

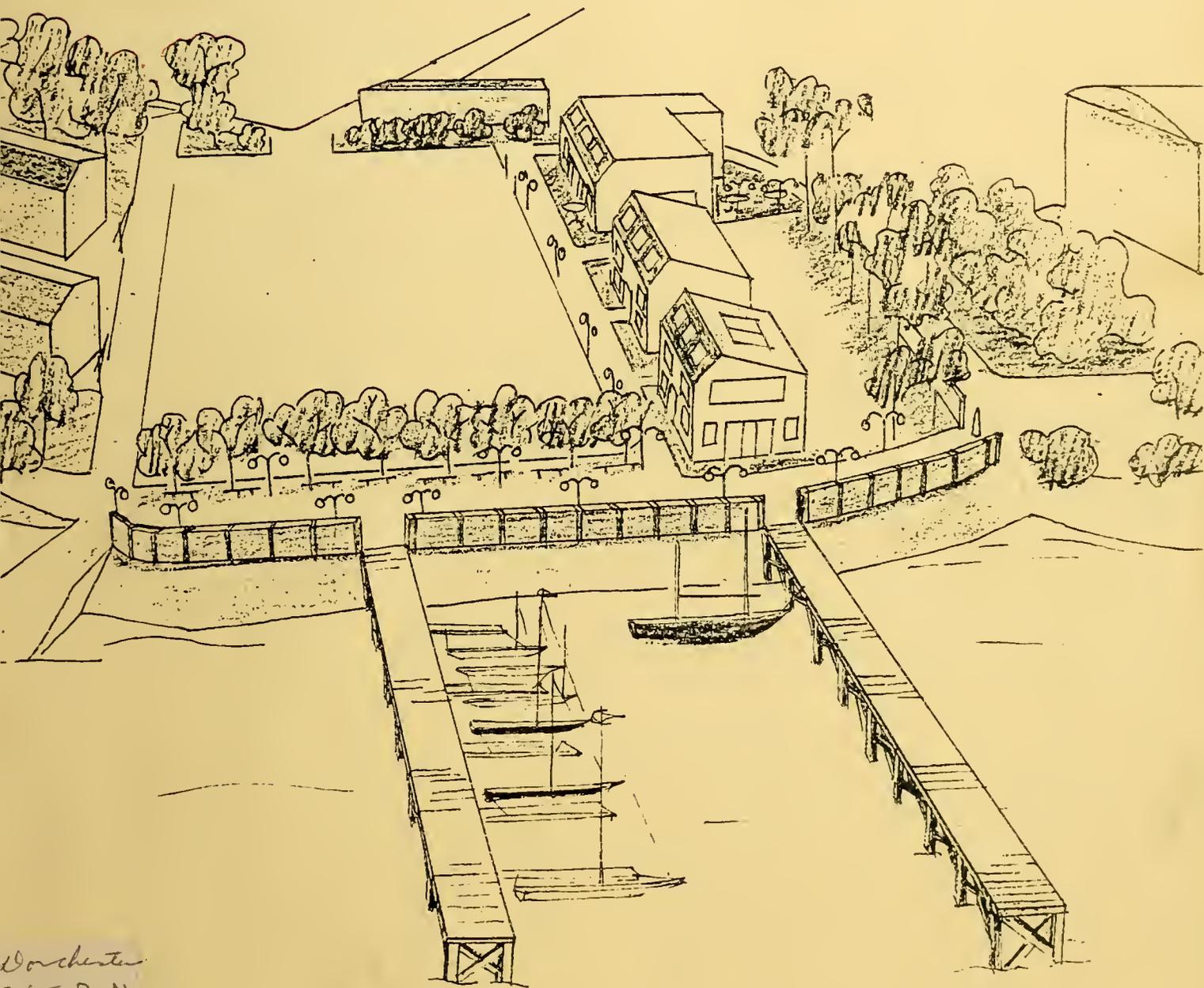
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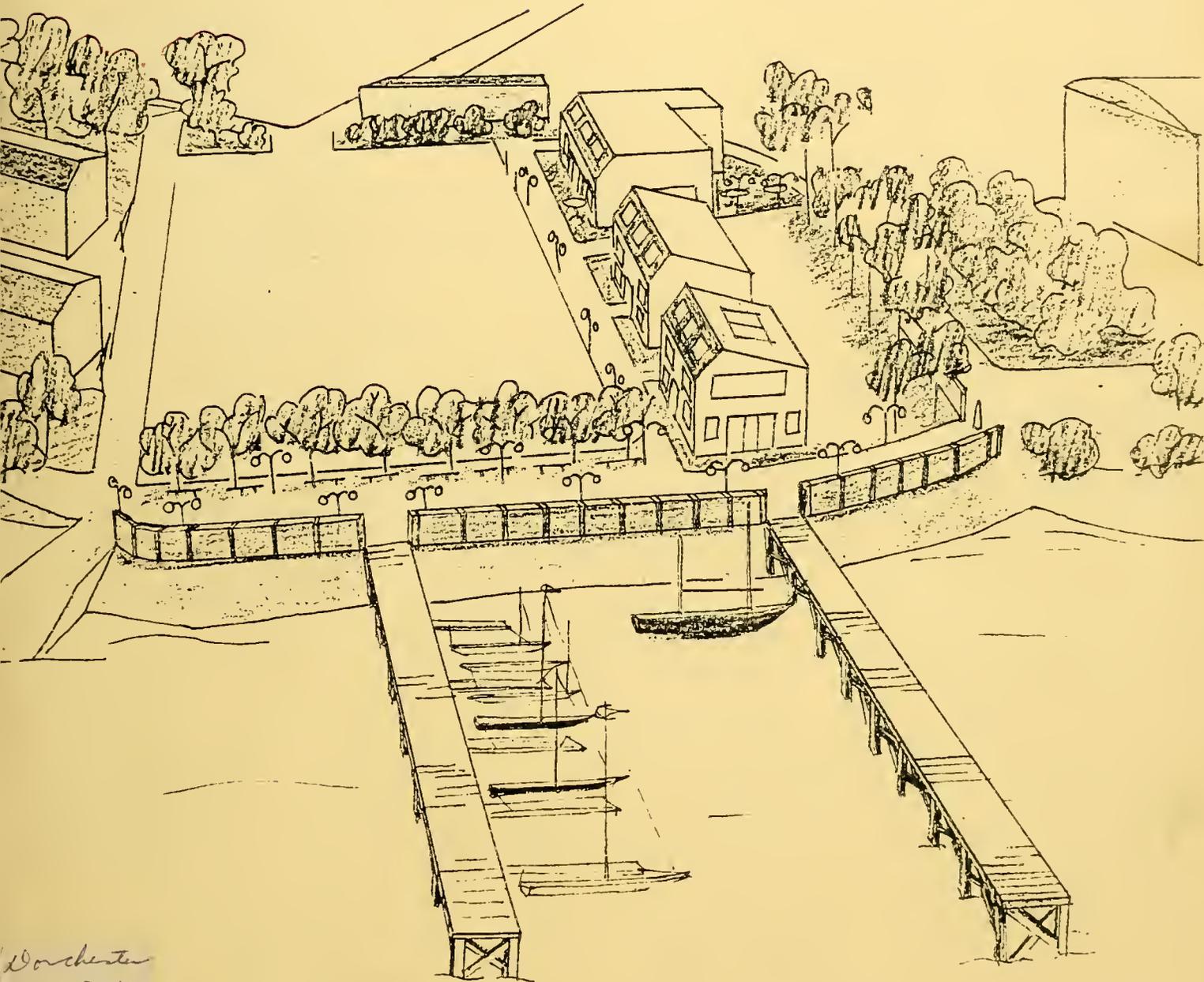
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DESCRIPTION

