



# Fairmount Indigo Planning Initiative



## Blue Hill Ave / Cummins Hwy Working Advisory Group (WAG) Meeting #6

Tuesday, March 18, 2013  
6:00 – 8:00 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

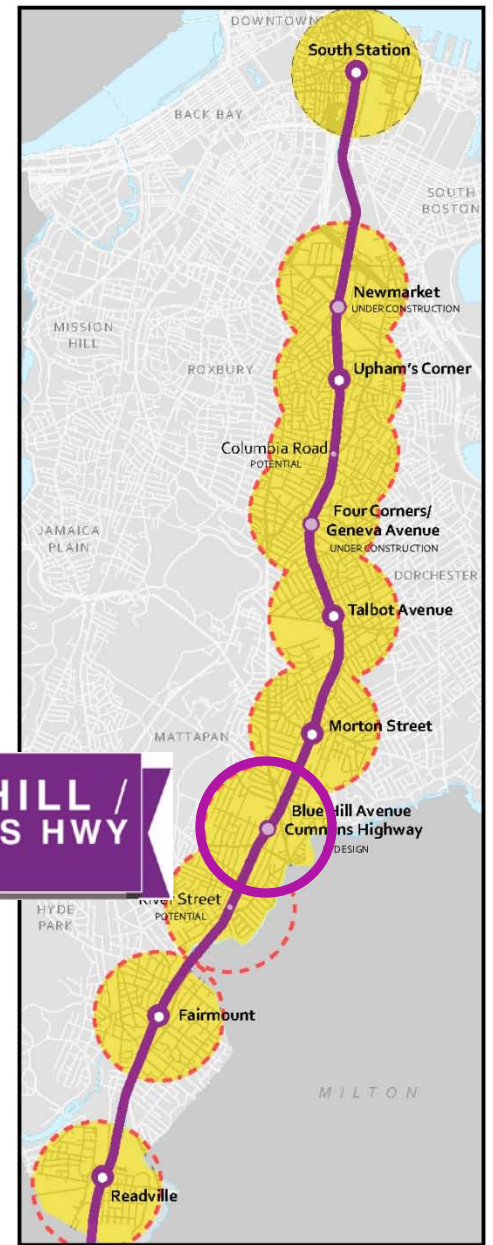


# AGENDA

1. Welcome and Introductions
2. Recap of Key Sites and Context
3. Development Scenarios and Feasibility
4. Discussion
5. Next Steps

**BLUE HILL /  
CUMMINS HWY**  
STATION AREA

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



# WELCOME AND INTRODUCTIONS



# Recap of Key Sites and Context

## Station Area Issues and Opportunities



### Prosperity

1. Revive the MEDI plan
2. Focus on the type of commercial that the community can support
- 3. Concerns about overdevelopment**
- 4. More business variety**
5. Training, hiring priority for residents, and job placement assistance
6. Collaboration and partnerships with institutions
- 7. Make Mattapan a destination**
- 8. Transit oriented mixed-use development in Mattapan Square**



# Recap of Key Sites and Context

## Station Area Issues and Opportunities



### Home

1. Enhance existing housing stock
- 2. Parking issues with more housing**
3. Affordability of housing
4. Vehicles speeding on resident streets
5. Infill vacant parcels with housing similar to existing
- 6. Focus housing density in key areas**
7. Respect lifelong residents
8. Environmental and energy upgrades for housing



