



PLAN

**Dorchester
Glover's Corner**

VISUALIZING BUILDING DIMENSION & PUBLIC GOODS

February 27, 2019



**boston planning &
development agency**

Agenda

- 1 Process Conversations
- 2 Urban Design
- 3 Provision of Public Goods
- 4 Discussion Stations
- 5 Open Question & Answer



PLAN: Glover's Corner Dorchester

Preserve. Enhance. Grow.



PLAN: Glover's Corner Process Conversations



Process Overview

FEBRUARY 2017 - Question Campaign

MARCH 8, 2017 - Open House

MAY 4, 2017 - Walk Bike Tour

MAY 18, 2017 - Visioning Workshop

JUNE 15, 2017 - Transportation Consultant Selected

JUNE 28, 2017 - Planning Workshop

JULY 2017 - Advisory Group Finalized

OCTOBER 25, 2017 - Land Use Workshop

NOVEMBER 29, 2017 - Transportation Workshop

JANUARY 10, 2018 - Community Conversations Workshop

MARCH 29, 2018 - Housing Toolkit Workshop

MAY 16, 2018 - Exploring Housing Ideas Workshop

JULY 31, 2018 - Neighborhood Character Outdoor Workshop

SEPTEMBER 20 2018 - Maintaining Affordability Workshop

(September & October 2018) - Housing Deep Dive Sessions

NOVEMBER 8, 2018 - Urban Design Scenarios Workshop

DECEMBER 6, 2018 - Streets and Blocks Workshop

JANUARY 16, 2019 - Open Space & Environmental Sustainability Workshop

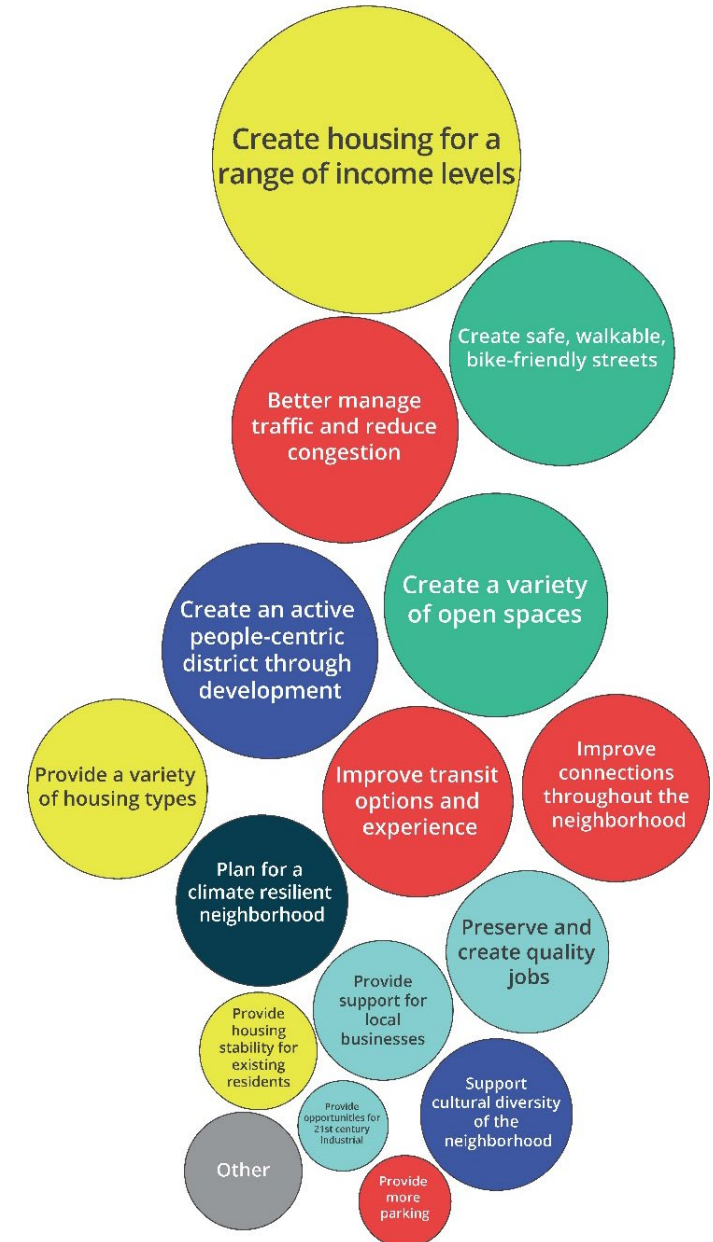
JANUARY 31, 2019 - Jobs & Small Business Deep Dive

FEBRUARY 27, 2019 - Preparing for the Draft Plan



What We Heard: Open House & Question Campaign

- **“Affordable to those who live here”**
- “Maintain the **diversity** of Dorchester”
- “Make more **space for people**, less space for cars, to make the neighborhood more interesting”
- “Focus on **pedestrian safety** and access to public/green space”
- “Ensure new development has **public green space**”
- “Buildings will have to be **climate-proofed** as sea level rises and storms increase”



What We Heard: Visioning Workshop

Highest Priority

Create housing for a range of income levels

Development Without Displacement

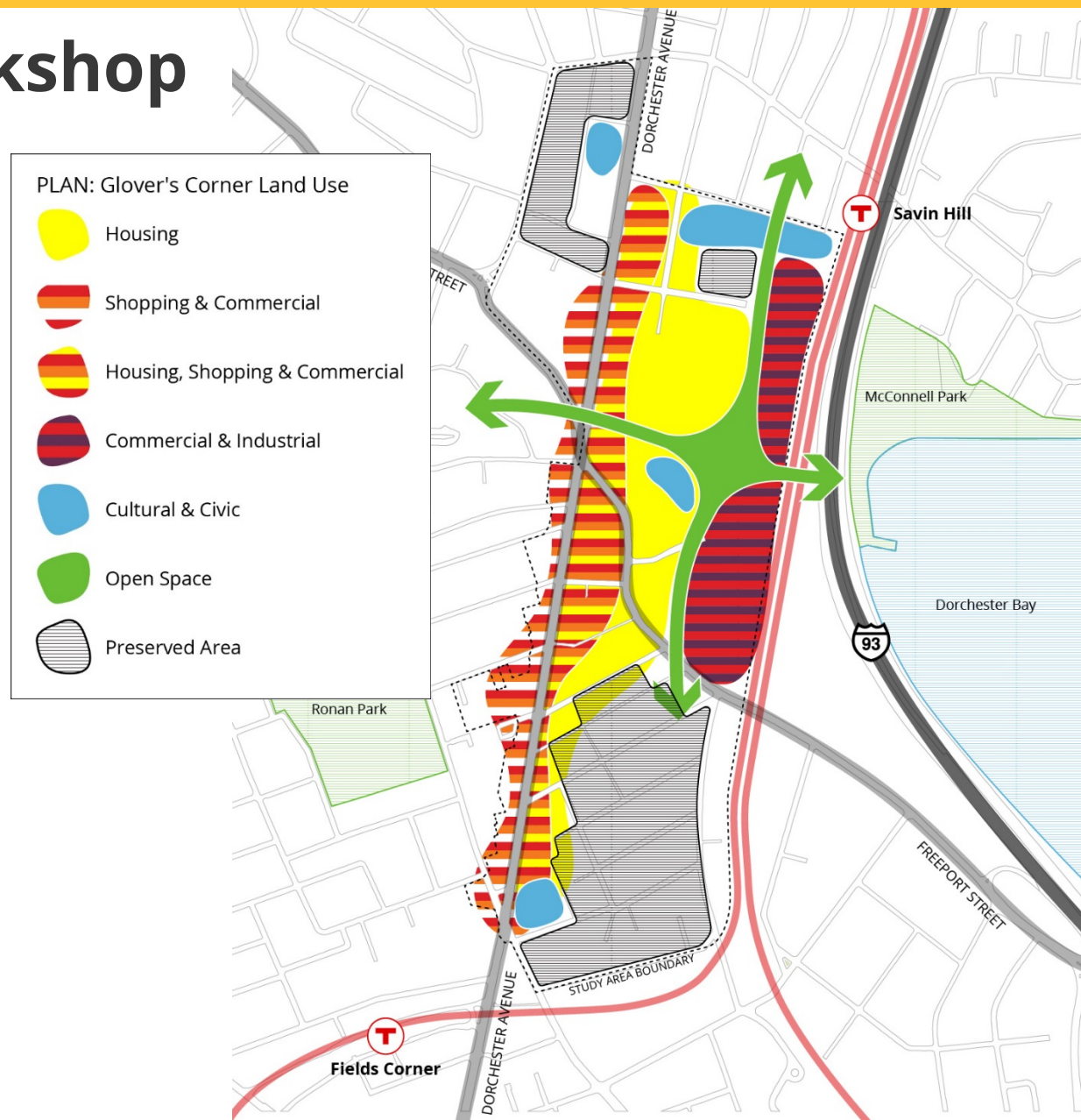
Other Top Priorities

- Plan for a climate-resilient neighborhood
- Create safe, walkable bike-friendly streets
- Improve transit options and neighborhood connections
- Preserve and grow quality jobs
- Provide support for local businesses
- Create an active, people-centric district through development
- Support cultural diversity of the neighborhood



