

# PLAN: JP/Rox Washington Street

*Preserve. Enhance. Grow.*



PLAN JP/ROX Community Workshop #6 ("CW #6) was held on Wednesday, May 11, 2016 in the English High School cafeteria in Jamaica Plain. The Workshop was named "**Draft and Emerging Recommendations for JP/ROX**". At an earlier workshop in March, the BRA presented draft future scenarios for development in five focus areas within the study area and sought feedback from participants. The development scenarios were based on the general feedback that had been received from past workshops, open house and walking/bike tours. At CW #6, the scenarios became slightly more refined based on the feedback from March, and new visuals were provided. These new visuals included street view renderings of certain intersections within the focus areas, and urban design diagrams and corresponding textual guidelines. In addition, draft emerging recommendations were presented on housing, transportation, and jobs and business. There was also information around where the BRA is heading with rezoning recommendations. The rezoning process will come after the planning process for JP/ROX. The following agenda was carried out:

- **5:30-6:00PM: OPEN HOUSE AND NETWORKING**

All of the 19 boards for the main program of the workshop were on display for folks to review and chat informally about with BRA and City Staff.

Boards included were:

- Corridor Wide Boards: Urban Design + 3D Model of Development Scenarios (2 boards)
- Focus Area Boards: Refined Development Scenarios from 3/5/16 workshop + Street Level Renderings + Urban Design Diagrams and Guidelines (Total 9 boards)
- Transportation Recommendations (2 boards + 1 feedback board)
- Housing Recommendations (2 boards: 1 recommendations; 1 density bonus illustrations)
- Jobs and Business (1 board)
- Zoning (2 boards: Proposed base zoning changes + Mechanism for density bonus)

- **6:00-6:15PM: WELCOME AND UPDATE**

Marie Mercurio, Senior Planner from the BRA, introduced and provided a timeline and updated project status for PLAN JP/ROX. The planning phase for PLAN JP/ROX is coming to a close, while there will still be a community process for the rezoning phase.

- **6:15-7:45PM: MAIN PROGRAM – RESUME OPEN HOUSE**

The main program for the workshop was to resume discussions at the 10 stations with BRA and City staff to have an opportunity for participants to look at the new work for PLAN JP/ROX.

- **7:45-8:00PM: REPORT BACK AND ADJOURN**

BRA staff asked the facilitators from the stations to report back on the highlighted key discussions and takeaways from their respective stations that evening.

- **NEXT STEPS**

The BRA will begin to pull a draft PLAN JP/ROX document together to be presented to the community at the next community workshop.

- Comments from the focus area stations, housing station, transportation station, and jobs and business station are provided immediately below, followed by scanned images of the 19 presentation boards which include participant comments.

**PLAN JP Rox Board Notes– Transportation**

- Mass Transit Authority
  - Decrease MBTA fares
  - For folks not using/owning cars
- ^ Orange Line service proportionate to ^ in population
- Supplement the existing SW Corridor bike facilities w/ more/improved bike accommodations for the North/South bike commute!
- Improve connections (ped/bike) to T stations. Safety! Bike parking at T stations.
- When all this development is built, the current parking for the T will be gone. What about parking for the Orange Line?
- SW Corridor wayfinding. Make sure bike & ped clearly delineated.
  - Fill gaps and upgrade where needed
- More widespread traffic calming & sidewalks – Amore & School streets
- ^ capacity on orange line. It’s already packed during rush hours.
- 70% affordable for \$35,000 or less
- 70% affordable at \$35,000 – we need our families & communities to be able to stay together, whether we’re breadmakers or AmeriCorps or veterans or service workers or PCS’s - !
- ¡3 mesas mas!
- 3 more months!

**Map Board**

- New construction is already paving state land next to cut
- Postpone plan for more months

**Info/Parking Board**

- (pointing at Go Boston 2030’s aspirational increase in walking) This means more jobs here. Also many jobs must have family sized wages.
- Parking ratio:
  - Less for studio or 1br
  - More for 3 br house
  - Restructure matrix to reflect size of unit and whether near transit:

	Near transit	Away from transit
Studio	0	1
3br	1	2

- Retail: 1 near transit, 2 away from transit

Residential				Lower?	Just Right?	Higher?
JP	Zoning min	1-3	1	4		
		4-9	1.25	5		1
		10+	1.5	5		1
	BTD* max		1	1		
Roxbury	Zoning min		1	3	1	
	BTD* max		1	2	1	

Commercial				Lower?	Just Right?	Higher?
JP	Zoning minimum		2	4		1
	BTD* maximum		1	2		1

Roxbury	Zoning min	Office	1	2		
		Retail	2	3		
	BTD* maximum		1	2		

\*BTD = Boston Transportation Department

### PLAN JP Rox Board Notes– Housing

- It should be 70% affordable; 30% market rate (+1)
- Raise IDP from 13% to 18% for this area (+2)
- Sequencing before permit (X market units; build Y affordable units)
- Postpone plan for 3 more months (+2)
- Another strategy: Requiring 30-70% affordable; make density bonus way more
- 70% affordable for 35,000 or less (+2)
- Don't know if people who make 49,000 can afford units
- 65' will be too high to 3 story residential building, especially near Union Ave
- Why not push developers for more affordable units? Why give away our bargaining power?
- Need more very low income options
- Agree with folks saying to take more time – needs to be more than just rezoning. Planning includes other efforts at increasing affordability through multiple avenues. Proactive funding and creative thinking to really ensure a continued place for the diverse peoples we are here now. Proactively fund and promote affordability
- Why build it all so quickly and thus prevent slower, intentional longer-term planning? Certainly because we need to fill demand. But the percentage remains small. Also income inequality is just getting stronger, so where will this leave us in the long term?
- Percentage less important than number of affordable units. We can (illegible).
- Need clear analysis of current incomes – additional 30% market units are currently affordable. Where do those people go when additional luxury units cause market rents to rise? Need  $\geq 50\%$  affordable to prevent displacement and racial segregation.
- Yes. Need more clear analysis (see above)

### PLAN JP Rox Board Notes– Jobs and Business

- Union rates for construction
- \$15 minimum wage for permanent jobs
- Jobs policy enforcement (construction / permanent jobs)
- 4X the number of jobs with family-sized wages!
- Local businesses don't cater to wealthy only
- Have businesses reflect community needs/wants; not developer bottom line
- Rents plus other barriers to entry
- Size of commercial space may be smaller
- Opportunities for teaching, mentoring and incubator space
- Engage local businesses
- Affordable retail spaces for artists
- How will you encourage affordable retail space?
- Do not find affordable housing by averaging with billionaires for neighborhood-wide income levels
- I do not want people displaced
- 3 more months is probably not enough; it's more than a reasonable request
- Address the needs of the people
- Give people a chance to rise out of their circumstance by giving options and respect
- Auto ZBA process, community review for multi-national and national chains

- Affordable mixed housing with new construction (no more projects)
- Bikeway expansion as population grows
- Bike facilities on Washington Street
- I want the current (or even better, back to 20 years ago) diversity/income/ethnicity

#### **Focus Area Notes - Green Street**

- Brookside - keep artist housing and artist work space
- Green Street - convenience store near T for items like milk (response says: There is one. Green Street Market)
- Greet Street - narrow street; can we bring living elements to the facade if no room for trees
- Lighting - street and buildings
- Keep artist housing and affordable rentals

#### **Focus Area Notes - Egleston Square**

- Keep affordable housing - make it deeply affordable
- Keep diversity
- Wider sidewalks
- The height of the building should be no taller than the width of the street
- Enough parking for new residences
- Commercial parking
- Increase pedestrian circulation to Boylston and Montebello Streets from Stony Brook station
- Have service and loading plans considered in zoning
- Neighborhood groups need more time to review the recommendations. Postpone the final meeting until autumn or later
- LEED - strive for gold
- How to make 70% affordable work within our community with new housing
- May we have a forum to talk about these issues
- Share demographics
- Example: Artist housing on Brookside
- It feels like the new plan is to move the current residents out
- Real housing for families lower than \$80K/year
- It's the people that make the place. Egleston Square shouldn't be Back Bay
- What do we consider affordable?
- How do we incorporate the homeless?
- Keep LEED + green with affordability
- More accessible space in both the interior and exterior (i.e., rooftops)
- Is there a comprehensive plan for affordable housing? + retail/commercial?
- Site F: Triple-deckers
- Across from Site E: Good example; the urban fabric we'd like to see
- Cars speed down Iffley Road
- Need to know if this can happen. What are people agreeing to?

#### **Focus Area Notes - Jackson Square**

- Improve intersection at Centre Street for bikes commuting out of T
- Ensure open space for new density that is public
- Setback of heights is good

- Vehicular access to parcels along the SW Corridor
- Focus development on sites across Columbus Ave (connection across Columbus to existing housing)

# PLAN: JP/Rox

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## JACKSON SQUARE

**Neighborhood Gateway District**  
Larger residential and mixed use residential buildings with cultural, community and commercial business ground floor uses on Amory Street and residential uses along Columbus Avenue.

670,000 to 950,000 SF  
Residential: 1,066,000 SF to 1,170,000 SF  
Units: 1,066 to 1,170 670 to 950  
Commercial / Cultural: 35,000 SF 50,000 SF  
Height: 3, 6 and to 14 / 15 Stories

when I was advocating for density - I was thinking 7-8 stories but 15 - *brayal kidding?*

↑ Height variation & density is fair - as long as all neighbors get this kind of height at *at all transit stations*

LOVE THIS! NEED DENSITY TO ACCOMMODATE NEW RESIDENTS AND KEEP THE *FOKS WHO LIVE HERE*

Are you getting 15 stories in w Rox + Hyde Park

15 stories 2400+ units feels like JP/Rox getting disproportionate burden of new housing for city

The city must bargain hard! ... not give away the power. It is *our* power.

POSTPONE PLAN FOR 3 MORE MONTHS

70% AFFORDABLE FOR 35,000 OR LESS

## STONY BROOK

**Neighborhood Residential**  
Small residential and residential mixed use buildings with ground floor commercial business spaces.

Residential: 50,000 SF to 72,000 SF  
Units: 50 to 72  
Commercial: 10,000 SF  
Height: 3 to 5 Stories

## GREEN STREET

**Neighborhood Commercial Center**  
Mid size mixed use residential buildings with some active / retail ground floor uses on Washington Street and 21st Century commercial business spaces at the rear of Washington Street - Site B and along Amory Street - Site A.

450,000 to 540,000 SF  
Residential: 510,000 SF - 600,000 SF  
Units: 510 to 600 450 to 540  
Commercial / Cultural / Retail: 65,000 SF  
Height: 5 to 6 Stories 75,000 SF

## EGLESTON SQUARE

**Neighborhood Business District**  
Mid-size residential and mixed use residential buildings with active ground floor retail spaces along Washington Street and residential uses along Columbus Avenue. New retail spaces to maintain existing local and anchor retail businesses.

400,000 to 540,000 SF  
Residential: 440,000 SF - 570,000 SF  
Units: 440 to 570 400 to 540  
Commercial / Cultural / Retail: 65,000 SF  
Height: 4 to 6 Stories 60,000 SF

## FOREST HILLS

**Neighborhood Gateway District**  
Larger mixed use residential buildings with active / retail ground floor uses on Washington Street transitioning to a cluster of residential above Artist / Worker / Market spaces and finally to smaller multi-family residential homes

Residential: 1,065,000 to 1,305,000 SF  
Units: 1,065 to 1,305  
Commercial: 66,000 SF  
Height: 3, 5 / 6 and to 14 / 15 Stories

15 NO! stories ~~are~~ mostly market will do ~~more~~ so little in long run

For low/mod given impact of development on low/mod here

Build more market housing, so long as my market housing rent can subsidize more affordable units!

