Partnership *for* Sustainable Communities

EPA Brownfield Pilot

Boston, Massachusetts

Better Communities from Brownfields: Three Tales from the Fairmount/Indigo Line Corridor

December 2010

Prepared Under:
Contract No. EP-W-07-023

Prepared for:
U.S. Environmental Protection Agency
Office of Solid Waste and Emergency Response
Office of Brownfields and Land Revitalization
Washington, DC 20460

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1. Introduction

1.1 Partnership for Sustainable Communities Brownfield Pilots

The U.S. Environmental Protection Agency (EPA), Department of Housing and Urban Development (HUD), and Department of Transportation (DOT) are working together under the Partnership for Sustainable Communities to ensure that federal investments, policies and actions support development that is more efficient and sustainable. This partnership is based on "livability principles" that guide inter-agency collaboration and support the integration of: safe, reliable and economical transportation; affordable, energy-efficient housing; and sustainable reuse of idle or underutilized land. Pilot communities were selected by EPA's Brownfields Program with input from HUD and DOT. Pilots receive technical assistance and support from EPA, HUD and DOT. The three agencies are working with the pilot communities to build on past investments, as well as identify opportunities to link housing, transit, brownfields redevelopment, and coordinate sustainability resources.

1.1.1 Partnership Livability Principles

The Partnership for Sustainable Communities has established a set of livability principles to guide the agencies' efforts and other infrastructure investments to protect the environment, promote equitable development, and help address the challenges of climate change. The Livability Principles are:

- **Provide more transportation choices.** Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- **Promote equitable, affordable housing.** Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- **Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.
- **Support existing communities.** Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- **Coordinate and leverage federal policies and investment.** Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- **Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods—rural, urban or suburban.

1.2 Boston Partnership for Sustainable Communities Brownfield Pilot

The Boston Partnership for Sustainable Communities Brownfield Pilot technical assistance recipient is the Fairmount/Indigo Line CDC Collaborative. This nonprofit collaboration is composed of and led by four autonomous Community Development Corporations (CDC): Codman Square Neighborhood Development Corporation, Dorchester Bay Economic Development Corporation, Mattapan Community Development Corporation, and Southwest Boston Community Development Corporation. Through the Fairmount Collaborative, these CDCs are focused on providing affordable housing, assuring transit equity, spurring economic development, and open space development within underserved neighborhoods in Boston, Massachusetts, along the Fairmount/Indigo Commuter Rail Line of the Massachusetts Bay Transportation Authority (MBTA).

The Fairmount/Indigo Commuter Rail Line is the oldest line within the city's commuter rail system and the only line that is entirely contained within the limits of the City of Boston. It runs through some of the oldest and most diverse communities in Boston; the Fairmount Corridor has a rich historic character and close proximity to downtown Boston. The Fairmount/Indigo Commuter Rail Line runs through communities where people of color constitute as much as 96% of the population, and have poverty rates that are higher than that of the city as a whole. These communities also boast tremendous institutional and social assets that serve as the foundation for the work of the Fairmount Collaborative.

While the Fairmount/Indigo Commuter Rail Line has brought countless commuters from outlying areas into the center of Boston, the line has very few stops in the large, diverse communities through which it runs. Until recently, local residents have endured the burdens of having a rail line run through their neighborhood, without benefiting from the transportation options or community enhancement that can come with transit stations. This is changing. Through a multi-year concerted effort from the Fairmount Collaborative, and its neighborhood partners, City of Boston, Massachusetts Department of Transportation, Massachusetts Bay Transportation Authority, and the Federal Transit Administration, and other community partners, four new stops are scheduled to open by 2013 and two existing stops were reconstructed to better serve the community (Figure 2).

The Fairmount/Indigo Commuter Rail Line is largely used by business commuters accessing the downtown employment centers from outlying neighborhoods. Its frequency of service reflects that – running frequently early morning, slowing greatly in the middle of the day, and increasing again during late afternoon/evening rush hours. There is limited service in the evening and no service on Saturdays or Sundays. In that manner it does not serve as a dependable source of alternative transportation for travel other than business commuting. Currently, public transportation options to residents in the neighborhoods served by the Fairmount Collaborative are largely limited to buses—resulting in longer commuting times—even if traveling to destinations that would otherwise be accessed through the commuter rail. In addition to their work to open the stops currently being added along the line, the Collaborative and its neighborhood partners advocate to increase frequency of service so as to serve as a more dependable source of transportation for residents.

The Fairmount Corridor is home to some of the oldest urban neighborhoods in the country, providing for a historic character and close-in proximity to the employment center of downtown Boston that cannot be replicated. Unfortunately, as with any city within the United States, this also means there is a heritage of former site uses that have left a legacy of brownfield properties in proximity to residents, businesses and sensitive environmental features. Former uses such as industrial facilities, metal plating, automotive related uses, and dry cleaners often release contaminants into the environment. As of the date of this report the Massachusetts Department of Environmental Protection (MassDEP) has records of 523 properties accounted for in this report within the corridor that have submitted notifications of cleanup actions. This does not necessarily indicate these sites are all still facing environmental challenges but rather indicative of the scale of the potential brownfield numbers in the corridor. This number also does not reflect the sites that have not come to MassDEP's attention yet.

Assistance from EPA was provided through three different offices, the Office of Brownfields and Land Revitalization (OBLR), the Office of Underground Storage Tanks (OUST), and the Office of Sustainable Communities (OSC). Coordination was managed through the EPA Region 1 office.

1.2.1 Study Area: Fairmount/Indigo Commuter Rail Line

The study area for the Boston Partnership for Sustainable Communities Brownfield Pilot is the Fairmount/Indigo Commuter Rail Line: a nine-mile north-south rail line that extends from South Station to Readville Station in Hyde Park. For this pilot, the technical assistance team considered land within a one half-mile radius of the rail line (see Figure 1).

1.2.2 Pilot Scope

The Boston Partnership for Sustainable Communities Brownfield Pilot is composed of three separate but related projects; they are described in Sections 2, 3 and 4 of this report.

- **The Fairmount Corridor Opportunity Site Inventory and Prioritization Tool** (Section 2). Led by the Fairmount Collaborative, this project is focused on assembling a searchable site inventory to identify sites with unique attributes to respond to different project priorities.
- **The Morton Street Homes Project** (Section 3). Led by the Mattapan CDC, this project is focused on providing architectural design assistance for a brownfield site to be redeveloped as an affordable transit oriented development (TOD) housing project near the Morton Street station.
- **The Talbot Commons Project** (Section 4). Led by the Codman Square Neighborhood Development Corporation (CSNDC) and the Talbot Norfolk Triangle (TNT) neighborhood association, this project is focused on engaging residents in a broad discussion about brownfield redevelopment, increased density, TOD, and neighborhood livability.

The work scope, project team, information sources reviewed, and deliverables for each project are described in Sections 2 through 4. Although the projects are described separately, they are strategically and geographically linked. Strategically, all three projects support the Fairmount Collaborative's and its member organizations' focus on providing quality affordable housing, economic development opportunity, environmental quality, and transportation equity. Geographically, these projects are located within a one half-mile radius of the Fairmount Commuter Rail Line corridor (see Figure 1).

Figure 1: Fairmount/Indigo Commuter Rail Line with One Half Mile Buffer

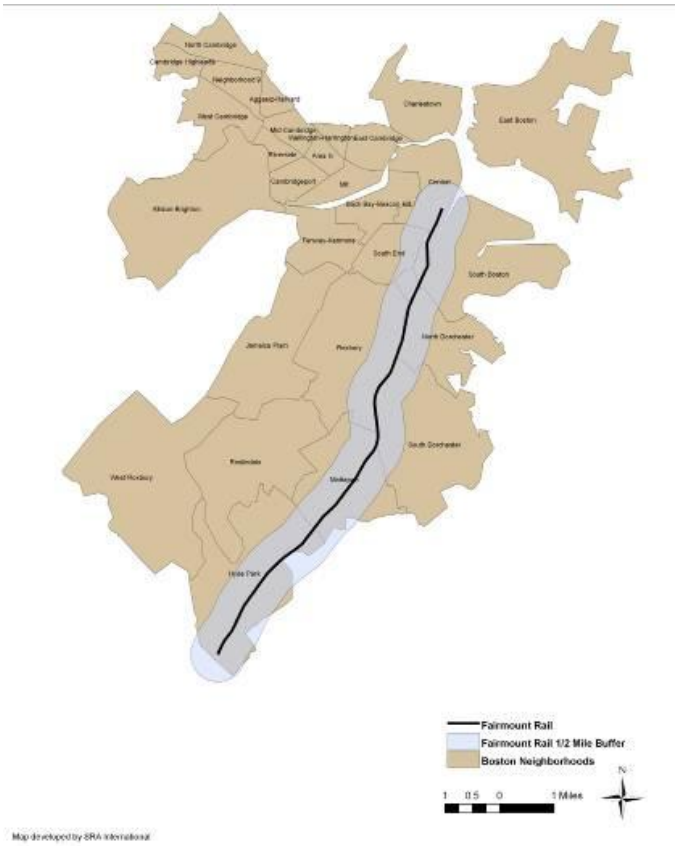
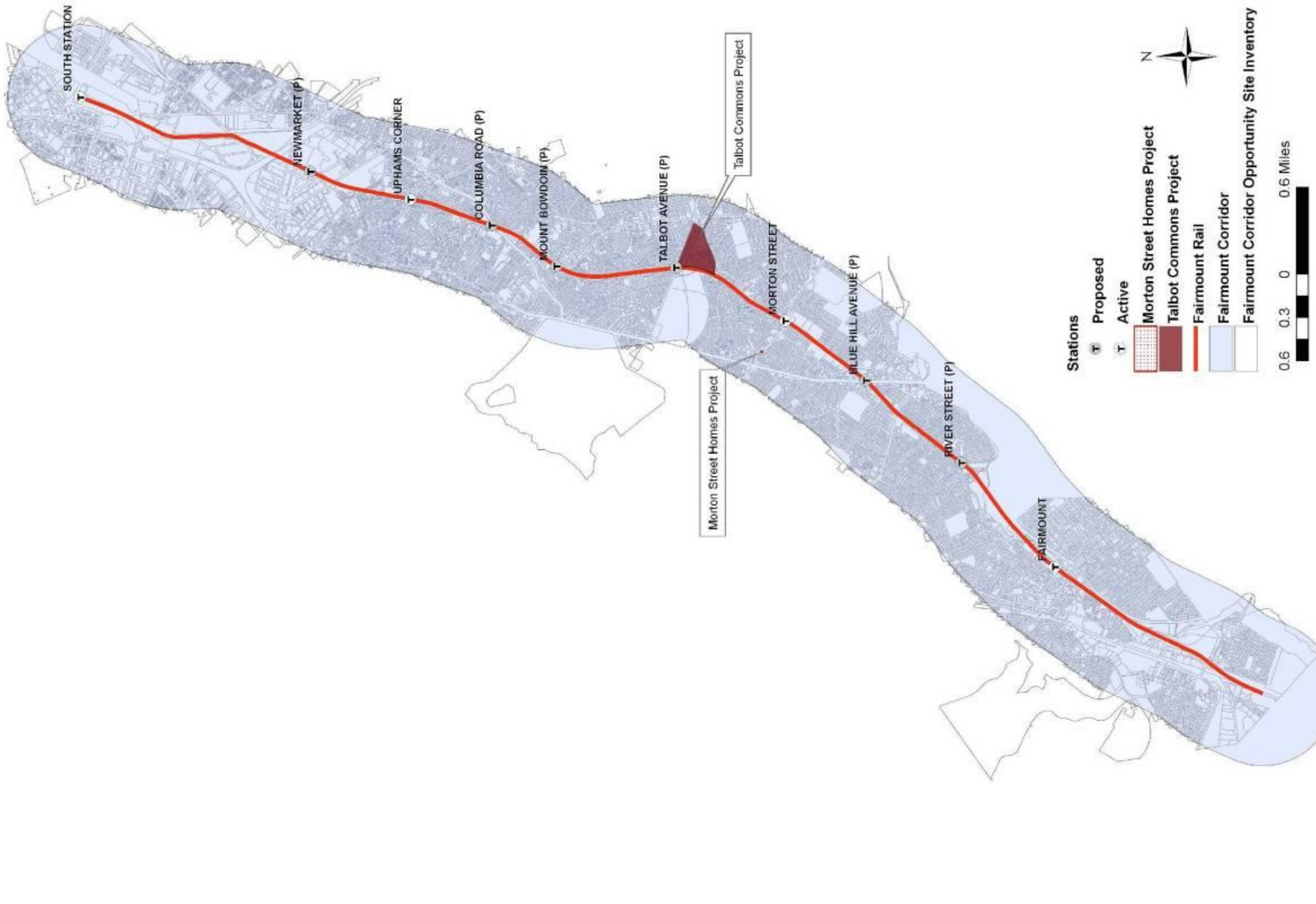


Figure 2: Boston Partnership for Sustainable Communities Brownfield Pilot – Three Project Areas



1.2.3 Brownfield Considerations for the Boston Partnership for Sustainable Communities Brownfield Pilot

As a historic urban rail corridor, the Fairmount Corridor contains many brownfields: property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant.[1] Essentially, brownfields are sites that are suspected to have had a release of pollutants into the soil, ground and surface water, or within structures on site. As of the date of this report, MassDEP tracks 523 sites addressing contaminant releases within the study area alone. Examples of sites that are often considered brownfields include former gasoline stations, dry cleaners, and many types of former industrial and/or manufacturing uses. Prior to their redevelopment, the presence and level of contamination at a brownfield needs to be determined through Phase I and II environmental site assessments (ESA), and in some cases, made compliant with state regulatory standards through remediation.

With respect to the work performed by the Fairmount Collaborative and its members along the Fairmount/Indigo Commuter Rail Line, brownfields represent both obstacles and opportunities. These properties are obstacles in that they can represent additional cost and liability concerns for the organizations working to redevelop them. They are opportunities in that they are often not being actively used and are available for purchase or lease. They also represent opportunity in that these sites are most often served by existing infrastructure, are located within targeted redevelopment areas, and their cleanup and redevelopment improves the overall human, environmental and economic health of their communities. As nonprofit organizations, the Fairmount Collaborative and its members also find opportunity in potentially being eligible for grant funding from EPA, State of Massachusetts and City of Boston for ESAs and remediation.

When purchasing, leasing or redeveloping a brownfield property for any purpose, there are several factors to consider that affect the feasibility of the redevelopment project (i.e., timeframe, cost, site-specific technical requirements, site programming, financing, liability, ownership). EPA's Brownfield Solutions Series includes, *Anatomy of a Brownfields Redevelopment,* which provides an overview of the redevelopment process (http://www.epa.gov/brownfields/overview/anat_bf_redev_101106.pdf). EPA has developed a variety of additional resources to assist communities with brownfields assessment, cleanup and redevelopment. Please visit http://www.epa.gov/brownfields/ for guidance and technical resources related to brownfield revitalization.

Each of the three projects that comprise the Boston Partnership for Sustainable Communities Brownfield Pilot have a brownfields component; more specific project-level brownfields considerations are described in the report sections associated with each project. For each project, it is recommended that complete due diligence be conducted on every potential brownfield in the Fairmount Corridor and that legal counsel be obtained where the purchaser and/or lease of contaminated property is concerned.

Every potential brownfield is unique, requiring site-specific evaluation of conditions. Qualified environmental professionals with experience in brownfields redevelopment should determine costs, timelines and options for redevelopment and design given the number of technical, legal and financial factors affecting each site. For example, scope and costs for environmental assessment and remediation should be determined by a qualified environmental consultant, ideally someone the State of Massachusetts has qualified as a Licensed Site Professional (LSP). The MassDEP website (http://db.state.ma.us/dep/lsp/lspsearch.htm) has a list of LSPs in Massachusetts.

Liability Considerations

With respect to brownfield redevelopment in general, liability is a term that describes a prospective purchaser's and/or property owner's status as the responsible party (RP) for contamination on site. Over the past several years state and federal policy and programs have been created to provide clarity in and protection from liability for brownfield redevelopment. These protections, described in more detail below, provide a process through which

[1] http://www.epa.gov/brownfields/

redevelopment interests can clearly demonstrate they are not liable for contamination on site, turning brownfield properties into opportunities and assets.

Federal Level

The Comprehensive Environmental Response Compensation and Liability Act (CERCLA), commonly referred to as the Superfund law, is the federal legislation that defines RP status. Amended in 2002 through the Small Business Liability Relief and Revitalization Act, CERCLA now outlines a purchaser's due diligence process referred to as All Appropriate Inquiry (AAI) in order to achieve "bona fide prospective purchaser" status, which grants defense against federal enforcement to address environmental conditions not created nor exacerbated by the new owner. AAI must be completed prior to the site's purchase. For more information regarding AAI, visit EPA's Website, at: http://www.epa.gov/swerosps/bf/aai/aaifs.htm.

