



# Fairmount Indigo Planning Initiative

**BLUE HILL /  
CUMMINS HWY**  
STATION AREA

## Blue Hill Ave / Cummins Hwy Working Advisory Group (WAG) Meeting #2

Tuesday, October 29, 2013  
6:00 – 8:00 PM  
Mattapan Health Center

Prepared by:

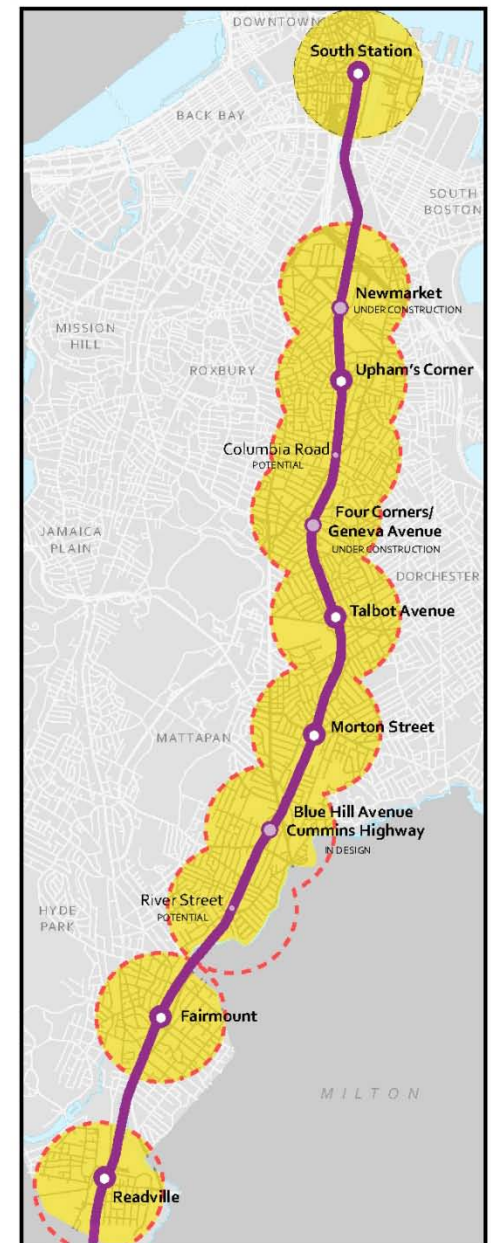
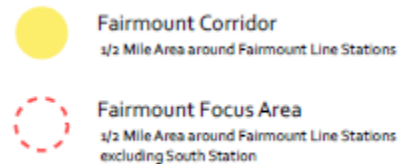
### The Cecil Group Team

The Cecil Group  
HDR Engineering, Inc.  
Byrne McKinney & Associates, Inc.  
McMahon Associates  
Bioengineering  
SAS Design, Inc.  
Shook Kelley



# AGENDA

1. Welcome and Introductions
2. Station Area Context/Background
  - Economic Context – Pam McKinney of Byrne McKinney
3. Cote Ford Scenarios and Feasibility
4. Community Open House
5. Next Steps



# WELCOME AND INTRODUCTIONS



# BLUE HILL/CUMMINS PLANNING

## Focus and priorities further defined with Community Visioning

### Station Area Planning Topics:

- *Community vision and implementation strategies*
- *Context analysis and summary*
- *Real estate market analysis and summary*
- *Business and housing improvement recommendations*
- *Open space improvement recommendations*
- *Transit access improvement recommendations*
- *Public realm improvement recommendations*
- *Development scenarios and urban design guidelines*
- *Zoning modifications and implementation*



# BLUE HILL/CUMMINS PLANNING

## Proposed WAG Meeting Schedule/Topics:

### September

Introductions  
Relationship to Corridor Planning  
Station Area Context  
Cote Ford

### October

Existing Conditions Analysis  
Cote Ford  
Community Visioning Prep

### Community Visioning - December

### January

Public Realm/Transit Improvements  
Open Space Improvements  
Sustainability

### February

Summary Vision  
Development Program for Key Sites  
First Draft Approach to Key Sites

### March

Business District Improvements  
Draft Plan Components  
Community Meeting Prep

### April

Urban Design Guidelines  
Second Draft Approach to Key Sites  
Evaluation of Vision Relative to Zoning

### Community Open House/Draft Station Area Plan Release

### June

Open House Review  
Draft Plan  
Next Steps

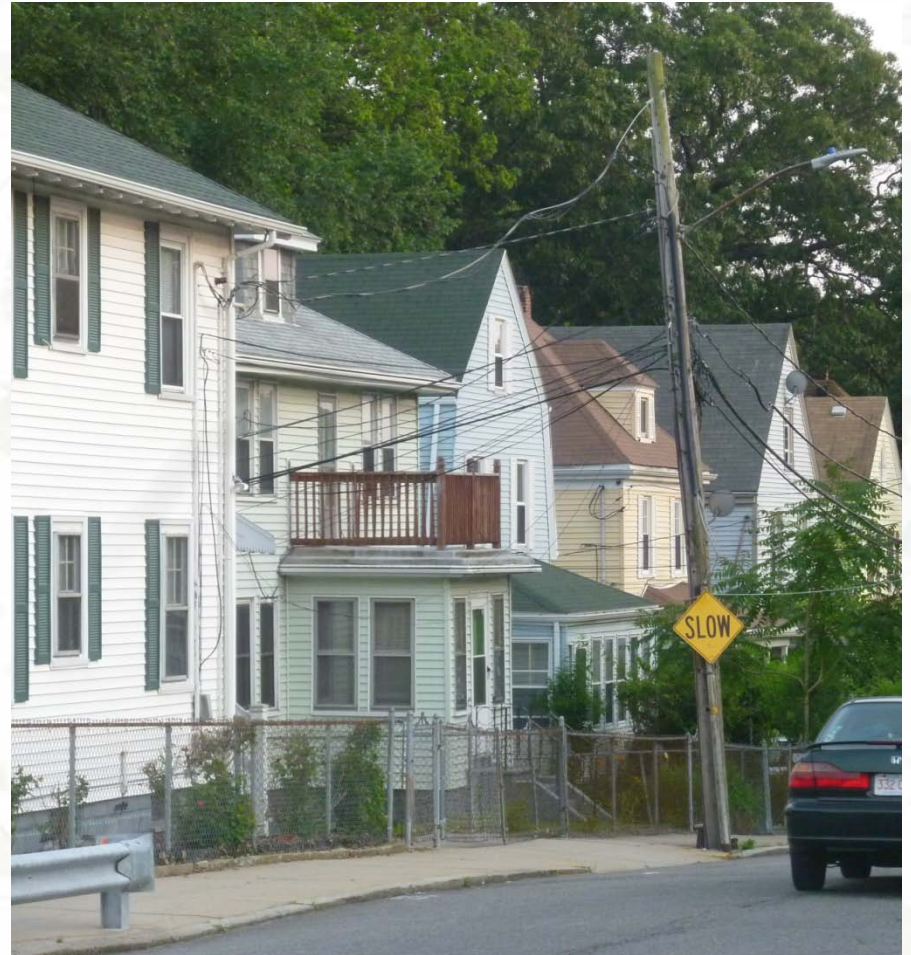


# STATION AREA CONTEXT/BACKGROUND

## Blue Hill Avenue / Cummins Highway

### Topic Outline:

- Review Census Data
- Refined vacancy/parking analysis
- Mattapan United survey responses
- Transit context
- Real estate/economic context



# Blue Hill Ave / Cummins Hwy Existing Conditions

## Vacant Parcels

- 258 out of 2115 parcels are vacant (12%)
- Relatively even distribution of vacant parcels, with several large parcels along Blue Hill Ave.

