

Meeting Recording

At the request of community members, the BPDA will be recording this meeting and posting it on the **PLAN: Mattapan** project webpage at **bit.ly/PlanMattapan** for those who are unable to attend the Zoom meeting live. The recording will include the presentation, Q&A, and public comments afterwards. Also, it is possible that participants may be recording the meeting with their phone cameras or other devices. **If you do not wish to be recorded during the meeting, please turn off your microphone and camera.**



**boston planning &
development agency**

*Pou koute sesyon an an kreyòl ayisyen, tanpri itilize kanal la an kreyòl ayisyen
Para escuchar la sesión en español, por favor utilice el canal en español*

Zoom Tips

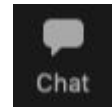
Welcome! Here are some tips on using Zoom for first-time users.

Your controls should be available at the bottom of the screen.

Clicking on these symbols activates different features:



Mute/unmute (please remain muted to limit background noise)



Chat to type questions throughout the presentation



Turn video on/off



In the chat box, select the raised hand icon to raise your hand to ask a question during Q&A



Listen to the presentation in a different language



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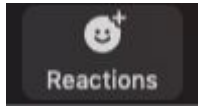
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Meeting Format

- Presentation followed by Q & A and comments and a small group activity.
- During the presentation, all microphones will be muted.
- Once the presentation is over, we will take questions and comments in two ways:



Through the **Chat tab** at the bottom of your screen; or



You can **raise your hand** and we will take your questions. You can unmute yourself when you are called.



Virtual Meeting Etiquette

- We want to ensure that this conversation is a pleasant experience for all.
- All participants should remain muted until the presentation to limit background noise. Attendees will be able to submit questions via the chat feature or to raise their hands to ask a question.
- Please be respectful of each other's time.
- We ask that participants limit their questions so that all may participate in the discussion.
- Please wait until all attendees have the opportunity to ask a question before asking a second.
- You can always set up a conversation with Kenya Beaman

(kenya.p.beaman@boston.gov)



**boston planning &
development agency**

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COVID-19 Resources

Stay up-to-date with COVID-19 related announcements, City of Boston reopening plans, and resources for you and your community at:

boston.gov/coronavirus

Content available in 16 languages.



The screenshot shows the City of Boston website page for COVID-19 resources. The header includes the City of Boston logo, Mayor Martin J. Walsh's name, and a seal. The main heading is "CORONAVIRUS DISEASE (COVID-19) IN BOSTON". Below the heading, there is a paragraph of text: "The state has updated guidance on the Reopening Massachusetts website. We also continue to update City-specific guidance for Boston on our reopening website." To the right of this text, it says "July 12, 2020" and "PUBLISHED BY: PUBLIC HEALTH COMMISSION". Below the main text, there is a section for "MULTILINGUAL CONTENT" with a list of languages: العربية (Arabic), Kriolu (Cabo Verdean creole), 中文 (Chinese), Français (French), Kreyòl ayisyen (Haitian Creole), Português (Portuguese), and Русский (Russian). At the bottom, there is a section for "BOSTON (AS OF FRIDAY, JULY 10)" with the statistics "13,673 CASES | 9,683 RECOVERED".

2020 Census Update & Reminder

Key Dates:

- August 11 - Doorknocking begins.
- September 30 - Last day to respond.

Quick Facts:

- As of 9/21, 58% of Boston's households have responded.
- In 2010, the final response rate was 64.4%.

The Census has never been more accessible. You can respond:

- Online (my2020census.gov)
- Over the phone, or by mail.
- 13 different languages available.

Boston depends on your household to respond. For every person not

counted, **nearly \$2,400** per year for the next ten years is **lost** in federal funding.



Come Work for the Boston Planning & Development Agency

There are **9 positions** posted on the BPDA website.

- **5 positions** are full-time positions
- **4 positions** are internships

Positions fall into one of the following departments:

- Real Estate
- MIS/Information Technology
- Research
- Finance
- Boston Tax Help Coalition
- Transportation Planning

Visit bit.ly/BPDACareers to see the latest postings

City of Boston's upcoming meetings

Boston Transportation Department (BTD):

[Blue Hill Avenue Transportation Action Plan, Sep. 30th](#)

[American Legion Highway, Sep. 24th and Sep. 26th](#)

Department of Neighborhood Development (DND):

[Blue Hill Avenue Action Plan, Sep. 30th and October 7th](#)

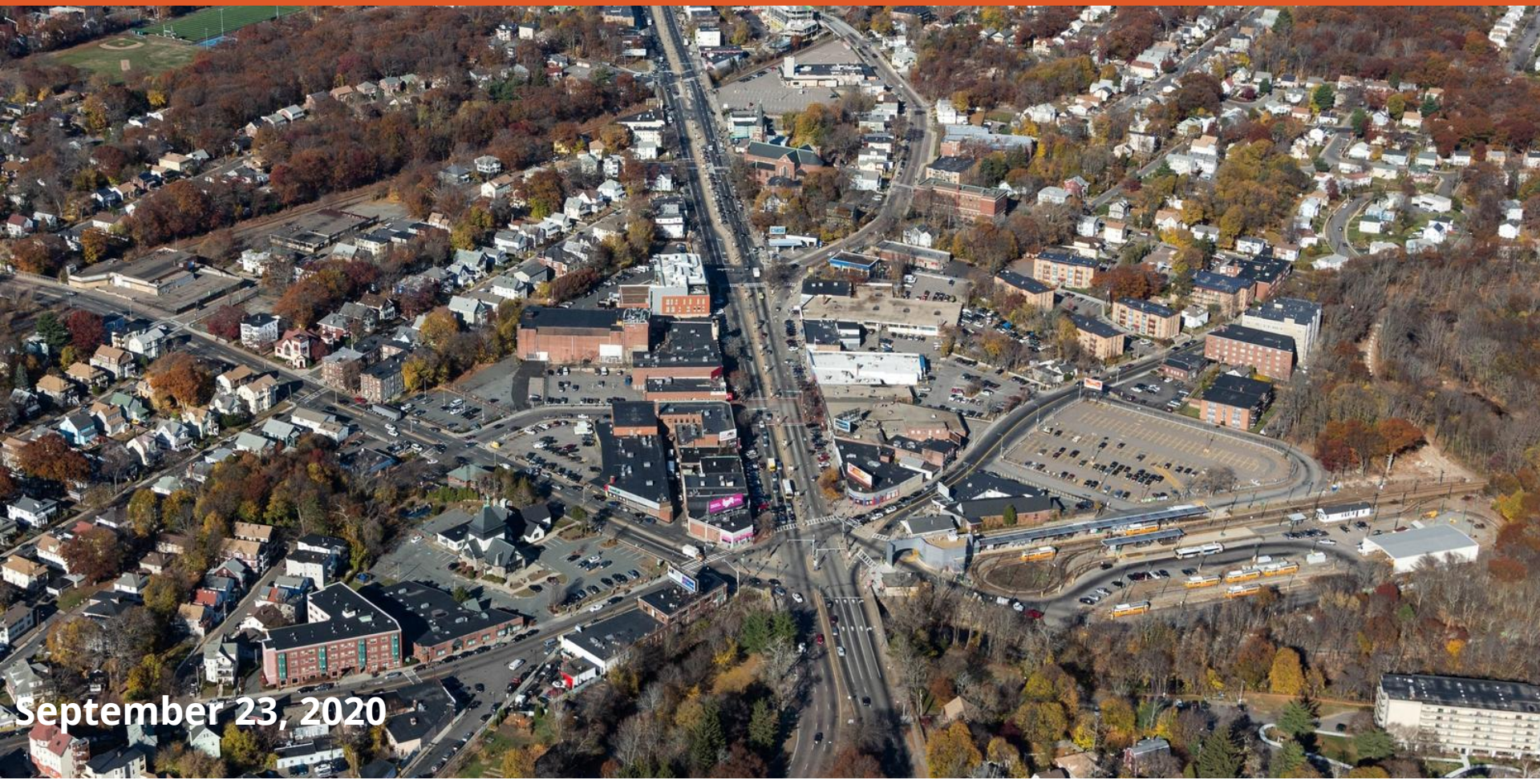
Public Works Department (PWD):

