

BLUE HILL AVE / CUMMINS HWY

Cote Ford Community Planning Workshop (2011: AICP)

Community Vision Statements:



- A high quality design **compatible** with the existing neighborhood scale, **community and family-oriented** with multiple purposes, including inter-generational housing and retail
- Make Mattapan **a destination to be proud** of with a **great mix** of housing and retail, a **community center** where youth, senior, and others can socialize, a place to enhance the community, new development that fits and **reflects the community**
- Create a **gateway to the cultures** of Mattapan that will capitalize on the **multicultural diversity** of the community. Establish residential development that reflects the character of the existing neighborhood, with **community-focused** business that holistically promotes a **healthy lifestyle**
- **High Quality development** that enhances the neighborhood as a place where someone could raise a family, **balances gateway and neighborhood character**, uses like a nice sit-down restaurant and shops, creates **retail/mixed use** on Cummins and residential on Regis in scale with existing homes, reflect “country living in the city” that defines Mattapan



COTE FORD SITE

Preliminary Fit Studies

Scenario 1

Physical Massing Test



COTE FORD SITE

Preliminary Fit Studies

Scenario 1

- Active ground floor uses at Station Gateway/Cummins Highway
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	10,700	5; 55'	53,500	8,000	0	0	36	34	2.17
2	6,700	5; 55'	33,500	5,000	0	0	22	20	2.17
3, 4 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	7,600	3, 34'	22,800	0	0	0	19	22	0.74
6-11 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
12	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
13	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			177,980	23,000	0	0	131	136	1.17



COTE FORD SITE

Preliminary Fit Studies

Scenario 1

Economic Feasibility



Site	Feasibility	Advantages
Scenario 1	Positive	Retail use helps to support feasibility
Gateway Overlay		Potential for partial land write-down (City-owned)
Density		Less expensive stick built construction
Disadvantages		Comments
Moderate demolition cost		Feasibility made possible by City Land write down and presence of retail in program
Cost of some structured parking		



