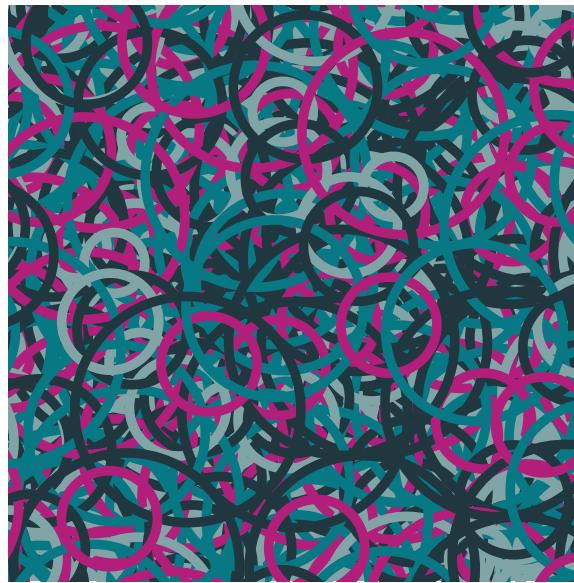




# Jack Halverson

## *Portfolio*



I find myself straddling the line between planning and design, with the process management skills associated with planning and the visual intuition found in design. My interests began in transportation, but have expanded to meet the moment of climate change, rapid urbanization, and a desire to live in and shape beautiful cities. This portfolio represents my academic and professional work to date with an emphasis on process and skill demonstration.

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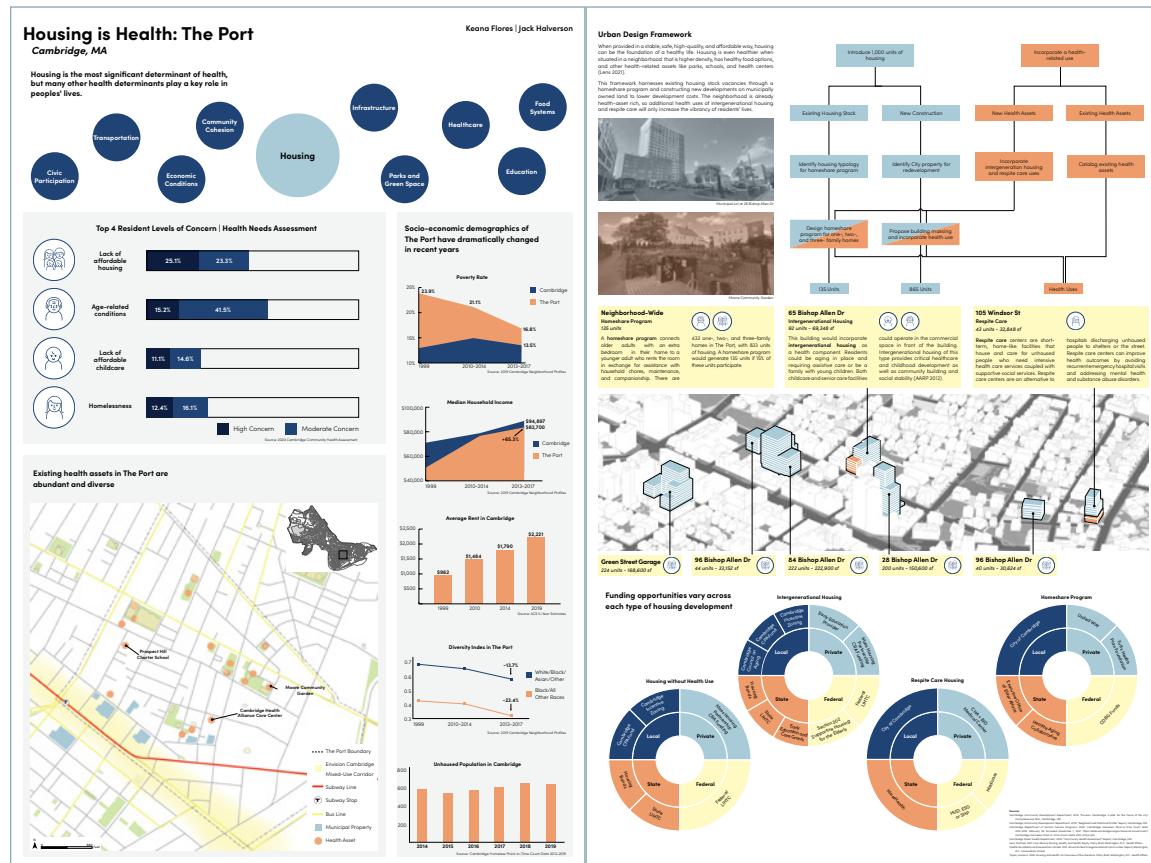
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## Healthy Housing | Central Square

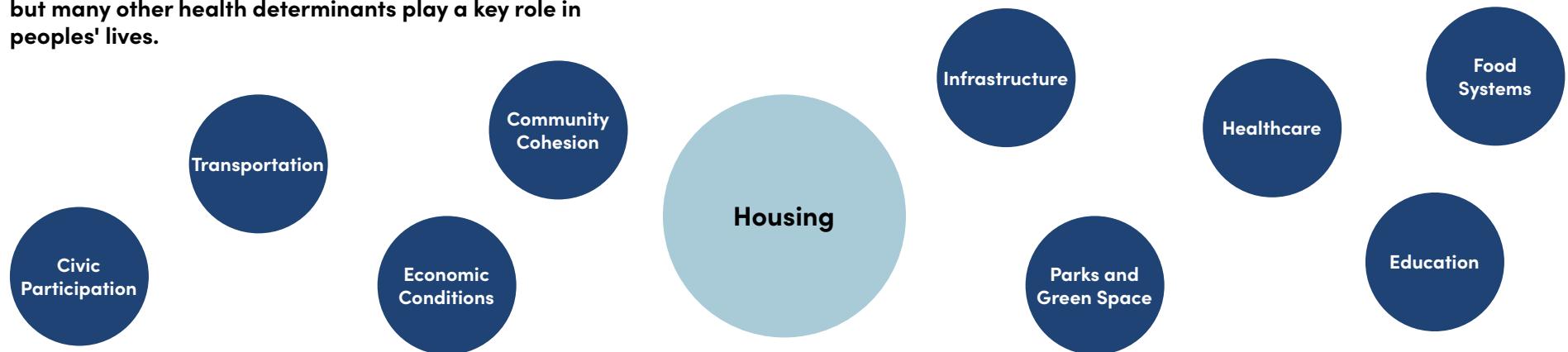
My first planning studio included 4 distinct modules focused on themes of equity, access, health, and climate, spanned multiple scales, and used lenses of infrastructure, land use, community, and public realm.

This project used the theme of health, scale of a block, and lens of community to allocate 1000 units of housing. The resulting product was 2 presentation boards with a proposal for 1000 units using a homeshare program and new construction including intergenerational housing and respite care to address community needs.

*Role: On a project team with partner, Keana Flores. I produced all of the graphics on the following pages.*