Upcoming pop-ups dates in October



**boston planning &
development agency**

Height & Use: A Corridors Activity



September 23, 2020

6:10 - 6:20

Welcome & Orienting

6:20 - 7:20

Activity in Breakout Rooms

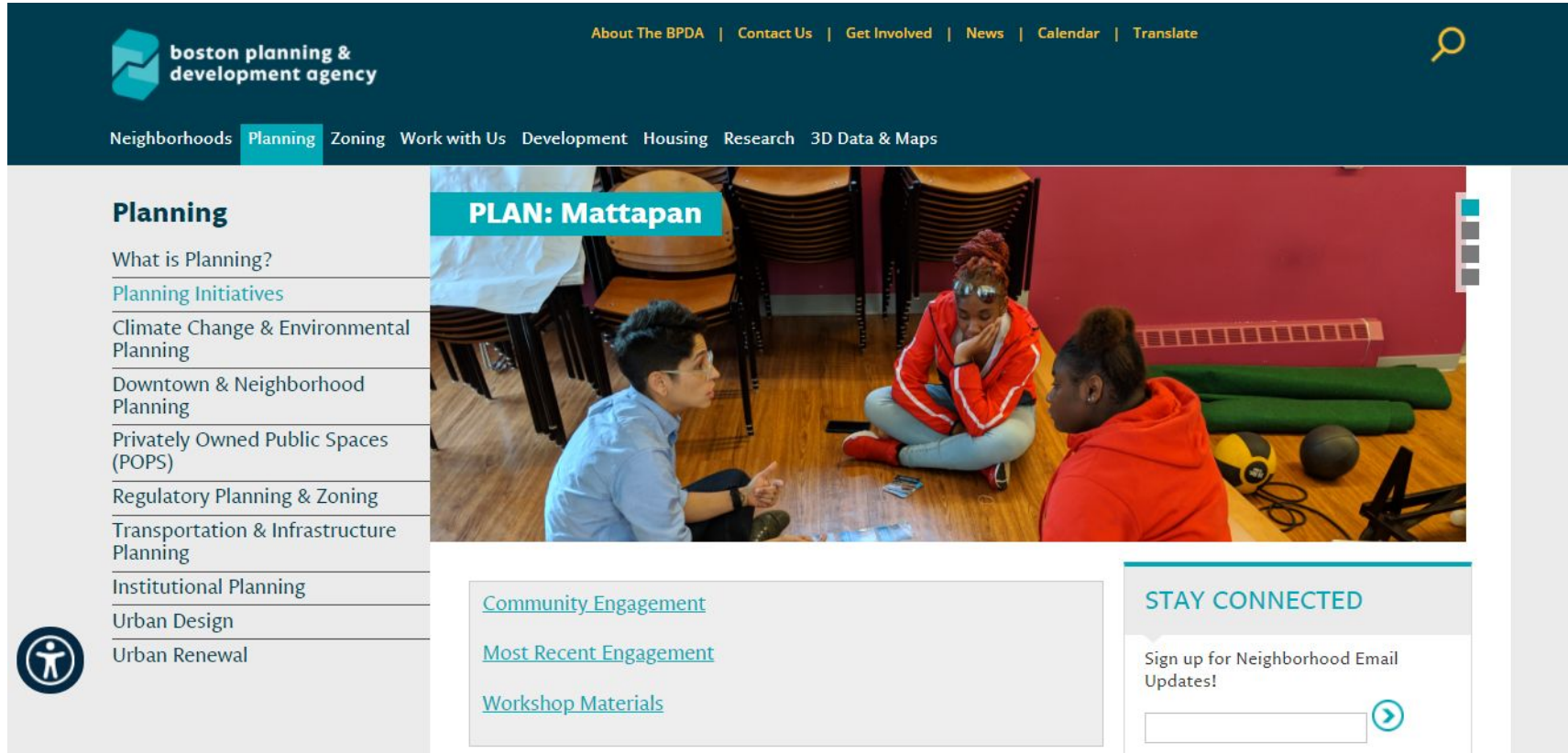
7:20 - 8:00

Large Group Discussion & Closing



Follow-up from our previous meeting

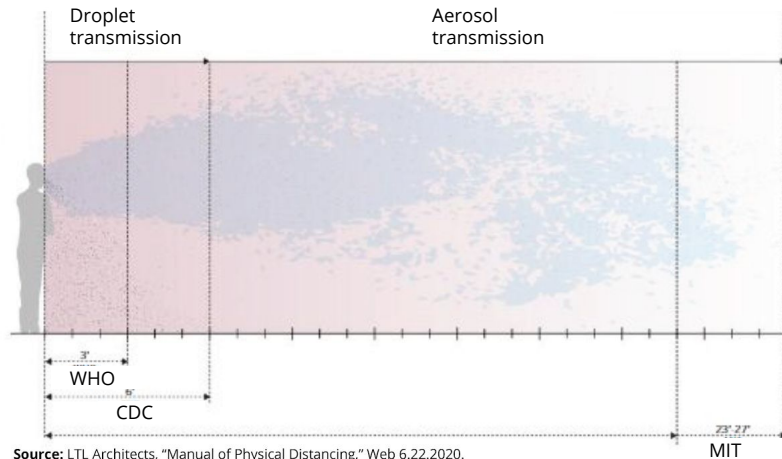
We answer the questions we didn't get to in our website. [Click here.](#)



The screenshot shows the website's navigation bar with the agency logo and links for 'About The BPDA', 'Contact Us', 'Get Involved', 'News', 'Calendar', and 'Translate'. Below the navigation bar, the 'Planning' menu is highlighted, with sub-links for 'Neighborhoods', 'Zoning', 'Work with Us', 'Development', 'Housing', 'Research', and '3D Data & Maps'. The main content area features a 'Planning' section with a list of topics: 'What is Planning?', 'Planning Initiatives', 'Climate Change & Environmental Planning', 'Downtown & Neighborhood Planning', 'Privately Owned Public Spaces (POPS)', 'Regulatory Planning & Zoning', 'Transportation & Infrastructure Planning', 'Institutional Planning', 'Urban Design', and 'Urban Renewal'. A central image shows three people in a meeting, with a teal overlay reading 'PLAN: Mattapan'. To the right, there are sections for 'Community Engagement' (with links for 'Most Recent Engagement' and 'Workshop Materials') and 'STAY CONNECTED' (with a sign-up form for 'Neighborhood Email Updates!').

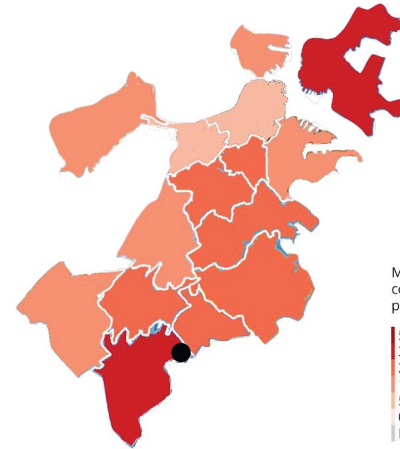
How does COVID-19 impact the public realm?

COVID-19 is spread through the **AIR** and can reach distances of 22-27 feet.



Source: LTL Architects, "Manual of Physical Distancing," Web 6.22.2020.

COVID-19 impacts neighborhoods differently.



Map of the outbreak in Boston by total confirmed infections per 100,000 people (as of August 13)

- 5,000+ confirmed infected
- 3,000-5,000 confirmed infected
- 2,000-3,000 confirmed infected
- 1,000-2,000 confirmed infected
- 500-1,000 confirmed infected
- 0-500 confirmed infected
- No confirmed infected or no data

Source: City of Boston

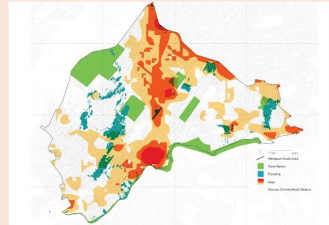
What are possible reasons for this? How can this data inform the guidelines and framework for PLAN: Mattapan?

Study links crowded housing in Greater Boston's poorer neighborhoods with spread of COVID-19

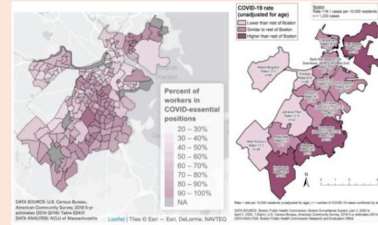
The Boston Foundation report found that many frontline workers' living conditions makes self-isolating nearly impossible.



overcrowded living conditions
 due to rising costs of housing



existing health conditions caused by higher rates of **environmental toxins**



a higher ratio of **essential workers** commuting to high-transmission sites

Demands of 'Essential' Work Put Boston's Neighborhoods of Color at Higher Risk

By Christian Matthei | April 27, 2020



reliance on **public transportation** to get to work & care

ANALYSIS OF GRADIENT EXPOSURE Urban Density Is Not Linked to Higher Infection Rates

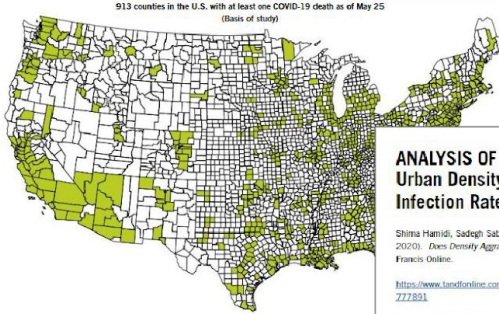
Shima Hamidi, Sadegh Sabouri, and Reid Ewing. (June 18, 2020). *Dens Density Aggravate the COVID-19 Pandemic?* Taylor & Francis Online.

<https://www.tandfonline.com/doi/full/10.1080/01944363.2020.1777891>

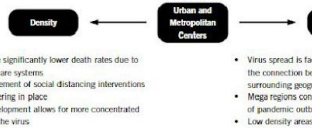
Though it is assumed that dense areas lead to more face-to-face interaction among residents, which makes them potential hotspots for the rapid spread of pandemics, this study suggests that dense urban areas are associated with lower COVID-19 death rates. When accounting for other factors like race and education, it was found that density was not significantly associated with county infection rate. Rather, the higher level of development that comes with dense urban centers likely contributed to more developed healthcare systems that aided in the lowering of death rates in these regions. The findings suggest that connectivity matters more than density in the spread of the COVID-19 pandemic. Large metropolitan areas with a higher number of counties tightly linked together through economic, social, and commuting relationships are the most vulnerable to the pandemic outbreaks.

"These findings suggest that urban planners should continue to practice and advocate for compact places rather than sprawling ones, due to the myriad well-established benefits of the former, including health benefits." – Shami Hamidi

"The fact that density is unrelated to confirmed virus infection rates and inversely related to confirmed COVID-19 death rates is important, unexpected, and profound." – Shami Hamidi



This analysis looks to challenge the assumption that densely populated cities are site of greater risk than areas of population sprawl. It finds that its dense urban areas are associated actually with lower Covid-19 death rates.

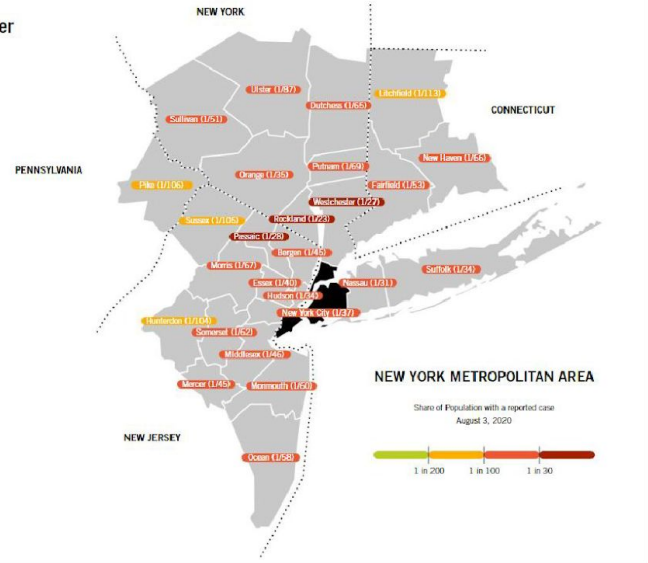


ANALYSIS OF GRADIENT EXPOSURE Urban Density Is Not Linked to Higher Infection Rates (continued)

Shima Hamidi, Sadegh Sabouri, and Reid Ewing. (June 18, 2020). *Dens Density Aggravate the COVID-19 Pandemic?* Taylor & Francis Online.

<https://www.tandfonline.com/doi/full/10.1080/01944363.2020.1777891>

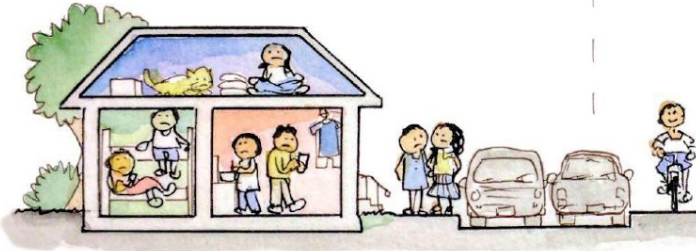
The perception of viral transmission is that there is a higher rate in areas with higher density. However, data from the New York Metropolitan area, including parts of New York State, Connecticut, New Jersey, and Pennsylvania shows suburban counties adjacent to New York City with a higher number of reported cases. Counties with a higher case count than New York City are Rockland, Westchester, Passaic, Nassau, Hudson, Suffolk, and Orange. While these counties have a significantly lower density than New York City, they are immediately reliant on the interstate highway system and public transit networks that facilitate the movement of goods and people through the region. These networks likely allow the virus to travel greater distances more quickly.



What do we mean when we say DENSITY?

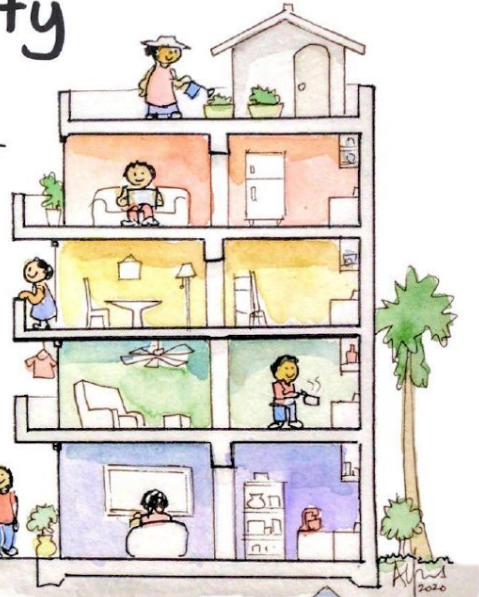
Overcrowding

Too many people in each home.



Density

Enough homes for all the people.



More Density = Less Overcrowding

CALIFORNIA
YIMBY



cayimby.org

How do we build pandemic resilience into PLAN: Mattapan?

1

URBAN FRAMEWORK

This framework can ground mobility efforts and public realm enhancements.



Emphasize **multi-modal** transportation and both **inter-neighborhood** and **regional** accessibility.

