



190



Expand Neighborhoods

191

Sullivan Square,
Charlestown

Provide significant new mixed-use housing and encourage job growth in transit-accessible areas at the edges of existing neighborhoods to reduce housing-price pressure, expand access to opportunity, and stitch together the physical fabric of the city.



192 At the edge of neighborhoods and the core are areas that today serve as boundaries but have potential for transformation. Some edges between neighborhoods and the core are clearly defined by transportation and other infrastructure or large open spaces—I-93 between the South End and South Boston is one example—but others are formed by agglomeration of multiple low-density or vacant parcels between thriving residential neighborhoods. These seams—both large and small—at the edges of neighborhoods and the core are the places where the expanded neighborhoods will take root.

Many of these large expanded neighborhoods are former tidelands, shaped over centuries to become centers for manufacturing and home to critical transportation

infrastructure. Many of these areas will continue to host essential industrial functions and transportation infrastructure. Other areas have potential for transformative terra-firma and air-rights development to produce job and housing growth that addresses longstanding physical and social barriers.

In workshops and online, Boston residents identified many of these areas between neighborhoods as places where Boston can grow. The collective capacity for housing and job growth in these edges, if coupled with thoughtful transportation and open-space investment, can help to stitch together neighborhoods and provide much-needed housing that can reduce pressure on prices in existing neighborhoods.

This is what we aspire to achieve.

Encourage Housing Growth

Expanded neighborhoods will accommodate significant new housing to alleviate price increases in existing neighborhoods and encourage the growth of mixed-use, mixed-income communities.

Encourage Job Growth

Expanded neighborhoods will support strategic sectoral growth by encouraging the development of office, lab, and industrial spaces that respond to nearby industry clusters and citywide needs. New spaces to work will accommodate a variety of companies and workers—from large corporations and institutions to small start-ups and freelancers.

Support Industrial Uses

Essential industrial uses and critical transportation functions will be preserved in expanded neighborhoods. In some areas, like Readville and Newmarket, industrial uses will be concentrated and industrial job growth can be encouraged to provide a central industrial anchor for the city.

Prepare for Climate Change

Expanded neighborhoods will be prepared for climate change, with new climate-ready zoning, building standards, and flood protections. Growth in expanded neighborhoods will be guided by district-scale plans that establish land uses and key infrastructure and public-realm

investments. New growth will also be a source of funding for some of the investments in these areas.

Improve Transportation Connections

Expanded neighborhoods will have quality transit access that supports new housing and job growth and improves service for residents in nearby neighborhoods.

Invest in Public Realm & Open Space

In each expanded neighborhood, new open spaces will be designed to meet the needs of residents and workers, and new development will create spaces for arts and culture.

Coordinate Planning and Piloting Policies

As the newest and largest areas for significant growth, expanded neighborhoods will be centers for innovation in city planning and investment. Coordinated, proactive planning in all expanded neighborhoods can set a framework for long-term growth. Close coordination with neighboring municipalities can also ensure that expanded neighborhoods reach their full potential.

The Dot Ave area is the focus of a recent BPDA planning study. The area currently divides the neighborhoods of South Boston, the South End, and Downtown.



"It's great that these areas are near transit...we should also make sure that we're spurring development that replicates neighborhood successes that can be found in some of our more sought-after neighborhoods. Developments need to be dense and need to incorporate retail, too...Let's plan developments and new neighborhoods where you'd want to walk everywhere.
Roxbury resident via online survey

Encourage Contextually Sensitive Development

Growth in expanded neighborhoods will complement the existing uses and urban form in adjacent established neighborhoods such as Orient Heights or Lower Allston. Land uses and building form in expanded neighborhoods must also respond to natural assets, such as the Harbor, and risks, such as sea-level rise.

Guide Proactive Infrastructure Investment and Leverage Development Value

Many expanded neighborhoods require significant infrastructure investment to catalyze growth. Boston will pilot infrastructure investments—like smart street infrastructure, district energy, and new zoning and land use approaches to create more predictable development and community benefits. Proactive planning will also ensure that future development in these areas is an important source of funding for district infrastructure needs.

Growth must be guided by an understanding of the history, existing uses, and future vulnerability of expanded neighborhoods.

Expanded neighborhoods vary in size and scope. Some edges of neighborhoods and commercial cores are clearly defined by transportation and other infrastructure or large open spaces, but other edges are less clear, formed by collections of vacant or low-density commercial lots clustered at the edge of a stable residential neighborhood.



↑ Beacon Yards in Allston, a large-sized expanded neighborhood

While some expanded neighborhood areas host important industrial uses and transportation infrastructure, many also function as barriers between neighborhoods. Many of Boston's large and medium expanded neighborhood areas are shaped by a legacy of filled tidelands, topography, and manufacturing uses of past eras. Some continue to host essential industrial functions and transportation infrastructure, and some act as incubators of the innovation economy and the arts. Still, many of these properties are underutilized and function as discontinuities in residential fabric, increasing social and economic isolation of adjacent neighborhoods and compounding longstanding physical and social barriers. For example, Newmarket and Widett Circle separate some of the communities with the most persistent disparities from the city's fastest-growing job centers.



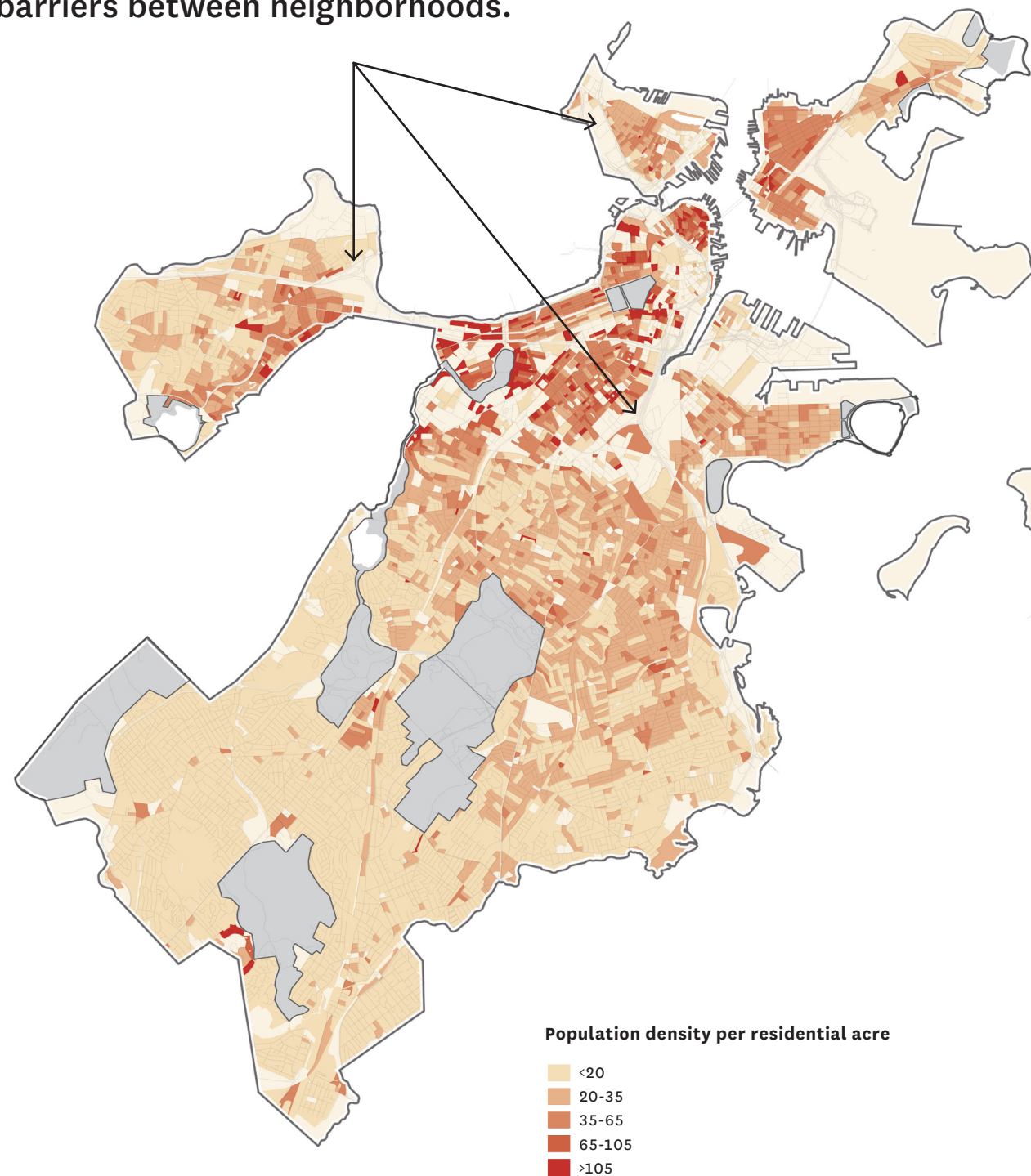
↑ Grovers Corner in Dorchester, a medium-sized expanded neighborhood

Smaller expanded neighborhood areas also have potential for important growth. There are clusters of smaller tracts of land along the edges of rail lines, on the water, or at the fringes of stable residential neighborhoods that also have the potential for transformative change. While these smaller areas are scattered throughout the city, their collective capacity for transformative growth is significant. Redevelopment has been occurring on these clusters over the past decades and will continue to take advantage of their proximity to transportation and other infrastructure and the amenities of adjacent neighborhoods.



↑ A small-sized neighborhood edge

Gaps in the residential fabric are often clearly defined by infrastructure or large open spaces and can be physical barriers between neighborhoods.



Source: U.S. Census Bureau 2010 Population Count



Suffolk Downs, East Boston

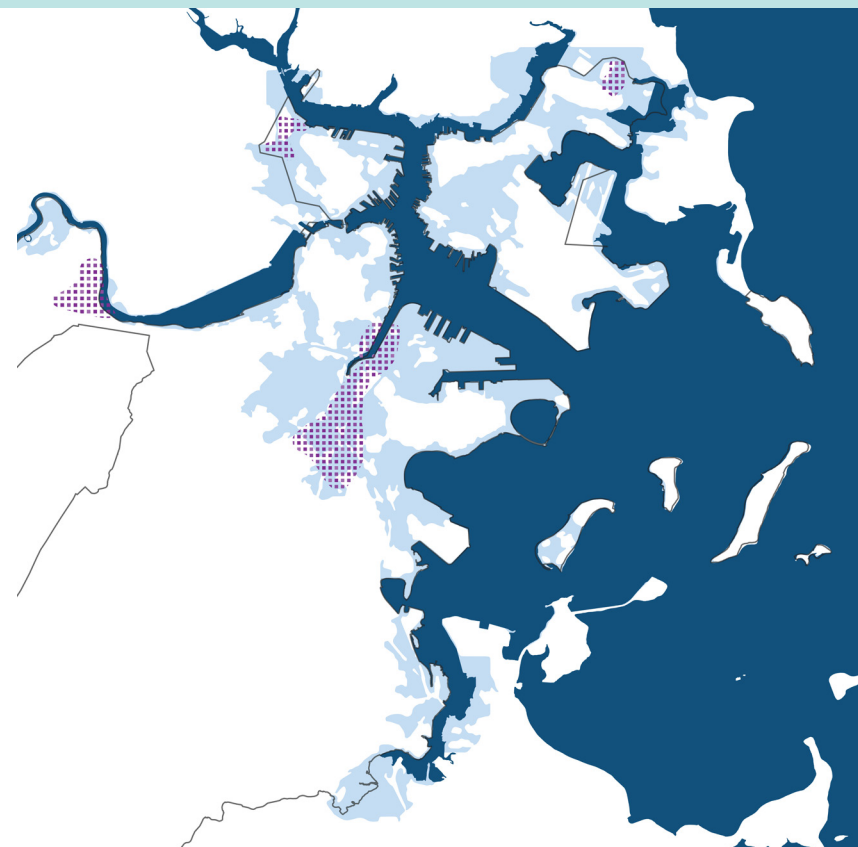


Jackson Square is a former neighborhood edge that has changed in recent years, with new mixed-use buildings.