### Vacant Land



# Blue Hill Ave / Cummins Existing Conditions

## Detailed Analysis

“Soft Sites” –





- City-owned
- Vacant
- Surface Parking

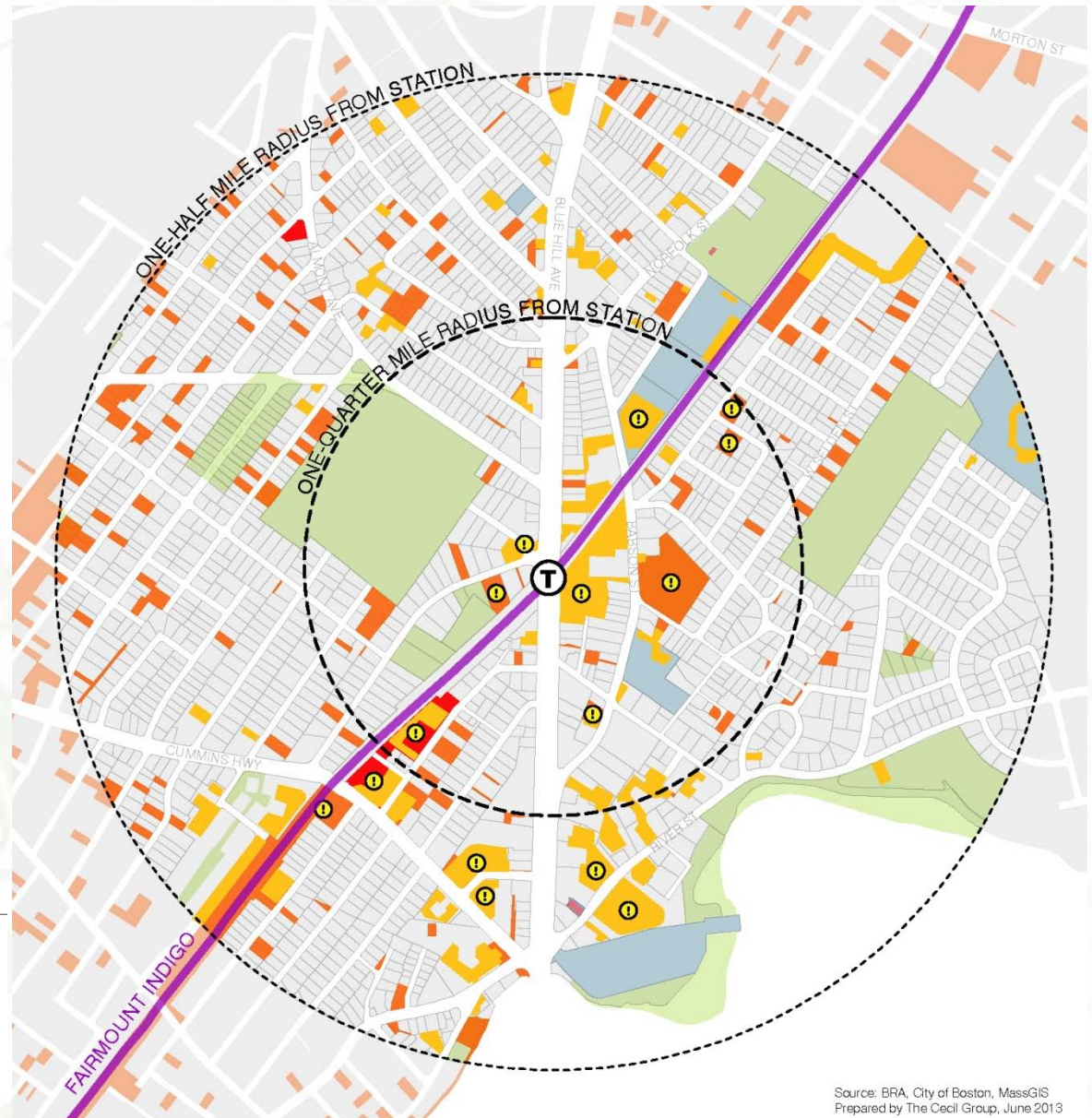
### LEGEND

#### EXISTING ANCHORS

-  Open Space Parcel
-  Publicly-Owned (City, Boston Public Health, MBTA)
-  Other Amenity / Landmark (Privately-owned)

#### POTENTIAL CHANGES

-  City-Owned by Foreclosure
-  Vacant Parcel
-  Surface Parking Lot
-  Key Potential Development Sites



Source: BRA, City of Boston, MassGIS  
Prepared by The Cecil Group, June 2013

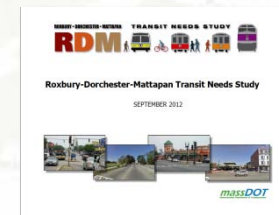
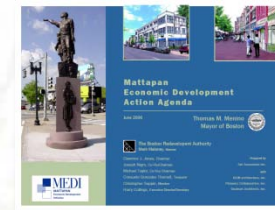
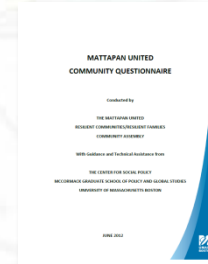




# BLUE HILL AVE / CUMMINS HWY

## Previous Studies and Resources

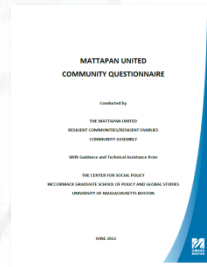
- Mattapan United 88 Community Interviews (2012: UMass Boston)
  - **Assessment of community concerns:** lack of jobs for adults and youth, low income/wages, substance abuse, lack of affordable housing, youth violence and gangs, recreational activities for youth, obesity and diabetes, education/training opportunities for adults
- Mattapan Economic Development Action Agenda (2006: MEDI)
  - A strategic initiative designed to establish an overall vision, an “action agenda,” and an initial implementation plan for the revitalization of Mattapan's commercial districts and surrounding neighborhoods
- Roxbury Mattapan Dorchester (RDM) Transit Needs Study
  - A strategic transportation study – long term strategies include high frequency service on Fairmount Indigo Line, DMU's on Fairmount, self-service fare collection on buses
- Cote Ford Community Planning Workshop (2011: AICP)



# BLUE HILL AVE / CUMMINS HWY

## Previous Studies and Resources

- Mattapan United 88 Community Interviews (2012: UMass Boston)  
Summary Analysis of All Interviews

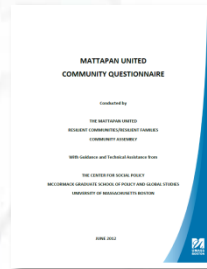


	Youth 12-17 (N=5)	Youth 18-24 (N=3)	25 years + and more than 10 years in community (N=35)	25 years + less than 10 years in community (N=20)	Stakeholders (N=11)
What are the Strengths of Mattapan: What do you most like?	<p><b>Sense of Community:</b>            Diversity of cultures, sense of community neighborhood small enough to get to know everyone, Almont Park a good recreation and social resource</p>	<p><b>Sense of Family:</b> Sense of safety, comfort with own race, sense of pride</p>	<p><b>Quality of Services:</b> Options for dining, development of green spaces</p> <p><b>Diversity:</b> Socio-economic and cultural diversity</p> <p><b>Sense of Community:</b> Neighborhood atmosphere – everyone knows residents in the neighborhood</p> <p><b>Transportation:</b> location of “T”</p>	<p><b>Sense of Community:</b> Family , sense of community</p> <p><b>Positive Atmosphere:</b> Residential- homeownership quality</p> <p><b>Diversity</b></p> <p><b>Promising Youth</b></p> <p><b>Police and Community Partnership:</b> Police B3</p>	<p><b>Strong community ties:</b> Welcoming to the new communities who are coming in</p> <p><b>Organizations willing/ eager to collaborate together:</b> Collaboration of key community agencies</p> <p><b>Resiliency of Mattapan:</b> Resiliency of the community</p>
What positive changes have you already seen?	<p><b>Impactful Community Resources:</b> New library and bike lanes, neighbors more involved, safe streets, new health center, Mattapan United, less crime</p>	<p><b>Physical Improvements:</b> Mattapan Square, the T station, the health center, library and city garden</p>	<p><b>Community Involvement:</b> Motivation, group commitment, advocacy; elected officials</p> <p><b>Maintenance &amp; New Infrastructure:</b> Improvements in infrastructure, nice homes cared for, commercial area, new sidewalks and repaired streets and street lights</p>	<p><b>Construction of Mattapan Square/ Main streets</b></p> <p><b>Transportation Improvements:</b> Fairmount Commuter Rails</p> <p><b>Major franchises:</b> CVS and store openings</p> <p><b>College-Community Interaction</b></p>	<p><b>Capital/ Facilities improvements/ growth:</b> Improvements on housing</p> <p><b>Public/ private investments:</b> Business owners having an investment in the community</p> <p><b>Expanding access to services for community:</b> Efforts/ initiatives to make Mattapan healthier</p>

