



# PLAN: East Boston

Draft Recommendations for Squares and Corridors

*Recomendaciones preliminares pensadas para las Plazas y los Corredores*

May 20, 2021 *20 de Mayo del 2021*

# Meeting Format

Your controls should be available at the bottom of the screen. Clicking on these symbols activates different features:



Mute / unmute



Turn video on/off



Chat to ask questions



To select language / mute original audio

# Formato de la Reunión

Los controles están disponibles en la parte inferior de la pantalla. Al hacer clic en estos símbolos se activan diferentes funciones:



Silenciar / hablar



Encender / apagar el video



Para preguntar durante la presentación



Para cambiar el canal de audio entre español e inglés

# Meeting Recording

The BPDA will record this meeting and post it on the PLAN: East Boston project webpage at [bit.ly/PlanEastBoston](https://bit.ly/PlanEastBoston). The recording will include the presentation. Also, it is possible that participants may be recording the meeting with their phone cameras or other devices. If you do not wish to be recorded during the meeting, please turn off your microphone and camera.

# Grabamos La Sesión

El BPDA grabará esta reunión y la publicará en la página web del proyecto PLAN: East Boston en [bit.ly/PlanEastBoston](https://bit.ly/PlanEastBoston). La grabación incluirá la presentación. Además, es posible que los participantes estén grabando la reunión con sus teléfonos u otros dispositivos. Si no desea ser grabado durante la reunión, apague su micrófono y su cámara.

# COVID-19 Resources

Stay up to date with COVID-19 related announcements, City of Boston reopening plans, and resources for your community at:

[www.boston.gov/coronavirus](http://www.boston.gov/coronavirus)

Content is available in 16 languages.

# Recursos Para La COVID-19

Manténgase al día de las noticias sobre la COVID-19, los planes de reapertura de la ciudad de Boston y los recursos para su comunidad en:

[www.boston.gov/covid-19-es](http://www.boston.gov/covid-19-es)

Información disponible en 16 idiomas.

# Welcome! ¡Bienvenidos!

PLAN: East Boston offers the unique opportunity to think about the future of an entire neighborhood and respond boldly to the challenges it faces today.

*PLAN: East Boston ofrece una oportunidad única para pensar el futuro de todo un vecindario y responder resueltamente a los desafíos que afronta en la actualidad.*



# Meeting Objectives

At this meeting we will:

- Update you on the PLAN: East Boston initiative;
- Define key planning trends that influence all PLAN: East Boston recommendations; and
- Introduce a chapter of “East Boston Tomorrow” document, how to navigate it, and how it will be updated throughout this year.

Tonight’s meeting will focus on major squares and the corridors that connect them. This is the first of four community meetings planned for this year, each of which will cover a unique “character area” of East Boston:

- Squares and corridors (5/20/2021)
- Neighborhood residential (coming next)
- Waterfront and evolving industrial areas (coming soon)
- Network connections (coming soon)

# Objetivos de la Reunión

En esta sesión nosotros:

- *Le pondremos al día sobre PLAN: East Boston;*
- *Definiremos las tendencias claves de planificación que influyen las recomendaciones de PLAN: East Boston; y*
- *Presentaremos un nuevo capítulo del documento “East Boston del mañana”, cómo navegarlo, y cómo será actualizado durante el año.*

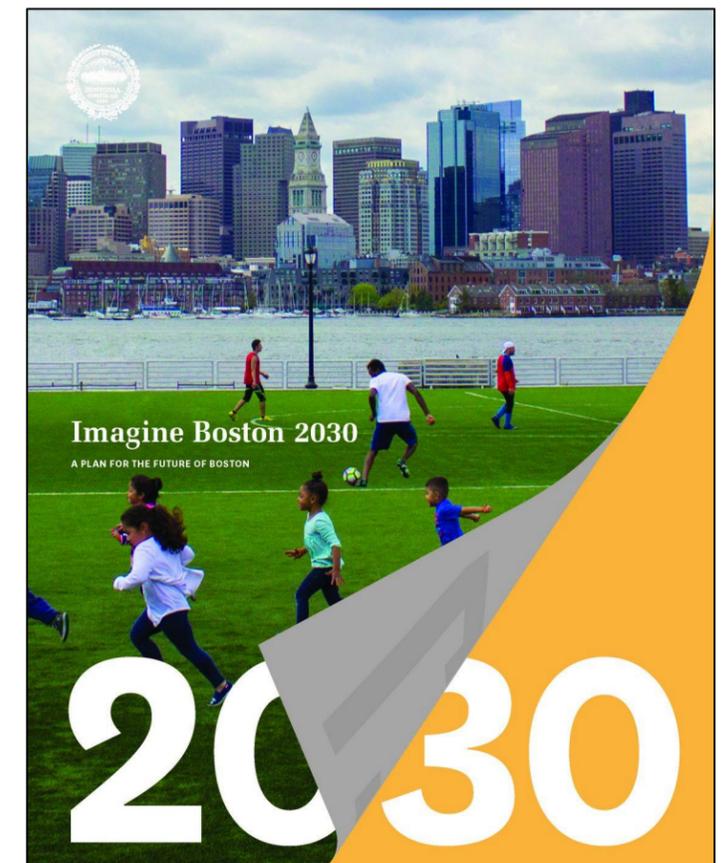
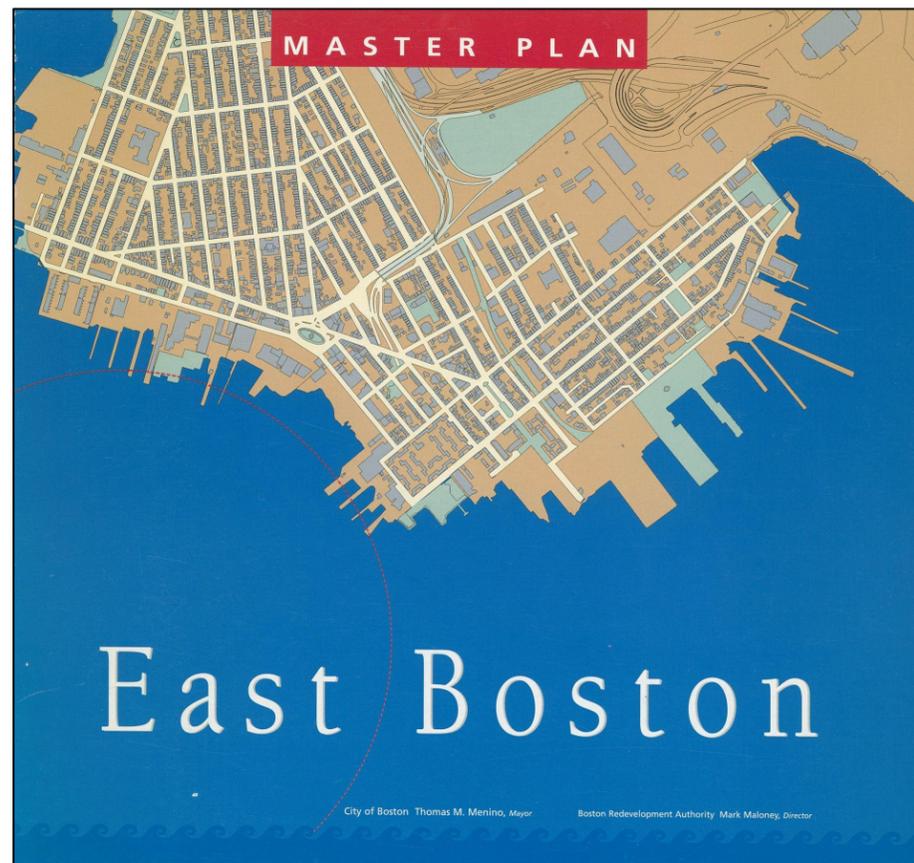
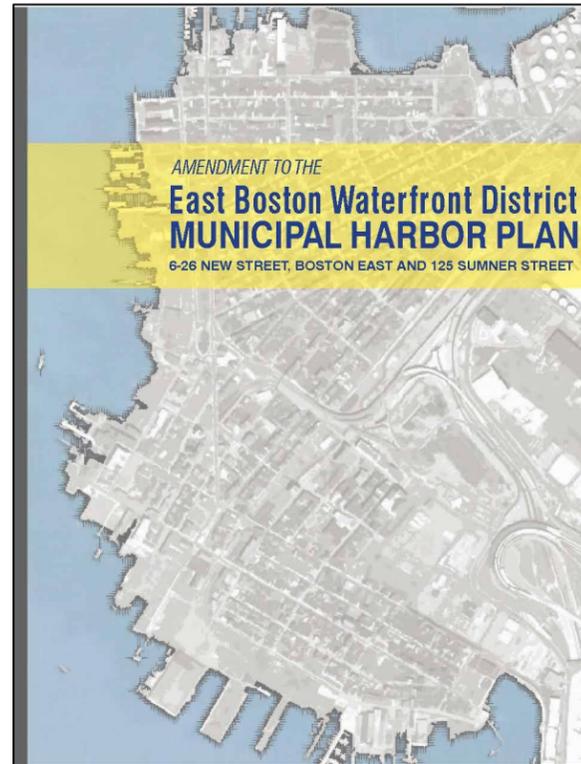
*La sesión de esta noche se enfocará en las plazas principales y los corredores que las conectan. Es la primera de cuatro reuniones comunitarias para este año. Cada reunión cubrirá una “zona característica” de East Boston:*

- *Plazas y Corredores (5/20/2021)*
- *Zonas residenciales del vecindario (próxima reunión)*
- *Frente costero y zonas industriales en desarrollo (pronto)*
- *Conexiones de red (pronto)*

# PLAN: East Boston

The plan will update neighborhood zoning, establish neighborhood design guidelines, and propose new capital improvements to public space including near- and long-term improvements to the neighborhood's transportation network.

*El plan actualizará el código de zonificación del vecindario, establecerá guías para el diseño , y propondrá mejoras capitales para el espacio público, incluyendo mejoras a corto- y largo- plazo al transporte público del vecindario.*

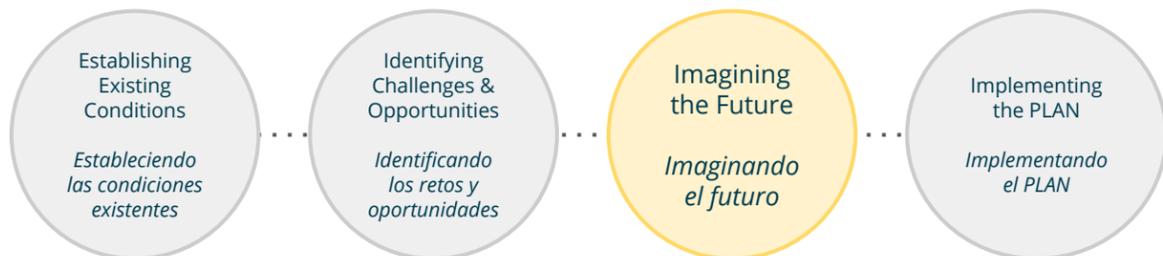


# Engaging With The Community

Draft recommendations build on feedback collected at many events including community workshops and open houses, “chat with a planner” events, neighborhood walking tours, advisory group meetings, and comments received via email and the project website.

