

FAIRMOUNT INDIGO PLANNING INITIATIVE

# CORRIDOR PLAN

## APPENDICES



FAIRMOUNT INDIGO CORRIDOR



CITY OF BOSTON  
Marty J. Walsh  
*Mayor*



Boston  
Redevelopment  
Authority



FAIRMOUNT INDIGO PLANNING INITIATIVE

# CORRIDOR PLAN

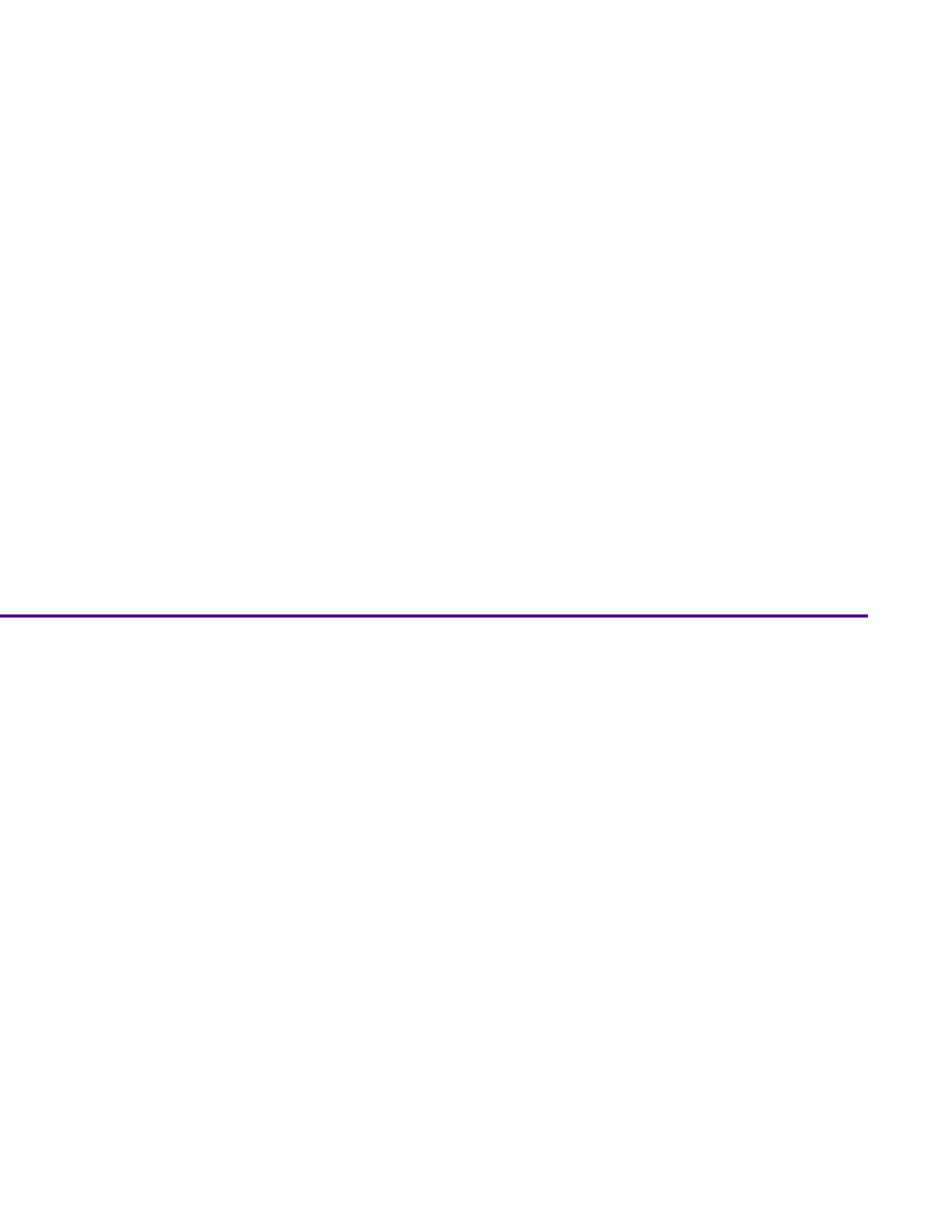
## APPENDICES

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- 1 Process and Meetings
- 2 Existing Conditions Analysis
- 3 Growth Strategy Methodology

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# PROCESS AND MEETINGS



The Fairmount Indigo Planning Initiative was over a 2 year long process that involved extensive community outreach, participation and conversation. The Planning Initiative involved separate, but parallel processes for Corridor-wide planning and Station Area planning. The City of Boston appointed members of a Corridor Advisory Group (CAG) to be a consistent voice of the Corridor community and neighborhoods throughout the process.

The CAG Members dedicated over a year of meetings and discussion to the Corridor and the City is grateful for their contributions. All Corridor Advisory Group meetings were open to the public, held in locations throughout the Corridor and attended by members of the community. The following is a list of meetings and agendas that were a part of this community planning process:

### **Corridor Advisory Group Meeting #1**

June 14, 2012

1. Meeting Introduction
2. Fairmount Indigo Planning Initiative
3. Consultant Introduction
4. Planning Process
5. Next Steps

### **Corridor Advisory Group Meeting #2**

August 1, 2012

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

### **Corridor Advisory Group Meeting #3**

September 12, 2012

1. Meeting Introduction
2. Summary of Previous Meeting
3. Organizing the Plan by Themes and Topics
4. Existing Conditions by Topic

5. CAG Discussion
6. Suggested Case Studies of Corridors
7. Community Forum Preparations
8. Next Steps

### **Corridor Advisory Group Meeting #4**

October 10, 2012

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

### **Corridor Advisory Group Meeting #5**

November 13, 2012

1. Overview of Community Forum
2. CAG Member Roles at Forum
3. Virtual Corridor Tour and CAG Speakers
4. Discussion of Break-out Group Questions
5. Next Steps for CAG and Public Outreach

### **Corridor Community Forum**

November 17, 2012

1. Planning Study Introduction
2. Fairmount Indigo Corridor Summary
3. Fairmount Corridor Identity
4. Virtual Corridor Tour
5. Break-out Discussion Groups
6. Lunch Break
7. Concluding Presentation

### **Corridor Advisory Group Meeting #6**

December 12, 2012

1. Welcome and Introductions
2. Overview of the Community Forum
3. Corridor Shared Themes
4. Additional Station Areas
5. Greenway Presentation
6. Talbot Norfolk Triangle LEED ND
7. Next Steps

### **Corridor Advisory Group Meeting #7**

January 9, 2013

1. Introductions/Other Business
2. Talbot Norfolk Triangle LEED ND
3. Corridor Shared Themes
4. Selection of Additional Stations
5. Corridor Growth Strategy
6. Next Steps

### **Corridor Advisory Group Meeting #8**

March 12, 2013

1. Introductions/Other Business
2. Selection of Additional Stations
  - Consensus on selection criteria
  - Proposed two additional stations
3. Corridor Growth Strategy
4. Next Steps

### **Corridor Advisory Group Meeting #9**

April 9, 2013

1. Summary of Station Selection Results
2. Overall Schedule Update
3. Growth Strategy Framework and Preview
4. Brand Strategy and Corridor Identity
  - What is a Brand Strategy?
  - Key Observations - Brand Strategy
  - Key Observations - Corridor Identity
  - Cultivating the Big Idea

### **Corridor Advisory Group Meeting #10**

May 13, 2013

1. Welcome and Introductions
2. Project Schedule
3. Corridor Growth Strategy and Discussion
  - Objectives
  - Context
  - Specific Strategies
  - Targets
  - Station Area Targets and Strategies
4. Transit Equity Discussion
5. Project Schedule/Next Steps

### **Corridor Advisory Group Meeting #11**

June 11, 2013

1. Welcome and Introductions
2. Transit Equity Discussion
3. Corridor-wide Planning Review
4. Open Discussion
5. Community Comment/Questions
6. Project Schedule
7. Next Steps

### **Corridor Advisory Group Meeting #12**

September 17, 2013

1. Welcome and Introductions
2. Initiative Update
3. MBTA Update
4. Draft Executive Summary
  - Community Vision Summary
  - Brand Strategy Summary
  - Growth Strategy Summary
  - Station Action Plans
5. Discussion
6. Community Open House
7. Next Steps

### **Corridor Advisory Group Meeting #13**

October 16, 2013

1. Welcome and Introductions
2. Discussion of Draft Executive Summary
3. Community Open House
4. Next Steps

### **Corridor Advisory Group Meeting #14**

April 17, 2014

1. Welcome and Introductions
2. Draft Corridor Plan and Executive Summary
3. Community Open House
4. Next Steps

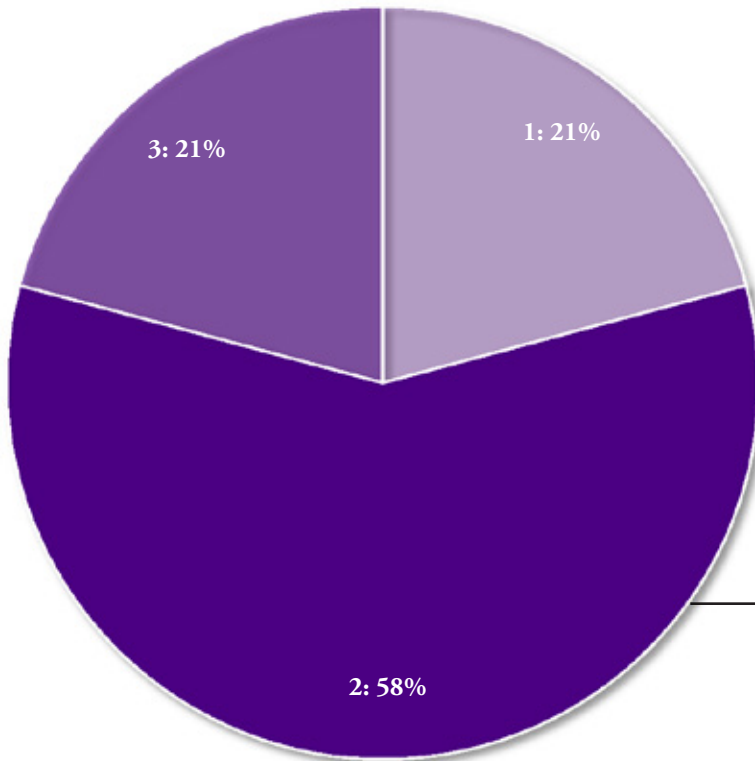
### **Corridor Community Open Houses**

May 6, 2014 and May 10, 2014

# FAIRMOUNT INDIGO CORRIDOR PLAN

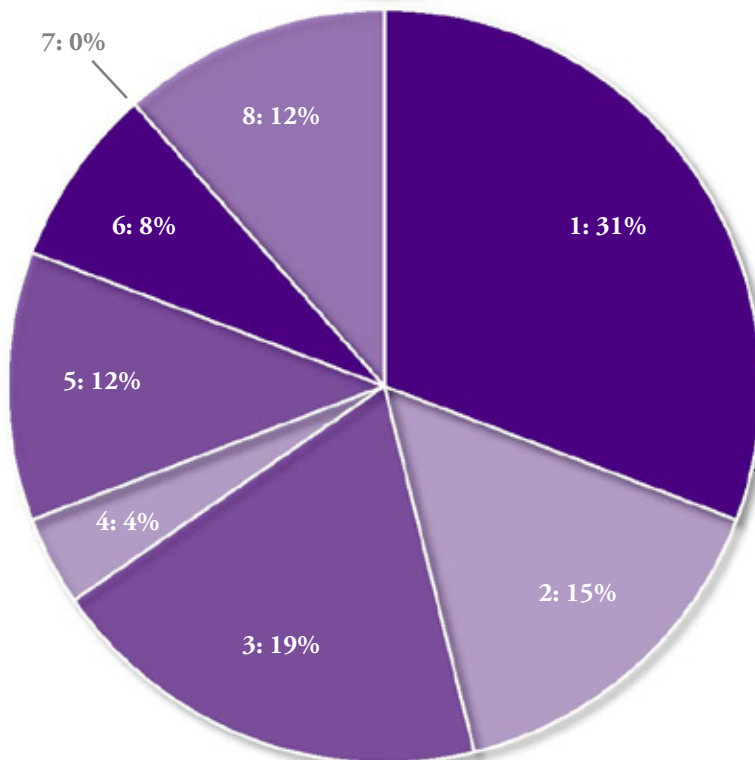
## COMMUNITY OPEN HOUSE RESULTS

This summary shows the results of community feedback and strategy prioritization that was received as part of an Online Survey and Community Open Houses held on May 6th and May 10th, 2014. The open houses included over 75 participants of interested residents, business owners and local advocates. The online survey received just fewer than 10 responses. The percentages reflect the results of responses from participants asked to prioritize the most important strategy found under each topic.



### Indigo Community Vision

- 1: Diverse Communities
- 2: Complete Neighborhoods
- 3: Go Places

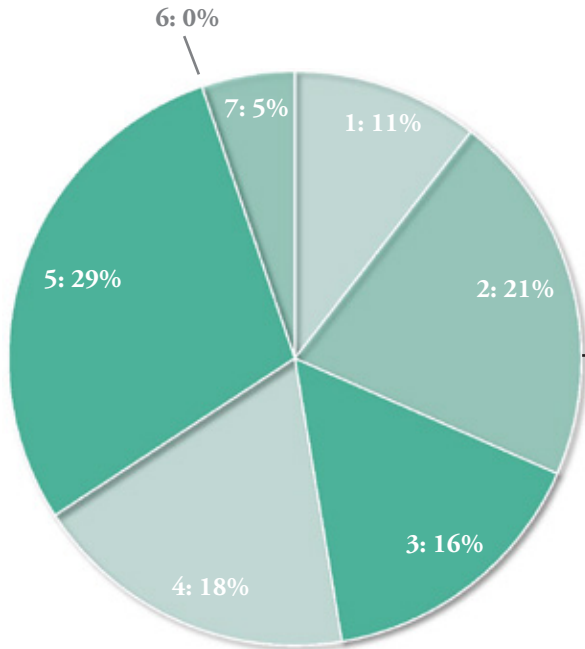


### Implementation Actions

- 1: Ensure prosperity for current residents
- 2: Strategically dispose of publicly owned land
- 3: Create new partners and partnerships
- 4: Implement key walkability improvements
- 5: Expand rail service and network integration
- 6: Promote and vitalize main street districts
- 7: Develop consistent rail station wayfinding
- 8: Coordinate events, attractions and amenities

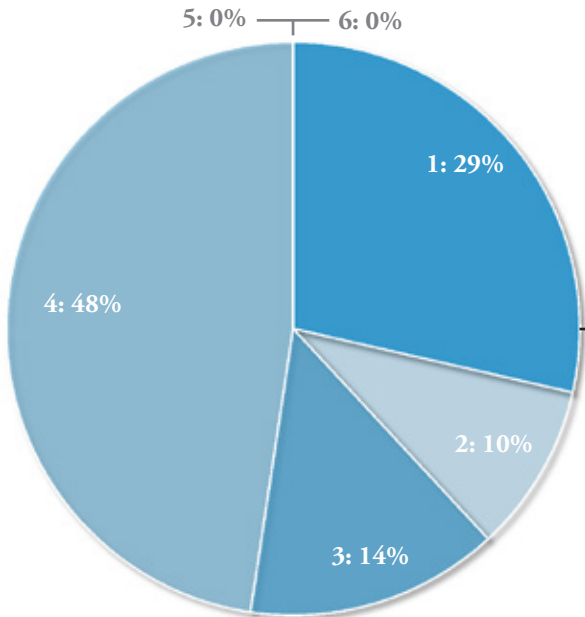


Prosperity



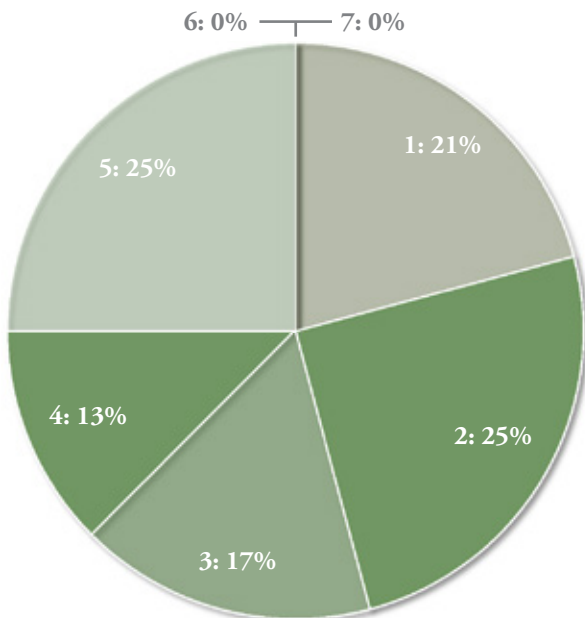
- 1: Grow Job Center Bookends
- 2: Strengthen Main Streets Activity
- 3: Create Catalyst Investments
- 4: Support Small Businesses
- 5: **Invest in Training and Education**
- 6: None of the Above
- 7: Other

Home



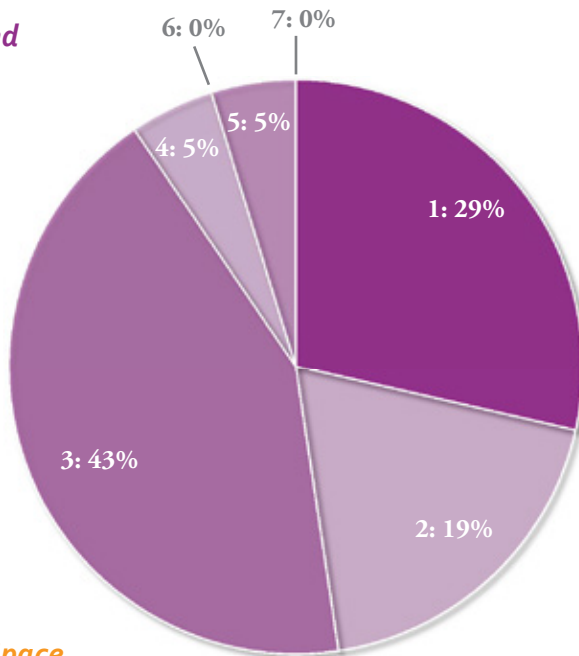
- 1: Create Transit-Oriented Housing
- 2: Encourage Mixed-use Main Streets
- 3: Grow Infill Opportunities
- 4: **Prevent Displacement**
- 5: None of the Above
- 6: Other

Place



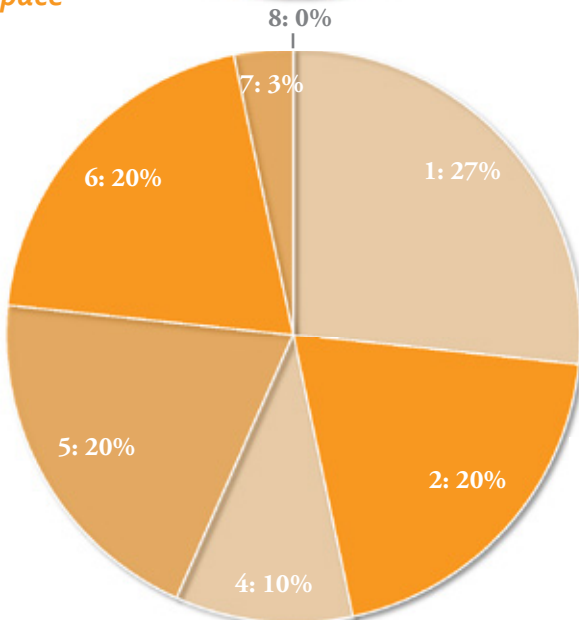
- 1: Focus on Main Streets Districts
- 2: **Reinforce Active Storefronts**
- 3: Reorient Activity to the Station
- 4: Build Places Around Food
- 5: **Reinforce Culture, Art and History**
- 6: None of the Above
- 7: Other

### Getting Around



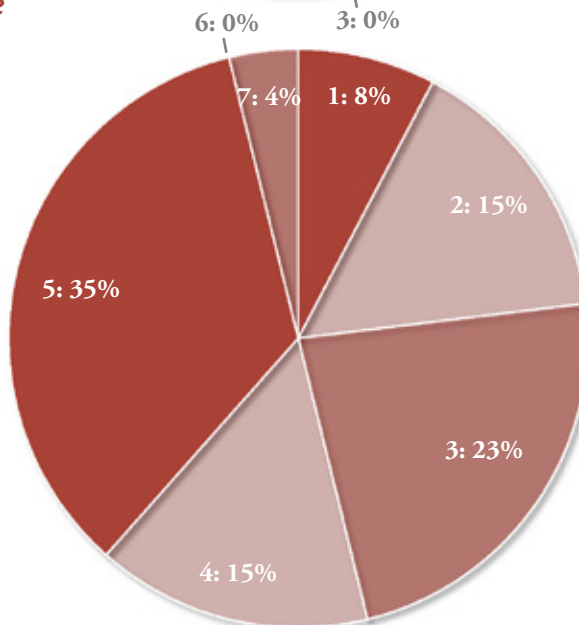
- 1: Expand Rail Service
- 2: Implement New Train Technology
- **3: Improve Walkability and Public Realm**
- 4: Integrate Bus and Shuttle Connections
- 5: Manage Parking
- 6: None of the Above
- 7: Other

### Parks/Public Space



- **1: Connect Open Space Networks**
- 2: Continue Streetscape Improvements
- 3: Add Parklets and Plazas
- 4: Expand Community Gardens
- 5: Leverage Vacant Conversions
- 6: Create Station Plazas
- 7: None of the Above
- 8: Other

### Quality of Life



- 1: Highlight Corridor Diversity
- 2: Add Core Amenities and Services
- 3: Enhance Neighborhood Health
- 4: Strengthen Connections to Institutions
- **5: Build Neighborhood Safety and Community**
- 6: None of the Above

## Fairmount Indigo Corridor Plan Community Open House and Online Survey Results

This memorandum summarizes the results of community feedback and strategy prioritization that was received as part of the online survey and community open houses held on Tuesday, May 6th and Saturday, May 10th, 2014 to review the draft Fairmount Indigo Corridor Plan. The open houses included over 75 participants of interested residents, business owners and local advocates. The online survey received just fewer than 10 responses. The number tabulating the results of responses represents a full accounting of the results combining the open house and the survey.

The original material, as is was written for the open house and online survey, is included below for reference. The online survey was available for approximately one month from the middle of April to the end of May 2014.

Responses were requested by the statement: We need your help to prioritize the most important next step found under each topic. Your input is important for prioritizing the needs of the Corridor! Thank you for your time and participation.

### Indigo Community Vision

The Fairmount Indigo Corridor is “a unique collection of neighborhoods and commercial centers within Boston. It provides new opportunities to link culturally rich residential areas with mixed-use amenities in settings that are accessible and affordable.

The promise of the Fairmount Indigo Corridor has three important Indigo principles, which do you think is most important?

#### *Priorities with Number of Responses*

5

- Diverse Communities – “The entire world is at home here” is a phrase the community sees as

representative of the great multicultural diversity of the Corridor that can be better showcased through food, events and businesses.

14

- Complete Neighborhoods – Through a series of recommendations, the Plan seeks to reinforce a Complete Corridor by strategically building Complete Neighborhoods connected by the Indigo Line.

5

- Go Places – Each Station Area on the Indigo Corridor should have an Indigo Place, a physical representation of the principles of its community that connects civic, educational, food and cultural elements. This is a Go Place, a community catalyst.

#### Comments

- None

### Prosperity

Strengthen business activity to revitalize and support the Corridor as a commercial and cultural anchor in the City of Boston.

What would create more employment and economic opportunities in the Fairmount Indigo Corridor?

#### *Priorities with Number of Responses*

4

- Grow Job Center Bookends – Advance Corridor-wide opportunity by building upon capacity for new employment at Newmarket and Readville and connecting to the regional employment center of South Station.

**8** • Strengthen Main Streets Activity – New economic activity should be focused and promoted within Main Streets districts to fill vacancies and add vitality to these critical nodes of neighborhood and small business activity.

**6** • Create Catalyst Investments – Use publicly-owned real estate assets to attract and unlock strategic private investment near stations and in the Main Streets districts along with a permitting and approval program to promote development readiness targeted to the Corridor.

**7** • Support Small Business – Enhance the entrepreneurial environment that exists along the Corridor and support job growth through small businesses and assistance through programs, access to capital and partner or mentorship programs targeted to Corridor small businesses.

**11** • Invest in Training and Education – Create a more comprehensive approach to enabling residents for success through education, training and job linkage in the Corridor in collaboration with institutions and partners across the Boston metropolitan area.