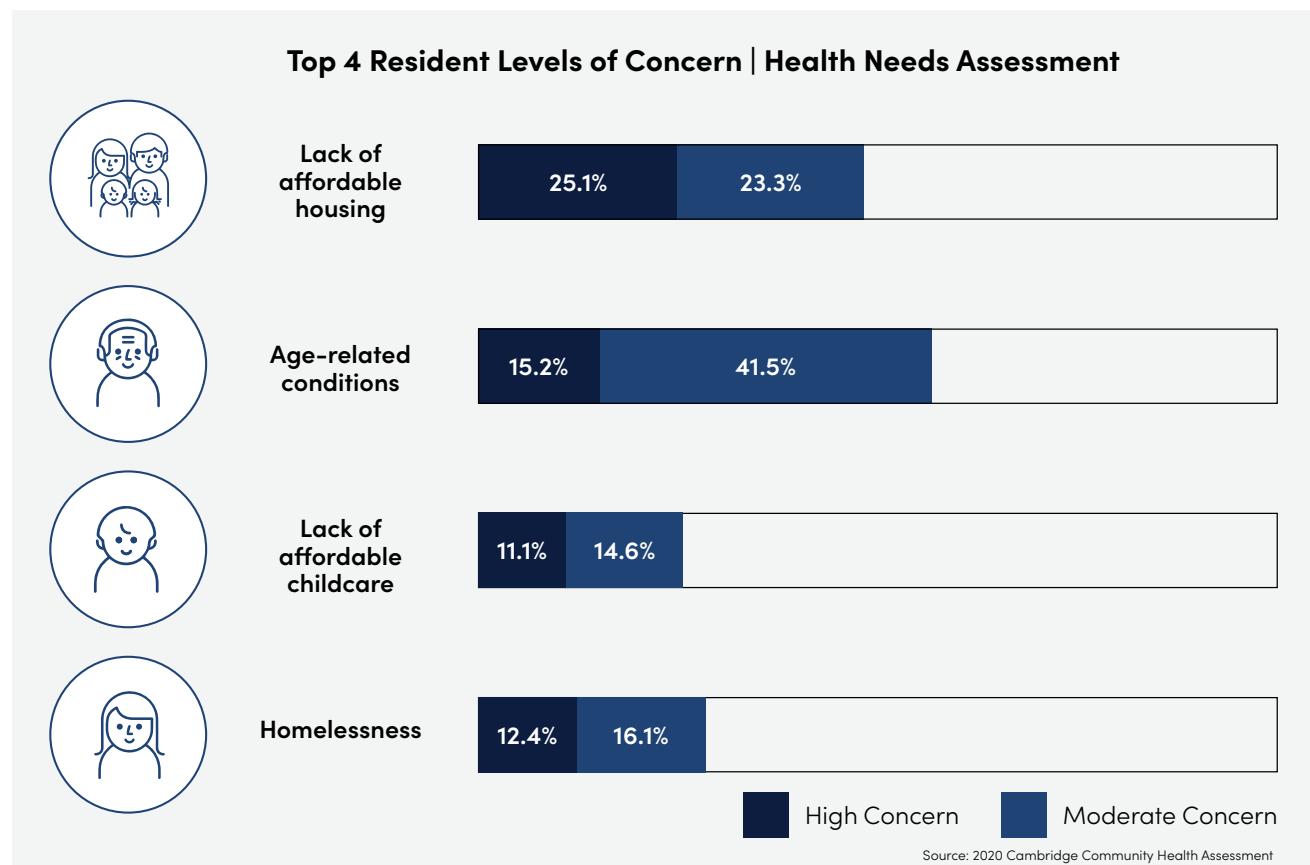


Housing is the most significant determinant of health, but many other health determinants play a key role in peoples' lives.



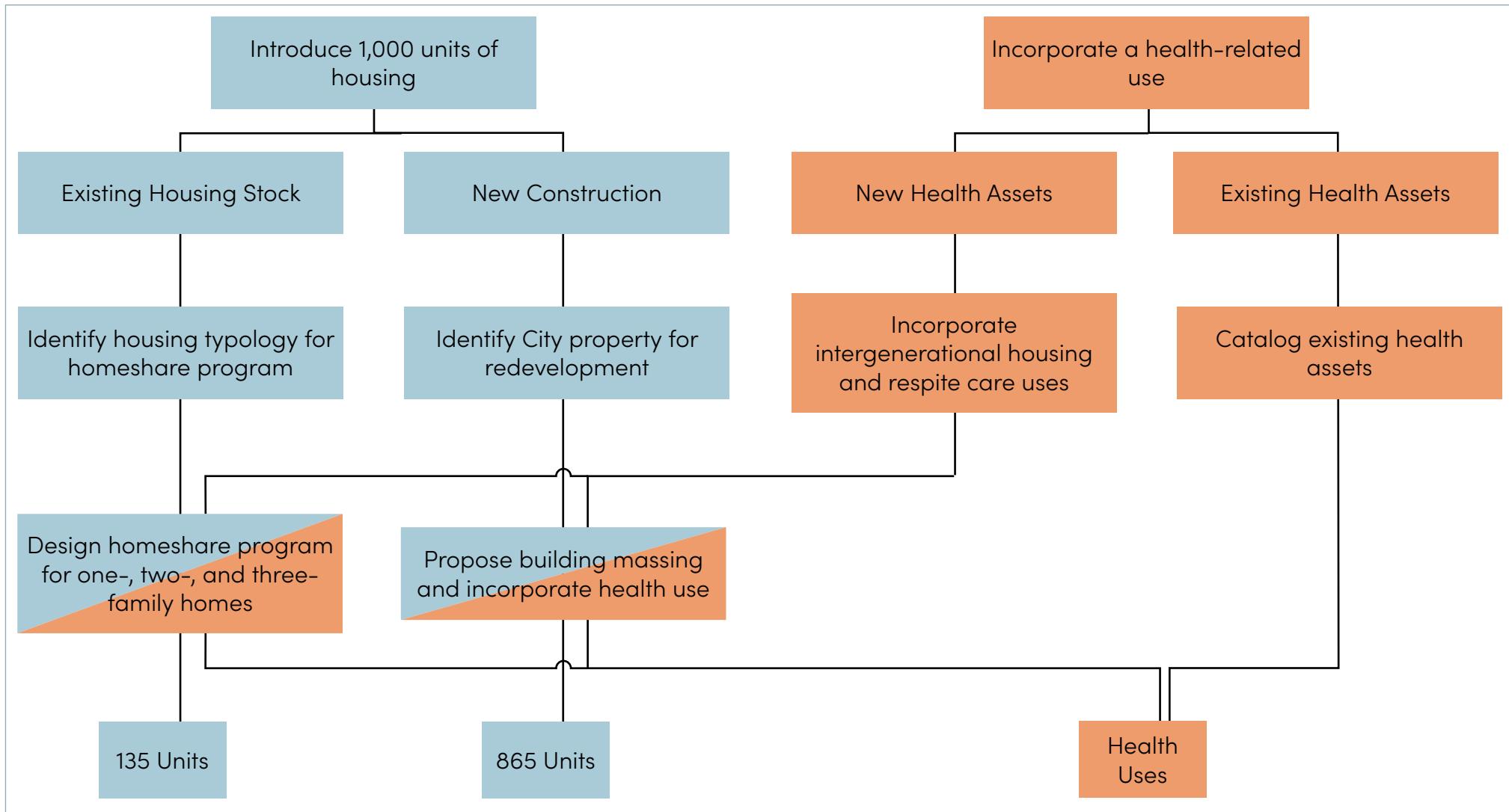
- ▲ We identified housing as a key determinant of health, among many other factors. This framework guided our resulting proposal.

We used a Cambridge Community Health Assessment to determine 4 populations to serve with this proposal: folks experiencing homelessness, the aging population, families with children, and anyone in need of affordable housing.



A mapping exercise revealed neighborhood health assets, areas planned for growth by the Envision Cambridge plan, and municipally owned properties that could be used for new development. This neighborhood, "The Port", has abundant health assets, so could be ready to grow with new housing.





▲ This framework illustrates the challenge at hand, our approach to the challenge, and the resulting programmatic elements.

## Neighborhood-Wide

### Homeshare Program

135 units



A homeshare program connects older adults with an extra bedroom in their home to a younger adult who rents the room in exchange for assistance with household chores, maintenance, and companionship. There are 433 one-, two-, and three-family homes in The Port, with 833 units of housing. A homeshare program would generate 135 units if 15% of these units participate.

## 65 Bishop Allen Dr

### Intergenerational Housing

92 units - 69,348 sf



This building would incorporate **intergenerational housing** as a health component. Residents could be aging in place and requiring assistive care or be a family with young children. Both childcare and senior care facilities

