



Columbia Point Master Plan



July 2009

DRAFT

Community-Wide Meeting

September 26, 2009

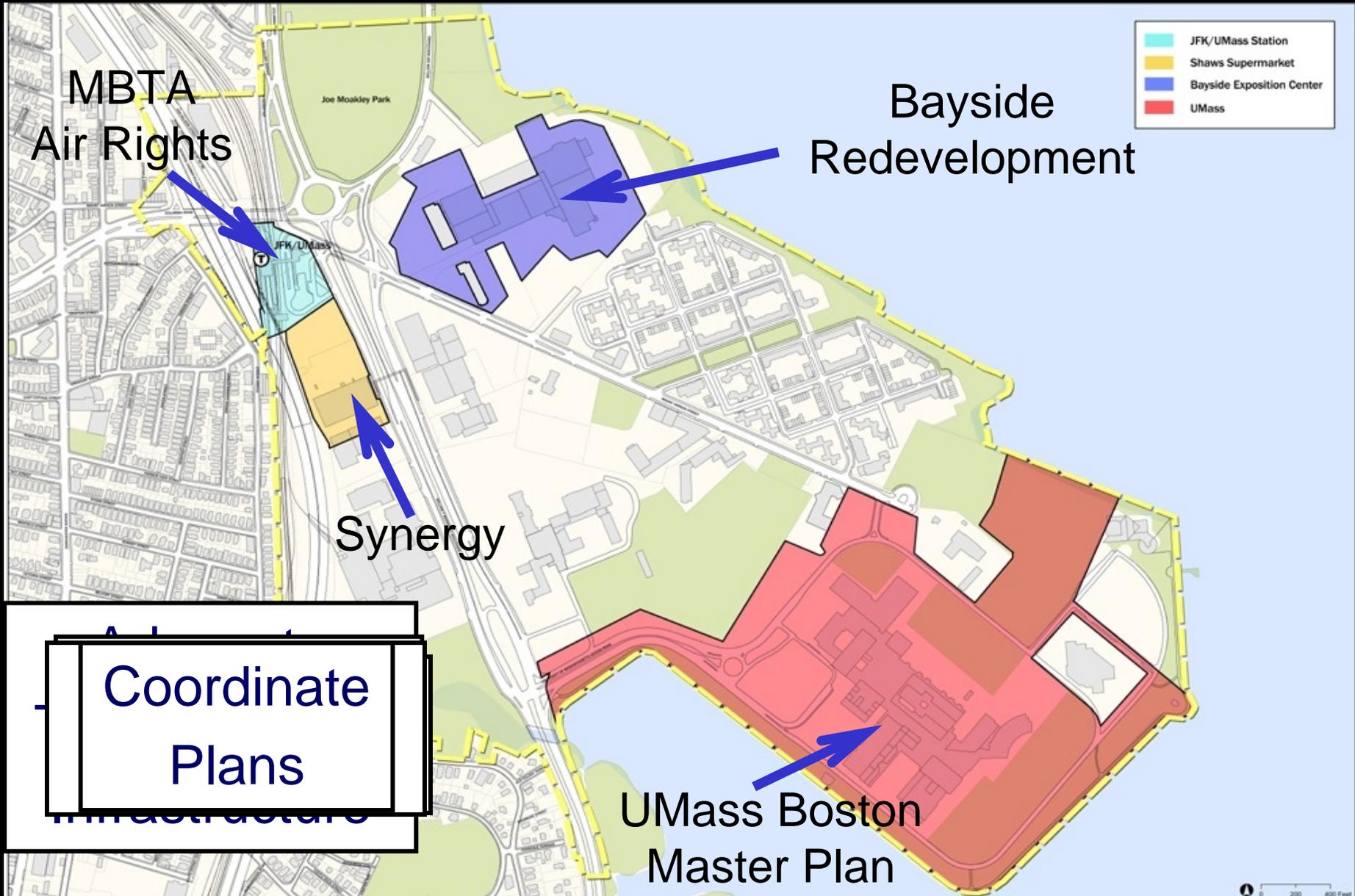


CITY OF BOSTON
Thomas M. Menino
Mayor



BOSTON
REDEVELOPMENT
AUTHORITY
John F. Palmieri
Director

Impetus for Master Plan



BRA Planning Process

- Began in February 2008
- Community Task Force appointed by Mayor
- 16 Task Force meetings to date
- Today's is the 4th Community-Wide Meeting
- Draft Plan published in July 2009
- Plan Adoption anticipated in Fall 2009

Columbia Point Master Plan Task Force



Groups Represented

Neighborhood Associations

Harbor Point Community Task Force
Columbia-Savin Hill Civic Association
John McCormack Civic Association
South Boston Neighborhood House

Institutions & Non Profits

St. Christopher's Church
Boston Teachers Union
Geiger-Gibson Community Health Center
Dorchester Bay Economic Development Corp.
Adaptive Environments

Businesses

Phillips Family Hospitality
The Stitch House

Ex-Officio Members

Institutions

JFK Presidential Library & Museum
Boston College High School
Commonwealth Museum & State Archives

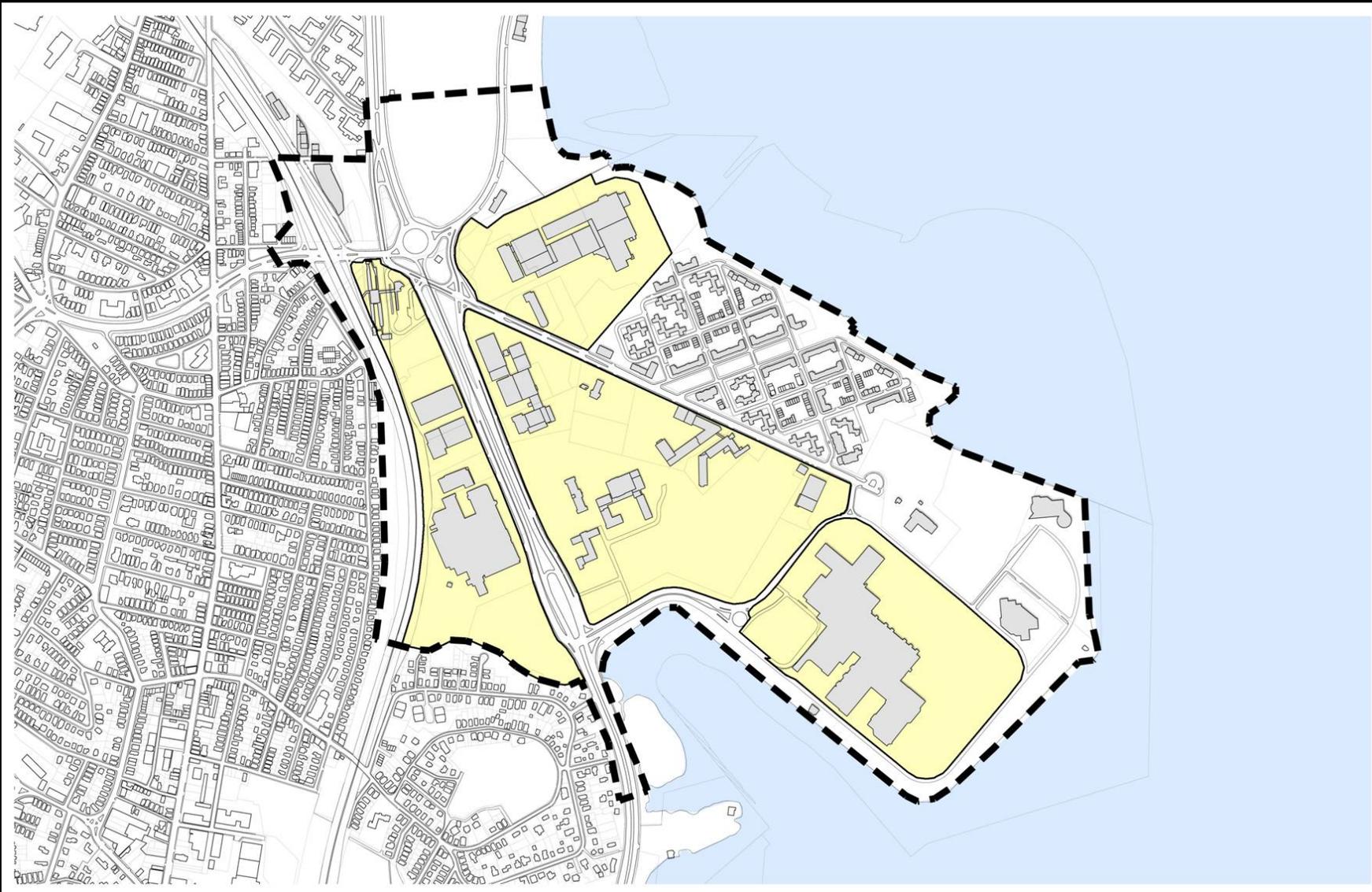
Elected Officials

U.S. Senator John Kerry
State Senator Jack Hart
State Representative Brian Wallace
State Representative Martin Walsh
Council President Maureen Feeney
Councilor Bill Linehan

