



Fairmount Indigo Planning Initiative

**Blue Hill Ave / Cummins Hwy
Working Advisory Group
(WAG) Meeting #1**

Thursday, September 26, 2013
6:00 – 8:30 PM
Mattapan Health Center

Prepared by:

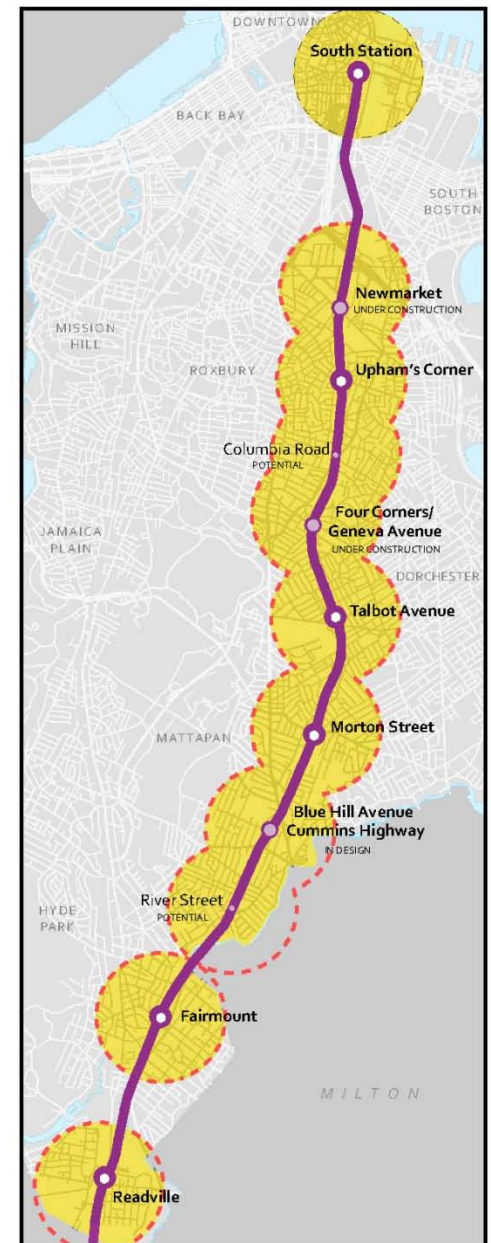
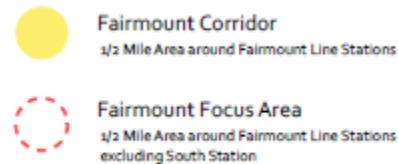
The Cecil Group Team

- The Cecil Group
- HDR Engineering, Inc.
- Byrne McKinney & Associates, Inc.
- McMahon Associates
- Bioengineering
- SAS Design, Inc.
- Shook Kelley



AGENDA

1. Welcome and Introductions
2. Roles and Ground Rules
3. Planning Context
 - a) History of the Fairmount Line
 - b) FIPI – Corridor-wide Planning
 - c) FIPI – Upham’s Corner Planning
4. Station Area Context/Background
5. Cote Ford Site Background
6. Next Steps



WELCOME AND INTRODUCTIONS

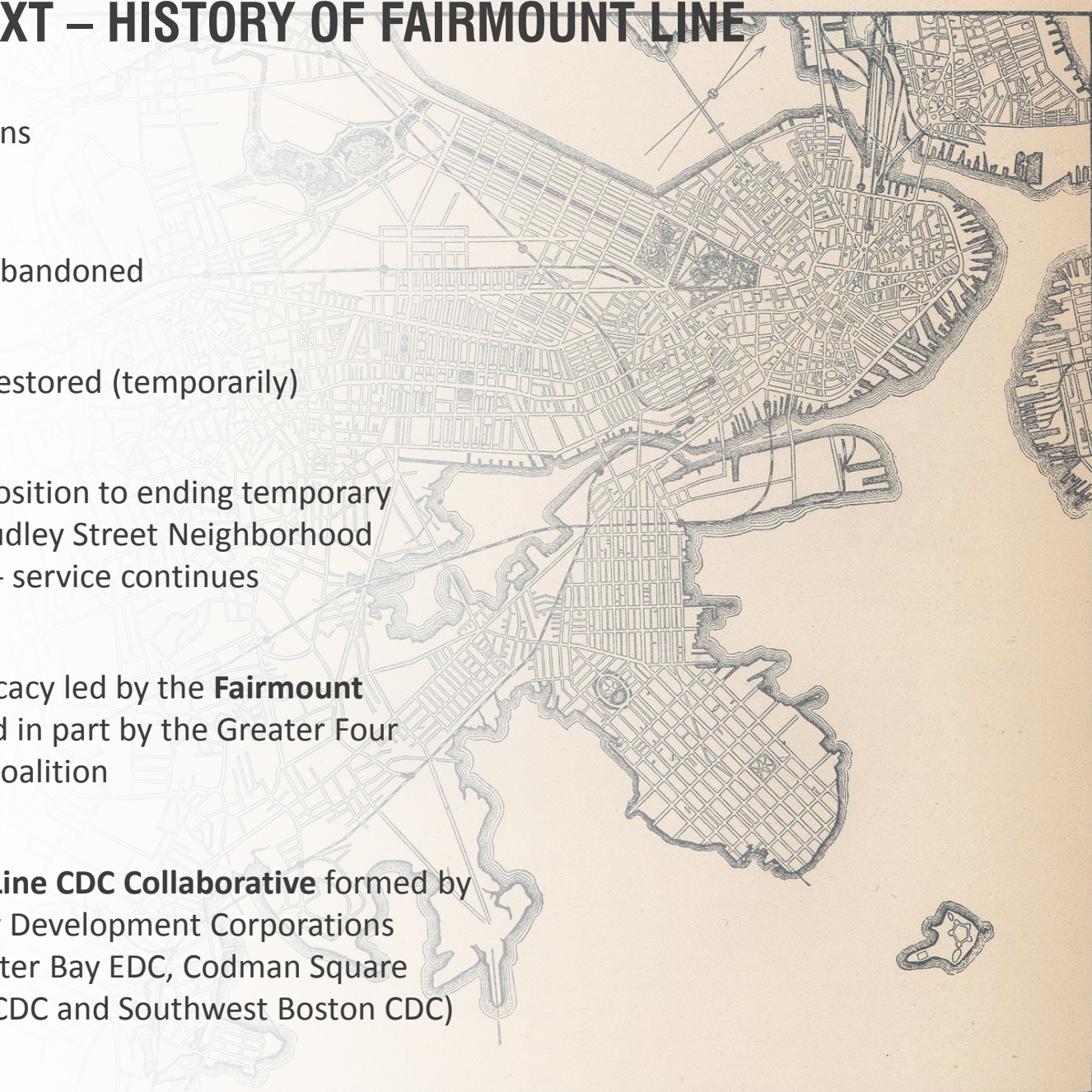


ROLES AND GROUND RULES

1. All advisory group meetings are open to the public
2. The group should provide a forum for considerate open discussion
3. The advisory group should act as a liaison to the broader community



PLANNING CONTEXT – HISTORY OF FAIRMOUNT LINE

- 
- 1855** Fairmount Line opens
- 1944** Passenger service abandoned
- 1979** Passenger service restored (temporarily)
- 1987** Neighborhood opposition to ending temporary service led by Dudley Street Neighborhood Initiative (DSNI) - service continues
- 1999** Transit equity advocacy led by the **Fairmount Coalition** created in part by the Greater Four Corners Action Coalition
- 2004** **Fairmount/Indigo Line CDC Collaborative** formed by Four Community Development Corporations (CDC's) (Dorchester Bay EDC, Codman Square NDC, Mattapan CDC and Southwest Boston CDC) form

PLANNING CONTEXT – HISTORY OF FAIRMOUNT LINE

2005 Commonwealth commits to additional new stations as part of Big Dig mitigations

2006 Corridor planning concepts proposed in *Boston's Newest Smart Growth Corridor Study*

2007 Rebuilt Upham's Corner and Morton Street Stations open

2008 Fairmount communities form the Fairmount Greenway Task Force

2009 Fairmount is designated as a pilot corridor of the Partnership for Sustainable Communities program of the U.S. Department of Housing and Urban Development (HUD)

2012 Fairmount Indigo Planning Initiative begins

2013 New stations constructed and opened
Fare decrease on line to \$2.00 (except Readville)



The Cecil Group Team

McMahon Associates • Bioengineering • SAS Design • Shook Kelley

PLANNING CONTEXT – HISTORY OF FAIRMOUNT LINE

Current Stations

- Upham's Corner
- Morton Street
- Fairmount
- Readville

Current Stations (New)

- Newmarket
- Four Corners/Geneva Avenue
- Talbot Avenue

Station in Design

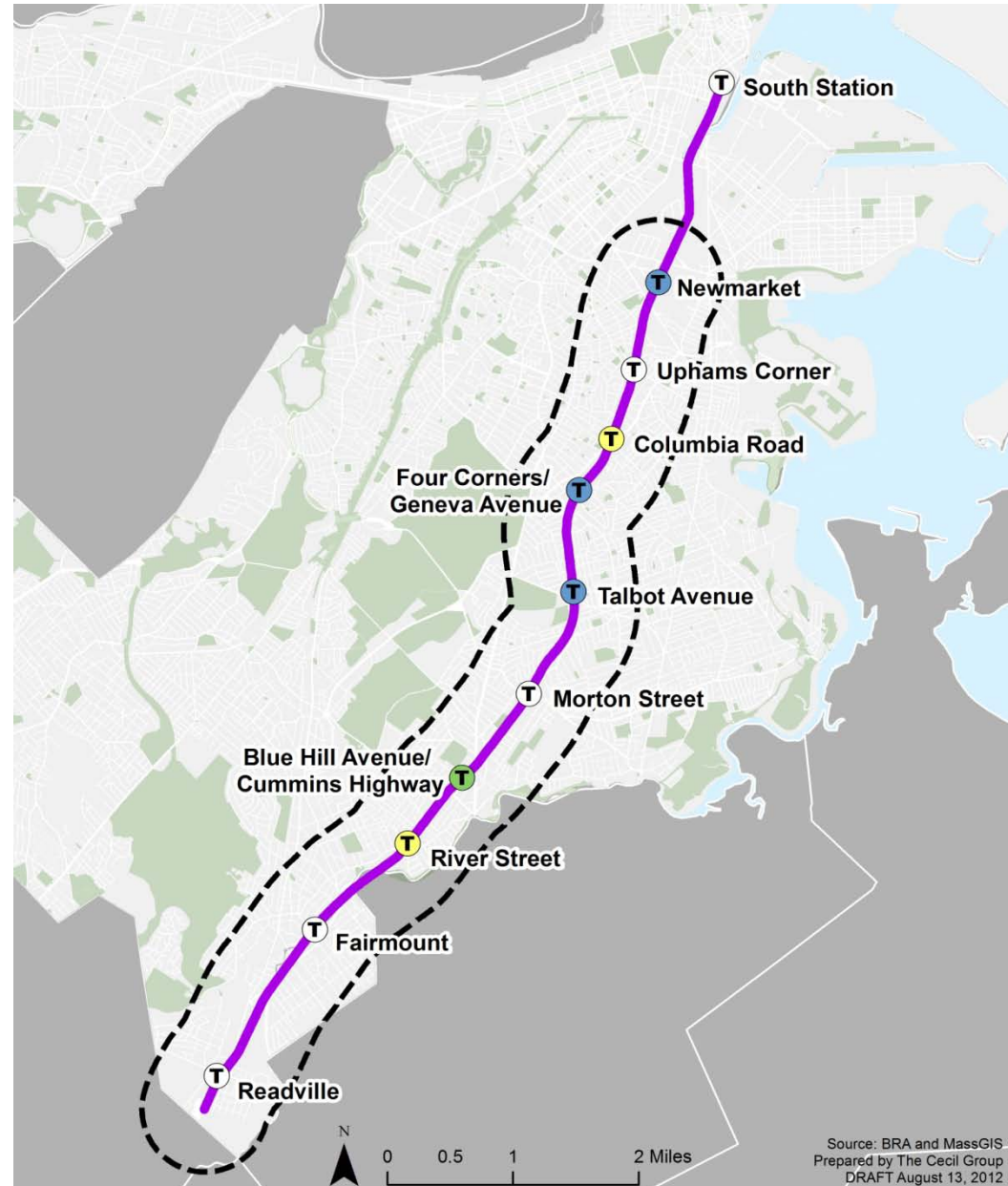
- Blue Hill Avenue/Cummins Highway

Proposed Stations

- Columbia Road
- River Street

Service

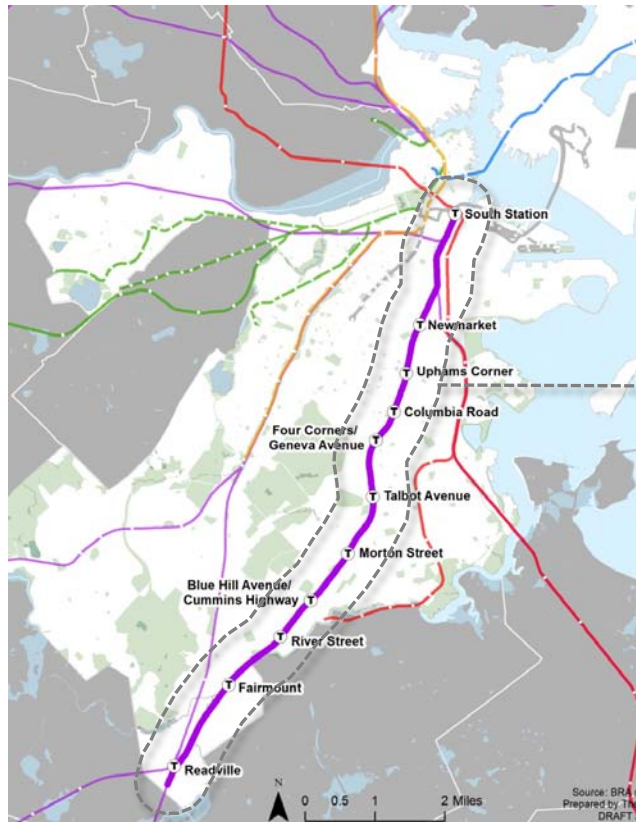
- Frequency - 30 minute peak, 60 minute off-peak
- No weekend service



