Mixing it Up for the Better: Mixed-Race, Mixed-Income, Mixed-Use TOD

Rail~Volution

Chicago

November 6, 2006

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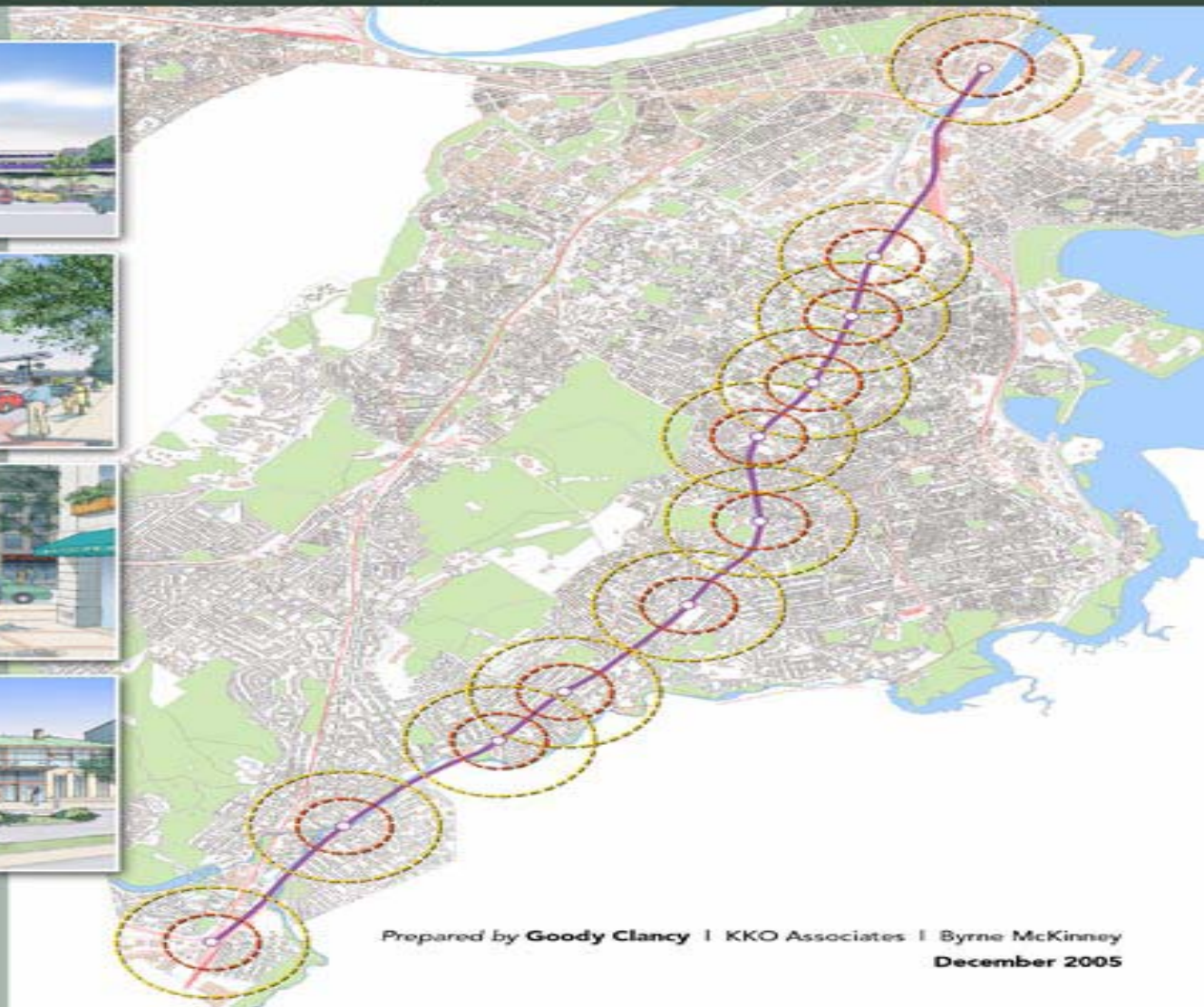
Dorchester, Massachusetts

Boston's Newest *Smart Growth* Corridor

A COLLABORATIVE VISION FOR THE FAIRMOUNT/INDIGO LINE

The Fairmount/Indigo Line CDC COLLABORATIVE

Dorchester Bay Economic Development Corporation | Codman Square Neighborhood Development Corporation
Mattapan Community Development Corporation | Southwest Boston Community Development Corporation



Prepared by **Goody Clancy** | KKO Associates | Byrne McKinney

December 2005

CSNDC

CODMAN SQUARE NEIGHBORHOOD DEVELOPMENT CORPORATION

The heart of the Codman Square commercial district is walking distance to the proposed Talbot Avenue station.