# PLAN: JP/ROX

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## Urban Plan: Corridor Connections and Activity Areas



**Jackson Square Retail:**  
Extend Hyde/Jackson Sq. Main Street district with active community serving businesses concentrated along Centre St.

**Columbus Ave Residential Corridor:**  
Reinforce existing residential uses between Jackson and Egleston Squares.

**Green Corridor:**  
Expand SW Corridor with new linear park space, bicycle and pedestrian paths.

**Green St. Retail Corridor:**  
Strengthen and expand existing business uses with new active community serving businesses at street level.

**Washington St Retail Cluster:**  
Reinforce the Egleston Sq. Main Street district with new active community serving businesses at the street level along Washington St.

**Green Corridor:**  
Expand SW Corridor with new linear park space, bicycle and pedestrian paths.

**Artist / Maker Live Work Cluster:**  
Live work building types concentrated along Stonley Rd. and Stedman St.

**Washington St. Corridor:**  
Neighborhood anchor with new mid rise and high rise buildings with street level active community serving business.

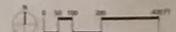
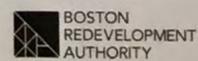
*This creates Segregation*

*Clawton Buildings Depicted on Stony Brook*

*Why are you surrounding Residential with 6 Story Bldgs*

### PLAN: JP-ROX

- URBAN SCENARIO 
- EXISTING BUILDING 
- PROPOSED PROJECT 
- PUBLIC OPEN SPACE 
- PRIVATE OPEN SPACE 



# PLAN: JP/Rox

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## Development Scenarios | Forest Hills



### FOCUS

#### Neighborhood Gateway District

Larger mixed use residential buildings with active / retail ground floor uses on Washington Street transitioning to a cluster of residential above Artist / Worker / Maker spaces and finally to smaller multi-family residential homes

#### Site A - Residential over Retail

Residential: 300,000 SF - 350,000 SF  
Residential Units: 300 - 350  
Retail: 40,000 SF  
Height: 6 to 14 / 15 Stories

#### Site B - Residential

Residential: 375,000 SF - 425,000 SF  
Residential Units: 375 - 425  
Height: 6 to 14 / 15 stories

#### Site C - Residential

Residential: 150,000 SF - 180,000 SF  
Residential Units: 150 - 180  
Height: 5 to 6 Stories

#### Site D - Residential

Residential: 80,000 SF - 110,000 SF  
Residential Units: 80 - 110  
Height: 5 to 7 Stories

#### Site E - Residential over Maker/Work Space

Residential: 80,000 SF - 100,000 SF  
Residential Units: 80 - 100  
Maker/Work: 26,000 SF  
Height: 5 to 6 Stories

#### Site F - Residential

Residential: 80,000 SF - 100,000 SF  
Residential Units: 80 - 100  
Height: 3 Stories

*This Creates Segregation?*



# PLAN: JP/Rox

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## Urban Design Guidelines | Forest Hills



LOOKING NORTHEAST ON WASHINGTON ST.

### Forest Hills Urban Design Guidelines [DRAFT]

#### Area Character and Future Vision

- Neighborhood Gateway District
- Active with live, work, retail and open space areas
- Walking, biking, and public transit centric

#### Area Uses

- Multi-family residential throughout the focus area that is affordable to a range of income earners and includes a mix of unit sizes, home ownership, and rental housing units.
- Washington St. Corridor – anchor the Stony Brook neighborhood with new mid rise and high rise mixed use buildings with active community serving retail and service business uses at street level along Washington St.
- Artist / Maker Live Work Area – cluster alternative live work building types along Stonley Rd. and Stedman St.
- Neighborhood Residential Area – reinforce existing residential uses along Stedman and Plainfield Sts.
- Green Corridor – expand SW Corridor with new linear park space.

#### Street and Block Patterns

- Extend existing street network to reduce large parcels, provide connectivity, and respect surrounding character.
- Configure buildings and sites to maximize solar orientation, sunlight and minimize shadows.

*Don't create a canyon - step back building heights*

#### Area Circulation and Connections

- Enhance vehicular circulation with new roadway network and connections:
  - Extend Lotus St from Forest Hills St. to Washington St.
  - Extend existing street network at Stonley Rd., Stedman, and Plainfield Sts.
- Widen Washington St. between the Arborway and McBride St. to allow for wider sidewalks a prioritized bus lane.
- New pedestrian and bicycle facilities in expand SW Corridor Park.
- Add pedestrian connections from Washington St. to new Green Corridor.

#### Public Realm

- Enhance Streetscapes with wider sidewalks, landscaping, lighting, and street furniture.
- Create public and private active spaces adjacent to retail / service uses.
- Create new private and public open and passive use spaces.

#### Views and Topography

- Create sight lines and view corridors between new buildings.
- Feature views south east toward the Arboretum and north toward Mission and Fort Hills and downtown.
- Utilize existing grade changes for basement level parking and street level uses.

#### Building Height and Massing

- Step building heights to ensure gradual transition between buildings scales.
- Low rise (4 stories) adjacent to existing 3 to 4 story buildings.
- Mid rise (5 to 6 stories) adjacent to existing 4 to 5 story and new buildings.
- High-rise (14 to 15 stories) adjacent to new buildings.
- Reduce building heights and massing from Columbus Ave. toward Amory St.
- Provide a progression of horizontal building step backs to reduce height impacts.

#### Building Orientation and Street Wall

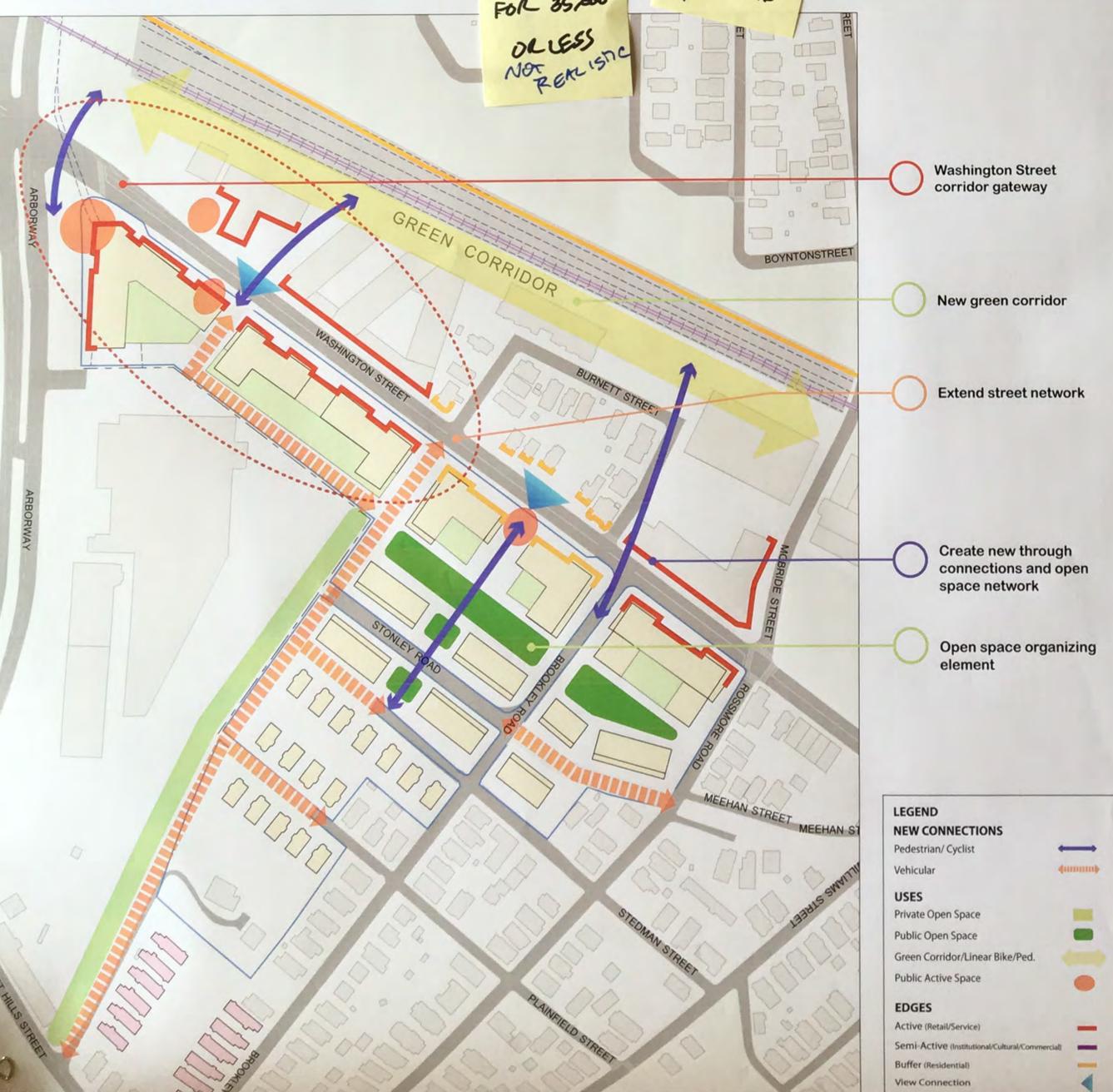
- Front new buildings and main entries on primary streets.
- Include prominent features to break up massing and accentuate corners.
- Provide for wide sidewalks with set active building edges at the back of sidewalk
- Buffer residential uses with horizontal setbacks and landscaped areas.
- Require transparent / connected ground floors in active retail areas, semi-transparent ground floors in cultural / community / commercial areas, and screened / buffered ground floors in residential areas.

#### Parking and Loading

- Locate curb cuts and loading areas off of side streets and at the side / rear of buildings
- Parking lots and garages are prohibit from fronting on any primary streets.
- Locate parking at basement level / underground or the rear of buildings.
- Screen all surface parking lots and include trees for shade cover.

#### Sustainable Development and Green Buildings

- All new buildings should strive for LEED Platinum and at minimum achieve LEED Gold.
- Multiple building projects should achieve LEED for Neighborhood Development Gold
- New development should support of Boston's GHG reduction goals by targeting Net Zero Energy performance and including onsite clean and renewable energy systems.
- Residential buildings should provide for extended sheltering-in-place including low-power operations and on-site power solutions.



*70% AFFORDABLE FOR 35,000 UNLESS NOT REALISTIC*

*POST PONE PLAN FOR 3 MORE MONTHS*

# PLAN: JP/Rox

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## Development Scenarios | Green Street



VIEW 1

### FOCUS

#### Neighborhood Commercial Center

Mid size mixed use residential buildings with some active / retail ground floor uses on Washington Street and 21st Century commercial business spaces at the rear of Washington Street - Site B and along Amory Street - Site A.

