



Fairmount Indigo Planning Initiative

Corridor-wide Advisory Group (CAG) Meeting #4

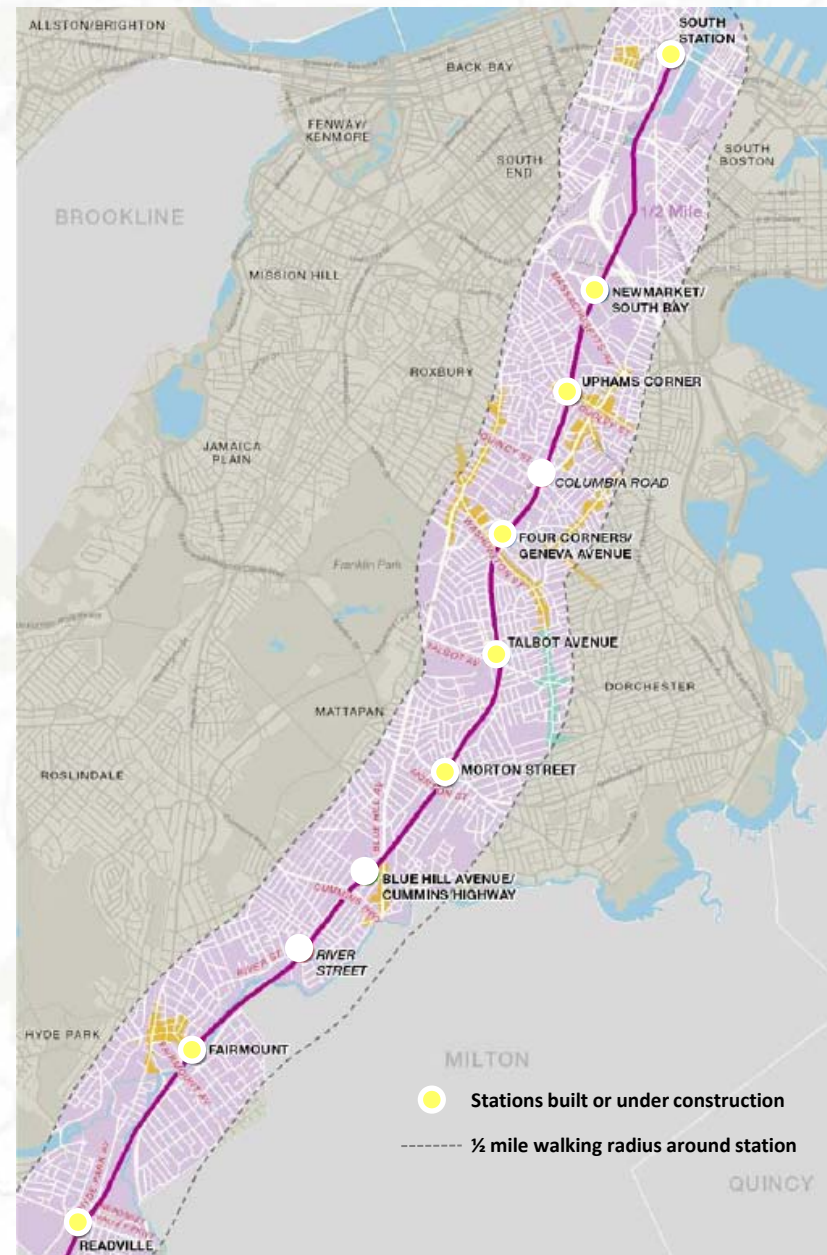
Wednesday, October 10th

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

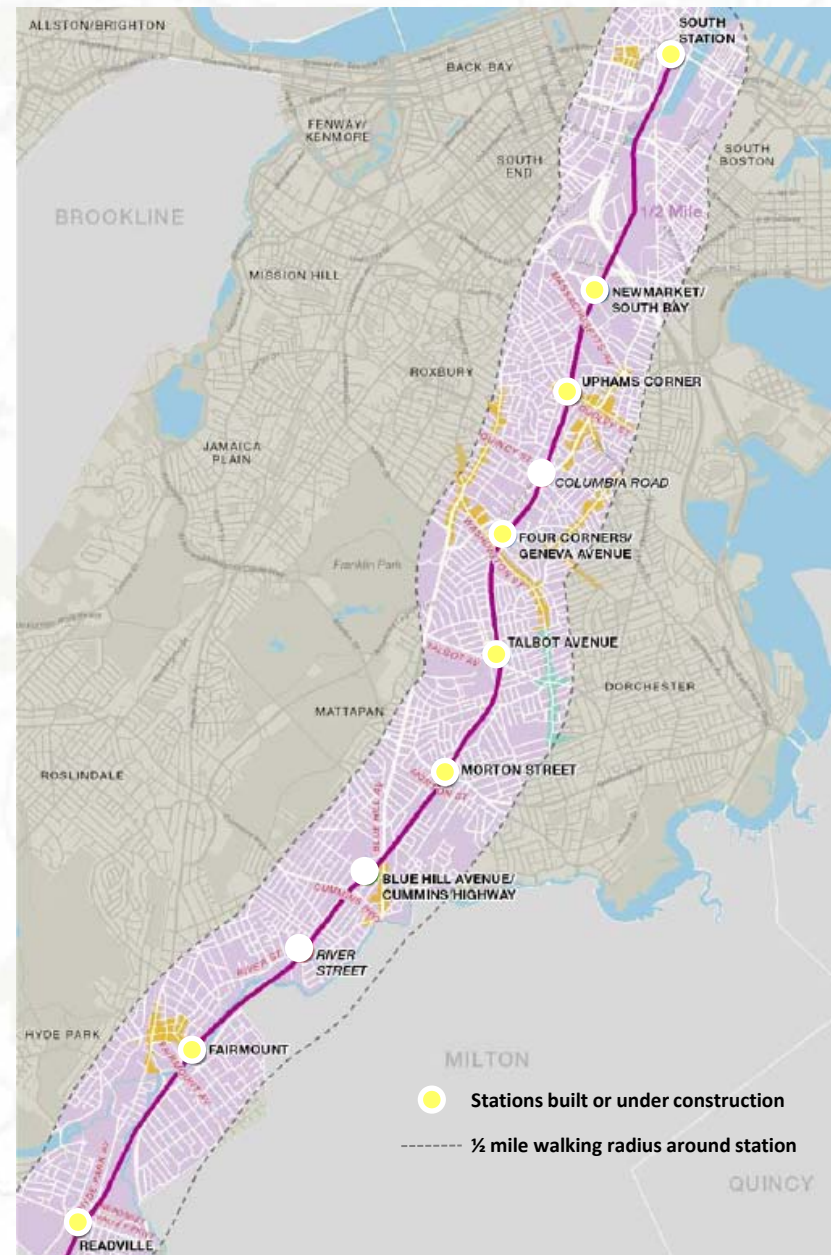
1. Welcome and Introductions
2. Summary of Previous Meeting
3. Department of Neighborhood Development
4. Community Forum
5. Corridor Case Studies
6. Next Steps



Meeting Introduction

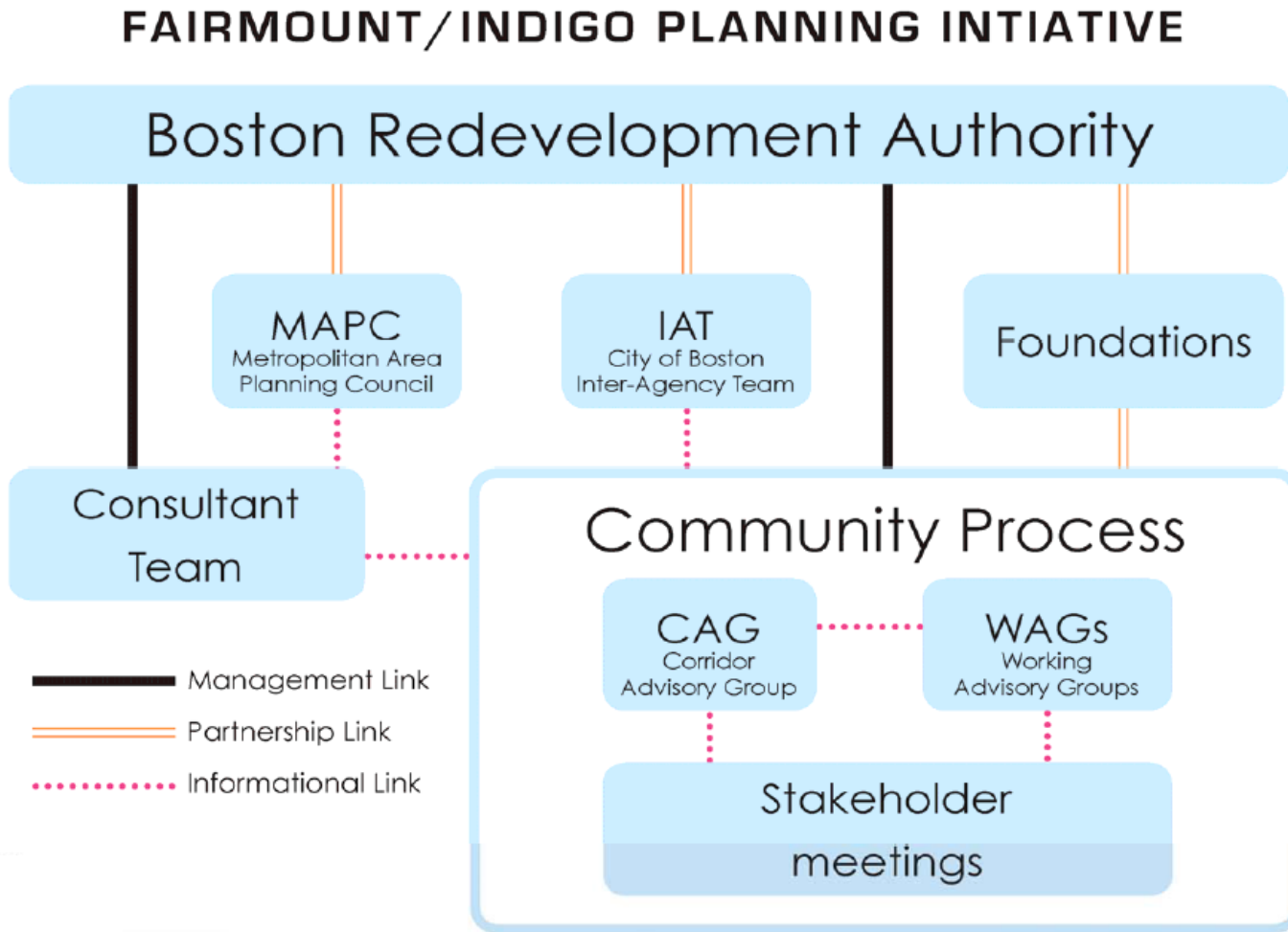
Recap of the Fairmount Indigo Planning Initiative (FIPI) objectives:

- Guide physical and economic development
- Encourage sustainable growth and TOD
- Limit displacement of existing residents and businesses
- Incorporate existing planning initiatives (City-led and Community-based) into one vision for the future



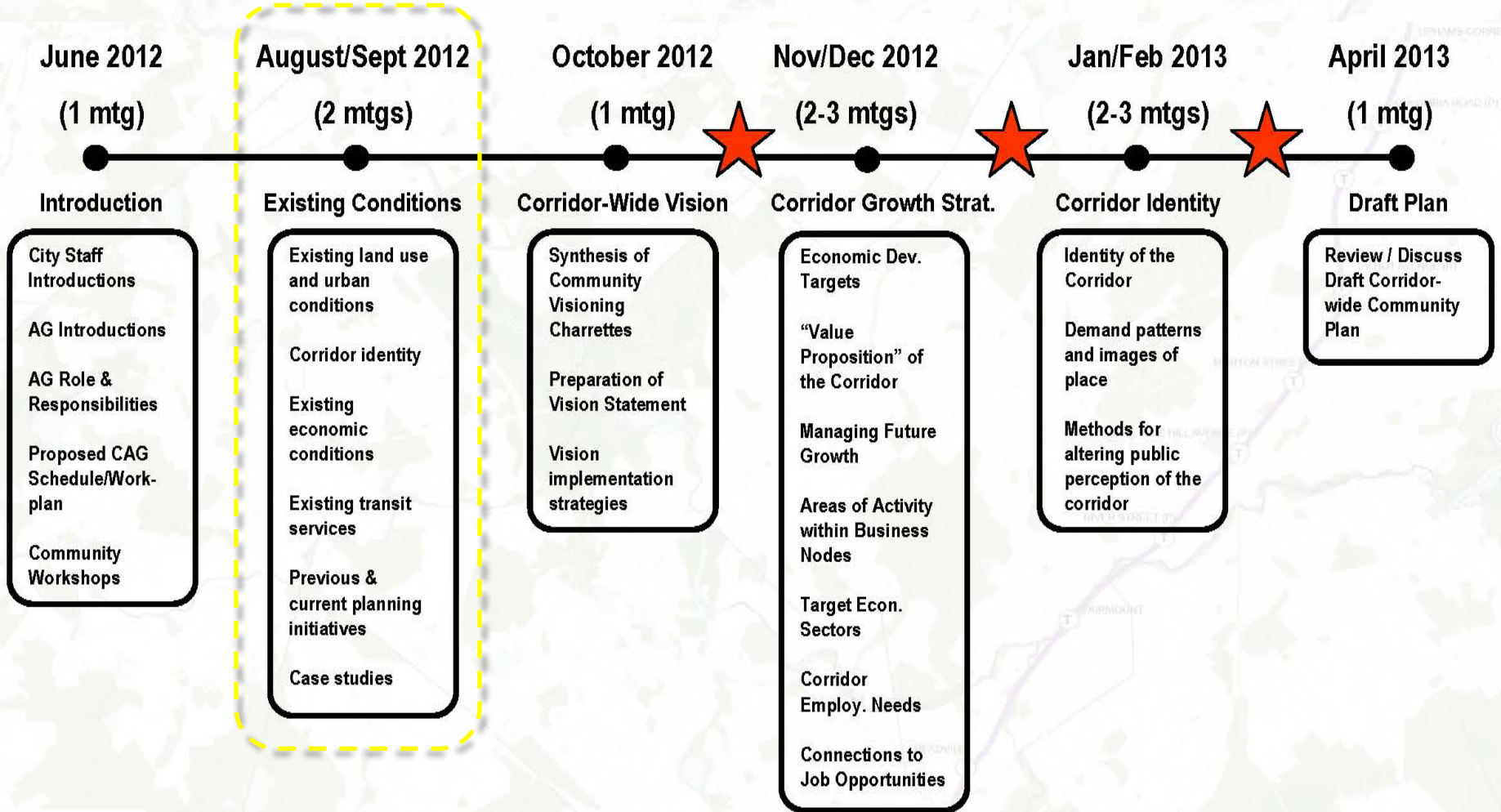
Meeting Introduction

Recap of the FIPI organization:



Meeting Introduction

Recap of the FIPI corridor planning process:



Summary and Recap

CAG Meeting 09/12/12 Existing Conditions Discussion

Corridor-wide Scale:

Branding, vision

Corridor Identity



Corridor-wide Scale:

economics, urban design, sustainability

Corridor-wide Plan
(Comprehensive Corridor Plan)



Neighborhood Scale:

economics, urban design, public realm/landscape, complete infrastructure, sustainability

Station Area Plans



SUMMARY AND RECAP

CAG Meeting 09/12/12 Existing Conditions Discussion

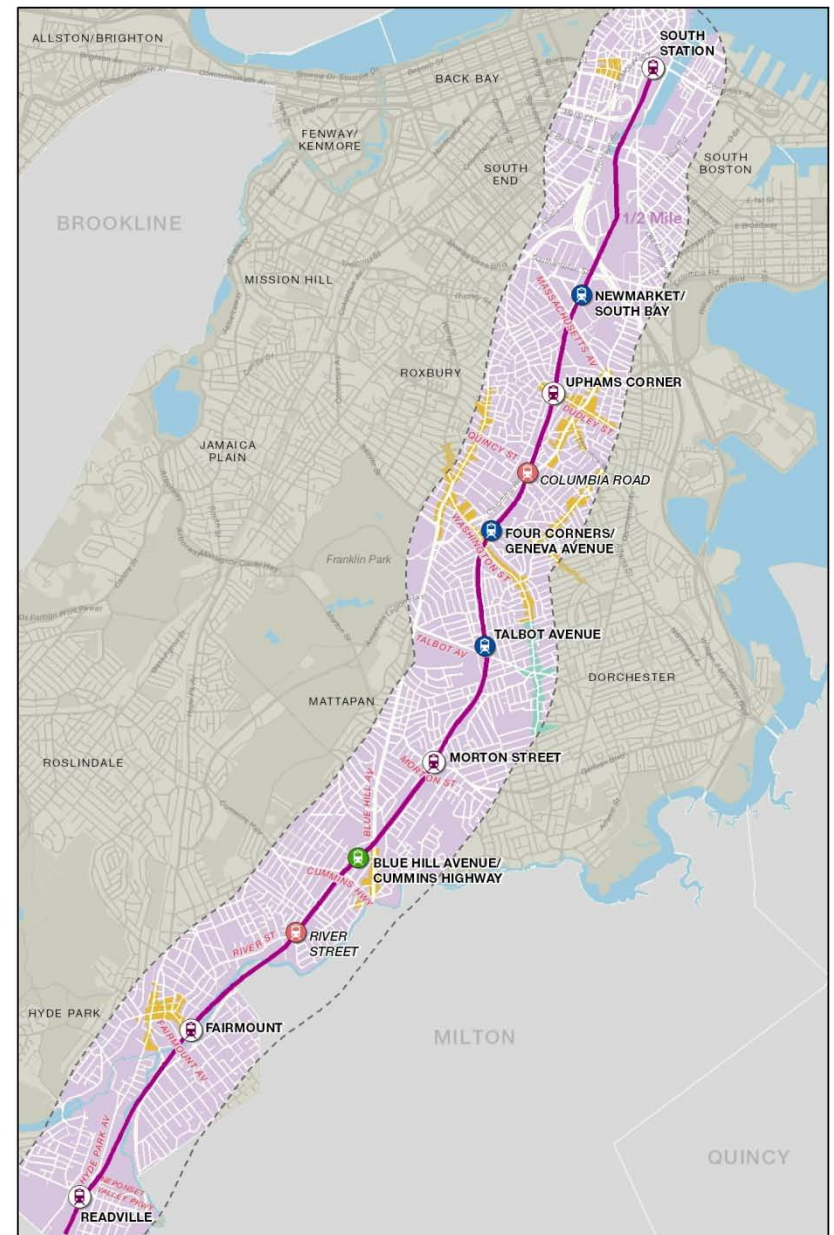
THEMES	Vision	TOPICS	Goals
ECONOMIC DEVELOPMENT	(To be articulated within the Corridor-wide Plan for each of the major themes)	<ul style="list-style-type: none"> • Employment of Residents • Income Levels and Distribution • Education/Skill Attainment of Residents • Business and Employment in the Corridor 	(To be assembled and listed in concert with the community meetings and outreach process)
LAND USE		<ul style="list-style-type: none"> • Employment Centers • Main Street Retail and Services • Residential Neighborhoods • Vacant and Developable Land 	
HOUSING		<ul style="list-style-type: none"> • Housing Location and Densities • Housing Cost and Affordability • Housing Types 	
TRANSPORTATION		<ul style="list-style-type: none"> • Transit Access • Mobility and Modes • Street Networks • Walkable and Bikeable Nodes 	
PUBLIC REALM / OPEN SPACE		<ul style="list-style-type: none"> • Open Space Needs and Uses • Open Space Networks • Potential Open Space and Connections 	
QUALITY OF LIFE		<ul style="list-style-type: none"> • Sustainability • Community Health • Public Safety and Security • Community Services and Programs • Cultural Resources • Community Life 	



Department of Neighborhood Development (DND) - Loan Fund

\$1.4 Million Acquisition Loan Fund to facilitate the production and preservation of affordable housing along the Fairmount Corridor. Funds will be used to:

- Directly loan funds to nonprofit and for profit developers to acquire key parcels along the Fairmount Corridor
- Establish mechanisms that would reduce interest rates and carrying cost for developers



Fairmount Indigo
PLANNING INITIATIVE



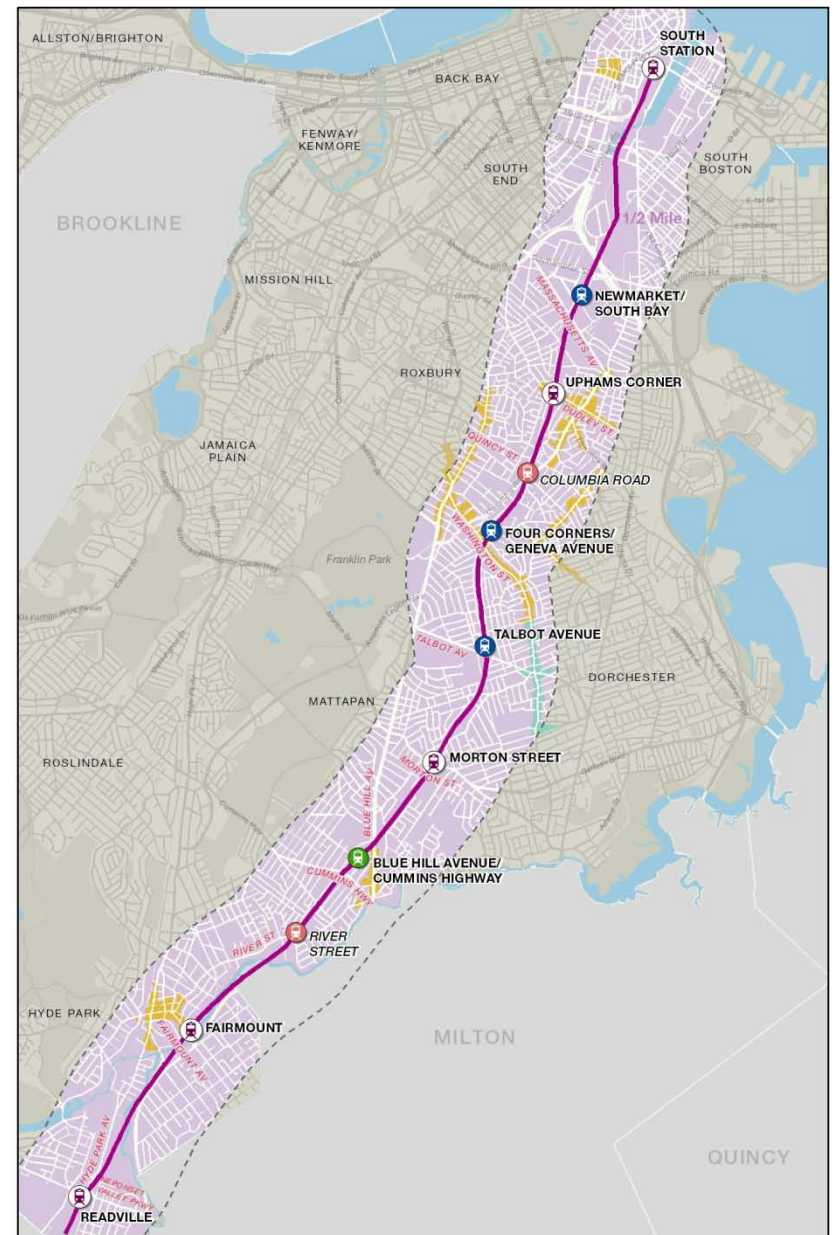
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DND—Loan Fund

Priority Areas:

- Upham's Corner
- Four Corners
- Talbot Avenue
- Blue Hill/Cummins Hwy



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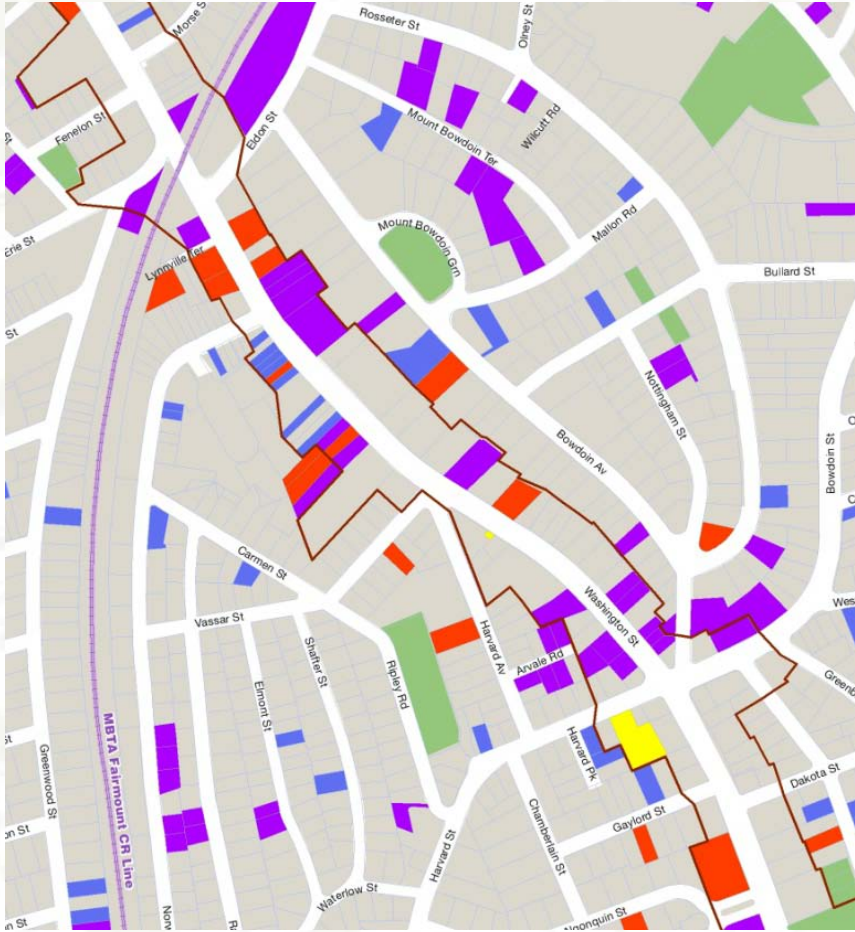


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DND—Loan Fund

Four Corners example



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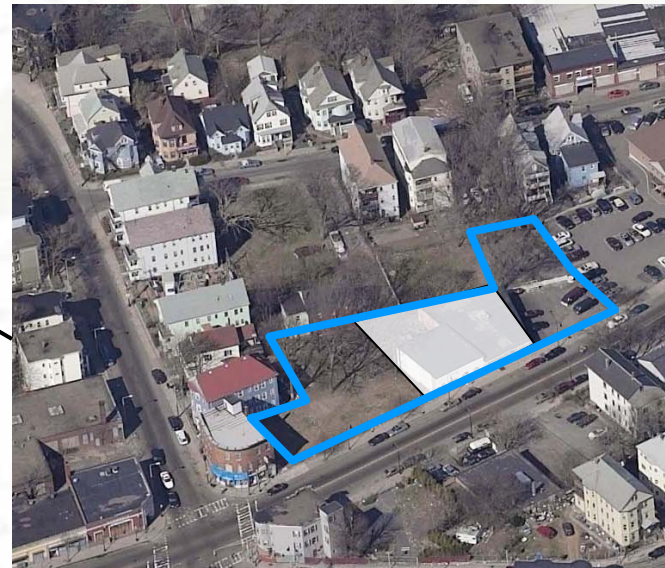


