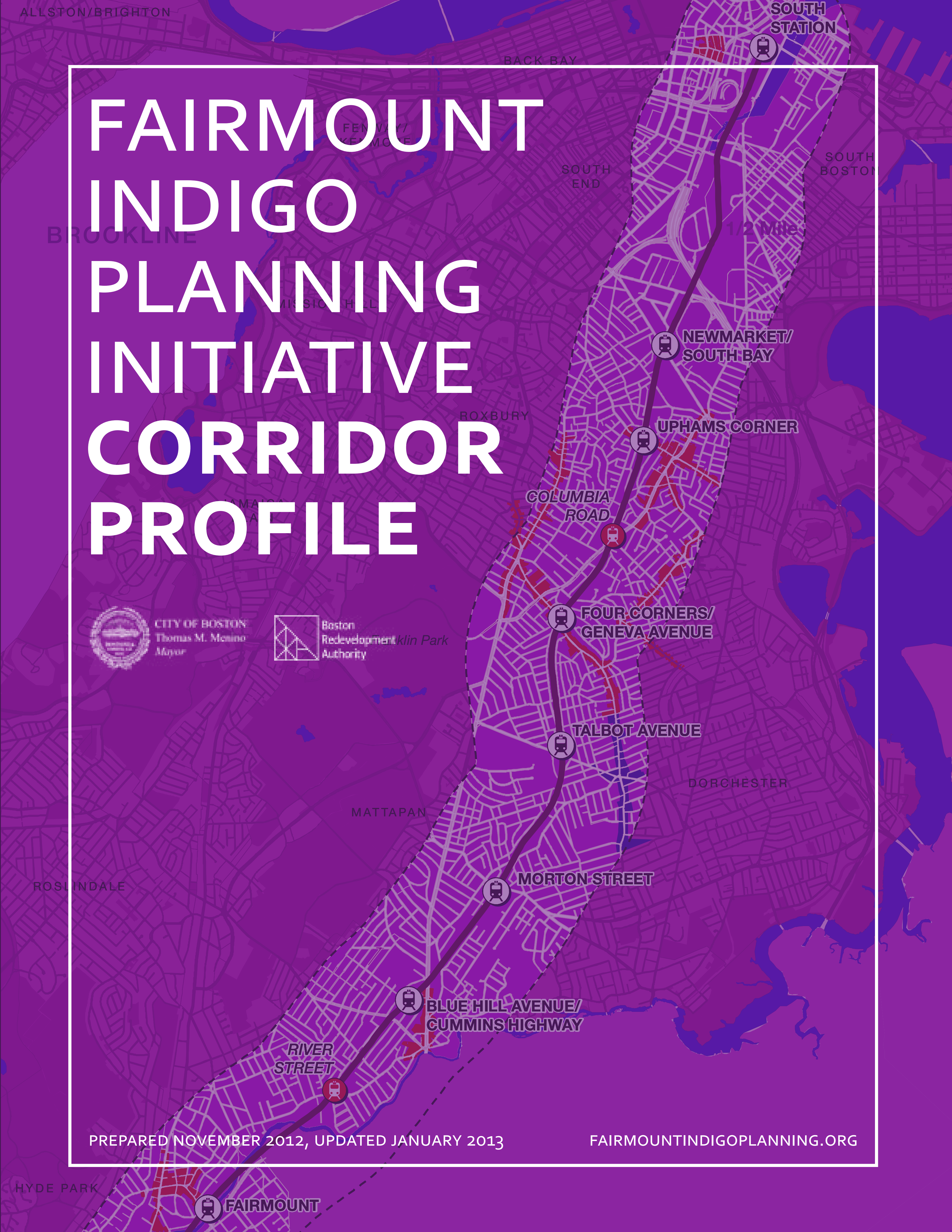
FAIRMOUNT INDIGO PLANNING INITIATIVE **CORRIDOR PROFILE**



CITY OF BOSTON
Thomas M. Menino
Mayor

Boston Redevelopment Authority

PREPARED NOVEMBER 2012, UPDATED JANUARY 2013

FAIRMOUNTINDIGOPLANNING.ORG

FAIRMOUNT INDIGO PLANNING INITIATIVE

"BUILDING NEW CONNECTIONS TO YOUR NEIGHBORHOOD"

THIS PROFILE WAS PREPARED AS PART OF THE FAIRMOUNT INDIGO PLANNING INITIATIVE BY THE BOSTON REDEVELOPMENT AUTHORITY (BRA) WITH THE ASSISTANCE OF THE CITY OF BOSTON'S DEPARTMENT OF NEIGHBORHOOD DEVELOPMENT AND THE METROPOLITAN PLANNING AREA COUNCIL (MAPC).

CITY OF BOSTON
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INTRO-
DUCTION

BACKGROUND

In February 2012, Mayor Thomas M. Menino launched the Fairmount Indigo Planning Initiative at the historic Strand Theater in Upham's Corner, Dorchester. The Fairmount Indigo Planning Initiative is a comprehensive community-based, corridor-wide planning process that the City will undertake with various community participants and partners.

Boston has a unique opportunity to address the critical need for economic growth and physical improvement along the Fairmount Corridor (Corridor), a 9.2 mile transit corridor that runs through some of Boston's most disadvantaged neighborhoods. The communities along the Corridor have experienced poor access to public rail transit – creating significant barriers to economic opportunity for both residents and businesses. With the build-out of four new MBTA stations by 2014, residents and local businesses will have improved access to economic opportunity both within and beyond the Corridor. The City recognizes the significant potential for growth in the area and looks to capitalize on this momentum.

The Fairmount Indigo Planning Initiative is the City's largest planning initiative to date. The City Team, led by the Boston Redevelopment Authority, along with its consultants and the community, will develop a long term strategy for business growth, employment opportunities, housing development, and Corridor branding.

PROFILE PURPOSE

This profile provides baseline information for a variety of interested parties in the community, elected officials, planners, investors, researchers, and others. Key areas of focus include demographics, business, real estate, infrastructure and quality of life. This profile represents a collaborative effort between City agencies, foundations, and other planning entities. It provides current data and some trends that give a useful framework to inform the planning process. As the planning process goes forward, this profile will grow. Additions and updates will be found at: www.fairmountindigoplanning.org

PROFILE GEOGRAPHY

The Profile analyzes and compares three geographies. Starting from the smallest geography to the largest, including:

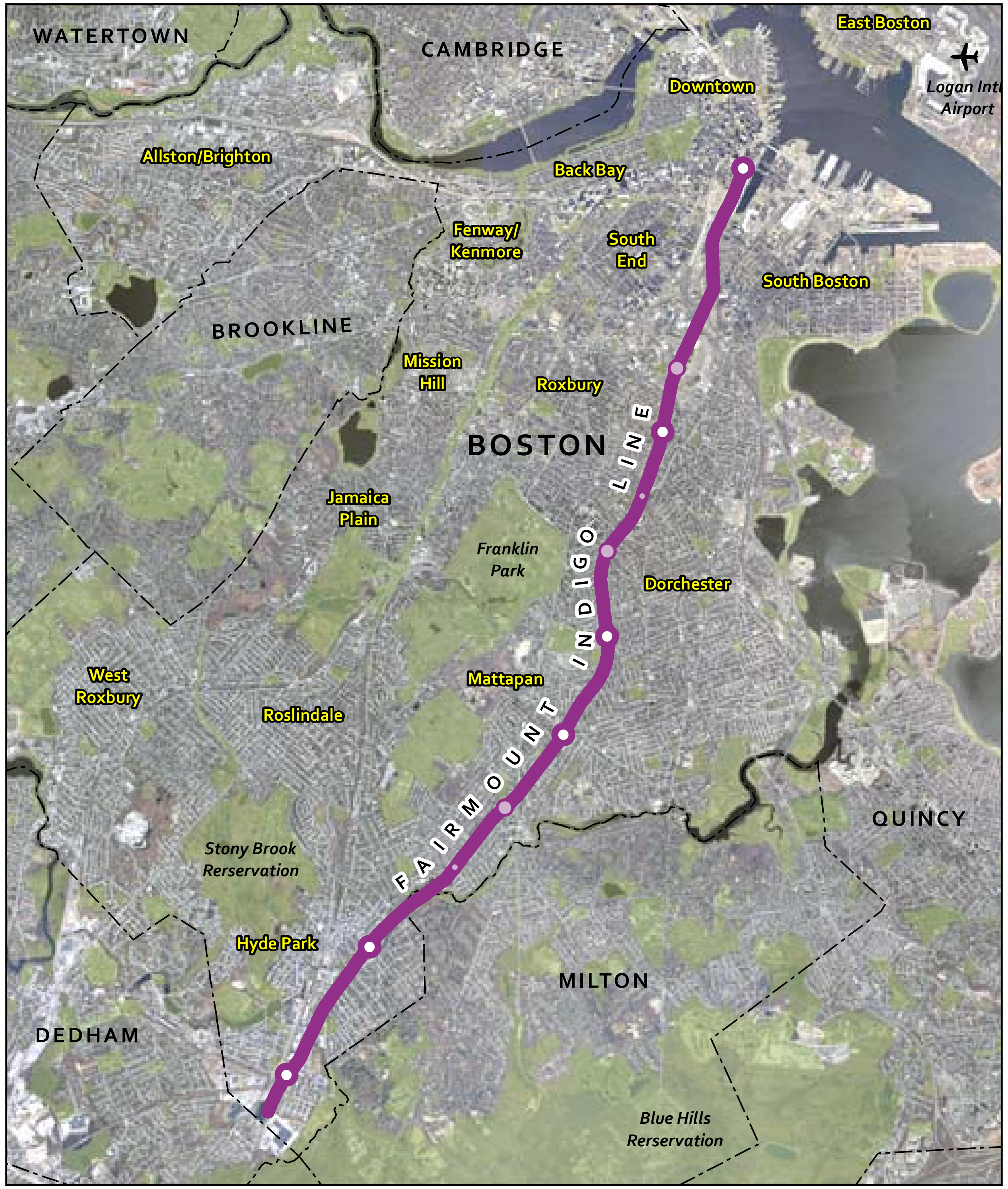
Fairmount Focus Area (**Focus Area**):
7.3 miles extending from Newmarket Station to Readville Station

Fairmount Corridor (**Corridor**):
9.2 miles extending from South Station to Readville Station

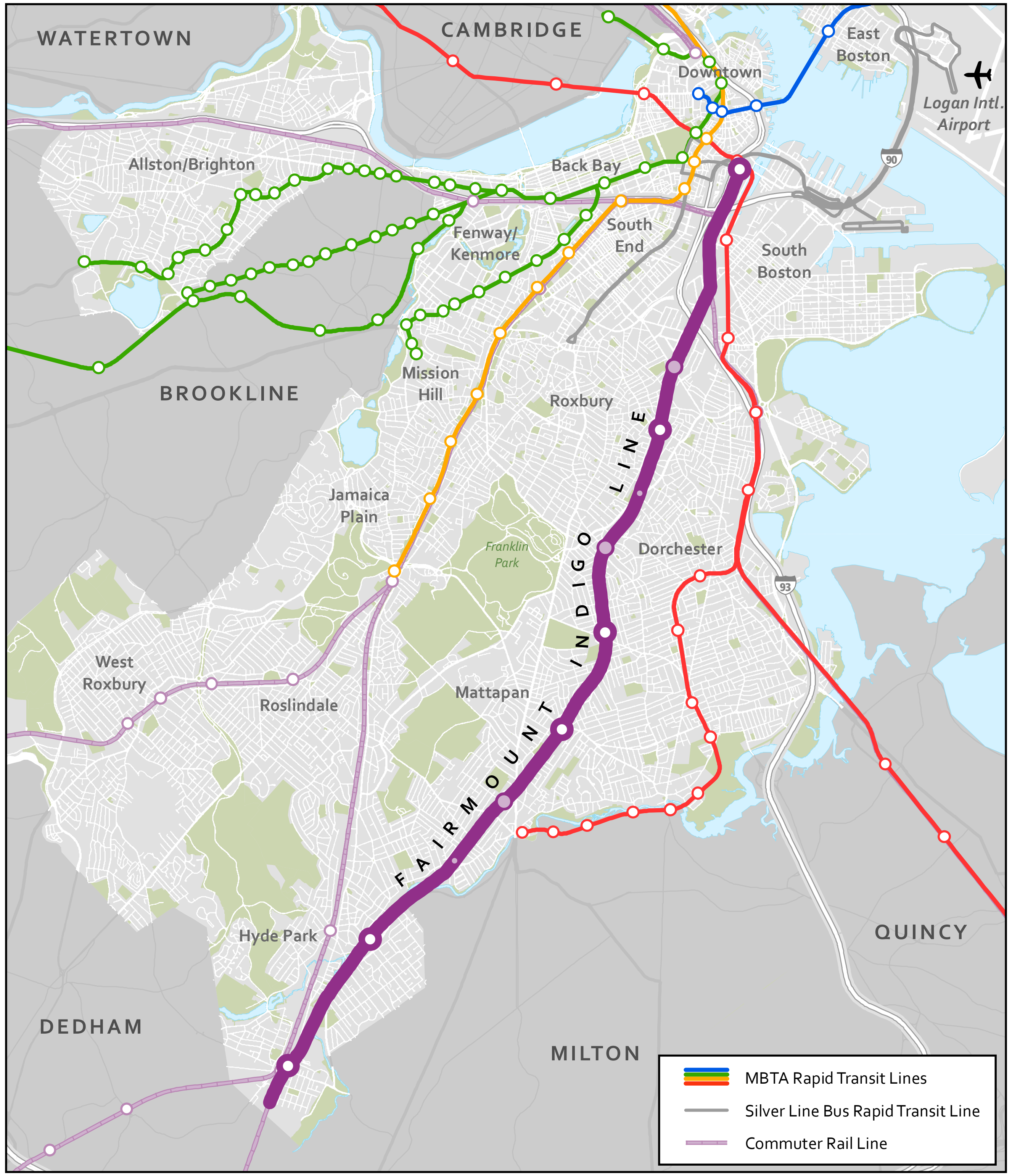
City of Boston (**Boston):**
Defined by the municipal city limits

The boundaries for both the Focus Area and Corridor are defined by a .5 mile radius from each transit station, built, under construction, or anticipated along the rail line.

CONTEXT

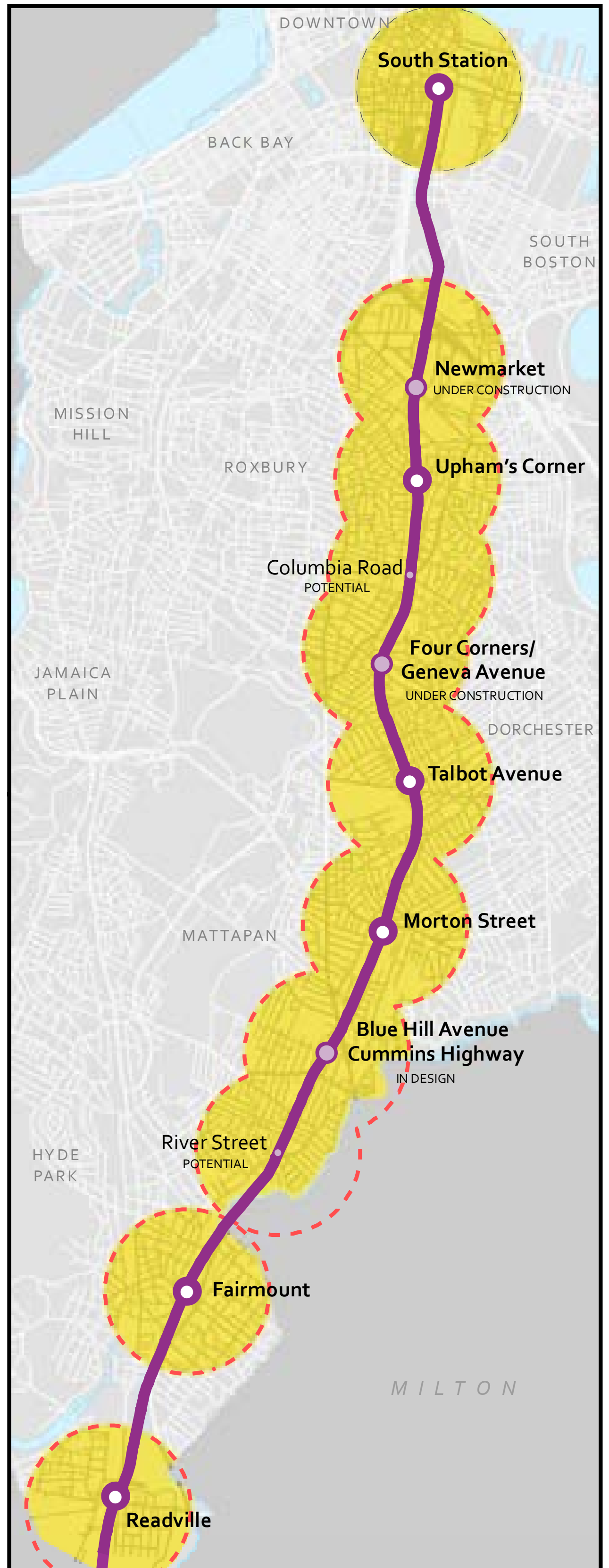


MBTA RAIL NETWORK



PROFILE BOUNDARIES

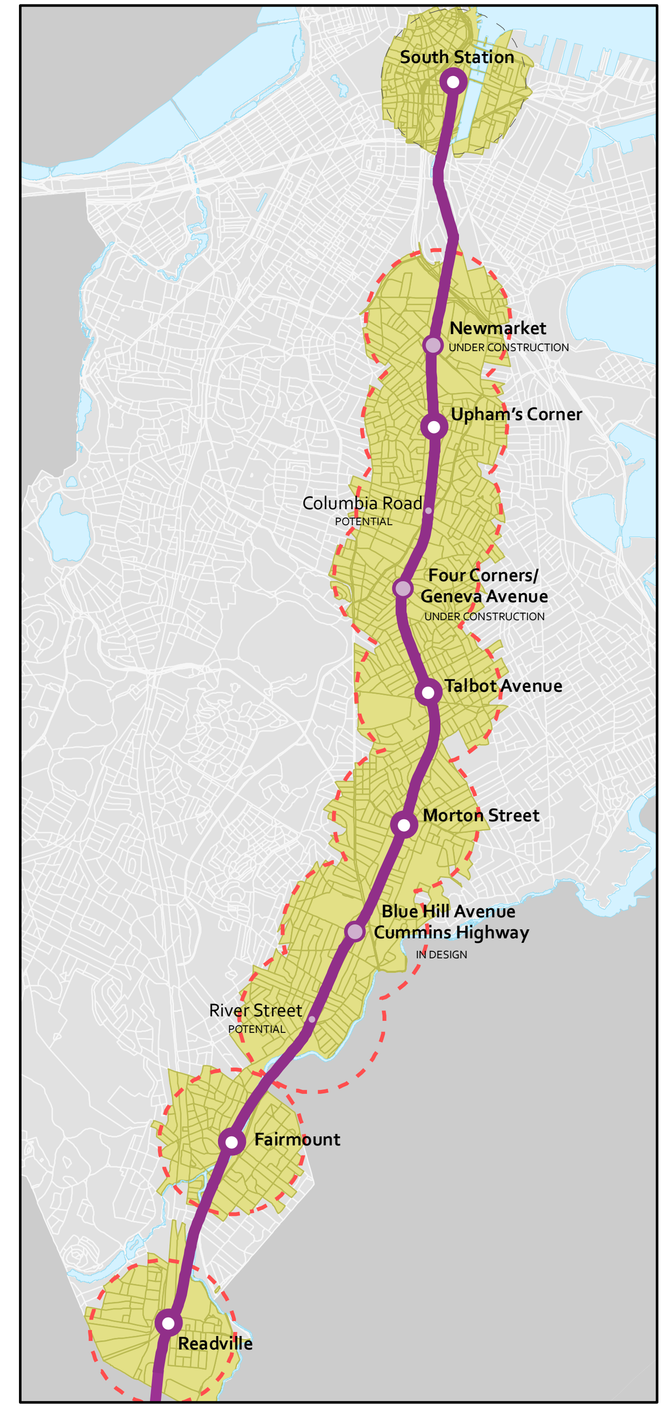
For the purpose of this profile we have defined the geographic area of the corridor to be a .5 mile radius from the rail line. We have included data for the Fairmount Corridor (Corridor) from Readville to South Station recognizing that South Station is a key employment hub for both the city and the region. In addition, this profile provides data for the Fairmount Focus Area (Focus Area) from Readville to Newmarket that allows data to be compared to the Corridor and the City of Boston (Boston) overall.

