

Toward a Development Model for the Middle Ring Suburbs

APPENDICES



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Appendix A — Mapping the Middle Ring

This study traces the boundary of Middle Ring Suburbs in the Boston area through a study of U.S. Census data, aerial images and Geographic Information System maps (GIS). Although the boundary of this zone can be elusive, the analysis of certain parameters yields valuable areas of interest. Such parameters include: **household median income, employment type, foreign born population, and housing stock age.** In this case, the housing stock age was not used due to the fact that much of the Boston area housing was built prior to WWII. This factor is more relevant in other U.S. cities.

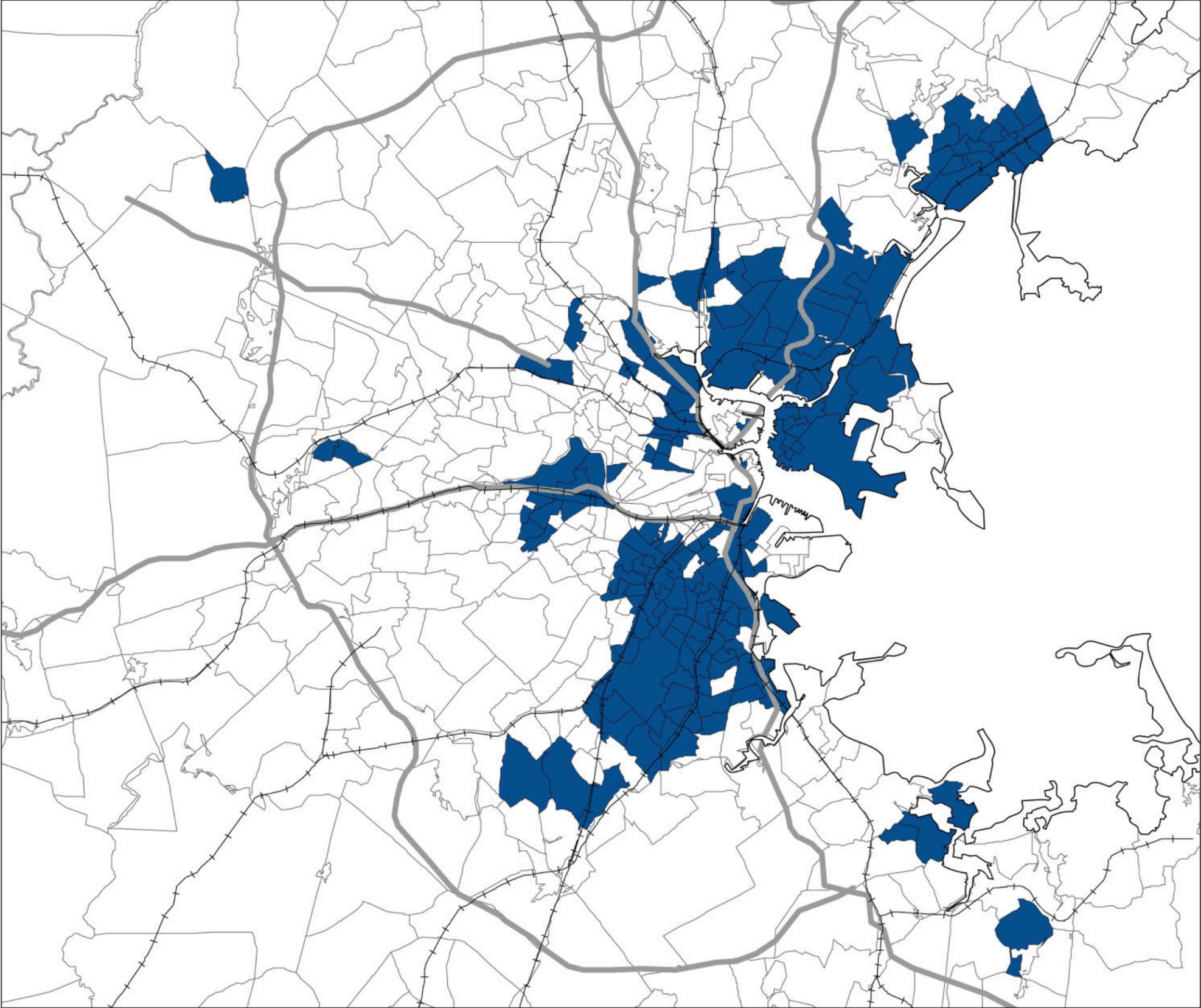
As a preliminary step, GIS maps of these socioeconomic statistics were obtained from the Neighborhood Change U.S. Census 2000. These **data sets were studied and overlaid.** The research team then extrapolated the boundary of the Middle Ring from the physical overlap of two or more of these data sets.

The sequence of maps is as follows: Map 1 – Transportation and Census Group boundaries, Map 2 – Below poverty level income (less than \$22,350 for a family of 3),¹⁰ Map 3 – Below the Massachusetts State Median Income level of \$64,081,¹¹ Map 4 – Foreign born residents where the tract population is greater than 1500 people.



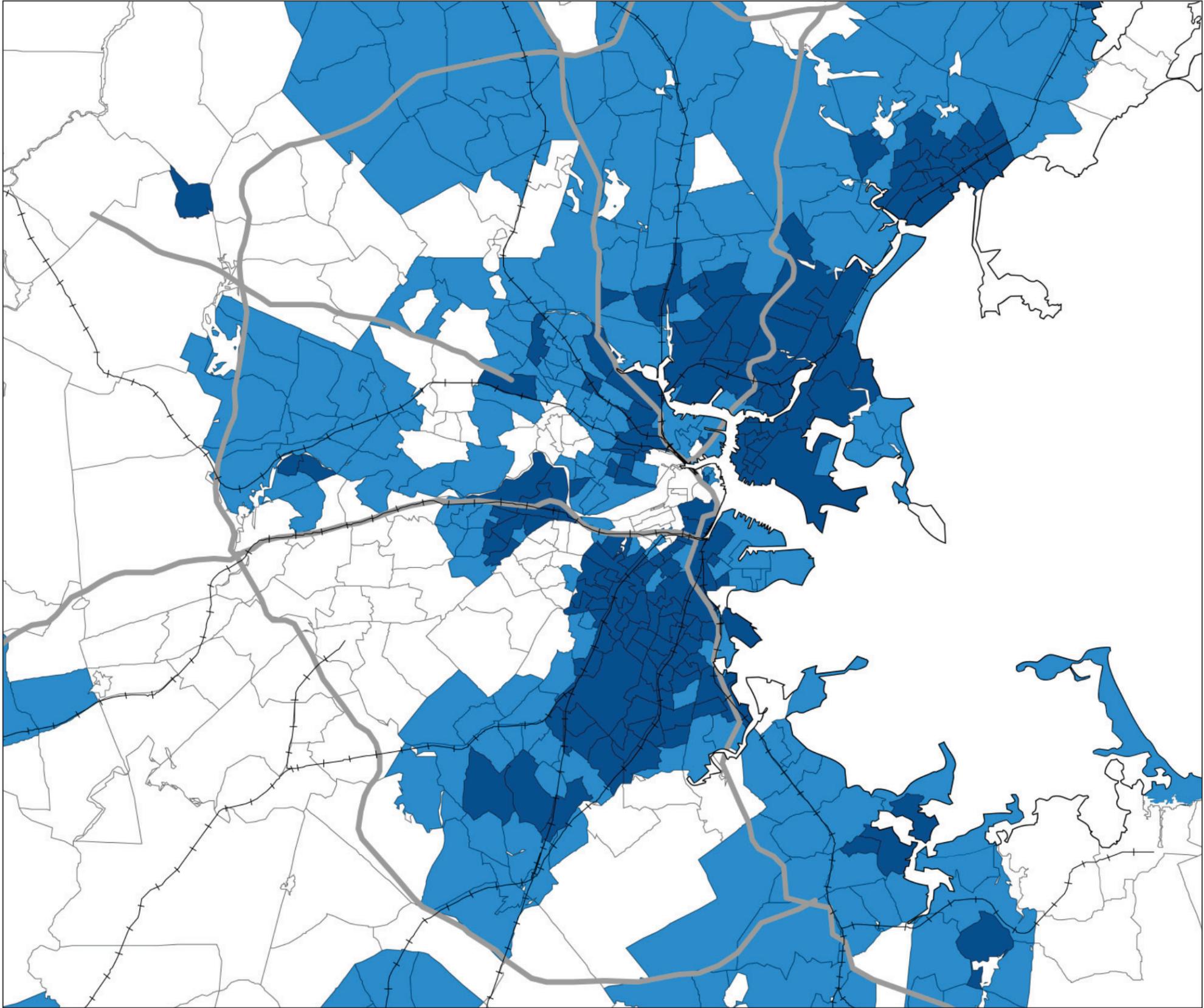
Right: Map 1 – Boston transportation footprint, including major waterways. Economic, social and demographic data have been overlaid.
Source: U.S. Census Neighborhood Change 2000

Appendix A — Mapping the Middle Ring



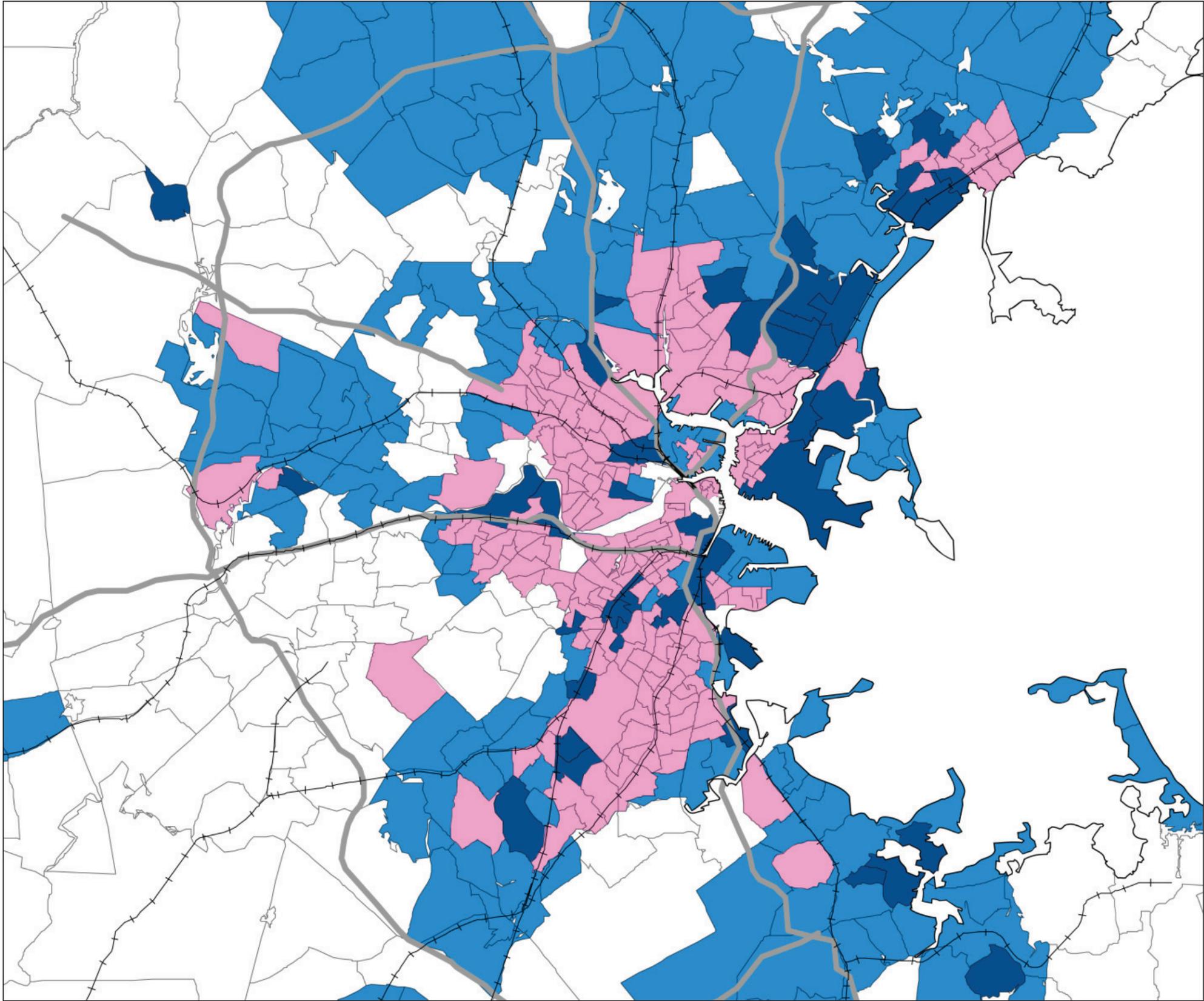
Left: Map 2 – Median Income below \$22,350 – U.S. Poverty level for a family of 3.
Source: U.S. Census Neighborhood Change 2000

Appendix A — Mapping the Middle Ring



Right: Map 3 – Additional layer: Median Income between \$22,350 and \$65,000.
Source: U.S. Census Neighborhood Change 2000

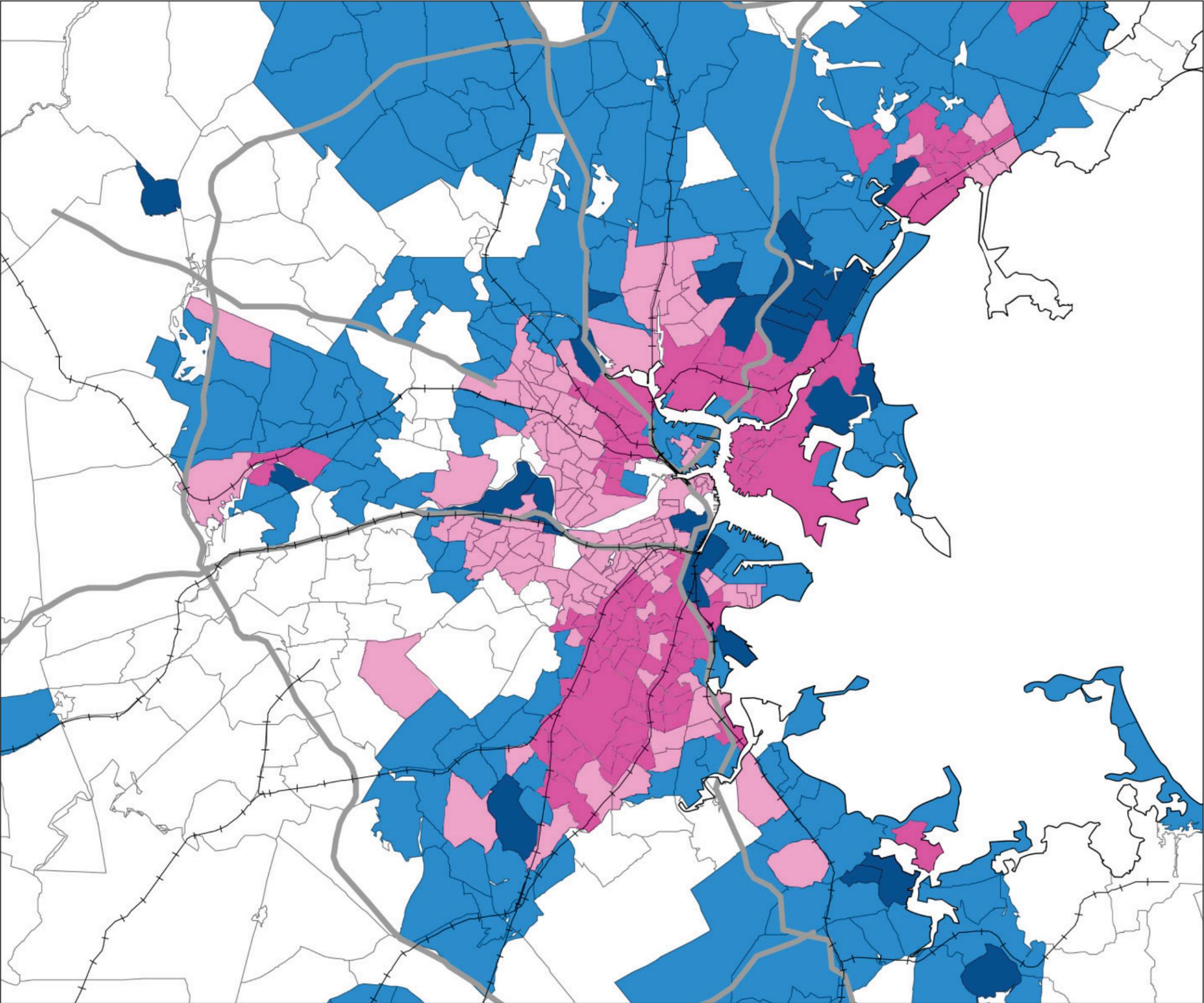
Appendix A — Mapping the Middle Ring



Left: Map 4 – Populations with a significant number of foreign born residents in pink.
Source: U.S. Census Neighborhood Change 2000

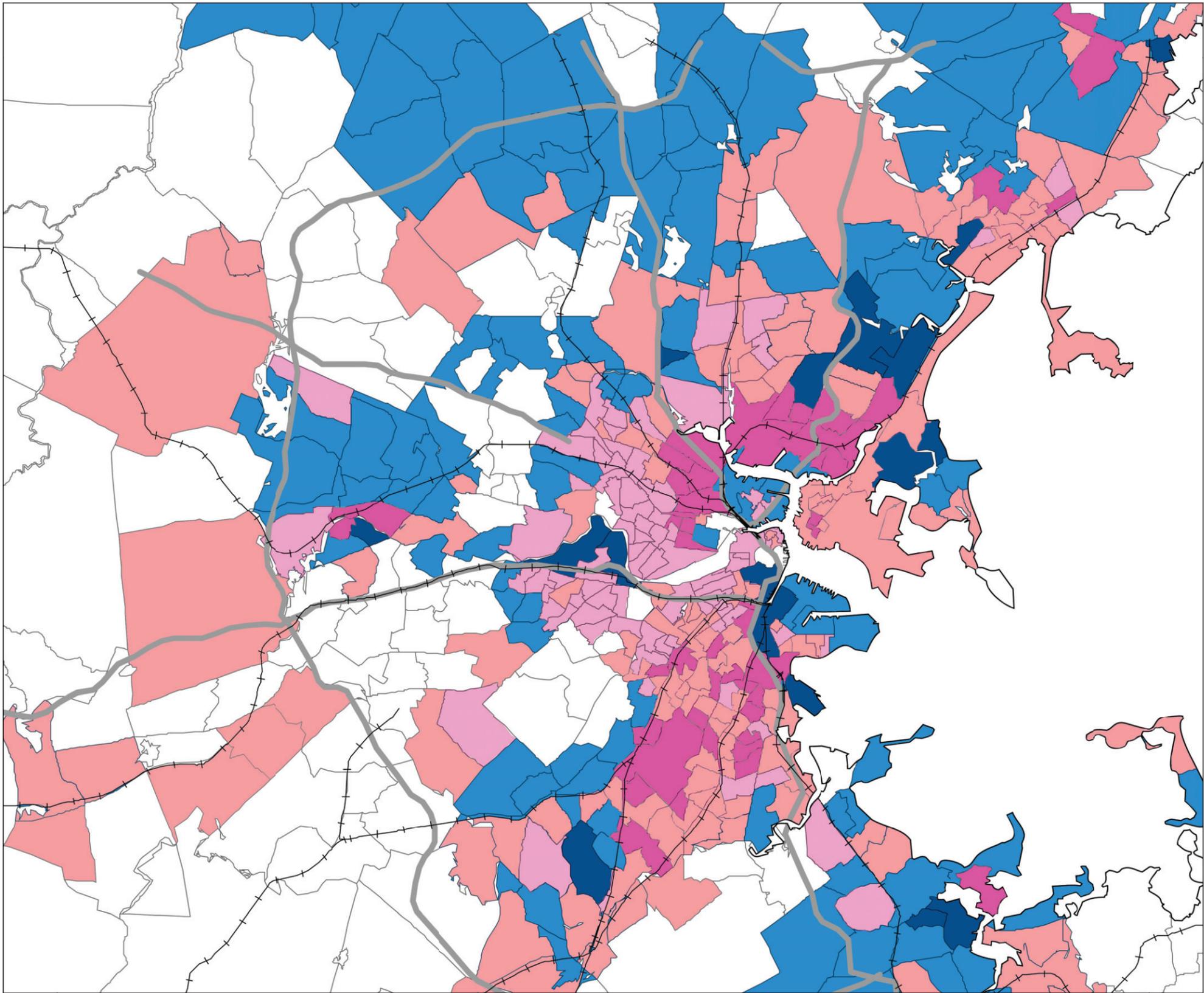
Appendix A — Mapping the Middle Ring

Maps 5-7 contain information on employment type. All of the data was filtered to isolate the overlapping data sets and create clearly defined boundaries.



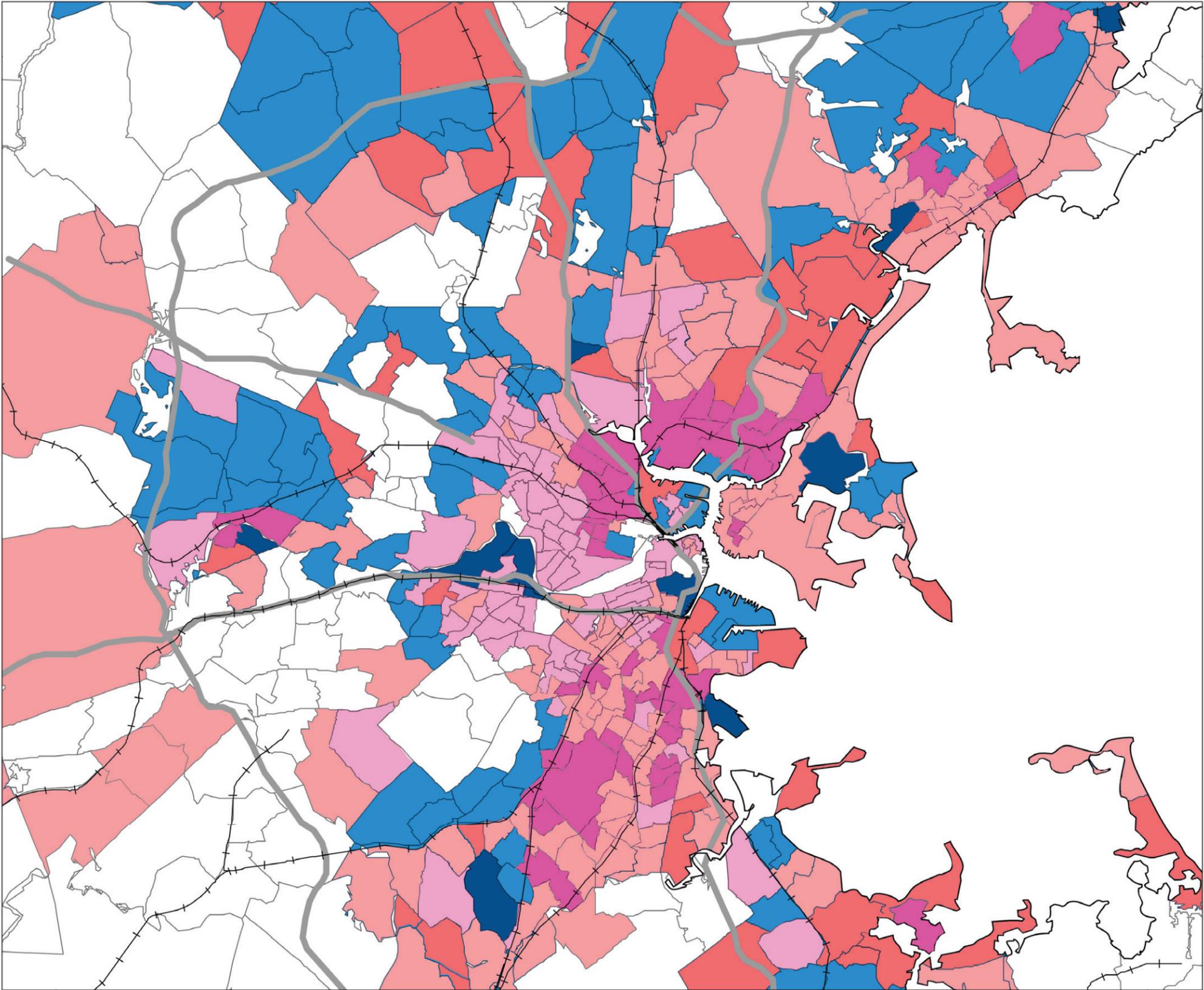
Right: Map 5 – Employment: maintenance and groundkeepers. Source: U.S. Census Neighborhood Change 2000