# BLUE HILL AVE / CUMMINS HWY

## Previous Studies and Resources

- Mattapan United 88 Community Interviews (2012: UMass Boston)  
Summary Analysis of All Interviews



<p><b>What is not working well in Mattapan?</b></p>	<p><b>Apathy:</b> Dirty streets, <b>unsafe</b> streets, lack of social and recreational resources, loitering by drug addicts, lack of business owner engagement</p>	<p><b>Violence:</b> <b>Fear</b> in Mattapan, retaliation/defensive 'murder-pan'</p> <p><b>Economic Stress:</b> Financial crisis, unemployment, unable to pay bills</p>	<p><b>Duplication of resources:</b> Organizations trying to do the same thing</p> <p><b>Lack of variety in businesses:</b> Not appropriate businesses</p> <p><b>Unsafe Environment:</b> <b>Crime,</b> violence unreported</p> <p><b>Loitering :</b> Un-kept neighborhood</p>	<p><b>Community needs more solidarity and less in fighting amongst stakeholders and infrastructure development:</b> Lack of growth in Mattapan, lack of neighborhood support services/ community resources</p>	<p><b>Limited options:</b> Transportation, lack of programs</p> <p><b>Community resistance to change:</b> Personal issues take priority</p> <p><b>Power of negative forces:</b> Negative media coverage leads to negative image of Mattapan</p> <p><b>Hurdles for business owners</b></p>
<p><b>What suggestions do you have for improvements in Mattapan?</b></p>	<p><b>Make this an appealing inviting community:</b> Houses and buildings well-maintained, well lit streets, <b>safe places for kids to play and hang out,</b> appealing and safe places for families at night and on weekends</p>	<p><b>Community resources for all located in Mattapan:</b> Vocational school/ training for youth and adults, <b>youth center, adult education</b></p> <p><b>Involving Youth:</b> Job training and entrepreneurship</p>	<p><b>Economic Development:</b> <b>Employment for teens and adults;</b> increase businesses; make Mattapan shopping destination</p> <p><b>Promote Social Capital:</b> Better Public Schools; parent involvement in children's education</p> <p><b>Beautification of neighborhood:</b> clean the streets appearance</p>	<p><b>Make Mattapan more welcoming:</b> More viable, well known business chains</p> <p><b>Youth/Elder resources:</b> <b>Programs and resources for the youth and seniors</b></p> <p><b>Variety of businesses:</b> Attractiveness and amenities of businesses</p> <p><b>Safety</b></p>	<p><b>Opportunities for youth:</b> Youth networks to generate pride</p> <p><b>Develop Mattapan Pride:</b> Clean streets, healthier restaurants</p> <p><b>Develop broad- based buy in for community change:</b> Show results of effort early</p> <p><b>Increase safety in the community:</b> Take back the streets</p> <p><b>Increase resources</b></p>

# Real Estate Analysis Introduction

- Market Considerations

## Demand Sources → Development Potentials

- Households → Residential Development
  - Housing typologies, price points and match to resident requirements
- Labor Force - > Commercial and Industrial Development
  - Skills and match employer requirements
- Employment - > Commercial and Industrial Development
  - Land and building availability and match to business requirements
- Visitation - > Cultural and Institutional Development
  - Visitor types and match to destination requirements
- Expenditures - > Retail Development
  - Resident, employee, visitor expenditure match to commercial types and sale requirements



# Residential Market Background

- Housing Tenure (rental v. home ownership)
- Housing/Household Type (1-2-3 Br/Multi-3F-2F-SF)
- Affordability/Financing Sources (Low-Mod-Market)

Year	Qtr	Inventory SF/Units	Completions	Inventory Growth%	Vacant Stock	Vacancy Rate	Vacancy Change(BPS)	Occupied Stock	Net Absorption	Asking Rent	Ask Rent % Chg
2007	Y	13,447	112	0.8%	511	3.8%	-170	12,936	334	\$1,459	- 1.1%
2008	Y	13,507	60	0.4%	500	3.7%	-10	13,007	71	\$1,554	6.5%
2009	Y	13,776	269	2.0%	854	6.2%	250	12,922	-85	\$1,489	- 4.2%
2010	4	13,875	48	0.3%	666	4.8%	-50	13,209	115	\$1,542	- 0.2%
2010	Y	13,875	99	0.7%	666	4.8%	-140	13,209	287	\$1,542	3.6%
2011	1	13,875	0	0.0%	638	4.6%	-20	13,237	28	\$1,547	0.3%
2011	2	13,875	0	0.0%	587	4.2%	-40	13,288	51	\$1,560	0.8%
2011	3	13,875	0	0.0%	541	3.9%	-30	13,334	46	\$1,566	0.4%
2011	4	13,875	0	0.0%	458	3.3%	-60	13,417	83	\$1,577	0.7%
2011	Y	13,875	0	0.0%	458	3.3%	-150	13,417	208	\$1,577	2.3%
2012	1	13,914	39	0.3%	431	3.1%	-20	13,483	66	\$1,580	0.2%
2012	2	13,914	0	0.0%	417	3.0%	-10	13,497	14	\$1,595	1.0%
2012	3	13,914	0	0.0%	417	3.0%	0	13,497	0	\$1,610	0.9%
2012	Y	13,962	87	0.3%	423	3.0%	0	13,539	122	\$1,620	2.7%
2013	Y	14,223	261	1.9%	434	3.1%	0	13,789	250	\$1,683	3.9%
2014	Y	14,884	661	4.6%	476	3.2%	20	14,408	619	\$1,768	5.0%
2015	Y	15,005	121	0.8%	453	3.0%	-20	14,552	144	\$1,826	3.3%
2016	Y	15,150	145	1.0%	406	2.7%	-30	14,744	192	\$1,872	2.5%



# Retail Market Background

- Merchandise Types(convenience-comparison-F&B)
- Space Requirements (floor plate-visibility-loading/storage)
- Affordability (sales-rents-tenant type)

Period	Existing Inventory		Vacancy		Net Absorption	Delivered Inventory		UC Inventory		Quoted Rates
	# Bldgs	Total RBA	Vacant SF	Vacancy %		# Bldgs	Total RBA	# Bldgs	Total RBA	
2013 3q	2,410	23,139,648	533,711	2.3%	17,606	0	0	1	50,000	\$28.33
2013 2q	2,410	23,139,648	551,317	2.4%	34,998	2	17,460	0	0	\$26.80
2013 1q	2,408	23,122,188	568,855	2.5%	35,910	0	0	2	17,460	\$24.62
2012 4q	2,409	23,164,188	646,765	2.8%	25,015	1	33,000	2	17,460	\$24.11
2012 3q	2,408	23,131,188	638,780	2.8%	32,380	0	0	3	50,460	\$23.59
2012 2q	2,408	23,131,188	671,160	2.9%	691	0	0	2	50,000	\$23.60
2012 1q	2,408	23,131,188	671,851	2.9%	114,401	2	6,933	2	50,000	\$17.89
2011 4q	2,406	23,124,255	779,319	3.4%	(19,951)	0	0	3	39,933	\$18.45
2011 3q	2,408	23,141,406	776,519	3.4%	12,267	0	0	2	6,933	\$20.97
2011 2q	2,409	23,148,420	795,800	3.4%	151,531	3	41,000	0	0	\$20.06
2011 1q	2,408	23,114,965	913,876	4.0%	82,892	1	2,905	3	41,000	\$20.79
2010 4q	2,408	23,114,969	996,772	4.3%	140,303	1	46,400	4	43,905	\$21.23
2010 3q	2,408	23,085,039	1,107,145	4.8%	(17,414)	1	2,200	4	80,305	\$21.60
2010 2q	2,407	23,082,839	1,087,531	4.7%	52,378	2	125,700	3	74,600	\$21.78
2010 1q	2,405	22,957,139	1,014,209	4.4%	80,505	1	5,731	5	200,300	\$21.67
2009 4q	2,405	22,956,280	1,093,855	4.8%	32,679	0	0	4	133,631	\$22.62

