



Bridging the Gap:

Creating Middle Income Housing through Inclusionary Development

2016 Annual Report

With its long history of offering opportunity to its residents at all income levels, the City of Boston is proof that an economically inclusive city not only provides employers with the diverse workforce they need to build and maintain a strong economy, but also that providing opportunity across income levels leads to strong, healthy neighborhoods. Maintaining a strong middle class is critical to ensuring that Boston continues to be a thriving, diverse city where people want to live and employers want to locate. -- Housing a Changing City: Boston 2030 Citation



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2016 Annual Report



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Bridging the Gap: Creating Middle Income Housing through Inclusionary Development

Introduction

As rents and sales prices have increased in Boston, it has become more and more challenging for individuals and families to find housing that is affordable. As a result, under Mayor Martin J. Walsh’s leadership, the City of Boston has formulated a number of strategies to address affordability, which are outlined in the 2014 report *Housing a Changing City: Boston 2030*.

Boston’s affordable housing needs are addressed through a number of agencies and programs, with each program targeting a range of Boston’s incomes, with the goal of meeting the needs of a diverse workforce. As a result, the City of Boston is committing considerable resources to housing for low-income households, while simultaneously addressing the fact that moderate- and middle-income households also find it difficult to locate

housing they can afford. To address these needs, the City is committed to innovative ways of increasing the overall supply of housing and finding a way to bridge the gap for households making too much for subsidized housing, but who still find it hard to find a place to live in Boston. For example, only 14 percent of Boston’s 2016 two-bedroom rental listings were less than the typical \$1,419 rental rate for a two-bedroom inclusionary development unit.

Boston’s Inclusionary Development Policy (also known as “IDP”) bridges this affordability gap through private funds. Developers seeking zoning variances are required to make a commitment to support affordable housing, through the inclusion of income-restricted units within their buildings, the creation of units at another location, by contributing to a citywide affordable housing fund,

TABLE 1 Different City of Boston Agencies Serve a Range of Incomes, in Order to Meet the Needs of a Wide Range of Households

Household Income	Boston Housing Authority	City of Boston Department of Neighborhood Development	BPDA
<\$25k	Public Housing, Vouchers	Homelessness Set Aside	
\$25k-\$50k	Public Housing, Vouchers	Affordable Housing Production	
\$50k-\$80k			IDP Rental
\$80k-\$100k		Downpayment Assistance	IDP Homeownership
\$100k-\$120k		Downpayment Assistance	

known as the IDP Fund, or through a combination of these options. When the policy was introduced in 2000, few cities had a similar policy. Today, Boston is often highlighted for the success of its program, and towns and cities across the country are using inclusionary development programs to meet affordable housing needs.

Because of the IDP, developers have created over 1,700 units of stable housing moderate- and middle-income families, and contributed \$96.8 million to the IDP Fund, which, when combined with other affordable housing resources, has supported the completion of 1,070 additional units of housing, affordable to very low-, low-, and moderate-income households.

Before the 2000 creation of the IDP, there was no requirement that private housing developers address affordability in their developments. Affordable/income restricted housing was only created through a combination of multiple funding sources from Federal, State, and City resources. With limited funds, the City of Boston struggled to create large numbers of income restricted units. The IDP opened the door to an entirely new source of income restricted housing. The IDP has leveraged private development for income restricted housing, expanded the availability of housing affordable to a range of incomes, created much needed income restricted units in central Boston neighborhoods, and provided funds for more deeply affordable housing. As a result of this program and other efforts, the City of Boston has been able to increase affordable/income restricted housing production from an average of 290 units per year before the introduction of IDP, to an average of 605 per year over the last three years.

How Does Inclusionary Development Work?

When a land owner seeks to develop a piece of property, the uses and size of the building are restricted by the zoning code. Under Boston's IDP, whenever a developer of a project with ten or more units seeks to deviate from what is allowed by the zoning code (this is referred to as a "zoning variance"), the IDP applies to the project. Under the current, citywide policy, a developer is required to commit to making 13 percent of their on-site units as affordable. In some instances, the developer is allowed to create the units off-site, make a contribution to the IDP Fund, or provide a combination of the options. For some projects, the feasibility of a project is improved and/or the outcome for the City affordable housing goals improves if the off-site or contribution option (or a combination) is undertaken. The requirements for these options vary, depending on the neighborhood. The current requirements are outlined in the Appendix.

Of the projects that have been completed since the creation of the IDP, 89 percent have units on-site, three percent have created units off-site, and 26 percent agreed to make a contribution to the IDP Fund in return for creating fewer or no units on-site. As some projects combined these options, these percentages will add up to more than 100 percent. For projects under construction, permitted, or approved by the BPDA Board, 93 percent have units on-site, eight percent have units off-site, and 12 percent are making a contribution to the IDP Fund in return for creating fewer or no units on-site.

On-Site and Off-Site Unit Creation

1,737 on-site and off-site units, otherwise known as "IDP Units," have been created by the IDP since 2000, of which 229 (13 percent of the total) were completed during 2016. Of all IDP Units, 33 percent are homeownership units (condominiums), and 67 percent are rental units. In addition, a substantial number of new IDP units are anticipated to be completed over the next few years: 746 units are

under construction or have been permitted, and there are 656 units that are in projects that have been approved by the BPDA, but have not yet pulled a building permit.

IDP Units must be comparable to the market rate units in the same building, and must be scattered throughout the building.