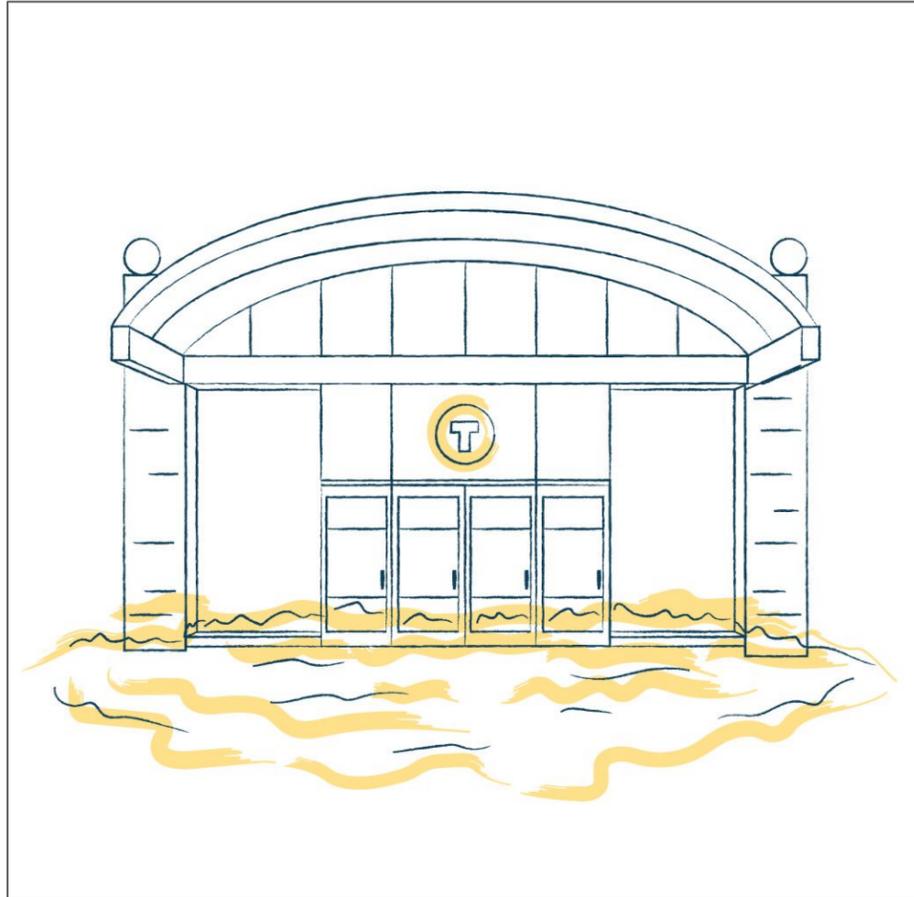
## Colaborando con la Comunidad

*Las recomendaciones preliminares se basan en las opiniones recogidas en varios eventos, como talleres comunitarios y jornadas de puertas abiertas, eventos de “Charla con un planificador”, caminatas vecinales, reuniones con el grupo asesor y comentarios recibidos por correo electrónico y en el sitio web del proyecto.*



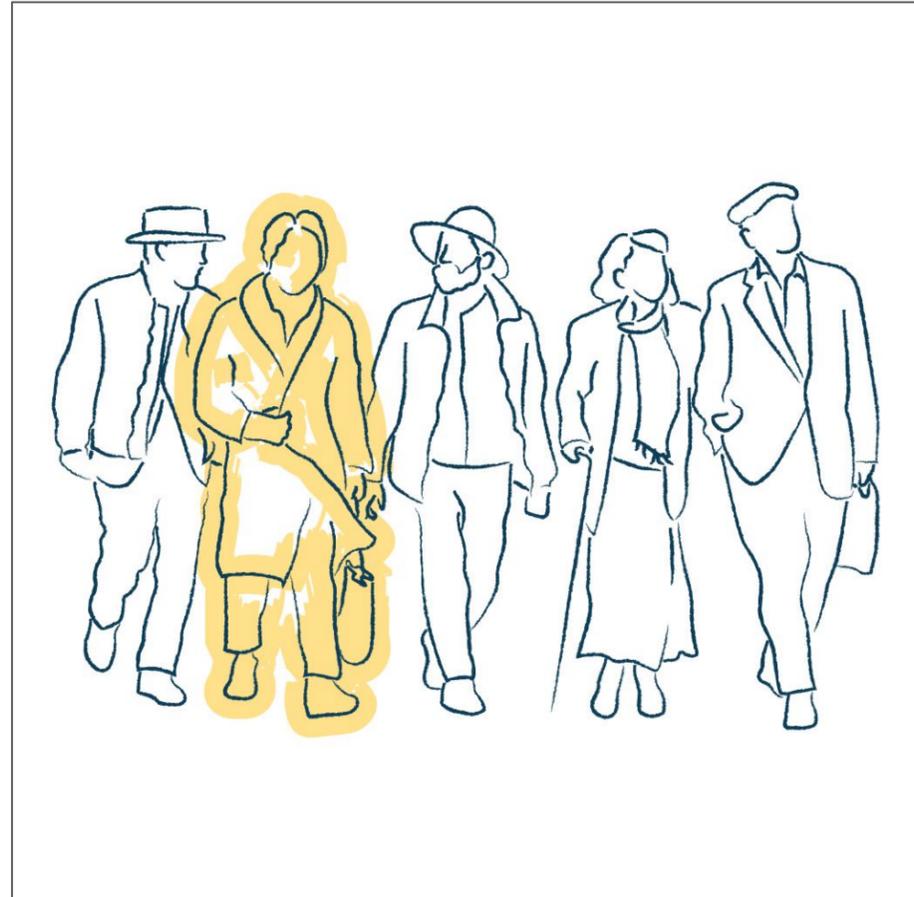
Popsicles with a Planner event July 11, 2019. Rosa Herrero de Andrés distributed postcard activities to passersby on the Mary Ellen Welch Greenway.

# Identifying Key Planning Trends



A rising tide

*Marea creciente*



A growing population

*Población en crecimiento*



A shifting core

*Un patrón de crecimiento descentralizado*

# Establishing Planning Goals

- Expand access to housing options that are affordable, stable, and able to meet households' needs as they change over time.
- Ensure access to travel choices that connect all parts of the neighborhood to all parts of the city safely and reliably.
- Advance climate preparedness and promote a healthy environment.
- Support neighborhood economies that meet the needs of local communities as well as regional industries.
- Guide neighborhood growth that is predictable and contextual and contributes to a public realm that is active and connected.
- Expandir el acceso a opciones de vivienda asequibles, estables y capaces de cubrir las necesidades dinámicas de los hogares.
- Avanzar en los preparativos para el cambio climático y potenciar un medioambiente sano.
- Garantizar el acceso a opciones de transporte que conecten todas las partes del vecindario con todos los rincones de la ciudad de modo seguro y fiable
- Apoyar la economía de los vecindarios para satisfacer las necesidades de las comunidades locales y las industrias regionales.
- Guiar el crecimiento vecinal predecible y contextual que contribuya con un espacio público activo y conectado.

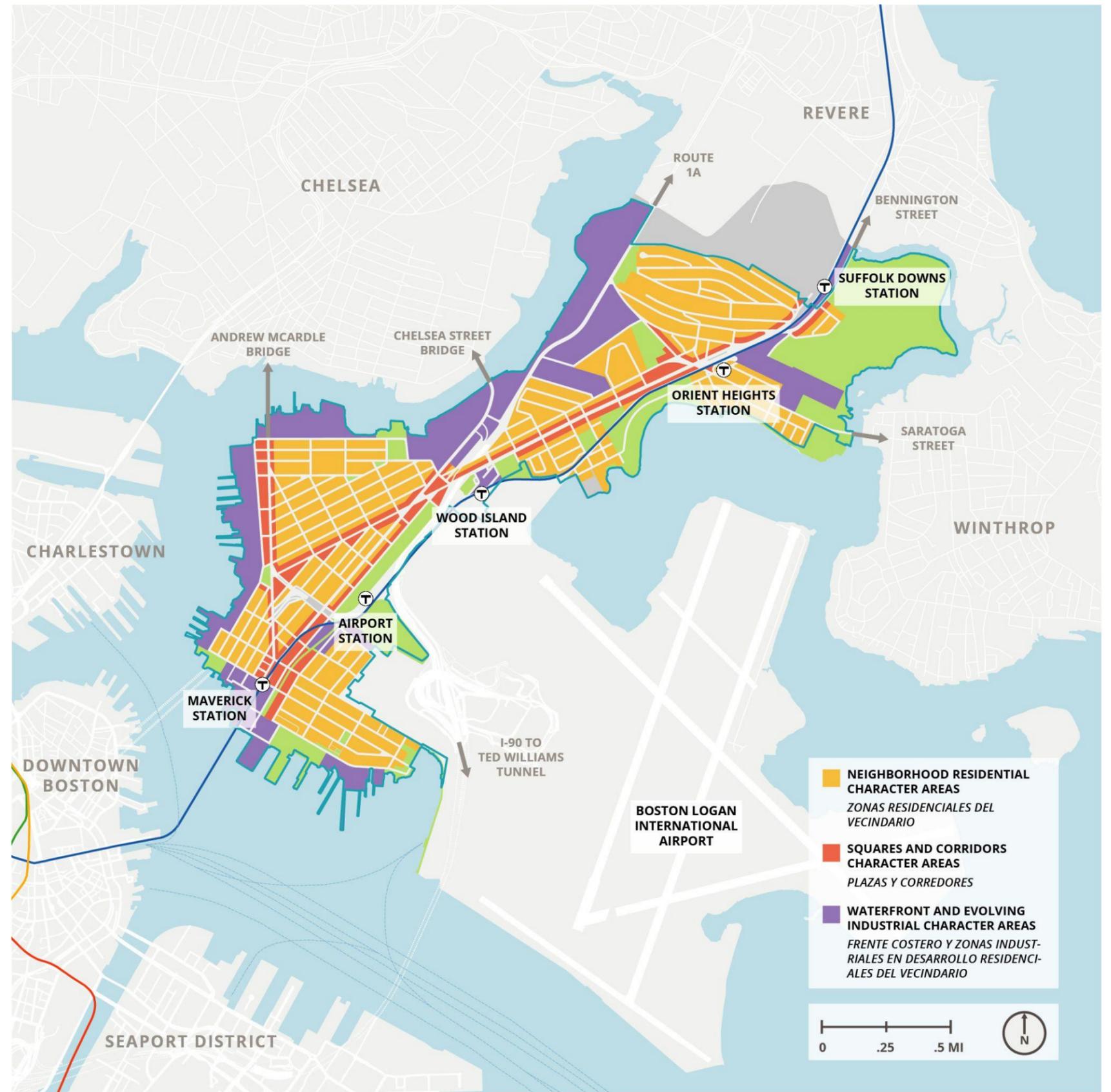
# Character Areas

While planning goals apply to the entire neighborhood, the neighborhood is made up of many different types of places. Character areas help identify types of places in the neighborhood. **Draft recommendations are organized by character area.**

- Neighborhood Residential
- Squares and Corridors
- Waterfront and Evolving Industrial
- Network Connections

*Si bien los objetivos de planificación fueron pensados para todo el vecindario, este está formado por diferentes tipos de lugares. Las zonas características ayudan a identificar los tipos de lugares del vecindario. **Las recomendaciones preliminares se organizan por zonas características.***

- Zonas residenciales del vecindario
- Plazas y corredores
- Frente costero y zonas industriales en desarrollo
- Conexiones de red



# Neighborhood Residential

These areas are primarily, though not exclusively, intended for residential uses and buildings are typically lower in scale.

Recommendations for neighborhood residential areas will be shared at the next community meeting.

*Estas zonas están destinadas principalmente al uso residencial, aunque no de manera exclusiva, y, en general, los edificios son de menor altura.*

*Recomendaciones para las zonas residenciales del vecindario se compartirán en la próxima reunión comunitaria.*



# Squares And Corridors

Squares and corridors are important points of gathering and connection within a neighborhood. They provide essential goods and services to local residents, and create important job and entrepreneurial opportunities for the broader East Boston community. Squares and corridors also operate as gateways, connecting East Boston to important regional destinations.

*Las plazas y los corredores son importantes puntos de reunión y conexión en todo vecindario. Ofrecen bienes y servicios imprescindibles para los residentes locales y crean oportunidades de empleo y negocio para toda la comunidad de East Boston. Las plazas y los corredores también funcionan como puertas de acceso que conectan East Boston con importantes destinos regionales.*