**0** • None of the Above

**2** • Other:

Comments

• Free microbusiness classes at the public library – accounting forms, WGBH documentary and audio visual materials local businesses as funders (Google, Apple, Yahoo, Amazon) Boston Foundation

• Use other local successful projects as a temple/blue print (i.e. Kendall Square) to build and maintain prosperity within the Corridor.

• Management training opportunities for economic advancement.

• Regular town-hall meetings for consensus urban development\

• Funding for entrepreneurial opportunities for low income residents

• Quality of transportation

• Why is this even a survey question? Surely there are better ways to discover efficacy than asking public opinion.

**Home**

Provide new mixed-income housing opportunities near the stations; add vitality and activity near Main Streets districts and strengthen residential communities.

What would best strengthen the Fairmount Indigo Corridor as a collection of vibrant residential neighborhoods?

*Priorities with Number of Responses*

**6** • Create Transit-oriented Housing – New multi-family housing of a density higher than the surrounding context should be allowed and encouraged directly adjacent to transit stations.

**2** • Encourage Mixed-use Main Streets – New residential uses should be focused on the Corridor’s Main Streets to promote new mixed-use redevelopment to support and activate commercial vitality.

**3** • Grow Infill Opportunities – New housing that fills in vacant lots with context-sensitive residential use is important to strengthening residential blocks, reducing empty lots, and adding positive neighborhood activity.

- 10** • Prevent Displacement – The Corridor and its neighborhoods must continue to provide a place for residents of moderate incomes to live affordably with excellent access to opportunity and amenity. Diverse mixed income neighborhoods can be retained by promoting homeownership, adding new workforce housing units and establishing resident priority for new jobs and housing units.

- 0** • None of the Above

- 0** • Other:

Comments

- Question for A: doesn't existing density support TOD?

**Place**

The physical environment of the Fairmount Indigo Corridor should express the distinctiveness and vitality of each Station Area and provide visual cues for attractive and stable neighborhoods.

What will help to define a sense of place along the Corridor?

*Priorities with Number of Responses*

- 5** • Focus on Main Streets districts – Corridor placemaking efforts should focus on enhancements to Main Streets districts including gateway streetscape treatments and strategic redevelopment of key sites to reinforce district entry points.

- 6** • Reinforce Active Storefronts – Main Streets districts and direct street connections to rail stations should be reinforced with active ground floor storefronts that reinforce a sense of place and walkable environments.

- 4** • Reorient Activity to the Station – The sense of arrival at the stations should be transformed through strategic transit-oriented development with enhanced public plazas at station entries to reinforce the importance of transit infrastructure.

- 3** • Build Places Around Food – The Corridor's strength of cultural diversity should be tied to a narrative of great food and diverse restaurant offerings that create a sense of shared community pride and attract new attention and visitors.

- 6** • Reinforce Culture, Art and History – The rich narratives of history and culture of each Station Area should be reinforced in the physical environment through art, sculpture and urban details that help add meaning to places.

- 0** • None of the Above

- 0** • Other:

Comments

- Rehabilitation workshops for cultural advancement and diversity

**Getting Around**

Connections to the rail station and the public street network can be improved for all modes of transportation to emphasize a sense of place, reinforce walkability, increase bike and vehicle safety and reduce congestion for buses along the Corridor.

Which of the following transportation recommendations is the most important to you for the Fairmount Indigo Corridor?

*Priorities with Number of Responses*

- 6** • Expand Rail Service – Rail service should continue to be improved in terms of frequency

(daily and weekend service) and integration with the subway system (transfers and schedule).

**4** • Implement New Train Technology – Implementation of diesel multiple unit (DMU) trains along the line would enable service improvements, better integration with the subway service, and enhanced perception of the rail service.

**9** • Improve Walkability and Public Realm – All Station Areas and surrounding neighborhoods should provide safe, pedestrian friendly environments that encourage walking for short distance connections.

**1** • Integrate Bus and Shuttle Connections – Bus stops for major routes should be relocated to create easy and convenient transfer points between rail and bus transit at every stop along the Corridor as part of a mobility hub that connects rail access to bus access, safe pedestrian routes, bicycle lanes, bike share stations, and convenient pick-up and drop-off areas for vehicles.

**1** • Manage Parking – Parking must be more deliberately managed in each of the Station Areas including considerations of resident parking regulations, on-street metered parking, shared parking programs and adaptations to parking requirements.

**0** • None of the Above

**0** • Other:

Comments

• “Community Tours” around new stations – how to access platforms, how to access ticketing/payment

procedures, posting info at station, kiosk, posting hours/schedule

• New train technology – using a “melodic horn” as trains passes through residential neighborhoods. Example – regulated train safety procedure that may be necessary but the sound can be more family/neighborhood friendly.

• Bike lanes and cycle tracks and paths parallel to Fairmount line and connecting routes from neighborhood shopping and housing to spine.

**Parks and Public Space**

A deficiency of publicly accessible open space throughout the Fairmount Indigo Corridor (relative to other neighborhood averages) should be addressed through public realm and private or public open space improvements.

Which of the following parks and public space recommendations is the most important to you for the Corridor?

*Priorities with Number of Responses*

**8** • Connect Open Space Networks – Enhance connections to existing open spaces by reinforcing pedestrian and bicycle links along the Corridor, such as the Fairmount Greenway Concept Plan.

**6** • Continue Streetscape Improvements – Public realm improvements along key pedestrian and bicycle routes should be used to enhance connections to parks and public space throughout the Corridor.

**0** • Add Parklets and Plazas – In strategic locations of heavy pedestrian activity or where needed to add placemaking features, converting parking spaces to pedestrian plazas or small parks (parklets) should be used to expand public space.

**3** • Expand Community Gardens – Local food production should be emphasized as a major narrative of the Corridor that can be linked to emerging opportunities in food production and training through community gardens and local agriculture plots.

**6** • Leverage Vacant Conversions – In addition to infill development and catalytic redevelopment projects, vacant parcels along the Corridor should be used to fill gaps in the parks and public space network.

**6** • Create Station Plazas – As part of the reorientation of the built environment that needs to occur at the rail stations, expanded station entry plazas should be considered and designed to provide seating, wayfinding and landscape features.

**1** • None of the Above

**0** • Other:

Comments

• Connect Franklin Park, Boston Nature Center, Almont Park, Mattahunt Urban Wild to Neponset River Greenway, completing the Emerald Necklace

**Quality of Life**

Across many measures of quality of life (poverty, crime, obesity, and education), the Fairmount Indigo Corridor is among the lowest relative to other areas of Boston. The Corridor is also home to the City’s highest congregation of immigrants and most diverse population.

Which recommendations would best improve the quality of life for residents and businesses in the Corridor?

*Priorities with Number of Responses*

**2** • Highlight Corridor Diversity – Diversity is a defining attribute of the Corridor and should be highlighted through cultural events, food, arts and performances coordinated along the Corridor to reinforce resident and visitor engagement.

**4** • Add Core Amenities and Services – Reinforce existing events and programs through a coordinated network of information and add core amenities and services that may be missing from specific Station Areas as part of redevelopment efforts.

**6** • Enhance Neighborhood Health – Overall health of Corridor communities should be a focus of coordinated efforts with community health centers, expanding recreational access and opportunities, and expanding healthy food sources and options.

**4** • Strengthen Connections to Institutions – Create stronger and direct connections between Corridor communities and City-wide strengths in educational, health and cultural institutions to bring new opportunities to residents and small businesses.

**9** • Build Neighborhood Safety and Community – Address resident and visitor safety concerns through improvements to the built environment, a renewed sense of community pride in places along the Corridor and reinforcing current community policing efforts to change perceptions and minimize violent crime.

**0** • None of the Above

**1** • Other:

Comments

- Quality of transportation

### Next Steps/Actions

The Implementation Actions are the critical components of station area strategies highlighted as actionable items.

Priorities with Number of Responses

- 8** • Ensure prosperity for current residents
- 4** • Strategically dispose of publicly owned land
- 5** • Create new partners and partnerships
- 1** • Implement key walkability improvements
- 3** • Expand rail service and network integration
- 2** • Promote and vitalize main street districts
- 0** • Develop consistent rail station wayfinding
- 3** • Coordinate events, attractions and amenities

### Comments

- Ensure prosperity for current residents and next generations

### Other Comments

In addition to direct feedback from the community and members of the Corridor Advisory Group, the Metropolitan Area Planning Council (MAPC) has reviewed the Corridor Plan and offers additional commentary from a regional perspective and suggestions for improving the plan document and ideas for implementation moving forward. The review letter from MAPC follows:





June 6, 2014

Josh Fiala  
The Cecil Group  
170 Milk St #5,  
Boston, MA 02109

RE: Fairmount Indigo Planning Initiative Corridor Plan Draft

Mr. Fiala:

The Metropolitan Area Planning Council (MAPC) regularly reviews proposals deemed to have regional impacts for consistency with MetroFuture and the Commonwealth's Sustainable Development Principles. The Fairmount Indigo Planning Initiative has the potential to advance several MetroFuture goals, such as an expanded transit system and increased ridership, a stronger connection between regional transportation planning and sustainable land use planning, and expanded housing and job opportunities, especially in lower-income neighborhoods. MAPC has reviewed the Corridor Plan dated March 2014 and offers the following comments.

The Fairmount Corridor is an extremely important transportation investment for surrounding communities and the region. Through expanded service, the upgrading and addition of stations, and fare pricing, the project will help to address transportation inequities in underserved communities and open up significant housing and economic development opportunities through transit-oriented development and smart growth. In accordance with MetroFuture, it may lead to greater opportunity for minority workers and an increased housing supply in traditional neighborhood settings. MAPC strongly supports the continued improvement of the Fairmount Line and a Corridor-wide plan for physical and economic development.

MAPC commends the holistic perspective informing the Fairmount Indigo Planning Initiative. The plan recognizes that transit alone will not unlock the full potential of the Corridor, and that other neighborhood improvements are needed to leverage this public investment. The document makes note of some such improvements, including an increased supply of housing; a stronger connection between Corridor residents and employment opportunities; and support of existing businesses, cultural venues, and amenities in station areas. We highly recommend that the plan include specific strategies to achieve these and the other goals. In general, we suggest that the document specify the necessary actions to make the following value statement a reality: "Current residents and businesses should be the primary beneficiaries of improvements along the Corridor" (p. 16). Despite the ongoing nature of the Fairmount Indigo planning process, MAPC feels it is necessary to identify these strategies early on and to set measurable objectives in order to ensure that progress is made toward achieving these goals.

MAPC also commends the BRA's efforts to make the plan compatible with projects already in development throughout the Corridor, as well as the community process and engagement done to

date. We see the Corridor-wide aims of the Fairmount Indigo Planning Initiative as generally aligned with those of the Fairmount/Indigo Line CDC Collaborative as expressed in its February 2006 document.

The Fairmount Indigo Planning Initiative rightly recognizes the value of the cultural vibrancy and ethnic diversity of the residential base and businesses comprising Corridor neighborhoods. However, this neighborhood character can be threatened by the gentrifying impacts of improved transit infrastructure and greater TOD development like that occurring along the Corridor. Therefore, the plan to leverage strategic public investment in order to catalyze market-driven investment along the Corridor must be paired with strategies to mitigate displacement impacts so that both current and new residents alike benefit from this positive neighborhood change.

In the attached document, MAPC calls attention to some of these potential issues, and suggests mitigation measures that should be put in place to address them in advance. These thoughts and ideas primarily focus on the risk of displacing current residents, the need to prioritize affordable housing development, the importance of connecting current residents with job training as well as employment opportunities, and the need to balance new development with open space preservation and creation.

MAPC respectfully offers these comments and hopes that they are helpful to the ongoing Fairmount Indigo Planning Initiative. We look forward to the opportunity to review specific station area plans in the future. Thank you for the opportunity to share our thoughts on this important project.

Sincerely,



Marc D. Draisen  
Executive Director

CC: Kairos Shen, BRA  
Lara Merida, BRA  
Jeremy Rosenberger, BRA

Enclosure



## Metropolitan Area Planning Council (MAPC) Comments on the Fairmount Indigo Planning Initiative Corridor Plan Draft

### I. Displacement

The Corridor Plan strives to cultivate “a setting that is accessible and affordable, reinforcing the idea that ‘the entire world is at home here’” (p. 20). MAPC embraces this vision, and feels steps must be taken to ensure its realization remains possible even as new investment has an inflationary impact on Corridor residential and commercial markets. The plan recognizes that, as it is executed throughout the Corridor, “adjacent properties and the surrounding blocks will be the places where many ... will wish to engage in capitalism at a level higher than many within these neighborhoods and in the Greater Boston area thought possible” (p. 93). It is imperative, then, that strategies to mitigate any potentially negative impacts of new investment, as well as leverage its many positive effects, must be put in place.

Gentrification, defined as “a pattern of neighborhood change in which a previously low-income neighborhood experiences reinvestment and revitalization, accompanied by increasing home values and/or rents,” may or may not coincide with displacement, defined as “a pattern of change in which current residents are involuntarily forced to move out because they cannot afford to stay in the gentrified neighborhood” (Pollack, Bluestone, & Billingham, 2010). Is it likely that gentrification will occur as a result of the improved transit access, upgraded streetscapes, and new development described in the Corridor Plan. As station areas become more attractive to a greater number of people, increased demand on the local housing supply will raise prices. As the plan notes, care must be taken, then, to limit any corresponding displacement.

MAPC has done considerable work studying the factors that contribute to displacement and the tools available to prevent it. While we strongly support the infrastructure and development investments being made in connection with the Fairmount Indigo Planning Initiative, we are also keenly aware that the rising rents and land values historically shown to coincide with this type of investment can result in the displacement of lower-income residents. Affected households may relocate to less-accessible areas where housing prices are lower, but public transportation is limited. This migration of transit-dependent populations away from station areas may result in lower-than-anticipated ridership levels, not to mention profoundly detract from the cultural vibrancy and racial and ethnic diversity that currently characterizes Corridor neighborhoods.

Based on past work conducted for the City of Somerville in anticipation of the Green Line Extension (GLX), MAPC recognizes several specific indicators of displacement. These indicators are organized into three broad categories, which each includes several variables:

- Demographics and Migration
  - Economy
  - Racial and ethnic diversity
  - Migration

- Housing and Households
  - Housing cost burden
  - Families with children
  - Equitable homeownership
  - Designated affordable housing
- Transportation
  - Vehicle ownership and mileage
  - Commute mode share
  - Transit commute times

The economic context of Corridor neighborhoods is not entirely comparable to the Somerville neighborhoods where new Green Line stations are planned, so therefore the timing and scale of change may differ. But shifts in these three areas nevertheless indicate different migration patterns. These indicators should be measured beginning now, as well as continuously throughout the development process and beyond, to determine whether displacement rather than natural housing turnover or replacement is occurring.

In addition to current residents, existing local businesses are potentially at risk of displacement as a result of new investment along the Corridor. First, new commerce may draw the existing consumer base away from existing businesses or appeal more to new residents. Second, the large ground-floor commercial space rents in typical new mixed-use developments are often unaffordable to independent businesses. Instead, chains and franchises often lease these spaces, putting pressure on local businesses. Moreover, because several Corridor neighborhoods have commercial centers, but rail stations are often not located there, there is a risk that reorienting these neighborhoods towards the latter might negatively impact the former. New businesses should be attracted with an eye towards filling amenity and service gaps, not replacing current amenities or services.

MAPC commends the Fairmount Indigo Planning Initiative for its stated intention that “new opportunities should prioritize the upward mobility of current residents and businesses.” The Plan calls for the exploration of “a matching program between current residents and opportunities for new housing and new jobs” and states that “resident priority should be considered for new housing units and jobs” (p. 47). It does not, however, outline the next steps in developing or implementing such a program. This would best be pursued sooner rather than later. As the local income base increases, either because existing residents become wealthier or because there is an influx of new, wealthier residents, Corridor neighborhoods will become increasingly unaffordable to lower-income residents, current or new. As neighborhoods become increasingly unaffordable, there are fewer and fewer areas for lower-income populations to call home.

There are many strategies designed to mitigate the potential inflationary effects of new transit and the associated risk of displacement, some of which are recommended below.

## II. Housing

New market-rate condominiums and houses in the Corridor are selling for upwards of \$350,000, according to the Fairmount/Indigo Line CDC Collaborative. Such prices are unaffordable for the majority of current residents. As Corridor neighborhoods become more attractive as a result of improved accessibility and greater investment, increased housing demand will likely cause rents

and sale prices to rise higher. This must be met with robust housing production that includes an adequate supply of units for lower-income households in order to reduce the pressure on existing housing stock and mitigate the potential for displacement described above. This must also be met with additional incentives and subsidies for lower-income households to be able to afford to remain along the Corridor.

The plan acknowledges the need for more “workforce and market-rate housing” (p. 104) along the Corridor. As already noted, in-migration to the Corridor, as well as greater investment, will likely have an inflationary impact on the housing market. If reinvestment is strong, displacement may occur. The City must take precautions now, before the market changes and development costs increase. Therefore, MAPC suggests that the plan emphasize the importance of increasing the affordable housing supply to the same extent that it calls for market-rate housing. This will help avoid displacement. “Workforce housing” should be defined; it is unclear whether this refers to the traditional concept of workforce housing targeting households between 80-120% of the AMI or for households earning at or below 80% of the AMI.

MAPC commends the Fairmount Indigo Planning Initiative for setting a goal of increased housing density through infill development of multifamily housing clustered near existing activity centers and station areas. Density bonuses, as well as a reduction in parking requirements, may be needed to make higher densities possible (as the plan acknowledges) and leverage affordable housing development. While, MAPC appreciates the mixed-income goals of the plan, we are concerned by the emphasis on market-rate housing development. We suggest that the development of market-rate housing consistently coincide with new affordable units in order to meet need.

MAPC also commends the plan’s call for new TOD and Main Streets mixed-use redevelopment that includes a greater percentage of affordable and workforce housing units than Boston’s standard inclusionary housing policy. However, the plan does not specify how to achieve this goal. MAPC suggests that the following amendments to the existing policy be made in regards to development along the Corridor. First, whereas the current policy requires 13% of units to be affordable for any residential development with 10 or more units, a minimum of 15% should be affordable in developments of 5 or more units along the Corridor. Second, according to the plan, affordability is currently defined as households earning between 80% and 120% of the Boston area median income (AMI). In regards to the Corridor, affordability would better be defined at a lower income level to reflect that of existing residents, such as below 60% of AMI. Third, developers can currently pay \$50,000 in lieu of affordable unit development. In the case of the Corridor, however, a higher fee would better reflect the real cost of affordable housing unit development. Further, all payments in lieu of units could be used for the creation and preservation of units or to directly-assist lower-income households within the Corridor, and not elsewhere in Boston, in order to prevent displacement.

Boston already has other strategies in place to encourage market-rate and affordable housing development to occur in tandem, including a linkage fee program. Other strategies to consider include a real estate transfer tax on all market-rate property transactions that goes toward creating more affordable housing, and tax increment financing wherein the value of tax increases along the Corridor is set aside to fund improvements in that area, including affordable housing.

The plan notes that City real estate assets will be used for the development of market-rate housing. MAPC suggests that City land is more appropriate for the development of affordable housing. Boston owns several sites adjacent to the Fairmount Line, including the Lewis Chemical site

abutting the Fairmount station. We join the Southwest Boston Community Development Corporation (SWBCDC) in advocating for transit-oriented development at this location, with approximately 20 units of affordable housing if remediation permits. In addition to existing land holdings, the City could use federal funds to acquire other parcels near the Fairmount Line for developers to create affordable housing.

Related to City land holdings, the plan notes that a City program that promotes land disposition and infill residential construction would be beneficial (p. 42). MAPC hopes to see supportive steps to implement such a program. When and if public properties are sold, Boston could use public property disposition to favor development proposals that include greater percentages of affordable housing.

The City also could encourage purpose-built housing by providing loans directly to developers that create affordable housing, including community development corporations (CDCs). In general, the City could capitalize on the strong cohort of CDCs active along the Corridor, strengthening its relationships with them and supporting their affordable housing work. Boston also could work with current affordable housing property owners to avoid expiration of currently subsidized units by negotiating to extend restrictions and providing additional financial resources.

Additionally, Boston could direct a portion of its rental assistance and first-time homebuyer assistance to qualifying Corridor residents. The City also might consider developing a program of targeted rental assistance to households living near new and upgraded stations that are most likely to face transit-induced rent increases. A multi-family homebuyer assistance program would help first-time homebuyers to purchase, occupy, and become the landlord of a multi-family home. Boston also might consider offering real estate tax abatements to eligible property owners within the transit-shed, as allowed by State laws, and tax abatements for new construction and rehabilitation of affordable housing.

MAPC appreciates that “enhancing access to jobs and economic opportunity is one of the most critical needs for the Corridor’s residents and businesses,” but feels that this must coincide with housing development. Individual station area action plans, however, are organized by type. This can divorce economic development from housing in some cases. We suggest avoiding the call for one without the other. Increased job opportunities that coincide with housing development accommodate a growing workforce and help to limit a tightening of the housing market. Moreover, increased housing provides support for local businesses and therefore aids in economic development.

MAPC also suggests that measurable objectives be set, such as a number of affordable housing units built in the Corridor overall and in specific station areas over a set period of time. The Collaborative anticipates that 1,200-1,400 low-to-moderate-income multi-family housing units can be built in current and future station areas. Overall, they estimate that new train stations could stimulate the creation of 3,000-5,000 new housing units in the Corridor. The BRA has conducted its own capacity analysis of each station area, concluding that each station area has some capacity for new housing units and that more than 2,000 new units could be added to the Corridor overall. MAPC hopes that the City not only reach capacity, but also a significant portion of affordable units.

Lastly, few specific sites are identified for development of housing or any other type throughout the plan. MAPC looks forward to greater specificity in individual station area plans.

### III. Economic Development, Job Training, & Employment Opportunity

The plan notes that lower household income in the Corridor is more likely to be the cause of housing affordability issues rather than the cost of housing. MAPC cautions that the latter could become more of an issue with new investment, but agrees that the former must also be addressed. Towards that end, the plan calls for workforce development. However, strategies to do so should be developed in greater detail.

Many of the plan goals in this topic area are very ambitious. For example, the plan aims to cut the unemployment rate in the Corridor in half from 16% to 8% in 10 years, to bring the low end of the Corridor income range up from \$30,000 to \$45,000, to reduce the number of families below the poverty rate by 3%, and to increase the rate of high school and college graduation by 10% each. Specific strategies to achieve will be needed.

Moreover, many of these goals are collaborative in nature. Beyond strategy development, it will be crucial to engage leaders and partners, and secure resources, to achieve them. In general, workforce development strategies referenced in the plan would benefit from identification of their agents, sponsorship, and the necessary steps for implementation. In the cases where agents are identified, identification of the overseeing party would aid accountability and success. “Opportunity leaders” would best be identified for all strategies, not just the import strategy. Partners have been identified for all three, and we hope that their roles have been formalized and agreed upon.

The plan also refers to exporting talent, or connecting well-prepared Corridor residents to opportunities that are accessible along the rail line. “Programs to cultivate direct connections between the resident workforce and employment opportunities with unmet demand” (p. 133) should be identified, as should the means to deploy them throughout the Corridor. MAPC would also suggest a focus on establishing educational and vocational training opportunities for under-prepared residents. The City could work with its community partners to not only connect Corridor residents with local jobs, but also to ensure they have the skills and preparation to succeed. Towards that end, the plan calls for partnerships and mentorship programs for Corridor businesses to connect with other Boston businesses. Likewise, it calls for a comprehensive approach to prepare residents for success through education, training, and job linkage. It would be good to identify and mobilize the necessary drivers of these programs sooner rather than later.

The plan also calls for physical interventions to encourage economic development. For example, “existing isolated uses (such as commercial or light industrial) near rail stations should be consolidated to other centers of activity to create new housing opportunities at key neighborhood-building locations” (p. 45). MAPC suggests that new sites be characterized by access to employee and customer bases in a fashion that is comparable to current sites.

Also, “placemaking” strategies aim to reorient neighborhoods to existing and new stations. MAPC is concerned that this reorientation may have a detrimental impact on existing vibrant Main Streets. As the plan notes, “the Corridor rail stations are in locations that do not necessarily coincide with the pattern of Main Streets districts and existing centers of activity” (p. 52). Care should be taken to ensure that station areas are complementary rather than competitive with existing businesses. The plan calls for commercial uses and new investment to be directed to Main Streets districts. It would be good to articulate how this is compatible with proposed development

of station areas, and make compatible the strategies of “Focus on the Main Streets Districts” and “Reorient to the Stations.”

