

PLAN: JP/ROX - SUMMARY OF PROPOSED CHANGES

This document summarizes proposed changes to the October 2016 version of the PLAN document. While we work to finalize the PLAN, we will continue to consider additional strategies and recommendations to better meet the vision and goals of the community and City. From page 12 to 20, a detailed list of text changes is provided.

Each section includes a high level summary and, as appropriate, a list of proposed changes.

1. Zoning, Area Heights, and Urban Design
2. Housing and Affordability
3. Jobs and Businesses
4. Transportation
5. Process

1. Zoning, Area Heights, and Urban Design

Early in the planning process, the community identified new affordable housing and housing as a top priority for addressing the local housing and displacement crisis. The proposed density bonus height recommendations have been carefully reviewed throughout the study area including field visits to all of the density bonus areas. Height recommendations reflect the community's vision to protect existing residential properties while encouraging new housing (especially affordable housing) to manage ongoing and anticipated growth. The current recommendations reflect several height reductions across the Study Area.

Building heights, setbacks and upper story step-back limits are the primary means for ensuring gradual transitions between parcels and buildings. It is important to acknowledge that individual sites have unique conditions that strict dimensional requirements cannot fully anticipate. Such conditions including changes in grade, encroaching structures / infrastructure, etc., and are best addressed in the Article 80 community and design review process for each site and project.

The BPDA continues to receive comments from JP/ROX residents and stakeholders requesting increases and decreases in the proposed heights, setback, and step-back limits. There is a concern that further reductions in the allowed building heights in density bonus areas will not only reduce the amount of new and affordable housing units in a given project but also jeopardize the feasibility of entire projects. The goal of the urban design and zoning recommendations is to provide parameters for development while retaining the flexibility

necessary for realizing creative and innovative designs to include any new uses envisioned in the community PLAN.

A. Zoning

- i. *Green Street Base Zoning Subdistrict Change from 3F-4000 to LC* - The three parcels (#190-198) that front Green Street have been moved from the 3F-4000 zoning subdistrict to the proposed Local Convenience (LC) zoning subdistrict in support of the vision for a more active and pedestrian-friendly connector to the Green Street T station. Housing would be a conditional use on the ground floor, but allowed on the upper floors in the LC zoning subdistrict.
- ii. *Stonybrook Neighborhood East Subdistrict Change from LI to 3F-4000* - This zoning subdistrict boundary change also includes additional parcels between Stedman St, Brookley & Stonely Rd. These parcels are no longer eligible for the density bonus.

B. Density Bonus Area Heights

- i. *Density Bonus Area Heights Limits* - The allowable heights have been reduced to ensure that there are no Density Bonus Areas with a 65' height allowance abutting 1F, 2F, and 3F residential subdistricts (See annotated map at the end of this document):
 - o 125 Amory St parcel - along the Atherton St edge from Amory to the SW Corridor.
 - o 3326 - 3336 and 3346 Washington St parcels - both parcels.
- ii. *Density Bonus Area Height Limits* - The allowable heights have been changed in the following locations to better reflect the community priorities:
 - o Columbus Ave at Egleston Sq - Increase height from 55' to 65'.
 - o Along the middle of Green St – Reduce height from 55' to 45'.
 - o West side of Washington St, north of Union Ave – Increase height from 45' to 55'.
 - o Stedman St, Brookley & Stonley Rd - Remove DBA and change zoning to 3F-4000 (See 1.A.ii above).
 - o Arborway Yard (southern end) – Reduce height from 155' to 65' at the northern 2/3rds. Keep height at 155' at the southernmost 1/3rd.
- iii. *Ground Floor Commercial Heights* - The guidelines have been revised to restrict added ground floor commercial heights only to areas where ground floor commercial uses are allowed.

B. Urban Design Guidelines

- i. *Sidewalks and Setbacks* - The guidelines have been clarified to emphasize the preferred sidewalk widths outlined in City's Complete Street Guidelines and, where existing sidewalks are constrained, to require the building be setback to allow for wider sidewalks as follows:
 - o Neighborhood Main St - 16'-6"
 - o Neighborhood Connector - 15'-6"
 - o Neighborhood Residential - 11'-6"

- ii. *Building Setbacks by Area Condition* - The guidelines have been clarified to note that as part of the community zoning meetings and process the appropriate area conditions will be determined for the current Local Industrial and Industrial Development Area zoning subdistricts. This will ensure that the three building setback conditions proposed in the PLAN (residential, local retail / commercial, and neighborhood retail / active commercial) are predetermined.
- iii. *Building Setbacks at Transitional Areas* - The guidelines have been revised to address zoning subdistrict transitional areas where the abutting uses are residential by requiring a minimum of 10' for side yards and 20' for rear yards that adjoin a 1F, 2F, or 3F residential subdistrict. The increased setback is specific to the adjoining edge(s). If the building is not abutting 1F, 2F, or 3F residential subdistricts, the setback will be determined by the guidelines set by area character on page 142.
- iv. *Additional Step back for Residential Abutting Buildings* - The guidelines have been revised to include a lower first step back to the 4th floor level at zoning subdistrict transitional areas where the abutting uses are 1F, 2F or 3F residential subdistrict.

2. Housing

A. Overall Affordability

Housing affordability and preventing displacement of long term residents remain cornerstone priorities of Plan JP/Rox. The goal of this plan is to protect the character and the people of the neighborhood through thoughtful managed growth. This growth must include significant private and public sector investment in income restricted affordable housing.

The October draft of the plan included 1,215 units of affordable housing including 747 publicly subsidized units which would require a public investment of over \$270 million to create (from Federal, State and Local government financing). In that proposal, 30% to 39% of new housing would have been income restricted affordable.

In response to local advocacy, the City and the BPDA have looked to increase housing affordability options whenever possible while also balancing concerns for increased density. The revised recommendations reduce the projected growth in the study area by approximately 900 units from the initial development scenarios recommended in March 2016. At the same time, the revised recommendations increase the number of projected affordable units by approximately 400 units. To further prioritize housing affordability, the City and the BPDA propose an increase of approximately 200 new publicly subsidized income restricted affordable housing units and an increase in the density bonus requirement for private development to 30%. This will bring the total estimated public cost for affordable housing creation to \$350 million (from all sources).

