

# The Residences at Fairmount Station

Hyde Park, MA



**Application for Article 80 Small Project Review**  
Boston Redevelopment Authority

***Supplemental Information and Amendment***  
**June 23, 2014**

**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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## Residences at Fairmount Station – Article 80 Supplemental Information



**Southwest Boston Community Development Corporation**  
Building Communities, Building Partnerships  
in Hyde Park and Roslindale

June 23, 2014

Mr. Brian Golden  
Director  
Boston Redevelopment Authority  
City Hall  
Boston, MA 02201

Att: John Campbell, Project Manager

RE: Article 80 Small Project Review Supplemental Information and Amendment  
Residences at Fairmount station, (0-15 Nott Street) Hyde Park, MA

Dear Mr. Golden:

Southwest Boston CDC and Codman Square NDC, the members of Logan Square LLC, the developer of Residences at Fairmount Station, are pleased to submit the enclosed supplemental information to our application for Small Project Review

We have met with BRA and DND staff, elected officials and several abutters to the project site to respond to several issues raised at and after the January 8, 2014 Article 80 community meeting. The enclosed material contains one amendment to the original Project notification Form and an elaboration and clarification of the site access plan.

We are also providing some additional information responding to some issues raised at the January 8<sup>th</sup> meeting and providing additional data supporting the benefits fo and need for this development.

We would also like to take this opportunity to point out that the Residences at Fairmount Station is a Fairmount Corridor transit oriented development. This supplemental information references the BRA's Fairmount Indigo Planning Process, in which the project co-developers have actively participated over the past three years.

We look forward to early approval of the Application by the BRA Board.

Yours truly,

A handwritten signature in black ink, appearing to read 'Mathew Thall', written in a cursive style.

Mathew Thall  
Interim Executive Director

### **Proposed Modifications to Project Notification Form for Residences at Fairmount Station**

#### **Zoning Variance Required**

The developer will not seek the establishment of a Private Way connecting to Walnut Street/Second New Way. The requirements cited by Public Works Dept. engineers who staff the Public Improvement Commission to have sidewalks on both sides of the proposed private way cannot be achieved at this time and, in the developer's view would actually compromise the safety of pedestrians and wheelchair users exiting and entering the lower level entrance of the development, given the current non-compliant uses of the adjoining property.

The site plan therefore no longer shows a street (previously labeled "Midland Street") at the Fairmount Station level, which is now designated the Basement of the building. Access to the garage will be via the existing right-of-way easements, which constitute a *de facto* private driveway. Pedestrian access to the lower level entrance to the building, now a secondary entrance, will be via the sidewalk that the developers will install adjacent to the Fairmount Station platform, as shown in the original submission.

These changes will make Nott Street, which is approximately twelve feet above the Fairmount station level/driveway grade, the first floor of the building. The property is located in the NS-2 zoning district, a neighborhood shopping district. Article 69 of the Zoning Code prohibits residential uses on the first floor of the NS-2 district. As the design of this floor of the building, previously designated the second floor, remains largely unchanged as consisting primarily of apartments, the developers will seek a variance permitting residential uses on the first floor of the Residences at Fairmount Station.

The revised zoning analysis chart, Appendix 1, also shows that the height of the building, measured from Nott Street only is well below the maximum height allowed at the location.

#### **Building design changes**

There are no changes to the exterior, height, footprint, residential unit configuration, mechanical areas, common area circulation or roof plan of the building. The only architectural design change is as follows:

- The management office will be located on the first floor at the primary entrance to the building. This will reduce the area of the community room previously shown on the second floor. The management office and community room will be a shared space.

Appendix 2 includes four building floor plans, with labels showing the new floor levels. The Basement and First Floor plans show the eliminated and the relocated management office space, respectively.

#### **Access and Accessibility**

At the January 8, 2014 community meeting and in subsequent discussions with walkability experts, concerns were raised about a proposed car drop off in front of the building on Nott Street and lack of clarity about pedestrian access from the Nott Street entrance to Fairmount Ave.

## Residences at Fairmount Station – Article 80 Supplemental Information

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We have determined that the Nott Street car drop off area is not a requirement of any regulatory or funding agency. The car drop off on Nott Street has been eliminated. Car drop-off/pick up can be achieved at the basement entrance of the building, where a complete vehicle turnaround has been designed.

The developers' staff, project architect and civil engineer have worked closely with Walk Boston to assess different options for providing the best possible pedestrian and wheelchair access from the building's main entrance on Nott Street, which is a private way, to the nearby public streets,. We include as Appendix 3 to this submission a revised complete site access plan and details of access from Nott Street side of the budding to Fairmount Avenue.

The elaborated Nott Street access design creates a pedestrian plaza across the entire width of Nott Street in front of the building's courtyard and entry walkway. This will consist of distinctive paving material with a mountable curb across the roadway width of Nott Street affording access to the building by fire trucks and other emergency vehicles. A seven foot wide sidewalk will run from the edge of the pedestrian plaza along the North side of Nott Street, with a curb cut to the driveway leading to the property at 7 Pierce Street, and continuing in front of Historic Boston's Vertulo Building parking area. Historic Boston Inc, is an enthusiastic supporter of the Residences at Fairmount Station. It has committed to work with the developers' and the City's engineers to devise a walkway that affords access to the five or six parking spaces adjoining the Vertullo Building.

Endorsements of this access plan by Walk Boston and Historic Boston are included in Appendix 4

### Other Supplementary Information

We are providing here responses, additional information and new data concerning issues raised at the prior community meeting, in the media and in subsequent interactions with residents and business owners in both Hyde Park and the Boston Metropolitan area.

#### **Environmental Issues**

Concerns have been raised about the proximity of the site to the Lewis Chemical site as well as the operating automobile repair and service businesses at the adjoining property.