198

Flood map
36 inches of sea-level rise (2070s or later)



Expanded Neighborhoods
1% Chance Annual Flood

199

Many expanded neighborhoods are in the current or future floodplain. In some cases, these expanded neighborhood areas form a breach or entry point where flooding could impact existing neighborhoods. Boston is committed to studying and investing in multilayered climate protections that prepare these expanded neighborhoods for future risks and, in doing so, protect existing neighborhoods and create opportunities for these places to be areas for strategic housing and job growth.

Change is already occurring in many edge areas. In some notable cases, these boundary zones have grown into new neighborhood centers: the recent residential development around Broadway Station, Jackson Square, and the Harrison-Albany Corridor are three examples. Boylston Street in the Fenway, now a lively high-rise district, was formerly an auto-oriented edge between active neighborhoods in the commercial core. Now, through thoughtful community-planning processes guided by nearby residents and businesses, the Boylston Street corridor has become more vibrant with residents, places to work, and restaurants and retail accessible to a wide range of people.

The ongoing Boston Planning and Development Agency (BPDA) planning studies—PLAN: JP/ROX Washington St. Columbus Ave.; PLAN: South Boston Dorchester Ave.; and PLAN: Dudley Square—are three other examples of edge conditions where change is beginning to occur.

Source: Climate Ready Boston

“Consider sea-level rise with development projects/property owners.”
Allston resident via traveling display feedback

In workshops, walking tours, and online mapping tools, residents expressed a wide range of ideas for the future of expanded neighborhoods.

In Spring 2016, residents talked about their ideas for new places to live, work, and play. They envisioned areas where new housing and jobs could grow, which informed the identification of the expanded neighborhoods. Ideas from community workshops and an online and mobile mapping tool also guided the key actions and investments—from open space to transportation connections—that support each expanded neighborhood.

Residents used an online mapping tool to answer the question, "Where are there opportunities to enhance and grow Boston?"



Beacon Yards

Mike Wilson
Apr 26, 2016

explore the potential of DMU/LRT connections to back bay, north station, and south boston - this location has a unique position in the rail network that shouldn't be lost with redevelopment and could create new links across different parts of the city and relieve congestion on the green line

Places to work

1 Supporters Share

Suffolk Downs

Jordan Zimmermann
Mar 14, 2016

Great, underutilized land for mixed use development. Would be great if it is low-medium height to blend with existing East Boston neighborhood. This could include businesses to serve airport, East Boston, and north shore, as well as residences and recreation space. Please consider environmental issues for the site.

Places to work

1 Supporters Share

Mike Wilson
Apr 13, 2016

I agree - this site will also be critical for climate change adaptation plans, and so it will need a long-term vision. The BSA has been convening some great work around the future of this site.

1 Supporters Share

Readville

Lawrence Bluestone
Mar 03, 2016

Affordable family housing on surplus MBTA rail storage yard

Places to live

3 Supporters Share

Dorian Keibler
Mar 09, 2016

Would be great location for commercial/industrial development too as it's right next to train station. Could help provide jobs for people who live in southern end of city.

1 Supporters Share

Newmarket & Widett Circle

Jake Siino
Mar 08, 2016

The entire Widett Circle/Tow Lot area should be redeveloped to connect the South End to South Boston/Dorchester Ave. There are a multitude of things you can do with this property. Some ideas; build an underpass or a bridge above 93, expand the channel back to 93 and build walking bridges, build another commuter rail station that services all three neighborhoods. It would be an enormous opportunity for a new neighborhood and additional affordable housing.

Places to live

3 Supporters Share

Niko Kotsatos
Mar 14, 2016

upgrade the track necessary to run a train from Back Bay to Convention Center via a new stop at Widett Circle and a Red Line Connection at Broadway Station.

1 Supporters Share

Sullivan Square

Rene Chen
Mar 08, 2016

Sullivan Square is up coming. It's right on the Orange line and close to the outlet mall. Has a lot of potential. But needs some attention definitely.

Places to work

4 Supporters Share



Residents responded to postcards, including one about Expanded Neighborhoods, at a workshop in Summer 2016. Mixed-income housing and transit connections were the most frequently rated priorities for new expanded neighborhoods.



In December 2016 residents participated in a walking tour of Allston Village and Beacon Yards as part of Imagine Boston Week. The discussion focused on how Expanded Neighborhoods like Beacon Yards can provide space for new jobs and housing, while improving quality of life in the existing neighborhoods that surround them.

Industrial Approach

As Boston’s economy evolves, the City needs a coordinated land-use, economic development, and job-training approach to support its industrial economy and capitalize on its strengths.

Boston’s industrial economy hosts a variety of important economic activities that provide quality jobs and critical inputs to the city’s economy. However, industrial jobs have declined in Boston since the mid-twentieth century as economic activity has shifted to the knowledge sectors of professional services, healthcare, and education. In addition to responding to shifts in the industrial economy, Boston’s industrial land use and policies must evolve in response to significant pressure for new housing and space to work. As Boston looks toward the future, the City requires an industrial strategy that strengthens existing industrial uses, leverages Boston’s economic strengths to grow new forms of manufacturing, and, in

some places, consider how industrial areas can evolve to accommodate a mix of uses.

Boston will strengthen its industrial economy by coordinating planning, land-use policies, capital investments, and programs for job training and business development. Boston will deploy this toolkit of policies and investments to support a variety of industrial businesses. These include industrial businesses that provide critical services, industrial businesses that provide quality jobs for Bostonians with a variety of educational backgrounds, and advanced industrial businesses that build on Boston’s economic strengths and cross-section of talent to create new, quality jobs.

Autodesk at the Innovation & Design Building, Raymond L. Flynn Marine Park ↓



Advanced Manufacturing: Boston can develop an advanced manufacturing ecosystem that builds on the city’s knowledge economy and world-class institutions. Spurred by strengths in technology, healthcare, and professional services, advanced manufacturing uses such as biotech manufacturing and prototyping have the potential to thrive in Boston. Incubators and other businesses that benefit from proximity to manufacturing are already locating in industrial buildings and creating well-paying jobs across a range of skill levels. For example, in the Innovation & Design Building at the Raymond L. Flynn Marine Park, businesses like Autodesk and Continuum are creating space for designers and engineers to co-locate, enabling close collaboration throughout the product development and manufacturing process.

Industrial Toolkit

Boston is developing a comprehensive industrial toolkit to strengthen key industrial uses, encourage advanced industrial jobs and provide space for mixed-use industrial growth.

Economic Development

Support business development for industrial sectors

We will encourage incubators and research centers in industrial areas for new industrial companies or companies in related sectors such as product development. We will explore offering relocation assistance for businesses that are being priced out of certain industrial districts to move to areas in Boston where they can continue to thrive. We will also seek to ensure that industrial businesses have access to capital and will use City assets to support their needs.

Encourage job training for industrial uses

We will encourage job training programs geared toward existing industrial strengths, such as manufacturing, that offer high-quality jobs and have sustainable long-term trajectories, and programs focused on advanced manufacturing and other twenty-first-century industrial jobs such as robotics. We will also pursue partnerships with community colleges and vocational schools to prepare workers for twenty-first-century industrial jobs.

Land Use and Planning

Invest in capital improvements to industrial areas to support industrial and mixed-use development

We will explore opportunities to invest in improved truck, rail, or water transportation access to industrial districts in partnership with MassDOT and other governing bodies. We will also implement strategic public realm improvements that strengthen the identity and accessibility of industrial areas, such as signage and wayfinding along key corridors and nearby major transit nodes to improve connectivity and encourage a mix of uses.

Strengthen zoning to support critical industrial uses and integrate a mix of uses

We will reinforce existing industrial zoning in areas with critical industrial uses. In areas where existing industrial uses could operate alongside commercial and residential uses, we will update and adapt the zoning code to guide the integration of uses between industrial areas and surrounding neighborhoods, and to facilitate close collaboration between certain manufacturing uses and affiliated sectors.

Develop and provide new types of land-use incentives to support the industrial economy

We will encourage mixed-use buildings that include industrial uses and explore new mixed-use industrial real estate models such as programs to encourage space-sharing and sub-leasing.

**"Take advantage of existing industrial areas. Bring more business to Hyde Park."
Hyde Park resident via street team survey**

Raymond L. Flynn Marine Park

The Raymond L. Flynn Marine Park (RLFMP) in the South Boston Waterfront has historically focused on marine industrial uses such as seafood processing, ship repair, a cruise terminal (owned and operated by Massport), and other assorted water-dependent uses. Over time, many industrial uses that rely on access to Logan Airport and regional highways and interstates, such as the Boston Freight Terminal, have found a home in the RLFMP. In recent years, Research and Development, innovation, and advanced manufacturing uses have introduced a new workforce to the marine park.

The 2017 Raymond L. Flynn Marine Park Master Plan addresses real estate and land value pressure on traditional industrial uses. New development typologies, studied within the plan, would require developers to include

industrial space in exchange for upper-story Research and Development/mixed-industrial uses. Supporting industrial uses and integrating mixed-industrial space would allow for a more balanced and sustainable marine industrial district. This strategy would allow development sites to return to marine industrial uses should the market demand it, and thus allow for flexibility in responding to economic and market trends.

Raymond L. Flynn Marine Park ↓



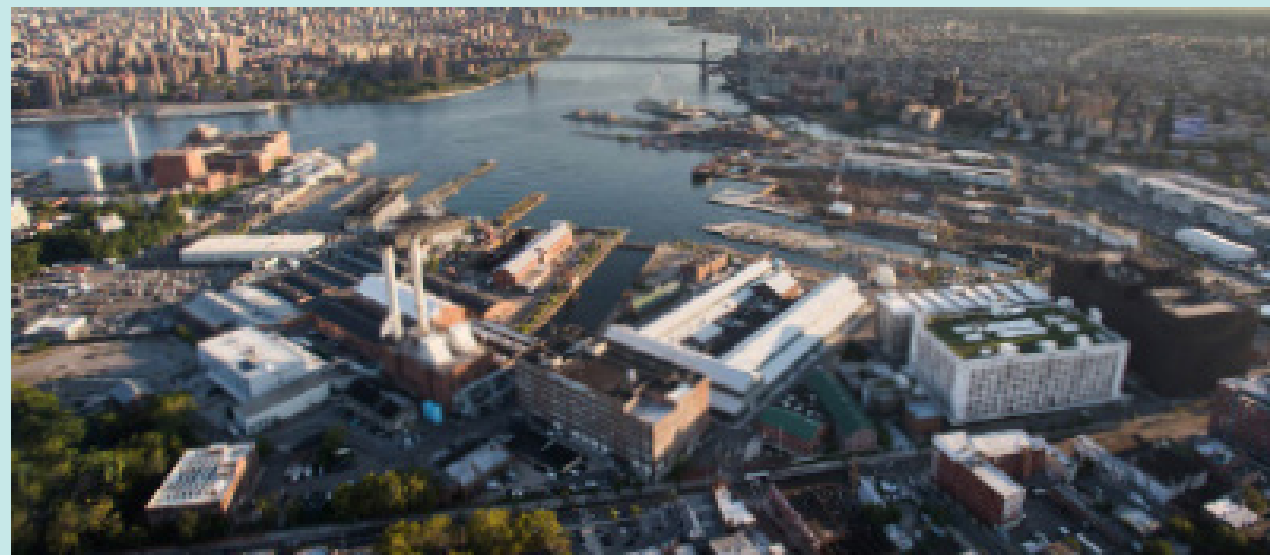
"More commercial/industrial parks in neighborhoods that fit into the community so that people can work near where they live."
Dorchester resident via postcard

204

Brooklyn Navy Yard, Brooklyn, NY

Over the past five decades, the Brooklyn Navy Yard has successfully transitioned from a naval facility into a modern industrial center. Today, the 300-acre Navy Yard is home to over 330 businesses and more than 7,000 workers in uses ranging from clothing manufacturers and seafood distributors, to a major

film studio and a modular construction company.¹⁰ The site is also home to several advanced manufacturing and emerging technologies incubators. The Navy Yard has employed a multi-pronged land-use and economic development strategy that can be a model for areas in Boston.



