



November 12, 2014

Ms. Sheila Dillon
Director, City of Boston Department of Neighborhood Development
26 Court Street
Boston, MA 02108

Dear Ms. Dillon:

On behalf of Historic Boston Incorporated (HBI) and The American City Coalition (TACC), we are pleased to submit the enclosed response to your department's Request for Proposals for rehabilitation of the Upham's Corner Comfort Station.

Our proposal reflects both of our organizations' objectives of strengthening the Upham's Corner business district through our combined expertise in real estate development, historic preservation, and economic development. We believe that, through our experiences on similar projects and our knowledge of Upham's Corner, our proposal achieves the objectives of your request and the community's articulated interests.

Specifically, our proposal:

- restores the 1922 Comfort Station, empty since 1977, preserving not only its real estate, but also its connection with the history of public transportation at this Dorchester crossroads;
- reactivates the Comfort Station with a new business, Bike Kitchen, a bike repair shop and café, which will fulfill a need in the market and generate new jobs and training opportunities;
- broadens neighborhood impact by bringing commerce and physical improvements to the southeastern edge of Columbia Road, and demonstrating the potential for similar improvements and investments along the roadway;
- interprets the adjacent burying ground and makes this 17th century space more publicly accessible; and
- exemplifies the best of nonprofit collaboration through a three-way partnership between HBI, TACC, and the Bike Kitchen that supports an economically sustainable solution for preservation and economic development.

The only financially sustainable solution for an historic structure with this level of distress is to raise the inevitable financing gap on its rehabilitation. Historic Boston's experience in finding the most cost-effective solutions to projects like the Comfort Station, and both nonprofit's effectiveness in leveraging the charitable interest in preserving historic properties in Boston, will be brought to bear on the fundraising required for this project's preservation and rehabilitation.

We look forward to this opportunity to bolster economic investment in Upham's Corner, and the chance to engage neighbors and visitors in the neighborhood's rich history. Please do not hesitate to call us if you have any questions. Thank you for your ongoing support.

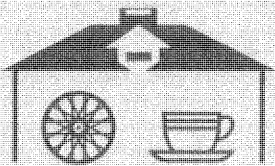
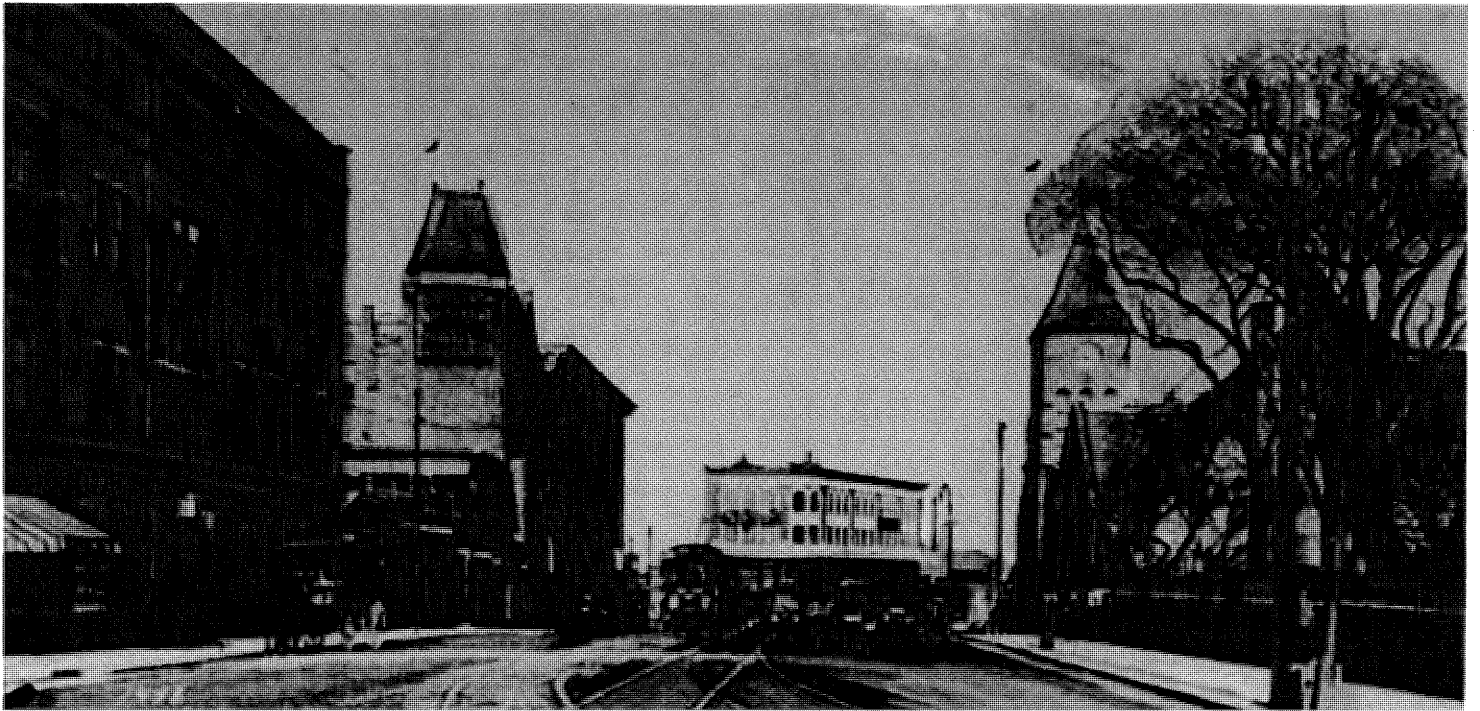
Sincerely,



Neil McCullagh
The American City Coalition
617.822.7267

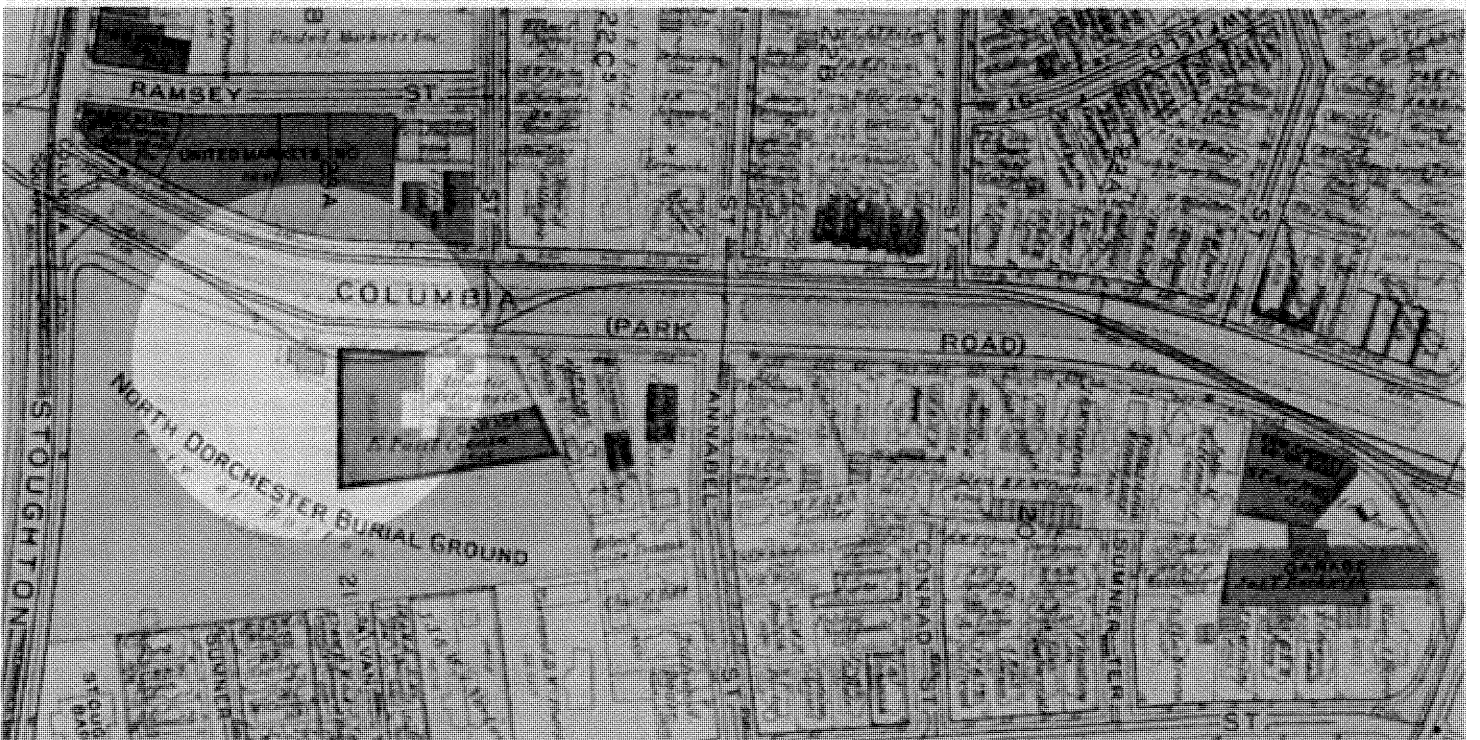


Kathy Kottaridis
Historic Boston Incorporated
617.442.1859



The Bike Kitchen at Upham's Corner Comfort Station

*Proposal for the restoration of the historic, transit-oriented
Upham's Corner Comfort Station—repurposing a neighborhood asset*



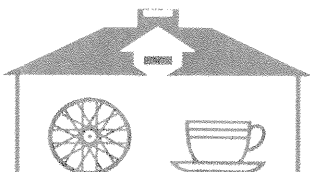
**Historic Boston Incorporated and The American City Coalition
Request for Proposal
611 Columbia Rd/"Comfort Station"**

- I. Introductory Documents
 - a. Appendix I: Cover Sheet Form
 - b. Proposal Summary
 - i. Introduction
 - ii. Development Plan
 - iii. Operational Plan
 - iv. Developer Qualifications, Experience, and References
 - v. Permits and Licenses
 - vi. Subcontractors or Partnerships
 - vii. Additional Data

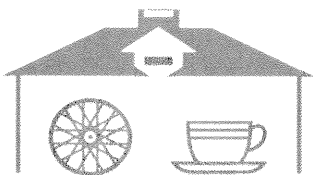
- II. General Evaluation Criteria Documentation
 - a. Appendix 2a: Statement of Bidder's Qualifications Form – HBI
 - b. Appendix 2b: Statement of Bidder's Qualifications Form – TACC
 - c. Appendix 3: Preliminary Development Budget Form
 - d. Appendix 4: Preliminary Operating Budget Form
 - e. Appendix 5: Redevelopment Timetable Form
 - f. Appendix 6: Construction Employment Statement Form

- III. Compliance Review Documentation
 - a. Appendix 7: Property Affidavit Form
 - b. Appendix 8: Affidavit of Eligibility Form
 - c. Appendix 9: Chapter 803 Disclosure Statement Form
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- IV. Additional Attachments
 - a. Historic Boston Incorporated Board
 - b. Bowdoin Bike School Newspaper Articles
 - c. Upham's Corner Commercial Casebook



I. Introductory Documents



RECEIVED
 DEPT. OF NEIGHBORHOOD DEVELOPMENT
 26 COURT STREET
 BOSTON, MA 02108
 DATE: 11/12/14
 PROPOSAL FOR: 611 Columbia Rd

Appendix 1

SOLICITATION, OFFER AND AWARD			
1. PROJECT NAME	2. TYPE OF SOLICITATION		
611 Columbia Road, Dorchester	<input type="checkbox"/> Invitation for Bids <input checked="" type="checkbox"/> Negotiated (RFP)	September 8, 2014	
4. ISSUED BY: City of Boston, Department of Neighborhood Development 26 Court Street, 9 th Floor Boston, MA 02180		5. ADDRESS OFFER TO: (If other than item 4)	
NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder"			
SOLICITATION			
6. Sealed offers (original and 3 copies) will be received at the place specified in item 4 until 4:00 p.m. (EST) November 12, 2014.			
CAUTION: Late submissions, Modifications, and Withdrawals: See Section 10. All offers are subject to all terms and conditions contained in this solicitation.			
7. For Information Contact:	7a. Name Bernard Mayo Project Manager	7b. Telephone (617) 635-0297	7c. Fax (617) 635-0282
			7d. E-mail bernard.mayo@boston.gov
OFFER			
8. In accordance with the terms of this RFP, the undersigned agrees, if this offer is accepted, to furnish any and all supporting documentation upon request by DND.			
OFFER PRICE:		\$ 100.00	
9. SUBMISSION CHECKLIST			
(x)		(x)	
<input checked="" type="checkbox"/>	Appendix 1: COVER SHEET	<input checked="" type="checkbox"/>	Appendix 6: CONSTRUCTION EMPLOYMENT STATEMENT
<input checked="" type="checkbox"/>	PROPOSAL SUMMARY	<input checked="" type="checkbox"/>	Appendix 7: PROPERTY AFFIDAVIT
<input checked="" type="checkbox"/>	Appendix 2: STATEMENT OF BIDDER'S QUALIFICATIONS	<input checked="" type="checkbox"/>	Appendix 8: AFFIDAVIT OF ELIGIBILITY
<input checked="" type="checkbox"/>	Appendix 3: PRELIMINARY DEVELOPMENT BUDGET	<input checked="" type="checkbox"/>	Appendix 9: CHAPTER 803 DISCLOSURE STATEMENT
<input checked="" type="checkbox"/>	Appendix 4: PRELIMINARY OPERATING BUDGET	<input checked="" type="checkbox"/>	Appendix 10: BENEFICIAL INTEREST STATEMENT
<input checked="" type="checkbox"/>	Appendix 5: DEVELOPMENT TIMETABLE		
10. ADDRESS OF OFFEROR 20 Eustis Street, Roxbury, MA 02119		11. Name and Title of Authorized Signatory (Print) Kathy Kottaridis, Executive Director, DND	
12. Signature <i>Kathy Kottaridis</i>		13. Offer Date	11/12/2014

b. Proposal Summary

i. Introduction

1. Project Introduction

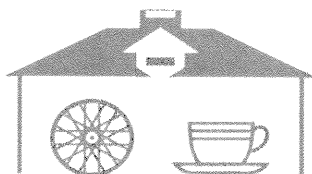
Historic Boston Incorporated (HBI) and The American City Coalition (TACC) are pleased to submit to the City of Boston Department of Neighborhood Development (DND) a compelling community-oriented redevelopment and reuse for the historic Comfort Station at 611 Columbia Road in Upham’s Corner.

While preserving this important piece of historic architecture, HBI and TACC will partner with entrepreneur Noah Hicks, founder of Bowdoin Bike School in Dorchester, to undertake the repurposing of the Upham’s Corner Comfort Station as a full-service bicycle shop and café. Our proposal achieves three important objectives: it enhances the Upham’s Corner business district by reactivating a long-abandoned building; it supports a new commercial venture for a local entrepreneur; and it expands employment opportunities, with an emphasis on skills training for neighborhood residents.

Specializing in refurbished and repurposed bikes suitable to a car-free lifestyle, the “Bike Kitchen” will provide two valuable and unique retail services in Upham’s Corner. Modeled after Mr. Hick’s successful endeavors in the Bowdoin-Geneva neighborhood, the “Bike Kitchen” will provide programmed opportunities for youth and adults to learn the skills needed to work as bicycle mechanics, and it will bring a coffee shop with sweet and savory options to the neighborhood where there currently are few offerings.

In addition and alongside coffee, baked goods, and sandwiches, the “Bike Kitchen” will sell bicycles and other cycling accessories to families, commuters, and recreational cyclists to encourage greater use of bicycles as transportation. The Upham’s Corner Comfort Station location is uniquely positioned for cycling enthusiasts and commuters. Columbia Road is already a key transportation and cycling artery that links Franklin Park and North Dorchester with South Boston’s waterfront and Downtown Boston. With easy access to other major thoroughfares and several modes of transit, including the Upham’s Corner commuter rail stop on the Fairmount Line, Columbia Road at Stoughton Street is the perfect place location for a social and commercial enterprise that services bicycles.

This community-focused use, coupled with HBI’s role as a nonprofit developer of historic buildings, will successfully repurpose a significant landmark into a valuable and socially responsible, transit-oriented retail business; HBI, TACC, and Noah Hicks are together uniquely qualified to undertake this project.



While this proposal focuses on the redevelopment, reuse, and management of the Comfort Station building, the HBI-TACC team believes that reactivation of the building should bring wider benefits to the neighborhood, and demonstrate the power of historic preservation in the revitalization of urban neighborhoods. Therefore, this proposal also proposes that rehabilitation of the Comfort Station include wide access to the historic cemetery next door for residents and visitors by requiring the owner and operator of the Comfort Station to open and close the historic burying ground regularly for the Boston Parks Department, and interpret the historic context of Upham’s Corner through exhibits and distribution of physical and digital materials on site and through each organization’s respective website.

The best outcomes of our proposal are the jobs it creates and the entrepreneurial opportunity embodied in the repositioned space. We expect that three (3) FTE jobs will be created and sustained here, and that fifteen (15) construction period jobs will execute the project. In addition, the value of the property will increase considerably, generating additional property tax revenue to the City of Boston.

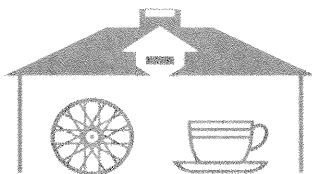
2. Organizational Structure, Qualified Representatives, and Key Personnel

The team for this project is:

Historic Boston Incorporated (HBI) will be the real estate developer and long-term owner of the property. They will provide all customary functions of a developer including project management throughout all phases of the project including the procurement of design, engineering, legal, and other professional consultants. HBI will be responsible for obtaining the equity, debt, and historic tax credits needed for financing the project along with fundraising in collaboration with TACC to fill any funding gaps. HBI will also procure the services of a third-party project management group to maintain the property.

The American City Coalition (TACC) will be a minority partner in the project. They have worked closely with HBI to develop the concept for the project including connecting the design team and Noah Hicks to the building and HBI. They will continue to partner with HBI through the development and community engagement process and will assist in the project fundraising by connecting HBI to key funding sources, organizations, and individuals. In addition, they will support Noah Hicks by providing technical assistance to further develop his business plan and model and connect him with financial resources for his business.

Noah Hicks (Bowdoin Street Bikes and “Bike Kitchen”) will be the tenant for the building operating as a combination full-service bike shop and café.



Supporting services providers for the project are as follows:

Architect:	Utile, Inc. Architecture + Planning
Structural Engineer:	Robert Silman Associates
MEP Engineer:	(To be determined)
Civil Engineering:	(To be determined)
Code Consulting:	AKF Group LLC
Cost Estimating:	VJ Associates of New England, Inc.
Historic Preservation Consultant:	Tremont Preservation Services LLC

Historic Boston Incorporated (HBI) is a private foundation formed for charitable purposes under 501 (c) (3) of the Internal Revenue Code. It was incorporated in Massachusetts in 1960. It is not a subsidiary of or affiliated with any other corporation or firm.

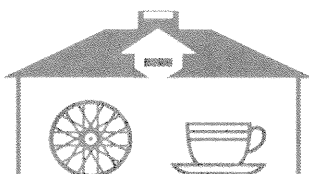
Mail: Historic Boston Incorporated
Eustis Street Fire House
20 Eustis Street
Roxbury, MA 02119

Phone: T: 617.442.1859
F: 617.442.2243

Email: Kathy Kottaridis: kathy@historicboston.org
Jeffrey Morgan: jmorgan@historicboston.org
Lisa Lewis: lisa@historicboston.org



KATHY KOTTARIDIS joined Historic Boston Incorporated as Executive Director in June of 2007. Prior to service at HBI, she was Associate Director of Public Affairs at Northeastern University, responsible for shaping and implementing the university’s strategic effort to support neighborhood revitalization. Kathy has also served as director of the Commonwealth of Massachusetts’ Office of Small Business and Entrepreneurship, Director of Economic Development at the Boston Redevelopment Authority, Director of the City of Boston’s Office of Business Development, and founding director of Boston Main Streets. A native of Dover, New Hampshire, she received her B.A. in History from the University of New Hampshire, an M.A. in Historic Preservation from Boston University, and an M.P.A. from Harvard University’s Kennedy School of Government. Kathy is a resident of Jamaica Plain.

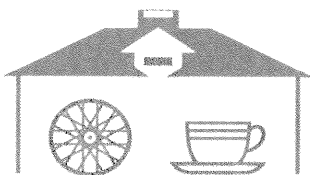




JEFFREY MORGAN joined Historic Boston Incorporated as Director of Real Estate Development in July of 2012 after completing a Master in Design Studies in Real Estate and Urban Development degree from the Harvard University Graduate School of Design. Prior to joining HBI, Jeffrey was a practicing architect, urban designer, and real estate developer. He had also been a design educator at Iowa State University. Jeffrey's work as an architect included the design of market rate and affordable multifamily housing and mixed-use and retail infill in multicultural neighborhoods. His urban design work included redevelopment strategies for distressed neighborhood business and warehouse districts. His work garnered design awards in affordable housing, interior design, historic preservation, master planning, and urban design. As a real estate professional, he has owned and managed market-rate residential properties and a commercial office/artist studio building. He has also participated as a real estate developer on pioneering efforts to revitalize distressed urban areas. Jeffrey was an Edward M. Gramlich Fellow of the Harvard University Joint Center for Housing Studies and NeighborWorks America, where his research involved the role of community development corporations at the intersection of micro-business development and inner-city neighborhood business district redevelopment. A native of Des Moines, Iowa, he received a B.A. in Architecture in 1981 and B.Arch. in 1983 both from Iowa State University. He currently resides in Cambridge.



LISA LEWIS joined Historic Boston Incorporated in January 2009 as a Senior Project Manager. She began her work in project management in 1989 at Keen Development Corporation, which specialized in the adaptive re-use of historic buildings to mixed-income housing. Her work at Keen included the development of West End Place, 183 units of cooperative, mixed-income housing in the former West End of Boston. She also managed the development of 300 Summer Street, a 48 unit conversion of a former warehouse into artist live/work lofts, gallery space, and a cafe for the Fort Point Arts Community, and the Payne Elevator building in Cambridge, which was converted to 18 artist condominiums. After spending a year in Australia, in 2000 Lisa joined the Boys & Girls Clubs of Boston to oversee the transformation of a former industrial building in Chelsea to the new Jordan Boys & Girls Club. She stayed with the organization until 2007 to manage the renovation of the Charlestown club and the renovation and expansion of the Roxbury and Dorchester clubs. After leaving the Boys & Girls Clubs, Lisa worked on the design and construction planning for the Salvation Army's Ray and Joan Kroc Corps Community Center in the Upham's Corner/Dudley Square neighborhood in Dorchester and Roxbury. Lisa lives in Jamaica Plain.



The American City Coalition (TACC) is a private foundation formed for charitable purposes under 501 (c) (3) of the Internal Revenue Code. It was incorporated in Massachusetts in 1994. It is not a subsidiary of or affiliated with any other corporation or firm. On January 1, 2015 TACC will change tax status from a private foundation to a public charity; a new letter of determination has been issued to TACC by the Internal Revenue Service.

Mail: The American City Coalition
 150 Mount Vernon Street
 Dorchester, MA 02125

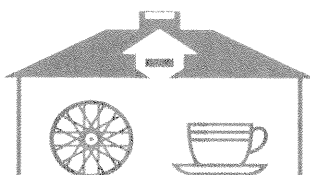
Phone: T: 617.822.7267

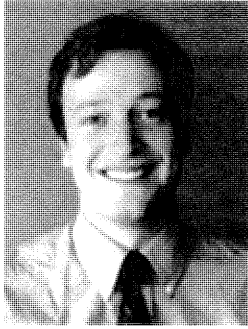
Email: Neil McCullagh: neil_mccullagh@tamcc.org
 Zachary Nieder: zachary_nieder@tamcc.org



NEIL MCCULLAGH joined TACC as the Executive Director in 2009. Neil guides the organization’s team of professionals and technical service consultants, assembling strong multi-stakeholder, public-private partnerships that coalesce resources on initiatives in areas of concentrated poverty with a focus on community planning, economic development, and supportive services strategies. He has extensive domestic and international experience directing initiatives to develop social change strategies, as well as performance management and evaluation systems for community

development, economic development, education, and housing. Neil formerly served as country director for CHF International (now Global Communities) in Azerbaijan on a multi-year, community development program funded by the United States Agency for International Development. Prior to his work in Azerbaijan, Neil worked in Mongolia where he co-directed operations of a multi-city, United States government-funded, private sector development program. He also oversaw all aspects of a reconstruction and refugee resettlement program in post-war Kosovo. Neil holds an undergraduate degree from Boston College, where he currently teaches a course that analyzes the factors critical to the successful transformation of urban neighborhoods; he received an M.B.A. from Boston University and an M.P.A. from Harvard University’s Kennedy School of Government. He has served as a member of the Jesuit Volunteer Corps and was awarded a Roy and Lila Ash Fellowship for Innovations in Democracy and Governance from the Kennedy School.