Port Norfolk is located in the Neponset section of Dorchester, about six miles south of downtown Boston. It is an isolated neighborhood of about 1,000 people, almost completely surrounded by the Southeast Expressway to the west and the mouth of the Neponset River to the north and east. Its 250-odd houses are almost all one and two family structures. Most of them were built before the turn of the century. Collectively, they display the full variety of 19th century architectural styles.

The residential center of the neighborhood is surrounded by industrial and commercial uses along the waterfront. The industries include an ice cream manufacturing plant, a small handbag factory, a concrete mixing machinery plant, and a paper waste disposal company. Among the commercial uses are a seafood restaurant, marina, a yacht club, and a boat rental facility. These various uses cut off the residential area almost completely from the water.

HISTORY

As late as 1845, Port Norfolk was a pine covered hill surrounded by marshland and used for pasturage. It was not until the Old Colony Railroad built its track across the area to connect Quincy and Boston that any development began. Houses were built and industry - primarily ship builders and lumber yards - took advantage of the location on the waterfront of the Neponset River. The area prospered, churches were built and retail stores opened. As time passed, the Old Colony Railroad shut down, the businesses closed, and the industry on the waterfront changed. Construction of the Southeast Expressway, in the mid-1950's, cut off Port Norfolk from the rest of Dorchester. The age of the automobile, suburban living, and advanced technology have changed the face of Port Norfolk.

ANALYSIS/DETAILED OBJECTIVES

Today, Port Norfolk is a proud, working class neighborhood. Residents are very possessive about their neighborhood and tend to live there for a long time.



SUB-AREAS



GOAL AND SUMMARY

Our overall goal is to preserve Port Norfolk as a pleasant, lower-middle class residential area. In order to achieve this goal, we propose the following actions:

-Implementation of programs to preserve and upgrade the aging but attractive and architecturally distinguished housing stock for the lower-middle income residents.

-A series of significant public improvements in the residential section demonstrating the city's concern for the neighborhood's welfare.

-Elimination of inappropriate waterfront uses, and opening up of this land for public and private recreational activities.

I) Elaboration of the Neighborhood Strategy for the Preservation of Port Norfolk

One of the key factors affecting the preservation of Port Norfolk as a lower-middle income working class community is the strategy towards its housing stock. The increased cost of housing, the renewed interest in urban neighborhoods, and the fact that no new unsubsidized housing geared to lower and moderate income people is today being created, point to the need for a strong policy to preserve the lower-moderate income housing resources currently offered along with the close-knit, social fabric of the neighborhood. Without housing opportunities affordable by the income group currently settled in Port Norfolk, there is little hope for preserving the social and economic make-up of the neighborhood.

Our goal for Port Norfolk can be realized through preserving and upgrading both the existing, owner-occupied (75.2%) housing stock, through various forms of financial and technical assistance, and the rental housing by means of strict housing inspection and code enforcement in addition to financial assistance, to insure decent housing opportunities for lower income people. A discussion of specific programs to address these different needs will be given below.

Equally important as the actual programs available to Port Norfolk, is the need to familiarize and educate residents as to the architectural/historical/preservation value of their neighborhood. An increased awareness of these values will foster more pride and concern for the neighborhood and, consequently, more people will take advantage of the financial programs available to them.

One of the striking visual aspects of Port Norfolk is its diversity of architectural style. Greek Revival (40 homes, 1830-1855); Gothic Revival (8 homes, 1835-1860); Italianate (35 homes, 1850-1880); Second Empire/Mansard (20 homes, 1860-1880); Queen Ann (12 homes, 1875-1895); Shingle Style (2 homes, 1880-1890); Colonial Revival and Bungalow (6 homes, 1890-1930) are

a number of different styles noticeable. Most buildings are not pure forms of just one style, but are likely to combine elements of several styles. An example of this would be a building with a Greek Revival form, but Gothic Revival trim on the eaves or the porch.