Recommend **streetscape** and **public realm** improvements that create healthy outdoor spaces.

+

2

DESIGN GUIDELINES FOR DEVELOPMENT

These guidelines will guide investments at parcels and establish patterns of development.



Invest in well-designed affordable housing to **minimize overcrowding**.

Incentivize growth and sustainability of **locally-owned essential businesses** to minimize travel & build equity.

1

Where are we now?



PLAN: Mattapan will

“ Strengthen the existing culture and stability of the community by supporting **affordable housing**, creating opportunities for **businesses** to thrive, and enhancing **connections** to improve the neighborhood's experience accessing jobs and **spaces where people gather**. ”

WHAT WE HAVE DONE

FUTURE PROCESS



- WORKSHOPS
- COMMUNITY ENGAGEMENT EVENTS
- FUTURE WORKSHOPS
- FUTURE COMMUNITY ENGAGEMENT EVENTS

1. **Develop Rough Massings**
2. Review and Analyze impacts such as transportation, housing, etc
3. Write design guidelines and zoning

PLAN: Mattapan Focus Areas



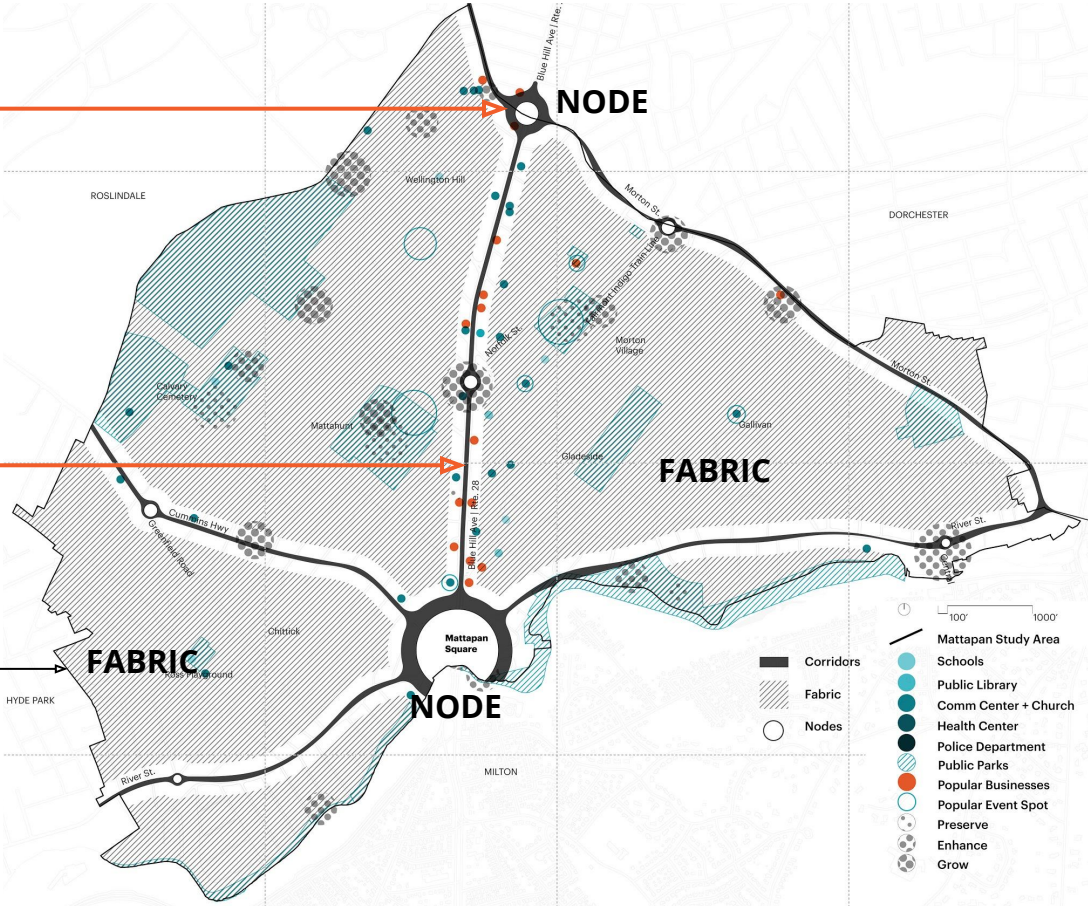
NODES



CORRIDORS
Blue Hill Ave
Morton St
River St
Cummins Hwy

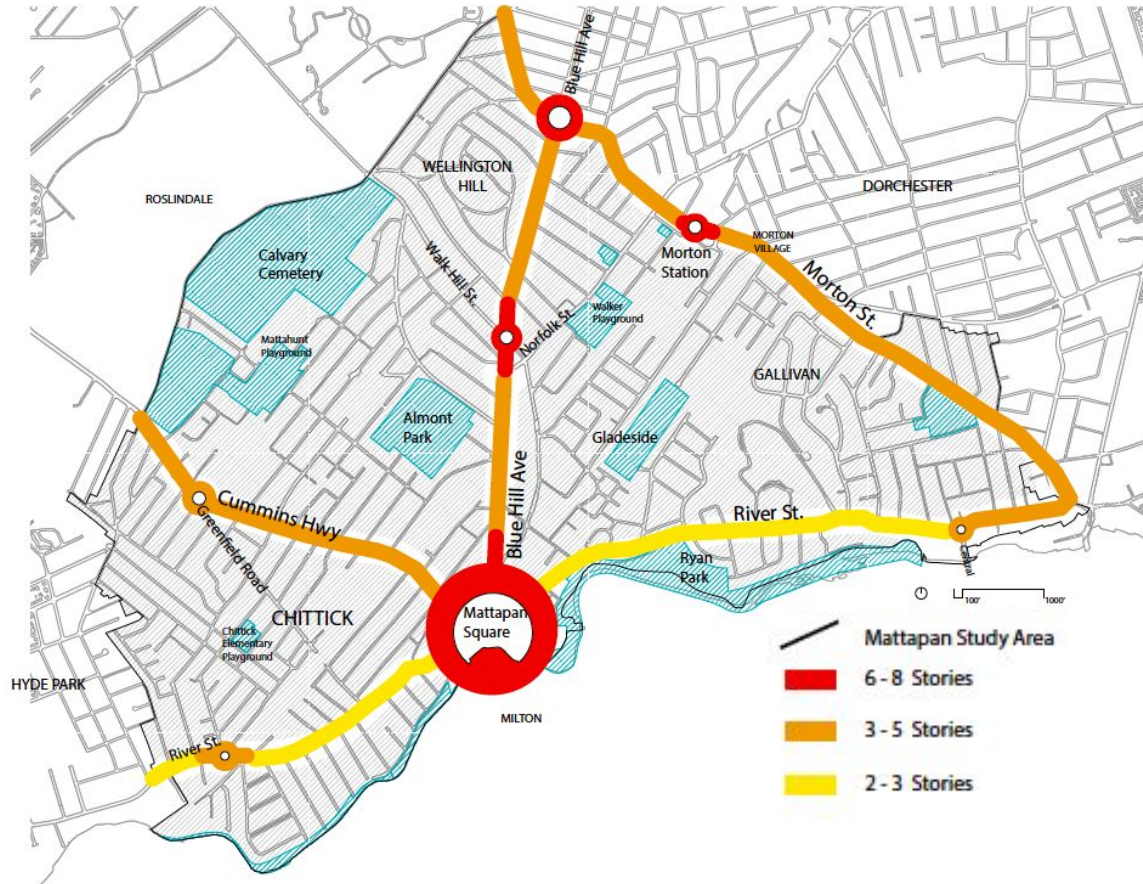


FABRIC

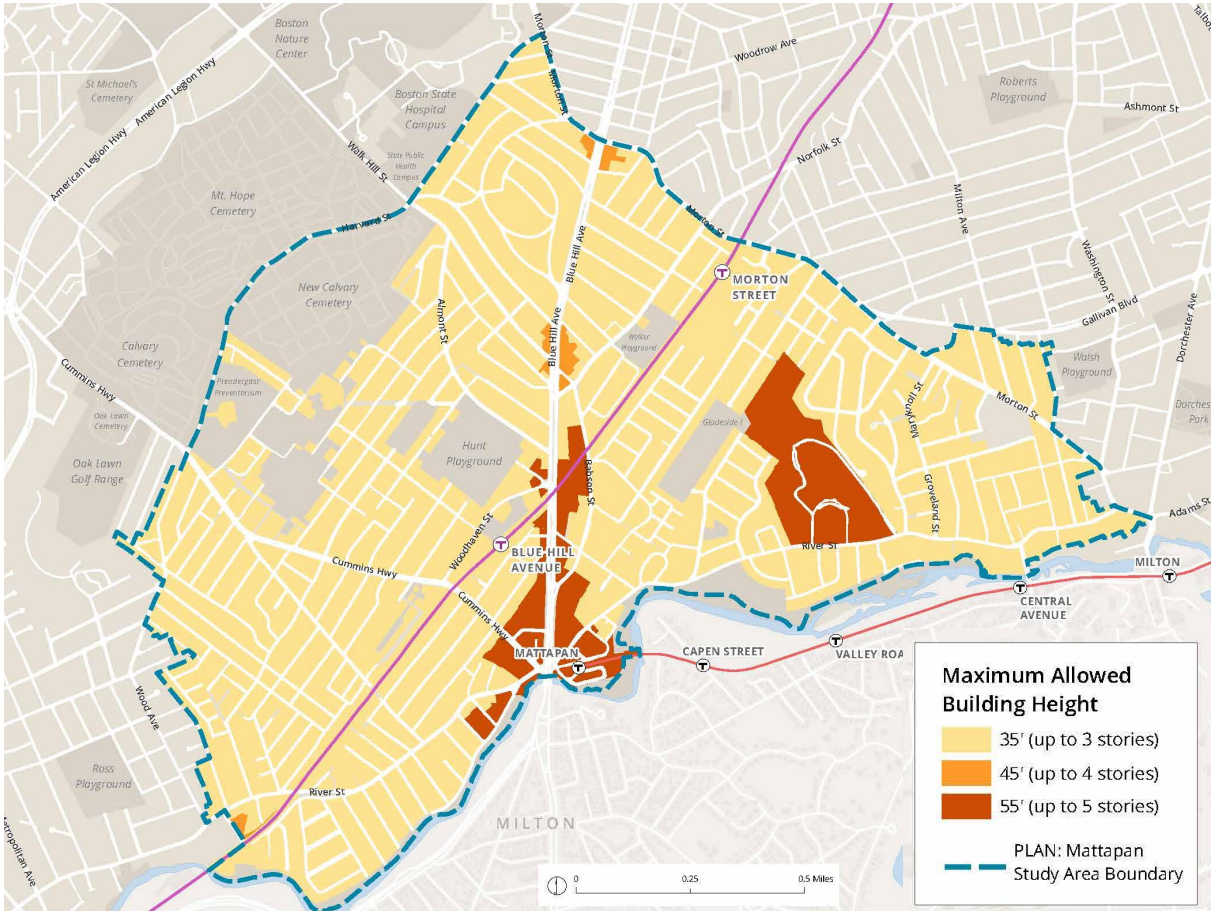


Where Should Height Fall on the Corridor?

