

PLAN

South Boston
Dorchester Ave

DRAFT
05.20.2016



CITY OF BOSTON
Martin J. Walsh, Mayor



MAYOR'S LETTER

to be completed

ACKNOWLEDGMENTS

Plan: South Boston Dot Ave is the result of a collaborative effort with the dedicated members of the Advisory Group, wider community members, planning enthusiast, and Interdepartmental Working Group that represented City and State departments. This strategic plan would not be possible without the generous contribution of time and insight by these participants.

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EXECUTIVE SUMMARY

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THE PLAN

Boston is a growing city. Reversing decades of declining population during the last half of the 20th century, Boston's population is projected to increase by 91,000 persons to a population of over 700,000 persons by 2030. Growth at this scale needs to be planned and managed in order to ensure a healthy city and quality of life throughout its neighborhoods. Shifts in household size and composition have come with changes in population growth. In addition, shifts in how and what we do for work, play and socializing have changed for urban living.

The study area is envisioned over a 15-20 year period. During this time best practices for creating places of quality to meet new living standards will continue to change. It is vital that the recommendations here are seen as a living document that will need to adapt over time.

The Dorchester Avenue Corridor from Andrew Square to Broadway Station is experiencing market pressure on its traditional manufacturing, industrial and commercial base by new residential and mixed-use development. Situated between two red line MBTA rapid transit stations and bus hubs, it is a corridor primed for mixed-use, transit-oriented development.

The PLAN: South Boston Dorchester Avenue Planning Initiative represents an opportunity to build a 21st century district by strategically planning for the type of uses and the scale of development best suited for the future of the Dorchester Avenue Corridor.

The geography of the Planning Initiative consists of 144 acres of predominantly privately owned land with the exception of Cabot Yards, MBTA Andrew and Broadway Stations, and the existing road network. The study area is bounded by railroad tracks to the west, Old Colony Avenue to the east, and Broadway MBTA Station and Andrew Square to the north and south.

Figure 1. Opposite: Existing aerial view of the study area looking North at the intersection of Old Colony Ave and Dorchester Ave



The outcome of the planning initiative is a Strategic Plan (the “Plan”). The goals of the Plan are to create a framework for:

- A new, urban, 21st century mixed-use district in Boston.
- A network of new streets, blocks and open spaces forming the framework of a new district.
- Significant new housing at variety of price points and rental rates that also relieves market pressures on older housing stock.
- Planning and zoning tools to implement a coordinated, integrated new district consistent with the vision established by the public process documented by this plan.
- Zoning that provides predictable baseline development entitlements.
- Explicit requirements for the provision of public benefits in exchange for bonus floor area ratio (FAR) and height zoning.

As a follow-up to the Plan, appropriate updated zoning for envisioned uses, dimensional requirements, and bonus heights and densities will be written and adopted (see [Implementation on p. XXX](#)). Bonus heights will have a sunset-clause of 10 years after adoption, after which the base zoning of FAR 2 height 45 feet will apply to the whole study area.

Residents, property owners, business owners, advocates, public agencies and other stakeholders will have a clear direction for the future of the district as a result of the Plan. The Plan is intentionally prescriptive in certain areas, such as heights, community benefits, use zones and urban design guidelines, while allowing for greater flexibility in other areas such as implementation of street and open space network.

THE PROCESS

The PLAN: South Boston Dorchester Avenue Planning Initiative was launched in July 2015 as a comprehensive effort involving the community and staffed by a planning team consisting of an interdepartmental working group from across City departments and state transportation agencies.

In the face of market pressures mentioned earlier, the initial analysis done by the planning team was to document existing physical and demographic conditions. The planning initiative next involved an extensive participatory community process

that included open dialogue in monthly workshops, and regular interdepartmental working group meetings to determine what and where to **preserve, enhance, and grow**.

“Preserve, enhance, and grow” were the three lenses by which the study area was examined to determine how to create an appropriate planning vision. Community discussions exploring conceptual height and density buildouts, open space concept, and a new street network to connect the district to the surrounding South Boston neighborhood and beyond formed the physical framework for this Plan.

The planning process also examined the compatibility of different uses including retail, housing, light industrial, and other commercial uses. Recent market pressures that are particularly concentrated on the area’s low density commercial and light industrial uses made them a major focus for discussions of the study area’s future. As a result of these discussions, City departments are thinking within their own policy areas and across departments about how to accommodate growth and density along this transit corridor.

In an effort to start the implementation of this plan in 2016 in coordination with Imagine Boston 2030, the City departments will continue to define new policies, zoning, and collaborative initiatives. (see [Implementation on p.135](#))

Specific opportunities that were realized from the PLAN initiative process:

- A proactive, responsible approach to change in an area facing development pressure.
- Engagement of community residents, businesses, non-profits, property owners, advocates, and various stakeholders through a range of workshops, site visits, and events.
- A coordinated interdepartmental working group communicating through task driven dialogue and regular staff meetings.
- Defining a vision that will allow the City and the community to create and enhance the planning area.
- Establishment of new development guidelines for the overall district that ensures the delivery of predictable community benefits.
- Development of recommendations that will form the basis for updated zoning to guide future growth in a manner that is consistent with the community’s vision.



PLANNING CONTEXT

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HISTORY

Mattaponnock was how Native Americans called present day South Boston. It was later known as “Great Neck” or Dorchester Neck by early English settlers in the seventeenth century. Comprised primarily of pastures for grazing cattle, one of the earliest paths on the peninsula, now known as Dorchester Street, served as the main route leading cows to the higher feeding grounds along today’s Broadway.

Great Neck was annexed to Boston in 1804 to accommodate Boston Proper’s need for additional land for its growing population and manufacturing needs. South Boston began as a neighborhood based on a planned urban design. A street plan established in 1805 is reflected in today’s enumerated and alphabetical street pattern. More than two hundred years later, a new street network is contemplated to connect to this established pattern.

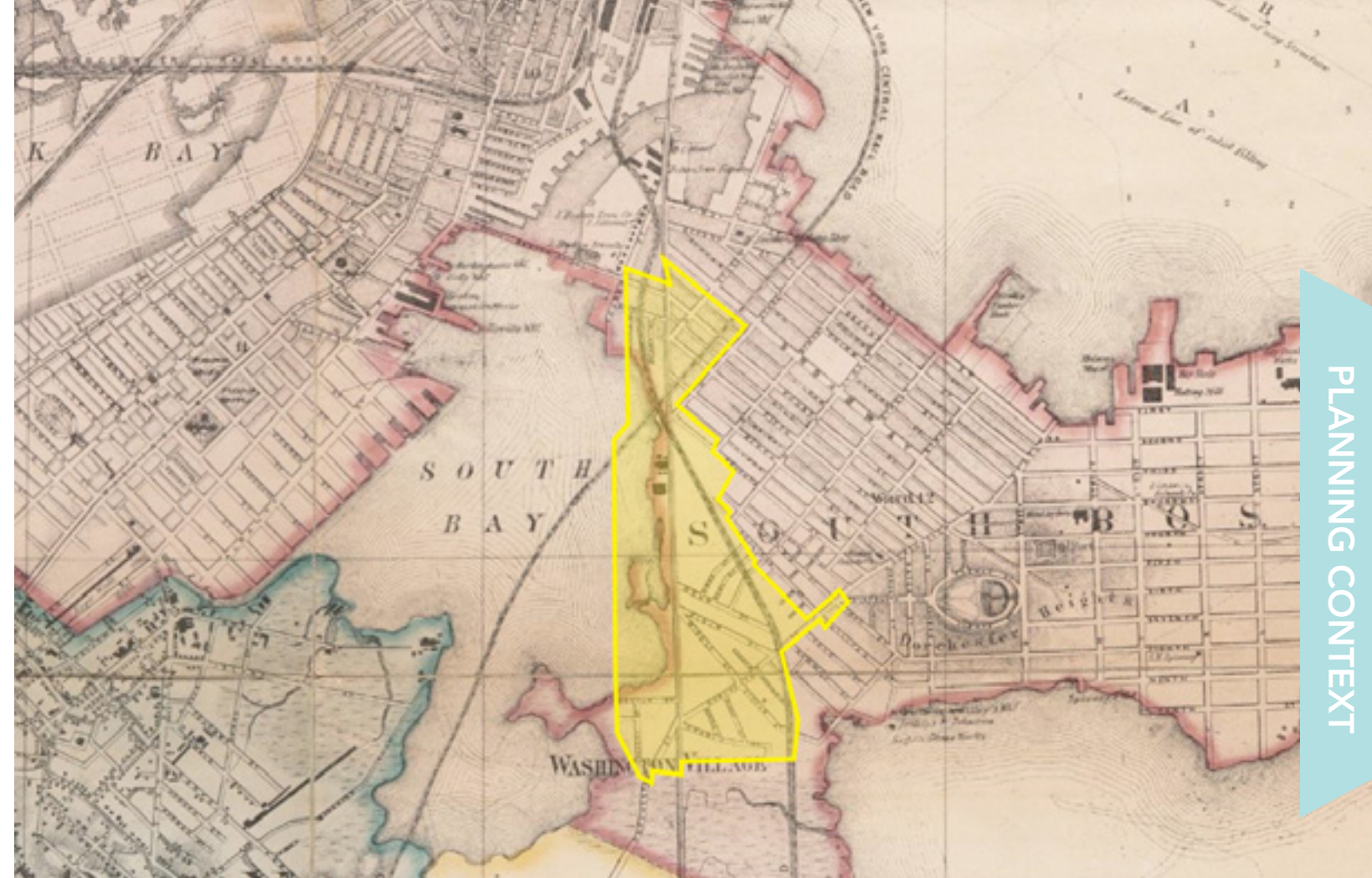
Along with new streets, a bridge at West Fourth Street created the first direct link to South Boston from Boston Proper, whereas boats had been previously the only means. This major capital improvement was followed in 1805 by the establishment of the Dorchester Turnpike, a toll road, extending from South Boston to the Milton town line.

The opening of the Old Colony Railroad in 1844 surpassed the ability of the toll road to move goods through Boston and to points beyond. Within ten years the toll road became a public street. This surface arterial accommodated horse drawn streetcars, which were later electrified and eventually substituted by buses. Eventually, a tunnel was built below Dorchester Avenue and that became the Red Line branch of the MBTA subway system.

Portions of the study area were still underwater in the late 19th century. The filling of land along the South Bay created new acreage west of present day Dorchester Avenue. The area soon hosted iron foundries, glassworks, machinery manufacturers, and other burgeoning industries.

One prominent industrialist, Cyrus Alger, built an iron foundry west of Dorchester Turnpike. Active in the community and a member of the City Council, he paid for sidewalks and tree plantings along Dorchester Avenue. This example of private investment in public realm amenities provides an early example for the provision of public benefits discussed later in the Plan.

Figure 2. Opposite: 1859 survey map of South Boston and South Bay with study area boundary in yellow



PLANNING CONTEXT



Figure 3. Historical map dates 1859 of South Bay with study area boundary



Figure 4. Historical map dates 1901 of South Bay study area overlay

The first building boom, post annexation, occurred from 1868 to 1914. Filling of land along the waterfront for railroad tracks and warehouses was key for the port. Not until the 1970s, and later, did subsequent major building and economic changes occur in South Boston. Transformations in the shipping and container industry and the surplus of army and navy facilities were major factors opening up new areas for redevelopment. Today major development is occurring within South Boston's waterfront and is anticipated to accelerate within the study area. This Plan visions a new 21st century district along the neighborhood's western edge to accommodate physical and economic changes underway.



Figure 5. Historical map dated 1894 showing proposed "paper street" grid over South Bay

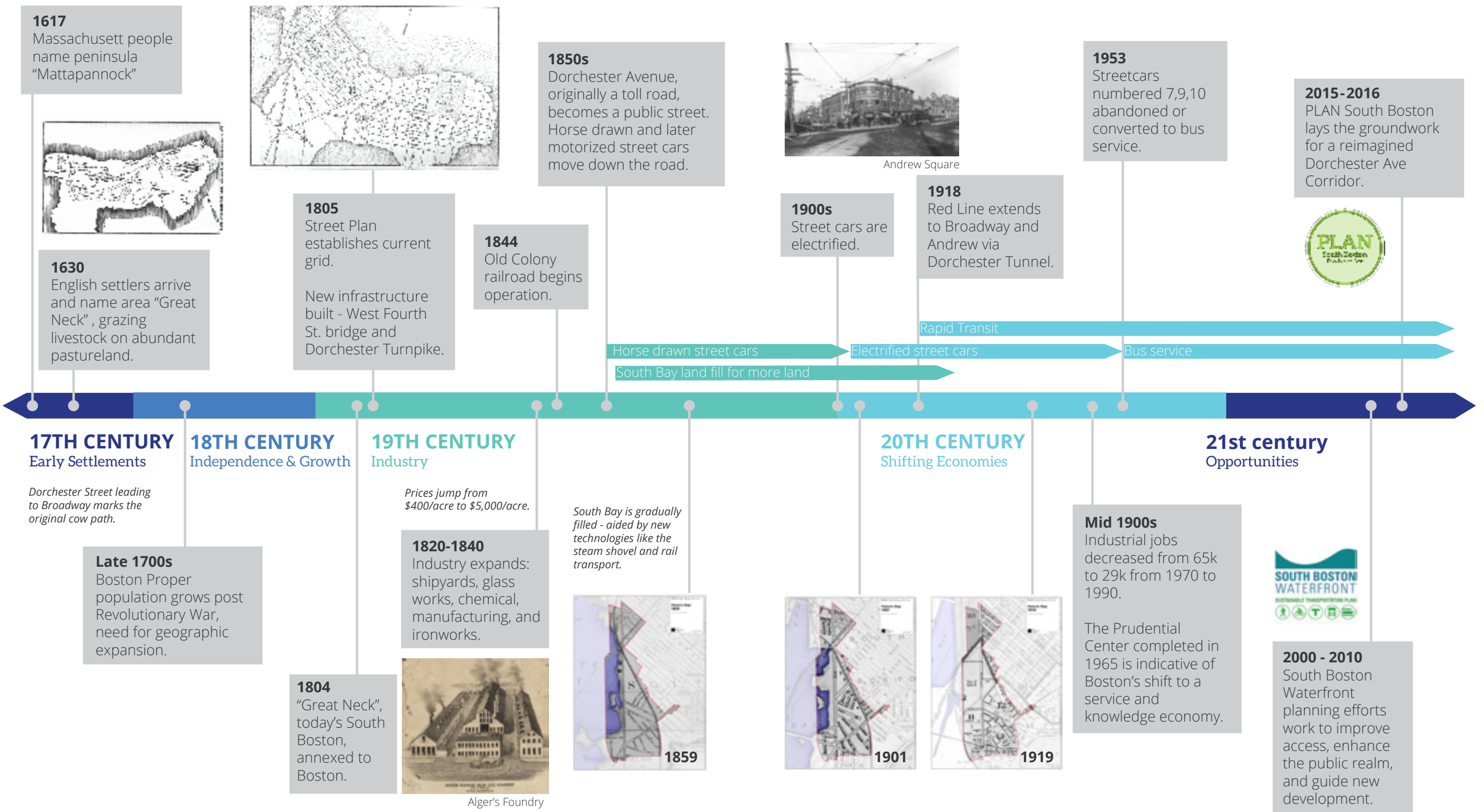


Figure 6. Undated historical photograph of Andrew Square



Figure 7. Undated historical photograph of Broadway station

TIMELINE



PLANNING CONTEXT



Figure 8. Intersection of Dorchester Ave and Old Colony Ave



Figure 9. Dorchester Ave looking north towards downtown



Figure 10. Alger Street looking east towards Dorchester Heights



Figure 11. Mid-block view north of industrial uses adjacent to tracks

CURRENT CONDITIONS

The study area is rapidly evolving from a neighborhood characterized primarily by commercial and industrial uses to more mixed use developments and higher density residential uses. The current count of approximately 1,200 housing units is steadily increasing. The population is relatively small but young with 55% of its 2,207 inhabitants below 34 years of age. Families make up a third of all households.

The study area is 144 acres in size with 25 percent (36 acres) comprised of streets and sidewalks and the remaining 75 percent (108 acres) involving multiple land uses. The majority of the area is currently zoned as industrial and manufacturing followed by local business and residential zoning, primarily within Andrew Square.

Commercial and industrial uses constitute 60 percent (66 acres) of the 108 acres according to the City of Boston Assessing Department. This is followed by exempt land uses at 19 percent (20 acres) consisting of the MBTA bus repair and layover facility at Cabot Yard and the Andrew Square subway, busway station and public streets. Residential land use is 17 percent of the study area with the majority of it being in the form of multi-family housing stock.

There are approximately 250 business establishments within the study area. Categories for establishments have been shifting from more labor intensive industries to service, non-profit, and local retail.

The top five industrial classifications comprising 58 percent of all businesses within the study area include: services, administration and support/waste management and remediation, retail trade, accommodations and food services, and construction.

OPPORTUNITIES

A walk along Dorchester Avenue between Andrew Square and Broadway MBTA stations is equal in distance to walking along West Broadway from the MBTA station to the junction of East Broadway and Dorchester Street; or walking along Commonwealth Avenue Mall from Arlington Street to Massachusetts Avenue in the Back Bay. While similar in distance, what a varied experience these walks represent!

Creating a mix of uses and open spaces that accommodates a 21st century lifestyle and mix of opportunities to live, work, make, and play within proximity is the main goal of this Plan.

A network of streets and blocks that form the framework for new land uses will increase options for mobility and facilitate a people centric public realm.

The key to success for this combination of new uses and new city blocks will be the creation of a public realm that builds a district of distinct and diverse open spaces and places.

As South Boston in the 19th century served the need to accommodate the population growth and emerging industries from Boston's original Shawmut peninsula, today history repeats itself. This new 21st century district of South Boston will serve Boston's growing need for more housing. Physical growth will be purposely shaped with the ultimate goal of creating a vibrant district with walkable streets, middle-income housing, affordable commercial space for diverse businesses, and great open space.

Figure 12. Aerial image of 144 acre study area boundary





WORKSHOPS & OUTCOMES

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A NEW APPROACH TO COMMUNITY ENGAGEMENT

The planning process was initiated in July 2015 with the community and a twenty-two member Advisory Group composed of residents, business owners, property owners, and various stakeholders and advocates.

Compared to previous planning processes, this one marked a more interactive and iterative way for the BRA and other City departments to engage with the community as the Plan evolved. Community gatherings took the format of a workshop, tour, or open session designed to encourage learning from each other and the sharing of best practices and trends.

Each engagement with the community built upon the work done previously whether it was an open house, tour or workshop event. Along with the community engagement process, City staff participated in public events and ongoing interdepartmental working group meetings facilitated by the BRA.

The following pages take the reader through the public engagement topics, workshop activities, and the outcomes that emerged over the course of a year.

Figure 13. Opposite: Walking tour of study area (see p.30 for more information)



TALK TO US

Open House

July 20, 2015

The planning initiative kicked off with an open house hosted by the BRA. Information was available about the PLAN Initiative's goals and objectives, profiles of the study area's geography, households, businesses, and mobility infrastructure. Each topic station was staffed by members of the interdepartmental working group. Residents were asked to share their ideas on comment boards asking "What do you care about?", "Where do you live, work or visit?" "How do you get around?" "What is your vision?"

More than 150 residents, business and property owners, various stakeholders, advocates, and visitors provided hundreds of comments, questions, and ideas. Those unable to attend were encouraged to weigh in by submitting comments on-line to the Initiative's website, bit.ly/plandotave

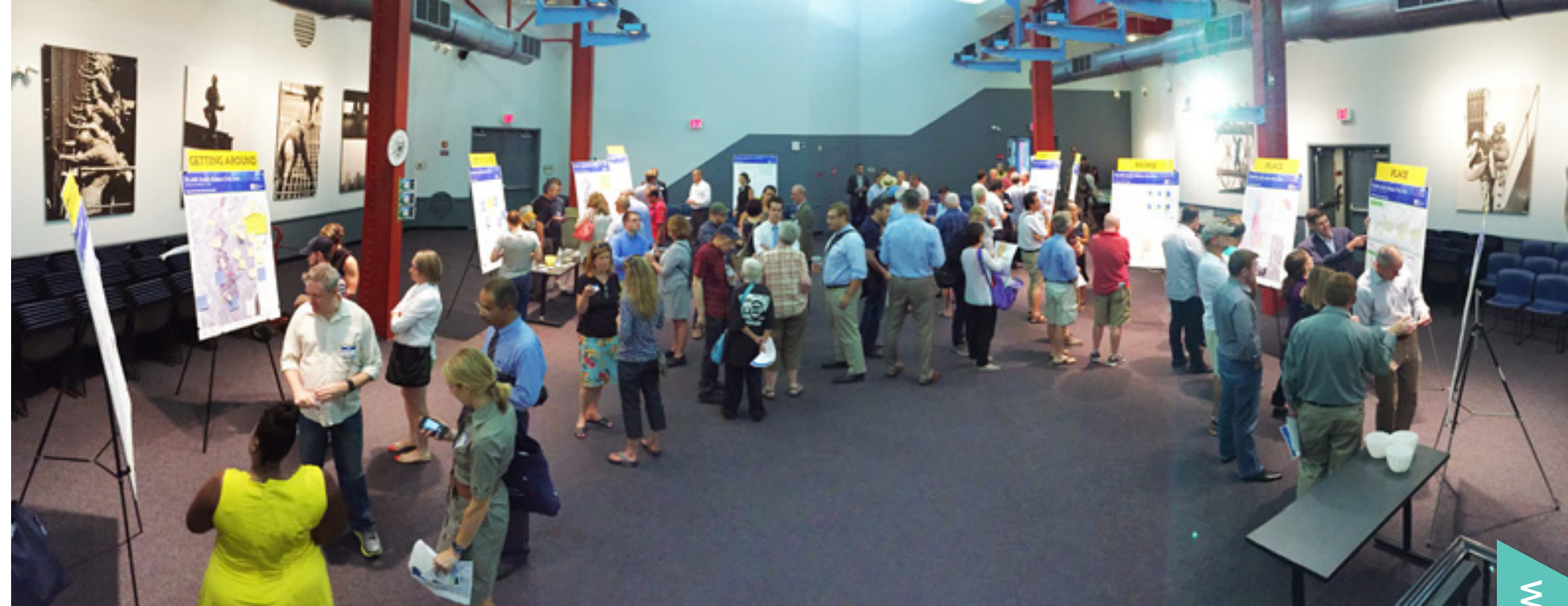


Figure 15. More than 150 residents, business and property owners, advocates, and visitors attended the Open House.



Figure 14. Community member answering "How do you get around?" question at the Open House

Figure 16. Residents shared their ideas on "What do you care about?", "Where do you live, work or visit?" "How do you get around?" "What is your vision?"

PLAN: South Boston Dot. Ave

Preserve. Enhance. Grow.

Why Are We Here?

Study Goals

Create a VISION, with the community, that establishes GUIDELINES to create a comprehensive PLAN that informs new ZONING to guide future development.

Study Objectives

- Work with the community to create a shared vision
- Assess existing conditions
- Engage in open and informed discussions
- Determine what to:
 - PRESERVE and maintain in the Study Area;
 - ENHANCE and renew/restore/rehab;
 - GROW with new development in the future.

PLAN: South Boston Dot. Ave

Preserve. Enhance. Grow.

Why Plan?

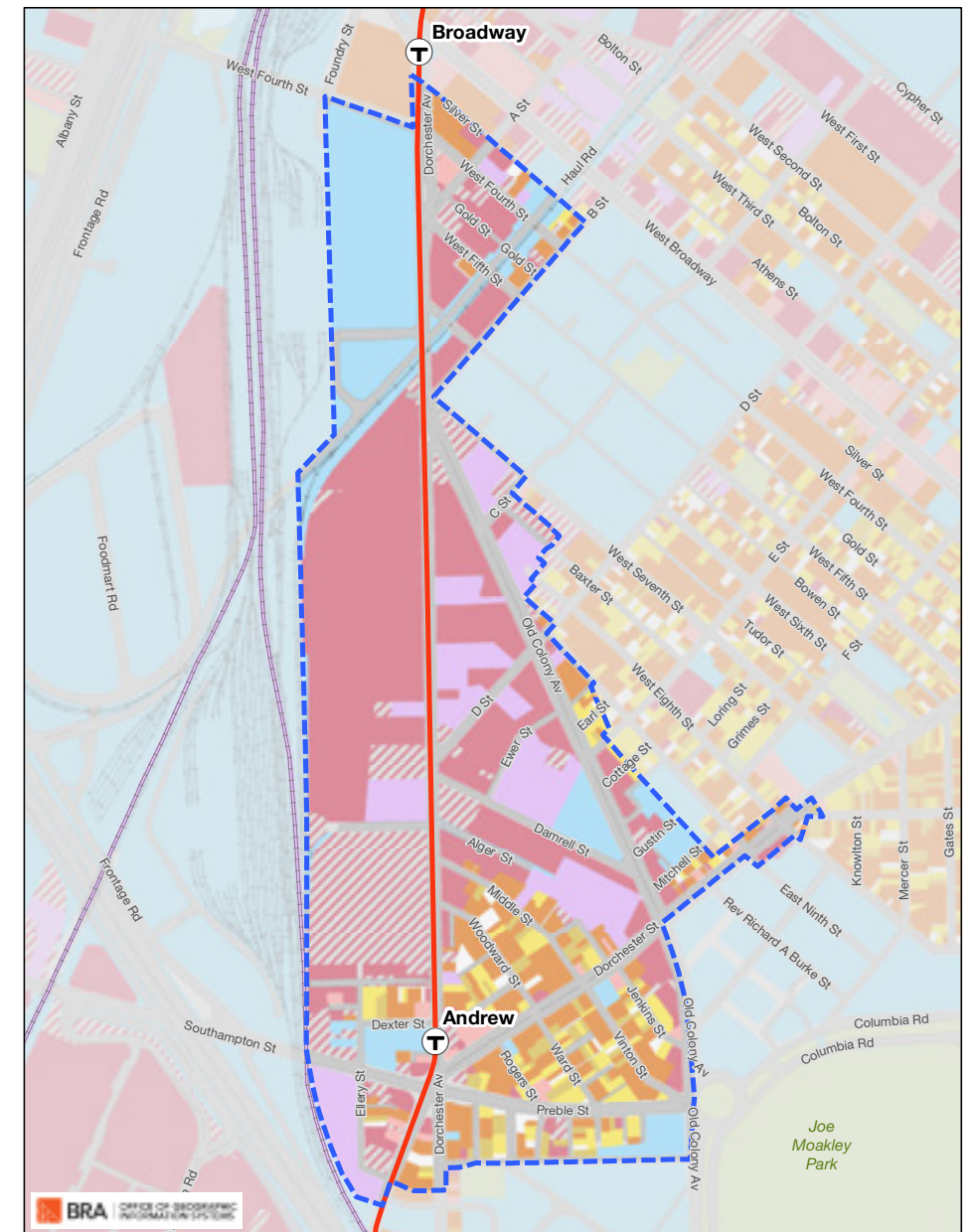
Planning Topics

- Mobility & Getting Around
- Placemaking & Neighborhood Character
- Housing
- Streets, Sidewalks & Public Environment
- Open Space
- Economic Development

PROJECT SCHEDULE

Month	Activity
JUL	Study Area Identification
AUG	Study Area Identification
SEP	Study Area Identification
OCT	Study Area Identification
NOV	Study Area Identification
DEC	Study Area Identification
JAN	Study Area Identification
FEB	Study Area Identification
MAR	Study Area Identification
APR	Study Area Identification
MAY	Study Area Identification
JUN	Study Area Identification

Study Area Scale and Distance Comparison to Other Boston Neighborhoods



PLAN: South Boston Dot. Ave

Preserve. Enhance. Grow.