State Level

It is now common practice for purchasers of potentially contaminated properties to secure protections against state enforcement actions in cases where the owner and/or purchaser did not create or exacerbate contamination. In Massachusetts, the Brownfield Act of 1998 established such protections for parties working toward brownfield redevelopment. If the owner or purchaser qualifies, these protections even extend to contamination that has migrated onto their property from another property. Eligibility is described in Chapter 21E Chapter 2: http://www.mass.gov/legis/laws/mgl/21e-2.htm.

Grant Resources

The EPA Office of Brownfields and Land Revitalization (OBLR) offers grants to nonprofit organizations for the remediation of contaminated property owned by that organization. These grants are restricted to entities considered to be eligible applicants. One restriction on eligibility is that EPA grant funding may not be used to pay for response costs at a brownfield site for which the recipient of the grant is potentially liable under CERCLA §107 (e.g., whether the applicant is considered a RP). For more information on eligibility for EPA OBLR grants, please refer to the FY11 Guidelines for Brownfields Cleanup Grants at http://www.epa.gov/oswer/docs/grants/epa-oswer-oblr-10-11-rev.pdf.

Disclaimer

The information provided in this report provides an overview of the general considerations for brownfields redevelopment; it is not intended to serve as official counsel to a purchaser or owner of contaminated property or as the sole source of support for the purchase and/or lease of brownfield property. It is recommended that legal counsel be obtained where the purchase and/or lease of contaminated property is concerned. It is recommended that complete due diligence be conducted on every opportunity site identified in the Fairmount Corridor.

2. Fairmount Corridor Opportunity Site Inventory and Prioritization Tool

2.1 Project Background

The Fairmount/Indigo Line CDC Collaborative is composed of and led by four autonomous Community Development Corporations (CDC): Codman Square Neighborhood Development Corporation, Dorchester Bay Economic Development Corporation, Mattapan Community Development Corporation, and Southwest Boston Community Development Corporation. It provides structure and support for community based efforts within the Fairmount/Indigo Commuter Rail Line corridor.

The Collaborative has been developing a vision and strategy for a 'greenway'—a series of non-contiguous public greenspaces in proximity to the line and station areas, linked by a designated route composed of "greenway streets:", along the length of the Fairmount/Indigo Commuter Rail Line (see Appendix A for a summary of the Fairmount Collaborative Greenway Plan). Many of the neighborhoods served by the Fairmount Collaborative have inadequate access to parks and open space relative to the population. First articulated in the report "Boston's Newest Smart Growth Corridor," the Greenway effort strives to provide a green connection between all the neighborhoods along the corridor that also connect residents to existing green amenities such as parks, recreation areas and the Neponset River. In order to oversee this effort, a Fairmount Greenway Task Force was convened that includes the Collaborative's partner organizations and several other groups to provide for corridor wide representation and strong advocates. In addition to the 'greenway,' the Fairmount Collaborative also provides support to its member organizations in their affordable housing, economic development, and community development initiatives.

The Collaborative sought assistance through this pilot to assemble different inventories of properties (described below) to provide a tool that assists the Collaborative in prioritizing sites given their different needs. The tool was intended to provide utility not only for the Greenway efforts but also for housing and economic development efforts of the Collaborative's member organizations. The tool will now be used for identifying priority sites that meet certain needs or targets such as proximity to commuter rail stations, size, zoning, environmental conditions, public ownership, or value. Assembling different sets of data and linking sites to their characteristics in a searchable format provides the Collaborative and its members a means by which they can look at the corridor as a whole and be strategic in how resources are spent.

2.1.1 Project Scope

For this project, technical assistance was provided to the Fairmount Collaborative to develop an inventory of sites located within a one half-mile radius of the Fairmount/Indigo Commuter Rail Line, and to identify within this inventory opportunity sites, including potential brownfields. The Opportunity Site Inventory and Prioritization Tool will allow member organizations to identify specific parcels that best meet their needs and provide basic information to support the evaluation of logistical and resource needs as projects—such as the Greenway Plan—move forward. The tool is described in more detail in Section 2.2.

In addition to developing the consolidated inventory, general considerations for understanding brownfields in the Fairmount Corridor, were developed. The considerations developed for this project can be applied more broadly to other sites; they are described in more detail in Section 2.3.

2.1.2 Project Team

Regional EPA staff from brownfields, smart growth, and UST programs were kept informed and provided input on all three parts of the pilot. Guidance to the technical assistance team was provided by Fairmount Collaborative staff and members. Technical assistance was provided by SRA International, Inc.

2.1.3 Information Sources Reviewed

In preparation for developing the Opportunity Site Inventory and Prioritization Tool, the following documents and resources were reviewed:

- Boston's Newest Smart Growth Corridor: A Collaborative Vision for the Fairmount/Indigo Line (http://www.smartgrowthonlineaudio.org/np2007/311e1.pdf)
- DRAFT – Fairmount Greenway Plan, Description, and Map (Available through the Fairmount Collaborative)
- U.S. Department of Transportation: Livable and Sustainable Communities regional case studies – Region 1: Fairmount/Indigo Line, Boston, MA (http://www.fta.dot.gov/documents/Region1_Fairmount.pdf)
- Massachusetts Bay Transportation Authority reports including:
    - Fairmount Line Feasibility Study (http://www.mbta.com/uploadedFiles/documents/ExecutiveSummaryFairmountOct02.pdf)
    - Executive Summary Needs Assessment (http://www.mbta.com/uploadedFiles/documents/Needs_assessment_executive_summary.pdf)
    - Fairmount/Indigo Commuter Rail Map (http://www.mbta.com/schedules_and_maps/rail/lines/?route=FAIRMNT)

2.2 The Fairmount Corridor Opportunity Site Inventory and Prioritization Tool

Technical assistance was provided to develop the Fairmount Corridor Opportunity Site Inventory and Prioritization Tool to help the Collaborative and its members identify properties within a half-mile radius of the Fairmount/Indigo Commuter rail corridor that represent the best opportunities to realize their priorities and meet their missions. The goal of the Opportunity Site Inventory and Prioritization Tool was not to create priorities for the Collaborative or its members, but to provide them information from which they can identify parcels that best suit their needs given their individual changing priorities.

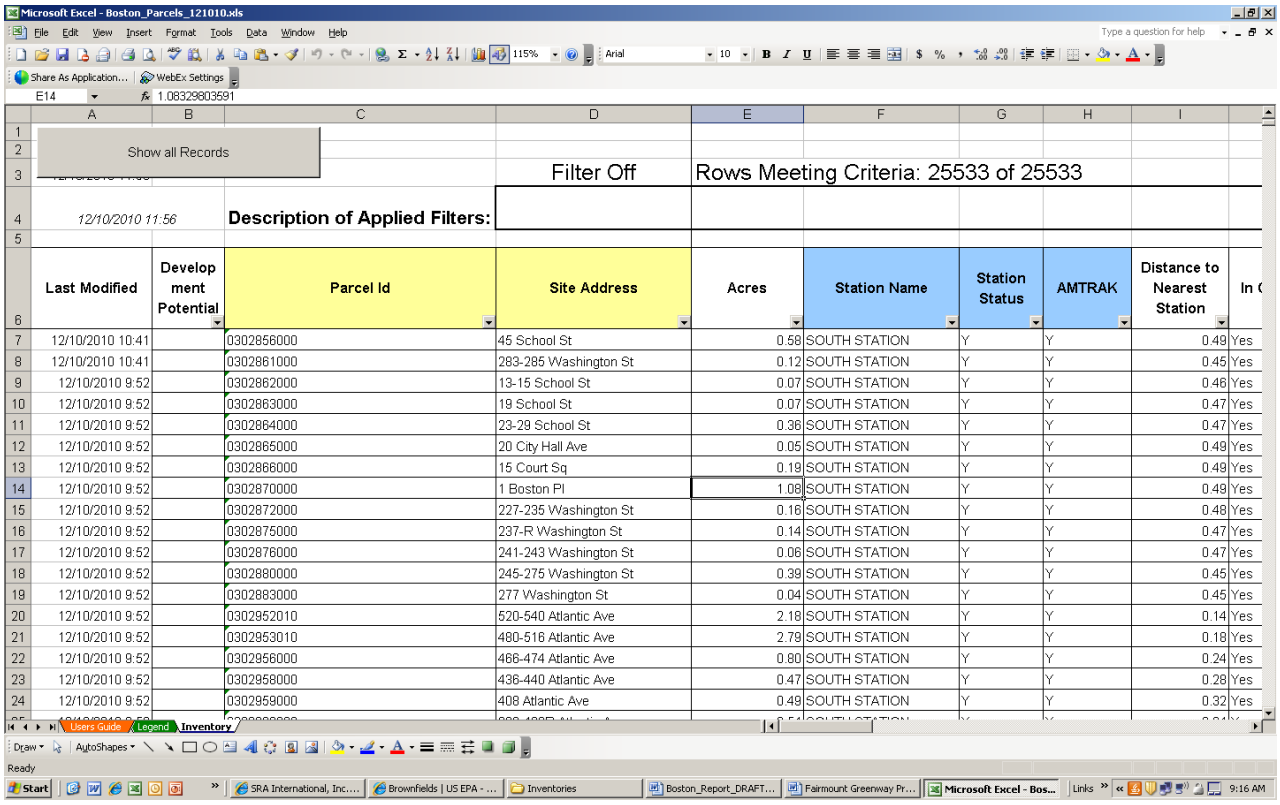
The Fairmount Corridor Opportunity Site Inventory and Prioritization Tool was developed to identify parcels located within a half-mile radius of the nine-mile Fairmount rail corridor, requiring the compilation of data from over eight separate sources and databases. The Opportunity Site Inventory and Prioritization Tool includes 25,533 parcels (approximately 5,760 acres), that have a parcel identification number and site address.

Additional data were compiled to better understand potential redevelopment opportunities of these parcels. The following attributes were compiled from varying data sources and associated with each parcel in the Opportunity Site Inventory and Prioritization Tool:

- Parcel size (acres)
- Zoning
- Date of last zoning data update
- Nearest commuter rail station
    - Distance to the station
    - Status of the station (active, proposed or special)
    - Whether the station is also an Amtrak station
- Distance from nearest park/open space
- Assessed value (land and building)

- Potential opportunity site types:
  - If it has a regulatory history in MassDEP cleanup programs (i.e., potential brownfield)
  - If it has been identified by the Fairmount Collaborative as an opportunity site, including a Greenway opportunity site
  - If it is owned by the City of Boston

Figure 3: Image of the Inventory Tool Search Page



Microsoft Excel - Boston_Parcels_121010.xls

Show all Records | Filter Off | Rows Meeting Criteria: 25533 of 25533

12/10/2010 11:56 | Description of Applied Filters:

Last Modified	Development Potential	Parcel Id	Site Address	Acres	Station Name	Station Status	AMTRAK	Distance to Nearest Station	In
12/10/2010 10:41		0302856000	45 School St	0.58	SOUTH STATION	Y	Y	0.49	Yes
12/10/2010 10:41		0302861000	283-285 Washington St	0.12	SOUTH STATION	Y	Y	0.45	Yes
12/10/2010 9:52		0302862000	13-15 School St	0.07	SOUTH STATION	Y	Y	0.46	Yes
12/10/2010 9:52		0302863000	19 School St	0.07	SOUTH STATION	Y	Y	0.47	Yes
12/10/2010 9:52		0302864000	23-29 School St	0.36	SOUTH STATION	Y	Y	0.47	Yes
12/10/2010 9:52		0302865000	20 City Hall Ave	0.05	SOUTH STATION	Y	Y	0.49	Yes
12/10/2010 9:52		0302866000	15 Court Sq	0.19	SOUTH STATION	Y	Y	0.49	Yes
12/10/2010 9:52		0302870000	1 Boston Pl	1.08	SOUTH STATION	Y	Y	0.49	Yes
12/10/2010 9:52		0302872000	227-235 Washington St	0.16	SOUTH STATION	Y	Y	0.48	Yes
12/10/2010 9:52		0302875000	237-R Washington St	0.14	SOUTH STATION	Y	Y	0.47	Yes
12/10/2010 9:52		0302876000	241-243 Washington St	0.06	SOUTH STATION	Y	Y	0.47	Yes
12/10/2010 9:52		0302880000	245-275 Washington St	0.39	SOUTH STATION	Y	Y	0.45	Yes
12/10/2010 9:52		0302883000	277 Washington St	0.04	SOUTH STATION	Y	Y	0.45	Yes
12/10/2010 9:52		0302952010	520-540 Atlantic Ave	2.18	SOUTH STATION	Y	Y	0.14	Yes
12/10/2010 9:52		0302953010	480-516 Atlantic Ave	2.79	SOUTH STATION	Y	Y	0.18	Yes
12/10/2010 9:52		0302956000	466-474 Atlantic Ave	0.80	SOUTH STATION	Y	Y	0.24	Yes
12/10/2010 9:52		0302958000	436-440 Atlantic Ave	0.47	SOUTH STATION	Y	Y	0.28	Yes
12/10/2010 9:52		0302959000	408 Atlantic Ave	0.49	SOUTH STATION	Y	Y	0.32	Yes

These attributes represent the fields the Collaborative and its members can use to search for sites in the Opportunity Site Inventory and Prioritization Tool. By linking the parcels with the additional site characteristics listed, the tool will help the Fairmount Collaborative make strategic decisions about the acquisition and development of parcels along the Fairmount Corridor.

While the data in the tool were compiled from multiple data sources, it is not continuously linked to these datasets. The information captured in the tool represents a static snapshot in time. In contrast, the data sources used to develop the tool are frequently updated. In order to ensure the consolidated inventory remains relevant to the Fairmount Collaborative, it should be periodically updated to include additional parcel or parcels attributes.

The Fairmount Collaborative will be able to add or delete opportunity sites, data attributes, or specific data points to and from the inventory. Data can be added to the inventory in order to continue to understand the opportunities associated with the parcel level data. For instance, filling gaps in the property ownership data will help further define city owned parcels, which might be a priority attribute for certain development projects.

The complete Opportunity Site Inventory and Prioritization Tool was delivered electronically to EPA, the Fairmount Collaborative, and the City of Boston Department of Neighborhood Development staff and is not included in this report. A user guide that provides direction regarding how to use the Fairmount Corridor

Opportunity Site Inventory and Prioritization Tool and search for sites using single or multiple parameters can be found in Appendix B. A data guidelines document, which summarizes the methodology for creating the inventory, data sources, data limitations, and general instructions for updating the inventory, can be found in Appendix C.

2.2.2 Viewing the Opportunity Site Inventory and Prioritization Tool in Google Earth

The Excel-based Opportunity Site Inventory and Prioritization Tool was converted into a KMZ file, allowing users of Google Earth to view the inventory in aerial form. Within the aerial Google Earth image, potential opportunity sites are identified (see Figure 3). Once in Google Earth, users can right-click the mouse over a parcel of interest to view the City of Boston parcel identification number (Parcel ID). This unique Parcel ID can be used to identify site-specific attributes in the Excel-based tool.

The KMZ file was also delivered electronically to EPA and is not included in this report. Instructions on how to use Google Earth and the KMZ file are provided in Appendix D.

Figure 4: Fairmount Corridor Opportunity Site Inventory and Prioritization Tool - Site Types

Map developed by SRA International

2.3 Brownfield Considerations for the Fairmount Collaborative

2.3.1 Identifying Brownfields in the Inventory Using Massachusetts Department of Environmental Protection (MassDEP) Data

The Opportunity Site Inventory and Prioritization Tool developed for this project indicates sites that have a regulatory history with MassDEP having received Waste Site Cleanup Notifications, issued in response to a known release. While a site that has a history with MassDEP's programs suggests that there is, or has been, an issue requiring some level of environmental assessment and/or remediation, inclusion in the MassDEP's database is not a definitive, independent indicator that a site is a brownfield.[2]

Also, because MassDEP's data changes frequently, any data presented in the Fairmount Corridor Opportunity Site Inventory and Prioritization Tool are not conclusive indicators of whether a property is or is not a brownfield. When searching with a site's Response Tracking Number (RTN) on the Mass DEP website, the public can view general details related about its status. A site that was listed as having an "open" file in the MassDEP database may or may not require additional environmental work (e.g., environmental assessment and/or remediation work could have been completed at a property, but it may not have yet been added to the MassDEP database). On the other hand, a site's RTN showing that the site as being "closed" through MassDEP programs might still require additional assessment and/or remediation, either as a matter of a purchaser's due diligence requirements, or to support a different type of development than was planned when the site was closed. Details pertaining to the actions taken on a particular property, or portion of a property, are contained within a Response Action Outcome (RAO) from Mass DEP and a Response Action Outcome Statement (RAOS) from the property owner or other responsible party. Because these data are subject to change, and the Opportunity Site Inventory and Prioritization Tool reflects data from a single moment in time, each site of interest will require specific inquiry as to its potential contamination with the property owner, the property owner's LSP consultant, and/or the MassDEP contact assigned to the project (if there is one).