Because of architectural significance and the diversity of Port Norfolk, one way of making all residents more aware of their neighborhood's value would be to place the entire residential area on the National Register of Historic Places or as an Architectural Conservation District. These two options would not only promote awareness of the architectural value of Port Norfolk, but there is a slight chance (due to limited funds at the present time) that property owners would be eligible for Federal Historic Preservation matching grants for "historically appropriate" repairs.

Residents of Port Norfolk should be given decision-making power for the type of listing. While there are benefits, there may be more attention drawn to the community than they would like. The purpose of this designation is to make residents of Port Norfolk aware and proud of the area's architectural heritage. This education and awareness may be the key to participation in the financial programs available.

Not only is gentrification a threat to the housing stock in Port Norfolk, but deterioration and disinvestment are also a potential portent to neighborhood stability. The solution is to find a middle ground between disinvestment and decline, and gentrification and displacement. It is best to teach the residents of Port Norfolk and any community, that their future lies in their hands, to be molded or changed in the way they see fit.

To benefit this working class community, housing assistance programs geared to lower-moderate income residents and homeowners would best serve their current need. To encourage increased ownership and upgrading of housing stock to benefit homeowners and renters, a number of programs are discussed below.

Massachusetts Home Mortgage Finance Agency (MHMFA)

The MHMFA was created in 1974 as the result of increasing concern that the quickly rising cost of housing and the deceleration of personal income were causing a decline in decent, safe, and affordable housing throughout the Commonwealth. (The legislation creating MHMFA mandated that the agency provide financing to individuals of families whose "annual income is less than the amount necessary to enable them to obtain and maintain decent, safe, and sanitary housing" through conventional financing.) The Loan Participation Program currently has funds available. It would be an excellent program for the residents of Port Norfolk. It would enable current homeowners to do needed rehabilitation work on their homes and would give non-homeowners a chance at homeownership. Both of these goals could be at considerably less than the going market interest rate. (8 7/8% on the agency's 1979 series A bond issue and 10 5/8% on the agency's 1980 series A bond issue. These rates are for mortgages financing the rehabilitation of a dwelling along with financing the purchase of a dwelling unit.)

Port Norfolk should try to have their neighborhood declared a Neighborhood Preservations Area under the Neighborhood Preservation Area Program within the MHMFA. This program would increase the impact of the Loan Participation Program. MHMFA could designate Port Norfolk as a NPA if the local residents, the municipality, and the local mortgage lenders have made a commitment to a program to stabilize and preserve the neighborhood.

Boston Weatherization Program

In April of 1980, Mayor Kevin White replaced the Housing Improvement Program (which gave 20-50% rebates on the cost of home rehabilitation for moderate and low income residents) with a new program to encourage the installation of energy saving devices. These are rebates of 50% of the cost of work up to \$5,000 for a single family home (and higher for multiple unit dwellings.)

Columbia - Savin Hill Neighborhood Services, Inc. is a community organization serving parts of Dorchester. This group gives information on home finance, bank loan applications, estimates on home repairs, contractor referrals, and section 8 and 707 subsidies. They also operate a revolving loan fund for home improvements to local residents to whom banks won't lend.

Section 312

The Rehabilitation Loan program provides low interest loans for terms up to twenty years. Currently, very small amounts of money for Boston has been targeted to a few selected neighborhoods. Unfortunately, at this time, Port Norfolk is not one of these areas.

Section 8 - Housing Assistance Program

This federal program provides guaranteed rent subsidies for housing units which are in a decent, safe, and sanitary condition, geared towards low income residents.

The preservation and upgrading of Port Norfolks housing stock is extremely valuable in preserving the neighborhood for the current residents. The maintenance of good housing opportunities affordable by low and moderate income people is essential to our goal of preserving Port Norfolk.

While one program is not expected to be the solution to the whole housing issue, it is expected that with effort by the residents and committment from the city, the cumulative effect of all these programs will be felt by the entire neighborhood.

PUBLIC INSTITUTIONS, OPEN SPACE, AND PROPOSED IMPROVEMENTS

As a result of its geographic location and access to the waterfront Port Norfolk is rich in its potential for a variety of open space and recreational opportunities, although most areas are underutilized at this time. No public institutions, such as health centers, libraries, or recreational centers exist in the immediate Port Norfolk area. The community has adequate street lighting, good roads, and sufficient numbers of trees. However, there are several problem areas. By far, the biggest public improvement that needs to be addressed is the antiquated sewer system that causes backups in both wet and dry weather.

We have suggested public improvements that would make Port Norfolk a more pleasant place to live and provide maximum services to residents at the least possible cost. In many cases, a large public expenditure cannot be justified to serve such a small population. In these cases, we suggest how the community could best take advantage of services already provided in the surrounding area.

The following section will outline:

- What currently exists in terms of open space, public institutions, and public improvements.
- What can be done to obtain maximum use from what is in the area itself and in the surrounding neighborhood.
- The cost of such improvements, private incentives, and

implementation strategies to assure that public improvements are a continuous process.

Open Spaces

Tenean Beach has a great potential to serve the community. The beach needs a general cleanup. The benches should be replaced and a few new benches added. The playground is in disrepair and should be completely repaired and made fit for play.

No tot lot now exists in the area. We suggest that one be constructed on the triangular vacant lot at the corner of Water and Redfield Streets. This site is centrally located in the residential community.

Public Improvements

Sewers

The biggest issue of public improvement and neighborhood liveability facing Port Norfolk is their antiquated sewer system. The sewer pipes, built over one hundred years ago, are supposed to function to catch both storm and sewer drainage in the small pipes. Dry weather overflows are caused by faulty regulators in the sewer system, and basement flooding occurs at this time because of undersized pipes and tide inflows from the Neponset River. Wet weather overflows result from faulty regulators, lack of an adequate pumping station, lack of storage facility, and under-sized pipes.

