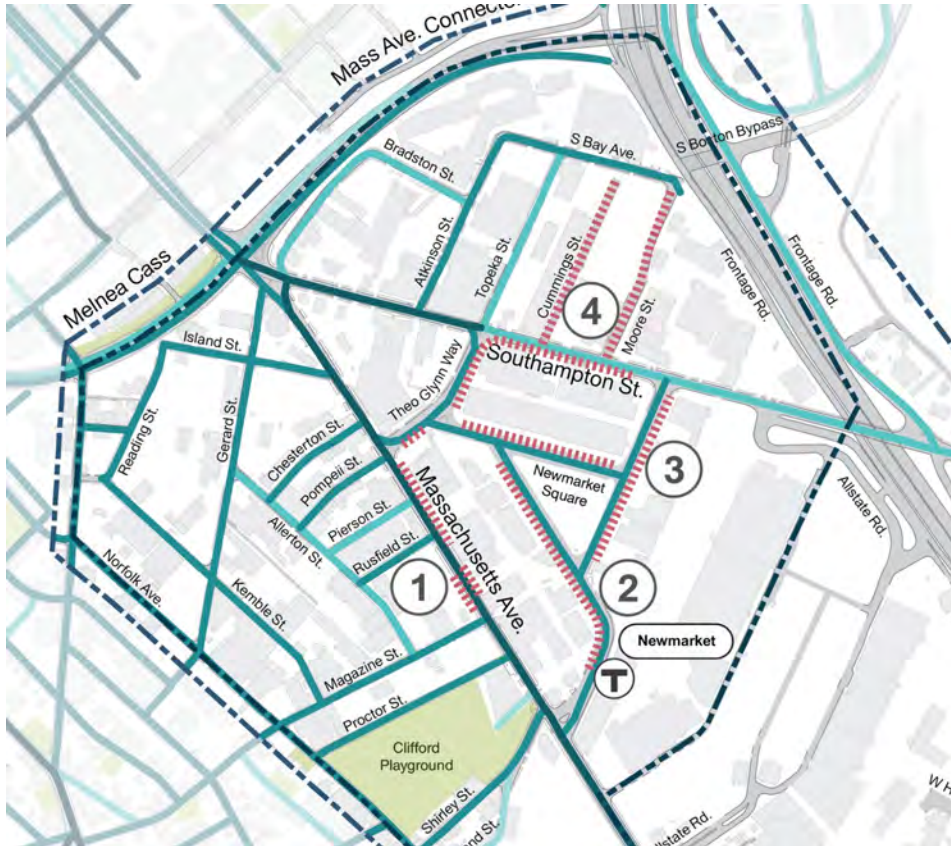


3. Newmarket Square North Pedestrian Conditions



4. Cummings Street Pedestrian Conditions

A Variety of Sidewalk Types



- The Newmarket study area contains a variety of sidewalk widths, that trend towards the wider end of the spectrum
- The north and west portions of the study area contain a mix of widths from 4'-8', while Newmarket Square is consistently in the 6'-8' range. Mass Ave and the northern portion of Southamton have wide sidewalks in the 8'-12' range, which could provide flexibility in the future development of the area.
- The heavily industrial areas of Newmarket Square and the area north of Southamton contain large portions that lack a sidewalk on at least one side of the roadway. This is particularly true for the outer ring of Newmarket square, where trucks load and unload directly off the street

LEGEND

SIDEWALK [2' - 4']



SIDEWALK [4' - 6']



SIDEWALK [6' - 8']



SIDEWALK [8' - 12']



NO SIDEWALK



Crash Data



Using Boston's Vision Zero data, several sites throughout Newmarket have been identified as particularly problematic in terms of mobility and safety. These sites include:

1. Melnea Cass Blvd / Mass. Ave
2. Theodore Glynn Way
3. Mass. Ave / Newmarket Sq
4. Southampton St / Allstate Rd
5. Southampton St / Boston St

