



# Fairmount Indigo Planning Initiative

## Corridor-wide Advisory Group (CAG) Meeting

### Existing Conditions

Wednesday, August 1st  
ABCD Mattapan

Prepared by:

### The Cecil Group Team

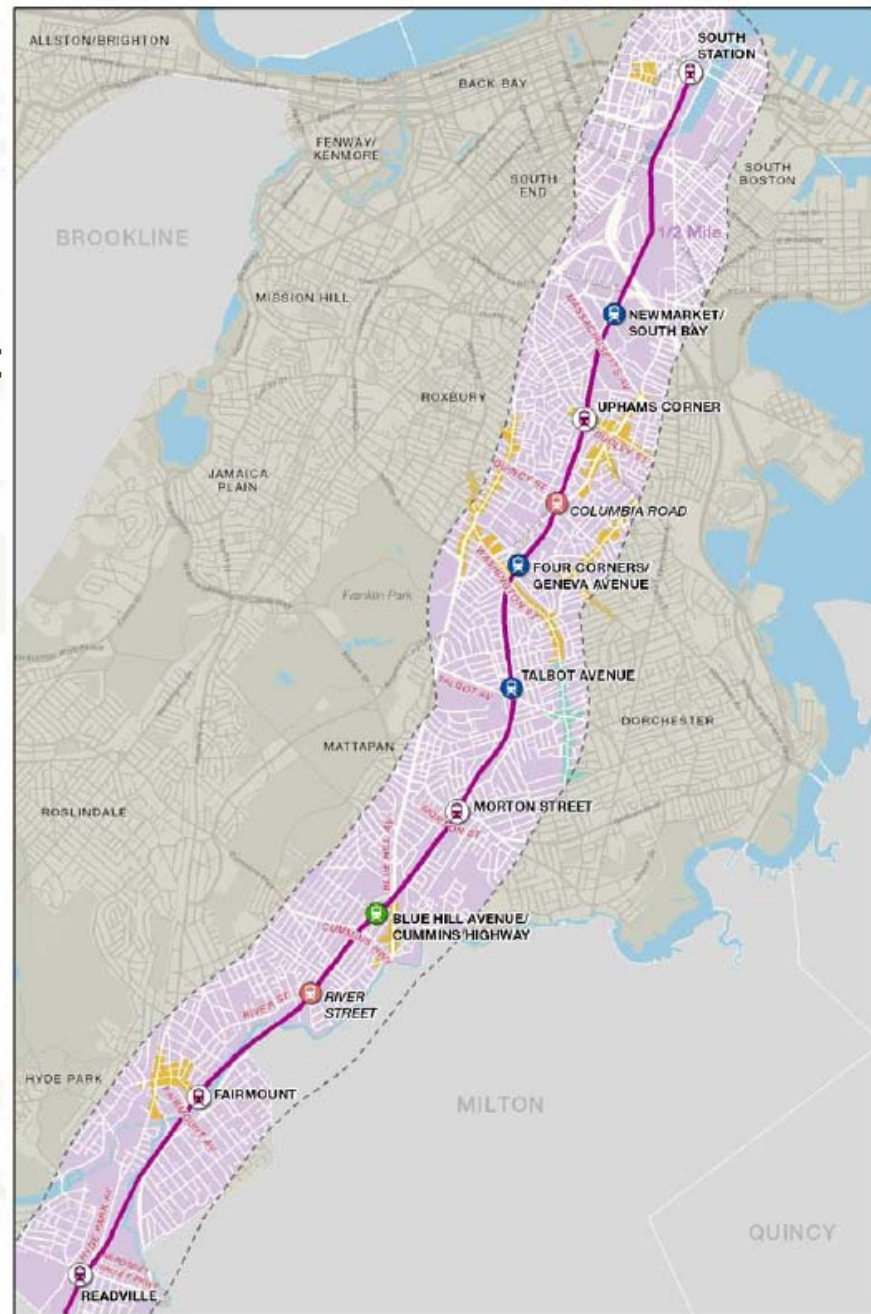
- The Cecil Group
- HDR Engineering, Inc.
- Byrne McKinney & Associates, Inc.
- McMahon Associates
- Bioengineering
- SAS Design, Inc.
- Shook Kelley





# Meeting Agenda

1. Introduction
2. Fairmount Indigo **City-wide Context**
  - Committee Discussion
3. Fairmount Indigo **Corridor Context**
  - Committee Discussion
4. Fairmount Indigo **Station Context**
  - Committee Discussion
5. Case Studies
6. Next Steps Discussion



# 1

## Introduction



Photo: Morton Street station area  
June 2012

## Fairmount Indigo Planning Initiative

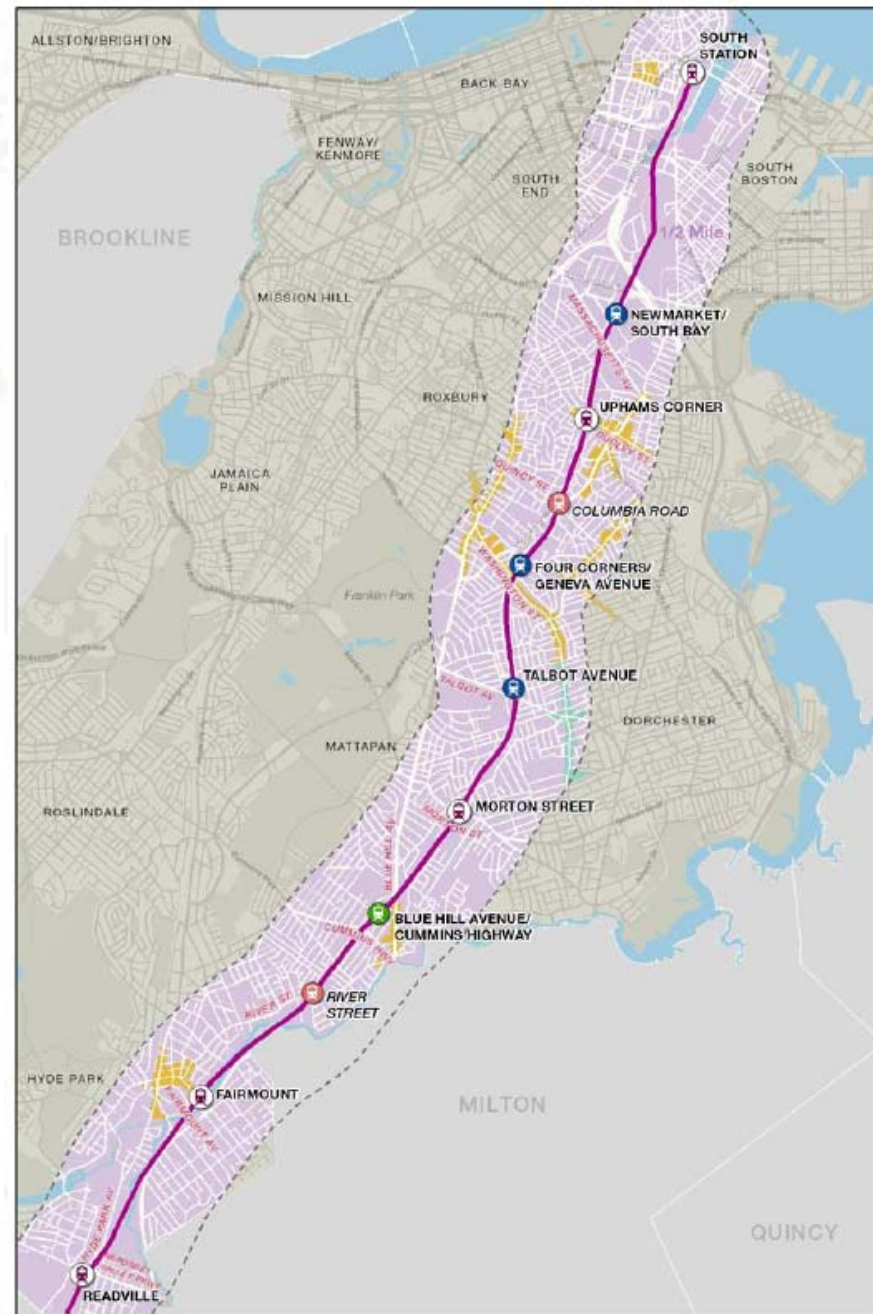
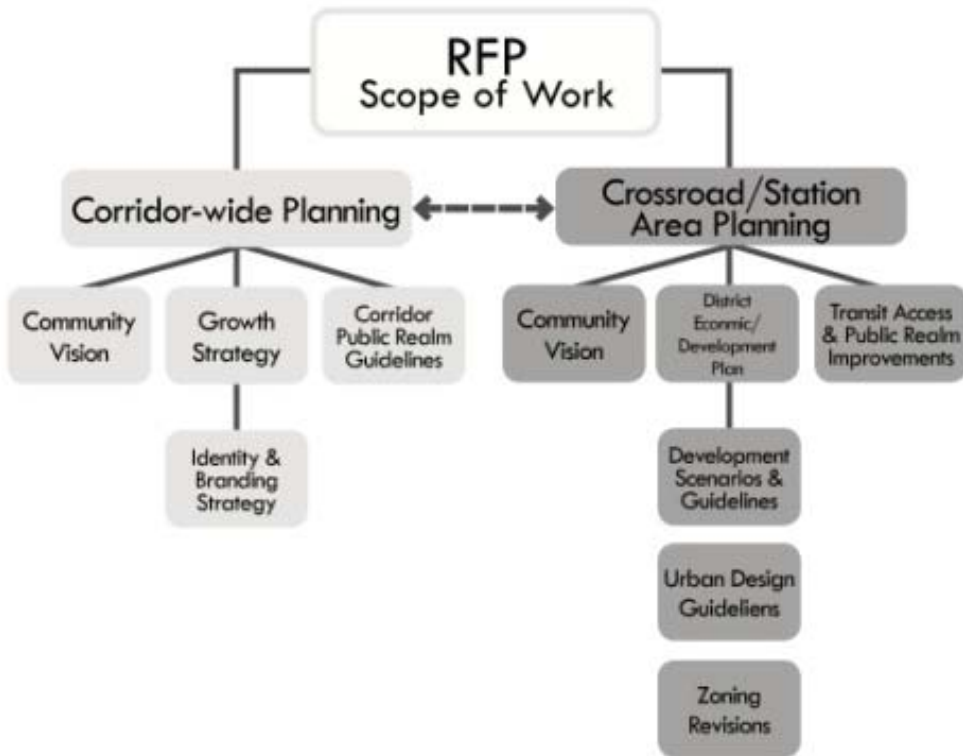
Corridor-wide Advisory Group (CAG) Meeting





# Introduction

- Goals and objectives of CAG
- Timeline





# Introduction

- Goals and objectives of CAG
- Timeline

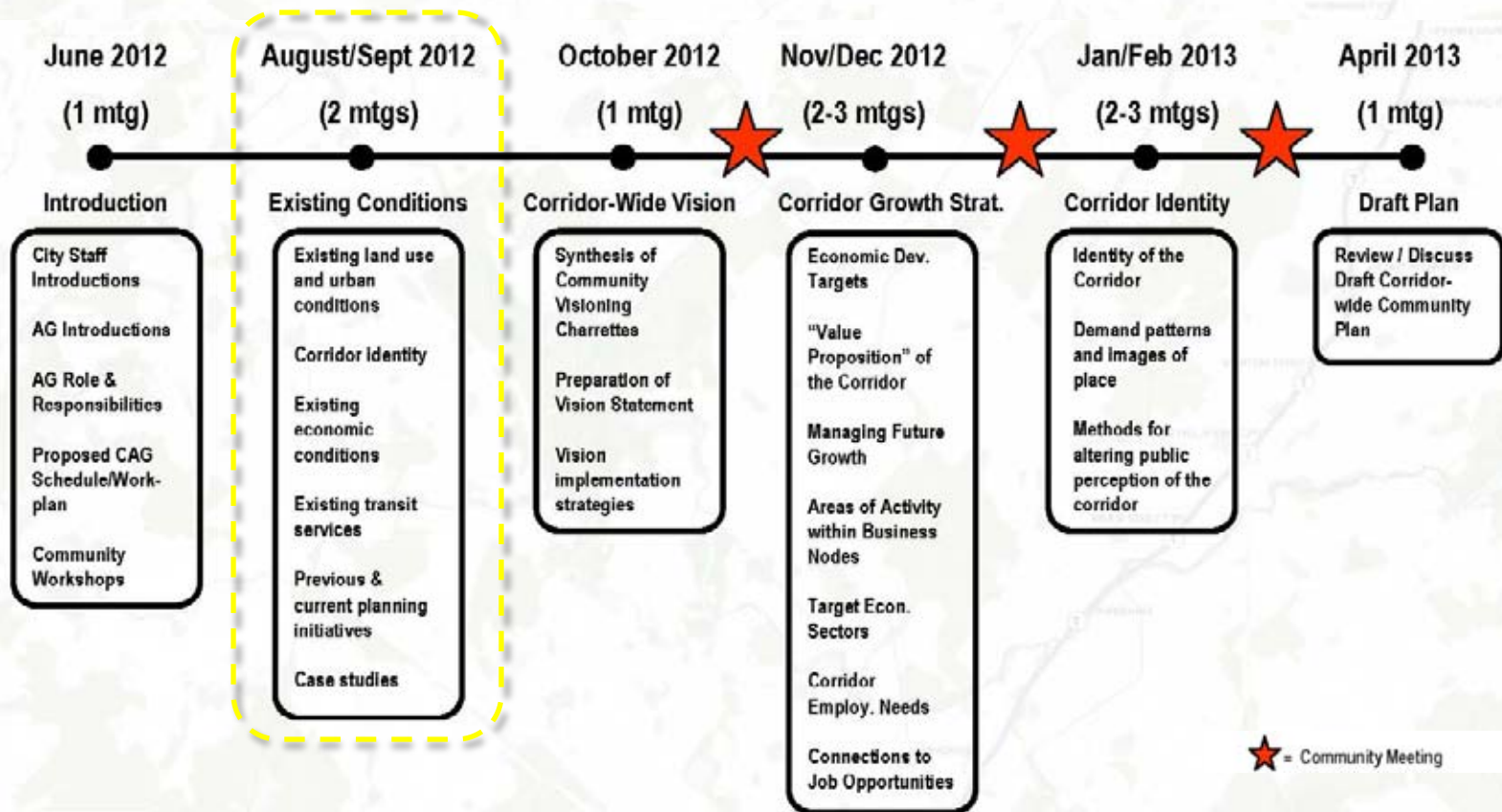




Photo: Uphams Corner Station  
June 2012



# 2

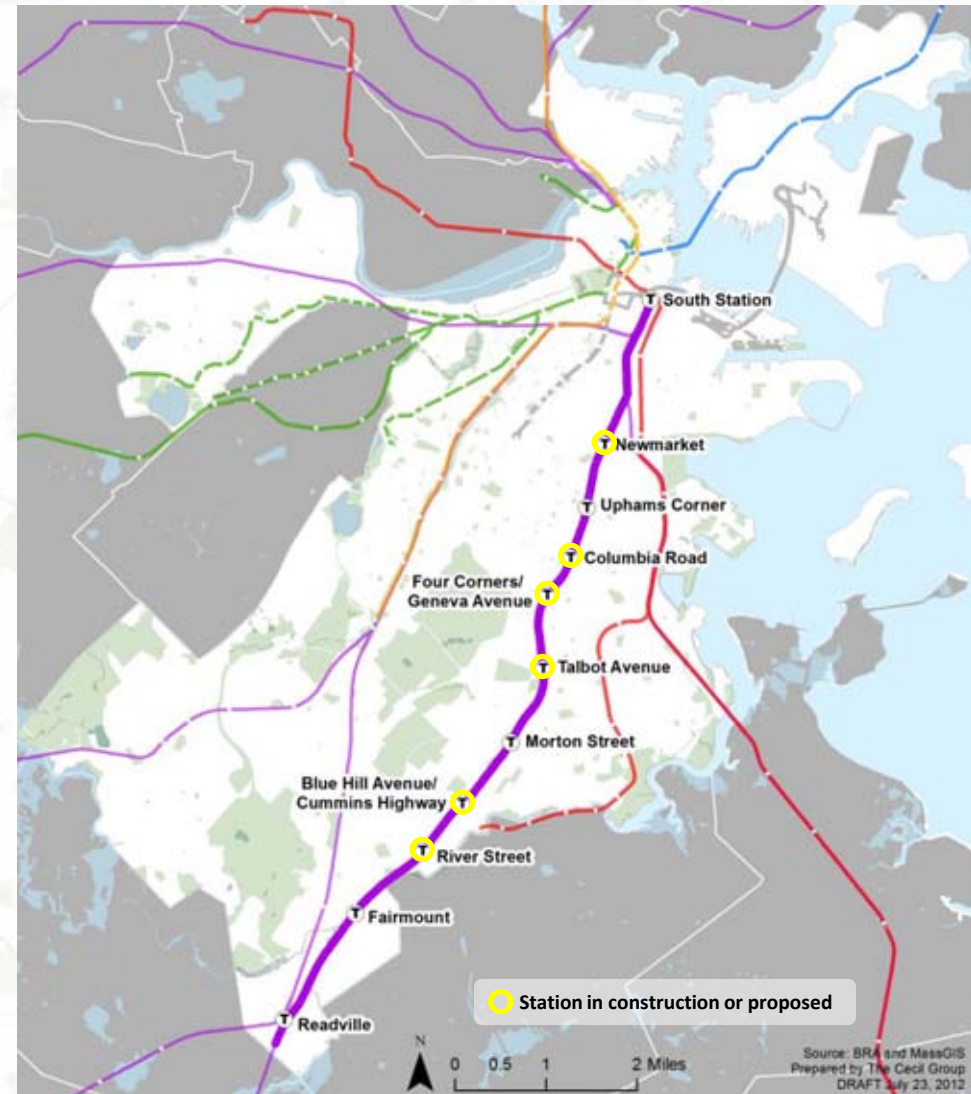
## Fairmount Indigo City-wide Context

**Fairmount Indigo**  
**Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting



# City-wide Context | City and Transit

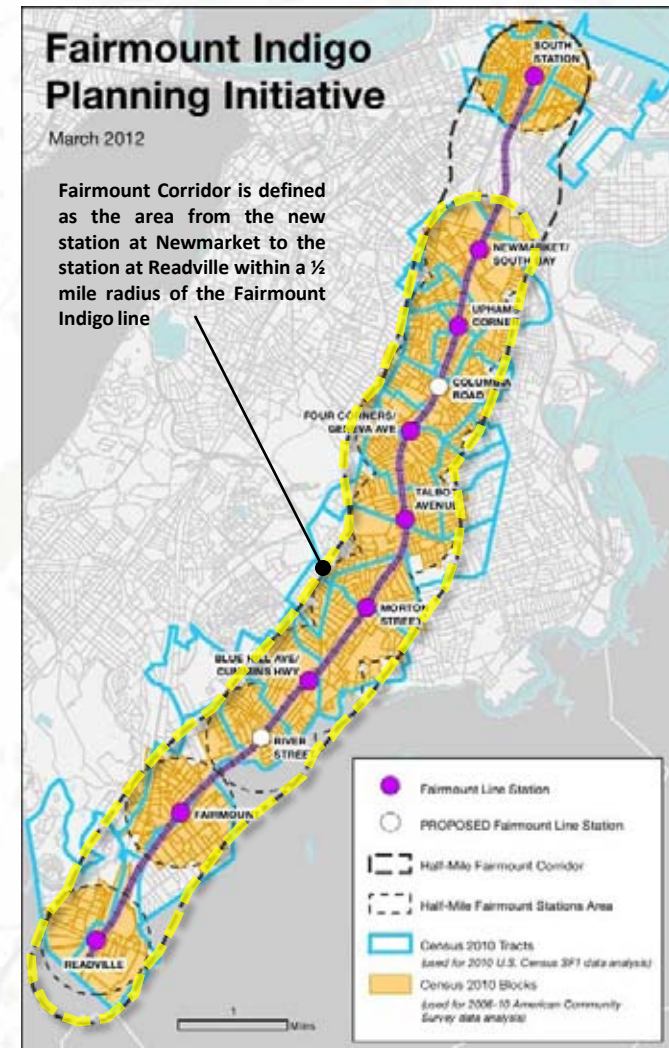
- 4 MBTA Rapid Transit Lines – Red, Orange, Green and Blue - and the Bus Rapid Transit Silver Line
- 12 Commuter Rail Lines (including the Fairmount Line)
- Extensive local bus network connecting rail station areas and downtown
- In the City of Boston, the Fairmount Line fills an important gap in the catchment area between the Orange and Red lines leading south
- The Fairmount Corridor is adding rail stations providing improved access to mass transit amenities to a large area of Boston and beyond
- Connects both city neighborhoods and the larger region



