SOUTH STATION

NEWMARKET/SOUTH BAY
UNDER CONSTRUCTION

UPHAM'S CORNER

COLUMBIA ROAD
POTENTIAL

FOUR CORNERS/GENEVA
UNDER CONSTRUCTION

TALBOT AVENUE

MORTON STREET

BLUE HILL AVENUE/
CUMMINS HIGHWAY
IN DESIGN

RIVER STREET
POTENTIAL

FAIRMOUNT

READVILLE

Fairmount Indigo
Planning Initiative

UPHAM'S CORNER

Working Advisory Group (WAG) Meeting

Wednesday, July 24, 2013
Salvation Army Kroc Center

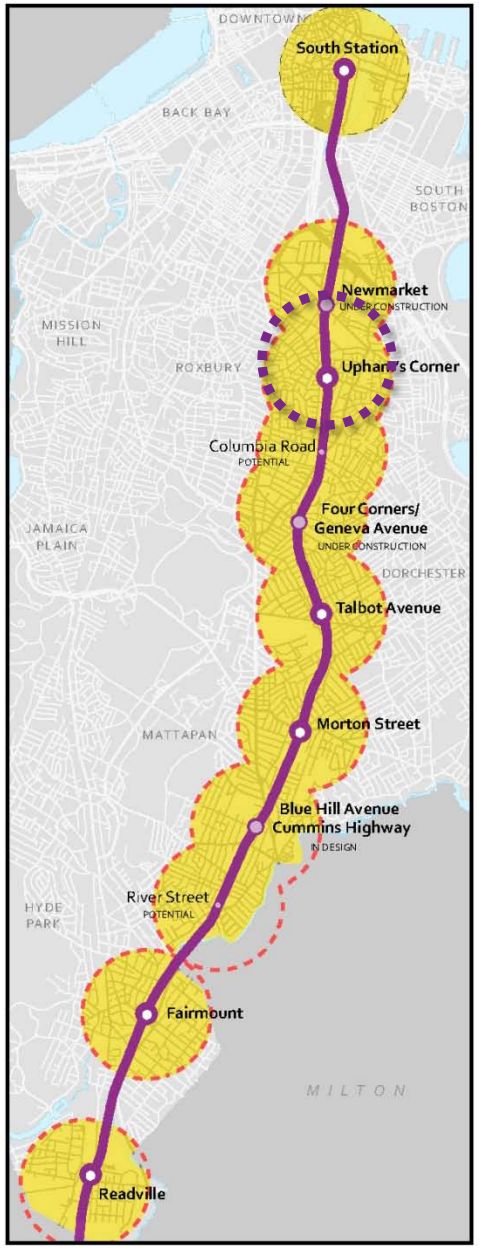
Prepared by:

The Cecil Group Team

The Cecil Group
HDR Engineering, Inc.
Byrne McKinney & Associates, Inc.
McMahon Associates
Bioengineering
SAS Design, Inc.
Shook Kelley

Agenda

1. Welcome and introductions (6:30pm – 6:40pm)
2. Columbia Road Improvements (6:40pm – 6:50pm)
3. Urban Design (6:50pm – 7:15pm)
4. Development Scenarios (7:15pm – 8:00pm)
5. Zoning (8:00pm – 8:30pm)
6. Design Studio for Social Intervention (8:30pm – 8:45pm)
7. Next steps (8:45pm – 9:00pm)



The Cecil Group Team

Design Studio for Social Intervention

MAKING PLANNING PROCESSES PUBLIC

A week-long interactive community planning exhibit in Uphams Corner, Dorchester

April 29-May 5, 2013 | Uphams Corner Main Street

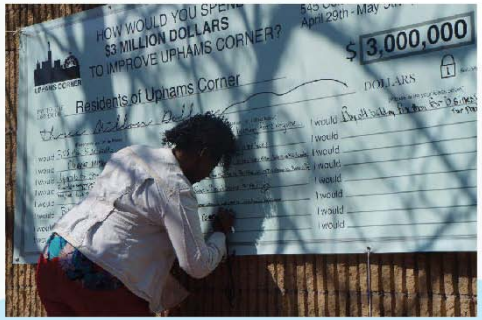
ds4si
THE DESIGN STUDIO FOR SOCIAL INTERVENTION

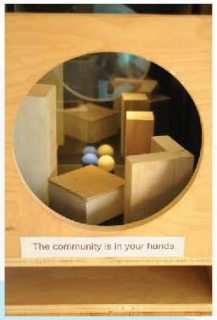
In conjunction with Uphams Corner ArtPlace

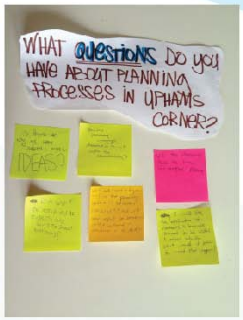
THE DESIGN STUDIO FOR SOCIAL INTERVENTION | 1946 Washington St. | Boston

Design Studio for Social Intervention

MAKING PLANNING PROCESSES PUBLIC







ds4si team: Kenny Bailey, Lori Lobenstine, Diego Perez Lacera, Corina McCarthy-Fadel, Michael Guadarrama

Commissioned Artists: Cedric Douglas and Phillipe Lejeune

Hosts: Upham's Corner Main Streets and The Strand Theatre

Program Support: MIT Co-Design Class at the Civic Media Lab, Dudley Street Neighborhood Initiative and Ines Soto- Palmarin

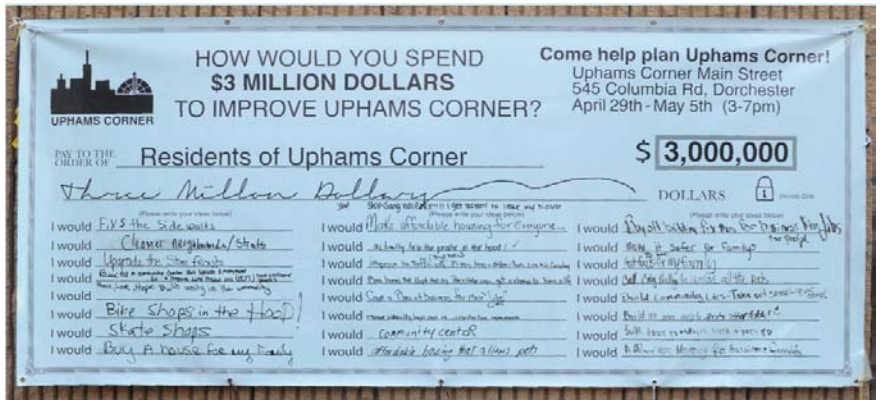
Project Funding: The ArtPlace Initiative, The Boston Foundation, The Surdna Foundation and Open Society Foundation

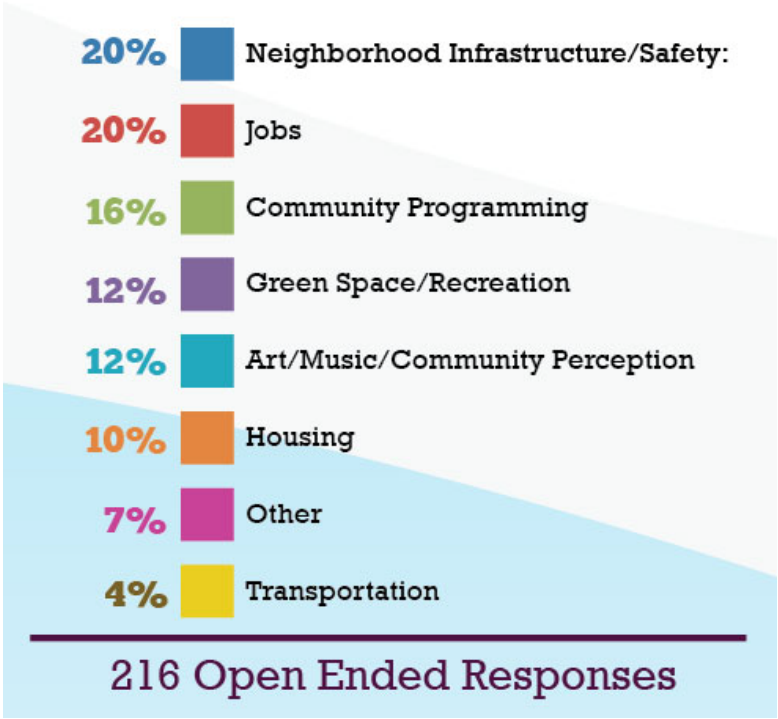
THE DESIGN STUDIO FOR SOCIAL INTERVENTION | 1946 Washington St. | Boston

Urban planning processes are often invisible or inaccessible to those most affected by them. Even community meetings and public bulletins tend to reach those already somewhat "in the know." The Design Studio for Social Intervention aimed to take a totally new approach with a family-fun pop-up exhibit on urban planning. Making Planning Processes Public took place in the Upham's Corner neighborhood of Boston for one week from April 29th-May 5th, 2013. The aim of our exhibit was to make public the plans made for the community by city, private and nonprofit developers. During the week we collected input and engaged the residents as planners through public signage, interactive art structures and forums for people to share their ideas. The following pages are the results of our exhibit.

Design Studio for Social Intervention

HOW WOULD YOU CHANGE UPHAMS CORNER?





"Build an adult education and skills center and art center"

"Give $100- $30,000 small business start up grants to people who live in the area, with sound business plans intended to be launched in the area."

"Build more environmentally safer parks, schools, and get input from children."

"Fund more youth programs with stipends."

Design Studio for Social Intervention

The development of Uphams Corner included the renovation of the Uphams Corner train stop. During the exhibit we asked residents about their thoughts on the Line and their local stop.

77% of residents polled during the exhibit had NOT ridden the Fairmount Line.

Part of the exhibit asked residents "Who was the Fairmount Line built for?" We found that 82% of residents believe the Fairmount line was built for people outside of their community. Some responses as to who the line was built for include:

- For people coming through to get to work
- Future residents
- The mayor! Menino
- Not for uphams people
- Suburban people because its expensive
- "As a commuter rail line, its priority is for riders from the more distant stations, some from the suburbs. Its operation suggests that uphams corner riders and those from the other new stations are to be discouraged."

Design Studio for Social Intervention

The development of Uphams Corner included the renovation of the Uphams Corner train stop. During the exhibit we asked residents about their thoughts on the Line and their local stop.

77% of residents polled during the exhibit had NOT ridden the Fairmount Line.

These are suggestions and omplaints residents had about the Fairmount Line and their local Uphams Corner stop:

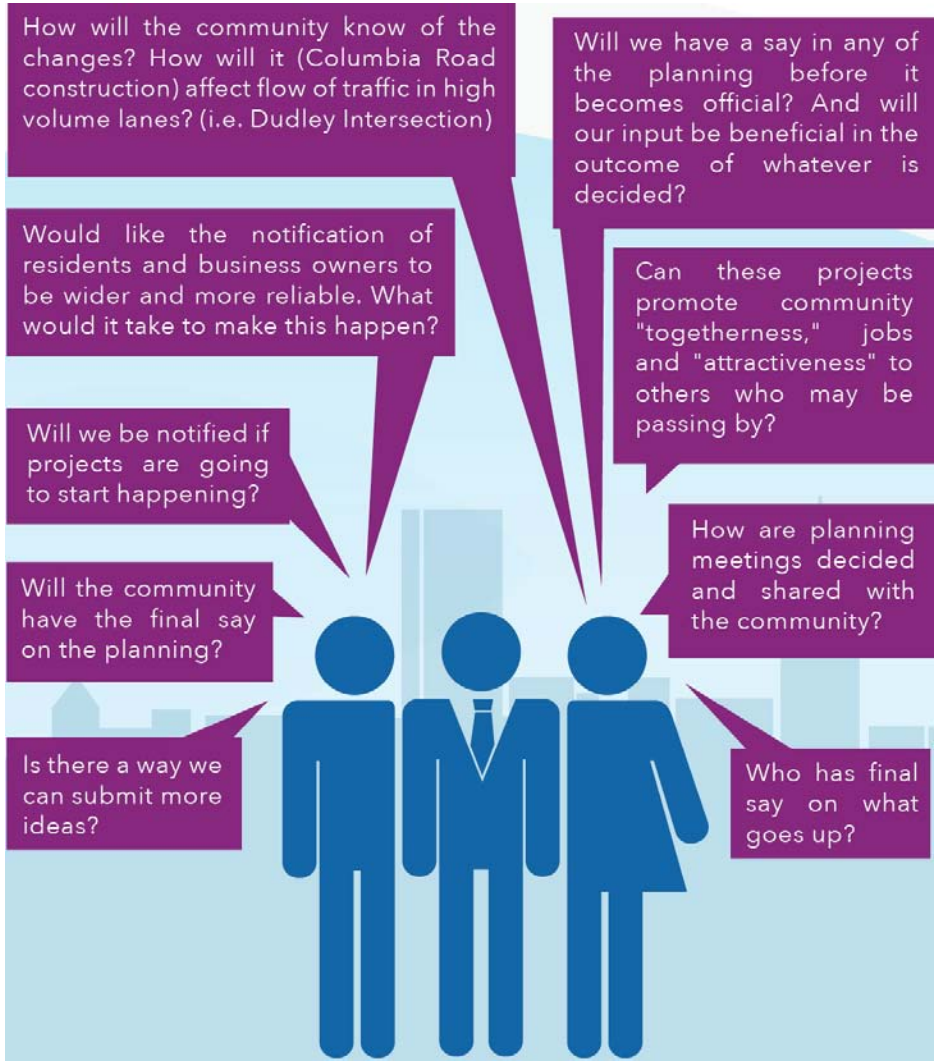
- Weekend Service needed
- More Frequent
- Doesn't come often
- The train costs way too much
- Make it a rapid transit line to serve the communities it runs through
- More frequency and a T pass program for people with low income

Update: The MBTA added an extra 12 trains a day to the Fairmount Line and reduced one-way fares from $6 to $2, effective July 1, 2013.

Design Studio for Social Intervention

WHAT YOU WANT TO KNOW

Residents shared their questions about planning at the exhibit. Here's some of what people asked:



Urban Design

Urban Design and Related Components

1. Community Vision – A commercial, cultural and community center that is a celebration of diversity and an arts and cultural anchor of the Fairmount Indigo Corridor.
2. Corridor Branding and Identity
3. **Urban Design Guidelines** – Main Street District focus
4. Development Design Guidelines
   - Building Height and Massing
   - Orientation and Street Wall
   - Building Character and Materials
   - Access and Parking
   - Service and Loading
   - Site Open Space and Landscaping
   - Sustainable Development
5. Public Realm and Streetscape Guidelines

Urban Design

Guideline Principles:

- *Redevelop of buildings and sites should be used strategically to attract and revitalize **main street activity with continuous, active and transparent ground floor uses** supported by new residential projects and uses on upper floors.*

- *Preserve and enhance historic and cultural assets with new and redeveloped properties that **complement the scale, rhythm and materials of the district's historic structures and open spaces** and that reinforce the development of block perimeters and continuous street frontages.*

- *Reinforce district vitality by improving walkability and the quality of the pedestrian environment through **public realm enhancements for sidewalks, street crossings and open spaces** to create comfortable and inviting places.*

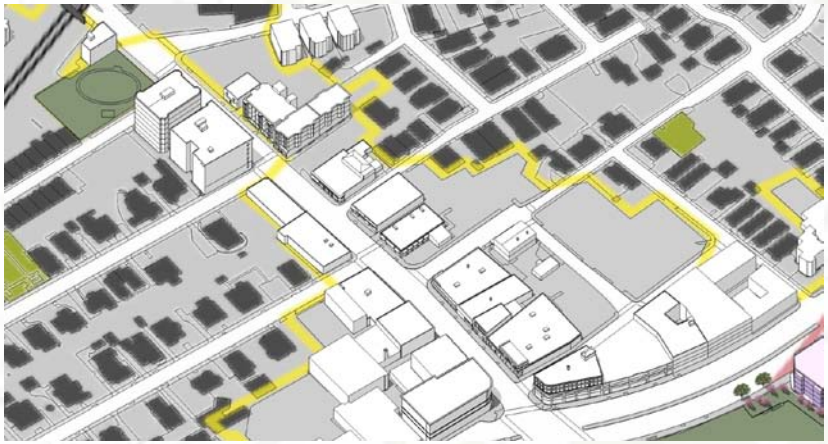
- ***Reinforce gateway locations** as points of entry into Upham's Corner with building orientation, massing and continuity of building frontage at the street combined with concentrated landscape and signage features.*