#### Site A - Residential over Commercial

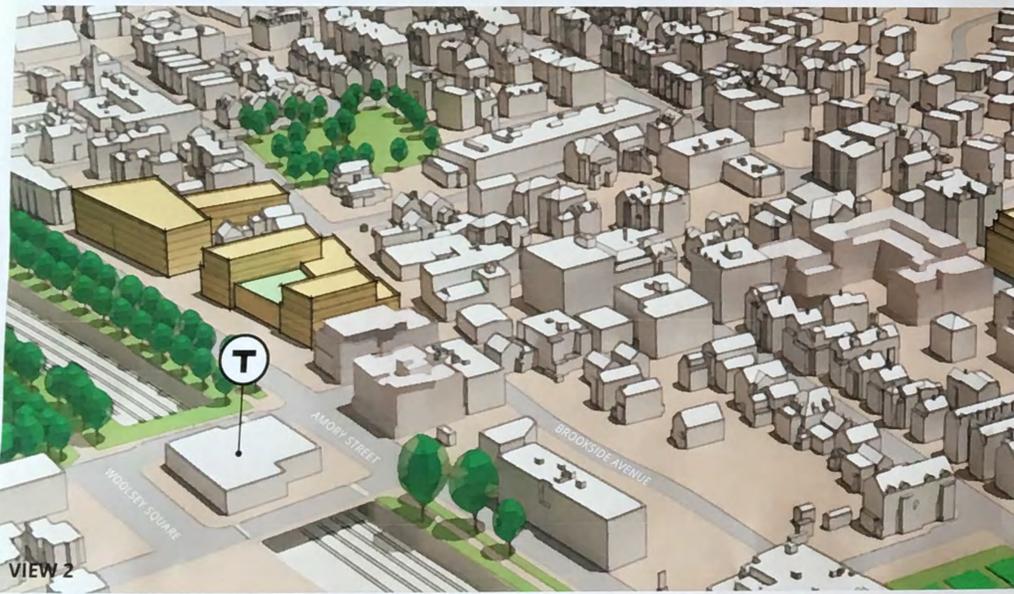
Residential SF: 60,000 to 80,000  
Residential Units: 50 to 70  
Commercial: 15,000 SF  
Height: 1 Comm. and 5 / 6 Res

#### Site B - Residential over Commercial

Residential SF: 90,000 to 110,000  
Residential Units: 80 to 120  
Commercial: 30,000 SF  
Height: 1 Comm. and 5 / 6 Res.

#### Site C - Residential over Commercial

Residential SF: 300,000 to 350,000  
Residential Units: 300 to 350  
Commercial: 15,000 SF  
Height: 1 Comm. and 5 / 6 Res



VIEW 2



VIEW 3



# PLAN: JP/ROX

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## Urban Design Guidelines | Green Street



LOOKING NORTHEAST ON WASHINGTON AND UNION STREETS



### Green Urban Design Guidelines (DRAFT)

#### Area Character and Future Vision

- Neighborhood Service District
- Active ground floor retail spaces concentrated at Green and Washington Sts. and at Green and Amory Sts.
- New residential buildings over existing and new commercial businesses along Amory St.

#### Area Uses

- Mixed use multi-family residential over retail and commercial business uses that is affordable to a range of income earners and includes a mix of unit sizes, home ownership, and rental housing units.
- Green St. Retail Connector - strengthen and expand existing business uses with new active community serving businesses at street level.

#### Street and Block Patterns

- Maintain existing block patterns and respect surrounding character.
- Configure buildings to maximize solar orientation, sunlight and minimize shadows.

*• Set back building heights from sidewalks*

#### Area Circulation and Connections

- Enhance pedestrian and bicycle circulation and safety and to surrounding area and the SW Corridor.

#### Public Realm

- Enhance streetscapes with improved and, where safe, sidewalks, landscaping, lighting, and street furniture.
- Improve existing and add new private active spaces along Amory and Washington Sts.

#### Views and Topography

- Create sight lines and view corridors between new buildings.
- Feature views east toward the SW Corridor.
- Where possible, utilize existing grade changes for basement level parking.

#### Building Height and Massing

- Step building heights to ensure gradual transition between buildings scales.
- Low rise (4 stories) *70 to 80 feet* existing 3 to 4 story buildings.
- Mid rise (5 to 6 stories) *80 to 90 feet* existing 4 to 5 story and new buildings.
- Provide horizontal *6L sets* to reduce height impacts.

#### Building Orientation - Street Wall

- Establish strong active retail edges on Washington, Green, and Amory Sts.
- Front all new buildings and main entries on primary streets.
- Include prominent features to break up massing and accentuate corners.
- Provide for wide sidewalks with set active building edges at the back of sidewalk
- Buffer residential uses with horizontal setbacks and landscaped areas.
- Require transparent / connected ground floors in active retail areas, semi-transparent ground floors in cultural / community / commercial areas, and screened / buffered ground floors in residential areas.

#### Parking and Loading

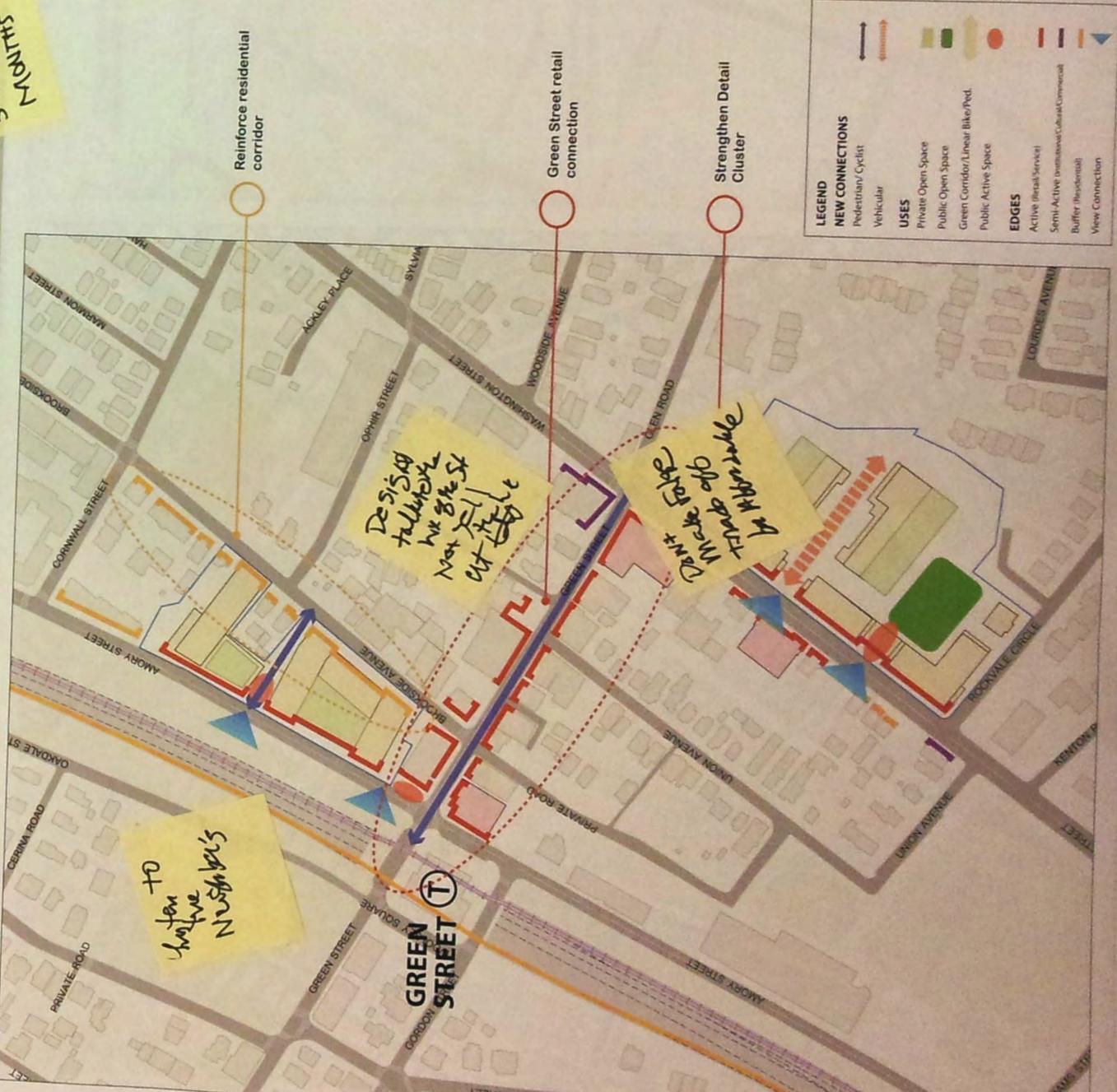
- Where ever possible, locate curb cuts and loading areas off of side streets and at the side / rear of buildings.
- Parking lots and garages are prohibit from fronting on any primary streets.
- Locate parking at basement level / underground or the rear of buildings.
- Screen all surface parking lots and include trees for shade cover.

#### Sustainable Development and Green Buildings

- All new buildings should strive for LEED Platinum and at minimum achieve LEED Gold.
- Multiple building projects should achieve LEED for Neighborhood Development Gold
- New development should support of Boston's GHG reduction goals by targeting Net Zero Energy performance and including onsite clean and renewable energy systems.
- Residential buildings should provide for extended sheltering, in-place including low-power operations and on-site power solutions.

*POST POINT FOR PUMP FOR 3 MONTHS*

(NOT A DEVELOPMENT PROPOSAL FOR ILLUSTRATION)



LEGEND	
<b>NEW CONNECTIONS</b>	Pedestrian / Cyclist
<b>VEHICULAR</b>	
<b>USES</b>	Private Open Space
	Public Open Space
	Green Corridor / Linear Bike / Ped
	Public Active Space
<b>EDGES</b>	Active (Retail/Service)
	Semi-Active (Institutional/Cultural/Commercial)
	Buffer (Residential)
	View Connection

*to activate neighborhoods*

*Designated telephone for bike st  
Max 8' x 8' st  
cut the side*

*Don't take bike st  
at this point*

# PLAN: JP/ROX

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## Development Scenarios | Stony Brook



### FOCUS

**Neighborhood Residential**  
Small residential and residential mixed use buildings with ground floor commercial business spaces

#### Site A - Residential

Residential: 10,000 to 12,000 SF  
Residential Units: 10 to 12  
Height: 3 Stories

#### Site B - Residential over Commercial

Residential: 40,000 to 60,000 SF  
Residential Units: 40 to 60  
Commercial: 10,000 SF  
Height: 1 Comm. and 3 to 5 Stories Res.

#### Site C - Residential over Maker/Work or Artist Space

Change of use of existing building



### Stony Brook Urban Design Guidelines (DRAFT)

#### Area Character and Future Vision

- Neighborhood Residential
- New residential buildings over commercial businesses along Amory St.

#### Area Uses

- Multi-family residential and mixed use multi-family residential over commercial business uses that is affordable to a range of income earners
- Includes a mix of unit sizes, home ownership, and rental housing units.

#### Street and Block Patterns

- Maintain existing block patterns and respect surrounding character.
- Configure buildings to maximize solar orientation, sunlight and minimize shadows.

#### Area Circulation and Connections

- Enhance pedestrian and bicycle connections to the SW Corridor
- Add missing sidewalks along Amory St.

#### Public Realm

- Enhance streetscapes with improved and, where space allows, wider sidewalks, landscaping, lighting, and street furniture.

#### Building Height and Massing

- Low rise (4 stories) adjacent to existing 3 to 4 story buildings.

#### Building Orientation and Street Wall

- Strengthen existing street wall along Amory St.
- Front all new buildings and main entries on primary streets.
- Include prominent features to break up massing and accentuate corners.

- Buffer residential uses with horizontal setbacks and landscaped areas.