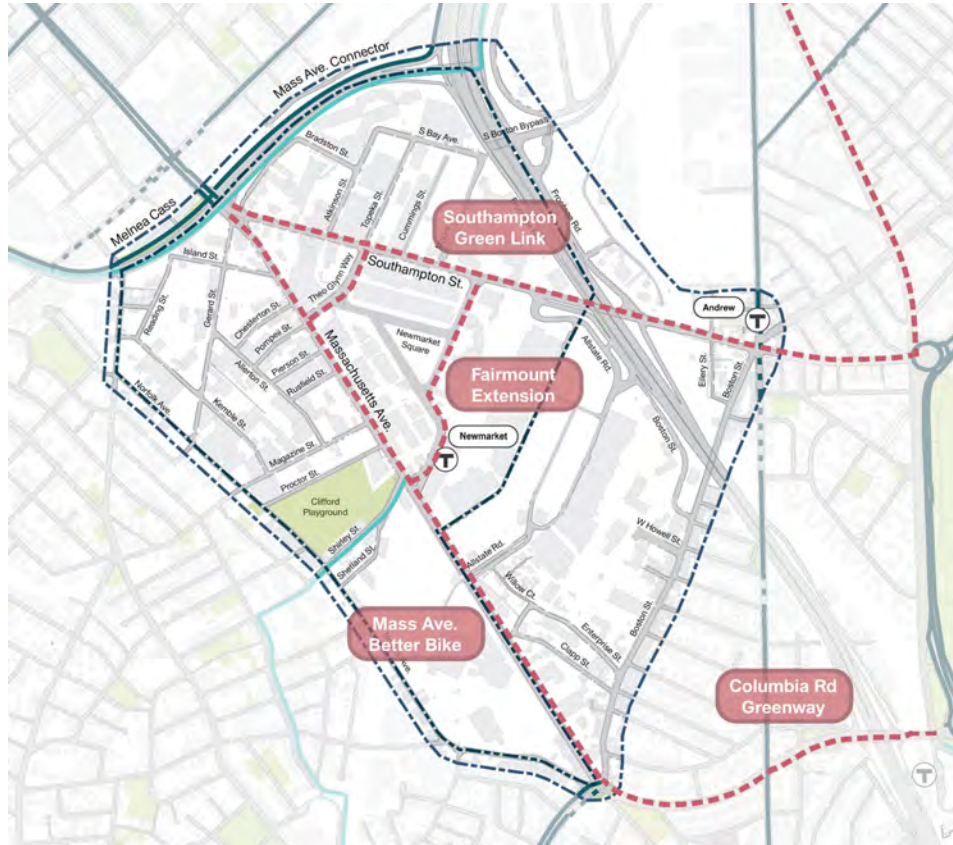
Additionally, Melnea Cass and Mass Ave have been identified as High Crash zones for vehicles, cyclists, and pedestrians alike.

LEGEND

HIGH CRASH [VEHICLE]	
HIGH CRASH [BICYCLE]	
HIGH CRASH [PEDESTRIAN]	
PEDESTRIAN CRASH	
CYCLING CRASH	
VEHICLE CRASH	

Source: Boston Vision Zero: 2019-2022

Plans and projects in and around Newmarket



- Go Boston 2030 set citywide policy and project goals, such as mode shift from single occupancy vehicles to more multimodal options
- Go Boston 2030 set a framework for projects through the area
 - Southampton Street
 - Mass Ave
 - Fairmount Line
- Nearby PLAN: Dot Ave set updated framework for Southampton Street in South Boston

