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Boston Chinatown Master Plan 波士顿华埠总体规划

Community Vision and
Implementation Strategies
社区愿景与措施策略

June 2020
2020年6月

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Chinese Progressive Association
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Pao Arts Center
PLAN: Downtown
Rose Kennedy Greenway
Josiah Quincy Upper School
Metropolitan Area Planning Commission

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Every ten years since 1990, the Chinatown community has come together to develop and publish our own vision and priorities for community development, to serve as an education, advocacy, and organizing tool for the community and as a guide to policy makers and developers.

In the midst of publishing Chinatown Master Plan 2020, the COVID pandemic struck. This has not just meant a brief delay in publication as we moved to working online, but also that our plan now exists within a dramatically different economic landscape of devastated small businesses, massive unemployment, and perhaps a temporary slowdown in real estate speculation.

Our vision for a stable and healthy community remains. If anything, the crisis has highlighted the importance of improving the neighborhood's open spaces, the impact of grid-locked vehicles and traffic-related air pollution, and the centrality of stable housing for a healthy community.

But what we recognized as a key missing piece to our plan—an assessment and updated plan for community economic development—is needed now more than ever.

Chinatown's small businesses have been the hardest hit in the region.

Retail and restaurant customers began staying away from Chinatown two or three months before the rest of Massachusetts shut down, following news of the pandemic then developing in China. The community's small business economy continues to be dominated by heavily impacted restaurants and food-related retail, which employ a disproportionate number of Chinese workers.

Our community's workforce is concentrated in the tourism and hospitality sector, which are suffering from massive unemployment. Many are lacking paid sick leave or other benefits. Those who are undocumented or who may have legal status but work “under the table” have no public safety net to catch them.

Many Chinese workers are on the front lines as well, at higher risk of infection as low wage workers in the home health care sector, daycares, or grocery stores. These workers are more likely to become ill and to suffer from medical debt in the future.

Rising anti-Chinese sentiment may have longer term economic implications. Trade war xenophobia has given way to COVID-related discrimination, affecting the broader Asian American community.

As we begin to gradually emerge from quarantine mode, listening to the needs and ideas of Chinatown's workers and small business owners will help us to shape proposals for a historic and cultural district, zoning amendments, and benefit-capture programs that serve the community's economic development goals.



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
MARTIN J. WALSH



Dear Friends:

Welcome to the **2020 Boston Chinatown Master Plan**. I want to thank the Chinatown Master Plan Committee and everyone who helped craft this plan and vision.

Chinatown is one of our City's most diverse, vibrant, and historic neighborhoods. It has also been at the heart of the immigrant experience in Boston. Generations of residents helped build our City into the successful place it is today, and they continue to contribute to our success in many ways. We want to help build a future for Chinatown that preserves its character and community, and encompasses everything that makes a neighborhood thrive.

Chinatown was a leader in being the first Boston neighborhood to create a master plan in 1990, and they have been updating it every decade since. The City was proud to work with the community to accomplish one of their big goals in the 2010 master plan: to bring library services back to the neighborhood. And we're making more exciting investments in Chinatown in the near future.

We're moving forward with plans for a new, state-of-the-art Josiah Quincy Upper School—the first new school built in Chinatown in 50 years. We extended the boundaries of our PLAN: Downtown study to include Chinatown, in examining how we can promote the preservation, enhancement, and growth of the Downtown area. And we're actively working to both preserve and create affordable housing options in Chinatown. Our biggest priority is keeping families and long-time residents in the neighborhood they love.

As always, the City will work closely and collaborate with the community to carry out our shared goals for Chinatown's future. The 2020 Chinatown Master Plan, shaped by the people, will serve as a guiding voice for the advancement of this neighborhood for the next ten years and beyond. Thank you for being a part of this ongoing process, and we're looking forward to our continued partnership.

Sincerely,

Martin J. Walsh
Mayor of Boston



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE



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March 8, 2020

Dear Friends,

I want to thank the Chinatown Master Plan Committee and everyone who helped with this create this vision for a healthier greener and more inclusive neighborhood. It is an honor and privilege to serve the residents and businesses of the Chinatown. As State Senator for the First Suffolk and Middlesex District, it is always a priority to advocate for the residents of my district.

Over the past several years Chinatown has seen a steady increase in housing prices, with both rental and ownership options becoming both scarcer and less affordable to the average family. Influx Luxury developments have contributed to the increasing housing cost in Chinatown, and in order to keep Chinatown affordable, we must increase the supply of workforce and family housing.

Another consequence in of the influx of developments in Chinatown is greenhouse gas emissions. Chinatown has historically been the most heavily congested neighborhood in the city, in large part, due to its proximity to two major highways and South Station. As of such, any development plan must mitigate building emissions and an increase in automobile traffic that comes along with new development. Any plan for Chinatown will need to place a strong emphasis on urban green space and a reduction in per unit parking.

Chinatown Master Plan 2020 is a great first step forward to fighting these obstacles. I look forward to working with all the residents of Chinatown, The Boston Planning Development Agency and the city of Boston to ensure the prosperity of our community.

If you have any questions or concerns, please do not hesitate to reach out to my office.

Yours in service,

Joseph A. Boncore
State Senator

First Suffolk and Middlesex District

Chairman
JOINT COMMITTEE ON HOUSING
AND
JOINT COMMITTEE ON TRANSPORTATION
Vice Chairman
JOINT COMMITTEE ON HEALTHCARE FINANCING

FINANCIAL SERVICES
GLOBAL WARMING AND CLIMATE CHANGE
REVENUE



Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

AARON MICHLEWITZ
STATE REPRESENTATIVE
3RD SUFFOLK DISTRICT



May 5, 2020

Dear Friends:

As in past years, I am pleased to welcome readers to Chinatown Master Plan 2020 and to thank the many community residents, business owners, and leaders who participated in developing this plan.

Chinatown is important as a historic neighborhood, which has been home to immigrant working class families since the 19th century, and as a commercial, tourism and cultural center for the region. With the rapid pace of downtown development neighboring Chinatown, it is particularly important for the community to identify community priorities and to chart a path for advancing a Chinatown Historic and Cultural District, increases in affordable housing, and strategies to improve the community's quality of life, health and sustainability.

As your state representative, I was happy to lead efforts to address the impact of the rising short term rental industry on our district and the Commonwealth, so that we can protect neighborhoods and gain benefits from these new forms of tourism. I will continue to partner with the community to ensure a stable future for Chinatown and to be your eyes and ears in the Massachusetts State House.

Sincerely,

AARON MICHLEWITZ
State Representative
Third Suffolk District



ED FLYNN
BOSTON CITY COUNCIL



March 10, 2020

Dear Friends:

It is my greatest honor to represent the wonderful community of Chinatown as your Boston City Councilor for District 2. I am beyond grateful for community organizations like the Chinatown Master Plan Committee who continue to make tireless efforts to improve the community and pave the way for further progress. Chinatown is facing the pressures of gentrification and displacement, but it remains an anchor for immigrants in the city and a thriving cultural hub for Asian communities. I applaud the work of the Chinatown Master Plan Committee, and the community members who put in so much work in advocating for their neighborhood.

For years, the expansion of luxury properties and the short-term rental industry has destabilized our working-class families in Chinatown. Because of this, it is important that we continue taking progressive measures to improve the quality of life and expand housing options for our immigrant neighbors, working class families, and longtime residents. This includes developing Chinatown as a Historical and Cultural District that celebrates the history of our immigrant working-class families, maximizing affordable housing for our low-income families, preserving Chinatown's existing subsidized housing to ensure permanent affordability, and making efforts to increase sustainability to improve community health and quality of life.

We can't do this alone. Such a vision requires strong collaborations between Chinatown organizations and residents, the City of Boston, state government agencies, and the private sector. We hope that together we can deliver results for the community of Chinatown.

As your City Councilor, I will continue to work hard for you, as it is truly an honor to serve this amazing community. Thank you and I look forward to our continued collaboration.

Sincerely,

Ed Flynn
Boston District 2 City Councilor

Executive Summary

Chinatown Master Plan 2020 reaffirms the goals of Chinatown Master Plan 2010, focused on stabilizing Chinatown as a both a diverse residential neighborhood anchored by immigrant and working class families and as a sustainable social, economic and cultural hub. This 2020 update assesses important trends and highlights opportunities in particular areas: housing, public realm, mobility, and historic and cultural preservation. As such, it is not a comprehensive master plan but a strategic and implementation update.

Chinatown continues to be an important anchor neighborhood as well as a hub for Asian American communities along the Orange, Red and Green Lines. The neighborhood has experienced rapid growth and made important gains in securing a Chinatown Library, launching new cultural programs, beginning open space improvements, and building new affordable housing.

Throughout its history, Chinatown has been challenged by external development pressures—by Urban Renewal and highway construction in the 1950s and 60s, decades of institutional expansion in the 1970s and 80s, and finally the downtown luxury development boom which kicked off in 2000.

Two decades of luxury development, followed by the rapid growth of the short term rental industry, have shifted Chinatown's demographics, increased speculative flipping of properties, and touched off the displacement of the community's most vulnerable residents and small businesses.

In response, we need to double down on core strategies and policies focused on stabilizing Chinatown's working class residential and small business core:

- Develop Chinatown as a Historic and Cultural District that celebrates its history as an anchor neighborhood for immigrant working class families.
- Maximize affordable housing development on public and community-controlled land, with a particular priority on housing for low income families.
- Preserve every unit of Chinatown's existing subsidized housing and seek opportunities to secure permanent affordability.
- Seek opportunities to remove properties from the private market for permanent affordability
- Improve community health and quality of life, including greening efforts, open space improvements, prioritization of pedestrian safety, air pollution mitigation, and planning for climate change.

Achieving this vision will require that we continue to strengthen our community voice while partnering with the City of Boston, state government agencies, and the private sector. It is in this spirit that we offer this 2020 update to the Chinatown Master Plan.

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Introduction

Overview

Boston Chinatown has historically played an important economic, social and cultural role as a landing place for arriving immigrants and an anchor community in which they continue to live, work, shop, find services, and maintain social connections.

The first Chinatown Community Plan of 1990 came from community members' concerns about competing demands for affordable housing and institutional expansion in Chinatown. In the two decades since 2000, the luxury housing boom has brought a decrease in immigrant working class families as a percentage of the total Chinatown population, a trend that has spurred multiple efforts to stabilize Chinatown and protect its role as an anchor for low income working class immigrants. Like the 2000 and 2010 Chinatown Master Plans, this 2020 document reflects the local community's continued goal to define and preserve Chinatown as an anchor community.

As an update and continuation of previous community-led master plans, this 2020 document includes demographic data and qualitative observations on changes in Boston Chinatown since 2010. It then highlights specific goals and corresponding implementation strategies for immediate and extended consideration in regards to housing, public realm, mobility, and historic preservation. Next, community visions for four specific opportunity areas are outlined: Chinatown Gateway, Parcel A & 50 Herald, Phillips Square, and Parcel R-1.

Important pieces of a comprehensive community plan are missing and recommended for future work. Due to limited capacity and efforts to mirror areas of focus in PLAN: Downtown, this update does not adequately assess nor develop strategies for several core areas, including community economic development, education, or health and human services.

The Chinatown Master Plan Committee published this 2020 update with continued input and support from various Chinatown community groups (please see Acknowledgements page). This process was supported by Community Assessment of Freeway Exposure & Health (CAFEH) in partnership with Tufts University, Chinatown Community Land Trust, Chinatown Residents Association, Chinese Progressive Association, and Metropolitan Area Planning Council. Funding support for this document was provided by the National Institute of Environmental Health Sciences grant #ES026980. The findings, ideas, goals, and strategies presented in this document are a result of multiple extended conversations that took place between September 2018 and December 2019.

The community engagement process for this Master Plan document occurred concurrently with the PLAN: Downtown public process led by the Boston Planning Development Agency (BPDA). Multiple members of the Chinatown Master Plan Committee participated in the PLAN: Downtown Advisory Group. PLAN: Downtown is currently unfolding a two-year process to develop a shared vision and goals for the preservation, enhancement and growth of Downtown Boston and to update its underlying zoning while creating a transparent density bonus system.

We hope this 2020 Chinatown Master Plan document will be a useful resource for planners and community advocates alike, and will supplement PLAN: Downtown with more specificity and context for the Chinatown district that is included in its study area. And, while Master Plan 2020 has not proposed a zoning plan for Chinatown, our goals and strategies point to the need for a fine-grained approach to Chinatown zoning which protects the small-scale nature of historic row house streets while allowing for dense affordable housing and community-oriented development. We look forward to continued collaboration with the City of Boston and PLAN: Downtown on specific proposals for the Chinatown Zoning District.

Community Engagement Process

Work on the 2020 Chinatown Master Plan update began in 2018. The process was overseen by the Chinatown Master Plan Committee, which consists of Chinatown residents and representatives from community-based organizations.

The community engagement process began with the Community Assessment of Freeway Exposure & Health (CAFEH) project's plan to conduct a Health Lens Analysis of Chinatown, with the initial support of Harvard University Graduate School of Design and T.H. Chan School of Public Health students in Fall 2018. Qualitative research and spatial analysis was conducted to assess Chinatown's needs from a public health perspective. We asked: How can we plan for a stable and healthy Chinatown?

As community participants learned about and discussed social determinants of community health such as housing, economic status, and environmental impacts, work on the Health Lens Analysis evolved into an opportunity to update the community's master plan for the future. The timing was fortuitous, as the City of Boston was preparing to launch its own PLAN: Downtown Boston.

Through community meetings, focus groups, and one-on-one interviews with Chinatown community members, we gathered participants' thoughts, identified themes, and collected data on the state of community health and well-being. The resulting report is available [here](#).

The health issues that emerged as priorities from this process were the focus of a Healthy Chinatown Design Workshop held on July 20, 2019.

On July 20, 2019, the morning breakout sessions, Healthy Housing, Healthy Mobility, and Healthy Public Realm, provided space to discuss overarching goals and strategies for Chinatown. The afternoon breakout sessions

were focused on specific opportunity areas within Chinatown: Chinatown Gateway, Phillips Square, Parcel A & 50 Herald, and Parcel R-1. We asked: How does a healthy Chinatown look and feel? Ninety people were in attendance, including Chinatown residents of a diverse range of ages, planners and designers, and event volunteers. The resulting report is available [here](#).

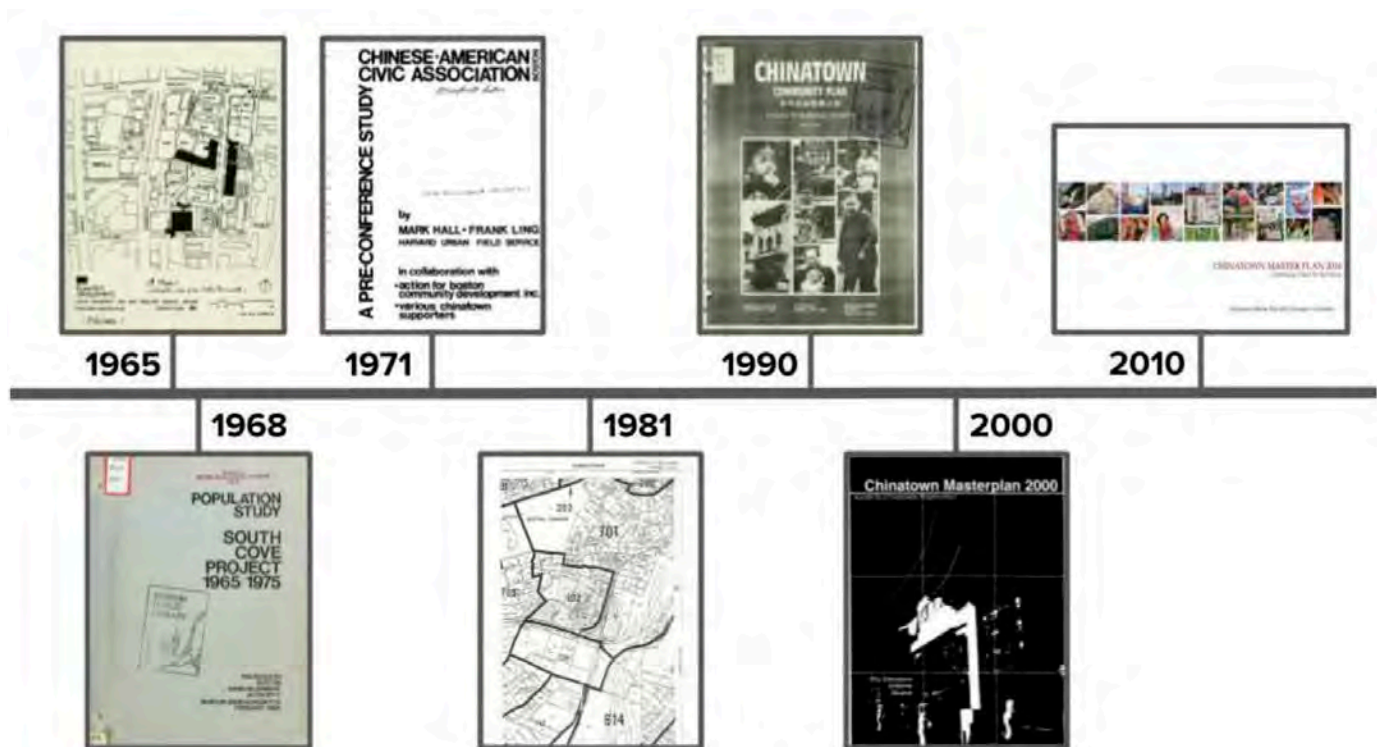
To involve community members in considering an important but less explored issue in previous neighborhood plans, three separate community conversations were held on the topic of Historic and Cultural Preservation. These conversations engaged the Chinatown Master Plan Committee and a broad group of residents in a public community meeting.

Outcomes of these community meetings and workshops were reported back to the Chinatown Master Plan Committee, which then oversaw the drafting of the goals and strategies that are presented in this 2020 Chinatown Master Plan update.

A History of Community-Led Master Planning

This Chinatown Master Plan 2020 document is a part of an ongoing process for community members to stabilize and preserve the cultural dynamism of Boston's Chinatown. Previous community-led Chinatown Master Plan documents are linked below:

- [Chinatown Community Plan: A Plan to Manage Growth \(1990\)](#)
- [Chinatown Master Plan: Agenda for a Stable Neighborhood \(2000\)](#)
- [Chinatown Master Plan: Community Vision for the Future \(2010\)](#)



Review of Chinatown Master Plan 2010

Chinatown Master Plan 2010 reaffirmed the principles of the original Chinatown Community Plan of 1990, which centered on preserving the working class family neighborhood, strengthening both cultural heritage and the local economy, protecting the land base, and connecting Chinatown to its neighbors.

At the same time, the Chinatown Master Plan 2010 updated the 1990 principles to reflect the reality of the time by highlighting the following four principles:

1. Chinatown will be a diverse residential neighborhood anchored by immigrant and working class families.
2. Chinatown will be a sustainable social, economic and cultural hub for a network of Asian American communities in neighboring communities.
3. Chinatown will enhance its history and character as a unique neighborhood and cultural center that is important to the city, state, and region.
4. Chinatown will develop and diversify its economy by building on both its cultural identity and strategic location.

To realize this vision, the 2010 plan proposed eleven goals:

1. Preserve and strengthen Chinatown as a gateway for new immigrants and as a regional center for Chinese and Asian American culture and services;
2. Ensure the preservation of existing affordable housing;
3. Expand the number and range of housing options with a priority on low- and middle-income family housing;
4. Identify, create and prepare community members and businesses for economic development opportunities which will serve the

needs of local residents, the regional Asian American community, neighboring institutions, and the Downtown and Theater Districts;

5. Increase public safety, improve the pedestrian environment, and engage in transportation planning to address community needs;
6. Foster a more sustainable and greener community;
7. Cultivate a healthier and cleaner environment and promote the health and well-being of its residents;
8. Expand civic spaces and increase the number of open spaces and parks;
9. Develop policies that improve the quality of life for community members;
10. Increase community civic participation;
11. Reaffirm Chinatown's connections with its neighbors.

