PLAN: Glover's Corner

Preserve. Enhance. Grow.

boston planning & development agency

Why PLAN: Glover's Corner

OVERVIEW

Goals of the Process

- Engage all stakeholders in an open and informed process to develop a plan
- Assess existing area-specific conditions
- Create a framework for appropriate development
- Preserve the neighborhood: both the built environment and its people
- Enhance, renew, and restore
- Grow through appropriate development supported by new open space, transportation, and climate resiliency infrastructure

Vision Statements

Enhance and preserve the character of the existing neighborhood:

- Prevent displacement and stabilize existing families in their homes
- Create safe, walkable bike-friendly streets throughout the neighborhood
- Provide support for local businesses
- Support cultural diversity and inclusivity of the neighborhood

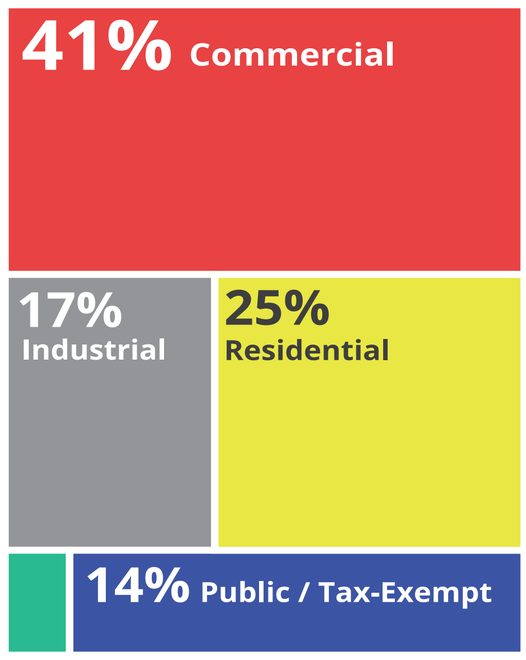
Establish a people-centric district in the current industrial area through equitable and inclusive growth:

- Creation and preservation of housing that is affordable to households with a range of income levels
- Establishment of climate-resilient neighborhood with quality open space
- Preservation and growth of quality jobs
- Improved transit options and neighborhood connections through a new network of streets, sidewalks, and parks

Land Use & Character
OVERVIEW

Context

The industrial areas of the PLAN: Glover's Corner Study Area currently consists of low-scale commercial buildings and parking lots that are increasingly facing development pressure. These same market conditions are impacting the market for existing housing stock, raising housing costs.



Land use percentages within study area


Dorchester Ave at Leedsville St.

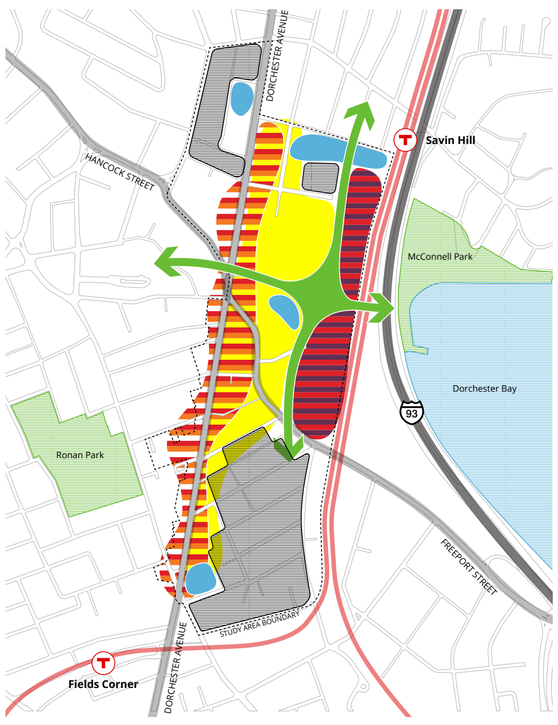

Dorchester Ave at Adams St.

Dorchester Ave at Hoyt St.


Clayton St at Leonard St.

Process

Participants expressed a desire to see new housing (income-restricted and market rate) and job opportunities in the area, but also wanted to see existing residential areas and local business areas preserved through development without displacement.



PLAN: Glover's Corner Land Use

- Housing
- Shopping & Commercial
- Housing, Shopping & Commercial
- Commercial & Industrial
- Cultural & Civic
- Open Space
- Preserved Area


October 25, 2017 Land Use Workshop

July 31, 2018 Neighborhood Character Workshop

November 8, 2018 Urban Design Scenarios Workshop

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Land Use & Character
DRAFT RECOMMENDATIONS

1 Preserve the character of existing residential areas

Within existing residential areas, small-scale infill development should match existing uses and scale.

The portions of new large-scale development that are immediately adjacent to existing non-industrial neighborhoods should be responsive the existing character of these neighborhoods, and hew close to the dimensions and character found therein.

2 Preserve and enhance the character of Dorchester Avenue

Along Dorchester Avenue, ground floor uses should activate the street. New development should be sensitive to the existing character and uses: ground-floor commercial spaces should be designed in a manner suited to the spatial needs of locally-owned, small-scale businesses that serve the local community.

Upper levels to provide additional commercial space or residential use, not to exceed 70 feet.

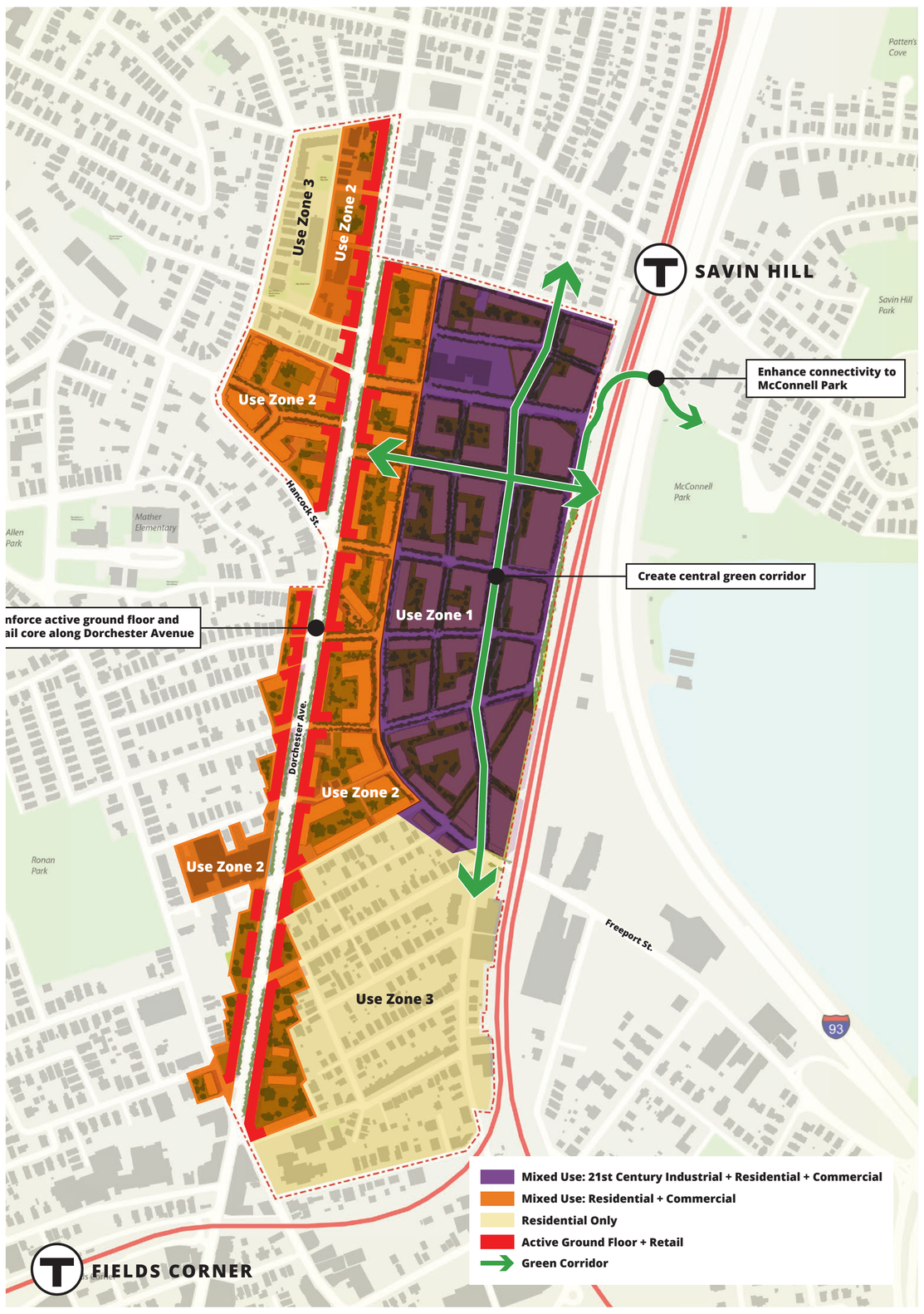
3 Lower-height buildings adjacent to existing residential neighborhoods; taller buildings further away from Dorchester Avenue

