

PLAN: South Boston Dorchester Ave Workshop –1/27/16

Distribution of Benefits Exercise and Street & Open Space Exercise

FACILITATOR NOTES

TABLE 1

BENEFITS DISTRIBUTION EXERCISE

Pie Distribution = mix of illustrative examples C and D

Pie distribution of 65/35 = Average of illustrative examples C and D

Housing = 65%

Other = 35%

Table Comments

- The group was very comfortable with the concept of value capture.
- Everyone agreed that the value captured has to be divided among various benefits instead of everything going to one benefit, such as housing. The group felt that distributing value would provide a “quality of life” for this new district.
- The group picked both option C and D as possible distribution of value capture.

STREET CHARACTER EXERCISE

The group spent the most amount of time on this exercise. The focus was on deciding, whether Old Colony or Dorchester Avenue will be the primary retail corridor. A lot of time spent talking about mix of uses because there were several community members that were new to the process. Specifically the comments were as follows:

- Make sure Old Colony has a good mix of uses, not just housing in order to create amenities that abut the existing neighborhood and to create a more pedestrian friendly corridor not a regional artery for cars
- Dot Ave as primary retail corridor makes sense on the ground floor. Second floor could be used for other services, such as law office or dentist’s office
- Retail = 1st floor activity
- Service = 2nd floor activity
- Some members of the groups found that the conceptual renderings lacked elements that respect the heritage of this area. Suggestion was to incorporate some elements from industrial brick buildings into the design
- In terms of sidewalk design, the group liked the idea of a cycle track and the trees separating the cyclists from the pedestrians.

OPEN SPACE CHARACTER EXERCISE

The group spent the least amount of time on this exercise.

TABLE 2

BENEFITS DISTRIBUTION EXERCISE

Pie distribution of 41.5/58.5 = average of various ratios proposed

Housing = 41.5%

Other = 58.5% (open space and local commercial space)

1. We had group participants speak to the benefits of both IDP and moderate income housing. More felt moderate housing should be the priority. Various ratios were proposed but varied between 33% and 50% housing with the remaining percentage to go to open space and local commercial space.
2. Subsidized commercial space for local businesses was also a priority as many have closed and been replaced by larger businesses.
3. Group wanted wider streets not just for larger sidewalks but also to make more lanes of travel available for cars.

STREET CHARACTER EXERCISE

- 1.) All agreed Dorchester Ave should be a two lane retail focused street.
- 2.) Old Colony Ave was viewed as more of the "arterial" designed to mover more traffic.
- 3.) The back street was proposed to be a second arterial that could add capacity for vehicles but also provide trails/Bike lanes.
- 4.) The group felt that not enough attention was being paid to office/commercial/RD space, and that there should be more of an attempt to have an area devoted to this type of development.

OPEN SPACE CHARACTER EXERCISE

- 1.) The group liked the idea of having flexible open space that could have changing events, even support outdoor concerts and music. State Street Park was seen as a model, Lawn on D was seen as too difficult to utilize given its popularity and also seen as a place for folks outside the neighborhood.
- 2.) New Street with its linear park & option for street fairs and special events was well liked.
- 3.) The Back street was also well liked

4.) One developer/land owner felt like there were too many streets that developers would have to pay for.

5.) The need for the use of eminent domain in order to create certainty with respect to layout streets was suggested by both land owners at the table.

TABLE 3

BENEFITS DISTRIBUTION EXERCISE

Pie Distribution = 50/50

Housing = 50%

Other = 50% (Local retail, cultural/civic space, open space)

Table Comments

Group varied widely on distribution of benefits. Some strongly favored housing while others favored other benefits, one participant wanted to split it 50%-50%. The table then collectively agreed to split all benefits 50%-50%. They also felt that the AMI percentages should be within the 70%-100% range.

STREET CHARACTER EXERCISE

General agreement with corridor concept presented

Felt strongly that Dorchester Avenue should be the amenities/retail corridor

Road along the tracks was good in order to keep trucks off other roads

Old Colony Avenue needs to be more than just a through street. It is connection between old neighborhood and new emerging neighborhood. This group felt strongly that, despite other corridors being more conducive to retail and open space, that some of this type of benefit should be used for Old Colony even if only in pockets to create good connections between neighborhoods.

Green Corridor

OPEN SPACE CHARACTER EXERCISE

New Street as rendered – This group liked New Street. Wanted more seats and benches and liked the separated bike lane.

Large Open Space – This group was split on active vs. passive use of any large open space. They decided that park like State Street Park on A Street would be best where open space is passive but appropriate space is built in to allow for it to be easily programmed. Also would like to see public restroom facility near park.

TABLE 4

BENEFITS DISTRIBUTION EXERCISE

Pie Distribution = 40/60

Housing = 40%

Other = 60% (local retail, cultural/community space, open space)

Table Comments

Group felt the need for a greater distribution to fulfill a range of benefits.

Given residential context of study area and adjacencies (where there is existing BHA housing and existing market rate housing) the majority of housing benefit should provide for moderate income housing.