Physical and Visual Barriers



Superblocks



Views



Open Space



Harborwalk



Harborwalk

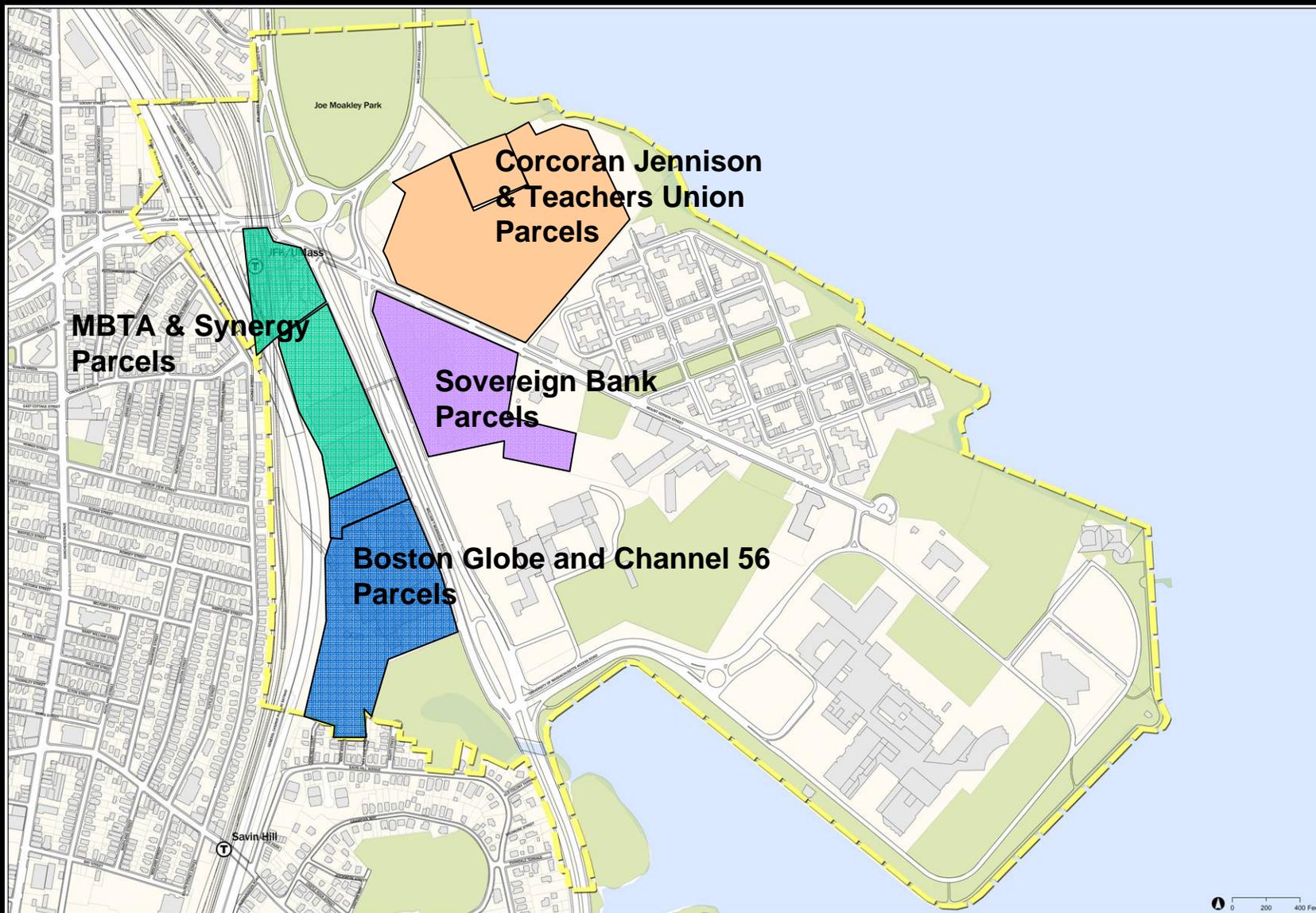


Harborwalk

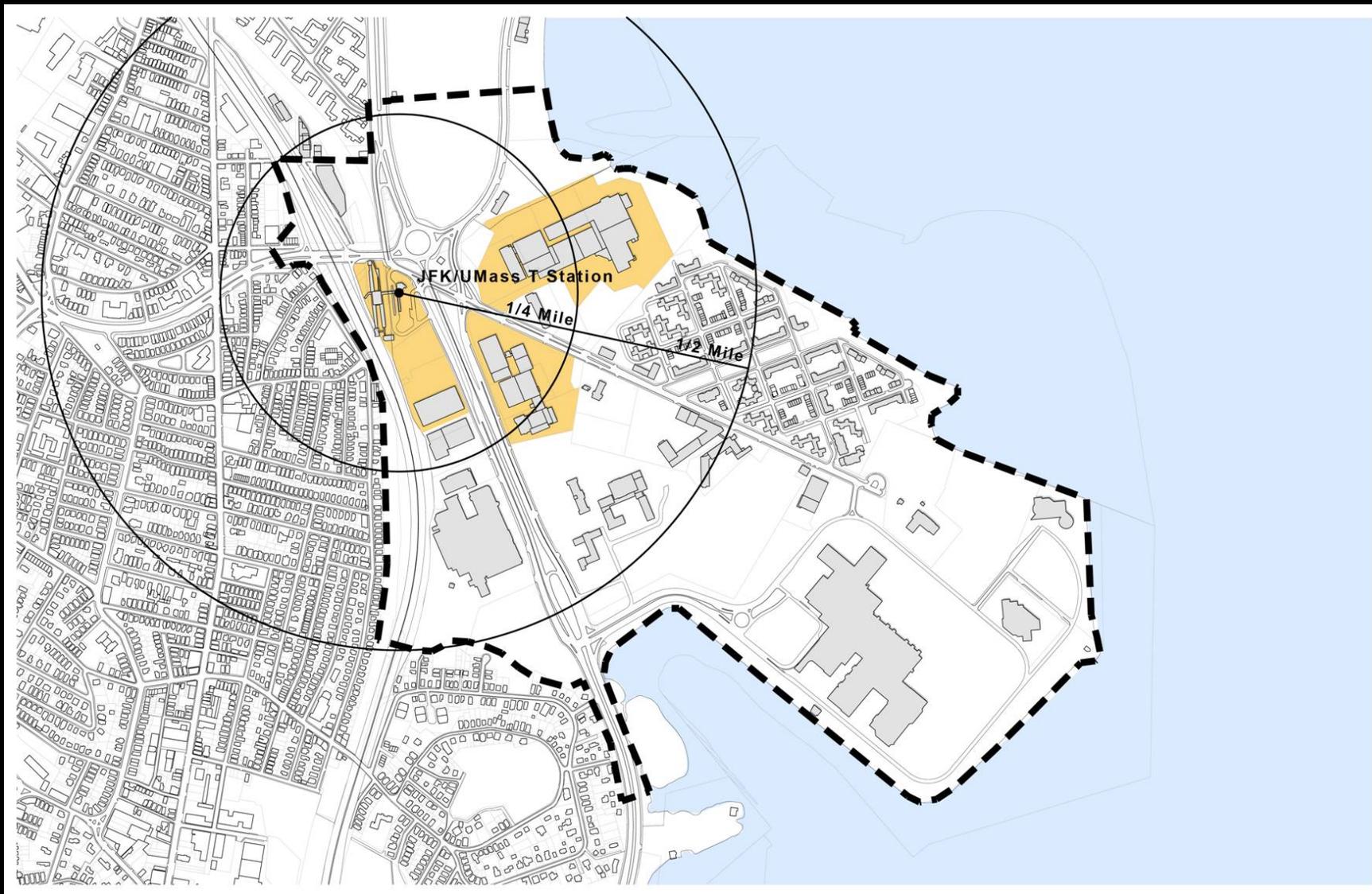


Patten's Cove

Plan Focus: Redevelopment Parcels



TOD Opportunity



Transit Oriented Development

- Development Concentrated Near Station
- Mixed Use
- Vibrant Streets
- Pedestrian-Friendly
- Structured Parking
- Sense of Place
- More Sustainable

Coolidge Corner



Boston's Mixed Use, Vibrant Streets



Vision

- A new, **sustainable** neighborhood with a **mix of uses** that make it possible to live, work, shop and recreate without getting into a car; where **18-hour-a-day activity** enlivens the streets and sidewalks; and, where both **families and individuals** desire to be because it is **active, vibrant and unique**.

Key Master Plan Principles

- CONNECTIONS: Create **strong visual, pedestrian and vehicular connections** between Columbia Point subdistricts and between Columbia Point and adjacent neighborhoods.
- URBAN DESIGN: Develop a **familiar street and block pattern**, with attractive streetscapes, active street frontages and buildings that reinforce the scale of the streets and blocks.
- ACCESS (VEHICULAR): Create a roadway network that ensures good access and circulation for **local residents and visitors** while continuing to serve **regional circulation needs**.