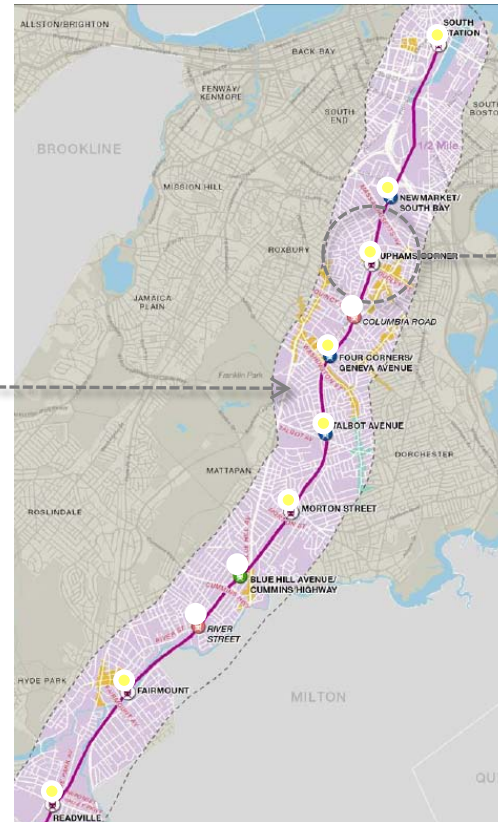
PLANNING CONTEXT – FIPI CORRIDOR-WIDE PLANNING

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

City Context



Corridor



Station Areas



PLANNING CONTEXT – FIPI CORRIDOR-WIDE PLANNING

Corridor-wide

Strategy: Community Vision

Corridor Identity

Corridor-wide

Strategy: Growth, Brand and Station Area Action Plans

Corridor-wide Plan
(Comprehensive Corridor Plan)

Neighborhood Scale:

Economic, urban design, public realm, and open space plan

Station Area Plans



PLANNING CONTEXT – FIPI CORRIDOR-WIDE PLANNING

*The following six principles are **core components** of the Fairmount Indigo Corridor Strategy:*



Corridor of quality neighborhoods



Diversity of the corridor and neighborhoods



Employment center “bookends”



Strength of neighborhood centers



Quality of life core and services at stations



Links to education/institutions

PLANNING CONTEXT – FIPI CORRIDOR-WIDE PLANNING

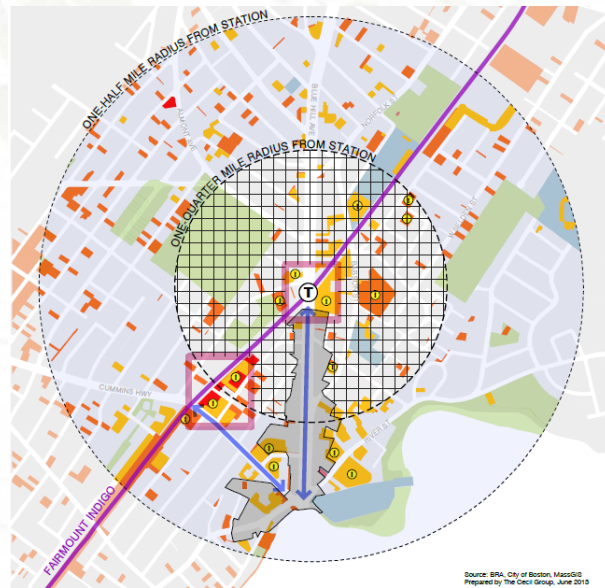
Blue Hill/Cummins Highway



Category	Percent of Total Area
Industrial	0.1%
Tax Exempt	34.2%
Commercial	4.6%
Residential	60.2%
Mixed-Use	0.8%
Other	0.0%
Total	100.0%

LEGEND		ACTION PLAN	
EXISTING ANCHORS	POTENTIAL CHANGES		
Open Space Parcel	City-Owned by Foreclosure	Station Gateway / Brand Beacon Site	Station Focus Area
Publicly-Owned (City, Boston Public Health, MBTA)	Vacant Parcel	Main Street Enhancement: Mattapan Square Main Street Corridor	Strengthen Neighborhood
Other Amenity / Landmark (Privately-owned)	Surface Parking Lot	Public Realm Focus Area	
	Key Potential Development Sites		

BLUE HILL / CUMMINS HIGHWAY	
<i>Population</i>	
Capacity	Percent Increase
89	1.6%
<i>Employment</i>	
Capacity	Percent Increase
85	3.2%
<i>Building Area</i>	
Capacity	Percent Increase
424,000	6.8%



Source: BPA, City of Boston, MassGIS
Prepared by The Cecil Group, June 2015

Action Plan to Unlock Capacity



Land Use – strategic disposition of the Cote Ford property to develop a station gateway Brand Beacon



Land Use – create new opportunities for residential redevelopment to support Mattapan Square commercial activity (MBTA Parking for example)



Public Realm – consistent streetscape from Main Street to station gateways



Open Space – reinforce direct connections to Neponset River



PLANNING CONTEXT – UPHAM’S CORNER PLANNING



PLANNING CONTEXT – UPHAM’S CORNER PLANNING

Community Vision Statement:

Upham’s Corner is a revitalized commercial, cultural and community center that is a celebration of diversity and an arts and cultural anchor of the Fairmount Indigo corridor.

Goals for the Community Vision:

- *Strengthen business and activity to revitalize and support the commercial center*
- *Reinforce a direct connection between the center and the station*
- *Provide new housing opportunities to support vitality and prosperity*
- *Reinforce a walkable neighborhood orientation through public realm and open space improvements*
- *Protect existing community assets*



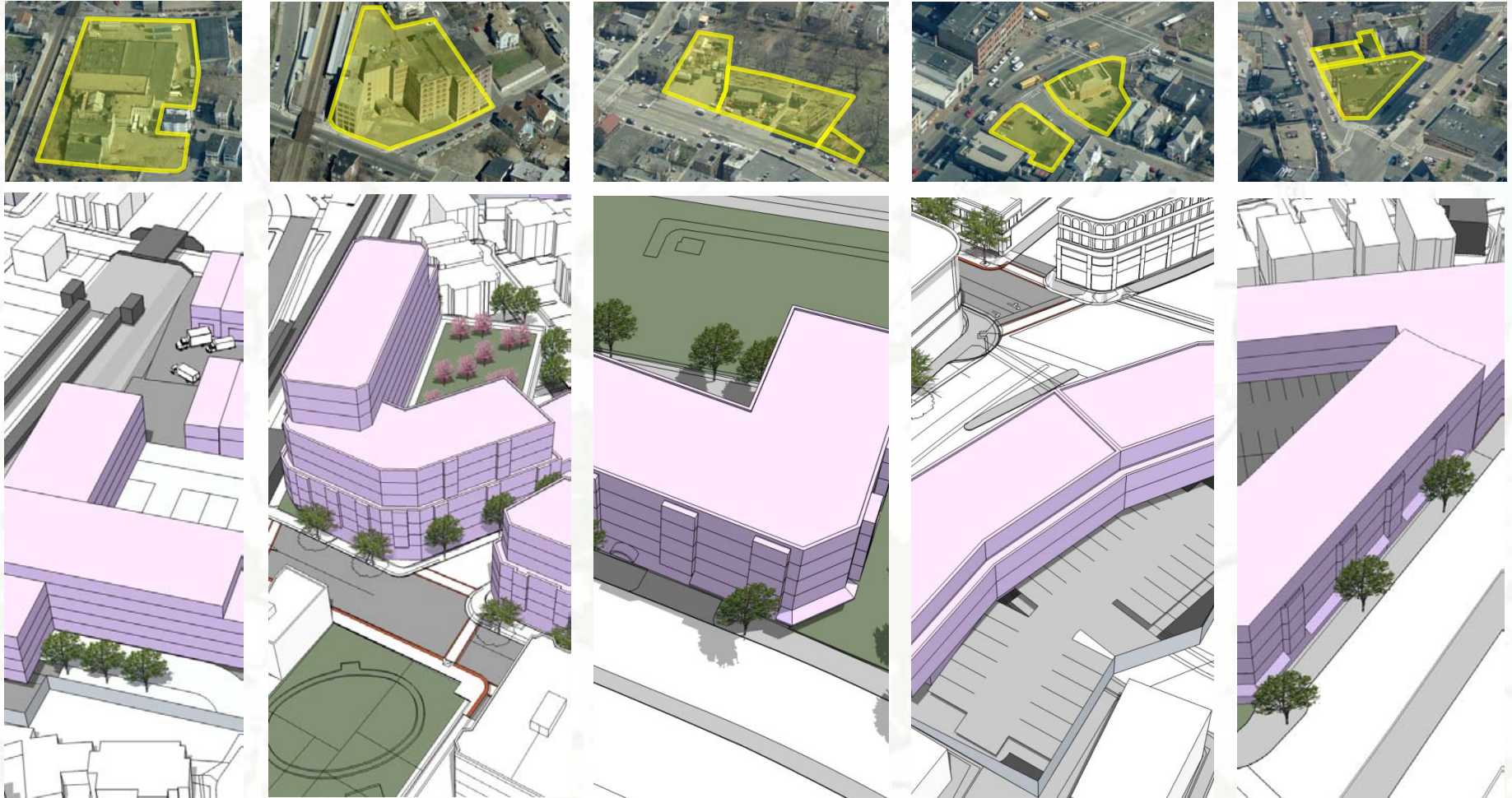
PLANNING CONTEXT – UPHAM’S CORNER PLANNING

- **Station Area Planning Topics:**
 - *Community vision and implementation strategies*
 - *Context analysis and summary*
 - *Real estate market analysis and summary*
 - *Business and housing improvement recommendations*
 - *Open space improvement recommendations*
 - *Transit access improvement recommendations*
 - *Public realm improvement recommendations*
 - *Development scenarios and urban design guidelines*
 - *Zoning modifications and implementation*



PLANNING CONTEXT – UPHAM’S CORNER PLANNING

Key Site Development Scenarios:



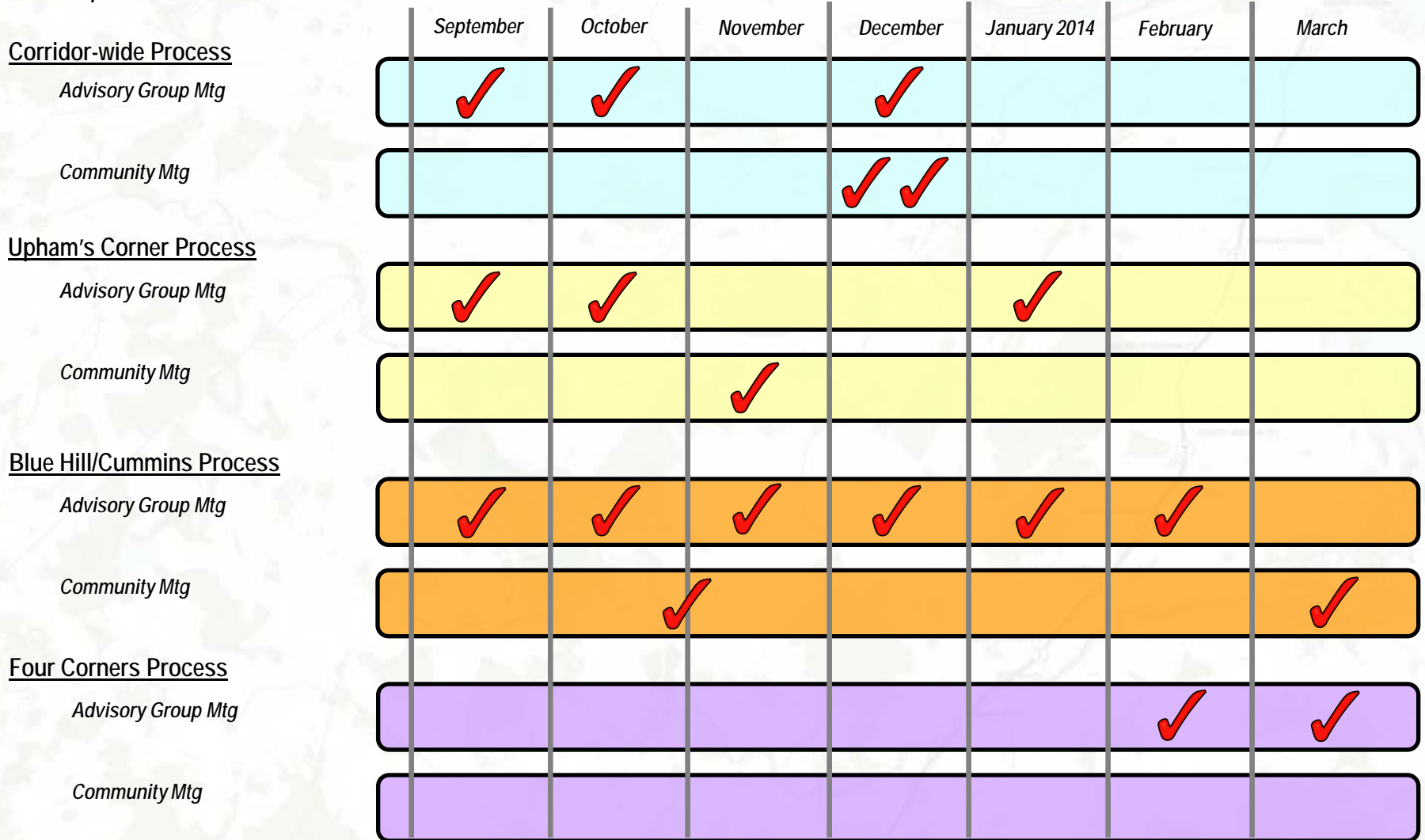
BLUE HILL/CUMMINS PLANNING

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BLUE HILL/CUMMINS PLANNING

September 2013-March 2014 Timeline



BLUE HILL/CUMMINS PLANNING

- **Proposed WAG Meeting Schedule/Topics:**

September

Introductions
Relationship to Corridor Planning
Station Area Context
Cote Ford

October

Existing Conditions Analysis
Cote Ford
Community Visioning Prep

Community Visioning

November

Summary Vision
Development Program for Key Sites
First Draft Approach to Key Sites
Cote Ford Development Guidelines

