

Urban Renewal:

South End Workshop

**Villa Victoria Center for the Arts
July 9, 2015**

China Trade Building | June 10, 2015

Charlestown High School | June 29, 2015

Villa Victoria Center for the Arts | July 9, 2015

Shelburne Community Center | July 15, 2015

City Hall | July 22, 2015



South End, 1962

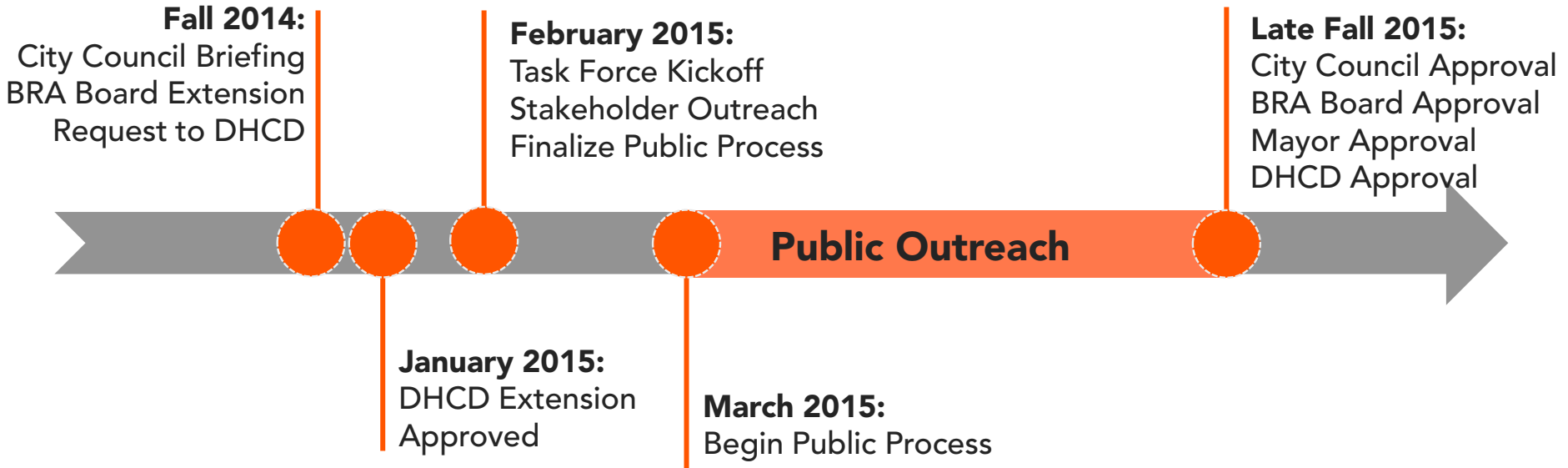
What the BRA is **NOT** doing:

- 1. Not modifying or extending the existing boundaries**
- 2. Not creating new urban renewal plan areas**
- 3. Not proposing projects, but focusing on process and planning**

What the BRA **IS** doing:

- 1. Repositioning Urban Renewal as a contemporary planning and economic development tool**
- 2. Refresh plans to show current planning and projects**
- 3. Revisit original goals and planning objectives**

Simplified UR Extension Process



What is Urban Renewal?

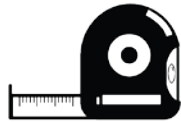


WHAT IS URBAN RENEWAL?

Certain cities and towns in the Commonwealth contain areas that are substandard, decadent or blighted open.

Urban renewal is a **strategy for redeveloping and revitalizing** these disinvested, underutilized and blighted areas for residential, commercial, industrial, business, governmental, recreational, educational, hospital or other uses.

This is now a state, not federal, program.



Blight Findings

Evidence of decadence or sub-standard conditions used to enact demonstration projects and negotiate incentives, etc.



Eminent Domain

Taking property to accomplish a public purpose. Used for site assembly, title clearance and vertical discontinuances



Urban Renewal Tools

UR Overlay Districts

Special zoning areas within Urban Renewal Areas



Land Use Controls

Use, height and design restrictions specific to each Urban Renewal Disposition Parcel



Housing Affordability Restrictions

Affordability requirements established to create housing opportunities



Demonstration Projects

Projects designed to eliminate blight outside of Urban Renewal Areas



ADAPTING OUR VIEW OF URBAN RENEWAL

Responding to the changing needs of the City of Boston

Original Approach

- Tackle blight
- Assemble land to develop infrastructure and public facilities
- Aggregate parcels to build streets for vehicular traffic
- Develop affordable housing

Current Approach

- Create vibrancy
- Reinvest in already developed facilities to add density and diverse uses
- Make current streets efficient for multi-modal transportation
- Create a diverse housing stock with mixed income, family and TOD housing

A

Assembly Row, Somerville



B

Kendall Square, Cambridge



C

Government Center, Boston

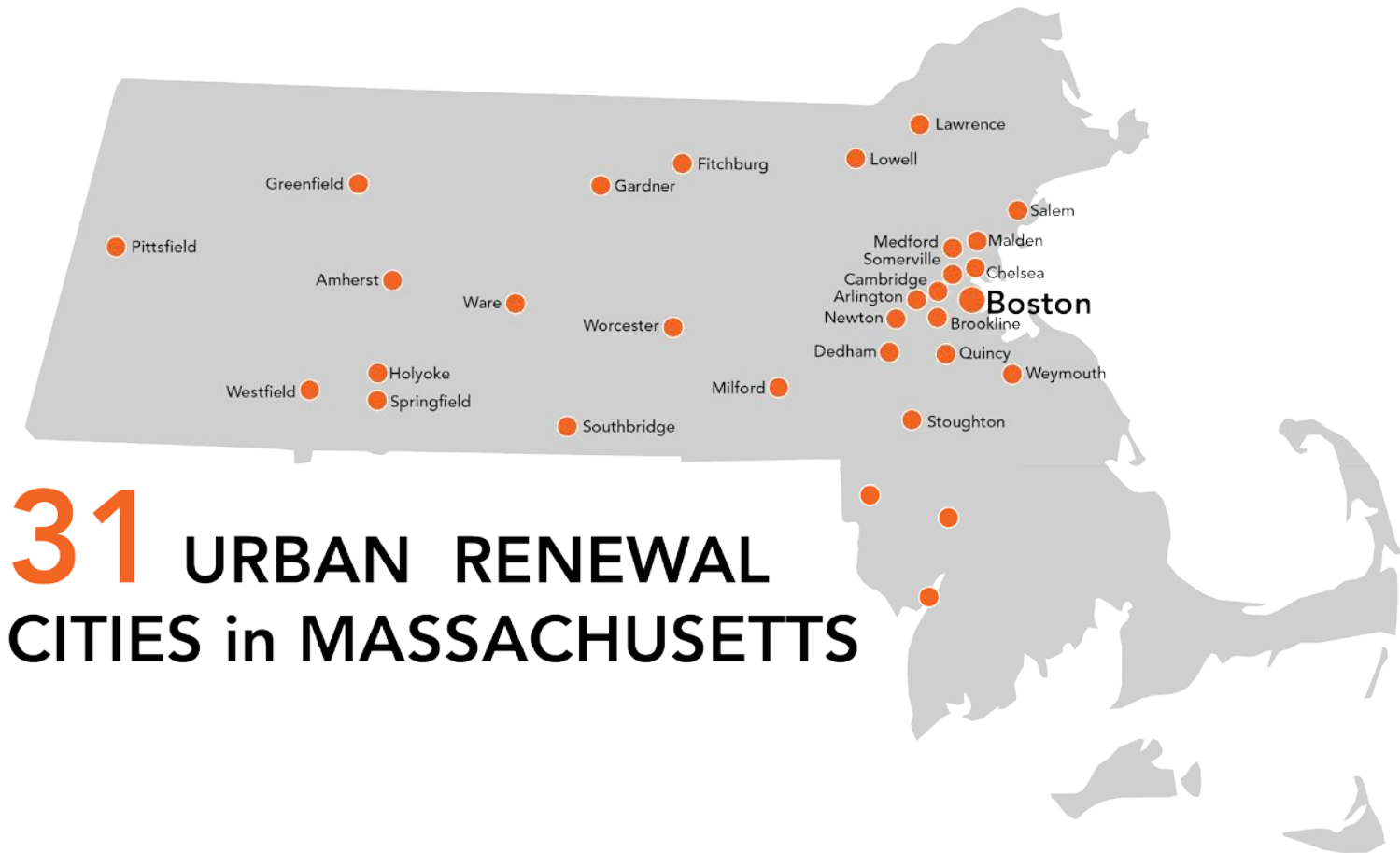


D

The Fenway, Boston



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31 URBAN RENEWAL CITIES in MASSACHUSETTS



UR Plans

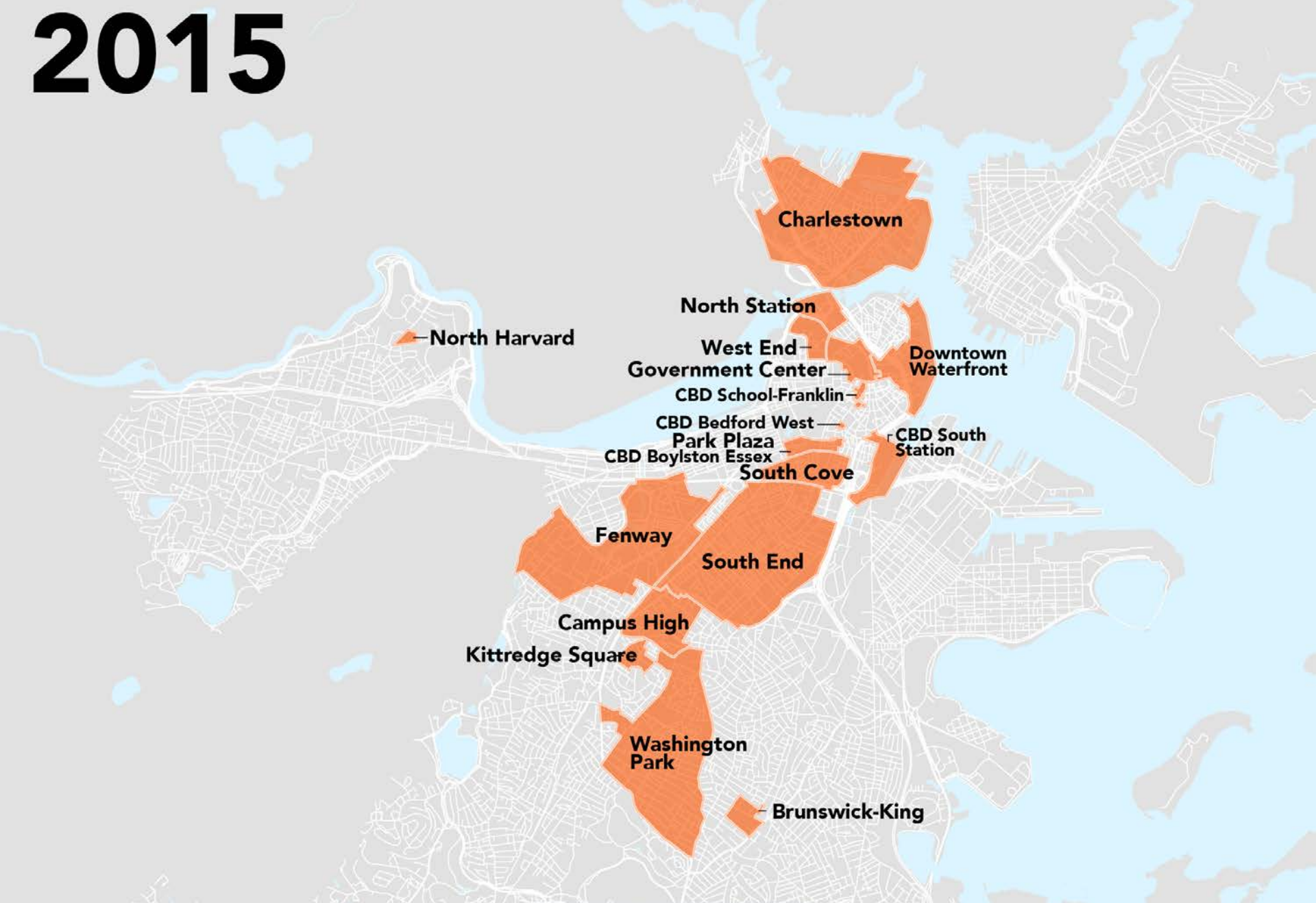
19 urban renewal plans approved in the Commonwealth since 1996

5 plans approved over past two years

Despite their age, many older plans continue to be active:

- Assembly Square in Somerville
- Union Square intermodal transportation facility in Springfield
- Kendall Square in Cambridge

2015



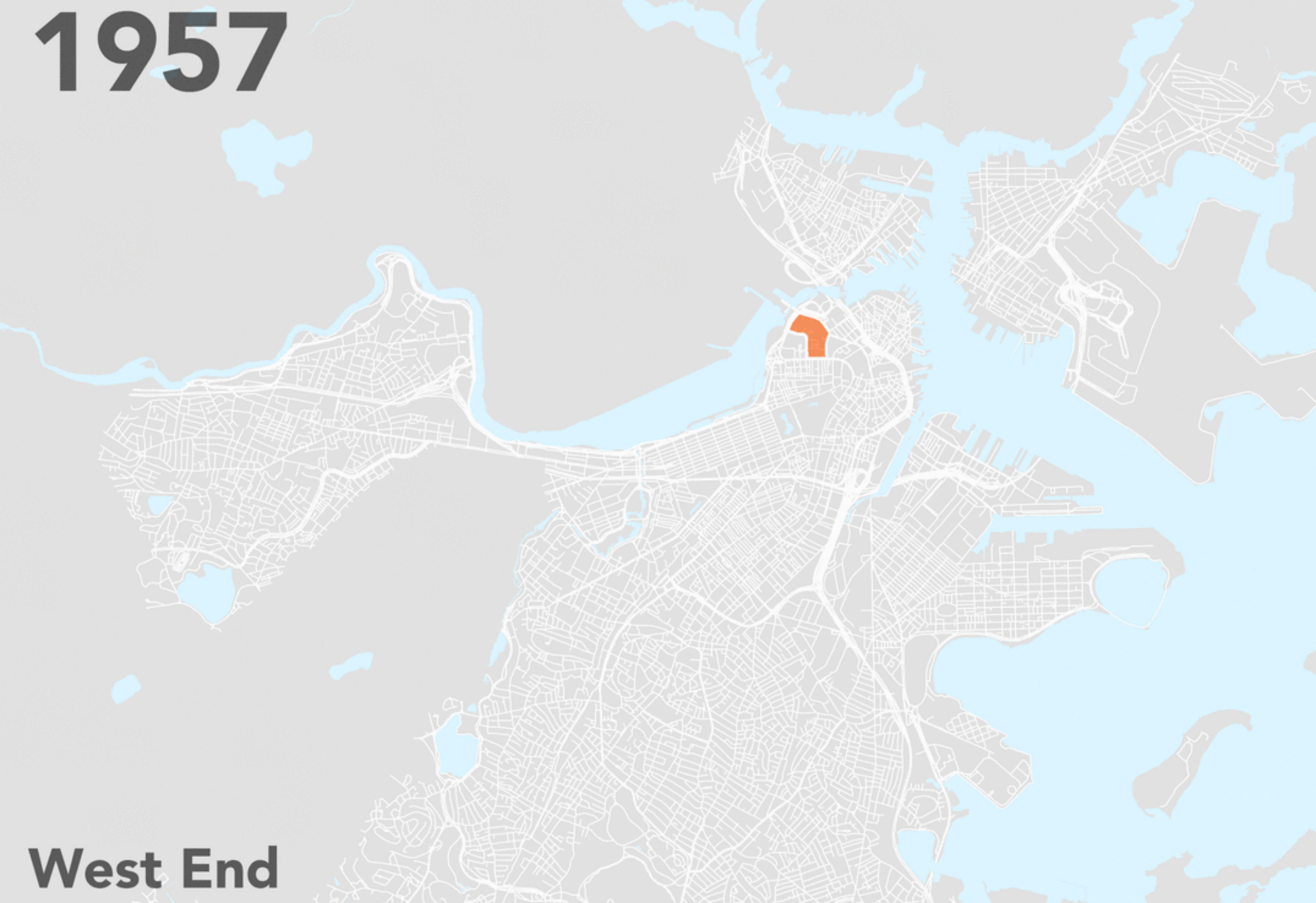
**BOSTON
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1957

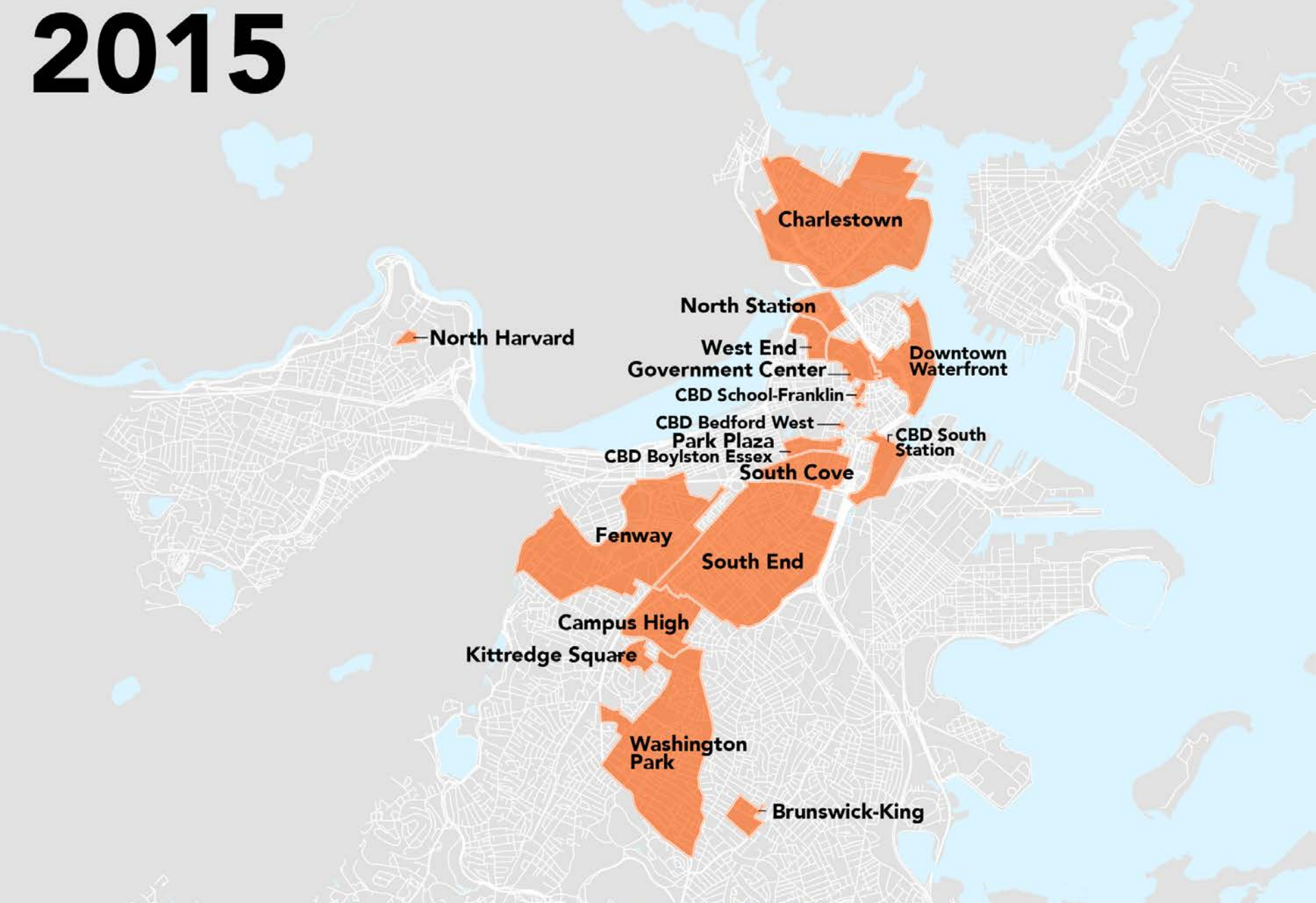
West End



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2015



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URBAN RENEWAL'S STIGMA

BEFORE



West End, 1957

AFTER





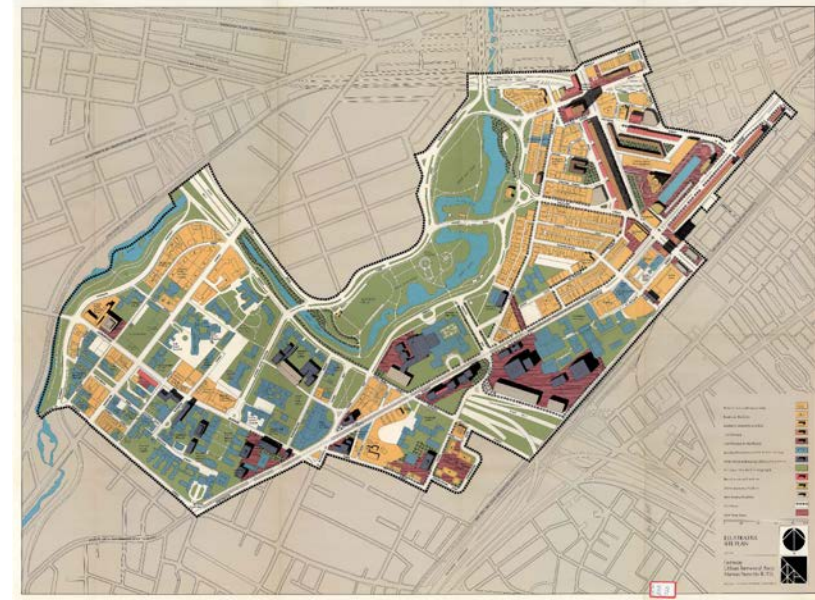
South End, 1962



Charlestown, 1965



South Cove, 1965



Fenway, 1965



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Recent Urban Renewal Projects