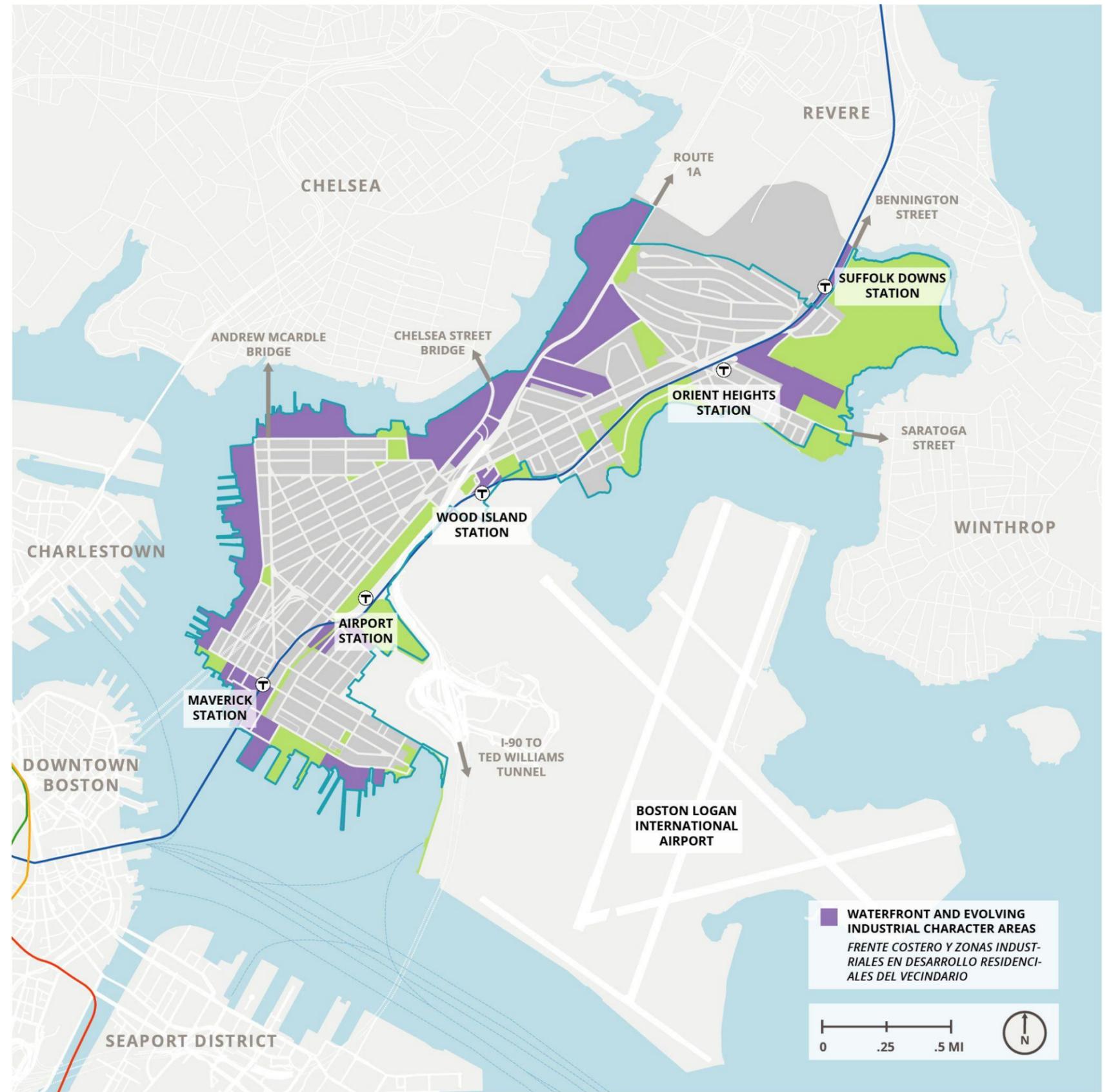
# Waterfront And Evolving Industrial

These areas have historically prioritized commercial and industrial uses, however land uses in these areas are changing. Many of these areas require substantial investment in public infrastructure including streets, sidewalks, publicly accessible open spaces, and, critically, flood resilience.

Recommendations for Waterfront and Evolving Industrial areas will be shared at a future meeting.

*En general, estas zonas dan prioridad a las actividades comerciales e industriales, aunque el uso de estas tierras está cambiando. Muchas de estas zonas requieren grandes inversiones en infraestructura pública, como calles, aceras, espacios abiertos y accesibles al público y, sobre todo, infraestructura de resistencia ante inundaciones.*

*Recomendaciones para el frente costero y las zonas industriales en desarrollo se compartirán en una futura reunión.*



# Network Connections

These include walking, biking, bus, rapid transit, waterway, street, and highway networks within East Boston and their connections extend beyond East Boston.

Recommendations for network connections will be shared at a future meeting.

## **Conexiones de la Red**

*Estas conexiones incluyen caminar, andar en bicicleta, autobús, tránsito rápido, y las redes de autopista dentro de East Boston y las conexiones que se extiende más allá del vecindario.*

*Recomendaciones para las conexiones de redes se compartirán en una futura reunión.*



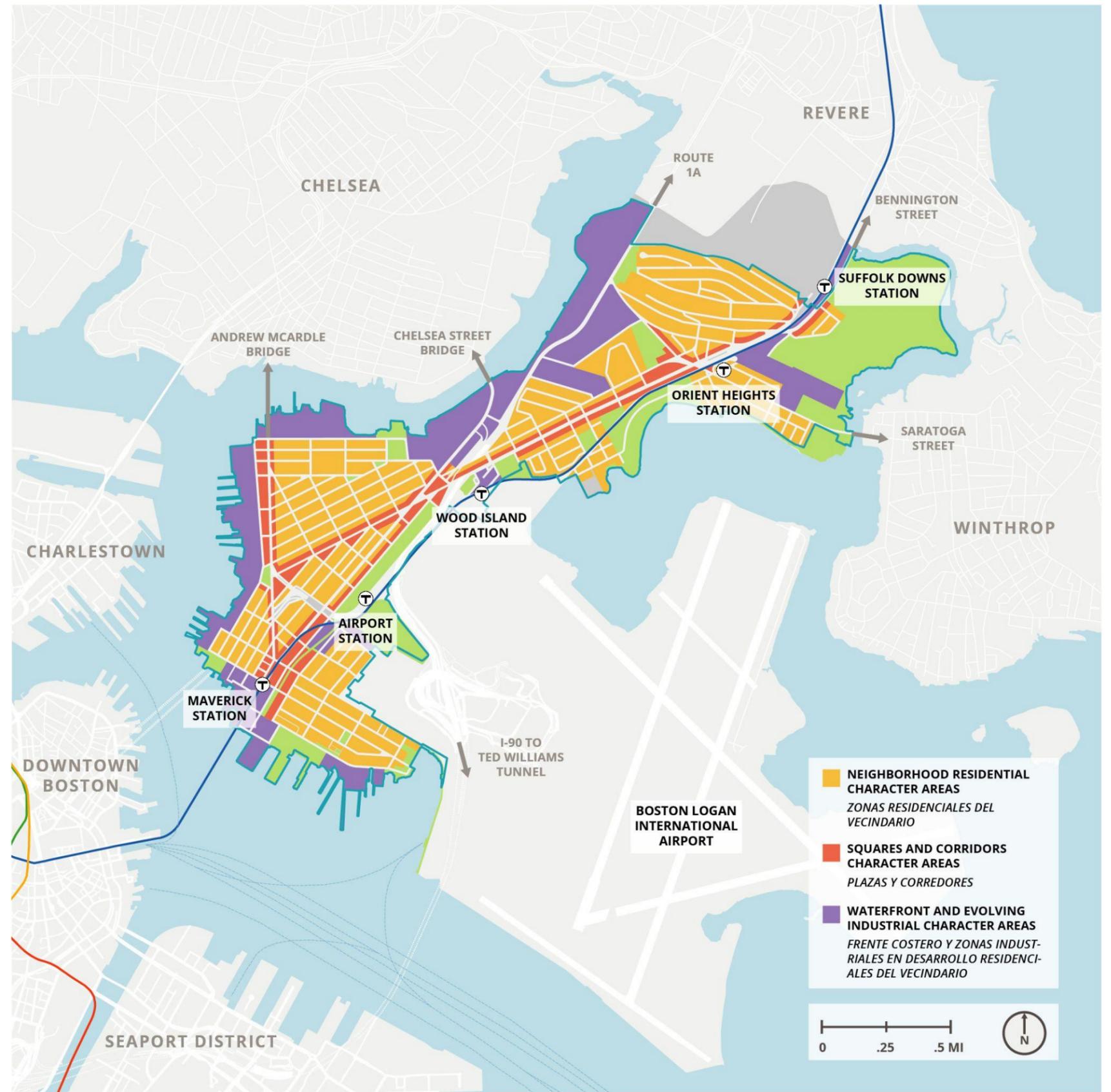
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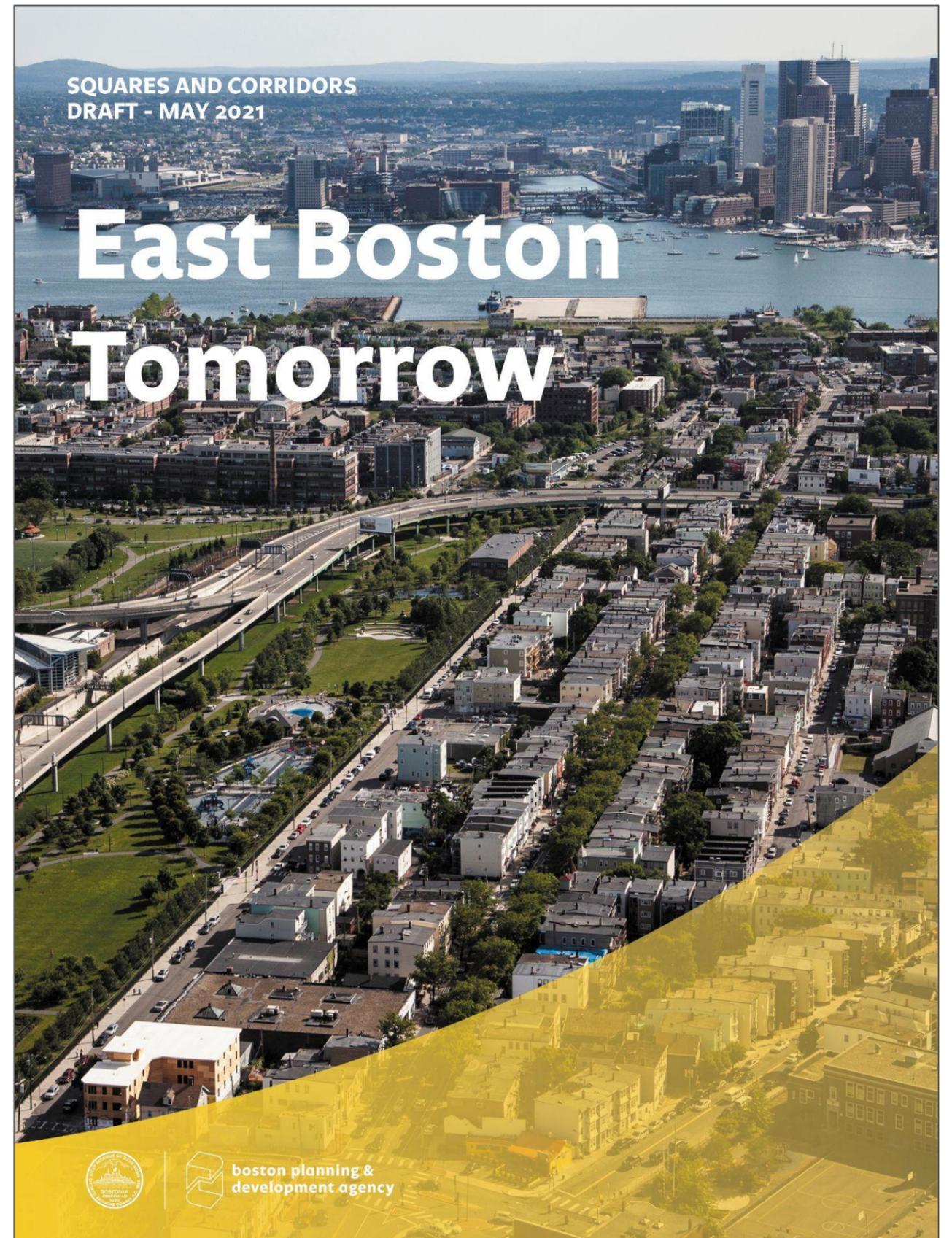


# Draft Recommendations for Squares and Corridors

Tonight we're releasing draft recommendations for Squares and Corridors including Maverick Square, Day Square, Orient Heights Square, and Suffolk Downs Square, and major corridors including Meridian Street and Bennington Street.

Recommendations build on community feedback and respond to trends identified in the existing conditions analysis.