What We Heard: Land Use Workshop

- **Preserve existing residential fabric**
- **Housing uses** along Dorchester Avenue and Freeport Street but away from the Red line train tracks
- **Shopping and commercial uses** along Dorchester Avenue
- **21st Century industrial** and commercial uses along the track
- **Provide open space links** to the greater network of open spaces in area.
- **Provide a variety of civic**, educational, and cultural spaces to serve diverse community



What We Heard: Neighborhood Character Outdoor Workshop

We heard that many participants were **enthusiastic** about:

- New open space
- Active street fronts and public realm
- Improved sidewalks and safer streets for bikers and pedestrians.

We heard that many participants were **concerned** about:

- Affordable housing
- Displacement of residents and businesses
- Traffic

PLAN: Glover's Corner
Preserve. Enhance. Grow.

Small-scale buildings and streets
Examples of what small-scale buildings and streets could look and feel like

Need to deal with the bad traffic

What do you think about the **heights and scales** in these examples?

Want more passive park open space. Responsible!

Highland Park
Roxbury (works with many neighbors) up to 40 feet, 3 stories

Tremont Street
Mission Hill up to 45 feet, 4 stories

Port Landing
Cambridge up to 45 feet, 4 stories

What do you think about the look and feel of these **sidewalks and streets**?

Traveler Street
South End

North Capitol Hill
Seattle *AKA super gentrified neighborhood*

Harvard Street
Cambridge

Images are for illustrative purposes only and are only meant as a guide for density and design intent. Do not represent any real future projects in the neighborhood.

Tell us what you think!

Like what you see? Place a sticker here. *Great! Responsible. Economic development. Better. Love Cherry.*

Don't like what you see? Tell us why!

Share what you liked and didn't like:

Traffic on the Ave and present set is already very crowded.

TRAFFIC CONGESTION AND NOT AVE

CITY BUS. Could stagger work hours.

CITY OF A ETC... STRONG WORK HOURS

More middle income housing

Make sure AD A accessible + more open space

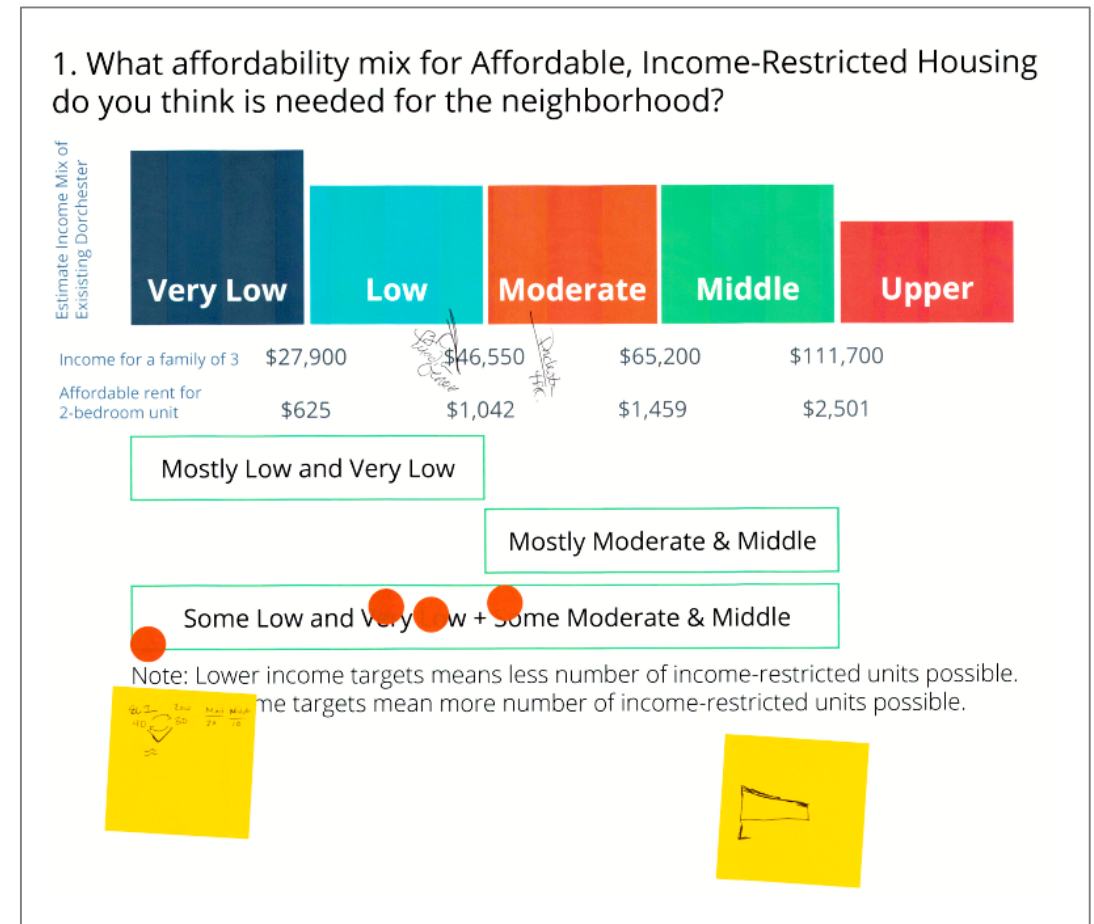
City of Boston/ new form of architecture.

More small businesses should stay - how to fill up?

City of Boston/ new form of architecture.

What We Heard: Housing Toolkit and Housing Ideas

- **Workshop 1 (March '18):** existing City programs and services to create income-restricted housing and to prevent displacement
- **Workshop 2 (May '18):** ideas to create income-restricted housing and prevent displacement in Glover's Corner and Dorchester
- **Workshop 3 (September '18):** opportunities and limitations of new development to create income-restricted housing
 - **Deep Dive 1 (September '18):** detailed discussion of Landwise's economic analysis
 - **Deep Dive 2 (October '18):** 1. What new development means for existing residents. 2. Housing stability programs, policies and services with Department of Neighborhood Development



Example table discussion board from workshop

What We Heard: Urban Design & Public Goods Workshop

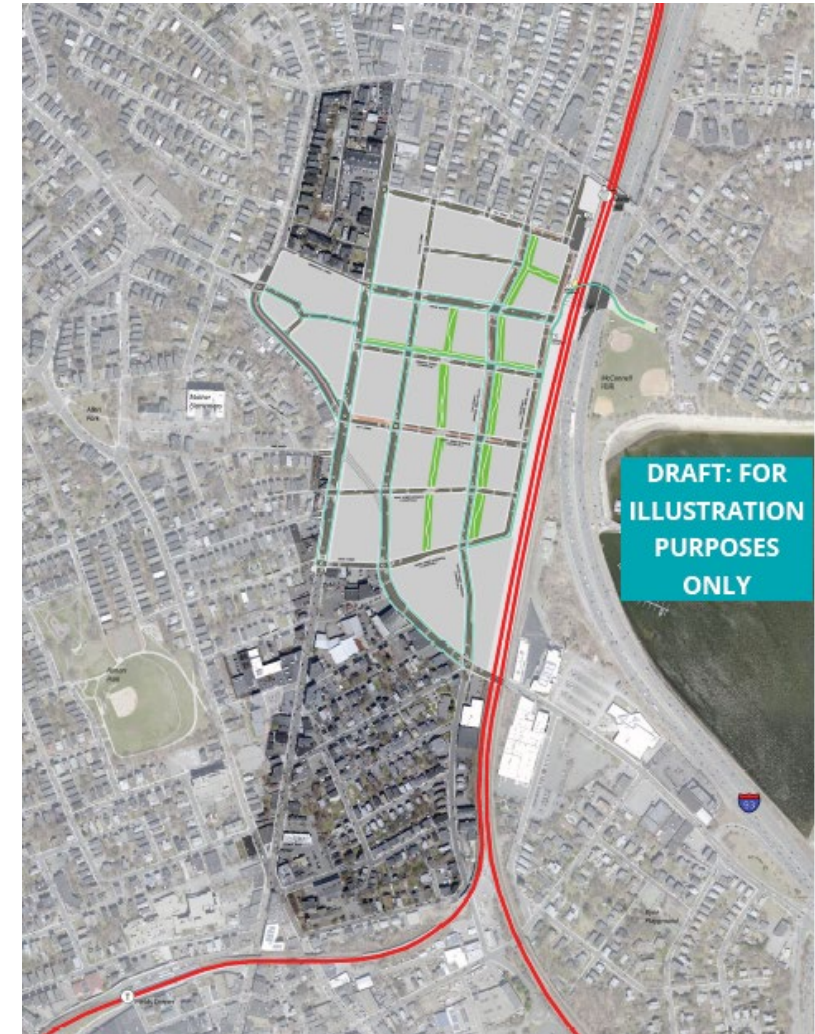
- Workshop participants discussed how **urban design and public goods** (such as affordable housing) were related.
- Workshop participants **thought a “stepped” concept was preferable.**
 - Heights of buildings would be higher closer to the tracks
 - Heights of buildings would be lower closer to Dorchester Avenue and existing residential areas.
- Workshop participants wanted to learn more about how much **more benefits taller buildings at 150'** would provide.