CHART 1* Inclusionary Development Commitments by Project Status

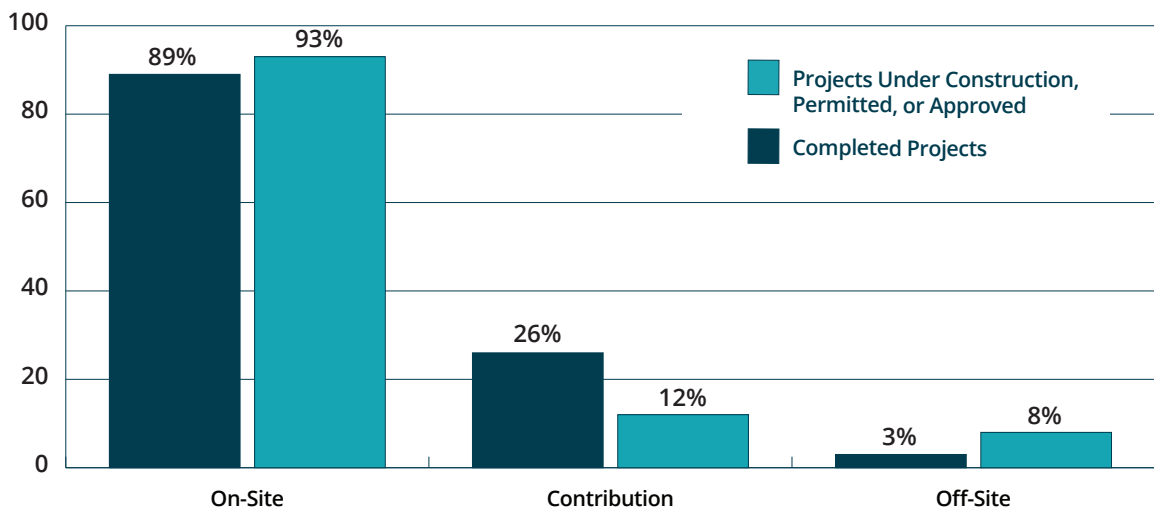
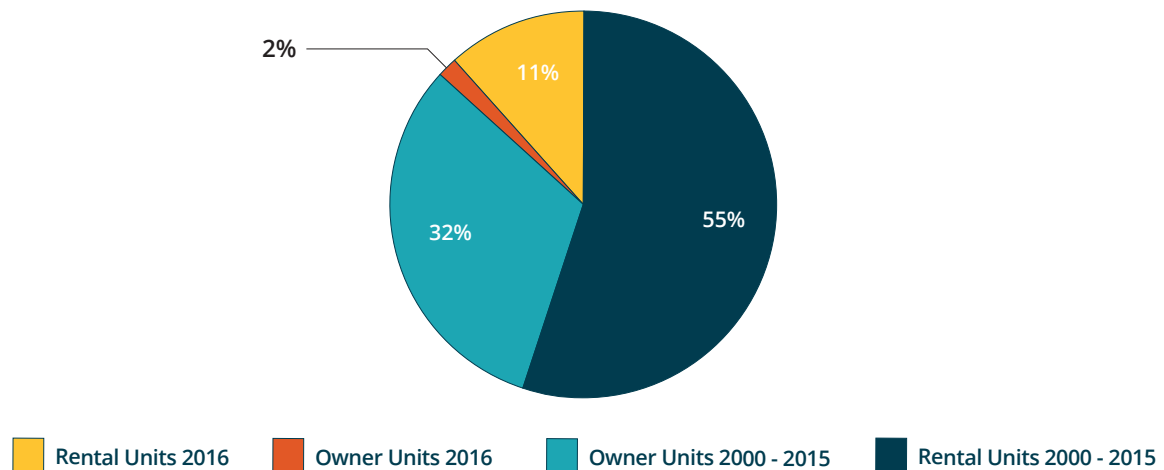
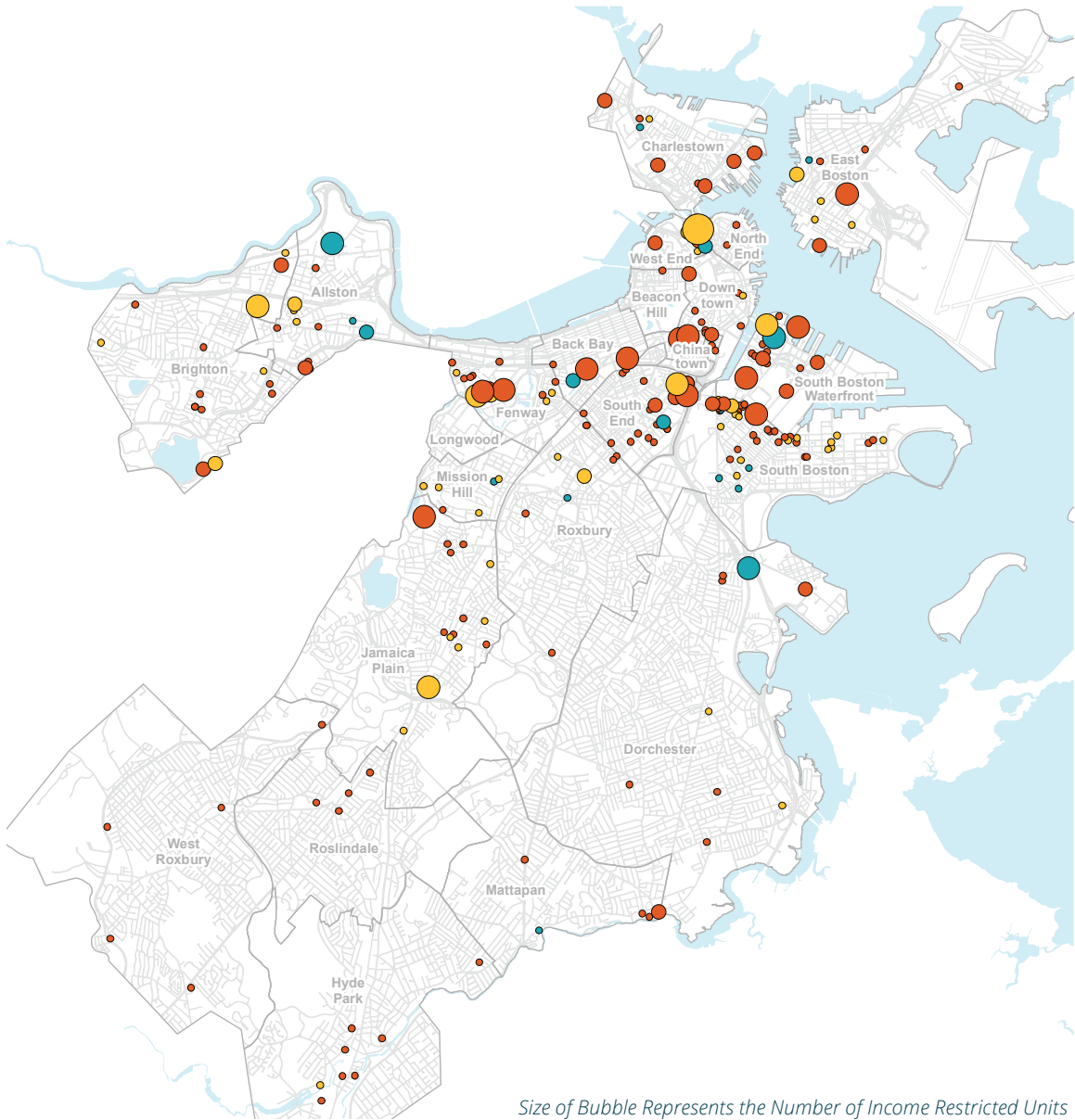


