

**PLAN: South Boston Dorchester Avenue Public Comments Final Draft via website form 2016-11-22**

Date	Name	Comments
11/18/16	Denise Lynch	<p>Good Evening,</p> <p>I am writing on behalf of Andrew Square Civic Association board members. We are very pleased with the final draft proposal for improvements to Dorchester Avenue in South Boston, and look forward to seeing these plans become a reality! These improvements will provide much needed middle-income housing units for our workforce, as well as open areas and green space, and retail/commercial space for businesses that will provide services to residents of our neighborhood and surrounding communities. This will establish Andrew Square as a destination, and serve as a connection for South Boston, Roxbury, Dorchester and the South End to Downtown.</p> <p>However, there is one component to which we are vehemently opposed, and that is the height proposed on the residential side of Middle Street. In consideration of existing residences and structures, we feel very strongly that the maximum height on the residential side of Middle Street should be limited to four stories, at most. This was reviewed and agreed upon during discussions and meetings, and we respectfully request that the plan be amended to indicate that new structures would be a maximum of four stories in height.</p> <p>Please confirm receipt of our request, and advise of any and all revisions that are made to the plan.</p> <p>Sincerely,</p> <p>Andrew Square Civic Association Linda Zablocki, President Pattie McCormick, Vice President Dennis O'Connor, Secretary Denise Lynch, Treasurer</p>
11/21/16	William Gleason	<p>To: Mary Knasas, Senior Planner Boston Planning and Development Agency 1 City Hall Sq., 9th Floor Boston, MA 02210</p> <p>From: William Gleason Advisory Group Member PLAN Dot Ave West Broadway Neighborhood Association Date: November 21, 2016</p> <p>Re: Final Draft Comments</p> <p>Thank you for the opportunity to serve on this advisory group. Hours and hours of participation have incorporated many of my suggestions into this document. This process was very well represented by a large cross section of South Boston residents new and old and business and land owners also both new and long attached to the South Boston Community. Residents in the West Broadway Neighborhood have been very excited about this planning initiative. I support the</p>

		<p>content of the plan.</p> <p>I would like you to consider these final comments:</p> <p>- In reference to page 104-105 on uses in "Zone 3" the triangle at the Broadway MBTA end of the plan is completely residential. As someone that has served on this Citizens Advisory Group for 18 months, attended every meeting, and pushed for this planning initiative having lived here for 15 years, I think we should include other uses in our end. Specifically I feel that the "inner triangle" created by haul road, W 4th St and Dot Ave have a few key parcels that at proposed height of 120 ft ( page 96-97 ) hold potential for small office building or boutique hotel as a complement to all residential. While I never wanted this end to see 300 foot towers like Andrew Sq I feel that this type of potential use in this small a defined area would be complementary to our retail district and restaurant scene potential. Diversity of uses has been a large part of the success of our neighborhood and I would like to see a little room for diversity of uses in this small zone ( uses pg 86-87). These blocks also need significant streetscape improvements and first floor commercial to integrate with existing neighborhood and make up for the behemoth MBTA presence across the Ave.</p> <p>-The large programmable park, recreational jog/walk/bike path along tracks, and linear open space components are all paramount to the success of a plan for this dense of development and must be written into zoning in as strongly as possible legal language so that they come to fruition. The jog/walk/bike path along the tracks could be even wider with one side of the street parking eliminated with perpendicular parking on the opposite side. Exercise stations could be designed into its entire length.</p> <p>-Transportation improvements are also critical for this zone. A new head house into existing Broadway MBTA Station should be created south of West 4th St Bridge. Current head house on the traffic island of the Broadway Bridge does not take people where they want to be. Existing head house at 11 West Broadway is already at capacity and poorly designed. A new additional head house should serve this area and have entrances on each side of Dorchester Ave south of W 4th Street which is approximately the location of the far end of the existing subway platform.</p> <p>Street design with protected bike lanes on Dot Ave in both directions as well as Old Colony can bring cyclists safely to existing infrastructure of Harborwalk and planned South Bay Harbor Trail at Broadway Station. Street design of Dot Ave should think to a future BRT route and well planned out stops that are "stations" and are recessed to allow traffic to move.</p> <p>-Affordable / Work Force Housing should be in the range of 70-140% AMI. As we were well educated along the way developers can make more units at this underserved income level in this top three in the country expensive city. We have a glut of low income housing and luxury housing in South Boston and these income levels are critically underserved in Boston.</p> <p>-Parking should be below grade or building required to "skin" above grade parking lots with residential units on minimum three sides as parking lots are unattractive we are planning for a future less reliant on single use vehicles. Parking ratio of max 1 car per unit is acceptable in downtown neighborhoods. All development should have better than a 1:1 bike parking and car share space requirements.</p>
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		<p>-Micro units are also supported in this planning area as keeping young workers in our city is a very real challenge we need to accommodate the changing needs of young urban dwellers seeking smaller living quarters with shared amenity spaces.</p> <p>-Accommodating existing businesses at affordable rents and affording additional locations of existing Boston based businesses should be considered a public amenity along this corridor. We need to keep as much Boston character as possible in the flavor of this corridor.</p> <p>- Incorporate Public Art as a requirement in both developments and public realm. Way finding and place making incorporated into all streetscape designs. All new streets and sidewalks should meet or exceed complete streets standards.</p> <p>I look forward to seeing this plan move forward and serving on a citizen advisory group focused on designing uses for our newly created open spaces along this corridor as we realize “The Plan” in the years ahead. Thank you again for the opportunity to serve on this board.</p> <p>cc: Mayor Walsh  State Senator Linda Dorcea Forny  State Representative Nick Collins  City Council President Wu  City Councilor Linehan  City Councilor Flaherty  City Councilor George</p>
11/16/16	Pattie McCormick	<p>As an advisory board member of PLAN: South Boston Dorchester Ave, it was a privilege to serve on the committee. I commend the Boston Planning and Development Agency (aka the BRA) for the hard work and commitment they have put into this initiative. Mary Knasas, Viktorija and Lara Merida in particular, worked tirelessly to make sure the process was a success.</p> <p>For more than a year we have met countless hours to plan, what I believe, will be an exciting future for the Dot Ave South Boston neighborhood. It's comprehensive, inclusive, and as a resident of Andrew Square who will be directly impacted, I feel it encompasses all aspects of a plan to re-brand the area from an industrial, desolate area - and transform it into a vibrant destination. I look forward to seeing it evolve.</p> <p>The housing portion will address the middle income flight from Boston, providing much needed housing to this group of displaced residents - and the plan includes amenities for residents such as retail/commercial and community purposes. The transportation piece acknowledges the challenges from traffic and congestion, and makes real recommendations to address these concerns. The infrastructure recommendations, which include wider sidewalks, have already been adopted with new development on Dorchester Ave over the past year. And the open space is very exciting and will promote great city synergy. It is truly a plan we can all be proud of!</p>
11/15/16	Carolyn Bednarz	<p>Hi, I am moving to Old Colony Ave in a few weeks and could not be happier about all the development that is coming to the neighborhood. If you need anyone to give feedback or participate in focus groups, I would be happy to volunteer! I am particularly excited about the potential grocery store that will be moving in. Thanks for being so transparent throughout this process.</p>