Appendix 5 includes excerpts from the Phase I environmental assessment of the Residences at Fairmount Station site concluding that there is no risk of contamination of soil or groundwater of the Fairmount Residences site from the ongoing and discontinued industrial activity nearby, as these contaminated or high risk sites are downgrade from the subject site. A Phase II environmental study by McPhail Associates which has the results of actual soil sample analysis shows a low level of hazardous waste on the site,, likely from prior uses of above ground oil storage, coal storage and a railroad spur. Environmental engineer has estimated that these conditions can be remediated for less than 2 percent of the total development cost of the project.

Concerns have also been raised about possible hazardous emissions from the automotive businesses at the adjoining property. It should be noted that there is not now any information that hazardous emissions are being generated at that property. In discussion with the property owner, Logan Square LLC representatives have offered to pay for the engineering and implementation of redirecting any vents on that property away from the Residences at Fairmount Station and toward Second New Way/Walnut Street. Additionally, once the

## Residences at Fairmount Station – Article 80 Supplemental Information

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developers have full ownership of the project site, if it is determined that there are illegal emissions being generated at the neighboring property, the developer will be diligent and aggressive in seeking enforcement by local, state and federal authorities of all air pollution and public health regulations, ordinances and statutes

### **Consistency with Neighborhood and Fairmount Corridor Plans**

The Residences at Fairmount Station represents development that is fully consistent with plans and planning recommendations included in the Hyde Park Master Plan and the draft Fairmount Indigo Planning Initiative Report. This development is the Fairmount Corridor Transit Oriented Development pipeline project that is immediately adjacent to the Fairmount Line station that has experienced the highest increase in ridership since new stations were officially opened in July 2013.

One of the critical roles this development can play in the commercial revitalization of Hyde Park's downtown (Clearly/Logan Square business district) is to increase local customers for retail stores in the area. This development will increase the residential population of the shopping district by approximately 75 people, many in households without cars. Increased foot traffic on Fairmount Ave, River Street and Hyde Park Avenue from residents of the development will corroborate the retail development experts' mantra that "Retail follows rooftops."

Southwest Boston CDC recently completed a survey of commercial vacancies in the Fairmount Corridor retail districts in which an existing, new or proposed rail station is located. With an 18 percent commercial vacancy rate, Fairmount station is almost double the commercial vacancy rate of the other Fairmount Line station commercial areas. While residential density is not the only explanation for this, the map of Housing Density in the BRA's Fairmount Indigo Corridor Planning report does show Fairmount station having the lowest housing density of the four station areas assessed in Southwest Boston CDC's survey. See Appendix 6

### **Need for the Proposed Housing**

The original PNF for this development included data on the need for affordable housing in Hyde Park, based on statistics compiled by Metropolitan Area Planning Council. That submission did not include statistics on the distribution of affordable housing across Boston's neighborhoods, which are included here as Appendix 7. These statistics show Hyde Park with the smallest absolute number of affordable housing units of all neighborhoods, the third lowest percentage of affordable units in the neighborhood housing stock and the greatest shortage or disparity between total population and total affordable units of all neighborhoods.

Another interesting "factoid": co-developer Codman Square NDC has identified 150 households on waiting lists for its existing housing developments in Dorchester who currently live in Hyde Park.

# Residences at Fairmount Station – Article 80 Supplemental Information

## APPENDIX 1

### SOUTHWEST BOSTON CDC/CODMAN SQUARE NDC

#### The Residences at Fairmount Station

#### ZONING CODE REVIEW:

*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

Proposed Use: Multifamily Residential Use, with dwelling units located on the First, Second, and Third Stories with accessory off-street parking and accessory management office located in the Basement.

*Per Article 69, Table B requires variance from prohibition against location of residential use on the First Story in the Neighborhood Shopping-2 (NS-2) Subdistrict.*

Dimensional Requirement	Required	Proposed	Compliant?
Maximum Floor Area Ratio	2.0*	1.67	Yes
Maximum Building Height (Feet)	40'-0"	36'-0"***	Yes
Minimum Lot size	none	20,158 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	2'-1"	Yes
Minimum Rear Yard Depth	10'-0"	20'-0"	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 20,158 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 67.79 feet in accordance with the definition in Article 2A

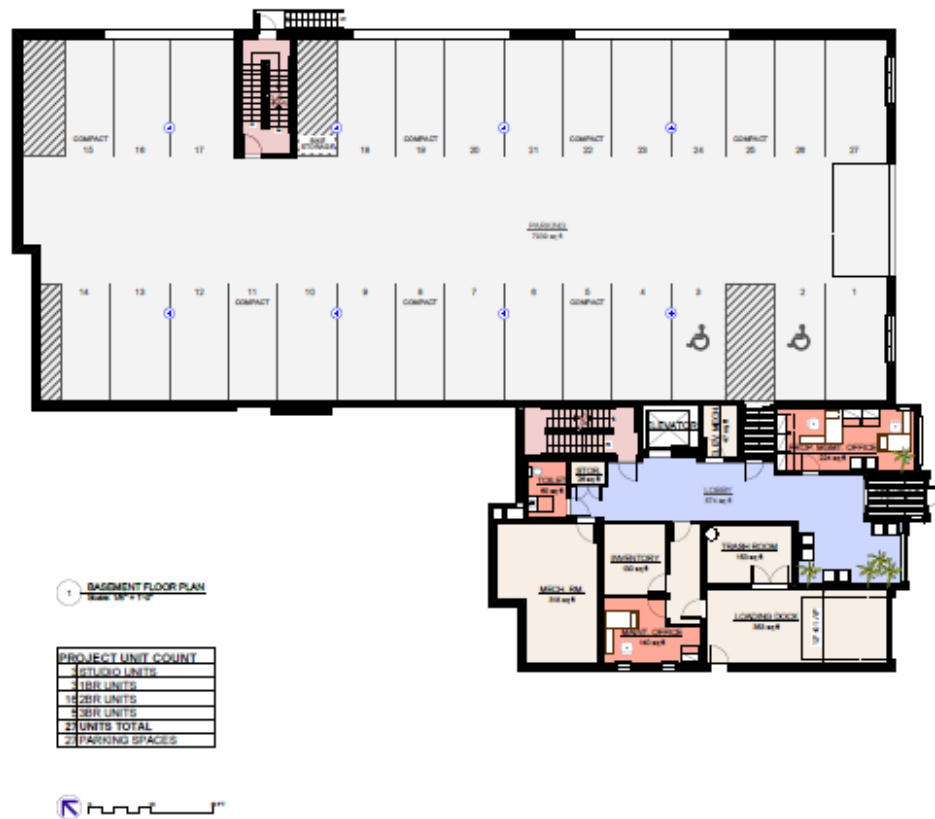
\*\*\* Per Article 69, Table F, the project is assumed to fall under the requirements of "Other Residential Uses" which requires 2.0 spaces per Dwelling Unit. However, Footnote 3 states "For residential uses in the Cleary and Logan Square Neighborhood Shopping (NS-2) Subdistrict, the required number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