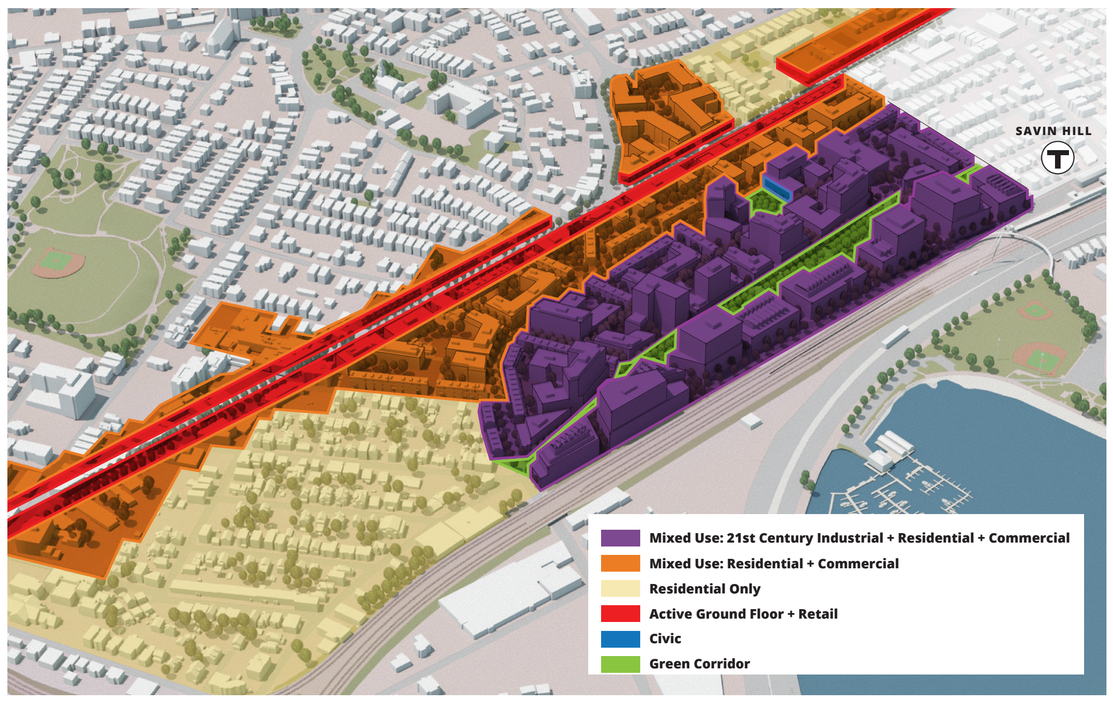
Building height up to 70 feet closer to Dorchester Avenue, and up to 150 closer to MBTA tracks. Visual impacts of taller buildings should be screened from existing neighborhood. The future mix of uses will depend on future market conditions.

This plan serves as a framework to ensure that future development is of an appropriate scale, is climate resilient, and includes necessary income restricted housing, affordable commercial space, open space, and transportation infrastructure.

4 Create a new network of streets and open space

Urban design guidelines of the plan including 50% lot coverage to provide adequate land for public realm and open space improvements. New development must contribute to the creation of a coordinated network of new streets and open spaces.





Proposed land use zones overlaid on a depiction of one possible long term buildout.

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PLAN: Glover's Corner
May 5, 2019

Mobility & Connectivity
OVERVIEW

Context
Many key intersections act as bottlenecks for traffic and bus transit due to limited connections, and getting around by foot, bike, and accessing transit are challenging because of the unpleasant conditions on existing streets.

1893 - History of Infill and Development


Limited bike facilities

Narrow and obstructed sidewalks on many side streets


Today - History of Infill and Development


Local and regional traffic from I-93 create congestion on Dorchester Avenue

Certain bus routes are unreliable and infrequent

Process
Participants were concerned about how development would impact transportation conditions and expressed interest in improved connections to get around the neighborhood by foot, bike, vehicle and transit.

November 29, 2017 Mobility & Connectivity Workshop

November 29, 2017 Mobility & Connectivity Workshop

Transportation comments from March 8, 2017 Open House

Mobility and Connectivity
DRAFT RECOMMENDATIONS

1 New grid of streets to distribute traffic and realign Glover's Corner intersection

New streets that run parallel to Dorchester Avenue will alleviate traffic that funnels onto Dorchester Avenue and a denser grid of streets creates alternative routes to eliminate bottlenecks and create capacity for new development.

2 Improve key neighborhood intersections along Dorchester Avenue

Improve the design of existing intersections including realignment, added turning lanes and sightline improvements. Other design interventions should focus on pedestrian and bike infrastructure improvements.

3 Introduce traffic calming improvements to residential streets; promote walk and bike access to transit

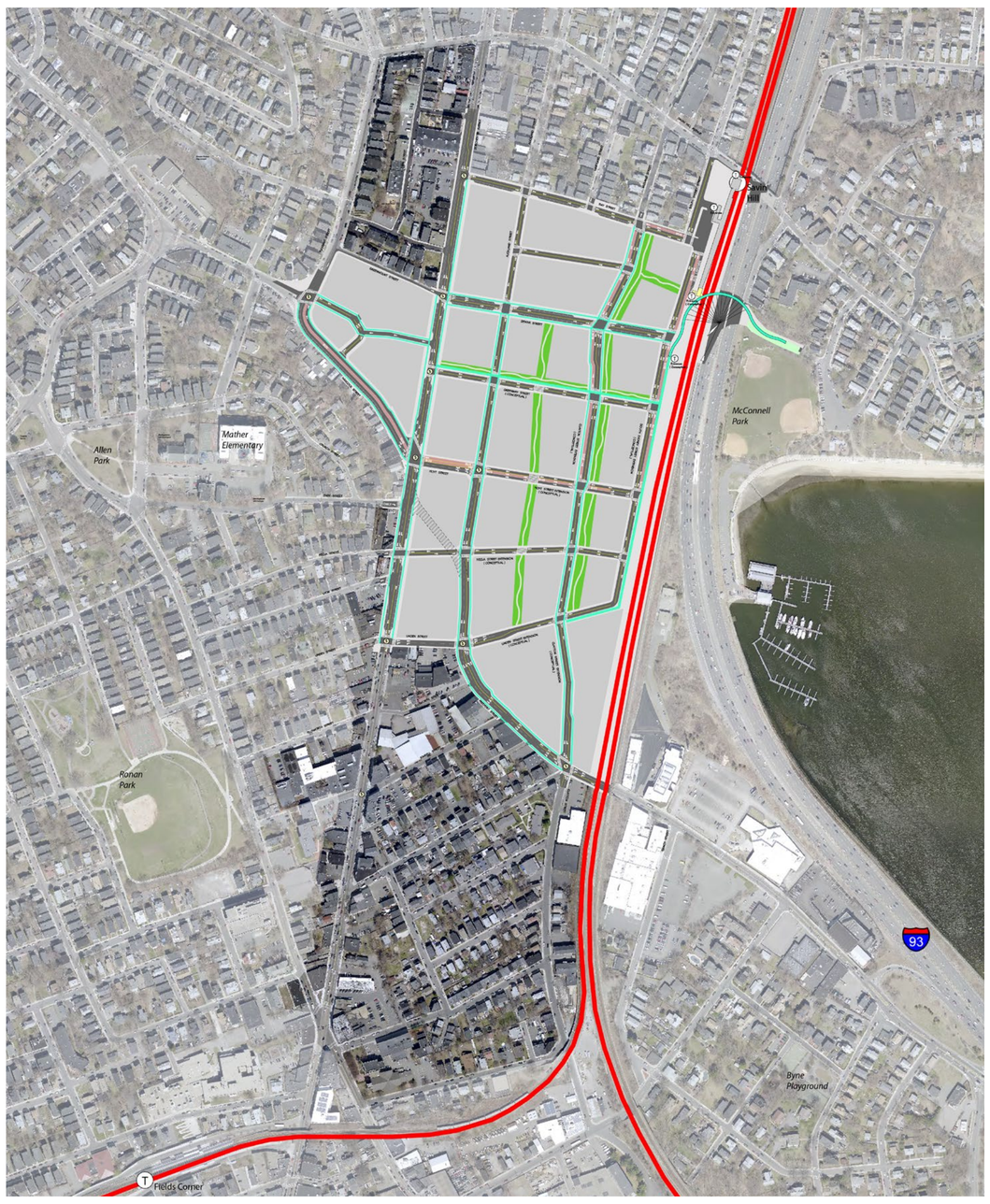
On residential streets, cut-through traffic should be discouraged through traffic calming interventions. Recommended interventions for residential streets include signage, curb bump-outs at intersections, narrower streets, and raised crossings/intersections.