In 2010, the Master Plan Oversight Committee decided to establish an ongoing Master Plan Implementation Committee to continuously bring community leaders together to assess opportunities and threats in relationship to the community vision. While individual participation has shifted over time, the continuation of the Master Plan Committee has been critical to the community's progress in implementing pieces of the vision since 2010.

Community-led efforts in Chinatown have been greatly aided by the unified understanding, vision, and implementation plan provided by the ongoing master planning process. The goals and strategies in the 2020 Master Plan reference goals set in 2010 and provide context for changes since 2010, as they relate to the topics of housing, public realm, mobility, and historic preservation. Below is a snapshot of changes and accomplishments that were achieved since the publication of Chinatown Master Plan 2010.

2010 - 2020 Updates

Regional Center for Social Services

Chinatown remains an important local and regional hub for Asian and immigrant communities in the Greater Boston area. This is reflected in the service base of Chinatown's non-profit agencies. Nearly 3 out of every 4 Boston Chinatown Neighborhood Center (BCNC) clients, and 90% of the Chinese Progressive Association's clients, live in Boston, Quincy, or Malden.

Every sector in the social services realm has been impacted by gentrification and the changing demographics of Chinatown. A thorough assessment is needed to explore the following observations:

- Most Chinatown service institutions have either relocated or opened satellite locations in communities such as Quincy and Malden.

- Non-profit childcare providers have seen a decline in program population and an emergence of for-profit Chinese language childcare centers. Universal Pre-K in Boston Public Schools has helped with continued access to high quality care for some working families.

- A new governmental focus on career and college pathways seems to have increased access to jobs and higher education in the community, but also resulted in fewer slots for lower level English learners.

- Resources and supports for emotional well-being are lacking.

Further cross-sector and cross-community partnerships, coalition-building, and innovative program design is encouraged moving forward.

Housing Preservation and Development

Responding to a decade of luxury development that began in 2000, Chinatown has made significant progress on both affordable housing preservation and development since 2010. At the same time, the overwhelming amount of luxury housing threatens to edge out the working class family character of the neighborhood, and housing wait lists are long.

Since 2010, 1055 subsidized housing units were preserved, 102 public housing units were slated for preservation, 12 units were lost.

Increased City of Boston affordable housing funds contributed to a new wave of affordable housing development in Chinatown. From 2010 to 2019, Chinatown added 2,008 housing units, of which 1,629 were market-rate and 379 (19%) were subsidized. This was an improvement from the prior decade, when only 168 (14%) out of 1,177 were affordable. Types of housing stock also diversified, with 51 new homeownership opportunities, another 70 condos in the pipeline, and about 50 new 2 and 3 bedroom units. Of 2,115 new housing units adjacent to Chinatown, however, 1,942 (92%) were high end units.

Economic Development

In November 2019, the Chinatown Business Association (CBA) surveyed a number of Chinatown business owners in regard to demographic shifts in their customer bases. While deeper assessment and quantitative analysis is needed in this area, business owners made a number of observations:

- Decrease in traditional customer base from outside of Chinatown
- Shift toward younger, Mandarin-speaking customers with more wealth
- Increase in customers using public transit or ride-sharing apps
- Increase in dessert, bubble tea, or café style businesses appealing to the shifting customer base, and downsizing of restaurants

Business owners speculate that the growth of Asian businesses in Malden and Quincy, combined with the lack of street parking in Chinatown, are linked to these shifts.

Safety and Pedestrian Environment

Community members have worked with the Boston Transportation Department on pedestrian and bicycle safety as well as other mobility planning issues, most recently with the Slow Streets initiative, Go Boston 2030, and Vision Zero Boston. While pedestrian safety, traffic, and parking continue to be top community concerns, there have been several improvements:

- Some traffic calming measures were implemented, including time-delay signalling along Kneeland Street and a four-way traffic stop at Washington and Kneeland.
- Bicycle lanes were installed along Kneeland and Harrison Street, and Blue Bike stations installed at Chin Park and Harrison Avenue. Bike racks were installed in Chin Park.
- Parking meters modernized to allow for credit card and app-based payment.

Greener and Healthier Community

Over the past decade, several initiatives have focused on community health and well-being, including educational programs that raised awareness of preventive care strategies and environmental health issues like air pollution.

- Service collaboratives worked to improve native language health care access, including mental health services and preventive care education.
- Chinatown agency and business leaders launched the Cleanup Chinatown Committee.
- Community outreach and education programs increased awareness of traffic-related air pollution as a public health issue.

Civic Spaces and Parks

While Chinatown continues to suffer from a shortage of green space, important steps have increased and diversified the range of civic spaces in Chinatown that are open to the public.

- The Pao Arts Center opened in 2017, providing a variety of cultural and arts programming for the community.
- An Interim Chinatown Library opened in 2018 at the China Trade Center, logging 104,951 visitors in the past two years, and plans are underway for a permanent library branch at 290 Tremont Street.
- Chinatown Park along the Rose Kennedy Greenway, recently renamed Auntie Kay and Uncle Frank Chin Park, now has new furniture, PlayCubes, rotating public art, and community programming, with improved coordination with the Greenway Conservancy on maintenance and repair.
- MassDOT has been contracted for repair of May Sun Plaza artwork in the Chinatown Gateway area.
- Phillips Square Phase I was implemented, installing seating, tables, potted plants, and brightly painted designs to encourage the use of this new public space.
- Temporary park space, with pilot programming and a community garden, was created on vacant privately owned land on Hudson Street.

Policies and Civic Participation

Chinatown continued its transformation into an actively engaged community with a broader range of community participants in civic conversations. Chinatown priorities have increasingly been addressed at the policy level.

- Chinatown's turnout relative to citywide turnout in municipal elections ranged from 84.6% to 122.7% over the past decade, for an average 94.9% of citywide turnout, making Chinatown one of the city's more consistently voting neighborhoods.

- Community residents and stakeholders participated in planning processes around traffic and pedestrian safety, library services, cultural programming, open space planning, public parcel visioning, and housing needs.

- New community representatives participated in development review processes and Impact Advisory Groups.

- Chinatown priorities have been incorporated into policies and programs around library services, short-term rental regulation, diversity or anti-displacement preference for affordable housing, and new affordable housing funds.

Family Photo 1 (2019), Warren Wong

Dad was never in these family outing photos because he was working all the time. He only had one day off per week, and would often end up working then as well. He didn't enjoy it, but it was what it took to support the family.

Family Photo 2 (2019), Warren Wong

Last photo taken before we boarded the plane to the USA. It was not until after Dad retired that another family photo was taken with him in it. Thank you, Dad.

"Unsung Heroes" Series
Inside Chinatown, Pao Arts Center



Community Profile

A Note on Boundaries

“We need to come together to protect Chinatown. Chinatown should not shrink further. The boundaries are continuously shrinking.”

– Community member at Historic and Cultural Preservation Meeting facilitated by Chinatown Community Land Trust (October 19, 2019)

Chinatown spans approximately 137 acres and is located near the heart of Boston. The neighborhood is bordered by Downtown to the north, Leather District and Southeast Expressway to the east, South End to the south, and Midtown Cultural District, Boston Common, and Bay Village to the west. In any urban environment, the scope of what is considered a neighborhood’s boundaries is both individually defined and ever-fluid. Boston’s Chinatown is no exception.

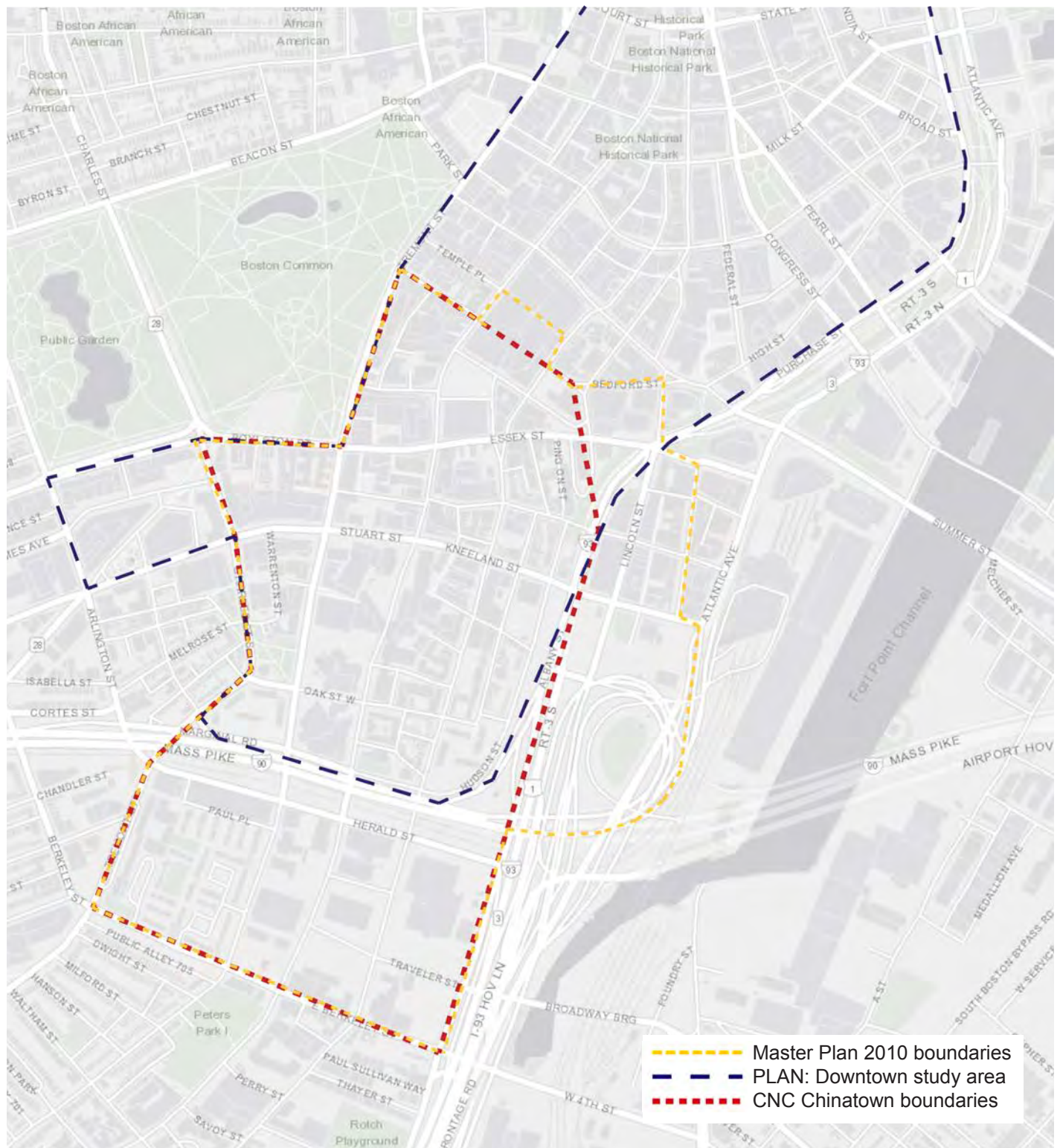
In the 1980s, the Chinatown Neighborhood Council (CNC) began to define Chinatown’s boundaries as Bedford and West Streets to the north, Kingston to the I-93/JFK Surface Road to the east, East Berkeley Street to the south, and Tremont and Charles Streets to the west. To better understand growth and change in the community, the Chinatown Master Plan 2010 defined a larger Chinatown planning area which extended east to South Street/I-93. The 2020 Chinatown Master Plan update defines its planning-area focus using the same boundaries as in 2010. The Boston Planning and Development Agency (BPDA) relies on a modified definition of the Chinatown neighborhood for PLAN: Downtown which excludes institutional land and ends at John F Fitzgerald Surface Road/Albany Street to the east and I-90 to the south. All three of these boundaries are illustrated in the map on the following page, titled “Chinatown Boundaries (Planning Documents)”.

For the 2020 Chinatown Master Plan update, both the Chinatown Master Plan 2010 and PLAN: Downtown boundaries are presented across the planning strategies. As part of the quantitative data collection in the following “Data Snapshots”, only the more focused CNC boundary is compared to current United States Census Bureau census tract and block group boundaries.

A census tract is a small, relatively permanent statistical subdivision of a county; they generally have a population size between 1,200 and 8,000 people. A block group is a subdivision of a census tract, generally designed to contain between 600 and 3,000 people. As seen in the map titled “Chinatown Boundaries (Census Data)” on page 24, Chinatown includes portions of three census tracts and eight block groups. Because of their smaller size, the eight block groups provide a closer estimate of Chinatown demographics. However, local officials update these subdivisions every ten years, making it challenging to compare data collected post-2010 to pre-2010. Therefore, in the following sections, the census tract boundaries are used to assess Chinatown demographics over time and are denoted in figures as “Chinatown & Downtown,” while block groups are used when assessing current conditions in Chinatown, and are denoted in figures as “Chinatown.”

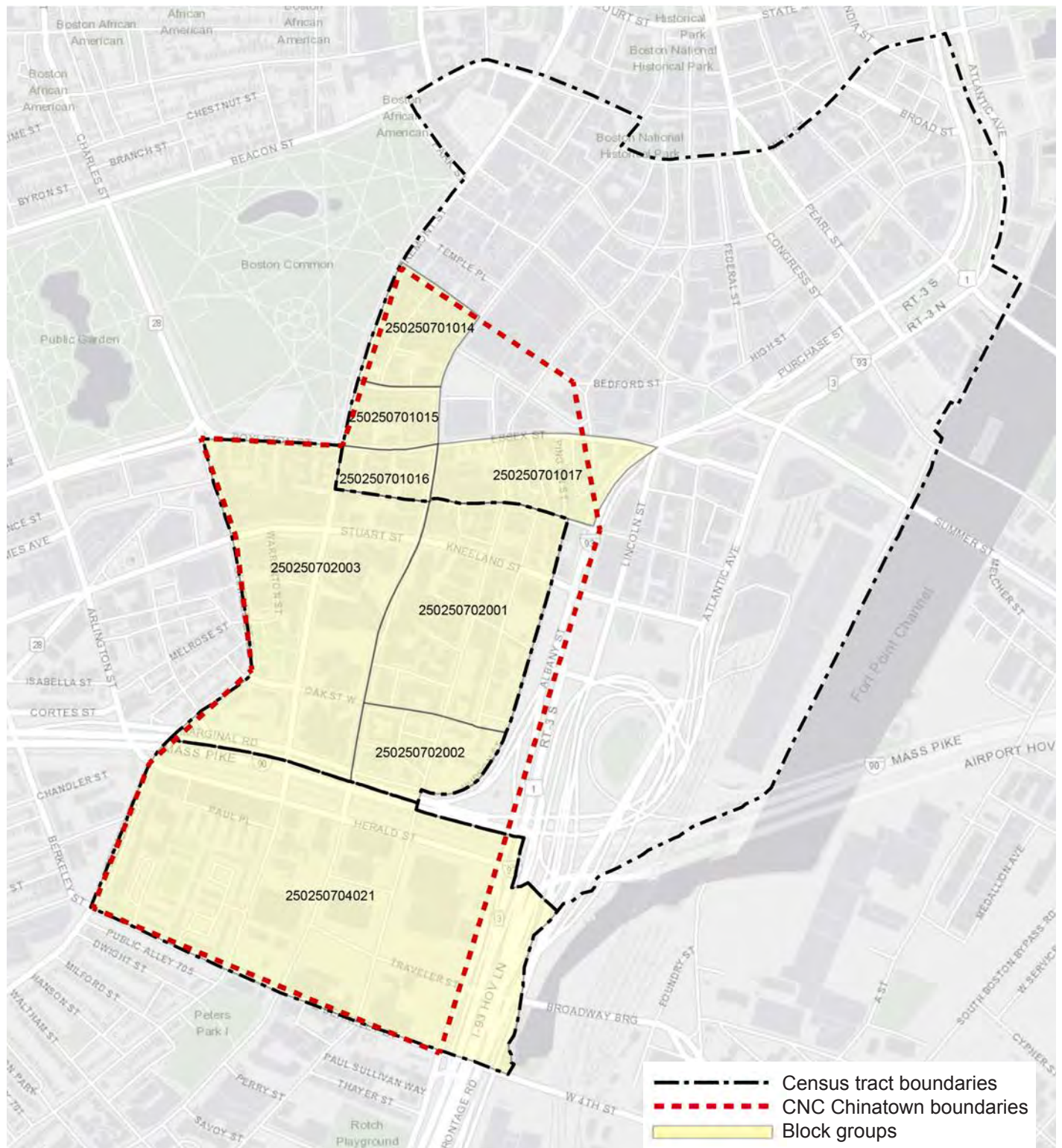
For consistency with past Chinatown community planning documents, we chose to utilize the CNC definition of Chinatown. However, our analysis shows that two decades of luxury development have shifted the demographics within the CNC Chinatown boundaries. Going forward, further conversations are needed to determine the boundaries that should apply to future neighborhood planning purposes.

Chinatown Boundaries (Planning Documents)



The boundaries considered Chinatown Master Plan 2010, BPDA's PLAN: Downtown (2020), and the Chinatown Neighborhood Council (1980s). The 2020 Chinatown Master Plan defines its planning area focus by the Chinatown Master Plan 2010 boundaries.

Chinatown Boundaries (Census Data)



Census tracts and block groups covering Chinatown, and the Chinatown Neighborhood Council (CNC) boundaries. The census tract data is labelled “Chinatown & Downtown” and the block groups data is labelled “Chinatown (CNC)” in the following Data Snapshot pages.