Spaulding Rehab Center and Park (Charlestown)



Charlesview Apartments (Brighton)

W Hotel & Residences (South Cove)



Whittier Street Health Center (Campus High)

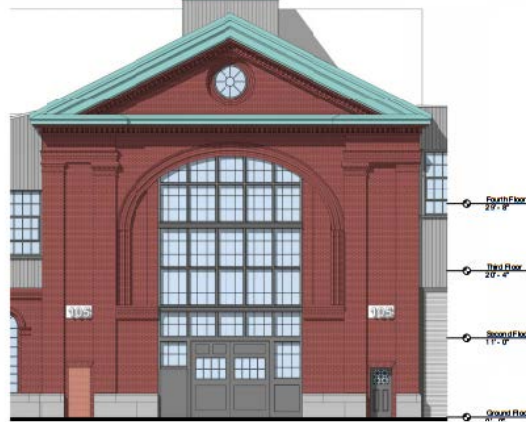


Upcoming Urban Renewal Projects



**Crescent Parcel,
Washington Park**

**The Chain Forge Hotel,
Charlestown**



**The Ropewalk,
Charlestown**



City Hall Plaza, Government Center



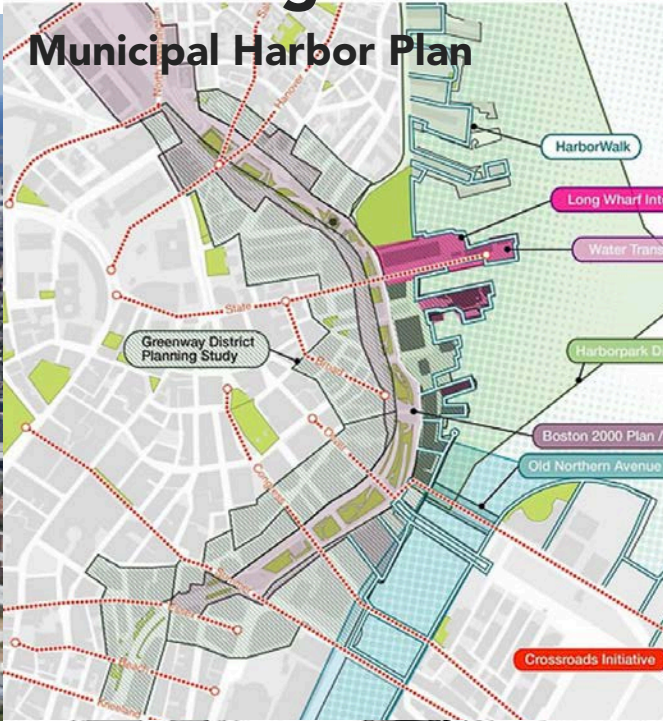
**The Little Building (Emerson),
Park Plaza**

Upcoming Urban Renewal Planning

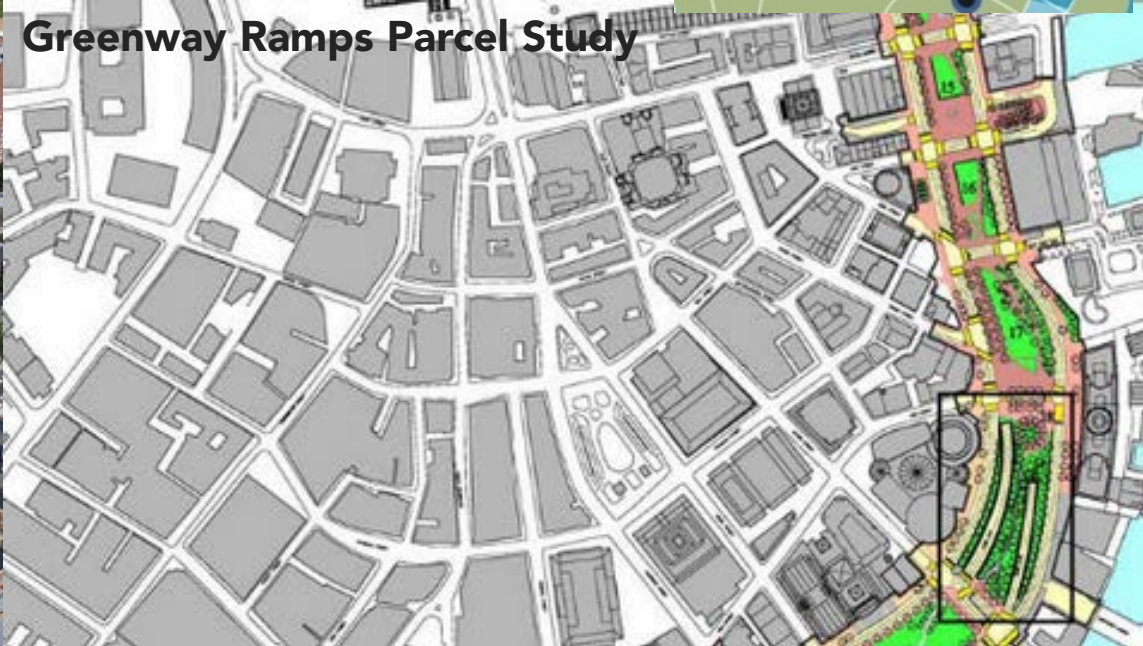
Huntington Avenue Study



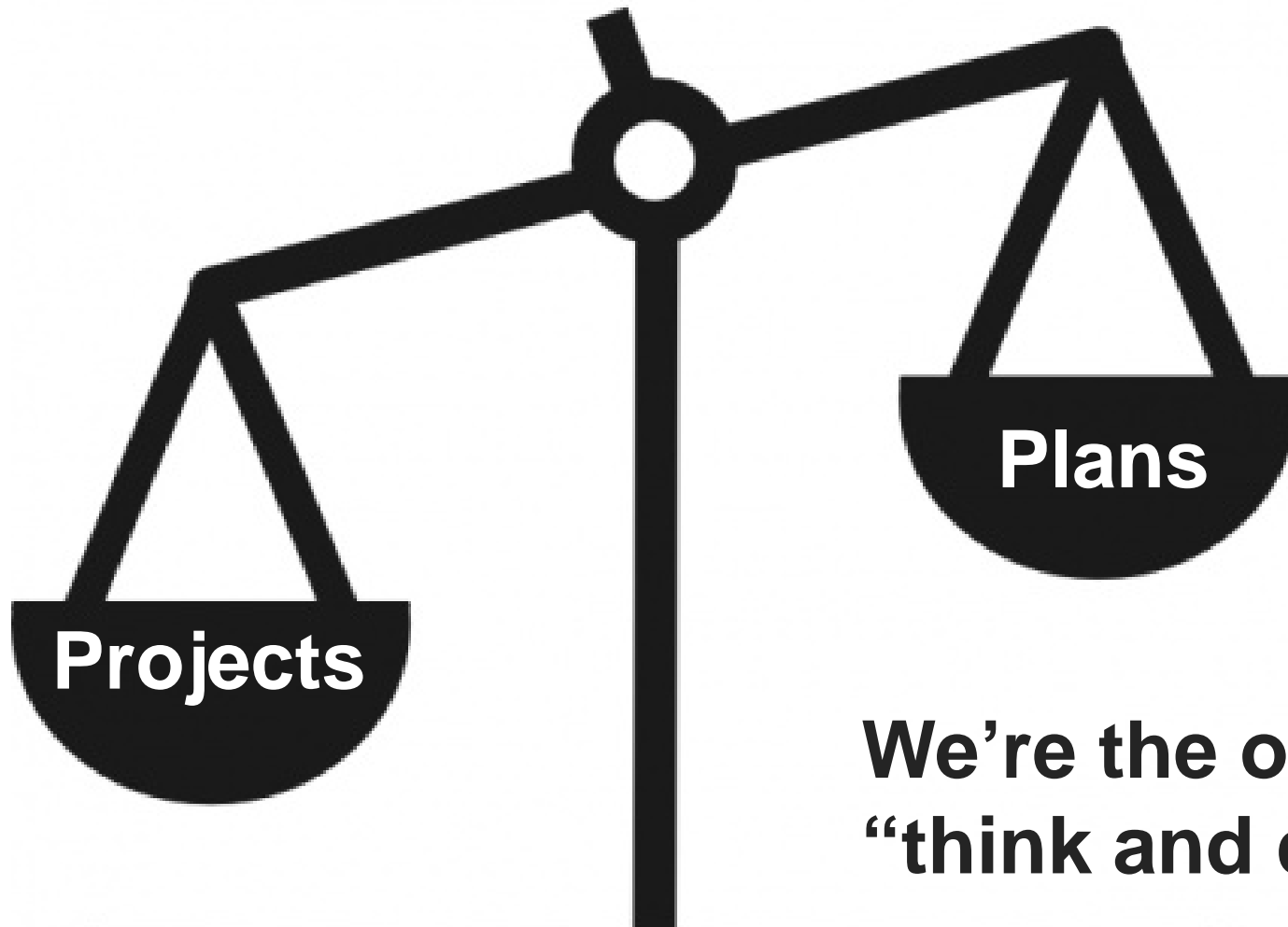
Municipal Harbor Plan



Greenway Ramps Parcel Study

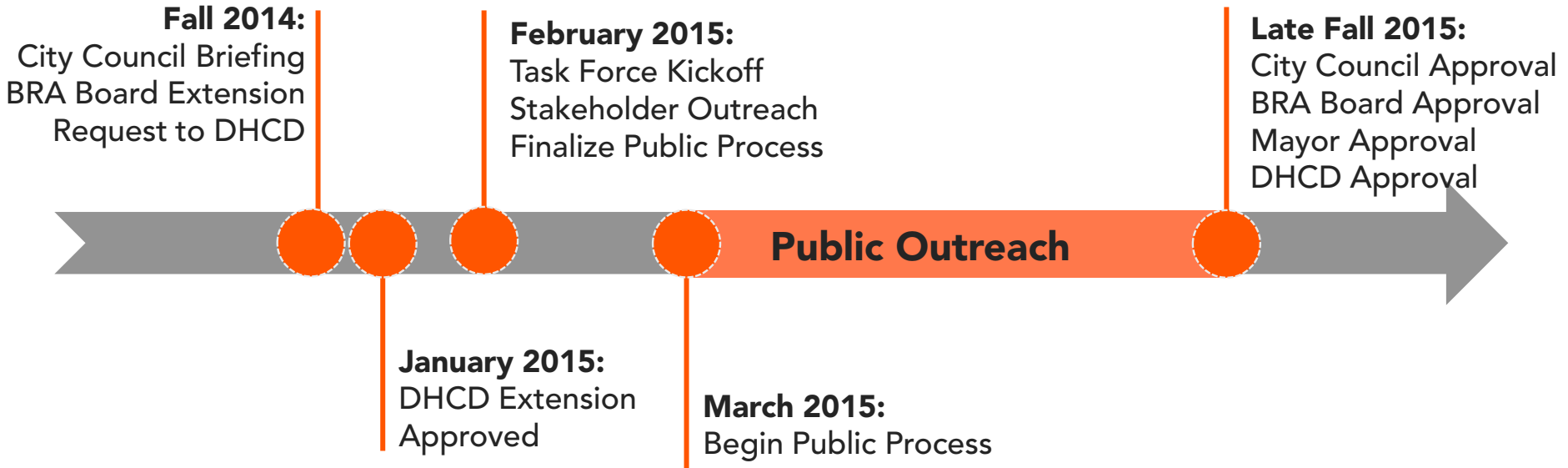


Urban Renewal is intended to balance planning with projects.



**We're the original
"think and do" tank.**

Simplified UR Extension Process



**Public
Meetings**



**Interactive
Website +
Social Media**



**Enlightened
Partnerships**



**Stakeholder
Roundtables**



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Interactive





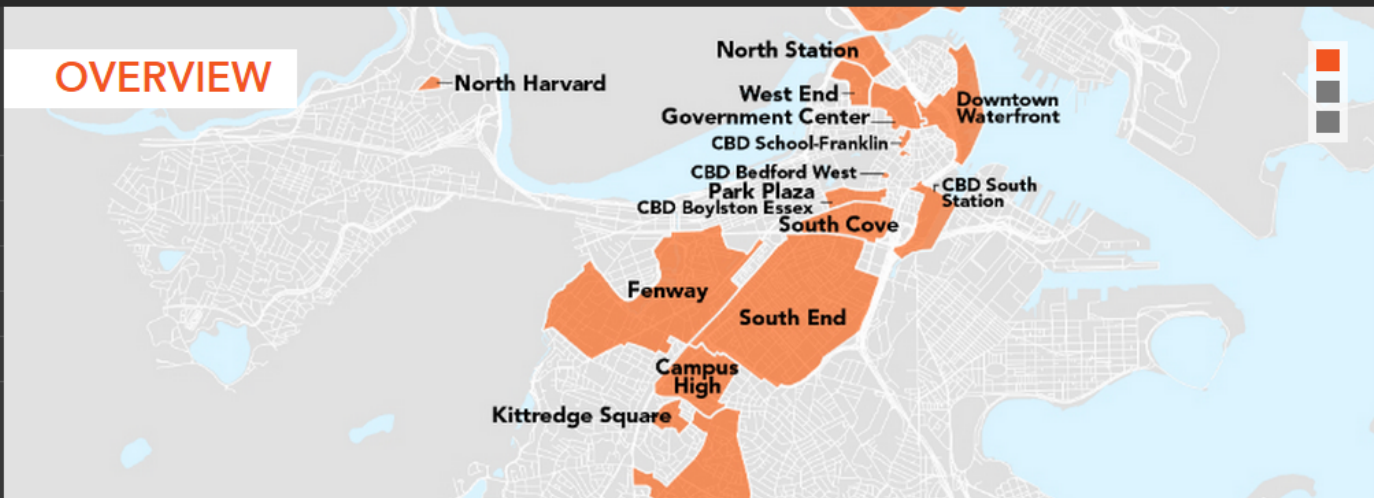
PLANNING

[What is Planning?](#)[Planning Initiatives](#)[Community Planning](#)[Institutional Planning](#)[Waterfront Planning](#)[Urban Design](#)[Urban Renewal](#)

- [Overview](#)
- [Map](#)
- [Featured Projects](#)

[Zoning Viewer](#)

OVERVIEW



The BRA is seeking to extend [urban renewal](#) plan areas that cover over 3,000 acres of the city and include parts of Charlestown, the Fenway, Chinatown, the South End, Roxbury, the Downtown Waterfront, the West End, North Station area, and Government Center.