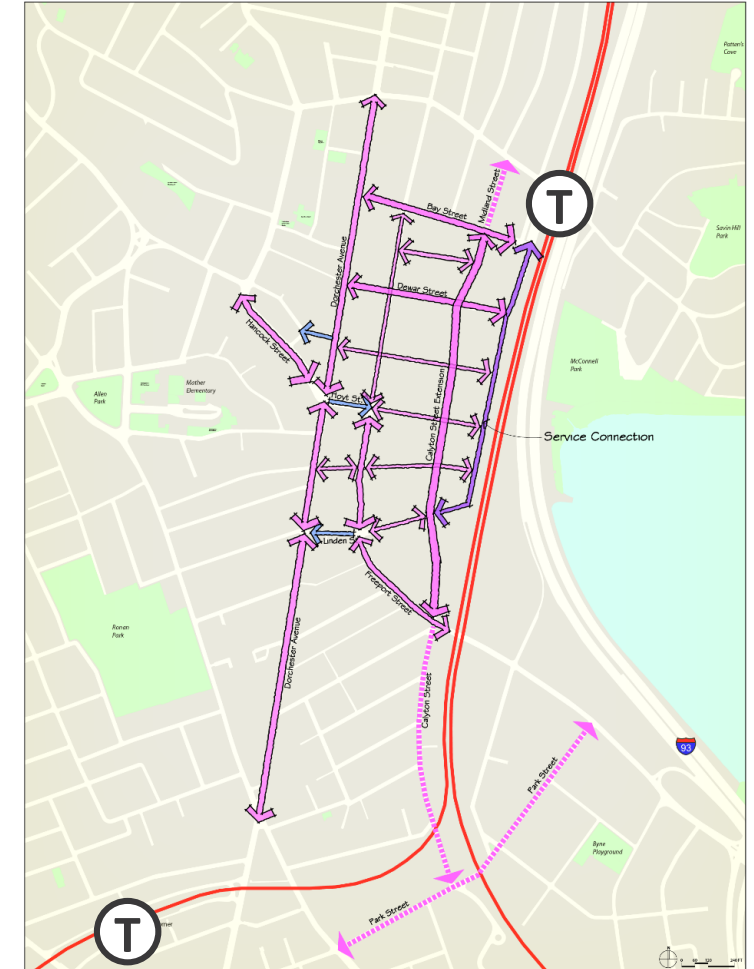
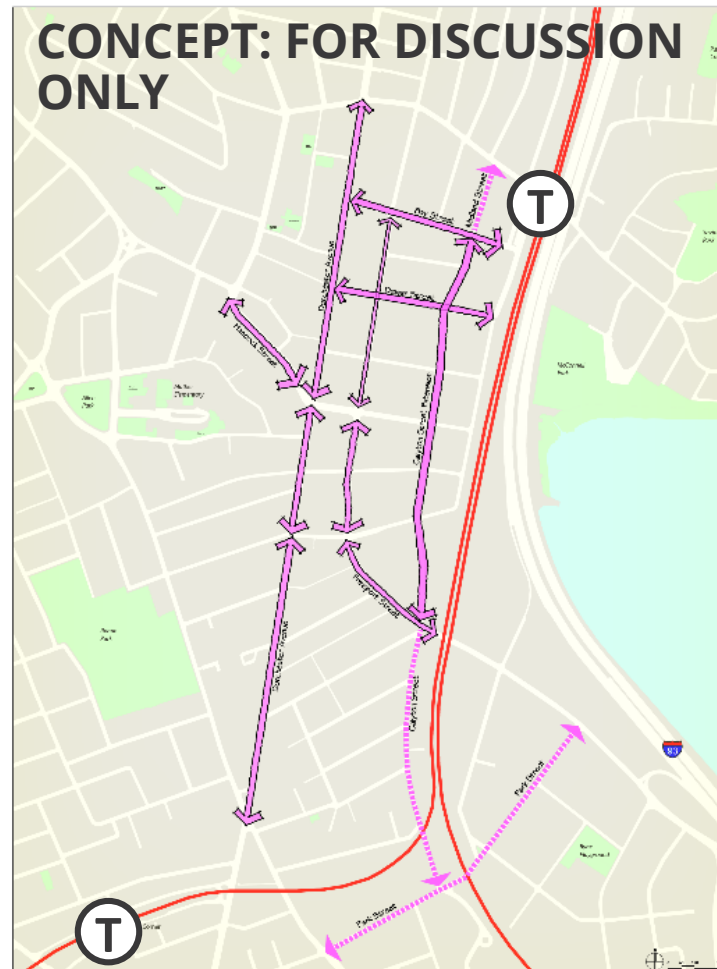
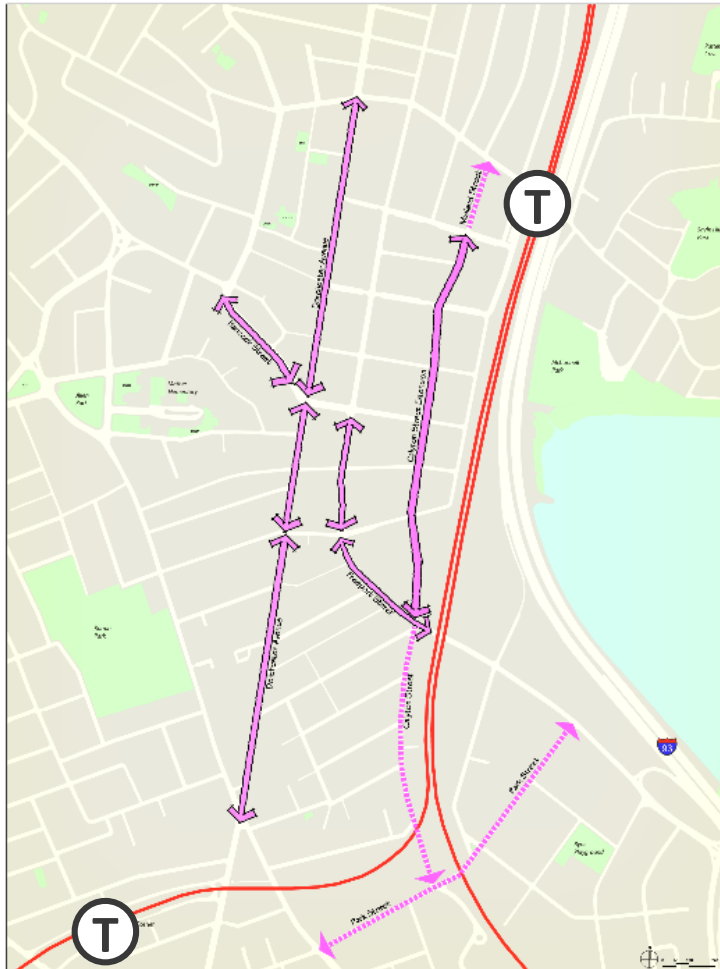
Example of how lower buildings screen taller buildings