## 105 Windsor St

### Respite Care

43 units - 32,848 sf

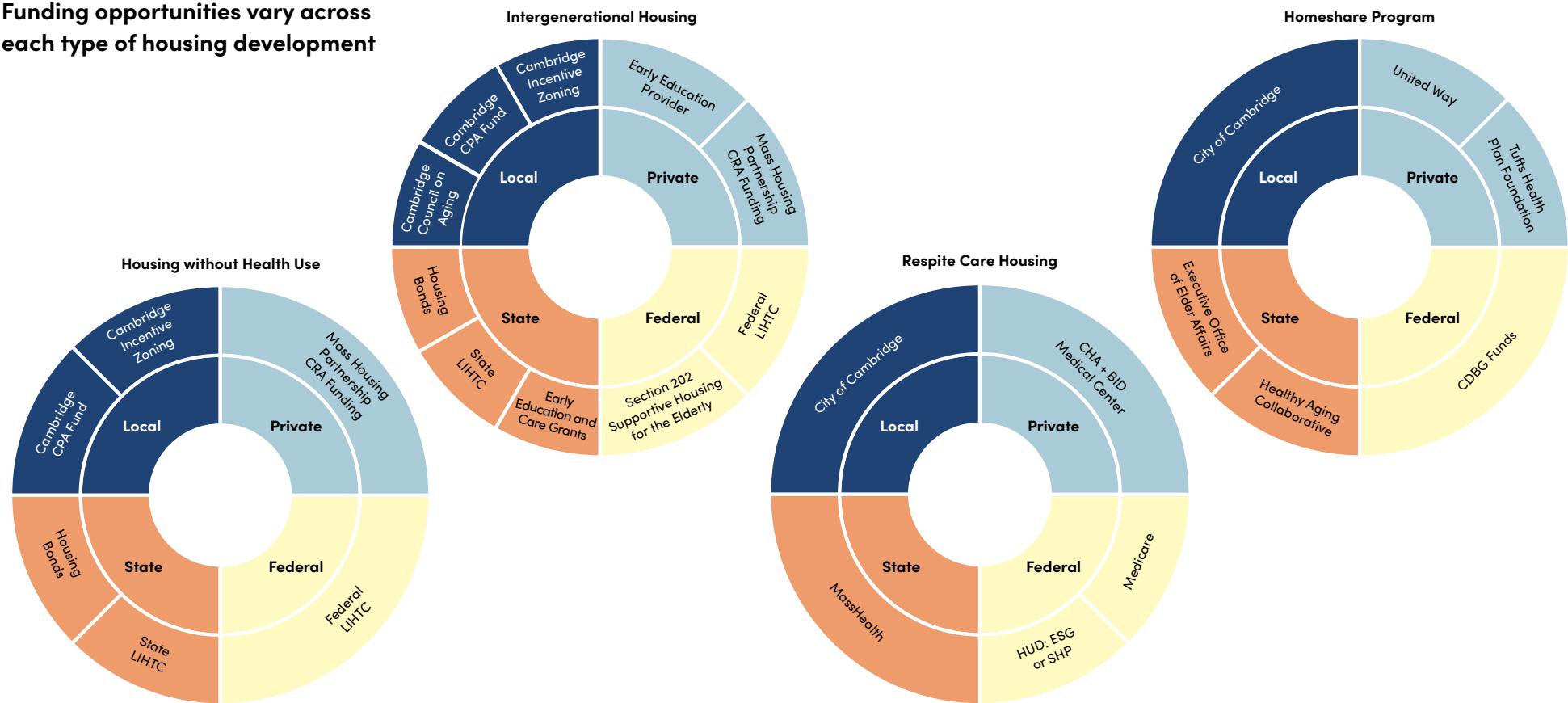


Respite care centers are short-term, home-like facilities that house and care for unhoused people who need intensive health care services coupled with supportive social services. Respite care centers are an alternative to hospitals discharging unhoused people to shelters or the street. Respite care centers can improve health outcomes by avoiding recurrent emergency hospital visits and addressing mental health and substance abuse disorders.



▲ New construction is proposed in a concentrated corridor using municipally owned land. Intergenerational housing, respite care, and a homeshare program address the target populations identified previously in the framework.

**Funding opportunities vary across each type of housing development**



- ▲ Draft funding opportunities include many partners across local, state, federal, and private entities.

### Affordable Resilience | Central Square

Planners are tasked with the challenging directive of effectively communicating complex ideas and systems. This communication is necessary in both academia and the workplace environments that rely on collaboration and iteration to achieve the best possible result.

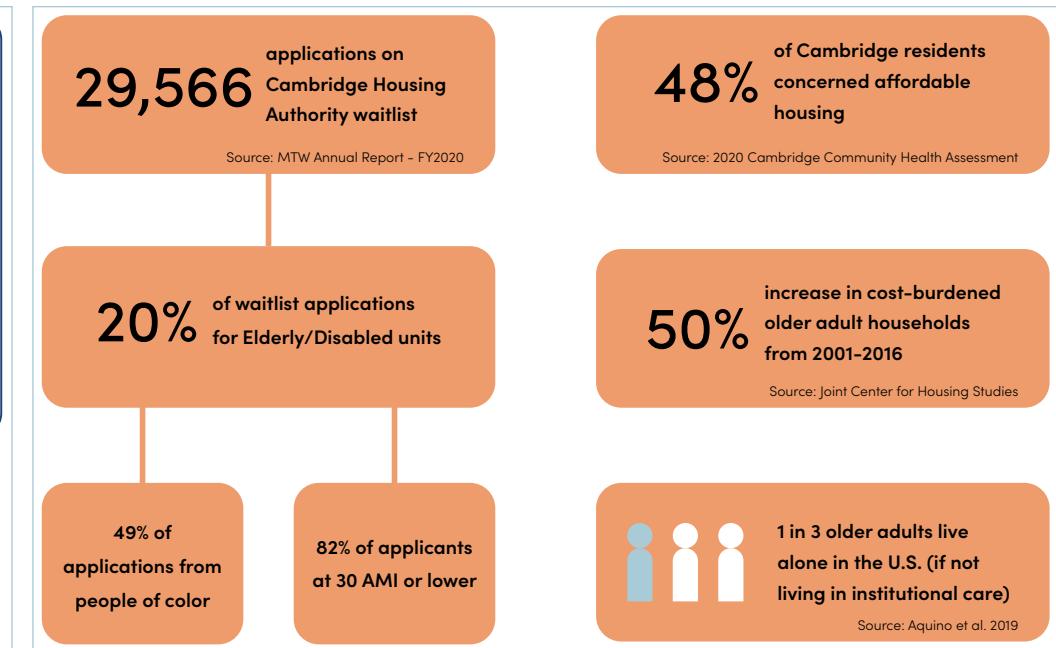
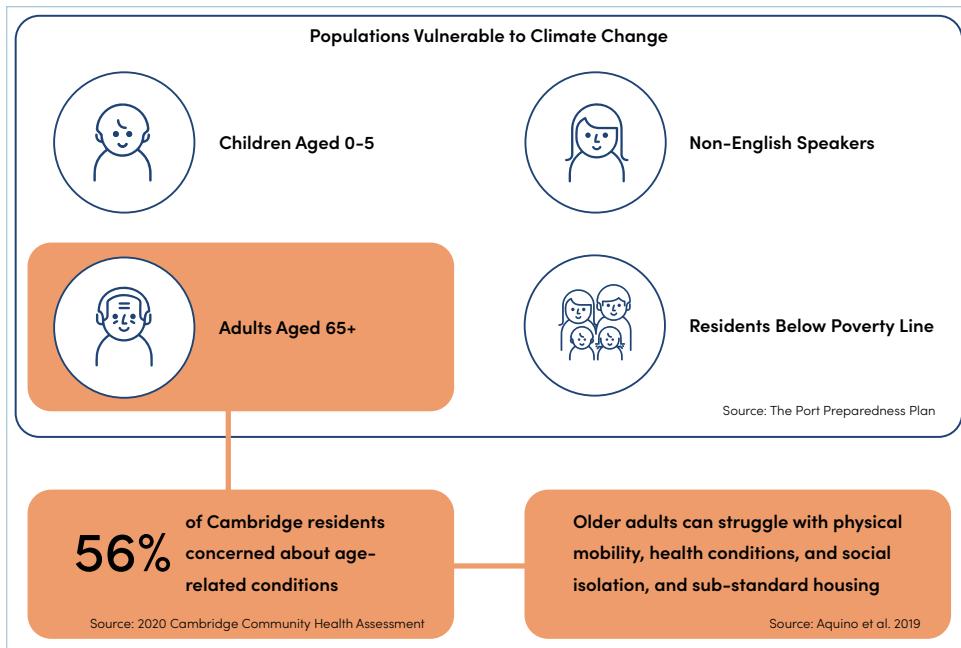
My approach to planning and design processes similarly rely on collaboration and iteration; I welcome and seek the brainstorming process. The following are project examples that demonstrate evolution seeking to more clearly communicate ideas, processes, or other planning principles. It eum ex essitatem et ut re aspid experchit, temolent.

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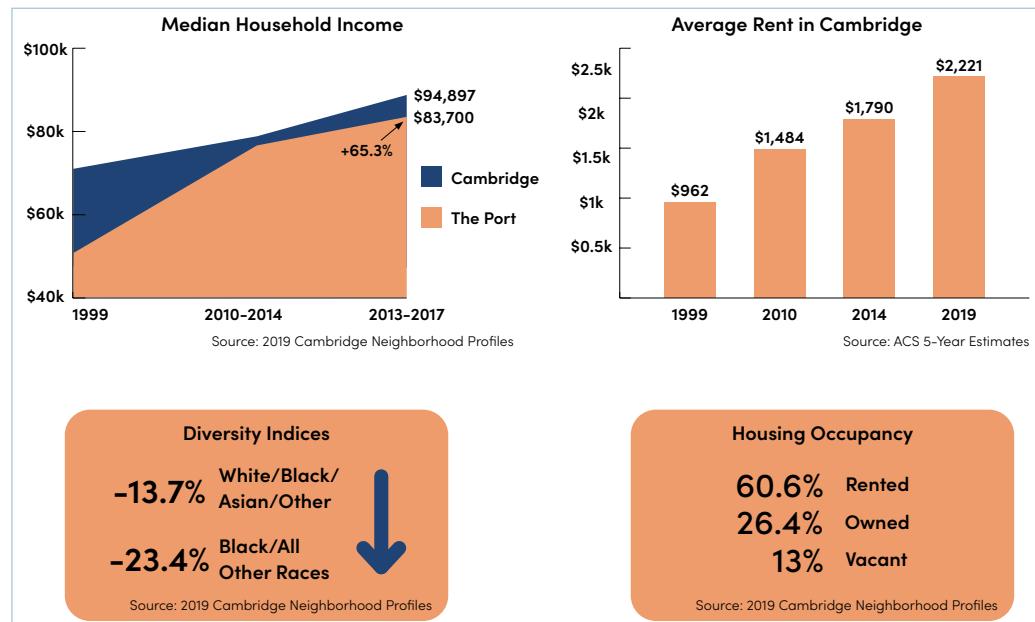
### Affordable Resilience District: The Port