CHART 2* Inclusionary Development Units by Tenure and Completion Period



*Source: DND Permitting and Project Data

MAP 1 Inclusionary Development Policy Unit Locations



Completed or Permitted/In Construction Development Projects

- Completed prior to 2016
- Completed in 2016
- In construction or permitted

of New Affordable Units

- 1-10
- 11-30
- 31-100
- 101-191

TABLE 2

Completed On-Site and Off-Site IDP Units by Neighborhood/Planning District

Planning District	Completed IDP Units	Percent of Units
South Boston	403	23%
Downtown Neighborhoods*	228	13%
South End	210	12%
Allston/Brighton	150	9%
Fenway/Kenmore	149	9%
Back Bay/Beacon Hill	138	8%
Dorchester	91	5%
Charlestown	88	5%
West Roxbury	78	4%
East Boston	74	4%
Jamaica Plain	65	4%
Hyde Park	27	2%
Mattapan	19	1%
Roslindale	9	<1%
Roxbury	8	<1%
Total	1,737	100%

*Bay Village, Chinatown, Financial District, Leather District, North End/Waterfront, and the West End

Inclusionary Development Units are Located across the City

IDP Units are located in every neighborhood of Boston, but as Chart 1 and Map 1 show, units are concentrated in the areas where new, private housing production is occurring most, as 23 percent of IDP units are located in South Boston (including the Seaport District), 13 percent are located in downtown neighborhoods, and 12 percent are located in the South End.

The Inclusionary Development Policy Expands the Availability of Housing Affordable to a Range of Incomes

Beginning with the 1930s completion of New England's first public housing project (South Boston's Mary Ellen McCormack housing project), Boston has been a leader in the creation and preservation of affordable/income restricted housing. Boston has taken advantage of the full range of Federal and State programs, and has been

willing to add local resources. As a result, almost nineteen percent of Boston's housing stock is income restricted. Given that traditional affordable housing resources are focused on households making less than 60 percent of Greater Boston's Area Median Income (for example, \$49,650 for a two person household), IDP units are a relatively small proportion of Boston's income restricted units, making up less than one percent of Boston's total housing stock. The IDP is important since it is one of the only resources for addressing moderate-to middle-income households being priced out of Boston's real estate market. In the early years of the policy, units were provided for households at 80 percent, 100 percent, and 120 percent of Area Median Income ("AMI"), but under current policy, IDP rental units are mostly set at 70 percent of AMI (up to \$57,950 for a two person household), and homeownership units are mostly set at 80 percent of AMI (up to \$66,200 for a two person household) and 100 percent of AMI (up to \$93,100 for a two person household). Given that the requirements of the program have changed over time, IDP units have a diverse range of maximum income limits, but over half of the homeownership units have a maximum income of 80 percent of AMI, and 48 percent of the rental units have a maximum income of 70 percent of AMI.

For homeowner households, lenders have strict standards about how much of a household's income can be used towards housing. As a result, IDP homebuyers have incomes close to the maximum income limits. As renters can choose to spend a higher percentage of their income towards rent, or have a Federally or State funded housing voucher (e.g., Section 8, MRVP, VASH, etc.), the income profile of IDP renters is very diverse: 15 percent have incomes of less than 30 percent of AMI (\$24,800 for a household of two); 33 percent have incomes between 30 percent and 60 percent

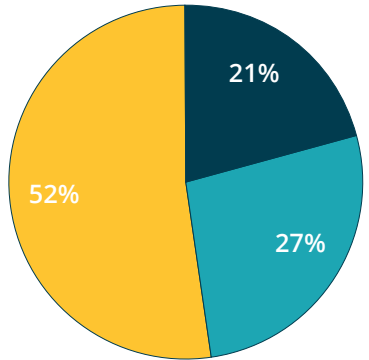
of AMI (\$49,650 for a household of two); and 22 percent have incomes between 60 percent and 70 percent of AMI (\$57,950 for a household of two).