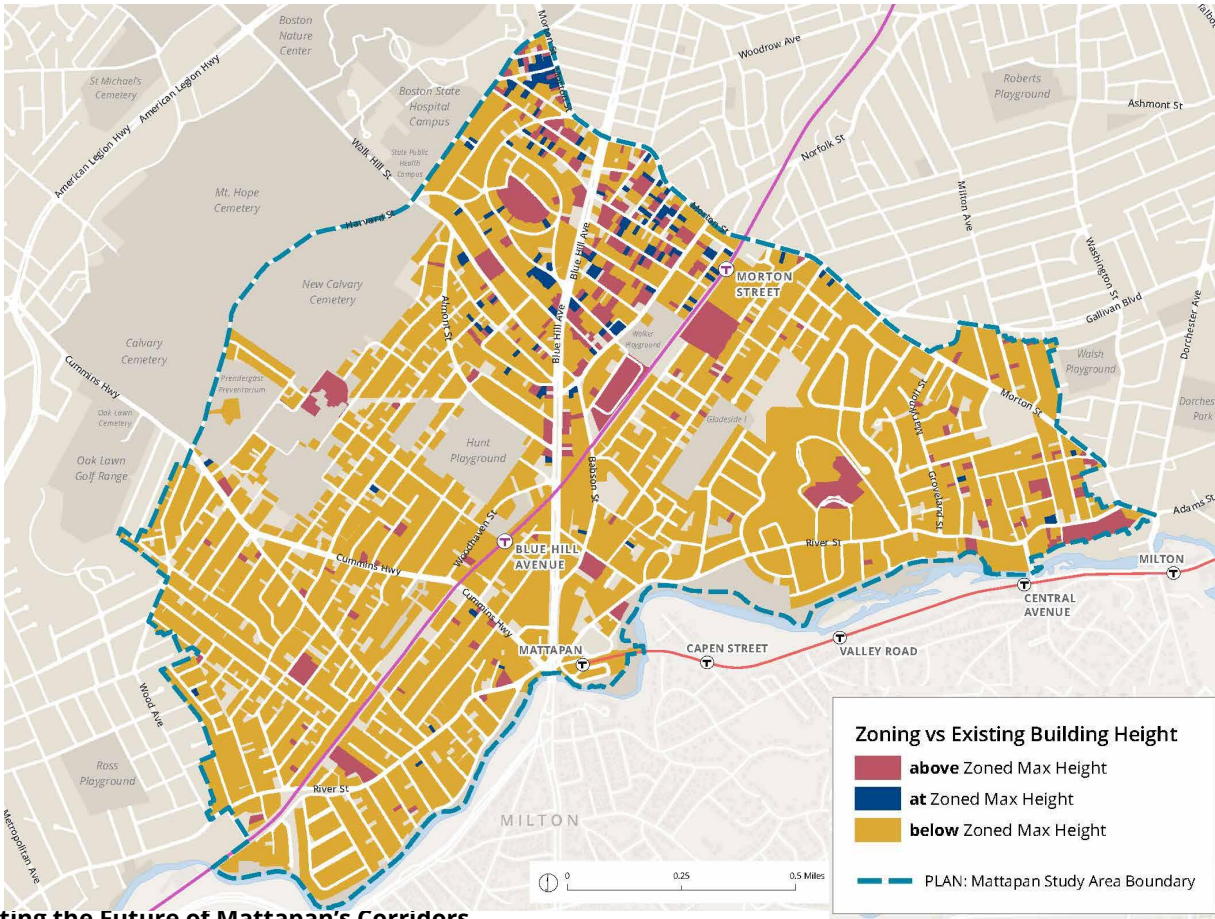
Based on what we heard in February, the planning team thinks the tallest scenarios should be concentrated in the red areas, heights should be in the orange areas, and shortest corridor development should be in the yellow areas.



Existing Allowed Zoning Heights



Existing Allowed Zoning vs Existing Building Height



Recent Projects Along the Corridors



Mattapan Station Redevelopment



1199-1203 Blue Hill Ave



73 River Street



150 River Street



422 River Street



775 Morton Street



Wellington at 1301



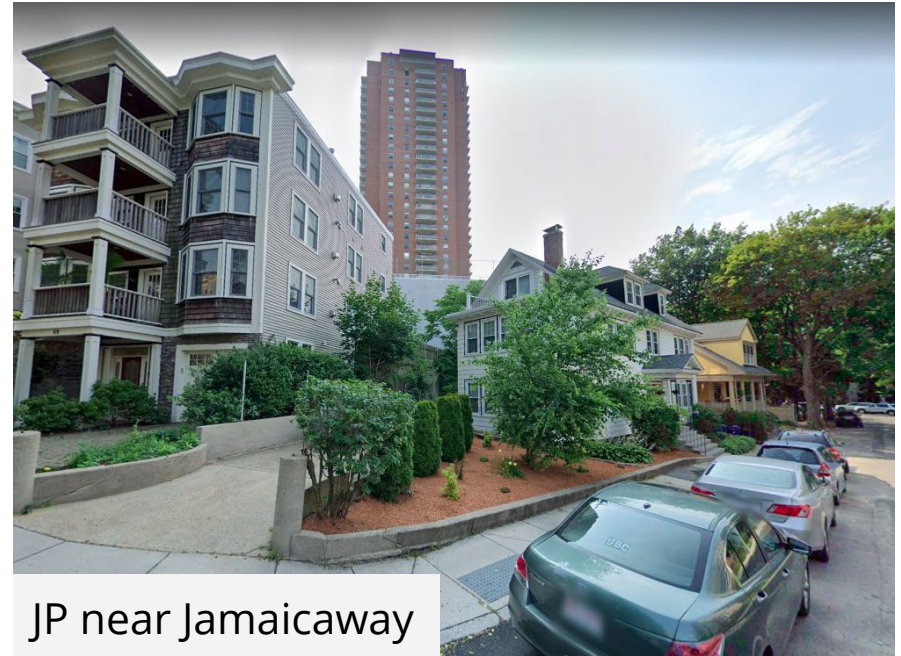
1120-1132 Washington Street



Cote Village

Context:

What does the surrounding area look like? Does the proposed scale make sense compared to what exists today?



Street Widths:

Streets that are wider can take on taller buildings than streets that are narrower.

W Fifth St, South Boston



Boylston St, Fenway



Proximity to Transit and Other Amenities:

Residential buildings that have ground floor amenities like retail, grocers, or restaurants tend to be larger because it is more economical. People also like to be closer to these amenities and others like transit.