Urban renewal dates back to the American Housing Act of 1949, when the federal government began to invest great sums of money to redevelop cities that were rapidly declining after World War II. Early urban renewal efforts attempted to tackle widespread blight by assembling land to develop massive infrastructure and public facilities, usually at the expense of displacing poor and marginalized residents. The current effort is focused on a contemporary reframing of urban

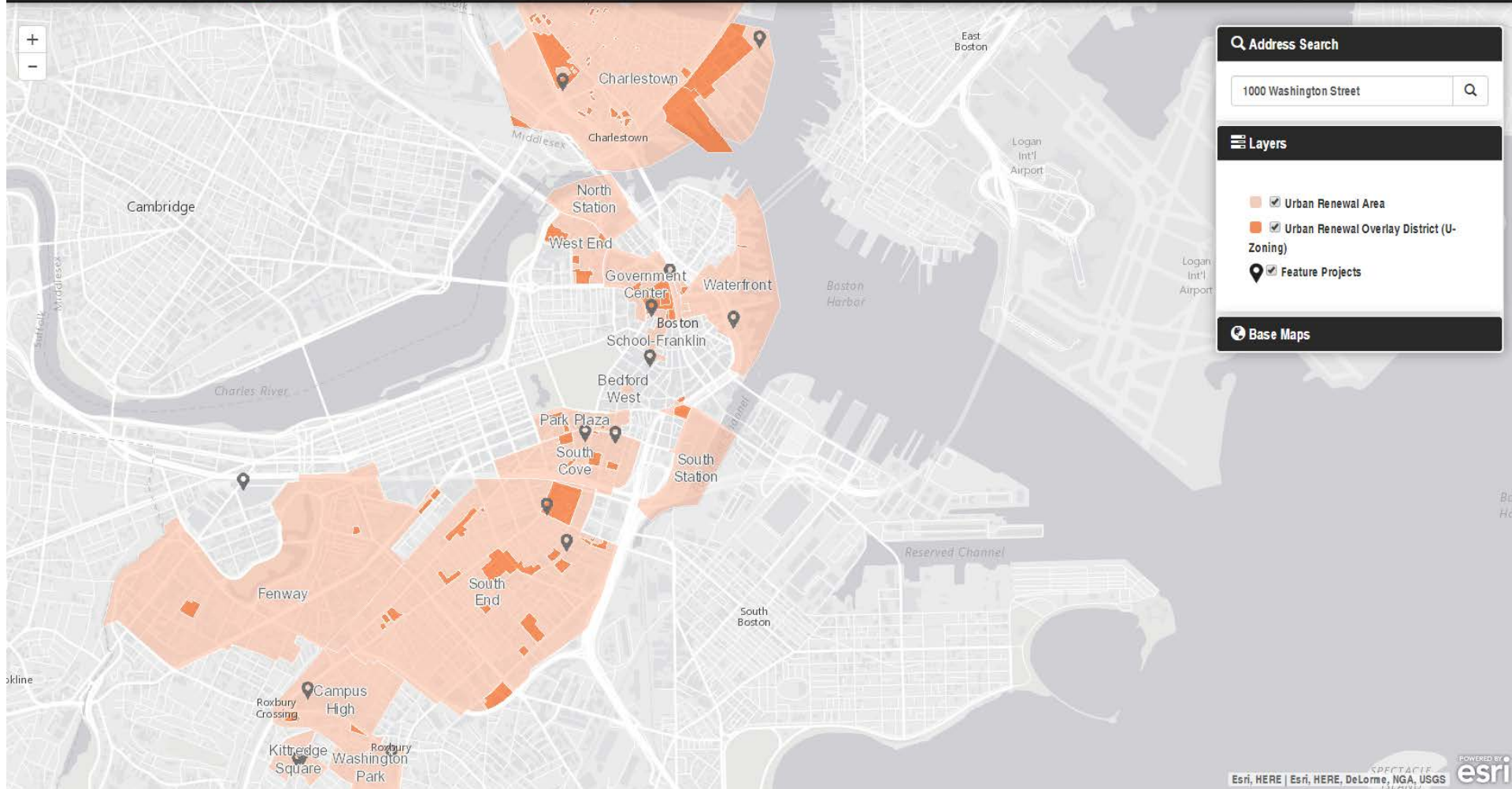
EVENTS

23
FEB[Urban Renewal
Task Force
Meeting](#)

NEWS

December 17, 2014
[BRA begins community
engagement process to
extend urban renewal](#)





Address Search

1000 Washington Street

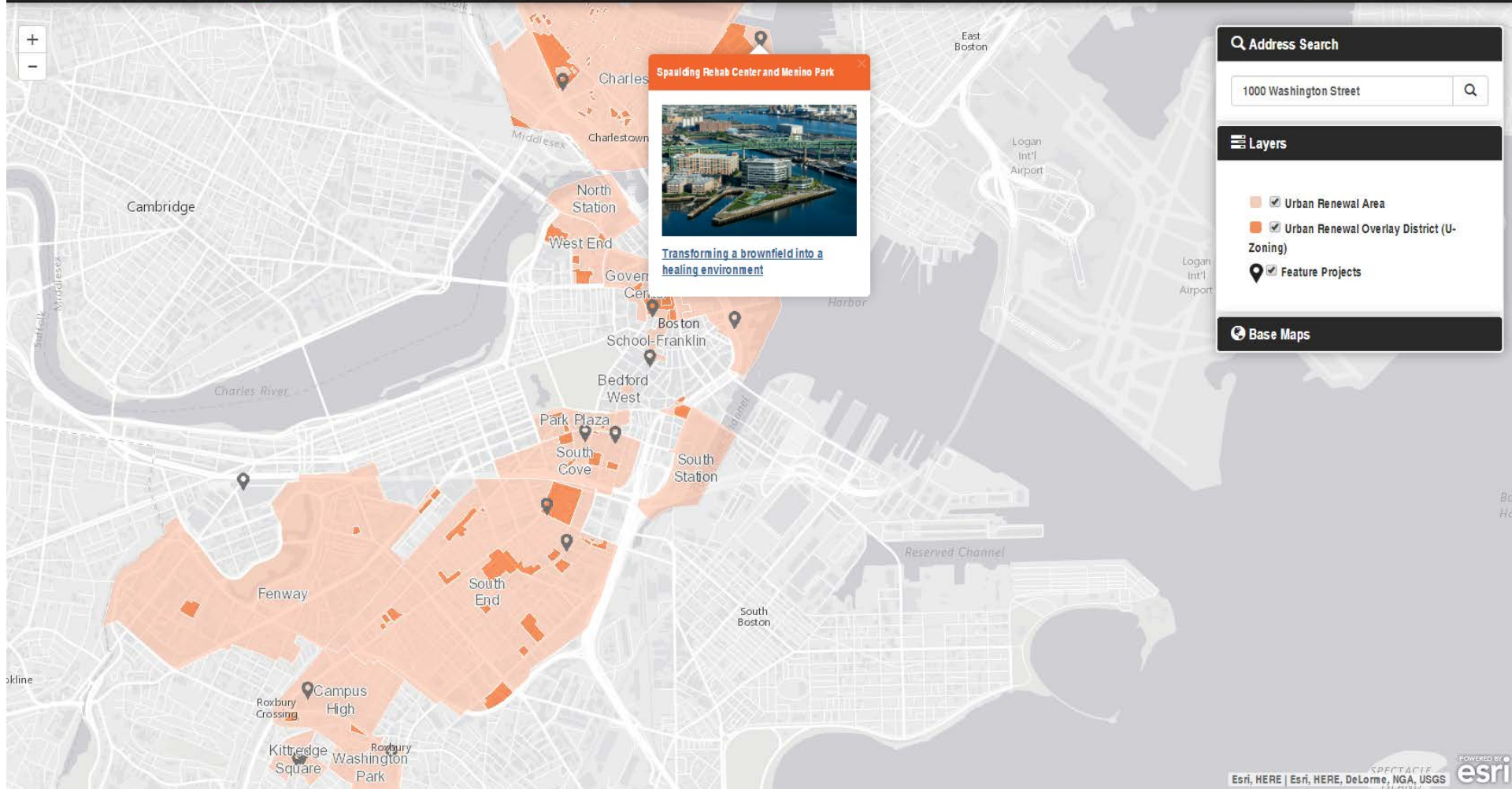


Layers

- ☒ Urban Renewal Area
- ☒ Urban Renewal Overlay District (U-Zoning)
- ☒ Feature Projects

Base Maps





🔍 Address Search

1000 Washington Street



☰ Layers

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- ☒ Feature Projects

🌐 Base Maps





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Zoning Viewer

Enter Address or Parcel ID



FEATURED PROJECTS

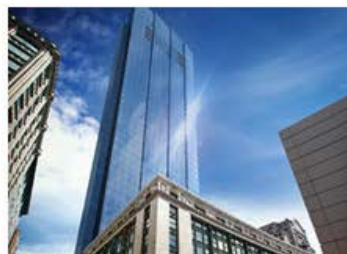


Urban Renewal Featured Projects

Urban renewal tools can be the key to facilitating development that might otherwise not be possible. Learn more about some of these recent projects located throughout Boston!



**Boston Public Market at
136 Blackstone Street**

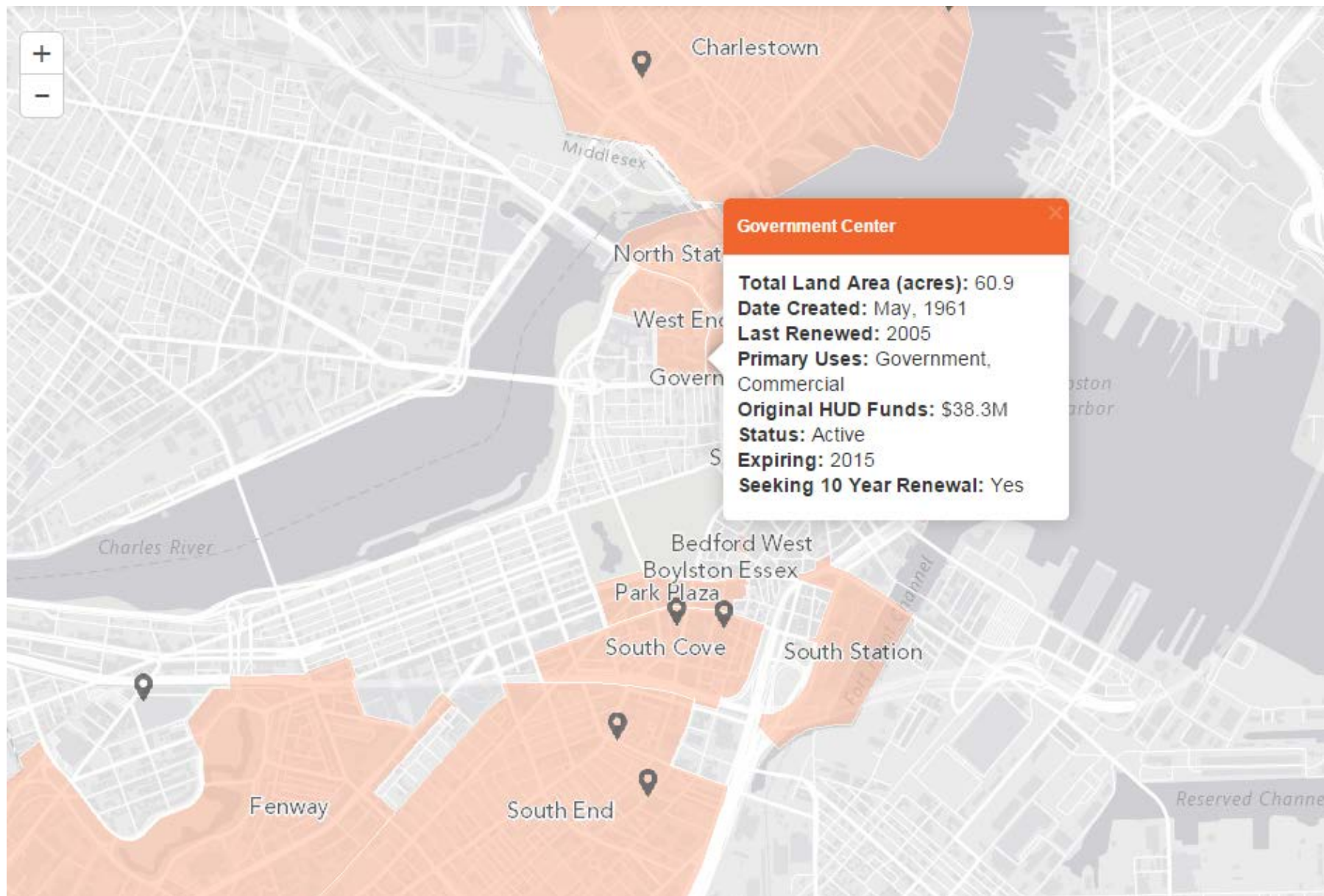


**Millenium Tower and
Burnham Building**



**Government Center
MBTA Station**





In the works...

The BRA climbs aboard City Hall To Go!

May 5, May 12, May 15, May 20, May 27, May 28

Charlestown
Charlestown Navy Yard
South End
Chinatown
Roxbury
Fenway

Hi there! Have any questions about urban renewal? What do you think the goals or planning objectives should be in your neighborhood?



City Hall to Go (May 2015)



The West End Museum

**BOSTON
ARCHIVES**
PRESERVING THE PAST
FOR BOSTON'S FUTURE



City of Boston

*Boston
Public
Library*



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January 2015

Start!



City Council
Task Force



Website Launch of Primary Features
Map, Tools, Projects, and Glossary

March-April 2015

1

Urban Renewal Kickoff



City Council
Task Force

What is Urban Renewal?
Boston's UR History
UR in MA and throughout US
UR Tools and Feature Projects in Boston



Stakeholder Engagement



Historical Maps + 2015 Plan Area Boundaries
BRA-owned land
Refinement of Interactive Map

June-July 2015

2

Ideas, Goals, and Planning Objectives Workshops



City Council
Task Force

Tools + Feature Projects Revisited
Review of Past UR Plans
Analysis of Historic Urban Renewal Plan Areas
New "Conditions Today" maps for all plan areas
Workshop Goals + Planning Objectives
Demographic Analysis of Plan Areas



Stakeholder Engagement



UR in MA Panel?

Task Force



Stakeholder Engagement



Draft 2015 Urban Renewal Plan Areas and Goals
available for download

October 2015

3

The Future of Urban Renewal in the City of Boston



Partnership with West
End Museum?



BRA Board
City Council



Mayor of Boston



MA DHCD

Synthesis of ideas, goals, and planning objectives from all media
Before + After of UR Plan Areas + Goals
An Evolving BRA....
Setting the table for Boston's General Plan



Before and After Comparison

Winter 2015

End.



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Phase I: Kickoff Meetings



#1 City Hall



#2 South End



#3 Roxbury



January 2015 **Start!**



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Task Force



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March-April 2015 **1**

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June-July 2015 **2**

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available for download

**Charlestown
High School**

City Hall

**China Trade
Center**

Villa Victoria

**Shelburne
Community Center**



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January 2015 **Start!**



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High School**

2

City Hall

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**China Trade
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2

Villa Victoria

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**Shelburne
Community Center**

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2



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**Charlestown
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Community Center**



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Phase 3: Synthesis

IMAGINE BOSTON
2030

IMAGINE

SHARE YOUR VISION.
SHAPE OUR CITY.