CSNDC

CODMAN SQUARE NEIGHBORHOOD DEVELOPMENT CORPORATION

KEY ISSUES

1. Public transportation currently limited to buses, with no direct routes to downtown.
2. Majority of employed residents (75%) work within Boston.
3. The most common housing type is the triple-decker and about one-third of households are owner-occupants.
4. 25% of population has poverty-level incomes.
5. Relatively few larger sites or easy land-assembly opportunities.
6. 40% of households don't own cars.

The heart of the Codman Square commercial district is walking distance to the proposed Talbot Avenue station.

The majority of the housing in the CSNDC area is comprised of triple-deckers.

Pre-transit oriented development projects done by Codman Square

Erie Ellington Homes, an award winning mixed income housing development by CSNDC, has its front door near the proposed transit station.

The Talbot-Bernard village added 75 family and senior units on a brownfield site. Front door at proposed Talbot Stop.

Award Winning Erie Ellington & Talbot Bernard Homes

Four Corners & Talbot

MIXED-USE REDEVELOPMENT TO SUPPORT THE NEW STATIONS AS CENTERPIECE OF THE NEIGHBORHOOD

1. A new stations create transportation choices for an underserved population.
2. About 500 new units, over 60 new homes and 160,0000sq ft of commercial space can be added along the Washington Street and Talbot corridors.
3. An additional 750 to 1,300 residents would live in close walking distance to the stations.
4. Redevelopment of underperforming and vacant sites would generate tax revenue. New residents would also greatly add to the neighborhood's net expendable income.
5. The proposed transit stations and new development along the corridors would be strategically bundled with improvements for green spaces and streetscape.
6. The proposed housing mix is aimed at a range of price-points and product types thereby providing wider housing options.
7. Infill residential development for a mix of incomes.

Underutilized auto body shops and vacant lots can be redeveloped to include a mix of neighborhood retail and housing.