#### IV. Open Space

The City of Boston is currently in the process of updating its Open Space and Recreation Plan. This is a city-wide plan, but it is prepared and presented at a neighborhood scale. To the extent possible, the Fairmount Indigo Planning Initiative Corridor Plan would benefit from inclusion of preliminary results from this planning process, including any pertinent information from the previous iteration of Boston’s open space plan that might be relevant. Likewise, specific recommendations from the Fairmount Greenway Plan could be incorporated.

Though the Corridor is in close proximity to some of Boston’s largest public spaces, this does not meet each neighborhood’s need. The Parks and Public Space chapter acknowledges that access to parks and public space is lower within the Fairmount Indigo Corridor than many other neighborhoods in the city. We suggest that the Fairmount Indigo Planning Initiative Corridor Plan could have increased open space as an explicit goal.

Towards that end, Strategy E to leverage vacant parcels along the Corridor to fill gaps in the parks network could be paired with the identification of specific parcels. Relatedly, the plan recommends the strategic disposal of publicly owned land; MAPC suggests that each parcel should first be evaluated for the possibility of park conversion.

MAPC commends the plan’s aim to create parklets in order to increase open space in the Corridor. But it should be noted that this will not provide space for active recreation. Resident comments made during the community engagement process may help establish whether this is compatible with community needs.

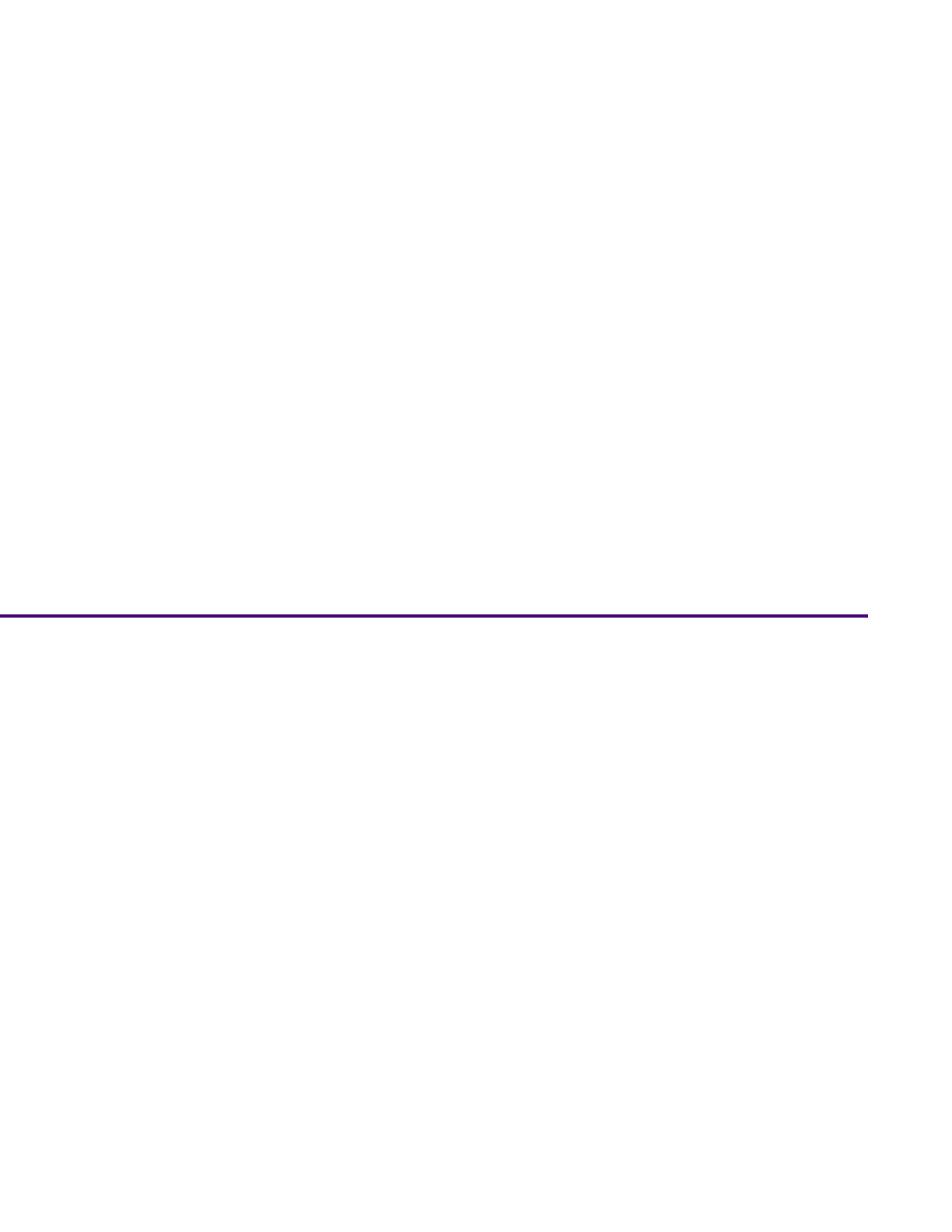
The plan makes multiple references to “Major Open Spaces” in individual station area write-ups, but does not define the term. We would suggest that open spaces referenced in the plan be described in terms of acreage and on-site facilities. Likewise, the phrase “strengthening connections” is frequently used throughout the plan, but without explanation or steps to achieve it. The reader is left uncertain whether the phrase means improvements to sidewalks, bike infrastructure, transit access to parks, or the addition of wayfinding signage. Clarification and implementation strategies would be useful in each case.

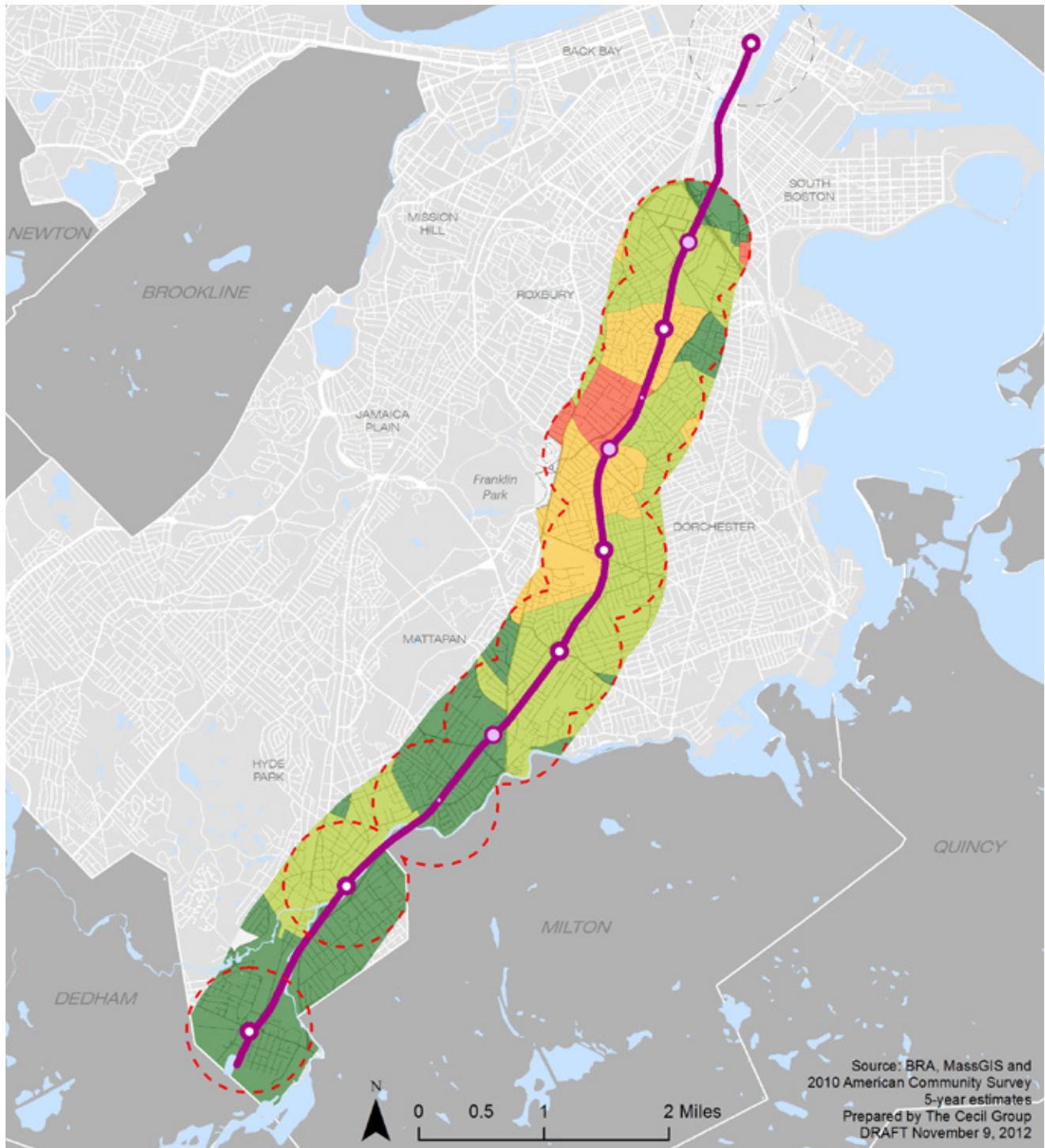




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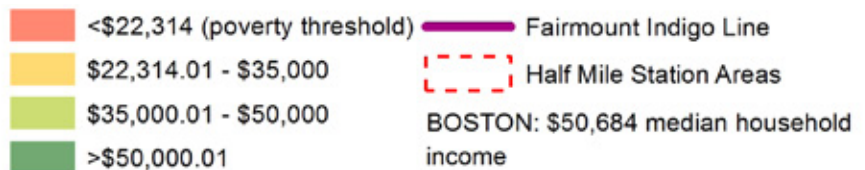
# EXISTING CONDITIONS ANALYSIS

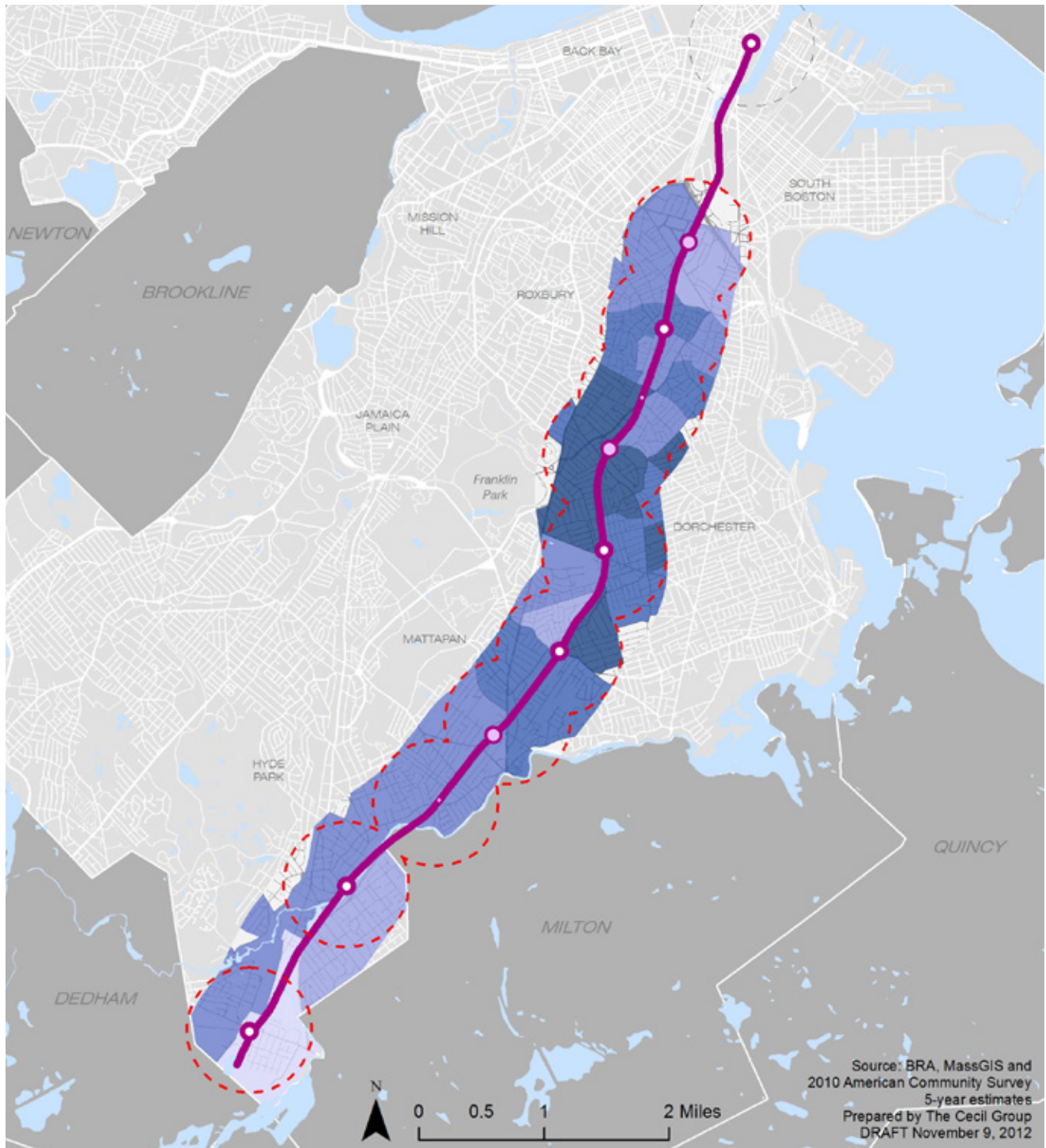




# Median Household Income

In Past 12 Months By Census Tract

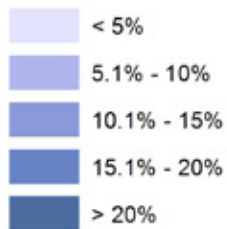




# Unemployment

By Census Tract

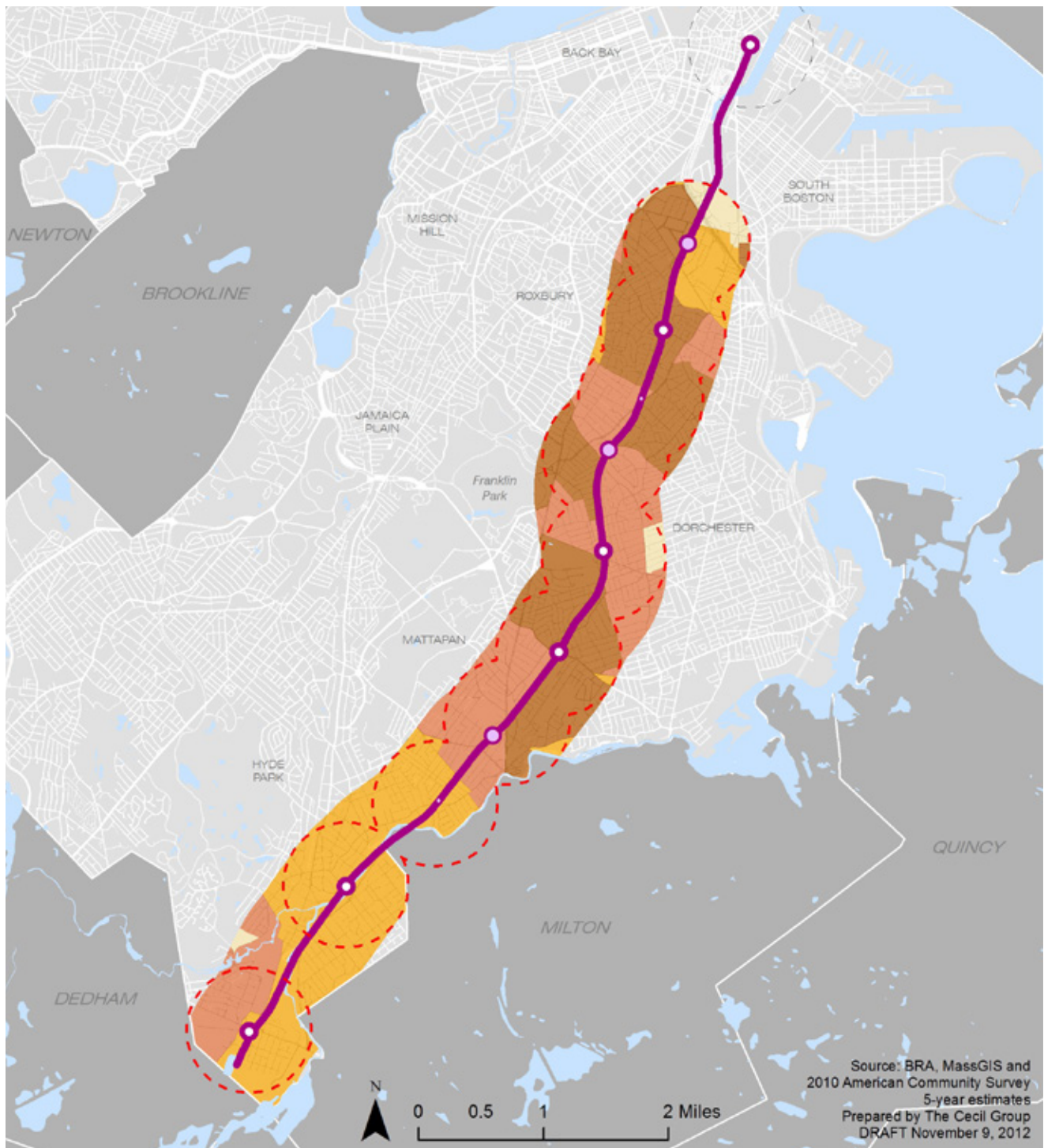
% of pop. age 16+ unemployed



Fairmount Indigo Line

Half Mile Station Areas

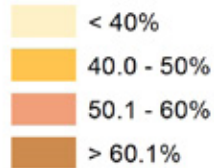
**BOSTON: 9.3% unemployment rate**



# Education

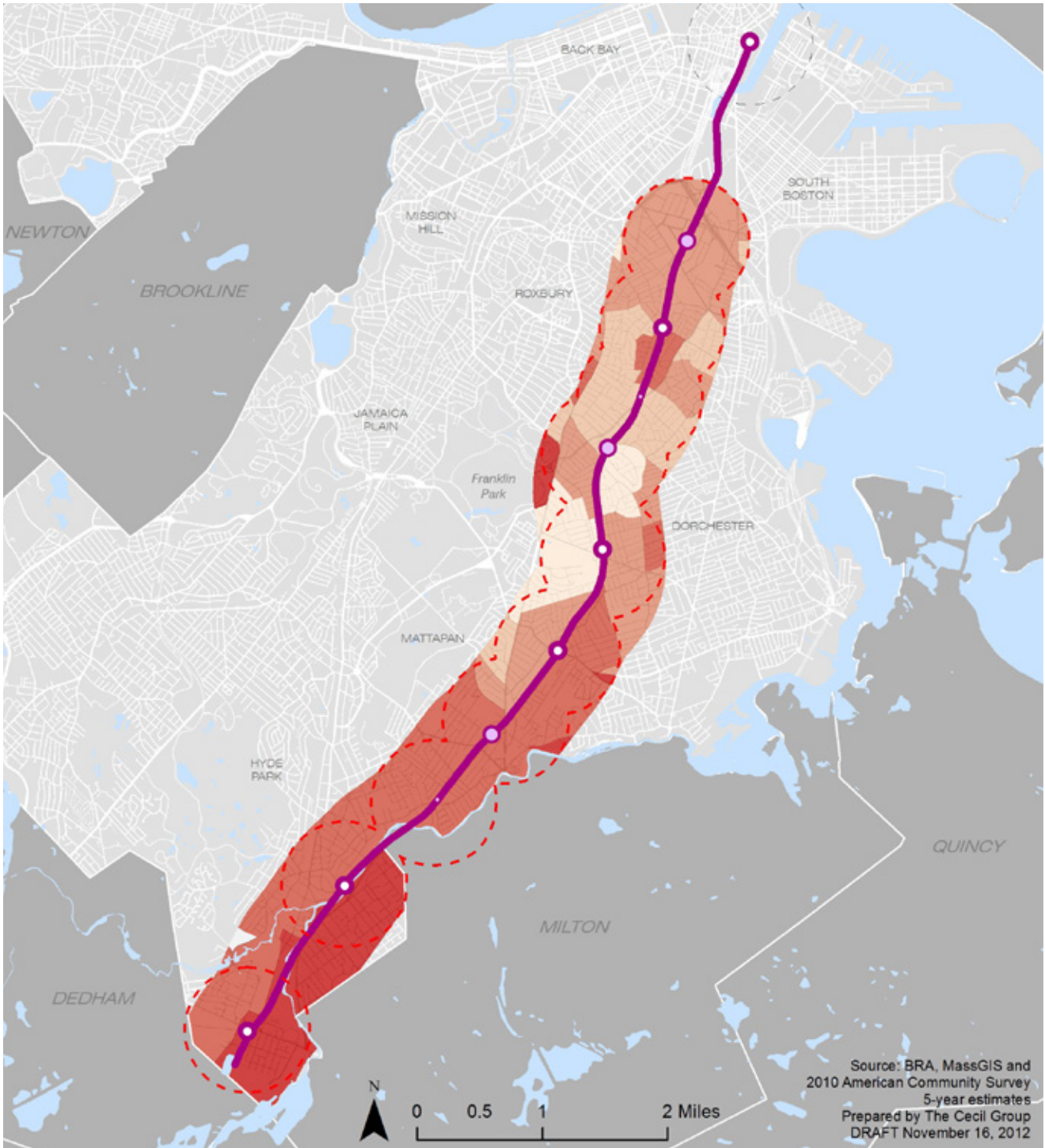
By Census Tract

% of pop. age 25+ with no more than a High School diploma



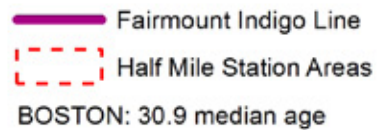
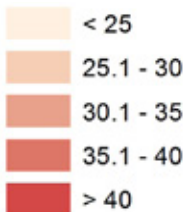
— Fairmount Indigo Line  
 - - - Half Mile Station Areas

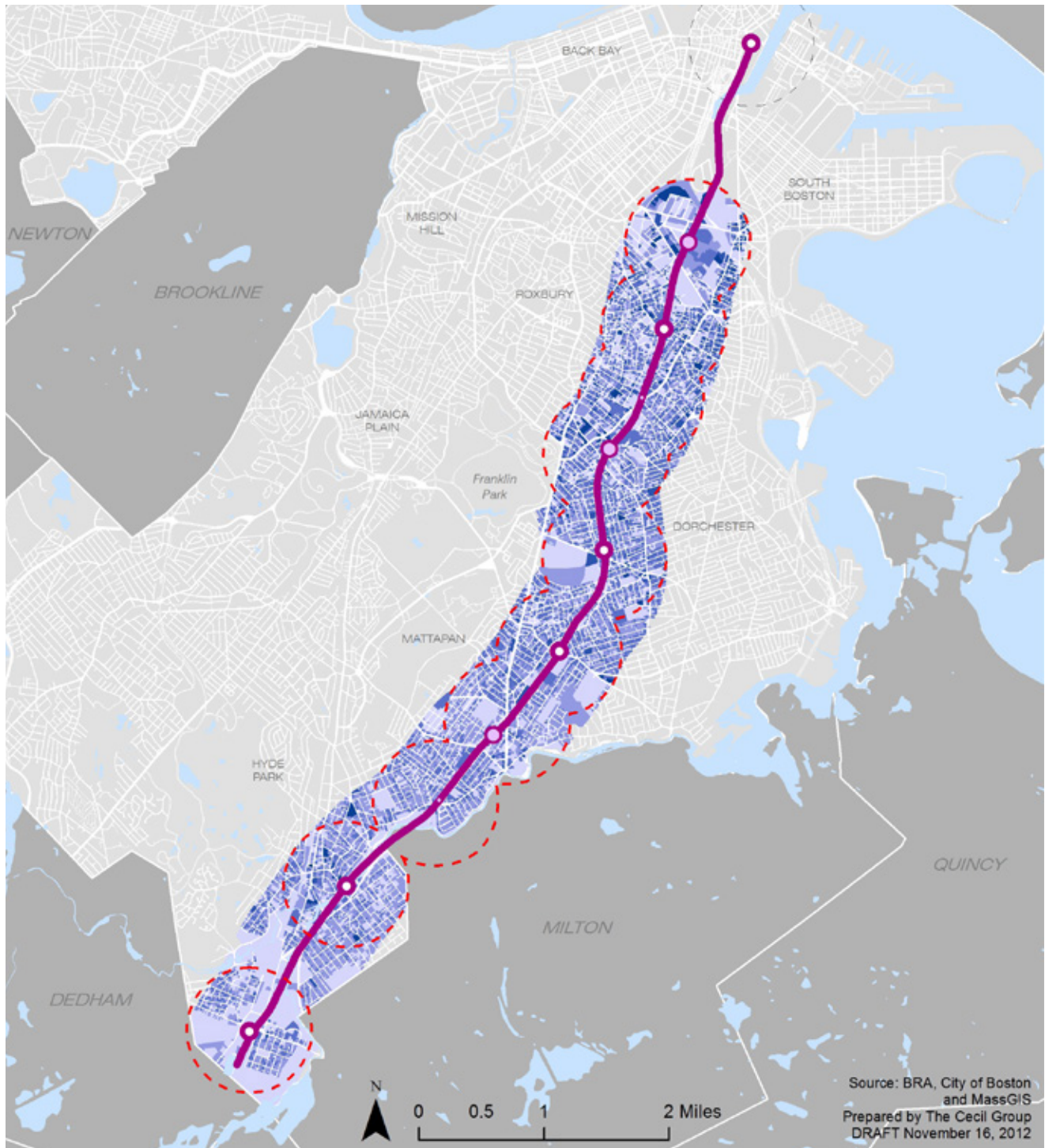
**BOSTON: 39.3% with no more than a high school diploma**