The Inclusionary Development Policy Contributes to Creating New Affordable Housing in Central Boston Neighborhoods

Central Boston neighborhoods (see highlighted area of map 2) stretch from the North End to the South End, and from the Financial District to the Fenway. Collectively, these neighborhoods contain 26 percent of the city's existing income restricted housing, and 25 percent of all housing units. The City of Boston is committed to preserving existing affordable housing, but given that there are few City-owned parcels and land prices are high, opportunities to create below market, income restricted housing in these neighborhoods is very limited. As a result, inclusion of income restricted/affordable housing in private development provides the greatest opportunity for increasing the availability of affordable housing in central Boston neighborhoods.

In addition, the City of Boston is also committed to supporting new, publicly subsidized, affordable housing in these neighborhoods through a combination of Federal, State, and City resources, including IDP Funds. In the six years prior to the creation of IDP, while 35 percent of all new units created citywide were in central Boston, only 21 percent of income restricted units created were in the central Boston neighborhoods. This ratio was similar over the first 13 years of the program, but over the last three years, 43 percent of all new housing units, and 43 percent of all new income restricted units have been created in downtown neighborhoods. This outcome represents an important achievement in ongoing efforts to create income restricted/affordable housing in every

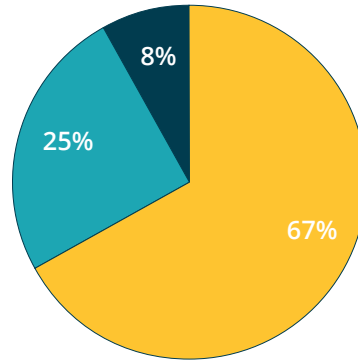
CHART 3 Completed On-Site & Off-Site Homeownership Units by Maximum Income Limits (AMI)



Percent of Area Median Income
 80% 100% 120%

Source: DND Permitting and Project Data

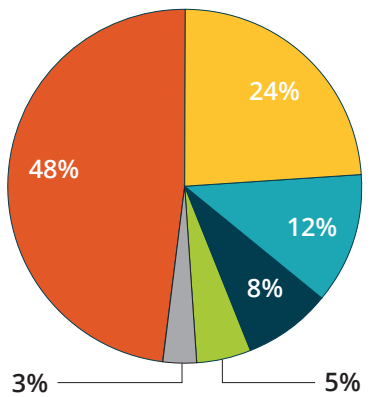
CHART 4 Completed On-Site & Off-Site IDP Homeownership Units by Buyer Income (AMI)



Percent of Area Median Income
 Up to 80% 81% - 100% 101% & Higher

Source: BPDA Housing Compliance

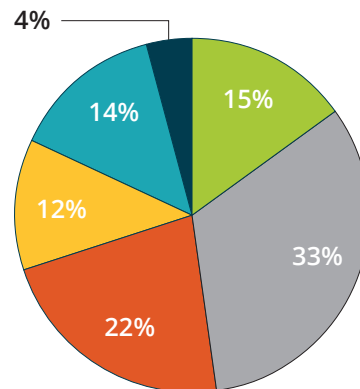
CHART 5 Completed On-Site & Off-Site IDP Rental Units by Maximum Income (AMI)



Percent of Area Median Income
 50% 60% 70% 80% 100% 120%

Source: DND Permitting and Project Data

CHART 6 Completed On-Site & Off-Site IDP Rental Units by Tenant Income (AMI)



Percent of Area Median Income
 0% - 30% of AMI 31% to 60% of AMI
 61% - 70% of AMI 71% to 80% of AMI
 81% - 100% of AMI >100% of AMI