Study Area Profile

Study Area Fast Facts

Population
2,207 persons
45% of the population between ages 20 and 34
10% of the population younger than 19 years old

Households
1,138 total households
33% of households are family households

Housing Units
1,236 total housing units
58% of occupied units are renter-occupied

Businesses
~250 businesses in the Study Area
Top 5 industry classifications comprising 58% of all businesses include:

- Services (Other) - includes auto car personal care, cleaning
- Administrative & Support and Waste Management & Remediation
- Retail Trade
- Accommodations and Food Services
- Construction

Households by Type: Family vs. Non-family

Category	Study Area	South Boston	Boston
Family	67%	37%	52%
Non-family	33%	63%	47%

Housing Tenure: Rent vs. Own

Category	Study Area	South Boston	Boston
Rent	58%	42%	61%
Own	42%	58%	39%

POPULATION DENSITY

2013 MEDIAN HOUSEHOLD INCOME

PLAN: South Boston Dot. Ave

Preserve. Enhance. Grow.

What Do You Want to See?

TALK TO US!
USE YELLOW, RED, AND BLUE STICKERS TO TELL US WHAT YOU WOULD LIKE TO PRESERVE, ENHANCE, AND GROW IN THE STUDY AREA

- Preserve and maintain** (Yellow)
- Enhance and renew/restore/rehab** (Red)
- Grow with new development** (Blue)

Figure 17. Above: select information and feedback boards presented by the BRA at the Open House

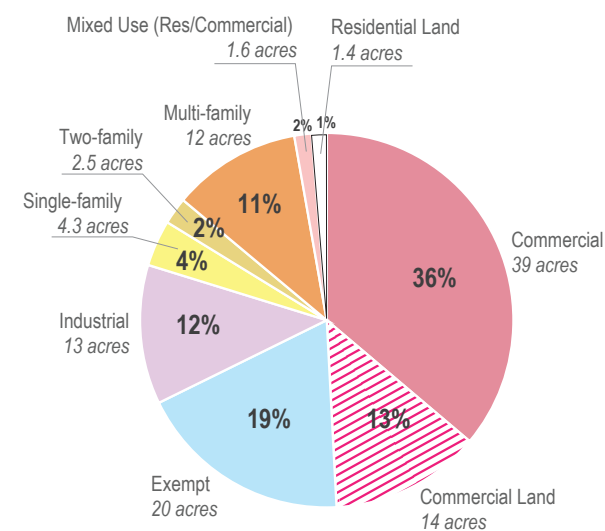


Figure 18. Above: land use map of Plan: So Boston study area Source: City of Boston Assessing Department FY 2015

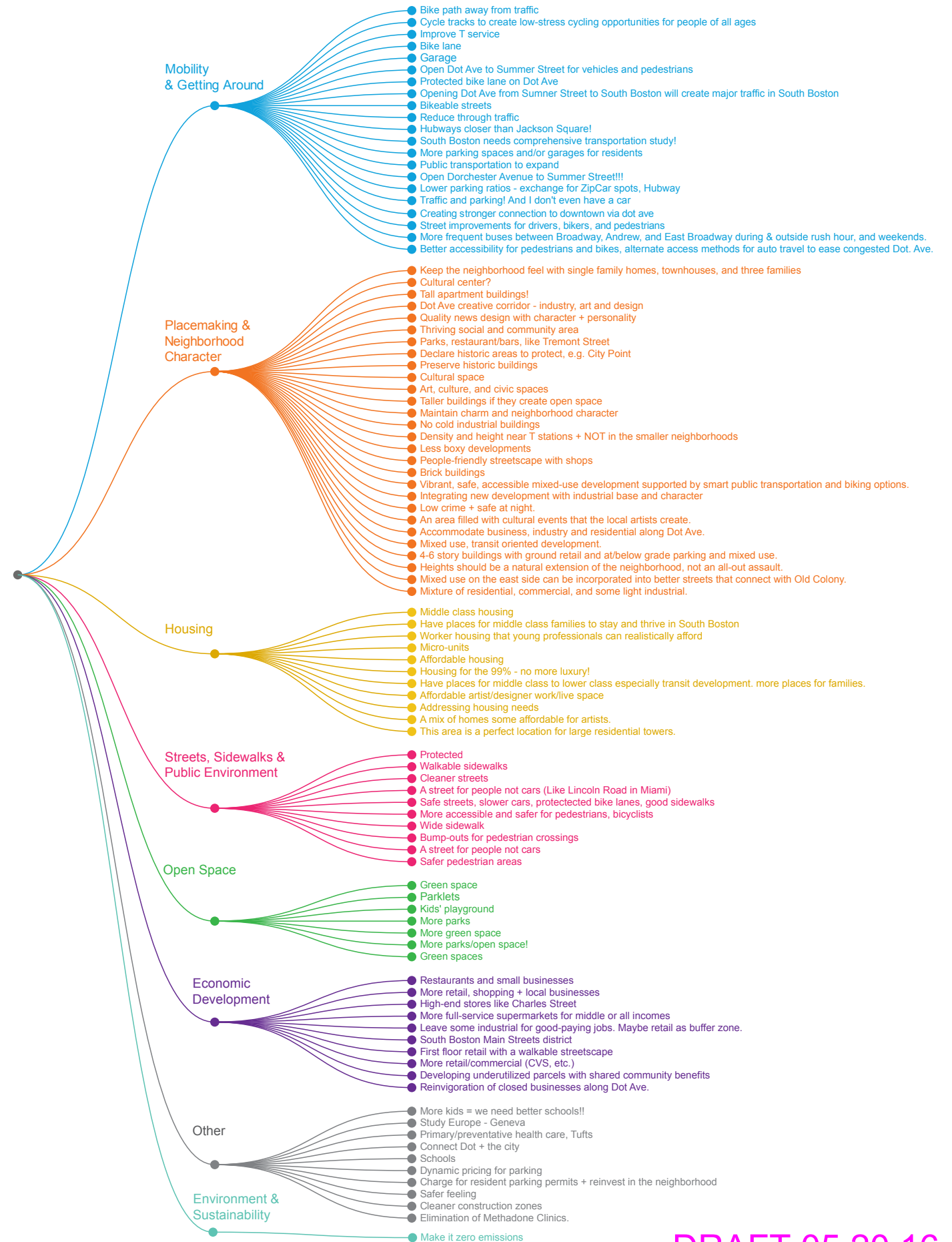
TALK TO US

Outcomes

Over 400 comments were gathered regarding what people cared about in the study area and their vision for the future. More than half the comments focused on the subject matter including: mobility and getting around, the public environment, and placemaking. The following examples are representative of comments the team received:

- *“Better accessibility for pedestrians and bikes; alternate access methods for auto travel to ease congested Dot. Ave”*
- *“Create stronger connection to downtown via Dot. Ave”*
- *“More trees for beauty and storm water management.”*
- *“That it feel less grimy and less scary.”*
- *“Quality of new design to have character and personality.”*
- *“Density and height near T stations and NOT in the smaller neighborhoods.”*
- *“People-friendly streetscape with shops.”*
- *“Vibrant, safe, accessible mixed-use development supported by smart public transportation and biking options.”*

What is your vision for the future of the study area?



WALK & BIKE WITH US

Study Area Tours

September 14, 2015

The BRA hosted walking and biking tours of the study area to continue the dialogue about priority issues for the planning initiative to address. More than fifty members of the public and a dozen BRA and City staff participated in the tours, sharing, comments, ideas, and questions. Participants were asked to consider four themes on the tour: mobility and connectivity, public realm and streetscape, land use and development, and community resiliency and sustainability.



Figure 19. Over fifty members of the public and a dozen BRA and City staff participated in the walk and bike tours

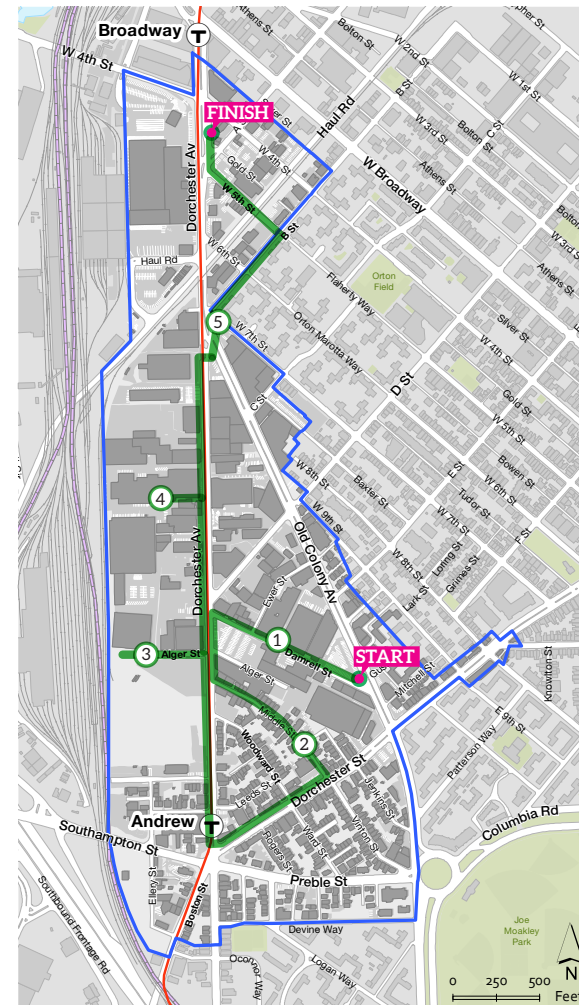


Figure 20. Left: Walking tour guide

WALK & BIKE WITH US

Outcomes

Exploring the study area by foot and bicycle, participants assessed existing conditions and were asked to envision a future Dorchester Avenue and surrounding areas to the east and west of the avenue. The legacy of successive land uses were evident in a palimpsest of transportation infrastructure: rail lines developed for heavy industrial uses bisect today's vehicular and pedestrian networks. Residential development has begun to cluster at the MBTA transit stations, a process that is expected to only accelerate in the future. Four participants were prompted to consider how a transportation network and land use pattern centered on how goods and services were delivered and distributed from the 19th through 20th centuries could be adapted and enhanced to serve future needs and land uses.

Community comments included:

- *"More connecting streets and a possible new grid pattern need to be looked at carefully to allow traffic to flow through area and for pedestrians."*
- *"I would like to see some of the industrial character of the avenue preserved."*
- *"If the area changes to mixed use, where will the commercial/ industrial businesses relocate to?"*
- *"Dot Ave industrial days are behind them...Dot Ave should be mixed use – housing (preferably work force), commercial (possibly light industrial – that would include a storefront for more foot traffic), and retail."*
- *"Streetscape plan needed."*
- *"Open space...if mixed use project are built, open space needs to be part of overall vision."*

COMMUNITY COMMENTS	THEME
walk to prevent sound from route 93 more affordable housing - ownership & rental population impact I would also like to see some of the industrial character of the avenue preserved. Some of the warehouses are in good condition and could be pretty cool...housing (lofts?), or retail as we saw when we visited GrandTen Distillery and Peter Welch's Gym. Boston is proud of its history, and we should preserve it when at all possible. ADA If the area changes to mixed use, where will the commercial / industrial businesses relocate to ? There needs to be a plan for these companies since these companies produce jobs and services for the City of Boston as a whole. I understand that Newmarket has a very low % percentage of available space for new companies. We don't want to see these companies leave Boston.	Community Resiliency & Sustainability
Height restrictions - no more than 6 stories What kinds of commercial , office uses , R&D and retail will be allowed in this area?New uses for green companies, start ups etc should be studied. Workforce housing is very important , however this area should also look closely at the zoning that was done for Harrison Albany area in the South End. If FAR and height is increased in this area, and in turn developers would give also give space for start ups companies , start up retailers that are community based or cultural spaces. Any project that has filed a letter of intent should wait till the planning and zoning has been completed. Maybe this area should have an IPOD put in place during the planing and rezoning of Andrews Sq. There are many examples of planning and rezoning area were developers were told by the BRA and the City to wait till the planning and rezoning was completed ; for example the Fenway area and Harrison / Albany area in the South End. These 2 areas have undergone a tremendous growth area and good projects have been built respecting the new planning and zoning. Housing with reduced parking ratios one story buildings - NO more retail parking garage? no more ground floor single-car garages (curb cuts on main street) connect the pockets of retail Dot Ave industrial days are behind them. As folks saw from the tour there are a lot of vacant, run-down buildings (including the fish place that had been burned out for several years). I believe Dot Ave should be mixed use – housing (preferably work force), commercial (possibly light industrial – that would include a storefront for more foot traffic) and retail. If the area changes to mixed use, where will the commercial / industrial businesses relocate to ? There needs to be a plan for these companies since these companies produce jobs and services for the City of Boston as a whole. I understand that Newmarket has a very low % percentage of available space for new companies. We don't want to see these companies leave Boston.	Land Use & Development
bike lanes need more access for roads to get to X-way without Dot. Av. included Andrew Square pedestrian Xing Move Hubways off street Auto ramps should meet pedestrian codes for travel bike lanes improved There needs to be a build out of % footage for the next 20-30 years related to Transportation capacity. Just using Transportation analysis from other Article 80 project is not going to give the data for the capacity of sq footage that can be build out. The City of Boston /BRA needs to hire a Transportation firm to do a build out. Especially with interest in Widett Circle, the expansion of South Bay Mall , the congestion and at times gridlock in Seaport area , congestion of Dot Ave, and the current conditions of Andrew Sq. More connecting streets and a possible new grid pattern needs to be looked at carefully to allow traffic to flow through the area and for pedestrians. There are many Article 80 projects in the works and also some developers have filed letters of intent.Can some of these projects have new connecting roadways built as part of the projects ? The Haul road needs to be opened more for residential traffic . Look at Track 61 rail for future connections Bike infrastructure! through connections to the south end? reconnect Dot Ave. connect better to Harbor Way (path?) Improve #9 bus route, the turn into Broadway Station TRAFFIC – during the weekdays Dorchester Ave is a traffic nightmare. I'm sure BTM will be looking at ways to relieve some of the traffic from Dot Ave by creating new roads. With all the room near the railroad tracks, in the back, there is the possibility of constructing a major road that could link to the haul road and take the burden off of Dot Ave. I have great faith in BTM and look forward to their ideas. I also think Dot. Ave should be opened up to South Station. BIKES – although we welcome Hubway to the square, the bike racks should be placed somewhere that they do not take away from existing parking. The current bike rack on Dot Ave should be moved to Andrew Station. We have asked that this be done since they installed it several years ago. Moving forward, I believe Hubway should work with the local neighborhood associations to identify areas for the racks. ADA	Mobility & Connectivity
widen sidewalks plant trees please preserve mature trees!! public realm- setbacks for all NEW development (i.e. planters) trees wider sidewalks make sidewalk repairs Andrew Station trash issues wider sidewalks wider sidewalks - handicap ramps @ sidewalk ends More public green spaces Open space needs to be looked at in the study area.If mixed use projects are being built, open space needs to be part of the overall vision. Streetscape plan need to be part of the study area. How wide are the sidewalks, commercial parking, meter parking, bike lanes etc. In some areas, wider sidewalks should be looked at so outdoor dining and other uses can be accomplished. Dot Ave. - beautiful complete street entrance to boston with sysletrack more big parcels - opportunity for larger parks parks - large and small view corridors - downtown trees pocket parks! Any new development should be set back to widen sidewalks – possibly making way for some café type restaurants – but more importantly to allow for trees and foot traffic. There is not a tree on Dorchester Ave. from Andrew Station until you get to FW Webb (which is quite a way down the road).	Public Realm & Streetscape

IMAGINE WITH US

Visioning Workshop

October 1, 2015

At the first workshop the planning team presented comments from the Open House and Walk/Bike tours. These comments were organized by theme: open space, mobility & getting around, housing, placemaking & neighborhood character, streets/sidewalks/public environment, economic development, as well as environment & sustainability. Participants were asked to prioritize these comments to begin shaping a vision statement.

Approximately eighty members of the community, the City's interdepartmental working group, and BRA staff participated in a team based prioritization exercise. Each of the eight teams were asked to draft a vision statement based on the team's top five shared priorities. For each priority, the team was asked to assess the implications and tradeoffs - either positive or negative - associated with keeping it a priority. Along with the seven themes, an option was provided for each participant to add an additional priority that may not have been voiced earlier.



Figure 22. Opposite: Participants prioritizing shared "values" in small groups of 8-10 people



Figure 23. Opposite: Thematically organized value statements were based on comments collected from Open House and Walk & Bike Tours



IMAGINE WITH US

Outcomes

The eight vision statements crafted in this exercise are included on this page spread. The following key values and priorities emerged:

A walkable neighborhood with improved public transportation

- Walkable sidewalks and bikeable streets
- Less traffic congestion
- Cycling opportunities for people of all ages

A neighborhood with amenities

- Retail and other services
- Civic/Cultural/Art spaces
- New and varied open spaces

A diversity of housing types

- Live/work opportunities
- Tall apartment buildings
- Smaller housing units preserving existing character

DRAFT VISION #1

The group's key priorities centered around open space and building a walkable/ bikeable street network. These two were prioritized because if not incorporated at the outset (especially street network), these improvements would be difficult to incorporate later.

Improved amenities, transit and cultural & civic spaces must also be incorporated into any zoning incentives offered to developers.

DRAFT VISION #2

To create an economically and environmentally sustainable, transit-oriented neighborhood with a diversity of housing options, 21st century live-work-play uses, and access to quality open space, job opportunities, and cultural amenities.

DRAFT VISION #3

South Boston will be an area that provides more residential uses, including families with middle income, to live and work that also is walkable with less traffic congestion, more public transit and preserve existing jobs especially in industrial corridor.

DRAFT VISION #4

- Incorporate open public space into all future developments.
- Reduce traffic congestion through a combination of methods including walkable space, bike lanes, public transportation and new connections.
- Allow for the creation of neighborhood amenities like groceries and retail shops (and restaurants).
- Preserve and redefine future opportunities like high tech and light manufacturing.

DRAFT VISION #5

Develop a comprehensive framework for:

- Viable industry that is focused with service along the rail edges / 93
- New neighborhood amenities along Dot Ave
- Larger consolidated open spaces funded by community benefits agreements with developers
- Separate and protected bikeway along the rail edge / 93 or raised along Dot Ave.
- Improved transit connections along D Street to the Seaport.

DRAFT VISION #6

We are a neighborhood that recognizes the importance of well-functioning transportation, while providing more parking. This should be achieved through improved public transit, as well as more walkable and bikeable streets. This group feels strongly that to achieve this vision, while protecting the existing neighborhood adjacent to Old Colony Avenue, new growth and taller buildings should be located along Dot Ave, especially on the west side of Dot Ave. To further support this vision of Dot Ave, this street should be open to Downtown adjacent to South Station, and filled with ground floor amenities and some office uses. Industrial uses that choose to remain through this transition should be supported.

DRAFT VISION #7

Synthesize existing positive uses with future high density, mixed use development that fosters community and culture.

- Create more amenities!
- Provide more residential uses!
- Improve public transit!
- Provide more cultural & civic spaces!
- Provide quality, walkable, open space!

DRAFT VISION #8

We want this neighborhood to grow, improve the quality of life for everyone, and enhance the rest of South Boston by:

1. Improving public transit
2. Building walkable sidewalk and bikeable streets
3. Reducing traffic and congestion
4. Creating more amenities, and
5. Providing more cultural & civic spaces

PLAN WITH US

Streets & Blocks, Land Use Workshop

October 26, 2015

In response to the community's evolving vision for better connectivity, improved transit, more amenities, and a variety of housing options, the Streets & Blocks workshop presented conceptual new street and open space networks. With planning team staff and Advisory Group members facilitating at tables, attendees discussed and altered a conceptual street network.

The street and open space network as presented was located on privately owned land and envisioned to be realized in conjunction with private development. The community stressed the importance of this street and open space network to realize the full potential of the land in the study area.

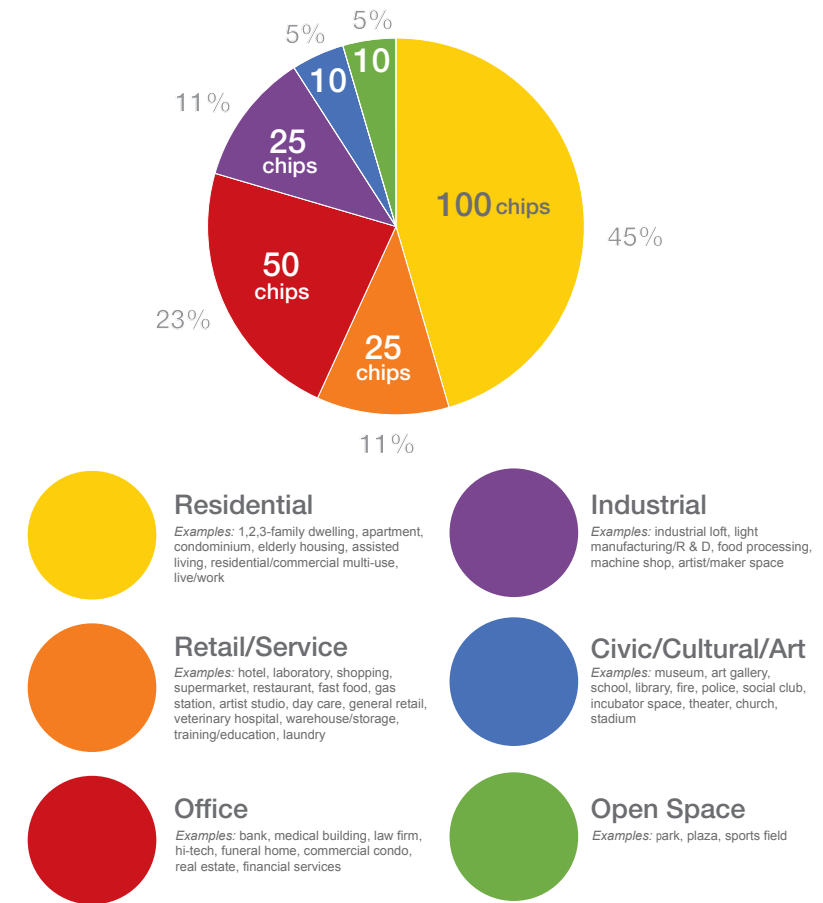
In addition, participants used colored poker chip game pieces to negotiate the best locations and level of intensity for residential, commercial, retail, civic/cultural/art, industrial and open space uses. Participants at eight tables commented and edited the conceptual street network and created their own land use maps.



Figure 24. Participants used colored chip game pieces to negotiate the best locations and level of intensity for future land uses

Figure 25. Colored "poker chip" represented residential, commercial, retail, civic/cultural/art, industrial and open space uses.

What's in Your Toolbox?