4 Improve and expand existing bus connections to transit

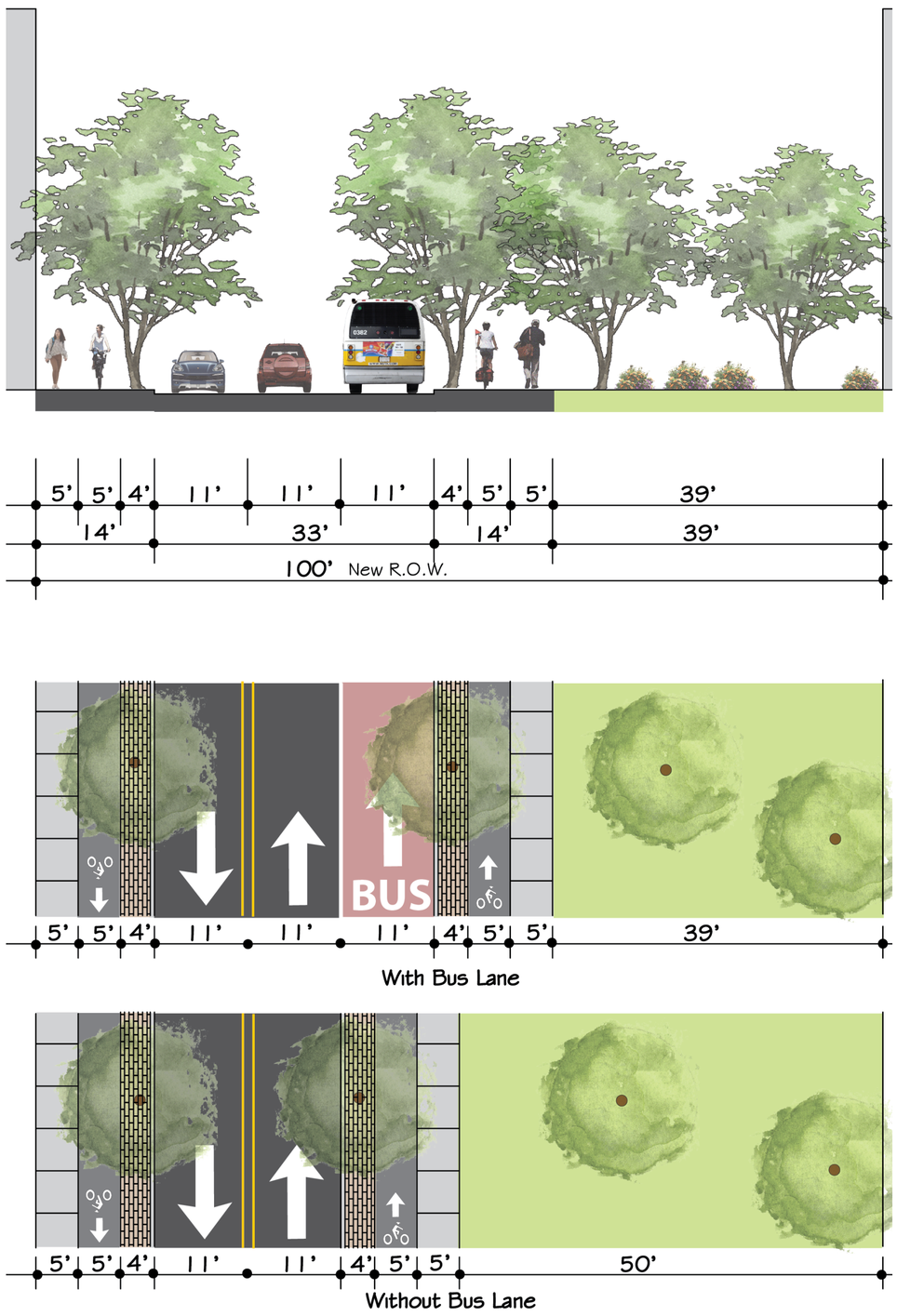
Transit improvements include creating new entrances to Savin Hill T stop and improving the reliability of existing bus services such as the Route 15 bus, including a potential bus lane on future streets to connect riders directly to Savin Hill.

5 Improve regional bike, open space, and pedestrian connections

Active mobility improvement recommendations focus on filling strategic gaps in the existing bike network, upgrading existing cycle infrastructure, and improving sidewalk conditions: A new linear open space network to add to the active mobility network; and a new bike and pedestrian bridge over Interstate 93 to directly connect the community with Saving Hill T stop, McConnell Park, and the Harborwalk.



Future street and open space network



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PLAN: Glover's Corner
May 5, 2019

Housing
OVERVIEW

Context
Glover's Corner sits at the heart of Dorchester and reflects the racial, ethnic, and economic diversity of Boston's largest neighborhood. Seventy-three percent of residents in the Study Area and in the surrounding neighborhoods rent, making housing stability and displacement key concerns of the planning process. As Glover's Corner changes, it is important to address the housing needs of this area and prevent displacement.

Process
Housing affordability and preventing displacement have been top priorities throughout the process.

My fear is...

that there is not enough city land in glover, so how can we implement developers to create affordable housing.

☐ Youth ☐ Resident ☐ Business Owner ☐ Property Owner
☐ City Staff ☐ Non-profit Staff ☐ Developer ☐ Other: _____

My hope is...

That this plan will have a significant requirement for affordable units ~~[illegible]~~ to be required by market rate developers so that the changes don't directly hurt my neighbors and make the crisis worse

☐ Youth ☒ Resident ☐ Business Owner ☐ Property Owner
☐ City Staff ☐ Non-profit Staff ☐ Developer ☐ Other: _____

March 29, 2018 Housing Toolkit Workshop

My hope is...

The city aggressively uses its land to cut development costs so that we can have more large-scale affordable housing built with permanent covenants for affordability

☐ Youth ☑ Resident ☐ Business Owner ☑ Property Owner
☐ City Staff ☐ Non-profit Staff ☐ Developer ☐ Other: _____

Anh chị có câu hỏi gì không ...

Why is a family that is earning less than $46,5~~00~~3 considered low income & not available for homeownership.

Tôi là...

☐ một cư dân ☐ chủ doanh nghiệp ☐ khác: _____

Comments from Housing Toolkit Workshop


March 29, 2018 Housing Toolkit Workshop

New Housing

PLANNING FOR AFFORDABILITY TO PREVENT DISPLACEMENT

1 Use school Resource center site for public good

Any housing to be built at the site will be 100% income restricted, significantly increasing the area's number of income restricted units.

2 Provide public funding for buildings with a high percentage of income-restricted housing

Additional City funding programs can support projects that develop more affordable units independent of, or in addition to, the percentages in inclusionary guidelines.

3 Create income-restricted housing in market-rate developments

New market-rate developments will be required to have higher number of affordable units at deeper levels of affordability, relative to existing City policy. (See table below.)

Aeriel of study area showing school resource center site

Building Height	Current As-of-right Projects	PLAN: Glover's Inclusionary Development Policy Units, as a Percentage of Total Units, On-Site AMI Average = 50% AMI (Rental)	PLAN: Glovers Inclusionary Development Policy Units, as a Percentage of Total Units, Off-Site or a Contribution to the IDP Fund AMI Average = 50% AMI (Rental)	PLAN: Glover's Study Area Percentage of Total New Units (pending disposition of School Resource Center)
Up to 70 feet (about 6 stories)	N/A (zero)	13%	15%	Significantly Greater %
Greater than 70 feet	N/A (zero)	15%	17%	Significantly Greater %

Housing Stability

PLANNING FOR AFFORDABILITY TO PREVENT DISPLACEMENT

1 Purchase Existing Housing to Protect Tenants

Through the Acquisition Opportunity Program (AOP), the City provides assistance to non-profits to purchase existing housing to protect current tenants from market rent increases and keep rents stabilized.

2 Pursue City-wide policy to improve resources for tenants facing displacement and expand the rights of tenants to reduce the threat of displacement

The City is pursuing legislation such as giving tenants a right of first refusal to purchase their buildings, removing properties from the speculative market. The City's Office of Housing Stability will continue to provide legal, financial, and other types of assistance for individuals facing housing displacement.