December

Public Realm/Transit Improvements
Open Space Improvements
Sustainability

January

Business District Improvements
Draft Plan Components
Community Meeting Prep

February

Urban Design Guidelines
Second Draft Approach to Key Sites
Evaluation of Vision Relative to Zoning

Community Open House/Draft Station Area Plan Release

March

Open House Review
Draft Plan
Next Steps

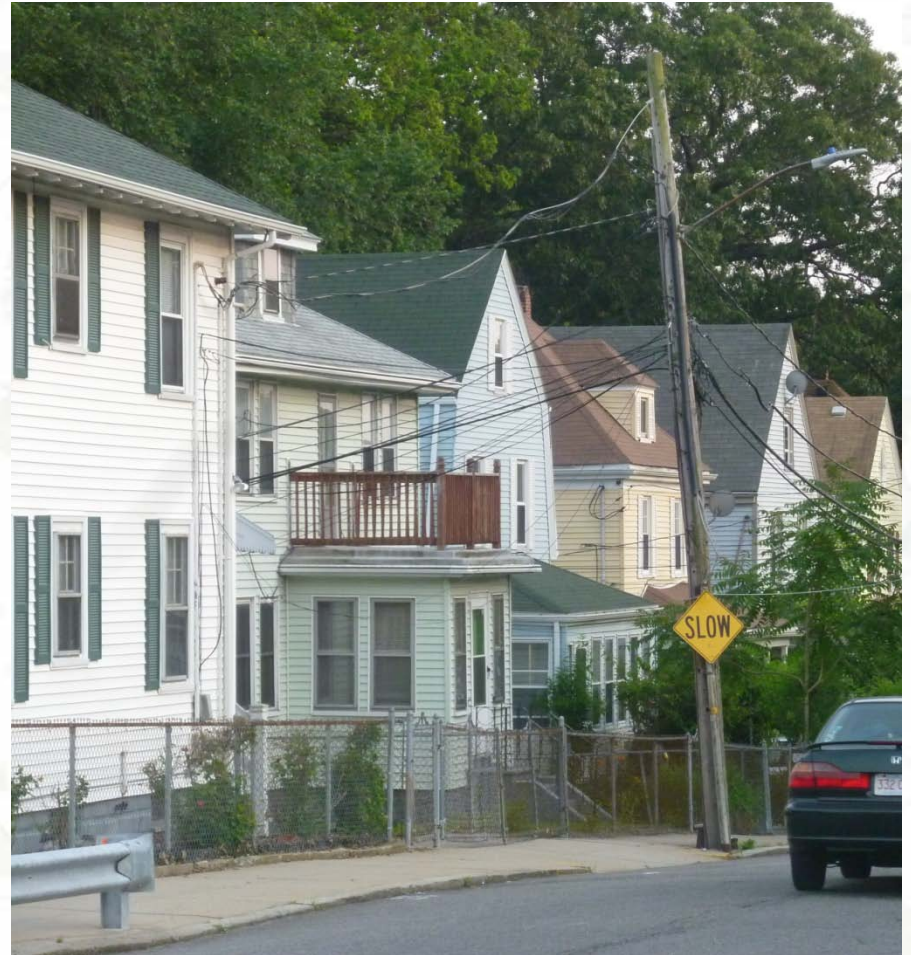


STATION AREA CONTEXT/BACKGROUND

Blue Hill Avenue / Cummins Highway

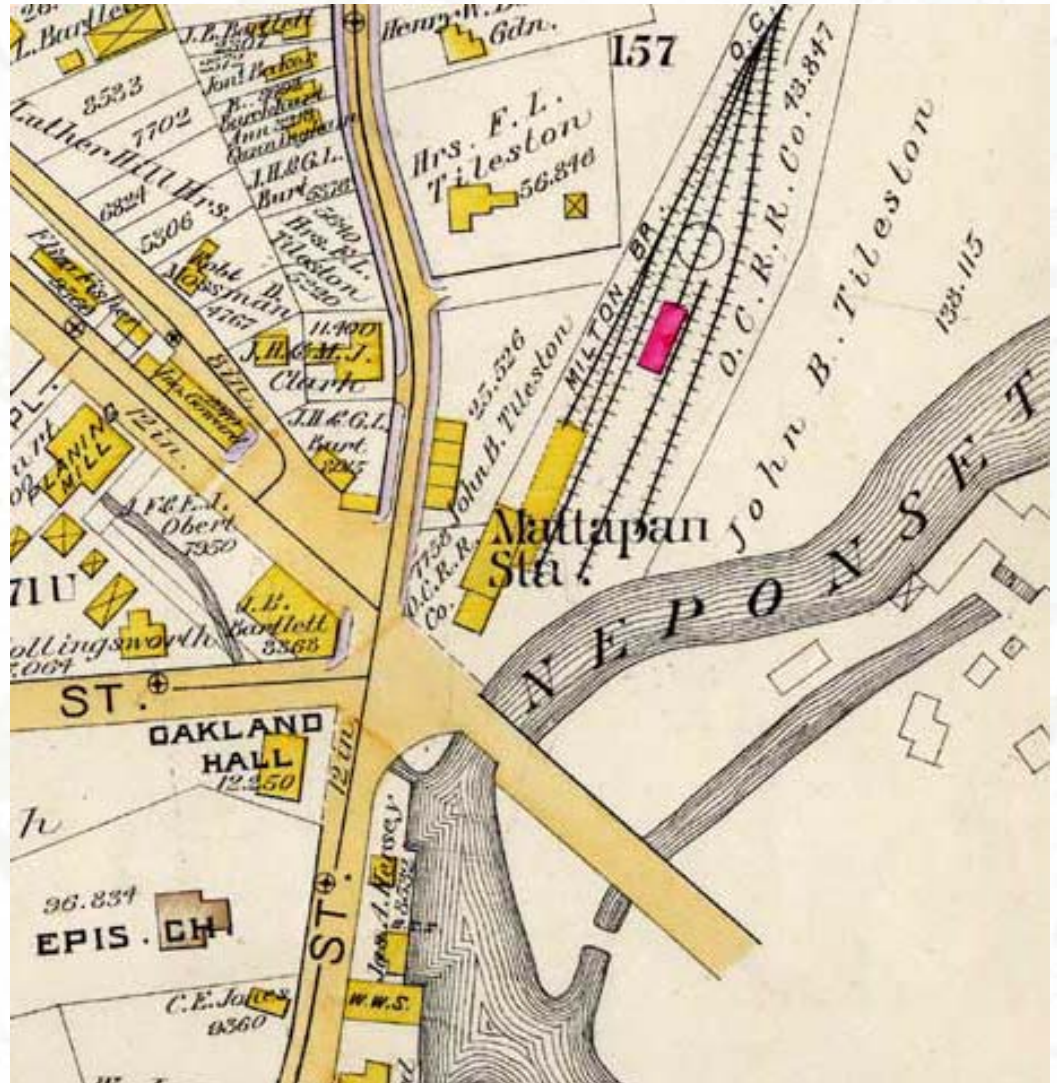
Topic Outline:

- History
- Built Environment
- Demographic Characteristics
- Housing Characteristics
- Previous Studies and Resources



Blue Hill Ave / Cummins Hwy Existing Conditions History

- Blue Hill Avenue as a major transportation line connecting Dorchester, West Roxbury to downtown Boston in late 19th century.
- Extensive street rail network, completed in 1901, terminates one branch in Mattapan Square.
- Mattapan becomes active streetcar suburb (advertised as “12 minutes to Boston”)



Source: Dorchester Atheneum



Blue Hill Ave / Cummins Hwy

Existing Conditions

History

- Jewish community in Boston grows, settling predominantly in Dorchester, Roxbury and Mattapan
- Peaks in 1940s, with over 90,000 Jewish residents in a 3 square mile area; largest Jewish community in New England
- Italian and Irish Catholics also settled in the area (approximately 40% of population in 1968)
- Blue Hill Avenue develops as thriving commercial corridor

Source: Dorchester Atheneum



Blue Hill Ave / Cummins Hwy

Existing Conditions

History

- After WWII, previous residents increasingly move to suburbs
- In 1968 the Boston Banks Urban Renewal Group (BBURG) established to make available home mortgage funds to low-income African American families within a designated area, including the northern part of Mattapan
- Demographics of the area change from the 1970s, and neighborhood becomes increasingly African American
- Recently, influx of Caribbean and Hispanic immigrants to the neighborhood

Source: Dorchester Atheneum

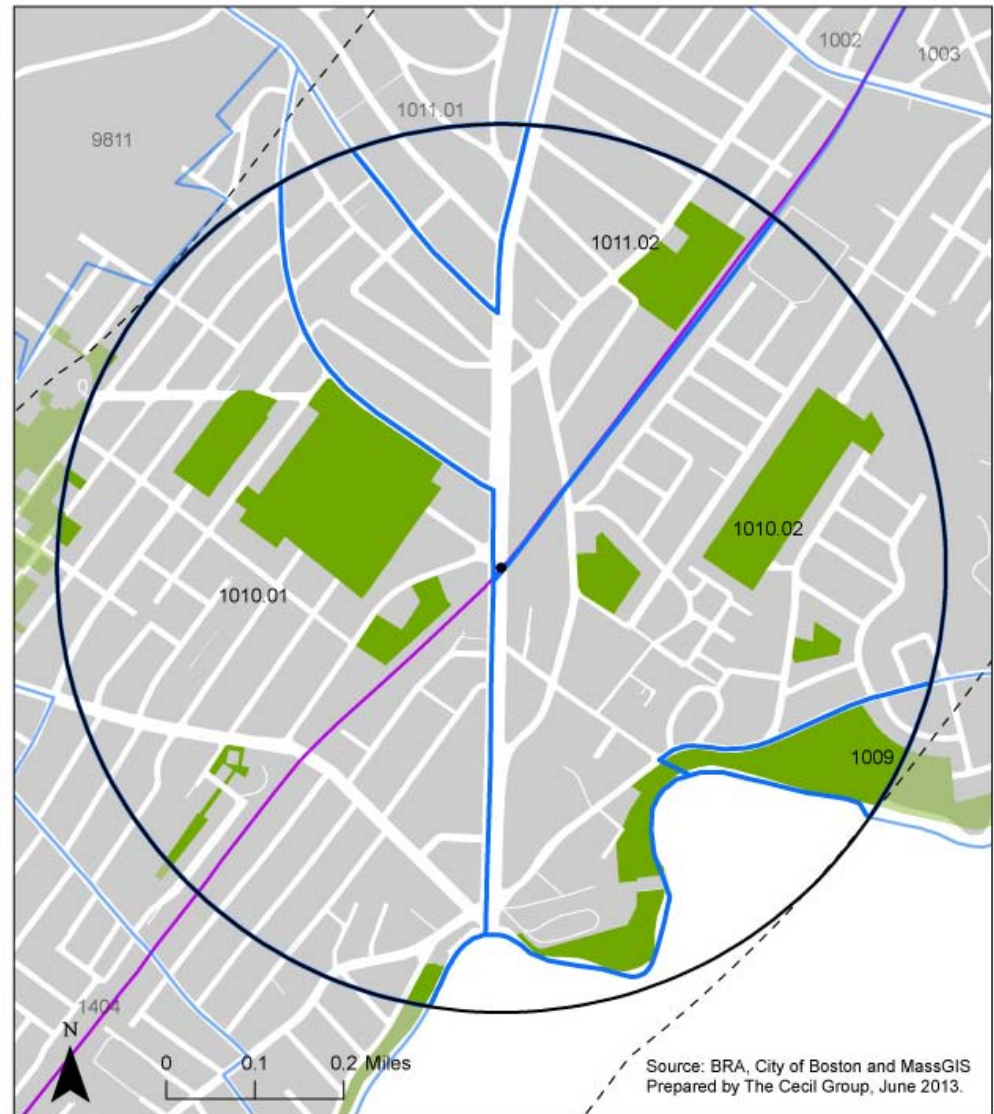
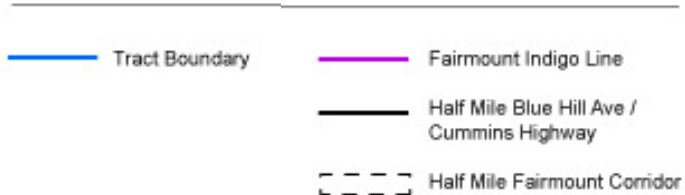