Havens and Emerson Inc., Consulting Environmental Engineers, did an extensive study in 1979 of the drainage problem

in the area for the MDC. They called for four major modifications of the current system. These are: (1) A new tide gate; (2) A pumping station; (3) Major system inspection; and (4) Construction of a conduit on Lawley Street.

When asked about the study, the Boston Sewer and Water Commission called it "just recommendations." The only definite change will be the construction of a pumping station. Currently, the Sewer and Water Commission is employing a consultant to design specifications for this station. The rest of the study's recommendations depend on current discussions between the BSWC and the MDC about who will pick up the substantial tab for these alterations.

In comparison to the sewer problem all other improvements in Port Norfolk are secondary. Nevertheless, a few minor changes could enhance the quality of life in the neighborhood.

Street Markers

The entrance to Port Norfolk needs to be clearly marked. A sign should be erected on Morrissey Boulevard directing vehicles around the rotary and indicating the entrance to Port Norfolk. Once vehicles have entered the area, signs should direct the traffic toward the beach and the redeveloped waterfront. In addition, new and larger signs should be placed at the corner of Woodworth and Redfield Streets to make clear the one-way traffic pattern there.

Streets

Franklin and Taylor Streets are in very poor condition and should be repaved. This would be an important adjunct to any waterfront redevelopment scheme.

PUBLIC IMPROVEMENTS

AREA	IMPROVEMENT	COST
Tenean Beach	(1) General Clean-up (2) Benches replaced (3) Repair Playground	(1) \$5,000 (2) \$15,000 (3) \$15,000
Street Repair	(1) Major repairs to Franklin & Taylor Streets	\$35,000
Tot-lot (Corner of Water & Redfield)	(1) Construction of entire tot-lot in vacant lot (2) Centrally located play area for neighborhood	\$70,000 - \$100,000
Street Marker	(1) 3. large signs - clearly indicate one ways & entrance to the neighborhood	\$ 5,000
		130035.00

PORT NORFOLK REGULATOR CHANGES

In Dollars

Proposed Mod. Function	Federal	State	Local
New Tide Gate	2,250,000	450,000	300,000
DWF Pump Station	3,750,000	750,000	500,000
System Inspection	112,500	22,500	15,000
Lawley Street Conduit	157,500	31,500	10,000

Linear Park Proposal

The Neponset River and Dorchester Bay have an enormous unrealized recreational potential. Only 30% of the waterfront is currently accessible to the public. In order to meet the growing demand for recreational resources, more of this land will probably be developed for recreation in the near future.

Elsewhere this plan discusses making available for water-related uses a substantial length of land along the Neponset River. Currently, the MDC operates Tenean and Malibu Beaches. They also own the Hallet Street dump area along the Neponset River, and are about to acquire the Troy Marina site at Commercial Point, just north of Port Norfolk. These latter two sites will probably be improved for public use in the near future. In addition, the state is planning to develop a Heritage Park at Lower Mills and along the nearby marshes. At the northern end of Dorchester Harbor is the Kennedy Library, a popular attraction drawing tourists from all over the country.

We recommend the development of a linear foot and bicycle path from Lower Mills to Columbia Point connecting these several historic, scenic, and recreational resources. A ready-made potential route for this linear path already exists along the southern portion of the route, in the form of a little-used railroad freight spur track. We recommend abandonment of this track the adaptation of the right-of-way for the path. North from Port Norfolk, a combination of city

streets, sidewalks, and newly built special paths could bring the walker, jogger, or bicyclist all the way to Columbia Point. The total distance of the route is about 4½ miles.

Incorporating the new Port Norfolk park into this route would benefit both the Port Norfolk residents and tourists. For the local population, the linear path would provide a new recreational opportunity. Currently, the nature of the heavily trafficked streets makes the proposed activities difficult and dangerous. For the tourist on foot or bicycle, the park would provide a pleasant resting spot about midway along the route, as well as a glimpse of a pleasant Dorchester neighborhood. For other tourists who arrive by boat at Port Norfolk, the park and the path would be the beginning of a day of exploring.

To make this proposal a reality, several steps must be taken. First of all, the MDC must proceed with its park plans at the Troy Marina and Hallet Street sites, and the state must establish the Lower Mills Heritage Park. Second, the track abandonment process must begin for the freight spur track. Third, ideally certain easements should be obtained from the Boston Gas Company (at Commercial Point) and the Department of Public Works (parallel to the Southeast Expressway) to allow the route to avoid city streets as much as possible. Fourth, a precise route must be established through Port Norfolk itself. Here two choices are possible. One is for the route to leave the freight spur as it turns to parallel Woodworth Street, proceed under the MBTA bridge, then turn sharply left to go between Flounder Fleet and the MBTA embankment as far as Taylor Street, and from there

proceed to the Port Norfolk Park. Departure from the neighborhood would be along an upgraded Franklin Street, leading directly to Tenean Street and Tenean Beach. This plan would require a narrow easement or land-taking from Flounder Fleet for a short portion of the route. If that proves undesirable, the alternative is for the route to follow the freight track around the curve onto Woodworth Street, and then proceed along city streets to the new Port Norfolk Park.

Once the route is established, a series of route markers and historical signposts should be erected, and the MDC should publish a brochure which maps and describes the route.

Funding

Massachusetts issued bonds in 1975 and 1977 specifically intended to finance bicycle paths. \$1.5 million of the original \$3 million bond issues is still unspent. Some portion of this money would almost definitely be available for the Linear Park if a complete plan were developed and proper applications submitted.