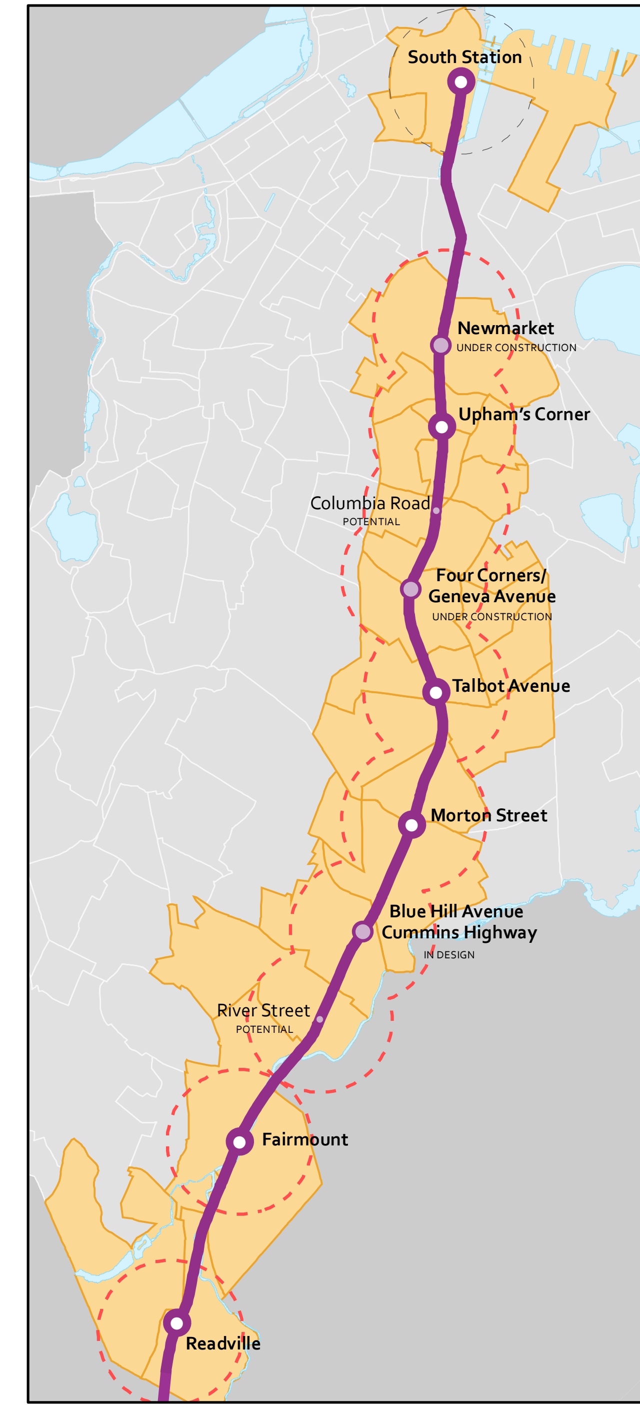


Fairmount Corridor
1/2 Mile Area around Fairmount Line Stations

Fairmount Focus Area
1/2 Mile Area around Fairmount Line Stations excluding South Station

SOURCES & BOUNDARIES FOR DEMOGRAPHIC ANALYSIS





Census Block Geography

Areas used for race, age, sex and housing status details from 2010 U.S. Census

Fairmount Focus Area

Census Tract Geography

Areas used for detailed socioeconomic information from 2006-2010 American Community Survey

Fairmount Focus Area

DEMO-GRAPHICS

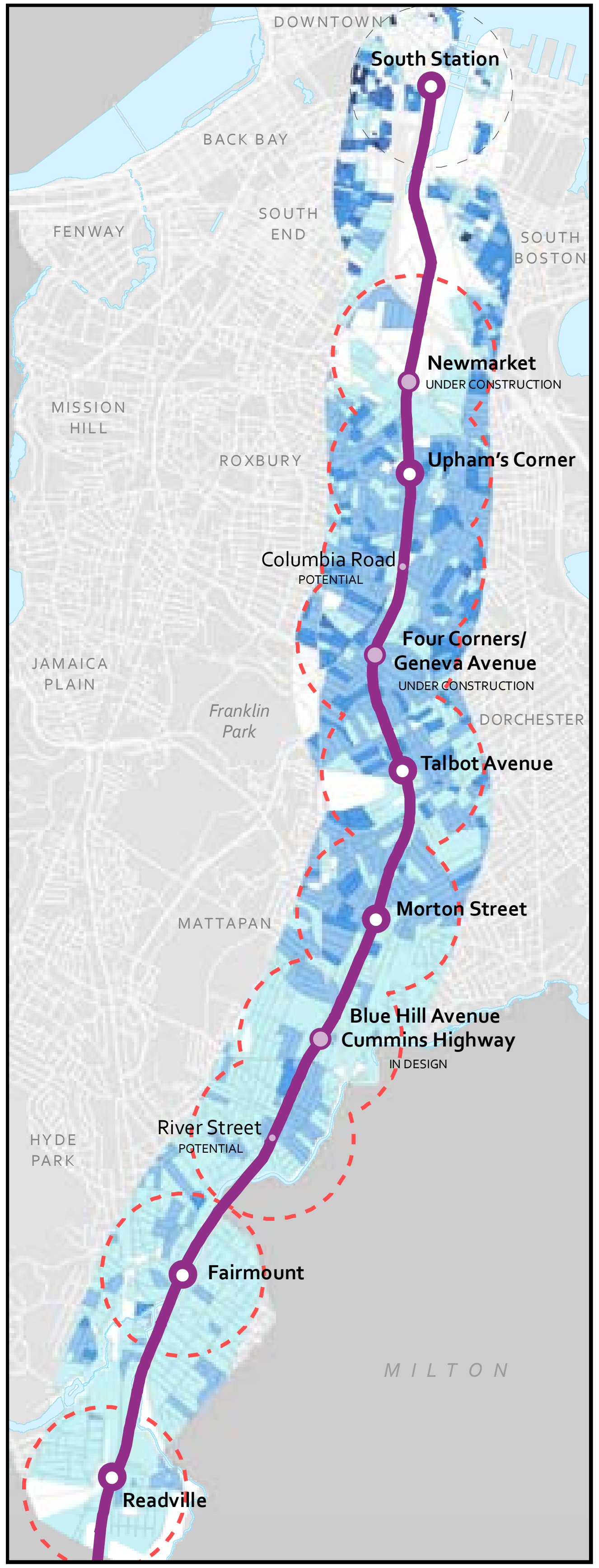
THE FAIRMOUNT CORRIDOR HOUSES ALMOST ONE-FIFTH OF THE CITY OF BOSTON'S POPULATION AND CONTAINS AN ESPECIALLY DIVERSE GROUP OF AGES, ETHNICITIES, AND SOCIAL GROUPS. FROM THE BUSY, DOWNTOWN NEIGHBORHOODS SURROUNDING SOUTH STATION, THE CORRIDOR PASSES THROUGH THE DENSE NEIGHBORHOODS AND SQUARES OF DORCHESTER AND MATTAPAN TO ITS TERMINUS IN LOW-DENSITY HYDE PARK AND READVILLE, THE CORRIDOR ENCOUNTERS THE FULL RANGE OF BOSTON'S VARIETY. THE CORRIDOR CONTAINS MORE FAMILIES AND FEWER YOUNG ADULTS THAN DOES MOST OF THE CITY. A MAJORITY OF THE POPULATION IS AFRICAN-AMERICAN COMPARED TO THE CITY AS A WHOLE. A GREATER PERCENTAGE OF CORRIDOR RESIDENTS ARE FOREIGN-BORN, INCLUDING THE MAJORITY OF BOSTON'S HAITIAN POPULATION. THE CORRIDOR ALSO HOUSES A RANGE OF INCOMES, WITH RELATIVELY HIGH-EARNING HOUSEHOLDS AT EITHER END OF THE CORRIDOR AND HIGHER CONCENTRATIONS OF POVERTY IN THE MIDDLE.

CONTENTS

I POPULATION

The Focus Area has a population of 93,104. This represents 15% of Boston's overall population and 90% of the Corridor's population.

Population density varies substantially within the Corridor. In the southern part, Readville and Hyde Park feature many single-family homes and a relatively low number of persons per acre. In the middle section, the Corridor passes through much denser areas in Mattapan and Dorchester. Between Newmarket and South Station, industrial and commercial areas result in low population density.



Population Density

persons per acre, by census block

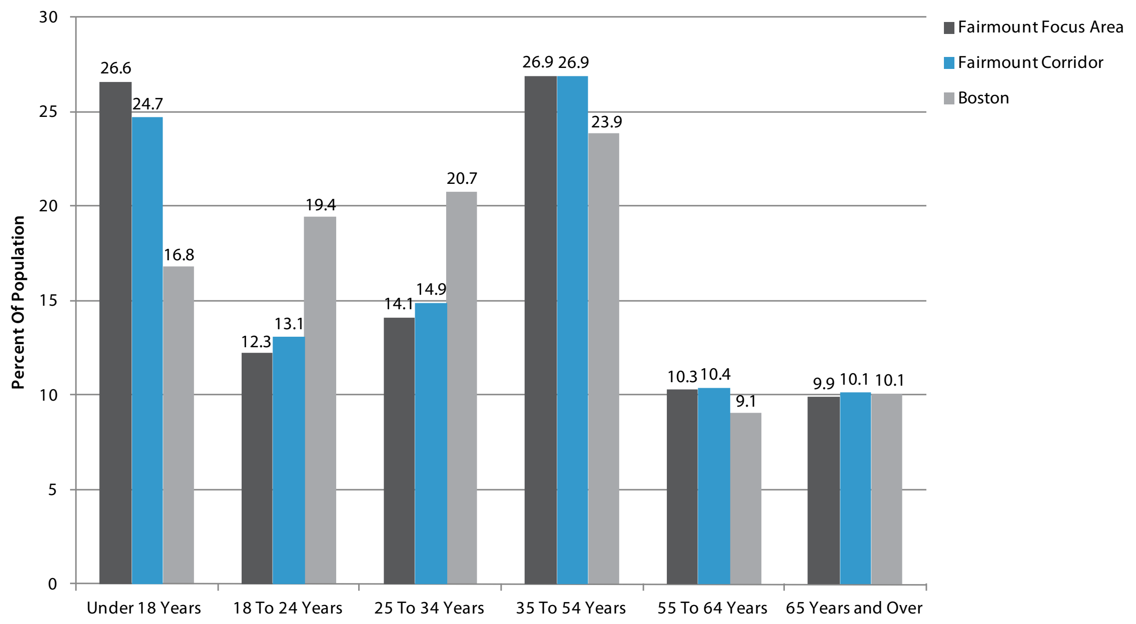
- 272 - 1,628
- 100 - 250
- 50 - 100
- 25 - 50
- 0 - 25

U.S. Census 2010, Summary File 1

Fairmount Focus Area

II AGE

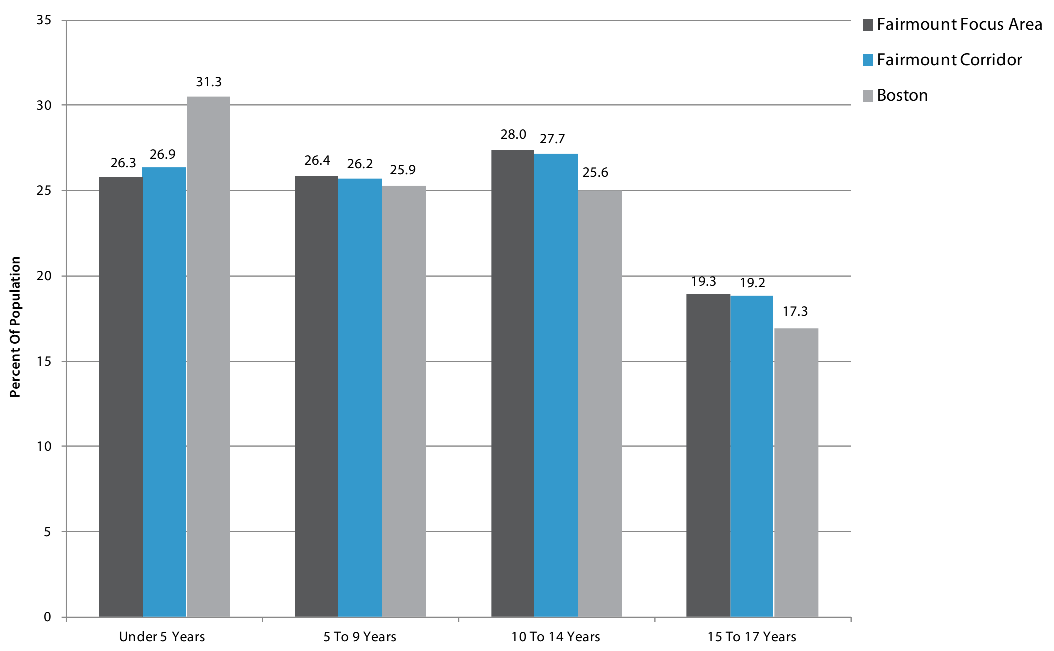
There is a much higher concentration of children (under the age of eighteen) in the Focus Area than in the City. Compared to Boston as a whole, the Focus Area contains much lower concentrations of adults between the ages of 18 and 34.



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

III AGE (YOUTH ONLY)

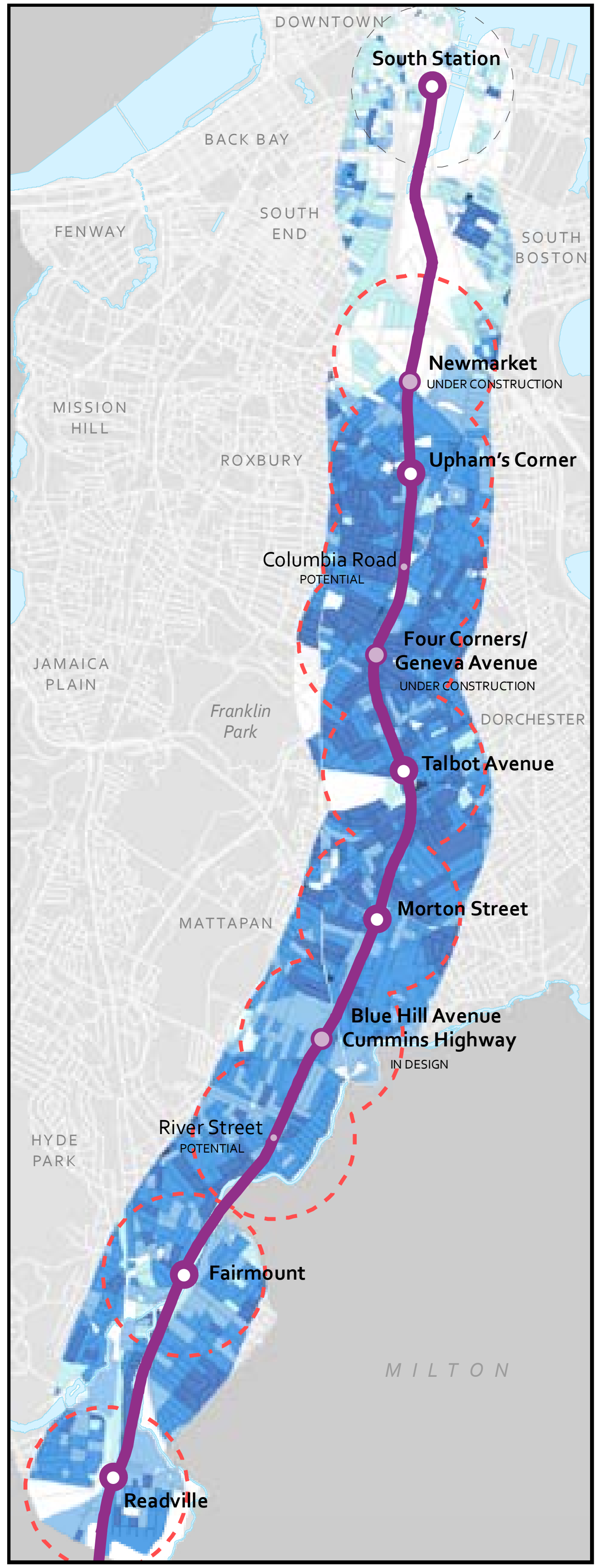
The Focus Area houses a greater percentage of school-aged children, between the ages of 5 and 17, than does Boston.



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

IV AGE (YOUTH ONLY)

The Focus Area has a higher proportion of its population under 18 years of age (27%) than Boston (17%). The highest concentration is between the Newmarket station area and the Morton Street station area.



Children under 18 years

percent of total population, by census block

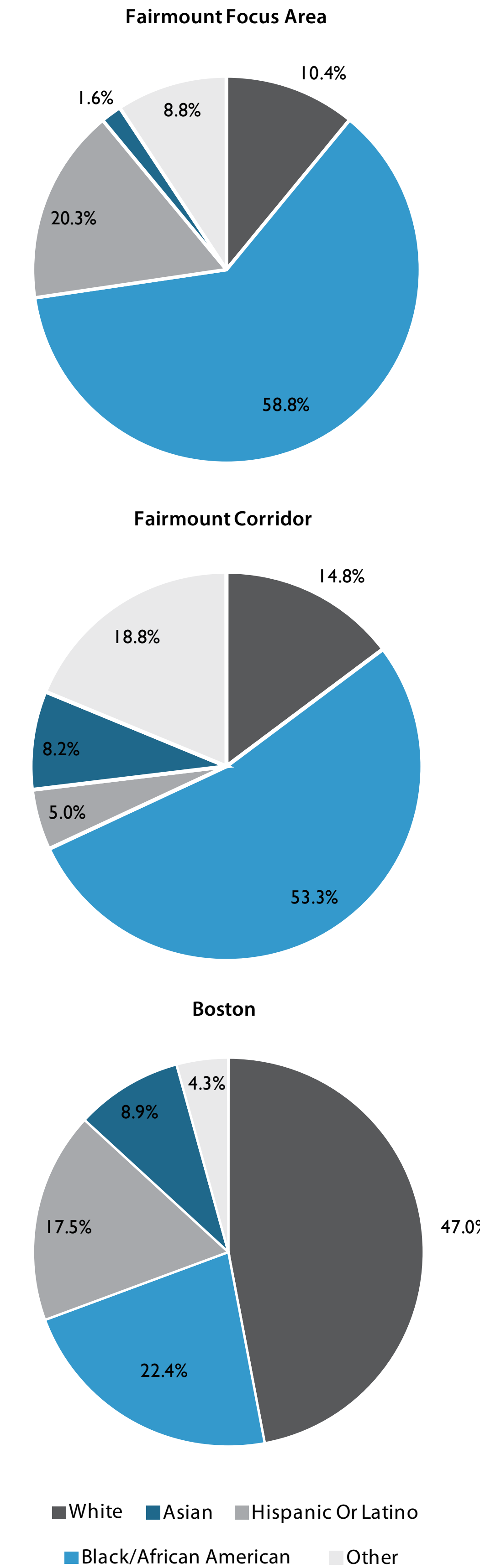
- 50.1% - 83.3%
- 30.1% - 50%
- 20.1% - 30%
- 10.1% - 20%
- less than 10%

U.S. Census 2010, Summary File 1

Fairmount Focus Area

V RACE & ETHNICITY

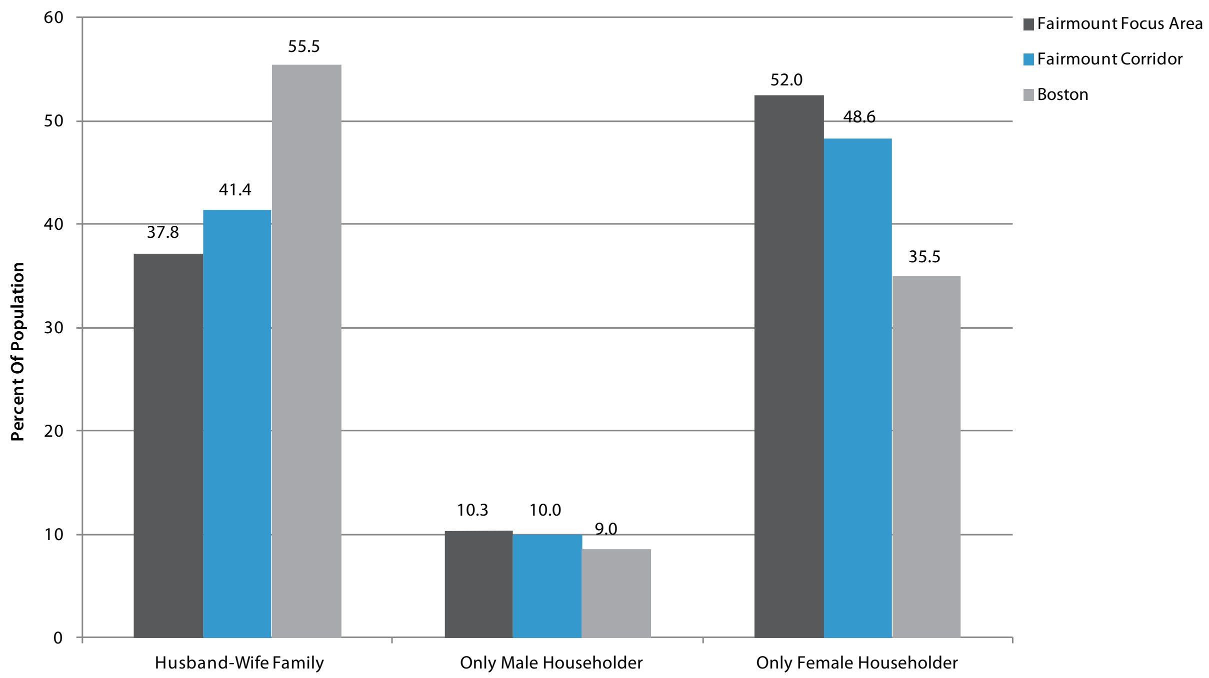
The white population is proportionally much smaller in the Focus Area than in Boston. Within the Focus Area, the majority of residents are black/African-American.



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

VI FAMILY HOUSEHOLDS BY RELATIONSHIP

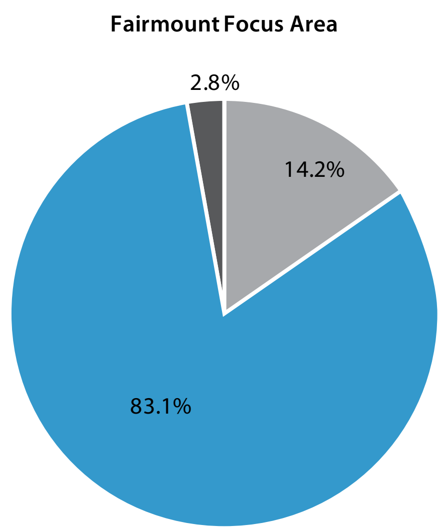
The Focus Area has a much higher percentage of family households headed by single females than does Boston as a whole. A majority of Boston family households are headed by both a husband and wife, but in the Focus Area, single parents head a majority of family households.

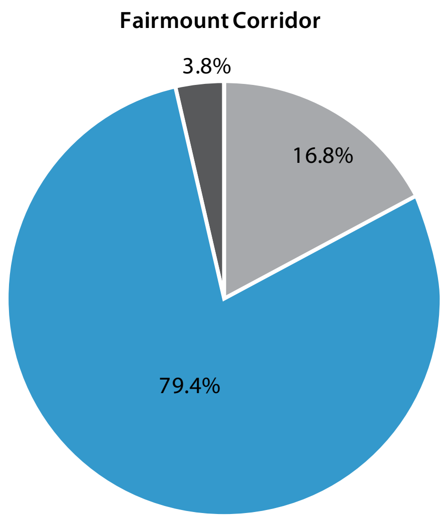


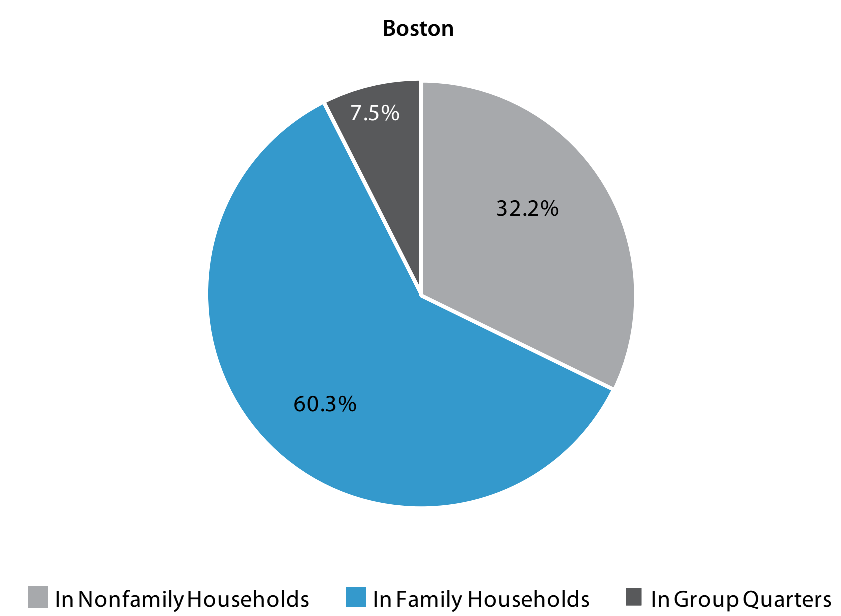
Source: US Census Bureau Summary File 1 2010 Data, BRA Research Division Analysis

VII HOUSEHOLDS BY TYPE

For households in the Focus Area, 83% are "family households". "Family households" are defined by the U.S. Census as two or more persons living in the same home who are related by marriage or birth. The proportion is significantly higher in the Focus Area than in Boston overall. Boston has a large number of students and young adults which leads to more "non-family households" and "group quarters" (such as dormitories).