**APPENDIX 2**  
**FLOOR PLANS**



# Residences at Fairmount Station – Article 80 Supplemental Information

## Basement



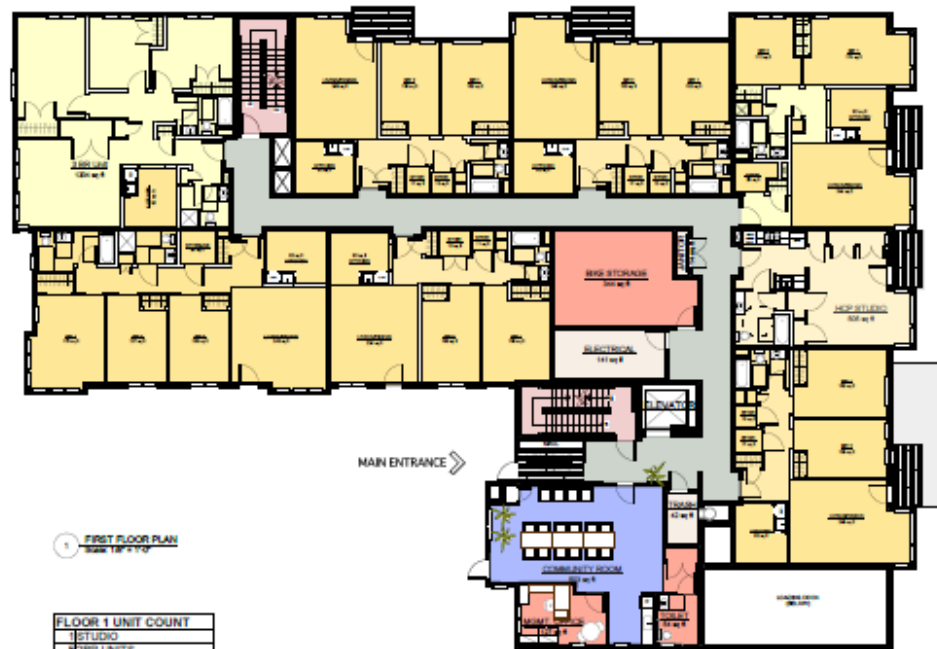
**THE RESIDENCES AT FAIRMOUNT STATION**  
Nott Street, Hyde Park, MA  
JUNE 20, 2014

Southwest Boston Community Development Corporation  
Codman Square Neighborhood Development Corporation

THE NARROW GATE  
architecture  LTD

# Residences at Fairmount Station – Article 80 Supplemental Information

## First Floor



1 FIRST FLOOR PLAN  
SIZE: 13' x 10'

FLOOR 1 UNIT COUNT	
1	STUDIO
2	2 BR UNITS
2	3 BR UNITS
2	4 UNITS
503 SF	COMMUNITY ROOM
141 SF	ELECTRICAL ROOM
127 SF	OFFICE
244 SF	BIKE STORAGE



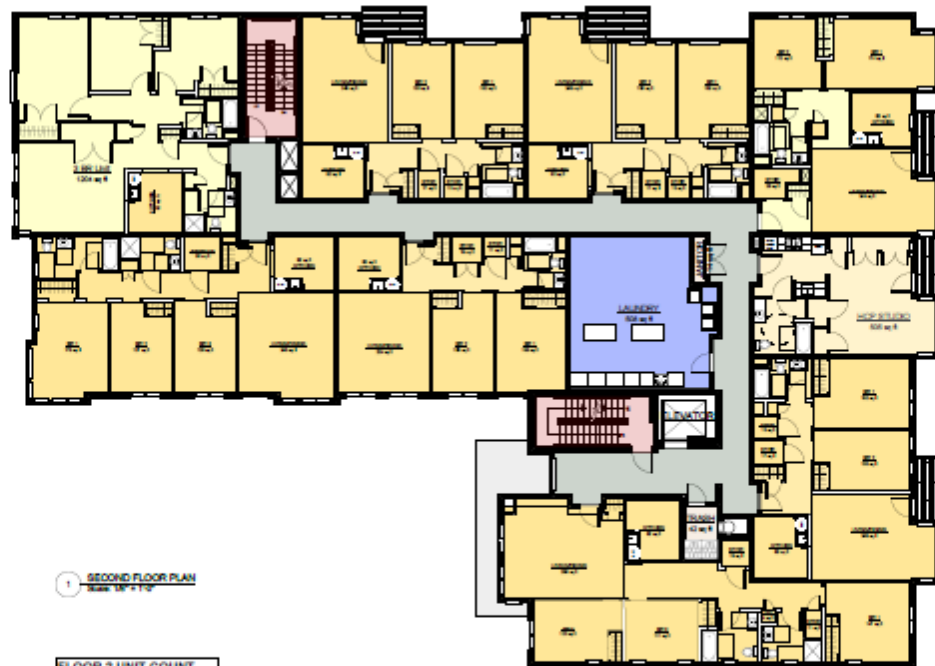
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# Residences at Fairmount Station – Article 80 Supplemental Information