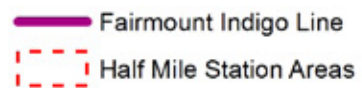
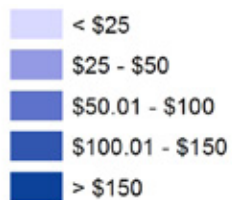
# Median Age

By Census Tract

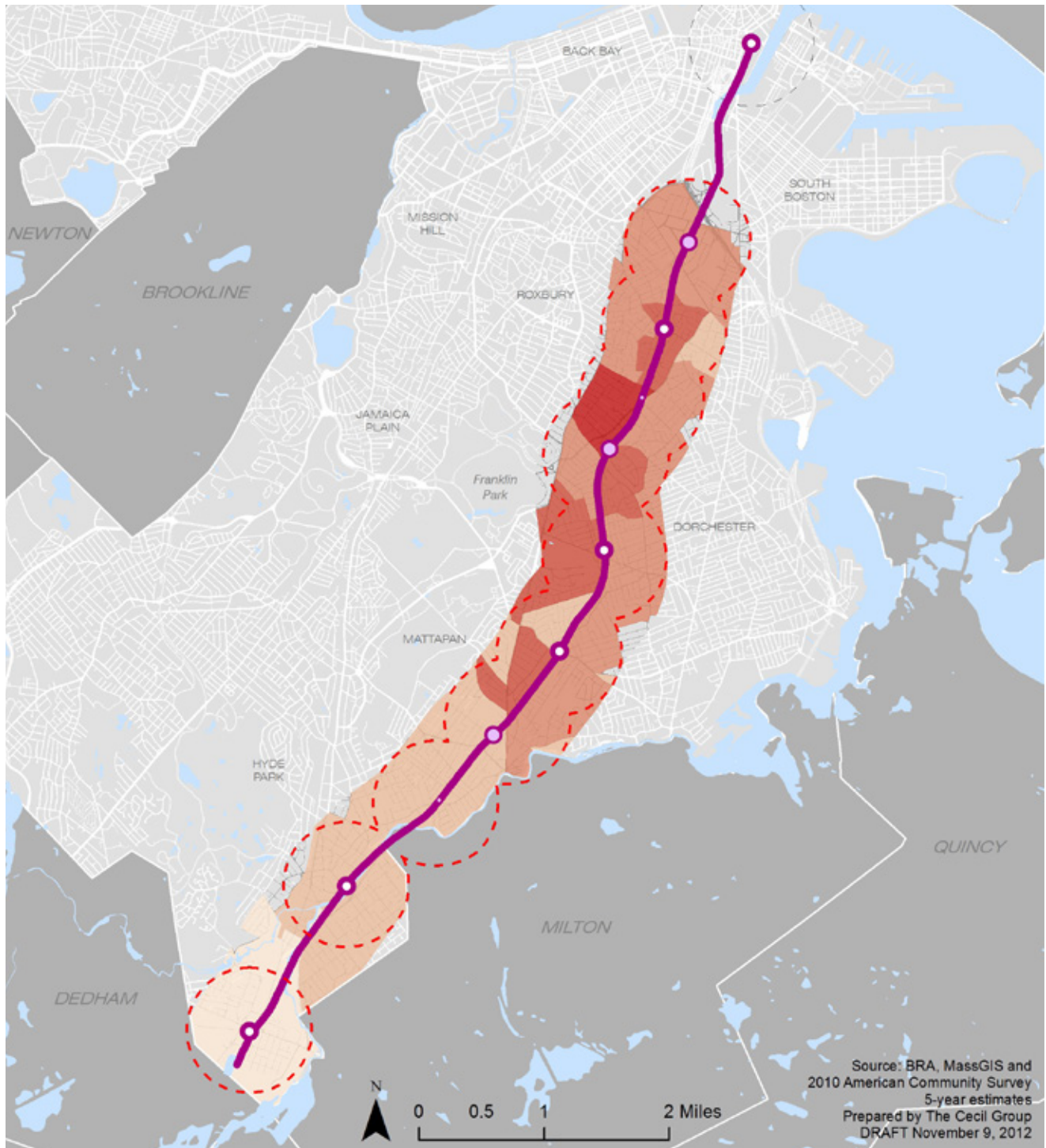




# Assessed Value



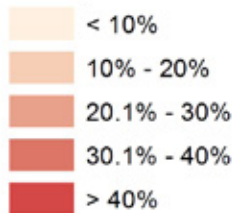




# Poverty

By Census Tract

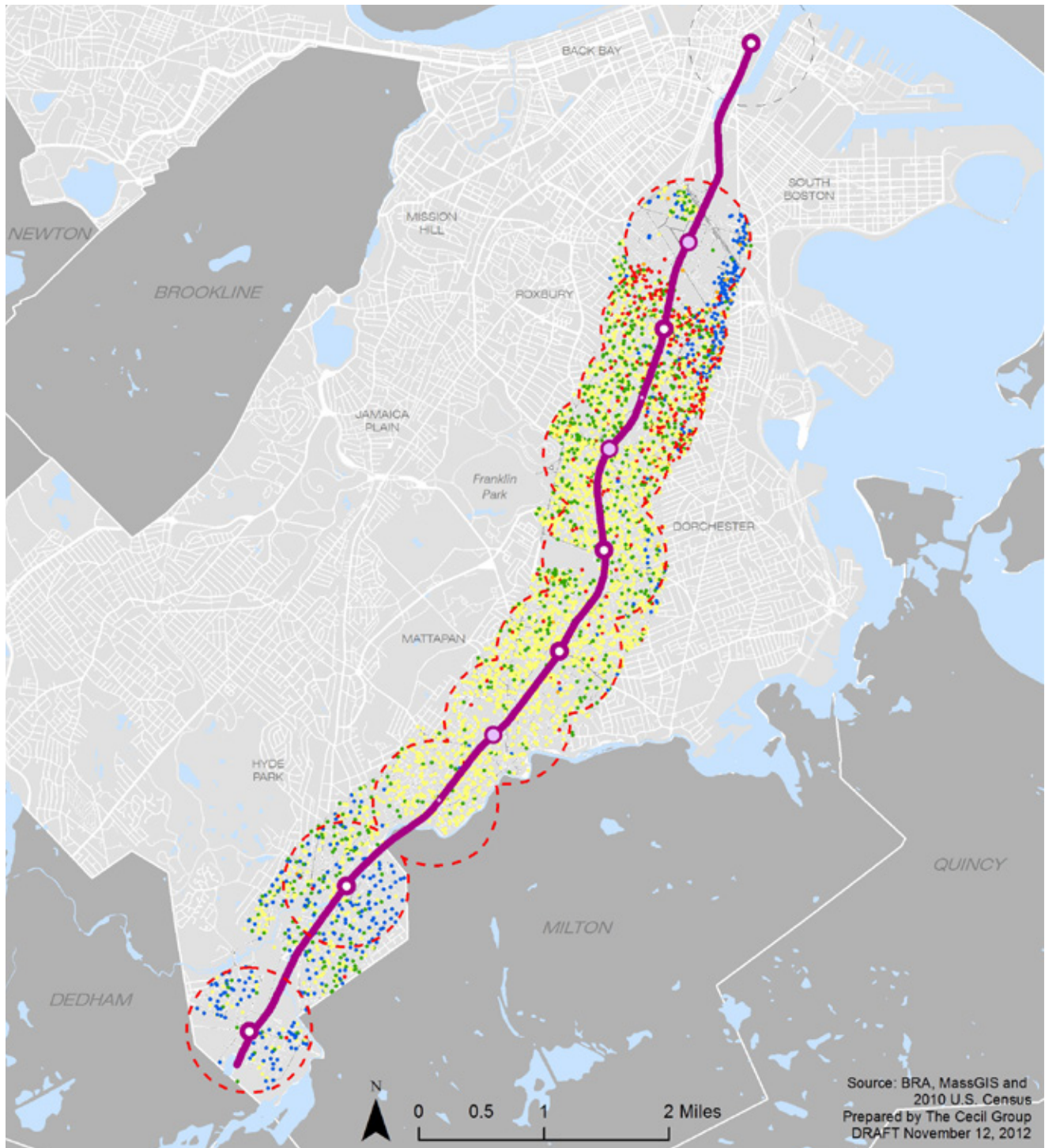
% Pop. Below Poverty



Fairmount Indigo Line

Half Mile Station Areas

**BOSTON: 21.2% below poverty**



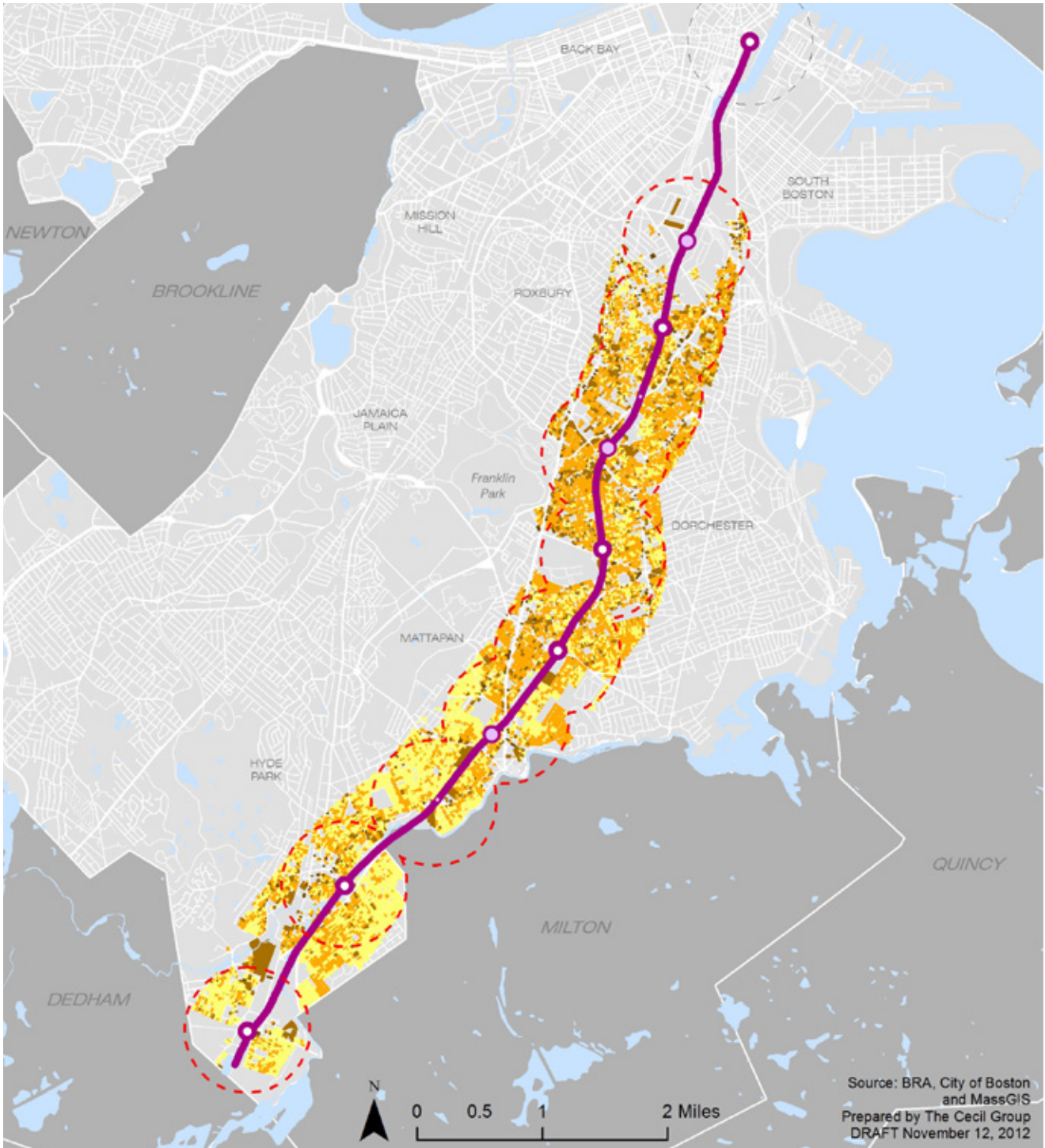
# Race and Ethnicity

By Census Block

- 1 Dot = 25
- White
- Hispanic or Latino
- Black
- Asian
- Other

- Fairmount Indigo Line
- - - Half Mile Station Areas

**BOSTON:**  
 47% White  
 17.5% Hispanic or Latino  
 22.4% Black  
 8.9% Asian  
 4.3% Other



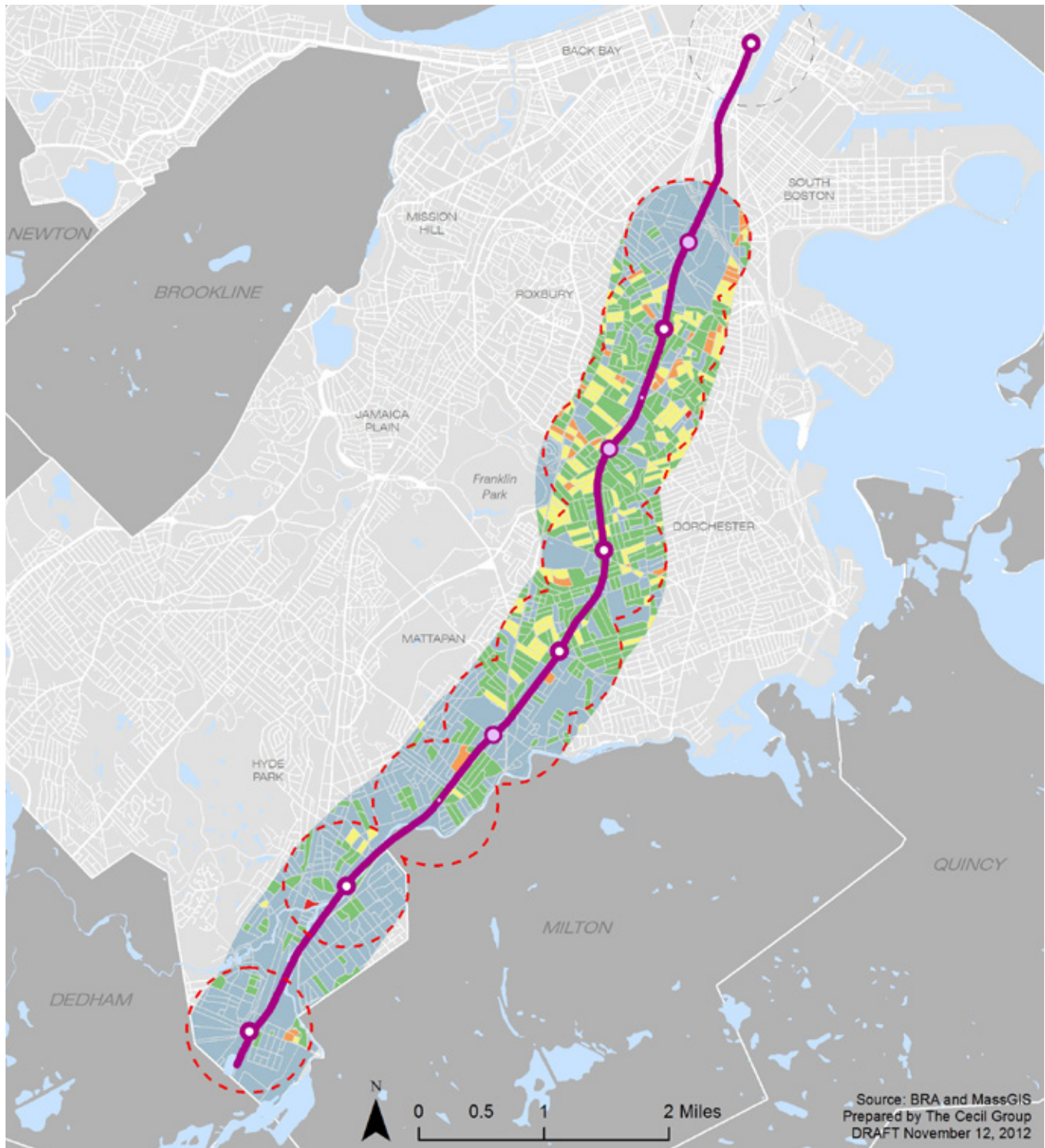
Source: BRA, City of Boston and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012

# Housing Type

By Parcel

- Single Family
- Two or Three Family
- Multifamily
- Mixed Use

- Fairmount Indigo Line
- Half Mile Station Areas



# Housing Density

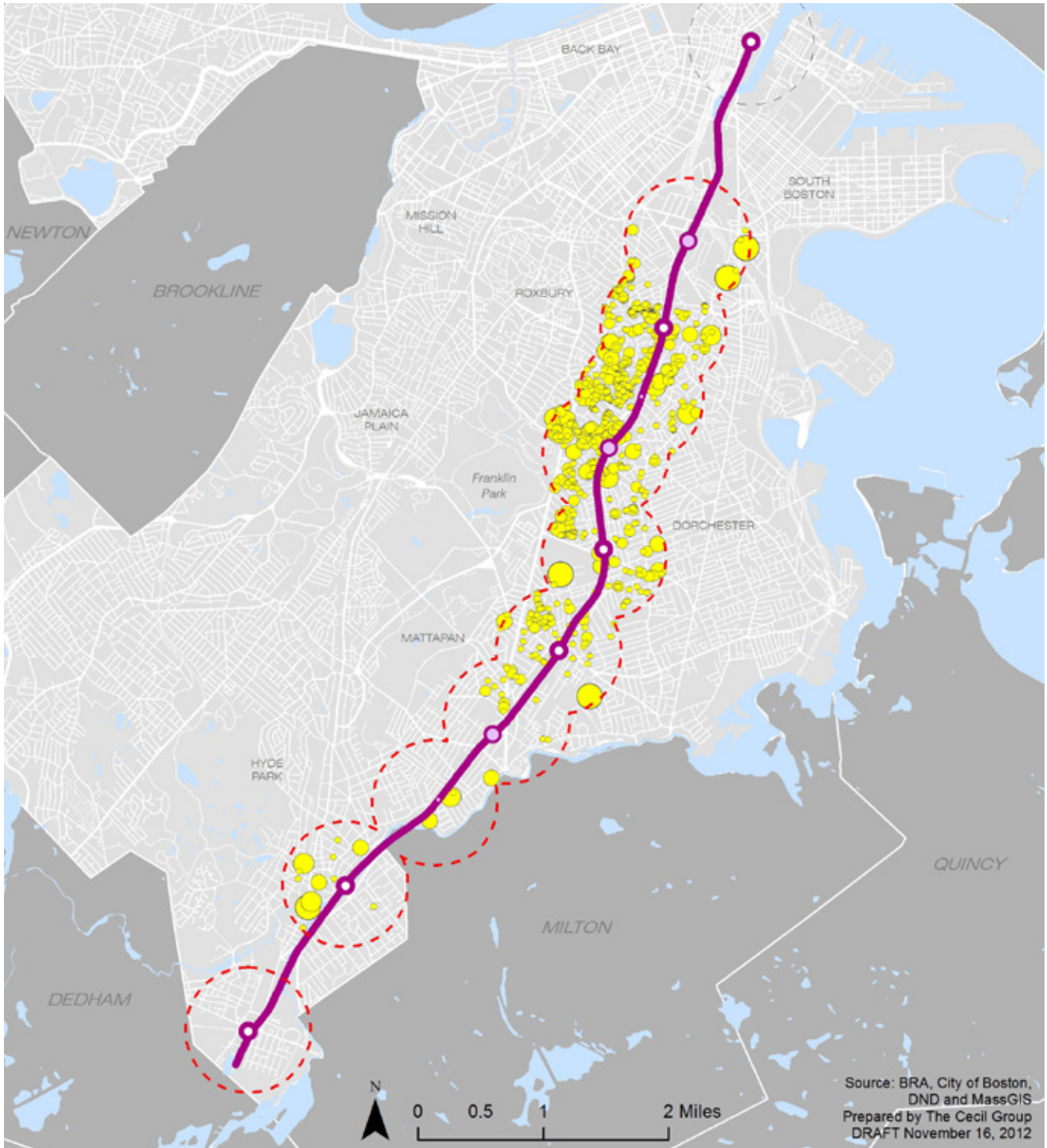
By Census Block

## Housing Units / Acre

- < 8 (1-family)
- 9 - 16 (2-family)
- 17 - 24 (3-family)
- 15 - 49 (multifamily)
- 50 - 100 (multifamily)

Fairmount Indigo Line

Half Mile Station Areas



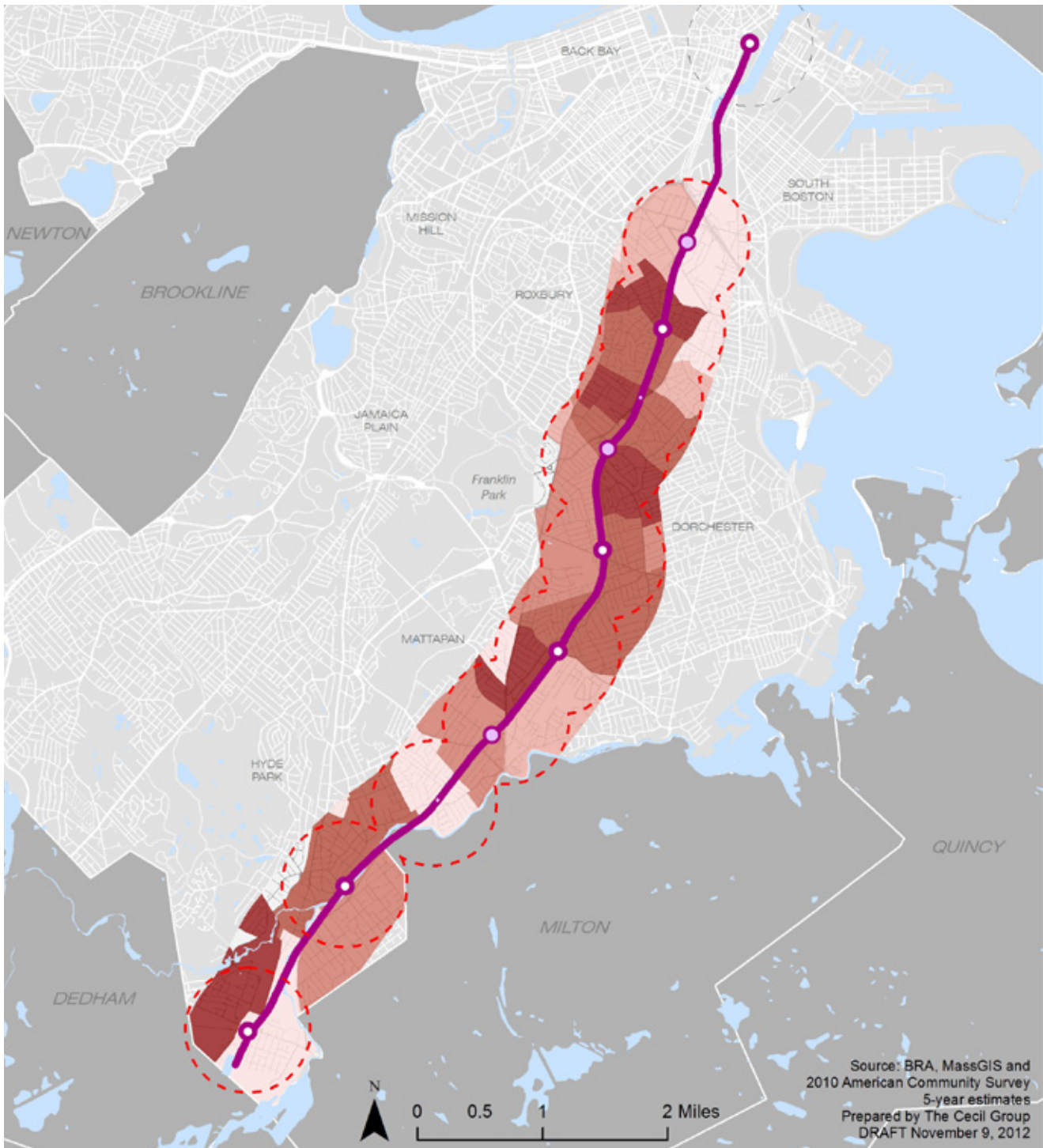
# Affordable Housing

By Development

# of Affordable Units within half mile of stations

- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 - 750

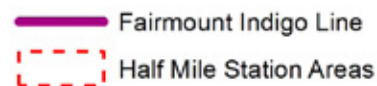
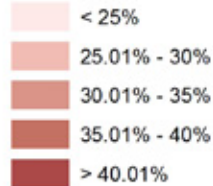
— Fairmount Indigo Line  
- - - Half Mile Station Areas