This link connects directly to the MassDEP Waste Sites/Reportable Rrelease Look Up page – http://db.state.ma.us/dep/cleanup/sites/search.asp

Finally, despite the large number of sites tracked by MassDEP, there are additional sites with conditions that warrant ESA and/or remediation but have not begun the process or entered any of MassDEP's programs. Because there is no way of tracking such sites, each site being pursued by the Collaborative and/or its partners should be evaluated for the need for environmental site assessments and/or remediation as a function of their due diligence process. This recommendation applies to sites being pursued for acquisition as well as lease.

2.3.2 Disclaimer

The information provided in this report provides an overview of the general considerations for brownfields redevelopment; it is not intended to serve as official counsel to purchaser or owner of contaminated property or as the sole source of support for the purchase and/or lease of brownfield property. It is recommended that legal counsel be obtained where the purchase and/or lease of contaminated property is concerned. It is recommended that thorough due diligence be conducted on every opportunity site identified in the Fairmount Corridor.

[2] A description of the MassDEP data: http://www.mass.gov/dep/cleanup/sites/statdef.htm

3. Morton Street Homes Project

3.1 Project Background

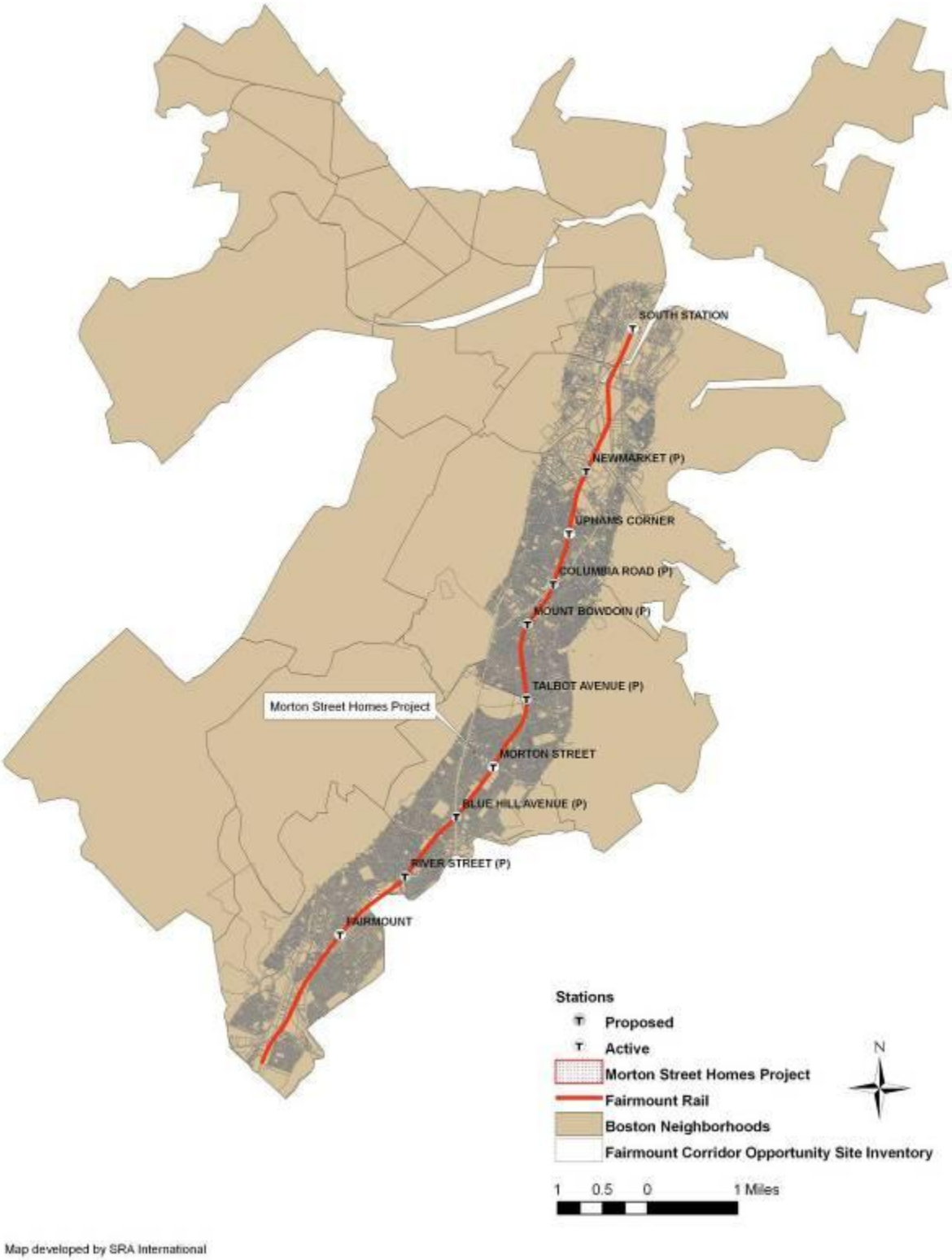
The Mattapan CDC is a nonprofit community-based corporation dedicated to improving the social and economic conditions of all people who live or work in Mattapan. Demographically, Mattapan is a community of color within the City of Boston. Four percent of its population is white, compared with 50% of the citywide population. Income levels in Mattapan tend to be lower than the city as a whole; poverty rates are also higher here than the overall citywide rates. The demand in Mattapan for affordable housing is driven by the differential between housing prices and income levels. The median housing price in Mattapan was $377,500 or 97% of the citywide average of $390,000 while median income levels lagged at 83% of citywide average income.[3] More than a 36% of all renters in Mattapan spend more than a third of their income on rent, underscoring the demand for affordable rental housing.[4]

To provide quality affordable housing and Transit Oriented Development (TOD) to the community, Mattapan CDC is actively engaged in the acquisition and development of 759 Morton Street (the Morton Street Homes project). The Mattapan CDC's vision for the property's development is to provide affordable units of studio and one bedroom apartments over first floor commercial space. The site is located less than a one half-mile radius from the Morton Street Commuter Rail Station, near the intersection of Morton Street and Blue Hill Avenue (see Figure 4), which was renovated in 2006-2007. A major consideration taken into account in planning the acquisition, financing and design for this site is that it is a brownfield property. Previous automotive related uses potentially impacted the site, hence necessitating assessment with AAI compliant Phase I and II Environmental Site Assessments and specific due diligence steps prior to purchase.

[3] City of Boston's Mattapan Data Profile

[4] Source of demographic data – City of Boston: Mattapan Data Profile http://www.cityofboston.gov/Images_Documents/Mattapan_PD_Profile_tcm3-12994.pdf

Figure 5: Morton Street Homes Site in Relation to Fairmount Corridor and City of Boston



3.1.1 Project Scope

The scope of work for the Morton Street Homes Project under the Boston Partnership for Sustainable Communities Brownfield Pilot had two primary components.

First, the technical assistance support team provided architectural design assistance for a revised development concept for 759 Morton Street. This support included:

- Provide brownfield related guidance for the site's planned acquisition, financing, design and development
- Evaluating the site's potential to accommodate a change in the development program
- Providing basic site programming, architectural renderings and floor plans for Mattapan CDC and its partners
- Finalizing basic site programming, architectural renderings and floor plans to the extent required for Mattapan CDC to package financing and support in time for a January 2011 Boston One Stop funding application

To gather the necessary site-specific information for this task, the technical assistance support team conducted site visits in September and November 2010. It also held frequent meetings with Mattapan CDC and its project partners, and pre-development meetings with the Boston Redevelopment Authority in advance of Mattapan CDC's application for funding through the One Stop program. This support is summarized in Section 3.2.

Brownfield/Environmental Considerations
Technical assistance related to the brownfield dynamic was provided in person, via email and telephone conversations as well as formalized in this report. Timing of such guidance was time critical as Mattapan CDC's acquisition schedule was tied to the Phase II Environmental Site Assessment that was already underway. Guidance includes general brownfield recommendations related to acquisition of the property, liability protection, and available funding resources. This support is summarized in Section 3.3.

3.1.2 Project Teams

Region 1 staff from brownfields, smart growth, and UST programs were kept informed and provided input on all three parts of the pilot. Technical assistance was provided under contract by SRA International, Inc., and Goody Clancy (Technical Assistance Team). Locally, the project team included the Mattapan CDC, Dorchester Bay EDC, and Next Street Financial LLC.

3.1.3 Information Sources Reviewed

The Technical Assistance Team reviewed a variety of reports, codes and architectural renderings for this project, including:

- Original Morton Street Homes design concept
- Boston's Newest Smart Growth Corridor
- USDOT/FTA Livable and Sustainable Communities Regional Case Study – Region 1
- Available environmental data, including a Phase II ESA draft November 2010
- Zoning requirements for site

3.2 Development Concept for Morton Street Homes

As of the date of this report, the existing commercial structure at 759 Morton Street houses two operating commercial tenants and two vacant commercial spaces (see Figure 6). The primary tenant, and the property owner's business, General Business Company, provides support services to recent immigrants, mostly from Haiti, who have moved to Boston. The second tenant is a barber shop.

Figure 6: Street View of the Subject Property

The building site is strategically located to take advantage of ongoing transit investments both along the Fairmount/Indigo Commuter Rail and Blue Hill Avenue. Its housing and retail also complement existing neighborhood retail concentrations where Morton Street crosses Blue Hill Avenue and Norfolk Street. The site is within a quarter mile of both transit corridors and retail nodes, and the new building will be prominently visible from the improved Morton Street commuter rail station.

Also of note is the former use of the property, which includes automotive related businesses which operated in the western portion of the property (see Figure 6).

Figure 7: Western Portion of 759 Morton Street , Where Automotive-related Uses Took Place

In 2009, a funding application was submitted through the City of Boston/State of Massachusetts One Stop Application process which directs disbursement of Federal Housing and Urban Development (HUD) low Income Housing Tax Credits (LIHTC). Due to reasons of financial feasibility, city feedback regarding the unit configuration and local housing type needs, the application was withdrawn.

One step Mattapan CDC took to strengthen their application was to establish stronger community support for the project. To do this, they presented the renderings shown in Figures 7 & 8 below at several community meetings to evaluate support and receive feedback. This support for the project is not only important for continuing a good relationship between the community and Mattapan CDC but also a requirement for their funding application through the One Stop process.

To respond to the emerging project objectives, Mattapan CDC made the following changes to the development concept for the site.

Objective	Change in Development Concept
Demonstrate Low Income Housing Tax Credit financial feasibility	Increase the number of units
Support Boston Mayor Thomas Menino's desire for more family-focused development	Increase the number of bedrooms per unit
Ease land use permitting process	Ensure the structure is less than 50,000 square feet to qualify for small project review within Boston Redevelopment Authority
Gain community support	Ensure the design architecturally complements the neighborhood and is not too large

To develop the architectural renderings for the new development concept, the Technical Assistance Team worked with Mattapan CDC to consider the following development project elements:

- Square footage
- Number of units necessary for financial feasibility while staying below 50,000 square feet
- Permitting requirements
- Financial feasibility
- Design
- Size of the project in relation to surrounding uses
- Parking
- Size of first floor commercial space
- Community engagement by Mattapan CDC

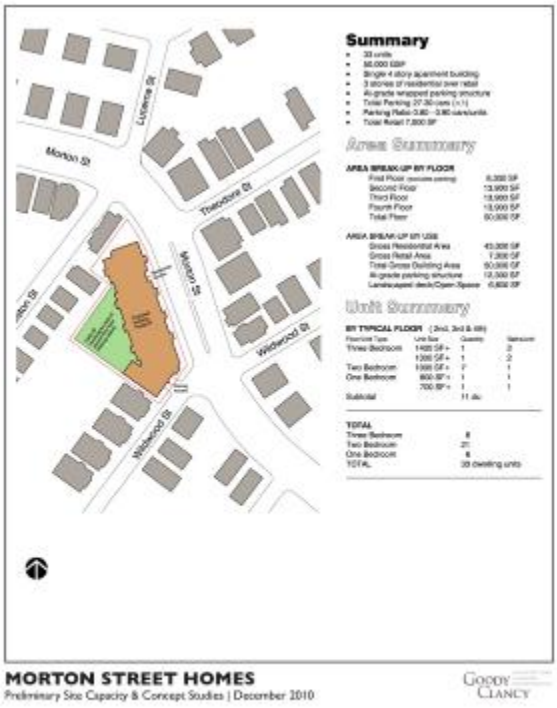
The Technical Assistance Team delivered draft preliminary concept and site capacity study renderings to Mattapan CDC in November 2010 (see Figures 7 and 8).

Figure 8: Overview of New Morton Street Homes Concept

Figure 9: Street View and Frontage of New Morton Street Homes Project

Based on feedback received from Mattapan CDC, their partners Next Street Financial, and Dorchester Bay Economic Development Corporation, the Technical Assistance Team finalized the development concept and architectural renderings in late 2010. The new development concept is a mixed-use four-story building with 33 affordable housing units and more than 7,000 square feet (SF) (gross) of neighborhood-oriented retail. The 33 units will include six three-bedroom, 21 two-bedroom, and six one-bedroom units, making the housing especially appropriate for families. A 6,500+ SF landscaped deck that is protected from the street, will provide play space for children as well as seating and activity areas for residents of all ages. A community room is also part of the development concept. Figure 10 shows a street view and project detail summary for the new development concept. The complete set of architectural renderings that were developed is available in Appendix E.

Figure 10: Street View of Proposed Morton St Homes & Aerial Sketch and Project Detail Summary.



At the street level, the building façade has been located to allow the existing sidewalk to expand by up to ten feet, providing additional space for walking, seating and/or landscaping along the building's retail storefronts and residential entrance lobby.

The building will make walking safer and more appealing by providing wider sidewalks, including active ground-floor uses and upper-story apartments with good visual connections to the street, and adding more pedestrians. These improvements will be particularly valuable along Morton Street, taming a busy traffic corridor into a walkable street, and connecting neighborhood residents to a broader variety of retail and transportation choices.

The massing of the building is broken horizontally by vertical groups of balconies, window bays and the residential entrance lobby, that create smaller volumes of similar proportions to nearby residential buildings. The prominent building corner at Morton and Wildwood Streets will receive special attention as an architectural landmark. The ground floor will be differentiated from upper stories with distinctive materials and extensive storefront glazing enclosing retail uses.

Proposed building façade materials include a mixture of brick masonry (two colors) particularly at ground floor and Morton Street facades, Hardi-plank siding on upper residential floors, metal accent panels at window bays, and ground floor storefront glazing. Windows will be clear glass with low-E coatings and aluminum frames for the individual punched openings and window wall elements.

Building construction would include a cast-in-place concrete slab on concrete columns at the second floor level supporting building and landscaped deck areas above, and separating them from retail and parking spaces below. Upper floor construction will consist of wood load-bearing exterior wall framing with fabricated wood joists for the floors and roof. A continuous vapor barrier and insulation will be applied over the roof and wall sheathing in compliance with the Massachusetts Energy Code. The floor assembly shall provide a one-hour separation between floors utilizing the wood joists with a plywood sub-floor, gypsum-concrete topping, and gypsum ceiling.

At this time we anticipate that foundations will consist of a structural slab-on-grade plus footings at the concrete columns. A vapor barrier and 2" of extruded polystyrene would be installed under the entire slab.

The flat roof will consist of wood joists, sheathing, tapered insulation and an Ethylene Propylene Diene Monomer (EPDM) membrane roof.

An allowance will be established to provide a landscaped terrace with a mixture of planted areas and hardscape at the second floor exterior deck.

The site boundary to the southwest and northwest is adjacent to residential properties on Wildwood and Leston Streets. Massing of the new building is very similar to the depths of existing buildings. The landscaped deck will complement existing landscaped residential rear yards at the core of the block.

Twenty-seven to thirty off-street parking spaces are possible, including two accessible spaces, resulting in a ratio of at least 0.8 parking spaces per unit. All parking spaces are sheltered by the second floor landscaped deck. Additional sheltered space is available for bicycle parking. The interior of the building can be accessed from the parking area by a door leading into the lobby. The driveway into the parking space is accessed at the southeast corner of the site via Wildwood Street. Drains connect to a water recharge system as a way to manage onsite surface run-off.