# City-wide Context | City and Transit

- A greater proportion of Bostonians take public transportation to work than residents living in Fairmount Corridor
- Residents of the corridor are more likely to have longer commutes (commute times beyond 25 minutes) than other areas of Boston
- A much smaller proportion of people walk to work in the corridor than people citywide. This would be consistent with the explanation that there are not as many places of work to walk to along the Fairmount Corridor
- A greater proportion of people in Fairmount Corridor drive to work or ride in an automobile than people in Boston as a whole

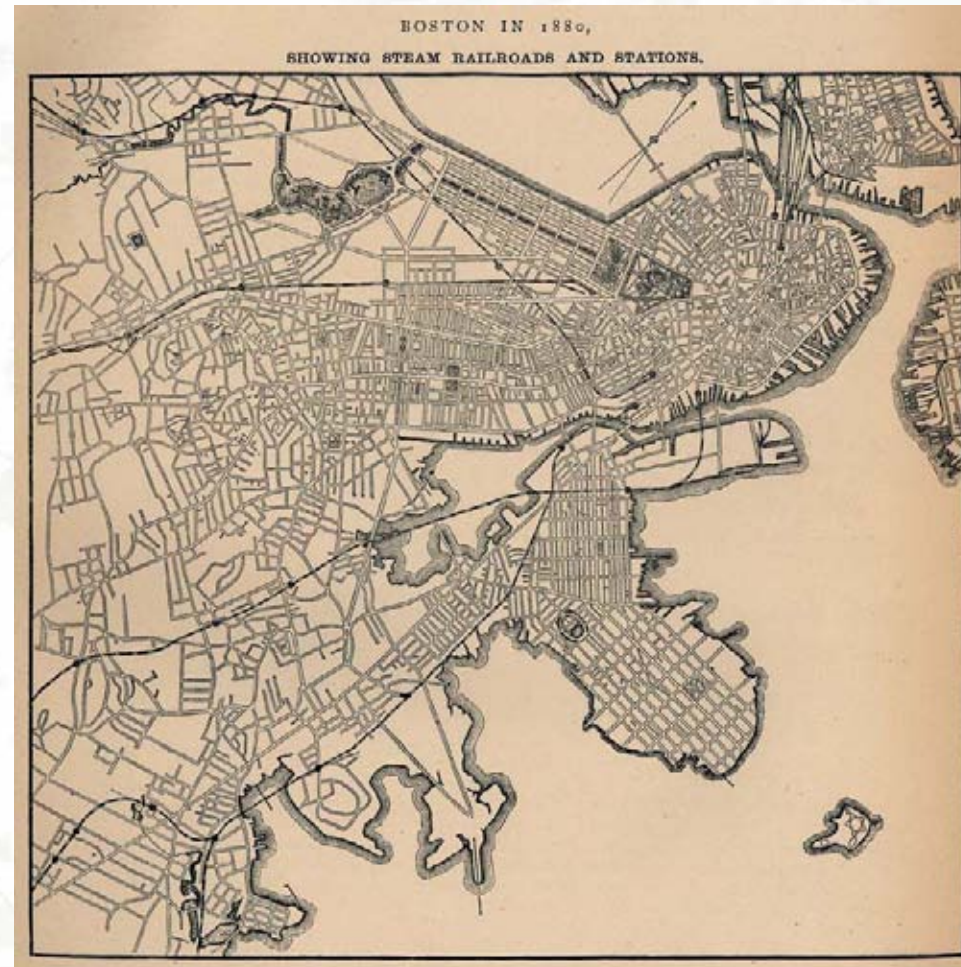
Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis



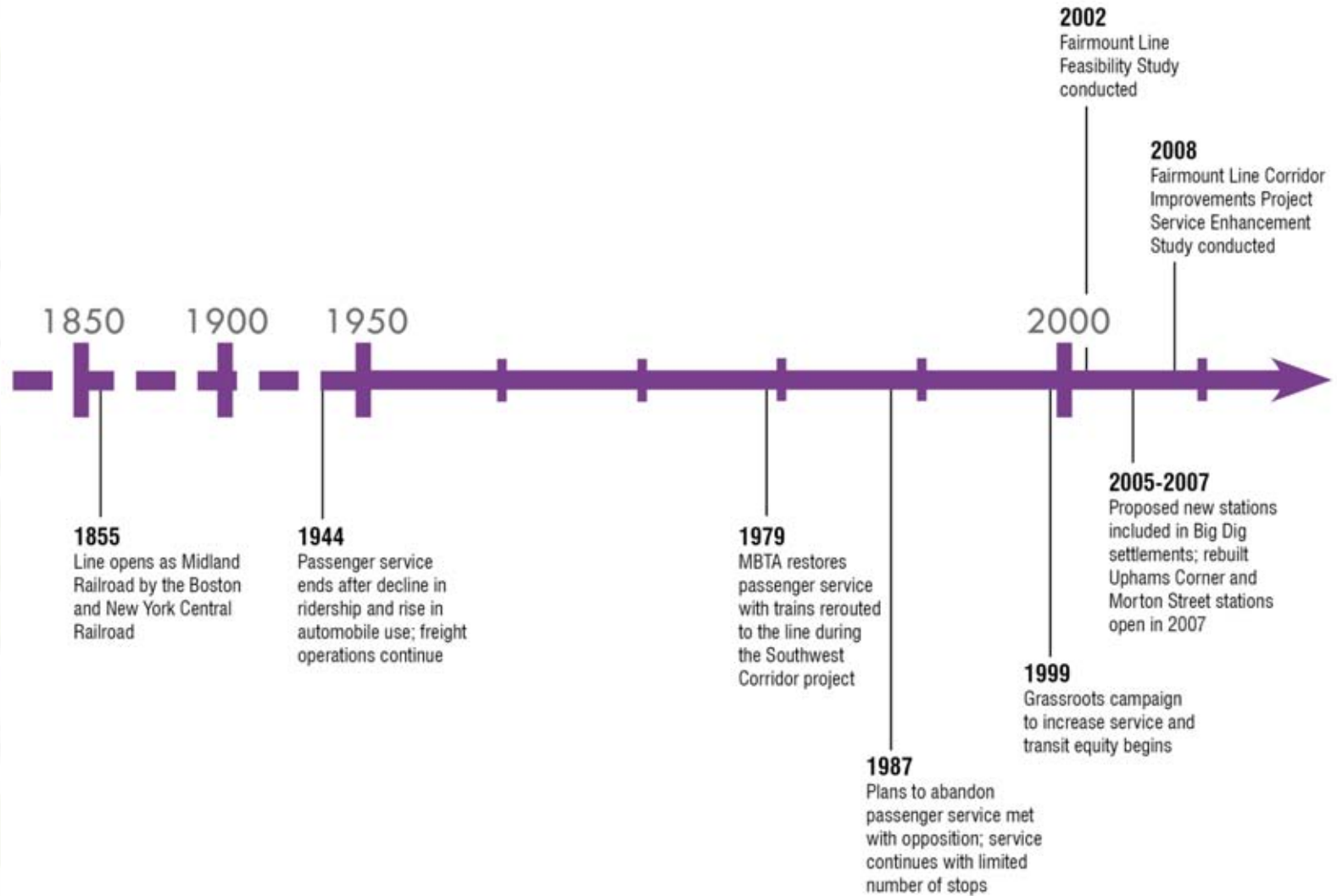


# City-wide Context | Brief History of Fairmount Line

- The Fairmount Line was opened as Midland Railroad in 1855 by the Boston and New York Central Railroad
- Passenger service operated for nearly 90 years until abandoned in 1944 after a decline in ridership and rise in automobile use
- Passenger service restored by MBTA in late 1970s (trains temporarily rerouted to the line during Southwest Corridor project)
- Plans to abandon the temporary service in 1987 met with neighborhood opposition
- A grassroots effort formed for continued service along the Fairmount Line
- New stations and improvements began in the 2000's due to Big Dig mitigations



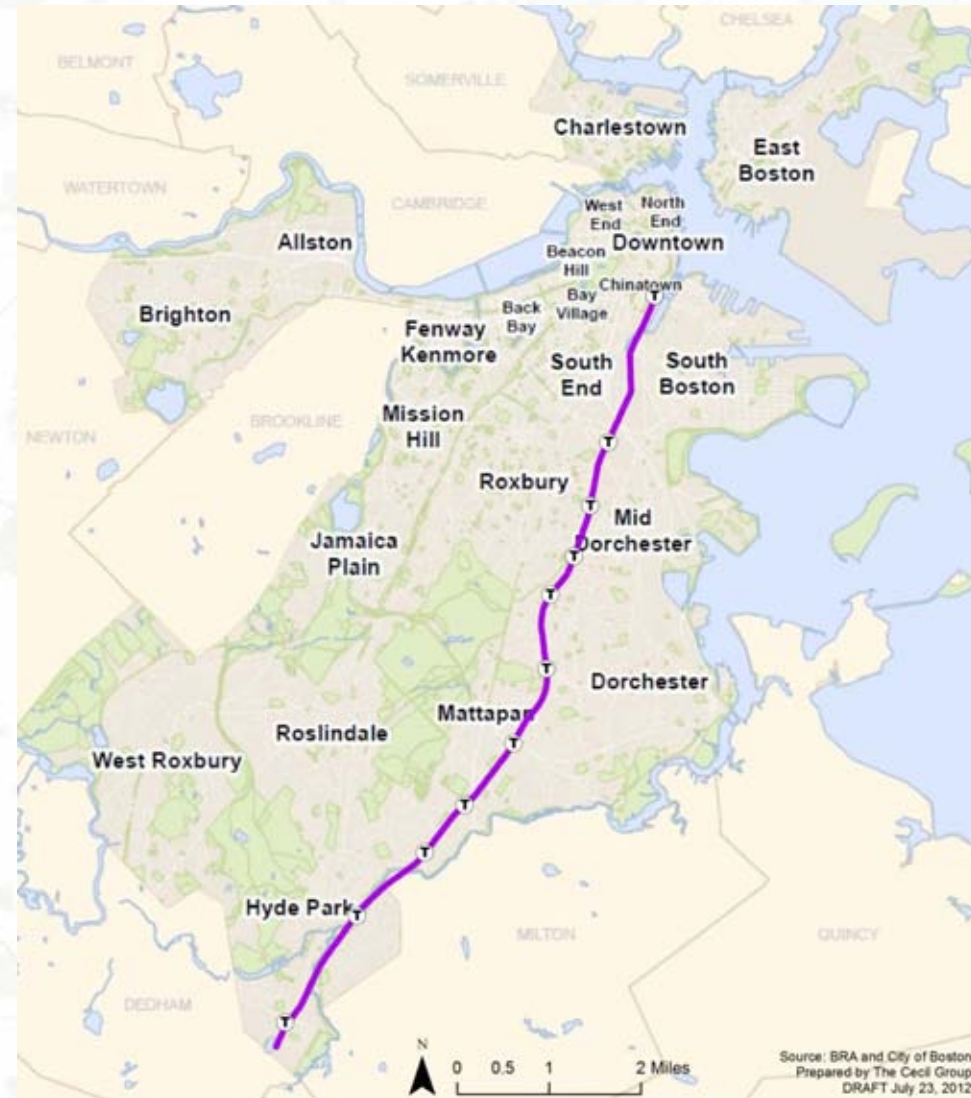
# City-wide Context | Brief History of Fairmount Line





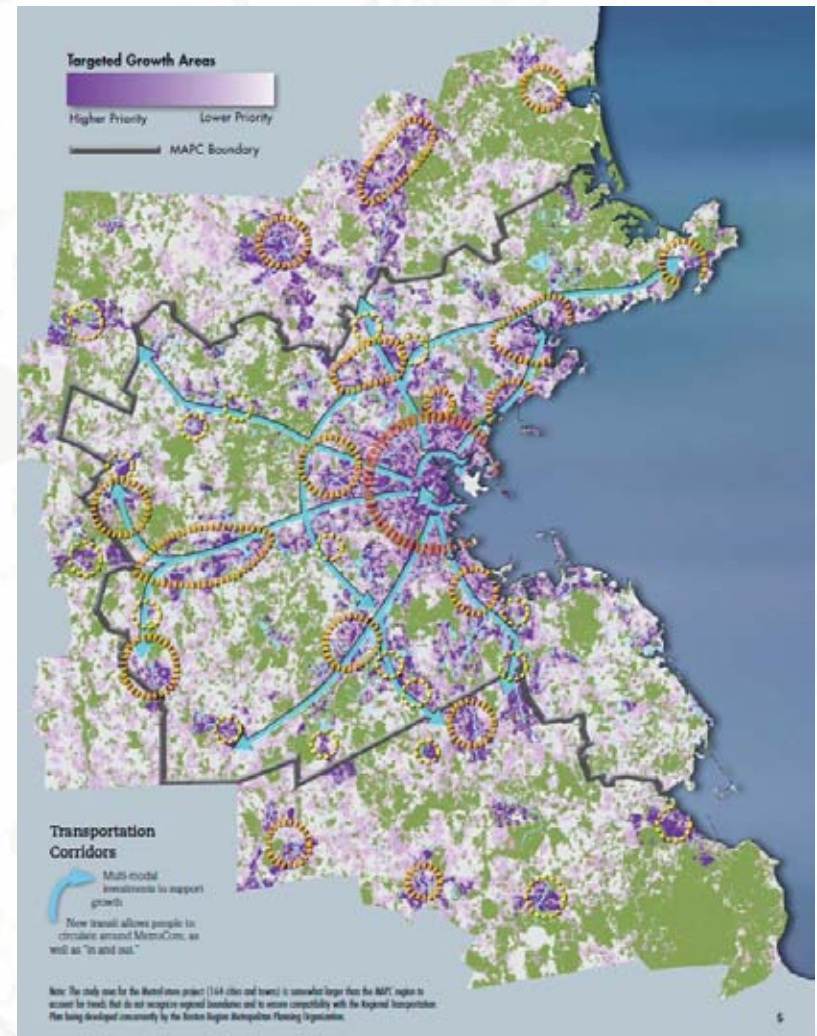
# City-wide Context | Neighborhood Context

- Fairmount passes through the neighborhoods of South Boston, South End, Roxbury, Dorchester, Mattapan and Hyde Park
- There are currently 131,946 people living within a ½ mile of the Fairmount Corridor (including South Station). There are 121,624 people living in the Corridor (not including South Station)
- The corridor connects to about 1 in every 6 Boston residents within ½ mile of the corridor
- Planning initiative goals to enhance corridor connections and economic opportunity for people living near the corridor



# City-wide Context | Future Trends and Projections

- Growth in urban communities slower than region as a whole, for instance the growth of jobs and population around the Route 128 and more distant metro-areas are projected to be stronger
- 5% projected population growth (to 2030)
- 6% projected job growth (to 2030)
- 54,985 projected new housing units created on currently developable land (to 2030)
- 2,128 projected new jobs in mixed-use units (to 2030)



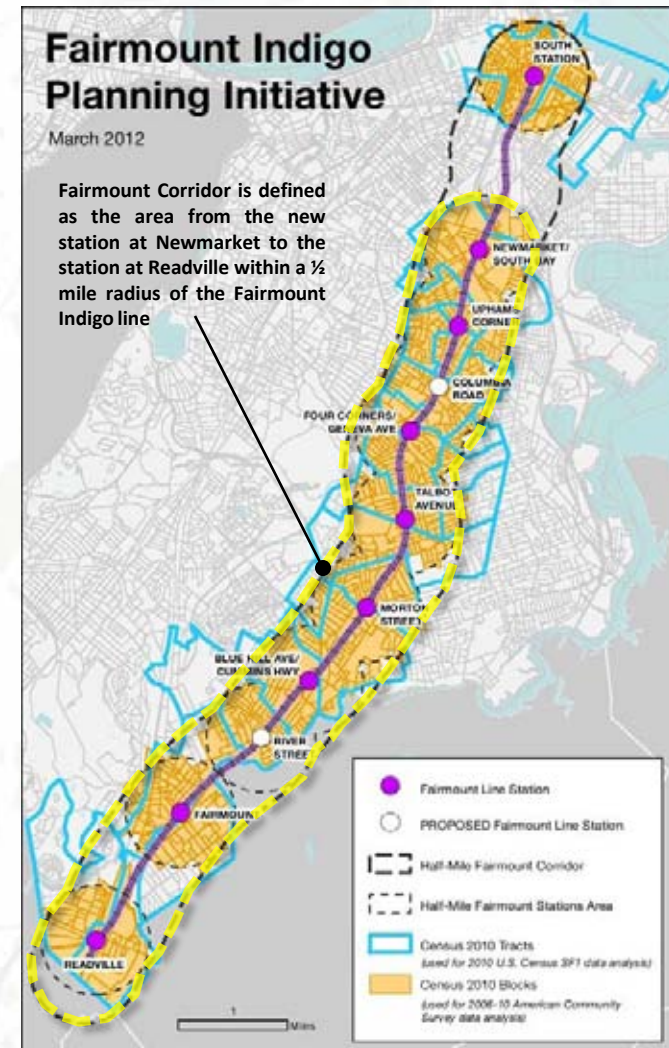
(Source: MAPC, Metro Future Summary, June 2009)



# City-wide Context | Economic Context

- When South Station is not included in the Fairmount Corridor, there is an enormous reduction in the number of business establishments (2,163 compared to 8,483) and number of employees in these businesses (24,773 compared to 148,321)
- The industries with the highest numbers of establishments in Fairmount Corridor are retail trade (319), health care and social services (233), and “other services” (472)
- A greater proportion of people in Fairmount Corridor work in blue-collar or retail sectors (69.5%) than in the city of Boston (55.2%)
- A much smaller proportion of people in Fairmount Corridor work in management and professional occupations (30.5%) than in the city of Boston (44.9%)