#### Parking and Loading

- Where ever possible, locate curb cuts and loading areas off of side streets and at the side / rear of buildings.
- Parking lots and garages are prohibit from fronting on any primary streets
- Minimum level / underground or the rear of buildings
- King lots and include trees for shade cover

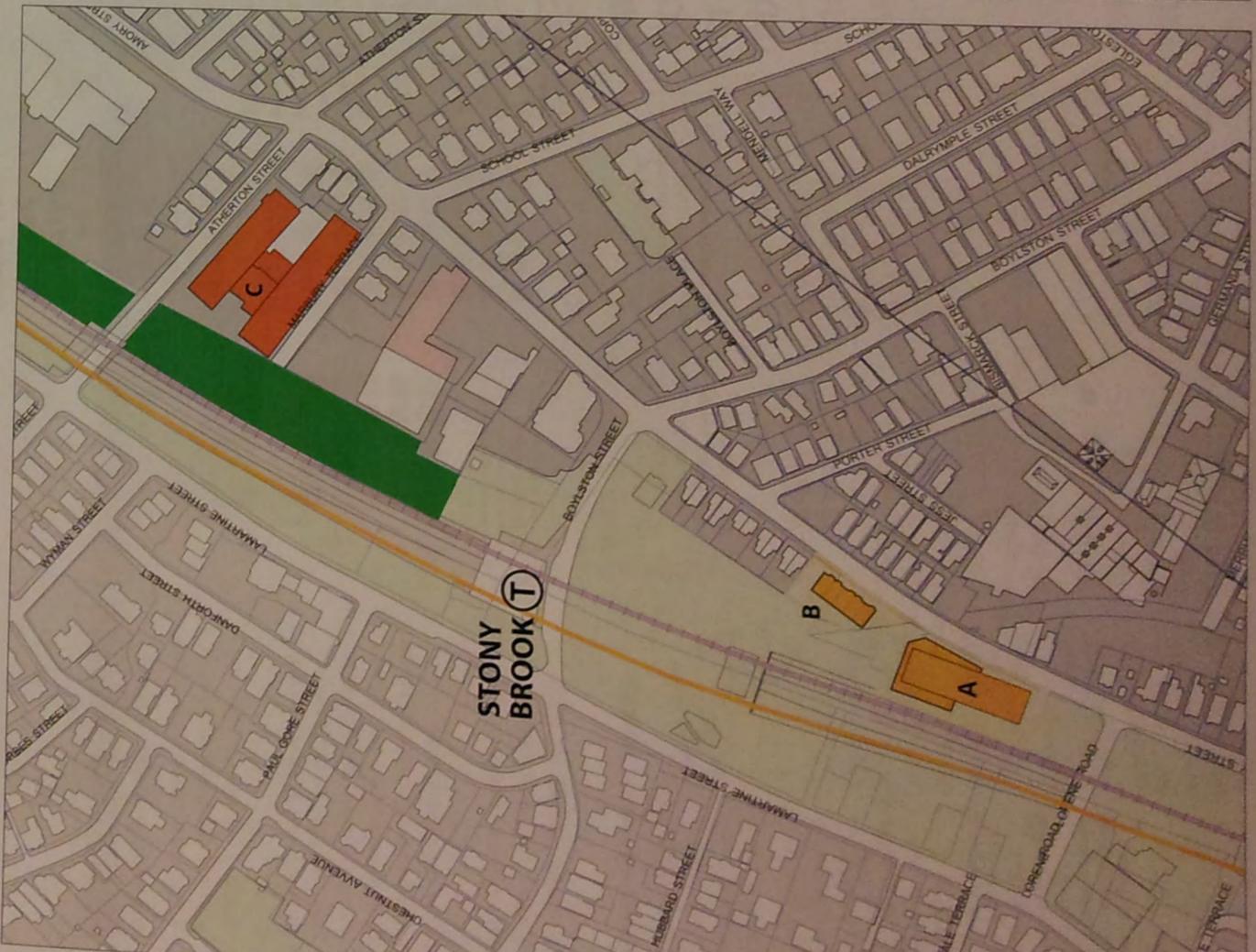
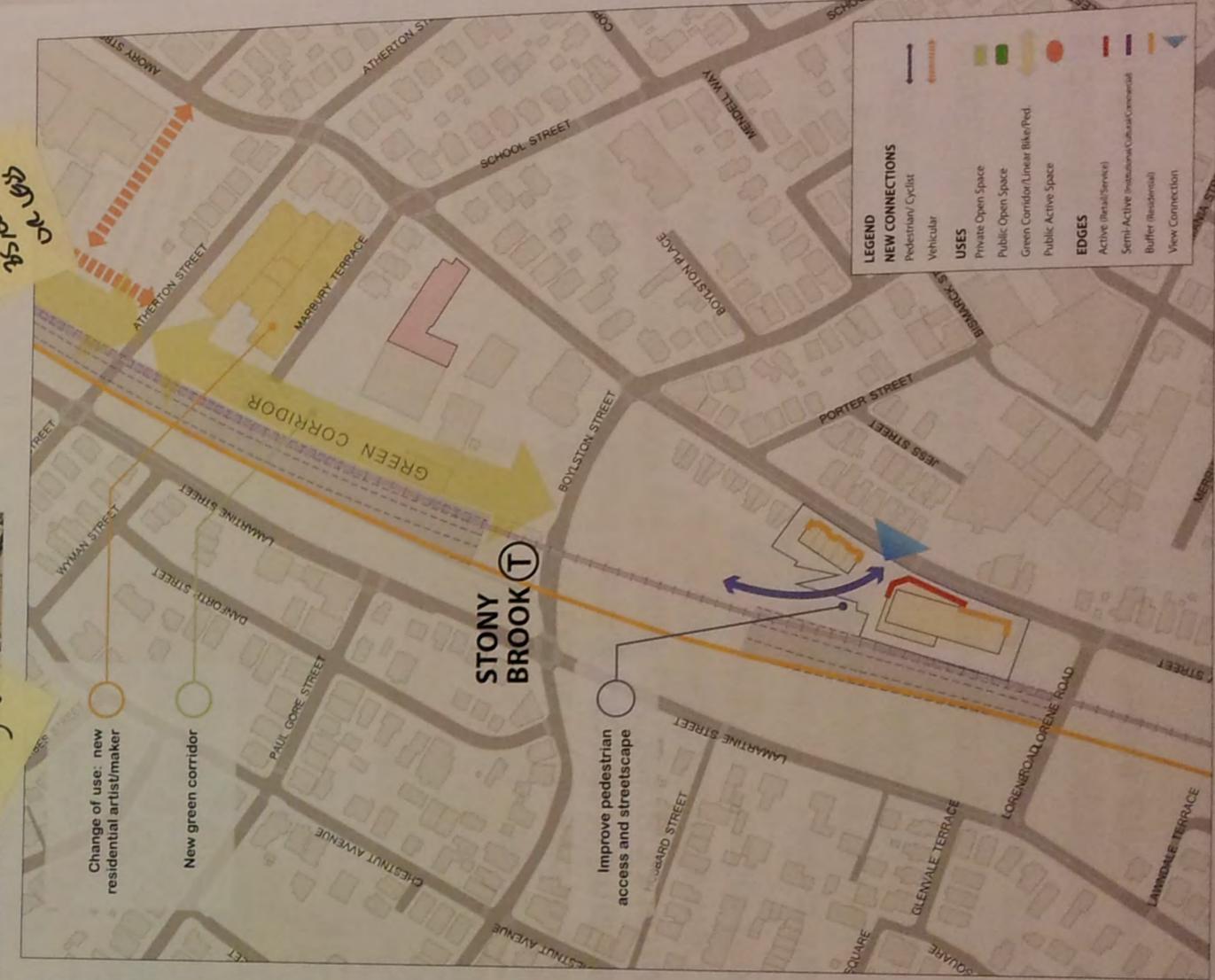
#### and Green Buildings

- 1 strive for LEED Platinum and at minimum
- s should achieve LEED for Neighborhood
- new development should support targeting Net Zero Energy
- Renewable energy system
- Residential buildings should including low-power operations

POSTPONE PLAN FOR 3 MONTHS TAUNTS

ON 10/15/2022

This Site is a good one for a new residential artist/maker





# PLAN: JP/ROX

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## Urban Design Guidelines | Egleston Square



LOOKING SOUTHWEST ON WASHINGTON ST.



(NOT A DEVELOPMENT PROPOSAL. FOR ILLUSTRATION PURPOSES ONLY)

### Egleston Square Urban Design Guidelines [DRAFT]

#### Area Character and Future Vision

- Mid-sized Neighborhood Business District
- Active ground floor retail spaces concentrated on Washington St.
- New residential buildings adding to the retail customer base

#### Area Uses

- Mixed use multi-family residential over retail concentrated on Washington St. that is affordable to a range of income earners and includes a mix of unit sizes, home ownership, and rental housing units.
- Columbus Ave Residential Corridor – reinforce existing residential uses between Jackson and Egleston Squares.
- Washington St Retail Cluster – reinforce the Egleston Sq. Main Street district with new active community serving businesses at the street level along Washington St.

#### Street and Block Patterns

- Maintain existing block patterns and respect surrounding character.
- Configure buildings and sites to maximize solar orientation, sunlight and minimize shadows.

#### Area Circulation and Connections

- Enhance pedestrian circulation and safety throughout the district with new crosswalks.
- Add pedestrian and bicycle connections from Egleston Sq. to surrounding area and SW Corridor.

#### Public Realm

- Improve and enliven existing public and private active spaces including:
  - a. Activate "Stonehenge" Park with adjacent retail
  - b. "Peace Park" (corner of School and Washington Streets)
  - c. Corner of Montebello and Forest Hills Streets
- Wider sidewalks, landscaping, lighting, and street furniture.
- Maintain and improve existing public parking areas that support local businesses.

#### Views and Topography

- Create sight lines and view corridors between new buildings.
- Feature views north toward Mission and Fort Hills and downtown.
- Where possible, utilize existing grade changes for basement level parking.

#### Building Height and Massing

- Step building heights to ensure gradual transition between buildings scales.
- Low rise (4 stories) adjacent to existing 3 to 4 story buildings.
- Mid rise (5 to 6 stories) adjacent to existing 4 to 5 story and new buildings.
- Provide horizontal building step backs to reduce height impacts.

#### Building Orientation and Street Wall

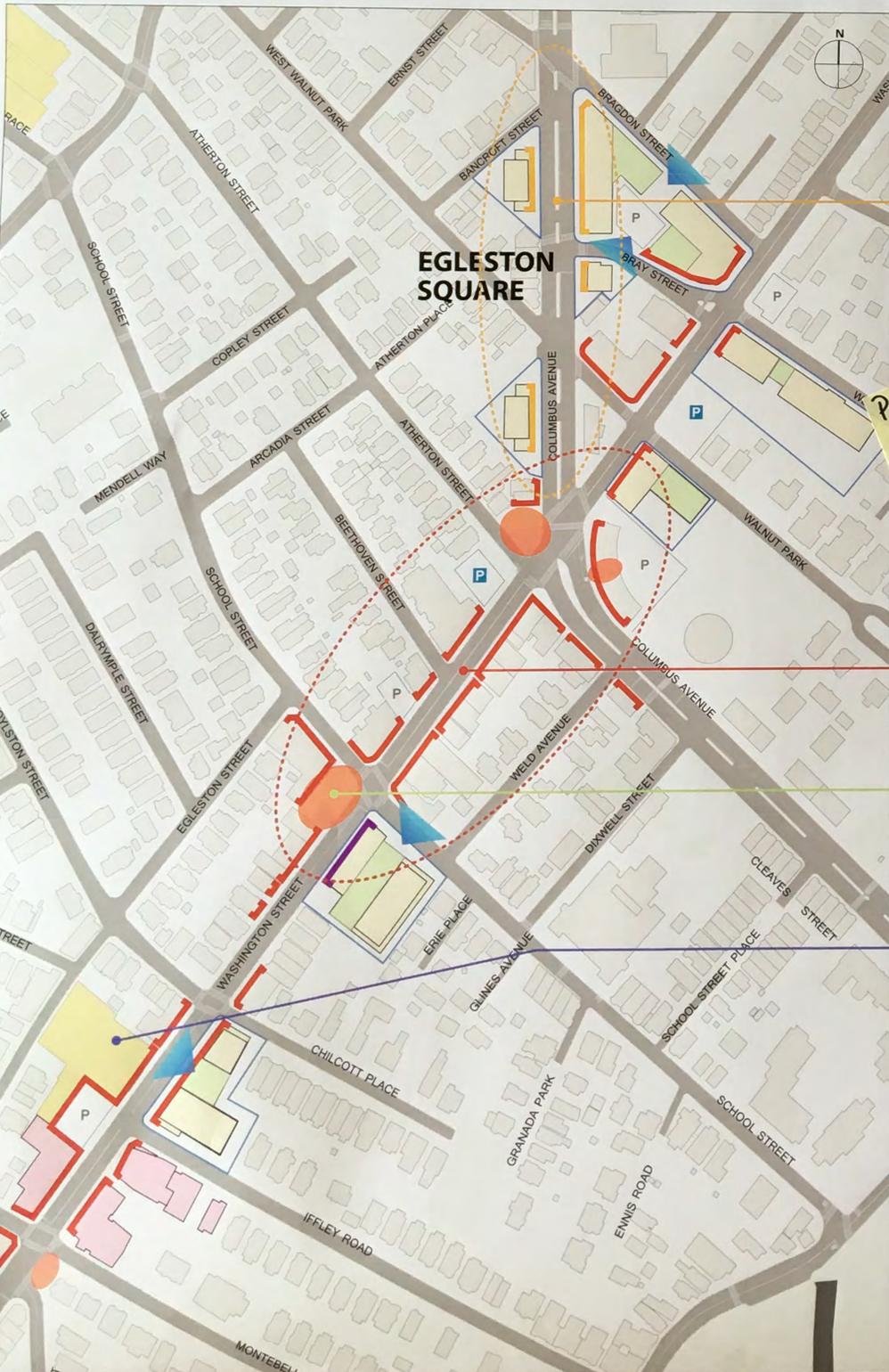
- Establish strong active retail edges on Washington St. between Bragdon and Montebello Sts.
- Front all new buildings and main entries on primary streets.
- Include prominent features to break up massing and accentuate corners.
- Provide for wide sidewalks with set active building edges at the back of sidewalk
- Buffer residential uses with horizontal set backs and landscaped areas.
- Require transparent / connected ground floors in active retail areas, semi-transparent ground floors in cultural / community / commercial areas, and screened / buffered ground floors in residential areas.

