

The Residences at Fairmount Station

Hyde Park, MA



Application for Article 80 Small Project Review Boston Redevelopment Authority

Dated October 31, 2013

Submitted By:

Southwest Boston Community Development Corporation (SWBCDC) in
collaboration with Codman Square Neighborhood Development Corporation
(CSNDC)

Developer:

Logan Square LLC; c/o Southwest Boston CDC

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Southwest Boston Community Development Corporation

Building Communities, Building Partnerships in
Hyde Park and Roslindale

October 31, 2013

Peter Meade, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007
Attn: John Campbell, BRA Project Manager

**Re: Article 80 Small Project Review Application
The Residences at Fairmount Station (0-15 Nott Street); Hyde Park, MA**

Dear Director Meade:

Southwest Boston CDC and Codman Square NDC, co-developers for The Residences at Fairmount Station ("The Residences"), are pleased to submit the enclosed application for Article 80 Small Project Review.

Situated on 19,925 square feet of underutilized land in Boston's Hyde Park Neighborhood, the proposed project contemplates the development of a new residential building, with 27 residential units on three levels (3) above a ground-floor parking garage of approximately 7,939 square feet that will contain parking spaces for 27 vehicles and bike storage. There will also be a lobby and on-site management office space next to the parking area on the ground floor, as well as a community room open to neighborhood residents on the 2nd floor. Twenty-four (24) of the residential units will be affordable, while the remaining three (3) will be market rate.

We have engaged in extensive discussions with the BRA and the City of Boston's Department of Neighborhood Development (DND) concerning project design, conducted outreach with local elected and appointed officials and also made several presentations to relevant neighborhood groups and businesses, including the Hyde Park Neighborhood Association (HPNA). We have incorporated the feedback received during our outreach efforts into the design and are now pleased to submit the enclosed application for Article 80 Small Project Review.

Thank you for your consideration of this application, and we look forward to working with you towards a successful outcome.

Very truly yours,

Diana Kelly

Diana Kelly
Board President
Southwest Boston CDC

Project Description



Logan Square LLC, a joint venture of Southwest Boston Community Development Corporation (SWBCDC) and Codman Square Neighborhood Development Corporation (CSNDC), is pleased to propose a mixed-income Transit Oriented Development (TOD) project in the Hyde Park neighborhood of Boston, including 27 residential units, 27 off-street parking spaces, bike parking and storage, a community room, and approximately 6,000 square feet of open/play space (the “proposed project”).

SWBCDC and CSNDC are two of the three community development corporations along the Fairmount Commuter Rail Line, which runs through the Boston neighborhoods of Roxbury, Dorchester, Mattapan and Hyde Park. These non-profit organizations have come together to form the Fairmount Collaborative to more effectively advocate for Fairmount line improvements (such as new and improved stations, standardized fares, and additional Fairmount Line service), as well as individual transit-oriented-development initiatives. Logan Square LLC is a direct outgrowth of the Fairmount Collaborative effort.

The property where the proposed project will be constructed is comprised of four (4) parcels of land at 0, 11, 11R, and 15 Nott Street, Hyde Park, MA. The address known as 0 Nott Street is vacant land. 11 Nott Street contained a two-story wood structure which was recently demolished by the owner, per order of Boston’s Inspectional Services Department, due to its vacant and unsafe condition. The remaining Nott Street parcels contain a total of three underutilized buildings in various states of disrepair, which are currently being used for storage, an auto service facility, and an office building. The proposed project calls for the demolition of three buildings on the site. Once demolition is completed, Logan Square LLC will redevelop the property.

The proposed project’s residential component will provide 27 units with a program of three (3) studio units, three (3) one bedroom units, sixteen (16) two-bedroom units, and five (5) three-bedroom units. As currently proposed, 24 of these units will be affordable to eligible households earning up to 60% of Boston Area Median Income. The remainder will be targeted to market households.

Project Highlights

- Quality, Mixed-Income, and Transit Oriented Housing
 - Proximity to Logan Square Shopping District
 - Community Space
 - Resident Greenspace and Playspace
 - On-site Parking and Bike Storage
 - Sustainable Design
 - Street and Sidewalk Improvements



⇒ **FIGURE 1: Aerial view of the proposed project**

THE RESIDENCES AT FAIRMOUNT STATION

Unit Mix and Square Footage by Floor

FLOOR 1	NSF	FLOOR 2	NSF	FLOOR 3	NSF	FLOOR 4	NSF
Parking Garage	7939	Studio HCP Unit	505	Studio HCP Unit	505	Studio HCP Unit	505
Lobby	589	2BR Unit	906	2BR Unit	906	1BR Unit	765
Office Space/Toilet Room	424	2BR Unit	921	2BR Unit	921	1BR Unit	768
Mechanical	360	2BR Unit	921	2BR Unit	921	1BR Unit	825
Trash Room	153	2BR Unit	921	2BR Unit	921	2BR Unit	906
Storage	139	2BR Unit	935	2BR Unit	935	2BR Unit	921
Loading Area	353	3BR Unit	1204	3BR Unit	1203	2BR Unit	921
		3BR Unit	1208	3BR Unit	1204	2BR Unit	921
		Community Room	585	3BR Unit	1208	2BR Unit	935
		Toilet Room	65	Laundry Room	508	2BR HCP Unit	1203
		Electrical Room	141	Janitor Closet	14	Common Room	508
		Bike Storage	344	Recycling/Trash	42	Janitor Closet	14
		Janitor Closet	14			Recycling/Trash	42
		Recycling/Trash	42				
FLOOR 1 GROSS SQ FT	11311	FLOOR 2 GROSS SQ FT	11122	FLOOR 3 GROSS SQ FT	11144	FLOOR 4 GROSS SQ FT	11122
FLOOR 1 GROSS w/ Exemption	1847	FLOOR 2 GROSS w/ Exemption	10408	FLOOR 3 GROSS w/ Exemption	10465	FLOOR 4 GROSS w/ Exemption	10979

Project Team

Co-Developer: Southwest Boston Community Development Corp.

The Southwest Boston Community Development Corporation is a nonprofit organization led by and for residents of the Hyde Park and Roslindale neighborhoods of Boston. Our mission is to develop and preserve affordable housing for low and moderate-income people; prevent displacement of neighborhood residents, particularly elders and those of limited means; and strengthen the commercial base of the neighborhoods. We work to create vibrant and stable communities through programs and activities that bring long-time residents and newcomers of all ages and diverse backgrounds together.

Co-Developer: Codman Square Neighborhood Development Corp.

The mission of Codman Square Neighborhood Development Corporation is to build a better, stronger community, in Codman Square and South Dorchester by creating housing and commercial spaces that are safe, sustainable, and affordable, promoting financial and economic stability for residents and for the neighborhood, and providing residents of all ages with opportunities and skills to empower themselves and to improve their lives. This mission is carried out through comprehensive initiatives that encompass real estate development, economic development, and community planning and community building.

Architects: The Narrow Gate Ltd., Architects

The Narrow Gate is a collaborative dedicated to providing architectural services to people who are often marginalized in our community: poor homeless, ill-housed, women with children, individuals in recovery, the elderly and disabled. The firm's name reflects this commitment based on a biblical image of hospitality, social justice and an alternative way of living. Our designs strive to complement and revitalize existing neighborhood contexts, preserve and sustain the natural environment, and improve the built environment and enhance community life.

Other Team Members

Real Estate & Tax
Credit Legal:
Robinson & Cole LLP

Transportation
Planning:
Howard Stein Hudson

Pre-Construction
Advisor: Pinck &
Company

Geo-Tech &
Geo-Environmental:
McPhail & Associates

Property Manager: Maloney Properties

Maloney Properties, Inc., founded in 1981, is a full service real estate firm providing a broad range of services to 9,000 residential housing units in New England. With more than 25 years experience, the firm has a long and proven track record in marketing and managing large residential and mixed-use communities.

