

Western Avenue Corridor Study & Rezoning

Zoning and Implementation Goals

Place your **Post-it** next to the goal or goals you like the most. You can place one **Post-it** next to each goal, all of them, or distribute them according to your preferences. We'll tally up the totals to rank the different options.

ENCOURAGE A MIX OF LAND USES AND ENOUGH DENSITY TO SUPPORT AN ACTIVE STREETScape

CREATE AFFORDABLE RETAIL SPACES THAT SERVE THE NEIGHBORHOOD

LEVERAGE DEVELOPMENT TO CREATE AN IMPROVED PUBLIC REALM

ENCOURAGE LONG-TERM REDEVELOPMENT OF AVAILABLE PROPERTIES AROUND TELFORD AND EVERETT STREETS

ATTRACT A MIX OF LAND USES

CREATE HOUSING WITH A SIGNIFICANT AFFORDABLE COMPONENT

ATTRACT DIVERSE, NEIGHBORHOOD-SERVING RETAIL USES

GENERALLY, PLACE MORE HEIGHT ON NORTH SIDE OF WESTERN AVE VS. SOUTH

STEP BACK BUILDINGS ON NORTH SIDE OF WESTERN AVE SO THAT HEIGHT IS MASSED CLOSER TO SFR

WITHIN THESE ZONES, DETERMINE WHERE GREATER HEIGHT IS APPROPRIATE AND WHERE NOT

ENSURE BUILDINGS DO NOT TURN THEIR BACKS TO SOLDIERS FIELD ROAD

ENCOURAGE APPROPRIATE MASSING OF BUILDINGS TO WIDEN PUBLIC REALM AND ENSURE VARIETY OF CHARACTER

WORK WITH PROPERTY OWNERS TO CREATE APPROPRIATE PUBLIC REALM IMPROVEMENTS, INCLUDING URBAN PLAZAS

CAREFULLY CRAFT REQUIREMENTS FOR OPEN SPACE AS PART OF NEW DEVELOPMENT

PLAN FOR SIGNIFICANT NEW OPEN SPACE IN HOLTON STREET AREA

USE ZONING AND DEVELOPMENT REVIEW TO CREATE MORE CONNECTIONS

WORK WITH PUBLIC AND PRIVATE PARTNERS TO CREATE MORE CONNECTIONS FROM WESTERN AVENUE TO SOLDIERS FIELD ROAD/RIVER

IMPROVE TELFORD AND EVERETT ACROSS I-90 AND FROM LINCOLN STREET NORTH FOR ALL MODES

Work with MBTA to improve bus service and to make bus experience more pleasant (bus shelters wherever possible, maybe with screens that display wait times)

Encourage mode shift to active transportation away from single-occupant vehicle use

Resiliency planning and flood management should be included in public realm (open space)

Public realm improvements should include opportunities for increase tree canopy

- 20% Affordability should be a starting point w/units @ a variety of income (40%mi - 80% AMI)
- Public/Private Partnerships should be utilized to maximize affordability

North + South side of Western Ave should be SAME height AT the street. increases height abt the River

Height cannot increase w/out developers funding significant transit infrastructure. To/for 30 use at capacity + SFR is a necessity

Where is anyone going to go on two-lane Western Ave?

Who determines "appropriate"? Subjective. Height directly related to transit infrastructure

open space must be open to the public. A roof deck only accessible to residents does not count.

Open space exists - The fence - but access is needed

YES! ASAP

Climate Ready 1/2 Boston is a City Plan and BIPAC participation and a goal that all buildings are carbon neutral by 2050 - climate ready cities is NOT

optional and needs to be written into code how if the City is going to reach its own goal LEED is not enough 1/2

Not just for people driving, but also walking/biking. Safety is important!