Source: BPDA Housing Compliance

MAP 2 Central Boston Neighborhoods

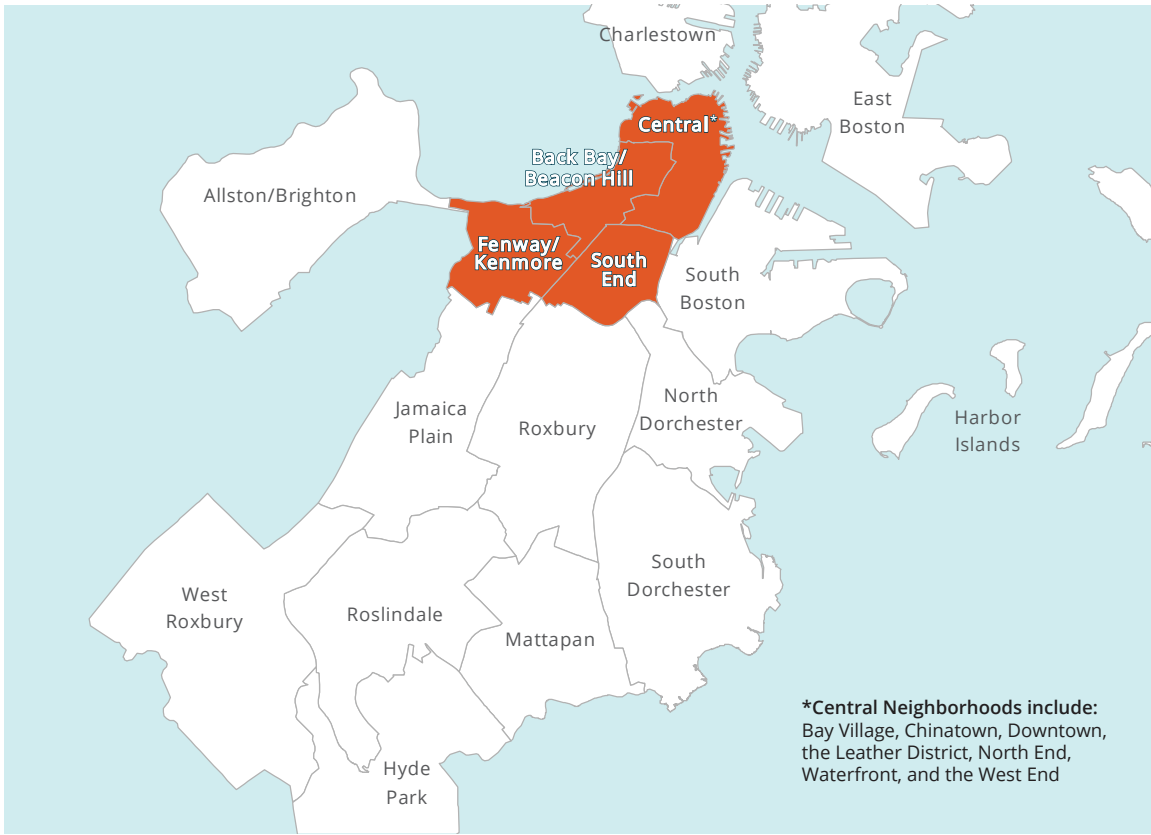
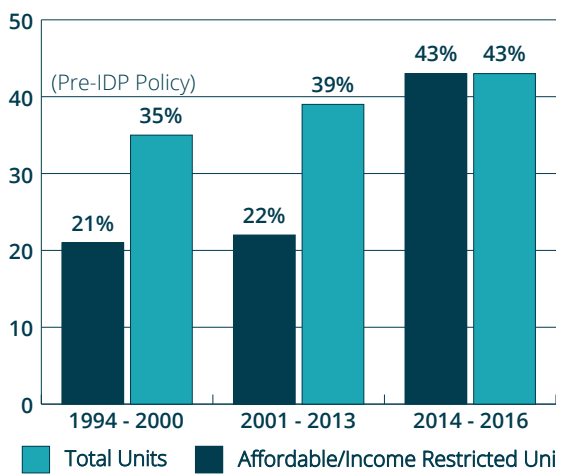
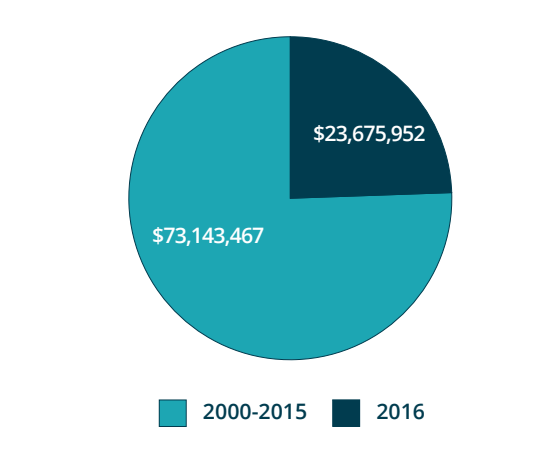


CHART 7 Percentage of Boston's Units Completed in Central Boston Neighborhoods by Affordability



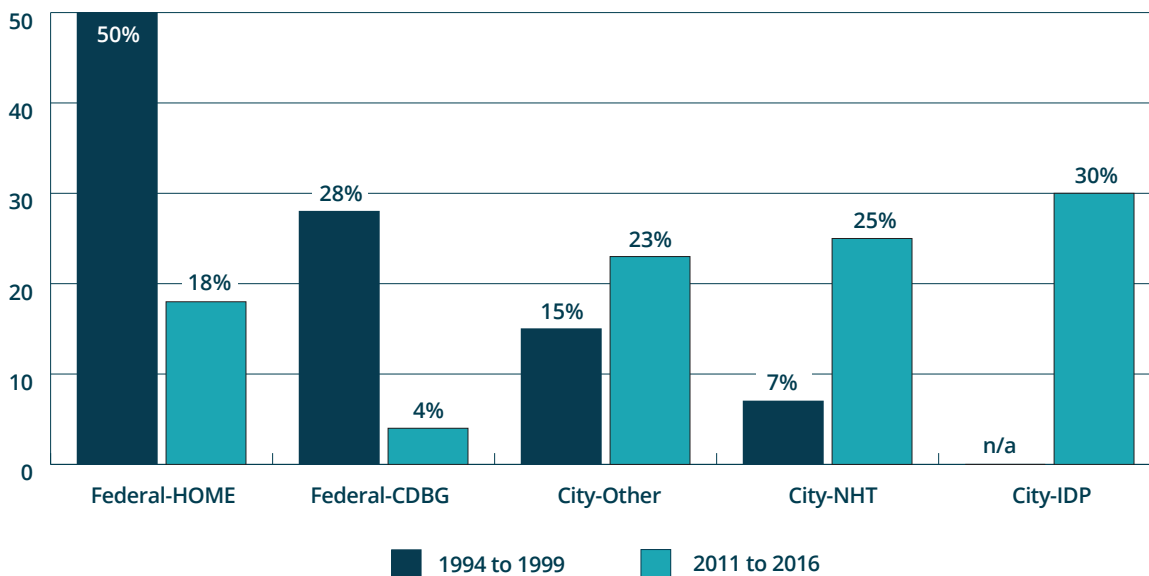
Source: DND Permitting and Project Data

CHART 8 Contributions Made to the Inclusionary Development Policy Fund 2000-2016



Source: IDP Fund data

Boston's Affordable Housing Programs Increasingly Rely on Local Funds



Source: DND Permitting and Project Data

neighborhood in the city, and to make sure that low-, moderate-, and middle-income households can live in neighborhoods close to transportation, services, and jobs.