*Esta noche compartimos las recomendaciones preliminares para plazas y corredores, incluyendo Maverick Square, Orient Heights Square, y Suffolk Downs Square, y también de corredores importantes como Meridian Street y Bennington Street.*



# Draft

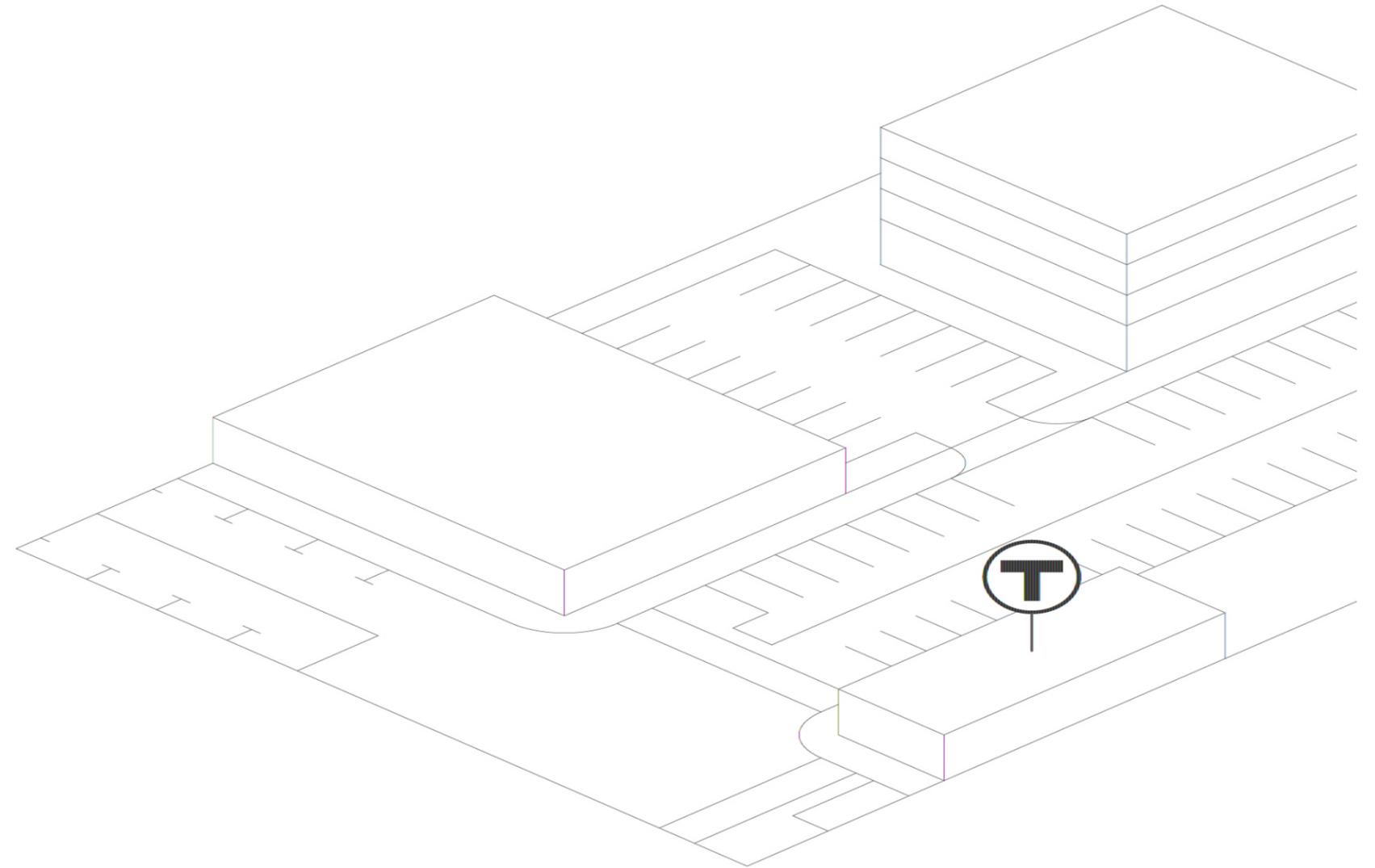
## Recommendations for Squares and Corridors

These strategies work together to support East Boston's squares and corridors as active and vibrant places for people to gather.

- Concentrate added height and density near transit.
- Encourage active uses at the sidewalk.
- Prioritize the quality of the pedestrian experience
- Balance and manage curbside space
- Leverage opportunities in the public realm to incorporate green infrastructure.

*Estas estrategias ayudan a las plazas y los corredores de East Boston a ser lugares activos y vibrantes para la comunidad.*

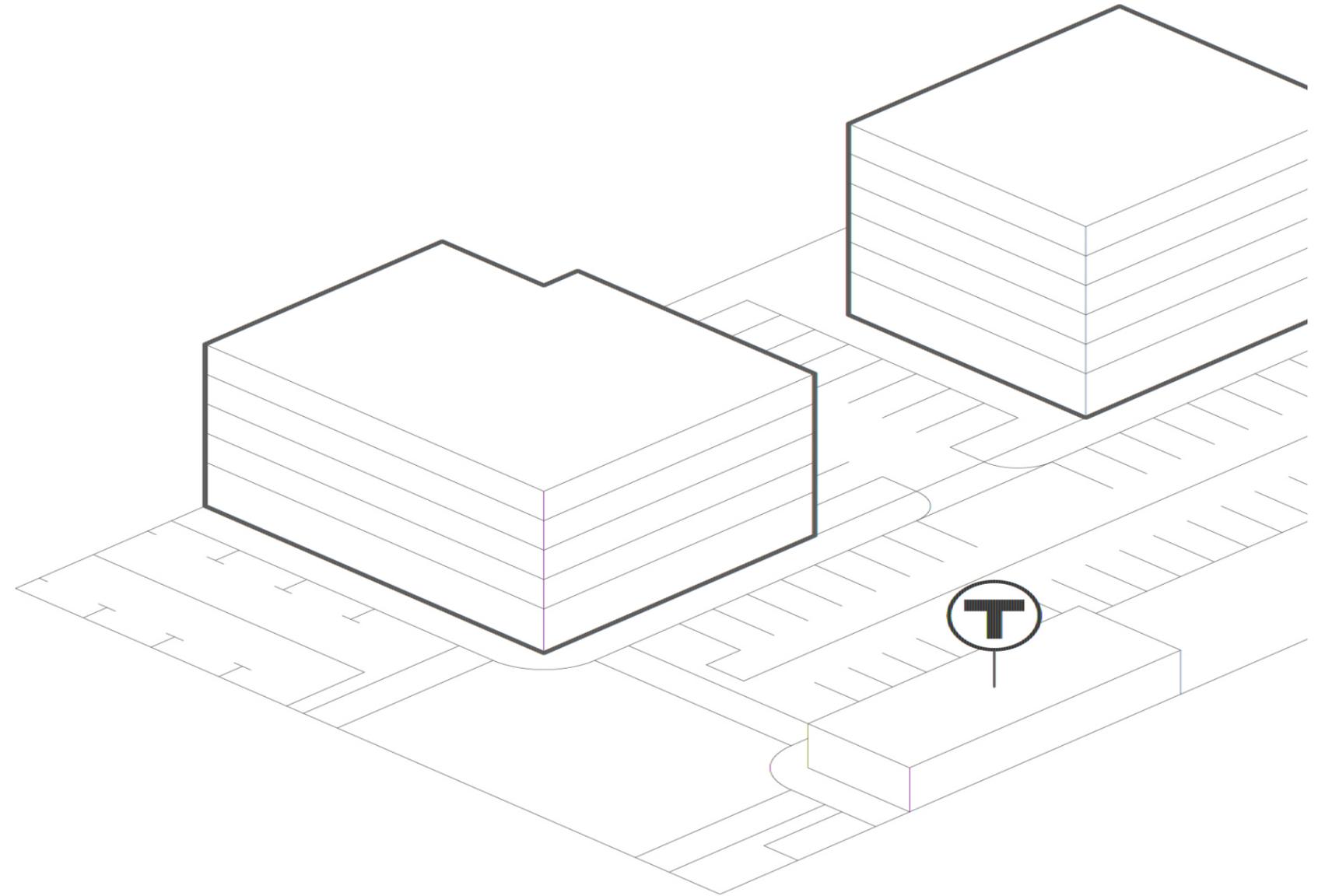
- *Ubicar la mayor altura y concentración cerca del transporte.*
- *Alentar el uso activo de la acera.*
- *Priorizar la calidad de la experiencia peatonal.*
- *Equilibrar y gestionar el espacio de la acera/vereda/banqueta.*
- *Promover oportunidades en el ámbito público para incorporar infraestructura verde.*



# Concentrate Added Height And Density Near Transit

Promoting height, density, and a walkable and inviting public realm near transit is referred to as “transit-oriented development.” Added height and density in Squares and Corridors should be transitioned away from neighborhood residential areas.

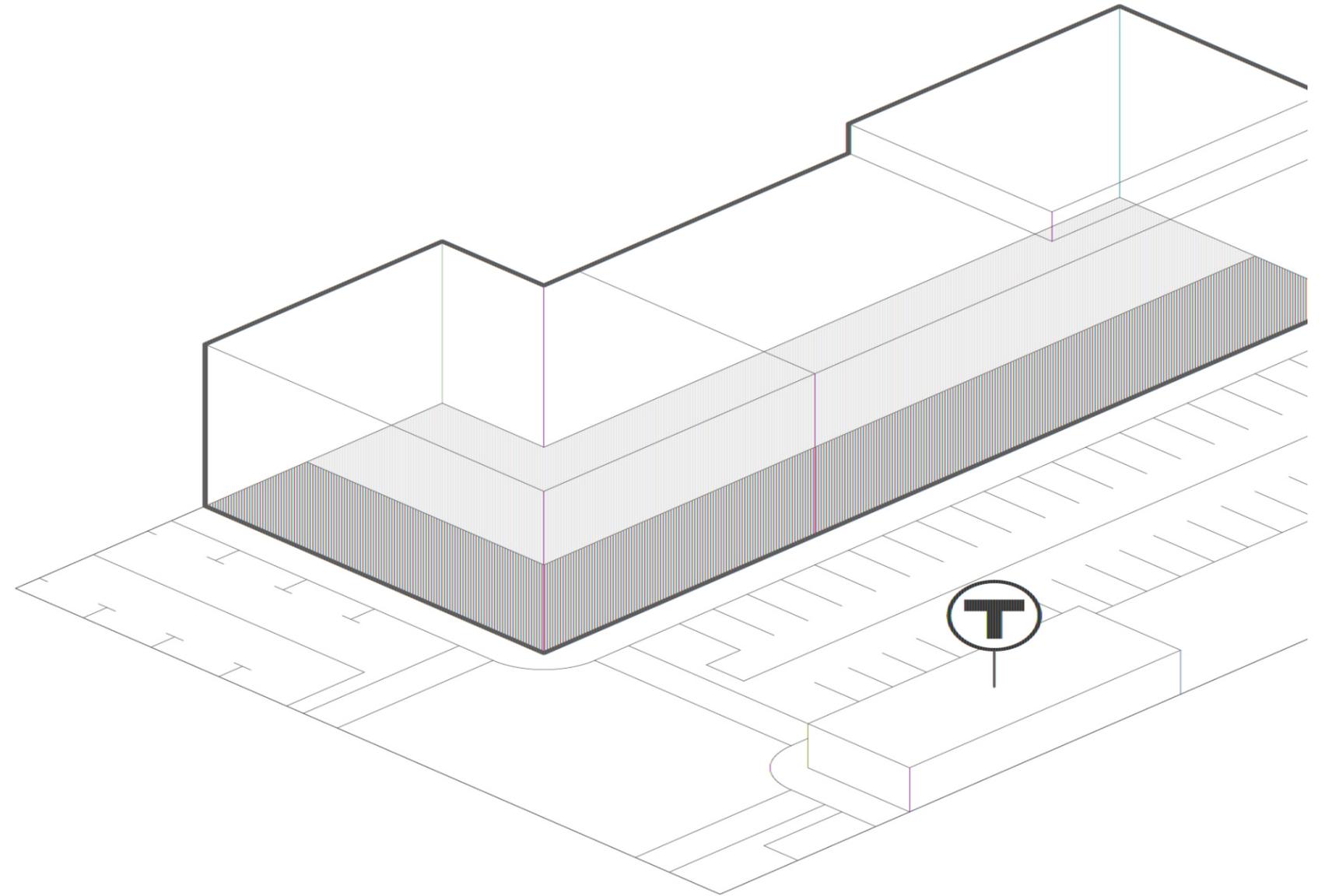
*Promover la altura, la concentración/densidad y un espacio público peatonal acogedor cerca del transporte se denomina “desarrollo orientado al transporte”. Ubicar una mayor altura y concentración en las plazas y los corredores está relacionado con la preservación del desarrollo a baja escala en áreas residenciales.*



# Encourage Active Uses At The Sidewalk

In addition to providing essential goods and services, businesses are important attractors and contribute significantly to the character of Squares and Corridors. Other uses, like parking or residential uses, do not contribute to active streets and sidewalks, and may not be desirable at the ground-floor in squares and along some corridors.