Blue Hill Ave / Cummins Hwy Existing Conditions

Station Study Area

- Data sources
- Census tracts and blocks that are within the ½ mile walking radius of Blue Hill Ave Station:
 - (4) Census Tracts: 1010.01, 1010.02, 1011.01, 1011.02
 - (2,115) Parcels

Neighborhood Census Tracts

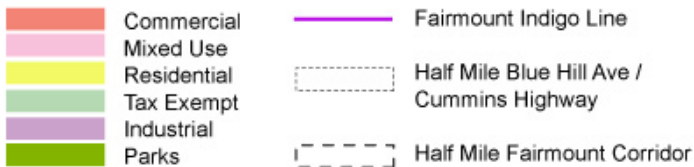


Blue Hill Ave / Cummins Hwy Existing Conditions

Land Use

- Predominantly residential – 1,854 parcels (88% of total)
- Tax exempt is second largest use (7%)
- Only 4% commercial land use, and 0.7% mixed commercial / residential
- Retail focused along Blue Hill Ave

Land Use



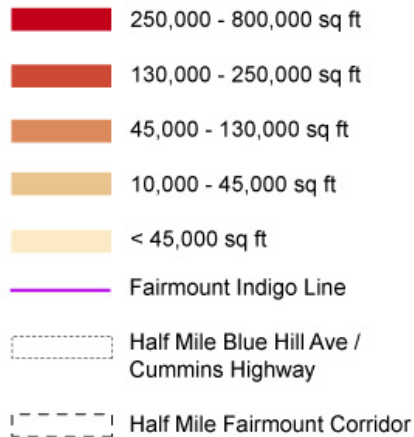
Source: BRA, City of Boston, MassGIS & 2011 ACS 5-Year Estimate.
Prepared by The Cecil Group, June 2013.

Blue Hill Ave / Cummins Hwy Existing Conditions

Parcel Size

- Average parcel size is 6,962 sq ft.
- Largest parcels concentrated along Blue Hill Ave.

Parcel Size

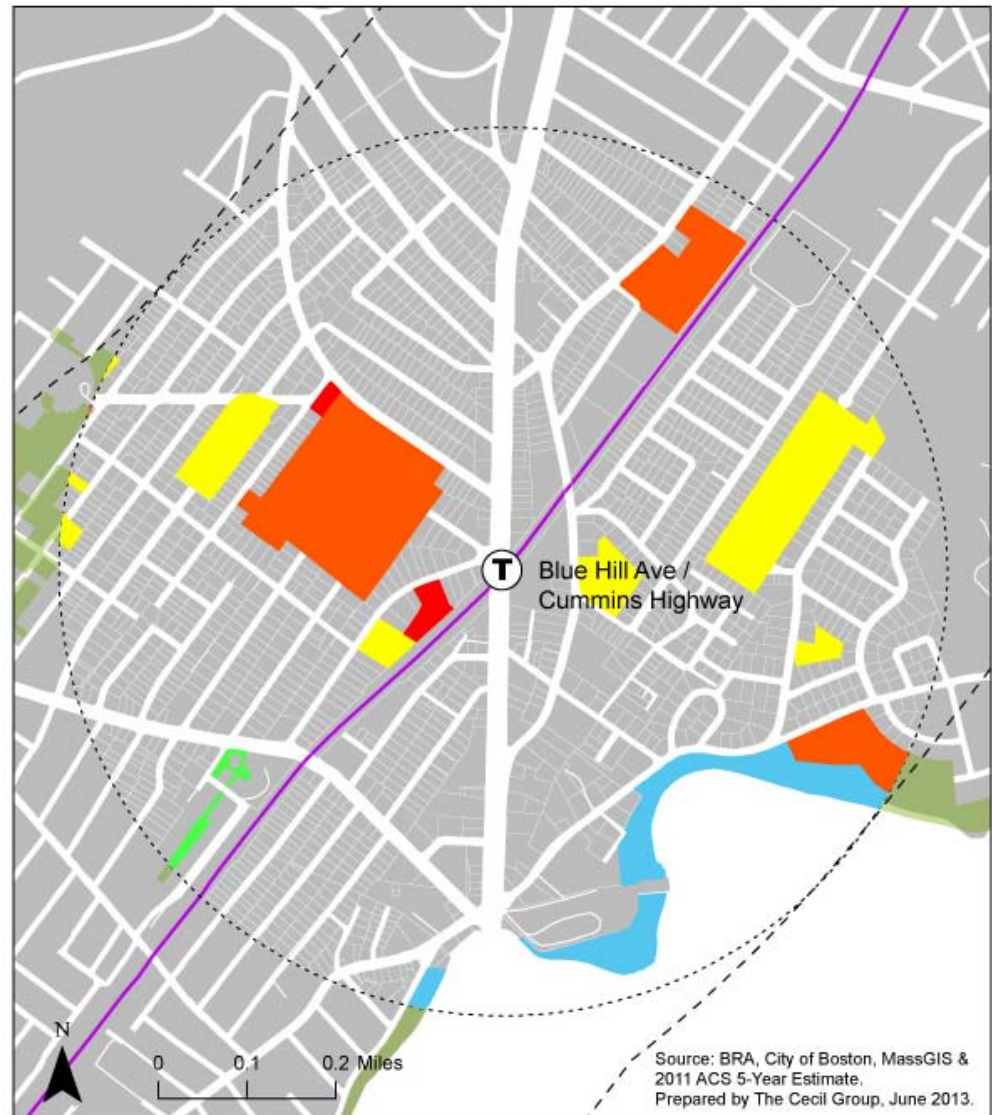


Blue Hill Ave / Cummins Hwy Existing Conditions

Open Space

- Approximately 2,500,000 sq ft of open space
- Open spaces comprise 17% of parcel area, compared to 15.7% in Boston

Open Space by Type



Blue Hill Ave / Cummins Hwy Existing Conditions

City Owned Buildings

- 13 of 2546 buildings are City-owned
- 133,000 sq ft of 3.5m total sq ft in study area



LEGEND

EXISTING ANCHORS

- Open Space Parcel
- Publicly-Owned (City, Boston Public Health, MBTA)

POTENTIAL CHANGES

- City-Owned by Foreclosure

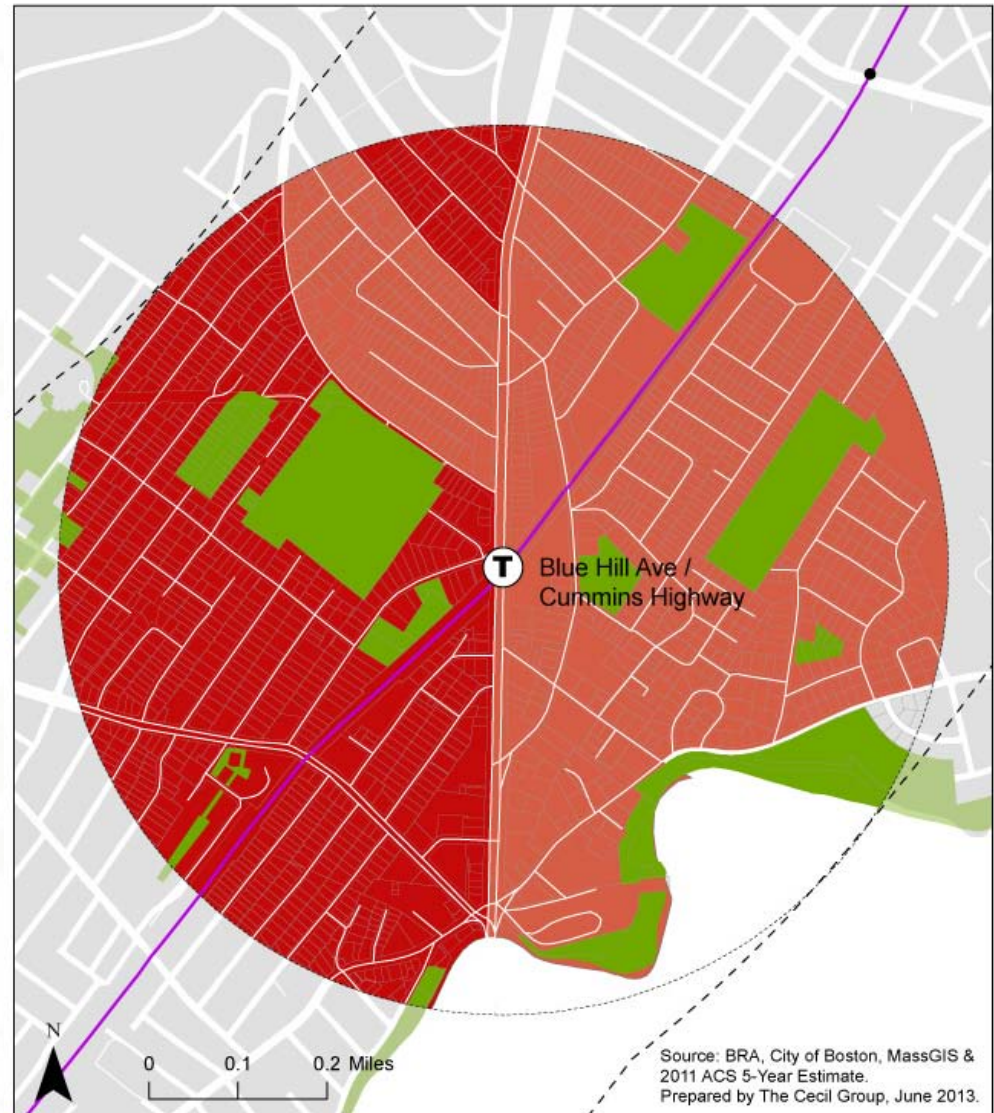
Source: BRA, City of Boston, MassGIS
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Blue Hill Ave / Cummins Hwy Existing Conditions

Household Income

- Station area median household income (MHI) is \$49,261; Boston MHI is \$50,684



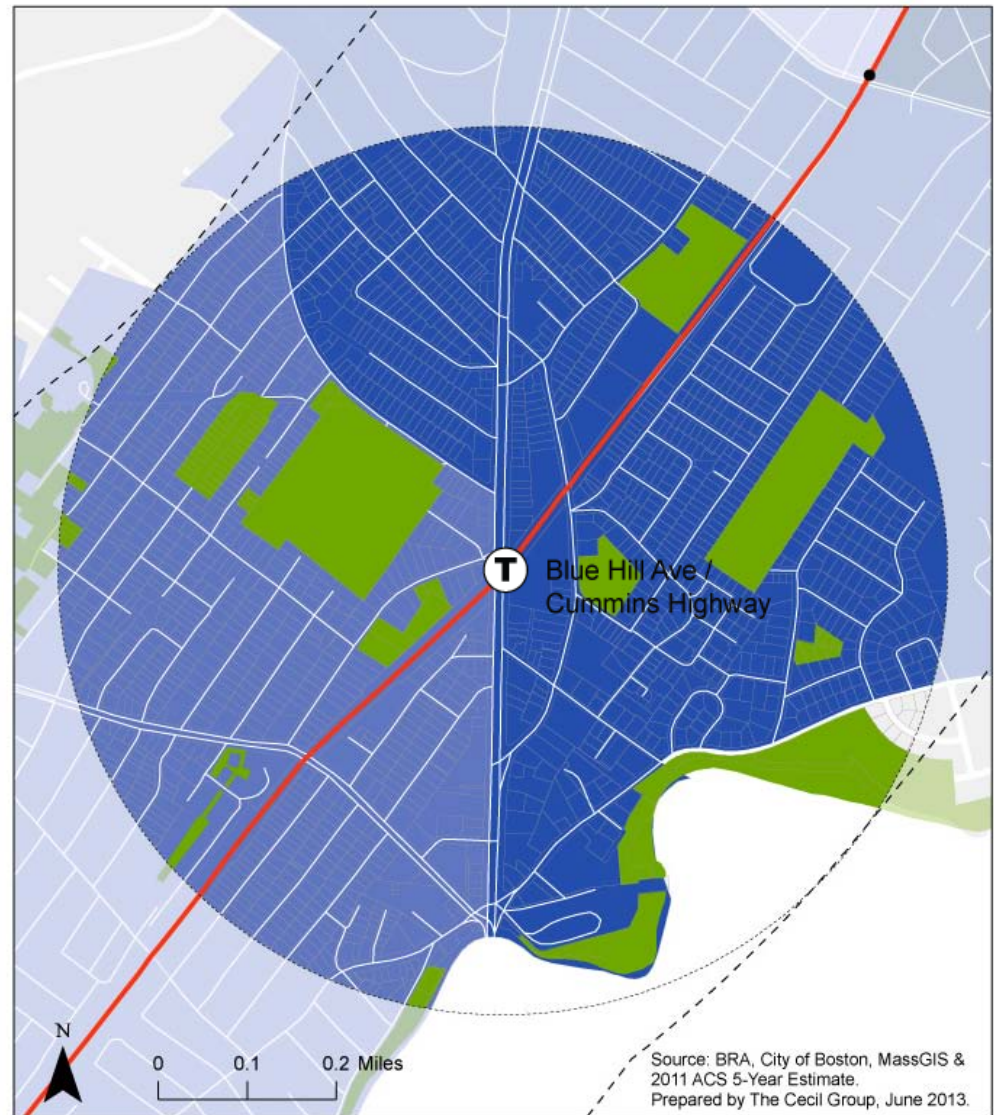
Median Household Income



Blue Hill Ave / Cummins Hwy Existing Conditions

Unemployment

- Average unemployment rate is 15.7%;
Indigo Corridor is 15.6%; Boston
Unemployment 9.3%