IMAGINE WITH US →



Urban Renewal



Idea Solicitation and Mapping



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Urban Renewal

Idea Solicitation and Mapping



Comprehensive Plan

Pre-planning



IMAGINE BOSTON 2030

Urban Renewal

Idea Solicitation and Mapping

Comprehensive Plan

Pre-planning

IMAGINE BOSTON 2030

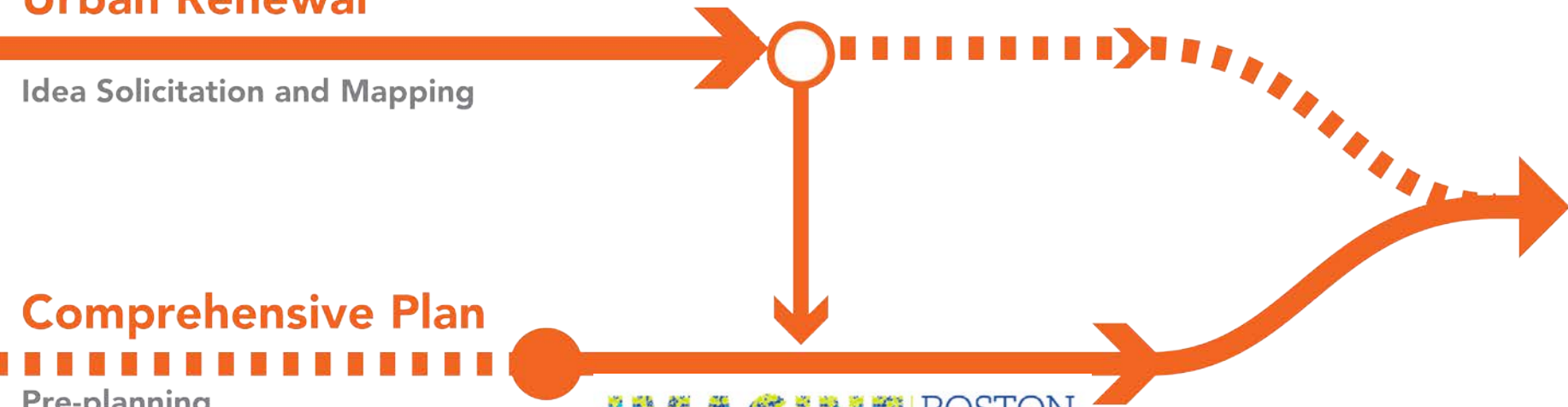
Urban Renewal

Idea Solicitation and Mapping

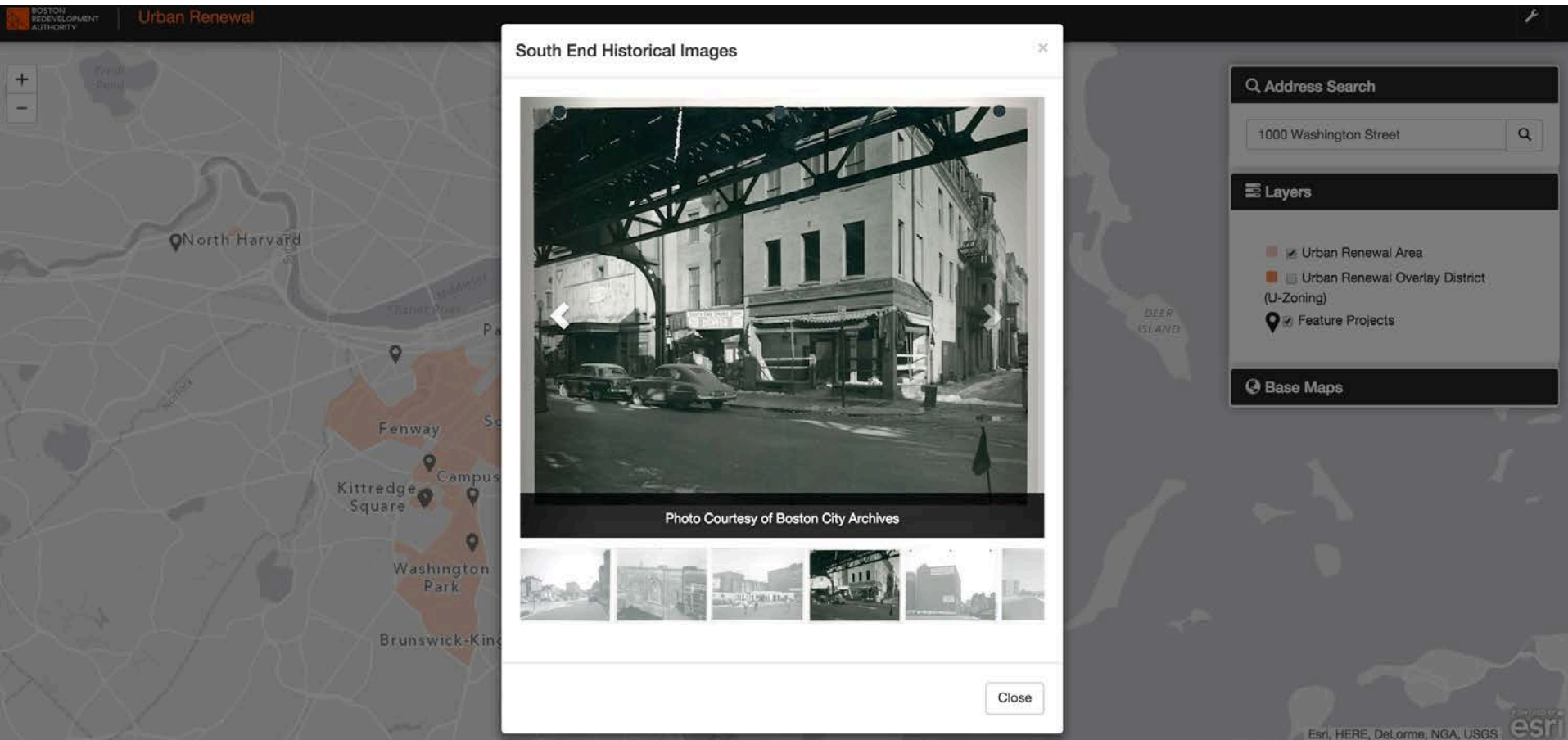
Comprehensive Plan

Pre-planning

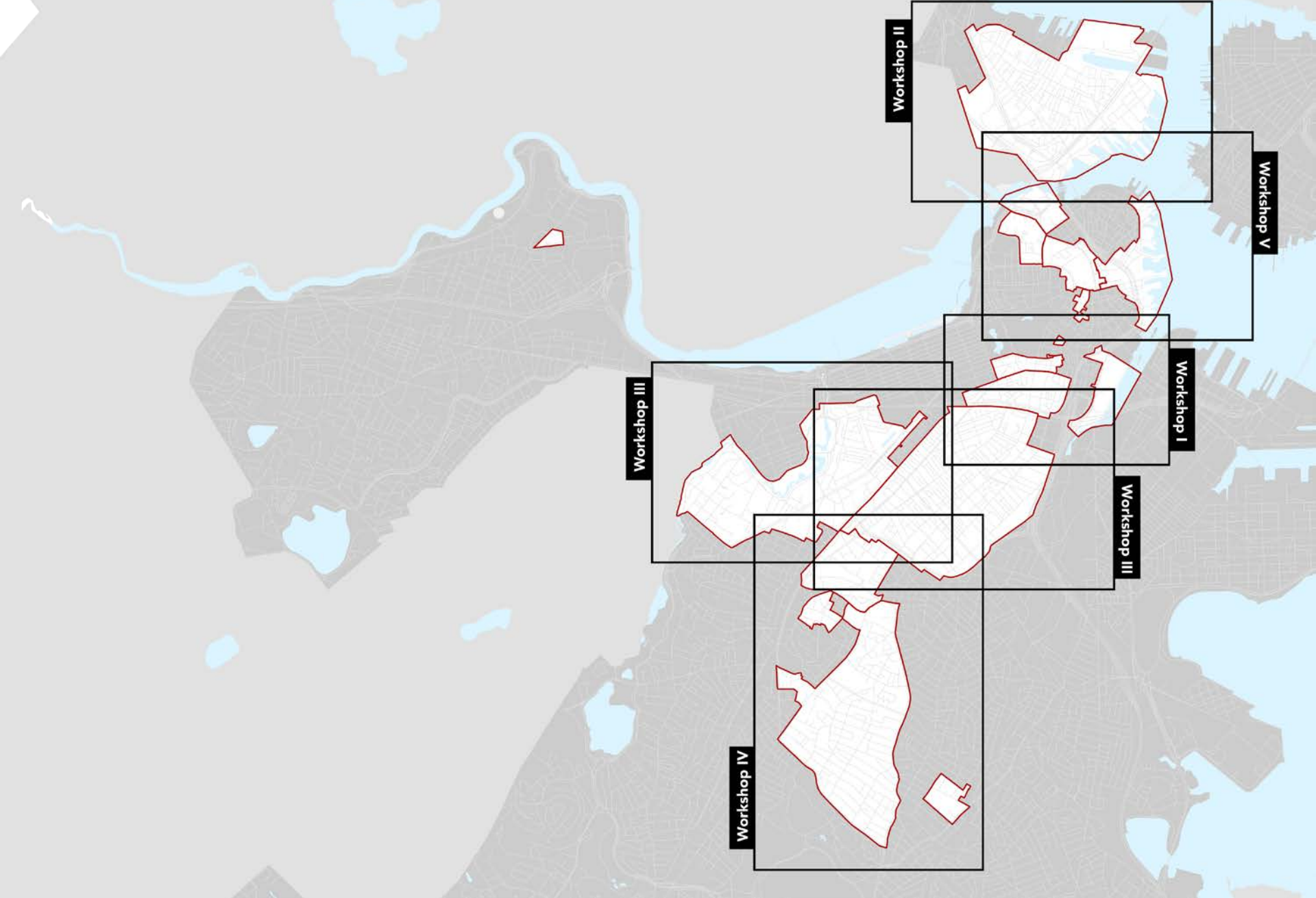
IMAGINE BOSTON 2030

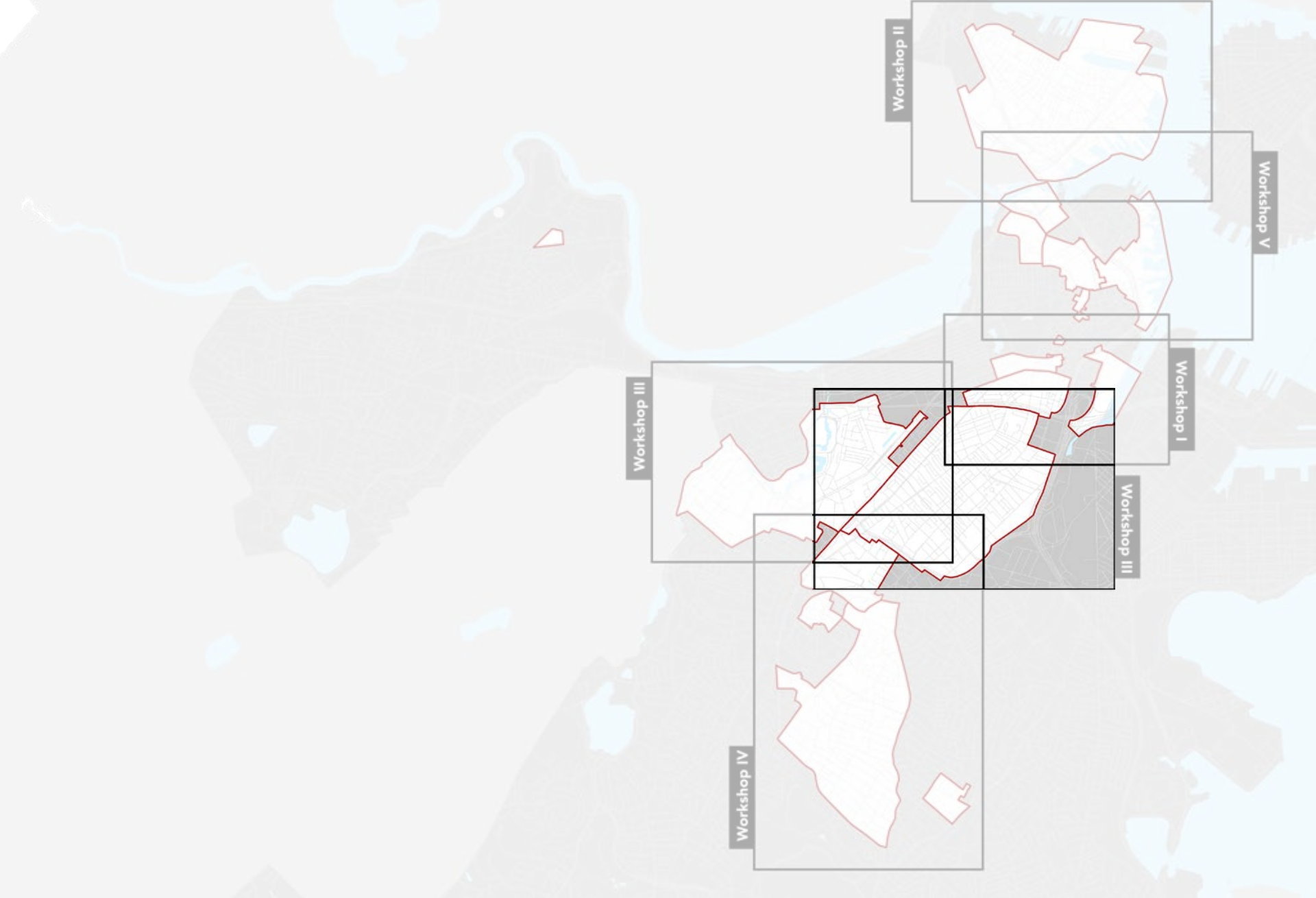


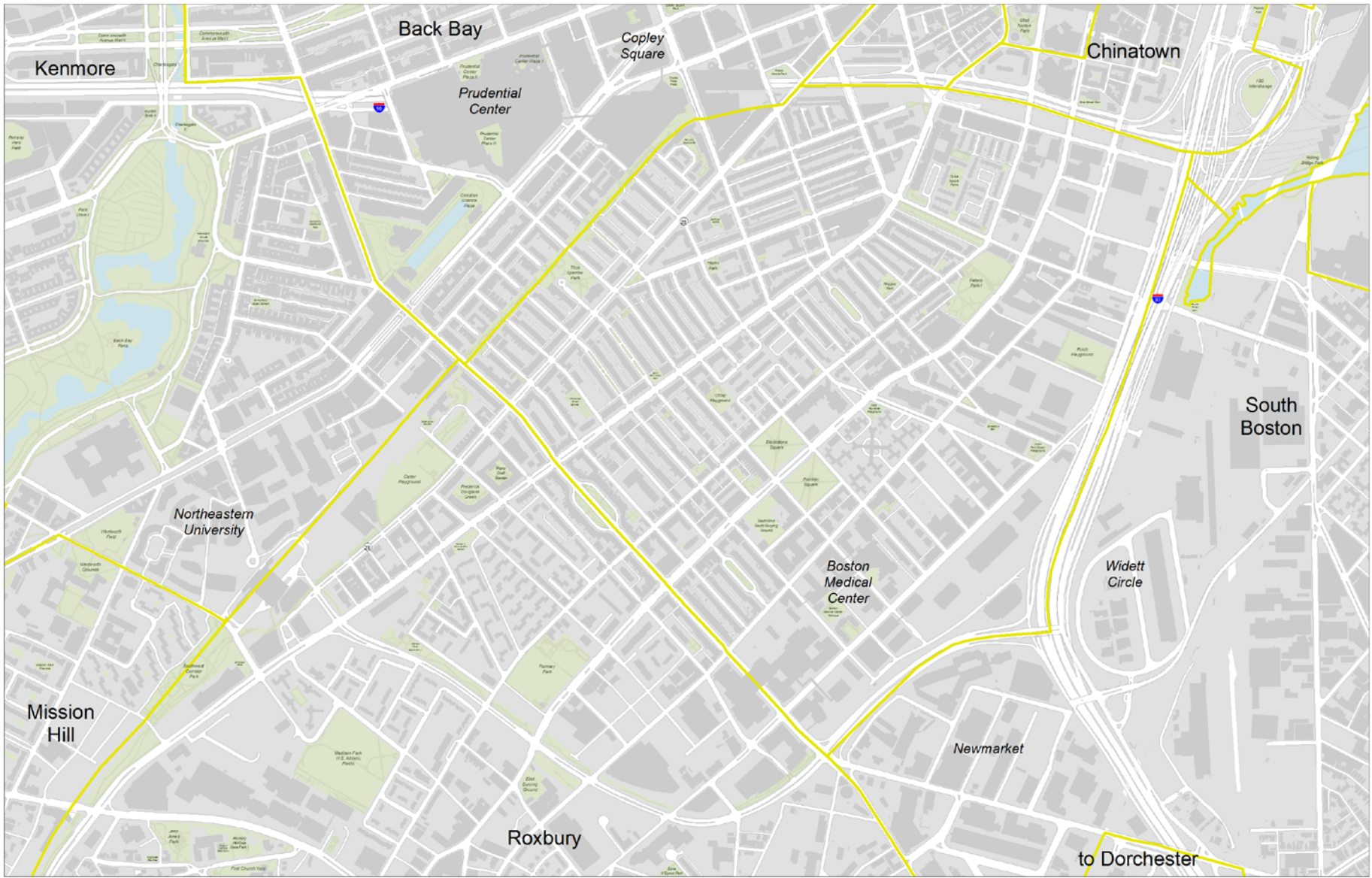
Historic Development + Urban Renewal Projects