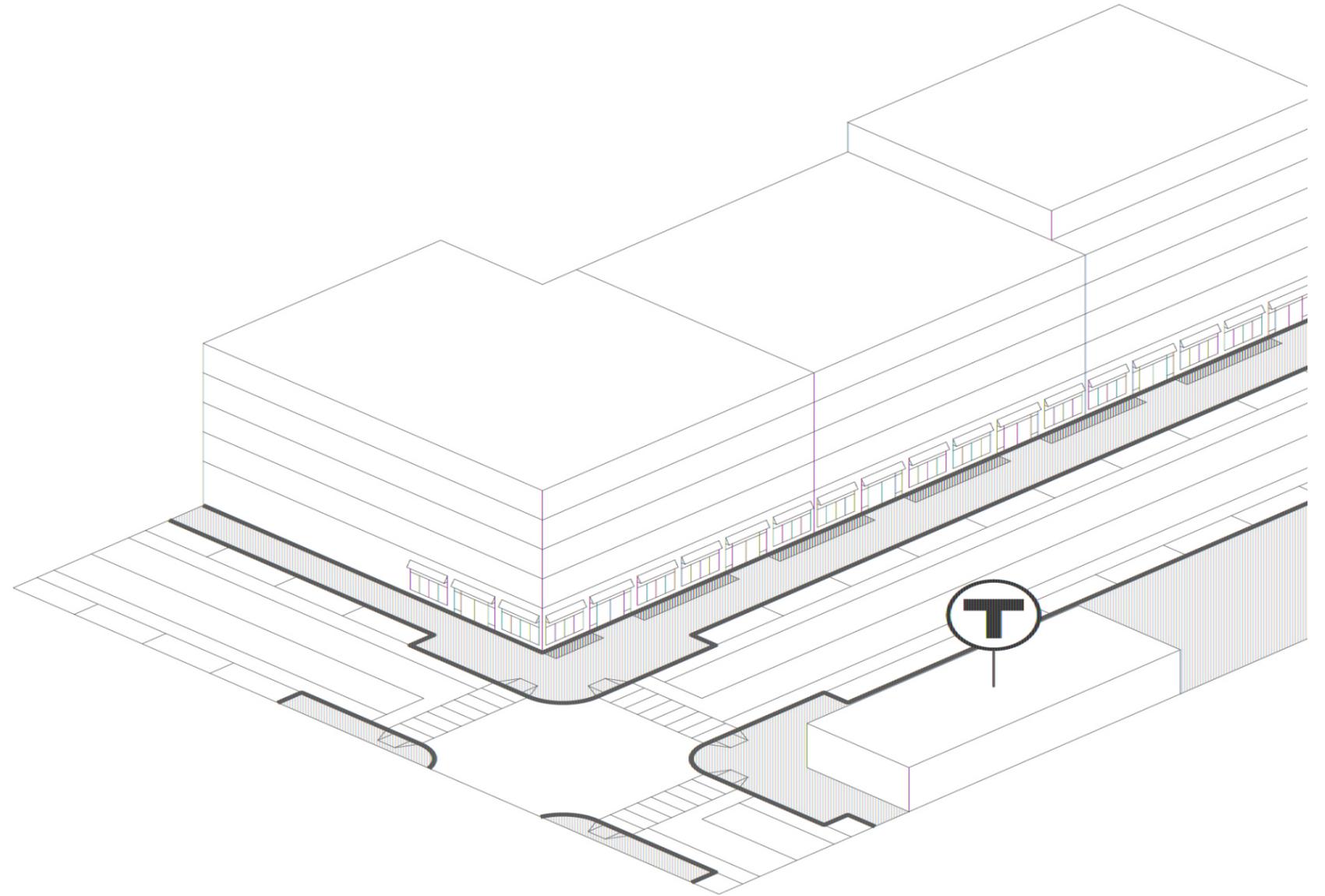
*Además de ofrecer bienes y servicios imprescindibles, los comercios son importantes atractores y determinan considerablemente el carácter de plazas y corredores. Otros usos, como el residencial o el estacionamiento, no aportan actividad a las calles y las aceras, y quizás, en las plazas y los corredores, no sean convenientes en planta baja.*



# Prioritize The Quality Of The Pedestrian Experience

Reclaiming underused pavement, reducing pedestrian exposure to vehicles, and introducing amenities such as seating, plantings, and shade can help transform East Boston's Squares and Corridors into public "living rooms."

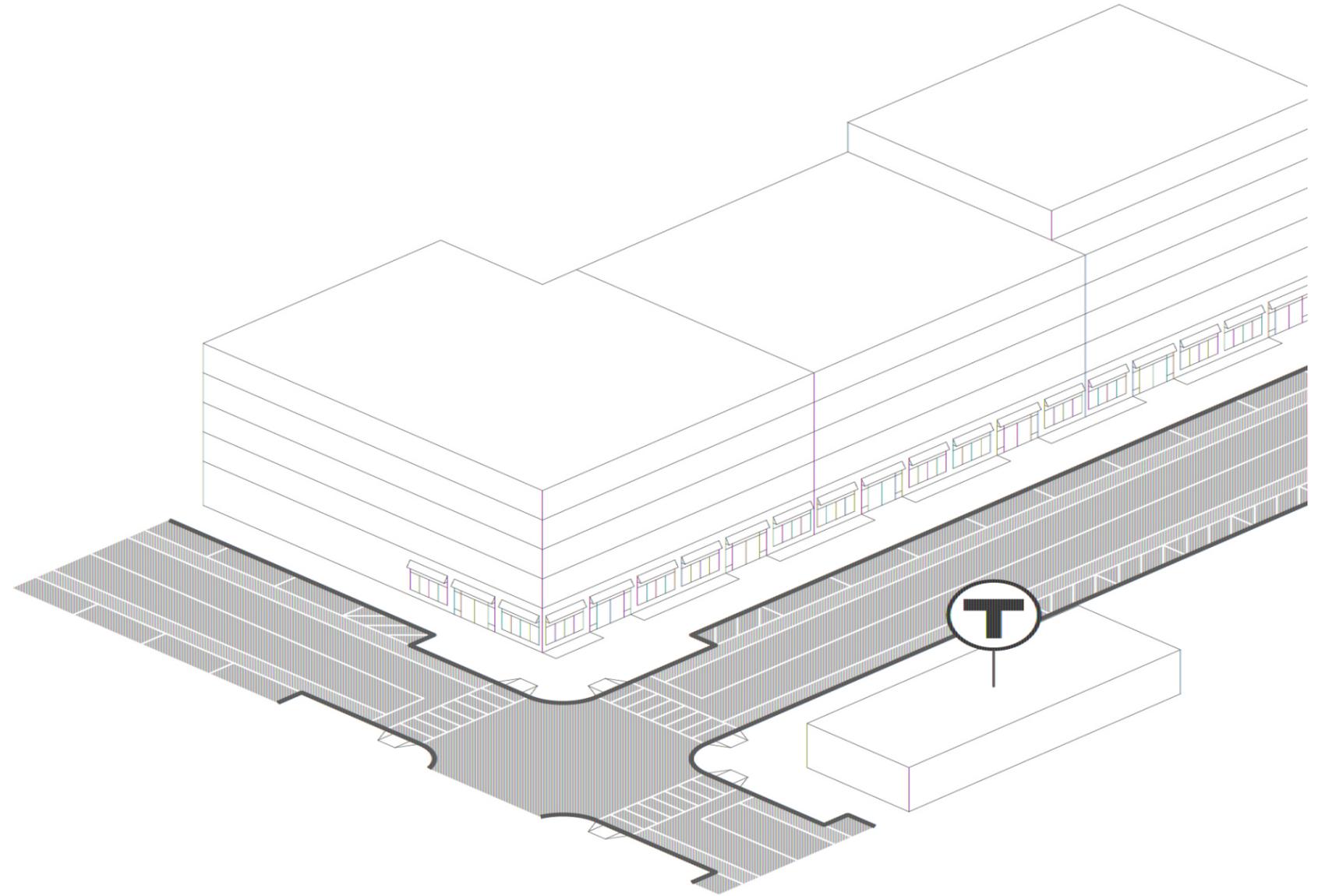
*Recuperar superficies pavimentadas poco usadas, reducir la exposición del peatón a los automóviles e incorporar instalaciones como asientos, plantas y sombra puede ayudar a transformar las plazas y los corredores de East Boston en "salas de estar" públicas.*



# Balance And Manage Curbside Space

Street space in East Boston's Squares and Corridors can be rebalanced to unlock right-of-way for new public space and expanded transit access. New policies, regulations, and technology can help manage curbside space more efficiently.

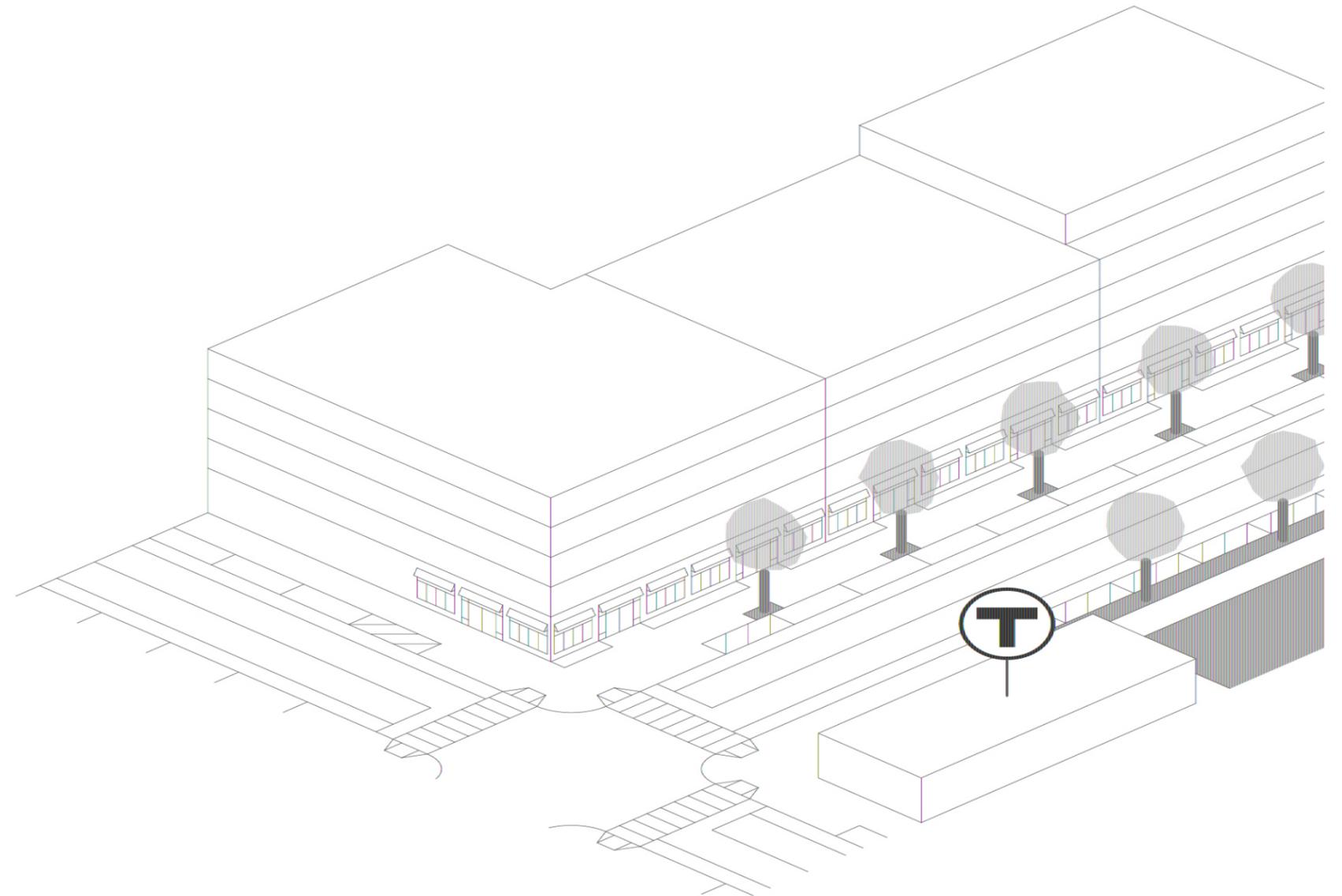
*El espacio de la calle en las plazas y corredores de East Boston puede reajustarse para generar espacio con derecho de paso y ampliar el espacio público y el acceso del transporte. Nuevas políticas, reglamentaciones y tecnologías pueden ayudar a gestionar el espacio de la acera de manera más eficaz.*



# Leverage Opportunities In The Public Realm To Incorporate Green Infrastructure

A Complete Streets approach creates a canvas for resilient infrastructure strategies that protect against flooding, rising tides, and extreme heat.

*Un enfoque de Calles Completas permite pensar en estrategias de infraestructura resiliente que ofrezcan protección contra inundaciones, la marea creciente y el calor extremo.*



# Use [bit.ly/PlanEastBoston](https://bit.ly/PlanEastBoston) To Access Draft Recommendations

The screenshot shows the website header with the logo and navigation links: About The BPDA | Contact Us | Get Involved | News | Calendar | Translate Page. Below the header is a secondary navigation menu with links: Neighborhoods | Planning | Zoning | Work with Us | Development | Housing | Research | 3D Data & Maps. The 'Planning' link is highlighted. A sidebar menu on the left lists: Privately Owned Public Spaces (POPS), Regulatory Planning & Zoning, Transportation & Infrastructure Planning, Institutional Planning, Urban Design, and Urban Renewal. The main content area features a central box with the following text:   
**[Register for our next virtual workshop on May 20, 2021 - Squares and Corridors](#)**  
**[View the Draft Recommendations for Squares and Corridors - English](#)**  

- [Submit comments on Draft Recommendations for Squares and Corridors - English](#)

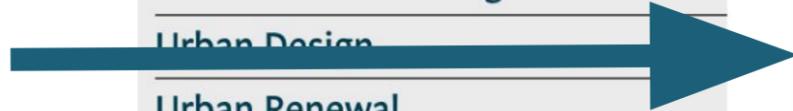
**[View the Draft Recommendations for Squares and Corridors - Spanish](#)**  

- [Submit comments on Draft Recommendations for Squares and Corridors - Spanish](#)

*[Share your general comments about PLAN: East Boston or ask a question](#)*

On the right side of the page, there are three sections:   
**STAY CONNECTED**: Sign up for Neighborhood Email Updates! with an input field and a submit button.   
**NEIGHBORHOOD**: East Boston.   
**EVENTS**: 20 May | PLAN: East Boston Workshop - Squares and Corridors.