#### Parking and Loading

- Locate curb cuts and loading areas off of side streets and at the side / rear of buildings
- Parking lots and garages are prohibit from fronting on any primary streets.
- Locate parking at basement level / underground or the rear of building
- Screen all surface parking lots and include trees for shade cover.

#### Sustainable Development and Green Buildings

- All new buildings should strive for LEED Platinum and at minimum achieve LEED Gold.
- Multiple building projects should achieve LEED for Neighborhood Development Gold
- New development should support of Boston's GHG reduction goals targeting Net Zero Energy performance and including onsite clean and renewable energy systems.
- Residential buildings should provide for extended sheltering-in-place including low-power operations and on-site power solutions.



70% AFFORDABLE FOR 35,000 OR LESS

POSTPONE PLAN FOR 3 MONTHS

70% AFFORDABLE FOR 35,000 OR LESS

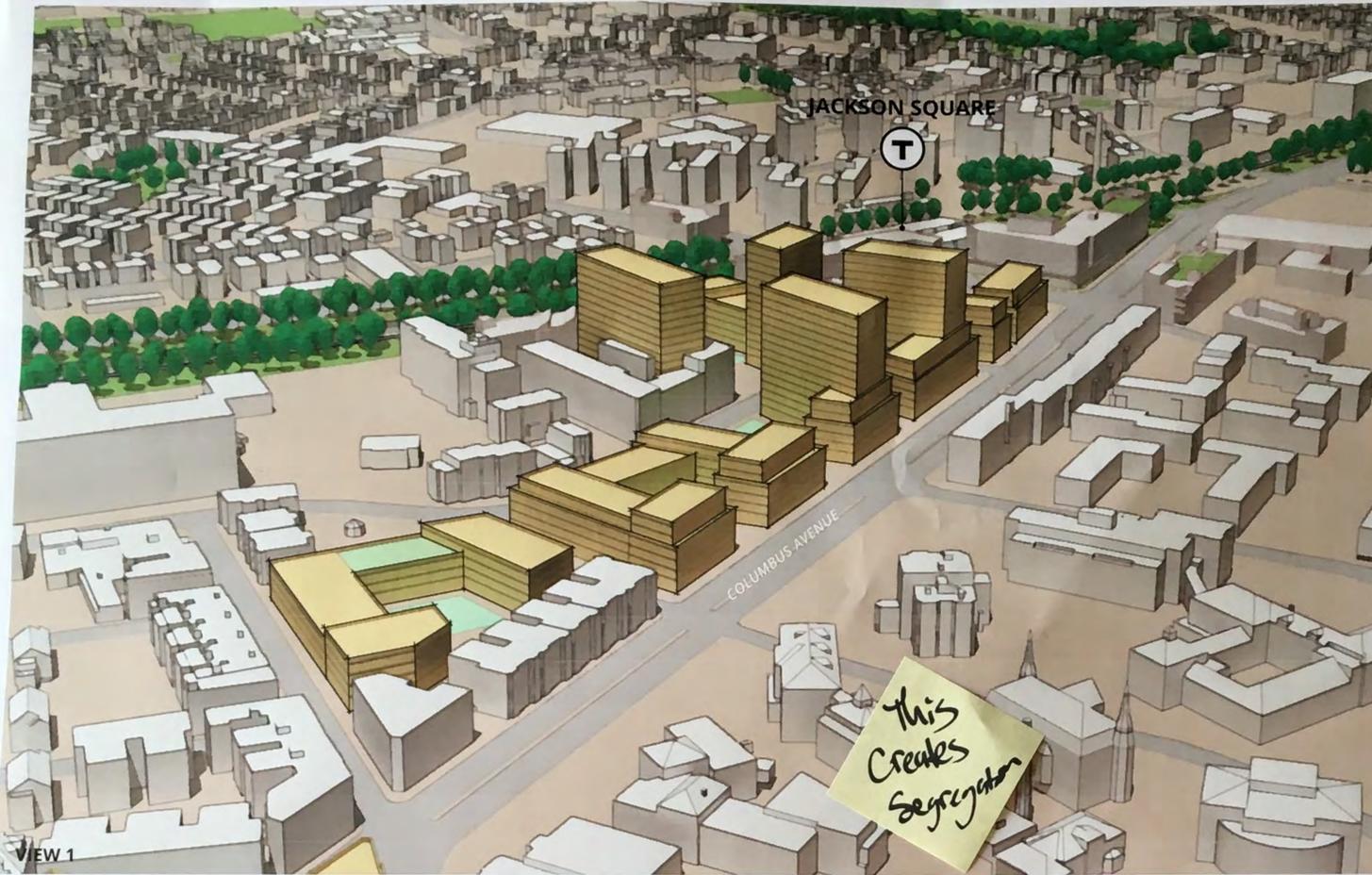
- Strengthen active commercial core
- Activate existing park space
- Change of use: new residential over active retail

LEGEND	
<b>NEW CONNECTIONS</b>	
Pedestrian/ Cyclist	→
Vehicular	→
<b>USES</b>	
Private Open Space	■
Public Open Space	■
Green Corridor/Linear Bike/Ped.	→
Public Active Space	○
<b>EDGES</b>	
Active (Retail/Service)	—
Semi-Active (Institutional/Cultural/Commercial)	—
Buffer (Residential)	—
View Connection	→

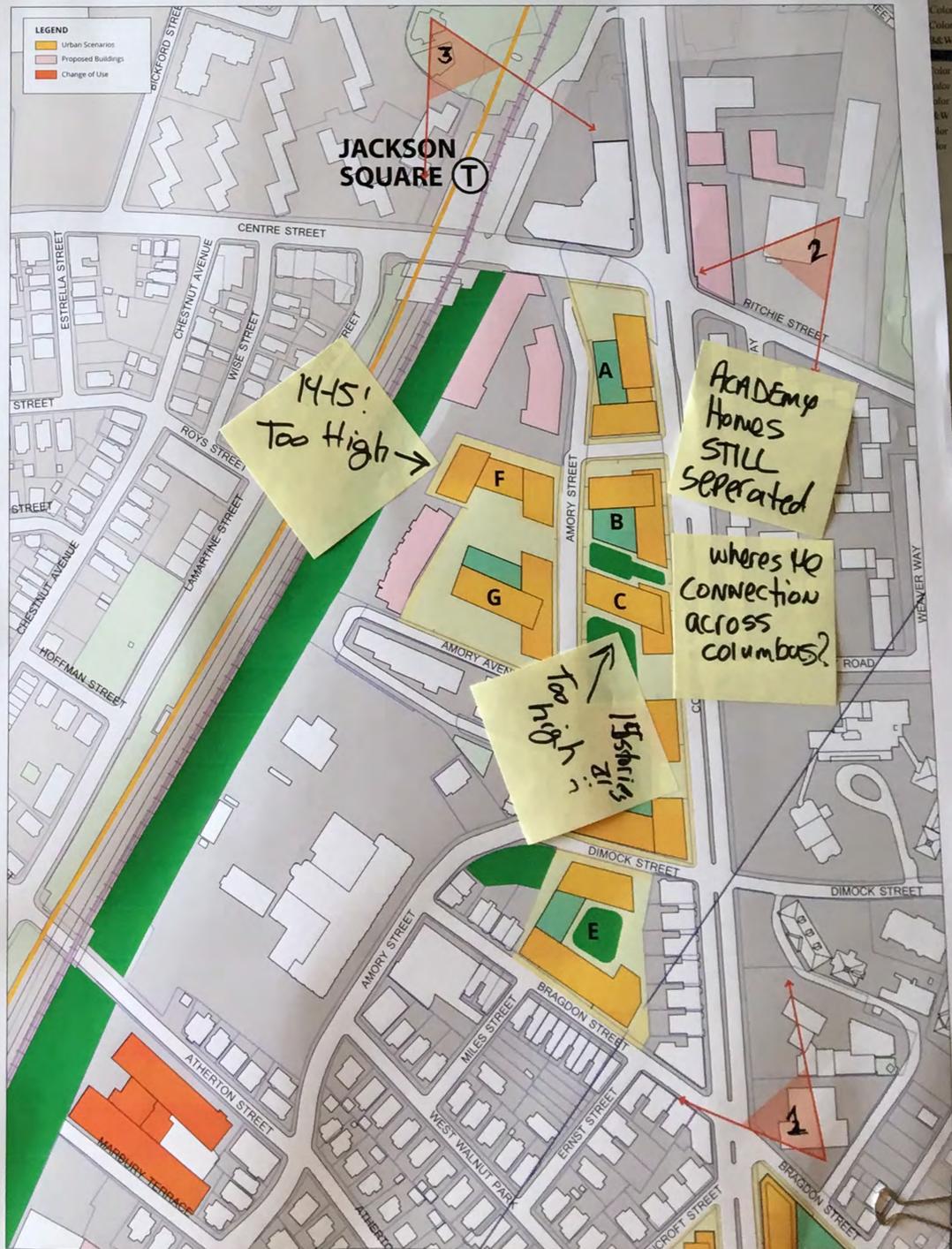
# PLAN: JP/Rox

Preserve. Enhance. Grow.