Unemployment Rate



Source: BRA, City of Boston, MassGIS & 2011 ACS 5-Year Estimate.
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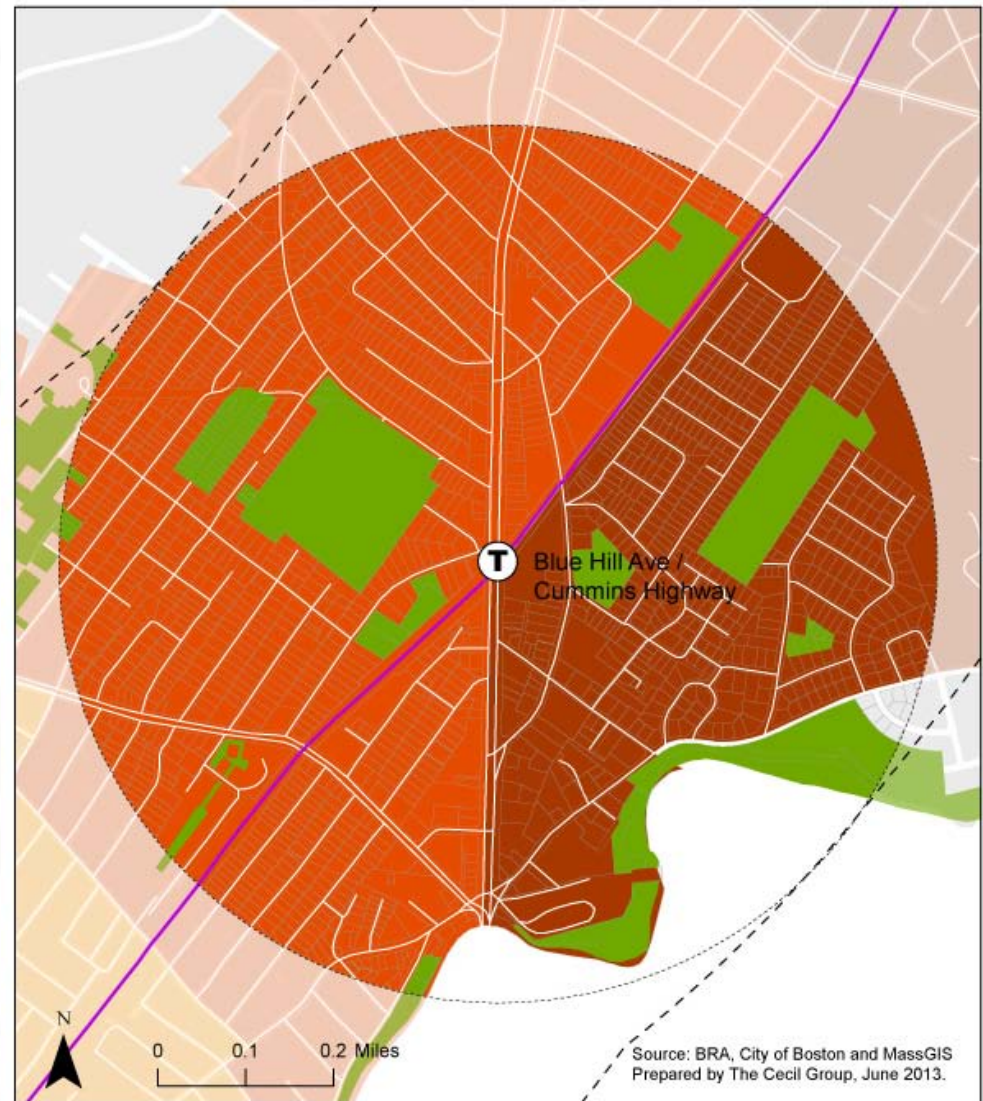
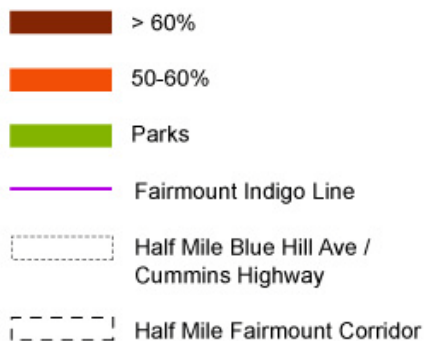


Blue Hill Ave / Cummins Hwy Existing Conditions

Education

- Station area population (25 years or older) with no more than a high school education is 57.8%; Indigo Corridor is 56%; Boston is 49%

Percentage of Residents with High School Education Only

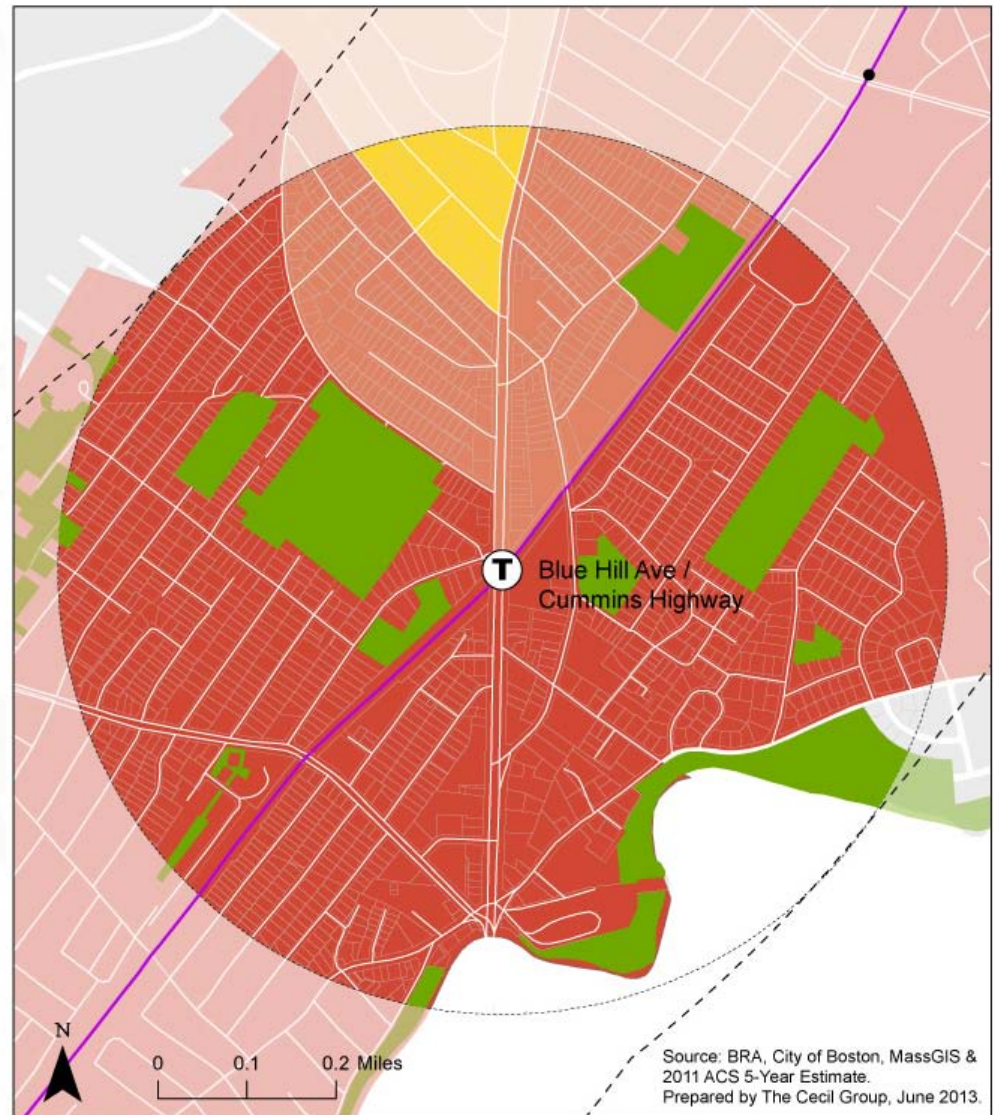
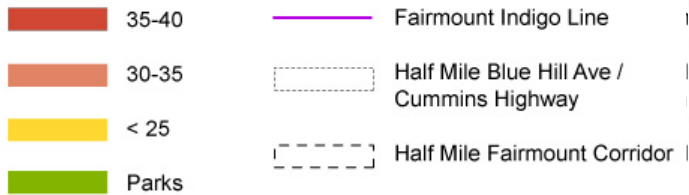


Blue Hill Ave / Cummins Hwy Existing Conditions

Age

- Median age of population within station area is 33.5; Boston median (citywide) is 30.9

Median Age (Years Of Age)

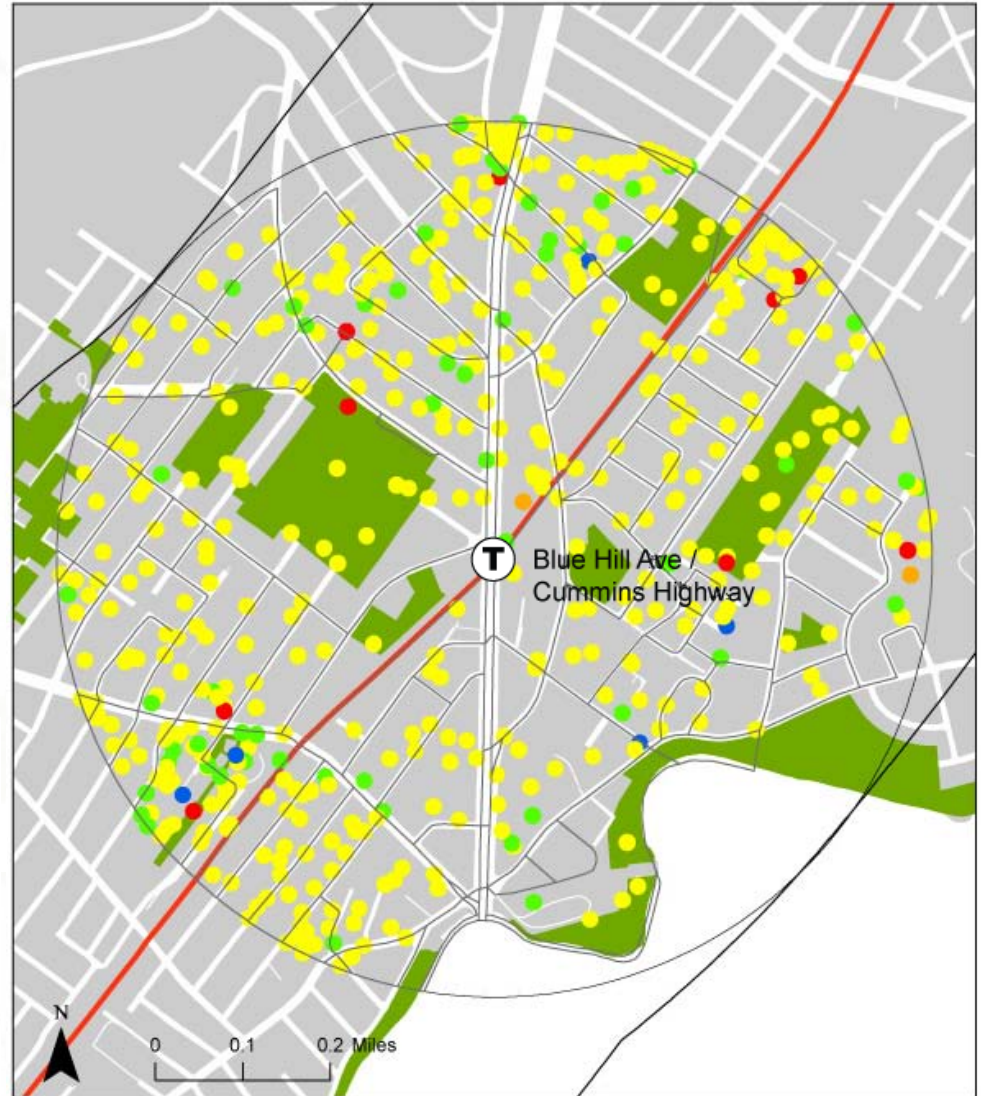
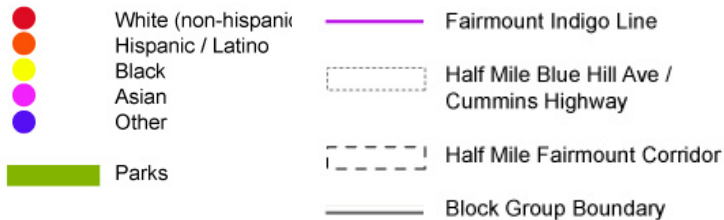