English



Español



# Reading The Document

There are seven sections within this chapter, each covering a specific location. We will walk through the Day Square chapter:

- Maverick Square
- Central Square
- Day Square
- Orient Heights Square
- Suffolk Downs Square
- Meridian and Border Streets
- Bennington Street

*Hay siete secciones en este capítulo, cada una cubre una ubicación específica. Hablaremos sobre el capítulo de Day Square:*

- *Maverick Square*
- *Central Square*
- *Day Square*
- *Orient Heights Square*
- *Suffolk Downs Square*
- *Meridian and Border Streets*
- *Bennington Street*

## Squares and Corridors

**Squares and Corridors are important points of gathering and connection within a neighborhood. They provide essential goods and services to local residents, and create important job and entrepreneurial opportunities for the broader East Boston community. Squares and Corridors also operate as gateways, connecting East Boston to important regional destinations.**

**This document includes draft recommendations prepared for East Boston's Squares and Corridors.**

In this section, learn about:

- "Neighborhood Network" on page 4
- "Planning Strategies" on page 6
- "Allocating Public Space" on page 8
- "Shaping Building Form" on page 10
- "Maverick Square" on page 18
- "Central Square" on page 34
- "Day Square" on page 36
- "Orient Heights Square" on page 56
- "Suffolk Downs Square" on page 70
- "Meridian Street / Border Street" on page 80
- "Bennington Street" on page 94

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# For Each Square Or Corridor, You Will See...

## Introduction



A short summary of the square or corridor orients readers, while an aerial photograph synthesizes community feedback received to date.

*Un breve resumen sobre las plazas o los corredores que orientará al lector, mientras una fotografía aérea sintetiza los comentarios de la comunidad.*

## Context



Historical and present-day context, distilled from East Boston Today and reinforced with photographs, defines each square or corridor.

*Contexto histórico y a día de hoy, destilado del East Boston Hoy y reforzado con fotografías para definir cada plaza o corredor.*

## Summary And Detail Of All Recommendations



Blue pages summarize recommendations, which together create a vision tailored to each square or corridor. That vision is illustrated in a large plan diagram that highlights improved public realm, priority edges, and new transportation connections. Precedent images show how similar strategies have been successful elsewhere. Recommendations are detailed in the remaining pages, including before-and-after plans and cross sections. Yellow callout text highlights connections to equity, resilience, and quality of life.

*Las páginas azules resumen las recomendaciones, que al juntarse crean una visión personalizada para cada plaza o corredor. La visión es ilustrada en un diagrama a gran escala que resalta mejoras en el espacio público, las esquinas de prioridad, y nuevas conexiones de transporte. Imágenes de antecedentes muestran como estrategias similares han sido exitosas en otras partes. Las recomendaciones están detalladas en las páginas restantes, incluyendo mapas del antes y después y secciones transversales. El texto en amarillo resalta las conexiones a la equidad, resiliencia, y calidad de vida.*

# Day Square Introduction

Planning in Day Square will give the area a clear form and identity, anchored by a new MBTA station for the Silver Line and local buses. We heard you want transit and Greenway connections, safer intersections, and more public space.

*La planificación en Day Square le dará al área una forma e identidad clara, anclada por una nueva estación de MBTA para el Silver Line y los autobuses locales. Escuchamos que querían conexiones de transporte y del Greenway, intersecciones más seguras, y más espacio públicos.*

**Day Square**

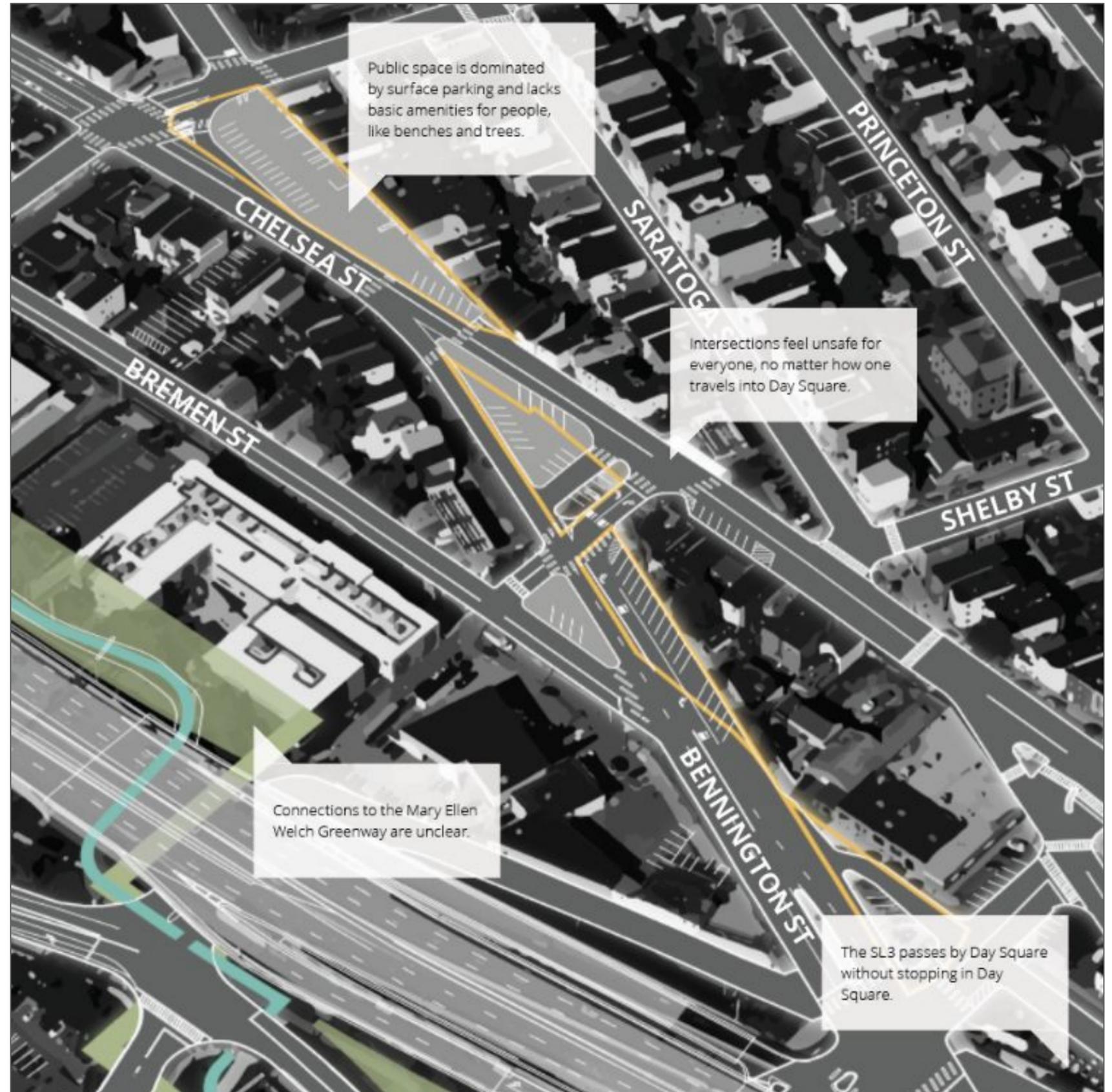
Planning in Day Square will give the area a clear form and identity, anchored by a new MBTA station for the Silver Line and local buses.

Day Square is the geographic center of the neighborhood and is the gateway into East Boston from Chelsea. Historically, Day Square's role as a neighborhood center has been sacrificed to the regional needs of railroads, highways, and energy infrastructure. Over time, several small businesses, many reflective of East Boston's diverse immigrant communities, established a neighborhood commercial core. Though these businesses provide important goods and services, the area lacks the public space needed to support it as a neighborhood destination.

**REAL IMAGE OF DAY SQUARE AND ITS CHALLENGES TODAY**  
Members of the East Boston community identified the following challenges and opportunities in Day Square.

**LEFT** Intersection of Saratoga Street, Chelsea Street, and Marine Road looking southeast, 2011. Day Square is challenged by complicated intersections that are difficult for people to safely navigate, regardless of travel mode.

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# Day Square Context

Day Square was never a planned neighborhood center and its public realm always poorly defined. While near transit and the Greenway, the square feels disconnected, overly complex, and imbalanced towards vehicles. It lacks public space, trees, and amenities for people.

*Day Square nunca fue planificado como un centro de vecindario, y su espacio público no fue claramente definido. Aunque está cerca del transporte y la Greenway, la plaza se siente desconectada, muy complicada, y desequilibrada favoreciendo los vehículos. Carece de espacio público, árboles, y espacios para las personas.*

## Day Square at the Intersection of Prescott Street and Chelsea Street, Looking Northeast



1948



2021

**Day Square Yesterday**



Day Square was not planned as a commercial center. East Boston Bromley Maps demonstrate changes in ownership and land use over time. In 1922, Day Square Theatre was one of a few commercial buildings in the area. Several buildings in the image above remain today. On the left, the First National grocery store occupies a building that was originally a theatre, one of five in the neighborhood. Spinelli's occupies the same building today.

It is interesting to note that the challenges created by infrastructure in Day Square are not new. From the Report of the City Planning Board on the Development of the East Boston District, 1916: "There is now at and near Day Square, Eagle Square, and Neptune Road a most incongruous and uninteresting collection of unrelated street ends, street intersections and public open spaces. The present plan is the result of the meeting of two distinct rectangular systems of streets with little attempt at adjustment, and with a railroad cut through it that has necessitated rising grades and rendered the district still less satisfactory. These street intersections form an important center that has already resulted in a rise in value of lands and bids fair to increase in importance."

**Day Square Today**



Today, Day Square is lined with neighborhood-serving commercial uses, but has remained a cut-through for regional vehicle trips because of its proximity to Route 1A. In 2019, approximately 75 percent of all vehicles in Day Square passed through to other destinations.

Formed by the intersection of two different street grids, public realm in Day Square is defined by extra pavement and complex intersections. It is the fifth most severe crash hot spot in East Boston. Street space is devoted to surface parking, with no centralized public space, few public realm amenities, limited lighting, and poor maintenance. Day Square's limited tree canopy contributes to an extreme heat island effect.

Day Square is within a five-minute walk to Wood Island Station, but pedestrian connections are challenged by expansive intersections and the Route 1A overpass. Day Square is served by three local bus routes, which experience significant delay and unreliability resulting from the duration and frequency of Chelsea Street Bridge lifts. The SL3 passes by Day Square without stopping.

# Day Square Summary of Recommendations

The vision would create new public space and brings the Silver Line to the heart of Day Square, supported by a mixed-use mid-rise district. Intersections are simplified and connections to the Greenway expanded.

*La visión crearía espacio público nuevo y traería el Silver Line al centro de Day Square, apoyado por un distrito de media altura y uso mixto. Las intersecciones serán simplificadas y las conexiones a la Greenway expandidas.*

**Day Square Tomorrow**

This list summarizes recommendations prepared for Day Square as illustrated in the vision plan presented on the following page. The vision for Day Square proposes strategies that would:

- Bring the Silver Line to Day Square and make buses more reliable and predictable. (Refer to page 44 for more detail.)
- Create dedicated bus lanes on Chelsea Street, a new dedicated transitway, and a new MBTA station served by routes SL3, 112, 120, and 121.
- Create new public space in the heart of the square connected to Mary Ellen Welch Greenway and American Legion Playground. (Refer to page 46 for more detail.)
- Reclaim surface parking for new public space.
- Connect Bremen Street Community Park and American Legion Playground by raising the Bennington Street/Prescott Street intersection, and widening the sidewalk and adding street trees to the length of Prescott Street.
- Support a mixed-use mid-rise district in Day Square. (Refer to page 48 for more detail.)
- Allow additional height (up to six stories) and density on parcels facing Day Square.
- Encourage active ground-floor uses along priority street edges.
- Simplify intersections by consolidating those that are redundant and reducing the size of those that remain. (Refer to page 50 for more detail.)
- Make Green Line connections to the Mary Ellen Welch Greenway. (Refer to page 52 for more detail.)
- Construct a Greenway branch between Excel Academy and 355 Bennington Street.
- Enable connection to the Chelsea Creek waterfront via the Route 1A inbound off-ramp.

**PLAN DIAGRAM OF DAY SQUARE TOMORROW VISION**

- PARKS / OPEN SPACE
- IMPROVED PUBLIC SPACE
- DEDICATED BUS LANE
- PATH / BIKE LANE
- PRIORITY EDGES



# Day Square Recommendations

The vision would bring the SL3 into Day Square and make buses more reliable. This would create a single transfer point for all bus routes, save dozens of hours for passengers daily, and give more people easy Silver Line access.