Centre St and Creighton St, JP



Mattapan Station

2 Activity

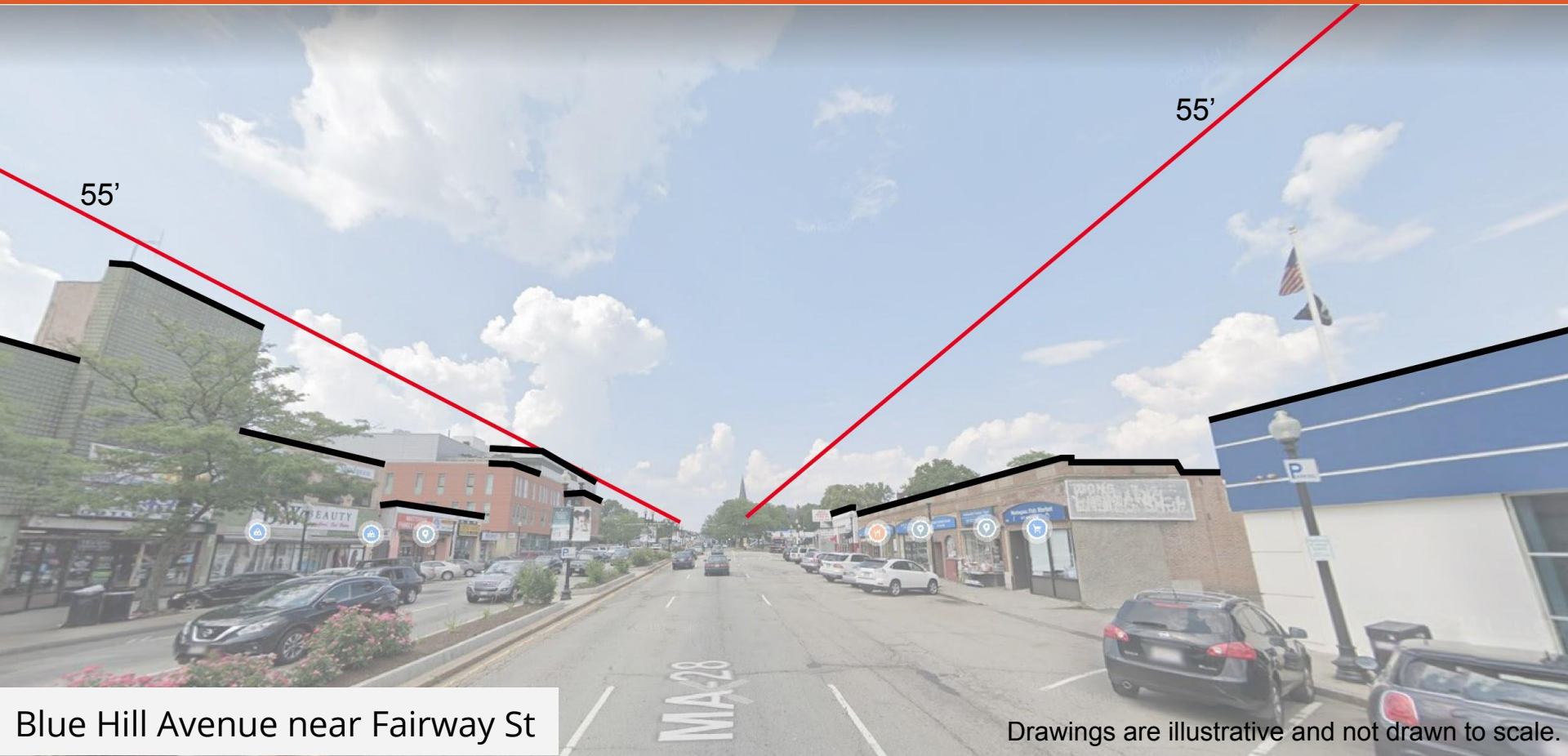


High Density Example: Mattapan Square, Existing



Blue Hill Avenue near Fairway St

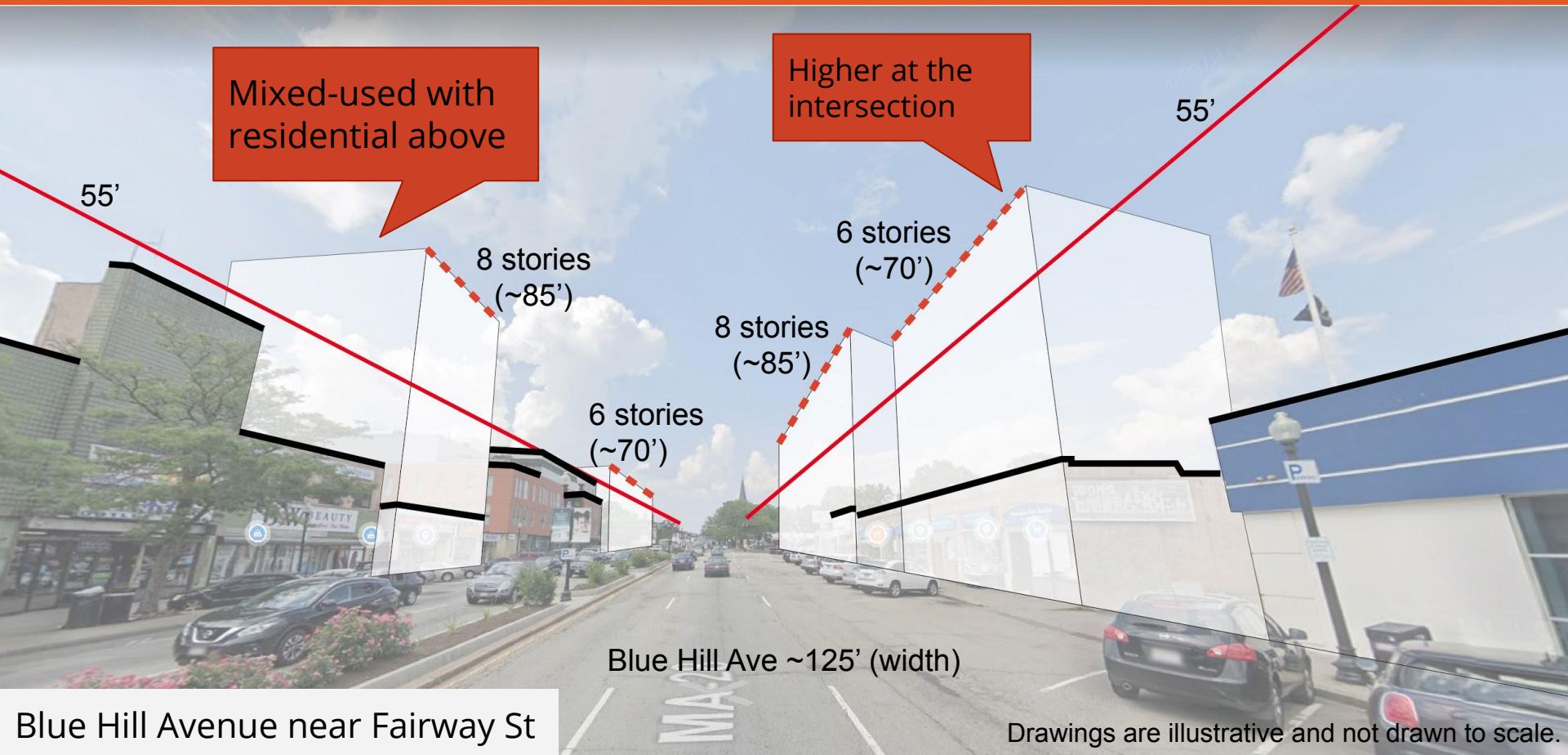
High Density Example: Mattapan Square, Zoning



Blue Hill Avenue near Fairway St

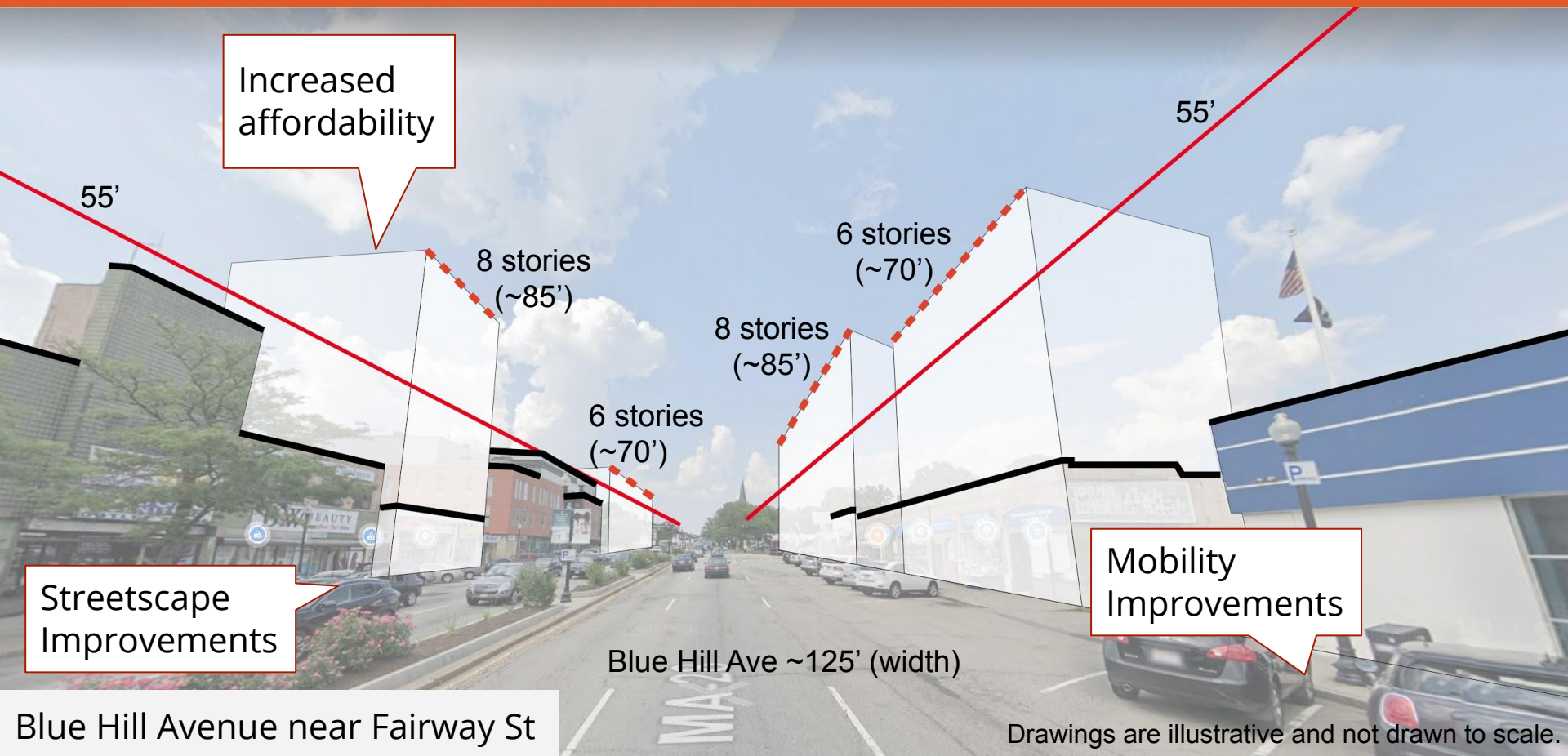
Drawings are illustrative and not drawn to scale.

Proposed: Mattapan Square, 6-8 Stories



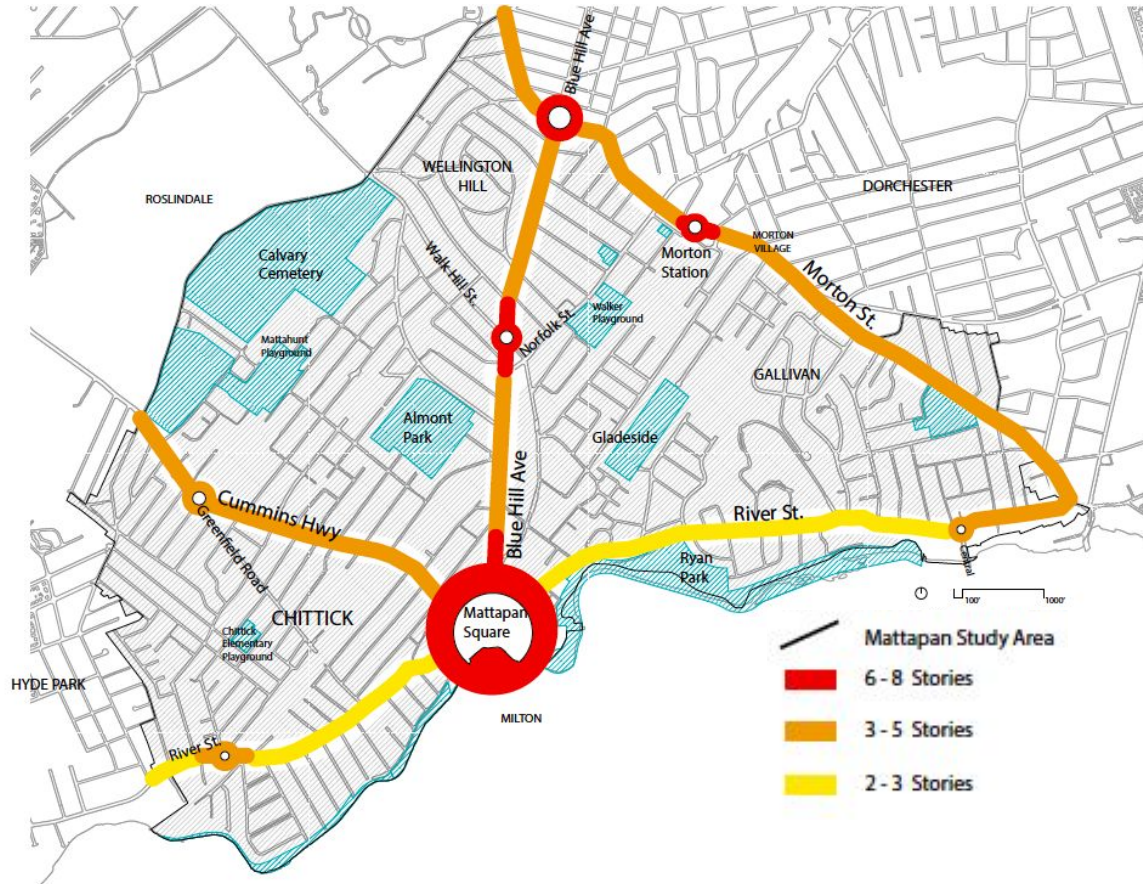
Blue Hill Avenue near Fairway St

High Density Example: Mattapan Square, Benefits



Where Should Height Fall on the Corridor?

Based on what we heard in February, the planning team thinks the tallest scenarios should be concentrated in the red areas, heights should be in the orange areas, and shortest corridor development should be in the yellow areas.



Your group documentor will record your thoughts here:

High Density Example: Morton Street, Existing



Morton St near Blue Hill Avenue

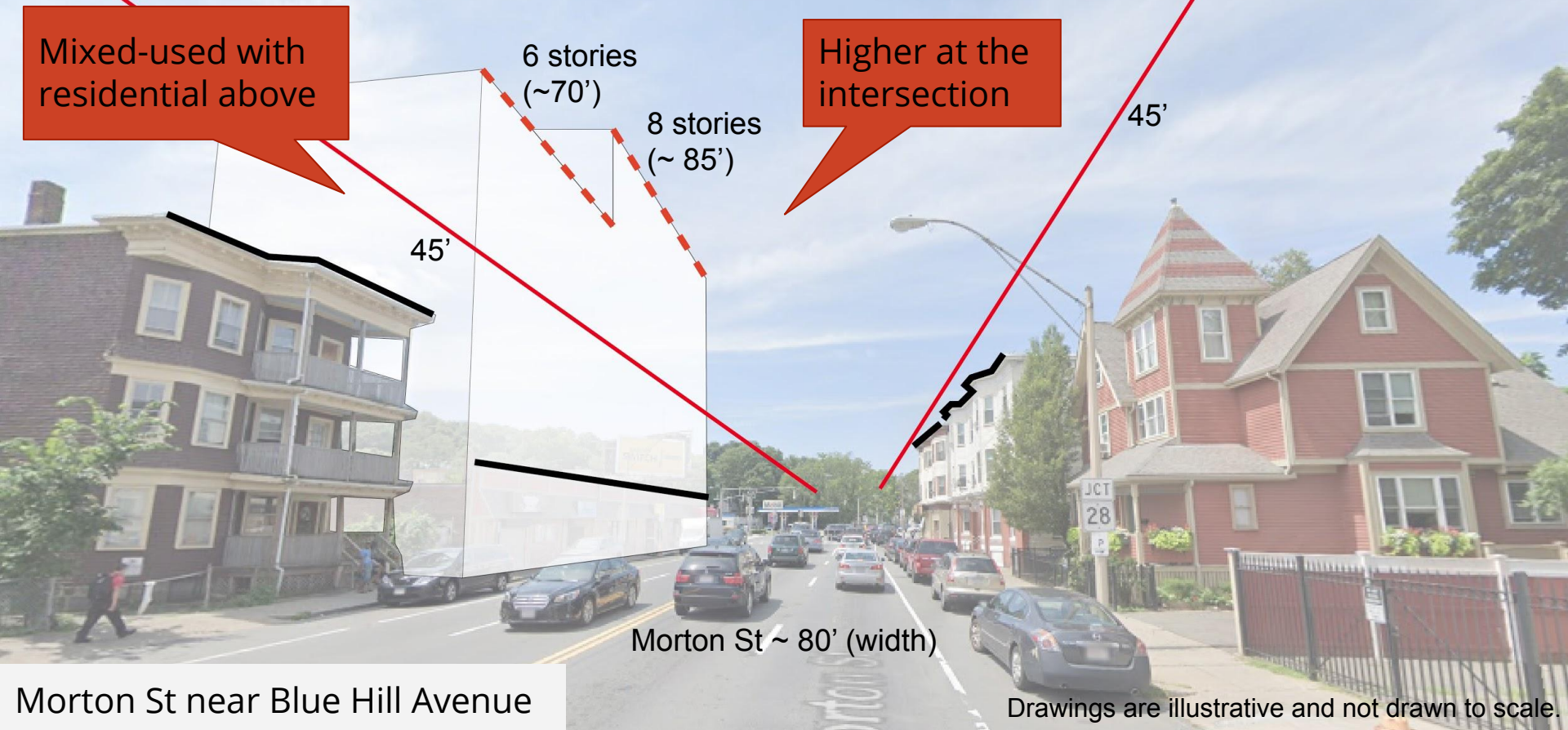
High Density Example: Morton Street, Zoning



