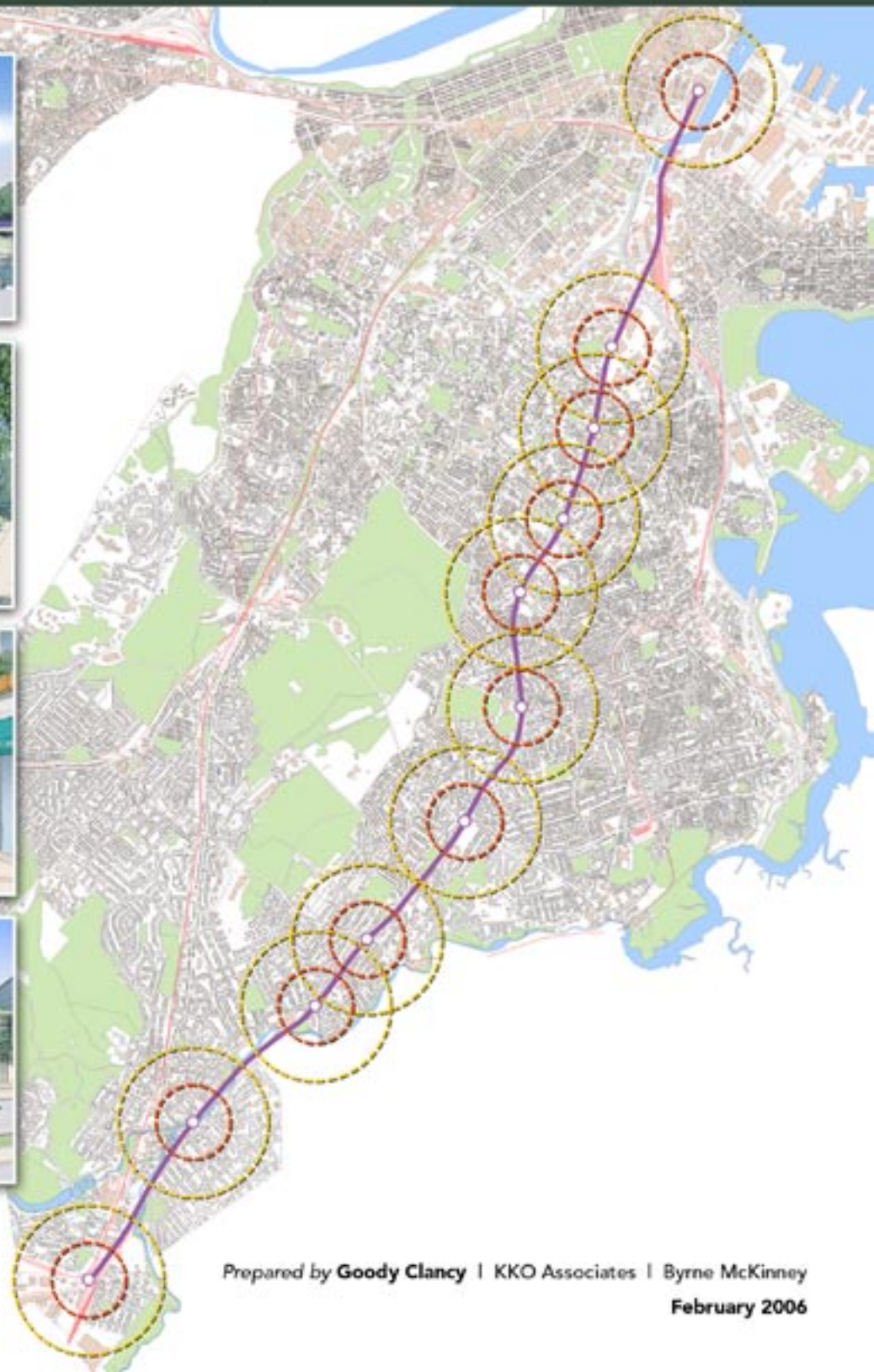


Boston's Newest *Smart Growth* Corridor

A COLLABORATIVE VISION FOR THE FAIRMOUNT/INDIGO LINE

The Fairmount/Indigo Line
CDC COLLABORATIVE

Dorchester Bay Economic Development Corporation | Codman Square Neighborhood Development Corporation
Mattapan Community Development Corporation | Southwest Boston Community Development Corporation



Prepared by **Goody Clancy** | KKO Associates | Byrne McKinney

February 2006

THE FAIRMOUNT/INDIGO LINE CDC COLLABORATIVE

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Thanks to the BRA and MAPC for map data.

Boston's Newest *Smart Growth Corridor*

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THE STRUGGLE FOR THE FAIRMOUNT/INDIGO LINE: A LITTLE HISTORY

Community organizations, residents and elected officials have worked together in a long campaign to bring back local train service to Roxbury, Dorchester, Mattapan and Hyde Park along the Fairmount Line corridor.

- 1944: Local train service is discontinued along the Fairmount Line corridor after nearly 100 years of service.
- 1979-1986: Trains return to the corridor because of Southwest Corridor construction but without stops between Fairmount Station and South Station.
- 1986-1999: Community groups led by the Dudley Street Neighborhood Initiative (DSNI) and Councilor Charles Yancey win continued service on an upgraded track, with restored stations at Uphams Corner and Morton Street.
- 1999: The Greater Four Corners Action Coalition and the MBTA Advisory Board, under the leadership of Marvin Martin and Noah Berger, envision the corridor as the "Indigo Line" with rapid transit-like service, including shorter headways, longer service hours, new attractive and secure stations at key commercial and residential nodes along the corridor, and fare integration with the rest of the subway system.
- 2002: Responding to community persistence and political leadership, the MBTA takes the first steps towards implementing the Indigo Line vision.
- 2004: Dorchester Bay EDC, Codman Square NDC, Southwest Boston CDC and Mattapan CDC bring community organizations and activists together to form the Fairmount/Indigo Coalition, to further the goal of new community stops and upgraded service on the line.
- 2005: The state commits \$43.5 million to the added stations and rail service.

Early champions of the Indigo Line vision included Congressman Michael Capuano, State Senator Dianne Wilkerson, State Representatives Marie St. Fleur, Elizabeth Malia, and Shirley Owens-Hicks, and City Councilor Charles Yancey, as well as the Four Corners, Uphams Corner, and Hyde Park Main Streets Districts, DSNI, Alternatives for Community and Environment (ACE), the Massachusetts Public Interest Research Group (MassPIRG), the Newmarket Business Association (NBA), and the Conservation Law Foundation (CLF). The *Bay State Banner*, *Dorchester Reporter* and later the *Boston Herald* and *Boston Globe* were quick to identify the excitement and newsworthiness of the Indigo Line vision.

State Senator Jack Hart spearheaded legislative efforts to secure funding for improvements and new stations on the Fairmount Line. Sustained community mobilization, cooperation by residents of all four neighborhoods along the line, and the steadfast legislative work by Senator Hart and other political leaders created the momentum that is bringing the Fairmount Line corridor to a new threshold of opportunity for community-based transit-oriented development.



"We have an opportunity to have a healthy mixed community and to keep it that way for a variety of people with a variety of incomes."

JEANNE DUBOIS

Executive Director

Dorchester Bay Economic Development Corporation



"Upgrading and adding stations to the Fairmount Line will be critical for our community in this decade, furthering its revitalization, leading to increased access to jobs and promoting social mobility for residents of our neighborhoods."

GAIL LATIMORE

Executive Director

Codman Square Neighborhood Development Corporation



"New and improved Fairmount Line stations will stimulate clean up and redevelopment of brownfield sites for housing and commercial uses to benefit neighborhood residents."

EMMANUEL A. BELLEGARDE

Executive Director

Mattapan Community Development Corporation



"We eagerly anticipate the opportunities for housing, commercial revitalization and green space that will follow improved service and new stops along the Fairmount Line."

JOHN MAHONY

Executive Director

Southwest Boston Community Development Corporation

The Fairmount/Indigo Line

Dorchester Bay Economic Development Corporation
Codman Square Neighborhood Development Corporation
Mattapan Community Development Corporation
Southwest Boston Community Development Corporation

February 2006



Neighborhood residents rallied in spring 2005 to enthusiastically support more stations and better service.

Representing neighborhoods in the heart of Dorchester, Mattapan and Hyde Park, our four CDCs are working together to transform the Fairmount commuter rail line into Boston's Newest Smart Growth Corridor – a smart growth development vision supported by the new transportation infrastructure that our communities need and deserve. Just as the development of the streetcar was once the catalyst for development of many of Boston's most loved neighborhoods, today the combination of new stations and enhanced service on the Fairmount Line can bring new life and vitality to communities along the corridor.