COTE FORD SITE


Preliminary Fit Studies

Scenario 1

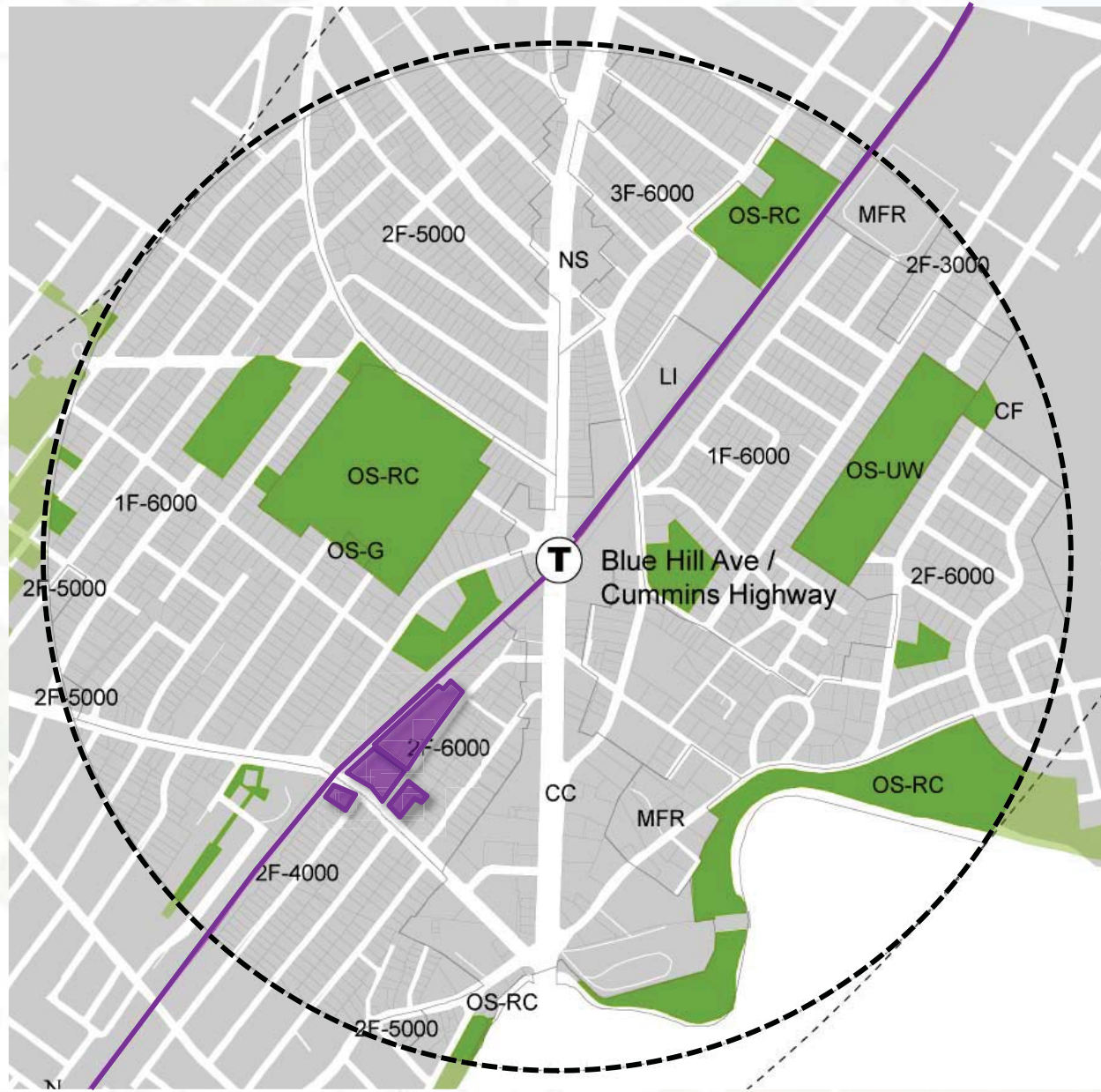
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
 - Test – **FAR 2.17**
- Maximum Building Height – 45', 55' (with Article 80 Review)
 - Test – **55'**
- Off-Street Parking Required:
 - Residential – 1/dwelling
 - Office/retail – 2/1000
 - Industrial - 0.5/1000
 - Educational - 0.7/1000



Fairmount Indigo
PLANNING INITIATIVE

The Cecil Group Team



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

Physical Massing Test



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

- Potential educational use *(average 300 students at 100 SF/student, separate gym)
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	17,500	2; 40'	35,000	0	0	30,000*	0	24	0.87
2	19,000	1; 38'	19,000	0	0	17,000*	0	22	0.33
3	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
4	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
6	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
7	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			126,130	10,000	0	37,000	44	96	0.83



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

Economic Feasibility



Site	Feasibility	Advantages
Scenario 2	Positive	Educational use subsizes structured parking
Educational Mix	w/Conditions	Retail use helps to support feasibility Potential for partial land write-down (City-owned) Less expensive stick built construction
Disadvantages		Comments
Moderate demolition cost		Illustrates impact of parking costs on feasibility Residential market cannot support the cost of structured parking without offsets Only works if Educational use pays its own way AND covers the cost of all structured parking



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

- *Benchmarking* the size of educational facilities in the City:
 - **(New) City on a Hill Charter School, Dudley Square – 30,000 SF**
 - Joseph Hurley School, South End – 45,000 SF
 - Ellison/Parks Early Education School, Mattapan – 36,000 SF
 - Boston Teachers Union School, Jamaica Plain – 39,000 SF
 - Mary Lyon Upper School, Brighton – 47,000 SF
 - Boston International HS, Mattapan – 50,000 SF
 - Ludwig van Beethoven Elementary School, West Roxbury – 37,000 SF
 - Boston Adult Technical Academy (BATA), Mattapan – 32,000 SF
 - Dennis Haley Elementary, Roslindale – 38,000 SF
 - Holland Elementary School, Dorchester – 100,000 SF
 - Mattahunt Elementary, Mattapan – 171,000 SF