- ***Promote placemaking** through inventive open spaces, integrated public art, diverse architectural assets and sustainable environments.*

Urban Design

- ***Guideline Principles***

- ***Guidelines Categories***
  - *Building height and massing*
  - *Orientation and street wall*
  - *Building character and materials*
  - *Access and parking*
  - *Service and loading*
  - *Site open space and landscaping*
  - *Sustainable development*



Urban Design Guidelines

- **Building height and massing**
  - Consistent with historic context
  - Reinforce scale with step-backs
  - Use building massing to anchor street edges and corners
- Orientation and street wall
- Building character and materials
- Access and parking
- Service and loading
- Site open space and landscaping
- Sustainable development

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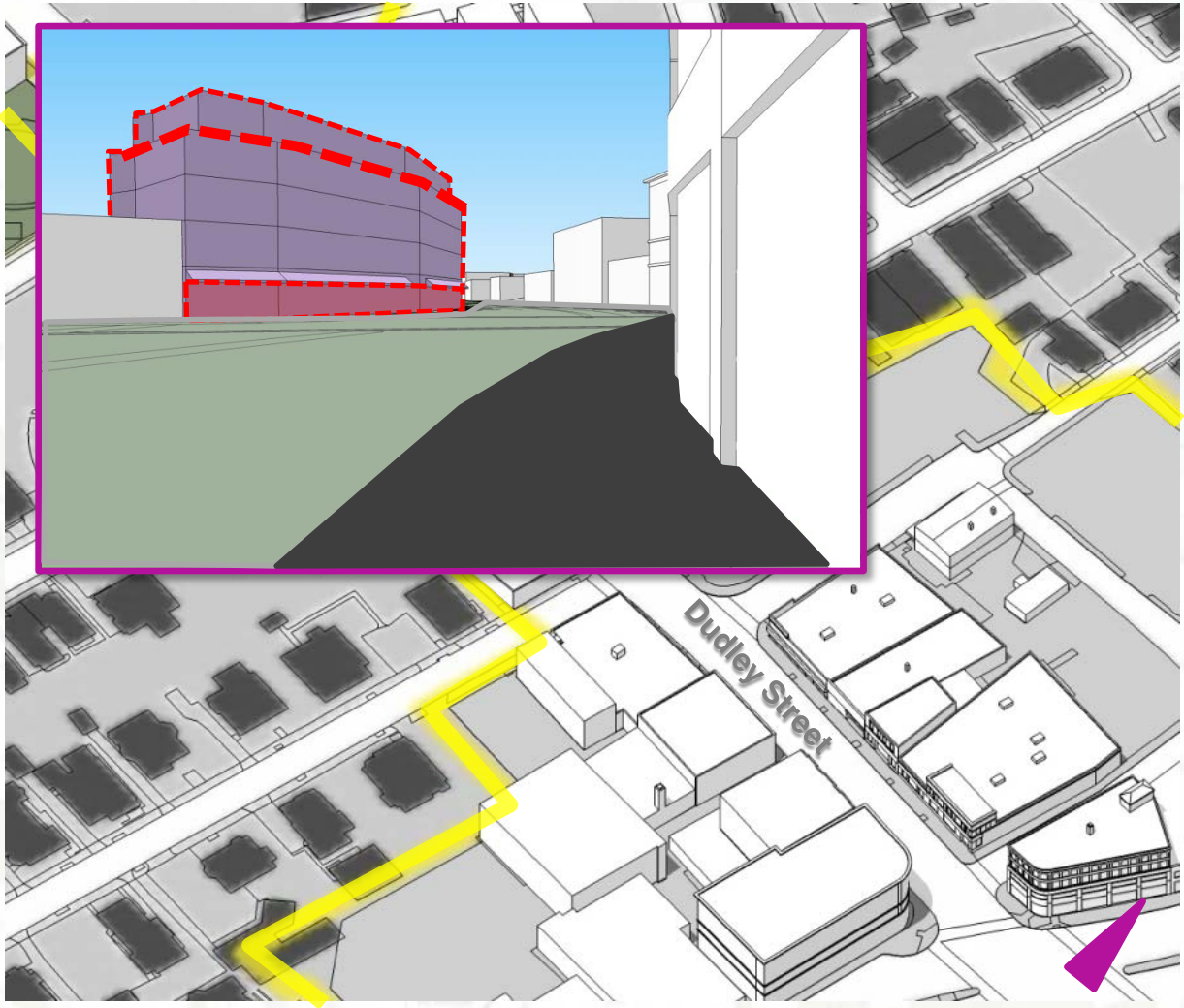
- Site open space and landscaping
- Sustainable development

Urban Design Guidelines

- Building height and massing
- **Orientation and street wall**
  - Continuity of street wall
  - Building entries oriented to primary street
  - Active and transparent ground floor
  - Anchor active corners and gateway
- Building character and materials
- Access and parking
- Service and loading
- Site open space and landscaping
- Sustainable development



Urban Design Guidelines

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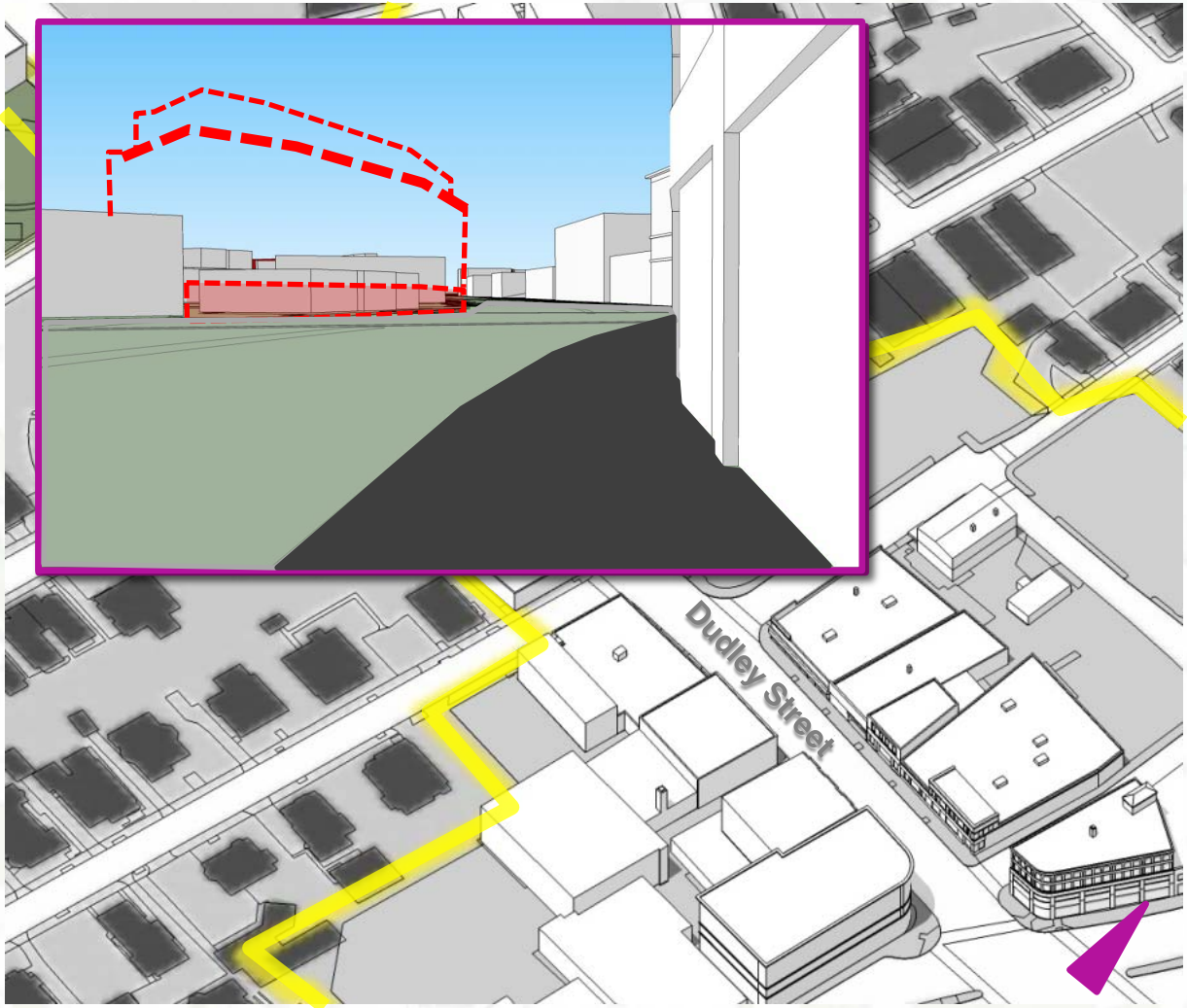
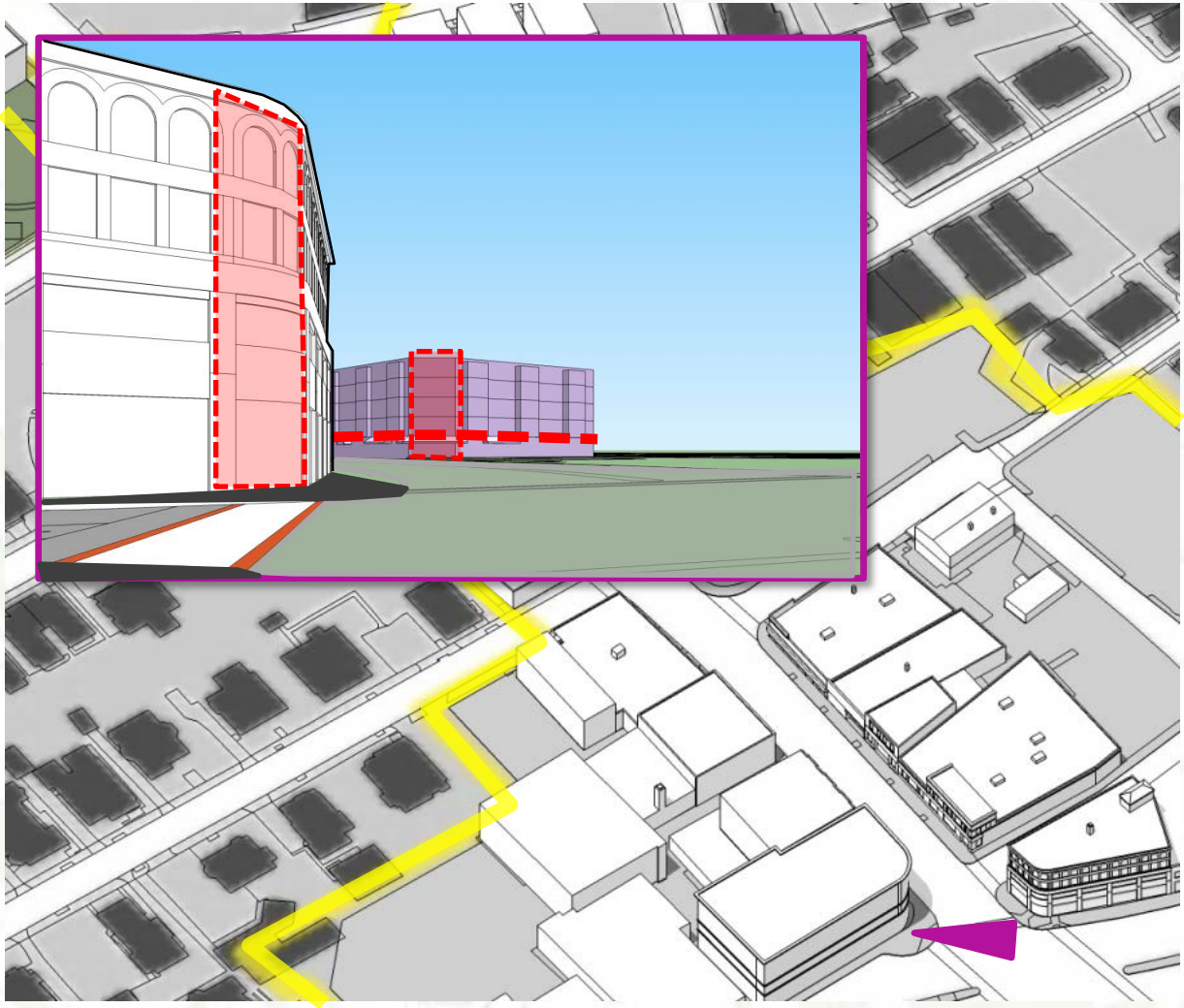


Urban Design Guidelines

- Building height and massing
- Orientation and street wall
- **Building character and materials**
  - Complement historic masonry character
  - Transparent ground floor
  - Enhance relationship between traditional and contemporary
- Access and parking
- Service and loading
- Site open space and landscaping
- Sustainable development