Blue Hill Ave / Cummins Hwy Existing Conditions

Race and Ethnicity

Race / Ethnicity	Station Area	Boston
Hispanic	9.50%	17.50%
White	1.98%	47.00%
Black	86.35%	22.40%
Asian	0.08%	8.90%
Other	0.51%	4.30%

Race
(One Dot = 20 People)

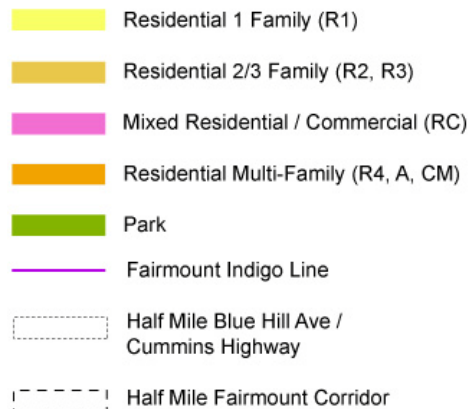


Blue Hill Ave / Cummins Hwy Existing Conditions

Housing Type

- 48% of residences are single family homes (R1)
- 46% are 2 or 3 family homes (R2, R3)
- Only 5% are multi-family
- <1% are mixed use

Housing Type

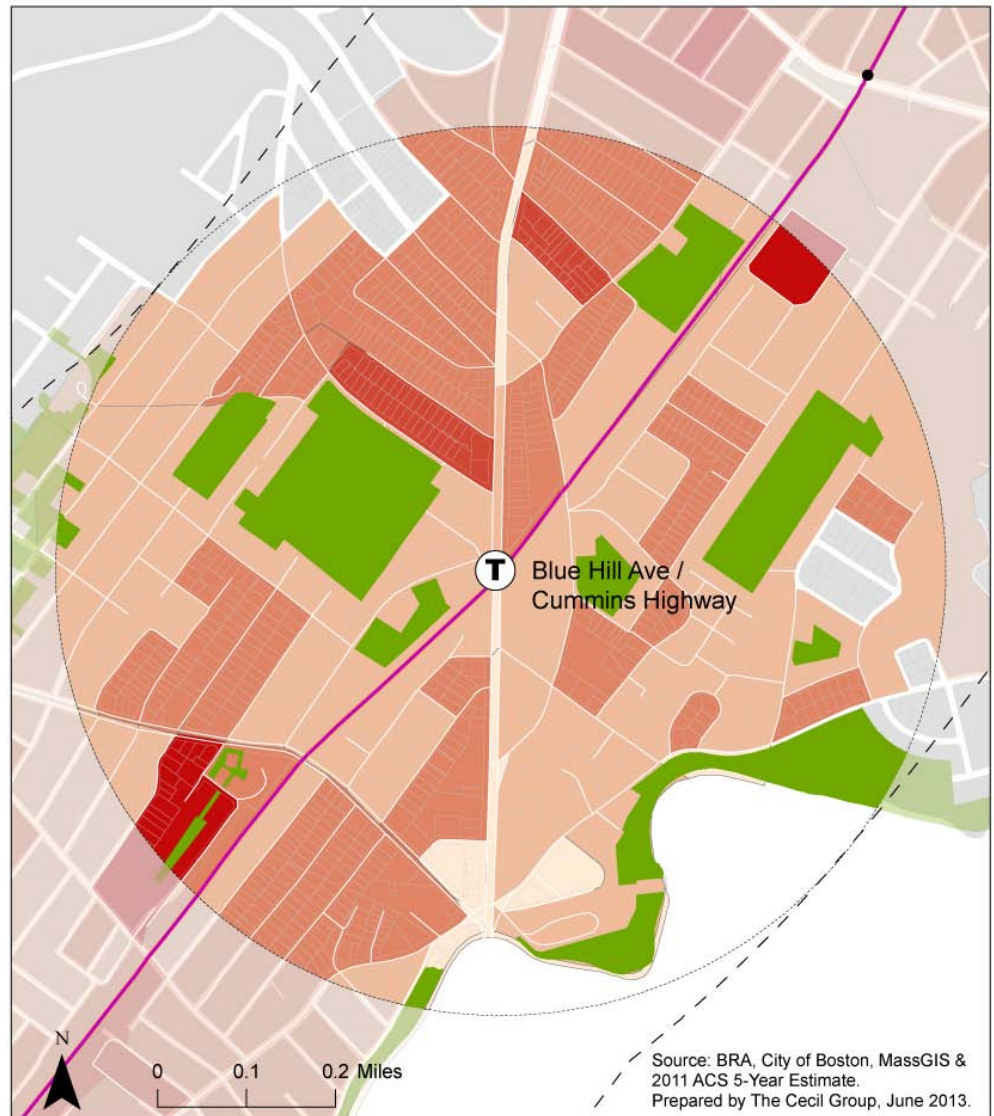
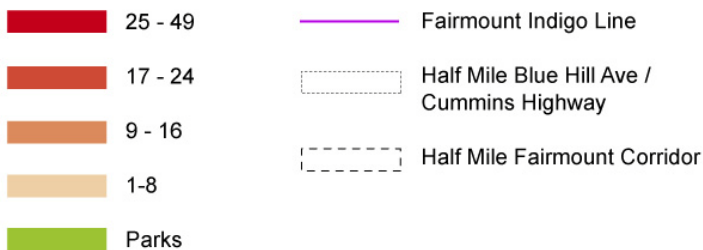


Blue Hill Ave / Cummins Hwy Existing Conditions

Housing Density

- Average of 7 units per acre
- Only three blocks (3%) with density greater than 20 units / acre
- Nationally, transit-oriented development averages about 40 units per acre near transit stations

Housing Density (Residential Units per Acr)



Source: BRA, City of Boston, MassGIS & 2011 ACS 5-Year Estimate.
Prepared by The Cecil Group, June 2013.



Blue Hill Ave / Cummins Hwy Existing Conditions

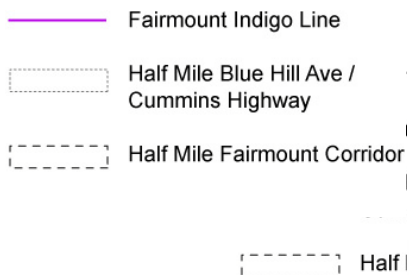
Affordable Housing

- Total of 191 Affordable Housing Units
- 190 are some form of rental unit

Mattapan Center for Life	550 River St
M.R. Smith (VUP)	19 Briarcliff Te
Patrick (VUP)	15 Linvale Te
Wayne Apartments	4 Almont St
Wayne Apartments	1447 Blue Hill Av
Wayne Apartments	1439 Blue Hill Av
Grubow (VUP)	19-21 Halborn
Fairfield Properties (aka Hiawatha Rd Apts)	8 Hiawatha Rd
70 Tennis Road	70 Tennis Rd
Fairfield Properties (aka Hiawatha Rd Apts)	41 Hiawatha Rd
48-50 Fottler (REMS Land)	48 Fottler Rd
Johnson (VUP)	708 Walk Hill
The Dorchester	563 Norfolk St
BHP Lena Park	31 Fessenden St
BHP Lena Park	1314 Blue Hill Av
BHP Lena Park	1310 Blue Hill Av
1317 Blue Hill Ave	1317 Blue Hill Ave
BHP Lena Park	4 Wellington Hill St

Affordable Housing (Number of Units)

- 1-10 units
- 10-25 units
- 25-60 units



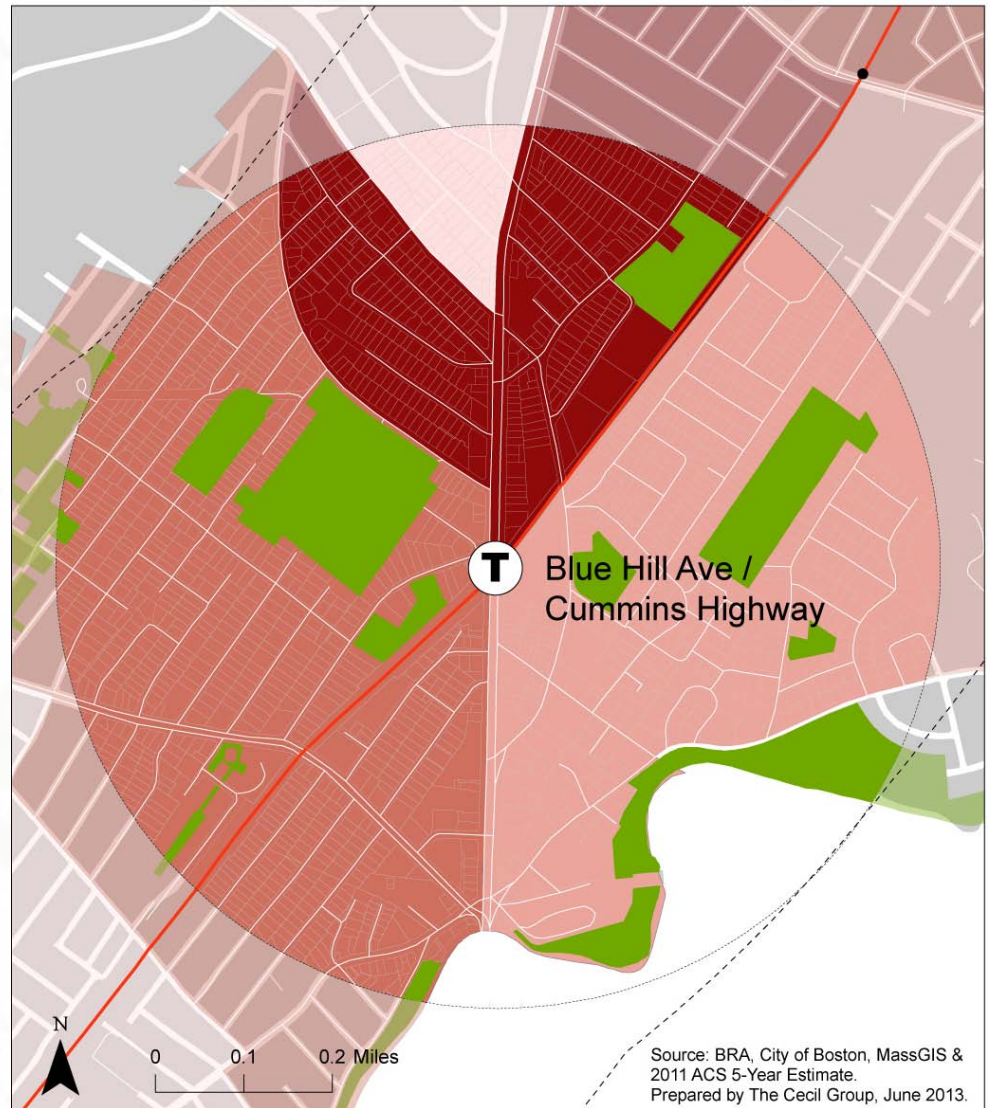
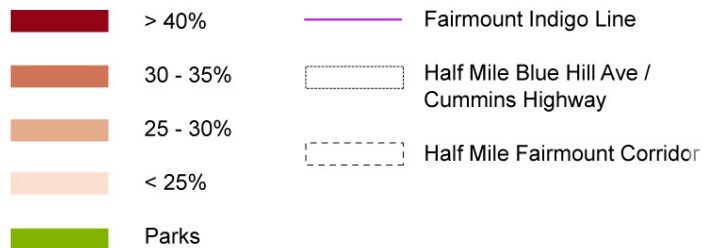
Blue Hill Ave / Cummins Hwy Existing Conditions

Severely Rent Burdened

- Approximately 35% of local renter households are severely rent burdened (expenditures of 50% or more on rent).
- 27% of Boston renter households are severely rent burdened, and 37% of corridor households are severely rent burdened

Severely Rent Burdened Housing

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

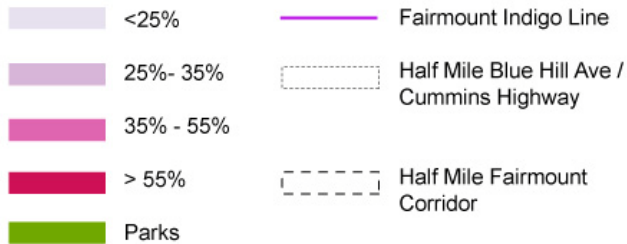


Blue Hill Ave / Cummins Hwy Existing Conditions

Owner / Renter

- Approximately 40% of housing units are owned.
- 47% of all structures built before 1940

Percentage of Housing Units Owned by Occupant



Blue Hill Ave / Cummins Hwy Existing Conditions

Vacant Parcels

- 258 out of 2115 parcels are vacant (12%)
- Relatively even distribution of vacant parcels, with several large parcels along Blue Hill Ave.