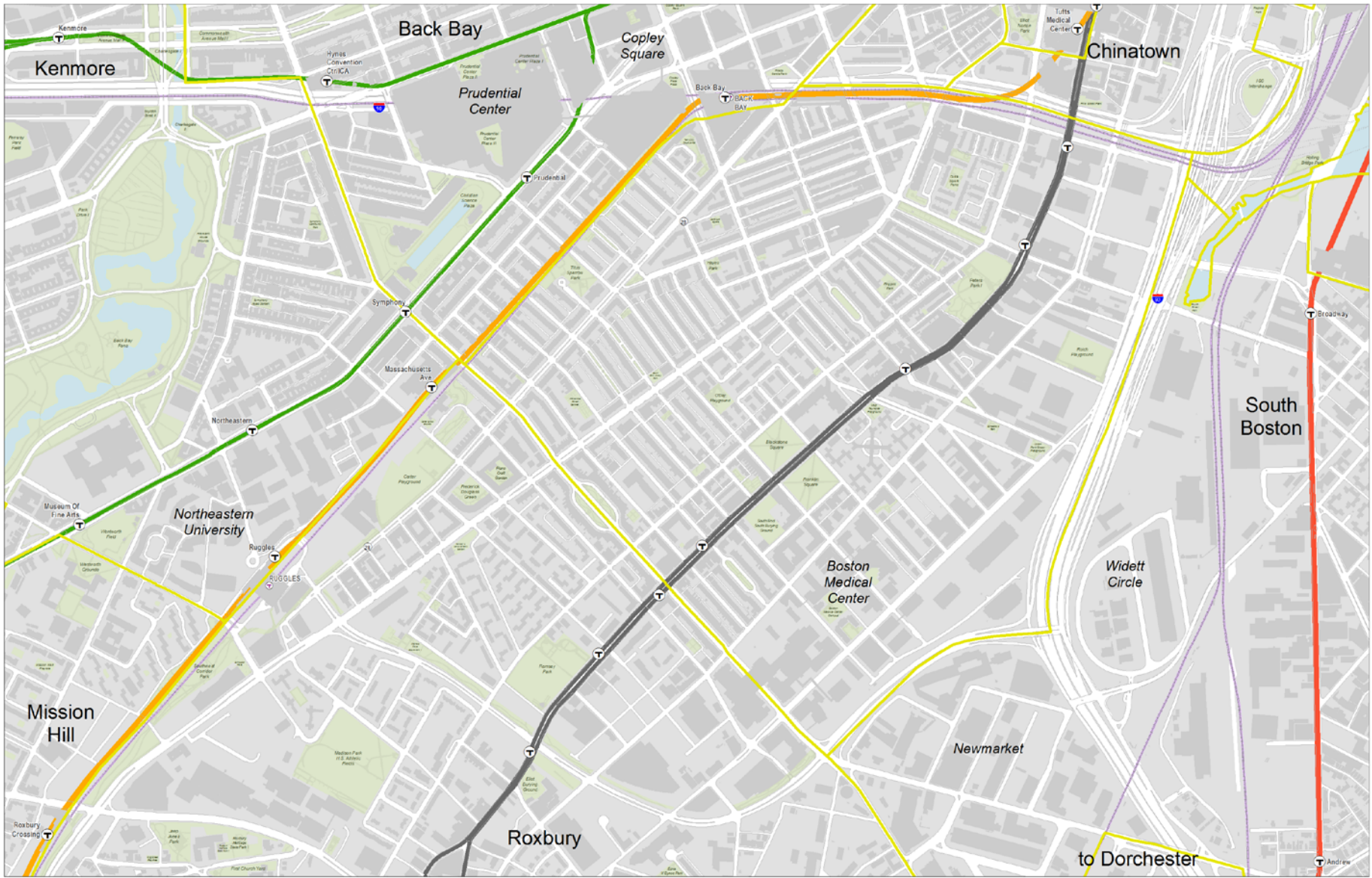
BRA Urban Renewal Website



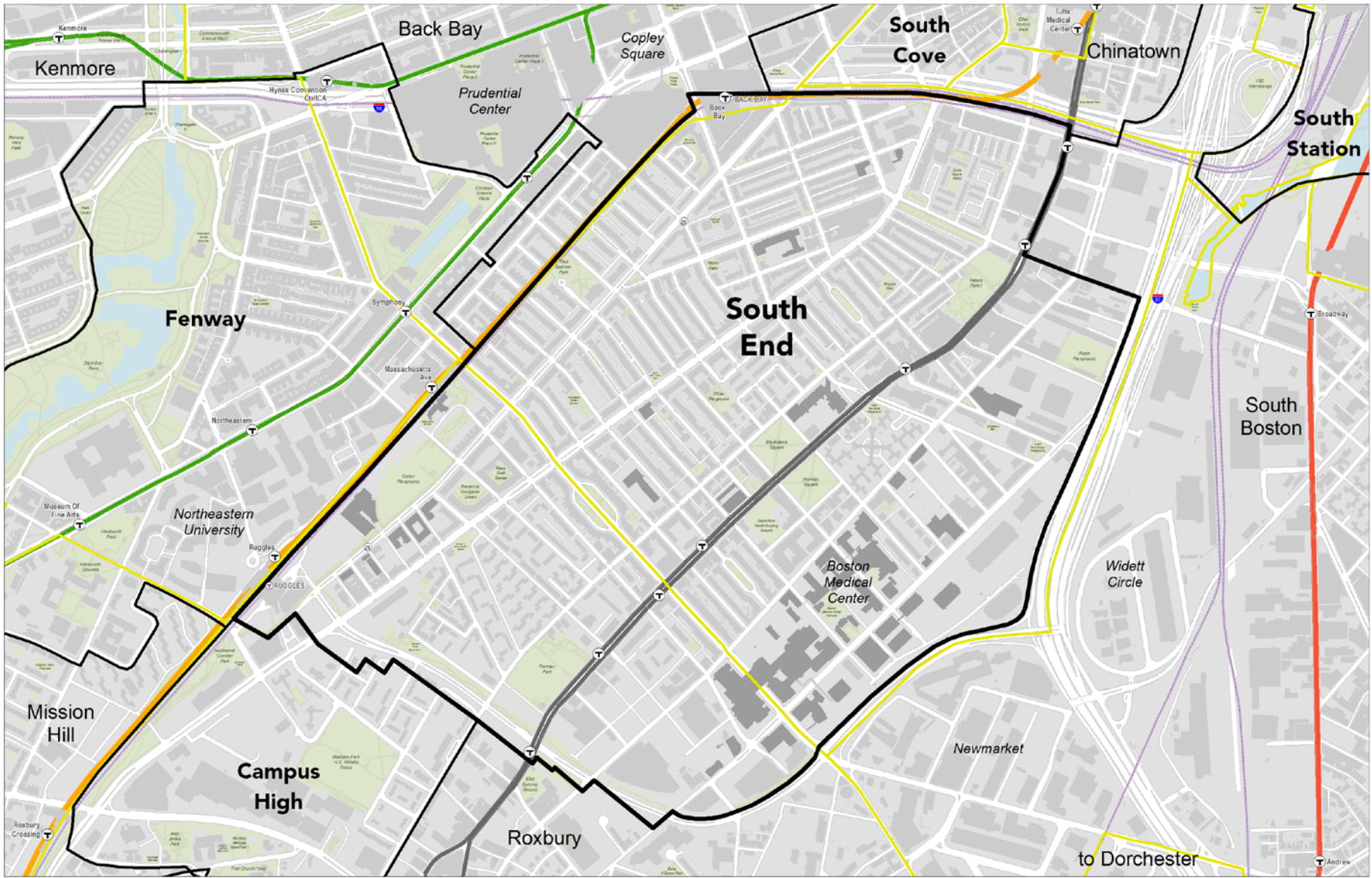




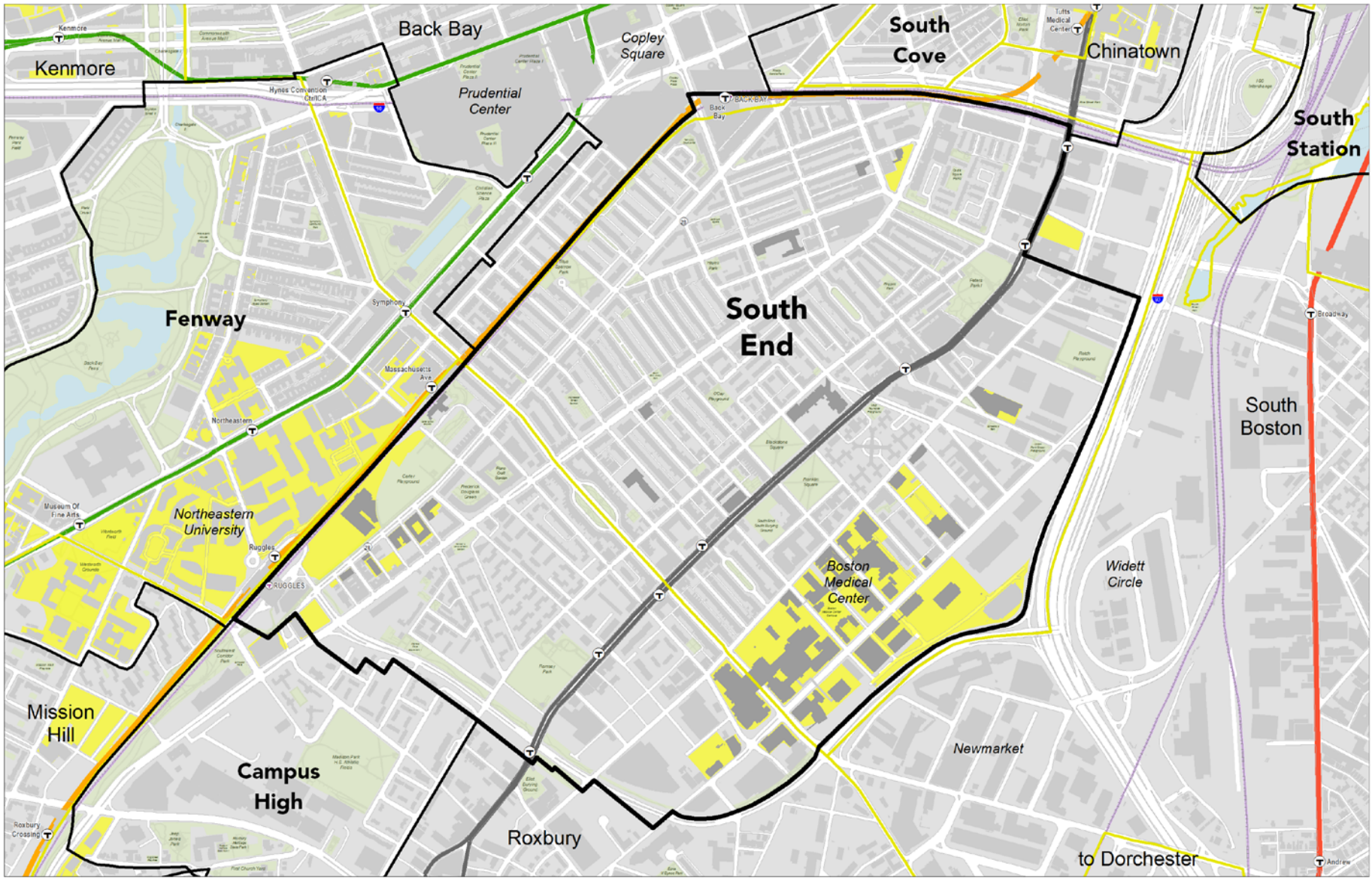
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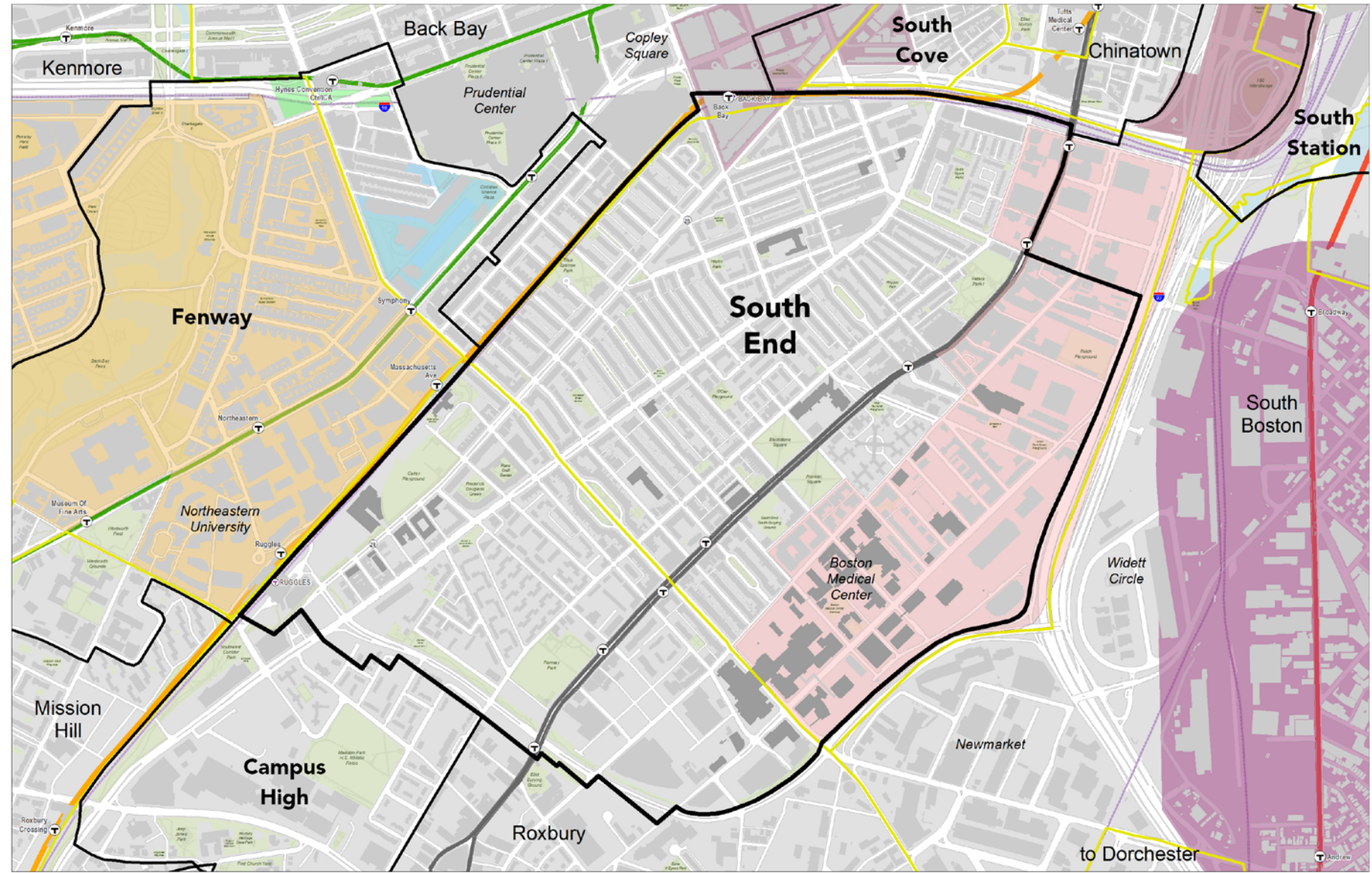
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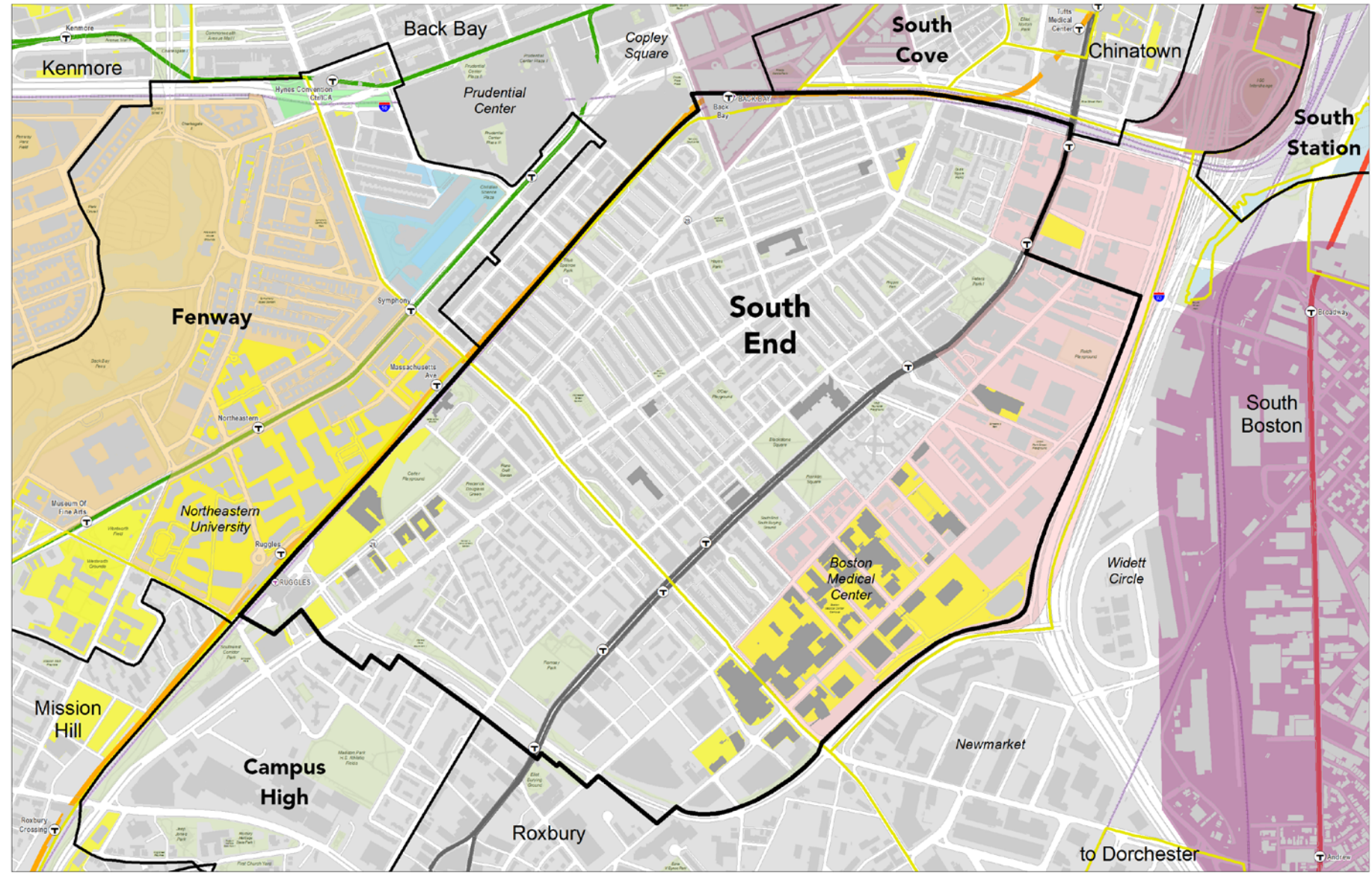