# Recap of Key Sites and Context

## Station Area Shared Vision

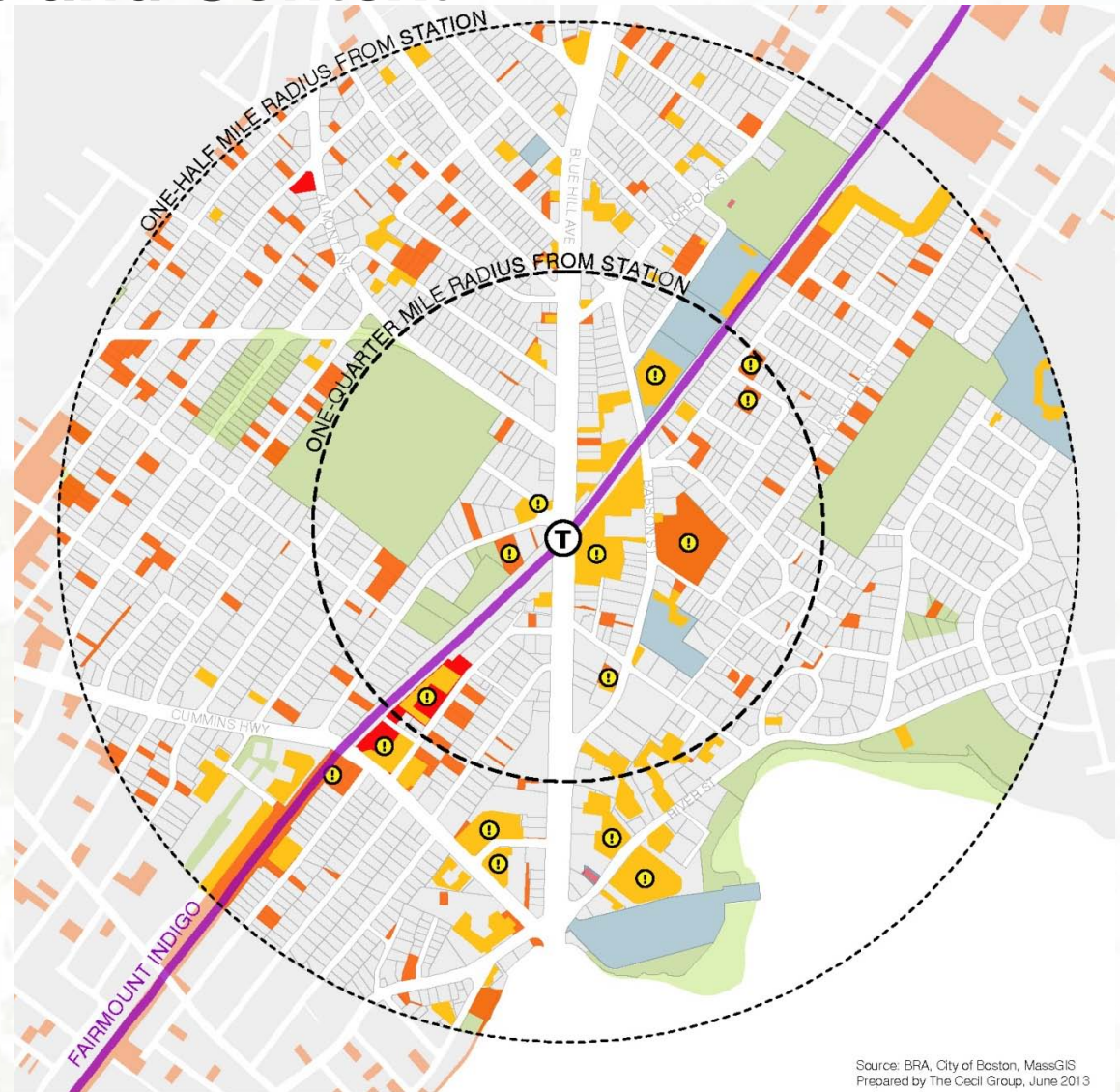
1. **Mattapan becomes a literary, art and cultural destination**
2. A Boston neighborhood of true affordability and high quality of life, Mattapan is special because of its residential neighborhoods
3. **Focus commercial activity and vitality in Mattapan Square**
4. A walkable community with improved streets, public gardens and parks that are safe for youth – where there are kids on every block.
5. A community with high quality parks and recreation amenities



# Recap of Key Sites and Context

## Station Area Vacancies

- Publicly-owned
- City-owned
- Vacant
- Surface Parking



### LEGEND

#### EXISTING ANCHORS

- Open Space Parcel
- Publicly-Owned (City, Boston Public Health, MBTA)
- Other Amenity / Landmark (Privately-owned)

#### POTENTIAL CHANGES

- City-Owned by Foreclosure
- Vacant Parcel
- Surface Parking Lot
- Key Potential Development Sites



# Recap of Key Sites and Context

## Station Area Development

### Active Proposals:

Article 80 Development Projects  
in Mattapan as per BRA website:

- 1** **1454 Blue Hill Avenue**  
(KIPP Academy)
- 2** **422 River Street** (27  
residential units, 22  
parking spaces)
- 3** **875 Morton Street**  
(Economy Plumbing and  
Heating Supply  
Expansion)





# Real Estate Analysis Introduction

- Market Considerations

## Demand Sources → Development Potentials

- Households → Residential Development
  - Housing typologies, price points and match to resident requirements
- Labor Force - > Commercial and Industrial Development
  - Skills and match employer requirements
- Employment - > Commercial and Industrial Development
  - Land and building availability and match to business requirements
- Visitation - > Cultural and Institutional Development
  - Visitor types and match to destination requirements
- Expenditures - > Retail Development
  - Resident, employee, visitor expenditure match to commercial types and sale requirements



# Early Real Estate Ideas Directions

- Blue Hill/Cummins Highway Station
  - TOD housing
  - Commuter and resident- serving retail
  - Larger format retail
  - Social services/labor force training



# Recap of Key Sites and Context

## WAG Recommended Sites



# Development Scenarios and Feasibility

## Key Site 1: Cote Ford

|   | Address                     | Owner                            | Land (SF)      | Bldg (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) | City of Boston (Assessor's Data) | 16,616         | 0             |
| 6 | Cummins Highway (4 parcels) | Cummins Development Co LLC       | 19,403         | 0             |
|   |                             | <b>TOTAL</b>                     | <b>151,848</b> | <b>63,708</b> |



# Development Scenarios and Feasibility Preliminary Fit Studies

## Cote Ford Scenario 1

### Physical Massing Test



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Cote Ford 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<br>(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<br>(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        |
|                |                      |                           | <b>177,980</b>        | <b>23,000</b>             | 0            | 0                   | <b>131</b>     | <b>136</b>                | <b>1.17</b> |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Cote Ford - Scenario 1