- Residential**
Examples: 1,2,3-family dwelling, apartment, condominium, elderly housing, assisted living, residential/commercial multi-use, live/work
- Industrial**
Examples: industrial loft, light manufacturing/R & D, food processing, machine shop, artist/maker space
- Retail/Service**
Examples: hotel, laboratory, shopping, supermarket, restaurant, fast food, gas station, artist studio, day care, general retail, veterinary hospital, warehouse/storage, training/education, laundry
- Civic/Cultural/Art**
Examples: museum, art gallery, school, library, fire, police, social club, incubator space, theater, church, stadium
- Office**
Examples: bank, medical building, law firm, hi-tech, funeral home, commercial condo, real estate, financial services
- Open Space**
Examples: park, plaza, sports field

Definition Source: based on City of Boston Assessing Department classifications



Figure 27. Participants used colored chip game pieces to negotiate the best locations and level of intensity for future land uses

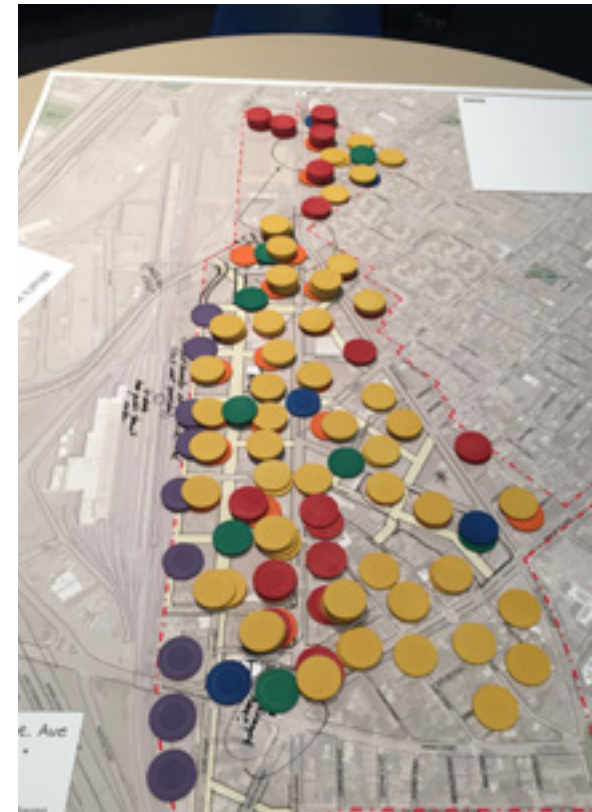


Figure 28. Group land use proposal from Table 1



Figure 29. Analysis of land use proposal from Table 1



Figure 30. Group land use proposal from Table 3



Figure 31. Analysis of land use proposal from Table 3



Figure 32. Current study area street network



Figure 33. Early concept for potential street network



Figure 34. Open space concept 1: central open space



Figure 35. Open space concept 2: linear open space

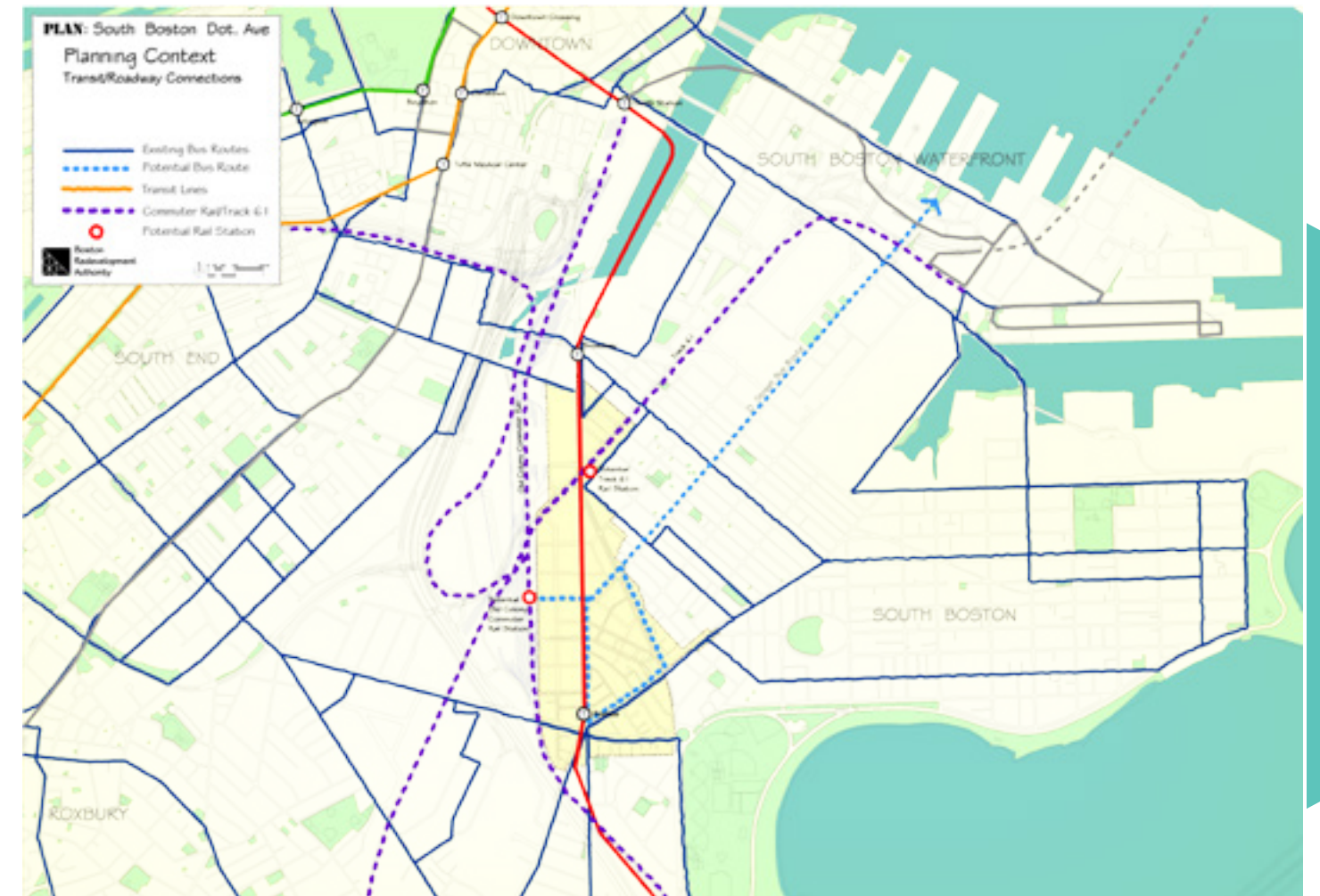


Figure 36. Proposed transit and roadway connections

PLAN WITH US

Outcomes

Streets & Blocks

The community discussed the conceptual street network expansion and agreed that even though it is on privately owned land the network was essential to provide capacity and connectivity for future uses, make connections to areas outside the study area, and break down scale for improved urban design and walkability. The community proposed adjusting connection to South Boston Bypass/Haul Road. It was also noted that additional breaking up of blocks to provide interior connections would be necessary over time.

Land Uses

The community recommended an increase in residential uses across the study area, with a distribution of large open space uses west of Dorchester Avenue. Such a pattern could create north and south gateways through a higher density and concentration of uses, with a hierarchy of ground floor amenities and retail along mixed-use corridors, and industrial uses distributed along the tracks.

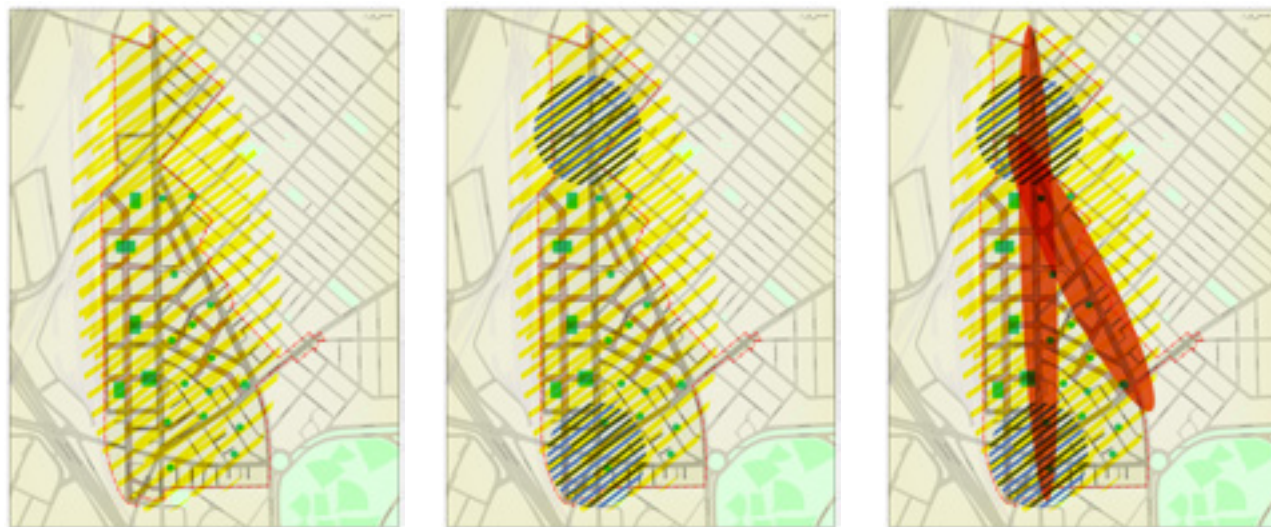


Figure 37. Conceptual diagrams illustrating community's recommendation for distribution of land uses.

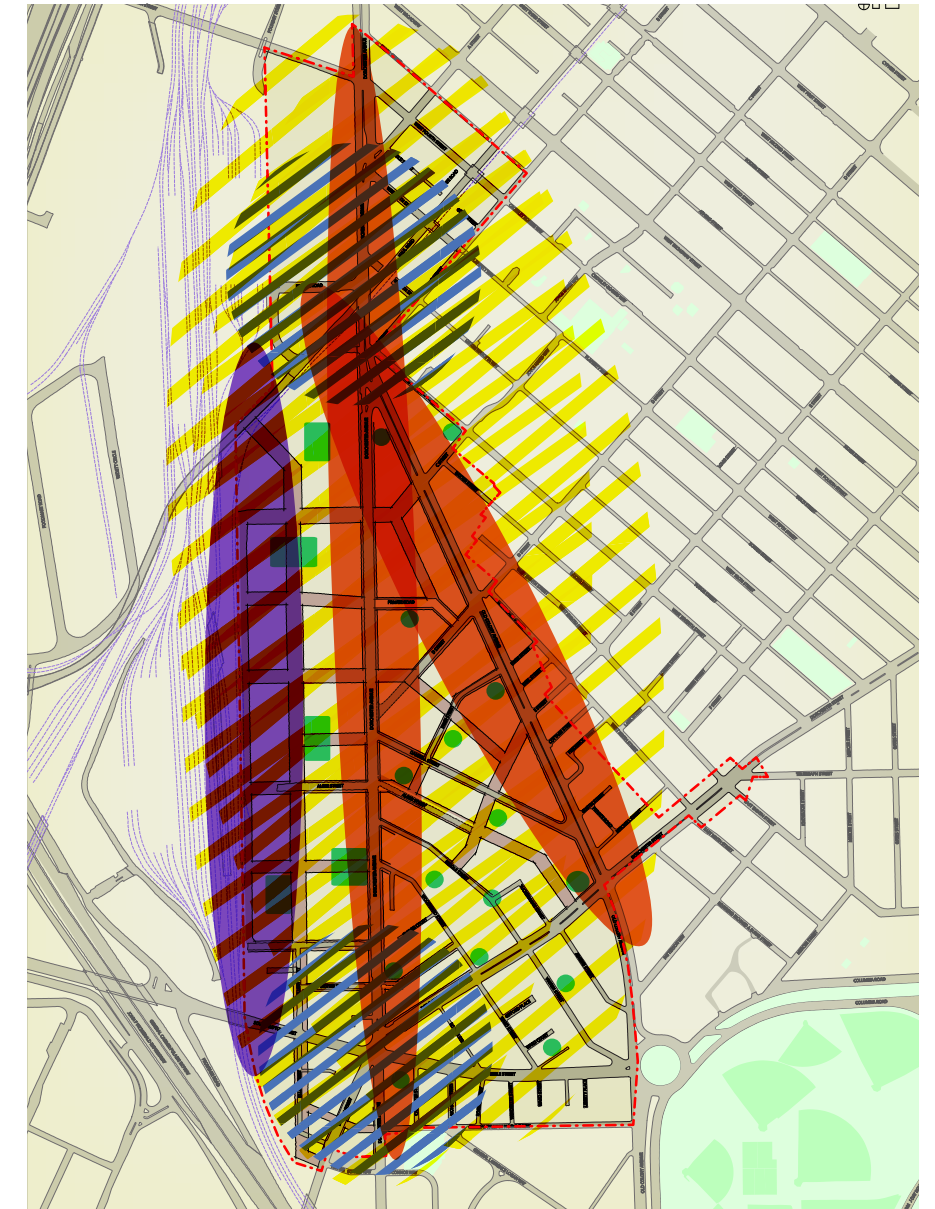







Figure 38. Conceptual diagram illustrating recommendations for north and south gateways, a hierarchy of ground floor amenities and retail along mixed-use corridors, and industrial uses distributed along the tracks

-  Residential uses
-  Open Space
-  Gateways - mixed-use
-  Retail
-  21st century industrial

DESIGN WITH US

Height & Density, Open Space Workshop

November 17, 2015

In response to what the planning team heard in October regarding values and priorities, streets, blocks, land uses and open space, this workshop focused on “how do we get to where we want to be?” The workshop began with a presentation on implementation using zoning and urban design tools. Planning team staff used a conceptual diagram to illustrate how dimensional bonuses above baseline zoning regulations could be used by developers in exchange for community benefits.

Participants were asked to envision the future physical character, types of open space, and distribution of height-density in the study area. With planning team staff and Advisory Group members facilitating, attendees split into eight groups to discuss the pros and cons of two potential open space and two height-density concepts. Participants made modifications to the height, density, and open space concepts and new ideas were captured.



Figure 39. Community members weigh in on distribution of height and density in the study area.



Figure 40. Conceptual zoning envelopes for “stepped” height and density distribution

Open Space Concepts



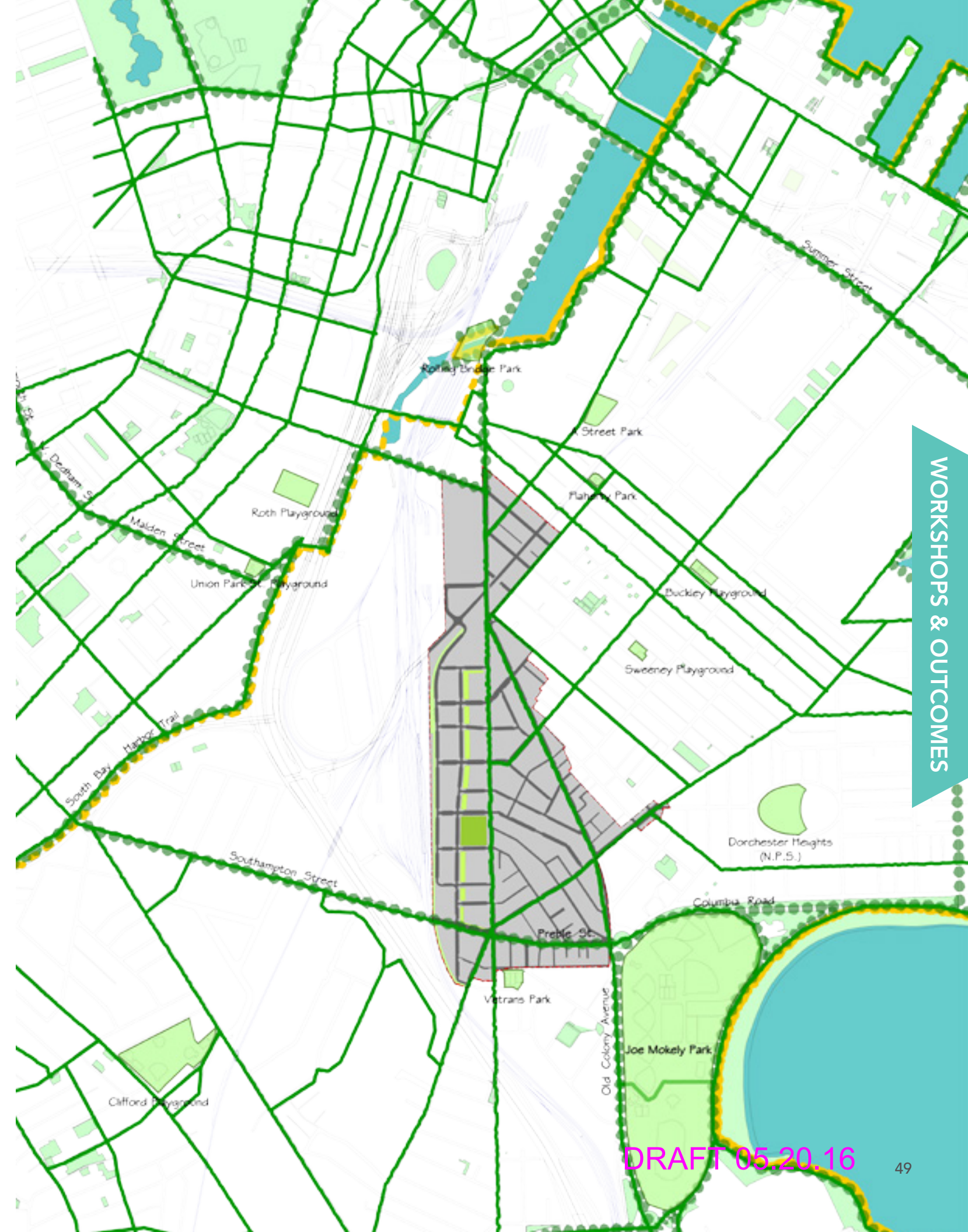
Figure 41. Conceptual diagram of "linear" open space



Figure 43. Conceptual diagram of "neighborhood" open space

Figure 42. Opposite: Conceptual diagram of future open space network as it relates to Green Links and Boston Bike Network

- Harborwalk
- - - South Bay Harbor Trail
- Green Links
- Boston Bike Network



WORKSHOPS & OUTCOMES

DRAFT 05.20.16

Height Concepts

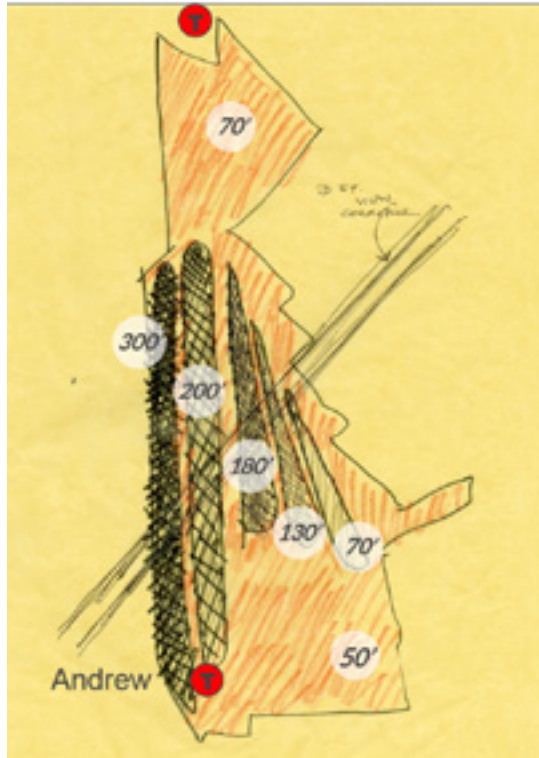


Figure 44. Two height density concepts - "Stepped" concept (top) and "Barbell" concept (bottom)

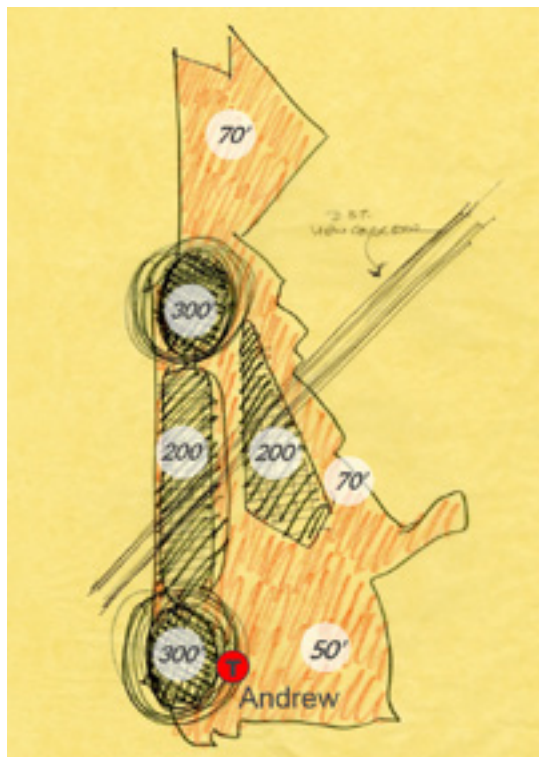
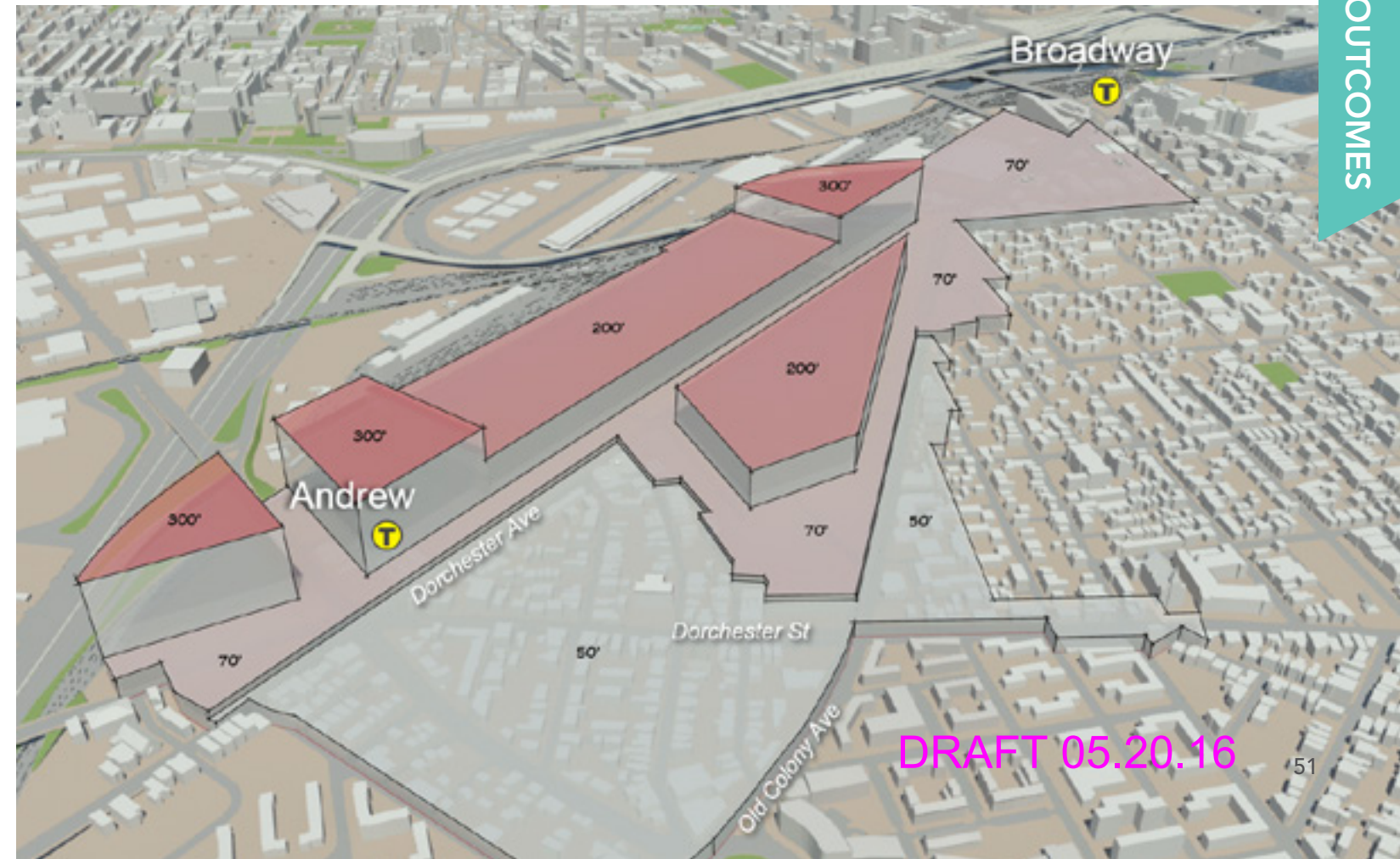


Figure 45. Opposite Top: Two height density concepts - "Stepped" concept (top) and "Barbell" concept (bottom)



DESIGN WITH US

Outcomes - Height

Participants assessed multiple options for open space, height, and density. In doing so, the community was able to analyze the pros and cons of each concept, and improve conceptual plans by combining the best elements from each iteration.

In the height and density discussion, participants discussed the pros and cons of the “Stepped” height building concept, with taller buildings clustered along the rail corridor, versus the “Barbell” concept, with concentrations of higher buildings at the North and South ends of the study area. A preferred hybrid concept emerged from these discussions. It was noted that this concept would decrease the sense of a “wall” along the tracks by pushing more height to the east of Dorchester Avenue. Community members noted this would allow for the benefits of new development and investment to accrue to a larger neighborhood area.

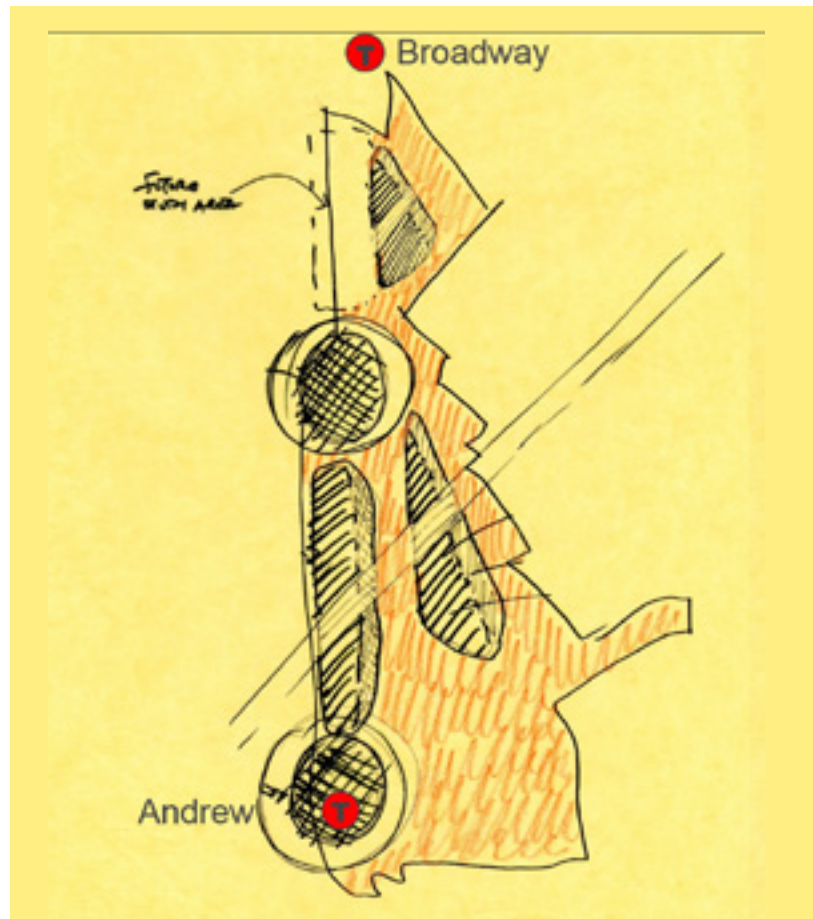


Figure 46. “Hybrid” concept would decrease the sense of a “wall” along the tracks by pushing more height to the east of Dorchester Avenue.

“Stepped” Concept Exercise

TABLE	PROS	CONS
1	<ul style="list-style-type: none"> Makes the city look more organized View corridor Blends into neighborhood More @ 300' = more benefits 	<ul style="list-style-type: none"> Pushes benefits away from neighborhood
5	<ul style="list-style-type: none"> Height/impacts are further from neighborhood 	<ul style="list-style-type: none"> Shading from the west Large wall along the western side of the study area
6	<ul style="list-style-type: none"> Acts as a sound barrier 	<ul style="list-style-type: none"> Pushes benefits away from neighborhood
7	<ul style="list-style-type: none"> Wide sidewalks Set-backs from the neighborhood are welcome Stepping up is nice and less massive than the barbell concept 	<ul style="list-style-type: none"> Pushes benefits away from neighborhood Danger of creating a wall of similar looking architecture
8		<ul style="list-style-type: none"> If greater height means more affordable housing by railroad tracks, would placing affordable housing next to the tracks be desirable? Heights compromise quality of open space – better to concentrate heights around T

Barbell Concept Exercise

TABLE	PROS	CONS
1	<ul style="list-style-type: none"> View corridor More amenities closer to residents More transit access 	<ul style="list-style-type: none"> Northern density isn't near station Stations underneath make foundations expensive Parcel assembly is very difficult
2	<ul style="list-style-type: none"> Height is dispersed, have views More separation between high elements 	
3	<ul style="list-style-type: none"> Density closer to T More aesthetically interesting 	<ul style="list-style-type: none"> Big height close to Andrew Square existing residential
4		<ul style="list-style-type: none"> Northern end with Cabot Yard doesn't really fly if the publically owned MBTA site doesn't get redeveloped
5	<ul style="list-style-type: none"> Walkability T.O.D. (Transit Oriented Development) Allows for more light into the center of the study area 	<ul style="list-style-type: none"> Too tall in Old Colony Ave. triangle Cabot Yard, what is possible here? Height could be added there.
6	<ul style="list-style-type: none"> Different than Seaport because it has unique corridor, height variation Gives opportunity to have parks in the middle 	<ul style="list-style-type: none"> 200' (triangle) might be too much of a shadow for residents who live in the existing residential
7	<ul style="list-style-type: none"> 21st century industrial near haul road is a great idea Height is good as long as we get amenities 	<ul style="list-style-type: none"> Why Cabot Yards are not included in the barbell concept, they are so close to Broadway. Move barbell closer to Broadway
8	<ul style="list-style-type: none"> Makes more sense to have concentrate development by T Development should be mixed-use 	

DESIGN WITH US

Outcomes - Open Space

A key outcome of the open space discussion was an expression of the community's desire to augment both the linear and the neighborhood open space concepts with a large central open space. This larger open space would allow for a different kind of gathering spot for both active and passive uses.



