RE-DEVELOPING THE FAIRMOUNT RAIL CORRIDOR
TRANSIT ORIENTED DEVELOPMENT IN DORCHESTER, BOSTON

OFF-THE-SHELF STORIES: RECLAIMING LAND AND REALITY
CODMAN SQUARE NEIGHBORHOOD DEVELOPMENT CORPORATION

Comprehensive and Sustainable Community Development

WHO WE ARE

FAIRMOUNT RAIL CORRIDOR

CODMAN SQUARE NDC

RAIL~VOLUTION 2013
Fairmount Rail Corridor in Boston

MBTA Rail Network

THE CITY CONTEXT - BOSTON

RAIL-VOLUTION 2013

FAIRMOUNT RAIL CORRIDOR

CODMAN SQUARE NDC
WHERE WE WORK

Service Area

Demographics

FAIRMOUNT RAIL CORRIDOR

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2011 Groundbreaking on the Talbot Ave stop on the Fairmount/Indigo Rail Line

TRANSIT EQUITY ACHIEVED!

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FAIRMOUNT RAIL CORRIDOR

CODMAN SQUARE NDC
NEW TALBOT AVE STOP ON FAIRMOUNT/INDIGO

Opened November 2012

FAIRMOUNT RAIL CORRIDOR

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CODMAN SQUARE NDC
Vacant Land and Greenspace near 157 Washington Street
Fairmount Transit Oriented Development: Before and After
Erie Ellington Homes, an award winning mixed use income housing development has its front door near the Talbot Ave transit station.

The Talbot-Bernard village added 75 family and senior units on a brownfield site. The front door of this development is at the Talbot Ave stop.

Award winning Erie Ellington and Talbot Bernard Homes.
Preserving Affordability of the Housing Stock by Acquiring and Redeveloping Sites within ½ mile of Stops on the Fairmount Rail Corridor

- Erie Ellington Homes 50 unit tax credit rental
- Talbot Bernard Homes 44 units
- Talbot Bernard Senior 31 units
- Levedo Homes 24 units
- 157 Washington Street 24 units
- Codman Square Apartments 80 units
- Talbot Commons 1 36 units
- Talbot Commons 2 43 units
- Nott St 27 units
- Total 359 units

Total Development Costs $130+ million
Total Job Creation 2,500
CURRENT FAIRMOUNT TOD PROJECTS

Talbot Norfolk Triangle

Levedo Homes, 24 unit LEED Silver Rental Project
  - Completed May 2011
Block Redevelopment | 44 housing units | Open space and plaza

TALBOT COMMONS 1 SITES

FAIRMOUNT RAIL CORRIDOR

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Southern End of the Talbot Commons 2 site
Talbot Commons 2: Fairmount TOD Site Before and After
October 2012: LEED-ND Charette with 100 residents, LISC, NRDC and US Green Building Council
- TNT Community scored as LEED Silver Certifiable due to transit, walkability etc.

Key

1. Talbot Bernard Community Room
2. Talbot Station
3. 227 Talbot Ave
4. Levedo
5. 60 Southern
6. 1 Darlington
7. Elmhurst Park
8. The Boston Project Ministries
9. 93 Norfolk (Pocket Park)
10. 106 Norfolk
11. 912 Autobody
12. 2-6 Woodrow
13. Tucker Street Urban Farm Lot
14. 1 Woodrow
15. “Auto-Mall”
16. 131-133 Southern (City-owned)
17. “Church Lots”
18. 36-38 Colonial
19. 15 Mallard Ave
20. 18 New England
21. Callahan Building
22. 14 New England
23. 5-21 New England
GOALS

- Retrofit at least 15% of TNT existing housing to save residents’ money on energy related costs

- Build at least one new, highly efficient mixed-use TOD project

- Explore local power generation models and incorporate that capacity into new and existing TOD mixed-use housing developments and other local projects

- Construct and program new green spaces and explore green infrastructure development in support of sustainability, including green roofs and rain gardens

- Measure and highlight the health and economic benefits of sustainability to residents
NSTAR Utility Site on New England Ave, near Talbot Commons 1 Project Site
- Possible Location of Solar Array to feed local homes
FAIRMOUNT GREENWAY PLANNING

FAIRMOUNT RAIL CORRIDOR

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CODMAN SQUARE NDC
On TOD, the viewpoint of a locally-based community development organization does not fully coincide with that of e.g. a city or regional planning agency

<table>
<thead>
<tr>
<th>Winners</th>
<th>Losers</th>
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<tbody>
<tr>
<td>Landlords</td>
<td>Renters (rising rents)</td>
</tr>
<tr>
<td>Property owners</td>
<td>Older owners (rising property taxes)</td>
</tr>
<tr>
<td>Commuters to downtown</td>
<td>Some merchants (rising rents; competition from larger stores or national chains)</td>
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<tr>
<td>“Urban pioneers”, priced out of wealthier communities</td>
<td>Light industry (priced out for “higher uses”)</td>
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<tr>
<td>Many merchants</td>
<td>Long-established community groups, based on class, cultural or ethnic homogeneity</td>
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<tr>
<td>Municipality (higher taxes, lower crime…)</td>
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<tr>
<td>General residents (transportation options; better mix of goods, services, culture; beautification; better access to public services; higher housing quality…)</td>
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From a community development perspective, how can we maximize the gains while minimizing the losses?
Questions?