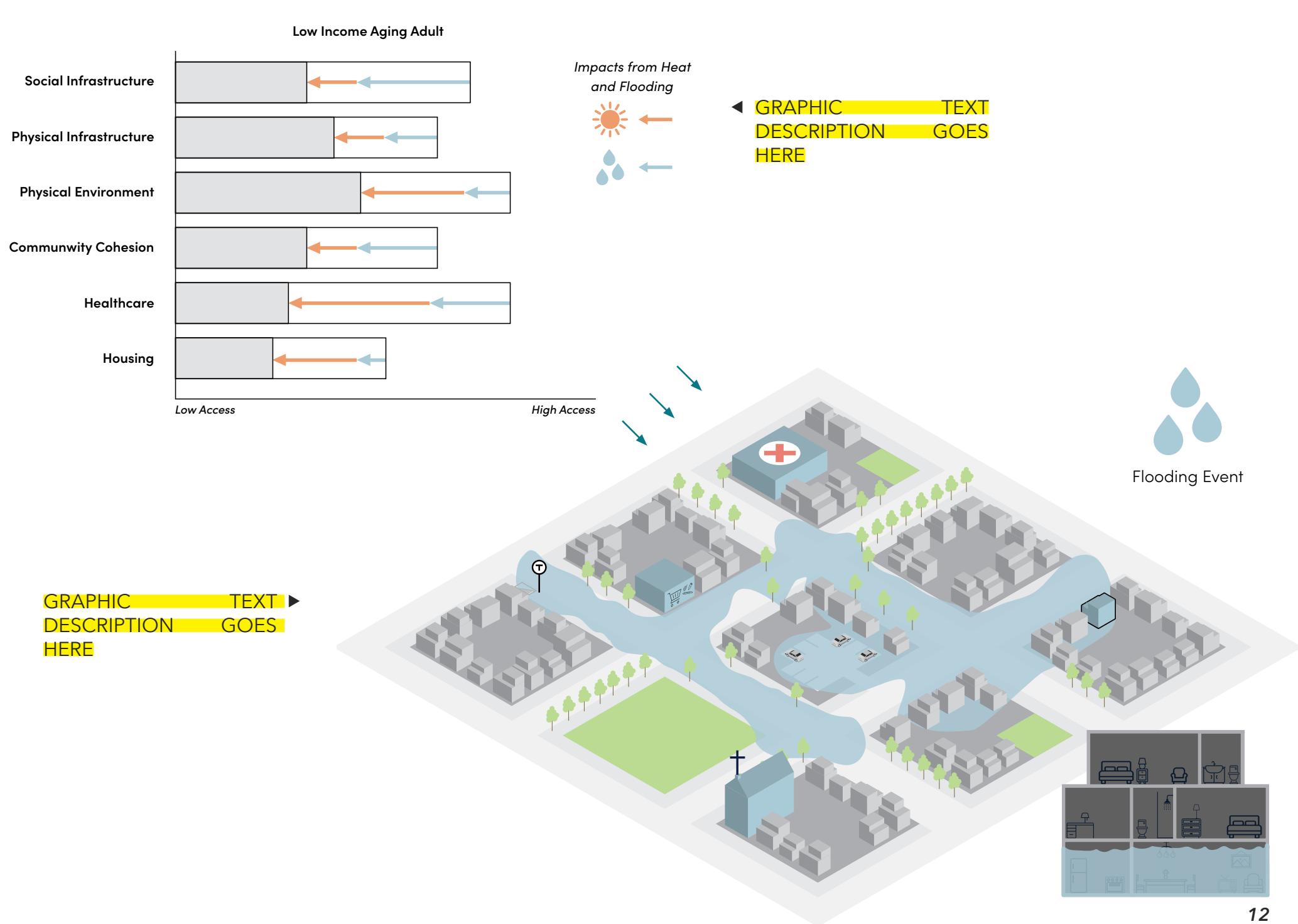
Keana Flores + Jack Halverson



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**Precipitation flooding will occur along Bishop Allen Drive, restricting access to social infrastructure and limiting walkability.**



Source: City of Cambridge



Source: City of Cambridge

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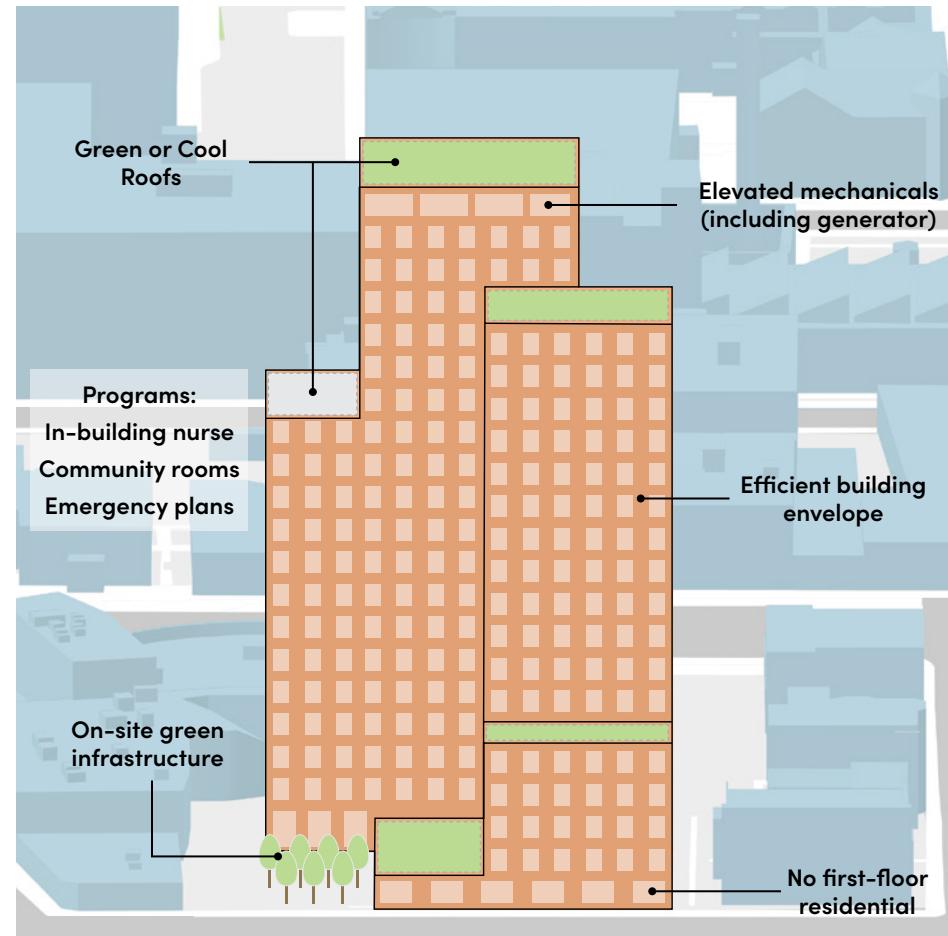


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## #1: Affordable Senior Housing

1 2 3 4 Proposal 5

***Building-scale green and blue infrastructure can mitigate urban heat, manage stormwater, and complement safe and affordable housing.***



Affordable housing  
Community + Communal  
Living  
Housing Infrastructure

19

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## #2: Resilience Hub Annex

1 2 3 4 Proposal 5

**A community-based organization focused on education, services, and advocacy can help the neighborhood better prepare, respond, and recover from climate events**

### Physical Site Upgrades

- Upgrade AC units
- Raise electrical panel
- Power pack-up

### Crisis Services

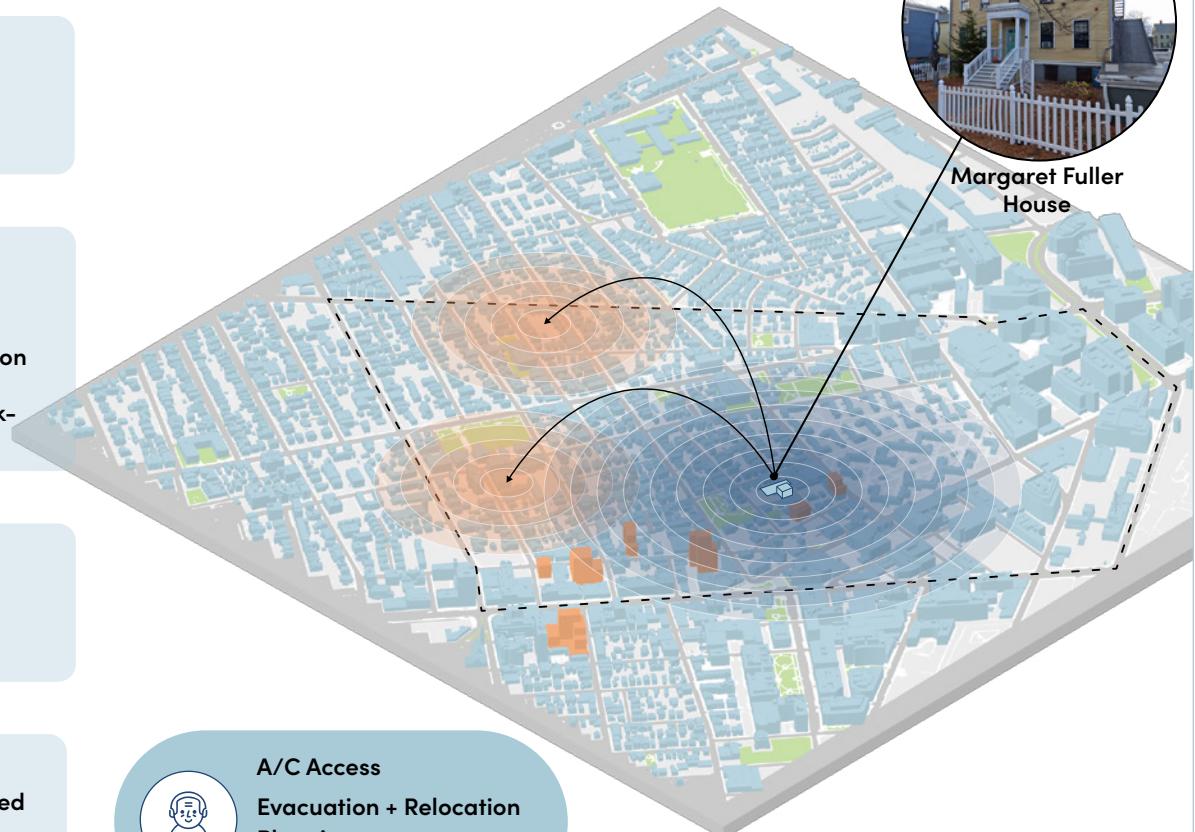
- Food distribution
- Host a cooling center
- Coordinate local evacuation and relocation plans
- Coordinate a "Daily Check-In" program