Figure 47. "Hybrid" open space concept

"Linear" Open Space Concept Exercise

TABLE	PROS	CONS
1	<ul style="list-style-type: none"> If it were residential, nice to use/look at High proximity Continuous activity 	
2	<ul style="list-style-type: none"> Can have tot lot hybrid, like Clarendon Street Play Lot in Back Bay Can create path to look at downtown 	
3	<ul style="list-style-type: none"> More pedestrian friendly (for walking) Lends more to retail strip w/shops Better for walking/dog walking 	
4		<ul style="list-style-type: none"> Sun/shadows, limits what side of street gets parks
5	<ul style="list-style-type: none"> Corridor park offers good opportunities for walking 	<ul style="list-style-type: none"> Boulevard style new streets will offer better walking, open space would be better spent as larger parks
6	<ul style="list-style-type: none"> Might get more use by the wider community, not just surrounding residents Better to have one big park Don't want just broken up small spaces 	<ul style="list-style-type: none"> Might not be linear if developers choose not to develop their segment; since there is not a single coordinated entity developing the park
7	<ul style="list-style-type: none"> Enjoyable to walk/bike along the linear park 	<ul style="list-style-type: none"> Doesn't connect to anything Can take a generation to complete
8	<ul style="list-style-type: none"> Group likes the connectivity that the linear parks would create. Retail spilling out into the linear open space would be a desirable feature. 	<ul style="list-style-type: none"> Very formal; less opportunity for informal recreation

"Neighborhood" Open Space Concept Exercise

TABLE	PROS	CONS
1	<ul style="list-style-type: none"> Opportunity for different types of parks (romantic, active, skate-parks) More exciting, more variety 	<ul style="list-style-type: none"> No 'continuous activity' i.e. walking/running
2	<ul style="list-style-type: none"> Can have variety People can gather, hang out near home 	
3	<ul style="list-style-type: none"> Allows more opportunity to assemble more of a destination Allows opportunity to close roads for pedestrians - festivals/community gatherings 	<ul style="list-style-type: none"> Bisected by roads
4	<ul style="list-style-type: none"> Neighborhood Concept allows for two sided placemaking - along new street parallel to Dot Ave 	
5	<ul style="list-style-type: none"> Need to combine some small parks to offer better mix of scales 	<ul style="list-style-type: none"> Some parks not large enough Larger parks
6	<ul style="list-style-type: none"> Would create multi-dimensional street, break it up Will work if there are at least one or two spaces that are big enough 	<ul style="list-style-type: none"> Difficult to maintain Doesn't create legitimate large, usable recreational space Mainly only used by nearby residents
7	<ul style="list-style-type: none"> You get it faster - as development will be phased 	<ul style="list-style-type: none"> Will small parks feel private and not open to the general neighborhood?
8	<ul style="list-style-type: none"> Parks in the middle of the blocks would be better for kids because there would be more space. Lends itself better to creating a unique identity for each park 	<ul style="list-style-type: none"> Should place parks mid-block to make parks more useable and accessible

WHAT WE HEARD

Recap & Dialogue Session

December 14, 2015

The focus of this workshop was a recap of the planning process entitled, "What We Heard". At this workshop, planning team staff shared the vision and priorities that had begun to emerge: a walkable neighborhood with improved public transportation, a neighborhood with amenities, and a diversity of housing types. The workshop's agenda also included refinements to concepts presented in earlier workshops for streets and blocks, open space, land use, building height, and density.

BRA staff reviewed the analyses conducted by the City's interdepartmental working group, covering topics including: impacts of the updated Inclusionary Development Policy (IDP), lot coverage, open space, development costs and public benefits. A group table exercise followed. Participants were asked to prioritize public benefits identified in previous workshops, in order to perform an economic feasibility analysis of future development.

Household Size	70% AMI	80% AMI	100% AMI	120% AMI
1	\$48,100	\$54,950	\$68,700	\$82,450
2	\$54,950	\$62,800	\$78,500	\$94,200
3	\$61,850	\$70,650	\$88,300	\$105,950
4	\$68,700	\$78,500	\$98,100	\$117,750
5	\$74,200	\$84,800	\$105,950	\$127,150

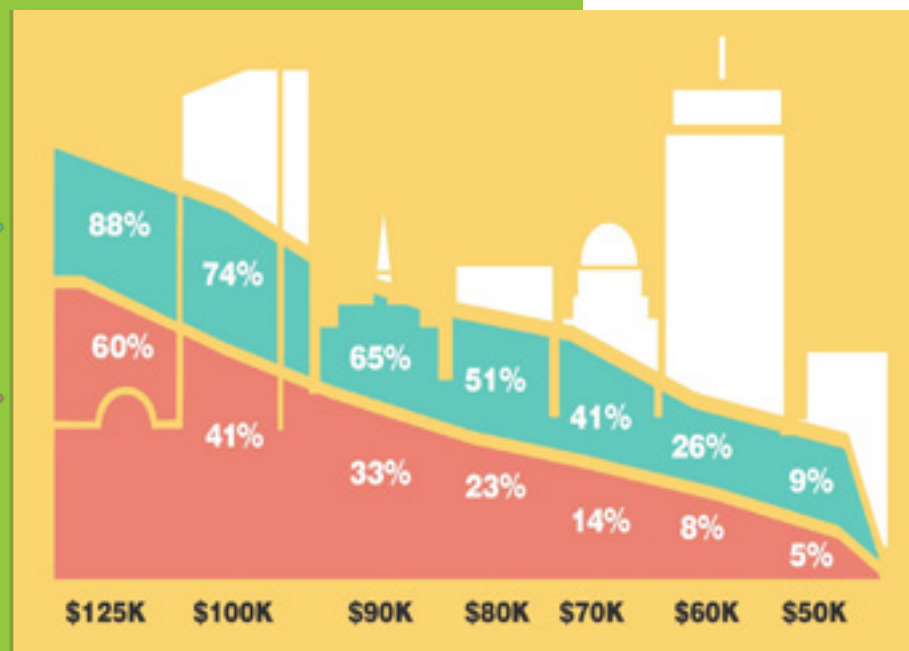
Figure 48. Income Limits (2016), Units Created Through Inclusionary Development and Density Bonuses

INCOME	Max Affordable Rent (at 35% of Income)	Max Affordable Purchase Price (using conventional financing)*
\$125,000	\$3,646	\$550,000
\$80,000	\$2,333	\$371,000
\$60,000	\$1,750	\$268,000
\$40,000	\$1,167	\$165,000
\$20,000	\$583	n/a

Figure 49. Households are considered cost-burdened if they are spending more than 35% of their pre-tax income on housing. *Purchase prices are estimates, as varying, interest rates, insurance costs, condo fees, other debts, and the down payment amount can all change the amount affordable.

Bedrooms	Maximum Rents		Maximum Sales Prices		
	70% AMI	100% AMI	80% AMI	100% AMI	120% AMI
Studio	\$1,065	\$1,521	\$141,800	\$191,300	\$236,000
One-Bedroom	\$1,242	\$1,774	\$175,900	\$228,500	\$280,800
Two-Bedroom	\$1,419	\$2,027	\$206,100	\$265,800	\$325,500
Three-Bedroom	\$1,597	\$2,281	\$236,000	\$303,100	\$370,200

Figure 50. Maximum Sales Prices and Monthly Rents (2016). Units Created Through Inclusionary Development and Density Bonuses



WHAT WE HEARD

Outcomes

The community prioritized potential public benefits desired in the future build-out of the study area. Asked to select the top three from a list of seven previously discussed in the Design Workshop, the top benefits identified were:

- Public open space
- Middle income housing
- Civic/cultural/art space

Others were:

- Affordable neighborhood retail/amenities
- Affordable commercial space
- New 21st century industrial space for artist/entrepreneurs
- Highly energy efficient buildings



Figure 1. Create public open space

Figure 2. Create middle income housing

Figure 3. Create affordable civic/cultural/art space

Figure 4. Create affordable neighborhood retail/amenities

Figure 5. Create affordable commercial space

Figure 6. Create new 21st century industrial space for artists/entrepreneurs

Figure 7. Create highly energy efficient buildings



Figure 51. Diagram of density bonus concept

DRAFT WITH US

Placemaking and Mobility Workshop

January 27, 2016

The focus of this workshop was the future character of the study area, and ideas for an active, people-centric “complete district” where resident, business, and visitor needs for work, living, gathering, recreation, and health can be met. The planning team presented strategies for creative, high quality public spaces. Participants were asked, through two table exercises, to discuss the placemaking character in the study area looking at various streets typologies (existing and proposed) along with two different types of open space, a “linear open space” and a “large open space”

Additional components of the workshop included a review of mobility goals and strategies by staff from the Boston Transportation Department, and an analysis of cost trade-offs testing conducted by the planning team. Participants were asked to discuss and distribute public benefits previously prioritized from the December workshop and create a pie chart showing distributing public benefits. An illustrative example was provided as a guide to indicate how much of each benefit would be created in reciprocity for a bonus density being exercised on a one acre parcel of land.



Figure 52. Above: Participants discuss and distribute public benefits previously prioritized from the December Recap & Dialogue workshop



Figure 53. Participants discuss the placemaking and corridor character in the study area



Figure 54. Boston Complete Streets Guidelines for Neighborhood Main Street



Figure 55. Left: Conceptual drawing of future Old Colony Ave corridor

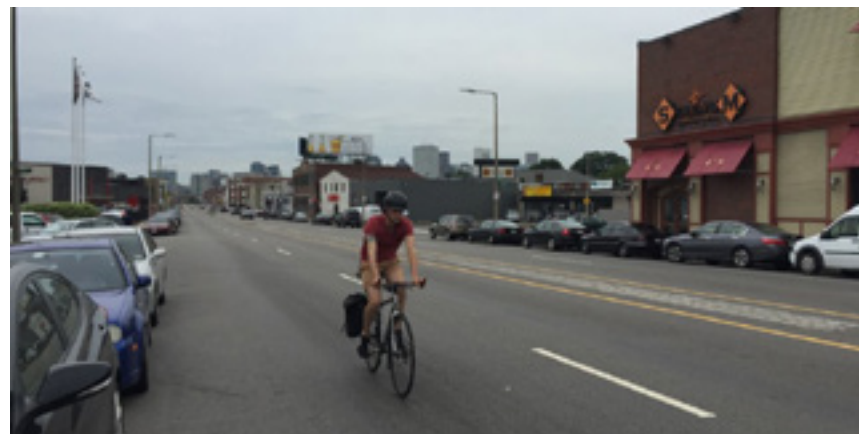


Figure 56. Left: Existing view of Old Colony Ave



Figure 58. District scale corridor character diagram



Figure 57. Open space network and connectivity diagram



ILLUSTRATIVE EXAMPLE BONUS FAR 5 DEVELOPMENT FAR = 7

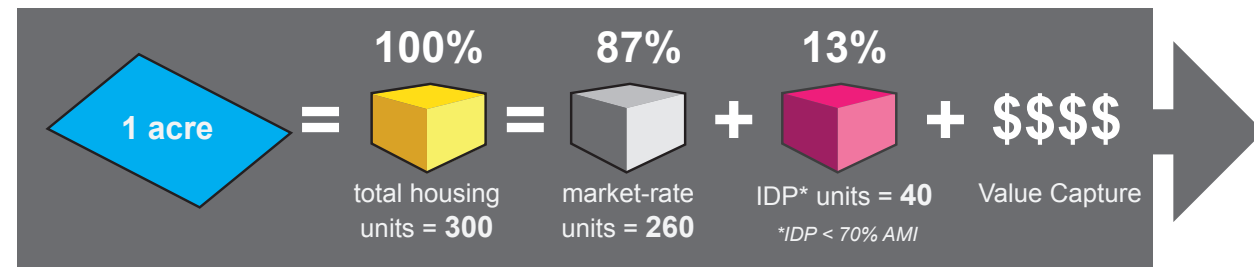


Figure 59. Illustrative example of value capture from density bonus on 1 acre development

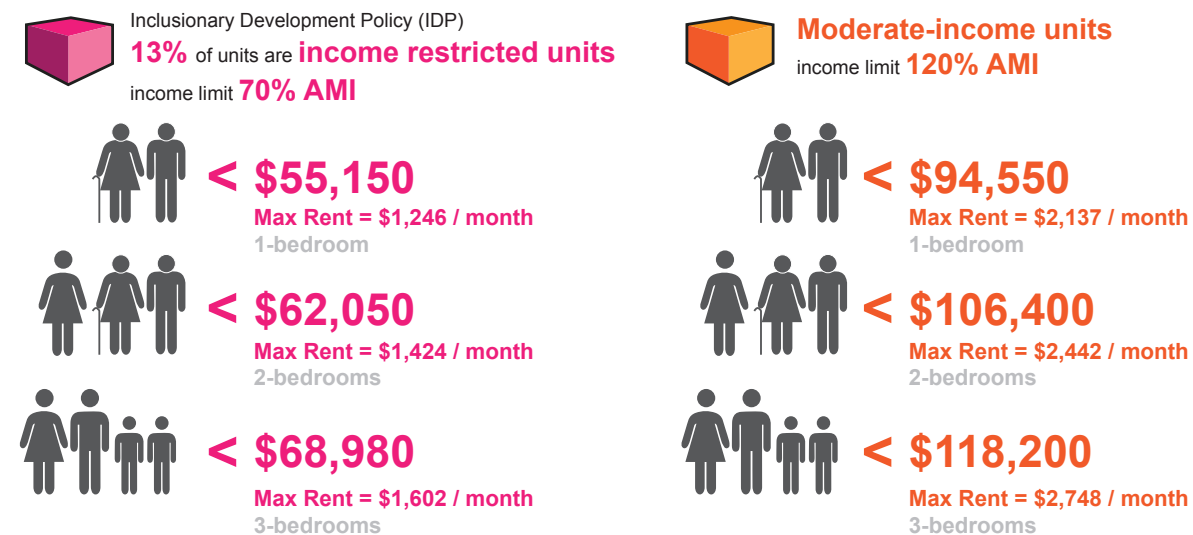
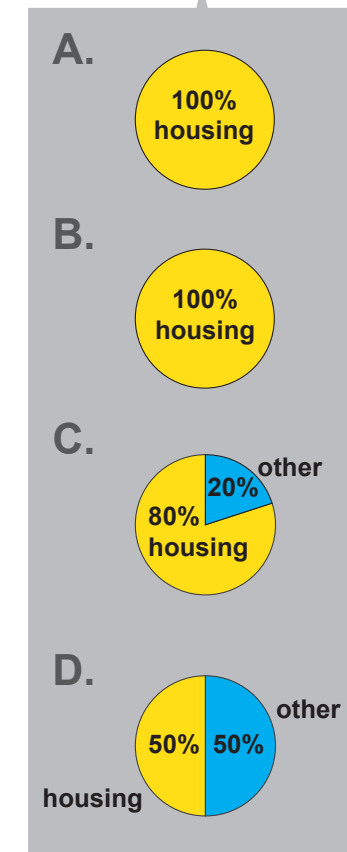
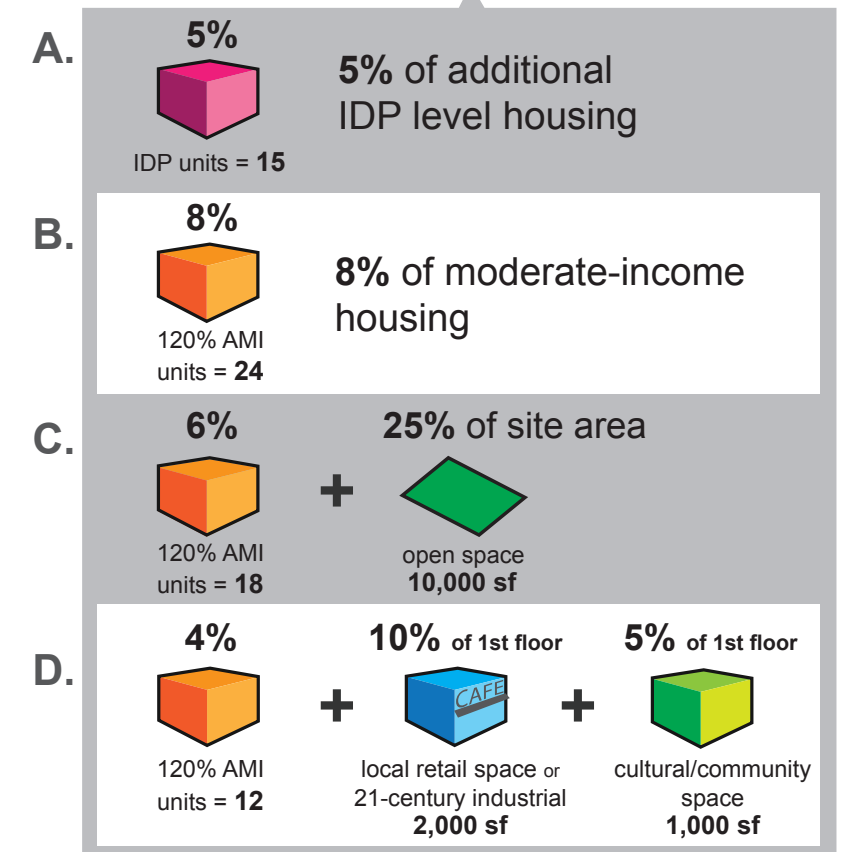


Figure 60. Definitions of income limits for Inclusionary Development Policy (IDP) and middle-income at 120% area median income (AMI)

ALLOCATION OF VALUE CAPTURE TO BENEFITS



ILLUSTRATIVE EXAMPLES FOR VALUE CAPTURE DISTRIBUTION



Public Benefits TESTING: Value & Cost

Value Created

- Land Use
- Development Density
- Building Heights
- Site Attributes
- Market Conditions



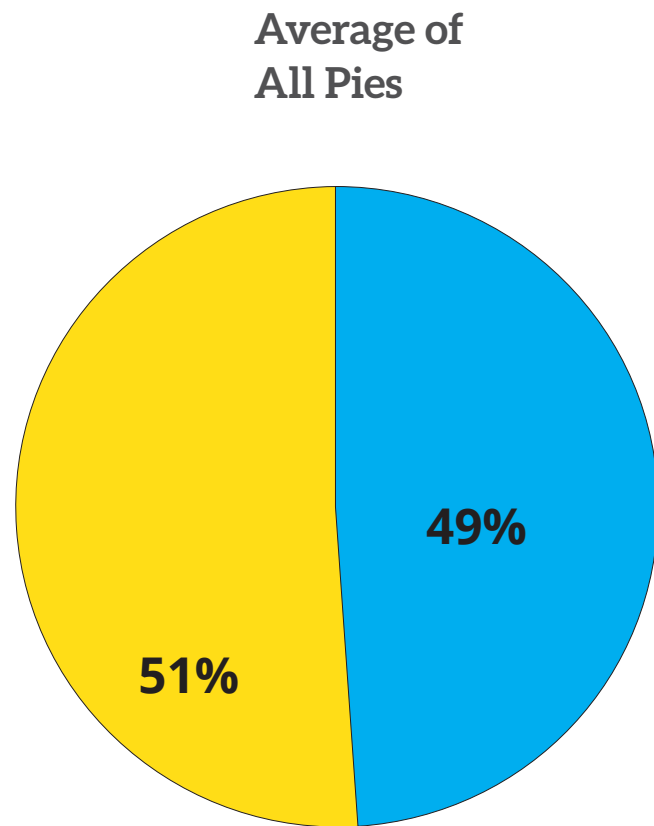
Costs to Development

- Significant new affordable (middle income) housing.
- New open space
- New streets and sidewalks
- New civic and cultural space
- Affordable 21st century low impact manufacturing/start ups
- New affordable local retail
- Green Buildings/LEED gold or higher

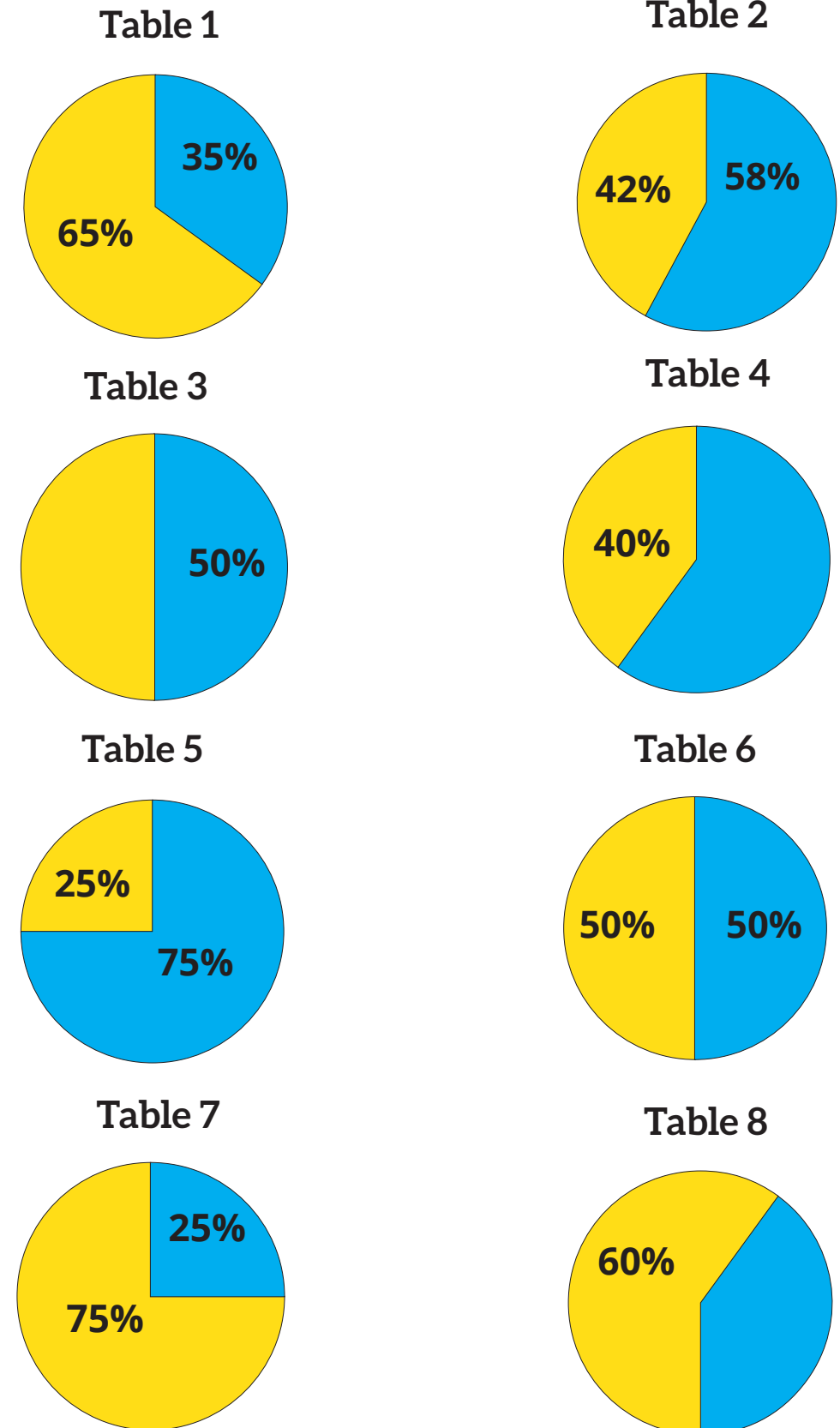
DRAFT WITH US

Outcomes

Benefit Distribution: discussions were held at eight tables. Public benefit distribution pies were averaged and the percentage results were 51% for housing benefits and 49% for other benefits, including open space, civic/cultural/art space, local retail space, and/or 21st century industrial.



Benefits Distribution Summary



DRAFT WITH US

Outcomes

Street Character

Community members expressed a preference for Old Colony Avenue to be more than a through street – “It connects between the old and new emerging neighborhood. Some type of retail/ open space for Old Colony should be created in pockets to create good connections between neighborhoods.”

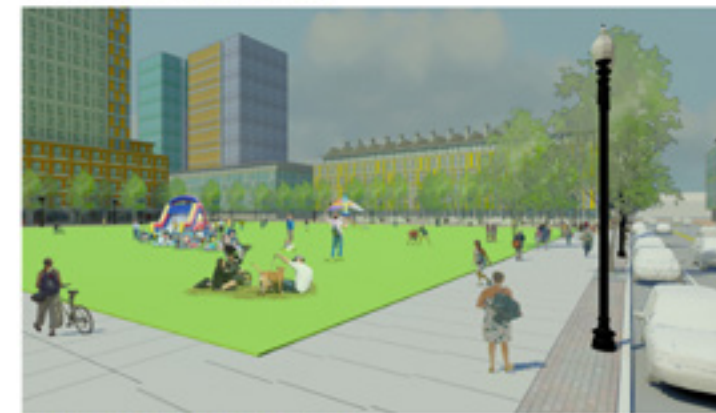
For the “new street”, the community would like the ability to have it closed off for weekend festivals, and for it to serve as a linear open space corridor during the week. Dorchester Avenue is seen as the amenities/retail corridor. The “service street” is the “back of office” corridor for accessing buildings and businesses but it also provides an opportunity for a continuous walk/bike corridor along the tracks.

Open Space Character

In addition to the concept of a linear open space system along “Ellery Street (New)”, there was agreement that a large open space should be created. This open space would be designed to accommodate multiple users and functions. State Street Park on A Street was cited as a favorable precedent.



1A. Active Open Space Concept



1B. Passive Open Space Concept



2. New Street: “Green Corridor”



2A. New Street: “Green Corridor”
Temporary Street Closure

Figure 61. Proposed concepts for large open space (1A & 1B) and linear open space 2&2A)



DISCUSS WITH US

Mobility Workshop

February 23, 2016

This workshop focused on getting around: both in the study area, and beyond. The presentation included demographic and density analyses and buildout projections for the study area. BRA and Boston Transportation Department staff also described trends in city living and mobility over the past 15 years and glimpses of what to expect in future years. The mobility exercise asked participants to describe and illustrate how they get around the study area and beyond, what connections need to be strengthened, and what connections need to be created. In addition, participants were asked to analyze and prioritize twenty mobility strategies.