ZACHARY NIEDER joined TACC in 2014. Zach brings research experience in city and community planning and partnerships as well as health policy to his work at TACC. Previously, he worked with the Metropolitan Area Planning Council on an assessment of hospital-based community investments in Massachusetts, examining hospital’s economic and social impact on communities. In this capacity, he worked to shape policies that lead to more effective investments in the neighborhoods that the healthcare providers serve. In addition, Zach managed the creation of a neighborhood revitalization plan with the City of Somerville on the MBTA Green Line extension into Union Square, serving as a community liaison. He holds an undergraduate degree from the University of St. Andrews and a M.S. in Health Policy and Management from the Harvard School of Public Health. His graduate research focused on the intersection between health policy and city planning, including targeted capital investments, workforce training and development, as well as hospital-supported neighborhood revitalization.

Bowdoin Bike School (“Bike Kitchen”) is a retail and teaching bicycle business. Bowdoin Bike School was founded in 2013.

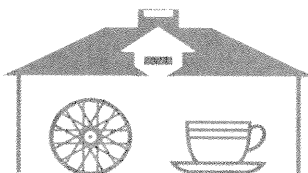
Mail: Bowdoin Bike School (“Bike Kitchen”)
32 Blakeville Street
Dorchester, MA 02121

Phone: T: 857.453.9522

Email: noahhicks9@gmail.com



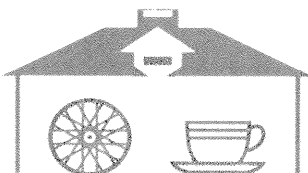
NOAH HICKS is a trained bicycle shop mechanic with experience teaching bicycle repair throughout the City of Boston. Six years ago, he began purchasing, restoring, and selling bicycles in his Dorchester home workshop. The hobby became a solid livelihood, with Noah selling nearly one hundred bicycles in a single summer. In 2011, he joined the team at the newly opened Ashmont Cycles as a mechanic, aiding in the growth of that business. Noah has taught bicycle mechanic and safety classes at local nonprofits and community organizations, as well as promoting social events aimed at getting more Dorchester residents cycling. In June 2013, Hicks converted a storage shed in a local park into a pop-up, seasonal bicycle shop, Bowdoin Bike School. In 2014, Noah spearheaded a successful online fundraising campaign to support the expansion of Bowdoin Bike School, with the goal of opening a bike shop and cafe in Dorchester.



Noah has served as a consultant or board member for several cycling-related organizations, including the Boston Cyclists Union, Mattapan Food and Fitness Coalition, Boston Bikes, and Bikes not Bombs.

3. Lawsuits

Two related lawsuits are pending that involve HBI's responsibilities in defending its rights of enforcement on a Preservation Easement and Restriction Agreement it holds on the Allston Congregational Church at 11 Quint Avenue. These are civil cases for declaratory judgment involving the Allston-Brighton Non-Profit Management Trust and Alpha Management, which owns the church and associated property. The first was filed in Suffolk Superior Court on 7/19/2012, and the second was filed in Suffolk Superior Court on 2/27/2013. Other than the cost of legal fees, there is no financial risk regarding these lawsuits.



ii. Development Plan

1. Development Description

HBI and TACC propose for the historic substation building, a commercial retail development for use by a single-occupant, full-service bicycle repair and sales shop and integrated café.⁹ With a goal of providing a sustainable, long-term preservation and reactivation strategy that provides maximum public access, “Bike Kitchen” utilizes the full 1,200 square foot footprint of the Upham’s Corner Comfort Station and associated site located at 611 Columbia Road in Dorchester.

The HBI-TACC redevelopment proposal restores the historic structure and, while respecting the volume and proportion of the existing building, creatively opens up the street facade of the building for additional glazing in order to provide better storefront retail exposure. This engages more pedestrian activity and provides more visibility and interest along a busy roadway with an otherwise inactive sidewalk. This will effectively create a better visual presence for the building and site and activate the sidewalk. Café seating and a bike display in front of the building during operating hours will also add to the activity of the street.

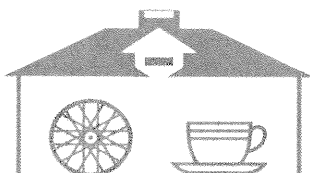
The front elevation of the building was not originally used for entry, so the floor elevation in relation to the sidewalk is too high to allow entry in a typical storefront approach. Therefore, the side yards of the property, also the historic entrances to the property with the attractive backdrop of the historic concrete walls of the burying ground, will provide entry points to the building as they did historically for the restrooms. They will further function as additional café seating and bike display. Gateway armatures will be added for interest and to define the entry to the side yards and building. These will be designed as art/interpretive elements to provide additional interest along the pedestrian street experience. HBI’s experience with interpretive elements at the Eustis Street Fire House in Dudley Square is a good example of the vision for the public spaces at the Comfort Station.

Guiding Principles and Goals for the Project

The following guiding principles and goals will be the foundation for the design, reuse, redevelopment, and long-term maintenance and preservation of the Upham’s Corner Comfort Station site.

Overarching goals of the project will be:

- Reactivate an important historic structure.

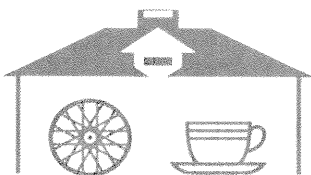


- Activate the streetscape pedestrian experience and enliven and expand the market on the East Side of Columbia Road.

Guiding principles for the project will be:

- Preserve and maintain the structure and detail, along with the significant features and historic fabric of the Upham’s Corner Comfort Station, by determining the preservation strategy per the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* with approvals as needed from Boston Landmarks Commission (BLC), Massachusetts Historic Commission (MHC), and the National Park Service. (This will be a Massachusetts Historic Rehabilitation Tax Credit project).
- Redesign the new, larger window openings of the street façade to be sympathetic to the historic scale and proportions of the building while preserving and restoring the other existing window openings that face the burying ground.
- Preserve and/or repair and replace where needed the existing roof structure with exposed rafter tails and the clay tile roof.
- Preserve the integrity, character, and scale of the existing historic building and burying ground (including its concrete walls) by applying the same rigor and design standards to the new adjacent landscaping construction, and features at the side yards and new gateways.
- Preserve the historic side yard configuration and resurface with paving materials reminiscent of its historic utilitarian use such as brick, concrete pavers, or exposed aggregate concrete.
- Provide site lighting and site accessories in the character and scale of the exiting historic building.
- Preserve and promote the story of Upham’s Corner Comfort Station and the abutting North Dorchester Burying Ground through interpretive elements such as signage, narrative, and photographic images in strategic locations inside and outside the building.
- Elicit the most creative articulation of the fencing and boundaries through a public art/purpose-designed fence and gate to the side yards.

Provide eyes and ears on this side of the burying ground by opening and closing Dorchester North Burying Ground on a daily basis, providing public information on the historic burying



ground and historic Upham's Corner (through inventories, brochures, and apps) to patrons and visitors.

Compatibility with DND's Stated Scope for the Project Including Historic Preservation

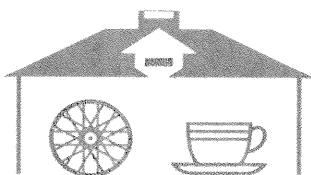
The HBI-TACC proposal for the preservation and repurposing of the Upham's Corner Comfort Station into a retail commercial business advances DND goals for use of its resources in **supporting the preservation of historic architecture** and **supporting the economic development of small businesses**. It also directly responds to the community's stated vision, as put forward in both the Fairmount Indigo Planning Initiative Working Advisory Group Community Visioning and the Comfort Station Community Meeting, of creating commercial space on the Columbia Road site that engages with a productive and creative community use, while complementing the adjacent historic North Dorchester Burying Ground.

Supporting the Preservation of Historic Architecture

HBI has significant experience in, and a successful history of, repurposing historic buildings for new uses within a sustainable financial model. HBI has demonstrated success with the application of rigorous preservation standards to restoring the public faces of historic structures while, at the same time, creatively renewing building interiors to suit new uses.

Since 2007, HBI's strategic focus for its projects has been primarily Boston's neighborhood commercial districts and the role preservation-based real estate development can play in enhancing neighborhood commerce and the strength of each district. HBI's Historic Neighborhood Centers Program has been diligently working in nearby Fields Corner in partnership with Fields Corner Main Street, and in Cleary and Logan Squares with Hyde Park Main Streets on projects and technical assistance that will help property owners reposition their historic structures. In Fields Corner, the 1895 Golden Building is a representative project (\$390,000) completed by HBI in partnership with its owner, and in Hyde Park, the 1868 Vertullo Building was acquired by HBI and is currently undergoing a \$1.3 million rehabilitation that will upgrade and lease five retail commercial spaces in addition to four upper-story residential units. The result of HBI's Historic Neighborhood Centers focus included its \$2.5 million investment in Dudley Square's Eustis Street Fire House, and the \$6.1 million redevelopment of the Roslindale Substation. HBI's work extends to nine additional Main Street districts through planning documents and research that has built HBI's target inventory of potential projects, and the community's knowledge of its own historic resources. (See HBI's Upham's Corner Commercial Casebook (2009) attached.)

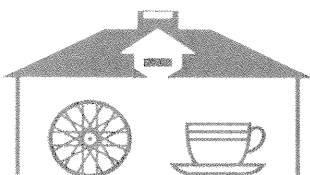
Over the last several years, TACC has embedded itself within Upham's Corner, providing capacity and technical assistance to neighborhood-based organizations. Through this work,



TACC has developed considerable institutional knowledge regarding the character and historical significance of the neighborhood. TACC has previously provided technical assistance and developed feasible development plans for historic Upham’s Corner buildings, including plans to reposition the 1895 Columbia Square Masonic Hall building as a hub for art, culture, and innovation.

Upham’s Corner Comfort Station is an historic building whose rehabilitation broadens neighborhood commerce, but it also helps to tell the story of the City of Boston’s 19th century expansion, and the Dorchester neighborhood’s urbanization and related transportation growth into the 20th century. The Comfort Station is a one-story stucco and tile “mission style” building built as a “convenience station” in 1912. It has been unused and deteriorating since 1977. The building was designed by architect William Besarick, also the designer of the municipal building at the corner of Columbia Road and Bird Street, as well as many area triple-deckers. The site is near the intersection of Dudley Street/Stoughton Street and Columbia Road, which is one of Boston and old Dorchester’s oldest crossroads, and home to a number of civic and commercial structures and open spaces that express its importance in the landscape of the Town of Dorchester and later, the City of Boston. Upham’s Corner’s importance as a civic center is what drew the trolley cars through it, and why there was enough density of people to support the need for amenities like a Comfort Station in 1912. Hence the Comfort Station is a remnant of a time of growth and transportation innovation and its rehabilitation and reuse--particularly for a transportation-related use--will help to preserve and express that story.

However, the history of this location cannot be told without acknowledging that the Comfort Station lies on what was once part of Dorchester’s first burying ground, the Dorchester North Burying Ground. Today, while the Comfort Station sits on a separate parcel of land, it lies within the Boston Landmark designation of the Dorchester North Burying Ground. Improvements to the Comfort Station will be reviewed by the Boston Landmarks Commission and the reuse of the building will also be reviewed by the Massachusetts Historical Commission (MHC) for historical sensitivity and the relationship and impact on the nationally significant burying ground. The resting place of such historic figures as Lieutenant Governor William Stoughton and Reverend Richard Mather, the Dorchester North Burying Ground (also known as First Burying Ground of Dorchester) was first established in 1633. The Upham’s Corner Comfort Station abuts the burying ground, which is listed in the State and National Register of Historic Places. In addition, MHC holds a Preservation Restriction on the property. For these reasons and because the Comfort Station is part of the landmark-designated burying ground, the City seeks to preserve the property’s character-defining features which contribute to its architectural, archaeological, and historical integrity. As such, all restoration or rehabilitation work will follow the Boston Landmarks Commission General Standards and Criteria. HBI and TACC assume that

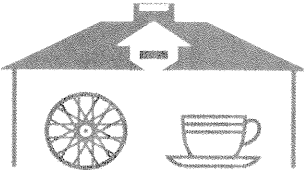


the Comfort Station lies within the boundaries of the designated Boston Landmark of Dorchester North Burying Ground, and will abide by all general and specific standards and criteria for reviewing work on the historic resources there. The proposed redevelopment by HBI will be guided by the Boston Landmarks Commission’s guidelines for this site as a Boston Landmark, and the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* to ensure that the reuse of the Upham’s Corner Comfort Station is sensitive to its history, context, and original building materials. HBI will work closely with the Boston Landmarks Commission to ensure that the historic preservation strategy is completed in a manner satisfactory to the City, including the Boston Landmarks Commission and MHC and reestablishes the building’s landmark presence as a significant historic asset of Dorchester. The project HBI envisions for the Upham’s Corner Comfort Station and associated site will restore and repurpose this highly visible building that played a critical role in early transportation system of the Columbia Road artery through Boston.

While the core program is focused on a feasible redevelopment of the Comfort Station, HBI and TACC view their unique location as an opportunity to expand the community’s knowledge of local history. The interior of the station will include interpretive material on the history of the building and its context. The team also aims to negotiate a relationship with the Boston Parks and Recreation Department to support access to the Dorchester North Burying Ground by opening it during business hours for public access or as needed, and by providing inventories and historical information for visitors to the neighborhood and the burying ground. In recent years, HBI has aimed to include art and interpretive elements into the physical development of its projects and it will aim to do so here. A parallel example will be HBI’s redevelopment of the Eustis Street Fire House where a fence was used to express the early history of firefighting in Roxbury and interpretive panels were inserted into the walkway.

Supporting Economic Development of Small Businesses

The “Bike Kitchen” will be the only competitively priced, refurbished bicycle shop within the City of Boston. Upham’s Corner and its adjacent communities are a largely untapped bicycle market. The closest full-service bike shop is 2.5 miles away. Upham’s Corner is a densely populated residential commercial neighborhood with heavy foot traffic. Columbia Road is a main thoroughfare for commuter cyclists, connecting Dorchester, Roxbury, and South Boston. Dorchester has an active and growing cycling community, but only one full-service bike shop to serve this market. Roxbury currently has no bicycle shop. There is an especially untapped market for a competitively priced, refurbished bicycle shop within the City of Boston, which has no such establishment.



Sensitivity with Respect to Archeological Considerations

HBI has direct experience working in highly sensitive areas that require archaeological excavation. HBI redeveloped and is housed in the oldest fire house in Boston's Roxbury neighborhood which abuts the historic Eliot Burying Ground. The relationship of the fire house to the burying ground is very similar to the relationship of the Upham's Corner Comfort Station to the North Dorchester Burying Ground. HBI will work closely with the Boston Landmarks Commission to ensure that appropriate steps are taken in the development regarding issues of archaeology.

Adhering to the Preservation Restriction Agreement Between the Massachusetts Historical Commission (MHC) and the City of Boston Parks and Recreation Department

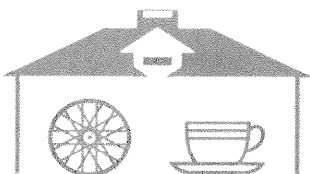
HBI holds and manages preservation restriction agreements on a number of Boston's important landmarks. As such, HBI is knowledgeable about such restrictions and what is required to redevelop and maintain those properties in accordance with their requirements and will work closely with MHC regarding the redevelopment strategy and required approvals along with any long-term inspection and maintenance requirements.

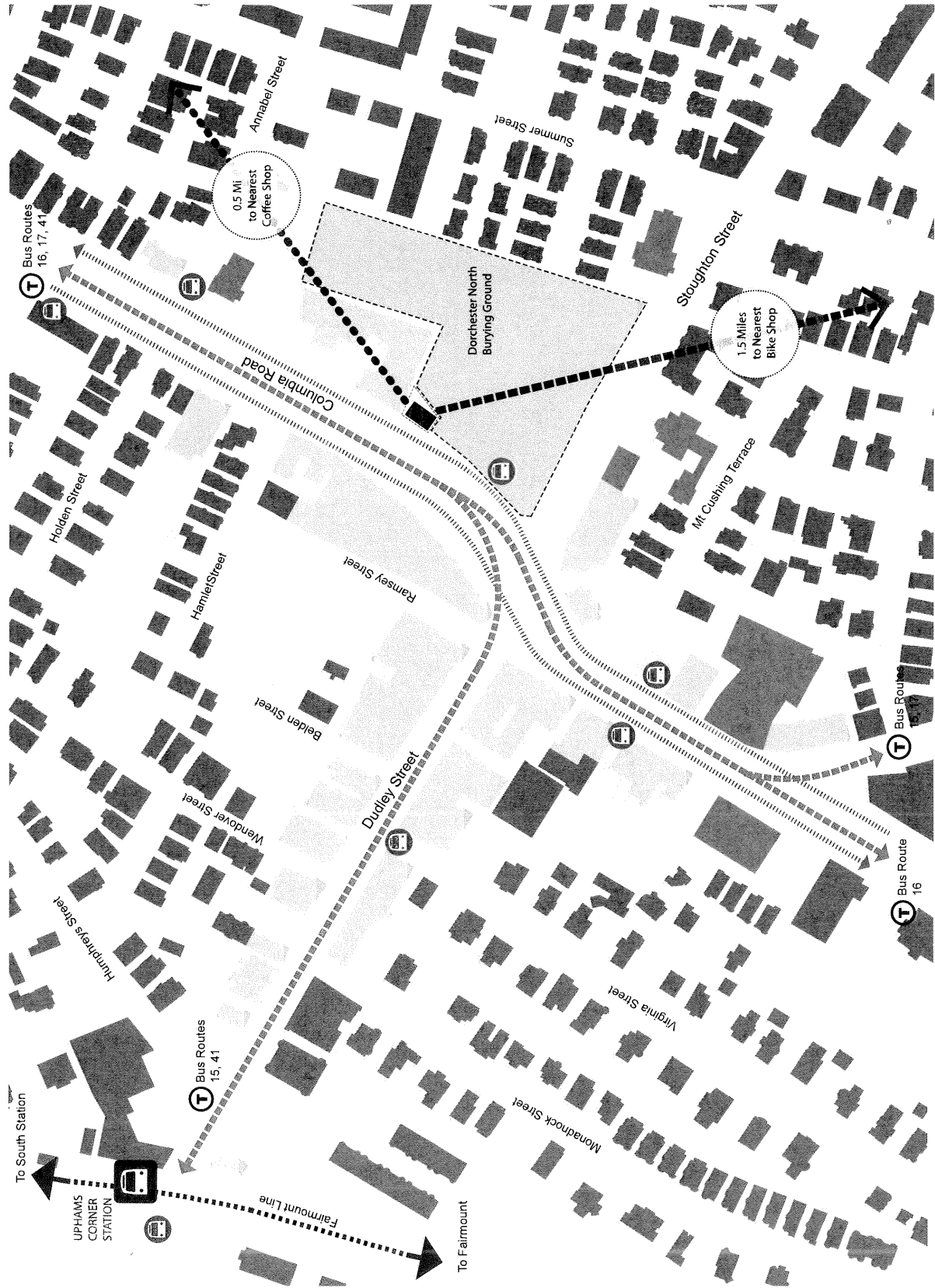
2. Time Schedule, Scope of Project, and Goals/Objectives

For time schedule, see Appendix 5. For Guiding Principles and Goals for the Project, see pages 12 and 13.

3. Site Design Drawings

See pages 17 through 23 for representative site plans, floor plans, and renderings. These drawings are also available in digital format on the accompanying USB flash drive.



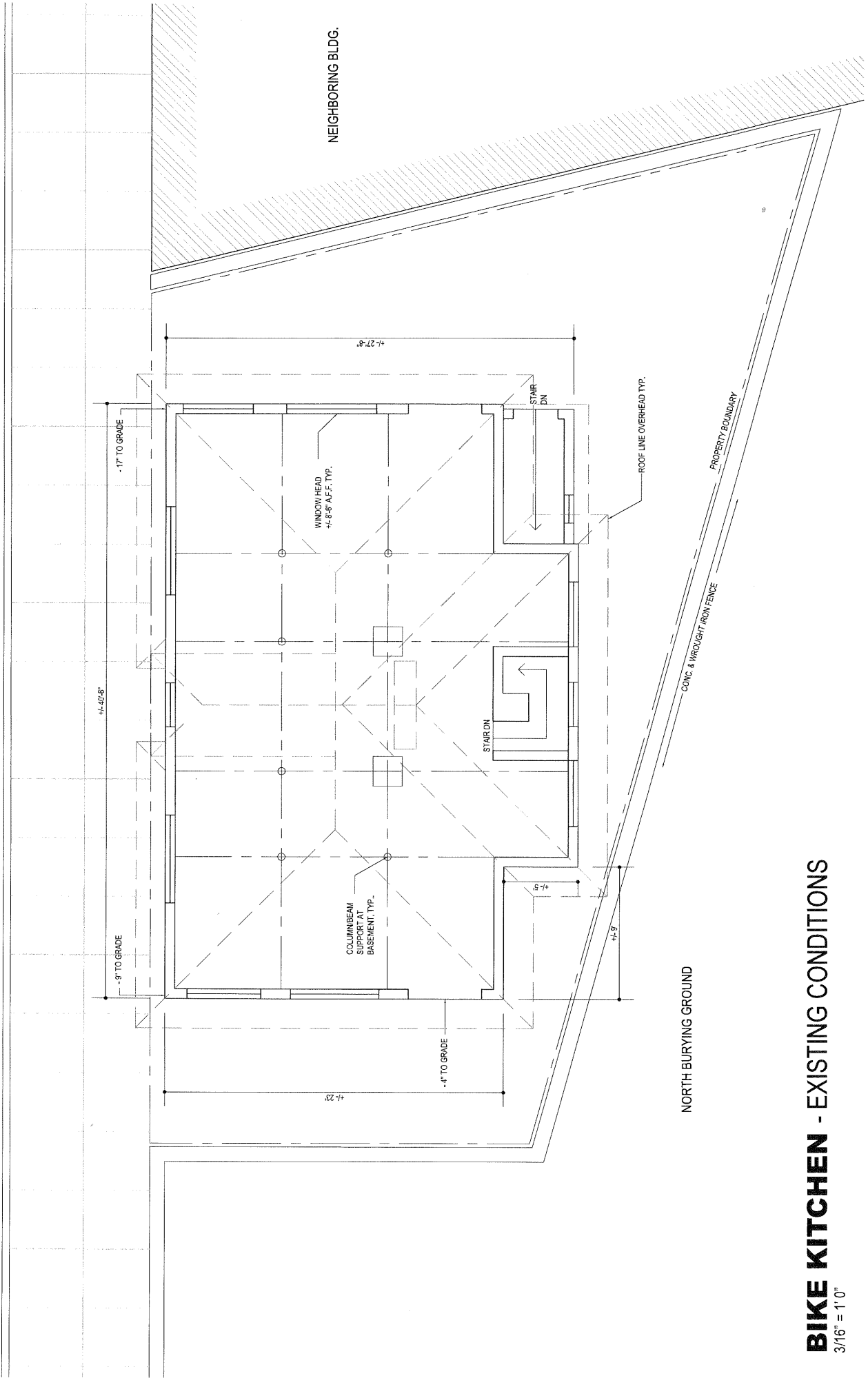


BIKE KITCHEN - SITE PLAN

COMMUTER RAIL STATION
 BUS STOP
 RESIDENTIAL
 COMMERCIAL
 CIVIC
 BIKE KITCHEN
 BIKE LANE
 BUS ROUTES

100' 250'