Our organizations serve over 175,000 people in neighborhoods along the line in Roxbury, Dorchester, Mattapan and Hyde Park. Together we have created or preserved more than 1,600 units of affordable housing and 190,000 square feet of commercial space, provided millions of dollars in small business loans and homeowner loans, and assisted and organized hundreds of community residents and business owners in youth, training, civic, and arts programs. We are committed to continuing our mission of community advancement by pursuing smart growth development linked to rail stations along the Fairmount/Indigo Line:

Our vision is to create strong, vibrant, and diverse communities along the corridor, providing mixed-income housing and access to decent paying jobs, and supporting strong civic engagement.

Our goals are to ensure transit equity to our communities through establishment of additional stations and provision of rapid transit service, to raise funds together to develop transit-oriented projects along the line, to conduct joint and separate planning for smart growth and transit-oriented housing and economic development that will serve our mostly lower-income communities of color, and to ensure that improvements to the corridor do not lead to displacement of our current residents.

In this booklet we present an expanded vision for a new Fairmount/Indigo Line that serves as the transportation spine for distinct but complementary neighborhoods:

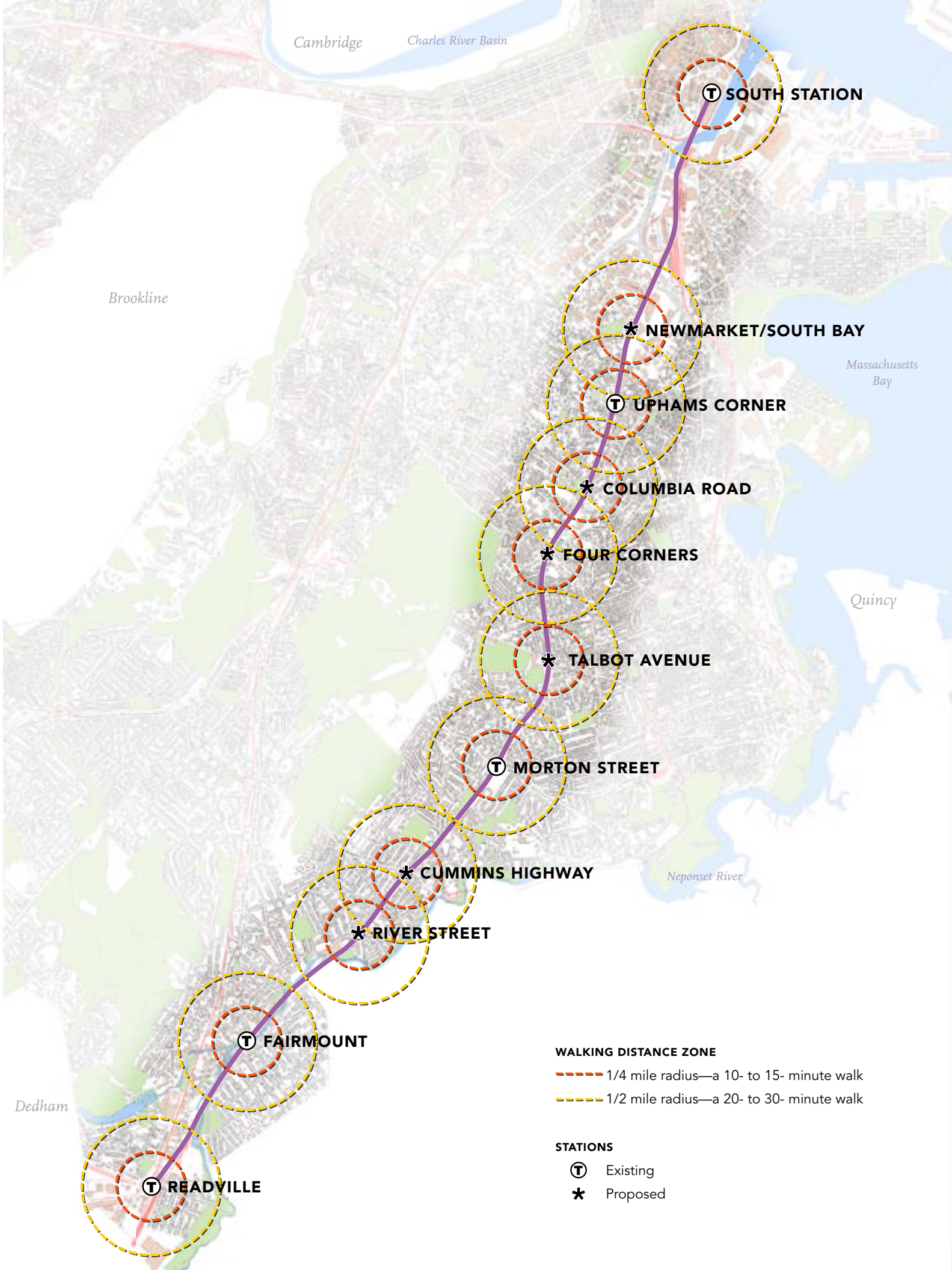
- **New urban villages** clustered at additional stops along the line
- **Affordable housing** through compact development at new and existing stations, including before and after scenarios for eight potential development sites at stations along the corridor
- **New mixed-use development** supported by enhanced transportation and new residents
- More rapid **access to jobs** throughout the corridor and in Boston's employment core
- A **green corridor** creating new access to parks, playgrounds and the Neponset River



Public officials and the Fairmount/Indigo CDC Collaborative celebrate the announcement of \$43 million in funding for new stations and improved service on the Fairmount Line.

The MBTA has begun improvements to Uphams Corner and Morton Street stations and initiated the community involvement and design process for Four Corners. Additional stations are included in the Commonwealth's Twenty-Year Transportation Plan. New stations, enhanced service, and a more equitable fare structure will speed redevelopment and the creation of critically-needed affordable and market rate housing and jobs. Now is the time to ensure funding for this exciting effort to improve the quality of life of thousands of Boston residents.

Please join us in advancing the vision. We are ready to do our part!



Cambridge Charles River Basin

Brookline

Massachusetts Bay

Quincy

Neponset River

Dedham

T SOUTH STATION

***** NEWMARKET/SOUTH BAY

T UPHAMS CORNER

***** COLUMBIA ROAD

***** FOUR CORNERS

***** TALBOT AVENUE

T MORTON STREET

***** CUMMINS HIGHWAY

***** RIVER STREET

T FAIRMOUNT

T READVILLE

WALKING DISTANCE ZONE

--- 1/4 mile radius—a 10- to 15- minute walk

--- 1/2 mile radius—a 20- to 30- minute walk

STATIONS

T Existing

***** Proposed

Boston's Newest *Smart Growth Corridor*

THE NEW FAIRMOUNT LINE

More transportation choice...

- New stations for the most underserved parts of Boston

More housing choice

- Opportunities for greater mixed-income housing and higher density around new stations

Connecting people to jobs

- Quick commutes to jobs in Readville Yards, Newmarket, an expanded South Bay shopping center, and Downtown Boston

Enhancing quality of life

- Creating connections along the line to parks, cultural activities and adjacent neighborhoods

The shortest commuter rail line in metro Boston, the Fairmount Line stretches from Readville to South Station through 9 miles of densely populated urban neighborhoods. The MBTA has begun a program to upgrade the existing stations and infrastructure on the line to plan for the construction of four new stations.

NEW POTENTIAL AT CURRENT STATIONS...

- Upham's Corner – transit-oriented, mixed-use development at a commercial center
- Morton Street – transit-oriented, compact housing and retail on a large site
- Fairmount – reclaiming a brownfield site near the station
- Readville – creating a neighborhood in an underutilized industrial corridor

NEW STATIONS WITH HOUSING AND JOBS POTENTIAL...

Serving today's residents and employees with opportunities for new development to welcome new residents and employers to the Fairmount corridor

- Newmarket/South Bay – a center for jobs and services with mixed-use development potential
- Columbia Road – new housing and businesses to replace vacant and underused industrial sites
- Four Corners – mixed-use redevelopment to support the new station as the centerpiece of the neighborhood
- Talbot Avenue – completing a neighborhood with homes and service retail
- Cummins Highway – mixed use, diverse redevelopment opportunities

More Transportation Choice

In its heyday, the Fairmount Line had eleven stations. Today, only three stations, Fairmount, Morton Street, and Upham's Corner, serve neighborhoods between Readville in the south and South Station downtown. Fairmount Line trains speed through parts of Roxbury, Dorchester and Mattapan without stopping while the



buses serving these neighborhoods are overcrowded and navigate through slow-moving traffic on jammed city streets to Red or Orange Line rapid transit stations. There is no direct bus service to downtown Boston from the Fairmount corridor neighborhoods.

For those who live near the existing Fairmount Stations service is inadequate. Stations are difficult to access and some are in poor condition. Peak hour service is available every 30 minutes and only every hour at off-peak times. There is no service in the late evenings or on Saturdays and Sundays.