### Educational

- Educate and engage the community on effects of climate change

### Advocacy

- Advocate for community-led strategies to combat and mitigate climate change in The Port



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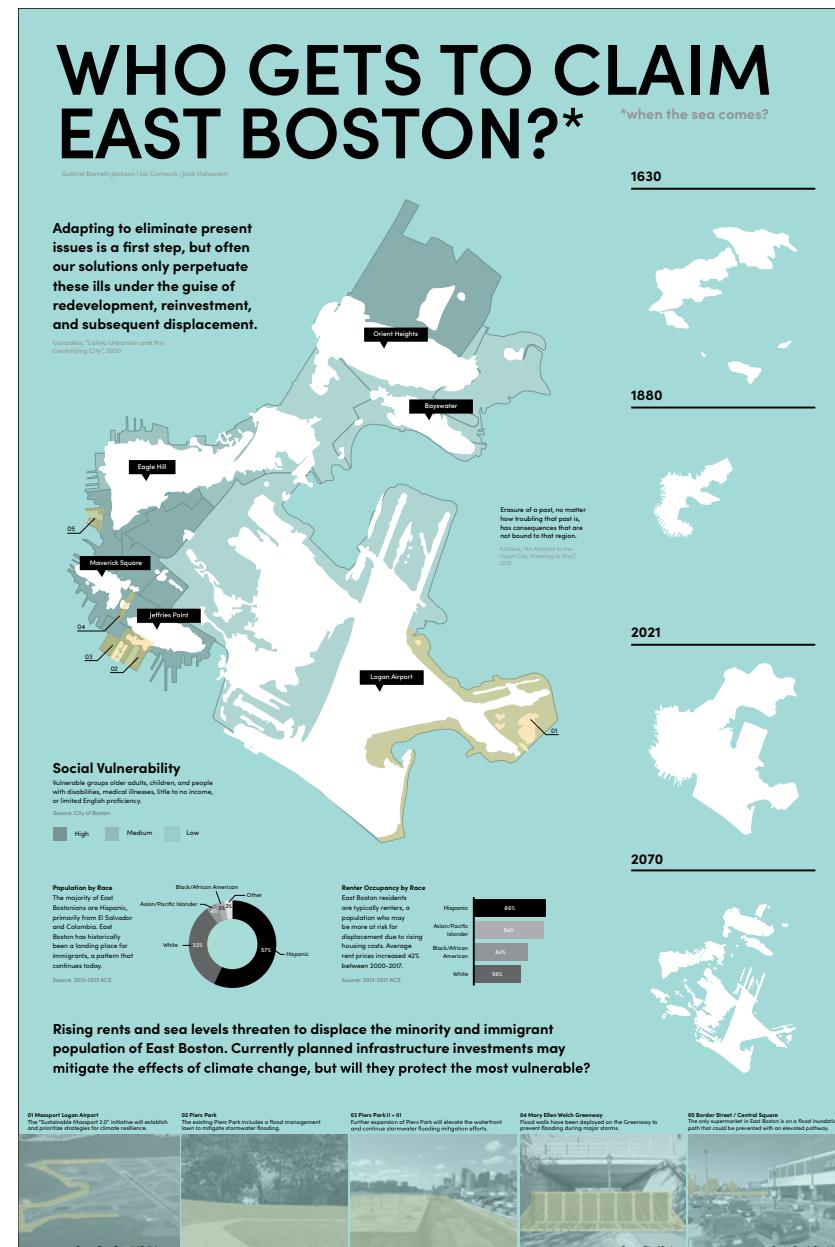


Inequitable Infrastructure | *East Boston*

Planners are tasked with the challenging directive of effectively communicating complex ideas and systems. This communication is necessary in both academia and the workplace—environments that rely on collaboration and iteration to achieve the best possible result.

My approach to planning and design processes similarly rely on collaboration and iteration; I welcome and seek the brainstorming process. The following are project examples that demonstrate evolution seeking to more clearly communicate ideas, processes, or other planning principles. It eum ex essitatem et ut re aspid experchit, temolent.

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2021



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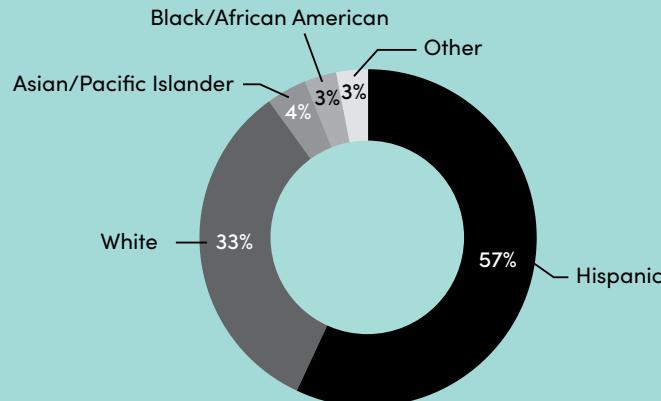
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#### Population by Race

The majority of East Bostonians are Hispanic, primarily from El Salvador and Colombia. East Boston has historically been a landing place for immigrants, a pattern that continues today.

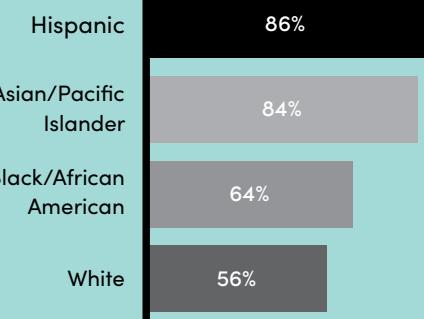
Source: 2013-2017 ACS



#### Renter Occupancy by Race

East Boston residents are typically renters, a population who may be more at risk for displacement due to rising housing costs. Average rent prices increased 42% between 2000-2017.