		Thanks! Carolyn
11/15/16	Denise Lynch	I am a lifelong resident of Andrew Square, and am very pleased with the results of the report! Residents of the area have long recognized the potential that Dorchester Avenue holds. Andrew Square serves as a gateway to South Boston, Dorchester, Roxbury, and via Dorchester Avenue, to Downtown Boston. The City of Boston has a golden opportunity to connect neighborhoods of the City, while at the same time adding much needed middle-income housing for our workforce, and via retail/commercial spaces, provide much needed services to the surrounding neighborhoods. Accomplishing this while preserving architectural details and scale, and the addition of open green space accessible via public transit or walking will make this a destination for area residents and surrounding communities, and result in a cleaner, healthier environment for all.
11/15/16	Jennifer Ledet	I read the plan tonight online and its amazing for our neighborhood. I am thrilled with the plan and thankful for our volunteers from the community who contributed. It is a well thought out and beautifully designed plan.  My only comment would be transportation inbound and outbound to the rest of South Boston should be addressed with Bus system or other options. thanks all!
11/16/16	Marggie Lackner	1. The street grid needs to be re-established in the triangle between Preble/Devine, Dot Ave, and Kemp/Msgr O'Callaghan to effectively integrate the neighborhood and realize full benefits.  2. Some level of pedestrian-friendly over-build, preferably more than a pedestrian bridge, should be constructed as an extension of Ellery to better connect the Andrew neighborhood with South Bay.  3. Transportation should be included as part of "value created."
11/17/16	Ann Kane	I think this is a very well presented plan and appreciate the level of detail. An additional 16,000-18,000 residents will significantly impact resources around the neighborhood. According to the census data I could find, South Boston had roughly 35,000 residents in 2010. At capacity, this development would reflect a population increase of 50% on that base. I don't see how that is being addressed. Can we expect to see more budget allocated to our neighborhood schools, police and fire department? What about our roads? The major street connections highlighted are largely through other parts of the neighborhood. With the transformation of the Seaport, we are still largely relying on 2-lane secondary streets to accommodate an influx of traffic.  Finally, estimating 2.3 persons per household from the 2010 census may be shortsighted. With all the new housing in the neighborhood, that data may not be the most accurate reflection of where the neighborhood will be 2020. I know South Boston Catholic had its largest pre-school class this year ever. It at least indicates more people are staying in the city beyond 2.3 people. Where will these children go to school and are there parks/play spaces available to them?  Kind Regards, Ann Kane

11/18/16	Joseph Cappuccio	<p>Dear Mary Knasas,          At this time we have no objection to the plans that have been submitted.          Thank You,          Joe Cappuccio,          Chair</p>
11/18/20 16	Randi Lathrop	<p>RE: Final Plan</p> <p>Dear BPDA Planning Staff,</p> <p>I commend the Dorchester Area Task Force and the Planning Department of the Boston Planning Development Agency (BPDA) for all your efforts and commitment to the Dorchester Ave Area in South Boston. There are large areas that will benefit by more density and be able to take full benefits of the upzoning that is being proposed. Many new housing units, new retail and office will be built in this area over the next 20 years. However, my property on Dorchester Ave and Middle Street will not be able to benefit from the increased heights for new development that are being proposed by the BPDA.</p> <p>As a long time landlord since the 1960's , this area of South Boston matters to me and my family. The property was originally the home of a Massachusetts corporation I owned called Babcock Davis Associates, which fabricated miscellaneous iron and light structural steel. I employed approximately 40 people at this location until 1984. 474 Dorchester Avenue and 57 Middle Street are now occupied by two industrial tenants: Kenseal Construction Products, a national distributor of waterproofing products and building materials, and Imported Foods, a provider of gourmet food supplies to restaurants in the greater Boston area. The two businesses together employ more than 30 people at this location. Both of these companies have been good tenants and are very successful.</p> <p>The proposed height for my property does not work economically for new development. Nevertheless, the Plan denies many landowners in the study area the full economic benefit of the upzoning that is proposed for other, nearby parcels My property is allowed a "density bonus" under the Plan of only 15 feet, which would increase our permitted building height from 45 feet to 60 feet. This is not a workable incentive. Given the industrial history of my property, it would be complicated to redevelop.</p> <p>A mere 15-foot bonus in height to 60 feet would not solve this problem. Furthermore, the public benefits I would be required to provide to make use of this density bonus would outweigh its minor economic benefits. I am being asked to meet a 17% affordable housing commitment on a relatively small project. This ratio is well above what is required for much bigger residential buildings in other parts of Boston. We could not plan to sell or rent 17% of the units in a residential building at a loss and have a viable development. Parcels with permitted heights well under 100 feet should not be required to comply with the enhanced affordable housing scheme.</p> <p>Carving my property and other, similar parcels out of the full benefit of the proposed rezoning is not just unfair to us. It also overlooks a major and critical opportunity for Boston. The Andrew T station is just 2 stops from South Station, and only 5 stops from the massive and fast-expanding Kendall Square biotechnology cluster. With all of these premier jobs in such close proximity, failing to promote denser</p>

		<p>development in this part of Boston would be a substantial missed opportunity. Once new zoning is set in stone, things will not change for a generation or more. And it is certainly not in the City's best interest if landowners in the rezoned area resort to seeking zoning variances because the new zoning isn't workable.</p> <p>I ask the BPDA to reconsider the proposed height for my property to 70 feet and the affordable component to be set for 13%. I hope that the City recognizes that, for small landowners like myself, the Plan both leaves me behind and stops me from catching up</p> <p>My proposal would ensure that legitimate neighborhood height concerns are addressed, but would not force me and similarly-situated landowners to make the choice between (a) leaving our property as-is in a changing neighborhood, and (b) redeveloping our property using zoning variances – which would be an unfortunate outcome right after the area is rezoned. If the Plan is adopted as it is currently drafted, however, this is a choice I will have to make. Refining the Plan as described above isn't just the right outcome for our corner of South Boston. It will unlock the potential of one of New England's most significant public infrastructure investments, the MBTA Red Line. Doing so will be a major step.</p> <p>Sincerely yours,</p> <p>Henry Davidson Jr. Owner of 474 Dorchester Ave and 57 Middle Street South Boston MA</p> <p>Cc: Lara Merdia , Sara Myerson, Jonathan Greeley, Andrew Grace, John Barros, John Allison, Councilor Linehan, Councilor Wu, Councilor Pressley</p>
11/18/16	John O'Toole	<p>After review this plan I have come to the conclusion that the enormous negative impact to the South Boston community has NOT been taken into consideration</p> <p>South Boston has bore the brunt of short sighted planning thru out the entire community.</p> <p>With all this over development, little consideration was given to the immediate and long term effect on the lifelong residents.</p> <p>With the population explosion that South Boston has experienced little if any thought was given to improve traffic flow , public transportation and parking.</p> <p>What is the detail plan for improved public transportation not just with in the proposed Dorchester Ave project but with in all of South Boston?</p> <p>Where is the real AFFORDABLE housing component to this project?</p> <p>What is the plan to increase the public services to the South Boston community i.e. Police, Fire, EMS, BTD and street cleaning?</p> <p>Building without a for thought is planning towards disaster.</p> <p>We should learn from the MANY mistakes made in the other overdeveloped areas of South Boston , the South Boston waterfront in particular, and make sure we do</p>