While we have specialized expertise in affordable housing management, our standards have attracted clients across the broad range of residential real estate, from condominiums to coops to high-end mixed income and market rate housing. All of our clients have come to expect the high standards we set for management of our properties and client and customer service and satisfaction. Maloney Properties, Inc. also provides a full range of real estate brokerage services including large scale developments as well as consulting services on physical property management, construction management, financial management, regulatory compliance, information technology, relocation, resident services, training and energy conservation. We are the leaders in sales of affordable first time homebuyer units in New England. We are leaders in the field of third-party fee management, and our business has grown tremendously simply through word-of-mouth among our many satisfied clients.

Site Information



The Residences project site is comprised of 4 parcels, all located in Hyde Park’s Logan Square neighborhood business district. The combined square footage of the project site is 19,025 square feet (.46 acre). We have a purchase and sale agreement with the current owner to purchase the parcels.



The project site previously contained 4 dilapidated buildings and has most recently been used for storage, an auto service facility and office. Past

uses of the site include a black smith workshop, carpenter workshop, contractor’s storage, a coal shed, and an office. Due to structural issues as well the fact that the building was a hazard and danger to the surrounding buildings, a two-story, vacant wood frame structure at 11 Nott Street was demolished by the current owner of the parcels in 2012.

The project team has conducted a Phase I and Phase II environmental site assessment, and remediation of any hazardous conditions is part of the proposed project.

Nott Street Project Addresses Hyde Park, MA, 02136		
Property Address	Parcel ID	Parcel Size (sq ft)
0 Nott Street	1808729000	900
11 Nott Street	1808728000	2600
11R Nott Street	1808730000	7730
15 Nott Street	1808731000	8695
Total Square feet of parcels:		19925



⇒ **Site Photos / Existing Conditions**

Neighborhood Context

There are roughly 12,000 housing units in Hyde Park. The Median Household Income for Hyde Park's zip code (02136) is \$56,196, and the average Household size is 2.7 persons (Please see Appendix D for additional information). The Logan Square area of Hyde Park has a rich history. It was formerly called Everett Square (after the Everett Theatre) and was home to three theatres and an abundance of residential and commercial uses. Today, only one of the theatres, the Riverside Theatre Works, remains, and there continues to be an active business district in Logan Square.

The proposed project is also directly adjacent to the Fairmount Commuter Rail Station with direct rail service to South Station, and the Route 24, 32 and 33 buses, which serve Logan Square, are located about one block away. The proposed project also has convenient bicycle access and is within a half mile of the Neponset River bikeway at Fairmount and Truman Parkway.

⇒ **FIGURE 2: Aerial view of the Nott Street Parcels**



⇒ **FIGURE 3: Fairmount Station**



⇒ **FIGURE 4:** Aerial view of the proposed project

Traffic, Parking, and Vehicular and Pedestrian Access

As part of the proposed project, the new 27-unit residential building will include on-site parking for 27 vehicles in order to mitigate potential parking and traffic issues associated with the project. All 27 of the on-site parking spaces will be contained in an at-grade parking facility below the 27 residential units. In addition, the Project will provide secure, covered storage for 27 bicycles, and additional bicycle racks at the building entrances for visitors, and the project team is exploring the feasibility of providing shared cars on-site (e.g., ZipCar). On-site parking provisions are consistent with BTD's parking guidelines, which allow a maximum of 1.0-1.5 spaces per residential unit, and the City of Boston Bicycle Parking Guidelines. Review of parking demand at other similar affordable rental housing developments in the City indicate that the proposed parking supply is expected to be more than adequate.

The project site itself will be redeveloped with improvements in vehicular and pedestrian access to assure proper public safety and appropriate design, including a proposed new private way at Midland Street, and improvements to the existing Nott Street. Vehicular access to the on-site parking garage will occur via a driveway on Midland Street. A secondary pick-up/drop-off will also be provided on Nott Street. All loading and service activity will occur on-site within a dedicated, enclosed loading area within the building. Pedestrian access will occur through a main entrance on Midland Street, and a secondary entrance on Nott Street. The project team has entered into a Letter of Agreement with the MBTA to make improvements to Midland Street to enhance vehicle and pedestrian access to both the MBTA Commuter Rail parking and the Project Site.

Additionally, the project is in close proximity to public transportation, including the Massachusetts Bay Transportation Authority's ("MBTA") Fairmount T stop, as well as bus stops along the Route 24, 32 and 33 bus lines, (for further information including a transportation and parking study, please see Appendix B).

Zoning

The Site is an existing assemblage of underutilized commercial parcels having addresses of 11-15 Nott Street in Hyde Park, directly adjacent to the Fairmount Station on the MBTA’s Fairmount/Readville Line, and located in the Hyde Park Neighborhood District established by Article 69 of the Boston Zoning Code (the “Code”). The Site is further located in the Cleary and Logan Square Neighborhood Shopping-2 (NS-2) Subdistrict. As indicated in the table set forth below, the Project, as proposed in this submittal, complies in all respects with the zoning applicable under the Code and will accordingly be pursued as-of-right, without the need to obtain any zoning relief¹.

The project site is the combined parcels at 11-15 Nott Street, Hyde Park, MA
 Zoning District: Hyde Park Neighborhood District (Article 69)
 Zoning Subdistrict: (NS-2) Neighborhood Shopping Subdistrict

⇒ **FIGURE 5:**
Zoning Analysis

Dimensional Requirement	Required	Proposed	Compliant?
Maximum Floor Area Ratio	2.0*	1.69	Yes
Maximum Building Height (Feet)	40'-0"	40'-0"***	Yes
Minimum Lot size	none	19,925 sf	Yes
Minimum Lot Area per Additional Dwelling Unit	N/A	N/A	Yes
Minimum Useable Open Space per Dwelling Unit	none	over 220sf/unit	Yes
Minimum Lot Width	none	114.0'	Yes
Minimum Lot Frontage	none	114.0'	Yes
Minimum Front Yard Depth	none	0'-0"	Yes
Minimum Side Yard Width	none	1'-3"	Yes
Minimum Rear Yard Depth	none	N/A	Yes
Parking- Residential Units	1.0/unit (27)***	27	Yes
Parking - TOTAL	27	27	Yes
Off Street Loading	1 space	1 space	Yes

*Combined lot size is 19,025 SF, FAR of 2.0 allows 40,316 GSF as defined in Article 2A, proposed is 33,699 GSF.

**Building Height: Grade had been calculated at Elevation 63.82 feet in accordance with the definition in Article 2A

**8 Per Article 69, Table F, the project is assumed to fall under the requirements of “Other Residential Uses which requires 2.0 spaces per Dwelling Unit. However, Footnote 3 states “For residential uses in the Cleary and Logan Square Neighborhood Shopping (NS-2) Subdistrict, the required number of spaces per Dwelling Unit shall be 1.0.”

¹The Site is situated between Nott Street, a private way, and an existing private access easement area directly adjacent to the western side of Fairmount Station historically known as Midland Street, having first been laid out pursuant to a subdivision plan dating to the 1870s. Midland Street today is presently not well-defined on the ground (as described elsewhere in this application, it has variable width and pavement quality and is partially occupied by MBTA commuter parking spaces). The Project Team recognizes that the zoning analysis set forth herein is conditioned on the Project Team obtaining approval from the Boston Public Improvements Commission to establish Midland Street as a private way on which the project site will front.

Sustainable Development

From the site selection to the parking strategy, the proposed project adheres to many important principles of sustainable development. Among these principles, the proposed project includes:

- Redevelopment of existing properties;
- Providing a new mixed use building with residential and community uses;
- Proximity to transit (rail, bus, bicycle, pedestrian);
- Resident bike storage; and
- Responsible parking ratios reflecting proximity to rail, bus and bicycle resources.