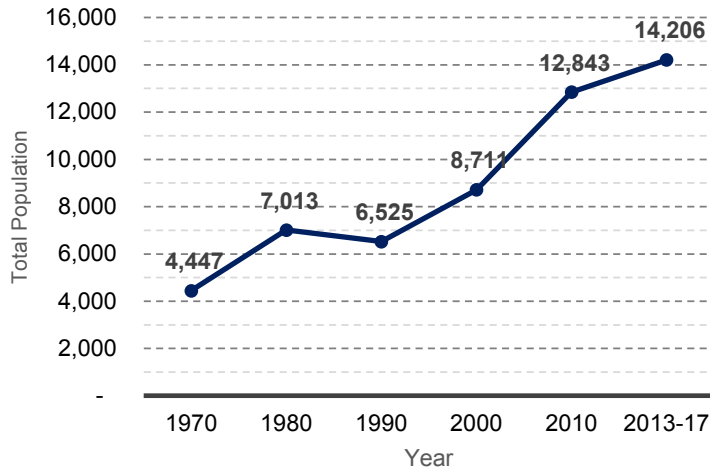
Characteristics Comparison

POPULATION CHARACTERISTICS	Chinatown (CNC)	Chinatown & Downtown	Boston
Total Population	11,528	14,206	669,158
Race/Ethnicity			
White	38.1%	42.4%	44.9%
Black	3.7%	3.5%	22.7%
Asian	48.2%	44.5%	9.4%
Other	2.8%	2.7%	3.6%
Latinx	7.3%	6.9%	19.4%
Nativity and Citizenship Status			
Native	NA	57.0%	71.7%
Foreign Born:	NA	43.0%	28.4%
<i>Born in Asia</i>	NA	81.5%	26.0%
<i>Born in China</i>	NA	68.5%	11.3%
English Usage at Home and Proficiency			
Total population 5 years and over	11,216	13,778	634,280
Speak English only at home:	45.1%	49.2%	62.4%
Speak an Asian language at home:	26.0%	38.4%	7.2%
<i>Speak English less than "very well"</i>	59.9%	60.9%	33.3%
Economics			
Per Capita Income	\$50,900	\$43,309	\$39,686
Median Annual Household Income	\$47,779	\$45,350	\$62,021
Total Households:	3,366	5,892	263,229
<i>Under \$15,000</i>	34.2%	30.5%	17.9%
<i>\$15,000 to \$34,999</i>	20.5%	18.5%	15.6%
<i>\$35,000 to \$74,999</i>	15.5%	14.3%	23.5%
<i>\$75,000 to \$149,999</i>	8.9%	11.9%	25.1%
<i>Over \$150,000</i>	21.0%	24.8%	17.9%
Total families for whom poverty status is determined:	1,924	2,503	126,885
<i>Family Poverty Rate</i>	20.5%	16.9%	16.0%
Total population for whom poverty status is determined:	NA	11,300	626,118
<i>Individual Poverty Rate</i>	NA	26.6%	20.5%
Educational Attainment for the Population 25 Years and Over			
Total population aged 25 or older:	7,087	9,414	457,113
<i>Less than High School Diploma</i>	48.2%	26.4%	13.9%
<i>High School Graduates or Higher</i>	33.0%	73.6%	86.1%
<i>Bachelor's Degree or Higher</i>	44.1%	51.2%	47.4%
<i>Graduate or Professional Degree</i>	23.5%	26.6%	21.3%

Source: 2013-2017 ACS 5 year survey, U.S. Census Bureau

Key Demographics

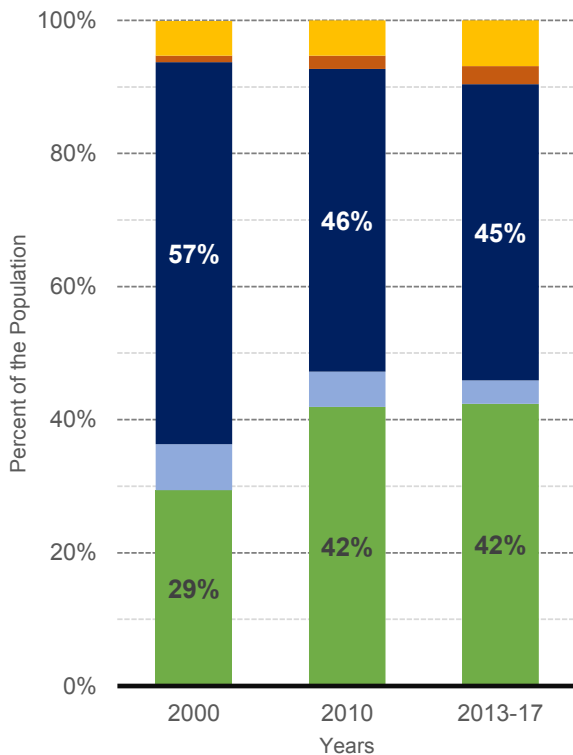
Chinatown & Downtown Population



In 2017, the population of Chinatown & Downtown was estimated at 14,206 residents. The population for Chinatown alone was 11,528

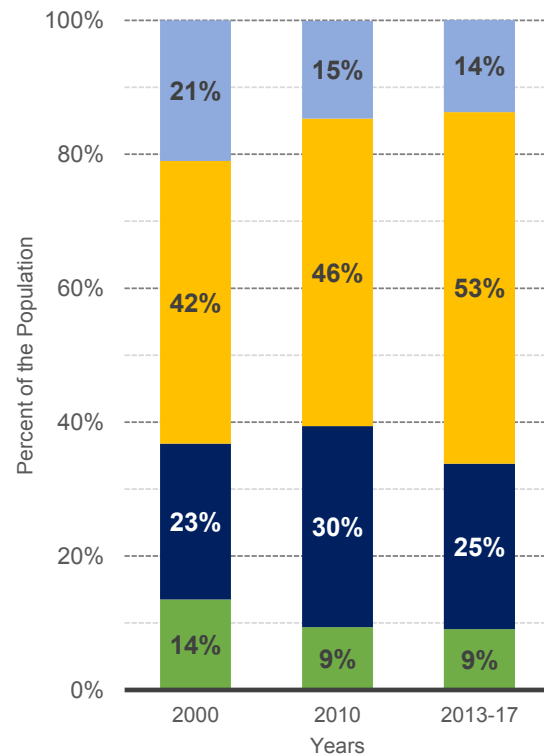
Asians are the largest group in Chinatown comprising 48% percent of the population, compared to 9% city-wide.

Race and Ethnicity in Chinatown & Downtown



■ White ■ Black ■ Asian ■ Multiracial or Other ■ Latinx

Population by Age in Chinatown & Downtown

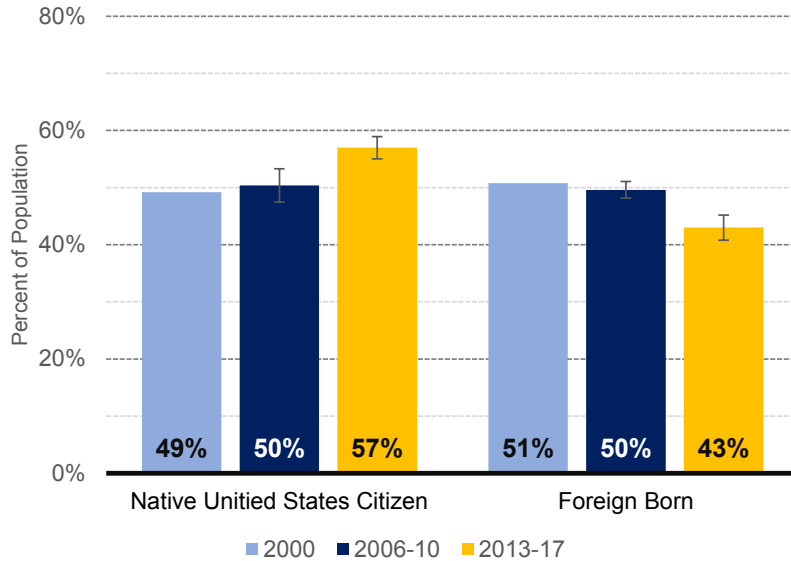


■ Under 18 ■ 18 to 24 ■ 25 to 64 ■ Over 64

Source: 2013-2017 ACS 5 year survey, U.S. Census Bureau, Table B01001 Population by Age and Gender
 2010 Decennial Survey Data, U.S. Census Bureau
 1970-2010 Decennial Census Data, The Urban Institute; GeoLytics
 2000 Decennial Census Sample Data, Brown University Longitudinal Tract Database
 (<http://www.s4.brown.edu/us2010/Researcher/Bridging.htm>)

Nativity and Citizenship

Nativity and Citizenship in Chinatown & Downtown



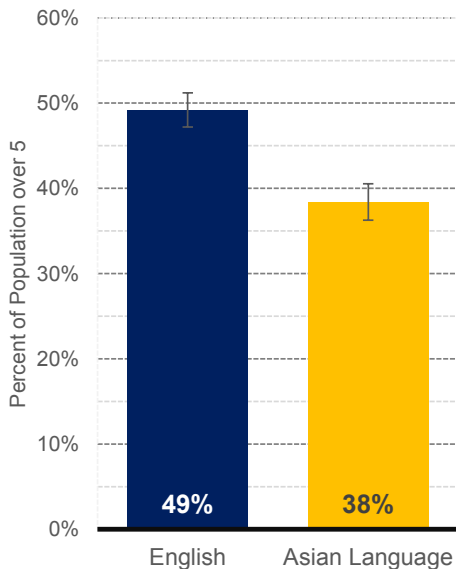
46%

Of foreign-born Chinatown & Downtown residents are naturalized U.S. Citizens

69%

Of foreign-born Chinatown & Downtown residents were born in China

Language Spoken at Home in Chinatown & Downtown



Half of the Chinatown & Downtown population is foreign born, of whom almost eighty percent were born in Asia and nearly seventy percent were born in China.

Around two out of five of residents in Chinatown & Downtown who are 5 years and older speak an Asian language at home. About two thirds of this Asian-language-speaking population do not speak English well.

61%

Of Chinatown & Downtown residents speaking an Asian language speak English less than 'very well'

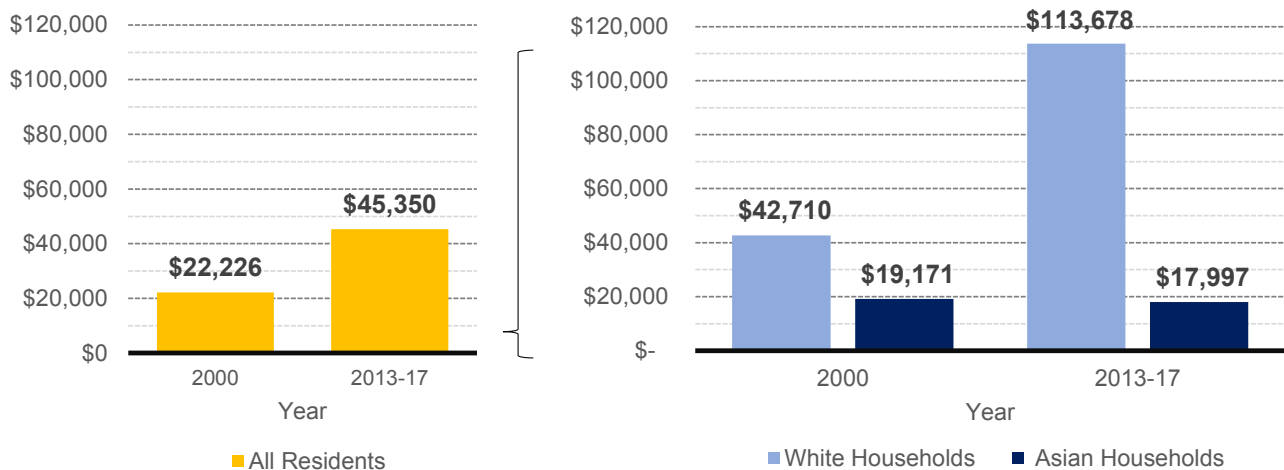
Income and Poverty

A little more than half of households in Chinatown have an annual income of less than \$35,000.

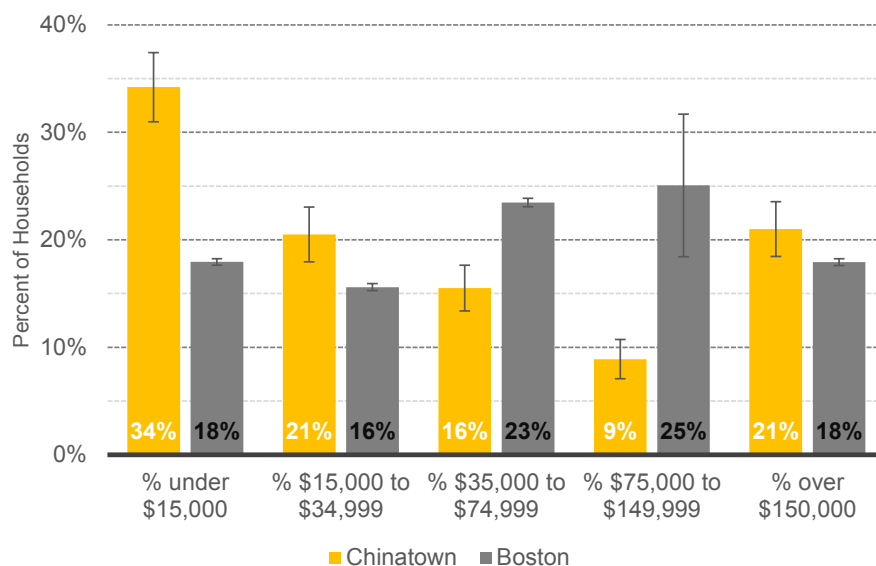
Poverty rates have gone down since 2000, but a third of residents continue to live below the poverty line.

There is a large and growing gap between the median household income for Asian residents and White residents of Chinatown.

Median Household Income in Chinatown & Downtown



Household Income in Chinatown Compared to Boston



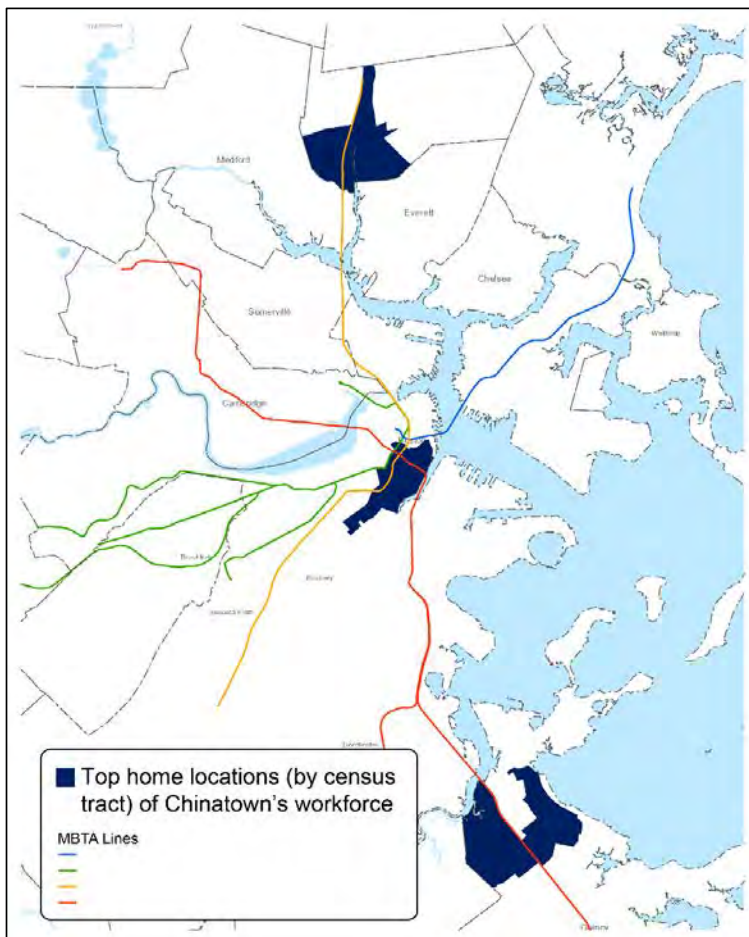
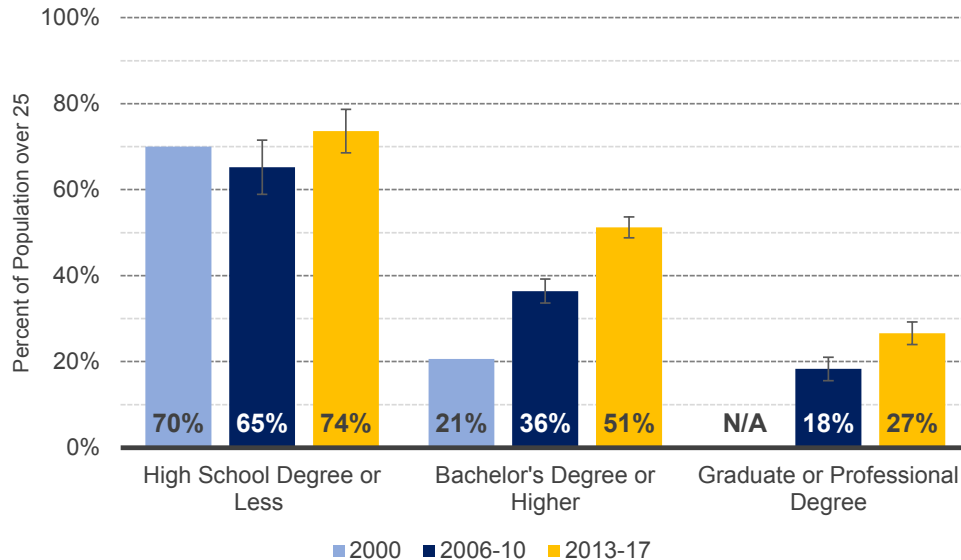
36%
vs.
27%

Poverty rate for Asian residents in Chinatown & Downtown in 2000 compared to 2017

Source: 2006-2010 & 2013-2017 ACS 5 year survey, U.S. Census Bureau Table 19013, B19301, B19001, and B17001
 2000 Decennial Census Sample Data, Brown University Longitudinal Tract Database (<http://www.s4.brown.edu/us2010/Researcher/Bridging.htm>)
 Inflation calculations, CPI-U-RS adjustment factor from <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data/2017.html>

Education and Workforce

Educational Attainment in Chinatown & Downtown



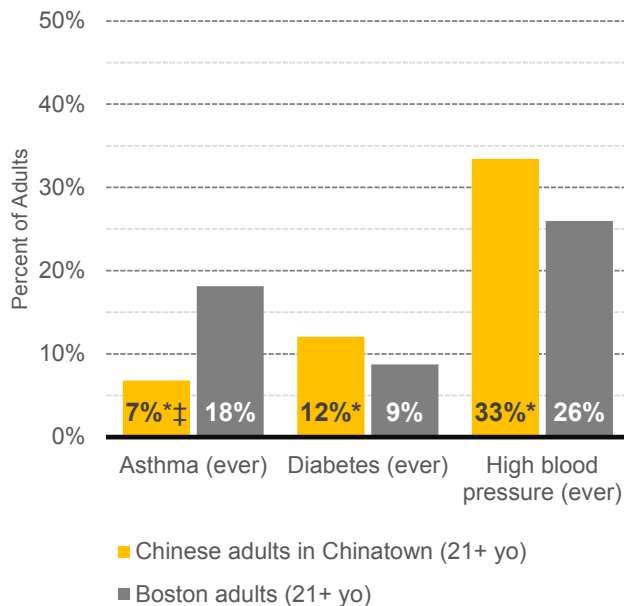
Residents are increasingly pursuing higher education, with the percent of residents receiving college degrees or higher almost tripling between 2000 and 2017.

Chinatown remains an employment and social services hub for the regions' Asian and Chinese American workers.

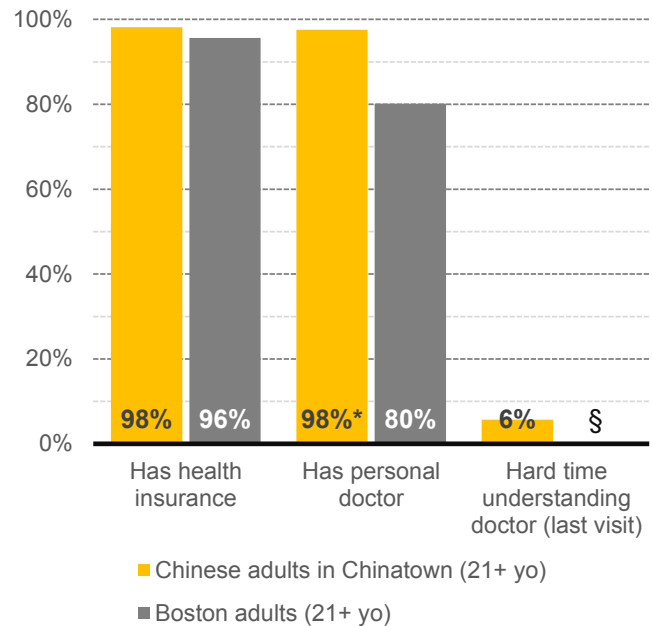
The majority of Chinatown's workforce lives in Central Boston and South End, but a significant portion comes from Quincy and Malden.

Well-being and Health

Chronic Diseases in Chinatown and Boston



Access to Health Care in Chinatown and Boston



* Statistically significant difference ($p < 0.05$). ‡ CV=0.31.

§ Comparison data unavailable because question not asked in BBRFSS.

Chinatown service collaboratives continue to ensure residents have access to health care and social services.

In 2015, a team from the Tufts University School of Medicine conducted door-knock health surveys in English, Mandarin, or Cantonese to better reach Boston's Asian population.

These surveys showed that health disparities exist between Chinese adults in Chinatown and the overall Boston population.

Yet, for the most part, Chinatown is perceived as a safe and welcoming community.

64% vs **84%**

Percent of Chinese adults in Chinatown and Boston adults overall who report their general health is good or better

76%

Percent of Chinese adults in Chinatown agree that people in their neighborhood can be trusted

Key Issues and Trends

Since 1990, the population in Chinatown & Downtown has grown; over the last three decades, these neighborhoods have added an estimated 7,700 people. The population for Chinatown alone is 11,528. Parallel to this growth is a shift in the demographics of neighborhood residents. Asian residents are still the largest racial group, but they make up a smaller proportion of the total population in 2017 than they did in 2000. Meanwhile, the proportion of White residents has grown.