COLUMBIA ROAD

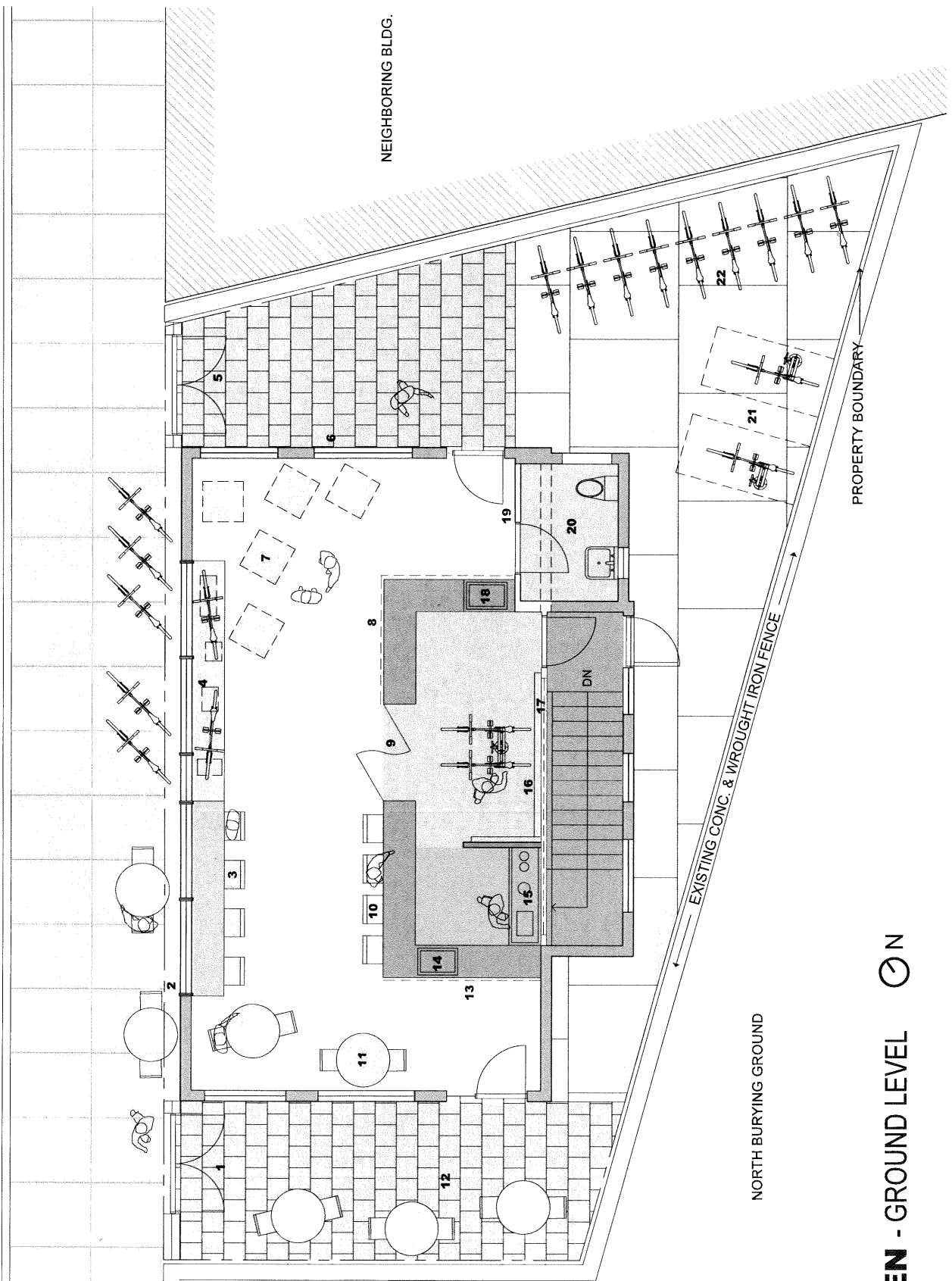


BIKE KITCHEN - EXISTING CONDITIONS

3/16" = 1'0"

COLUMBIA ROAD

NEIGHBORING BLDG.



NORTH BURYING GROUND

EXISTING CONC. & WROUGHT IRON FENCE

PROPERTY BOUNDARY

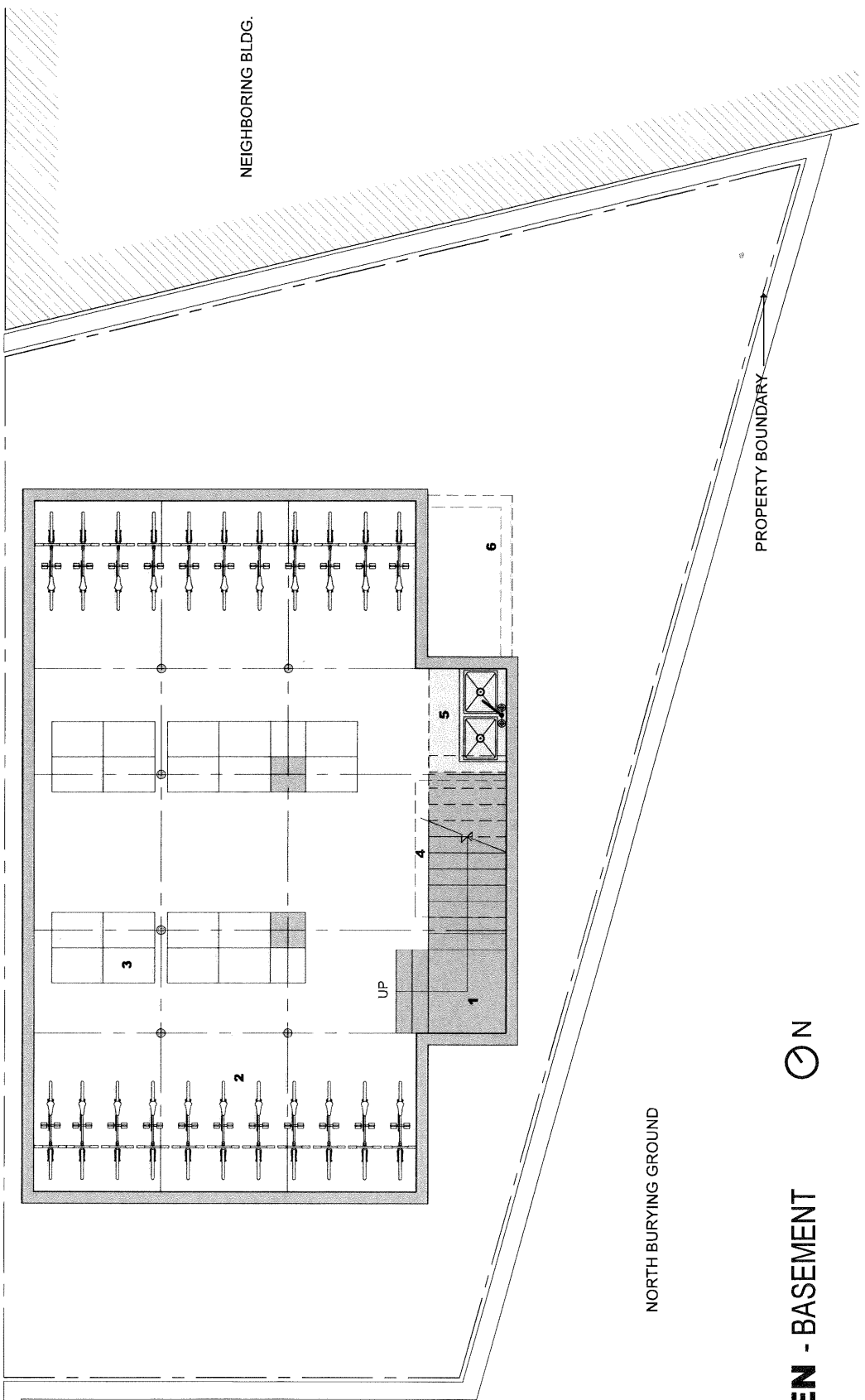
- 1. GATE AT CAFE ENTRY WITH SIGNAGE
- 2. NEW STOREFRONT SYSTEM WITH MULLIONS ALIGNED TO HISTORIC OPENINGS
- 3. CAFE BAR SEATING
- 4. RETAIL STOREFRONT DISPLAY
- 5. GATE AT BIKE SHOP ENTRY WITH SIGNAGE
- 6. REPAIR AND PRESERVE EXISTING DOUBLE HUNG WINDOW TYP.
- 7. MOVABLE RETAIL SHELVING
- 8. PARTS DISPLAY CASE
- 9. DOUBLE SWING GATE TO WORK AREA
- 10. CAFE COUNTER SEATING
- 11. MOVABLE CAFE SEATING
- 12. NEW DECORATIVE PAVING AT ENTRY COURTYARDS
- 13. PREPARED FOOD DISPLAY
- 14. CAFE P.O.S.
- 15. COFFEE PREP
- 16. TOOL STORAGE
- 17. CLERESTORY WINDOW
- 18. BIKE SHOP P.O.S.
- 19. NEW WALLS TYP.
- 20. NEW ACCESSIBLE BATHROOM WITHIN FOOTPRINT OF EXISTING STAIR
- 21. OUTDOOR WORK AREA
- 22. BIKE STORAGE / DISPLAY



BIKE KITCHEN - GROUND LEVEL

3/16" = 1'0"

COLUMBIA ROAD



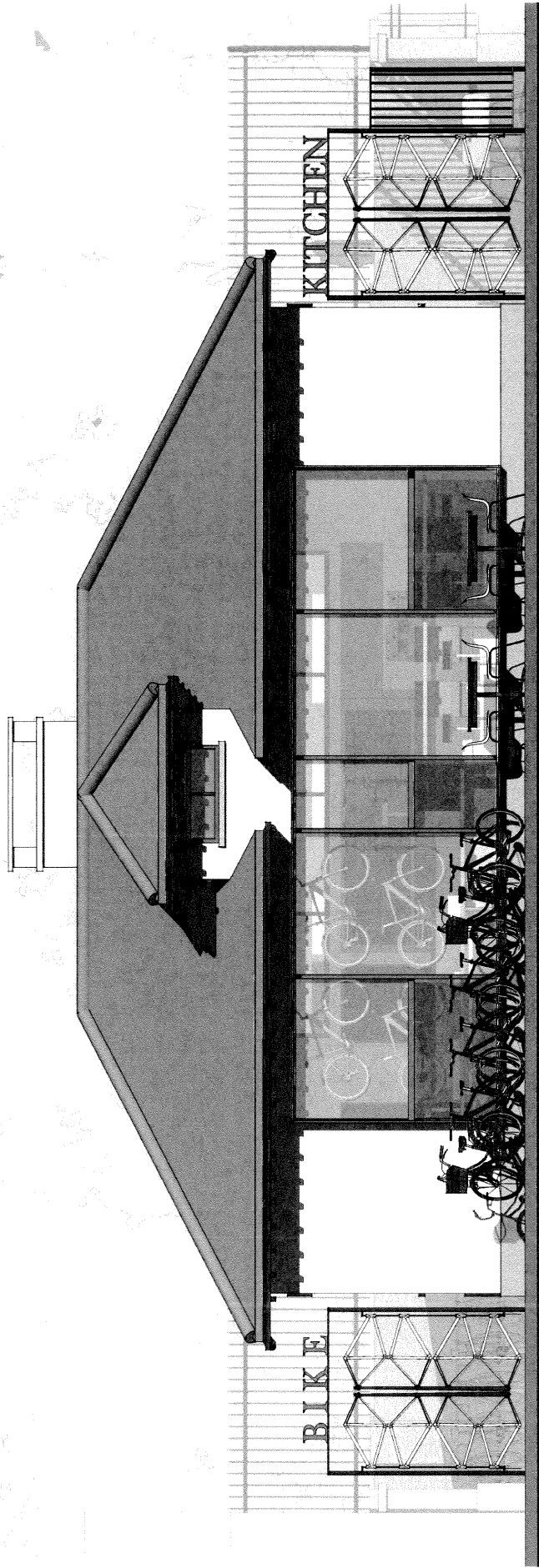
- 1. NEW STAIRS
- 2. BIKE STORAGE
- 3. PARTS/ SUPPLIES STORAGE
- 4. DEMOLISH EXISTING STAIR
- 5. WASHDOWN / JANITORS SINK
- 6. REMOVE EXISTING STAIR

NORTH BURYING GROUND

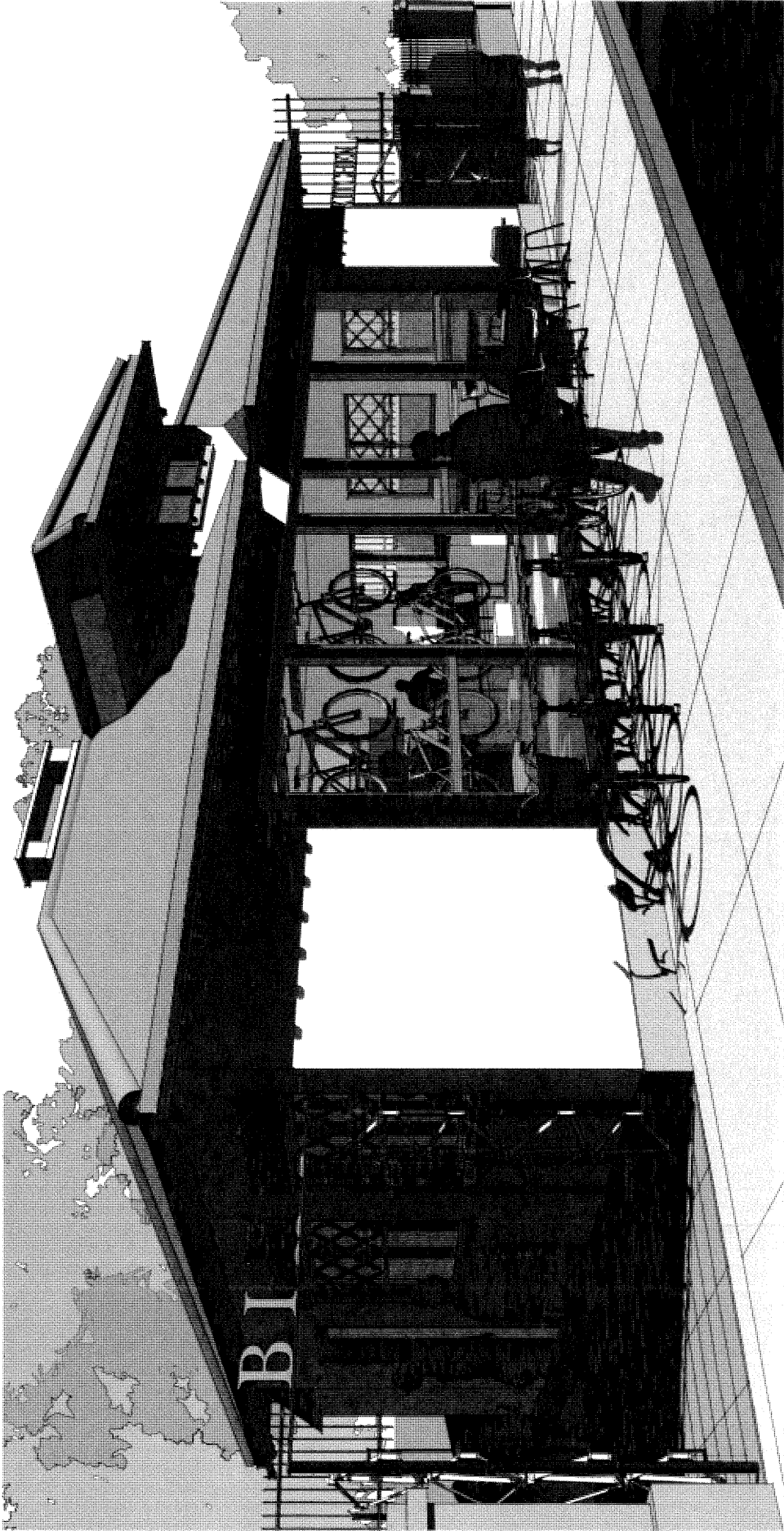


BIKE KITCHEN - BASEMENT

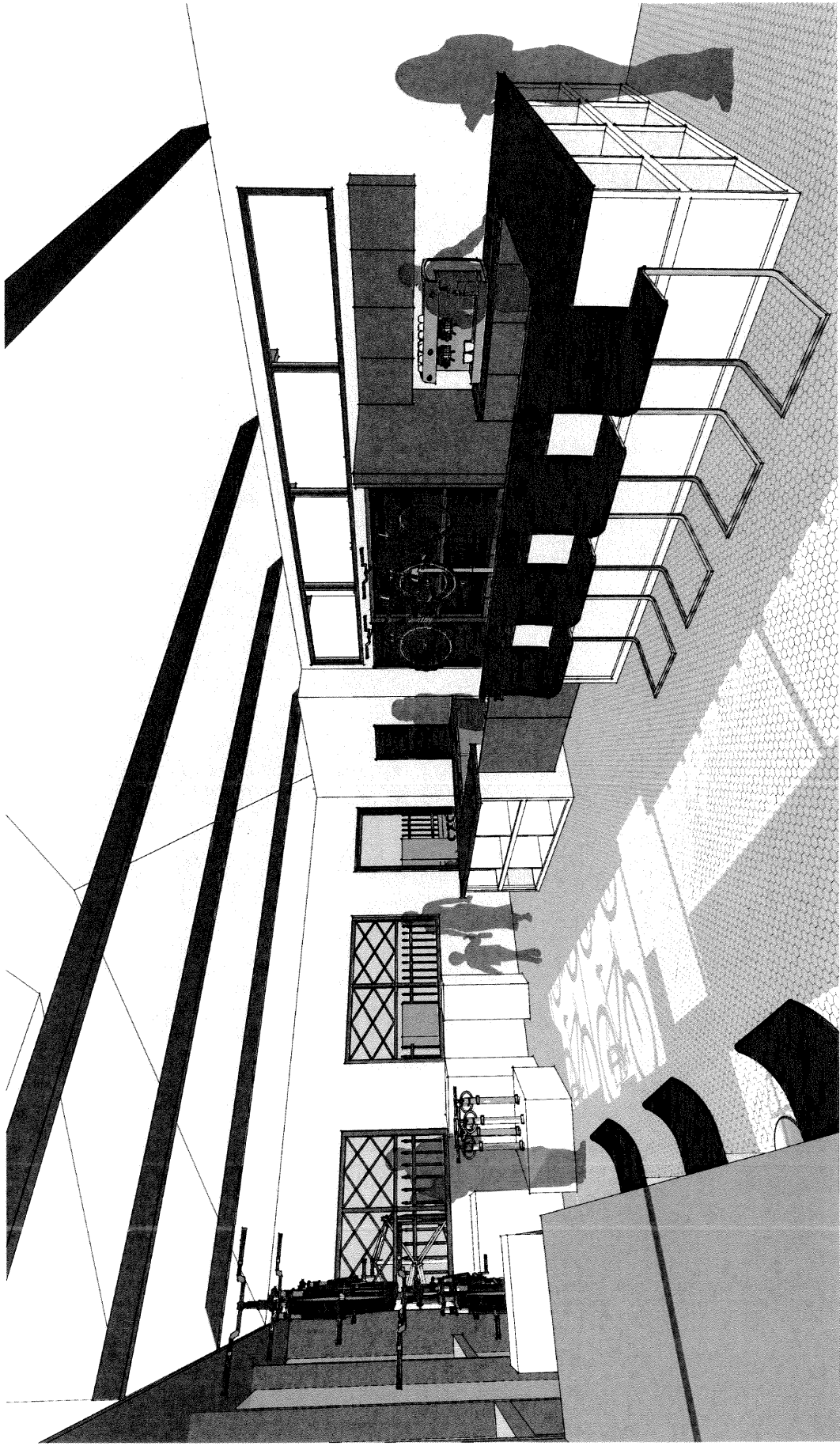
3/16" = 1'0"



BIKE KITCHEN - COLUMBIA ROAD ELEVATION



BIKE KITCHEN - SHOP ENTRANCE



BIKE KITCHEN - INTERIOR

iii. Operational Plan

Post-development, HBI will own the Comfort Station. HBI's continued proprietorship will ensure appropriate preservation practices are sustained. HBI will contract a property management group which will be responsible for the professional maintenance of the property.

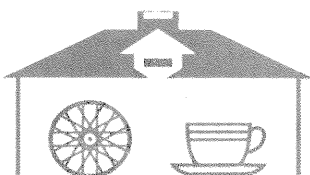
A sustainable and appropriate programmatic use for the redeveloped Comfort Station is vital for the long-term preservation of the site. A strength of the proposal is HBI's existing partnership with Noah Hicks and "Bike Kitchen." This relationship will allow for immediate absorption of the redeveloped space, preventing retail vacancy. HBI and the "Bike Kitchen" will negotiate a mutually beneficial lease structure that includes multiple options for renewal.

The "Bike Kitchen" will provide three service-types: bicycle retail, bicycle training workshops, and food and refreshments. Specific operational programming will include:

- Full-service, on-site bicycle repairs.
- Sale of new, refurbished, and repurposed bicycles.
- Sale of spare bicycle parts, bicycle accessories, and bicycle-related apparel.
- Bicycle repair instructional classes and other vocational programming.
- Community events that utilize the Comfort Station space and location to offer additional shared space for the Upham's Corner community.

"Bike Kitchen" employees will also manage the kiosk-style coffee shop. The shop will offer a range of hot and cold beverages, as well as baked goods and savory options prepared by outside suppliers.

Operational cost savings are expected due to the efficiencies of the "Bike Kitchen" running both retail components. Commercial revenues are expected to service annual operating expenses and negotiated retail rents, while preserving profit margins. (See Appendix 4 for preliminary operating budget.)



iv. Developer Qualifications, Experience, and References

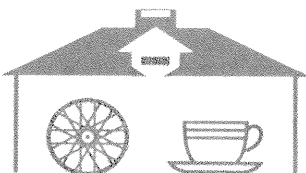
1. Historic Boston Incorporated Qualifications and Experience

Historic Boston Incorporated (HBI) is a nonprofit historic preservation and real estate organization that redevelops at-risk historic buildings to help urban neighborhoods thrive. We act in the belief that reusing older properties meets current needs, enriches communities, and restores neighborhood pride. HBI works with local partners to identify and invest in historic buildings and cultural resources, providing a full array of high-quality support including technical expertise, site acquisition, project financing, and access to local, state, and federal resources. HBI projects demonstrate that preserving historic properties is economically viable and that these buildings can be useable and functioning assets in a community.

HBI was founded in 1960 to save the Old Corner Bookstore, the oldest commercial building (1718) in the heart of downtown Boston. Slated to be demolished for a parking garage, the Old Corner was acquired by a group of civic-minded Bostonians and rehabilitated for shops and offices, demonstrating that the preservation of historic buildings can be a driving force in economic revitalization. In 1979, HBI took its success with the Old Corner Bookstore citywide and has since worked with local partners to save dozens of historic buildings throughout the city in order to catalyze economic investment and preserve the unique character of Boston's neighborhoods. Today, HBI is headquartered in Roxbury's Dudley Square at the 1859 Eustis Street Fire House, a seriously distressed property in Roxbury, the \$2.5 million rehabilitation of which was completed in 2011. HBI's preservation model has it gain control of a threatened or underutilized property of historical, architectural, or cultural significance, invest in its improvement, and then sell the improved property in order to roll the proceeds into more projects. HBI has evolved from being an organization devoted to "saving" historic structures to one that proactively creates prospects for underutilized historic structures that, once restored and put fully into use, are stronger performing economic assets for the communities in which they are located.

Services that HBI provides include the following:

HISTORIC PROPERTY REDEVELOPMENT: HBI identifies endangered or underutilized historic buildings with community-based and municipal partners, and acquires, rehabilitates, and sells them with preservation easements to purchasers willing to provide ongoing stewardship. HBI's work involves site acquisition and assembly, project structuring and financing, historic tax credit allocation and syndication, project and property management, leasing and sales, and administration of easements.



TECHNICAL ASSISTANCE TO OTHERS: HBI works with private and nonprofit property owners and developers on research and historic preservation strategies, development and financing structures, acquisition and management of historic tax credits, and fee-for-service project management.

LENDING AND FUNDRAISING: HBI will lend limited funds to projects undertaken by others that are of strategic importance to the organization, when necessary. It will also use its donor base and prospective donors to raise funds for preservation projects of its own undertaking, as well as those conducted by others.