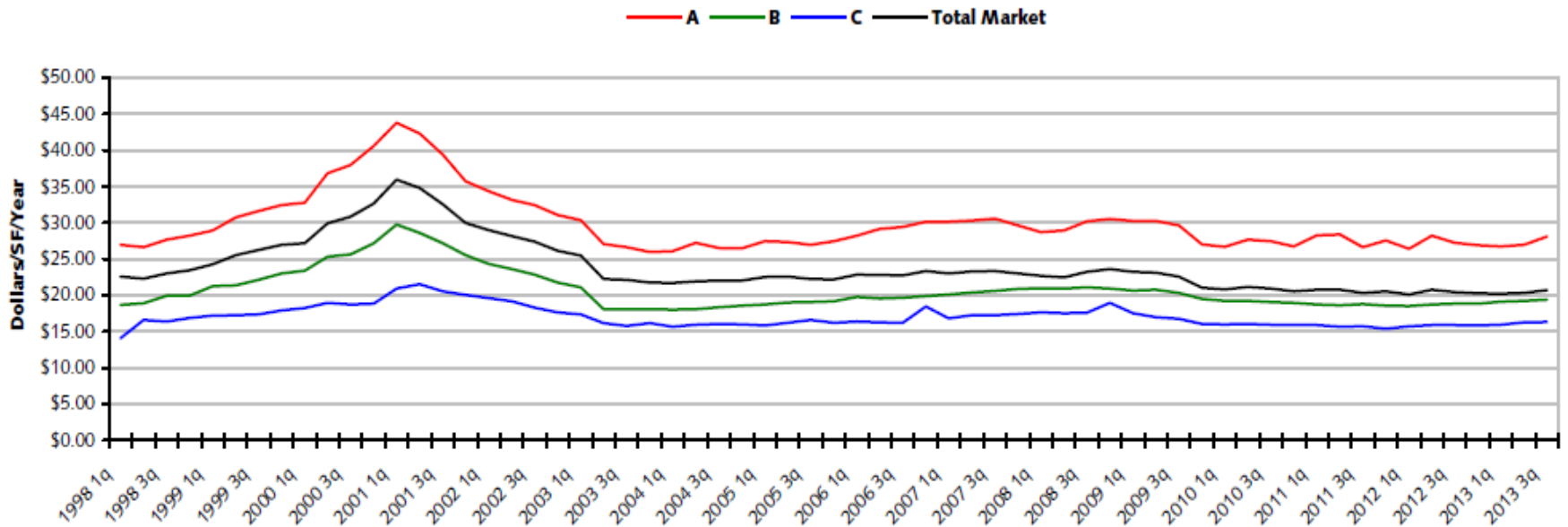


# Office Market Background

- Tenant Types (local service-back office-government)
- Space Requirements (space size-floor location-parking)
- Affordability (rents-fit up costs)

## HISTORICAL RENTAL RATES

Based on Full-Service Equivalent Rental Rates



# Industrial Market Background

- User Types (industry-lifecycle-labor need)
- Space Requirements (floor plate-access-parking)
- Affordability (rents-land costs-building costs)

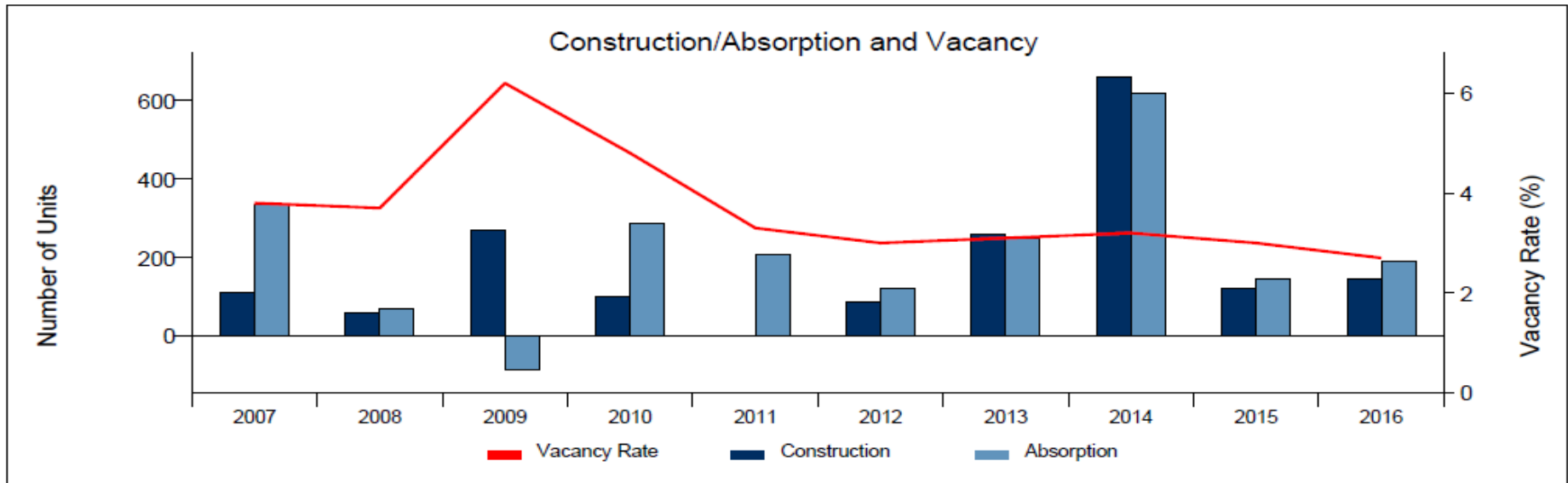
Period	Existing Inventory		Vacancy		Net Absorption	Delivered Inventory		UC Inventory		Quoted Rates
	# Bldgs	Total RBA	Vacant SF	Vacancy %		# Bldgs	Total RBA	# Bldgs	Total RBA	
2013 3q	742	26,857,878	2,633,155	9.8%	71,907	0	0	0	0	\$9.09
2013 2q	742	26,857,878	2,705,062	10.1%	(31,047)	0	0	0	0	\$9.30
2013 1q	743	27,063,275	2,879,412	10.6%	173,175	0	0	0	0	\$9.00
2012 4q	744	27,074,020	3,063,332	11.3%	1,850	0	0	0	0	\$8.65
2012 3q	745	27,089,020	3,080,182	11.4%	(150,340)	0	0	0	0	\$8.94
2012 2q	745	27,089,020	2,929,842	10.8%	35,613	0	0	0	0	\$9.22
2012 1q	745	27,089,020	2,965,455	10.9%	(180,167)	0	0	0	0	\$9.09
2011 4q	746	27,190,270	2,886,538	10.6%	25,240	0	0	0	0	\$9.06
2011 3q	749	27,369,690	3,091,198	11.3%	(287,072)	0	0	0	0	\$9.36
2011 2q	750	27,446,082	2,880,518	10.5%	(42,118)	0	0	0	0	\$9.43
2011 1q	751	27,498,582	2,890,900	10.5%	126,649	1	10,225	0	0	\$9.25
2010 4q	753	27,738,835	3,257,802	11.7%	(291,763)	0	0	1	10,225	\$9.45
2010 3q	754	27,853,033	3,080,237	11.1%	228,307	0	0	1	10,225	\$8.49
2010 2q	754	27,853,033	3,308,544	11.9%	82,632	0	0	0	0	\$8.55
2010 1q	754	27,853,033	3,391,176	12.2%	(53,838)	0	0	0	0	\$8.66
2009 4q	754	27,853,033	3,337,338	12.0%	60,976	0	0	0	0	\$8.55





# Neighborhood Residential Positioning

Current Submarket Average Rents and Sizes				Asking Rent Growth					
	July			Quarterly			Annualized		
	Rent	Avg. SF	Avg. Rent PSF	2Q13	1Q13	YTD	1 Year	3 Year	5 Year
Studio/Efficiency	\$1,043	444	\$ 2.35	0.5%	3.7%	4.6%	0.4%	0.6%	1.8%
One Bedroom	\$1,482	722	\$ 2.05	1.1%	2.2%	3.7%	0.6%	2.6%	2.1%
Two Bedroom	\$1,795	971	\$ 1.85	-0.4%	0.2%	0.2%	3.4%	3.0%	2.1%
Three Bedroom	\$2,425	1193	\$ 2.03	-0.6%	2.4%	2.1%	5.1%	2.4%	2.2%
Average over period ending:				06/30/13	03/31/13	06/30/13	12/31/12	12/31/12	12/31/12