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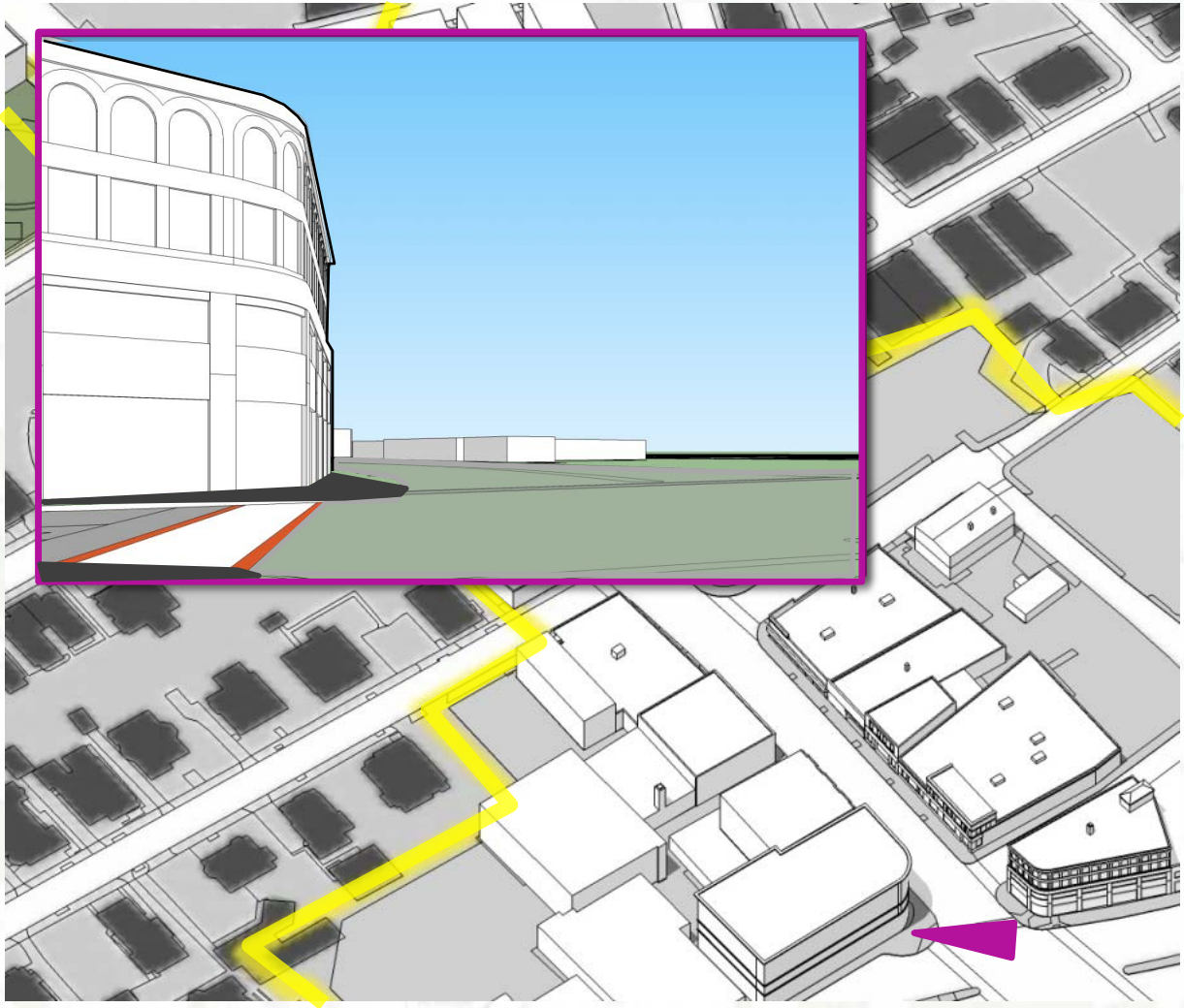
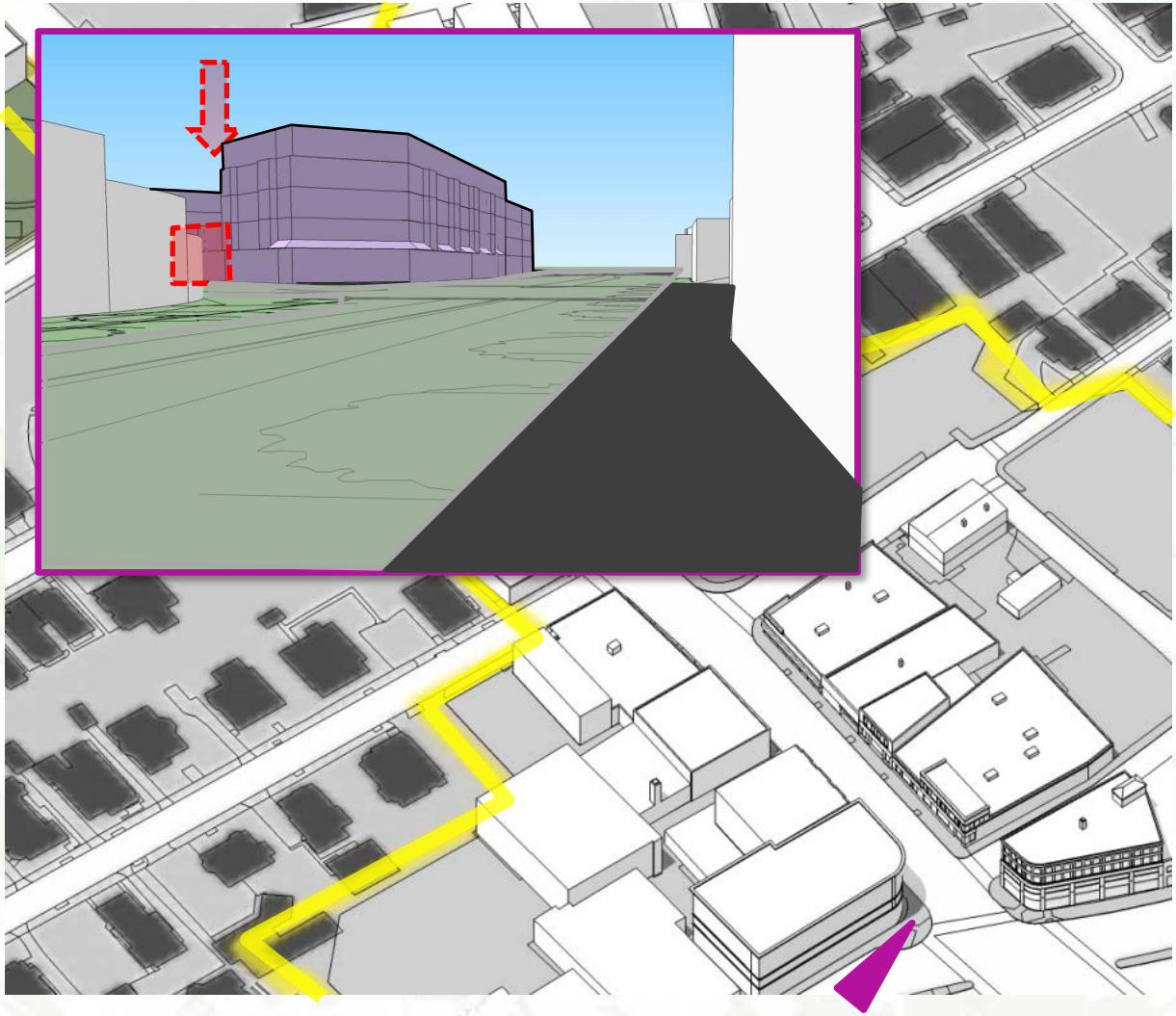


Urban Design Guidelines

- Building height and massing
- Orientation and street wall
- Building character and materials
- **Access and parking**
  - At block interior
  - At rear of building
  - Surface parking with edge buffers of landscape
  - Structured parking with façade treatments
  - Use on-street parking
- Service and loading
- Site open space and landscaping
- Sustainable development



Urban Design Guidelines

- Building height and massing
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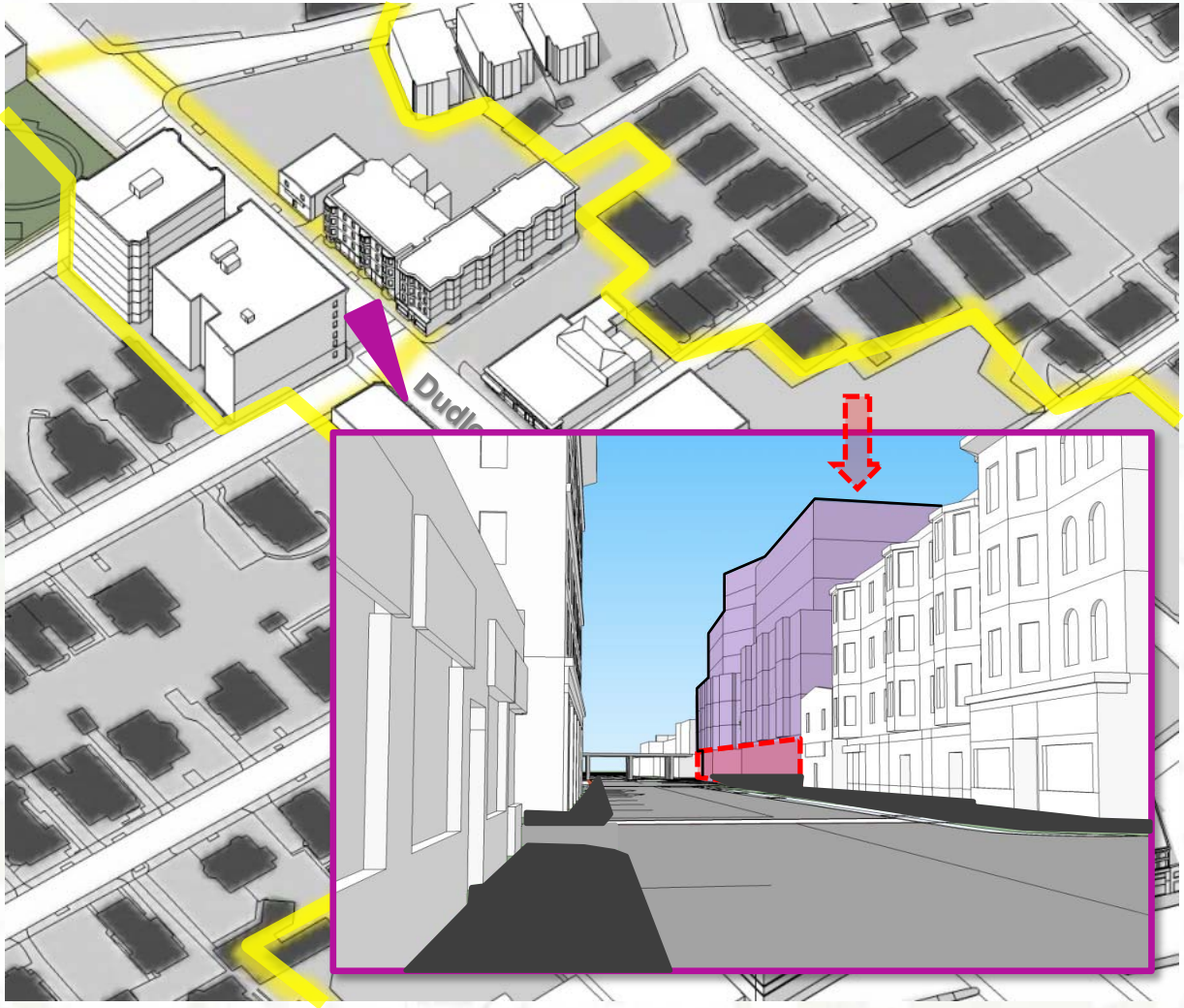
- Service and loading
- Site open space and landscaping
- Sustainable development

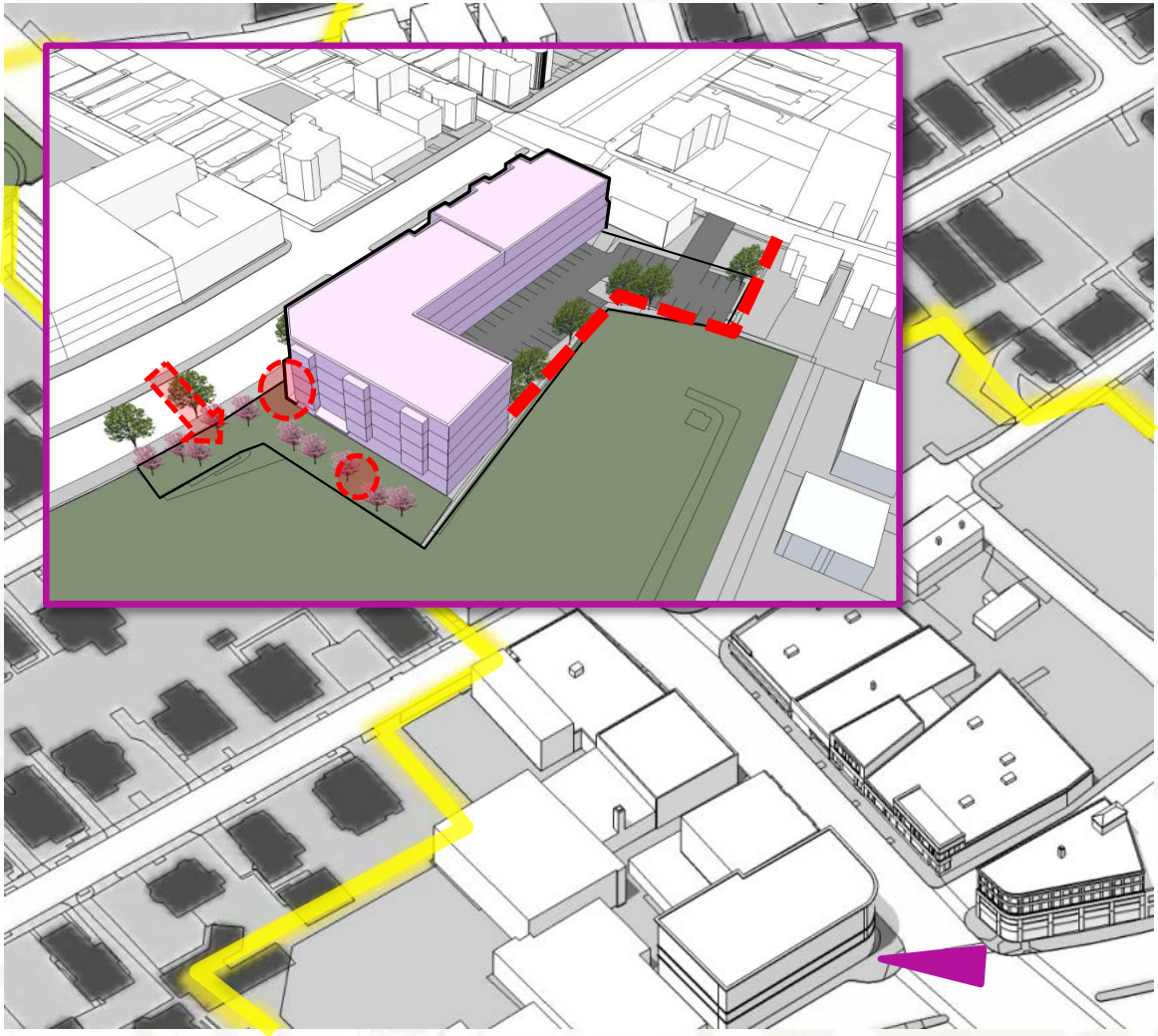
Urban Design Guidelines

- Building height and massing
- Orientation and street wall
- Building character and materials
- Access and parking
- **Service and loading**
  - At block interior
  - Away from primary roads
- Site open space and landscaping
- Sustainable development



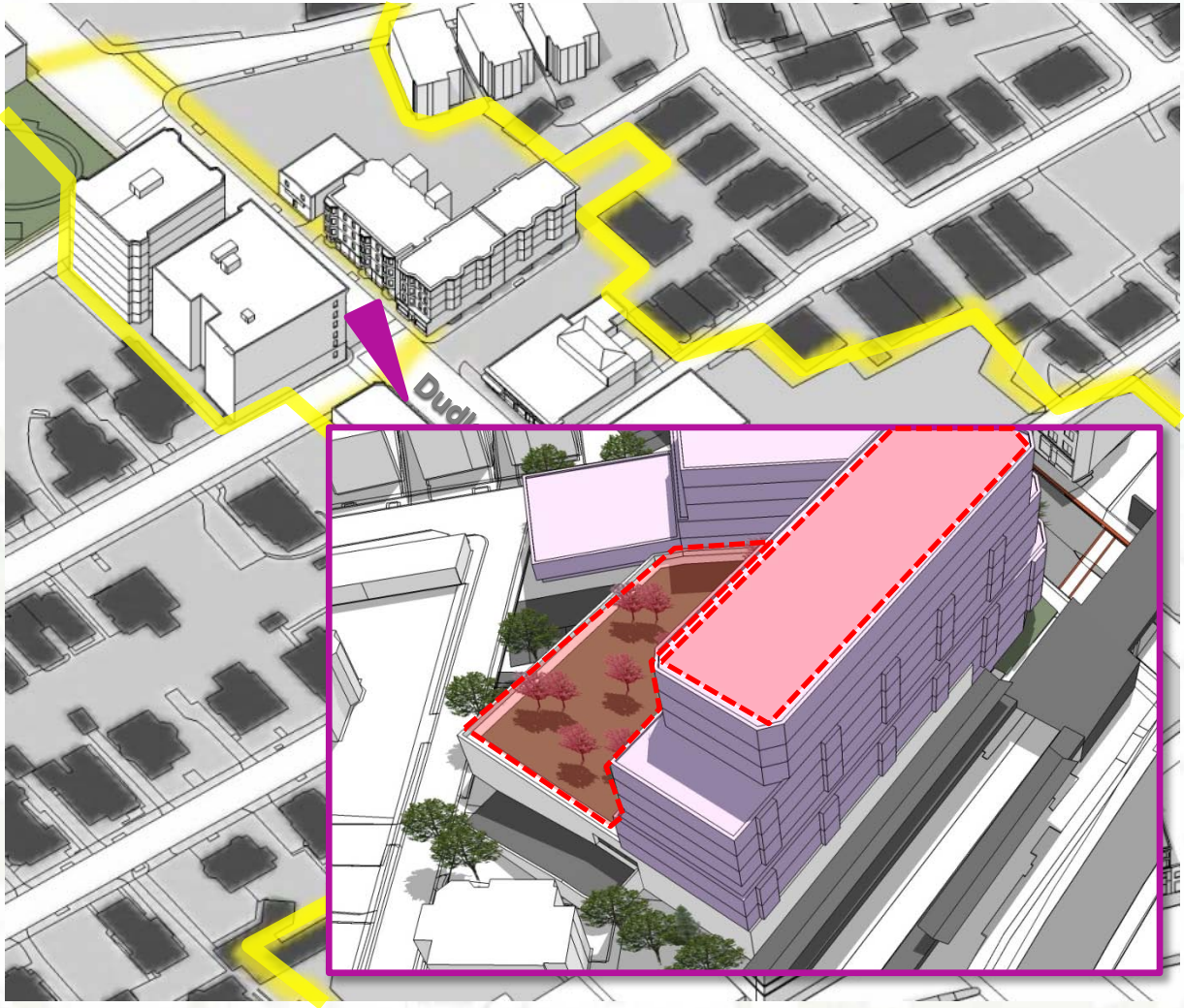
Urban Design Guidelines

- Building height and massing
- Orientation and street wall
- Building character and materials
- Access and parking
- Service and loading
- **Site open space and landscaping**
  - Landscape buffer at service
  - Publicly accessible
  - Enhance building entry plaza
  - Integrate public art
- Sustainable development