Appendix A — Mapping the Middle Ring



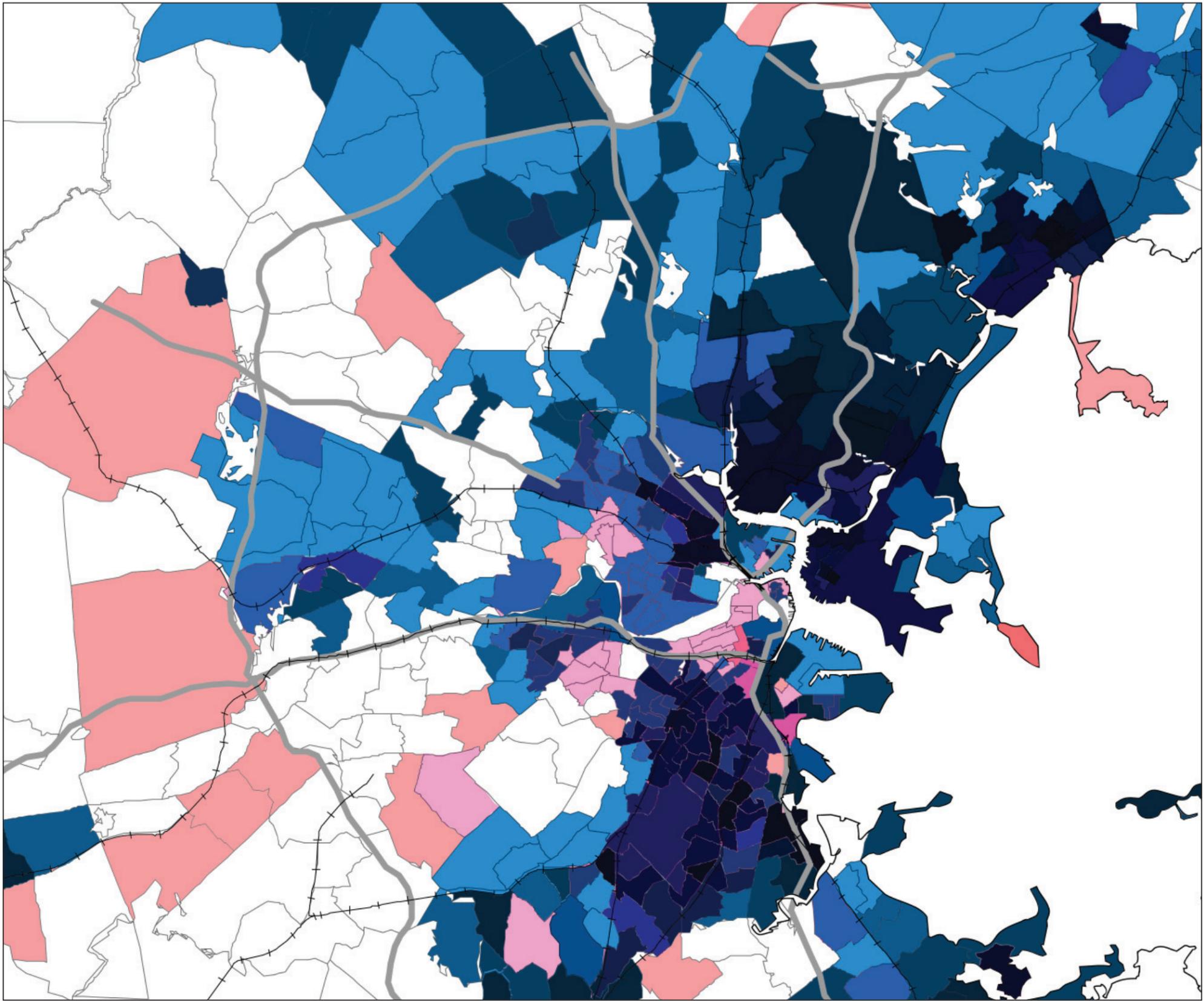
Left: Map 6 – Employment: personal care services and other (non-admin). Source: U.S. Census Neighborhood Change 2000

Appendix A — Mapping the Middle Ring



Right: Map 7 – Employment: construction workers and extraction. trades. Source: U.S. Census Neighborhood Change 2000

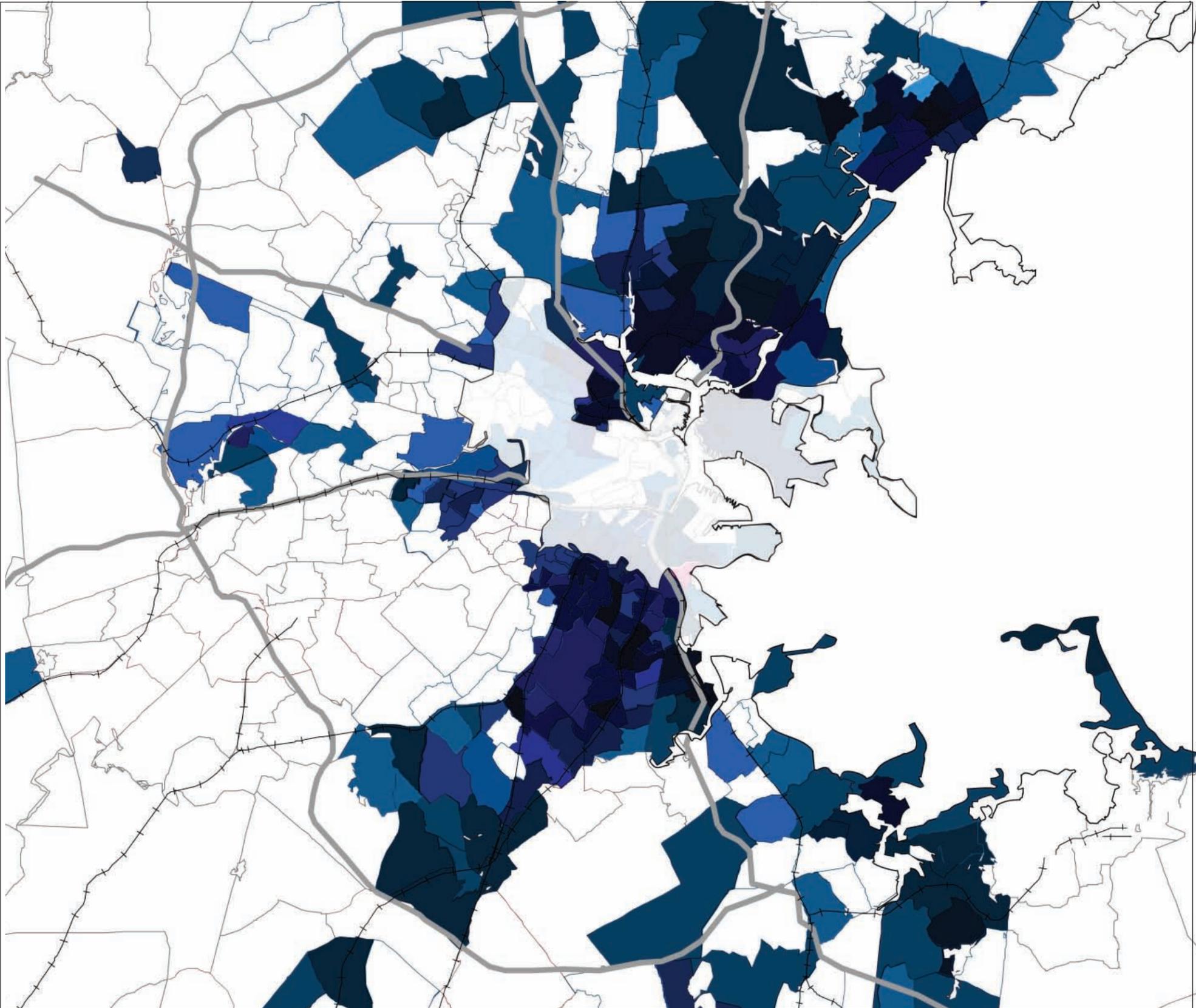
Appendix A — Mapping the Middle Ring



Left: Map 8 – Overlapping data sets. The color changes when two or more such sets overlap. Source: U.S. Census Neighborhood Change 2000

Appendix A — Mapping the Middle Ring

This mapping series concludes with Map 9, which removes the non-intersecting income and employment data and the foreign born data that does not intersect with any other data sets. The central city was also removed from the map. The colored areas correspond to the footprint of the Middle Ring suburbs.



Right: Map 9 – Footprint of the Middle Ring.
Source: U.S. Census Neighborhood Change 2000

Appendix B — Defining Zones of Opportunity

The Middle Ring Suburbs emerge from the intersection of **transportation infrastructure, pre-1960's housing stock, lower income areas and high immigrant population.**

This map illustrates the figure of the Middle Ring isolated from the exurbs, more affluent inner suburbs and from the central city. The symbiotic relationship between this zone and transportation infrastructure is apparent in the manner in which it frames areas and connects to outer pockets. Corridors are distinguishable along I-93 and Route 1. The Southern area is bounded by the two commuter rail lines. Taking this Middle Ring footprint as a starting point, we mapped out **transportation access, income shift lines, age, employment type, diversity and proximity to major industrial or commercial zones** in order to select the best sites for redevelopment.



Right: Middle Ring Suburbs, isolated.
Data Source: U.S. Census Neighborhood Change 2000

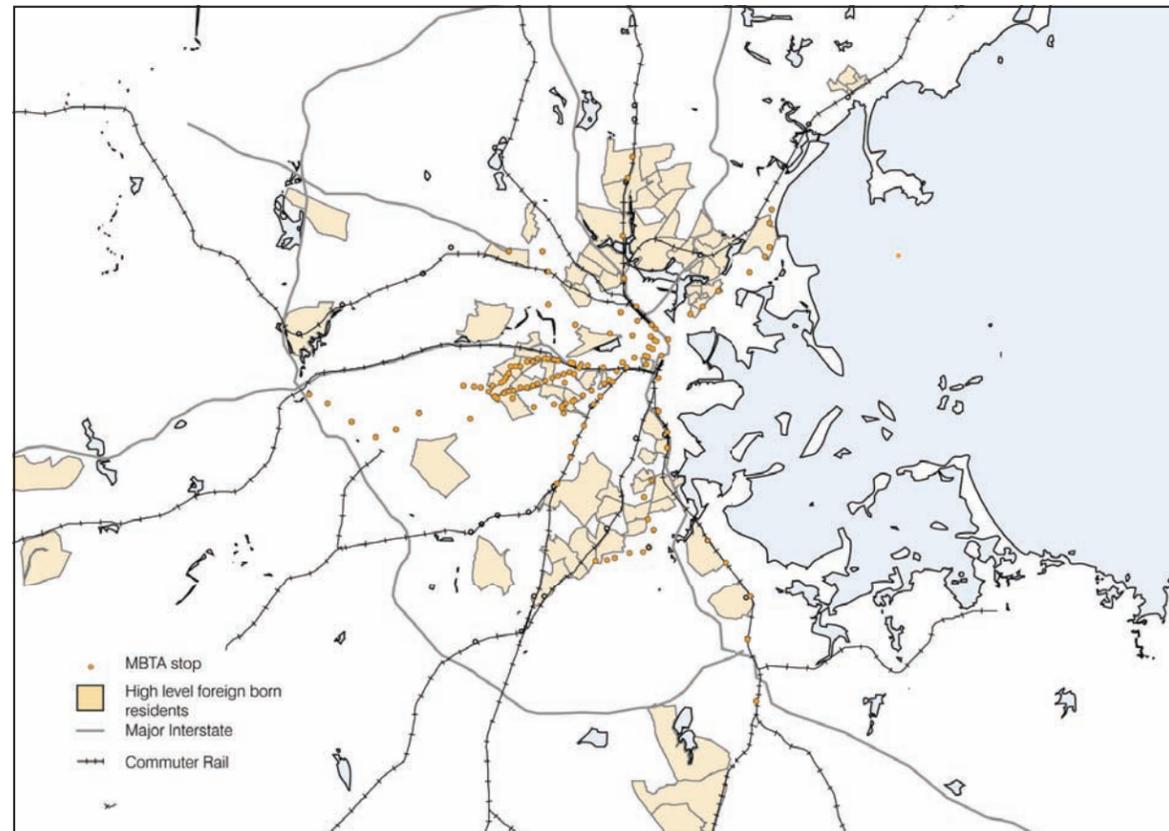
Appendix B — Defining Zones of Opportunity

Diversity Mapping

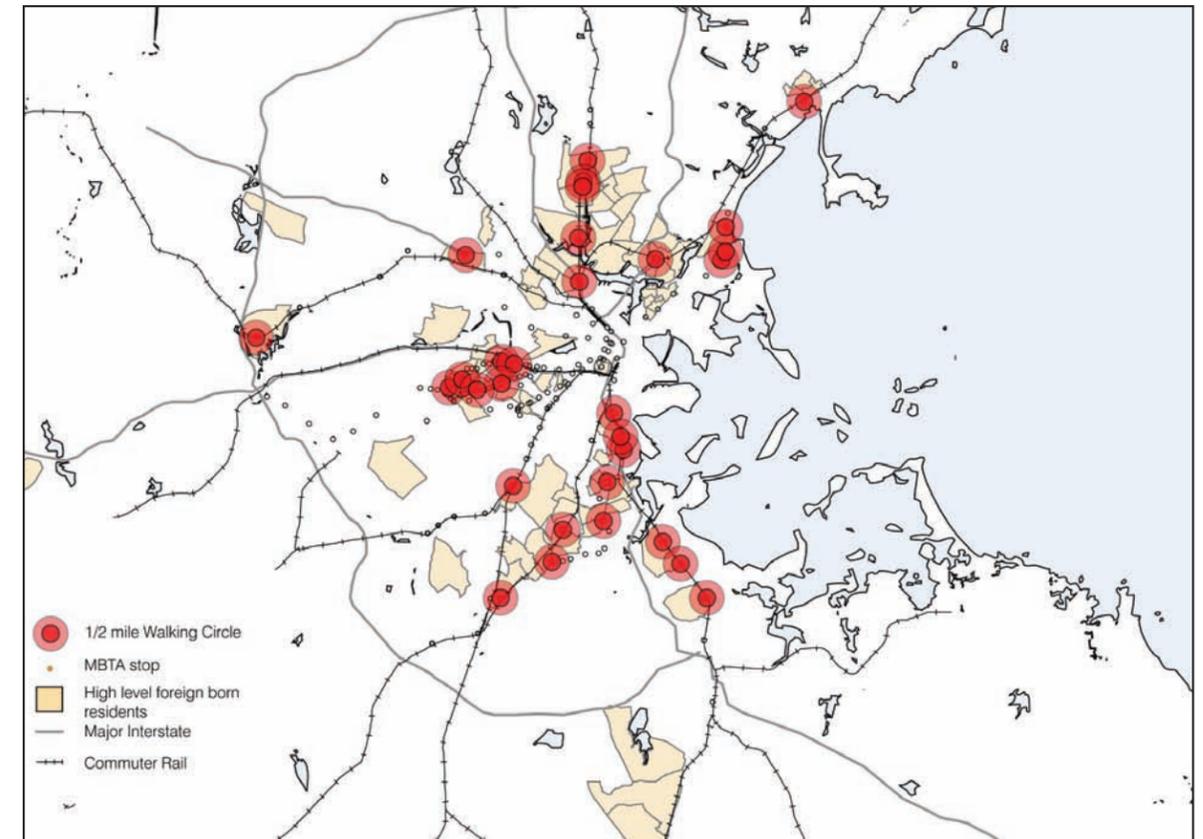
These maps illustrate the location of large amounts of foreign born citizens across the Boston metropolitan area. Diversity in suburban regions has risen substantially over the past 20 years. As of 2000, 47 percent of minorities that live in large metropolitan areas live in the suburbs.¹²

The map on the bottom right identifies potential sites through the creation of walking radii centered at public rail stations. The map on the opposite page identifies clusters of U.S. Census defined Foreign Born populations. The juxtaposition of public transit and immigrant populations seeks to **pinpoint culturally unique areas**.

Below: Mapping of areas where a high level of foreign born population reside, overlaid with the public rail and major highway systems.



Below: Zones of Opportunity are identified at the intersection of the ethnic enclaves and public rail stations. Half mile walking radii identify these zones with a red dot overlaid on the map and centered on the rail stations.



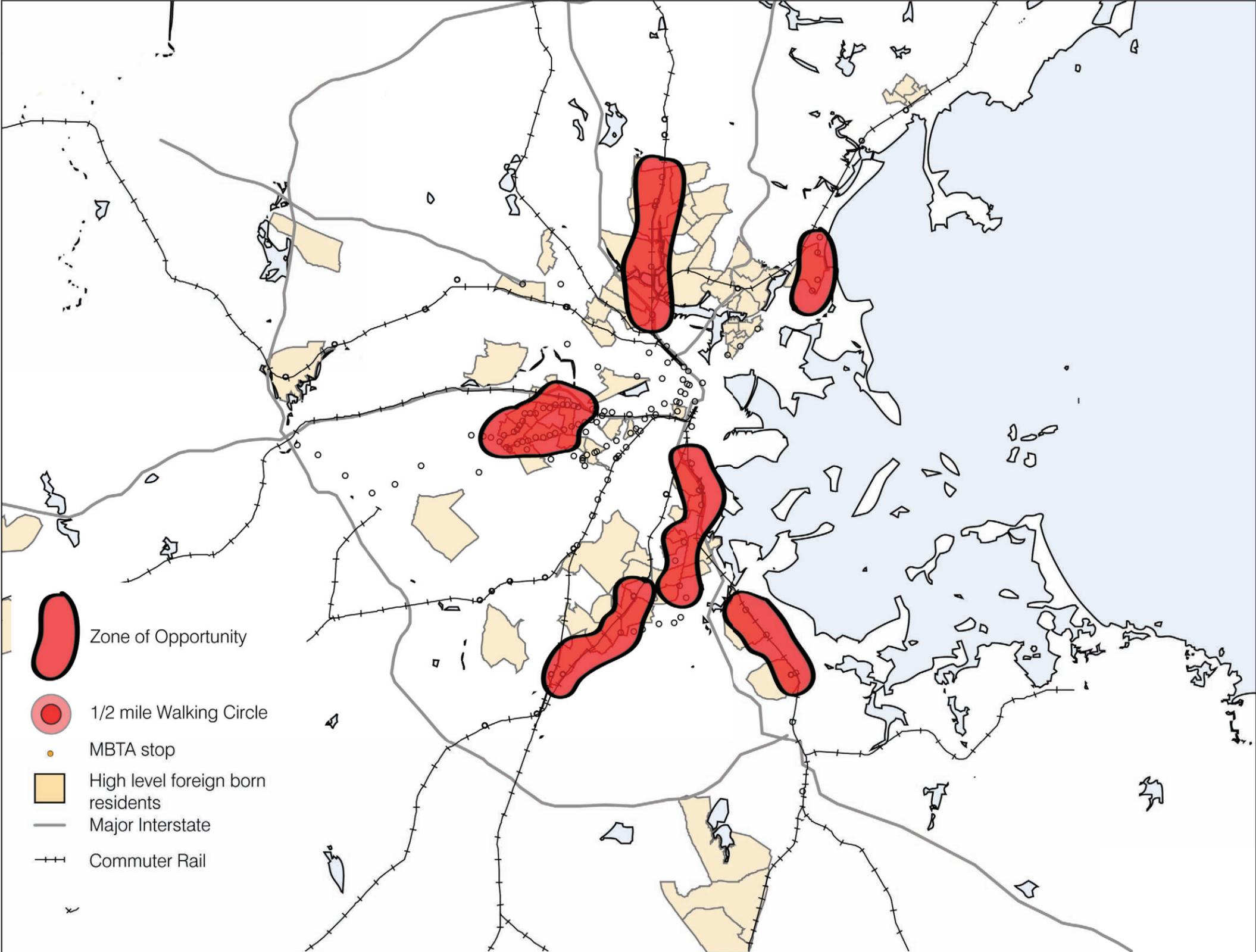
Appendix B — Defining Zones of Opportunity

Diversity Mapping

Zones of Opportunity are identified by mapping US Census Tracts with high levels of foreign born residents. Public transit and major automobile infrastructure are then overlaid. Afterward, we identify all of the MBTA and commuter rail stations that fall inside of or on the border of the recognized foreign born tracts. This identification is done by assigning each station a red dot, where the darker intensity indicates the 1/4 mile radius and the lighter red indicates the 1/2 mile radius.

Then, clusters are identified and isolated by the black outline and red interior, which designate walkable areas. These walkable zones are interconnected and solidified through the connection of short hops of less than a quarter mile between walkable circles.

These are zones of opportunity for redevelopment and investment due to their **proximity to public transit and their foreign born populations**. Both characteristics present developers with **opportunities to create a sense of place**.



Source: U.S. Census Neighborhood Change 2000

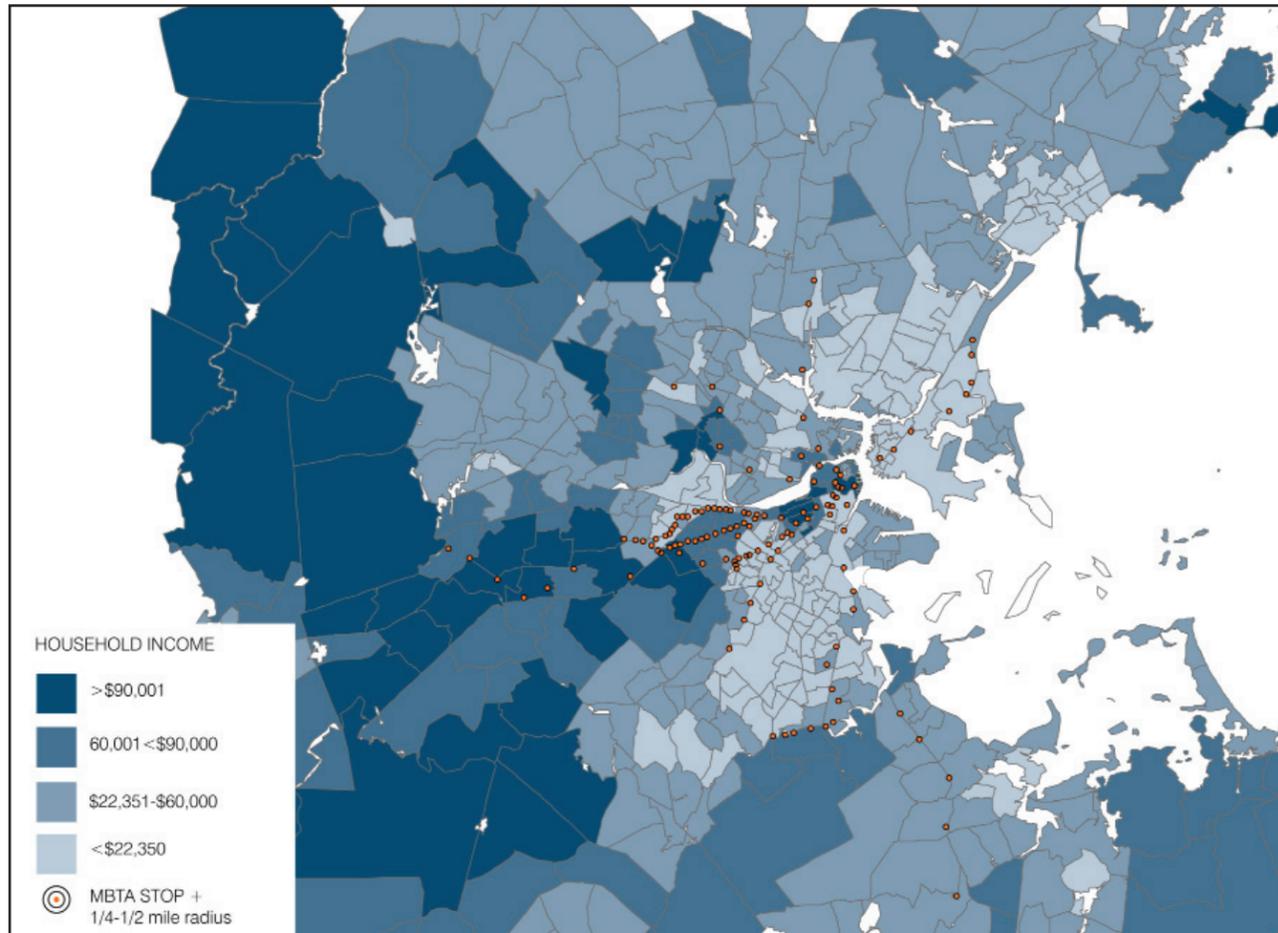
Appendix B — Defining Zones of Opportunity

Income Shift Mapping

Mapping income levels provides geographic information regarding the distribution of wealth over the Boston metropolitan Statistical Area. Income has been increasing over the past 10 years for the central city and some areas of the Inner Ring.¹³ The **boundaries between a middle or high-income zone and a low-income zone** can be municipal boundaries, zoning boundaries or physical characteristics such as forests, ponds, or parks and public spaces.