205

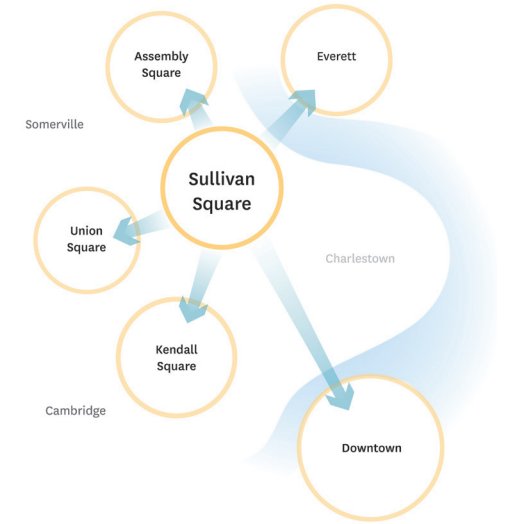


Sullivan Square

Sullivan Square can become a walkable, mixed-use job and housing center, capitalizing on the area’s transit access, publicly-owned land, and proximity to growing job centers.

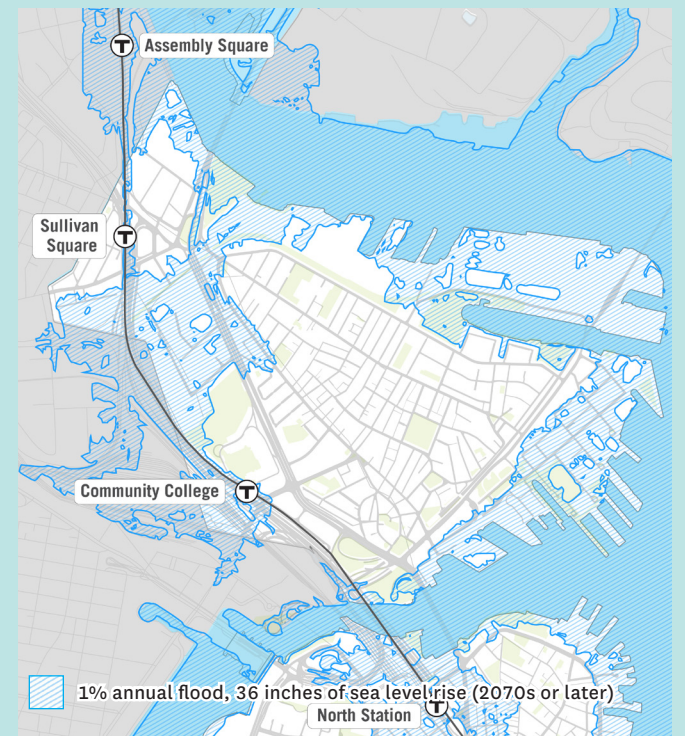
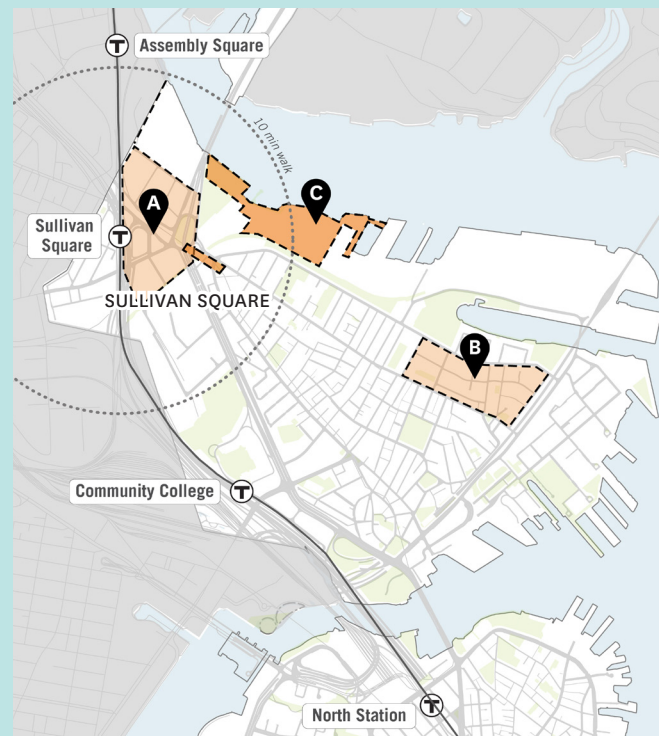
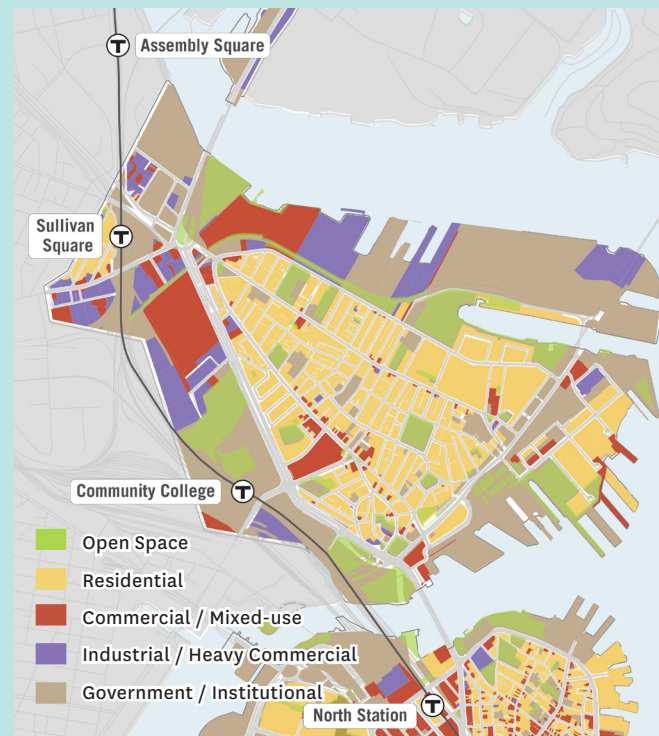
Sullivan Square can leverage its location between several existing and emerging job centers—Downtown Boston; Everett; and Kendall, Assembly, and Union Squares—and its access to the Orange Line, Route 93, and Rutherford Avenue, to become a mixed-use neighborhood. A walkable street grid can enable the construction of commercial space and new residential growth that alleviates housing-price pressure in Charlestown. To support this

job and housing growth, significant coordinated investments in transportation, open space, and flood protection are needed. Public investment is underway with planned and ongoing improvements to the bridges that connect Charlestown to Downtown Boston and Everett, transformations to make Rutherford Avenue a multi-modal corridor for pedestrians and cyclists, and the evaluation of flood-defense strategies and green-infrastructure opportunities.



Key Actions

- › Mixed-use zoning, development of a walkable street grid around Sullivan Square, and strategic disposition of publicly-owned parcels to support job and housing growth
- › Collaboration on transportation and streetscape investments to connect to nearby job centers in Cambridge, Somerville, Everett, and Downtown Boston
- › Open space and public-realm improvements to enhance and strengthen walking and biking connections to nearby residential areas
- › Strategic protection against flooding from the Mystic and Charles Rivers



↑ Land Use

Sullivan Square hosts a mix of low-density industrial and commercial uses, including transportation and transit storage facilities, which abut stable residential areas of Charlestown. Several key parcels are government-owned, enabling investment in key parcels that can catalyze further growth. Vacant buildings and the successful reuse of some industrial buildings for other purposes suggests that some industrial uses in Sullivan Square can evolve. Other adjacent areas continue to host important industrial uses, including some areas along the Mystic River where land is designated for maritime uses and critical facilities such as Massport's Autoport.

"Sullivan Square is up and coming. It's right on the Orange Line...has a lot of potential. But needs some attention definitely."
Charlestown resident via online mapping comments

↑ Recent Plans and Key Projects

Several existing plans and ongoing investments and developments will inform investment in the area

- A Sullivan Square Disposition Study (Ongoing): Disposition strategy that calls for the growth of Sullivan Square as a vital and walkable, transit-oriented mixed-use neighborhood through the strategic disposition of publicly-owned development parcels that will be created by a new street grid developed by the Boston Transportation Department. This serves as a companion to the Rutherford Ave plan (D).
- B One Charlestown (In Progress): Redevelopment of the Bunker Hill Apartments into more than 3,000 units of mixed-income housing with tree-lined streets, open space, and a pedestrian-oriented street grid. All existing affordable apartments on the site will be replaced with renovated affordable units.
- Lower Mystic Working Group (Ongoing): Cross-jurisdictional and multimodal transportation study. Convened by MassDOT to explore and develop recommendations for transportation improvements for the Lower Mystic River area, including potential transit investments, pedestrian and bicycle facilities, and improved highway infrastructure.
- C Climate Ready Charlestown (Upcoming): Evaluation of flood protection mechanisms near Schrafft's site.

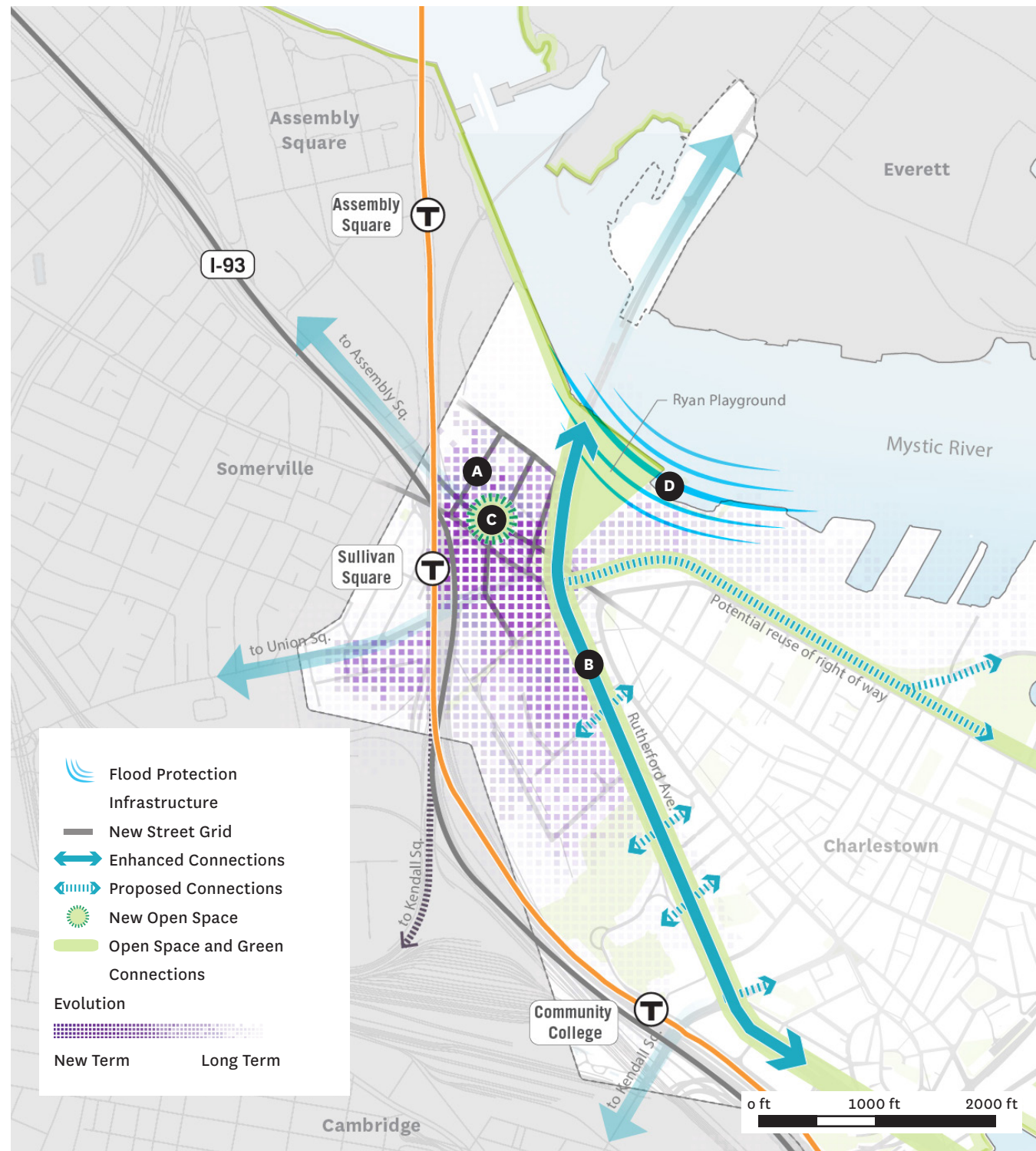
↑ Transportation

Sullivan Square is served by the Orange Line; the Route 86, 91, and other key bus lines; and key road corridors such as Rutherford Avenue and I-93. Ongoing transportation investments and planning efforts are improving connections to and within Sullivan Square.