Figure 62. Participants illustrate how they get around the study area and beyond, what connections need to be strengthened, and what connections need to be created

DISCUSS WITH US

Outcomes

Community members noted that the study area is on the MBTA red line with strong north/south connections, but identified the need to create and improve connections to other areas east and west (by multiple transportation modes, including foot, bike, bus, car, and wheels of all kinds).

Participants prioritized top five mobility strategies out of 23 reviewed:

1. Bus Service to the South Boston Waterfront
2. Improvements to the MBTA Red Line to allow more service
3. Train service to the South Boston Waterfront, South End, and Back Bay on Track 61
4. Lower minimum off-street parking requirements, as a vehicle trip reduction strategy
5. Bike network – possible long term plan for Old Colony Avenue, Dorchester Avenue, Boston, Dorchester Preble, D and Southampton streets; (tied with)
6. Cycle Track – possible short term plan for Old Colony Ave from Dorchester Avenue to Moakley Park

PRIORITY	STRATEGY	CHANGE	DIFFICULTY
1	Bus service to South Boston Waterfront	Highest change	Small difficulty
2	Improve the Red Line to allow more service	Highest change	Highest difficulty
3	Train service to South Boston Waterfront, South End, and Back Bay on Track 61	Highest change	Highest difficulty
4	Lower minimum parking requirements for vehicle trip reduction strategies	Small change	Small difficulty
5	Bike network – possible long term plan for Old Colony, Dorchester Ave, Boston Street, Dorchester Street, Preble Street, Southampton Street, Dorchester Ave and D Street.	Large change	Large difficulty
5	Cycle Track – possible short term plan for Old Colony from Dorchester Avenue to Moakley Park.	Large change	Least difficulty

Figure 63. Visualization of participant comments on desired transit connections



Figure 64. Visualization of participant comments on desired pedestrian connections



Figure 65. Visualization of participant comments on desired bicycle connections



REVIEW WITH US

Draft Plan Session

April 5, 2016

This event presented Draft Plan Elements and Emerging Recommendations. The community was able to review, clarify and discuss elements of the strategic plan and its framework as it has evolved. It was noted by the planning team that specifics on some Plan elements continue to be reviewed with the City's interdepartmental working group.

Interactive stations with visual boards were set up within the meeting space. BRA and City staff had the opportunity to have more detailed conversations with the community members about specific physical elements of the framework.

Community members reviewed and commented on emerging plan recommendations for:

- Mobility and Connectivity
- Land Use
- Open Space
- Height and Density
- Placemaking and Neighborhood Character

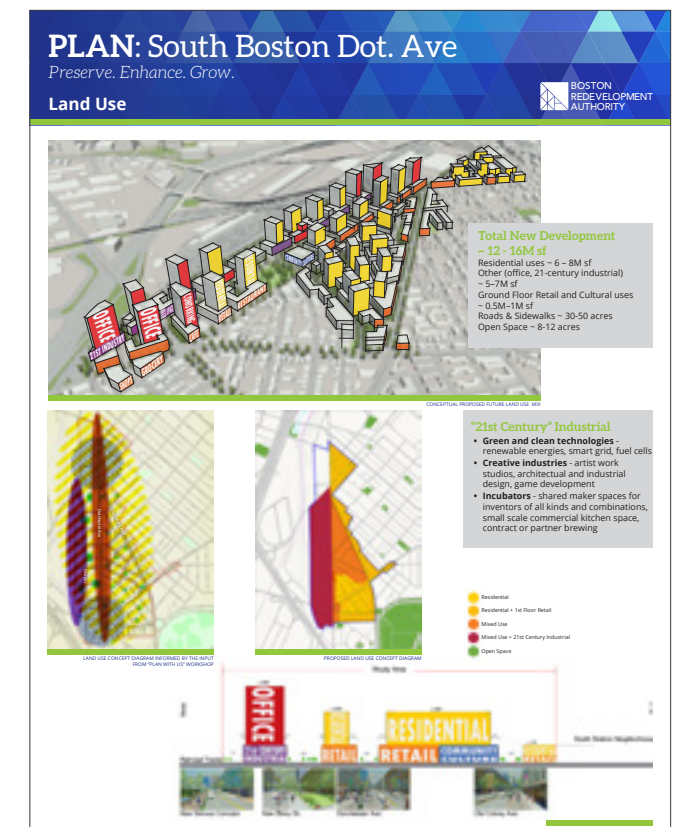


Figure 66. Examples of information boards presented to the community for discussion

REVIEW WITH US

Open House - Presentation of Plan

May 19, 2016

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to be added post 5/19



FRAMEWORK

DRAFT 05.20.16

GOALS & OBJECTIVES

The Plan framework ensures that the goals and objectives which emerged from the planning process are reflected in the future development of the study area. It lays a road map for a well-connected, well-designed, 21st century people-centric place. The framework establishes several elements that will guide future development projects. It includes an Illustrative Plan that shows the desired network of new streets and open spaces to improve connectivity and to unlock development potential in the study area. The Plan framework further outlines a diverse mix of future land uses and public amenities, guidelines for corridor character, and sustainability requirements that are reflective of community's vision for a 21st century complete neighborhood.

To manage the impacts of greater density, and achieve a unique character for the study area, the recommendations put forth in this document for lot coverage, setbacks, building height, and other urban design guidelines shall be incorporated into future zoning for the study area.

The planning goals addressed in this framework are as follows:

- A new, urban, 21st century mixed-use district in Boston.
- A network of new streets, blocks and open spaces forming the framework of a new district.
- Significant new housing at variety of price points and rental rates that also relieves market pressures on older housing stock.
- Planning and zoning tools to implement a coordinated, integrated new district consistent with the vision established by the public process documented by this plan.
- Zoning that provides predictable baseline development entitlements.
- Explicit requirements for the provision of public benefits in exchange for bonus floor area ratio (FAR) and height zoning.

Figure 68. Opposite: Illustrative Site Plan of conceptual future built-out, streets and open space



LAND USE & OPEN SPACE

GOAL

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.

OVERVIEW

In recent years, the study area has seen increased development pressure as industrial and commercial uses have decreased in intensity or relocated, while the need for affordable middle income housing has increased in the City and in this neighborhood, specifically. The principal component of the future development is envisioned to be residential use that will comprise roughly 50% of new development. The vision also calls for a mix of commercial, office, research and laboratory, 21st century industrial, and civic and cultural uses that would build up a vital urban environment and provide opportunities to create a complete district for the residents to live, work, and play.

The recent market shift in land use from industrial and commercial uses toward residential development was the primary catalyst for undertaking the planning process. The neighborhood civic associations within the study area requested assistance in looking at the larger development opportunities and not just individual project review. This Plan, as informed by the community process, described in earlier sections, seeks to guide this transition in a manner that simultaneously:

- Preserves existing jobs allowing industrial and commercial businesses to remain and thrive; as well as preserving existing neighborhood housing.
- Creates opportunity to enhance the industrial sector, through the attraction of novel industrial endeavors, termed “21st century industrial uses”.
- Channels market forces to allow the neighborhood to grow through new residential and commercial development, as well as open space to support those uses.

This approach moves us away from the 20th century zoning practice that promoted segregation of polluting uses (industrial and manufacturing) and clean uses (residential, retail and office). Today as the nature of urban employment is changing, there is less of a need to separate non-polluting, low-impact industrial and



Figure 69. Conceptual district scale build-out with a varied mix of uses

commercial uses from residential areas. This Plan aspires to be a model for development of a more compact, sustainable 21st century mixed-use district with a diverse mix of uses that facilitates a truly integrated live-work-play lifestyle.

RECOMMENDATIONS

Land Use Zones

The Plan effort represents a unique opportunity in contemporary Boston to craft a land use plan for the district. The following four use zones (Figure 70 on page 85) are delineated in a manner that is responsive to the context, and encourages uses that are reflective of the community vision for a walkable district with a robust network of open space and a diverse mix of uses. Working at this scale allowed members of the public and the planning team to conceive of a unique contextually-appropriate character for each of the four zones, with each zone making a distinct yet harmonious contribution to the district as a whole.

Use Zone 1A: West of Ellery Street (New)

A mixed-use neighborhood including, industrial uses, residential, commercial, cultural and entertainment uses. The vision for this zone is one of primarily residential towers on podiums that accommodate 21st century industrial uses. This a novel vision that emerged from the public process, in which the heights permitted for residential towers provide an economic tradeoff for the accommodation of compatible industrial uses in the podiums below.

Examples of 21st century industrial uses include enterprises focused on green and clean technologies, renewable energies, smart grid, fuel cells would be well-suited. Incubators, small scale commercial kitchen spaces, limited contract or partner brewing, shared maker spaces for inventors of all kinds would also be appropriate. Other, existing, industrial uses should continue to be accommodated and supported in the district.

Residential uses in this zone should be designed and marketed to co-exist along with 21st century industrial and other commercial uses. To activate the street, ground floor uses should be active with employment and retail activity. Residential uses should be above the ground floor level.

Commercial uses should include a mix of uses that promotes employment. Examples of appropriate office uses include: biomed, research and development, laboratory, creative

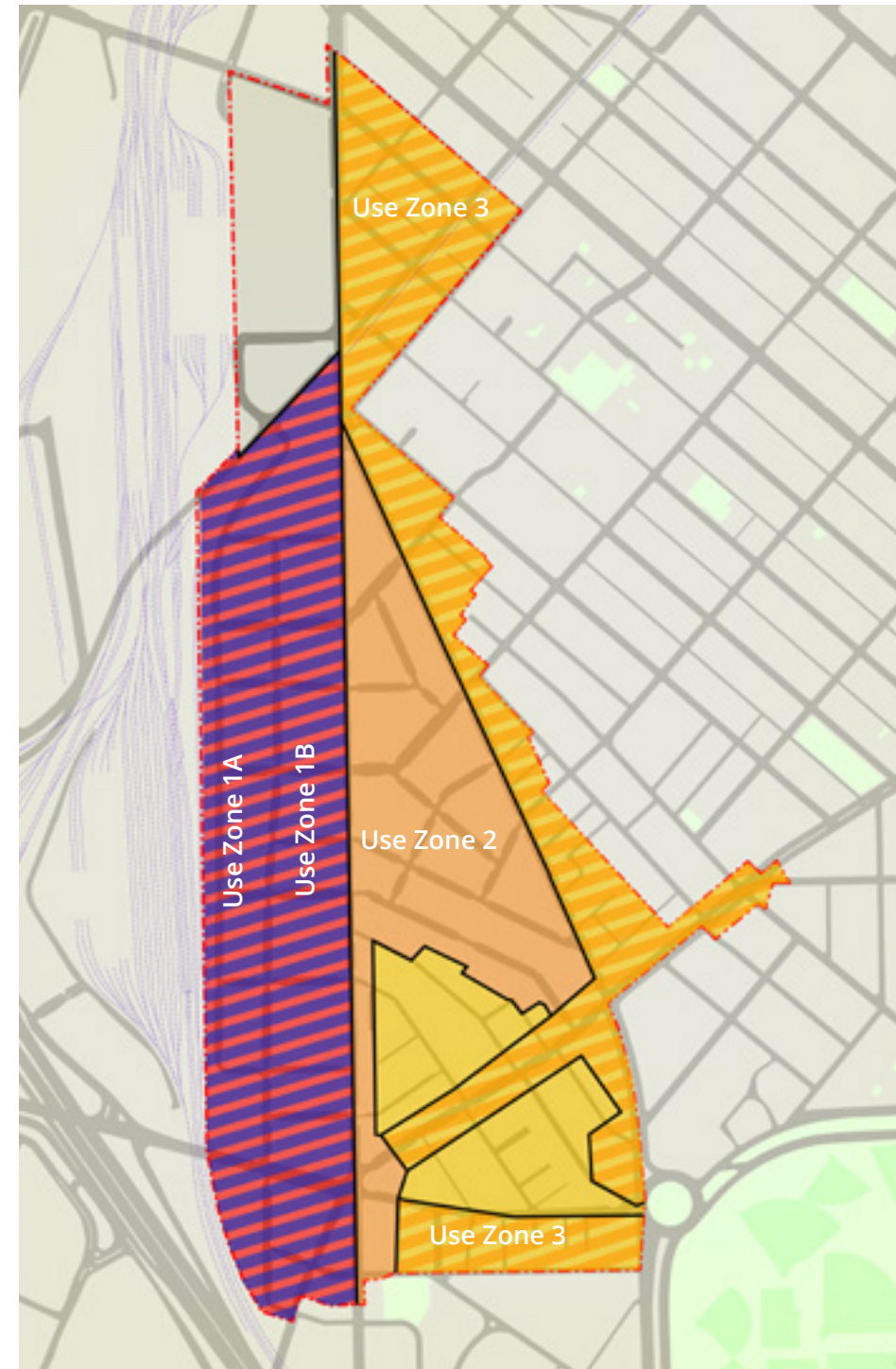


Figure 70. Land Use zone diagram delineated in a manner that is responsive to the study area context, and encourages uses that are reflective of the community vision for a walkable district

- Use Zone 1A & 1B: Mixed Use + 21st Century Industrial
- Use Zone 2: Residential + select 1st Floor Retail
- Use Zone 2: Residential + 1st Floor Retail
- Use Zone 4: Residential, existing H1-50

industry, architecture, industrial design, game development, and professional services.

Examples of appropriate cultural, entertainment and recreational uses include art galleries and other art related uses such as artist work studios, as well as theaters, performance halls, theater and other creative uses. Additionally, fitness center, bars with live entertainment, and restaurants, hotel and other hospitality uses are encouraged.

Healthcare uses envisioned for the area include animal hospitals and administrative hospital uses. Hospitals with inpatient services are not encouraged in this area.

Low environmental impact urban destination retail prototypes are encouraged in this zone. Neighborhood service uses such as shoe repair and dry cleaning and laundry services are also encouraged to locate in this area.

Free standing parking garages are strongly discouraged, except when they can be demonstrated to be shown to improve traffic, reduce pedestrian and bike conflicts with the automobile, and be architecturally compelling.

Use Zone 1B: East of Ellery Street (New)/West of Dorchester Avenue

While existing, industrial business should continue to be accommodated and supported in this district, new industrial uses are not to be allowed. In contrast to Use Zone 1A, the succinct the vision for this zone is one of primarily residential towers on podiums that accommodate cultural and civic uses on the East Side of Ellery Street, and contribute to a thriving commercial and retail corridor along Dorchester Avenue.

Residential uses in this zone are encouraged. Residential uses should generally not be allowed on the ground floor, but allowed 40 feet above street level. New housing typologies such as micro units should be allowed and/or explored.

Commercial uses in this district also should include a mix of uses that promotes employment. Examples of appropriate office uses include: biomed, research and development, laboratory, creative industry, architecture, industrial design, game development and professional services.

Examples of appropriate cultural, entertainment and recreational uses include art galleries and other art related uses such as artist work studios, as well as theaters, performance halls, theater and other creative uses. Low environmental impact urban destination retail prototypes are encouraged in this zone. Additionally, fitness center, bars with live entertainment, and restaurants, hotel and other hospitality uses are encouraged. Ground floor retail is required for a minimum of 70% of the street frontage of new developments on Dorchester Avenue to reinforce Dorchester Avenue as the primary retail corridor. Outdoor cafes and active street front retail are strongly encouraged throughout the area.

Healthcare uses envisioned for the area include, animal hospitals and administrative hospital uses. Hospitals with inpatient services are not encouraged in this area.

Uses east of Ellery Street (New) Street fronting on to the linear open space shall be predominantly residential. Uses fronting on the linear open space may utilize the open space for temporary public programming to activate the space, but not as a permanent extension of the use. Buildings fronting on the linear open space must contribute to activating the space by providing public uses to edge along the park. A minimum of 50% of the building's façade along the park is recommended to have fenestration.

Use Zone 2: Old Colony Avenue to Dorchester Avenue

The vision for this transition and lower-scale area is primarily residential use, with ground floors that support a thriving commercial and retail corridor along Dorchester Avenue. While Dorchester Avenue should be the primary focus of ground-floor commercial uses in the study area, ground floor uses on Old Colony Avenue could include some secondary commercial uses such as corner store retail or professional office

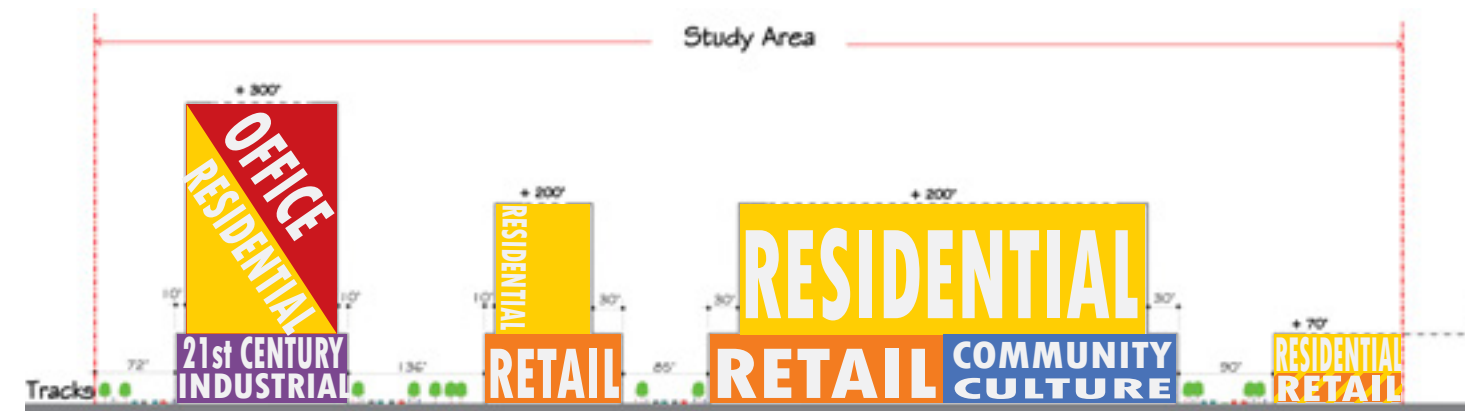


Figure 71. Conceptual district scale section of uses

To activate the street, ground floor uses should be active with employment and retail activity. Residential uses should be above the ground floor. Small scale professional offices should be allowed, but not envisioned as the predominant use in this area.

Cultural, entertainment and recreational uses are encouraged, including art galleries and other art related uses such as artist work studios, theaters, performance halls, theater and other creative uses as well as fitness centers and bars with live entertainment. Neighborhood service uses such as, barber shop, shoe repair and dry cleaning and laundry services and other neighborhood retail amenities are encouraged.

While existing, industrial business will continue to be accommodated and supported in this district, new industrial trade and vehicular uses are discouraged.

Use Zone 3: "Edge Zone" East of Old Colony Avenue, Along Dorchester Street

The vision for this zone is a buffer and transition zone to the lower-scale adjacent residential neighborhood.

Residential uses in this zone are allowed on ground floor, with some commercial uses on the ground floor. 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 strongly discouraged. New vehicular uses and surface parking are also strongly discouraged.

Use Zone 4: Existing H 1-50 residential Zone

This residential area will allow for small scale residential infill development consistent with the existing residential scale and character. Further changes to the zoning of this area will be addressed through the South Boston Rezoning Initiative.

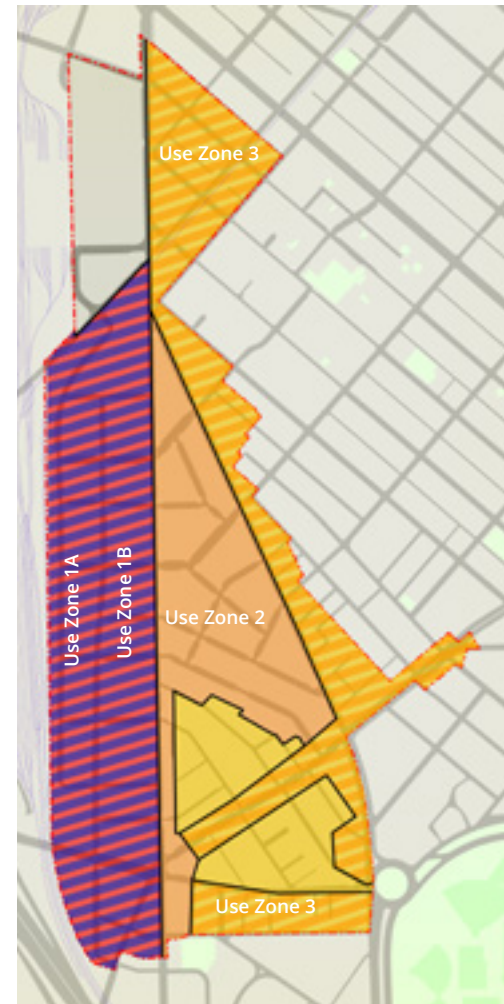


Figure 72. Land Use zone diagram



Figure 73. Harvard Innovation Lab (iLab), Allston, MA



Figure 74. Bantam Cider brewery, Somerville, MA



Figure 75. Wework co-working space, Boston, MA

Residential Development Framework

Mayor’s Martin J. Walsh’s “Housing a Changing City 2030” plan recognizes that in order to address the pressure on housing costs, in South Boston and citywide, an increase in housing units is required. The South Boston/Dorchester Avenue corridor is an area that where a large percentage of the new development is expected to include residential uses.

One of Mayor Martin J. Walsh’s top priorities is to ensure that people from all incomes and backgrounds can afford to call Boston home. The goal is to make this priority a reality in the district, and the Boston Redevelopment Authority and the City of Boston Department of Neighborhood Development are committed to applying inclusionary development tools and tapping into city, state, and federal affordable housing resources in order to succeed. While the final number of housing units developed in the district will depend on the action of private property owners and developers, the district is likely to support 6,000 new units of housing, with approximately 23% of those units income restricted to low-, moderate-, and middle-income households. The income distribution of restricted units reflects community input: there was a preference for moderate- to middle-income units, in addition to those who would also like to see opportunities for low-income housing.

Low-Income Housing

Households with incomes of less than \$50,000 are generally considered to be low-income, and roughly corresponds to less than 60% of Greater Boston’s Area Median Income (AMI), depending on household size. In order to create housing for these households, traditional sources of affordable housing finance managed by the City of Boston Department of Neighborhood Development and the State of Massachusetts are used, sometimes in combination with public land. The City is committed to working closely with area non-profit housing providers in order to make 6 percent of all new housing units affordable to low-income households. Recognizing that the City does not own land in the district that can be committed to affordable housing, the City and the BRA will work together to devise new ways of securing some of the needed, more deeply affordable units from private developers.

Moderate-Income Housing

Households with incomes between \$50,000 and \$75,000 are

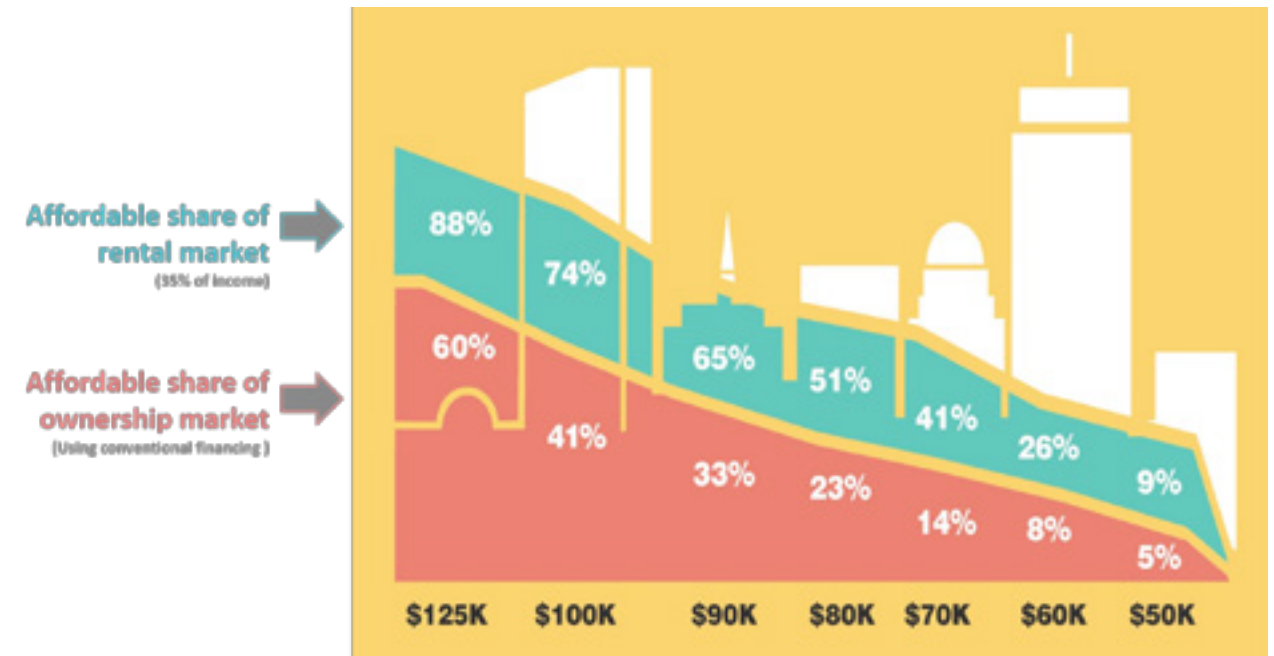


Figure 77. Diagram illustrating market share of affordable rental and ownership housing

INCOME	Max Affordable Rent (at 35% of Income)	Max Affordable Purchase Price (using conventional financing)*
\$125,00	\$3,646	\$550,000
\$80,000	\$2,333	\$371,000
\$60,000	\$1,750	\$268,000
\$40,000	\$1,167	\$165,000
\$20,000	\$583	n/a

Figure 76. Households are considered cost-burdened if they are spending more than 35% of their pre-tax income on housing. *Purchase prices are estimates, as varying, interest rates, insurance costs, condo fees, other debts, and the down payment amount can all change the amount affordable.

generally considered to be moderate-income, and roughly corresponds to between 60% and 80% of Area Median Income (AMI), depending on household size. The City of Boston's Inclusionary Development Policy addresses households at these and somewhat higher incomes by requiring that 13 percent of housing units in projects with ten or more units requiring a zoning variance be income restricted. For rentals, the maximum income is set at 70% of AMI. For condos, half of the income restricted units are available to households with incomes up to 80% of AMI, and half are available to households with incomes between 80% and 100% of AMI. In the district, through zoning policy, inclusionary development requirements will be applied to any developer seeking more density than is allowed under current zoning. Both the rentals and one-half of the condos generated through this tool will be affordable to moderate-income households, and depending on private development activity, are likely to make up 10 percent of all new housing in the district.

