Boston's Newest Smart Growth Corridor: A Collaborative Vision for the Fairmount/Indigo Line

New Partners for Smart Growth
Charlotte, NC
February, 2011
Who is affected – a geography of inequality:

- Transit use is 4x regional average
- 90,000 people live within walking distance of line
- Median income, $31,300, approx. $17k less than state average
- 2008-2009, 65-70% of all foreclosures in Boston were in this area
- Runs through the heart of the Mayor’s “Circle of Promise”
The Vision: Green Transit-Oriented Development

Strong, vibrant, diverse 21st century communities along the corridor. Five Goals:

- Strong civic engagement
- Transit equity
- Mixed-income housing
- Living wage jobs
- Active green/open spaces
Transit Status Report 2010

- 4 new stops funded ($139 million MassDOT & MBTA), designed & ready:
  - Four Corners (under construction)
  - Talbot Ave. (fall of 2010)
  - Newmarket (spring 2011)
  - Cummins Highway/Blue Hill (design nearly complete)
  - Additional bridge work

- Station & bridge reconstruction completed ($37 million) at:
  - Uphams Corner
  - Morton Street
  - Mass Ave., Quincy St. & Columbia Road bridges

- Future:
  - Columbia Road
  - River Street
CDC Collaborative - current/completed efforts TOD--Housing

CODMAN SQUARE NDC:
- Completing 31-unit Lithgow Residential
- City funding commitments for the 54-unit Phase I Washington/ Codman Apartments

DUDLEY VILLAGE BEFORE...AND AFTER

2000-2010 completed 476 units & bought 55 foreclosed units

DORCHESTER BAY EDC
50-unit mixed use Dudley Village
Housing Pipeline:

Site control of 800 units
Current projects in pre-development: 11 properties
370 housing units.
Site Control- 800 units

Top priority projects in pre-development:
- Fairmount Ave. TOD
- Morton Street Homes
- Talbot Commons
- Quincy Heights I & II
THE FORECLOSURE CRISIS STRATEGIES:

1) PREVENTION, “MODIFICATIONS” (300 FAMILIES)
2) JOINT VENTURES—REHAB, SELL

HENDRY ST. IN 2008
Economic Development Status Report

- Nine commercial & mixed-use developments currently in pipeline will result in 200 permanent jobs & 20-25 local businesses
- Small business assistance & loans
- Light Industrial buildings: 259 Quincy, Pearl Meats.
- Green Workforce Development Initiative with local auto body owners
- Hyde Park Green Team youth environmental summer jobs

259 Quincy St. Dorchester, before
New England Center for Arts & Technology.
MOU for new job training & placement center on Quincy Street with Bill Strickland’s Manchester Bidwell Corp. Replication--
Economic Development Pipeline, 210,000 sf

DORCHESTER BAY EDC
Pearl Meats – 196-214 Quincy St – Mixed use, housing, parking

CODMAN SQUARE NDC: Tax credits awarded for 24-unit mixed use Levedo Motors project (Talbot Avenue station)

SOUTHWEST BOSTON CDC: Partnership with Riverside Theatre Works Riverside Theatre Works to redevelop the Lewis Chemical at Fairmount Station

MATTAPAN CDC: 7000 square feet of commercial in mixed-use project at Morton Street Homes

Pearl Meats, 200-214 Quincy St.; mixed use, housing, parking over commercial?
Quincy St. Corridor
Residents created vision for 6-mile green corridor with playgrounds, urban orchards, exercise parks, bike paths, walking trails, community gardens, open space

Working with Crosby, Schlessinger, Smallridge on concept plan

Identified 161 possible sites, 84 city-owned

Promoting green development through infrastructure improvements & brownfields remediation
$126 million in city investment along line including $115 million in project funding, & $11 million in property management, maintenance, demolition & environmental work

$180,000 committed for technical assistance via EPA, HUD, DOT for Sustainable Communities Funding

$167 million committed by MBTA for 4 stations & bridges

$12.51 million committed by Mass Dept Housing & CD

$2 million in Economic Development Authority funds recommended by Metropolitan Area Planning Council (MAPC) for job training center

Partnering with MAPC to leverage more federal funds through HUD Sustainable Communities
CHALLENGES

- Delays in assessment & remediation $
- Need for TA to expedite projects
- Many new grants on planning, not enough on implementation
- No $ for acquisitions & pre-development
- HUD flex sub loans, interest accruals high
- NSP funds clogged locally, audits rigid?
- Uneven fares, commuter rates on line.
- Need 5th station.
Solutions

**EPA:** continue assessment, remediation $
- Continue TA to speed up projects
- Allow Mass Brownfields to bridge EPA $
- Use clout to raise other funds.

**HUD:** Continue SCI, CHOICE, PROMISE $
- TOD acquisition, pre-development $
- More $ for implementation than planning
- Flex Sub Loan interest adjustments
- NSP funds expedited, ease use.

**FTA-DOT:** Transit fares along entire line.
- Assist with proposed 5th station
- Work on air quality in corridors if delayed
- Shuttle to Boston Medical Center