Source: 2013-2017 ACS



Accessing Public Realm | *East Boston*

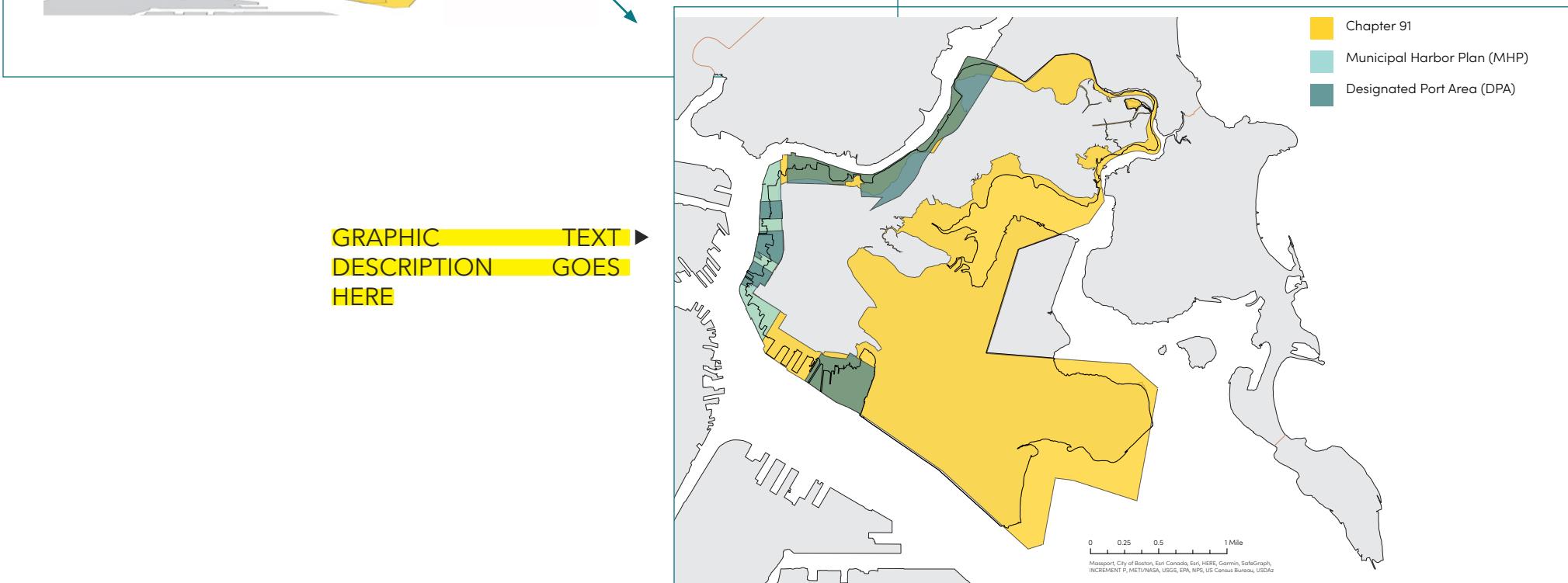
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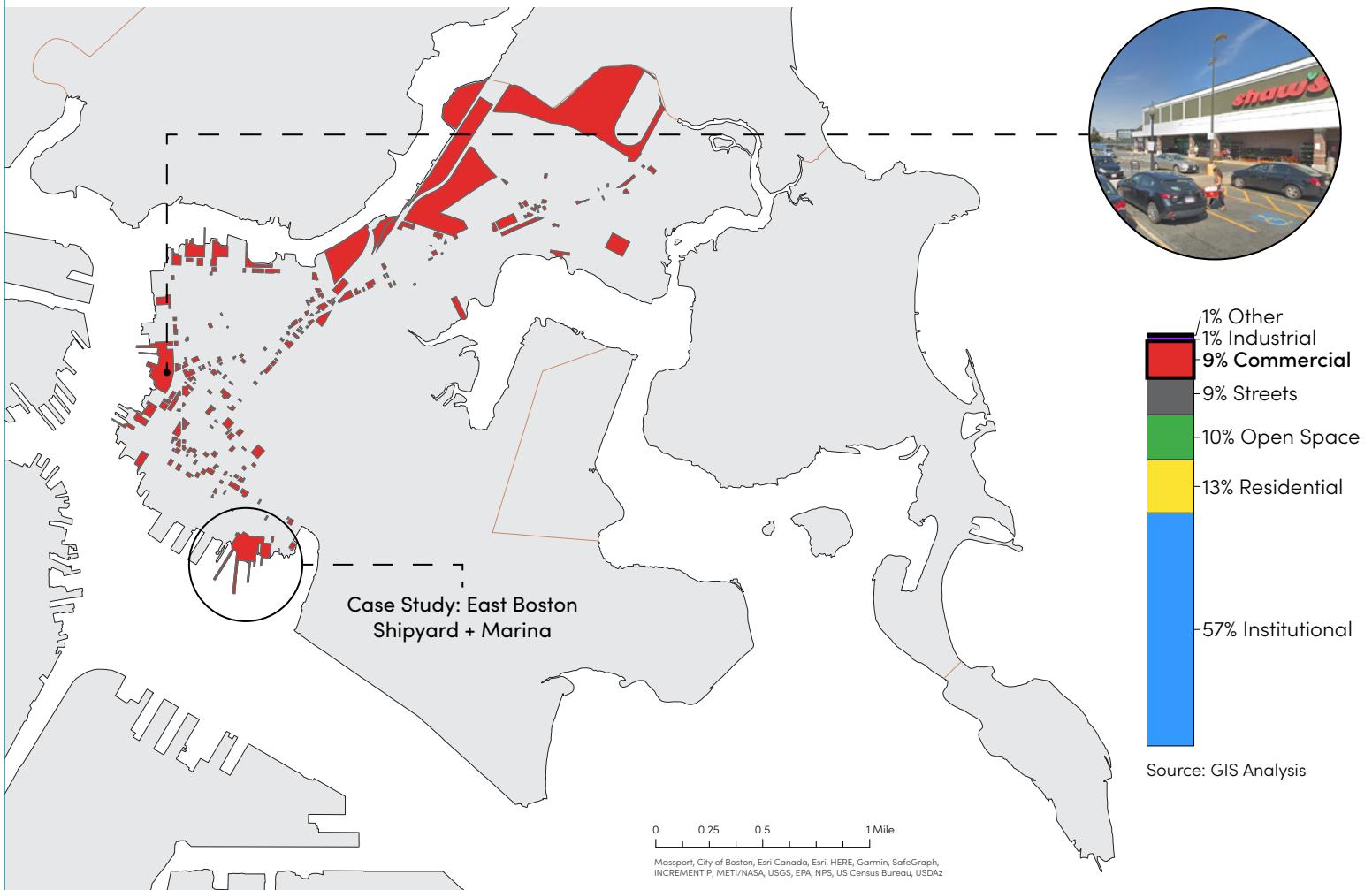


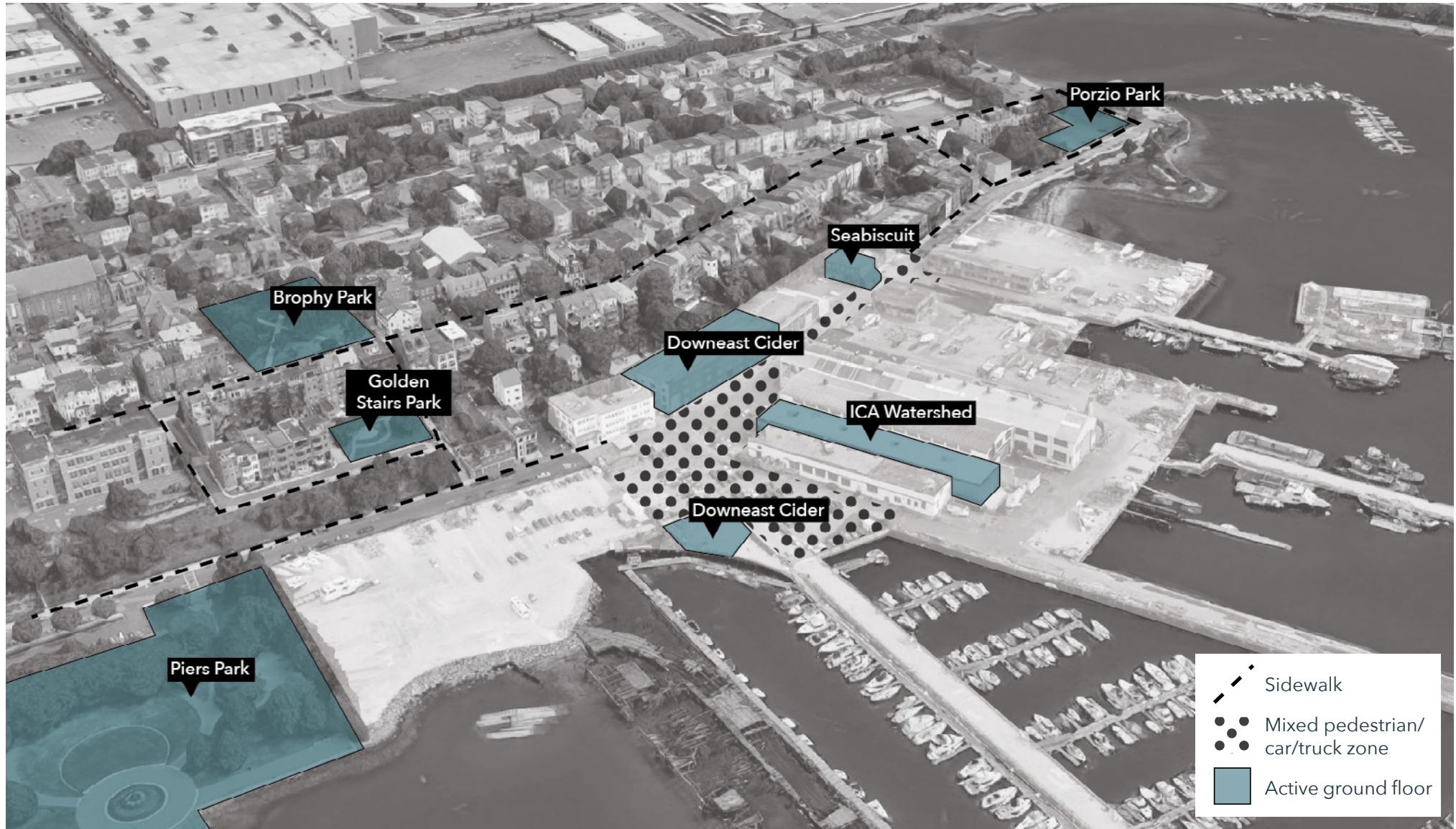
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5 EAST BOSTON

