AGENDA:
• Process and Recap
• Parcel 27
• ITB Outline
• Draft Guidelines
• Next Steps
Process and Recap

• Press Conference
• Meeting 1 – March 3:
  – Introduction to project
  – Public comment
Process and Recap

• Meeting 2 – March 29:
  – Presentation of disposition, permitting & planning process
  – Breakout session for community input to development guidelines
Process and Recap

• Meeting 3 – May 17:
  – Review of Parcel 27 analysis
  – ITB
  – Draft Guidelines

• Meeting 4 – June 7:
  – Presentation of final development guidelines and ITB outline
Site History
Site History

1930

1950 approx.

MassDOT Cultural Resources Unit
Site History
**Parcel 27**

**South Bay 2004 Study:**
- Proposed community vision was a complete redevelopment of South Bay's 20 acres
- Did not take into account 3 dimensional development conditions or financial feasibility

**Chinatown Master Plan 2010:**
- Recognized that Parcel 27 had long term potential but recommended phasing of South Bay development with a priority on developing terra firma parcels first – Parcels 25 and 26.
- Did not consider air quality
Parcel 27

ULI Report 2012:

- Evaluated some of the basic market assumptions associated with the 2004 study and determined that redevelopment of Parcel 27 & area south of South Station Connector was NOT economically feasible

- Noted major infrastructure constraints

- Encouraged creative placemaking strategies for Parcel 27 similar to those identified as part of Chinatown Master Plan
Today

• We believed that parcels south of South Station Connector were not developable for conventional market uses

• At last meeting, there was discussion of developing terra firma on Parcel 27

• We agreed to explore viable development strategies as well as placemaking, open space, and connections to the South End and other neighborhoods
Site constraints
Existing conditions

- Extent of accessible area
Remaining uses

- Two (state) pump house locations to remain in use
New uses

• Future Greenway Conservancy maintenance facility planned for portion of site

• Consists of both shed and open storage.
Accessibility uses

- Site access requirements
- Including an emergency off-ramp for I-93 before tunnel
Remaining area

- Majority of remaining area is an asbestos landfill from the Big Dig
- There are grade and access issues
- Air quality may be an issue
- Only one access point may cause safety issues
Parcel 27
Access Issues

How would you get there?
Existing conditions

- 27’-wide entrance
- Only access to parcel
Existing conditions

- Front slope of the landfill
- About 15’-tall
Existing conditions

• Back slope of landfill
• About 6’-tall
Existing conditions

- View under highways
- Not much space available
- Low ceiling height except at driveway
Where is the Front Door?
New road access for potential building uses

- Insufficient access
  - Existing driveway too narrow
  - Little potential for new vehicular entrance
- No “front door” to development
Market-oriented Development doesn’t work

1. Developer will not pursue if there is no front door and site is isolated. Who would rent?
2. Ground conditions
3. Grade and infrastructure constraints
4. Other site constraints
5. Surrounded by highway ramps
6. Emergency egress
Potential Connections
Existing pedestrian connections from the Leather District / South Station towards the South End:

- Sidewalk on Albany Street
- Sidewalk on Hudson Street
New pedestrian connection up to Albany Street sidewalk

- Gap between roadway too narrow
- Not enough space for accessible ramp
- Does not provide substantially better access than exists today
New pedestrian connection to Infra-Space 1 with fly-over

- Cannot fit bridge between roadways
- Distance is too far and costly to span
- Engineering is infeasible
New road access for potential building uses

- Bridge would need to allow for enough clearance over on-ramp
- Nowhere to “land”
- Differing elevations of roadways cause challenge
Today

• Parcel 27 is not suitable for Market-oriented development

• Parcel 27 could be:
  – Public art
  – Transportation infrastructure or utility upgrades

• Leave possibilities open for future development

• Focused on getting high quality development for parcels 25 & 26 and Veolia parcel
ITB Outline

• Introduction
• Property Description
  – Location
  – Site description
    • Parcel
    • I-93 Cover
    • Buildings
      – Veolia Steam plant—to be demolished & replaced on-site
      – City Pump Station—to be demolished
      – 185 Kneeland—may be demolished at developer’s option
  – Site context
  – Neighborhood
  – Abutting properties
  – Traffic counts
  – Zoning
  – Easements/restrictions—incl. Parcel 27 access, I93 tunnels, highway deck(s)
  – Site potential
  – Environmental (in Electronic Bid Room)
ITB Outline

• Planning Commitments
  – Other commitments/restrictions/approvals
    • Federal – FHWA
    • State – MEPA
    • Municipality – Art. 80, Phase 2 Study, PDA, Advisory Group
    • FAA/Massport
    • Section 106
  – Post-selection planning process
  – Planning objectives & Development guidelines

• Submission Requirements
  – Process and procedure
  – Response
    • Qualifications Package
    • Bid Form
ITB Outline

• **Sales Terms**
  – Purchase & Sale and Deed Terms
  – Closing subject to MEPA certificate

• **Selection**
  – Process
  – Criteria
    • Responsible Bidder
    • Highest Price