This scenario will ensure that 40% of future units in newly planned areas will be income

restricted and represents the City and the BPDA's best efforts to create compromise between the many factors and interested parties in this plan.

- i. *Private Development - Density Bonus requirement increased to 30%*
 - A model project at 2.0 FAR in a 1.0 FAR base zoning is a blended affordability of 21.5% (13% on the base plus 30% on the remainder)
 - For all private development in the scenario, affordability will be approximately 18% (this number is lower because some projects will not exceed the base FAR)

- ii. *DND-funded and/or non-profit projects*
 - Separated out Arborway Yards with a clear commitment to ensure that at least 50% of units at this site are income restricted affordable. The approximate build out at Arborway Yards has also been revised to 744 total units.
 - Identified and separated out sites held by non-profits that were previously listed in development scenarios. The build out is projected at approximately 193 units.
 - Removed Elizabeth Stone/Egleston C Development Scenario because it is outside of the Study Area boundary. (This site as well as other nearby sites are good locations for publicly subsidized housing not included in this plan.)
 - Increased the number of units requiring public subsidy from 747 to 1,019.
 - Identified a goal of creating 200 units through acquisition, land banking, or other means.
 - Increased the projected number of affordable housing units at 125 Amory Street based on the last proposal by the BHA and non-profits. We will continue to work with TCB on increasing the number of income restricted units at Jackson Square as well (although no firm numbers yet).
 - Land Banking financing program will launch this winter to enable non-profits to competitively purchase underutilized land for future development.

- iii. *Depth of Affordability*
 - Density Bonus units will be at an average of 50% AMI (approximately \$1,000 max rent for a two bedroom) with some units at lower AMI's and some at higher.
 - DND will prioritize funding to projects that reach 50% AMI (instead of the 60% AMI limit required for tax credit financing). As a clarification though, in Figure 26, DND funded future units will be separated into a new row '51-60% AMI' which is separated from 30-50% AMI density bonus units.
 - DND will prioritize funding to projects that exceed DND's requirement to set-aside 10% of the units for formerly homeless individuals.

- iv. *Voucher Policy*
 - If supported by advocates and non-profits, DND's Office of Housing Stability in coordination with other agencies could hold a "housing surge" one-stop shop event for voucher holders in order to help them access housing lotteries in the area.

- A voucher preference in affordable housing lotteries has been determined to be a violation of federal Fair Housing Law by City of Boston's Office of Fair Housing.

B. Resident Stabilization

Community stabilization for existing residents and businesses is a key aspect of PLAN: JP/ROX. Beyond increasing the supply of affordable housing units and commercial space, DND, OHS, and BPDA are proposing different programs and initiatives, including displacement risk data collection, more solid goals for market-rate acquisition, and an annual check in on implementation.

- i. *Community Stabilization Plan* - In response to community feedback, we will be writing the Housing affordability section to focus specifically and clearly on neighborhood stabilization. The working title of the section is "Housing Affordability and Housing Stability." This section can then be pulled out and referenced separately. The following is proposed to be added to the plan: "The intent of PLAN JP/ROX is to serve as a first draft community stabilization plan for the corridor. To be successful, community stabilization efforts must be iterative and evolve through consistent community dialogue. However the need for action is clear and broadly support across community groups in the neighborhood. The goal of such stabilization actions should be to preserve all at risk tenancies in the corridor, so that everyone who has chosen to make this neighborhood their home in the past can continue to do so in the future. Resources should be prioritize first to serve the estimated 381 renter households at elevated risk of displacement, and then to lower risk households."
- ii. *City-wide Displacement Policy Goals* - The following is proposed to be added to the plan: "Many of the housing, economic, and racial justice issues raised throughout PLAN JP/ROX are broader issues that extend beyond the boundaries of this planning study. Therefore, the City of Boston commits to working with community advocates to advance citywide policies to combat displacement, advance racial diversity, and promote equitable economic growth. The work to advance these policies is being lead by the City's Office of Resilience and Racial Equity, the Office of Housing Stability, and the Imagine Boston 2030 Plan. The coordinated work of these organizations, along with community participation and feedback, will result in detailed written plans to advance these goals citywide."
- iii. *Identifying residents at risk of displacement* - The following is proposed to be added to the plan: "PLAN: JP/ROX identifies households at risk in broad categories based on census and other de-identified data sources in order to make recommendations. As PLAN JP/ROX moves from the planning stage into implementation, it is important to adopt a people-centered approach to addressing need and preventing displacement."

The implementation of this plan will go beyond de-identified census data and will require strong one-on-one relationships to the actual people at risk and in need. Fortunately, this community is served by a number of strong non-profits with long histories of successfully advocating on behalf of their neighbors. These organizations, in partnership with the City's new Office of Housing Stability, can provide the outreach necessary to identify these households and provide the individualized case management necessary to help them remain stably housed. From there, the Office of Housing Stability is committed to advancing policies that will create the databases necessary to take proactive action and measure displacement in real time. This will include a focus on eviction data and leading indicators of potential displacement."

Because different offices and departments work with small businesses and artists, small business displacement risk assessment is discussed in its respective section, but the plan will make reference to the importance of stabilizing these different groups.

- iv. *Property tax relief for low-income homeowners and seniors* - The following is proposed to be added to the plan: "The Boston Home Center and the City's Assessing Department will provide outreach to homeowners and seniors in the area on to help them take advantage of existing property tax relief programs and tools to help them afford the cost of maintaining their homes. In addition, the Boston Home Center will prioritize identifying new strategies to lower the cost of ongoing homeownership for low and moderate income Bostonians with a particular focus on senior homeowners."
- v. *Acquisition of market-rate properties for affordable housing* - The City certainly commits to working with neighborhood organizations to identifying market rate properties to convert to affordable housing. JPNDC and Urban Edge have both recently approached us with opportunities and we have provided City Life with data to help with the identification of properties. We welcome more participation in this, and can add language in the Plan if needed.