High Density Example: Morton Street, 6-8 Stories

Mixed-used with residential above

Higher at the intersection



45'

6 stories (~70')

8 stories (~85')

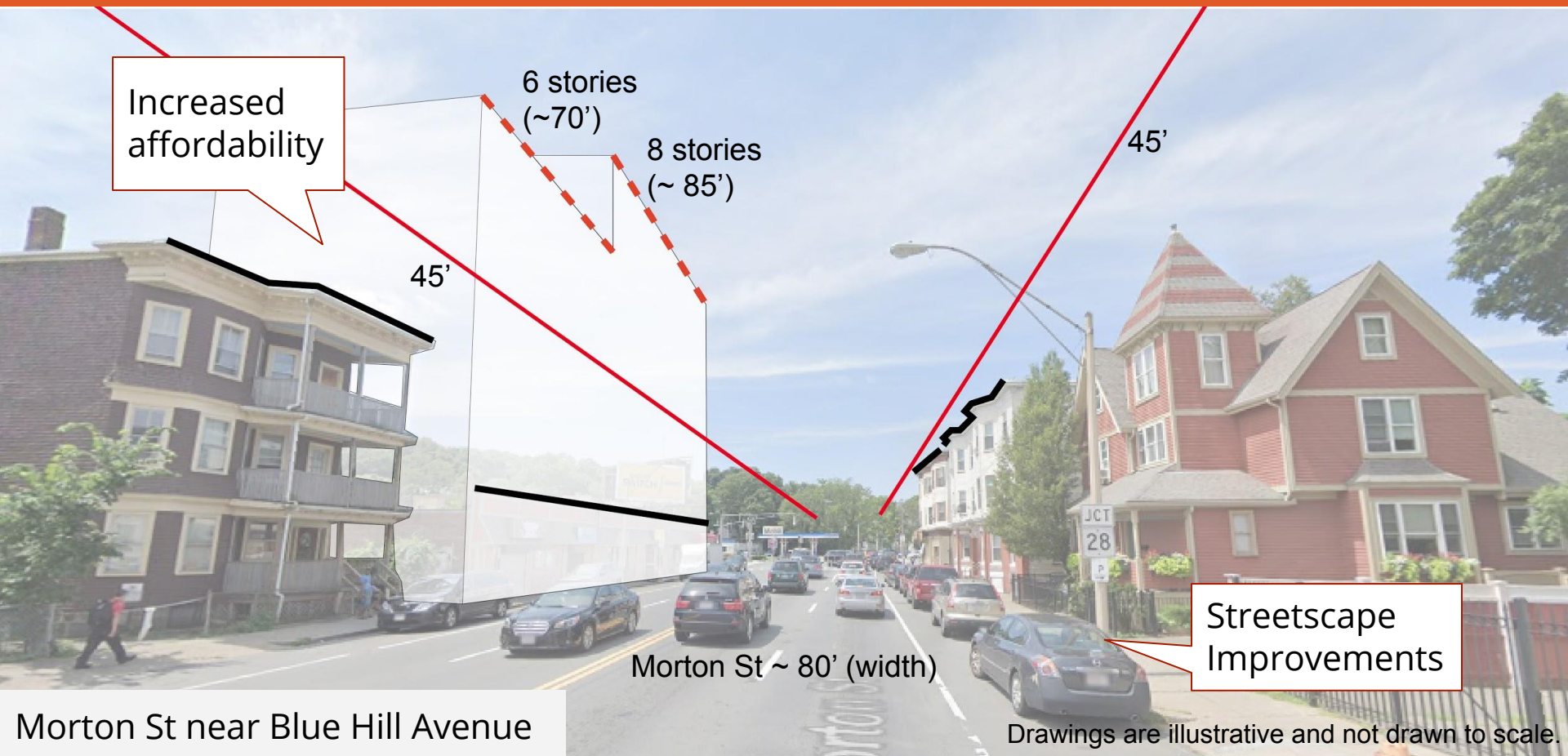
45'

Morton St ~ 80' (width)

Morton St near Blue Hill Avenue

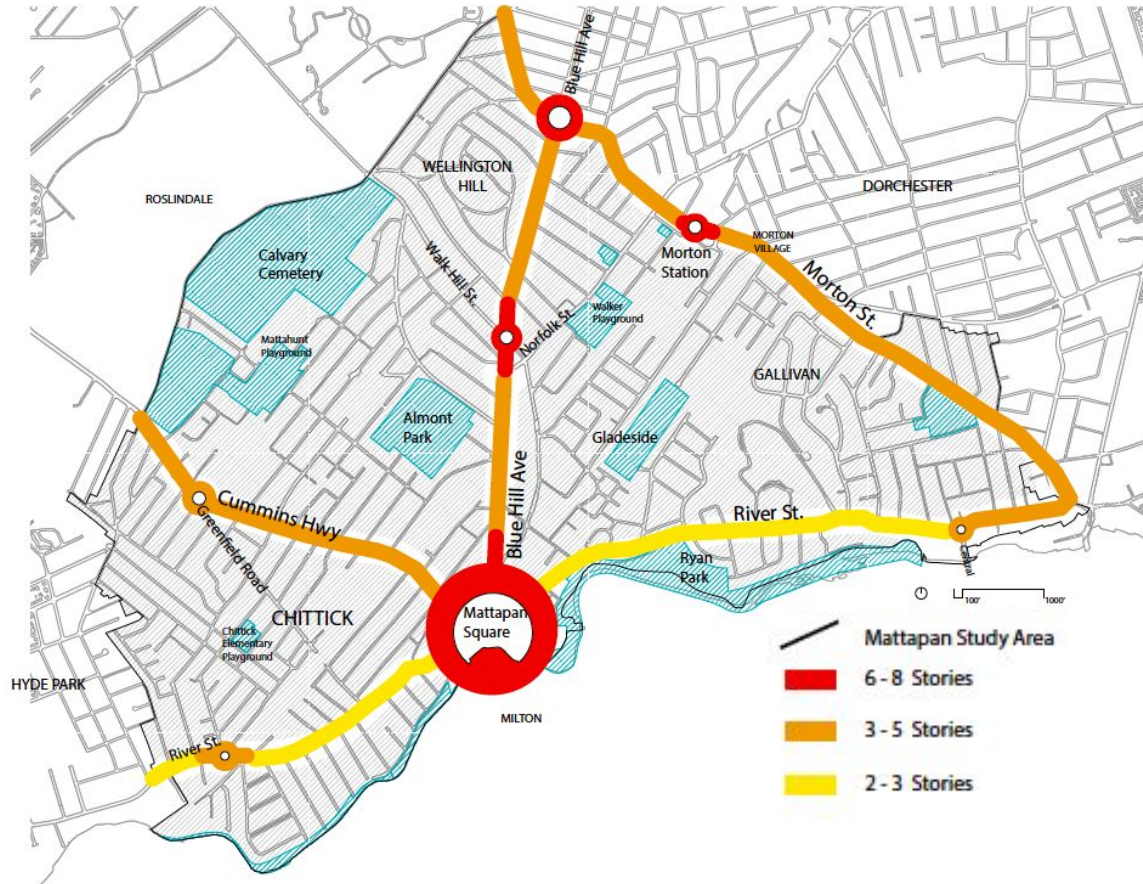
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High Density Example: Morton Street, Benefits



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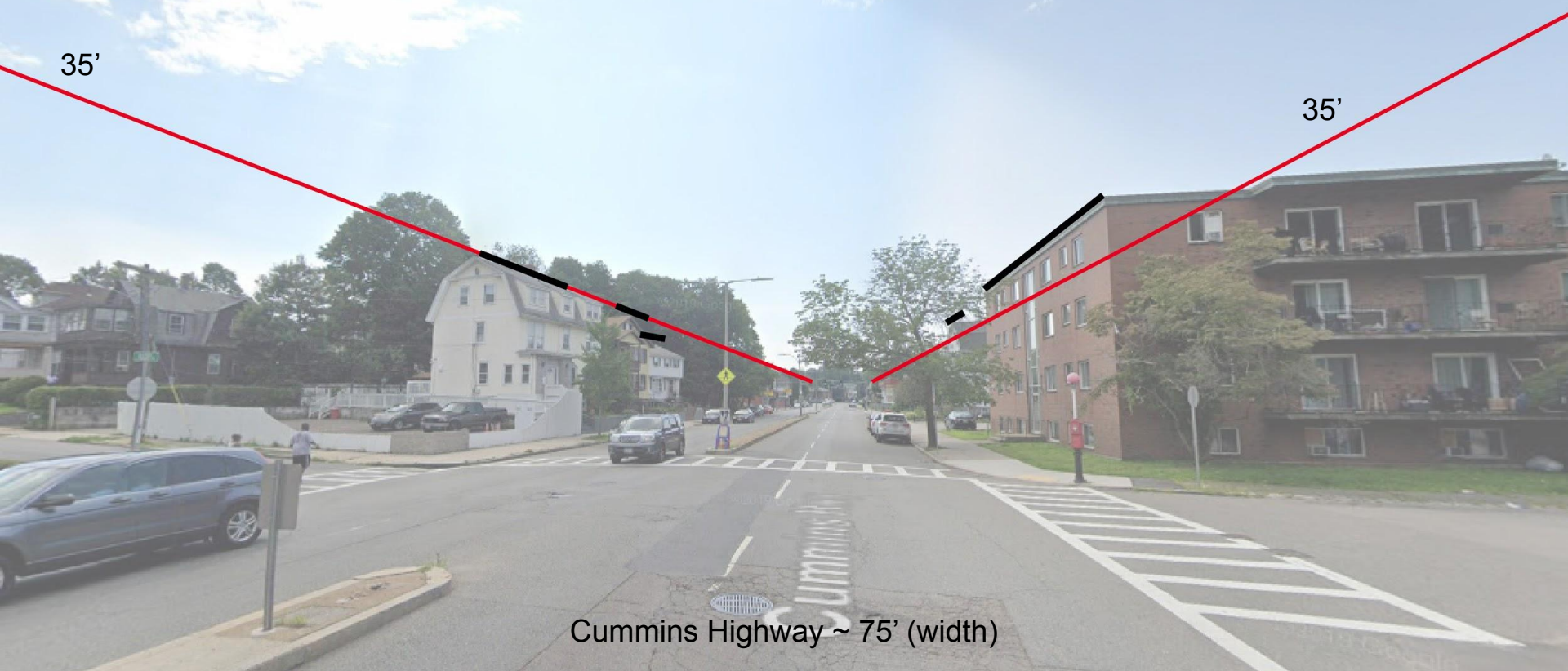
Your group documentor will record your thoughts here:

Medium Density Example: Cummins Highway, Existing



Cummins Highway near Savannah Ave and Rugby Rd.