COMMUNITY ENGAGEMENT AND RESEARCH: HBI utilizes community history and property research as tools for engaging diverse community residents and property owners in the identification of properties for rehabilitation and support and to build appreciation and constituency for preservation.

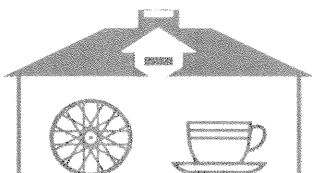
PARTNERSHIPS: HBI's HISTORIC NEIGHBORHOOD CENTERS provide intensive technical services for preservation and development in Boston's neighborhood commercial districts in partnership with Boston's Main Street districts. The HANDMADE HOUSES PARTNERSHIP unites HBI's work with North Bennet Street School's preservation carpentry program to help at-risk buildings through student training. HBI is also a DEVELOPMENT PARTNER to private developers, where its expertise and community knowledge can advance preservation. A current example is the conversion of the historic Roslindale MBTA substation to a restaurant as part of a larger, 44-unit, new apartment complex with Peregrine LLC.

Examples of projects completed recently by HBI include:

Eustis Street Fire House (1859), Dudley Square, Roxbury

Completed in 2011, the \$2.5 million rehabilitation of the city's oldest fire house building was a project 25 years in the making for Historic Boston. A severely distressed building, the fire house had been braced by a system designed by HBI in 1992 for the then-owner, the City of Boston. In 2008, the City of Boston released an RFP for a long-term lease of the site, and HBI was the winning bidder. HBI received a 99-year lease from the City of Boston with all responsibilities for rehabilitating and managing the property.

Located within a local Boston Landmark District, adjacent to a historic cemetery, and listed on the National Register of Historic Places, the fire house was a historic tax credit project that was reviewed and guided by the Boston Landmarks Commission and the Massachusetts Historical Commission's archeologists. The project was successfully carried out in compliance with all public agency oversight, but it was also one of the most complete



projects HBI has ever undertaken. Today, it is the headquarters for HBI and the Timothy Smith Technology Network.

Hayden Building (1875), Chinatown

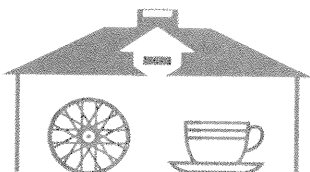
The \$5.8 million rehabilitation of the long-empty Hayden Building in Chinatown reactivated a Boston Landmark and the only remaining commercial building in Boston designed by renowned architect H.H. Richardson and demonstrates the patience endemic to HBI's development model. Purchased by HBI in 1995 when the building was in serious distress, the organization could only afford to address serious structural and envelope repairs and activate the first floor and an adjacent non-historic building. At the time, this was still very much Boston's Combat Zone. Recognizing the changing "midtown" market, HBI sold the non-historic building in 2011 in order to reinvest in the upper stories of the Hayden Building. Today it has four market-rate apartments and a retail unit whose net income, like the Old Corner Bookstore, supports HBI's operations and activities citywide. The project itself was completed in accordance with the United States Secretary of the Interior's Guidelines for Rehabilitation and benefitted from State and Federal historic tax credits.

Alvah Kittredge House (1836), Roxbury

The Alvah Kittredge House in Roxbury has been empty and deteriorating for more than 20 years. HBI is converting the property to five residential condominiums with two of the units designated affordable. The house is unique for its architectural style and history, but its condition, the result of being empty since 1991 and poorly maintained for considerably longer, has made it a challenge to redevelop. Nearly 40 percent of the original building frame will need reinforcement or replacement. To complete this project, HBI raised more than \$850,000 in charitable dollars (more than it has ever had to raise for any single project), secured a guaranteed price contract from its general contractor, and secured \$1.1 million in state and federal historic tax credits. HBI has also extended considerable political capital on this project; it is the first time that HBI has advocated the use of eminent domain taking for the purposes of preservation, recognizing that the property taken—and all its liabilities—would be given to HBI for a project.

Roslindale Substation (1911), Roslindale Village

HBI and Roslindale Village Main Street have worked closely with the Boston Redevelopment Authority to determine a feasible reuse of the Roslindale Substation, a building empty since the 1970s and representing the electrical service to the earliest streetcar system in this part of Boston. HBI and Roslindale Village Main Street attracted the Peregrine Group to the site's rehabilitation by securing the adjacent parcels of land for new development, which will



create a larger transformation of this corner site by matching 44 new, rental apartments with the Roslindale Substation serving as a restaurant and bar.

Vertullo Building (c. 1865, 1875 & 1895), Hyde Park

Through HBI's Historic Neighborhood Centers Program, HBI and Hyde Park Main Streets worked closely together on projects to improve the business district experience. The results included the restoration of the Everett Square Theater Sign, an investment of \$80,000 that leveraged \$37,000 in private grants. It won a Preservation Alliance Award in 2013. This collaboration also led to the purchase by HBI of the Vertullo Building from long-time resident Carmela Pearce who grew up in and still resides in the building. HBI has been engaged in a phased redevelopment of the building with historically appropriate storefronts, clapboard siding, brackets, shutters, and windows. The total investment for this project will be about \$1.3 million.

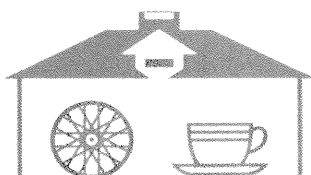
Specialized skills in historic preservation projects:

HBI is a nonprofit organization that takes on challenging historic preservation projects that lie beyond the resources and technical capacities of private developers. HBI's typical projects address properties that are in weak development markets and whose conditions are very distressed. These require a rare combination of development skill, market awareness, research, sensitivity, and commitment to high-quality preservation, as well as a willingness to work closely with public review agencies to fulfill public goals and achieve excellence in preservation alongside an economically sustainable real estate investment.

To achieve these ends, HBI maintains stable relationships with accomplished contractors in the many skills and trades necessary to complete high-quality preservation projects. These include experienced preservation architects, engineers, and code consultants, in addition to general contractors, large and small, and individual tradesmen.

Historic Boston retains excellent relationships with the public agencies that review development and preservation projects in Boston. Virtually all HBI projects are brought before the City's Landmarks Commission because of the projects' designations. HBI is very comfortable working through project problems and challenges, while also interpreting existing constraints and guidelines for application to project planning. HBI is also comfortable working with neighboring communities on project planning and reuse development, impact mitigation, and general updates and communication.

All HBI projects include some element of interpretation. It is the organization's philosophy that the best form of interpretation is a high-quality rehabilitation and treatment of a



historic structure or landscape. HBI, however, believes that it is important to enhance the physical nature of the building with information about its past. For example, the Eustis Street Fire House was built for one of the earliest forms of fire engines on a site that was once part of a colonial burying ground and a Revolutionary War battlement. Our property fence is an art project that presents the profile of an early firefighting apparatus and our walkway features plaques that interpret the layered history of the site, from European settlement to the present.

Perhaps Historic Boston's most unique point of support for challenging historic preservation projects is its ability to raise public subsidies and private charitable resources for projects where the outcomes--social or physical--will be beneficial to the City's landscape and its residents. In 2013, HBI completed a \$1 million fundraising campaign for three projects that have attracted more than \$3.2 million in public incentives and private charitable funds.

2. Historic Boston Incorporated References

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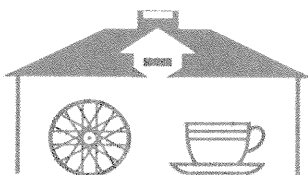
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3. *The American City Coalition Qualifications and Experience*

The American City Coalition (TACC) is a nonprofit organization founded in 1994 working to revitalize neighborhoods so that urban families flourish in safe environments and benefit from the full economic opportunities of American cities. We facilitate collaboration between residents, neighborhood organizations, and local government on initiatives in areas of concentrated poverty in Boston. TACC develops integrated approaches that drive public and private resources to work on behalf of low-income residents in undeserved neighborhoods. Over the past twenty years, TACC has worked in the neighborhoods of Dorchester and Roxbury, combining deep knowledge of the area with thought leadership in order to serve as a catalyst for positive change for community residents.

Working with a range of partners from community-based organizations and educational institutions to private-sector developers, TACC provides ongoing technical support to multiple entities within a single neighborhood. The result is accelerated community transformation and improved quality of life for residents.

TACC's core services include:

COMMUNITY PLANNING: TACC's community planning studies provide in-depth analysis of a neighborhood's need and potential strategies for change. Utilized by governmental agencies (planning commissions, housing authorities, and elected officials) and private-sector developers, these studies connect major revitalization entities to the interests of all stakeholders.

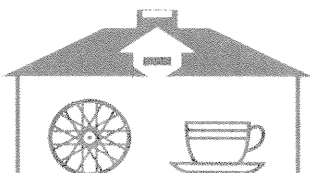
ECONOMIC DEVELOPMENT: As an objective participant in neighborhood transformation, TACC develops strategies that help alter the business environment to attract and retain businesses that will strengthen communities.

SUPPORTIVE SERVICES STRATEGIES: TACC brings innovative program models to residents of both mixed-income and public housing in distressed neighborhoods. From workforce training to community safety, TACC designs programs that connect individuals with quality education and the mainstream economy.

Examples of projects completed recently by TACC include:

Newmarket and Upham's Corner Planning Initiative: Concepts for a Walk to Work Community

TACC brought together a coalition of six organizations to undertake a three-month collaborative planning exercise that considered the development needs of Newmarket and Upham's Corner, one of Boston's three industrial districts strategically critical to the functioning of the City. Serving as a point of connection between different neighborhoods, the area has



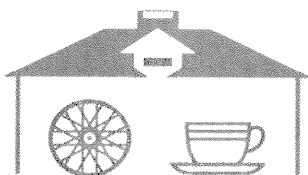
vast potential for the creation of sustainable inner-city jobs. The study is a transformation plan that envisions a vibrant “walk to work” community in a 2.5 square mile area of Roxbury and Dorchester that includes 1,885 housing units and 6,000 residents. In the past, this area was the focus of efforts to preserve jobs; TACC’s work represents the first dedicated collaborative planning effort. This area supports hundreds of businesses and thousands of employees; it abuts several of the lowest-income communities in the city. TACC’s partners on this engagement included: Dorchester Bay Economic Development Corporation, Dudley Street Neighborhood Initiative, Newmarket Business Association, Nuestra Comunidad Development Corporation, Upham’s Corner Main Street, and Boston Redevelopment Authority. “Newmarket and Upham’s Corner Planning Initiative: Concepts for a Walk to Work Community” is an illustrated transformation plan to create a new type of community where places of employment and lively residential neighborhoods organically connect to create a true walk to work area.

Whittier Street Public Housing: Choice Neighborhood Initiative Transformation Plan

The Boston Housing Authority (BHA) is the largest landlord in Boston and the largest public housing authority in New England; they house 10 percent of the City’s residents. In 2012, the BHA was one of 17 awardees (out of 72 applicants nationwide) to receive a Choice Neighborhoods Initiative Planning Grant from United States Department of Housing and Urban Development (HUD) for their work on the Whittier Street public housing development in Lower Roxbury. TACC’s four community and urban planning studies developed over the past 20 years supported this application. TACC provided technical assistance to the BHA to engage multiple stakeholders in the process and on two specific components of the Choice Grant: workforce training and neighborhood strategies. The final transformation plan was submitted to HUD in October 2014. TACC is credited as a Planning Committee Member and their ideas for workforce development and The Roxbury Loop, a neighborhood component that fosters both culture and exercise, drive the critical people and neighborhood components.

Roxbury Strategic Master Plan Oversight Committee: Supporting Citizen Participation

The Roxbury Strategic Master Plan Oversight Committee (RSMPOC) coordinates and directs planning efforts, monitors public and private development in Lower Roxbury, and oversees a strategic plan for the neighborhood. Currently, TACC provides technical assistance to support and strengthen citizen participation. Through a citizen-led planning committee, TACC increases participation in planning and implementing projects. Additionally, TACC provides research support to the committee that aims to share data, area expertise, and benchmark experiences from other cities. With TACC technical assistance, RSMPOC launched the Opportunity Roxbury (see www.opportunityroxbury.com) website. The purpose of the site is to better ensure the community is informed of the committee’s work and to encourage community and resident



engagement. The site provides information about current and future development in Roxbury, committee meeting schedules and minutes, job opportunities, resources for the community, and a page to gather public input.

Neighborhood Revitalization Districts: Pathways to Prosperity Along the Fairmont Indigo Corridor, A Guide to Incentives for Advancing Economic Growth

In Boston, transit equity remains a barrier to economic opportunity for many; the Fairmount Indigo Line is at the core of this inequity. The commuter line radiates south out of Boston’s South Station, but for years, limited stops, infrequent service, and high fares, did little to connect the neighborhoods with the highest concentration of minority, low-income, and transit-dependent residents of Roxbury, Dorchester, Mattapan, and Hyde Park to the mainstream economy of Boston or each other. Unemployment in the region is 15.6 percent, which is higher than Boston’s overall average of 9.3 percent. Due to the persistence of many neighborhood organizations and community development corporations, the MBTA commenced a planning initiative and is spending more than \$176 million dollars on renovations and the construction of four new stations.

TACC issued a study titled, “Neighborhood Revitalization Districts: Pathways to Prosperity Along the Fairmont Indigo Corridor, A Guide to Incentives for Advancing Economic Growth.” The study promotes a plan to create four neighborhood revitalization districts along the Fairmount Indigo Line. The districts work to address underlying economic issues that would benefit the 90,000 residents living along the 9.2-mile corridor, rather than focusing on one specific problem. The study forecasts benefits within the first two to three years of implementation that include: 1,900 new jobs; 1,250 of these new jobs would be held by residents of the Pathways to Prosperity district, a wider 7.76 square mile zone along the corridor; 195 new or expanded businesses. Employers that open or expand businesses in the district would benefit from reduced state, corporate, and property taxes. The Boston Foundation hosted a discussion on TACC’s study that was attended by 40 of Boston’s top decision makers. TACC continues to serve as a thought leader on levers to improve the overall business climate in this critical transit equity project that, if fully realized, will lessen the disparity in mobility and the economic divide in Boston.

4. The American City Coalition References

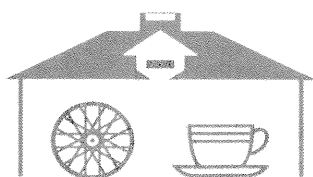
Kate Bennett

Deputy Administrator, Planning and Sustainability

Boston Housing Authority

52 Chauncy Street

Boston, MA 02111



617.988.4108
Kate.bennett@bostonhousing.org

Sue Sullivan
Executive Director
Newmarket Business Association
905 Massachusetts Avenue
Boston, MA 02118
617.445.3445
suesullivan@newmarketboston.org

Darnell Williams
President and CEO
Urban League of Eastern Massachusetts
88 Warren Street
Roxbury, MA 02119
617.442.4519
dwilliams@ulem.org

5. Bowdoin Bike School (“Bike Kitchen”) Qualifications and Experience

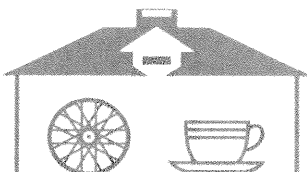
The Bowdoin Bike School was established in October 2013 as a bike shop focused on providing reasonably priced bicycle parts and repairs to the residents of Dorchester. In addition, Bowdoin Bike School has a complementary goal of sponsoring events and vocational programming aimed at growing the number of everyday cyclists in Dorchester and Boston.

Bowdoin Bike School opened a pop-up retail location at the Bowdoin-Geneva Community Hub at 191 Bowdoin Street. The retail location allowed Bowdoin Bike School to meet its goal of fostering cycling culture, initiating new cyclists, and getting more bicycles into everyday use.

Bowdoin Bike School partnered with Bikes not Bombs, which sponsored events, provided staff training, and collaborated on weekly bicycle repair classes.

Bowdoin Bike School has built key partnerships with the bicycle community, both in Dorchester and broader Boston. It has received institutional and operational support from a number of cycling-related organizations. This network of support has allowed Bowdoin Bike School to build financial assets, as well as an extensive inventory of repairable, saleable bicycles.

The model for the Bowdoin Bike School (“Bike Kitchen”) has two main fundamental features:



COMMUNITY ENGAGEMENT: The approach of the Bowdoin Bike School is broader than a traditional retail bike shop. The goal is not simply to repair and sell bikes, but to weave a biking-culture more closely into the broader community. It was this push for a cycling culture that drove the Bowdoin Bike School to integrate community participation and trainings into its business model. In turn, weekly repair classes became community events, not just for the avid cyclists, but for newcomers as well.

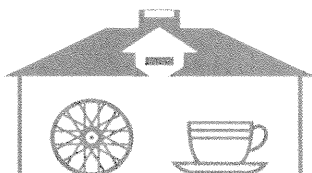
SUSTAINABLE BUISNESS MODEL: Bowdoin Bike School has and will continue provide a range of services, including: full service, on-site bicycle repairs; sale of new, refurbished, and repurposed bicycles; sale of spare bicycle parts and bicycle accessories; bicycle repair instructional classes; and other vocational programming. Cyclists continue to buy accessories and consumable goods for the life of their bicycles, as well as pay for regular maintenance and eventually upgrade to newer or more usage-specific models. Therefore, by facilitating an expansion of active cyclists and bicycles in circulation, Bowdoin Bike School was able to create a sustainable market for its services.

6. Bowdoin Bike School ("Bike Kitchen") References

Nicole Freedman
Director of Bicycle Programs
City of Boston
1 City Hall Plaza, Suite 932
Boston, MA 02108
617.918.4456
nicole.freedman@boston.gov

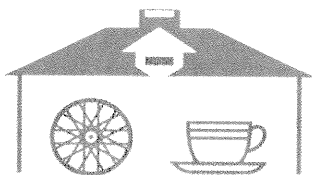
An Duong, MPH, JD
Board of Directors, Clerk
Dorchester Bay Economic Development Corporation
594 Columbia Road
Dorchester, MA 02125
202.556.3648

Phillomin Laptiste, MHA
Operations Manager, Practice and Community Health
Bowdoin Street Health Center
230 Bowdoin Street
Dorchester, MA 02125
617.754.0041



v. Permits and Licenses

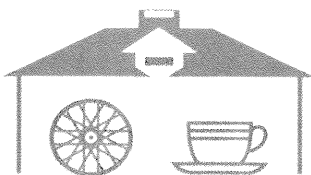
The “Bike Kitchen” will be responsible for acquiring all relevant business permits and licenses required for the administration and maintenance of both the full-service bicycle repair and sales shop, and the café. TACC will provide technical assistance and organizational support to the “Bike Kitchen” throughout the permitting process, ensuring timely procurement.



vi. Subcontractors or Partnerships

This proposal is offered as a partnership between HBI and TACC. HBI is the site developer and owner. TACC is minority partner, and will provide predevelopment technical assistance, liaise with key community-based organizations, and provide organizational support to the “Bike Kitchen.”

This proposal has been developed in close consultation with Noah Hicks and the Bowdoin Bike School. The “Bike Kitchen” will operate in the space, and it was through this collaboration between HBI, TACC, and Noah that the specification of the proposed uses was developed.



vii. Additional Data

1. Environmental Sustainability

HBI has successfully delivered environmentally sustainable redevelopment projects that also meet rigorous historic preservation standards. The Eustis Street Fire House, the oldest remaining fire house building in the City of Boston and a Boston Landmark, was developed by HBI in 2011 and designed to meet LEED Silver certification. The Hayden Building, a 6,000 square foot mixed-use building, was developed by HBI and designed to meet LEED Silver certification, although it ultimately achieved LEED Platinum certification. HBI’s Kittredge House project, which just completed construction, is designed to be LEED Certifiable.

The HBI-TACC redevelopment proposal for the Upham’s Corner Comfort Station will be designed to meet the base energy requirements of the International Building Code and the Massachusetts State Building Energy Code for this building type, including the optional stretch code where applicable. In addition, every effort will be made to incorporate energy efficient products, practices, and services as prescribed by the Energy Star Program. The combination of these efforts along with the incorporation of applicable practices prescribed by LEED, will make the project LEED Certifiable or better.

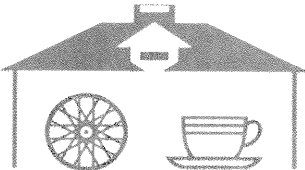
2. Accessibility

HBI has successfully delivered assessable redevelopment projects that also meet rigorous historic preservation standards. At HBI’s headquarters, the Eustis Street Firehouse in Roxbury, HBI worked through all access planning, egress, and equity issues related to restoring a very distressed and costly building program. This included a systematic assessment and evaluation of the accessibility issues to minimize the impact on historically sensitive aspects of the building, while providing equitable access to those with limited mobility. Similarly, HBI has worked through those planning and implementation reviews with the City and State access boards for the five-story Hayden Building in Chinatown, arriving at a residential solution that allowed for walk-up only accessibility for the residences and full accessibility for the retail space on the first floor.

The HBI-TACC redevelopment proposal for the Upham’s Corner Comfort Station will be designed to meet the accessibility requirements of the International Building Code, the Massachusetts Building Code, and the Americans with Disabilities Act as required for this building type. An assessable restroom will be provided and it is anticipated that some minor grade changes will be needed for access to the building through the courtyards.

3. Property Management

HBI utilizes third-party property management services for the day to day operations of our



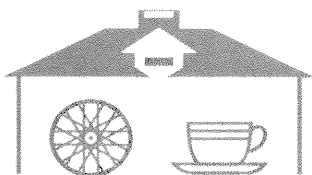
properties and will do so for the Upham’s Corner Comfort Station. They will receive rental income and pay operating expenses and coordinate with vendors for all maintenance and repair needs. HBI works closing with our property management companies to manage tenant relations and insure that the properties are well maintained and tenants respect the historic aspects of the property, particularly with regard to signage and window displays. HBI also actively engages in the leasing of our properties to ensure a proper fit for a given building and that the tenant has a viable and valuable retail or service business that contributes to the vitality of the business district.

While HBI has confidence in the viability and potential for success of the “Bike Kitchen”, in the event that Mr. Hicks cannot make a go of it, HBI will actively locate another similar business that is compatible with the interests of the neighborhood, provides an interesting streetscape experience, and contributes to the vitality of the business district.

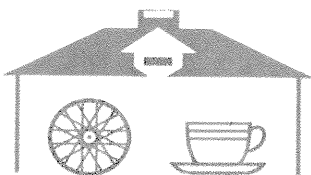
4. Community Engagement Methods

HBI and TACC have had preliminary conversations with area interest groups, neighborhood associations, and abutters about its proposed activities and reuse of the Comfort Station, but if designated, the team will meet individually with key neighborhood-based organizations as part of its detailed planning. In addition to dialogue with individual organizations and abutters, the HBI-TACC-“Bike Kitchen” team will also host at least two publicly advertised meetings to present its plans for feedback, and to update the broader community on its activities. Both HBI and TACC use social media and newsletters to keep project constituents and city-wide partners engaged in its work and up-to-date on specific schedules and activities.

It is the practice of HBI to hold various public events at each of its projects, in order to keep neighbors and friends apprised of project activities. These include open houses, community photographs, or history tours and technical discussions about preservation construction. HBI always convenes public groundbreaking and ribbon cutting celebrations in order to highlight the collaborative work of public, private, and community partners in achieving difficult redevelopments.



II. General Evaluation Criteria Documentation



STATEMENT OF BIDDER'S QUALIFICATIONS

All questions must be answered. All information must be clear and complete. Attach additional pages, if needed.

- Historic Boston Incorporated
1. Name of bidder: _____
 2. Names and titles of principals: Kathy Kottaridis, Executive Director

 3. Names of authorized signatories: Kathy Kottaridis

 4. Permanent main office address: 20 Eustis Street, Roxbury, MA 02119

Phone: (617) 442-1859 Fax: (617) 442-2243 Email: kathy@historicboston.org
 5. Date organized: 1960
 6. Location of incorporation: Boston, MA

 7. Number of years engaged in business under your present name: 54
 8. List at least three private or public agencies that you have supplied/provided with similar services to that in this solicitation:
 - a. Department of Neighborhood Development, Boston, MA
 - b. Boston Redevelopment Authority, Boston, MA
 - c. Massachusetts Department of Conservation and Recreation

Has organization ever failed to perform any contract? YES NO
If YES, attach a written declaration explaining the circumstances.