IDP Fund Commitments and Completions

Developers can also meet their IDP commitment by making a monetary contribution towards the creation of affordable housing. Through 2016, developers have made \$96.8 million in IDP contributions. 2016 was a record year, with \$23.7 million paid to the IDP Fund (this represents 24 percent of all payments made since the inception of the program), and \$42.8 million in new funds were committed to the fund in connection with 2016 BPDA Board approved projects. The City of Boston Department of Neighborhood Development (“DND”) manages these funds, and combines IDP funds with other Federal, State, and City resources to support the creation of affordable housing units

across Boston. Given that Federal Community Development Block Grant (“CDBG”) and HOME resources have been flat since the mid 1990’s, IDP funds have been a key, new source of affordable housing funds. From 1994-1999, 78 percent of the funds the City provided to completed affordable housing projects came from Federal sources, with the remainder coming from a variety of local sources including Boston’s Neighborhood Housing Trust (“NHT”), which disperses Linkage funds, paid by commercial property developers. In comparison, over the last six years (2011 to 2016), Federal sources accounted for only 22 percent of City resources. IDP funds are now 30 percent of the funding, and NHT funds have increased to 25 percent of the resources. IDP funds not only helped to replace Federal funds, but contributed to an increase in the number of income restricted units created.

**Beyond Development Approval:
BPDA's Continuing Relationship with a Project**

Development Receives BPDA and/or Zoning Approvals

BPDA: Housing Compliance and Legal

- Unit Locations are Confirmed
- Affordable Housing Agreements Created



Developer Secures Building Permit; Building Begins

Mayor's Office of Fair Housing & Equity

- Affirmative Fair Housing Marketing Plan Created
 - Marketing Begins
 - Lottery Held
- Housing Compliance Reviews Applicants for Income and Asset Qualification

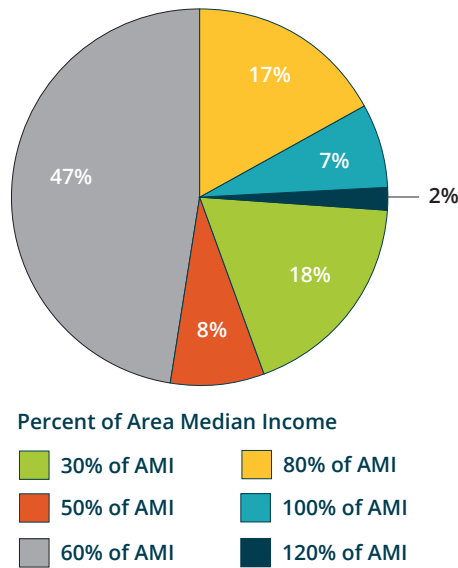


Building Complete; Residents Move In

BPDA: Housing Compliance

- Renters' Income Recertified Annually
- All Residents' Occupancy Monitored
- BPDA Can Take Action to Resolve Compliance Problems (Including Legal Action)
- New Buyers'/Renters' Incomes & Assets Certifies on Turnover of Units

CHART 10 **New Affordable Units Created by the IDP Fund, by Maximum Income (Percent of Area Median Income)**



Source: DND Permitting and Project Data

Over the life of the program, 1,070 income restricted/affordable units have been completed with IDP funds, and are located across the city. An additional 183 units have been permitted or are under construction. Map 3 identifies the locations of both the developer commitments, and the location of new affordable housing units created with IDP funds. In addition, while the IDP Fund is currently focused solely on the creation of new income restricted units, in the past funds have been used for additional housing programs including:

- The long-term preservation of 106 existing affordable housing units.
- The renovation and/or green retrofitting of 308 existing affordable housing units, decreasing the operating expenses of these units.
- Providing home repair assistance to 56 homeowners through the Senior Saves and Triple-Decker Help programs.
- Providing closing cost and downpayment assistance to 178 moderate- to middle-income, first time homebuyers.

Since IDP Funds are paired with other public subsidies, which are often targeted to lower income households, 73 percent of the units completed with IDP funds have maximum income limits that are less than IDP guidelines. Forty-seven percent of the units have a maximum income of 60 percent of AMI (\$49,650 for a household of two), while 18 percent of the units have a maximum income of 30 percent of AMI (\$24,800 for a household of two). The provision of units at this very low income helps to meet Mayor Walsh’s goal of addressing homelessness, as many of these very low income units are tied to a preference for individuals and families experiencing homelessness.

