

PLAN: Mattapan



**boston planning &
development agency**

**DRAFT Updated
October 3, 2022**

The Boston Planning & Development Agency (BPDA)

The Boston Planning & Development Agency (BPDA) is the planning and economic development agency for the City of Boston. The BPDA plans and guides inclusive growth in our city - creating opportunities for everyone to live, work and connect. Through our future-focused, city-wide lens, we engage communities, implement new solutions, partner for greater impact and track progress.

The information provided in this report is the best available at the time of its publication.

All or partial use of this report must be cited.

For more information about PLAN: Mattapan please visit <http://www.bostonplans.org/planning/planning-initiatives/plan-mattapan>



Visit our website
BostonPlans.org



Follow us on Twitter
twitter.com/BostonPlans

Contents

01	Why PLAN: Mattapan	4
1.1	Why We're Planning	6
1.2	PLAN Vision and Goals	8
1.3	Previous and Concurrent Planning	10
1.4	Documenting the Process	12
02	Transforming Community Conversations into Action	14
2.1	Developing a Neighborhood Framework	16
2.2	Nodes Recommendations	18
2.3	Corridor Recommendations	32
2.4	Residential Fabric Recommendations	52
03	Implementation & Evaluation	60
3.1	Implementing PLAN: Mattapan	62
3.2	Equity & Environmental Justice Recommendations	64
3.3	Housing Recommendations	66
3.4	Mobility Recommendations	68
3.5	Jobs & Businesses Recommendations	70
3.6	People & Places Recommendations	72
04	Addenda	X

01. Why PLAN: Mattapan

PLAN: Mattapan is a City planning initiative that seeks to craft an equitable, community-driven future for Mattapan. Guided by a multi-year participatory process, the PLAN lays out a carefully considered, comprehensive vision that aligns future growth and investment with community values and identity.

In this section, learn more about:

Why We're Planning
(Section 1.1)

PLAN Visions and Goals
(Section 1.2)

Previous and Concurrent Planning
(Section 1.3)

Documenting the Process
(Section 1.4)



PLAN: Mattapan establishes a vision with more small and local businesses throughout the neighborhood.

1.1 Why We're Planning

PLAN: Mattapan's vision for the neighborhood's future is grounded in its past and present as it charts a more equitable future.

Mattapan today is at a critical moment. It features a thriving culture, a strong fabric of homeowners and residents, and is flanked by large lush natural resources. At the same time, when compared to the City of Boston as a whole, residents of Mattapan earn less money, travel longer to work, and have poorer health outcomes.

Mattapan is a majority Black/African American neighborhood—68 percent of neighborhood residents identify as Black/African American¹. More than a third (34 percent) of residents are foreign-born¹. The most common country of origin for foreign-born residents is Haiti. These communities make up Mattapan's rich cultural fabric, leading major community events such as the Haitian-American Unity Parade, #MattapanLove, and the Mattapan Jazz Fest.

Mattapan's median household income is one the lowest in Boston. The median household income in Mattapan is about \$17,700 less than the median family income in Boston as a whole¹. In addition, 43 percent of homes in Mattapan are valued at less than \$400,000 compared to 23 percent of homes in Boston. Even with low home values, the low incomes and purchasing power in Mattapan contribute to the elevated risks of displacement that 39 percent of renters and 33 percent of homeowners in Mattapan face².

greenspace (2.4 percent of Boston's total acreage) but residents face increased rates of adverse health impacts, such as asthma, due to factors like air pollution, significant dependence on cars for commuting, and the *urban heat island effect*³ along the neighborhood's corridors. Lack of tree coverage and substantial paved areas along major roads cause the perceived temperature to be much higher than areas that are shaded and absorb less heat. These climate impacts are a threat to the health and wellbeing of the Mattapan community.

Residents in Mattapan have the longest commute times compared to other neighborhoods in Boston. Residents are also highly dependent on private vehicles for commuting with 62 percent of Mattapan residents commuting by car compared to 46 percent of City of Boston residents⁴. In 2021, the City of Boston announced that MBTA Bus Route 28 would run fare-free to encourage more residents to use public transportation. However, a lack of accessible and diverse mobility options make trips within the neighborhood difficult.

The PLAN documents Mattapan's priorities and its vision for the future to proactively shape development and investment when it comes to the neighborhood. This document confirms and reiterates the relevant recommendations from past plans to emphasize their importance and spur movement toward implementation. PLAN: Mattapan also clearly identifies, as appropriate, changes to land use, zoning, public realm, mobility, and community benefits from future development.

The Mattapan neighborhood is home to 179 acres of

1 Source: US Census Bureau, 2010 Census, 2016-2020 American Community Survey, BPDA Research Division Analysis
 2 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)

3 "Urban Heat Island Effect" occurs when an area experiences higher temperatures than surrounding areas due to human activity including significant paving that absorbs and retains heat. The effects of urban heat island have serious health implications.
 4 Source: American Community Survey, 2013-2017 BPDA Research Division Analysis

Mattapan at a Glance (2022)

68%

of Mattapan is Black and/or African American

34%

of the neighborhood is foreign-born or non-US Citizen

43%

of homes in Mattapan are valued less than \$400k (23% in Boston)

39%

of renters are at an elevated risk of displacement (33% of homeowners)

\$17.7k

the gap in median family income between Mattapan and Boston

\$251k

the gap to develop a 2-bedroom unit at 70% AMI* in Mattapan

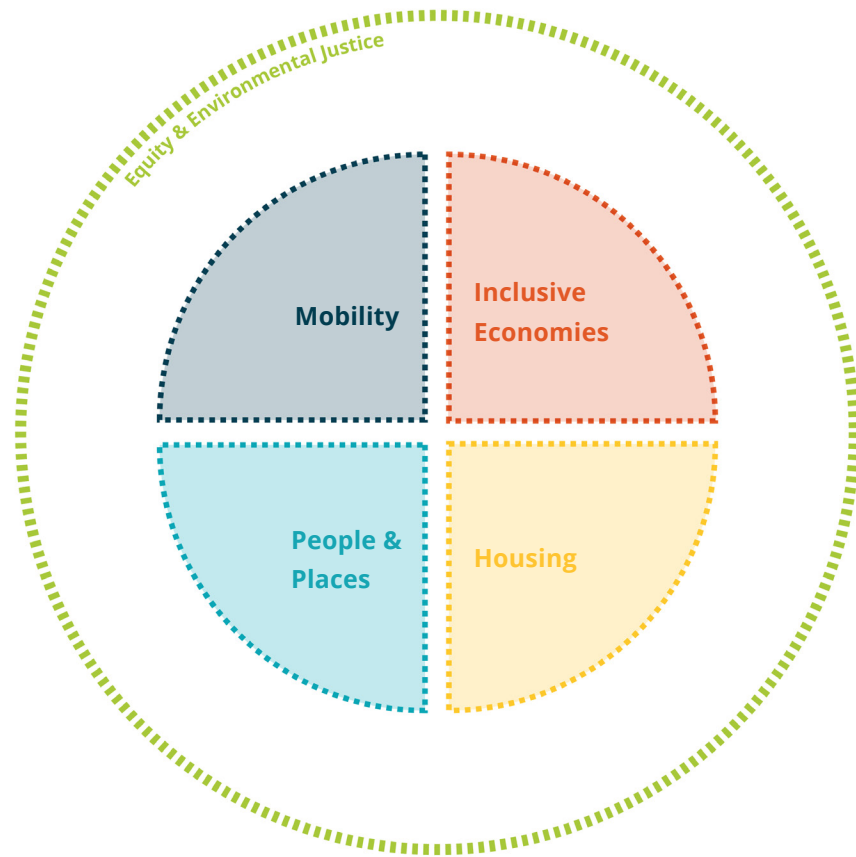
Source: US Census Bureau, 2010 Census, 2016-2020 American Community Survey, BPDA Research Division Analysis
 *Area Median Income (AMI) is a metric established by the Federal government and indicates the median household income for the Boston Metro area

1.2 PLAN Vision and Goals

A PLAN’s vision statement is the foundation from which its goals and recommendations are derived. Each recommendation should help fulfill the intent of at least one of five goals. Together, the five proposed goals should help make the PLAN’s vision a reality.

PLAN: Mattapan will strengthen the existing culture and stability of the community by:

- Supporting creation of **new housing** that is affordable to the residents of Mattapan,
- Creating opportunities for **local businesses** to thrive, and
- Enhancing **connections** to improve the neighborhood’s experience accessing jobs and spaces where people gather.



Equity & Environmental Justice

PLAN: Mattapan aims to improve the quality of life for residents, promote healthy environments, and prepare for climate change.

PLAN: Mattapan is built from a foundation of equity and environmental justice. Recommendations throughout the document are aimed at furthering positive quality of life and life outcomes for Mattapan residents.

Provisions in the design guidelines as illustrated starting on page 22 aim to reduce urban heat island effect and ensure that new developments contribute to a healthy environment for all.

Housing

PLAN: Mattapan encourages affordable, stable, and diverse housing options in Mattapan to reduce displacement and maintain homeownership levels.

To achieve this goal, PLAN: Mattapan recommends expanding the existing Additional Dwelling Unit (ADU) program (ADU 3.0), promoting infill development in the residential fabric, and guiding larger scale development to the nodes and corridors of the neighborhood.

Expansion of the existing Additional Dwelling Unit (ADU) program to allow the construction of detached units in the rear yards of Mattapan lots could add up to 2,400 additional homes in Mattapan. This would provide much needed housing stock to the neighborhood and offer new multi-generational housing opportunities. Read more about the ADU 3.0 proposal on page 50.

New design guidelines will guide and encourage new growth, including housing and mixed-use, along Mattapan’s nodes and corridors. These guidelines include variable setbacks for improved streetscapes, lot coverage limits, stepbacks along the corridors and next to adjacent low-scale residential areas. Adding housing units will also help maintain the affordability, scale, and style of Mattapan’s existing neighborhood fabric. These guidelines inform the views seen starting on page 22.

Mobility

PLAN: Mattapan recommends an increase in access to high-quality travel options so that people can safely and reliably connect to destinations within Mattapan and the rest of the City.

In addition to continued coordination with other agencies and their initiatives, PLAN: Mattapan proposes to carryout

improvements across the neighborhood to increase mobility options available create safer streets and crossings, and improve access to reliable rapid transit.

Mattapan is home to a rich network of open spaces, but accessing these open spaces can be difficult. PLAN: Mattapan proposes creating a “green links network,” a series of on- and off-street pedestrian and bicycle connections between open spaces. Read about these green links on page 54.

From proposing a new connection to Morton Street Station via a pedestrian bridge (page 46) to expanding BTD’s GoHub! program to Mattapan (page 26), PLAN: Mattapan will continue its collaborative relationship to make getting around the neighborhood easier.

Jobs & Businesses

PLAN: Mattapan will drive inclusive economic growth through support for local economies and increase access to opportunities within and external to Mattapan.

Mattapan Square is the main economic center of Mattapan, and changes to the neighborhood’s commercial zoning will encourage mixed-use development along the corridors to support vibrant activity. Through collaboration with other City departments as well as encouraging greater City investment, PLAN: Mattapan will encourage a more diverse mix of retail – including small and local businesses – along the corridors.

PLAN: Mattapan also recommends introducing zoning to support a “10 minute neighborhood” (page 27) where folks can access most essential amenities within 10 minutes walking from their homes.

People & Places

PLAN: Mattapan will guide new projects to contribute to strengthening the existing culture and celebrating Mattapan’s identity.

New design guidelines, mentioned above, will help reinforce recommendations heard throughout the community process to create more activity along the corridors. From encouraging street cafes and improved pedestrian zones to promoting community-oriented businesses, this PLAN provides opportunities for the community to gather. Read more about these opportunities highlighted in the Nodes and Corridors section starting on page 18 and page 30, respectively.

1.3 Previous and Concurrent Planning

PLAN: Mattapan builds upon a long history of planning in the neighborhood, recognizing the considerable time, energy, and thought that residents put into these past efforts.

The planning team referred to many other planning documents, but the ones mentioned below formed the primary foundation for PLAN: Mattapan and its conversations with the community. In addition, the planning team coordinated with its partners across the City of Boston, the Commonwealth, and leaders within the community.

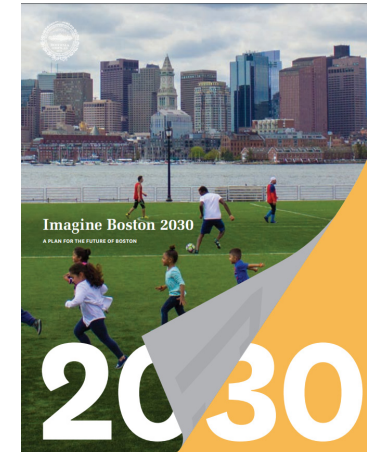


Mattapan Economic Development Initiative (MEDI)
 The *Mattapan Economic Development Initiative (MEDI)* (2004-2006) focused primarily on Mattapan’s economy and business development and established an overall vision for its commercial nodes and corridors. While the plan addresses three focus areas—Mattapan Square, Morton Street Village, and Blue Hill Center—heavy emphasis was placed on Mattapan Square as the neighborhood’s primary commercial and gateway center.

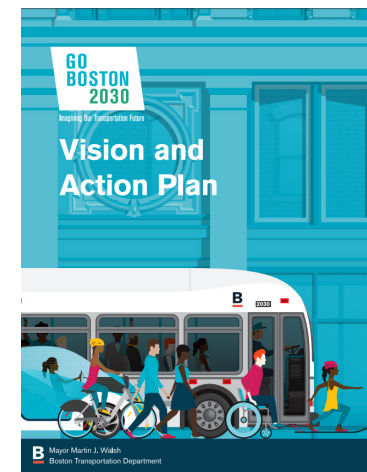
The *MEDI* identified a lack of commercial diversity in Mattapan’s business districts and recommended street improvements to increase public safety. The Boston Transportation Department (BTD) is working to redesign Mattapan Square and Blue Hill Avenue to create a safer pedestrian environment through *Vision Zero*. PLAN: Mattapan recommends additional changes to help diversify Mattapan’s commercial corridors and nodes and to create a pleasant pedestrian experience in these commercial corridors.



Fairmount-Indigo Planning Initiative: Blue Hill Avenue/Cummins Highway Station Area Plan (FIPI)
 The *Fairmount Indigo Planning Initiative: Blue Hill Avenue/Cummins Highway Station Area Plan (FIPI)* developed short and long term strategies for capital investment, public realm, and job access. This plan envisioned Blue Hill Avenue/Cummins Highway as a safe and walkable community with high quality residential neighborhoods, a vital commercial and cultural district at Mattapan Square, excellent transit access, and affordability.



Imagine Boston 2030
Imagine Boston 2030 is the first citywide comprehensive planning document for the City of Boston in over 50 years. It is the guiding document for all PLAN initiatives and laid the groundwork for future planning at a more localized scale. While there is no section specific to Mattapan, the plan identifies high-level goals for the neighborhood throughout the document. Broadly speaking, the plan identifies transit opportunities for the area, enhanced learning experiences and facilities, and the need for small business and cultural support for Mattapan Square.



Go Boston 2030
Go Boston 2030, an initiative of the Boston Transportation Department, developed a road-map for the region’s mobility future. The plan encapsulated the City’s vision for a Boston where streets are safe, equitable, and vibrant places for people. PLAN: Mattapan uses *Go Boston 2030*’s priorities, access, safety, and reliability, like a magnifying glass to discover opportunities to improve travel in Mattapan. *Go Boston 2030* identifies a number of specific transportation projects in Mattapan, including service improvements to the Fairmount Indigo Line, Fairmont Indigo Corridor greenway, and expanded rapid bus connections.

Concurrent Planning
 While the planning team worked with the community to envision the future of the entirety of the neighborhood. Other City and State agencies have initiated other projects within the study area. Most notably, Boston Public Works Department (PWD) conducted a public process related to redesigning Cummins Highway and Boston Transportation Department (BTD) launched the *Blue Hill Avenue Transportation Action Plan*. The planning team worked closely with the agencies conducting all ongoing work in Mattapan throughout the process. This PLAN is written with the concurrent planning context in mind.

1.4 Documenting the Process

Since the planning process kicked off in October 2018, PLAN: Mattapan engaged in over 110 community events to create a shared vision for the future.

Defining the What

Community engagements varied in size and style to include public meetings and workshops, “Chats with a Planner,” neighborhood association meetings and community events sponsored by other organizations. The planning team also hosted public meetings referred to as “deep dives” which provided community members with the opportunity to learn about certain aspects of planning in greater detail.

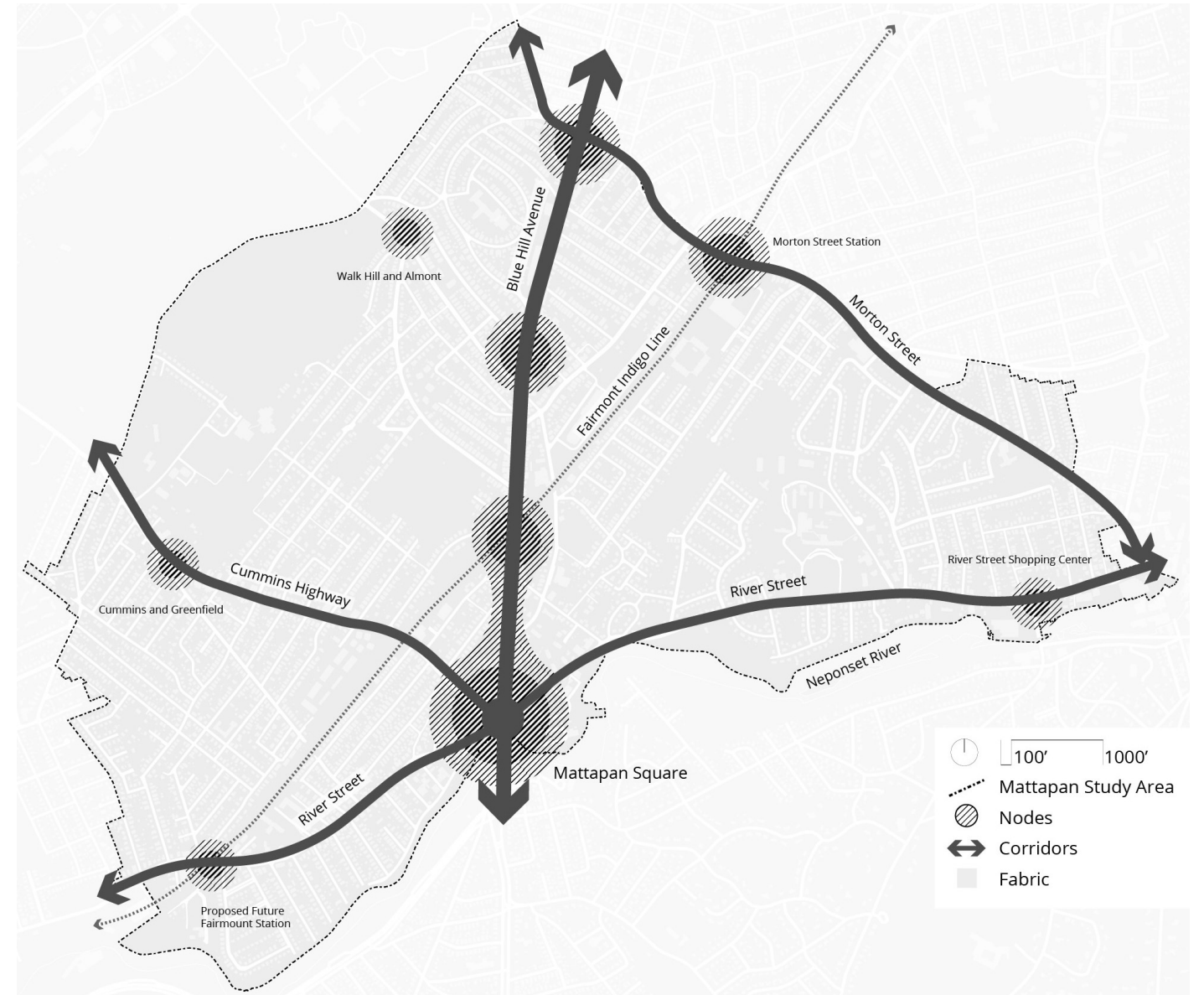
The planning team’s early conversations focused on confirming previous planning outcomes and creating a shared vision for the process. These first workshops were critical in laying the foundation for the rest of the initiative and led to the creation and adoption of the PLAN’s vision statement.

From What to Where

Once the community crafted an overall vision for the planning process, the BPDA planning team began examining the planning issues in greater detail by exploring focus areas in Mattapan. Focus areas are common geographic types in Mattapan: Nodes, Corridors, and Residential Fabric. By honing in on these focus areas, the planning team and community were able to have targeted discussions about the concerns and possible solutions related to the planning themes of Housing, Jobs & Businesses, Open Space & Climate Resilience, People & Places, and Mobility in the neighborhood.



Mattapan residents discussing goals with planning team members during one of over 110 engagements that took place between 2018-2020.



The above map identifies Nodes, Corridors, and Neighborhood Fabric as three distinct scales within Mattapan.

From What and Where to How

The PLAN: Mattapan vision statement was co-created with community members to describe the future of Mattapan. Complementing the vision statement are five concrete goals organized around PLAN: Mattapan’s key topic areas.

These high-level goals reflect shared values and provide strategic direction to the plan and help the planning team organize information to articulate plan actions. Each topic area is accompanied by a goal statement and some high-level recommendations to achieve that goal. Draft recommendations are approaches taken to achieve a goal and are organized by types of places within the neighborhood, referred to here as character areas. Draft recommendations connect back to the planning goals.