AUTHORIZATION: The undersigned certifies under penalties of perjury that this proposal has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.

Kathy Kottaridis
Signature of individual submitting proposal

Executive Director
Title
Historic Boston Incorporated
Legal Name of Organization
11/12/2014
Date


STATEMENT OF BIDDER'S QUALIFICATIONS

All questions must be answered. All information must be clear and complete. Attach additional pages, if needed.

1. Name of bidder: The American City Coalition
2. Names and titles of principals: Neil McCullagh, Executive Director
- _____
- _____
3. Names of authorized signatories: Neil McCullagh
- _____
4. Permanent main office address: 150 Mount Vernon Street, Dorchester, MA 02125
- _____
- Phone: (617) 822-7276 Fax: _____ Email: neil_mccullagh@tamcc.org
5. Date organized: 1994
6. Location of incorporation: Boston, MA
- _____
7. Number of years engaged in business under your present name: 20
8. List at least three private or public agencies that you have supplied/provided with similar services to that in this solicitation:
- a. Boston Housing Authority, Boston, MA
 - b. Boston Redevelopment Authority, Boston, MA
 - c. Upham's Corner Main Street, Dorchester, MA

Has organization ever failed to perform any contract? YES NO
If YES, attach a written declaration explaining the circumstances.

AUTHORIZATION: The undersigned certifies under penalties of perjury that this proposal has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.



Signature of individual submitting proposal

Executive Director

Title

The American City Coalition

Legal Name of Organization

11/12/2014

Date

Upham's Corner Comfort Station
PRELIMINARY DEVELOPMENT BUDGET
Proposer's Name: Historic Boston Incorporated
USES OF FUNDING

Acquisition	Total
Acquisition	\$ 100
Total	\$ 100

Soft Costs		
Feasibility Study		\$ 10,000
Architects - Fee		
Basic Compensation A/S/MEP	12.00%	\$ 84,370
A/E Remburseables		\$ 2,000
LEED point review		\$ 1,500
Civil Engineering		\$ 8,000
Archaeology		\$ 5,000
Development Consultant		\$ -
Cost Estimating		\$ 2,000
Code Consulting		\$ 3,000
Surveying (parcel consolidation and final ALTA)		\$ 5,000
Phase 1 Environmental		\$ 3,500
Construction Period Testing		\$ 1,000
Insurance		
Vacant Building Insurance		\$ 2,000
Builder's Risk		\$ 4,000
Liability		\$ 2,500
Legal - Real Estate Transaction		
Acquisition, Contracts, RE Transaction & Loan Closing		\$ 8,000
BRA Legal		\$ 1,500
Title Research		\$ 1,000
Title Insurance		\$ 1,500
Historic Consultant		\$ 8,000
Construction Period Property Taxes		\$ -
Appraisal and Market Study		\$ -
Marketing, Signage, Events & PR		\$ 10,000
Permanent Financing Closing Costs		\$ 15,000
Back Charges, Permits, Applications		\$ 7,000
Misc.		\$ -
Total Soft Costs		\$ 185,870

Hard Costs		
Base Scope		\$ 480,000
Sitework		\$ 66,548
Tenant Fitout	\$ 566,548	\$ 20,000
General Conditions	10.00%	\$ 56,655
Design Contingency	10.00%	\$ 56,655
Insurance and Bonds	3.00%	\$ 16,996
Building Permit	1.10%	\$ 6,232
Total Hard Costs		\$ 703,086

Financing Costs		
Line of Credit Bridge Financing		\$ 2,892
State Tax Credit Sale Broker Fee	4.00%	\$ 8,151
Total Financing		\$ 11,043

Contingency		
Soft Cost Contingency	5.00%	\$ 9,294
Hard Cost Contingency - Developer	15.00%	\$ 105,463
Total Contingency		\$ 114,756

QRE Subtotal Development Cost	\$ 849,057	\$ 1,014,856
Developer Project Overhead - Project Management	10.00%	\$ 84,906
Developer Project Fee		\$ -
3 MO Debt Service Reserve		\$ 3,253

TOTAL DEVELOPMENT USES	\$ 1,103,014
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SOURCES OF FUNDING	
Capital Sources	
Partnership Cash Equity - 50/50 HBI-TACC (In-Kind)	\$ 100,000
State Historic Tax Credit Proceeds	\$ 180,340
Permanent Debt	\$ 200,000
Fundraising	\$ 622,674

TOTAL DEVELOPMENT SOURCES	\$ 1,103,014
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Upham's Corner Comfort Station
PRELIMINARY OPERATING BUDGET
Proposer's Name: Historic Boston Incorporated

PROJECTED ANNUAL OPERATING INCOME			
		Monthly	Annual
	RSF	\$	\$
Rental Income from Bike Kitchen - Modified Gross Lease	1,200	\$ 2,500	\$ 30,000
TOTAL ANNUAL OPERATING INCOME		\$	30,000

PROJECTED ANNUAL OPERATING EXPENSES-

Common Area Maintenance	
Legal/Accounting	\$ 500
Trash Removal - By Tenant	\$ -
Snow Removal	\$ 2,500
Extermination	\$ 500
TOTAL	\$ 3,500

Repair and Maintenance	
R&M HVAC - Inc. Service Contracts	\$ 1,200
R&M electric	\$ 500
R&M Plumbing	\$ 500
R&M Alarm/testing/sprinklers/emergency lights	\$ 800
R&M Other (supplies)	\$ 500
TOTAL	\$ 3,500

Common Area Utilities	
Gas - By Tenant	\$ -
Electric - By Tenant	\$ -
Water and Sewer - By Tenant	\$ -
TOTAL	\$ -

Property Taxes and Accounting	
Residential Property Taxes - Tenant pays escalations after YR 1	\$ 2,532
TOTAL	\$ 2,532

Other Expenses		
Property Management	6.00%	\$ 1,800
Property Insurance - Tenant pays escalations		\$ 2,500
Capital Reserves		\$ 500
TOTAL		\$ 4,800

TOTAL ANNUAL OPERATING EXPENSES	\$ 14,332
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NET ANNUAL OPERATING INCOME	\$ 15,668
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Projected Debt Service			
	30 YR Fixed \$ 200,000	5.00%	\$ 13,010

NET ANNUAL CASH FLOW	\$ 2,657
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Income and Expenses are based on Modified Gross Lease Terms where Landlord pays Building Insurance, Maintainance, and Property Taxes but Tenant pays all utilities and escalations of taxes, insurance and maintenance after base year.

DEVELOPMENT TIMETABLE**PROPOSER'S NAME:** Historic Boston Incorporated

Assuming that you are designated on December 30, 2014, indicate below your target dates for achieving these key development milestones.

MILESTONE	DATE
Designs Complete	May 2015
Apply for Permit(s)	June 2015
Zoning Relief Anticipated?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
All Development Financing Committed	July 2015
Permit(s) Issued	August 2015
Financing Closed	August 2015
Construction Begins	August 2015
Construction Complete	March 2016

CONSTRUCTION EMPLOYMENT STATEMENT

PROPOSER'S NAME: Historic Boston Incorporated

How many full time employees does your firm currently have?

Under 25 25 -99 100 or more

Are you a Boston-based business? YES NO

"Boston Based": where the principal place of business and/or the primary residence of the Proposer is in the City of Boston.

Are you a Minority-owned Business Enterprise? YES NO

If yes, are you certified as such by the State Office of Minority and Women Business Assistance (SOMBWA)? YES NO

Are you a Woman-owned Business Enterprise? YES NO

If yes, are you certified as such by the State Office of Minority and Women Business Assistance (SOMBWA)? YES NO

RESIDENT, MINORITY AND FEMALE CONSTRUCTION EMPLOYMENT

DND encourages developers to seek to achieve the following construction employment goals:

Boston Residents 50% of project hours
Minority 25% of project hours
Female 10% of project hours

These are targets, not requirements, but proposals that provide better evidence of their ability to achieve these targets will be more highly ranked. Explain what actions you will undertake to promote employment of these groups:

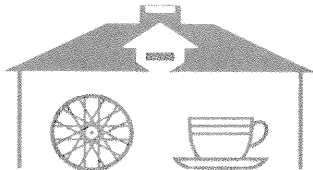
Historic Boston intends to hire a general contractor who has a demonstrated track record of reaching MBE/WBE/Boston Resident hiring goals. HBI would require the GC to solicit bids from multiple qualified local MBE/WBE subcontractors toward the goal of creating construction jobs for the local community.

If you have additional information demonstrating your capacity to achieve these employment targets, you may provide this information on a separate sheet clearly labeled at the top with "Supplementary Construction Employment Statement" and the Proposer's name.

Note: if you are, according the US Dept. of Housing & Urban Development, a Section 3 certified vendor, this will be considered strong evidence of capacity to achieve DND's employment goals.

If you have completed any development projects in the last five years that have required employment reporting through the City's Office of Jobs & Community Services, please list the most recent here: **Alvah Kittredge House**

III. Compliance Review Documentation



PROPERTY AFFIDAVIT

Appendix 7

City of Boston – Department of Neighborhood Development Property Affidavit

Instructions: List all City of Boston properties currently owned, or previously foreclosed upon for failure to pay real estate taxes or other indebtedness, by the applicant or by any other legal entity in which the applicant has had or now has an ownership or beneficial interest.

For any additional properties that do not fit on this form, attach a spreadsheet. (Do not use another loops form. Only one typed signature page should be submitted.)

Applicant: Historic Boston Incorporated

List Addresses of Boston Properties Owned:	PARCEL ID #
277 Washington Street, Ward 3, Historic Boston Inc.	02883-000
283-285 Washington Street, Ward 3, Historic Boston Inc.	02861-000
681 Washington Street, Ward 3, Hayden Building LLC	3049220000
Eustis Street, Ward 8, Eustis Street Firehouse LLC	02484-000
Eustis Street, Ward 8, Eustis Street Firehouse LLC	02483-001
74-84 Fairmount Avenue, Ward 18, Vertullo Building LLC	1808734000
10 Linwood Street, Ward 11, Kitteridge LLC	1100090010

Boston Properties Previously Foreclosed Upon by COB:	PARCEL ID #
Not Applicable	

Are you including any additional properties on an attached spreadsheet?

YES
 NO

By entering my name below, I declare under penalty of perjury that the foregoing representations are true, complete, and correct. I understand that failure to disclose any properties or financial interests, as described above, shall make voidable any agreements or contracts subsequently made with the City, will result in disqualification of any application(s) to obtain assistance or property from the City, and may result in prosecution.

Kathy Kottaridis	11/12/2014
Type name	Date
Applicant Contact (if different from above)	(617) 442-1859
	Telephone Number

For Official Use Only (to be completed by City of Boston staff)

DND PM, Division, & Project Bernard A. Mayo, Real Estate Management & Sales, 611 Columbia Rd, Dorchester, MA

DND A&F Division Review Y\$ _____ N
 Signature & Date: _____

Notes: _____

Public Works Department _____ Y\$
 Signature & Date: _____

Notes: _____

Treasury Department Y\$ _____ N
 Signature & Date: _____

Notes: _____

Boston Water & Sewer Commission Y\$ _____ N
 Signature & Date: _____

Notes: _____

AFFIDAVIT OF ELIGIBILITY

The undersigned hereby certifies, under the pains and penalties of perjury, that neither they, nor those with whom they have business ties, nor any immediate family member of the undersigned, is currently or has been within the past twelve (12) months, an employee, agent, consultant, officer or elected or appointed official of the City of Boston Department of Neighborhood Development.

For purposes of this Affidavit, "immediate family member" shall include parents, spouse, siblings, or children, irrespective of their place of residence.

This statement is made under the pains and penalties of perjury this 12 day
of November, 2014

Month Year

Kathy Kottaridin

Proposer Signature

[Signature]

Co-Proposer Signature (If Applicable)

CHAPTER 803 DISCLOSURE STATEMENT

In compliance with Chapter 60, Section 77B of the Massachusetts General Laws as amended by Chapter 803 of the Acts of 1985, I hereby certify that I have never been convicted of a crime involving the willful and malicious setting of a fire or of a crime involving the fraudulent filing of a claim for fire insurance; nor am I delinquent in the payment of real estate taxes in the City of Boston, or being delinquent, an application for the abatement of such tax is pending or a pending petition before the appellate tax board has been filed in good faith.

This statement is made under the pains and penalties of perjury this 12 day
of November, 2014
Month Year

Kathy Kottaridis
Proposer Signature

[Signature]
Co-Proposer Signature (If Applicable)

**DISCLOSURE STATEMENT FOR
TRANSACTION WITH A PUBLIC AGENCY CONCERNING REAL PROPERTY
M.G.L. c. 7C, s. 38 (formerly M.G.L. c. 7, s. 40J)**

The undersigned party to a real property transaction with a public agency hereby discloses and certifies, under pains and penalties of perjury, the following information as required by law:

(1) REAL PROPERTY:

611 Columbia Road, Dorchester, MA 02125

(2) TYPE OF TRANSACTION, AGREEMENT, or DOCUMENT:

Purchase

(3) PUBLIC AGENCY PARTICIPATING in TRANSACTION:

Department of Neighborhoods

(4) DISCLOSING PARTY'S NAME AND TYPE OF ENTITY (IF NOT AN INDIVIDUAL):

Historic Boston Incorporated

(5) ROLE OF DISCLOSING PARTY (Check appropriate role):

<input type="checkbox"/> Lessor/Landlord	<input type="checkbox"/> Lessee/Tenant
<input type="checkbox"/> Seller/Grantor	<input checked="" type="checkbox"/> Buyer/Grantee

Other (Please describe): _____

(6) The names and addresses of all persons and individuals who have or will have a direct or indirect beneficial interest in the real property excluding only 1) a stockholder of a corporation the stock of which is listed for sale to the general public with the securities and exchange commission, if such stockholder holds less than ten per cent of the outstanding stock entitled to vote at the annual meeting of such corporation or 2) an owner of a time share that has an interest in a leasehold condominium meeting all of the conditions specified in M.G.L. c. 7C, s. 38, are hereby disclosed as follows (attach additional pages if necessary):

NAME

RESIDENCE

HBI (see Board Attch.)

20 Eustis Street, Roxbury, MA, 02119

Kathy Kottaridis

41 Morton St., Jamaica Plain, MA 02130

(7) None of the above-named persons is an employee of the Division of Capital Asset Management and Maintenance or an official elected to public office in the Commonwealth of Massachusetts, except as listed below (insert "none" if none):

(8) The individual signing this statement on behalf of the above-named party acknowledges that he/she has read the following provisions of Chapter 7C, Section 38 (formerly Chapter 7, Section 40J) of the General Laws of Massachusetts:

No agreement to rent or to sell real property to or to rent or purchase real property from a public agency, and no renewal or extension of such agreement, shall be valid and no payment shall be made to the lessor or seller of such property unless a statement, signed, under the penalties of perjury, has been

**DISCLOSURE STATEMENT FOR
TRANSACTION WITH A PUBLIC AGENCY CONCERNING REAL PROPERTY
M.G.L. c. 7C, s. 38 (formerly M.G.L. c. 7, s. 40J)**

filed by the lessor, lessee, seller or purchaser, and in the case of a corporation by a duly authorized officer thereof giving the true names and addresses of all persons who have or will have a direct or indirect beneficial interest in said property with the commissioner of capital asset management and maintenance. The provisions of this section shall not apply to any stockholder of a corporation the stock of which is listed for sale to the general public with the Securities and Exchange Commission, if such stockholder holds less than ten per cent of the outstanding stock entitled to vote at the annual meeting of such corporation. In the case of an agreement to rent property from a public agency where the lessee's interest is held by the organization of unit owners of a leasehold condominium created under chapter one hundred and eighty-three A, and time-shares are created in the leasehold condominium under chapter one hundred and eighty-three B, the provisions of this section shall not apply to an owner of a time-share in the leasehold condominium who (i) acquires the time-share on or after a bona fide arms-length transfer of such time-share made after the rental agreement with the public agency is executed and (ii) who holds less than three percent of the votes entitled to vote at the annual meeting of such organization of unit owners. A disclosure statement shall also be made in writing, under penalty of perjury, during the term of a rental agreement in case of any change of interest in such property, as provided for above, within thirty days of such change.

Any official elected to public office in the commonwealth, or any employee of the division of capital asset management and maintenance disclosing beneficial interest in real property pursuant to this section, shall identify his position as part of the disclosure statement. The commissioner shall notify the state ethics commission of such names, and shall make copies of any and all disclosure statements received available to the state ethics commission upon request.

The commissioner shall keep a copy of each disclosure statement received available for public inspection during regular business hours.

- (9) This Disclosure Statement is hereby signed under penalties of perjury.

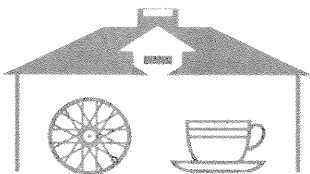
Historic Boston Incorporated

<hr/>	
PRINT NAME OF DISCLOSING PARTY (from Section 4, above)	
<i>Kathy Kottaridis</i>	11/12/2014
<hr/>	
AUTHORIZED SIGNATURE of DISCLOSING PARTY	DATE (MM/DD/YYYY)

Kathy Kottaridis, Executive Director

PRINT NAME & TITLE of AUTHORIZED SIGNER

IV. Additional Attachments



First	Last	HBI Title	Current Term Ends	Professional Title	Company	Work Address	Office Phone	Cell Phone	Email	Committees
Emily	Axelrod	Director	2017	Former Director	Rudy Bruner Award for Urban Excellence	26 Shepard Street, Cambridge, MA 02138	617-491-7585 (home)	617-877-3397	emily02138@gmail.com	Board Development, Project Review
Celia	Grant	Director	2017	Director	Associated Industries of Massachusetts	8 Alvah Kittredge Park, Roxbury, MA 02119	617-488-8321	857-205-7044	grant_cm@yahoo.com	Project Review
David	Hacin	Director	2017	Principal	Hacin and Associates	112 Shawmut Avenue, Studio 5A, Boston, MA 02118	617-426-0077		dhacin@hacin.com	Project Review
Felicia	Jacques	Director	2017	Vice President	Maloney Properties	27 Mica Lane, Wellesley, MA 02481	781-943-0200	617-319-1548	fiacques@maloneyproperties.com	Project Review, Audit and Finance, Executive
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Kathy	MacNeil	Director / Executive Committee	2017	Senior Associate	Millenium Partners - Boston	172 Tremont Street Suite 400, Boston, MA 02111-1001	617-451-0300 ex111	617-549-2478	kmacnell@mdaboston.com	Executive, Project Review,
Paul	McDonough	Director	2015	Attorney	Goulston & Storr	400 Atlantic Avenue, Boston, MA. 02110	617-574-4034	617-968-0202	pmcdonough@goulstonstorr.com	Board Development, Audit/Finance, Development.
W. Tod	McGrath	Treasurer to 2014	2015	President	Advisore, LLC	187 HMS Halsted Drive, Hingham, MA 02043	617-283-2338	617-314-9113	wtd@advisore.com	Executive
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LAWRENCE HARMON

Rocky road for bicycles in Bowdoin-Geneva

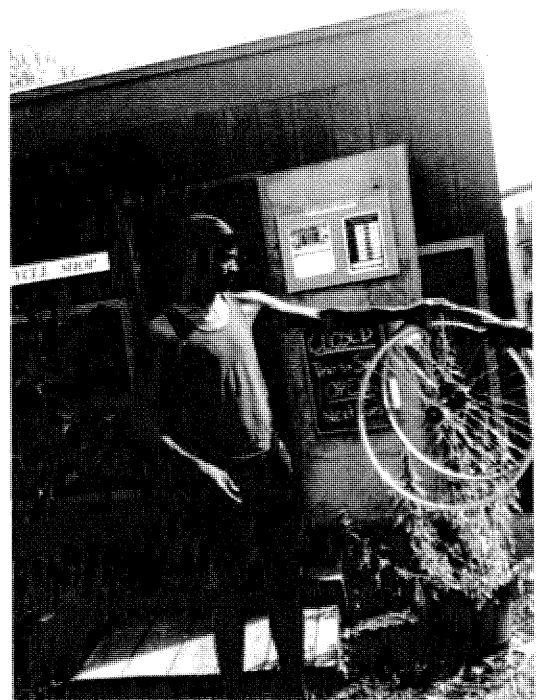


By **Lawrence Harmon**

| GLOBE STAFF AUGUST 16, 2014

About 15 years ago, a wide-eyed entrepreneur opened a premium ice cream shop on Bowdoin Street in Dorchester, a neighborhood known more at the time for gangs than gourmands. The store didn't last long. Now comes a push by local residents and a business revitalization group for a bicycle shop on Bowdoin Street, an area that serves as a bellwether of change in Boston's low-income neighborhoods.

A bike shop would be a better fit on Bowdoin Street than fancy frozen treats. But it will be an uphill fight. The hipsters, activists, and downtown business commuters behind the surge in cycling don't live, for the most part, in the 68-block Bowdoin-Geneva neighborhood. And the neighborhood's residents aren't rolling in money.



KAIVON BLAKE

Noah Hicks runs a makeshift bike-repair school out of a shed in an open lot.

CONTINUE READING BELOW ▼

City Hall looks serious about expanding ridership in low-income areas. Its "Roll it Forward" program collects and repairs used and abandoned bikes for distribution to people who otherwise couldn't afford them. Yet there are no bike lanes along Bowdoin

Street, Geneva Avenue, and other key thoroughfares. City officials proudly offer subsidized memberships to Boston’s bike-share program. Yet there are no bike-share docking stations in Bowdoin-Geneva or other neighborhoods where many people of modest means would qualify for reduced user fees. One reason might be that official counts of riders used to determine interest in biking generally take place along the city’s major commuter routes during peak business hours. Many neighborhoods operate on a different schedule.

So how great is the demand for bicycles in Bowdoin-Geneva?

On Tuesday, Noah Hicks, bike mechanic and local resident, held court at his makeshift Bowdoin Bike School in an 8-foot-by-10-foot shed on an open lot at the corner of Bowdoin and Topliff streets. About 15 bikes — in various states of disrepair — filled much of the shed, including English and Dutch models. Boxes of grips, shifters, stems, and brake pads lined the shelves. Neighborhood kids, mostly in their early teens, descended on the space as Hicks pulled the donated and abandoned bikes from the pile and set them up on repair stands.

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Hicks, 28, seems to know as much about kids as he does about bikes. He soon had his charges hard at work changing gears, adjusting brakes, and replacing broken chains. Adults started to arrive with their own two-wheeled wrecks, including an anxious man whose gearing mechanism had been bent into his spokes. Hicks would have been overwhelmed with work if he hadn’t been reinforced by a half dozen young mechanics from the Jamaica Plain-based Bikes Not Bombs, whose mission statement is to use bicycles as a “vehicle for social change.”

Hicks said that much of the cycling interest in the neighborhood falls into the category of “subsistence biking.” It’s common, he said, to see older residents balancing groceries on their bikes. Biking in Bowdoin-Geneva is not so much a lifestyle choice as an

essential form of transportation.

Not a dime changed hands during several hours of bike repairs. Hicks manages to keep the bike clinic rolling with a combination of donations and crowd funding via the Internet. It's not, however, an entirely selfless venture. Eight years ago, Hicks was broke and addicted to alcohol. Repairing and riding bikes, he said, put him on the path to recovery.

"This is my definition of mindfulness," said Hicks as he surveyed the swirl of people and bike parts.

Gene Gorman, the director of the Bowdoin-Geneva Main Streets revitalization group, believes that the neighborhood is ready for a bike shop and that Hicks has "demonstrated to investors that this can work." Hicks certainly has exposed the need. But it's not clear that residents in the neighborhood can afford to support a commercial bike shop.

One possible solution might be for Hicks to join forces with neighborhood leaders who are trying to create a member-owned food co-op on Bowdoin Street. They are out to prove that fresh food doesn't need to be the exclusive domain of the well-to-do. Much depends on loans, grants, and the sale of equity shares. But the prospect of a bike shop attached to a food co-op could only attract more customers and greater interest from foundations and philanthropists.

Hicks is a natural teacher. He could use those skills to raise funds by expanding a pilot program in the Boston schools that provides students with an opportunity to build and customize their own bikes.

The opening of a bricks-and-mortar bike shop in Bowdoin-Geneva may be a longshot. But access to bikes and bike repair is a key part of moving this neighborhood forward. And Hicks can't make this journey alone.