		<p>not duplicate the same mistakes.</p> <p>We should not let the quest for the almighty tax dollar blind the approval process for sky scrapper size buildings in the Dorchester Ave project.</p>
11/18/16	Brian Ledet	<p>We live near the north corner. Please consider the limited area of Dot Ave - Haul Road - W 4th St triangle for other and additional uses. We would love to see something such as office/hotel to add diversity and flavor to compliment our emerging restaurant scene.</p>
11/20/16	Ryan Acone	<p>Overall I think this is a well thought out and detailed plan that will significantly improve this corridor. As both a developer and an individual who has lived in Andrew Square for 3+ years, I can say that this stretch offers no real value (outside of taxes from the industries within) to the residents of this community. Keeping these businesses in mind, I do think this proposal offers a solution to address this lack of community presence, while also incorporating key incentives to draw local business into this area. I'm very aware of the primary concern most local residents have, which is the congestion and traffic that a highly desirable retail/public area such as this will naturally draw. This plans discusses many alternatives for transportation, such as bike trails, walking paths and enhancing the already eminent red-line T stations. I do believe further measures should be taken in regard to studying the traffic implications. I believe detailing specific street avenues and traffic light coordination will significantly help ease the mind of many abutting residents to this area. Keep in mind that Dot Ave passing into the Dorchester side is already extremely clustered during high density hours of the day. I can appreciate the fear that development of this scale would escalate this area to similar measures and beyond, including hours beyond typical rush hour - given the retail aspect of this plan. Another component I am interested in is the distribution and density of the green space. Like with any new development, I think we all can agree green space significantly enhances the area for everyone. Personally, I would like to see one centralized "grand park" in addition to the neighboring green space allocated for each indivisible parcel and sub-development. I think this could help establish the area as a true community and also show the current residents that the city is equally invested into improving their well-being along with devolping this much needed stretch of land. Again, I think this plan is a huge step in the right direction and I'm extremely excited to see what the future holds for this area.</p>
11/21/16	Monique Hall	<p>As a resident within the study area (near the Broadway T-stop), and having attended many of the community workshops, I am writing to voice my support in favor of the Plan South Boston. Whereas the Land Use Diagram (page 87 of the print version) shows my immediate neighborhood as Use Zone 3 (residential with select 1st Floor Retail), I would encourage that this area see more mixed-use developments. The triangle that is formed by West Fourth St, Dorchester Ave and Haul Road, is prime location for Mixed-Use because of its close proximity to the Broadway T and also because there already exist many ground-floor businesses that can provide goods and services to future office workers, hotel guests, etc. Please consider maintaining the existing character and diverse use of our neighborhood area by encouraging future mixed-use at this location (West Fourth, Dorchester Ave and Haul Road).</p>

11/21/16	Edward Leung	<p>My concern is breaking down the area between Damrell Street and Old Colony Ave. into too many small parcels by creating 2 new streets. I own a parcel of land between Damrell and Old Colony and the proposed plan to create 2 new street within this small area will greatly limit development opportunities.</p> <p>Thank you.</p>
11/21/16	Kirill Shklovsky	<p>I would like to comment BPDA and other agencies on a forward-looking plan for the area along Dot Ave in Southie. Some specific comments are as follows:</p> <p>I think encouraging dense mixed-use development in zones 1a and 1b was an excellent use of the available opportunity: It is also admirable how the planners were able to create a large amount of green streetspace conducive to civil live along the city's streets. My only lament is that zones 2, 3, and 4 were able to resist moving towards more density: we all know that it is density that creates vibrant cities, and I hope that those zones can be developed in a denser way as well, knowing that it will foster the kind of retail space that residents of those communities would like to see.</p> <p>My second comment concerns transportation infrastructure. While I wholeheartedly agree with the goals of encouraging walking, transit, and bicycling modes of transportations, in my opinion the plan could go further in that direction. While the conceptual cross-sections sections show generous sidewalks and cycle tracks, they also allocate a lot of street parking space and maintain four travel lanes on Old Colony ave. Ideally the number of travel lanes/parking lanes would be reduced in favor of larger (and two-way) cycle tracks, larger sidewalks, and dedicated bus lanes.</p> <p>Overall I am encouraged by this plan, and I hope to see it implemented.</p>
11/22/16	Kirill Shklovsky	<p>One more comment in addition to the ones already submitted:</p> <p>I am hoping that the parking ratio quotas can be revised downwards. The authors of the plan are to be commended for setting MAXIMUM quota, rather than minimum in an effort to urge greener, more sustainable, and more efficient development; however a ratio of 1.0 should be considered egregious, especially in a well-connected neighborhood (two red line stops, and future bicycling infrastructure). I am hoping that the maximum parking ratio can be revised to 0.7 or less with expected parking ratio being 0.5 or less.</p> <p>Thank you again!</p> <p>Kirill Shklovsky</p>
11/1/16	Ted Bolton	<p>Figure 141 will be implemented over my dead body. No god damn way is Boston Street going to have two lanes in each direction. Never going to happen. At best, it should be one way out of Andrew towards Columbia Road.</p>



Emily Wieja <emily.wieja@boston.gov>

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## Fw: dot ave height

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**Emily Wieja** <emily.wieja@boston.gov>  
To: Emily Wieja <Emily.Wieja@boston.gov>

Tue, Dec 13, 2016 at 2:26 PM

----- Forwarded message -----

From: **linda zablocki** [REDACTED]  
Date: Mon, Dec 12, 2016 at 3:15 PM  
Subject: Fw: dot ave height  
To: Mark McGonagle <[mark.mcgonagle@boston.gov](mailto:mark.mcgonagle@boston.gov)>

[Sent from Yahoo Mail on Android](#)

In addition to our personal objections, ASCA members have reached out to us with serious concerns on the 300 feet heights proposed for Andrew square and Dorchester Ave. And these are members who were involved in the Dot Ave planning process. ASCA goes on record, adamantly opposed to the 300 feet heights. The most height we could support, would be 200 feet, and that would only be if it were a comprehensive plan with great benefits to the neighborhood. Please insure that is put in record.

Sent from my iPad

On Dec 12, 2016, at 11:23 AM, linda zablocki <[lindazee817@yahoo.com](mailto:lindazee817@yahoo.com)> wrote:

Hello Mark,  
I want you to make absolutely sure that we as ASCA representatives and board members on the Dorchester Ave project are ADAMANTLY AGAINST the proposed 300' zoning.  
We had a tough time swallowing the 200' as it stands  
Please insure this objection is put on record.

[Sent from Yahoo Mail on Android](#)



**Mark McGonagle**  
*Community Affairs Liaison*  
617.918.4283 (o) | <617.697.7619 (c)>

**BRA/EDIC**  
One City Hall Square | Boston, MA 02201  
[BostonRedevelopmentAuthority.org](http://BostonRedevelopmentAuthority.org)

December 6, 2016

Mary Knasas, Senior Planner  
Boston Planning and Development Agency  
One City Hall Square, 9th Floor  
Boston, MA 02210

Re: South Boston Dot Ave Final Draft Plan

Dear Ms. Knasas,

My name is Michaela Rudis. I am writing both as a local resident and as a member of the Advocacy Committee for LivableStreets Alliance.