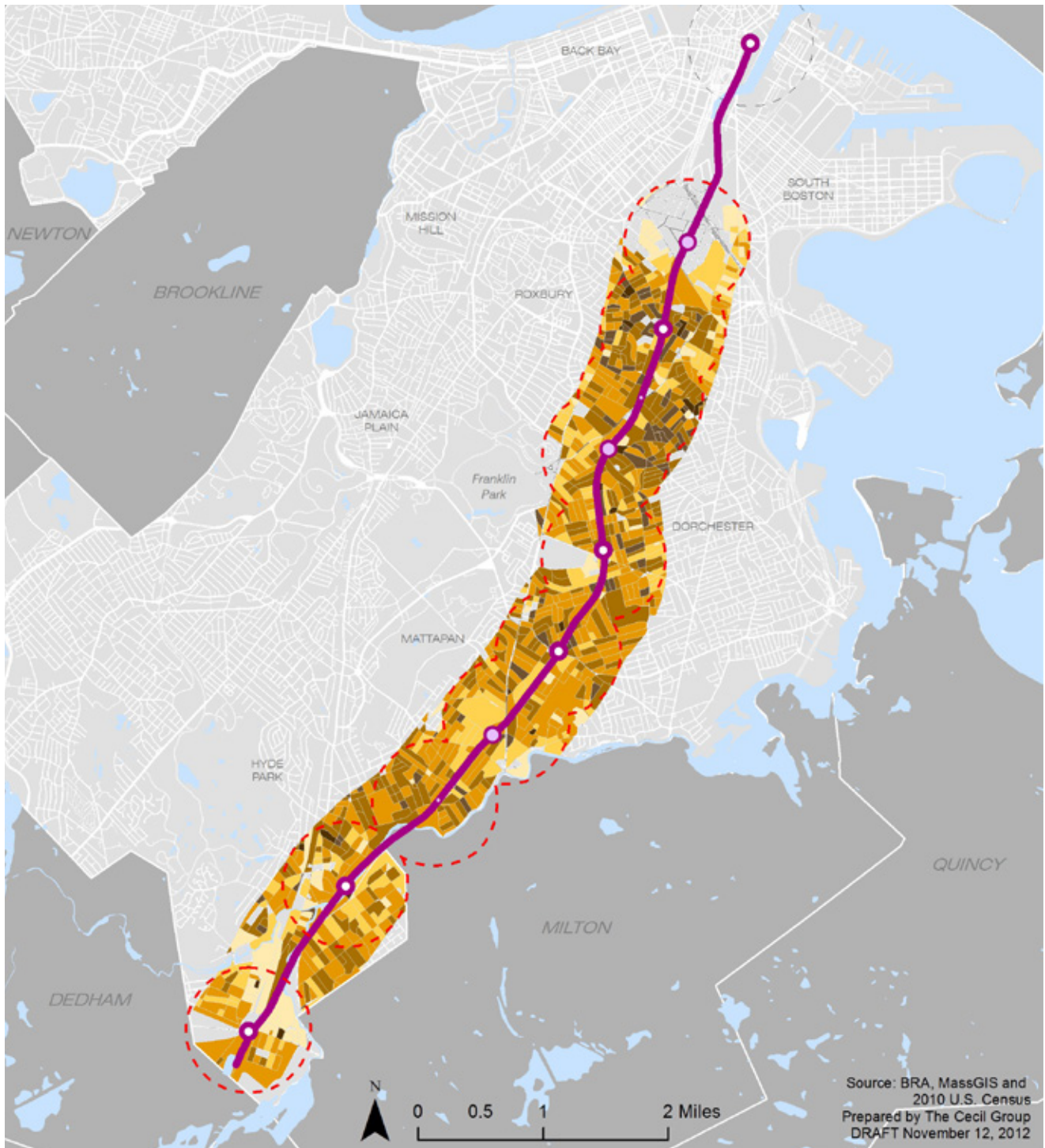
# Severely Rent Burdened

By Census Tract

% of renter-occupied homes where at least half of household income is spent on rent

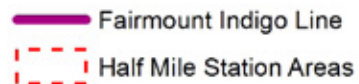
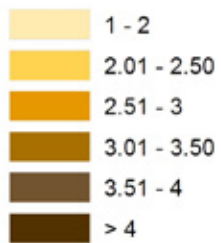


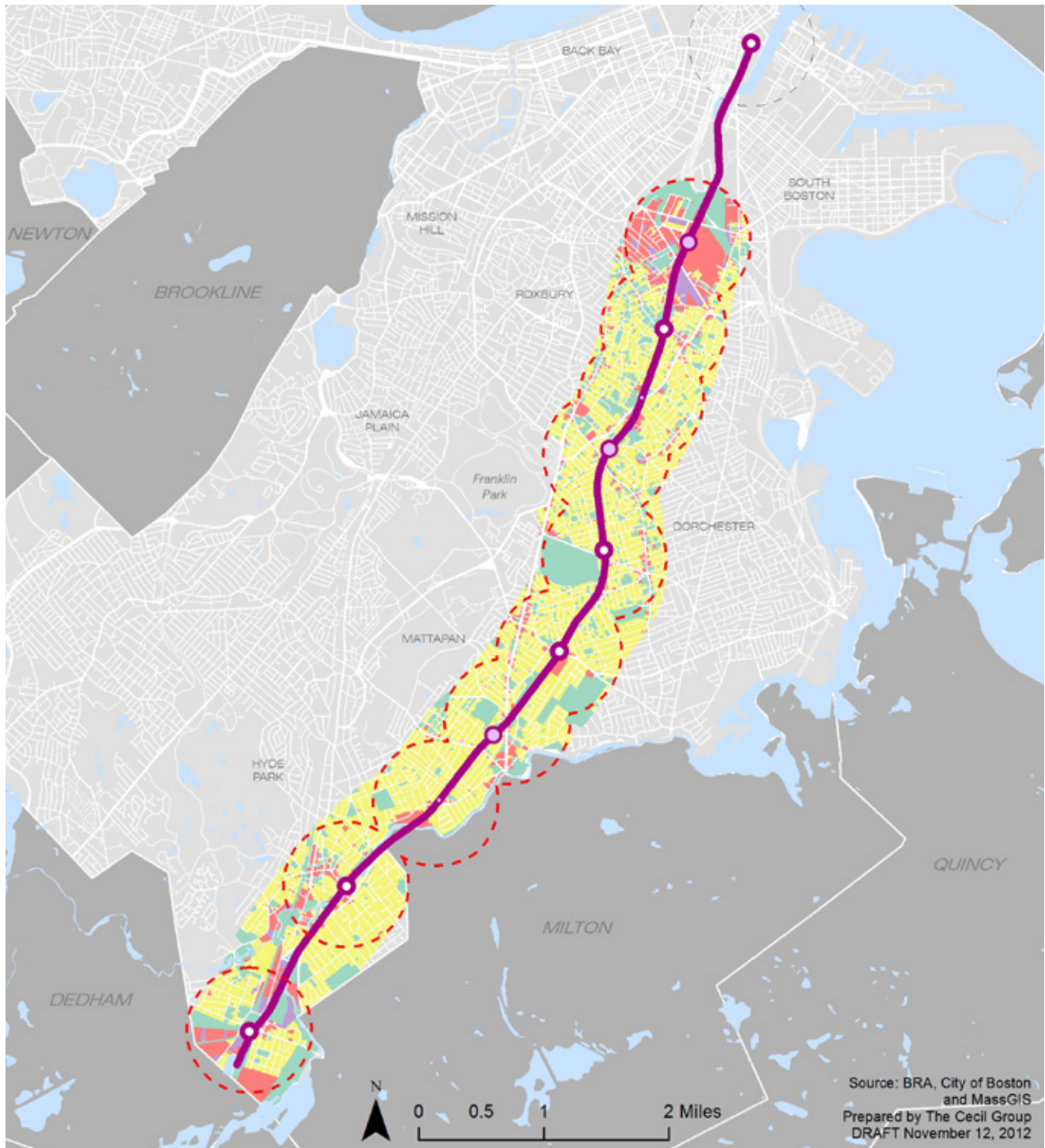
BOSTON: 27% severely rent burdened



# Average Household Size

By Census Block





Source: BRA, City of Boston and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012

# Land Use

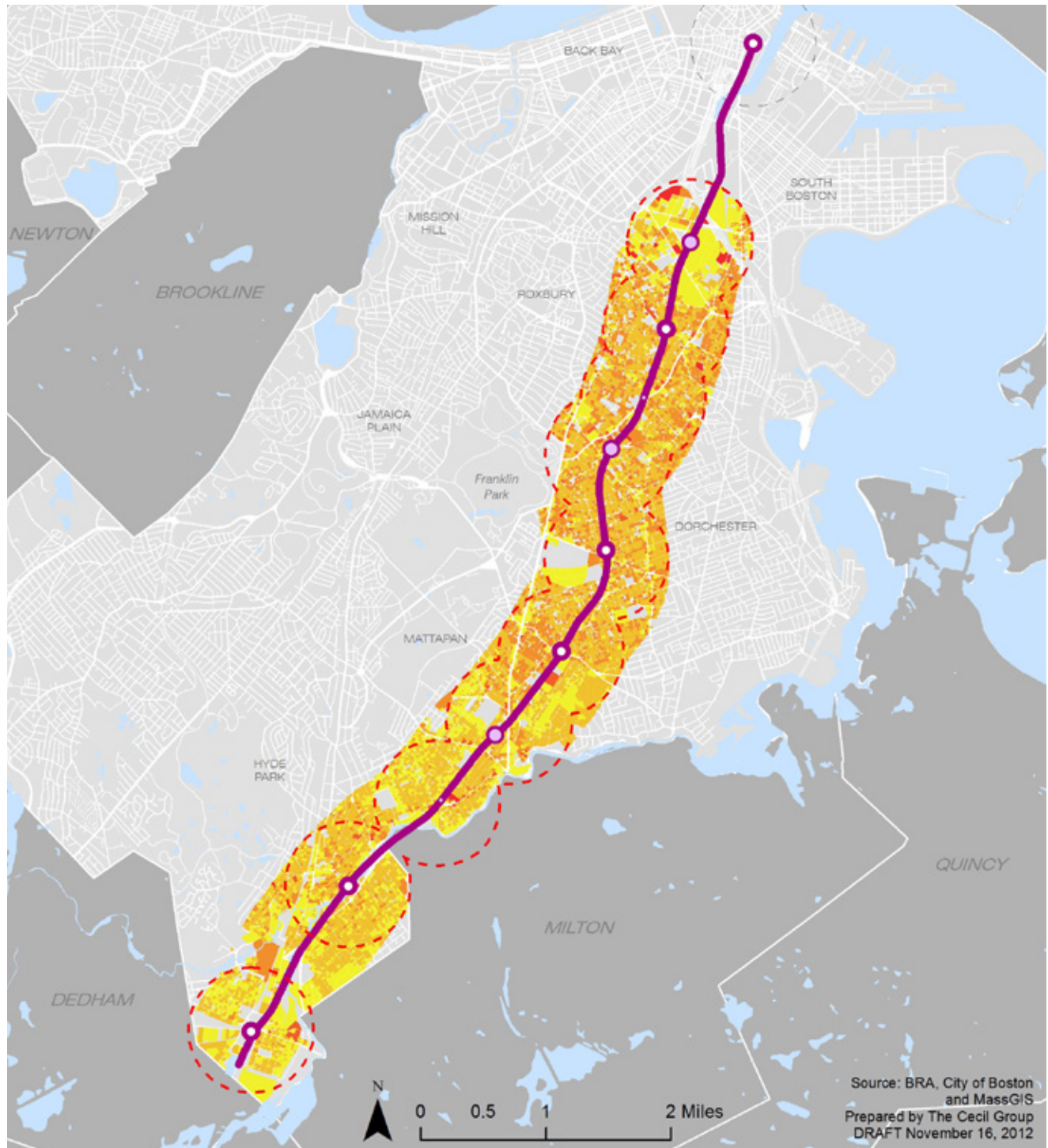
By Parcel

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

- Fairmount Indigo Line
- Half Mile Station Areas

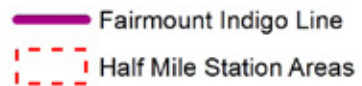
**BOSTON:**  
 9% Commercial  
 36% Residential  
 4% Industrial  
 51% Tax Exempt

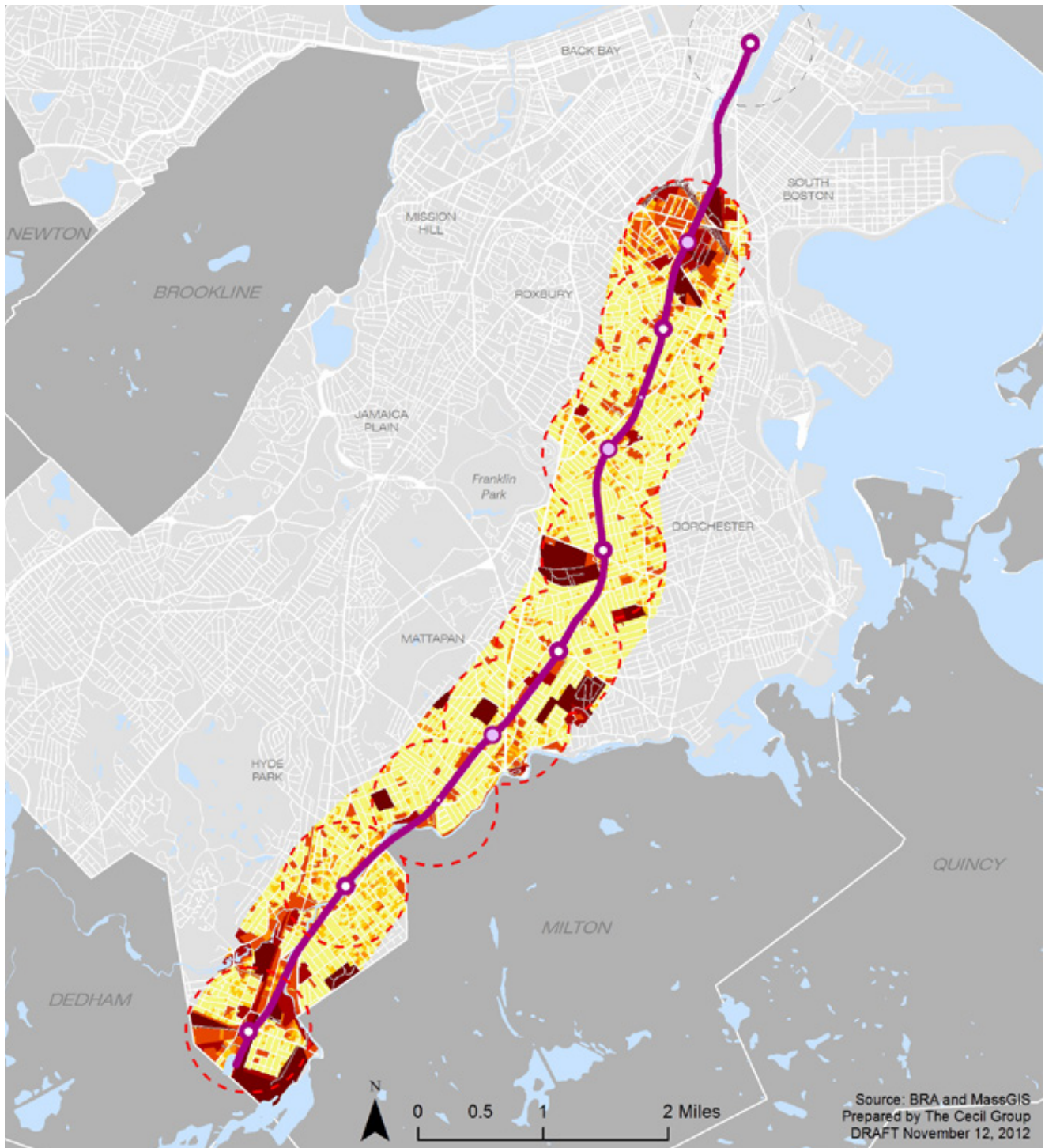




# Building Height

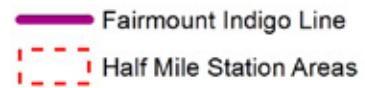
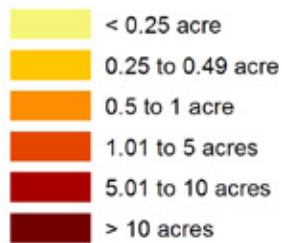
## Number of Floors

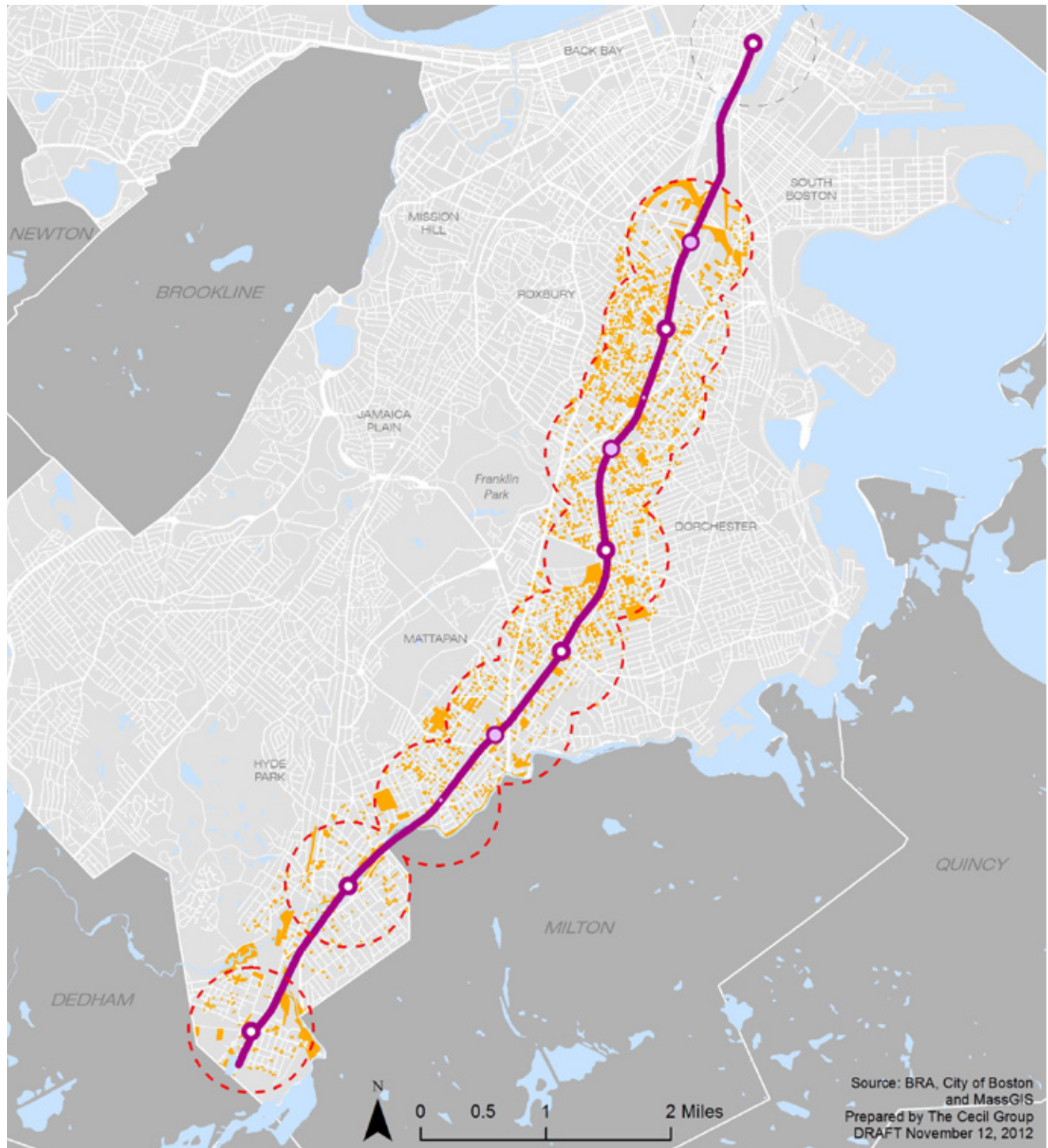




# Parcel Size


By Parcel





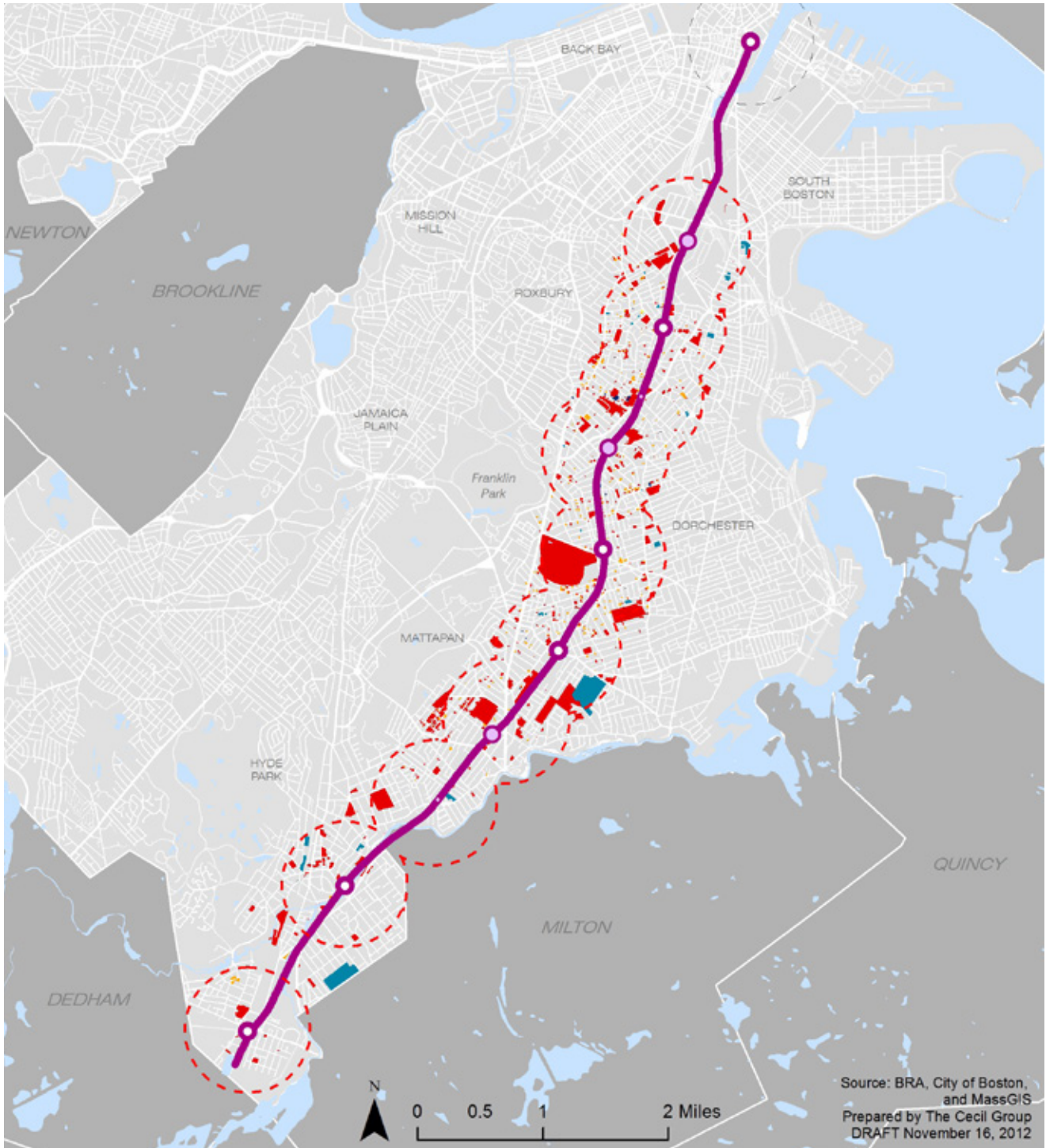
Source: BRA, City of Boston and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012