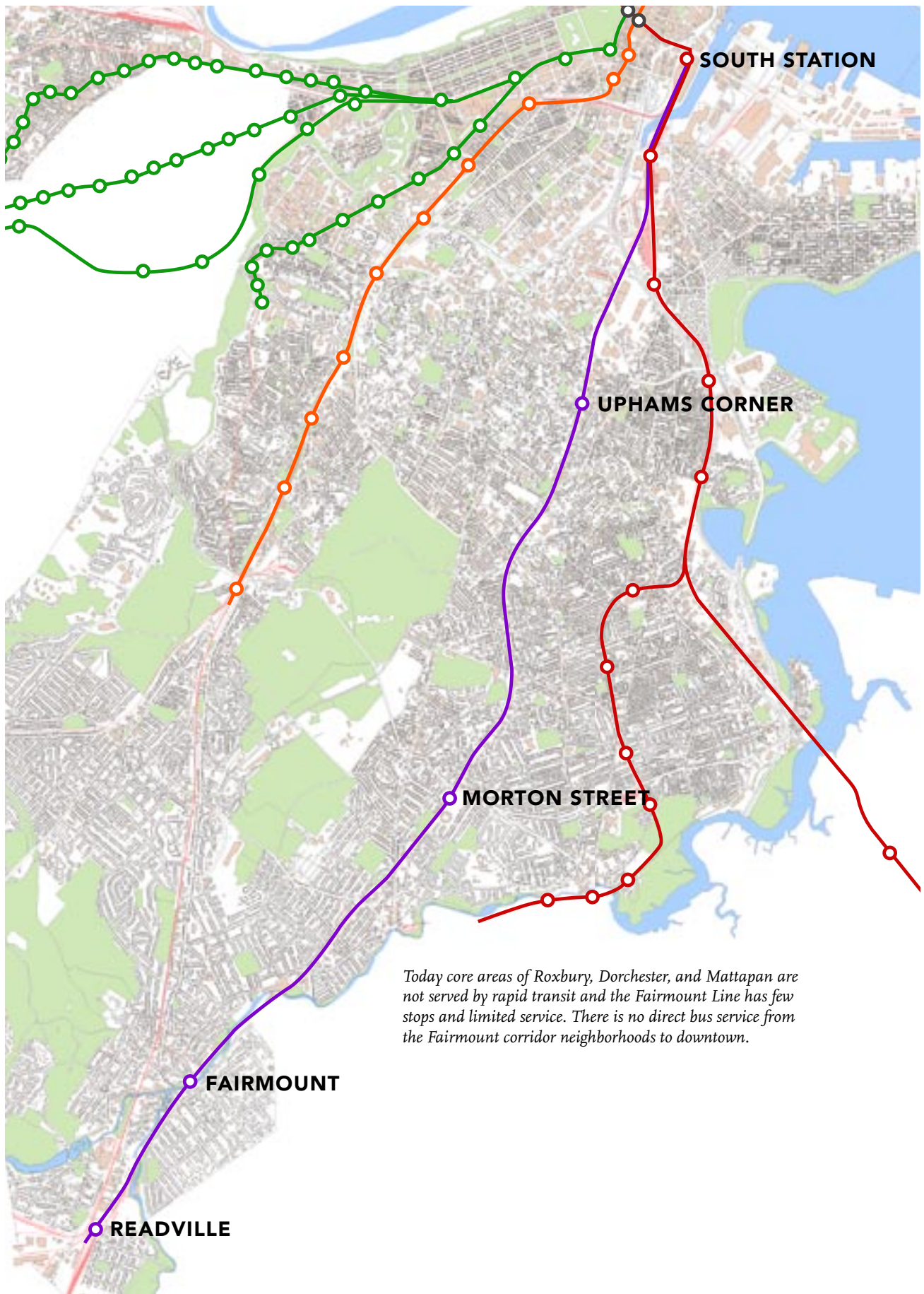
NEW TRANSPORTATION OPTIONS FOR BOSTON'S MOST UNDERSERVED NEIGHBORHOODS

The service area of the Fairmount Line includes some of the most densely populated parts of Boston where

residents have the highest poverty levels and greatest dependence on transit. Of the more than 163,000 people in the service area of the Fairmount Line, 63 percent are people of color, and in the long stretch without stations between Upham's Corner and Morton Street, 91 percent of the population are people of color. Almost half of the households in this part of the corridor do not own a car.

Since 2002, the MBTA has identified the Fairmount Line as a priority project for upgrading of the existing stations and infrastructure. Improvements to bring the existing line up to a "State of Good Repair" have already begun with a budget of \$35 million. But the MBTA's studies of the Fairmount Line also identified the expansion of service along the line through the construction of new stations as a critical need. The Environmental Justice Committee of the Boston Metropolitan Planning Organization gave the expansion project a high rating. In May 2005, the Office of Commonwealth Development announced that a program of four new Fairmount Line stations and better utilization of existing equipment will be added to the regional transportation plan.

The cost of constructing four new stations is estimated to be approximately \$100 million. The MBTA has chosen Four Corners for the first new station because the new station is expected to attract the highest new ridership of any of the new stations. All the feasibility studies and reports also agree on the need for new stations at Newmarket/South Bay, Talbot Avenue, Cummins Highway or Blue Hill Avenue, and Columbia Road. In addition, ridership studies suggest the need for a potential station between Cummins Highway and Fairmount (possibly at River Street.)



More Housing Choice



TRANSIT STATIONS HASTEN, ENHANCE AND SUSTAIN HOUSING DEVELOPMENT

A recent study for the Federal Transit Administration on the demand for housing near transit found the potential for significant demand for housing in transit zones (1/2 mile walking radius) around stations, with most of the demand in areas with mature transit systems like Boston's. Of course, Boston already has a strong housing market, and Dorchester, Mattapan and Hyde Park have all seen increasing prices and new construction in recent years. In addition to the nonprofit developers who have been active in the first three neighborhoods for decades, small and medium-sized developers have been active since the late 1990s building market rate single family homes, townhouses, and apartments on infill lots.



New transit stations in a strong housing market like Boston's can speed the transition of blighted sites to productive uses and provide the basis for greater density in the "walk zone" of a one-quarter to one-half mile radius around the stations. The stations will be attractive to residents who work downtown or in the other locations along the line.



GREATER DENSITY AROUND TRANSIT SUPPORTS GREATER AFFORDABILITY

New market rate condominiums and houses in the Fairmount Line corridor are selling at upwards of \$350,000. At these prices, housing is unattainable for the majority of residents in most of the Fairmount corridor. Because housing development in transit zones can support greater density, CDCs can provide a greater number of affordable units in transit-oriented development.



The Fairmount Collaborative anticipates that 1200 to 1400 low- to moderate-income multi-family housing units can be built near current and future stops along the line. Overall the new train stations could stimulate the creation of 3,000 to 5,000 new housing units along the Fairmount Line.

Private developers are producing new market rate infill housing in the Fairmount corridor neighborhoods.



Codman Square NDC's Erie-Ellington homes are located a few steps from the future Four Corners station.



The Alexander–Magnolia homes developed by Dorchester Bay EDC are walking distance from the Upham's Corner train station.



Transit-oriented development accommodates higher densities because residents need to make fewer car trips. The popularity of TOD development means that it is important to include affordable units in order to forestall displacement of neighborhood residents. Higher density housing can be designed to fit easily into the scale and character of surrounding neighborhoods. These photos show recent, high-density urban development in communities around the country.

Connecting People to Economic Opportunity, Jobs and Shopping

MIXED LAND USES AROUND STATIONS ATTRACT MORE TRANSIT USERS AND SUPPORT RETAIL

Economists have established that the combined incomes of residents in neighborhoods like those along the Fairmount corridor produce a demand for retail that is often underserved. The Institute for a Competitive Inner City found that inner city Boston has eleven times the income density of the Boston metropolitan area. The concentration of people in urban neighborhoods means lots of retail dollars in a small area.

Many of the proposed new stations in the Fairmount corridor are located close to neighborhood commercial districts. Greater housing density around the stations can enhance the customer base for neighborhood retail and service businesses. Many of the community-based retail nodes are specialty destinations, such as Codman Square's cluster of shops selling Caribbean goods and foodstuffs. Mixed-use and commercial development at rail stations can intensify these specialty niches while providing diverse retail and services for neighborhood residents. In addition, some of the available sites near proposed stations are suitable for mixed-use projects that could combine housing with retail and services, as well as small offices, artist or artisan workshops, or, in some cases, light industry.



Upham's Corner, Codman Square and Four Corners, as well as South Bay, demonstrate the diversity of retail centers in the Fairmount corridor.



An enhanced Fairmount Line can make jobs downtown, in Newmarket and South Bay, and in Readville easier to access for neighborhood residents.

TRANSIT PROVIDES FASTER AND EASIER COMMUTES TO JOBS

The proposed new stations offer the potential for more access to job centers for people who live in the Fairmount corridor.

The Fairmount Line currently offers a 23-minute commute from Readville to South Station. With improvements to existing bridges and rail beds and signals, this trip would be only marginally increased by the addition of new stops. For most riders it would still be much quicker than the lengthy bus trips that many residents in the corridor must take today to access jobs in downtown Boston and other core locations. A quick trip to South Station would also make it possible to access other MBTA transit lines to get to job locations that now present difficult transportation barriers.