There have also been changes to Chinatown & Downtown's overall socioeconomic profile. For example, recent estimates show less residents living below the poverty line and more having attained a college degree than was the case in 2000. Household composition has also shifted. Children (residents under 18 years old) have been decreasing as a percentage of the total population and there has been a growth in the amount of young adults (18 to 24 years) and adults (25 to 64 years).

Despite positive socioeconomic trends for the population overall, data indicates that Chinatown's Asian residents continue to face significant challenges. For example, the median household income for Asian residents in Chinatown is a fraction of the median household income for White residents, a gap that has grown since 2000.

These trends may be partially due to two decades of luxury development which has attracted a population of young professionals and high-income residents to the community. While this type of development can bring new affordable housing and community benefits, it can also place pressure on existing residents and retail.

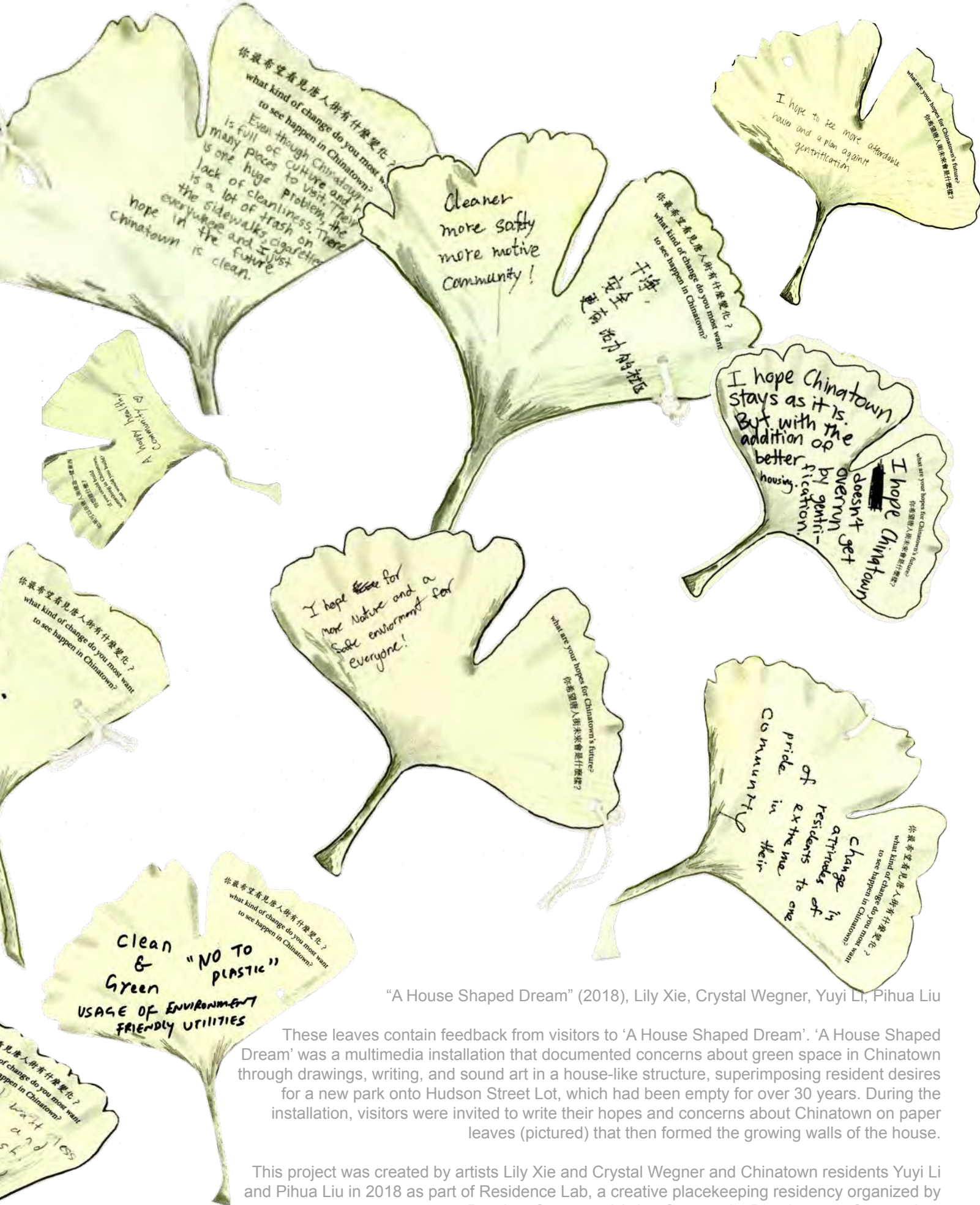
Data shows that the demand for affordable housing in Chinatown remains huge. A significant number of Chinatown residents are severely housing cost burdened - spending 50

percent or more of their income on housing costs. It is unsurprising then that housing was identified as a top health concern cited by the community during a community-led Health Lens Analysis and hospital-led need assessment. Housing instability and housing-related stress have been associated with poorer mental health outcomes and greater risk markers for developmental delay among children. Poor housing quality can have direct negative health impacts, such as respiratory and cardiovascular conditions linked to poor indoor air quality.

The inequities present in economics and housing are mirrored in the health outcomes of Chinatown's residents and in the quality of its environment. Although a very high percentage of Chinatown's Asian residents have health insurance and a personal doctor, only two thirds of these same residents report their general health as good or better. This is significantly lower than levels of general health citywide.

Residents perceive that they are exposed to more pollutants than other Boston neighborhoods, citing air quality as a high concern in community meetings, focus groups, and interviews. In the 1950s and 60s, the John F. Fitzgerald Expressway and Massachusetts Turnpike were built, slicing through the center of Chinatown while avoiding the wealthier Bay Village. Today, Chinatown is an area with significant traffic congestion. Research has found higher concentrations of particle pollution in Chinatown than comparison urban areas. Particle pollution has been associated with lung and heart disease.

Despite these disparities, Chinatown is perceived by residents as a safe and welcoming community. In interviews, residents shared that "Chinatown feels like home." There may have been many changes to demographics and retail types, but residents still praise the sense of community, culture, and food present, and connect these elements of Chinatown to their sense of well-being.



"A House Shaped Dream" (2018), Lily Xie, Crystal Wegner, Yuyi Li, Pihua Liu

These leaves contain feedback from visitors to 'A House Shaped Dream'. 'A House Shaped Dream' was a multimedia installation that documented concerns about green space in Chinatown through drawings, writing, and sound art in a house-like structure, superimposing resident desires for a new park onto Hudson Street Lot, which had been empty for over 30 years. During the installation, visitors were invited to write their hopes and concerns about Chinatown on paper leaves (pictured) that then formed the growing walls of the house.

This project was created by artists Lily Xie and Crystal Wegner and Chinatown residents Yuyi Li and Pihua Liu in 2018 as part of Residence Lab, a creative placekeeping residency organized by Pao Arts Center and Asian Community Development Corporation.



天下為公



肥牛火鍋

興盛號

2020-2030 Goals and Strategies

Popular Gate (2019), Jiayi Chen

The Chinatown Gate is the landmark of Boston Chinatown. Many of the visitors take photos to show they have been here.

Inside Chinatown, Pao Arts Center

Housing Goals and Strategies

Housing Goals

- Ensure the preservation of existing affordable housing
- Expand the number and range of housing options with a priority on low- and middle-income family housing

2020-2030 Benchmarks

In 2014, the Master Plan Committee set a goal of balancing the wave of luxury development with 1,000 new affordable housing units by 2025. With projects built, approved and currently in review, Chinatown is currently on track to reach a total of 716 new affordable units, or 26% of new housing units between 2010 and 2025. The community should keep working to reach or surpass these two goals over the next decade:

- 1) More than 1,000 additional affordable housing units built or newly preserved by 2030
- 2) Keep more than half of Chinatown's housing stock affordable to stabilize it as a working class immigrant neighborhood.

Key values and principles

- Housing for families and workforce population, especially Extremely Low Income housing affordable for working class immigrants' income levels
- Housing for historically underrepresented and displaced populations
- Mixed use development and mix of unit sizes, addressing the needs of low income and working class Chinatown residents
- Opportunities for greenery, rooftop gardens, high-quality air filtration, inter-generational spaces that enhance community health and quality of life

- Climate change resiliency of new housing developments

Current conditions

Since 2000, the luxury housing boom brought 2,638 new market-rate units to Chinatown. Between 2010 and 2015, the City of Boston reported a 43% hike in neighborhood housing costs. Next, the rapid growth of the short-term rental industry triggered more price increases and displacement of residents from private, unsubsidized housing. Chinatown today has some of the greatest neighborhood wealth inequities in Boston.

Of new affordable units, about a third were subsidized for very low-income households (below 60% of Area Median Income), and a little less than a third were designated for extremely low-income (30% AMI); the populations identified by residents as having the greatest unmet housing need.

Working with the City, Chinatown has made significant progress on both affordable housing preservation and development since 2010. At the same time, the overwhelming amount of luxury housing threatens to edge out the working class family character of the neighborhood, while demand for affordable housing continues to increase.

Current Chinatown inventory:

- 5,696 residential units
- 3,152 market-rate units (55%)
- 2544 affordable units (45%)

NOTE: Data here corresponds roughly to CNC boundaries, but, for consistency, excludes luxury housing developments on Tremont Street next to the Boston Common, which were left out of unit counts in Master Plan 2010.

Updates since 2010

- Renovation and preservation of 1,055 existing subsidized housing units, lost affordability protections for 12 units.
 - 102 units of public housing at Eva White Apartments slated for private preservation and renovations.
 - New City-generated funds through Community Preservation Act (CPA) and Inclusionary Development Program (IDP) contributed to a wave of new affordable development.
 - From 2010 to 2019, Chinatown added or approved 2,008 housing units, of which 1,629 were market-rate and 379 (19%) were subsidized. This was an improvement over the prior decade, when 1,177 market rate units were added and only 168 affordable (14%).
 - Of 2,115 new units adjacent to Chinatown, the high end to affordable ratio was about 9:1.
 - Diversified with 51 new homeownership opportunities, another 70 condos in the pipeline, and about fifty new 2 and 3 bedroom units.
 - When new affordable units came online on Hudson Street, there were 4,400 applications for 95 rentals and 1600 applications for 51 condominiums.
 - Row house sale prices skyrocketed as short-term rentals increased. One four-story property on Tyler Street went from a sale price of \$375,000 in 2000, to \$900,000 in 2005, to \$3.01M in 2017.
 - Short-term rental regulation was adopted by the City of Boston in 2018, but the community knows that strong enforcement will be critical.
- Upcoming Development Impact:

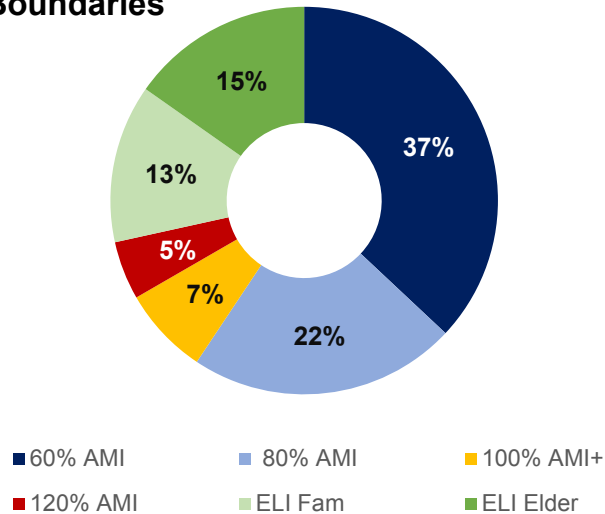
Current hotel proposals by developers at 25-29 Beach Street, 15-25 Harrison Avenue and for a major office tower, across from the Chinatown Gate at 125 Lincoln Street, cause concerns about traffic congestion and continued high-rise encroachment.

General challenges

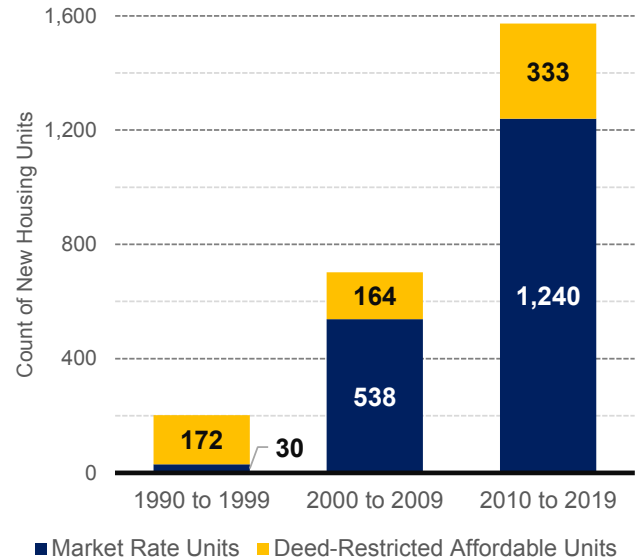
- Greatest need is for housing for extremely low income and very low income populations
- Shortage of available sites for new affordable housing
- Limited public financing makes it difficult to serve those with most need
- Timing is difficult: construction costs increase as time passes
- Housing lottery system makes it difficult for Chinese residents to get into new affordable housing, with no priority for those displaced by eviction to return.

DATA SNAPSHOT Housing

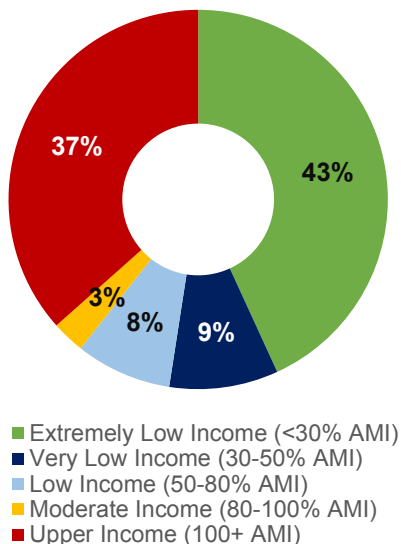
New Affordable Housing Unit Construction by Area Median Income (AMI) in Chinatown, City of Boston Boundaries



Housing Unit Construction in Chinatown, City of Boston Boundaries



Chinatown & Downtown Households by AMI



91%

Of Chinatown & Downtown residents are renters

1 in 4

Chinatown & Downtown residents are spending more than 50% of their income on housing costs

Since 2010, 2,008 housing units have been built in Chinatown (CNC Boundaries). Of new units, the market rate to affordable ratio was about 9:1.

There remains great unmet need for affordable housing, especially for extremely- (< 30% AMI) to very low-income (30% to 50% AMI) units.

Source: 2011-2015 Comprehensive Housing Affordability Strategy (CHAS), U.S. Department of Housing and Urban Development (HUD), 2013-2017 ACS 5 year survey, U.S. Census Bureau Table B25091 and B25070
Chinatown Land Trust Housing Construction Tracking Dataset, last updated 12/2019

Strategies

1. Preserve existing subsidized housing by monitoring when subsidies expire and ensure affordability without displacing tenants.

The neighborhood's approximately 2,500 units of subsidized affordable housing are the anchor that keeps Chinatown on the map. The community can continue to work closely with the City of Boston to monitor the expiration of housing subsidies and advocate for preservation of affordability using local, state and federal funds. When possible, tenant or community ownership can preserve affordability in perpetuity.

2. Push forward current proposals for affordable housing development on Parcel 12, Tai Tung Village Parking Lot, and 50 Herald Street.

Parcel 12c

Proposal to develop 105 affordable rentals and 63 affordable condos, Chinatown Library, as well as 250 parking spaces for Tufts Shared Services and Double Tree Hotel expansion

Tai Tung Village Parking Lot

Proposal to develop 85 affordable rental units and 39 replacement parking spaces. Developer also proposes high level air filtration to mitigate traffic-related particulate air pollution.

50 Herald Street

50 Herald Street is a longtime designated housing site owned by CCBA.

- Proposal for 185 market-rate and 120 affordable units, 148 parking spaces and 14,000 sf commercial space
- Needs timely progress to take full advantage of financial commitment from 112 Shawmut for off-site affordable housing through Inclusionary Development Program

3. Prioritize public or community-owned properties such as Parcel R-1, Parcel A, and 152 Arlington Street because they represent important immediate and upcoming opportunities to expand affordable housing.

Parcel R-1

- Disposition of Parcel R-1 for affordable housing development
- Balance open space and housing needs on Parcel R-1 considering quality of life and health of Chinatown users
- Consensus on development which includes mixed-use residential. For this area, affordable, family housing is a priority.

152 Arlington Street

- Current campus of Josiah Quincy Upper School, formerly the Lincoln School, which will be vacated with development of new campus
- Older school building can be converted into affordable or senior housing

Parcel A

- Priority housing site identified in prior master plans, now slated for new Josiah Quincy Upper School campus.
- Need for immediate feasibility study to explore development of affordable housing on top of planned school

China Trade Center

- The China Trade Center building at 2 Boylston is currently utilized by BPDA as a property for commercial lease, with support for community space on the basement level.
- Community members have expressed interest in future utilization of the China Trade Center for community-oriented housing, commercial and/or service space.

Parcel 25/Chinatown Gateway Area

- Parcels 25, 26a, 26b and 27 are MassDOT-owned parcels slated for large-scale development and the Reggie Wong Park
- Community lease will protect Reggie Wong Park for at least 15 years
- MassDOT-owned Parcel 25 may be released for workforce housing development this year (in 2019-2020)
- Project(s) will have significant impact on Chinatown and the Leather District

4. Consider and seek opportunities for privately owned sites to be redeveloped for affordable housing.

78 Tyler Street

This historic building, owned by the Catholic Archdiocese and formerly home to the Mary Knoll Sisters, could be preserved and converted into a small affordable housing site.

Ho Toy Building

Potential for affordable housing development as part of a community benefits agreement at the corner of Essex and Oxford, site owned by Oxford Properties, which proposes office tower at 125 Lincoln Street. See Phillips Square Opportunity Area.

Row House Streets

As an earlier generation of homeowner occupants passes on and Boston's Short Term Rental Ordinance goes into effect, city government can partner with the community to use creative approaches like the community land trust model, life estate agreements, or building repair grants with long-term affordability covenants to preserve some of Chinatown's historic brick row houses as permanently affordable housing.

Posner Hall

Posner Hall is a four-story Tufts University graduate school dorm at 200 Harrison Avenue, across from Tai Tung Village. While Tufts has no plans for this site, representatives confirm that only about 3% of its Health Sciences students live in student housing. Future redevelopment of this site could ease housing pressures by increasing student housing or by creating an institutional/community partnership for a mixed-use housing site.

Mass Pike Towers Parking Lot

Community opposed redevelopment of this site as a 25-story, mostly market-rate high rise proposed by Trinity Financial in 2003. A sensitively designed, smaller development could add affordable housing without sacrificing neighbors' quality of life.

