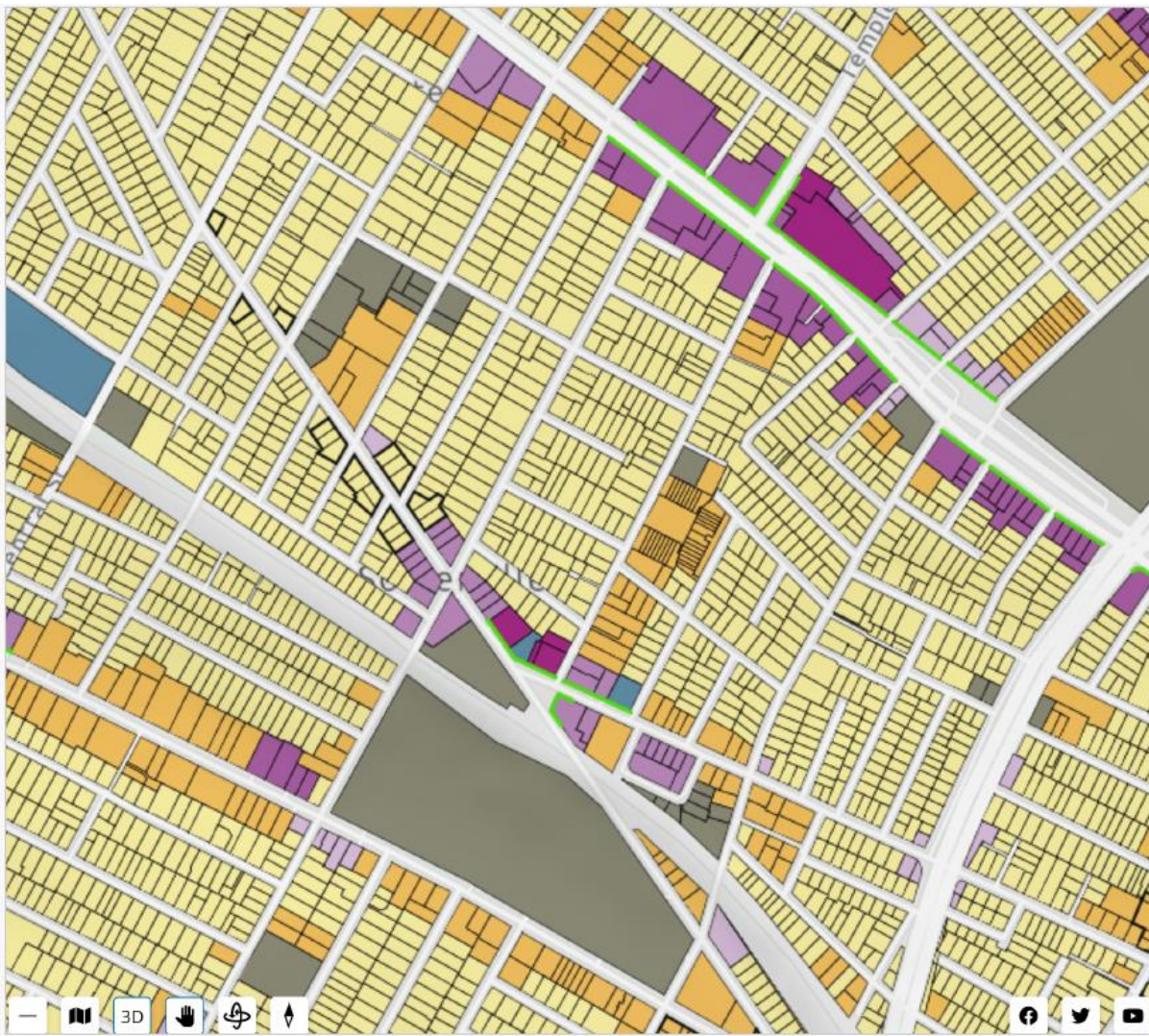


Gilman Square TOD Upzoning

09.04.25

Land Use Committee Presentation

Current Zoning

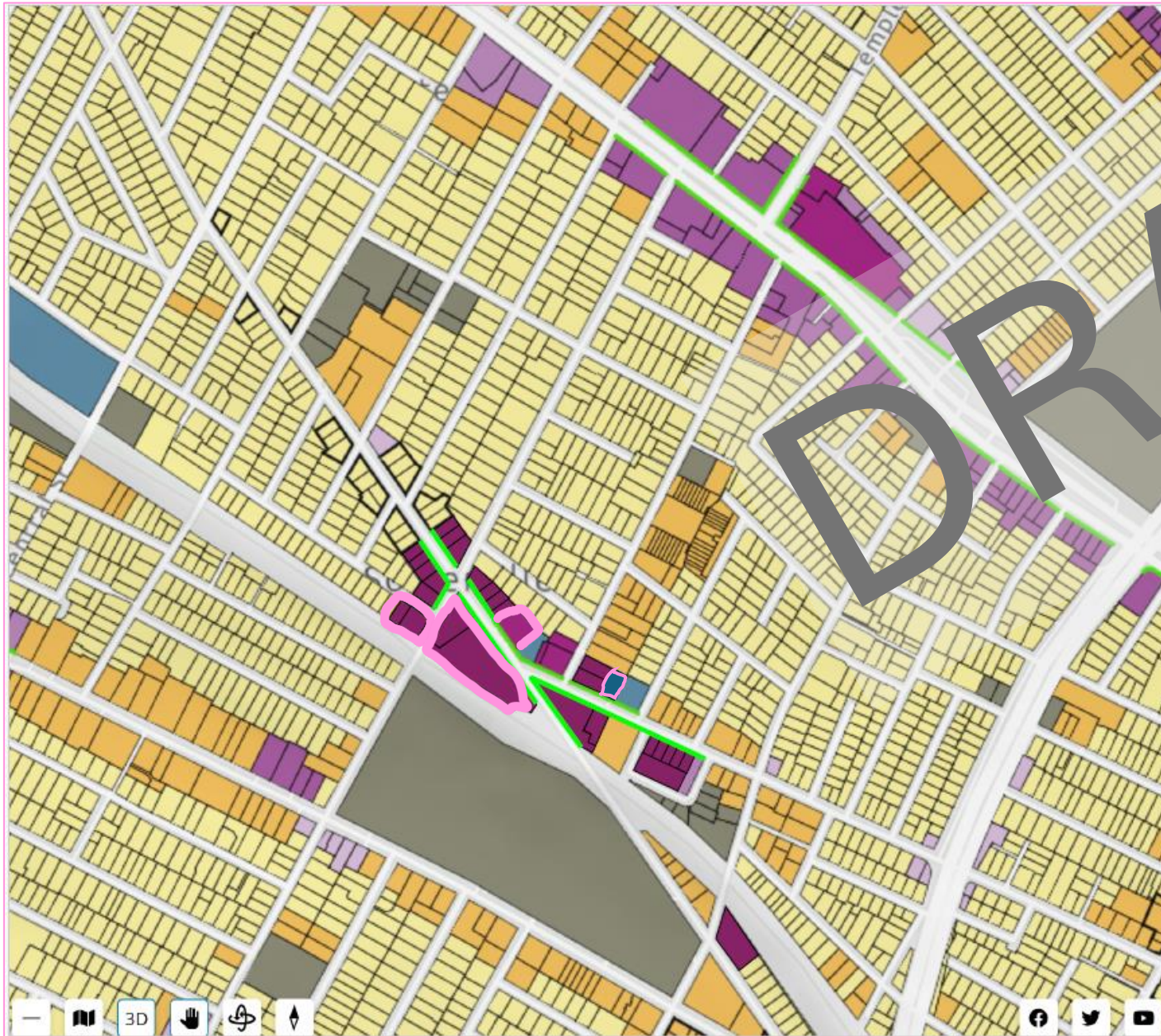


Primarily MR4 designation currently along
Medford X Pearl Street corridor
Broadway corridor is already largely MR5/MR6

*Does not reflect adopted YMCA proposal Highland/School Street and
Walnut/Medford Street MR4 designation