Careful consideration should be given to the project's sustainable design and energy conservation measures as the design evolves. In addition to minimizing environment impacts, the local project team considers sustainable design as a critical part of the effort to maintain long-term affordability for its residents. The city is actively promoting opportunities for decreasing energy and water usage and costs, improving the efficiency and longevity of building systems, and decreasing the burdens imposed on city infrastructure, the environment and public health.

At this early stage of the design process, specific building systems and specifications have not yet been determined. The final design will create a sustainable development that will serve to minimize environmental impacts, optimize interior environmental quality for the building inhabitants, maintain long-term affordability, and enhance the surrounding community.

3.3 Brownfield Considerations for the Morton Street Homes Project

As previously mentioned, the site's former automotive use history established the site as a potential brownfield, therefore requiring:

- ESA
- All Appropriate Inquiry level of due diligence steps for Mattapan CDC
- Compliance with Massachusetts Department of Environmental Protection requirements
- Consideration for potential impacts on design choices

As a matter of due diligence prior to purchase, Mattapan CDC secured resources from MassDevelopment to conduct ESAs on the property in the summer/fall of 2010. MassDevelopment is a statewide quasi-public entity providing planning, real estate and economic development assistance to nonprofits, units of government and private business to strengthen the Massachusetts economy. As of the date of this report, the Phase II ESA had been completed by an LSP certified through the State of Massachusetts. Though the ESA report is still in draft form, Mattapan CDC expects that the ESA will not identify a need for remediation and will not impact their efforts to purchase the property.

Site design and programming can be significantly impacted by the existence of contamination and the selected remediation option on brownfield properties. For instance, a preferred design and primary use alternative might not be compatible with site use limitations implemented for regulatory compliance. For instance, high levels of contamination (in the ground or through vapor intrusion) can limit residential uses on the ground floor of a structure. Also, the location of areas like playgrounds and open space might be infeasible due to potential exposure pathways to contamination. These types of considerations and more were part of the decision making process on design alternatives for the Morton St Homes project.

At the time design decisions were being made Phase II ESA data was not complete so priority was given to design options that provided the most flexibility to accommodate the desired development program and design and limit potential exposure pathways. One outcome of this discussion was that the much desired open space and playground area be placed on top of the parking garage in the back section of the property. This design decision not only located the playground and open space in a protected area but it did so on top of the parking facility which could have served as a cap and eliminated exposure to potential in ground contamination. Fortunately, results of the ESA showed no contamination on site requiring remediation.

3.3.1 Liability Protection

Liability associated with the acquisition and development of brownfield properties represents risks to developers and their investors, both individual and institutional, which can slow development project progress. Without clear liability protection from federal or state programs, it is possible that site owners could be held liable for onsite contamination.

Federal – All Appropriate Inquiry (AAI)

In 2002, CERCLA, or Superfund, was amended to include the Small Business Liability Relief and Revitalization Act ("the Brownfields Law"). The Brownfields Law clarifies CERCLA liability provisions for certain landowners and required EPA to develop regulations establishing standards and practices for how to conduct all appropriate inquiry. It clarified the requirements necessary to establish the innocent landowner defense under CERCLA, in

addition to providing Superfund liability limitations for *bona fide* prospective purchasers and contiguous property owners. Among the requirements added to CERCLA was the requirement that such parties undertake "all appropriate inquiry" into prior ownership and use of a property at the time at which a party acquires the property. For more information, visit EPA's Website, at: http://www.epa.gov/swerosps/bf/aai/aaifs.htm.

Provisions within the AAI rules address the application of such protections and requires purchaser "Not be potentially liable, or affiliated with any other person who is potentially liable for response costs for addressing releases at the property"[5] to be considered a bona fide prospective purchaser. In brief, if formal partnerships exist between the RP and purchaser, the latter is not afforded protection under AAI. In the case of Mattapan CDC's purchase of the Morton Street property, the development plan calls for acquiring the site from the owner through a contract that provides that the owner buy back the commercial space from Mattapan after the development is complete. It is possible that the contract between the current owner and Mattapan be construed as a formal partnership and defines Mattapan CDC as an RP for any contamination related to the Morton Street site. Prior to the start of the Boston Partnership for Sustainable Communities Brownfield Pilot, Mattapan CDC informally consulted with EPA OBLR Region 1 staff to discuss the CDC's needs relative to due diligence and liability protection under the AAI rules, and the potential for Mattapan CDC to be protected as an innocent landowner as defined by AAI. It was suggested, and this report concurs, that Mattapan CDC engage the services of legal counsel with experience in these specific matters.

Additional brownfields related guidance is provided in Section 1.2.3.

3.3.2 Disclaimer

The information provided in this report provides an overview of the general considerations for brownfields redevelopment; it is not intended to serve as official counsel to purchaser or owner of contaminated property or as the sole source of support for the purchase and/or lease of brownfield property. It is recommended that legal counsel be obtained where the purchase and/or lease of contaminated property is concerned. It is recommended that complete due diligence be conducted on every opportunity site identified in the Fairmount Corridor.

[5] Federal Register, Tuesday November 1, 2005, P. 66073

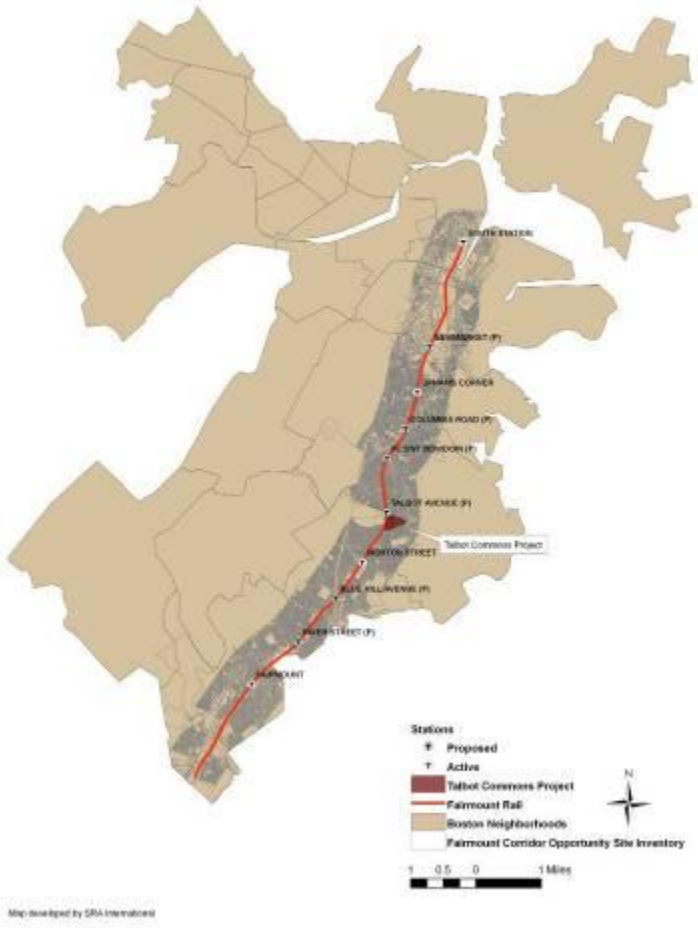
4. Talbot Norfolk Neighborhood/Talbot Commons Project

4.1 Project Background

The Codman Square Neighborhood Development Corporation (CSNDC) is a nonprofit organization that seeks to enhance the quality of life for all residents of Codman Square and foster the stabilization of the community. The Talbot Norfolk Triangle (TNT) neighborhood borders the neighborhoods of Dorchester and Roxbury. In Roxbury, the white population is 5%, compared to 50% citywide, while Dorchester is comprised of over 64% people of color. According to the 2000 U.S. Census, incomes for the Roxbury neighborhood are 68% of the citywide average, and average housing prices are 88% the citywide average, indicating the need for affordable housing. The TNT neighborhood is also home to several potential and known brownfield properties impacting the physical and environmental character of the neighborhood.

The Talbot Avenue station is planned to open in 2013 on Talbot Avenue just west of New England Avenue. In response, community residents and institutions have been getting ready for changes, not only in improved access to transportation options but for development that can follow such an investment. CSNDC is planning to redevelop an area referred to as "Talbot Commons" near the future Talbot Avenue station to provide higher density affordable housing that is transit accessible (see Figure 10).

Figure 11: Talbot-Norfolk Triangle Neighborhood (Future Location of Talbot Commons)



Development projects that have been proposed and completed in the neighborhood over the past several years have raised concerns about the nature of increasing density. To ensure its proposed development is an asset to the community and does not represent the type of development not supported by the community, CSNDC has worked with the neighborhood to identify exactly what the development's preferred characteristics should be. CSNDC and the TNT neighborhood association engaged the community regarding increased density, CSNDC's development goals, and TOD in 2007 and 2010. These efforts identified community concern regarding the changes that increased density and TOD could bring to the neighborhood, underscoring the need for CSNDC and TNT to continue engaging the community regarding these issues so as to better understand the community's position on what exactly it does and does not favor, and what features of community change it supports.

4.1.1 Project Scope

The scope of work for the Talbot Commons Project under the Boston Partnership for Sustainable Communities Brownfield Pilot focused on supporting local community engagement efforts on the topic of sustainable land use, TOD and density. The Technical Assistance Team helped CSNDC and the TNT neighborhood association plan, organize and hold a neighborhood meeting to discuss the potential benefits of increasing density through TOD. The goal of this meeting was not to promote development concepts previously proposed by CSNDC but rather engage the community in a broader dialogue about sustainable land use, TOD and density in a neighborhood context, and to identify specific characteristics of development the community supports in order to inform future community planning. In addition, the dialogue was intended to inform CSNDC about how their future developments can be programmed in a manner consistent with community priorities.
In addition to the neighborhood meeting, general brownfield guidance was requested with respect to CSNDC's planned acquisition of properties for the Talbot Commons project. At least one of those properties currently serves automotive related uses whose activity could have resulted in a release of contaminants. Due to this potential, CSNDC is advised to follow the All Appropriate Inquiry level of due diligence described in Section 1.

4.1.2 Project Team

Regional EPA staff from brownfields, smart growth, and UST programs were kept informed and provided input on all three parts of the pilot. Technical assistance was provided under contract by SRA International, Inc., and Goody Clancy (Technical Assistance Team). Locally, the project team included members of the CSNDC and TNT neighborhood association.

4.1.3 Information Sources Reviewed

The Technical Assistance Team reviewed a variety of reports, codes and architectural renderings for this project, including:

- Talbot Norfolk Triangle Master Plan at Codman Square (September 2010)
- Talbot Commons conceptual site plans (Codman Square NDC)
- Boston's Newest Smart Growth Corridor
- Meeting notes from June 2010 neighborhood meeting (TNT and CSNDC)

4.2 Public Meeting - Summary

A public meeting with approximately 35 community members was held on Tuesday November 9, 2010 at 6:00pm to discuss sustainable land use, TOD and density in a neighborhood context.

The meeting opened with the TNT neighborhood association president reviewing the agenda and introducing the project team. The Technical Assistance Team then provided general background information regarding the Partnership for Sustainable Communities, EPA's Brownfield Pilots and a general overview of brownfield properties.

Figure 12: Table Discussion at the TNT Neighborhood Meeting

Figure 13: Group Presentation at TNT Neighborhood Meeting

The Technical Assistance Team then gave a PowerPoint presentation (see presentation in Appendix F) that highlighted the following concepts.

- New and improved stations along the Fairmount/Indigo Commuter Rail Line coupled with increasing demands for urban housing mean that development activity in the area is forthcoming and should be planned for.
- Increasing density in the right way can be done through careful design, planning and management.
- Benefits of good development include a safer community, increased business for commercial areas with more to offer residents.
- Boston's character of greater density than other American cities will continue through infill development in existing neighborhoods.
- National trends highlight a clear preference for more urban housing as compared to suburban, further supporting concept that increased development in the neighborhood is underway.
- Supporting quality density and TOD fosters stronger communities, healthier people, greater sustainability overall, and expands lifestyle choices for residents.

- A shorter commuting time to/from work is greatly desired by local Bostonians, supporting the investments for additional and improved commuter rail station areas.

After 45 minutes of presentation the audience was broken into four working groups facilitated by representatives from the TNT neighborhood association with a goal of identifying the "likes" and "dislikes" of increasing neighborhood density through TOD. These likes and dislikes would then be used by TNT to establish the basis for continued community planning efforts intended to articulate the community's position on different principles and practices of TOD, so as to provide a framework for understanding their support or opposition for proposed development projects in the future.

At the end of the breakout sessions, each table reported back to the broader group about what they discussed and recorded. A summary of the meeting and complete set of likes/dislikes was not available at the time this report was finalized; it is available from the TNT Neighborhood or CSNDC.

Throughout the presentation as well as during the breakout sessions other themes emerged that were not necessarily intended to serve as a like or dislike but rather as additional consideration to take as the neighborhood plans for change. These include:

- Commercial vitality and increased safety is good for the neighborhood regardless of TOD.
- There must be caution regarding the increased investment resulting in gentrification and displacement of existing residents and businesses.
- Neighborhood changes need to be environmentally sound and serve existing community members.

As CSNDC moves closer to realizing its vision for Talbot Commons, they will use the information gathered at the meeting and through continued community dialogue to ensure the community's values and priorities are embodied in the site programming, design, management, and services. When doing so it will set the pace for other development in the area as having articulated a process and development that achieved support from the community and serve as a long term asset upon which future growth can be modeled.

In summary, technical assistance provided to CSNDC and the TNT neighborhood association informed a forum in which residents shared their ideas and experiences, and in doing so helped translate community concerns and opposition into guiding principles and goals for future development. These likes and dislikes can serve as objectives for public, private and nonprofit development interests to help ensure that changes in the community can improve livability, social, environmental, and economic health without compromising community values and interests.

Appendices

Appendix A: Fairmount Collaborative Greenway Plan Description (Crosby/Schlessinger/Smallridge)

The Fairmount/Indigo Commuter Rail Line runs for approximately nine miles through densely populated urban neighborhoods, from South Station to Readville Station in Hyde Park (see Figure A-1). A linear Greenway along the corridor will link nearby existing and new open spaces, creating a new ribbon of greenspace that weaves back and forth through the adjacent neighborhoods. The multi-use pedestrian and bicycle path will span the length of the Fairmount/Indigo Commuter Rail Line and provide connections between parks, community gardens, schools, historic sites, community centers, and shopping districts.

The Draft Fairmount Greenway alignment was developed based on the following principles:

- The Greenway should connect directly (or via neighborhood "loops") to priority open space parcels and destinations identified by the communities.
- The Greenway should serve both pedestrians and bicyclists.
- The Greenway should accommodate family and recreational cyclists in addition to commuter cyclists, and should therefore, to the extent possible, avoid use of on-road bicycle lanes on busy streets which can feel unsafe to less experienced riders.
- The Greenway should loosely follow the MBTA Fairmount/Indigo Commuter Rail Line.
- The Greenway should follow a reasonably direct route to discourage riders from switching to other more direct, less safe streets.

Because of the lack of available off-road right-of-way adjacent to the Fairmount/Indigo Commuter Rail Line and the lack of open space on which to site the Greenway, the Draft alignment shows much of the Greenway on existing streets. The concept for these streets is that they will become "Greenway Streets" with new pedestrian/bicycle accommodations and amenities. The draft Greenway alignment is located on streets that either have enough width to accommodate designated bike lanes or can be made quiet enough for shared use between bicycles and cars.

In some cases, the bicycle facilities will include striped bicycle lanes (some one-way, some two-way). On quiet, local, narrower streets, where there is not room to accommodate a separate bicycle lane, there will be shared use of the road. Traffic calming measures such as sidewalk bump-outs at the corners to slow drivers and alert them to a change in the character/use of the street would be implemented to discourage use of the street by drivers not trying to access a specific destination on that particular block. These bump-out areas, and adjacent vacant corner parcels, could accommodate signage and benches, announcing the Greenway. Street tree plantings and widened sidewalks (where possible), along with new landscaping will provide additional amenity. All Greenway Streets will be developed in adherence to sustainable design principles such as the reuse of stormwater for irrigation. Other vacant parcels on these streets have been identified for potential incorporation into the Greenway, and could be developed for neighborhood totlots, community gardens and other community-identified uses. See Figure A-2 for a typical Greenway Street before and after it is redesigned.