Source: InfoUSA 2010 Data, BRA  
Research Division Analysis



# City-wide Context | Economic Context

- Fairmount Corridor Businesses

Source: InfoUSA 2010 Data,  
BRA Research Division Analysis

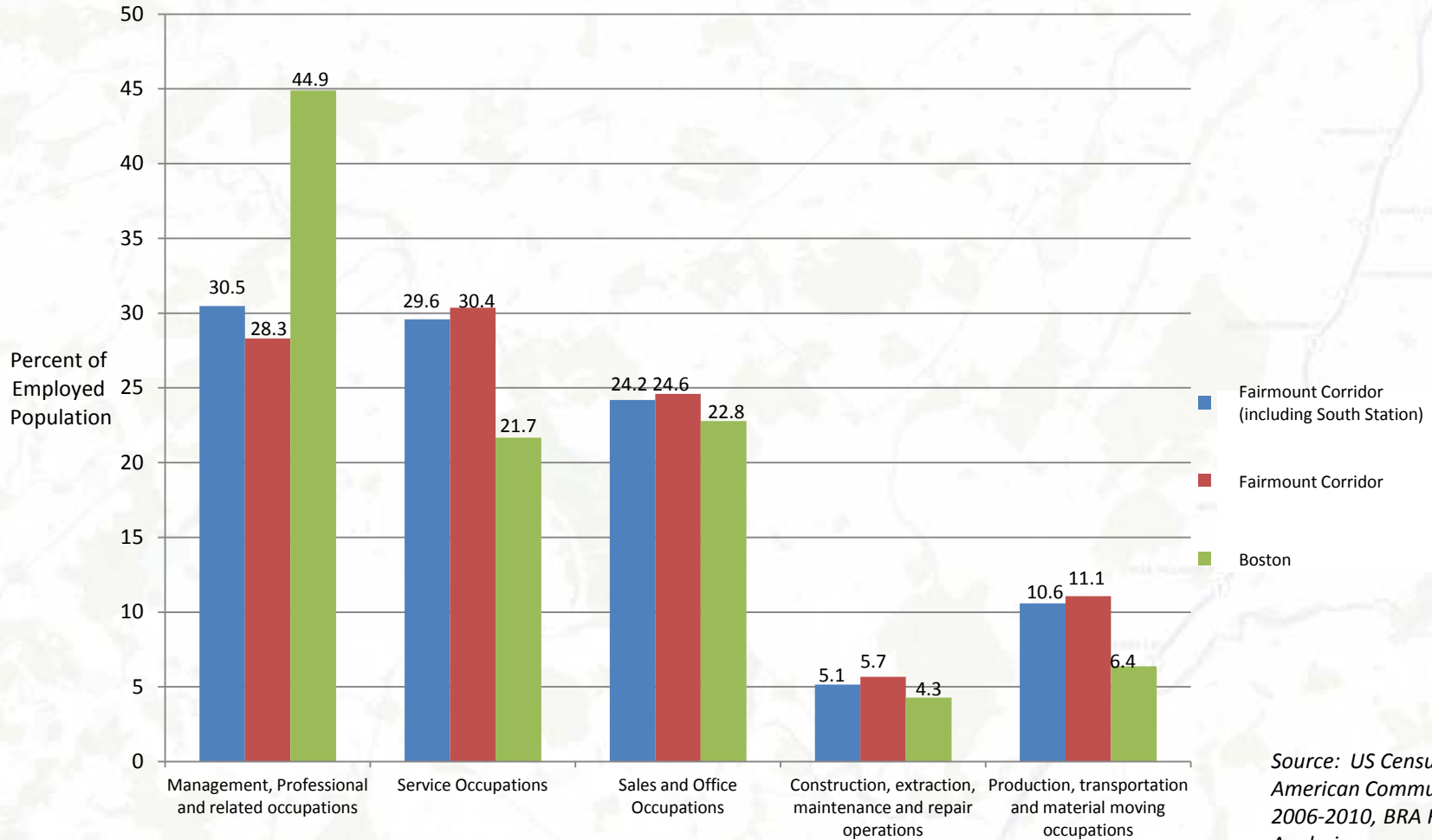
Industry	FAIRMOUNT CORRIDOR INCLUDING SOUTH STATION		FAIRMOUNT CORRIDOR		
	# of establishments	# of employees	# of establishments	# of employees	% of employees in Fairmount Corridor
Agriculture	5	37	5	37	100%
Utilities	5	110	0	0	0%
Construction	237	3,858	126	2,255	58.4%
Manufacturing	217	3,441	90	1,501	43.6%
Wholesale Trade	229	5,567	110	1,772	31.8%
Retail Trade	749	5,809	319	2,465	42.4%
Transportation and Warehousing	114	4,634	68	755	16.3%
Information	234	13,567	41	293	2.2%
Finance and Insurance	872	35,661	73	390	1.1%
Real Estate	378	4,821	116	641	13.3%
Professional, Scientific and Technical Services	2,488	29,591	104	603	2.0%
Management of Other Companies	9	68	0	0	0%
Administration and Support, Waste Management	363	5,406	71	563	10.4%
Educational Services	153	3,356	80	2,412	71.9%
Health Care and Social Services	814	7,907	233	3,247	41.1%
Arts, Entertainment and Recreation	84	1,083	35	702	64.8%
Accommodation and Food Services	490	8,141	174	1,869	23.0%
Other Services	879	5,880	472	2,610	44.4%
Public Administration	163	9,384	46	2,658	28.3%
<b>TOTALS</b>	<b>8,483</b>	<b>148,321</b>	<b>2,163</b>	<b>24,773</b>	<b>16.7%</b>





# City-wide Context | Economic Context

- Occupation for Employed Civilians



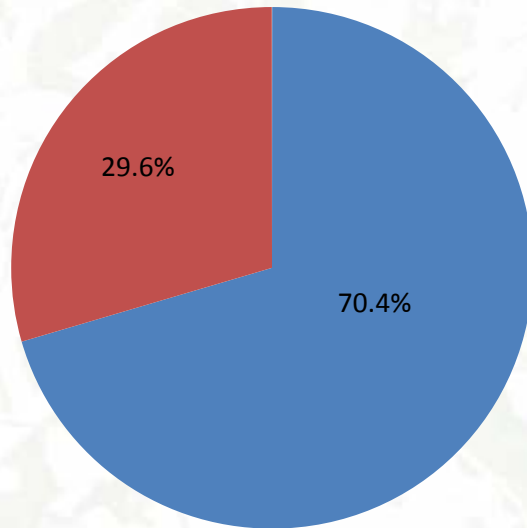
Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis



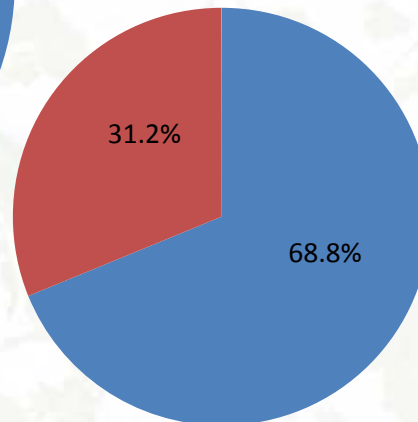
# City-wide Context | Economic Context

- Place of Work

## Fairmount Corridor



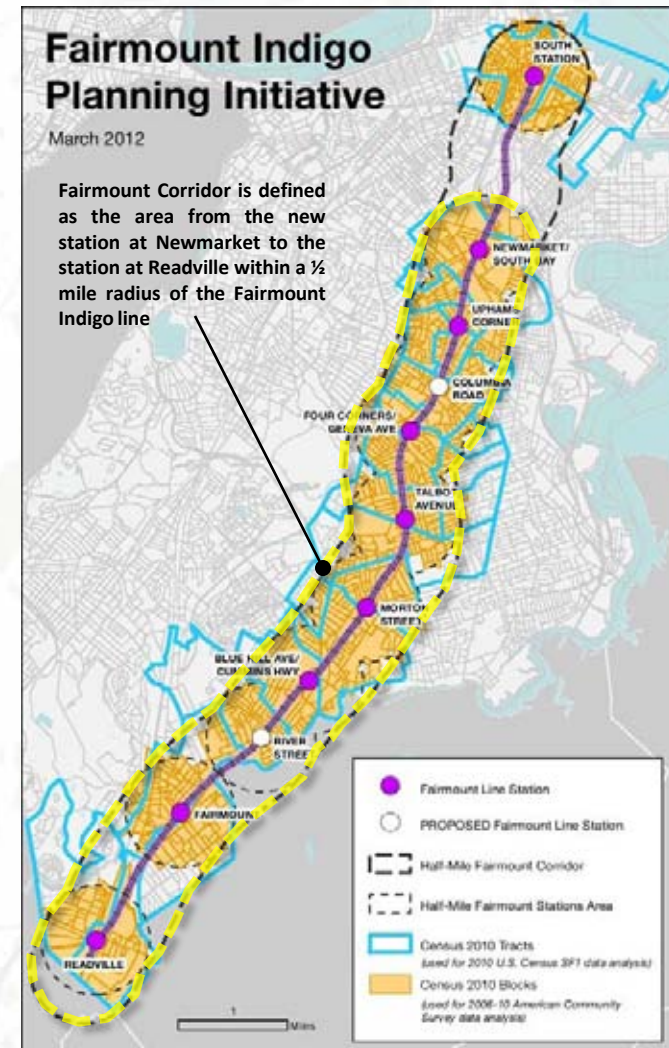
## Boston



- Working in Boston
- Working outside of Boston

Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research Division  
Analysis

### Fairmount Indigo PLANNING INITIATIVE



The Cecil Group Team

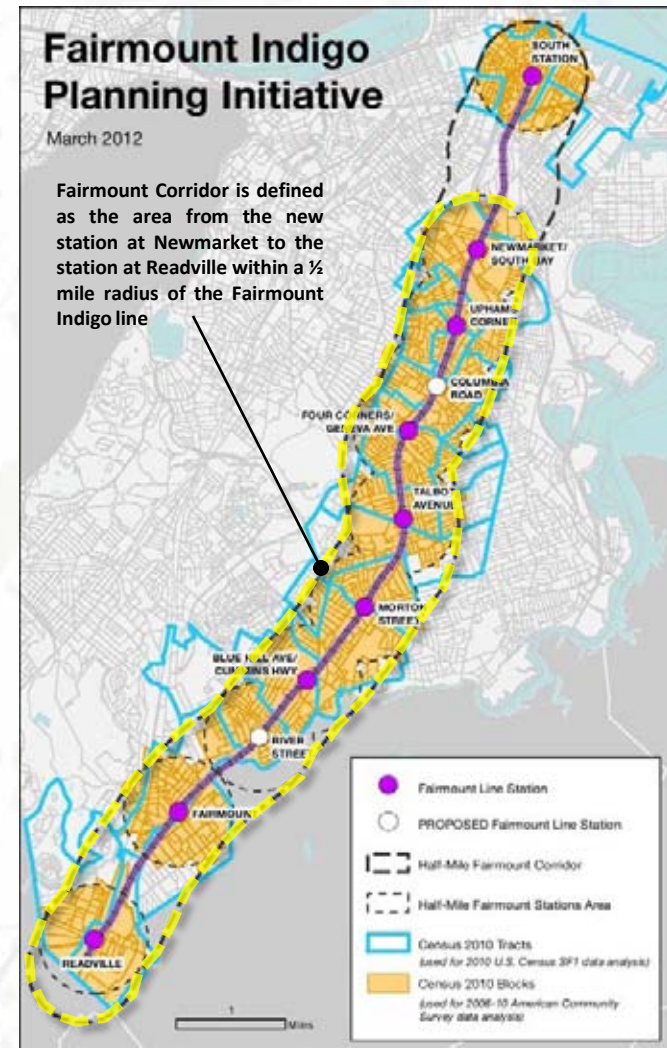




# City-wide Context | Economic Context

Source: InfoUSA 2010 Data, BRA  
Research Division Analysis

- Incomes in the Fairmount Corridor are significantly lower than in Boston on the whole
- Nearly half of the Fairmount Corridor residents make less than \$40,000 per year
- Unemployment in Fairmount Corridor is higher than in Boston on the whole
- Fairmount Corridor residents in the labor force number about 69,000 people—14.9% of them were unemployed during the 2006-10 American Community Survey (ACS)
- Boston residents in the labor force number about 350,000. Nearly 9.3% of them were unemployed during the 2006-2010 ACS.



# City-wide Context | Economic Context

● Household Income (in 2010 Inflation-Adjusted Dollars)



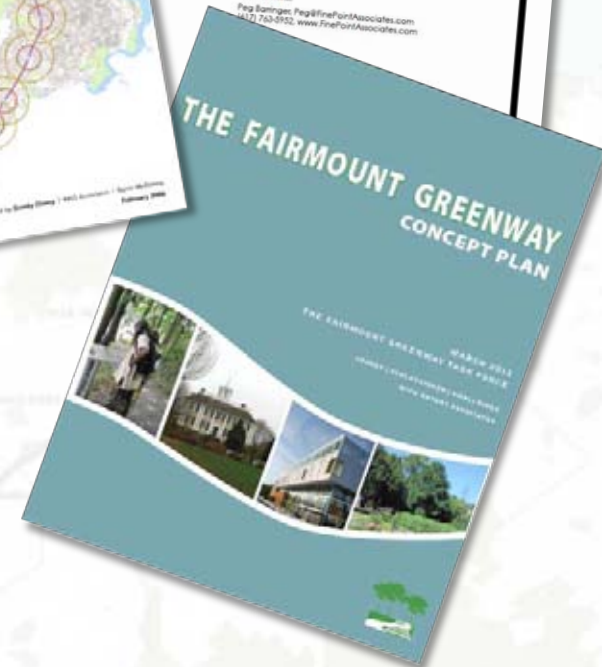
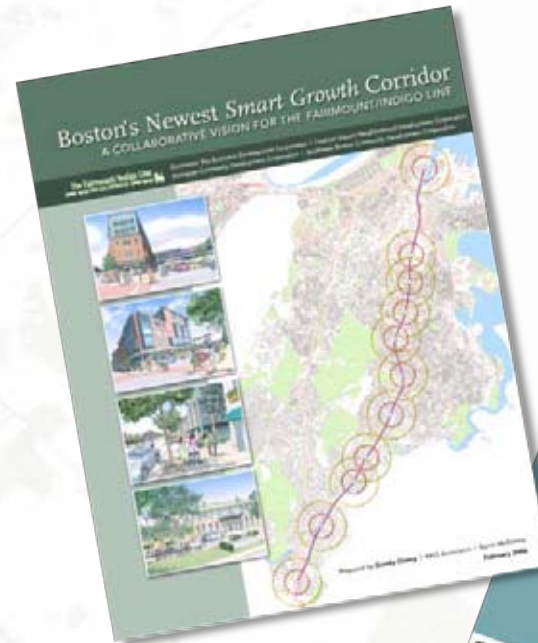
Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research Division  
Analysis





# City-wide Context | Corridor Studies

- Many studies have focused on ways to improve the corridor:
  - Enhance or expand commuter rail service*
  - Create vibrant neighborhoods and station areas*
  - Recruit businesses and strengthen retail districts*
  - Establish a greenway/multi-use path*
  - Enhance housing choices*
  - Encourage transit-oriented development*
- Initiatives have also looked to improve families and their communities:
  - Increase social and economic mobility*
  - Encourage financial independence*
  - Promote community building and organizing*



# City-wide Context | Corridor Studies

- The Fairmount Greenway, Concept Plan, 2011
- Fairmount Retail District Research and Business Recruitment Project, 2011
- The Fairmount Initiative, People and Place, 2011
- Fairmount Line Corridor Improvements Project, 2008
- Realizing the Potential: One Year Later, 2008
- Boston's Newest Smart Growth Corridor, 2006 and 2010; Stakeholder Meeting, 2011
- Fairmount Line Feasibility Study, 2002
- Roxbury/ Dorchester/Mattapan Transit Needs Study, Potential Recommendations
- LISC Resilient Communities/Resilient Families
- MBHP Family Self-Sufficiency Program
- Family Independence Initiative
- Fairmount Corridor Inventory Guidelines





# 2

## Fairmount Indigo City-wide Context

### *DISCUSSION*

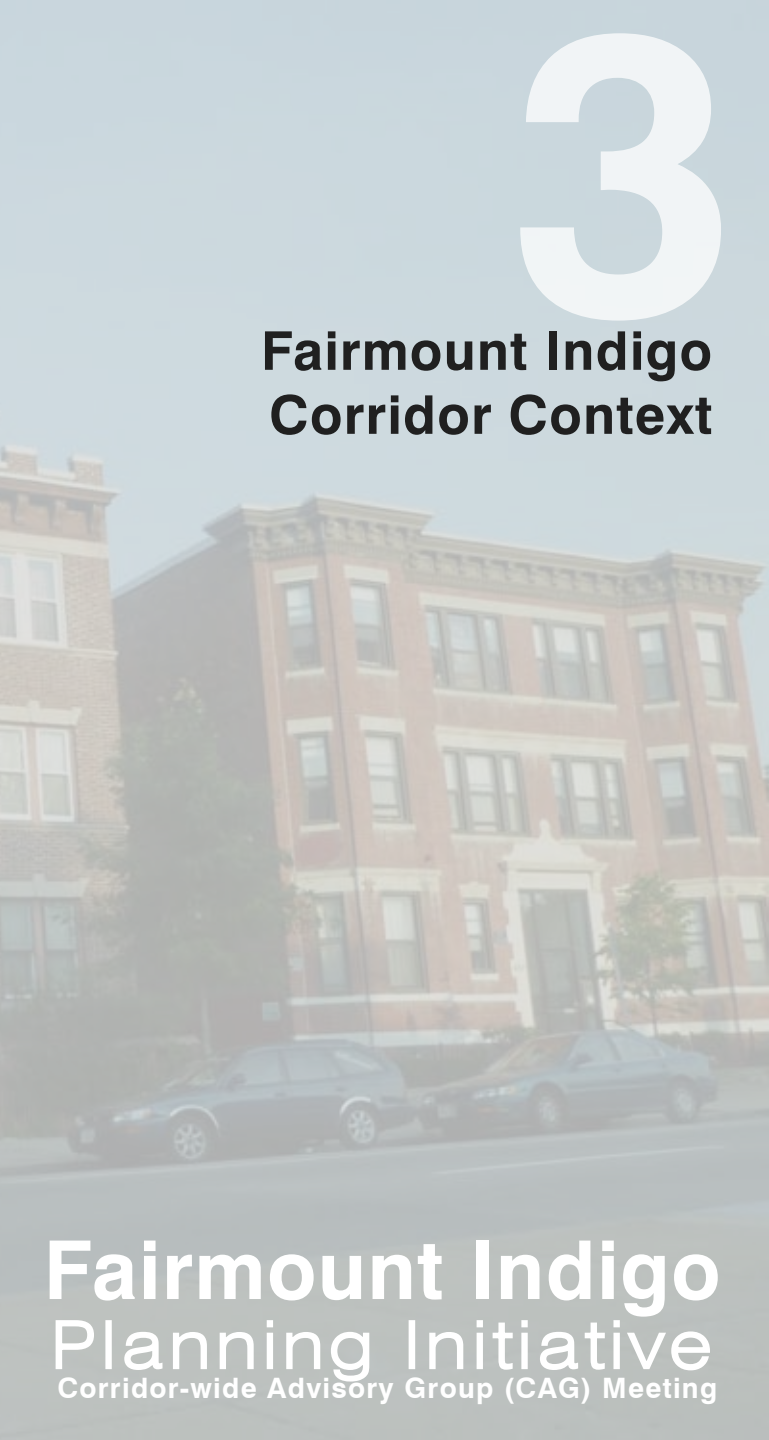
**Fairmount Indigo**  
**Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting

Photo: Uphams Corner Station  
June 2012



# 3

## Fairmount Indigo Corridor Context



## Fairmount Indigo Planning Initiative

Corridor-wide Advisory Group (CAG) Meeting

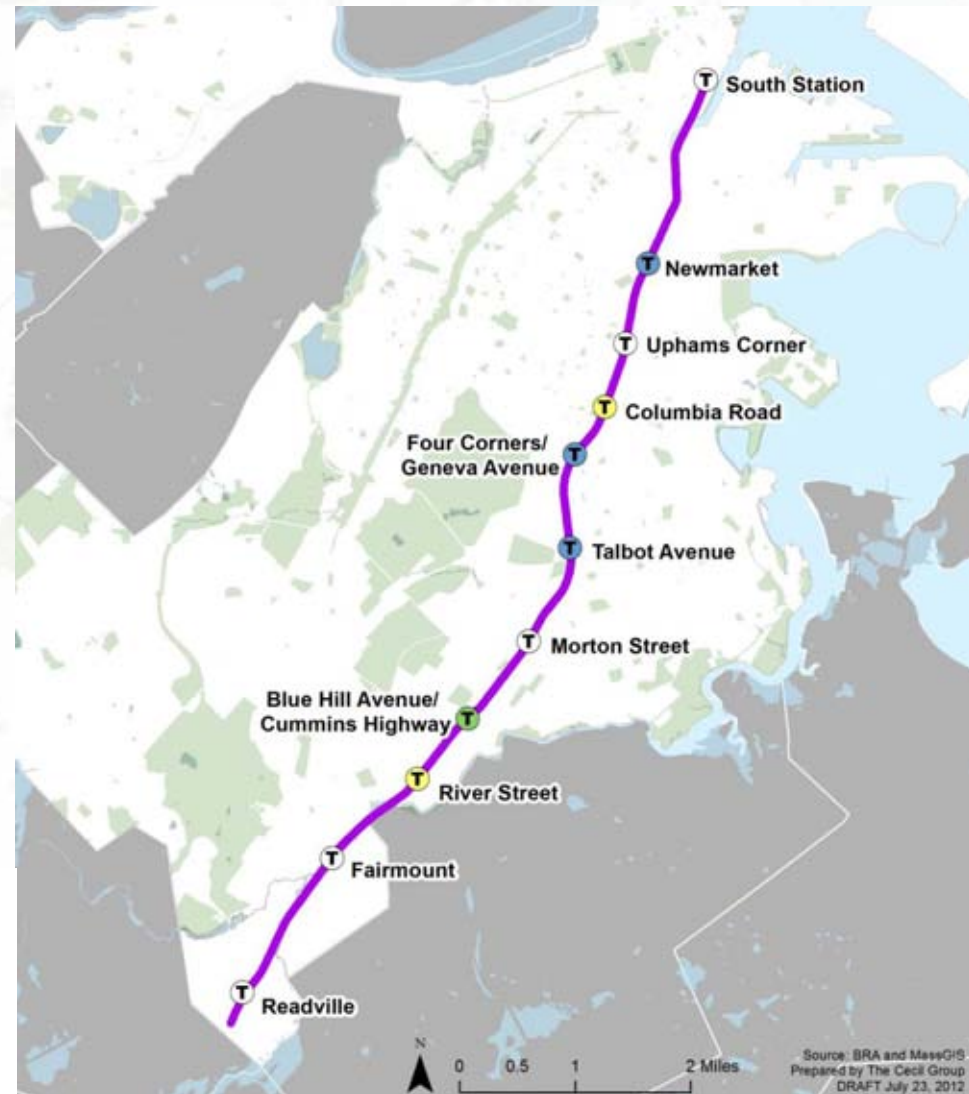
Photo: Columbia Road station area  
June 2012