LivableStreets supports safe and welcoming streets for all people; safer, more convenient crossings for people on foot; safer, less stressful bikeways for people on bikes; and calmer, quieter streets with clean air for residents. We support streets which will promote vibrant, pleasant, community-oriented life.

In reviewing the final draft plan for South Boston's Dot Avenue study area, we see many exciting improvements. Most are situated mid-way between Broadway and Andrew T stations. Broadway is already developed. While we applaud the continued attention being given to that area, we are concerned that Andrew Square and Boston Street areas also need more attention in order to be able to provide a needed anchor to the area. With a Red Line T stop, an eight-minute walk to the South Bay Mall, and a ten-minute walk to Carson Beach, this area is in the right location to greatly enhance the quality of life of area residents as well as visitors from other parts of the city. We have listed our requests for improvements below.

### **Andrew Square**

The draft plan for Andrew Square shows few enhancements, despite numerous requests put forth by the community throughout the study meetings. The study area is being rezoned from industrial and adding much more residential and retail; therefore, Andrew Square is no longer simply a traffic intersection. Cleaning the air and reducing traffic and noise along with the aesthetic improvements was also a theme and feedback from the community in study group meetings. Although the plan offers sound barrier walls along 93, the square also needs more pollution mitigation from traffic within the immediate area.

The following additions would improve health and vibrancy of Andrew Square:

1. Widen sidewalks and extend them further out into the intersection for more pedestrian and bicycle friendly activity and social interaction.
2. Install benches, tables, and flower planters to encourage community. Install small scale street lamps.

3. Add aesthetic signage for pedestrians and bicyclists.
4. Extend greenway space from Dot Ave through the square and down Boston Street. Add more trees around the current planters.
5. Ensure healthy and safe pedestrian and bicycle access from the Andrew T stop to the South Bay Mall via Southampton Street and Boston Street. (These streets ultimately go beyond the study area, but work can start now up to the study area boundary.)
6. Work with the neighborhood to help encourage attractive businesses to come to the area. Many residents would like to see a gym, breakfast diner, healthy food grocery, yoga studio, dog groomer, or massage therapist for example.

## **Boston Street**

Boston Street needs to be a place for people, not just cars. Resident comments show they want improved safety and health for life on their street. (Photos 1 & 2)

1. Ban heavy trucks.
2. Reduce traffic and idling. The current proposal does not reduce traffic lanes or idling issues. The problem is that traffic from Columbia Road to the Square sit idling in front of our homes. And the trucks coming from 93 spew noise and pollution all day and night long. The only quiet time is from 3 to 5 in the morning. Otherwise it's pretty much non-stop from that direction.
2. Widen the sidewalks and add protected bicycle lanes by reducing the number of traffic lanes.
3. Install raised speed tables in crosswalks to slow traffic and protect children on the street walking or biking to school.
4. Keep a careful eye on building heights and uses, in keeping with the scale and livability of the neighborhood. (Reducing off-street parking requirements could help to allow for more density but with smaller buildings.)
5. Put in place more measures to mitigate the increase in traffic that will result from the development of South Bay. Although South Bay is not within the study area, the end of Boston Street which intersects with Andrew Square is, and as such deserves consideration. Boston Street would be an excellent walkway and bicycle route from Andrew Square Station for people to enjoyably get to South Bay with minimal traffic conflicts. The current proposed draft does not reduce traffic and does not work to mitigate the coming increase in traffic from South Bay development.
6. Increase green space. Extend the greenway from Dot Ave through the square and down Boston Street. Add trees every parked car length (Photo 3) and other plantings to the design.
7. During construction, work with the MBTA to address red line trains disrupting the residents on Boston Street who are suffering from noise and vibrations.

8. Eliminate the bus stop in front of Gentle Movers. It is less than 1/2 block to the T stop and unnecessarily adds to traffic idling issues. Elimination of this bus stop would also add parking spaces to the street.

In summary, both Andrew Square and Boston Street need more quality of life improvements. They can serve as an important anchor area to the study area. With the Red Line T-stop, the proximity to South Bay Plaza, and proximity to Carson beach, it is an area begging for more improvements in safety, vibrancy and health. These improvements will work toward that goal.

Thank you for your effort so far and for taking these proposals into consideration.

Sincerely,

Michaela Rudis

On behalf of LivableStreets Alliance Advocacy Committee

Cc: Gina Fiandanca, Commissioner BTD  
Vineet Gupta, Director Policy & Planning, BTD  
Pat Hoey, Senior Transportation Planner, BTD  
Chris Osgood, Chief of Streets, Transportation & Sanitation  
Jessica Feldish, Greenovate Boston Program Manager

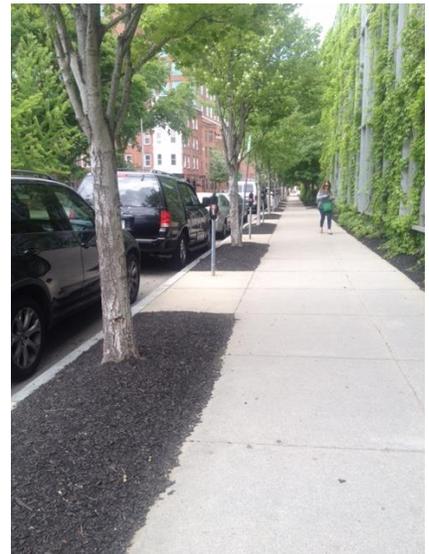
Photo 1



Photo 2



Photo 3





Emily Wieja <emily.wieja@boston.gov>

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## comments on Dot Ave Plan - 323 Dorchester Ave.

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**Emily Wieja** <emily.wieja@boston.gov>  
To: Emily Wieja <Emily.Wieja@boston.gov>

Mon, Dec 5, 2016 at 9:16 AM

From: **Steve Mayer** [REDACTED]  
Date: Mon, Nov 28, 2016 at 4:02 PM  
Subject: RE: comments on Dot Ave Plan - 323 Dorchester Ave.  
To: Viktorija Abolina <[viktorija.abolina@boston.gov](mailto:viktorija.abolina@boston.gov)>

Thanks for your voice mail.

Thank you for confirming that Ellery street does not go through my subject parcel.

The green link, however, for all practical purposes has the same impact of splitting a narrow lot into two parcels that for all practical purposes is not developable.

Pages 111 and 124 do not show the green links running through our parcel, and actually shows it turning, prior to our parcel, to connect with Dorchester Ave.

The view corridor on page 147 also stops before our parcel.

Page 149 shows green space, but it is conceptual.

Again, after confirming early on that the Ellery street does not run through our parcel, and being told that it was likely because it was recognized as making such a narrow lot undevelopable, the idea of a green link has this same negative impact.

I understand that the parcel will be impacted by the service road, its green link, and all new setbacks, etc. will certainly create enough of a development challenge without the introduction of a green link.

Thanks for your consideration.