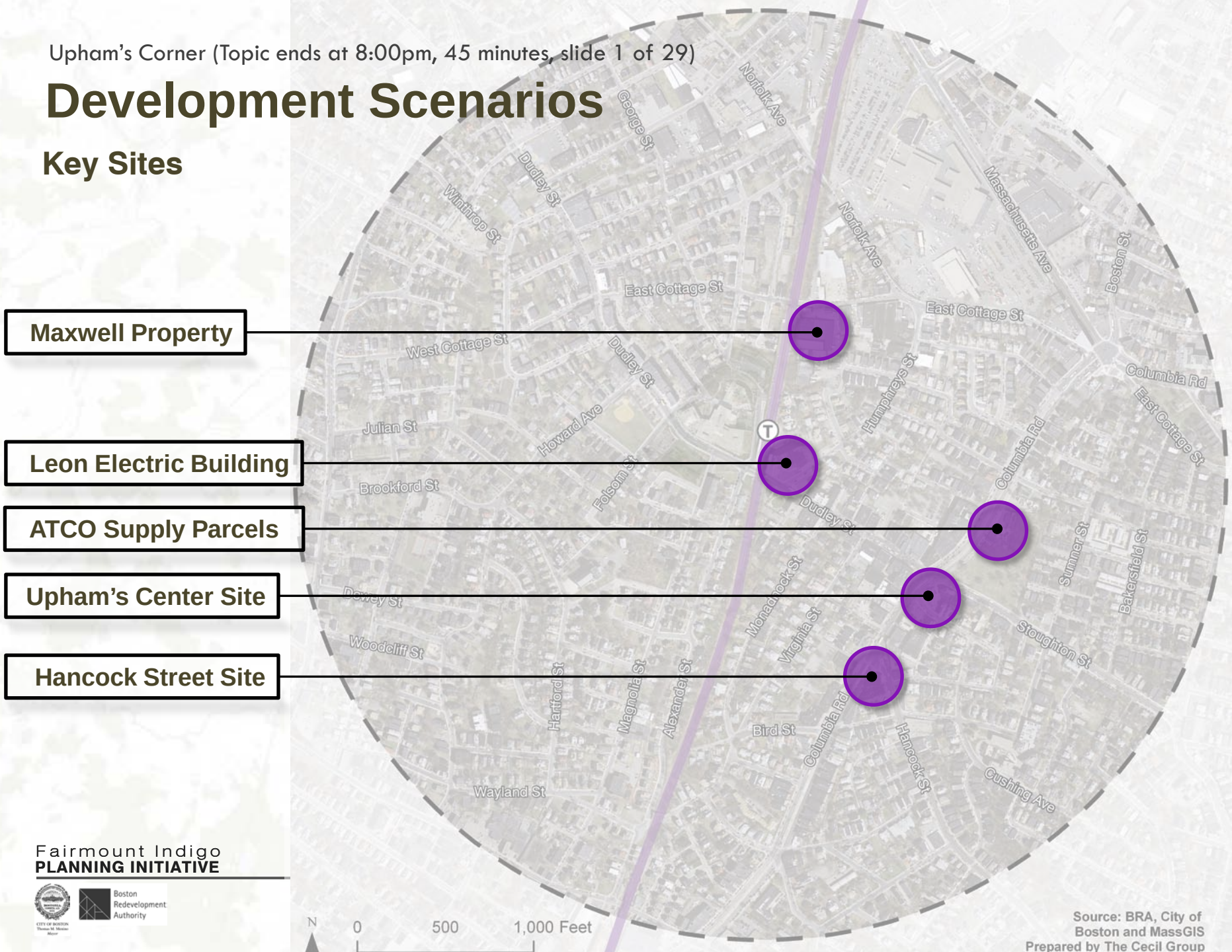
Urban Design Guidelines

- Building height and massing
- Orientation and street wall
- Building character and materials
- Access and parking
- Service and loading
- Site open space and landscaping
- **Sustainable development**
  - Provide multiple uses and multiple housing types
  - Minimize surface parking area
  - Building orientation to maximize active and passive solar access
  - On-site stormwater management/treatment
  - Promote urban agriculture



Development Scenarios

Key Sites



Source: BRA, City of Boston and MassGIS
Prepared by The Cecil Group

Fairmount Indigo
PLANNING INITIATIVE

Boston Redevelopment Authority

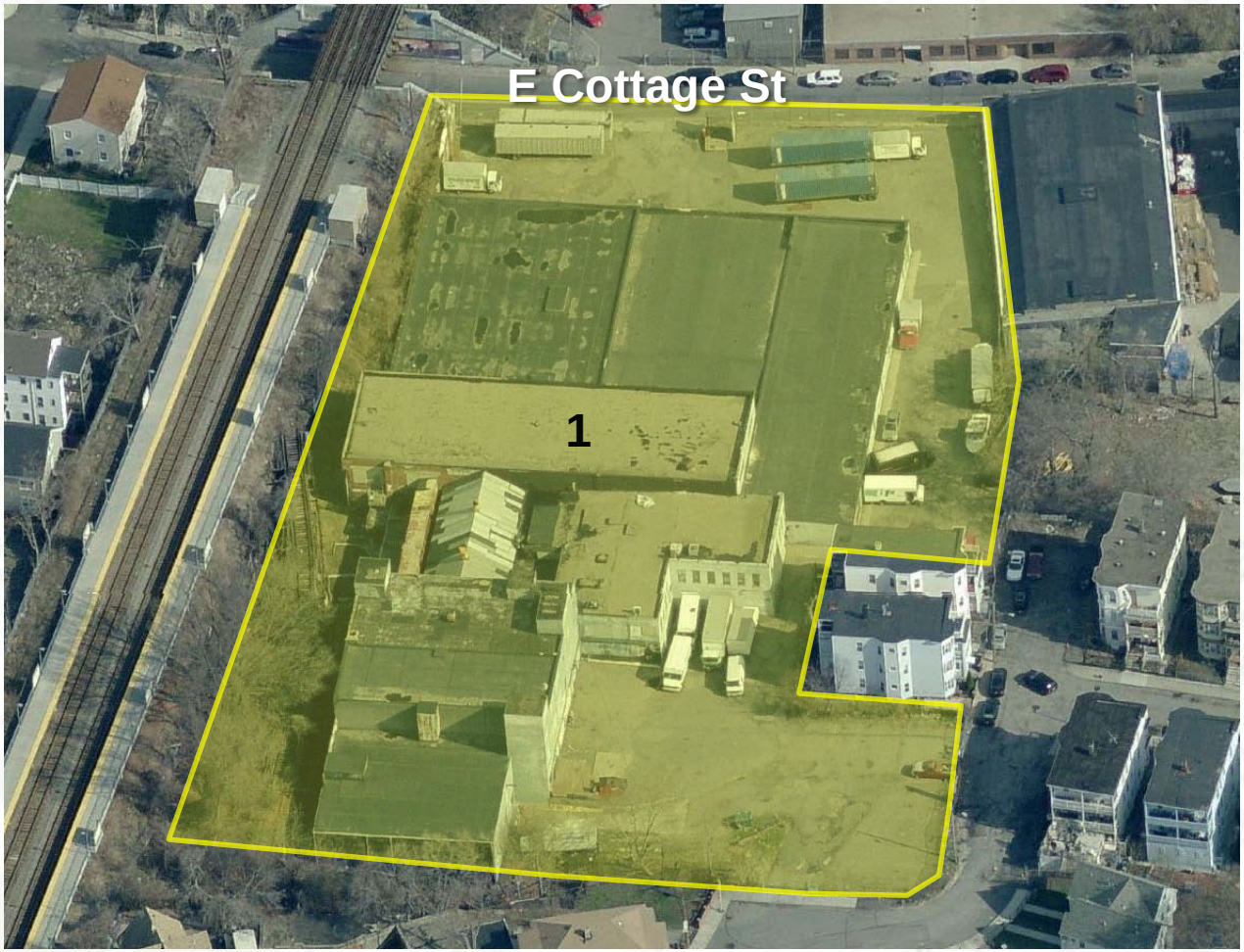
Development Scenarios

Key Sites Analysis

1. Development Program
2. Feasibility of Development
3. Site plan and 3D massing
4. Outline of use and design guidelines

Development Scenarios

Maxwell Property



1 Lot area: **120,238 SF**
Gross area: **84,538 SF**
Owner: **City of Boston**

Development Scenarios

Maxwell Property Program and Feasibility

- FAR: 1.31
- 54,000 SF of green industrial uses
- 101 dwelling units

Bldg	Bldg Floor Area (SF)	Bldg Height (stories)	Bldg Total Area (GSF)	Retail NSF	Office NSF	Light Indust-rial	Resident Units	Parking Provided (Spaces)
1	15,800	2	31,600	0	0	28,000	0	0
2	28,000	2	28,000	0	0	26,000	0	0
3	21,000	5	97,400	0	0	0	101	102
			157,000	0	0	**54,000**	**101**	102

Feasibility	Advantages	Disadvantages	Comments
Positive	Residential cross-subsidizes industrial use Potential for City-owned land write-down Less expensive stick built construction	Moderate demolition cost Cost of structured parking	Potential for job creation with industrial use Feasibilty made possible by City Land write down

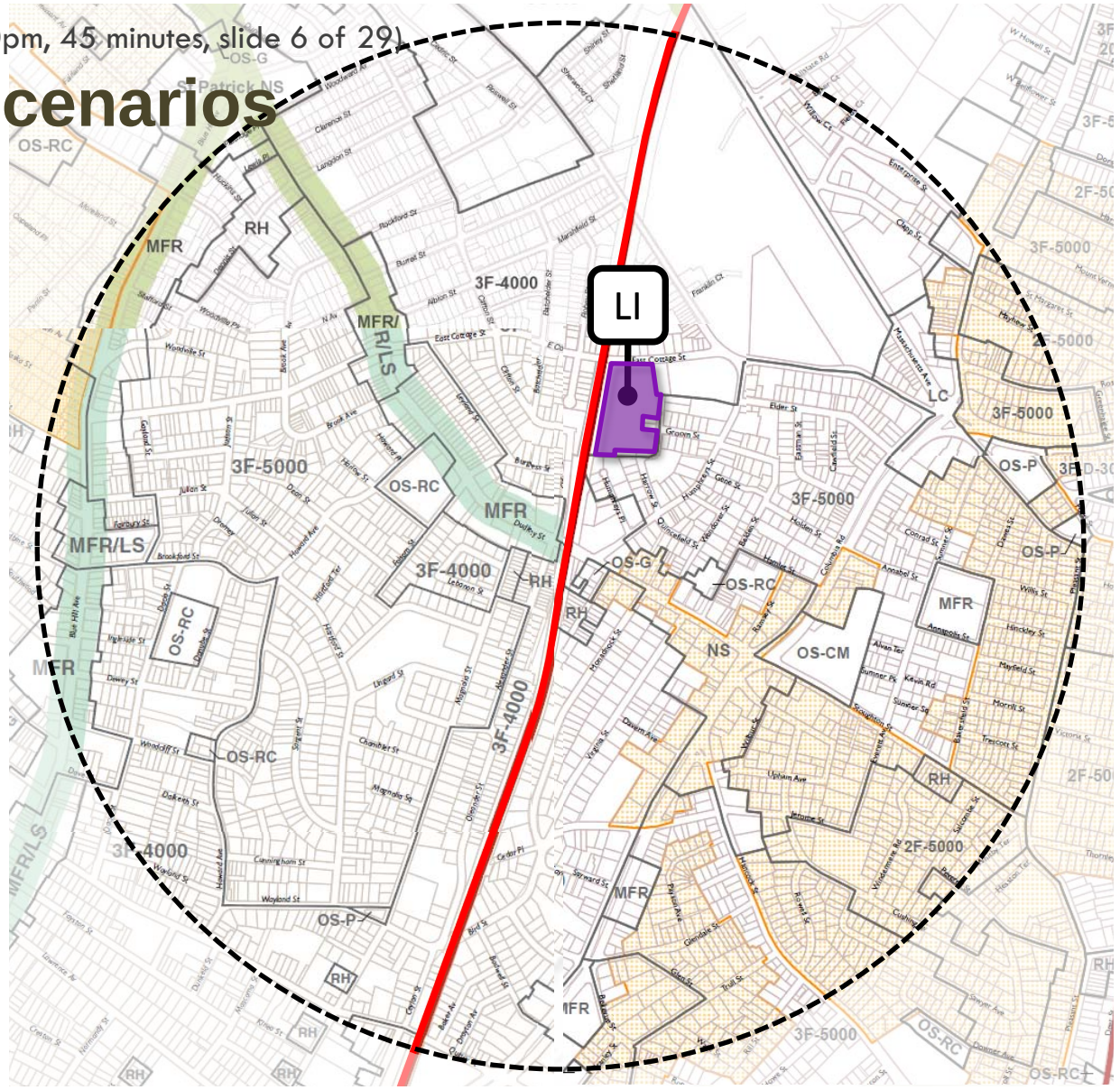
Development Scenarios

Maxwell Property Massing

Development Scenarios

Maxwell Property

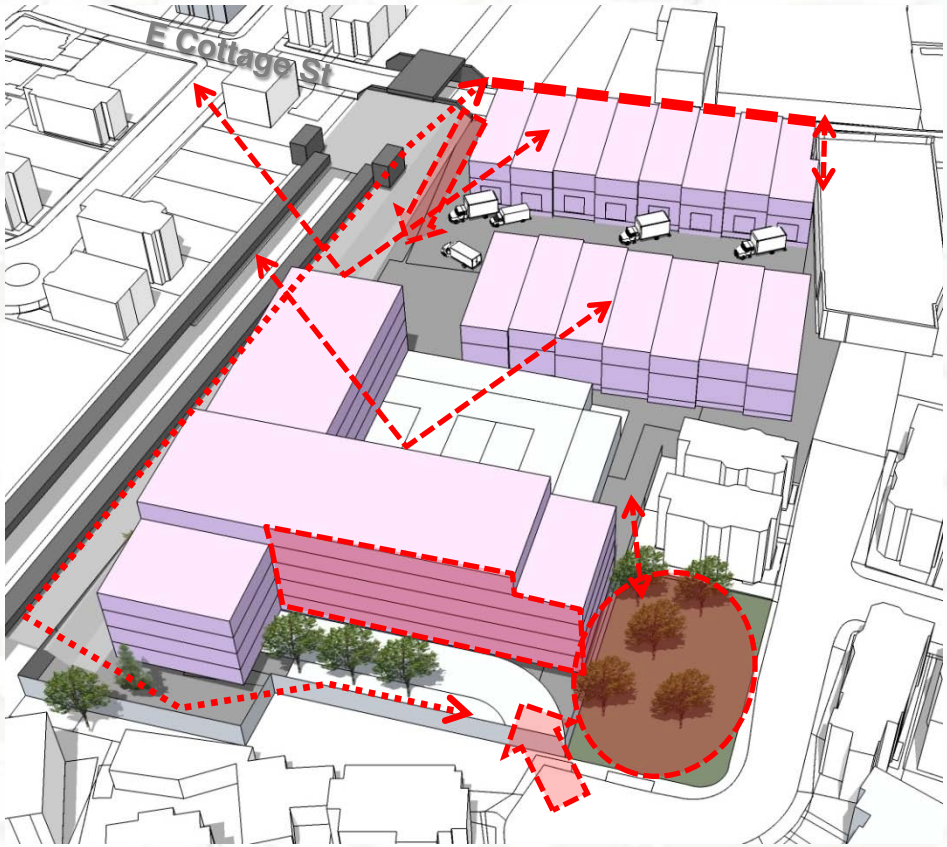
- **Dorchester Neighborhood District**
- **LI – Local Industrial Subdistrict**
- Maximum Floor Area Ratio – 2.0
  - Test – FAR 1.31
- Maximum Building Height – 45'
  - Test – **55'**
- Minimum Usable Open Space per Dwelling Unit – N/A
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**
  - Industrial - .5/1000 GSF