# Corridor Context | Geographic Extent of Corridor

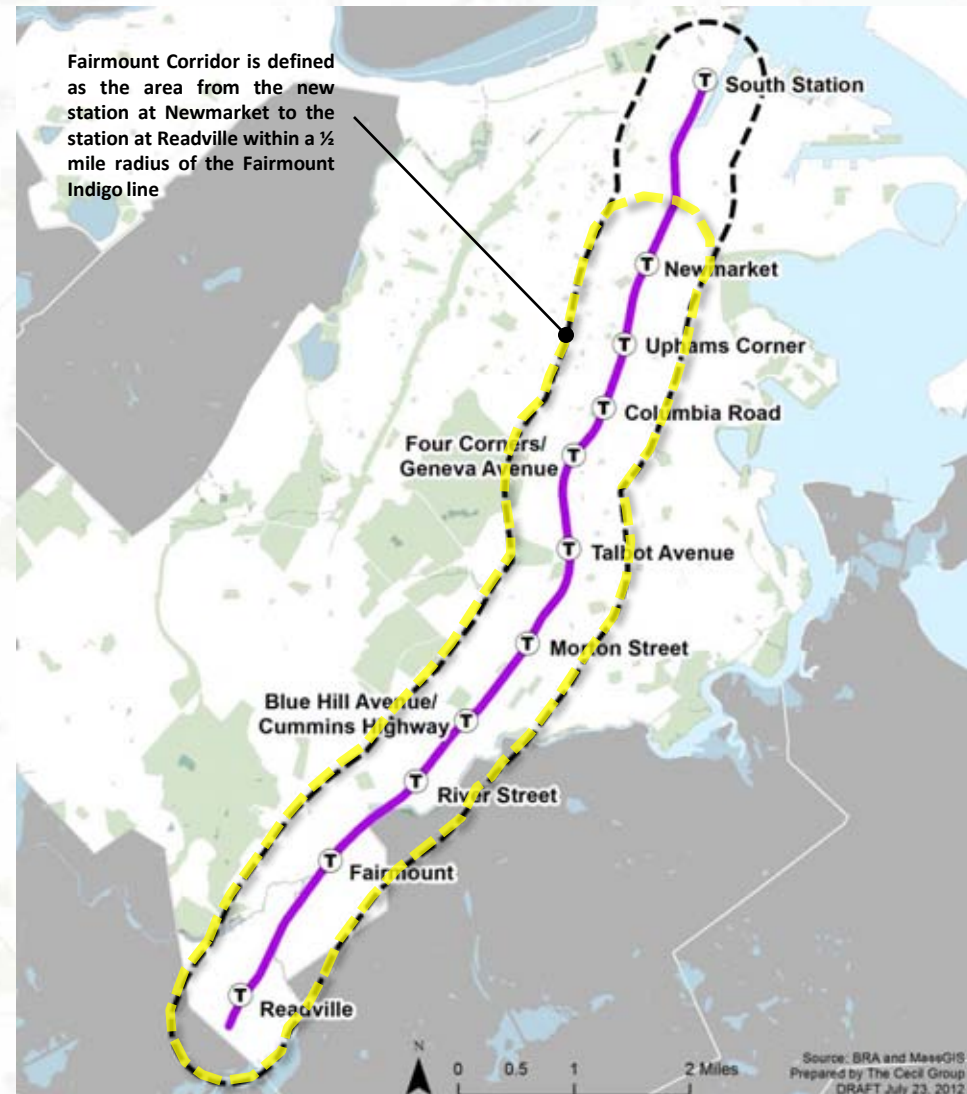
- 9-mile corridor between South Station and Readville in Boston
- 5 existing stations
- 3 stations under construction
  - Newmarket, Four Corners/Geneva Avenue, and Talbot Avenue*
- 1 station in design
  - Blue Hill Avenue/Cummins Highway*
- 2 stations proposed
  - Columbia Road and River Street*



# Corridor Context | Geographic Extent of Corridor

- 9-mile corridor between South Station and Readville in Boston
- 5 existing stations
- 3 stations under construction  
*Newmarket, Four Corners/Geneva Avenue, and Talbot Avenue*
- 1 station in design  
*Blue Hill Avenue/Cummins Highway*
- 2 stations proposed  
*Columbia Road and River Street*

## Half-Mile Walking Radius



# Corridor Context | Profile - Demographics

- There is a higher percentage of foreign-born residents in the Fairmount Corridor than in the city of Boston
- 121,624 total population in the Fairmount Corridor
- The foreign-born population in Fairmount Corridor is roughly 43,000:
  - 21.2% Haitian
  - 11.1% Dominican
  - 10.4% Cape Verdean
  - 9.2% Jamaican
  - 8.3% Chinese
- There is a smaller percentage of people who speak only English in Fairmount Corridor (57%) than for the city as a whole (64%)
- The majority of Haitian Creole speakers in Boston live in the Fairmount Corridor, which should be noted with respect to community outreach
- A significant proportion of Boston's speakers of Portuguese or Cape Verdean Creole, French (including Patois and Cajun), and African languages, also live in the Fairmount Corridor

*Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research Division  
Analysis*





# Corridor Context | Profile - Demographics

- Language Spoken at Home (>5 Years)

Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research Division  
Analysis

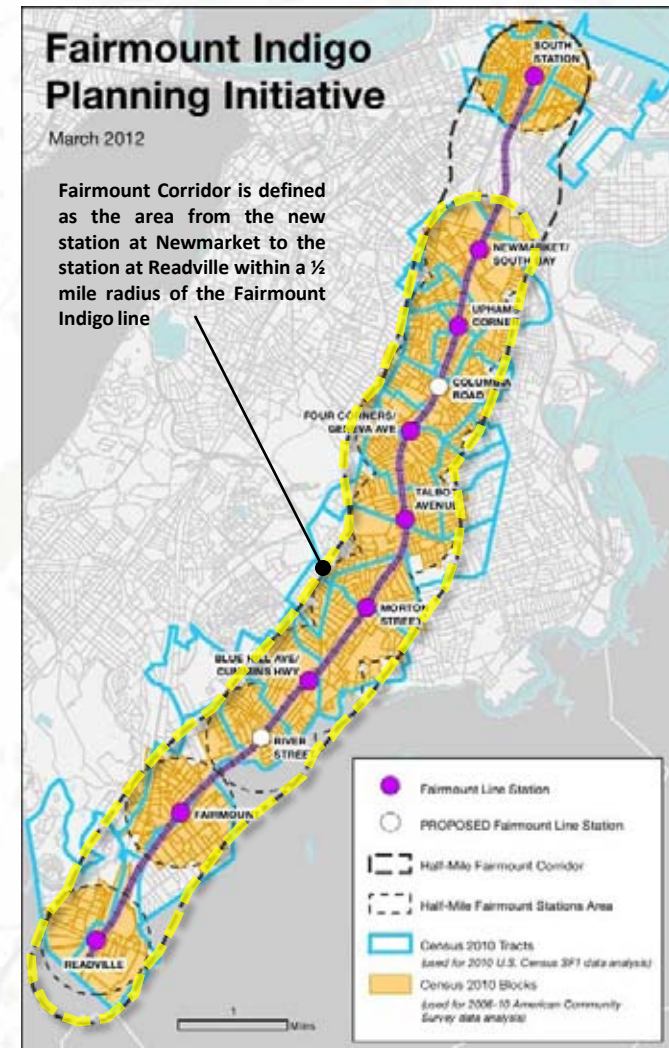
Language Spoken	Percent of Fairmount Corridor	Percent of Boston	Fairmount as Percent of City Share
Speak only English	57.7%	64.5%	19.1%
Spanish	16.2%	15.0%	23.0%
Chinese	3.5%	3.8%	19.8%
Haitian Creole	8.9%	3.1%	61.9%
Cape Verdean Creole	4.7%	2.4%	41.2%
French (incl. Patois, Cajun)	3.2%	1.7%	39.9%
Vietnamese	1.4%	1.6%	19.8%
Russian	1.0%	1.0%	1.0%
African languages	1.5%	1.1%	28.6%
Italian	0.3%	0.8%	8.2%
All other languages	2.5%	5.1%	10.6%



# Corridor Context | Profile - Demographics

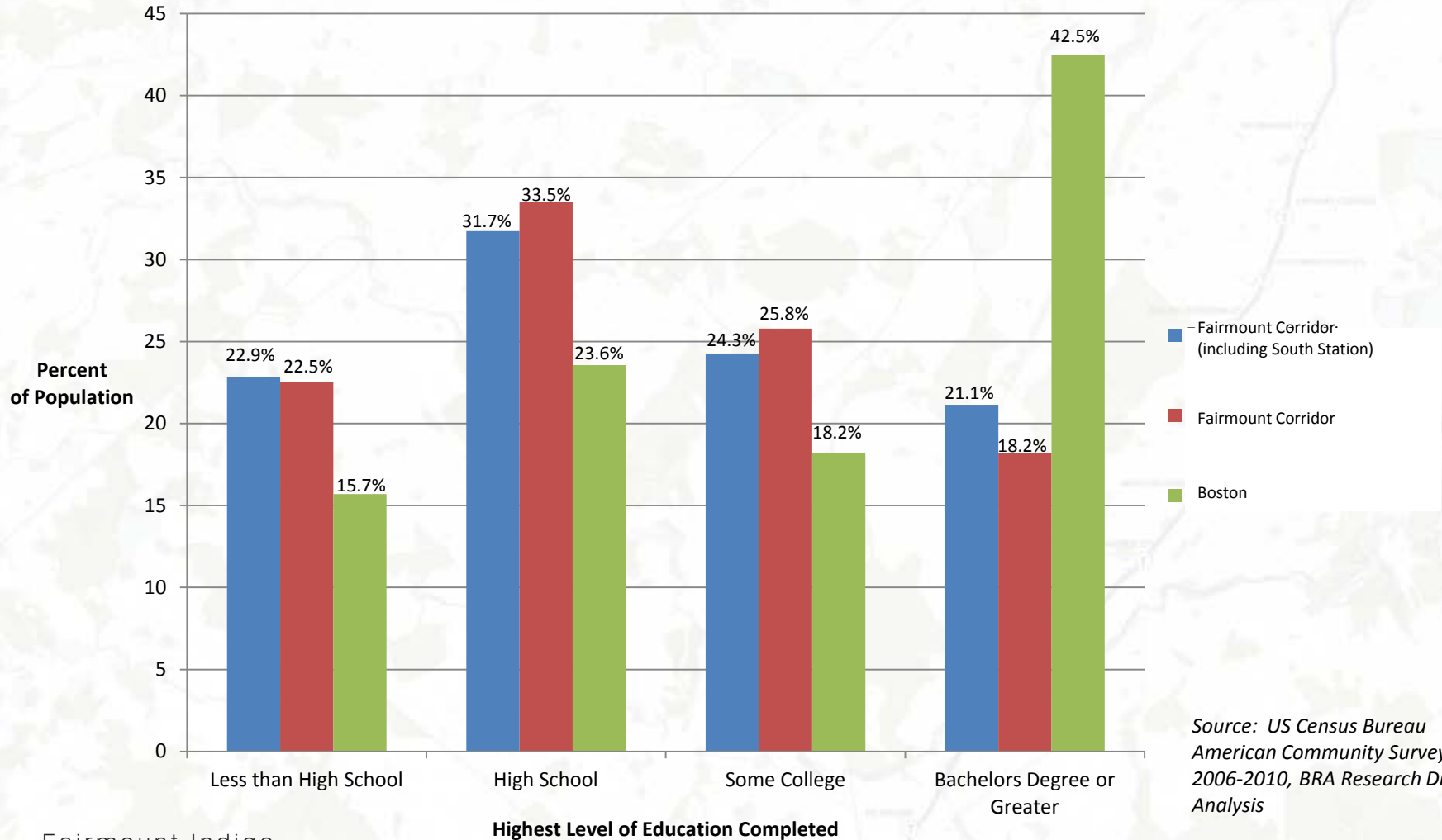
- There is a much higher concentration of children (under the age 17) in the Corridor than the city at large
  - This is particularly the case for school aged children between the ages of 5 and 17
  - The proportion of children under 5 is higher for the city overall than it is in the Corridor
- Part of these trends may be attributed to the higher concentration of young adults in the city than in the Corridor. These young adults are more likely to be college students or have younger children
- People living in Fairmount Corridor are typically less educated than those living in Boston on the whole

Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis



# Corridor Context | Profile - Demographics

- Educational Attainment (>25 Years)



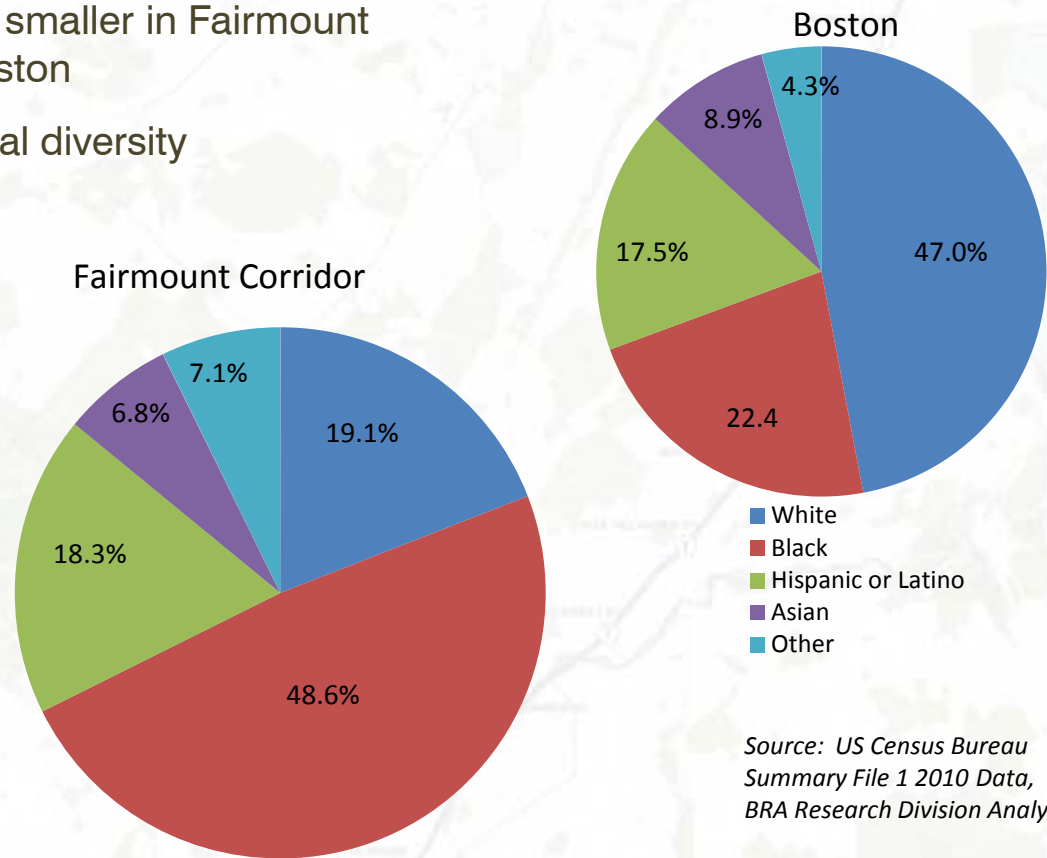
Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research Division  
Analysis





# Corridor Context | Profile - Demographics

- Race and Ethnicity
- The majority of people in Fairmount Corridor are black or African-American
- The white population is much smaller in Fairmount Corridor than in the city of Boston
- The corridor is rich with cultural diversity



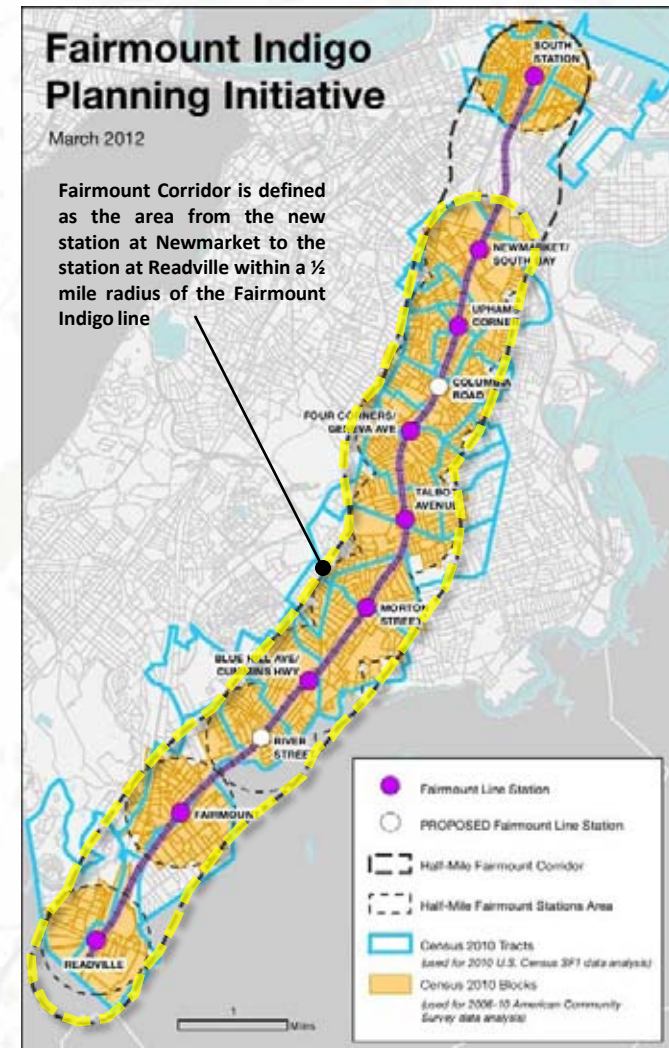
Source: US Census Bureau  
Summary File 1 2010 Data,  
BRA Research Division Analysis