GSNC Proposed Zoning



- +1 parcel FAB (was MR4)
- Parcels along Medford X Pearl
MR4 => MR6
- +1 CIV parcel converted to MR6
- Expanded pedestrian street
designation (Medford X Pearl)
- 10ft setback for MR lots when
abutting NR building type

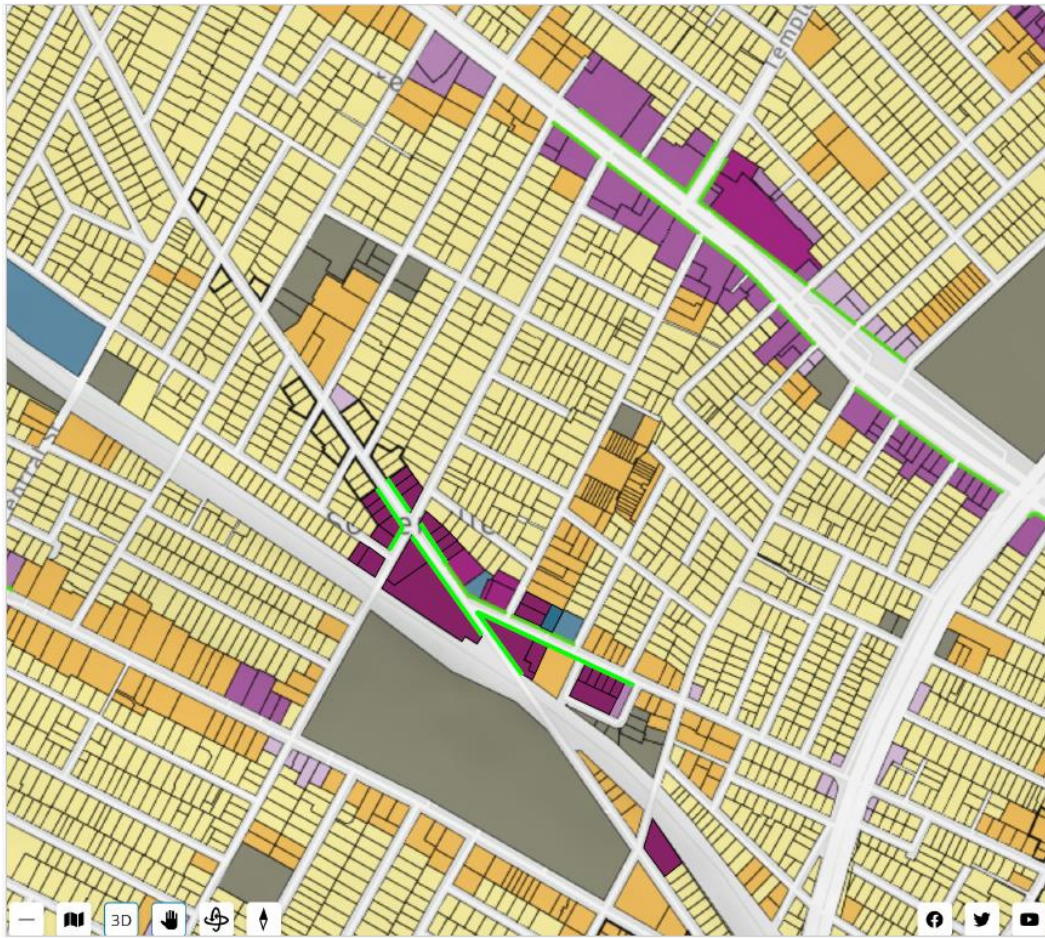
Note: residents have expressed they
are open to **higher density** on parcels
adjacent to transit station