Lawrence Harmon can be reached at harmon@globe.com

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The bike builder of Bowdoin Street

By *Kimberley Theodore, Special to the Reporter*
Aug. 14, 2014



Noah Hicks, 28, worked on a bike at his Bowdoin Street repair shop.

more times what he had spent.

"I started selling bikes for income and that was huge for me," said Hicks.

Last summer, Hicks put his skills and experience to the test, setting up a bike shop within the Bowdoin-Geneva Community Hub— a shared space at 191 Bowdoin St. Hicks set up the business with the help of the Sustainability Guild, a social enterprise outfit that helps budding entrepreneurs.

With an investment of \$100— and his own tools— Hicks started working with neighbors at the site, teaching them how to repair and upgrade their own bicycles.

"One huge priority of mine was making sure [the bike shop] had baskets and racks for the bicycles. We even have a couple of trailers for children, so people who wanted to move towards a car free lifestyle or even a bus free lifestyle could have that option and a way to carry things around as they traveled," said Hicks.

"Seeing somebody ride off on first bicycle that we were able build was an accomplishing feeling," said Hicks.

Hicks launched a fundraising campaign on Indiegogo.com in hopes of bringing a bike repair school to the Dorchester community. He wanted to offer cycling classes and tutorials and with the contributions from the City of Boston Hicks was able to raise \$7,025 dollars.

Bowdoin Geneva Main Streets Director Gene Gorman says that the bike shop's footprint is small, but it "has such an enormous, incredible impact because it affects so many people."

"There's an incredible relationship in his mind between the economics and the entrepreneurial aspects of opening a brick and mortar shop in Bowdoin Street area and the philanthropic and educational arm

Noah Hicks, a lifelong resident of Blakeville Street, refers to himself as "The Bike Builder."

Hicks, 28, grew up with four brothers and they often rode their bikes together around their Bowdoin-Geneva neighborhood. With a house full of boys, his parents encouraged their kids to be active. They too owned and rode bikes.

Hicks outgrew bicycling as he got older, but he returned to it in his early 20's as it became an affordable alternative to public transportation or cars.

"My thing is I was pretty broke so I ended up just experimenting on how to save myself a few dollars and fix a bike I bought that was in God-awful shape. By doing that, I was able to save myself a few dollars," said Hicks.

Hicks then started flipping bikes, buying used bikes and throwing his own personal touch to his creations, realizing that he could make 3 or 4

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Universal Hub on Dorchester : Man sought for murder

that his school serves in the community," Gorman said. Since setting up the bike repair school, Hicks has been involved in many cycling events with organizations such as DotBike, Bikes Not Bombs and the Dorchester Community Food Co-op and the Sustainability Guild.

"Seeing people and families go on biking events together gives me hope and reassurance for the future in cycling. This is possible, this is easy, this is accessible, and this should be taken to its full advantage," said Hicks.

Looking ahead, Hicks would like to work with some local organizations and expand the work he is doing at the Hub.

"I'm so on fire for this, and this is something I'm so passionate about. I want to share that passion with this community and hope that it impacts on other communities to do the same," said Hicks.

"If somebody comes over with like a flat tire, I can now ask a young person who has the skills to help that person and fix that problem. They've learned that here and that is a tremendous source of pride for me," said Hicks.

"I'd like to see Bowdoin-Geneva become a hub of family biking or subsistence biking with folks who are biking to survive like I was. That's the kind of world I want to see."

Hicks' Bowdoin-Geneva Bike Shop is open Tuesdays and Thursdays from 4 p.m. to 7 p.m. and Saturdays 1 p.m. to 7 p.m. For more information check him out on Twitter @Bowdoinbikes.



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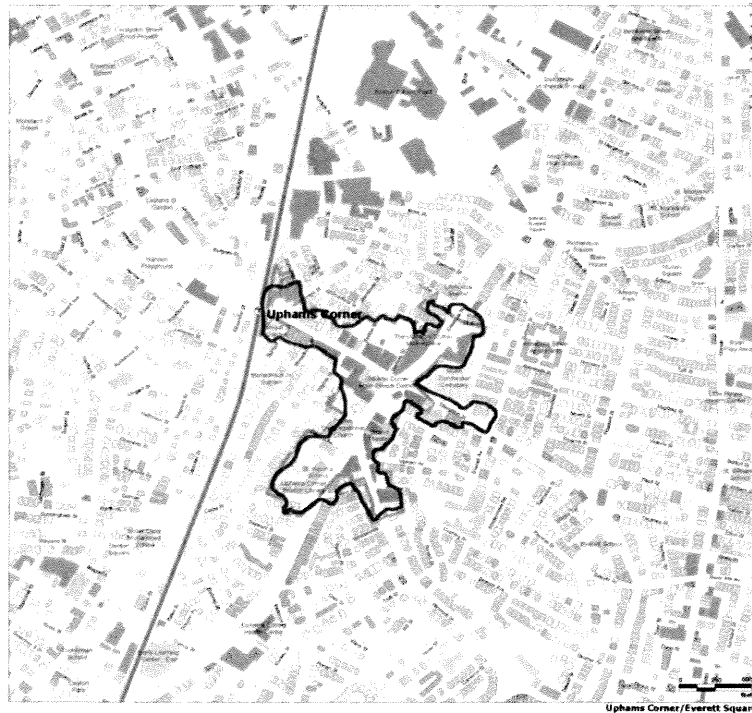
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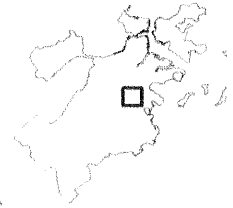
Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Upham's Corner, Dorchester



Uphams Corner/Everett Square Dorchester

- Legend**
- 1 Family Residential
 - 2 Family Residential
 - 3 Family Residential
 - Apartments/Condos
 - Mixed Use (Res./Comm.)
 - Commercial
 - Institutional
 - Industrial
 - Open Space
 - Surface Parking
 - Main Streets District
 - MBTA Stations
 - MBTA Surface Subway Lines
 - MBTA Underground Subway Lines
 - Commuter Rail
 - Below Coast Community Use
 - Water Transit Facilities
 - Water Transit Routes
 - Bus Routes



Introduction to District

Located in the northern section of the Dorchester neighborhood of the city of Boston, Upham's Corner is an architecturally significant commercial district that forms an urban center within several surrounding residential neighborhoods. Although Upham's Corner has a long history of commerce and development, the majority of the buildings extant today are from the late nineteenth and early twentieth centuries. The district features churches, banks, apartment buildings, commercial one story blocks, multi-level commercial buildings, warehouses, a municipal building, a former movie theatre, a burying ground, a fire station, and vacant lots.

Narrative of boundaries

The Upham's Corner commercial district resembles the shape of an "X", with two main routes crossing one another in the center of the district. Columbia Road, a busy thoroughfare, links the Columbia Point/UMass Boston Campus to the Blue Hill Avenue/Franklin Park sections of Boston, is the central artery through the Upham's Corner commercial district. The commercial area includes the section of Columbia Road from Bird Street to Holden Street, while the Upham's Corner Main Street District has the same general boundaries, yet extends down Columbia Road to Edward Everett Square. Crossing Columbia Road near the center of the district, Dudley/Stoughton Street forms the secondary corridor, and links the district to Roxbury to the north, and the Savin Hill neighborhood of Dorchester to the south. The commercial district's boundaries end just south of Columbia Road on Stoughton Street, while the Fairmount

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commuter railroad tracks and the Upham's Corner Commuter Rail station serve as the northern terminus to the district to the north. The district also includes the section of Hancock Street from Columbia Road to Whittemore Terrace.

Historical Narrative of Upham's Corner

The town of Dorchester was settled in the 1630s by a group from Dorset County in western England. This sub-neighborhood of Dorchester has been called by several different names over the nearly four centuries of existence. It was first called Cemetery Corner, so named for the Dorchester North Burying Ground, which was the town's first burying ground, established in 1634. The Dorchester North Burying Ground remained the only burying ground in Dorchester until 1819.

As the northern section of the town of Dorchester became more populated, the area surrounding the Burying Ground became a residential and commercial center. In 1804, Amos Upham established a dry goods store on the corner of what is now Columbia Road and Dudley Street. The store was an integral part of the square, and the area took on the name of "Upham's Corner" sometime during the early 19th century. The store remained in business for three generations of the Upham family until the mid 1890s, when the federal style store building was replaced by the brick and granite Columbia Square Building.



Figure 1 1899, The Widening and Expansion of Columbia Road at Edward Everett Square (Source: The Dorchester Athenaeum)

Towards the end of the nineteenth century the district took on the name "Columbia Square" and was labeled as such on some 19th century atlases. The new name likely referred to the important presence of Columbia Road after its expansion and widening in 1897. The project joined the Strandway (which ran from Castle Island to Columbus Park in South Boston) to the Dorchester Parkway (which ran from Marine Park to Edward Everett Square). The Dorchester Parkway was then linked to what was then called Boston Street, which ran from Edward Everett Square to Upham's Corner, where it then met Columbia Road. Together, the four roadways created the newly

widened and expanded Columbia Road, which connected Castle Island to Franklin Park. During this transition, Columbia Road also took on a more park-like character as it became part of a system that would extend the Emerald Necklace system in a southern crescent. Today, while there are still some references to the area being called "Columbia Square", the district is widely known as "Upham's Corner".

The expansion of Columbia Road solidified the area's position as a commercial district. Until that time, the Upham's Corner neighborhood featured a balanced mix of residential homes and ecclesiastical and commercial buildings. The area was also a hub for transportation as several trolley and rail lines serviced the district, bringing shoppers and workers from various

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neighborhoods afield. In the first few decades of the twentieth century, the large homes that lined Columbia Road in the district were replaced by commercial buildings with shops, theatres, and meeting halls. Upham's Corner took on a mostly commercial feel, while the surrounding neighborhoods of Virginia/Monadnock Street and Jones Hill retained their suburban, Victorian feel.

In the last decade of the nineteenth century and in the first few decades of the twentieth century, Upham's Corner experienced growth and was a bustling commercial center. The handsome, yellow brick Wheelock Hall (556-562 Columbia Road) was constructed in 1890. The neo-classical brick and granite Columbia Square Building (584 Columbia Road) replaced Upham's store in the mid 1890s, which along with the Pierce Building (located across Dudley

Street at 592 Columbia Road, built around 1904) form a strong architectural presence as the gateway to the Upham's Corner commercial district. At the southwestern end of the district, the curved four story brick and granite Georgian Revival Municipal Building (500 Columbia Road) was built in 1902. Currently used as a branch of the Boston Public Library, health center and community center; the building has served the community for over an century in various



Figure 2 Postcard. Caption on front: Upham's Corner. Postmarked Nov 11, 1911. Dorchester Station, Boston. With one cent stamp. On verso: Pub. by Putnam Art Co., Grove Hall, Boston (Source: Dorchester Athenaeum)

public capacities and features an indoor swimming pool. The New England Telegraph and Telephone Company (516 Columbia Road), which later was reused for the Archdiocese's St. Kevin's Church and school, was constructed in the 1920s. Further down Columbia Road, the Romanesque Pilgrim Congregation Church (540 Columbia Road), which communicates a strong presence on the street, was completed in 1893.

Rounding the corner up Dudley Street, many of the one to two story commercial buildings appear to have been constructed during this period, as were the striking apartment buildings found near the northern boundary of the district. While much of this area appears to have been part of larger estates and farmland throughout much of the nineteenth century, subdivision led to the more urban feel that we recognize today. The construction of the sophisticated Monadnock and the Denmark Apartment buildings, which were built in the 1890s, marked the height of apartment living. Likewise, there was a massive shift of use across the street from these apartment buildings in the first decades of the twentieth century when the Humphreys family (who had lived on that land since 1637) subdivided and sold large amounts of their

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farmland for both housing and for the construction of a five to seven story hulking Dorchester Fireproof Storage Building. After coexisting for a few years, the Humphreys house was demolished in 1917.

With the area experiencing commercial success during the first decades of the twentieth century, banks and entertainment venues began to spring up along Columbia Road. In 1918, the Dorchester Trust Company (555 Columbia Road) was built in front of the Clap-Dwyer mansion against Columbia Road, beginning to form today's streetscape. On the other end of the same block, the terra-cotta, arched façade Strand Theatre (543 Columbia Road) was also built in 1918. Designed by Funk & Wilcox, the Strand was one of the first purpose-built movie theatres in the city of Boston. In 1930, the district gained another large bank building; the Art Moderne styled Dorchester Savings Bank (572 Columbia Road).



Figure 3 Clap-Dyer House, location of the Strand Theatre and Dorchester Trust Company today (Source: Dorchester Athenaeum)

The emergence of the Cifrino Market marked one of the most important shifts in the development history of Upham's Corner. Constructed in 1920, the Upham's Corner Market Building (610-618 Columbia Road), was the first one-stop "supermarket" in Boston and one of the first in the country. The market, which featured a parking lot behind the building, became extremely popular and had a large diversity of products and of customers.

After World War II, the neighborhood began a period of slow decline, along with most other commercial districts within Boston (and across the country) as many city residents relocated to the suburbs. During the 1950s the park-like character of Columbia Road lost its park median strip and trolley lines in favor of more traffic lanes, allowing for heavier and faster moving traffic, resulting in a further degradation of the bustling pedestrian commercial district.

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Neighborhood Context

Upham's Corner is located in the northern section of Dorchester, Boston's largest and most populous neighborhood located to the south of the central business district and bounded by the neighborhood of Roxbury and Mattapan to the north and west, and the towns of Milton and Quincy to the west and south.

The district is surrounded generally by the of the Columbia Point/Harbor Point/Marine Park/UMass Boston area of Dorchester to the east, the South Bay Mall/Newmarket Square Industrial area to the Northeast; Roxbury to the northwest; the Blue Hill Avenue/Franklin Park area to the west; Jones Hill to the South; and Savin Hill to the Southeast.

Upham's Corner is accessible by public transportation with the MBTA serving the area with several bus lines with terminuses at Dudley Square, Forest Hills, Andrew Square and Fields Corner. A commuter rail station served by the Fairmount line is located at the northern end of the district on Dudley Street.

The Upham's Corner commercial district is surrounded by residential districts, including Jones Hill, Virginia Monadnock, Trull-Glendale, and Humphreys/East Cottage Street areas. These neighborhoods, particularly Jones Hill and the Virginia/Monadnock area feature high quality Victorian single family and multi-family homes. There are also many examples of the vernacular triple decker apartment building found throughout all four neighborhoods, some of which are finely ornamented versions.

District Demographics

Demographic information, (which is derived from the 2000 census and based on the 2005 market analysis found on the Upham's Corner Main Street website), shows that the Dorchester North section of Boston, where Upham's Corner is located, is densely populated area with a wide range of income and race. More than 54,000 people live within one mile of the Upham's Corner commercial district, featuring a mix of cultures including Cape Verdean, Haitian, African American, Caucasian, Hispanic, Asian populations. Of the population within a mile of Upham's Corner, about 43% is African America, 22% Caucasian, and 19% Hispanic. Census data shows that compared to the rest of Boston, a higher rate of residents within the Dorchester North area live below the poverty line (20.8% in Dorchester North versus 19.4% across all Boston neighborhoods) and are unemployed (9.6%, compared to Boston's overall average of 7.6 in 2000).

Neighborhood Challenges/Solutions

Starting in the middle of the twentieth century, Upham's Corner, like many other urban commercial centers in Boston and nationwide- began to experience a period of general decline. While many residents left cities for the suburbs, many of those who stayed behind also adjusted the way that they use their urban commercial districts. As automobile culture took hold, more people began to shop further afield at shopping malls and supermarket centers. Neighborhood commercial districts began to see more and more vacancies, both at street level

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and in the upper stories of commercial buildings that traditionally had held residential apartments or office space.

While Upham's Corner is well served by buses and the commuter rail, the lack of a direct and quick subway line may also be a hindrance to finding new consumers. Another challenge is the outside perception that the area is rundown and dangerous. In reality, while there is a lack of economic opportunities in the district, positive developments have taken place and more change is on the horizon. Leadership from area non-profit organizations and neighborhood groups has also played a key role leading Upham's Corner to a new chapter of a revitalized district. Some of these projects are:

- **Upham's Corner Market building:** New Atlantic Development Corporation worked with the local community to craft a re-use plan for the long-abandoned 70,000 square foot building, including new retail and commercial space with 45 apartments for low income families and formerly homeless elders. Completed in 2001, this complex project required two separate special purpose limited partnerships, a complex condominium structure, and a total of thirteen separate sources of debt and equity financing.
- **Pierce Building:** The four story Classical Revival Pierce Building was rehabilitated in 1985 by the Dorchester Bay Economic Development Corporation.
- **The Strand Theatre:** After falling into decline, the Strand closed in the late 1960s in a bad state of disrepair. In the early 1970s, the City of Boston took the Strand by eminent domain and began the long journey of rehabilitating and bringing life back to the Strand Theatre. The Strand reopened in 1979 and entered into a 25 year agreement with the M. Harriet McCormick Center for the Arts. After it expired, the City made key upgrades to the building, made it handicapped accessible, and replaced the seats. Phases of renovation have been completed, but there is a need for more restoration and an expectation that the governance structure will be reformed over the next few years. The Strand is owned by the Department of Neighborhood Development, managed by Department of Arts and Tourism, and is maintained by Facilities Department. More funds need to be raised, which is under the purview of the Festivals Board. Upham's Corner Main Street and other neighborhood stakeholders hope that a program manager will be hired to focus solely on the Theatre and its future.
- **Brothers Market:** A few years ago, Upham's Corner lost their only food market, America's Food Basket, which left a large hole both on Dudley Street and within the community. In 2009, a CVS planned to move into the old Food Basket space, and agreed to the stipulation that they would support the opening of a food market in the adjacent space once occupied by a liquor store. Soon after, the locally owned Brothers Market mini-chain opened up in that space, bringing life and new business to the area. This was a major project for Dorchester Bay Economic Development Corporation and for Upham's Corner Main Streets. The key to that project was the widening of Belden Street, which used to be an alleyway. UCMS advocated for the widening to allow for safe and quick deliveries, as well as car traffic.
- **Kroc Center:** While the construction of the Salvation Army Kroc community center has been long stalled and has experienced some starts and stops, it is now officially moving forward and is

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currently under construction. The Kroc Center, which is being built on a large parcel of land just north of the Upham's Corner commuter rail station, will provide early education, evening classes, daycare, a fitness center, and other activities to support the community.

- **Recent investment in nearby residential communities:** Like many other areas of Dorchester, there has been a surge in investment in the residential communities over the past decade. However, the commercial districts have remained mostly under-utilized by some of these new residents. Certain neighborhood groups or area non-profit organizations, such as Upham's Corner Main Street, has made significant progress in engaging residents from nearby neighborhoods to be active and play a role in revitalizing the commercial district. More of this type of work needs to occur to bring forth a new attitude about using local commercial districts.

Potential Partners

Upham's Corner Main Street

Dudley Street Neighborhood Initiative

Dorchester Historical Society

Dorchester Bay Economic Development Corporation

Upham's Corner Health Center

Bird Street Community Center

MYTOWN- currently working in South End and beginning programs in Lower Roxbury and Fields Corner

HBI

BPA

Other local CDCs or NDCs?

Neighborhood associations

Preservation agencies and non-profit organizations

City School, Mass Alliance of Portuguese Speakers (MAPS), Pilgrim Church, St. Mary's Church and St. Mary's Woman and Children Center

Upham's Corner Branch Library

Other city departments or programs: DND, BRA, BLC, etc

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Opportunities for Preservation:

NAME	ADDRESS	APPOX. YEAR BUILT	PARCEL #
1. Old North Burying Ground	Columbia Road	1630	0703999000
2. Wheelock Livery Building	525-531 Columbia Road	Pre 1874	1301746000
3. Wheelock Hall/Fox Hall	558 Columbia Road	1890	1301345000
4. Pilgrim Church	540 Columbia Road	1893	1301323000
5. Columbia Square Building	767 Dudley Street	1895	1301339000
6. Comfort Station (adjacent to Burying Ground)	611 Columbia Road	1912	0703999010
7. Dorchester Storage Building (next to Commuter Rail Station)	55 Humphreys Street	1915	0703676000

Sources:

- The Dorchester Athenaeum website (www.dorchesteratheneum.org)
- A Record of the Streets, Alleys, Places, etc in the City of Boston by Boston (Mass.). Board of Street Commissioners, 1910
- Upham's Corner Area Form, Boston Landmarks Commission, prepared by Edward Gordon, 1994
- Boston Landmarks Commission Building Information Forms (October, 1977)
- Upham's Corner Main Street Website
- Boston Redevelopment Authority 2000 census reports
- Articles from the Boston Globe, Dorchester Reporter

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Columbia Square Building

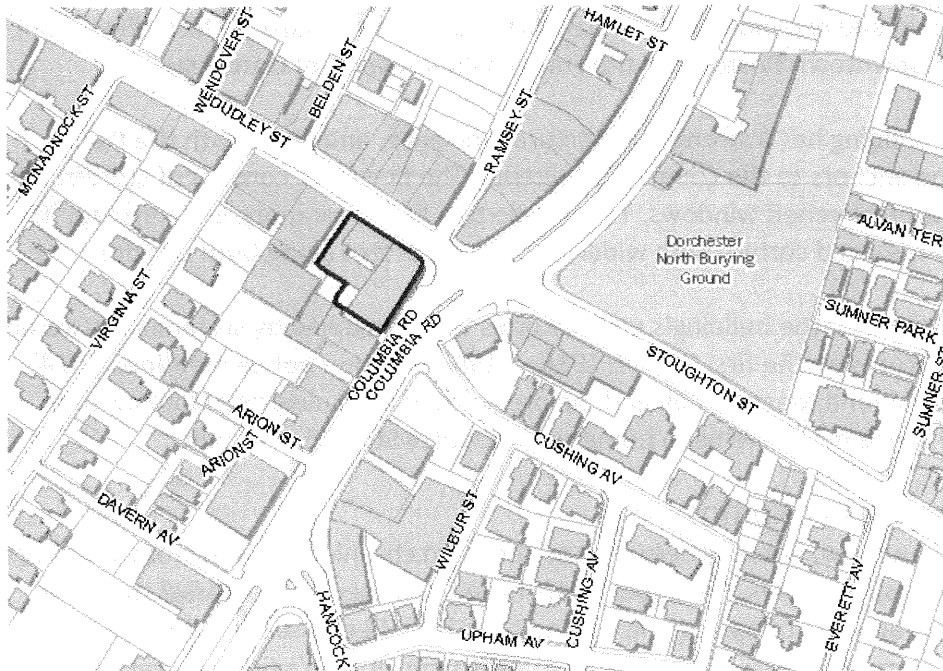
Updated: November 4, 2009

SITE INFORMATION

Address: 767 Dudley Street
(also listed as 578-588 Columbia Road)
Neighborhood: Upham's Corner, Dorchester
Main Street District: Upham's Corner
Owner: Valhalla Inc.
Property Type: Commercial/Residential
Building Size:
Lot Size: 17,700 square feet
Parcel Number: 1301339000
Ward: 13
Zoning:



Assessment (2009):	Land	\$ 405,200	
	Building	\$ 1,982,300	
	Total	\$ 2,387,500	Tax: \$58,823.23



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: ca. 1895

Architect: unknown

Designations (local, state, federal): No designations, in MACRIS

SIGNIFICANCE:

The four story, red brick and granite Classical Revival style Columbia Square Building dominates Upham's Corner, both by its visible location on the corner of Columbia Road and Dudley Street and by its powerful curved façade. The Columbia Square Building is located on the site of the Upham family's Federal period dry goods store, a wood frame building that sat on this site from about 1800-the mid 1890s. The Upham family's store was a well-known landmark in the early commercial district; the family's name served as the basis for the area's current name. The store was replaced in 1884 by a one store brick and granite structure that reportedly featured the first electric lights in Dorchester. A few years later, that building acquired three more stories, transforming the building into what we see today.

The Columbia Square building was constructed during a time of change in the district: Columbia Road was being widened and expanded to create a north-south "boulevard", which offered better connections to downtown Boston and the Franklin Park section of Dorchester.