### Economic Feasibility



| Site                            | Feasibility | Advantages  |
|---------------------------------|-------------|---|
| <b>Scenario 1</b>               | Positive    | Retail use helps to support feasibility   |
| Gateway Overlay                 |             | Potential for partial land write-down (City-owned)                                  |
| Density                         |             | Less expensive stick built construction   |
| Disadvantages                   |             | Comments  |
| Moderate demolition cost        |             | Feasibility made possible by City Land write down and presence of retail in program |
| Cost of some structured parking |             |   |







# Development Scenarios and Feasibility

## Key Site 2: Mattapan Square

|   | Address               | Owner                        | Land (SF)     | Bldg (GSF)     |
|---|-----------------------|------------------------------|---------------|----------------|
| 1 | 926 Cummins Highway   | Cifrino-Mattapan Realty Corp | 40,827        | 33,780         |
| 2 | 10 Fairway Street     | Ten Fairway LLC              | 11,764        | 35,256         |
| 3 | 1633 Blue Hill Avenue | Primpas Louis V Trsts        | 3,825         | 7,500          |
| 4 | 1641 Blue Hill Avenue | Lee Jack                     | 3,818         | 10,209         |
| 5 | 1651 Blue Hill Avenue | Ivanv LLC                    | 3,009         | 9,000          |
| 6 | 1659 Blue Hill Avenue | Lombardi Joseph              | 3,119         | 9,507          |
| 7 | 1671 Blue Hill Avenue | Lombardi Joseph              | 4,078         | 7,882          |
| 8 | Cummins Highway       | Cifrino Paul J Trst          | 3,680         | 0              |
|   |                       | <b>TOTAL</b>                 | <b>74,120</b> | <b>113,134</b> |



# Development Scenarios and Feasibility Preliminary Fit Studies

Key Site 2 – Mattapan Square

## Physical Massing Test



# Development Scenarios and Feasibility Preliminary Fit Studies

Key Site 2 – Mattapan Square

## Physical Massing Test



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 2 – Mattapan Square

- Retention of “look and feel” of Mattapan Square storefront facades
- Addition of building frontage and activity on Cummins Highway
- Additional density and upper level activity to add vitality to Mattapan Square

| 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    | 13,000               | 4; 46'                    | 51,000                | 10,000                    | 0            | 0                   | 39             | 47                        | 2.07 |
| 2    | 6,200                | 1; 17'                    | 6,200                 | 6,200                     | 0            | 0                   | 0              | 20                        | 2.07 |
| 3    | 20,000               | 5, 55'                    | 97,800                | 22,400                    | 0            | 0                   | 73             | 47                        | 2.07 |
|      |                      |                           | 155,000               | <b>38,000</b>             | 0            | 0                   | <b>112</b>     | 94                        | 2.07 |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 2 – Mattapan Square

- **Feasibility:**



**Mattapan Square Site**

| Site                     | Feasibility | Advantages                                   | Disadvantages  | Comments  |
|--------------------------|-------------|--|--|---|
| <b><u>Key Site 2</u></b> | Negative    | Prime Mattapan Square location               | High acquisition/assembly cost                                     | Illustrates need for substantial density where existing improvements have value   |
| Residential-Retail       |             | Retail use provides strong revenue potential | High demolition cost   | Also illustrates the difficult of promoting change where ground floor uses have disproportionately more value than upper floor uses |
|                          |             | Less expensive stick built construction      | Insufficient additional density to overcome value of existing uses |   |
|                          |             |  | Insufficient parking to meet demand even at proposed density       |   |





# Development Scenarios and Feasibility

## Key Site 2: Oriental Theatre

|   | Address               | Owner                        | Land (SF)      | Bldg (GSF)    |
|---|-----------------------|------------------------------|----------------|---------------|
| 1 | Fairway Street        | City of Boston               | 14,956         | 0             |
| 2 | 1595 Blue Hill Avenue | Fifteen-95-1609 Blue Hill Av | 61,296         | 60,968        |
| 3 | Fairway Street        | S-BNK Mattapan Blue LLC      | 18,093         | 0             |
| 4 | 1613 Blue Hill Avenue | A Hirsch Realty LLC          | 6,967          | 13,400        |
| 5 | 1617 Blue Hill Avenue | S-BNK Mattapan BLE LLC       | 6,875          | 12,100        |
| 6 | 1589 Blue Hill Avenue | In Joon Shik TS              | 7,051          | 10,574        |
|   |                       | <b>TOTAL</b>                 | <b>115,238</b> | <b>97,042</b> |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

Key Site 3 – Oriental Theatre

### Physical Massing Test



\* Maintains 42 City parking spaces



# Development Scenarios and Feasibility Preliminary Fit Studies

## Key Site 3 – Oriental Theatre Physical Massing Test



\* Maintains 42 City parking spaces



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 3 – Oriental Theatre

- Adds additional commercial space above Blue Hill Avenue frontage
- Includes reuse of theater as entertainment and cultural venue
- Adds building frontage and activity to Cummins Highway
- Surface parking at center of block and parking underneath the footprint of the new building
- Maintains 42 City parking spaces

| 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    | 7,700                | 4; 47'                    | 30,200                | 4,900                     | 0             | 0                   | 12             | 20                        | 1.05 |
| 2    | 18,000               | 5; 65'                    | 91,900                | 41,100                    | 33,900        | 0                   | 0              | 112                       | 1.05 |
|      |                      |                           | 122,100               | <b>46,000</b>             | <b>33,900</b> | 0                   | <b>12</b>      | 132                       | 1.05 |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 3 – Oriental Theatre