Key Urban Design and Transportation Proposals



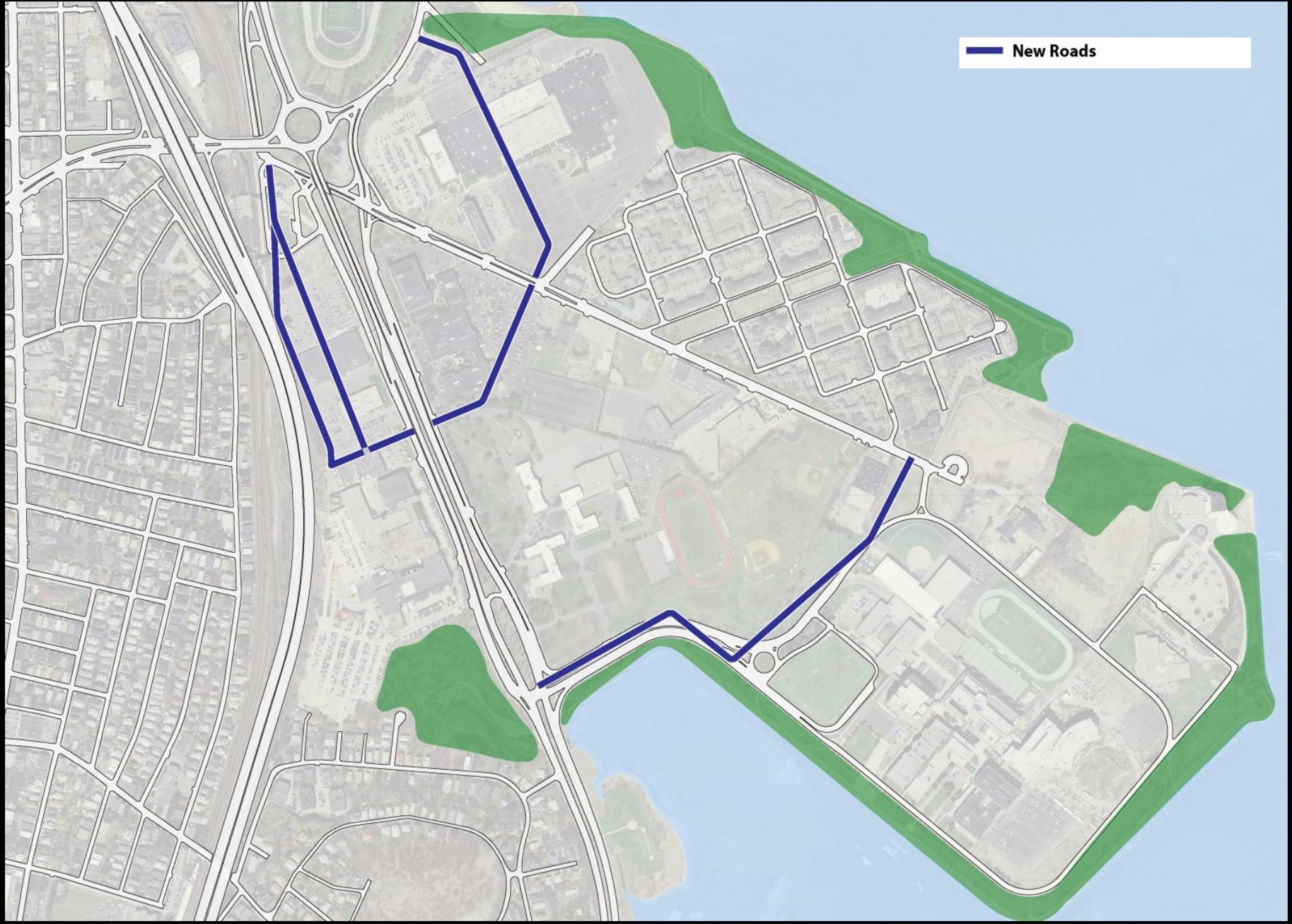


Corcoran Jennison & Teachers Union Parcels

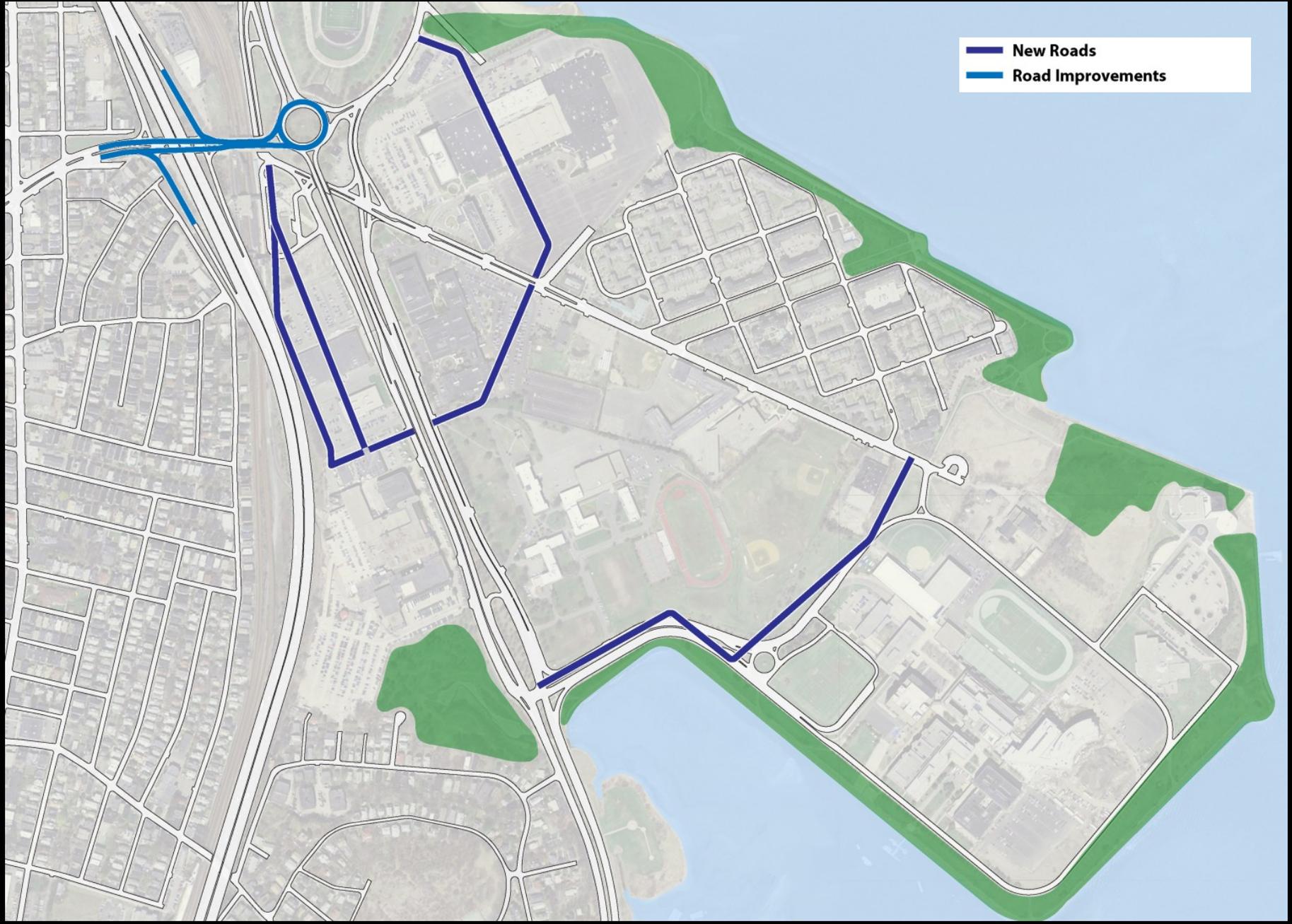
MBTA & Synergy Parcels

Sovereign Bank Parcels

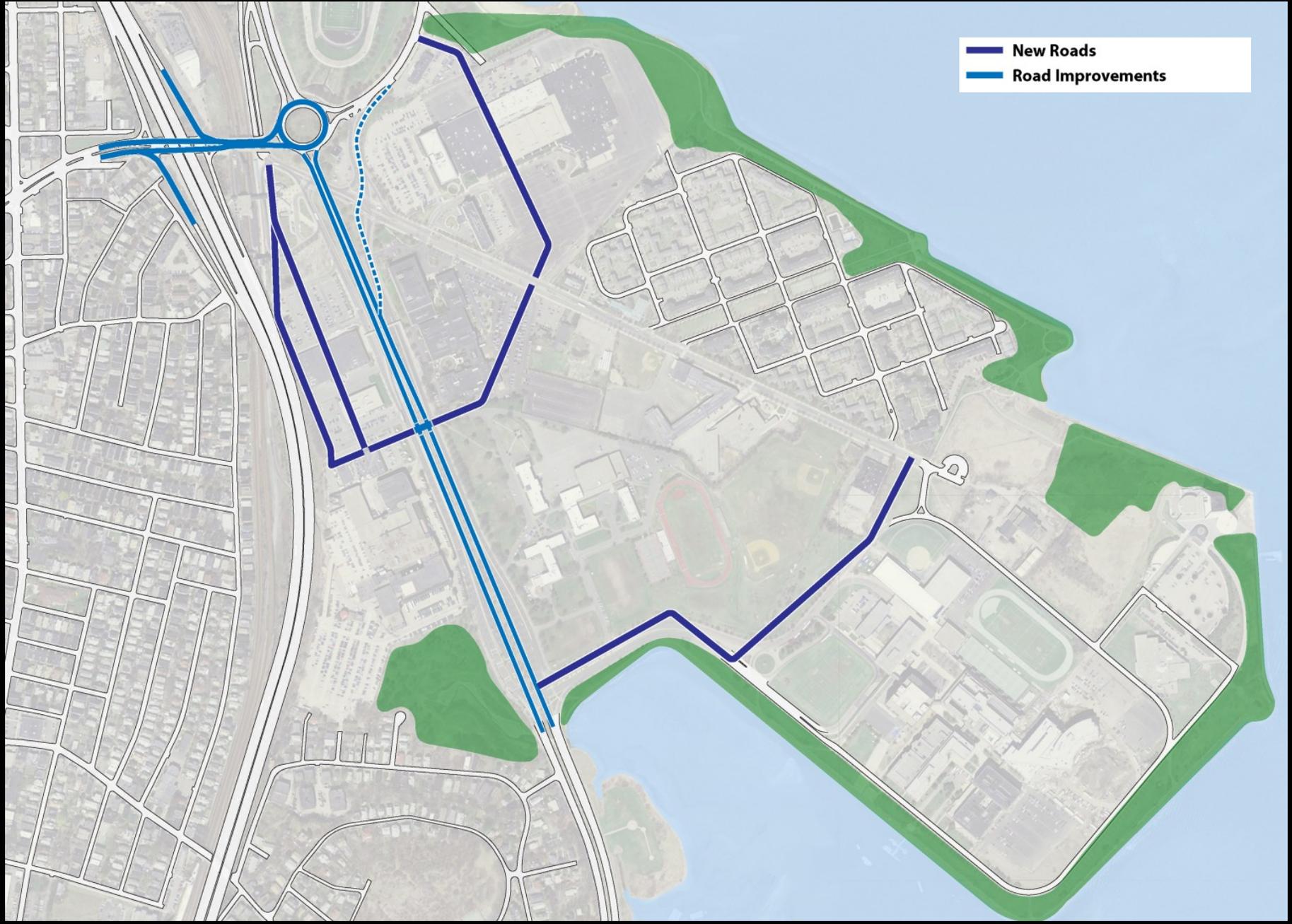
Boston Globe & Channel 56 Parcels



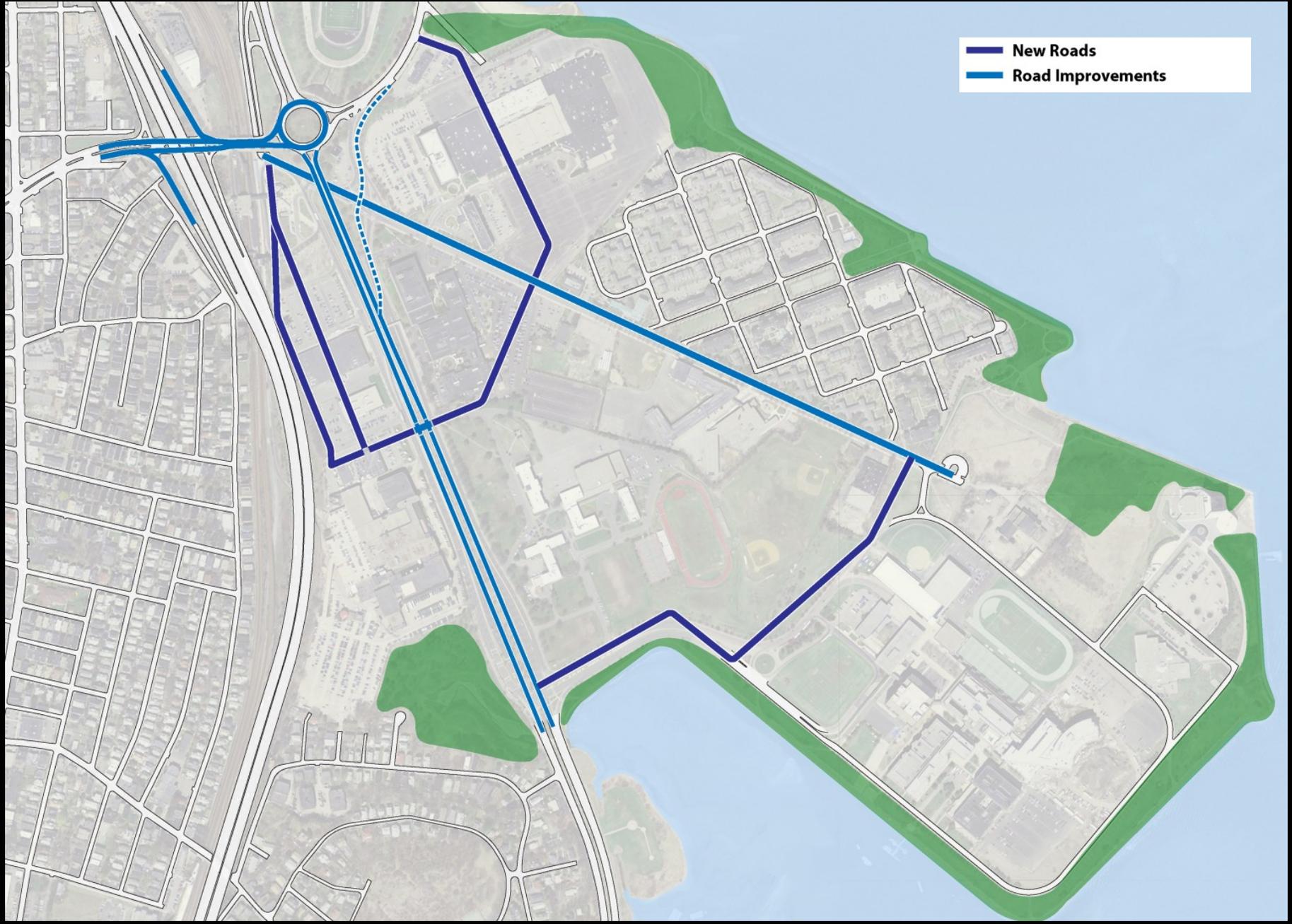
 **New Roads**



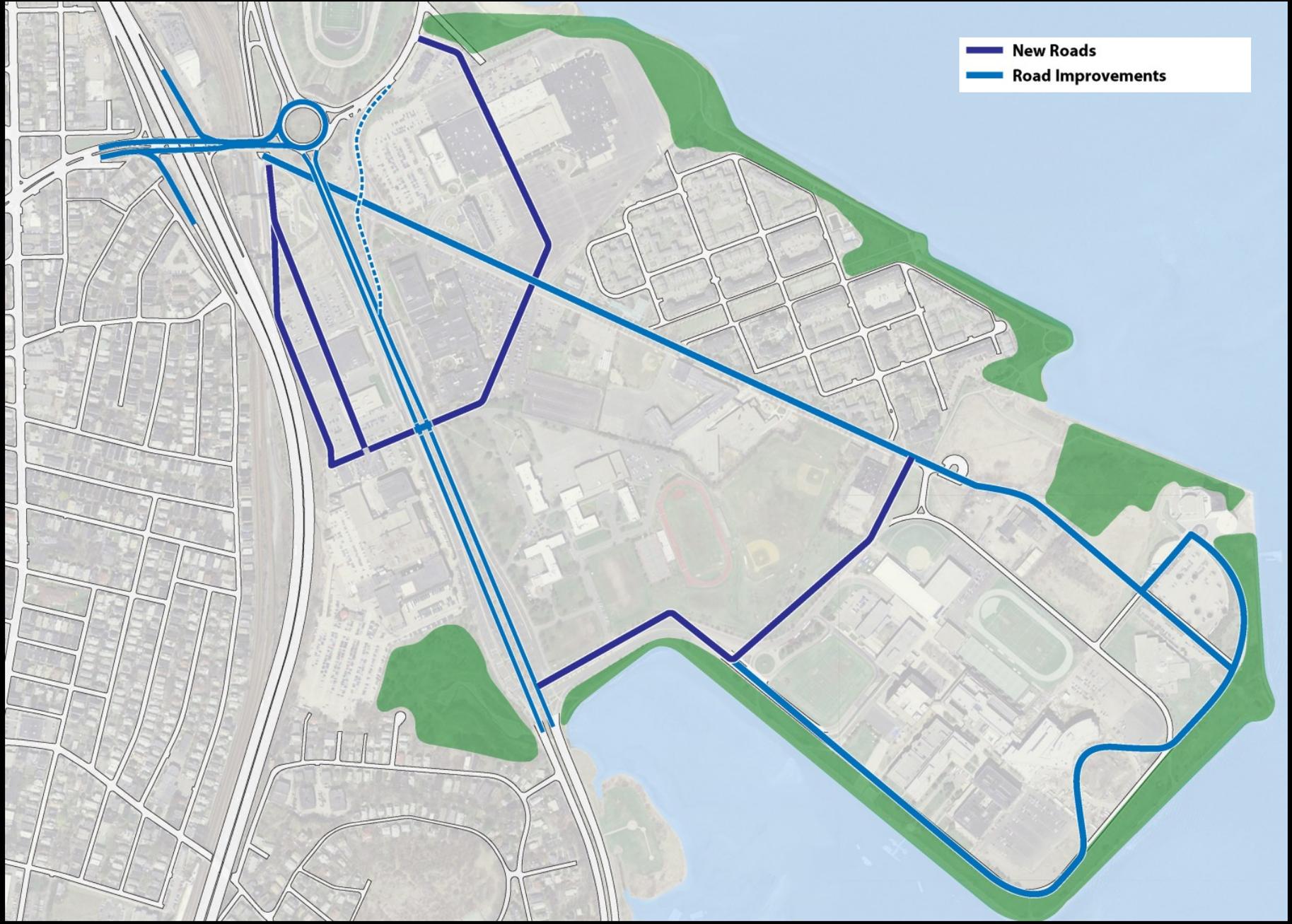
— New Roads
— Road Improvements



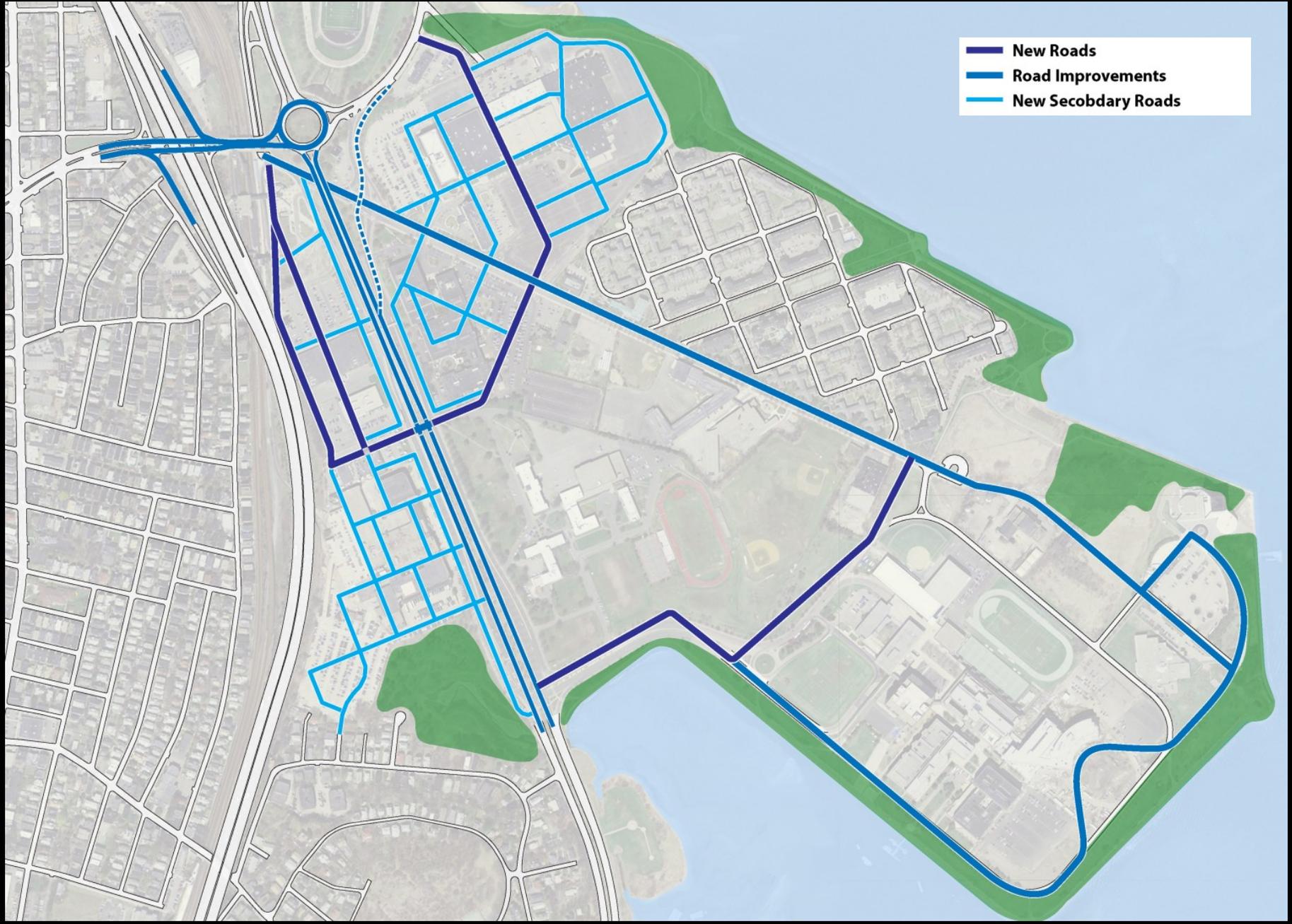
— New Roads