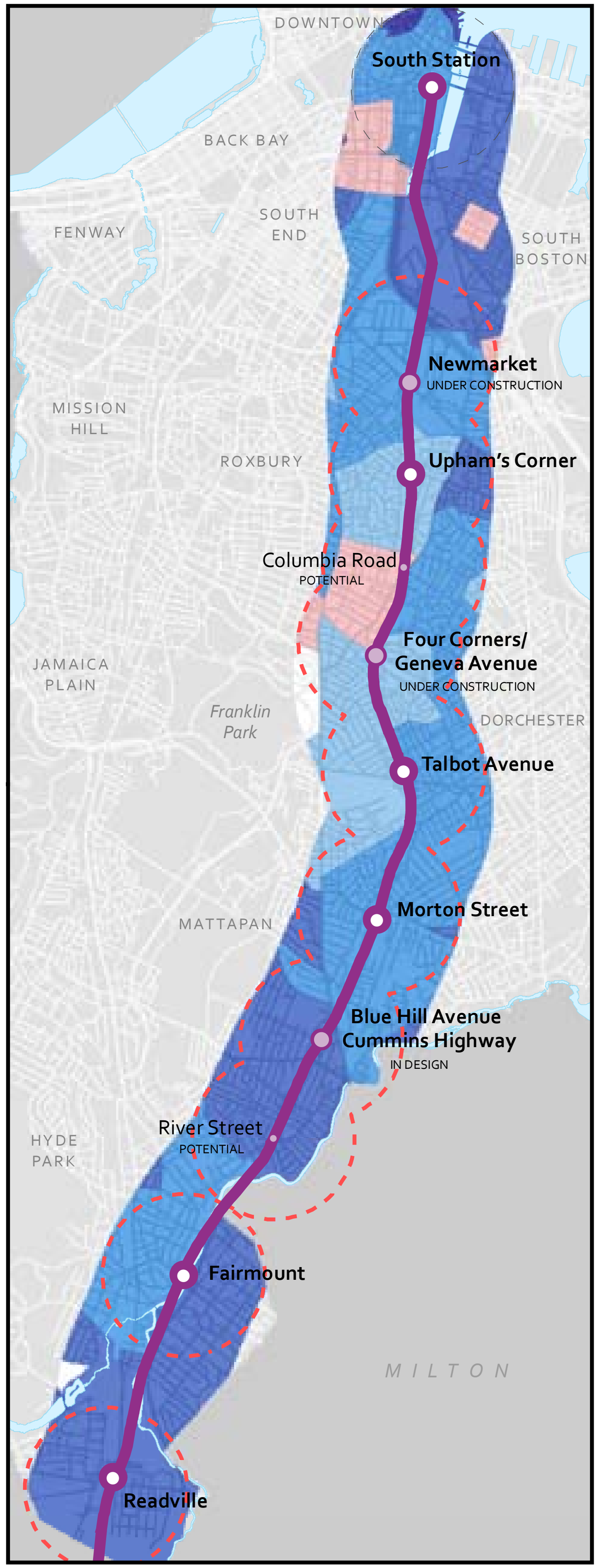




Source: US Census Bureau Summary File 1 2010 Data, BRA Research Division Analysis

VIII HOUSEHOLD INCOME

In many areas of the Corridor, especially in Mattapan and Dorchester, median household incomes fall below the Boston median of $50,684. In Hyde Park and Readville, incomes are generally higher. The area near South Station has a wide range of incomes, including households with a median income below the poverty threshold and households with a median income above $100,000.



Median Household Income

in the past 12 months, by census tract

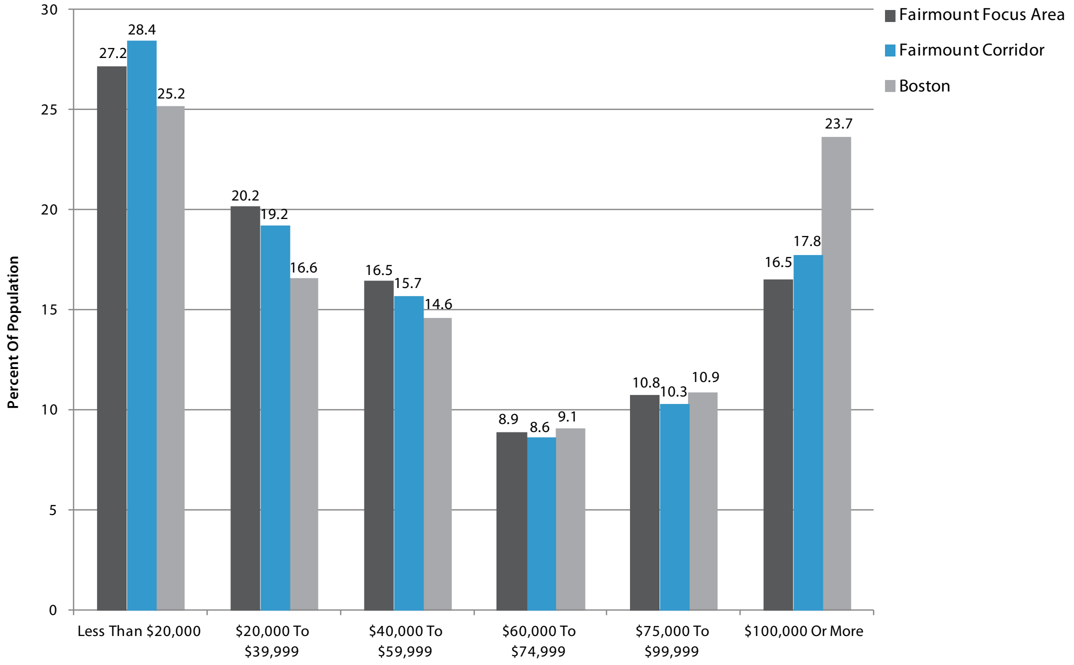
- $100,000.01 - $218,419.00
- $50,684.01 - $100,000.00
- BOSTON: $50,684
- $35,000.01 - $50,684.00
- $22,314.01 - $35,000.00
- $12,429.00 - $22,314.00 (poverty threshold*)

**Weighted average poverty threshold for a family of four in 2010. 2010 American Community Survey, 5-year estimates*

Fairmount Focus Area

IX HOUSEHOLD INCOME

The Corridor includes a greater percentage of lower income households than Boston, and a significantly lower percentage of households with incomes of over $100,000. The area near South Station includes much of Chinatown as well as dormitories for Emerson College and Suffolk University, where household incomes below $20,000 are more common.



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

X LANGUAGE SPOKEN AT HOME

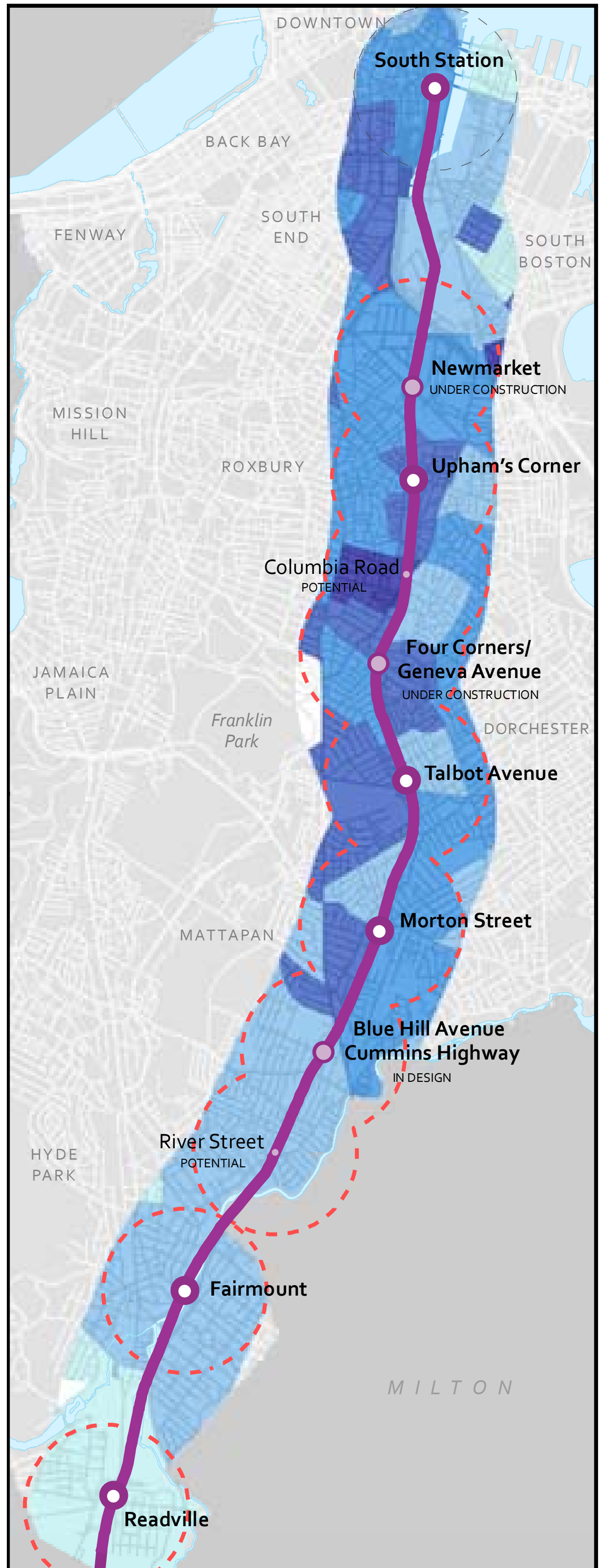
A smaller percentage of people in the Corridor speak only English than in Boston overall. The majority of French Creole speakers in Boston live in the Corridor. A significant proportion of Boston's speakers of Portuguese or Portuguese Creole, French (including Patois and Cajun) and African languages live in the Focus Area.

LANGUAGE SPOKEN	PERCENT OF FAIRMOUNT CORRIDOR	PERCENT OF BOSTON	FAIRMOUNT AS PERCENT OF CITY SHARE
Speak only English	57.7%	64.5%	19.1%
Spanish or Spanish Creole	16.2%	15.0%	23.0%
Chinese	3.5%	3.8%	19.8%
French Creole	8.9%	3.1%	61.9%
Portuguese or Portuguese Creole	4.7%	2.4%	41.2%
French (incl. Patois, Cajun)	3.2%	1.7%	39.9%
Vietnamese	1.4%	1.6%	19.8%
Russian	1.0%	1.0%	1.0%
African languages	1.5%	1.1%	28.6%
Italian	0.3%	0.8%	8.2%
All other languages	2.5%	5.1%	10.6%

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

XI POVERTY STATUS

In much of the Corridor, particularly north of the planned Blue Hill Avenue/ Cummins Highway station, a higher percentage of the population lives below the poverty level than in Boston as a whole. South of the Blue Hill Avenue Cummins Highway proposed station, in Hyde Park and Readville, a lower percentage of the population than the citywide average lives below the poverty level.



Population below poverty level

percent of total population, by census tract

- 50.01% - 70%
- 30.01% - 50%
- 21.21% - 30%
- 10.01% - 21.2%
- below 10%

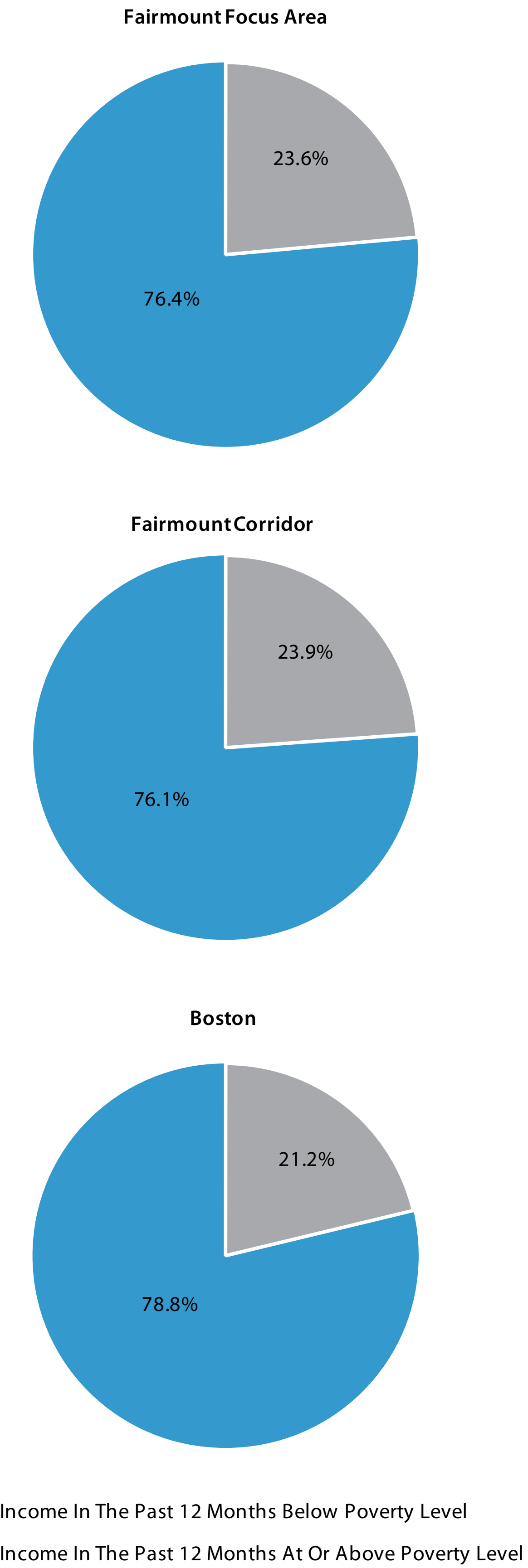
BOSTON: 21.2%

2010 American Community Survey, 5-year estimates

Fairmount Focus Area

XII POVERTY STATUS

Approximately one in four residents in the Focus Area lives below the poverty level. This is slightly higher than for Boston overall.

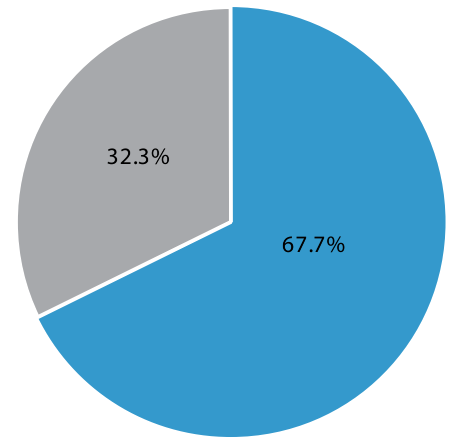


Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis

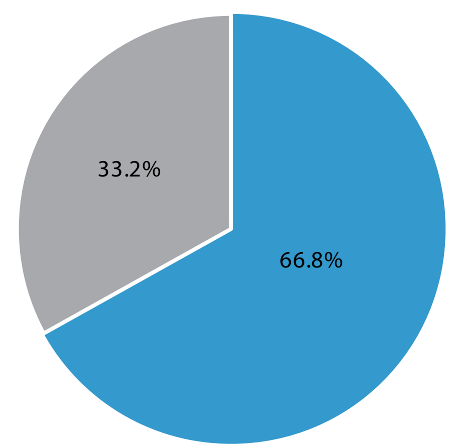
XIII PLACE OF BIRTH

Compared to Boston overall, a higher percentage of residents in the Focus Area and Corridor are foreign-born.

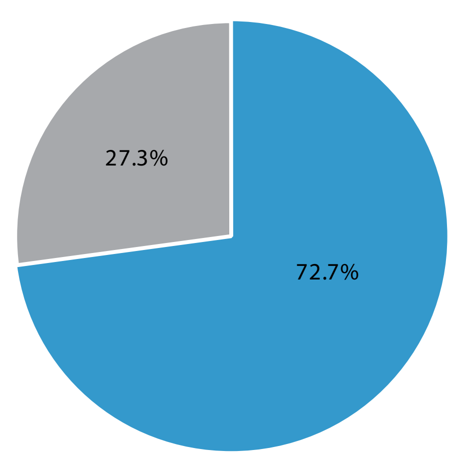
Fairmount Focus Area



Fairmount Corridor



Boston

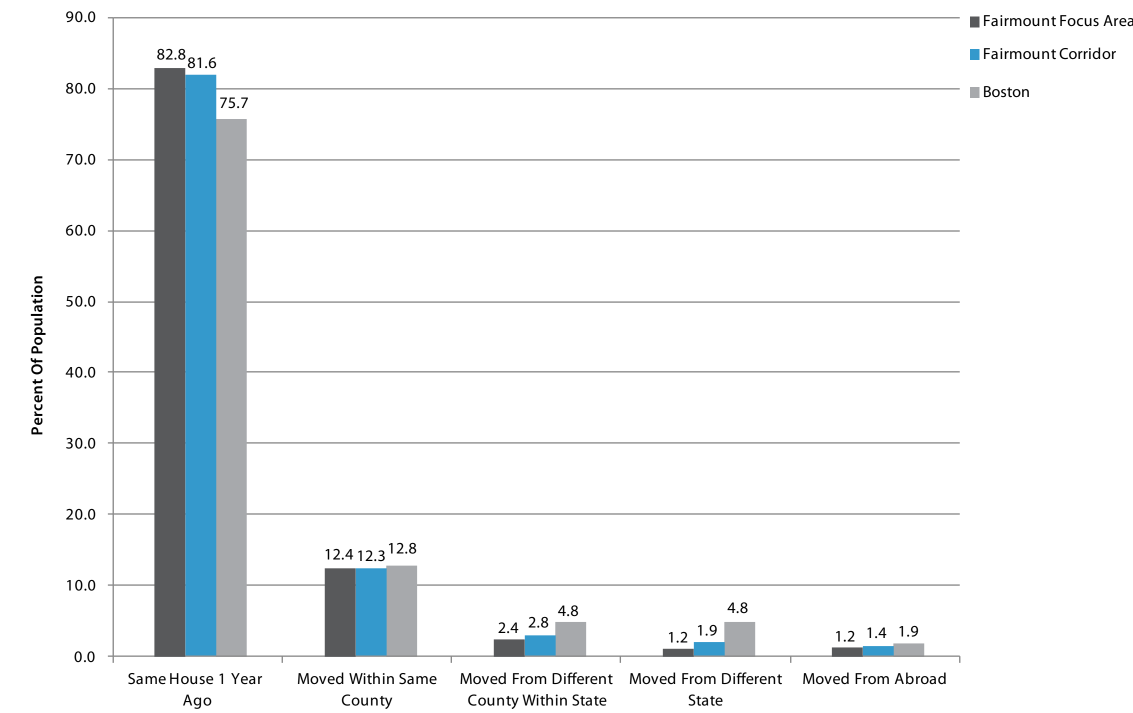


Native-born Foreign-born

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

XIV GEOGRAPHIC MOBILITY

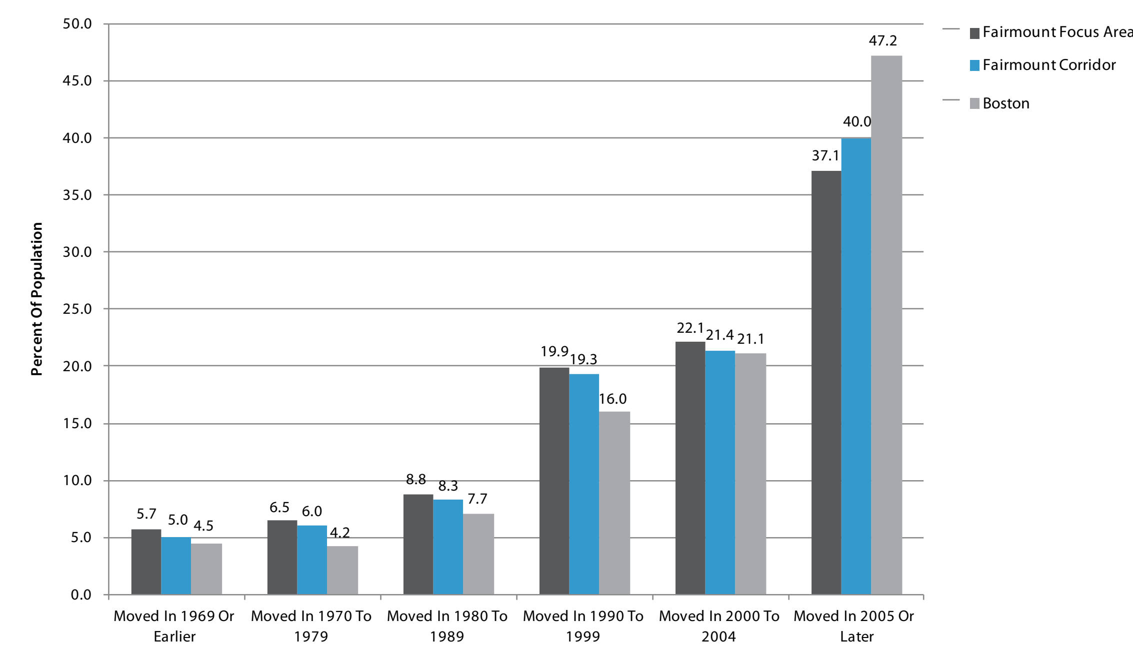
Focus Area residents are more likely to be living in the same home they were living in a year ago. The Focus Area and Corridor residents overall, have moved less than other Boston residents.