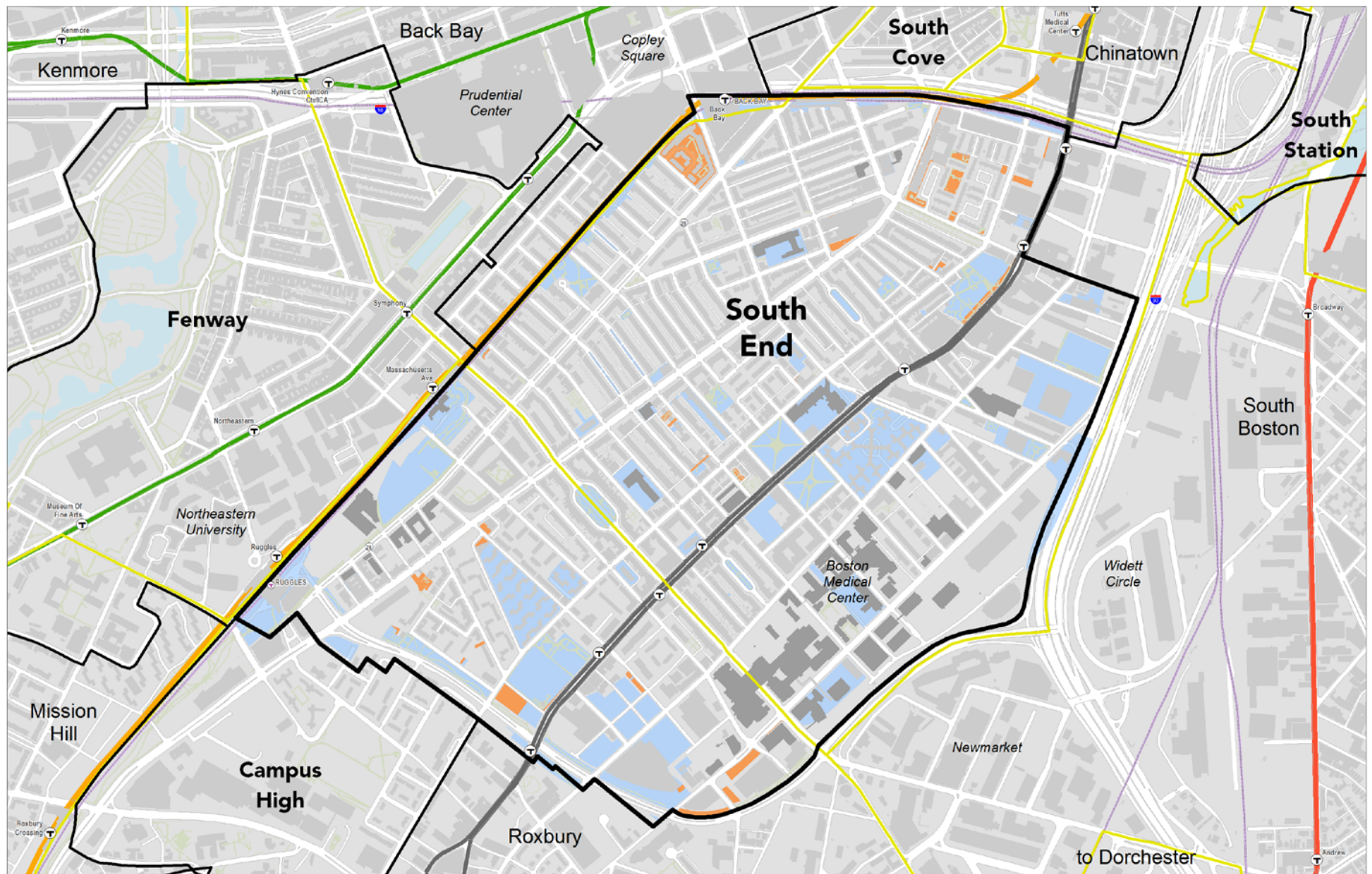
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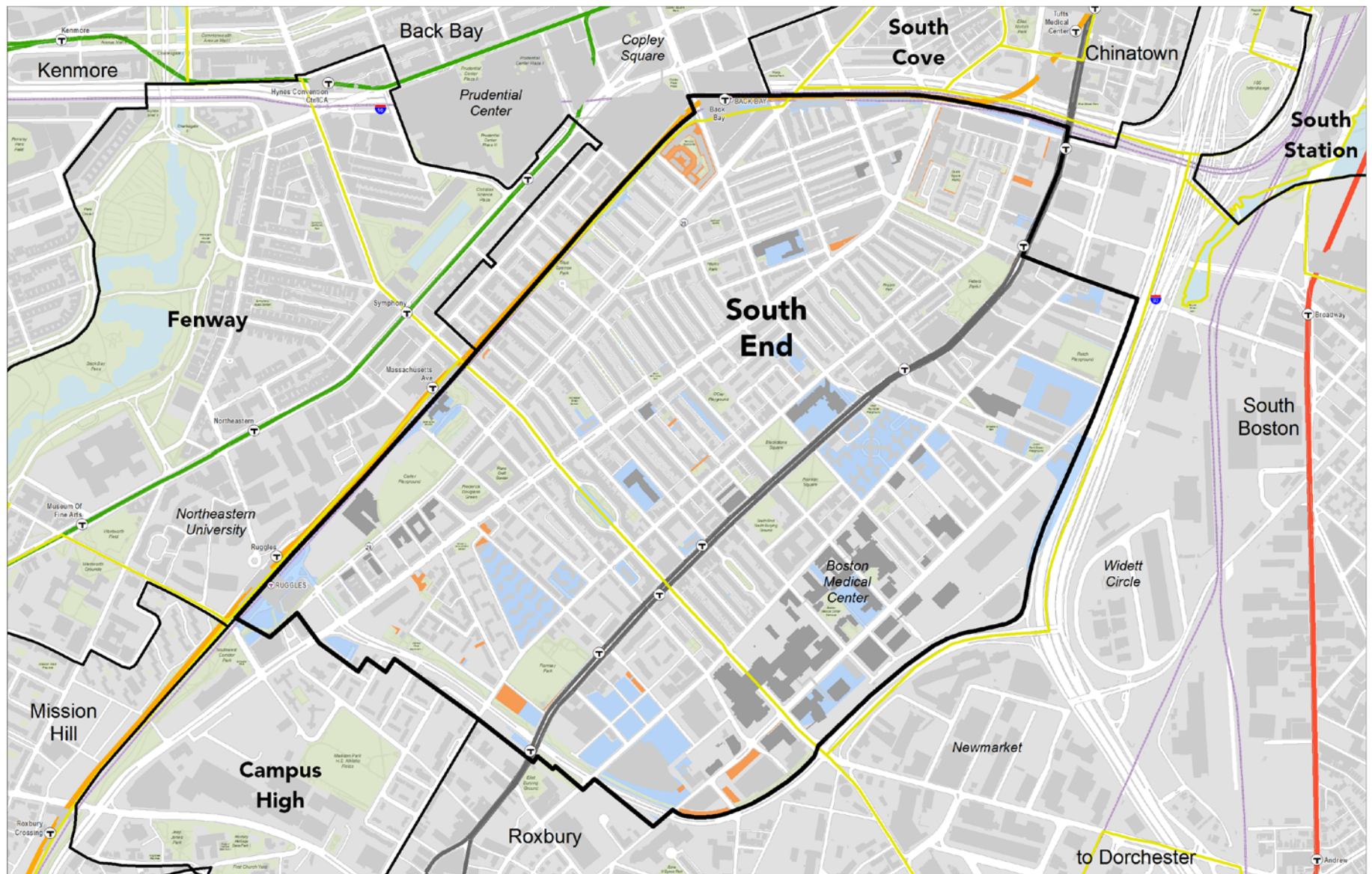
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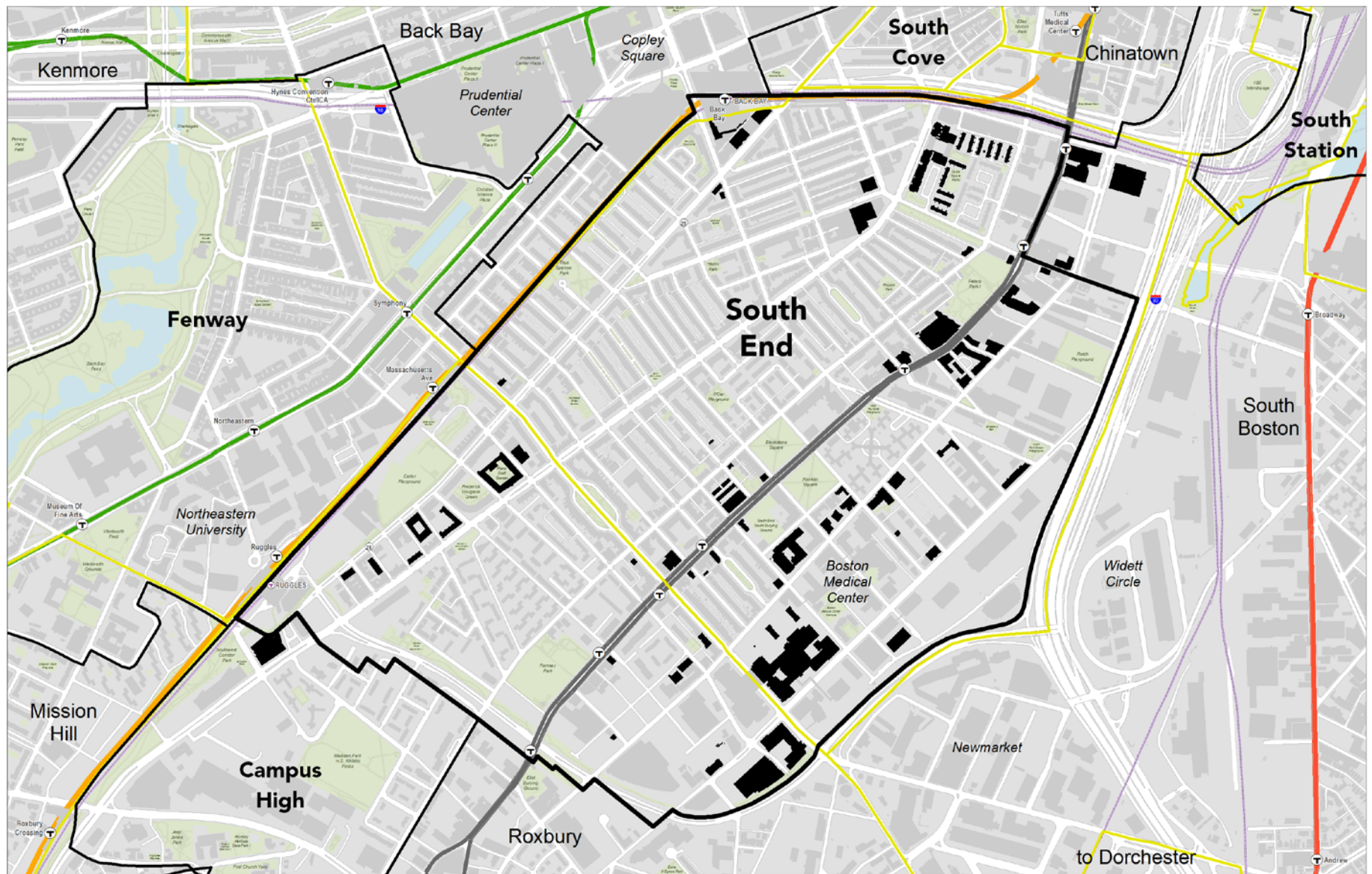
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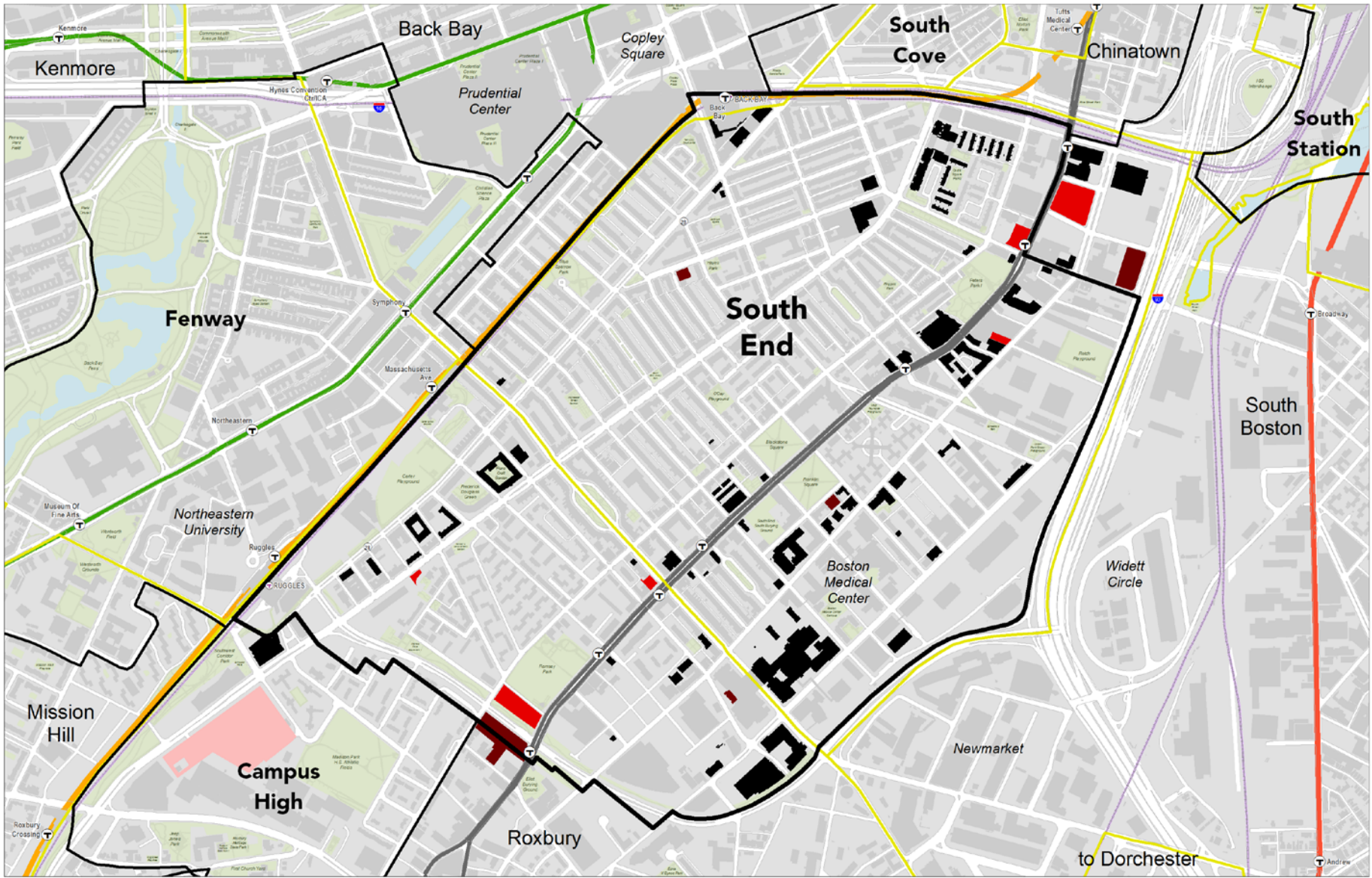
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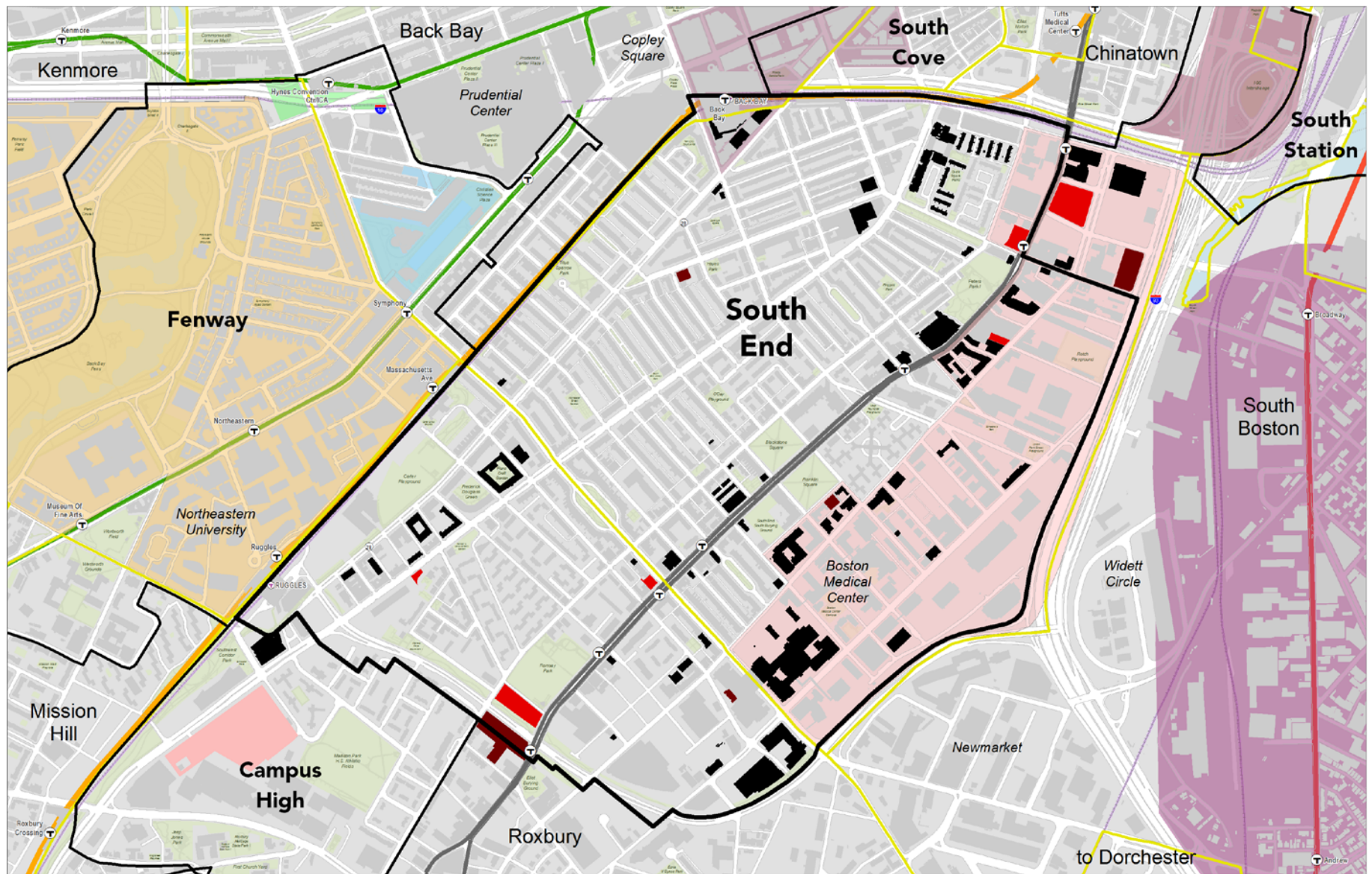
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Workshop Logistics:

South End



South End, 1962



Workshop Logistics:

South End

1. Introduction (10 mins)
2. Overview presentation (30 mins)
3. **Workshop Discussion (45 mins)**
4. Summary (20 mins)



South End, 1962

Original (1962) Goals and Planning Objectives | South End

The Plan contains following basic goals:

1. Promote and expedite public and private development;
2. Insure the public health and safety;
3. Strengthen the physical pattern of neighborhood activities;
4. Provide an economically, socially, and racially integrated community;
5. Provide a framework for environmental conditions better suited to meet the requirements for contemporary living
6. Promote the growth of industry, commerce, and institutions in appropriate locations;
7. Strengthen and expand the real property tax base of the city.

Planning and Design Concept:

The concept for the South End Area is developed from the fact that there are really two major communities in the project - a predominantly residential community and an industrial and medical-institutional community.

The Plan contains following planning objectives:

1. Improve the quality, condition, and maintenance of existing dwelling structures to a level which achieves decent, safe, and sanitary housing;
2. Remove the concentrations of deteriorated and deteriorating buildings which depress the physical condition and character of the area, impair the flow of investment and mortgage financing, and restrict adequate insurance coverage.
3. Protect and expand the city's tax base and arrest the trend of economic decline, and, by stabilizing property values, protect private investment.
4. Provide new housing specifically designed to meet the needs of the numerous elderly residents in the community;
5. Provide new opportunities for existing commercial establishments to remain in the area and provide better service;
6. Eliminate incompatible uses;
7. Reduce the excessive number of liquor licenses;
8. Improve traffic circulation;
9. Improve streets, street lighting, utilities, and the landscaping of public areas;
10. Obtain superior architectural and aesthetic quality in the new public and private buildings and open spaces;
11. Preserve, maintain, and reinforce the positive, unifying and unique qualities of the street patterns, row houses, parks and, squares;
12. Unite the historically separated communities divided by Northampton Street;
13. Create a physical framework which will facilitate the formation and execution of programs to cope with social and economic programs in the community.



South End Workshop
Villa Victoria Center for the Arts | July 9, 2015
Contact: Corey Zehngebot | Email: urbanrenewal@boston.gov

What's a goal?

Goals are the primary aim or desired result. They are intended to be general and broad.

What's a planning objective?

Objectives are more specific than goals. They usually help to give further definition to a smaller set of clearly-defined goals.

Original (1962) Goals and Planning Objectives | South End

The Plan contains following basic goals:

1. Promote and expedite public and private development;
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Proposed (2015) Goals | South End

Below are suggested themes for a proposed set of 2015 goals for the South End Urban Renewal Area. These themes and draft language were informed with input from knowledgeable staff from the Boston Redevelopment Authority (BRA). We ask for your feedback on these proposed goals and also assistance in creating supporting planning objectives. Thank you.

Neighborhood Connectivity

- Strengthen and expand the network of streets that complements the existing streets and blocks.
- Promote easy multimodal access through the district.
- Balance public transportation with other modes (vehicular, pedestrian, bicycle).
- Connect the public spaces and parks with a complete network of new multi-modal streets that extends throughout the district especially west of Mass Av and south of Washington Street.
- Strengthen the pedestrian and public realm connections between the neighborhood and transit

Neighborhood Vibrancy and Public Realm

- Preserve, maintain, and reinforce the positive, unifying and unique qualities of the street patterns, row houses, parks and, squares.
- Improve streets, street lighting, utilities, and the landscaping of public areas;
- Obtain superior architectural and aesthetic quality in the new public and private buildings and open spaces;
- Preserve and Expand civic spaces and increase the variety and programming for open space

Housing and Community Life

- Reinvest in ageing public housing into mixed used, high density residential areas that are better integrated into the rest of the district.
- Reinvest in aging publicly-owned buildings and schools.
- Create new opportunities for mixed income housing.

Economic Development

- Support existing and prospective small business owners, and promote safe and attractive storefronts;
- Promote a viable neighborhood economy, and provide for new economies and expansion of job opportunities;
- Promote and expand neighborhood retail, educational, health and cultural facilities;
- Promote development that is consistent with the Harrison Albany planning and rezoning.



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Suggested themes for the goals:

- **Neighborhood Connectivity**
- **Neighborhood Vibrancy and Public Realm**
- **Housing and Community Life**
- **Economic Development**

Proposed (2015) Goals | South End

Below are suggested themes for a proposed set of 2015 goals for the South End Urban Renewal Area. These themes and draft language were informed with input from knowledgeable staff from the Boston Redevelopment Authority (BRA). We ask for your feedback on these proposed goals and also assistance in creating supporting planning objectives. Thank you.

Neighborhood Connectivity

- Strengthen and expand the network of streets that complements the existing streets and blocks.
- Promote easy multimodal access through the district.
- Balance public transportation with other modes (vehicular, pedestrian, bicycle).
- Connect the public spaces and parks with a complete network of new multi-modal streets that extends throughout the district especially west of Mass Av and south of Washington Street.
- Strengthen the pedestrian and public realm connections between the neighborhood and transit

Neighborhood Vibrancy and Public Realm

- Preserve, maintain, and reinforce the positive, unifying and unique qualities of the street patterns, row houses, parks and, squares.
- Improve streets, street lighting, utilities, and the landscaping of public areas;
- Obtain superior architectural and aesthetic quality in the new public and private buildings and open spaces;
- Preserve and Expand civic spaces and increase the variety and programming for open space

Housing and Community Life

- Reinvest in ageing public housing into mixed used, high density residential areas that are better integrated into the rest of the district.
- Reinvest in aging publicly-owned buildings and schools.
- Create new opportunities for mixed income housing.

Economic Development

- Support existing and prospective small business owners, and promote safe and attractive storefronts;
- Promote a viable neighborhood economy, and provide for new economies and expansion of job opportunities;
- Promote and expand neighborhood retail, educational, health and cultural facilities;
- Promote development that is consistent with the Harrison Albany planning and rezoning.