For Discussion: Setbacks

Issue

- Current zoning regulations specify abutting district setbacks - i.e., setbacks based on a parcel's abutting zoning district
- Neighbor conflicts over side setbacks between a parcel being developed under MR regulations, and an adjacent parcel that has been zoned MR but has an existing NR building type
- Proposed 10 ft. front and side setbacks between MR and NR building types for pre-existing buildings; 10 – 20 ft. rear setbacks

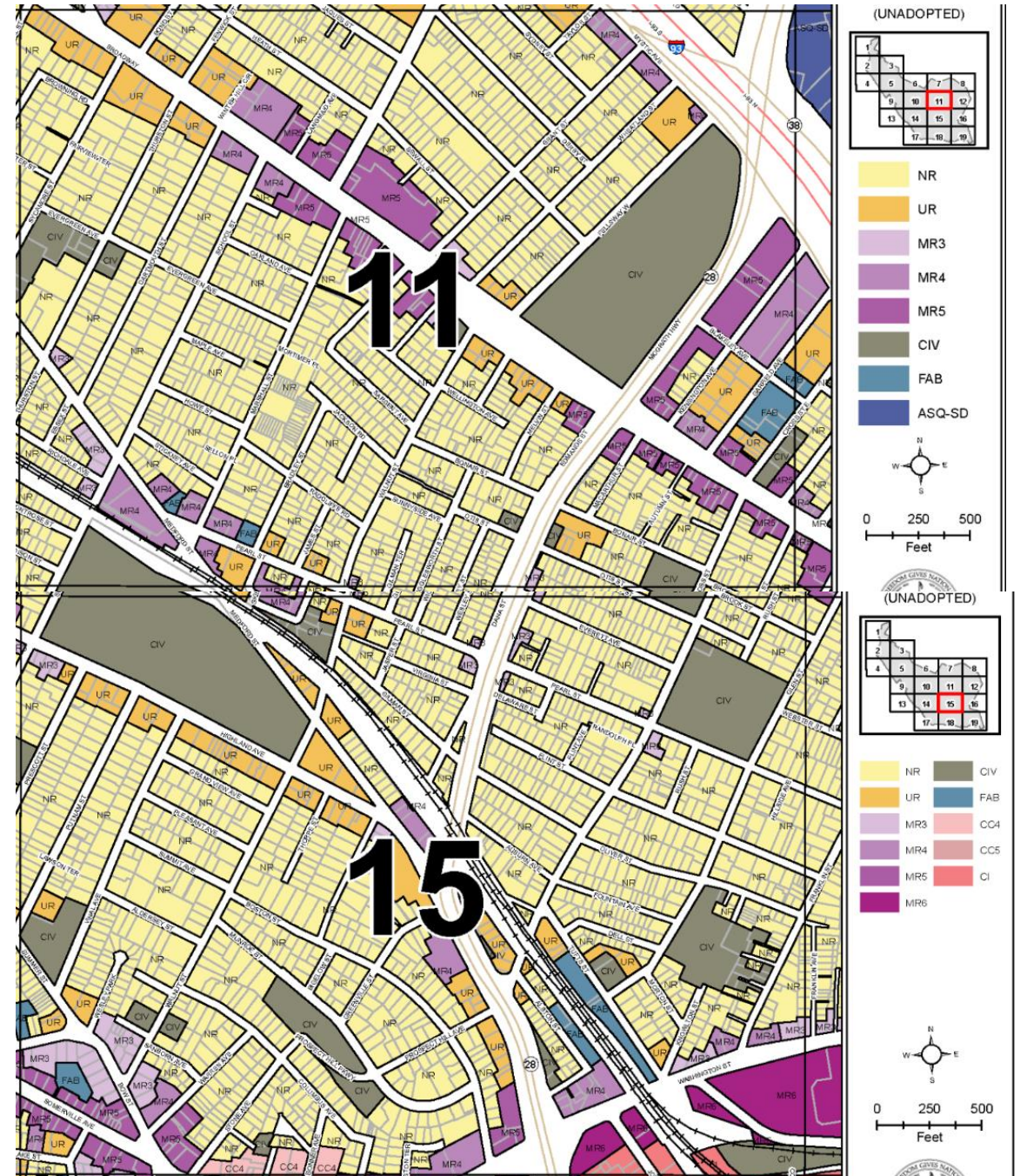
Comparison: Pre-2019 Zoning Proposals



Gilman Square was one of the sections of the city that saw a large net upzoning compared to 2019 proposals
+48 parcels upzoned to MR4/MR5

- 13 NR parcels and 3 UR parcels to MR4
- 4 UR and 26 MR4 parcels upzoned to MR 5
- 107 UR parcels added