INTRO NEIGHBORHOOD WATERFRONT MARINA

## Land Use | Commercial



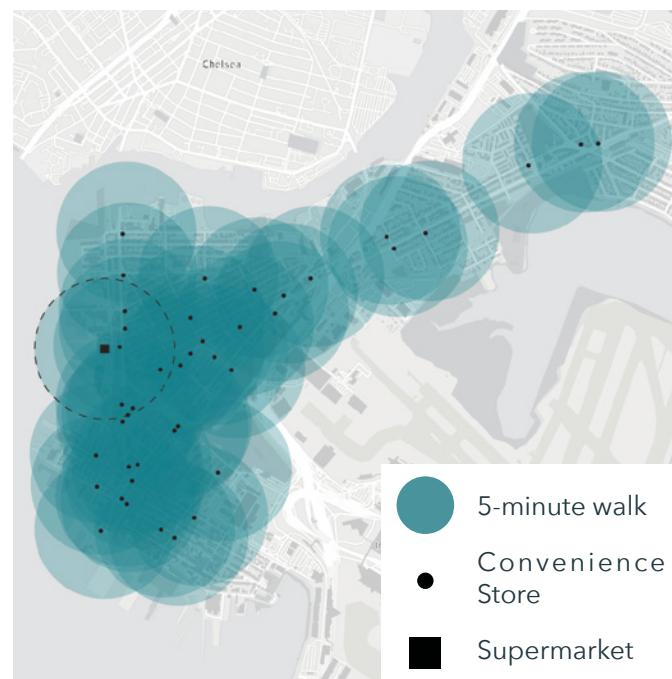


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### Mapping Food Access | East Boston

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- 5-minute walk
- Convenience Store
- Supermarket

### A Truly Public Clippership | East Boston

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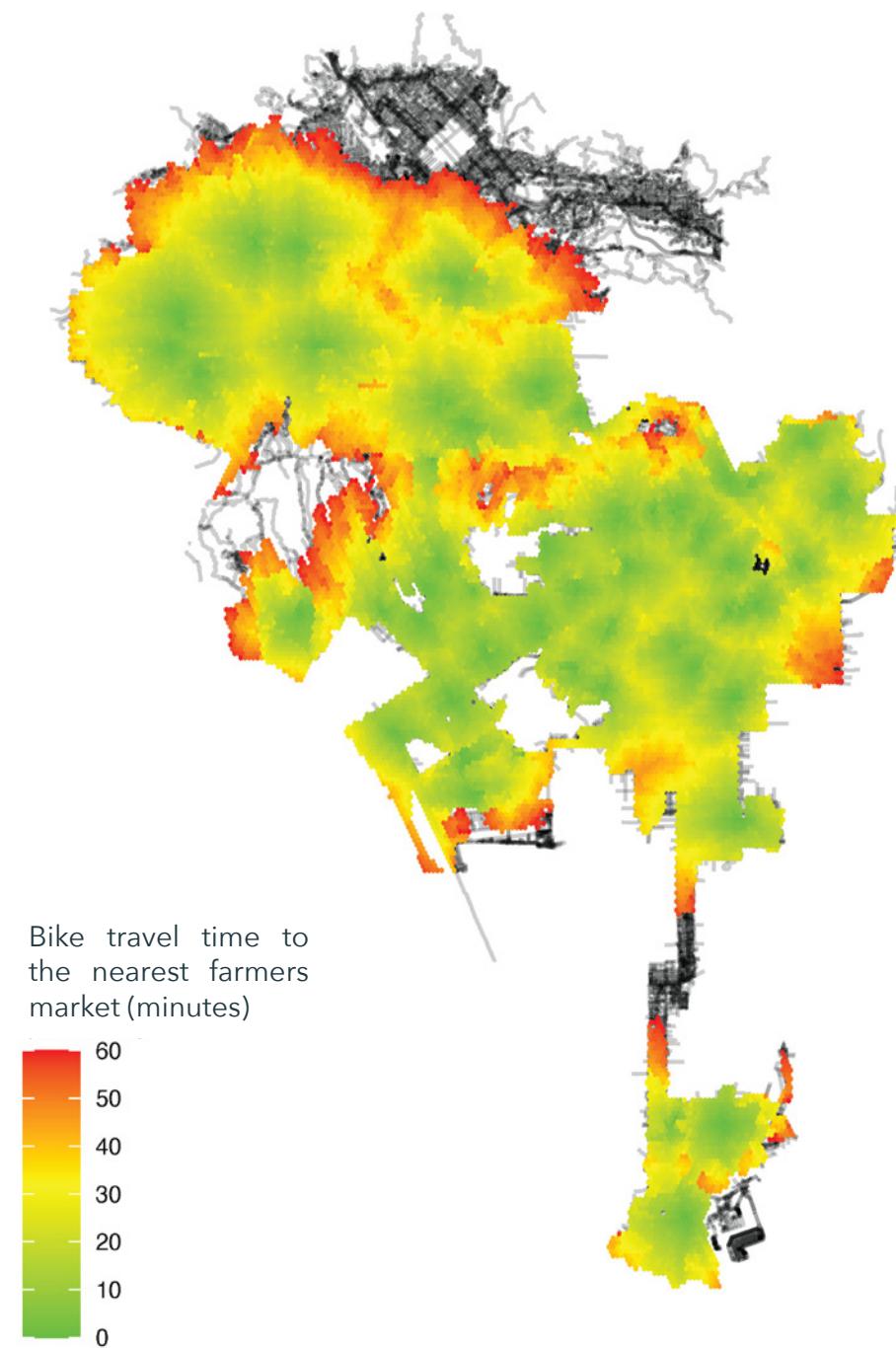
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### Transportation Analysis | Los Angeles

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### Allston-Brighton Mobility Study | BPDA

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# ALLSTON-BRIGHTON MOBILITY PLAN



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## Study Purpose & Overview

# Study Schedule & Tasks

● = Major Task

■ = Community Engagement

**Fall 2018**  
Kick off Study;  
Background research and  
model building

*We Are Here*

**Winter 2018-19**  
Identify issues;  
Confirm principles  
and goals

**Spring 2019**  
Develop and analyze  
transportation  
improvement  
options

**Summer 2019**  
Refine and prioritize  
transportation  
improvement options

**Fall 2019**  
Draft Final  
Transportation  
Action Plan

**Spring 2020**  
Study Concludes

**Winter 2019-20**  
Final  
Transportation  
Action Plan

**Ongoing**

Transportation improvement implementation support; Coordination with partner agencies



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## Next Steps

# Improvements Toolbox

### Recommending Improvements

- The A-B Mobility Open House in September 2018 focused on understanding what problems exist and where they are.
- Now, with your input, we want to identify and prioritize the areas of greatest need.
- This Toolbox encompasses a range of possible transportation improvements that we can consider for the A-B Mobility Study.

### Instructions

- Grab a "Next Steps" handout; it describes two ways you can use the Toolbox including the Area Workshops happening in February and March as well as how to use the Online Map on your own time at [maps.kittelson.com/allston-brighton](http://maps.kittelson.com/allston-brighton)

Pedestrian Improvements					
Bicycle Improvements					
Transit Improvements					
Vehicles & Parking					
Placemaking & Beautification					



## East Boston Parking Analysis | BPDA

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Boston Planning & Development Agency
East Boston Tomorrow

Squares and Corridors
Technical Appendix Understanding On-street parking

## Technical Appendix: Understanding On-street Parking

**Key Parking Questions**

The BPDA analyzed on-street parking and curbside regulations in several East Boston squares and corridors. Parking studies were conducted to inform the community engagement process with a baseline understanding of the availability and use of on-street parking. With these studies, the BPDA sought to answer the following key questions:

- » How many spaces are there?
- » How are those spaces regulated?
- » How often were spaces occupied?
- » How long did people park?

**Parking Study Areas**

The BPDA selected parking study areas where new public realm or travel lane changes were under consideration:

- » Maverick Square to Central Square
- » Day Square
- » Orient Heights Square
- » Bennington Street east of Day Square

Planned study of Meridian Street and Border Street north of Central Square was abandoned due to extensive street construction that would have yielded atypical results.

**Parking Study Highlights**

	Day Square	Orient Heights Square	Maverick-Central Squares	Bennington Street*
How many parking spaces are there?	710	294	330	584
How often are spaces occupied throughout the day?	70%	68%	80%	52%
Which curbside regulation is the most common?	Resident / 2 Hour	Resident / 2 Hour	2 Hour	Unrestricted
How long are most people parked?	Under 1 Hour	Under 1 Hour	1-2 Hours	Under 1 Hour
How many people parked for less than one hour?	47%	54%	21%	35%
How many people parked for more than eight hours?	11%	10%	6%	15%
When is parking the most occupied?	8:00 PM (74%)	7:00 PM (79%)	11:00 AM (90%)	7:00 AM (54%)
When is parking the least occupied?	8:00 AM (62%)	7:00 AM (51%)	7:00 AM (66%)	8:00 AM & 5:00 PM (50%)

\* Bennington Street in this table does not include the portions of Bennington Street that run through Day Square and Orient Heights Square. See pages XX-YY for more detail.

DRAFT - MAY 2021

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The map illustrates the locations of the four parking study areas in East Boston. Day Square is located in the central business district. Orient Heights Square is in the northern part of the study area. Maverick-Central Squares includes both Maverick and Central Squares. Bennington Street is a corridor running east-west, with sections labeled as study areas. A legend at the top right identifies the areas: 'Squares and Corridors' and 'Technical Appendix Understanding On-street parking'.