Under this program, ordinarily the state pays for 75% of the path cost and the local government 25%. However, if the locality can successfully make the case to the Department of Public Works that the project is of "regional significance", the state will finance 100% of the project. This project should definitely fall within that category, given the fact that it would ultimately connect a state park with a presidential library.

Costs

The cost of developing a bicycle path depends of several factors. Where a railroad track must be removed, \$40,000 per mile must be added to the base figure. The base figure ranges from \$50000-\$75000 per mile, varying according to land conditions. Proper path construction requires grading, a sub-base, a base, a coating, plantings, and safety barriers.

The following chart summarizes estimated costs for the 4.65 mile Linear Path.

Lower Mills to Port Norfolk	1.9 miles @ \$105000 per mile	\$199500
Port Norfolk to Kennedy Library	2.7 miles @ \$65000 per mile	<u>\$175500</u>
	Total	\$375000

Description of Redevelopment Area

The proposed redevelopment area is approximately 15 acres of riverfront land on the eastern side of the Port Norfolk neighborhood. Two industrial uses currently occupy this property. Neither walking nor visual access to the riverfront is available to the residential neighborhood.

In the redevelopment area, there are approximately 1700 linear feet of river shoreline, extending from the Port Norfolk Yacht Club in the north to Founder Fleet (boat rental) in the south. The Shaffer Paper Co. extends along approximately 1150 linear feet of this area, while the New England Road Machinery Co. holds the remaining 550 linear feet.

Commercial Uses

(1) New England Road Machinery

Involved in the assemblage of heavy-duty road construction machinery, we've estimated that this company employs between 5 - 10 people. The size of the machinery assembled explains the land intensity of this operation. The 1980-81 assessed value of the company is \$78,400.

The entire Road Machinery site is approximately 5 acres. Less than half of that area is used by the company. The portion in use consists of parking facilities and an enormous hangar-like building, 140ft x 400ft. This structure is constructed of concrete slab and corrugated sheet steel. The unused portion of the site is overgrown with weeds and strewn with heavy garbage, fill and broken concrete slabs. 550 linear feet of riverfront runs along this parcel. The riverbank is not walled or reinforced and erosion has taken place. Visiting this area at low tide, we found that mudflats extended 100 - 200 feet into the river

- * Non-Use: Neither commercial activity benefits from this waterfront location. At the Road Machinery site this is evidenced by 2.6 acres of riverfront land unused.
- * Dumping: The riverfront land at the Road Machinery site has been used for dumping on the land and in the river.
- * Flooding: This has been a recurring problem at the Shaffer site during storm periods. Not only is this a problem for the paper company but possibly a threat to the river as well given the company's use and storage of hazardous chemicals.

(2) Conflict With Residential Neighborhood

- * Fire-Hazard: The threat of fire has been the major concern for area residents according to the Port Norfolk Civic Association. A fire at the site in 1979 was put under control before any damage to nearby houses occurred. Both the storage of large amounts of waste paper and of hazardous chemicals seem to be the cause of neighborhood insecurity. The Civic Association contends that Shaffer improperly stores those chemicals.
- * Truck Usage: Shaffer Paper relies on truck shipping as a basic part of the operation. Port Norfolk's local streets are inappropriate for such heavy truck use. The Civic Association contends that Shaffer Paper trucks regularly exceed the weight limits of the Water Street bridge.
- * Public Access: At no point along the riverfront is there walking access open to the public. Domination of the landscape by large buildings prevents any visual access.

Redevelopment Alternatives

Alternative redevelopment actions need to be evaluated in light of their overall affect on the present residential community, their response to the major issues of concern regarding present use of the redevelopment area, and their feasibility for implementation.

and that the shoreline was strewn with concrete slabs, garbage, and a long abandoned barge.

(2) Shaffer Paper

This operation consists of waste paper treatment: removal, shredding, baling, resale/disposal. Included in this process is the use of hazardous chemicals that require storage on the site. The treatment process requires space: thus a large land area is occupied by truck trailers, dumpsters, and baled paper. Like the Road Machinery Company, Shaffer paper is land intensive. An estimated 100 persons work at Shaffer Paper. The assessed value of the property is \$162,000.

The 10 acre site contains 9 buildings: 5 corrugated large sheet-metal sheds, 2 woodframe structures, 2 brick structures. The bulk of the operation is located on the eastern side of Taylor Street. A small parking lot and the main office are inter-mixed with residential housing on the western side of Taylor Street. The only land on the site apparently not in use, is a strip along the river varying between 25 and 50 feet wide. Of the 1150 linear feet of riverfrontage, 350 linear feet is walled. Remnants of earlier uses are rotted pilings extending into the river in two locations.

Unsuitability of Commercial Uses

The following are the major issues of concern in regards to the present uses in the redevelopment area. The plan presented here is a comprehensive response to all the issues. If a comprehensive redevelopment plan proves infeasible, there will still be a need to deal with these issues; some more so than others.

(1) Non-optimal Use of Waterfront

(1) Encourage Private Development

Speculation that New England Road Machinery is interested in selling out abounds in the neighborhood. Whether or not this is true, it is not difficult to understand the potential attractiveness of the area to private developers. This seems especially true for condominium development. The site offers considerable advantages: waterfront access for boat owners, fine views of the harbor and the Boston skyline in the distance, easy access to downtown via the Southeast Expressway, a quiet neighborhood. To ensure some degree of control over future development, a zoning change to prevent severely inappropriate future development might be pursued.

We consider this alternative unacceptable in light of the overall goal of preserving the neighborhood for moderate income families. While not certain, condominium development would probably bring increased attention to the neighborhood, with speculation and housing values soon increasing to the point where current residents are unable to afford the market prices.