3 Promote homeownership among low and moderate income residents and help existing homeowners remain in their homes

The Boston Home Center will support first-time home buyers with education and down-payment assistance, and help homeowners challenged with repairs, foreclosures, and property tax issues. The Additional Dwelling Unit and inter-generational housing programs will allow homeowners to generate additional income, while providing new affordable housing opportunities.

4 Implement the Neighborhood Diversity Preservation Preference (NDPP) on eligible developments

The NDPP attempts to balance the needs of neighborhoods with fair housing policy by only allowing such a preference in neighborhoods that are already diverse, only applies to up to 50 percent of the units in a housing lottery, and is targeted to applicants who are most likely to be displaced due to increased housing costs.

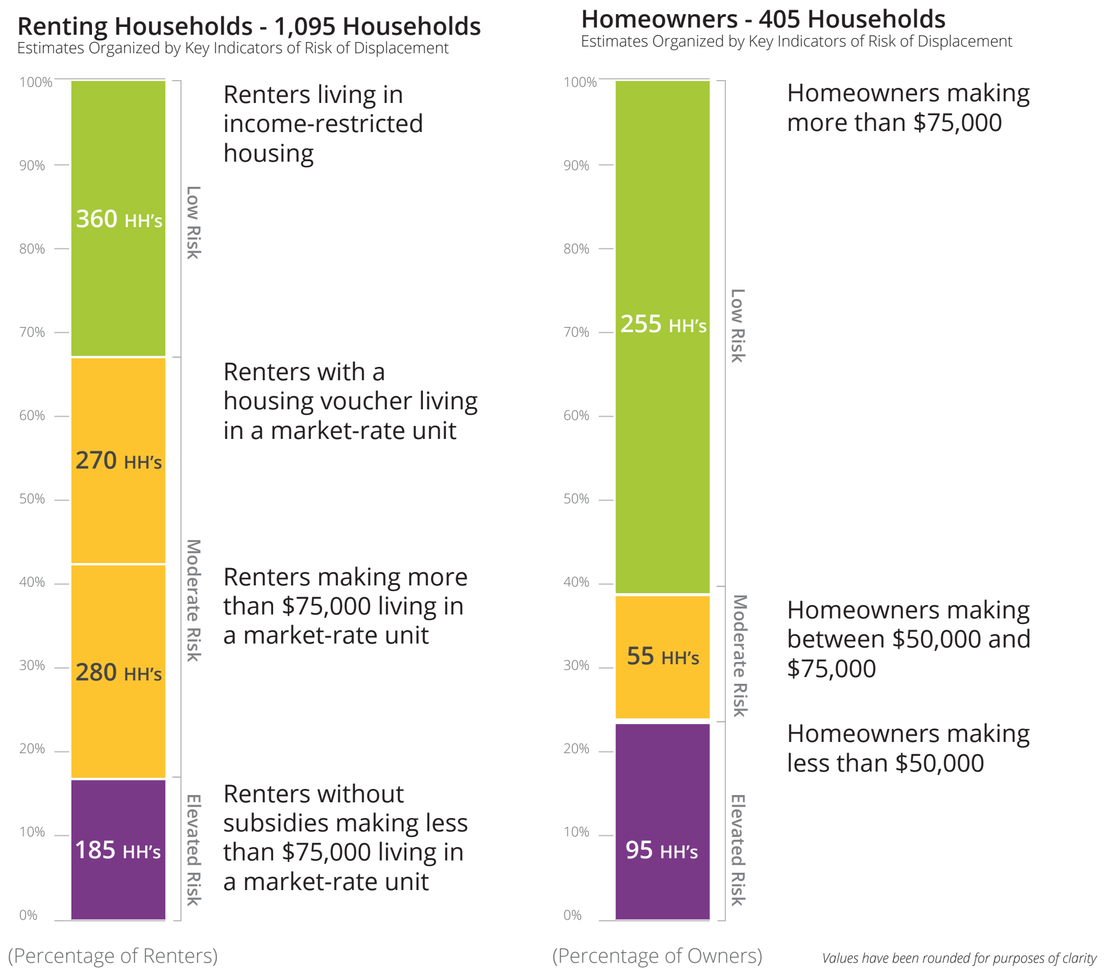
5 Allow developers to meet their IDP obligations by purchasing existing housing

Developers of market rate housing will be allowed, on a case-by-case basis, to meet some of their IDP obligations through the purchase and income restriction of existing housing units in 1/2 mile of the study area.

6 Encourage developers to create lower cost housing through the Creation of Compact Units

The Compact Living pilot will help Boston build more well-designed and well-located units that are less expensive than other new market-rate units.

Levels of Risk of Displacement Due to Rising Rents and Risk of Foreclosure



Low Risk
Moderate Risk
Elevated Risk

Without assessing the circumstances of individual households, it is difficult to say exactly how many households are at risk of displacement if rents or housing costs increase. We can instead look at a few key metrics: data on households that are currently housing cost burdened, data on incomes, and an assessment of how many households are homeowners, are voucher-holders, or are living in income-restricted housing.

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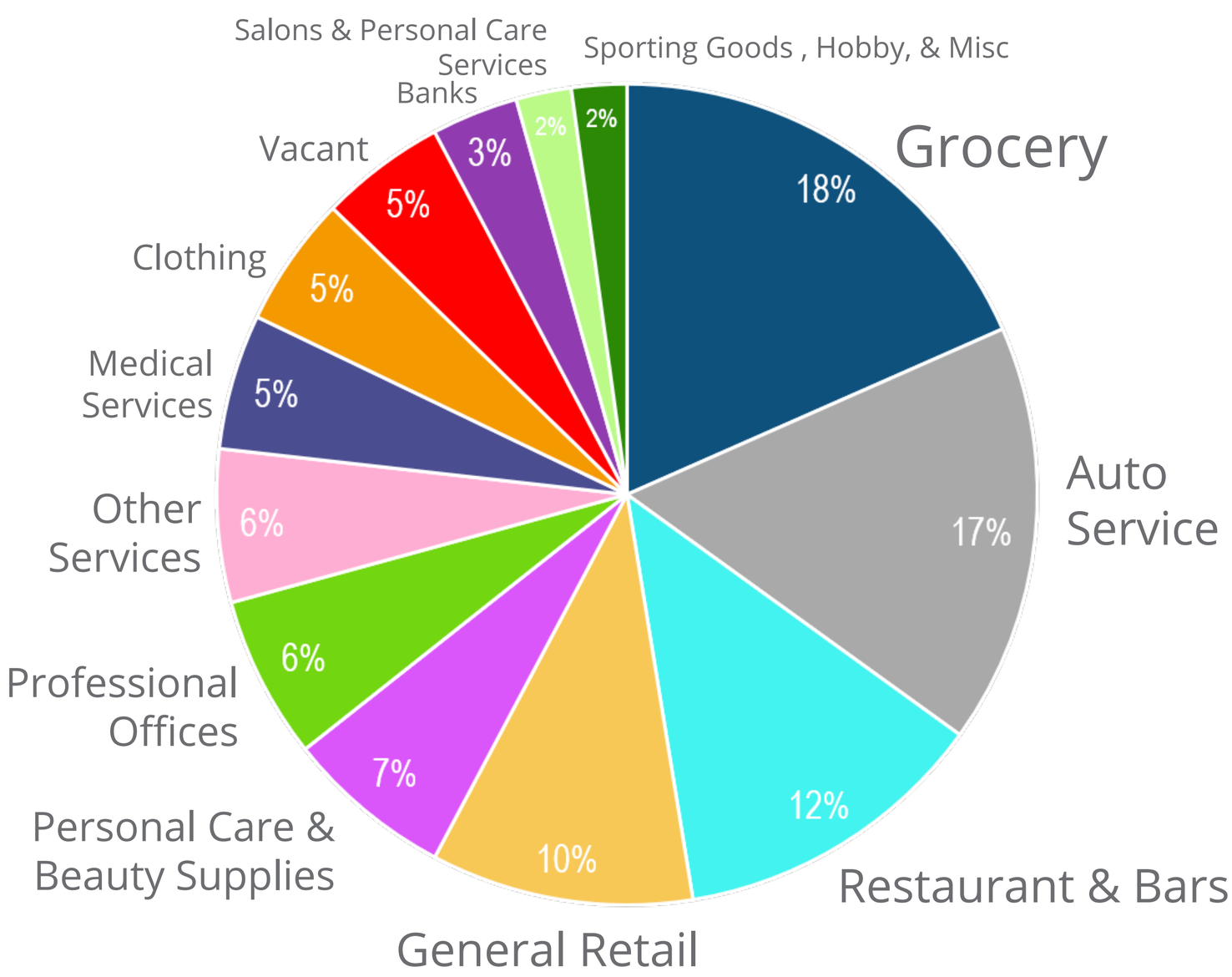
PLAN: Glover's Corner
May 5, 2019

Jobs and Businesses
OVERVIEW

Context
31% of the 242 businesses in the Study Area portion of Dorchester Avenue corridor are Vietnamese-owned, part of a healthy mix of small businesses with a relatively low retail vacancy.