5. Enact policies and zoning amendments that support the housing strategies.

- Increase revenue for affordable housing at the local and state levels
- Support enactment of local inclusionary development and linkage policies, tenant right of purchase, and other proposals to increase City powers and options
- Reevaluate Diversity Preference Pilot Policy and extend a preference for neighborhood residents displaced by eviction as well as by Urban Renewal.
- Amend zoning to protect core row house streets while allowing for density on public parcels. Rezone non-profit and tax exempt sites for continued non-profit or affordable housing use.
- Implement greater anti-displacement protections for vulnerable tenants
- Reform planning, development and zoning governance to increase community voices and accountability
- Encourage site plan designs that provide appropriate set-backs and design features that reduce air pollution exposure
- Explore the possibility of a vacancy tax or program to turn blighted properties into productive uses for the community
- Monitor enforcement of the short term rental ordinance to ensure that investor owners keep units in the housing stock

Housing Strategies Sites



Current Proposals

- 1 Parcel 12C
- 2 Tai Tung Village Parking Lot
- 3 50 Herald Street

Upcoming Opportunities

- 4 Parcel R-1
- 5 152 Arlington Street
- 6 Parcel A
- 7 Parcel 25/Chinatown Gateway Area
- 8 China Trade Center

Privately Owned

- 9 78 Tyler Street
- 10 Row House Streets
- 11 Ho Toy Building
- 12 Mass Pike Towers Parking Lot

“

“After I was displaced, the owner immediately rented our former home to short-term rental visitors. When the unit below my new home became an Airbnb, my family felt like there was no sense of security. Every few days there were different people coming in and out and it was very noisy. Recently, Chinatown has had a lot of residents with experiences like my family’s. Due to gentrification, many long-term families are faced with rent increases and are displaced, and many of our homes are turned into permanent short-term rentals.”

-- Mei Qun Huang, displaced Johnny Ct resident

“

“I have been displaced from 103 Hudson Street since 2015. I still haven’t been able to find stable housing as I watch the new building go up and get close to completion... I don’t have any chance of moving back there.”

-- Ms. Yu, former resident of 103 Hudson Street

“

“My wife and I live in a rooming housing in Chinatown. There are 8 units on each floor with one shared bathroom and kitchen. We cook our meals with a small rice cooker in our bedroom. We live in very bad conditions but that is one of the few places we can afford in Chinatown, even though rent is about 50% of our income. We have applied for many places for elderly and subsidized housing for over 8 years but are still on the waiting list. There are affordable units with \$1200 per month in rent, which is close to our entire income. My wife and I just want to be in stable housing but we might have to wait for a long time.”

-- He Ping Mei, resident of 86A Harrison Ave.

Public Realm Goals and Strategies

Public Realm Goals

- Expand civic spaces and increase the number of open spaces and parks
- Foster a more sustainable and greener community for improved quality of life
- Cultivate a healthier and cleaner environment and promote the health and well-being of its residents.

2020-2030 Benchmarks

- 27% of Chinatown under tree canopy coverage
- Increased proportion of green space to open space, especially along pedestrian streets
- Open permanent Chinatown Library on Parcel 12C

Key values and principles

- Create a network of green and/or open spaces
- Improve accessibility of existing public and privately-owned open spaces
- Have year-round programming for users from all community groups and ages in Chinatown's open spaces and parks;
- Utilize uniform design elements across Chinatown to visually connect the public realm
- Build climate change resilience, expand tree inventory and greenery, and utilize adaptation strategies to mitigate risks of flooding and extreme heat
- Mitigate traffic-related air pollution risks in design of open spaces

Current conditions

During interviews and at the community workshops, residents spoke to the limited open space currently available to Chinatown residents. "Open Space" is a broad category, encompassing everything from a grassy pocket

park to a paved basketball court. These spaces, though quite different, enhance the public realm by providing residents with places where they can socialize, participate in active recreation, or enjoy nature.

There is a deficiency of open space in the Downtown Crossing area and in Chinatown. According to the 2015 Boston Open Space and Recreation Plan, there are 2.17 acres of protected open space per 1,000 residents in the Central Boston area that includes Chinatown, compared to the city average of 7.59 acres per 1,000 residents.

For residents to benefit from parks, they must be accessible and be perceived as safe to reach. Residents cited challenges accessing recreational opportunities due to unsafe roads and limited resources within their community. The 2015 Boston Open Space and Recreation Plan found that, while "the existing park facilities are well spread out...they are limited in size and number and do not adequately meet the needs of this growing community."

An audit of open spaces noted that several open spaces did not appear public and that few featured plant life. Plant life can counteract the urban heat island effect, where urban centers with their large number of dark, paved surfaces absorb more heat than suburban and rural areas in the same region. Where trees provide shade and grassy surfaces do not absorb heat to the extent that asphalt does, vegetation is an important part of mitigating the health island effect. Extreme heat can lead to heat stroke or exacerbate existing medical conditions. Planted areas also mitigate flooding, which can lead to both direct adverse health impacts like drowning and electrocution as well as indirect ones like illness suffered because of exposure to mold or contamination in the water supply. Overall, Chinatown is at risk of flooding in heavy rains or during a storm surge, a risk that will be increased

by sea level rise.

Recognizing the critical role of vegetation to sustainability and health, the City of Boston committed to plant 100,000 trees to increase the citywide tree canopy coverage to 35% by 2030. Yet, at 8% tree coverage, the Central Boston area that includes Chinatown is far from achieving this goal.

An inventory of Chinatown's trees found that the neighborhood's right of ways host very few mature trees to offer shade and that almost all larger trees can be found on a single block south of Eliot Norton Park. The inventory identified 23 existing and 350 new potential planting sites that would require removal of sidewalk concrete for the planting of trees (Street Tree Inventory Report, 2020). With these sites planted, the inventory report authors estimated that Chinatown's tree canopy coverage would increase to 27%.

Updates since 2010

- Pao Arts Center opened in 2017, providing a variety of cultural and arts programming for the community.
- An Interim Chinatown Library opened in 2018 at the China Trade Center, logging 104,951 visitors in the past two years, and demonstrating tremendous need. Of 49,359 books checked out, 11,914 checkouts (24%) were Chinese language, 26,735 juvenile, and 1,654 teen. Other services included 9,626 checkouts of CDs and DVDs, 7,589 uses of laptops, hundreds of periodicals, digital and audiobooks, and a variety of children and adult programming. Plans are underway for a permanent library branch at 290 Tremont Street.
- Chinatown Park along the Rose Kennedy Greenway, recently renamed Auntie Kay and

Uncle Frank Chin Park, now has new furniture, PlayCubes, rotating public art, and community programming, with improved coordination with the Greenway Conservancy on maintenance and repair.

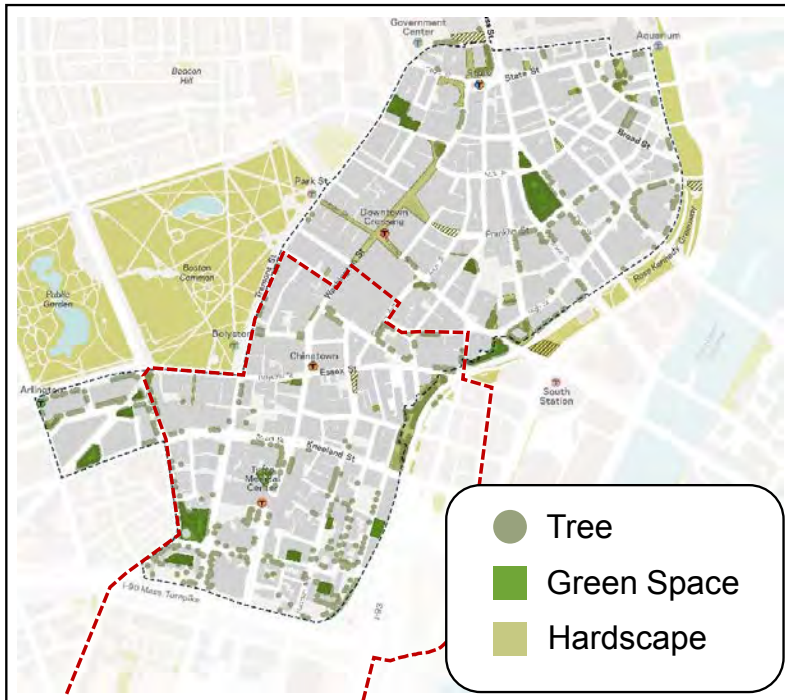
- MassDOT has been contracted for repair of May Sun Plaza artwork in the Chinatown Gateway area.
- Temporary park space and community garden created on vacant private land on Hudson Street Lot.
- Phillips Square Phase I was implemented, installing seating, tables, potted plants, and brightly painted designs to encourage the use of this new public space.

General Challenges

- Poor climate change resiliency
Chinatown is susceptible to impacts of climate change such as flooding and extreme heat. Flooding is already an issue during heavy precipitation events.
- Low tree canopy coverage
Using a model based on Boston's tree inventory, a citywide baseline tree canopy coverage of 27% was determined. In Chinatown, canopy cover is estimated at less than 10% and a Street Tree Inventory Report issued in January 2020 noted that Chinatown has very few mature trees to offer shade.
- Neighborhood conversations have highlighted the difficulty in increasing plant coverage in Chinatown. Narrow sidewalks can be difficult to plant, and some people see leafy vegetation as adding to the litter problem.

DATA SNAPSHOT Public Realm

10% Percent tree canopy coverage in Chinatown



There is a high need for additional vegetation and open space in Chinatown.

The large number of paved surfaces in Chinatown makes the neighborhood vulnerable to heat and flooding.

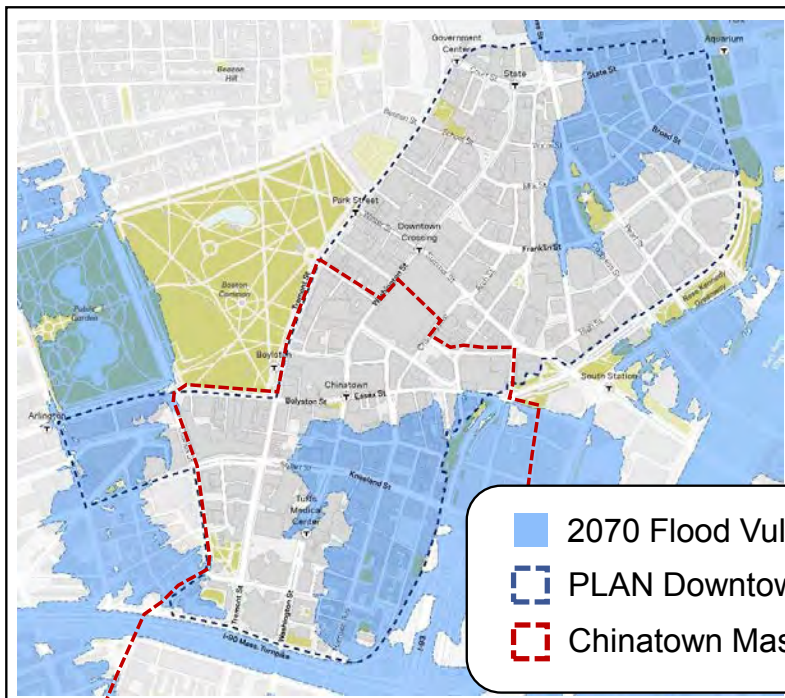
The eastern and southern areas of Chinatown are at-risk to flooding due to sea-level rise.

2.17

Acres of open space per 1,000 residents in Central Boston, the BPDA grouping which includes Chinatown

7.59

Acres of open space per 1,000 residents in Boston



Source: Boston Planning and Development Authority (2019), PLAN: Downtown Presentation and Boston 2015 Open Space and Recreation Plan

Strategies

1. Collaborate with BPDA to hold conversations with owners and/or managers of privately owned public spaces with the aim of making those spaces more open and accessible to Chinatown residents.

- ***Hudson Street Lot: support the creation of a permanent green space***
- ***Metropolitan Courtyard***
- ***66 Hudson community and patio space***
- ***Tufts Medical Center space on Washington Street***
- ***Tufts University-owned property on Tyler Street, and between Washington and Tremont***
- ***Marginal Road from Tai Tung Street***

2. Seek opportunities to ensure community control and access to public spaces.

- Protect and establish community control over Reggie Wong Park through lease using community land trust model. Implement repairs and safety improvements.
- City or community owned easements can ensure ongoing public access to privately owned public spaces
- Community-managed microgrid for preparedness in case of a power outage. Microgrids increase resiliency by islanding from the central grid. Buildings served by microgrids can act as places of refuge where community members can seek shelter, charge phones, receive medical help, etc.

3. Continue advocacy to connect Chinatown to the Greenway through extended programming and physical design to make the space more relevant to varied Chinatown open space users.

4. Prioritize connecting Chinatown through a green network, especially on streets with greater pedestrian usage such as Beach Street and Harrison Avenue. See Strategy #2 in Mobility Goals and Strategies.

5. Improve neighborhood connectivity by improving walkability of pathway between distinct areas of Chinatown such as over the Turnpike and on Marginal Road. See Strategy #3 in Mobility Goals and Strategies.

6. Encourage innovative programmatic opportunities to increase permeable surfaces and greenery, partnering with the City and groups like Speak for the Trees Boston. Examples include roof-top gardening, neighborhood plant exchanges, and planted alleyways.

7. Build community involvement in programming and official channels for urban design suggestions in existing public spaces. See Phillips Square and Chinatown Gateway Opportunity Areas.

For more detail on Public Realm goals, context and strategies, please see the Open Space plan (2019) published by ACDC [here](#).

Public Realm: Current Conditions



- Pao Arts Center
- Chinatown Library (Interim)
- Chinatown Library (Permanent)
- Chin Park
- Hudson Street Lot
- Phillips Square

Public Realm: Strategies Sites



Hudson Street Lot



Metropolitan Courtyard



Tufts Parking Lot



66 Hudson



Tufts Medical Center



Tufts owned property on Tyler St



Marginal Road

Mobility Goals and Strategies

Mobility Goals

- Increase public safety, improve the pedestrian environment, and engage in transportation planning to address community needs
- Cultivate a healthier and cleaner environment and promote the health and well-being of its residents.
- Develop policies that improve the quality of life for community members

2020-2030 Benchmarks

- Zero pedestrian injuries/deaths from traffic-related accidents

Key values and principles

- Ensure pedestrian safety on Chinatown's streets for varied Chinatown users of all ages
- Improve cleanliness of Chinatown sidewalks, especially within the Beach Street area

Current conditions

Community members have many concerns about pedestrian safety, traffic, parking, and trash pickup. According to traffic data from the City of Boston, thousands of vehicles travel through Chinatown's streets every day. Despite the high car traffic on Chinatown's streets, most residents report walking as their primary mode of transportation.

While Chinatown residents primarily travel by foot, high traffic poses safety threats to the users of Chinatown's roads and sidewalks. Vision Zero Boston data illustrates many of the streets and intersections within Chinatown that are vulnerable to pedestrian, bicyclist, and motor vehicle crashes. Some of Boston's most dangerous streets and intersections for walkers are in Chinatown. In 2017 alone, there were 18

vehicle crashes with pedestrians in Chinatown.

Kneeland Street and Washington Street have particularly high concentrations of crashes involving pedestrians in the last two years. In interviews and group conversations, community members cited challenges accessing recreational opportunities due to unsafe roads and limited resources within their community. Playgrounds and green spaces, as well as safe sidewalks and crosswalks all encourage physical activity and social interaction which in turn can positively affect health. The perception that roads are not safe for all users can discourage Chinatown residents from getting out in their community and being active.

Updates since 2010

Community members have worked with the Boston Transportation Department on pedestrian and bicycle safety as well as other mobility planning issues -- most recently with the Slow Streets initiative, Go Boston 2030, and Vision Zero Boston. While pedestrian safety, traffic, and parking continue to be top community concerns, there have been several improvements:

- Some traffic calming measures were implemented, including time-delay signalling along Kneeland Street and a four-way traffic stop at Washington and Kneeland.
- Bicycle lanes were installed along Kneeland and Harrison Street, and Blue Bike stations were installed at Chin Park and Harrison Avenue. Bike racks were installed in Chin Park.
- Parking meters were modernized to allow for credit card and app-based payment.

General challenges

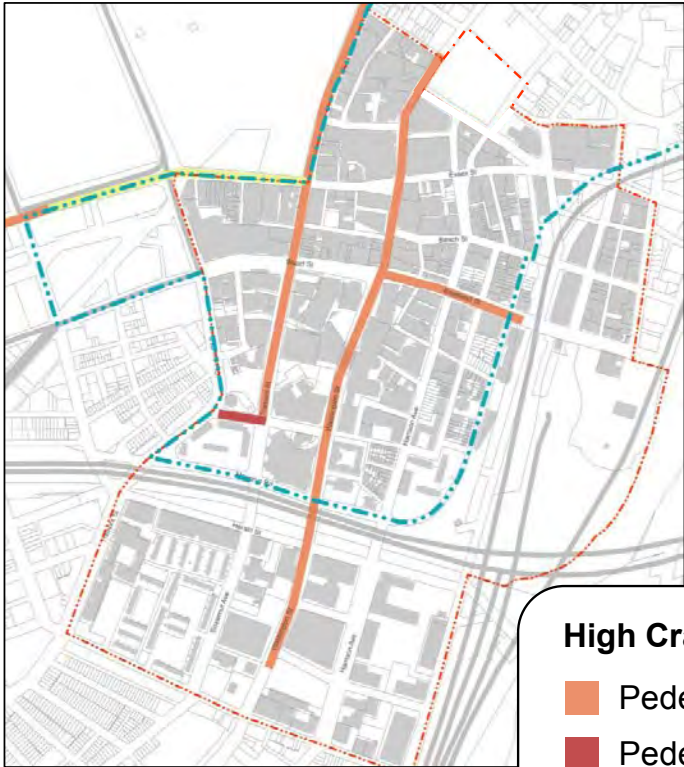
BPDA places biking and pedestrians into one conversation, but implementing new bike lanes can create new safety concerns for unaware

pedestrians, as seen on Kneeland Street.

Parking is a controversial topic in community meetings. Small business owners worry that they are losing part of their customer base because of the lack of parking. At the same time, Chinatown residents seek to reduce vehicle trips and lessen traffic-related air pollution in the neighborhood. Parking raises practical concerns because of the high opportunity cost; land and resources utilized to create additional parking spaces could be utilized to increase open space and/or affordable housing instead.

At the same time, greater building density and increased numbers of residents from additional housing would create more traffic.

There is no consensus about how to resolve the issue of trash. Creating a Business Improvement District (BID) worked Downtown but there were equity concerns about levying additional costs for business owners.



Over half of all workers in Chinatown walk to work as their primary mode of transportation, a walking rate two times higher than the rate for all Boston workers.

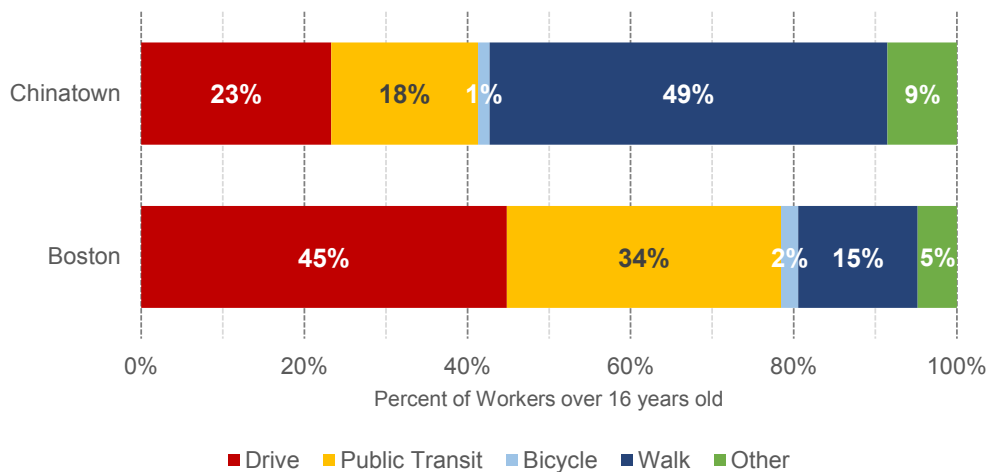
Some of Boston's most dangerous streets for walkers and bikers are in Chinatown.