(2) Development of Elderly/Mixed Income Housing

This alternative presupposes an active public role in responding to the major problems of the redevelopment area and in development of more appropriate uses. One possibility is to develop elderly housing on part of the redevelopment site, assuming acquisition by a public agency. The attractive views and quiet neighborhood are at least as desirable for the elderly as for condominium owners. However, two factors argue against such a development. First, the very isolation that makes the neighborhood attractive could make it difficult for the elderly.

The bus stop is a fairly long walk and no retail establishments exists within easy walking distance. Secondly, as a matter of public policy, we feel that elderly housing should be located so as to support neighborhood shopping centers and minimize transportation requirements, as has been done at Lower Mills.

Development of Recreational/Industrial/Commercial Uses

This alternative also presupposes an active public role in responding to problems within the area and steering private development. Upon acquisition of one or both sites, the public agency would seek to develop open public space in conjunction with private uses. Appropriate uses might be: marina, marine or light industry, related retail development. Control of private development would be achieved through a combination of tools, (1) selection of developer, (2) zoning changes and (3) design review.

We feel that this alternative is most appropriate in light of goals to be achieved and feasibility of implementation. Our plan is an articulation of this development alternative.

Recommended Redevelopment Plan

Redevelopment of the designated area is imperative for two reasons: (1) conspicuous inappropriateness of the Shaffer Paper Company in its residential and riverfront location. (2) non-use of 2.6 acres of riverfront property at the New England site.

Private redevelopment of the Shaffer site as a marina seems opportune: (1) A recent study of marina facilities in metropolitan Boston, including a survey of trades-people and the Massachusetts Boatowners Association, estimates a gross deficiency of 65-70% of market demand for marina space. (2) The size of the site permits development of related marine functions, restaurant

or retail operations, or light industry.

On the Road Machinery site, the riverfront strip's location, makes it appropriate for development of public open space. And, if the entire site should become available for development, controls should be in place to direct that development in accordance with neighborhood and city-wide goals.

The specific objectives of the plan are detailed below.

Objectives of Redevelopment Plan

- Site Acquisition
- Rezoning
- Site Preparation
- Public Development
- Private Development

Site Acquisition

Relocation of the Shaffer Paper Company is a necessity given the companies unsuitability with the area. If possible, they should be relocated in an EDIC Industrial Park Site. Discussions between EDIC and Shaffer Paper have begun already. One barrier to such a solution is the requirement that EDIC sites contain "light industry". The Shaffer Paper Company does not fit that requirement, thus making that solution unworkable. Should voluntary relocation of the company prove unsuccessful, we feel that the situation warrants the use of the eminent domain powers of the MDC to acquire the site.

The MDC seems especially appropriate given their involvement in nearby riverfront sites (Hallet Street dump site, approximately 1 mile south of Port Norfolk; Commercial Point site, approximately 1/2 mile north of Port Norfolk) and their function as the regional park and recreational management agency.

MDC involvement offers an opportunity for integrated development of the Neponset River shoreline.

Redevelopment of the Road Machinery site is not an imperative. However, theirs is certainly not an appropriate use for waterfront property, as evidenced by the 2.6 acre unused lot marred by dumping. We recommend that the MDC seek to purchase a portion of that lot for development of public open space. The MDC should also: (1) seek to obtain purchase rights in the event they choose to sell, or (2) rezone to more fully control future private development of the site.

Rezoning

In order to insure suitable land use of the redevelopment area, the following zoning changes are recommended. In addition, due to the close physical relationship between the residential and industrial zones and the latter's potential impact, the Port Norfolk community should take part in development of any zoning changes:

o Shaffer Paper Company Site (10 acres)

-rezone for light industrial or marine commercial;

Floor Area Ratio not to exceed 2; setback and height requirements compatible with adjacent neighborhood.

o New England Road Machinery Company Site (2.6 acres)

-rezone for public open space

o New England Road Machinery Site (2.5 Acres)

-rezone for light industrial or marine commercial; Floor Area Ratio not to exceed 2; setback and height requirements compatible with adjacent neighborhood.

Site Preparation

The Shaffer site contains 9 buildings. Only two of these offer potential for reuse: a brick storage building, 50' x 100' and 35' in height; a recently constructed brick office building, 30' x 75' and 20' in height. The remaining structures require demolition because of inferior quality, structural defects, and unsuitability for marina development. No structures are located on the 2.6 acre riverfront parcel.

The Shaffer site requires removal of tar surfacing on approximately 30% of the site and of fences and other barriers.

The riverfront parcel requires grading, removal of solid waste, and removal of a barge on its shoreline.

Public Development

Development of the 2.6 acre riverfront strip as a waterfront park/walkway provides public ~~access to the most distinctive~~ natural feature of the neighborhood and complements the public open space on Water Street. Together, the parcels form a substantial public recreation area centrally located in the neighborhood.

The park's location and purpose will require the including of a number of landscape and design features. The shorelining of the site requires improvements for erosion control. Fencing is needed for safety reasons along the river and to separate the site from the Road Machinery building and site. A material aesthetically and functionally appropriate for bicycling and walking should be used for the park's pathway and sitting areas. Non-path areas should be landscaped with trees and grass. Placement of historical marker/plaque would enhance the park by creating awareness of the neighborhood's and river's unique history.