02. Transforming Community Conversations into Action

Once PLAN: Mattapan and the community established the vision statement, the focus turned to developing topic and geographic focus areas that helped structure the PLAN's recommendations for positive, equitable growth. This way of framing the information helps to translate inputs from the community into clear recommendations. While the BPDA's focus for implementing these recommendations will be on zoning amendments and design guidelines, PLAN: Mattapan will coordinate with other agencies like BTM and the Mayor's Office of Housing (MOH) to implement other programmatic or capital investments.

In this section, learn more about:

Developing a Neighborhood Framework
(Section 2.1)

Nodes Recommendations
(Section 2.2)

Corridor Recommendations
(Section 2.3)

Residential Fabric Recommendations
(Section 2.4)



2.1 Developing a Neighborhood Framework

PLAN: Mattapan recommendations consider opportunities across three different scales: the node, the corridor, and the residential fabric.



Nodes are areas of heightened activity at key moments along major roads. Generally these are located along major transit areas at major intersections where commercial, retail, and residential uses are concentrated.

Nodes often have the most businesses, foot traffic, transit connections, and vehicle traffic. They create a destination within the neighborhood. Nodes tend to be denser than other parts of the neighborhood and provide the best transportation connections. Mattapan Square is the primary node of the neighborhood; others are located at major intersections or transit stations.



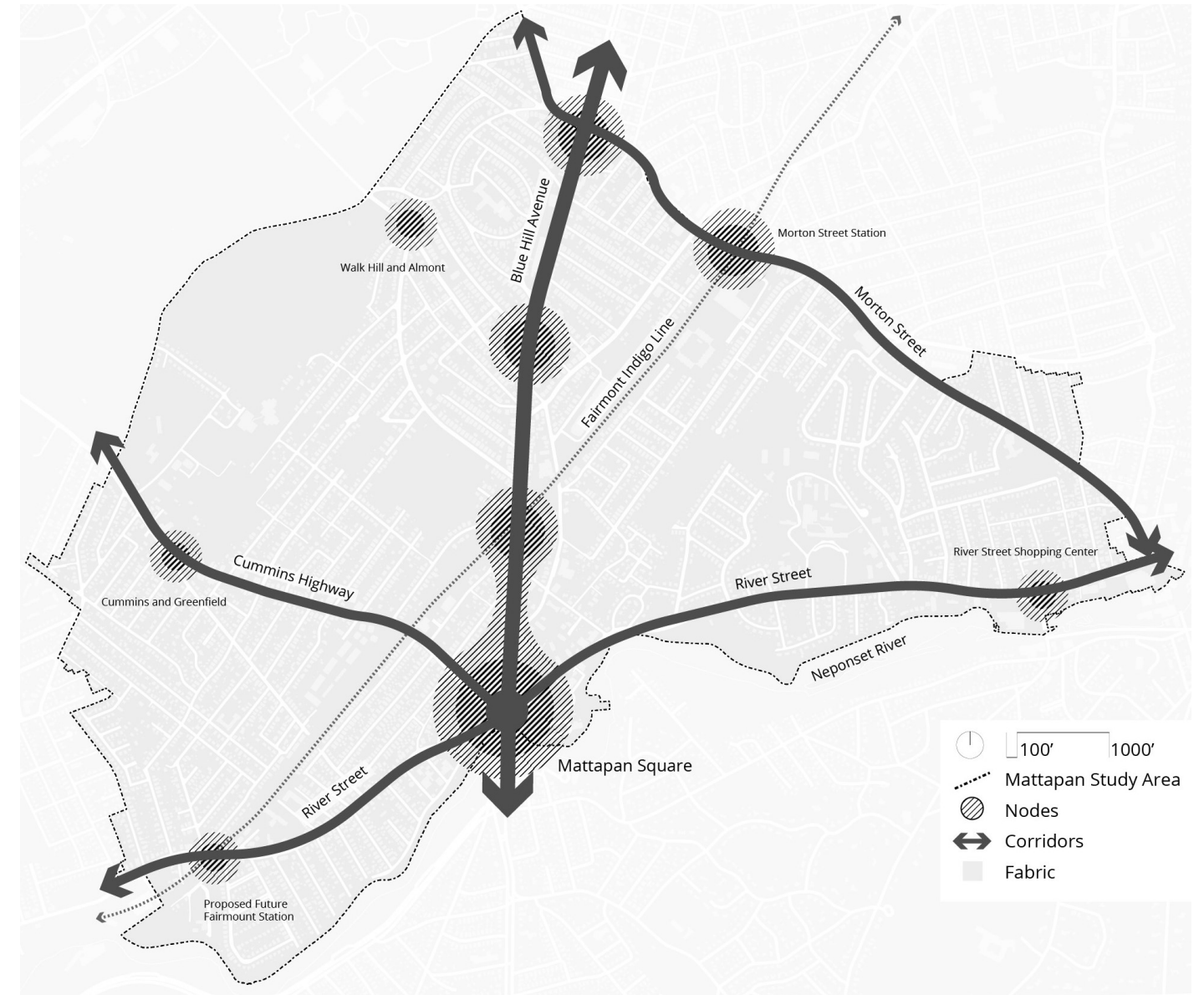
Corridors are the areas along major roads in Mattapan that can support businesses and larger scale development. Many of Mattapan's jobs and businesses are concentrated along mixed-use corridors. Businesses along the corridor range from small local businesses to larger globally-owned and operated businesses.

Corridors also serve a vital transportation function and form the backbone of Mattapan's multimodal networks. This includes Blue Hill Avenue, Cummins Highway, Morton Street, and River Street.



Residential fabric makes up most of Mattapan. It refers to areas in the neighborhood that are primarily, though not exclusively, used for housing. Existing housing range from single family bungalows to triple deckers, and larger multi-family buildings.

Neighborhood residential streets provide immediate access to the residential fabric, typically are not intended for through-traffic, and should be designed for slow speeds.



The above map identifies Nodes, Corridors, and Neighborhood Fabric as three distinct scales within Mattapan.

2.2 Nodes Recommendations

The current nodes in Mattapan, except Mattapan Square, have modest commercial zoning and land uses. PLAN: Mattapan re-visions existing nodes and proposes new ones in order to concentrate mixed-use development, and bring essential goods and services closer to residents' doorsteps.



The above map identifies the nodes and corridors in Mattapan. Nodes in Mattapan are key intersections and are vital to creating a 15-minute neighborhood. Blue Hill Avenue is the primary corridor in the neighborhood and bisects the neighborhood.

Equity & Environmental Justice

Mattapan's nodes have significant paved areas that contribute to high temperatures and adverse health impacts. However, they are also a great opportunity to introduce nature into everyday life. Street trees, planting beds, rain gardens, and similar green infrastructure not only look nice but also provide an important layer of protection for the community. Natural additions to the nodes will help mitigate environmental concerns like high temperatures and storm water flooding and will contribute to improved health outcomes.

Participating Actors: BPDA/Development Review; Environment; Parks; Public Health (BPHC)

Evaluation Metrics: Reduction in average daily temperatures; Increased water retention; Long-term reduction of adverse health impacts; Increased tree canopy

Housing

Nodes are a natural location to site larger projects and provide increased housing supply. These large projects will be subject to the City of Boston's Affirmatively Furthering Fair Housing (AFFH) regulations. AFFH outlines the City's fair housing priorities increasing affordability as well as housing families, seniors, and those living with disabilities.

Nodes create the opportunity to develop both market rate and affordable homes for Mattapan residents. As larger developments are proposed in Mattapan's nodes, additional affordability, accessibility, and other benefits are necessary to achieve fair housing. Both market rate and affordable homes are necessary to support the entirety of the Mattapan community.

Nodes are, by definition, near key points of transportation and as such provide a unique opportunity to site desired accessible units in a way that supports equitable mobility.

Participating Actors: BPDA/Zoning and Development Review; MOH; Private Developers

Evaluation Metrics: Increase in number of affordable units; Decrease in number of households at risk for displacement; Increase in vacancy rate; Increase in number of accessible units

Mobility

All of Mattapan's nodes should be pedestrian friendly and welcoming. Creating ample space to move about increases foot traffic and allows residents to congregate, both of which help maintain and build community.

To support improved comfort and safety of traveling in and around Mattapan, PLAN: Mattapan proposes "quick-build" intersection improvements (see Section 2.2.6). Safe intersections are not only necessary for comfort of all travelers but will help eliminate fatal and serious crashes. New developments in nodes should provide expanded sidewalks and streetscapes.

In order to create more access to local amenities, PLAN: Mattapan proposes siting new nodes that would allow mixed-use development within a 10-minute walking radius of residents' homes. Bringing amenities nearer to residents' homes would help reduce dependency on cars and generate more foot traffic.

Participating Actors: BPDA/Development Review; BTM; PWD; MBTA; MassDOT; DCR

Evaluation Metrics: Reduction in fatal crashes; Decreased commute times; Increase in use of modes other than private vehicles

Jobs & Businesses

New commercial and mixed-use zoning in nodes will expand where new businesses can be located. Businesses like markets, cafes, daycares, and restaurants help support the needs of the community. Likewise, additional support and outreach for current programs supporting local and small businesses will help retain existing businesses.

Participating Actors: BPDA/Zoning and Development Review; Economic Opportunity & Inclusion (OEI)

Evaluation Metrics: Increase in business and employment in Mattapan; Increase in diversity of type of businesses

People & Places

Mattapan's existing and proposed nodes offer opportunities for communities to gather and celebrate their cultures. In key areas, PLAN: Mattapan will promote publicly accessible gathering space in the neighborhood. Through increased investment in and care for public art, businesses, and gathering space, Mattapan's nodes can highlight the diversity of experiences in Mattapan.

Participating Actors: BPDA/Development Review; Arts & Culture (MOAC)

Evaluation Metrics: Increase investment in and existing and new public art; Increase in community and cultural gathering space

2.2.1 Focus Area: Mattapan Square

Mattapan Square is the cultural and commercial heart of Mattapan. Home to a passionate community of business owners, a bustling transit hub and gateway to the Neponset River Greenway, Mattapan Square offers great potential to act on the Plan’s vision for equitable growth. Major strategies are as follows:

Strengthen Mattapan Square as a mixed-use, mid-rise district.

- **Allow additional height and density in the Square.** Because of the vibrant transit hub at its core, the Square can support a more robust scale of buildings than what currently exists. Increased density creates a critical mass of people and activity to support and grow local businesses and a thriving public realm. Given Blue Hill Avenue’s wide right of way, permissible building heights can be increased from 55 feet to 70 feet – including stepbacks at the upper stories – without impacting a resident’s experience at the street levels.
- **Adopt design guidelines to respect the existing building stock.** The current 55-foot cap on building heights is not reached by the existing 1 to 2-story buildings that populate the Square. While increasing the permissible height allows development to be more impactful, it’s equally important to understand current barriers that are blocking investment to begin with.
- **Ensure that ground floor uses are active.** Prioritize public-facing commercial activity and the public realm in existing ground floor spaces and new development.
- **Continue to support economic investment and programs that promote the success of Mattapan Square as a thriving district.** Investment in the commercial sector allows more opportunity for economic activity to be captured within Mattapan.

Invest in public realm enhancements that prioritize pedestrian movement.

- **Emphasize Mattapan Square as a place to be.** Enhancing the pedestrian experience and safety benefits pedestrians and businesses by encouraging more people to be in the Square.

Invest in placemaking and placekeeping.

- **Seek opportunities to promote civic life and engagement with the Square by enhancing the**

physical makeup of the public realm. The future of the Square should honor the people that define its present and past. Purpose-built gathering spaces can better support activities like farmers markets, concerts, and other celebrated features of life in Mattapan today and in the future.

- **Honor existing public art which is culturally resonant with the histories and traditions of the people who call Mattapan Square home and invest in maintenance and conservation needs and complementary shorter-term public artwork.** This focus on place affirms Mattapan’s cultural identity and the people that define it. As the Square welcomes investment, it’s important that Mattapan’s cultural DNA remains at the forefront as transformative physical investments are considered.

Celebrate nature as a part of city life.

- **Invest substantially in street trees and green stormwater strategies within the Square.** Increasing the tree canopy and reducing impervious surfaces can mitigate urban heat island effect. Non-standard conditions, like ornamental plantings, pots, and stormwater strategies may require agreements with outside organizations.
- **Facilitate easier access to cooler spaces to and from the Square.** Enhance links to and awareness of significant natural assets, like the adjacent Neponset River Greenway, through wayfinding signs and direct, safe, and comfortable walking and biking connections.
- **Invest in landscape to improve many health outcomes of the community.** Urban design and landscape strategies developed here should prioritize reducing unequal distribution of environmental burdens like urban heat island and air quality.

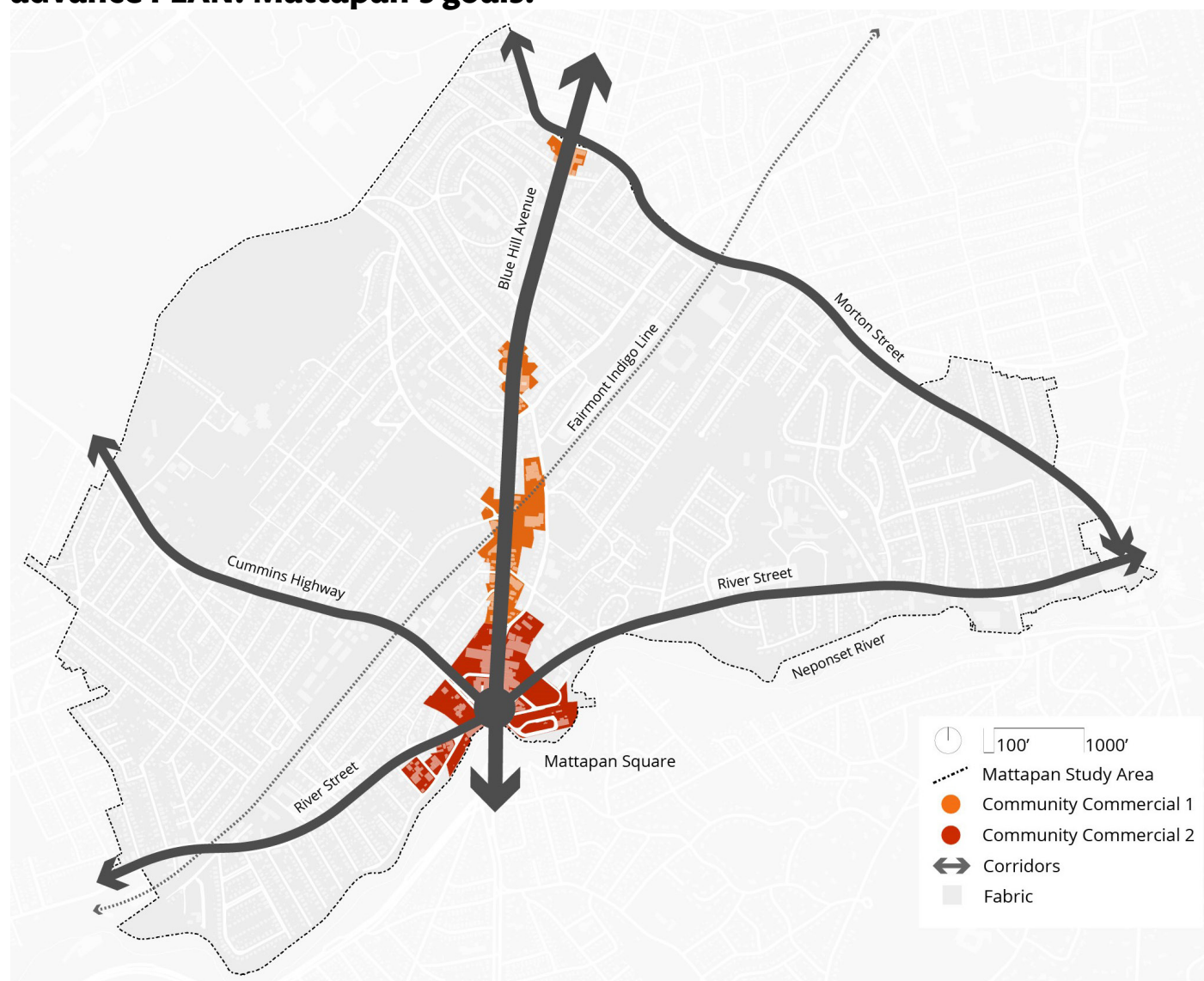


Potential Future Condition of Mattapan Square (Blue Hill Avenue and Fairway Street)

Mattapan Square primarily focuses on changes that support small and local businesses, create a comfortable space to walk and gather, and cool and beautify the node. However, PLAN: Mattapan will also take advantage of transit proximity and encourage mixed-use development with upper stories dedicated to housing.

2.2.2 Community Commercial (CC) Design Guidelines

The BPDA deploys zoning and design guidelines to control development in a neighborhood. Both zoning and design guidelines, when up-to-date, provide predictability for future development. Modest changes to the existing Community Commercial subdistrict in Mattapan Square will advance PLAN: Mattapan’s goals.



CC: Community Commercial

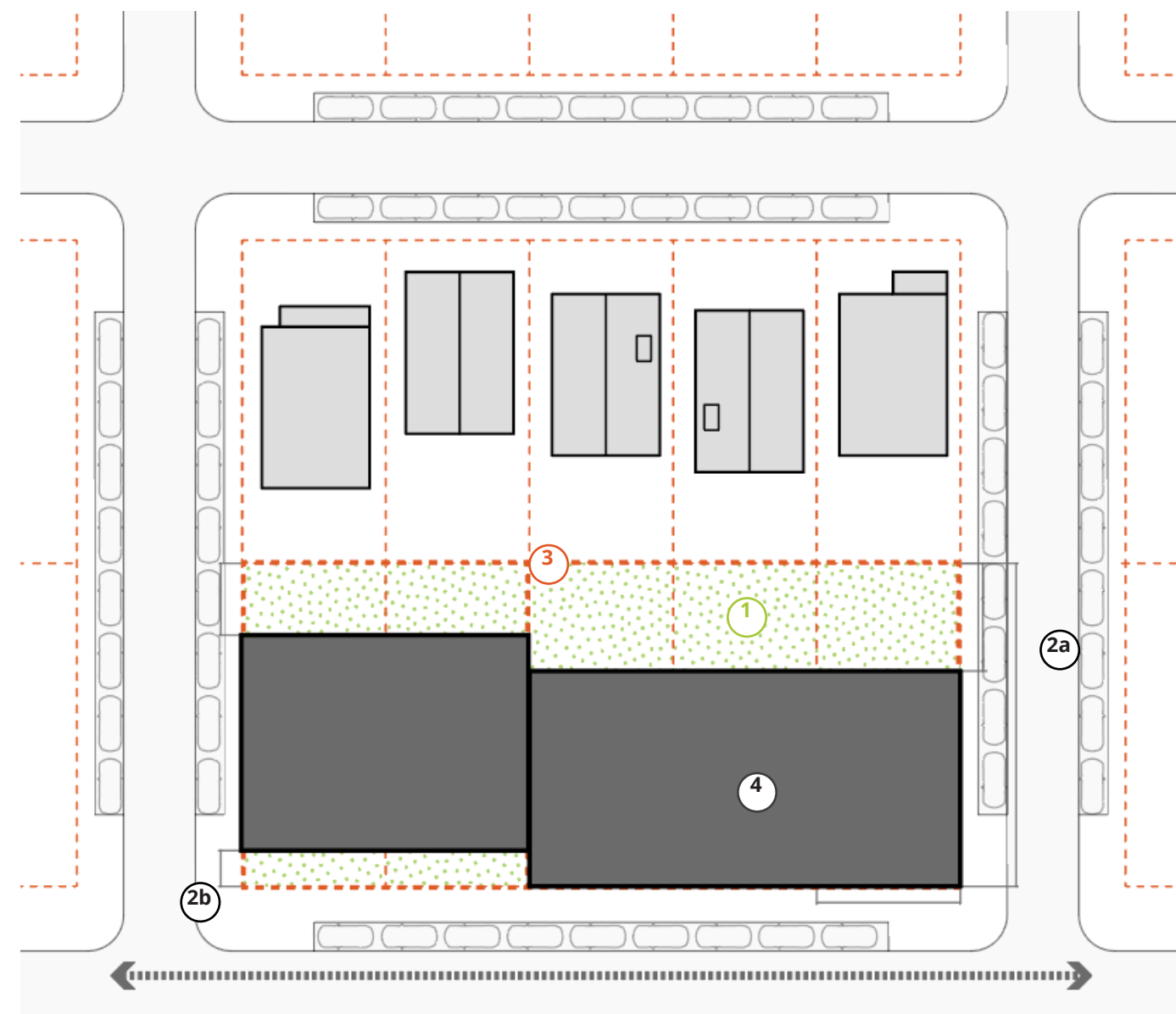
Existing Community Commercial (CC) subdistricts in Mattapan provide a diversified commercial environment along the southern portion of Blue Hill Avenue. Retailers and offices serving larger markets are meant to be sited within the CC zoning.

Zoning Objectives:

- CC districts are the most robust, allowing for transformative growth towards shared goals.

- Modest increases in density and building height to reflect modern building scales. For the CC2 subdistrict increase Floor Area Ratio (FAR) from 4 to 4.5 and increase building height to 70 feet with a stepback at the upper stories.
- Increase required open space per unit from 50 square feet to 75 square feet to provide open space for residents. Through design guidelines and design review, ensure high quality open spaces.
- Introduce lot coverage requirements as an added measure to bring light and air into adjacent structures and capture stormwater.