## Second Floor



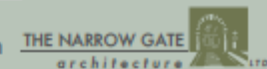
SECOND FLOOR PLAN  
SCALE 1/8" = 1'-0"

FLOOR 2 UNIT COUNT	
STUDIO UNIT	1
1BR UNITS	12
2BR UNITS	12
3BR UNITS	12
TOTAL UNITS	37
LAUNDRY ROOM	500 SF



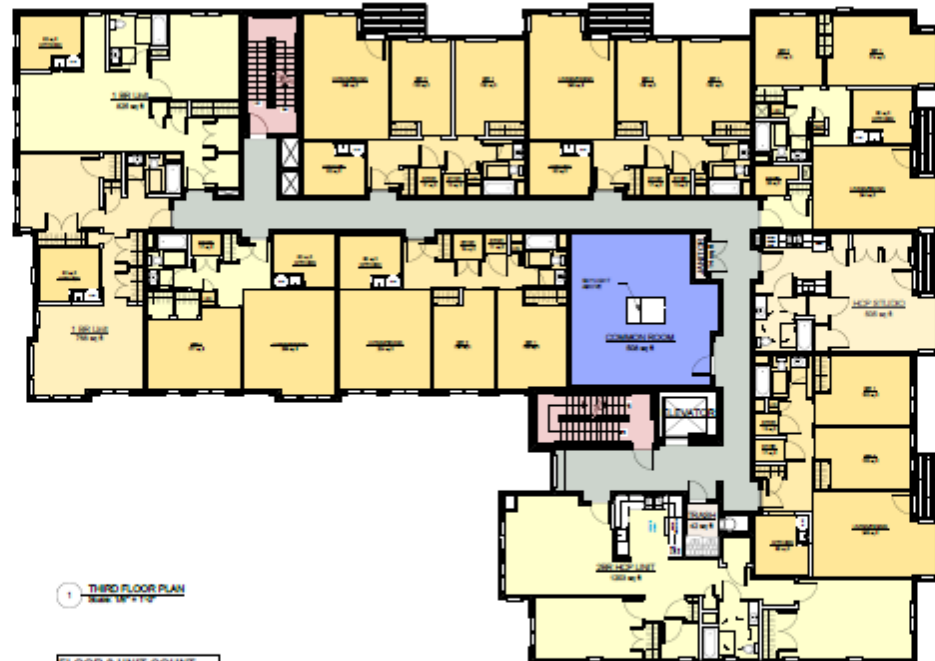
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Nott Street, Hyde Park, MA  
JUNE 20, 2014

Southwest Boston Community Development Corporation  
Codman Square Neighborhood Development Corporation



# Residences at Fairmount Station – Article 80 Supplemental Information

## Third Floor



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

FLOOR 3 UNIT COUNT	
STUDIO UNIT	1
1BR UNITS	2
2BR UNITS	4
3 BR UNITS	1
COMMON ROOM	506 SF



**THE RESIDENCES AT FAIRMOUNT STATION**  
Nott Street, Hyde Park, MA  
JUNE 20, 2014

Southwest Boston Community Development Corporation  
Codman Square Neighborhood Development Corporation