PORT NORFOLK

present land use
and
redevelopment plan

marine
light industry

public open
space

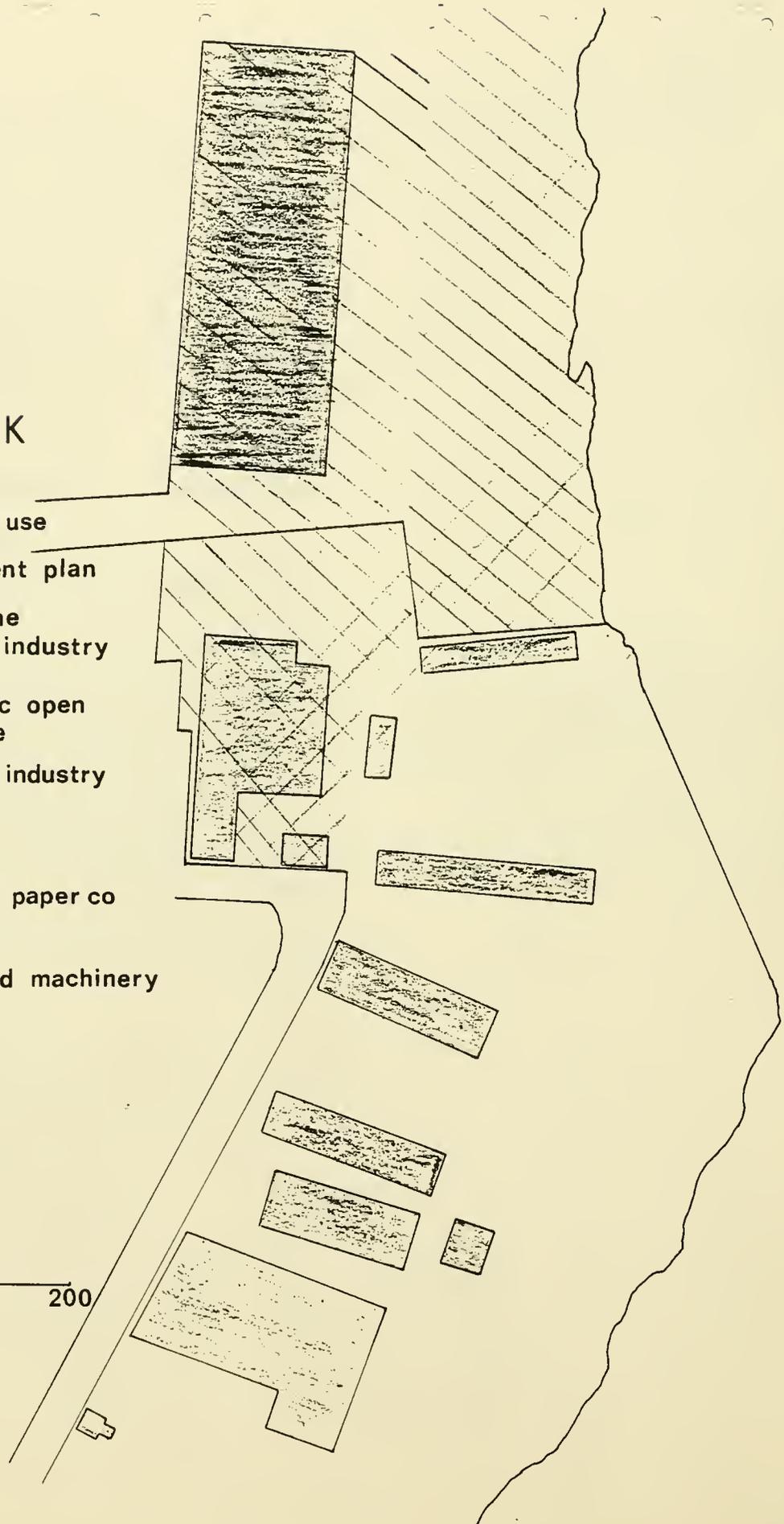
light industry

shaffer paper co

ne road machinery

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feet



PORT NORFOLK

proposed land use

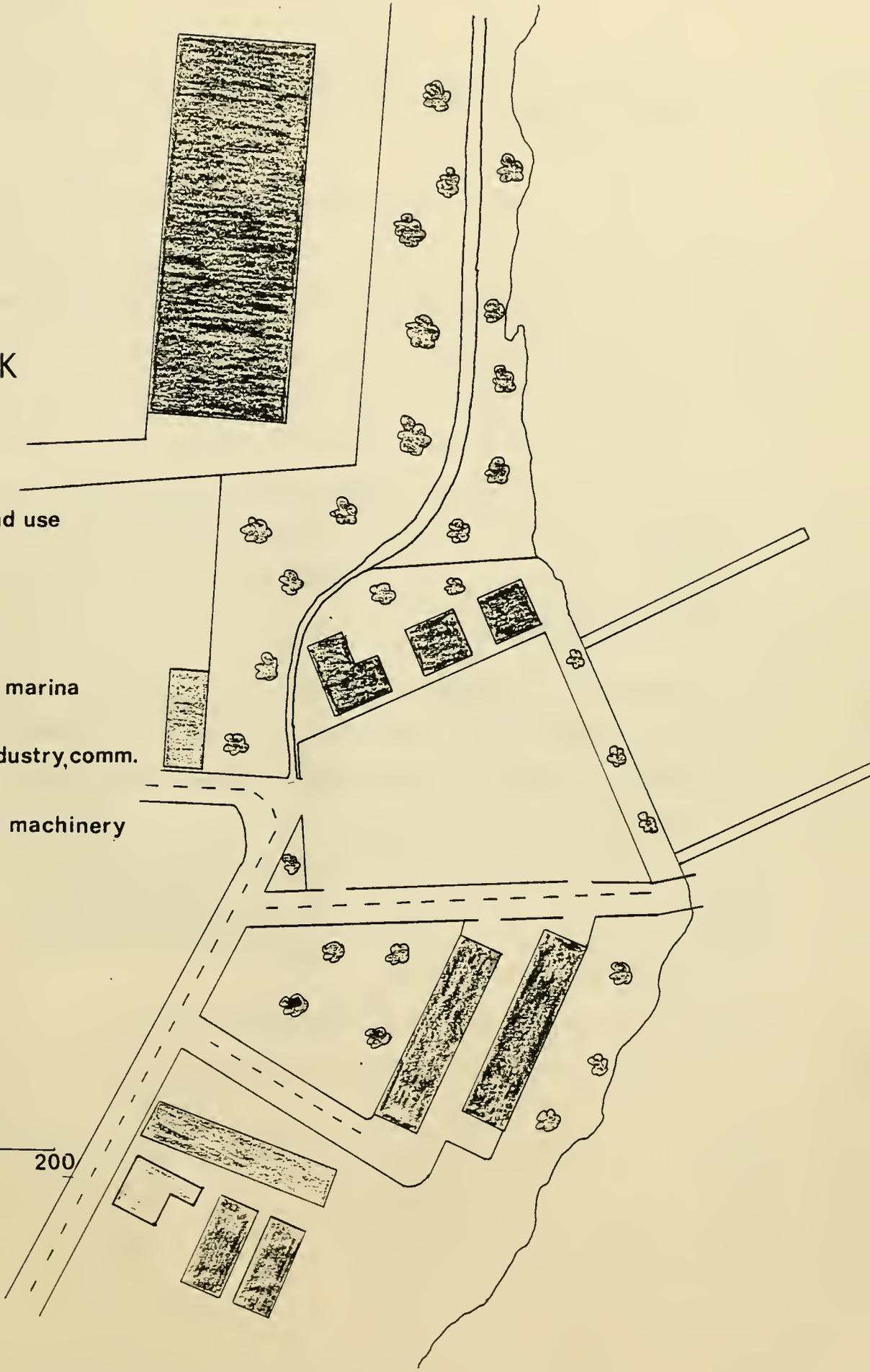
 private marina

 light industry, comm.

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feet



Funding Strategies

The elements of the Port Norfolk redevelopment plan are estimated to carry the costs indicated in the chart below.

Close cooperation between the public agency directing development and the private developer is imperative. The Metropolitan District Commission seems especially appropriate to manage redevelopment in light of their involvement in nearby riverfront sites and their function as regional park and recreational management agency. We recommend that the MDC review the plan with respect to their objectives for the Neponset River/Dorchester Bay area and their capability for undertaking action.

Both public and private investment will be necessary to achieve redevelopment in accordance with neighborhood and citywide goals. Funding for the Waterfront Park should be sought from the following sources: CDBG funds, Heritage Conservation Recreation Services, the MDC and Park Development funds. Further market analysis is required to determine more specifically the amount of public investment necessary to leverage private development money. The following public funding sources and programs should be explored:

1. Federal programs -- UDAG and SBA 502 programs.
2. City programs -- the 121A tax agreement and Industrial Revenue Bonds.

REDEVELOPMENT COSTS

Public Investment

Waterfront park

-site acquisition	121,000
-site preparation	95,000
-landscaping: trees, benches, marker, fencing walkway	<u>990,000</u>
subtotal	\$1,206,000

Marina/Industrial/Retail Development

-site acquisition	879,000
-demolition	117,000
-estimated resale value (subtract)	<u>644,000</u>
subtotal	\$352,000

Total public investment \$1,558,000

Private Investment

Marina development

-site preparation	175,000
-pier, dock, boating facilities	1,100,000
-clubhouse, restaurant	250,000
-parking, landscaping, internal roads	620,000
subtotal	<u>\$2,145,000</u>

Industrial development

-site preparation	175,000
-35,000 square feet of building space	950,000
-structural improvements: internal roads, parking, landscaping	<u>475,000</u>
subtotal	\$1,600,000

Office/Retail development

-rehabilitation of existing structure	<u>20,000</u>
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Private Development

The private development site, approximately 10 acres, is suitable for three major uses.

1. Private marina, capable of handling 100 boats, with related facilities: 4 acres.