Cole Development LLC  
Steve Mayer  
[REDACTED]

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**From:** Steve Mayer [REDACTED]  
**Sent:** Monday, November 21, 2016 3:28 PM  
**To:** '[mary.knasas@boston.gov](mailto:mary.knasas@boston.gov)'; 'Viktorija Abolina'  
**Cc:** 'Lillian Mensah'  
**Subject:** comments on Dot Ave Plan

It has been brought to my attention that there are a number of illustration within the plan document that do not always match up with each other.

While I do not know generally the impact of these inconsistencies, specific to my property at 323 Dorchester Avenue, I have been told by the BRA (and shown on drawings) that the plan would have Ellery Street ending prior to my property. Since there are some illustrations that may show Ellery street continuing through this property, I need confirmation that it is in fact NOT impacted by Ellery Street since this would make my property undevelopable. Thanks for your assurance and confirmation of our previous conversation.

Cole Development LLC  
Steve Mayer

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**boston planning &  
development agency**

**Viktorija Abolina**

*Senior Planner I*

617.918.4312 (o)

**Boston Planning & Development Agency (BPDA)**

One City Hall Square | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

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Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Emailed Dot Plan Comment - Linda Zablocki

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**Mary Knasas** <mary.knasas@boston.gov>  
To: Emily Wieja <emily.wieja@boston.gov>  
Cc: Evan Bradley <evan.bradley@boston.gov>

Wed, Nov 23, 2016 at 11:59 AM



### Mary Knasas

Senior Planner III

617.918.4489

### Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

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----- Forwarded message -----

From: **linda zablocki** [REDACTED]  
Date: Sat, Nov 19, 2016 at 2:22 PM  
Subject: Re: Final Draft Plan for "PLAN: SOUTH BOSTON DORCHESTER AVE"

[REDACTED]

I would like to go on the record as absolutely against the 200feet possible allowance which is at the end if Middle street. I understood that the ONLY buildings with 20+floors of height would be at the end of Washington Village. There is more than40% of open space in the Washington Village project, so the height is necessary to have that. BUT no more should be zoned at the end of MIDDLE ST. Also the same goes for the 200' on Boston street where Gentle Movers is. The height there would be so completely out of line because EVERYTHING ELSE is a 3 family or SMALLER and it is mostly residential. Please put me on record a vehemently opposed to the proposed height in the two areas mentioned above and reiterated below.

INTERSECTION OF MIDDLE ST AND  
DORCHESTER AVE

INTERSECTION IF BOSTON STREET AND ELLERY STREET

THANK YOU

Linda Zablocki

Sent from Yahoo Mail on Android

On Tue, Nov 1, 2016 at 10:17 AM, Mary Knasas  
<mary.knasas@boston.gov> wrote:

Dear Advisory Group Member,

Please find the Final Draft Plan for the PLAN: South Boston Dorchester Avenue initiative posted at [bit.ly/plandotave](http://bit.ly/plandotave).

Please share with your colleagues, friends and neighbors. Hard copies of the Final Draft Plan are also available to review at the Public Library at 646 East Broadway and at the BPDA Secretary's Office located on the 9th floor at City Hall.

The public comment period will extend through Monday, November 21.

During the week of November 28th, a Final Plan will be posted. The goal of the planning team is to have the Plan reviewed by the BPDA Board by the end of this year. This will be followed by implementation to rezone in 2017.

Please let us know your final comments. We look forward to completing this phase of the initiative over the next couple of months. As always, thank you for your continued participation and input.

Mary and Viktorija & the planning team



**Mary Knasas**

*Senior Planner III*  
617.918.4489

**Boston Planning & Development Agency (BPDA)**

One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)

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Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Emailed Dot Plan Comment - Steve Hollinger

1 message

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**Mary Knasas** <mary.knasas@boston.gov>  
To: Emily Wieja <emily.wieja@boston.gov>  
Cc: Evan Bradley <evan.bradley@boston.gov>

Wed, Nov 23, 2016 at 12:00 PM



### Mary Knasas

Senior Planner III

617.918.4489

### Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

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----- Forwarded message -----

From: **Steve Hollinger** [REDACTED]  
Date: Mon, Nov 21, 2016 at 12:41 PM  
Subject: Plan Dot Ave Comment Letter  
To: [mary.knasas@boston.gov](mailto:mary.knasas@boston.gov), [viktorija.abolina@boston.gov](mailto:viktorija.abolina@boston.gov)

Good morning,

Please accept my brief comment on the final draft PLAN: South Boston Dorchester Avenue (#PlanDotAve).

I did not participate in the planning effort but hope some consideration can be given to the following comments and concerns:

I support the residential density and street grid proposed by the Plan.

#### GREENSPACE

The Plan does not provide a fraction of greenspaces / open spaces for the number of residential units and development density proposed. Of particular concern is the lack of significant recreational greenspace(s), ballfields, dog runs and other active greenspace uses that should be anticipated in any dense neighborhood.

#### CIVIC USES

The Plan does not provide provisions for the creation of the civic uses and civic facilities that are the backbone of all Boston neighborhoods, including libraries, schools, community centers and other non-commercial destinations.

This failure of civic planning during the drafting of a Master Plan has been evident before, notably on the South Boston Waterfront -- a so-called "neighborhood" of over 50 large commercial projects planned and/or built this century yet lacking a single civic destination for citizens unable to patronize commercial establishments. The Seaport District is rapidly developing the character of a gated enclave, a district serving a single economic class.

When awarding significant density in the rezoning of the Dot Ave district, the BPDA should have envisioned civic facilities requiring space within new buildings that could be provided for civic use and funded privately as a function of the appreciated land values. When upzoning land, the BPDA had a responsibility to "value capture," requiring necessary investments by private developers into the public realm and needs of public sector.

Regards,  
Steve Hollinger

[REDACTED]  
Boston, MA 02210  
[REDACTED]



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Emailed Dot Plan Comment - Michaela Rudis

1 message

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**Mary Knasas** <mary.knasas@boston.gov>  
To: Emily Wieja <emily.wieja@boston.gov>  
Cc: Evan Bradley <evan.bradley@boston.gov>

Wed, Nov 23, 2016 at 12:04 PM



### Mary Knasas

Senior Planner III

617.918.4489

### Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

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----- Forwarded message -----

From: **Michaela Rudis** [REDACTED]  
Date: Tue, Nov 22, 2016 at 11:49 AM  
Subject: comments  
To: Mary Knasas <[Mary.Knasas@boston.gov](mailto:Mary.Knasas@boston.gov)>

hi mary, because we have not been able to connect i want to submit this short comment note. once i get more info i can send in my more comprehensive letter.

initial feedback:

**POLLUTION MITIGATION NEEDED**

too much traffic on boston street. we need to ban trucks. we need one way leaving the square. the four lanes down on pat's idea is a step forward or pedestrian/bicyclist only.

protected bike paths with sidewalk on each side.

speed bumps for children living on the street. school down the street. church around the corner. has to be walkable and bike friendly and **ABLE TO BREATHE CLEAN AIR**.

we need greenway space to continue from dot ave through the square and onto our street too.

height of industrial building proposed needs discussion. we are a three story neighborhood. and more importantly we never wanted industrial preservation. we can talk about yoga studio, offices or other mixed use.

mature trees every car length and small scale street lamps to mitigate pollution and give more aesthetics.