- D Rutherford Ave and Sullivan Square Design Project (Ongoing): \$120 million project funded by the Boston Region Metropolitan Planning Organization's Transportation Investment Program to better accommodate nonauto transportation modes with a goal of transforming Rutherford Avenue from a highway to a neighborhood-friendly, urban boulevard. Will include safe pedestrian crossings and connections between the neighborhood and MBTA Orange Line stations.
- E North Washington Street Bridge Reconstruction (Ongoing): \$110 million project to rebuild the aging Charlestown Bridge connecting Charlestown to Downtown Boston. The new bridge will include bike lanes and dedicated bus lanes.
- F Wynn Casino Mitigation (Ongoing): Investments made by Wynn Casinos to mitigate the impacts of the new casino in Everett just across the Alford Street Bridge. Investments include \$25 million allocated for Sullivan Square infrastructure improvements and \$11 million in transportation mitigation.

↑ Flood Vulnerability

Charlestown faces significant and increasing risk of flooding, with major projected flood pathways from areas near the New Charles River Dam and the Schrafft's building site, as well as low-lying waterfront land around the Charlestown Navy Yard and the Boston Autoport near the Tobin Bridge.¹¹ To address these risks, Boston aims to pilot early flood protection interventions and policies in Sullivan Square. In partnership with the Massachusetts Office of Coastal Zone Management and the Cities of Somerville and Cambridge, the City is building on the analysis and recommendations of the Climate Ready Boston project to design coastal resiliency measures for the Sullivan Square flood pathway as well as for some sites in East Boston. Climate Ready Charlestown is identifying a range of possible interventions for the sea level rise threats that specifically face Charlestown and assessing the impact and feasibility of a strategic combination of options ranging from a living shore to protective berms, parks, and barriers.



Flood Protection Infrastructure

New Street Grid

Enhanced Connections

Proposed Connections

New Open Space

Open Space and Green Connections

Evolution

New Term **Long Term**

- A** Walkable street grid to support mixed-use growth
- B** Transportation and streetscape investments
- C** Open space investments
- D** Climate ready infrastructure

Actions and Investments

Energy and Environment

- › Flood protection measures along the Mystic and Charles rivers, including the Charles River Dam, to protect new and existing development in Sullivan Square and surrounding areas.
- › Policy changes to building code and climate-ready zoning regulations.

Open Space

- › Improved green space along the Mystic River and investment in new open space as part of the improved Sullivan Square street grid.
- › Green links connecting Sullivan Square T Station with Downtown and the Charlestown waterfront.
- › Potential bike, rail, or bus connections on the rail right-of-way along Medford Street to enhance access between Sullivan Square and the Navy Yard.

Transportation

- › Improved rail and bus connections between Sullivan Square and Downtown Boston, Assembly Row, Inner Belt, Everett, Kendall, and other job centers.
- › Pedestrian and cyclist connections across Rutherford Avenue, along Medford Avenue, into Downtown, and elsewhere to improve safety and links to residential areas in Charlestown.

Land Use and Planning

- › Mixed-use job and housing development, including through the strategic disposition of government-owned sites.
- › Continued preservation of critical industrial uses along the Mystic River.
- › New street grid in Sullivan Square, which will create developable parcels and ensuring a walkable job and housing center.

Economic Development

- › Creation of a job center that can become an anchor in the area's innovation and research economy.
- › Investments in job training and economic mobility initiatives to ensure that residents can access quality jobs at a variety of skill levels.

Housing

- › New mixed-income housing that prioritizes workforce affordable housing.
- › Continued efforts to preserve existing affordable housing in Charlestown.

"I really like Sullivan Square positioned as the innovation hub, connecting Charlestown and surrounding towns north of the cities with major job centers. Can you also repurpose the railroad that goes along Medford Street into rapid access to the Navy Yard? And can there be a new dock that connects Sullivan with East Boston, the North End, and Seaport via water?"
Resident via draft plan feedback

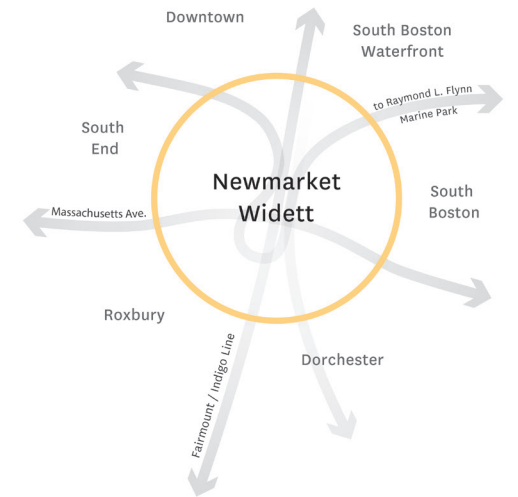
Next Steps

- › Effort to guide zoning and street grid in Sullivan Square and coordinate ongoing infrastructure planning.
- › Regional coordination with Somerville, Everett, Cambridge, and Chelsea.



Newmarket and Widett Circle

In Newmarket and Widett Circle, major industrial areas will be preserved and strengthened alongside transit-oriented job and housing growth to strengthen connections to surrounding areas.

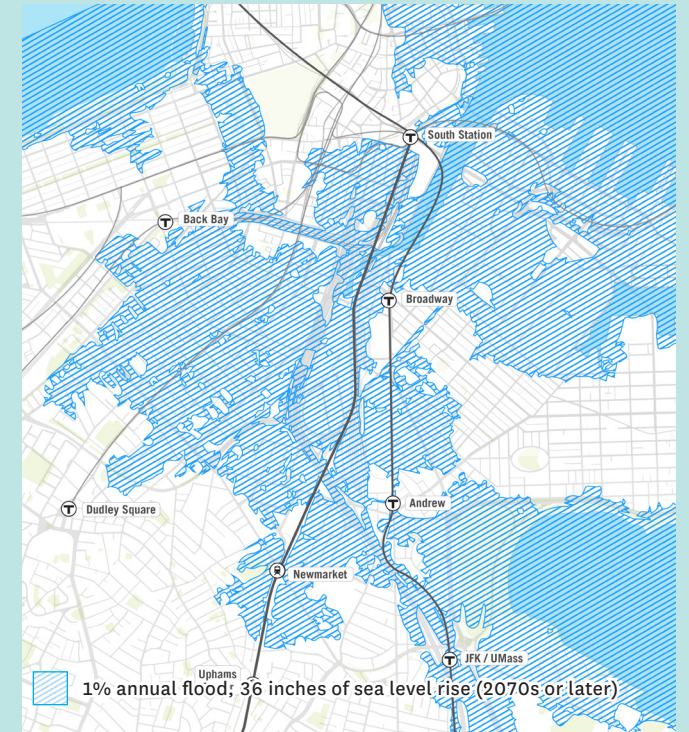
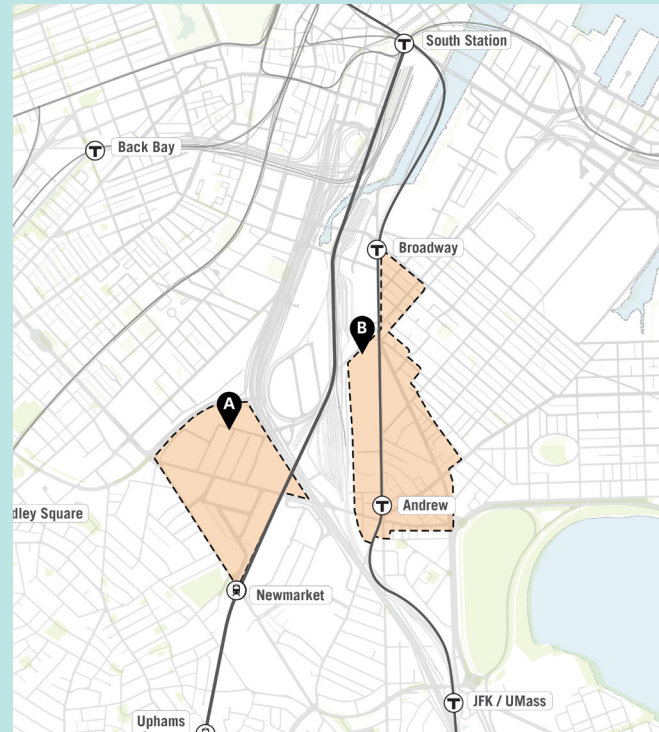
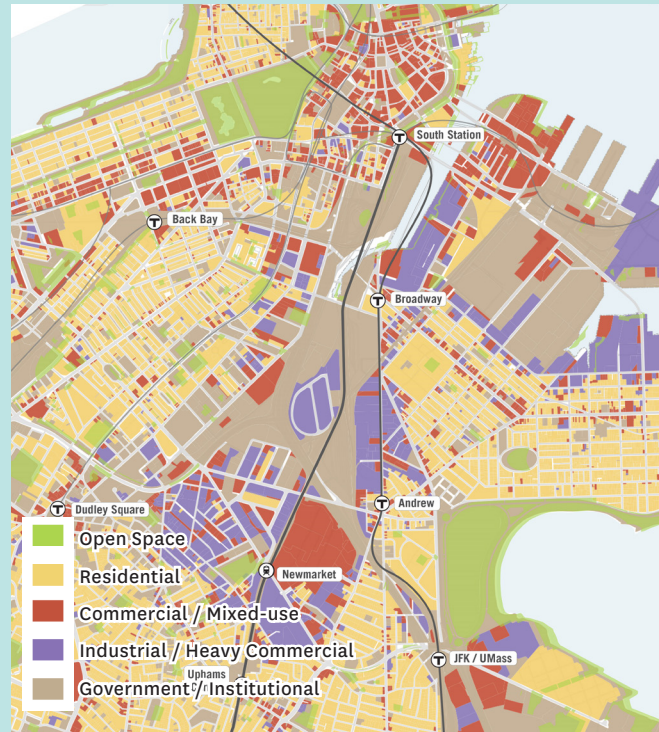


Given the industrial heritage of the area, the existing industrial businesses, and rail lines along the Fairmount corridor, there is strong potential for strengthening industrial uses, and redevelopment that connects communities and creates a dense, mixed-use job center. Core areas of Newmarket can be anchored by a mix of commercial and industrial uses and some edges can evolve as mixed-use areas. With its central location and dense surrounding area, there is potential for air-rights development as appropriate to knit the surrounding areas together as Newmarket and Widett Circle evolve. This growth

will be supported by investments in high-quality transit service along the Fairmount corridor that enhance connections to nearby neighborhoods and employment hubs. Additionally, new housing along the edges of adjacent residential neighborhoods, such as South Boston, Roxbury, and the South End, can strengthen connections to jobs and between neighborhoods. To support this growth and protect essential industrial areas, flood vulnerability in Newmarket and Widett Circle needs to be addressed through proactive investments combined with climate-ready zoning and building regulations.