Proposal upzones from MR4 to MR6, extends into some NR parcels; FAB uses preserved



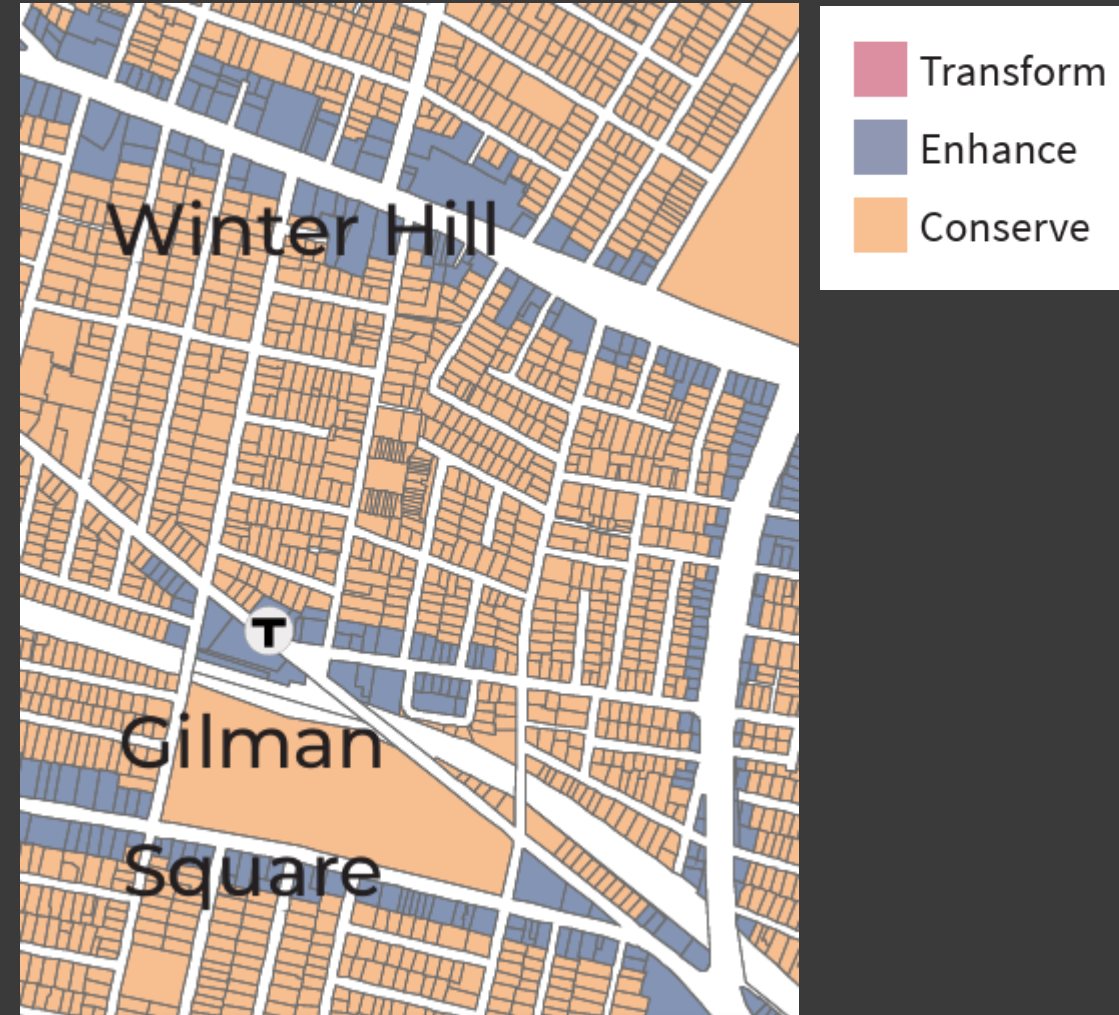
Alignment with SomerVision

SomerVision 2040

Primary directive to enhance parcels along Medford X Pearl Street directly adjacent to the Gilman Square T stop

Values

- **Community** - Celebrate the unique character of our neighborhoods
- **Growth** - Invest in growth of a resilient economic base centered around transit
- **Sustainable** - Build a sustainable future through varied and affordable housing options



SomerVision 2040

Implementation Priorities

- Reduce VMT to achieve a multimodal and environmentally-friendly system... where people want to live, work, and play instead of cut through en route elsewhere