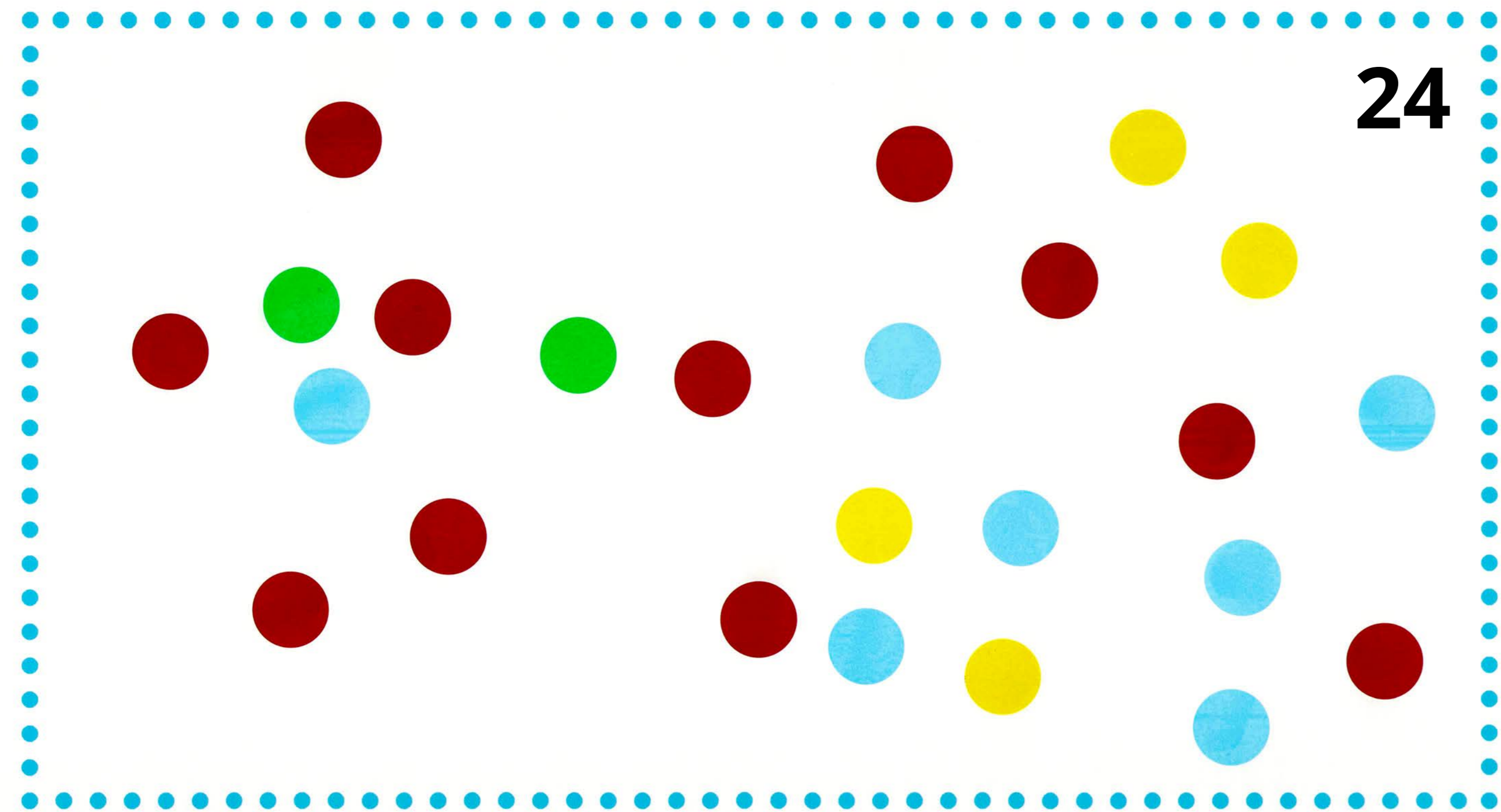


Benefits Prioritization

Place your stickers in the boxes representing the different benefits. You can place one in each box, all of them in one box, or distribute them according to your preferences. We'll tally up the totals to rank the different options.