Key Actions

- › Mixed-use, transit-oriented development along key corridors and edges to strengthen connections to downtown and adjacent neighborhoods
- › Preservation and intensification of critical industrial uses
- › Encouragement of new commercial growth to support jobs that are accessible to local residents
- › Flood protection infrastructure, combined with climate-ready zoning and building regulations to enhance resilience



↑ Land Use

214 Today, Newmarket and Widett Circle are predominantly industrial and commercial areas that currently serve as key nodes for distribution, food processing, and light manufacturing in Boston. Widett Circle is home to a number of facilities that take advantage of access to I-93 and nearby rail lines. Newmarket was rezoned in 2014 to support more light industrial uses.

↑ Recent Plans and Key Projects

- A Newmarket Industrial-Commercial Neighborhood District (2016): New zoning establishes Newmarket as its own zoning district with a maximum floor area ratio of 2.0 and identifies more than 50 permissible uses, including existing ones, such as food manufacturing and distribution, and new ones, such as renewable energies, creative industries, and beverage manufacturing.
- B PLAN: South Boston Dorchester Ave Planning Initiative (Ongoing): Planning study to transform a largely industrial corridor to the east of Widett Circle into a mixed-use district with advanced industrial uses, mixed-income housing, walkable streets, and ground-floor retail.

↑ Transportation

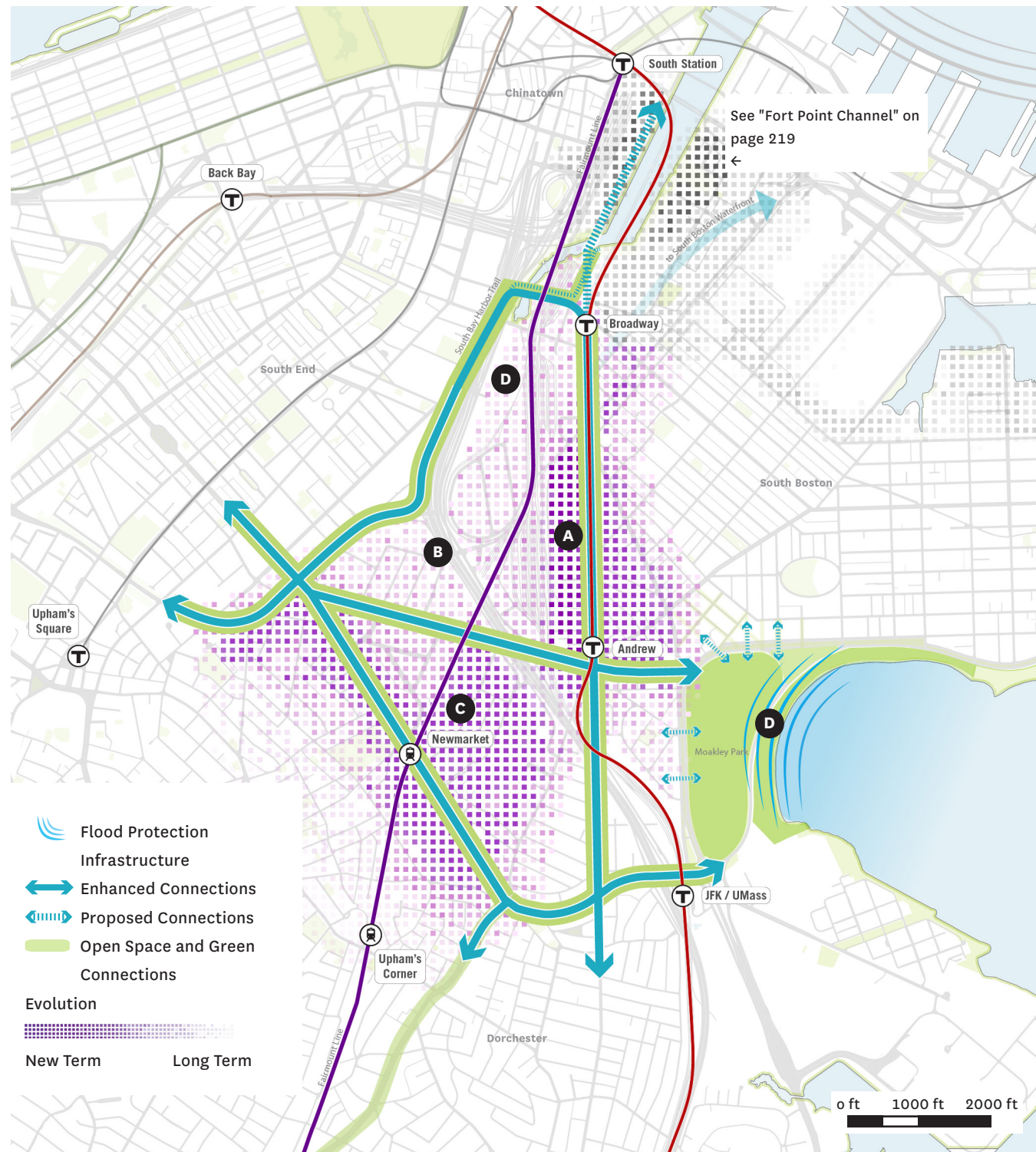
The Fairmount Line cuts through the center of Newmarket and the Red Line runs along the eastern edge of Newmarket and Widett Circle. Proximity to I-93 provides a critical connection for distribution centers and other industrial uses. Pedestrian connectivity through most of the area is poor. A knot of highways and rail infrastructure separates surrounding residential neighborhoods from each other and from the commercial core.

↑ Flood Vulnerability

215 In the coming decades, parts of Newmarket and Widett Circle will have at least a ten percent annual chance of flooding. Many of these areas lie at the intersection of several flood pathways, including from the Fort Point Channel and Dorchester Bay.¹² Addressing these risks requires district-scale flood protection plans. Further study is needed to determine the appropriate mechanisms to protect these areas, which could include climate-ready zoning, updated building standards, as well as investments in flood protection at key inundation points.

Early ideas for Dorchester Bay protections were kick started at the 2016 BSLA Moakley Park Ideas Competition, where almost a dozen climate resilient designs for the park identified options for how to use the large open space to protect more inland areas, such as Newmarket and Widett Circle. At the same time, Climate Ready South Boston begins work in greater technical depth by identifying area-specific options for addressing inundation of the South Boston waterfront, including Fort Point Channel, and identifying the feasibility and impact of the likely options.

"Keep Widett Circle light industrial jobs"
Roslindale resident via community workshop



- A** Mixed-use transit-oriented development
- B** Preservation of key industrial uses
- C** New commercial growth
- D** Climate ready infrastructure

Actions and Investments

Transportation

- › Improved Fairmount/Indigo Line train connections, frequency, and experience.
- › Improved crosstown connections and walkability by reopening Dorchester Avenue to Fort Point Channel.
- › Creation of “complete streets” along Massachusetts Avenue and Southampton Street.

Open Space

- › New and improved open space that serves workers, new residents, and adjacent neighborhoods.
- › Green links on key streets connecting Newmarket to the waterfront and inland green spaces, such as Franklin Park and the South Bay Harbor Trail.

Energy and Environment

- › Protections along Fort Point Channel, South Boston Waterfront, and Dorchester Bay to protect adjacent and inland job centers, neighborhoods, and critical infrastructure from increasing flood risks.

Development & Land Use

- › Mixed-use zoning along neighborhood edges to strengthen connections to adjacent neighborhoods.
- › Air-rights development as appropriate to knit the urban fabric together and strengthen connections over existing infrastructure.
- › Climate-ready zoning and building regulations.

Economic Development

- › Preservation and enhancement of critical industrial uses.
- › Diversification of industrial uses in some areas to include advanced manufacturing, coupled with targeted job training and business development services.
- › Construction of new, mixed-use commercial space to increase job density.

Housing

- › Housing that is affordable for residents with a range of incomes.
- › Investments in upgrades to public housing.

“Address creative brain drain by providing cheap workspaces [in Newmarket] for artists, designers, musicians.”
Resident via online mapping comments



"The Seaport/Fort Point Channel area is rapidly expanding and developing with new commercial and residential projects. We should use this opportunity to model a transportation infrastructure that is truly 21st century. Let's make the Seaport area pedestrian friendly, very walkable and something that we can point to as an example of what can be accomplished when the city, state and local residents can create together"
Boston Waterfront resident via online mapping tool

Fort Point Channel

An active, urban waterfront where mixed-use development and a vibrant public realm transform how Downtown and the South Boston Waterfront meet and how Bostonians interact with the water.



The land around this critical waterway, which sits at the intersection of the historic core and the fast-growing South Boston waterfront, has the potential to become a vibrant destination with jobs, housing and open space. With an accessible, pedestrian-oriented street grid and the incorporation of new and improved green space, strategic mixed-use development can thrive, connecting new growth to historic Fort Point and

nearby assets such as the Convention Center. Investments in green space along the Fort Point Channel could support ecological restoration, reduce flood vulnerability and provide a signature park for residents and workers. The presence of major employers such as GE and Gillette, as well as the longstanding Fort Point arts community, provides an opportunity for partnerships that guide investment in area.

Key Actions

- › Active edge around Fort Point Channel and South Boston Waterfront through new open space and catalytic redevelopment of underutilized parcels.
- › Walkable street grid between South Boston Waterfront, Convention Center, South Boston, and Fort Point Channel to encourage mixed-use growth.
- › Pedestrian, bicycle, and open space connections, including enhancements to the South Bay Harbor Trail and Harborwalk.
- › Enhanced transportation infrastructure.
- › Restored connectivity and redevelopment along Dorchester Avenue.
- › Flood protection infrastructure that provides additional benefits such as open space.



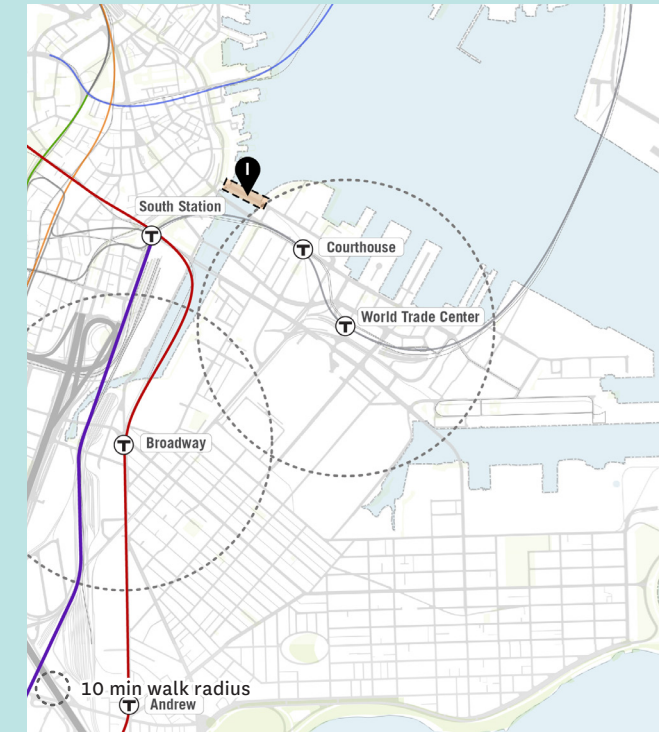
↑ Land Use

220 Industrial uses in Fort Point Channel are intermixed with late nineteenth and early twentieth century warehouse structures. A handful of major landowners account for much of the land area. These include a large USPS facility (A), the P&G/Gillette plant (B), and the new GE headquarters along Fort Point Channel (C), the Boston Convention Center to the east (D), the Boston Children's Museum and the future Martin's Park (E).