the pollution will not be completely mitigated by barriers to 93 (although they are great) but we need to get these polluting vehicles off our street. that was overwhelming response in meetings i attended.

we need health study and traffic study for boston street.

aesthetics!!! aesthetic signage, bike racks, street lamps. pedestrian and bike signage. replace current ugly sign in front of 26 boston street showing andrew square as nothing more than traffic intersection. it is a square!

get rid of bus stop in front of gentle movers. will give us more parking and the stop creates pollution and is unnecessary. it's a half block to the t station.

andrew square needs to be enhanced for vibrant livelihood. more green, less traffic, more bike paths, widened sidewalks and benches. aesthetic pedestrian and bicycle signage. keep building height as is so it does not become like broadway t area.

thank you.

sincerely,

michaela rudis, 

Mary Knasas  
Senior Planner  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA

November 21, 2016

Dear Mary,

As a member of the Advisory Group for the PLAN: South Boston Dot Ave, it has been an honor to work with a dedicated group of neighbors and with the talented staffs of the Boston Planning and Development Agency and other city agencies to envision a new neighborhood for South Boston. From 144 acres of largely commercial and industrial land along Dorchester Avenue from Andrew Square to West Broadway, we set a goal to “Create a vibrant place with a dense mix of uses, retail and neighborhood amenities at the street level, and a robust network of open spaces that accommodates a 21st century lifestyle.”

As the draft plan is circulated, I want to submit, as I have commented through the process, that the Plan does not yet achieve a “robust network of open spaces “ so many voices sought.

I think it is important to consider the open space needs of this new neighborhood in the context of its adjoining neighborhoods of West Broadway and St. Vincent’s, both rapidly growing in population with no new open spaces. Only Fort Point, abutting both neighborhoods to the north, has new parkland, the city owned A St Park (incorrectly referred to as State Street park). In the Dot Ave planning meetings and workshops, there was vigorous support not to continue residential development without adequate parks and open spaces to support healthy, active, mixed age communities.

I think the framework of the draft Plan is a beginning for an open space network but does not sufficiently address the needs of what could be a neighborhood of 15,000 plus residents. The mix of large parks, neighborhood parks, walking/biking trail, active recreation areas and squares makes sense but, it is in the number and scale of these spaces that the inadequacy becomes clear. For a community of this size, two parks of 1-2 acres are needed, in addition to a sizable active recreation area and a series of smaller pocket parks of up to .5 acres each.

The new 1.6 acre A Street Park is given as an example of a large park, but it only includes a half basketball court, little turf for ball games and a tiny community garden, in addition to a tot lot, dog park and performance space. Its community planning, well attended by residents, shows the results of the needs of a growing neighborhood squeezed into 1.6 acres with no elements being adequately scaled. I would suggest a better comparable would be the South End’s Peters Park

For the population envisioned for this new neighborhood, active recreation areas are needed, and difficult to fit into the multi facility “large” 1 acre park, and incompatible with the linear park spaces envisioned for new Ellery Street, too close to the street and building entrances. While Moakley Park is in South Boston and offers a number of ballfields and game courts, it serves as a regional park and is in high demand. Full scale active recreation facilities should be part of the new neighborhood.

As the draft Plan moves into its final form, I hope there is some reconsideration of the proposed open space network. I would be happy to discuss these comments further with you or others.

Thank you for the opportunity to comment.

Sincerely,  
Valerie Burns

Jason Cincotta

[REDACTED]  
Boston, MA 02127  
[REDACTED]  
[REDACTED]

November 21, 2016

IN-HAND DELIVERY & EMAIL (Mary.Knasas@boston.gov)

Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square, 9th Floor  
Boston, MA 02201

Attn: Mary Knasas, Senior Planner

**Re: Public Comment Letter**

**PLAN - South Boston Dorchester Avenue Planning Initiative**

Dear Director Golden:

As a resident of the area right near Broadway Station for the past five years and a business owner and developer in the immediate vicinity, I am writing to offer my support for and comment on the proposed Dot Ave Plan.

Overall, the plan's goals and suggestions are ones I enthusiastically support. Having lived in the area, I know that the corridor is a prime candidate for redevelopment. I believe the density and proposed mix of uses along Dorchester Ave and Old Colony will complement and enhance the growing neighborhoods of Andrew Square and the Lower End by Broadway Station. Both locations, with their excellent access to the Red Line, have seen a boom in residential and retail interest, but it is only with the support of more investment in residential, office, and hospitality real estate that we will have the number of people to support a more pedestrian friendly mixed-use neighborhood. This is something I hear from my friends and neighbors as well as other business owners as a goal for our little corner of South Boston.

In my capacity as developer of 248 Dorchester Ave (the "Enterprise Rent-A-Car Site"), I would like to offer the following comments on Zone 3 in the Dot Ave Plan (see map pp 87) where our site is located. With regard to the allowed uses in Zone 3 pp. 90 of the study reads: "Commercial uses should be limited to neighborhood-serving uses, including smaller scale retail, and professional offices such as insurance or real estate agent office. Fitness centers and other neighborhood commercial amenities are also appropriate. New industrial uses, hotel, hospital,

and health care uses are all discouraged.” **I ask that the mix of uses in the final plan include Hotel, larger scale Office, and other Commercial Uses.** Of specific concern to us is hospitality use. Our site is located to the northwest of the haul Road bounded by Dorchester Avenue and Silver Street. This area clearly needs a high intensity of active uses in order to sustain the walkable streets goal of the study particularly along Dorchester Avenue. A hotel use would provide the kind of active ground floor uses that would ensure continued pedestrian presence at most hours of the day and night. The amenities typically imbedded in hotels could very well be considered “neighborhood-serving” uses.

Our specific plan would be to combine a smaller boutique hotel (100-130 rooms) with as many as 50 condos to take advantage of our site characteristics, which are unfriendly to residential below the 70’ height when the depth of our lot and shape of our neighboring lots are accounted for. We would use the lower floors of the project for hotel rooms, and make use of the remaining floors above the setback for condo residential. This combined use would allow us to: (1) increase the number of residences at the site above the 33 units we currently have permitted and switch to home ownership; (2) provide twice the number of affordable units (we now have four) to the affordable housing stock; (3) activate the street with more people supporting our restaurants and services in the area than a typical high-rise residential project would allow; (4) combat the short supply of hotel rooms in Boston, one of the most constrained markets in the country, with a TOD project within 5 minutes of the Red Line and near the Convention Center; (5) provide more retail and hotel amenities that would serve the community with places to congregate, eat, and meet.

This mix of boutique hotel, residential, restaurants, and community-serving amenity space is something my company is currently pursuing at The Sarasota Modern, a 90-key hotel featuring a restaurant, coffee shop, and publicly accessible pool deck and cafe. The hotel is under construction in downtown Sarasota, Florida, and we expect delivery in late 2017.

This three-block stretch along the east side of Dorchester Avenue is also further challenged by the reality of the MBTA bus facility across the street to the west. This facility presents an unfriendly edge to the public sidewalk creating a “single sided” condition for two blocks, putting additional pressure on the parcels to the east to compensate for the lack of active uses. As such, it seems reasonable to consider more active uses as well as higher density goals at this location than in other parts of Zone 3. We aim to build a project that can fit in with the long term future of Cabot Yards, but also compensate for the dead-zone along Dot Ave that presently exists.