What We Heard: Streets and Blocks Workshop

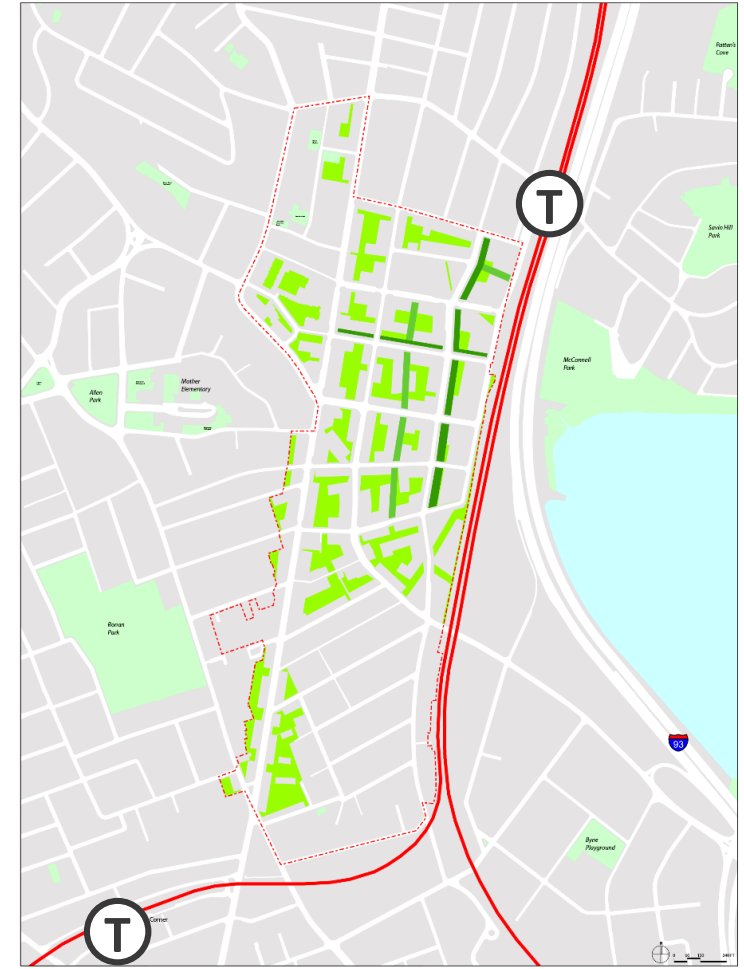
- Workshop participants discussed a conceptual plan for:
 - New street connections
 - Pedestrian, biking, and transit improvements
- Participants liked:
 - Potential for new North-South bike and traffic connections
 - Potential for new bus connection to Savin Hill
- Participants were concerned about:
 - Traffic impact outside of Study Area



Network of Open Space & Streets



Network of Open Space & Streets



What We Heard: Open Space and Climate Resiliency Workshop

- Workshop participants discussed a conceptual plan for:
 - Network of open spaces
 - Resiliency strategies to mitigate stormwater flooding
- Participants liked:
 - New open spaces
 - Open space programming
- Participants also would like to learn more about:
 - Green building policies

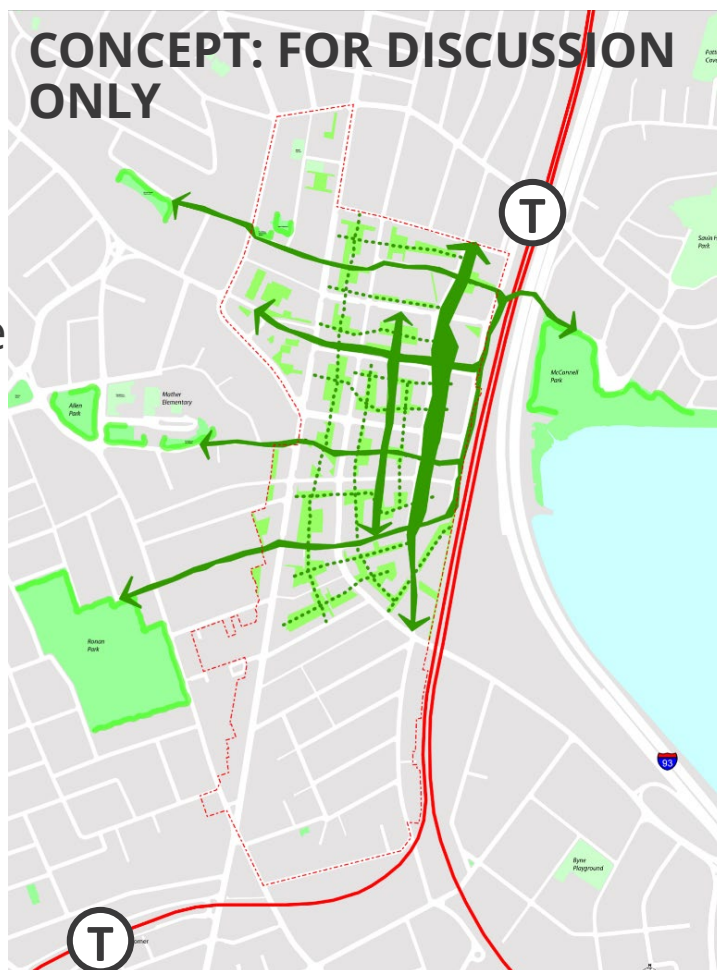






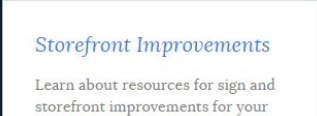

Illustration of a park that floods during heavy rains

What We Heard: Jobs & Small Businesses Deep Dive

- Workshop participants discussed a conceptual plan for:
 - Targeting existing small business resources to the area
 - Affordable commercial space
- Participants liked:
 - Breadth of current programs and services
- Participants also would like to learn more about:
 - Job training and placement with small businesses
 - Other ways the plan can help prevent small business displacement



SMALL BUSINESS ASSISTANCE

| | | |
|---|--|---|
|  <p>Food trucks</p> <p>We are committed to supporting and growing Boston's thriving food truck ecosystem.</p> |  <p>Economic Development Center</p> <p>We offer free workshops across the City to increase access and opportunities.</p> |  <p>On-Site Technical Assistance</p> <p>Owning a business is exciting, but requires you to go through a maze of challenges and hurdles.</p> |
|  <p>Women Entrepreneurs Boston</p> <p>Women Entrepreneurs Boston (WE BOS) advances Boston's women entrepreneurs by providing the skills, technical...</p> |  <p>Storefront Improvements</p> <p>Learn about resources for sign and storefront improvements for your business.</p> |  <p>Employee ownership help</p> <p>We have information to help you build and grow your worker cooperative or employee-owned firm in the City of Boston.</p> |

PLAN: Glover's Corner Dorchester

Preserve. Enhance. Grow.



2

Urban Design



D.R.T. Sec. 2. Truck passing over Dor. Ave. Bridge. Sept. 27, 1926.
C-1272

Urban Design Goals

Goals we have heard throughout the process

- Mixed Use area with new housing, job opportunities, and amenities
- Network of open space
- Street grid and improved connections
- Several taller buildings along tracks/highway
- Lower heights along Dorchester Avenue
- Maintain character of current residential neighborhood

Urban Design Observations

- **Dot Ave** without buildings can feel disorienting (lacking a feeling of place)
- **Buildings** can help frame views, and create a more pleasant public environment to inhabit
- **Trees** can screen views of buildings, and provide a human scale to the street experience