# Corridor Context | Profile - Demographics

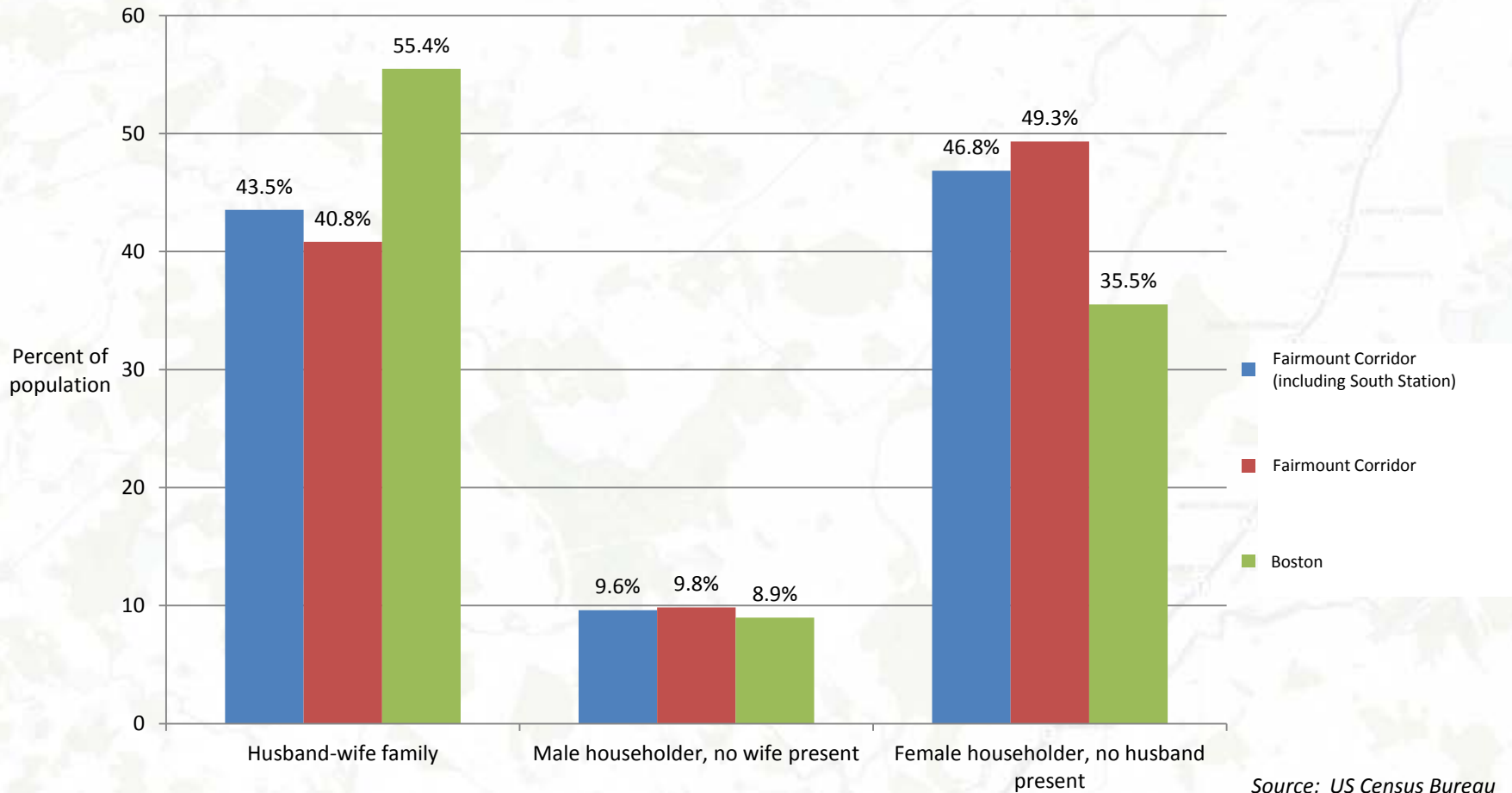
- There is a greater proportion of family households in Fairmount Corridor than in Boston
- The Census' definition of a family is two or more people related by marriage or birth, the high concentration of college students in the city overall leads to more "non-family" households overall
- A larger share of the households in Boston are headed by both a man and a woman than in Fairmount Corridor
- Fairmount Corridor has a larger proportion of female householders with no husband present than does the city of Boston

Source: US Census Bureau  
Summary File 1 2010 Data,  
BRA Research Division Analysis



# Corridor Context | Profile - Demographics

- Family Households by Type



Source: US Census Bureau  
Summary File 1 2010 Data,  
BRA Research Division Analysis



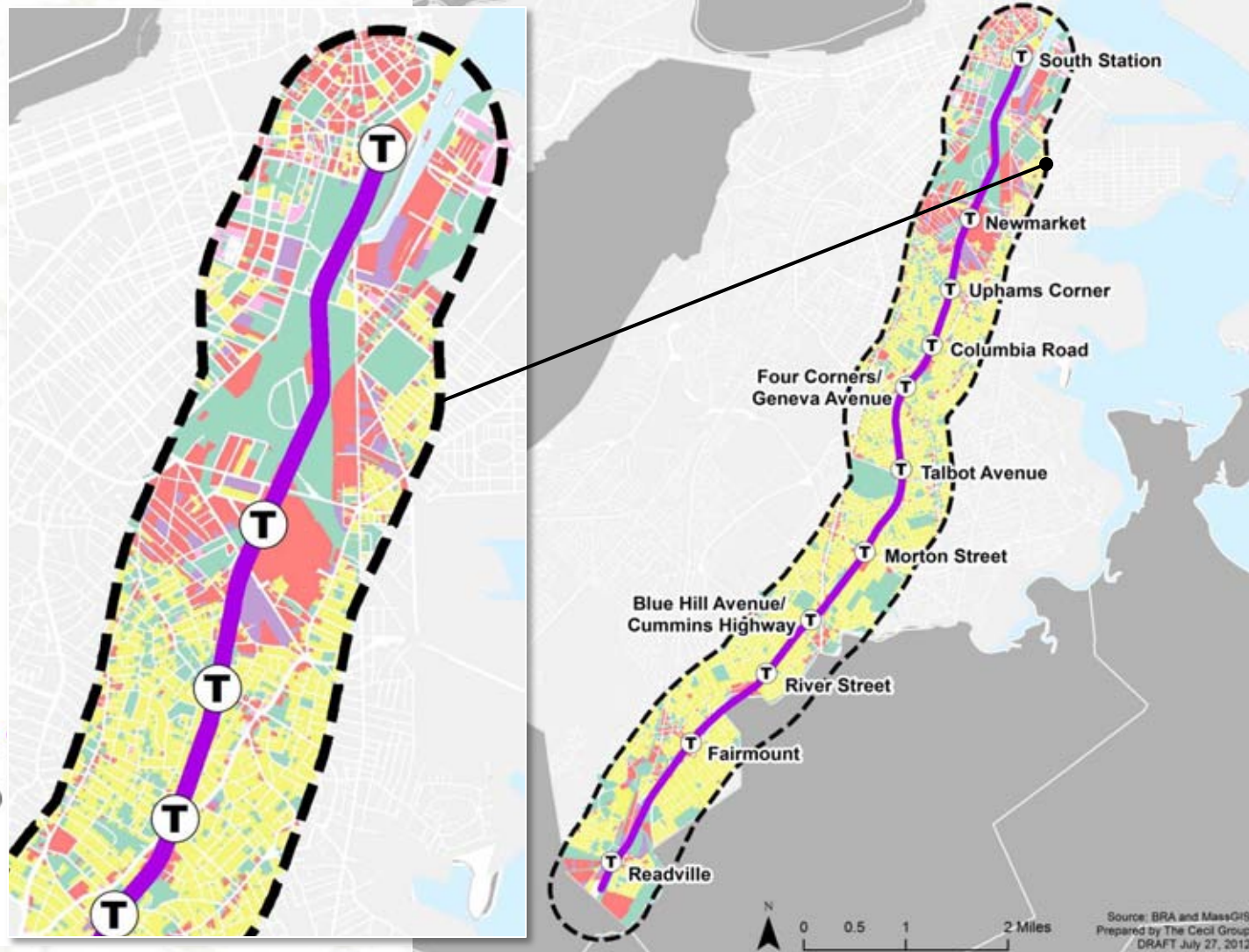


# Corridor Context | Profile – Physical Character

- Land Use

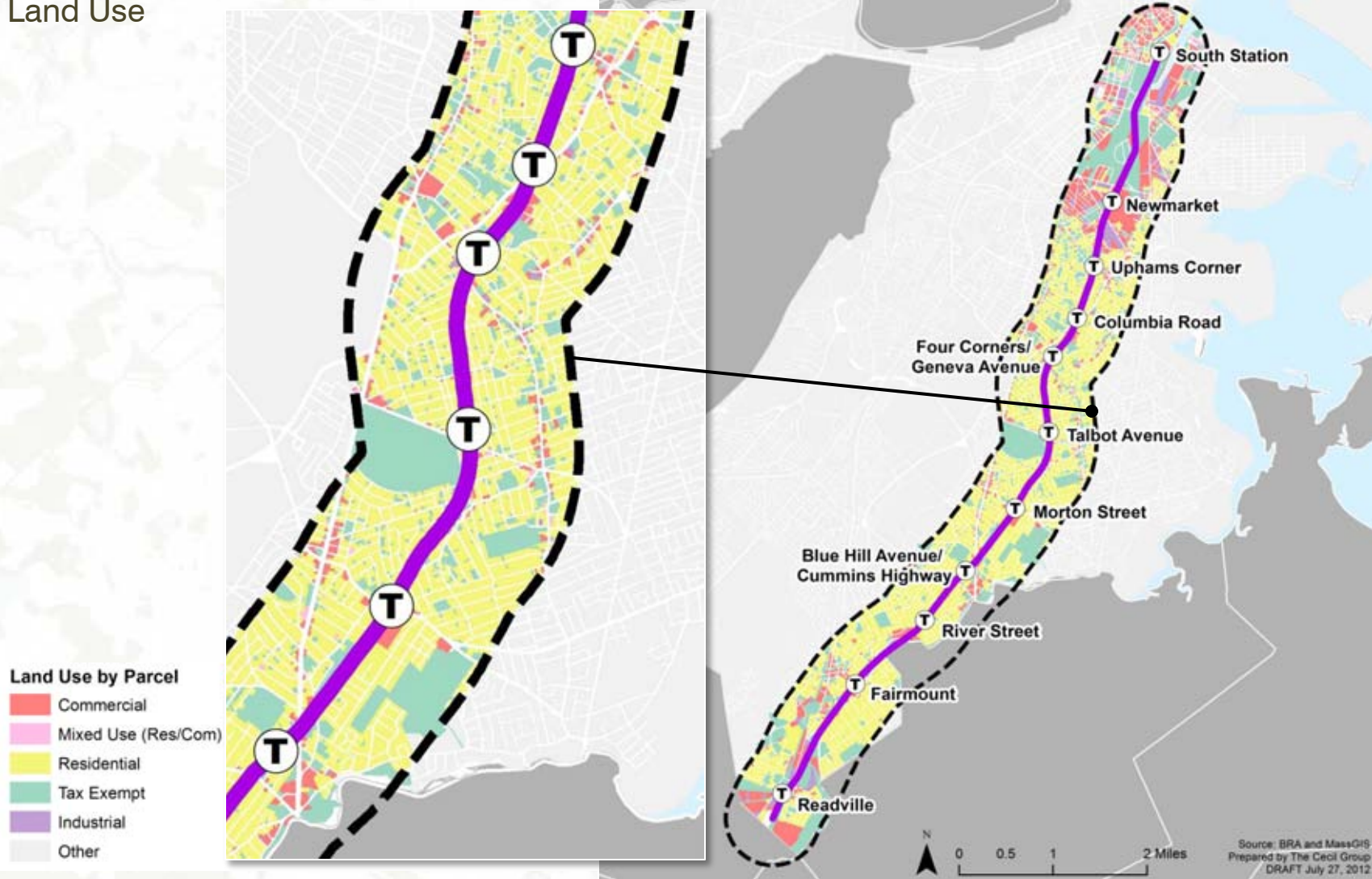
### Land Use by Parcel

- Commercial
- Mixed Use (Res/Com)
- Residential
- Tax Exempt
- Industrial
- Other



# Corridor Context | Profile – Physical Character

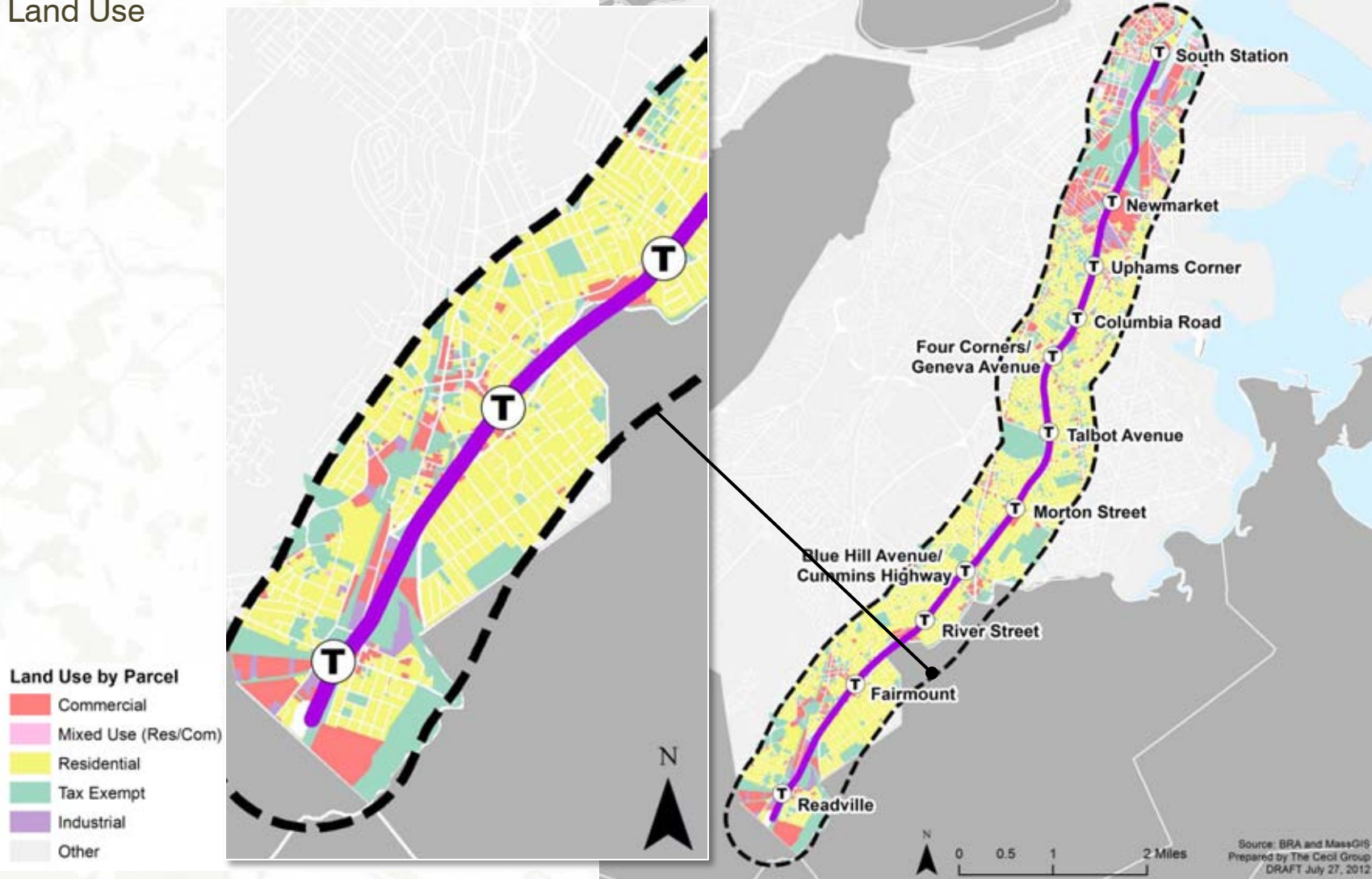
- Land Use





# Corridor Context | Profile – Physical Character

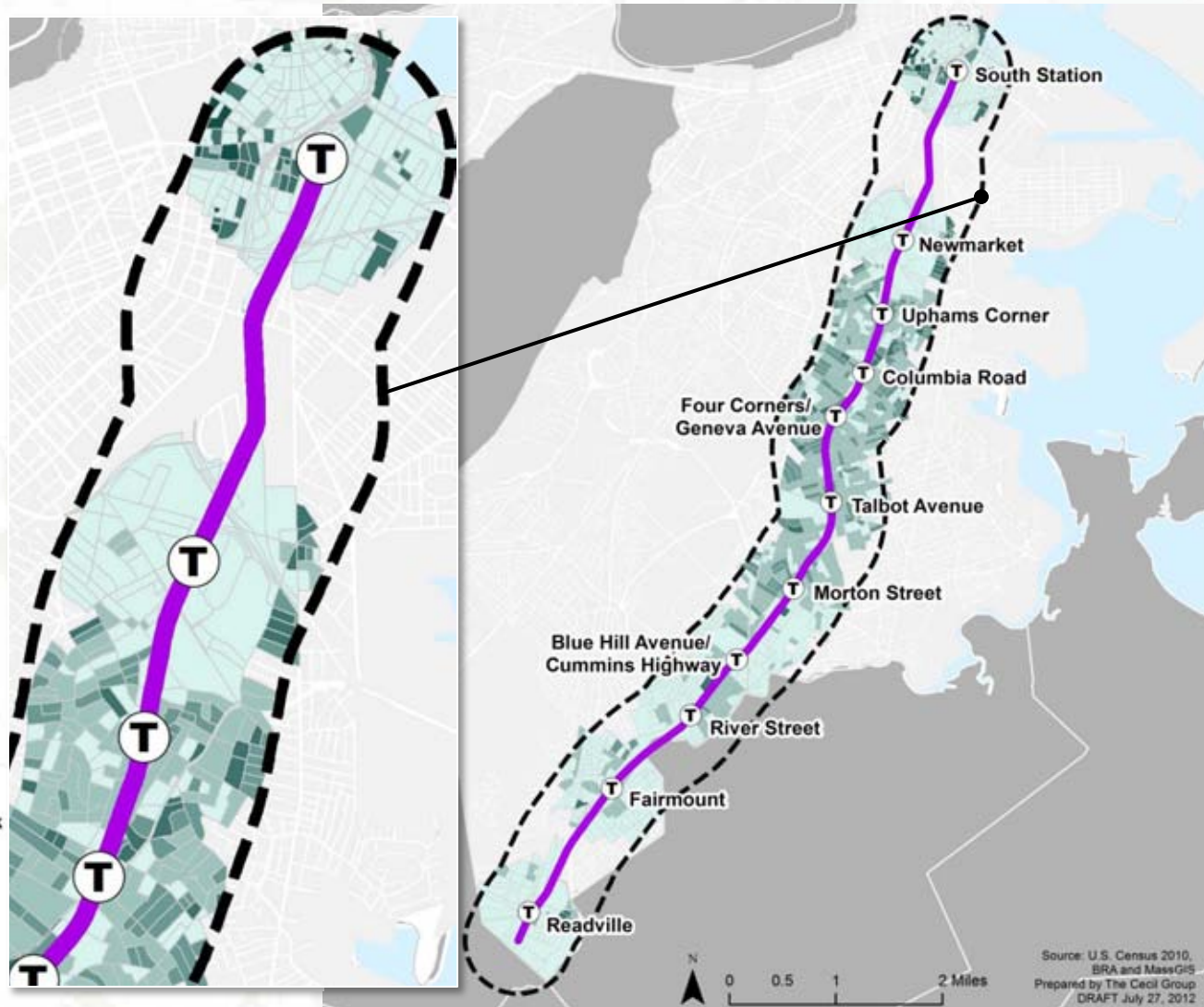
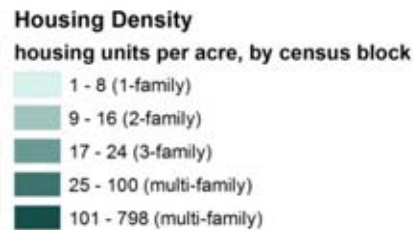
- Land Use