Figure A-1: Aerial View of Greenway Plan

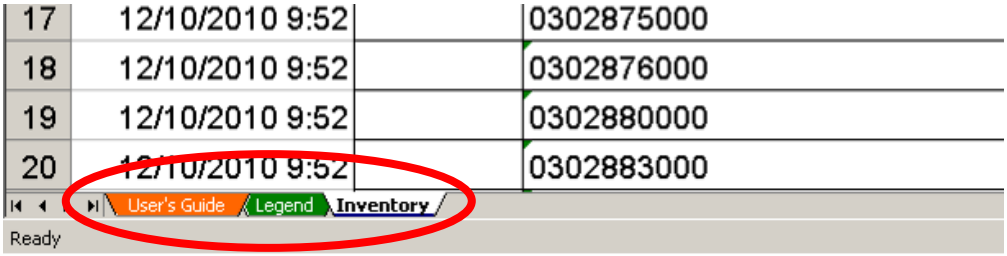
Figure A-2: Before and After View of Prototypical Greenway Street, Illustrating Bump-outs and Landscaping

Appendix B:
Fairmount Corridor Opportunity Site Inventory and Prioritization Tool – User Guide

Note: *When opening the Excel file, you will be prompted to enable or disable macros. In order to ensure all programming in the workbook works, please always select to 'Enable Macros' when prompted.*

An Excel workbook refers to a single excel file (.xls extension). A worksheet is a tab within the workbook and can be found in the lower left corner. The Opportunity Site Inventory and Prioritization Tool (workbook) has three worksheets as listed below and shown in Figure 3 in the main body of the report.

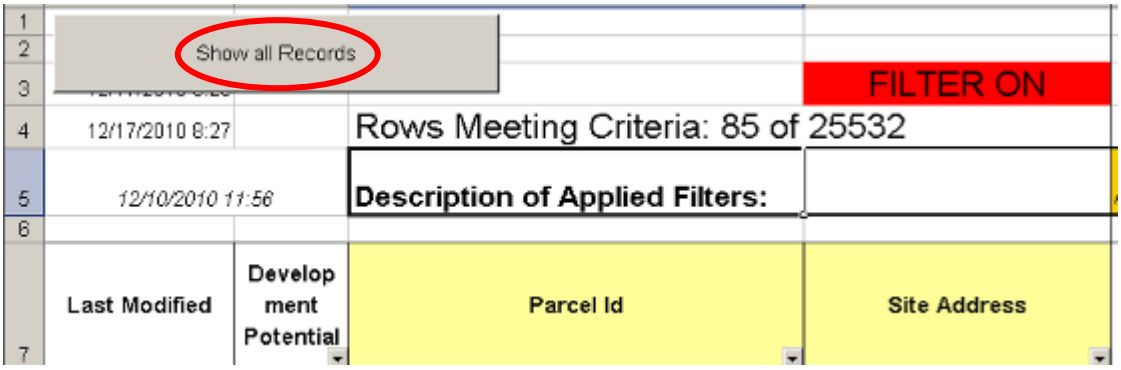
- The *User's Guide* worksheet (Orange) provides instructions on how to use and update the Inventory worksheet, as well as an overview of the entire Fairmount Corridor Inventory workbook.
- The *Legend* worksheet (Green) provides information on the data sources, definitions for the data fields, and other information about how the Inventory worksheet was populated.
- The *Inventory* worksheet (Blue) contains all the data associated with the parcels identified within the Fairmount Corridor Inventory and captures all the data for the inventory project. The Inventory worksheet will be the most used and updated.



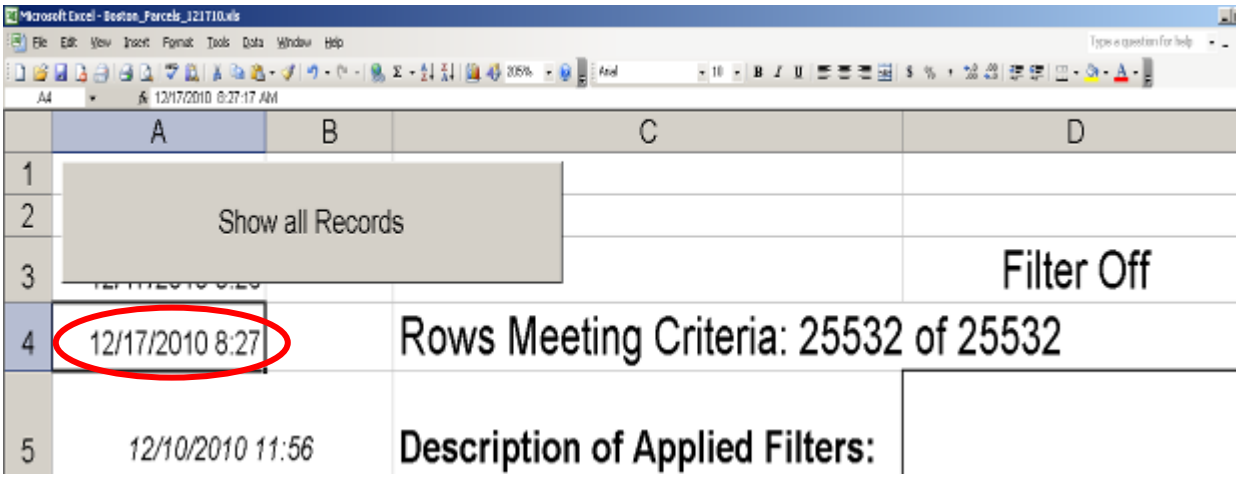
This User Guide focuses on how to use the Inventory worksheet. Instructions point to specific Rows (numbered along the left hand column) and Columns (alphabetical along the top). Several features were added to the Inventory worksheet to help the user identify where they are.

- **View:** Columns A – D and Rows 1-7 are frozen in place so that the values in these fields will always be seen as you scroll through the worksheet.
    - **Note:** *If you want to unfreeze these fields, click on 'Window' in the toolbar and select 'Unfreeze Panes.'*

- **Show All Records**: (gray box in Row 1-3, Column A-C). This is a button that can be pushed to remove data filters in order to show all records.

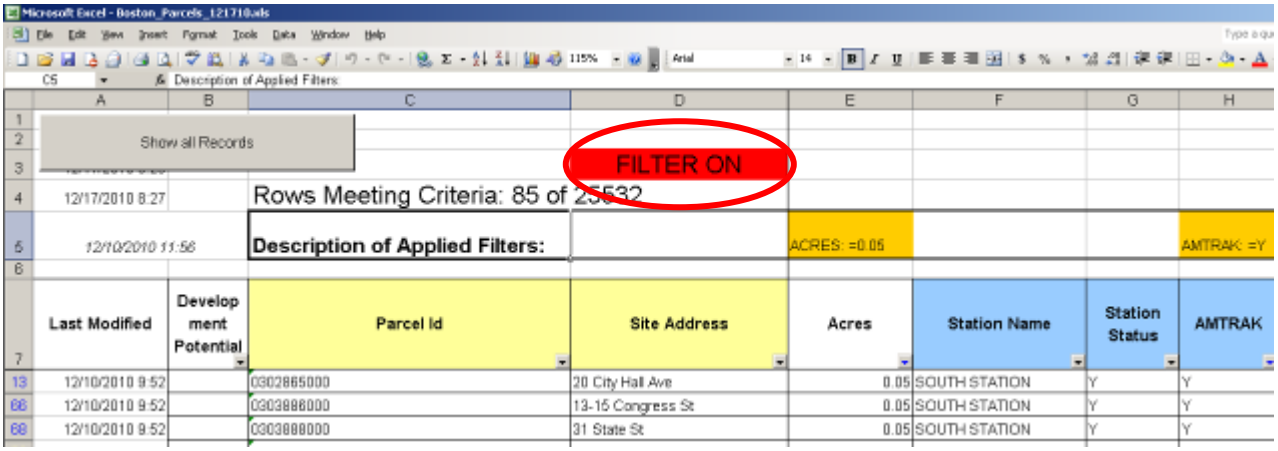


- **Worksheet Modified**: (Row 4, Column A-B). This will be populated automatically from data in Column A to indicate when the data were last modified to help track versions of the inventory.

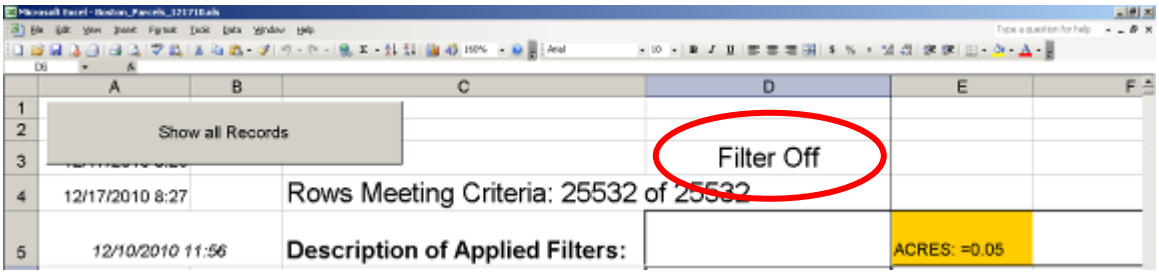


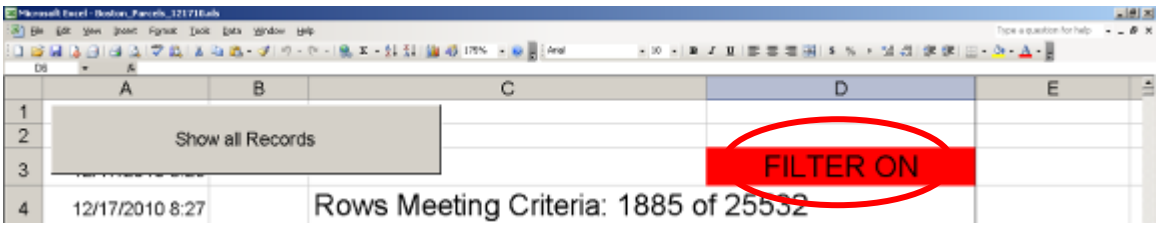
- **Description of Applied Filters**: (Row 5, Column C - AG). This will populate automatically to indicate which data fields have applied filters to help the user determine which ones to turn off (or the user can hit the Show All Records button). The data field that has an applied filter will be illuminated within the same column of that data field.

  Note: *Do not clear the field manually because you will delete the equation in the field. It may take some time for the description of the applied filter to clear. To clear the field, click 'Show all Records.' Then go to the data column where the filter was applied (e.g., Acres) and Click on one of the data values (e.g., Row 8, Column E) and click enter. This will help clear the value.*

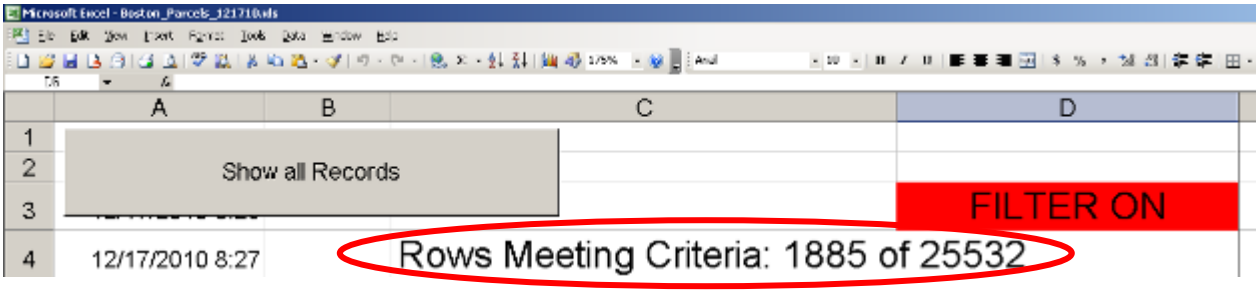


- **Filter Notification**: (Column D, Row 3). This will update automatically to indicate when data filters are in use (will change to a red background and 'Filter On' text). When all data are being shown, the field will be a white background and 'Filter Off' text.





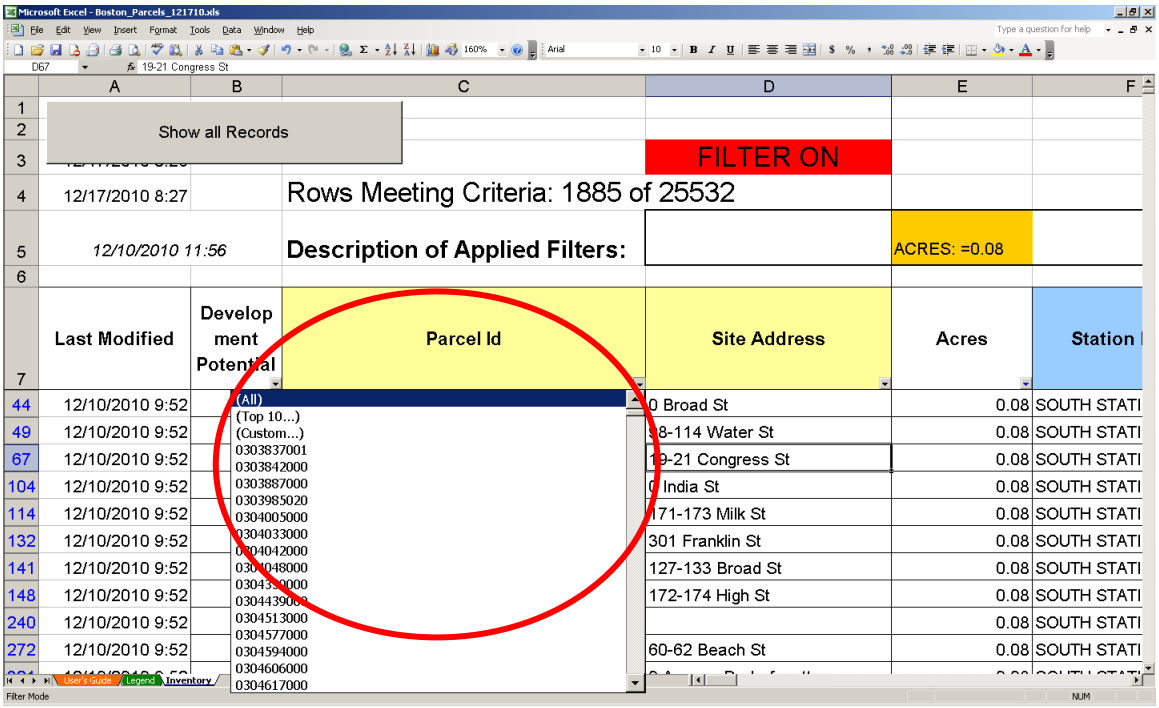
- **Rows Meeting Criteria**: (Column C – D, Row 4). This will populate automatically to indicate how many parcels meet your search criteria set through the use of the data filters.



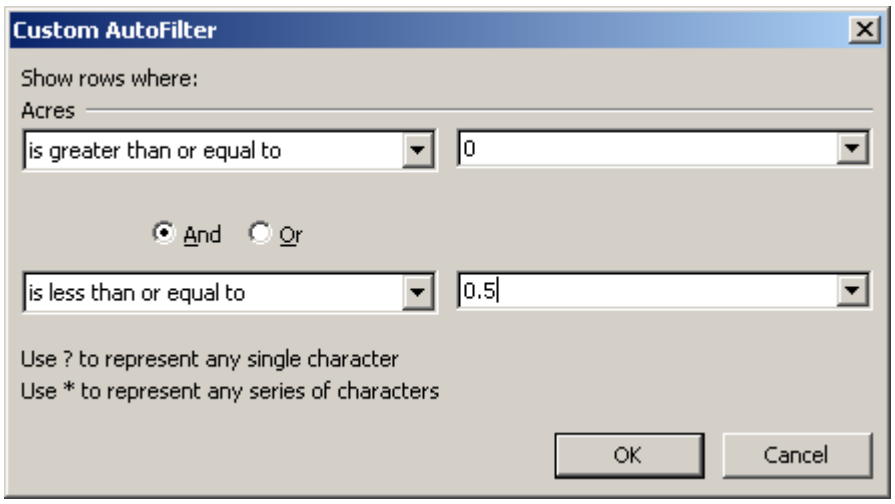
Data Filters:

Data filters are applied to all columns in this Inventory. These filters allow the user to apply search parameters to the data field and pull results that meet only those specific parameters. The filters are contained within the column name in Row 7 (depending on the version of excel being used, the filter will be marked by a small gray box in the lower right corner of the cell and will have an arrow (looks like an upside down triangle)). To filter data:

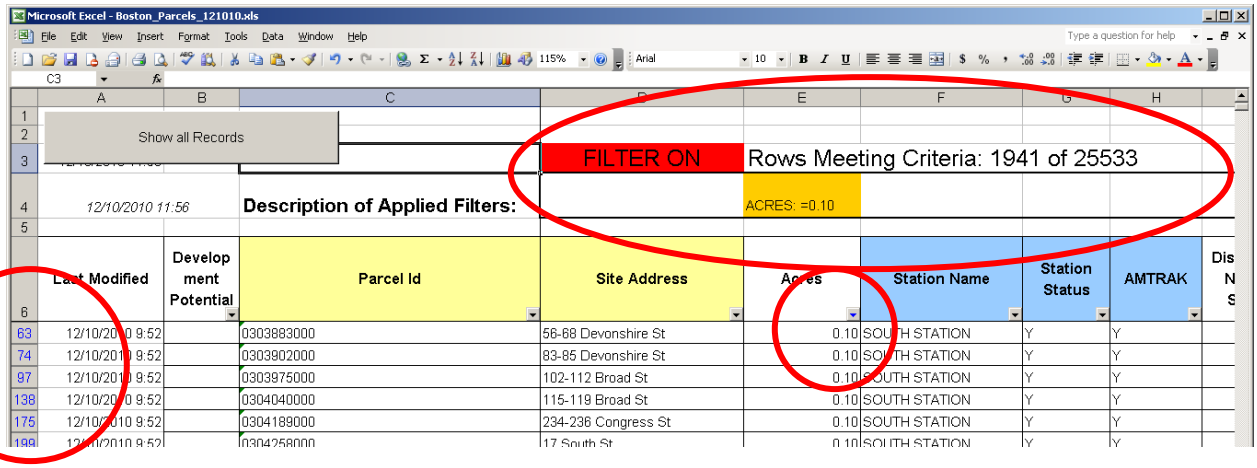
- Click on the arrow to see the drop-down menu.
    - Some data fields have minimum data input options (Y, N, [blank]) which can be selected to sort data by those individual answers.
    - Some data fields have specific numeric values which can be sorted.
    - Some data fields should be searched for a range of data points.