CC Lot Coverage



Guidelines:

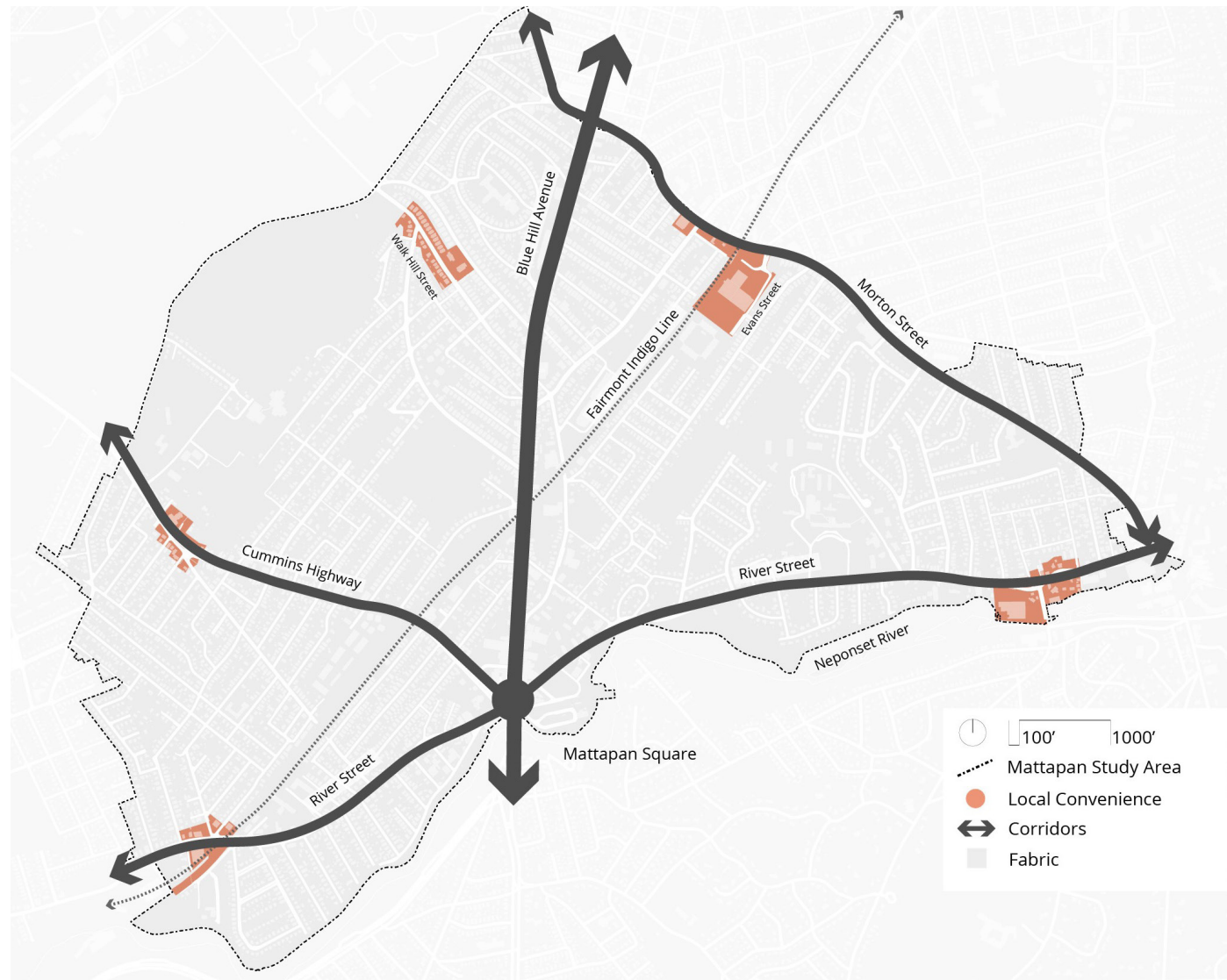
PLAN: Mattapan proposes lot coverage requirements across most zoning subdistricts to preserve the permeable surfaces, limiting the amount of stormwater runoff. These lot coverage goals work alongside other existing setback requirements to better transition from this higher density zoning to the low density residential areas of the neighborhood fabric. Finally, in CC subdistricts, no open space requirement exists for commercial uses therefore the lot coverage requirement ensures that there is open space on-site in these areas.

- ① This hatch indicates the area of the neighborhood that is meant to be permeable, allowing rainwater to seep into the ground below. The minimum permeable surface is recommended to be 20 percent (25 percent is shown in the example above).

- ② Current applicable yard setbacks remain in place in addition to new lot coverage targets.
- ②a Rear yard requirements in particular work to better transition between higher density areas and lower density areas.
- ②b While a front yard setback is not required, PLAN: Mattapan recommends variable front yard setbacks in order to better facilitate activity along the street and promote additional tree canopy.
- ③ This line indicates the lot line of the parcel. This is the line from which setbacks are calculated.
- ④ Together, these guidelines lead to a maximum lot coverage of 80% as depicted by the footprint of the building and impervious surfaces. In this example, the lot coverage is shown at 75%.

2.2.3 Local Convenience Design Guidelines

The BPDA deploys zoning and design guidelines to control development in a neighborhood. Both zoning and design guidelines, when up-to-date, provide predictability for future developments. The Local Convenience subdistrict would be new to Mattapan and is aimed at bringing specific retailers closer to home in new nodes along major corridors.



LC: Local Convenience

Local Convenience (LC) zoning, used in other Boston neighborhoods, is recommended to be introduced to nodes in Mattapan to provide convenient goods and services for the immediate neighborhood and pedestrians. The LC subdistrict encourages lower-density commercial and mixed-use development in these locations.

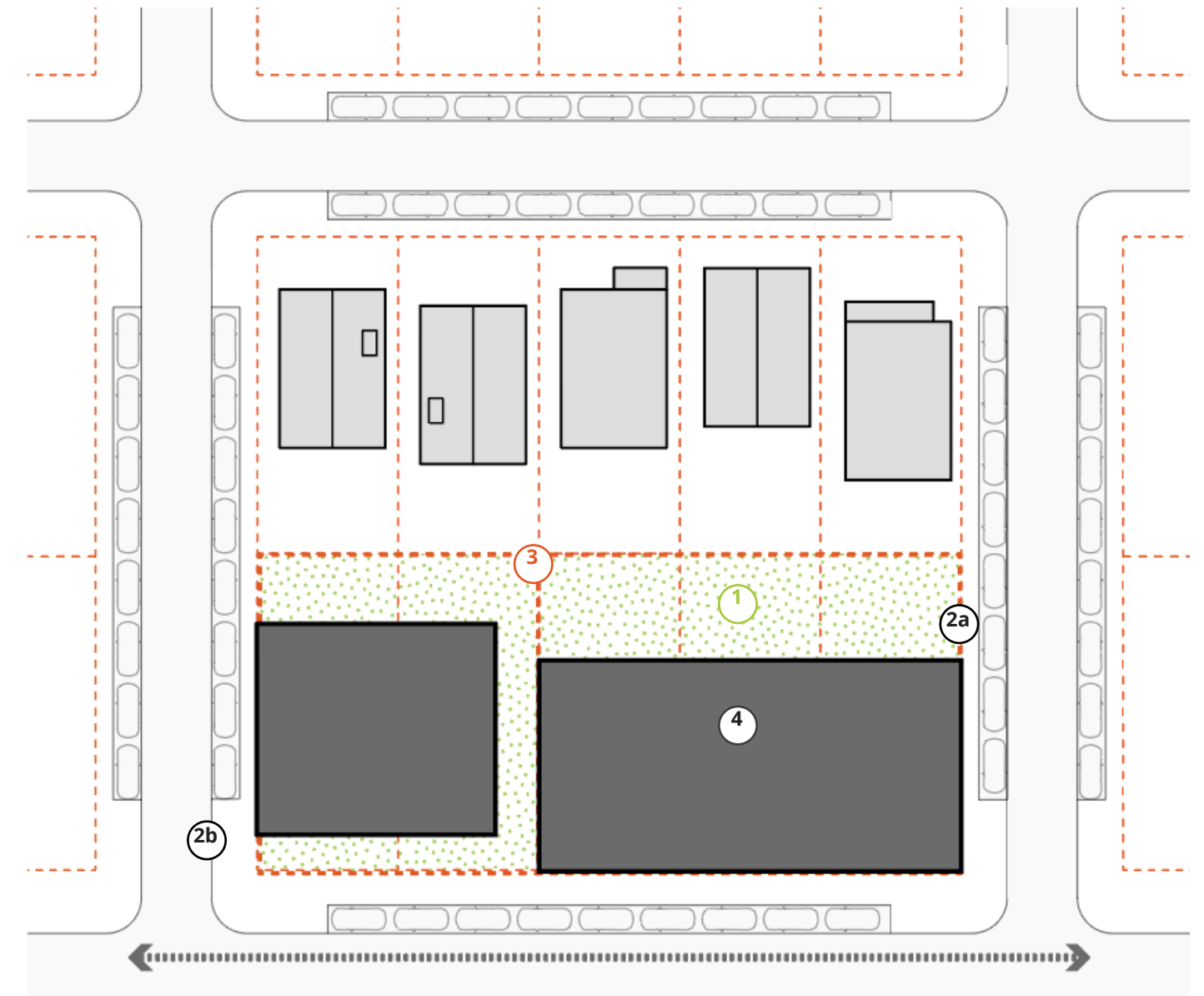
Zoning Objectives:

- Position this zoning designation to foster nodes of mixed-use activity along Cummins Highway, Morton

Street and River Street. These nodes would serve as anchors within the residential fabric areas.

- Set the allowable FAR to 1.75.
- Set the maximum building to 55 feet.
- Require a minimum of 75 SF of usable open space as a measure of public health. Ensure safeguards in place for quality of spaces that meet open space requirements.
- Introduce lot coverage requirements as an added measure to bring light and air into adjacent structures.

LC Lot Coverage



Guidelines:

PLAN: Mattapan proposes lot coverage requirements across most zoning subdistricts to preserve the permeable surfaces, limiting the amount of storm water runoff. These lot coverage goals work alongside other existing setback requirements to better transition from this higher density zoning to the low density residential areas of the neighborhood fabric.

- This hatch indicates the area of the neighborhood that is meant to be permeable, allowing rainwater to seep into the ground below.
- Current applicable yard setbacks remain in place in addition to new lot coverage targets.
- Rear yard requirements in particular work to better transition between higher density areas and lower density areas.

2b) While front yard setback are not required, PLAN: Mattapan recommends variable front yard setbacks in order to better facilitate activity along the street and promote additional tree canopy.

3) This line indicates the lot line of the parcel. This is the line from which setbacks are calculated. Each lot will be different but the guidelines will be applicable regardless of lot size or shape.

4) Together, these guidelines lead to a maximum lot coverage of 75% as depicted by the footprint of the building and impervious surfaces. In this example, the lot coverage is shown at 66%.

**LC/NS zoning and design guidelines are comparable except for use. LC use regulations are specific to ensuring limited commercial uses are permitted at key intersections in the otherwise residential fabric.*

2.2.4 Expanding Access

By 2030, all homes in Boston should be within a 10-minute walk of a rail station or Key Bus route stop, bikeshare station, and car share location. PLAN: Mattapan envisions a future where the majority of essential needs can be met within a 10-minute walk of home.

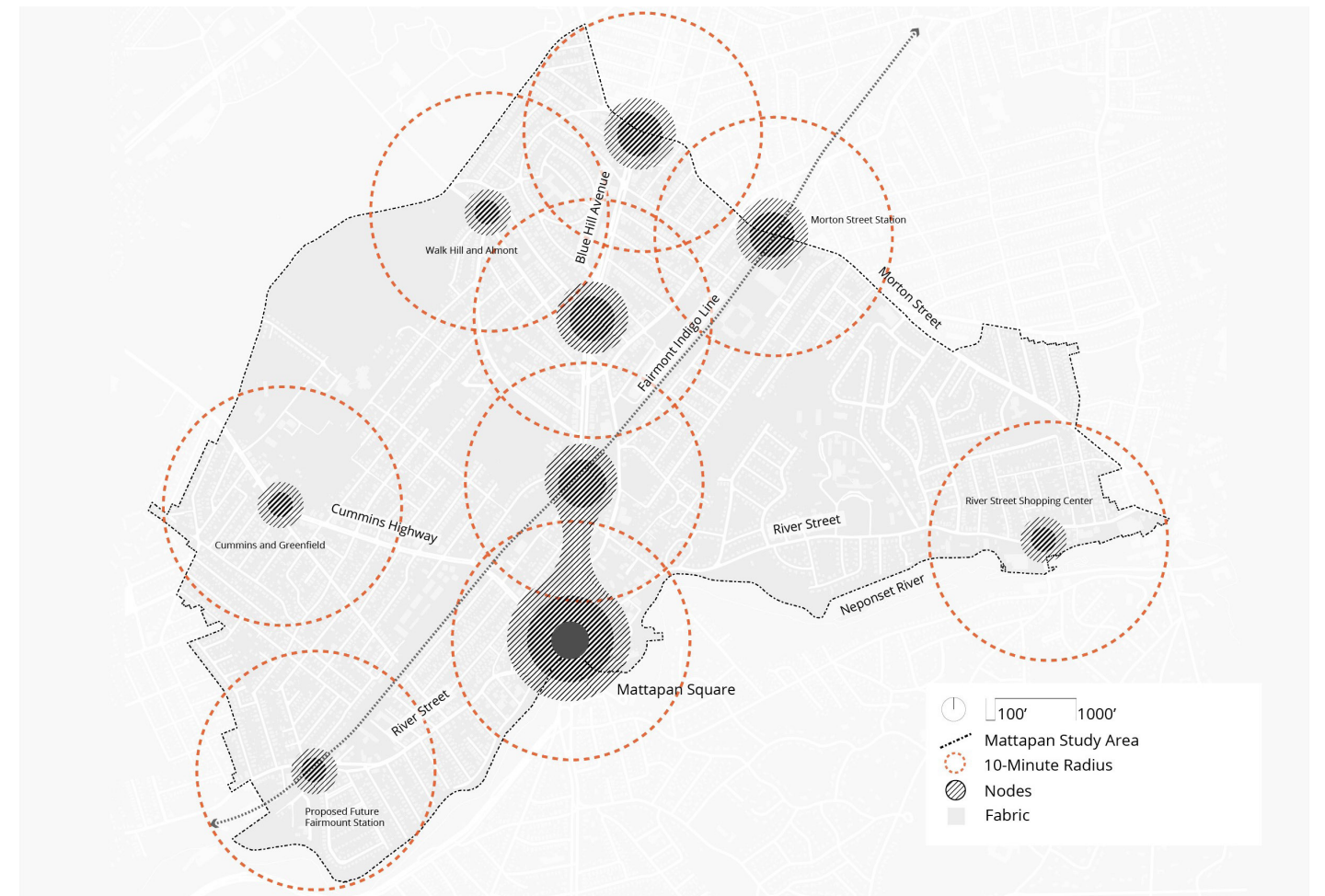
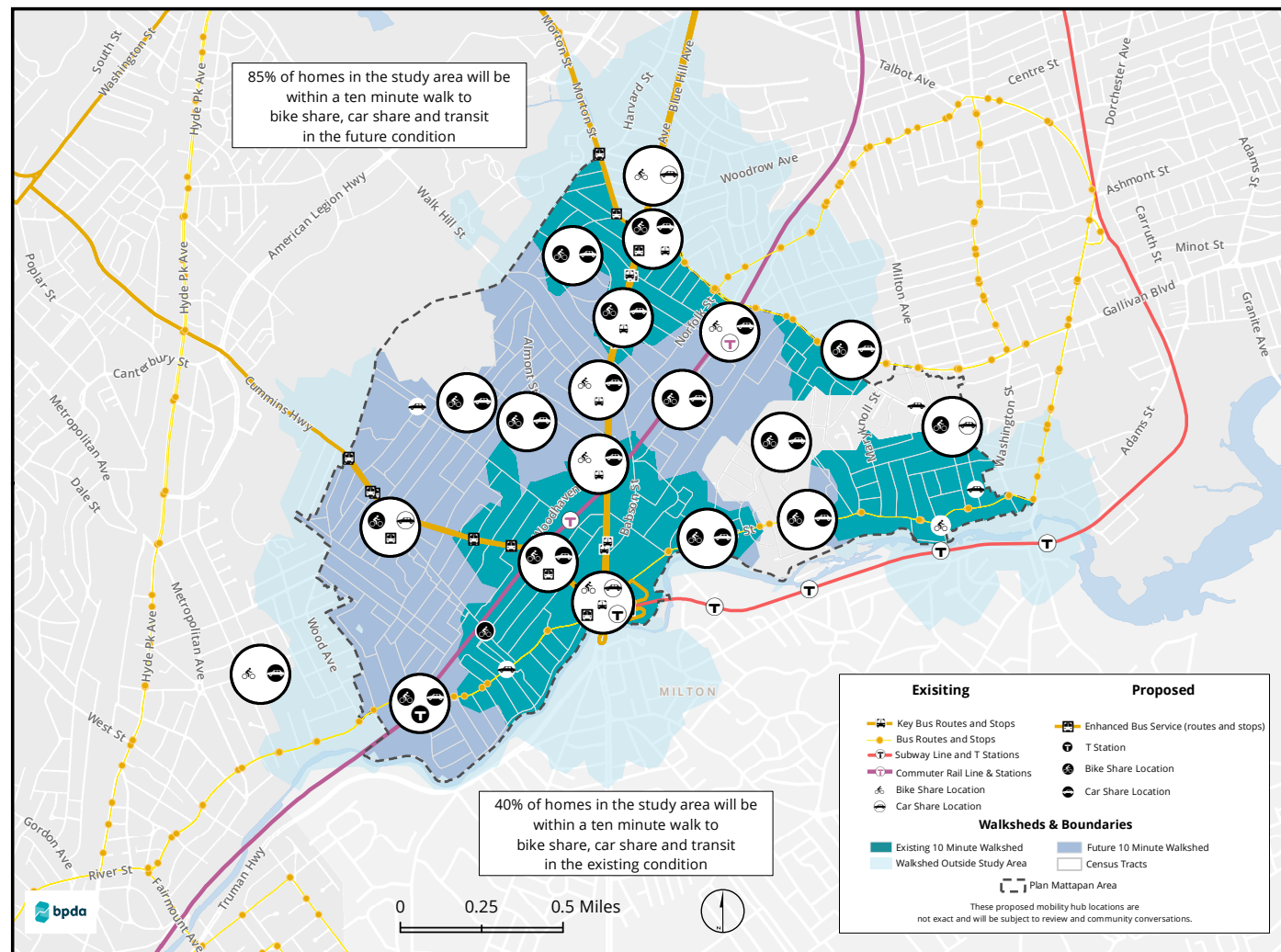
Expanding GoHubs! to Mattapan

Today, 40 percent of households in the PLAN: Mattapan study area are within a 10-minute walk of rail station or Key Bus stop, bikeshare, and car share (compared to 60 percent citywide). While access to these travel options is greatest near Mattapan Square and Milton Station, they are more limited within Mattapan's residential fabric, where car ownership is less common.

Proposed GoHubs! Locations

Expanding GoHubs! to Mattapan could dramatically increase residents' access to travel options beyond Mattapan Station and Milton Station.

Expanding Boston's GoHubs! program—which combines travel options, public art, and information—to Mattapan would offer residents and visitors more options to get around, meet up, and find their way. PLAN: Mattapan identified potential GoHubs! locations, shown below, based on gaps in the transportation network and locations that are City-owned, have excess space, and are near bus stops, commercial areas, and planned walking and biking connections. If implemented, 85 percent of Mattapan homes would be within a 10-minute walk of rail station/Key Bus stop, bikeshare, and car share.



10-minute Neighborhood Map

Each orange circle has a 1/2-mile radius, which is roughly equivalent to a 10-minute walk. This indicates that through mixed-use development and investment in Mattapan's nodes and corridors, the neighborhood can surpass its goal of meeting needs within a 10-minute walk.

10-minute Neighborhood

PLAN: Mattapan recommends zoning changes to include the "local convenience" subdistrict designation to open up walkable access to small-scale commercial amenities like corner stores, cafes, and community uses. With the added local convenience zoning designations, the majority of Mattapan's housing fabric would be able to reach local convenience destinations within a five-minute walk; the areas outside the radii in the map above can access local convenience and recreation in less than 10 minutes.

The expansion of ground floor commercial uses provides access and local economic opportunity builds upon the existing zoning allowance for ground level non-residential uses at grade throughout the fabric. This move toward legalizing and promoting additional commercial uses in nodes throughout the neighborhood also helps to provide more opportunities for small and local retailers to take shape.

2.2.5 Quick-build Safety Changes

Boston is committed to eliminating fatal and serious traffic crashes by 2030. Meeting that deadline will require “quick-build” changes to City streets. This means paint, striping, and other temporary materials to more rapidly respond to safety issues.

Walk Hill Street, Harvard Street, and Hazleton Street

The intersection of Walk Hill Street, Harvard Street, and Hazleton Street has one of the highest crash rates among City-owned streets in Boston. Thirty-four crashes occurred between March 2017 and December 2019, including one fatality. While 15 of these crashes resulted in an injury, all three crashes that involved a person walking or biking resulted in an injury. Crash analysis indicates that there are two primary safety challenges at this intersection: unsafe driver behavior, such as speeding and red-light running, and overly wide travel lanes, which allow drivers to operate two abreast. Hilly topography and a limited number of abutters encourage speeding.