Also expressed in discussion - a portion of the 40% residential pie should be allocated to AMI% lower than 120%

STREET CHARACTER EXERCISE

Dorchester Avenue should be the amenities/retail corridor

Road along the tracks should add green sound barrier and to lower pollution levels

Old Colony Avenue needs trees, but no median. Fit in a cycle track and narrow vehicular travel lanes.

OPEN SPACE CHARACTER EXERCISE

New Street as rendered – “Like it!” Do have concerns with maintenance across multiple property owners with the linear concept. Want street furniture – movable or otherwise – included.

Large Open Space – would like a hybrid of the active and passive concepts shown. Would like something for everyone at the large open space – like A Street park. For example, like the typographical elements added to A Street park. Want table tennis courts, full basketball court. Residents surprised that Moakley Park is oversubscribed. Not their experience during day or night. Include an imaginative playground. Accommodations for bike parking needed throughout study area. Also would like to see public restroom facility near park.

TABLE 5

BENEFITS DISTRIBUTION EXERCISE

Pie Distribution = 25/75

Housing = 25% (specifically moderate-income housing and elderly housing)

Other = 75% (50% open space and 25% civic/cultural/art space, affordable retail, 21st century industrial)

STREET CHARACTER EXERCISE

1. Dorchester Avenue

- Need a clear delineation between the pedestrian and cycling zones

2. Old Colony Avenue

- Green corridor/connector and link to beach and Moakley Park recreation

- Green mall

- Robust street trees down the median

- Walkable

3. Road along the tracks

- Recreation corridor

- Connect to larger open space

- Provide exercise stations along street

Which street is the primary retail corridor?

- Dorchester Avenue - connect Andrew to Broadway with retail

General Notes:

- Provide redundancy of bike network throughout area
- Dedicate space for transit
- Other configurations for cycle tracks
- Green infrastructure
- Widen sidewalks to accommodate street trees

TABLE 6

BENEFITS DISTRIBUTION EXERCISE

PIE DISTRIBUTION = 50/50

Housing = 50% (25% housing at 70% AMI, 25% housing at 80-100% AMI)

Other = 50% (25% open space, 25% local retail/parking lot)

Other ideas the funding could go towards

- Ensure adequate parking in new development
- = Double parking is unsafe
- Funding to create public parking
- Fund amenities such as grocery stores

Thoughts about density

- Some at table said no more than 70ft in height
- Others said diversity helps allow more to live in the area

STREET CHARACTER EXERCISE

- Old Colony definitely needs to be safer - bike lanes?
- One person said - Not sure the bike lane on service corridor would be well used if greenway was one street over
- Alternative opinion - Bike lane is good along service corridor because don't have to stop
- More pocket parks and less linear parks
- Angle parking to get more in (Example Union Sq in Somerville)
- Need a way to get to the freeway (Haul Rd connection?)
- Old Colony should be greenway to because leads to Moakley - make a link to existing parks
- Dorchester Ave needs to connect to downtown

OPEN SPACE CHARACTER EXERCISE

Large Open Space

- The active open space concept provides more of a destination that could drive business and might be more appealing to developers
- The passive open space concept is something we already have at Moakley Park

Linear Park

- Linear park idea could be better because links all developments together
- Might be harder to have sense of community
- Great for pedestrians

OPEN SPACE CHARACTER EXERCISE

- Passive open space concept preferred

TABLE 7

PIE DISTRIBUTION = 75/25

Housing = 75%

Other = 25% (12.5% local retail, cultural/community space and 12.5% open space)

Table Comments

Group felt the new district should meet its open space needs and provide opportunities for small businesses and educational opportunities

STREET CHARACTER EXERCISE

Dorchester Avenue should be the primary retail corridor

All planned bike facilities must be connected safely to outside the study area

Create bike/pedestrian by-pass connections for major congested nodes (i.e. Andrew Sq.)

Introduce more building setbacks

Utilize “service corridor” to accommodate bus service

Future structures need to be high quality with a variety of architecture

OPEN SPACE CHARACTER EXERCISE

Group preferred “green corridor” concept

Corridor should connect people to the existing Moakley Park

Corridor concept could be varied to relate to the adjacent land uses

Corridor concept would add value to more future land uses and would help preserve long term vibrancy

TABLE 8

PIE DISTRIBUTION = 60/40

Housing = 60% (Note: low income housing a priority)

Other = 40%

STREET CHARACTER EXERCISE

- Dot Ave – Ground floor retail/shops
- “New” street should have more amenities like restaurants as opposed to Dot Ave w/green space
- Service corridor (checkmark) + transit (
- Bikes on service road because there are less intersections
- Cycle tracks not necessary on every street
- Playgrounds for children, open space for families
- Put Old Colony Ave on a road diet?

OPEN SPACE CHARACTER EXERCISE

- Combine active + passive by reserving some for sports etc.
- Provide Dog parks!!
- Have a series of small or mid-size open spaces as opposed to one large open space (to supplement the restaurants)
- Provide Public restrooms