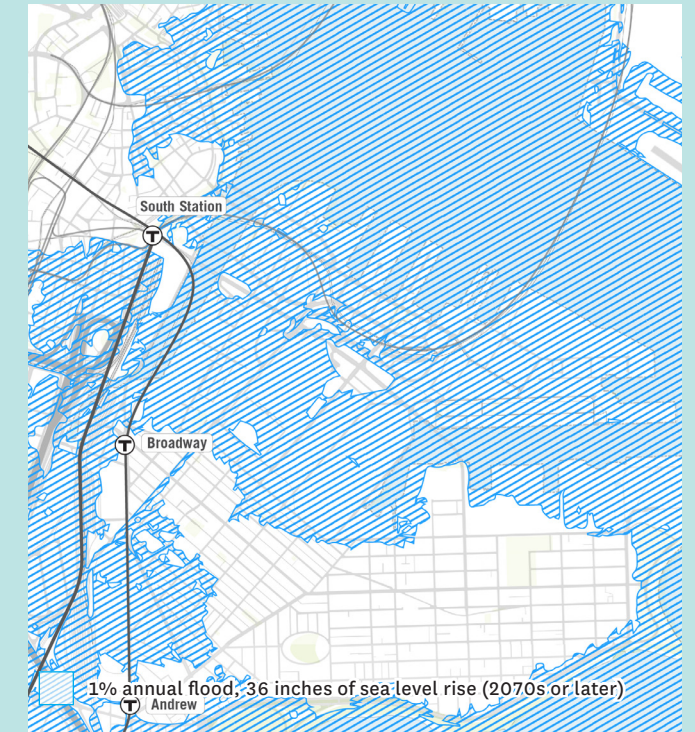
↑ Recent Plans and Key Projects

- F 100 Acres Master Plan (2006): Provides a framework for transforming 35 acres of surface parking lots around the Procter & Gamble/Gillette plant, the USPS facility, and Fort Point historic buildings into a mixed-use neighborhood anchored by over seven acres of new public open space and almost 5.9 million square feet of development. The plan builds upon a well-established adjacent residential neighborhood and thriving artist community.
 - G South Station Expansion Plan (Ongoing): MassDOT project to expand South Station to meet current and projected commuter demand. In addition to increasing station capacity, the plan will reopen Dorchester Avenue and the western edge of Fort Point Channel for public use.
 - H Seaport Square (Ongoing): 23-acre proposed dense, mixed-use development on the South Boston Waterfront that will include new open space along with enhanced connections between 100 Acres and the South Boston Waterfront.
- Climate Ready South Boston (Upcoming): Boston will be developing policy and flood-protection plans to reduce risks in the area.



↑ Transportation

- The area is walking distance to Downtown, as well as key transit nodes such as South Station, the Red Line's Broadway station, and the Silver Line's Courthouse and World Trade Center stops.
- I Northern Avenue Bridge Redesign (Ongoing): First built in 1908, the Northern Avenue Bridge has been closed due to corrosion. A design competition is underway to create a bridge for the next generation that enhances mobility and creates a destination for the next hundred years.

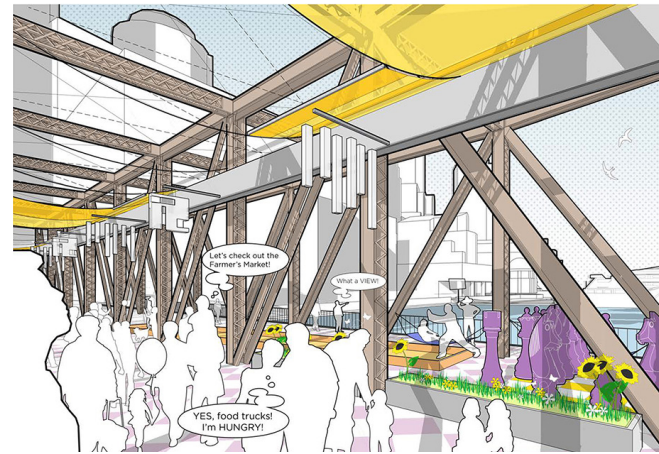


↑ Flood Vulnerability

Vulnerability stems from Fort Point Channel, Reserved Channel, and the harbor by way of the South Boston Waterfront. The area's low elevation with few high points means that flood risk is significant from multiple pathways and comprehensive protection may be needed.¹³ Climate Ready South Boston is a technical assessment and community engagement effort that seeks to identify possible climate preparedness policy and design strategies for the area, and assess the likely impact and feasibility of different options.



↑ GE headquarters rendering



↑ North Avenue Bridge Competition entry

Next Steps

- › Coordinate with the neighborhood, the State, Convention Center, Gillette, GE, and other major stakeholders on a district-level vision
- › Implement district-scale climate resilience planning

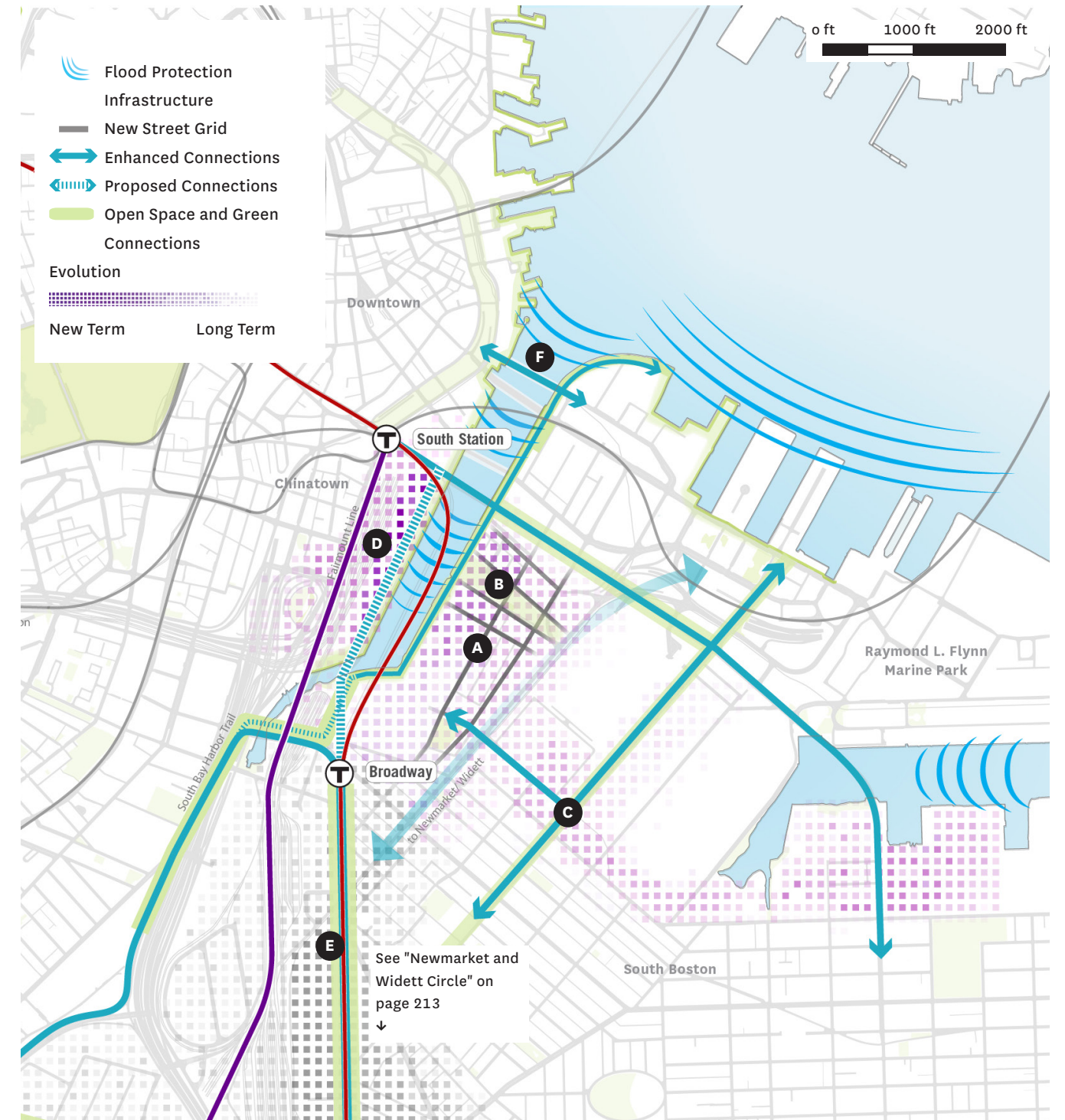


↑ "Tropical Fort Point" Public Art Project



↑ Design for Martin's Park by Michael Van Valkenburgh Associates

"A vibrant Seaport waterfront that better integrates Boston Harbor and parks that pierce Boston Harbor with plentiful recreational space and beaches."
South Boston resident via online survey



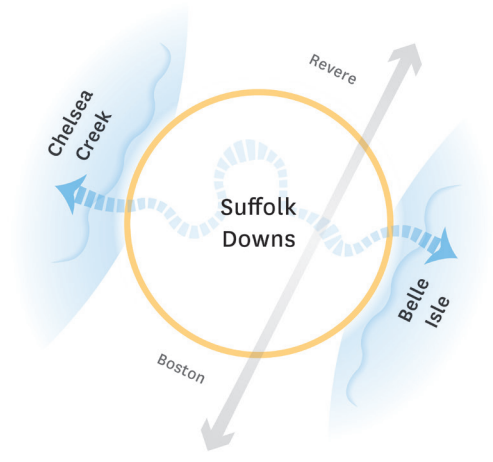
Actions and Investments

- A** Walkable street grid
- B** Waterfront redevelopment and open space
- C** Pedestrian and bike connections
- D** Enhanced transportation infrastructure
- E** Restored connectivity and redevelopment along Dorchester Avenue
- F** Flood protection infrastructure



Suffolk Downs

Suffolk Downs can become a lively, mixed-use community anchored by quality transit and open space that responds to the surrounding marsh and river environment.



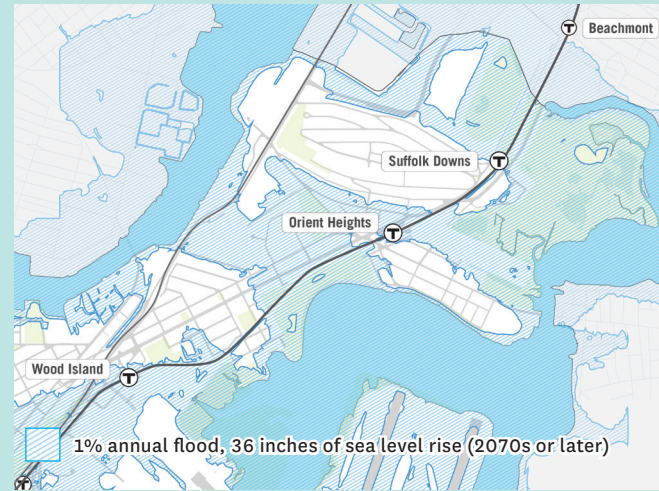
Accessible by two Blue Line stations and the highway, Suffolk Downs presents a transformational opportunity to create a new, mixed-income area in Boston and Revere. Suffolk Downs' location between Chelsea Creek and Belle Isle Marsh demands an environmentally-minded approach to design and development that manages flood risk while also providing room for recreation. Investments in new and daylighted water features could strengthen the area's resilience

to flooding while providing a network of destination parks, marshland, and streams. Much of the land along Route 1A and the Chelsea River is home to industrial uses that can be preserved and strengthened. A plan for Suffolk Downs must respond to neighboring residential areas and guide the evolution of commercial and industrial businesses along 1A and the Chelsea River, many of which house airport-related uses today.