Vacant Land



Blue Hill Ave / Cummins Hwy Existing Conditions

Green Streetscape

- With some exceptions (e.g. Indigo Line overpass) consistent and regular tree plantings along Blue Hill Ave.
- Irregular planting along residential side streets
- Trees often included as sidewalk feature in new developments

Trees & Parks

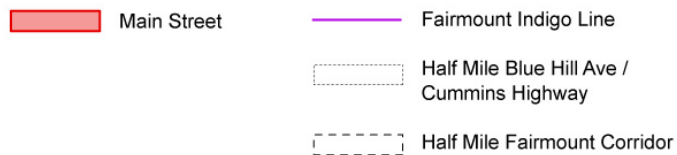


Blue Hill Ave / Cummins Hwy Existing Conditions

Main Street Boundary

- Mattapan Square Main Street designated a Boston City Main Streets district in November 2010
- 6 Main Street districts within Indigo Corridor

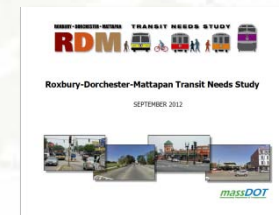
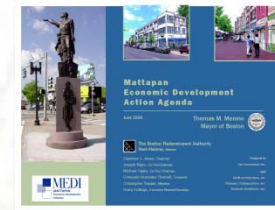
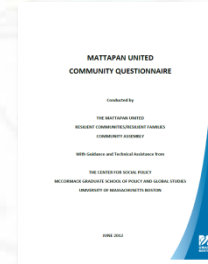
Proposed Main Street Boundaries



BLUE HILL AVE / CUMMINS HWY

Previous Studies and Resources

- Mattapan United 88 Community Interviews (2012: UMass Boston)
 - **Assessment of community concerns:** lack of jobs for adults and youth, low income/wages, substance abuse, lack of affordable housing, youth violence and gangs, recreational activities for youth, obesity and diabetes, education/training opportunities for adults
- Mattapan Economic Development Action Agenda (2006: MEDI)
 - A strategic initiative designed to establish an overall vision, an “action agenda,” and an initial implementation plan for the revitalization of Mattapan's commercial districts and surrounding neighborhoods
- Roxbury Mattapan Dorchester (RDM) Transit Needs Study
 - A strategic transportation study – long term strategies include high frequency service on Fairmount Indigo Line, DMU’s on Fairmount, self-service fare collection on buses
- Cote Ford Community Planning Workshop (2011: AICP)

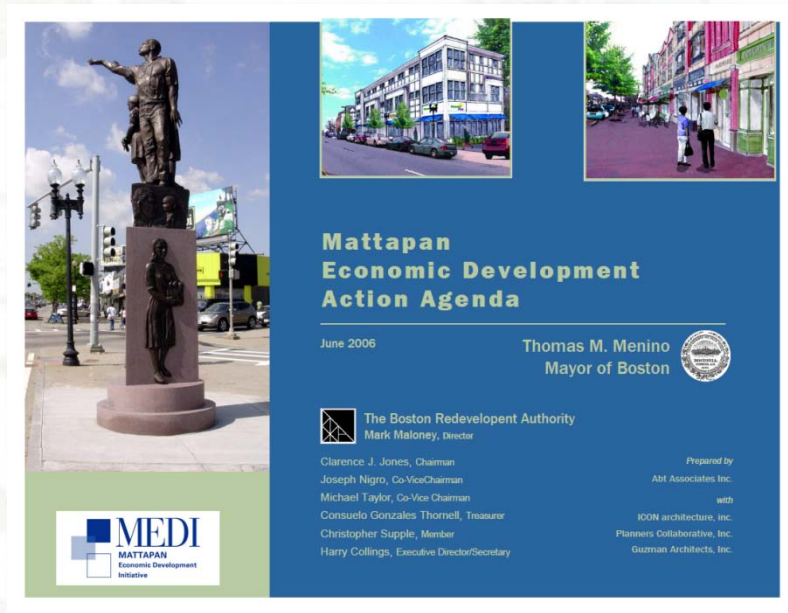


BLUE HILL AVE / CUMMINS HWY

Previous Studies and Resources

MEDI Action Agenda (2006) Key Points:

- The most promising approaches for increasing Mattapan's appeal as a place to live, work, invest, and play
- Key Strategies –
 - Enhance range and quality of goods and services provided in commercial districts
 - Improve public safety
 - Increase residential density along commercial corridors
 - Improve visual appearance of commercial district



BLUE HILL AVE / CUMMINS HWY

Previous Studies and Resources

Cote Ford Community Planning Workshop (2011: AICP)

Community Vision Statements:



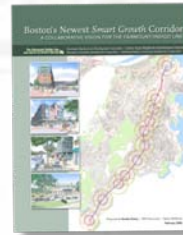
- A high quality design **compatible** with the existing neighborhood scale, **community and family-oriented** with multiple purposes, including inter-generational housing and retail
- Make Mattapan **a destination to be proud** of with a **great mix** of housing and retail, a **community center** where youth, senior, and others can socialize, a place to enhance the community, new development that fits and **reflects the community**
- Create a **gateway to the cultures** of Mattapan that will capitalize on the **multicultural diversity** of the community. Establish residential development that reflects the character of the existing neighborhood, with **community-focused** business that holistically promotes a **healthy lifestyle**
- **High Quality development** that enhances the neighborhood as a place where someone could raise a family, **balances gateway and neighborhood character**, uses like a nice sit-down restaurant and shops, creates **retail/mixed use** on Cummins and residential on Regis in scale with existing homes, reflect “country living in the city” that defines Mattapan



BLUE HILL AVE / CUMMINS HWY

Previous Studies and Resources

Boston's Newest Smart Growth Corridor Study



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

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



COTE FORD SITE BACKGROUND

Site Characteristics

- Vacant parcels since 1993
- 3.2 acre (150,000 square foot)
- 10 non-contiguous parcels
- Brownfield site (estimated costs of \$1M in remediation required)
- Former auto dealership
- City of Boston foreclosure property – tax liability over \$1.6M
- Site includes ledge
- Cummins Highway and Regis Road frontage



COTE FORD SITE BACKGROUND

Site Characteristics



COTE FORD SITE BACKGROUND

Site Characteristics

Parcel	Address	Owner	Land Area (SF)	Building Area (GSF)
1	820 Cummins Highway	City of Boston	40,166	49,458
2	30/32 Regis Road	City of Boston	56,913	14,250
3	Regis Road	City of Boston	6,250	0
4	Regis Road	Cummins Development Co LLC	12,500	0
5	Cummins Highway (2 parcels)	Cummins Development Co LLC	16,616	0
6	Cummins Highway (4 parcels)	Cummins Development Co LLC	19,403	0
		TOTAL	151,848	63,708




COTE FORD SITE BACKGROUND

Site Characteristics

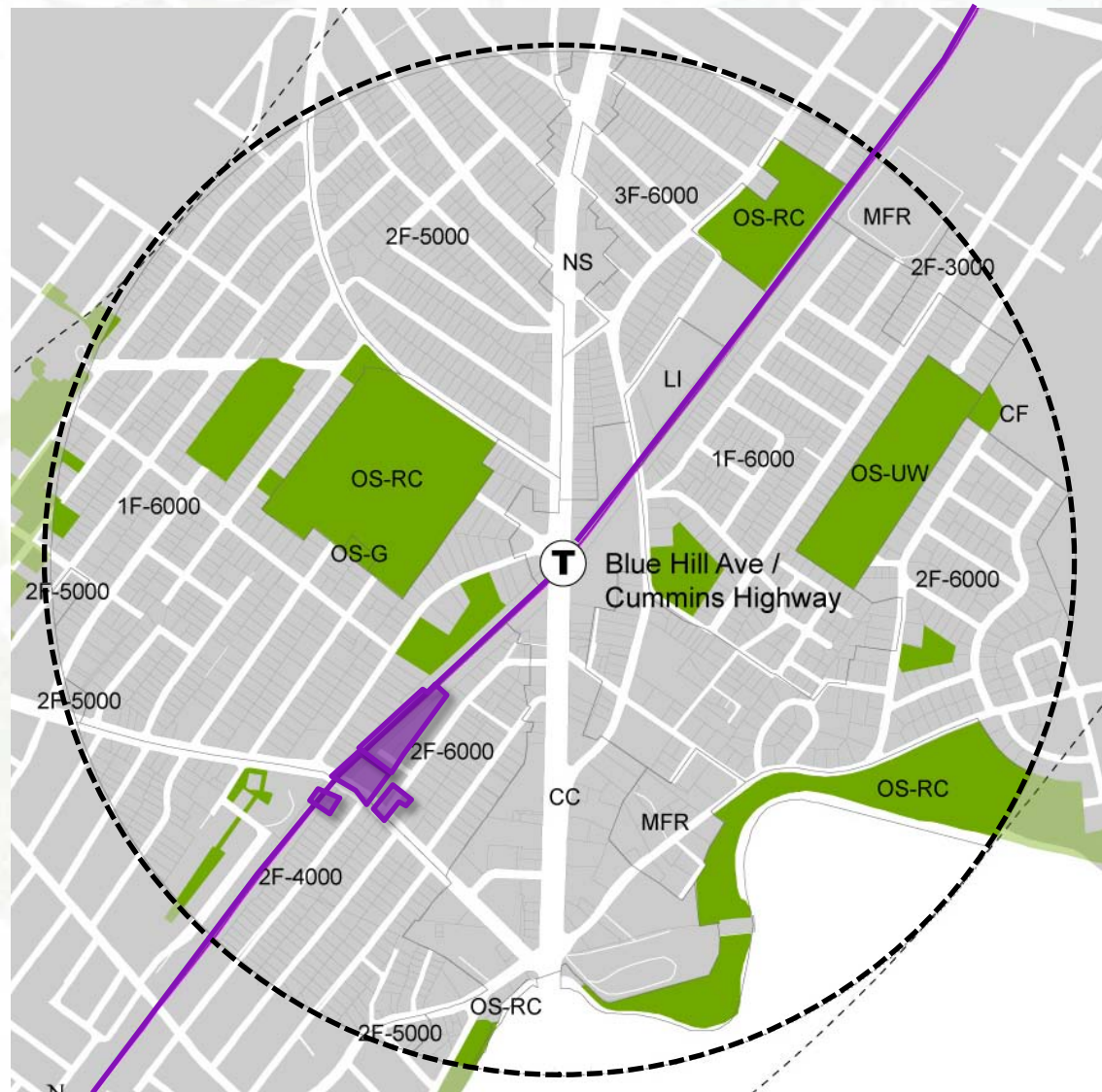
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district – *Cummins Highway Gateway Area*

- Purpose – to allow for the development of buildings that serve as distinctive visual cues to signify the entrance to the commercial areas of Mattapan
- Allows multi-family and elderly housing uses
- Maximum Floor Area Ratio –
2.0 (as-of-right)
4.0 (with Article 80 Review)
- Maximum Building Height –
45' (as-of-right)
55' (with Article 80 Review)



COTE FORD SITE BACKGROUND

Previous Development Scenarios

The Community Builders TOD Proposal (2008)

- 62 residential units, 2,000 SF retail, 15,000 SF common space, 26,000 SF open space, 62 parking spaces



COTE FORD SITE

Preliminary Fit Studies

Scenario 1

Physical Massing Test



COTE FORD SITE

Preliminary Fit Studies

Scenario 1

- Active ground floor uses at Station Gateway/Cummins Highway
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	10,700	5; 55'	53,500	8,000	0	0	36	34	2.17
2	6,700	5; 55'	33,500	5,000	0	0	22	20	2.17
3, 4 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	7,600	3, 34'	22,800	0	0	0	19	22	0.74
6-11 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
12	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
13	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			177,980	23,000	0	0	131	136	1.17



COTE FORD SITE


Preliminary Fit Studies

Scenario 1

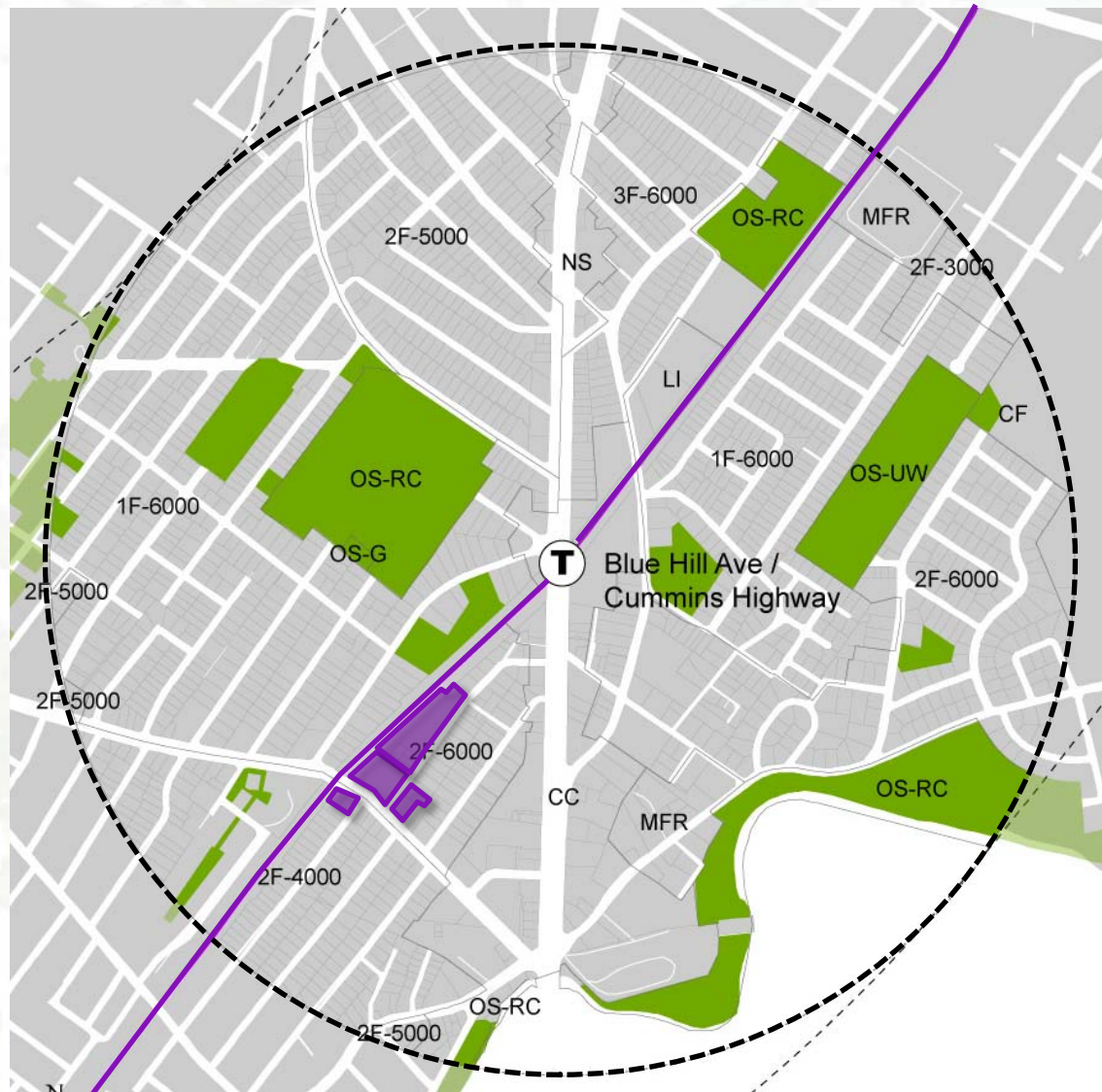
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
 - Test – **FAR 2.17**
- Maximum Building Height – 45', 55' (with Article 80 Review)
 - Test – **55'**
- Off-Street Parking Required:
 - Residential – 1/dwelling
 - Office/retail – 2/1000
 - Industrial - 0.5/1000
 - Educational - 0.7/1000