# Neighborhood Commercial and Industrial Positioning Face Rent Analysis Report

	DIRECT SPACES				SUBLET SPACES				TOTAL
	# Spaces	Min	Avg	Max	# Spaces	Min	Avg	Max	Avg
<b>Flex</b>									
Modified Gross	2	\$7.50	\$7.50	\$7.50	0	-	-	-	\$7.50
Triple Net	5	\$3.75	\$5.57	\$9.00	1	\$13.00	\$13.00	\$13.00	\$7.99
<b>Industrial</b>									
Full Service Gross	3	\$5.00	\$6.49	\$10.20	0	-	-	-	\$6.49
Modified Gross	3	\$6.00	\$6.28	\$9.94	0	-	-	-	\$6.28
Negotiable	19	-	-	-	0	-	-	-	-
Plus All Utilities	3	\$9.00	\$9.00	\$9.00	0	-	-	-	\$9.00
TBD	2	-	-	-	0	-	-	-	-
Triple Net	27	\$1.99	\$5.83	\$15.00	1	\$6.50	\$6.50	\$6.50	\$5.87
<b>Off/Med</b>									
Modified Gross	4	\$7.40	\$16.25	\$35.00	0	-	-	-	\$16.25
Plus All Utilities	1	\$28.00	\$28.00	\$28.00	0	-	-	-	\$28.00
Triple Net	5	\$15.00	\$18.27	\$39.00	0	-	-	-	\$18.27
<b>Off/Ret</b>									
Modified Gross	1	\$18.60	\$18.60	\$18.60	0	-	-	-	\$18.60
Negotiable	5	\$25.86	\$26.19	\$26.51	0	-	-	-	\$26.19
Plus All Utilities	3	\$10.00	\$10.50	\$11.69	0	-	-	-	\$10.50
Plus Electric	1	\$18.00	\$18.00	\$18.00	0	-	-	-	\$18.00
Triple Net	6	\$15.00	\$18.27	\$51.42	0	-	-	-	\$18.27
<b>Office</b>									
Full Service Gross	7	\$13.63	\$15.59	\$27.26	0	-	-	-	\$15.59
Modified Gross	11	\$12.85	\$20.30	\$29.90	0	-	-	-	\$20.30
Negotiable	10	-	-	-	1	-	-	-	-
Plus All Utilities	4	\$11.92	\$17.76	\$26.00	0	-	-	-	\$17.76
Plus Electric	2	\$15.43	\$15.43	\$15.43	0	-	-	-	\$15.43
Triple Net	26	\$3.60	\$13.03	\$27.43	0	-	-	-	\$13.03
<b>Retail</b>									
Full Service Gross	3	\$20.00	\$20.00	\$20.00	0	-	-	-	\$20.00
Modified Gross	8	\$16.00	\$19.74	\$24.00	0	-	-	-	\$19.74
Negotiable	28	-	-	-	2	-	-	-	-
Net	1	\$19.50	\$19.50	\$19.50	0	-	-	-	\$19.50
Plus All Utilities	1	\$18.00	\$18.00	\$18.00	0	-	-	-	\$18.00
TBD	5	-	-	-	0	-	-	-	-
Triple Net	27	\$5.40	\$21.24	\$45.00	0	-	-	-	\$21.24
Utilities & Char	2	\$29.53	\$29.53	\$29.53	0	-	-	-	\$29.53



# Early Real Estate Ideas Directions

- Blue Hill/Cummins Highway Station
  - TOD housing
  - Commuter and resident- serving retail
  - Larger format retail
  - Social services/labor force training



# COTE FORD SITE BACKGROUND

## Site Characteristics

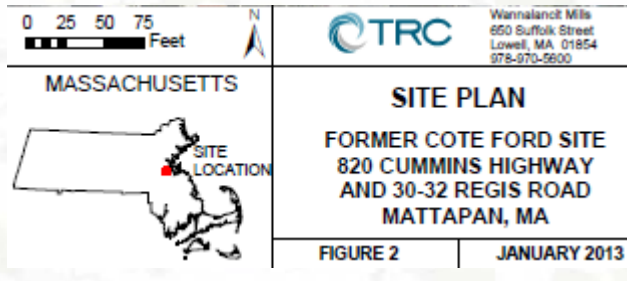
	Address	Owner	Land (SF)	Bldg (GSF)
1	820 Cummins Highway	City of Boston	40,166	49,458
2	30/32 Regis Road	City of Boston	56,913	14,250
3	Regis Road	City of Boston	6,250	0
4	Regis Road	Cummins Development Co LLC	12,500	0
5	Cummins Highway (2 parcels)	City of Boston (Assessor's Data)	16,616	0
6	Cummins Highway (4 parcels)	Cummins Development Co LLC	19,403	0
		<b>TOTAL</b>	<b>151,848</b>	<b>63,708</b>



# COTE FORD SITE BACKGROUND

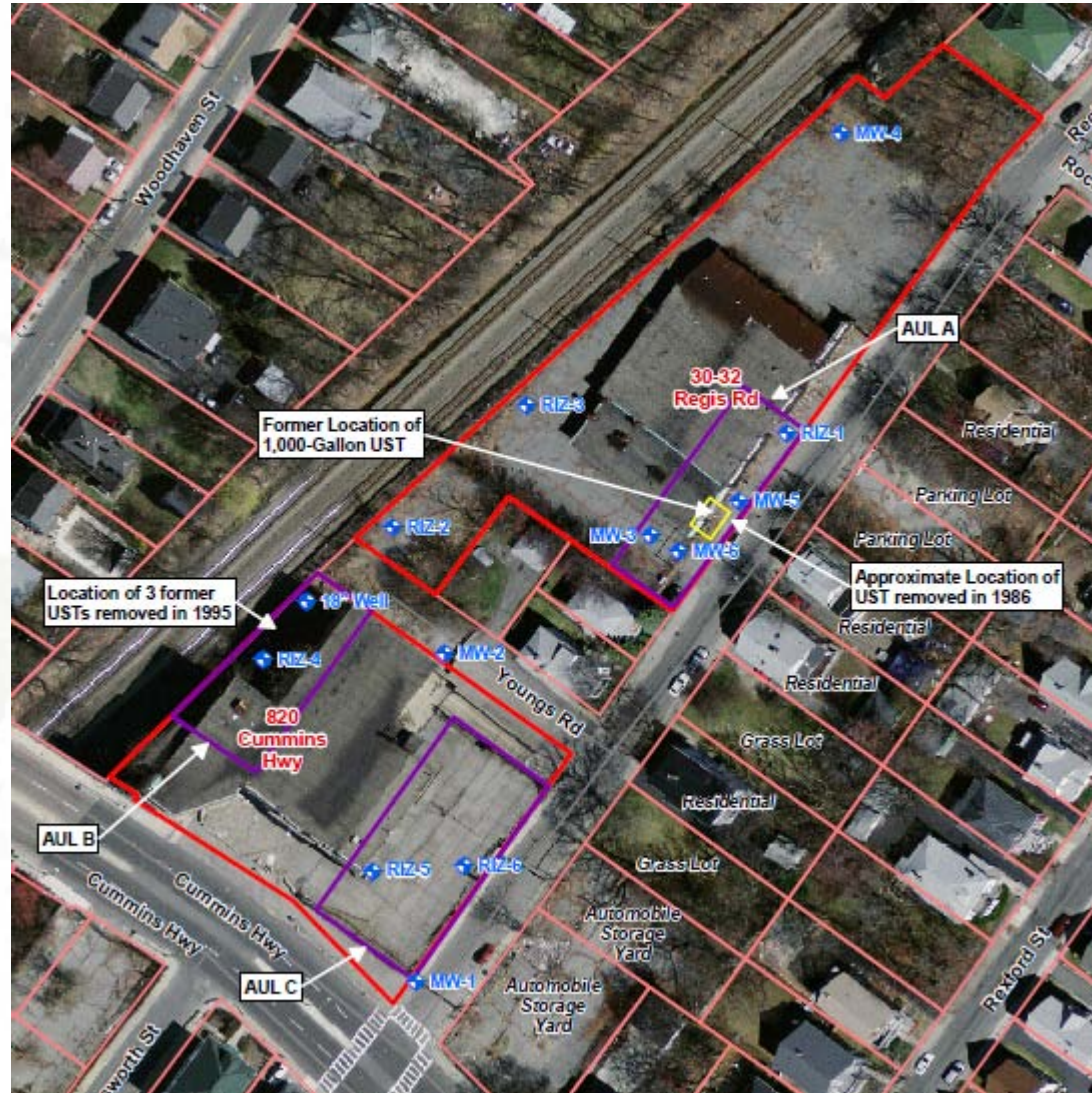
## Site Characteristics

### Environmental Information



- Approximate Site Boundary
- Area of RAM Excavation
- + Existing Monitoring Well
- Parcel Boundary
- Approximate AUL Boundaries