## Development Scenarios | Jackson Square



- FOCUS**  
**Neighborhood Gateway District**  
 Larger residential and mixed use residential buildings with cultural, community and commercial business ground floor uses on Amory Street and residential uses along Columbus Street.
- Site A - Residential over Commercial**  
 Residential: 70,000 SF - 110,000 SF  
 Residential Units: 70 - 110  
 Commercial: 10,000 SF  
 Height: 6 to 7 Stories
  - Site B - Residential over Cultural on Amory Street**  
 Residential: 110,000 SF - 130,000 SF  
 Residential Units: 110 - 130  
 Commercial: 5,000 SF  
 Height: 6 to 14 / 15 Stories •
  - Site C - Residential over Commercial on Amory Street**  
 Residential: 80,000 SF - 120,000 SF  
 Residential Units: 80 - 120  
 Commercial: 10,000 SF  
 Height: 6 to 14 / 15 Stories •
  - Site D - Residential**  
 Residential: 140,000 SF - 180,000 SF  
 Residential Units: 140 - 180  
 Height: 4 to 6 Stories
  - Site E - Residential**  
 Residential: 60,000 SF - 100,000 SF  
 Residential Units: 60 - 100  
 Commercial: 15,000 SF  
 Height: 3 to 4 Stories
  - Site F - Residential over Commercial on Amory Street**  
 Residential: 110,000 SF - 150,000 SF  
 Residential Units: 130 - 170  
 Commercial: 10,000 SF  
 Height: 6 to 14 / 15 Stories •
  - Site G - Residential over Cultural**  
 Residential: 120,000 SF - 160,000 SF  
 Residential Units: 120 - 160  
 Cultural: 10,000 SF  
 Height: 6 to 14 / 15 Stories •
- 7090 Affordable for 35k or less*





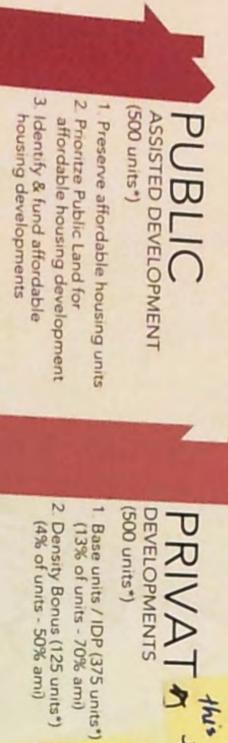
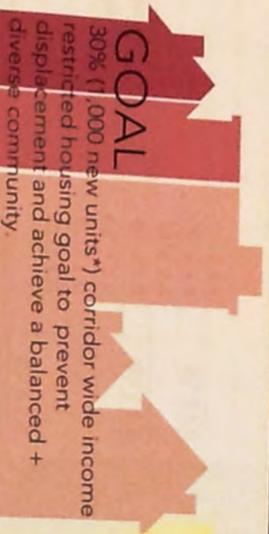
# PLAN: JP/Rox Washington Street

Preserve. Enhance. Grow.



## Emerging Housing Recommendations

### DRAFT HOUSING RECOMMENDATIONS PLAN JP/Rox



**OTHER STRATEGIES:** affordable housing development and support services for homeowners + renters

1. Compact Unit (4% of units - 100% ami)
2. Accessory Dwelling Units
3. Office of Housing Stability - provide case management
4. Boston Home Center - help homeowners with home re

**BRA and Affordable Housing**

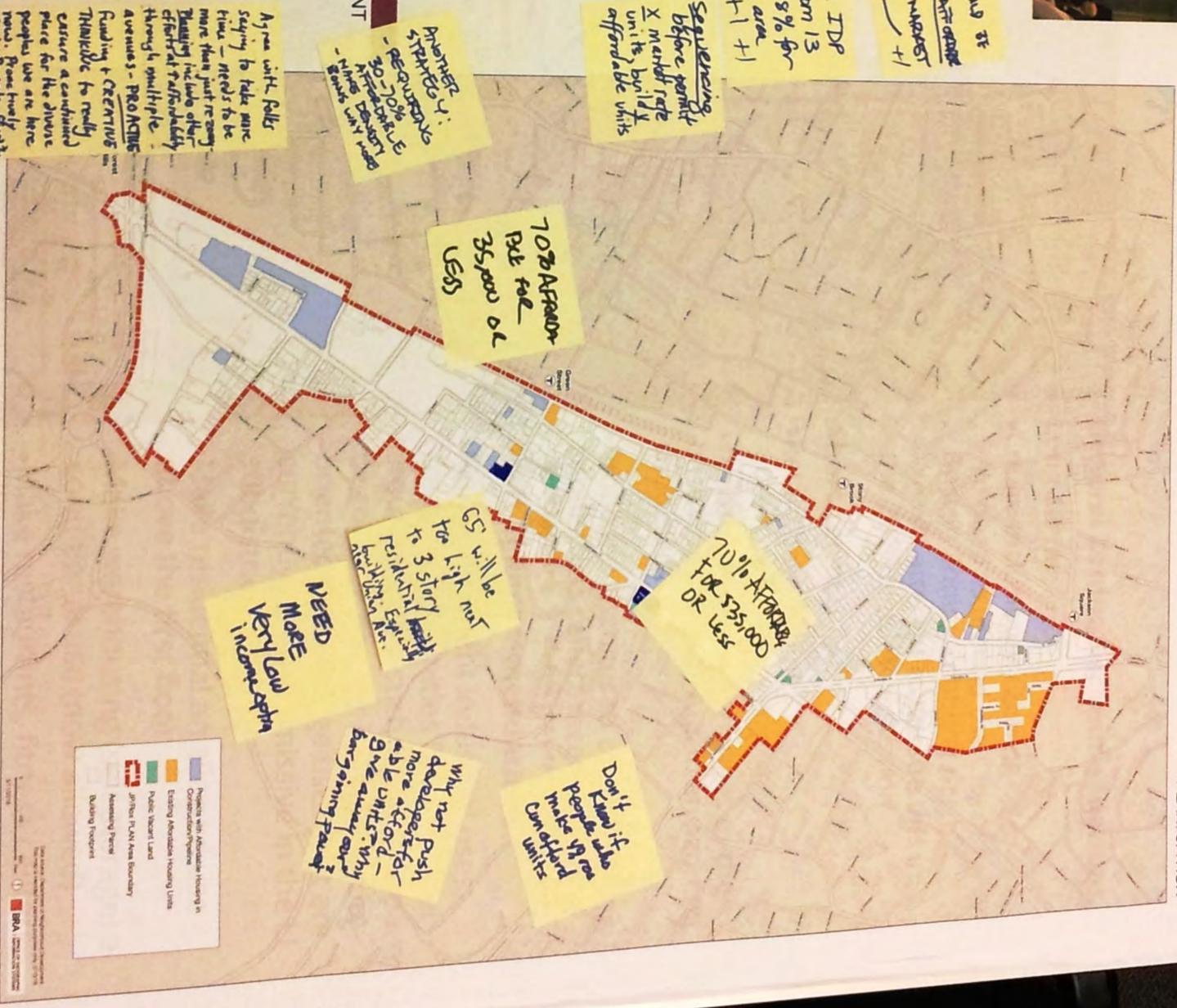
- Preserves access to affordable housing opportunities in all of Boston's neighborhoods
- Requires that all development projects of ten or more units, requiring zoning relief, include affordable units on-site, off-site or make a cash contribution towards future affordable units
- Not funded by public money, rather utilizes private development for affordable housing opportunities



**PLAN JP/Rox Proposal**

In this scenario, the current JP/Rox area grows by 3,500 units but maintains a diverse neighborhood. There is mixture of deed-restricted affordable units (30%), market affordable, middle income, and luxury units.

Category	Current	JP/Rox in 2030
Market Units	10	10
Affordable Units	10	10
Deed-Restricted Units	10	10
Middle Income	0	10
Luxury Units	0	10



**DND and Affordable Housing**

- Utilizes multiple funding provide housing c residents of varying income resources
- Not necessarily, why build it all so quickly?
- Why build it all so quickly? slower, moderate in longer term?
- Why build it all so quickly? through new planning?
- Why build it all so quickly? 30% market units are currently affordable where do those go?
- Why build it all so quickly? rental or?
- Why build it all so quickly? Also, income inequality is so high that many people will still be poor.

**PLAN JP/Rox Proposal**

go when add luxury units cause market rents to rise? Need ≥ 50% affordable

Need clear analysis of current incomes - add 30% market units

Yes, market analysis needed

to prevent displacement & racial segregation

There are nearly 150 acres of publicly-owned City and State land in the study area; however, much of it exists as a current community asset. Greatest near-term potential for new affordable housing is 125 Amory Street (BHA, mixed-income proposal) and the MBTA Arborway Yard

There is over 1/2 million sf of privately-owned land in the study area being used for warehouse/storage, repair garage, surface parking, auto salvage yard or is vacant

There are approximately 750 deed-restricted affordable housing units in the study area

There are approximately 225 deed-restricted affordable housing units either under construction or in the pipeline

# PLAN: JP/Rox Washington Street

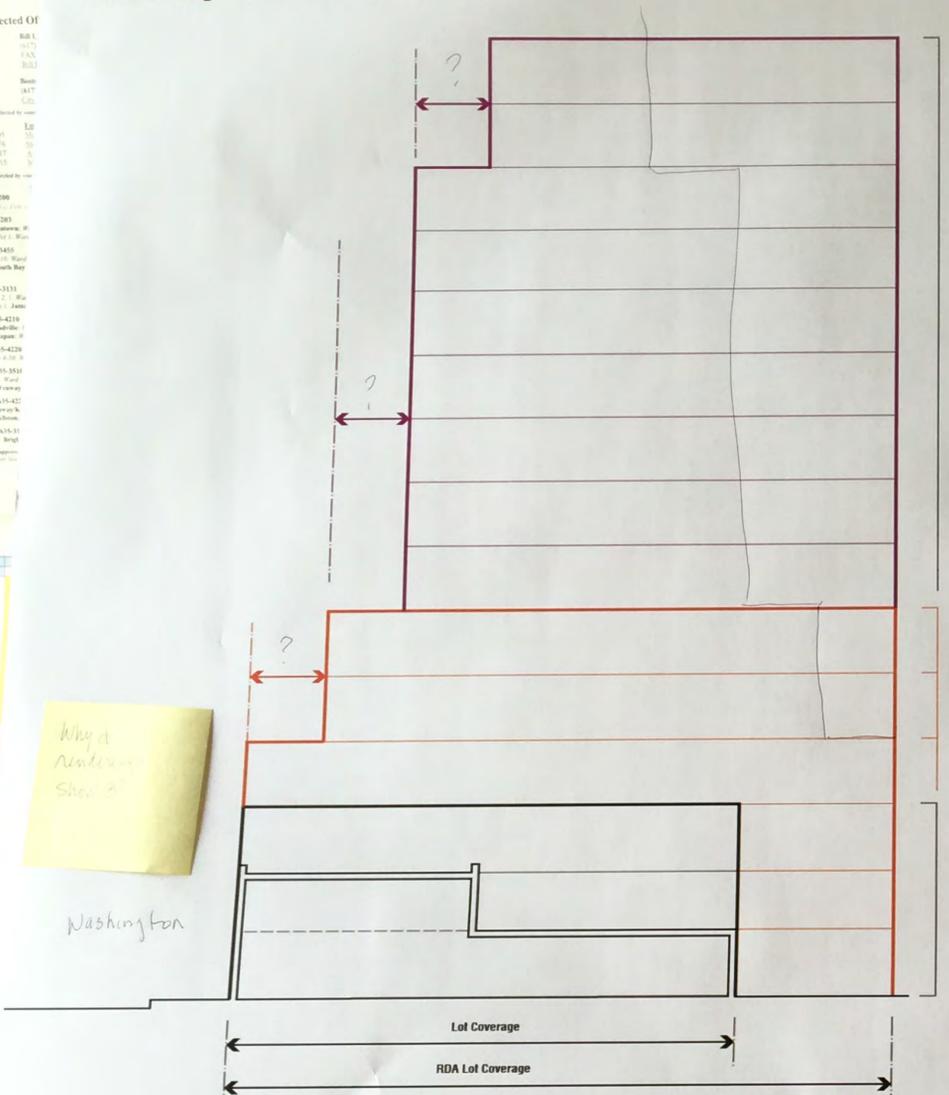
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## Density Bonus Illustrations