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

Physical Massing Test



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

- Potential educational use *(average 300 students at 100 SF/student, separate gym)
- Stand-alone residential – multi-family and 2-family infill

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	17,500	2; 40'	35,000	0	0	30,000*	0	24	0.87
2	19,000	1; 38'	19,000	0	0	17,000*	0	22	0.33
3	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
4	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
5	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
6	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
7	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			126,130	10,000	0	37,000	44	96	0.83



COTE FORD SITE

Preliminary Fit Studies

Scenario 2

- *Benchmarking* the size of educational facilities in the City:
 - **(New) City on a Hill Charter School, Dudley Square – 30,000 SF**
 - Joseph Hurley School, South End – 45,000 SF
 - Ellison/Parks Early Education School, Mattapan – 36,000 SF
 - Boston Teachers Union School, Jamaica Plain – 39,000 SF
 - Mary Lyon Upper School, Brighton – 47,000 SF
 - Boston International HS, Mattapan – 50,000 SF
 - Ludwig van Beethoven Elementary School, West Roxbury – 37,000 SF
 - Boston Adult Technical Academy (BATA), Mattapan – 32,000 SF
 - Dennis Haley Elementary, Roslindale – 38,000 SF
 - Holland Elementary School, Dorchester – 100,000 SF
 - Mattahunt Elementary, Mattapan – 171,000 SF



COTE FORD SITE


Preliminary Fit Studies

Scenario 2

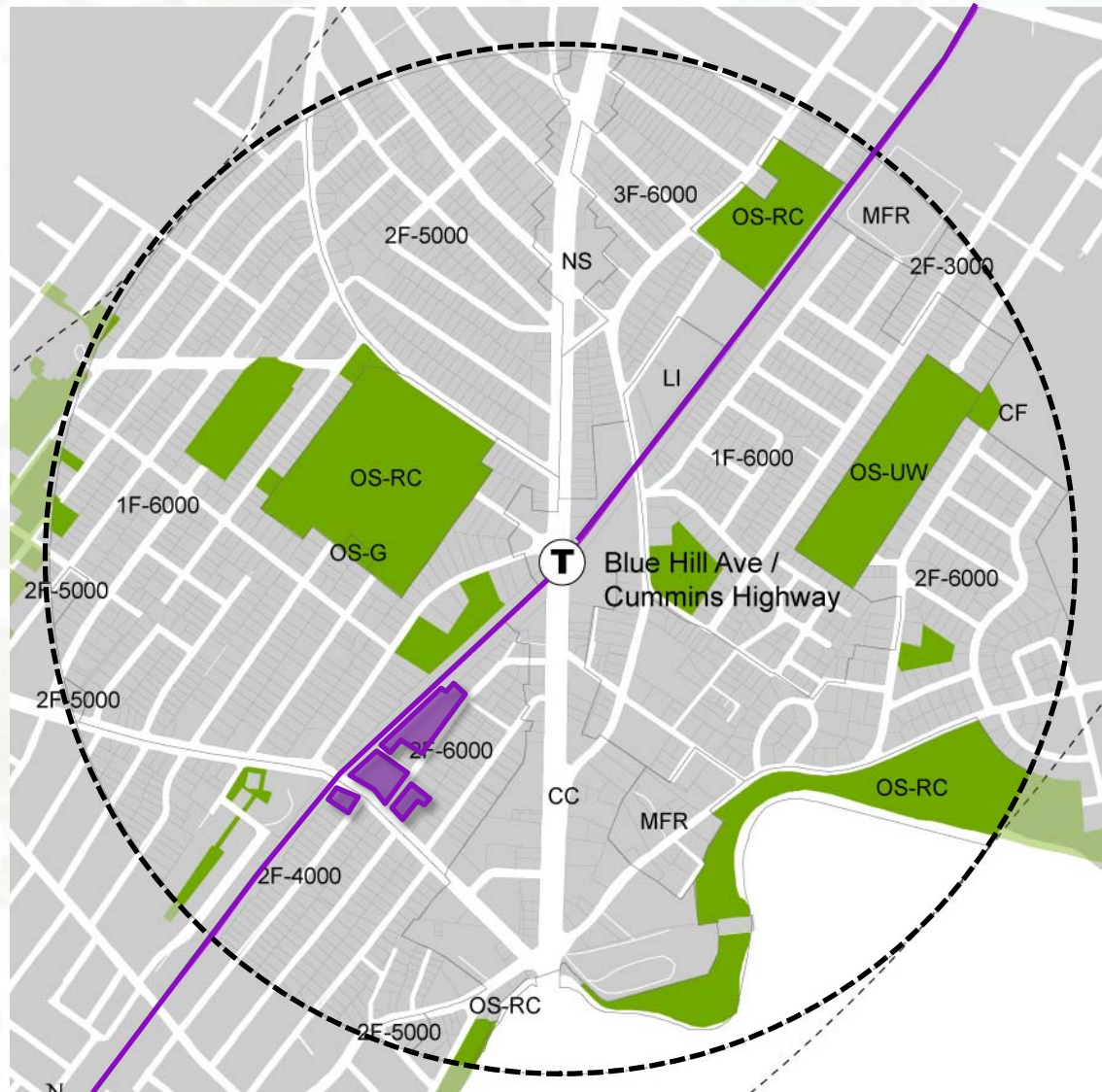
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
 - Test – FAR 1.72
- Maximum Building Height – 45', 55' (with Article 80 Review)
 - Test – 45'
- Off-Street Parking Required:
 - Residential – 1/dwelling
 - Office/retail – 2/1000
 - Industrial - 0.5/1000
 - Educational - 0.7/1000



COTE FORD SITE

Preliminary Fit Studies

Scenario 3

Physical Massing Test



COTE FORD SITE

Preliminary Fit Studies

Scenario 3

- Active ground floor uses at Station Gateway/Cummins Highway
- Multi-family cluster on parking plinthe

Bldg	Bldg Floor Area (SF)	Bldg Height (Stories; FT)	Bldg Total Area (GSF)	Active Ground Floor (NSF)	Office (NSF)	Other (Educ.) (NSF)	Resident Units	Parking Provided (Spaces)	FAR
1	21,700	9; 95'	158,700	17,000	0	0	134	92	3.95
2	13,700	8; 85'	83,200	0	0	0	70	64	2.71
3	13,800	7; 75'	71,400	0	0	0	60	52	2.71
4,5,6 (EACH)	1,580	2.5, 34'	3,950	0	0	0	2	2	0.63
7	6,700	4; 45'	26,800	4,000	0	0	17	20	1.61
8	8,370	4; 45'	33,480	6,000	0	0	21	24	1.72
			385,430	27,000	0	0	308	258	2.54



COTE FORD SITE


Preliminary Fit Studies

Scenario 3

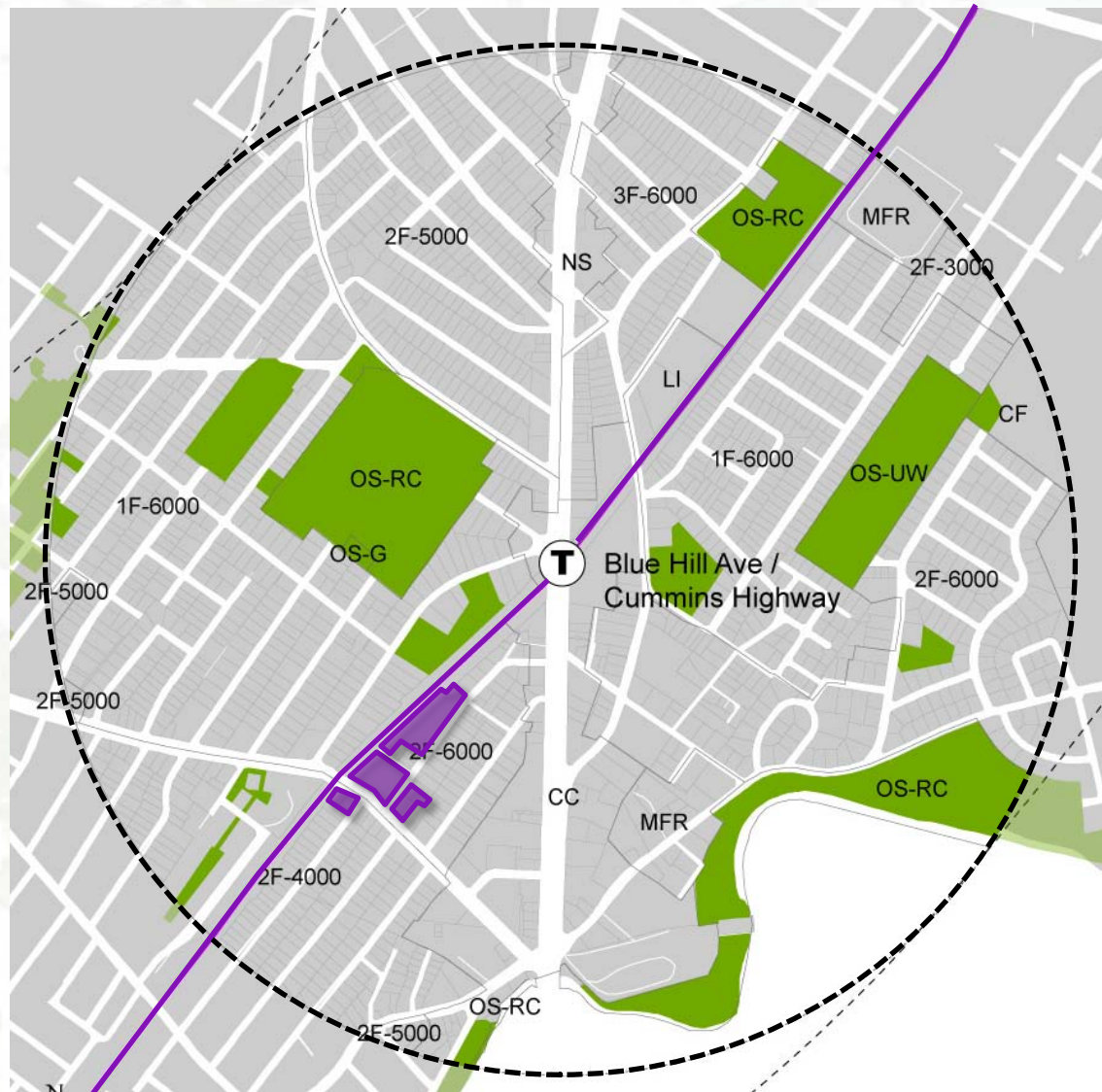
Current Zoning

Greater Mattapan

Neighborhood District

 Gateway development area overlay district

- Maximum Floor Area Ratio – 2.0, 4.0 (with Article 80 Review)
 - Test – FAR 3.95
- Maximum Building Height – 45', 55' (with Article 80 Review)
 - Test – **95'**
- Off-Street Parking Required:
 - Residential – **1/dwelling**
 - Office/retail – 2/1000
 - Industrial - 0.5/1000
 - Educational - 0.7/1000



NEXT STEPS

1. **October WAG Meeting**

10/8, 10/9, 10/21, or 10/22

2. **Community Meeting**

10/30 or 11/2



OCTOBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																			
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Fairmount Indigo Planning Initiative

**Blue Hill Ave / Cummins Hwy
Working Advisory Group
(WAG) Meeting #1**

Thursday, September 26, 2013
6:00 – 8:30 PM
Mattapan Health Center

Prepared by:

The Cecil Group Team

- The Cecil Group
- HDR Engineering, Inc.
- Byrne McKinney & Associates, Inc.
- McMahon Associates
- Bioengineering
- SAS Design, Inc.
- Shook Kelley