Orthophotography: MassGIS/USGS, 2009




# COTE FORD SITE BACKGROUND

## Site Characteristics

### Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district – *Cummins Highway Gateway Area*

- Purpose – to allow for the development of buildings that serve as distinctive visual cues to signify the entrance to the commercial areas of Mattapan
- Allows multi-family and elderly housing uses
- Maximum Floor Area Ratio –
  - 2.0 (as-of-right)
  - 4.0 (with Article 80 Review)
- Maximum Building Height –
  - 45' (as-of-right)
  - 55' (with Article 80 Review)



# BLUE HILL AVE / CUMMINS HWY

## Cote Ford Community Planning Workshop (2011: AICP)

### *Community Vision Statements:*



- A high quality design **compatible** with the existing neighborhood scale, **community and family-oriented** with multiple purposes, including inter-generational housing and retail
- Make Mattapan **a destination to be proud of** with a **great mix** of housing and retail, a **community center** where youth, senior, and others can socialize, a place to enhance the community, new development that fits and **reflects the community**
- Create a **gateway to the cultures** of Mattapan that will capitalize on the **multicultural diversity** of the community. Establish residential development that reflects the character of the existing neighborhood, with **community-focused** business that holistically promotes a **healthy lifestyle**
- **High Quality development** that enhances the neighborhood as a place where someone could raise a family, **balances gateway and neighborhood character**, uses like a nice sit-down restaurant and shops, creates **retail/mixed use** on Cummins and residential on Regis in scale with existing homes, reflect “country living in the city” that defines Mattapan



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 1

### Physical Massing Test





# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 1

- Active ground floor uses at Station Gateway/Cummins Highway
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	10,700	5; 55'	53,500	8,000	0	0	36	34	2.17
2	6,700	5; 55'	33,500	5,000	0	0	22	20	2.17
3, 4 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	7,600	3, 34'	22,800	0	0	0	19	22	0.74
6-11 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
12	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
13	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			<b>177,980</b>	<b>23,000</b>	0	0	<b>131</b>	<b>136</b>	<b>1.17</b>



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 1

## Economic Feasibility



Site	Feasibility	Advantages
<b>Scenario 1</b>	Positive	Retail use helps to support feasibility
Gateway Overlay		Potential for partial land write-down (City-owned)
Density		Less expensive stick built construction
Disadvantages	Comments	
Moderate demolition cost	Feasibility made possible by City Land write down	
Cost of some structured parking	and presence of retail in program	



# COTE FORD SITE


## Preliminary Fit Studies

### Scenario 1

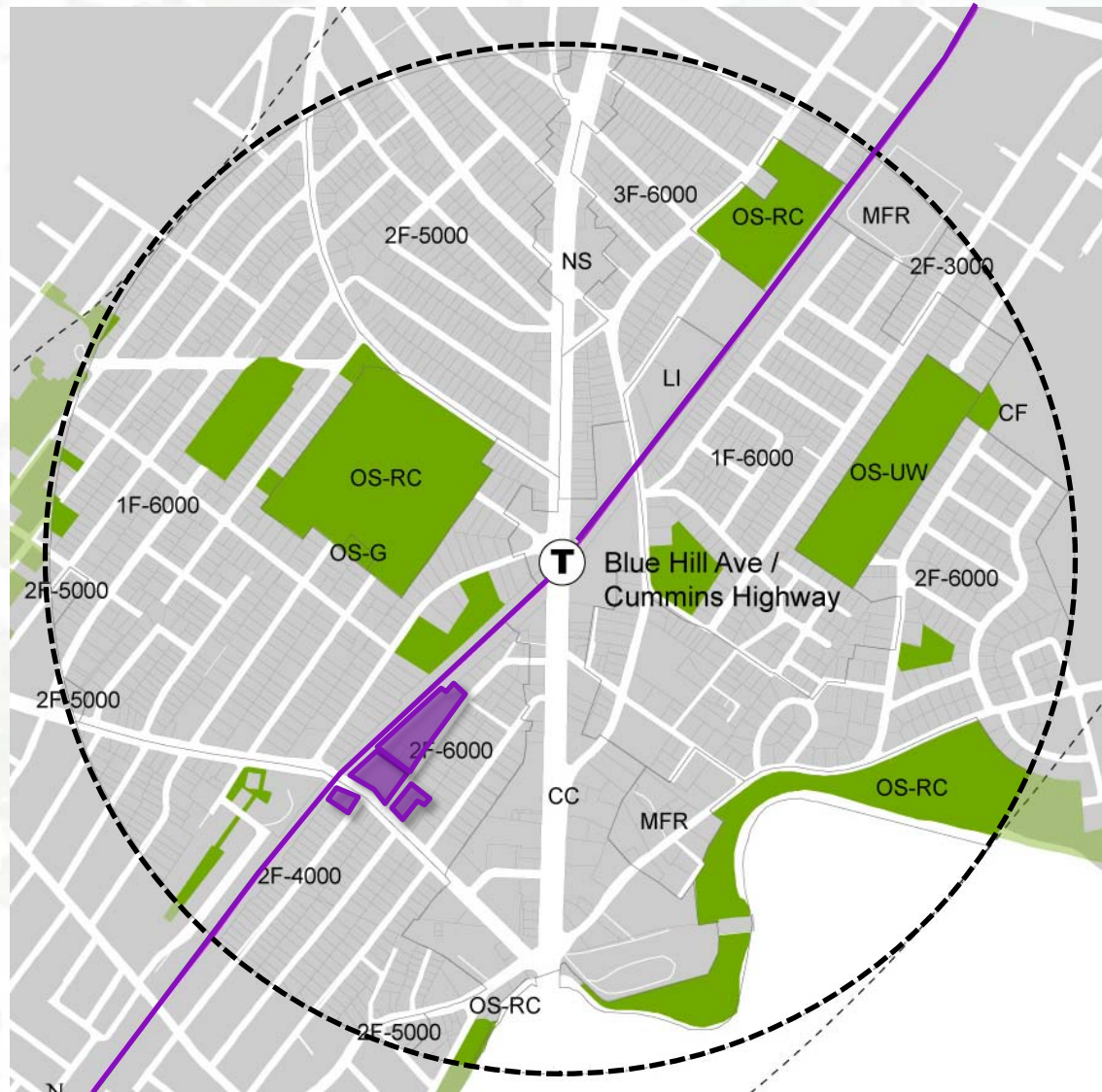
## Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
  - Test – **FAR 2.17**
- Maximum Building Height – 45', 55' (with Article 80 Review)
  - Test – **55'**
- Off-Street Parking Required:
  - Residential – 1/dwelling
  - Office/retail – 2/1000
  - Industrial - 0.5/1000
  - Educational - 0.7/1000



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 2

### Physical Massing Test



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 2

- Potential educational use \*(average 300 students at 100 SF/student, separate gym)
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	17,500	2; 40'	35,000	0	0	30,000*	0	24	0.87
2	19,000	1; 38'	19,000	0	0	17,000*	0	22	0.33
3	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
4	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
6	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
7	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			<b>126,130</b>	<b>10,000</b>	<b>0</b>	<b>37,000</b>	<b>44</b>	<b>96</b>	<b>0.83</b>



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 2

## Economic Feasibility



Site	Feasibility	Advantages
<b>Scenario 2</b>	Positive	Edicational use subsizes structured parking
Educational Mix	w/Conditions	Retail use helps to support feasibility Potential for partial land write-down (City-owned) Less expensive stick built construction
Disadvantages		Comments
Moderate demolition cost		Illustrates impact of parking costs on feasibility  Residential market cannot support the cost of structured parking without offsets  Only works if Educational use pays its own way  AND covers the cost of all structured parking