Further, the project will be designed with sustainability features to meet LEED Silver certifiable level and will include:

- Energy modeling during design to optimize energy performance and meet the new Energy Code and Energy Star multi-family guidelines
- High performance energy conserving thermal envelope with high R value interior and exterior insulation and rain screen/drainage plane.
- High reflective roofing material to reduce urban heat island effects.
- High efficiency heating and ventilation systems including direct fresh air supply to each unit, energy recovery ventilation units and programmable thermostats.
- Water saving fixtures and fittings for toilets showers and faucets.
- Specification of low and no-VOC sealants, adhesives, paints and other finish materials
- Specification urea-formaldehyde-free and non-toxic building products
- Limited use of potable water for landscaping-drought tolerant and native species plants
- Stormwater management to maximize onsite recharge
- A solar-ready roof
- Recycled construction material where possible
- Energy Star equipment
- Construction Management practices that reduce noise, dust and vibration, and
- In accordance with Boston Job Policy Requirements 50% of the employees will be Boston residents, reducing commuting times and pollution.

Community Process

Since February 2013, co-developer Southwest Boston CDC has been holding one-on-one meetings with a broad group of Hyde Park stakeholders, including neighborhood residents, small business owners, property owners, clergy, elected officials, and civic association leaders. The project team has also made presentations about the project to the East River Neighborhood Association and the Hyde Park Neighborhood Association. A presentation to the Fairmount Hill Neighborhood Association is planned in November 2013, and a meeting was recently called with residents of the streets immediately adjoining the project. During these discussions, the project team covered how the project has evolved from the previous Logan Square development, which was withdrawn in 2011, and carefully listened to feedback on design features, amenities, marketability, income mix, and neighborhood impacts that were important to stakeholders in the new design.

The feedback gathered during these interviews and presentations has shaped changes in the program for The Residences, which we believe has resulted in a stronger project. Some notable features in the design program that are directly attributable to community input include: incorporating a resident gardening area in the project's outdoor recreational space; adding a community room that would serve both residents of the building and community organizations; adding a number of balconies that would provide views of the Neponset River and provide some private outdoor space; adding three market rate units; increasing the number of three-bedroom units for large families; and including a broader unit-type mix which could provide affordable opportunities for young professionals near transit.

The Residences team members have also held meetings with BRA and DND project and design staff who have indicated that the proposed project is now ready for small project review Project Notification Form submission. Consistent with the requirements of the zoning process and the PNF submittal, Logan Square LLC plans to host 1-2 community meetings in November and December to make sure the project continues to respond to community concerns while staying financially feasible.



Amenities and Public Benefits

This proposed project will provide the following direct benefits to the Hyde Park neighborhood and the City of Boston:

- *Mixed income housing:* The proposed project will provide 27 new residential opportunities for affordable and moderate income eligible households reducing the rental burden for these households, helping them stabilize and build their own as well as their family's capacity for higher incomes.
- *Improvements in landscaping and vehicular and pedestrian access:* In particular, the project will remove a blighted eyesore presented by the existing conditions and provide much-needed residential housing in a manner that is complimentary to the surrounding Logan Square neighborhood. The project will also include improved vehicle and pedestrian access along the Fairmount Station tracks, including street improvements, new sidewalks, crosswalks, etc, as well as improvements to Nott Street, including paving, street lighting, and curb improvements.
- *Transit Oriented Development:* The proposed project will provide these new residential units in close proximity to several forms of transit, including the Fairmount Commuter Rail, MBTA Routes 24, 32 and 33, and the Neponset Bicycle Path. The proposed project can help provide the needed housing in a location that makes it easier for households members to get to work.
- *Play/Outdoor Space:* The proposed project will provide approximately 6000 square feet of children play space and green space for residents to use.
- *Community Space:* The proposed project will provide an approximately 585 square foot community room, open to public use.
- *Sustainable Design:* The proposed project will have a solar-ready roof, bike storage, energy star appliances and other sustainable features as part of the design.
- *Increased Tax Revenue:* Once constructed and in full operation, the proposed project will provide additional property tax revenues to the City.

**APPENDIX A:
Drawings and Elevations**

**APPENDIX B:
Transportation Report**

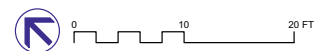
**APPENDIX C:
Owner's Consent**

**APPENDIX D:
Demographic Report**



1 FIRST FLOOR PLAN
Scale: 1/8" = 1'-0"

PROJECT UNIT COUNT	
3	STUDIO UNITS
3	1BR UNITS
16	2BR UNITS
5	3BR UNITS
27	UNITS TOTAL
27	PARKING SPACES

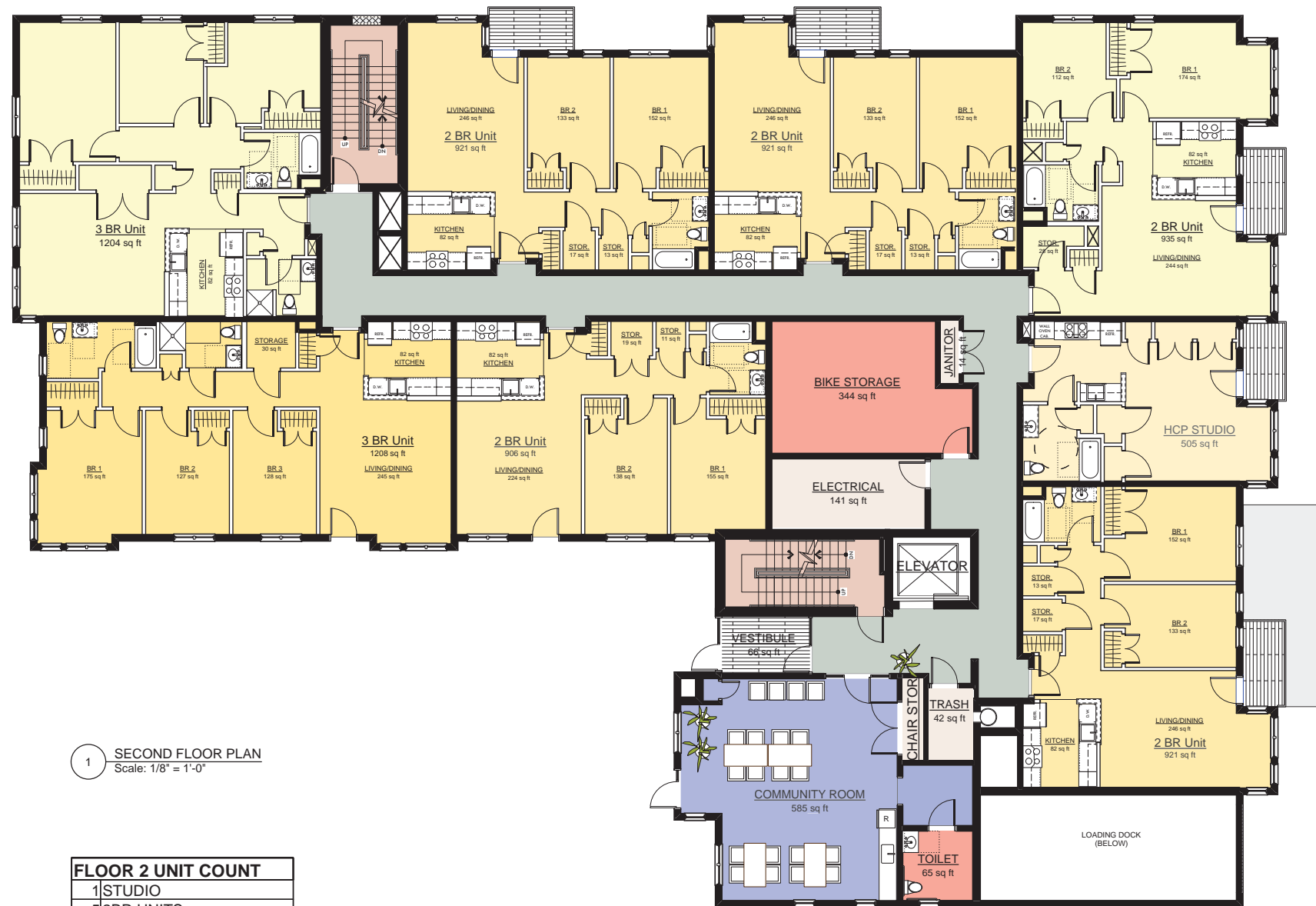


THE RESIDENCES AT FAIRMOUNT STATION

Nott Street and Midland Street, Hyde Park, MA
October 22, 2013

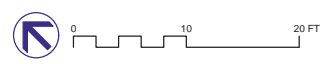
Southwest Boston Community Development Corporation
Codman Square Neighborhood Development Corporation