Development Scenarios

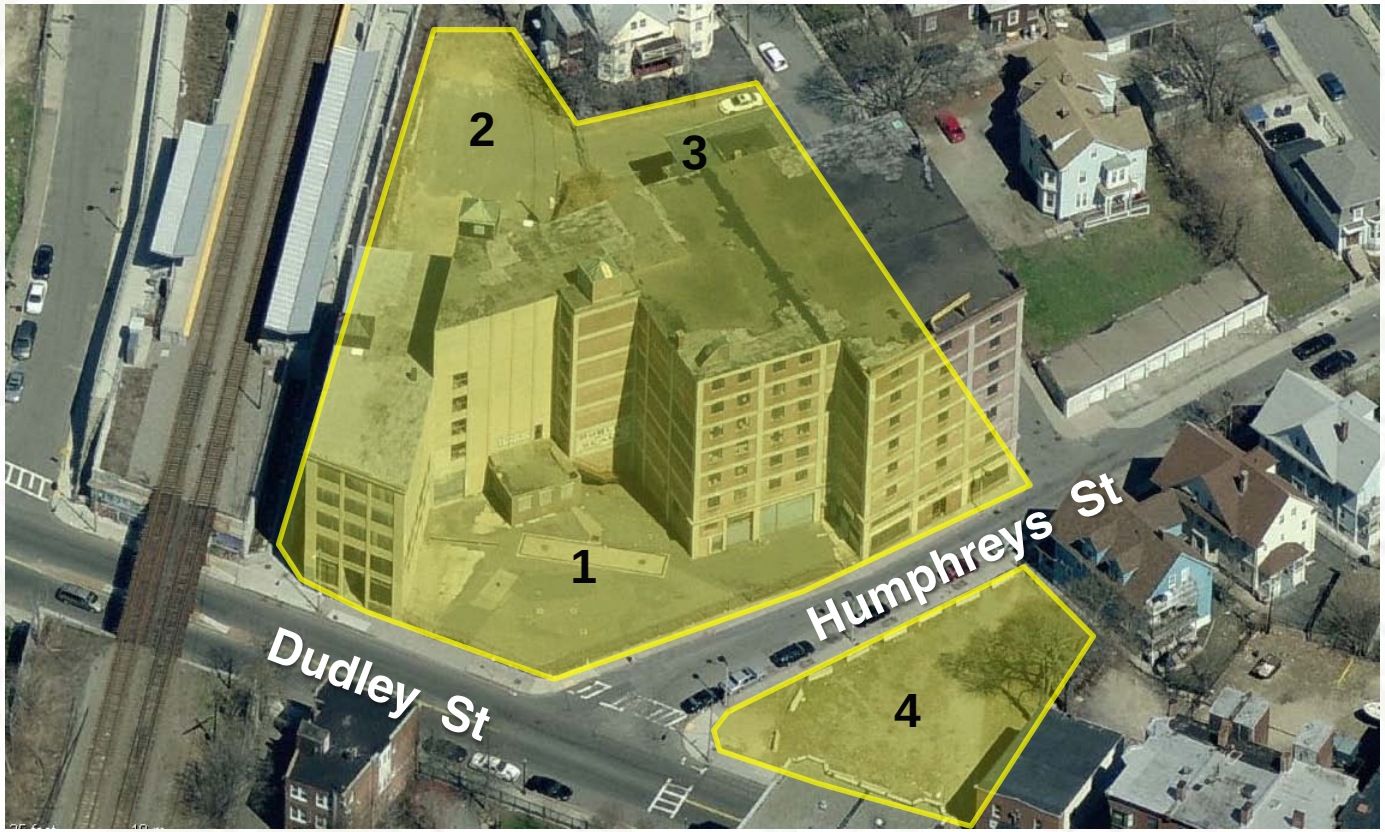
Maxwell Property
Development Design Guidelines

- Building Height and Massing
  - Considerate to neighborhood
- Orientation and Street Wall
  - Industrial orientation to E. Cottage, residential at neighborhood
  - Views to Boston
- Building Character and Materials
- Access and Parking
  - Center of site at rail
  - Ped connection to platform
- Service and Loading
  - Access from E. Cottage
- Site Open Space and Landscaping
  - Neighborhood park
- Sustainable Development



Development Scenarios

Leon Electric Building



1 Lot area: **29,735 SF**
Gross area: **135,007 SF**
Owner: **Leon Family LLC**

2 Lot area: **13,493 SF**
Gross area: **Vacant**
Owner: **Leon Family LLC**

3 Lot area: **7,115 SF**
Gross area: **8,120 SF**
Owner: **Lepe Gabriel**

4 Lot area: **10,396 SF**
Gross area: **Vacant**
Owner: **Meehan Paul et al**

Development Scenarios

Leon Electric Building Program and Feasibility

- FAR: 3.94
- 25,000 SF of retail and office
- 200 dwelling units

Bldg	Bldg Floor Area (SF)	Bldg Height (stories)	Bldg Total Area (GSF)	Retail NSF	Office NSF	Light Indust-rial	Resident Units	Parking Provided (Spaces)
1	21,000	10	201,500	17,900	14,700	0	166	124
2	6,100	7	37,600	2,900	0	0	34	15
			239,000	**20,000**	**14,700**	0	**200**	139

Feasibility	Advantages	Disadvantages	Comments
Negative	Prime commercial station location Commercial potential is positive	High demolition cost Acquisition cost Cost of mid-rise construction Cost of structured parking	Future potential likely to improve May have more immediate potential if a built-to-suit commercial, governmental or institutional user can be secured for upper floors

Development Scenarios

Leon Electric Building Massing

Development Scenarios

Leon Electric Building

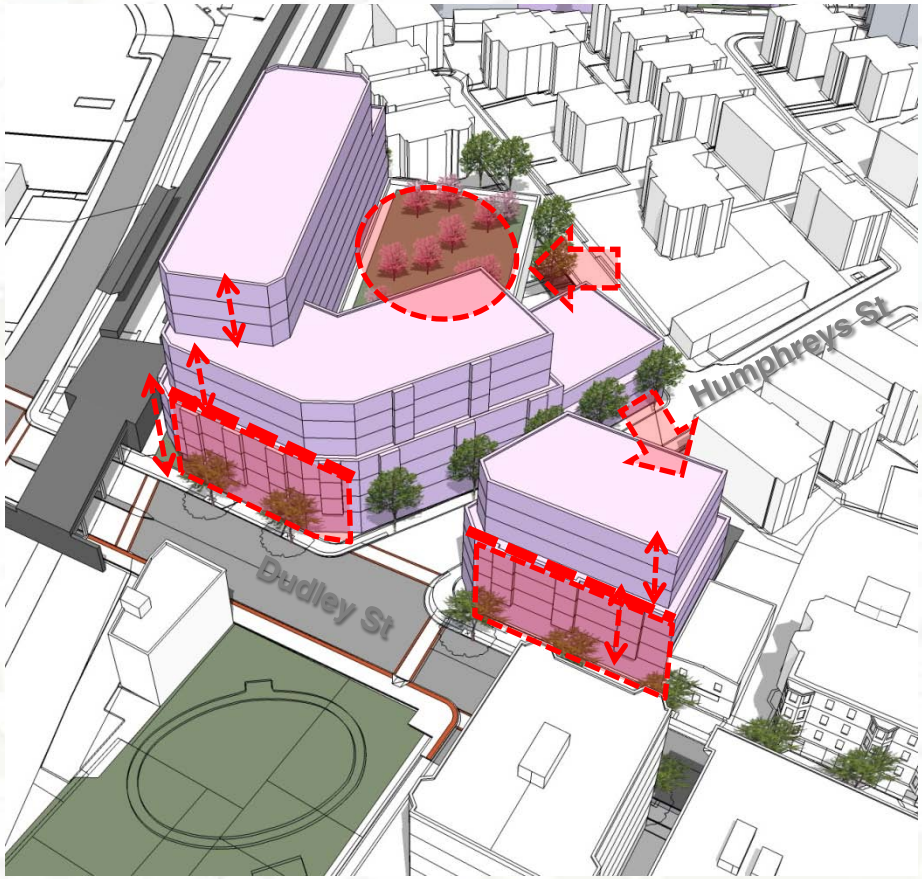
- **Dorchester Neighborhood District**
- **NS – Neighborhood Shopping Subdistrict**
- Maximum Floor Area Ratio – 1.0
  - Test - **FAR 3.94**
- Maximum Building Height – 40'
  - Test - **100'**
- Minimum Usable Open Space per Dwelling Unit – 50 SF
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**

Development Scenarios

Leon Electric Building

Development Design Guidelines

- Building Height and Massing
  - Step-back massing to relate to existing buildings, conceal height
- Orientation and Street Wall
  - Dudley Street continuity of active building frontage
- Building Character and Materials
  - Transparent/active ground floor
- Access and Parking
  - Interior of block
- Service and Loading
- Site Open Space and Landscaping
  - Publicly accessible
- Sustainable Development



Development Scenarios

ATCO Supply Parcels

1 Lot area: **2,317 SF**
Gross area: **1,200 SF**
Owner: **City of Boston - DND**

2 Lot area: **19,423 SF**
Gross area: **18,436 SF**
Owner: **Joseph Campedelli**

3 Lot area: **7,020 SF**
Gross area: **1,161 SF**
Owner: **Daniel Tardanico**

4 Lot area: **13,372 SF**
Gross area: **0 SF**
Owner: **Joseph Campedelli**

Development Scenarios

ATCO Supply Parcels Program and Feasiblity

- FAR: 2.27
- 11,700 SF of Retail
- 83 dwelling units

Bldg	Bldg Floor Area (SF)	Bldg Height (stories)	Bldg Total Area (GSF)	Retail NSF	Office NSF	Light Indust-rial	Resident Units	Parking Provided (Spaces)
1	20,000	5	95,800	11,700	0	0	83	53
			95,800	11,700	0	0	**83**	53

Feasibility	Advantages	Disadvantages	Comments
Positive	Low demolition cost Inexpensive surface parking Less expensive stick built construction	Acquisition cost	Illustrates impact of parking costs on feasibility Residential market cannot support the cost of structured parking without offsets

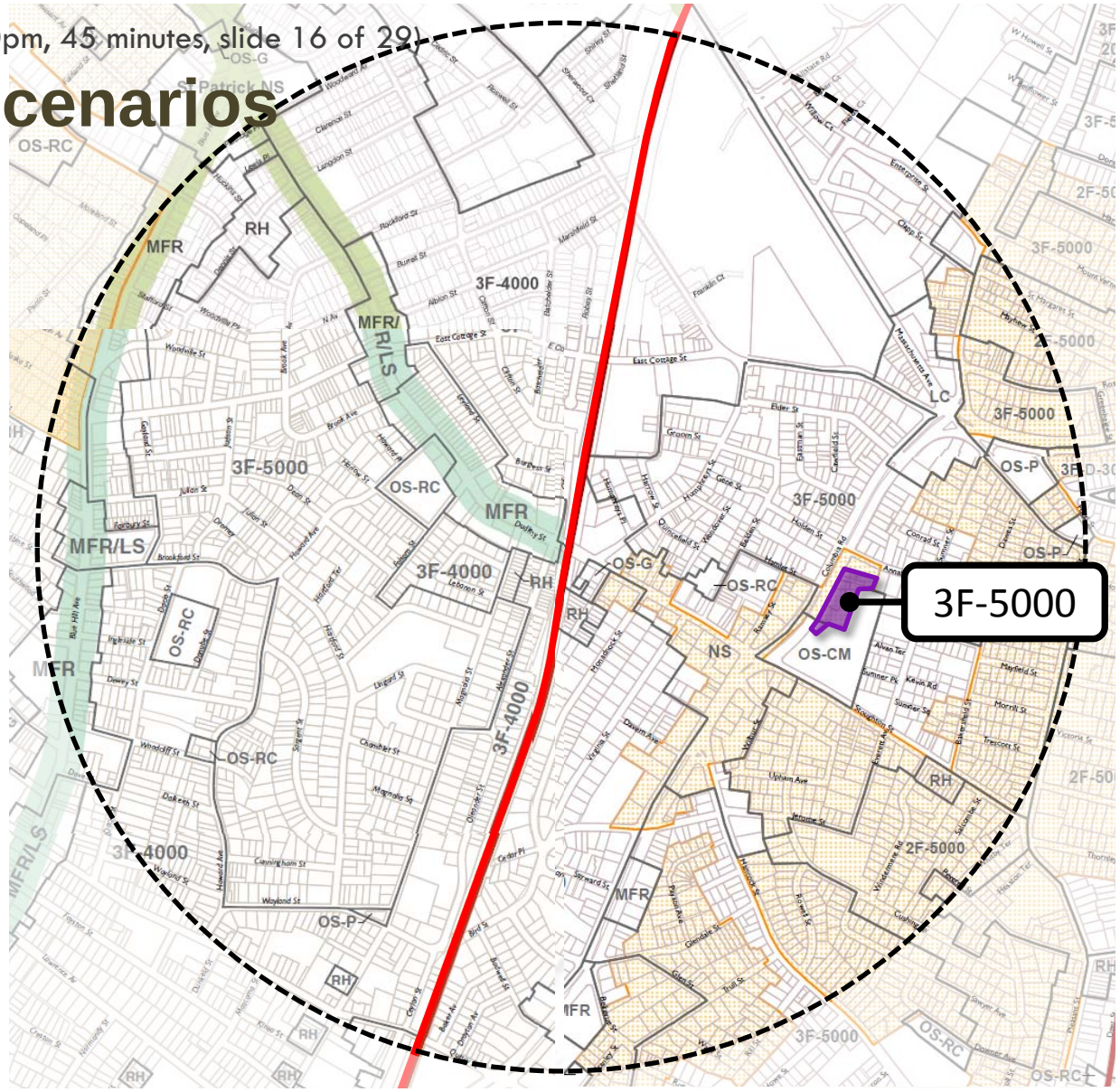
Development Scenarios

ATCO Supply Parcels Massing

Development Scenarios

ATCO Supply Parcels

- **Dorchester Neighborhood District**
- **3F-5000 Three-Family Residential Subdistrict (Any other Dwelling or Use)**
- Maximum Floor Area Ratio – 0.5
  - Test - **FAR 2.27**
- Maximum Building Height – 35'; 2.5 stories
  - Test - **55', 5 stories**
- Minimum Usable Open Space per Dwelling Unit – none
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**



Development Scenarios

ATCO Supply Parcels

Development Design Guidelines

- Building Height and Massing
- Orientation and Street Wall
  - Visually define Columbia Road entering Upham's
  - Relate to cemetery/open space
- Building Character and Materials
  - Complement historic buildings
- Access and Parking
  - Rear of building with landscape buffer to cemetery
- Service and Loading
- Site Open Space and Landscaping
  - Open space visually connected to cemetery
- Sustainable Development

Development Scenarios

Upham's Center Site

1 Lot area: **11,497 SF**
Gross area: **5,416 SF**
Owner: **S-BNK Dorchester**

2 Lot area: **10,570 SF**
Gross area: **Vacant**
Owner: **CRE JV 5 Branch Holdings LLC**

3 Lot area: **NA**
Gross area: **Street ROW**
Owner: **City of Boston**

Development Scenarios

Upham's Center Site Program and Feasibility

- FAR: 2.65
- 14,300 SF of retail/office
- 40 dwelling units
- 28 Replacement parking spaces included

Bldg	Bldg Floor Area (SF)	Bldg Height (stories)	Bldg Total Area (GSF)	Retail NSF	Office NSF	Light Indust-rial	Resident Units	Parking Provided (Spaces)
1	10,500	5	58,500	6,700	7,600	0	40	62
			58,500	**6,700**	**7,600**	0	**40**	62

Feasibility	Advantages	Disadvantages	Comments
Positive	Low demolition cost Inexpensive surface parking Less expensive stick built construction	Acquisition cost Cost of structured parking	Proformas are near breakeven Feasibility depends on ability to secure high paying ground floor retail user Feasibility could be improved if build-to-suit commercial user secured for upper floors