Topics

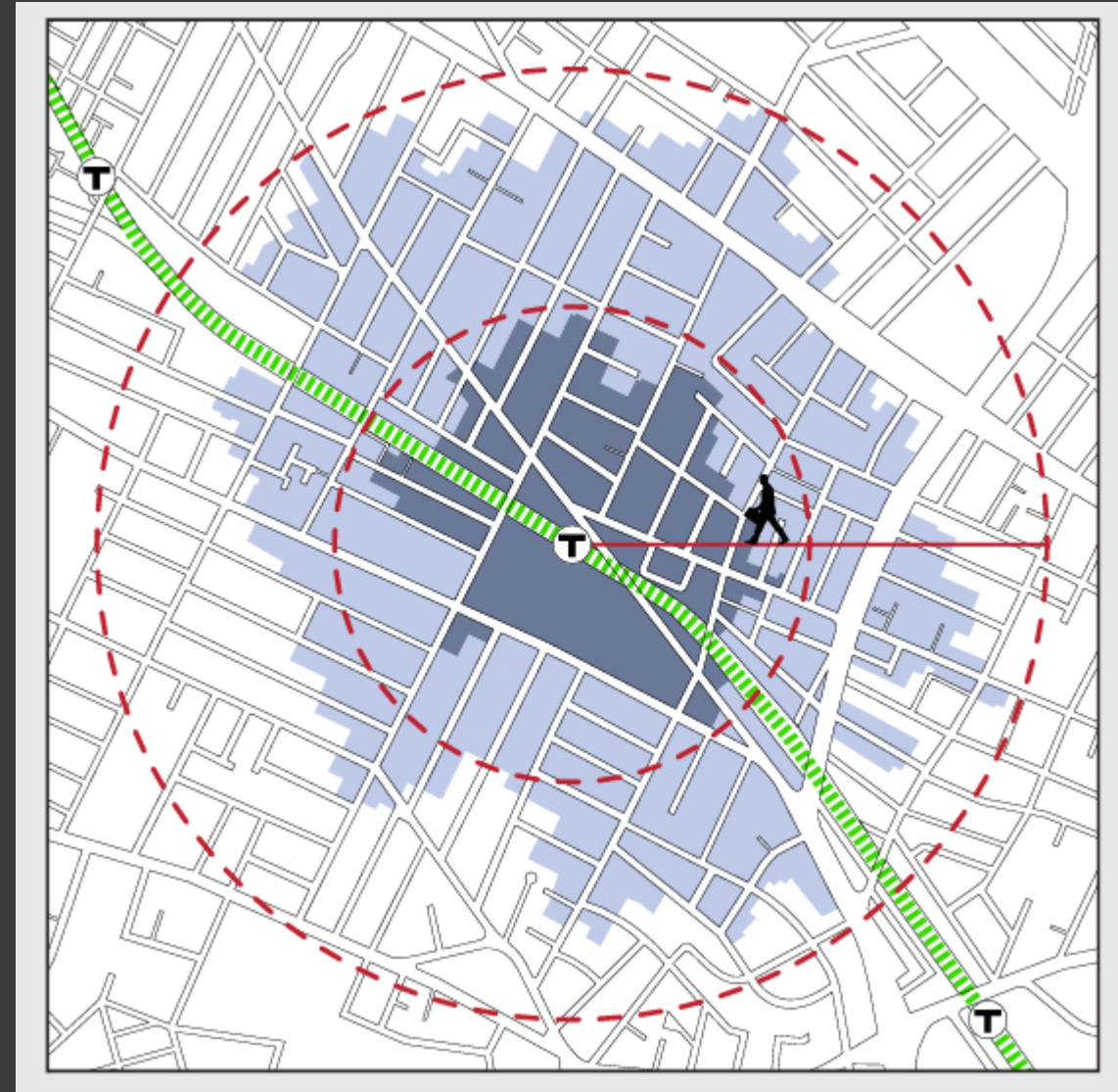
- **Environment** - Leverage the Green Line Extension to advance environmental goals and reduce VMT
- **Environment** - Make thoughtful land use choices
- **Commercial Development, Business & Arts** - Zone commercial corridors that are within walking distance of subway stops
- **Housing** - Continue to increase the supply of housing as a key strategy for containing costs

Alignment with Gilman Square Station Area Plan

Gilman Square Station Area Plan

Priorities

- **Fill in the Gaps** – Facilitate and encourage redevelopment of underutilized sites in the core of Gilman Square (Medford, Pearl, Marshall streets)
- **Promote Attainable Housing** – promote construction of new buildings with a percent of affordable units