- **Feasibility:**



### Oriental Theater Site

| Site                         | Feasibility | Advantages                                   | Disadvantages  | Comments  |
|------------------------------|-------------|--|--|---|
| <b>Key Site 3</b>            | Negative    | Prime Mattapan Square location               | High acquisition/assemblage cost                                   | Illustrates need for substantial density where existing improvements have value   |
| Mixed Use<br>w/Theater Rehab |             | Retail use provides strong revenue potential | High demolition cost   | Also illustrates the difficult of promoting change where ground floor uses have disproportionately more value than upper floor uses |
|                              |             | Potential for City land cost write-down      | High rehab cost for non-revenue producing theater use              | Also illustrates the difficulty of private sector redevelopment of non-revenue producing uses                                       |
|                              |             |  | Insufficient additional density to overcome value of existing uses |   |
|                              |             |  | Insufficient parking to meet demand even at proposed density       |   |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

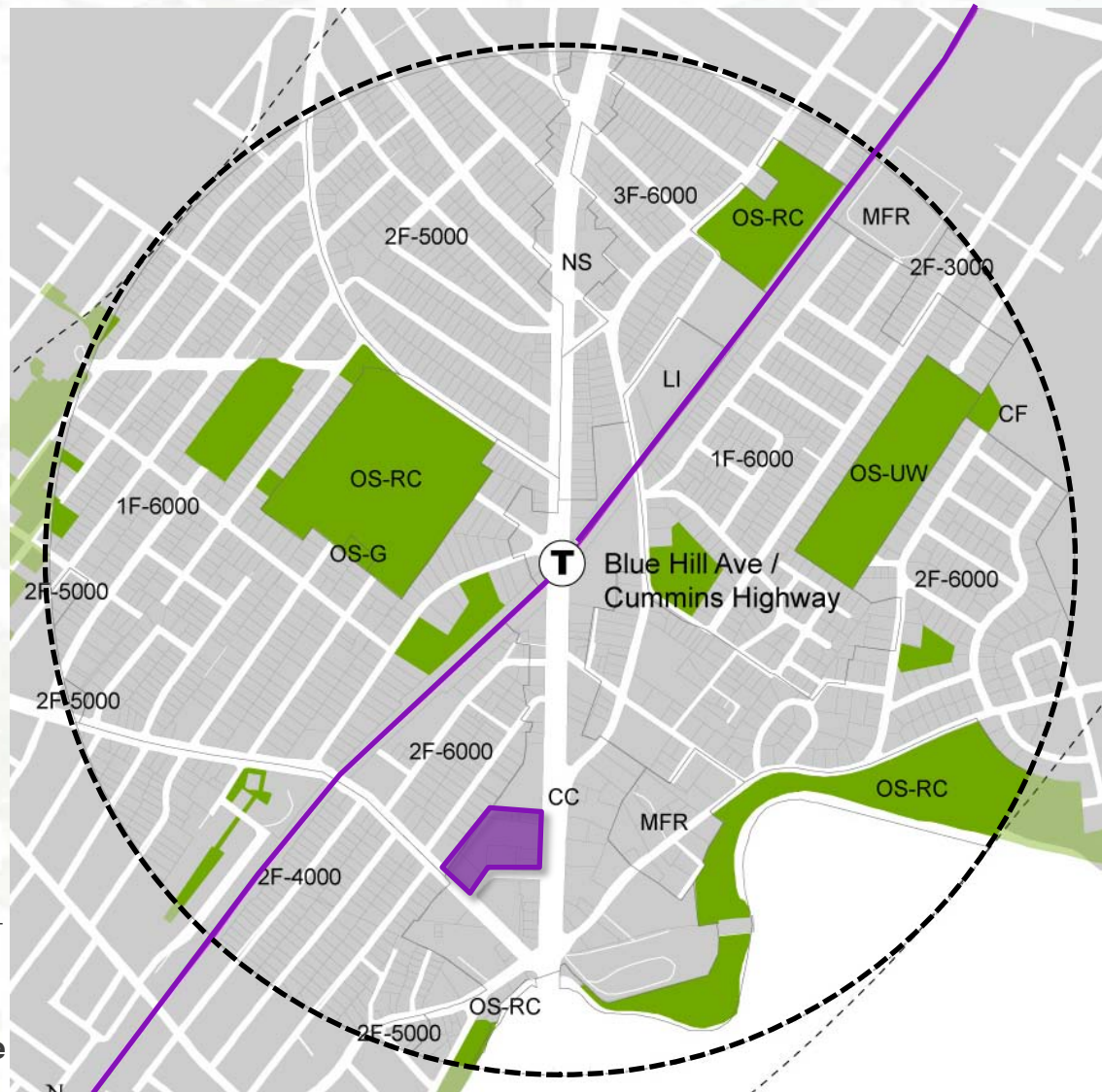
### Key Site 3 – Oriental Theatre

## Current Zoning

Greater Mattapan

Neighborhood District – Mattapan  
Square Community Commercial

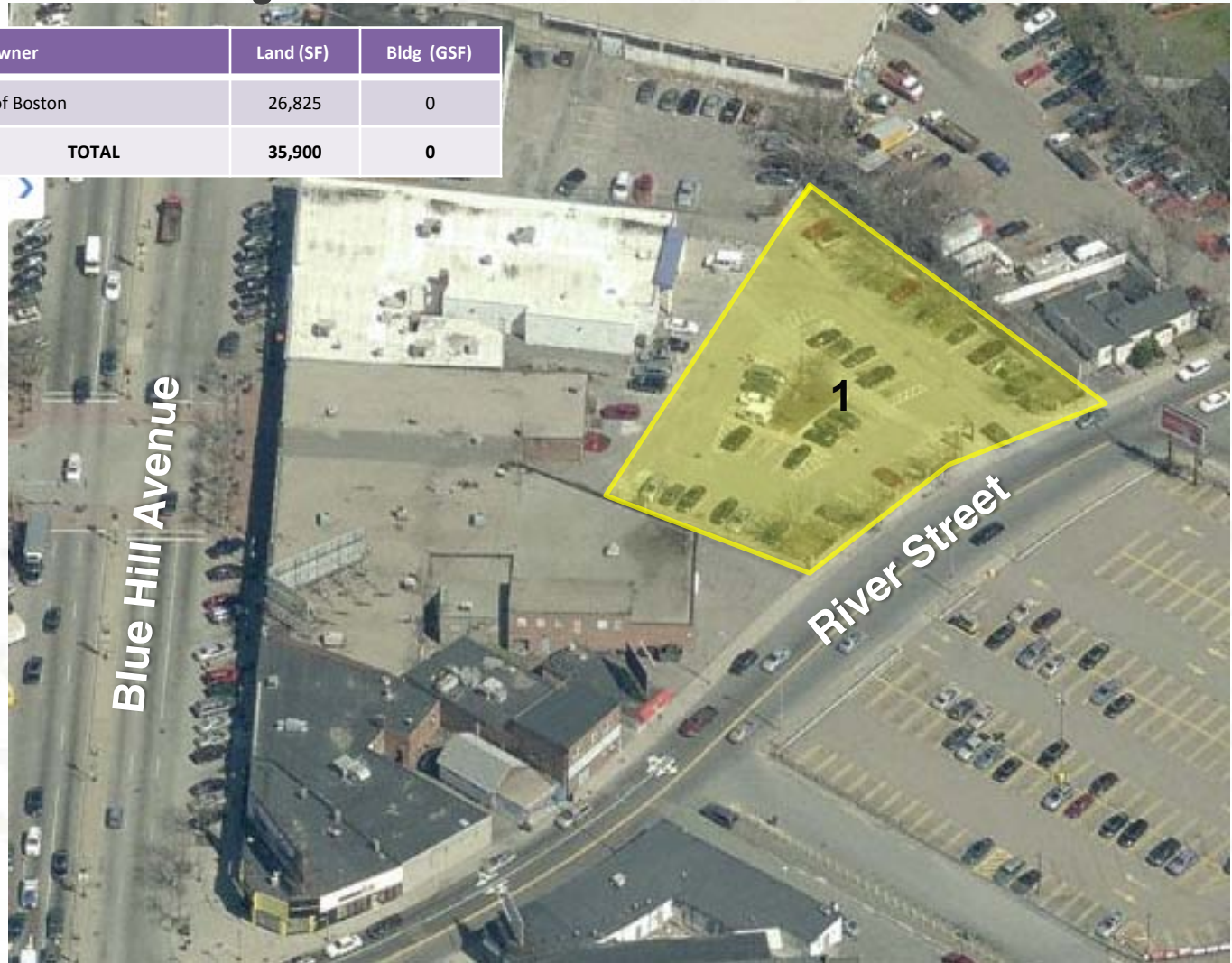
- Maximum Floor Area Ratio – **FAR 4.0**
  - Test – **FAR 1.05**
- Maximum Building Height – **55'**
  - Test – **65'**
- Off-Street Parking Required:
  - Residential – 1/dwelling; **Used .5/dwelling**
  - Office/retail – 2/1000  
**Used 1/1000 retail**
- Min. Usable Open Space per Dwelling – 50 sf
- Section 60-34 Residential Incentives – 50% more FAR and **10' height increase**



# Development Scenarios and Feasibility

## Key Site 4: Post Office Parking

|   | Address          | Owner          | Land (SF)     | Bldg (GSF) |
|---|------------------|----------------|---------------|------------|
| 1 | 459 River Street | City of Boston | 26,825        | 0          |
|   |                  | <b>TOTAL</b>   | <b>35,900</b> | <b>0</b>   |