The Columbia Square building has a strong architectural presence, and along with the Pierce Building, they form the anchors to the commercial district. The first floor consists of storefronts while the top floor features arched windows. The middle two floors are more understated. The building also has a pronounced cornice with widely set dentil pattern along both facades.

According to building permits, the building's upper stories were occupied by six families (two on each floor) with retail stores on the first floor in 1916. A 1956 violation notice mentions the 4th floor space as being used for a Masonic hall and the presence of a Woolworths store on the first. In the 1970s the space may have been home to the Dudley Street Social club.

CURRENT STATUS/EXISTING CONDITIONS:

The building is in fair condition, but is underused and seems to chronically suffer from vacancies (mostly in its upper floors). At times, the upper floors have been used for rehearsal space for the Chamber Theatre group and offices on the second floor have been used for election offices/headquarters. In recent years, there was an effort to put Upham's Corner Charter School on the upper floors of this building, which did not work and now the school no longer exists.

It is thought that one of the reasons why it has been difficult to find long term tenants for the upper stories is that the building lacks an operable elevator and that various systems need to be

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

brought up to code. The building currently hosts many cell phone towers and other cellular apparatus, some of which is located within the elevator shaft.

PRESERVATION STRATEGY:

- To better understand the persistent vacancy issues in this building, more research about the office market in the district must be conducted. Is there a need for more office space? Better office space? Research building more to understand past residential use and configuration as well as historical significance.
- Historic Boston Incorporated should explore establishing viable business arrangements leading to the rehabilitation of this building, starting with a feasibility study.
- The Columbia Square building may be a good candidate for listing on the National Register of Historic Places.
- Specifically, more research should be conducted to discover information regarding the following questions:
 - What is the history of the meeting hall or space located within the building? Some records refer to an Odd Fellows Hall being here, but another source describes it being in the nearby Wheelock Hall. What about references to the Masonic Hall?
 - Did the Upham's family commission the building to replace their store? Did they ever run their store out of this building?
 - What other uses/business have called the Columbia Square building home over the years?

Contacts/Roles:

Linda Webster, Pacific Insurance Company (has an office on the first floor of the building, they manage the building and represent Valhalla, the owner). She would likely welcome us for a visit to the building and would be able to share more information about the building's history and recent efforts to use the upper floors.

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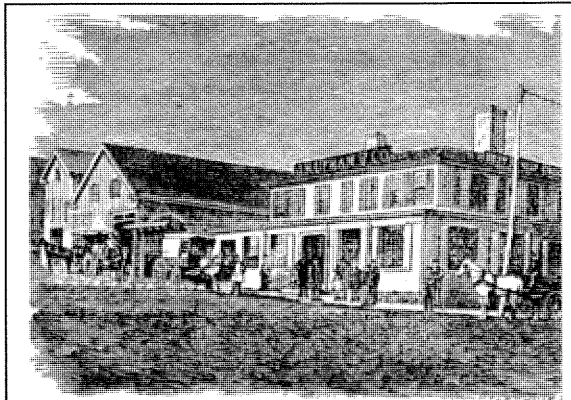


Figure 4 Photograph of Drawing printed on p. 42 of *Dorchester Old and New 1630-1930*, (Courtesy of Dorchester Athenaeum)



Figure 2- One story brick and granite commercial block that replaced the Upham Family's General Store. *Anthony Mitchell Sammarco, Images of America series*. (Courtesy of the Dorchester Athenaeum)



Figure 3 Photograph published in *Official Program, Dorchester Day, Saturday, June 7th, 1913*. (Courtesy of the Dorchester Athenaeum)



Figure 4 Upham's Corner Postcard, (Courtesy of the Dorchester Athenaeum)

Commercial Casebook

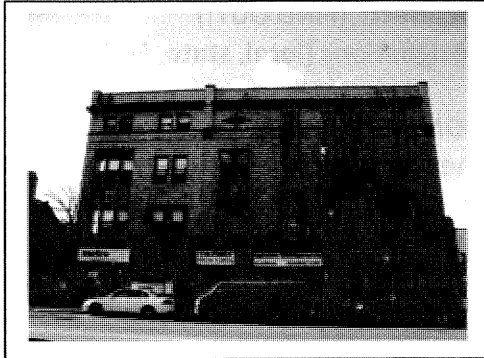
Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Wheelock/Fox Hall

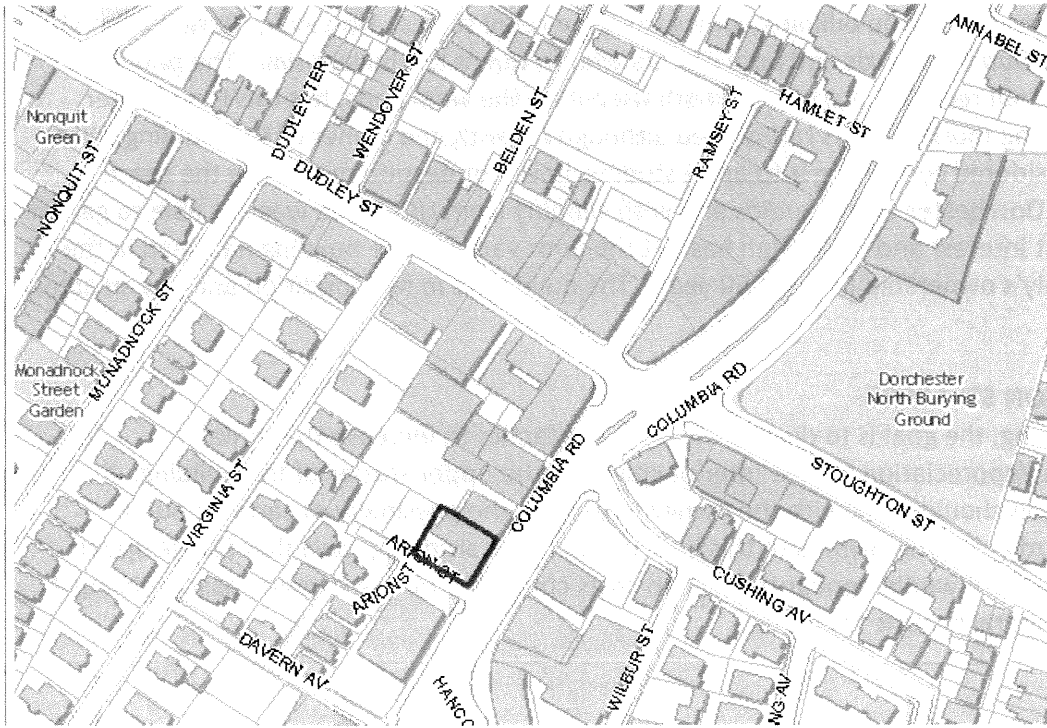
Updated: November 4, 2009

SITE INFORMATION

Address: 554-562 Columbia Road
Neighborhood: Upham's Corner, Dorchester
Main Street District: Upham's Corner
Owner: Mariana Realty Corp
Property Type: Residential/Commercial
Building Size:
Lot Size: 7588 square feet
Parcel Number: 1301345000
Ward: 13
Zoning:



Assessment (2009):	Land	\$ 388,800	
	Building	\$ 918,700	
	Total	\$ 1,307,500	Tax: \$15,999.36



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: ca. 1890

Architect: (FIND OUT!)

Designations (local, state, Federal): none

SIGNIFICANCE:

The four- story yellow brick, vaguely Classical Revival commercial block at 554-562 Columbia Road was built as early as 1890, replacing two smaller wood framed buildings on two separate parcels. Over time, the building has provided meeting space for groups in a space called variably Wheelock Hall, the Odd Fellows Hall, and Fox Hall. Wheelock Hall was named in honor of A.P. Wheelock who operated a large livery stable across the street at the corner of Hancock and Columbia Road (531 Columbia Road). Over the years, the building has been home to several different businesses on the first floor, including Edison Electric and a Brigham's restaurant.

CURRENT STATUS/EXISTING CONDITIONS:

Today, the four story building features storefronts (including a Metro PCS retail store, a chiropractic office, and an H & R Block) on the first floor, a billiards facility on the second floor, a bowling alley on the third floor, and the meeting hall space on the fourth floor.

The primary income to the building comes from the retail stores. However, there is a small but committed group of billiards and pool players who frequent the billiard hall. The pool hall is rarely used; until recently, a group of youth used it on the weekends, but this is no longer happening. The fourth floor is rarely used although recently the owner of the building, Nick Verenis, considered converting it to artist studios, however despite marketing the space through the Dorchester Open studios and with support from UCMS, he was not able to garner enough artist interest and since then has left the floor vacant. The building has been in the Verenis family's ownership for over 50 years. The building is in fair condition and has an active owner.

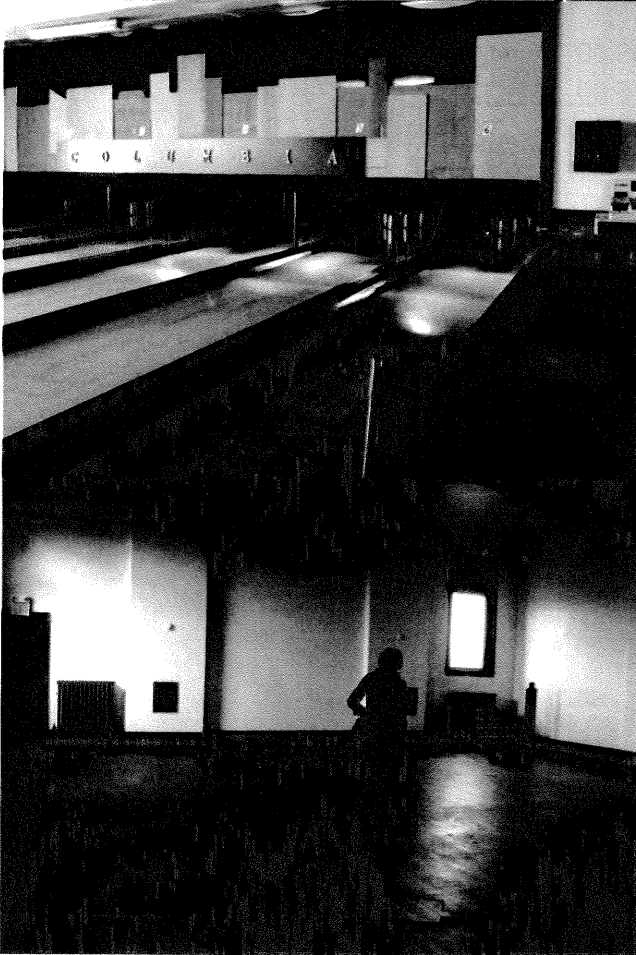
PRESERVATION STRATEGY:

For this building, the goal is to discuss the uses and tactics to increase the rental opportunities/appreciation for the interior spaces in the upper stories of the building. Historic Boston should work with the owner to explore the possibility of carrying out a feasibility study with the owners of this building aimed at studying ways that fill the upper floors with uses. It would appear that rehab costs could exceed the owner's basis, making it eligible for federal historic tax credits.

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

PHOTOGRAPHS:



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Wheelock Livery Building & Associated buildings

Updated: November 4, 2009

Address: 525-531 Columbia Road

Neighborhood: Upham's Corner, Dorchester

Main Street District: Upham's Corner Main Street

Owner: OPHIR SHALOM B

Property Type: Commercial

Building Size:

Lot Size: 13358sq ft

Parcel Number: 1301746000

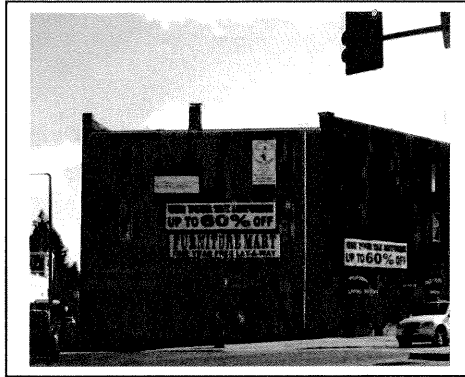
Ward: 13

Zoning:

Assessment (2009): Land \$ 567,265.00

Building \$ 745,826.00

Total \$ 1,313,091.00



Tax: 35,597.90

Location



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: unknown- wood frame livery building constructed between 1831-1874- present on 1874 maps (see below)

Architect: unknown

Designations (local, state, Federal): none

SIGNIFICANCE: One of the earliest buildings still standing in the area, little is actually known about the Wheelock Livery Stables building. On the 1831 Edmund Baker map, a small dot, indicating a homestead or another type of building, is located approximately in this location. There is no name associated with this building, but nearby, Payson, Davenport, Clapp and Upham are listed. Due to the large gap in maps available, we know that buildings listed as “livery” are located in this location as early as 1874, and potentially were built at an earlier date. Both on maps and in historic images, it appears that wood framed buildings stood in front of the brick livery building and on a pointed parcel of land that thrust into the busy Hancock Street/Columbia Road intersection. The widening of Columbia Road at the end of the 19th century and other expansions has since swallowed up that land.

While it is known that a building with the use of a “livery” was located on this parcel of land as early as 1874, it is not clear if the wood buildings were replaced by the three story, brick livery building, or if the older building was incorporated into the larger brick building. More investigation needs to occur.

The current three story brick building, which was first used for a livery (to stable horses), was later used as a garage for automobiles. With a few different phases of construction, the building has been expanded in a few different interesting ways, particularly in the years between 1880 and 1910.

CURRENT STATUS/EXISTING CONDITIONS: The Wheelock Livery Building and its attached one story brick commercial building are currently home to several different businesses. In the livery building, a large portion of the first and second floors is being used by Furniture Mart, a discount furniture store. Other businesses include New York Fried Chicken and Pizza and Rent-A-Center. The third floor is being used by for karate and boxing clubs. The one story brick addition, constructed in unusually fine, classically-detailed cast stone, is used by a convenience store.

The building is in fair condition. According to HBI’s 2006 notes, there are some surviving interior tile walls and wooden wainscoting. The second floor, which is accessed by a wide staircase, has a boxed-in truss system. The intact brick façade is in need of repointing and there are several filled in windows. There is also a vacant lot located at 15 Wheelock that is owned by the owner. Currently, the land is being used as parking by Rent-A-Center.

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Upham's Corner Main Street's Design Committee is currently working with the owner, known as Bachi, on putting together different signage and building improvement scenarios. While hesitant on investing a large sum of money without insurance of a strong return, Bachi has been very open to discussing options. DND Architect Frank Vilbrund and associated architectural consultant Ed Forte have both put together renderings of the rehabilitated building, and Forte is currently working on a signage program for the building. Bachi has agreed to work with business owners to encourage them to apply to the city for Main Street signage funding. He is also changing the lease structures of each store space to include restrictions on signage.

PRESERVATION STRATEGY: This building is underused and sits on a prominent corner location. The interior is open with ample opportunity for re-development. The commercial use of this building could remain intact, with work done to the exterior to repoint the brick. The filled windows could be reopened and the interior could be reorganized to include office space.

- Historic Boston could support Upham's Corner Main Street's work with owner to produce renderings and a better signage program. Historic Boston can assist in the owner in better understanding the asset and its potential if rehabilitated by producing a feasibility study.
- More research should be conducted so that the building is better understood and there is a record of how the building changed over time. Learn more about earlier stables structure; the construction of this structure; how it was used; and how it has been used over time. Investigate possibility of eligibility on National Register of Historic Places.
- If deemed to be ineligible for listing on the National Register, explore possibility of using 10% Federal "Non-historic" tax credit for future rehabilitation projects

Contacts/Roles:

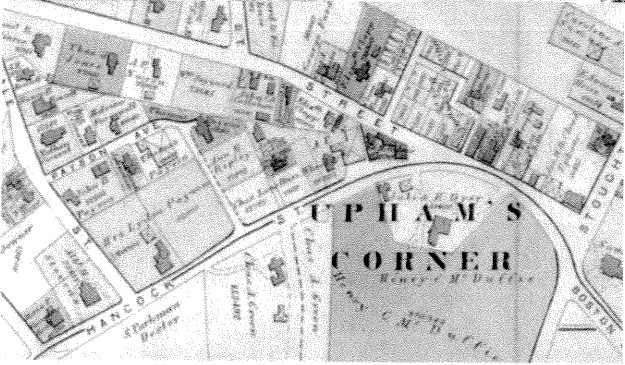
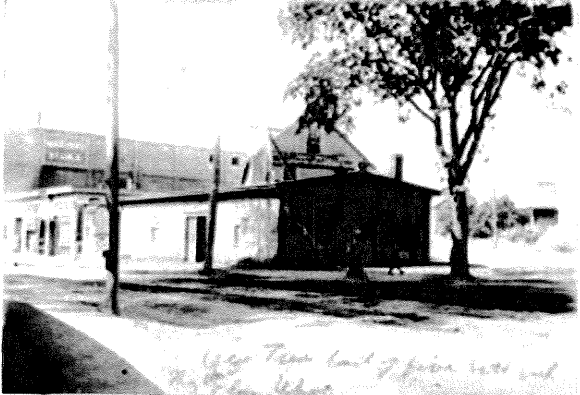
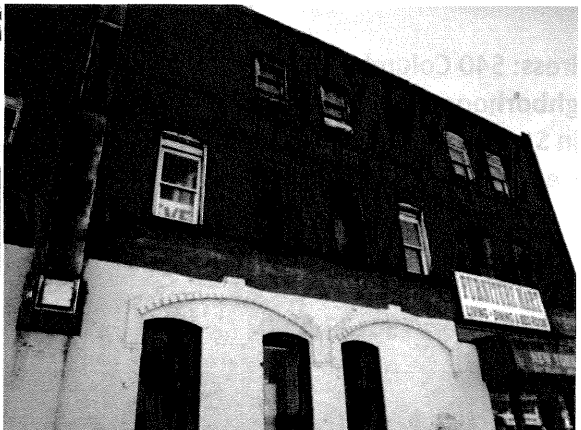
Bachi, owner

Ed Forte, Architectural Consultant working with City of Boston

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Photographs and maps:



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Pilgrim Church

Updated: November 4, 2009

Address: 540 Columbia Road

Neighborhood: Upham's Corner, Dorchester

Main Street District: Upham's Corner Main Street

Owner: The Pilgrim Church

Property Type: Church

Building Size:

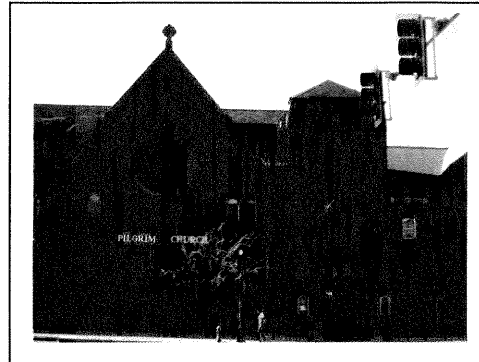
Lot Size: 19397 sq ft

Parcel Number: 1301323000

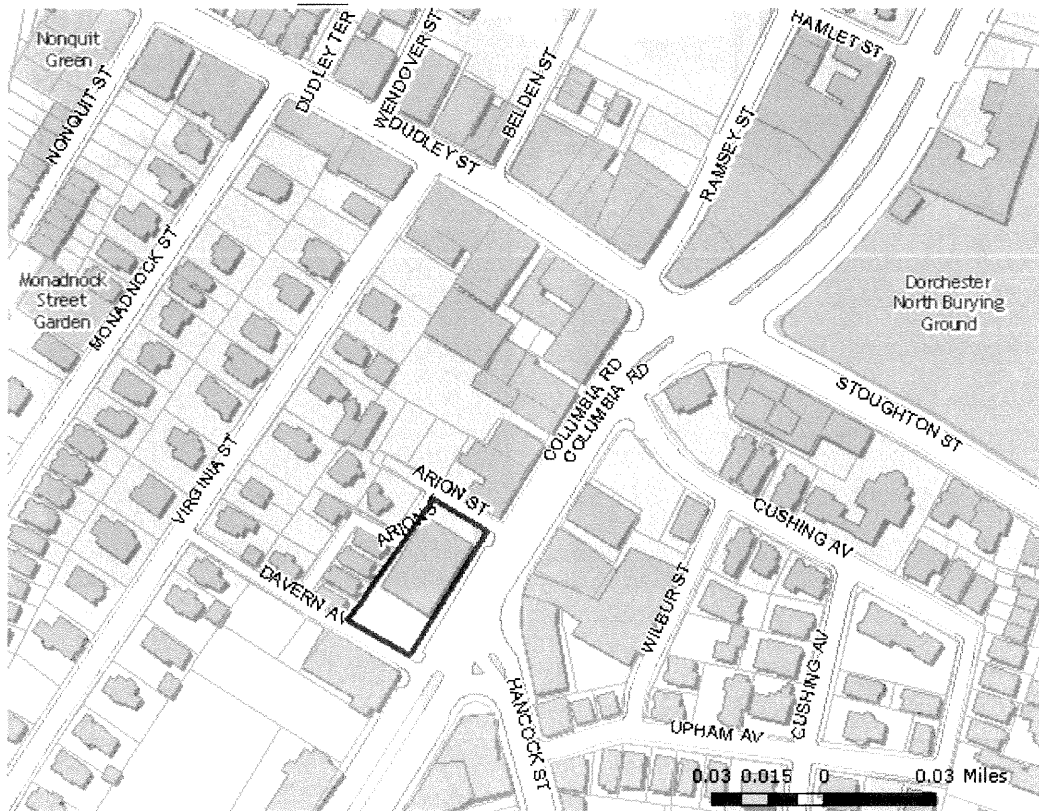
Ward: 13

Zoning:

Assessment (2009):	Land	\$ 293,300	
	Building	\$ 840,100	
	Total	\$1,133,400	Tax: \$0



Location:



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: 1888-1892

Architect: Stephen Earle, Worcester MA

Designations: None

SIGNIFICANCE: Founded in 1862, the church was recognized by representatives of Congregational Churches of Boston as an Orthodox Congregational Church in 1867. The congregation first worshipped in rented space at the Dorchester Athenaeum near Everett Square, and then transitioned into a building on Stoughton Street. The foundations of a new church were laid in November, 1888, at 540 Columbia Road, but due to transitions in leadership, there was a delay in the construction. Finished in 1892 to a design by Stephen Earle of Worcester, the Pilgrim Church is in the Romanesque Revival style.

CURRENT STATUS/EXISTING CONDITIONS: The Pilgrim Church building is in poor condition. The congregation, which is comprised of about 20 consistent worshippers, meets in a small chapel space that is adjacent to the sanctuary. Next to this room is the original chapel space, which was the first portion of the building to be built, and where the first services were held on this site. This early chapel space, which is currently used for storage and support space, features what might be the original paint finish, as well as elaborate stained glass windows. The church suffered a large fire in 1970, which began in the attic and ravaged the sanctuary. Some of the damage can still be seen today. In particular, the large round window on the street façade remains boarded up, which is the main focal point of the building from Columbia Road. The sanctuary space is now being used as an overnight homeless shelter, administered by Children's Services of Roxbury. That organization describes the program as an Adult Shelter that serves as an emergency overnight shelter and accommodates 124 men who struggle with substance abuse.

The building also is home to a daycare center/pre-school facility (located in the basement) and a thrift shop in the balcony area of the church, called the Thrift Shop of Project Care and Concern. The congregation administers a food pantry, a weekly community lunch, and provides food on Boston Common each Saturday for the homeless and hungry.

Members of the church have approached HBI, reporting water infiltration, structural damage, and the need for significant roof repair or replacement. The exterior needs to be repointed, and the water infiltration through the foundation also needs to be addressed.

PRESERVATION STRATEGY:

- The building requires a thorough inspection and assessment in order to understand the building's physical condition as well as its character defining features. With this information, leadership will be able to plan for funding, future programming, and the sequencing for rehabilitation projects.

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

- All members of the congregation and the leadership of the church should be in agreement about the physical and programmatic priorities at Pilgrim Church.
- The Pilgrim Church leadership should look realistically about their financial situation. Is the space being maximized at its greatest value? Are there other compatible uses that could bring in more money to the church's coffers, thereby allowing a more sustainable rehabilitation effort?
- Is there a way to build up an endowment for future maintenance of the building? Is there a way to better balance the needs of the building with the charitable priorities of the congregation?
- The Pilgrim Church congregation should explore the idea of selling the property while maintaining worship space within the building or in a nearby place within the district. Perhaps this building could be better used if it were actually a social service center.
- Meet with other area stakeholders to better understand needs in the community- it seems that there is a need for the homeless shelter in this location, as it is always filled to capacity- but are there other needs for services that could take place here? Between the shelter and daycare at Pilgrim Church, nearby Upham's Corner Health Center, and the future Kroc Center- is there a larger discussion to be had about who offers what, and where?