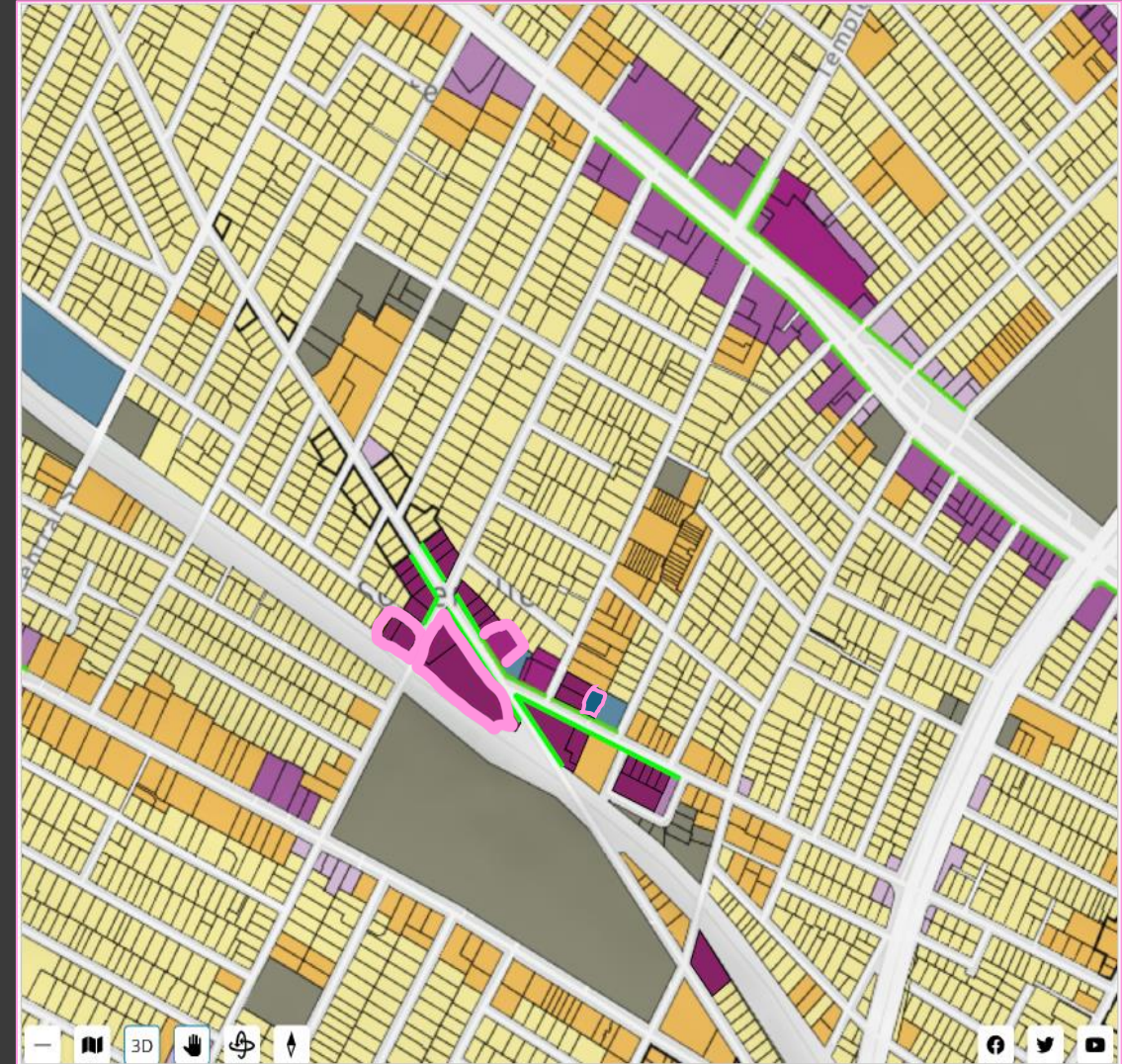


Gilman Square Station Area Plan

Priorities Cont.

- **Reform Zoning Regulations** – advancing the goals of enhancing and preserving areas of the square
- **Support the Local Economy** – zoning reform for economic growth

1/4 Mile Transit Walkshed Buffer



Land Use Analyst Recommendation

- Build off initial GSNC proposal
- Explore potential to upzone select parcels adjacent to the Gilman Square T stop to HR
- Expand incremental upzoning within ¼ mile transit walkshed buffer
 - E.g., UR designation on parcels adjacent to MR on Medford St, MR4 parcels along Pearl Street to Walnut St border, etc.
- Take a judicious approach to expanding the pedestrian street designation
- Discuss tradeoff between upzoning and tax increase on naturally occurring affordable housing units
- Explore potential to incentivize public furniture/lighting enhancements, enhanced pedestrian infrastructure, etc.

Discussion Points

- Upzoning select parcels adjacent to T stop as HR
- Scope of upzoning (e.g., GSNC proposal, ¼ mile walkshed, etc.)
- Expanding the pedestrian street designation
- Incentivizing public furniture/lighting, pedestrian infrastructure, etc.
- Tradeoff between upzoning and tax increase on naturally occurring affordable housing units