Square Feet Breakdown:



Storefront Dorchester Ave at Auckland St

Hancock St at Dorchester Ave

Source: Landwise Advisors 2017

Process
Participants expressed that preserving the neighborhood's character of local, small businesses, particularly businesses catering to Dorchester's diverse immigrant community, was a priority.

January 31, 2019 Jobs and Business Deep Dive at Pho Hoa on Dorchester Ave

Jobs and Businesses
Draft Recommendations

1 Focus existing City resources from the Office of Small Business Development to help existing, local small businesses prepare for future changes and adapt.

These resources include on-site technical assistance to create business plans, negotiate leases, and improving storefronts through City grants.

Businesses at 1397 Dorchester Ave

2 Create new commercial spaces along the corridor targeted towards small, local businesses

Existing and new local businesses need new affordable spaces to start, expand, and grow. Some ground floor spaces of new developments should be set-aside for affordable, local commercial space. Narrower and smaller retail frontages could also be a lower barrier of entry for small businesses.

3 Create new job opportunities by attracting new businesses and providing job training programs for the neighborhood

With new 21st-century businesses coming to the neighborhood, a priority is to make sure existing resident skills match these new jobs. Job training through a potential job training center and programs by new businesses are recommended.

Restaurant at 1236 Dorchester Ave

4 Explore potential city-wide policies to help further support and stabilize small businesses

While there is an office dedicated to supporting residential tenants facing displacement, there is not an equivalent coordinated network of support for small businesses. This plan recommends an analysis of potential options to strengthen protection for local, small businesses, as suggested by the small business consultant:

Strengthen tenant protections (e.g., timeline for renewals, access to arbitration)

Promote Innovative Lease Structures (e.g., lease-to-own, lower monthly rent + % of sales)

Promote and provide assistance for Innovative Ownership Strategies (e.g., co-ops, incentivizing smaller spaces and retail condos)

Promote other innovative policies (e.g., tax incentives for landlords who provide affordable leases or work with legacy businesses; penalties for commercial vacancies)

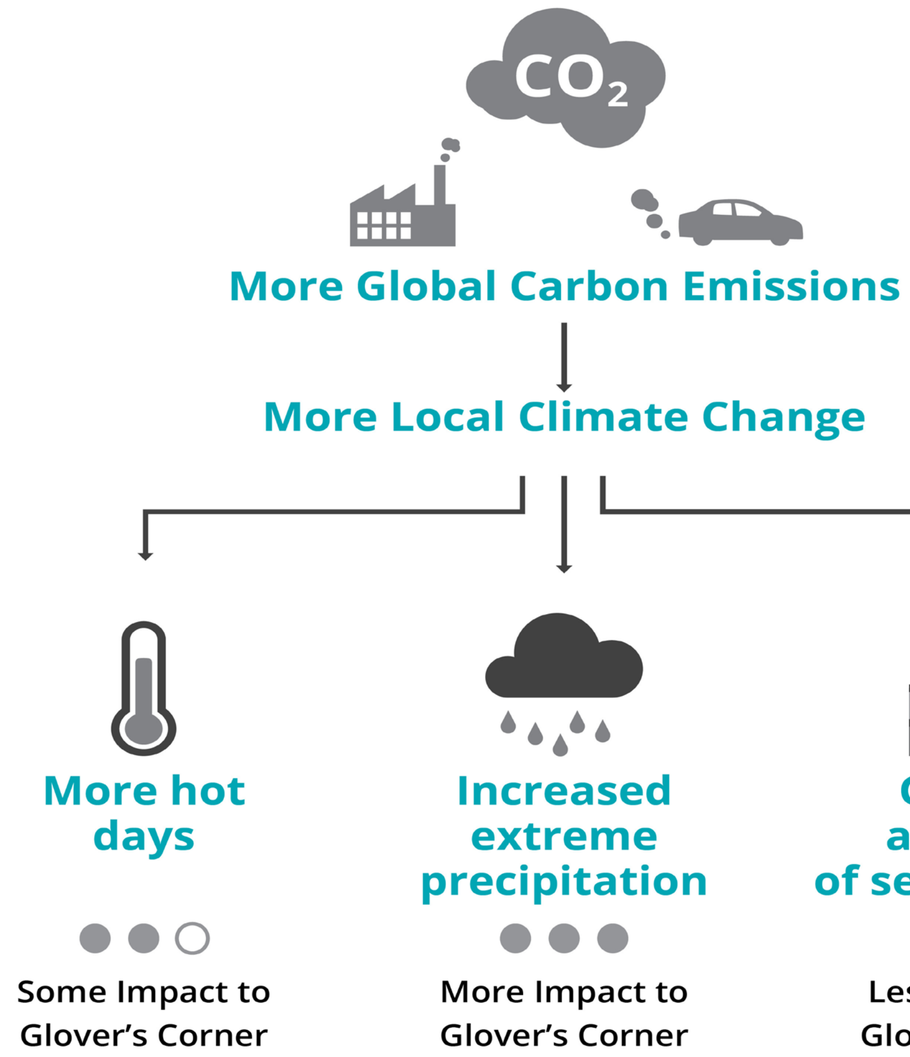
Bakery at 1229 Dorchester Ave

5 Mixed-use and non-residential developments seeking PLAN: Glover's bonus building dimensions must also provide public goods over and above standard linkage requirements.

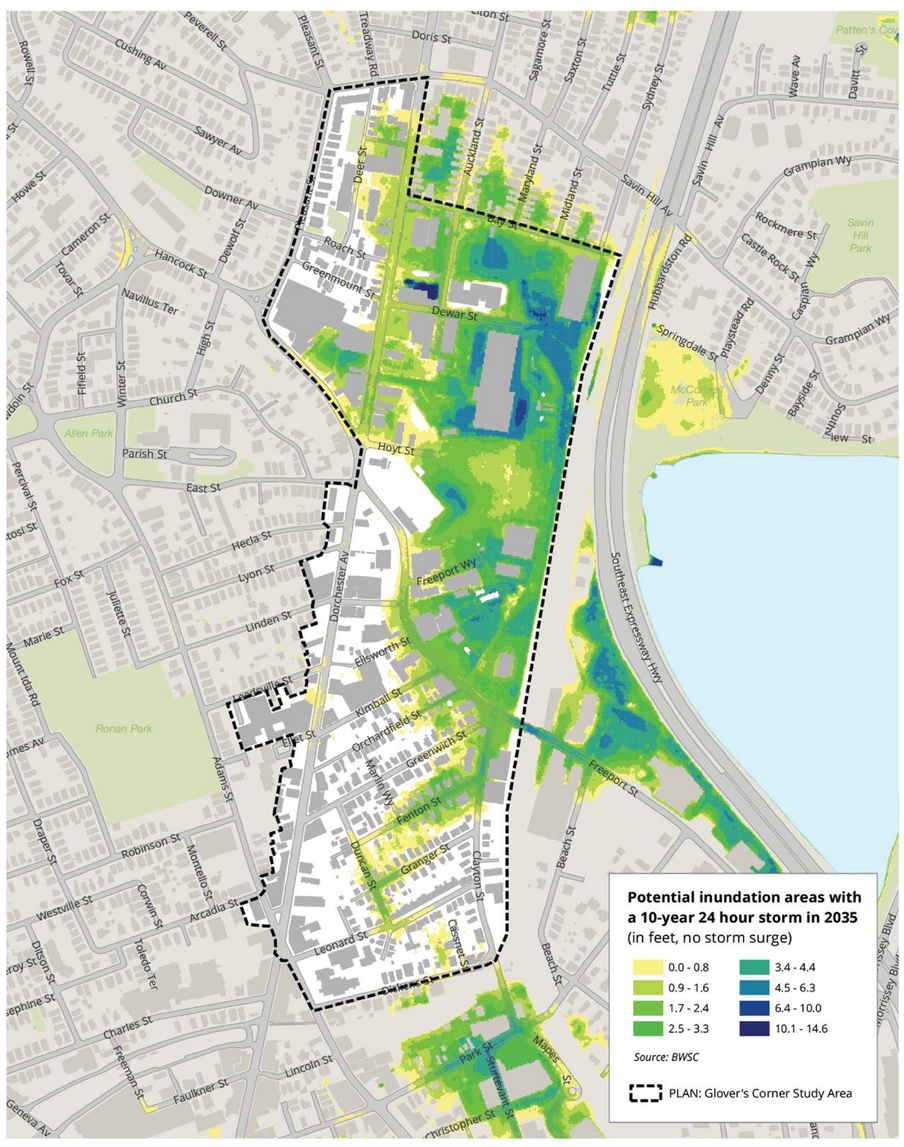
These public goods (for example: affordable commercial/industrial space, job training, or income-restricted housing) must adhere to contemporaneous policy for the provision of public goods by mixed-use and non-residential developments following PLAN: Glover's corner dimensional guidelines.