# Corridor Context | Profile – Physical Character

- Housing Density

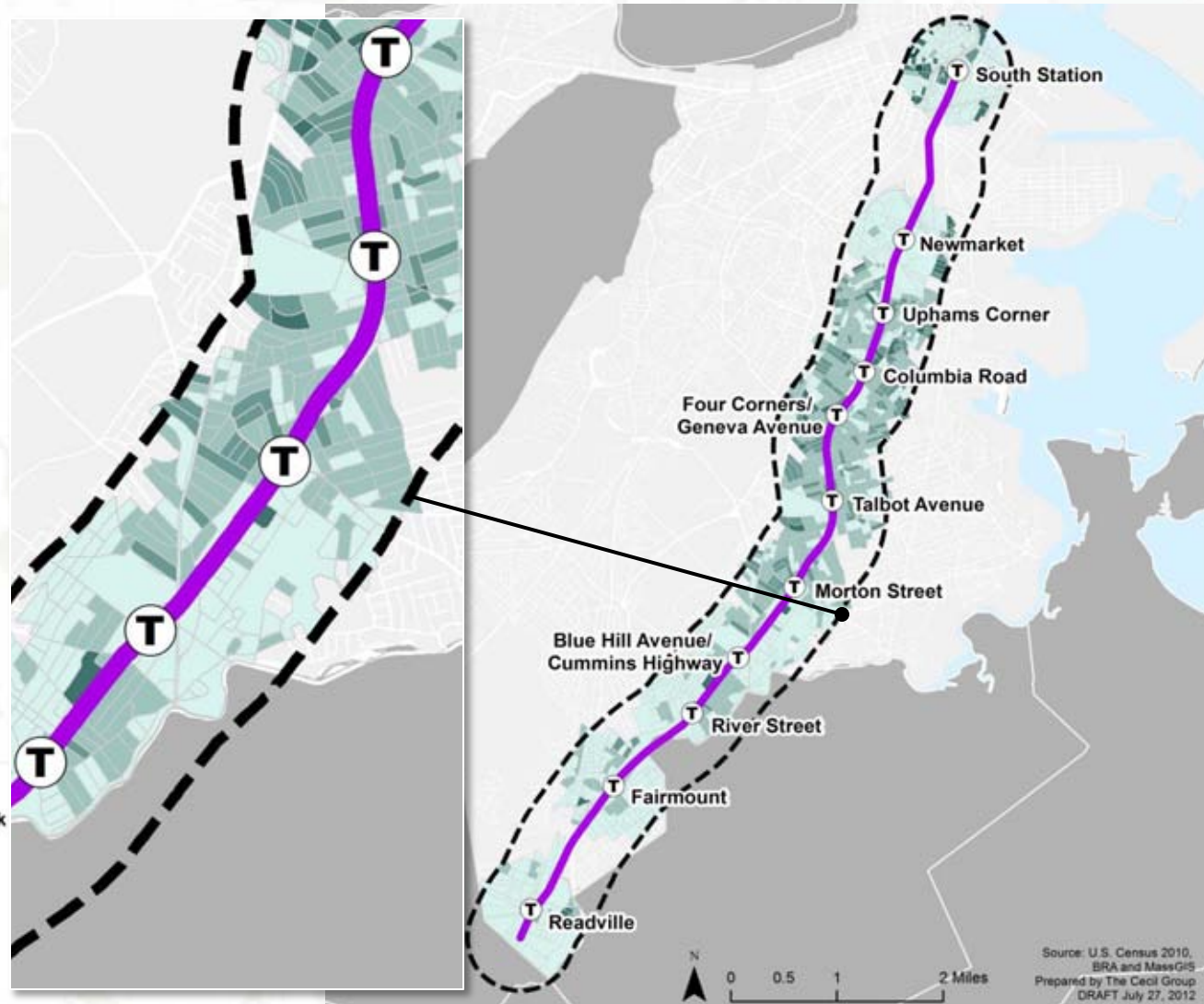


# Corridor Context | Profile – Physical Character

- Housing Density

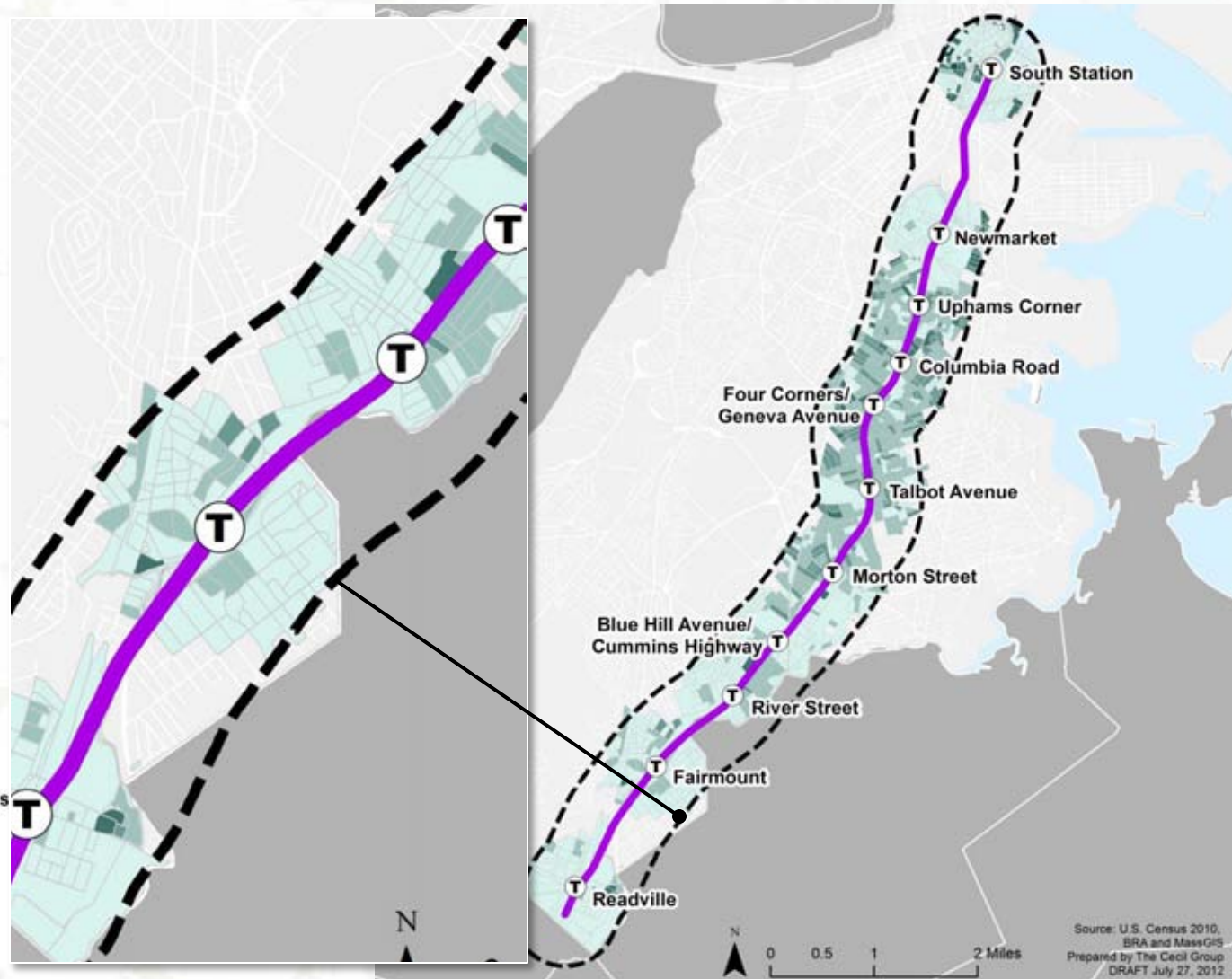
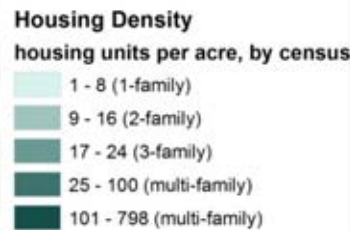
## Housing Density

housing units per acre, by census block



# Corridor Context | Profile – Physical Character

- Housing Density





# Corridor Context | Profile – Physical Character

	FAIRMOUNT CORRIDOR	
	<u>Structures</u>	<u>Units</u>
1-Family	5,156	5,156
2-Family	3,655	7,310
3-Family	3,578	10,734
Condo Dwelling	471	1,908
Market Rate Apartments	N/A	7,124
Luxury Apartments	N/A	0
Subsidized Apartments	N/A	3,083
<b>Total conventional dwelling units</b>	<b>N/A</b>	<b>35,315</b>
Rooming house	N/A	471
Dormitory	N/A	N/A
*Note: this inventory includes all parcels, occupied or vacant.		

Source: Assessing Department Data, BRA Research Division Analysis



# City-wide Context | Housing Context

- Vacant housing is higher in the Corridor
- This greater share of vacant housing is likely related to foreclosures in the area due to the economic downturn

Source: US Census Bureau  
American Community Survey  
2006-2010, BRA Research  
Division Analysis

	Fairmount Corridor	Boston
Total housing units	100.0%	100.0%
Occupied housing units	91.2%	92.7%
Vacant housing units	8.8%	7.3%
- For rent	53.4%	46.4%
- Rented, not occupied	2.4%	3.2%
- For sale only	8.9%	9.6%
- Sold, not occupied	2.7%	3.0%
- For seasonal, recreational, or occasional use	2.1%	15.2%
- All other vacant units	30.5%	22.7%



# Corridor Context | Opportunities and Overall Themes

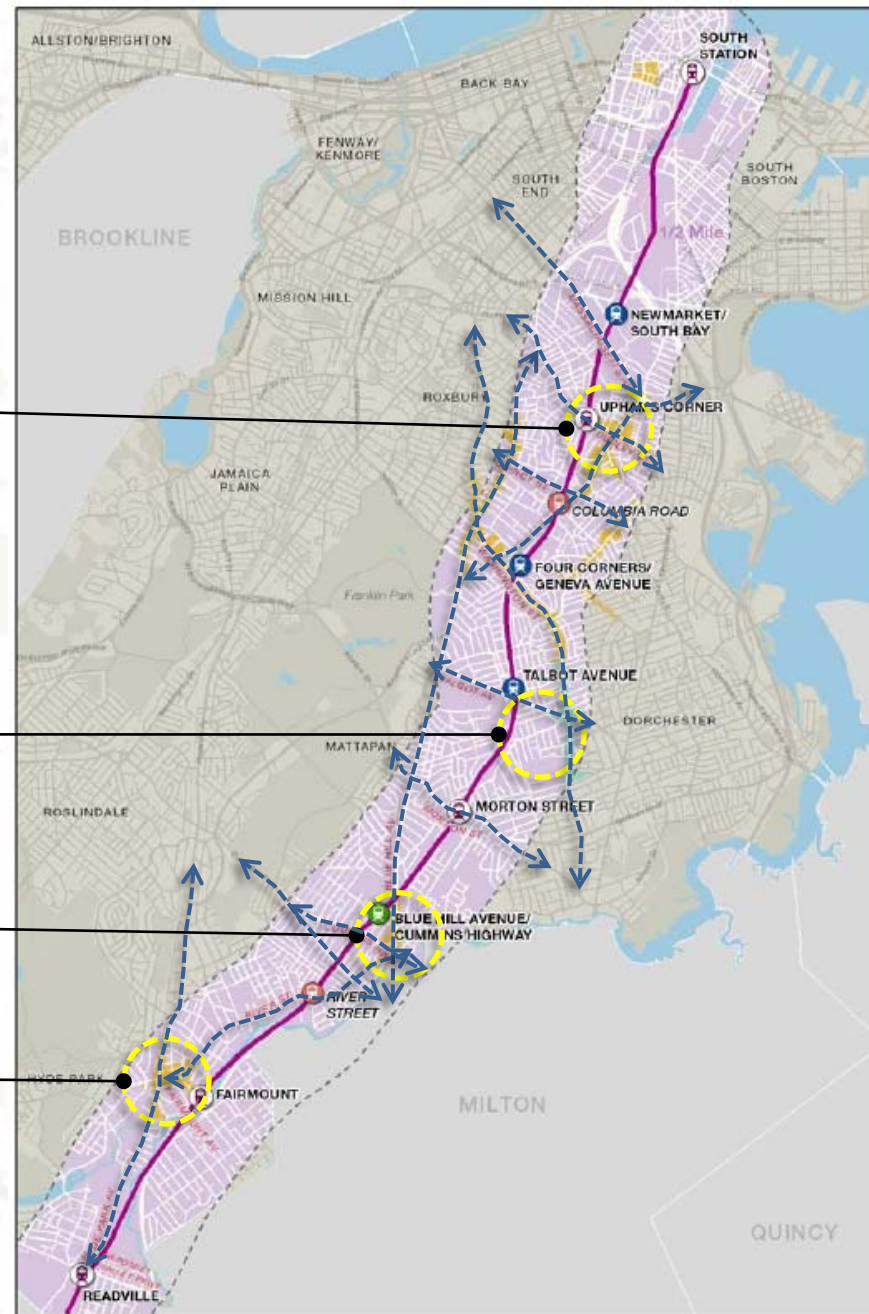
- Strong commercial centers
- Connecting crossroads and main streets
- Open space network

*Upham's Corner*

*Codman Square*

*Mattapan Center*

*Hyde Park Center*

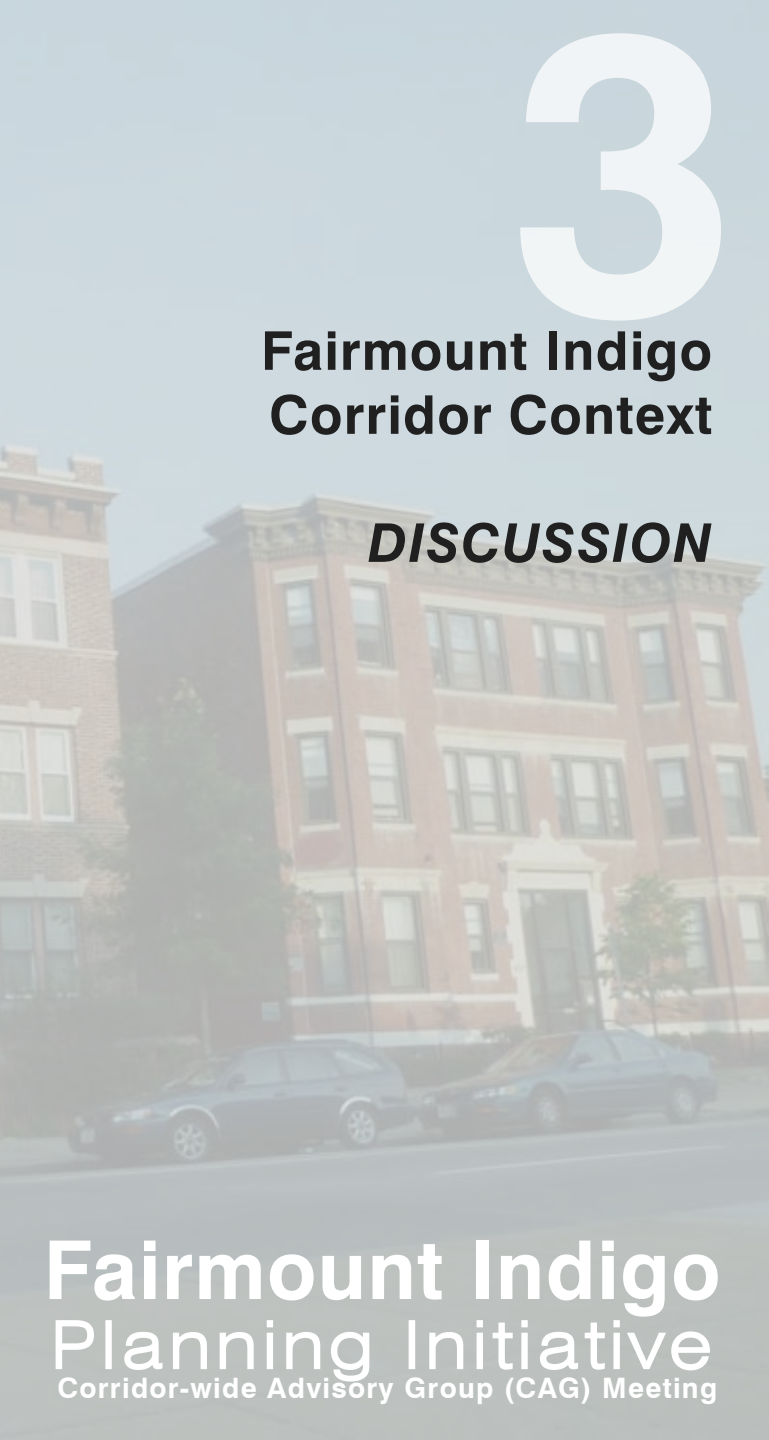




# 3

## Fairmount Indigo Corridor Context

### *DISCUSSION*



## Fairmount Indigo Planning Initiative

Corridor-wide Advisory Group (CAG) Meeting

Photo: Columbia Road station area  
June 2012





Photo: Ceylon Playground, Columbia Road station area  
June 2012



# 4

## Fairmount Indigo Station Context

**Fairmount Indigo**  
**Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting



# Station Area Context | Station Area Previous Studies

- **Newmarket**

*Newmarket and Upham's Corner Planning Initiative, 2011*

- **Upham's Corner**

*Greenhouse Studio, 2010*

*Upham's Corner Commercial District Profile and Business Mix Analysis, 2008*

*Quincy/Ceylon Street Community Visioning, 2007*

*Crossroads, 2001*

*A Summary of Research Projects for Upham's Corner, 1998-2001*

*Assessment Report for Upham's Corner Main Street Program, 1995*

- **Four Corners**

*Business District Conditions and Market Assessment, Bowdoin Geneva Business District, 2009*

*Mid Dorchester Action Plan Development Guidelines, 2010*

*Four Corners Main Street Urban Village Concept Plan, 2004*

- **Talbot Avenue**

*Business District Conditions, Codman Square Business District, 2009*

*Talbot Norfolk Triangle Master Plan at Codman Square, 2007*





# Station Area Context | Station Area Previous Studies

- Morton Street

*Roxbury/Dorchester/Mattapan Transit Needs Study, 2011*

- Blue Hill Avenue

*Roxbury/Dorchester/Mattapan Transit Needs Study, 2011*

*Mattapan Economic Development Action Agenda, 2006*

*Mattapan Square Station TOD*

- Fairmount

*Hyde Park Neighborhood Strategic Plan, 2011*

*Retail Market Study and Action Plan for Cleary and Logan Squares in Hyde Park, MA, 2009*

- Readville

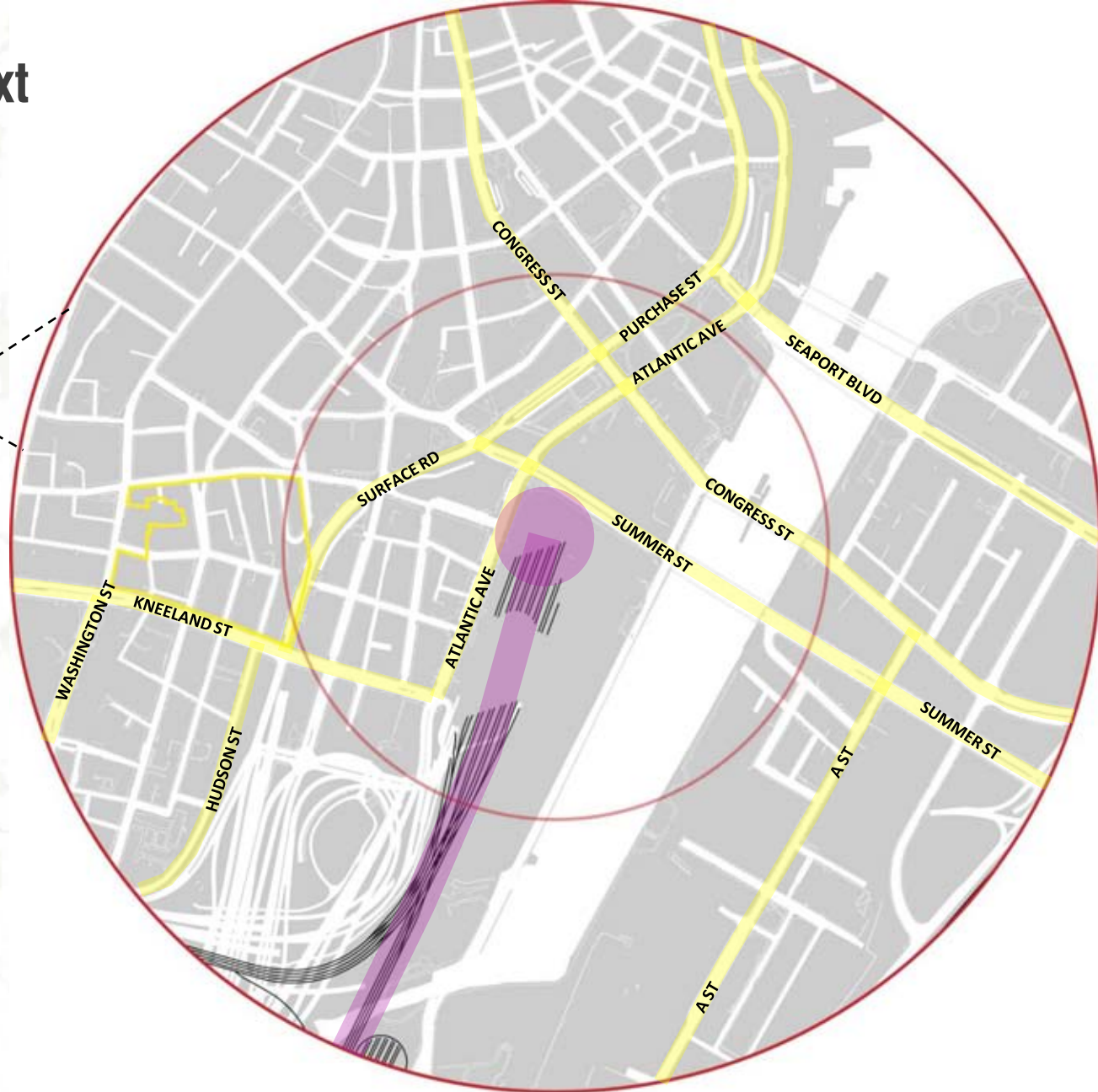
*Readville Yard No.5, Invitation to Bid, 2003*