*Esta visión traería el SL3 a Day Square y mejoraría la eficiencia de los autobuses. Esto crearía un solo punto de transferencia para todas las rutas de autobús, ahorrándole a los pasajeros docenas de horas diariamente, y brindando acceso al Silver Line a más personas.*

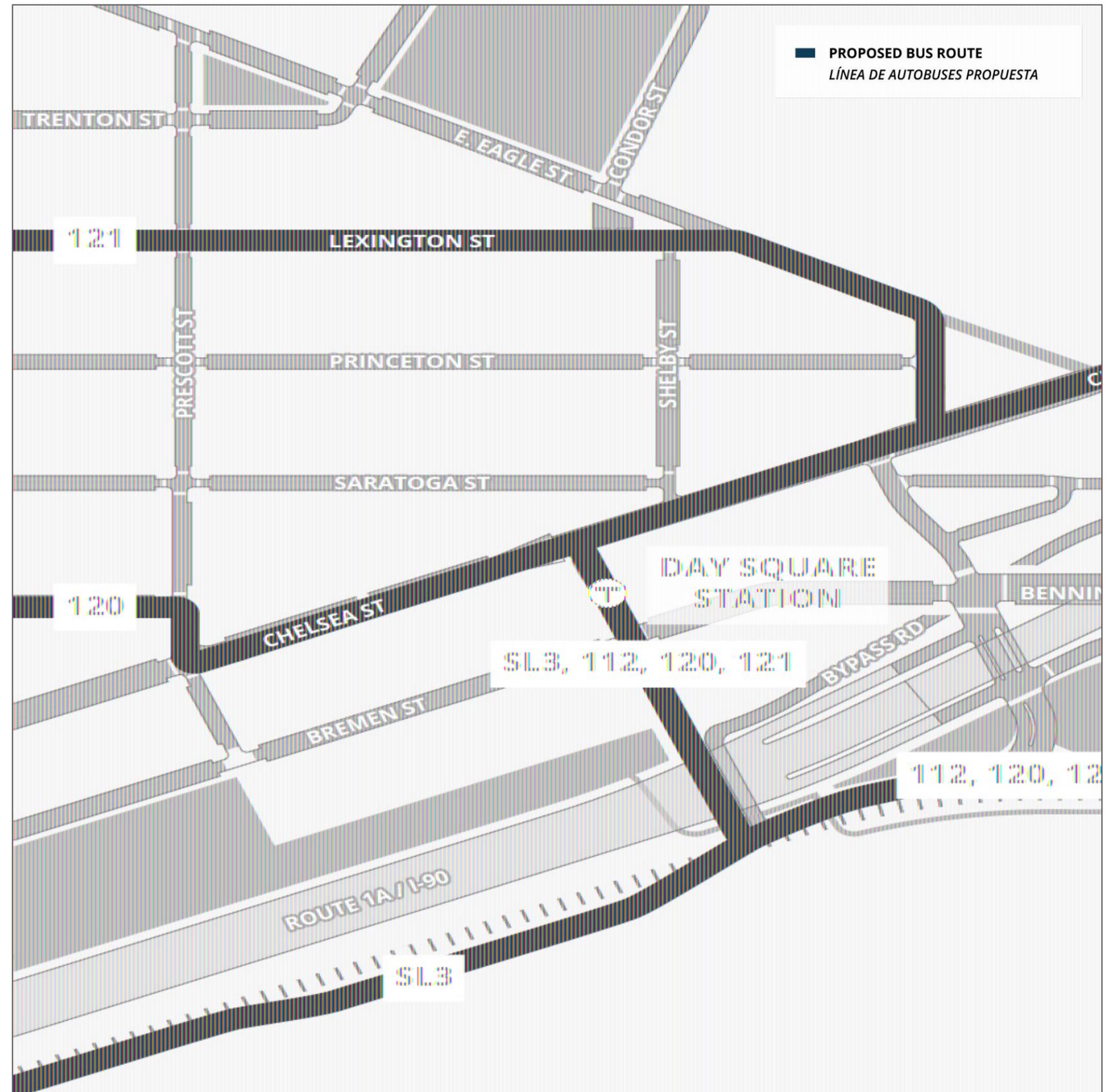
**Bring the Silver Line to Day Square and make buses more reliable and predictable.**

Bringing route SL3 of the Silver Line to Day Square requires moving the route from the Coughlin Bypass Road to City streets and State and private land. While other alternatives were considered, only the proposed alignment on the following page could maintain and improve the Silver Line's high levels of service while also providing sufficient space for a station platform. Dedicated bus lanes on Chelsea Street would operate in the center of the street for safer intersections and to avoid curbside conflicts. With these bus lanes, northbound SL3 and 112 buses would bypass the traffic queue and be first in line to cross the bridge in the event of a lift, making routes much more reliable.

Day Square Station, serving routes SL3, 112, 120, and 121, would be located along a dedicated transitway between Chelsea Street and Bremen Street. Continuing this connection to Frankfort Street would require realignment of the Coughlin Bypass Road, a dedicated truck route that keeps trucks off of local East Boston streets. As Frankfort Street is critical for Logan Airport operations, the BPDA has initiated discussions with Massport on the potential impact of the new transitway connection on the revised geometry of the Coughlin Bypass Road, operations of the intersection at Frankfort Street, and the proposed multimodal connections through the area. Additionally, the concept proposes reopening the eastern connection to Wood Island Station via Neptune Road. The BPDA recognizes that this new connection (currently a dead-end street) provides supporting parking for the Neptune Road Airport Edge Buffer Park, a mitigation commitment made by Massport to the East Boston community. The City will work with Massport to preserve connectivity access to the Buffer Park and will work to replace these parking spaces.

**With Day Square Station, more than 1,000 additional East Boston households would be within a 5-minute walk of the Silver Line. This means 3,000 more residents of color (+84 percent), 140 more households living in poverty (+53 percent), 700 more residents 65 and over (+67 percent), and 425 more residents 18 and under (+70 percent) would live within a 5-minute walk of the Silver Line.**

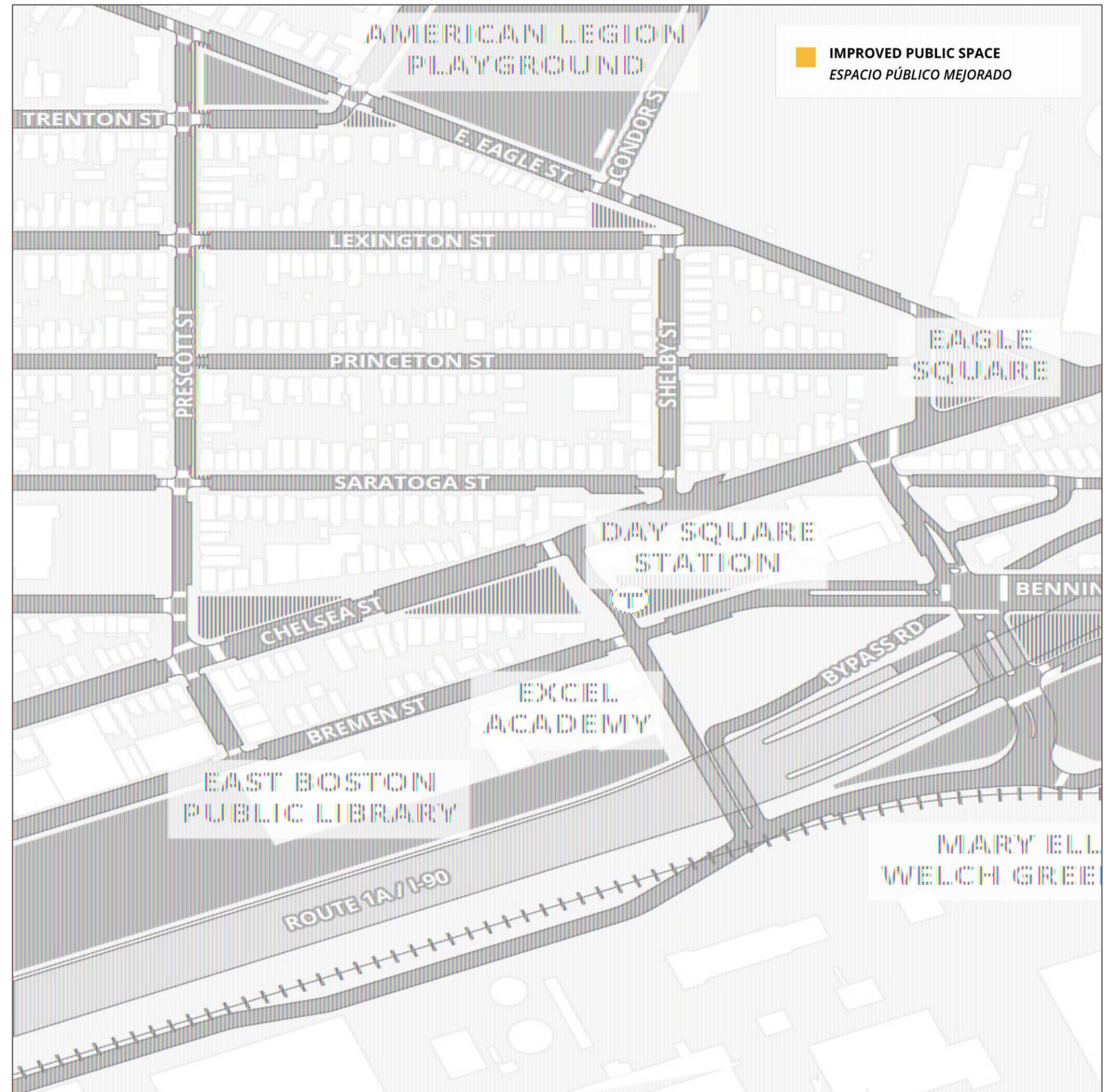
**An estimated average of 26 hours across all SL3 passengers could be saved with each lift of the Chelsea Street bridge. Throughout the day, this adds up to an estimated 136 hours saved by people who ride the SL3 during a typical weekday.**



# Day Square Recommendations

The vision would create new public space in the heart of the square connected to the Greenway and American Legion Playground. This would add more than one acre of public space, increasing tree canopy and amenities.

*Esta visión crearía nuevos espacios públicos en el centro de la plaza, conectados al Greenway y al American Legion Playground. Esto añadiría más de un acre de espacio público, aumentando el dosel arbóreo y las instalaciones.*



# Day Square Recommendations



# Day Square Recommendations

The vision would support a mixed-use mid-rise district in Day Square. This would encourage active ground-floor uses facing the square and concentrate added height and density near frequent transit.

*Esta visión sostendría un distrito de media altura y uso mixto en Day Square. Esto alentaría el uso activo al nivel del suelo y concentraría la adición de altura y densidad cerca del transporte frecuente.*

Reason Planning & Development Agency | Date: Boston Tomorrow

**Support a mixed-use mid-rise district in Day Square.**

Many small businesses, including several restaurants reflective of East Boston's diverse immigrant communities, line Day Square. Because commercial uses in Day Square emerged over time, many of these businesses occupy the ground floors of buildings that were not necessarily designed for retail use. Elevated ground floors and limited windows disconnect these spaces from the sidewalk and contribute little activation to the public realm. Limited sidewalk conditions today mean businesses have few if any opportunities for adding outdoor seating.

**Encourage active ground floor uses along priority edges.**

Development in Day Square must contribute to an active and vibrant public realm. It is important, especially for buildings that would be adjacent to new public spaces, that ground floors not be raised above sidewalk level unless responding to issues related to flooding. It is also important that the ground-floor elevations of these buildings are porous, with generous windows and appropriate entrances designed to facilitate interaction with the sidewalk. Parking entrances on priority streets should be prohibited, and parking and service uses should be set back from the sidewalk, buffered by active uses including retail and residential lobbies.

**Concentrate added height and density near transit.**

Day Square is a wide right-of-way, well suited for added height and density. Much of the Day Square area is zoned for Neighborhood Shopping which currently limits allowed building height to three stories. A portion of the Day Square area is located in the Corridor Enhancement subdistrict along the Mary Ellen Welch Greenway and the East Boston Expressway (Route 1A). Parcels located in the Corridor Enhancement subdistrict are PDA-eligible. For buildings immediately facing the square, allowed height would increase from three stories to five stories. Additional height is greatly challenged by proximity to Logan Airport and FAA regulations. However, it would be appropriate that where possible, additional height beyond five stories could be considered in exchange for added affordability.

**RETAIL IN DAY SQUARE, 2021**

Because Day Square developed over time, many commercial establishments today occupy previously residential spaces. Commercial retail spaces typically have small windows and limited presence on the street. The vision for Squares and Corridors would require greater porosity and visibility for ground floor retail.

**SECTION THROUGH DAY SQUARE**

**DAY SQUARE TODAY - ZONING DISTRICTS BY HEIGHT**

The area around Day Square is zoned for a 35-foot and three-story height maximum regardless of land use.