Middle-Income Housing

Households with incomes between \$75,000 and \$125,000

Bedrooms	Maximum Rents			Maximum Sales Prices		
	60% AMI	70% AMI	100% AMI	80% AMI	100% AMI	120% AMI
Studio	\$913	\$1,065	\$1,521	\$141,800	\$191,300	\$236,000
One-Bedroom	\$1,065	\$1,242	\$1,774	\$175,900	\$228,500	\$280,800
Two-Bedroom	\$1,216	\$1,419	\$2,027	\$206,100	\$265,800	\$325,500
Three-Bedroom	\$1,369	\$1,597	\$2,281	\$236,000	\$303,100	\$370,200

Figure 78. Income Limits (2016), Income-Restricted Units

Household Size	60% AMI	70% AMI	80% AMI	100% AMI	120% AMI
1	\$41,250	\$48,100	\$54,950	\$68,700	\$82,450
2	\$47,100	\$54,950	\$62,800	\$78,500	\$94,200
3	\$53,000	\$61,850	\$70,650	\$88,300	\$105,950
4	\$58,900	\$68,700	\$78,500	\$98,100	\$117,750
5	\$63,600	\$74,200	\$84,800	\$105,950	\$127,150

Figure 79. Typical Sales Prices and Monthly Rents (2016), Income-Restricted Units



Figure 80. 3D compact unit design for 360 sf residential unit in Watermark, South Boston Waterfront

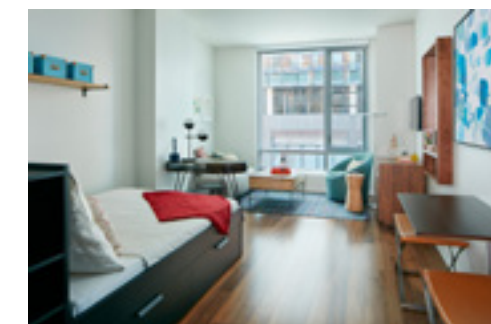


Figure 81. 360 sf residential unit in Watermark, South Boston Waterfront

are generally considered to be middle-income, which roughly corresponds to greater than 80% and less than 140% of AMI, depending on household size. Given current market conditions and the ability to create significant levels of density in certain zones of the district, some developers will create market rate units that are affordable to households at the top of this income range, but to assure that more middle-income households are able to afford to live in the district, one-half of the condo units created through the inclusionary development mechanism will be affordable to households with incomes between 80% and 100% of AMI. In addition, the BRA will be applying a new zoning tool, referred to as a "density bonus" within the district that would provide rental units for households with incomes of 100% AMI, and condos for households making up to 120% of AMI. Through these two tools, up to 7 percent of new housing units will be income restricted to middle-income households.

Compact Living

Compact living refers to units that are smaller than what has been allowed traditionally. Small studios, also known as micro-units, are one form of compact living, but so are units with bedrooms that are smaller than the norm. Buildings with such units often are paired with added common areas and amenities. The City of Boston Housing Innovation Lab is looking at models for compact living that could be used to provide housing units at a lower cost than is usually expected, allowing the private market to provide units that are more affordable than today, further meeting the needs of middle-income households.

Open Space Framework

While individual parks may vary in design, each space must be designed to create a continuous public experience and contribute to the seamless experience of a series of connected spaces, oriented north south along Ellery Street (New) and ultimately linking Fort Point Channel to Moakley Park via Dorchester Avenue to the north and Preble Street to the south.

Linear Open Space

- It will be required for developers to adhere to lot coverage requirements, creating a series of linear parks fronting on the Ellery Street (New), as well as disbursed public pocket parks, to create a range of passive to active recreational opportunities.
- Open space fronting on Ellery Street (New) comprising the linear park Figure 84 on page 96 must be a minimum of 50 feet not including the sidewalks.

Recreational Path

Create a linear open space along the tracks that serves as a bicycle and pedestrian recreation path.

Large Open Space

- One large (1-2 acre) open space, in a location yet to be determined, is envisioned that connects Dorchester Avenue to the Ellery Street (New) Linear Park.
- Large parcels are encouraged to consolidate their open space requirement (for bonus density) and create a larger open space that conforms to the illustrative site plan.

Neighborhood Open Space

Smaller scale plazas and open spaces accessible to the public are encouraged adjacent to the new development. Special attention should be paid to designing physical and visual connections to larger the public realm seeded by the new network of sidewalks, open spaces, and pathways proposed in the plan. These neighborhood open spaces should also relate to privately-developed social spaces, such as lobbies and ground floor retail that serve as shared public spaces, but offered through private investment and management.



Figure 82. Conceptual drawing of "Linear Open Space" along future Ellery Street (New)



Figure 83. Conceptual drawing of active "Large Open Space"

Open space text to be completed

Figure 84. Opposite: Conceptual diagram of future open space network as it relates to Green Links and Boston Bike Network

Figure 85. Opposite Insert: Study area to become a connector of Fort Point channel to Moakley Park and Harborwalk

- Large Open Space
- Linear Open Space
- Recreational Path
- Neighborhood Open Space
- Pedestrian Paths Network



HEIGHT & DENSITY

GOAL

Increase density in the study area to provide much needed middle-income housing for the City and provide opportunities for an economically sustainable district with a bustling street-life to serve South Boston neighborhood needs.

OVERVIEW

Encouraging a high level of density and activity is important in achieving a sustainable, complete district where people can live, work, shop, and play. Because there is no publicly owned land in the study area to devote to public amenities, such as parks and squares, new public spaces will need to be provided for on private land. This Plan proposes to create a district within South Boston that is built around the concept of increased height and density in return for a range of public benefits leveraged from the bonus height and density to be used and enjoyed by existing residents and new neighbors.

To achieve the public benefits the community has prioritized in this process, it is proposed that a density bonus zoning tool be used to create additional value for private development in order to compensate developers that dedicate portions of their property for public uses.

Density bonus is a zoning tool that permits developers to build more height and floor space than otherwise allowed under base “as-of-right” zoning in exchange for the provision of defined public benefit, such as an increased percentage of affordable housing units, open space, affordable retail, innovation space, and others.

Two height/density concepts were reviewed at community workshops: the “Bar Bell” and “Stepped”. Through feedback during the process, elements of these two concepts were combined, resulting in a hybrid. The “Hybrid” concept has bonus heights starting at 60 and 70 feet east of Old Colony Avenue and up to 300 feet along the railroad tracks. In order to take advantage of the close proximity of transit at these locations, the community wanted to see a greater intensity of uses and heights appropriate at the “north and south gateways” along Dorchester Avenue. See Figure 88 on page 101 for the exact boundaries of these zones as they further describe where building height has been distributed throughout the district.

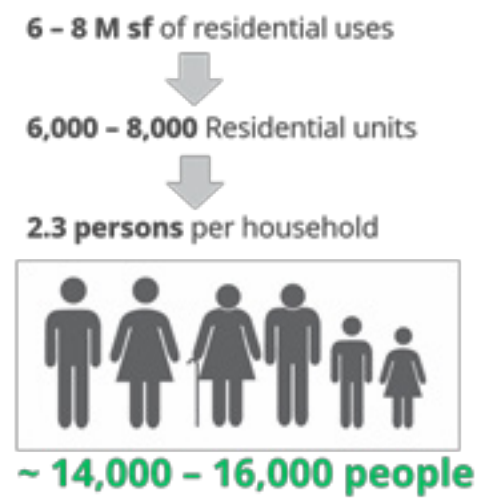
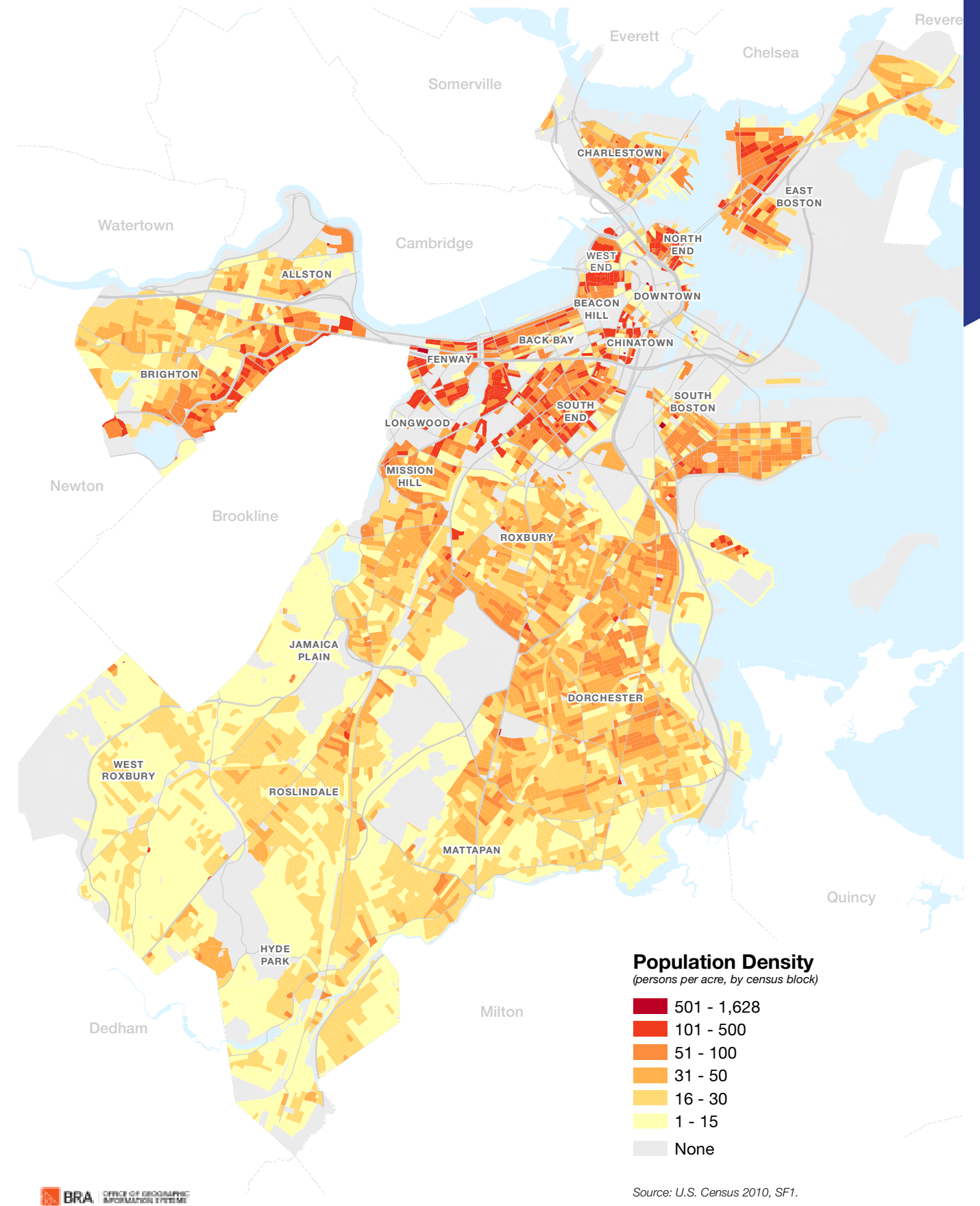


Figure 86. Opposite: Population Density Map of Boston. Source U.S. Census 2010



RECOMMENDATIONS

Increased height and density within the district will not only allow for much needed affordable middle-income housing for the neighborhood and the City, but also spur economic development, creating new employment opportunities and local investment. Allowing for new development opportunities through new zoning is one tool to that can enable the Plan to come to fruition. Residential and commercial development will act as a catalyst for new local amenities such as retail shops, restaurants, open space and more, which will be accessible to the residents and employees.

Proposed Building Height

As a result of this planning process it is proposed that as-of-right height for future development be set to 45 feet throughout the district. In addition, six density bonus height zones will be created. The allocation of these zones is based on the aforementioned hybrid massing concept developed through the community process. The bonus heights vary from 60 feet to 300 feet, depending on the zone. Building heights will vary considerably throughout the district, with lower rise buildings ranging from 45 feet to 70 feet, and taller buildings ranging from 120 feet to 300 feet.

Conforming to these parameters will encourage a variety of building designs and the sculpting of buildings so that they create a dynamic streetscape and distinctive skyline. There is a parallel rezoning process underway for H-1-50 that will bring the rezoning in line with existing conditions. Until that rezoning is complete this Plan will maintain the current H-1-50 zoning. (See Figure 88 on page 101)

Proposed Urban Design Recommendations

The diagram shown in Figure 88 on page 101 describes the overall bonus height limits allowed in the district, and a second layer of Urban Design Recommendations (page XX) will further control the overall size and scale of new buildings built in the study area. It is anticipated that Urban Design Guidelines will be part of future zoning.

Building Façade Setback Requirements along public streets

This requirement will ensure developers will set their building facades back where they front on public streets in order to reduce the overall scale of the building. Once a building reaches a height of 70 feet, a 30 foot setback will be required for buildings along Old Colony Avenue, Dorchester Avenue, and a 15 foot setback will be required on all other public streets. See Map Y for illustrations of the Façade Setbacks



Figure 87. As-of-right height diagram



Figure 88. Density bonus height zones diagram

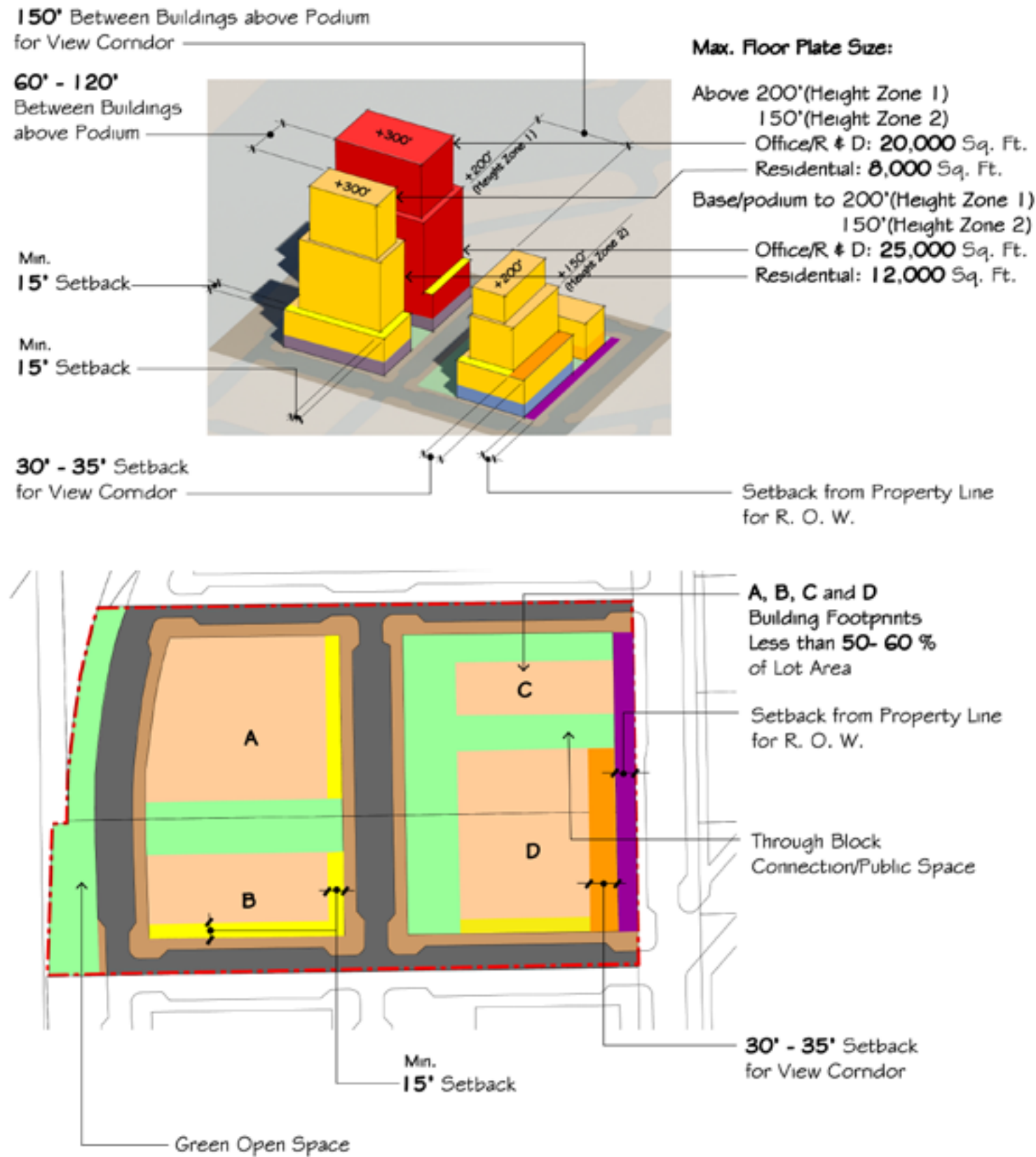


Figure 91. Urban design diagram illustrating an example of lot coverage, lot set back and building step backs are for information purposes only

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 day light to reach the street and creating a distinctive skyline. (see [Urban Design Recommendations page XX](#))

Building Stepback Requirements between Taller Buildings (towers)

This requirement will ensure a minimum spacing between taller portions of buildings. Where a building exceeds 70 feet in height, the portion of the building 70 feet and higher (the tower) must have a minimum setback from adjacent buildings between 60 and 120 feet. (see [Urban Design Recommendations page XX](#)) This requirement does not apply to the portion of the building below 70 feet (podium).

Building Setback Requirements between Taller Buildings Within View Corridors.

This requirement is the same general requirement as that described in the above "Building Stepback Requirements between taller Buildings", but the setback standards between towers is increased to 150 feet within view corridors. The Plan has recognized both Dorchester Avenue and D Street as being oriented to take advantage of exceptional views of the downtown skyline and South Boston Waterfront respectively. These are both key connections which will be well traveled, increasing their importance within the public realm. (see [Urban Design Recommendations page XX](#))

Lot Coverage Limitations

A lot coverage requirement affects more than just the size and scale of new buildings, it will have an important impact on the built environment. Limiting lot coverage will restrict the size of building footprints to 50-60 % of the overall lot area of parcels in the majority of the study area (See Figure 94 on page 105.) Not only will this restriction ensure that there will be more space in between buildings allowing for better daylighting conditions and a finer building scale, but this space will be devoted to public amenities such as open/green space, wider public sidewalks, and streets with public parking. The lot coverage requirement will only apply to projects that exceed a FAR 2 and 45 feet in height. (see [Urban Design Recommendations page XX](#))

Front Yard Setbacks

While the lot coverage limitations are not specific to a building's relationship with the street, front yard setbacks cover this aspect of design. More generous public sidewalks, bike lanes and street trees will all be made possible by widening the right of ways along Dorchester Avenue, Old Colony Avenue, and providing generous street widths for new major streets as well. Allowing for wider streets is a key aspect to allowing for taller buildings. The overall scale of larger buildings can be significantly diminished by providing for wider streets, and when combined with the building setbacks mentioned previously, pedestrians will have a comfortable street experience. (See "Mobility & Connectivity" on page 106 and "Placemaking & Character" on page 122)



Figure 93. Conceptual buildout of the district

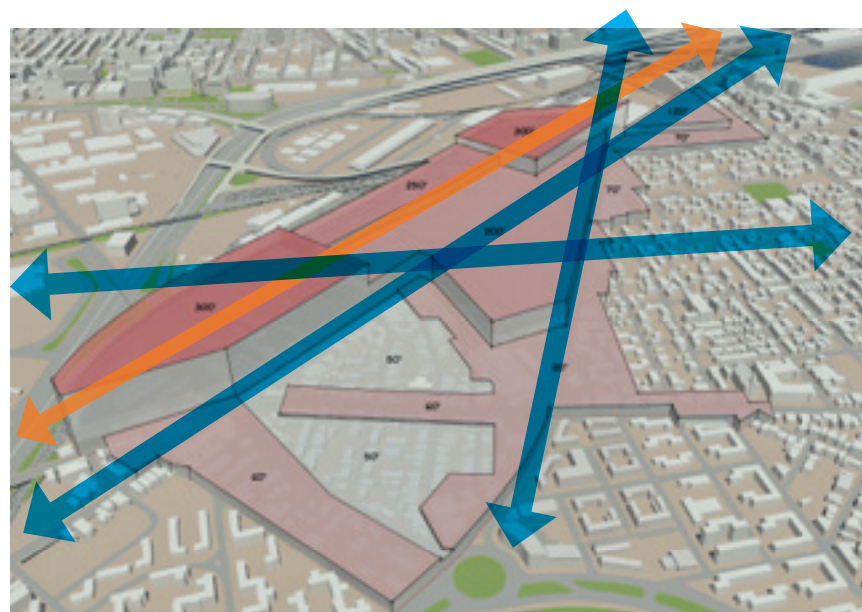


Figure 92. Conceptual view corridors diagram

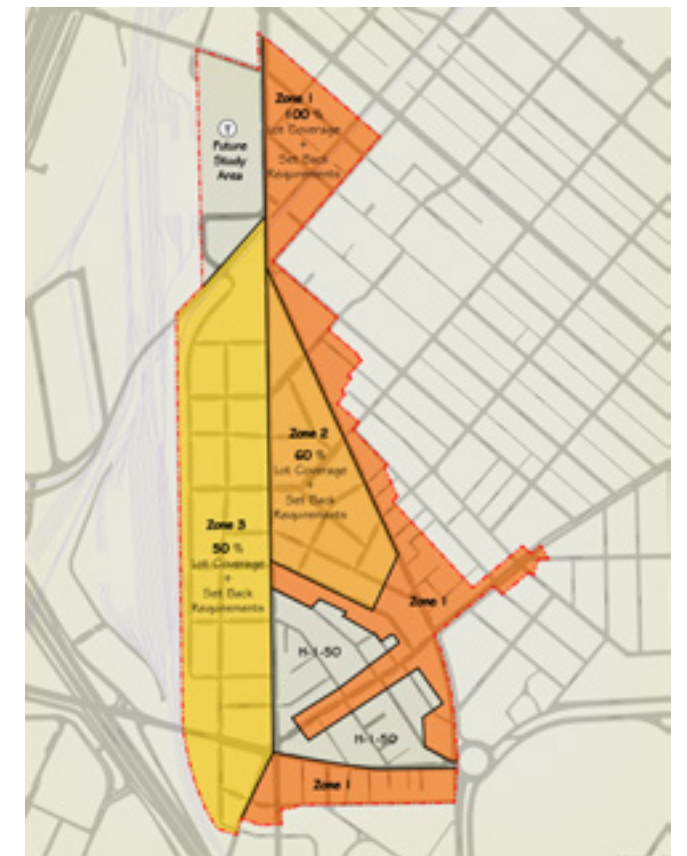
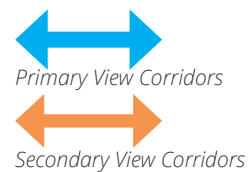


Figure 94. Lot coverage zones diagram

MOBILITY & CONNECTIVITY GOAL

Plan a street network that connects to the existing street network that will form the framework for new land uses, increased options for mobility, and people-centric public realm throughout the study area.

OVERVIEW

The study area's existing network is centered around two major streets, Dorchester Avenue and Old Colony Avenue. Between Old Colony Avenue and Dorchester Avenue, as well as around Andrew Square, there is a network of neighborhood streets. The northern section between Old Colony Avenue and Dorchester Avenue has fewer streets and larger parcels. West of Dorchester Avenue, except near Andrew Square, there are site access driveways but no formal street network exists.

As a result of its predominantly industrial history, the study area today has several large disconnected parcels and a minimal network of existing streets. Comparable sections of Back Bay, South End or South Boston have on average 35 % dedicated to streets and sidewalks. The study area has 20 % of its acreage dedicated to streets and sidewalks. The proposed street network is flexible enough to allow for a future diverse mix of uses and will provide the need for interconnectivity and network capacity to accommodate the proposed density of uses.

The street network as shown is conceptual, and will be realized over time in conjunction with private development. The main concepts of this street network will allow for the coordinated evolution of individual development projects. Dimensions for new street connections will be realized mainly through the additional space created by limiting lot coverage to a maximum of 50-60% on Residential Development Area (RDA) (1/2 acre) and Planned Development Area (PDA) (1 acre) parcels.