# Station Area Context

South Station

Street Network



# Station Area Context

South Station

*Open Space Network*





# Station Area Context

South Station

*Building Pattern*



# Station Area Context

## South Station



Fairmount Indigo  
PLANNING INITIATIVE





# Station Area Context

Newmarket/South Bay

Street Network

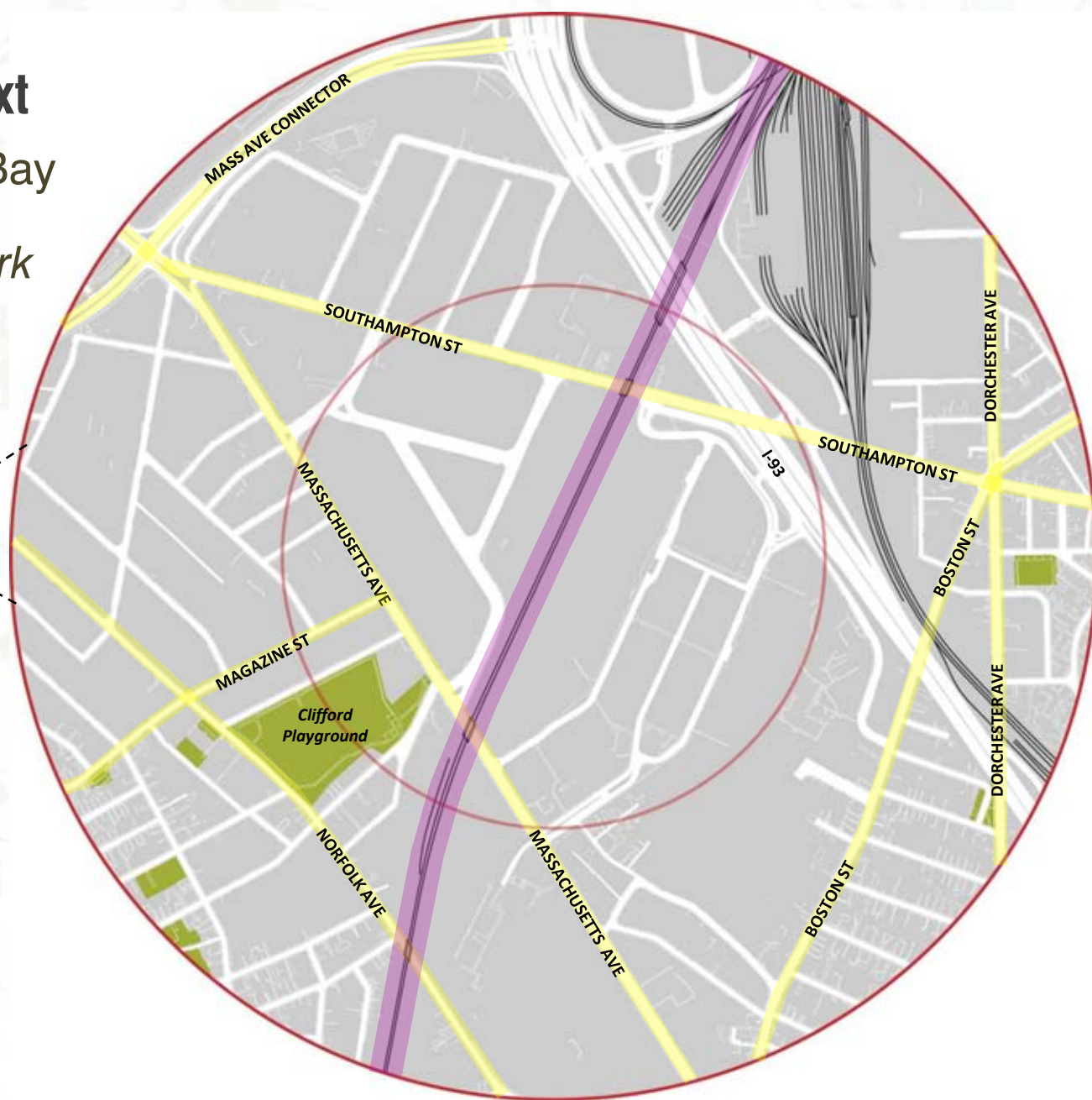




# Station Area Context

Newmarket/South Bay

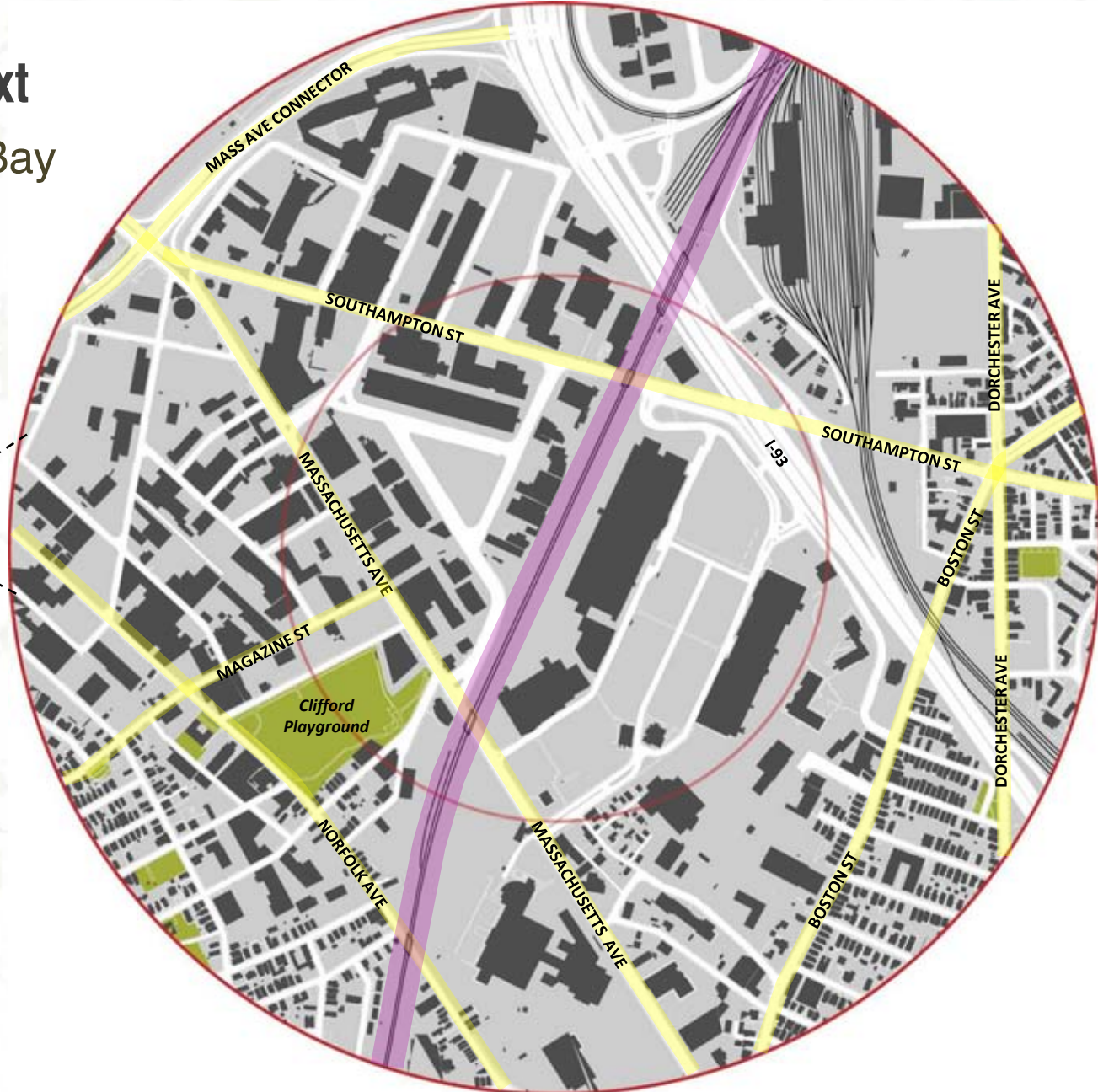
*Open Space Network*



# Station Area Context

Newmarket/South Bay

*Building Pattern*





# Station Area Context

## Newmarket/South Bay



Fairmount Indigo  
PLANNING INITIATIVE





# Station Area Context

Upham's Corner

Street Network



# Station Area Context

Upham's Corner

*Open Space Network*





# Station Area Context

Upham's Corner

*Building Pattern*





# Station Area Context

## Upham's Corner



# Station Area Context

Columbia Road

Street Network





# Station Area Context

Columbia Road

*Open Space Network*





# Station Area Context

Columbia Road

*Building Pattern*





# Station Area Context

## Columbia Road



# Station Area Context

Four Corners/Geneva Ave

Street Network





# Station Area Context

Four Corners/Geneva Ave

*Open Space Network*





# Station Area Context

Four Corners/Geneva Ave

*Building Pattern*





# Station Area Context

## Four Corners/Geneva Ave



# Station Area Context

Talbot Avenue

Street Network





# Station Area Context

Talbot Avenue

*Open Space Network*



# Station Area Context

Talbot Avenue

*Building Pattern*





# Station Area Context

## Talbot Avenue



# Station Area Context

Morton Street

Street Network





# Station Area Context

Morton Street

*Open Space Network*



# Station Area Context

Morton Street

*Building Pattern*





# Station Area Context

## Morton Street



# Station Area Context

Blue Hill Ave/Cummins Hwy

Street Network





# Station Area Context

Blue Hill Ave/Cummins Hwy

*Open Space Network*



# Station Area Context

Blue Hill Ave/Cummins Hwy

*Building Pattern*





# Station Area Context

## Blue Hill Ave/Cummins Hwy



# Station Area Context

River Street

Street Network





# Station Area Context

River Street

*Open Space Network*



# Station Area Context

River Street

*Building Pattern*





# Station Area Context

## River Street



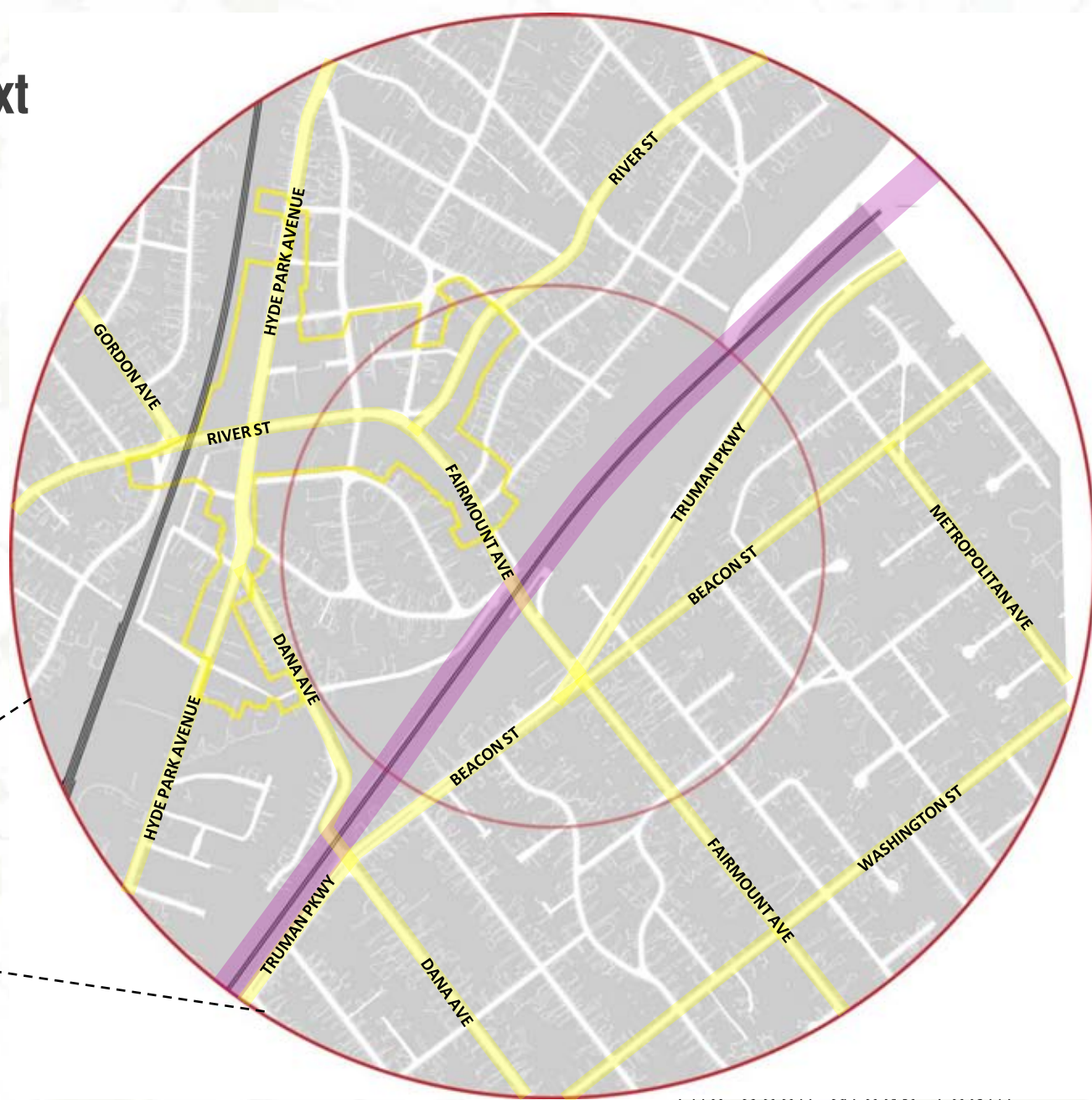
Fairmount Indigo  
PLANNING INITIATIVE



# Station Area Context

Fairmount

Street Network

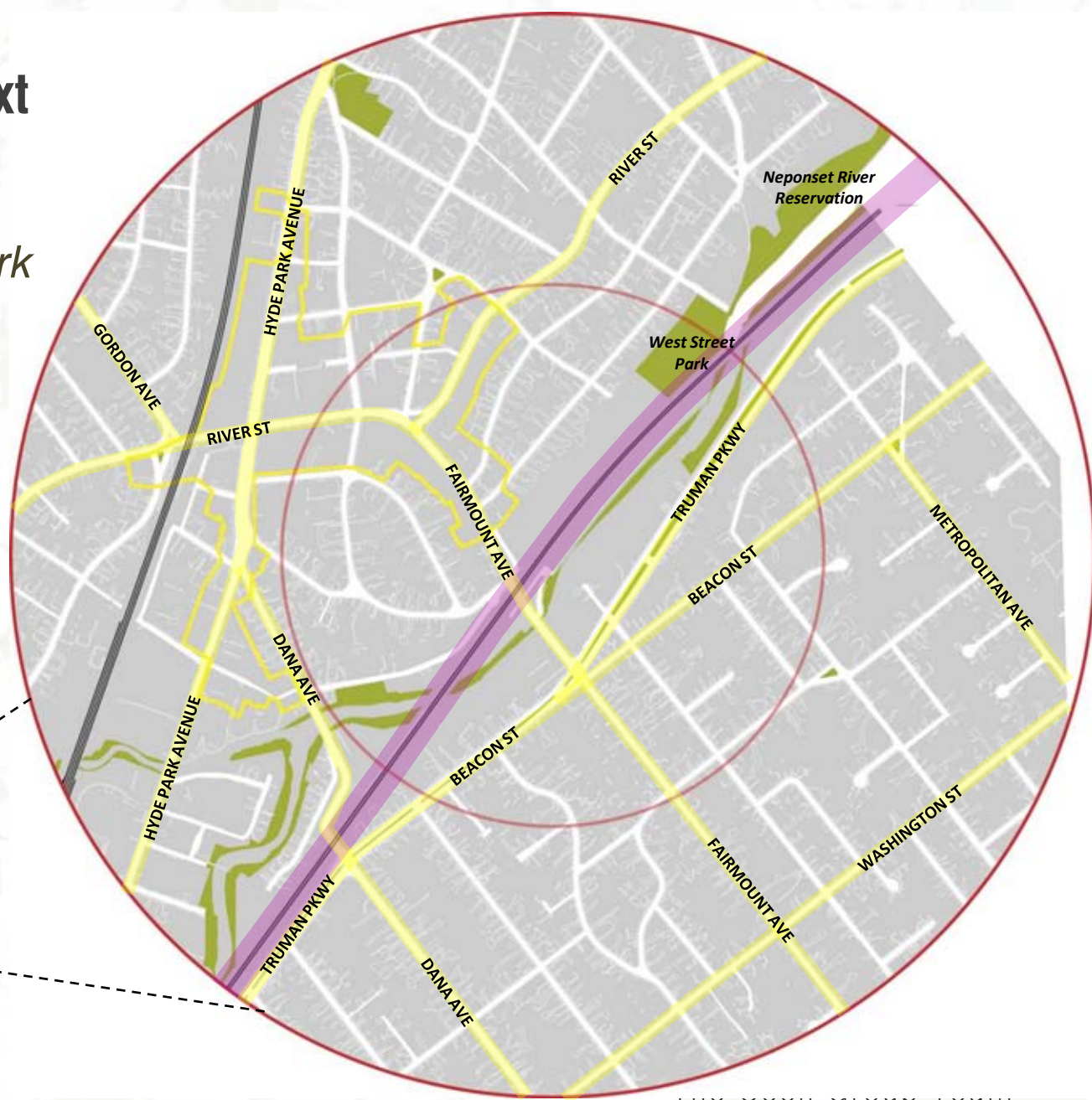




# Station Area Context

Fairmount

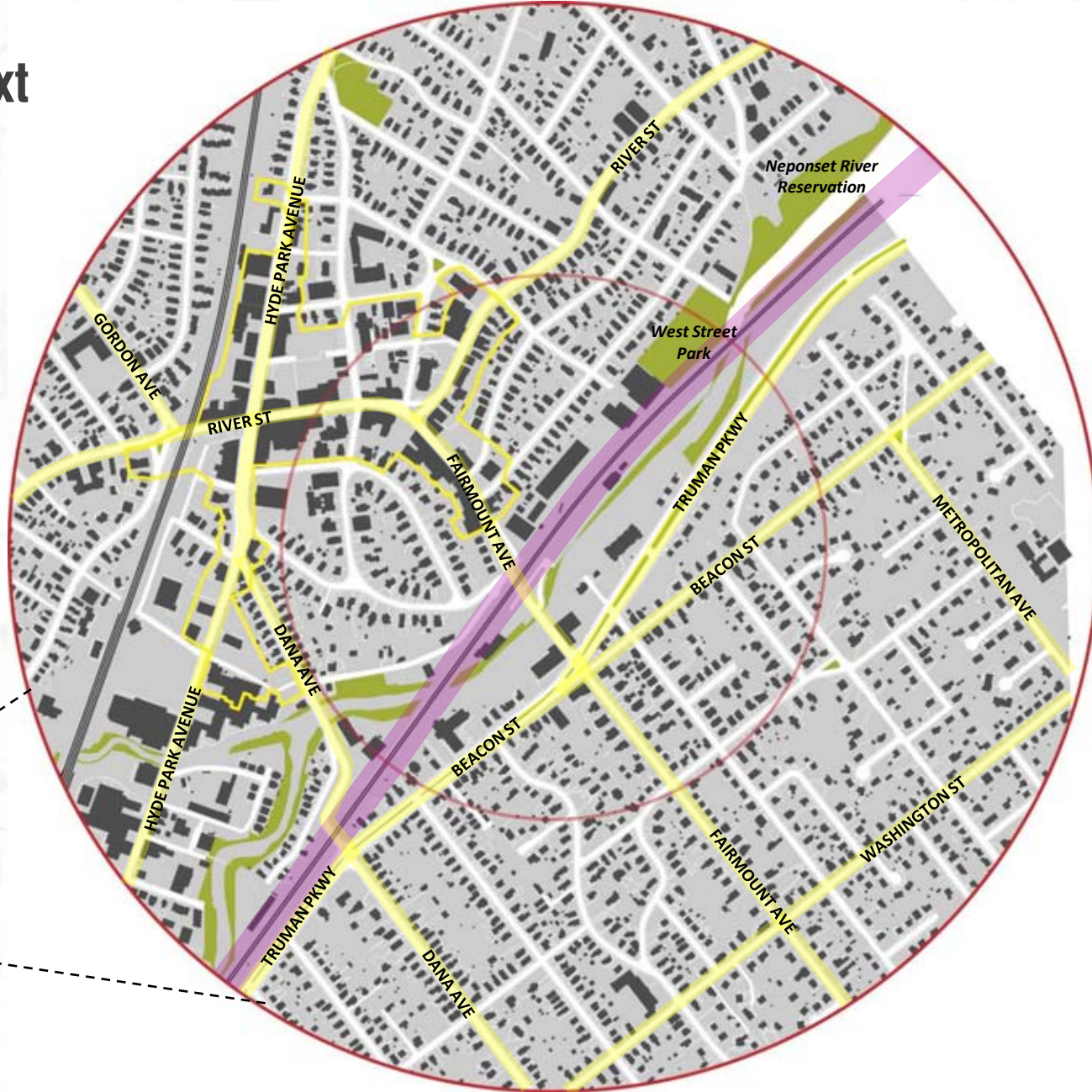
*Open Space Network*