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DND—Loan Fund

Four Corners examples



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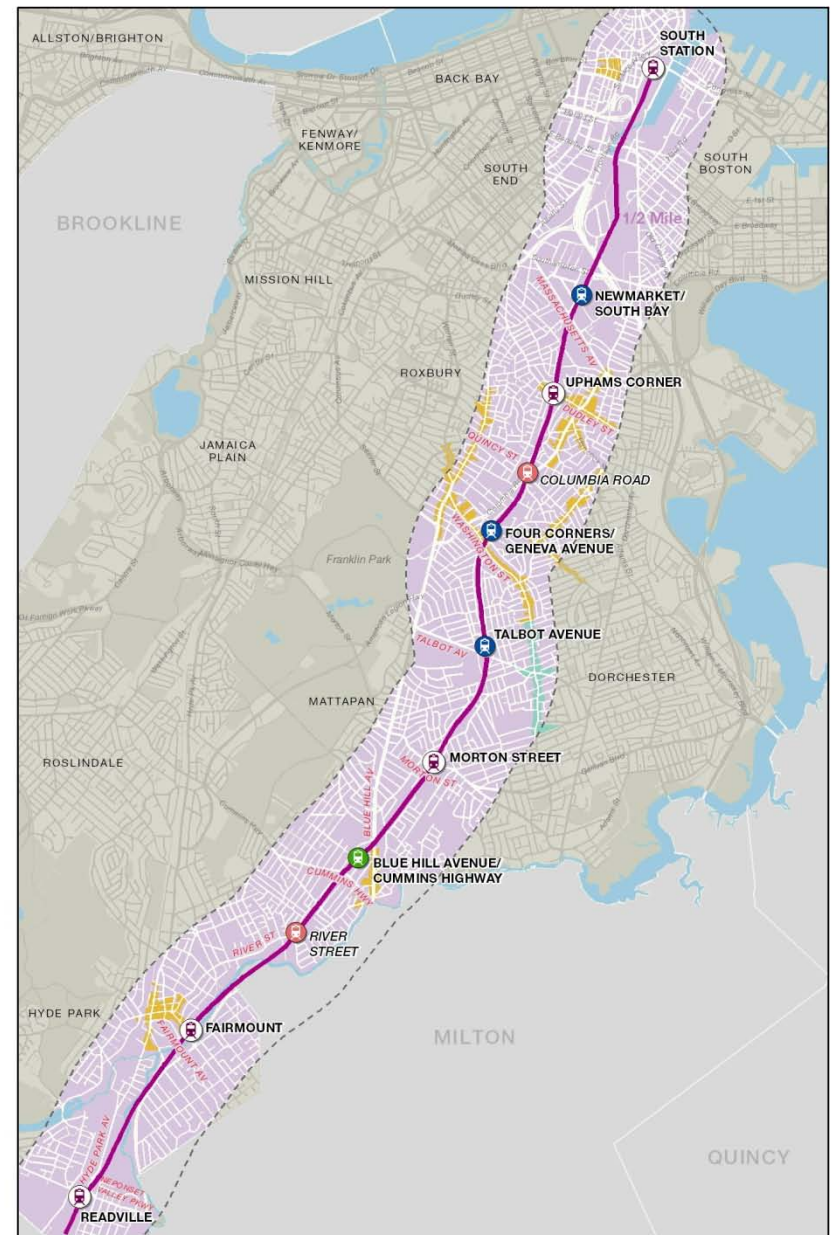
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DND—Loan Fund

Timeline (estimated):

- Submit draft NOFA to HUD---Early Nov. 2012
- HUD NOFA approval---Early January 2013
- Advertise and Outreach for NOFA---Feb 2013
- NOFA released---February/March 2013



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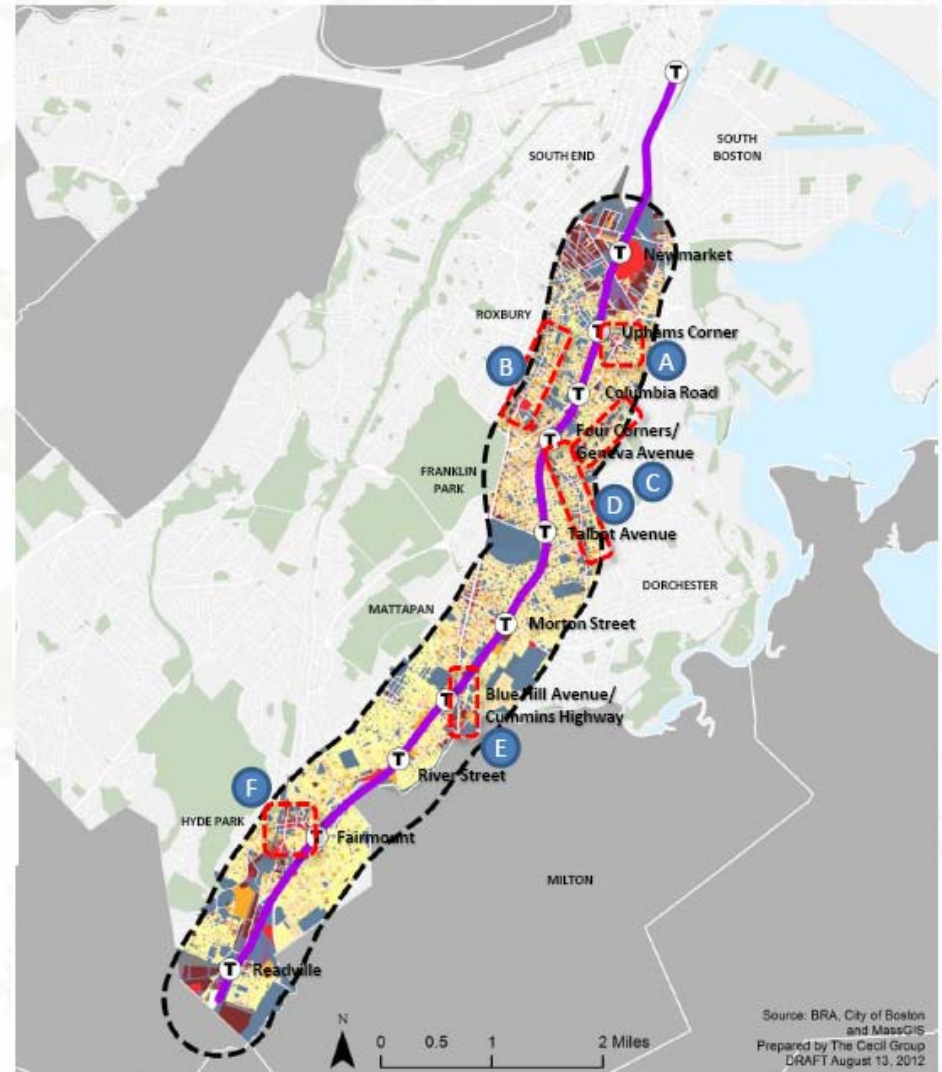
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DND—Office of Business Development

Main Street Retail and Services

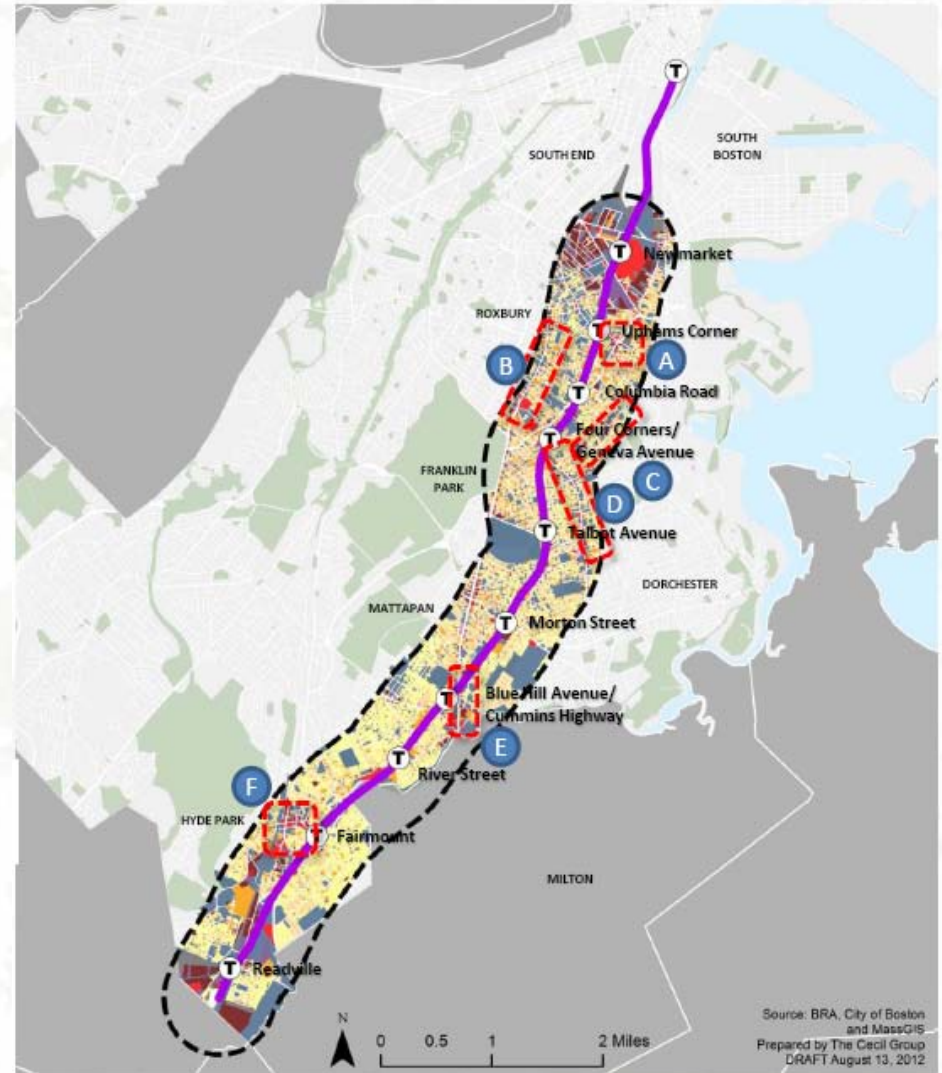
- (6) Main Street Districts:
 - A Uphams Corner
 - B Greater Grove Hall
 - C Bowdoin Geneva
 - D Four Corners
 - E Mattapan
 - F Hyde Park



DND—Office of Business Development

\$190,000 in grant funding for:

- Six Main Streets
- Translation Services
- Business/Market Research



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Community Forum

*“Building New Connections to **Your** Neighborhood”*

Forum Purposes:

1. **Inform** the community of the corridor and the study to **create an understanding** of the geography and character of the places along the corridor
2. **Identify** and better understand main **issues and opportunities** in the corridor
3. **Discover shared themes** that emerge for corridor or subdistrict identity

★ SAVE THE DATE ★

MAYOR THOMAS M. MENINO INVITES YOU TO

FAIRMOUNT INDIGO PLANNING INITIATIVE

COMMUNITY FORUM

“BUILDING NEW CONNECTIONS TO YOUR NEIGHBORHOOD”

SATURDAY, NOVEMBER 17TH, 9AM

Salvation Army Kroc Community Center
650 Dudley Street, Dorchester

Food and childcare will be provided
www.fairmountindigoplanning.org

Blue Hill Avenue/
Cummins Highway

River Street

CITY OF BOSTON
Thomas M. Menino
Mayor

Boston
Redevelopment
Authority



Community Forum

*“Building New Connections to **Your** Neighborhood”*

Agenda:

1. Meet & Greet
2. Introduction
3. Guest Speaker
4. Virtual Corridor Tour
5. Presentation to Identify Themes
6. Break-out Discussion Groups/Report Back
7. Lunch Presentation
8. Conclusion



A flyer for a community forum set against a map background of the Fairmount area in Boston. At the top, a purple banner reads "★ SAVE THE DATE ★". Below it, the text says "MAYOR THOMAS M. MENINO INVITES YOU TO FAIRMOUNT INDIGO PLANNING INITIATIVE COMMUNITY FORUM". The subtitle is "“BUILDING NEW CONNECTIONS TO YOUR NEIGHBORHOOD”". The date and time are "SATURDAY, NOVEMBER 17TH, 9AM" at the "Salvation Army Kroc Community Center, 650 Dudley Street, Dorchester". It notes that "Food and childcare will be provided" and includes the website "www.fairmountindigoplanning.org". There are four small images: two people holding a sign, a street scene with flowers, a building entrance, and a train track. Logos for the City of Boston and the Boston Redevelopment Authority are at the bottom right.