High Crash Roads

- Pedestrian and Bicycle
- Pedestrian
- Bicycle

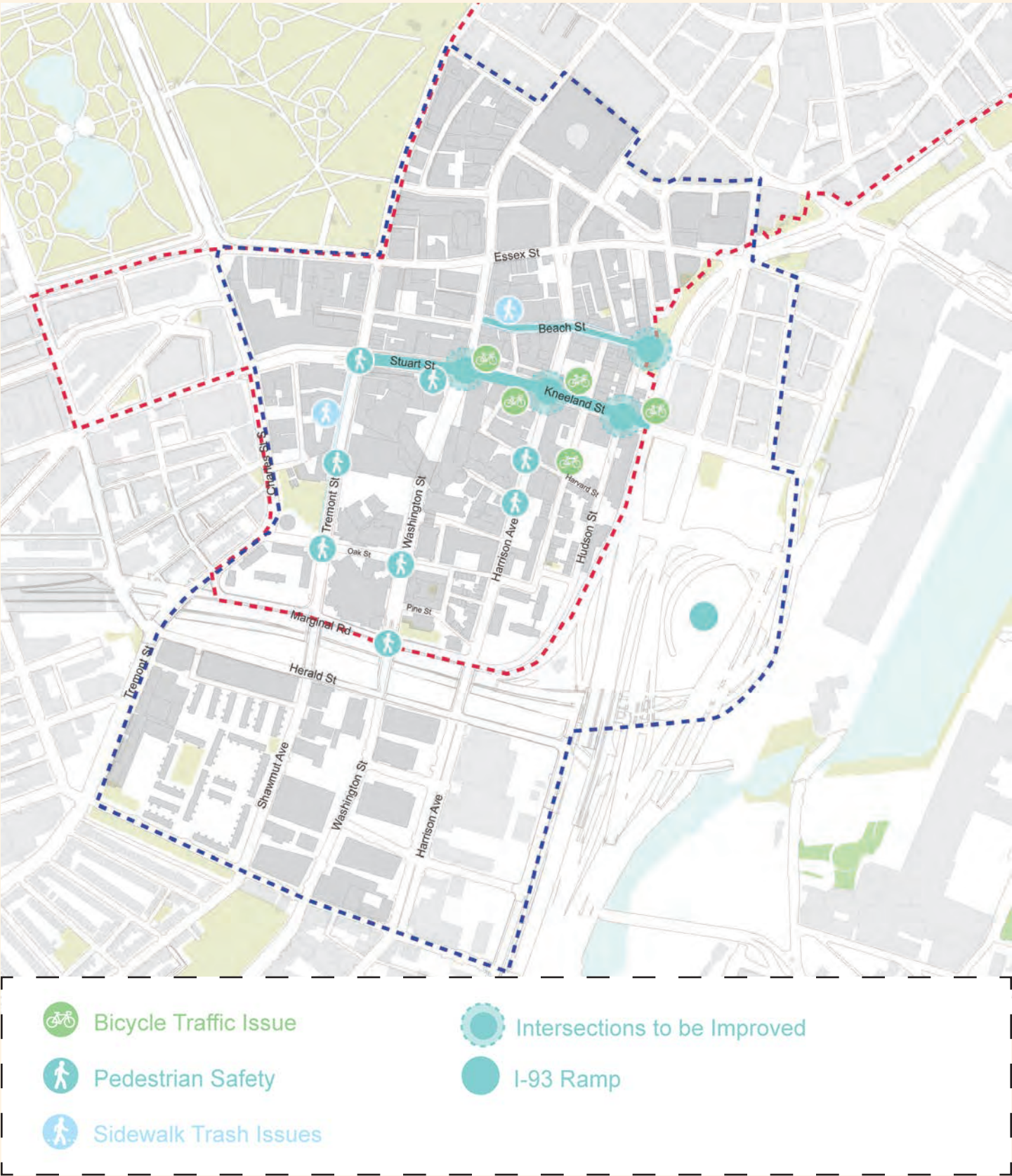
18 Number of vehicle crashes with pedestrians in Chinatown in 2017

Commute to Work by Mode in Chinatown and Boston



Source: 2006-2010 & 2013-2017 ACS 5 year survey, U.S. Census Bureau Table B08301
Vision Zero Crash Map, 2015-2017 All Modes High Crash Network, boston.gov/vision-zero-crash-map

Community-Identified Mobility Issues



Strategies

1. Work with Boston Transportation Department and Public Works to improve pedestrian safety in Chinatown through traffic calming design solutions and additional pedestrian crosswalks.

Kneeland Street Intersections

- Four-way traffic stops at Harrison Avenue and Kneeland Street
- Additional pedestrian crosswalks on Hudson and Kneeland Street

Beach Street

- Prioritize pedestrian safety in the Chinatown Gateway area. Beach Street and John Fitzgerald Surface Road intersection has been identified as busy and dangerous but also a key location for pedestrian connections.
- Adjust traffic patterns on Beach and Lincoln intersection
- Use traffic calming elements such as bulb-outs and employ speed cameras to slow down vehicle traffic along Beach Street; explore the potential for intersection treatment using art work in intersections
- Make Beach Street one-way OR pedestrian-only from Harrison St to the Chinatown Gate to increase pedestrian space
- Widened pedestrian space will create opportunities for increased greenery and seating

2. Prioritize pedestrian thoroughfares Beach Street and Harrison Avenue when seeking to improve sidewalk conditions and add street greenery. This includes ensuring smooth, even surfaces, wider sidewalks for pedestrian flow, planting potted street trees for canopy coverage, and improving trash/recycling infrastructure. See Strategy #4 in Public Realm.

3. Improve neighborhood connectivity by improving walkability of pathways between distinct areas of Chinatown. While Beach St and Harrison Avenue are key pedestrian thoroughfares for Chinatown residents, other streets to prioritize for pedestrian friendly design include Harrison Avenue and Washington Street that connect Chinatown over the I-90 and Marginal Road, along the turnpike. See Strategy #5 in Public Realm.

4. Partner with Boston Transportation Department and Boston Police Department to improve enforcement of traffic laws and regulations.

- Install Radar Speed Signs to increase traffic speed enforcement
- Increase enforcement of cycling traffic laws and consider designated bike traffic lights

5. Partner with Boston Public Works to explore and implement programmatic and design solutions to excess of trash on Chinatown streets, such as an additional pickup day. Improve enforcement of trash pickup.
6. Seek to improve sidewalk conditions to make them more pedestrian friendly. This includes ensuring smooth, even surfaces, wider sidewalks for pedestrian flow, greenery, and trash/recycling infrastructure.
7. Increase accessibility to public transportation into Chinatown for workforce, customer and social service client base coming from Boston suburbs (such as Quincy and Malden). Support improvement of MBTA and bus service infrastructure. Advocate for low income fare on the MBTA .
8. Ask BPDA and BTM to share transportation studies with a public process before approving suggestions for changed street directionality.

Historic Preservation Goals and Strategies

Historic Preservation Goals

- Preserve and strengthen Chinatown as a gateway for new immigrants and as a regional center for Chinese and Asian American culture and services
- Chinatown will enhance its history and character as a unique neighborhood and cultural center that is important to the city, state, and region.

2020-2030 Benchmarks

- Naming of Chinatown as a Historic Cultural District
- Zoning adopted to protect historic row house streets
- Historic buildings preserved and removed from speculative market
- Visible and interactive markers establish Immigrant History Trail

Key values and principles

While the South Cove/Chinatown neighborhood has a rich and fascinating 190-year history, it has not received the same recognition or protection as adjacent wealthier neighborhoods like Back Bay or Beacon Hill. Traditional approaches that focus solely on preservation of landmark architecture fail to address Chinatown's community stabilization priorities and are perceived as potential drivers of gentrification.

Urban Chinatowns across North America, established as landing places for new immigrants and safe havens from racial violence and persecution, now face similar threats of gentrification and displacement. A new approach to Historic and Cultural Preservation seeks to not only preserve architecturally significant

buildings but also the stable character and role of Chinatown as an anchor for generations of immigrant working class residents and small businesses.

The Historic and Cultural Preservation framework is a previously unexplored and important part of the overall plan to stabilize Chinatown's future. Preserving Chinatown's historical and cultural character goes hand-in-hand with maintaining its working class residential and small business core.

This broader definition of preservation includes physical buildings, historic markers and streetscapes, but also legacy businesses, public art, cultural practices, historical documentation, and educational outreach efforts such as socio-historical tours of Chinatown.

Current conditions

- With the influx of luxury high rises, the Asian immigrant, working class population has declined in ratio to the wealthier white population.
- While still boasting a robust small business sector, many of the smallest establishments catering to the working class residents have been closed or have moved.
- The original Josiah Quincy School building on Tyler Street has been entered into the National Register of Historic Places.
- The Massachusetts Historic Commission determined in 1990 that Chinatown was a National Registry-Eligible District.
- A survey of Chinatown's older buildings conducted by the Boston Landmarks Commission in 1997 named its many 19th century buildings as architecturally significant streetscapes.
- A hot real estate market has led to new proposals for demolition or expansion of historic

row house properties in recent years by investor-owners.

- The Chinese Historical Society of New England has led efforts to document local Chinese American history. Several additional community organizations have projects to document, celebrate and promote Chinatown's unique history.

6. Explore programs or policies that stabilize small businesses and nonprofits that serve Chinatown residents.

General challenges

Preservation is typically associated with physical buildings and built environment factors, as opposed to cultural norms and communities of existing residents. There is high awareness of the ways in which preservation can be a force of gentrification.

Strategies

1. Move quickly on opportunities to preserve historic row houses as affordable housing following passage of Boston's short-term rental ordinance. Advocate for financial and technical support programs to facilitate rapid acquisition of high value properties.

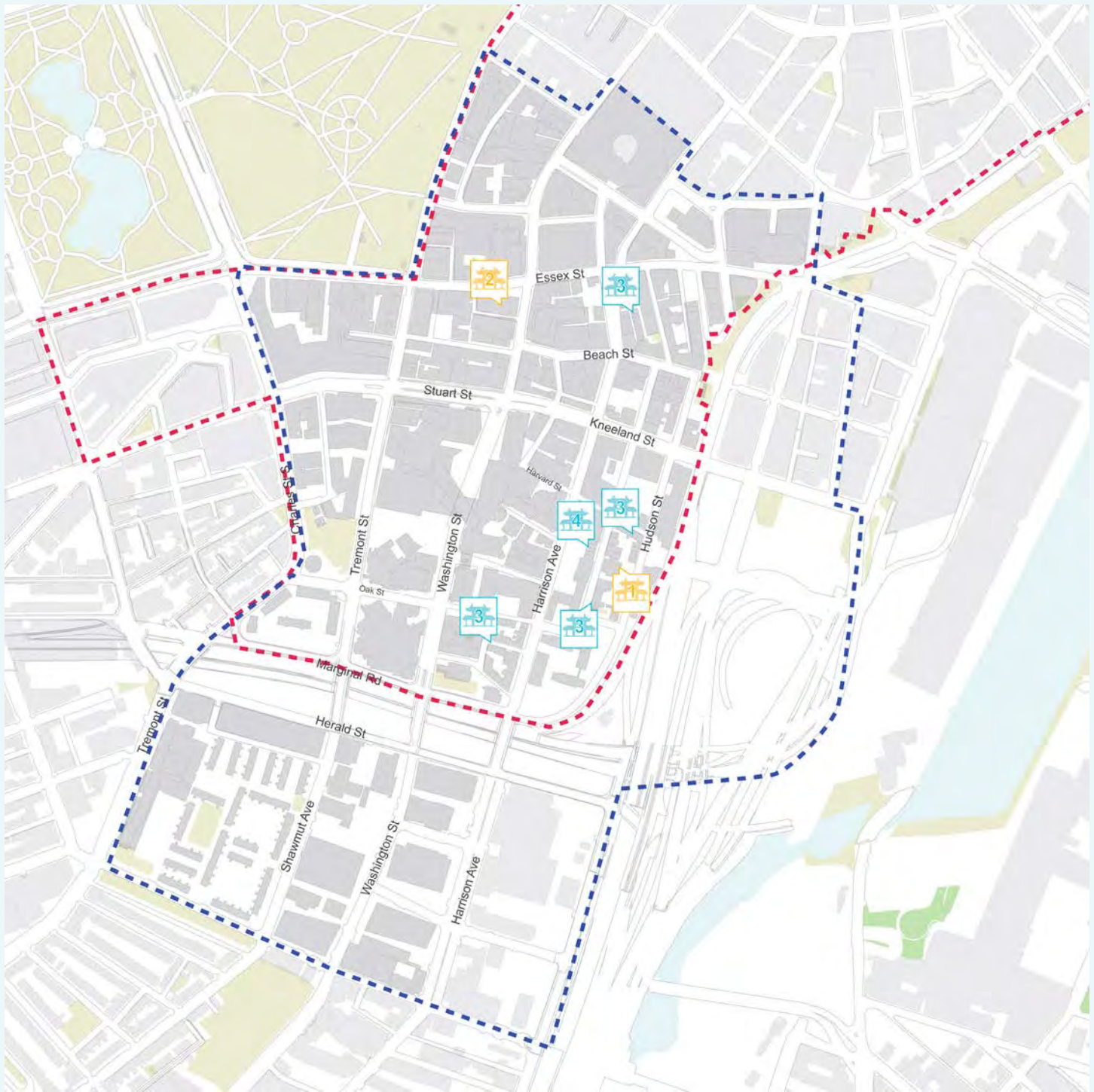
2. Build support around "placekeeping" and public art projects around Chinatown that celebrate its history and create an Immigrant History Trail.

3. Explore changes to the Chinatown Zoning Code to create a Row House Overlay Sub-District. with dimensional restrictions similar to other Boston row house sub-districts, demolition delay, and tenant Right of First Refusal.

4. Explore with the Boston Landmarks Commission the possible Historic District options and their pros and cons for the community's stabilization goals.

5. Continue community-wide discussion about possible guidelines for development within the district.

Historic Preservation: Relevant Sites



-  Josiah Quincy School
-  Chinese Historical Society of New England

-  Row Houses
-  Maryknoll Sisters Center

“

“Chinatown is extremely important historically for working class immigrants. I believe rowhouse are important to preserve as they are the historic characteristics of the neighborhood. The restaurants and bakeries are vital for people in the neighborhood and also for people outside of neighborhoods as well who drive in.”

“

“For me, though I seek care at Western medical clinics, another stream I seek medical care from is through herbal medicine and I can only find this in Chinatown. I also see lots of other people waiting for herbal medicine when I go. I think there is strong Cantonese tradition to boil soup. These soups call for specific ingredients like goji berry and I can only find them in Chinatown.”

“

“Chinatown is a good landing place for immigrants, an entry point and stepping point to meet other needs, get to know American culture, and get your feet on the ground.”

-- Chinatown residents at the Historic and Cultural Preservation community meeting (October 2019)

Air Pollution in Chinatown

Background on the Health Effects of Air Pollution

Background

Chinatown residents live directly next to Interstates 93 and 90 and near South Station. The busy roadways and diesel train traffic nearby elevate levels of air pollution, making this a priority health concern in Chinatown. Air pollution near roadways is comprised of particles and gases produced by cars, trucks, and other vehicles. Of these, ultrafine particles (UFPs) are a primary concern. UFPs are so small that they easily enter people's lungs, blood and brain.

UFPs have been the focus of over a decade's worth of sophisticated health research in Chinatown. The research, produced by the Community Assessment of Freeway Exposure and Health study (CAFEH, more at <http://sites.tufts.edu/cafeh/>), has provided deep, detailed, and site-specific information on how highway pollution affects resident health.

Health Effects of Air Pollution in Chinatown

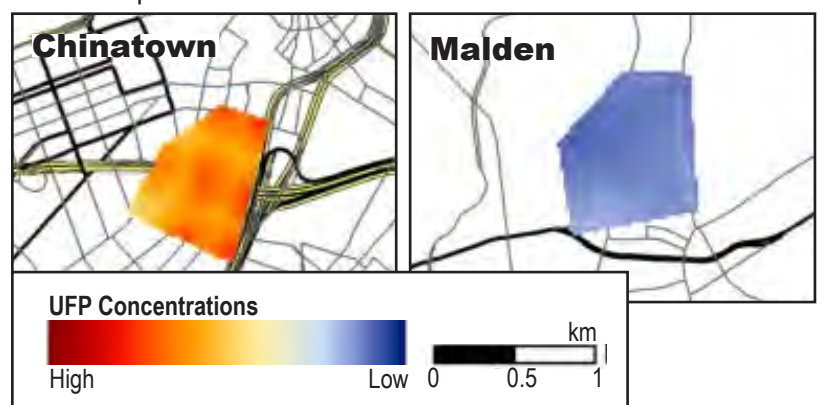
CAFEH's extensive air pollution monitoring found that UFP concentrations are generally higher in Chinatown in the following conditions: cold weather, low wind speed, high traffic volume, and on the downwind side of the highway. Collected data was used to calculate and predict annual average UFP concentrations in Chinatown, and found that these are much higher than comparison communities, such as Malden.

Chinatown residents with higher exposure to UFPs tend to have higher levels of inflammation in their blood, even after

controlling for various factors such as smoking. While inflammation in the case of an infection is beneficial, long-term low-grade inflammation can increase risks of heart disease, respiratory disease, and neurological health conditions.

Fortunately, strategies that lower exposure to air pollution can be effective at reducing negative health effects. For example, a recent CAFEH study found that indoor air filtration reduced blood pressure among Chinatown participants.

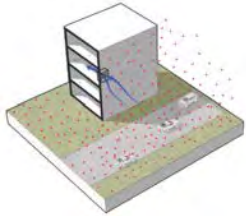
Estimated pollution concentrations around Chinatown and Malden



Credit: Patton AP, Zamore W, Naumova EN, Levy JI, Brugge D, Durant JL. Transferability and Generalizability of Regression Models of Ultrafine Particles in Urban Neighborhoods in the Boston Area. *Environmental Science and Technology*. 2015; 49:6051–6060.

Building Design

New buildings and renovations can be designed to keep polluted outdoor air out by sealing windows and other openings in outside walls. A “tight” building should be combined with adequate ventilation and filtered fresh air intake.



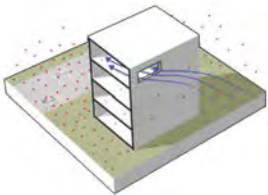
Filtration

With proper replacement and long-term maintenance, filters can effectively improve indoor air quality. Filters should be Minimum Efficiency Reporting Value (MERV) 13 or greater. Portable air cleaners can also reduce particle concentration, but by a smaller percentage.

Exposure Reduction



50-90%



Air Inlet Location

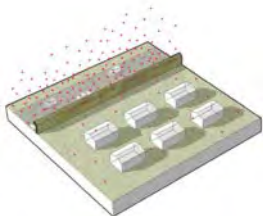
Indoor air quality can be improved by moving air intake vents both vertically and horizontally as far from traffic as possible. Given the high levels of UFPs across Chinatown, it is preferable to locate building air intake vents on the roof.



~50%

Urban Design

Carefully designed neighborhoods and green spaces can reduce exposure for walkers and users of local parks.

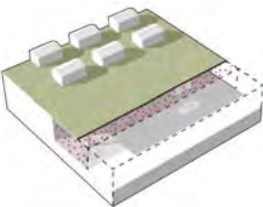


Wall Barriers

Barriers have been shown to reduce both pollution and noise levels. Caution should be used in areas with high levels of local traffic, where pollution can become trapped on the non-highway side.



10-50%

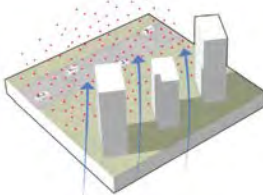


Decking Over Highway

If designed correctly, decking over highways could remove a lot of highway-related air pollution from the section decked. Another benefit of this strategy is the linking of urban areas and the creation of productive land.



~40%

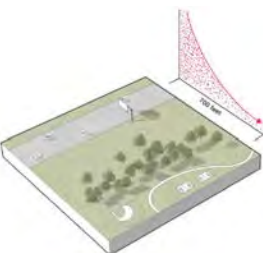


Land Use and Design

Sensitive land uses should not be placed down wind from the pollution source. However, if polluted air cannot be block, then help it be carried away from where people live and play through design practices that increase air flow.