- ***Custom Filter Options*** – All the data fields have the option for the user to design a custom filter, which could represent a unique value or a range of values. This will likely be the most used filter option for the Inventory.
    - Click on the arrow.
    - Select "(Custom…)" which will cause a popup window called "Custom AutoFilter" to appear.
        - There are multiple options to set a unique value (e.g., equals, does not equal).
        - There are multiple options to set a range of values (e.g., is greater than, is greater than or equal to, is less than, etc.).
        - The most useful custom filter will be the following:
            - In the first data field (left), select "is greater than or equal to"
            - In the first data field (right), select your minimum value requested (e.g., a numeric value most likely)
            - In the second data field (left), select "is less than or equal to"
            - In the second data field (right), select your maximum value requested (e.g., a numeric value most likely)



- You can filter for multiple data fields at a time, continuing to narrow the list of parcels that meet all criteria.
  - For instance, you can add a filter to Acres, and then add a filter to Distance to Station, etc…
- You can recognize that a data field has an active filter applied in several ways:
  - The Description of Applied Filters will tell you which fields you filtered
  - The "Filter On" notification will be on
  - The "Rows Meeting Criteria" will be less than the total parcel number (e.g., 1941 of 25533)
  - The arrow will be blue in the field you filtered
  - The rows meeting your criteria will have the number in the left hand menu turn blue



Appendix C: Fairmount Corridor Opportunity Site Inventory and Prioritization Tool Data Guidelines

Overview of Opportunity Site Inventory

Technical assistance was provided to develop the Fairmount Corridor Opportunity Site Inventory and Prioritization Tool to help the Collaborative and its members identify properties within a half-mile radius of the Fairmount/Indigo Commuter rail corridor that represent the best opportunities to realize their priorities and meet their missions. The goal of the opportunity site inventory and prioritization tool was not to create priorities for the Collaborative or its members, but to provide them information from which they can identify parcels that best suit their needs given their individual changing priorities.

The Fairmount Corridor Opportunity Site Inventory and Prioritization Tool was developed to identify parcels located within a half-mile radius of the nine-mile Fairmount rail corridor, requiring the compilation of data from over eight separate sources and databases. The Opportunity Site Inventory and Prioritization Tool includes 25,533 parcels (approximately 5,760 acres), that have a parcel identification number and site address.

Data Sources

The inventory is built as an Excel file, which can be updated and expanded as progress in the corridor continues. The inventory includes data from several sources, compiled to present a complete snapshot of individual parcels within the Fairmount Corridor. The following descriptions provide background information on the data sources used to compile the inventory.

Office of Geographic Information (MassGIS)

Several data layers were downloaded from MassGIS on November 1, 2010 to use as base files and add attributes to the inventory (http://www.mass.gov/mgis/massgis.htm). For a complete list of layers available from MassGIS please see: http://www.mass.gov/mgis/laylist.htm. The following layers were used to compile this inventory.

- ***MassGIS Assessors' Parcels*** – Data were downloaded from http://www.mass.gov/mgis/parcels.htm on November 1, 2010 in order to populate the Parcel ID and Address as well as zoning information on primary use, generalized use, and date of last edit (http://www.mass.gov/mgis/zn.htm). While acreage information is available from the database, the accuracy of the data was a concern for the inventory. Therefore, the acreage for each parcel was calculated using a GIS overlay of the parcel boundaries.
- ***Mass GIS Zoning*** – Data were downloaded from http://www.mass.gov/mgis/zn.htm on November 1, 2010 in order to populate zoning information on primary use, generalized use, and date of last edit.
- ***MassGIS Train*** – Data were downloaded from http://www.mass.gov/mgis/trains.htm on November 1, 2010. The Fairmount/Indigo Commuter Rail was identified from this layer as well as information about station status (Active, Special, Proposed), distance from parcel to nearest rail station, and identification of an Amtrak station were populated from this data set.

Fairmount Corridor

This existing data set was provided by the Fairmount Collaborative. Whether a parcel is located as part of this sub-corridor is identified as a 'yes' or 'no' response within the overall inventory. Additional data populated from this data set include whether the parcel is designated as a greenway parcel, whether the parcel is city owned (as indicated by the Fairmount Collaborative), the agency involved with the parcel, the use for the parcel, and general comments about the parcel. All information in the data set from Fairmount Collaborative as of October 26, 2010 (date data set received by SRA) was included in the inventory. This data is specific only to the Fairmount Collaborative and was not altered in any way, outside of combining the worksheet tabs and combining duplicate information into a single row per parcel ID.

Boston Department of Neighborhood Development (DND)

Data were provided by the City of Boston on November 9, 2010. These data were used to populate the property type (building or land), the program action (city specific data category), and the site type (city specific data category). The information from the City DND list was only used to add to the parcels included in the corridor, not to populate other data sources.

Massachusetts Department of Environmental Protection (DEP)

The Massachusetts DEP database was accessed on October 29, 2010 to identify whether Mass DEP documented an action on the property. Populated data indicates whether the parcel has a DEP action associated with the Parcel ID. Inclusion in the DEP database is not an absolute indicator that the parcel is contaminated or had contamination. For specific information about the environmental information and DEP actions, users should visit: http://db.state.ma.us/dep/cleanup/sites/SearchResults.asp.

U.S. Parks

Data about park location in relation to parcels along the corridor was pulled from Esri data disks Tele Atlas North America, Inc (ESRI 2008). Data were used to populate the distance from a parcel to the nearest greenspace, the greenspace name, and the square miles of greenspace.

City Assessment

City provided data were used to populate data fields for the assessed property value total, assessed property value land, assessed property value building, current tax value, and date of assigned value. Data are valid as of November 30, 2010.

Methods

The inventory was developed by combining data sources using either a common parcel ID number or geospatially. Using data provided by the Fairmount Collaborative (Greenway data) and the Boston Department of Neighborhood Development (DND) (city owned parcel information), a preliminary excel file was developed. Duplicate parcel ID numbers were removed and data were combined for any duplicate ID numbers.

> ***Please note:*** *It is important to highlight that all parcel IDs are unique numbers and do not duplicate within the inventory. However, a site address may have duplicate listings. This may indicate that a property is a collection of several parcels, or the parcel was assigned a generic site address value (0 X Street) in records reviewed for this inventory.*

Geospatial data for parcels, zoning, and rails was downloaded from MassGIS. The MassGIS parcel data was used as the base file for the project. The Fairmount Collaborative and DND data were incorporated into the MassGIS parcel data using Parcel ID. Zoning, city assessment values and DEP actions were added to parcels as applicable. Distance to rail lines, rail stations and parks were calculated for each parcel.

> ***Please note:*** *The MassGIS parcel data set are not without limitations and data gaps. This data set provided acreage values but these values did not agree with what was being displayed geospatially. The MassGIS parcel acreage values were discarded and new acreage values were calculated using ArcGIS. In addition, several of the parcels did not have a parcel ID number and/or addresses. This was the only publicly available parcel data set that could be identified for Boston. As with any study, additional site specific research is needed to verify or complete information provided in this inventory. Please see http://www.mass.gov/mgis/parcels.htm for more information on the MassGIS parcel file and the limitations of its use.*

Environmental data was downloaded from MassDEP for neighborhoods near the Fairmount Rail Line Corridor. This data set contained no coordinates or parcel ID. Some DEP data was provided in a geospatial format: MassDEP Oil and/or Hazardous Material Sites with Activity and Use Limitations (AUL) and MassDEP Tier Classified Oil and/or Hazardous Material Sites (http://www.mass.gov/mgis/aul.htm and http://www.mass.gov/mgis/c21e.htm); however, these two data sets do not represent the full suite of sites in the DEP sites and locations database. DEP site identifiers (RTN values) were used to associate the DEP sites geospatially to the AUL and Tier Classified sites, and the remaining DEP data was geocoded based on addresses provided. These DEP actions were plotted for association to parcels in the inventory.

> ***Please note:*** *These plotted locations are "best guesses" of where the DEP Action occurred and do not indicate that an actual action took place on the parcel nor does the absence of a plotted DEP point indicate that no DEP action has occurred at the site. The only way to accurately assess if a DEP action has occurred is to search DEP's database using the parcel address (http://db.state.ma.us/dep/cleanup/sites/search.asp).*

The inventory includes parcels within one half-mile of the Fairmount Rail Line, which is approximately nine miles long. The entire buffer zone encompasses a little over 6,500 acres. The current inventory represents 25,533 parcels (approximately 5,760 acres). To compile the inventory, all parcels that intersected or were located within this corridor were identified and represent the final list of parcel ID numbers. In addition to these parcels, there were several parcels identified by the Fairmount Collaborative as parcels of interest which were not inside the corridor. These parcels were included in the final inventory and it is noted that they are outside the one half-mile corridor. These parcels were organized into a searchable Excel file.

Data Fields Description

The following section provides definitions for each of the data fields (columns) contained in the accompanying Fairmount Collaborative Inventory (Excel file).

City Level Site

Development Potential

This column will be populated by the final owner of the inventory and used to help create another filter for site development potential. The field should be populated with "Y", "N", or blank to indicate if it has development opportunities associated with it (e.g., if there is a viable use on the property currently, then "N" should be filled in; if it is a good site for development, then "Y" should be filled in).

Parcel ID
The common element across all data sets, and the unique identifier, is the parcel ID number. The parcel ID number is usually a unique number assigned by municipalities to track all information associated with a specific parcel of land. The parcel ID was used to identify parcels and populate all other data for a specific parcel.

Site Address
The site address is provided by the MassGIS Assessors' Parcel data. Note, one site address might correspond with several parcel numbers.

Acres
Acres data were calculated using the GIS overlay to get an estimate of the parcel acreage by parcel ID number. As a property could be made up of several parcels, acreage may not match specific property address data.

Rail Line

Station
Station data identifies which rail station along the Fairmount Corridor is closest to the parcel identified. The station name corresponds to specific points on the rail line.

Station Status
Station status data indicates if the station is active (Y), proposed (P), or Special (S). Currently, no stations along the Fairmount Corridor are identified as special stations.
AMTRAK
Data in the Amtrak column identifies if the station is served by an Amtrak line. A "Y" in this column indicates an Amtrak station.

Distance to Nearest Station
The distance to the nearest station is a calculated value from ArcGIS to identify (in miles) how far away the nearest rail station is to a specific parcel.

In Corridor
These data identify whether the parcel falls within the one half-mile radius of the Fairmount Corridor (using the Fairmount Rail Line as the center line). Nearly all sites will be populated with Yes (the exceptions are sites provided in the spreadsheet from the Fairmount Collaborative); however, if the Fairmount Collaborative chooses to add additional parcels, it is possible for the parcel to fall outside the designated corridor.

Zoning Fairmount Collaborative

Primary Use
These data are populated from the zoning records and identify the specific zoning level for the parcel. There are 19 potential zoning uses available for the parcels:

- R1 - Single Family Residential, >= 80,000 sq. ft.
- R2 - Single Family Residential (40,000 - 79,999 sq. ft.)
- R3 - Single Family Residential (20,000 - 39,999 sq. ft.)
- R4 - Single Family Residential (15,000 - 19,999 sq. ft.)
- R5 - Single Family Residential (5,000 - 14,999 sq. ft.)
- RA - Residential/Agricultural Mix
- ML - Multi-family, low density (3-8 dwelling units/acre)
- MM - Multi-family, medium density (9-20 dwelling units/acre)
- MH - Multi-family, high density (> 20 dwelling units/acre)
- MU - Mixed Use
- IN - Institutional
- HC - Health Care
- OP - Office Park
- HB - Highway Business
- LB - Limited Business

- GB - General Business
- CB - Central Business
- LI - Light Industrial
- GI - General Industrial
- CP - Conservation/Passive Recreation
- NZ - Not Zone

Generalized Use
These data are populated from the zoning records and identify the general zoning use for the parcel. There are five general use codes:

- 1 - Residential (R1-R5, RA, ML, MM, MH)
- 2 - Commercial (OP, HB, LB, GB, CB)
- 3 - Industrial (LI, GI)
- 4 - Conservation (CP)
- 5 - Other (IN, HC, MU, NZ)

Date of Last Edit
This field identifies the date the zoning data was last updated by the MassGIS database in order to help information current. Any time zoning information is updated or populated, the date should be updated in this column to help track any potential zoning updates.

Fairmount Collaborative

Fairmount Parcel
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If the parcel had previously been identified by the Fairmount Collaborative, this column will be populated with a "Y." Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

Designated Greenway Parcel
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If the parcel had previously been identified by the Fairmount Collaborative as a designated greenway parcel, this column will be populated with a "Y." Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

City Owned
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If the parcel had previously been identified by the Fairmount Collaborative as city owned, this column will be populated with a "Y." Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

Agency
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If data had previously been populated by the Fairmount Collaborative about agency information related to a parcel, this column captures those data. Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

Use
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If data had previously been populated by the Fairmount Collaborative about parcel use, this column captures those data. Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

Comments
The Fairmount Collaborative had a small inventory of parcels already identified, which were merged into this inventory. If data had previously been populated by the Fairmount Collaborative about comments on a parcel, this column captures those data. Any other inventories or databases should be archived and all updates should be captured in this larger inventory.

Department of Neighborhood Development (DND)

City DND Parcel
The Boston Department of Neighborhood Development (DND) had an inventory of parcels already identified, which was merged into this inventory. If the parcel was identified by the DND, this column will be populated with a "Y." Any other inventories or databases should be archived and all updates should be captured in this larger inventory. Additional information can be found at: http://www.cityofboston.gov/dnd/rems/REMSfind/FindProperty.asp?cmdSubmit=Run+Query.

Property Type
The Boston DND had an inventory of parcels already identified, which was merged into this inventory. If data had previously been populated by the DND about property type, this column will be populated with Land or Building. Any other inventories or databases should be archived and all updates should be captured in this larger inventory. Additional information can be found at: http://www.cityofboston.gov/dnd/rems/REMSfind/FindProperty.asp?cmdSubmit=Run+Query.

Program Action
The Boston DND had an inventory of parcels already identified, which was merged into this inventory. If data had previously been populated by the DND about a program action on the parcel, this column will be populated with the data. Any other inventories or databases should be archived and all updates should be captured in this larger inventory. Additional information can be found at: http://www.cityofboston.gov/dnd/rems/REMSfind/FindProperty.asp?cmdSubmit=Run+Query. Data options include:

- ABUT-BILD
- BHC
- BuildHome
- GrassRoots
- HOLD
- MBTA
- MUNICIPAL
- Neighbrhd Hsng
- PARKS
- REDI-L
- YARD
- URBAN WILDS
- SLIVER
- REMS-Commercial
- REMS-Housing

Site Type
The Boston DND had an inventory of parcels already identified, which was merged into this inventory. If data had previously been populated by the DND about site type, this column will be populated with the data. Any other inventories or databases should be archived and all updates should be captured in this larger inventory. Additional information can be found at: http://www.cityofboston.gov/dnd/rems/REMSfind/FindProperty.asp?cmdSubmit=Run+Query. Data options include:

- BILDABLE
- COMMSITE
- LARGSITE
- MUNICPAL
- OPNSPACE
- PROBLEMS
- WETLANDS
- YARDSALE

DND or Fairmount Collaborative Site
This site pulls data from ***City DND Parcel*** column and the ***Fairmount Collaborative*** column in order to create a record of parcels that were previously identified by these two entities. This column can be filtered to find all sites within each of these entities previous records.