South End Workshop
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Contact: Corey Zehngebot | Email: urbanrenewal@boston.gov

Neighborhood Connectivity



Historic Images of South End, Courtesy
BRA Archives



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Neighborhood Connectivity

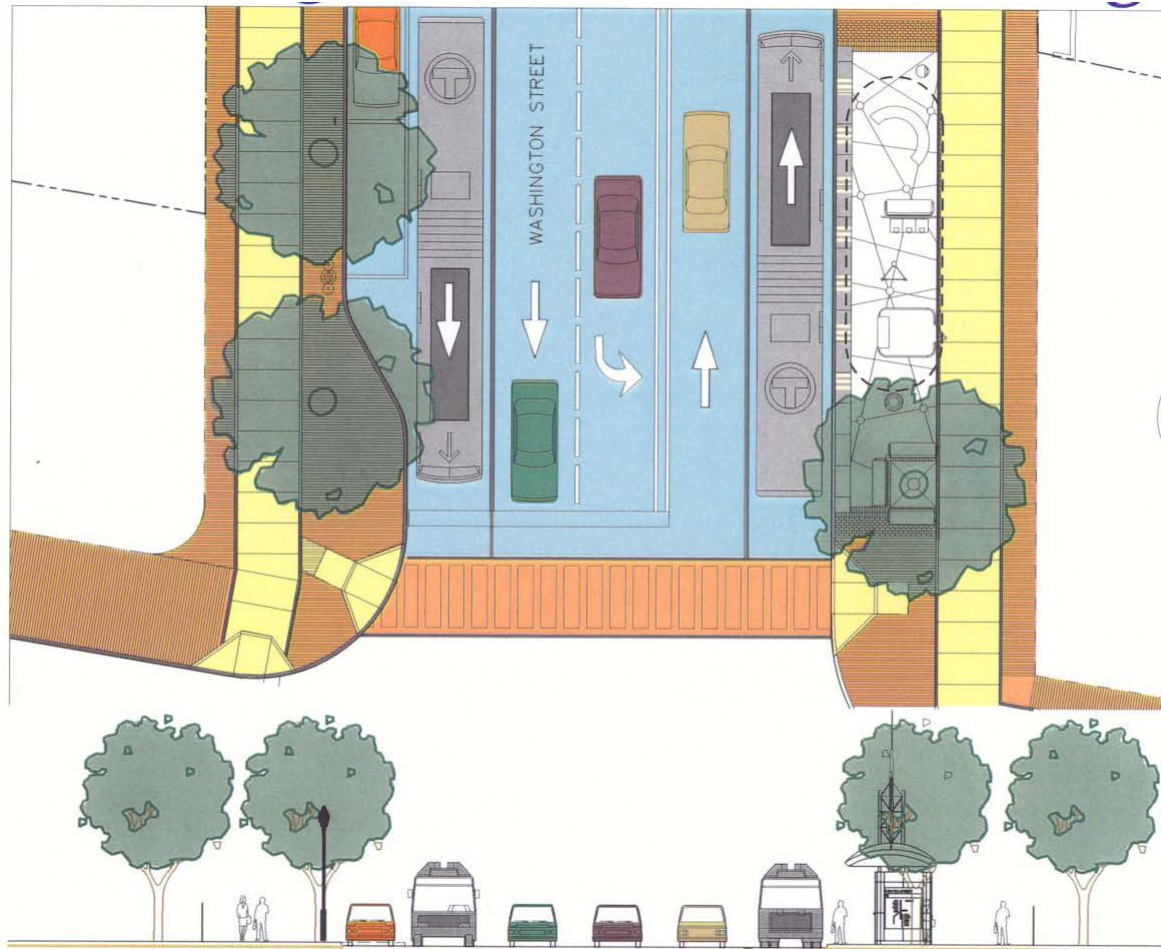


Silver Line



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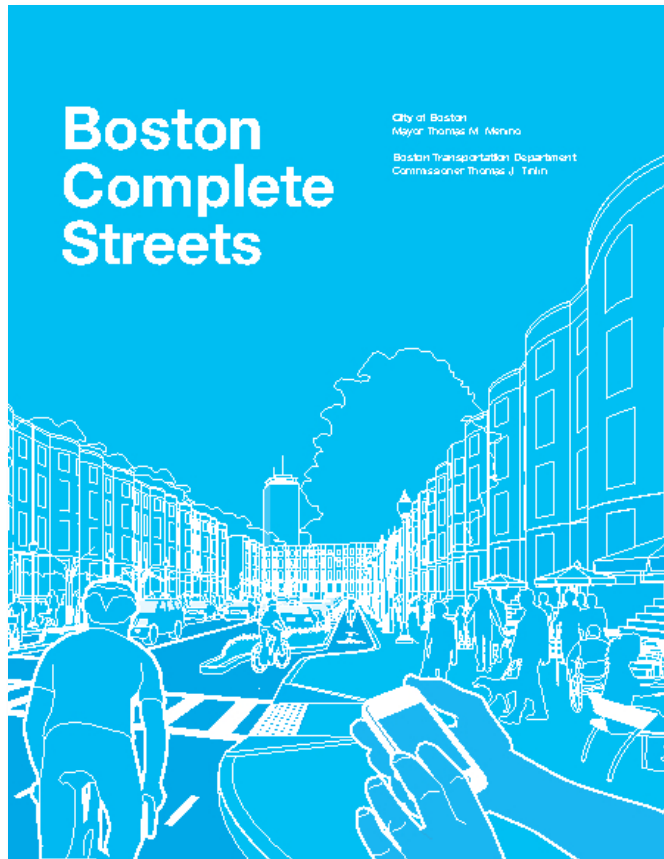
Neighborhood Connectivity



Streetscape design for Washington Street in anticipation of Silver Line Improvements



Neighborhood Connectivity



Downtown Mixed-Use

DOWNTOWN COMMERCIAL
DOWNTOWN MIXED-USE
NEIGHBORHOOD MAIN STREET
NEIGHBORHOOD CONNECTOR
NEIGHBORHOOD RESIDENTIAL

INDUSTRIAL
SHARED STREETS
PARKWAYS
BOULEVARDS

Overview

Downtown Mixed-Use streets serve a more diverse mix of land use types than do Downtown Commercial Streets. Found in the downtown neighborhoods of Back Bay, Beacon Hill, North End, South End, Fort Point Channel, West End, and in the Kenmore Square and Fenway Park areas, these streets support a lively mix of retail, residential, office, and entertainment uses. This mix creates many of the city's most dynamic public spaces. While usually smaller in scale than Downtown Commercial Streets, they similarly serve residents, visitors, and workers, and must support high levels of walking, bicycling, and transit, in addition to short-term vehicle parking. Street furniture (i.e., benches, information kiosks, trash receptacles), outdoor cafes, and plazas are important design considerations for these streets.

Example Streets

- Newbury Street (Back Bay)
- Tremont Street (South End)
- Salem Street (North End)
- Brookline Avenue (Fenway)



Bike Lanes

NEIGHBORHOOD RESIDENTIAL
NEIGHBORHOOD MAIN STREET
DOWNTOWN COMMERCIAL
DOWNTOWN MIXED-USE
INDUSTRIAL

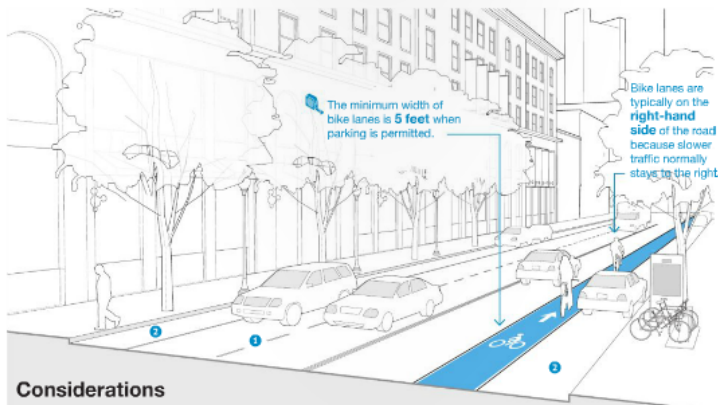
SHARED STREETS
NEIGHBORHOOD CONNECTOR
BOULEVARD
PARKWAY

Overview

Bike lanes provide an exclusive space for bicyclists through the use of lines and symbols on the roadway surface. Bike lanes are for one-way travel and are normally provided in both directions on two-way streets and on one side of a one-way street. Bicyclists are not required to remain in a bike lane when traveling on a street, and may leave the bike lane as necessary to make turns, pass other bicyclists, or to properly position themselves for other necessary movements. Bike lanes may only be used temporarily by vehicles accessing parking spaces and entering and exiting driveways and alleys.

Use

- ▶ Bike lanes can be used on one-way or two-way streets, and on single or multilane roads.
- ▶ Bike lanes may be placed adjacent to a parking lane, or against the curb if there is no parking.
- ▶ Bike lanes are typically installed by reallocating existing street space (narrowing other travel lanes, removing travel lanes, and/or reconfiguring parking lanes). The minimum widths of bike lanes, travel lanes, and parking lanes are provided in the [minimum widths chart](#) on page TK of this chapter.



Considerations

- ▶ Bicycle lanes are normally placed on the right hand side of the road to reflect the general traffic principle of slower traffic keeping to the right.
- ▶ On one-way streets and streets with wider medians, consider a [left-side bike lane](#) (see next section).
- ▶ Where additional space is available, consider providing a [buffered bike lane](#) (see page TK).
- ▶ On constrained corridors with high parking turnover, consider providing a buffered bike lane or using parking

It's instead of longitudinal parking stripe to guide bicyclists away from parked vehicles.

- ▶ Wider bike lanes enable bicyclists to pass one another on heavily traveled corridors and increase separation from faster traffic.

Left-side Bike Lanes

NEIGHBORHOOD RESIDENTIAL
NEIGHBORHOOD MAIN STREET
DOWNTOWN COMMERCIAL
DOWNTOWN MIXED-USE
INDUSTRIAL

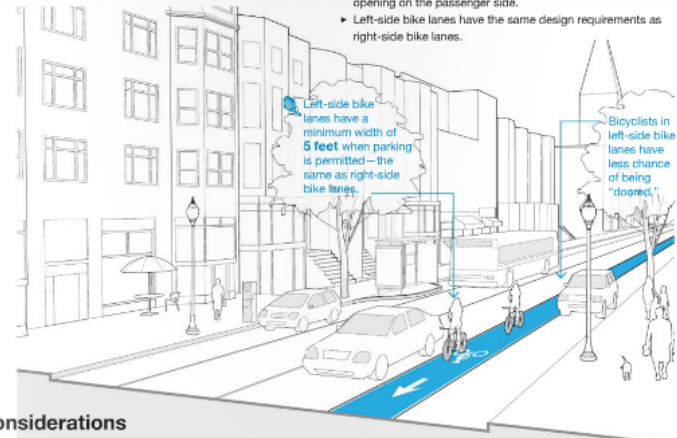
SHARED STREETS
NEIGHBORHOOD CONNECTOR
BOULEVARD
PARKWAY

Overview

In some locations, bike lanes placed on the left side of the roadway can result in fewer conflicts between bicyclists and motor vehicles, particularly on streets with heavy right-turn volumes, or frequent bus headways where buses commonly operate in the right-side curb lane. Left-side bike lanes can increase visibility between motorists and bicyclists at intersections due to the location of the driver on the left side of the vehicle.

Use

- ▶ On one-way streets where parking is only provided on the right-hand side, left-side bike lanes are often a better option than right-side bike lanes because there are fewer conflicts with parked cars. The same is true for two-way streets with continuous, raised center medians where on-street parking is not provided adjacent to the median.
- ▶ On one-way streets with parking on both sides, bicyclists riding on the left will have fewer conflicts with car doors opening on the passenger side.
- ▶ Left-side bike lanes have the same design requirements as right-side bike lanes.



Considerations

- ▶ Colored pavement should be considered in curbside locations to increase awareness of the restriction against parking or stopping in the bike lane.
- ▶ Left-side placement may not be appropriate in locations where the street switches from one-way to two-way operation.

- ▶ Left-side bike lanes may not be appropriate near the center or left side of free flow ramps or along medians with street car operations unless appropriate physical separation can be provided including signal protection where appropriate (see [Chapter 4: Intersections](#)).



Principles

Traffic Signals

Signal cycle lengths should be kept to a minimum to reduce delay for all users. As technology advances, traffic signalization should move towards a smart system that passively detects pedestrians, bicyclists, transit, and motor vehicles in order to become more efficient, reducing delay and improving safety for all users.

Intersections for all

Intersection design should balance the need to move motor vehicles efficiently with the need for safe and efficient movement of non-motorized users. Pedestrians and bicyclists are susceptible to far greater injuries in the event of a crash with a motor vehicle. This principle applies to all aspects of intersection design, from determining the number of lanes, to the configuration of crosswalks, to the design of traffic signals.

Reclaim Space

Intersections that contain wide, undefined areas of pavement that are not necessary for the efficient movement of motor vehicles provide opportunities to reclaim street space for pedestrians, transit users, and bicyclists.

Air Quality

Opportunities should be explored to install sensors that monitor air quality at intersections to measure the impact of congestion-reducing measures.

All-weather Access

Intersections should function well for all users under all environmental conditions including rain and snow.

Obeying the Law

Intersections should encourage drivers to obey all laws, and in particular, laws that impact the safety of non-motorized users. Signals should be programmed in a consistent, predictable manner to help encourage good behaviors.

Balancing Environmental Concerns

Emission reduction strategies at intersections, such as efficient signal design, should not discourage environmentally-friendly modes such as walking and bicycling.

"Tagging"

"Tags" that assist mobile devices locate on-line resources should be installed at intersections to help facilitate way-finding and inform the public about local facilities and businesses.

Reducing Runoff

Green street elements should be incorporated whenever possible to reduce runoff and reduce the amount of impervious surface at intersections and street corners.

Traffic Management

Traffic signals should be controlled from The Boston Transportation Department's (BTD) Traffic Management Center where they can remotely make modifications to the signal timing to respond to unusual situations in real-time.

Accessible

Universal design principles should inform all aspects of intersection design, including both geometry and signal timing. New national guidelines for accessible design in the public right-of-way should be followed with a commitment to achieving the best outcome for all users within the constraints of each site.

Please refer to BTD's [Engineering Design Requirements](#) and [Special Operations Design Guidelines](#) on the City of Boston's website. Also, see [Chapter 6 Implementation](#) for a description of the project planning and design process.



Neighborhood Connectivity

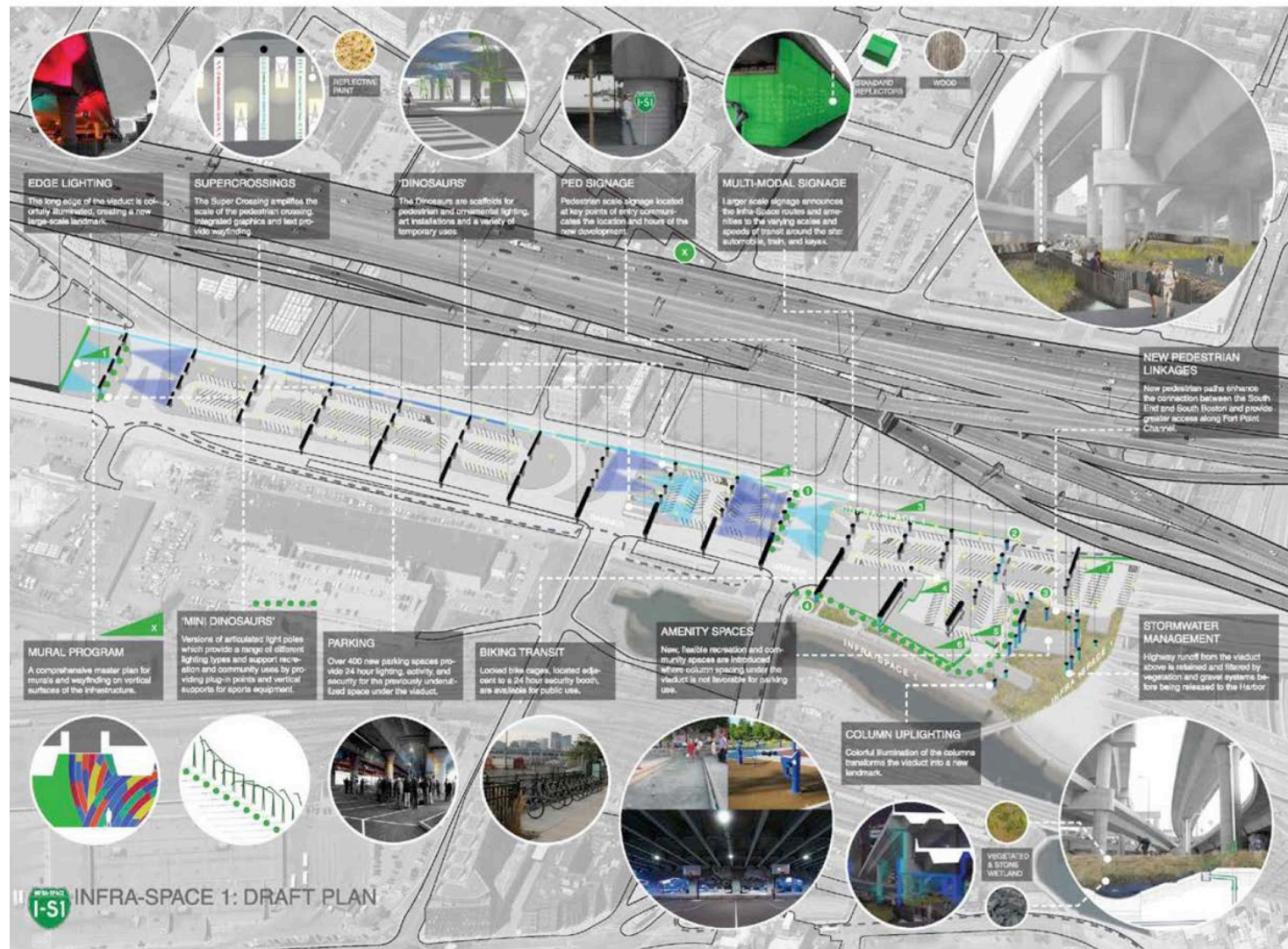


Infraspaces, Under I-93 and I-90 Underpass between South End and South Boston



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Neighborhood Connectivity



Neighborhood Connectivity



Infraspaces, Under I-93 and I-90 Underpass between South End and South Boston

Neighborhood Connectivity



Proposed Intersection Design for Tremont Street and Washington Street and Melnea Cass Boulevard
April 2015

**MELNEA CASS
BOULEVARD
DESIGN PROJECT**



Neighborhood Vibrancy and Public realm



Blackstone and Franklin Squares (above)

Peters Park (below)



Neighborhood Vibrancy and Public realm

- i) the Property is to be used and maintained for open space purposes, including, but not limited to: community gardening, neighborhood-related green space use, and landscaping, parkland, and children's play areas, and **shall be kept open and green forever.**

Parcel SE-49: 106 West Springfield Street
Parcels SE-7, SE-122, RD-36, and SE-123: 108-114 West Springfield
Parcel SE-2: 116-118 West Springfield

Parcel SE-124: 29 and 31 Dartmouth Street

Parcel RR-8: 561 Columbus Avenue

Parcel RE-2B: 108-138 Worcester Street

Parcel RD-13: 20-22 Clarendon Street and 67-69 Warren Avenue
Parcel 33B: 75-87 Northampton Street

Parcel 30: 1561-1565 Washington Street

Parcel 23A: Corner of Tremont, Lenox, and Kendall Streets

Parcel P-6A: 500-510 Tremont Street;
1-67 East Berkeley Street; 211-217 Shawmut Avenue

Parcel RD-22: 24-30 Warwick Street

Parcel SE-18: 32 Wellington Street

Parcel X-26A: 25-29 Warwick Street



Housing + Community



EXISTING DEVELOPMENT

- 1 Grant Manor
- 2 Mandela

HISTORIC

REDEVELOPMENT

- 3 Allen House
- 4 Minot Hall Housing
- 5 Porter House

LANDMARK

- 6 Blackstone & Franklin Squares
- 7 Blackstone Elementary School
- 8 Peter's Park
- 9 Ramsay Park
- 10 South End Historic Burial Ground

NEW DEVELOPMENT

- 11 BioSquare
- 12 Boston Medical Center
- 13 Cathedral Housing Project
- 14 Laconia Condominiums
- 15 Langham Court Housing
- 16 New Police Station
- 17 Parmelee Court Housing
- 18 Rollins Square Housing
- 19 Roxbury Corners Housing & Retail
- 20 Savoy Condos
- 21 South Park Residential Development / South End Community Health Center
- 22 Wilkes Passage Housing



Housing Preservation



Porter House (13 units)



Allen House (11 units)



Housing + Community Life



Minot Hall



1597 Washington Street



Laconia Lofts



The Savory



Rollins Square



Wilkes Passage Lofts



Housing + Community Life



Joshua Bates Art Center and Art Block
725-735 Harrison



700 Harrison



Rollins Square



Gateway Terrace



Housing + Community Life



The Factory at 46 Wareham



80 East Berkeley



Jordan Lofts (477-481 Harrison)



600 Harrison



136 Shawmut Avenue



345 Harrison Avenue



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Housing + Community Life



Northampton Square



20 Sussex Street



1065 Tremont Street



Housing + Community Life



Alexandra Hotel



775 Harrison



Housing + Community Life



Castle Square



Mandela Homes



Tent City



Housing + Community Life

Inclusionary Development Policy Changes on the Horizon

Administration of the IDP Policy is now being actively analyzed and rethought

Communication between departments (BRA and DND) is improved

Implementation has become clearer for staff

Housing + Community Life

Inclusionary Development Policy Changes on the Horizon

IDP Policy is looking actively at:

- Onsite requirement
- Offsite requirement
- Rental buyout requirements
- Condo buyout requirements
- Rental income limits

Economic Development



[WELCOME](#) [ABOUT](#) [BUSINESS RESOURCES](#) [VACANCY MAP](#) [SHOP](#) [LIVE](#) [BE LOCAL](#) [PICTURES](#)



WASHINGTON GATEWAY MAIN STREET

An organization committed to supporting the small business community in Boston's South End & Lower Roxbury neighborhoods.