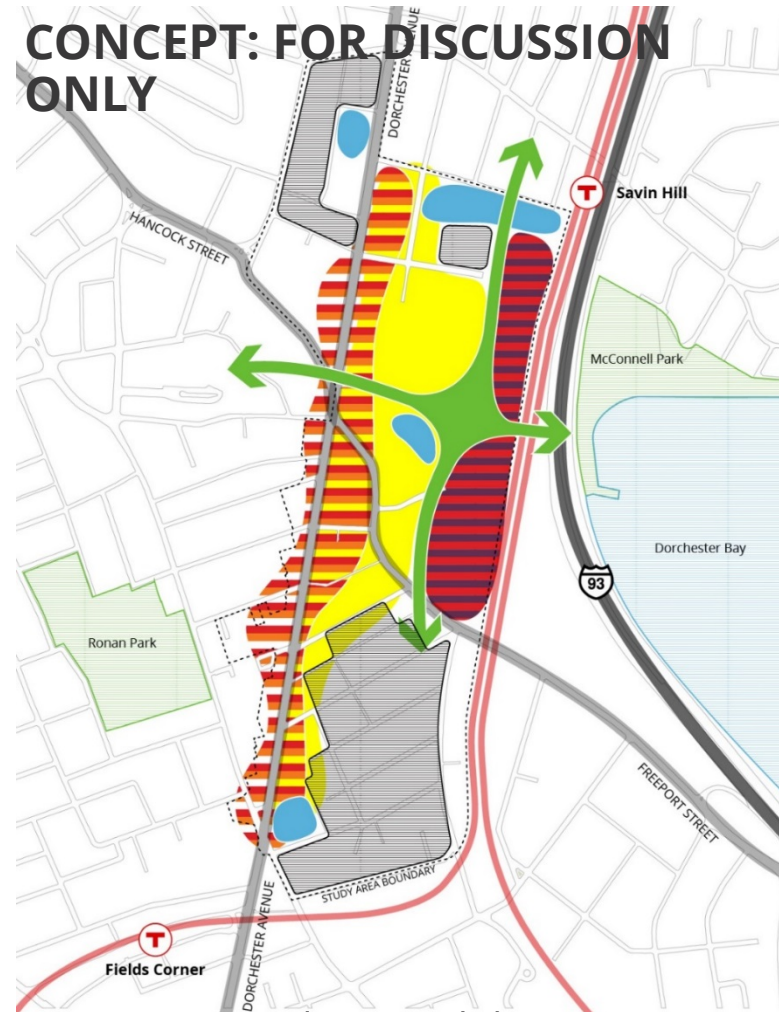


Key Urban Design and Planning Tools

1. Planning Tool: Allow for **mixed-use areas** with housing, job opportunities, and amenities
2. Urban Design Tool: Set **height limits** for new buildings in a **Stepped Concept** that screens taller buildings closer to the tracks with lower buildings closer to Dot Ave and the neighborhood
3. Urban Design Tool: Set aside space for **new streets, sidewalks, and open spaces** through Lot Coverage Requirements, "Right-of-Ways," and Setbacks.

Planning Tool: Land Use Guidelines

Allow for mixed uses such as housing and commercial in currently industrial areas



From 2017 Land Use Workshop

Urban Design Tools: Screening Height

3 story building in the foreground screens the 15 story building one block away

780 ft
300 ft



40 ft



300 ft
150 ft

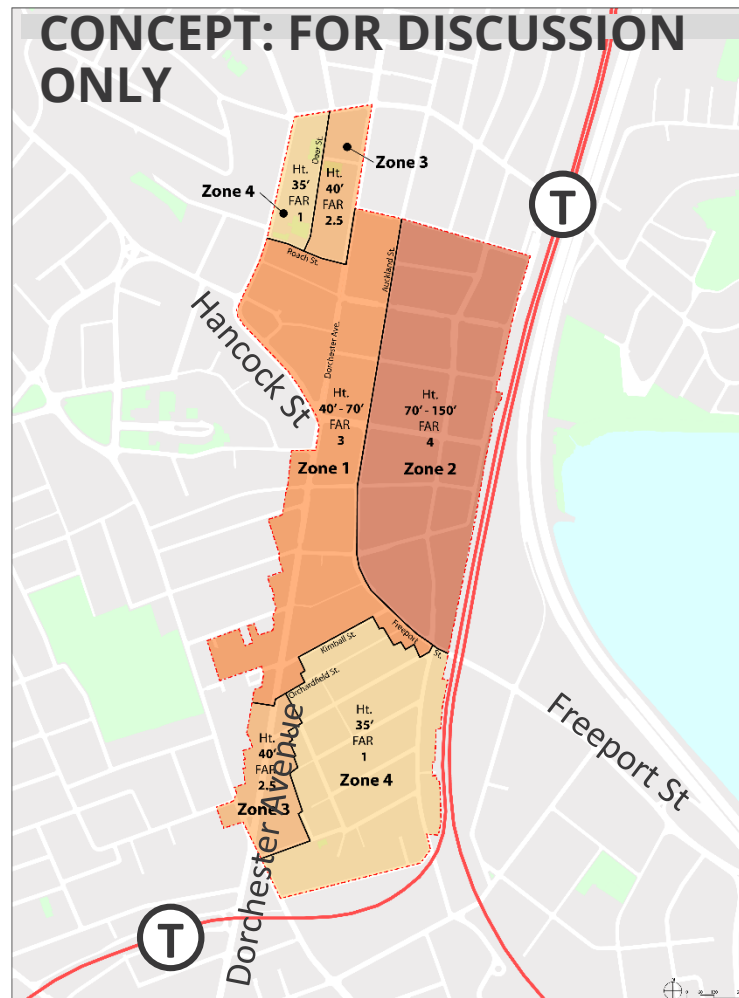
Urban Design Tools: Screening along Dorchester Avenue

10 story building is screened by the 2 story Maxim Pharmacy building on Dot Ave



Urban Design Tool: Height Requirements

Lower buildings on Dorchester Avenue screen taller buildings along the tracks

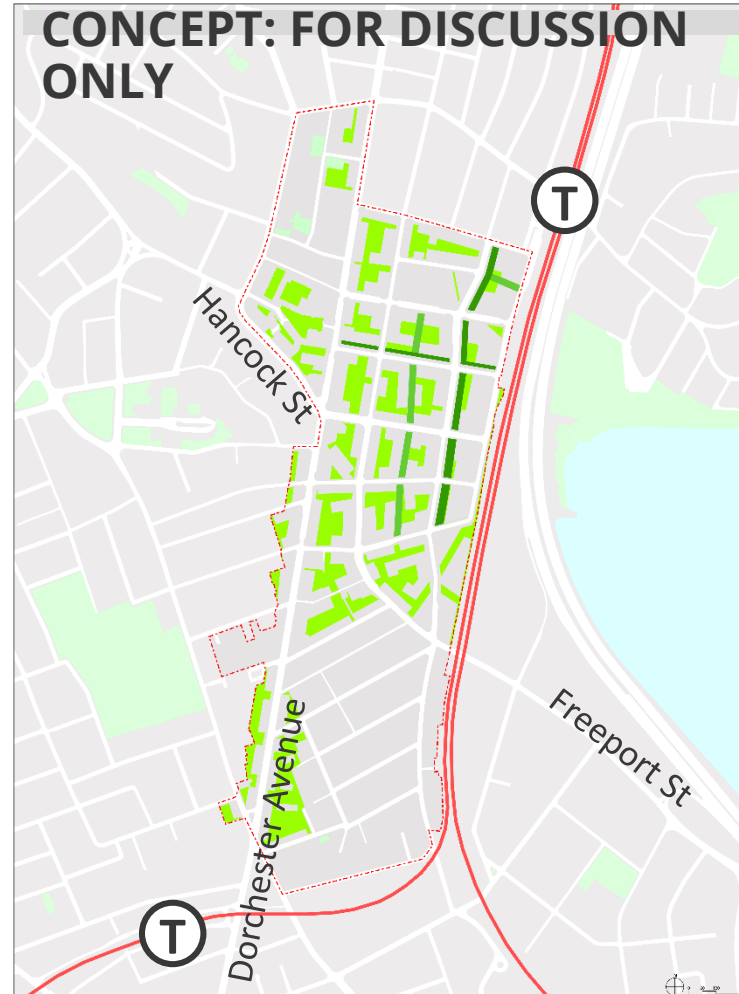


Legend

-  Zone 1: 40-70 feet
-  Zone 2: 70-150 feet
-  Zone 3: 40 feet
-  Zone 4: 35 feet (same as existing)

Urban Design Tool: Street Network and Open Space

Creating new connections in the neighborhood



Urban Design Tool: Lot Coverage and Open Space Requirements

Buildings can only take up 50% of the lot. The rest goes to open space and new streets.