The proposed Newmarket/South Bay station will serve an important and expanding center of industrial and retail employment in Boston. In addition, the new rail station will bring more shoppers to the shopping center. By 2007, the South Bay Shopping Center will add over 200,000 sf of new retail space, producing more than 250 new jobs. Many of the jobs are entry-level and open to people with limited education or skills. They can give a start on the economic ladder for the more than 25% of the population in the Dorchester and Mattapan Fairmount neighborhoods that have low incomes. New stations on the Fairmount Line will improve access to those jobs for residents of the corridor.

At the other end of the Fairmount Line, Hyde Park, which is served by the Readville Station, has a strong commercial and light industry jobs center that employed 2,000 people in 2001. The existing Readville station is near light manufacturing job centers and the City is working to develop an additional 37-acre parcel abutting the station for mixed-use or light manufacturing in this area. New stations on the Fairmount Line would make the jobs at this end of the line much more accessible to residents of the corridor in Dorchester and Mattapan.

Enhancing Quality of Life



THE FAIRMOUNT LINE AS A GREEN CORRIDOR

Many of the Fairmount Line neighborhoods have relatively small amounts of park and recreational open space. New stations along the line and the right of way of the line itself offer the potential to provide more access to the city's parks, recreational areas and other natural spaces.



The right of way of the Fairmount Line in a number of places has space for a pedestrian and bicycle path. A connection to the Neponset River Greenway's multi-use path would provide access to open space and recreation. Unique experiences like canoeing the Neponset or Mother Brook, the oldest canal in the United States, would be easily accessible to residents in the Fairmount Line corridor. Creation of a linear greenway along and near the Fairmount Line would make the line doubly effective as a connector for all the Fairmount neighborhoods.

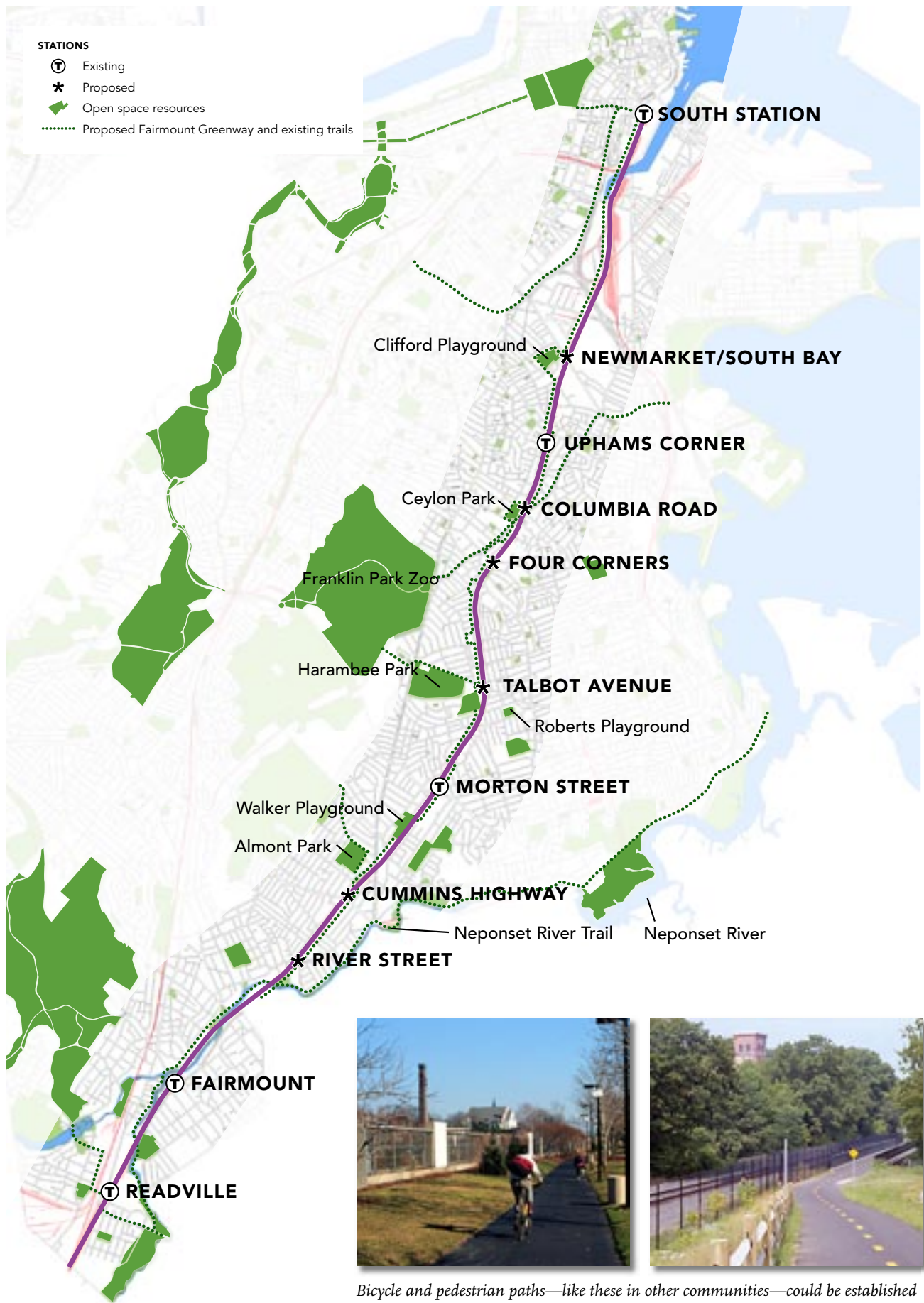


A Fairmount greenway would include or connect to natural resource preservation areas, parks and other open spaces, and cultural and historic resources. In some parts of the corridor there is sufficient room for a path within the right-of-way, while at other points the route must go onto roads.



By joining different resources together into an integrated system, the Fairmount Green Corridor will create a network whose usefulness, accessibility, and value is greater than any separate segment.

From the Neponset River in the south to Harambee and Ceylon Parks and green areas along the rail line, the Fairmount corridor with new stations can link open space destinations.



Bicycle and pedestrian paths—like these in other communities—could be established along the corridor and on adjacent streets.

DBEDC

DORCHESTER BAY ECONOMIC DEVELOPMENT CORPORATION

In over 26 years of community development and organizing, Dorchester Bay Economic Development Corporation has focused its work in the Uphams Corner and Bowdoin-Geneva neighborhoods that span the northern section of the Fairmount Line in north Dorchester. DBEDC has built or renovated 789 rental, home ownership, and cooperative housing units and will soon produce another 173 homes – and most of these homes are within walking distance of the existing Uphams Corner commuter rail station or the proposed Columbia Road and Four Corners

stations. DBEDC has also developed or assisted in the development of six commercial buildings, including a supermarket, artists' studios, a restaurant, two mixed-use buildings, and an award-winning 80,000 sf graphics and printing facility, the Spire Building. New and upgraded stations and service along the Fairmount Line will support higher density development and enhance access to jobs and community resources for residents.

KEY ISSUES

- Residents of concentrated multifamily housing near the existing and proposed stations need better transit access and service.
- Many privately-owned buildings are underutilized and have high prices, including a 120,000 sf property next to the Uphams Corner station.
- Private speculative development is displacing low- and moderate-income residents.
- Both the Upham's Corner and Four Corners business districts need more commercial anchors and quality retail enterprises to draw additional shoppers and businesses.
- Publicly-owned vacant land is near other development opportunities.
- DBEDC's long history with local property owners has built trust leading to joint ventures.
- DBEDC's organizing history has created community support.



The Spire building brought 140 jobs onto a former brownfield site and won the EPA's "Phoenix Award."



America's Food Basket is an anchor business that attracts 16,000 shoppers per week.