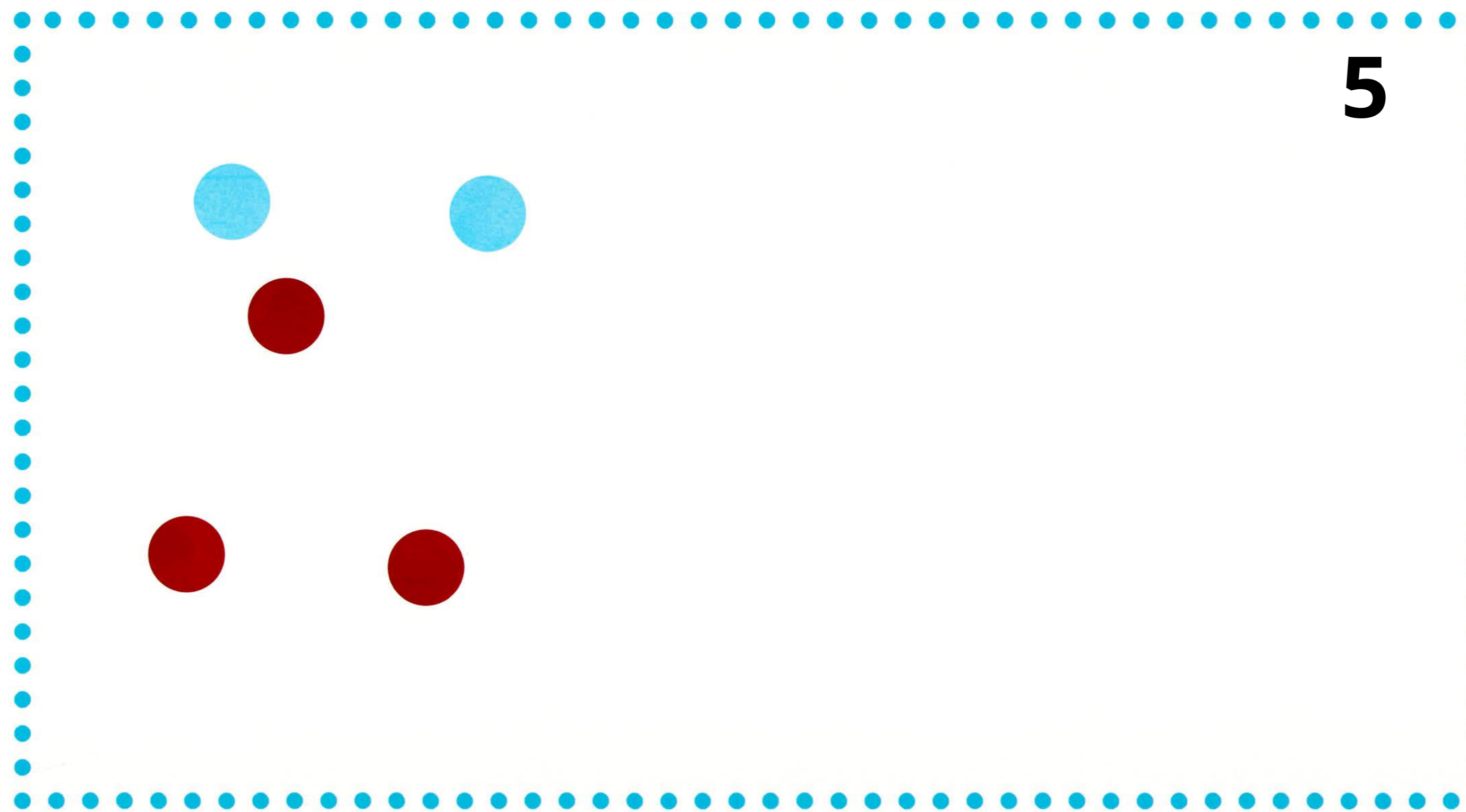
AFFORDABLE HOUSING

24



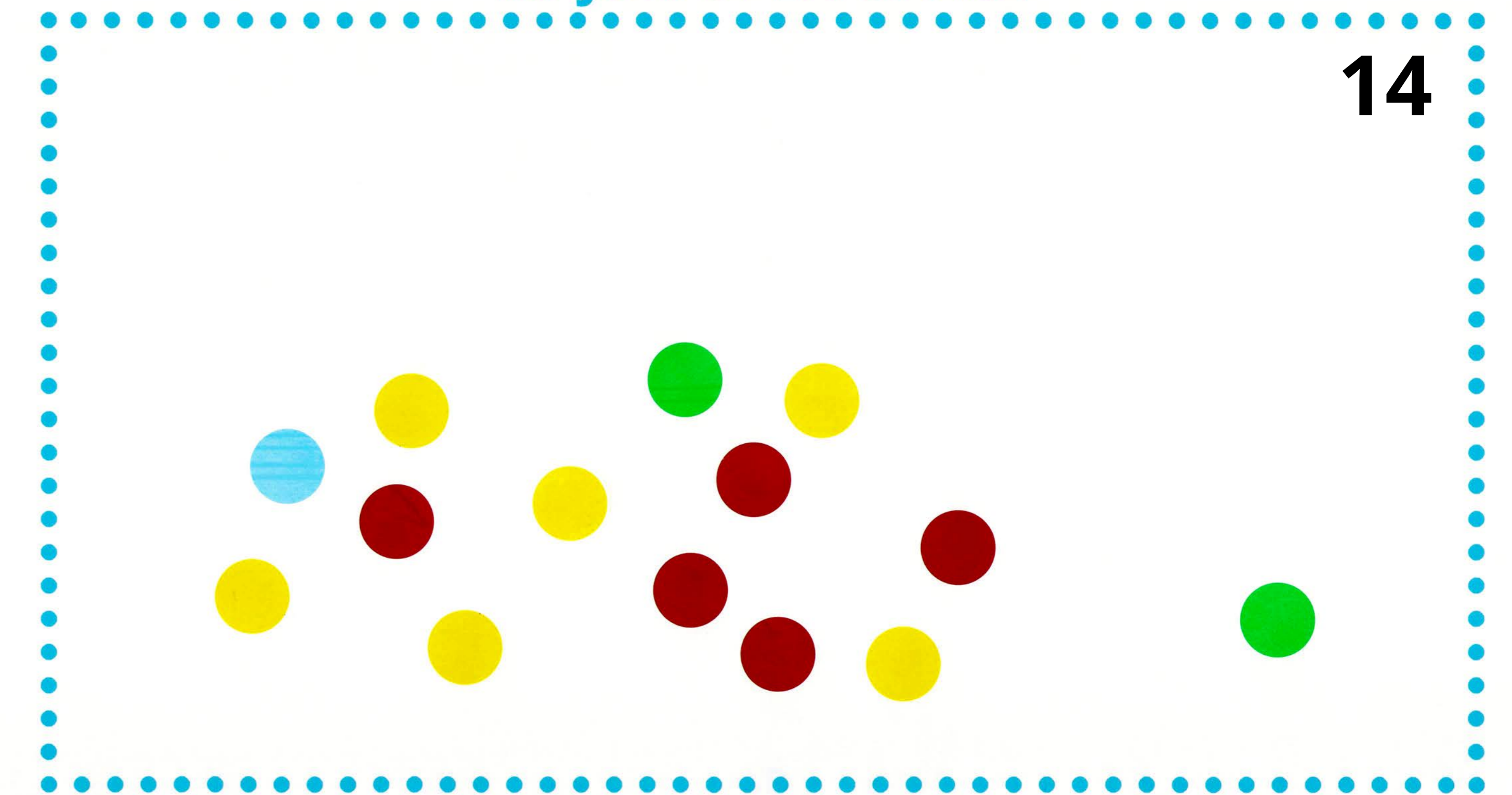