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 2

- *Benchmarking* the size of educational facilities in the City:
  - **(New) City on a Hill Charter School, Dudley Square – 30,000 SF**
  - Joseph Hurley School, South End – 45,000 SF
  - Ellison/Parks Early Education School, Mattapan – 36,000 SF
  - Boston Teachers Union School, Jamaica Plain – 39,000 SF
  - Mary Lyon Upper School, Brighton – 47,000 SF
  - Boston International HS, Mattapan – 50,000 SF
  - Ludwig van Beethoven Elementary School, West Roxbury – 37,000 SF
  - Boston Adult Technical Academy (BATA), Mattapan – 32,000 SF
  - Dennis Haley Elementary, Roslindale – 38,000 SF
  - Holland Elementary School, Dorchester – 100,000 SF
  - Mattahunt Elementary, Mattapan – 171,000 SF



# COTE FORD SITE


## Preliminary Fit Studies

### Scenario 2

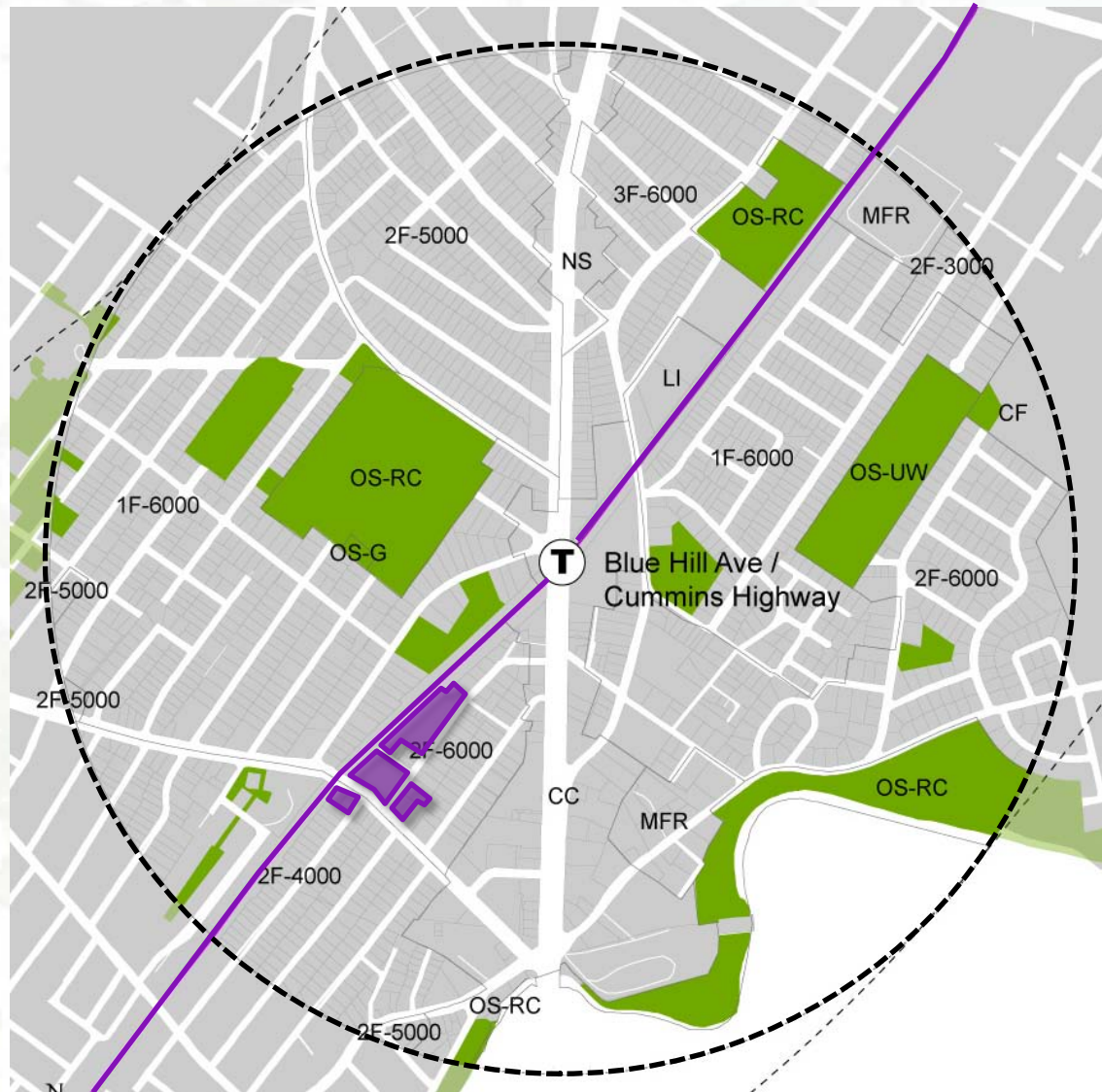
## Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
  - Test – FAR 1.72
- Maximum Building Height – 45', 55' (with Article 80 Review)
  - Test – 45'
- Off-Street Parking Required:
  - Residential – 1/dwelling
  - Office/retail – 2/1000
  - Industrial - 0.5/1000
  - Educational - 0.7/1000





# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 3

### Physical Massing Test



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 3

- Active ground floor uses at Station Gateway/Cummins Highway
- Multi-family cluster on parking plinthe

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	21,700	9; 95'	158,700	17,000	0	0	134	92	3.95
2	13,700	8; 85'	83,200	0	0	0	70	64	2.71
3	13,800	7; 75'	71,400	0	0	0	60	52	2.71
4,5,6 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
7	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
8	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			<b>385,430</b>	<b>27,000</b>	0	0	<b>308</b>	258	2.54



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 3

## Economic Feasibility



Site	Feasibility	Advantages
<b>Scenario 3</b>	Negative	More retail use helps cost coverage
Exceeds Gateway Density		Higher density translates to better efficiency (more rentable SF:gross SF) Potential for partial land write-down (City-owned)
	Disadvantages	Comments
	Cost of all structured parking	Illustrates impact of parking costs on feasibility
	Cost of mid-rise construction	
	Moderate demolition cost	
	Greater market risk at this scale	



# COTE FORD SITE


## Preliminary Fit Studies

### Scenario 3

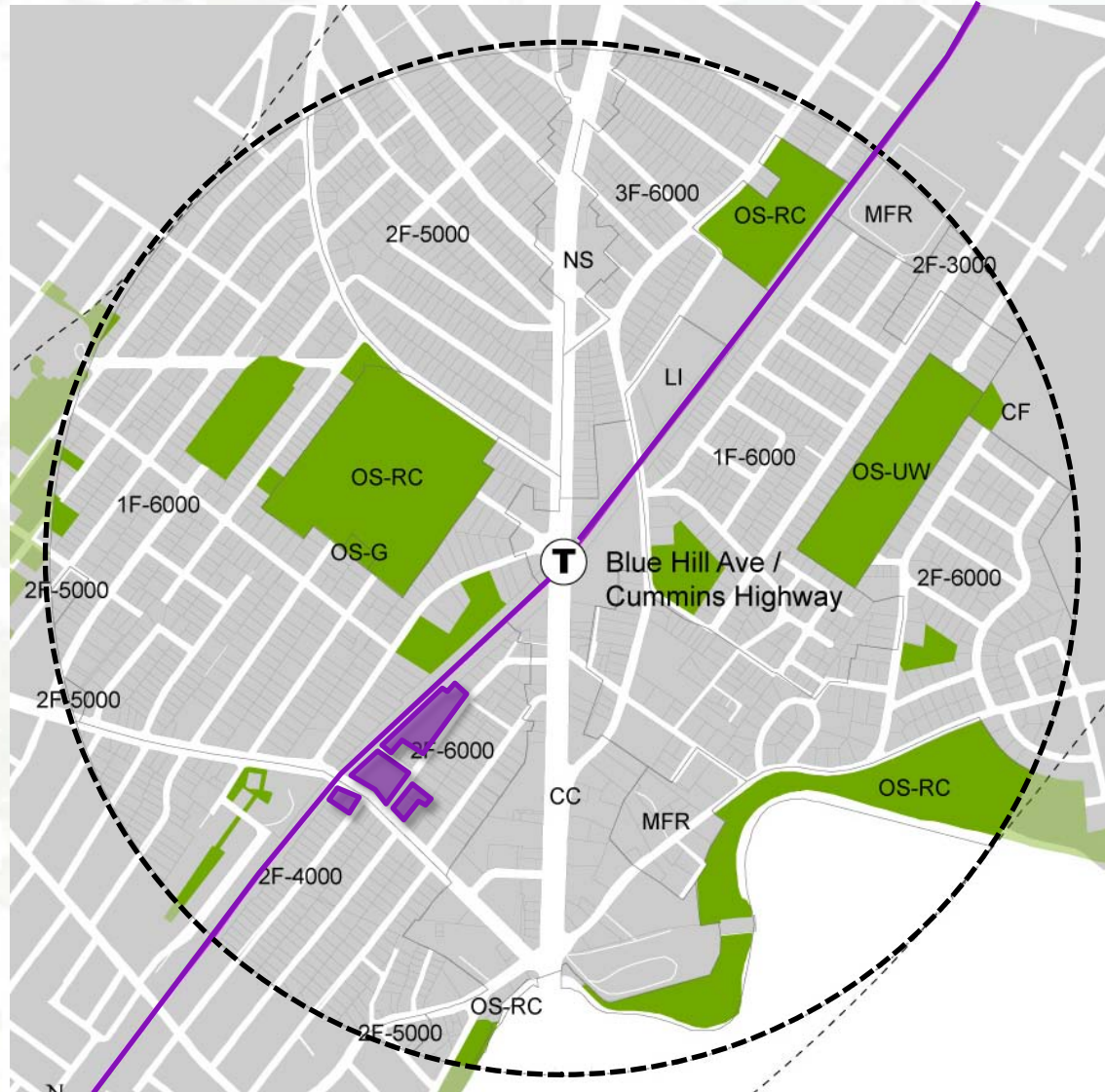
## Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
  - Test – FAR 3.95
- Maximum Building Height – 45', 55' (with Article 80 Review)
  - Test – **95'**
- Off-Street Parking Required:
  - Residential – **1/dwelling**
  - Office/retail – 2/1000
  - Industrial - 0.5/1000
  - Educational - 0.7/1000