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

XV YEARS IN UNIT

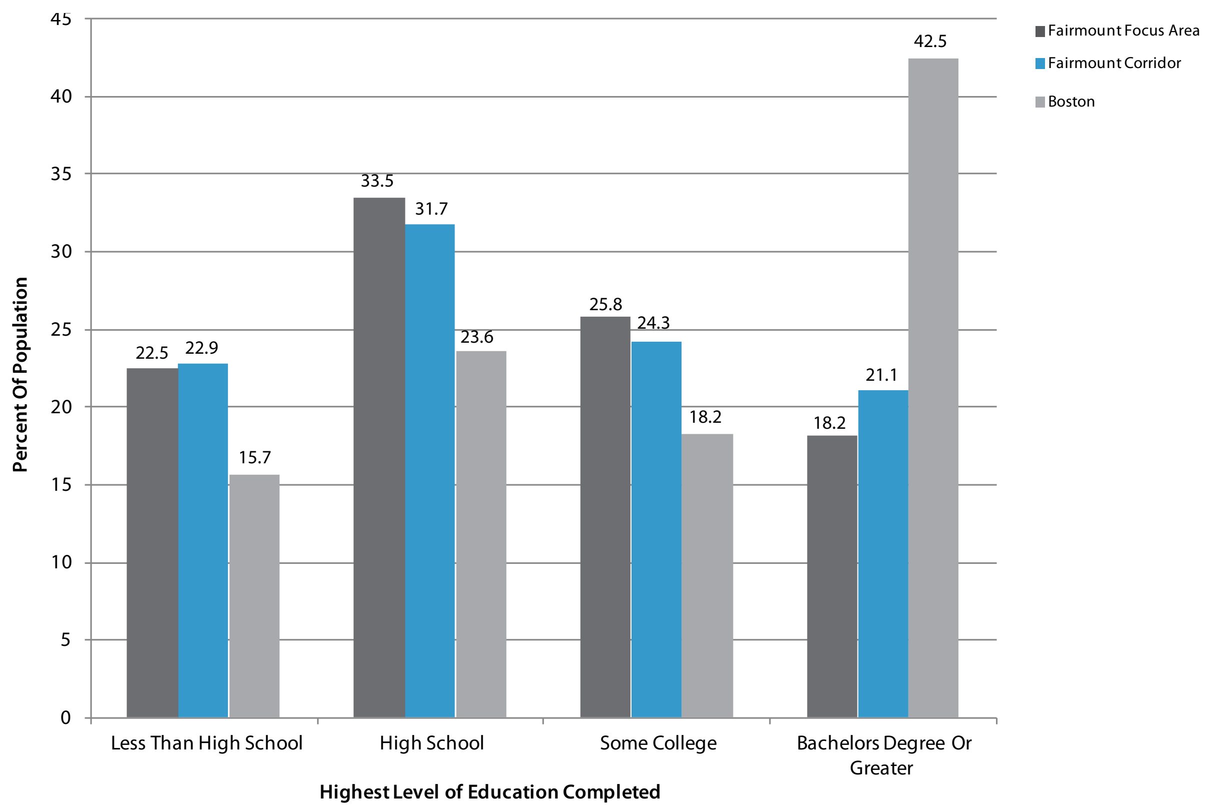
Six out of ten Focus Area residents moved into their units prior to 2005. Four out of ten Focus Area residents were in their units prior to 2000.



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

XVI EDUCATIONAL ATTAINMENT

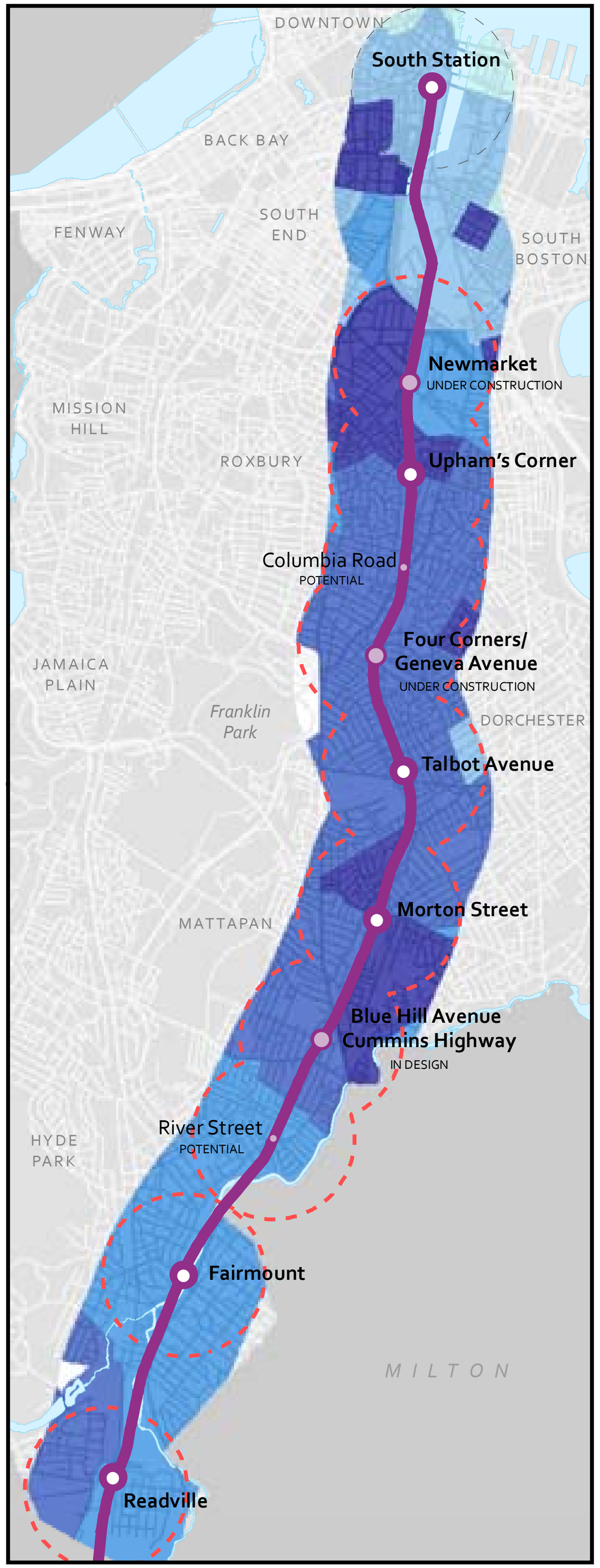
Adults (25 years of age or older) living in the Focus Area have typically completed fewer years of school than Boston residents on the whole. Fewer than half the residents have earned a bachelor's degree or higher. The Focus Area has a greater concentration of persons without a high school diploma.



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

XVII EDUCATIONAL ATTAINMENT

Compared to Boston overall, most of the Corridor shows a higher concentration of individuals with no higher than a high school diploma, with the highest proportions in the Dorchester section. The segment nearest South Station features the highest levels of educational attainment, with the exception of small pockets within Chinatown and parts of South Boston.



Adult population with No More than a High School Diploma

percent of total population 25 years or older, by census tract

- 65.1% - 85.5%
- 50.1% - 65%
- 39.4% - 50%
- 20.1% - 39.3%
- 1.8% - 20%

BOSTON: 39.3%

2010 American Community Survey, 5-year estimates

Fairmount Focus Area


PUBLIC
50 TON
SCALE
FAIRBANKS - MORSE
PRINTOMATIC

BUSINESS CLIMATE

TYPES OF BUSINESS ESTABLISHMENTS VARY ALONG THE FAIRMOUNT CORRIDOR. THE DOWNTOWN AREAS AROUND SOUTH STATION HOST THE VAST MAJORITY OF ALL BUSINESS ESTABLISHMENTS AND EMPLOYMENT WITHIN THE CORRIDOR, WITH A LARGE NUMBER OF PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICE BUSINESSES. FURTHER SOUTH, THE NEWMARKET AREA FEATURES LIGHT INDUSTRIAL AND LARGE COMMERCIAL BUSINESSES. MOST OF THE CORRIDOR SOUTH OF NEWMARKET COMPRISES RESIDENTIAL AREAS WITH MUCH HIGHER UNEMPLOYMENT RATES THAN THE REST OF BOSTON. A LARGE PERCENTAGE OF THE CORRIDOR'S RESIDENTS WORK IN SERVICE AND BLUE-COLLAR INDUSTRIES THAT IS RARE WITHIN THE CORRIDOR. DESPITE THE LARGE NUMBER OF EMPLOYERS IN THE NORTHERN PART OF THE CORRIDOR, THE MAKEUP OF THE WORKFORCE AND PRESENCE OF SIX MAIN STREET DISTRICTS SHOWS THE NEED FOR PLANNING TO FOCUS NOT JUST ON TRANSPORTING RESIDENTS DOWNTOWN, BUT ON BUSINESS DEVELOPMENT THROUGHOUT THE CORRIDOR.

CONTENTS

FAIRMOUNT CORRIDOR BUSINESSES

The main industries in the Corridor are information, finance, insurance and professional, scientific and technical services, all of which are concentrated near South Station. In the Focus Area, the industries with the greatest number of establishments and employees are retail trade, health care, social services, and "other services." Business types are markedly different north of Newmarket Station compared to the rest of the Corridor.

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

Source: InfoUSA 2010 Data, BRA Research Division Analysis

PURCHASING POWER

Per capita, residents in the Focus Area devote the largest share of their weekly expenditures to transportation. Of the $66.39 spent per week on transportation, only $3.94 (about 6%) goes toward public transportation, with vehicle purchases, gasoline, and miscellaneous expenses accounting for the rest. Food and beverages represents the next largest share of per capita expenses.

STI: SPENDING PATTERNS	FAIRMOUNT FOCUS AREA		FAIRMOUNT CORRIDOR		BOSTON	
		%		%		%
Households	**31,954**		**35,229**		**238,075**	
Weekly Per Capita Expenditures	**$299.03**		**$300.46**		**$308.00**	
Apparel and services	$13.64	5%	$13.70	5%	$14.10	5%
Cash contributions	$13.63	5%	$13.80	5%	$14.52	5%
Education	$6.78	2%	$6.80	2%	$6.88	2%
Entertainment	$19.67	7%	$19.80	7%	$20.53	7%
Food and beverages	$56.70	19%	$56.87	19%	$57.90	19%
Alcoholic beverages	$3.97	1%	$3.99	1%	$4.11	1%
Health care	$27.71	9%	$27.80	9%	$28.21	9%
Shelter Maintenance	$11.80	4%	$11.92	4%	$12.44	4%
Housekeeping supplies	$5.75	2%	$5.77	2%	$5.89	2%
Household operations	$7.83	3%	$7.92	3%	$8.46	3%
Household furnishings and equipment	$11.78	4%	$11.86	4%	$12.32	4%
Miscellaneous	$4.96	2%	$4.99	2%	$5.14	2%
Personal care products and services	$5.26	2%	$5.29	2%	$5.45	2%
Personal insurance	$2.79	1%	$2.82	1%	$2.94	1%
Reading	$0.95	0%	$0.96	0%	$0.99	0%
Tobacco products and smoking supplies	$3.74	1%	$3.72	1%	$3.63	1%
Transportation	$66.39	22%	$66.61	22%	$68.28	22%
Vehicle purchases (net outlay)	$23.05	8%	$23.12	8%	$23.72	8%
Gasoline and motor oil	$18.44	6%	$18.46	6%	$18.71	6%
Other vehicle expenses	$20.97	7%	$21.05	7%	$21.62	7%
Public transportation	$3.94	1%	$3.99	1%	$4.23	1%
Utilities, fuels, and public services	$35.66	12%	$35.82	12%	$36.20	12%

2011 Synergos Technologies Inc (STI), Boston Redevelopment Authority Research Division Analysis.

III HOUSEHOLD EXPENDITURES

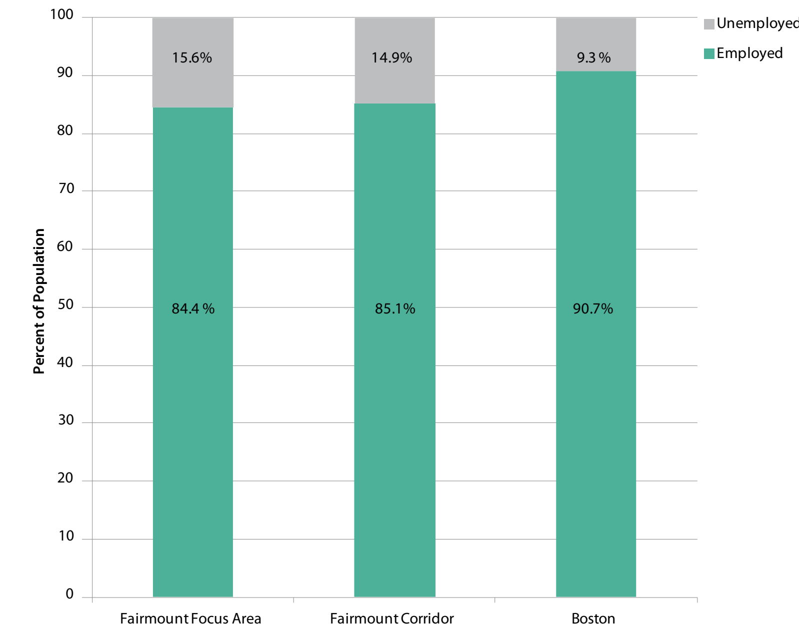
Expenditures within the Focus Area closely mirror household expenditures throughout the Corridor and Boston overall, with transportation and food accounting for about 40% of all expenditures.

STI: SPENDING PATTERNS SUMMARY (ANNUAL)	FAIRMOUNT FOCUS AREA				FAIRMOUNT CORRIDOR				BOSTON			
	Aggregate Expenditure Estimate	%	Average per Household	Market Index to USA	Aggregate Expenditure Estimate	%	Average per Household	Market Index to USA	Aggregate Expenditure Estimate	%	Average per Household	Market Index to USA
Average annual expenditures	**$1,523,068,016**		**$47,264.64**	**118**	**$1,646,257,879**		**$46,324.91**	**116**	**$9,515,515,126**		**$39,375.13**	**99**
Apparel and services	$69,453,397	5%	$2,155.31	118	$75,050,715	5%	$2,111.89	115	$435,661,464	5%	$1,802.76	99
Cash contributions	$69,421,181	5%	$2,154.31	110	$75,584,730	5%	$2,126.92	109	$448,500,493	5%	$1,855.89	95
Education	$34,539,452	2%	$1,071.85	118	$37,281,993	2%	$1,049.10	115	$212,462,926	2%	$879.17	97
Entertainment	$100,198,209	7%	$3,109.40	118	$108,504,047	7%	$3,053.25	116	$634,393,663	7%	$2,625.12	99
Food and beverages	$288,811,348	19%	$8,962.54	118	$311,618,807	19%	$8,768.80	115	$1,788,950,651	19%	$7,402.66	97
Alcoholic beverages	$20,197,444	1%	$626.78	115	$21,840,478	1%	$614.58	113	$127,006,480	1%	$525.55	96
Health care	$141,153,750	9%	$4,380.36	125	$152,346,508	9%	$4,286.96	123	$871,427,023	9%	$3,605.96	103
Shelter	$60,097,603	4%	$1,864.98	111	$65,318,828	4%	$1,838.04	109	$384,345,390	4%	$1,590.42	94
Housekeeping supplies	$29,266,576.34	2%	$11,510.11	119	$31,624,585.47	2%	$11,300.26	117	$181,887,589	2%	$9,625.95	100
Household operations	$39,869,988	3%	$1,237.27	113	$43,390,812	3%	$1,221.00	112	$261,322,788	3%	$1,081.35	99
Household furnishings and equipment	$60,018,847	4%	$1,862.54	114	$64,993,673	4%	$1,828.89	112	$380,478,843	4%	$1,574.42	96
Miscellaneous	$25,276,588	2%	$784.40	115	$27,340,796	2%	$769.36	113	$158,922,564	2%	$657.62	96
Personal care products and services	$26,813,841	2%	$832.10	115	$28,991,237	2%	$815.80	113	$168,405,468	2%	$696.86	97
Personal insurance	$14,218,124	1%	$441.22	113	$15,461,424	1%	$435.08	111	$90,979,067	1%	$376.47	96
Reading	$4,860,339	0%	$150.83	113	$5,271,222	0%	$148.33	111	$30,604,287	0%	$126.64	94
Tobacco products and smoking supplies	$19,050,828	1%	$591.20	125	$20,407,450	1%	$574.26	122	$112,155,261	1%	$464.10	98
Transportation	$338,168,867	22%	$10,494.23	118	$364,978,712	22%	$10,270.33	115	$2,109,567,072	22%	$8,729.37	98
Vehicle purchases (net outlay)	$117,402,585	8%	$3,643.30	117	$126,677,410	8%	$3,564.64	114	$732,940,891	8%	$3,032.90	97
Gasoline and motor oil	$93,906,958	6%	$2,914.17	120	$101,120,031	6%	$2,845.47	117	$577,956,282	6%	$2,391.58	99
Other vehicle expenses	$106,800,588	7%	$3,314.29	117	$115,327,164	7%	$3,245.25	115	$667,881,993	7%	$2,763.69	98
Public transportation	$20,058,690	1%	$622.47	111	$21,854,056	1%	$614.96	110	$130,787,799	1%	$541.20	97
Utilities, fuels, and public services	$181,651,702	12%	$5,637.11	127	$196,251,947	12%	$5,522.44	124	$1,118,443,955	12%	$4,628.11	104

2011 Synergos Technologies Inc (STI), Boston Redevelopment Authority Research Division Analysis.

IV LABOR FORCE & EMPLOYMENT

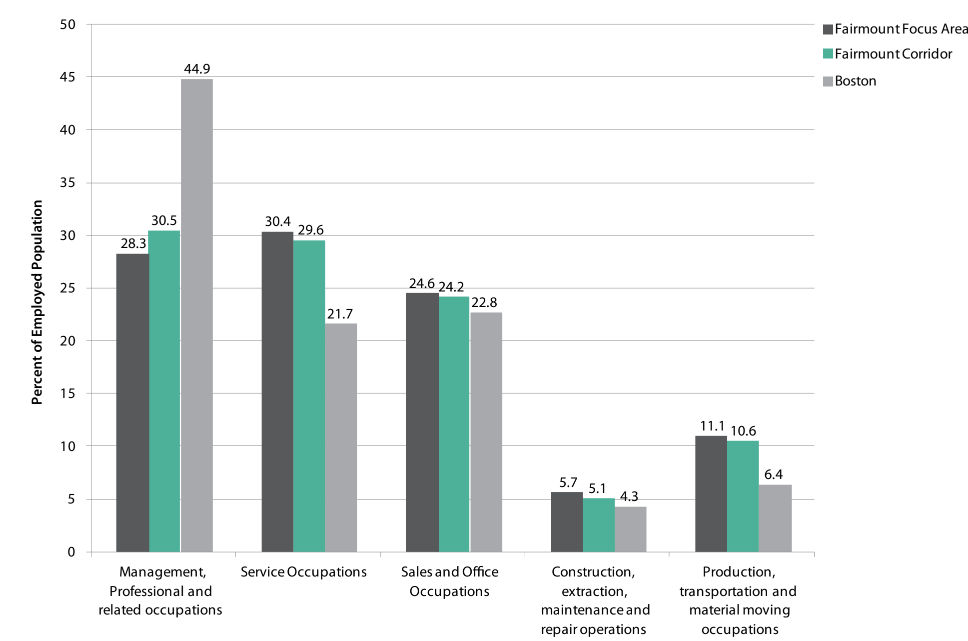
In recent years, Corridor residents, particularly Focus Area residents, experienced higher unemployment than did Boston as a whole. From 2006-2010 , the Focus Area unemployment rate was 15.6%. Over the same period, 9.3% of Boston's 350,000 resident workers were unemployed.



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

V OCCUPATION FOR EMPLOYED

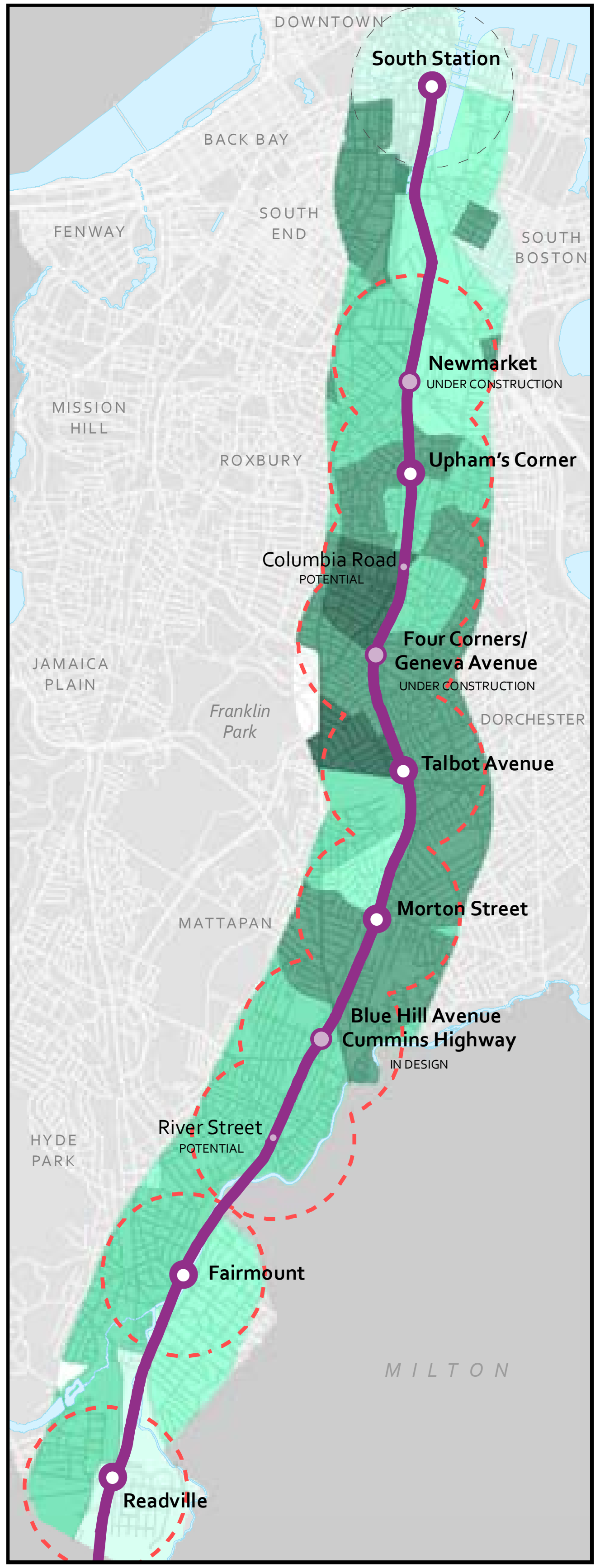
A greater proportion of Focus Area residents work in service occupations and blue-collar employment than in Boston overall. A much smaller proportion work in management and professional occupations.



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

VI UNEMPLOYMENT

Focus Area residents, experienced higher unemployment than Boston residents as a whole. Sections within the Talbot Avenue station area and the Four Corners/Geneva Avenue station area have unemployment rates above 25%.