# Station Area Context

Fairmount

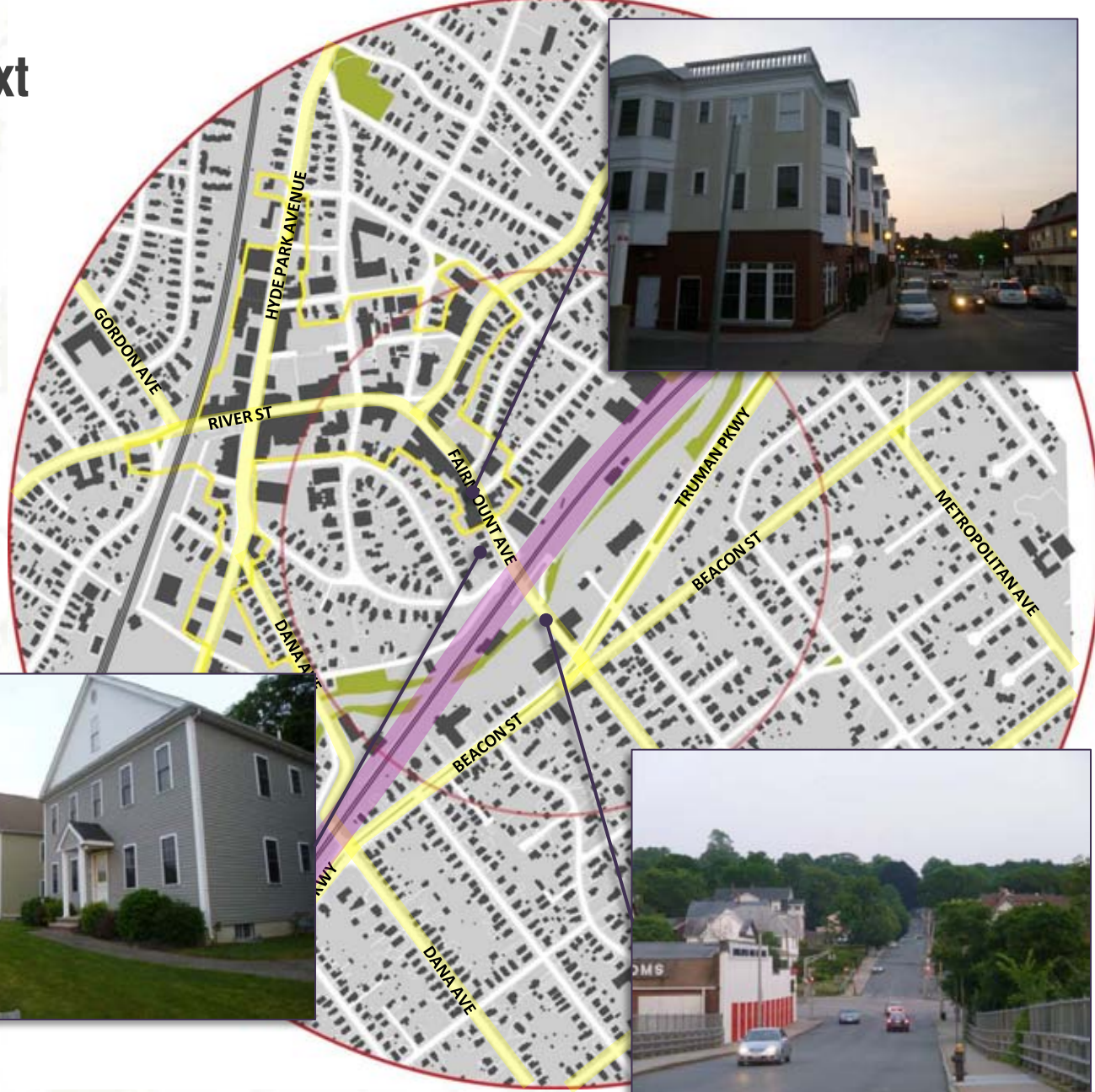
*Building Pattern*





# Station Area Context

## Fairmount



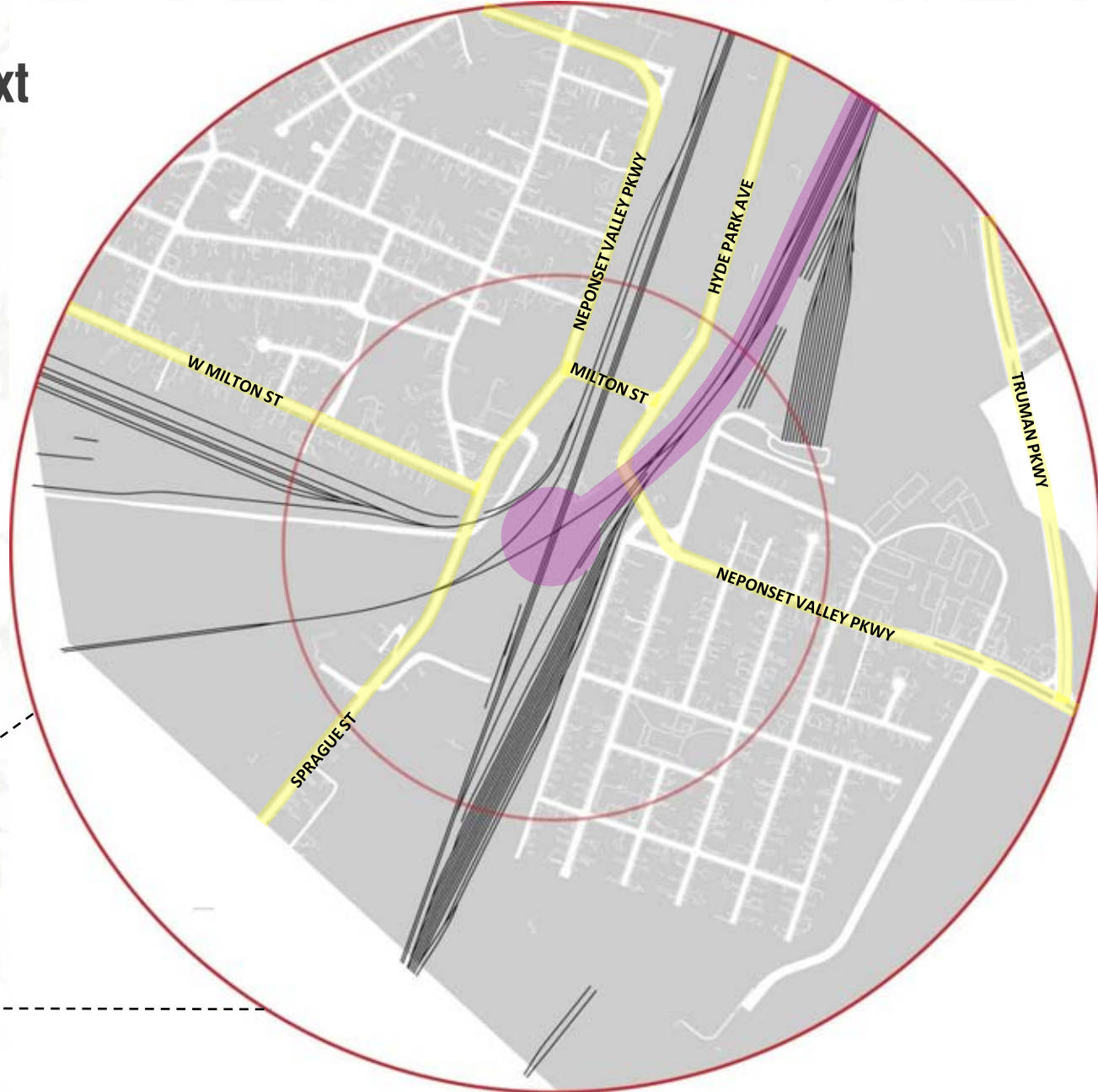
Fairmount Indigo  
PLANNING INITIATIVE



# Station Area Context

Readville

Street Network

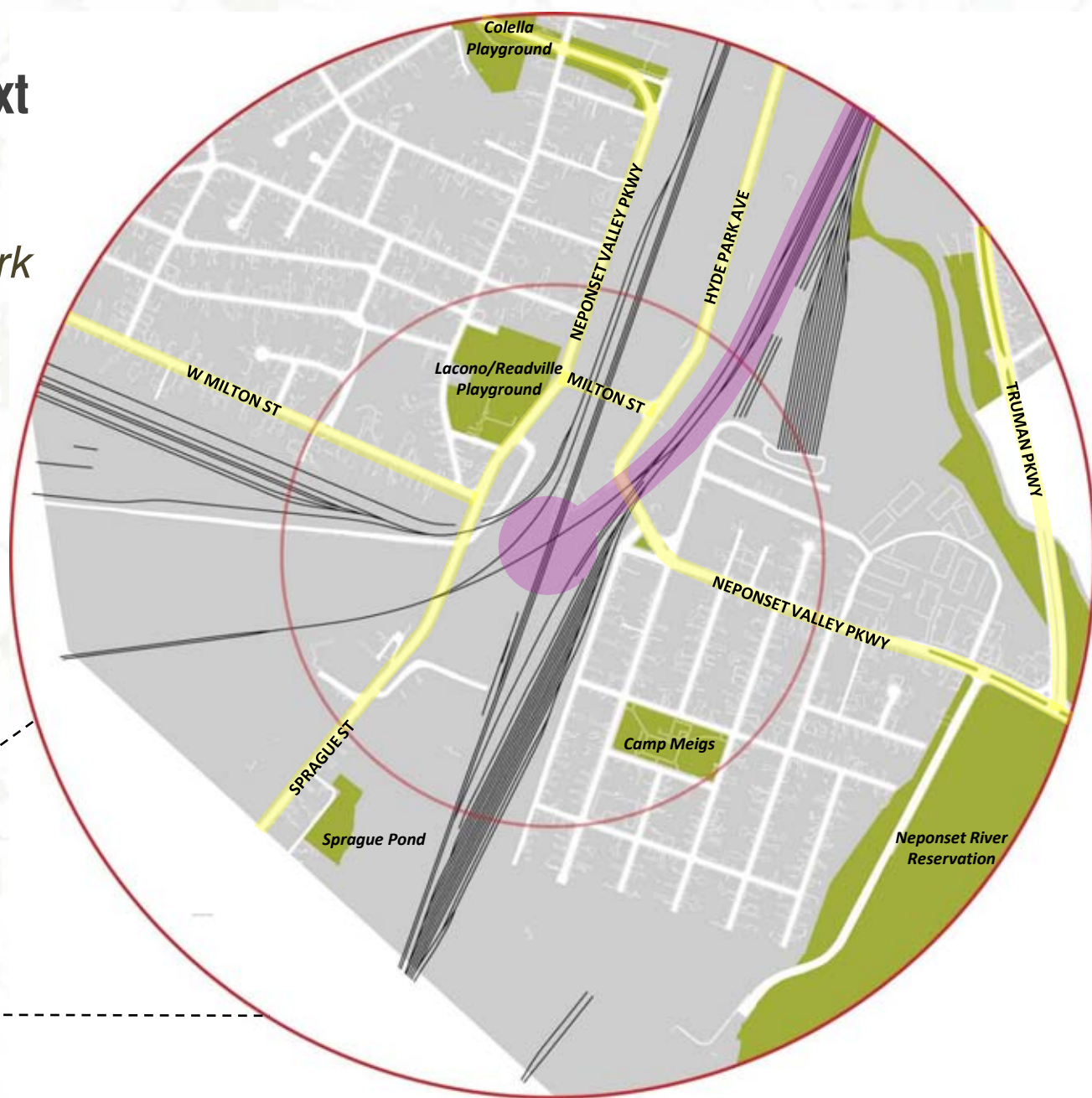




# Station Area Context

Readville

*Open Space Network*



# Station Area Context

Readville

*Building Pattern*





# Station Area Context

## Readville

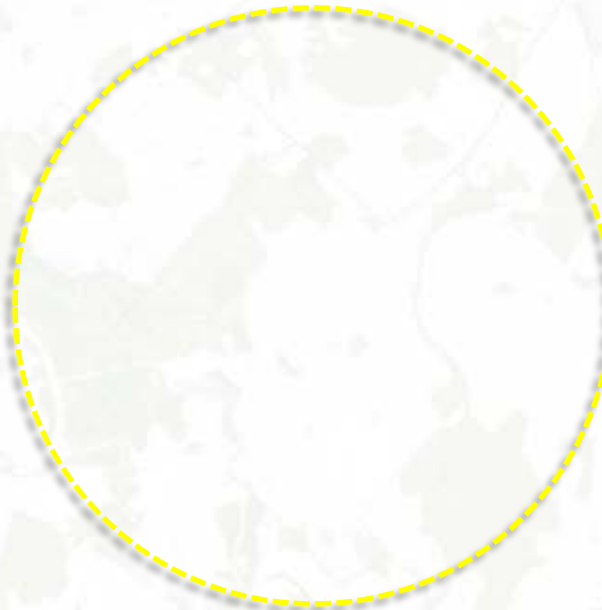


# Station Area Context | Station Typologies

What are the priorities for selecting two additional focus stations?



Upham's Corner Station Area



(To be selected with CAG)



(To be selected with CAG)





# Station Area Context | Potential Station Typologies

## “Mixed-Use Commercial Center” (2)



Upham's Corner



Fairmount

## “Urban Neighborhood” (3)



Columbia Road



Four Corners



Talbot Avenue

## “Large-format Mixed-use” (2)



Newmarket/South Bay



Morton Street



Readville

## “Mid-Urban Neighborhood” (2)



Blue Hill/Cummins



River Street





# 4

## Fairmount Indigo Station Context

### *DISCUSSION*

**Fairmount Indigo**  
**Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting

Photo: Ceylon Playground, Columbia Road station area  
June 2012





# 5

## Case Studies Discussion



Photo: Fairmount Avenue  
June 2012

## Fairmount Indigo Planning Initiative

Corridor-wide Advisory Group (CAG) Meeting



# Case Studies | Discussion

- Green or Orange Line Corridors, Boston, MA
- South End Corridor, Charlotte, NC
- Metrarail and 'L', Southside, Chicago, IL
- Capitol Corridor, BART and AC Transit, Oakland, CA
- DART Southeast Corridor, Dallas, TX
- Denver Light Rail, Denver, CO
- Central Corridor, Minneapolis-Saint Paul, MN
- Blue Line, LA Metro, Los Angeles, CA







Photo: Oakcrest Road, River Street station area  
June 2012



# 6

## Next Steps Discussion

**Fairmount Indigo  
Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting

# Next Steps | Discussion

- Fall Community Charrette – engage new voices
- Project Logo
- CAG Corridor Tour – tentatively 9/15
- Next CAG Meeting

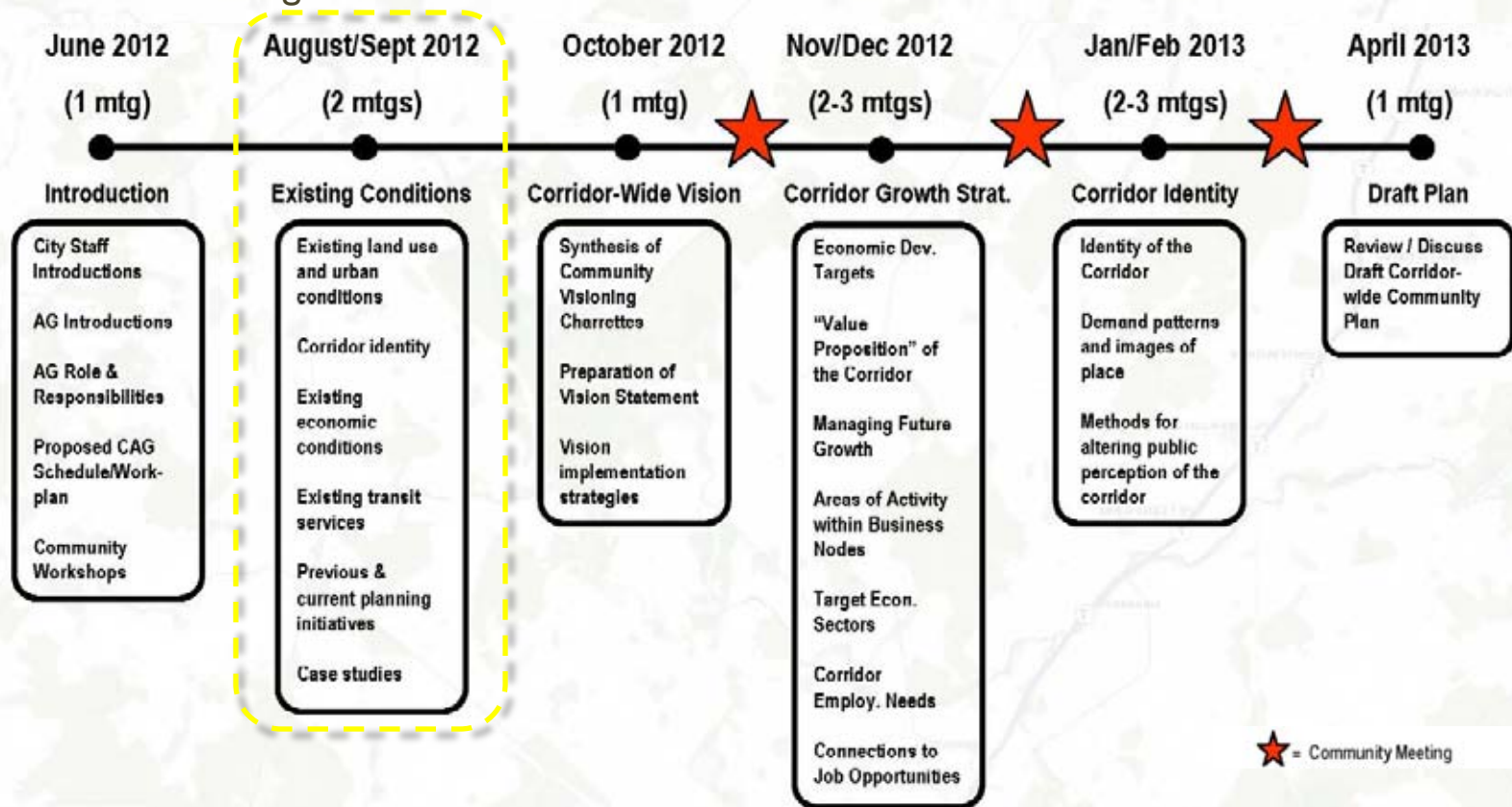






Photo: Uphams Corner Station  
June 2012



## Public Comment

**Fairmount Indigo**  
**Planning Initiative**  
Corridor-wide Advisory Group (CAG) Meeting





# Fairmount Indigo Planning Initiative

## Corridor-wide Advisory Group (CAG) Meeting

### Existing Conditions

Wednesday, August 1st  
ABCD Mattapan

Prepared by:

### The Cecil Group Team

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