In response to requests from JPNDC and Urban Edge, DND will commit to prioritizing acquisitions in this area. DND will also consider acquisitions that exceed the current per-unit subsidy limits on a case-by-case basis.

The next draft of plan JP/Rox will include a goal for the number of units to be created by public sector investment. This goal will be reached through acquisitions and increased density of affordable housing at non-profit owned locations.

- vi. *Connect to the Office of Housing Stability post implementation* - We understand that is critical to the success of PLAN: JP/ROX to have the Office of Housing Stability working consistently in the community. The plan will speak to this need and we will continue to work with the members of the community most closely connected to the neighborhood

stabilization goals of PLAN: JP/ROX both during the next several months and during the implementation phase of the plan.

- vii. *Connection between residential displacement and commercial displacement* - While this Housing Stability chapter of the plan will deal primarily with residential displacement, protecting commercial tenants from displacement is also a major priority of PLAN: JP/ROX. These strategies are discussed in more detail in the “Jobs & Businesses” chapter of the plan. Separating these topics out will improve accountability for implementation of these goals, as different areas of City government will manage the work required to prevent displacement of residents versus commercial tenants. While these strategies appear in different places in the document, they are closely interrelated. As an overarching goal, the BPDA and DND, working with area residents, businesses, and artist, are committed to preventing the displacement of residential, commercial (both nonprofit and for-profit), and artist live/work tenancies in the neighborhood.

C. Preserving and Creating Artist Live-Work

There are several dedicated artist live/work developments in the study area including Amory Foundry Studios and Cornwall Studios. Additionally many artists currently rent live or work space in existing commercial and industrial buildings in the Local Industrial zoning subdistricts. The City will seek opportunities to expand the supply of both market rate and affordable artist live / work space in this area through updated zoning and the ArtistSpace program.

- i. *Local Industrial Uses* - Because much of the Local Industrial base zoning is not changing, artist work and live/work spaces will continue to be allowed outright. For the proposed zoning change on Green Street (from LI to LC), updated use tables will ensure that artist work spaces will be allowed on the ground floor to activate the streetscape. Live/work spaces will remain allowed on the upper floors.

For LI subdistricts, the BPDA will investigate zoning strategies that encourage artist live and/or work spaces for artists at the ground floor level. Finally, new models of shared work, fabrication, and studio spaces can help emerging artists find affordable space and be part of a creative community. The BPDA will investigate strategies to encourage new “maker/fabrication space.” The BPDA and the Mayor’s Office of Arts and Culture are coordinating on these ideas, and they will be shared in the zoning phase of PLAN: JP/ROX.

- ii. *ArtistSpace Affordable Artist Units* - In order to ensure that only artists occupy artist spaces, the BPDA has, in the past, overseen an artist certification process that opens up opportunities for qualified artists to rent and/or purchase affordable artist live-work space. In the summer of 2016 the certification process was moved to the Mayor’s Office of Arts and Culture.

Income-restricted ArtistSpace units reserved for certified artists will also count towards a project’s affordability commitment. The BPDA continues to work with developers to

create more artist housing, and monitors compliance of artist housing that has an income restriction.

3. Jobs and Businesses

A. Access to Quality Permanent Jobs.

Job Access - The plan will be updated to reflect the newly proposed Boston Residents Job Policy (BRJP) employment standards of employing at least 51% residents, 40% people of color, and 12% women (currently 50% / 25% / 10%). These employment standards apply to construction projects on City sponsored, privately funded and federally mandated development projects within City limits. The proposed new employment standard increases the percentage of Boston residents and workers of color and women on each development site, and applies the same standards to apprentices. The proposed updated policy still requires approval by the City Council and BPDA Board.

B. Small Business Stabilization

The Office of Economic Development (OED) is in ongoing conversations with small business owners and advocacy groups to find ways to support neighborhood businesses. The OED is recommending a series of meetings with community groups, small business owners, landlords, and developers to identify strategies and technical assistance to strengthen area small businesses.

The Boston Main Streets Program (BMS) supports a city-wide network of 20 Main Streets Organizations that use a comprehensive revitalization approach to create, build, and sustain healthy commercial districts. Egleston Square Main Street (ESMS) has and will continue to work to retain and expand area businesses, improve business facades and the streetscape, and promote the business district. Their goal is to ensure that Egleston Square will continue to be an enjoyable community in which to live, work, visit, dine, and shop.

C. Continued Engagement and Planning

City of Boston and BPDA Staff continue to engage local businesses and advocates in an effort to further develop strategies and actions that will support existing businesses, manage new business growth, strengthen the local workforce, and address income inequality in the JP/ROX area.

4. Transportation

A. Mobility Action Plan

The Boston Transportation Department (BTD) is working on a capital budget request for a Mobility Action Plan (MAP) for the upcoming fiscal year. If approved, the funding would become available after July 1, 2017. The MAP would create a series of recommendations and an action plan for implementation and would include a robust community process. The MAP topics for the Washington Street and Columbus Avenue corridor study might include traffic flow, intersection design, multi-modal improvements, pedestrian and bicycle improvements, potential bus lanes, street design, and neighborhood parking.

B. Short Term

Signal timing at Egleston Square will be reevaluated in a process in 2018, based on a rotating docket of neighborhood intersections. EPS (audible intersection crossing signal) at Columbus Ave near Weld Ave is also planned to be designed and implemented.

BTD is working on an internal draft design for the implementation of a marked crosswalk at Beethoven and Washington. The soonest this could be implemented would be spring 2017, as crosswalk material cannot be installed in the winter.