— Road Improvements



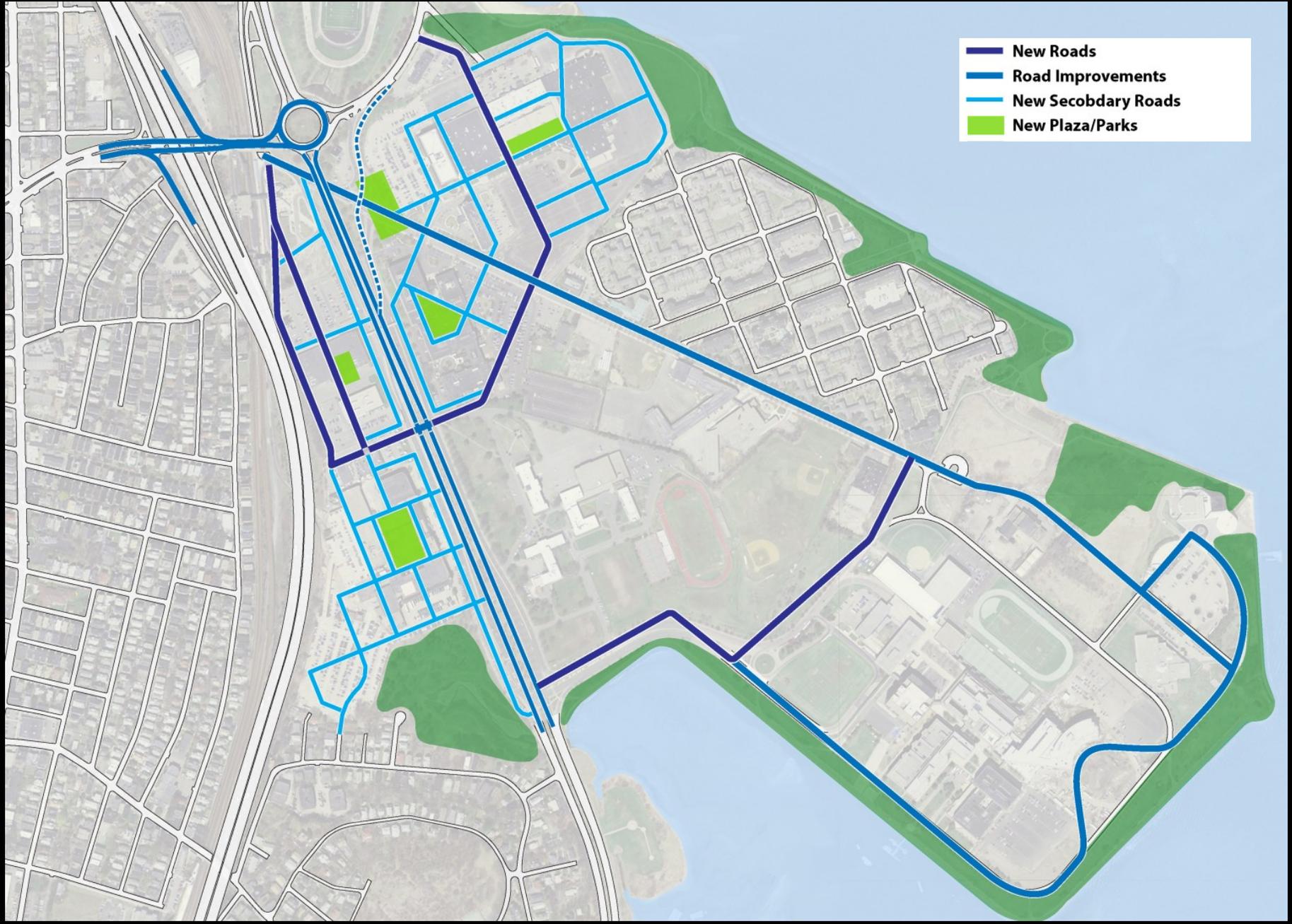
— New Roads
— Road Improvements



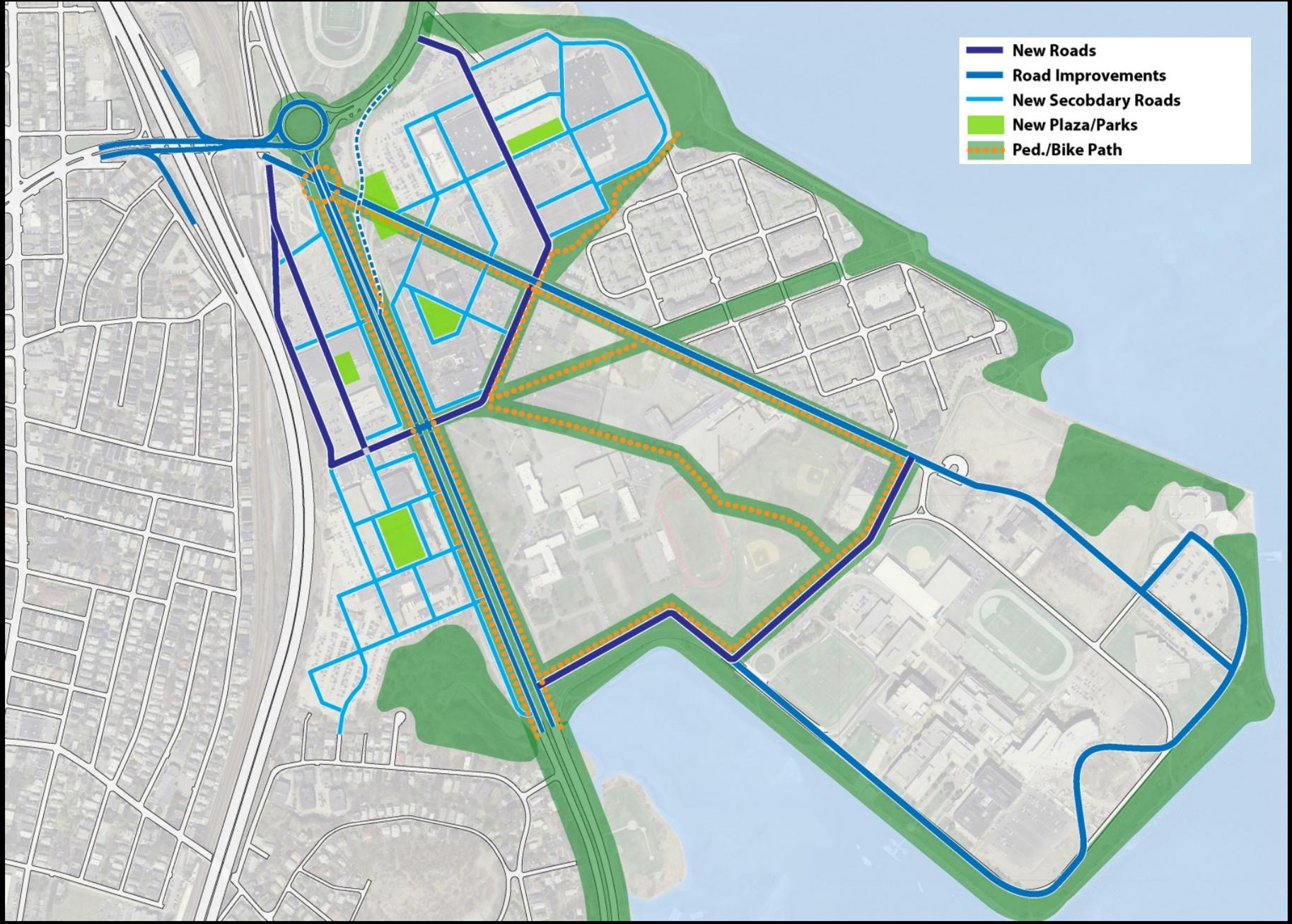
— New Roads
— Road Improvements



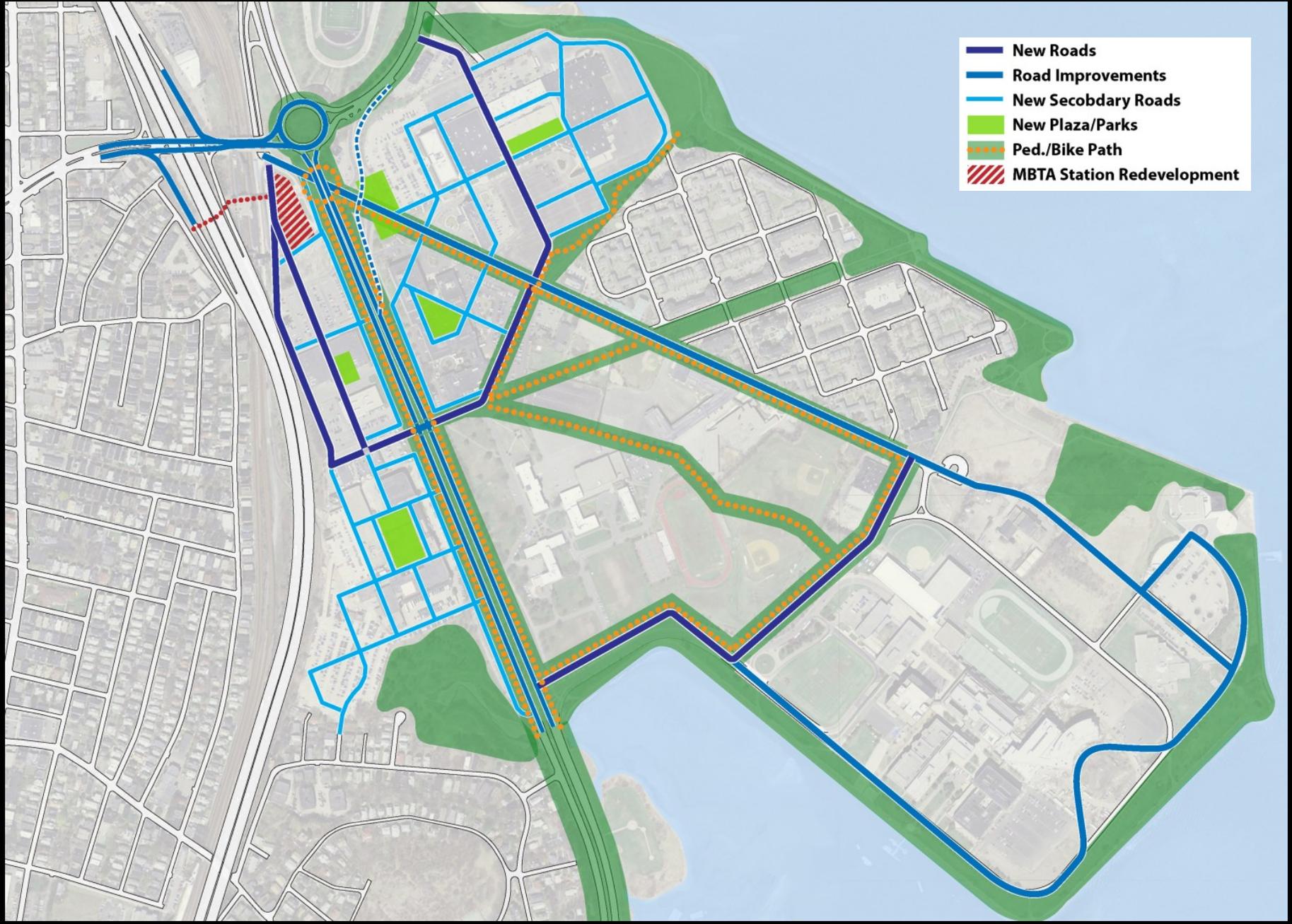
- New Roads**
- Road Improvements**
- New Secondary Roads**

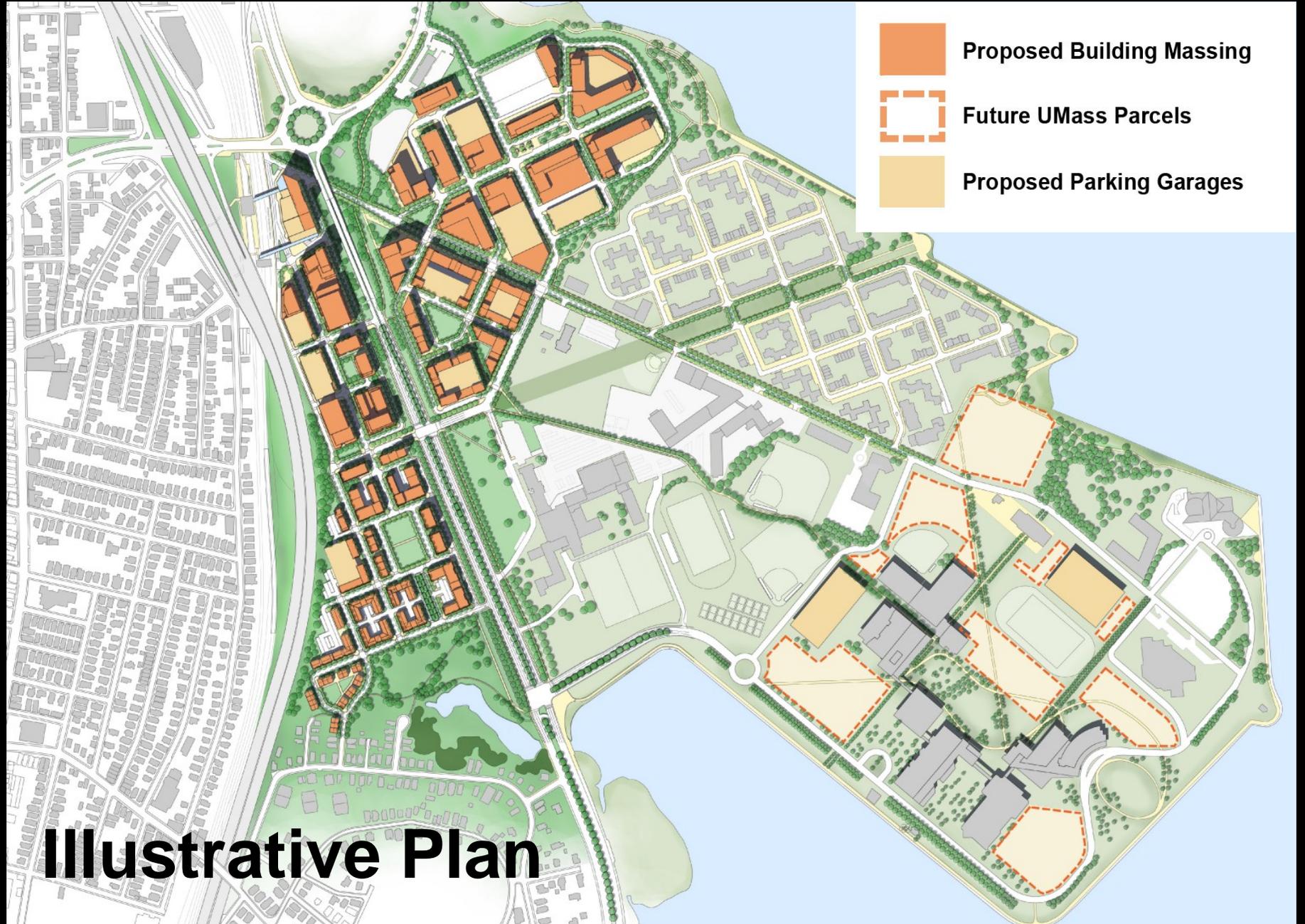


- New Roads**
- Road Improvements**
- New Secondary Roads**
- New Plaza/Parks**



- New Roads**
- Road Improvements**
- New Secobdary Roads**
- New Plaza/Parks**
- Ped./Bike Path**