There are 4 parking study areas in East Boston, including Maverick-Central Squares, Day Square, Orient Heights Square, and Bennington Street.

\*Bennington Street data was collected in three separate study areas: Day Square, Orient Heights Square, and "Bennington Street". The Bennington Street section labeled on this map does not include the portions of Bennington Street that run through Day Square and Orient Heights Square.

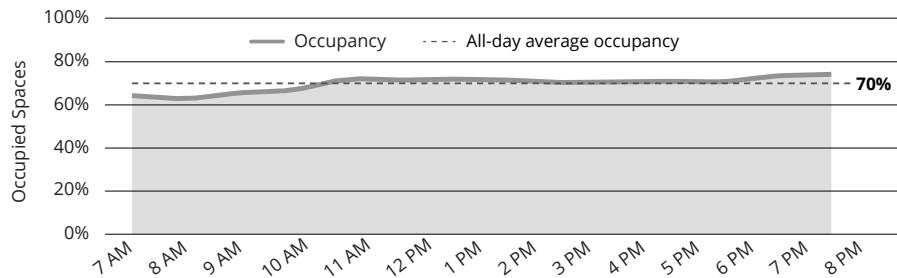
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## Day Square Results

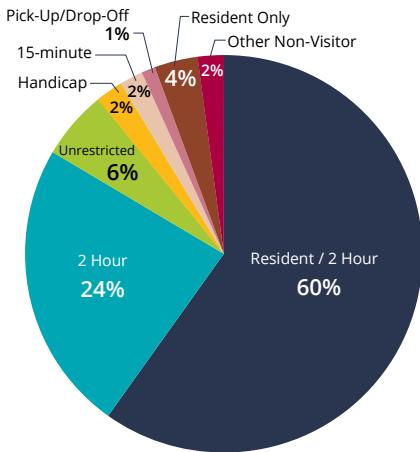
The 710 parking spaces saw consistent use all day but never exceeded 75 percent occupancy. There are several parking "islands" and surface lots in and around Day Square, which are highlighted in this analysis. Nearly 50 percent of people parked for less than one hour, meaning drivers could be running quick errands. The vast majority of parking spaces (84 percent) allow 2-hour visitor parking.

**Weekday parking trends (7 AM-8 PM):**  
At 8:00 PM when parking is most full, 185 parking spaces are empty.

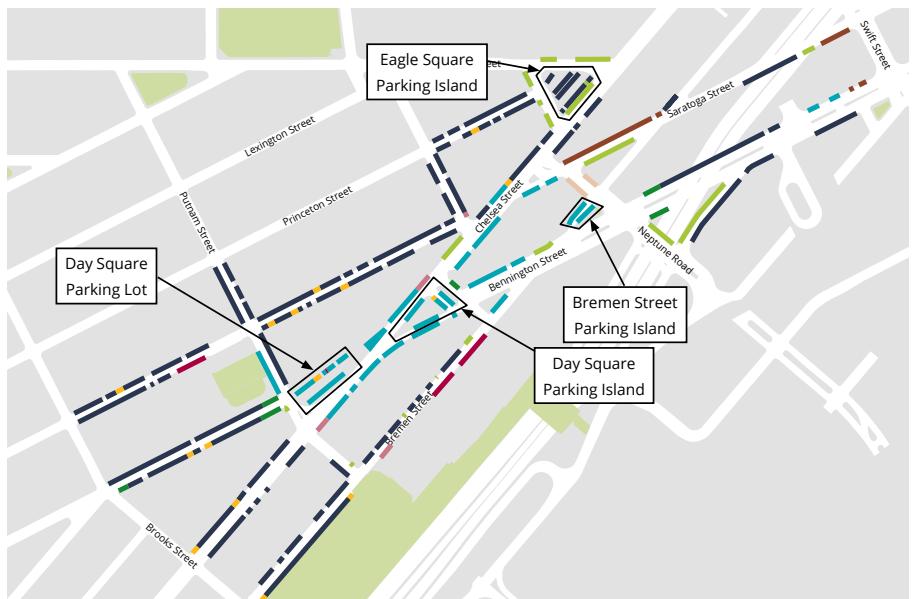
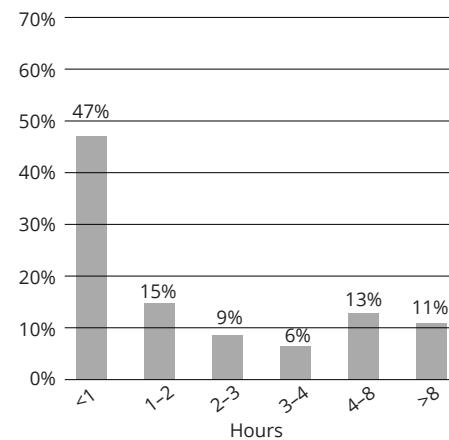
## How often were spaces occupied?



## How are spaces regulated?



## How long did people park?



Day Square has several parking "islands" and parking lots in addition to on-street parking. For closer analysis, Day Square is divided into several sub-areas to understand parking behavior on a smaller scale. These areas include the "Day Square Parking Lot," the "Eagle Square Parking Island," the "Bremen Street Parking Island," the "Day Square Parking Island," Chelsea Street, and Bennington Street.

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**How are spaces regulated?**

	Total	Resident / 2 Hour		2 Hour	Unrestricted	Resident Only	Handicap	Pick-Up/ Drop-Off	15-minute	Commercial	Other Non-Visitor	
		Resident / 2 Hr M-F 8-6	Resident / 2 Hr								School Day Parking 7-5	School Pick-Up/ Drop-Off 7-4
<b>Study Area*</b>	710	220	205	168	40	25	16	8	13	1	10	4
Eagle Square Parking Island	37	37	0	0	0	0	0	0	0	0	0	0
Bremen Street Parking Island	9	0	0	9	0	0	0	0	0	0	0	0
Day Square Parking Island	24	0	0	23	0	0	1	0	0	0	0	0
Day Square Parking Lot	42	0	0	39	0	0	2	0	0	1	0	0
Chelsea Street	129	60	0	50	12	0	3	4	0	0	0	0
Bennington Street	117	35	46	29	2	3	2	0	0	0	0	0

**How often were spaces occupied?**

	Capacity	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	Avg. Spaces Occupied
<b>Study Area*</b>	710	64%	62%	65%	66%	72%	71%	72%	71%	70%	70%	71%	70%	73%	74%	70%
Eagle Square Parking Island	37	92%	100%	92%	92%	84%	95%	86%	81%	84%	89%	65%	68%	76%	70%	84%
Bremen Street Parking Island	9	33%	56%	67%	78%	89%	89%	78%	78%	100%	67%	33%	67%	89%	33%	68%
Day Square Parking Island	24	58%	50%	54%	83%	92%	96%	92%	96%	92%	96%	100%	96%	96%	96%	85%
Day Square Parking Lot	42	64%	55%	50%	52%	74%	81%	67%	57%	57%	57%	71%	81%	86%	93%	68%
Chelsea Street	129	59%	54%	67%	73%	82%	81%	82%	84%	75%	75%	84%	75%	78%	86%	75%
Bennington Street	117	64%	63%	69%	68%	69%	62%	64%	65%	62%	66%	63%	68%	65%	68%	66%

Less Occupied

More Occupied

**How long did people park?**

	Parked Vehicles	<60 mins	1-2 hrs	2-3 hrs	3-4 hrs	4-5 hrs	5-6 hrs	6-7 hrs	7-8 hrs	8-9 hrs	9-10 hrs	10-11 hrs	11-12 hrs	12-13 hrs	13-14 hrs	Vehicles/ Space	Average Duration (hrs)	Median Duration (hrs)
<b>Study Area*</b>	2011	47%	15%	9%	6%	5%	3%	3%	2%	2%	2%	1%	1%	1%	4%	2.8	4.0	1.5
Eagle Square Parking Island	82	26%	17%	7%	6%	4%	7%	5%	2%	5%	5%	1%	1%	2%	11%	2.2	5.3	3.5
Bremen Street Parking Island	32	59%	9%	6%	3%	6%	0%	3%	9%	0%	3%	0%	0%	0%	0%	3.6	2.6	0.5
Day Square Parking Island	118	58%	13%	7%	9%	3%	3%	4%	0%	1%	3%	0%	0%	0%	1%	4.9	4.2	0.5
Day Square Parking Lot	197	63%	17%	9%	2%	2%	2%	2%	1%	2%	0%	0%	1%	0%	1%	4.7	2.1	0.5
Chelsea Street	420	49%	17%	9%	7%	5%	2%	2%	2%	2%	1%	1%	1%	0%	4%	3.3	4.0	1.5
Bennington Street	329	45%	14%	9%	9%	5%	4%	4%	2%	3%	2%	1%	1%	1%	3%	2.8	3.8	1.5

\*The Study Area line includes all of the segments shown on the map from the previous page. The sub-areas listed below "study area" do not comprise the entire study area, so the total sum of these sub-areas will not equal the Study Area value.

Shorter Duration

Longer Duration

▲ GRAPHIC TEXT  
 DESCRIPTION GOES HERE

## Fairmount Line Wayfinding | BPDA

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