C. Shared Parking

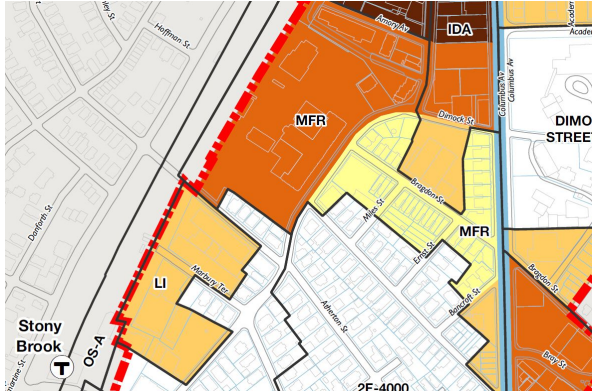
Shared parking is the use of a parking space to serve two or more individual land uses during different times of the day, day of the week, or season depending on the land use. For example, parking demand for residential land uses generally peak during the night while parking demand for office land uses generally peak during the daytime which can allow sharing of parking spaces at different times. Parking is a key element of any site development plan and can prove to be costly if not properly utilized. Mixed-use developments or two or more nearby developments willing to share parking can support greater density, create better pedestrian connections, and reduce reliance on driving. Most importantly, the financial savings of shared parking can be better used to support other community goals, building amenities, or neighborhood improvements. Multiple sites using one parking facility can lead to a more efficient transportation network by better locating and consolidating vehicular access, as well as improved urban design with not every site needing to build their own separate parking supply.

5. Process

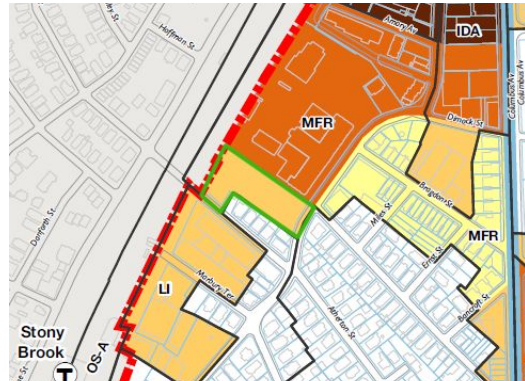
Periodic Implementation Check-in - The BPDA commits to communicating on an annual basis with the JP/ROX community to review progress of the plan and assess new development and implementation action items as they align with the goals of the Plan.

Density Bonus Area Height Changes - Graphic

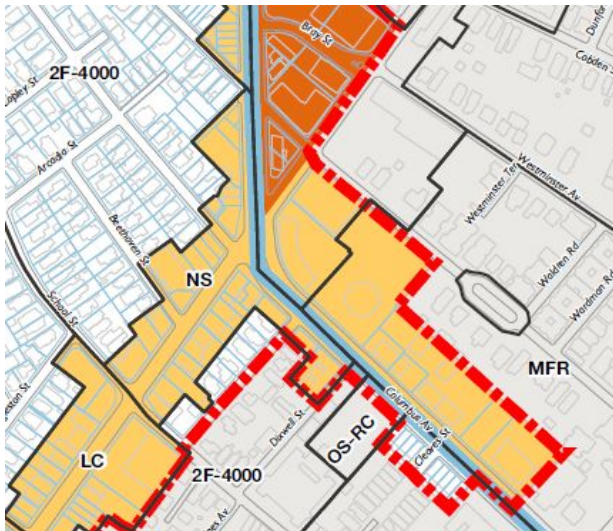
125 Amory Street
As of October 2016



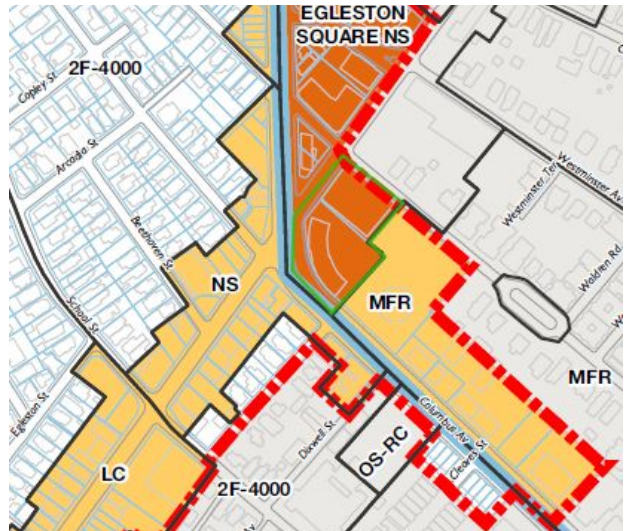
January 2017



Egleston Square - Columbus Avenue and Washington Street
As of October 2016



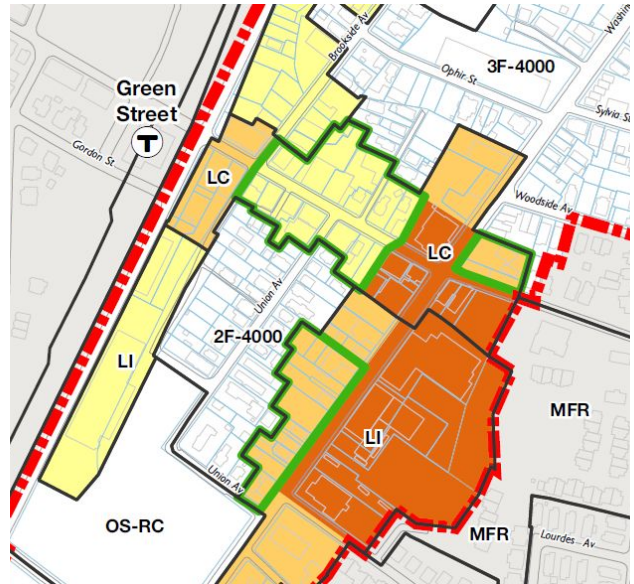
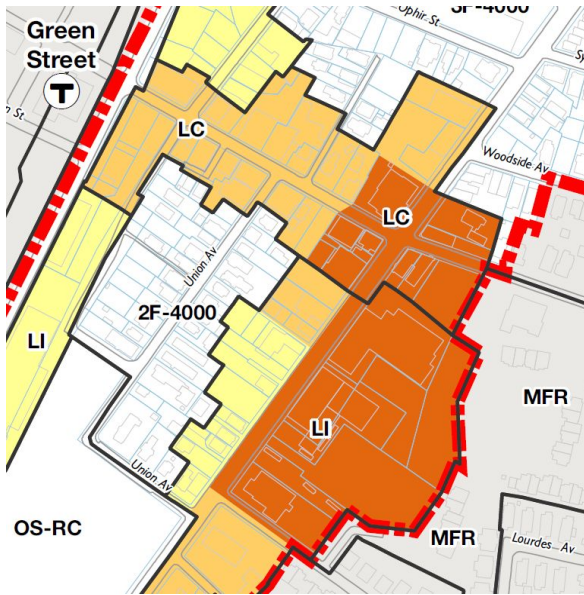
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Along Green Street, at 3326 - 3336 and 3346 Washington Street, and along Washington Street north of Union Ave.