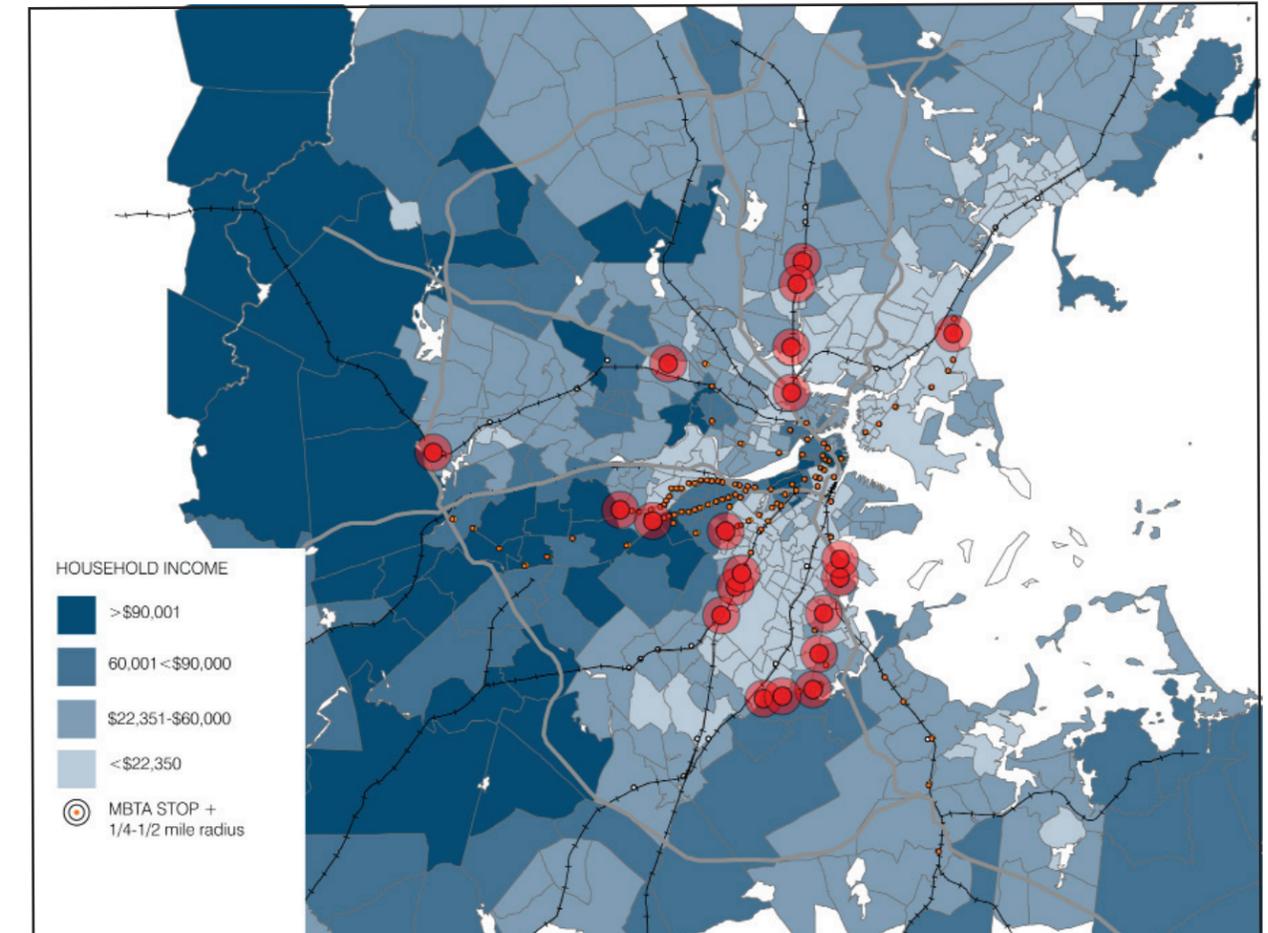
The **Income Shift Line** is the boundary along which income differences exist. The higher the contrast in color, the larger the difference in income. Along Income Shift lines lie opportunities for redevelopment due to their proximity of higher income residents and potential consumers for shopping, entertainment, and living. The adjacency of higher end neighborhoods creates a series of local growth areas. In order to identify these areas we overlaid public transportation data (MBTA T stops). The **overlap of Income Shift zones with public transit hubs creates areas for potential investment and future growth.**

Below: A map of the median income distribution of the Boston MSA.



In the map below, the red circles represent 1/4 and 1/2 mile walking radii from a public rail stop. This mapping makes it evident that these circles tend to configure in clusters. These clusters or high occurrence areas are identified as Zones of Opportunity in the map on the opposite page.

Below: Zones of Opportunity identified at the intersection of income level boundaries, Income Shift Lines and MBTA stations.

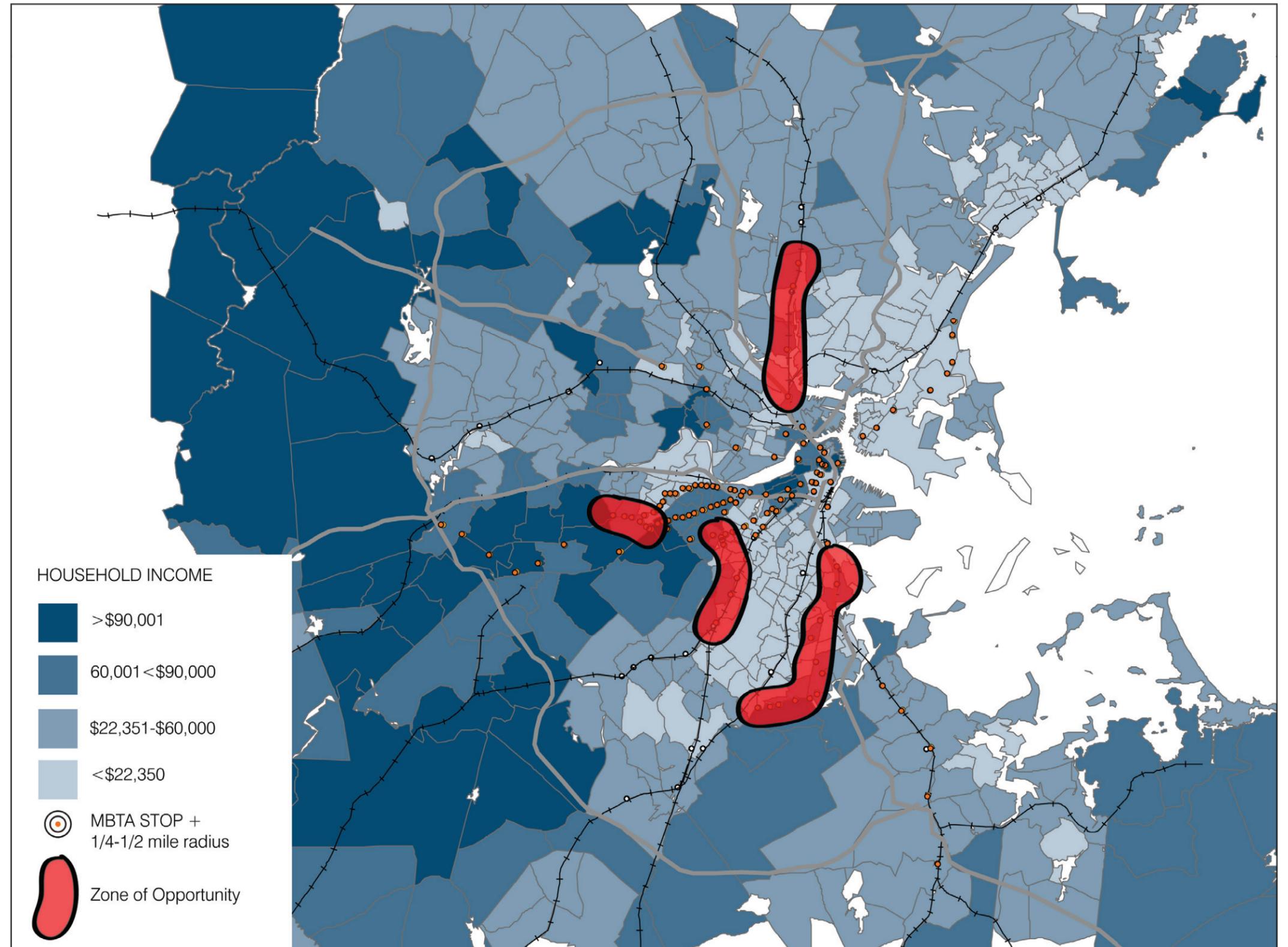


Appendix B — Defining Zones of Opportunity

Income Shift Mapping

The Zones of Opportunity are identified by mapping Median Income Level based on US Census Tracts data. Along the Income Shift Lines, it is more **likely that redevelopment efforts will expand the more affluent zone into the less affluent one**. Zones for redevelopment can be one of two kinds. Either a 1/2 mile walkable zone flanks either side of an Income Shift Line, or an Income Shift Line intersects with public transportation.

The maps on page 16 highlight only the locations where both criteria are met. The map on the right identifies clusters of such locations. It is in such clusters (represented as red bubbles), where we identify Zones of Opportunity. In this map we also see the emergence of linear clusters that can be imagined as redevelopment zones or new suburban corridors. These redevelopment zones are created by connecting overlapping or adjacent half mile walking radii around public transportation hubs along the Income Shift lines.



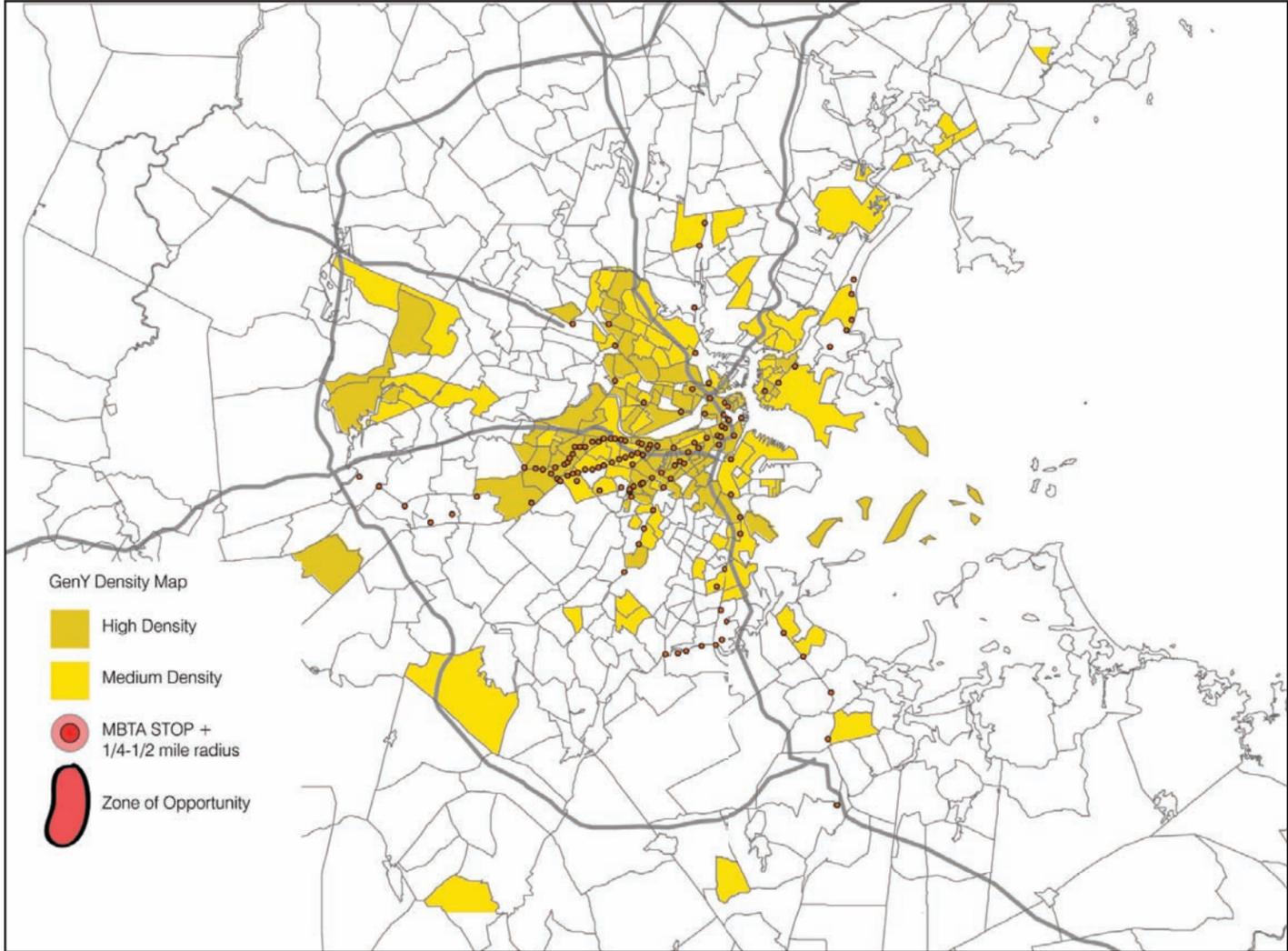
Source: U.S. Census Neighborhood Change 2000

Appendix B — Defining Zones of Opportunity

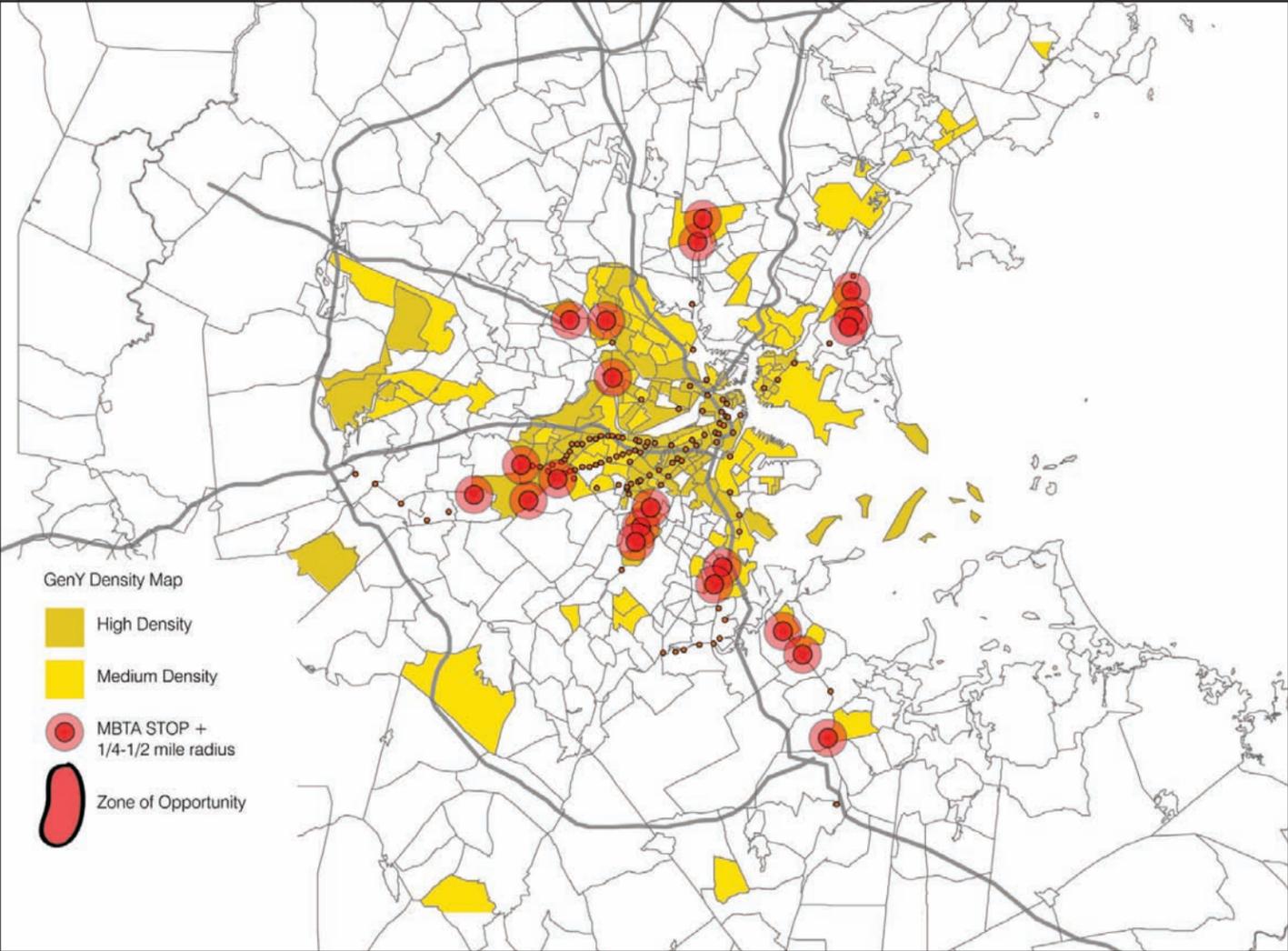
Generation Y Density Mapping

Below, the map of high density residential zones within the Boston area is cross referenced with high levels of **young adult residents**, age 20-34. These Gen Y residents are considered to be the **trendsetters for the multifamily, mixed-use, retail and commercial real estate** that will be developed over the next 20 years.¹⁴ This group desires walkable, mixed-use, 24 hour, downtown-like urban centers.¹⁵ Therefore, the promotion of large scale urban redevelopment projects in zones near universities, community colleges and other academic research centers makes economic sense.

Below: A map of the areas where high levels of Generation Y 20-34 year olds live in the Boston MSA. Source: U.S. Census Neighborhood Change 2000.



Below: Zones of Opportunity are identified at the edges of the Generation Y high density areas and public rail stations. Young people tend to aggregate in clusters, as can be seen from the map. Therefore, Zones of Opportunity exist along the cluster borders so that they can serve as expansions areas for these young and vibrant neighborhoods.



Appendix B — Defining Zones of Opportunity

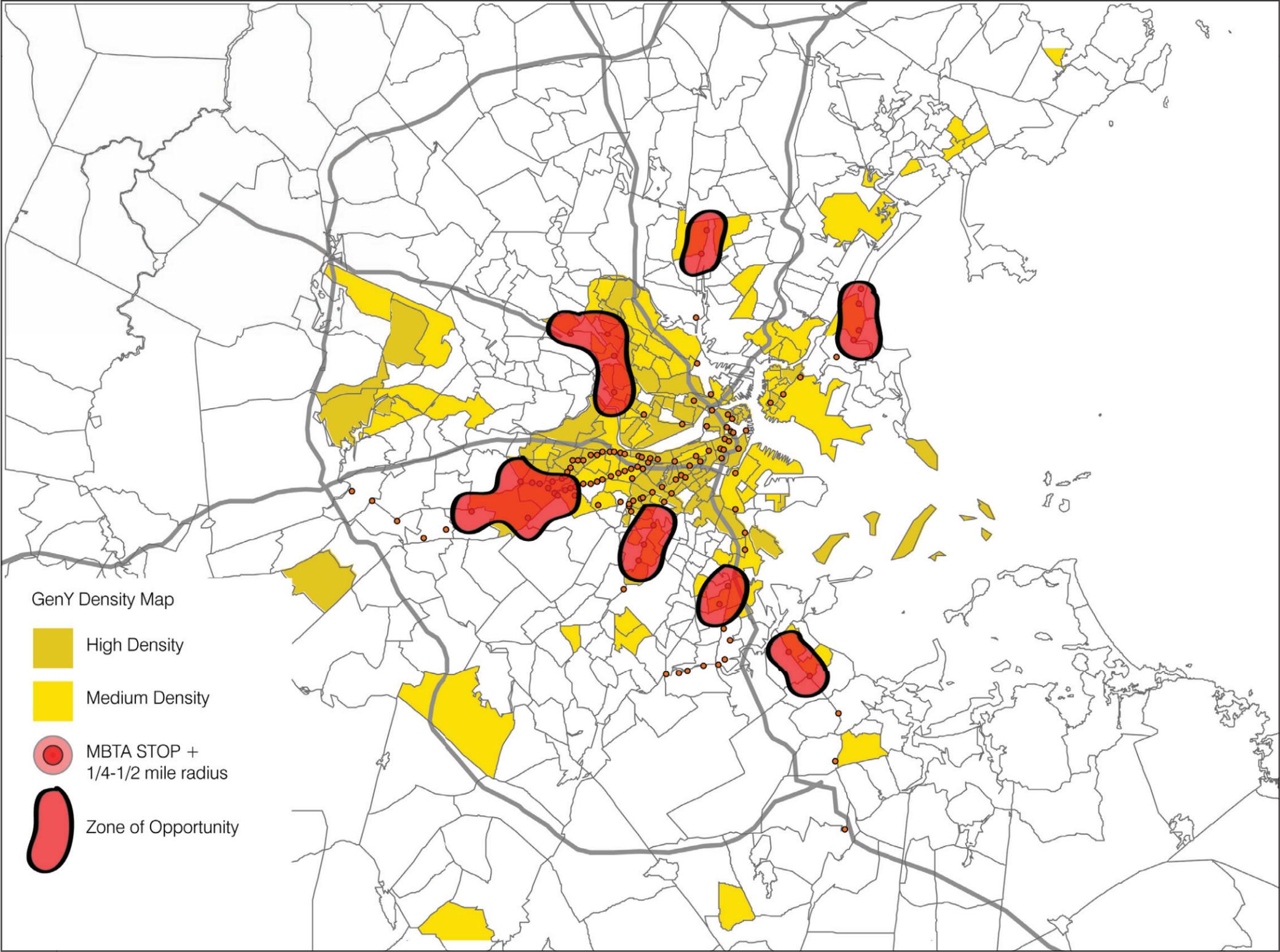
Generation Y Density Mapping

Zones of Opportunity are identified based on the mapping of US Census Tracts with high densities of Generation Y residents. Given that these residents are in the process of increasing their purchasing power, their influence on the marketing of products, real estate and consumer experiences is also growing.

This age group **tends to dwell near urban, academic and work centers located throughout the metropolitan area.** Gen Y has also shown an interest residing in **walkable neighborhoods**, where shorter commutes provide more personal or family time.

This study identified high density clusters of Gen Y residents in and around public rail stations. Areas that showed significantly high densities of these residents and coincided with a public rail stop were isolated. Walkability circles of 1/4 and 1/2 mile were once again overlaid on these stops, as can be seen in the map on page 16 (bottom right).

For the map to the right, clusters consisting of 2 or more stops with overlapping walkable perimeters were isolated. These clusters represent Zones of Opportunity.