10-50%



Park Design

Parks play an important role in wellbeing and improving environmental conditions. Recreational and lounging areas should be sited away from major roads. In food-producing gardens, grow root vegetables, as they tend to accumulate lower levels of air pollution in the parts of the plants that are consumed.



~40%



Moment (2019), Justine Wang

In this moment, Chinatown denizens are in various states of motion.

Inside Chinatown, Pao Arts Center



波士頓
華埠
商會
歡迎您



Opportunity Areas

Snowing (2019), Jiayi Chen

Boston Chinatown snows during the winter months, and here the roads are almost covered with snow. When snow covers the roads it looks beautiful because the snow is white and makes the buildings stand out nicely.

Inside Chinatown, Pao Arts Center

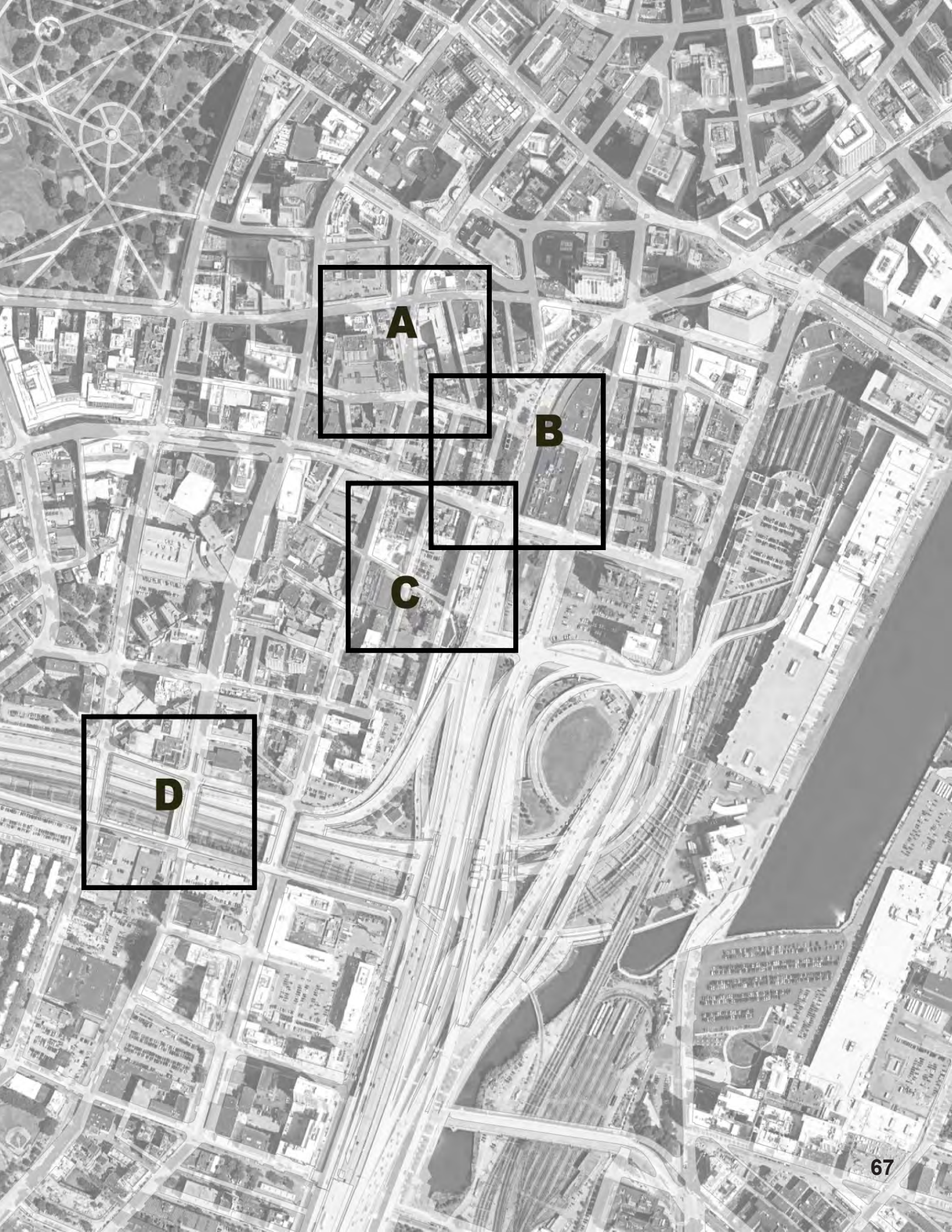
Opportunity Areas

The Chinatown Master Plan Committee has identified several sites as priorities for community planning and visioning, which we are calling Opportunity Areas. Similar to (and overlapping with) the Anchor Areas identified in Chinatown Master Plan 2010, these are sites where we both anticipate upcoming development events and see opportunities for anchoring and stabilizing Chinatown's future.

The Healthy Chinatown Design Workshop, PLAN: Downtown Boston, Parcel R1 Visioning Workshops, and Open Space Plan workshops all provided opportunities over the past year for community visioning of these sites to begin.

- A** - Phillips Square
- B** - Chinatown Gateway
- C** - Parcel R-1
- D** - Parcel A & 50 Herald





Phillips Square

Key Values and Principles

The priority issue for community members was pushing forward a permanent design for Phillips Square that:

- Reflects Chinatown's cultural history
- Provides space for the community
- Extends to the Beach St. business district
- Offers multi-generational attractions in both warm and cold weather

Introduction

Phillips Square is the triangular-shaped wide roadway where Chauncy Street merges into Harrison Avenue at Essex Street. Cited as an Anchor Area in Chinatown Master Plan 2010 and throughout a series of planning workshops led by BPDA, this site has been envisioned as a second entrance to Chinatown. With Phase I now implemented, involving planter boxes, brightly painted markers and street furniture, there is an opportunity to involve the community in creating a more permanent design for Phillips Square with street furniture, plantings and public art that reflect Chinatown's history and culture, invites visitors into the community, and provides open space amenities for different generations.

Community Feedback

This public space would provide amenities for a range of users including elderly nearby residents, tourists, and young families living in Chinatown, who already frequent the area but do not necessarily have a place to rest or to enjoy the public realm.

The design of the public space should incorporate seating, greenery, and a fountain.

Programs suitable for both warmer and colder days to engage residents and nearby businesses suggested include:

- Pop-up vendors
- A library cart
- Community garden planter boxes
- Fire pit in the winter

Desired qualities of the space include:

- Art-related and culturally relevant
- A quiet place for rest
- Festive on occasions such as Chinese New Year with seasonal kiosks

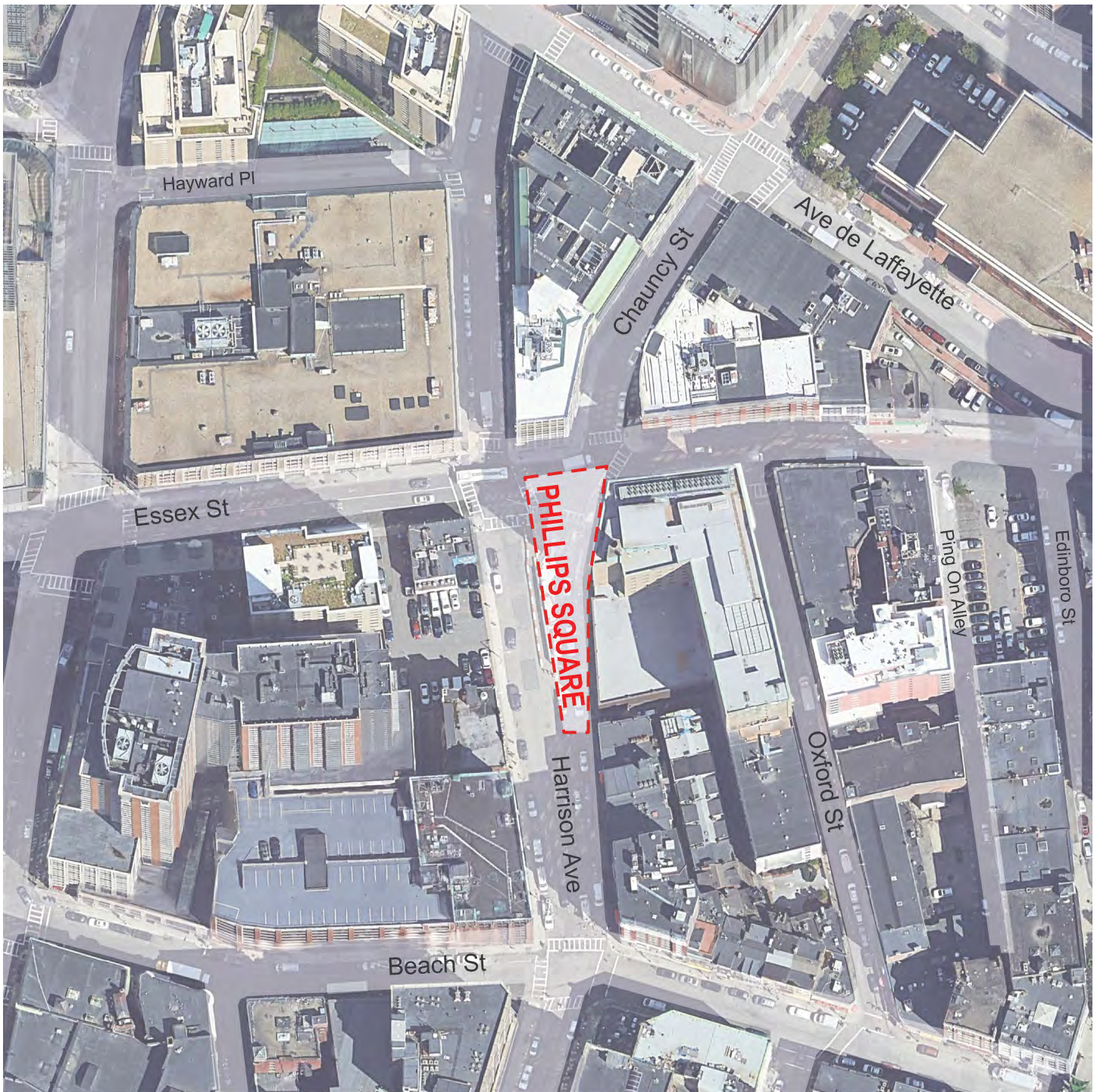
Community members expressed interest in extending the public space into Beach Street along Harrison Avenue, to improve walkability and to create a green network along Chinatown's busiest pedestrian thoroughfares and business district. This is further reflected in the proposition to turn Harrison Avenue into a one-way street going South towards Beach Street to create more room for the public space. A challenge for this area is to maintain parking for local businesses while improving the public realm.

Ho Toy Building

Potential for affordable housing development as part of a community benefits agreement at the corner of Essex and Oxford, site owned by Oxford Properties, which proposes office tower at 125 Lincoln Street.

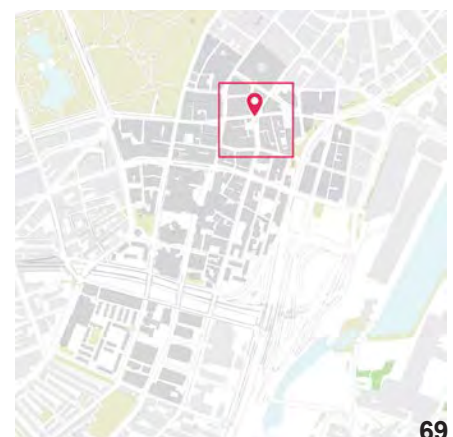
Consensus that there was interest in rebuilding Ho Toy building with affordable family housing. Participants compared and contrasted the benefits of new construction against renovating the existing building and ultimately preferred a new building which could provide community space, such as a rooftop garden.

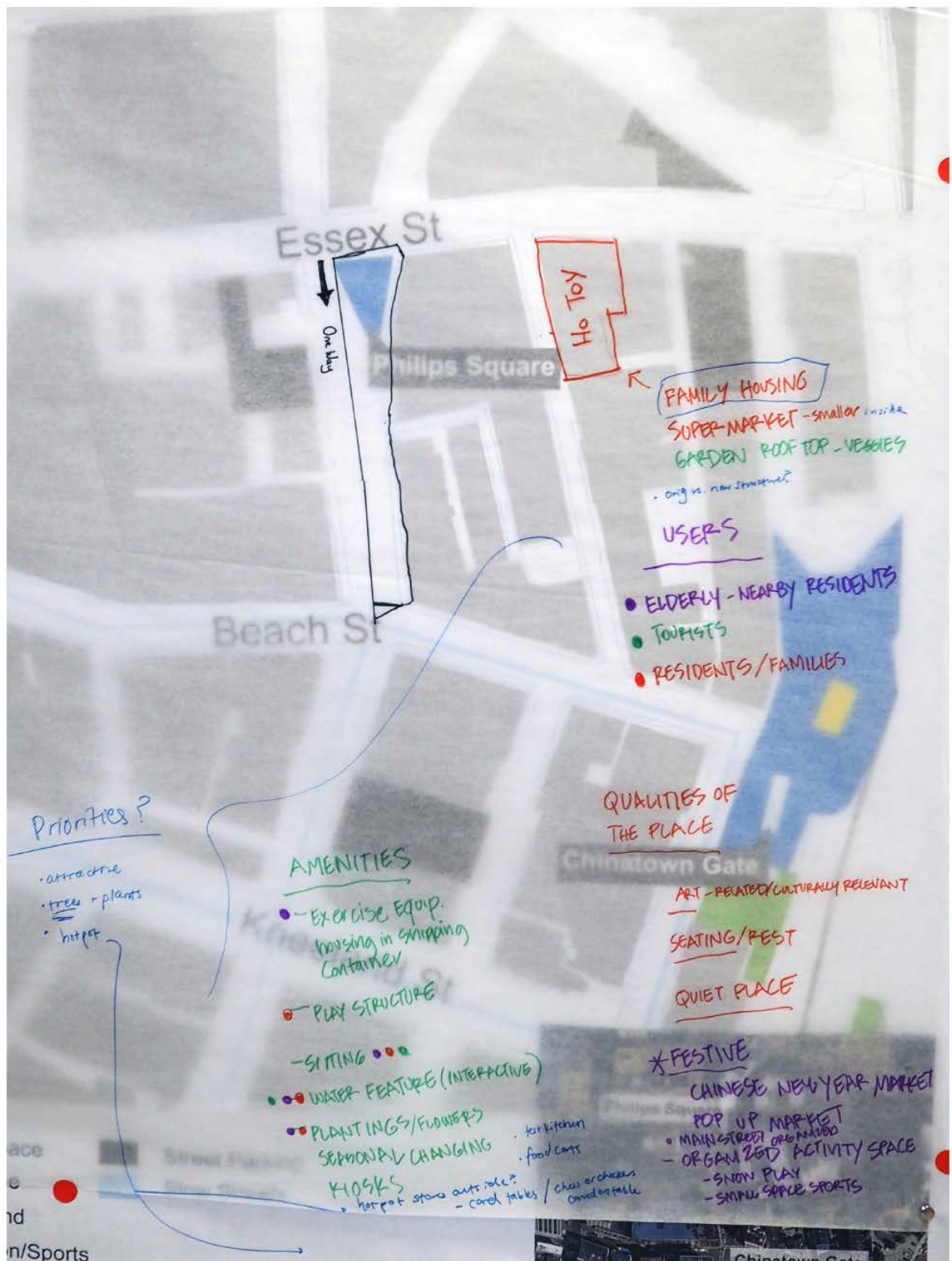
Other considerations brought up after the community visioning design workshop include historic preservation of the Ho Toy building.



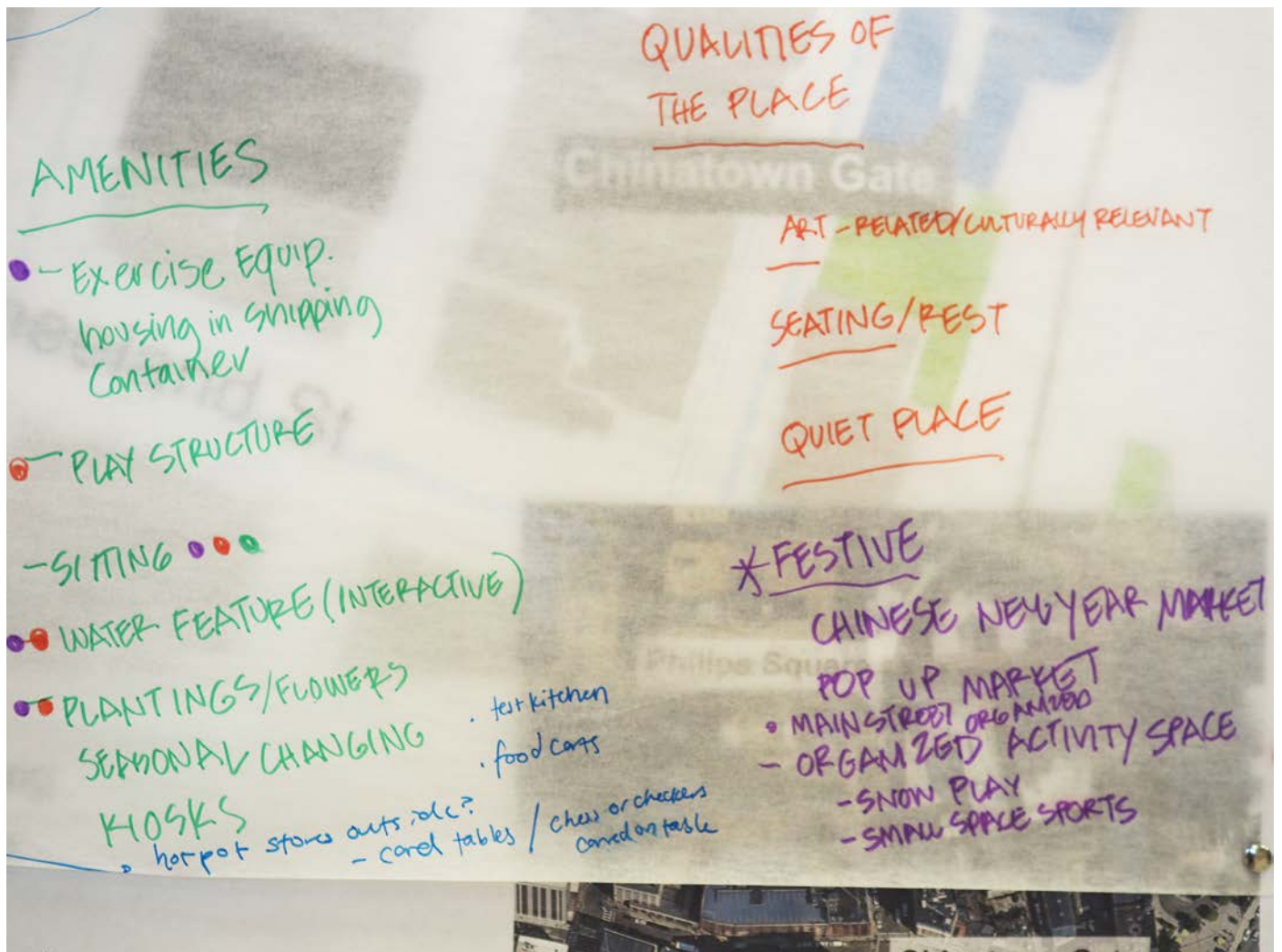
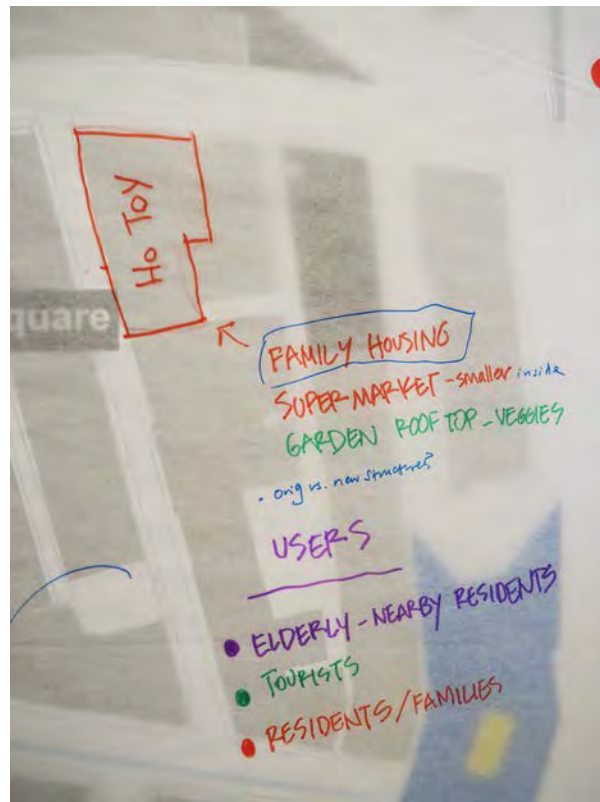
“How may Phillips Square be a gateway into Chinatown?”