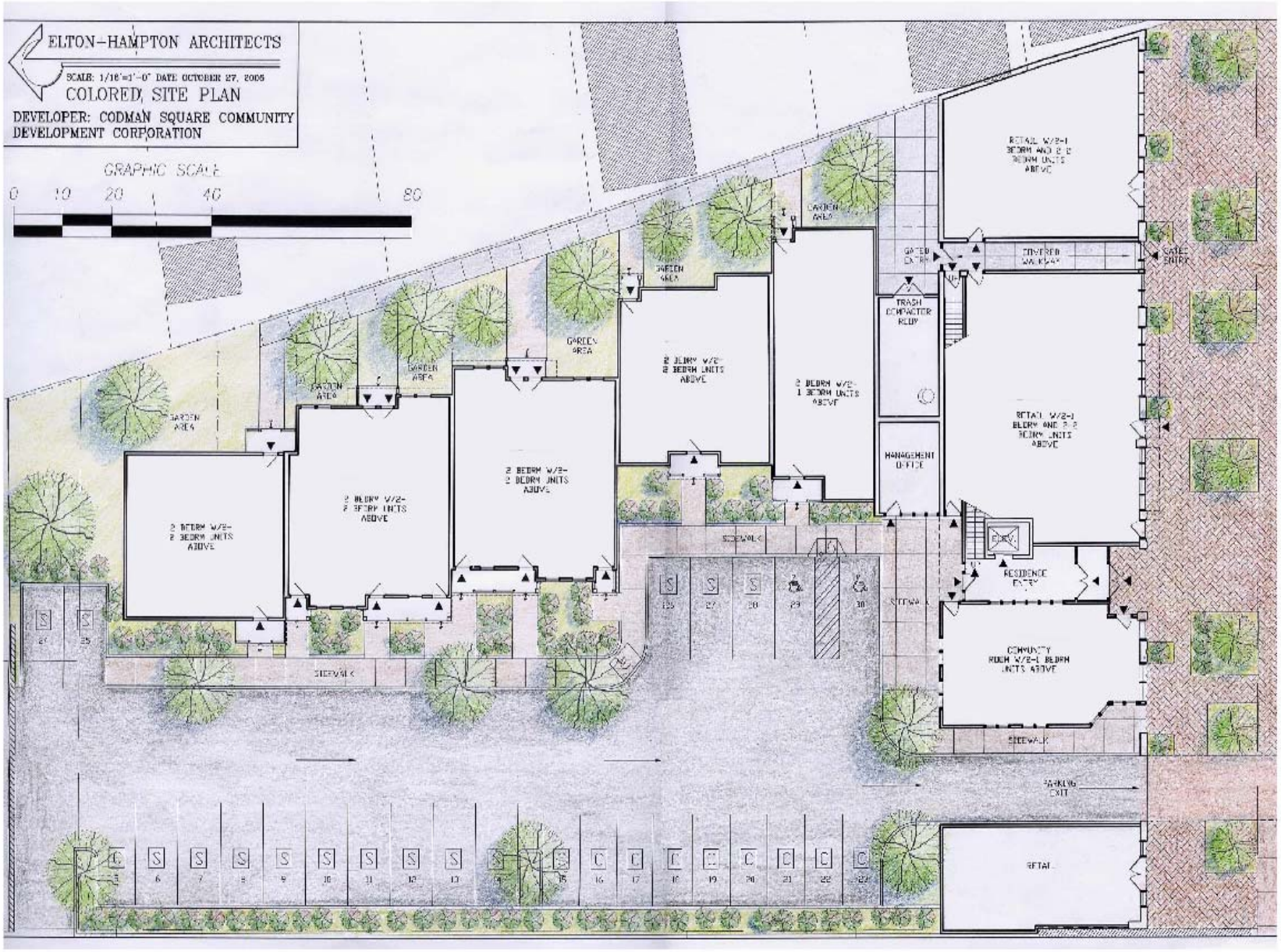
PROPOSED NORTH/FRONT ELEVATION

ELTON+HAMPTON ARCHITECTS

DATE OCTOBER 27, 2006

PROPOSED NORTH/FRONT ELEVATION

DEVELOPER: CODMAN SQUARE COMMUNITY DEVELOPMENT CORPORATION


ELTON-HAMPTON ARCHITECTS
SCALE: 1/16"=1'-0" DATE OCTOBER 27, 2005
COLORED SITE PLAN
DEVELOPER: CODMAN SQUARE COMMUNITY DEVELOPMENT CORPORATION
GRAPHIC SCALE
0 10 20 40 80
GARDEN AREA
2 BEDRM W/2-2 BEDRM UNITS ABOVE
2 BEDRM W/2-2 BEDRM UNITS ABOVE
2 BEDRM W/2-2 BEDRM UNITS ABOVE
2 BEDRM W/2-2 BEDRM UNITS ABOVE
2 BEDRM W/2-1 BEDRM UNITS ABOVE
TRASH COMPACTOR ROOM
MANAGEMENT OFFICE
RETAIL W/2-1 BEDRM AND 2-2 BEDRM UNITS ABOVE
RETAIL W/2-1 BEDRM AND 2-2 BEDRM UNITS ABOVE
COVERED WALKWAY
GATED ENTRY
RESIDENCE ENTRY
COMMUNITY ROOM W/2-1 BEDRM UNITS ABOVE
SIDEWALK
PARKING EXIT
RETAIL

Permanent Sources of Funds

Rental Component - 16 Units	
Permanent Loan	701446
Tax Credit Equity	258052
DND HOME	550000
State - HOME/HSF	550000
Neighborworks	144000
Community Based Housing (CBH)	300000
PDF (Mass Housing)	1350000
Boston NHT	550000
Ownership Component - 6 Units	
State - Affordable Housing Trust	300000
State - HOME/HSF	300000
DND HOME	300000
Boston NHT	300000
Neighborworks	48000
Sales Proceeds on Units	1032600
Commercial Component	
Sale Proceeds on Commercial Condo's	414666
Total Sources	**9421234**

Construction Uses of Funds

Acquisition	$1,432,100
Construction	$4,976,725
Construction Contingency	$373,242
A/E	$428,242
Survey/Geo/Environmental	$65,000
Permits/Fees	$103,940
Construction Testing	$12,106
PM/Preconstruction	$30,000
Clerk of the Works	$50,000
Appraisal/Market Study	$12,000
Legal	$239,500
Accounting/Insurance	$127,951
Finance Fees	$366,104
Construction Period Interest	$124,940
Marketing	$58,000
Real Estate Taxes	$30,000
Community Benefits	$0
Reserves	$120,100
Contingency	$88,394
Developer Overhead and Fee**	$730,211
Total Development Costs	**$9,368,555**

Issues and Resources for Transit Oriented Development

ISSUES

•Transit Equity: fighting to get the new stops on the Fairmount Line
•NIMBYISM: particularly to density and affordable rental housing
•High acquisition costs; scarcity of public land/sites for development
•Diminishing public funding for affordable housing
•Exclusionary Zoning in suburban areas: pressure on inner cities @ afford hsg
•Cost of Suburban Sprawl to Racial Equity: Harvard Civil Rights Study

RESOURCES

Fairmount CDC Collaborative and Coalition Work:

•Fighting for transit equity (5 new stops) and mixed income TOD

State TOD Fund:

•$20 mill in state TOD $ for projects within ¼ mi of transit stop

40B Regulations:

•reducing unnecessary barriers to afford housing created by local zoning and other restrictions in suburban localities w/less than 10% affordable housing
•Smart growth planners more attentive to urban/suburban equity issues: tie together development of affordable/mixed income housing with expansion of transit in outlying areas, along w/transit connections to central cities