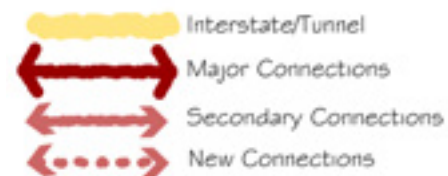


Figure 95. Opposite: Major and secondary connections diagram showing desired new connections in a dashed red line

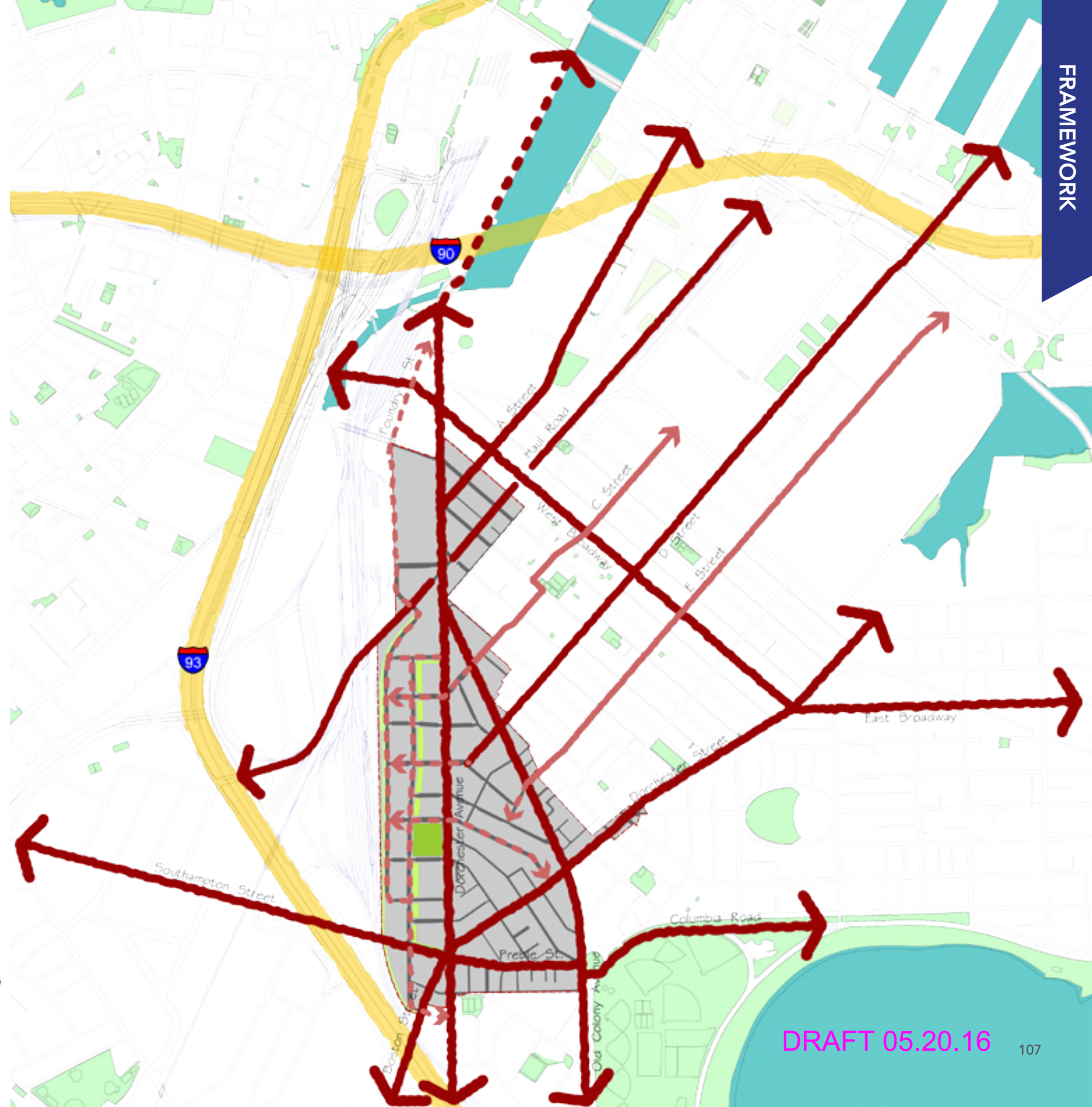




Figure 96. Bicycle sharing - Boston's Hubway



Figure 97. Making cycling safer in the City - Commonwealth Avenue, Boston



Figure 98. Creating shared recreation amenities - Superkilen, Copenhagen, Denmark



Figure 99. Re-purposing street as temporary public activity space

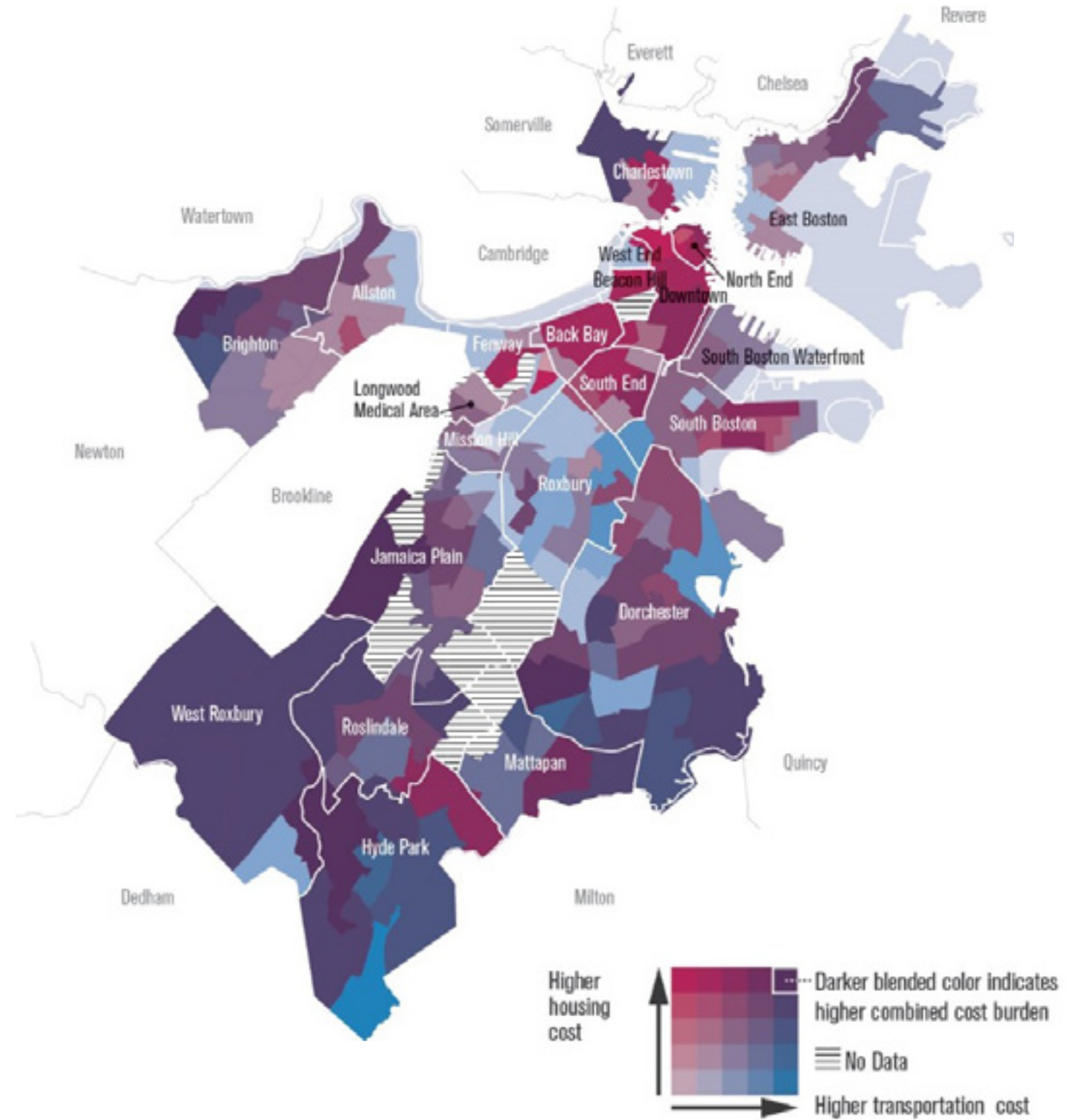


Figure 100. GoBoston 2030 Equity Map - Some neighborhoods closer to downtown have high transportation and low housing costs, while neighborhoods with more affordable rents have high transportation costs.

Space needed for improvements to existing streets will be made available through dimensional setbacks specified in zoning. More exact locations and the layout of streets will be defined over time and through detailed capacity analysis provided by a proposed transportation study and through the Article 80 development project review process. While proposed streets (see Figure 108 on page 115) may be built in multiple phases, the R.O.W.s identified must be set aside for streets and sidewalks. Anticipated dimensional needs for critical roadways and their conceptual cross-section designs are discussed in the Frameworks section Placemaking and Neighborhood Character of this Plan.

The network allows for a range of mobility and connectivity opportunities that serve more than just the study area. For example, proposed connectivity to D Street and E Street would allow for better connectivity to and from the rest of South Boston. Additionally, improvements to existing network issues are contemplated by the new proposed network allowing traffic to bypass Andrew Square west of Dorchester Avenue as well as adjusting the geometry of the existing difficult intersection such as Dorchester Avenue, D Street, and Damrell Street. These new roadways and improvements to existing ones will accommodate all modes as is consistent with the City's Complete Streets policies.

Pedestrian Network – Existing Overview

While residential side streets in the study area are often quite pleasant, most of the major roadways are not pedestrian friendly due to narrow sidewalks or unsafe cross-connections. This is particularly true of Old Colony Avenue, Dorchester Avenue, and Southampton Street. The traffic circle at Old Colony Avenue and Columbia Road is particularly difficult to navigate as a pedestrian.

In addition to the challenges created by these streets, the combination of the rail lines and the highway to the west creates a major barrier to accessing the South End to the west and Dorchester and Moakley Park to the south.

Bicycle Network – Existing Overview

While Dorchester Ave, D Street and A Street have on street bike lanes or share the lane pavement markings (“sharrows”), most main roadways do not provide bicycle accommodations. This includes the important connecting roadways of Old Colony Ave, Southampton St, and Boston St. The traffic circle at Old Colony Ave and Columbia Rd is a particularly difficult location for cyclists. As with the pedestrian network, the bridges connecting over the rail lines and the highway are constrained and provide challenging conditions for bikers.



Figure 101. Existing street network



Figure 102. Conceptual future street network



Figure 103. Conceptual future street network with open space and pedestrian connection in green dotted lines



Figure 104. Conceptual future street and open space network

Transit Network – Existing Overview

The Red Line has the highest ridership in the MBTA, with 34% of all mass transit trips, and 21% of all MBTA trips of any kind. Broadway and Andrew stations bookend this study area, and have the least capacity on the Red Line.

The MBTA is replacing its aging 218 Red Line car fleet with at least 74 new train cars that will be delivered starting in 2019; this includes an option for another 58 cars. According to the MBTA's, Focus 40 State of the System Report: Rapid Transit before service can be added to the Red Line "a more significant investment in signal technology will be needed."

As for bus service, there are 10 routes that run through the study area with most providing connections to Andrew and Broadway MBTA stations. None currently link Andrew and Broadway or provide north to south connectivity. Three of the routes, the 9, 16 and 47, are amongst the top 25 routes in boardings in the system. The bus network, however, cannot be expanded significantly without additional bus facilities to serve the system since all are at full capacity.

Vehicular Network – Existing Overview

Old Colony Avenue, the northern section of Dorchester Avenue, Dorchester Street and Southampton Street have the most vehicular lane capacity in the study area, with two lanes in each direction. The remaining roads mostly have one lane in each direction.

Southampton Street provides important regional connectivity to I-93 as well as connections to Lower Roxbury and residential South Boston. Dorchester Avenue and Old Colony Avenue provide vital north/south connections, and Old Colony Avenue in particular with its lane capacity is utilized as a regional downtown connector via Morrissey Boulevard to the south.

The Andrew Square intersection with its convergence of multiple arterials results in a six-leg intersection that experiences significant peak period demands. Other intersections that process significant traffic include Dorchester Avenue/Old Colony Avenue and Broadway/Dorchester Avenue that provides connections over the railroad tracks to I-93 and the South End.

Figure 105. Opposite left: Existing barriers to expansion of bicycle network

Figure 106. Opposite right: Existing public transportation network

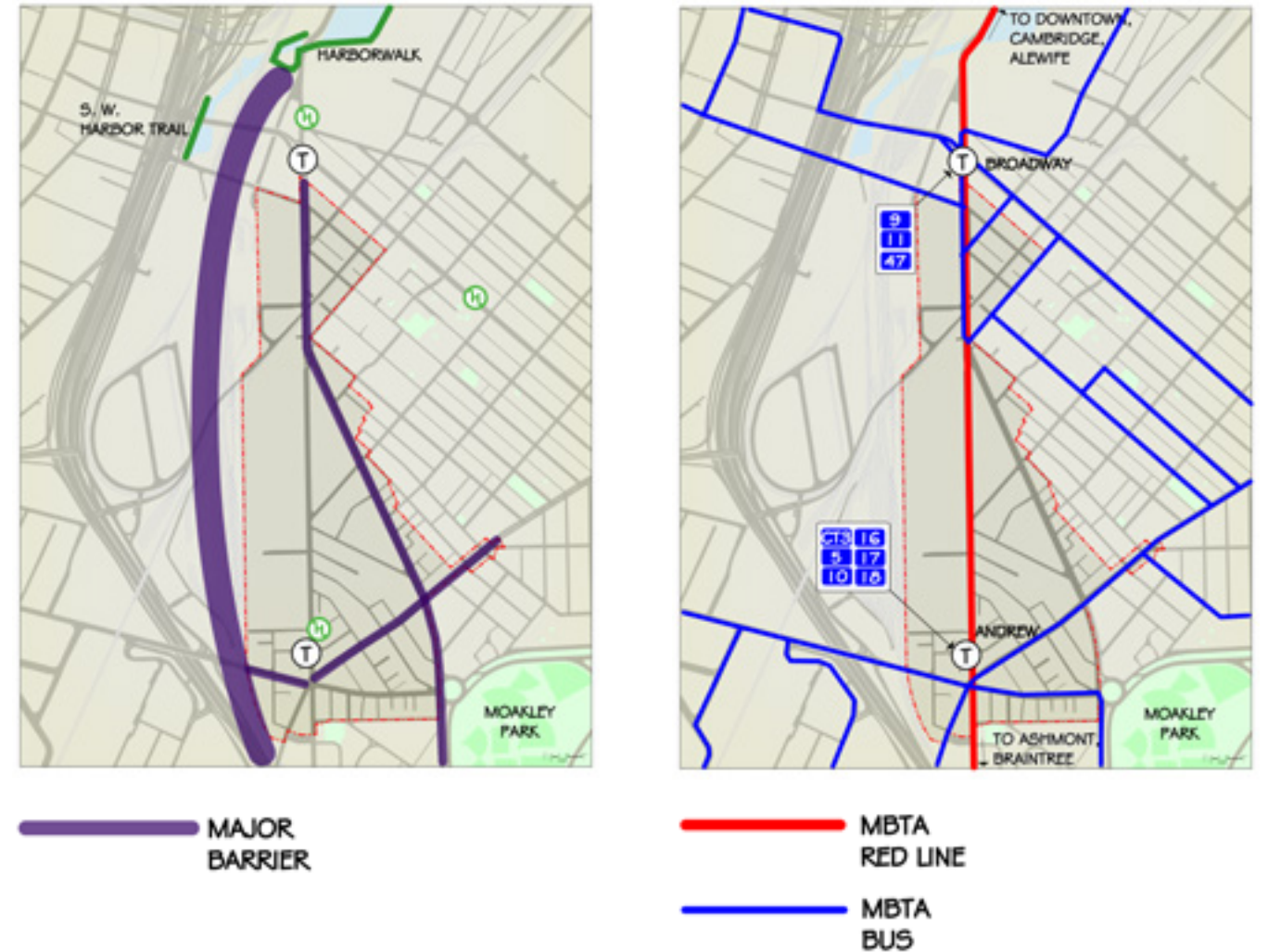


Figure 107. Opposite: Commuter on a bicycle on Old Colony Ave



Parking Regulations

The parking regulations within the study area are complex and vary by geography and project size. It is important to note that for all new developments that are “large projects” under Article 80 (>50,000 s.f.), will have their parking supply determined through the Article 80 development review process. Also in effect within zoning for areas west of Dorchester Avenue is the Restricted Parking Overlay District, which designates on-site parking for commercial uses (i.e. retail, office, etc.) as a “conditional” use, thereby requiring Zoning Board of Appeal approval. The zoning requirements for residential uses and commercial uses east of Dorchester Avenue varies by the allowable FAR (which in the study area currently varies from 0.5 – 2.0). Below are the current parking ratios for residential and commercial uses:

Residential:

0.7 – 1.0 spaces per unit

Commercial (retail/office):

2 – 3 spaces per 1,000 s.f. on 1st floor

1 – 1.5 spaces per 1,000 s.f. above 1st floor

The other important factor within the study area is the South Boston Parking Freeze. The Freeze is a requirement of the State and its Federal Clean Air Act commitments from the Central Artery/Tunnel project. Areas east of Dorchester Avenue are within the Residential Zone where the Freeze prohibits the construction of commercial parking spaces for users outside of the zone. Areas west of Dorchester Avenue are within the Industrial/Commercial Zone, which requires permits for all parking spaces serving commercial uses and any spaces serving residential uses in excess of 1 space per dwelling unit. The total number of spaces available are limited by a “bank”, of which most properties west of Dorchester Avenue already hold permits for their existing spaces. As of March 2015, there were 1,260 spaces available in the bank which includes a total of 30,389 spaces.

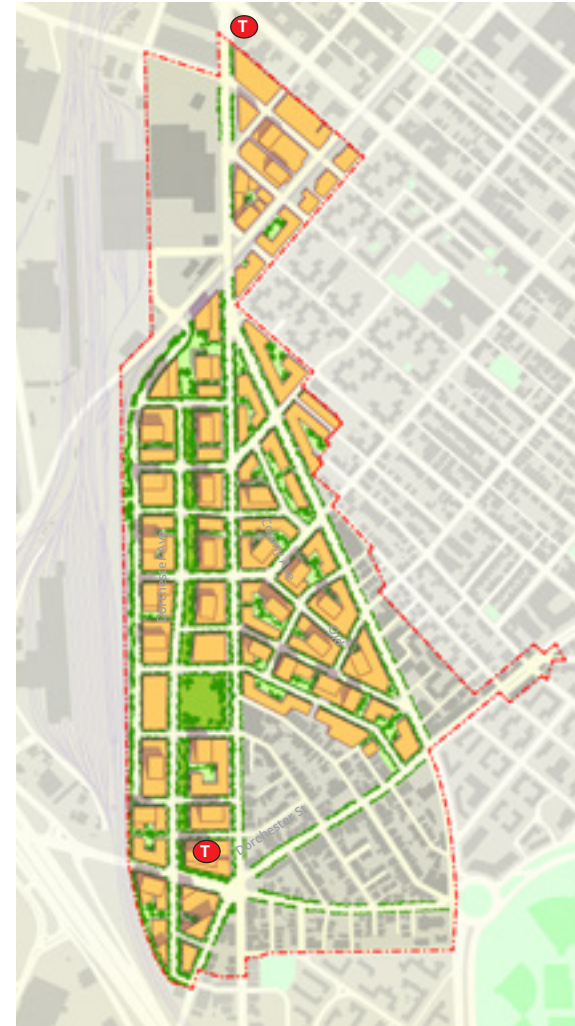


Figure 108. Illustrative Site Plan of conceptual future built-out, streets and open space

RECOMMENDATIONS

Aspiration

GoBoston 2030 established a progressive goal of reducing drive alone trips in the city by half and replacing these trips with the more efficient modes of public transit, walking and biking. The study area vision and recommendations are intended to accommodate this aspiration, which means prioritizing public transit, walking, and biking over driving.

The study area is going to develop over a 15-20 year period, during which best practices and the way we get around will continue to evolve. It is vital that the recommendations here are seen as a living document that will need to adapt over time. The Implementation section of this Plan provides a complete list of the transportation recommendations developed with the community. The following sections provide an overview of these recommendations and the aspirations that were derived from the community process.

Proposed Transportation Network

Between Old Colony Avenue and Dorchester Avenue, and west of Dorchester Avenue, proposed new streets will create a dense, walkable, bikeable, human-scaled network. Existing streets throughout the network are proposed to be made safer, more pedestrian and bicycle friendly, and will incorporate the City's Complete Streets improvements throughout. Targeted additions to vehicular capacity at existing streets are recommended only where absolutely necessary, and should generally be limited to adding turning lanes at high demand intersections.

The future network envisions two new north/south roadways between Dorchester Avenue and the rail lines. Running through the middle of this area would be a new neighborhood connecting roadway that extends in the general alignment of the existing Ellery Street which now runs behind Andrew Square. In addition a second north/south roadway would run along the western edge and would be a more service oriented roadway providing access to loading, parking and operational needs of commercial uses. This road would also be able to provide along its western edge a continuous uninterrupted bike/pedestrian trail connection for much of the length of the study area.

Proposed Pedestrian Network Improvements

Walking to, from and within the study area must be pleasant and safe as well. This includes connections across the railroad tracks and highway infrastructure to South Bay Center in Dorchester

and the South End. The experience of walking to and from Moakley Park must be improved, and this coincides with the City's recommendations in its Green Links planning process. Pedestrian access to downtown and South Station can be drastically improved via a reopened Dorchester Avenue between the United States Boston South Station Postal Annex and the west side of the Fort Point Channel.

Finally, access to the rest of South Boston should be easy, pleasant and safe. This means making pedestrian improvements to Dorchester Street and D Street so they are pleasant to walk along, and also making sure streets such as Dorchester Avenue, Old Colony Avenue and Broadway are easy and safe to cross.

Proposed Bicycle Network Improvements

Bicycling around the study area must be easy, pleasant and safe. The entirety of the proposed transportation network will be developed according to the City's Complete Streets policies. Therefore a network of safe and exclusive bicycle accommodations is proposed with "protected intersection" design approaches at major intersections. In keeping with the City's Green Links program, Boston's Bike Network Plan, as well as the Boston Parks and Recreation Department's vision for better connecting the City's parks, the first bicycle network priority will be to create protected cycling facilities on Old Colony Avenue and the northern segment of Dorchester Avenue to connect Moakley Park to the future South Bay Harbor Trail at the Broadway Bridge.

Bicycling to and from the study area must be pleasant and safe as well. This means making streets such as Broadway and D Street pleasant to bike along, but also making sure streets such as Dorchester Avenue, Old Colony Avenue and Broadway are easy, pleasant and safe to cross. Cycling connections to downtown and South Station can also be improved via the previously mentioned reopening of Dorchester Ave between the United States Boston South Station Postal Annex and the west side of the Fort Point Channel. Hubway, the City's bike share program, should be expanded in the area as demand rises with new development.

Transit Improvements

As this area grows and changes, the transit system must adapt and grow in order to meet demand and the mode share goals established through GoBoston 2030. The highest priority is making improvements to the MBTA's Red Line so that it can add more capacity. Second, there should be better transit service and more connectivity to neighboring areas that do not require transfers

Figure 111. Opposite: Conceptual drawing of future Old Colony Ave that will include a designated bicycle lane and wider sidewalks



Figure 109. Opposite left: diagram of potential future pedestrian connections

Figure 110. Opposite right: diagram of potential future transit connections



downtown. This means realizing past transit ideas such as bus service to the South Boston Waterfront (perhaps via D Street), and passenger rail service on Track 61 which would provide connections from the study area to the Back Bay and South End in addition to the Waterfront.

While the MBTA Red Line provides north/south connectivity for this area there are no stops in between. As this area becomes denser with new uses, bus service should be provided throughout the study area – either along Dorchester Avenue or one of the new north/south streets envisioned in the future street network.

As mobility needs in this area evolve and become better understood, potential corridors for exclusive bus lanes, transit signal priority, and que-jump lanes should be explored. This could include north/south corridors such as Dorchester Avenue or one the new roadways, and to corridors that connect to the Waterfront. One short-term option, and as a precursor to rail service, could be to introduce bus service along the Track 61/South Boston Bypass Road corridor.

Access to Broadway Station should also be improved. A second headhouse, as far south as possible would help improve access to the study area.

People living or working in the study area should have transit be as easy a choice as possible. Therefore larger developments should provide generous employee and resident transit pass/fare subsidies.

At Andrew and Broadway stations “mobility hubs” should be created that co-locate bike-share, car-share and shared-van parking spaces adjacent to Red Line access.

Considering the MBTA’s capacity and financial constraints, other privately subsidized solutions may need to be pursued. Instead of each major employer or property owner running their own duplicative shuttle services a shared, unified, publically accessible private system should be created.

Vehicular

The proposed street network will allow vehicular access throughout the study area as well as efficient and improved connections to existing roadways. The streets will have the minimum lanes necessary to process traffic demand.

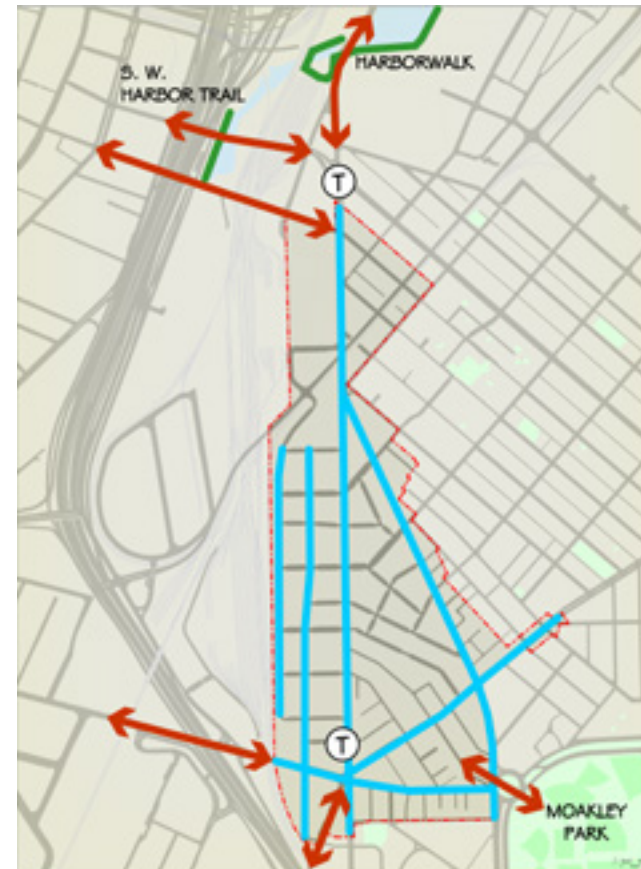


Figure 113. Diagram of potential future protected bicycle lanes

MAJOR CONNECTIONS TO BE IMPROVED
 MINIMUM PROTECTED CYCLE TRACK NETWORK

Figure 112. Opposite: Conceptual drawing of future Dorchester Ave with protected bicycle lanes and wider sidewalks



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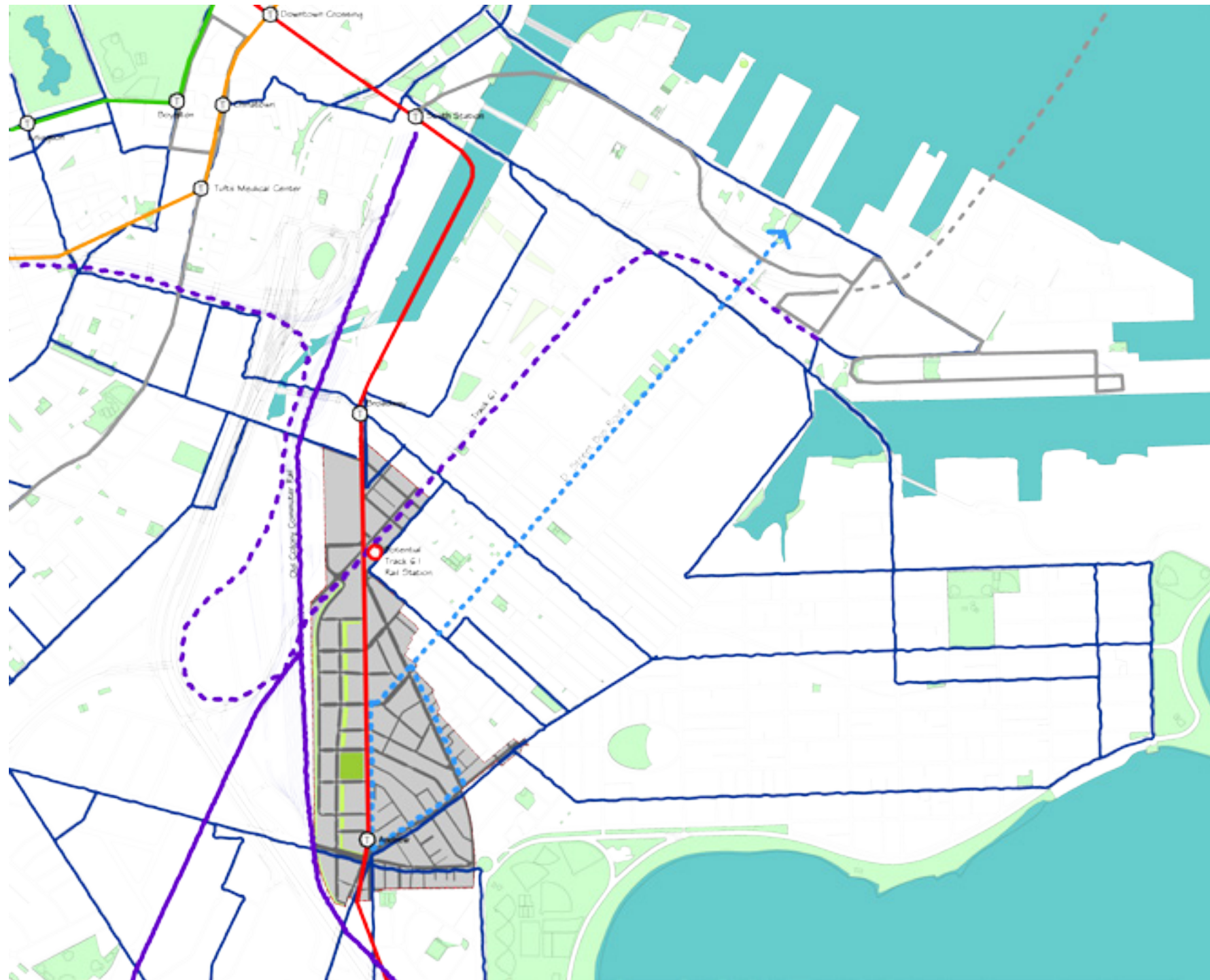


Figure 115. Context map for proposed transit improvements.