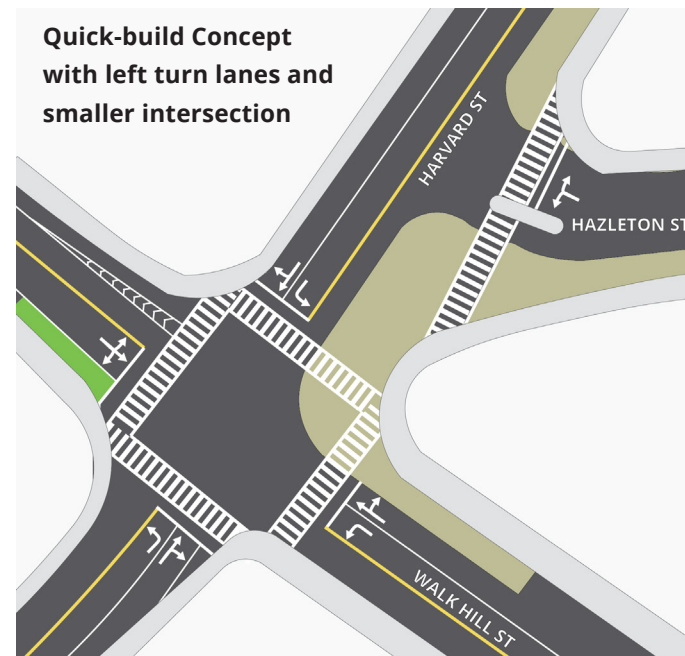
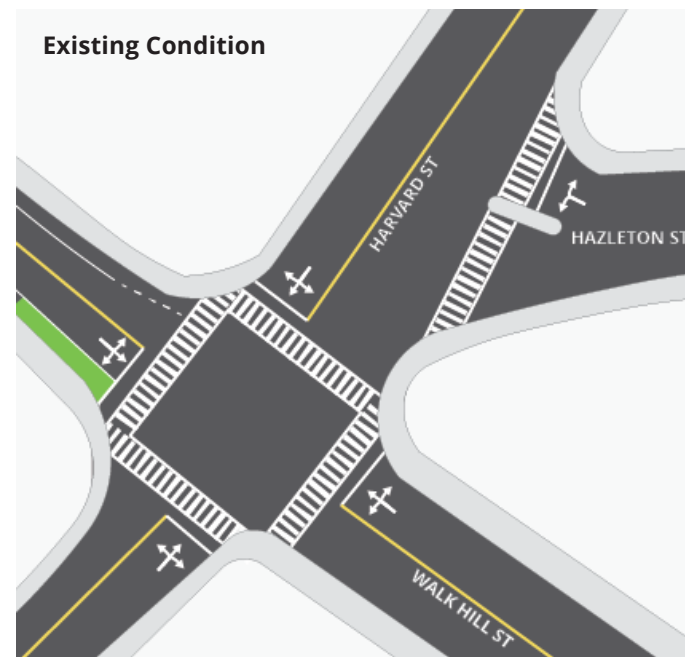
PLAN: Mattapan and the Boston Transportation Department propose a quick-build concept to better clarify travel through and visibility within the intersection. The concept adds left-turn lanes, where space permits, narrows travel lanes, and reduces the intersection footprint. This would give drivers greater visibility to more safely make left turns, shorten crosswalk distances, and reclaim excess pavement that could be used for improved public realm. The concept also preserves existing on-street parking and bike lanes.



Without dedicated left-turn lanes and green arrows, left-turning drivers must scan for gaps in oncoming traffic, reducing their attentiveness to crossing pedestrians or bicyclists and encouraging risky driving behavior to quickly squeeze through narrow gaps in traffic (above).

Walk Hill Street, Harvard Street, and Hazleton Street, Before/After

Today, the intersection is overly wide, which encourages speeding and aggressive maneuvering. In the proposed concept, left-turn lanes would provide more visibility and predictability for drivers, while a smaller intersection would reduce crossing distances and discourage speeding.



Babson Street and Mildred Avenue

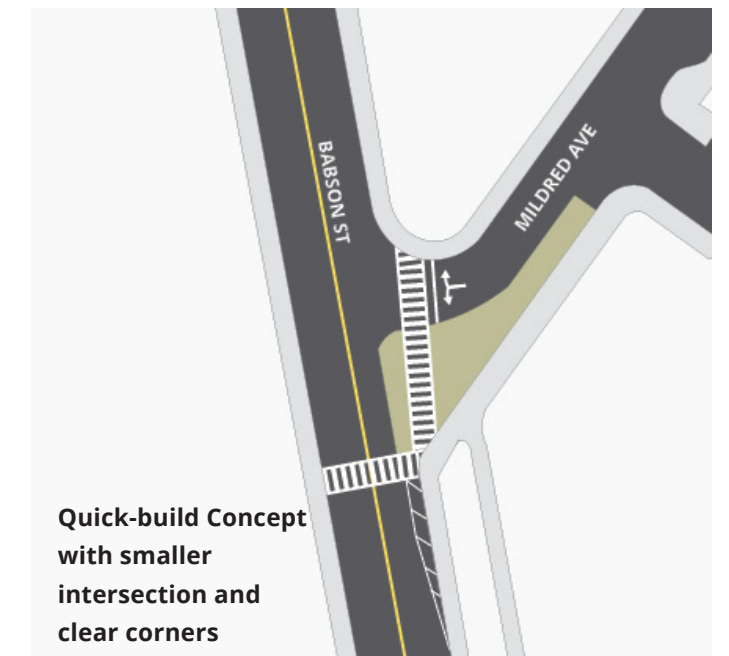
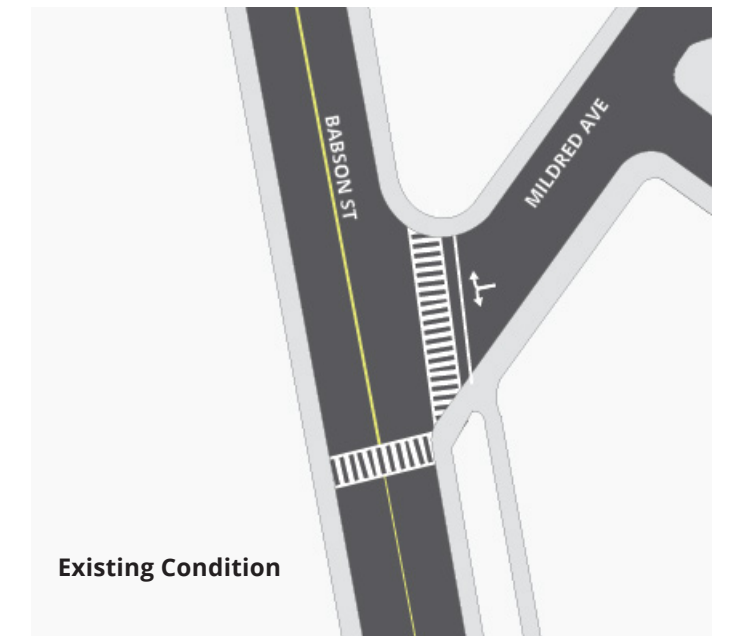
The intersection of Babson Street and Mildred Avenue is a primary access point for Mildred Avenue K-8 School, Mildred Avenue Community Center, and KIPP Academy. While only one crash was recorded in recent years, the topography of Babson Street and angle of Mildred Avenue encourage speeding despite its importance to students crossing Babson Street and school buses exiting Mildred Avenue. PLAN: Mattapan and the Boston Transportation Department propose a quick-build concept that reduces the intersection footprint and provides clear corners to slow travel speeds and enhance visibility for all users. The concept also preserves most existing on-street parking.



Both sides of Babson Street travel downgrade toward the intersection, encouraging higher speeds (top); Mildred Avenue is overly wide for a one-way street (bottom)

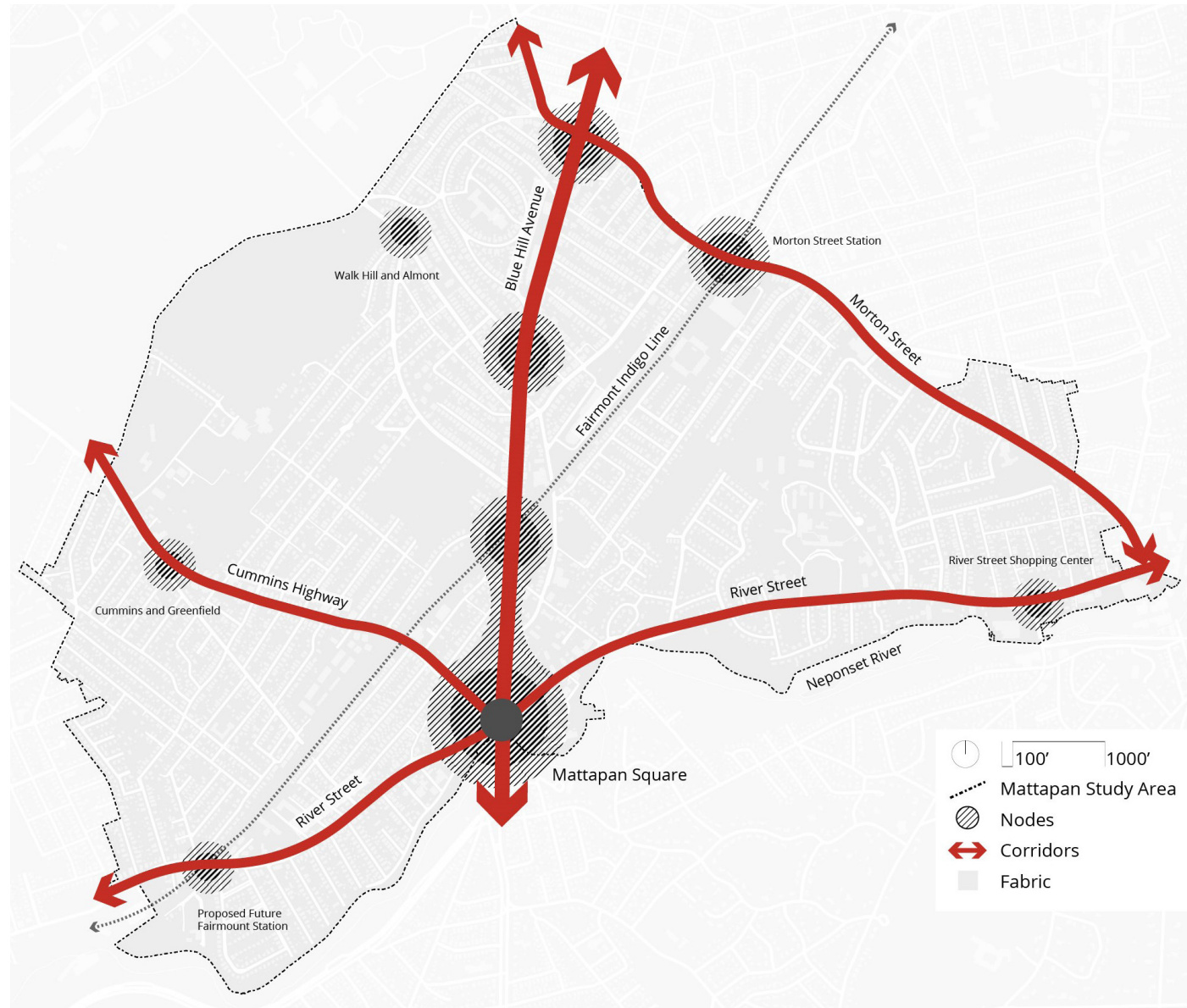
Babson Street and Mildred Avenue, Before/After

Today, Mildred Avenue is overly wide and Babson Street topography encourages speeding. In the proposed concept, a smaller intersection would reduce crosswalk distances and encourage slower turns, while clear corners would provide more visibility of crossing pedestrians.



2.3 Corridor Recommendations

Like nodes, corridors – depicted below – provide an opportunity to concentrate new mixed-use development near transit services. The corridors are also an excellent location to create additional public realm, reduce heat island effect, and promote local jobs and businesses.



The above map identifies the corridors in Mattapan. Corridors are the primary roadways in a neighborhood. In Mattapan, corridors include Blue Hill Avenue, Cummins Highway, Morton Street, and River Street.

Equity & Environmental Justice

Mattapan's corridors are important locations to reduce heat island effect, particularly for pedestrians, transit stops, and residents. Through the introduction of street trees, retention of existing street trees, rain gardens, and other green infrastructure, there will be better shading along these major corridors.

Participating Actors: BPDA/Development Review; Environment; Parks; Public Health (BPHC)

Evaluation Metrics: Reduction in average daily temperatures; Increased water retention; Long-term reduction of adverse health impacts

Housing

Similar to nodes, corridors are a prime location to site larger projects. All large projects are required to comply with the City's Affirmatively Furthering Fair Housing (AFFH) policy that prioritizes increasing affordability as well as housing families, seniors, and those living with disabilities.

Concentrating and promoting a mix of housing types along the corridors helps to maintain and increase the affordability of the neighborhood. At the same time, new corridor development is capable of providing more homes without impacting the established character of the residential fabric.

Like in the nodes, increased height and density are coupled with increased community benefits, like affordability along the corridors. While PLAN: Mattapan proposes contextually appropriate changes to each corridor, additional corridor development potential is to be proportional to the community benefits offered.

Participating Actors: BPDA/Zoning and Development Review; MOH; Private Developers

Evaluation Metrics: Increase in number of affordable units; Decrease in number of households at risk for displacement; Increase in vacancy rate

Mobility

Mattapan's corridors and their proximity to transit lines offer great opportunities for transit-oriented development (TOD). TOD projects are vital for shortening commute times and providing greater access to job opportunities.

In addition to new development, ongoing work by BTM, PWD, MBTA, and others better connect residents across the neighborhood and to their places of employment. Such

improvements include the ongoing Cummins Highway and Blue Hill Avenue initiatives as well as a proposal to construct a new pedestrian bridge to increase access to the Morton Street station.

Improved crosswalks will provide greater safety for all residents and encourage additional foot traffic along Mattapan's corridors. These improvements will help ensure that people with all levels of physical ability are able to get around Mattapan.

Participating Actors: BPDA/Development Review; BTM; PWD

Evaluation Metrics: Reduction in fatal crashes; Decreased commute times; Increase in use of modes other than private vehicles

Jobs & Businesses

The addition of new housing units in mixed-use developments along Mattapan's corridors will help bring additional patrons to support the existing businesses. New mixed-use developments will provide space for desired local businesses like sit-down restaurants, cafés, and retailers.

Strategic city investment along the corridors can accelerate the establishment of new local and small businesses to the neighborhood. These investments can also help to diversify the type of retail and services in the neighborhood.

Participating Actors: BPDA/Zoning and Development Review; Economic Opportunity & Inclusion (OEI)

Evaluation Metrics: Increase in business and employment in Mattapan; Increase in diversity of type of businesses

People & Places

By definition, corridors are high traffic areas. This offers a unique opportunity to build moments of connection and congregation into the corridor experience. PLAN: Mattapan can accomplish this through variable front yard setbacks, open space requirements, and the creation of indoor spaces for gathering and cultural activities (such as dance and arts education).

Participating Actors: BPDA/Development Review; Arts & Culture (MOAC)

Evaluation Metrics: Increase in private open space; Increase in BIPOC-led community and cultural space

2.3.1 Urban Design Guidelines

Allow additional height and density on parcels directly facing the corridor.

- **Encourage larger residential developments along the corridor.** Parcels abutting corridors can support more height and density while preserving and enhancing their character. At key intersections, encourage mixed-use development to provide neighborhood services and amenities.
- **Prioritize a mix of units at a variety of rates to meet the housing needs of the existing community.** Encourage a mix of housing types with an emphasis on increased density and affordability. New units should also prioritize accessibility in keeping with the City's Affirmatively Furthering Fair Housing policy.

Design the street to reinforce safe behaviors and slow speeds to reduce the risk of serious injury or death.

- **Separate buses from traffic to make bus service faster and more reliable.** Dedicated spaces help make the street work better for everyone, no matter how you travel.
- **Create safer crossings by making them shorter** and, alongside streets, raising them to sidewalk level to improve visibility of pedestrians.
- **Design for slower speeds by building curb extensions to fill in extra space at wide or irregularly-shaped intersections.** The curb extensions create a "T" in the intersection instead.
- **Improve the visibility between people walking and driving by providing clear corners ahead of a crossing.** This reduces the likelihood of crashes at intersections.
- **Upgrade streets to meet accessibility standards and design physical spaces that make it easy to make healthy choices.** For example, if you live in an area that has good sidewalks and bike lanes and is near a park, it is easy to go for a walk or bike ride.

Give people the freedom and flexibility to seamlessly choose how they want to get around.

- **Co-locate complementary transportation options, like car share, bikeshare, and bus stops, in one place.**
- **Improve the comfort and dignity of bus stops with amenities such as benches, lighting, trash cans, and real-time arrival information.** Also, make transit faster and more reliable with bus lanes, head starts at traffic signals, and/or bus stops next to the travel lanes.
- **Make walking safer and more accessible by installing crosswalks at each bus stop and in more frequent intervals**
- **Install signage and informational kiosks at GoHubs! in the public realm to educate residents on opportunities to connect to nearby parks, paths, and community amenities.**

Encourage ground floor activity.

- **Where appropriate, particularly at key intersections, allow for mixed-use development** and encourage active commercial space that is beneficial to the community.
- **Encourage variable front setbacks to provide outdoor gathering and dining space, especially at corners.**

Reduce adverse health impacts and mitigate climate change.

- **Mitigate heat, better manage stormwater, and improve air quality by adding more permeable surfaces, tree pits, and planting areas.** This can be achieved through the implementation of lot coverage maximums among other interventions.
- **Maintain planting zones and promote street trees to reduce the heat island impact.**



Potential Future Corridor Condition (River Street)

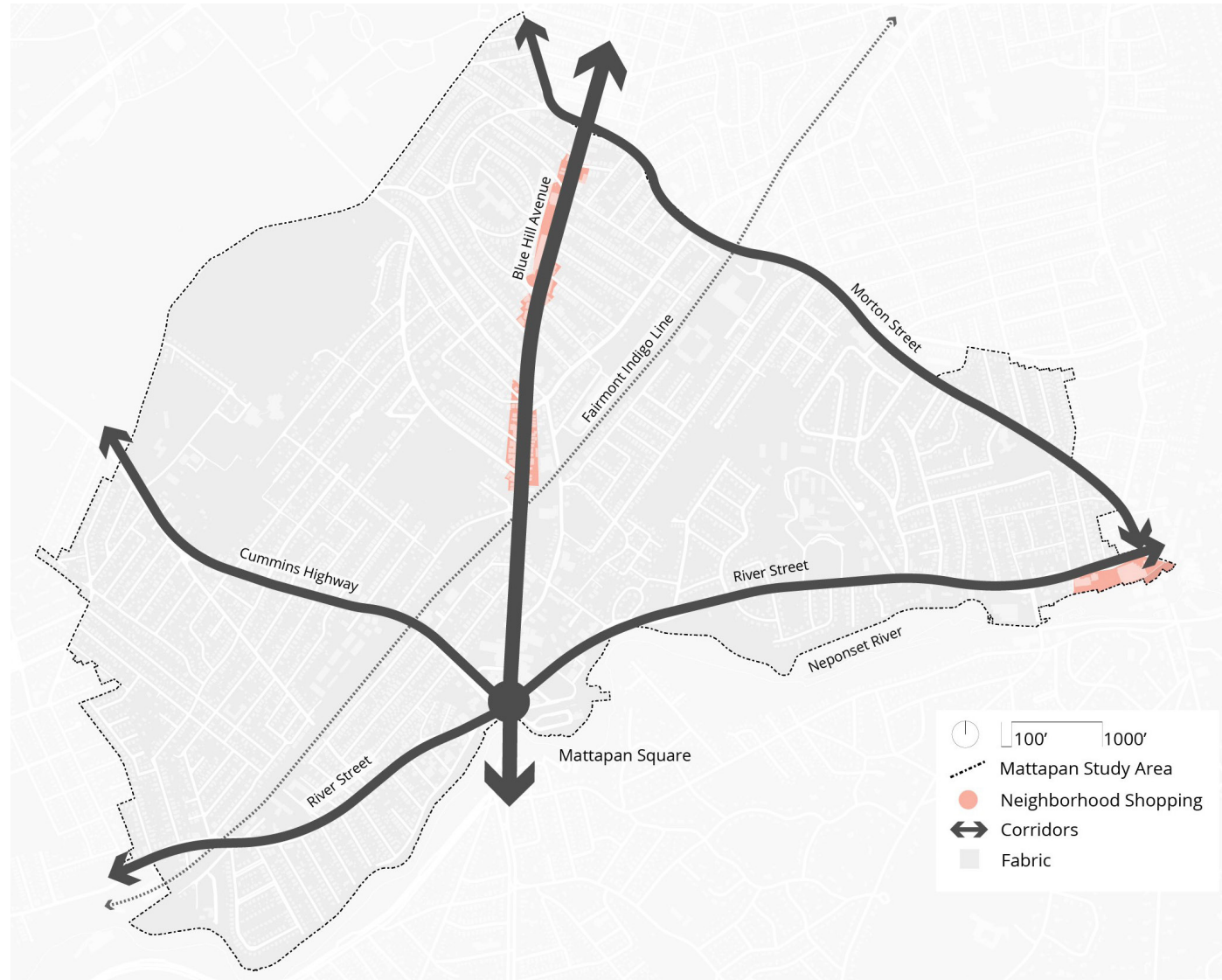
PLAN: Mattapan encourages larger residential developments along the corridor. Where appropriate, particularly at key intersections, PLAN: Mattapan allows for mixed-use development and encourage active commercial space that is beneficial to the community.



Potential Future Corridor Condition (Morton Street)
Upgrade to meet accessibility standards and design physical spaces that make it easy to make healthy choices. Create safer crossings by making them shorter and, where there is a traffic signal, giving people more time to cross. Encourage variable front setbacks to provide outdoor gathering and dining space, especially at corners.

2.3.2 Neighborhood Shopping Design Guidelines

The BPDA deploys zoning and design guidelines to control development in a neighborhood. Both zoning and design guidelines, when up-to-date, provide predictability for future developments.