# Development Scenarios and Feasibility Preliminary Fit Studies

Key Site 4 – Post Office Parking

## Physical Massing Test

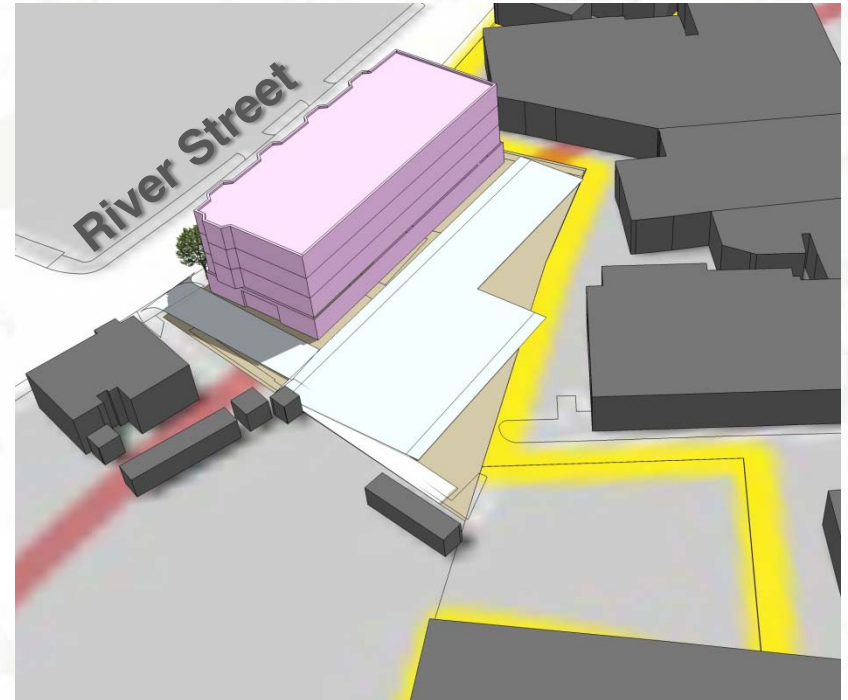


\* Maintains 42 City parking spaces

# Development Scenarios and Feasibility Preliminary Fit Studies

Key Site 4 – Post Office Parking

## Physical Massing Test



\* Maintains 42 City parking spaces



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 4 – Post Office Parking

- Adds frontage and activity to River Street
- Adds additional residents to support Mattapan Square businesses
- Maintains 42 City parking spaces

| 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    | 9,200                | 4; 50'                    | 36,600                | 0                         | 0            | 0                   | 38             | 60                        | 1.06 |
|      |                      |                           | 36,600                | 0                         | 0            | 0                   | <b>38</b>      | 6                         | 1.06 |





# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 4 – Post Office Parking

- **Feasibility:**



### Post Office Parking Site

| Site               | Feasibility | Advantages                              | Disadvantages                           | Comments  |
|--------------------|-------------|---|---|---|
| <b>Key Site 4</b>  | Positive    | Excellent ToD location                  | Lacks Mattapan Square retail visibility | Illustrates importance of low land and site costs           |
| Residential/Retail |             | Potential for City land cost write-down |   | Also illustrates importance of ToD proximity                |
|                    |             | No demolition cost                      |   | Also illustrates lack of feasibility for structured parking |
|                    |             | No structured parking cost              |   |   |



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Key Site 4 – Post Office Parking

## Current Zoning

Greater Mattapan

Neighborhood District – Mattapan  
Square Community Commercial

- Maximum Floor Area Ratio – **FAR 4.0**
  - Test – **FAR 1.06**
- Maximum Building Height – **55'**
  - Test – **50'**
- Off-Street Parking Required:
  - Residential – 1/dwelling; **Used .5/dwelling**
  - Office/retail – 2/1000  
**Used 1/1000 retail**
- Min. Usable Open Space per Dwelling – 50 sf
- Section 60-34 Residential Incentives – 50% more FAR and 10' height increase