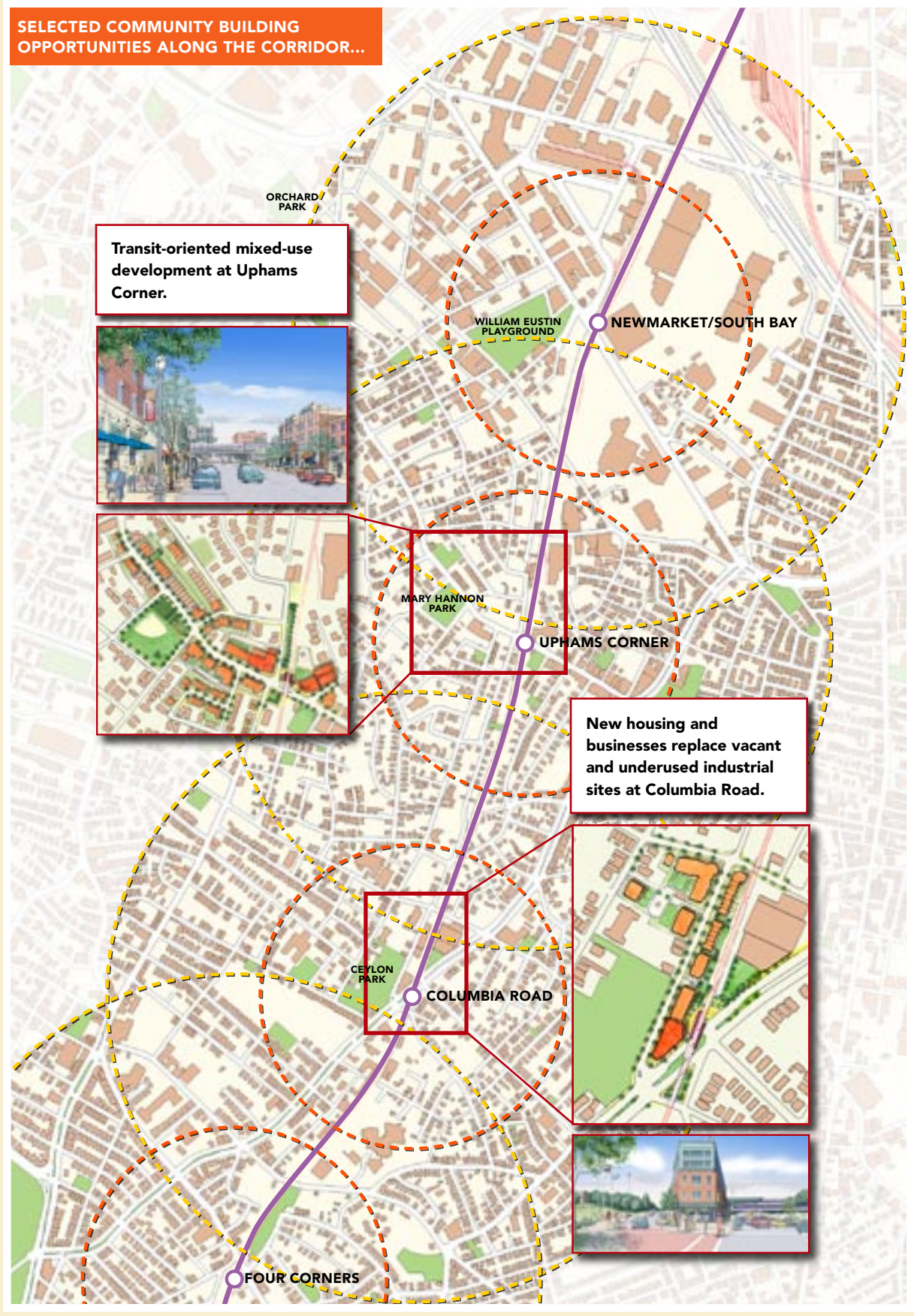


Traditional rowhouses and new multi-family buildings are joined by the Sister Clara Muhammad Cooperative developed by DBEDC in a renovated school.



Dorchester Bay sold 756 Dudley Street to Hellas Video and Moonlight Terrace owner Elias Kostopoulos who created Upham's Corner's first greenhouse cafe and courtyard.

SELECTED COMMUNITY BUILDING OPPORTUNITIES ALONG THE CORRIDOR...



Transit-oriented mixed-use development at Uphams Corner.



New housing and businesses replace vacant and underused industrial sites at Columbia Road.



Uphams Corner Station

TRANSIT-ORIENTED MIXED-USE DEVELOPMENT AT A COMMERCIAL CENTER

Uphams Corner has the potential to become a transit-oriented urban village with compact, high-density development within close walking distance to the station. Although the Uphams Corner station is one of the two existing Dorchester stations on the Fairmount Line, it has long been in disrepair, with poor access from the Uphams Corner commercial district. The MBTA has begun improvements to the station to make it more functional, accessible, attractive and convenient for users, as well as better connected to the surrounding community. Construction will be complete by January 2007.

The upgraded station will enhance the attractiveness of high-density development and a larger and more clustered residential population will provide greater support to Uphams Corner's retailers. DBEDC's Dudley Village development is creating 50 new rental units within walking distance of the Uphams Corner station, as well as commercial space on four parcels. A vacant 120,000 sf industrial building next to the station has exciting mixed-use potential for ground floor retail and approximately 70 new housing units, both market rate and affordable.

KEY BENEFITS

- There is potential for some 300-400 new housing units and 40,000 square feet of new or renovated commercial space within a five-minute walk of Uphams Corner station.
- These new housing units could bring 700-1,000 potential new residents to Uphams Corner.
- Station improvements now underway will heighten interest in Uphams Corner. DBEDC's participation in new development is critical to ensuring that the potential additional units include affordable housing.
- The increase in the Uphams Corner residential population will provide greater support to the commercial district.
- Enhanced transportation and amenities, new residents, and available commercial space will also attract more businesses to the Uphams Corner area, creating more jobs.



The vacant Leon Building next to the train station could accommodate 70 residential units and 15,000 sf of commercial space.



Dudley Village is a \$15.5 million project already under development by DBEDC.



Future site of a new community center for the Dudley Street neighborhood.



EXISTING Underutilized buildings and vacant land near the station offer development opportunities.

POTENTIAL A vibrant, pedestrian-friendly mixed-use village clustered around the improved Uphams Corner station.



New Columbia Road Station

NEW HOUSING AND BUSINESSES
REPLACE VACANT AND UNDERUSED
INDUSTRIAL SITES

As one of Dorchester's major arterials, Columbia Road supports high-density residential buildings in the corridor between Uphams Corner and Geneva Avenue. In addition to these existing residents, a new Fairmount Line station at Columbia Road and Ceylon Street would also serve Quincy and Hamilton Streets, providing much-needed train access to the Bowdoin Street commercial and residential neighborhood. The proposed station location is also near important community resources such as the Uphams Corner Health Center, with over 300 employees and 300 patients per day, the new Boston Pilot Middle School, with over 600 students, the Early Learning Center, and Ceylon Park.

Vacant and underutilized properties on nearby Quincy Street have potential for housing and office or light industrial space. A new station could also hasten the transition of properties on Columbia Road and Ceylon Street that are used for automotive and light industrial purposes.

KEY BENEFITS

- A new station will provide existing residents of the Columbia Road corridor and the Bowdoin Street neighborhoods with needed access to rapid public transportation.
- 200-300 new housing units and up to 50,000 sf of nonresidential space could be created in close proximity to a new station.
- The new units could house 450 to 700 new residents.
- Residents, students, and employees traveling to the institutions in this area from other parts of the Fairmount Line corridor will have alternatives to bus or car travel.



Vacant industrial buildings can be redeveloped for mixed uses.



The Boston Pilot Middle School, a new state-of-the-art school on Columbia Road, draws residents and activities.



A new station would offer transit options for the Columbia Road high density corridor.



East of Columbia Road the new station would serve nearby Bowdoin Street neighborhoods.



EXISTING
The triangular site between Ceylon Street and Columbia Road is currently occupied by auto-related uses.

POTENTIAL *A “flatiron” mixed-use building with active ground floor retail, work space for artists or others above, and an integrated station facility could become a new social hub for the community.*



Redevelopment of the former Ceylon-Quincy building, a 19,000 sf manufacturing site, and adjacent parcels could produce 40-100 residential units and nonresidential space.

Relocation of the School Department's Central Kitchen could permit redevelopment into 45 units.

Ceylon Street with its mix of townhouses and apartment buildings is envisioned as an extension of Alexander Street.

The new station could be integrated with redevelopment of the triangle building.

New development to complement existing civic and institutional uses.

CSNDC

CODMAN SQUARE NEIGHBORHOOD DEVELOPMENT CORPORATION

Codman Square Neighborhood Development Corporation serves two square miles of Dorchester with a diverse population of nearly 45,000 people through programs in real estate development, economic development and community building. Since its founding in 1981, CSNDC has renovated or created more than 720 affordable housing units for rental and for sale to first time homebuyers, including the award-winning “green” affordable development, Erie-Ellington Homes, as well as 32,000 sf of commercial space and a daycare center. CSNDC has 140 housing units and 22,000 sf of commercial space in development.

Most of the CSNDC area currently has no access to rapid transit or commuter rail. However, CSNDC has begun positioning the proposed new Fairmount Line stations at Talbot Avenue and Four Corners for transit-oriented densities by the construction of the Talbot-Bernard Homes, which include 44 units of family housing and 31 units of senior housing. This development is immediately adjacent to the proposed Talbot Avenue Station. The other side of the rail line contains one of the few relatively large areas of vacant land in the CSNDC district. In addition, Codman Square’s commercial district on Washington Street is a third of a mile from the proposed Talbot Avenue station, a walkable distance.

The MBTA has chosen Four Corners to be the first of the new stations to begin the community involvement and design process. The approximately 23,000 people living within a half-mile of the proposed station are currently less likely to use transit than would be expected given the fact that 40% of the households do not own cars and three-quarters of workers are employed downtown. At Four Corners, one-story auto oriented buildings could be redeveloped for retail and three to four stories of housing.