ECONOMIC
DEVELOPMENT



COMMUNITY INVOLVEMENT



BUSINESS
ASSISTANCE



LOCAL EVENTS



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Economic Development



© Walter Ferme

Tremont Street restaurants and retail



Washington Street restaurants and retail



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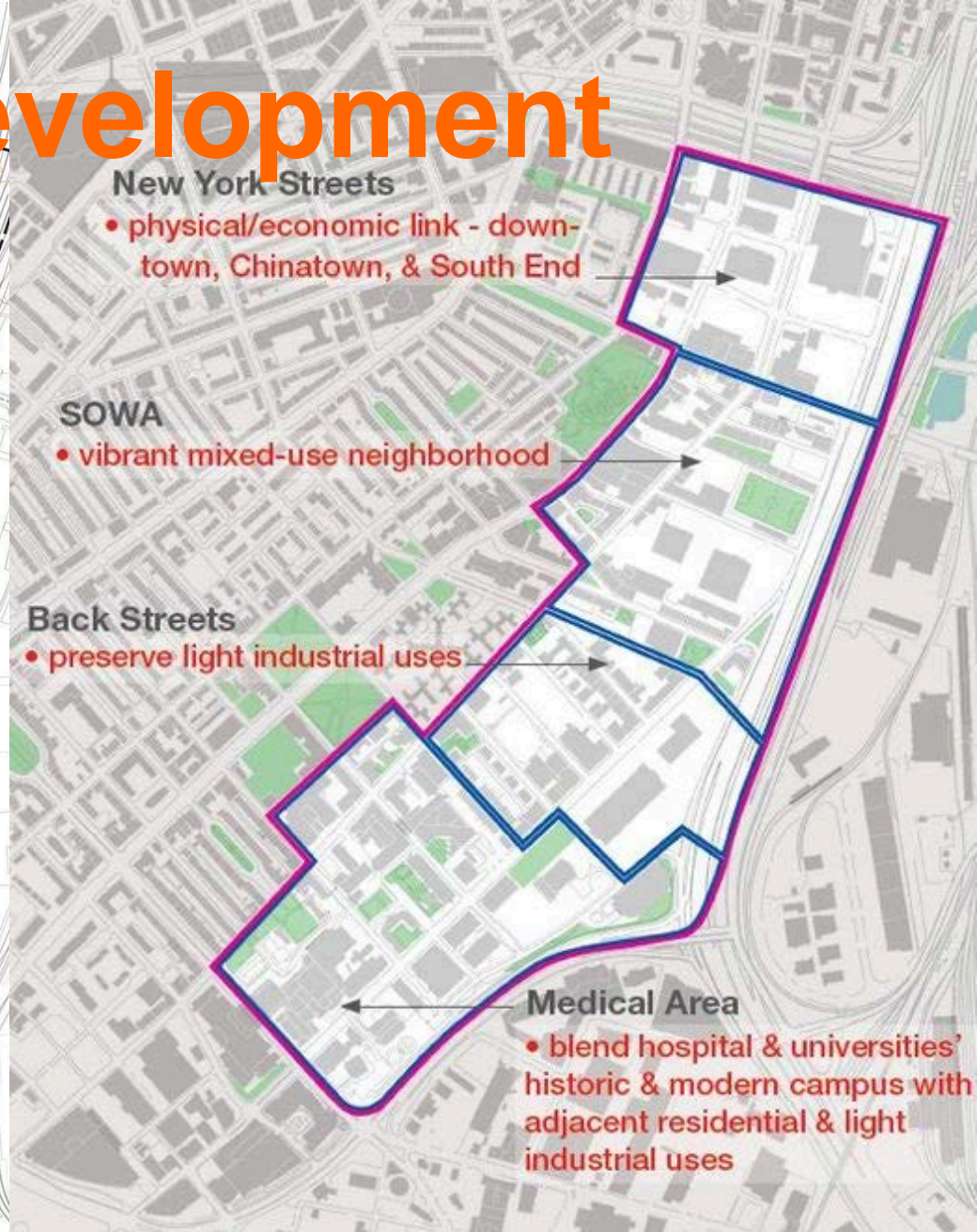
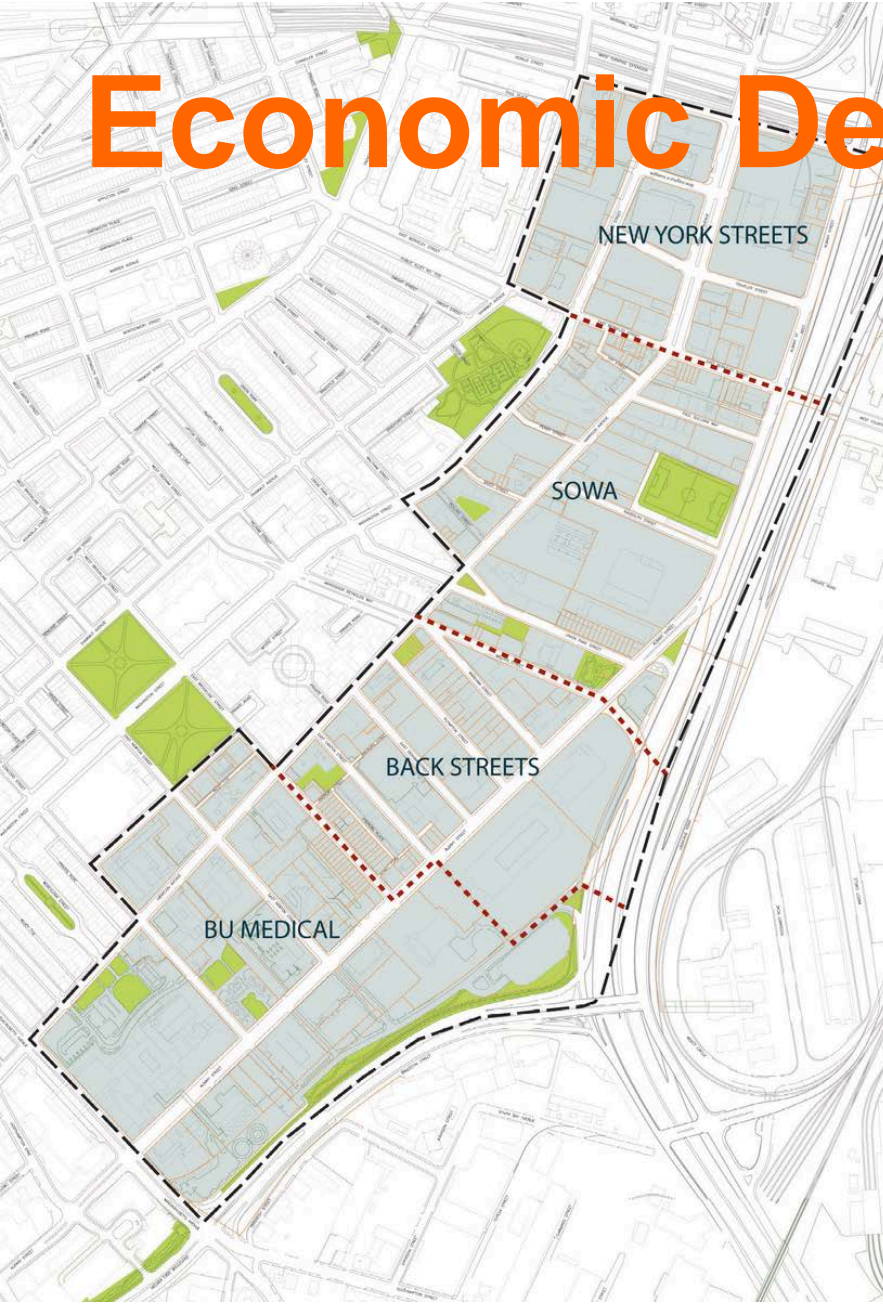
Economic Development



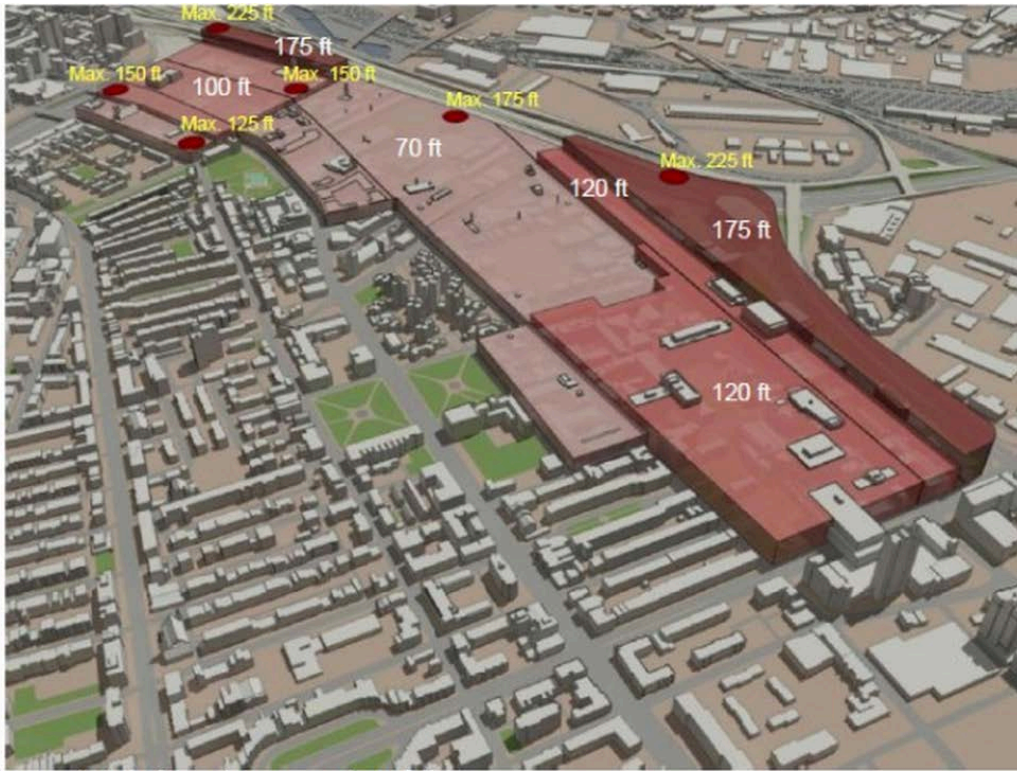
Study area for Harrison-Albany Corridor



Economic Development



Economic Development



• Images are illustrative for planning purposes and not definitive

Allowable Heights under new zoning for Harrison-Albany Corridor



Rendering of Ink Block (full build)



Rendering of The Troy

Economic Development



The Factory at 46 Wareham



80 East Berkeley



Jordan Lofts (477-481 Harrison)



600 Harrison



136 Shawmut Avenue



345 Harrison Avenue



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Original (1962) Goals and Planning Objectives | South End

The Plan contains following basic goals:

1. Promote and expedite public and private development;
2. Insure the public health and safety;
3. Strengthen the physical pattern of neighborhood activities;
4. Provide an economically, socially, and racially integrated community;
5. Provide a framework for environmental conditions better suited to meet the requirements for contemporary living
6. Promote the growth of industry, commerce, and institutions in appropriate locations;
7. Strengthen and expand the real property tax base of the city.

Planning and Design Concept:

The concept for the South End Area is developed from the fact that there are really two major communities in the project – a predominantly residential community and an industrial and medical-institutional community.

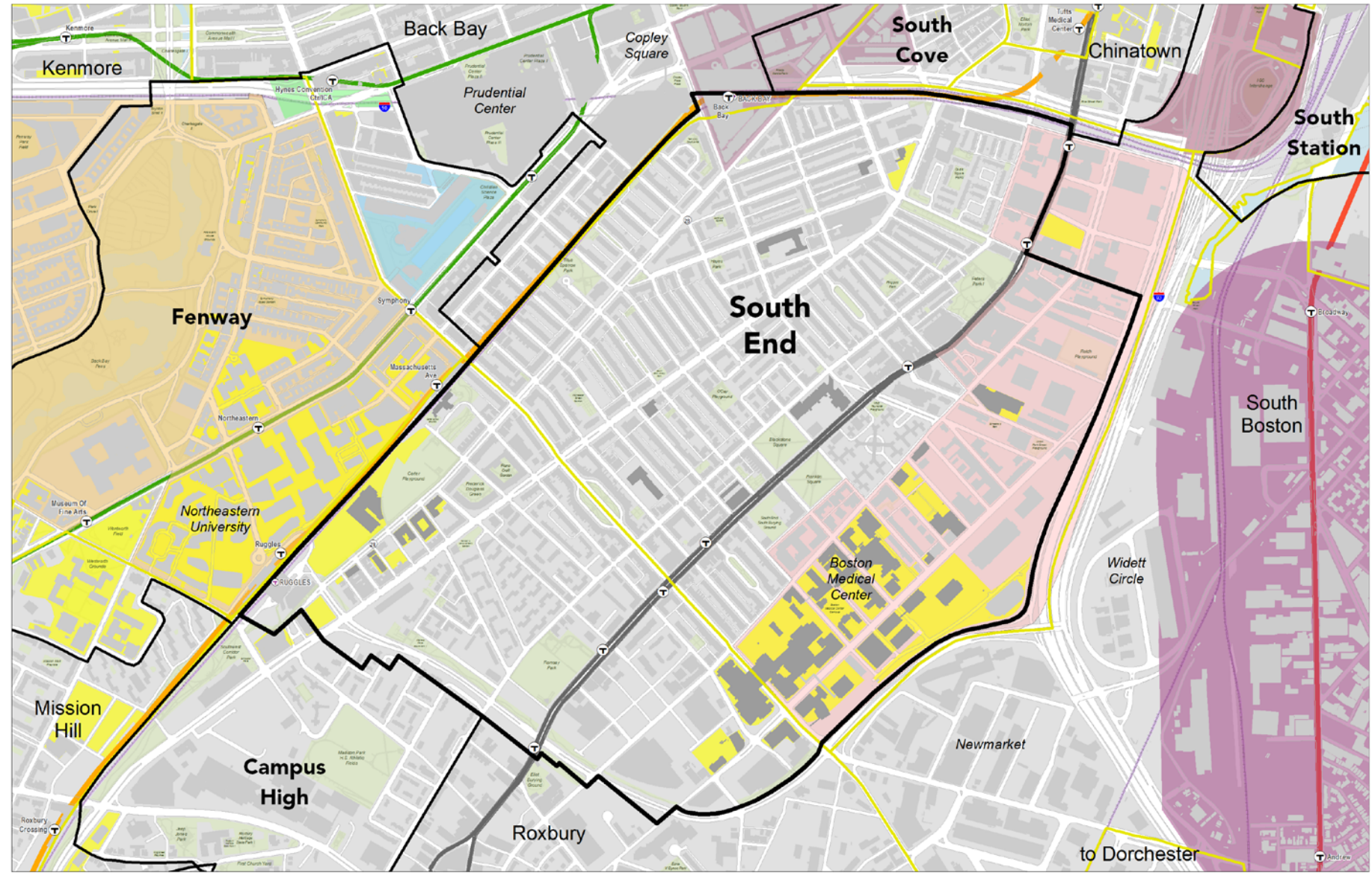
The Plan contains following planning objectives:

1. Improve the quality, condition, and maintenance of existing dwelling structures to a level which achieves decent, safe, and sanitary housing;
2. Remove the concentrations of deteriorated and deteriorating buildings which depress the physical condition and character of the area, impair the flow of investment and mortgage financing, and restrict adequate insurance coverage.
3. Protect and expand the city's tax base and arrest the trend of economic decline, and, by stabilizing property values, protect private investment.
4. Provide new housing specifically designed to meet the needs of the numerous elderly residents in the community;
5. Provide new opportunities for existing commercial establishments to remain in the area and provide better service;
6. Eliminate incompatible uses;
7. Reduce the excessive number of liquor licenses;
8. Improve traffic circulation;
9. Improve streets, street lighting, utilities, and the landscaping of public areas;
10. Obtain superior architectural and aesthetic quality in the new public and private buildings and open spaces;
11. Preserve, maintain, and reinforce the positive, unifying and unique qualities of the street patterns, row houses, parks and, squares;
12. Unite the historically separated communities divided by Northampton Street;
13. Create a physical framework which will facilitate the formation and execution of programs to cope with social and economic programs in the community.



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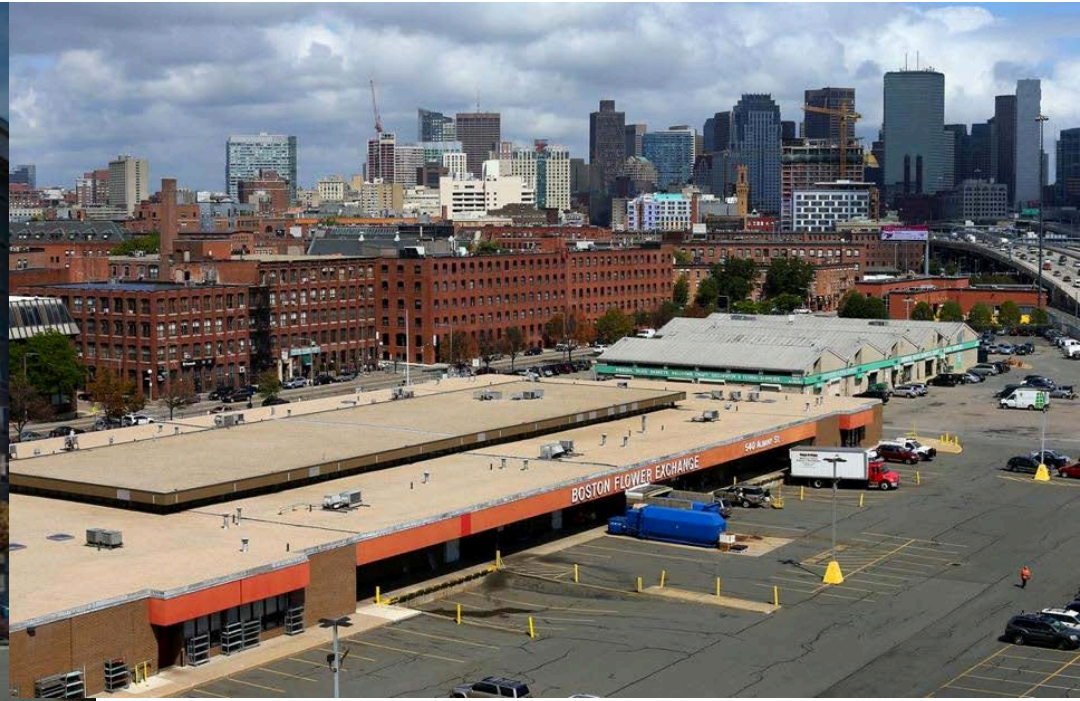
The concept for the South End Area is developed from the fact that **there are really two major communities** in the project – a predominantly residential community and an industrial and medical-institutional community.



Economic Development



Crosstown Center



Flower Exchange



Thank you!

South End



South End, 1962