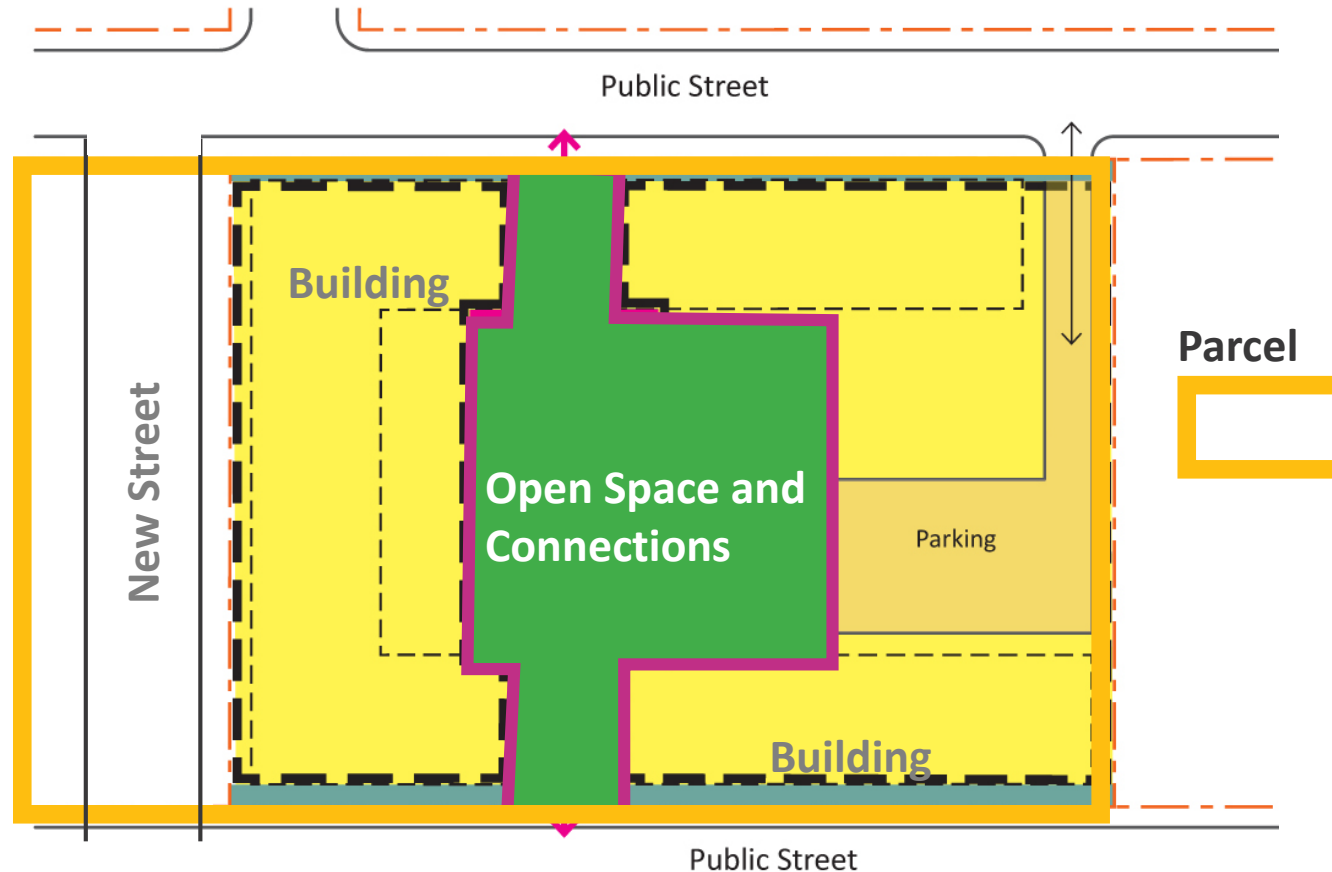
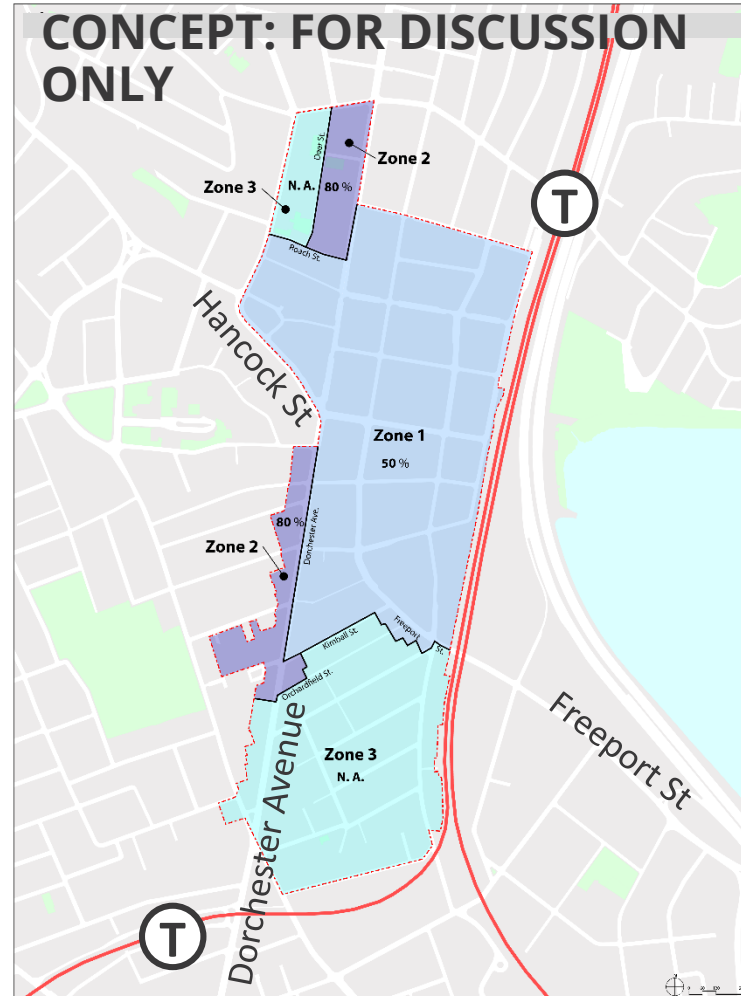


Illustration of how requiring a 50% lot coverage maximum creates new connections and open space

Urban Design Tool: Lot Coverage and Open Space Requirements

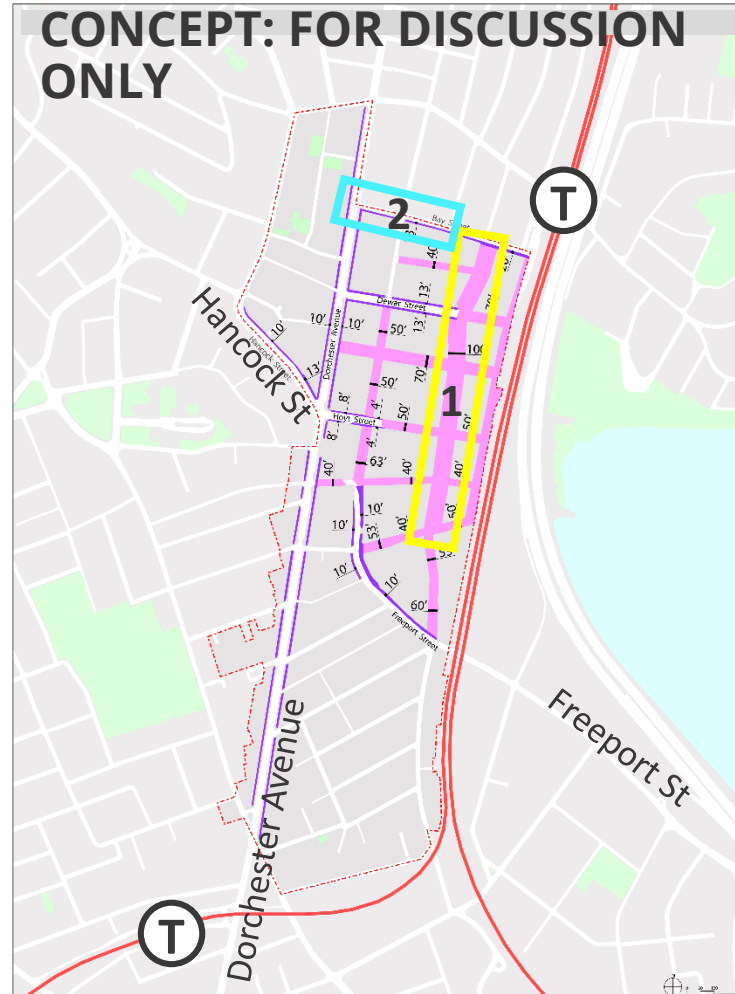
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KEY

Urban Design Tool: Right-of-Ways and Setbacks

“Right-of-Ways” and Setbacks reserve space for new connections, streets, and open spaces