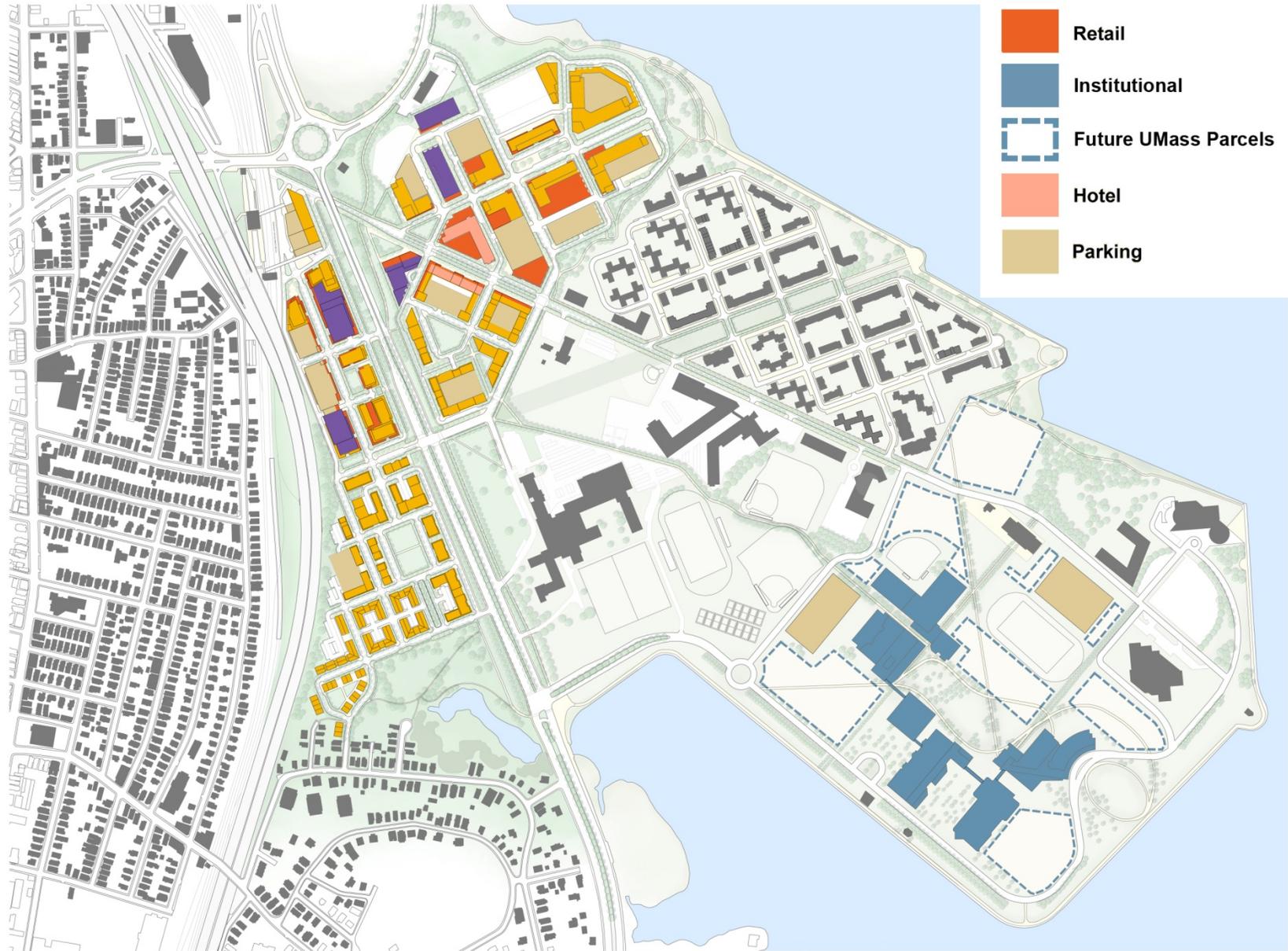
Illustrative Plan

Master Plan Chapters

- ✓ Chapter 1: Introduction
- ✓ Chapter 2: Process & Content
- ✓ Chapter 3: Vision & Principles
- ✓ Chapter 4: Land Use & Urban Design
- ✓ Chapter 5: Housing
- ✓ Chapter 6: Multi-Modal Transportation
- ✓ Chapter 7: Open Space, Recreation & Watersheet Activation
- ✓ Chapter 8: Sustainability
- ✓ Chapter 9: Utilities and Public Services
- ✓ Chapter 10: Community Benefits
- ✓ Chapter 11: Phasing & Implementation