KEY ISSUES

- Public transportation in the CSNDC area is currently limited to buses, none of which offer a direct route to downtown.
- The majority of employed residents work within Boston and nearly 60% drive to work.
- The most common housing type is the triple-decker and about one-third of households are owner-occupants.
- A quarter of the population has poverty-level incomes.
- The neighborhood offers relatively few larger sites or easy land-assembly opportunities.



The heart of the Codman Square commercial district is walking distance to the proposed Talbot Avenue station.



CSNDC assists businesses in the Four Corners retail district, who will benefit from the new station.

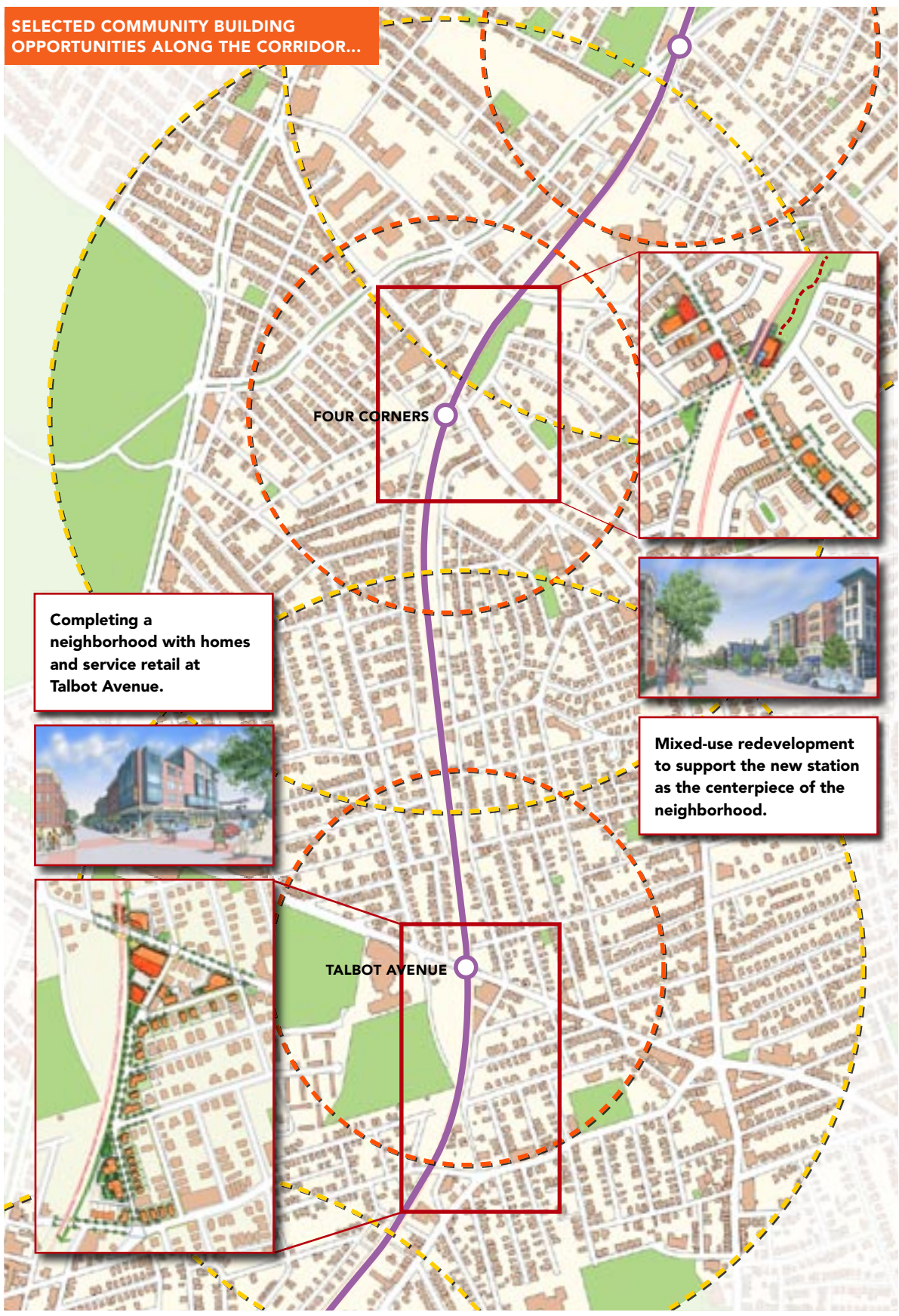


Private infill development is making nonprofit access to sites more competitive.



The majority of the housing in the CSNDC area is comprised of triple-deckers.

SELECTED COMMUNITY BUILDING OPPORTUNITIES ALONG THE CORRIDOR...



FOUR CORNERS

Completing a neighborhood with homes and service retail at Talbot Avenue.



Mixed-use redevelopment to support the new station as the centerpiece of the neighborhood.

TALBOT AVENUE



New Four Corners Station

MIXED-USE REDEVELOPMENT TO SUPPORT THE NEW STATION AS CENTERPIECE OF THE NEIGHBORHOOD

A new Four Corners rail station stop along Washington Street will help provide transit options to a currently underserved neighborhood and be the catalyst for new development.

The Four Corners station site could become the focal point for the neighborhood. Mixed-use development around the building could include transit oriented retail, office space, affordable housing, and multi-functional community spaces on the ground floor. Two underutilized sites, 157 and 258-260 Washington, are within a 5 minute walking distance of the station and are prime locations for new development. The historic garage facades of these one-story buildings could be preserved to frame new neighborhood shops and services while new apartments in several upper stories house new residents. With careful building siting, the sloping DND lots (abutting 258-260 Washington) could accommodate around 50 to 75 housing units in close vicinity to the station.

The nearby urban wild offers the possibility for pedestrian and bicycle paths.

KEY BENEFITS

- A new station at Four Corners would create transportation choices for an underserved population.
- New development can add 150 to 200 new units along with 25,000 to 35,000sq ft of commercial space along the Washington Street corridor.
- An additional 250 to 500 residents would live in close walking distance to the station.
- Redevelopment of underperforming and vacant sites would put them back on the tax rolls. New residents would also greatly add to the net expendable income of the neighborhood.
- The proposed transit station as well as new development along the corridor would be strategically bundled with improvements for green spaces and streetscape.
- Infill residential development for a mix of incomes and different product types will provide more housing options.



Existing retail at Four Corners would greatly benefit from the proposed transit station and mixed use development along the Washington Street corridor.



Erie Ellington Homes, an award winning mixed income housing development by CSNDC, has its front door near the proposed transit station.



Underutilized auto body shops and vacant lots can be redeveloped to include a mix of neighborhood retail and housing.



EXISTING
 New development on sites such as the AB&W lot could incorporate the existing façade for future retail/commercial storefronts with several floors of housing above.

POTENTIAL Proposed development could include neighborhood oriented retail, a pedestrian plaza, and a mix of diverse housing unit types within a 5 minute walk of the transit station



The AB & W building is rehabbed into neighborhood retail with upper levels dedicated to mixed income housing units.

The new transit station integrated with mixed-use development would bring even more activity to the Washington and Erie Streets retail corner.

A new trail along the urban wild would help connect the station with the neighborhood and provide an amenity to the residents of Four Corners.

Streetscape improvements along Washington Street to include upgrades to existing sidewalk, landscape, and lighting as well as signage and street furniture.

New housing along Washington Street should respect the character of the surrounding neighborhood. The AutoMart building can be reused for future commercial space.

The Four Corners transit station would be the critical first step towards the revitalization of the Washington Street corridor.



The proposed plan adds to the mix of retail, office, rental and ownership apartments in Four Corners.

New Talbot Avenue Station

COMPLETING A NEIGHBORHOOD WITH HOMES AND SERVICE RETAIL

The Fairmount Line crosses Talbot Avenue near New England Avenue. CSNDC's Talbot-Bernard Homes are located directly to the west of the train line and proposed station. With new development on the vacant lots and buildings on New England Avenue and Mallard Avenue, the Talbot Avenue station can become the centerpiece of a new urban village. A short walk from Washington Street and the Codman Square commercial district, the new station is also in walking distance of Harambee Park, a 46-acre regional athletic center, Joseph Lee School and Perkins Community Center. Along New England Avenue, a mix of vacant buildings and lots and auto-oriented businesses are ripe for redevelopment that can take advantage of the new rail station. At the southern end of New England Avenue, the dense concentration of auto repair shops that now pose an environmental threat could be consolidated in an "automall" designed to operate with best environmental practices.

KEY BENEFITS

- The new station will be walking distance from important neighborhood destinations and will serve CSNDC's Talbot-Bernard Homes.
- Approximately 270 new and 60 renovated homes can be developed in proximity to the station, bringing an additional 500 to 800 residents to live near the station.
- Approximately 125,000 sf of new retail can be developed to serve existing and new residents and provide local jobs.
- The new station and associated redevelopment will spur additional improvements along Talbot Avenue.



The walk down Talbot Street from Codman Square today is a mix of triple-deckers, small commercial buildings and empty lofts.