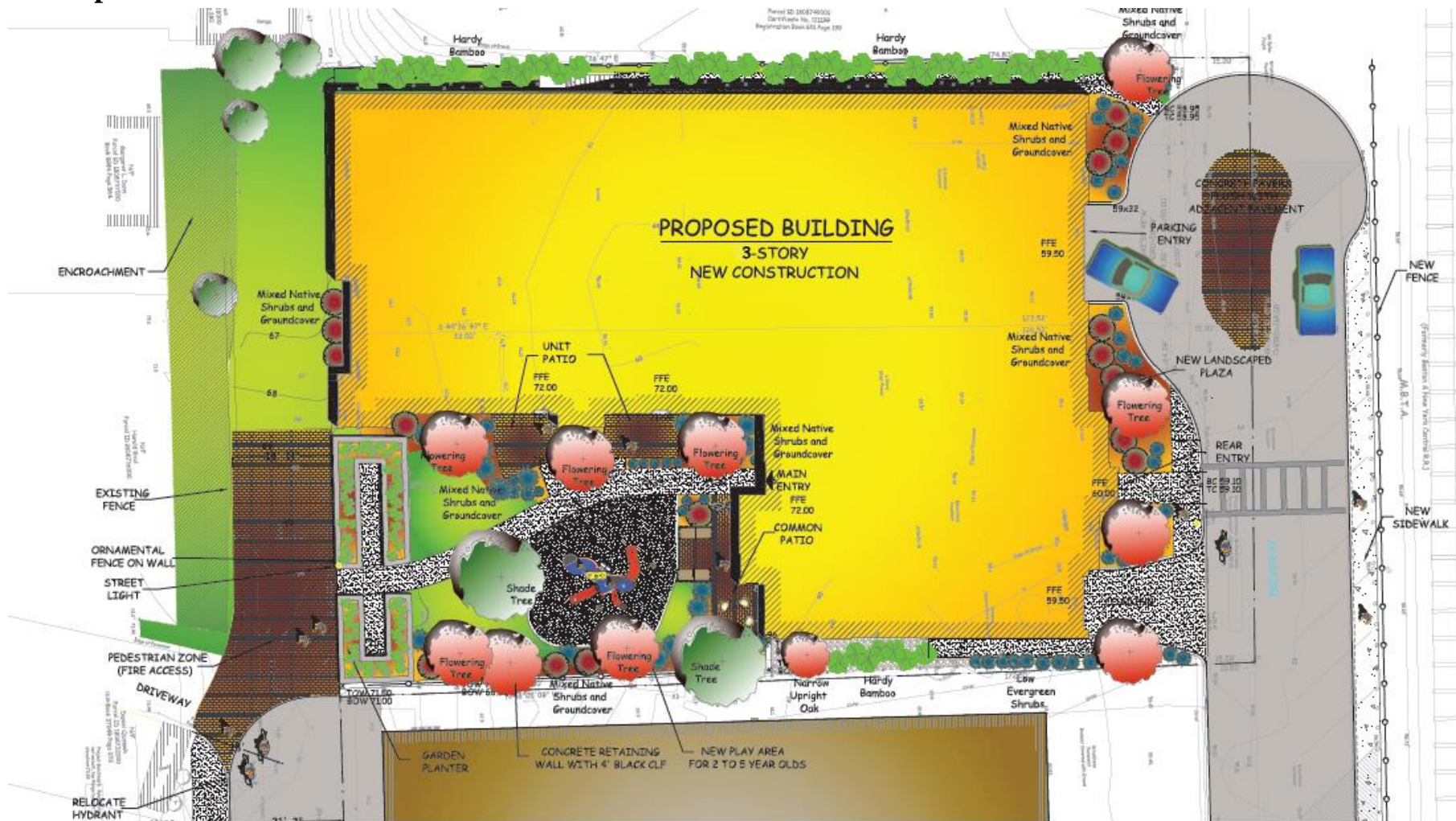


**APPENDIX 3**

**SITE ACCESS PLANS AND DETAILS**

# Residences at Fairmount Station – Article 80 Supplemental Information

## Site improvements



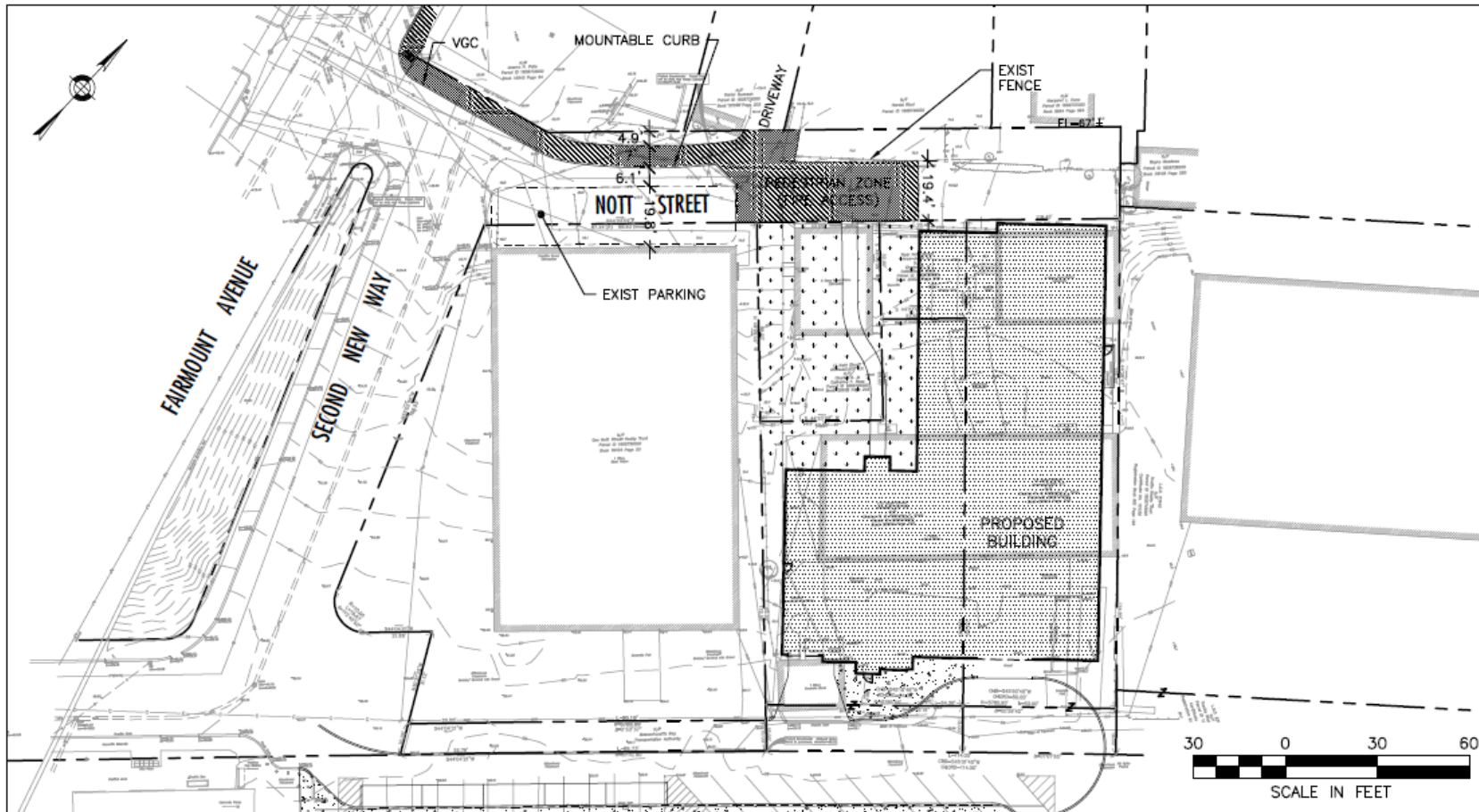
**THE RESIDENCES AT FAIRMOUNT STATION**  
Nott Street, Hyde Park, MA  
JUNE 20, 2014


Southwest Boston Community Development Corporation  
Codman Square Neighborhood Development Corporation