Medium Density Example: Cummins Highway, Zoning

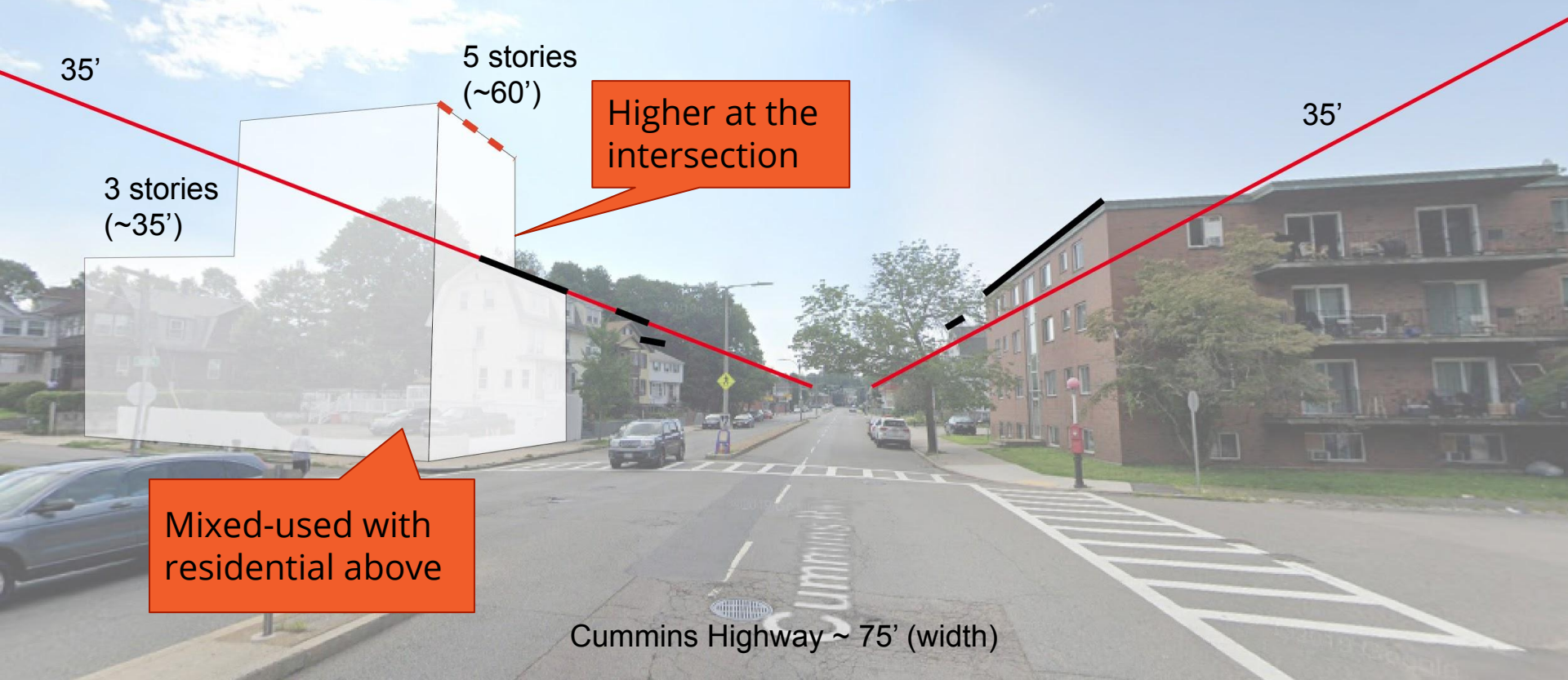


Cummins Highway ~ 75' (width)

Cummins Highway near Savannah Ave and Rugby Rd.

Drawings are illustrative and not drawn to scale.

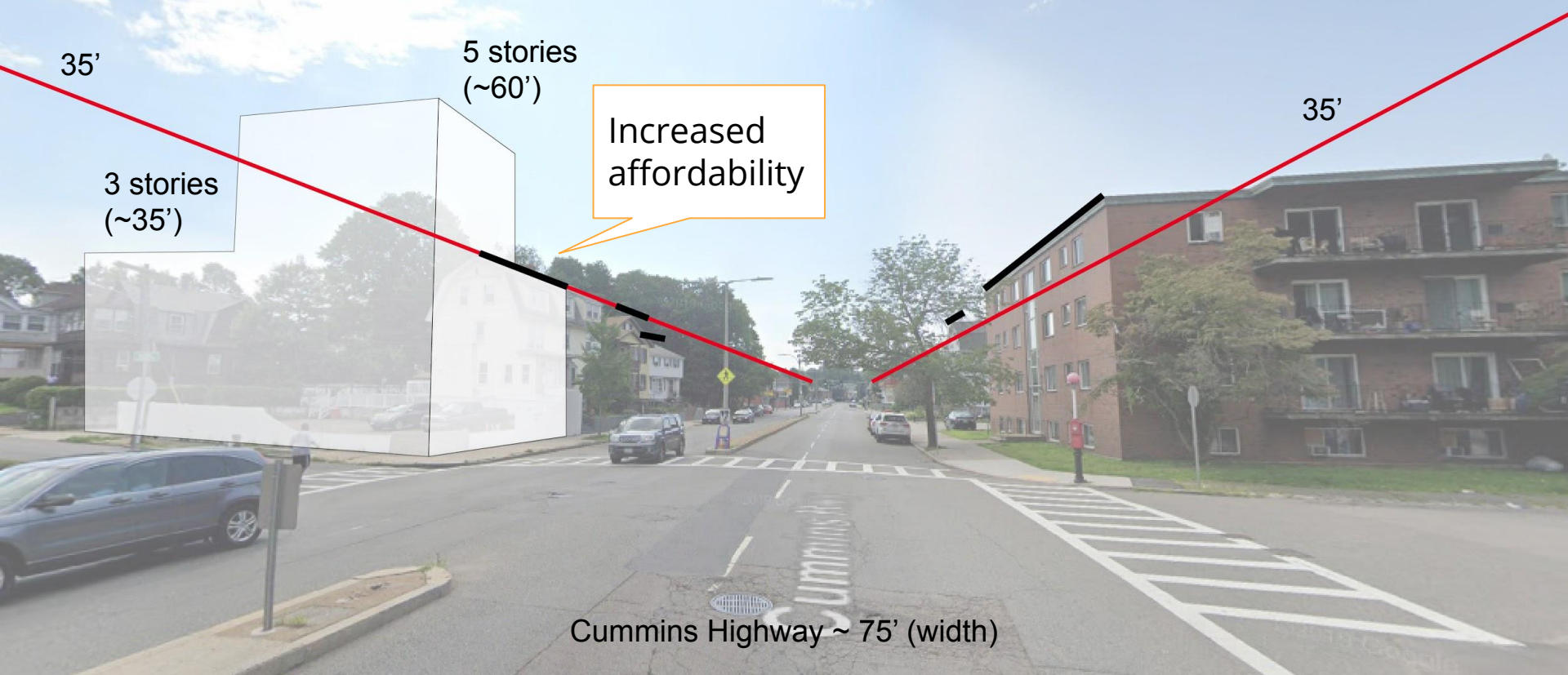
Medium Density Example: Cummins Highway, 3-5 Stories



Cummins Highway near Savannah Ave and Rugby Rd.

Drawings are illustrative and not drawn to scale.

Medium Density Example: Cummins Highway, Benefits

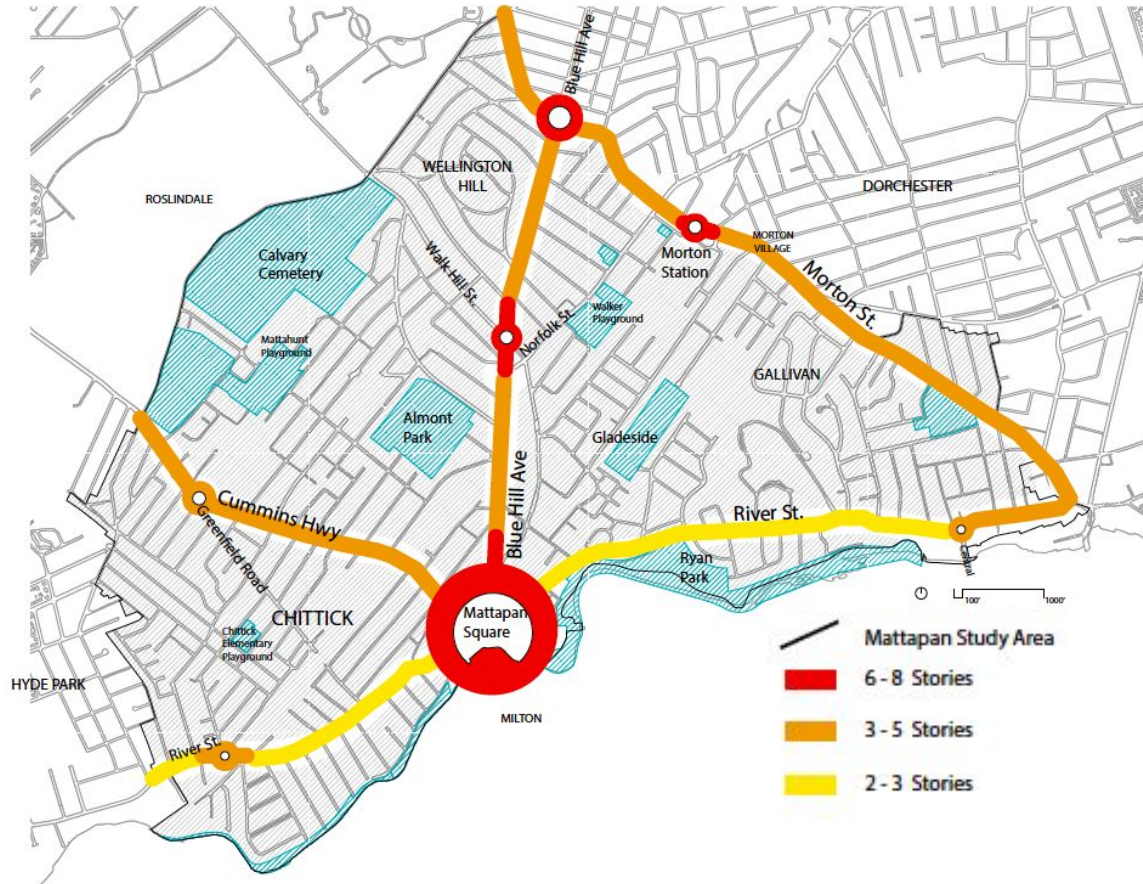


Cummins Highway near Savannah Ave and Rugby Rd.