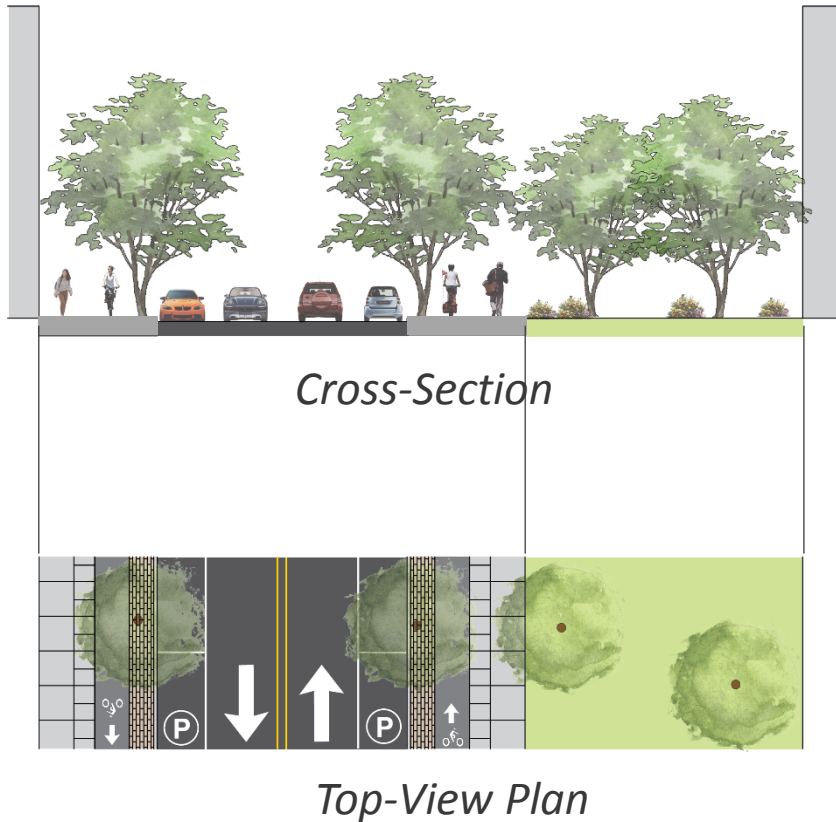


-  1. Linear Park (close to tracks)
-  2. Residential Street

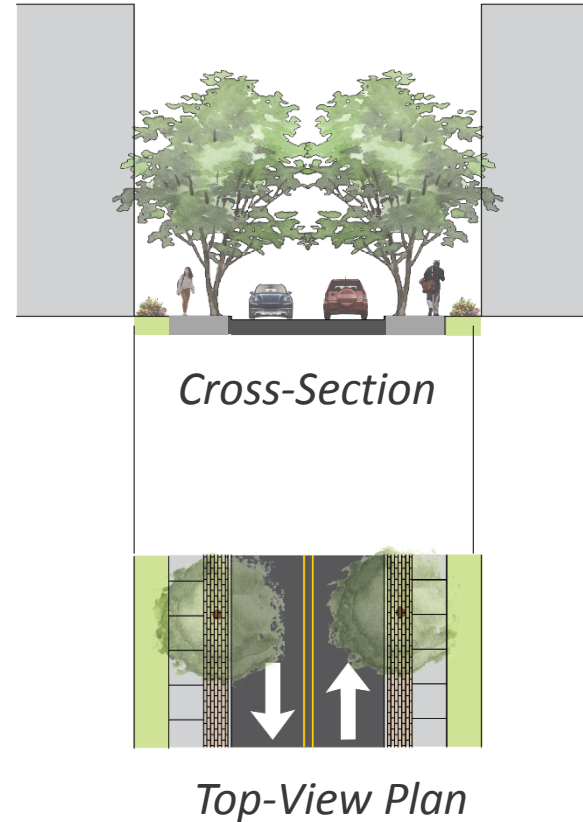
Urban Design Tool: Right-of-Ways and Setbacks

“Right-of-Ways” and Set Backs reserve space for new connections, streets, and open spaces

1. Linear Park (close to tracks)



2. Residential Street



Urban Design Tool: Right-of-Ways and Setbacks

“Right-of-Ways” and Set Backs reserve space for new connections, streets, and open spaces

1. Linear Park (close to tracks)



Illustration of Street View

2. Residential Street



Illustration of Street View

Urban Design Tools and Goals Summary

Urban Design Tools help guide growth to implement the Urban Design Goals

Urban Design & Planning Tools

1. Change Allowed Land Uses



2. Height Requirements



3. Right-of-Ways and Lot Coverage Requirements



Urban Design Goals

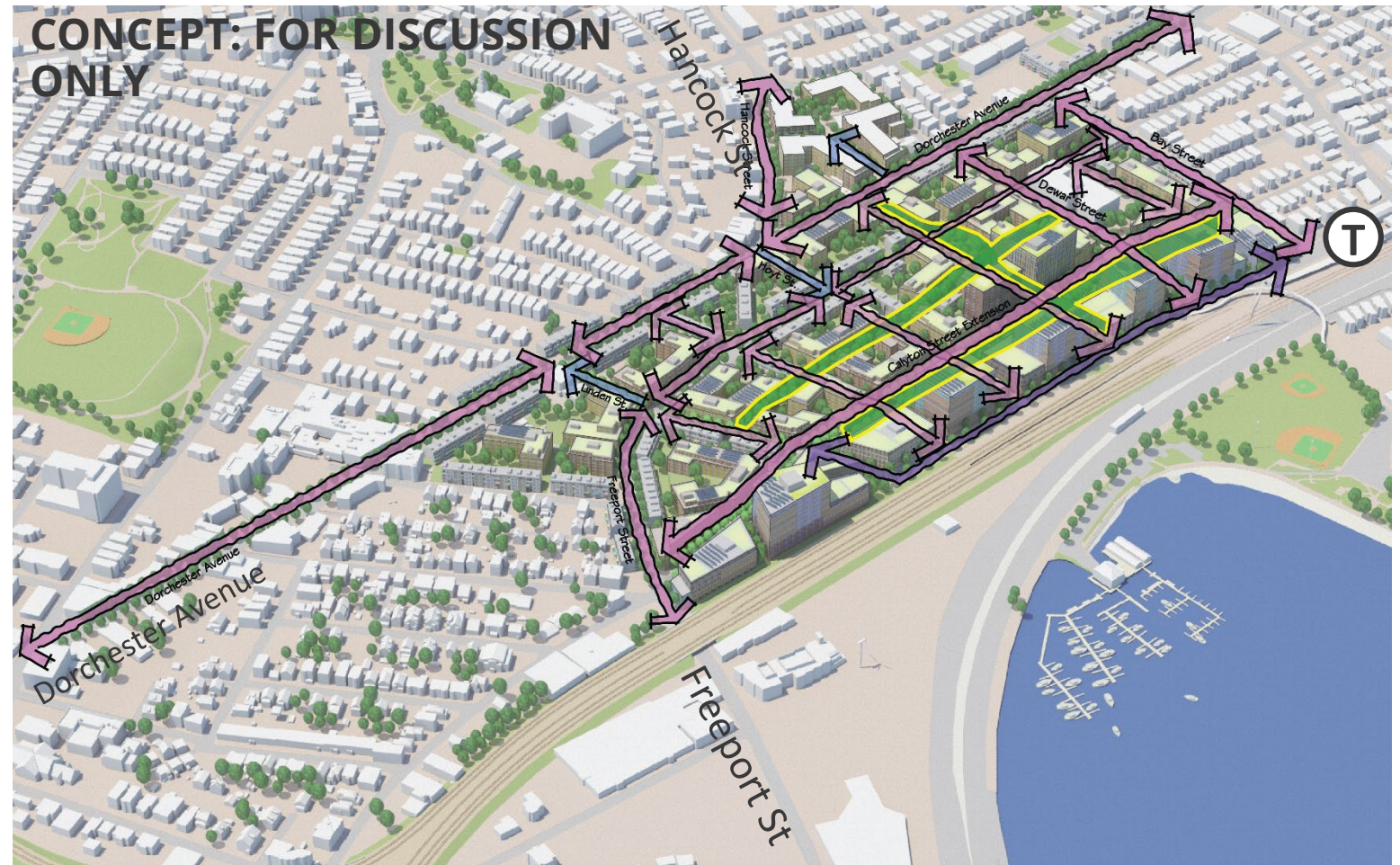
- New housing, job opportunities, and amenities
- Taller buildings along tracks/highway are screened by lower buildings along Dot Ave
- Street grid and improved connections
- Network of Open Spaces

Urban Design Tools and Goals Summary

- This is a projection of what the area *could* look like.
- *This is not* what the area *will* look like.
- Putting it all together:
 - Network of open space
 - Street grid and improved connections
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3