As of October 2016

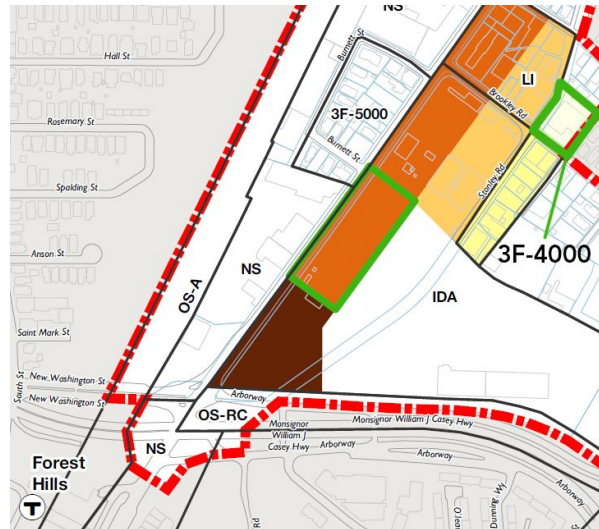
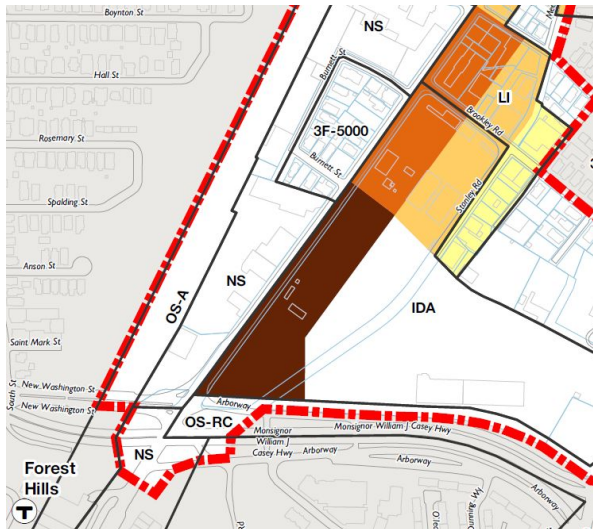
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Forest Hills along Arborway Yard and at Stedman Street, Brookley & Stonley Road

As of October 2016

January 2017



Appendix: 1/9/17 Text Edits past PLAN release in October

Page 5, Executive Summary

- *Updated Text*

Future trains will allow service in the peak periods to increase from every 6 minutes to every 4-5 minutes, potentially increasing peak service capacity by as much as 30%.

Source:

October Text

Future trains will allow service in the peak periods to increase from every 6 minutes to every 4-5 minutes.

Page 14, Executive Summary

- *Updated Text*

Design Guidelines: Projects that seek greater height and density through the density bonus option must comply with the additional urban design guidelines. For example, Local Industrial (LI) zoning subdistricts dimensional guidelines are currently different from residential zoning guidelines. Therefore, proposed projects with residential uses that fall within the LI subdistricts will need to comply with urban design guidelines that are residential in character.

October Text

Design Guidelines: Projects that seek greater height and density through the density bonus option must comply with the additional urban design guidelines. For example, Local Industrial (LI) zoning subdistricts do not require the same setback and open space requirements that residential zoning subdistricts require. Therefore, proposed projects with residential uses that fall within the LI subdistricts shall comply with the PLAN: JP/ROX urban design guidelines for setbacks, stepbacks, and open space.

Page 38 – 65 Housing Affordability, Stability & Growth

The section has been heavily revised to add new content and also clarify language. A comparison between the two versions is not provided because of the substantial restructuring of the section. Below are the most significant additions, and for further details of how these recommendations are connected, please refer to the updated section as a whole. Other changes not listed here were intended to clarify language.

Page 39, Housing Affordability, Stability & Growth: Overview

- *Text Added/Updated:* “The intent of this chapter of PLAN JP/ROX is to serve as a first draft community stabilization plan for the corridor. To be successful, community stabilization efforts must be iterative and evolve through consistent community dialogue. However the need for action is clear and broadly supported across community groups in the neighborhood. The goal of such stabilization actions should be to preserve all at risk tenancies in the corridor, so that everyone who has chosen to make this neighborhood their home in the past can continue to do so in the future. Resources should be

prioritized to serve those at greatest risk of displacement first, and then to lower risk households.

While this section deals primarily with residential displacement, protecting commercial tenants from displacement is also a major priority of PLAN JP/ROX. These strategies are discussed in more detail in the “Jobs & Businesses” chapter of this plan. While these strategies appear in different places in this document, they are closely interrelated. As an overarching goal, the BPDA and DND, working with residents of the JP/Rox planning area, are committed to preventing the displacement of residential, commercial (both nonprofit and for-profit), and artist live/work tenancies in this neighborhood.”