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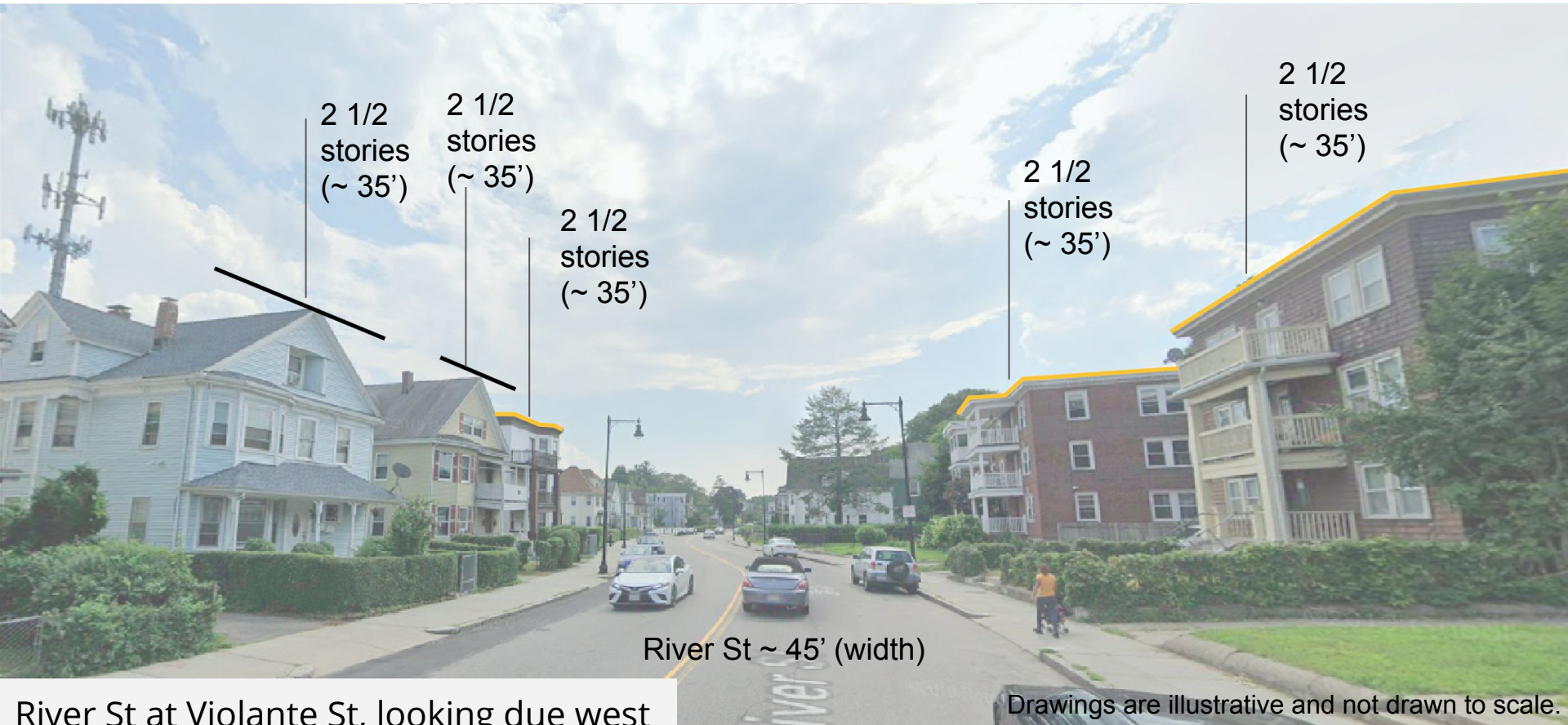
Your group documentor will record your thoughts here:

Low Density Example: River Street, Existing



River St at Violante St, looking due west

Low Density Example: River Street, Zoning



River St at Violante St, looking due west

Low Density Example: River Street, 2-3 stories

Minor changes to rooflines

Likely to see more of this style, all residential

River St ~ 45' (width)

River St at Violante St, looking due west

Drawings are illustrative and not drawn to scale.

Low Density Example: River Street, Benefits



Increase in housing units

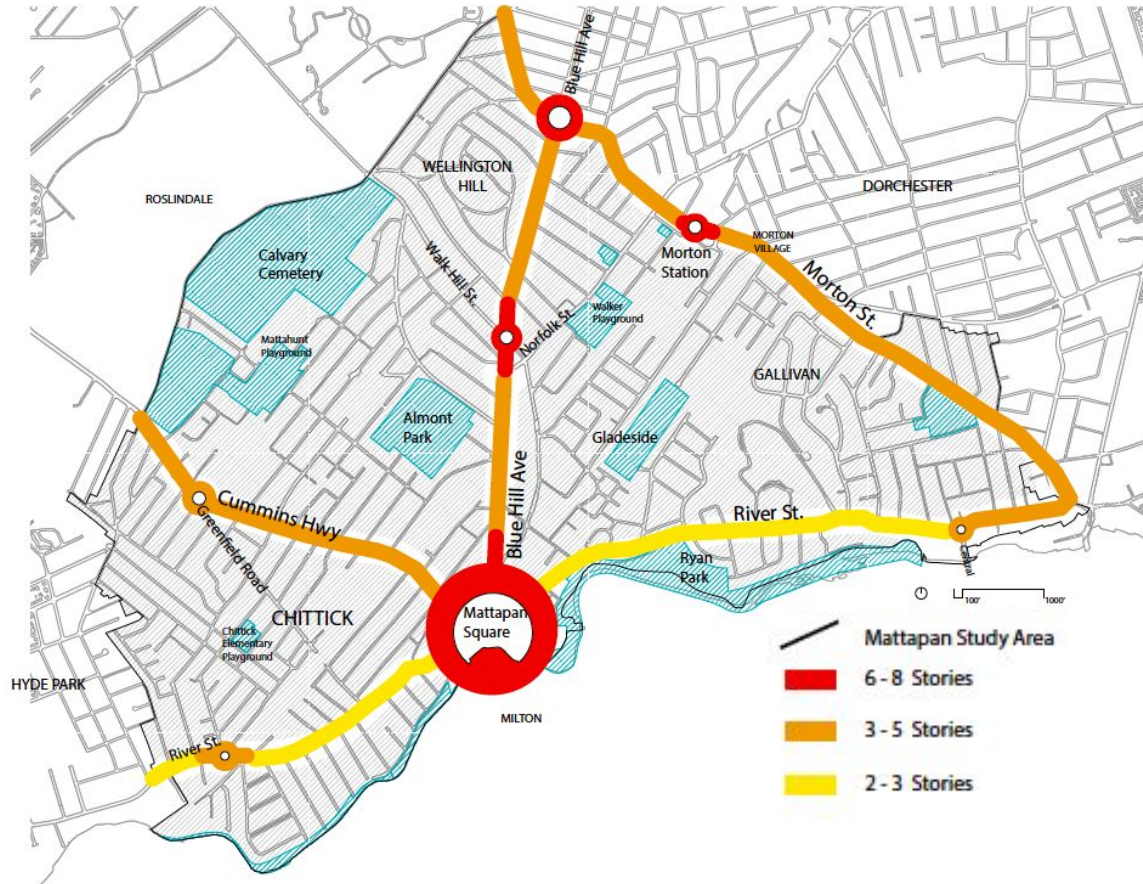
River St ~ 45' (width)

Drawings are illustrative and not drawn to scale.

River St at Violante St, looking due west

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3 Large Group Discussion & Closing





Grant for the Mattapan Teen Center

Temporary public art/wall murals to be produced in collaboration with youth, at 10 Hazleton St.

2021 Spring Murals

Launching a Call for Artists in the Fall for 2-3 large murals that will include:

Artist Selection Committee (5-7 members)

Purpose to celebrate Mattapan's culture, diversity and identity

Locations to be finalized and will be announced at the Call for Artists

TRANSPORTATION ACTION PLAN & VISION UPDATE

For the past year, the Boston Transportation Department has been leading a community process to re-imagine the future of Blue Hill Avenue from Mattapan Square to Grove Hall. We received over 500 comments from the community on how to make the corridor safer, improve public space including public art, and developed bus and bike facilities. We want to continue the community conversation and give you an update on improvements planned for Spring 2021 and a longer-term vision for the corridor.

Meeting Details

- **September 30th @ 6:00 PM on Zoom**
- **Register Here: boston.gov/blue-hill-avenue**



Scan this QR Code with your phone's camera app to directly access the Registration Page

Questions? Contact matthew.moran@boston.gov
Boston Transportation Department



BRINGING BUSINESS BACK TO BLUE HILL AVENUE

30 vacant City-owned parcels on Blue Hill Avenue are the focus of redevelopment efforts.

Tell us what'd you like to see developed on the B1 parcels:

**Housing?
Open Space?**

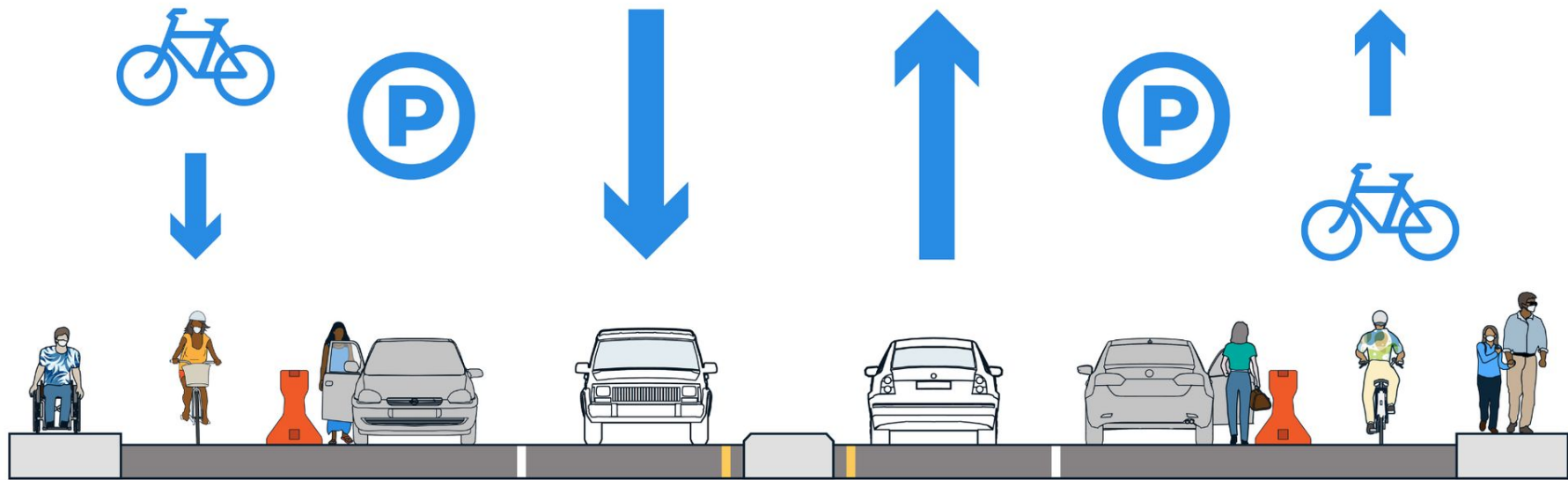
**Commercial Uses and Retail?
A Mixture of All Three?**

Scan the QR code and take a brief survey.

Find out more at: buildinghousing.boston.gov.

B1 survey





CUMMINS HIGHWAY

Starting around July 24th we are testing a calmer, safer traffic design. There will be one driving lane in each direction, turn lanes will remain.

PLANNING FOR FUTURE OPEN SPACE

The Parcel Priority Plan is a long-term planning effort. We're prioritizing parcels of land to acquire and protect for public use.

Survey in English

Sondaj an kreyòl ayisyen

Encuesta en español

Have questions? Contact:

PARKS AND RECREATION



MAGGIE.OWENS@BOSTON.GOV



617-961-3025