★ SAVE THE DATE ★

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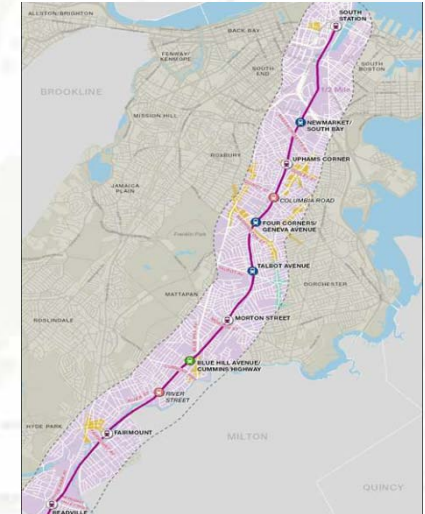
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Community Forum

Developing Steps to Effective Community Engagement



**Fairmount Indigo
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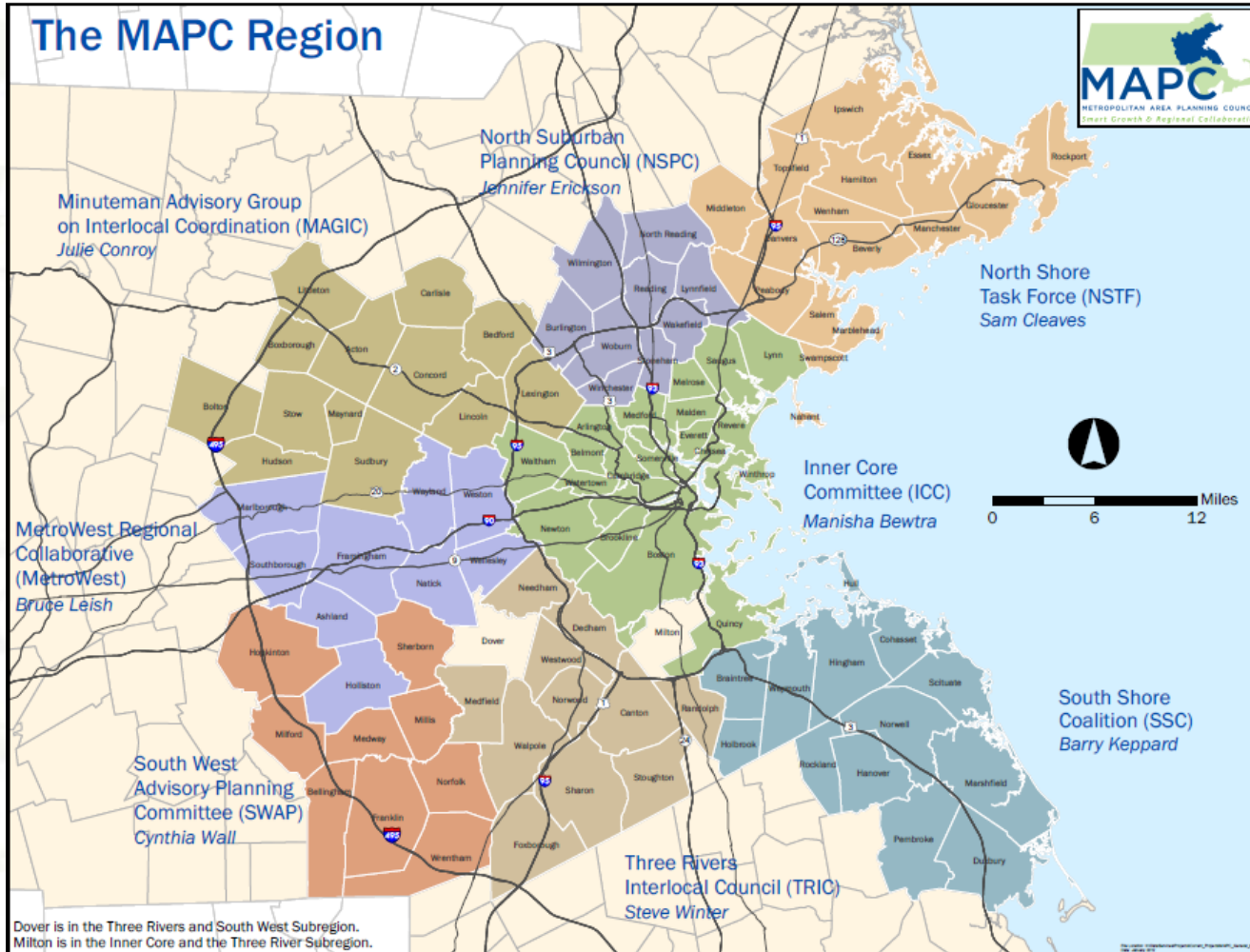
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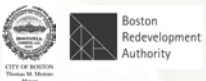


About the Metropolitan Area Planning Council



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Examples of Large Scale Engagement Strategies:

Central Corridor, Twin Cities, MN

- Convened government, neighborhood groups, private sector, foundations & advocacy groups
- Collaborative decision-making structure; developed best practices based on local conditions
- Coordinated to design & implement plan through working groups

El Camino Real, California Bay Area

- Developed a “coalition of willing” involving transportation and housing agencies, Housing and equity advocates, business leaders, federal, regional, and state governments
- Plan included “walk-able” mixed-use developments, “complete streets”, and enhanced transit service

Community Forum



What was missing:

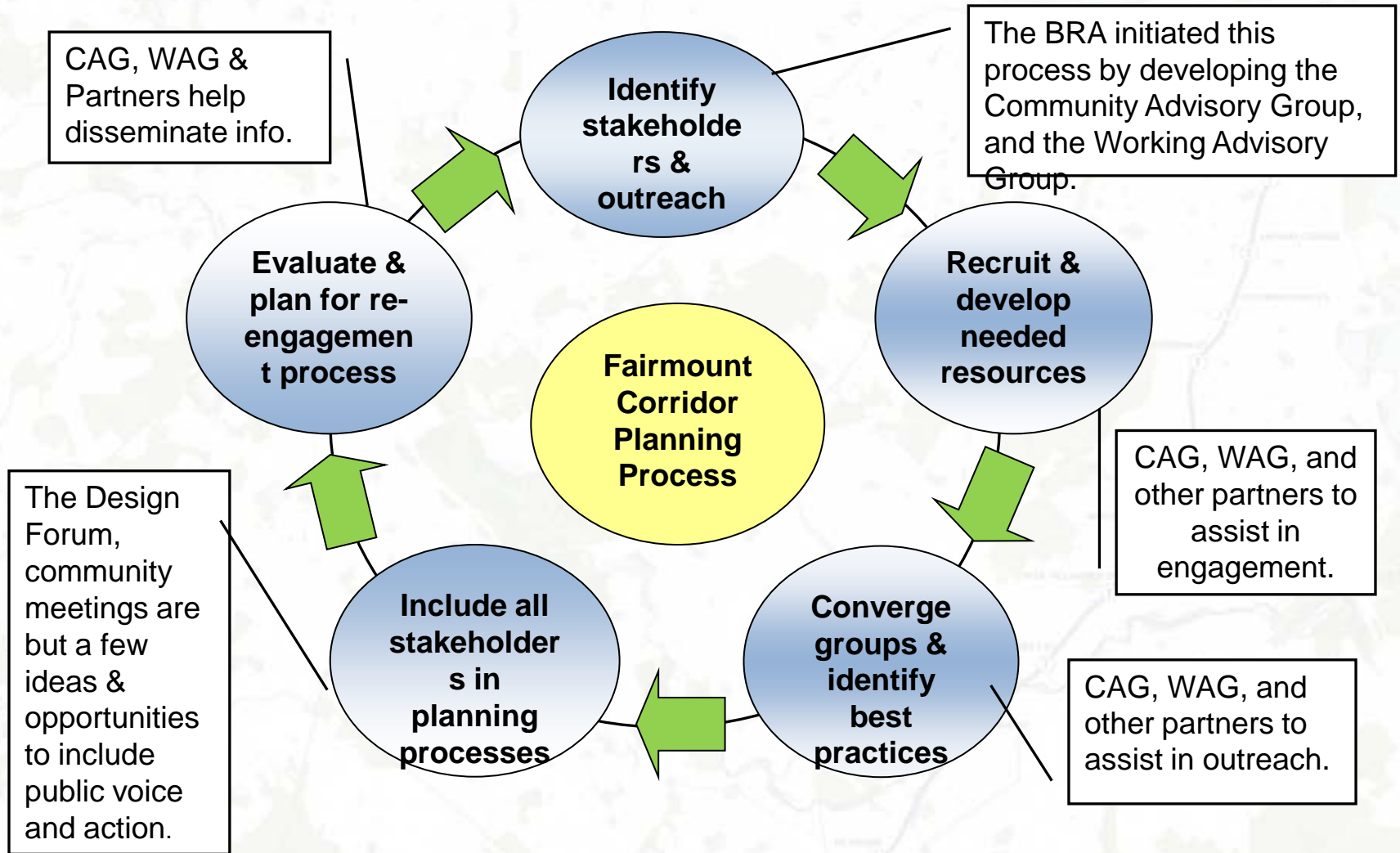
Those processes were good but some key constituents were left out that are prioritized for the Fairmount Indigo Planning Initiative

- the Community Development Corporation's (CDC's)
- Extensive industry leaders
- the Residents!

Community Forum



Fairmount Engagement Process



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Community Forum



Activity:

- Turn to the person next to you
- With 1 minute per person, share 2-3 engagement strategies that you and your affiliate organization can provide
- We will regroup and add to a running list

Community Forum



What are your ideas?

Spread the word through:

- Upcoming events on your calendar
- Your e-newsletters and mailings
- Other round-table meetings and;
- Community organizers and outreach coordinators in your organization forward the emails, pass on flyers, talk to stakeholders

Community Forum

Promotion Strategy:

- Flyers
- Translations
- Media (Newspapers, radio, websites, etc.)
- Outreach

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Corridor Stakeholders:

Dorchester

Newmarket Business Association
Project RIGHT
Upham's Corner Main Street
UCWNA (Upham's Corner West Side)
Annapolis Civic Association
Eastman Elder
Neighborhood Assoc.
Jones Hill Civic Assoc.
Hancock Civic Assoc.
Groom Humphrey Civic Assoc.
Bird Street Community Center
Quincy/Geneva CDC
DSNI
Dorchester Bay EDC
Codman Square NDC
Four Corners Action Coalition
Four Corners Main Street
Codman NC
TNT Association

Mattapan

Mattapan CDC
Woodhaven Association
Mattapan Square Main Streets
Mattapan Health Center
Haitian-American Public Health Initiative
Haitian Multi-Service Center
Morton Village Board of Trade
West Selden Civic Association
Mattapan United
Mattapan Civic Action Coalition
Voice of the Tabernacle (Mattapan)
Jubilee (Mattapan)
Church of the Holy Spirit (Mattapan)

Hyde Park

Southwest Boston CDC
02136
Hyde Park Main Streets
Belnel Civic Association
East River Street Neighborhood Group
Fairmount Neighborhood Council
Neponset Greenway Council
Hyde Park Neighborhood Association

Community Wide

BNAN
Dorchester Environmental Health Coalition
Neponset River Watershed Association
Elected Officials

City of Boston Resources

MAPC

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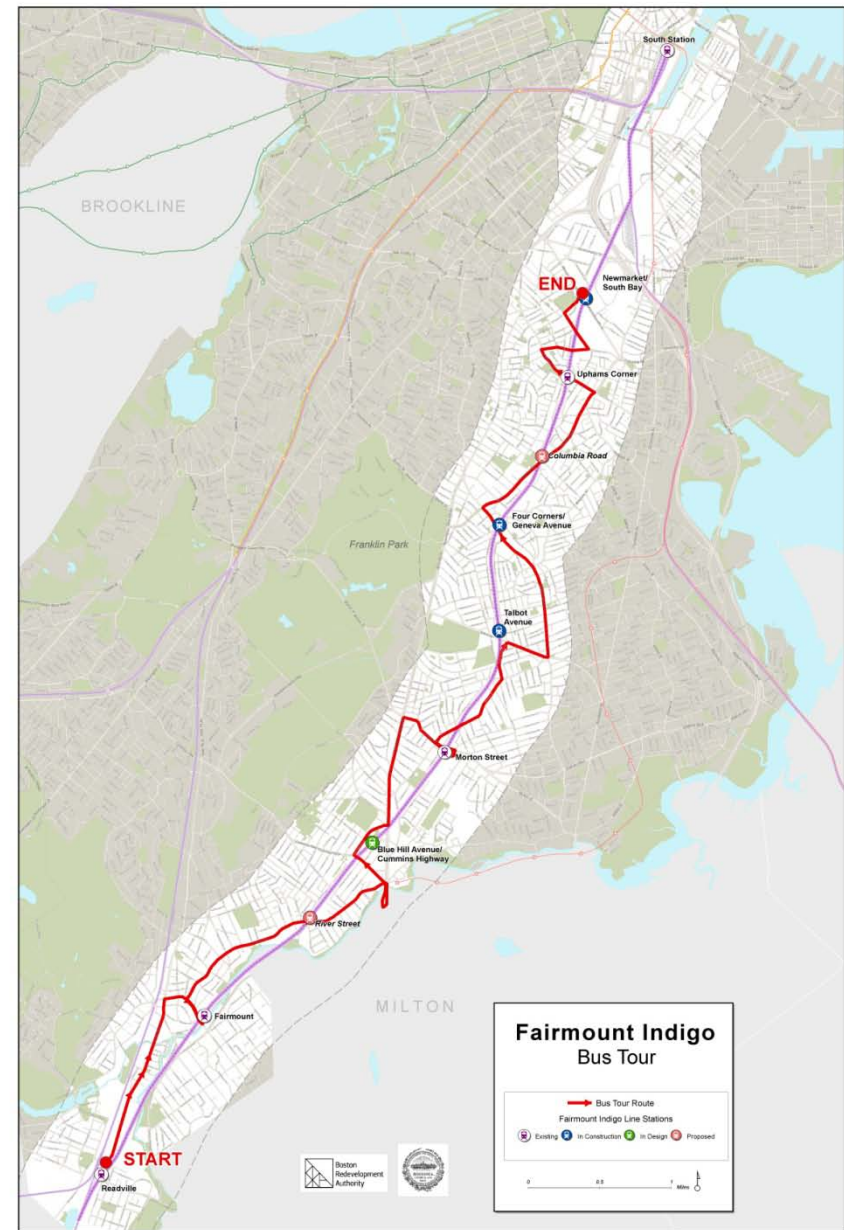