• **Reservations and Conditions**

• **Appendices**

• **Schedules**
## Draft Development Guidelines

### South Bay Kneeland Street Parcels
**Parcels 25, 26, & Veolia Parcel**

<table>
<thead>
<tr>
<th>STUDY GOAL</th>
<th>STILL RELEVANT HERE?</th>
<th>NO LONGER RELEVANT HERE</th>
<th>CHANGE LANGUAGE - HOW?</th>
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<tr>
<td>Enhance Boston’s place in the regional economy</td>
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[Urban Context Map South Bay Kneeland Street Parcels: 25 + 26 | March 2016]
Draft Development Guidelines

Property Description

• Approximately 5.5 acres including highway air rights
• Veolia Steam Plant and parking (to be relocated)
• 185 Kneeland St.—MassDOT District 6 HQ, etc., and parking
• City of Boston pumping station
• Underground utilities including New Eastside Interceptor sewer
• Metropolitan Highway System tunnels and recessed roadways
Draft Development Guidelines

Use Guidelines and Requirements

• Provide shell space for replacement plant

• Provide service access to Veolia plant and parking in close proximity

• Provide new hydrants to allow replacement of City pumping station

• Maintain or replace Reggie Wong Memorial Park on-site or in close proximity, at least as large as current park

• Cover I-93 SB running through Parcel 25
Draft Development Guidelines

Use Guidelines and Requirements cont.

• Maintain and allow for future expansion of access easement to Parcel 27

• Maintain or relocate underground utilities

• Develop a mixed-use, multi-phase development

• Uses may include: residential, office, research, hotel, retail, community/cultural, parking and open space

• Affordable housing: any development of this scale is anticipated to exceed the City of Boston’s Inclusionary Development Policy (IDP) requirement of 13%. The percentage above IDP to be determined prior to issuance of the ITB.
Draft Development Guidelines

Use Guidelines and Requirements cont.

• Consider space for Library Services space to be located convenient to Chinatown and Leather District

• Retail/restaurant space should be located at ground floor along Kneeland Street and around open space courtyards to help activate the public realm

• Uses should complement and connect to the two adjoining neighborhoods and South Station.

• Obtain all required permits and approvals, including: MEPA, City of Boston (South Bay Phase 2 study, PDA, Article 80), FHWA, FAA/Massport, Section 106
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Draft Design Guidelines

1) General Urban Design Principles

2) Height

3) Gateway Design

4) Public Realm and Neighborhood Connectivity

5) Open Space and Environmental
Draft Design Guidelines

General Urban Design Principles

• A dense, mixed-use, multi-block redevelopment will facilitate walkable connections between Chinatown (west), the Leather District (north), and South Station (east)
• Approximately 5 acre site should be broken into smaller parcels and streets to better relate to the adjacent neighborhoods
• Orientation of building(s) to and from adjacent neighborhoods and within the site to one another is important
Draft Design Guidelines

Height

• Do not exceed 125’ in height within 50’ of Kneeland Street
• Do not exceed 300’ in height in southern portion of parcels per FAA guidelines
• Greater height and density is appropriate along southern edge of parcels, but stepping down to Kneeland Street to a scale which creates a welcoming streetscape environment
• Building massing must take into account sun and shadow. Variation in height is desirable.
Draft Design Guidelines

Gateway Design

- Gateway design has multiple meanings: a dramatic, iconic formal expression marking the entry into the city from points south, but also design relating to the neighborhood context, facilitating a sense of arrival.
- Gateway design on the neighborhood side should be scaled relative to the existing buildings, but height at the back (south) side of the site is appropriate and encouraged (up to 300’ per FAA regulations).
- Street level gateway design should enhance visibility and entry into the surrounding neighborhoods for pedestrians.
- Sensitivity to the adjacent neighborhood buildings, parks, and pedestrian desire lines are paramount design considerations.
Draft Design Guidelines

Public Realm and Neighborhood Connectivity

• Improved configuration of streets and block sizes to promote neighborhood connectivity, preservation and enhancement of existing and/or new view corridors, streetscape design that reflects Boston’s Complete Streets Guidelines, active ground floor uses where appropriate, and the development of community open space and civic amenities

• Kneeland Street is the critical seam and streetscape design and retail opportunity linking the South Bay Kneeland Street parcels to the immediate context

• Enhanced streetscapes should be considered integral to the redevelopment and designed to mitigate the adverse noise and proximity impacts of transportation infrastructure and air quality issues.
Open Space and Environmental

• Retention of Reggie Wong Park or replacement on site, in close proximity and convenient to Chinatown and the Leather District
• Open space design must consider programming for the elderly and youth communities, including both recreation and passive uses that can co-exist
• Provide cover over I-93 on Parcel 25 in conjunction with the parcel’s development, while considering alternative materials that may facilitate creative open space opportunities
• Provide necessary environmental mitigation to improve air quality
• Address indoor air quality of building through appropriate ventilation and filtration systems
Next Steps

• Refine development guidelines and ITB, incorporating community comments

• Present final drafts at June 7th meeting

Questions