# Residences at Fairmount Station – Article 80 Supplemental Information

## Sie Access Plan



 **Howard/Stein-Hudson Associates, Inc.**  
38 Chauncy St., 9th Floor  
Boston, MA 02111  
617.482.7080

PEDESTRIAN ACCESS—OPTION 1  
NOTT STREET  
BOSTON (HYDE PARK), MA

FIGURE:	1
DATE:	03/26/14
JOB:	10120
SCALE:	AS NOTED
REV:	0 BY: NK
DWG REF:	--

# Residences at Fairmount Station – Article 80 Supplemental Information

## Site Access Plan



**THE RESIDENCES AT FAIRMOUNT STATION**  
Nott Street, Hyde Park, MA  
JUNE 20, 2014

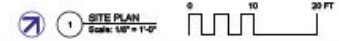
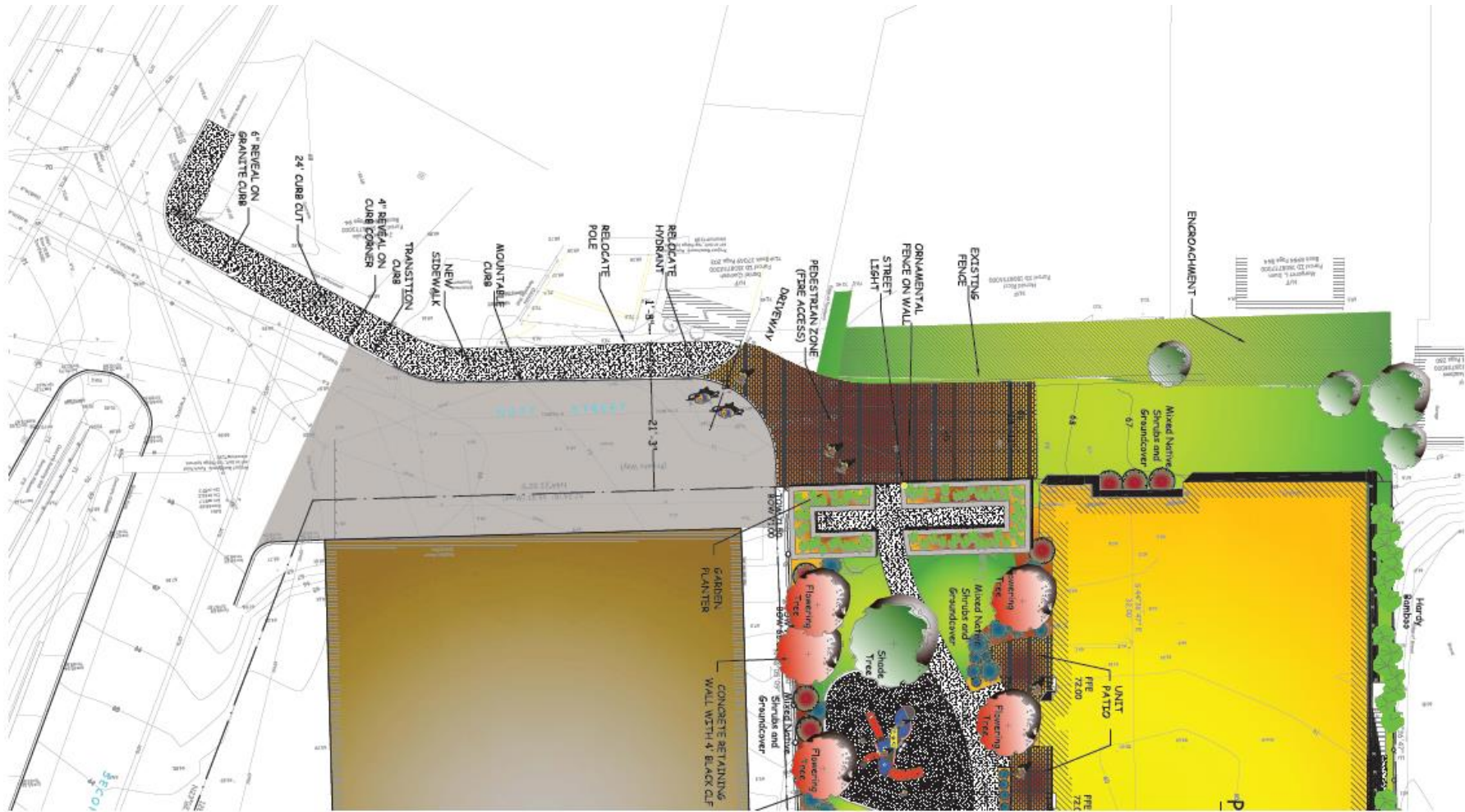
Southwest Boston Community Development Corporation  
Codman Square Neighborhood Development Corporation

THE NARROW GATE  
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# Residences at Fairmount Station – Article 80 Supplemental Information

## Nott Street Access detail



**THE RESIDENCES AT FAIRMOUNT STATION**  
 Nott Street, Hyde Park, MA  
 JUNE 20, 2014

Southwest Boston Community Development Corporation  
 Codman Square Neighborhood Development Corporation

**THE NARROW GATE**  
 architecture 170

**APPENDIX 4**

**ENDORSEMENT OF SITE ACCESS PLAN**



June 18, 2014

Mr. Brian Golden  
Executive Director, BRA  
City Hall  
Boston, MA 02201

Dear Mr. Golden:

WalkBoston strongly and enthusiastically supports the proposed Fairmount Residences in Hyde Park.

Over the course of our involvement in the planning process, WalkBoston has seen the plans evolve to specify features for the entrance that would result in a workable as well as aesthetically pleasing solution.

The developers, Codman Square Neighborhood Development Corporation and the Southwest Boston Community Development Corporation, have designed a Transit Oriented Development (TOD) providing residents with easy access to nearby shops and jobs and services as well as the Fairmount Station.

WalkBoston has worked closely with the Fairmount Residences development team—including its Rose Architectural Fellow, project architect and engineer—to identify and implement pedestrian and wheelchair access from the building's Nott Street entrance to Fairmount Ave. We find the access plan that is being proposed by the development team an acceptable and appropriate solution to accommodating very limited vehicular passage on a private way that will be used primarily by pedestrians.

We would ultimately like to see sidewalks on the station side of the property and hope that the City will move to bring the public street—Second New Way—up to Complete Streets standards. In addition, we would like to see the City require that any transfer of property, change of use or capital investment in the adjoining property be subject to the owner installing sidewalks that meet the City's standards.

The area around the proposed project is likely to experience land use changes in the next several years as retail activity in Logan Square expands closer to the Fairmount Station. As land ownership and usage of the properties adjacent to the proposed housing change, WalkBoston will work with the City and local advocates for construction of sidewalks along Second New Way and an overall Complete Streets design.