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Preliminary Fit Studies

Scenario 2

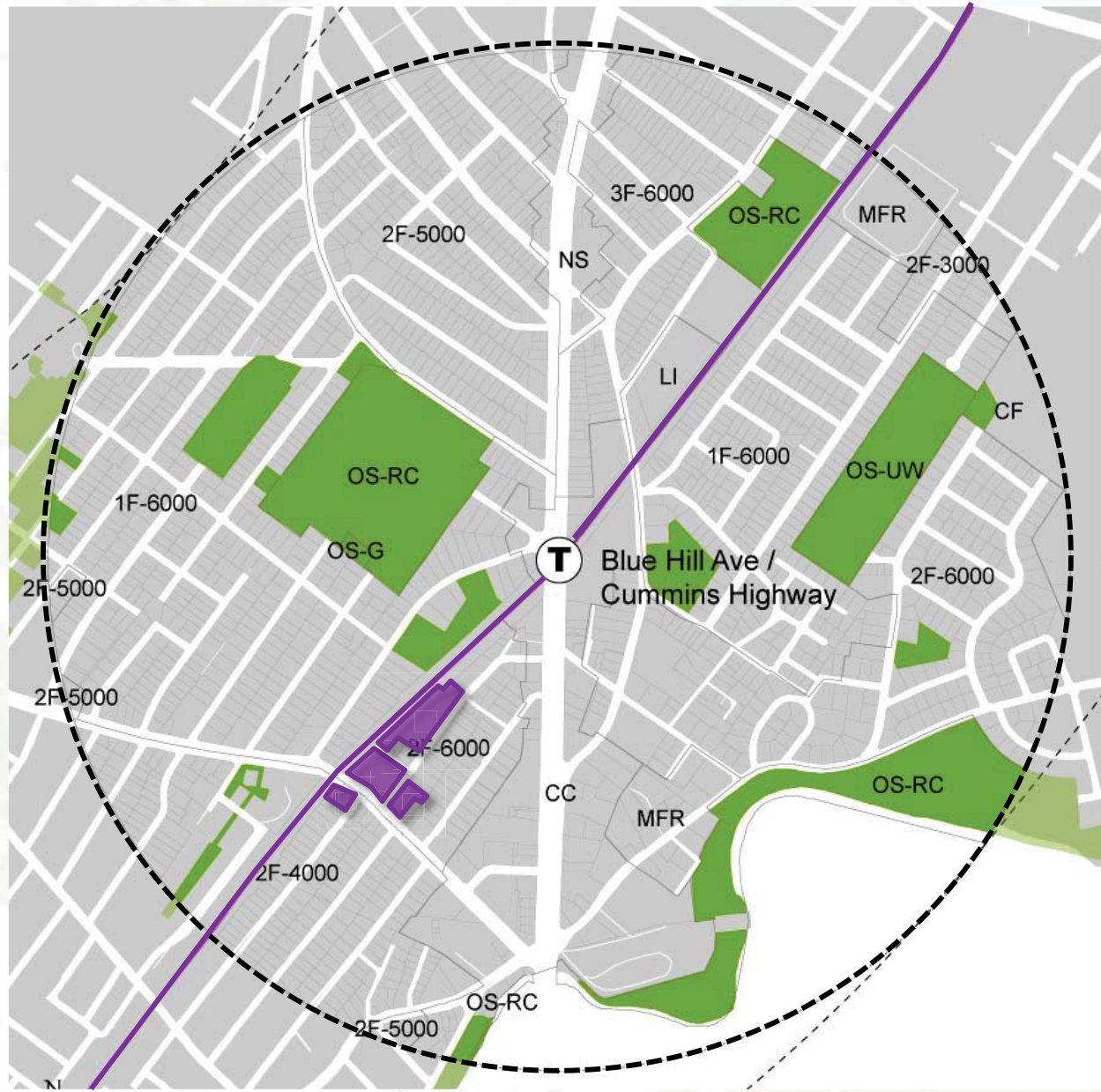
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
 - Test – FAR 1.72
- Maximum Building Height – 45', 55' (with Article 80 Review)
 - Test – 45'
- Off-Street Parking Required:
 - Residential – 1/dwelling
 - Office/retail – 2/1000
 - Industrial - 0.5/1000
 - Educational - 0.7/1000



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