### Local Industrial Example

Base Zoning = 35' Height Limit / 1.0 FAR max



RDA - 155

RDA - 65

RDA - 55

RDA - 45

LI - 35

EXISTING BLDG

Setback @ Residents / 3 story neighbors

Lot Coverage

RDA Lot Coverage

### Assumptions:

- 20,000 sf site
- All housing / all floors
- 75% lot coverage
- Base affordability: 13% at 70% AMI (modeled on City-wide IDP)
- Density bonus: additional 4% on-site at 50% AMI
- Total Gross SF incorporates deductions for upper floor setbacks
- Base/existing zoning scenario assumes project will trigger IDP via Large Project Review or variances

Misleading - Assumption should include parking & retail @ ground floor

WOULD GET FAR FEWER UNITS IF WE DO THIS → SHOULD BE 30% AMI MORE APPROPRIATE FOR JP

Total Gross SF = 201,000 SF / 10.0 FAR

Total Housing Units = 201

- Base AH Units (IDP @ 70% AMI) = 26
- Bonus AH Units (Density Bonus @ 50% AMI) = 8

Total Gross SF = 74,000 SF / 3.7 FAR

Total Housing Units = 74

- Base AH Units (IDP @ 70% AMI) = 10
- Bonus AH Units (Density Bonus @ 50% AMI) = 3

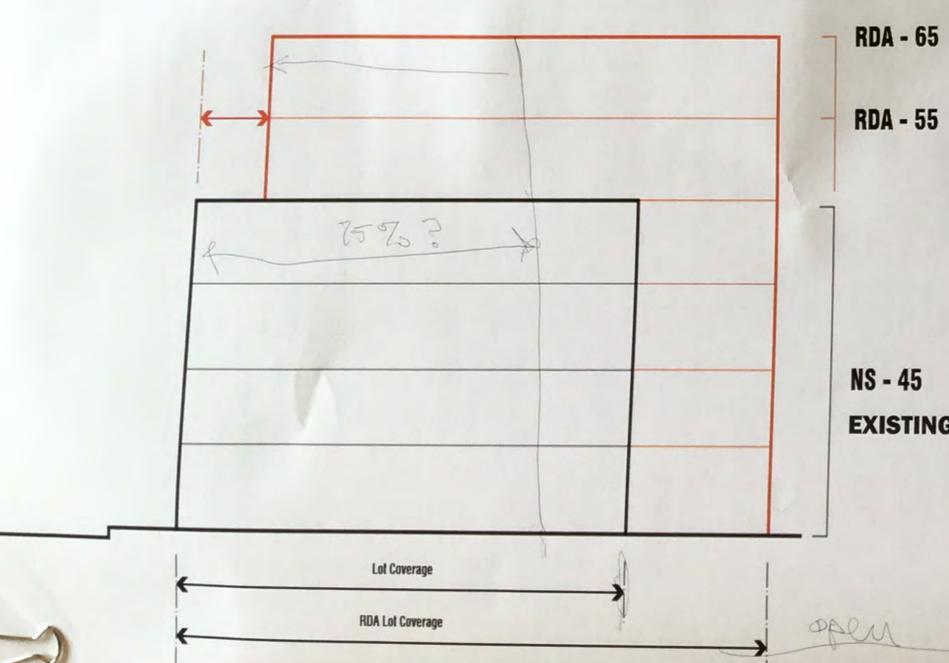
Total Gross SF = 20,000 SF / 1.0 FAR

Total Housing Units = 20

- Base AH Units (IDP @ 70% AMI) = 3
- Bonus AH Units (Density Bonus @ 50% AMI) = N/A

### Neighborhood Shopping Example

Base Zoning = 45' Height Limit / 2.0 FAR max



RDA - 65

RDA - 55

NS - 45

EXISTING BLDG

Lot Coverage

RDA Lot Coverage

75%?

Total Gross SF = 88,000 SF / 4.4 FAR

Total Housing Units = 88

- Base AH Units (IDP @ 70% AMI) = 11
- Bonus AH Units (Density Bonus @ 50% AMI) = 4

Total Gross SF = 74,000 SF / 3.7 FAR

Total Housing Units = 74

- Base AH Units (IDP @ 70% AMI) = 10
- Bonus AH Units (Density Bonus @ 50% AMI) = 3

Total Gross SF = 40,000 SF / 2.0 FAR

Total Housing Units = 40

- Base AH Units (IDP @ 70% AMI) = 5
- Bonus AH Units (Density Bonus @ 50% AMI) = N/A

KEEP +1 NEIGHBORHOOD FEEL NO MORE ABOVE APPS JP is a Neighborhood NOT DOWNTOWN CROSSING

OPEN →

# PLAN: JP/ROX Washington Street

Preserve. Enhance. Grow.



## Jobs and Business Emerging Recommendations

Support and enhance **existing businesses**, especially local businesses, within the Corridor

Attract **new businesses** to the Corridor, especially those that complement and support existing local businesses and those of the future

Encourage **affordable commercial space** in new or existing development

Ensure existing businesses have **access to services** (such as training and funding) so they can continue to be viable enterprises

Explore the use of **tools and resources** to support the **retention** of existing businesses

- UNION RATES FOR CONSTRUCTION
- \$15 MINIMUM WAGE FOR PERMANENT JOBS

Jobs Policy  
enforcement  
- construction  
- permanent

4X the number  
of jobs with  
family sized  
wages!

### YOUR FEEDBACK

#### Existing Conditions:

What is your sense of existing conditions for business?

What's working well?

What could work better?

Rent +  
other  
barriers to  
entry

Local  
businesses  
can't enter  
to work in job

Have business  
relocate (rent)  
needs/wants  
not being met  
bottom line

#### Aspirations:

What would you like to see more of in terms of goods and services and amenities?

#### Implementation:

How might we work together to make this a reality?

(Tell us below!)

Size of  
commercial  
space  
maybe smaller

opportunities  
for  
existing  
business  
incentive

engage  
local  
business

I want the  
current (or  
even better but  
to 20 years ago)  
diversity in  
income/ethnic

Do not find  
affordable this  
by averaging  
w/ Billionaires.  
Rich have had  
wide income levels

I do not  
want people  
displaced

3 more months  
is probably  
not enough  
its more than  
reasonable  
request

Give people  
a chance to  
rise out of  
their circumstances  
by giving options  
↓ respect

affordable  
mixed  
housing with  
new construction  
NO MORE  
PROJECTS

Auto  
ZBA needs  
community level  
for multi-national  
+ national chains



Bikeway  
expansion  
as population  
grows  
  
Pike  
facilities  
Washington

MAYOR MARTIN J. WALSH

**City of Boston**

Small Business Plan

MARCH 2016



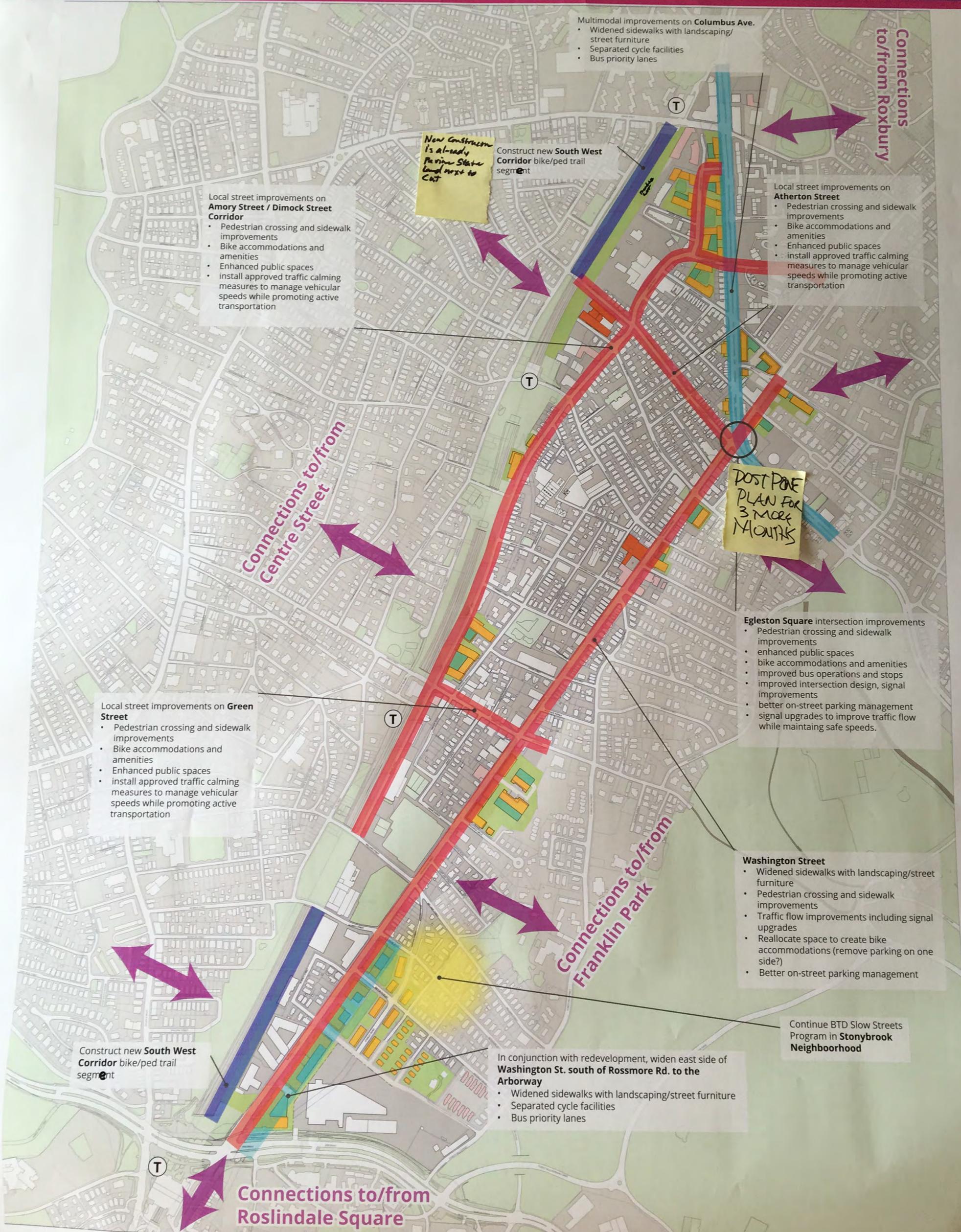
next street

mass | economics

# PLAN: JP/Rox Washington Street

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## Transportation



# PLAN: JP/Rox Washington Street

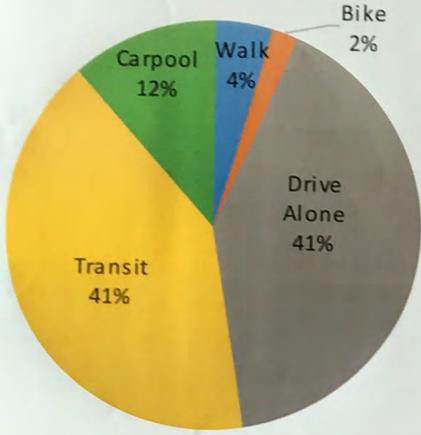
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## Transportation

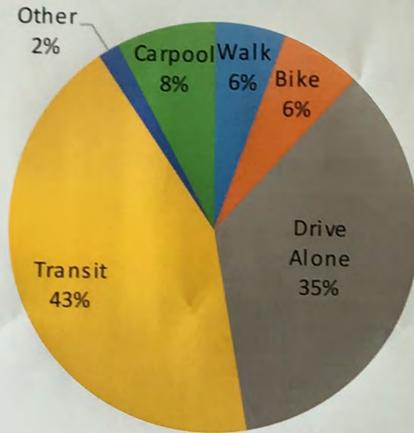


### Getting Around - Study Area Commuting

**Census 2000**  
Journey to Work  
(tracts 813, 1202, 1203)



**Census 2014**  
Journey to Work  
(tracts 813, 1202.01, 1203.01)



### GO BOSTON 2030

Boston Commuters	Share Today*	2030 Aspirational
Public Transit	33%	Up by a third
Walk	14.5%	Up by almost half
Bike	1.9%	Increases fourfold
Carpool	5.4%	Declines Marginally
Drive Alone	40.6%	Down by half
Other, WFH	4.5%	Slight increase in WFH

\*ACS 5-year data 2010 and 2013

*This means More Jobs Better Also Many jobs must have better wages.*

### Transportation Workshop Community Responses 1.21.16

	Walk	Bike	Car / Motorcycle	Bus	Subway	Commuter Rail	Other*	Total
How did you get here tonight?	41.3%	4.8%	23.8%	2.9%	27.8%	0%	0.8%	100%
How do you get to school/work?	23.6%	16.8%	13.8%	26.9%	20.9%	1%	3.1%	100%
How do you get to other destinations in the Study Area?	35%	23.6%	19.2%	22.2%	14.1%	0%	2.6%	100%
How do you get to other destinations outside the Study Area?	16.7%	18.6%	21.8%	38%	30.7%	3.5%	8.8%	100%
How would you prefer to get around (perfect world; aspirational)?	28.6%	37.3%	4.3%	11.1%	21.7%	5.6%	4.3%	100%

\*Uber/Lyft, taxi, ZipCar, The Ride, Work Shuttle etc.