Page 40 Housing Affordability, Stability & Growth: Risk of Displacement

- *Text added:* “The residents of the JP/Rox planning area are predominantly lower-income than average in Boston and are predominantly people of color. People who identify as Hispanic or Latino (of any race) make up the largest ethnic demographic in this community.¹

In the past few years, with the end of the recession and the dramatic upward swing in market pressures, many residents, businesses and artists in the planning area have been displaced or threatened with displacement in the face of redevelopment. Throughout the planning process, many community members shared stories of displacement and neighborhood change. For example, City Life/Vida Urbana has reported working with residents at approximately 10 different addresses in the planning area in 2016 who faced displacement. Similarly, the number of locally-owned businesses threatened by displacement has begun to be tracked jointly by the Jamaica Plain Neighborhood Development Corporation (JPNDC), Egleston Square Main Streets, and the Green Street Renters Association, and in 2016 included approximately 10 businesses plus several artist studios. These commercial displacements are often tied to residential displacements - as legacy businesses become particularly vulnerable when their customer base of long standing residents leave the neighborhood.”

Page 41-45: Housing Affordability, Stability & Growth: Degree of Displacement Risk (formerly page 40-43)

- Categories have been renamed – from ‘Safe, Low Risk, Relative Risk, Elevated Risk’ to ‘Low Risk, Moderate Risk, Increasing Risk, Elevated Risk’
- *Text added:* “The residents of the JP/Rox planning area are predominantly lower-income than average in Boston and are predominantly people of color. People who identify as Hispanic or Latino (of any race) make up the largest ethnic demographic in this community.

In the past few years, with the end of the recession and the dramatic upward swing in market pressures, many residents, businesses and artists in the planning area have been displaced or threatened with displacement in the face of redevelopment. Throughout the planning process, many community members shared stories of displacement and neighborhood change. For example, City Life/Vida Urbana has reported working with residents at approximately 10 different addresses in the

- planning area in 2016 who faced displacement. Similarly, the number of locally-owned businesses threatened by displacement has begun to be tracked jointly by the Jamaica Plain Neighborhood Development Corporation (JPND), Egleston Square Main Streets, and the Green Street Renters Association, and in 2016 included approximately 10 businesses plus several artist studios. These commercial displacements are often tied to residential displacements - as legacy businesses become particularly vulnerable when their customer base of long standing residents leave the neighborhood.”
- **Text added: “Non-Family Households:** In the three census tracts that contain the JP/ROX Study Area, 18% of all households are non-family, working age households with two or more people (ACS 5-year 2011-2015). Certain individuals in these non-family households may also be at risk of displacement, even where the total household income appears to support market rents. For example, in a 3-person household, two of the roommates may make \$75k per year, and the third makes \$40k per year. The sum total of their income is \$190k per year, so the household appears safe from displacement. However, the lower-income individual in this household does not make enough income to afford most market rate apartments in the area on their own, and therefore is at risk of displacement if the living situation changes. Census Bureau data does not help us in identifying the number of at risk people in this circumstance; identifying these individuals will need to be part of the Office of Housing Stability’s outreach and case management efforts.”
 - **Text added: “People Centered Outreach on Displacement**
As PLAN JP/ROX moves from the planning stage into implementation, it is important to adopt a people-centered approach to addressing need and preventing displacement. While this Plan identifies households at risk in broad categories based on census and other de-identified data sources, the implementation of this Plan will require strong one-on-one relationships to the actual people at risk and in need. Fortunately, this community is served by a number of strong non-profits with long histories of successfully advocating on behalf of their neighbors. These organizations, in partnership with the City’s new Office of Housing Stability, can provide the outreach necessary to identify these households and provide the individualized case management necessary to help the remain stably housed.”

Page 47 Housing Affordability, Stability & Growth: Figure 19 (formerly Figure 20 Page 49)

- *Updated to reflect new information:* The development labeled ‘Walker Park’ is not in the Study Area. 1599 Columbus Avenue is a duplicate of a development scenario and its units have been moved to ‘Future Affordable

Page 52 Housing Affordability, Stability & Growth: Affordable Housing Set-Asides from Private Development (formerly Page 54)

- *Updated Text:* “...Initial results of the study (released in October 2016) showed on-site affordability would be maximized without undermining financial feasibility

when 20% of the bonus density is set aside for affordable housing (on parcels with a base allowed Floor Area Ratio, or “FAR” of 1.0). The BPDA has received considerable feedback from the community on both the underlying assumptions of the feasibility analysis and on the need to maximize affordability. Based on this input, the BPDA recommends that the density bonus incentive on new development to include 13% set aside at 70% of AMI of the base allowed FAR, plus an additional set-aside on the bonus density of 30% for parcels where the base allowed FAR is 1.0 and 35% where the base allowed FAR is 2.0. The total affordability in a typical project will be 21.5% of the total units, though this percentage increases with density. Making this recommendation represents a significant leap of faith that developers will be able to move forward with projects, as changing conditions could easily lead to infeasibility. The zoning tools to achieve a density bonus (e.g., Residential Development Area) are explained in more detail in Figure 74 on page 126. For more detailed information about October 2016 density bonus feasibility analysis, please see the BPDA website.”

Page 55 - 56 Housing Affordability, Stability & Growth: Strategy 2: Stabilizing rents by expanding the supply of market-rate housing to better meet growing demand

- *Text updated:* “In addition to the income-restricted units created through the density bonus incentive described above, the following initiatives provide opportunities for increased housing production:
 - **Appropriately Locating Development:** The density bonus zoning overlay will only be used in areas the community believes are appropriate for new, denser development. This will streamline the approval process for housing development in these locations. At the same time, PLAN: JP/ROX envisions that the zoning in many areas of the corridor will not change at all. This will send a clear signal that higher density development is not desired in these areas by the community.
 - **Density Bonus Zoning Tools:** Currently most new housing development within the JP/ROX Study Area requires zoning variances, even at sites in this area where additional development would be appropriate but is inconsistent with existing zoning. Zoning variances for nonconforming uses, heights, and other dimensional requirements add significant time to development schedules and are sometimes not granted at all. The Residential Development Area (RDA) is one identified tool that sets development parameters and affordability requirements while promoting residential uses. An RDA plan creates new zoning for a site and requires a robust but more predictable public process for approval, since expectations for affordability, development scale, and design are clearly stated. Other zoning processes including the Residential Development Incentive (RDI) allow developments that exceed base zoning in height and density to proceed as-of-right as long as they strictly follow all dimensional, use, and affordability requirements. All these processes will still need to undergo the Article 80 community review process. See page 128 in the Land Use and Zoning section for a more detailed explanation of the RDA process and other density bonus zoning processes.