- An intact seawall on the northern end of the Shaffer site offers the opportunity for pier construction and is the focus of the marina development.
- A marina clubhouse for 300 members can be located close to the seawall and adjacent to the Waterfront Park.
- A building housing a marine retail shop and sailing school, located next to the clubhouse and adjacent to the Park.
- A restaurant located next to the sailing school and adjacent to the Park and parking lot.
- Storage/repair/rental facilities that are proximate to the piers, boat ramp and street.
- A boat ramp adjacent to the piers and parking lot.
- Parking facilities sufficient to prevent parking on residential streets.

2. Marine or light industrial development: 5 acres.

- With structural improvements (roads), enough land is available to develop 35,000 square feet of marine or light industry.
- Rehabilitation of an existing brick structure may prove feasible for industrial uses.

3. Retail/Office development: 1 acre.

-The current Shaffer Paper Co. main office building of 1750 sq. ft. on the western side of Taylor St. has potential for rehabilitation of related retail or office facilities.

-Parking facilities for 45 cars are currently available at this location. Additional parking might be made available at the nearby marina.

In order to permit and encourage residential access a entrance walkway should extend from the end of Walnut Court and continue through a parcel, 100'x200' currently owned by Shaffer Paper Company. This parcel should be included in park property and be appropriately landscaped.

The implementation of our proposed waterfront redevelopment will likely take a number of years to complete. While this plan should be the major focus of the area's redevelopment, additional strategies can be used which will provide support to the overall goal.

-Rezoning can be one method of controlling future development of the waterfront area.

-Community Organization- Should be used for both the residential and waterfront area, to develop an awareness of each others' needs and future plans. Better coordination and understanding between these two distinct areas of Port Norfolk should produce future development which is acceptable to both parties. Because our overall goal for Port Norfolk is the preservation of the residential community, it is extremely important for there to be a strong neighborhood civic association. This group should work as a watchdog over future waterfront development which could pose a threat to the existing neighborhood.

-Strict enforcement of building codes, dumping laws, and safety regulations-Rigerous enforcement of these rules and regulations are needed to develop a more health, safe environment for all residents of Port Norfolk.

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Dorchester
Port Norfolk

B65P N.R.