"Great, underutilized land for mixed-use development. Would be great if it is low-medium height to blend with existing East Boston neighborhood. This could include businesses to serve airport, East Boston, and North Shore, as well as residences and recreation space. Please consider environmental issues for the site."
East Boston resident via online mapping comments

Key Actions

- › Transit-oriented mixed-use development
- › Strengthening of industrial uses along the Chelsea River
- › Emphasis on flood protection and open space, including signature network of water-oriented green spaces that connect to Belle Isle Marsh
- › Strengthened pedestrian, vehicular, and bike connections to East Boston and Downtown
- › Development planning that creates a district-wide flood resilience strategy



Transportation

The Blue Line connects the eastern part of the site with other parts of East Boston and Downtown and has capacity for additional ridership. Meanwhile, road traffic relies on Route 1A, which presents traffic circulation issues between the area and the rest of Boston. The area is close but not connected to the East Boston Greenway, which provides pedestrian and bike connections to East Boston and other communities.

Flood Vulnerability

Suffolk Downs and its environs are at very low elevations and are bordered by water on two sides. As the climate changes, the area will face increasing flood risk from both the harbor and Chelsea Creek, which could act as a backdoor for flooding depending on flood-protection alignments.¹⁴ While the Belle Isle Marsh can help protect the area from storm surge from one side, it is at risk of drowning as sea levels rise.

Land Use

The Suffolk Downs racetrack and its surrounding parking lots dominate the area, with the stable residential neighborhood of Orient Heights to the south. There are jet fuel tanks adjacent to the Suffolk Downs parking lot across city lines in Revere. The area between Route 1A and the Chelsea River is characterized by industrial and heavy commercial uses, including airport-supporting uses such as distribution centers and rental car centers.

Next Steps

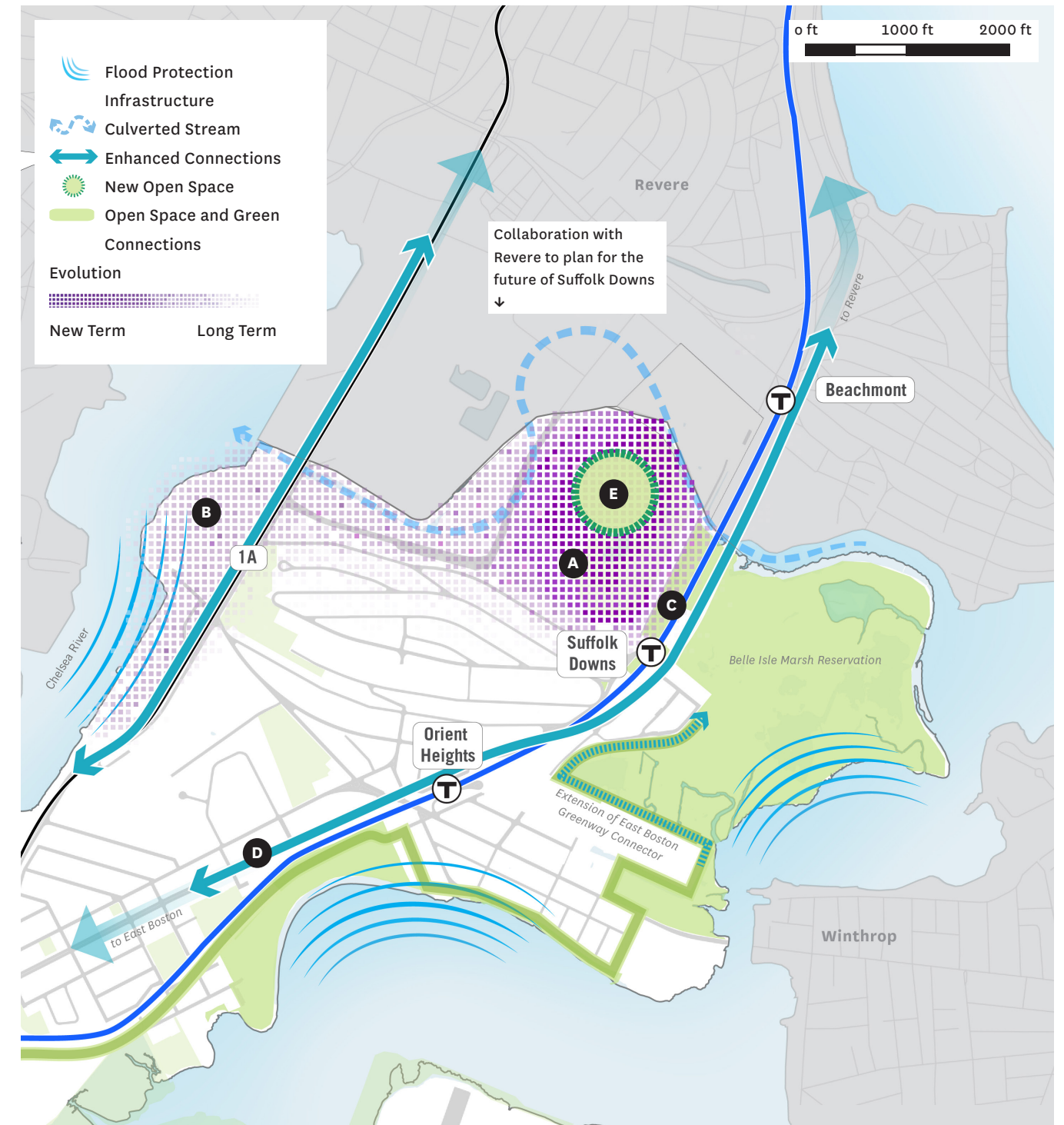
- › Community engagement to inform development and planning decisions
- › Joint planning effort with Revere and landowner of the Suffolk Downs race track
- › East Boston waterfront and flood protection planning



↑ Belle Isle Marsh, East Boston

“Both green and gray infrastructure are necessary. Boston has existing green assets that can be enhanced to better serve as flood protection infrastructure, such as Belle Isle Marsh and Sales Creek.”

Citywide Waterfront Working Group Member



Actions and Investments

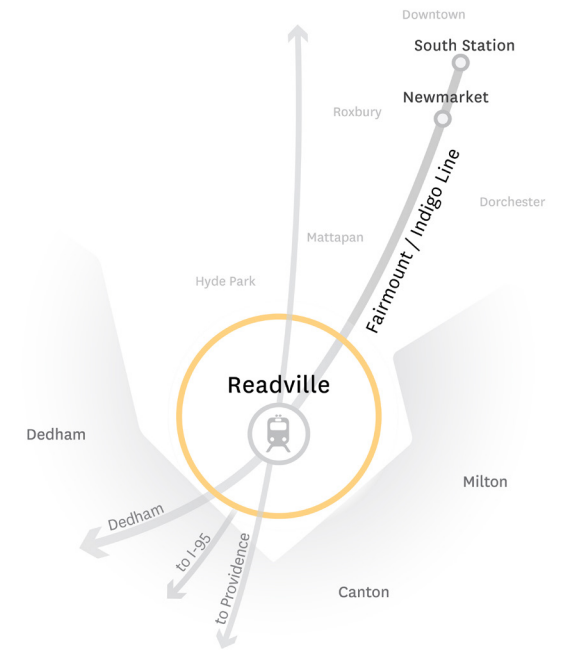
- A** Transit-oriented mixed-use development
- B** Strengthened industrial uses
- C** Network of coordinated flood protection and open spaces
- D** Pedestrian, vehicular, and bike connections
- E** Development planning that creates a district-wide flood resilience strategy

"Parking lots and vacant land near the Readville site are great locations for office/industrial/retail developments."
Brighton resident via online mapping comments



Readville

Readville's existing industrial uses and transit access provide an opportunity to enhance manufacturing uses, create quality jobs, and encourage mixed-use, transit-oriented development.



Readville in Hyde Park is an industrial center surrounded by stable residential areas. The neighborhood sits at the nexus of multiple rail lines and highway routes and is directly connected to Downtown and other job centers via the Fairmount Line. A wealth of existing industrial uses along with several large parcels present an opportunity for the area to be strengthened as an anchor for the city's industrial economy. Investment

in local businesses, circulation improvements, improved connections along the Fairmount corridor, and public realm enhancements can increase job density and make this area more accessible to Dorchester, Mattapan, and Downtown. Sensitive mixed-use growth, particularly near the train station, and investment in Wolcott Square that embraces the square's history can meet the needs of residents and workers.

Key Actions

- › Preservation and enhancement of industrial land to increase job density
- › New mixed-use development around Readville Station and Wolcott Square
- › Fairmount/Indigo Line train connections, frequency, equitable fares, and user experience
- › Traffic pattern, streets, sidewalks, and public-realm improvements to facilitate circulation and encourage walking and biking



Land Use

Industrial uses, such as construction storage and auto-body repair shops, and Boston Police Department storage make up much of the space along and around lower Hyde Park Avenue, just north of Readville Station. A railroad and MBTA rail yard sit directly behind these uses to the east, while light manufacturing, warehouses, and bus lots comprise much of the land to the south of the station.

Existing Plans

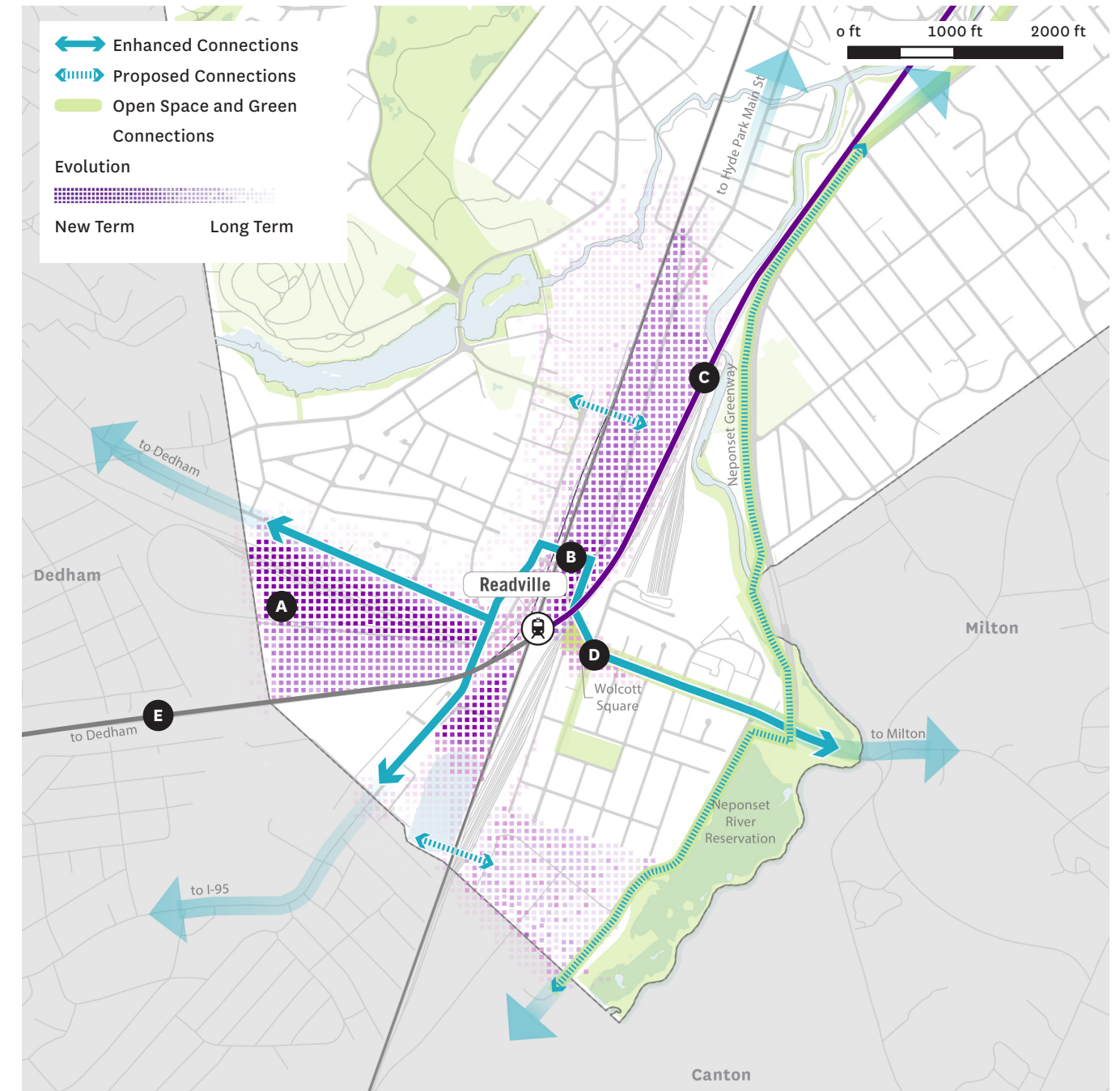
› Hyde Park Neighborhood Strategic Plan (2011): Neighborhood planning framework to enhance residential and commercial uses while preserving key industrial areas for continued use. The industrial strategy recommends looking for emerging industries that can be attracted to the neighborhood while ensuring zoning and regulations support job-intensive and economically vital industrial uses.