- **Compact Living Incentive:** The city is exploring a Compact Living program, which would seek to diversify housing types and increase middle-income housing in a neighborhood. With BPDA approval, developers would be allowed to build 20% smaller compact studios, one-bedroom, two-bedroom, and three-bedroom units that would be more affordable than standard-sized new units.”

Page 57 – 59 Housing Affordability, Stability & Growth: Stabilization (formerly page 54 – 55)

- The section has been moved from Strategy 2 to Strategy 3.
- *Text added:* “**Dedicated Outreach on Tenant Rights:** A major goal of the Office of Housing Stability is to ensure that tenants are informed about their existing rights and protections. Through targeted outreach campaigns, such as mailings to tenants in newly sold buildings or recently foreclosed properties the office is intending to reach tenants well before any potential evictions occur. In addition the Office of Housing Stability staffs a hotline and an evening clinic to assist tenants and landlords with maintaining tenancies.”
- *Text updated:* “**Eviction Data Analysis and Intervention:** Utilizing access to comprehensive data on evictions within the City of Boston, including both housing court records and early pre-court eviction documentation, to identify trends and proactively intervene to preserve tenancies. While there are few concrete data sources available to identify the specific households at risk for displacement and measure displacement in real time, the Office of Housing Stability is committed to advancing policies that will create the databases necessary to take proactive action. This will include a focus on eviction data and leading indicators of potential displacement.”
- *Text added:* “There are several dedicated artist live/work developments in the study area including Amory Foundry Studios and Cornwall Studios. The PLAN JP/ROX Study Area also includes a number of thriving artist housing locations which the community has emphasized a desire to preserve and grow:

Assistance for Artist Housing: The Mayor’s Office of Arts and Culture and the BPDA jointly manage the ArtistSpace program which includes opportunities for qualified artists to rent and/or purchase affordable, income-restricted artist live-work space. The City will seek opportunities to protect and expand the supply of artist housing in this area through updated zoning and the ArtistSpace program. The BPDA and the Mayor’s Office of Arts and Culture are coordinating on these ideas, and they will be detailed in the zoning phase after PLAN: JP/ROX.”

Page 60, Housing Affordability, Stability & Growth: Housing Growth Forecast, Affordability and Equity (previously Page 58)

- The Density Bonus is now 30% income-restricted at 50% Area Median Income (AMI). Previously it was 20%. Buildout numbers in the section have been updated.
- *Text updated:* “**As a result of this planning process, 35% of total housing units built, both from projects in permitting and in future projects, as a result of this plan will be income restricted affordable housing.** This analysis includes several development projects that are already underway and have limited opportunities for

change. If we only consider the future projects that are yet to be identified but will be built following the recommendations of this planning process, then a full **40% of new housing will be income restricted affordable.**"

- *Text added:* "Figure 23 identifies the maximum income levels that each new unit of income-restricted affordable housing is forecasted to be built at, given the tools outlined in the previous sections. Again, based on community feedback, significant efforts have been made in this plan to reach the deepest levels of affordability possible. It should also be noted that an income restriction sets the maximum earnings a household can make and not the minimum. For example, any household making below the 50% of AMI income limit (i.e., \$44,150 for a three-person household) is eligible to live in a 50% unit as long as they can afford the rent cap for the unit (i.e., \$1,013 a month for a two-bedroom), either on their own, or in conjunction with a federal or state housing voucher. For example, of the 245 affordable units created by private developers, 115 (47% of the total) are at an average of 50% of AMI, meaning some units will be restricted to those at 30% of AMI, some at 50%, and some at 70% of AMI. In addition, given that 19% of BPDA monitored units restricted at 70% of AMI have tenants with income of less than 30% of AMI and an additional 14% have incomes of between 30% and 50% of AMI, it is expected that the resulting mix of incomes in privately produced affordable units will be a balanced mix: 32% at less than 30% of AMI, 25% between 30% and 50% of AMI, and 43% between 50% and 70% of AMI."

Page 61-63, Updated Projection Buildout Numbers (previously Page 59)

- Out of the 1,350 total units from future private development, 245 are income-restricted. Previously, out of 1,527 total units from future private development, 221 were income-restricted.¹
 - The projected unit buildout from development scenarios was not affected by height, affordability, and urban design guideline changes. The buildout does not reflect whether a parcel was modeled to be feasible.
 - The total number of private development decreased due to updated information about projects in permitting. In addition, inconsistencies have been corrected (e.g. 'Egleston C' was not in the Study Area)
- Increased the total number of income-restricted affordable units requiring public subsidy from 747 to 1,019.
 - 'Publicly Subsidized: Additional Affordable Housing Created Via Acquisition, Land Banking, or Other Tools' has decreased from 402 to 200 units. This change reflects the units that are projected on non-profit or publicly owned sites.
 - Identified and separated out sites held by non-profits that were previously listed in development scenarios. The build out is projected at approximately 193 units.
 - Projected a development at Arborway Yards might be 744 total units and 372 affordable units.

¹ The October draft used 2,344 total units and 370 affordable units. 1,527 total units and 221 affordable units reflects the corrected, adjusted buildout of the development scenarios that are not on non-profit owned sites and not on the publicly owned Arborway site.

- Any other changes are due to updated information about projects in permitting and corrections in inconsistency
- DND will prioritize funding to projects that reach 50% AMI (instead of the 60% AMI limit required for tax credit financing). In an effort to be clearer, DND publicly funded units in 'Potential Future Projects' are now categorized as 51-60% AMI. These units were previously categorized under 31-50% AMI.

Page 85, Jobs and Businesses (previously Page 85)

- *Added Note*
Continued Engagement and Planning
The City of Boston and BPDA Staff continue to engage local businesses and advocates in an effort to further develop strategies and actions that will support existing businesses, manage new business growth, strengthen and train the local workforce, and address income inequality and business displacement in the JP/ROX area.