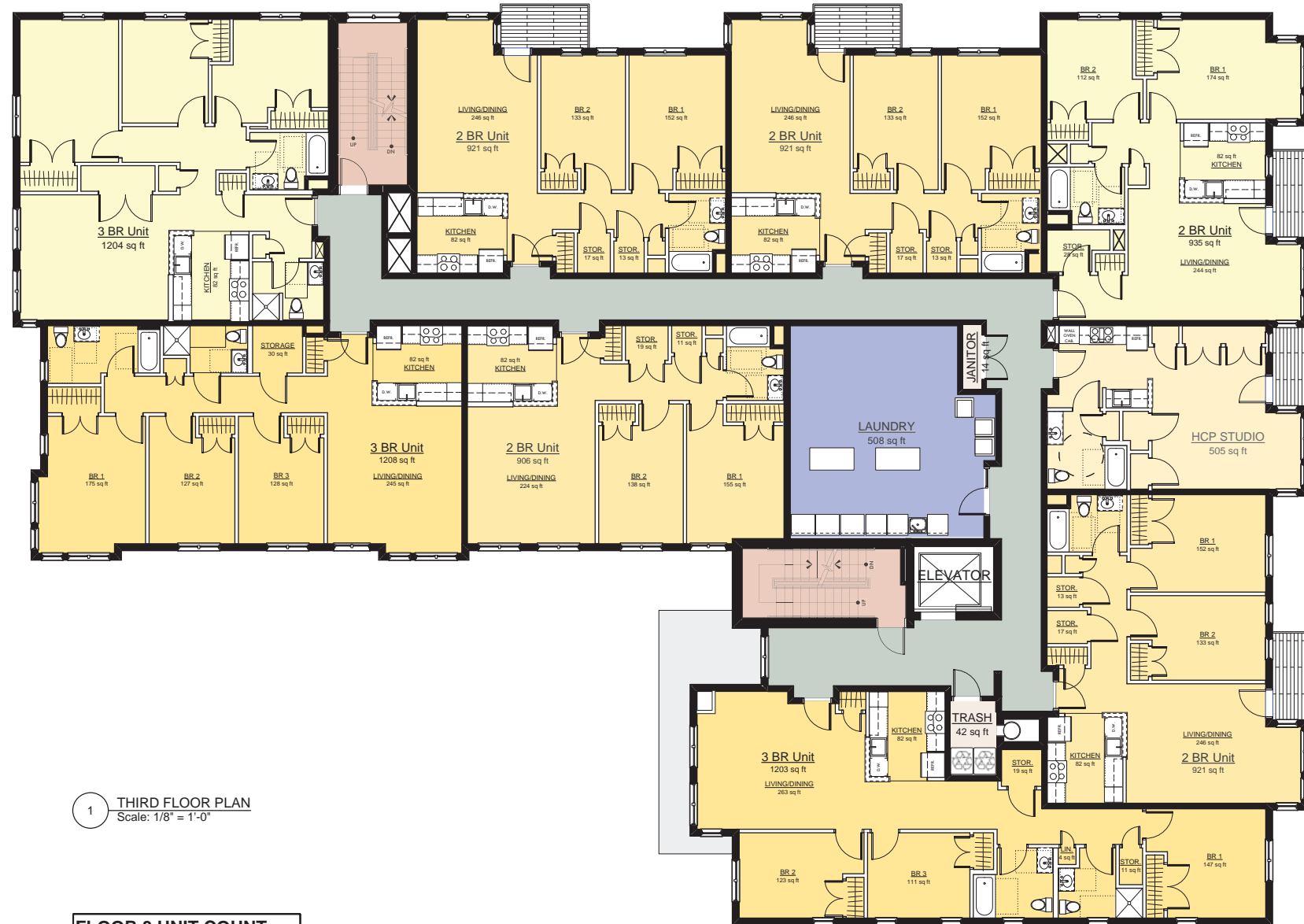




1 SECOND FLOOR PLAN
Scale: 1/8" = 1'-0"

FLOOR 2 UNIT COUNT	
1	STUDIO
5	2BR UNITS
2	3BR UNITS
8 UNITS	
COMMUNITY ROOM	496 SF
ELECTRICAL ROOM	141 SF
BIKE STORAGE	344 SF