- Existing Bus Routes
- Transit Lines
- Commuter Rail
- ⋯ Potential Bus Route
- ⋯ Track G1
- Potential Rail Station

The street system will be designed to encourage regional traffic to use regional facilities (i.e. I-90 instead of Dorchester Avenue or Old Colony Avenue).

Signals should be timed to allow efficient traffic flow as well as moderating speeds to provide a safe, activated and vibrant urban condition. New signals should utilize the latest signal equipment technology and be interconnected with the City's Traffic Management Center (TMC), to allow real time adjustments to be made to signal operations.

Parking

As detailed above, the study area's parking will continue to be regulated by the South Boston Parking Freeze, the Restricted Parking Overlay District, and zoning regulations. Considering the intent of these regulations, the available spaces in the "bank", and more importantly to meet the mode share goals and mobility vision outlined above, we recommend the following **maximum parking ratio**:

Residential:

1.0 space per unit

Commercial (retail/office):

1.0 space per 1,000 s.f.

Transportation Management Association (TMA)

The community with assistance from the City and other stakeholders should explore the idea of creating a Transportation Management Association (TMA). TMAs are non-profit organizations that provide transportation services in a particular area. TMAs provide a variety of services that encourage people to select the kind of travel that is right for their trip – walking for short trips, biking or buses for longer trips, trains if they are available, sharing cars for the longest trips. They also help to manage parking more efficiently. They are good at coordinating transportation plans, shared use services, and demand management strategies for a district.

Next step

Conduct a comprehensive transportation study of the area to identify mobility needs within and connectivity beyond the area for all travel modes. This will help further define network needs and design requirements to meet capacity demand on the roadway network.

PLACEMAKING & CHARACTER

GOAL

Create a public realm of streets and open spaces that builds a neighborhood of distinct and diverse places.

OVERVIEW

The future character of the new district will be defined as much by the character of the streets and public realm as it will by the dimensions of new buildings and mix of uses. This district offers an opportunity to build a new public realm of streets and open spaces, defining distinct and memorable places that will be inviting to all.

Boston's household size has trended lower for many decades. Its population, however, has been steadily increasing and is projected to continue on its growth path. Workers of all ages continue to seek shorter commutes to work and better proximity to the attractions the city offers. New companies, particularly those in the technology and biomedical industries are continuing the trend by following their employees and relocating from suburban office parks into urban centers. General Electric's headquarters relocation to the Fort Point Channel area is just one recent example. Businesses like Uber ride services and car sharing services such as Zip Car are changing the ways people get around. The near future promises innovation, including cars that can drive themselves and be summoned remotely via smart phones. These and other trends require us to be nimble and flexible in visualizing a future district.

In order to transform existing streets into more complete streets, dimensional setbacks at maximum lot coverage will be specified through zoning, so additional space can be made available for these improvements. By ensuring new and existing streets become wider, we can provide more generous sidewalks, bike lanes, sidewalk cafes, all of which will contribute to making streets more inviting. Not only will the more significant streets become

destinations in and of themselves, but they will facilitate new connections from new open spaces to the existing network of open space throughout the city. New development will bring the opportunity to create a neighborhood that attracts all Bostonians to come shop, play and browse on new streets and in new open spaces. Zoning will preserve the existing stock of 2-3 family homes within it, thereby adding to the diversity of experiences and options. New zoning will also encourage 21st industrial uses that promotes local incubator and "maker" spaces and entrepreneurship mixed with commercial and residential uses.

While these and other socio/techno/economic trends will continue to shape the development envelopes of these new buildings, the quality of our public realm that surrounds these buildings will ultimately define the everyday experience of the district.

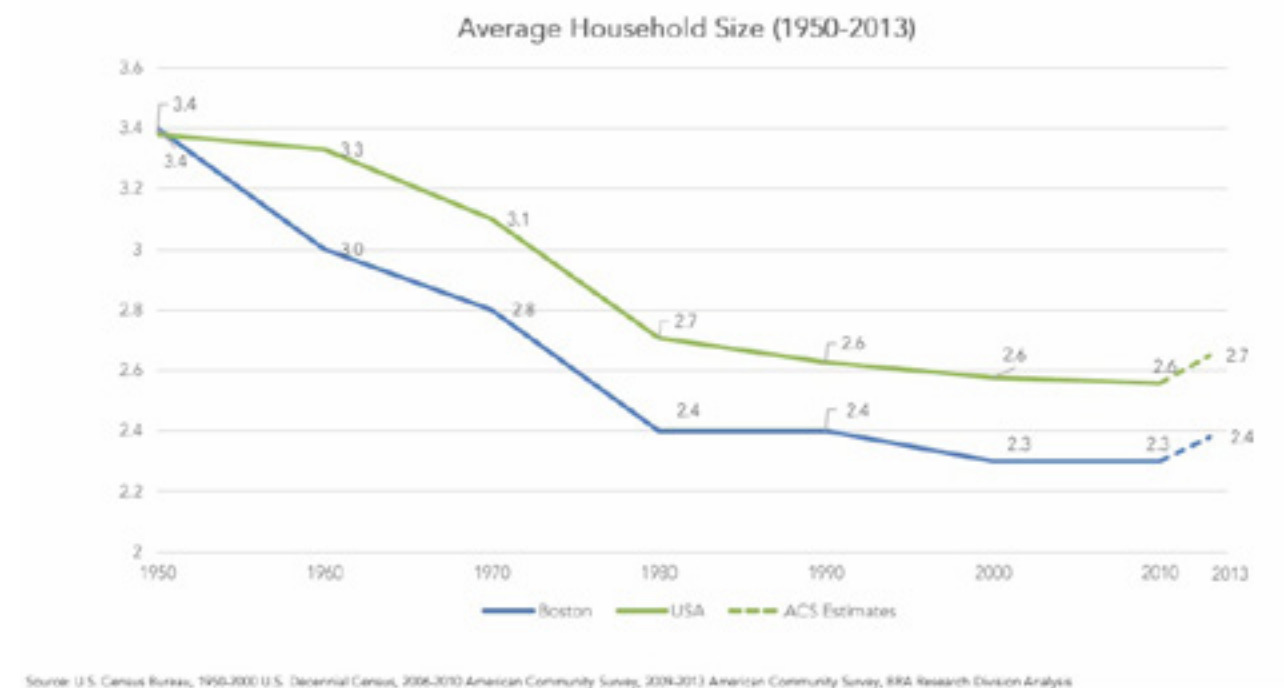


Figure 116. Average household size from 1950 -2013

RECOMMENDATIONS

Streets as Places

Build streets to be active, vibrant places, attractive places where people want to be. Build a diverse group of distinct streets, each with a unique use and feel that together create a complete district. While Damrell and D streets will also become key connections from the existing neighborhood to this new district, these four major streets will take on new identities and sense of place as part of this Plan:

- Dorchester Avenue will be designed as a street that serves as the retail anchor to the district, yet it will still serve as key multimodal thoroughfare as well. As a designated view corridor, generous building setbacks will ensure an open horizon and good natural light, making for an attractive pedestrian shopping experience.
- Ellery Street (New) will be memorable for its linear park, creating the widest right of way in the district. The opportunity to host special events, street fairs and the like will allow this street to vary from a busy destination at times, to a place where more passive recreation can be found. Because buildings will have less substantial setbacks here, it will be important that these buildings effectively frame this space and address the park with an active program that compliments the park
- The Edge Street running along the railroad tracks will be a mixed street that will provide service and loading to residential and 21st century industrial uses; also, it will have a continuous walking/bike trail along the west side, providing the only continuous bike route free of intersection crossings in the area
- Old Colony Avenue will be reprogrammed from its current use as a regional auto-oriented arterial to a neighborhood connector, allowing for easier access for pedestrians and bicyclists, and more local convenience oriented retail to serve immediate residents. Lower building heights along Old Colony Avenue will give it smaller scale while still providing an important connection within the district and beyond.

Squares and Parks

Create squares and parks that serve as multi-use destinations, providing passive and active recreation, and programming to add ever-changing seasonal events to appeal to a broad and



Figure 117. Public art installation in Montreal, Canada



Figure 118. SOWA market food trucks, Boston, MA



Figure 119. Union Square farmers market, Somerville, MA



Figure 120. Memorial Drive temporary closure for pedestrian use, Cambridge, MA

diverse group of residents. A larger open space (see “Open Space Framework” on page 94) that occupies a central block between Dorchester Ave and Ellery St (New), could serve the heart of the district and create an important visual connection between the two, and enhancing views of the Back Bay skyline and sunsets.

Public Art and Culture

Incorporate temporary and permanent public art as an integral part of the public realm. While some parts of the district will have more space available for art than others, the relatively low requirements for many art installations and significant foot traffic make places like Andrew Square a great candidate for public art.

Building Design and Character

- Buildings should create well-defined public spaces and maintain a human scale at the ground level. Whether it's a courtyard, a through-block pedestrian connection, or a landscaped dog run, carving these spaces out of building footprints not only reduces building scale, but provides the secondary network of access and places that good building blocks rely on for success.
- Bold and inventive site design should incorporate public art, innovative landscape design, and community focused uses to enliven the public realm across the district.
- Distinctive, place-specific design, durability and long-term sustainability should drive architectural character of all new construction.
- Architecture that is expressive of the new trends in housing and derived from the unique mixed-use nature of this district is encouraged.
- Façade materials and expressions must be rich with detail and scale-giving elements to contribute to a distinctive skyline on Boston.
- Higher profile buildings located in the north and south gateways (300 foot height zones) where the district's tallest buildings will be built will have the added responsibility of not only scaling building massing in a way that is sensitive to pedestrians, but also be designed to take advantage of the more distant views, creating a beacon that helps establish these important nodes, making them readily identifiable from both near and far.

Figure 122. Opposite: Diagram depicting zones for creation of people-centric street-scape



Figure 121. Institute of Contemporary Art, South Boston Waterfront



Streetwall: active and transparent street wall with retail or other public uses

Frontage Zone: provides space for outdoor activities and cafes

Pedestrian Zone: reserved for unrestricted pedestrian movement and accessible to all

Greenscape/Furnishing Zone: provides space for trees, lights, signage, and bike racks, etc.

Cycle Track: bicycle facility physically separated from traffic and pedestrians

Curb Zone: provides barrier between traffic and sidewalk activities, can accommodate some signage, meters, bike racks, etc.



Figure 123. Ice cream shop in Davis Sq, Somerville, MA

Conceptual Street Section Layouts

In order to transform existing streets into more complete streets, dimensional setbacks will be specified through zoning so additional space can be available for these improvements.

Following a more comprehensive transportation/traffic study of the area, more clarity on the functional design needs of the roadway network will be available. The total space needed for existing and future streets has been planned to be flexible enough to accommodate several alternative layouts, all which fit into the same standard City dimensions. The presented conceptual street section layouts and renderings include existing roadways where additional space is needed, and important new streets that are part of the future envisioned network. It is important to note that the term “right-of-way” (ROW) refers to sidewalks, bicycle facilities and streetscape/landscape areas, not just the vehicle travel lanes.

Dorchester Avenue

By providing 20’ setbacks on the west side of the street and 10’ on the east side, the Dorchester Ave right-of-way can increase from 60’ to 90’ wide. This extra dimension will allow for generous sidewalks, streetscape/landscape elements, curbside parking, and public spaces such as sidewalk cafes. Protected bicycle tracks can be provided in each direction and this added dimension will allow for the addition of turning lanes for vehicles as the corridor redevelops and if capacity demand dictates.

Old Colony Avenue

By providing 5’ setbacks on both sides of the street, the Old Colony Ave right-of-way can increase from 80’ to 90’ wide. This extra dimension will allow for wider sidewalks and streetscape/landscape elements. It will also allow for the Boston Bike Network Plan’s recommendation to provide protected bicycle tracks in each direction and enough flexibility to maintain the vehicular lane capacity if absolutely necessary.

D Street

By providing 15’ setbacks on both sides of the street, the currently constrained D Street right-of-way can increase from 50’ to 80’ wide. This extra dimension will allow for wider sidewalks and streetscape/landscape elements. It will also allow for bicycle accommodations, curb-side parking and the flexibility to add turning lanes for vehicles if necessary as the neighborhood grows (this includes the envisioned extension of D Street west of Dorchester Avenue into the new network of streets).

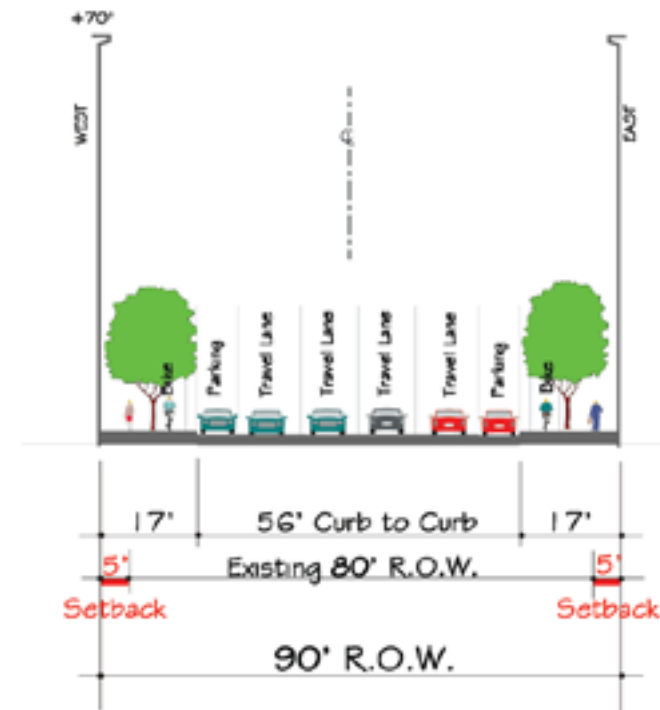


Figure 124. Old Colony Ave Conceptual R.O.W. Section

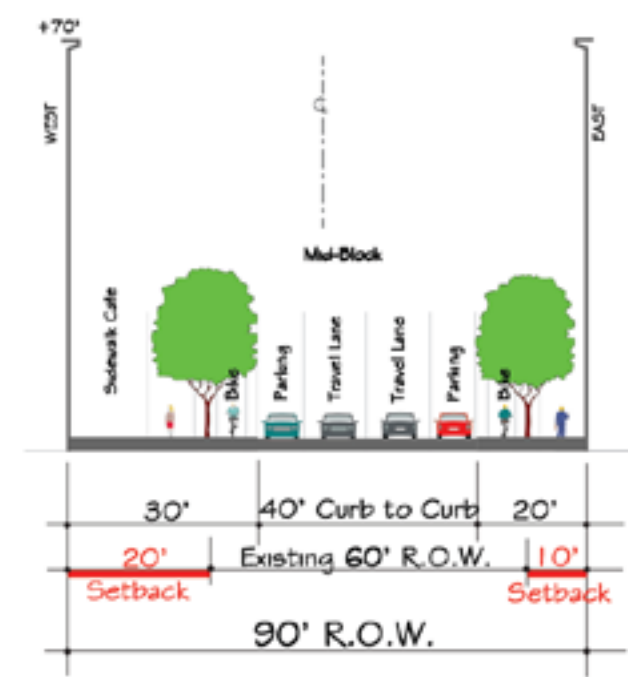


Figure 125. Dorchester Ave Conceptual R.O.W. Section

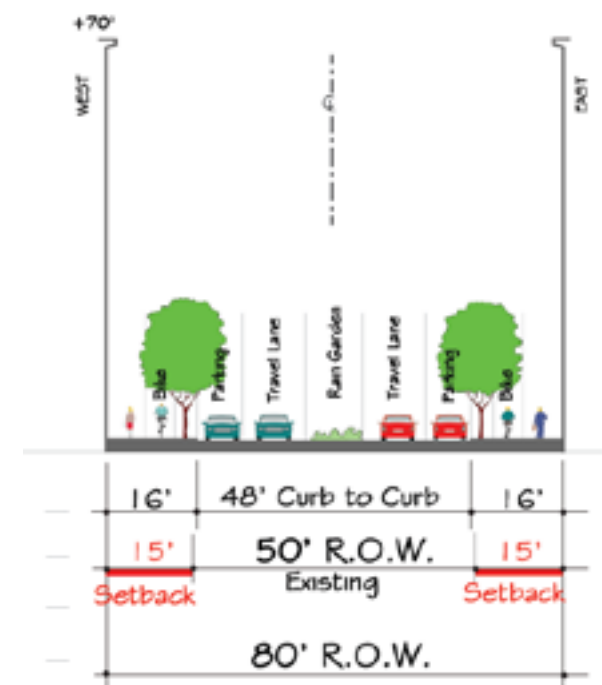


Figure 126. D Street Conceptual R.O.W. Section

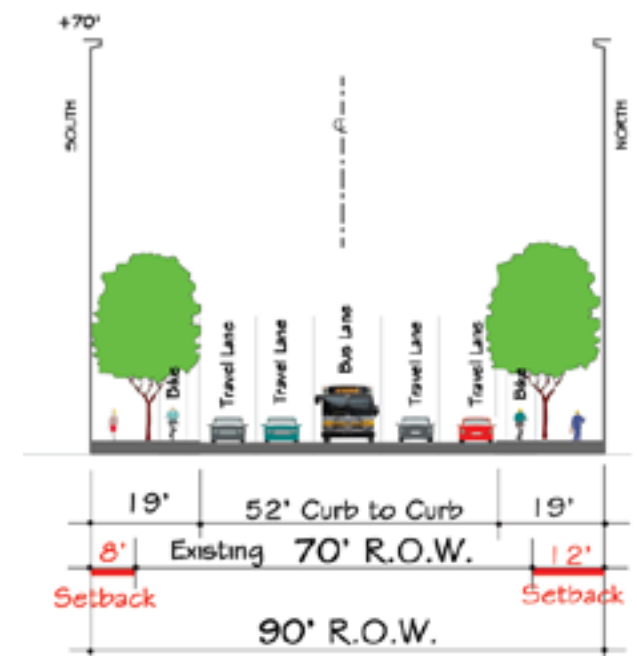


Figure 127. Southampton Street Conceptual R.O.W. Section

Southampton Street

By providing 8' setbacks on the south side of Southampton Street and 12' on the north side, the right-of-way can increase from 70' to 90' wide. This extra dimension will allow for generous sidewalks, streetscape/landscape elements and protected bicycle tracks in each direction. Also this dimension will allow for the addition of bus priority lanes while maintaining the existing vehicular lane capacity if needed.

Boston Street

By providing 10' setbacks on the west side of the street, the Boston St right-of-way can increase from 60' to 70' wide. This extra dimension will allow for widened sidewalks, streetscape/landscape elements and protected bicycle tracks in each direction.

Ellery Street (New)

Ellery Street (New) extends from Dexter Street at the southern end to a new east-west cross street midway between Dorchester Avenue and Old Colony intersection and the C Street Extension (see Figure 68 on page 80). The roadway elements of this new north/south street will require an 80' dimension and would include generous sidewalks, streetscape/landscape elements, curbside parking, and protected bicycle tracks in each direction. One lane in each direction is assumed with the flexibility to add turning lanes for vehicles if absolutely necessary. Also envisioned for this corridor is a linear north/south park that would require up to an additional 60' of width.



Figure 128. Ellery Street (New) "Green Corridor" Conceptual R.O.W Section



Figure 130. South Boston Street Festival



Figure 129. Opposite: Conceptual drawing of public realm along "Green Corridor" Ellery Street (New)

Western Edge/Service Road

The roadway elements of this new north/south street running along the rail lines on the west side will require a 70' dimension. This roadway is envisioned to provide both capacity and an organizing element for site access for loading and parking. Since the western edge is uninterrupted with cross streets, a continuous north/south bike/pedestrian trail connection could be provided.

Connecting Roadways

Other new connecting east/west roadways (including those between Old Colony Avenue and Dorchester Avenue), should be a minimum of 50' wide. This dimension will allow for sidewalks, streetscape/landscape elements, bicycle accommodations and one vehicular lane in each direction. Curb-side parking would require additional width, but should be determined by future land uses and at the discretion of private development teams, and will not be considered a public benefit.

Service Access

Service access shall not be off Dorchester Avenue or the east side of Ellery Street (New) Street. Secondary service streets and service access parallel to Dorchester Avenue and Ellery Street (New) Street or on streets perpendicular to Dorchester Avenue (see Illustrative Plan) are encouraged. Service entries and areas may not occupy more than 25 % of the frontage of any building along the west side Ellery Street (New) Street. Service Access for 21st century industrial uses are envisioned along West Edge/Service Road.

Figure 131. Below: Conceptual drawing of Service Road along the tracks

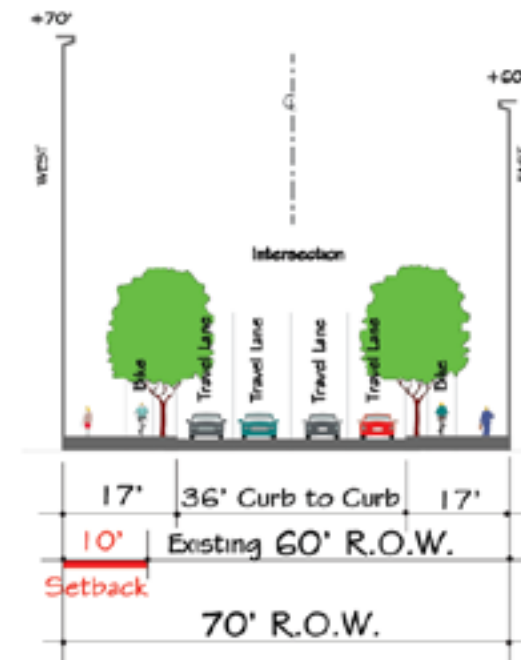


Figure 132. Boston Street Conceptual R.O.W. Section



Figure 133. Western Edge Road along the Tracks (Service Road) Conceptual R.O.W. Section

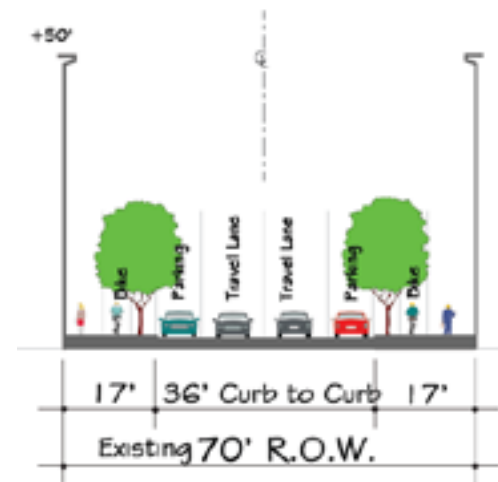


Figure 134. Preble Street Conceptual R.O.W. Section

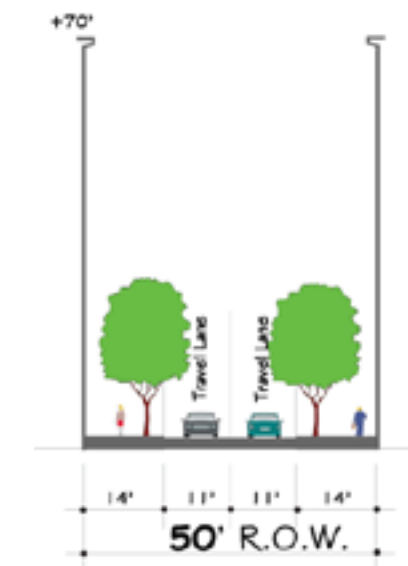


Figure 135. Typical East/West Conceptual R.O.W. Section

SUSTAINABILITY

GOAL

Establish Boston's first carbon-free/climate-ready district. The new projects and buildings in the PLAN: South Boston Dorchester Ave study area offer an unprecedented opportunity to show case the next generation of high performance green buildings. The limited existing infrastructure and large tracks of land available for development offer an equally unprecedented opportunity to show case neighborhood scale sustainability and climate change ready practices including "green infrastructure", district energy, and area wide flood proof elevation.

OVERVIEW

Interwoven into Boston's "Innovation leader" brand are an ever growing cohort of high performance green buildings. Driven by market demand, LEED Gold and Platinum buildings are becoming the norm for new construction. For developers, owners, and occupants alike, green buildings are paying dividends far beyond reduced energy and water expenses. Likewise resiliency strategies are delivering benefits beyond infrastructure and buildings and now include both short and long term social and economic benefits.

RECOMMENDATION

- Establish a sustainability leadership position and brand of carbon-free/climate-ready development for the study area and subdistricts.
- Support Boston's 2050 greenhouse gas (GHG) emissions reduction goal of carbon neutrality by setting progressively increasing building and area carbon reduction standards so that all new construction is net carbon neutral by 2030.

Sustainable Development

- Set LEED for Neighborhood Development Gold as a minimum standard to ensure comprehensive sustainability at the district and neighborhood scale.
- Set LEED Platinum as the goal and LEED Gold as the minimum standard for all new buildings.
- All new buildings should include innovative strategies and technologies for building-integrated and on-site renewable

energy and, at a minimum, must include some on-site solar renewable energy.

- All new street configurations and buildings should be sited to optimize building solar orientation

Preparedness and Resiliency

- Through building and site design, ensure preparedness for the effects of climate change including sea-level rise, heat waves and severe storms.
- All new and significantly renovated residential buildings must include passive survivability features and practices that allow extended resident sheltering in place including resilient energy supply (e.g., solar PV, energy storage, combined heat and power systems), cool/warm community rooms, and emergency supplies.

Green Infrastructure

- Limit the pollution and disruption of natural hydrology through individual site and larger-scale green infrastructure to manage stormwater through structural controls and non-structural means including landscaping, groundwater infiltration and vegetated roofs.
- Minimize heat island effect with open space, vegetated roofs, cool roofs and hardscape materials with a solar reflectance index (SRI) of at least 29.
- Minimize the area of paved surface so that it is no greater than necessary to meet the needs of existing and new uses

District Energy Infrastructure Planning and Development

- Explore creation of a district energy plan among utilities and city entities that can showcase a new way of building and sustaining a district over time

...in progress



IMPLEMENTATION

...in progress

...in progress