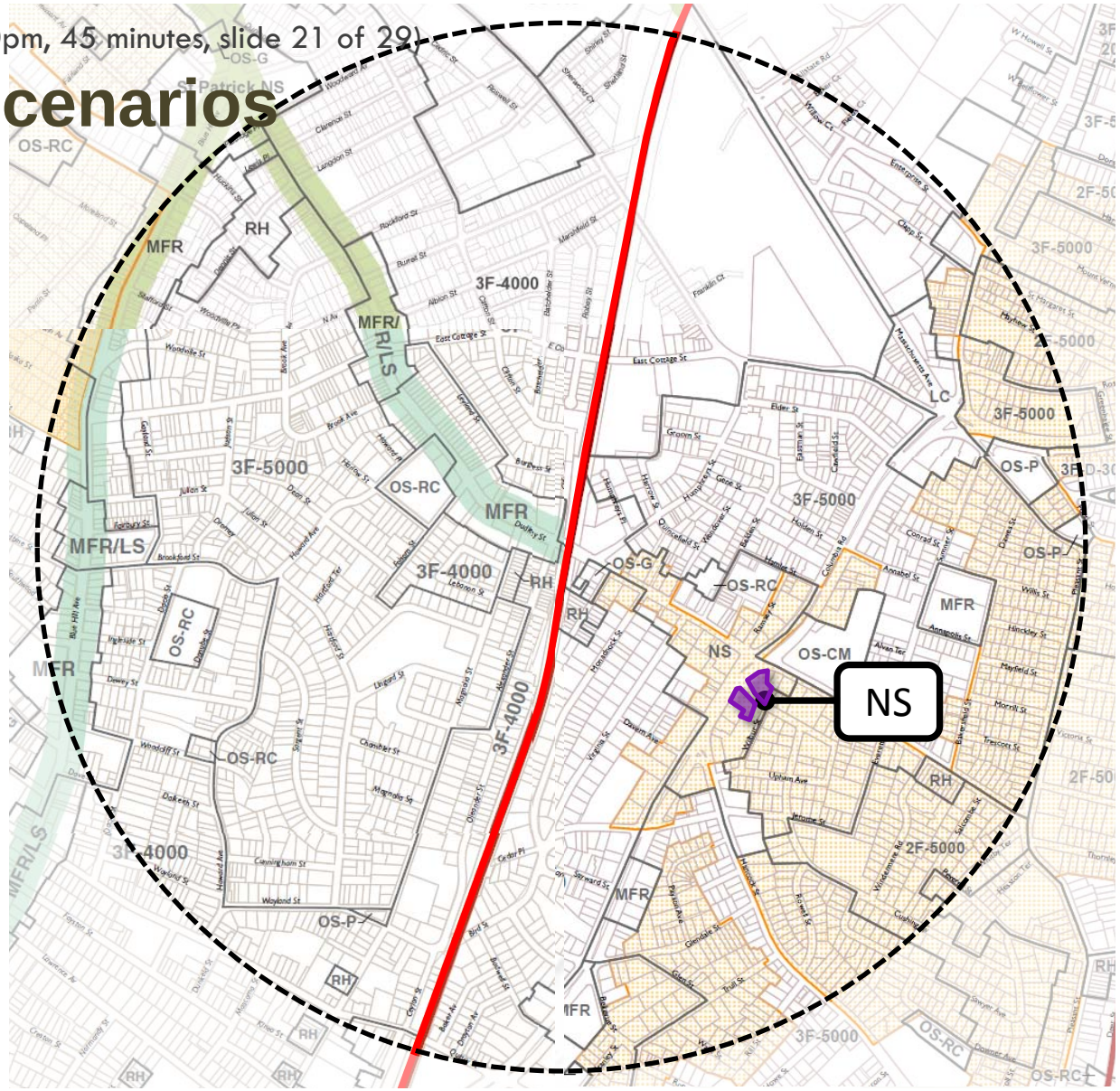
Development Scenarios

Upham's Center Site Massing

Development Scenarios

Upham's Center Site

- **Dorchester Neighborhood District**
- **NS – Neighborhood Shopping Subdistrict**
- Maximum Floor Area Ratio – 1.0
  - Test - **FAR 2.65**
- Maximum Building Height – 40'
  - Test - **57'**
- Minimum Usable Open Space per Dwelling Unit – 50 SF
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**

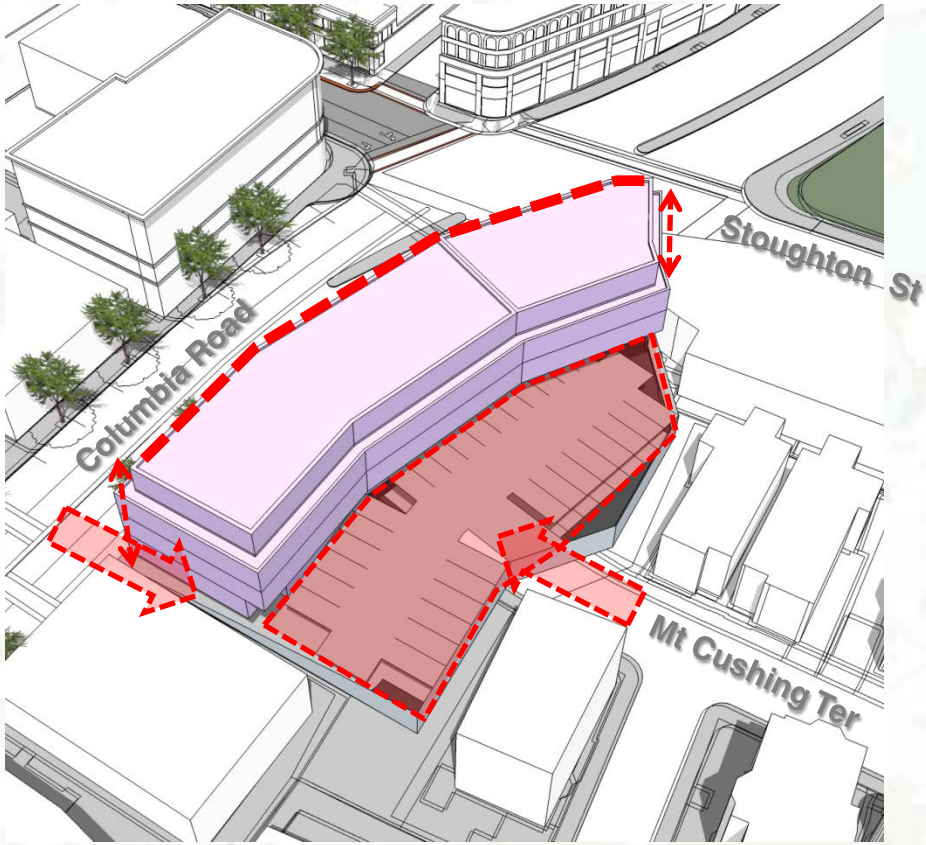


Development Scenarios

Upham's Center Site

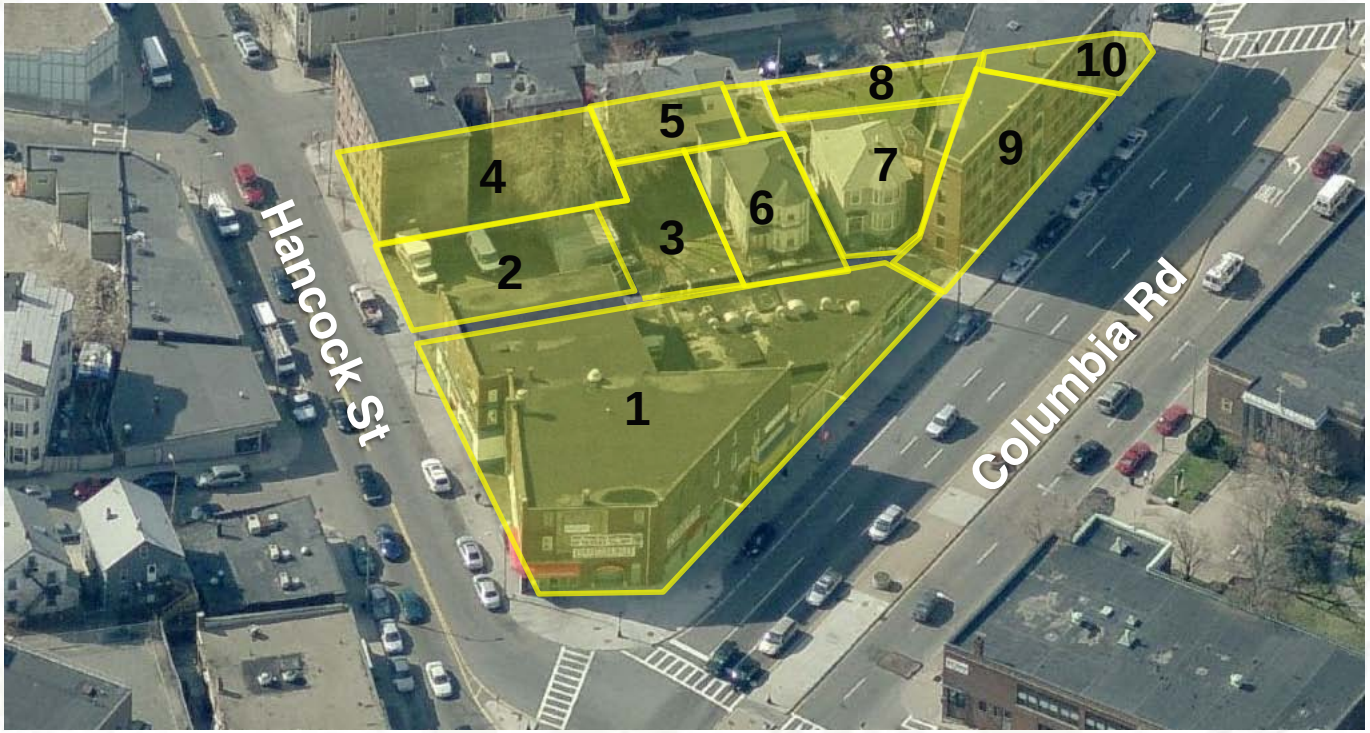
Development Design Guidelines

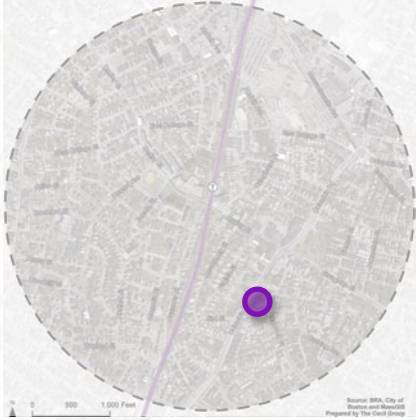
- Building Height and Massing
  - Anchor prominent corner
  - Similar mass/scale as Masonic Building
- Orientation and Street Wall
  - Continuous frontage with vehicular access at south property line
- Building Character and Materials
  - Complement historic buildings
- Access and Parking
  - Second parking deck at Mount Cushing Terrace
- Service and Loading
- Site Open Space and Landscaping
- Sustainable Development



Development Scenarios

Hancock Street Parcels





1/2 Lot area: **17,848 SF**
Gross area: **37,462 SF**
Owner: **Ophir Shalom Bachi**

3 Lot area: **1,940 SF**
Gross area: **0 SF**
Owner: **Joan Hoerres**

4 Lot area: **4,581 SF**
Gross area: **16,770 SF**
Owner: **DB Uphams LP**

5 Lot area: **1,134 SF**
Gross area: **2,338 SF**
Owner: **Perkins Henry**

6 Lot area: **2,247 SF**
Gross area: **2,388 SF**
Owner: **Daniel Hoerres**

7 Lot area: **3,654 SF**
Gross area: **2,009 SF**
Owner: **Wade Maehentz**

8 Lot area: **1,212 SF**
Gross area: **0 SF**
Owner: **Wade Maehentz**

9 Lot area: **3,831 SF**
Gross area: **12,310 SF**
Owner: **Wayne Apt.**

10 Lot area: **1,243 SF**
Gross area: **4,288 SF**
Owner: **Pacheco Eladia**

Development Scenarios

Hancock Street Parcels Program and Feasibility

- FAR: 2.66
- 9,000 SF of Retail
- 40 dwelling units
- Additional 90 parking spaces for Upham's Corner

Bldg	Bldg Floor Area (SF)	Bldg Height (stories)	Bldg Total Area (GSF)	Retail NSF	Office NSF	Light Indust-rial	Resident Units	Parking Provided (Spaces)
1	12,981	4	51,076	9,329	0	0	40	30
			51,076	**9,329**	0	0	**40**	30

Feasibility	Advantages	Disadvantages	Comments
Negative	Less expensive stick built construction	High demolition cost Acquisition cost Little increase in density over existing Cost of structured parking	Cost of structured parking limits feasibility Little gained over existing fully built program