NS: Neighborhood Shopping

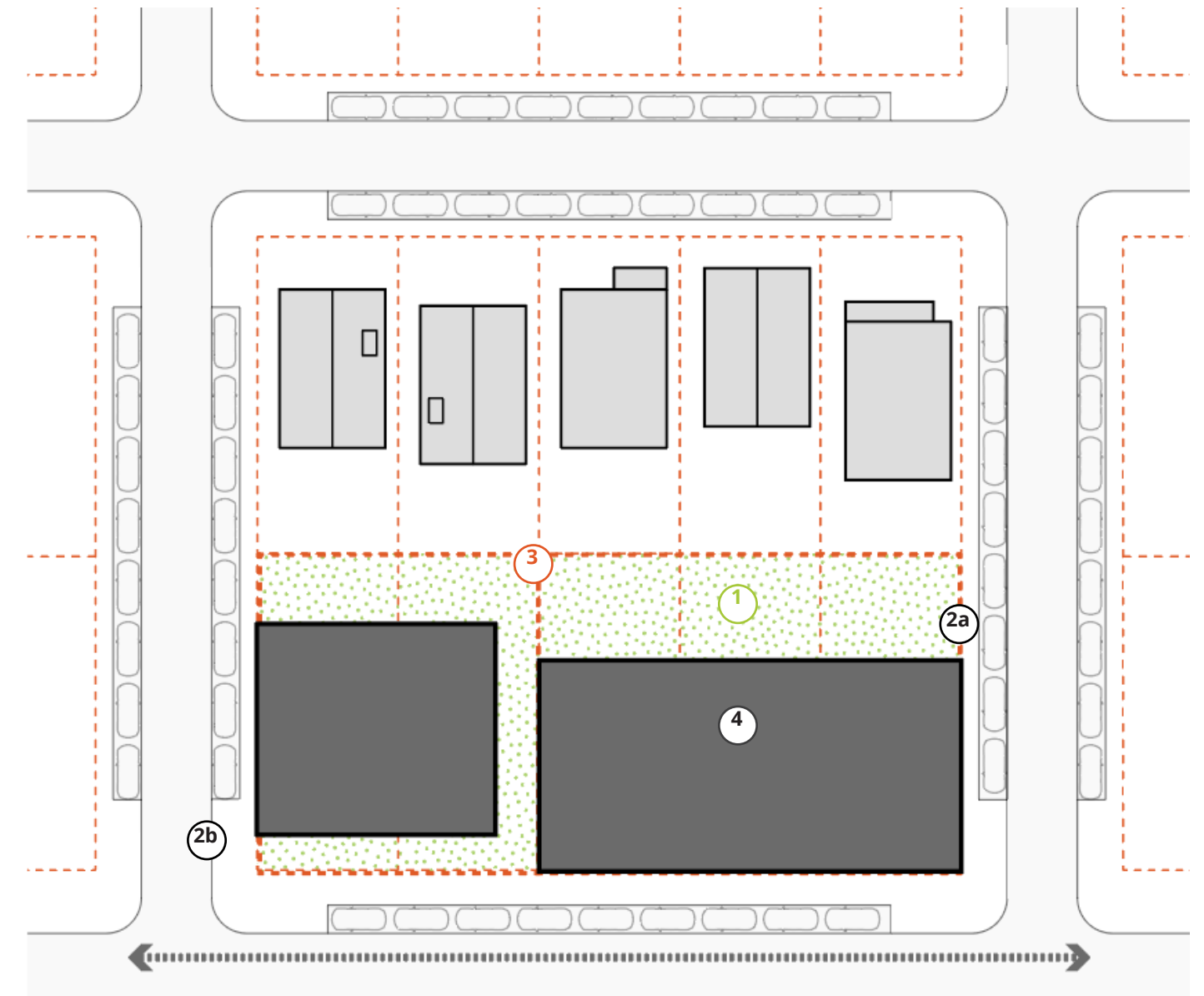
Neighborhood Shopping (NS) zoning, currently in use in Mattapan, is recommended to be used to encourage commercial and mixed-use development along the Blue Hill Avenue Corridor and a small area of River Street near Lower Mills.

Zoning Objectives:

- Position this zoning designation to foster mixed-use activity primarily along Blue Hill Avenue.

- Increase allowable FAR from .9 to 1.75.
- Increase building height maximum from 35 feet to 55 feet.
- Increase usable open space from 50 SF to 75 SF per unit as a measure of public health.
- Introduce lot coverage requirements as an added measure to bring light and air into adjacent structures.

NS Lot Coverage



Guidelines:

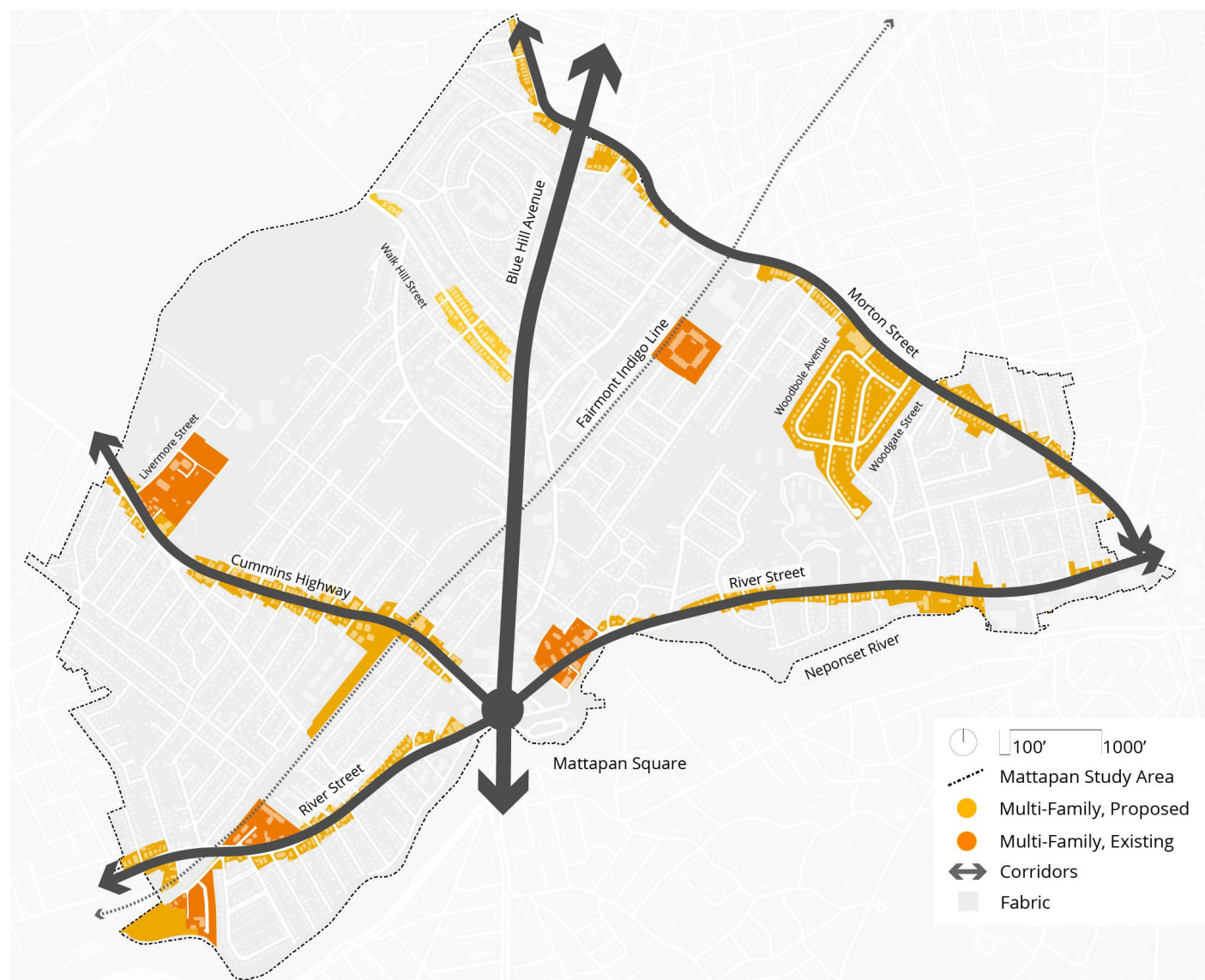
PLAN: Mattapan proposes lot coverage requirements across most zoning subdistricts to preserve the permeable surfaces, limiting the amount of storm water runoff. These lot coverage goals work alongside other existing setback requirements to better transition from this higher density zoning to the low density residential areas of the neighborhood fabric.

- This hatch indicates the area of the neighborhood that is meant to be permeable, allowing rainwater to seep into the ground below.
- Current applicable yard setbacks remain in place in addition to new lot coverage targets.
 - 2a Rear yard requirements in particular work to better transition between higher density areas and lower density areas.
 - 2b While front yard setbacks are not required, PLAN: Mattapan recommends variable front yard setbacks in order to better facilitate activity along the street and promote additional tree canopy.
- This line indicates the lot line of the parcel. This is the line from which setbacks are calculated. Each lot will be different but the guidelines will be applicable regardless of lot size or shape.
- Together, these guidelines lead to a maximum lot coverage of 75% as depicted by the footprint of the building and impervious surfaces. In this example, the lot coverage is shown at 66%.

*LC/NS zoning and design guidelines are comparable except for use. LC use regulations are specific to ensuring limited commercial uses are permitted at key intersections in the otherwise residential fabric.

2.3.3 Multi-Family Design Guidelines

The BPDA deploys zoning and design guidelines to control development in a neighborhood. Both zoning and design guidelines, when up-to-date, provide predictability for future developments.



MFR: Multi-Family

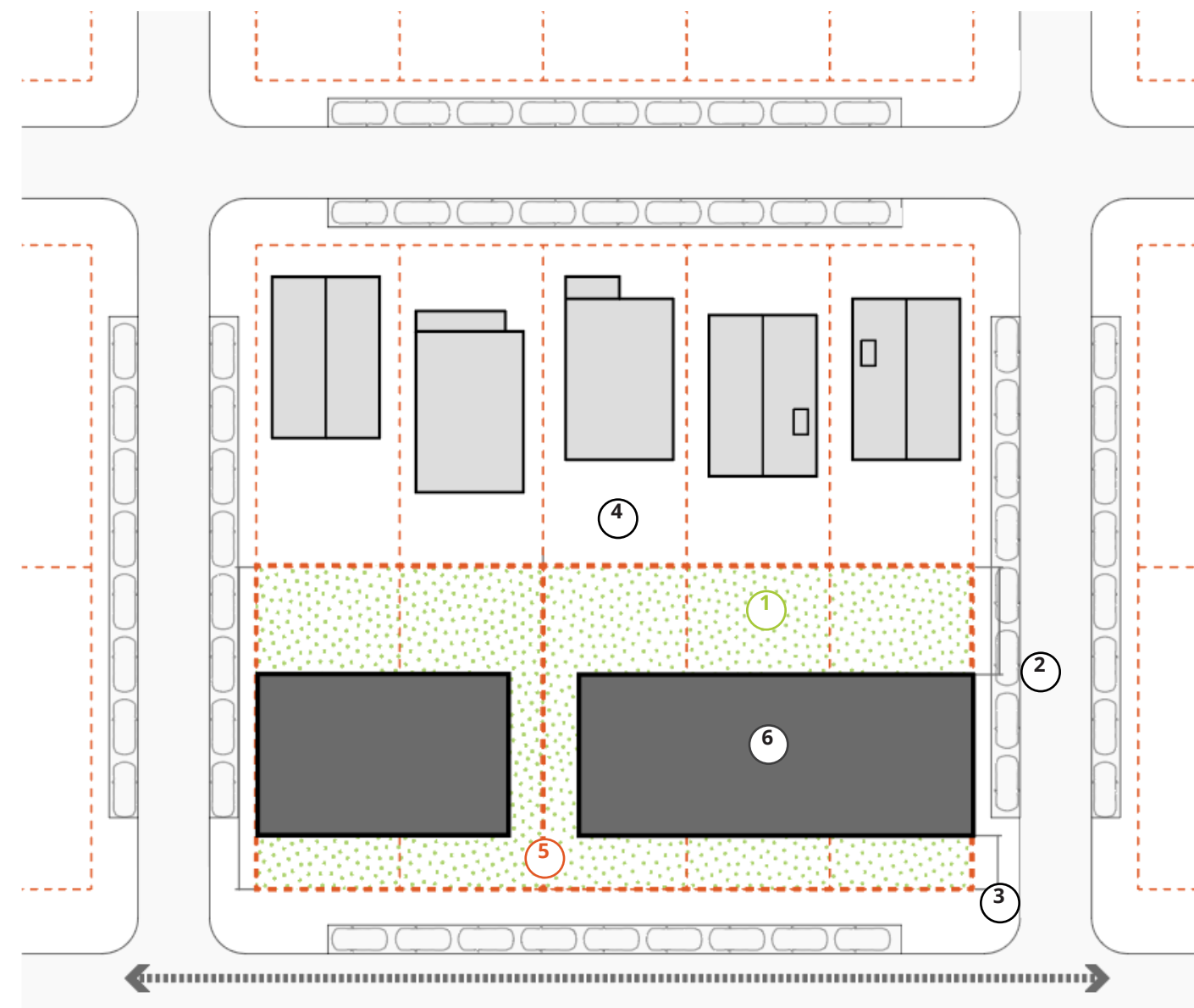
The multi-family residential (MFR) subdistrict is already established in the neighborhood to encourage low to medium density multifamily areas with a variety of allowed housing types. PLAN: Mattapan recommends expanding the MFR subdistrict along the corridors to support new development near transit and other amenities.

Zoning Objectives:

- This area focuses on multifamily development at moderate densities.

- Increase allowable FAR from 0.9 to 1.75 in keeping with scale of recent successful multifamily developments.
- Increase building height from 35 feet to 45 feet.
- Reduce usable open space per unit from 300 SF to 200 SF with design guidelines to provide excellent space for residents and provide stormwater control.
- Introduce lot coverage requirements as an added measure to bring light and air into adjacent structures.

MFR Lot Coverage



Guidelines:

PLAN: Mattapan proposes lot coverage requirements across most zoning subdistricts to preserve the permeable surfaces, limiting the amount of storm water runoff. These lot coverage goals work alongside other existing setback requirements to better transition from this higher density zoning to the low density residential areas of the neighborhood fabric.

- 1** This hatch indicates the area of the neighborhood that is meant to be permeable, allowing rainwater to seep into the ground below.
- 2** The current applicable rear yard setbacks remain in place in addition to the proposed lot coverage targets. This helps reduce impacts on adjacent low density areas.

- 3** The front yard requirements of the MFR subdistrict will remain and will help contribute to the overall permeable surface area.
- 4** Similarly, the side yard requirements in the MFR subdistrict will remain in place.
- 5** This line indicates the lot line of the parcel. This is the line from which setbacks are calculated. Each lot will be different but the guidelines will be applicable regardless of lot size or shape.
- 6** Together, these guidelines lead to a maximum lot coverage of 50% as depicted by the footprint of the building. In this example, the lot coverage is shown at 46%.

2.3.4 Focus Area: River Street

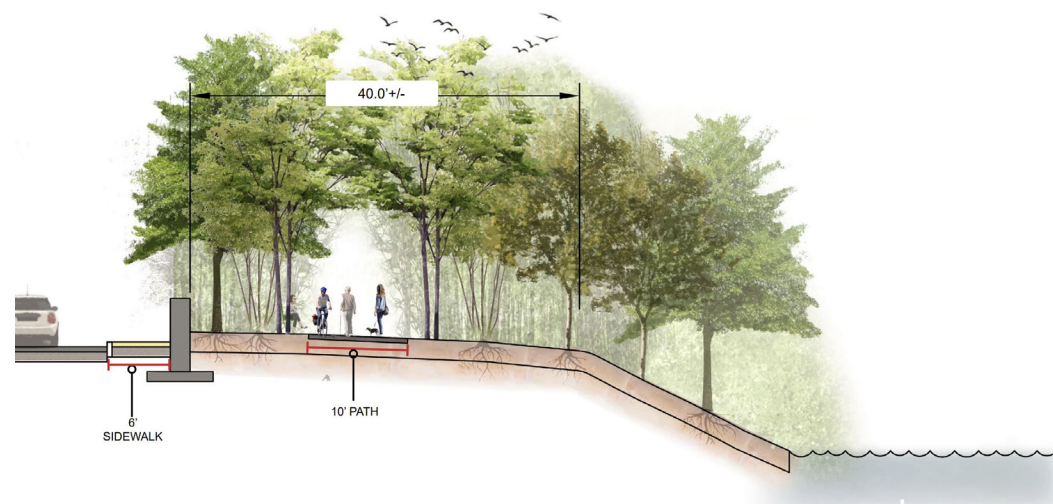
Compared to the rest of the corridors in Mattapan, River Street is a lower-density, slower-traffic corridor that runs along the Neponset River. It provides access to a number of public amenities, including Ryan Playground, the Neponset River Greenway, Mattapan Square, and shopping centers at both ends.

Set the stage for a future infill station on the Fairmount Line. With the electrification of the Fairmount Line in the future, an infill station on the Fairmount Line on River Street could be added to the route without significant impacts to travel time. A new station at River Street—as originally proposed during the Fairmount Indigo Planning Initiative—would provide around 10,000 existing residents with access to Downtown on a short (around 20 minutes) train ride, 95 percent of whom are people of color. The impact of a new station at River Street can also be amplified by concentrating new housing and small neighborhood businesses around the station into a new node.

Use light-touch transit investments to make taking the bus more comfortable and reliable. MBTA Routes 24, 33, and 240 operate along River Street in the PLAN: Mattapan study area. (The MBTA's Bus Network Redesign initiative proposes replacing Route 33 with an extended Route 24.) Like Morton Street, River Street has numerous opportunities for small-scale interventions—like making space for bus stop amenities with larger sidewalks in concentrated areas—to improve the transit experience for Mattapan residents. Along River Street, most bus stops see between 5-80 boardings per day; however, stops near the intersection of Cummins

Highway see over 350 daily boardings. Along River Street, basic amenities like shelters and benches—as well as others like trash cans, lighting, real-time arrival signs, and bike parking—should be provided at bus stops. In addition, there are eight bus stops on River Street that are not co-located with a crosswalk. Adding crosswalks to each of these bus stops will ensure people can easily get to and from the bus stop for both their inbound and outbound trips, and will also help make the neighborhood generally more walkable.

Complement River Street with continuous access to the parallel-running Neponset Greenway. Today, the Neponset Greenway is a cherished community path that provides safe and separated walking, biking, and recreational access for Mattapan residents. However, the path only runs parallel to River Street east of Mattapan Square. West of Mattapan Square, a proposed path along Edgewater Drive, known as the Edgewater Greenway, will extend similar benefits to residents. Curb ramps and crosswalks should connect the Edgewater Greenway to all adjacent side streets—Tesla Street to Osceola Street—at logical locations. Additionally, the Edgewater Greenway should incorporate new Neponset River bridge crossings near Tesla Street and Wachusett Street to seamlessly connect to the Brush Hill Road pathway and broader Neponset River path network.



Active Project Highlight: The proposed Edgewater Path project is currently under design. Construction is proposed to begin in Spring of 2023. Source: MASS.gov



With redevelopment and capital projects, River Street can be improved with wider sidewalks, street trees, and bus stop amenities.

In the 2022 construction season, the Boston Public Works Department will be reconstructing Newcroft Circle, Southmere Road, Ledgebrook Road, Leahaven Road, and Meadowbank Avenue to create more comfortable and accessible crosswalks. This capital project will reconstruct sidewalks, add new crosswalks, resurface streets, install new street lighting, and replant a number of trees in partnership with the Parks and Recreation Department.

2.3.5 Safer, More Comfortable Crosswalks

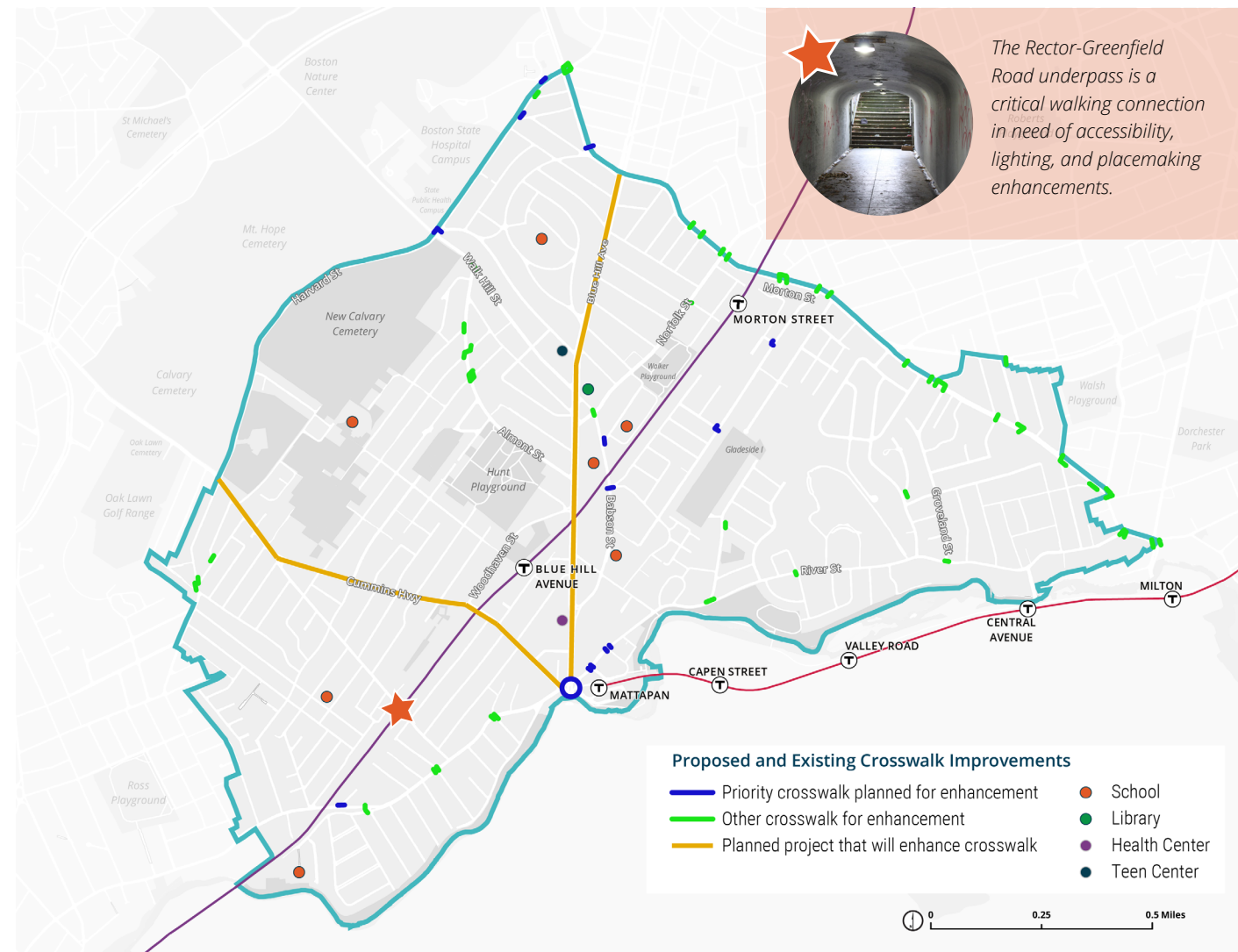
PLAN: Mattapan participants are concerned about the safety and availability of crosswalks. Safer, more comfortable crosswalks are needed to encourage drivers to slow down and yield to people walking. All crosswalks should be fully accessible, especially near transit and destinations.