Unemployment Rate

percent of civilians in labor force 16 years and over, by census tract

- 25.1% - 33.4%
- 15.1% - 25%
- 9.4% - 15%
- 5.1% - 9.3%
- 0.6% - 5%

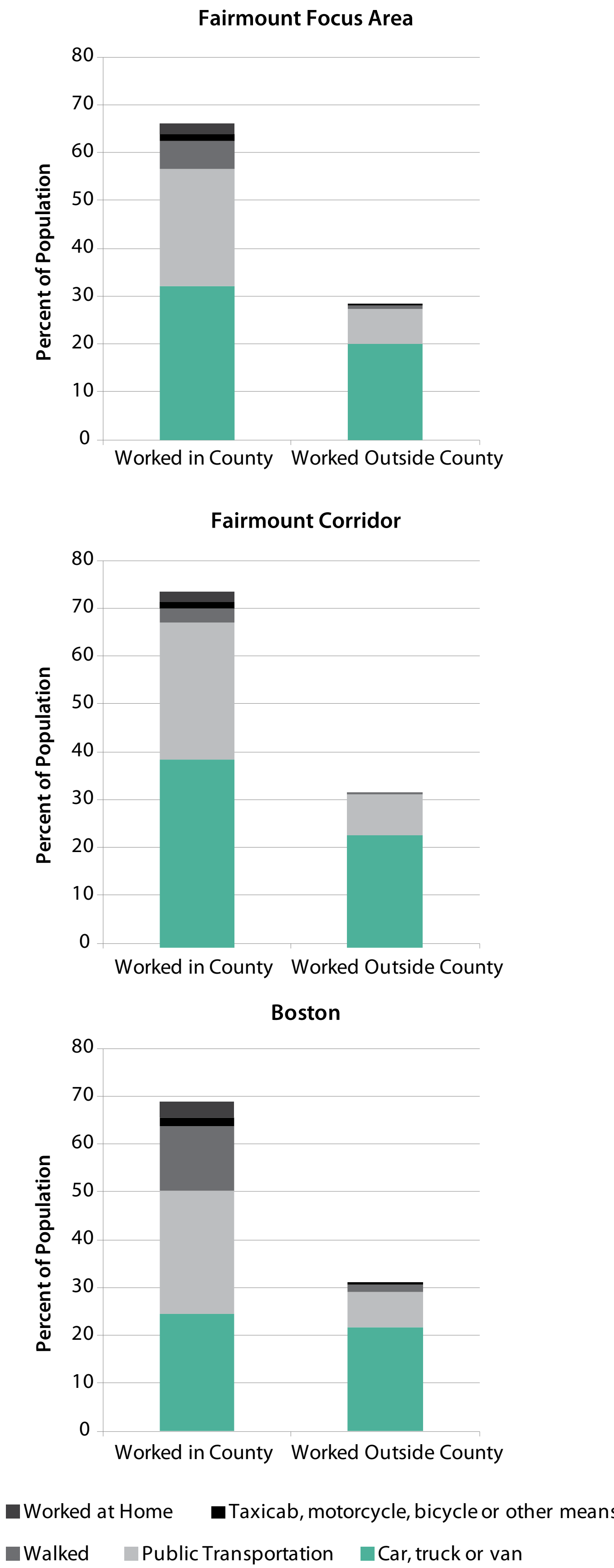
BOSTON: 9.3%

2010 American Community Survey, 5-year estimates

Fairmount Focus Area

VII MEANS OF TRANSPORTATION TO WORK

A greater proportion of residents within the Focus Area and Corridor drove to work than Boston residents overall. A higher percentage of Boston residents are able to walk to work than in the Focus Area or Corridor overall.

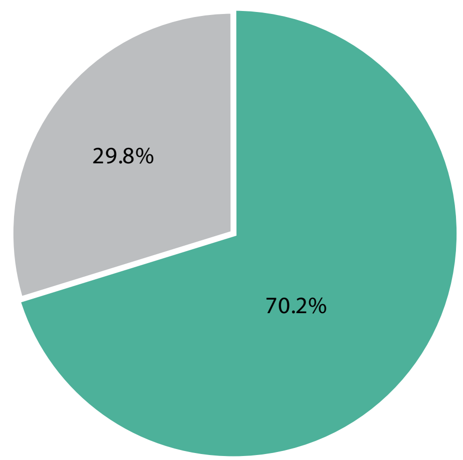


Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis

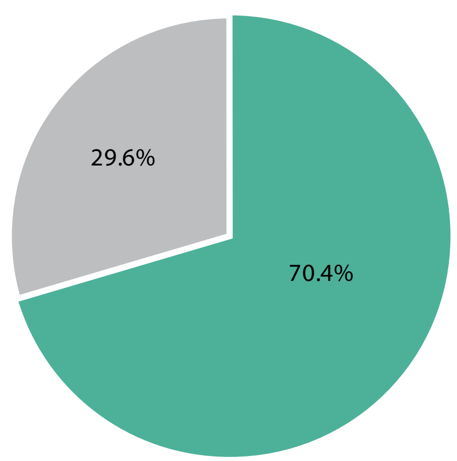
VIII PLACE OF WORK

A slightly higher proportion of Focus Area and Corridor residents work in Boston than Boston residents overall.

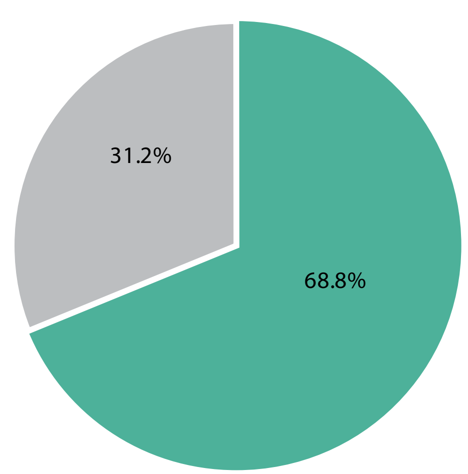
Fairmount Focus Area



Fairmount Corridor



Boston

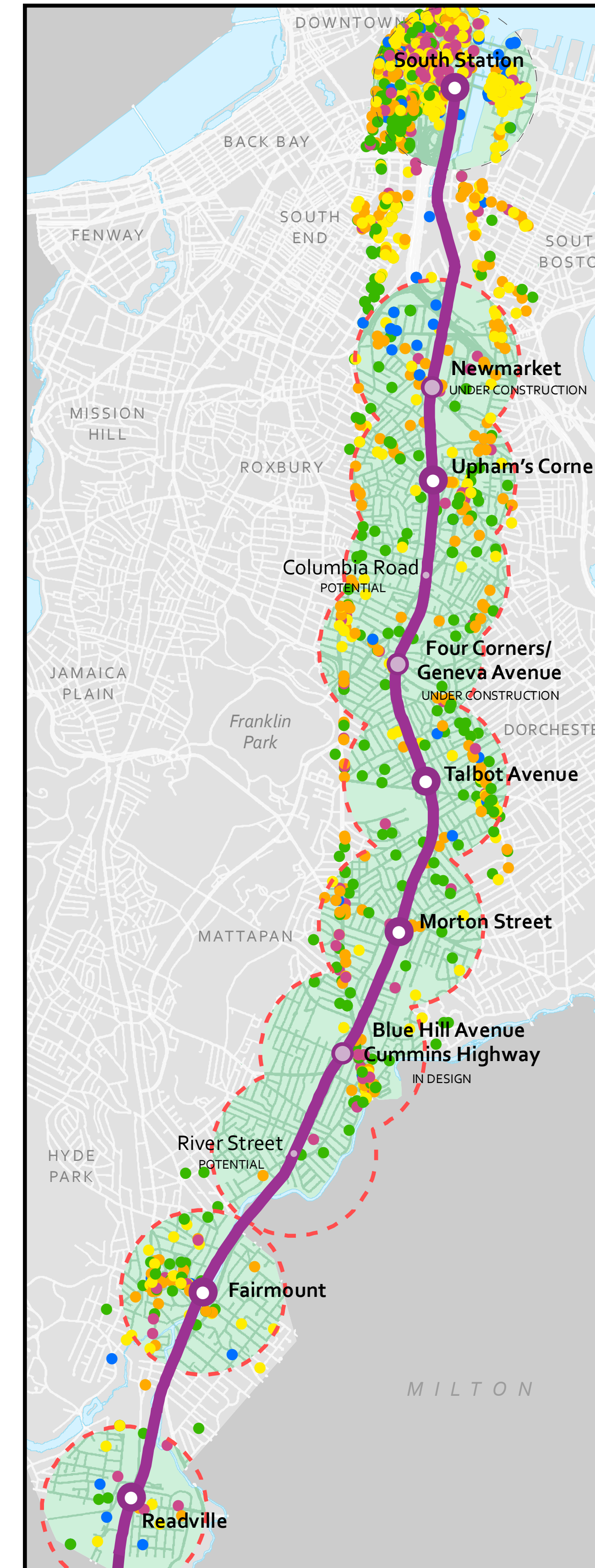


Source: US Census Bureau American Community Survey 2006-2010, BRA Research Division Analysis

Working in Boston   Working outside of Boston

IX MAJOR INDUSTRIES

Concentrations of the Corridor's major industries are clustered in neighborhood centers and along major thoroughfares. These include Newmarket's industrial and commercial district and the vicinity around South Station which host a large number of businesses that include professional, scientific and technical services.



Top 5 Industries

- Accommodation and Food Services
- Finance and Insurance
- Health Care and Social Assistance
- Professional, Scientific, and Technical Services
- Public Administration

InfoUSA Business Database, 2010

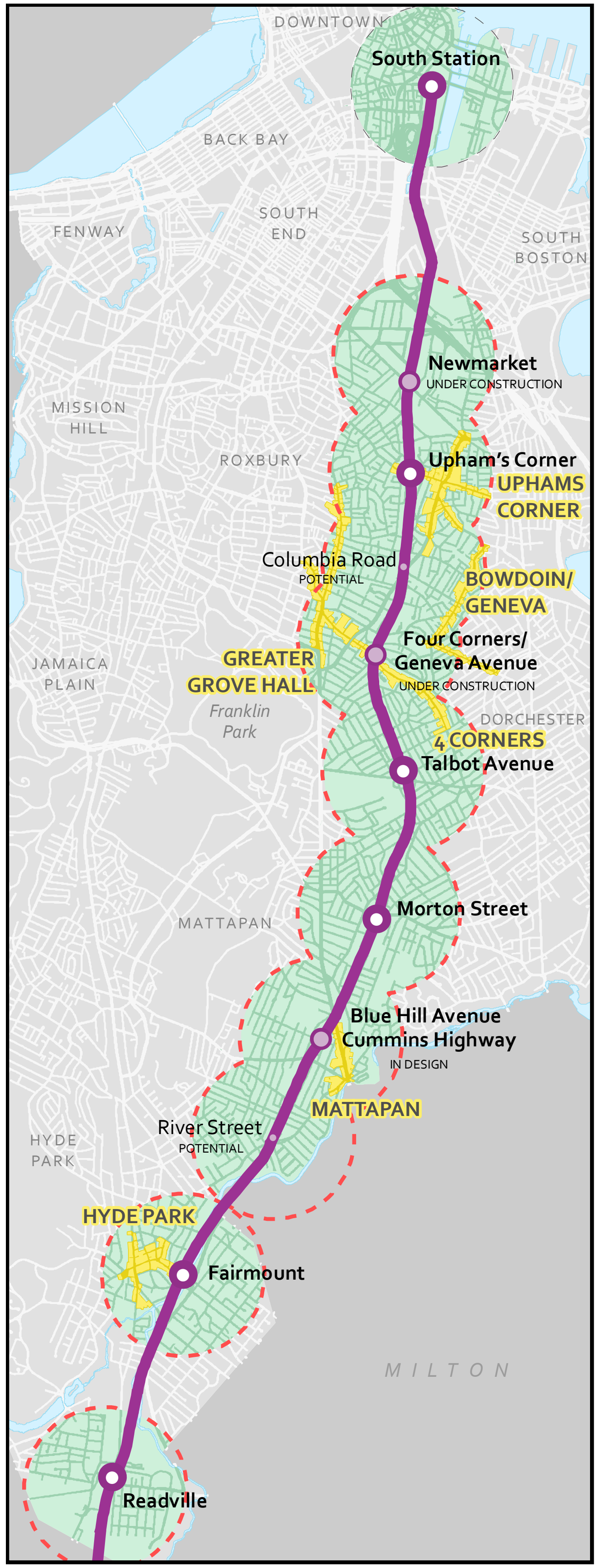
Fairmount Focus Area

X MAIN STREETS DISTRICTS

Eight of Boston's twenty Main Street districts , in whole or in part, lie within the Corridor of which six districts are within the Focus Area. The proximity of existing and new stations to be built along the Corridor to these local districts should greatly influence Boston's Main Streets Program commercial and neighborhood development efforts.

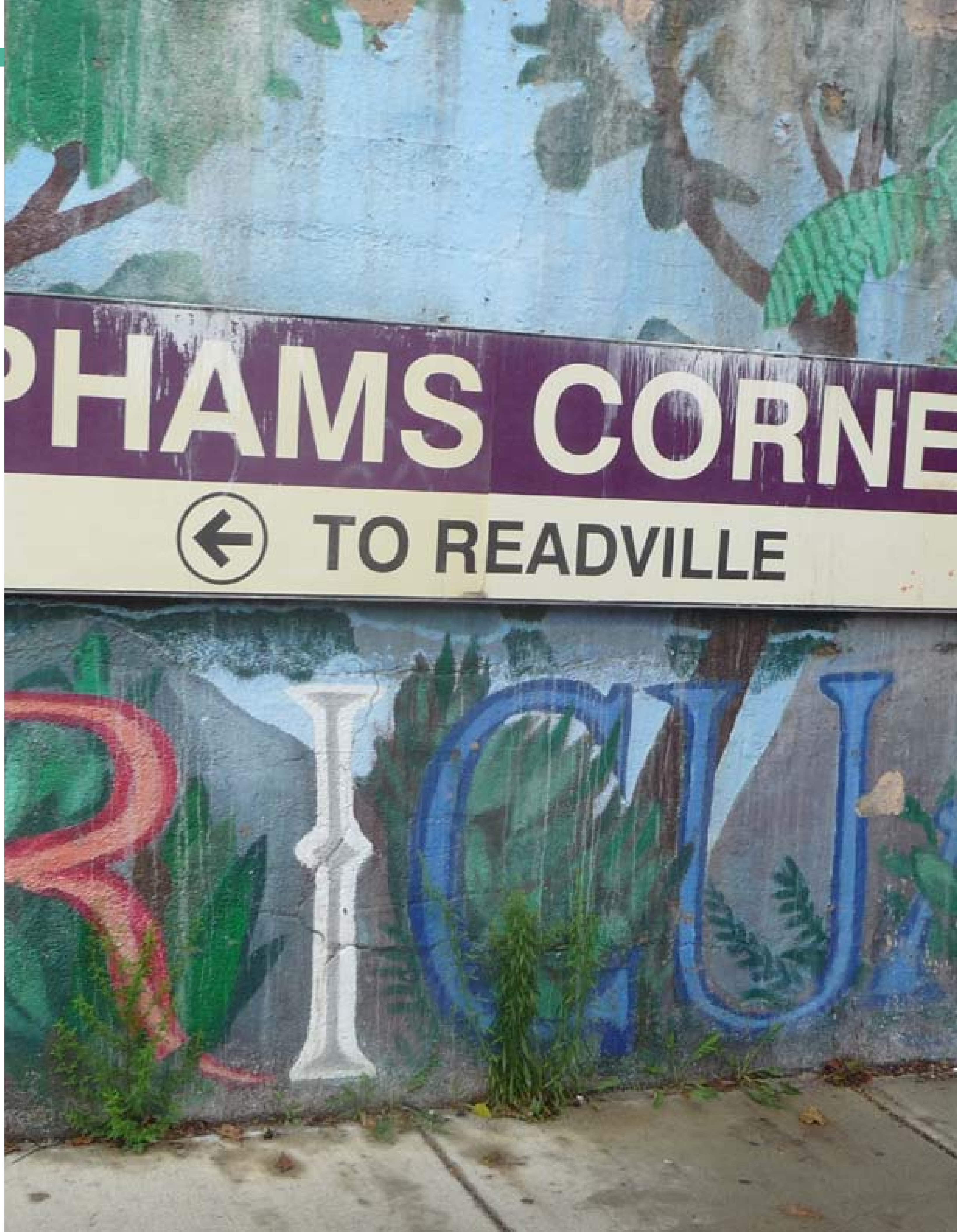
Although there are several national chain stores within the Focus Area, the most prevalent businesses are small independent retailers.

Main Street businesses within the Focus Area represent 25% of all Main Street businesses in Boston.



Main Street District

Fairmount Focus Area



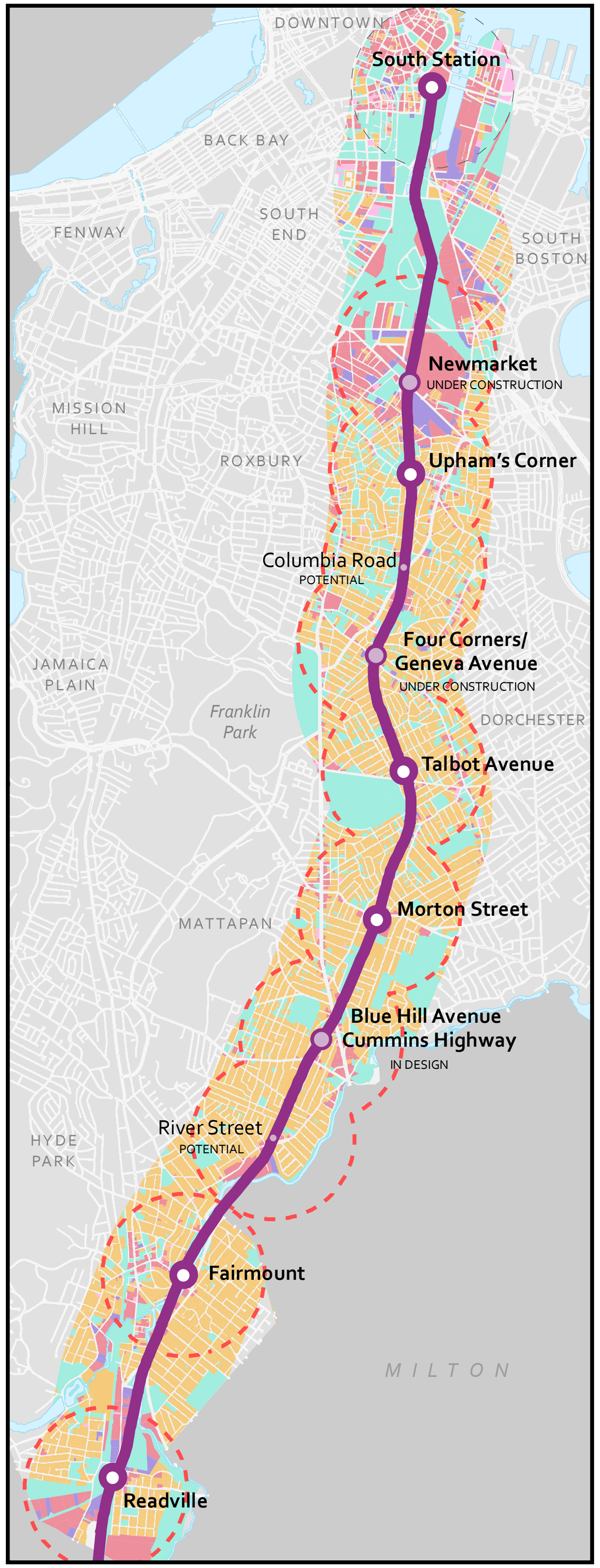
REAL ESTATE

THE CORRIDOR IS HEAVILY RESIDENTIAL HOUSING 103,426 BOSTONIANS IN NEIGHBORHOODS OF PREDOMINATELY ONE-, TWO-, AND THREE-FAMILY PROPERTIES. IN THE AREA FROM NEWMARKET STATION TO SOUTH STATION, THE CORRIDOR INCLUDES MORE OF A MIX OF LAND USES, INCLUDING INDUSTRIAL, COMMERCIAL, AND MULTI-FAMILY RESIDENTIAL PROPERTIES. THE NORTHERN PART OF THE CORRIDOR, ESPECIALLY IN THE AREA NEAR SOUTH STATION, GENERATES A LARGE AMOUNT OF TAX REVENUE FOR THE CITY.

CONTENTS

LAND USE

Residential uses make up the vast majority of land in the Corridor. From Newmarket to South Station, significant amounts of commercial, tax exempt , and mixed uses predominate. In the Focus Area, several neighborhood squares and districts with a mix of commercial uses exist. These are often near the train stations.



Land Use

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

Assessing Department Data for Fisca

Fairmount Focus Area

FAIRMOUNT CORRIDOR LAND USES

The Corridor's commercial properties account for just fewer than 50% of the area's total assessed value. While the area around South Station contains only 17% of the parcels in the Corridor overall, those parcels account for almost $15 billion in assessed value, or 75% of the total assessed value in the Corridor. Residential properties in the Focus Area account for approximately 66% of the area's total assessed value.

FAIRMOUNT FOCUS AREA: PROPERTY/PARCEL PROFILE

LAND USE	COUNT	ASSESSED VALUE - TOTAL	GROSS TAX	SQUARE FEET OF LAND	GROSS AREA	NET AREA
Residential	15,033	$ 4,091,874,157	$52,335,079	68,322,909	60,168,593	38,922,776
Commercial Condo	49	$18,701,500	$80,495		251,048	251,048
Condo Parking	13	$102,900	$1,316		-	-
Condo Main	471	$ -	$9,043,608	3,702,663		
Mixed Resid /Comm	192	$531,986,449	$1,681,545	940,362	1,490,591	1,132,718
Commercial	713	$65,130,434	$16,512,859	15,129,583	8,575,887	7,147,367
Industrial	94	$65,130,434	$2,021,649	3,513,120	1,240,098	1,122,519
Tax Exempt	1,610	$1,118,834,641		37,370,848	8,215,004	6,345,994
121A	203	$98,518,629		984,276	1,142,572	923,085
Vacant Land	2,314	$106,166,886	$2,459,940	11,196,405	-	-
Grand Total	**20,692**	**$6,118,073,110**	**$75,592,883**	**141,160,166**	**81,083,793**	**55,845,507**

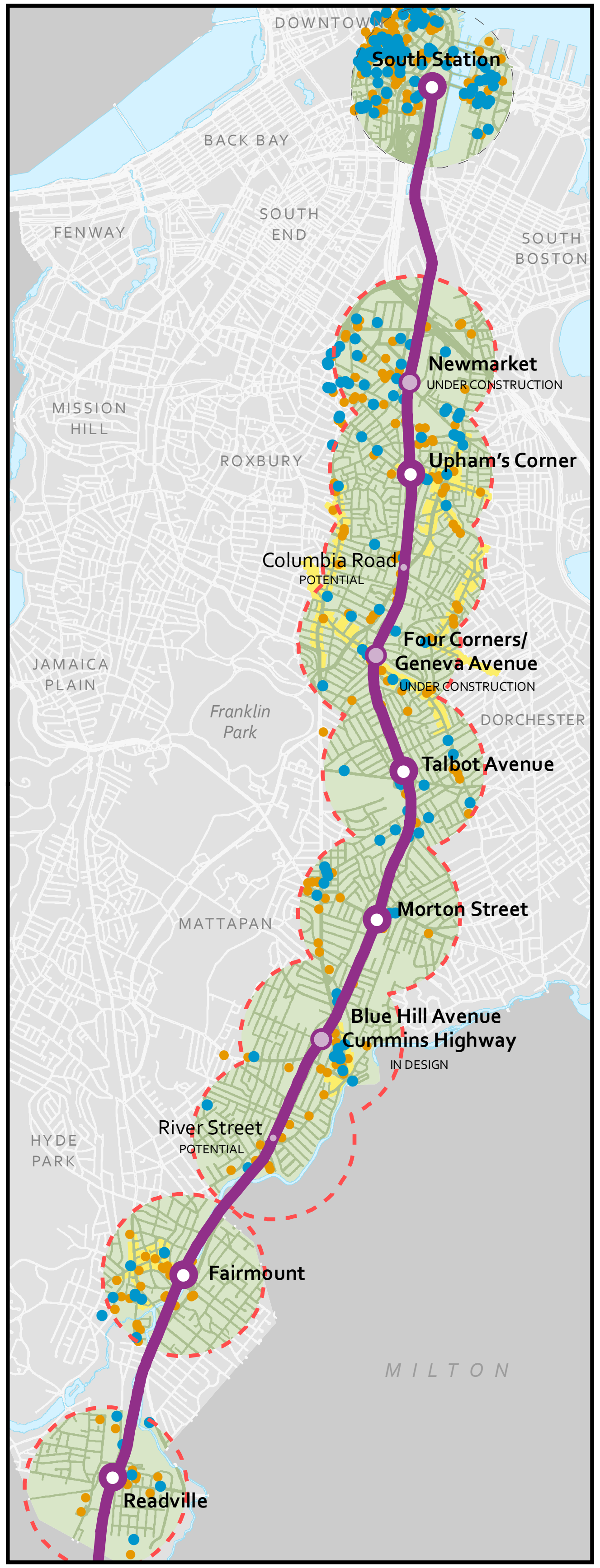
FAIRMOUNT CORRIDOR: PROPERTY/PARCEL PROFILE

LAND USE	COUNT	ASSESSED VALUE	GROSS TAX	SQUARE FEET OF LAND	GROSS AREA	NET AREA
Residential	17,586	$6,059,768,233	$77,504,445	68,372,359	63,490,389	42,209,311
Commercial Condo	686	$597,314,500	$18,540,643		3,542,655	3,542,655
Condo Parking	14	$252,900	$3,235			
Condo Main	553			5,746,721		
Mixed Residential / Commercial	311	$62,092,086	$12,319,630	2,129,747	4,360,154	3,709,755
Commercial Condo	1113	$,221,670,077	$86,240,639	20,660,858	52,263,460	47,350,444
Industrial	110	$157,218,427	$4,880,060	4,362,507	2,020,215	1,778,898
Tax Exempt	1,849	$2,944,539,002		43,727,889	16,630,952	13,625,369
121A	226	$42,938,029		1,671,157	4,931,533	4,426,833
Vacant Land	2,393	$324,590,521	$8,996,184	12,614,389		
Grand Total	**24,841**	**$20,810,383,775**	**$33,364,788,093**	**159,285,627**	**147,239,358**	**116,643,265**

Source: Assessing Department Data for Fiscal Year 2011, BRA Research Division Analysis

III COMMERCIAL REAL ESTATE SALES

Since 2007, the majority of commercial property sales have been within the ½ mile radius of the Newmarket Station area and South Station.