Corridor Trolley Tour

Saturday, October 20, 2012

9am-12:30pm

- Rain or shine
- Trolley will leave promptly at 9am
- Park at Readville Station lot (upper lot)
- Light breakfast provided



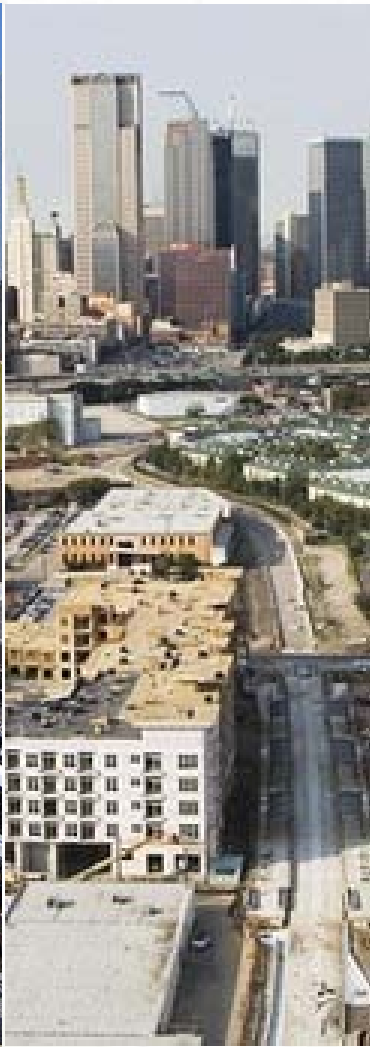
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Corridor Case Studies



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Corridor Case Studies Organized by Themes

(Narrow to 4 to 6 Relevant Case Studies)

	Economic Development	Land Use	Housing	Transportation	Public Realm / Open Space	Quality of Life
	X			X		X
1	X		X	X	X	X
	X	X	X	X		
2	X			X	X	X
	X	X		X		X
3	X	X		X		X
4	X	X	X	X		X
	X	X		X		
5		X		X	X	X



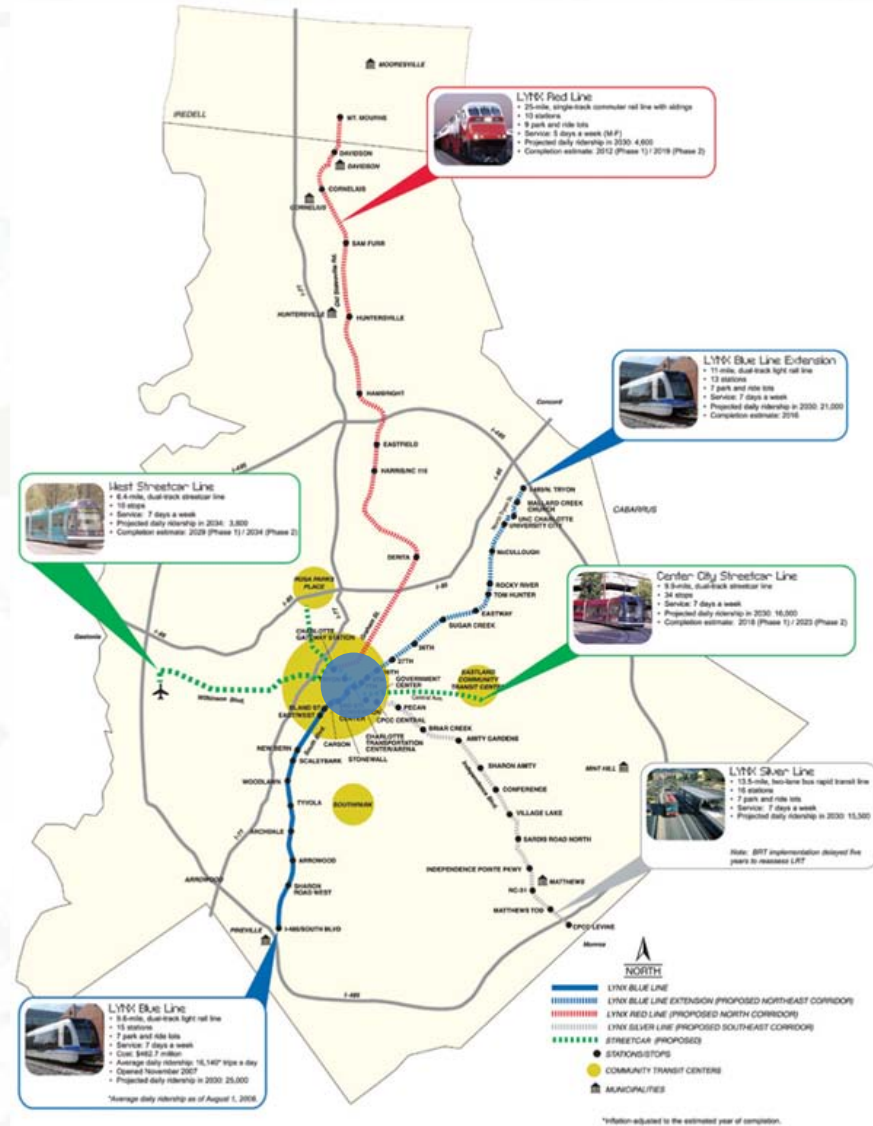
Case Studies – Charlotte Blue Line/South Corridor

LYNX Blue Line Rail Map:

- Corridor from Charlotte Central Business District to southern edge of Mecklenburg County, Interstate 485
- Map showing other planned rail corridors

Charlotte Blue Line/South Corridor Summary

Transit Technology	Light Rail
Route Distance and Stations	9.6 miles and 15 stations
Year Service Began	2007
Average Daily Ridership (2011)	15,400
Fare	\$2 (one-way), \$4 (round-trip)
Peak Frequency	Every 10 minutes



Case Studies – Charlotte Blue Line/South Corridor

LYNX Blue Line Context:

- Connecting vibrant downtown market to lower-density neighborhoods
- Significant quantity of underutilized land

Charlotte Blue Line/South Corridor Summary

Residents within ½ mile radius and region (2000)	21,063 and 1,499,293
Residential density	6.7 dwelling units per residential acre
Median Income, 1999 (Corridor, ½ mile radius)	\$39,388
Median Income, 1999 (Region)	\$46,119
Existing land use mix (2005)	Housing (35%), Commercial (36%), Industrial (29%)



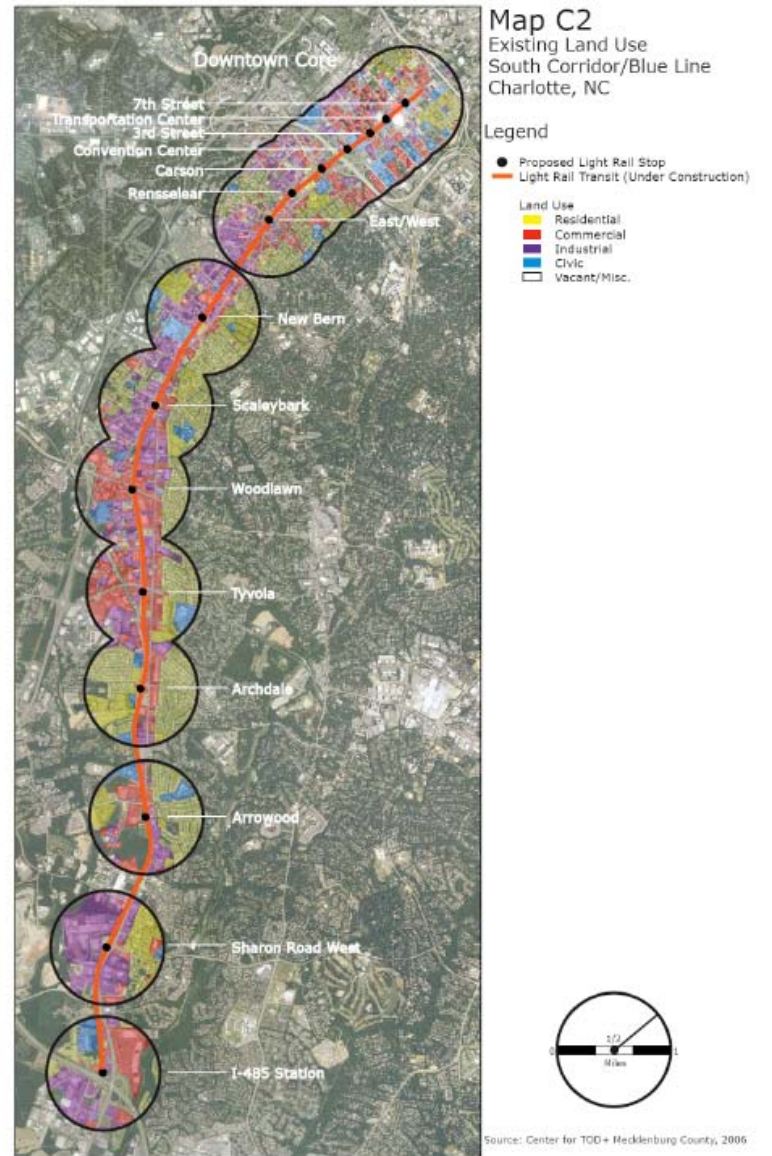
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Case Studies – Charlotte Blue Line/South Corridor

LYNX Blue Line Lessons :

- TOD-Supportive zoning and public improvements
- Comprehensive TOD framework and implementation tools:
 - Transit station area principles
 - General and joint development policies
 - Transit station area plans
 - Zoning updates
 - Infrastructure plans
- Consider financing and funding challenges in local affordable housing
- Develop public-private partnerships
- Create activity centers beyond the downtown



Case Studies – Charlotte Blue Line/South Corridor

LYNX Blue Line Lessons :

- Transit Station Area Planning Principles (2001)
- Approved 2001 Bond Referendum for \$20 M in transit infrastructure and \$10 M in sidewalk construction
- Pedestrian Quality of Service Assessment, Transportation Adequacy Evaluation
- Centers, Corridors and Wedges Growth Framework
- Transportation Action Plan
- Urban Street Design Guidelines (2007) – achieve a “complete street” network
- As of 2003 – 20 TOD developments had begun – tax value of properties jump from \$20.2 M to \$393.2 M

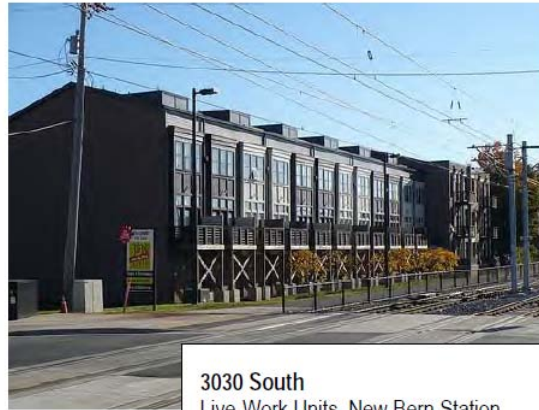


Case Studies – Twin Cities Hiawatha Corridor Center for Transit-Oriented Development (CTOD)

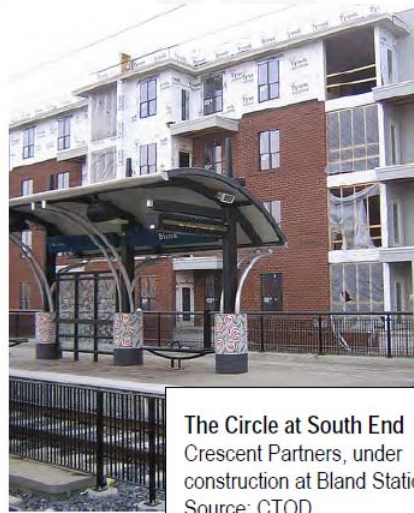
Rails to Real Estate: Development Patterns Along Three New Transit Lines (2011)



701 North Church Condominiums
Uptown Charlotte
Source: www.701northchurchcondos.com



3030 South
Live-Work Units, New Bern Station
Source: CTOD



The Circle at South End
Crescent Partners, under construction at Bland Station
Source: CTOD