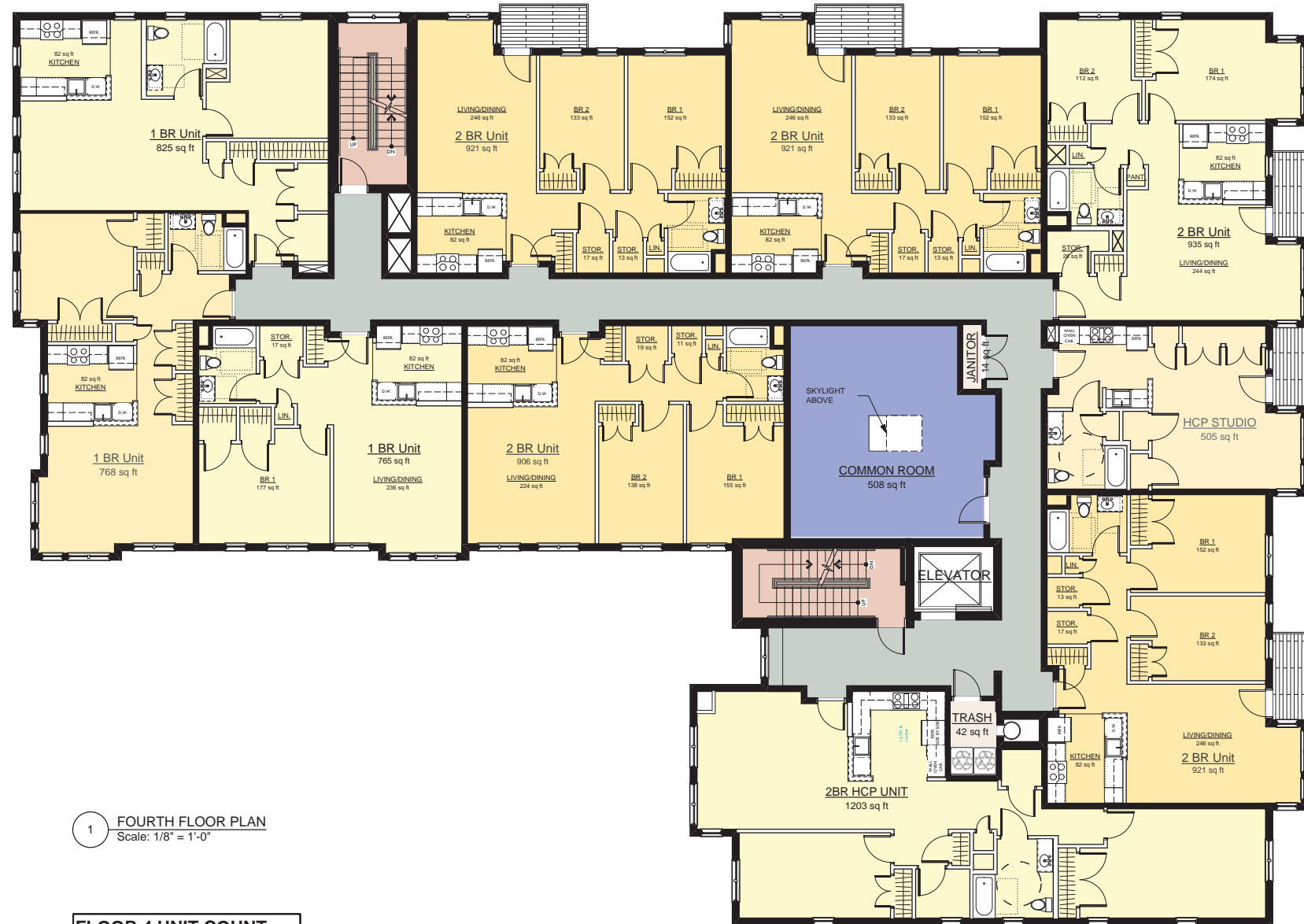




1 THIRD FLOOR PLAN
Scale: 1/8" = 1'-0"

FLOOR 3 UNIT COUNT	
1	STUDIO UNIT
5	2BR UNITS
3	3BR UNITS
9	UNITS
LAUNDRY ROOM	508 SF





1 FOURTH FLOOR PLAN
Scale: 1/8" = 1'-0"

FLOOR 4 UNIT COUNT	
1	STUDIO UNIT
3	1BR UNITS
6	2BR UNITS
10	UNITS
COMMON ROOM	508 SF





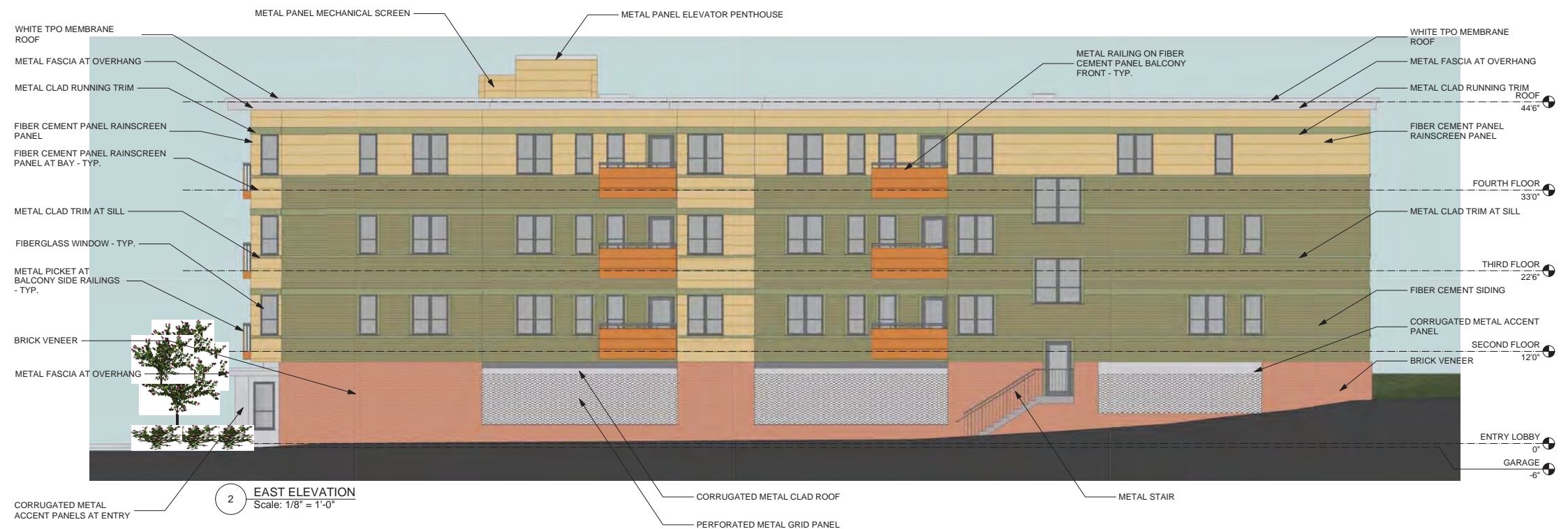
THE RESIDENCES AT FAIRMOUNT STATION

Nott Street and Midland Street, Hyde Park, MA
October 22, 2013

Southwest Boston Community Development Corporation
Codman Square Neighborhood Development Corporation



1 SOUTH ELEVATION - NOTT STREET
Scale: 1/8" = 1'-0"



2 EAST ELEVATION
Scale: 1/8" = 1'-0"

THE RESIDENCES AT FAIRMOUNT STATION
Nott Street and Midland Street, Hyde Park, MA
October 22, 2013

Southwest Boston Community Development Corporation
Codman Square Neighborhood Development Corporation





TRANSPORTATION FACT SHEET

The Residences at Fairmount Station Hyde Park, Massachusetts October 2013

Project Description

The Residences at Fairmount Station site (“The Project”) is located in the Hyde Park neighborhood of Boston, directly adjacent to the Fairmount Commuter Rail Station. The site consists of three existing, one-story buildings, two of which are vacant.

The proposed Project involves demolishing the existing structures and construction a new residential building containing 27 apartment units (24 of which will be available to federal Housing Tax Credit eligible households) with 27 parking spaces located within a parking structure beneath the building. In addition, the Project will provide secure, covered storage for 27 bicycles, and additional bicycle racks at the building entrances for visitors. The Proposed site plan is illustrated in **Figure 1**.

The Project has entered into a letter of agreement with the MBTA to make roadway and pedestrian improvements to MBTA owned land, which was formerly Midland Street on the plans of the former town of Hyde Park, Massachusetts including the creation of a vehicle turn-around area. As part of this Project, the Proponent is preparing a formal request to the Public Improvements Commission (PIC) to establish Midland Street as a Private Way. The Project is also evaluating options for making roadway, pedestrian, and landscape improvements to Nott Street, adjacent to the site, which is also in poor condition.