ARTIST HOUSING

5



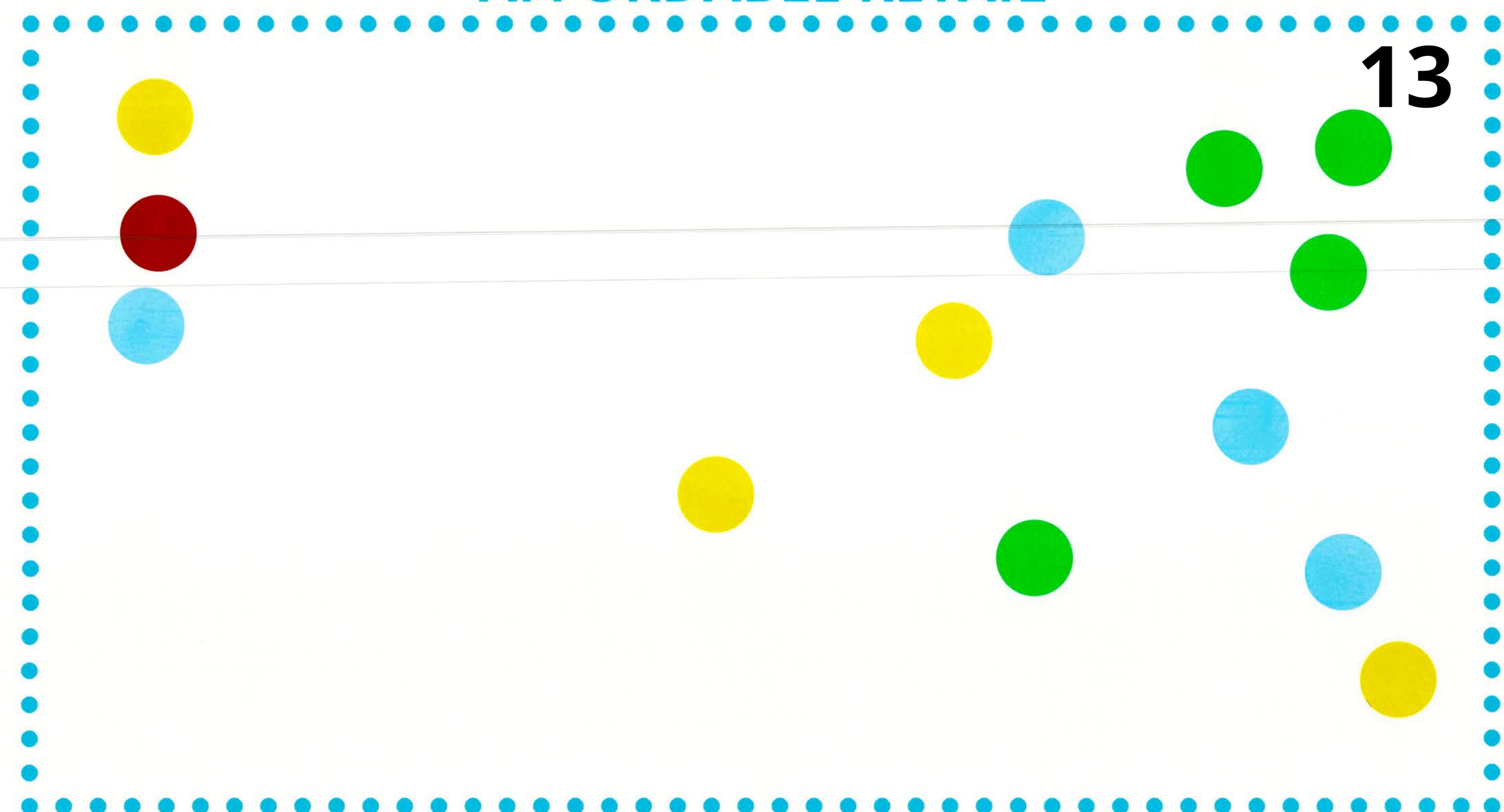
MAJOR OPEN SPACE

14



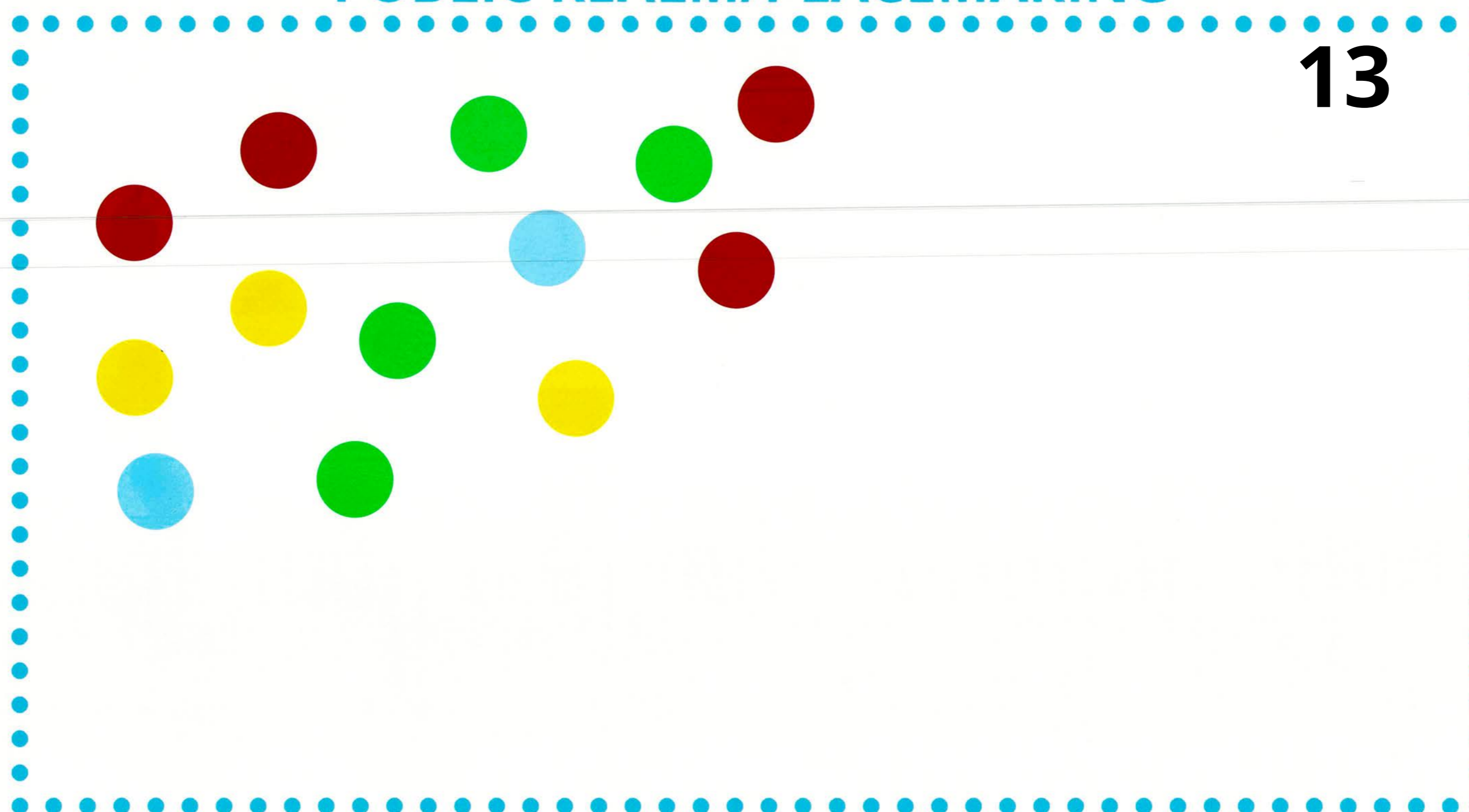