BPDA evaluated the safety, comfort, and accessibility conditions of all pedestrian crosswalks in the PLAN: Mattapan study area. Crosswalks were highlighted as candidates for enhancement if they span more than two lanes without a signal or median refuge, or span a distance of 60 feet without a median refuge. Missing crosswalks were identified, too.

Proposed Locations for New or Enhanced Crosswalks

While the Cummins Highway and Blue Hill Avenue projects will address many uncomfortable crosswalks, many long crosswalks remain on Morton Street.

The evaluation found 81 locations that are candidates for crosswalk enhancement or new crosswalks. Many of these locations will be addressed through the Cummins Highway and Blue Hill Avenue corridor projects. The remaining crosswalk locations are shown in the map below, and have been prioritized based on proximity to MBTA service and important destinations such as schools, parks, and community centers.



Besides street reconstruction projects, both the City and State have programs to help, over time, improve crosswalks at these locations.

- The Boston Public Works Department (PWD) and Boston Transportation Department (BTD) can create new crosswalks and improve safety at those that already exist.
- BTD reviews constituent concerns about crosswalks on a regular basis. They can address some of these concerns relatively quickly by changing signs and pavement markings. Within the PLAN: Mattapan study area, you can see this type of project along River Street and where Harvard Street intersects with Deering Road and Courtland Road.
- Some crosswalk issues need more time to address because the best solution includes some amount of sidewalk and/or curb ramp construction. BTD and PWD collaborate in identifying these locations, and design them with feedback from neighbors. Development projects can design or construct these types of projects as mitigation.
- PWD is working to construct or upgrade approximately 1,600 curb ramps per year. They have surveyed more than 23,000 ramps citywide. An implementation plan will be developed next.
- The MBTA is improving crosswalks that serve bus stops and rapid transit stations. Its “Plan for Accessible Transit Infrastructure” (PATI) will result in full accessibility at all bus stops. As of 2022, the PATI program upgraded crosswalks at three bus stops in the PLAN: Mattapan study area.

New Connections:
Blue Hill Avenue Crossing from River Street to Mattapan Station

Today, Blue Hill Avenue is missing a crossing between River Street and Mattapan Station, requiring people to cross more streets than necessary. The Boston Transportation Department has proposed this crossing as part of the Blue Hill Avenue Transportation Action Plan. When implemented, approximately 1,200 more residents would be within a 10-minute walk to Mattapan Station, 16 percent more residents than today.



Proposed Crossing, Looking across Blue Hill Avenue to Mattapan Station

Wider sidewalks create more waiting space for people walking and biking, and the new south crossing would directly link the west side of Blue Hill Avenue to Mattapan Station and the Neponset Greenway.

2.3.6 Bus Network

Four out of every five Mattapan transit riders use the bus, but service is slow, unreliable, and often doesn't take riders where they want to go. Street and service enhancements can improve frequency, reliability, and better connect buses to the rail and rapid transit networks.

While some bus network recommendations are carried forward from Go Boston 2030 and the MBTA's Bus Network Redesign, PLAN: Mattapan proposes supplementary recommendations to further encourage a shift toward sustainable travel options and make the bus a more convenient choice for all trips. PLAN: Mattapan bus network recommendations include extensions or higher-frequency service of existing bus routes, new bus routes, and new dedicated bus lanes to support bus reliability and attractiveness. Recommendations include:

- **To make transit more useful for more trips, introduce an "Outer Ring" dedicated bus corridor with high-frequency service** on Morton Street and Gallivan Boulevard that connects Forest Hills, Morton Street, Ashmont, and a new infill station on the Braintree Branch of the Red Line.
- **To increase bus reliability and frequency, introduce dedicated bus lanes** on Blue Hill Avenue, Warren Street, Malcolm X. Boulevard, and Columbus Avenue, which serve Routes 28, 29, and 31. (All four corridors are included within active planning projects within the Boston Transportation Department.) In addition, upgrade Route 30 and Route 31 to high-frequency service upon completion of the expanded Arborway Bus Maintenance Facility.
- **To reduce transfers between services, ensure one of the bus routes serving Mattapan Square runs directly into the Longwood Medical Area**, as recommended by the Go Boston 2030 and the MBTA's Bus Network Redesign.
- **To discourage regional cut-through traffic in Mattapan, introduce express bus service** between the South Shore and Longwood Medical Area (LMA), and expand bus service between JFK/Umass and LMA. Over 20 percent of vehicles passing through Mattapan Square on weekday mornings are destined for LMA, Jamaica Plain, and Roxbury, areas with job opportunities but limited highway access and poor cross-town bus connectivity.

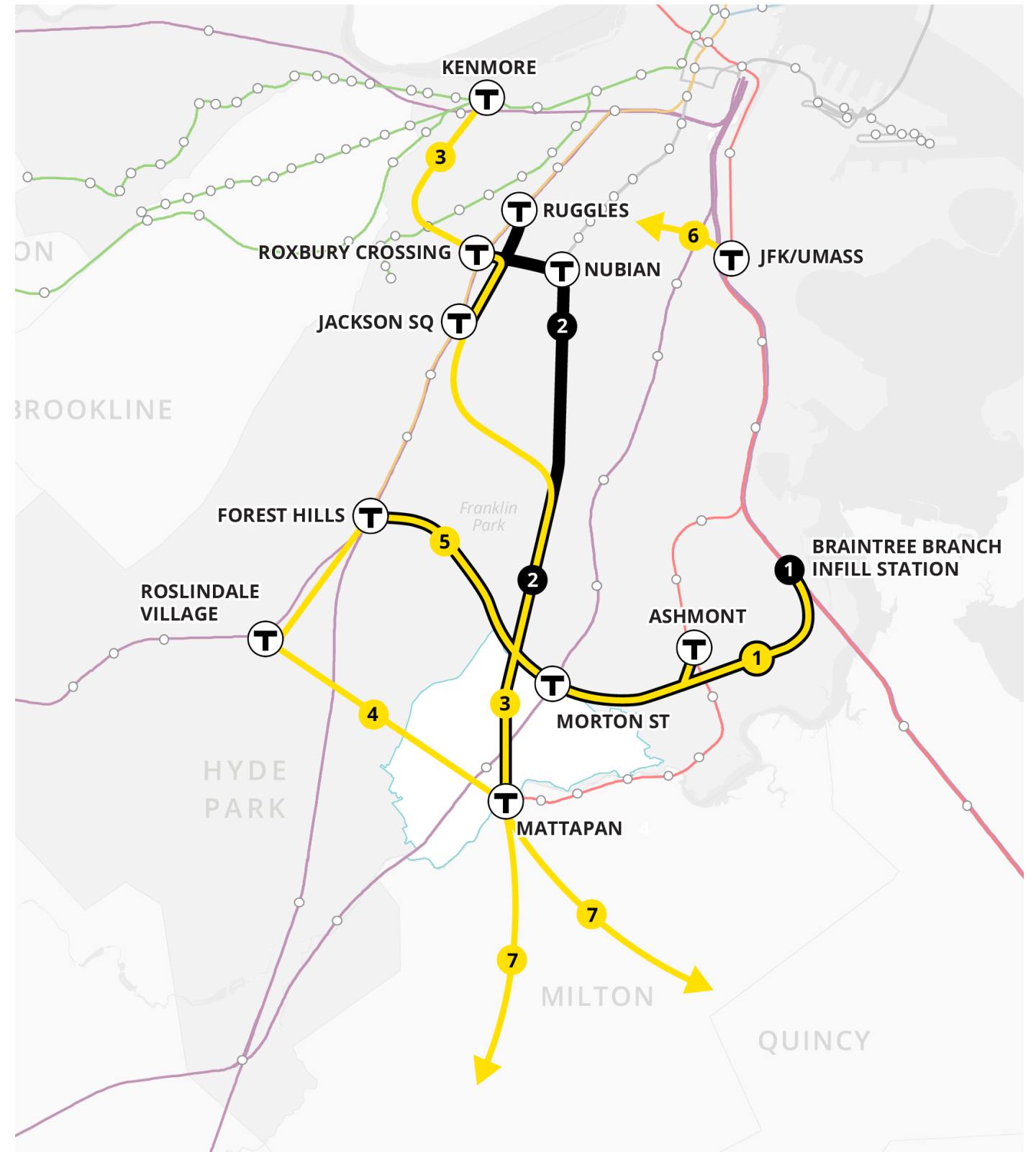
Improving Bus Reliability on Morton Street

Thousands of Mattapan residents ride MBTA Routes 21, 26, and 31 along Morton Street each weekday, but these routes suffer from delays and longer-than-scheduled travel times. PLAN: Mattapan recommends changes to Morton Street to create faster, more reliable bus service:

- Build bus bulbs to improve accessibility and make space for passenger waiting amenities. Bus bulbs allow buses to stop in-lane, speeding up service.
- Relocate bus stops to the far side of the intersection at Selden Street (toward Forest Hills) and Wildwood Street (toward Ashmont). Far-side bus stops improve reliability.
- Add benches to frequently used bus stops including near Harvard Street, Blue Hill Avenue, Wildwood Street, and Selden Street. Add benches and shelters to very frequently used bus stops near Harvard Street, Greendale Road, Wildwood Street, Norfolk Street, Evans Street, and W. Selden Street.
- Collaborate with the community, MBTA, and MassDOT to explore dedicated bus lanes on Morton Street in the future, including establishing new "Outer Ring" high-frequency bus service.

Bus Network

- 1 Connect Forest Hills, Morton Street, Ashmont, and, in the long term, the Red Line Braintree Branch with an "Outer Ring" high-frequency dedicated bus corridor
- 2 Introduce dedicated bus lanes on Blue Hill Ave, Warren St, Malcolm X Blvd, and Columbus Ave
- 3 Introduce one-seat, high-frequency bus service to Kenmore Station via the Longwood Medical Area
- 4 Upgrade Route 30 to high-frequency service
- 5 Upgrade Route 31 to high-frequency service
- 6 Expand bus service between JFK/Umass and Longwood
- 7 Introduce South Shore express bus service to Longwood



2.3.7 Rail and Rapid Transit Networks

More Fairmount Line trips have been added in recent years, while the Mattapan Trolley Transformation project will introduce modern, accessible light rail vehicles. Further improvements are needed to complete the implementation of the Fairmount Indigo Planning Initiative and to better connect the Mattapan Trolley to the rail network and job centers.

Like bus network recommendations, rail and rapid transit network recommendations are intended to make transit a convenient choice for more trips, not just downtown commutes, and encourage a shift toward sustainable travel options. Recommendations, which are shown on the following page and described below, include cleaner, more frequent Fairmount Line service, a modernized and extended Mattapan Trolley, and new walking and biking connections to existing rail stations. Recommendations include:

- **To eliminate transit access barriers**, introduce a south entrance to Morton Street Station via a new pedestrian bridge (see the callout to the right). Similarly, create a new walking connection to Blue Hill Avenue Station along the Jubilee Church parking lot.
- **To make transit more useful for more trips**, electrify the Fairmount Line with trains every 10-15 minutes, as adopted by the MBTA Fiscal and Management Control Board, and introduce River Street and Columbia Road Stations, consistent with the Fairmount Indigo Planning Initiative. Extending the Orange Line to Roslindale Village, as proposed in Go Boston 2030 and MBTA's Focus40, could encourage more direct bus-to-Orange Line connections for Mattapan residents, but further study is needed.
- **The Mattapan Line should be upgraded to modern light rail vehicles to be accessible and more reliable.** During this transition, Mattapan Station and its maintenance facility would be reconfigured to support new, larger train cars. The station redesign should celebrate the Mattapan Line's history and community identity by retaining a historic trolley for viewing and expanding the Neponset Greenway gateway. Further, the MBTA should evaluate opportunities and feasibility of extending the Mattapan Line along excess Fairmount Line right-of-way.

Morton Street Station platforms are immediately adjacent to open space and many homes (right), but people must walk an extra 5-10 minutes more to reach the station's single access point.

New Connections:

Morton Street Station Pedestrian Bridge and Gladeside Urban Wild Paths

PLAN: Mattapan envisions a new Fairmount Line pedestrian bridge with access to the southern ends of the existing Morton Street Station platforms. If implemented alongside expanded Gladeside Urban Wild paths, approximately 3,500 more residents would be within a 10-minute walk to Morton Street Station, a 38-percent increase. By linking to Walker Playground the bridge would expand neighborhood park access and close a significant gap in the Green Links network.

Existing and Future Access

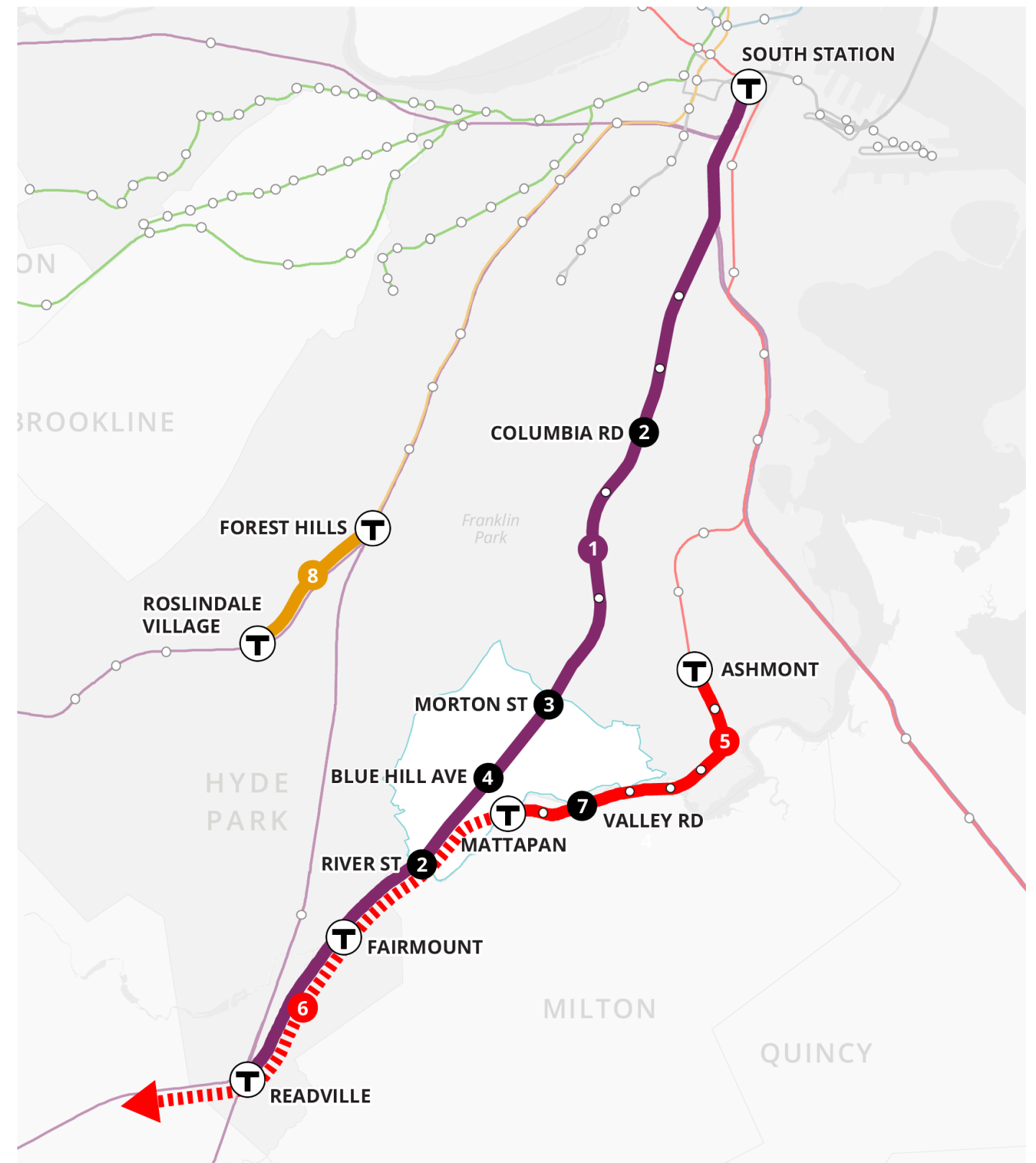
- Existing Half-Mile Walkshed
- Future Half-Mile Walkshed
- T Existing Station Access Points
- ★ New Connection

Fairmount Line

- 1 Electrify and introduce trains every 10 to 15 minutes
- 2 Add stations at River St and Columbia Rd
- 3 Add a south entrance to Morton Street Station
- 4 Add path to Blue Hill Avenue Station along Jubilee lot

Rapid Transit

- 5 Upgrade Mattapan Line with accessible light rail vehicles
- 6 Extend the Mattapan Line to Readville and beyond
- 7 Connect Valley Road Station to the Neponset Greenway
- 8 Extend the Orange Line to Roslindale Village Station



2.4 Residential Fabric Recommendations

Taking up the majority of the physical study area, recommendations for Mattapan’s low-rise residential fabric are focused on building local equity and providing a more diverse and relevant mix of housing units and recreational opportunities now and into the future.



The majority of Mattapan is characterized by its residential fabric. These are the areas between corridors and where most Mattapan residents live. Buildings are most often made up of up to three homes.

Equity & Environmental Justice

PLAN: Mattapan has the goal of supporting all who wish to remain in their homes and in the neighborhood to do so. Mattapan is home to significant open spaces but, connections between them and traveling from residential areas can be unsafe and unpleasant. Through a new green links network, these connections will improve with green infrastructure.

Participating Actors: BPDA/Development Review; Environment; Parks; Public Health (BPHC)

Evaluation Metrics: Reduction in average daily temperatures; Increased water retention; Long-term reduction of adverse health impacts

Housing

PLAN: Mattapan’s housing recommendations in the residential fabric highlight that large impact does not have to come from large development. Proposed expansions to Additional Dwelling Unit (ADU) zoning will create the potential for increased housing without large-scale development. In fact, PLAN: Mattapan’s proposed ADU 3.0 could see up to 2,400 new housing units that would support existing residents and increase housing supply, including intergenerational housing.

It’s also important to leverage existing housing programs the City has to offer in support of maintaining homeownership levels. In addition, PLAN: Mattapan recommends working with the Mayor’s Office of Housing to provide additional support and services for the purposes of creating more community control in the housing market.

In addition to existing housing programs, PLAN: Mattapan recommends leveraging City-owned and controlled land to create additional housing to support the Mattapan community. The BPHC campus, as identified in the Mayor’s Public Land for Public Good report is one of the City’s largest publicly controlled assets.

Participating Actors: BPDA/Zoning and Development Review; MOH; Private Developers

Evaluation Metrics: Increase in number of affordable units; Increase in number of ADUs in the neighborhood; Decrease in number of households at risk for displacement; Increase in vacancy rate

Mobility

PLAN: Mattapan’s focus for the transportation network within the neighborhood fabric is to reduce cut through traffic and encourage residents to connect with the neighborhood either on foot or on two wheels. In this particular area, PLAN: Mattapan focuses on connecting neighbors through a series of on- and off-street paths connecting neighbors to the rich open spaces in the neighborhood.

Participating Actors: BPDA/Development Review; BTB; PWD

Evaluation Metrics: Reduction in fatal crashes; Decreased commute times; Increase in use of modes other than private vehicles

Jobs & Businesses

New Jobs and businesses are to be concentrated in the nodes and corridors. Within the neighborhood fabric, PLAN: Mattapan focuses on connecting residents to their places of employment, wherever they may be.

PLAN: Mattapan aims to reduce commute times for all residents. In many cases that means guiding development to well-connected transit areas. For the neighborhood fabric, this means making the trip to and from public transit as enjoyable and smooth as possible.