Beyond Development Approval: Marketing and Monitoring IDP Units

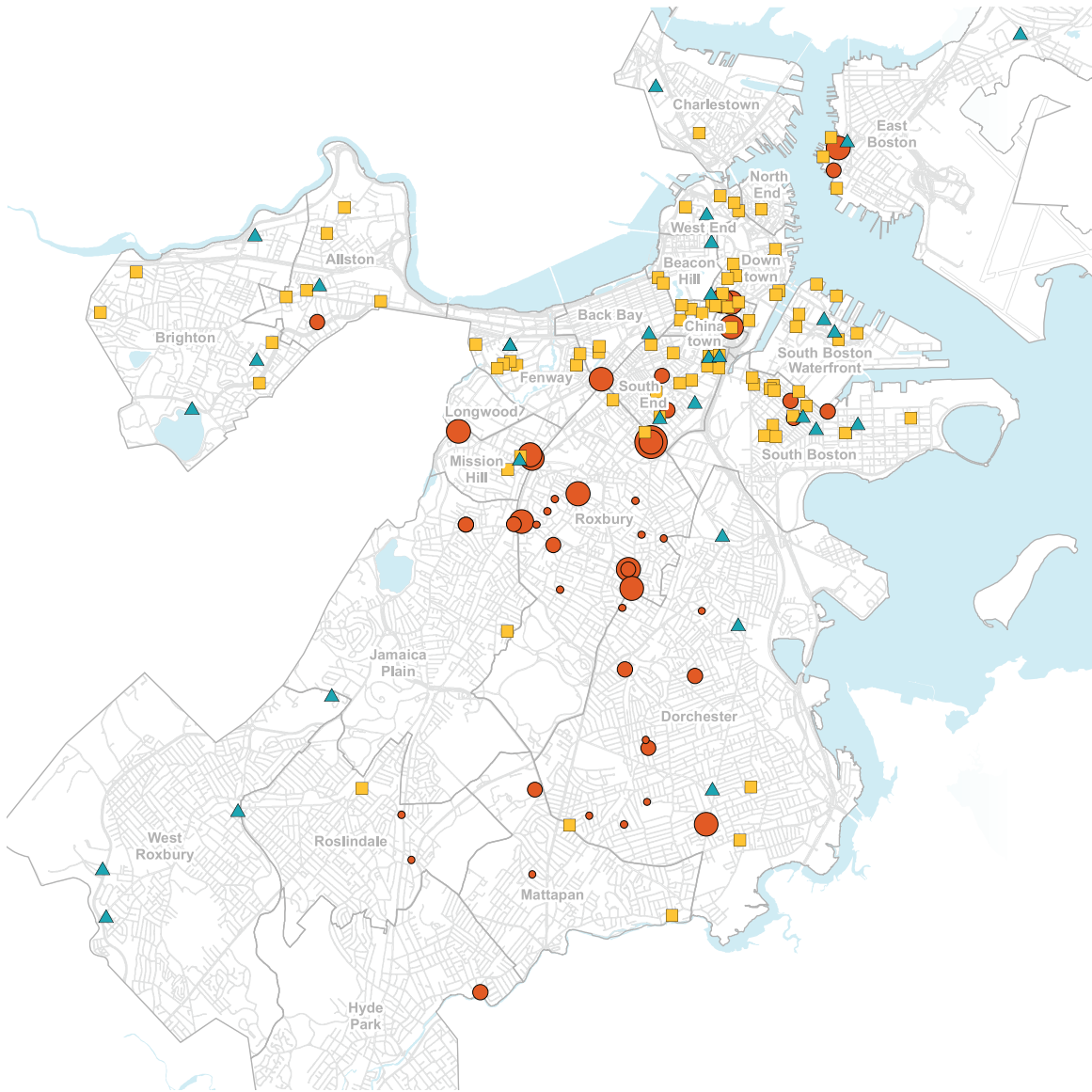
After a development is approved, the public spotlight on a project often fades, but for the BPDA’s Legal and Housing Compliance Departments, this is where the work begins on a fifty-year oversight of an income restricted unit. The accompanying graphic provides an overview of the steps in the compliance process, which involves not just the BPDA, but also the Mayor’s Office of Fair Housing & Equity (“OFHE”).

In 2016:

- OFHE staff completed 29 lotteries for projects with IDP units.
- BPDA Housing Compliance staff completed 492 reviews of income and assets.

For units created with the assistance of the IDP Fund, long term affordability agreements are attached to the properties that are overseen by the City of Boston Department of Neighborhood Development and/or state agencies that provided additional public subsidies.

MAP 3 Inclusionary Development Policy Fund
Contributors and Expenditures



Note: Some of these projects have on-site IDP units, but are required to make a "partial unit" payment.

**Completed or Permitted/
Construction Development Projects**

- Made a contribution to the IDP fund
- ▲ Approved in 2016 and require a payment to IDP fund

**Received IDP funds
of new affordable units**

- 1-15
- 16-35
- 36-76
- 77-185

Recent Changes and Innovations in Boston's Inclusionary Development Policy

Policy Updates

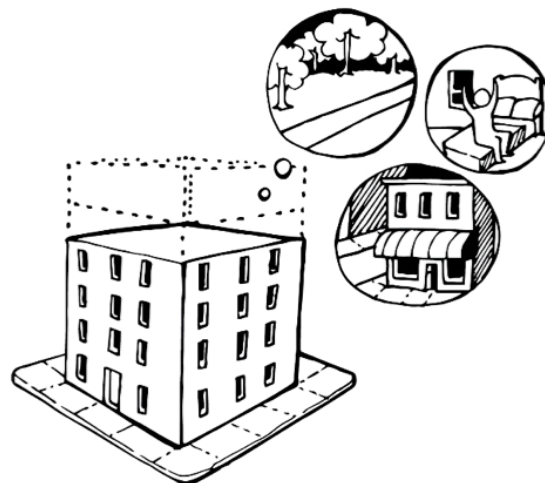
In December 2015, the IDP had its first major update in eight years. Prior to this time, the IDP was a collection of Mayoral Executive Orders and policies. The 2015 Executive Order signed by Mayor Martin J. Walsh and policy approved by the Board of the Boston Redevelopment Authority completely replaced this collection of orders and policies with a single document. The most significant changes to the policy relate to the provision of affordable units off-site from the development project, and the contribution required when a developer opts to not produce the units, either on-site or off-site.