I hope you will consider these comments as you finalize your recommendations to the BRA Board and to the Zoning Commission.

Sincerely,



Jason Cincotta

cc: Attorney Joseph P. Hanley, McDermott, Quilty & Miller, LLP

John Barros, Chief of Economic Development for the City of Boston

Sara Myerson, BPDA Director of Planning

Jonathan Greeley, BPDA Director of Development Review and Policy

Michael Christopher, BPDA Deputy Director of Development/Gov Affairs

Lara Merida, BPDA Deputy Director for Community Planning

Mark McGonagle, BPDA Community Affairs Liaison

Jerome Smith, Director of the Mayor's Office of Neighborhood Services

John Allison, South Boston Liaison/Mayor's Office of Neighborhood Services

Congressman Lynch

District City Councilor Linehan

At-Large City Councilor Flaherty

State Senator Darcena Forry

State Representative Collins

West Broadway Neighborhood Assoc

## **Public Comment by Major Property Owners Dorchester Avenue/South Boston Study Area**

November 21, 2016

**IN-HAND DELIVERY & EMAIL** (*Mary.Knasas@boston.gov*)

Brian Golden, Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201  
Attn: Mary Knasas, Senior Planner

**Re: Public Comment Letter by Dorchester Avenue Property Owners  
PLAN - South Boston Dorchester Avenue Planning Initiative**

Dear Director Golden:

As a group of major individual property owners with over 1,600,000 square feet of land on 37.1 acres in the BPDA's study area for the above referenced PLAN - South Boston Dorchester Avenue Planning Initiative ("PLAN"), we are writing to provide our comment on the PLAN's November 01, 2016 Final Draft to be included in the official comment period. For your reference, please see attached a map of our property sites in the PLAN's study area, which comprising over 37.1 acres of its total land area. While we support efforts of the BPDA and for the strong potential and opportunity that this redevelopment area provides, we feel that incorporating a few minor corrections will allow the PLAN to provide the flexibility needed to offer developers and businesses the framework to create the desired work/live environment.

Our comments are focused on the PLAN's potential implications, constraints and resulting negative implications to the *current and future mixed-use, commercial, office and potential 21<sup>st</sup> century industrial, life-sciences/research and other allowed uses as detailed in the November 1, 2016 Final Draft of the PLAN ("Final Draft of the PLAN")*. In particular, while the Final Draft of the PLAN places a very strong emphasis on future residential growth throughout the entire study area, we are concerned that certain contemplated measures for *Use Areas 1A and 1B of the PLAN, which includes our predominantly commercial-industrial section of Dorchester Avenue (North along the train tracks and Expressway), would severely limit the future potential feasibility of our properties and its overall contribution to future job creation and the proper balance of BOTH work and live in the new economy for the Study Area.*

Specifically, we offer the following input and attached excerpted comments for your review and consideration:

- **MIXED-USE, 21<sup>ST</sup> CENTURY COMMERCIAL USES** - Should be broadly defined and allowed throughout Use Areas 1A and 1B, and not overly restricted to one parcel and/or another on the same block.

Allowed uses should ALSO include multiple commercial and residential uses that encourage as many forms of LIVE WORK PLAY opportunities as reasonably possible. FLEXIBILITY in meeting changing Market demands is critical.

- **FLOOR PLANS AND SETBACKS** - The floor plates of the various buildings should support the future potential and evolving demands for mixed-use, commercial, office and potential 21<sup>st</sup> century industrial, life-sciences/research and other allowed Uses above. The Final Draft of the PLAN'S limitation of 20,000 s/f floor plates are infeasible for the 21<sup>st</sup> economy, thereby eliminating potential new-industrial, life-sciences/research and other allowed Uses and unnecessarily stifling high-quality and sustainable job growth in this part of South Boston.
- **FAR/SITE COVERAGE** – Should be less rigid, more flexible and expanded for to offset the costs of infrastructure and other community benefits critical to mixed-use, commercial, office and potential 21<sup>st</sup> century industrial, life-sciences/research and other allowed Uses – not just residential!
- **VIEW CORRIDOR** – While appropriate for north-south up and along Dorchester Avenue, the Final Draft of the Plan includes an unnecessary protection of a questionable view corridor along D Street toward the train tracks and Expressway; negatively impacting the flexibility of proper development at numerous properties along D Street and Dorchester Avenue and in Use Areas 1A and 1B of the PLAN (North along the train tracks and Expressway) for BOTH mid-rise residential AND future mixed-use, commercial, office, new-industrial, life-sciences/research and other allowed Uses at new building at 70-feet tall.
- **FLEXIBILITY** - As much flexibility should be integrated into the zoning language to allow responsive development to meet the needs of an ever-changing real estate and environment in the study area and throughout Boston, to allow for the proper balance of residential AND commercial for the of the South Boston community and emerging economy along the MBTA's Red-Line.

Brian Golden, Director  
November 21, 2016  
Page 3 of 3

We, the below major property owners in the PLAN'S study area (as shown on the attached map), respectfully submit this public comment and input on the Final Draft of the PLAN for your review and consideration. Please also record our individual ownership in the public record and on any list for future public notices or review.

Thank you, and we look forward to continuing to work with the BPDA, City and community leaders as the PLAN evolves and proceeds to more formal review.

**Cole Development**  
**Steve Mayer**  
**(5.5 acres - #1 on Map)**

**The Marr Companies**  
**D.E. Hughes, Vice President**  
**(8.6 acres - #2 on Map)**

**Karas & Karas Glass**  
**Joey Karas**  
**(3.5 acres on Map)**

**CORE Investments**  
**David Pogorelc**  
**(19.5 acres on Map)**

Attachments: [Map of Property Owners and Excepted Comment Pages of PLAN](#)

cc: Attorney Joseph P. Hanley, McDermott, Quilty & Miller, LLP  
John Barros, Chief of Economic Development for the City of Boston  
Sara Myerson, BPDA Director of Planning  
Jonathan Greeley, BPDA Director of Development Review and Policy  
Michael Christopher, BPDA Deputy Director of Development/Gov. Affairs  
Lara Merida, BPDA Deputy Director for Community Planning  
Mark McGonagle, BPDA Community Affairs Liaison  
Jerome Smith, Director of the Mayor's Office of Neighborhood Services  
John Allison, South Boston Liaison/Mayor's Office of Neighborhood Services  
Congressman Lynch  
District City Councilor Linehan  
At-Large City Councilor Flaherty  
State Senator Dorcena Forry  
State Representative Collins  
Andrew Square Civic Association  
West Broadway Neighborhood Association

## Building Floor Plate Limitations

The building floor plate requirement limits the overall area of the floors above 70 feet in new buildings. While the limits vary depending on location and use, the general concept will achieve additional setbacks from the lower building façades, ensuring taller buildings taper as they get higher, casting less substantial shadows, allowing for more daylight to reach the street and creating a distinctive skyline.