Open Space & Climate Resilience
OVERVIEW

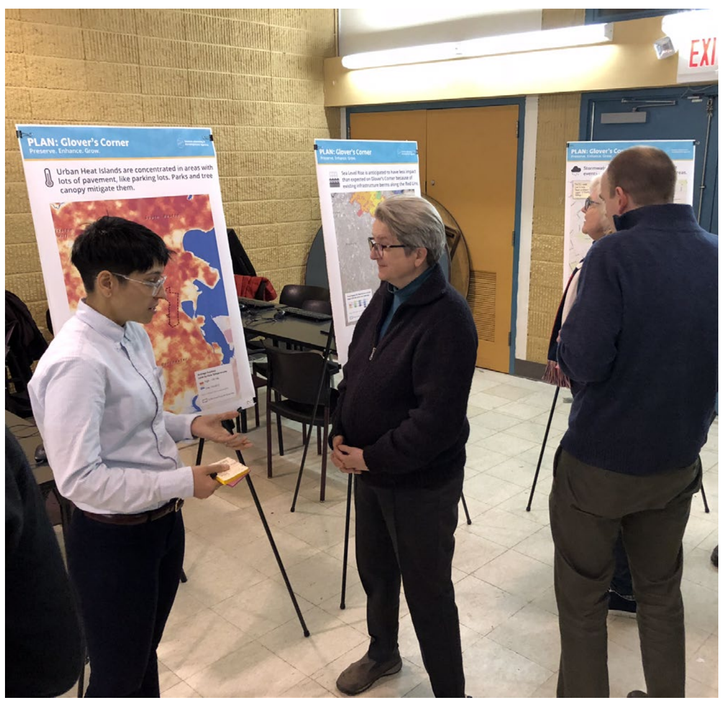
Context
While there are two large open spaces near the Study Area, connectivity to them is difficult. In the future, climate change will impact the Study Area, particularly stormwater flooding and heat island.



Stormwater Flooding from future heavy rain events can affect Glover Corner's low-lying areas.



Process
Participants early on expressed that climate resiliency should be incorporated with all other recommendations. They also noted that the Study Area lacked open space and existing open spaces were not easily accessible.



January 16, 2019 Open Space & Environmental Sustainability Workshop

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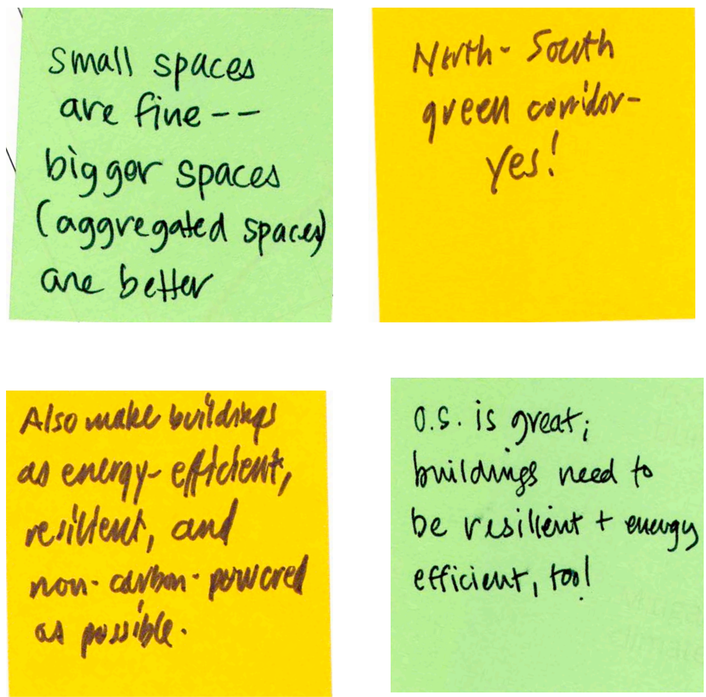


Comments from January 16, 2019 Open Space & Environmental Sustainability Workshop

Open Space and Climate Resilience
DRAFT RECOMMENDATIONS

1 Establish a network of open spaces as a condition of development

A network of linear open spaces should be designed to host a mix of active and passive recreation opportunities while connecting the neighborhood and existing open spaces such as McConnell Park and Ronan Park

2 RFP requirements for public land should address the opportunity to create an aggregated large open space within the envisioned network

Public School Resource Site should accommodate both significant affordable housing and a larger open space than what privately-owned development can provide.

3 Open space shall be designed in a manner to accommodate periodic flooding, while maintaining critical connections

Open space should be designed to flood during extreme storm events and allow rainwater to drain after the storm passes. This will help ensure streets do not flood and become impassable.

4 Stormwater detention infrastructure for excess stormwater should be located beneath open space areas, and below buildings, where possible

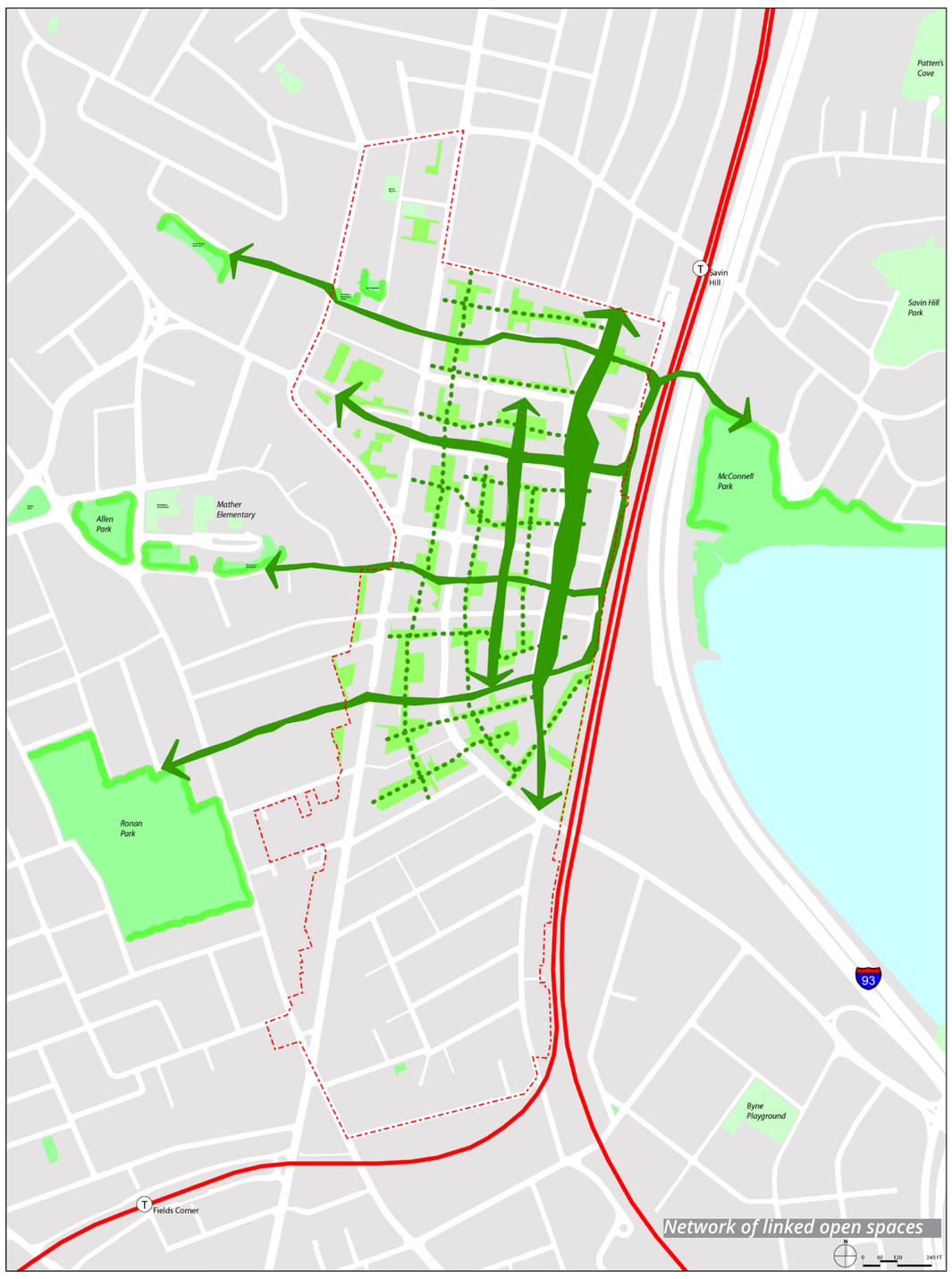
In partnership with the BWSC, the linear open space network can also accommodate more infrastructure underground to retain stormwater during extreme storm events.