Site Access and Circulation

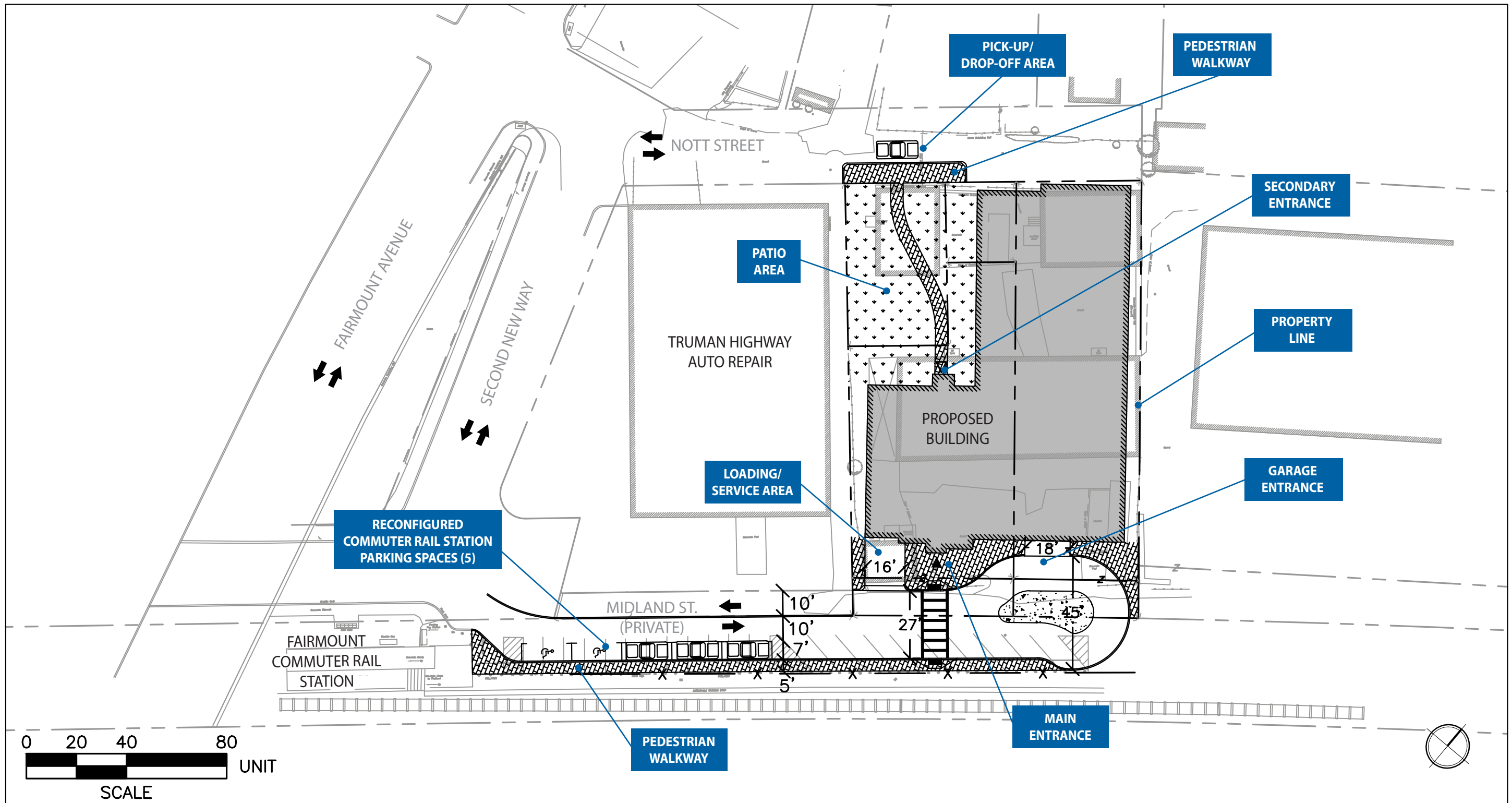
Vehicular access to the on-site parking garage will occur via a driveway on Midland Street. A secondary pick-up/drop-off will also be provided on Nott Street. All loading and service activity will occur on-site within a dedicated, enclosed loading area within the building. Pedestrian access will occur through a main entrance on Midland Street, and a secondary entrance on Nott Street.

Pedestrian and Roadway Improvements

Midland Street Improvements

The Proponent has entered into a Letter of Agreement with the MBTA to make improvements to Midland Street to enhance vehicle and pedestrian access to both the MBTA Commuter Rail parking and the Project Site. Midland Street is currently in poor condition and does not provide a means for vehicles to turn around. It is the intention of the Project team to turn Midland Street into a private way, pending City approval. At the end of the street

Figure 1. Site Plan



Transportation Fact Sheet
The Residences at Fairmount Station
Hyde Park, Massachusetts
October 2013

directly in front of the Project site, a turn-around loop will allow for ease of access to and from the site driveway and MBTA Commuter Rail parking spaces.

The proposed design on Midland Street would require removing 17 of the 22 parking spaces, and reconfiguring the remaining 5 spaces into parallel parking spaces. This decrease in parking will not affect the current demand as there are 30 of the 49 provided spaces available during the busiest peak period and are underutilized during evenings and weekends.

Nott Street Improvements

The Project team is currently evaluating alternatives for making improvements to Nott Street, adjacent to the site. Nott Street is a private way to the east of Second New Way and is in very poor condition. Improvements will include new pavement, a pick-up/drop-off area, a pedestrian sidewalk, new landscaping, and lighting of the paved area and sidewalk.

Parking

Parking Supply

The Project will provide 27 parking spaces within an on-site parking structure, accessed on Midland Street. Overall, the Project will provide 1.0 spaces per residential unit, which is consistent with the Boston Transportation Department’s (BTD) parking guidelines that allow a maximum of 1.0-1.5 space per residential unit in the Hyde Park neighborhood.

Parking Demand

The study team evaluated local trends in parking demand for existing occupied affordable rental housing developments in various neighborhoods throughout Boston. As shown in **Table 1**, parking demand ratios range from just 0.40 to 0.55 parking spaces per unit, with an average parking demand ratio of 0.48 parking spaces per unit.

Table 1. Affordable Rental Apartment Parking Ratios

Development	Location	Occupied Units	Parking Demand	Parking Ratio (occupied)
Dudley Village	Roxbury	50	20	0.40
Egleston Crossing/Beethoven Street	Roxbury/Jamaica Plain	64	35	0.55
Mattapan Heights	Mattapan	272	117	0.43
Old Colony	South Boston	845	414	0.49
Total		1,231	586	0.48

Source: Howard/Stein-Hudson Associates Parking Survey data, 2010.

The proposed Project is more than double the average parking demand at other similar affordable housing developments. The Project’s parking ratio is expected to be more than adequate given the transit-oriented nature of the development and the fact that affordable units typically have lower auto-ownership than market rate units.

Parking Observations

HSH conducted an inventory of the existing on-street curb regulations within a 750-foot radius, an approximately 5-minute walk, of the Project site. To demonstrate a comprehensive understanding of parking demand in the area, the observations were made on fair weather days in October 2013 during three time periods: weekday midday (11:00 a.m. – 1:00 p.m.), weekday evening (10:00 – 11:00 p.m.), and Saturday midday (11:00 a.m. – 1:00 p.m.). HSH inventoried the total number of public on-street and MBTA commuter rail parking spaces within the study area, and the number of vacant spaces during the three observations time periods. **Figure 2** demonstrates the curb-side regulations, the total number of spaces, and number of vacant spaces during each time period on each street in the study area.