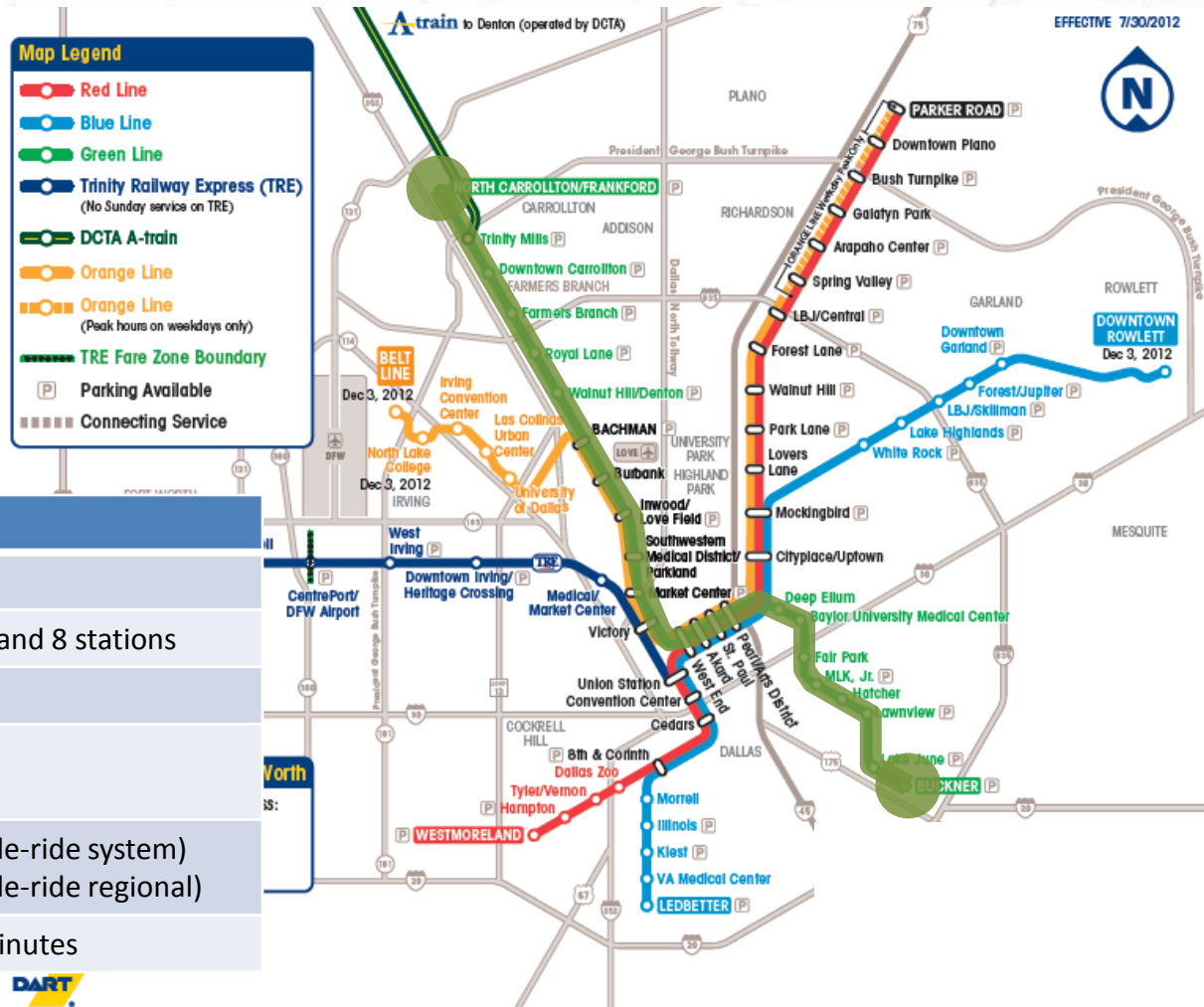
City View Towers
Midrise Apartment Building
Uptown Charlotte
Source: CTOD



Case Studies – Dallas Green Line/Southeast Corridor

DART Rail System Map:

- Dallas Central Business District to southeast to Buckner Boulevard
- Includes Baylor University Medical Center



Case Studies – Dallas Green Line/Southeast Corridor

Southeast Corridor Context:

- Stops within major entertainment districts – Deep Ellum and Fair Park and regional destinations – Baylor University Medical Center

DART Southeast Corridor Summary

Residents within ½ mile radius and region (Year)	Not Available
Residential density	Not Available
Median Income, Year (Corridor, ½ mile radius)	Not Available
Median Income, Year (Region)	Not Available
Existing land use mix (Year)	Not Available



Case Studies – Dallas Green Line/Southeast Corridor

Southeast Corridor Lessons:

- DART TOD Guidelines (2008)
- *forwardDallas!* Comprehensive Plan (2006)
- Zoning – City of Dallas Form Districts
- TOD TIF District Project Plan and Reinvestment Zone Financing Plan (2010)
- System and city-wide catalyst with transformative impact on land use and development
- Applying same process and tools to Green Line Corridor
- Neighborhood Master Plans – Fair Park Comprehensive Plan



Case Studies – Dallas Green Line/Southeast Corridor

Southeast Corridor Lessons:

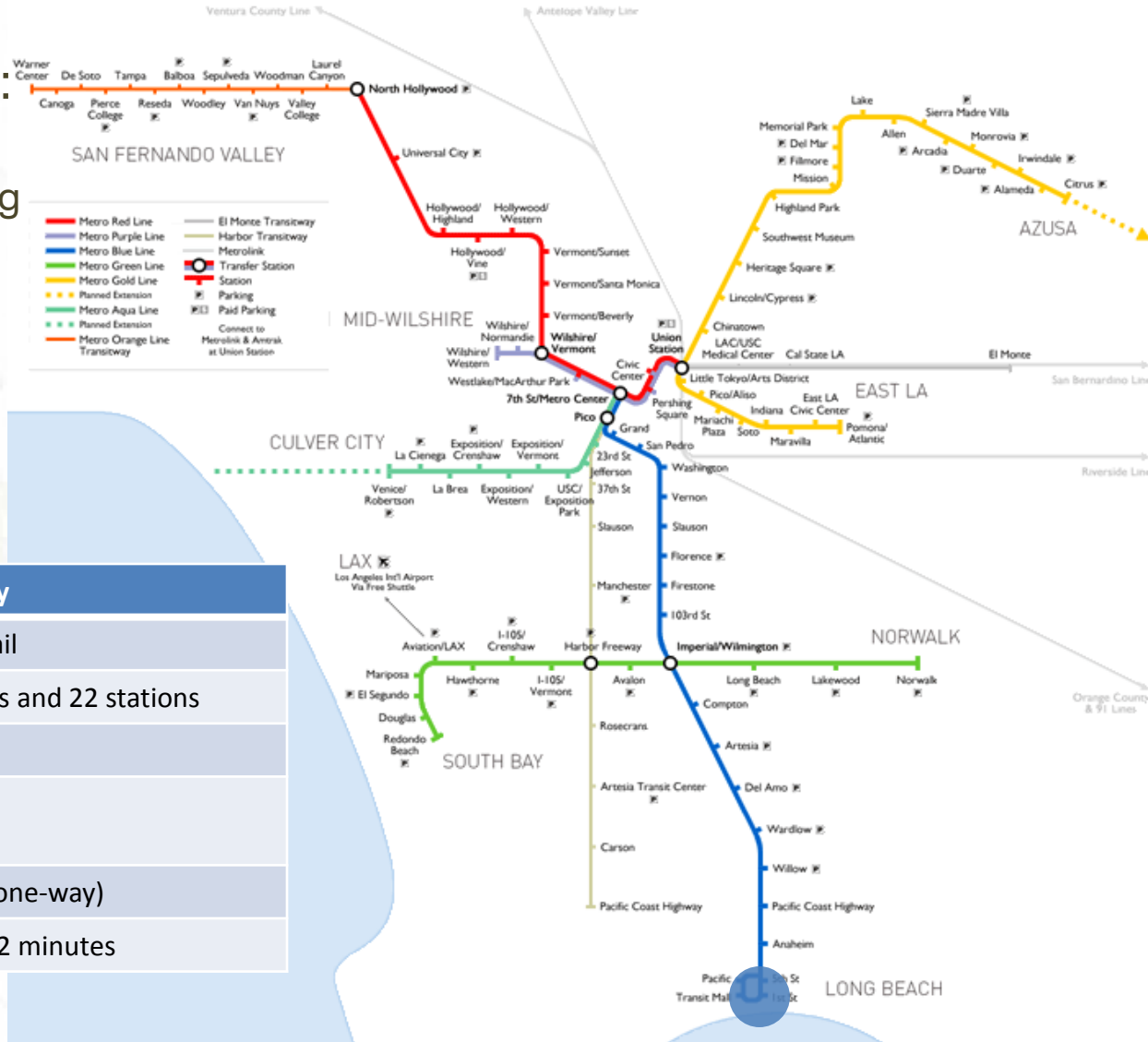
- Build sustainable urban neighborhoods adjacent and connected to the CBD
- Reinforce or create institutional anchors in neighborhoods
- Change City/State funding priorities to enable large-scale, mixed-income development in distressed neighborhoods
- Proactively identify development projects that support larger revitalization efforts
- Target public and private resources to a handful of key redevelopment areas
- Establish a task force to secure federal funding to fill financing gaps and strengthen community services



Case Studies – Los Angeles Blue Line Corridor

Metro Rail System Map:

- Connects downtown Los Angeles to downtown Long Beach
- Passes through inner LA communities such as Compton



Los Angeles Blue Line Corridor Summary

Transit Technology	Light Rail
Route Distance and Stations	22 miles and 22 stations
Year Service Began	1990
Average Daily Ridership (2011)	90,109
Fare	\$1.50 (one-way)
Peak Frequency	Every 12 minutes



Case Studies – Los Angeles Blue Line Corridor

Blue Line Context:

- First light rail corridor in Los Angeles (since abandoning street car network)
- Large segments of industrial land
- Distressed areas but high cost of land and construction remain
- Stations remote from neighborhoods
- Higher levels of unemployment

Los Angeles Blue Line Corridor Summary

Residents within census tracts traversed by rail line (1990), LA County (2000)	513,784 and 9.5 million
Residential density	12-15 dwelling units per acre
Median Household Income (2000)	\$22,500 - \$36,000
Average age (Compton)	25 years



Case Studies – Los Angeles Blue Line Corridor

Blue Line Context:

- Orientation to the automobile
- Surface parking lots and inefficient land use near transit
- Olive Court Development – 58 mixed income units, 39 units per acre, 2007, infill site with reduced parking



Case Studies – Los Angeles Blue Line Corridor

Blue Line Lessons:

- **Compass Blueprint Growth Vision 2007**
- **Policies for a thriving Compton 2007**
- **Smart Growth Implementation Plan 2009**
- Rezone areas at transit stations for affordable housing that is compact, pedestrian-friendly, mixed-use development projects
- Mixed use manufacturing and industrial employment
- Allow parking reductions
- Affordable housing density bonuses
- Use community development powers to assemble land for TOD
- Coordinate public investments such as schools, parks and libraries near transit
- Market and publicize station areas



Case Studies – Capitol Corridor and Oakland

Capitol Corridor Route Map:

- Inter-city Amtrak route between San Jose and Auburn California
- Intermediate stops in Oakland and Sacramento serve commuter populations
- Bus shuttle to BART station at 10-minute peak frequency



Oakland Capitol Corridor Summary	
Transit Technology	Inter-city rail
Route Distance and Stations	168 miles and 14 stations
Year Service Began	1991
Average Daily Ridership (2011)	4,681
Fare	\$7.00 (one-way, short trip) \$42.00 (one way, long trip)
Peak Frequency	Every 40 minutes



Case Studies – Capitol Corridor and Oakland

Capitol Corridor Context:

- Focused development and connectivity improvements occurring near Oakland stations, particularly Emeryville

Los Angeles Blue Line Corridor Summary

Residents within census tracts traversed by rail line	Not Available
Residential density	Not Available
Median Income, 2000 (based upon San Pablo Avenue Planning Study)	15% living below poverty level
Median Household Income, 2000 (Region)	\$92,500
Existing land use mix (2007) (based upon San Pablo Avenue Planning Study)	29% low density residential, 26% medium density residential, 16% commercial, 5% education/public, 5% high density residential, 5% mixed use



Case Studies – Capitol Corridor and Oakland

Capitol Corridor Lessons:

- Emery station 20-acre mixed-use TOD
- Project initiated by Amtrak interested in locating a Capitol Corridor station at this location
- City provided leadership to implement development on former brownfield site
- Began in 1998, development continues and includes 550,000 SF of office space, 250 residential units and ground floor retail
- Development and businesses support operation of shuttle
- Developer: Can reduce parking by 10% without impacting project



Case Studies – Twin Cities Hiawatha Corridor

Hiawatha Line System Map:

- Corridor from Minneapolis Central Business District, Metrodome, to Airport and Mall of America
- Map showing other planned rail corridors



Twin Cities Hiawatha Corridor Summary	
Transit Technology	Light Rail
Route Distance and Stations	12 miles and 17 stations
Year Service Began	2004
Daily Ridership	31,000 (2006)
Fare	\$1.75, \$2.25 (rush hours)
Peak Frequency	Every 7-10 minutes

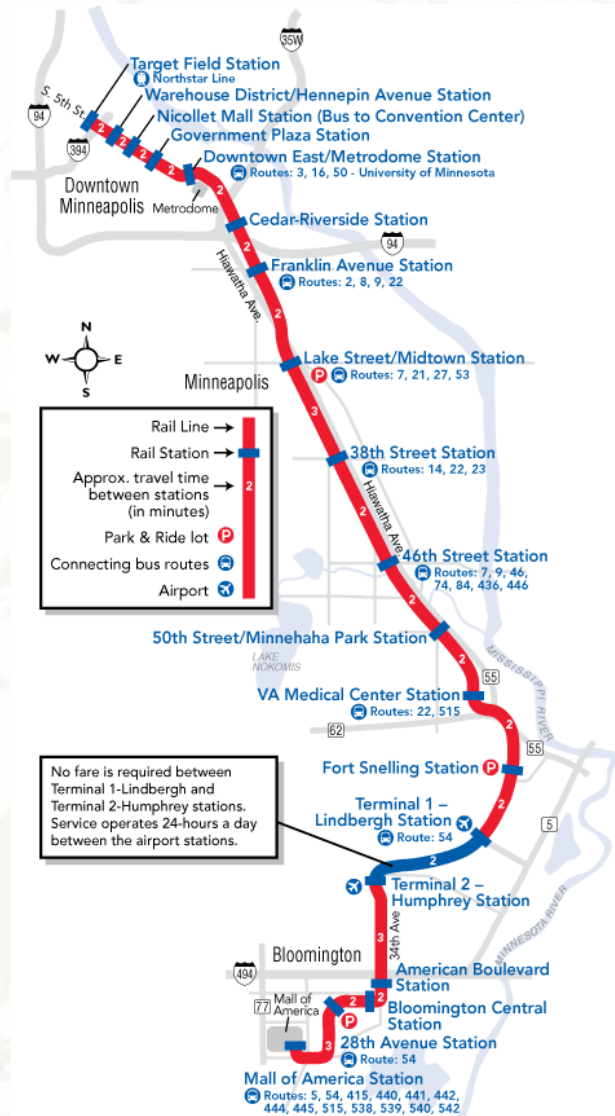


Case Studies – Twin Cities Hiawatha Corridor

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Case Studies – Twin Cities Hiawatha Corridor