Page 92, Transportation and Connectivity (formerly Page 90)

- *Updated Text*
"... The study area vision and recommendations are intended to accommodate this aspiration, which means prioritizing public transit, walking, and biking over driving.

The study area is going to develop over a 15-20 year period, during which best practices and mobility will continue to evolve. It is vital that the recommendations here be seen as a living document that will need to adapt over time. The next step is to create a mobility action plan (MAP) which would create a series of recommendations and an action plan for implementation and would include a robust community process. Topics the MAP for the Washington Street and Columbus Avenue corridor might include many recommendations that emerged from PLAN: JP/ROX and more. The Implementation section of this Plan provides a complete list of the transportation recommendations developed with the community. The following sections provide an overview of these recommendations and the aspirations that were derived from the community process."

October Text

"... The study area vision and recommendations are intended to accommodate this aspiration, which means prioritizing public transit, walking, and biking over driving.

The study area is going to develop over a 15-20 year period, during which best practices and mobility will continue to evolve. ..."

Page 124, Land Use (formerly Page 122)

- *Updated Text*
Green Street should be a lively pedestrian friendly neighborhood street with active ground-floor uses. Create a Local Convenience (LC) zoning subdistrict along the length of Green St, in addition to the nodes at Green St/Amory St and Green St/Washington St. Three parcels (#190-198) that front Green Street have been moved from the 3F-4000 zoning subdistrict. Housing would be a conditional use on the ground floor.

October Text

Green Street should be a lively pedestrian friendly neighborhood street with active ground-floor uses. Create a Local Convenience (LC) zoning subdistrict along the length of Green St, in addition to the nodes at Green St/Amory St and Green St/Washington St.

- *Updated Map, Figure 69*

Figure 69 reflects a subdistrict boundary change, labelled 4. Two parcels on the northwest side of Stedman Street (Parcel ID 1102664000, 1102663000) will be changed from Local Industrial (LI) to the same zoning subdistrict as its block, Residential 3F-4000.

Page 126, Land Use (formerly Page 124)

- *Updated Text*

Ensure that commercial and artist live-work space uses that activate the ground floor, such as restaurants, retail, galleries, fitness centers, etc. are allowed.

October Text

Ensure that commercial uses that activate the ground floor, such as restaurants, retail, fitness centers, etc. are allowed.

Page 128, Land Use (formerly Page 126)

- *Updated Text*

- “If a zoning subdistrict has a base FAR of 1.0, the set-aside bonus density is 30% of all additional units at 50% AMI.
- If a zoning subdistrict has a base FAR of 2.0, the set-aside bonus density is 35% of all additional units at 50% AMI.
- Overall affordability for individual projects will be close to the model parcel affordability at 21.5% (base affordability + density bonus set-asides).”

October Text

- “If a zoning subdistrict has a base FAR of 1.0, the set-aside bonus density is 20% of all additional units at 50% AMI.
- If a zoning subdistrict has a base FAR of 2.0, the set-aside bonus density is 25% of all additional units at 50% AMI.
- Overall affordability for individual projects will range between 16-17% (base affordability + density bonus set-asides).”

Page 129, Land Use (formerly Page 127)

- *Updated Graphic, Figure 72*

Diagram reflects new density bonus percentages, 30% above base 1.0 FAR at 50% AMI and 35% above base 2.0 FAR at 50% AMI.

October Graphic

Diagram reflected density bonus percentages, 20% above base 1.0 FAR at 50% AMI and 25% above base 2.0 FAR at 50% AMI

Page 131, Land Use (formerly Page 129)

- *Updated Graphic, Figure 72*

The following Density Bonus Areas and subdistrict boundaries have been revised. This map corresponds with the other, similar diagrams in the plan.

- 125 Amory St parcel - along the Atherton St edge from Amory to the SW Corridor.
Reduce height from 65' to 55'
- 3326 - 3336 and 3346 Washington St parcels - Reduce height from 65' to 55'
- Columbus Ave at Egleston Sq - Increase height from 55' to 65'.

- Along the middle of Green St – Reduce height from 55' to 45'.
- West side of Washington St, north of Union Ave – Increase height from 45' to 55'.
- Stedman St, Brookley & Stonley Rd - Remove DBA and change zoning to 3F-4000.
- Arborway Yard (southern end) – Reduce height from 155' to 65' at the northern 2/3rds. Keep height at 155' at the southernmost 1/3rd.

Page 140, Urban Design Guidelines (formerly Page 138)

- *Updated Text*

Note (a): When the adjoining use is a 1F, 2F, or 3F residential zoning subdistrict, the setback should be 10' at an adjoining side yard and 20' at an adjoining rear yard.

October Text

Note (a): When the abutting use is a residential zoning subdistrict, the side yard setback should be 10'.

Page 142, Urban Design Guidelines (formerly Page 140)

- *Added Text*

During the community zoning process, specific area condition definitions will be determined for areas currently zoned Local Industrial and Industrial Development Area.

Page 144, Urban Design Guidelines (formerly Page 142)

- *Updated Text*

The following are minimum step back requirements that are intended to reduce the massing of new buildings and ensure a more gradual transitioning between buildings of different heights and massing. Building designs can employ additional step backs and initiate the required step backs at lower floor levels provided the minimum requirements are met. Step backs are measured from the primary façade and are implemented within a specific range of floor levels.

October Text

The following are minimum step backs that are intended to reduce the massing of new buildings and ensure a more gradual transitioning between buildings of different heights and massing. Step backs are measured from the primary façade and are implemented at specific floor levels.

Page 177, Implementation Table: Mobility and Connectivity (formerly Page 175)

- *Added Text*

The Boston Transportation Department (BTD) is working on a capital budget request for a mobility action plan (MAP) for the upcoming fiscal year. If approved, the funding would become available after July 1, 2017. The MAP would create a series of recommendations and an action plan for implementation and would include a robust community process. Topics the MAP for the Washington Street and Columbus Avenue corridor might study include traffic flow, intersection design, multi-modal improvements, pedestrian and bicycle improvements, potential bus lanes, street design, and neighborhood parking.