# Vacant Properties

 Vacant Properties

 Fairmount Indigo Line

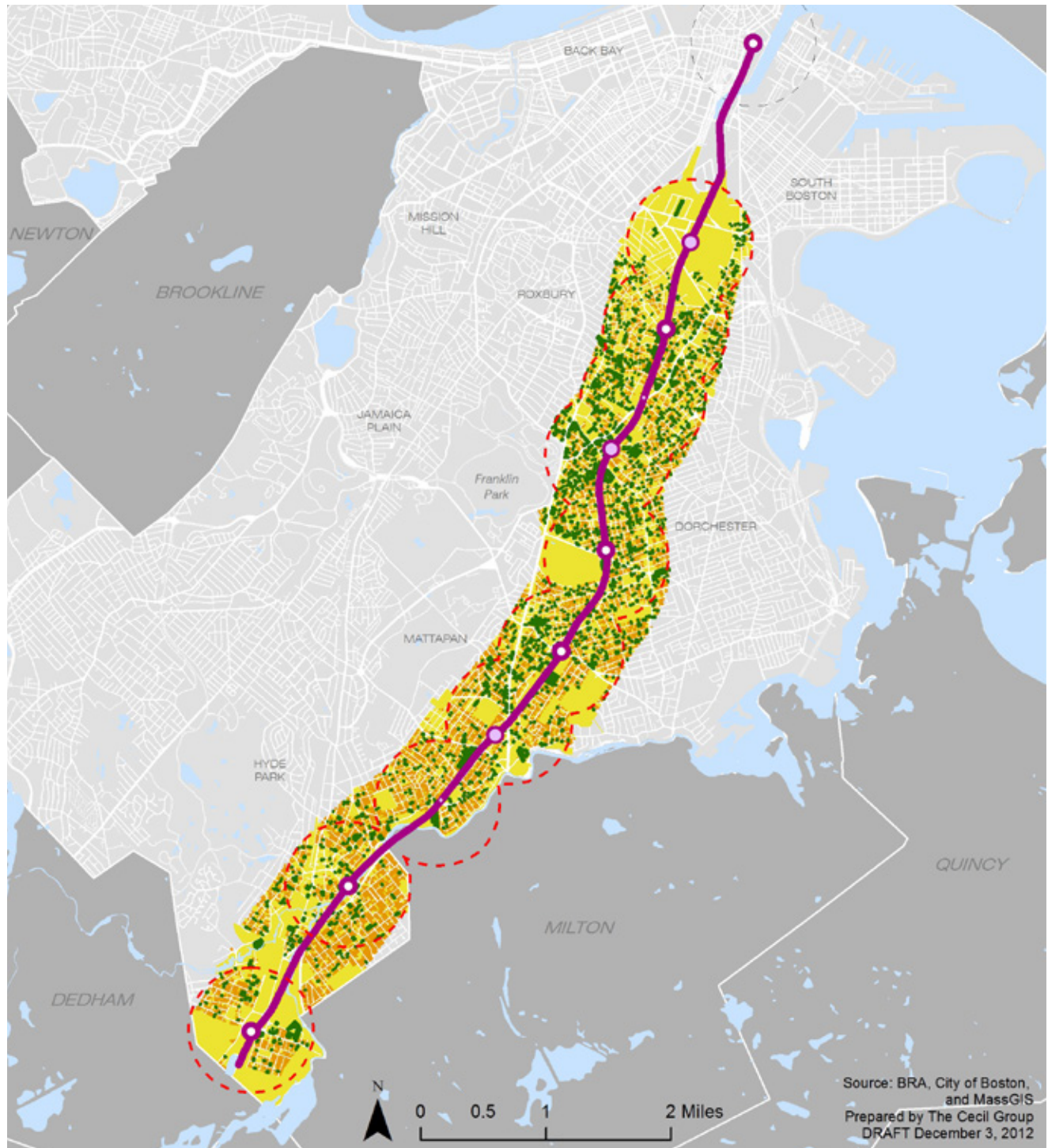
 Half Mile Station Areas



Source: BRA, City of Boston, and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 16, 2012

# City-owned Properties

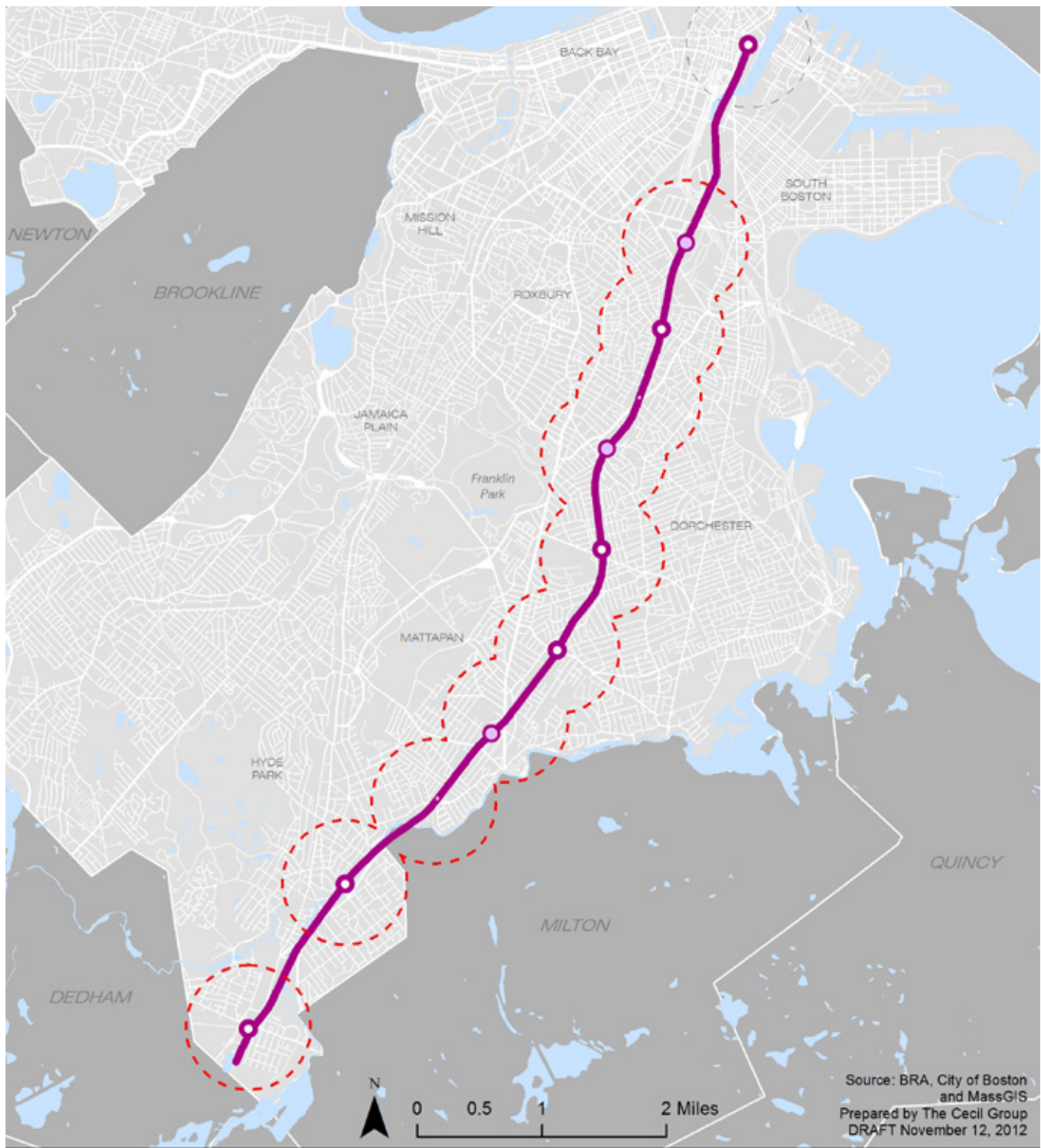
- City of Boston
- City of Boston by Foreclosure
- City of Boston Trust
- Boston Housing Authority
- Boston Redevelopment Authority
- Fairmount Indigo Line
- Half Mile Station Areas



# Absentee Landlords

By Parcel

- Absentee Landlord
- Owner-Occupancy Residential Exemption
- Yes
- No
- Fairmount Indigo Line
- Half Mile Station Areas



# Station Status

- Existing Station
- Under Construction
- Potential Station
- Fairmount Indigo Line
- Half Mile Station Areas



## Existing Transit Services

The defining transit service within the Fairmount Indigo Planning Initiative Corridor is the MBTA Fairmount Commuter Rail Line service that runs the length of the Corridor, in a north-south direction, providing connections between the Corridor and downtown Boston. The other public transit services in the corridor are MBTA bus services that principally run in an east-west direction, providing connections between the corridor and MBTA subway lines or other locations in Boston.

The transit services that immediately serve the Fairmount Corridor Station Areas include the MBTA Fairmount Commuter Rail Line service and the sixteen MBTA bus services. The following section describes the operating characteristics of the current transit lines on the Corridor. These attributes include:

- Station/Bus Stop Locations
- Service Headways (frequencies)
- Service Hours,
- Major Connections and Travel Times

The description of transit services begins with the Fairmount Commuter Rail service, which serves the entire corridor. This is followed by a description of bus services in each of the Station Areas.

### Fairmount Indigo Commuter Line

The Fairmount Indigo Line service operates along a 9.2-mile rail line that runs from South Station and currently serves seven stations located at Newmarket, Upham's Corner, Four Corners/Geneva, Talbot Avenue, Morton Street, Fairmount, and Readville exclusively serving neighborhoods within the City of Boston.

The line recently underwent improvements through the Fairmount Line Improvement Project which included the rehabilitation of the existing Upham's Corner and Morton Street Stations and construction of four new

stations: Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue. In addition the project included the reconstruction of six existing railroad bridges and improvements to railroad signal equipment along the line.

The Fairmount Indigo Line service includes the following service attributes:

Stations:

- South Station,  
Located at Atlantic Avenue and Summer Street, Boston
- Newmarket,  
Located at 383 Southamptton Street, Boston
- Upham's Corner,  
Located at 691 Dudley Street Dorchester
- Four Corners,  
Located at 165 Geneva Avenue, Dorchester
- Talbot Avenue,  
Located at 206 Talbot Avenue, Dorchester
- Morton Street,  
Located at 865 Morton Street, Mattapan
- Fairmount,  
Located at Fairmount Avenue and Truman Highway, Hyde Park
- Readville,  
Located at 1800 Hyde Park Avenue, Hyde Park

The stations being planned, designed and built as a part of the Fairmount Line Improvement Project include the following:

- Blue Hill Avenue Station, Blue Hill Ave., Mattapan

The Blue Hill Ave. Station remains in the design process with construction completion before 2015 unlikely.

There are two additional stations that were contemplated during previous studies, the Columbia Road Station and the River Street Station. The Columbia Road Station was contemplated in a feasibility study developed in 2002, but any further development was deferred when a 2004 assessment of the line identified engineering and ridership concerns related to a station at the Columbia Road location.

**Headway (Weekdays):** Peak Period: about 40 minutes (peak direction), Off-peak Periods: about 120 minutes. Headways are the time between each train.

**Service Hours:** Monday – Friday 5:48 am – 10:45 pm

**Major Connections:** South Station (Red Line, Silver Line, Amtrak and five other commuter rail lines)

**Travel time to South Station:** Upham’s Corner (11 minutes), Morton Street (18 minutes), Fairmount (22 minutes), Readville (25 minutes)

**On-Time Performance:**

- 2011 (Jan.-Dec.): 95%
- 2012 (Jan.-July): 97%

**Newmarket Station Area Bus Services**

There are two MBTA bus routes that serve the New Market Station Area. They provide service to Red Line stations and the BU Medical Center with a maximum service of 3 to 5 buses per hour. The service routes are:

- Route 8-Harbor Pt./UMass - Kenmore Station
- Route 10-City Point - Copley Square

**Stops within Station Area:** Along Massachusetts Ave. (in front of station), within South Bay Center

**Service Hours:** M-F 5:15 to 1 AM, Sat/Sun: 6:30 to 1 AM

**Major Connections** Route 8: JFK/UMass Red Line Station (8 minutes), BU Medical Center (15 – 18

minutes); Route 10: Andrews Red Line Station (2 minutes), BU Medical Center (15 – 18 minutes)

**Upham’s Corner Station Area Bus Services**

There are two MBTA bus routes that serve the Upham’s Corner Station Area. They provide service to the Dudley Square (Silver Line) area and the JFK/UMass Red Line Station. These routes include service with as many as 10 buses per hour. The service routes include:

- Route 15 - Kane Square - Ruggles Station
- Route 16 - Forest Hills Station - UMass

**Stops within Station Area:** Along Dudley St. (in front of station)

**Service Hours:** M-F 4:00 to 1 AM\*, Sat-Sun: 6:30 to 1 AM, Route 15 starts as early as 4AM, Route 41 ends operation before 9PM (M-F) and before 7PM (S/S)

**Major Connections** Route 15: Dudley Sq. Silver Line Station (10 minutes); Route 41: Dudley Sq. Silver Line Station (10 minutes), JFK/UMass Red Line Station (9 minutes)

**Growth:** Over the next 25 years, ridership on the route is projected to increase by 8% on Route 15 and 6% on Route 41

**Columbia Road Station Area Bus Services**

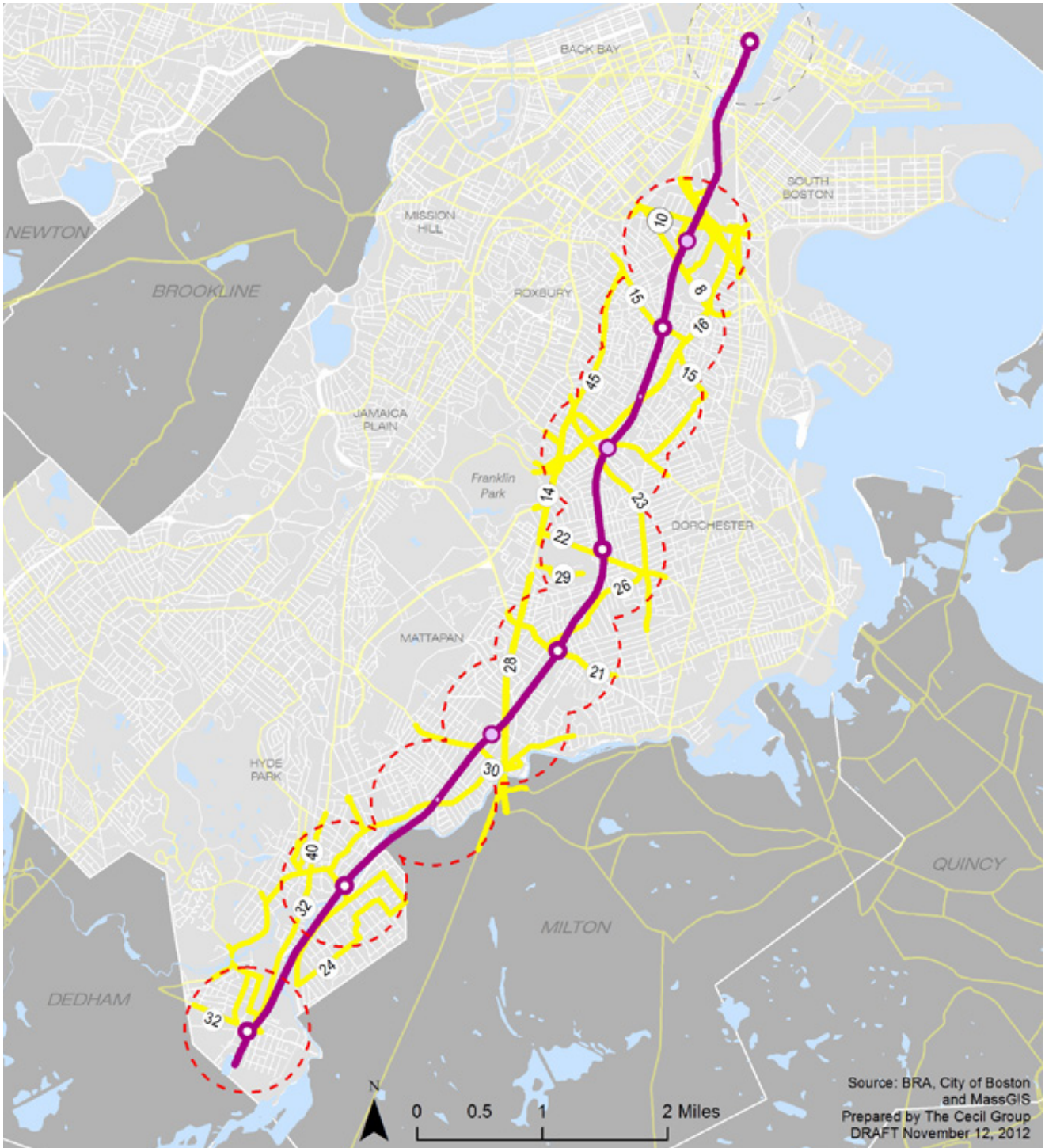
There is only one MBTA bus routes that would serve the future Columbia Road Station Area providing a connection to the Orange Line and the Red Line. During peak periods the service operates with as many as four buses per hour. The route that serves this Station Area is:

- Route 16 – Forest Hills Station - UMass

**Stops within Station Area:** Along Columbia Road (near Hamilton St. and Intervale St.)


**Service Hours:** M-F 5:00 to 1:30AM, Sat/Sun: 6:30 to 1 AM






Source: BRA, City of Boston and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012

# Bus Routes

 MBTA Bus Routes

 Fairmount Indigo Line

 Half Mile Station Areas

**Major Connections** Forest Hills Orange Line Station (14 minutes), Andrew Red Line Station (13 minutes)

### Four Corners/Geneva Bus Services

There are two MBTA bus routes that serve the Four Corners/ Geneva Station Area. They provide a quick connection to the Fields Corner Red Line Station (5 minute trip time) or a frequent connection to Dudley Square (every five to seven minutes during peak periods). The service routes include:

- Route 19- Fields Corner Station - Ruggles or Kenmore
- Route 23- Ashmont Station - Ruggles Station via Washington St.

**Stops within Station Area:** Route 19 – Along Geneva Ave., Route 23 – Along Washington St.

**Service Hours:** Rt. 19 - M-F 6 AM to 7:30 PM, Sat/Sun: No Service (Rt# 19), Rt. 23 – M-F 5 AM to 1:30 AM, Sat 5 AM to 1:30 AM, Sun 5:45 AM to 1 AM

**Major Connections** Fields Corner Red Line Station (5 minutes), Dudley Sq. Silver Line Station (14 minutes)

**Growth:** Over the next 25 years, ridership on the routes are projected to increase by 10% on Route 19 and 8% on Route 23

### Talbot Ave Station Area Bus Services

There is only one MBTA bus routes that serves the Talbot Ave. Station Area providing a connection to the Ashmont Red Line Station. During peak periods the service operates with as many as seven buses per hour. The route that serves this Station Area is:

- Route 22 - Ashmont Station - Ruggles Station via Talbot Ave.

**Stops within Station Area:** Along Talbot Ave.

**Service Hours:** M-F: 5 AM to 1:30 AM, Sat/Sun: 5/6 AM to 1:30 AM

**Major Connections** Ashmont Red Line Station (7 minutes)

**Growth:** Over the next 25 years, ridership on the route is projected to increase by 9% on Route 22

### Morton Street Station Area Bus Services

There are two MBTA bus routes that serve the Morton Street Station Area. They provide connections to the Red Line and Orange Line. The service routes include:

- Route 21 - Ashmont Station- Forest Hills Station
- Route 26 - Ashmont Station- Norfolk and Morton Belt Line

**Stops within Station Area:** Along Morton Street (in front of station)

**Service Hours:** M-F: 5 AM to 1 AM, Sat/Sun: 5/6 AM to 12:30/1 AM

**Major Connections** Ashmont Station (8-12 minutes), Forest Hills Station (10 minutes)

### Blue Hill Ave. Station Area Bus Services

The Blue Hills Avenue Station Area is served by three bus services. The routes generally operate along Blue Hill Avenue providing frequent service throughout the day. They provide connections to Dudley Square and Orange Line Stations.

- Route 28 - Mattapan Station- Ruggles Station via Dudley Station
- Route 29 - Mattapan Station- Jackson Sq. Station
- Route 31 - Mattapan Station- Forest Hills Station

**Stops within Station Area:** Along Blue Hill Ave. (in front of station)

**Service Hours:** M-F: Route 28 - 3 AM to 1:30 AM, Other Routes – 5/6 AM to 1 AM, Sat/Sun: Route 28 - 3 AM to 1:30 AM; Route 29 – 8PM to 1 AM (Sat. Only);



Route 30 – 5 AM to 1 AM (Sat), Route 30 – 8 AM to 9 PM (Sun); Route 31 – 5/6 AM to 1 AM

**Major Connections** Mattapan Station (5 minutes), Ruggles Station (22 to 32 minutes), Jackson Square Station (20 to 30 minutes), Forest Hills Station (12 minutes)

### Fairmount Station Area Bus Services

There is only one MBTA bus routes that serves the Fairmount Station Area providing a connection to the Mattapan Station. The route has relatively limited service providing a maximum frequency of three buses per hour.

- Route 24 - Wakefield Ave. & Truman Hwy - Mattapan or Ashmont Station

**Stops within Station Area:** Along Fairmount Ave. (in front of station)

**Service Hours:** M-F: 6 AM to 1 AM, Sat: 6 AM to 1:30 AM, Sun: 9:30 AM to 9:30 PM

**Major Connections** Mattapan Station (14 minutes)

### Readville Station Area Bus Services

There are two MBTA bus routes that serve the Readville Station Area providing a connection to the Mattapan Station or Forest Hills Station. The route has relatively limited service providing a maximum frequency of three buses per hour.

- Route 32 - Wolcott Sq./Cleary Sq – Forest Hills Station
- Route 33 – Dedham Line – Mattapan Station

**Stops within Station Area:** Route 32 - Along Hyde Park Ave. (in front of station), Route 33 – Corner of Readville St, and West Milton St.

**Service Hours:** Route 32 - M-F: 5 AM to 1:30 AM, Sat: 5 AM to 1:30 AM, Sun: 5:30 AM to 1:30 AM; Route 33 - M-F: 5:45 AM to 7:30 PM, Sat: 6:45 AM to 7:30 PM, Sun: No Service

**Major Connections** Forest Hills Station (14 – 20 minutes), Mattapan Station (30 minutes)

### Transit Effectiveness

A transit service’s effectiveness in meeting the needs of the community can be most simply measured through the ridership for the service. Ridership volumes can be influenced by many service attributes such as cost, frequency, and bus loading. However ridership volumes generally indicate the overall demand for the connections that are being made, or for the speed at which the service can make those connections. The following section focuses on ridership and ridership trends to provide an indication of the effectiveness of the services in the Corridor.

Ridership on the Fairmount Indigo Line remained relatively steady between 2003 and 2008. Since that time ridership on the line has dropped dramatically. This drop in ridership is a combination of a number of influences. First and foremost the ridership change is reflective of the level of service. Prior to 2009, the service included 22 daily trips and since that time the service level dropped to 16 daily trips primarily to accommodate construction activities along the line. In addition, during this same period of decreased service there was a dramatic change to the economy and employment rates as well as changes to the parking and fare structure of the service.

- Upham’s Corner - Average Daily Inbound Boarding - 154
- Morton Street - Average Daily Inbound Boarding - 203
- Fairmount - Average Daily Inbound Boarding - 218
- Readville - Average Daily Inbound Boarding - 223

*Source: February 2009 ridership from MBTA Ridership Statistics, 2010*

The ridership along the line is approximately evenly distributed among the stations, with the exception of Upham’s Corner station which hosts only about 60%

to 75% of the volume of the other stations. Reliable inbound boarding station counts at Readville prior to 2006 are not available due to data collection methods prior to that time. Ridership on the Fairmount Line remained relatively steady between 2003 and 2008. Since that time ridership on the line has dropped dramatically.