Appendix

HR Lot Size Requirements

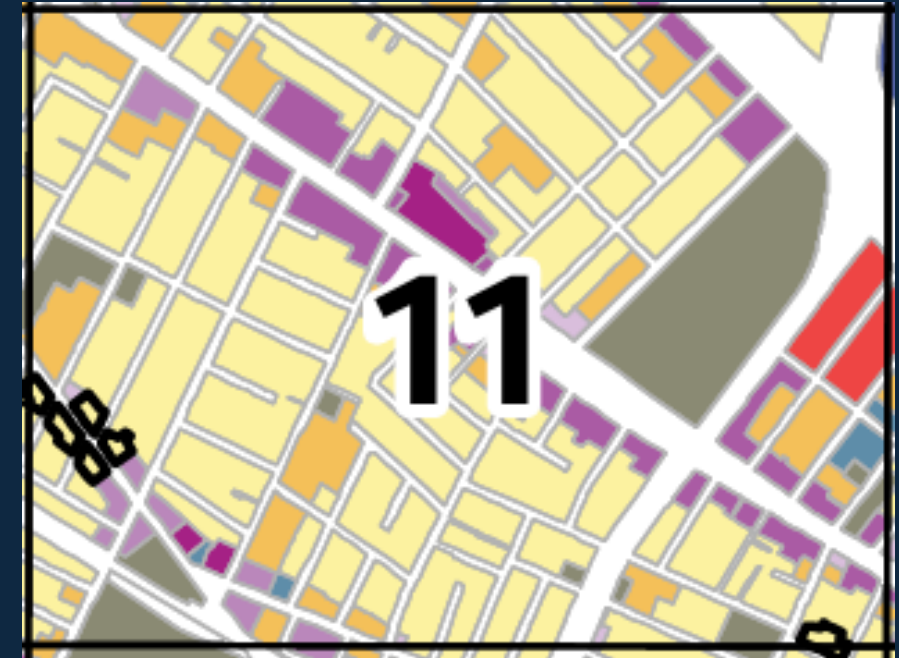
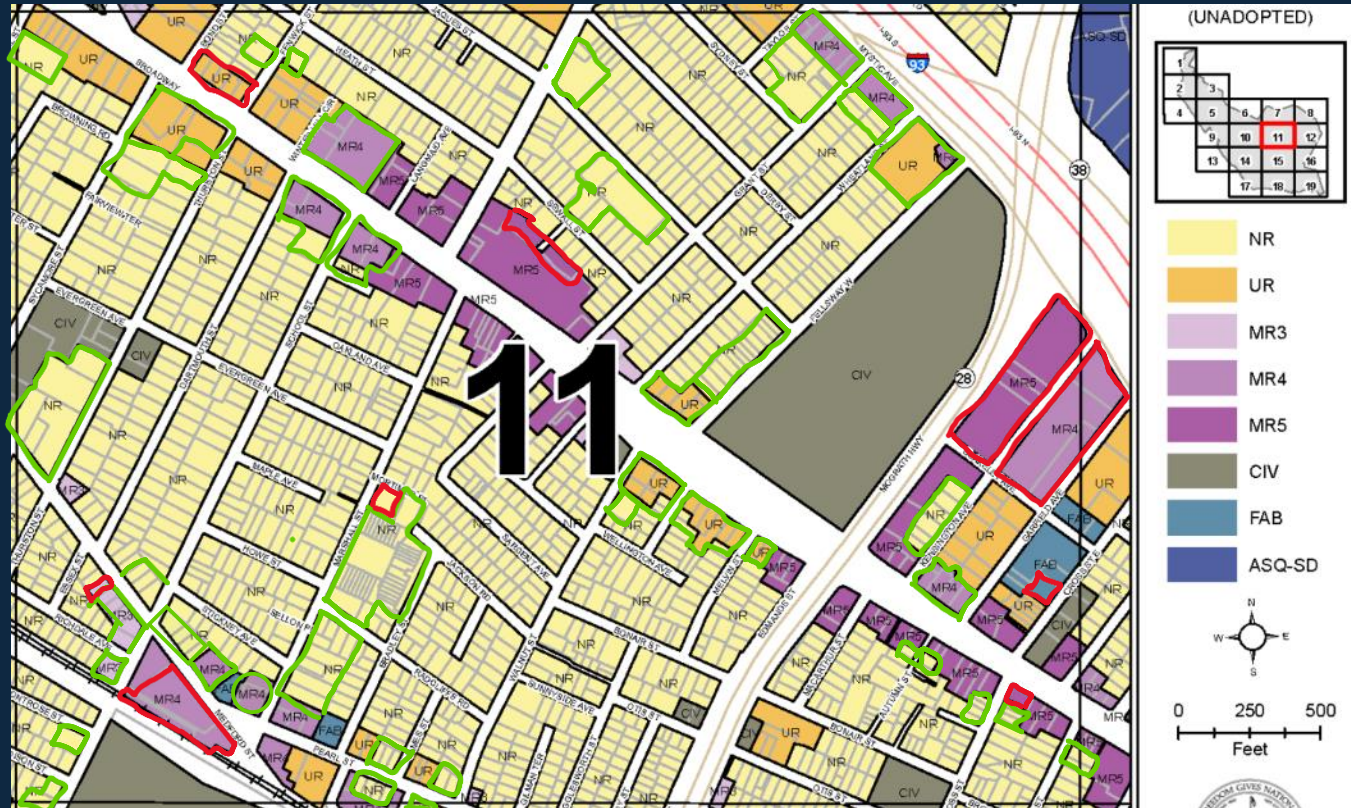
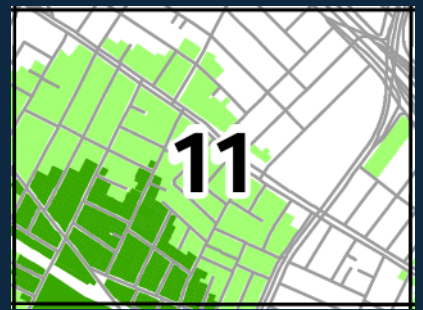
General Building

- Min Lot Width: 30 ft
- Min Curb Setback: 18 ft
- Primary Front Setback: 2 – 15 ft
- Rear Setback: 0-10 ft, 20-30 ft step backs for 1st-6th stories abutting NR or Local Historic District
- Max Building Width: 200 ft

Mid-Rise Podium Tower

- Min Lot Width: 150 ft
- Min Curb Setback: 18 ft
- Primary Front Setback: 2 – 15 ft
- Side Setback: 10 – 60 ft step backs for 1st-6th stories abutting NR or Local Historic District and Point Towers
- Rear Setback: 0-10 ft, 20-30 ft step backs for 1st-6th stories abutting NR or Local Historic District, 30-60 ft Point Towers
- Max Building Width: 250 ft