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 4

### Physical Massing Test



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 4

- 2-family homes to fit with neighborhood context
- Consistent with underlying zoning (2F-4000, 2F-6000)

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	3,280	2; 30'	6,560	0	0	0	4	0	0.66
2 thru 19 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
20	3,280	2; 30'	6,560	0	0	0	4	0	0.66
21 thru 24 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
			<b>100,020</b>	0	0	0	<b>66</b>	48	0.66



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 4

## Economic Feasibility



Site	Feasibility	Advantages
<b>Scenario 4</b> 2-4 Family Density	Negative	No structured parking Potential for partial land write-down (City-owned)
Disadvantages		Comments
Moderate demolition cost Lower density translates to less efficiency No retail to help support cost		Illustrates impact of fixed costs with low density Also importance of retail and efficiency to feasibility Eliminating structured parking and offering City land at zero cost is not enough



# COTE FORD SITE

## Preliminary Fit Studies

### Scenario 4

## Current Zoning

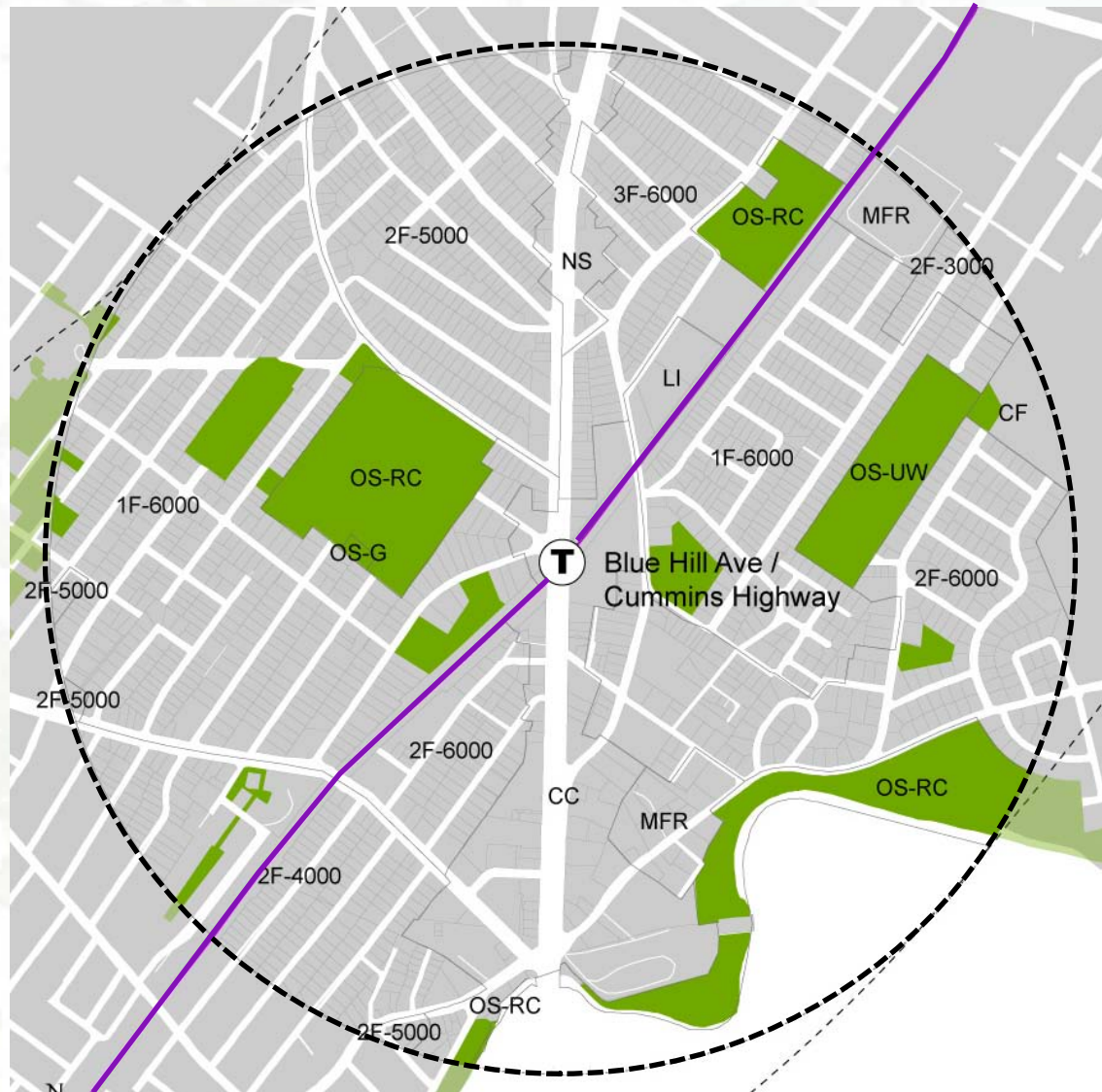
Greater Mattapan

Neighborhood District

2F-4000

2F-6000

- Maximum Floor Area Ratio – 0.8,
  - Test – FAR 0.66
- Maximum Building Height – 35',  
2.5 stories
  - Test – **2.5 stories, 35'**





# NEXT STEPS

## 1. Community Meeting

Thursday 12/5

5:30 – 8:00pm

Mattapan Library


## 2. WAG Meeting

December Meeting



# Community Open House

## DECEMBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																			
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# Community Open House

## Agenda

### 1. Introductory Presentation

Co-chair Welcome

Workshop Agenda and Goals

Station area Context

### 2. Break-out Group Discussions

Mapping Issues and Opportunities

Station Area Shared Vision

FAIRMOUNT INDIGO  
PLANNING INITIATIVE

**BLUE HILL /  
CUMMINS HWY**  
STATION AREA

*Visioning Forum*





# Fairmount Indigo Planning Initiative



## Blue Hill Ave / Cummins Hwy Working Advisory Group (WAG) Meeting #2

Tuesday, October 29, 2013  
6:00 – 8:00 PM  
Mattapan Health Center

Prepared by:  
**The Cecil Group Team**  
The Cecil Group  
HDR Engineering, Inc.  
Byrne McKinney & Associates, Inc.  
McMahon Associates  
Bioengineering  
SAS Design, Inc.  
Shook Kelley