Large parcels on New England Avenue next to the proposed station are vacant.



The Talbot-Bernard village community developed by CSNDC added 75 family and senior units on a brownfield site.



EXISTING A vacant one-story building occupies a critical site next to the proposed rail line and across from the station entrance.

POTENTIAL A new station at Talbot Avenue can support greater housing density and a mix of commuter-oriented and neighborhood convenience retail and services. This site can accommodate a 4-5 story building that fits into the surrounding neighborhood.



A 4-5 story building with retail on the ground floor will anchor the station area.

The development of this corner site offers opportunities for additional density.

Housing infill can provide a wide range of housing types and costs.

A green corridor along the rail line with parks and tot-lots provides a neighborhood amenity.

Consolidation of auto repair shops in an "auto mall" will preserve these useful neighborhood services and the jobs they provide while improving the environment.



EXISTING

The plan creates a 'gateway' around the proposed station with infill housing along New England Avenue.

MCDC

MATTAPAN COMMUNITY DEVELOPMENT CORPORATION

Incorporated in 1996, Mattapan Community Development Corporation was founded to develop and manage affordable housing, ensure that the community has a voice in development activities in the neighborhood, develop housing and nonresidential space for persons with special needs, and to resolve environmental justice issues. It serves a neighborhood of some 37,000 people. Two-thirds of the population lives in low or moderate income households. The existing Morton Street station on the Fairmount line serves Mattapan.

MCDC has renovated or built over 35 affordable housing units, including 24 rental units under its management and first time homebuyer units. An infill project of 2 single family and 3 two-family affordable homes is nearing completion and MCDC is in a joint venture to create 99 senior and condominium units at Neponset Fields on the Neponset River near River Street. MCDC is working towards creating mixed-use, mixed-income

buildings in Mattapan Square by redeveloping existing one-story commercial buildings with upper floors of housing. MCDC also works to promote arts and environmental programs in Mattapan, particularly encouraging greater resident access to the Neponset River.

The MBTA has begun making improvements at the existing Morton Street station to make it more functional, accessible, and attractive. The improvement project is expected to be completed in January 2007. A 6-acre parcel adjacent to the station is an obvious candidate for higher density housing combined with ground floor retail at the street.

Several new station sites have been proposed for the Mattapan area: Cummins Highway, Blue Hill Avenue, and River Street. From an access and development point of view the proposed Cummins Highway and River Street stations are superior because they could propel the development of vacant factory and brownfield sites. In addition to serving MCDC's Neponset Fields project, the River Street station could serve potential development at the large Bay State Paper Mill site.

KEY ISSUES

- Creation of a transit-oriented housing development at Morton Street may be constrained by the existing use as a plumbing warehouse and staging area.
- The Cummins Highway station would advance redevelopment of the Cote Ford site, which needs remediation, but could be redeveloped at a higher density than is common in the neighborhood.
- The Neponset Fields project depends on somewhat constrained road capacity and a station at River Street would be within walking distance.



Redevelopment linked to transit can help provide greater access to the Neponset River.



The Neponset Fields site with the train in the background.



MCDC developed these affordable and energy efficient units on a street of triple-deckers.



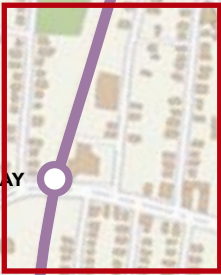
Mattapan has mixture of single-family ranches and 2-3 family buildings.

SELECTED COMMUNITY BUILDING OPPORTUNITIES ALONG THE CORRIDOR...



Transit-oriented, compact housing and retail on a large site by Morton Street Station.

Mixed-use, diverse redevelopment opportunities at Cummins Highway.



Morton Street Station

TRANSIT-ORIENTED, COMPACT HOUSING AND RETAIL ON A LARGE SITE

The existing Morton Street station serves a predominantly three-family residential subdistrict and low-density retail corridor. Abutting the north-bound station is a 6 acre property which is used as warehousing space for a plumbing wholesaler. A historic police station building sits immediately north of the station and is expected to be renovated for 25-40 residential units.

The 6-acre site next to the station provides one of the best opportunities to create high-density transit-oriented development that exists on the Fairmount Line. Housing above retail on Morton Street on both sides of the station can also provide a focal point for this retail corridor.



The station serves a manufacturing/retail corridor along Morton Street.

KEY BENEFITS

- There is potential for 100 to 250 housing units surrounding the Morton Street station.
- These housing units could bring an additional 200 to 500 residents to the area.
- Because the 6-acre site is somewhat isolated from the neighborhood streets of triple-deckers and much of it sits below the street grade, greater height will not affect neighbors.
- The activity of new residents along with street-level retail and the station improvements will promote additional investment in the Morton Street retail mix.



Triple-deckers are the predominant housing stock.



The 6-acre plumbing supply site on Morton Street is next to the rail line and platform.



The Morton Street station requires stairways from a bridge over the tracks.



A historic police station building sits immediately north of the station and slated for redevelopment as housing.



EXISTING
The Morton Street station is adjacent to a six-acre former grocery store now occupied by a plumbing wholesaler.

PONTENTIAL *High density housing complemented by convenience retail on Morton Street can add new train riders at the upgraded Morton Street station.*



New Cummins Highway Station

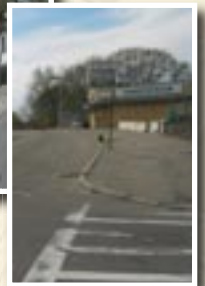
MIXED-USE, DIVERSE REDEVELOPMENT OPPORTUNITIES

The Fairmount Line crosses Cummins Highway at the site of the former Cote Ford automobile dealership. After the dealership closed, the now vacant site was used to store school buses. With 3.2 acres in 10 lots (not all contiguous) the site represents a significant opportunity for redevelopment. Preliminary environmental assessments of the former dealership have concluded that contamination exists and that residential uses could be precluded unless measures are taken to ensure that children do not have contact with contaminated soils. The site also includes a series of vacant lots on residential Regis Road.

Assuming that these issues can be resolved, the site offers opportunities for development of street level retail on the Cummins Highway frontage with residential units above. Although there are many vacant lots on Regis Road, they are not contiguous, with two and three-family buildings interspersed among lots. New residential buildings can be created at a similar scale to blend in with the existing homes. The site is quite close to Mattapan Square and would anchor a high-density corridor from the Square to the Cummins Highway commuter rail station.



The former Cote Ford site is made up of 10 non-contiguous parcels generally adjacent to the proposed station.



Looking down Regis Road from Cummins Highway.

KEY BENEFITS

- Mixed-use development of buildings and vacant lots on Cummins Highway combined with neighborhood-scale housing on Regis Road could result in 70-100 new housing units.
- A new resident population of approximately 100 to 300 people could be drawn to this location.
- The development would mend the urban fabric on side streets by filling in vacant lots.
- Redevelopment will encourage investment in buildings between Mattapan Square and the Cote Ford site.

The MBTA studied the feasibility of a new Fairmount Line at Blue Hill Avenue rather than Cummins Highway. The forecasted train boardings for a Blue Hill Avenue station were very low. A station at the Cummins Highway crossing would be more accessible and offer greater benefits in making possible higher density development.



A range of residential building types can be found on Cummins Highway.



EXISTING Large parcel size and proximity to the Fairmount Line make this site ideal for mixed-use development.



POTENTIAL Neighborhood retail on Cummins Highway would be supported by existing residences along with high density housing infill and commuter rail users.



Pedestrian bridges and trails along the green corridor provide access to Woodhaven and Almont parks.

Infill development similar in scale to neighboring houses.

Drop-off and trail head

Housing over ground floor retail at Cummins Highway.

A mix of neighborhood retail and apartments, triplexes and townhouses set around the station can create a diverse and vibrant residential community.



EXISTING

SWBCDC

SOUTHWEST BOSTON COMMUNITY DEVELOPMENT CORPORATION

Since its incorporation in 2001, the mission of the Southwest Boston Community Development Corporation (SWBCDC) has focused on affordable housing and economic development. SWBCDC seeks to develop new affordable housing and preserve existing affordable housing so that low- and moderate-income residents of Hyde Park and Roslindale can afford to live in the neighborhoods and to undertake economic development projects to revitalize underutilized industrial sites and encourage new businesses to locate in these neighborhoods. Programs include the planned construction of a 23 unit mixed-income condominium development;

efforts to preserve affordability in more than 2,200 expiring-use units; and the sponsorship of the Hyde Park Arts Initiative, an endeavor to leverage the burgeoning arts community for greater economic development.

The Fairmount Line serves Hyde Park with two stops – Fairmount and Readville. The Fairmount stop sits at the base of the established Pierce/Davidson and Fairmount Hill residential neighborhoods and the Cleary/Logan Square commercial districts. The Readville Station is on the edge of the Wolcott Square retail district and the Readville residential neighborhood. Stretching along the one mile corridor between the two stops is a mix of light industrial, residential, commercial and underutilized parcels.