Source: U.S. Census Neighborhood Change 2000

Appendix B — Defining Zones of Opportunity

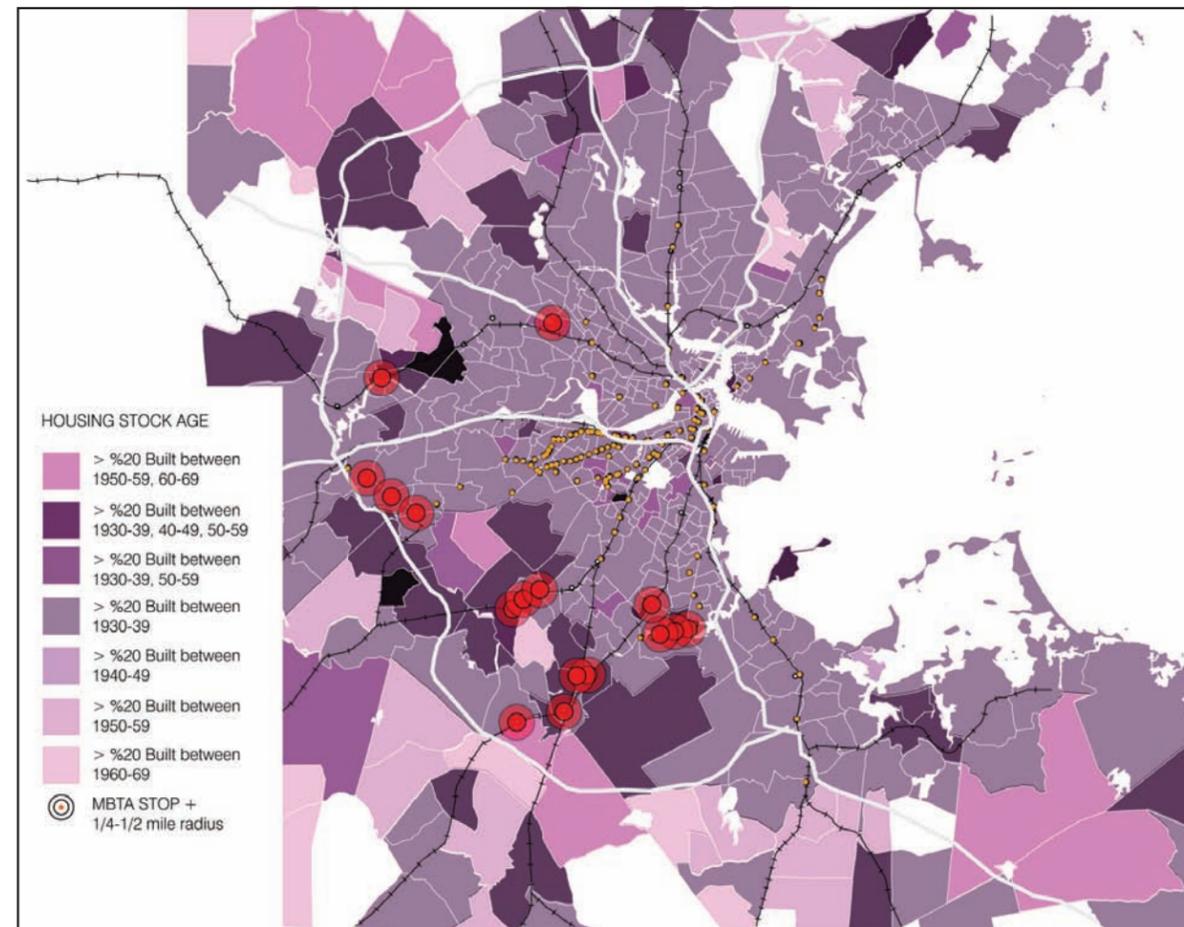
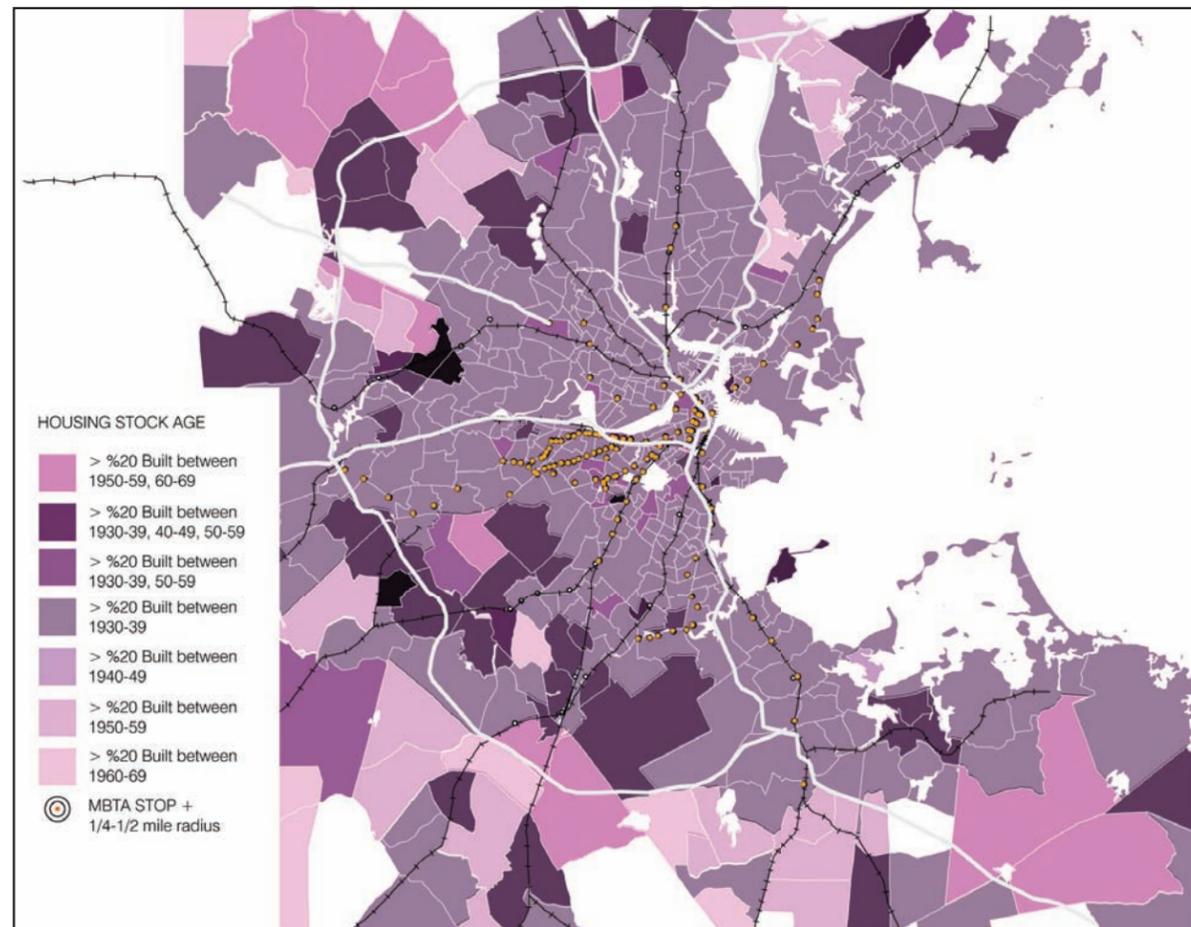
Housing Stock Age Mapping

This mapping series displays where the largest amount of housing was built between **1930 and 1969**. This stock has today become less desirable and in need of repairs and reinvestment. The concept of “filtering” — the process by which, as a home grows older, it is subsequently occupied by less affluent families — explains how many Middle Ring suburbs have declined.¹⁶ However, many close-in suburbs built before World War II house some of the most desirable real estate in many metropolitan areas.¹⁷

In the case of Boston, there are many neighborhoods, such as Brookline, that were built prior to World War II, are considered highly desirable and will most likely maintain that status in the future.

The maps below are comprised of a collection of data from the U.S. Census Neighborhood Change 2000. When 20 percent or more of the housing in a census tract was built during a specific decade, that tract is assigned a tone of purple. After mapping the decades from 1930-1970 a pattern with overlapping data emerges as a darker figure displayed in the maps. The research indicates that large amounts of residences near the central city were built before 1939. As one moves further away from the center, towards Interstate 95, housing built after WWII and before 1970 becomes predominant.

This study speculates that the **physical adjacency of less desirable housing of the 1940-60’s to pre-World War II housing can be leveraged to create value**. Zones of opportunity were identified at the intersection of the **boundary of these two** types of zones and public rail stations.



Far left: A map of the areas where high levels of housing built between 1930 and 1969 exists in the Boston MSA. Source: U.S. Census Neighborhood Change 2000.

Left: Here we identify Zones of Opportunity at the intersection of public rail stations and the boundaries of high levels of housing from this time period. The belief is that housing of this area is less valuable and commercial or industrial zones in this area could be ripe for redevelopment.

Appendix B — Defining Zones of Opportunity

Housing Stock Age Mapping

Zones of Opportunity are identified here by mapping US Census Tracts where 20% or more of the housing was constructed in a particular decade. Housing built prior to WWII often has distinct architectural features, larger yards and more walkable neighborhoods, while housing constructed in the post-WWII era tends to be smaller, non-distinct architecturally and of lower standards. The filtering of this housing to less affluent families has led a drop in the land value of many of these neighborhoods.

After mapping the housing stock age we then overlay all of the MBTA and commuter rail stations, as can be seen in the map on page 20, bottom right. We identify all of the stations that are located on the border of the pre and post WWII tracts. This is significant because there generally exists a stark contrast in home values between these types of neighborhoods. Next we overlay the two walking circles; here the darker intensity indicates the 1/4 mile radius and the lighter red the 1/2 mile.

Identified at right by the black outline and red bubbles are zones of redevelopment opportunity.



Source: U.S. Census Neighborhood Change 2000

Appendix B — Defining Zones of Opportunity

The Site Selection process for our case study takes into account all the potential areas for redevelopment uncovered during the mapping studies above. The key considerations of this process were transportation access, income shift lines, age, employment type, diversity and proximity to major industrial or commercial zones.

The process for site selection:

1. Identify Middle Ring Suburbs through suburban mapping exercises.
2. Overlay public transit stops: subway, tram, commuter rail, etc.
3. Highlight transit stops that fall within the Inner Ring boundaries as zones of potential interest.

4. Combine the mappings of Zones of Opportunity from previous exercises onto a map of the Middle Ring – see map below left.
5. Highlight the intersections of Zones of Opportunity – see map below right.
6. Remove zones that do not fall within the Middle Ring boundaries. In this example we remove the area in Brookline because of the land values being too high to consider it a Middle Ring suburb. See map on opposite page.
7. The Income Shift Lines and their intersection with public rail stops, then allow us to include additional sites as we have identified this data set as most advantageous to developers.

Despite not being explicitly mentioned in this description, the model also took into consideration the availability of land, vacant or under utilized industrial or commercial properties, accessibility to major highways and automobile infrastructure.

Overlapping Criteria



Zones of Opportunity



Far left: A map that overlays all of the cluster areas identified in the previous mapping studies they include: Immigrant communities, Income, Employment Type and Housing Stock Age. The overlap of these cluster zones establishes areas of interest for site selection.

Left: The zones from the previous map have been overlapped, defining the areas from which to select the sites.

Appendix B — Defining Zones of Opportunity

The selected sites within the Boston case study area all exhibit characteristics that fulfill some portion of the Middle Ring Suburban profile. Neighborhood aspects such as high levels of diversity, walkability, low median income levels and housing prices all lend themselves to reinvestment narratives.

The **growth and rebirth of these areas will be a function of their ability to attract new residents with higher spending power.** These new developments and residents will need to negotiate a peaceful coexistence with their new neighbors. The redevelopment of industrial zones and older commercial centers will provide economic opportunities for residents and increase the land values in these areas.

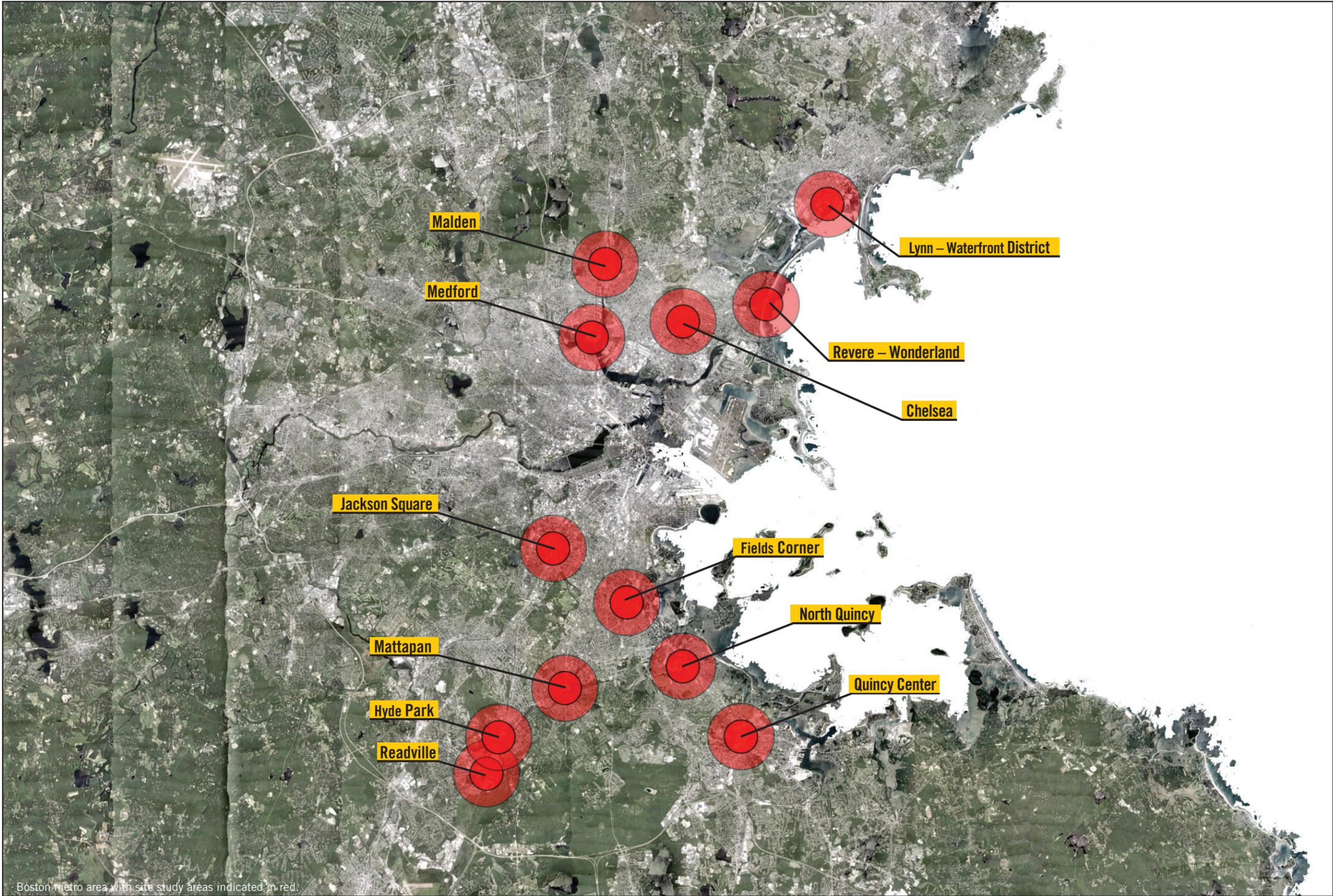
The location of these sites within the Middle Ring is of utmost importance, as their adjacency to important job and knowledge centers creates value. As younger generations increasingly prefer personal time over space, these areas become more valuable.

The deeper study of each of these sites will expose latent potentials for new opportunities.

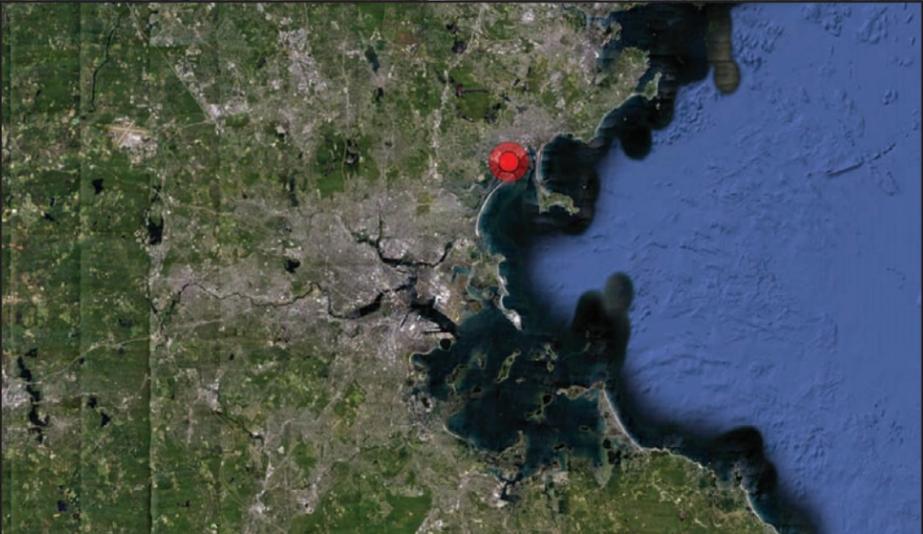


Right: The locations for redevelopment have been pinpointed. All maps in this series use data from the U.S. Census Neighborhood Change 2000.

Appendix C — Boston Middle Ring Site Studies



Riverworks//Lynn, MA



Location within greater Boston metro area

Waterfront District//Lynn, MA

Site Statistics

Aggregate Site Area (sq. ft.): 2.6 million
 Number of Groups: 4
 Public Transport Type: Commuter Rail
 Public Transport Proximity: 1760 ft
 Zoning Types: Mixed-Use WaterFront(WF) District + Working WF
 Maximum FAR: 2.8

Demographic Statistics:

Median Income Immediate: \$45,000 per year
 Median Income Surrounding: \$65,000 per year

Group 1: (4 parcels)

Site Size (Sq. ft.): 1,027,000
 Zoned: Mixed-Use (Waterfront 1, see Zoning Ordinance)
 Main Frontage Street: Rt. 1A
 Traffic Flow (Avg. Daily Autos): 45,000
 Distance to Rail Station: 1900 ft
 Distance to Major Highway: 5.8 miles to I-95

Group 2: (2 parcels)

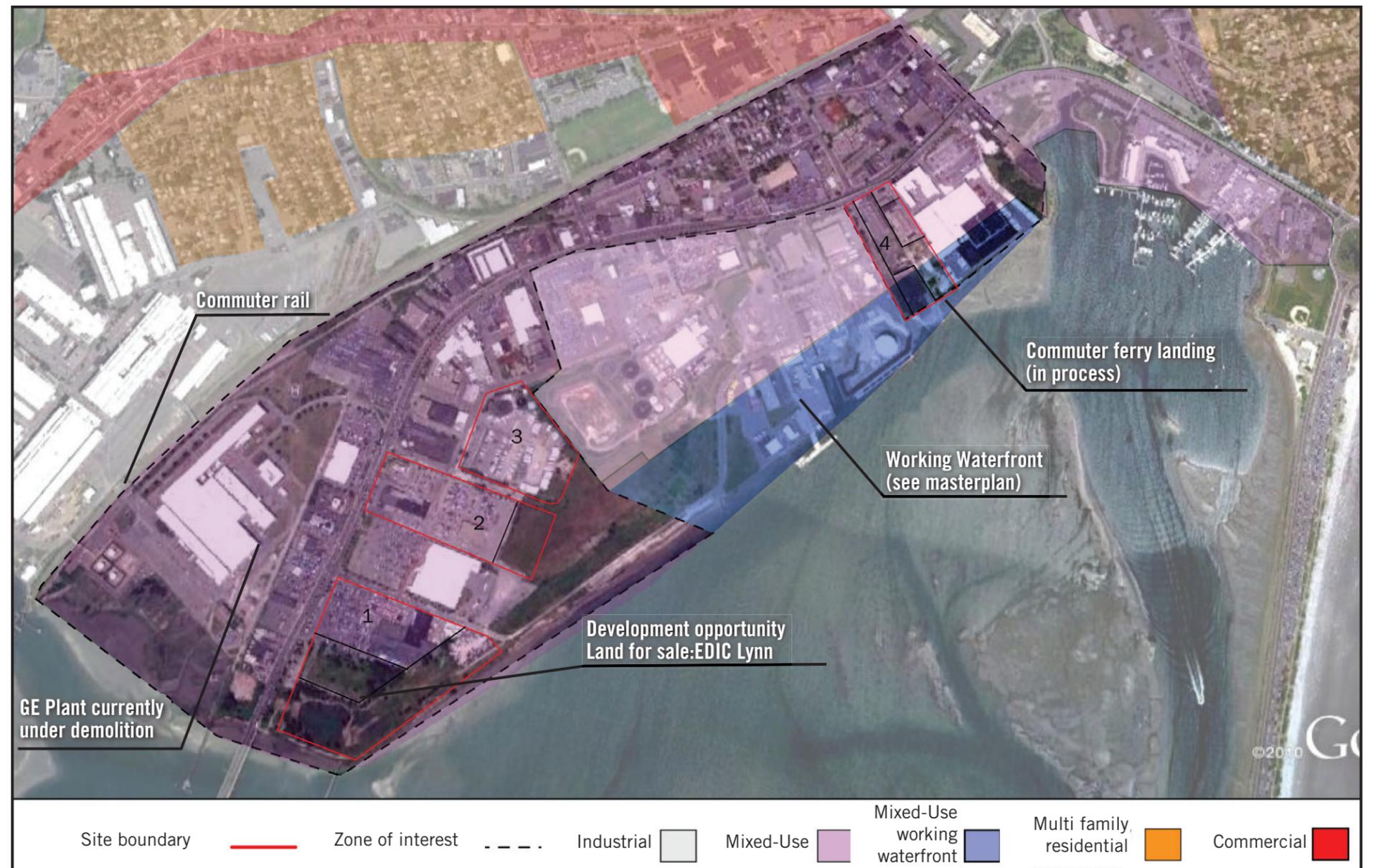
Site Size (Sq. ft.): 568,000
 Zoned: Mixed-Use (Waterfront 1, see Zoning Ordinance)
 Main Frontage Street: Rt. 1A
 Traffic Flow (Avg. Daily Autos): 45,000
 Distance to Rail Station: 2500 ft
 Distance to Major Interstate: 5.7 miles to I-95

Group 3: (4 parcels)

Site Size (Sq. ft.) 414,000
 Zoned: Mixed-Use (Waterfront 1, see Zoning Ordinance)
 Main Frontage Street: Circle Avenue
 Traffic Flow (Avg. Daily Autos): 23,000
 Distance to Rail Station: 2,200 ft
 Distance to Major Highway: 5.7 miles to I-95

Group 4: (5 parcels)

Site Size (Sq. ft.): 342,000
 Zoned: Mixed-Use (Waterfront 1, Working Waterfront see Zoning Ordinance)
 Main Frontage Street: Rt 1A
 Traffic Flow (Avg. Daily Autos): 45,000
 Distance to Rail Station: 2000 ft. and 0 ft to Commuter Ferry
 Distance to Major Highway: 6 miles to I-95



Land and Business Owners

Mayo Group – Real estate investors, development
 Economic Development and Industrial Corp.: Lynn
 Lynn Business Partnership Executive Committee
 North Shore Auto Mall
 Pride Hyundai/Kia
 Dependable Pre-Owned Autos
 Lynnway Mart (Fleamarket)
 Walmart
 Car Sales Inc.
 General Electric
 Atlantic Toyota Service Dept.
 Lynnway Auto Auction
 Representative from Building 19 site & Lowe's

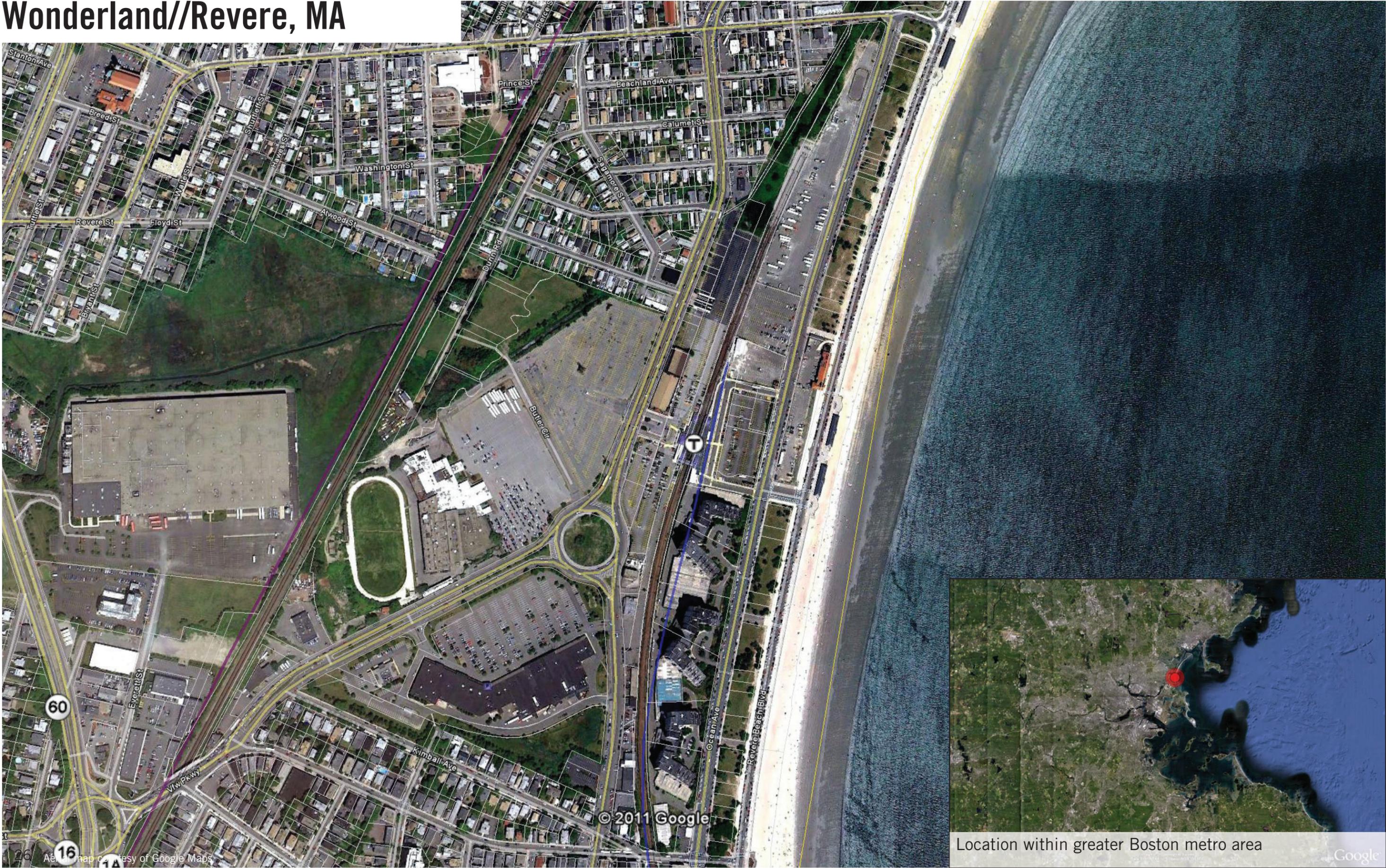
Government Officials

State Senator: Thomas McGee
 Mayor: Judith Flanagan Kennedy:
 (781) 598-4000
 jcerulli@ci.lynn.ma.us
 Lynn Planning Board
 Chairperson – Robert Stilian
 City Councilman: Brendan Crighton
 EDIC Lynn: Jim Cowdell, Director

Community Groups:

Member, Friends of Lynn/Nahant Beaches – Paul Robertson
 Lynn Housing and Neighborhood Development
 Department of Conservation and Recreation (DCR)
 Coastal Zone Management

Wonderland//Revere, MA



Location within greater Boston metro area

Wonderland//Revere, MA

Site Statistics

Aggregate Site Area (sq. ft.): 1.9 million
 Number of Groups: 3
 Public Transport Type: Subway
 Public Transport Proximity: 0 ft (Adjacent)
 Zoning Types: High-Rise Residential (Mixed-Use) , Mixed-Use
 Maximum FAR: 3.0

Demographic Statistics:

Median Income Immediate: \$45,000 per year
 Median Income Surrounding: \$60,000 per year