AFFORDABLE RETAIL

13



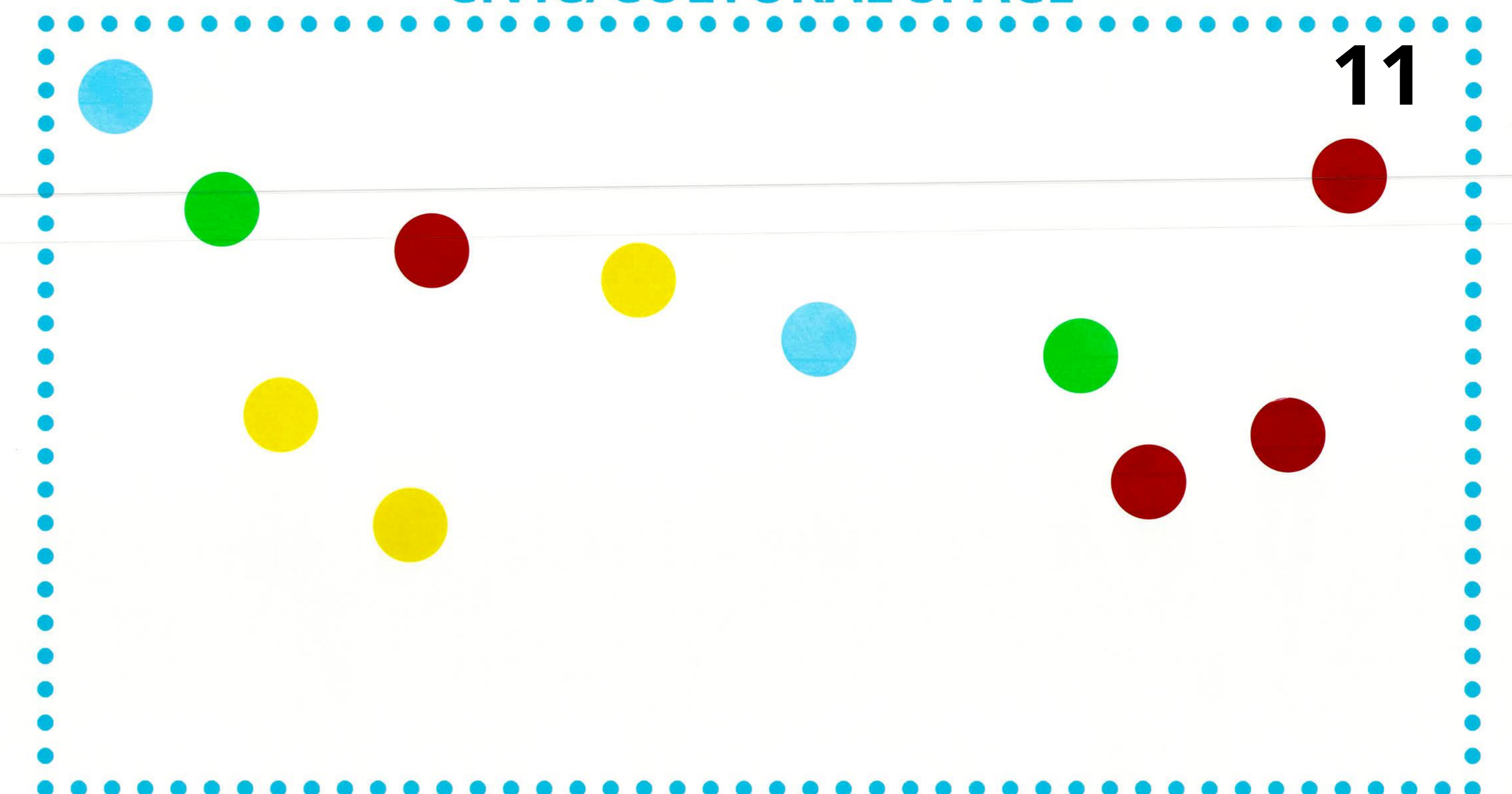
PUBLIC REALM/PLACEMAKING