Public Parking Supply

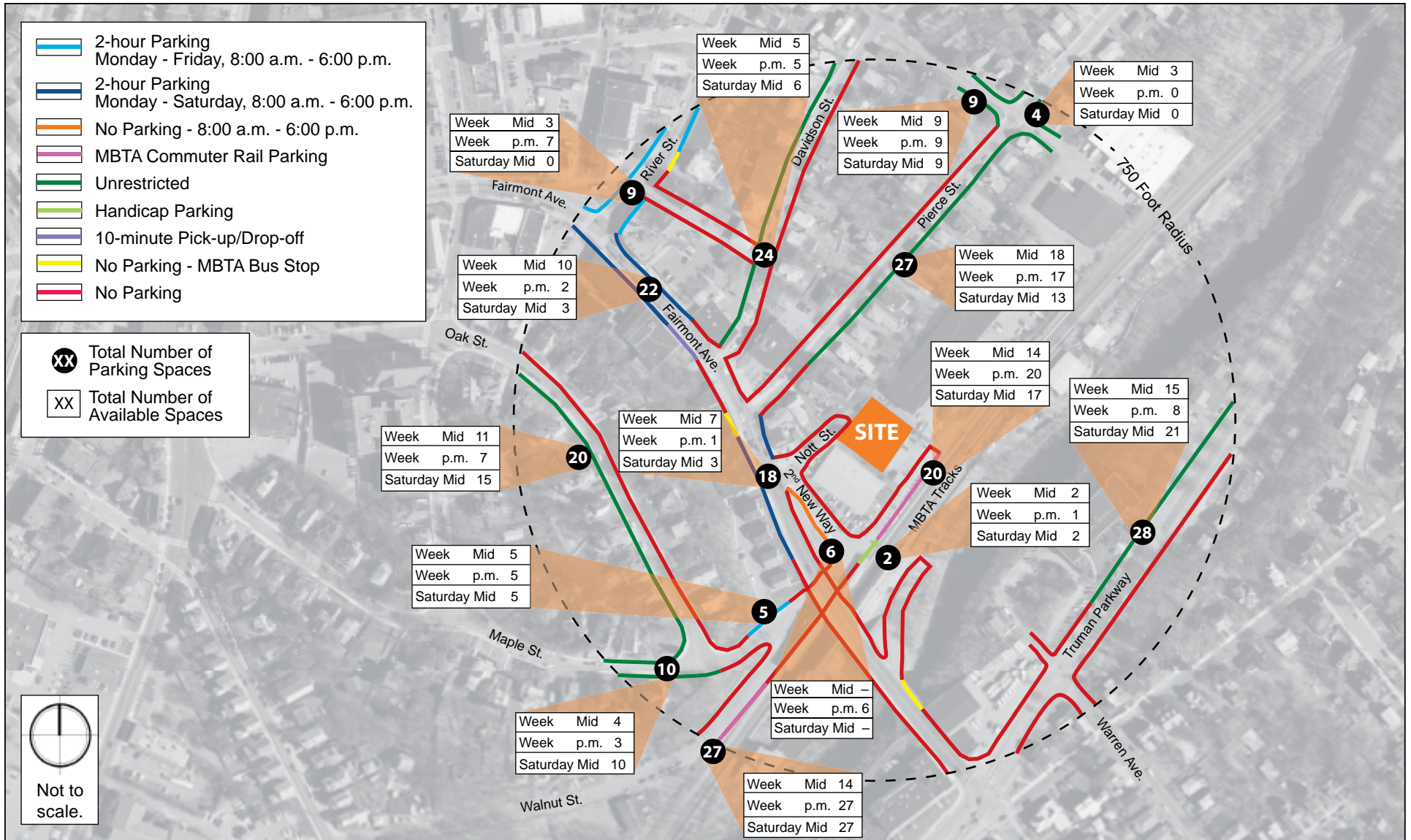
Within the 750-foot study area, there are approximately 169 public on-street parking spaces including 14 two-hour Monday through Friday 8:00 a.m. – 6:00 p.m. spaces, 40 two-hour Monday through Saturday 8:00 a.m. – 6:00 p.m. spaces, 6 spaces from 6:00 p.m. – 8:00 a.m. (marked No Parking 8am-6pm), and 109 unrestricted spaces. As shown in **Table 2**, public on-street parking in the area is generally underutilized with approximately half of all parking spaces (approximately 71-78 spaces) in the study area vacant at all three study periods.

Table 2. Public Parking Supply and Demand

Parking Restrictions	Total Spaces	Vacant Spaces		
		Weekday (Midday)	Weekday (Evening)	Saturday (Midday)
2 Hour (Mon-Fri 8am-6pm)	14	8	12	5
2 Hour (Mon-Sat 8am-6pm)	40	17	3	6
No Parking from 8am-6pm	6	-	6	-
Unrestricted	109	53	50	65
Total	169	78	71	76
% Vacant	-	48%	42%	47%

Source: Howard/Stein-Hudson Associates Field Inventory, October 2013

Figure 2. On-Street Parking in the Study Area



Transportation Fact Sheet
 The Residences at Fairmount Station
 Hyde Park, Massachusetts
 October 2013

Fairmount Commuter Rail Parking Supply

The nearby Fairmount Commuter Rail Station provides 49 surface parking spaces at a rate of \$4 per day, 7 days a week, with no overnight parking permitted. HSH observations concluded that during the peak time of operation for commuter rail parking, less than one-half of spaces are occupied during the weekday midday period. Meanwhile, HSH observed numerous vehicles parked along the unrestricted south side of Walnut Street to the west of the commuter rail station. Additionally, all of the 49 spaces were empty after 10:00 p.m. on the weekday and only 3 spaces were occupied on Saturday midday (Table 3).

Table 3. Commuter Rail Parking Supply and Demand

Parking Restrictions	Total Spaces	Vacant Spaces		
		Weekday 11 a.m. - 1 p.m.	Weekday 10 p.m. - 11 p.m.	Saturday 11 a.m. - 1 p.m.
\$4/Day Mon-Sun (No Overnight Parking)	49	30	49	46
% Vacant	-	61%	100%	95%

Source: Howard/Stein-Hudson Associates Field Inventory, October 2013

Transit

The Project is well-served by public transportation (Figure 3). The site is located adjacent to the MBTA Fairmount Commuter Rail Station, and within about a 5- to 10-minute walk to the MBTA Hyde Park Commuter Rail Station, both having access to downtown Boston. As shown in Table 4, weekday commuter rail service runs approximately every 30-40 minutes during morning and evening peak hours. Weekend service for the commuter rail is provided via the Providence/Stoughton line.

The site is located within a quarter-mile (less than a 5-minute walk) to the MBTA bus routes 24 and 33. At a further distance (10-minute walk), the 32 bus provides access to other MBTA stations. Weekend bus service is provided by bus routes 24 and 32, but bus route 33 provides service on Saturdays only.

Table 4. Public Transportation Within a ¼-Mile (5-minute Walk) of the Project Site

Transit Line/Bus Route	Route Description	Weekday Peak-Hour Headway (minutes)
Commuter Rail	Fairmount Line	40
Commuter Rail	Providence/Stoughton Line	30
24	Wakefield Ave – Mattapan or Ashmont Station	20
32	Wolcott Square or Cleary Square – Forest Hills Station	8
33	Dedham Line – Mattapan Station	30

Source: MBTA.com, accessed on October 2013

Mode Split

The study team developed trip generation for the Project based on rates from the 8th edition of *Trip Generation*, published by the Institute of Transportation Engineers (2008). The team also determined the mode split for residential from BTM data for Area 12. Mode shares are shown in **Table 5**. As shown in the table, approximately 15 percent of daily trips will occur via public transit and/or walk/bike.

Table 5. Mode Split – Residential Use

Period	Direction	Auto Share	Transit Share	Pedestrian/ Bike Share	Vehicle Occupancy
Daily	In	86%	8%	6%	1.1
	Out	86%	8%	6%	
a.m. Peak	In	87%	6%	7%	1.1
	Out	76%	18%	6%	
p.m. Peak	In	76%	18%	6%	1.1
	Out	87%	6%	7%	

Trip Generation

As shown in **Table 6**, the proposed Project is estimated to generate approximately 168 new daily vehicle trips (84 in and 84 out), with 12 new vehicle trips (3 trips in and 2 trips out) during the a.m. peak hour, and 15 new vehicle trips (9 trips in and 6 trips out) during the p.m. peak hour. This translates to approximately 1 new vehicle trip every 5 minutes in the a.m. peak hour and 1 new vehicle trip every 4 minutes in the p.m. peak hour. This estimate does not take into account the potential trips that could be generated by the existing uses were they to be re-occupied. The Project is expected to have a negligible impact on area traffic conditions.

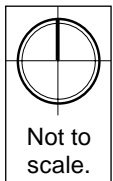
Table 6. Proposed Project Trip Generation

Period	Direction	Vehicle Trips	Transit Trips	Pedestrian/ Bike Trips
Daily	In	84	9	6
	Out	84	9	6
	Total	168	18	12
a.m. Peak	In	3	0	1
	Out	9	2	0
	Total	12	2	1
p.m. Peak	In	9	2	1
	Out	6	0	0
	Total	15	2	1

The Residences at Fairmount Station

Transportation Fact Sheet

Figure 3. Public Transportation in the Study Area



Vehicle Trip Distribution

Trip distribution identifies various travel paths for vehicles arriving and leaving the site. Distribution to/from the Project site was based on BTD's origin-destination data for Area 12. The trip distribution patterns were refined based on existing traffic patterns and review of the adjacent roadway network. All trips will enter and exit on Midland Street with access to Fairmount Avenue via Second New Way, or Walnut Street/Maple Street via the Fairmount Avenue underpass. The trip distribution pattern for the Project is illustrated in **Figure 4**.