Group 1: (8 parcels)

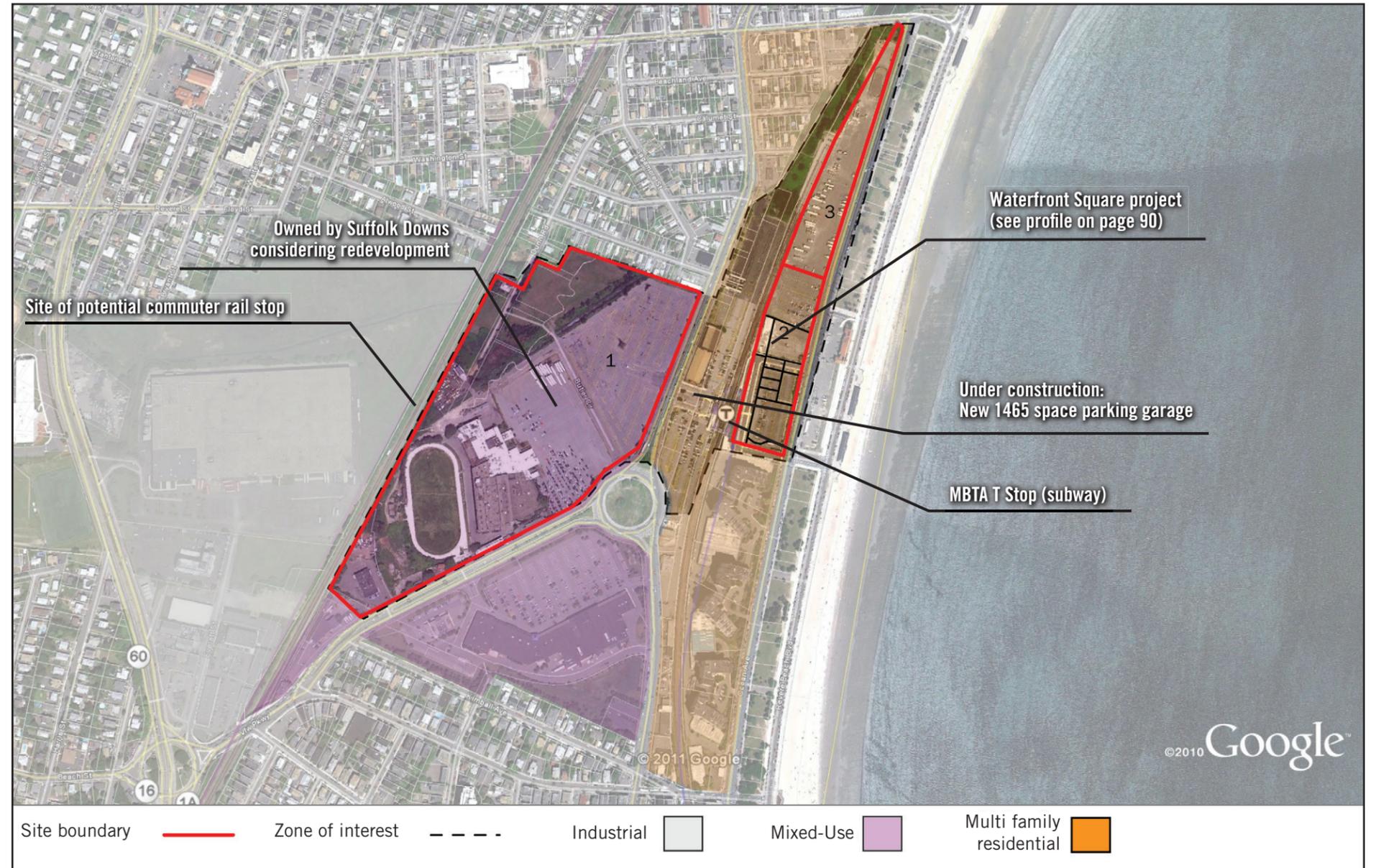
Site Size (Sq. ft.): 1.5 million
 Zoned: Mixed-Use (Planned Development District)
 Main Frontage Street: Rt. 1A
 Traffic Flow (Avg. Daily Autos): 35,500
 Distance to Rail Station: 250 ft
 Distance to Major Interstate: 6.1 miles to I-93

Group 2: (11 parcels)

Site Size (Sq. ft.): 216,000
 Zoned: High-Rise Residential (Mixed-Use)
 Main Frontage Street: Ocean Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 ft (Adjacent)
 Distance to Major Highway: 6.1 miles to I-93

Group 3: (1 parcel)

Site Size (Sq. ft.) 183,000
 Zoned: High-Rise Residential (Mixed-Use)
 Main Frontage Street: Ocean Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 430 ft
 Distance to Major Highway: 6.1 miles to I-93



Land and Business Owners

Eurovest Development Inc. – Joseph DiGangi
 City of Revere
 MBTA
 Suffolk Downs (617) 567-3900
 437 Revere Bch. Rlty. Tr. – Contact: John McCarthy
 Alphonse D’Amico
 William Ash
 James M. Batmasian
 Louis J. Padova
 David Chin

Government Officials

State Senator: Kathi-Anne Reinstein
 Mayor: Thomas G. Ambrosino
 (781) 286-8100 ex 20111
 tambrosino@revere.org
 Community Reinvestment Associates
 Principal – Paul Rupp
 Department of Planning and Community Development
 Director – Frank Stringi
 MBTA: Phil Jean at pjean@transitrealty.com
 Department of Conservation and Recreation (DCR)

Chelsea//Chelsea, MA



Chelsea//Chelsea, MA

Site Statistics

Aggregate Site Area (sq. ft.): 1.8 million
 Number of Groups: 4
 Public Transport Type: Commuter Rail
 Public Transport Proximity: 1,000 ft.
 Zoning Types: Residential, Commercial
 Maximum FAR: 2.0

Demographic Statistics:

Median Income Immediate: \$32,000 per year
 Median Income Surrounding: \$60,000 per year

Group 1: (10 Parcels)

Site Size (Sq. ft.): 226,000
 Zoned: Commercial (Business, See Zoning Ordinances)
 Main Frontage Street: Beech St.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1,500 ft.
 Distance to Major Highway: 0 miles to Rt. 1

Group 2: (8 Parcels)

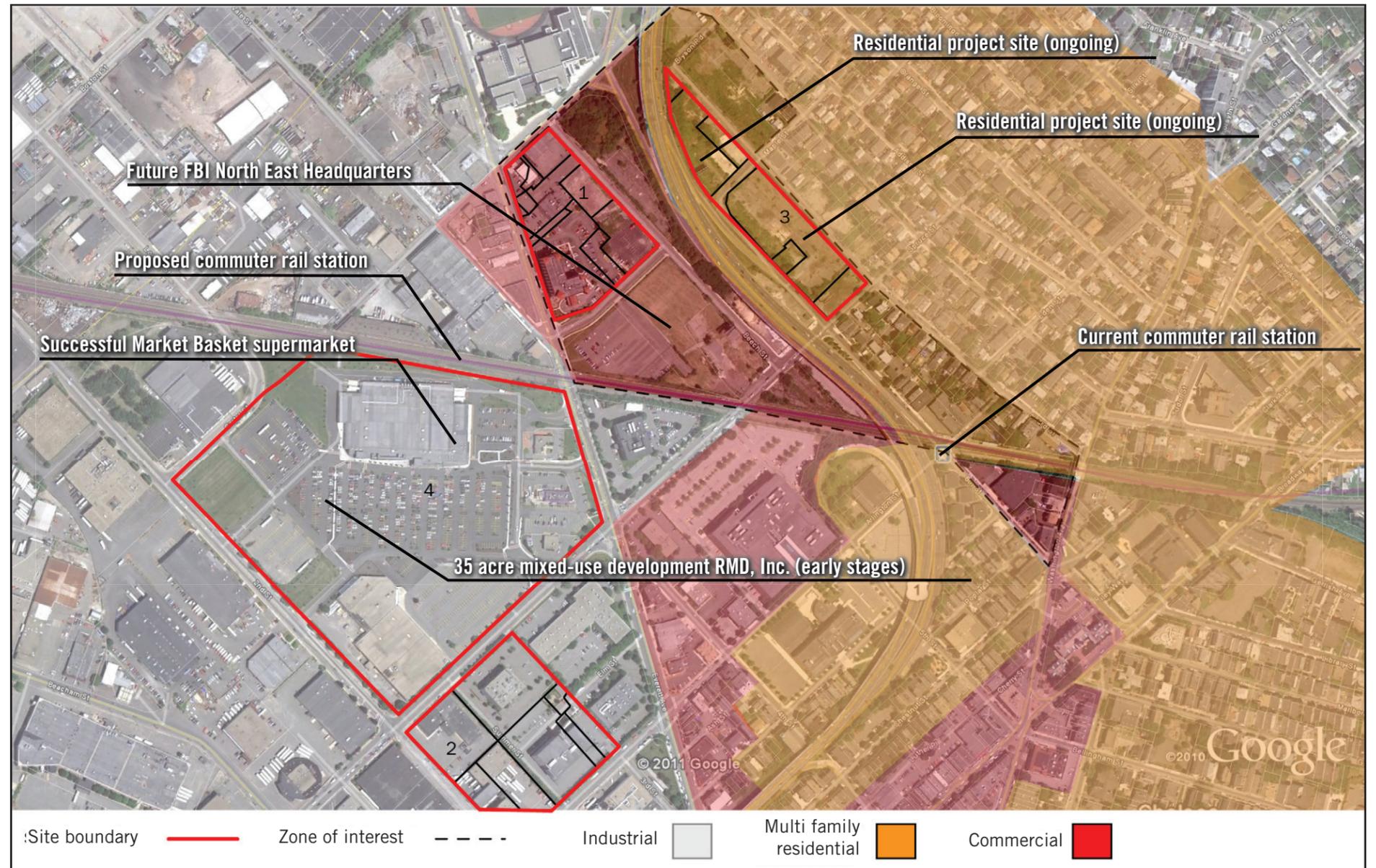
Site Size (Sq. ft.): 290,000
 Zoned: Commercial (Industrial, See Zoning Ordinances)
 Main Frontage Street: Spruce St.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1600 ft.
 Distance to Major Highway: 0 miles to Rt. 1

Group 3: (3 Parcels)

Site Size (Sq. ft.) 124,000
 Zoned: Residential (Res-2, See Zoning Ordinances)
 Main Frontage Street: 6th St.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 900 ft.
 Distance to Major Highway: 0 miles to Rt. 1

Lot 4: (1 Parcel)

Site Size (Sq. ft.): 1.2 million 35 acres
 Zoned: Residential (Res-2, See Zoning Ordinances)
 Main Frontage Street: Maple St., Spruce St.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1300 ft.
 Distance to Major Highway: 0 miles to Rt. 1



Land and Business Owners

Market Basket
 Retail Management and Development, Inc.
 Federal Bureau of Investigation
 Chelsea High School
 Florama's Fifth Ave Restaurant
 Wyndham Boston Chelsea
 GP Motorcycle Supply
 Barros Market
 JN Philips Auto Glass
 JC Driscoll Transportation
 American Bolt & Nut Co.
 Matarazzo Brothers Company Tomatoes
 Harsip Bros Inc.

Government Officials

State Senator: Kathi-Anne Reinstein
 City Manager: Jay Ash (617) 466-4100
 Planning & Development:
 Director: John DePriest (617)466-4180

Economic Development Board

Timothy A.M. Fraser
 Richard Pantano
 Ted Coates

Malden Station//Malden, MA



Malden Station//Malden, MA

Site Statistics

Aggregate Site Area (sq. ft.): 540,000
 Number of Groups: 4
 Public Transport Type: Subway and Commuter Rail
 Public Transport Proximity: Adjacent or within 1000 ft
 Zoning Types: Mixed-Use, Industrial, Residential/Office
 Maximum Height: 12 stories

Demographic Statistics:

Median Income Immediate: \$40,000 per year
 Median Income Surrounding: \$70,000 per year

Group 1: (6 parcels)

Site Size (Sq. ft.): 116,635
 Zoned: Mixed-Use
 Main Frontage Street: Rt. 60/Pleasant St.
 Traffic Flow (Avg. Daily Autos): 23,000
 Distance to Rail Station: 570 ft.
 Distance to Major Interstate: 1.4 miles to I-93

Group 2: (2 parcels)

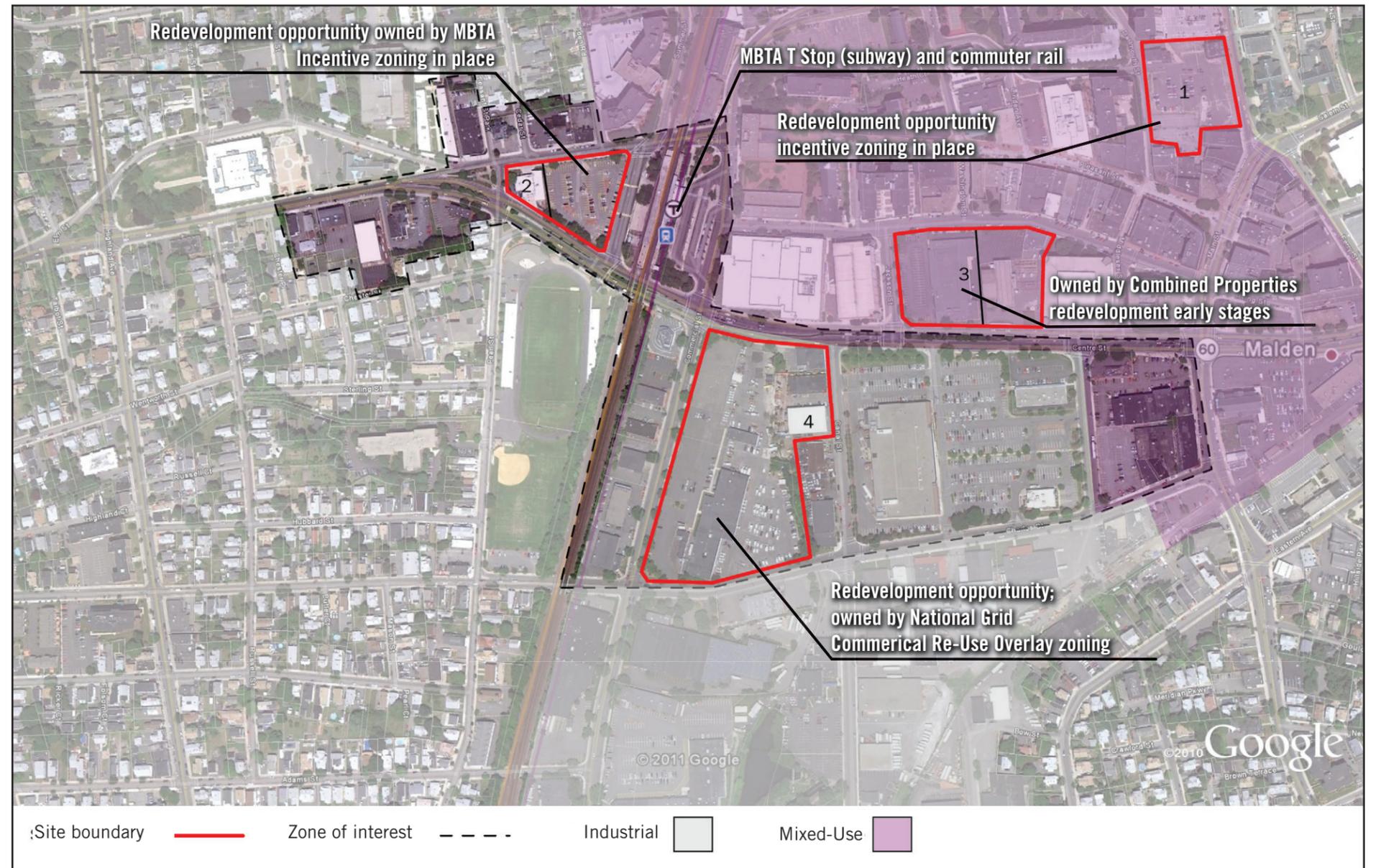
Site Size (Sq. ft.): 80,000
 Zoned: Mixed-Use
 Main Frontage Street: Rt. 60/Pleasant St.
 Traffic Flow (Avg. Daily Autos): 23,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.4 miles to I-93

Group 3: (5 parcels)

Site Size (Sq. ft.) 124,000
 Zoned: Industrial
 Main Frontage Street: Rt 60/Centre St.
 Traffic Flow (Avg. Daily Autos): 23,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.4 miles to I-93

Group 4: (2 parcels)

Site Size (Sq. ft.): 218,000
 Zoned: Industrial
 Main Frontage Street: Rt 60/Centre St.
 Traffic Flow (Avg. Daily Autos): 23,000
 Distance to Rail Station: 400 ft.
 Distance to Major Highway: 1.4 miles to I-93



Land and Business Owners

National Grid
 Combined Properties
 City of Malden
 Enterprise Rent-a-Car
 Excel Granite
 Collex
 United Auto + Truck Services
 Midas of Malden
 Kappy's Fine Wine + Spirits
 TJ Texaco

Government Officials

State Senator: Katherine Clark
 Mayor: Richard C. Howard:
 mtaylor@cityofmalden.org

 Enginnering, Planning, Works Dept.
 John J. Russell, P.E. – Director:
 jrussell@cityofmalden.org
 Principal Planner: Michelle A. Romero:
 mromero@cityofmalden.org
 Malden Redevelopment Authority – (781) 324-5720

Community Groups:

Concerned Citizens of Malden – (781) 322-9309

Wellington//Medford, MA



Location within greater Boston metro area

Wellington//Medford, MA

Site Statistics

Aggregate Site Area (sq. ft.): 1.7 million
 Number of Groups: 4
 Public Transport Type: Subway
 Public Transport Proximity: Adjacent or within 1000 ft
 Zoning Types: Industrial, Commercial, Mixed-Use
 Maximum Height: 7 stories

Demographic Statistics:

Median Income Immediate: \$60,000 per year
 Median Income Surrounding: >\$70,000 per year

Group 1: (2 parcels)

Site Size (Sq. ft.): 1,016,000
 Zoned: Industrial and Commercial
 Main Frontage Street: Rt. 16
 Traffic Flow (Avg. Daily Autos): 52,000
 Distance to Rail Station: 0 ft (Adjacent)
 Distance to Major Interstate: 1.1 miles to I-93

Group 2: (1 parcel)

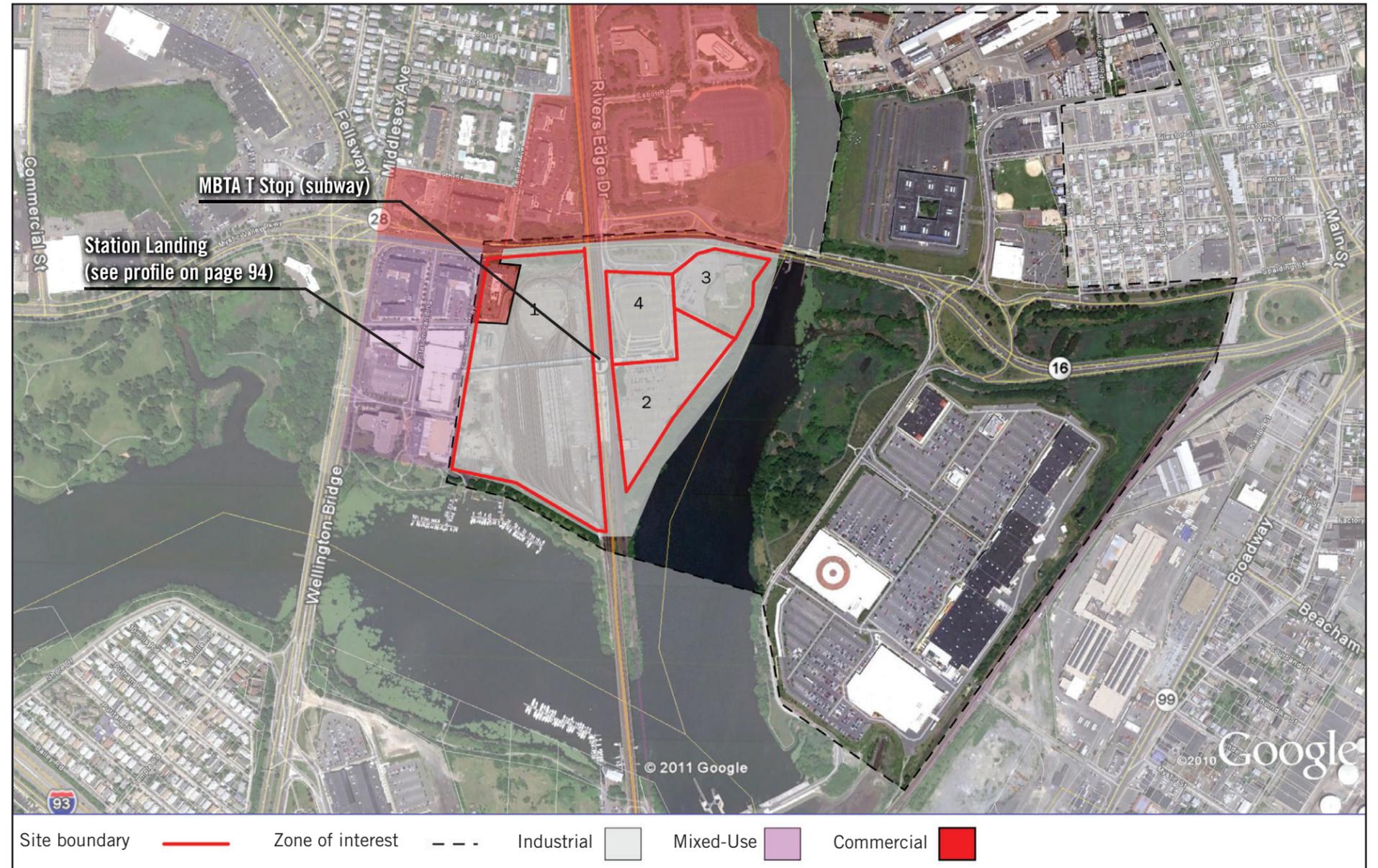
Site Size (Sq. ft.): 286,000
 Zoned: Industrial
 Main Frontage Street: Rt. 16
 Traffic Flow (Avg. Daily Autos): 52,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.1 miles to I-93

Group 3: (1 parcel)

Site Size (Sq. ft.) 187,000
 Zoned: Industrial
 Main Frontage Street: Rt 16
 Traffic Flow (Avg. Daily Autos): 52,000
 Distance to Rail Station: 520 ft
 Distance to Major Highway: 1.3 miles to I-93

Group 4: (1 parcel)

Site Size (Sq. ft.): 200,000
 Zoned: Industrial
 Main Frontage Street: Rt 16
 Traffic Flow (Avg. Daily Autos): 52,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.2 miles to I-93



Land and Business Owners

National Development – (617) 527-9000
 Preotle, Lane Associates
 Criterion Development
 Transit Realty Associates, Inc.
 Arthur Houlihan
 City of Medford
 MBTA
 Bed Bath & Beyond
 Target
 Panera Bread, Co
 Old Navy
 Michael's Arts & Crafts
 Costco
 Babies R' Us

Government Officials

State Senator: Patricia Jehlen
 Mayor: Michael McGlynn – (781) 393-2408
 Office of Community Development –
 Director – : Lauren DiLorenzo – (781)393-2480
 Department of Conservation and Recreation (DCR)

Jackson Sq//Boston, MA



Location within greater Boston metro area

Jackson Sq//Boston, MA

Site Statistics

Aggregate Site Area (sq. ft.): 565,000
 Number of Groups: 3
 Public Transport Type: Subway
 Public Transport Proximity: Adjacent or within 1000 ft
 Zoning Types: Mixed-Use, Commercial, Industrial
 Maximum FAR: 2.0

Demographic Statistics:

Median Income Immediate: \$35,000 per year
 Median Income Surrounding: >\$70,000 per year

Group 1: (14 parcels)