Chapter 4: Land Use and Urban Design

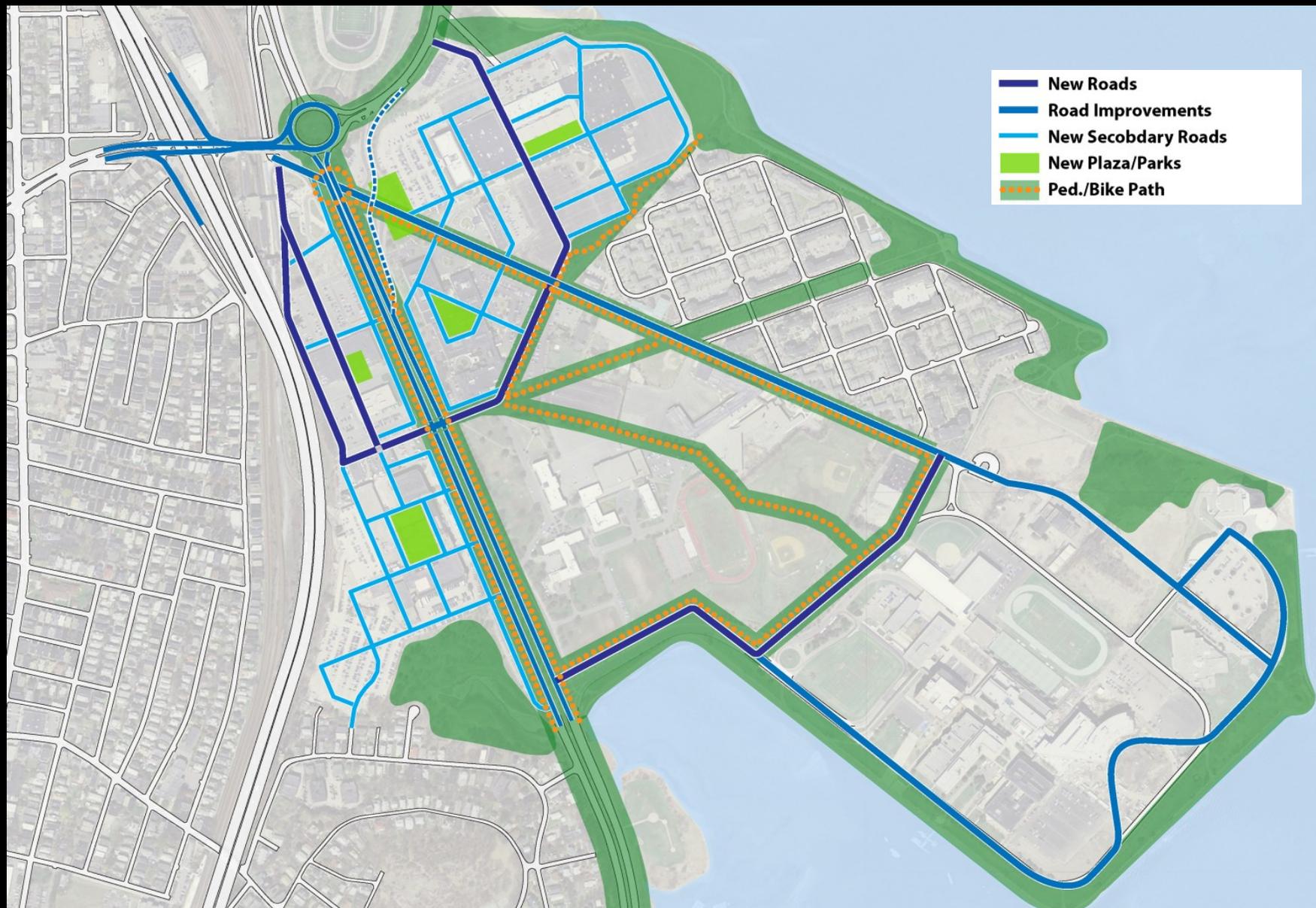
Land Use Plan



Maximum Potential Buildout

Residential	4,300 units
Hotel	410 rooms
Office	933,000 sf
Retail	492,500 sf
TOTAL BUILDOUT	6,360,500 sf
Parking	6,430 spaces

Organizing Elements



Design Guidelines



Individual Redevelopment Parcels: Importance of “Key Concepts”

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CHAPTER 4 | LAND USE & URBAN DESIGN

remaining buildings. Residential buildings along Morrissey Boulevard are 8 to 10 stories with a 12-story building on the corner of Morrissey Boulevard and New Street, and 5 to 8-story buildings along New Street. Parking is located in structures wrapped with residential buildings.

Buildout Shown in Diagram

- 610 Residential units
- 135 Hotel Rooms
- 262,000 SF Office
- 42,000 SF Retail
- 1,100 Parking Spaces

Bayside Parcels

The Bayside redevelopment parcel is located at the northern end of the Study Area, between Mt. Vernon Street and the Harborwalk, with beautiful views out to Boston Harbor, Carson Beach and the Boston skyline. The development proposed by the owner (and shown in the following diagrams) replaces the Bayside Expo Center with a mixed-use development that has new retail, residential, and office uses, and an expanded hotel. The existing Bayside Conference Center and Office Building and Doubletree Hotel will remain. The Boston Teachers Union Building, which is surrounded by the Bayside parcels on three sides, is also shown as remaining.

Key Concepts

- A central commercial street connecting Mt. Vernon Street and the new plaza to the Harborwalk, lined with active ground-floor uses, wide sidewalks, street trees, and outdoor seating.
- A taller building fronting on the new plaza, preferably with active ground floor uses.
- Buildings sited to reinforce the street wall on major spines.
- Parking in structures wrapped by other uses (on the ground floor at a minimum).
- Pedestrian connections and potential future vehicular connections to Harbor Point.
- New usable open space for the community, including, at a minimum, the northern portion of the new gateway park described in 4.1.4 on page 23, a 0.5 acre park along the retail spine, and open space along the border with Harbor Point.
- Maximum building heights: 14 floors.

Illustrative Plan

The diagrams show residential uses on the upper floors of the 4-story buildings along the commercial spine, a 13 to 14-story residential building fronting on the new gateway park, a 5-story office building on the northernmost portion of the site, and an



Conceptual land use plan for the Bayside parcels.

expansion of the existing hotel with new ground floor retail space along Mt. Vernon Street. The remainder of the site is residential, with 8 to 10-story buildings by the water. Parking is in structures wrapped on most or all sides by other uses, with the exception of the southernmost garage which is free standing. A linear green space is located about halfway down the central commercial spine.