Hiawatha Line Context:

- High percentage of land devoted to civic use in the airport
- Underutilized land at center of corridor

Twin Cities Hiawatha Corridor Summary

Residents within ½ mile radius and region (2000)	42,377 and 1,137,313
Residential density	18 dwelling units per residential acre
Median Income, 1999 (Corridor, ½ mile radius)	\$30,571
Median Income, 1999 (Region)	\$54,304
Existing land use mix (date)	Housing 24%, Commercial 17%, Industrial 5%, Civic 54%

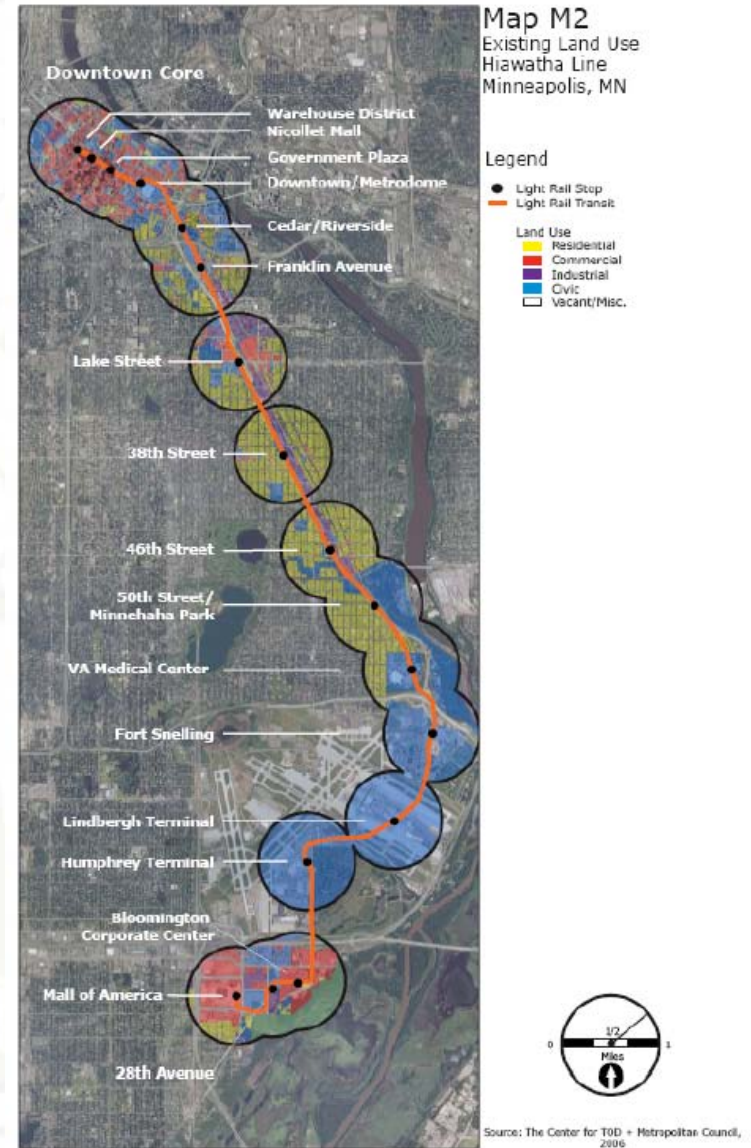


Case Studies – Twin Cities Hiawatha Corridor

Hiawatha Line Context:

- High percentage of land devoted to civic use in the airport
- Underutilized land at center of corridor

Twin Cities Hiawatha Corridor Summary	
Residents within ½ mile radius and region (2000)	42,377 and 1,137,313
Residential density	18 dwelling units per residential acre
Median Income, 1999 (Corridor, ½ mile radius)	\$30,571
Median Income, 1999 (Region)	\$54,304
Existing land use mix (date)	Housing 24%, Commercial 17%, Industrial 5%, Civic 54%



Case Studies – Twin Cities Hiawatha Corridor

Hiawatha Line Lessons:

- Development of Station Area Plans
- Incorporated in Citywide Comprehensive Plan (2005)
- Adopted Pedestrian Overlay Districts and other zoning changes (2006)
- Several low intensity auto-oriented uses were developed on ideal TOD sites during this process
- Bicycle and pedestrian plans (but not implemented)
- Coordination between development and transit policies required to create transformational large scale projects



Case Studies – Twin Cities Hiawatha Corridor

Hiawatha Line Lessons:

- Need strategic neighborhood-level improvements not only improvements associated with fragmented development sites
- “Corridors” don’t follow boundaries
- Require community benefits from developers
- Majority (86%) of new development on line has been residential
- Large development project assistance with tax-increment financing
- Small and scattered opportunity sites and limited neighborhood parks and retail are a challenges
- Large, high-profile sites attract national developers



Case Studies – Twin Cities Hiawatha Corridor Center for Transit-Oriented Development (CTOD)

Rails to Real Estate: Development Patterns Along Three New Transit Lines (2011)



250 Park Avenue South, Minneapolis
Adaptive Reuse Condominium project
Near Downtown East/Metrodome Station
Source: minneapolisloftsandcondos.com



Corridor Flats Condominiums
Hi-Lake Station, Minneapolis
Source: minnesotaloftsandcondos.com



Hiawatha Commons
Mixed-income rental project near
Hi-Lake Station.
Source: City of Minneapolis



**Reflections Condominiums
(when under construction)**
High-rise condominium project
near Bloomington Central Station
Source: Metropolitan Council



Next Steps

1. Corridor Trolley Tour – 10/20/12
2. Community Outreach
3. Community Forum – 11/17/12
4. Next Meeting – 11/14/12 (TBD)

FAIRMOUNT INDIGO PLANNING INITIATIVE

home about advisory groups calendar contact

JOIN US - Upcoming Meetings

CORRIDOR WIDE ADVISORY GROUP (CAG)
Wednesday, September 12, 2012
Salvation Army Kroc Community Center
650 Dudley Street, Dorchester
6:30-8:30pm

UPHAMS CORNER WORKING ADVISORY GROUP (WAG)
Wednesday, September 26, 2012
Salvation Army Kroc Community Center
650 Dudley Street, Dorchester
6:30-8:30pm

all meetings are open to the public

THE INITIATIVE

Follow @BostonRedevelop





Fairmount Indigo Planning Initiative

Corridor-wide Advisory Group (CAG) Meeting #4

Wednesday, October 10th

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



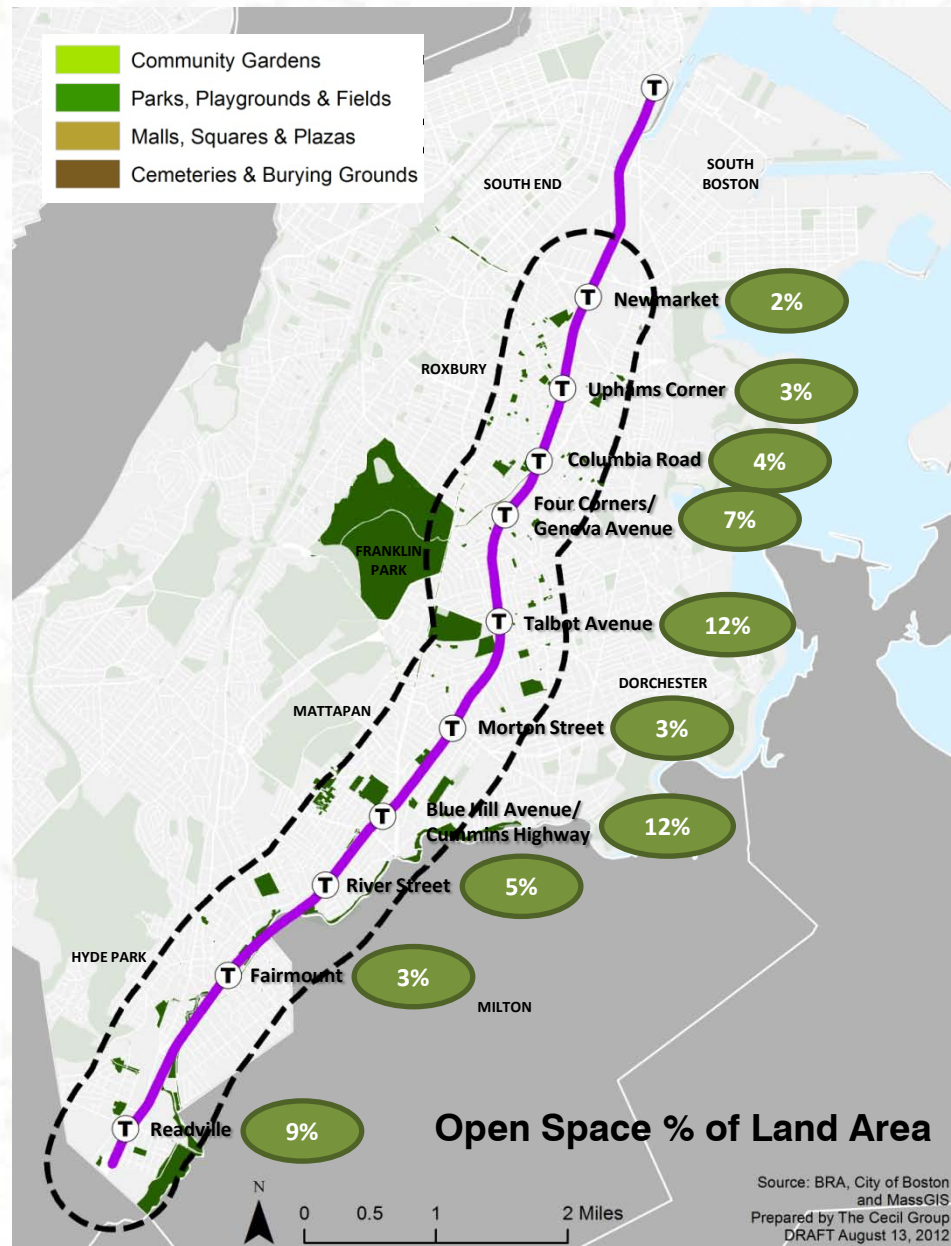
Theme:

PUBLIC REALM/OPEN SPACE

Potential Topic:

Open Space Needs and Access

- There are relatively small amounts of park/open space in majority of station areas (<7% of land area) compared to the City overall (15.7%)
- The least amount is in the Newmarket, Uphams Corner, Morton Street and Fairmount station areas
- Connections to open space network – Neponset River Reservation and Emerald Necklace unlock greatest geographical open space area



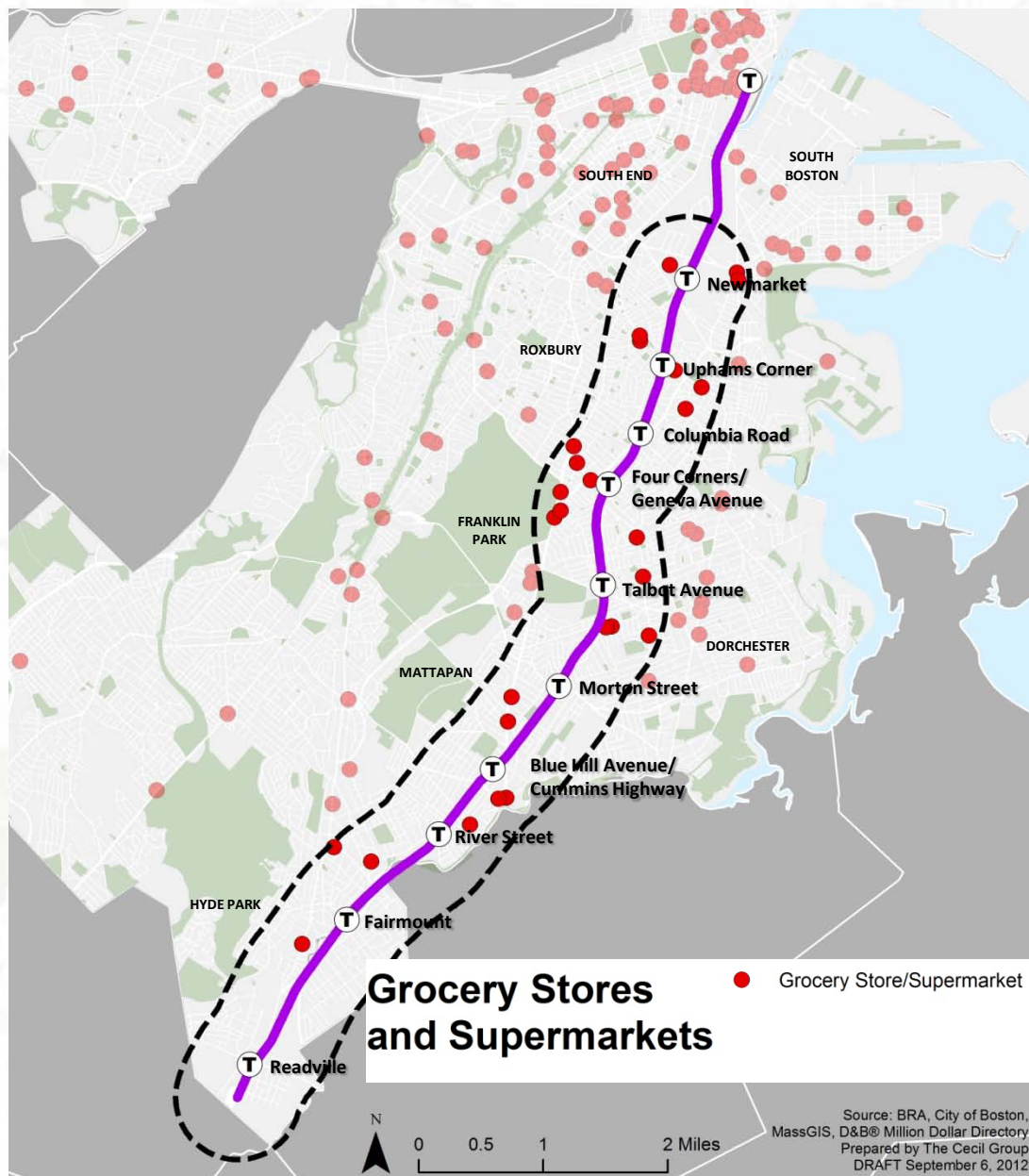
Theme:

QUALITY OF LIFE

Potential Topic:

Community Health

- Access to quality affordable food varies; there are fewer grocery stores and supermarkets in the southern half of the corridor
- Several station areas particularly lack food stores
 - Fairmount
 - Readville
- This map does NOT include Convenience Stores



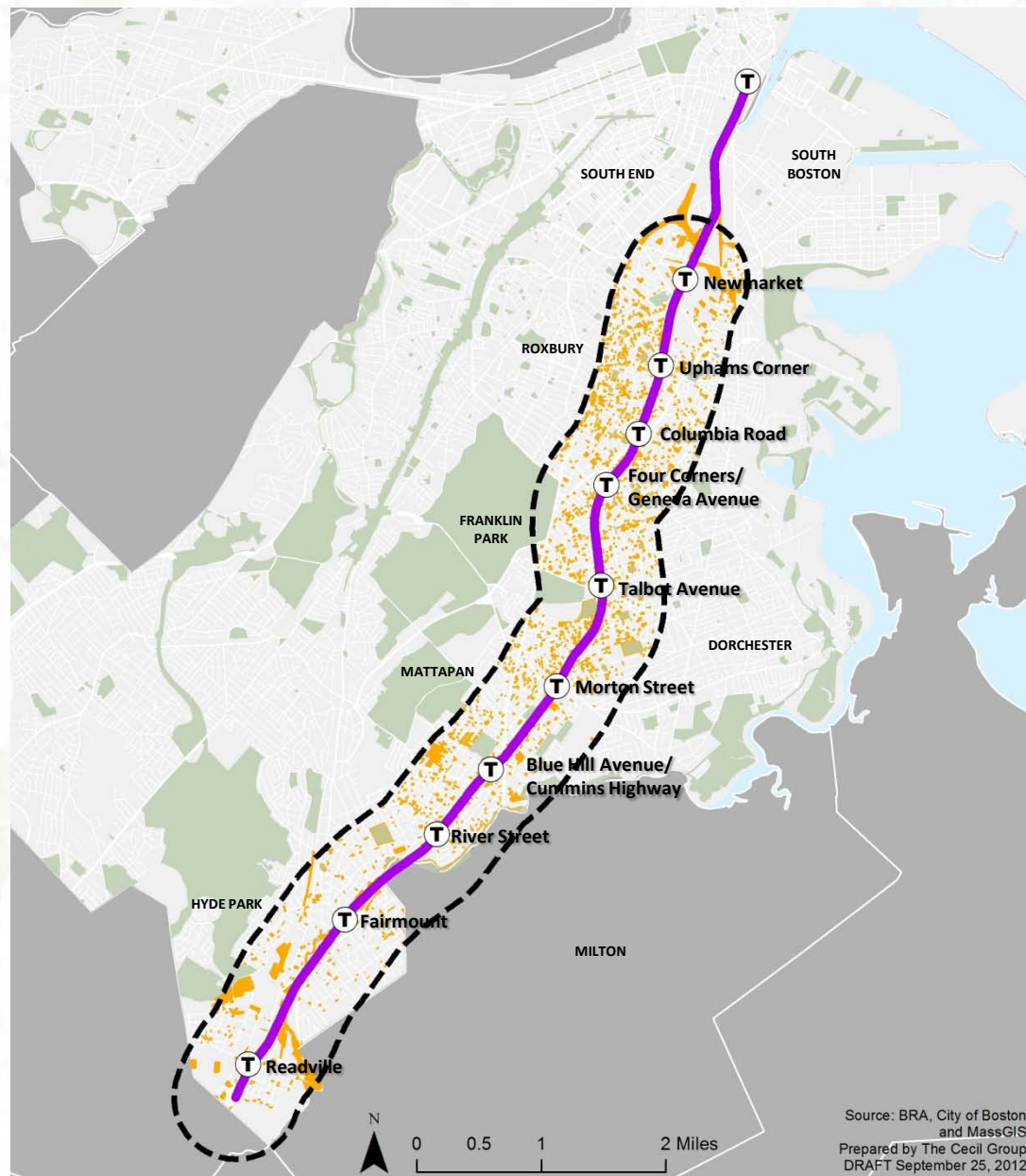
Theme:

Vacancy

Potential Topic:

Corridor Parcel Vacancy

- Parcels with an “Assessed Building Value” of \$0
- Parcels with no building footprint



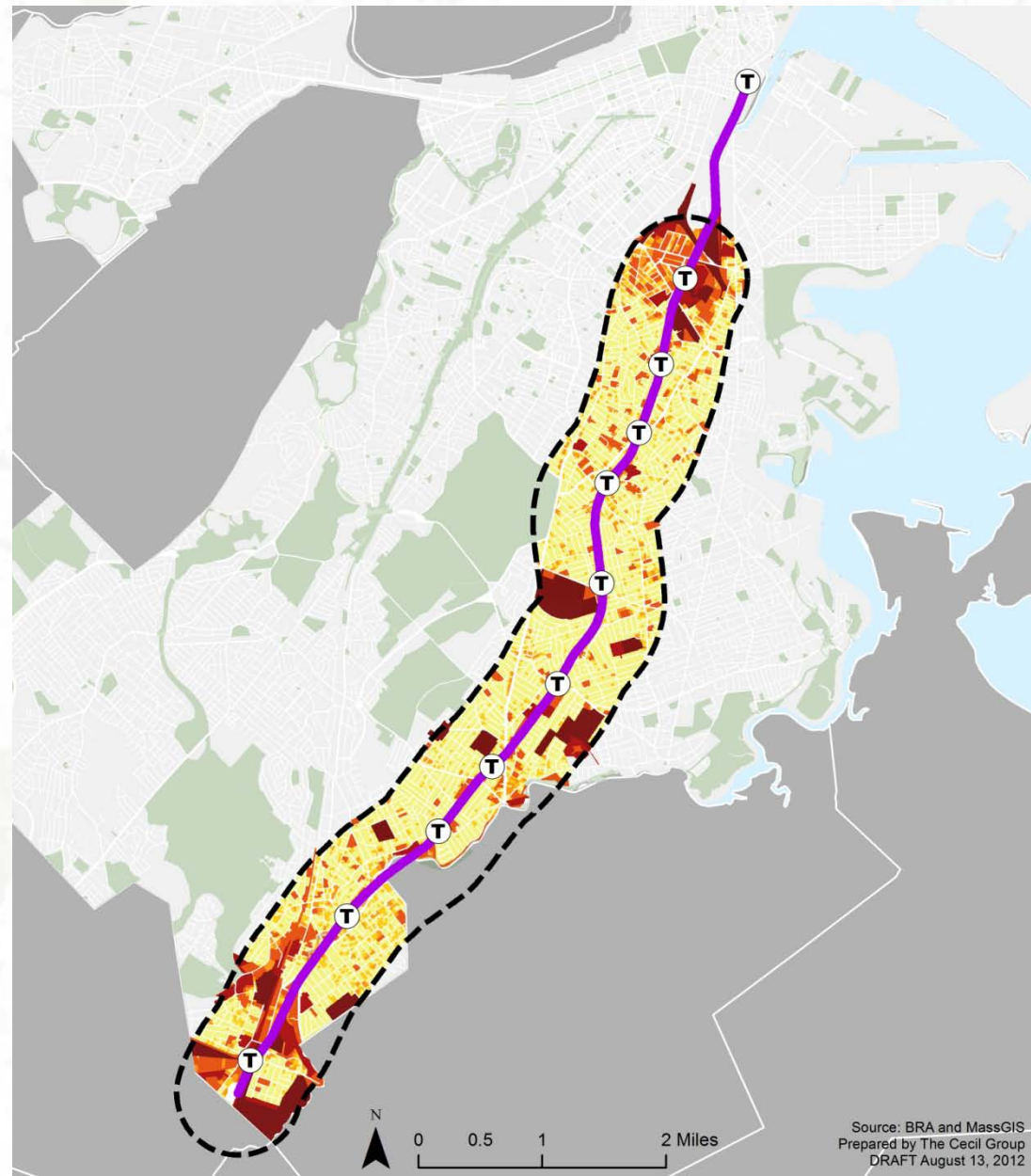
Theme:

Parcel Size

Potential Topic:

Corridor Parcel Size

- Concentrations of large parcels near Newmarket and Readville



Source: BRA and MassGIS
Prepared by The Cecil Group
DRAFT August 13, 2012



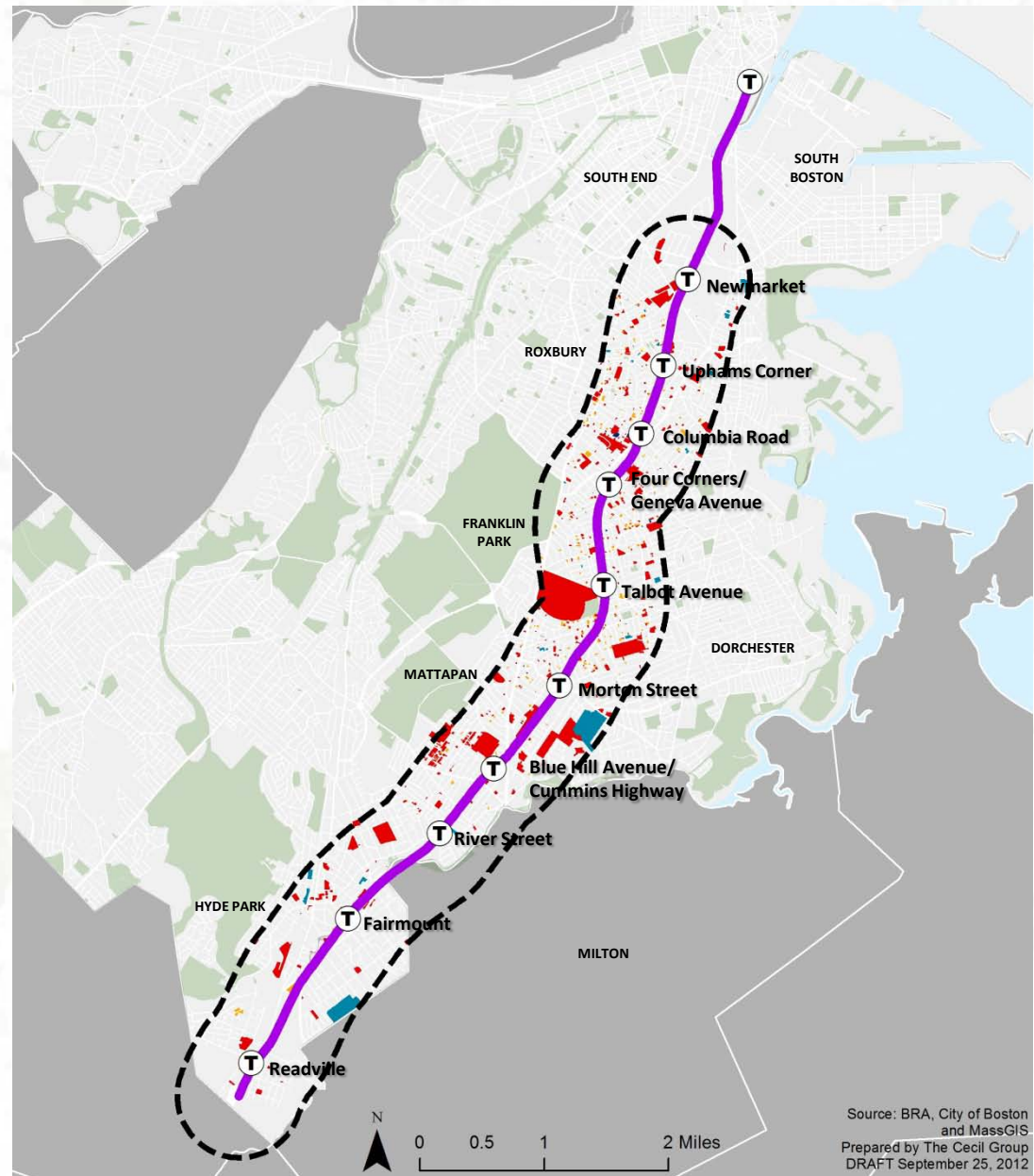
Theme:

Ownership

Potential Topic:

City-owned Properties

- Even distribution of city-owned property
- Most large parcel holdings are identified as “City of Boston”



Source: BRA, City of Boston and MassGIS
Prepared by The Cecil Group
DRAFT September 25, 2012