Participating Actors: BPDA/Zoning and Development Review; Economic Opportunity & Inclusion (OEI)

Evaluation Metrics: Increase in business and employment in Mattapan; Increase in diversity of type of businesses

People & Places

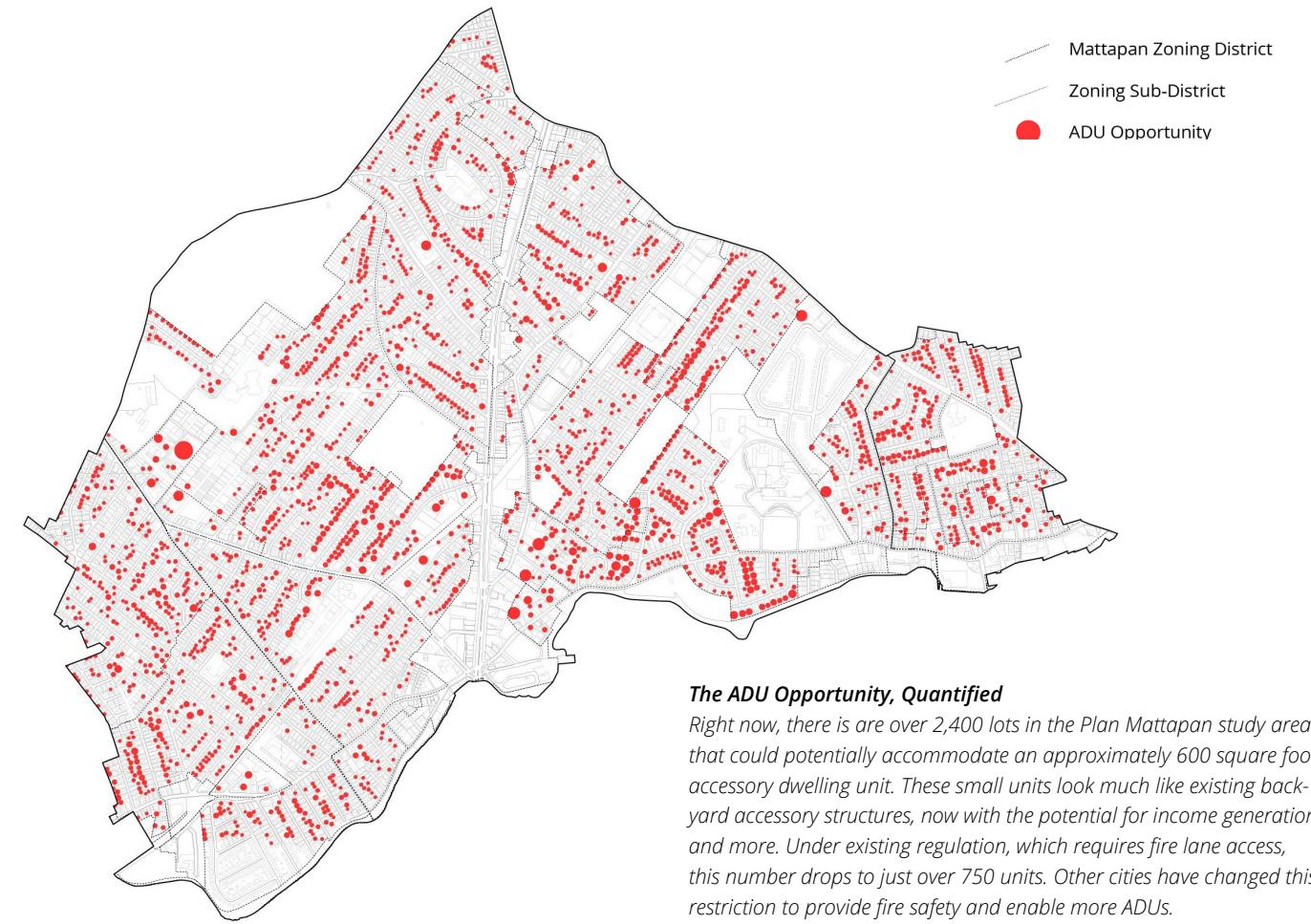
PLAN: Mattapan’s approach to housing and through better connectivity are meant to bring people closer together. The proposed ADU policy would bring back supports for intergenerational housing. Allowing artist live-work housing through zoning would support local artists to continue to be anchored in the neighborhood.

Participating Actors: BPDA/Development Review; Arts & Culture (MOAC)

Evaluation Metrics: Increase in intergenerational housing; Increase in artist live-work units in Mattapan



A diverse range of scales and building types
 In the map above, parcels that host larger buildings and units are blue, while smaller parcels with less capacity are yellow. Mattapan's housing fabric is diverse and largely non-conforming to existing zoning. In fact, this non-conforming diversity is a defining aspect of the character of Mattapan's residential fabric. Typical blocks (right) show a range of building types, accessory structures (sheds and garages), and even non-residential uses when abutting corridors like River Street and Cummins Highway.



The ADU Opportunity, Quantified
 Right now, there is over 2,400 lots in the Plan Mattapan study area that could potentially accommodate an approximately 600 square foot accessory dwelling unit. These small units look much like existing backyard accessory structures, now with the potential for income generation and more. Under existing regulation, which requires fire lane access, this number drops to just over 750 units. Other cities have changed this restriction to provide fire safety and enable more ADUs.

2.4.1 Housing

The Opportunity

As urban areas expand and regional property values increase, homeownership opportunities and affordable rental housing are more challenging to secure. While the market in Mattapan does not currently support robust financial returns on new housing development for most investors, it is possible that this will change over the coming years, making real estate development of various scales in Mattapan more attractive to external investors.

PLAN: Mattapan recommends small-scale and incremental changes to the residential fabric by and for the Mattapan community. Through a combination of regulatory changes to allow infill development and the packaging of technical assistance around development financing, management, and execution, the intent is to enable existing homeowners to add value and needed units to their properties, increasing both local equity and housing supply.

Additional Dwelling Unit 3.0 (ADU 3.0)

Constructing additional dwelling units (ADUs) on existing properties can serve growing or extended families, aging adults, and young professionals while providing needed supplementary income to existing property owners.

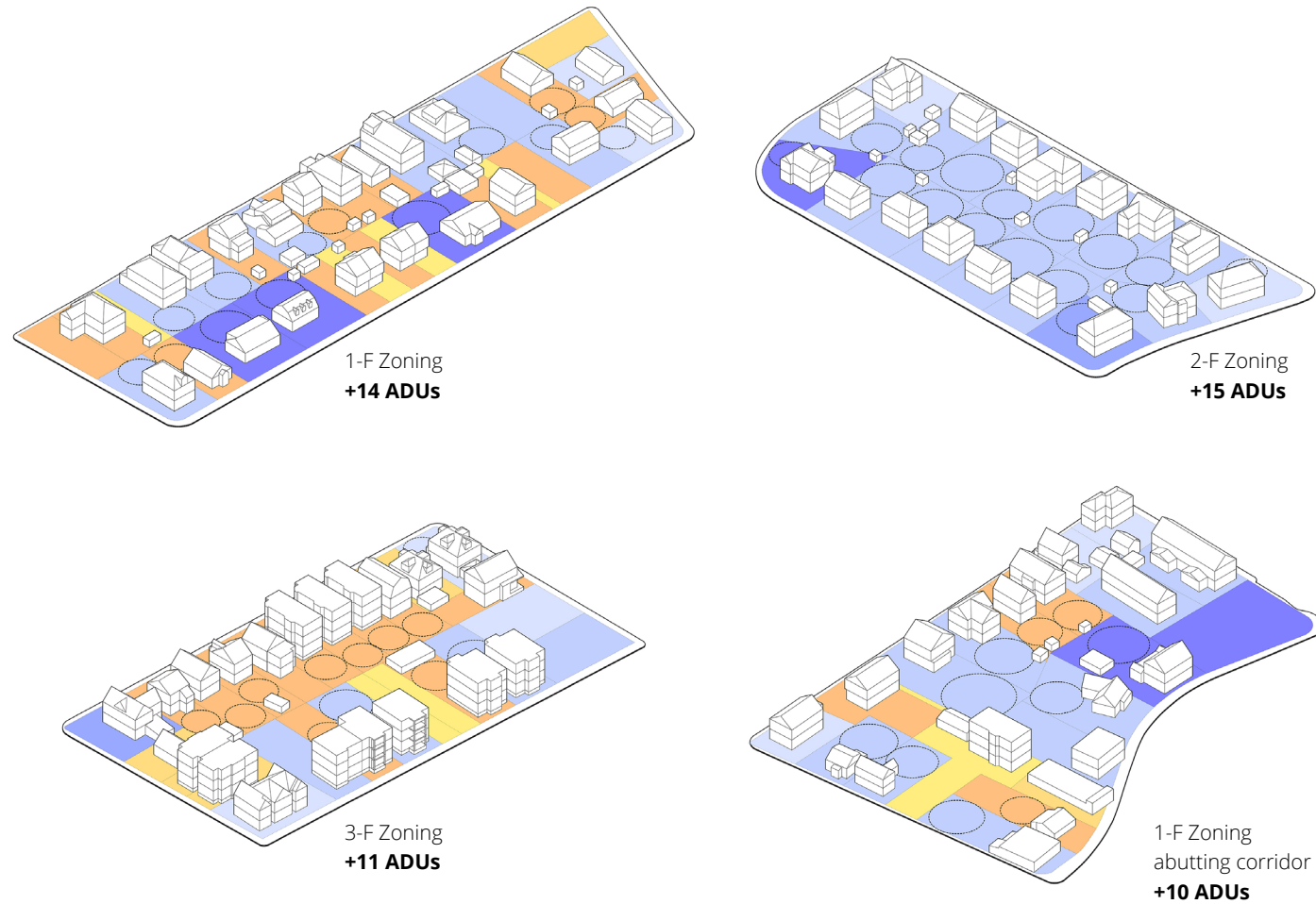
ADUs are an important and increasingly common strategy for generating affordability and equity in urban areas and historic neighborhoods across the US. They are a largely invisible but high-impact way to provide needed housing stock and supplemental income to property owners.

ADUs are currently permitted within existing primary structures and an ongoing pilot is allowing the conversion of existing accessory structures such as sheds and garages into ADUs. PLAN: Mattapan encourages these modes of property improvement and expansion, and recommends that new structures are also permitted as of right across all residential zoning districts in Mattapan.

ADUs offer a different, and potentially more affordable, rental option for singles, older generations, and small families. Householders aged 25-44 earn over \$30,000 less in Mattapan than in Boston as a whole and ADUs could help reduce housing cost burden for these residents. 40 percent of all senior households in Mattapan are cost burdened; income from an ADU could help supplement other forms of income and reduce housing cost burden. Residents have shared that they struggle to house extended family in their primary dwelling. In these cases, ADUs could act as an essential pressure release valve while still maintaining essential familial support systems.

While the benefits of ADUs are clear, their visual impact is minimal because structures of this size are commonly found in the rear yard of parcels, often invisible from the street. Enabling ADUs to be built as-of-right across all residential parcels holds great potential for increasing both equity and affordability in Mattapan's residential fabric.

There are almost 2,500 residential lots in the PLAN: Mattapan study area that are large enough to build a new free-standing ADU. This means that, beyond any renovations and additions to existing structures, there is the potential for 2,500 new residential units in the gaps and leftover space of Mattapan's neighborhood fabric. If the hundreds of vacant parcels — many of which are owned by the abutting residential property owner — were included in this count, an even greater capacity and variety of new housing units could be provided for Mattapan's residents.



Filling in the gaps, lowering the barrier to entry

In order to facilitate change and local development, the barrier to entry needs to be lowered. A combination of regulatory and financial strategies are needed to support incremental housing growth.

The permitting and approvals process in Boston can be complicated and costly, creating an unintended barrier to the provision of small-scale housing in the residential fabric. By providing clear design guidelines and supports that are designed to meet the needs of Mattapan residents today, relevant and needed housing can be more easily and quickly delivered in Mattapan.

Urban design recommendation should consider multiple building types. Building types, which may be developed in collaboration with the community, may include ADUs as well as 2-4 unit types that can fill in vacant lots in sub-districts where zoning permits 2-4 family buildings.

Abutting parcels

In addition to the back-yard opportunities for increased equity and affordable rental units provided by new ADU zoning guidelines, there are hundreds of vacant residential

parcels in Mattapan, most of which are owned by an abutting residential property owner. These parcels pose an additional opportunity for equity and the provision of affordable rental units. Like pre-approved ADU plans, enabling pre-approved 2-4 unit building plans will lower the barrier to entry for more and more relevant housing units. A future co-design process with the community can ensure an optimal match between local needs and unit design.

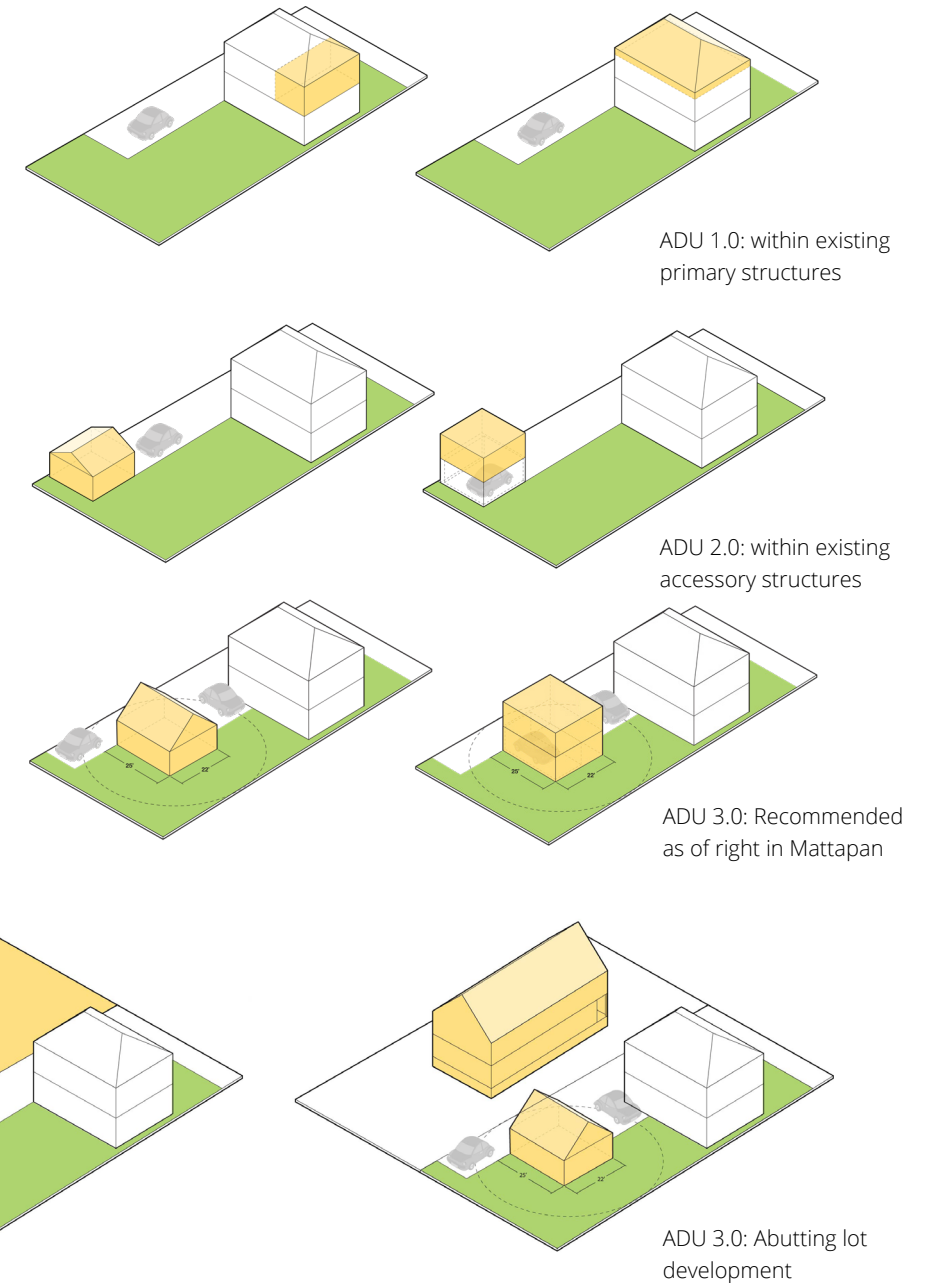
Explore alternative and collective ownership models

Enabling development by existing property owners is critical but needs to be complemented by encouraging a new class of residents to attain housing equity for the first time. This is a challenging goal within traditional models of homeownership and management; this plan recommends the exploration of alternative and collective models of ownership with the goal of maintaining high levels of homeownership in Mattapan.

One particularly promising model is the Limited Equity Housing Co-op (LEHC), which may work alongside a Community Land Trust (CLT) to pair land acquisition and/or development with a management and operational infrastructure. The LEHC is an alternative ownership and

ADU 1.0, 2.0, and 3.0

The City of Boston is currently piloting regulation for additional dwelling units. Right now, ADU 1.0 is currently allowed across Boston and ADU 2.0 is in a pilot program that builds upon the fact that 35% of residential structures in Boston already host existing accessory structures. This report recommends that ADU 3.0, which would allow new free-standing accessory units, as well as the renovation of existing primary and accessory structures, be allowed as-of right across Mattapan.



management model designed to increase ownership prospects and provide housing sustainability across more income levels and parcels within Mattapan.

A community partner is needed to build lasting change on this front, and some form of public-private partnership must be explored for such models to succeed. If local interest exists and efficacy is achieved, these models hold the potential to provide a much broader variety of units for populations that are often excluded from the housing market. Co-living, transitional housing, and traditional family units may provide partial equity offerings alongside residential management and related services to deepen local impact.

Maintain lot coverage, minimize changes in height

The goal of PLAN: Mattapan is to guide transformative changes to the nodes and corridors. As such, new developments in the residential fabric should prioritize the prevailing lot coverages of the area and only consider modest changes in height from the existing heights of primary structures. These changes should be coupled with increased affordability and other community benefits.

2.4.2 Green Links Network

Access to green, open space increases physical activity and promotes good health and peace of mind. Boston’s Green Links program connects people to Boston’s greenway and open space network with safer street crossings and new paths, on-street bikeways, and use of low-traffic residential streets.

Why Prioritize Green Links?

Mattapan is rich in open space, including passive and recreational parks, playgrounds, urban wilds, and the Neponset Greenway. While PLAN: Mattapan surveying found that adults and youth alike prefer to walk or bike to these beloved spaces, the existing Green Links network of on- and off-street connections is underdeveloped due to barriers presented by waterways, topography, railroads, and major streets.