Contacts/Roles:

Reverend John Odoms, 617-282-0456, pastor@pilgrimchurch1862.org

Mary Ann Kerrigan

Mauricia Darvish

Matt Dargon

Children's Services of Roxbury

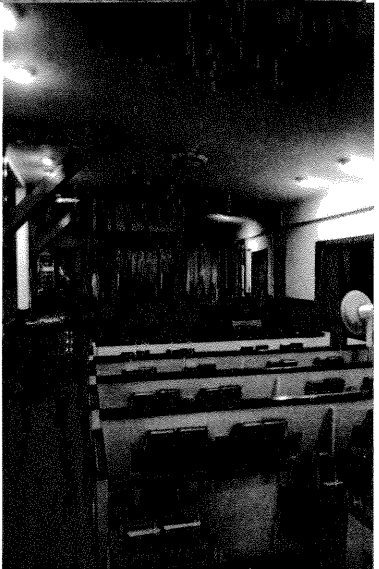
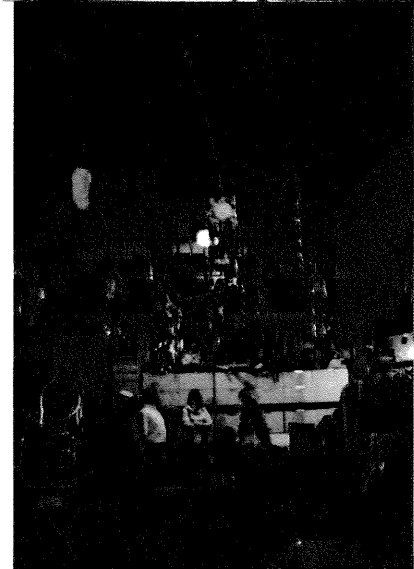
Salvation Army

Upham's Corner Health Center

Commercial Casebook

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Photographs:



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Old Dorchester North Burying Ground

Updated: November 4, 2009

SITE INFORMATION

Address: Columbia Road and Stoughton Street

Neighborhood: Upham's Corner, Dorchester

Main Street District: Upham's Corner

Owner: The City of Boston

Property Type: Burying Ground

Lot Size: 136685 sq ft

Parcel Number: 0703999000

Ward: 07

Zoning:

Assessment (2009):	Land	\$ 983,400	
	Building	\$ 0	
	Total	\$983,400	Tax: \$0



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: burials began in 1638

Architect: early Dorchester residents

Designations: Boston Landmark; listed on the National Register of Historic Places

SIGNIFICANCE: The Dorchester North Burying Ground, located at the corner of what is now Columbia Road and Stoughton Street, was first established in November of 1634. The original boundaries were quite small at about 80 feet on each side. Later parcel additions in 1694, 1718, 1727, 1741, 1745 and 1820 produced the roughly parallelogram shaped burying ground. Today it contains about 139,002 square feet. The Dorchester North Burying Ground is the earliest remaining man-made feature in this area of Dorchester. The first of the existing markers were Bernard and Joan Capen in 1638 and are now displayed in the New England Historic Genealogical Society.

The two most prominent figures buried in Dorchester North are William Stoughton, Lieutenant Governor of the Province from 1694 to 1699 and a later Chief Justice and benefactor of the original Stoughton Hall at Harvard College; and the Reverend Richard Mather, a progenitor of the celebrated Mather family, including Increase, Cotton, and John. Other early Dorchester forefathers with grave markers here include John Danforth, Isaac Royall, John Foster, the first printer in Boston, and members of distinguished local families such as the Clapps, Blakes, and Pierces. During the Revolutionary War period, forty unknown soldiers, who died due to the Siege, were buried in a single lot.

Unlike most historic Boston cemeteries, burials at Dorchester north extended well into the 19th century. A second burying ground was not added until 1819, showing the northern section of town's importance throughout the first two centuries of its existence.

Dorchester North contains approximately 1200 markers of various shapes, colors and materials; including slate, marble, sandstone, granite and bronze. The sheer size and the lengthy period of active burials makes Dorchester North one of the more colorful and varied burying grounds throughout Boston.

In 1834, upon the 200th anniversary of the burying ground, Dorchester residents began to take a renewed interest in Dorchester North. The group laid out the paths along the rows of graves, and planted trees, flowers and shrubs (a move toward the more formal garden cemeteries that would be produced in the following years, such as Forest Hills and Mt. Auburn). The group also repaired much of the stone wall that was constructed towards the end of the 17th century. In 1912, a new granite gateway was added. The curved Egyptian Revival style gate was built to frame the corner of Columbia Road and Stoughton Street. The last significant change in the enclosure of the burying grounds occurred a few years later, in the 1920s, when the stone walls were replaced by those constructed of concrete. Today, several of the panels on Columbia Road have been replaced with iron gates to allow visual access to the burial ground.

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

CURRENT STATUS/EXISTING CONDITIONS: The Dorchester North Burying Ground is not currently threatened by development or demolition. As a Boston Landmark and as one of Boston's historic burying grounds, Dorchester North is protected from these forces. However, this site has been selected for this casebook to call attention to this historic resource within the busy Upham's Corner commercial district.

PRESERVATION STRATEGY: Open space in this area of Dorchester is rare, as are resources of this significance and age. While the burying ground is maintained by the City of Boston's Parks and Recreation Department, the burying ground is in need of attention and investment. Programming efforts, opening the Burying Ground on a regular basis, hosting clean-up days and activities are all ways to gain more attention for the space and to educate residents and visitors about early Dorchester History.

- Zach Cohen suggested that Upham's Corner Main Streets Volunteers could participate in regular clean-up days at the Burying Ground
- Need to assign an individual or an organization as the local "Holder of the key", so that there is better access to the Burying Ground
- Advocate that the City of Boston and the Parks Department maintain structures within the Burying Ground, and that they remove the ivy growing on the main entrance way. The plant growth could be damaging the structure. Contact the Browne Fund, which has supported efforts at the Burying Ground in the past. The Browne Fund endows each project that they support to sustain their investments in the future.
- There is very little interpretation of the site at the present time. Advocate with the Browne Fund for programmatic interpretation, which could be installed on the solid walls on the Stoughton Street side of the Burying Ground

Coupled with the rehabilitation of the Comfort Station adjacent to the Burying Ground, the area could become a center for Dorchester History and interpretation. Alternatively, if the Comfort Station is used for a for-profit purpose (particularly one open to the public- i.e. a café or other food/drink/convenience store), another type of partnership could be created.

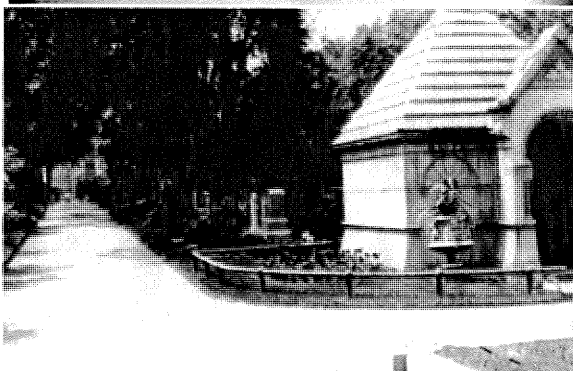
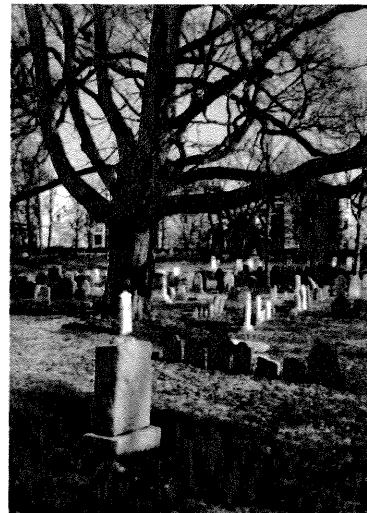
Contacts/Roles:

- Dorchester Historical Society
- Ellen Berkland, City of Boston Archeologist
- Kelly Thomas, Historic Burying Ground Initiative, City of Boston Department of Parks and Recreation

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

PHOTOGRAPHS:



Historic Photograph Source: Dorchester Athenaeum.

1. *View of cemetery from 1888- notice historic fence.*
2. *Photograph of a drawing of the Old Dorchester North Burying Ground at Upham's Corner in the possession of the Dorchester Historical Society in large album titled Old Dorchester Houses.*
3. *Real-photo post card of Clapp Avenue in the Dorchester Old North Burial Ground leading from Stoughton Street at the back to the Wood Mausoleum at the front of the photo.*

Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Comfort Station at the Old North Burying Ground

Updated: January 14, 2010

SITE INFORMATION

Address: 611 Columbia Road

Neighborhood: Upham's Corner, Dorchester

Main Street District: Upham's Corner

Owner: The City of Boston-DND

Property Type: "Exempt"

Building Size: 1200 sq feet ±

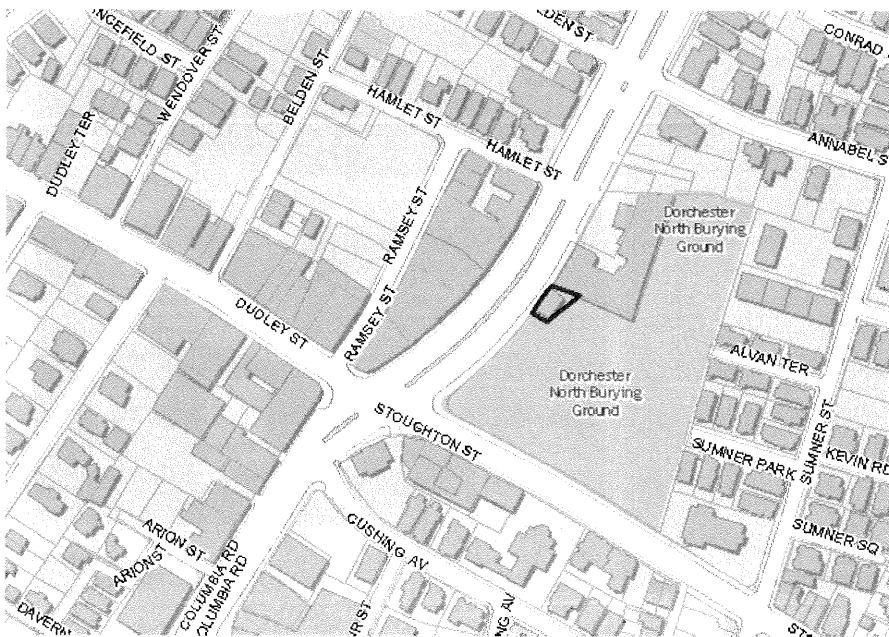
Lot Size: 2317 sq ft

Parcel Number: 0703999010

Ward: 07

Zoning:

Assessment (2009):	Land	\$ 50,000	
	<u>Building</u>	<u>\$ 32,100</u>	
	Total	\$ 82,100	Tax: \$0



Commercial Casebook

Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

ARCHITECTURAL INFORMATION:

Date Built: 1912

Architect: William Besarick, who also designed the Roger Clap School on Harvest Street and the Municipal Building at the other end of Upham's Corner at the corner of Columbia Road and Bird Street. He is also known to have designed many of the triple deckers in the Boston Street/Jones Hill/ and Virginia and Monadnock Street areas (including the George Milliken House, at 44 Virginia Street, which is a Boston Landmark.)

Designations (local, state, Federal): none

SIGNIFICANCE:

The one-story "mission style" building was built as a "convenience station" in 1912. Designed by local architect William H. Besarick, the one story building appears to have been built upon Dorchester North Burying Ground land. The building, which features a stucco exterior and a tiled roof, resembles something one would find in the American Southwest.

According to City of Boston building permits, the building's plumbing and electrical systems were modernized in 1945, while the doors were restored to the "original conditions". These efforts were part of a larger project throughout the Dorchester North Burying Ground area, in which the cemetery walls were repaired. By 1959, the building was considered an "office" space, and consisted of 4 rooms on the first floor, and a single room at the basement level. The 1200 square foot building was reported to accommodate 10 people.

CURRENT STATUS/EXISTING CONDITIONS:

Today, the building is in overall poor condition. It has sat un-used for an unknown amount of time (possibly since at least 1977- notice from fire dept to the bldg dept regarding its vacant status and that it was in danger of trespassers/vandals). There are holes in roof as well as loose and missing tiles. The foundation is cracked, and the stucco walls are a target for graffiti. The building has suffered from small fires and other acts of vandalism over the years.

Challenges: small size; likely built on burial sites (archaeology would be an issue, plus there is very little-to-none opportunity for expansion); poor condition.

UPDATED 12/09: The city has begun the community notification process for putting this building out for bid.

PRESERVATION STRATEGY:

The comfort station has similar issues to the Duck House in the Back Bay Fens, except that this space sees a significant amount of foot traffic on Columbia Road, is adjacent to a busy bus stop, and is located on/next to an important burying ground.

Commercial Casebook

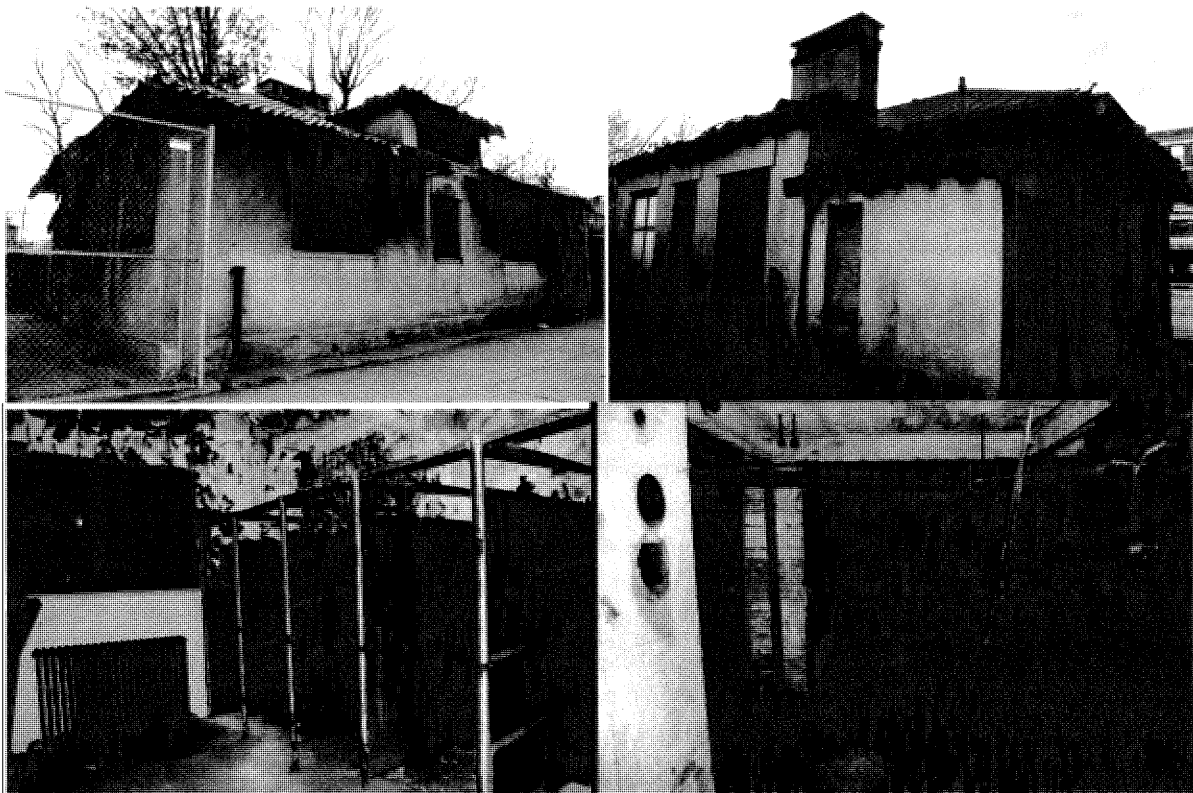
Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

- Work with DND to enter site; discuss incentives and criteria for HBI taking on the rehabilitation and reuse of the comfort station.
- Seek out economic feasibility; investigate market needs in the greater commercial district
 - Possibly take advantage of busy location and well-used bus station adjacent to site with a convenience or quick coffee/breakfast restaurant
 - Home to non-profit organization, such as Upham's Corner Main Street
 - Other uses might include interpretive components for the Burying Ground
 - Could be restored as public restrooms

Contacts/Roles:

Sandra Durant, Department of Neighborhood Development, City of Boston

PHOTOGRAPHS:



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Shelby Graham, Historic Boston, Project Manager for Neighborhood Field Services

Dorchester Fireproof Storage Company

Updated: November 4, 2009

SITE INFORMATION

Address: 55 Humphreys Street (aka 692 Dudley Street)

Neighborhood: Upham's Corner, Dorchester

Main Street District: Upham's Corner

Owner: Leon Family LLC

Property Type: Industrial

Building Size:

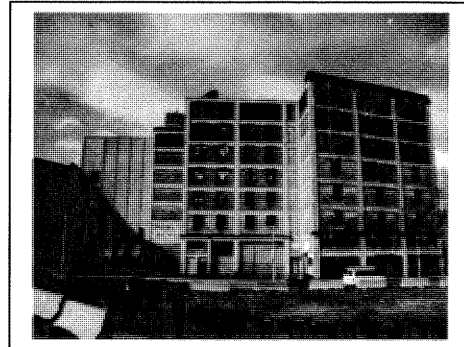
Lot Size: 29735 sq ft

Parcel Number: 0703676000

Ward: 07

Zoning:

Assessment (2009):	Land	\$ 499,700	
	Building	\$ 272,200	
	Total	\$ 771,900	Tax: \$20,926



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ARCHITECTURAL INFORMATION:

Date Built: 1915

Architect: unknown

Designations (local, state, Federal): none, not surveyed, not in MACRIS

SIGNIFICANCE: The Dorchester Fireproof Storage Building exemplifies a particular period in the development history of the greater Upham's Corner/Humphreys-East Cottage area. Its construction in 1915 shows the shift from this area being a mostly residential area consisting first of scattered farm houses and single family homes further down Humphreys Street; to the addition of fine apartment buildings on Dudley Street in the late nineteenth century; to the construction of a large, bulky industrial building in the first quarter of the twentieth century.

CURRENT STATUS/EXISTING CONDITIONS: Located at the northern terminus of the district and adjacent to the Upham's Corner Commuter Rail station and railroad tracks, the Dorchester Fireproof Storage Company is a large, irregularly shaped industrial building. The building varies between 5 and 7 stories tall with concrete and brick infill. The first floor has wide bays, possibly for cold storage. Ghost of writing on one wall states "Dorchester Fireproof Storage Warehouse".

According to HBI's notes from 2007, City and Upham's Corner officials have tried to convince the owner to sell, but he was unwilling. Also, notes indicate that short ceiling heights, awkward configuration, and solid concrete walls might pose significant challenges for future reuse.

With the combination of its proximity to the future Kroc Center, the commuter rail station, and its status as the largest, unused property in the district; this site's redevelopment would be a very positive change for the community.

PRESERVATION STRATEGY:

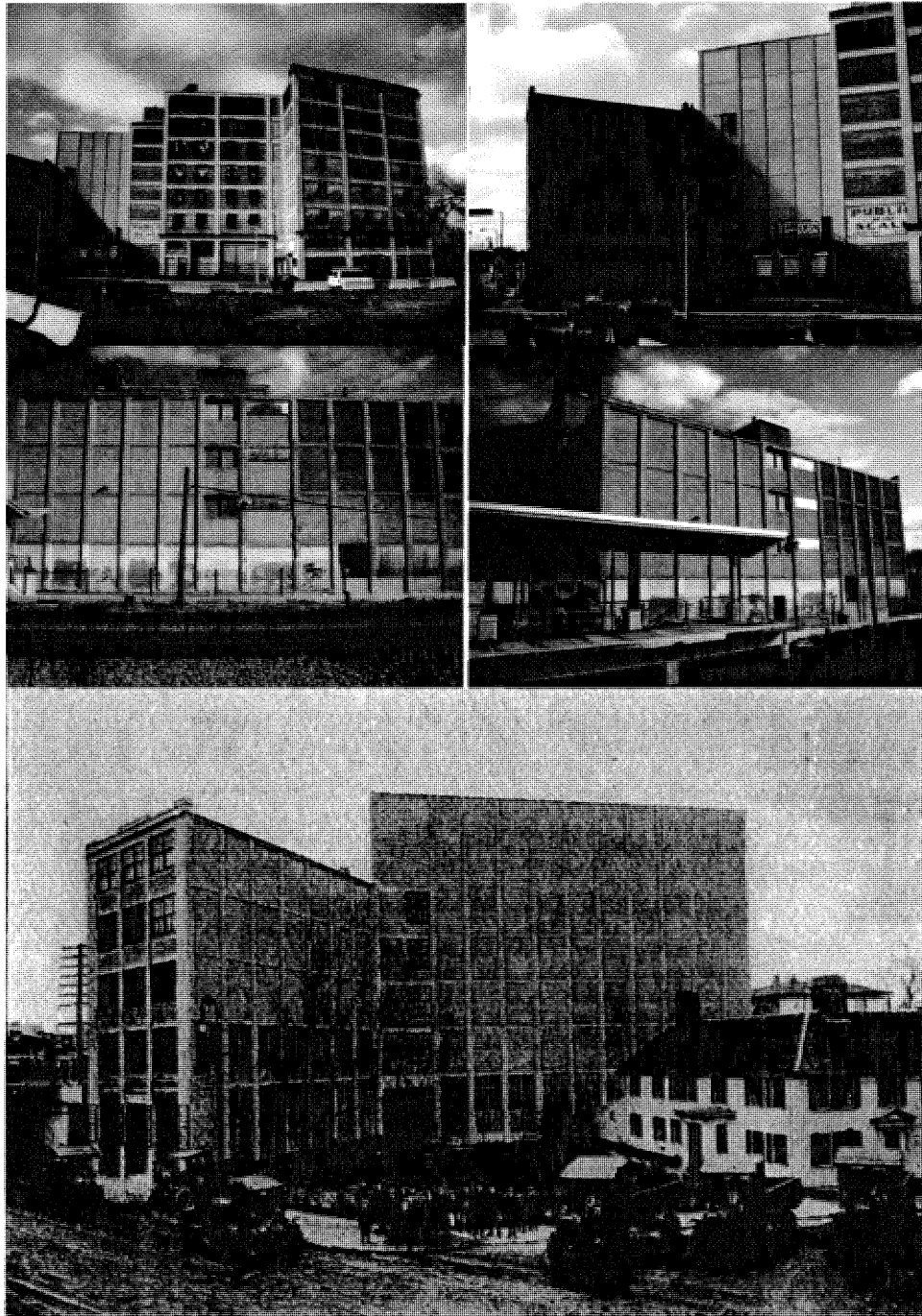
- Investigate significance of building in storage technologies, architectural details, the building's role in the development history of the area- better understand building to see if it would be eligible for listing on the National Register of Historic Places.
- Building could be a potential topic for a design and use charette held by Upham's Corner Main Street in conjunction with area universities and/or planning or architectural firms.
- Brainstorm and reach out to both traditional and non-traditional use types
 - Residential rental units (transit oriented development)
 - Various "green" industry types of uses, including a solar farm
 - Information Storage/ "server barn"; a place to hold and maintain servers
 - Develop for ancillary Kroc Center uses; initiate conversation with Salvation Army

Contacts/Roles:

- Daniel Cushing (Jones Hill resident, involved with Main Streets Board, Upham's Corner Health Center, Dorchester Historical Society)- once was very active in trying to find out more about the building and advocate for a future use

Commercial Casebook

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Source: Dorchester Athenaeum. *Scan of illustration from Official Program Dorchester Day, Saturday, June 5, 1915, showing Humphrey House and the new Dorchester Fireproof Storage Warehouse at the corner of Dudley Street and Humphrey Street.*

In 1917 the family sold the property and moved from the old house, allowing its demolition. They had already sold the back part of the property for the construction of the Dorchester Fireproof Storage Warehouse. The family relocated to other nearby houses that were once part of the larger Humphries estate.