# Development Scenarios and Feasibility

## Key Site 5: MBTA Parking

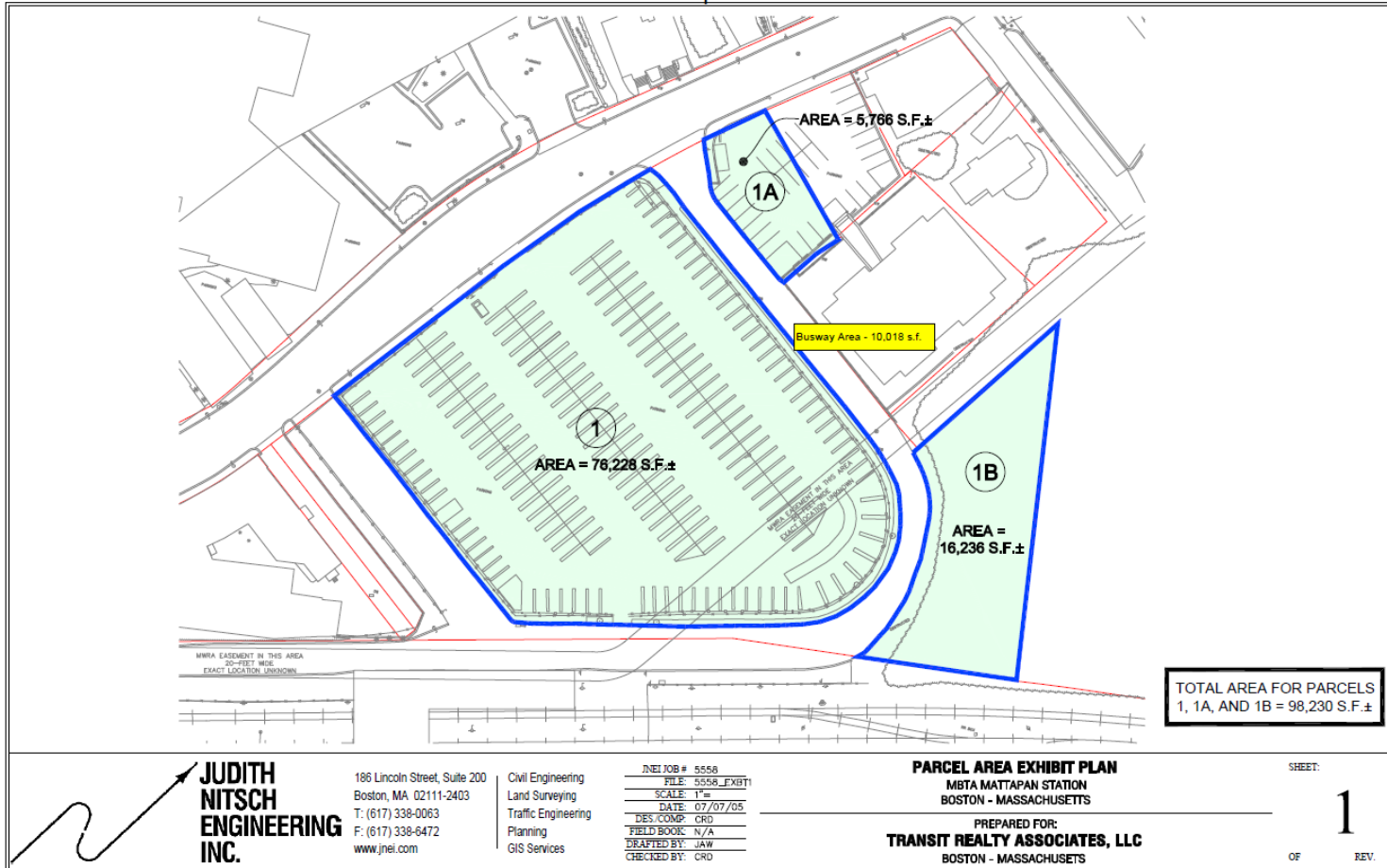
|   | Address         | Owner                | Land (SF)      | Bldg (GSF) |
|---|-----------------|----------------------|----------------|------------|
| 1 | Gillespies Lane | Commonwealth of Mass | 120,621        | 0          |
|   |                 | <b>TOTAL</b>         | <b>120,621</b> | <b>0</b>   |



# Development Scenarios and Feasibility Preliminary Fit Studies

## Key Site 5 – MBTA Parking – Previous Studies

MATTAPAN STATION - Possible Development Parcels with Current Access Drive



# Development Scenarios and Feasibility Preliminary Fit Studies

## Key Site 5 – MBTA Parking – Previous Studies

### MBTA MATTAPAN STATION

PARKING LOT REF STUDY

### Massing Ideas - 1 Parcel



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY  
Daniel A. Grabauskas, MBTA General Manager



CITY OF BOSTON  
Thomas M. Menino, Mayor



Boston Redevelopment Authority  
Mark Maloney, Director

Fairmount Indigo  
PLANNING INITIATIVE

The Cecil Group Team



# Development Scenarios and Feasibility Preliminary Fit Studies

## Key Site 5 – MBTA Parking – Previous Studies

MATTAPAN STATION - Alternate Development Parcels with Potential Access Drive



|  |  |  |  |  |                               |
|--|--|--|--|--|-------------------------------|
|  | 186 Lincoln Street, Suite 200<br>Boston, MA 02111-2403<br>T: (617) 338-0063<br>F: (617) 338-6472<br>www.jnei.com | Civil Engineering<br>Land Surveying<br>Traffic Engineering<br>Planning<br>GIS Services | JNEI JOB # 5556<br>FILE: 5556_FX01<br>SCALE: 1" = _____<br>DATE: 07/07/05<br>DES. COMP: CRD<br>FIELD BOOK: N/A<br>DRAFTED BY: JAW<br>CHECKED BY: CRD | <b>PARCEL AREA EXHIBIT PLAN</b><br>MBTA MATTAPAN STATION<br>BOSTON - MASSACHUSETTS<br><br>PREPARED FOR:<br><b>TRANSIT REALTY ASSOCIATES, LLC</b><br>BOSTON - MASSACHUSETTS | SHEET:<br><b>2</b><br>OF REV. |
|--|--|--|--|--|-------------------------------|