KEY ISSUES

- Existing service on the Fairmount Line is wholly inadequate with limited daytime and no evening or weekend service.
- Many underutilized light industrial parcels have owners reluctant to sell except at speculative prices.
- Service improvements will enhance economic development and job growth along the line.
- Service improvements will support the growing artists' community in Hyde Park.
- Key parcels have potential for affordable housing.
- New transit-oriented development can open up the neighborhood to appropriate use of green space along the Neponset River.



The historic Everett Theater in Logan Square awaits renovations.

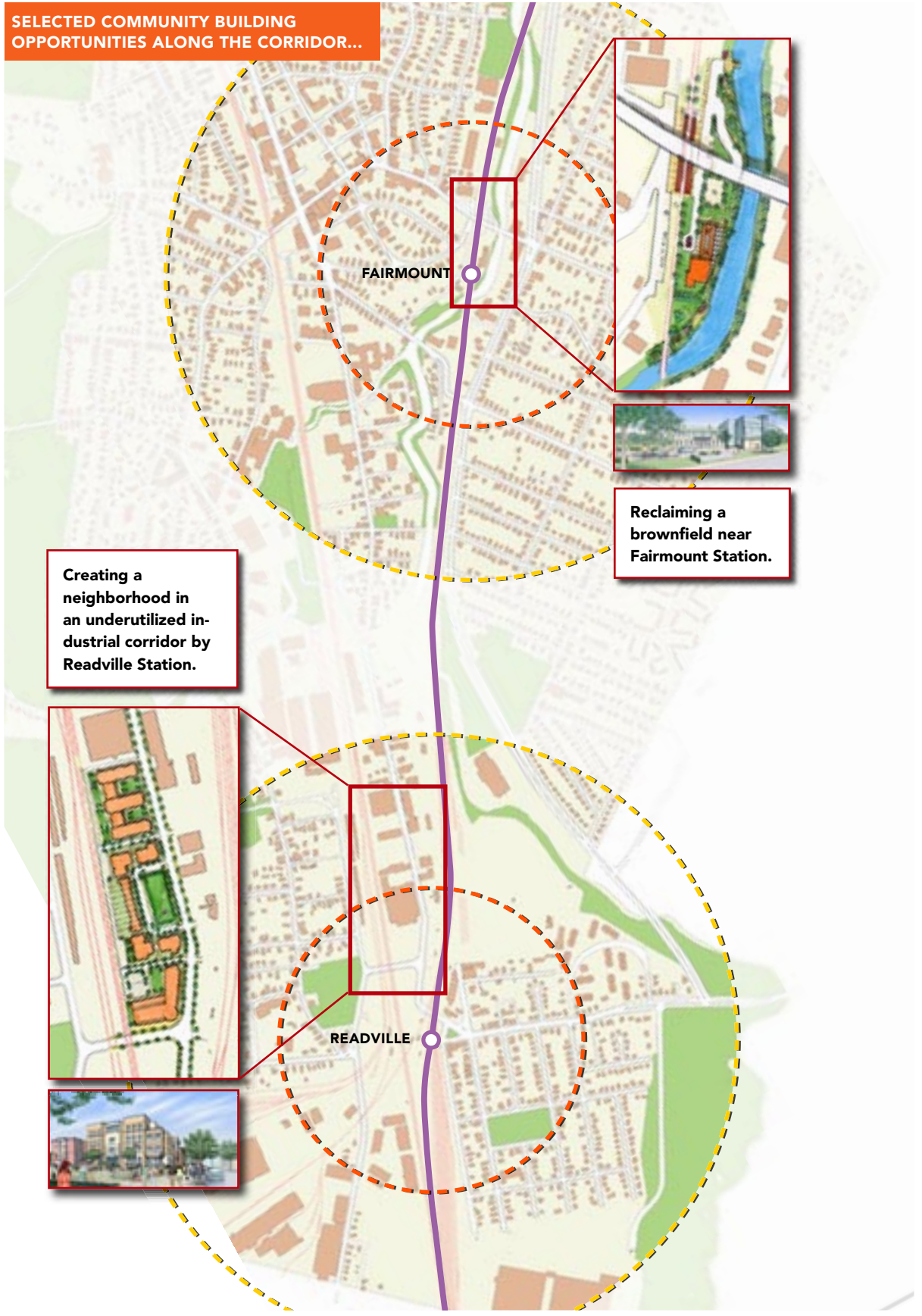


The Hyde Park Arts Festival in Logan Square with Riverside Theater in background is near the Fairmount Station.



The neighborhoods of Hyde Park include a variety of single and multifamily housing for a diverse population.

SELECTED COMMUNITY BUILDING OPPORTUNITIES ALONG THE CORRIDOR...



FAIRMOUNT



Reclaiming a brownfield near Fairmount Station.

Creating a neighborhood in an underutilized industrial corridor by Readville Station.



READVILLE

Fairmount Station

RECLAIMING A BROWNFIELD NEAR THE STATION

Directly abutting the Fairmount Station and at the gateway to Cleary/Logan Square, the Lewis Chemical site has been a blight on the area for a generation. Abandoned and owned by the City for 10 years, the former chemical plant has posed a public health problem from water and ground contamination and presents formidable development challenges.

At the same time, the Lewis Chemical site is also an exciting opportunity for transit oriented development that can open up the riverfront for public use. Located between the Fairmount Station and the Neponset River, the site offers a number of potential uses including offices, artists' studios, convenience retail, recreation and possibly, housing. For a number of years, SWBCDC has worked with the City and neighborhood groups to generate ideas for development and promote the redevelopment of this site.



The Lewis Chemical site provides the ideal opportunity for smart, transit-oriented growth that would spur a greater revitalization.



Redevelopment of the Lewis Chemical site would open up the assets of the Neponset River to the community.

KEY BENEFITS

- Approximately 20 units of housing could be part of a mixed-use project if remediation levels permit.
- Adaptive reuse of the factory building would bring it back to the tax rolls. The addition of skilled jobs to the area would increase disposable income and benefit the surrounding main street retail.
- Improvements to the riverfront, with public access, should accompany development.
- The complementary needs of recreation and commercial/arts uses would encourage sharing of resources such as parking.
- Physical improvements to the waterfront, added amenities such as a boat launch and bikeway and direct access from the station would create a valuable asset for the community and city.



Fairmount Station is near the Logan/Cleary Square commercial district as well as residential neighborhoods.



An abandoned lumber yard was recently converted into artists' live/work homeownership units. This development located between the Fairmount and Readville stations straddles the Neponset River.



EXISTING The abandoned factory building sits on a lot between the railroad tracks and the Neponset River.



POTENTIAL A private arts-oriented building could activate the public edge along the river.



The difficulties of cleaning up the Lewis Chemical site have stymied development not only on that key site. Other development opportunities in the area have also been handicapped. Development of adjacent parcels for affordable housing and commercial development are the keystone of SWBCDC's smart growth efforts in conjunction with the improvements to the Fairmount Line.

Readville Station

CREATING A NEIGHBORHOOD IN AN UNDERUTILIZED INDUSTRIAL CORRIDOR

Readville Station is located on the periphery of three neighborhoods – the Wolcott Square retail district, the Readville residential neighborhood, and several tracts of light industrial parcels. Many of these parcels are abandoned or underutilized, impeding more appropriate development. Working with the City, other property owners, and neighbors, SWBCDC seeks the revitalization of these potential job creating parcels while developing appropriate, aesthetically appealing residential and mixed use properties. This development strategy takes advantage of proximity to the Readville Station to provide access to jobs for workers, as well as affordable housing opportunities and enhancement of the Wolcott Square retail district and Readville residential neighborhoods.

The 37 acre Readville Yards site adjoining the Readville Station was abandoned for many years because the site was highly contaminated. Formerly used by the MBTA as a train storage facilities, the site has been cleaned up by the MBTA and designated for mixed-use residential and light industrial development. This development will be a strong asset to the existing stable residential neighborhood of Readville by bringing new job opportunities and needed housing.



Readville Yards is located between the Readville residential neighborhood to the right and Boston Dedham Industrial Park on the left.



A vacant parcel along Hyde Park Avenue near the Readville Station needs redevelopment.

KEY BENEFITS

- 50-80 new housing units and 10,000 sf of new commercial development could be developed near the station exclusive of a potential 560,000 sf of light industrial space at Readville Yards.
- Providing mixed-income housing and neighborhood amenities near the station boosts the viable industrial and commercial businesses in the district.
- A new neighborhood on what used to be vacant blighted property would create a better gateway image for Hyde Park.
- Physical barriers and mismatched development patterns have created a low density zone around the Readville Station. Adding mixed-use and critical housing mass would help invert the pattern.
- Diverse affordable housing stock can be targeted to attract the artist community.



EXISTING Low-density, underused light industrial buildings on Hyde Park Avenue create an environment unfriendly to walking to the station.



POTENTIAL Dense, mixed-use and mixed-income development balanced by neighborhood open space can revitalize Hyde Park Avenue.