Construction Traffic Management and Pedestrian Safety

The Project Proponent is committed to working with the neighborhood and BTD to minimize potential disruption during construction. BTD requires the Proponent to develop and adhere to a construction traffic management and pedestrian safety plan. BTD reviews and approves these plans prior to issuance of any construction permits.

Transportation Demand Management

The location of this Project will be attractive to prospective residents seeking proximity to transit and bus services. The Project will provide a secure, covered bicycle room that accommodates one bicycle per unit plus additional racks outside the building. In addition, the Proponent will evaluate the feasibility of providing a shared-car service (e.g., Zipcar) to further reduce auto-ownership.

Figure 4. Vehicle Trip Distribution



Conclusion

The Residences at Fairmount Station Project site is conveniently located adjacent to the Fairmount Commuter Rail Station and within a 5- to 10- minute walk of the Hyde Park Commuter Rail Station and three MBTA local bus routes. The Project will result in an increase of just 12 new vehicle trips (3 trips in and 9 trips out) during the a.m. peak hour and 15 new vehicle trips (9 trips in and 6 trips out) during the p.m. peak hour. This corresponds to approximately 1 new vehicle trip every 4 to 5 minutes on area roadways - a negligible increase.

The Project will provide parking for 27 vehicles within the on-site parking structure located beneath the building and on-site secure parking for 27 bicycles within a dedicate bike storage room. The Project will also provide outdoor bicycle storage racks near each entrance to the building and is exploring the feasibility of providing shared cars on-site (e.g., ZipCar).

On-site parking provisions are consistent with BTD's parking guidelines, which allow a maximum of 1.0-1.5 spaces per residential unit, and the City of Boston Bicycle Parking Guidelines. Review of parking demand at other similar affordable rental housing developments in the City indicate that the proposed parking supply is expected to be more than adequate. HSH conducted an extensive on-street parking inventory and demand assessment in within a 750-foot radius of the project site (169 total spaces), which indicated that on-street parking in the area is generally underutilized with nearly half of the spaces available during the day (approximately 70-80 spaces).

The Proponent has entered into a Memorandum of Agreement with the MTBA to make improvements to Midland Street, which is currently in poor condition and does not provide an adequate vehicular turn-around area for commuter rail patrons. The improvements would involve the removal of 17 commuter rail parking spaces (which are currently underutilized) in order to create a roadway with two travel lanes, an enhanced pedestrian walkway, and introduction of a new turnaround to improve access for both the MTBA and the Project. As part of the Project, the Proponent will be preparing a formal request to the City's Public Improvement Commission to establish Midland Street as a Private Way. The Proponent will also make improvements to Nott Street adjacent to the site that at a minimum will include improved pavement conditions, lighting, pedestrian access, and aesthetics.

Charles R. Ross
1 Organ Park
Roslindale, MA 02131

September 13, 2013

Southwest Boston Community Development Corporation
11 Fairmount Avenue
Hyde Park, MA 02136
Attention: Mat Thall, Director of Real Estate

RE: 0-15 Nott Street, Hyde Park, MA (the "Property")

Dear Mr. Thall:

I am the current owner of the Property.

This letter authorizes Southwest Boston Community Development Corporation, on its own or by and through its agents or representatives, to seek and obtain any permits, licenses, and other approvals related to the Property from or with the City of Boston Inspectional Services Department and the Boston Redevelopment Authority.

Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles R. Ross".

Charles R. Ross

Fairmount Station Area Demographic Analysis

Prepared for Southwest Boston Community Development Corporation by
Metropolitan Area Planning Council, May 2013

There are roughly 12,000 housing units in Hyde Park¹

19% (approximately 1 in 5) of Hyde Park's total (owner and renter) households are low income, high-cost burdened renter households, meaning that they are making less than \$50,000 per year and spending more than 30% of their income on housing

Median Household Income for Hyde Park's zip code (02136) is \$56,196

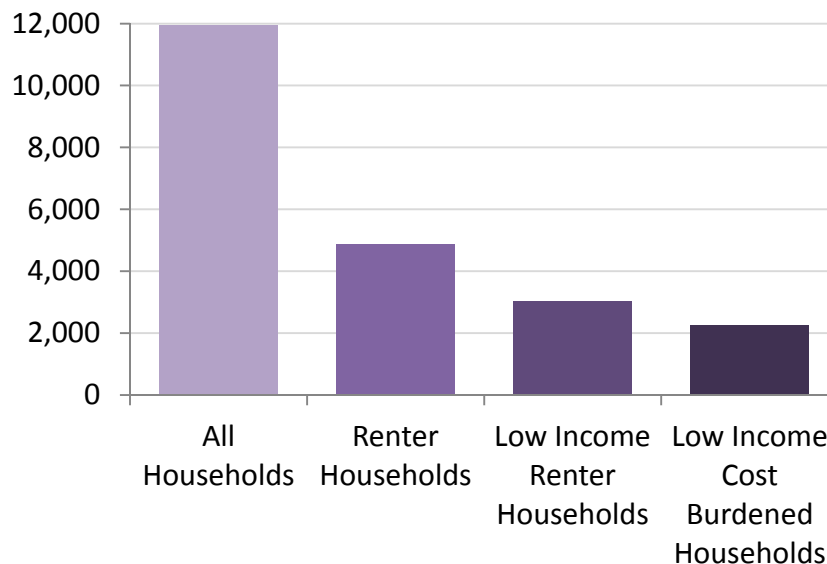
Average Household size is 2.7 persons; 3.0 owner occupied, 2.4 renter occupied

41% of households are renter occupied

62% of **renter households** are low-income (make less than \$50,000 per year)

75% of **low-income renter households** are housing cost burdened

**Low-Income Housing Cost
Burdened Renter Households**
ACS 2011 5-Year Estimates



Hyde Park has the second smallest share of subsidized units in Boston neighborhoods, after Back Bay, according to MAPC's CEDAC Atlas²

3% of Boston's total subsidized housing units are located in Hyde Park

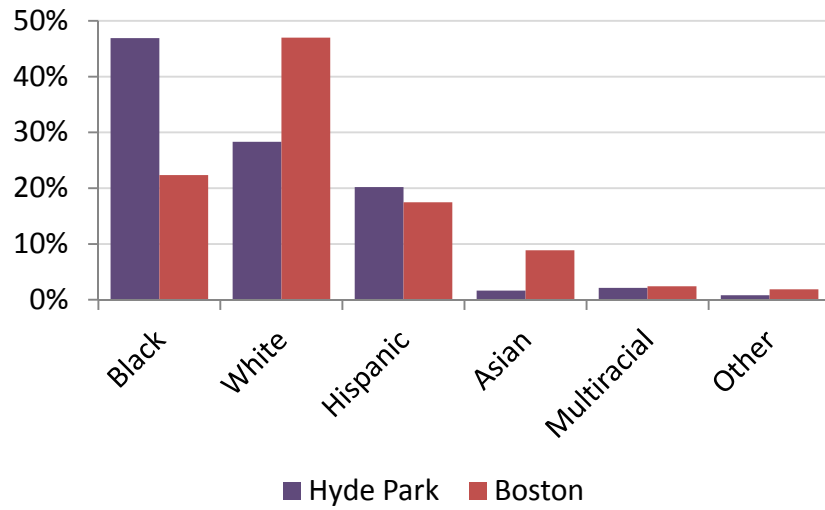
8% of Hyde Park's total housing units are subsidized

¹ Data source: Census 2010 and American Community Survey 2011 5-year Estimates

² MAPC's CEDAC Atlas accounts for 67% of all subsidized units in Boston, as recorded by the Massachusetts Department of Housing and Community Development (DHCD). This analysis assumes even distribution of missing records among neighborhoods.

Hyde Park's 2010 Racial Demographics:

Racial Demographics Census 2010



SWBCDC

Fairmount Line

Subsidized Housing Units
& Housing Cost Burdened
Low-Income Households
in Hyde Park