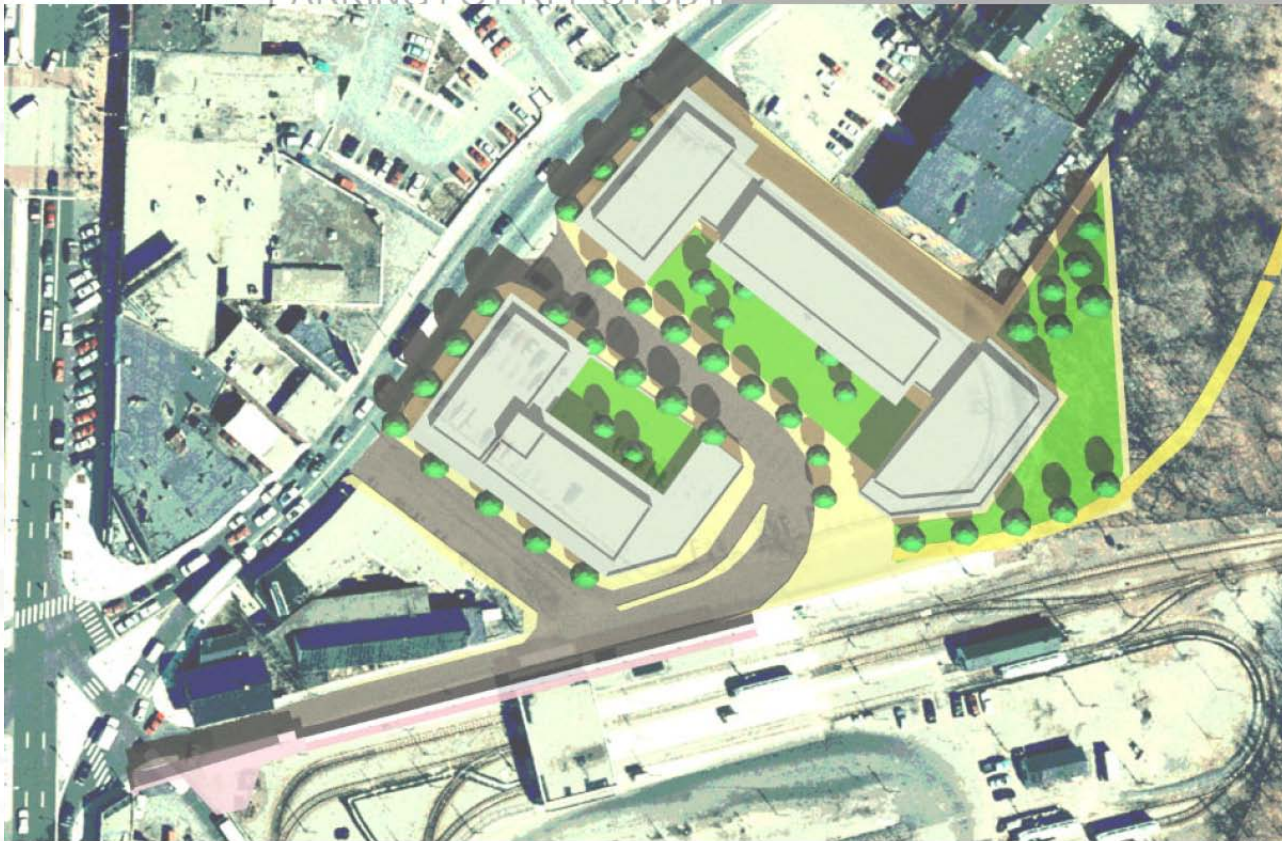
# Development Scenarios and Feasibility Preliminary Fit Studies

## Key Site 5 – MBTA Parking – Previous Studies

**MBTA MATTAPAN STATION**

PARKING LOT REF STUDY

**Massing Ideas - 2 Parcel**



**MASSACHUSETTS BAY TRANSPORTATION AUTHORITY**  
Daniel A. Grabauskas, MBTA General Manager



**CITY OF BOSTON**  
Thomas M. Menino, Mayor



**Boston Redevelopment Authority**  
Mark Maloney, Director

Fairmount Indigo  
**PLANNING INITIATIVE**

The Cecil Group Team



# Development Scenarios and Feasibility

## Preliminary Fit Studies

### Current Status

- Property twice put out for public RFP with no respondents
- MBTA decision to convey property
- Proposed Boston Preparatory Charter School (currently located in Hyde Park)
- Subject to School securing all permits
- 30 parking spaces reserved for commuter parking





# NEXT STEPS

## 1. WAG Meeting

April Meeting



# Next Steps (8:00pm)

## Proposed WAG Meeting Schedule/Topics:

### March

First Draft to Key Sites  
Urban Design and Zoning Implications

### April

Review Plan Components  
Revisit Public Realm  
Revisit Development Scenarios  
Urban Design and Zoning

### May

Draft Executive Summary  
Draft Plan Components  
Community Meeting Prep

### June

## Community Open House/Draft Station Area Plan Release

### July

Open House Review  
Draft Plan  
Next Steps





# Fairmount Indigo Planning Initiative

**BLUE HILL /  
CUMMINS HWY**  
STATION AREA

## Blue Hill Ave / Cummins Hwy Working Advisory Group (WAG) Meeting #6

Tuesday, March 18, 2013  
6:00 – 8:00 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