Future planning will be conducted, and development will be built, to accommodate these goals, which means prioritizing public transit, walking and biking while not emphasizing driving.

Boston Transportation Department's Go Boston 2030 visioning process envisions a city in a region where all residents have better and more equitable travel choices, efficient transportation networks that foster economic opportunity, and taken steps to prepare for climate change.

The City's aspirational travel mode goals are quite different from today, and community members who attended the Transportation Workshop on January 21 would like to get around differently than they do today.

### Study Area Wide Guidelines and Policies

- In line with Vision Zero, Complete Streets, and building off of the ongoing Stony Brook Slow Streets Program - install approved traffic calming measures to manage vehicular speeds while promoting active transportation.
  - Particular attention should be paid to: Amory Street, Atherton Street, School Street, Green Street/Glen Road, Williams Street, McBride Street/Rossmore Road
- Institute wayfinding throughout the Study Area, including to/from Forest Hills to Arboretum, Egleston to T Stations, to Franklin Park.
- Expand Hubway Program and add station locations in conjunction with redevelopment and require development teams to financially support the program and/or sponsor new stations
- Adhere to BTDA's Complete Streets Guidelines with any new development
- Create Mobility Hubs, centers of activity in Boston's neighborhoods that bring together alternative transportation choices, virtual trip-planning, and placemaking at select curbside locations.
- Take advantage of every opportunity to add to the bicycle parking supply.
- Strongly support and continue to work with the community's cycling programs/service providers and advocacy groups
- Wherever possible, sidewalks should be at least 9' wide to allow for ample pedestrian space and street trees.
- Improve signal timing and equipment to improve traffic flow, while maintaining safe speeds.
- Work with MBTA to improve reliability on Orange Line and bus routes. Take advantage of the MBTA's upcoming acquisition of additional Orange Line vehicles and add train service as demand rises.
- Promote shared parking between developments
- Reduced parking requirements based on proximity to transit

### Parking Ratios

Should Parking Ratios be Lower or Higher?

Place One Dot Per Row (please put additional comments on post-it notes)

Residential	Spaces/unit	Lower?	Just Right?	Higher?
Jamaica Plain	1-3 units	1	<i>Less for Studio apt + Br</i>	<i>More for 3pr unit</i>
	Zoning Minimums	4-9 units	1.25	
		10+ units	1.5	
	BTD Policy Maximums	1		
Roxbury	Zoning Minimums	1		
	BTD Policy Maximums	1		

*Restructure Matrix To Reflect Size of unit and whether near transit studio 0 3 Br 1 2*

Commercial	Spaces/1,000 sf	Lower?	Just Right?	Higher?
Jamaica Plain	Zoning Minimum	2		
	BTD Policy Maximum	1		
Roxbury	Zoning Maximum	Office	1	
		Retail	2	
	BTD Policy Maximum	1		

*1 near transit 2 away*

# PLAN: JP/Rox Washington Street

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Transportation



SHARE YOUR COMMENTS

## • Mass Transit Affordability

- decrease MBTA fares
- for folks not <sup>owning</sup> using cars

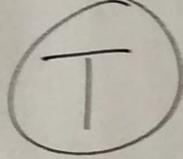
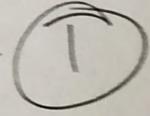
3 <sup>meses</sup> Mas!

70% AFFORDABLE FOR \$35,000 OR LESS

↑ orange line service proportionate to ↑ in pop.

more MONTHS!

• Supplement the existing SW Corridor bike facilities w/ more/improved bike accommodations for the North/South bike commute!

• Improve connections (ped/bike) to  STATIONS  
Safety!! Bike parking @  stations.

70% affordable housing at \$35,000 or less — we need our housing + communities to stay together, whether we're breadwinners or recipients of services or PCA's —!

• When all this development is built, the current parking for the T will be gone. What about parking for the Orange line?

• SW Corridor wayfinding. Make sure bike & ped clearly delineated

- fill gaps + upgrade where needed

- more widespread traffic calming + sidewalks - Amory + School Streets

- ↑ capacity on orange line. ~~Cars~~ It's already packed during rush hours.



# PLAN: JP/Rox Washington Street

Preserve. Enhance. Grow.



Need deeper analysis of the economics

here - not just increase # of IDP but what is impact

if you want 30% affordable always need to look

at impact + of all the things there for look more at 50% of units are more

Lets talk w/ variety of economic yes please

You should have in line with JP/Rox guidelines if you have 25% + affordable in entire plan area

Please use B.M.I

yes

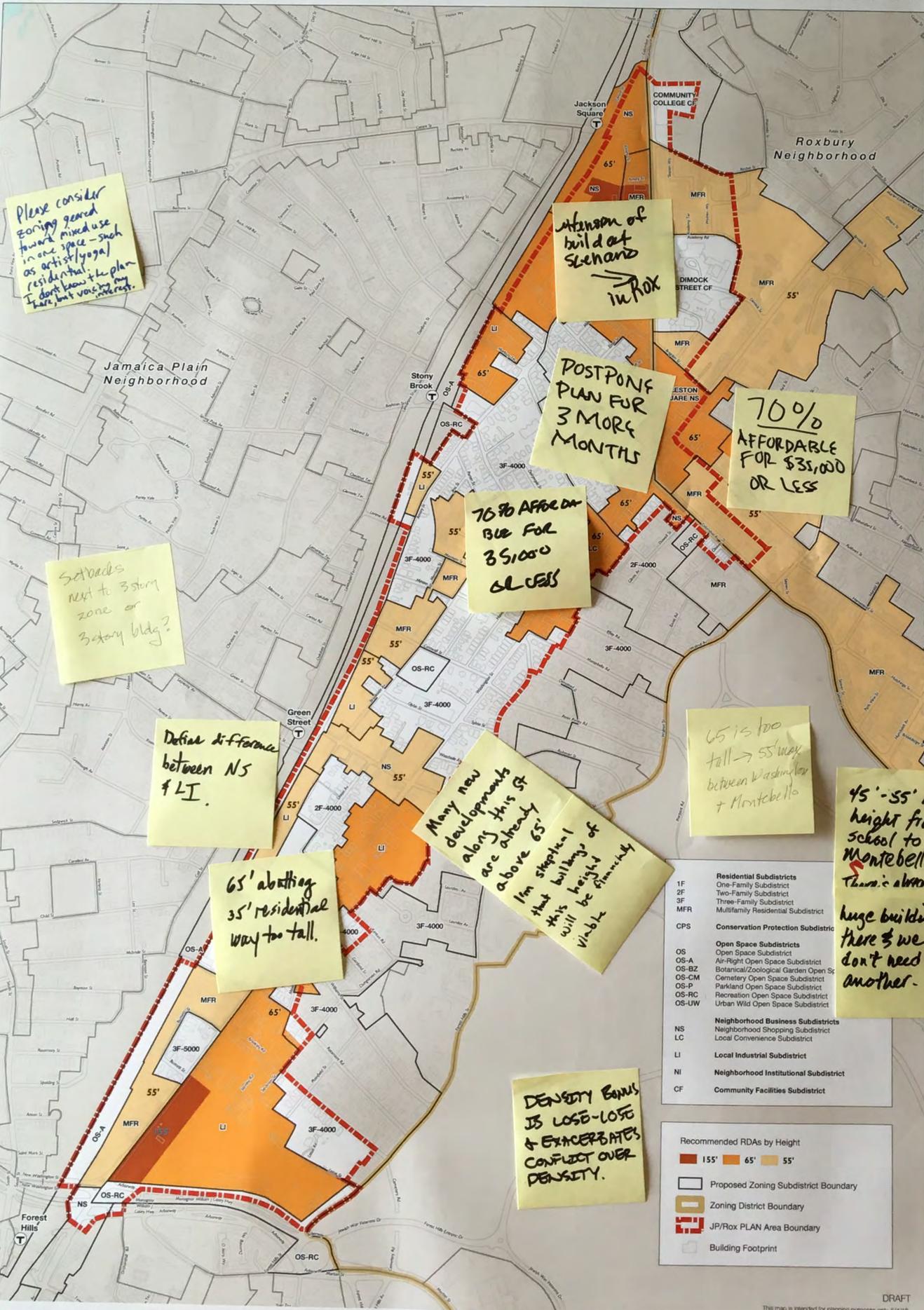
Use Boston or JP median income

What is this RDA, how will it differ from Art. 80 process?

## Affordable Housing Density Bonus

### 5. Areas Eligible for Density Bonus

PLAN: JP/ROX



Please consider zoning geared toward mixed use in one space - such as artist/yoga/residential. I don't know how to plan here, but zoning is interesting.

Attorney of build at Stearns in Rox

POSTPONE PLAN FOR 3 MORE MONTHS

70% AFFORDABLE FOR \$35,000 OR LESS

70% AFFORDABLE FOR \$35,000 OR LESS

Setbacks next to 3 story zone or 3 story bldg?

Define difference between NS & LI.

Many new developments are already above 65' in height. I'm skeptical that buildings of this height will be financially viable.

65' abutting 35' residential way too tall.

65 is too tall -> 55' max between Washington & Montebello

45'-55' max height from school to Montebello. There's already a huge building there & we don't need another.

DENSITY BONUS IS LOSE-LOSE & EXACERBATES CONFLICT OVER DENSITY.

### Goal

- Create opportunities for affordable housing and residential development
- Set clear expectations for new development

### What is a Density Bonus

Where a developer opts to incorporate public benefits into a project, such as affordable housing units, s/he may qualify for a density bonus which allows for additional development.

### Outcomes:

- Total Affordability **17%**
  - \* Base affordability: **13%** at 70% AMI (modeled on wide IDP)
  - \* Density bonus: **add 4%** on-site at 50% AMI

Must provide additional affordability only up to maximum heights (see map)

### TOOLS BEING EXPLORED FOR DENSITY BONUS

	Article 80 Large Project (>50,000 GSF)	Residential Development Area (RDA) (>10,000 sf site)
Multi-family Residential MFR	✓	
Local Convenience LC	✓	✓
Neighborhood Shopping NS	✓	✓
Local Industrial LI		✓

Note: The BRA and City are still working out the mechanics behind the density bonus. We will have further explanation in the zoning phase of JP/ROX.