This drop in ridership is a combination of a number of influences. First and foremost the ridership change is reflective of the level of service. Prior to 2009, the service included 22 daily trips and since that time the service level dropped to 16 daily trips primarily to accommodate construction activities along the line. In addition, during this same period of decreased service there was a dramatic change to the economy and employment rates as well as changes to the parking and fare structure of the service. In 2013, the fare structure was changed to bring it in alignment with Subway service fares. This change and increases in service in the future should attract new riders to the line.

A ridership survey was conducted in 2008-2009 that included questions about trip origins-destinations, routes, access, purposes and other attributes of commuter rail trip making. The following is a summary of the relevant results of the survey.

**Trip Purpose**

- 95% of riders use the service to travel between home and work
- 3% of riders use the service for work related travel
- 2% of riders use the service to travel between home and school

**Reasons for use**

The top five reasons cited for using the line (with % riders providing reason):

- Convenience: 82%
- Speed/Travel Time: 69%

- Avoid Driving/Traffic: 61%
- Avoid Parking at Destination: 54%
- Can Read/Do Work: 51%
- 9% of riders stated that the Fairmount Line was the “Only Transportation Available”.

**Trip Origins**

- Readville Station: Dedham (51%), Hyde Park (29%), Canton (5%)
- Fairmount Station: Hyde Park (76%), Milton (16%)
- Morton Street Station: Mattapan (47%), South Dorchester (38%)
- Upham’s Corner Station: North Dorchester (100%)

Bus ridership on the routes that serve the corridor vary greatly. The routes that serve the Blue Hills Ave. Station Area, which include Routes #29, #29 and #31, carry over 16,500 passengers each weekday. However the route that serves the Fairmount Station Area only carries 1,460 passengers each weekday.

**Transit Access**

The typical ways that passengers access transit service vary depending upon the transit service mode.

**Access to Bus Services**

The MBTA conducted a survey of how bus passengers typically access the bus service. The results were summarized for the services operating out of each bus garage operated by the MBTA. The results for routes from the Cabot Garage, which include many of the Fairmount Corridor Routes, was summarized as follows.

*The most common mode of access to Cabot Garage bus routes was walking, which accounted for 71% of the trips. The next-most-common access modes were transferring from*



rapid transit (12%), transferring from another MBTA bus (11%), and driving (2%).

Overall, people who walked to the place where they boarded the bus made the shortest access trips (7 minutes on average). People who were dropped off had the second-lowest average access time (10 minutes), and riders who drove themselves had the longest (13 minutes). Slightly more than 55% of the respondents made access trips of less than or equal to 5 minutes, and 81% made access trips of less than or equal to 10 minutes.

These results are similar to the other areas of the MBTA bus network. In general, most people access bus service either by walking or by transferring to/from another transit service. This magnifies the importance of making connections between transit services seamless and the importance of providing good pedestrian access to bus stops.

### Fairmount Indigo Line Access

A similar survey was conducted of morning passengers of the Fairmount Indigo Line service. The results vary considerably depending on the station. All passengers that board the train at Upham's Corner walk to get to the train, while only 18% walk to access the train at Readville Station.

Station Access				
Entry Station	Walk	Drive/ Park	Drop Off	MBTA
Readville	18%	69%	13%	0%
Fairmount	44%	24%	20%	12%
Morton Street	62%	30%	8%	0%
Upham's Corner	100%	0%	0%	0%
South Station	37%	0%	0%	63%

There is a striking difference in modes of egress from the station (when departing the train). While most survey respondents were exiting the train at South Station, the few that exited trains at other stations generally walked to their ultimate destination.

### Station Access Time

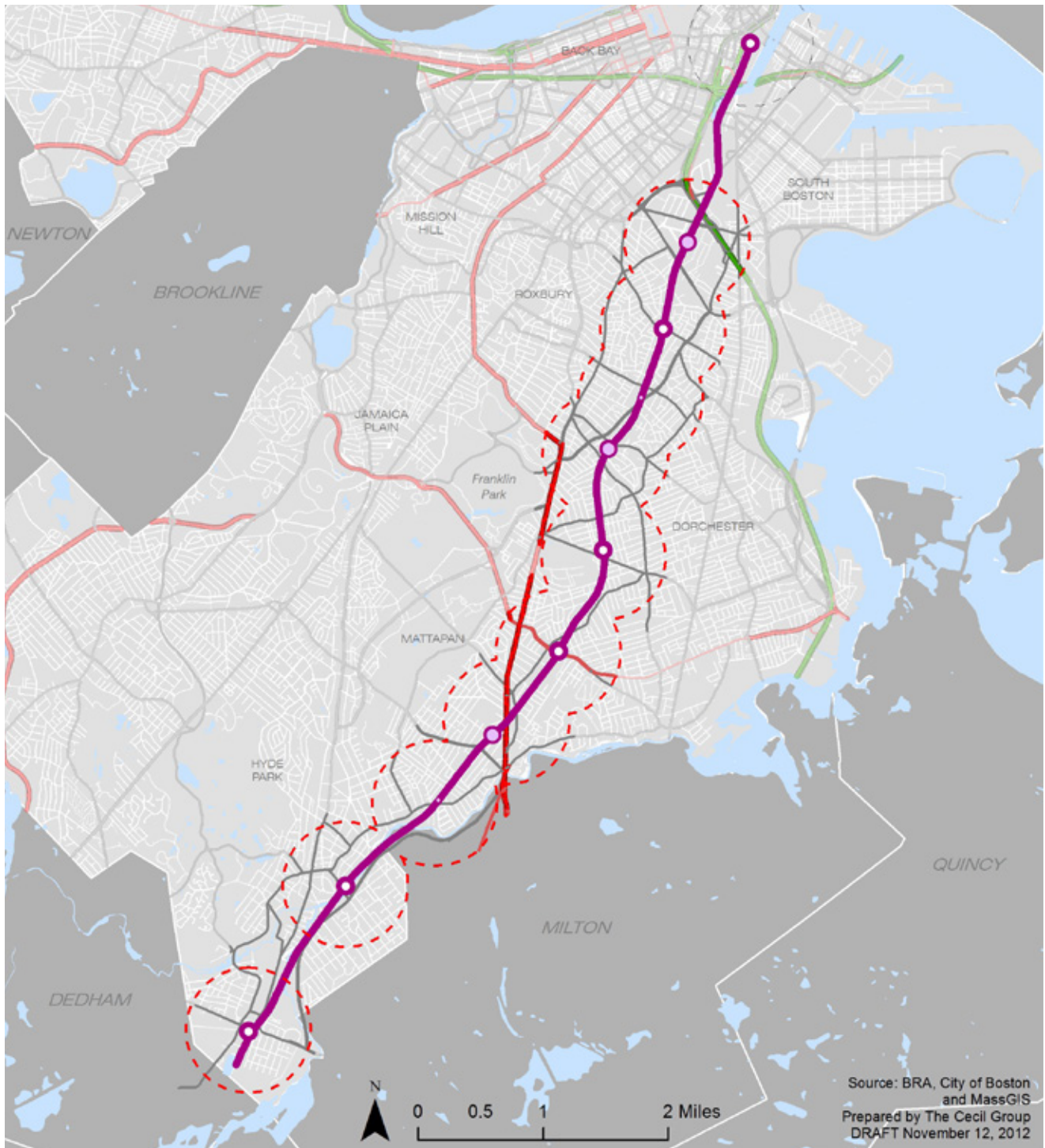
80% of all riders that access the station by foot are less than a 10 minute walk from the station. 90% of all riders that access the station by auto are less than a 10 minute drive from the station. There were no survey respondents that walk or drive for more than 30 minutes to access the Fairmount Indigo Line. The average times to access the Fairmount Indigo Line stations vary from station to station. The average walk times range from 7.1 minutes at Morton St. Station to 12.8 minutes at Readville Station.

### Other Alternative Modes







Bicycle sharing is a new transportation option in Boston for commuters, residents and visitors. A bicycle sharing system, call Hubway, was initiated in July of 2011 with 600 bikes at 61 bike stations in the city.

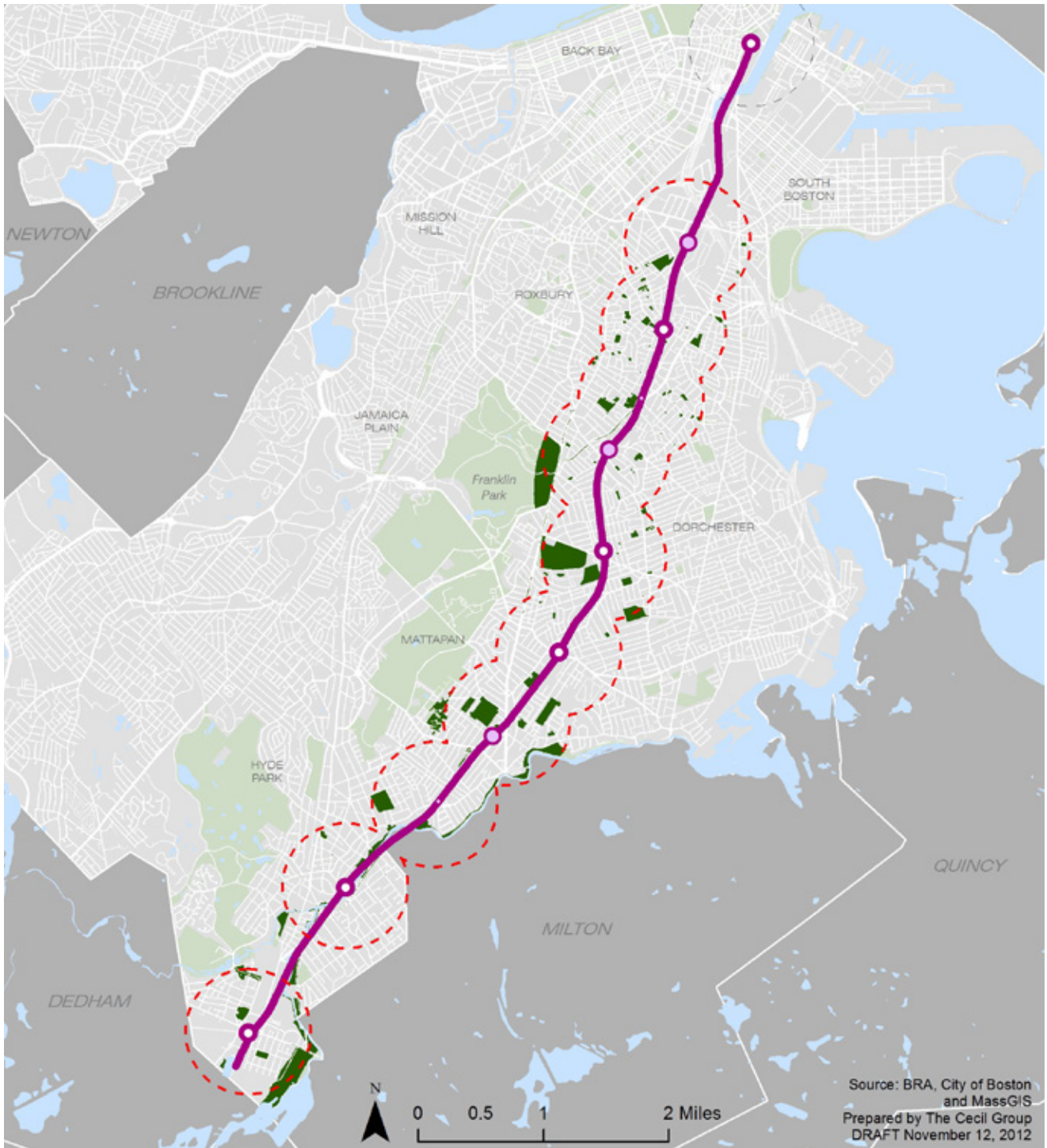
Hubway operates on a membership basis, with annual memberships available online, or daily or three-day passes available at a bike station. Members can take unlimited station-to-station rides, with charges only for rides over 30 minutes. Upon opening in the summer of 2011, the system was an instant success, attracting more than 3,500 annual subscribers and 100,000 trips in the first ten weeks of operation. Although the system closes down for the winter, enthusiasm for the system continued to grow during its first winter, with 50,000 rides in the first month of reopening. Since then the system has been expanded to include bike stations in Brookline, Cambridge, and Somerville. By the end of the 2012 season, 1,000 bikes at over 108 bike stations across the metro area will be in the system.

Presently there are a limited number of bike stations within the Fairmount Indigo Corridor. There is a large bike station located at South Station (700 Atlantic Ave.) which has a capacity of 47 bicycles. The only other bike station in the corridor is located on Massachusetts Ave. at the south side of South Bay Center. This bike station has a capacity of 15 bicycles and is located within walking distance of the Newmarket Station. Other station locations are under consideration for Upham's Corner.






# Street Network

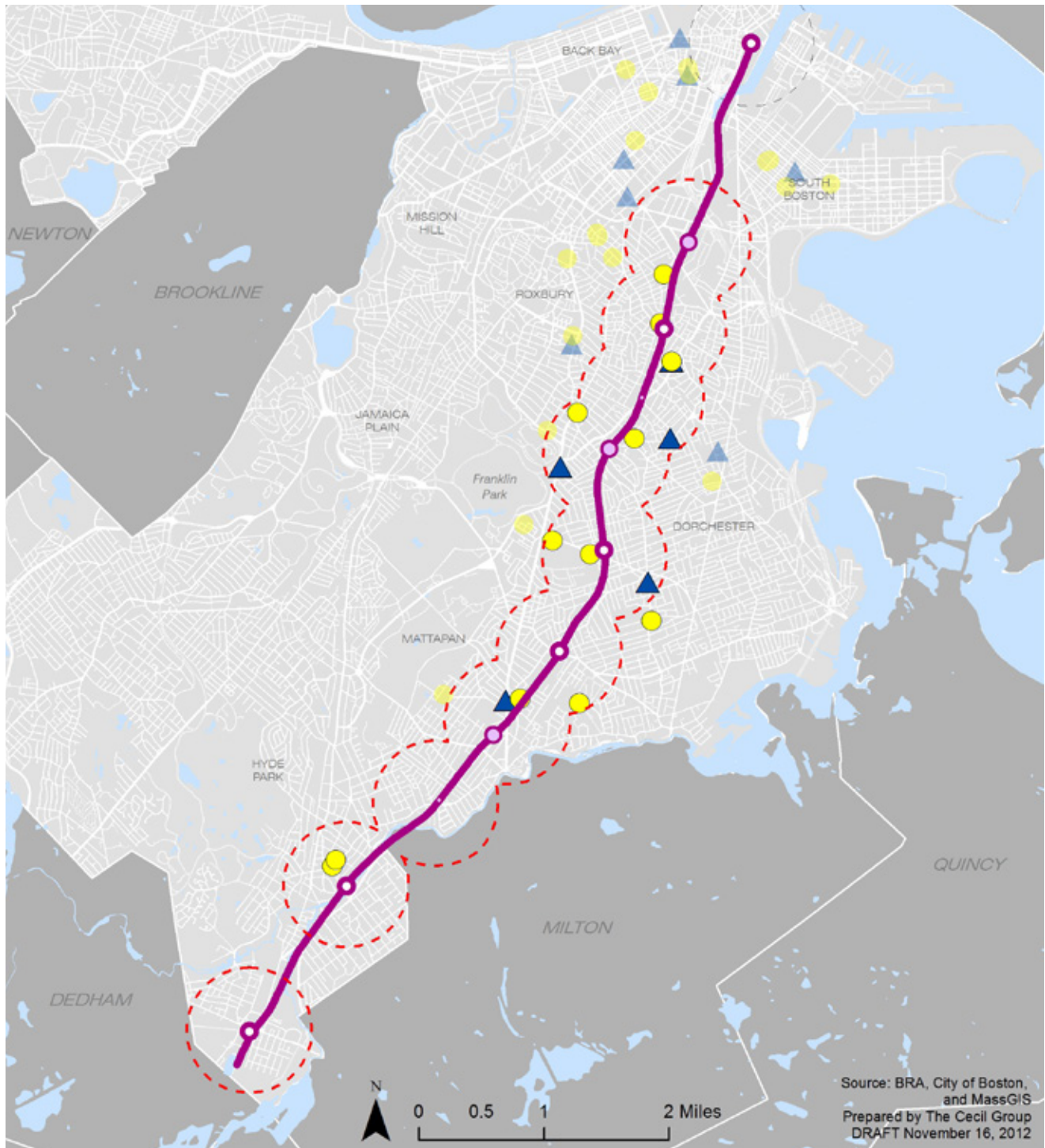
- |   |  |
|---|--|
| <b>Road Classification</b>  |  Fairmount Indigo Line   |
|  Limited Access Highway              |  Half Mile Station Areas |
|  Multi-lane Hwy, not limited access |  |
|  Other Numbered Highway              |  |
|  Major Road, Collector               |  |



# Open Space

 Open Space within a Half Mile of the Fairmount Indigo Line

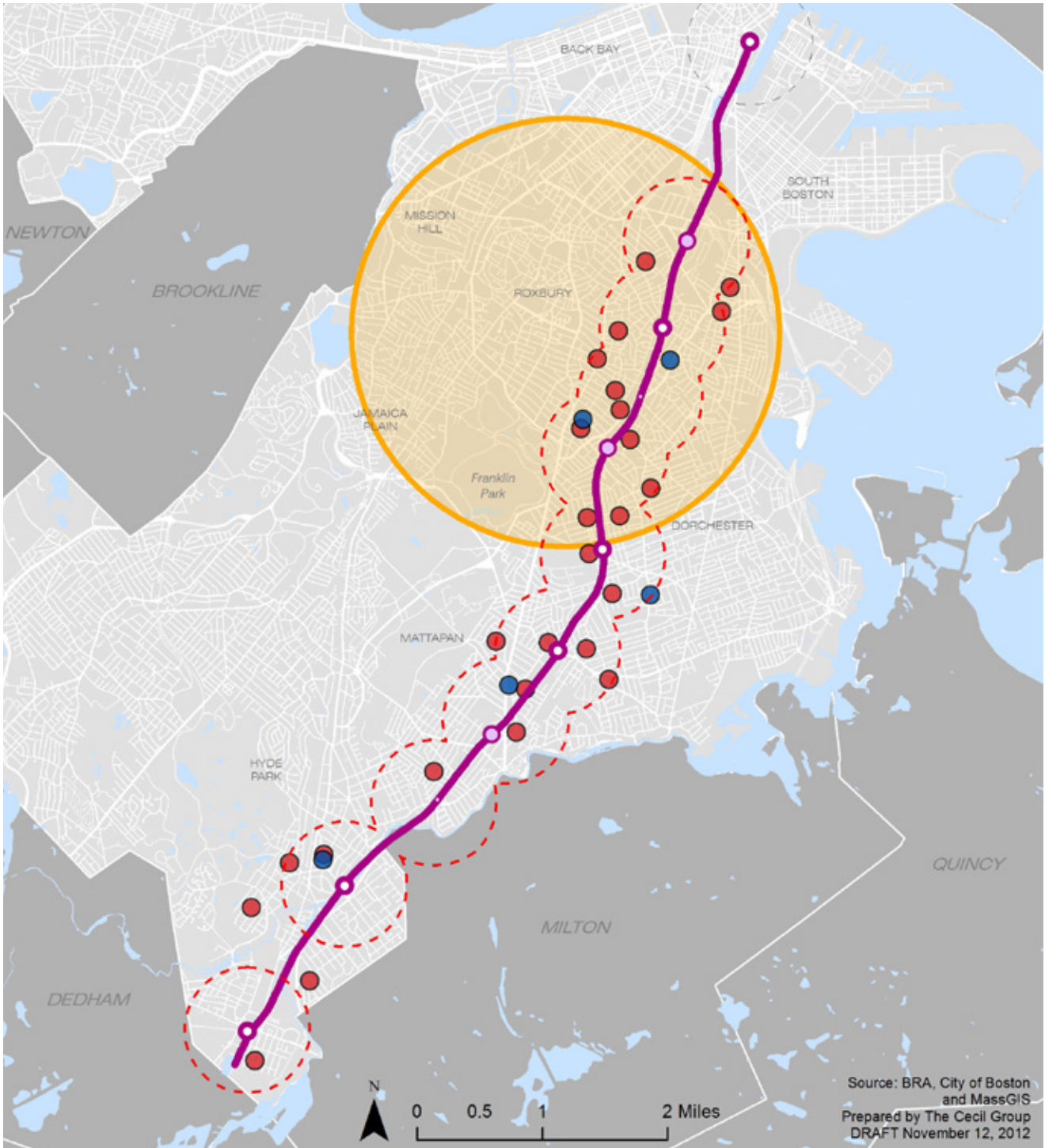
 Fairmount Indigo Line  
 Half Mile Station Areas



# Community and Health Centers

- Community Centers
- ▲ Health Centers
- Fairmount Indigo Line
- Half Mile Station Areas