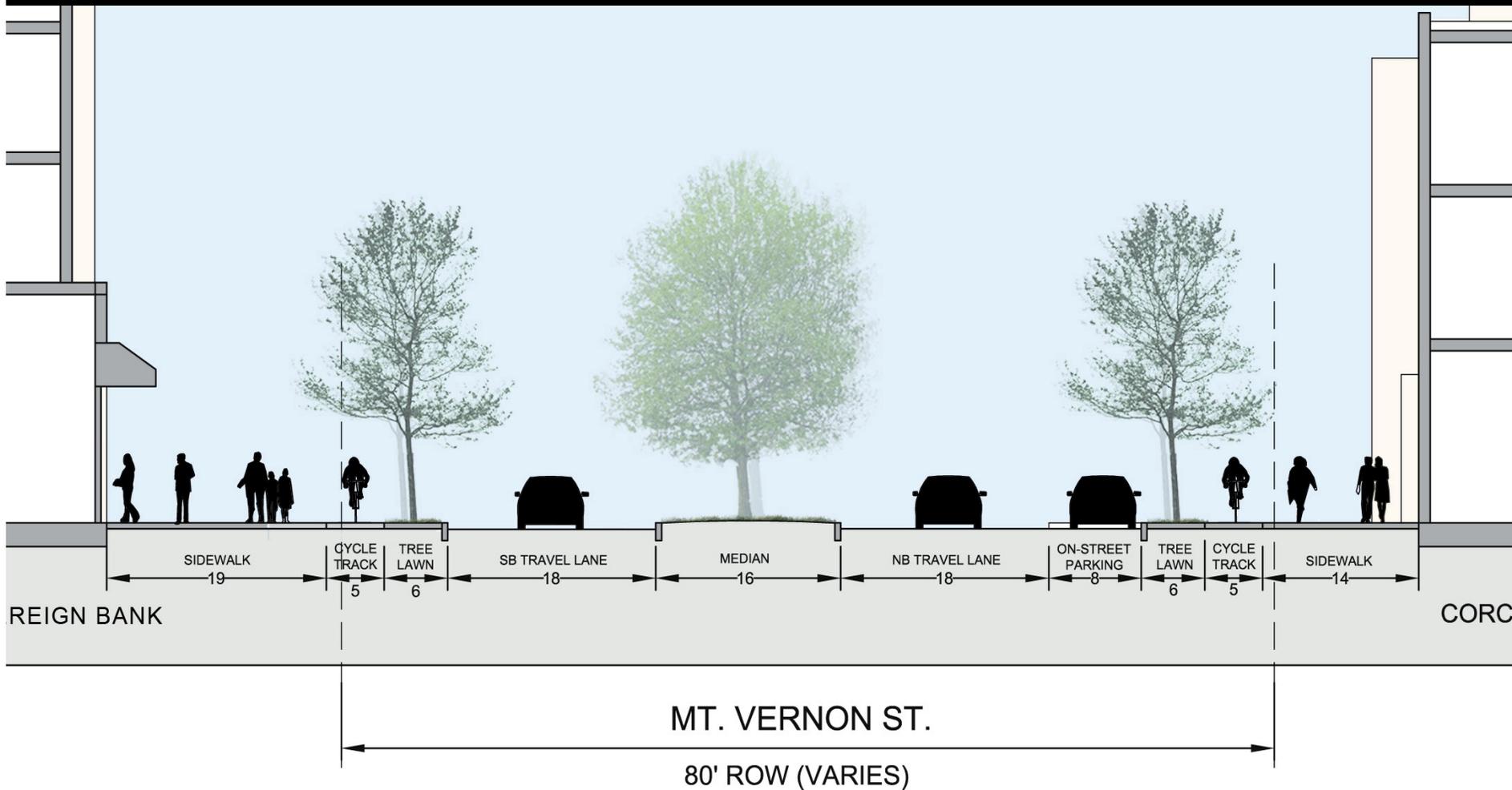
Morrissey Boulevard



Morrissey Boulevard



Mt. Vernon Street



Mt. Vernon Street



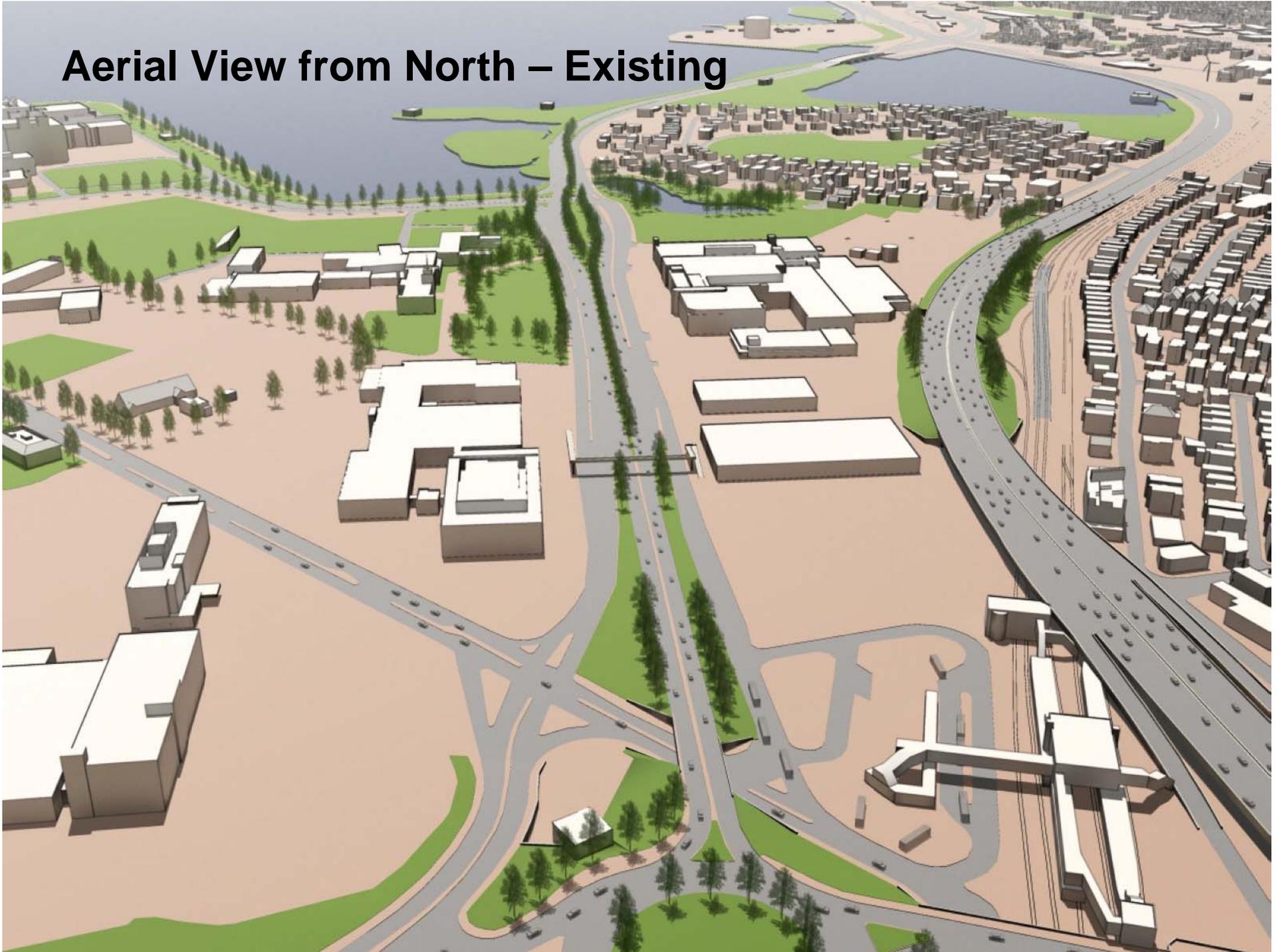
Aerial View from South – Existing



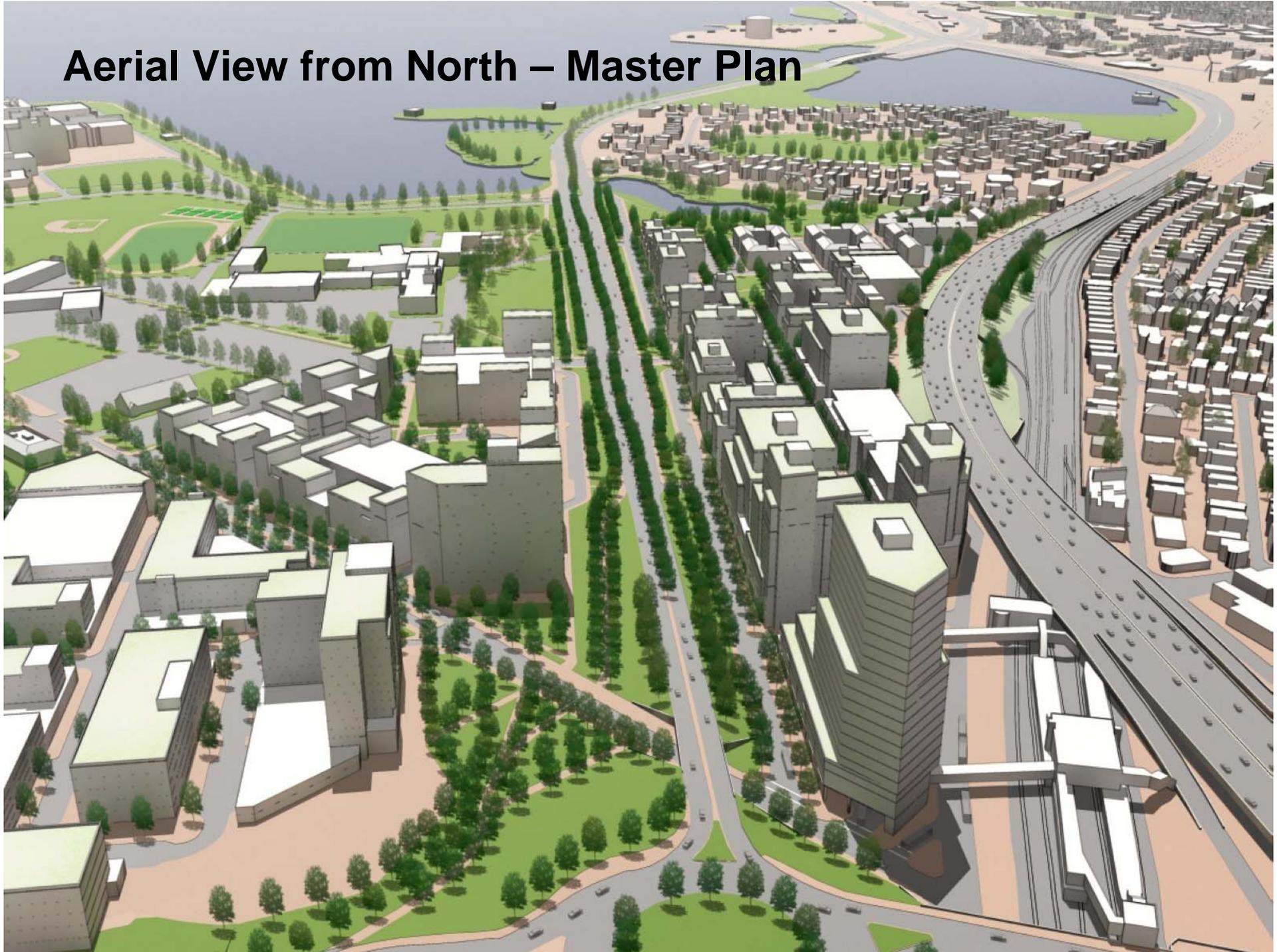
Aerial View from South – Master Plan



Aerial View from North – Existing



Aerial View from North – Master Plan



Interstate 93 Southbound – Existing



Interstate 93 Southbound – Master Plan



Chapter 6: Multi-Modal Transportation

- Emphasis on *mixed use/residential development*
- TOD *Parking Ratios:*

	Residential	Non-Residential
Near MBTA Station	0.75-1.25 spaces per unit	0.75-1.25 spaces per 1,000 sf
Distant from MBTA Station	1-1.5 spaces per unit	1-1.5 spaces per 1,000 sf

- *Parking pricing* to better manage auto use
- Design for pedestrian access
- Bicycle parking & support facilities
- Mode share goal: 10% reduction of auto use

Chapter 6: Multi-modal Transportation

- Potential improvement strategies at key problem locations
- Full Transportation Study & Plan for Kosciuszko Circle, Morrissey Boulevard, and I-93 access ramps
- Phasing in of new roadway connections
- Enhance transit access and service
- Establishment of a Transportation Management Association (TMA)

Chapter 7: Open Space, Recreation & Watersheet Activation

- New parks on each redevelopment parcel
- New community facility for meetings, cultural events
- Continue/expand programs to make UMass Boston and B.C. High facilities available to the public (including contributions from private developers)

Open Space



Chapter 8: Sustainability

- NSTAR Smart Grid demonstration project
- New construction to achieve 10% greater energy efficiency than current standards
- On-site renewables--photovoltaics, solar hot water, wind—must supply minimum 5% annual energy needs



Chapter 8: Sustainability

- New buildings and major renovations to achieve LEED Silver *at minimum*
- 20% reduction water consumption for new buildings and major renovations (over baseline)



Chapter 10: Community Benefits

- Accessible Shopping and Services
- Vibrant Streets
- Transportation Choice
- Walkability and Bike-ability
- New Open Space
- Affordable Housing
- Environmental Sustainability
- Fiscal and Economic Benefits

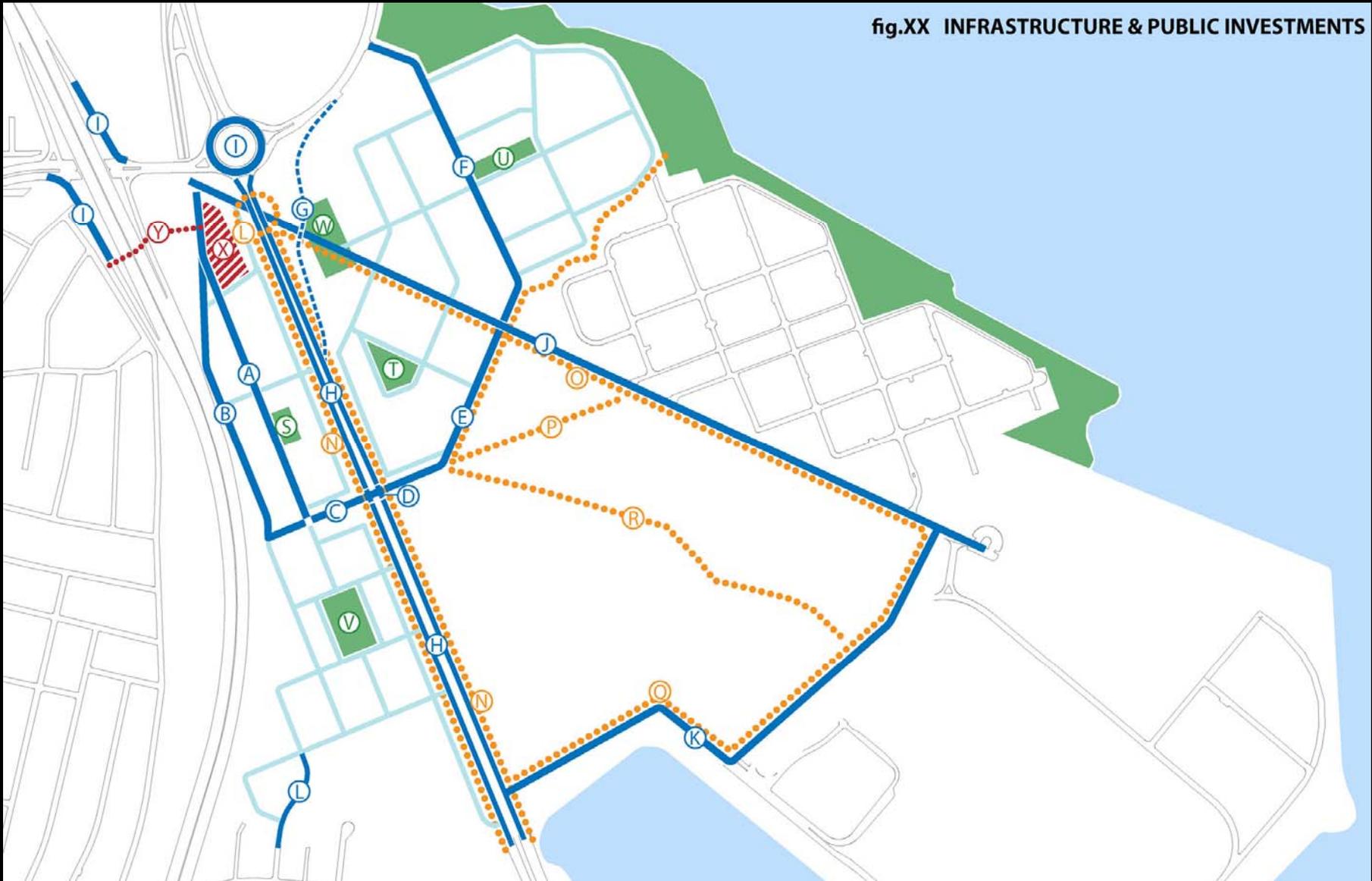
Chapter 10: Community Benefits

Use	Net New	Build-Out	Permanent Jobs	Wages	Construction Cost	Construction Jobs	Annual City Property Tax	Annual State Income Tax
Hotel (Rooms)	332	410	231	\$8,991,194	\$34,860,000	130	\$1,750,628	\$427,981
Office (SF)	813,000	933,000	3,732	\$338,936,508	\$165,852,000	617	\$7,739,851	\$16,133,378
Residential (Units)	4300	4300	N/A	N/A	\$804,100,000	2,991	\$9,865,125	N/A
Retail (SF)	492,500	492,500	985	\$33,070,390	\$90,127,500	335	\$3,665,035	\$1,574,151
TOTALS			4,948	\$380,998,092	\$1,094,939,500	4,073	\$23,020,638	\$18,135,509