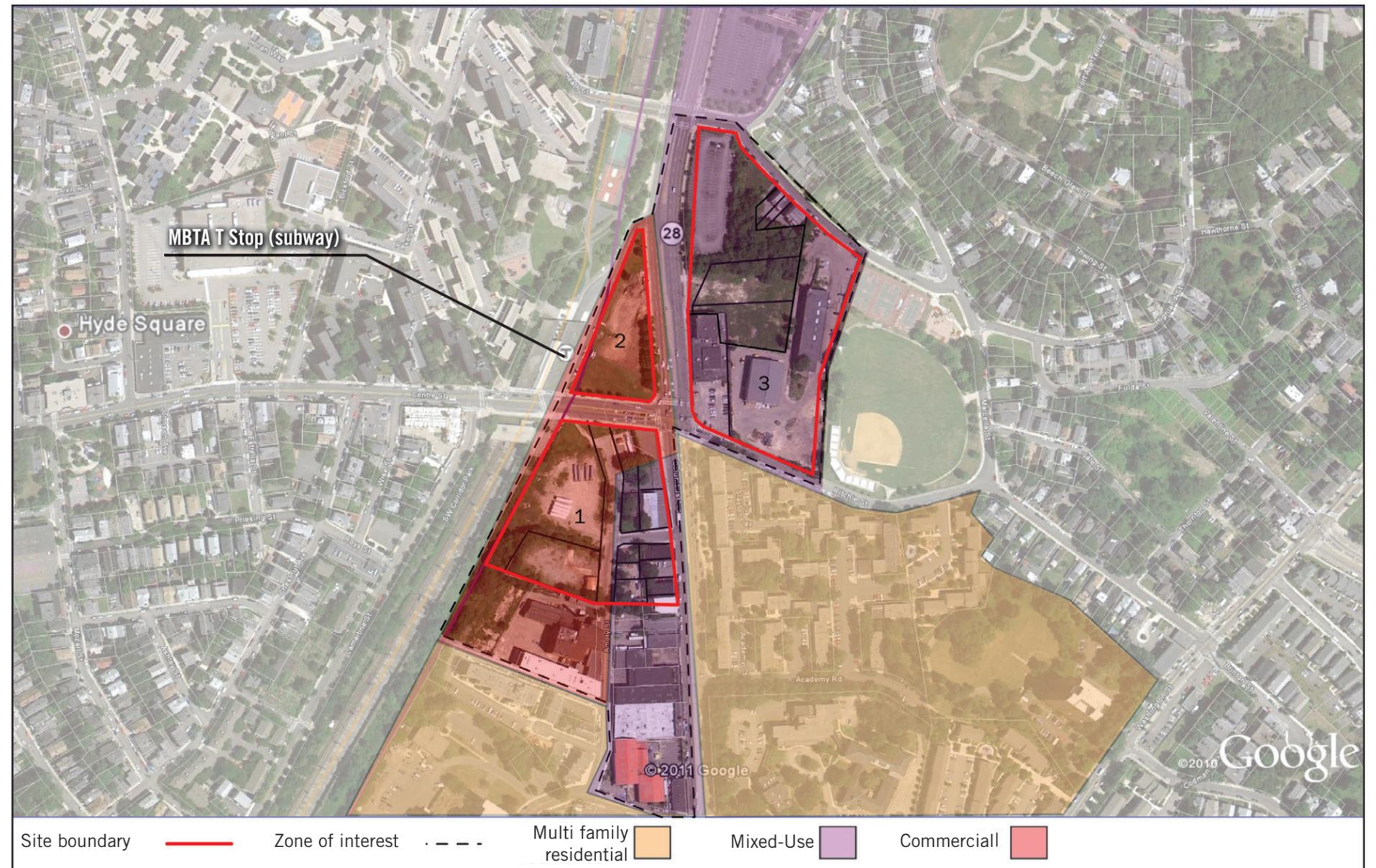
Site Size (Sq. ft.): 200,000
 Zoned: Mixed-Use/Office
 Main Frontage Street: Columbus Ave.
 Traffic Flow (Avg. Daily Autos): 21,000
 Distance to Rail Station: 570 ft.
 Distance to Major Interstate: 1.9 miles to I-93

Group 2: (1 parcel)

Site Size (Sq. ft.): 60,000
 Zoned: Commercial
 Main Frontage Street: Columbus Ave.
 Traffic Flow (Avg. Daily Autos): 21,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.9 miles to I-93

Group 3: (8 parcels)

Site Size (Sq. ft.) 305,000
 Zoned: Mixed-Use
 Main Frontage Street: Columbus Ave.
 Traffic Flow (Avg. Daily Autos): 21,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1.9 miles to I-93



Land and Business Owners

City of Boston – Highland St, 1540 Columbus Ave
 Roxbury Public Works
 Tranist Realty Associates
 Boston Housing Authority
 Roxbury Community College – 294 Highland Ave
 Urban Edge – 1542 Columbus Ave
 MBTA – 50 Lamartine St, 225 Centre St
 Joseph Capadone – 41 Amory St
 Amory LLC – 55 Amory St
 Lena Park CDC
 Muffler Mart of Boston
 Economy Auto Supply Co
 Amory

Government Officials

Mayor: Thomas M. Menino
 West Roxbury Liason to Mayor Menino:
 Chris Tracy – 617.635.3485
 City Council Representative (District 6 West Roxbury)
 Matt O'Malley – matthew.omalley@cityofboston.gov⁴

Community Groups:

Jamaica Plain Neighborhood Council – (Area A)
 Jesse Abair, Dave Demerjian, Orion Kriegman, Peggy O'Connor and Jay Zoldak
 West Roxbury Neighborhood Council -
 Nasri Bahnam, Jerry Carlson, Kathleen Colby, Joseph Conran, Rob Corley, Larry Costello, Frank Galvin, Kaye Ryan, Tony Saroufim, Judy Settana

Hyde Park//Boston, MA



Location within greater Boston metro area

Hyde Park//Boston, MA

Site Statistics

Aggregate Site Area (sq. ft.): 530,000
 Number of Groups: 3
 Public Transport Type: Subway and Commuter Rail
 Public Transport Proximity: Adjacent or within 1000 ft
 Zoning Types: Mixed-use, Industrial, Residential/Office
 Maximum FAR: 2

Demographic Statistics:

Median Income Immediate: \$40,000 per year
 Median Income Surrounding: \$70,000 per year

Group 1: (15 parcels)

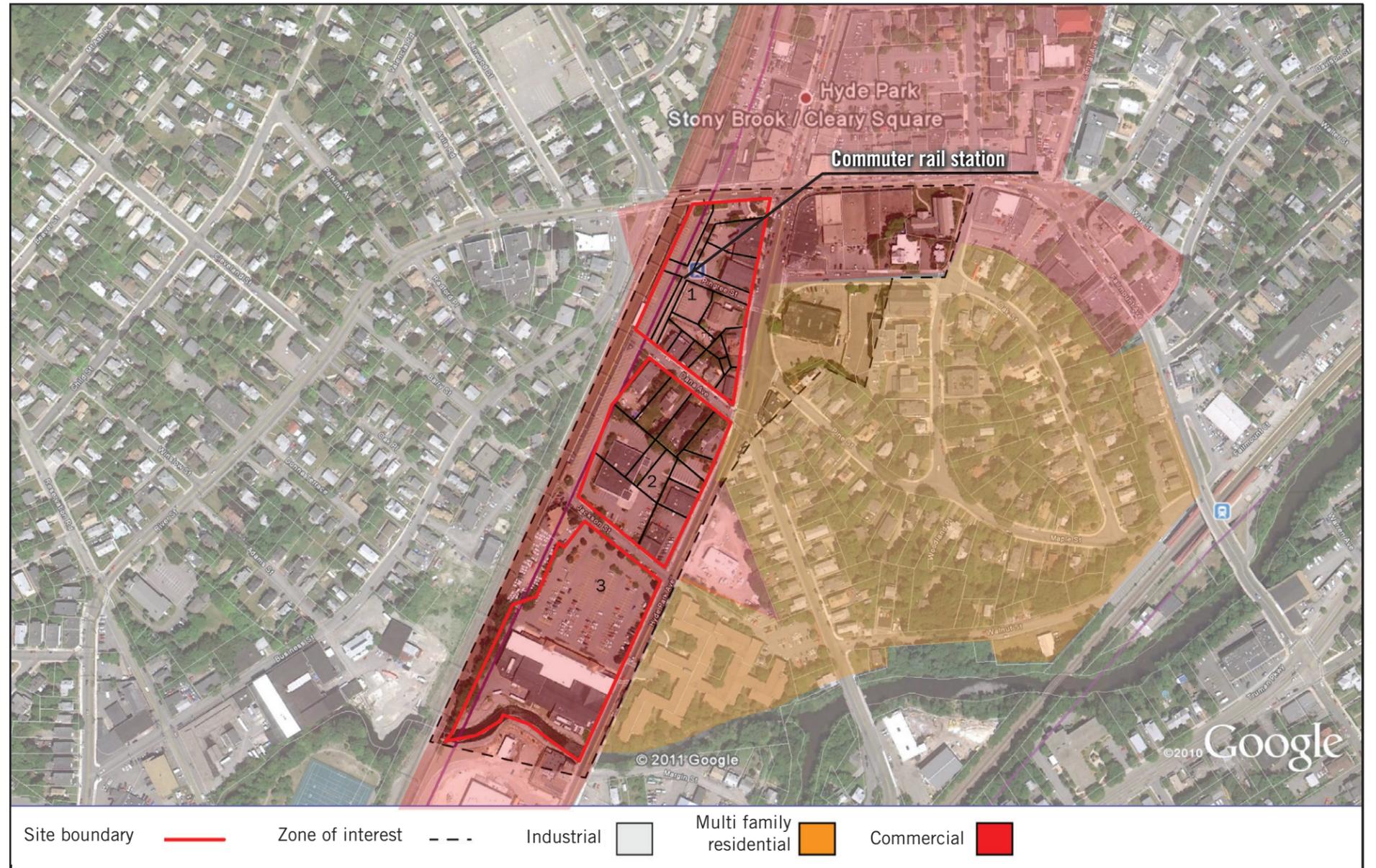
Site Size (Sq. ft.): 126,000
 Zoned: Commercial
 Main Frontage Street: River St, Hyde Park Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Interstate: 4 miles to Rt. 128

Group 2: (12 parcels)

Site Size (Sq. ft.): 141,000
 Zoned: Commercial
 Main Frontage Street: Hyde Park Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 4 miles to Rt. 128

Lot 3: (1 parcel)

Site Size (Sq. ft.) 200,000
 Zoned: Commercial
 Main Frontage Street: Hyde Park Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 200 ft
 Distance to Major Highway: 4 miles to Rt. 128



Land and Business Owners

Boston Redevelopment Authority
 Shaws
 Janet's Hairbraiding
 Evangelical Haitian Church
 Minuteman Press
 John Corey – 1269 Hyde Park Ave
 Mont des Evangelique Eglise – 1283 Hyde Park Ave
 Boston Redevelopment Authority – 24 Pingree St,
 Boston Edison Company – Pingree St
 Pricilia Abreu – 1295 Hyde Park Ave (Res)
 Brett Labelle – 14 Dana Ave (Res)
 Lavora Milton – 12 Dana Ave (Res/Comm)
 Dominic Nwosu – 8 Dana Ave (Res)
 Hyde Park Manager, Inc – 18 Factory St
 ACV Skyline Rad08 – 21 Factory St, 7 Jackson St

Government Officials

Mayor: Thomas M. Menino
 City Council Representative: Rob Consalvo
 BRA Contact – Marie Mercurio – (617) 918-4352
 BRA Contact – Ted Schwartzberg – (617) 918-4238

Community Groups

Hyde Park Neighborhood Association Mtg.

Readville//Boston, MA



Readville//Boston, MA

Site Statistics

Aggregate Site Area (sq. ft.): 2.15 million
 Number of Groups: 4
 Public Transport Type: Commuter Rail
 Public Transport Proximity: Adjacent to 500 ft
 Zoning Types: Industrial, Commercial, Mixed-Use
 Maximum FAR: 2.0

Demographic Statistics:

Median Income Immediate: \$50,000 per year
 Median Income Surrounding: >\$70,000 per year

Group 1: (19 parcels)

Site Size (Sq. ft.): 243,000
 Zoned: Industrial and Commercial
 Main Frontage Street: Neponset Valley Pkwy
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 400 ft
 Distance to Major Interstate: 2.3 miles to Rt. 128

Group 2: (9 parcels)

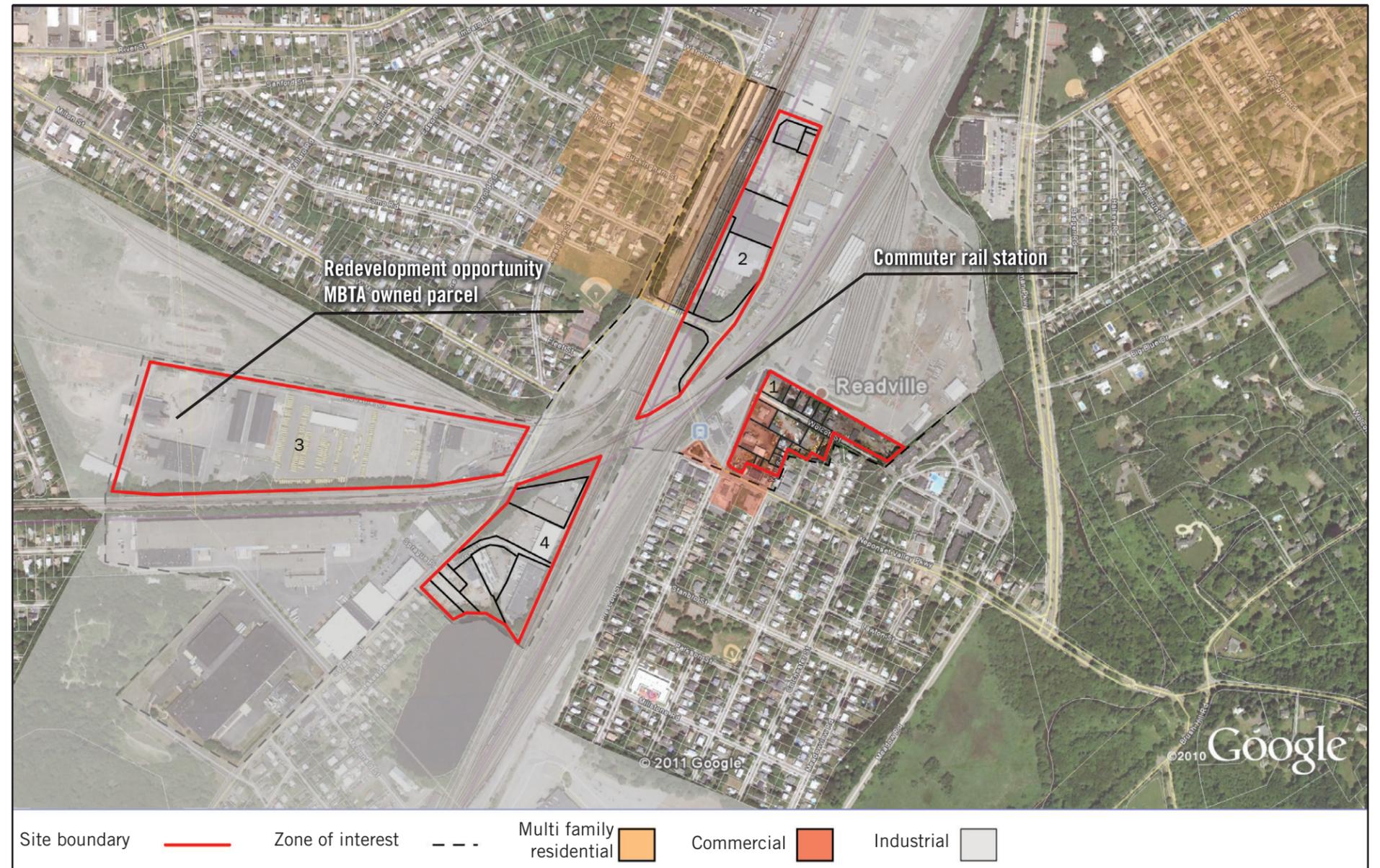
Site Size (Sq. ft.): 371,000
 Zoned: Industrial
 Main Frontage Street: Hyde Park Ave.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 2.3 miles to Rt. 128

Group 3: (1 parcel)

Site Size (Sq. ft.) 1.12 million
 Zoned: Industrial
 Main Frontage Street: Industrial Drive
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 200 ft
 Distance to Major Highway: 2.3 miles to Rt. 128

Group 4: (8 parcels)

Site Size (Sq. ft.): 420,000
 Zoned: Industrial
 Main Frontage Street: Sprague St.
 Traffic Flow (Avg. Daily Autos): 10,300
 Distance to Rail Station: 800 ft.
 Distance to Major Highway: 2.2 miles to Rt. 128



Land and Business Owners

Transit Realty Associates
 MBTA
 City of Boston
 Boston Redevelopment Authority
 Dunkin Donuts
 Conrail
 Maguire Equipment
 Solar Tech Corporation

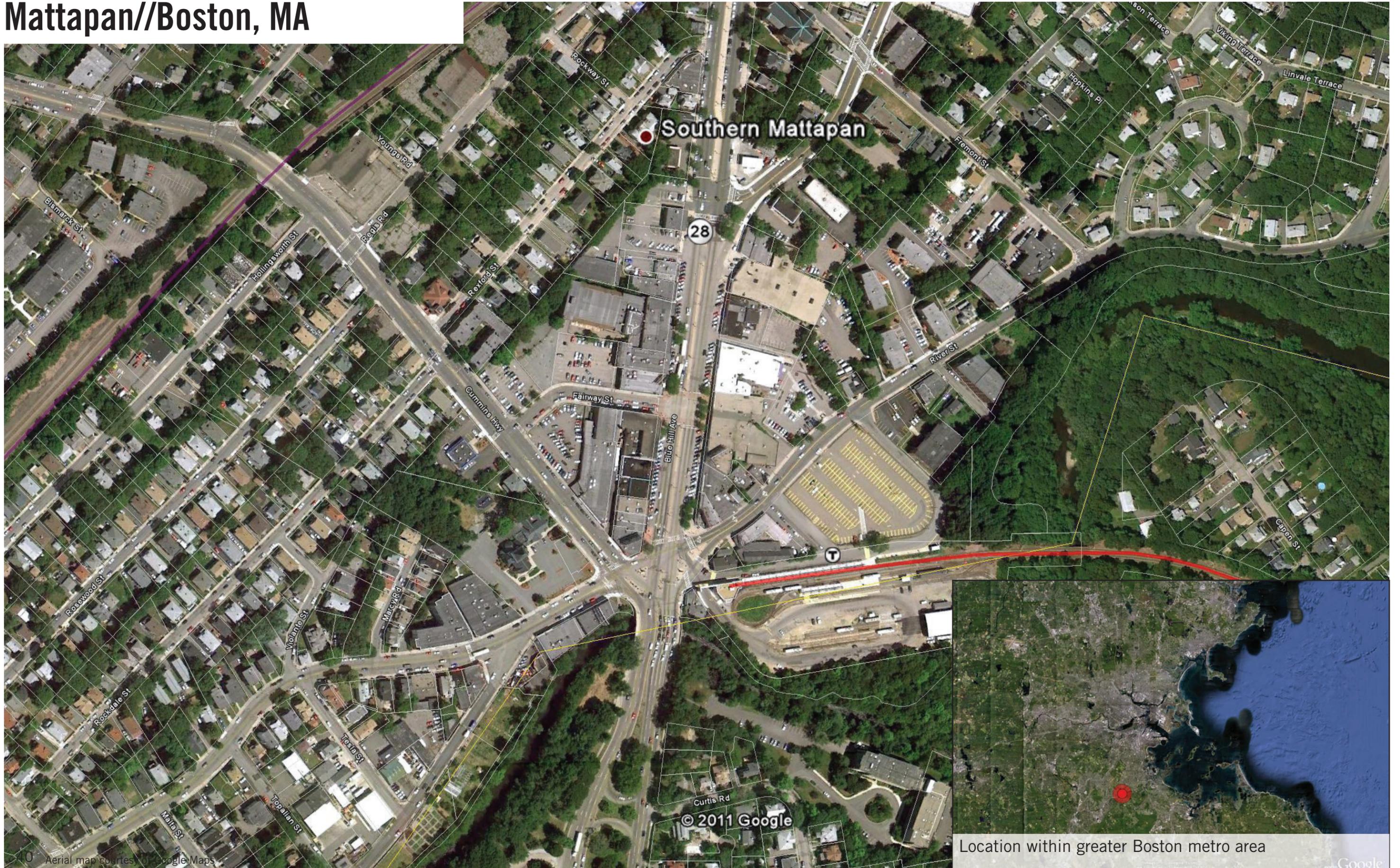
Government Officials

Mayor: Thomas M. Menino
 City Council Representative: Rob Consalvo
 BRA Contact – Marie Mercurio – (617) 918-4352
 BRA Contact – Ted Schwartzberg – (617) 918-4238

Community Groups:

Hyde Park Neighborhood Association Mtg.

Mattapan//Boston, MA



Location within greater Boston metro area

Mattapan//Boston, MA

Site Statistics

Aggregate Site Area (sq. ft.): 525,000
 Number of Groups: 4
 Public Transport Type: Subway
 Public Transport Proximity: Adjacent to 520 ft
 Zoning Types: Commercial, Industrial
 Maximum FAR: 4.0

Demographic Statistics:

Median Income Immediate: \$35,000 per year
 Median Income Surrounding: >\$70,000 per year

Group 1: (2 parcels)

Site Size (Sq. ft.): 144,000
 Zoned: Commercial
 Main Frontage Street: River St
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Interstate: 3 miles to I-93

Group 2: (1 parcel)

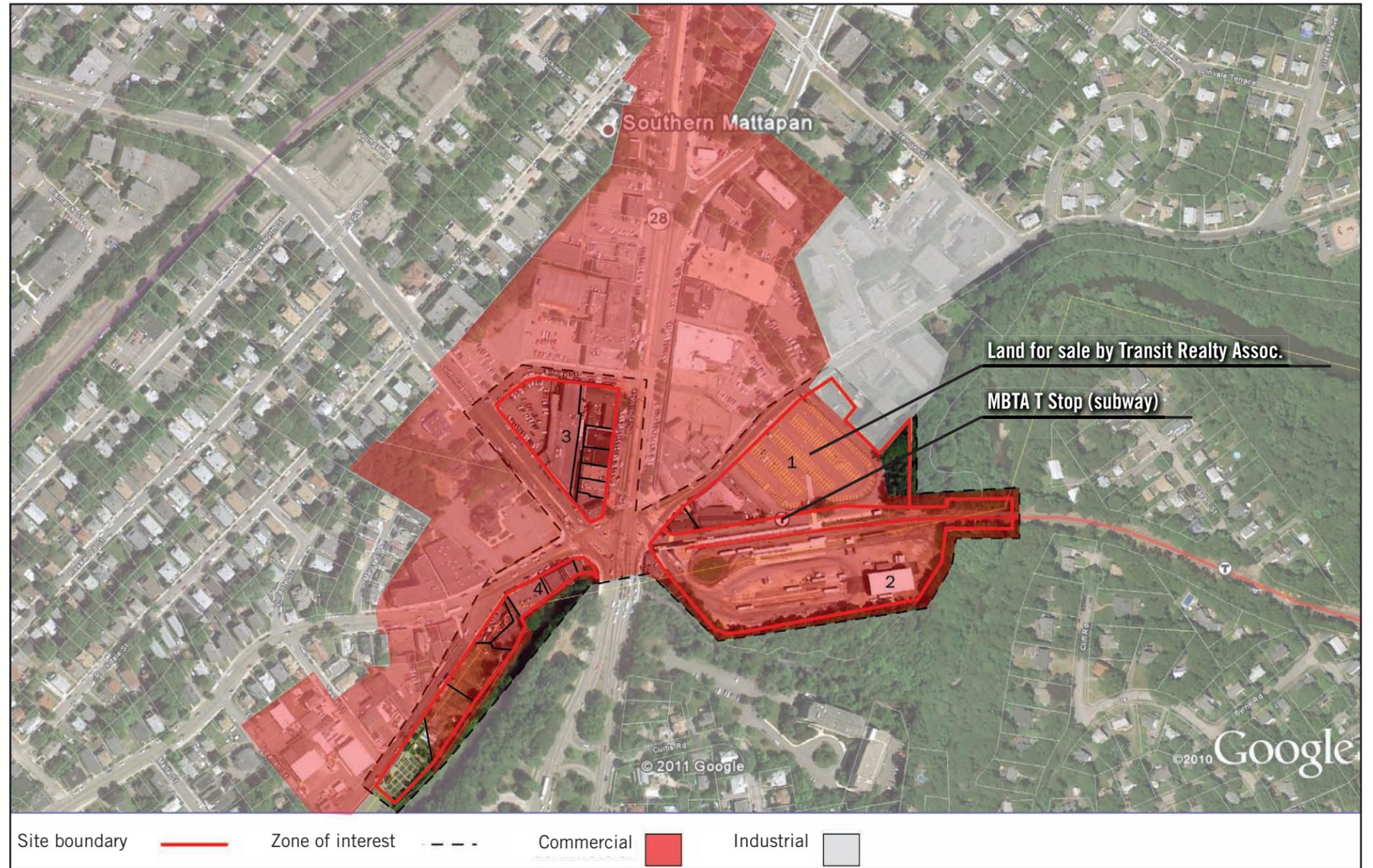
Site Size (Sq. ft.): 227,000
 Zoned: Commercial
 Main Frontage Street: Blue Hill Ave.
 Traffic Flow (Avg. Daily Autos): 29,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 3 miles to I-93

Group 3: (7 parcels)

Site Size (Sq. ft.): 80,500
 Zoned: Commercial
 Main Frontage Street: Cummins Highway/Blue Hill Ave
 Traffic Flow (Avg. Daily Autos): 13,000/29,000
 Distance to Rail Station: 200 ft
 Distance to Major Highway: 3 miles to I-93

Group 4: (7 parcels)

Site Size (Sq. ft.): 74,000
 Zoned: Commercial
 Main Frontage Street: Edgewater Dr
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 520ft.
 Distance to Major Highway: 3 miles to I-93