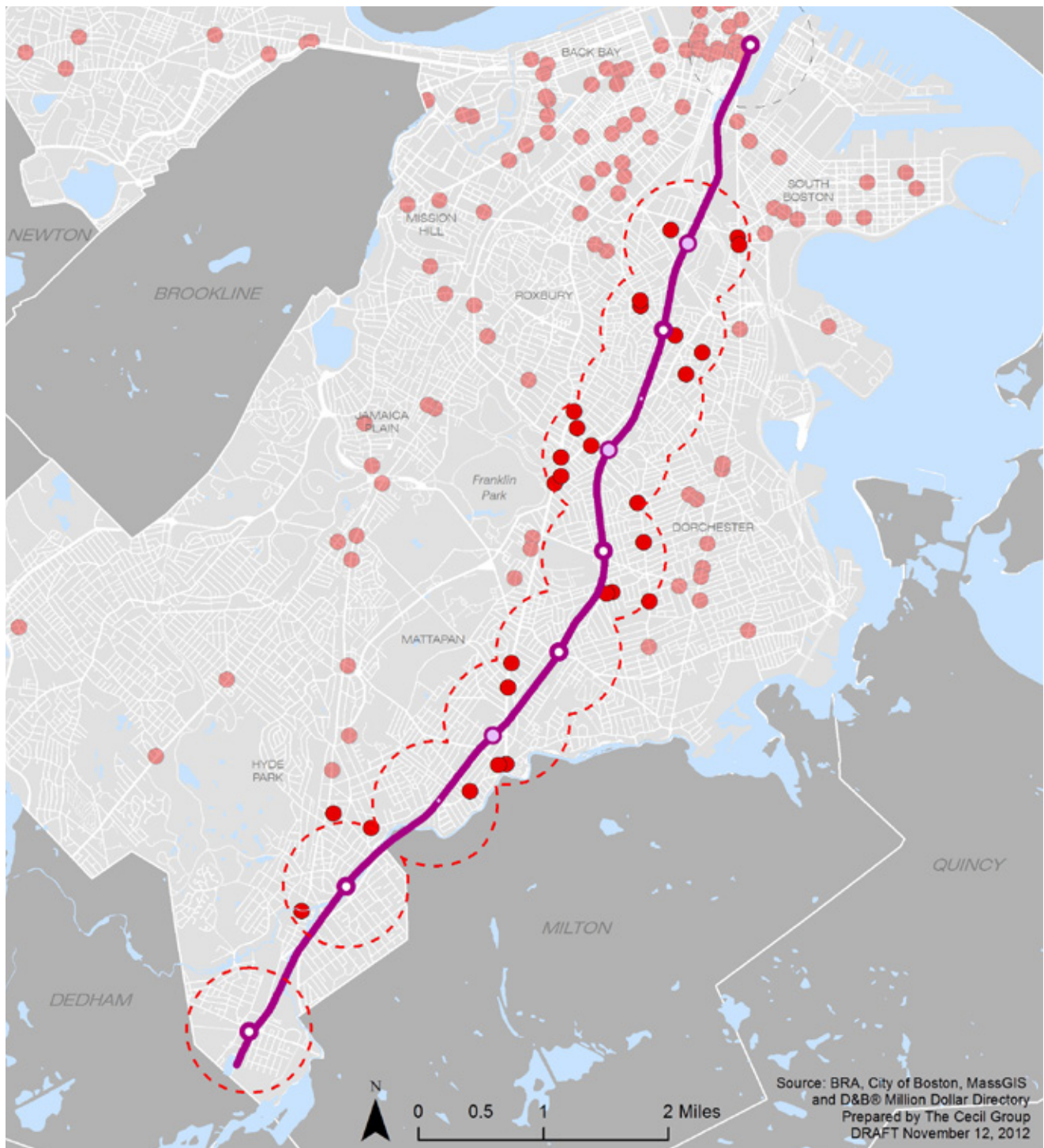




# Programs and Organizations

- Public Libraries
- Public Schools
- Circle of Promise

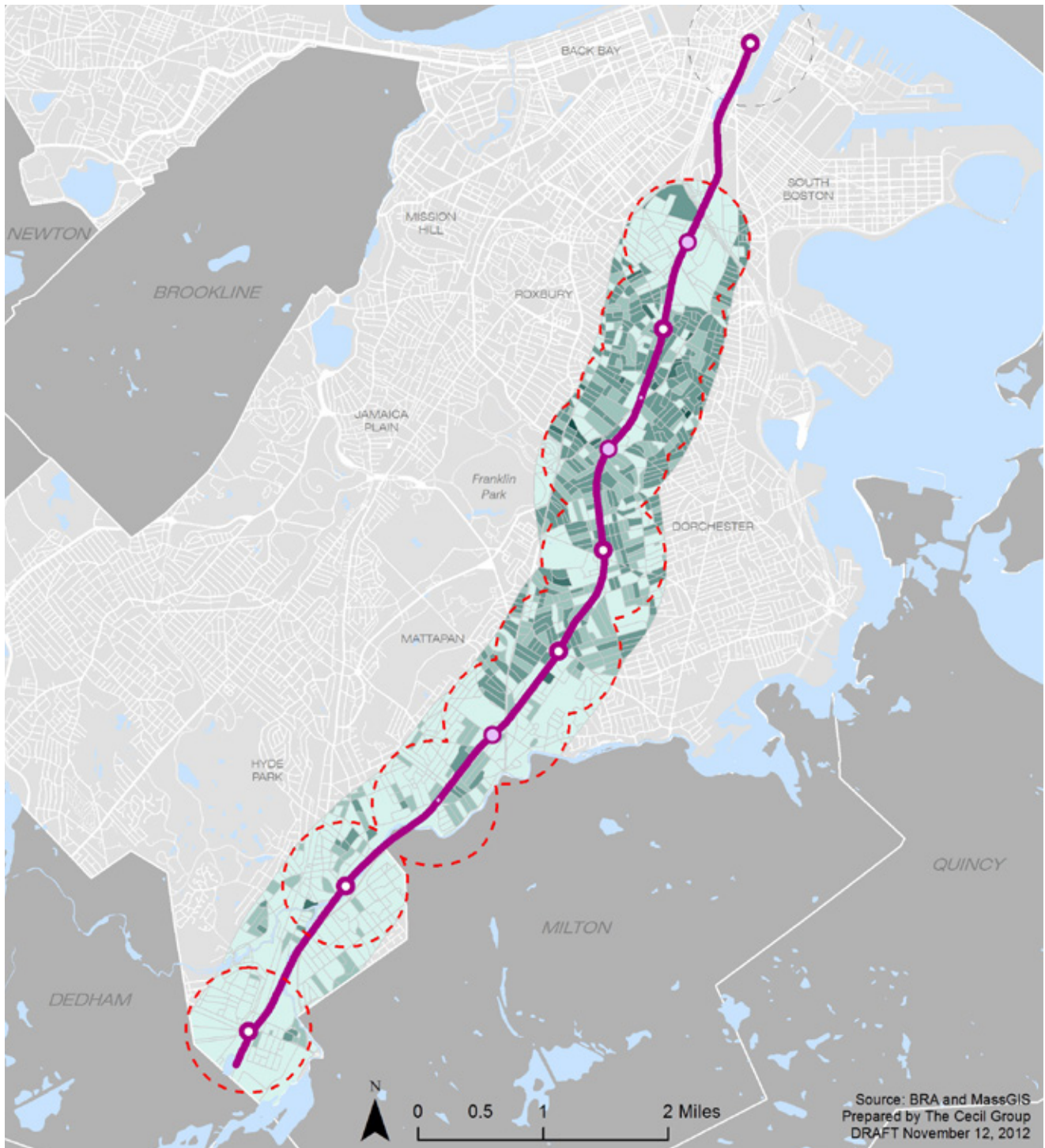
- Fairmount Indigo Line
- Half Mile Station Areas



# Grocery Stores and Supermarkets

- Grocery Store/Supermarket
- Fairmount Indigo Line
- Half Mile Station Areas

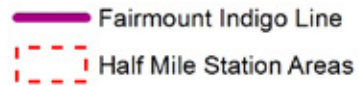
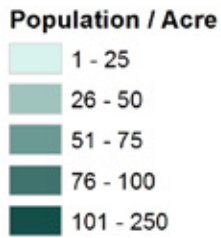
Source: BRA, City of Boston, MassGIS and D&B® Million Dollar Directory  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012



Source: BRA and MassGIS  
 Prepared by The Cecil Group  
 DRAFT November 12, 2012

# Population Density

By Census Block



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**GROWTH  
STRATEGY  
METHODOLOGY**

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The following appendix documents the data sources, process and methods by which HDR Decision Economics has assessed the capacity and potential for growth along the Fairmount Indigo Corridor.

## Explanation of Data Sources

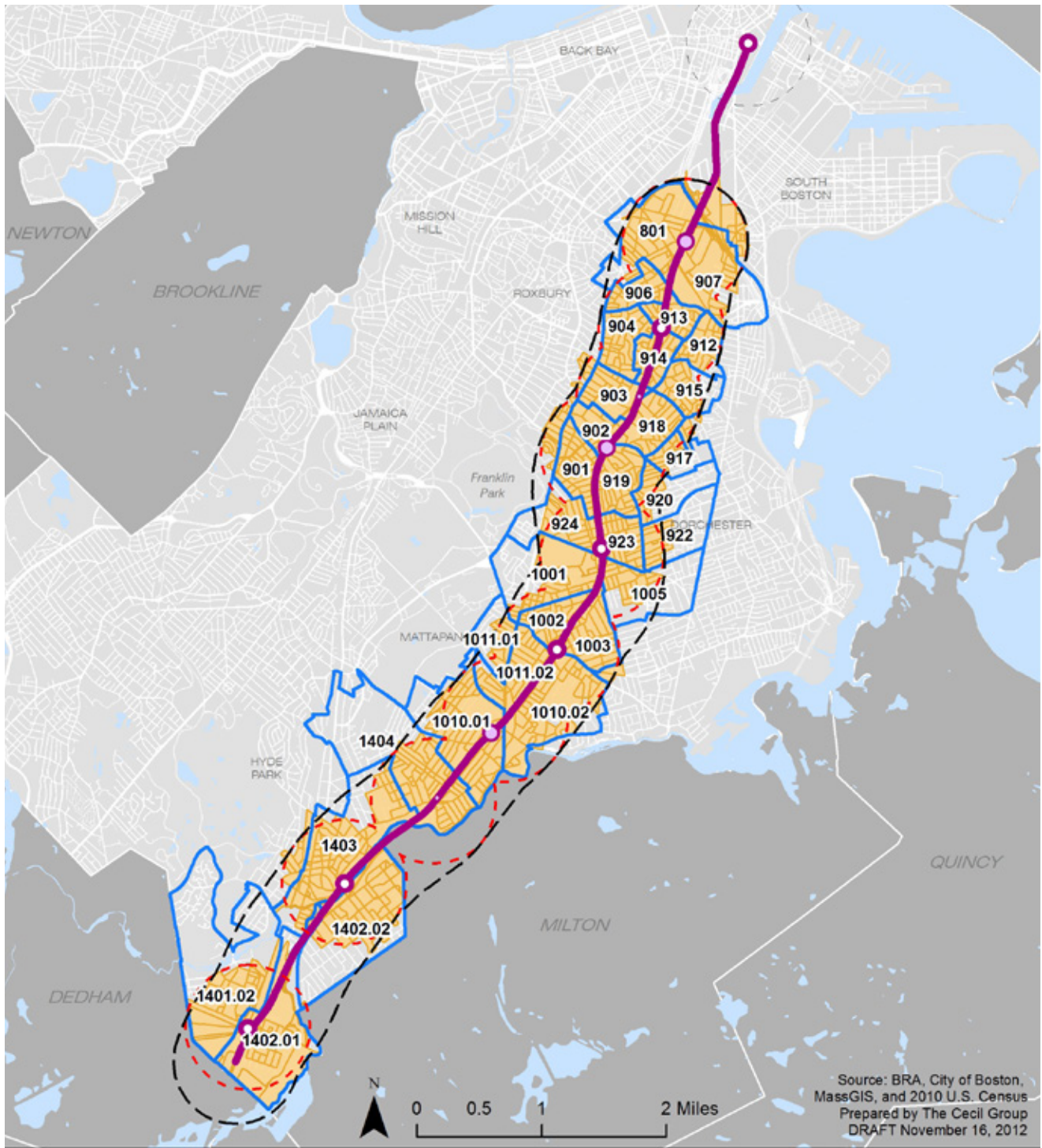
The data utilized for the existing economic conditions figures and observations are primarily based on 2010 US Bureau of the Census data, 2010 InfoUSA data, and the 2006-2010 US Bureau of the Census, American Community Survey (ACS). The Boston Redevelopment Authority Research Division and the Cecil Group team worked together to collect and analyze the data utilized in the existing conditions assessment.

When Census data (and ACS) were utilized in the existing conditions assessment, it was based on census tracts that overlay the Fairmount Indigo Corridor and come closest to a ½ mile radius around the stations. Because tracts do not precisely match the ½ mile buffer, Boston Redevelopment Authority guidance was used to include or exclude individual tracts. In general, the decision was based on how much of the tract land area fell within ½ mile of the station.

The map identifies the US Census tracts that were used for the existing conditions assessment. Although most of the stations are close enough that the ½ mile station buffers overlap, there is an area north of Newmarket and south of South Station that was not included in the definition of the Corridor. This excluded area includes census tracts 607, 608, 611.01, 612, 704.02, 712.01.

Because South Station is quite different from other areas of the Corridor, a decision was made by BRA, and based on Corridor Advisory Group input, that South Station should be excluded from the definition of the Corridor for this study. Tracts 606, 701.01, and 702 were treated as a proxy for South Station and removed from the study area definition. All references to “Corridor” in this existing conditions report exclude the South Station proxy tracts, as well as those census tracts between New Market and South Station, as defined previously.

Census tract information is also provided with InfoUSA data, which was utilized to better understand the businesses and employment picture in the Corridor.



# Corridor Census Tracts and Blocks

Census 2010 Tracts  
 Census 2010 Blocks

Fairmount Indigo Line  
 Half Mile Station Areas  
 Half Mile Fairmount Corridor

## Generating Capacity

Several steps were taken to assess the economic development capacity of the areas within a one-half mile radius of stations along the Fairmount-Indigo Corridor. It is important to note that the numbers presented in the analysis represent total capacity available in the Corridor, and not development projections associated with rail service. In other words, this is the maximum level of development that would be possible in the Corridor, based on the assumptions and data included in the analysis. Assuming maximum development is desired, the results of this analysis yield development targets for the Corridor.

The analysis is based on FY 2009 City of Boston Property Parcel data provided to the team. This property data contains land use codes indicating the designated use of each parcel as well as the property value, the parcel size and living space available, and the number of floors in any building on the parcel. This information, in combination with vacancy rates for the area, was used to determine the available capacity for development within one-half

mile of each of the stations along the Fairmount-Indigo Corridor.

The first step in determining the available capacity in the Corridor was to estimate the amount of space available in current buildings for in-fill or redevelopment. To do this, the Property Parcel data was summed by land-use code – residential, commercial, industrial, or government or other exempt – to determine the total amount of livable space in each use category.

Vacancy rates for each type of space were assembled. For residential vacancy, rates are based on data from the 2010 Census. For commercial vacancy, rates are based on the COSTAR 2012 Report for the Dorchester/Roxbury area. These rates were applied to the livable space totals in each category to estimate the amount of vacancy within existing buildings. The vacancy rates for each Station Area are summarized in the table below.

	Residential	Commercial - Office	Commercial - Retail	Industrial	Warehouse	Government & Exempt
<b>Newmarket</b>	12.5%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Uphams Corner</b>	14.8%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Columbia Road</b>	15.6%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Four Corners</b>	12.8%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Talbot Ave</b>	11.9%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Morton Street</b>	11.7%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Blue Hill Ave</b>	6.5%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>River Street</b>	7.4%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Fairmount</b>	7.8%	4.4%	3.6%	7.5%	8.6%	2.0%
<b>Readville</b>	6.7%	4.4%	3.6%	7.5%	8.6%	2.0%

**Table 1: Vacancy Rates by Land Use and Station Area**

<sup>1</sup> For purposes of this analysis, mixed-use parcels have been excluded as their use allocation is unclear. These parcels account for between 0.2 and 4.2 percent of land in each station area, with the average being approximately 1.5 percent of gross area.



The second step of the analysis was to determine the amount of vacant land, based on the Property Parcel data. Vacant land would be available for new buildings in the Corridor. To estimate the vacant land in the area, parcels with land use codes indicating that land is residential vacant, commercial vacant, industrial vacant, or a parking lot were combined. For the purposes of this analysis, parcels classified as parking lots were considered vacant space that would be available for development.

The total vacant land area for each use code was then converted to available space using three different methods based on information for the non-vacant parcels in the Parcel Data file – average building height, ratio of gross area to shape area, and ratio of living area to shape area. Each of these methods assumes that the future build conditions would reflect existing conditions. The building height is a field provided in the Property Parcel data.

1. Average building height: The average building heights for each use type were multiplied by the respective square footage (shape area) of vacant land. It was assumed that vacant parcels kept their current zoning status and that future development would be consistent with existing development.
2. Gross area: This metric was provided in the Property Parcel data. The gross area square footage for each land use category was divided by the total shape area for that category to create a ratio that would then be applied to the vacant land area. This ratio reflects the amount of gross space relative to the size of the parcel.
3. Living area: This metric is also provided in the Property Parcel data. The living area square footage for each land use category was divided by the total shape area for that category to create a ratio that could be applied to the vacant land area. The ratio

reflects the amount of livable space relative to the size of the parcel.

These calculations gave a range of available capacity for each use type. The specific assumptions related to these estimates can be found at the end of this report.

Since parking lots are not zoned for a particular use, the average heights across all land uses were taken for each of the three methodologies to determine an average development capacity based on building height, gross area ratio and living area ratio. This square footage total was then allocated to residential, commercial, industrial or government/exempt usage based on the current shares of each use type in each Station Area.

Once the total available capacity by use was determined, adjustments were made to account for parking spaces. Based on the Boston Transportation Department's guidelines, 1.25 parking spaces per 1000 square feet of development were allotted. The average parking space, including access, is approximately 300 square feet. Thus, capacity was reduced by 37.5 percent to reflect the need for parking. This parking adjustment was made only to currently vacant land, as it is assumed that the vacancies in existing developments already meet the parking requirements. The following table shows the total available capacity by Station Area. The range of square footage on vacant land reflects the low and high of the three different analysis methods for determining capacity.

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<sup>2</sup> Land categorized as vacant (unusable) was excluded from this analysis.

<sup>3</sup> Guidelines by the Boston Transportation Department for use by the zoning Board of Appeal – Access Boston 2000 – 2010. Rates used were for Dorchester, Hyde Park, Mattapan and Roxbury.

Use Type	Development Capacity				
	Vacant for Infill	Vacant for New Development		TOTAL DEVELOPMENT CAPACITY	
		Low	High	Low	High
Newmarket	344,000	474,000	1,083,000	818,000	1,427,000
Uphams Corner	1,037,000	424,000	689,000	1,461,000	1,726,000
Columbia Road	337,000	32,000	85,000	369,000	422,000
Four Corners	1,097,000	147,000	405,000	1,244,000	1,502,000
Talbot Ave	606,000	103,000	275,000	709,000	881,000
Morton Street	748,000	160,000	488,000	908,000	1,236,000
Blue Hill Ave	267,000	95,000	219,000	362,000	486,000
River Street	152,000	20,000	80,000	172,000	232,000
Fairmount	312,000	76,000	213,000	388,000	525,000
Readville	227,000	93,000	281,000	320,000	508,000
<b>TOTAL</b>	<b>5,127,000</b>	<b>1,624,000</b>	<b>3,818,000</b>	<b>6,751,000</b>	<b>8,945,000</b>

Table 2: Total Development Capacity by Station Area

### Estimating Jobs and Population

The development capacity estimates were then used to project associated new residents and jobs. To estimate the potential population associated with the development capacity, average unit size for residential properties was calculated based on the values in the Property Parcel data for the various residential categories.

The average square footage was calculated by dividing the total living area by the number of floors and by the number of parcels for each residential unit type. A range of estimates was considered based on the low, average, and high of the various residential categories. The total

available residential space was then divided by the average unit size to determine the number of potential units to be filled.

To determine the average unit occupancy, the weighted average of the owner / renter mix and occupancy values from the Census 2010 DP04 tables for census tracts within each Station Area were used. The table below indicates these averages and the applicable Census Tracts for each station. The number of available units and the occupancy per unit were then multiplied to determine the potential range of new residents if all of the capacity were to be filled. The population estimates can be seen in Table 5.

<sup>4</sup> A potential issue with this approach is that there are four categories of apartments that contain multiple units – 4-6 units, 7-30 units, 31-99 units, and 100+ units – where the number of units within that range is unknown from the data. The calculation applied to each parcel type accounts for the number of stories in a building, but not the number of units, as there is no information on this factor other than the wide range in the property classification. Thus, the calculation does not consider multiple units on each floor of a building, likely overestimating the size of each unit. This current approach will lead to a slightly conservative estimate of overall population, as it assumes a larger unit size than may be the case, reducing the total number of units and thus the overall population.

Residential	Average Occupancy	Census Tracts
Newmarket	2.49	801, 907
Uphams Corner	2.76	904, 906, 912, 913, 914
Columbia Road	2.91	903, 915, 918
Four Corners	3.13	901, 902, 917, 919, 920
Talbot Ave	2.89	922, 923, 924, 1001, 1005
Morton Street	2.99	1002, 1003, 1010.02, 1011.01, 1011.02
Blue Hill Ave	2.63	1010.01
River Street	2.76	1404
Fairmount	2.84	1402.02, 1403
Readville	2.53	1401.02, 1402.01

**Table 3: Average Unit Occupancy and Applicable Tracts by Station Area**

Potential employment capacity was also calculated for the Corridor area. This calculation applied the average number of jobs per thousand square feet, based on varying use types, to the appropriate available square footage. These usage rates are based on energystar.gov recommendations with a slight variation around the mean to account for differing conditions and potential variations in intensity of use. The factors used to estimate jobs based on square footage are shown in Table 4 below. The overall estimates of potential new residents are in Table 5.

As shown in the table below, the largest number of new residents could be accommodated in the Four Corners area of the Corridor. With respect to employment, Newmarket is best positioned to experience significant growth.

Jobs Per Square Feet	Low	Most Likely	High
Commercial - Office	2.2	2.4	2.8
Commercial - Retail	1	1.2	1.4
Industrial	0.5	0.8	1
Government/Exempt	1.5	1.75	2

**Table 4: Jobs per Thousand Square Feet by Space Type**

Area	New Residents & Jobs			
	Population		Employment	
	Low	High	Low	High
Newmarket	287	318	835	1,601
Uphams Corner	820	925	318	508
Columbia Road	362	408	43	59
Four Corners	1,571	1,807	151	258
Talbot Ave	761	943	102	133
Morton Street	655	896	120	159
Blue Hill Ave	76	102	69	100
River Street	167	200	26	66
Fairmount	126	173	88	108
Readville	141	237	158	242
<b>TOTAL</b>	<b>4,967</b>	<b>6,008</b>	<b>1,910</b>	<b>3,234</b>

**Table 5: Potential New Residents and Jobs based on Capacity**

## Station Growth Assumptions

Newmarket	Building Heights	Gross Area / Land Area	Living Area / Land Area	Share of Land (% Gross Area)
Residential	1.2	0.8	0.6	20.5%
Commercial – Office	1.0	0.4	0.4	4.4%
Commercial – Retail	0.9	0.6	0.6	23.7%
Industrial	0.7	0.5	0.9	6.9%
Warehouse	1.8	0.4	0.3	21.3%
Government & Exempt	1.5	GA %	0.0	21.3%

Uphams Corner	Building Heights	Gross Area / Land Area	Living Area / Land Area	Share of Land (% Gross Area)
Residential	1.6	1.6	1.1	69.8%
Commercial - Office	1.0	0.7	0.5	1.3%
Commercial - Retail	0.5	0.3	0.2	4.0%
Industrial	0.4	0.3	0.2	2.5%
Warehouse	1.3	0.7	0.7	4.0%
Government & Exempt	1.5	0.5	0.4	15.3%

Columbia Road	Building Heights	Gross Area / Land Area	Living Area / Land Area	Share of Land (% Gross Area)
Residential	1.4	0.6	0.4	80.2%
Commercial - Office	0.4	0.3	0.2	0.5%
Commercial - Retail	0.3	0.3	0.2	3.3%
Industrial	0.0	0.0	0.0	0.0%
Warehouse	0.0	0.0	0.0	0.0%
Government & Exempt	1.0	0.4	0.3	11.6%

Four Corners	Building Heights	Gross Area / Land Area	Living Area / Land Area	Share of Land (% Gross Area)
Residential	1.2	0.6	0.4	80.3%
Commercial - Office	0.6	0.1	0.1	0.2%
Commercial - Retail	0.4	0.3	0.2	3.4%
Industrial	0.7	0.2	0.2	0.6%
Warehouse	0.8	0.5	0.4	0.6%
Government & Exempt	1.4	0.7	0.6	13.2%

Talbot Ave	Building Heights	Gross Area / Land Area	Living Area / Land Area	Share of Land (% Gross Area)
Residential	1.4	0.7	0.5	73.2%
Commercial - Office	0.6	0.5	0.3	0.7%
Commercial - Retail	0.4	0.3	0.2	3.4%
Industrial	0.2	0.1	0.1	0.2%
Warehouse	0.4	0.2	0.2	0.3%
Government & Exempt	1.3	0.3	0.2	20.0%

<b>Morton Street</b>	<b>Building Heights</b>	<b>Gross Area / Land Area</b>	<b>Living Area / Land Area</b>	<b>Share of Land (% Gross Area)</b>
Residential	1.8	0.8	0.5	78.8%
Commercial - Office	0.1	0.1	0.1	0.1%
Commercial - Retail	0.4	0.3	0.2	3.5%
Industrial	0.0	0.0	0.0	0.0%
Warehouse	0.7	0.5	0.5	1.4%
Government & Exempt	1.0	0.2	0.2	14.9%

<b>Blue Hill Ave</b>	<b>Building Heights</b>	<b>Gross Area / Land Area</b>	<b>Living Area / Land Area</b>	<b>Share of Land (% Gross Area)</b>
Residential	1.2	0.6	0.5	81.6%
Commercial - Office	0.7	0.5	0.3	1.6%
Commercial - Retail	0.5	0.3	0.2	5.9%
Industrial	0.1	0.0	0.0	0.1%
Warehouse	0.8	0.3	0.2	0.7%
Government & Exempt	0.5	0.1	0.0	8.4%

<b>River Street</b>	<b>Building Heights</b>	<b>Gross Area / Land Area</b>	<b>Living Area / Land Area</b>	<b>Share of Land (% Gross Area)</b>
Residential	0.9	0.3	0.2	92.3%
Commercial - Office	0.1	0.0	0.0	0.1%
Commercial - Retail	0.3	0.1	0.1	3.2%
Industrial	0.1	0.0	0.0	0.0%
Warehouse	0.3	0.1	0.1	0.1%
Government & Exempt	0.8	0.1	0.1	4.1%

<b>Fairmount</b>	<b>Building Heights</b>	<b>Gross Area / Land Area</b>	<b>Living Area / Land Area</b>	<b>Share of Land (% Gross Area)</b>
Residential	1.5	0.6	0.5	72.4%
Commercial - Office	0.5	0.3	0.2	1.3%
Commercial - Retail	0.7	0.4	0.3	8.8%
Industrial	0.4	0.2	0.1	0.7%
Warehouse	0.7	0.2	0.2	1.3%
Government & Exempt	1.3	0.4	0.3	13.7%

<b>Readville</b>	<b>Building Heights</b>	<b>Gross Area / Land Area</b>	<b>Living Area / Land Area</b>	<b>Share of Land (% Gross Area)</b>
Residential	1.0	0.3	0.2	56.8%
Commercial - Office	0.5	0.2	0.1	1.6%
Commercial - Retail	0.3	0.1	0.1	6.3%
Industrial	0.5	0.2	0.2	9.4%
Warehouse	1.0	0.3	0.3	21.6%
Government & Exempt	0.5	0.2	0.1	3.1%



CITY OF BOSTON  
Marty J. Walsh  
*Mayor*



Boston  
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CORRIDOR PLAN  
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