A Complete Green Links Network

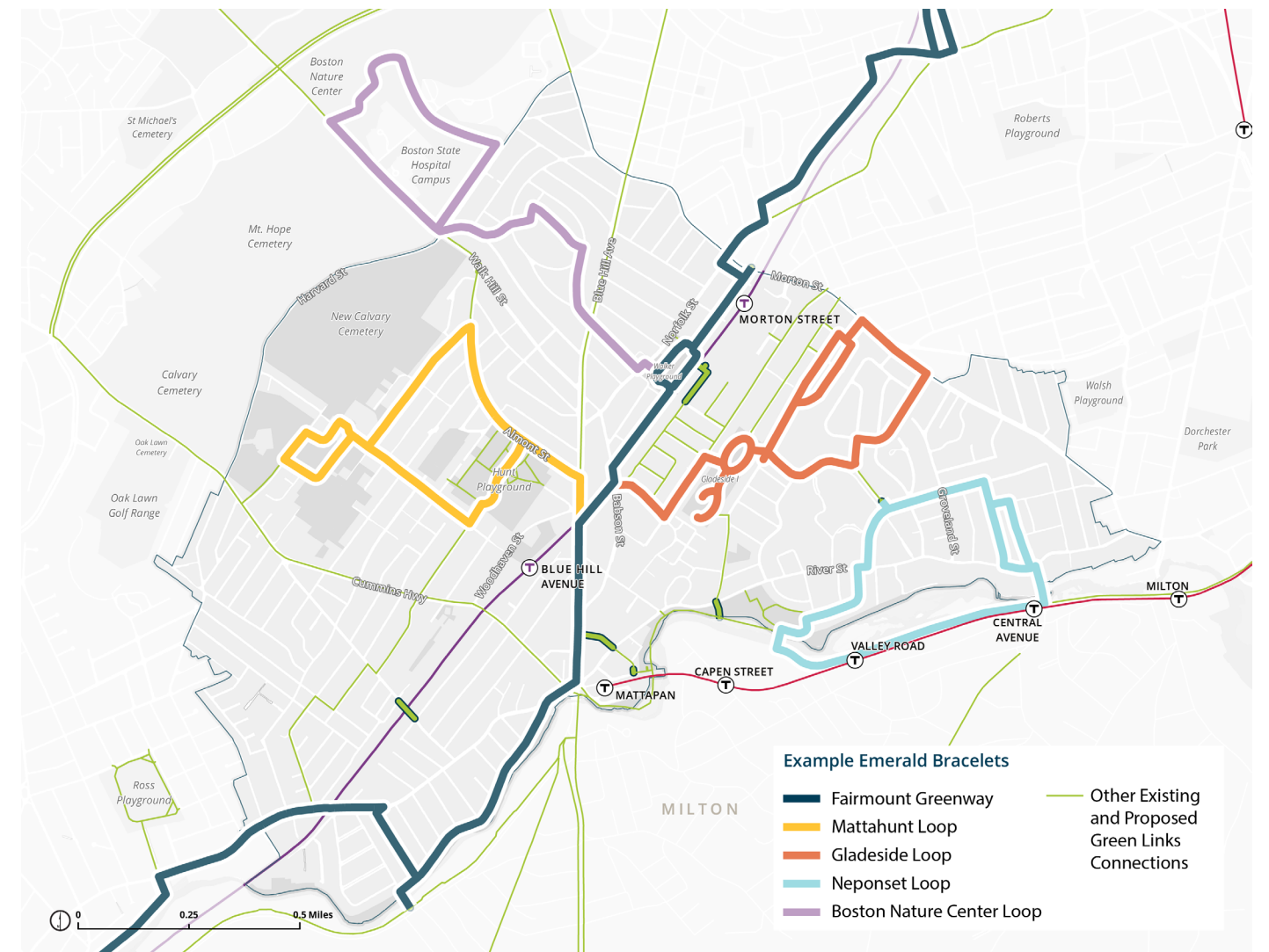
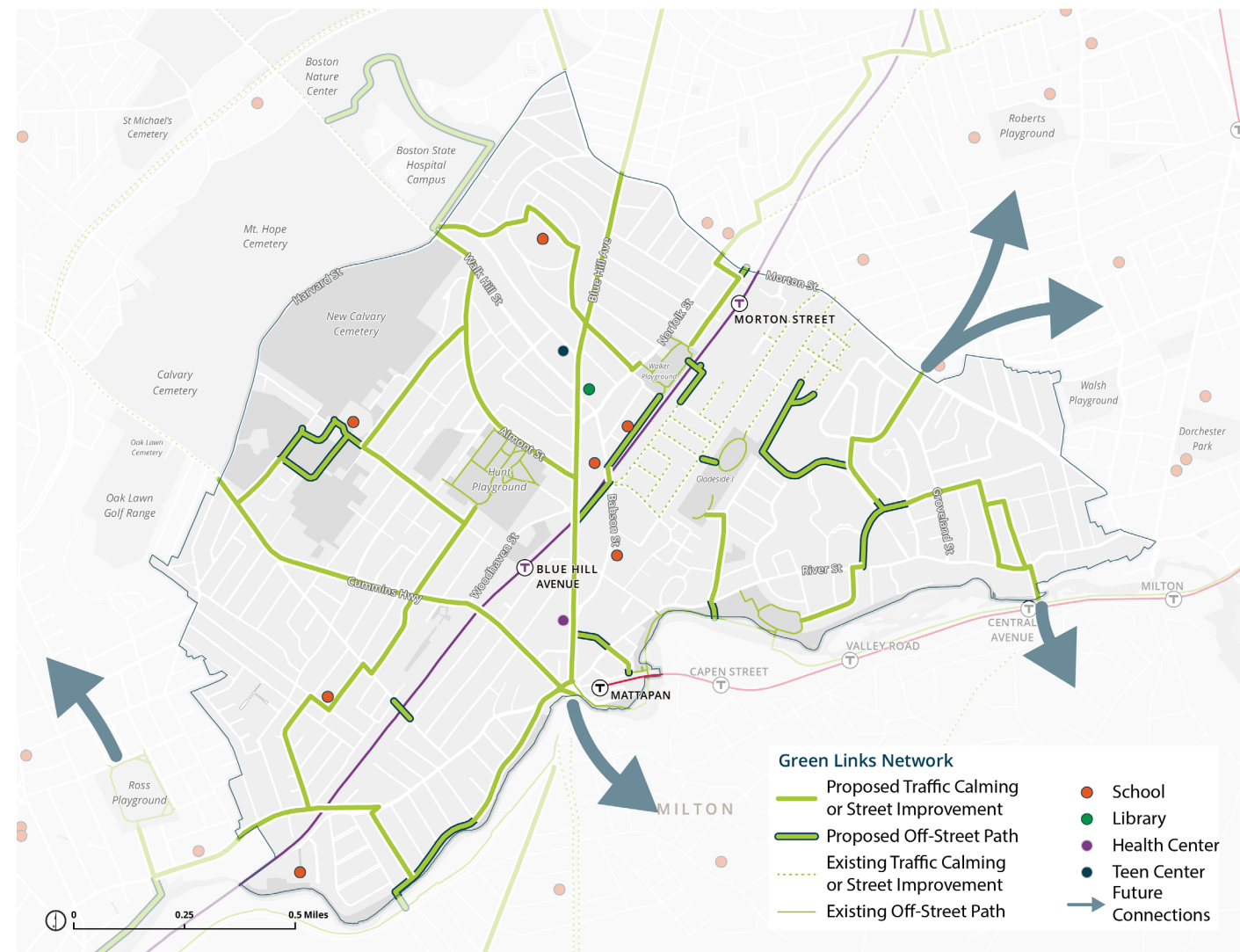
PLAN: Mattapan envisions a Green Links network that includes projects in progress by the City, Department of Conservation and Recreation (DCR), community groups, and others, as well as new connections. Notably, the Mattapan Green Links network incorporates the planned Fairmount Greenway and Neponset Greenway extension, and proposes a new pedestrian bridge linking Walker Playground and the West Selden area to Morton Street Station.

Emerald Bracelets

A unique feature of the envisioned Green Links network is a series of neighborhood loops—or “Emerald Bracelets”—intended to create easily identifiable connections to existing open spaces in Mattapan. Borrowing language from Boston’s famed Emerald Necklace, Emerald Bracelets represent a Mattapan-specific vision for a unified and connected network of mobility and natural resources through traffic calming and branded wayfinding strategies. Example Emerald Bracelet routes are highlighted in the map below.

Example Emerald Bracelet Routes

Below: Emerald Bracelet routes could be identified and formalized within the proposed Green Links network. Right: Wayfinding signage could help users navigate loops and reach destinations. Such signage can be supplemented with Emerald Bracelet-branded route names and logos.



03. Implementation & Evaluation

This chapter will dive into implementation strategies for the recommendations covered in Chapter 2. Here, you'll find possible near-term, medium-term, and long-term directions, as well as ways we'll measure success.

Transformations in Mattapan Square, as guided by PLAN: Mattapan will help support more small and local businesses like Mama's Caribbean Mini Market.



3.1 Implementing PLAN: Mattapan

Near-term solutions to zoning and policies will be required to catalyze the medium-and large-scale developments that will deliver more affordable housing and public realm improvements in the future. PLAN: Mattapan will only be successful if everyone plays their part in holding various stakeholders accountable to the recommendations that are implemented.

Ongoing Initiatives

PLAN: Mattapan recognized the long history of planning that has taken place in the neighborhood. Rather than wait until this document was written, PLAN: Mattapan has worked to realize the goals of previous initiatives and actionable ideas from early on in this planning process. PLAN: Mattapan has and will continue to coordinate the Mattapan Temporary Public Art Project and filling the gaps in the Neponset River Greenway Extension Project. These two projects are key to building momentum in Mattapan and achieving PLAN: Mattapan's vision.

In addition to these projects, PLAN: Mattapan will continue its coordination with the Boston Transportation Department and Boston Public Works Department in completing and implementing their mobility-related projects. This coordination is imperative to ensuring positive outcomes from changes in the neighborhood.

Public Agency Responsibility

It is incumbent upon PLAN: Mattapan, Boston Planning & Development Agency, City of Boston, and other public entities to adhere to the recommendations found in this document. As policymakers and public agencies, they are the initiators of this work and responsible for working closely with the Mattapan community and other private entities to generate the frameworks with which PLAN: Mattapan can be implemented. While some of the recommendations will require more time and inter-agency (i.e. MBTA, MassDOT, DCR) collaboration to fully implement than others, PLAN: Mattapan should be the basis for new programs and policies in the neighborhood. The tables on the following pages propose an outlook on how the various participating actors will implement PLAN: Mattapan.

Community Accountability

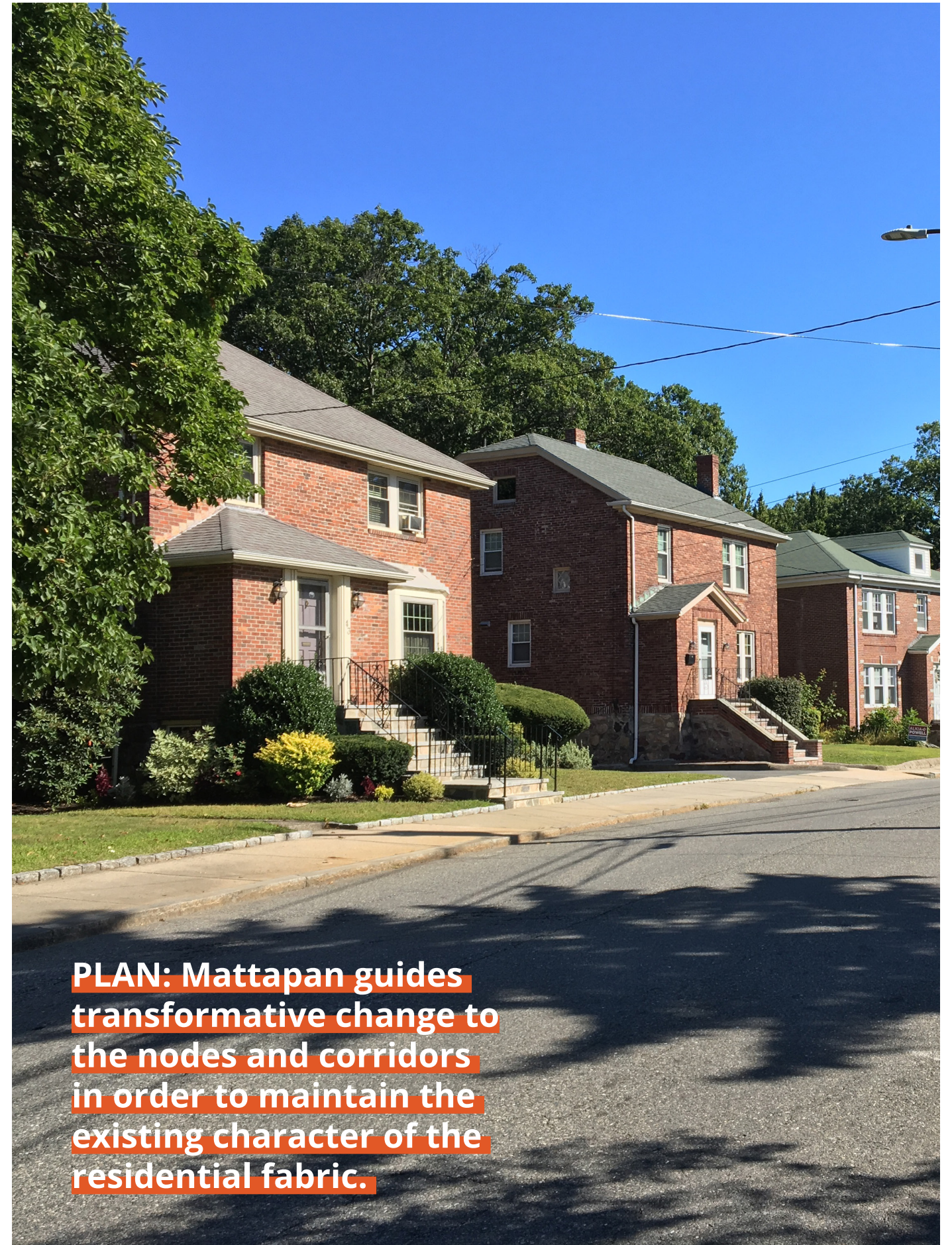
Mattapan residents and community members are charged with being stewards of PLAN: Mattapan. As people who are closest to the issues, it is imperative that the community continues to advocate for the advancement of PLAN: Mattapan and hold both policymakers and private entities accountable to the PLAN. In addition, where possible, the community should be empowered to advancing and implementing the PLAN.

Development Compliance

Private entities, particularly real estate developers, should refer to and comply with the recommendations of PLAN: Mattapan. Together the community and PLAN: Mattapan worked hundreds of hours to envision the future of the Mattapan neighborhood. As key participants in its success, private entities must respect the collective recommendations that have been developed.

Monitoring Impact

The proposed recommendations in this document require regular monitoring. PLAN: Mattapan is built off the information that was gathered in certain point in time. As new information becomes available and the PLAN is implemented, new strategies to achieving the vision of PLAN: Mattapan may be required. Updates on the progress of the PLAN and changes to its strategies should be clearly communicated all parties.



PLAN: Mattapan guides transformative change to the nodes and corridors in order to maintain the existing character of the residential fabric.

3.2 Equity & Environmental Justice Recommendations

PLAN: Mattapan aims to improve the quality of life for residents, promote healthy environments, and prepare for climate change.

Strategy	Action	Action Type	Lead Actor	Supporting Actor(s)	Metric(s)
Mitigate and reduce the urban heat island effect in the neighborhood	by increasing the urban tree canopy in Mattapan through enhanced public realm guidelines	Design Guideline	BPDA	Parks, Environment	Increase in tree canopy coverage; Decrease in high temperatures
	by preserving and protecting healthy, mature existing trees; trees play a critical in the reduction of impacts due to extreme heat and the urban heat island	Design Guideline	BPDA	Parks, Environment	
Reduce the impacts of stormwater events in the neighborhood	by increasing storm water retention through the limitation of impervious lot coverage	Design Guideline	BPDA		Decrease in stormwater flooding; Decrease in water runoff
	by installing green infrastructure strategies (i.e. permeable pavers, rain gardens, and planting native plant species) within streets helps manage stormwater and reduces irrigation needs.	Design Guideline	BPDA	PWD	
Promote a healthier neighborhood	by protecting and maintaining Mattapan's Urban Wilds not only as valuable open space resources, but also for their environmental contributions and function	Policy/Program	BPDA	Parks	Decrease in negative health impacts; Increase in use of parkland in Mattapan

3.3 Housing Recommendations

PLAN: Mattapan encourages affordable, stable, and diverse housing options in Mattapan to reduce displacement and maintain homeownership levels.

Strategy	Action	Action Type	Lead Actor	Supporting Actor(s)	Metric(s)
Reduce housing cost burden for residents of Mattapan	by requiring greater affordability for projects that meet a bonus density threshold	Zoning	BPDA	MOH	Increase in number of affordable units; Reduction in number of households that are at risk for displacement
	Unbundle parking from housing units in apartment and condo complexes	Zoning	BPDA	BTD, Private Developers	
Reduce the amount of private equity necessary for development	Explore and implement additional public funding to help generate additional affordable housing	Policy/Program	BPDA	MOH	Increase in local homeowners applying for building permits
	Explore hybrid or alternative management and ownership models that allow shared “amenity” spaces to lower the barrier to entry and ensure long-term management success.	Policy/Program	BPDA	MOH	
Increase the supply of housing	Rezone corridors and transit-oriented areas of the neighborhood to accommodate an increased number of units, including universal design and ADA-accessible units (senior housing)	Zoning	BPDA		Increase in number of units in the neighborhood; Increase in unit vacancy rate
	Expand the ADU policy to include new carriage houses and other detached structures (ADU 3.0)	Zoning	BPDA	MOH, ISD	
	Enable 2-4 unit infill types for abutter- or city-owned lots	Policy/Program	MOH	BPDA	
Stabilize naturally occurring affordable housing	by strategically acquiring property through the City's Acquisition Opportunity Program	Policy/Program	MOH	BPDA	Maintain or reduce rental rates and/or homeownership cost
	by coordinating with community partners (such as CDCs, CLTs) to fund property acquisitions	Policy/Program	MOH	BPDA	
Increase homeownership opportunities across all income levels	by increasing access and participation to first-time home buyer courses	Policy/Program	MOH	BPDA	Increase proportion of homeownership
	by exploring the creation, implementation, and expansion of rent-to-own programs for residents	Policy/Program	MOH	BPDA	
	by leveraging existing programs on City-owned land to increase the supply of units	Policy/Program	MOH	BPDA	

3.4 Mobility Recommendations

PLAN: Mattapan recommends an increase in access to high-quality travel options so that people can safely and reliably connect to destinations within Mattapan and the rest of the City.

Strategy	Action	Action Type	Lead Actor	Supporting Actor(s)	Metric(s)
Make walking and biking realistic options for more people	by eliminating physical barriers that make walking and biking routes indirect	Design Guideline	BPDA	BTD, PWD	Decrease in number of vehicle trips per day
	by improving bike/ped connections to key destinations, commercial centers, open spaces, and other community spaces	Design Guideline	BPDA	BTD, PWD	
	by maintaining unobstructed pedestrian zones of more than 8' in major commercial areas and/or where contextually appropriate	Design Guideline	BPDA	BTD, PWD	
	by providing sufficient sidewalk dimension to maintain healthy street trees, implement green infrastructure, and encourage ground-floor activity	Design Guideline	BPDA	BTD, PWD	
Encourage a shift toward sustainable travel options	by expanding access to frequent transit, bikeshare, and carshare	Policy/Program	BTD, PWD, MBTA	BPDA	Increase in number of people making most trips by mode other than private vehicle
	by better aligning parking supply and demand	Zoning	BPDA	BTD, PWD	
	by expanding access to CharlieCards, especially for people who rely on reduced fares.	Policy/Program	BTD, PWD, MBTA	BPDA	
	by directing development mitigation to walking, biking, and transit projects	Design Guideline	BPDA	BTD, PWD	
	by better managing curbside regulations, including more pick-up/drop-off zones	Design Guideline	BPDA	BTD, PWD	
	by building publicly accessible electric-vehicle infrastructure	Zoning	BPDA	BTD, PWD	
Make transit a convenient choice for more trips, not just downtown commutes	by offering transit passes to residents as part of new development	Policy/Program	MBTA, Private Developer	BPDA	Increase in transit ridership
	by separating buses from traffic	Design Guideline	BTD, PWD, MBTA, MassDOT	BPDA	
	by making the travel experience accessible and dignified	Design Guideline	BTD, PWD, MBTA, MassDOT	BPDA	
	by reducing the number of transfer through expanding the high-frequency bus network	Program/Policy	BTD, PWD, MBTA, MassDOT	BPDA	
Eliminate fatal and injury crashes	by redesigning high-crash intersections and streets	Design Guideline	BTD, PWD	BPDA	Reduction in fatal and injury crashes
	by incorporating slow street design and infrastructure into new development	Design Guideline	BPDA	BTD, PWD	
	by separating bikes and pedestrians from traffic to improve the experience and comfort of walking and biking	Design Guideline	BTD, PWD, MassDOT	BPDA	

3.5 Jobs & Businesses Recommendations

PLAN: Mattapan will drive inclusive economic growth through support for local economies and increase access to opportunities within and external to Mattapan.

Strategy	Action	Action Type	Lead Actor	Supporting Actor(s)	Metric(s)
Increase support small and local businesses in order to assist in the increase in household income	by expanding access to high-quality affordable commercial space for local businesses that support local employment	Policy/Program	OEOI	BPDA	Increase in household income; Decrease in racial wealth gap
	by requiring new development to include smaller commercial spaces and prioritized for local businesses	Design Guideline	BPDA		
Increase opportunities for new business types and resident-owned businesses	by rezoning commercial areas to prioritize mixed use development	Zoning	BPDA		Increase in types of businesses in Mattapan
	by making zoning more flexible to accommodate a variety of business types in commercial areas	Zoning	BPDA		
	by streamlining zoning for arts and art-related businesses	Zoning	BPDA		
	by strategically rezoning community-identified neighborhood nodes to allow local convenience	Zoning	BPDA		
Connect residents to more job opportunities	by expanding current and creating new job training programs for Mattapan residents	Policy/Program	OWD	BPDA	Increase employment opportunities in Mattapan; Increase in number of employed people in Mattapan

3.6 People & Places Recommendations

PLAN: Mattapan will guide new projects to contribute to strengthening the existing culture and celebrating Mattapan's identity.

Strategy	Action	Action Type	Lead Actor	Supporting Actor(s)	Metric(s)
Foster and maintain community and cultural gathering spaces and increase the potential for gathering in the neighborhood	by requiring new development to create and/or maintain accessible and welcoming interior and exterior spaces	Design Guideline	BPDA		Increase in publicly accessible community and cultural gathering space
	by creating pedestrian zones (sidewalks or curb extensions) of more than 8.5' in major commercial areas.	Design Guideline	BPDA		
	by ensuring active uses and programming at the ground floor of buildings that can engage the streetscape (i.e. outdoor cafes, street furniture)	Design Guideline	BPDA		
	by prohibiting surface parking lots along the sidewalk edge and encouraging parking to be internalized in buildings and wrapped with active street frontage	Design Guideline	BPDA		
	by redeveloping and reusing surface parking lots	Program/Policy	BPDA	MOH	
Increase support for local art, culture, and creative activity	by streamlining zoning for arts and art-related businesses	Zoning	BPDA	MOAC	Increase in resources committed to local arts and culture initiatives through new development; Increase in number of artist live-work units; Increase in number of arts and culture uses anchored in existing and new spaces
	by encouraging artist live-work space in the neighborhood through zoning	Zoning	BPDA	MOAC	
	by encouraging new developments to contribute to local, community-based arts efforts	Design Guideline	BPDA	MOAC	
	by establishing an arts liaison to help guide local arts-related uses through zoning	Program/Policy	BPDA	MOAC	
Create and maintain a sense of place throughout the neighborhood	by directing resources to public art restoration efforts and arts programming and public art that celebrates Mattapan's unique history and sense of place	Program/Policy	MOAC	BPDA	Increase in number of public artworks restored / preserved; Increase in resources for arts programming in publicly accessible spaces; Increase in public art opportunities for local artists
	by establishing a common urban design language through coordinated signage, lighting, and street furniture standards	Design Guideline	BPDA	BPDA	
	by supporting small business owners to improve store facades through City programs	Policy/Program	OEOI	BPDA	
	by employing signage that represents and embraces the diverse backgrounds and languages of the Mattapan community	Design Guideline	BPDA	BPDA	
Provide opportunities for intergenerational play	by designing public parks with multiple ages and abilities in mind to better support Mattapan's demographics of larger family households, higher percentage of children, teenagers, and adults over 35.	Design Guideline	Parks	BPDA	
Celebrate the cultural and physical elements that make Mattapan a unique and distinct city destination	by supporting local community and cultural groups in creating outdoor events that could be held by temporary closure of the public right-of-way (public alleys, sidewalks and streets) or are held in public parks (music festival or cultural parade)	Policy/Program	Parks	BPDA	
	by continuing to improve the Neponset River Greenway (both the greenway, itself, and connections to it) as a signature green corridor for active and passive recreation for the Mattapan community	Policy/Program	DCR	BPDA	
	by supporting and promoting urban agriculture as a signature part of the uses within the community	Zoning	BPDA	BPDA	