Land and Business Owners

Transit Realty Associates
 Pierre Jean – Owner of 2 Edgewater Dr.
 Commonwealth of Mass. – 1674 Blue Hill Ave
 Nicholas Fotopoulos – 1672 Blue Hill Ave
 Stephen Weisberg – 510 HF River St
 Cifrino-Mattapan Realty Corp – 926 Cummins Hghwy
 Joseph Lombardi – 1667 Blue Hill Ave
 Transit Realty Associates
 Riverside Nursing Home
 Mars Farmers Market
 Universal Auto Repair
 Haitian Americans United
 Bank of America
 Happy Liquors

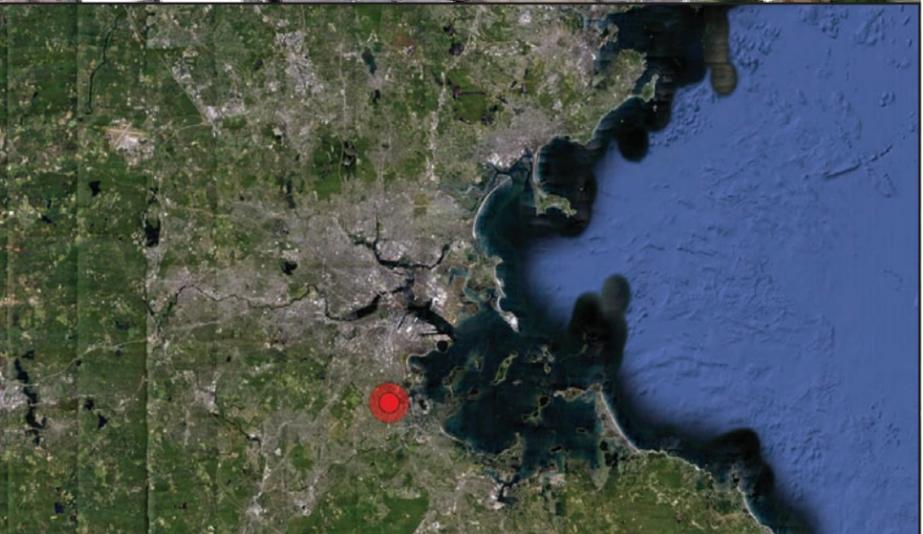
Government Officials

Mayor: Thomas M. Menino
 City Council: Charles C. Yancey
 Walter Apperwhite: 617-635-3485
 Jeff Hampton, Senior Zoning Planner – (617)918-4308

Community Groups:

Mattapan Community Development Corp
 Mattapan Street & Neighboring Street Homeowners Association

Fields Corner//Boston, MA



Location within greater Boston metro area

Fields Corner//Boston, MA

Site Statistics

Aggregate Site Area (sq. ft.): 900,000
 Number of Groups: 4
 Public Transport Type: Subway
 Public Transport Proximity: Adjacent to 1200 ft
 Zoning Types: Multi-family, Commercial, Mixed-Use, Industrial
 Maximum FAR: 4.0

Demographic Statistics:

Median Income Immediate: \$<30,000 – 60,000per year
 Median Income Surrounding: Mixed

Group 1: (14 parcels)

Site Size (Sq. ft.): 96,000
 Zoned: TBD
 Main Frontage Street: Faulkner St
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Interstate: 1800 ft to I-93

Group 2: (40 parcels)

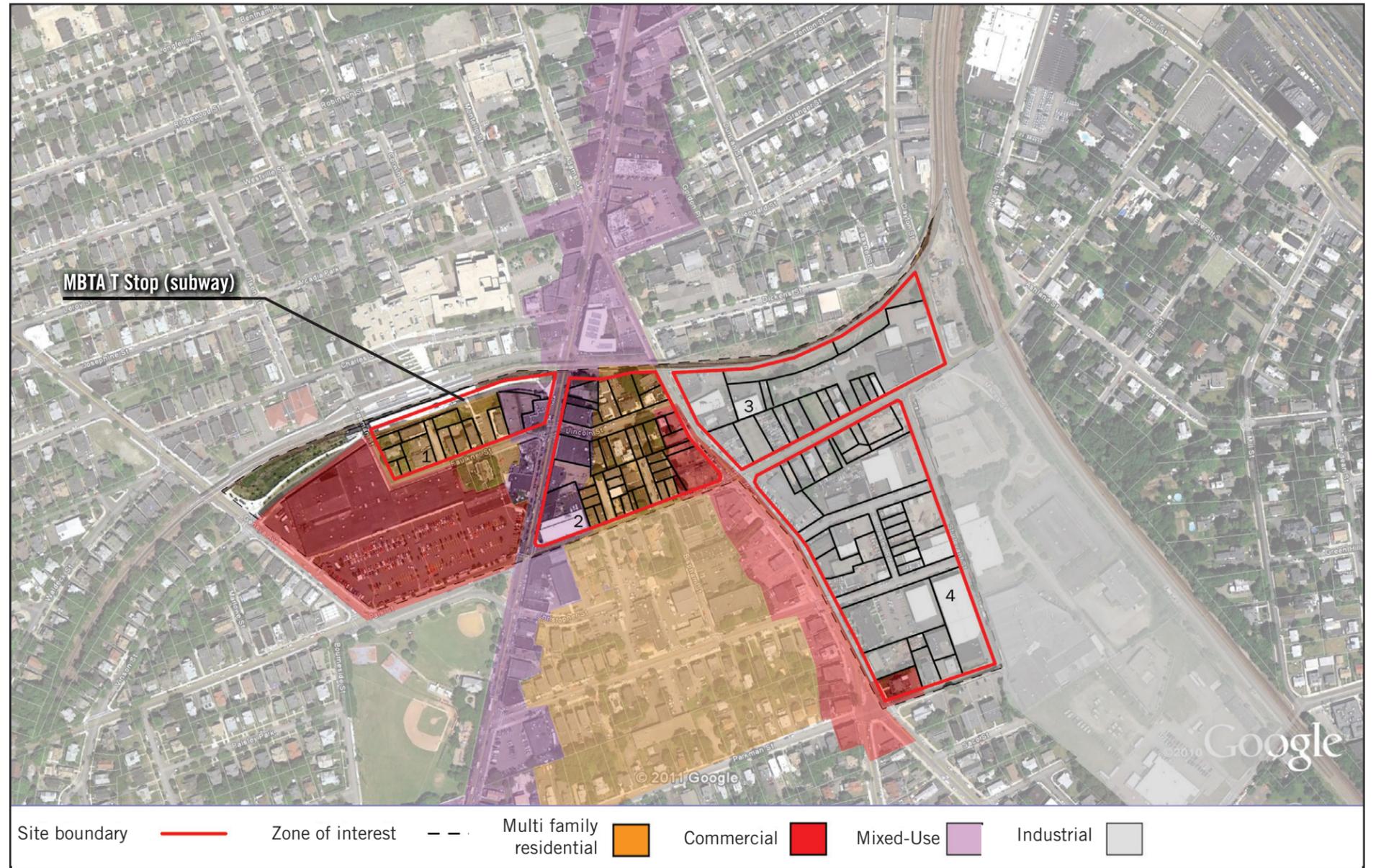
Site Size (Sq. ft.): 194,000
 Zoned: TBD
 Main Frontage Street: Park St
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 420 ft
 Distance to Major Highway: 1800 ft to I-93

Group 3: (14 parcels)

Site Size (Sq. ft.) 212,000
 Zoned: TBD
 Main Frontage Street: Park St.
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1400 ft
 Distance to Major Highway: 600 ft to I-93

Group 4: (33 parcels)

Site Size (Sq. ft.): 366,000
 Zoned: TBD
 Main Frontage Street: Adams St
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1500ft.
 Distance to Major Highway: 600 ft to I-93



Land and Business Owners

Fields Station, LLC. – 500 Geneva Ave
 Faulkner St. Condo
 City of Boston
 Fields CRN Housing Corp – 21 Faulkner St.
 Lisa Nguyen – 22 Freeman St, 1 Faulner Circle
 Maria Browder – 2 Faulkner Circle
 Raymond Milkey – 15 Faulkner St.
 Mass Bay Transportation Authority – 1475 Dorchester Ave
 Mecheong Pan – 9 Faulkner St
 Rachel M Cappelletti Trusts
 BSP Associates Inc – 103 Clayton St

Government Officials

Mayor: Thomas M. Menino
 City Council Rep – Maureen Feeney

Community Groups:

Fields Corner Main Street
 Fields Corner Civic Association

Quincy Center//Quincy, MA



Quincy Center//Quincy, MA

Site Statistics

Aggregate Site Area (sq. ft.): 1.1 million
 Number of Groups: 4
 Public Transport Type: Subway and commuter rail
 Public Transport Proximity: Adjacent to 1300 ft
 Zoning Types: Mixed-Use, Commercial, Multi-Family
 Maximum Height: 15 stories

Demographic Statistics:

Median Income Immediate: \$55,000 per year
 Median Income Surrounding: >\$70,000

Group 1: (1 parcel*)

Site Size (Sq. ft.): 544,000
 Zoned: Mixed-Use
 Main Frontage Street: Hancock St.
 Traffic Flow (Avg. Daily Autos): 21,200
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Interstate: 1.5 miles to I-93

Group 2: (9 parcels*)

Site Size (Sq. ft.): 151,000
 Zoned: Mixed-Use
 Main Frontage Street: Hancock St.
 Traffic Flow (Avg. Daily Autos): 21,200
 Distance to Rail Station: 1,400 ft
 Distance to Major Highway: 1.5 miles to I-93

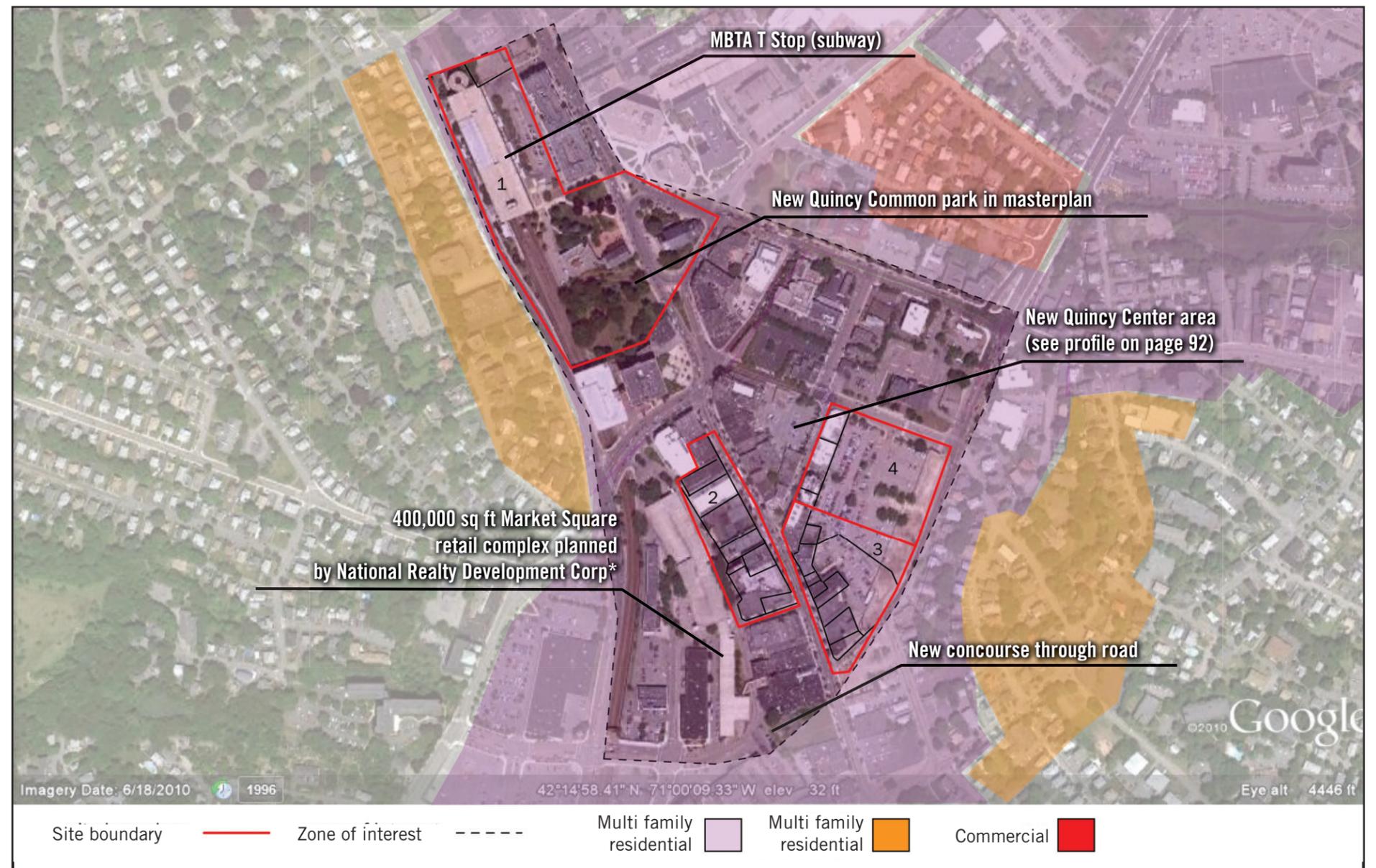
Group 3: (11 parcels*)

Site Size (Sq. ft.) 173,000
 Zoned: Mixed-Use
 Main Frontage Street: Hancock St.
 Traffic Flow (Avg. Daily Autos): 21,200
 Distance to Rail Station: 1,700 ft
 Distance to Major Highway: 1.5 miles to I-93

Group 4: (4 parcels*)

Site Size (Sq. ft.): 187,000
 Zoned: Mixed-Use
 Main Frontage Street: Revere Rd
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1800ft.
 Distance to Major Highway: 1.5 miles to I-93

*Note – Parcels being consolidated by Quincy and Street-Works, see page 61



Land and Business Owners

City of Quincy
 Street-Works
 Intercontinental Real Estate Corporation
 Planet Fitness
 Hamel Wickens & Troupe
 Gypsy Kitchen
 Norfolk Real Estate Group
 Kwik Kopy Printing
 Robert Faxon – 1177 Hancock St
 Adams Temple & School Fund – 8 Adams St
 Jackie Ansaldi Trustee – 24 Adams St
 36 Adams St Realty – 36 Adams St

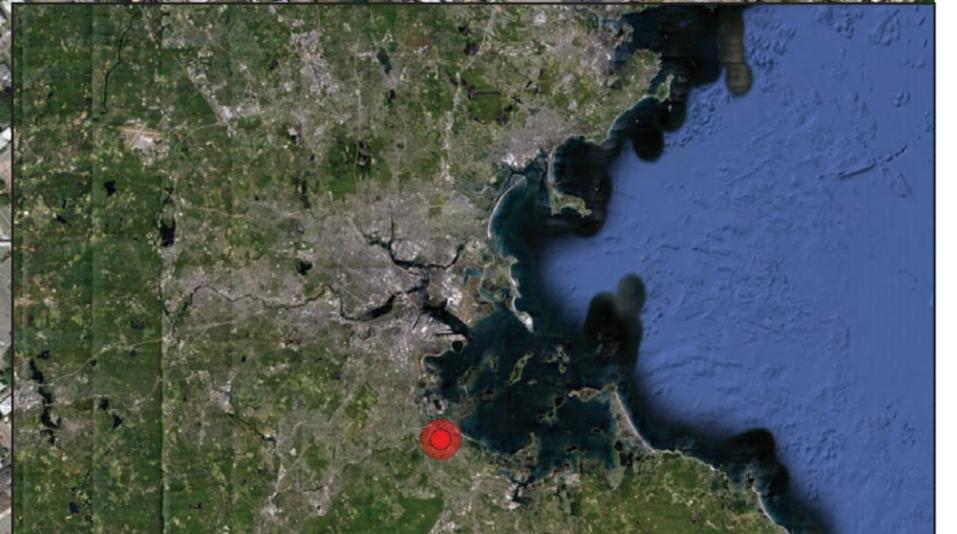
Government Officials

State Senator: John Keenan
 Mayor: Thomas P. Koch
 Department of Planning and Community Development
 Director – Dennis E. Harrington – (617) 376-1362

Community Groups:

Quincy Community Action Programs – (617) 479-8181

North Quincy//Quincy, MA



Location within greater Boston metro area

North Quincy//Quincy, MA

Site Statistics

Aggregate Site Area (sq. ft.): 1.75 million
 Number of Groups: 4
 Public Transport Type: Subway
 Public Transport Proximity: Adjacent to 1700 ft
 Zoning Types: Commercial, Industrial
 Maximum Height: 8 stories

Demographic Statistics:

Median Income Immediate: \$50,000 per year
 Median Income Surrounding: >\$65,000

Group 1: (12 parcels)

Site Size (Sq. ft.): 413,000
 Zoned: Commercial
 Main Frontage Street: Hancock St.
 Traffic Flow (Avg. Daily Autos): 24,000
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Interstate: 1 mile to I-93

Group 2: (6 parcels)

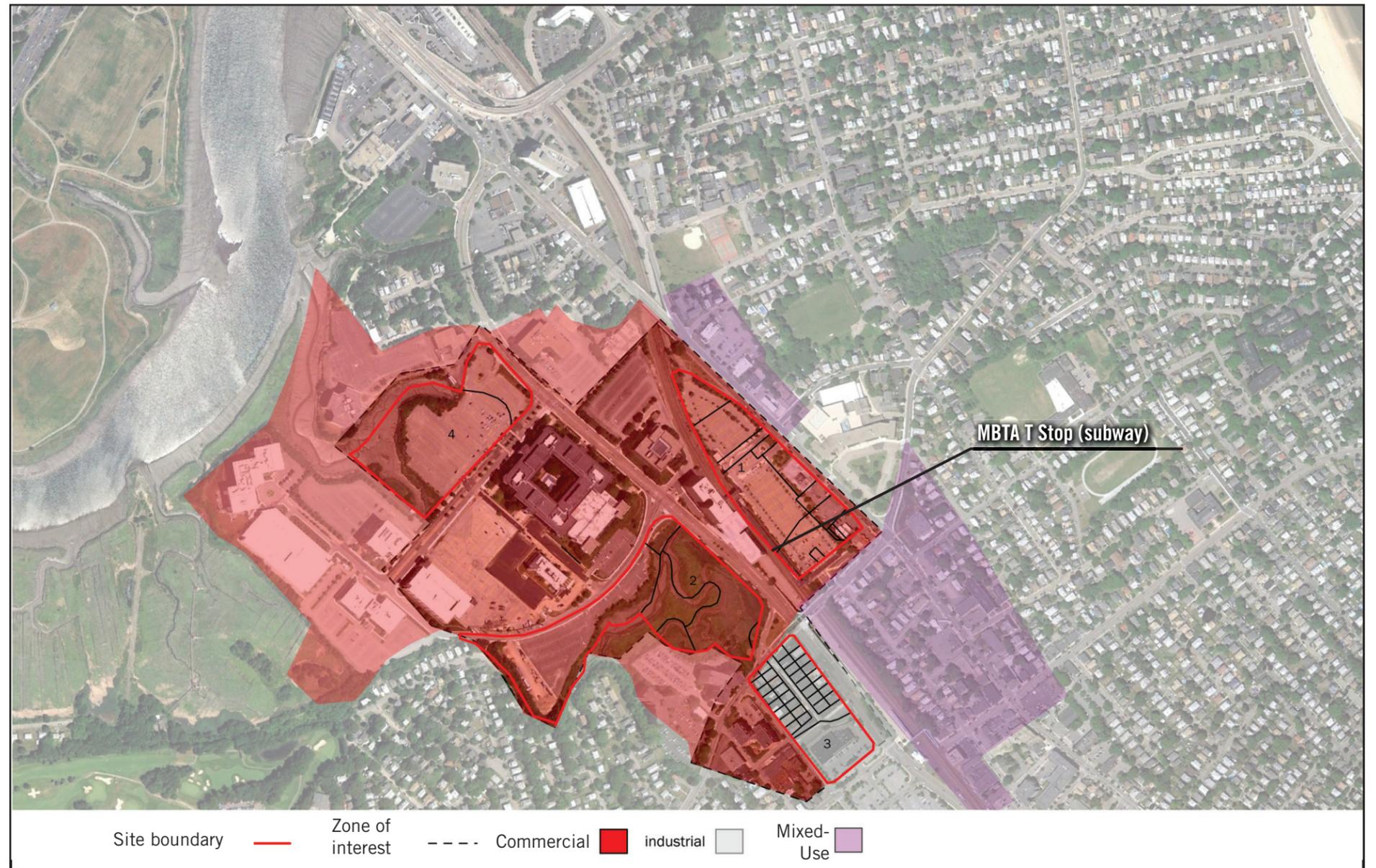
Site Size (Sq. ft.): 409,000
 Zoned: Commercial
 Main Frontage Street: Newport Ave
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 0 (Adjacent)
 Distance to Major Highway: 1 mile to I-93

Group 3: (33 parcels)

Site Size (Sq. ft.) 107,000
 Zoned: Industrial
 Main Frontage Street: Newport Ave
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 420 ft
 Distance to Major Highway: 1 mile to I-93

Group 4: (2 parcels)

Site Size (Sq. ft.): 151,000
 Zoned: Commercial
 Main Frontage Street: Newport Ave
 Traffic Flow (Avg. Daily Autos): N/A
 Distance to Rail Station: 1600ft.
 Distance to Major Highway: 1 mile to I-93



Land and Business Owners

General Dynamics Corp
 State Street Corp
 Quincy College
 Blue Cross, Blue Shield of MA – 3 Enterprise Dr
 John Mannix – 61 Enterprise Dr, 95 Heritage Dr
 SSB Realty – 1776 Heritage Dr
 City of Quincy – 53 W. Squantum St, 0 Newport Ave,
 Massachusetts Bay – 228 Newport Ave Ext,

Government Officials

State Senator: John Keenan
 Mayor: Thomas P. Koch
 Dennis E. Harrington – (617) 376-1362
 Department of Conservation and Recreation (DCR)

Community Groups:

Quincy Community Action Programs – (617) 479-8181



Aerial view looking North West

BUILDING LEGEND

A	165,000 Sq Ft Retail/Office
B	100 Key Hotel & 149 Residential Units
C	172 Residential Units
E & F	202 Residential Units
G	185 Residential Units
H & I	194 Residential Units

Project Profile: Waterfront Square ,Revere, MA

Developer: Eurovest Development, Inc

Phase: Public infrastructure under construction

Scope:

Cost: \$500 million private funds \$80 million public funds

Land: 8.8 acres of beachfront property

Location: Revere Beach, 7 miles from downtown Boston

Public Transit: Adjacent to site

Retail/Office: 165,000 sq ft

Hotel: 100 units

Residential: 900 units

Development Team:

Architecture, Design and Planning: Arrowstreet – David Bois

Government: City of Revere – Mayor Ambrosino

Project Manager: Community Reinvestment Associates – Paul

Rupp

Engineering, Permitting and Environmental: Epsilon Associates

Government Relations and Comm. Development: McCabe

Enterprises

Public Relations: McDermott Ventures

Geotech Engineering: McPhail Associates, LLC

Civil & Planning Engineers: Nitsch Engineering

Project Management and Cost Estimating: PM&C

General Legal Counsel: Robinson, Cole, LLP

Transportation Engineer : Vanasse & Associates

Key Facts:

- \$75 million in Federal and State grants for public infrastructure
- Existing MBTA Train Station (Wonderland Station).
- Proposed Commuter Rail station nearby
- 17 minute drive to downtown
- More than \$100 million in City of Revere capital improvements
- Recently completed \$11 million beach restoration project
- The first public beach in the United States, founded in 1895
- 1 mile south Suffolk Downs may redevelop into a new casino

The Revere Beach Waterfront Square project is a public-/private partnership between the City of Revere and Eurovest Development. It has grown and evolved over the past 20 years to become one of the premier developments in the state of

Massachusetts. Political support for the project has been in place since Joseph DiGangi, Eurovest Development founder, became involved in 2005. Joseph credits the current mayor and prior administrations with having ample foresight and ambition. “Mayor Ambrosino set the table here for a great project, he has invested millions of dollars in capital improvements, restored the beach to its previous glory, built new schools, fire and police stations. His willingness to partner with us to move the project forward has been really inspiring and frankly it was one of the main draws for Eurovest,” says Mr. DiGangi.

Two main focal points are the Waterfront Square plaza and the beautiful ocean views. David Bois of Arrowstreet explained that the building footprints are designed in such a way that they establish view corridors from existing city streets. “These connections are vital, as they recognize the importance of the new development’s relationship with the surrounding city.” This public/private partnership will create value and be appreciated by residents and visitors alike.