Commercial Real Estate Sales

- 2007-2011
- 2000-2006

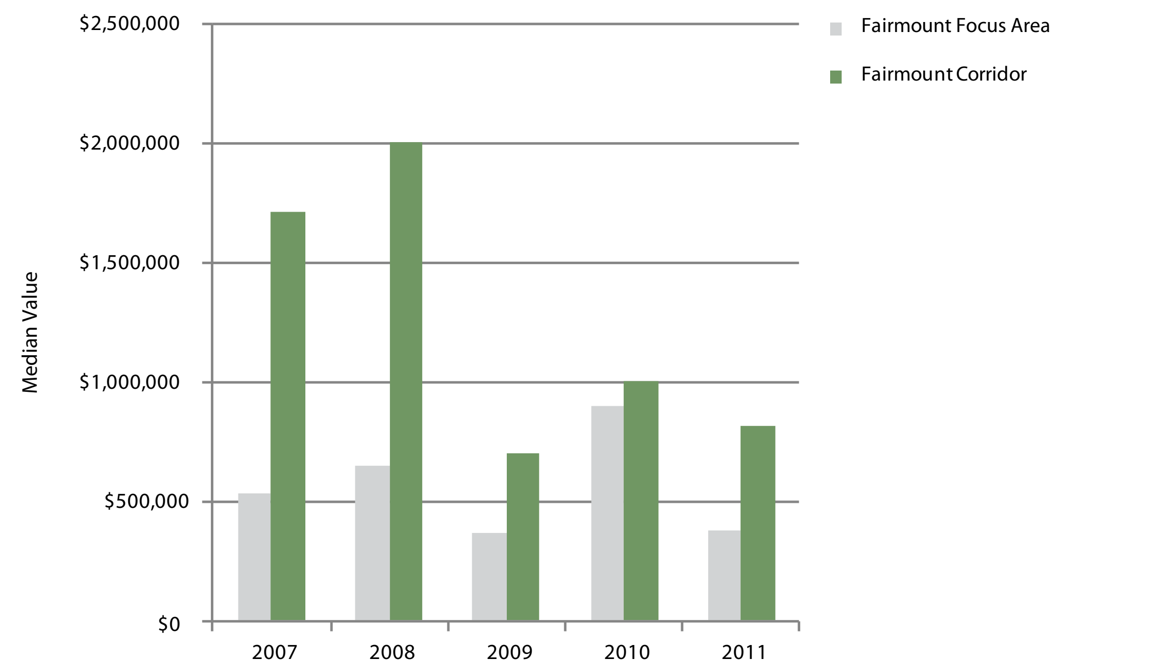
Department of Neighborhood Development

- Main Street District
- Fairmount Focus Area

IV COMMERCIAL REAL ESTATE SALES

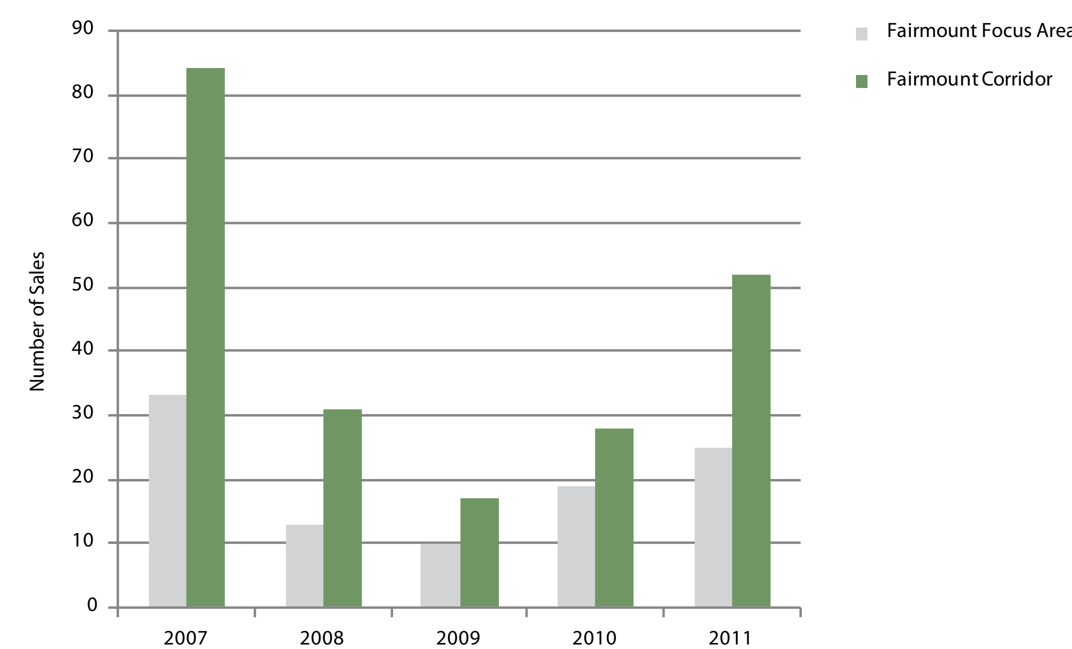
The number of commercial property sales in the Focus Area and Corridor have been increasing steadily since the downturn in the economy of 2008. Median value has yet to show the same increase since 2008.

MEDIAN VALUE OF COMMERCIAL SALES



Source: Warren Group, Department of Neighborhood Development

NUMBER OF COMMERCIAL SALES

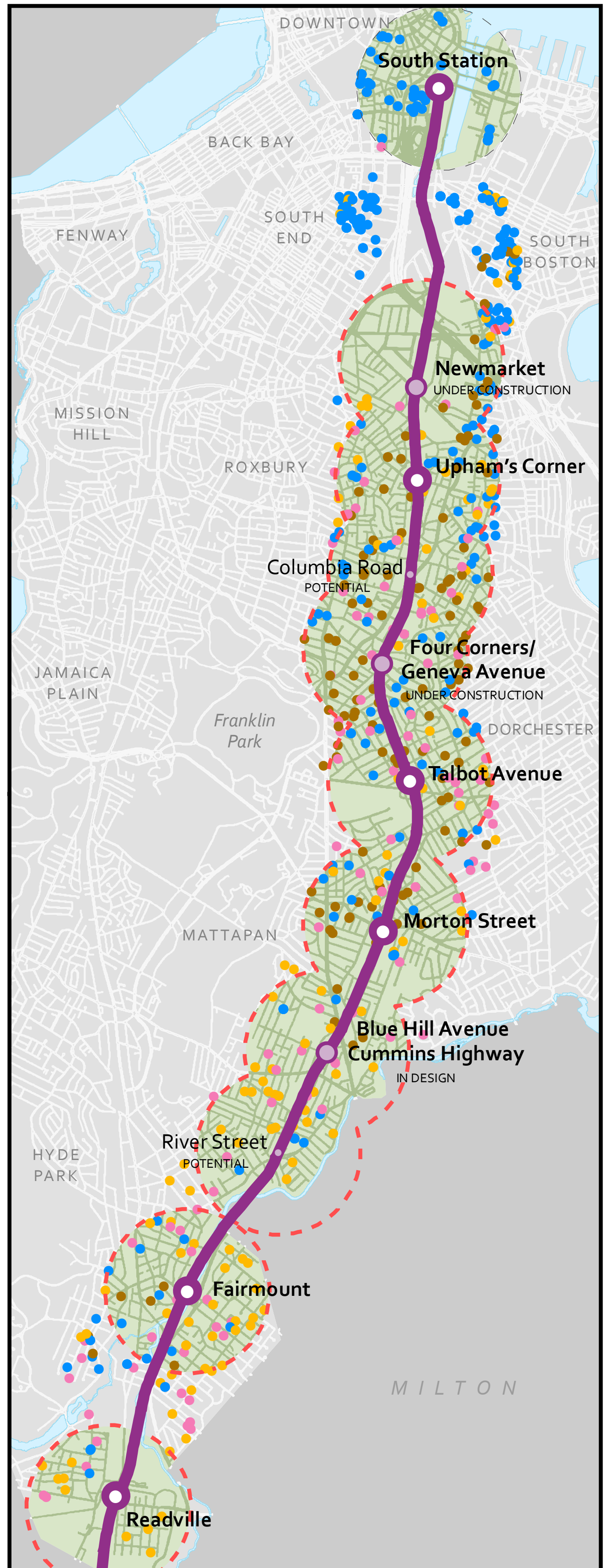


Source: Warren Group, Department of Neighborhood Development

V MEDIAN HOUSE PRICES & MEDIAN RENTS

In 2011, the median sales price for one-,two-, and three-family properties and condominiums in the Focus Area was $225,000 compared with $362,500 for the citywide median.

The median rent in 2011 for 1-,2-, and 3-bedroom units was $1,350 for the Focus Area and $2,200 for Boston. The median for a 2-bedroom unit was $1,225 for the Focus Area and $2,463 for Boston.



Residential Real Estate Sales

in 2011

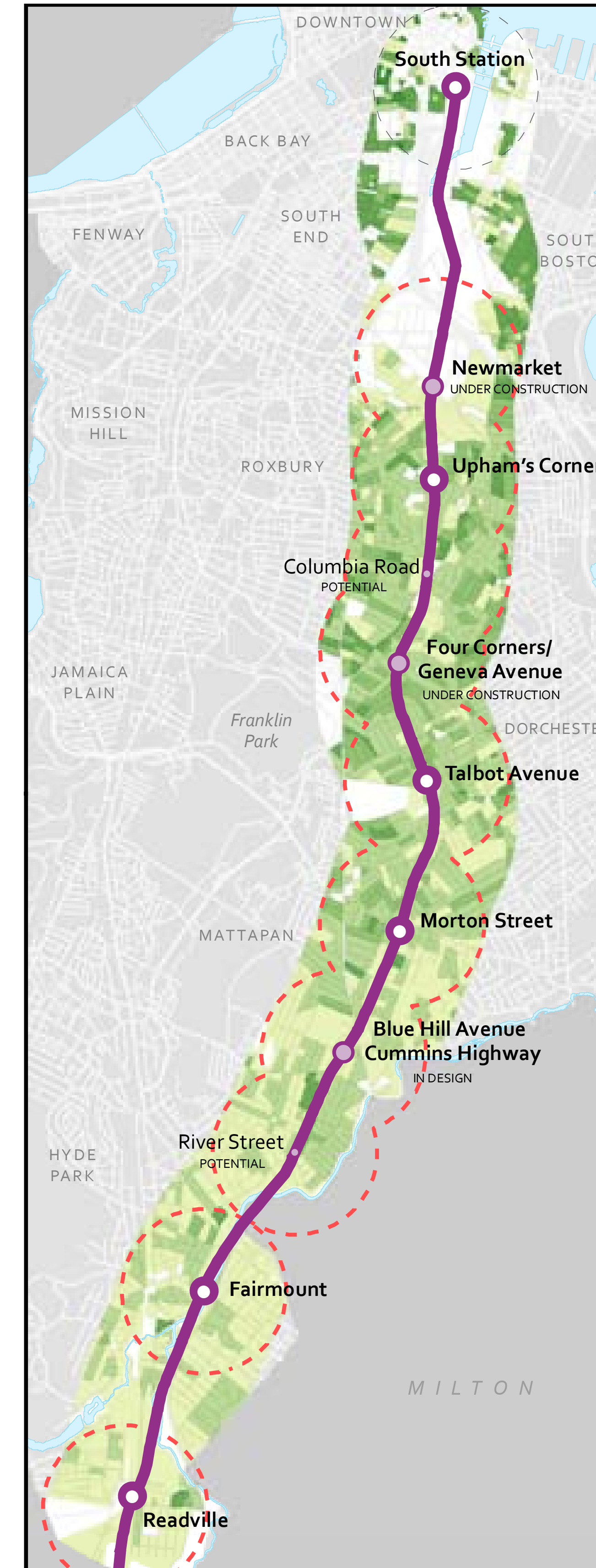
- 1-Family
- 2-Family
- 3-Family
- Condominium

Department of Neighborhood Development

Fairmount Focus Area

VI HOUSING DENSITY

Housing type and density varies along the Corridor. In the neighborhood areas of Readville, Hyde Park, and Mattapan, one- and two-family properties with limited density is common. In Dorchester, a greater concentration of multi-family dwellings at a higher density exists. Between Newmarket and South Station, the area is primarily industrial and commercial with concentrated areas of multi-family housing.



Housing Density

housing units per acre, by census block

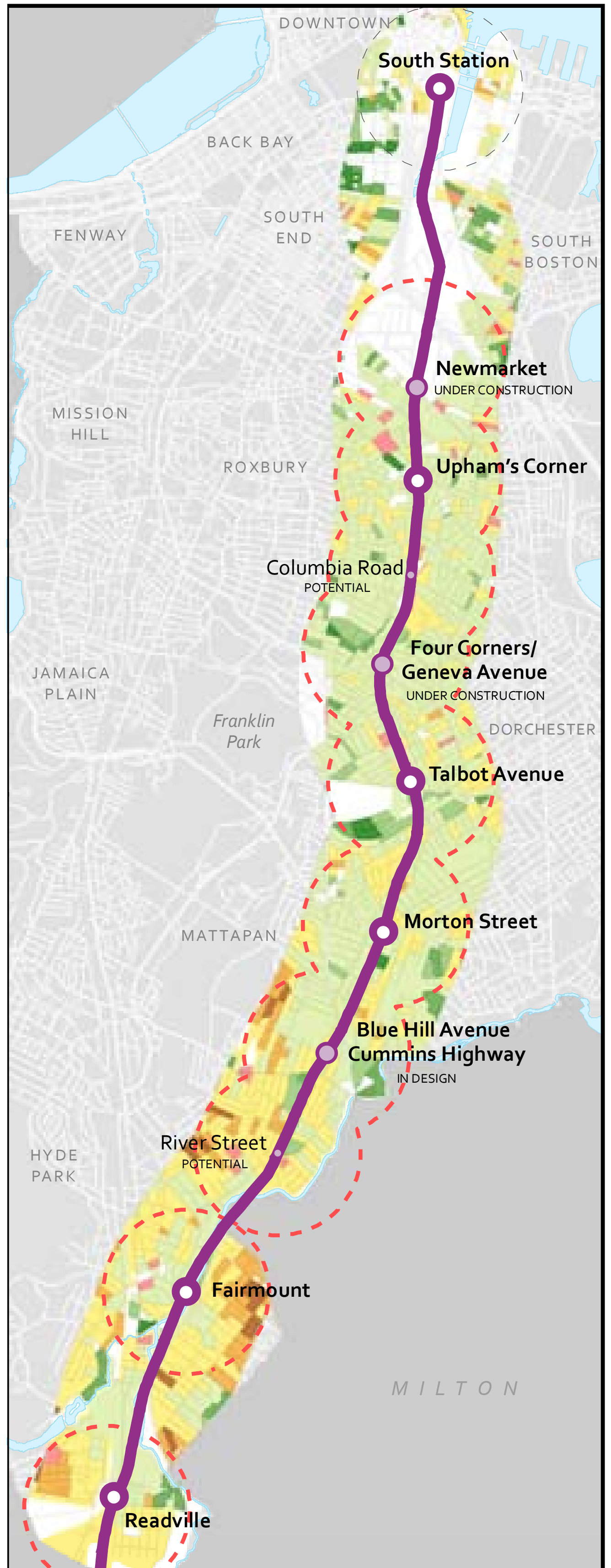
- 101 - 798 (multi-family)
- 25 - 100 (multi-family)
- 17 - 24 (3-family)
- 9 - 16 (2-family)
- 1 - 8 (1-family)

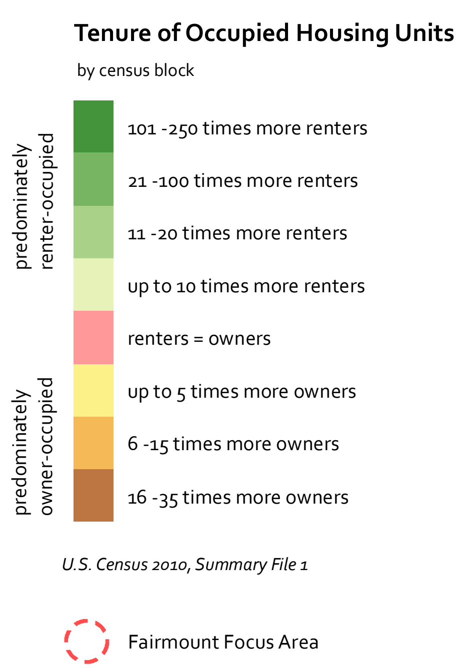
U.S. Census 2010, Summary File 1

Fairmount Focus Area

VII HOUSING TENURE

The homeownership rate is much higher in the Readville and Hyde Park section of the Corridor. From Cummins Highway northward, Corridor residents are more likely to be renters.





VIII HOUSING OCCUPANCY

The Focus Area and Corridor overall shows a greater incidence of vacant housing than does the rest of Boston. The greater share of vacancies may be related to foreclosures due to the economic downturn.

	FAIRMOUNT FOCUS AREA		FAIRMOUNT CORRIDOR		BOSTON	
Total Housing Units	**100%**	**35,367**	**100%**	**41,390**	**100%**	**272,481**
Occupied Housing Units	**90.9%**	**32,162**	**90.1%**	**37,278**	**92.7%**	**252,699**
Vacant Housing Units	**9.1%**	**3,205**	**9.9%**	**4,112**	**7.3%**	**19,782**
-For Rent	55.9%	1,793	51.4%	2,113	46.4%	9,169
-Rented, not occupied	2.5%	79	2.4%	97	3.2%	630
-For sale only	5.8%	186	7.8%	320	9.6%	1,903
-Sold, not occupied	2.8%	89	2.6%	105	3.0%	592
-For seasonal, recreational or occasional use	1.5%	48	10.7%	438	15.2%	2,999
-All other vacant units	31.5%	1,010	25.3%	1,039	22.7%	4,489

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

IX FAIRMOUNT CORRIDOR HOUSING STOCK

The majority of housing units in the Corridor are in two- and three-family structures. Most of the market rate and subsidized housing in the Corridor occurs outside of the South Station area. All of the luxury apartments are in the South Station area of the Corridor.

	FAIRMOUNT FOCUS AREA		FAIRMOUNT CORRIDOR		BOSTON	
	Structures	Units	Structures	Units	Structures	Units
1-Family	5,156	5,156	5,160	5,160	30,478	30,478
2-Family	3,655	7,310	3,661	7,322	17,604	35,208
3-Family	3,578	10,734	3,591	10,773	14,092	42,278
Condo Dwelling	471	1,908	553	4,418	8,043	57,655
Market Rate Apartments	N/A	7,124	N/A	8,643	N/A	73,093
Luxury Apartments	N/A	0	N/A	988	N/A	6,735
Subsidized Apartments	N/A	3,083	N/A	3,375	N/A	21,711
Total conventional dwelling units	**N/A**	**35,315**	**N/A**	**40,679**	N/A	267,156
Rooming house*	N/A	471	Rooms	609	Rooms	5,379
Dormitory	N/A	N/A	Beds	1,041	Beds	N/A

Note: This inventory includes all parcels, occupied or vacant.
* Includes religious

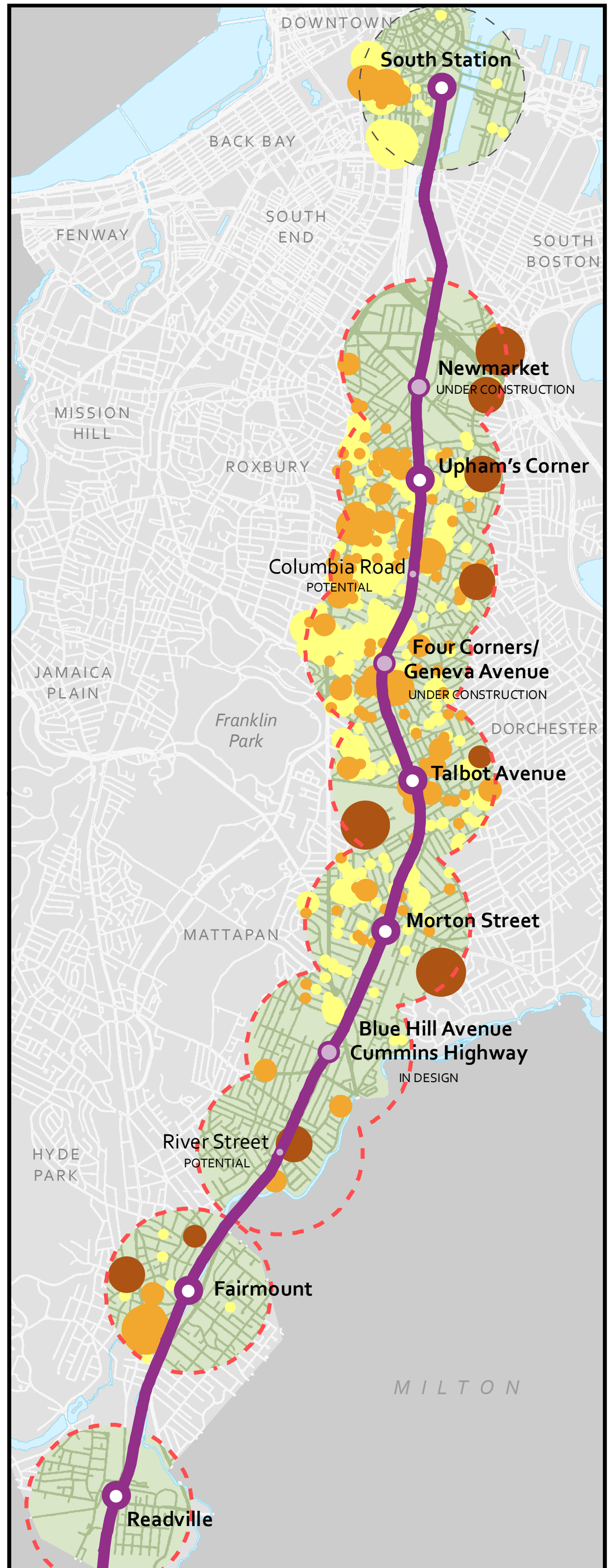
Source: Assessing Department Data, BRA Research Division Analysis

X AFFORDABLE HOUSING

Within the Focus Area there are 35,357 units of which 6,861 are affordable (19% of all units). Of the 6,861 affordable units 6,407 are rental and 354 are ownership.