200 FEET HEIGHT ZONE	BLDG HT	AVERAGE FLOOR PLATE
Commercial/R&D/Lab/Industrial*	70-150 ft	25,000 sqft
Commercial/R&D/Lab/Industrial*	150-200 ft	20,000 sqft
Residential	70-150 ft	12,000 sqft
Residential	150-200 ft	8,000 sqft

35,000 SF Office  
40,000 SF Life Science

Figure 161. \*see use zones diagram Figure 76 on page 87

> 200 FEET HEIGHT ZONE	BLDG HT	AVERAGE FLOOR PLATE
Commercial/R&D/Lab/Industrial*	70-200 ft	25,000 sqft
Commercial/R&D/Lab/Industrial*	200-300ft	20,000 sqft
Residential	70-200 ft	12,000 sqft
Residential	200-300 ft	8,000 sqft

35,000 SF Office  
40,000 SF Life Science

Figure 162. \*see use zones diagram Figure 76 on page 87

Figure 163. Opposite Top: Dimensional regulations for creation of R.O.W., view corridors, spacings of tower elements, and floor plate limitations.

Figure 164. Opposite bottom: Dimensional regulations for creation of R.O.W., open space network, and view corridors

Legend:

- Office/R&D Uses
- Residential Uses
- Parking Use
- Cultural/Civic Use
- Building setback for R.O.W.
- Stepback for view corridor
- Stepback above podium

Legend:

- Building Footprint
- Streets
- Sidewalks
- Open Space
- Building setback for R.O.W.
- Stepback for view corridor
- Stepback above podium

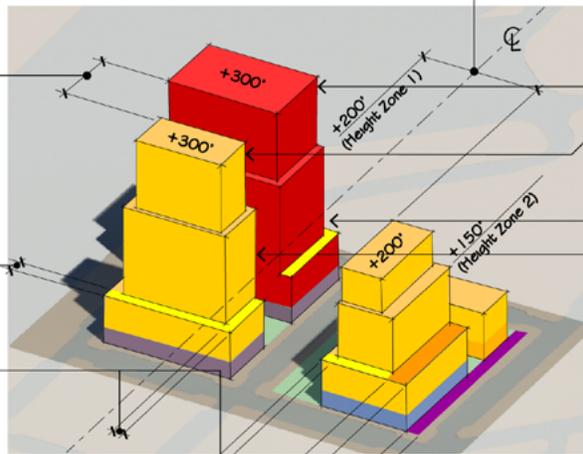
150' Between Buildings above Podium  
for View Corridor

60' - 120'  
Between Buildings  
above Podium

Min.  
15' Setback

Min.  
15' Setback

30' - 35' Setback  
for View Corridor



**Max. Floor Plate Size:**

Above 200'(Height Zone 1)  
150'(Height Zone 2)  
Office/R & D: ~~20,000~~ Sq. Ft.  
Residential: **8,000** Sq. Ft.  
Base/podium to 200'(Height Zone 1)  
150'(Height Zone 2)  
Office/R & D: ~~25,000~~ Sq. Ft.  
Residential: **12,000** Sq. Ft.

35,000 SF Office  
40,000 SF Life Science

Setback from Property Line  
for R. O. W.



A, B, C and D  
Building Footprints  
Less than 50- 60 %  
of Lot Area

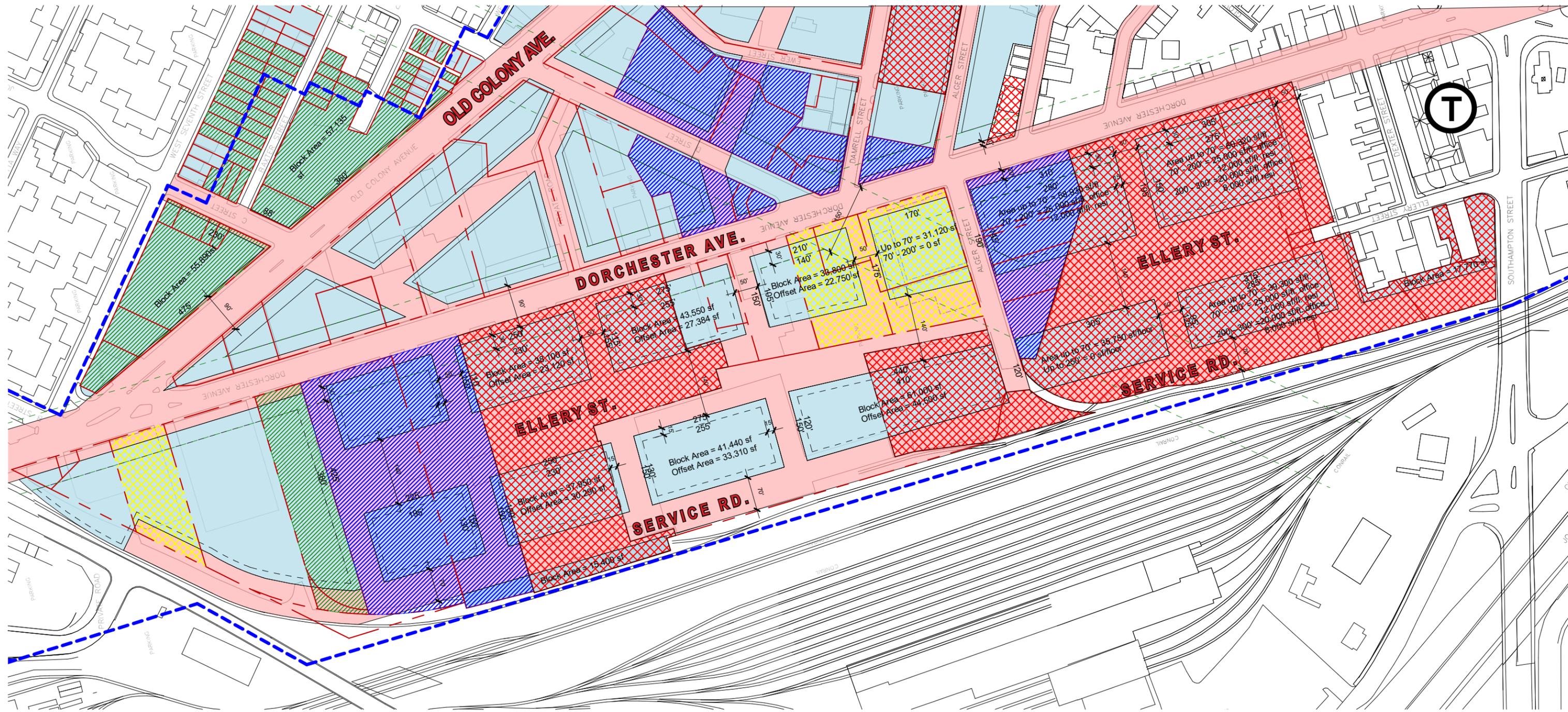
Setback from Property Line  
for R. O. W.

Through Block  
Connection/Public Space

30' - 35' Setback  
for View Corridor

Min.  
15' Setback

Green Open Space



# BRA Proposed Streets Overlay



	<b>Proposed Public Realm:</b>	
	<b>Remaining Area:</b>	
	<b>Property Owner 1</b>	<b>5.5 ac.</b>
	<b>Property Owner 2</b>	<b>8.6 ac.</b>
	<b>Property Owner 3</b>	<b>3.5 ac.</b>
	<b>Property Owner 4</b>	<b>19.5 ac.</b>