Massachusetts Department of Environmental Protection (DEP)

DEP Presence
These data were populated from the Massachusetts DEP database. If the parcel was identified in the DEP database, then the data field will be populated with "MASS DEP." For additional information about the parcel, please visit: http://db.state.ma.us/dep/cleanup/sites/SearchResults.asp and search by parcel address. A parcel or property could have multiple records at Mass DEP and will help identify any actions previously taken on the parcel/property or action needed on the parcel/property.

> ***Please Note**: DEP records should be reviewed to help understand what type of DEP action is recorded on the parcel, if a parcel has contamination, if contamination is present, cleaned up, or needs cleaned up, and if there is potential DEP involvement in the future on the parcel. Additional information about the potential contamination, severity and cleanup costs can be determined in partnership with DEP.*

Parks and Greenspace

Greenspace Name
These data identify parks and forests at national, state and local levels by the unique park or greenspace name. These data are populated from Tele Atlas North America, Inc., ESRI. Data in this field will identify the name of the closest park or greenspace.

Green Space Size in Square Miles
These data identify parks and forests at national, state and local levels by the unique park or greenspace name. These data are populated from Tele Atlas North America, Inc., ESRI. Data in this field will identify the size of the closest park or greenspace in square miles.

Distance to nearest GS
The distance to the nearest greenspace is a calculated value from ArcGIS to identify (in miles) how far away the nearest greenspace is to a specific parcel.

City Site Information

Assessed Property Value Total
These data were provided by the Department of Neighborhood Development and identify city owned parcels with assessed total value. However, if a property has been owned by the city for some time (four or more years), no assessed value is given. These data populated in this field identify the parcel total property value, which is the combined value of the land and any building(s).

Assessed Property Value Land
This data was provided by the Department of Neighborhood Development and identifies city owned parcels with assessed land value. However, if a property has been owned by the city for some time (four or more years), no assessed value is given. These data populated in this field identify the parcel land value.

Assessed Property Value Building
These data were provided by the Department of Neighborhood Development and identify city owned parcels with assessed building value. However, if a property has been owned by the city for some time (four or more years), no assessed value is given. These data populated in this field identify the parcel building value.

Current Tax Value
These data were provided by the Department of Neighborhood Development and identify the current tax value of city owned parcels.

Date of Value
These data were provided by the Department of Neighborhood Development and identify city owned parcels with current tax value date. This column represents the date the current tax value was calculated last (as represented in the previous column).

Appendix D:
Google Earth KMZ File Instructions

The Fairmount Corridor Inventory Google Earth tool is a Google Earth KMZ file. This file makes it possible to view Parcel IDs and boundaries, alongside other information contained in Google Earth. It enables the user to geospatially view these parcels with aerial photography. The color scheme of the Fairmount Corridor Inventory matches the legend in the Site Type map.

Directions for Using the Interactive Mapping Tool

Ensure you have Google Earth loaded onto your computer. You can download Google Earth here, free of charge: www.google.com/earth/index.html.

Open the Fairmount Corridor Inventory 122010.kmz to launch Google Earth.

Google Earth should zoom automatically to the Fairmount Corridor location.

The file will load under the "Places" window; if you look under "Temporary Places" you will see "Fairmount Corridor Inventory."

You can expand this layer by clicking on the plus sign "+".

You will see three layers for the corridor:

- Fairmount Corridor Parcel Inventory – Contains parcels identified by Parcel ID
- Fairmount/Indigo Commuter Rail Stations – Contains the location and name for the Fairmount rail stations (station names followed by a (P) are proposed stations)
- Fairmount Rail – Contains the Fairmount rail line

You can expand these layers by clicking on the plus sign "+".

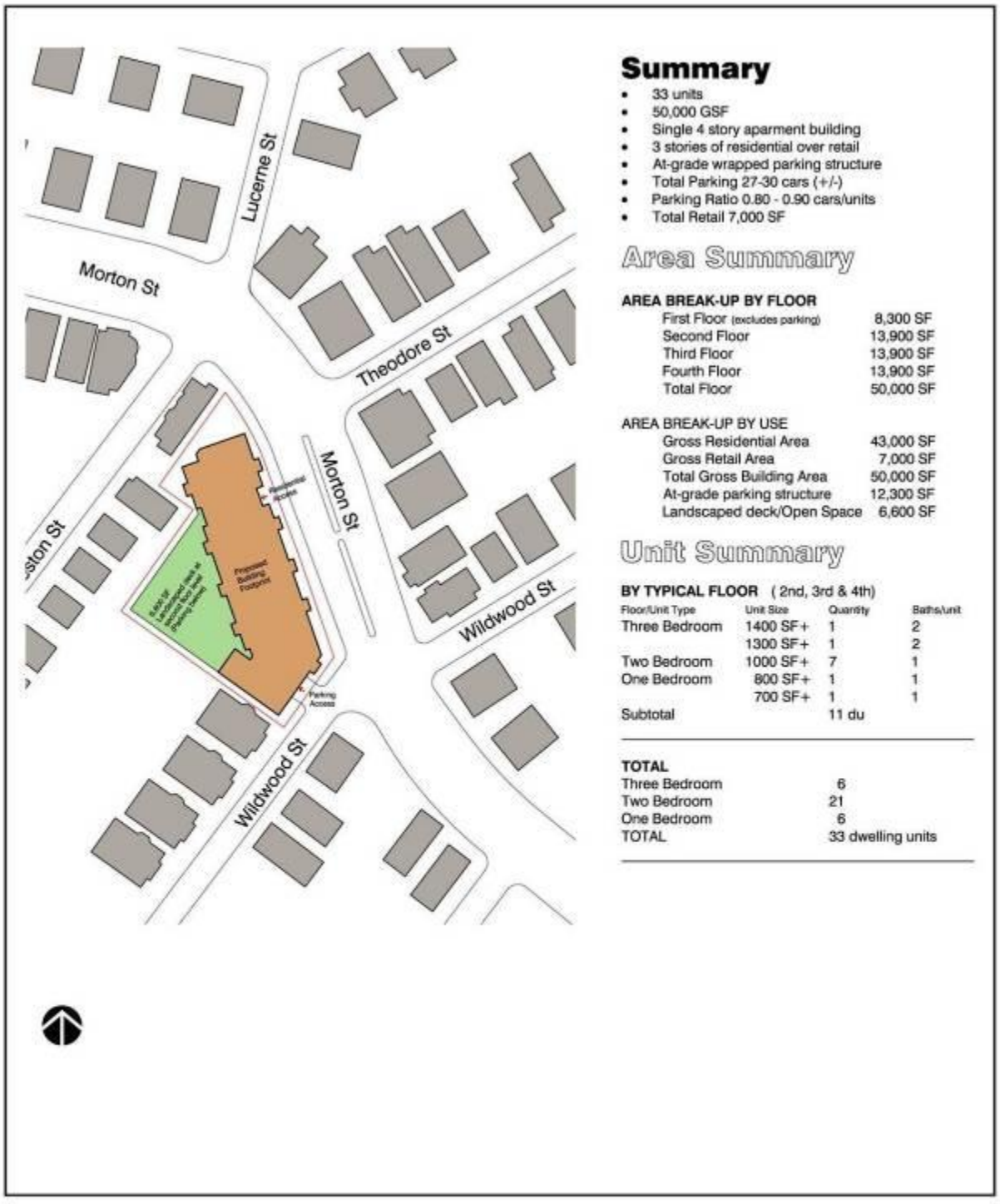
This will allow you to see the parcel ID numbers and station names. If you click a parcel ID number or station name you will automatically zoom to that parcel or station.

If you right click on a parcel within the Google Earth Map and select "Properties" the parcel ID number will appear in the pop-up box under "Name"

You may turn any of these layers off by un-checking the box next to that layer's name. Turn them back on by checking the box again.

For more information on Google Earth and how to use it see the *Google Earth User Guide* at: http://earth.google.com/support/bin/static.py?page=guide_toc.cs.

APPENDIX E:
Morton Street Homes Final Site Plan



Summary

- 33 units
- 50,000 GSF
- Single 4 story aparment building
- 3 stories of residential over retail
- At-grade wrapped parking structure
- Total Parking 27-30 cars (+/-)
- Parking Ratio 0.80 - 0.90 cars/units
- Total Retail 7,000 SF

Area Summary

AREA BREAK-UP BY FLOOR

First Floor (excludes parking)	8,300 SF
Second Floor	13,900 SF
Third Floor	13,900 SF
Fourth Floor	13,900 SF
Total Floor	50,000 SF

AREA BREAK-UP BY USE

Gross Residential Area	43,000 SF
Gross Retail Area	7,000 SF
Total Gross Building Area	50,000 SF
At-grade parking structure	12,300 SF
Landscaped deck/Open Space	6,600 SF

Unit Summary

BY TYPICAL FLOOR (2nd, 3rd & 4th)

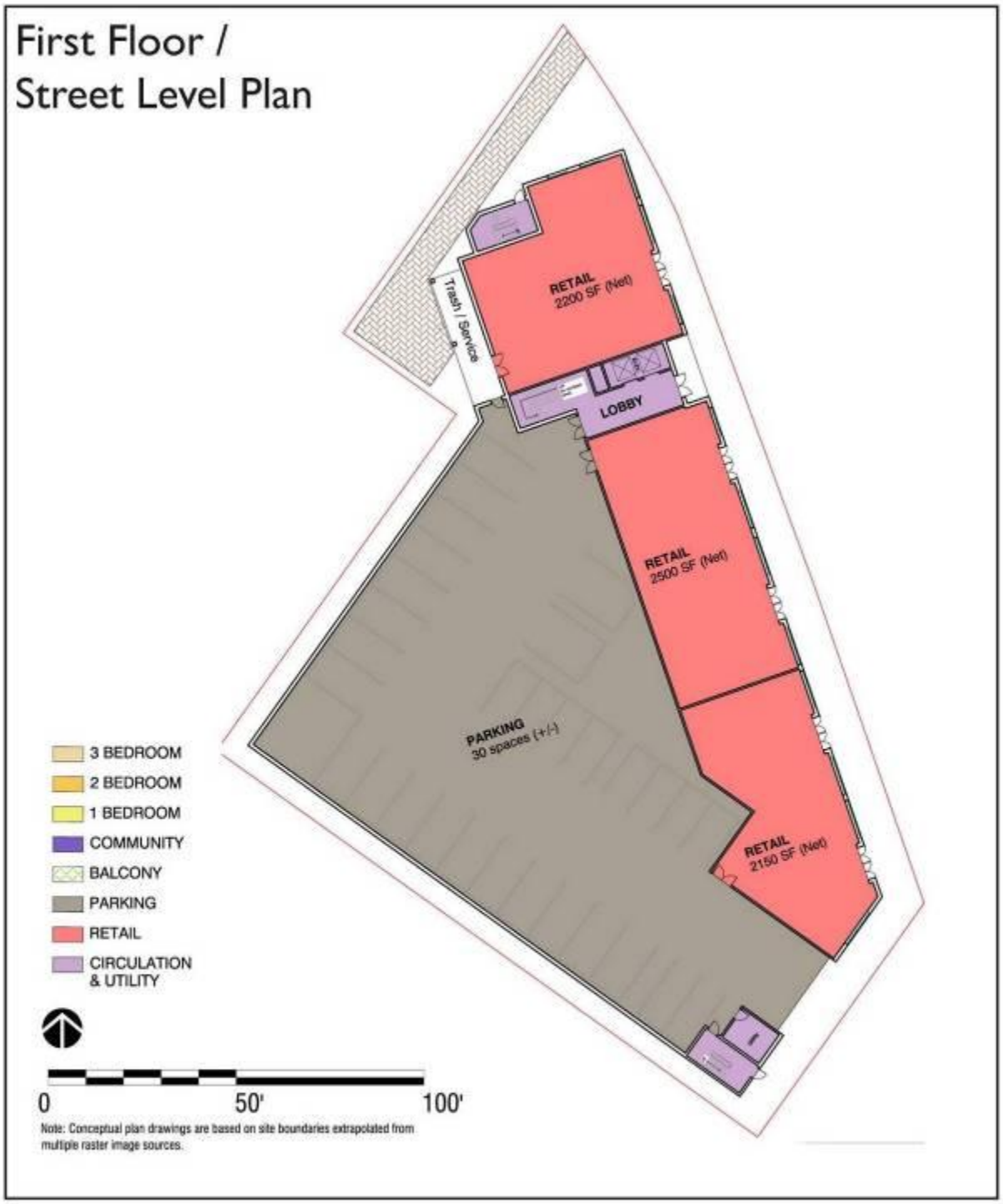
Floor/Unit Type	Unit Size	Quantity	Baths/unit
Three Bedroom	1400 SF+	1	2
	1300 SF+	1	2
Two Bedroom	1000 SF+	7	1
One Bedroom	800 SF+	1	1
	700 SF+	1	1
Subtotal		11 du	

TOTAL

Three Bedroom	6
Two Bedroom	21
One Bedroom	6
TOTAL	33 dwelling units

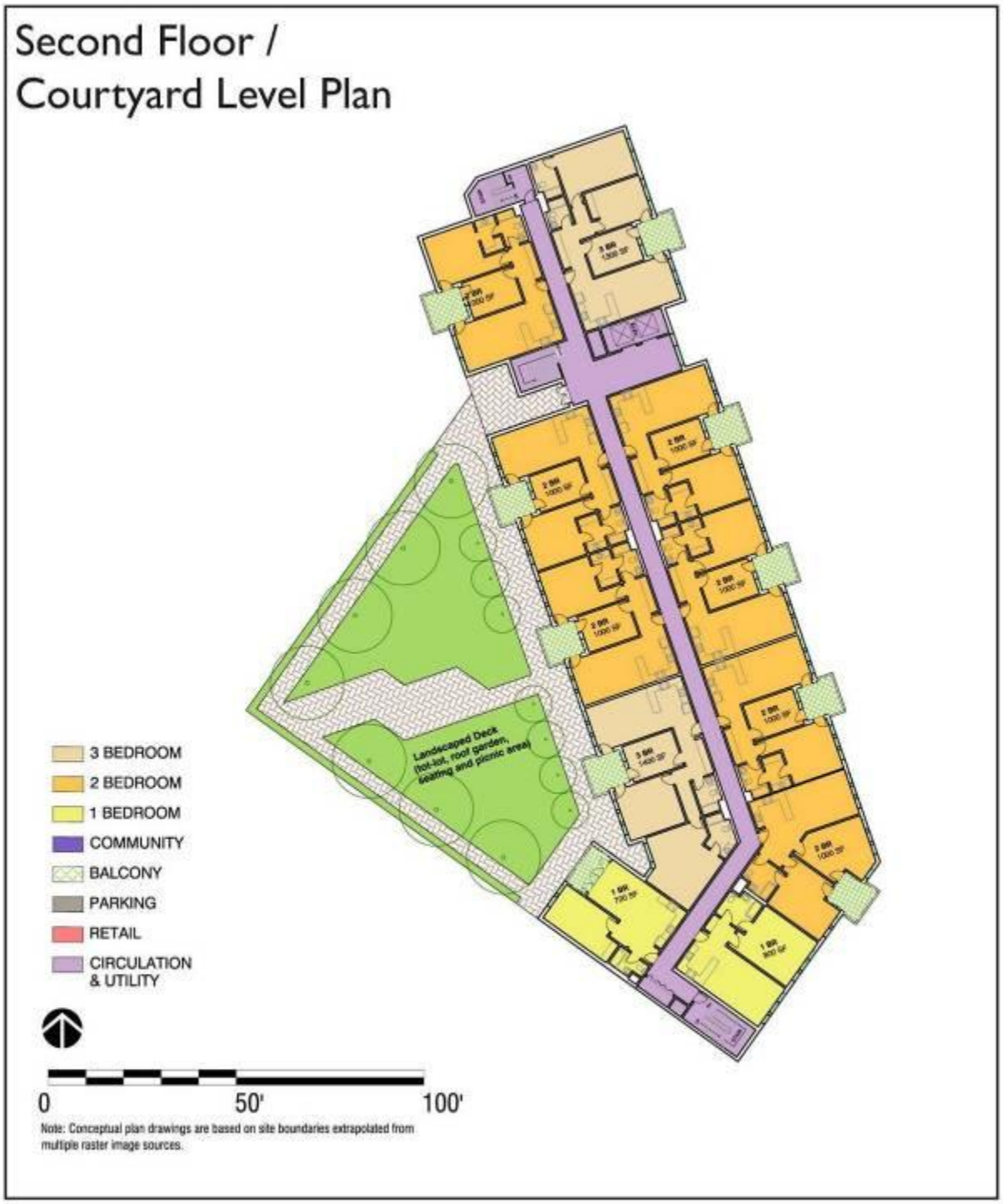
MORTON STREET HOMES
Preliminary Site Capacity & Concept Studies | December 2010