Chapter 11: Phasing & Implementation

- Establishes framework for coordinating infrastructure and public improvements with new development
- Addresses four (4) categories of public improvements:
 - Streets and streetscape
 - Pedestrian and bicycle paths
 - Parks and plazas
 - JFK/UMass Station improvements

Chapter 11: Phasing & Implementation



Chapter 11: Phasing & Implementation

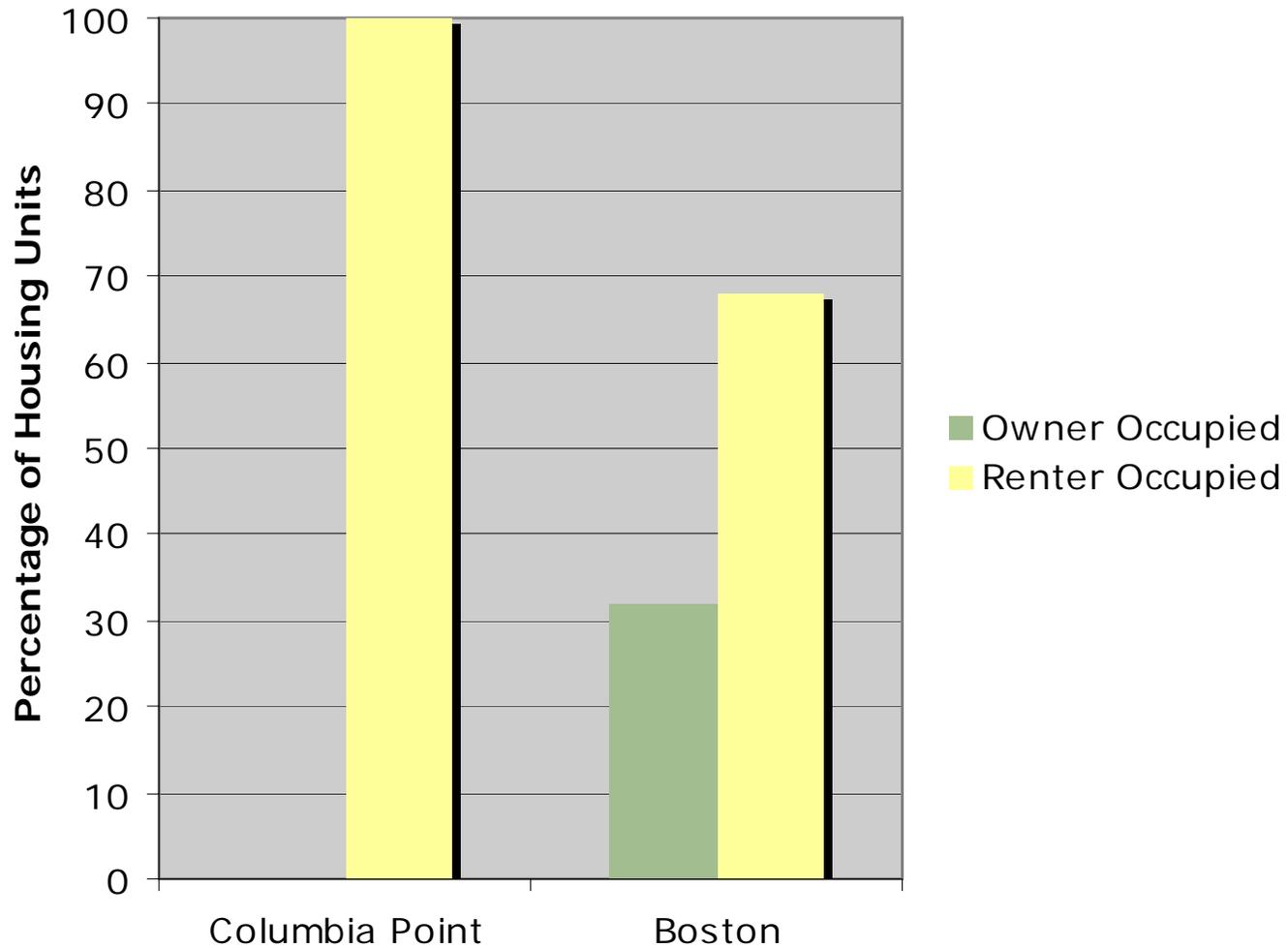
- Further study and planning to establish order-of-magnitude costs and elaborate on roles & responsibilities of property owners and public agencies
- Property owners may be responsible for both *on-site* and *off-site* improvements

Chapter 5 – Housing

	Columbia Point	Boston
Average Household Income	\$50,273	\$65,992

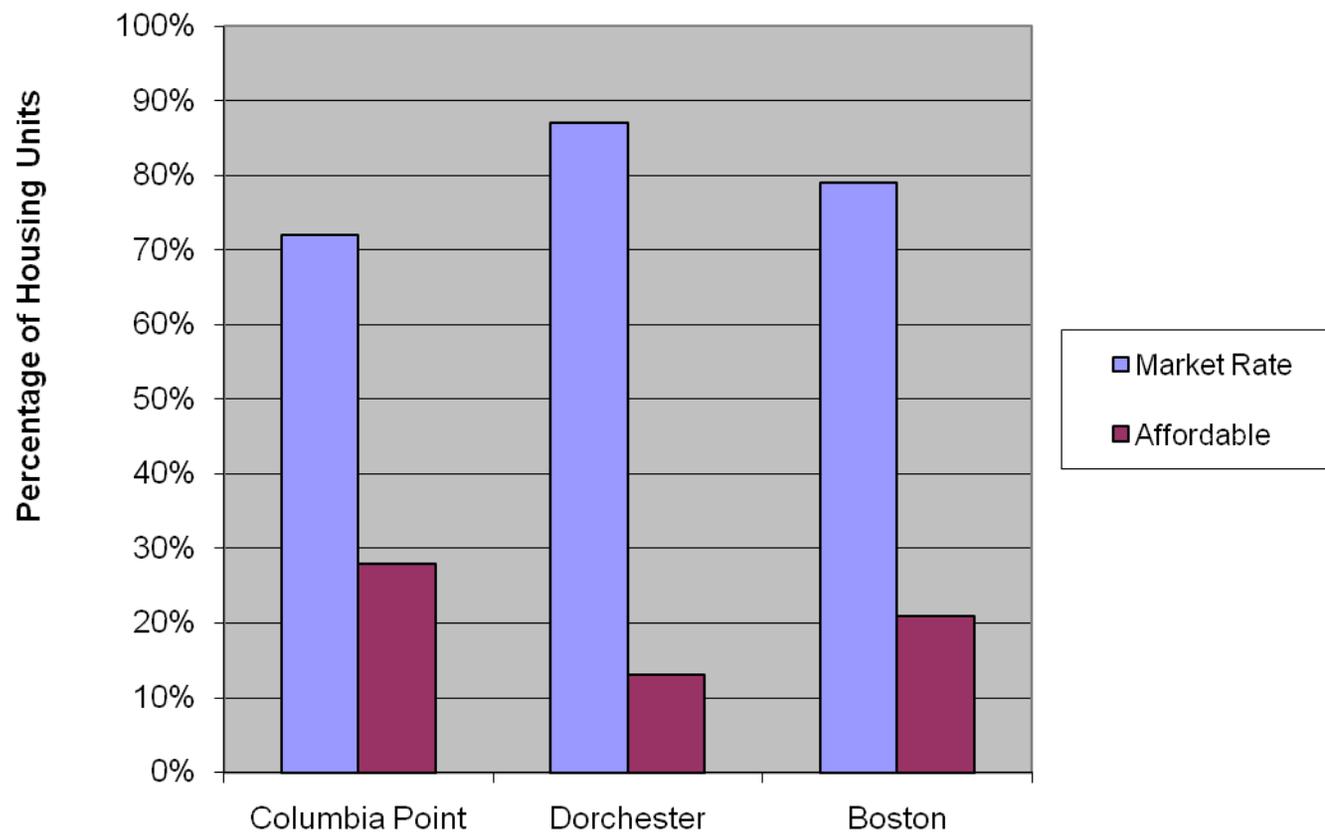
Rental vs. Ownership

Tenure of Occupied Housing Units



Affordable Housing

Amounts of Affordable Housing By Area



Affordable *Ownership* Housing: Income & Pricing Requirements

TABLE 1: MAXIMUM INCOME TO QUALIFY FOR AFFORDABLE OWNERSHIP HOUSING, 2009*

Family Size	Typical Household Incomes for <i>Ownership</i> Housing	
	80% Tier	100% Tier
2 People	\$57,750	\$72,150
3 People	\$64,950	\$81,200
4 People	\$72,150	\$90,200

TABLE 2: MAXIMUM SALE PRICES FOR AFFORDABLE OWNERSHIP HOUSING, 2009*

Family Size	Maximum Sales Prices for <i>Ownership</i> Housing	
	80% Tier ¹	100% Tier ²
2 People	\$171,600	\$220,300
3 People	\$189,600	\$244,100
4 People	\$207,400	\$268,100

Affordable Rental Housing

TABLE 1: MAXIMUM INCOME TO QUALIFY FOR RENTAL HOUSING, 2009*

Family Size	Typical Household Incomes for Rental Housing			
	30% Tier	60% Tier	70% Tier - IDP ¹	80% Tier - 40R ²
2 People	\$21,650	\$43,300	\$50,500	\$57,750
3 People	\$24,350	\$48,700	\$56,850	\$64,950
4 People	\$27,050	\$54,100	\$63,150	\$72,150

TABLE 2: MAXIMUM RENTS AFFORDABLE RENTAL HOUSING, 2009*

Family Size	Maximum Monthly Rents for Rental Housing			
	30% Tier ¹	60% Tier ²	70% Tier ³	80% Tier ⁴
2 People	\$515	\$1,030	\$1,201	\$1,372
3 People	\$579	\$1,158	\$1,351	\$1,545
4 People	\$746	\$1,287	\$1,501	\$1,716

Recent Affordable Housing Developments in Boston



Recent Affordable Housing Developments in Boston



Inclusionary Development Programs

- Adopted February, 2000.
- Requires 15% of market rate units in new development of 10+ units be affordable.
- For *ownership* units, half of the units must be affordable @ 80% or below of Area Median Income (AMI); the other half must be affordable @ 81-100% of AMI.
- For *rental* units, all units must be affordable @ 70% of AMI.

Chapter 5: Housing Recommendations

- *Goal:* Housing of full range of household types and income groups, including families, seniors and disabled person.
- *Objectives:*
 - 20% affordable housing @ 80% of area median income (Chapter 40R)



Chapter 40R - State Program

- Chapter 40R of Massachusetts General Laws
- Encourages municipalities to zone for more housing, requiring 20% of units be affordable housing at 80% of AMI
- Commonwealth makes direct payments to municipalities based on net new units allowed and then built

Chapter 5: Housing (cont'd)

- 30% ownership housing, consistent with overall citywide mix
- Family housing proportional to Citywide average
- Senior housing, accessible to transit and shopping



Next Steps

Community-Wide Meeting
Final Task Force Meeting
BRA Board Adoption

Today
October 22, 2009
November 17, 2009

Topic Stations

1. Land Use & Open Space
2. Urban Design & Streetscape
3. Multi-Modal Transportation
3. Housing
5. Sustainability

Clarifying Questions