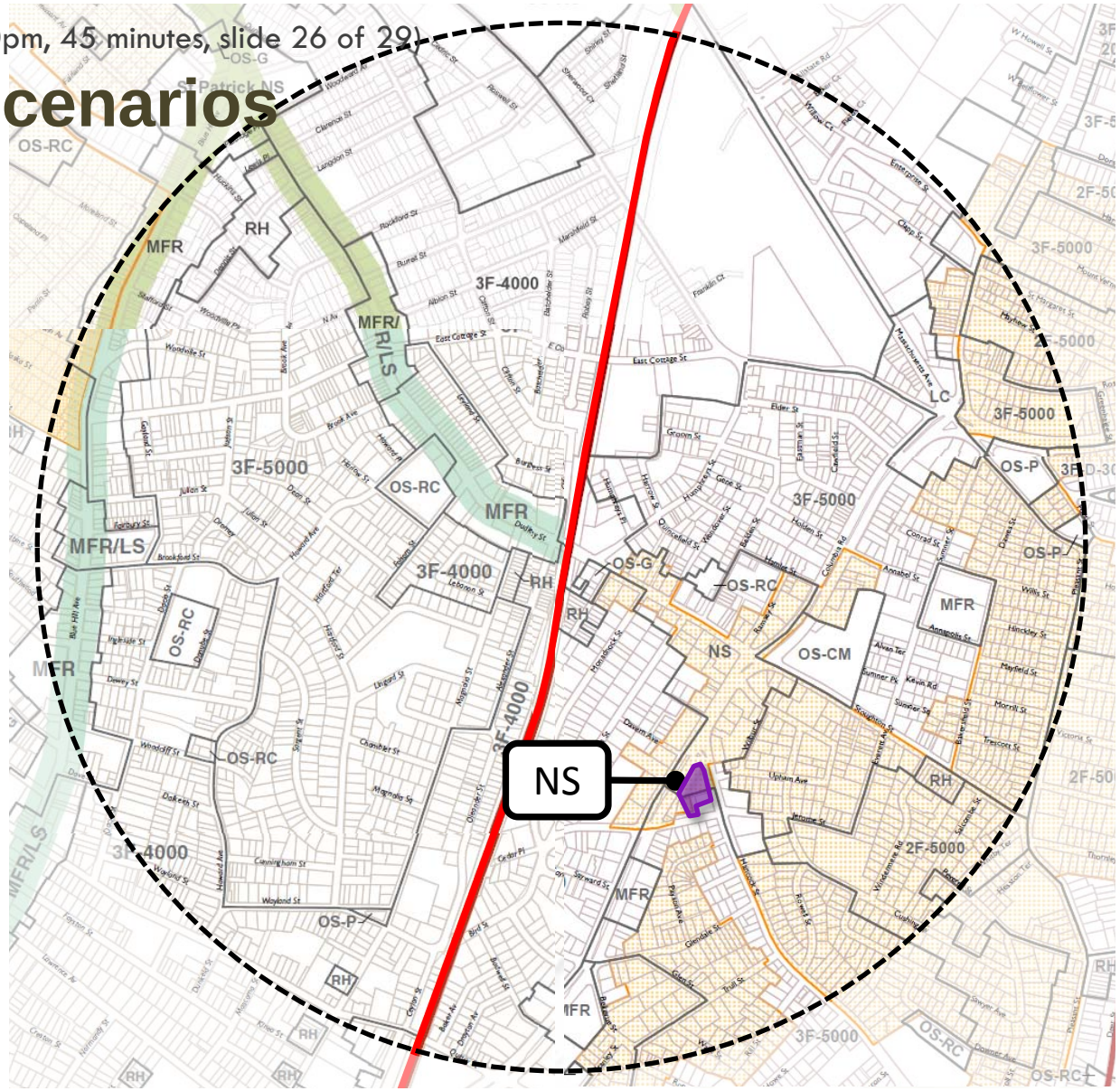
Development Scenarios

Hancock Street Parcels Massing

Development Scenarios

Hancock Street Parcels

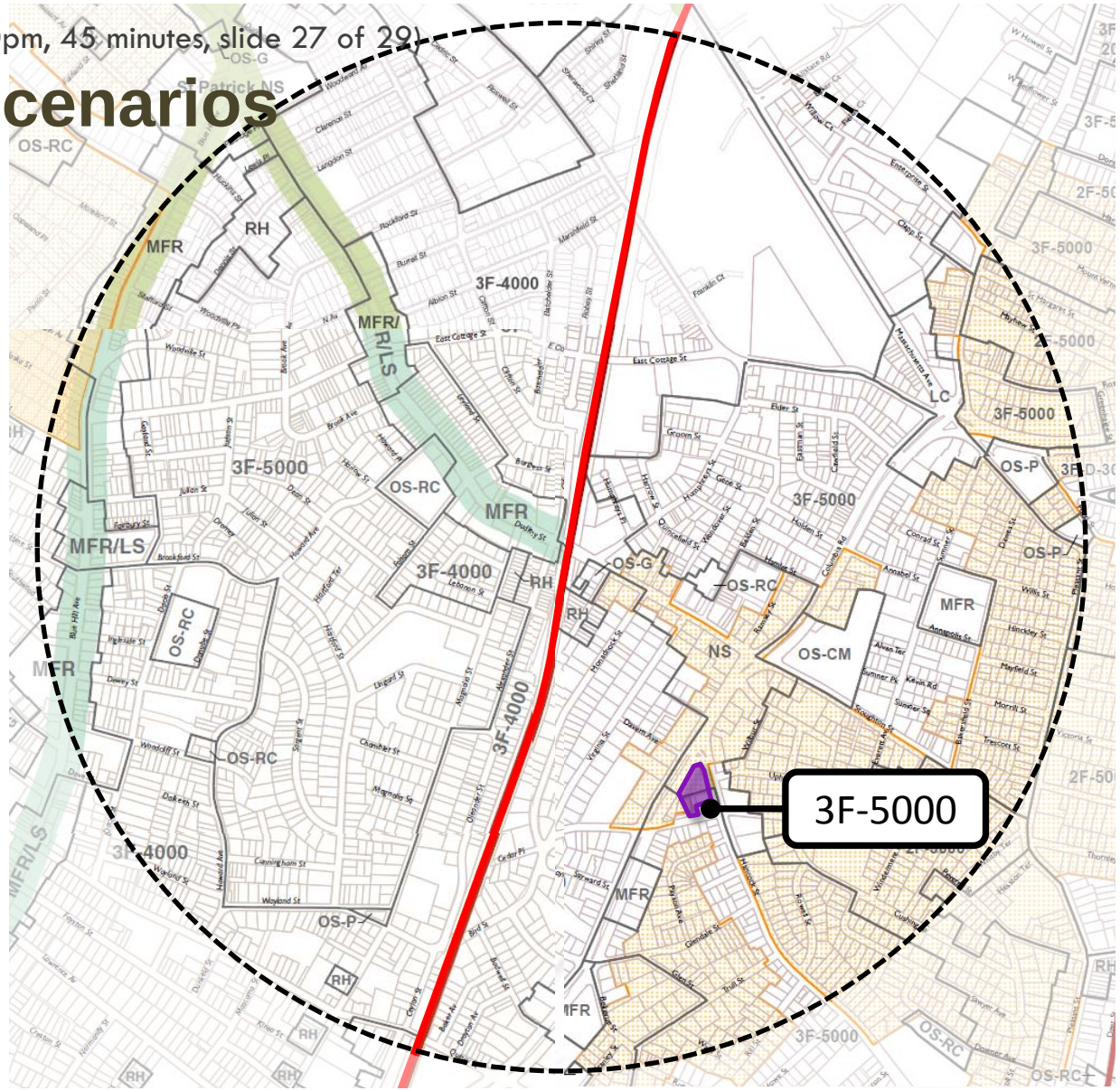
- **Dorchester Neighborhood District**
- **NS – Neighborhood Shopping Subdistrict**
- Maximum Floor Area Ratio – 1.0
  - Test - **FAR 2.66**
- Maximum Building Height – 40'
  - Test - **57'**
- Minimum Usable Open Space per Dwelling Unit – 50 SF
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**



Development Scenarios

Hancock Street Parcels

- **Dorchester Neighborhood District**
- **3F-5000 Three-Family Residential Subdistrict (Any other Dwelling or Use)**
- Maximum Floor Area Ratio – 0.5
  - Test - **FAR 2.66**
- Maximum Building Height – 35'; 2.5 stories
  - Test - **57'**
- Minimum Usable Open Space per Dwelling Unit – none
- Off-Street Parking Required:
  - Res (10+ units) – **1.5/unit**
  - Office – **2/1000 GSF**



Development Scenarios

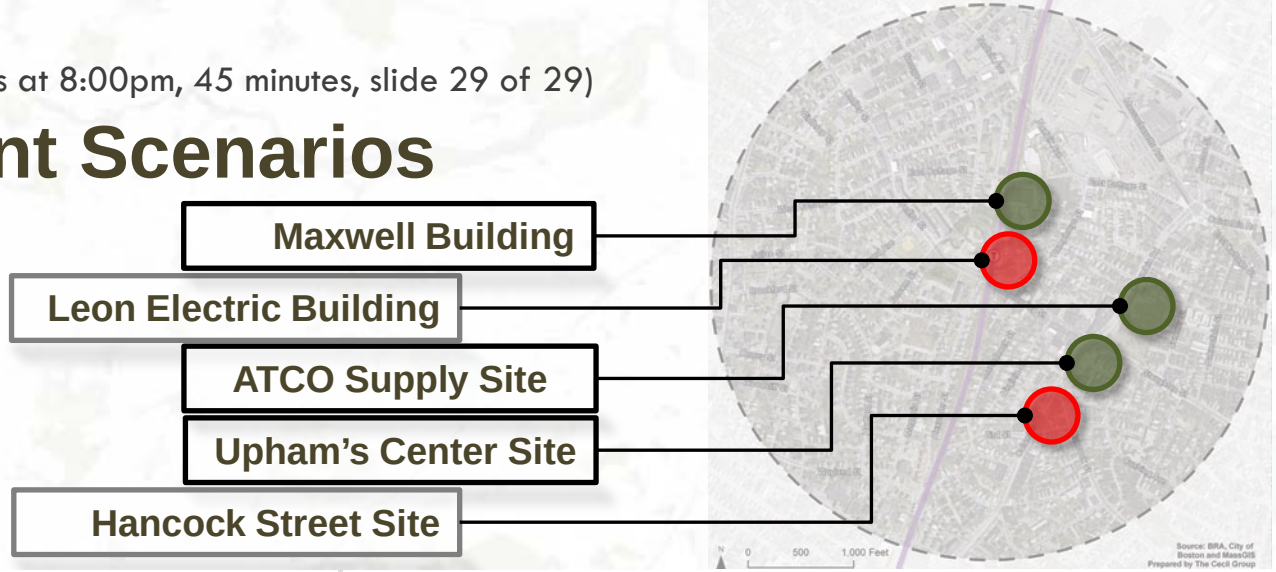
Hancock Street Parcels

Development Design Guidelines

- Building Height and Massing
  - 5-story maximum
- Orientation and Street Wall
  - Continuity at street edge
- Building Character and Materials
  - Gateway building complement to the Strand Theater
- Access and Parking
  - Concealed at center of block
- Service and Loading
- Site Open Space and Landscaping
  - Expand public realm at corners
- Sustainable Development

Development Scenarios

Feasibility



Site	Feasibility	Advantages	Disadvantages	Comments
Maxwell Box	Positive	Residential cross-subsidizes industrial use Potential for City-owned land write-down Less expensive stick built construction	Moderate demolition cost Cost of structured parking	Potential for job creation with industrial use Feasibilty made possible by City Land write down
ATCO Supply	Positive	Low demolition cost Inexpensive surface parking Less expensive stick built construction	Acquisition cost	Illustrates impact of parking costs on feasibility Residential market cannot support the cost of structured parking without offsets
Uphams Center	Positive	Low demolition cost Cushing Street land allows for greater density Prime commercial (bank) location Low demolition cost	Acquisition cost Cost of structured parking	Proformas are near breakeven Feasibility depends on ability to secure high paying ground floor retail user Feasibility could be improved if build-to-suit commercial user secured for upper floors
Leon Electric	Negative	Prime commercial station location Commercial potential is positive	High demolition cost Acquisition cost Cost of mid-rise construction Cost of structured parking	Future potential likely to improve May have more immediate potential if a built-to-suit commercial, governmental or institutional user can be secured for upper floors
Hancock Street	Negative	Less expensive stick built construction	High demolition cost Acquisition cost Little increase in density over existing Cost of structured parking	Cost of structured parking limits feasibility Little gained over existing fully built program

Implementation Actions

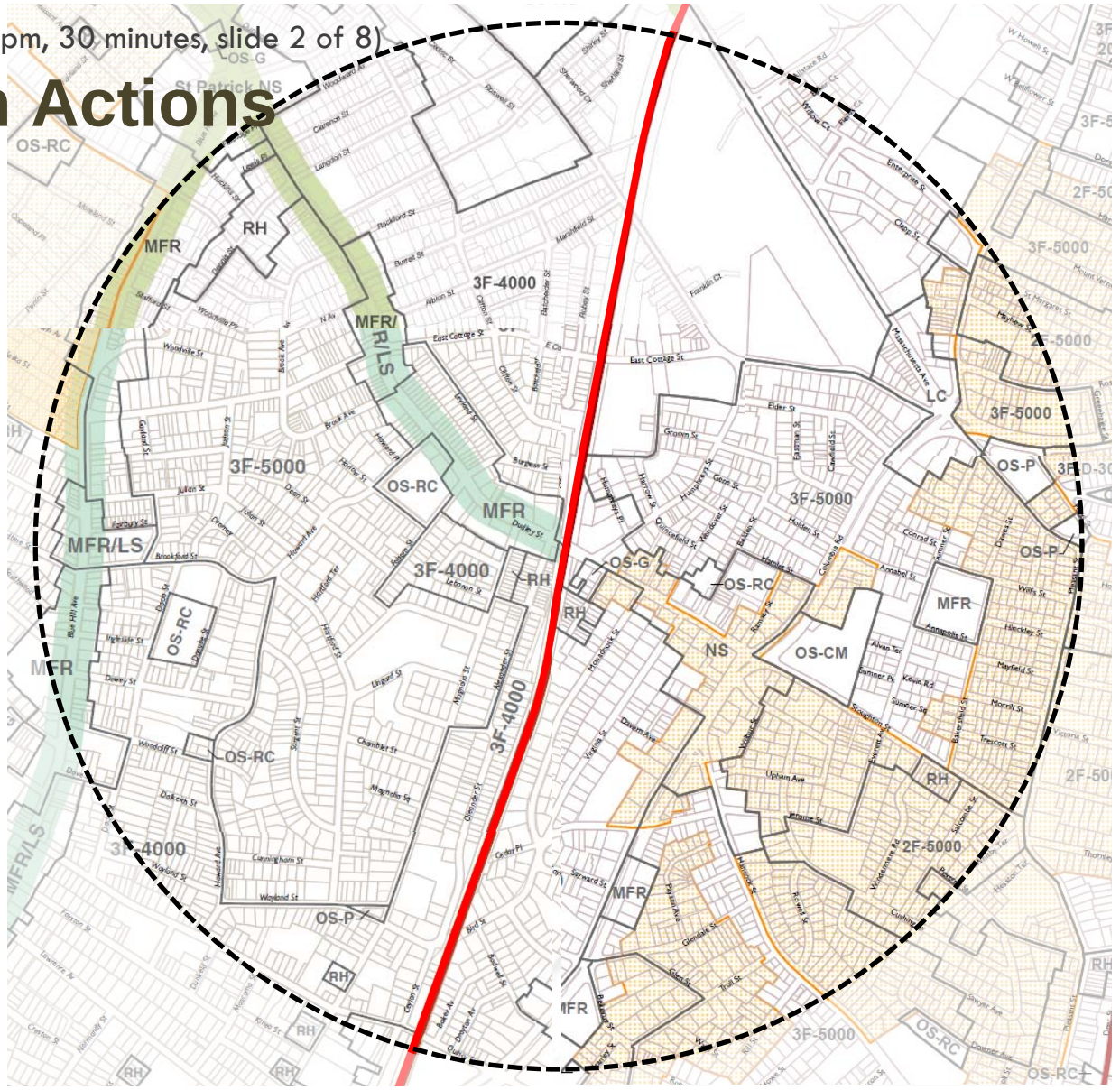
Zoning

1. **Current zoning review**
2. **Approach to potential modifications – district or parcel(s)**
3. **Types of potential modifications**
    - Modify Neighborhood Shopping (NS) Subdistrict boundary
    - Modify Neighborhood Shopping (NS) dimensional regulations
    - Modify parking requirements in Upham's Corner Neighborhood Shopping Subdistrict
    - Consider Planned Development Area near station
    - Enhance Upham's Corner Neighborhood Design Overlay District guidelines

Implementation Actions

Current Zoning

- **Dorchester Neighborhood District/Roxbury Neighborhood District**
- **NS – Neighborhood Shopping Subdistrict**
- **Neighborhood Design Overlay District ("NDOD")**
  - Protect historic character
  - Protect existing scale
  - Quality of pedestrian environment
  - Development of housing is encouraged, preserve and complement existing character
  - Subject to Boston Landmarks Commission Review
- **Article 80 Large Project Review**



Current Zoning

Dorchester Neighborhood District

			Min. Lot Area	Lot Area for Ea. Additional Unit	Min. Lot Width	Min. Lot Frontage	Max FAR	Max Building Stories	Max Building Height Feet	Usable open space min per unit	Front yard min depth	Side yard min depth	Rear yard min depth	Rear yard max occ. %
NS	**Neighborhood Shopping**		None	None	None	None	1.0	None	40'	50	None	None	20'	None
LI	**Local Industrial**		None	None	None	None	2.0	None	45'	N/A	None	None	None	None
LC	**Local Convenience**		None	None	None	None	1.0	None	40'	50	None	None	20'	None
2F-5000	**2-Family**	*1-Fam detached, semi-attached or 2-family detached*	5,000 for 1 or 2	N/A	40	40	0.5	2.5	35	750	15	10	20	25
3F-5000	**3-Family**	*Any other dwelling*	5,000	N/A	50	50	0.5	2.5	35	None	15	10	30	25
		Semi-attached dwelling	5,000 for up to 2	2,500	40	40	0.5	2.5	35	750	15	10	20	25
		Any other dwelling	5,000	N/A	50	50	0.5	2.5	35	None	15	10	30	25
RH	**Rowhouse**	*Row house or townhouse*	3,000 up to 4	3,000 up to 4	30	30	1.0	3	35	200	5	5	20	25
		Any other use	4,000 first 4	1,000	30	30	1.0	3	35	400	5	10	30	25
MFR	**Multi-family**	1, 2 or 3-family detached or semi-attached	3,000 per 1 or 2	1,000	40	40	1.0	3	35	400	5	10	20	25
		Any other dwelling use	4,000 first 4	1,000	30	30	1.0	3	35	400	5	10	30	25
OS-CM	**Open Space**	*Cemetery*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OS-P	**Open Space**	*Parkland*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OS-RC	**Open Space**	*Recreation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OS-G	**Open Space**	*Community Garden*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Current Zoning

Roxbury Neighborhood District

			Min. Lot Area	Lot Area for Ea. Additional Unit	Min. Lot Width	Min. Lot Frontage	Max FAR	Max Building Stories	Max Building Height Feet	Usable open space min per unit	Front yard min depth	Side yard min depth	Rear yard min depth	Rear yard max occ. %
3F-4000	**3-Family**	*Semi-attached dwelling*	2,500 per unit	25	25	25	0.8	3	35	650	20	10	30	25
	3-Family	*Any other dwelling*	4,000 for 1 or 2	45	45	45	0.8	3	35	650	20	10	30	25
3F-5000	**3-Family**	*Semi-attached dwelling*	2,500 per unit	2,500	25	25	0.8	3	35	650	20	10	30	25
	3-Family	*Any other dwelling*	5,000 for 1 or 2	2,500	50	50	0.8	3	35	650	20	10	30	25
RH	**Rowhouse**	*Row house or townhouse*	2,000 up to 4	2,000	20	20	1.0	3	35	200	15	10 (corner)	20	25
	Rowhouse	*Any other use*	2,000	N/A	20	20	1.0	3	35	N/A	15	10 (corner)	20	25
MFR and MFR/LS	**Mutli-family**	*1 or 2 family detached*	3,000 per 1 or 2	3,000	40	40	1.0	3	35	400	20	15 (agg)	30	25
	Mutli-family	*Row house or townhouse*	3,000 up to 4	3,000	30	30	1.0	4	45	200	15	10 (corner)	30	25
	Multi-family	*Any other dwelling*	4,000 for 1st 3	1,000	40	40	1.0	4	45	200	20	10	20	25
OS-P	**Open Space**	*Parkland*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
OS-RC	**Open Space**	*Recreation*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Implementation Actions

Menu of Possibilities:

Considerations:

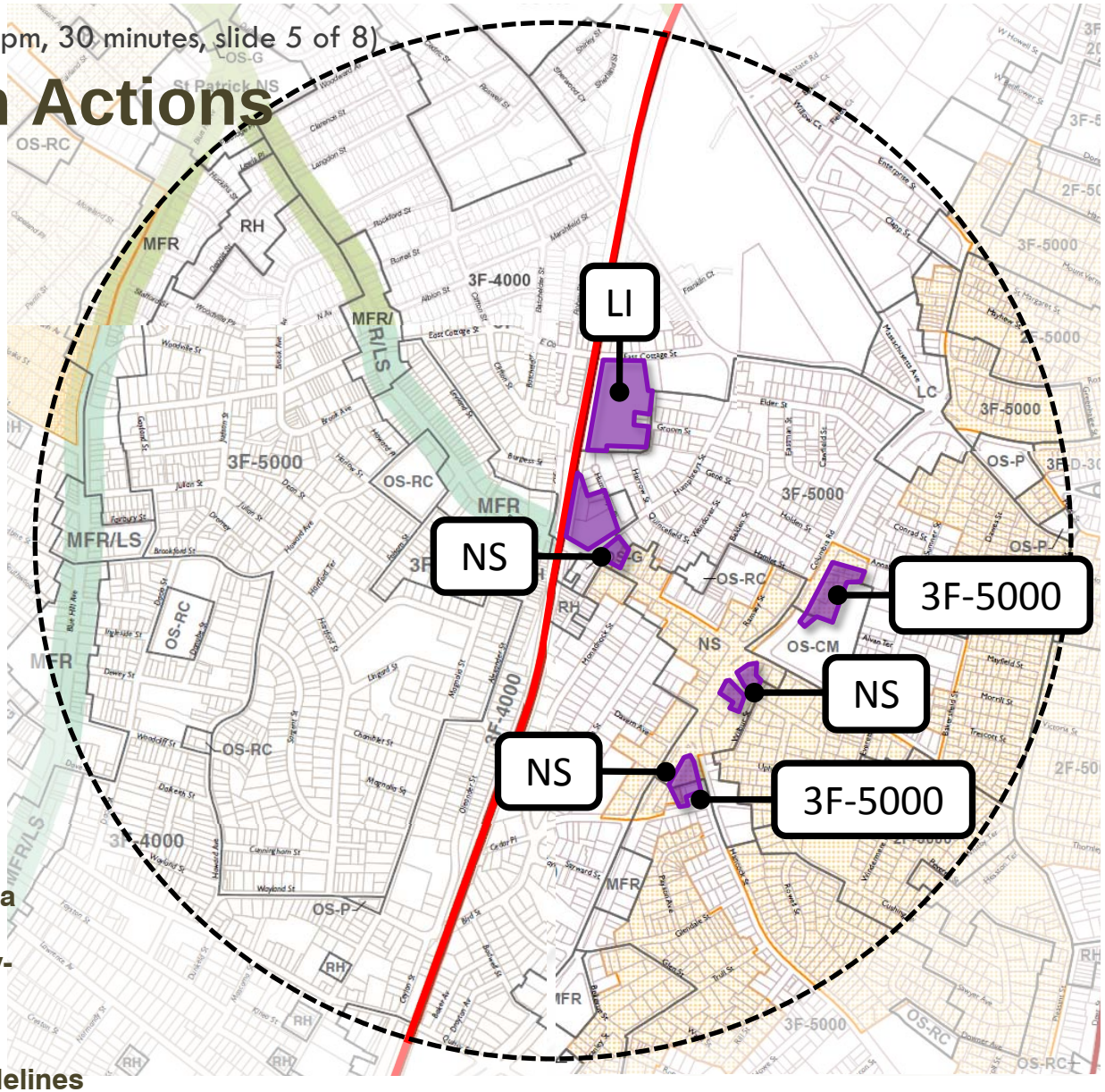
- Location of key parcels
- Vision and goals for Upham's

Potential Modifications:

- Dimensional regulations
- Parking requirements
- Design guidelines

Potential Applications:

- Modify underlying zoning
- Create overlay zone
- Create Planned Development Area
- Create parcel specific community-based development guidelines
- Enhance district-wide NDOD guidelines



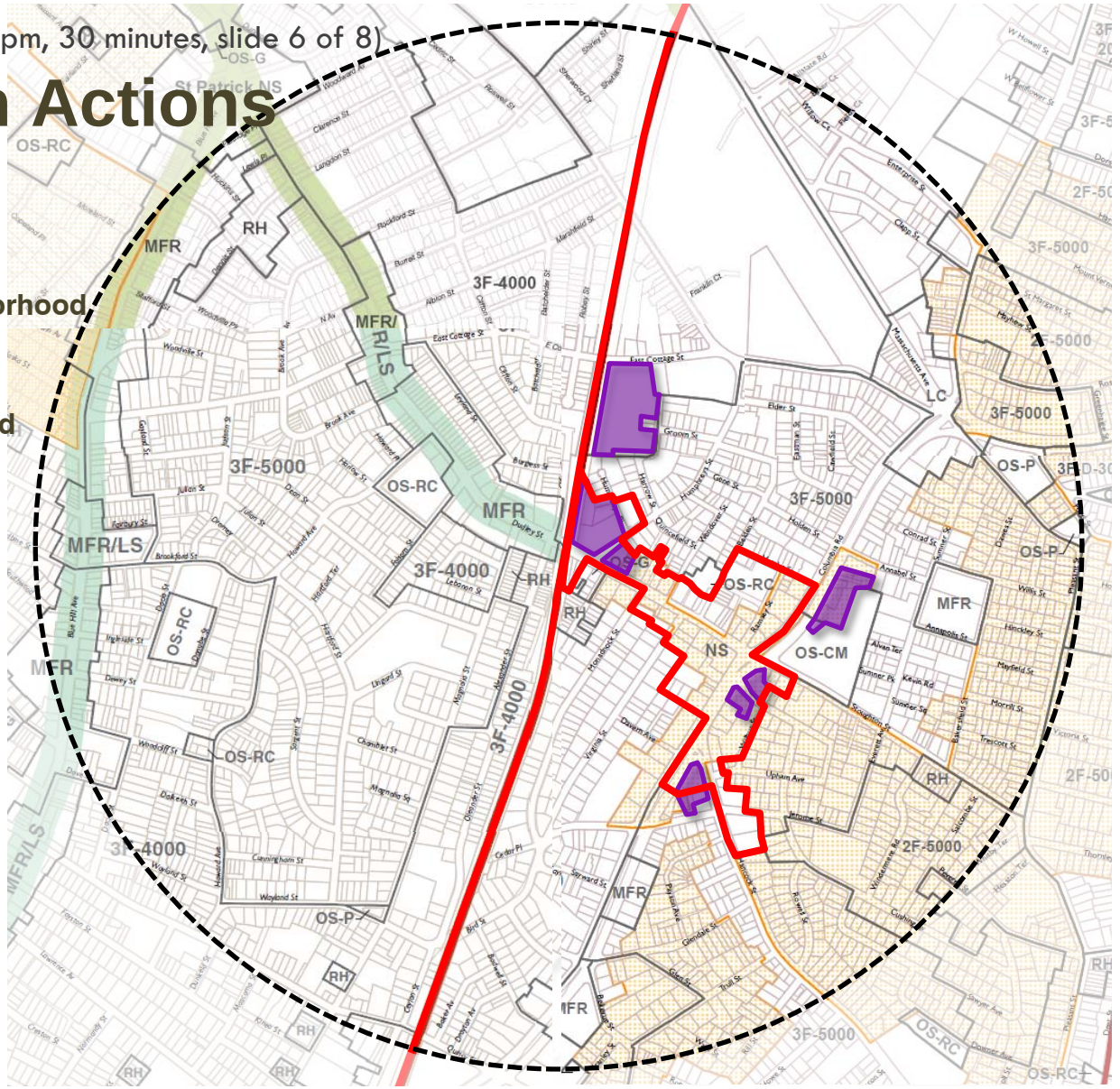
Implementation Actions

Potential Modifications

Dorchester Neighborhood District

- **Modify boundary of NS – Neighborhood Shopping Subdistrict**
- **Modify boundary of Neighborhood Design Overlay District ("NDOD")**

Characteristic	NS Req.
Maximum FAR	1.0
Maximum Building Height	40'
Minimum Lot Size	None
Minimum Usable Open Space per Dwelling Unit (SF)	50
Minimum Lot Width	None
Minimum Lot Frontage	None
Minimum Front Yard	None
Minimum Side Yard	None
Minimum Rear Yard	20'



Implementation Actions

Modify Off-Street Parking Requirements

Use	Dorchester Neighborhood District Current Parking requirements	Roxbury Neighborhood District Current Parking requirements	Scenario Parking Calculations
Community	1 space per 1,000 SF	1 space per 1,000 SF	1 space per 1,000 SF
Educational	1 space per 1,000 SF		1 space per 1,000 SF
Health Care	1 space per 1,000 SF		1 space per 1,000 SF
Industrial	.5 space per 1,000 SF		.5 space per 1,000 SF
Banking	1 space per 1,000 SF		1 space per 1,000 SF
Office	2 spaces per 1,000 SF		**1 space per 1,000 SF**
Retail, service, trade	2 spaces per 1,000 SF	2 spaces per 1,000 SF	**1 space per 1,000 SF**
Restaurant	4 spaces per 1,000 SF	4 spaces per 1,000 SF	**1 space per 1,000 SF**
Cultural	2 spaces per 1,000 SF		**1 space per 1,000 SF**
Entertainment	4 spaces per 1,000 SF	4 spaces per 1,000 SF	**1 space per 1,000 SF**
Residential – 1-3 units	1 space per unit	1 space per unit	**.5 space per unit**
Residential – 4-9 units	1.25 spaces per unit		**.5 space per unit**
Residential – 10+ units	1.5 spaces per unit		**.5 space per unit**
Affordable Housing		.7 space per unit	**.5 space per unit**
Hotel	.7 space per unit	.7 space per unit	**.5 space per unit**

Implementation Actions

Zoning Discussion

Approach to potential modifications – district or parcel(s)

Types of potential modifications

- Modify dimensional regulations
  - Building height
  - FAR
  - Open space per dwelling unit
- Modify parking requirements in Upham's Corner Neighborhood Shopping Subdistrict

Next Steps

Community Open House

Potential dates discussion for:

Week of 10/14 or week of 10/21

Upham's Corner Working Advisory Group (WAG) Committee Meeting:

September 25th, 2013

Upham's Corner Community Open House:

TBD, October 2013

Next Steps

Potential Community Open House Dates: 10/16, 10/22, 10/23

★ = Potential Open House

Today | October 2013 | Day | Week | Month | 4 Days | Agenda | More

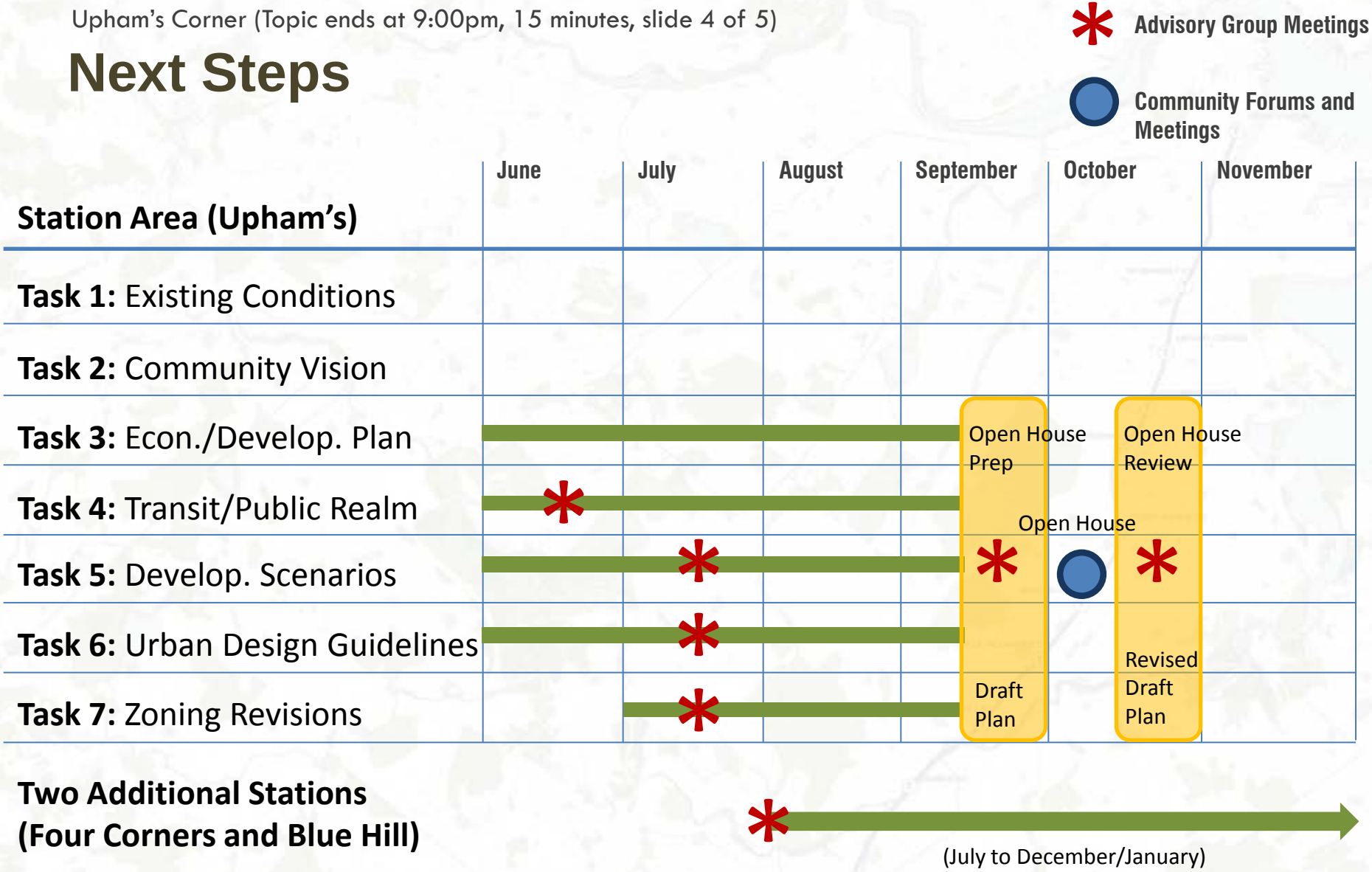
Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	Oct 1	2	3 *UCMS Design*	4	5
6	7	8 *DBEDC Board* *UCWNA*	9 *DSNI Board* *Jones Hill*	10 *UCMS ER*	11	12
13	14 Columbus Day	15 *UCMS Board*	16 ★	17 *UCMS* *Eastman Elder* *Hancock Civic*	18	19
20	21	22 ★	23 ★	24 *DSNI* *Annapolis*	25	26
27	28	29	30	31 Halloween	Nov 1	2

Next Steps

Open House and Fall Community Meeting

- Begin to program and coordinate potential Fall Open House
- Target dates –
  - Between September and October WAG meetings

Next Steps


Advisory Group Meetings
Community Forums and Meetings
June
July
August
September
October
November
Station Area (Upham's)
Task 1: Existing Conditions
Task 2: Community Vision
Task 3: Econ./Develop. Plan
Task 4: Transit/Public Realm
Task 5: Develop. Scenarios
Task 6: Urban Design Guidelines
Task 7: Zoning Revisions
Open House Prep
Open House Review
Open House
Draft Plan
Revised Draft Plan
Two Additional Stations (Four Corners and Blue Hill)
(July to December/January)

Next Steps

- Executive Summary
- Draft and Final Report
  - Community Vision and Implementation Strategies
  - Existing Conditions Summary
  - Real Estate Market Analysis Summary
  - Business, Housing, Open Space Improvement Recommendations
  - Transit Access and Public Realm Improvement Recommendations
  - Development Scenarios and Urban Design Guidelines
  - Zoning Revisions and Amendments

SOUTH STATION

NEWMARKET/SOUTH BAY
UNDER CONSTRUCTION

UPHAM'S CORNER

COLUMBIA ROAD
POTENTIAL

FOUR CORNERS/GENEVA
UNDER CONSTRUCTION

TALBOT AVENUE

MORTON STREET

BLUE HILL AVENUE/
CUMMINS HIGHWAY
IN DESIGN

RIVER STREET
POTENTIAL

FAIRMOUNT

READVILLE

Fairmount Indigo
Planning Initiative

UPHAM'S CORNER

Working Advisory Group (WAG) Meeting

Wednesday, July 24, 2013
Salvation Army Kroc Center

Prepared by:

The Cecil Group Team

The Cecil Group
HDR Engineering, Inc.
Byrne McKinney & Associates, Inc.
McMahon Associates
Bioengineering
SAS Design, Inc.
Shook Kelley