In the Corridor there are 54,051 residential units of which 11,467 are affordable (21 % of all units). Of the 11,467 affordable units 10,631 are rental and 836 are ownership. Citywide there are 272,481 housing units of which approximately 19% are affordable through some form of subsidy.

There are 12 public housing developments within the Corridor. They consist of 4 family developments with approximately 1,500 units and 8 elderly developments with approximately 600 units.



Affordable Housing Locations

by type

- BHA Public Housing
- Affordable Housing
- Affordable Units

by size

0 - 15 units | 16 - 50 units | 51 - 150 units | 151 - 350 units

Department of Neighborhood Development

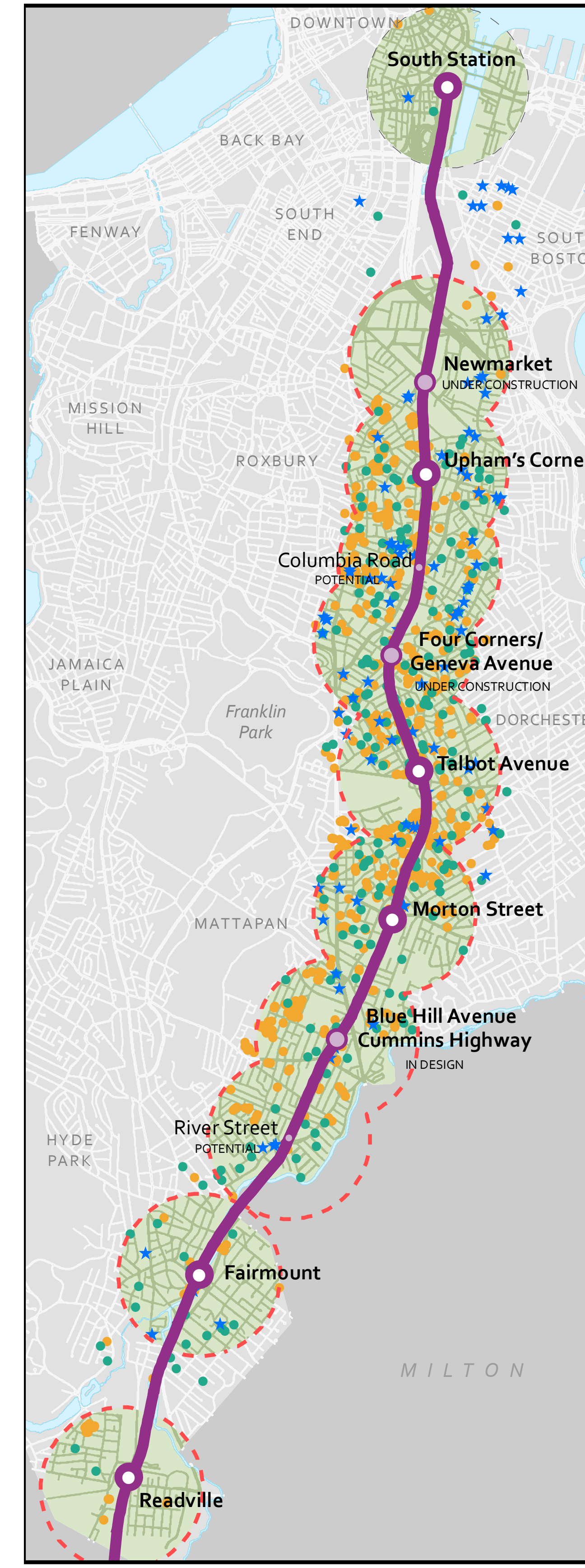
Fairmount Focus Area

XI REAL ESTATE OWNED, DISTRESSED, & CITY OWNED PROPERTY

As of January 2012, approximately a third of the Boston's Real Estate Owned (mortgage foreclosed) residential property is in the Corridor.

There are 85 distressed residential properties in the Corridor of which 49 are residential and 36 are commercial/mixed-use. This represents 36% of all distressed property in Boston.

City-owned property, through tax-foreclosure or surplused public buildings, totals 621 buildings within the Corridor of which 619 are in the Focus Area.



- Distressed Properties (December 2011)
- Real Estate-Owned Properties (January 2012)
- City's Tax Foreclosed and Surplus Properties (September 2012)

Department of Neighborhood Development

Fairmount Focus Area


Wi-Fi
1068

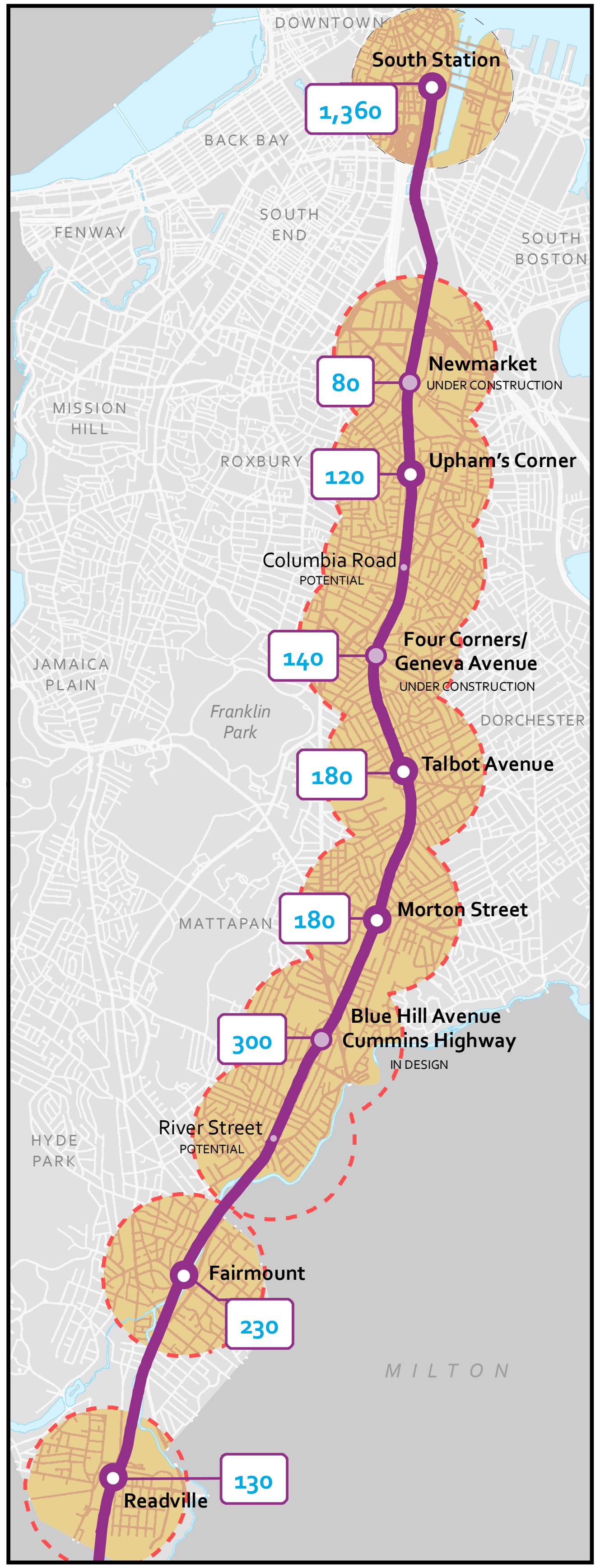
INFRAST-
RUCTURE

THE EXPANSION OF THE FAIRMOUNT LINE HAS THE POTENTIAL TO DRAMATICALLY IMPACT THE CORRIDOR, A PART OF BOSTON HISTORICALLY UNDERSERVED BY MASS TRANSIT. CURRENTLY, RESIDENTS OF THE CORRIDOR ARE MORE LIKELY THAN MOST BOSTON RESIDENTS TO COMMUTE BY AUTOMOBILE THAN BY WALKING OR TRANSIT AND TRAVEL AN AVERAGE OF TWELVE ADDITIONAL MILES PER DAY. CORRIDOR RESIDENTS ARE ALSO MORE LIKELY TO HAVE COMMUTES OF MORE THAN 45 MINUTES. ECONOMIC DEVELOPMENT WITHIN THE CORRIDOR AND IMPROVED TRANSIT ACCESS CAN HELP RESIDENTS ENJOY THE HEALTH AND ECONOMIC BENEFITS OF NON-AUTOMOBILE TRANSPORTATION.

CONTENTS

I COMMUTER RAIL RIDERSHIP

As of 2012, there were 800 daily boardings on the five station Fairmount Line. Forecasts for 2035 are 2,720 boardings per day for a nine station line. This represents a 240% increase over 23 years.



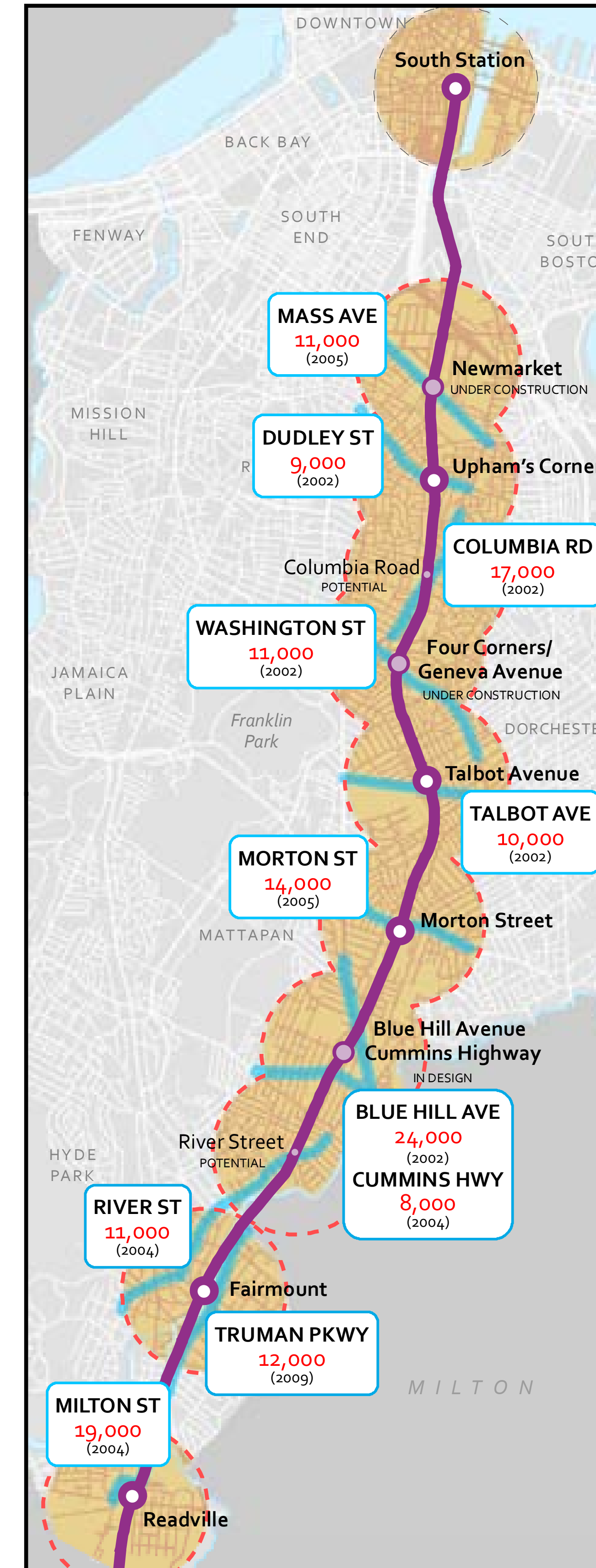
2035 Forecast
Daily Boardings

Massachusetts Bay Transportation Authority (MBTA)

Fairmount Focus Area

II VEHICULAR TRAFFIC AT CROSSROADS

Average Daily Traffic (ADT) represents the average number of vehicles that pass over a specific street point in either direction during the course of a 24-hour day. The ADTs for the station area crossroads indicated on the map are at the closest possible location to the station entrances for which data was available.



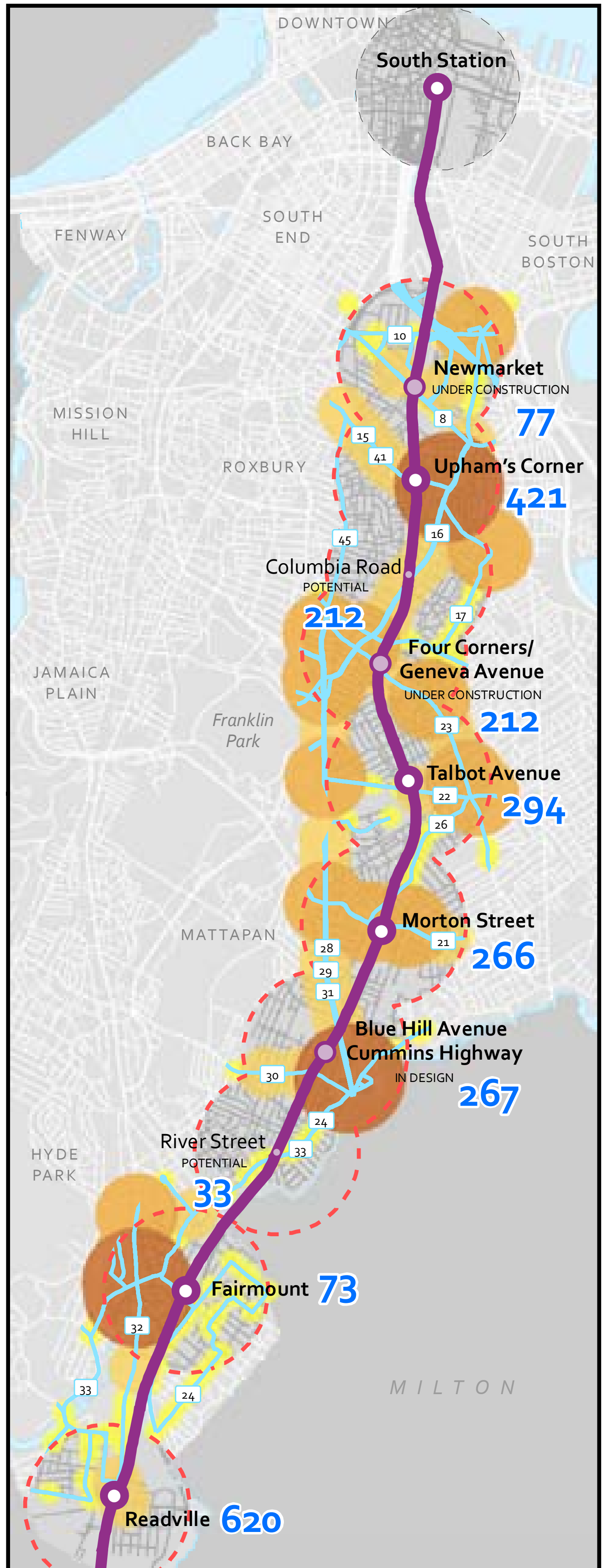
CROSSROAD
average number of vehicles per day
(year of data)

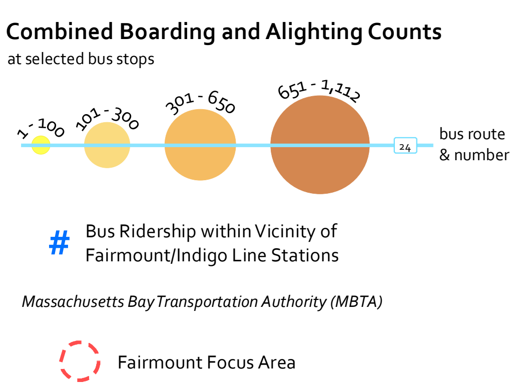
Central Transportation Planning Staff (CTPS)

Fairmount Focus Area

III BUS ROUTE RIDERSHIP

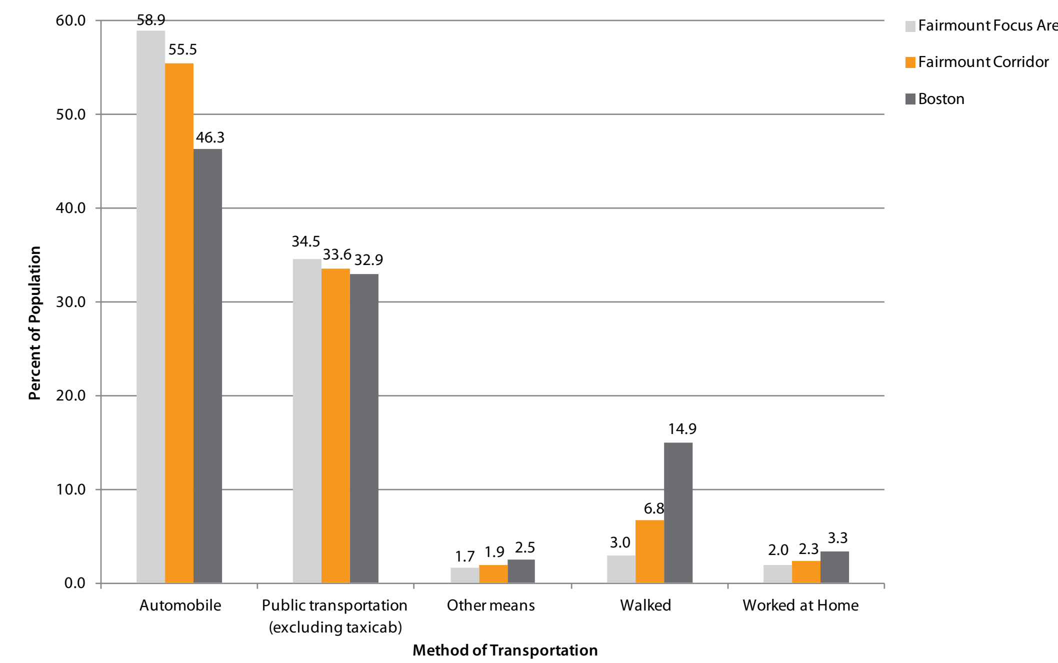
Bus ridership data is compiled by counting the number of riders getting on (boarding) or off (alighting) buses at specific stops for a 24-hour period during any weekday. The number shown on the map is a sum of the boardings and alightings at all bus stops within the vicinity of the train station entrance.





IV MEANS OF TRAVEL

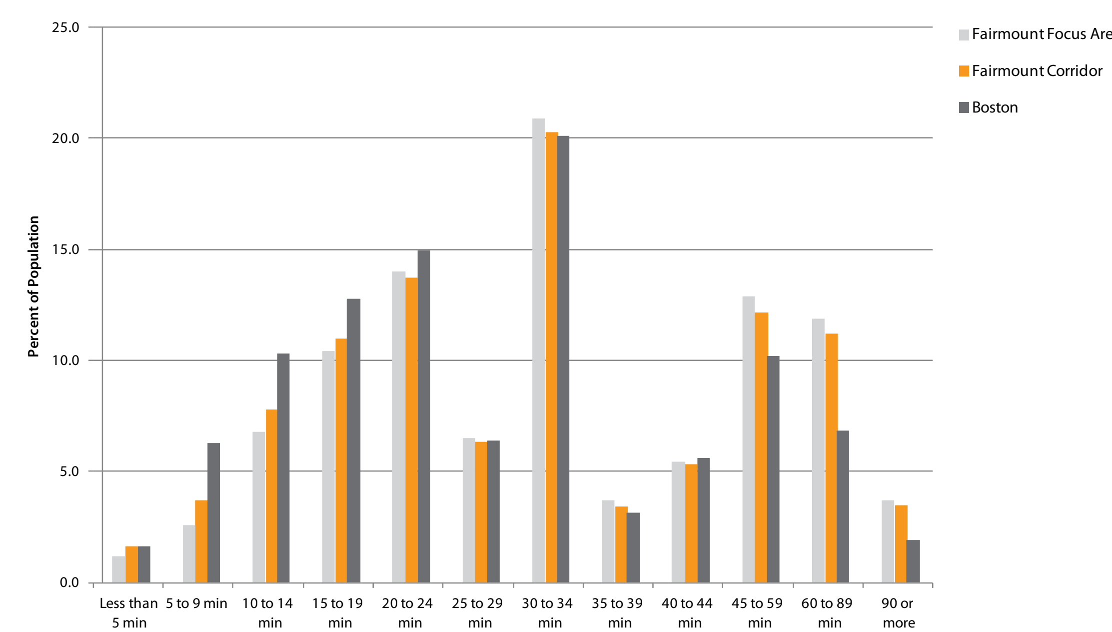
Residents of the Corridor commute more by automobile and less by walking than do Boston residents on the whole. The difference is even greater for the Focus Area



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

V TRAVEL TIME TO WORK

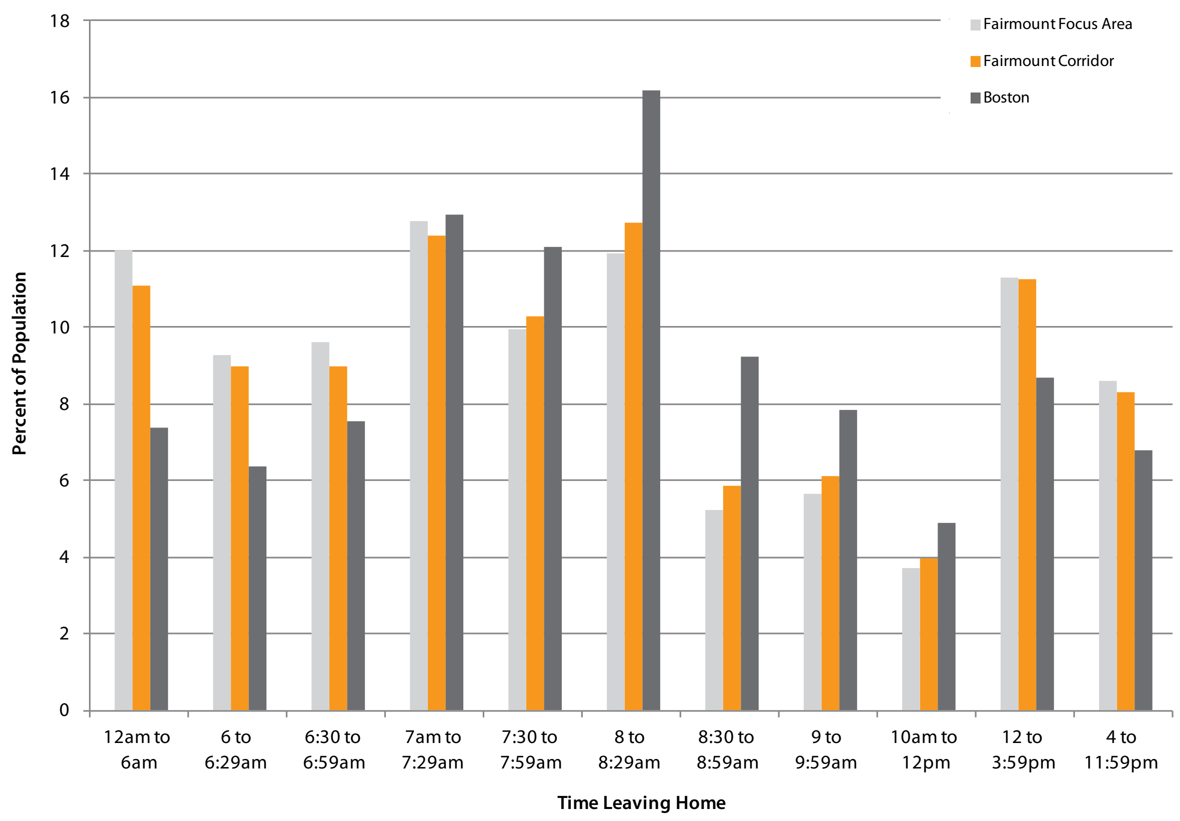
A greater percentage of Corridor residents have longer commutes than do Boston residents overall. In the Focus Area more residents have commutes of 45 minutes or more compared to residents citywide.