WalkBoston looks forward to working with the developers and neighborhood to create safe and attractive walking and handicapped routes that will link future residents with Logan and Cleary Squares.

Sincerely,

Dorothea Hass  
WalkBoston Director of Special Projects

**MAKING MASSACHUSETTS MORE WALKABLE**

Old City Hall | 45 School Street | Boston MA 02108 | T: 617.367.9255 | F: 617.367.9285 | [info@walkboston.org](mailto:info@walkboston.org) | [www.walkboston.org](http://www.walkboston.org)

# Residences at Fairmount Station – Article 80 Supplemental Information



**HBI** HISTORIC  
BOSTON  
INCORPORATED

20 Eustis Street  
Roxbury, MA 02119  
tel: **617-442-1859**  
fax: 617-442-2243

[www.historicboston.org](http://www.historicboston.org)

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June 9, 2014

Mr. Brian Golden  
Acting Executive Director  
Boston Redevelopment Authority  
City Hall  
Boston, MA 02201

RE: Residences at Fairmount Station, Hyde Park

Dear Mr. Golden:

I am writing to express Historic Boston's strong support for the 27-unit mixed income housing development proposed by Logan Square LLC, and to confirm HBI's readiness to fully cooperate in the design and engineering of a safe and pedestrian-friendly sidewalk from the development's entrance to Fairmount Avenues, which would run alongside of HBI's \$1.3 million Vertullo Building project at 74-84 Fairmount Avenue.

Historic Boston Inc. is a non-profit organization that rehabilitates at-risk historic buildings in order to strengthen Boston's neighborhoods. In 2011 we purchased the Vertullo Building – a structure that dates to the establishment of the Town of Hyde Park in 1868 – with a goal of restoring the building's historic qualities and upgrading its economic performance in order to support the Hyde Park Main Street district's strategic revitalization goals. This summer we will complete the full exterior rehabilitation of the building and will hope to achieve full tenancy in the first-floor's five storefronts. The upper floor residential units are fully occupied with four moderately priced apartments.

HBI is very supportive of the proposed development because it will be a catalyst in the revitalization of Fairmount Avenue, a portion of the Cleary and Logan Squares' business district that suffers from a very high commercial vacancy rate. Increasing the residential density in the area is an important strategy to achieve increased retail foot traffic. The 2011 Hyde Park Master Plan, which HBI participated in, cited the location of the proposed Residences at Fairmount Station as a good place to achieve higher density without altering the scale and aesthetics of the commercial district. The proximity to the Fairmount Avenue station and pedestrian links to Logan and Cleary Squares will set a good example of the kind of higher density, low automobile housing that can boost economic activity in the neighborhood. We have no doubt that the

*Strengthening Boston's Neighborhoods Through Historic Preservation*

## Residences at Fairmount Station – Article 80 Supplemental Information

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businesses that HBI expects to secure at the Vertullo Building as commercial tenants will flourish with the higher residential population that the Residences at Fairmount Station will bring to Logan Square.

We are very pleased with and supportive of the work that Southwest Boston CDC, (one of the members of Logan Square LLC), has done with Walk Boston to establish a safe, pedestrian friendly connection between the development, which is along a heretofore unimproved Private Way (Nott Street) and the district's main street, Fairmount Avenue. The developer proposes to build a sidewalk from the front edge of the property along the north side of Nott Street. The sidewalk would front on the land adjoining our Vertullo Building that has been, and will continue to be, used for tenant parking. We are confident that a sidewalk can be designed that will provide both a well-marked pedestrian area, and necessary and suitable vehicular access to our parking area. We are fully prepared to work with Logan Square LLC's consulting engineers as well as the City's Public Works Department to design and build the very best access to both the Residences at Fairmount Station and our Vertullo Building parking area.

We urge the BRA's support of and assistance with this much-needed housing development in Hyde Park. Please don't hesitate to call me at 617-442-1859 if you have any questions.

Sincerely,



Kathy Kottaridis  
Executive Director

**APPENDIX 5**  
**ENVIRONMENTAL ASSESSMENTS**

# Residences at Fairmount Station – Article 80 Supplemental Information

RIZZO ASSOCIATES, INC.

ENGINEERS AND ENVIRONMENTAL SCIENTISTS

235 West Central Street, Natick, MA 01760 (508) 651-3401 FAX (508) 651-1189

January 24, 1995

Mr. William Tierney  
130 Concord Road  
Weston, MA 02193

**Re: Level I Environmental Site Assessment  
11 Nott Street  
Hyde Park, Massachusetts**

Dear Mr. Tierney:

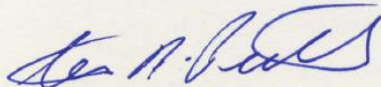
Rizzo Associates, Inc. is pleased to submit the attached Level I Environmental Site Assessment report for the property located at 11 Nott Street in Hyde Park, Massachusetts (the Site). This report was prepared to evaluate the Site for evidence of a release of oil or hazardous materials (OHM) as defined by Massachusetts General Law, chapter 21E. The investigation included a review of the Site history, a Site reconnaissance visit, a review of local and regulatory agency files, and the collection of soil and groundwater samples.

## Conclusions

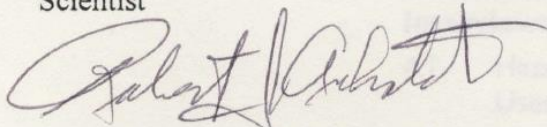
The Level I Environmental Site Assessment activities conducted for the Site found no evidence of recognized environmental conditions.

We appreciate the opportunity to provide these services to you. Please contact us if you have any questions concerning this report.