PLAN: Glover's Corner Provision of Public Goods



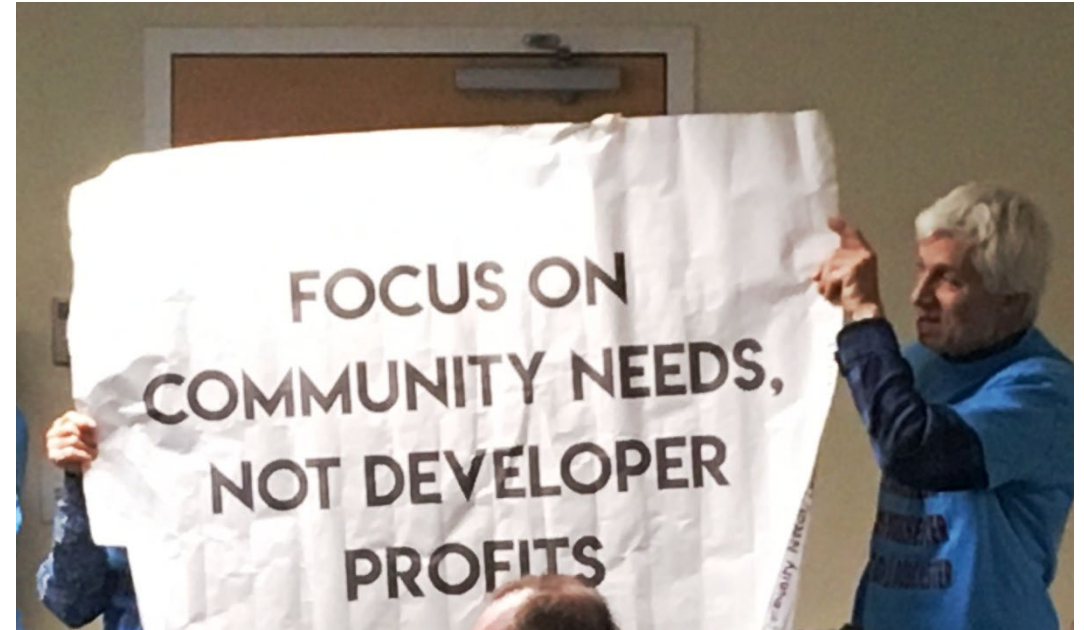
Provision of Public Goods

Previous Presentation Section

- Proactive planning
- Framework for streets, open space, built environment
- Preserve the character of surrounding (non-industrial) residential areas

Upcoming Section

- Focus on people and public goods



Harrison-Albany study

Density Bonus – Community Benefits

Affordable Housing – additional residential units that qualify as affordable housing according to the **Inclusionary Development Program (IDP)** of the City of Boston.

OR

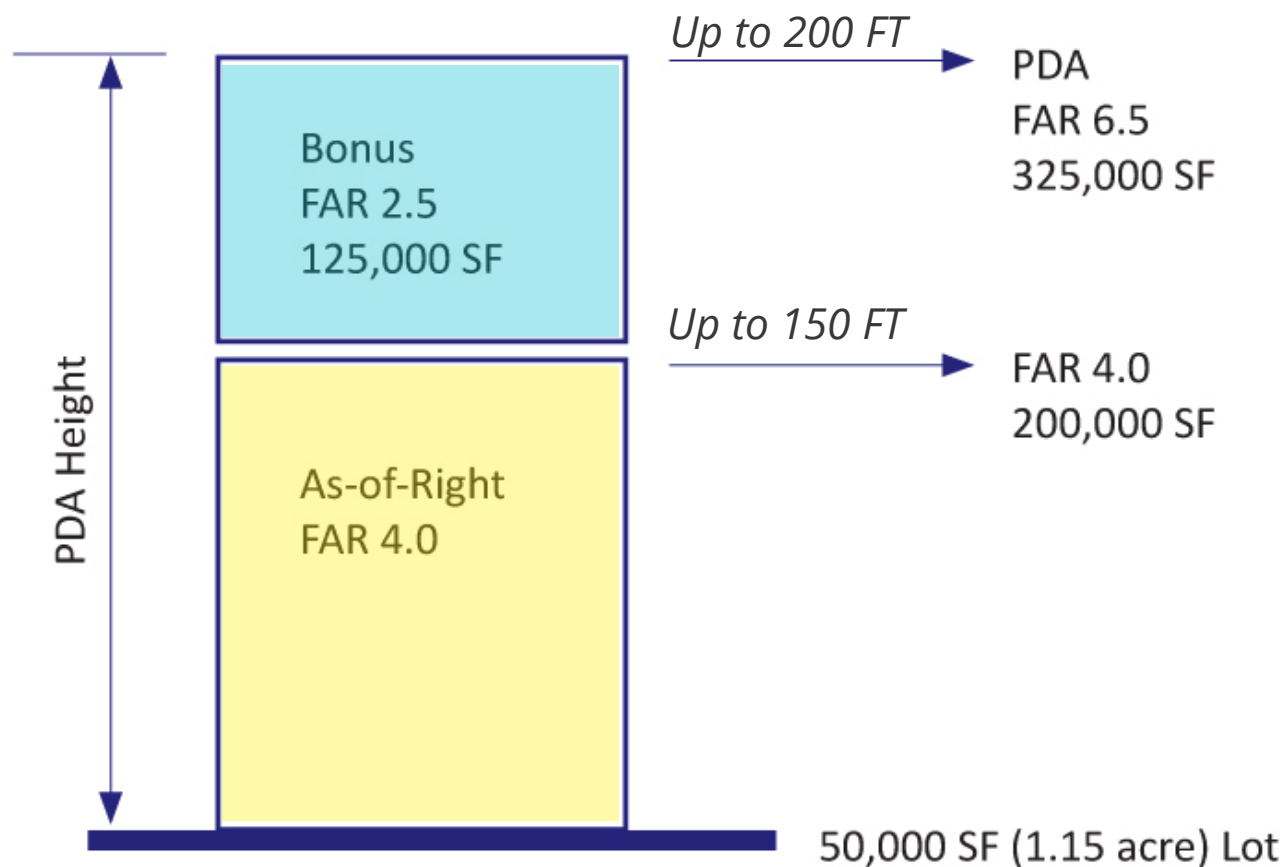
Affordable Cultural Space –bonus square footage to be dedicated to non-profit cultural entity

OR

Affordable Commercial Space –bonus square footage must be provided to a start-up business or its equivalent value must be provided to a program or loan fund

OR

Mixed-use projects



“Rent Jump” from mid-rise to high-rise construction

Change in average market rents

Mid-rise residential



\$3.50 / SF



High-rise residential



\$4.50 / SF

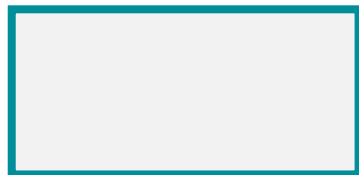
Assumptions:

- \$40/SF land costs
- Mid-rise hard costs: \$225 / SF
- High-rise hard costs: \$325 / SF

Different Affordability Levels at Different Heights for Privately-funded Development

At 70 % AMI Average

<40' (Existing)



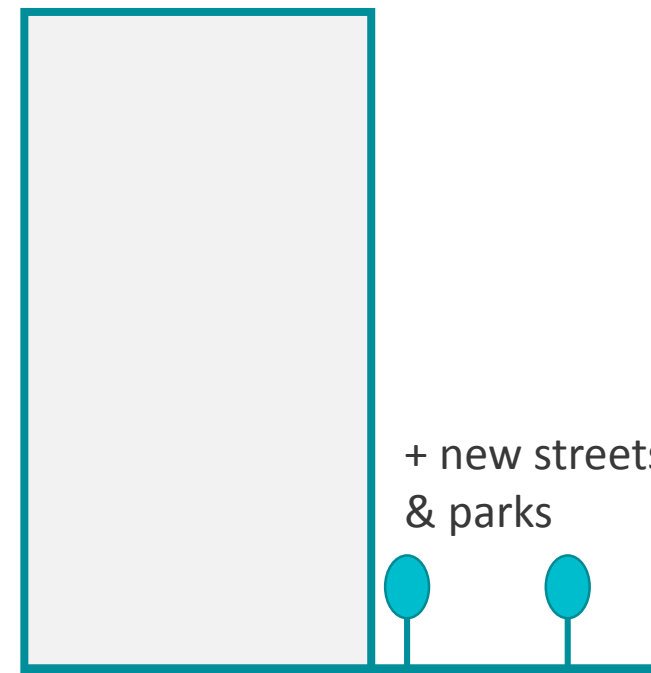
If As-of-Right,
No Affordability
Requirement

40'-70'



13% Affordable

70'-150'



15% Affordable

Other Tools

- **Direct subsidies to create income-restricted units.**
- **State subsidies for public roads/infrastructure.**
- **Public land offers opportunity to provide additional affordable housing and open space. School Department parcel could positively impact the overall proportion of income-restricted units across the study area.**
- **Stabilization programs (including Boston's Acquisition Opportunity Program) provide opportunities to income-restrict existing housing in adjacent areas.**

4

Heights, Urban Design, and
Public Goods

Discussion Stations



5

Open Question & Answer



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