MBTA Bus Network Redesign is rethinking transit regionwide

15 Minutes or Better Bus Service on new High Frequency Routes (marked with “T” Prefix)

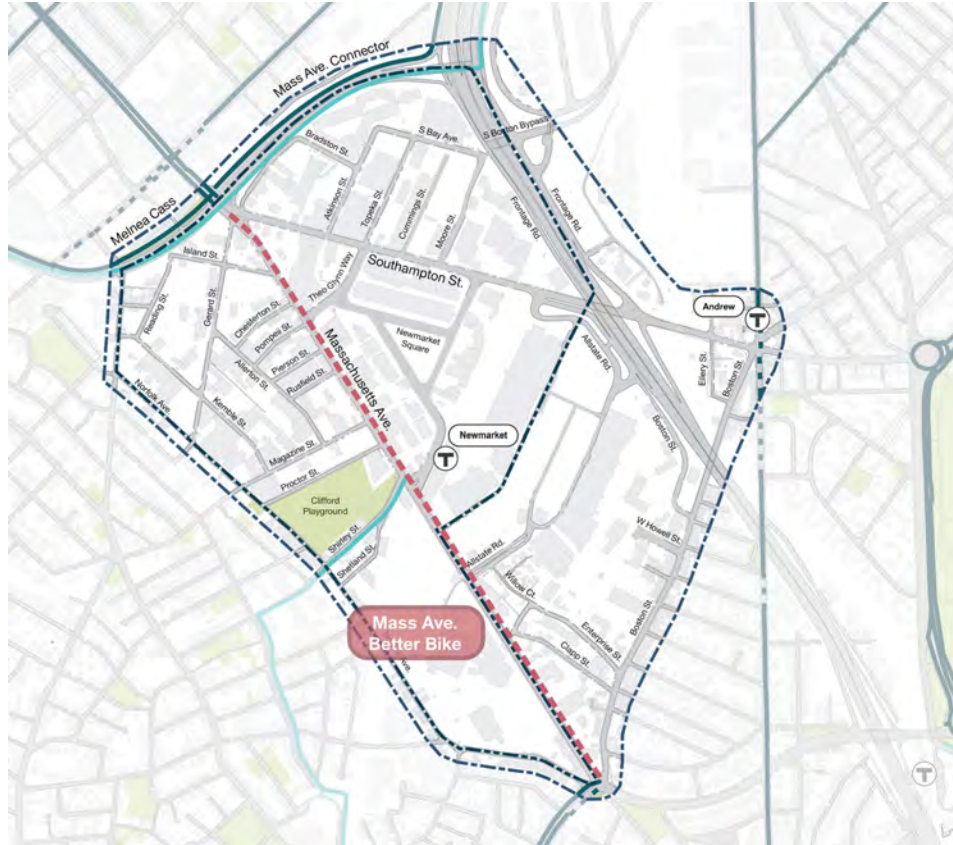
- T8 - Back Bay to Harbor Point via JFK/UMass
- T12 - Brookline Village to Seaport via LMA, Ruggles, and Andrew
- T16 - Forest Hills to Andrew via Uphams Corner
- 10 - City Point to Ruggles via Andrew

Website:

<https://www.mbta.com/projects/bus-network-redesign>



The Mass Ave Bikeway is under construction



- A two-way separated bike lane
- New crosswalks and curb ramps
- Changes to intersections to improve safety and keep vehicle traffic moving
- Improved bus stops, including a new pair near Stop and Shop
- Modified loading and parking regulations

Newmarket One-Ways will address some existing concerns



- Project includes sections of Mass Ave, Theo Glynn Way, and Southampton Street
- Project has not begun yet, however it aims to improve safety, accessibility, and the overall condition of the streets and sidewalks
 - Reconstruct (or construct) accessible sidewalks and ramps
 - Resurface roads
 - Address safety issues at two intersections of Theo Glynn at Southampton and at Mass Ave
 - Modernize street lighting and traffic signals
 - Introduce new street trees and plantings, if possible

There is a forthcoming focus on Mass/Cass



- Public Works Department has money in its Capital budget for this intersection
- Initial feasibility analysis and development of concepts within the next 12-24 months
- Primary project goals include addressing safety and mobility challenges at the intersection