5 Expanded tree canopy and pervious surfaces are required to address heat and flood threats

New open space and complete streets will create additional space for more trees, creating a more robust tree canopy to shade the Study Area to reduce heat island effects. Pervious surfaces will help to mitigate stormwater flooding risks.

6 Building design should incorporate flood and extreme heat event resilience and strive for high sustainability ratings

New developments should prepare for flooding and heat risks associated with climate change, such as building above the base flooding resiliency level and accommodating sheltering in place. New developments should reduce their carbon emission impact by using sustainable materials as well as reducing energy use or implementing on-site solar. Other building improvements can focus on rainwater reuse and other green storm infrastructure.,



Network of linked open spaces


Linear Park example (dry recreation space)


Linear Park example (temporary stormwater retention)

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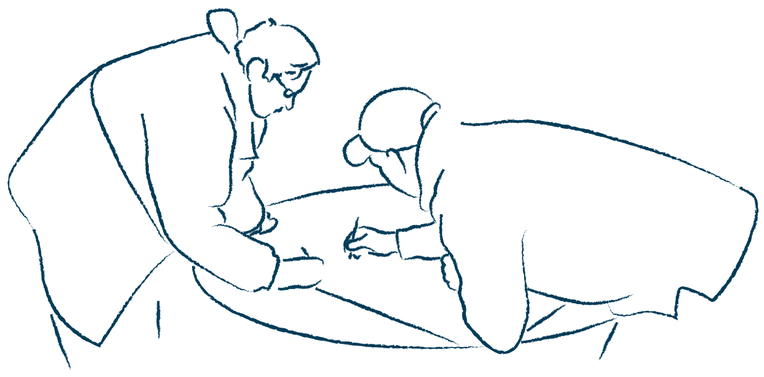
May 5, 2019

Next Steps Implementation

HOW WILL THESE RECOMMENDATIONS GET IMPLEMENTED?

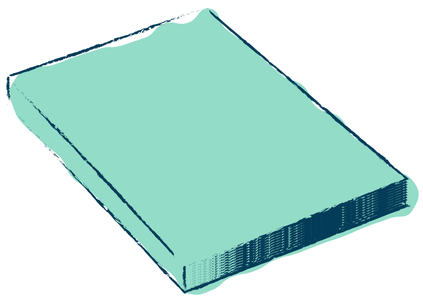


PLAN: Glover's Corner
A community-driven planning initiative

Glover's Corner Draft Recommendations

Zoning

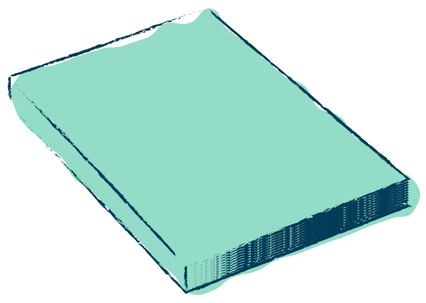
Policy



Existing Conditions & Vision

Planning Framework for Open Space & Climate Resilience, Housing, Jobs & Buisnesses and Mobility

Urban Design Guidelines and Zoning Recommendations



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Site Design Recommendations
DRAFT IMPLEMENTATION

Proposed Lot Coverage Requirements

A 50% Lot Coverage maximum regulation will help regulate the creation of new open space, streets, and sidewalks.

Site Design Guidelines

- Active ground floor uses and public realm will help to create an inviting new district for all.
- At least 15% of lot area should be publicly accessible open space.
- Buildings should be oriented to minimize wind and shadow impacts on open space.

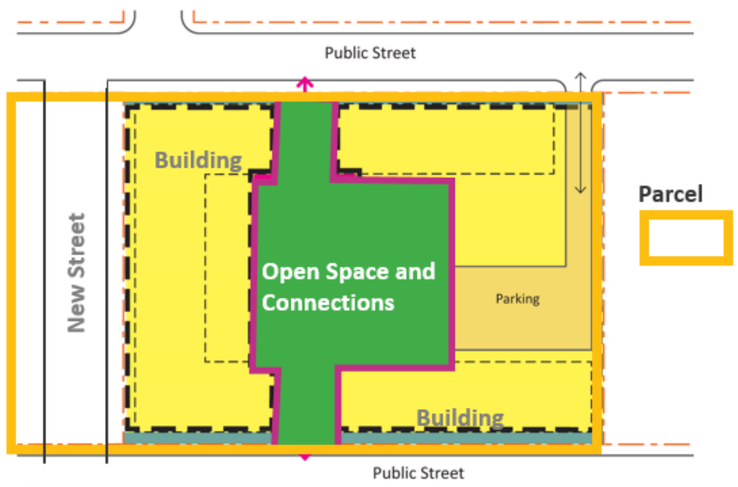
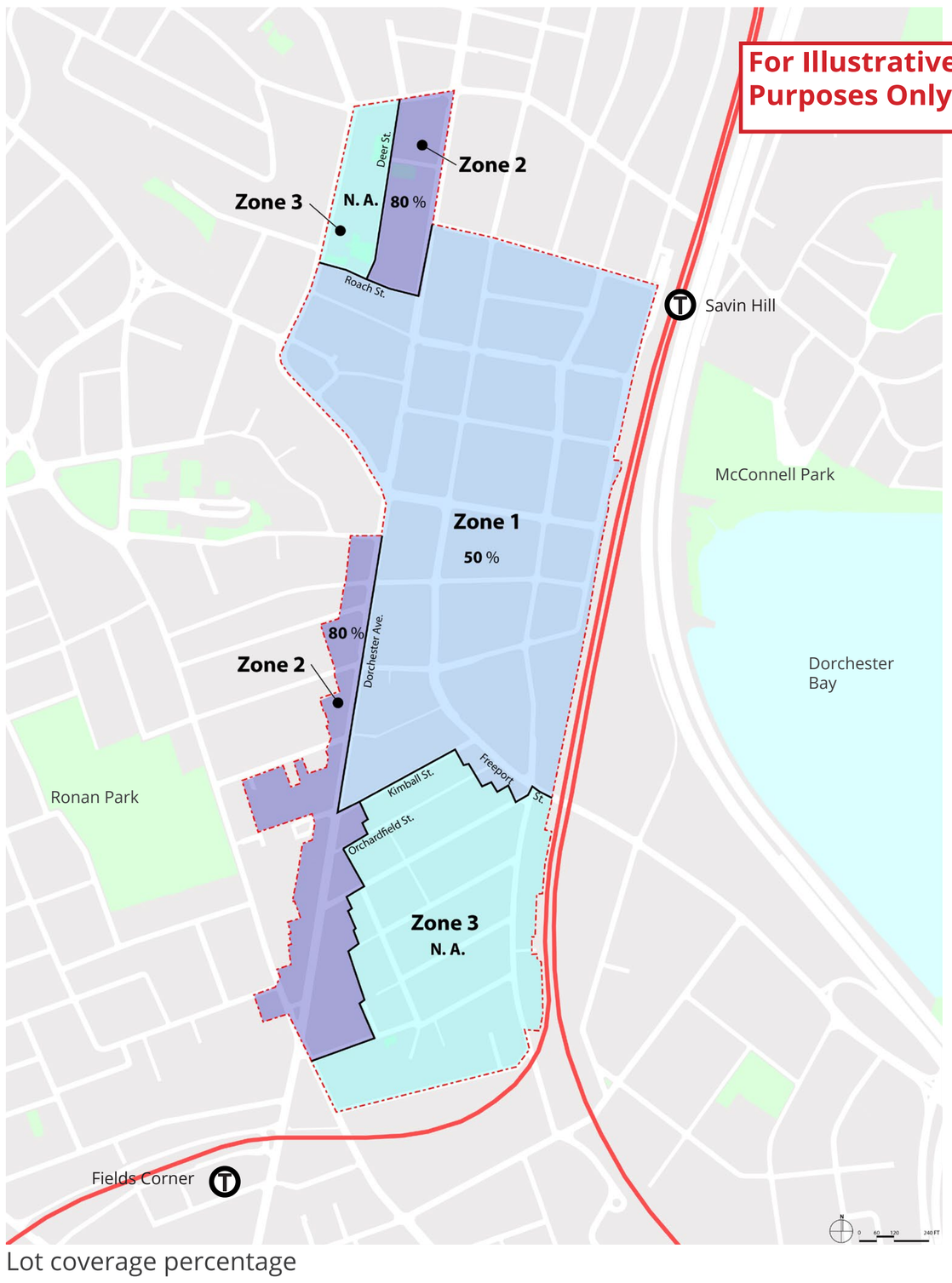


Illustration of Lot Coverage
Lot coverage is the amount of space the building (yellow) takes on its lot.