13



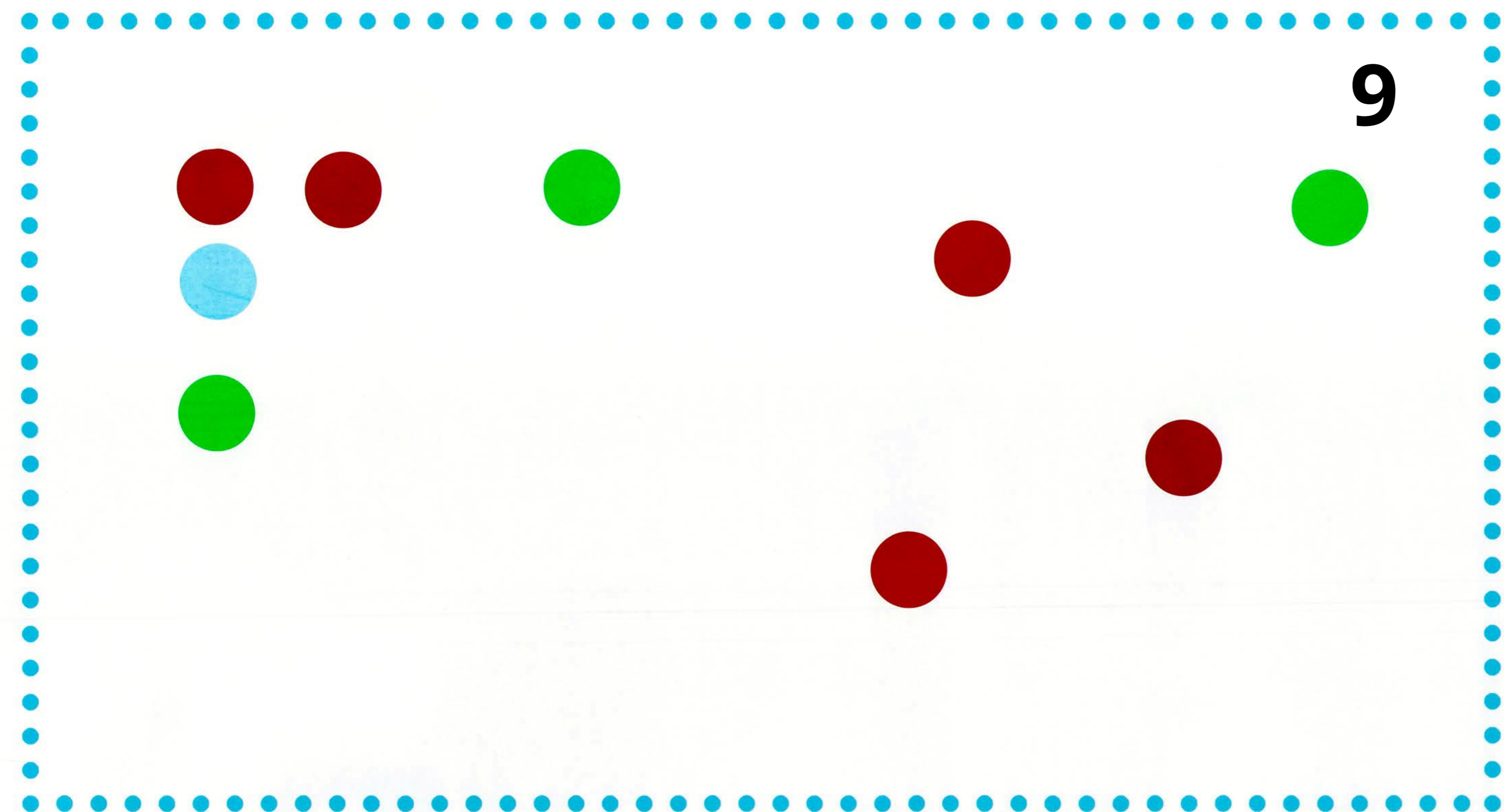
CIVIC/CULTURAL SPACE

11



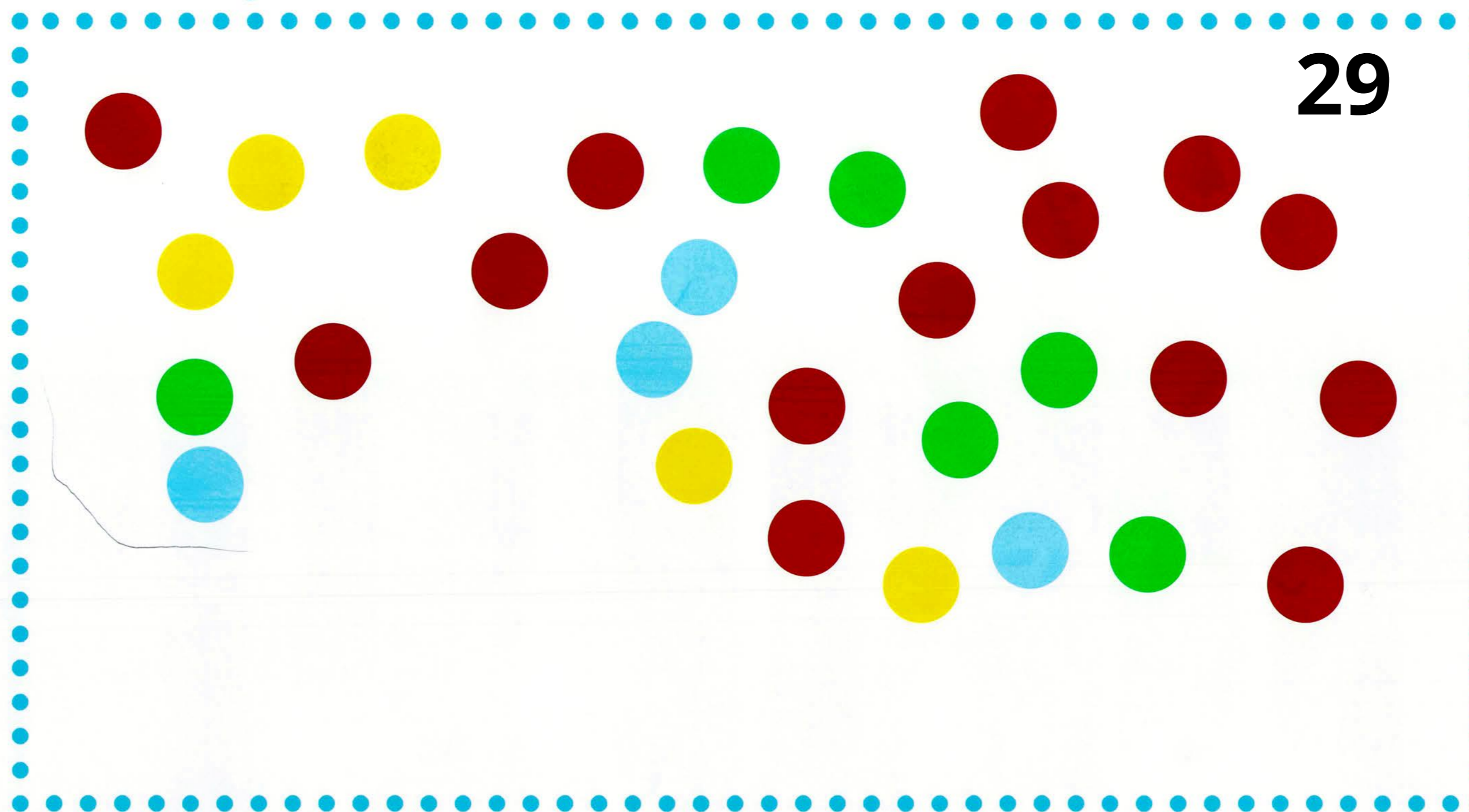
PARKING

9



MAJOR TRANSPORTATION IMPROVEMENTS

29



OTHER

- Education / vocational
- Resiliency planning / managing flooding
- EMPLOYMENT / TRAINING

Fire Station
to address new density + mixed structures