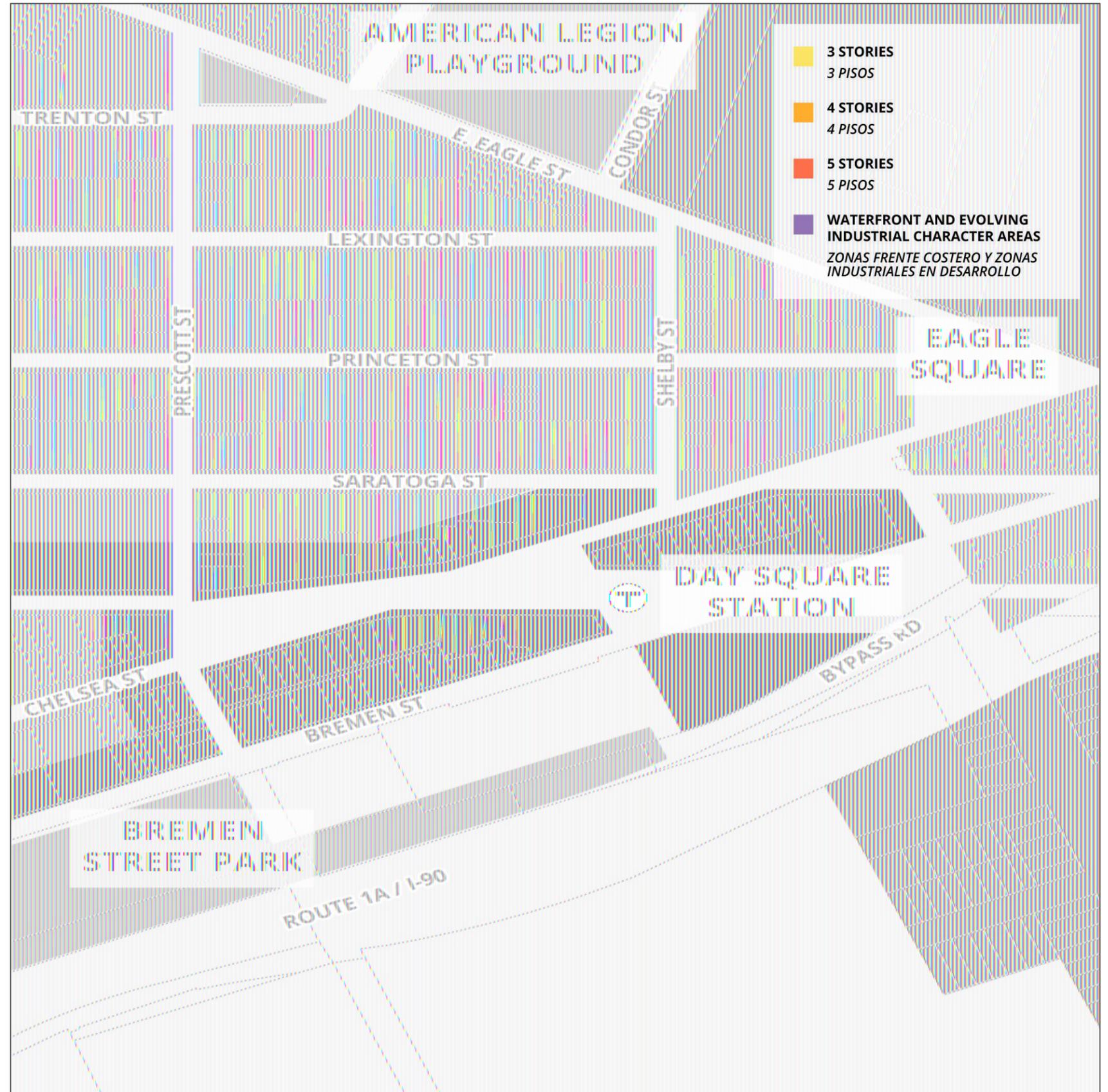
**DAY SQUARE TOMORROW - PROPOSED REGULATING PLAN**

The proposed vision for Day Square would allow additional height near transit. Maximum height in Day Square is restricted by FAA height limits.

**LEGEND:**

- 3 STORIES / 3 PISOS
- 4 STORIES / 4 PISOS
- 5 STORIES / 5 PISOS
- WATERFRONT AND EVOLVING INDUSTRIAL CHARACTER AREAS / ZONAS FRETE COSTERO Y ZONAS INDUSTRIALES EN DESARROLLO

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# Day Square Recommendations

The vision would simplify intersections by consolidating those that are redundant and reducing the size of those that remain. This would shorten crossings and make vehicle movements more predictable.

*Esta visión simplificaría las intersecciones al consolidar aquellas que son redundantes y reduciendo el tamaño de las restantes. Esto acortaría los cruces y permitiría hacer los movimientos vehiculares más predecibles.*

**Simplify intersections by consolidating those that are redundant and reducing the size of those that remain.**

Central to making Day Square safer for walking, biking, taking transit, and driving, the Day Square vision concept proposes some street network changes:

- Bennington Street would be realigned from Chelsea Street to Bremen Street in the heart of Day Square. This would create space for Day Square Station and eliminate conflicts between people walking and turning drivers. People driving between these streets could still connect via Neptune Road, Prescott Street, or other connecting side streets before or after Day Square.
- Pending further advancement of the Eagle Square redesign project, left turns from Chelsea Street northbound to Eagle Square northbound would be prohibited. This reserves space for dedicated bus lanes and for an inbound left-turn lane on Chelsea Street for drivers traveling to Neptune Road. People driving from Chelsea Street to Condor Street could still connect via Shelby Street.
- Movements to and from Saratoga Street and Bremen Street along Neptune Road would be streamlined. This would reduce unsafe intersection conflicts and encourage predictable driving behavior. While people driving could still reach their destinations, they may need to modify how they travel through Day Square.

The BPDA is performing an extensive analysis of transit and traffic operations in the Day Square area to understand network implications of the vision concept. Technical documentation summarizing the methodology, assumptions, and results of this analysis will be published as the Day Square vision concept is refined through the community engagement process.

**DAY SQUARE TODAY - EXISTING STREET NETWORK**  
 Thinning Day Square is complex and presents safety challenges for people walking, biking, taking transit, or driving. Over time, more pavement in Day Square was formalized into surface parking, separated by concrete islands and served by one-way driveways. Intersections can have poor visibility, long or multiple crossings, and unclear traffic patterns, increasing pedestrian exposure to conflicts with motor vehicles.

**DAY SQUARE TOMORROW - PROPOSED STREET NETWORK**  
 In the Day Square vision concept, redundant intersections would be consolidated, pedestrian crossings shortened, and motor vehicle movements made more predictable. This would eliminate many existing conflicts between people driving and walking, and would limit exposure to conflicts where they cannot be eliminated.

Between 2016 and 2018, Day Square experienced 10 pedestrian, 3 bicycle, and 45 vehicle-only crashes that required response from Emergency Medical Services, making it the fifth most severe crash hot spot in East Boston.

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# Day Square Recommendations

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# Day Square Recommendations

The vision would make Green Links connections to the Greenway. This would knit Day Square and nearby open spaces together with safer crossings, new off-street paths, and new on-street low-stress bikeways.

*Esta visión crearía conexiones de vías verdes a la Greenway. Esto uniría Day Square y los espacios abiertos cercanos con cruces peatonales más seguros, nuevos caminos alternos, y nuevos carriles para bicicletas de bajo estrés.*

**Make Green Links connections to the Mary Ellen Welch Greenway.**

In the vision concept, Green Links would bring the comfort and experience of the Mary Ellen Welch Greenway into Day Square and better connect it to the neighborhood and region:

- A shared-use path would connect the Mary Ellen Welch Greenway to Chelsea Street in the heart of the square. The 355 Bennington Street redevelopment project intends to build the portion between the Greenway and the Bennington Street/Bremen Street intersection.
- A shared-use path would connect the Mary Ellen Welch Greenway to the Chelsea Creek waterfront by rethinking the Route 1A inbound off-ramp between Route 1A and the Coughlin Bypass Road. MassDOT and Massport own these roadways, respectively. Continued coordination with MassDOT and Massport is critical to the feasibility of this connection, including identifying an alignment past Curtis Street to the Chelsea Creek waterfront.
- Separated bike lanes on Bennington Street and Condor Street would create low-stress connections using City streets. Refer to the Bennington Street section of this document for more detail.
- Contrailow bike lanes on Shelby Street and Saratoga Street would allow people to safely bike both ways on these one-way streets. Contrailow bike lanes help make direct connections while avoiding busy streets, like Bennington Street in Eagle Hill or East Eagle Street.

**DAY SQUARE TRANSITWAY BETWEEN EXCEL ACADEMY AND 355 BENNINGTON STREET**

**DAY SQUARE TODAY - EXISTING GREEN LINKS NETWORK**  
The Mary Ellen Welch Greenway, just one block to the south, with disconnected from Day Square. Many people travel along the Mary Ellen Welch Greenway without the connections to safely and comfortably continue into Day Square. All streets connecting to Day Square are considered high stress and unsuitable for regions of all ages and abilities.

**DAY SQUARE TODAY - PROPOSED GREEN LINKS NETWORK**  
Boston Green Links is a network open to all people in every neighborhood to Boston's greenway network. Green Links connections in Day Square would knit together the squares, new public spaces, and nearby existing open spaces with safer crossings, new off-street paths, and new on-street low-stress bikeways.



# How To Submit Comments

- Email us comments - [PlanEastBoston@boston.gov](mailto:PlanEastBoston@boston.gov)
- **PILOT COMMENT TOOL** ([bit.ly/PlanEastBoston](http://bit.ly/PlanEastBoston))
- Call us - 617-918-4238
- Use the comment box on the project website ([bit.ly/PlanEastBoston](http://bit.ly/PlanEastBoston))
- Join us at Office hours or at a Listening Session
  - Office Hours - May 24 12:00 - 1:00
  - Office Hours - May 26 12:00 - 1:00
  - Listening Session - June 3 6:30 - 8:00
  - Get together with members of your community (your neighbors, members or your civic association, members of a local non-profit organization) and schedule a Listening Session!

All feedback will be anonymized and posted to the project website

- Envíanos comentarios- [PlanEastBoston@boston.gov](mailto:PlanEastBoston@boston.gov)
- **Herramienta piloto para comentar** ([bit.ly/PlanEastBoston](http://bit.ly/PlanEastBoston))
- Llámanos - 617-918-4238
- Use the comment box on the project website ([bit.ly/PlanEastBoston](http://bit.ly/PlanEastBoston))
- Únase a nosotros en las horas de oficina o en una sesión de escucha:
  - Horas de oficina - 24 de Mayo 12:00 - 1:00
  - Horas de oficina - 26 de Mayo 12:00 - 1:00
  - Sesiones de escucha- June 3 6:30 - 8:00
  - ¡Reúnase con miembros de su comunidad (sus vecinos, miembros o su asociación cívica, miembros de una organización local sin fines de lucro) y programe una sesión de escucha!

Todos los comentarios se anonimizarán y se publicarán en el sitio web del proyecto.

# Next Steps

- Feedback is welcome on a rolling basis. Submit comments or plan to join us for office hours or a listening session.
- Feedback will be anonymized and posted online.
- Meetings with PLAN: East Boston Advisory Group and the East Boston Transportation Action Committee to synthesize and review feedback
- Sign up for PLAN: East Boston updates at [bit.ly/PlanEastBoston](https://bit.ly/PlanEastBoston)

Plan to join related initiatives including -

- Heat Resilience Community Open House  
Office of Environment  
May 27th from 7 - 8pm
- Resilient Design Options for East Boston Workshop  
Boston Planning & Development Agency  
June 8, 2021 | 6:00 PM - 8:00 PM
- Coastal Resilience Solutions for East Boston and Charlestown Phase II  
Stay tuned!

- Los comentarios son bienvenidos de forma continua. Envíe sus comentarios o planee unirse a nosotros durante las horas de oficina o una sesión de escucha.
- Los comentarios serán anónimos y se publicarán en el sitio web.
- Se hablarán de los comentarios en las reuniones con el Grupo Asesor de PLAN: East Boston y con el Comité de Acción de Transporte de East Boston.
- Regístrese para recibir actualizaciones de PLAN: East Boston en [bit.ly/PlanEastBoston](https://bit.ly/PlanEastBoston)

Participe en las iniciativas relacionadas -

- Jornada de Puertas Abiertas, Resiliencia contra el Calor  
Oficina de Medio Ambiente (Office of Environment)  
27 de Mayo | 7 a 8 PM
- Taller, Opciones de diseño resiliente para East Boston  
Agencia de Planeamiento y Desarrollo de Boston (BPDA son sus siglas en inglés)  
8 de Junio del 2021 | 6:00 PM - 8:00 PM
- Soluciones Costeras de Resiliencia para East Boston y Charlestown, Fase II  
¡Manténganse al tanto!