Section 11: Gilman Square



Summary

Transit-Rich Section

46 parcels upzoned to MR

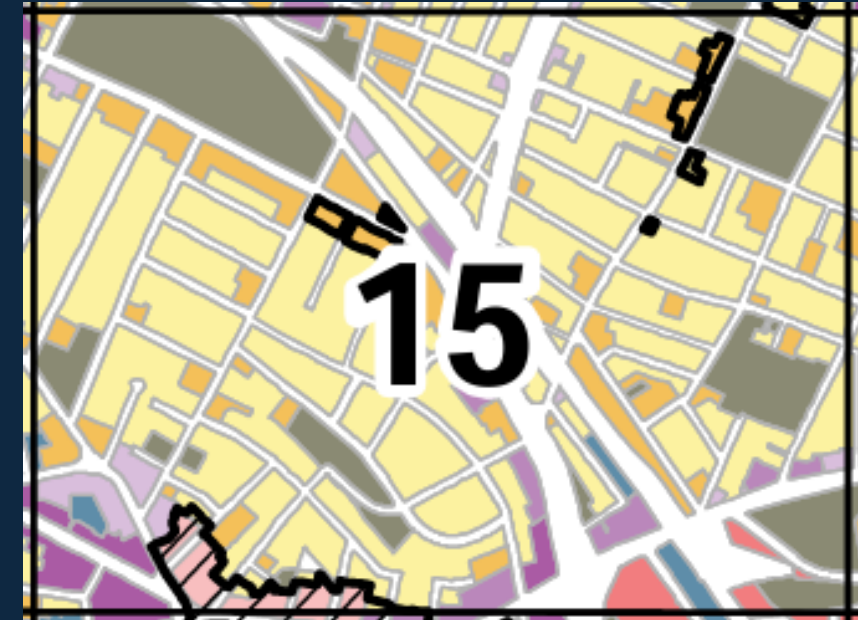
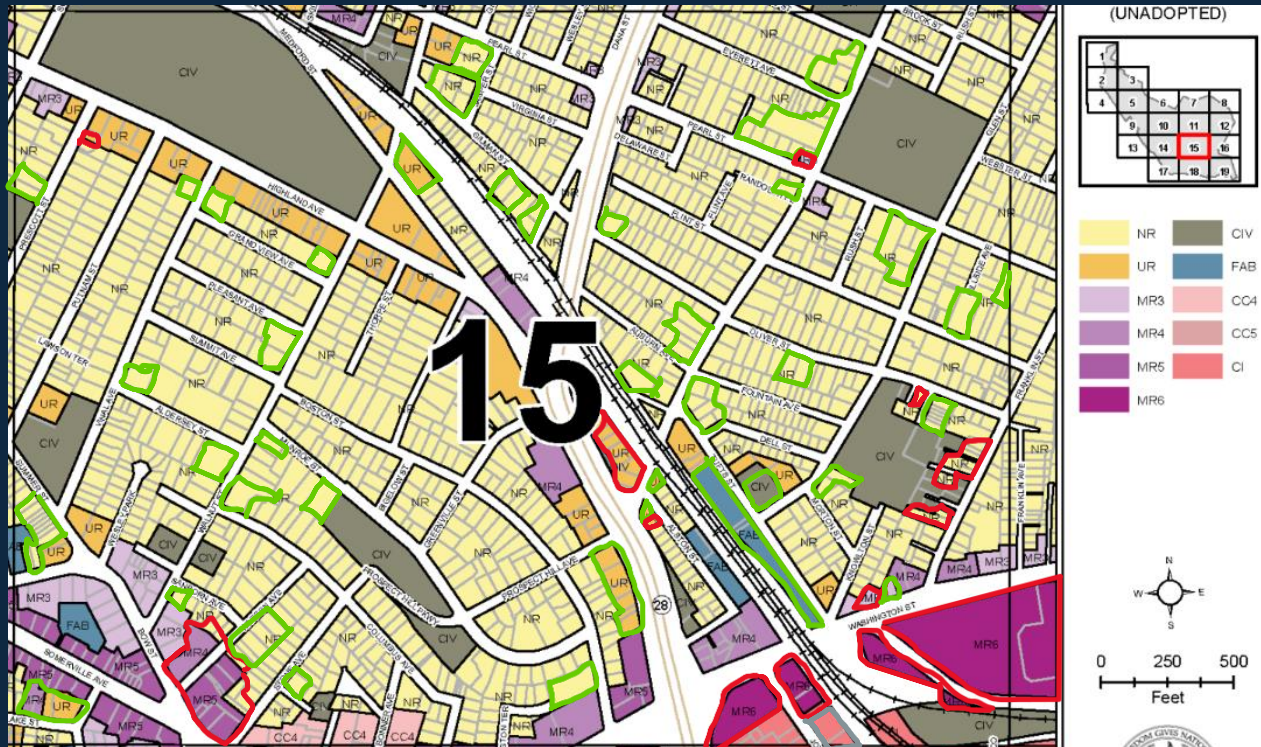
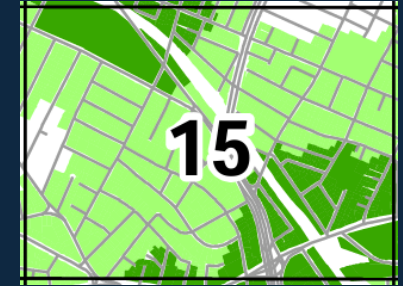
- 4 UR parcels and 26 MR4 parcels upzoned to MR5
- 13 NR parcels and 3 UR parcels upzoned to MR4

107 UR parcels gained

14 MR parcels downzoned/changed

- 4 MR5 parcels changed use to CB
- 6 MR4 parcels changed use to CIV
- 3 MR5 parcels downzoned to MR3/MR4
- 1 MR3 parcel downzoned to NR (SBD)

Section 15: Gilman Square (South)



Summary

Transit-rich section

13 parcels upzoned to MR

- 2 UR parcels upzoned to MR3
- 6 UR parcels and 1 NR parcel upzoned to MR4
- 2 UR parcels and 2 MR4 parcels upzoned to MR5

18 MR parcels downzoned/changed use

- 2 MR3 parcels downzoned to NR/UR
- 1 MR4 parcel changed to CC4
- 11 MR5 parcels changed to CI/CC4
- 4 MR6 parcels changed to FAB/CIV

Large array of NR parcels upzoned to UR throughout