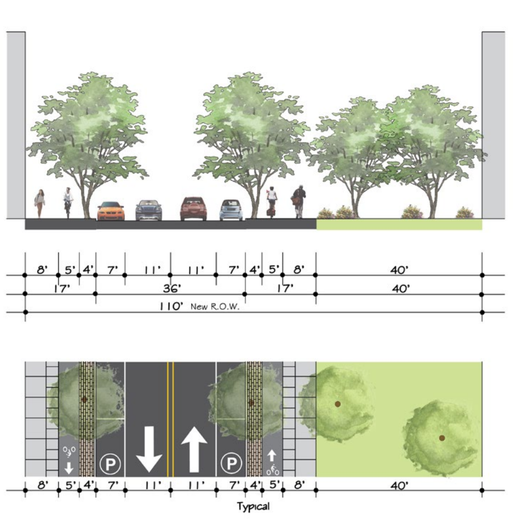
Lot coverage percentage

Proposed Requirements for Public Realm

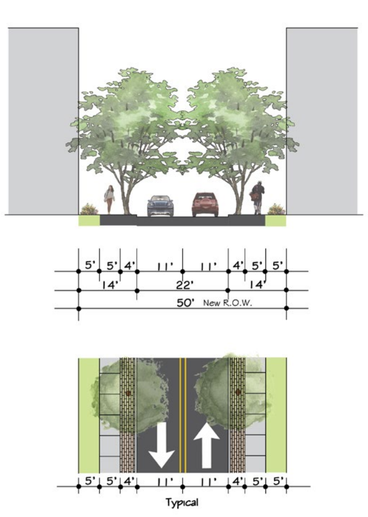
Setback and “Right-of-way” requirements ensure that there is enough space for both new public streets and improvements to existing streets such as wider sidewalks and bike infrastructure.

Street Design Guideline

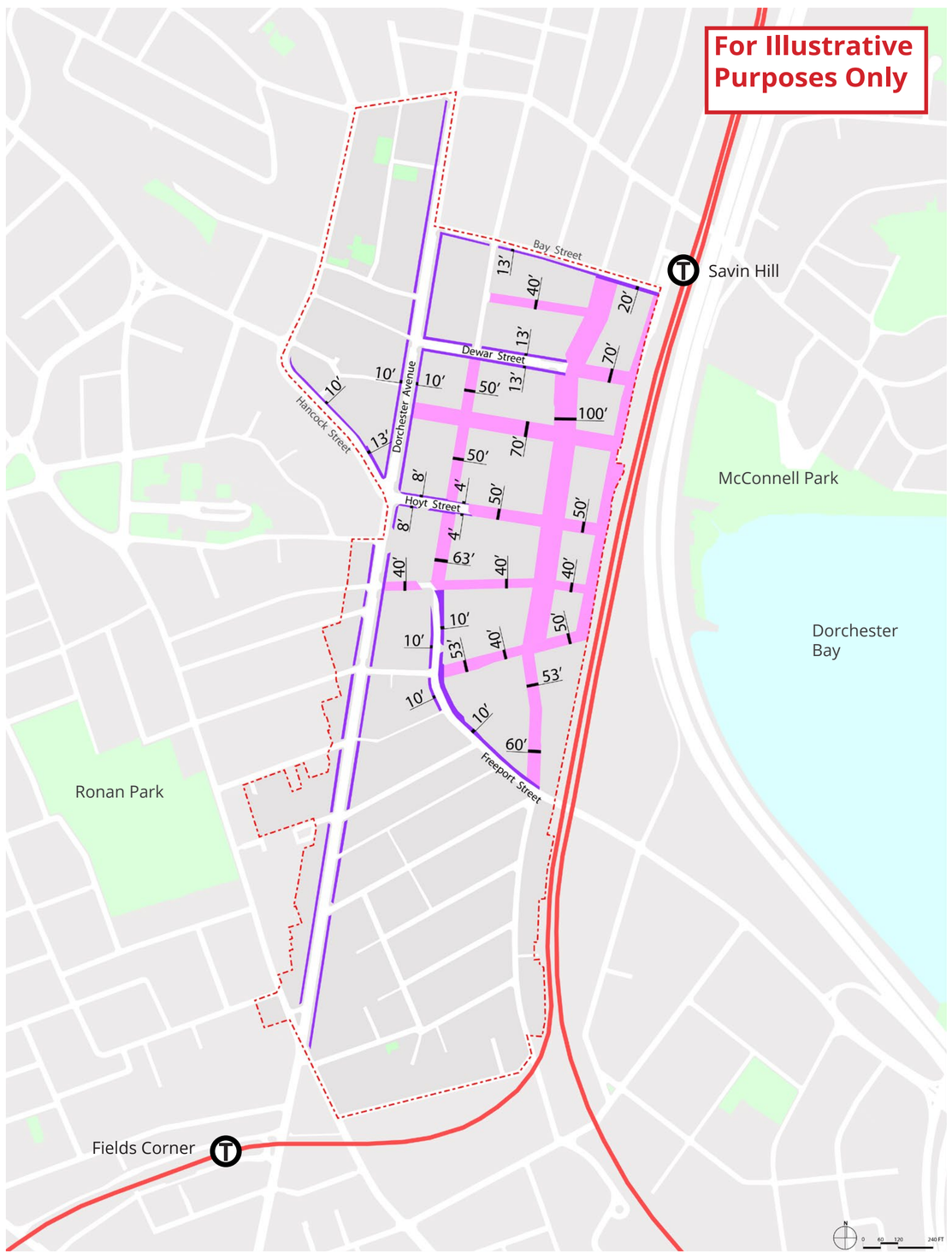
- New streets should follow Complete Streets guidelines
- Projects should minimize curb cuts along important streets and limit vehicular and loading access to new projects on new service streets, not on Dorchester Avenue



Example of Linear Park



Example of Residential Street



Conceptual street network

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Building Design Recommendations
DRAFT IMPLEMENTATION RECOMMENDATIONS

Height and F.A.R. Requirements

These dimensions are only allowed if future development creates public benefits as outlined in the plan recommendations.

Height and floor area ratio diagram

Building Height and F.A.R. Guidelines

- The Height and FAR limits are set to encourage variation and discourage uniform height.
- Taller buildings should be screened by shorter buildings when viewed from existing residential areas.
- Building heights within Zones 1 & 2 must vary, with lower heights closer to Dorchester Avenue and the neighborhoods and higher heights closer to the tracks.
- Buildings on Dorchester Avenue should reinforce the streetwall and enhance the existing main street character.

Illustration of Height Screening
Shorter buildings at the street can screen taller buildings that are further away.

Massing Design Requirements

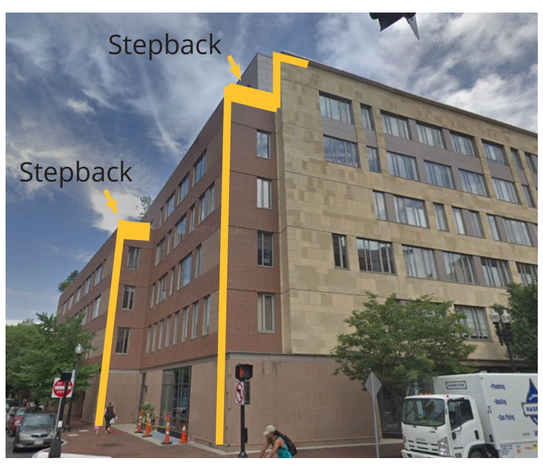
To maintain a human scale on the street-level, step backs ensure the massing is pushed back from the streetwall.

Setbacks and stepbacks diagram

Building Massing Guidelines

- Buildings that abut existing residential areas must vary massing to relate to the scale and character through step backs.
- Buildings are encouraged to have bays and other scale-giving elements to modulate the facade of the building.
- Streetwalls should not exceed 300 feet in length of any facade.
- Building facades facing Dorchester Avenue should be continuous and maintain transparency of the ground floors.

Illustration of Step Back
Taller parts of the building are pushed further back from the sidewalk.



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Your Feedback
DRAFT RECOMMENDATIONS

Write down your questions and comments about the draft recommendations on a sticky note here!

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