Site study: Wonderland/Revere Beach, Revere, MA

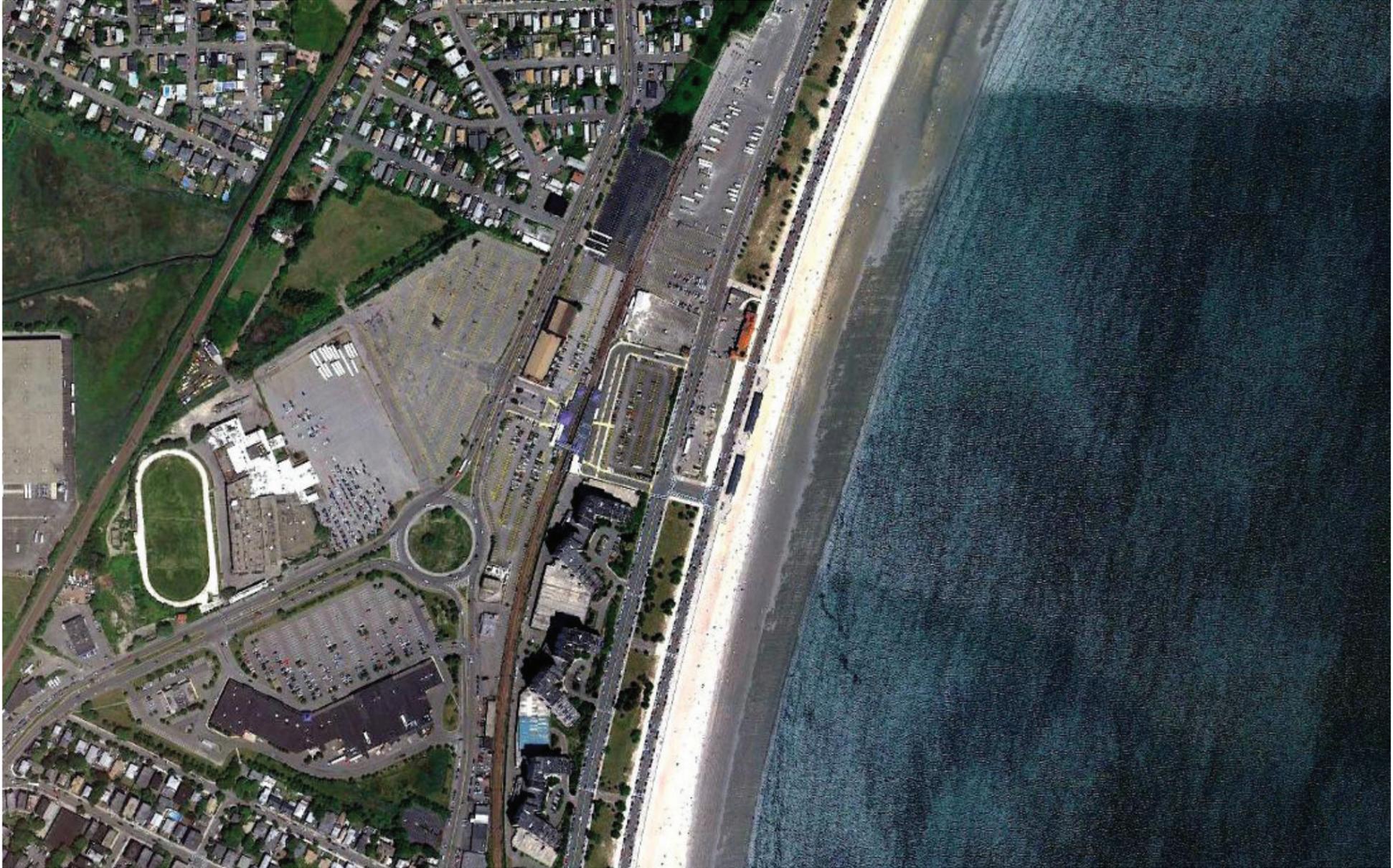


Site Analysis: Waterfront Square, Revere, MA

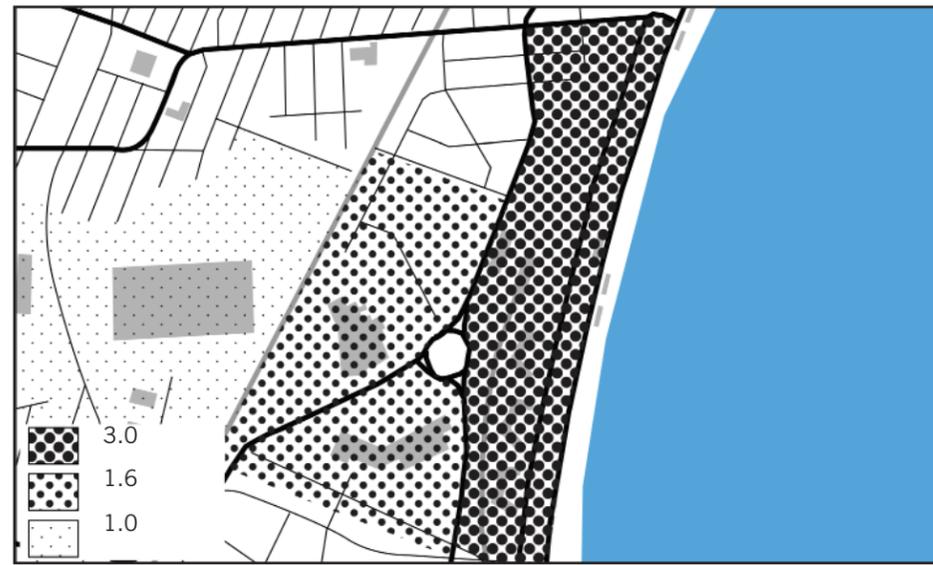
The Waterfront Square project is surrounded by opportunity. The site's strong physical assets include ocean views, easy access to Boston via public transit or highway and a popular horse track 1 mile south. The horse track, Suffolk Downs, is bidding for one of three casino licenses recently approved by the Massachusetts legislature. If this were to be passed, the hotel and retail traffic in the are would increase significantly. There are also discussions about inserting a commuter rail station adjacent to the former greyhound racing track, just a few hundred feet from Waterfront Square. The station would create a connection with the beachfront community and with the MBTA Blue Line.

The mapping exercise on this page illustrates spatial relationships between infrastructure, major building footprints and the walkability of the site. On the left, a dashed green line outlines the development area of the project. Routes 1A and 16 are the main auto routes that connect the site to downtown Boston, in 10 minutes, and Logan Airport, in 7 minutes.

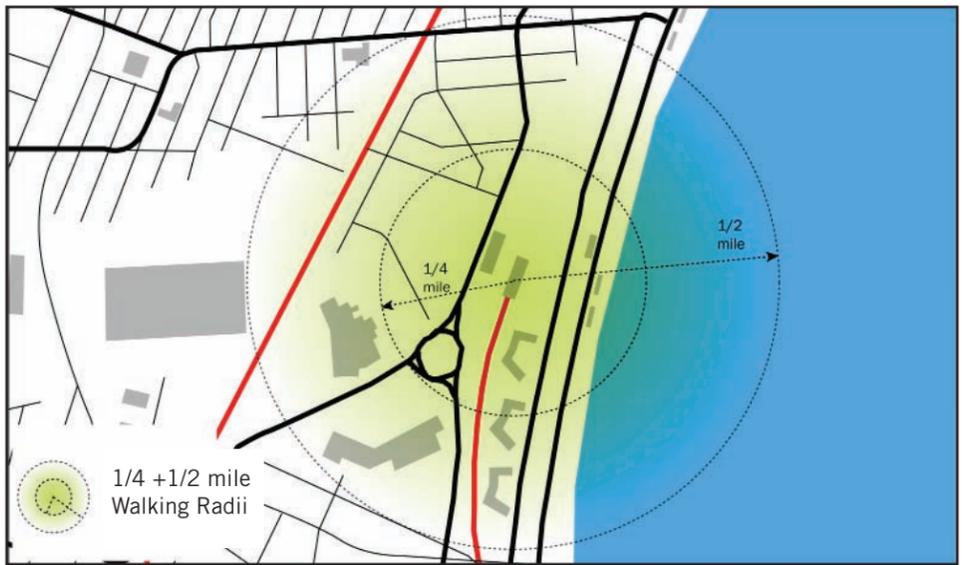
Along the waterfront, as can be seen in the image at bottom left, the allowable F.A.R. is 3.0. In the center image, the 1/4 mile and 1/2 mile walking radii, which are centered at the T station, are overlaid. Waterfront Square site falls exactly within these circles. The right image identifies the former greyhound race track as an ideal redevelopment



Below: Current F.A.R.



Below: 1/4 mile and 1/2 mile walking circle overlay



Below: Adjacent to the site , a former greyhound race track owned by Suffolk Downs





Aerial view looking North

Key Facts:

- 5 million sq ft: office, retail, residential, wellness etc.
- 5,000 new garage parking spaces to be created
- \$289 million infrastructural improvements – Initially financed by Street-Works; then purchased by the City of Quincy upon completion
- Within I-95/128 Circle of Value 8 miles from downtown Boston
- Historic sites: including the burial place of 2 US Presidents
- 1 million visitors per year. Potential tourism traffic
- Stop & Shop grocery store company headquarters
- MBTA Red Line T (subway) stop and commuter rail stop

This \$1.6 billion dollar project is a great example of a public/private partnership where a proactive government and a group of experienced professionals have come together to make an impact. The Quincy Department of Planning and

Community Development has played a central role. The group’s leader, Dennis Harrington is, in the words of Street-Works’ co-founder Richard Heapes, “focused on getting things done.” When Street-Works was initially engaged by the city, Mr. Heapes recognized the “necessity to be bold and to significantly alter the existing perception of the old downtown.”

Street-Works signed an LDA with the City of Quincy this past January that states that it will proceed \$289 million in infrastructural development and the creation of \$1.3 billion of new private housing, retail, offices, entertainment, hotels and parking. An innovative financing technique is outlined in the contract. Street-Works will assume the risk of building out the infrastructure and will sell it back to the city once they have leased 50-75 percent of the space. This unique financial strategy will allow the creation of 300,000 SF of public infrastructure and will enable new public and private development in over 5 million SF.

Project Profile: New Quincy Center, Quincy, MA

Developer: Street-Works

Phase: LDA executed and Phase I commencing

Scope:

- Cost: \$1.3 billion private funds, \$300 million public funds
- Land: 30 acres of downtown transit-oriented property
- Location: Quincy Center, 7 miles from downtown Boston
- Public Transit: MBTA Red Line T (subway) and commuter rail stops
- Retail/Entertainment: 600,000 sq ft
- Wellness and Office: over 1,000,000 sq ft
- Residential: 1200 units
- Public Infrastructure: 300,000 sq ft
- Garage Parking Spaces: 5,000

Development Team:

- Master Developer and Masterplanning: Street-Works
- Architect: Kenneth Park Architects
- Government: City of Quincy – Mayor Thomas Koch
- Quincy Planning and Community Development – Dennis Harrington, Rob Stevens, Kristina Johnson, Mary Smith
- Pre-Construction Services: Suffolk Construction
- Permitting: Epsilon Associates
- Geotech Engineering: Haley & Aldrich
- Civil Engineers: Stephenson Design Group, VHB
- Political Outreach: McDermott Ventures
- Marketing: Gold Dog Communications

Site study: Quincy Center, Quincy MA





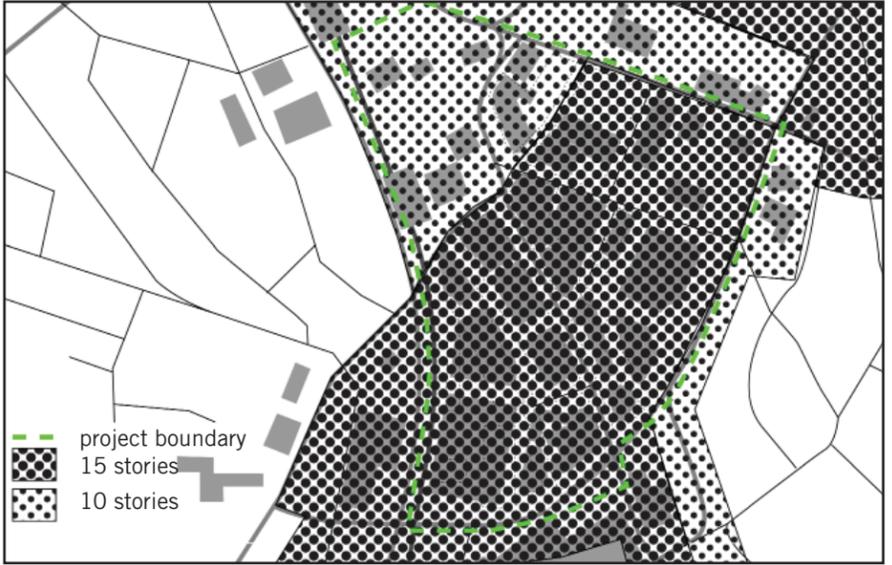
Site Analysis: New Quincy Center, Quincy, MA

The 50+ acre New Quincy Center project has several existing assets that master developer Street-Works is leveraging into the plan. The public transit MBTA Red Line R (subway) station and a commuter rail stop are located at the Northern edge of the site. The site is one of the most central points on the South Shore.

The mapping exercise on this page illustrates the relationships between downtown and rail and automobile infrastructures. Some of the improvements proposed for this site include the insertion of a new bridge to better connect downtown West to East, the adjustment of what is referred to as the concourse at the Southern edge of the project and the diversion of an existing town brook. The two major roadways are the Burgin Parkway, running just to the west and parallel to the rail tracks, and Hancock Street, which will be diverted to create Hancock Green in front of the City Hall at the northern end of the project. You can see the diversion if you compare the map at left, the proposed footprints to the map at bottom right, the existing street map.

The bottom left map shows the maximum building height zoning. The 1/4 and 1/2 mile walking radii demonstrate that all of the project is within the 1/2 mile ring. Below right, is a map of the existing building footprints and street layout.

Below: Maximum building heights



Below: 1/4 mile and 1/2 mile walking-circle overlay



Below: Existing conditions





Phase I
 Arborpoint at Station Landing
 292 Apartment Units
 65,000 s.f. Retail/Restaurant
 233 Surface Parking Spaces
 413 Below-Grade Parking Spaces
 Opened June 2006

Phase V
 75SL
 168 Apartment Units
 8500 s.f. Restaurant
 58 Surface Parking Spaces
 Opened July 2009

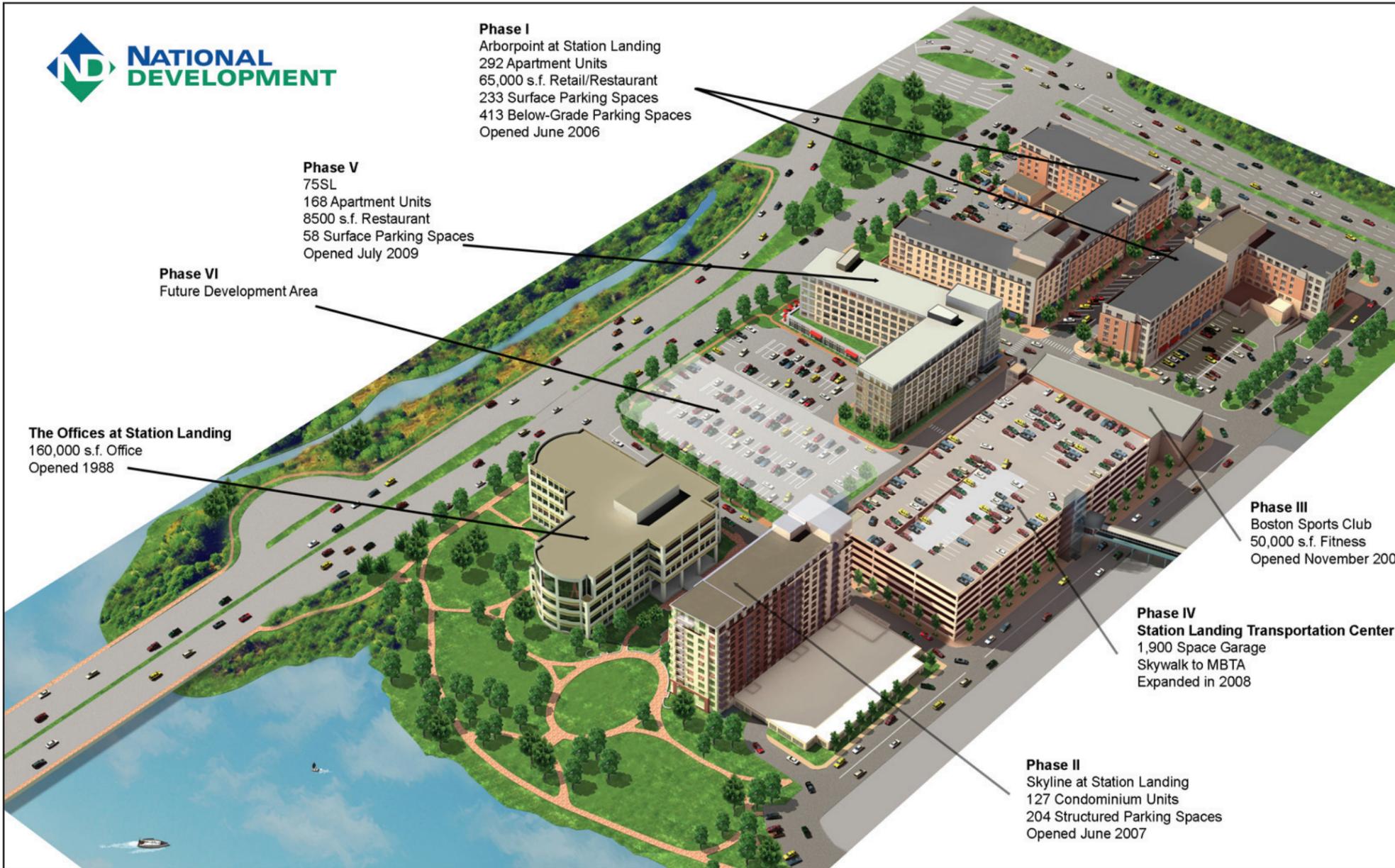
Phase VI
 Future Development Area

The Offices at Station Landing
 160,000 s.f. Office
 Opened 1988

Phase III
 Boston Sports Club
 50,000 s.f. Fitness
 Opened November 2007

Phase IV
 Station Landing Transportation Center
 1,900 Space Garage
 Skywalk to MBTA
 Expanded in 2008

Phase II
 Skyline at Station Landing
 127 Condominium Units
 204 Structured Parking Spaces
 Opened June 2007



Aerial view looking North West

Key Facts:

- Adjacent to MBTA public transit hub
- Located at the third busiest intersection in Massachusetts (Rt. 28 + 16)
- Leverages existing garage and Mystic River park
- Experienced development team
- Crucial role of Medford planning department

The Station Landing project is a pioneering TOD mixed-use community in the City of Medford. National Development, led by Ted Tye, recognized the latent opportunity in an unfinished project that had started in the 1980's. They purchased the land in 1995 and started

working with the Medford Planning department, led by Lauren DiLorenzo. The area was rezoned, so to increase uses and density.

As Ted Tye states, "As a site for retail, it just makes sense. The project resides at the intersection of Routes 28 and 16 with a daily traffic count of 145,000, one of the best in the state. Our residents are from a variety of backgrounds, though 95% are under 50 and 75% use the T (local subway transit). The fact that we are adjacent to the T, a short 10 minute ride to downtown and located at this spectacular intersection made this a great place to do mixed-use." The relationship between the MBTA public transit parking garage and the site is key; the project leverages the garage in a variety of ways. 900 new spaces were added and the facade was updated. The flow of commuter traffic, combined with a great retail mix, a crossroads location and a residential experience aimed at Gen Y has put this project on the map. The project is considered to be an overwhelming success.

Project Profile: Station Landing, Medford, MA

Developer: National Development
Phase: Built – Phase IV complete, see diagram at left for detail
Scope:

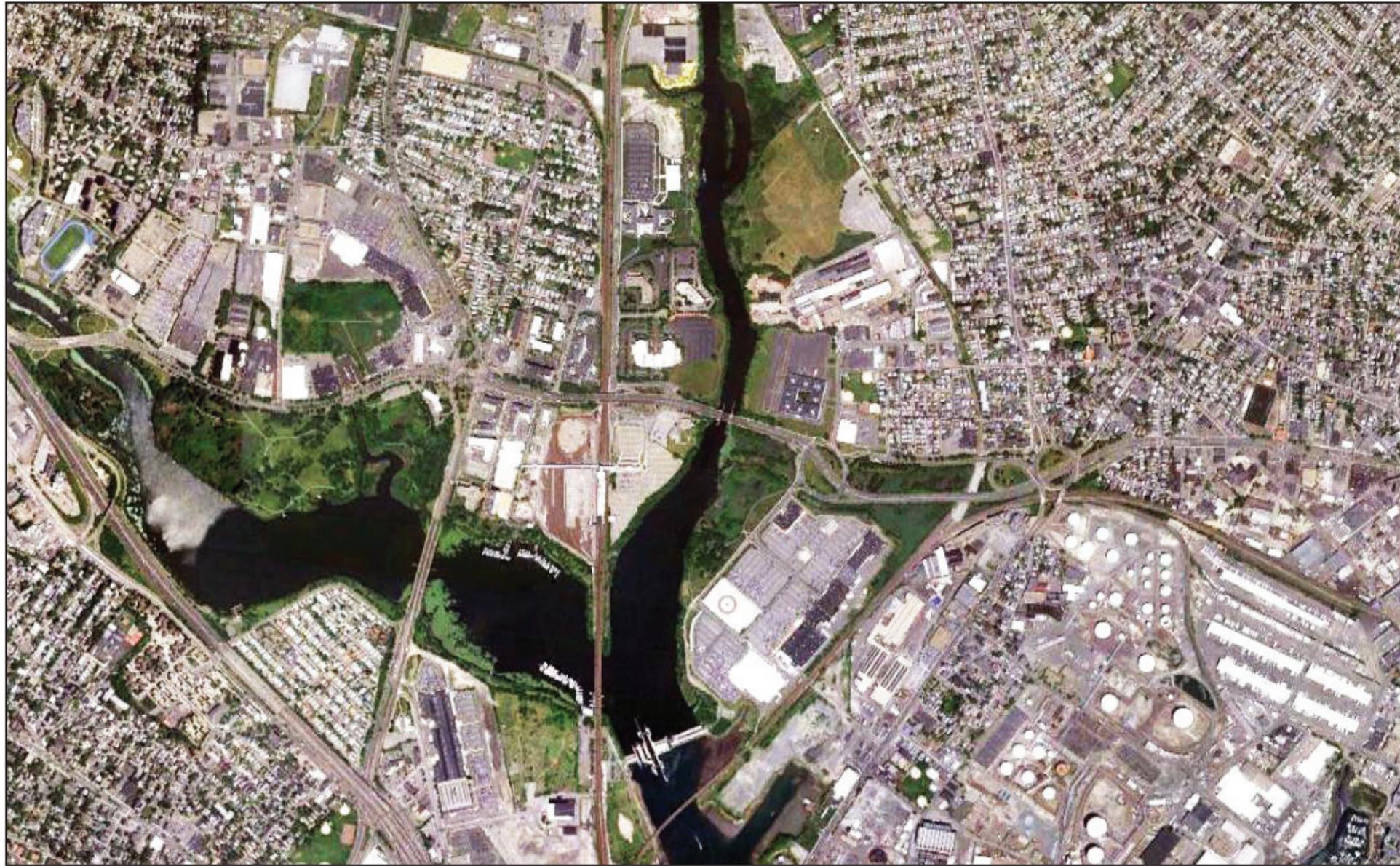
- Land: 11 acres of transit-oriented property
- Location: Medford, Wellington Station on MBTA transit
- 3 miles from downtown Boston
- Public Transit: Adjacent to site, accessed via footbridge
- Retail/Entertainment: 115,000 sq ft
- Residential: 600 units
- Public Parking Garage Spaces: 1,900

Development Team:

- Developer: National Development
- Architecture, Design and Planning: Elkus Manfredi Architects, David Manfredi and John Martin
- Government: City of Medford – Mayor Thomas J. McGlynn, Lauren DiLorenzo, Director of Community Development
- Civil Engineering, Land Planning and Transportation: VHB
- Geotechnical Engineering: Haley & Aldrich
- General Contractor: Cranshaw Construction

Site study: Wellington, Medford, MA





Site Analysis: Station Landing, Medford, MA

The Station Landing project is embedded in the Middle Ring. It is surrounded by valuable assets: beautiful riverfront views, two major roads (Route 16 and 28), and an MBTA Orange Line subway station. Thanks to the 10 minute connection to downtown on the Orange Line, as well as the proximity of Interstate 93 and Route 1, this is a highly central location. To the east of this project is an MBTA railyard and, beyond that, are a large parking lot and bus pickup point. Highway 16 runs East-West, while Route 28 runs North-South. Driving time to Boston is 15 minutes under fluid traffic.

The mapping exercise reveals how major infrastructure divides and compartmentalizes the area. The Mystic River also plays a significant role in shaping the landscape. Many parcels are developed, and the few remaining are either owned by the MBTA, or protected by zoning /the department of conservation and recreation.

The bottom left map is a diagram of maximum building heights and it illustrates the changes in zoning made by the City of Medford to accommodate the Station Landing project. The walking circles of 1/4 and 1/2 mile in the center image show the challenges presented by the Mystic River and transportation infrastructure. The highlighted areas in the image on the right are two land parcels that would be ideal for transit-oriented redevelopment and are currently owned by the MBTA.

Below: Maximum building heights



Below: 1/4 mile and 1/2 mile walking circle overlay



Below: 2 MBTA owned sites ripe for investment



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