- question posed at the Healthy Chinatown Design Workshop
July 2019





Drawings and notes by participants of the Healthy Chinatown Design Workshop
July 2019







Chinatown Gateway

Key Values and Principles

Make the Chinatown Gateway area welcoming, accessible, safe, and attractive for open space users and pedestrians.

Introduction

The Chinatown Gate is the most recognizable neighborhood icon that signals to all that they have entered Chinatown. Major commercial development is anticipated across from the Chinatown Gate at the 125 Lincoln Street site and one block away at the MassDOT-owned Parcel 25 (part of the Chinatown Gateway Special Study Area, also called the South Bay Anchor Area in Chinatown Master Plan 2010), presenting both challenges and opportunities to the community. Surrounding the Chinatown Gate are several of the community's main public open spaces—Chinatown Park (renamed Chin Park), Mary SooHoo Park, Reggie Wong Park, as well as the temporary Hudson Street community garden. Heavy traffic along Kneeland Street, the resurfacing of the 93 Expressway from the north, and the highway exit from the south are challenging traffic conditions to address in order to strengthen pedestrian connections between public spaces in the Chinatown Gateway area, and between Chinatown and the neighboring Leather District.

Community Feedback

Priority issues for this area were traffic safety, improving and increasing open and green space, noise and air pollution, and strengthening connectivity for pedestrians.

There is a lot of traffic in front of Chinatown Gate. Make the roads safer by adjusting traffic patterns on Beach and Lincoln, using traffic calming elements, and employing speed cameras, signage, traffic cameras.

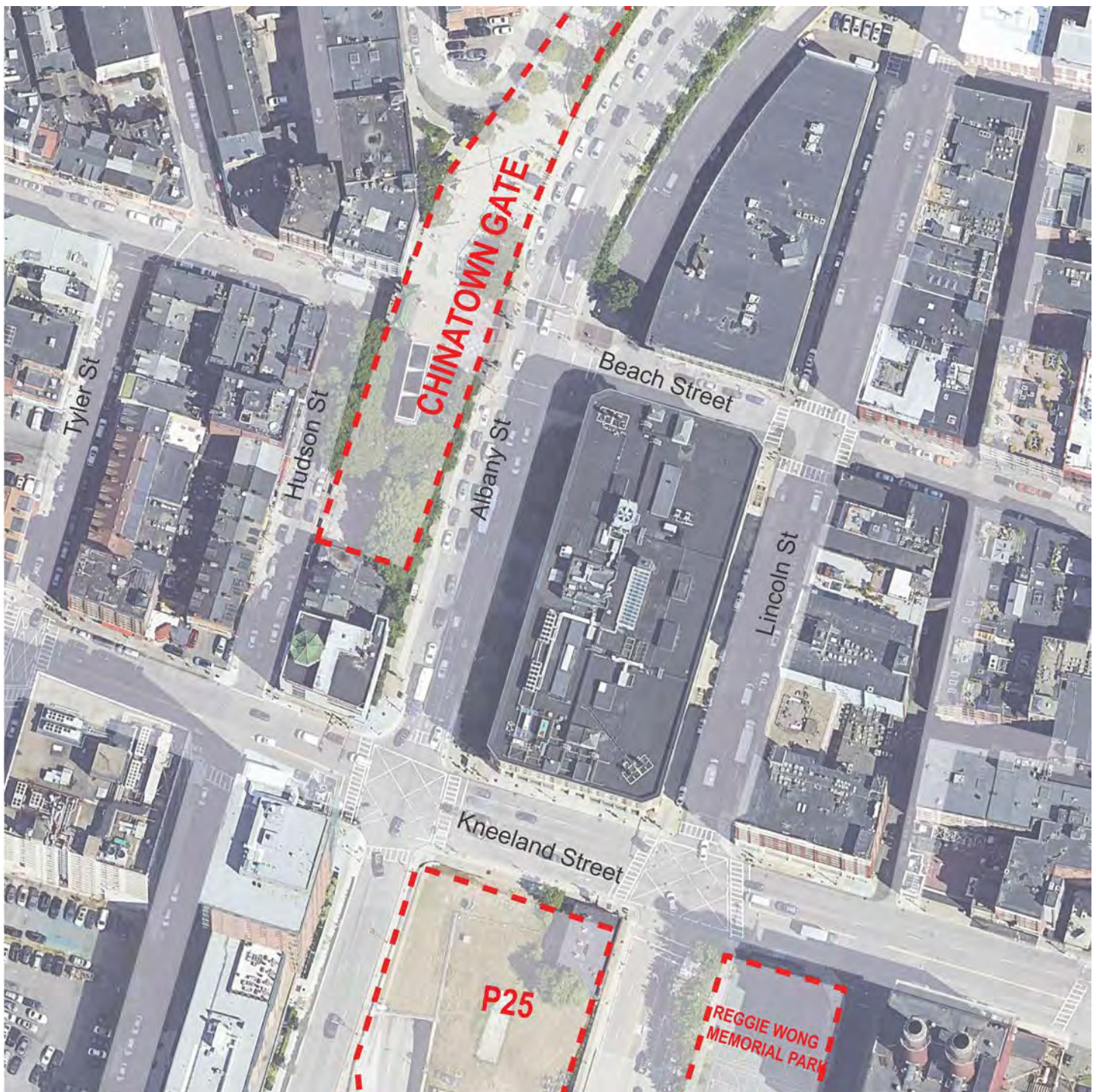
Chin Park (Chinatown Park)

- Insert more greenery along Chin Park. Raised grass beds with ramps will allow for easier maintenance.
- Surround Chin Park with vegetated barriers along park edges for the safety of children playing in the area
- More diverse types of users in Chinatown Park can be encouraged to utilize the space by expanding the chess and checkers space and by adding a fitness corner with exercise equipment.
- Community members discussed design elements (for example, pagoda roofs, water elements, and bamboo) used in Chinatown Park that could be employed elsewhere in the public realm across Chinatown to visually connect users to Chinatown.

Hudson Street Lot was used as a community garden and a space for temporary public art installations in the summer of 2019 by ACDC in collaboration with the Pao Arts Center. In the long term people would like to see more permanent green space, shrubs and trees, and encourage use of the space through collaborations with schools and school children.

Reggie Wong Park does not have enough programs and uses suited for the residents of Chinatown. It is difficult to access, and the space is not well-utilized by the neighborhood. Increase Chinatown's connectivity to Reggie Wong Park through design elements and pedestrian environment improvements, such as trees and benches, and increased amenities in the park.

- Desire from community for a multi-generational space; include play and exercise apparatus for different generations,
- Plant more trees, seating and exercise facilities in Reggie Wong Park.
- Expand and improve Reggie Wong Park with equipment storage facilities, seating, an air pollution barrier at southern end, and public art commemorating Reggie Wong.

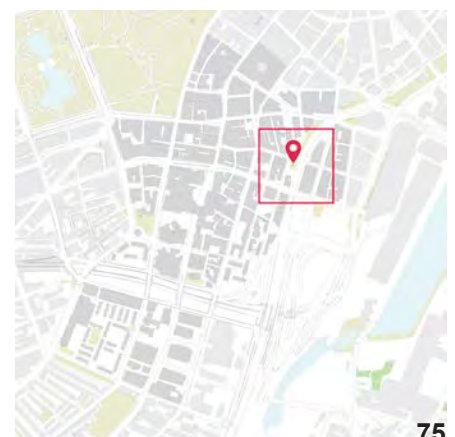


Greenway

Work with Greenway Conservancy to increase greenery, permeable surfaces, and programming at Chinatown Gateway Park. Seek opportunities to partner in order to expand and improve park space.

“How might we make the Chinatown Gateway area welcoming, accessible, safe, and attractive for open space users and pedestrians?”

-- question posed in Healthy Chinatown Design Workshop
July 2019









Opportunity Area: Parcel R-1

Key Values and Principles

Parcel R-1 is a priority site for future affordable housing development and should be moved into a public disposition process as soon as possible.

Introduction

One of the only remaining undeveloped and undesignated City-owned parcels in the neighborhood, Parcel R-1 has been utilized as a surface parking lot for Tufts University and Tufts Medical Center since the 1990s. At the end of 2017, the community, institutions and the City of Boston reached an agreement that Tufts University would cede its development rights to Parcel R1 and move toward consolidating its parking uses in the neighborhood.

Chinatown CLT, Asian CDC, and other community partners have begun a series of visioning conversations focused on developing Parcel R-1 for affordable housing and other community needs. Parcel R-1 was one of the public sites named as an important community development site in Chinatown Master Plan 2010.

Community Feedback

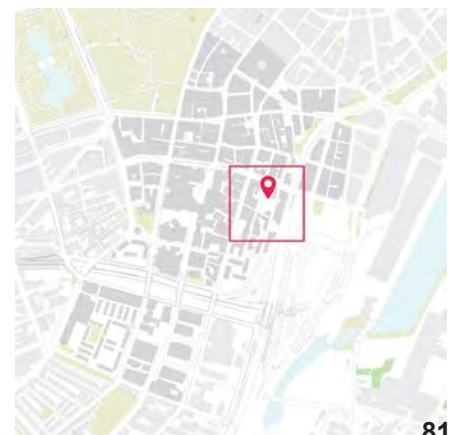
Community members preferred a mixed-use residential development with affordable family housing. Family housing with 1-3 bedroom units at various sizes were discussed. Primary design considerations discussed included height of buildings and creating open spaces both on street level and on roofs.

Open spaces for the building complex are important and can be built at varied elevations. Future developments on Parcel R-1 can also be built at different heights with lower FAR housing on the southern Harvard Street edge across from the three story row houses.

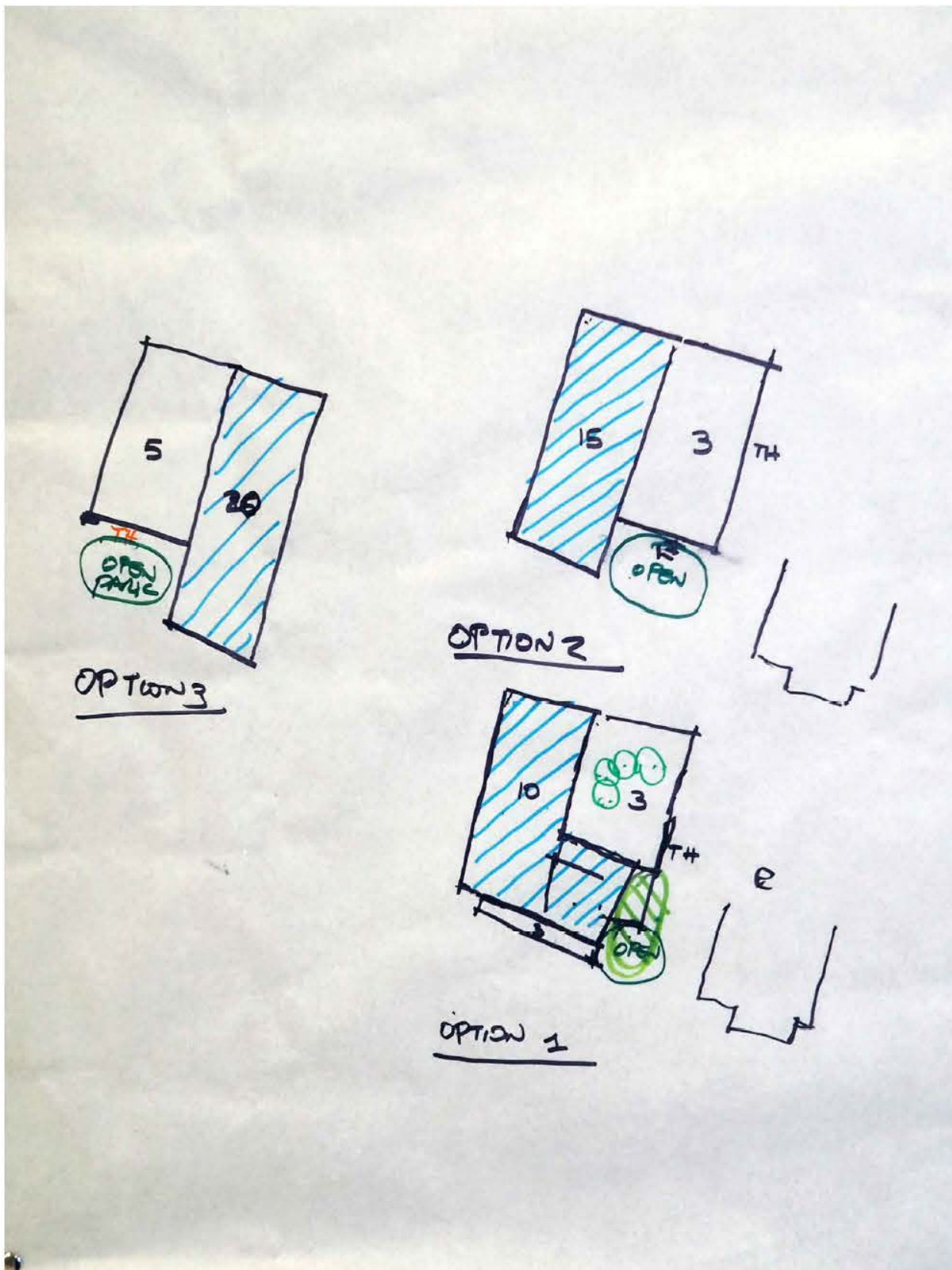


“How might we balance open space and housing needs on Parcel R-1 considering quality of life and health of Chinatown users?”

-- question posed in Healthy Chinatown Design Workshop
July 2019







Drawings and notes by participants of the Healthy Chinatown Design Workshop
July 2019





Opportunity Area: Parcel A to 50 Herald

Key Values and Principles

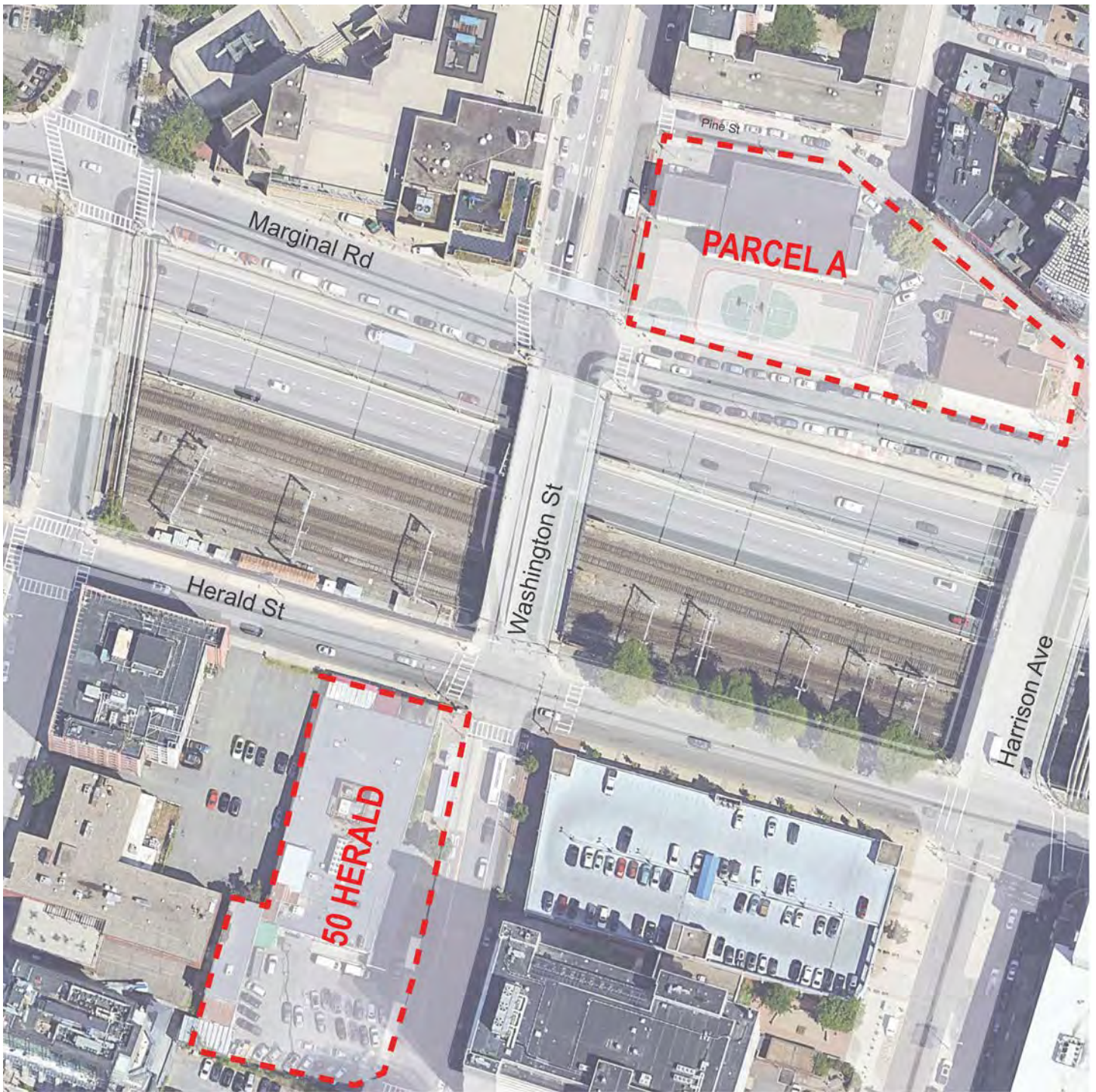
Priority issues for this area were rising rents, loss of an Asian grocery store, air and noise pollution from the highway, accessibility of sidewalks, and pedestrian safety.

Introduction

Parcel A, named this year as the site for a new Josiah Quincy Upper School campus, has long been seen as an important community development site for affordable housing as well, while across the Mass Turnpike is the 50 Herald Street site that was deeded to the community by Tufts Medical Center in the 1980s for development of affordable housing. The area surrounding 50 Herald Street was named as the New York Streets Anchor Area in Chinatown Master Plan 2010 in recognition of the community's long history in this area and in anticipation of major development along the Albany-Harrison Corridor. The rapid growth of high-end housing in the New York Streets area underscores the importance of public and community-owned land to maximize affordable housing development for community stabilization. Public realm and mobility improvements are critical to increase connections between Chinatown and the South End.

Community Feedback

- Community members discussed design elements like using lighting and landscaping (from a park over the highway to heavy planters) to enhance Chinatown neighborhood connection over the I-90 turnpike.
- Community members were also concerned about accessibility issues of the current cross-highway sidewalks. They suggested that all area sidewalks be audited for ADA compliance.
- Pedestrian safety could be improved with raised sidewalks and street calming design.
- There is interest in building affordable housing on top of school on Parcel A, but community members feel they need more information on finances and regulations. There is also interest in green roof and/or rooftop garden on the potential new school building.
- Community members suggested the use of physical barriers and vegetated screens over highway and around housing and school buildings to reduce exposure to noise and air pollution.
- Air filtration and ventilation are important considerations for both new housing and school developments.



“How might we connect the Chinatown community over the Turnpike?”

-- question posed in Healthy Chinatown Design Workshop
July 2019