GOODY CLANCY



MORTON STREET HOMES
Preliminary Site Capacity & Concept Studies | December 2010

GOODY CLANCY



MORTON STREET HOMES
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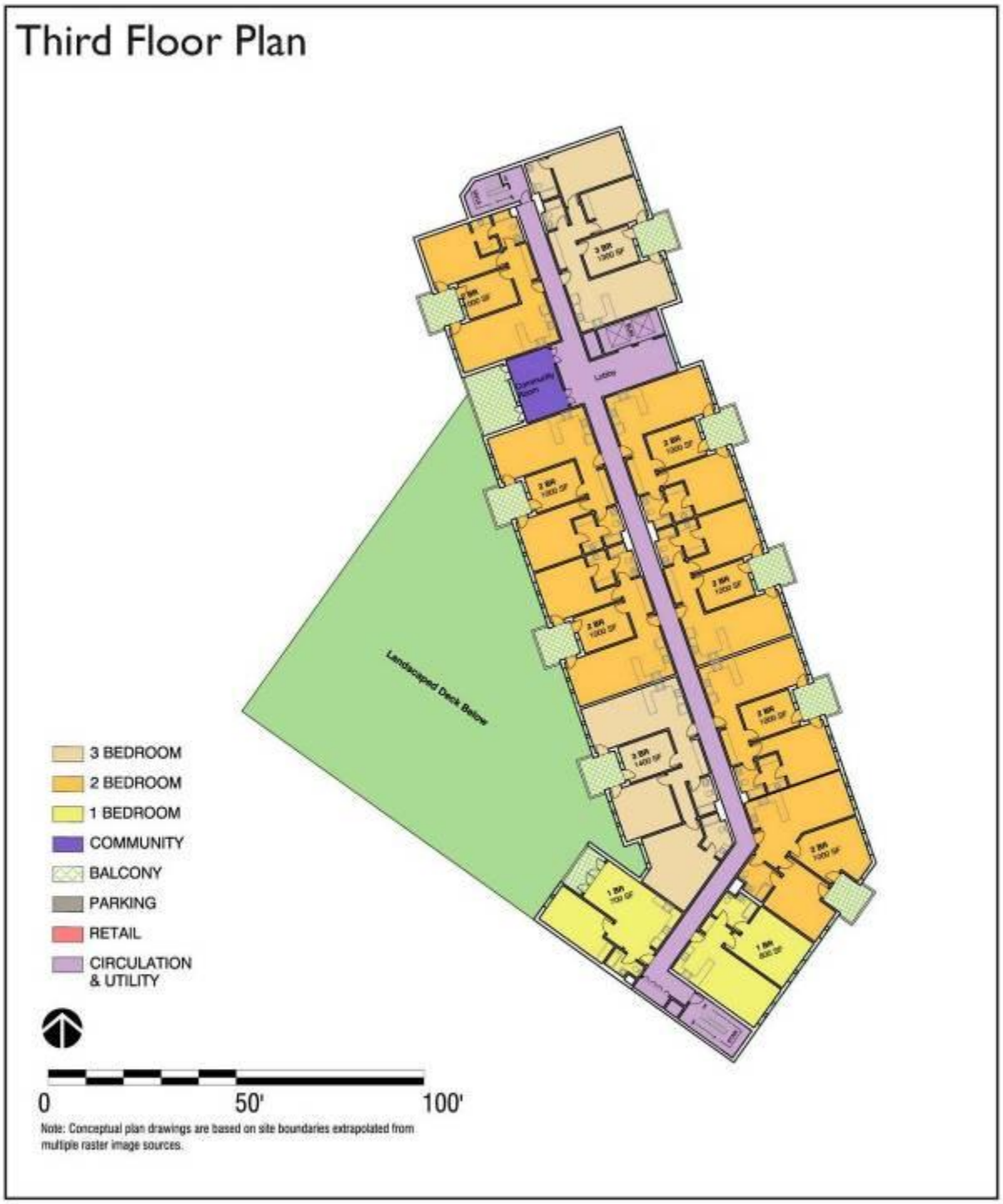

MORTON STREET HOMES
Preliminary Site Capacity & Concept Studies | December 2010

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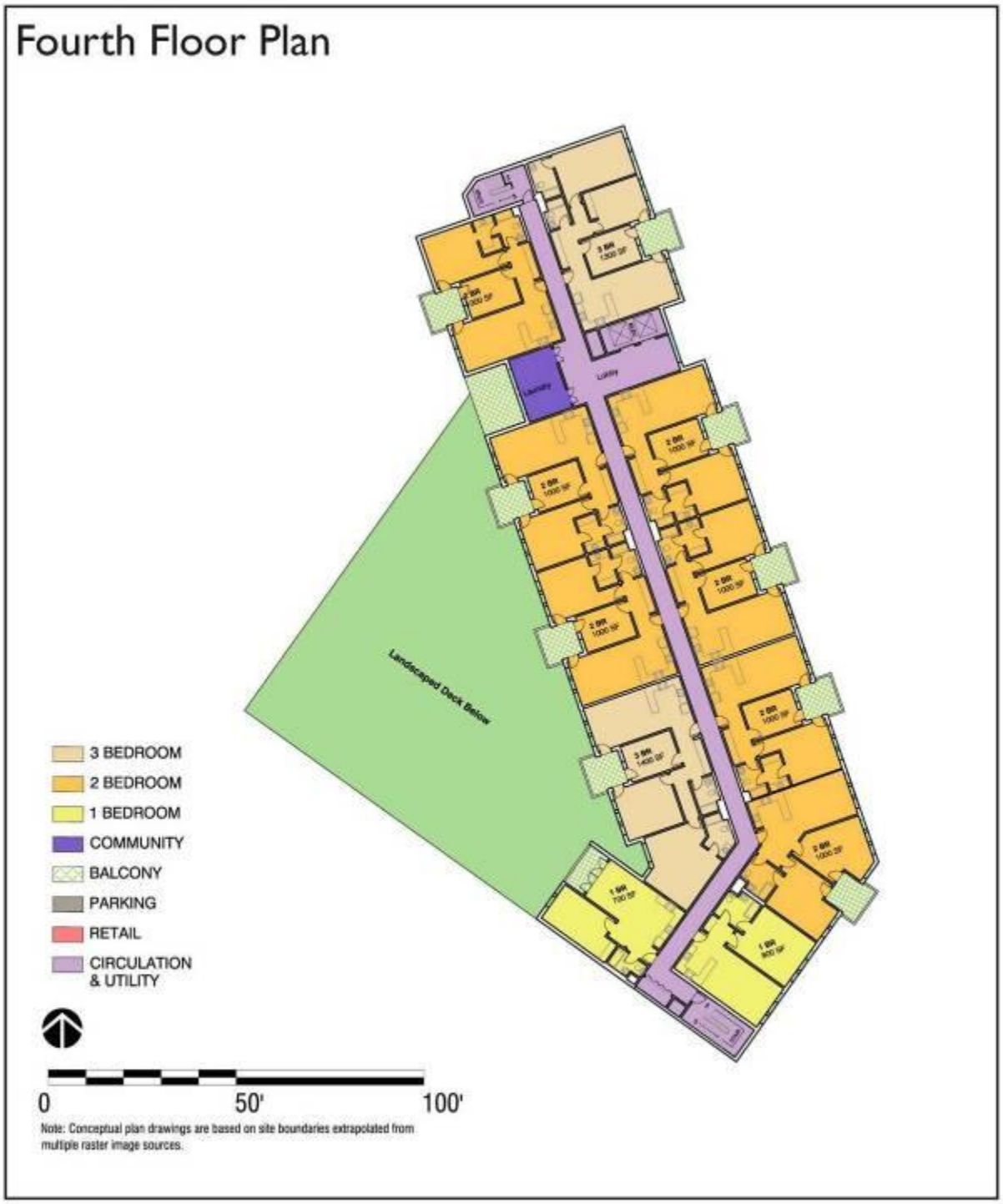

MORTON STREET HOMES
Preliminary Site Capacity & Concept Studies | December 2010

GOODY CLANCY

View from expanded sidewalk illustrating streetscape improvements, ground level retail and on-street parking

MORTON STREET HOMES

Preliminary Site Capacity & Concept Studies | December 2010

GOODY CLANCY

Building articulation with warm colors, complementary textures and a high degree of transparency at street level.

Appropriately scaled building height responds to existing residential character while maintaining a lively street edge.

MORTON STREET HOMES

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GOODY CLANCY

Aerial view

View from landscaped courtyard. Secure play area with overlooking decks and balconies

MORTON STREET HOMES

Preliminary Site Capacity & Concept Studies | December 2010

GOODY CLANCY

APPENDIX F:
Talbot Commons Project Public Meeting PowerPoint Presentation

Partnership for Sustainable Communities

- Environmental Protection Agency
- Department of Housing and Urban Development
- Department of Transportation

What are Brownfields?

- Properties where reuse *may* be complicated by the presence or potential presence of a hazardous substance, pollutant or contamination
  - Gas Stations
  - Dry Cleaners
  - Industrial Land
  - Metal Plating
  - Etc.

Partnership Livability Principles

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate and leverage federal policies and investment.
6. Value communities and neighborhoods.

How do Brownfields Affect Communities?

- Human Health
  - Potential Exposure to Hazardous Substances
- Safety
  - Abandoned and Derelict Structures, Open Foundations
- Environment
  - Groundwater Impacts, Surface Runoff, Migration of Contaminants, Wastes Dumped on Site
- Social
  - Environmental Justice
  - Blight, Crime and Vagrancy
  - Connections within the Community (Social Capital)
- Economic
  - Reduced Local Tax Base
  - Reduced Private Property Values

Transit-oriented development and neighborhoods: finding a good fit

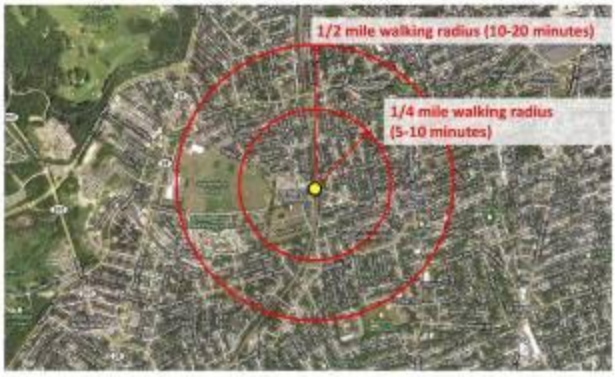
Community workshop with Talbot Norfolk Triangle Neighbors United

Goody Clancy November 9, 2010

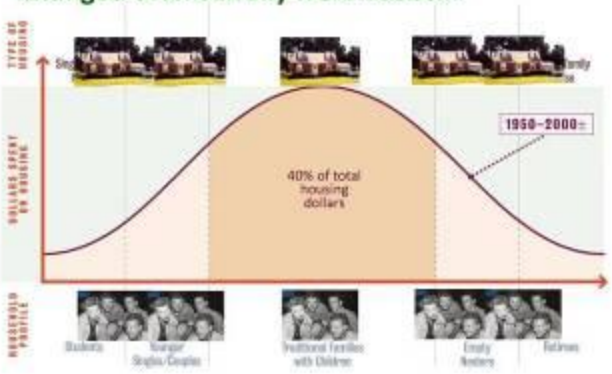
Agenda

- Why does TOD offer neighborhoods new opportunities...now?
- What can TOD offer neighborhoods?
- Making a good fit
- General questions
- Discussion questions in breakout groups
- Conclusions

It begins with a convenient walk



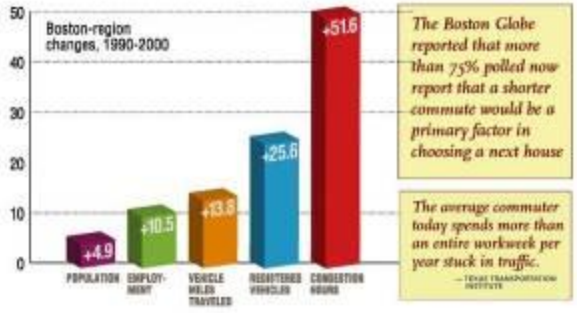
The demographics of housing demand changed dramatically from 1950s...



NEW CHOICES FOR LIVABILITY

... to today

Changing world views: Auto congestion is now seen as undermining quality of life



The Boston Globe reported that more than 75% polled now report that a shorter commute would be a primary factor in choosing a next house

The average commuter today spends more than an entire workweek per year stuck in traffic.

Households are seeking new options

- There is strong demand from *across the age spectrum* for more and different housing choices than in the past
  - Convenient walk to shops, services, parks/recreation
  - Everyday transportation choices including walking, transit, biking
  - Unit types other than the traditional single-family house: lofts, apartments, townhouses, small-lot detached.
  - Rental and for-sale.
- People are seeking cultural diversity
- Affordable starter housing will build local market for traditional single-family houses

Housing demand increasingly seeks the qualities of urban neighborhoods

TOD can add needed housing choices

- Apartments for young singles and couples, families, empty-nesters, retirees
- Mixed-income units
- Live/work
- Opportunities to remain in a community through different life stages



Engage in a community conversation about the future

TOD can reinforce neighborhood main streets

- A solid block of retail (30-50,000sf) depends upon 1,500-2,000 households nearby
- New jobs can come from added workforce, amenities, "cool space"


What can TOD offer neighborhoods?

TOD can make streets lively, walkable, safe

- More "eyes on the street"
- ...including daytimes, evenings, weekends


TOD can help expand convenient transportation choices

- Justifies better transit service, walking environment, bike facilities
- Reduced traffic generation and parking
- Attracts Zipcar

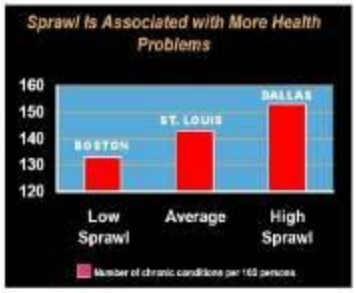
...and TOD can help expand lifestyle choices

The ability to make do with one fewer car puts cash back in your pocket:

- Annual average cost of owning/operating a car is $8,000 (AAA)
- You could put this toward $150,000 more in mortgage capacity
- ...or something else

TOD can support a healthy community

- Transit and walkable development encourage more walking
- ...which is one of the best and easiest things we can do to improve our health



TOD can enhance the value of existing property nearby

- Attracts next generation of demand for traditional houses
- Supports more amenities in walking distance
- ...which adds value: $600 to $3,000 per Walk Score point...

Engage in a community conversation about the future

Is the program feasible and responsive to community needs?

- Housing choices responding to market demand – complementing what's available in the neighborhood
- The right mix of rental and ownership
- Pedestrian-oriented retail or commercial uses responding to demand

Is parking handled well?

- Line sidewalks with occupied homes and stores, not parking
- Keep off-street parking away from front doors
- Add on–street parking where space allows, to improve walkability, support retail and housing

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Is the scale comfortable?

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Use design guidelines to relate new buildings to their context with:

- Height transitions
- Materials, proportions, other elements echoing local tradition
- Appropriate placement of use and activity

Is the scale comfortable?

Is the scale comfortable?

Is the scale comfortable?

Does the design support a sense of place?

- Individual stoops and gardens
- ...even in multi-family buildings
- Architecture that frames public spaces and responds to unique characteristics of context

Does the community gain great new places?

Address broader neighborhood needs with attention to:

- Sidewalks
- Parks and plazas
- Semi-public outdoor spaces within developments

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Discussion questions

- **Question 1**---- What should be our criteria and guidelines for TNT development? What is most important to current and future neighbors? Please brainstorm a list and pick up 3-5 priorities.
- **Question 2**---- What do you like or dislike TOD? What do you think if TOD could fit into TNT?

APPENDIX G:
List of Electronic Files Delivered to EPA

- Fairmount Corridor Site Inventory and Prioritization Tool (Excel file)
- Geographic Information System Shape Files used in mapping sites
- Fairmount Collaborative Inventory KMZ File
- Final assembly of architectural renderings and floor plans for Morton Street Homes site
- PowerPoint presentation used at Codman Square NDC and Talbot Norfolk Triangle neighborhood meeting.

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