Very truly yours,



Felix A. Perriello  
Scientist



Robert J. Ankstutus, P.E., L.S.P.  
Senior Project Manager

**Level I Environmental Site Assessment**

**11 Nott Street  
Hyde Park, Massachusetts**

**i**

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## **Executive Summary**

This study was conducted to assess the potential for the contamination with oil or hazardous materials as defined by Massachusetts General Law, chapter 21E, of the soil or groundwater at the property located at 11 Nott Street in Hyde Park, Massachusetts (the Site).

The Site is listed in Assessor's Office files as being located at 11 Nott Street in Hyde Park, Massachusetts. The property is currently owned by Mr. William Tierney who presently resides at 130 Concord Road in Weston, Massachusetts. The Site is located in a developed area of Boston (Hyde Park). The Site consists of a 1/2-acre of commercial property that served at one time as a coal storage and distribution yard. Five buildings are presently located on-site. Two buildings serve as dry storage. Two buildings are rented by a battery distributor and alternator repair facility. One building served as the old scale house (Figure 2).

Rizzo Associates personnel conducted a Site reconnaissance to inspect for visual evidence of releases of oil or hazardous materials. No surficial staining, stressed or dead vegetation, or drummed chemicals were observed on-site.

No other on-site potential sources of contamination were noted during the Site reconnaissance.

The property at 12 Fairmont Court is listed as a state and CERCLIS site. The state listing shows that property as a confirmed (Phase I) status. The CERCLIS listing shows the site is in a preliminary assessment stage. The 12 Fairmont Court property is located 0.2 miles northeast of the Site and crossgradient from the Neponset River.

The abutting property located at 6 Second New Way (Fairmont Automotive Specialist) is a RCRA small quantity generator. Fairmont Automotive Specialist generates between 100 and 1,000 kilograms per month of hazardous waste. Although Fairmont Automotive Specialist is an abutting property, the property can be considered crossgradient from the Neponset River based on an assumed groundwater flow direction. Releases on that property are not expected to significantly impact the Site.



**APPENDIX 6**

**Commercial Vacancy Rates in Fairmount Corridor**

	Total store- fronts	vacant or Out of business
<b>Cleary/Logan Squares</b>		
Fairmount Ave	32	11
River Street	58	5
Harvard/Maple Streets	3	1
Hyde Park Ave.	39	7
<b>TOTAL</b>	<b>132</b>	<b>24</b>
<b>% vacant</b>		<b>18%</b>
<b>Mattapan Square</b>		
Blue Hill Ave	68	4
River St. [East of Blue Hill Ave]	10	2
River St [West of blue Hill Ave.]	16	2
Cummins Highway	3	1
<b>Total</b>	<b>97</b>	<b>9</b>
<b>% vacant</b>		<b>9%</b>
<b>Four Corners</b>		
Washington St [Columbia Rd to Dakota St]	60	8
Erie Street	6	0
Bowdoin St/Harvard st	12	0
<b>Total</b>	<b>78</b>	<b>8</b>
<b>% vacant</b>		<b>10%</b>
<b>Uphams Corner</b>		
Dudley Street [Clifton to Ramsey Streets]	32	0
Columbia Rd [Hamlet St. to Bird St. ]	30	4
Stoughton St	8	1
Hancock Street	12	1
<b>Total</b>	<b>82</b>	<b>6</b>

% vacant

7%

### 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.



From Fairmount Indigo Planning Initiative, Corridor Profile, p. 53

## Residences at Fairmount Station – Article 80 Supplemental Information

### APPENDIX 7

#### DISTRIBUTION OF PUBLICLY -ASSISTED HOUSING IN BOSTON'S NEIGHBORHOODS

	Concentration			"Fair Share"				
	# of affordable units	% of hsg units that are affordable		# of affordable units	% of city total	Population	% of city total	Affordable Housing (shortage)/surplus **
All of Boston	52,813	19%	All of Boston	52,813	100%	617,594	100%	
Roxbury	<b>11,220</b>	<b>45%</b>	Roxbury	<b>11,220</b>	21.2%	59,790	9.7%	119%
South End	<b>7,139</b>	<b>41%</b>	South End	<b>7,139</b>	13.5%	34,669	5.6%	141%
Charlestown	<b>2,326</b>	<b>30%</b>	Dorchester	<b>4,796</b>	9.1%	88,333	14.3%	-37%
Jamaica Plain	<b>4,570</b>	<b>26%</b>	Jamaica Plain	<b>4,570</b>	8.7%	39,897	6.5%	34%
South Boston	<b>3,434</b>	<b>19%</b>	Allston Brighton	<b>4,014</b>	7.6%	74,997	12.1%	-37%
Mattapan	<b>2,588</b>	<b>19%</b>	South Boston	<b>3,434</b>	6.5%	33,688	5.5%	19%
East Boston	<b>2,436</b>	<b>15%</b>	Central	<b>2,849</b>	5.4%	30,901	5.0%	8%
Fenway/Kenmore	2,060	14%	Mattapan	2,588	4.9%	34,616	5.6%	-13%
Dorchester	4,796	14%	East Boston	2,436	4.6%	40,508	6.6%	-30%
Allston Brighton	4,014	13%	Charlestown	2,326	4.4%	16,439	2.7%	65%
Roslindale	1,485	11%	Fenway/Kenmore	2,060	3.9%	40,898	6.6%	-41%
West Roxbury	1,349	10%	Roslindale	1,485	2.8%	32,589	5.3%	-47%
<b>Hyde Park</b>	<b>892</b>	<b>7%</b>	West Roxbury	1,349	2.6%	30,445	4.9%	-48%
Central	2,849	6%	Back bay Beacon Hill	1,046	2.0%	27,476	4.4%	-55%
Back bay Beacon Hill	1,046	6%	<b>Hyde Park</b>	<b>892</b>	<b>1.7%</b>	31,813	5.2%	<b>-67%</b>

Source: [Cityofboston.gov/dnd](http://Cityofboston.gov/dnd) --> Policy Development and Research --> Maps and neighborhood profiles

\*\*[ % of City's population minus % of City's affordable housing ] ÷ % of City's Affordable housng]

0% means neighborhood pop. and neighborhood affordable housing stock in balance.