Transportation

The Fairmount Line terminates at the center of the area, while I-95 runs east-west to the south of Readville. Readville's location close to key rail and road connections make the area a desirable location for industrial and manufacturing uses. Fairmount Line fares from Readville to Downtown are currently three times as expensive as the T, imposing an additional cost burden on Readville commuters. Parts of the neighborhood could also benefit from investments to address traffic and improve walkability through street improvements such as lights, sidewalks, and wayfinding.

Next Steps

- › Investments in transportation infrastructure, street improvements, improved circulation, and the public realm
- › Land use and economic development policies to support continued growth of industrial



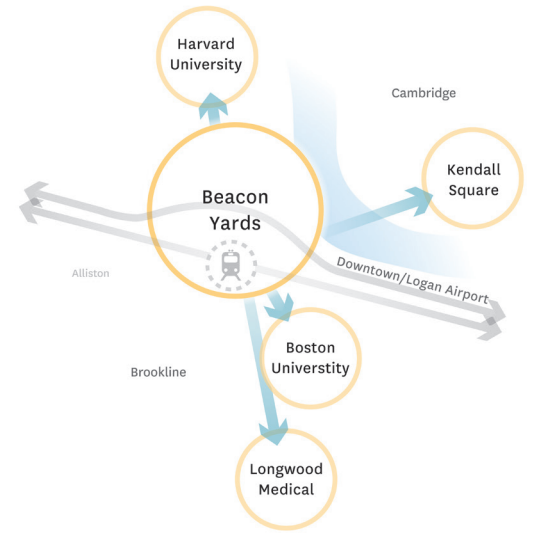
Actions and Investments

- A** Preservation and enhancement of industrial land
- B** New mixed-use development
- C** Improved Fairmount/Indigo Line connections, frequency, and user experience
- D** Improved circulation via walking and biking infrastructure and other public-realm improvements
- E** Connect Fairmount/Indigo Line to additional destinations, such as Dedham



Beacon Yards

A new center for innovation can flourish between Boston and Cambridge around the new West Station. Significant commercial and residential growth can expand the boundaries of the commercial core.



"Suffolk Downs and Beacon Yards need to be developed into new neighborhoods ASAP. DMUs [types of trains] along the Worcester line will connect Beacon Yards to jobs and entertainment downtown as the Blue Line will for Suffolk Downs. At each of these neighborhoods an Assembly Square style development is possible, adding thousands of new units to Boston's housing stock, increasing entertainment/shopping opportunities, adding hundreds of affordable units, and increasing Boston's tax base all while not increasing traffic substantially because the projects are transit oriented."

Back Bay resident via online survey

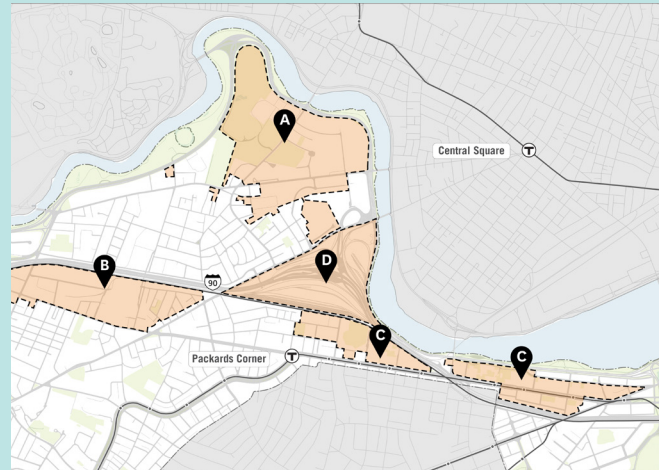
"I imagine a future where West Station is built knowing development is stimulated by government investment."
Resident via note on Draft Plan

Beacon Yards' position at the crossroads of Harvard University and Boston University, along with its access to health and innovation clusters in the Longwood Medical Area and Kendall Square, creates potential for the area to become a center for research and innovation. Today, the Massachusetts Turnpike viaduct and Allston / Brighton interchange occupy a large amount of land and act as a barrier between surrounding neighborhoods and institutions. The Allston I-90 Interchange Improvement project will realign and redesign the viaduct and interchange, unlocking the opportunity for the creation of a new mixed-use office and residential neighborhood, with the potential for

dense development through the use of air-rights development in the future. Significant investment in infrastructure, including an open-space network that provides connectivity to the Charles River, the development of West Station, coordinated and sustainable stormwater management, and stronger transit connections to surrounding neighborhoods will be critical to supporting residential growth and creating a mixed-use research and innovation hub. These infrastructure and transit investments will also serve nearby neighborhoods such as Allston and Brighton, expanding capacity and easing the burden on existing infrastructure.

Key Actions

- › Planning to set the stage for a mixed-use, transit-oriented neighborhood that provides jobs for the innovation economy
- › Walkable streets and protected biking links between Allston and the Charles River
- › Placemaking through new open space and street-level retail
- › Transit hub at West Station and dedicated bus lanes connecting commuters to the neighborhood and downtown
- › Collaboration to address district-wide runoff and manage stormwater



Existing Plans

- A Harvard Institutional Master Plan (Ongoing): Harvard is developing new academic, research, and administrative facilities and renovating buildings that support the University's mission, including science and innovation research.
- B Brighton-Guest Street Area (2012): Planning study to transform the underutilized 100-acre district into a destination in the heart of the Allston Brighton community with pedestrian-scaled streets, public parks and plazas, and neighborhood amenities.
- C Boston University Institutional Master Plan (Ongoing): Includes seven proposed Institutional Master Plan Projects, including the restoration of the existing Law School tower, development of new academic buildings in the Central and East Campus areas, and the completion of the John Hancock Student Village on West Campus.
- D Allston I-90 Interchange Improvement Project (Ongoing): The Allston I-90 Interchange Improvement Project will realign and redesign the viaduct and interchange, unlocking the opportunity for the creation of a new mixed-use neighborhood, with the potential for dense development through the use of air rights.

Transportation

I-90 and a major commuter rail line cut through the area, but there are few existing transit nodes. A new commuter node at West Station is currently being planned.

Land Use

Beacon Yards is composed of almost entirely Harvard or publicly owned land. A rail yard, highway interchange, and vacant lots define the area. The site is near the increasingly vibrant Western Avenue corridor that connects Watertown to Barry's Corner. Soil and groundwater remediation is underway to prepare the area for a mix of uses.

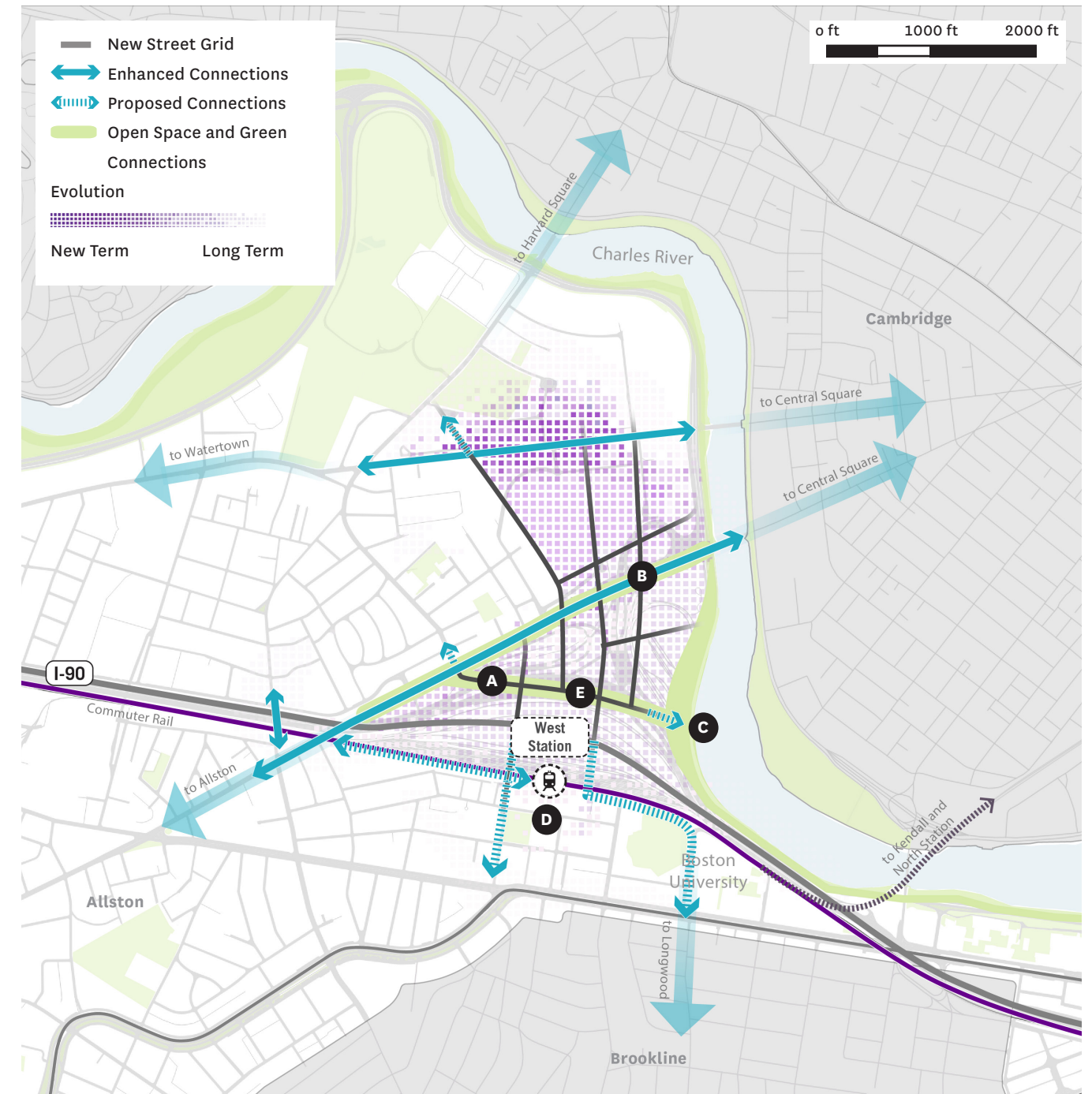
Next Steps

- › Close collaboration with Harvard University during the institutional planning process
- › City guidance regarding zoning, street grid, transit, phasing



"The real city building opportunity is in the Beacon Rail Yards in Allston. The City needs...a plan that will make a real neighborhood there, in line with the city's long-term goals."

Allston resident via online survey



Actions and Investments

- A** Plan to guide new innovation district
- B** Walkable and bikeable street grid that connects to open space along the river
- C** Quality open spaces
- D** West Station multimodal transit hub
- E** Collaboration on district-wide stormwater management