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

VI TIME LEAVING HOME

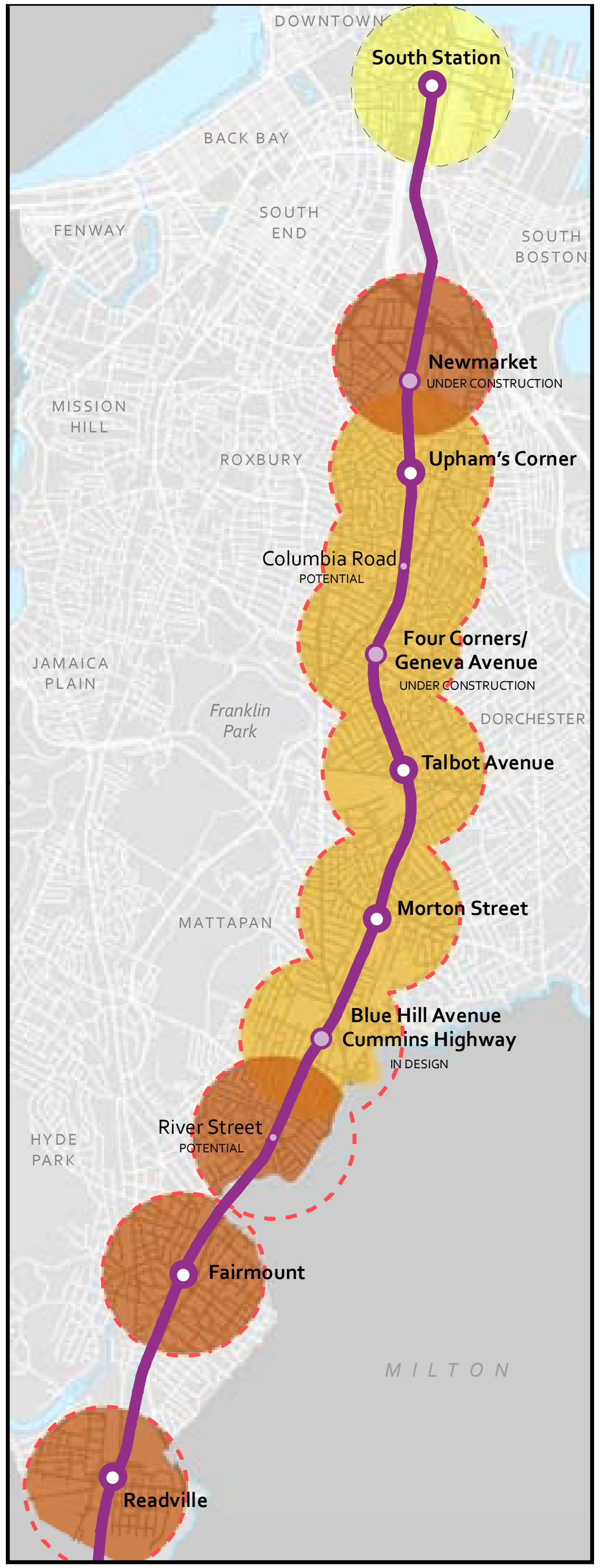
People living in the Focus Area tend to leave for work earlier in the day than do people in Boston as a whole. Early departure times may result from the types of occupations common among residents, which could include jobs with non-traditional starting times, as well as child care needs and inadequate transportation service.



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

VII VEHICLE MILES TRAVELLED

The average household in Boston travels a little over 28 miles per day. While the area around South Station falls below the citywide average, the rest of the Corridor exceeds it. Residents of Hyde Park, Mattapan and the Newmarket area travel up to 42 miles per day.



Passenger Vehicle Mileage per Household

24.4 - 25.0 | 25.1 - 30.0 | 30.1 - 41.9

Boston - **28.1** miles per household
Fairmount/Indigo Line Corridor - **40.2** miles per household

MasGIS and MAPC Analysis; Data collected 2005 - 2007.

Fairmount Focus Area

QUALITY OF LIFE

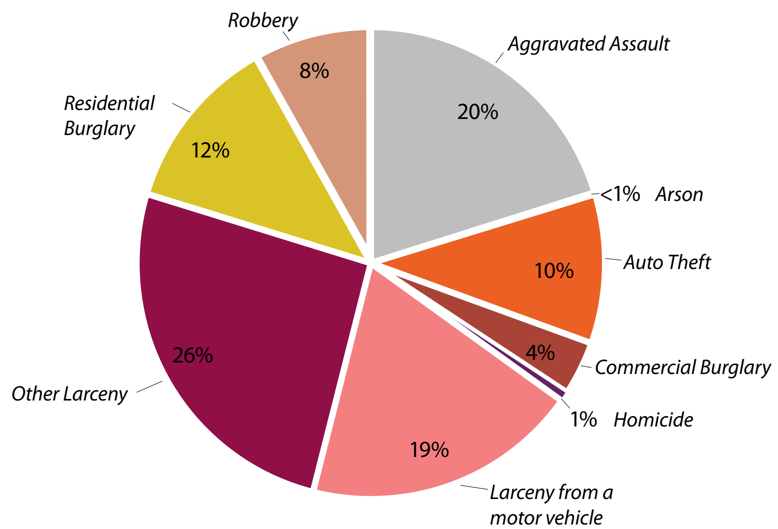
IMPROVING THE FAIRMOUNT INDIGO TRANSPORTATION CORRIDOR THROUGH NEW STATION CONNECTIONS SUPPORTS AREA RESIDENTS AND BUSINESSES TO CREATE GROWTH AND OPPORTUNITY POSITIVELY IMPACTING LIFE ALONG THE CORRIDOR. SINCE 2005, REPORTED CRIMES IN SOME KEY CATEGORIES WITHIN THE FAIRMOUNT FOCUS AREA HAVE DECLINED BUT HOMICIDES CONTINUE TO BE A MAJOR CHALLENGE. NUMEROUS COMMUNITY NON-PROFIT DEVELOPMENT ORGANIZATIONS, CULTURAL ORGANIZATIONS, PUBLIC SCHOOLS AND HEALTH CARE CENTERS STRENGTHEN COMMUNITY IDENTITY AND PHYSICAL WELL-BEING. LARGE PARKS AND POCKETS OF OPEN SPACE ARE DISPERSED ALONG THE CORRIDOR. IN ADDITION, OFFICIAL AND UNOFFICIAL COMMUNITY GARDENS SERVE TO PROVIDE LOCAL FOOD SOURCES FOR RESIDENTS.

CONTENTS

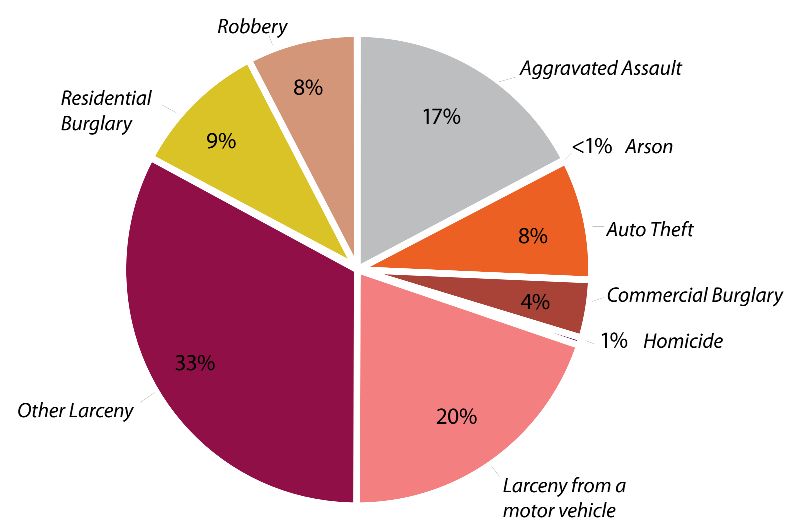
PERSONAL SAFETY

Like Boston overall, reported crimes in the nine categories analyzed from 2005-2011 have decreased in the Focus Area (20% for the Focus Area and 23% for Boston). During this same 5-year period the majority of crimes for the Focus Area have been aggravated assault, larceny from a motor vehicle, and other larceny crimes. The largest decrease in crime for the Focus Area has been auto theft while commercial burglary crimes have had the highest increase. Homicides increased by 20% over the same five year period within the Focus Area and constitute 47% of all homicides citywide (30 out of 64).

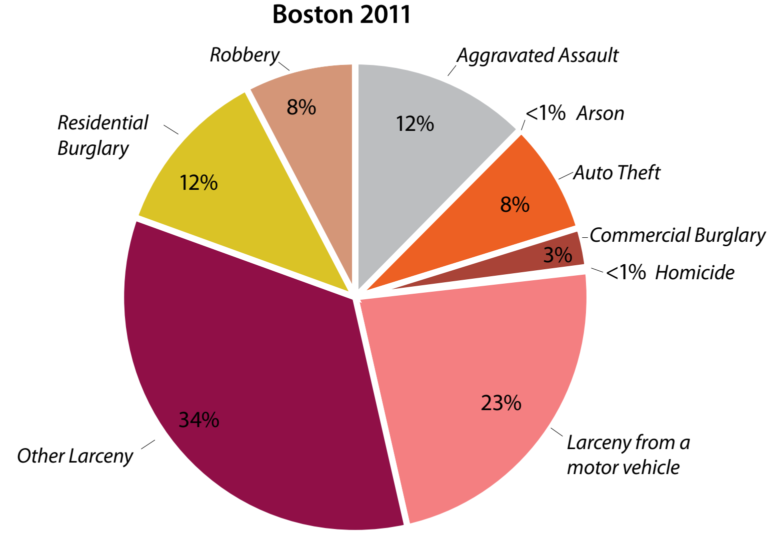
Fairmount Focus Area 2011



Fairmount Corridor 2011



Boston 2011



Source: Boston Police Department

PERSONAL SAFETY

FAIRMOUNT FOCUS AREA	2007	2008	2009	2010	2011	% Change 2007-2011
Aggravated Assault	1,274	1,135	1,112	1,084	885	-30%
Arson	5	9	10	4	5	0%
Auto Theft	719	579	498	400	449	-38%
Commercial Burglary	120	156	128	164	163	36%
Homicide	25	23	12	33	30	20%
Larceny From A Motor Vehicle	1,095	928	900	833	838	-23%
Other Larceny	1,188	1,125	1,083	1,163	1,131	-5%
Residential Burglary	539	491	482	579	531	-1%
Robbery	498	587	503	379	359	-28%
Total	**5,463**	**5,133**	**4,728**	**4,392**	**4,392**	**-20%**

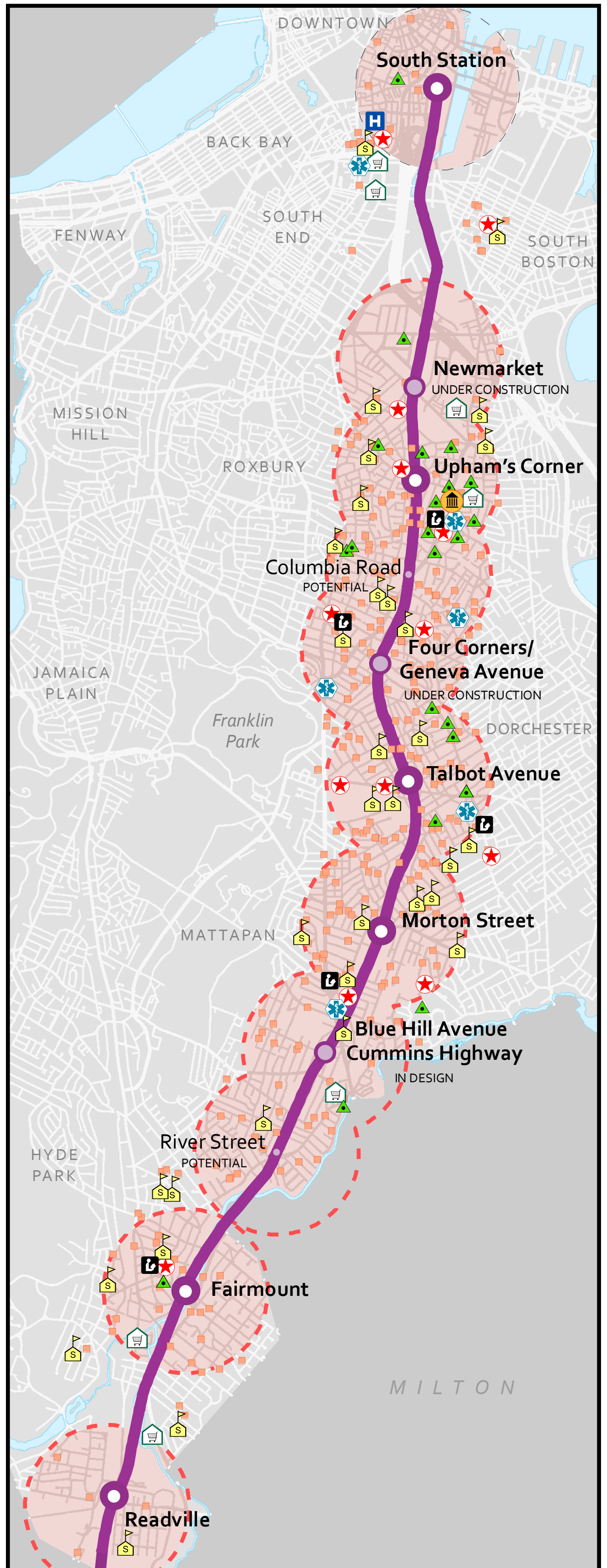
FAIRMOUNT CORRIDOR	2007	2008	2009	2010	2011	% Change 2007-2011
Aggravated Assault	1,381	1,272	1,226	1,189	992	-28%
Arson	5	10	10	5	6	20%
Auto Theft	780	621	535	443	476	-39%
Commercial Burglary	204	232	170	231	228	12%
Homicide	25	25	12	33	30	20%
Larceny From A Motor Vehicle	1,355	1,224	1,163	1,084	1,139	-16%
Other Larceny	2,056	2,127	1,978	2,014	1,883	-8%
Residential Burglary	560	507	493	597	544	-3%
Robbery	623	697	603	479	439	-30%
Total	**6,989**	**6,715**	**6,190**	**6,075**	**5,737**	**-18%**

BOSTON	2007	2008	2009	2010	2011	% Change 2007-2011
Aggravated Assault	4,246	3,945	3,601	3,511	2,978	-30
Arson	36	42	34	25	20	-44
Auto Theft	3,322	2,318	2,243	1,967	1,856	-44
Commercial Burglary	769	770	671	728	653	-15
Homicide	66	63	49	72	64	-3
Larceny From A Motor Vehicle	8,202	7,625	7,008	3,121	5,567	-32
Other Larceny	9,051	8,782	8,470	8,759	8,174	-10
Residential Burglary	3,038	2,702	2,281	2,837	2,832	-7
Robbery	2,235	2,386	2,260	1,907	1,845	-17
Total	**30,965**	**28,633**	**26,617**	**25,927**	**23,989**	**-23**

Source: Boston Police Department

III COMMUNITY ASSETS

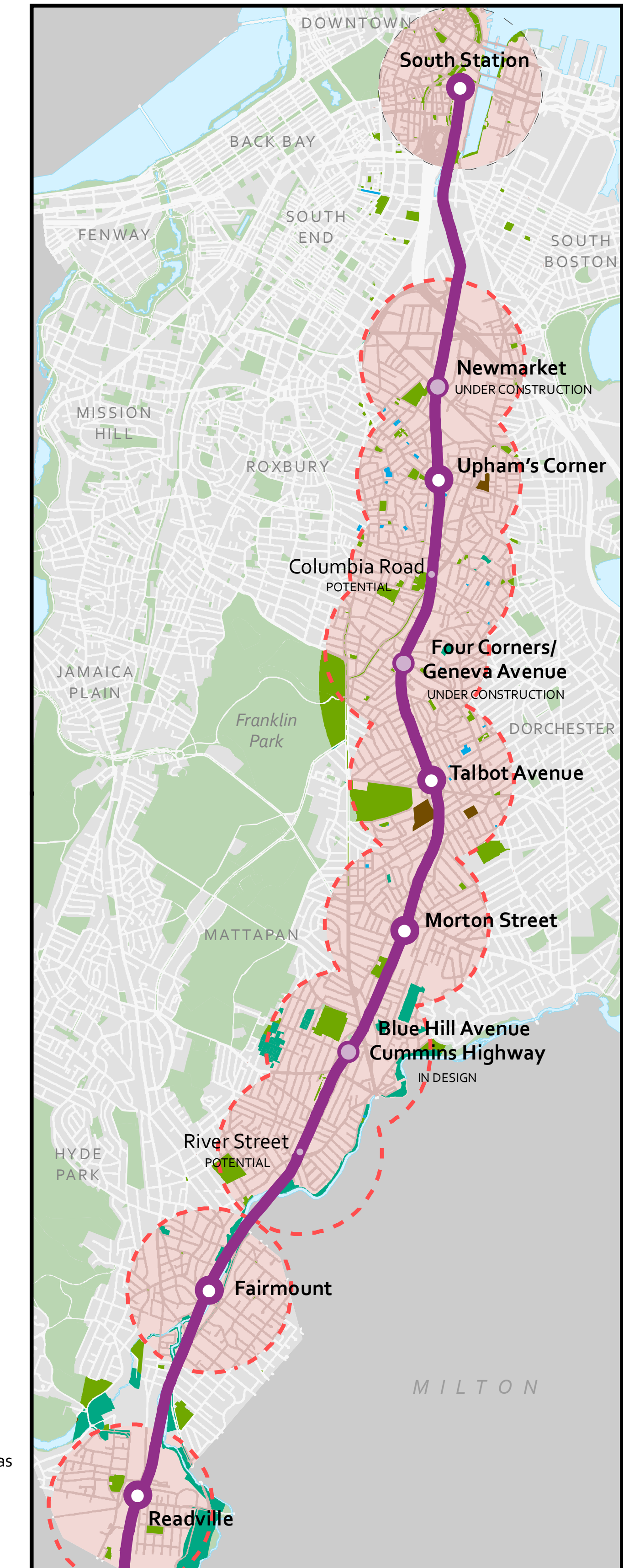
The Corridor has a wealth of community non-profit organizations, including community development corporations and cultural organizations, public schools and health care centers. On-going collaboration among non-profits and the City continue to strengthen and identify opportunities for future growth.



- Hospital (1)
- Health Center (6)
- Boston Public School (35)
- Early Education Program (276)
- Community Center (16)
- Community Non-profit (36)
- Boston Public Library (5)
- Theatre (1)
- Supermarket (8)
- Fairmount Focus Area

IV OPEN SPACE

While the Corridor predominantly contains dense residential neighborhoods, numerous small pockets of open space and several large open spaces, such as Franklin Park and Harambee Park, dot the Corridor. In addition to public parks, the Corridor includes several community gardens as well as the recreational paths along the Neponset River beginning in Readville and extending into Mattapan.



Open Space

- Parks, Playgrounds, Squares & Plazas
- Community Gardens
- Parkways, Reservations, Urban Wilds & Natural Areas
- Cemeteries & Burying Grounds
- Fairmount Focus Area

DEFINITIONS

Census Tract
Census tracts are small, relatively permanent statistical subdivisions of a county delineated by local participants as part of the U.S. Census Bureau's Participant Statistical Areas Program. Census tracts generally have between 1,500 and 8,000 people with an optimum size of 4,000 people.

Census Block
Census blocks are areas bounded on all sides by visible features, such as streets, roads, streams, and railroad tracks, and by invisible boundaries, such as city, town, township, and county limits, property lines, and short, imaginary extensions of streets and roads. Generally, census blocks are small in area; for example, a block bounded by city streets.

Distressed Property
Any residential, commercial, industrial, or mixed-use building (excluding sheds and garages on residential property) that is not occupied and has visible signs of physical distress (i.e. boarded, burned, open to the elements, or otherwise deteriorated).

Household
A household includes all the people who occupy a housing unit as their usual place of residence. (The number of households equals the number of occupied housing units)

Family Household
A family household is defined as one that includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.

Group Quarters
A group quarters is a place where people live or stay, in a group living arrangement that is owned or managed by an entity or organization providing housing and/or services for residents. People living in group quarters include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.

Median (as a characteristic used in Family or Household income)
The median represents the middle value - not the average - among a range of values. One-half of all values fall below the median and one-half exceed it.

Non-Hispanic Whites
Those who are categorized as Hispanic by the US Census are people - regardless of their race - who identify their origin as Spanish, Hispanic, or Latino. Non-Hispanic whites are those who remain in the white racial category after those who have identified themselves as Hispanic are removed.

Real Estate Owned Property
A bank must advertise and hold an auction in order to foreclose on a property. At the foreclosure auction, the foreclosing entity seeks to recover the outstanding mortgage amount and any related costs. If the auction bids do not cover these costs, the foreclosing entity will "buy back" the property and then hire a real estate agent to sell the property. Property is then considered Real Estate Owned.