Development in downtown neighborhoods is proceeding at a furious pace, while unsubsidized development of housing for middle-income families in outer neighborhoods is still needed. In recognition of the fact that Boston has more than one development market, zones were created in the 2015 IDP in order for the City to leverage downtown development, while not jeopardizing the creation of much needed new housing in the neighborhoods. While the on-site requirement remains the same across all three zones (13% of all units, on-site), the biggest difference between these zones is in the amount expected from developers who seek to make a contribution to the IDP Fund, rather than creating a unit on-site. Under the 2015 IDP, developments in downtown neighborhoods designated as Zone A (on the map, these are the neighborhoods in the darkest colors) would be expected to pay 228 percent more to the IDP Fund than a development in the outer neighborhoods designated as Zone C.

Density Bonuses

In recent years, the BPDA has greatly increased its planning efforts, both through the citywide Boston 2030 planning effort, and also at the neighborhood level. At the neighborhood level, the largest efforts during 2016 were the PLAN: South Boston/Dorchester Avenue and PLAN: JP/Rox efforts. In both cases, planning efforts will result in new zoning and development review guidelines that provide greater consistency and predictability in terms of building form and height, public realm improvements such as streets, sidewalks, and open space, and community benefits. As part of this process, the BPDA is using density bonus programs. A density bonus provides incentives for developers by allowing density in exchange for community benefits. These community benefits were determined as part of the planning process

FIGURE 1 In Exchange for More Density, Developers Can Provide Additional Community Benefits



for each planning area. In the PLAN: South Boston/Dorchester Avenue area, 60 percent of the community benefits created by allowing added density will come in the form of additional income restricted IDP units, rented or priced for middle-income households. The remaining 40 percent will support additional benefits including green space, cultural space, and below-market retail space. In the PLAN: JP/Rox area, 100 percent of the community benefits will come in the form of additional income restricted, low- to moderate-income housing.

IDP Staffing and Implementation

The BPDA continuously looks at ways to improve the operations and effectiveness of the IDP. Recent improvements have included:

- Hiring a Housing Policy Manager in late 2015 to improve oversight and consistency in the application of the IDP in the development review process.
- Hiring both a full-time and a part-time staff person to monitor the increased number of IDP units.
- Creating a dedicated phone number at the BPDA for housing inquiries, improving the flow of calls and information.
- Establishing stronger working relationships with other City agencies, in particular the Department of Neighborhood Development and the Mayor's Office of Fair Housing & Equity. The issues addressed range from day-to-day compliance questions, to the creation of a joint DND/BPDA plan for housing creation as part of the PLAN: JP/Rox planning process.

What's Next for Inclusionary Development?

2016 was a very busy year for the BPDA and its IDP partners. The BPDA expects to continue to improve the IDP in the coming months and years. Planned efforts include:

- Passing legislation allowing Boston to incorporate inclusionary development in the zoning code: Currently, projects that do not require zoning relief are exempt from the IDP. Both to address these projects and to insure that private developers continue to support the City's affordable housing goals in the future, it is crucial that inclusionary development be included in the zoning code. This effort first requires a vote by both the Boston City Council and the Massachusetts Legislature to grant the City of Boston this authority. If these votes are successful, the BPDA would then begin the process of incorporating inclusionary development into the City's Zoning Code.
- Implementing the density bonus program: BPDA staff will begin the process of implementing the density bonus guidelines in the PLAN: South Boston/Dorchester Avenue and PLAN: JP/Rox areas. For projects seeking BPDA approval before the new zoning guidelines are in place, BPDA Planning, Development Review, and Housing Compliance staff will work with developers to ensure that projects are consistent with the guidelines and objectives of the plan.
- Improving the customer experience: BPDA is working with its partners in Mayor's Office of Fair Housing & Equity and the Department of Neighborhood Development to improve the customer experience through an easier to navigate web site, simplifying the application and lottery process, and improving communication about income restricted housing opportunities.

Project Highlights (cont.)



345 Harrison Avenue, South End **(Under Construction)**

The 345 Harrison Avenue project, now under construction, is replacing a warehouse in the rapidly changing “New York Streets” section of the South End. When completed, 345 Harrison will have 585 rental units, as well as 40,000 square feet of retail space. The project is located within the area covered by the 2012 Harrison Albany Corridor Strategic Plan, which established new zoning for the area, with rigorous requirements for inclusionary development of income restricted housing. As a result, ten percent of the apartments (58) will be IDP units, and the project is making a contribution of \$11,800,000 to the IDP Fund. This contribution is one of the largest in the Fund’s history. This contribution, combined with Federal, State, and other City funds, will support the creation of over 200 units of affordable housing outside of the project.



PBX Residences, **(Under Construction)**

The PBX Residences, located in Chinatown, turns the top three floors of a telecommunications building into 46 units, of which seven will be income restricted, one more additional unit than is required under the IDP. The project brings new housing to the neighborhood, without displacing either existing housing or small businesses.

Project Highlights (cont.)



The MetroMark, Jamaica Plain (Completed)

The MetroMark Apartments sit directly across the Arborway from the Forest Hills MBTA Station. The project site, which was a former oil storage site, includes four buildings with 283 units. While the IDP would have required that 37 of the units be income-restricted, the developer provided 40 IDP units. Many of the IDP units are larger, family-sized units with either two-bedrooms and a den, or three-bedrooms. As a result, 23 percent of the family-sized units in the project are income restricted. In addition to being adjacent to an Orange Line subway station, the development is uniquely located next to the bikeways of the Southwest Corridor Park.



Watermark Seaport, South Boston Waterfront (Completed)

The 2016 completion of the Watermark Seaport marked a turning point for the South Boston Waterfront: the project's 346 apartments and ground floor retail, including a CVS and a Shake Shack, are a catalyst in transforming the area from a group of parking lots to a vibrant neighborhood. With 45 income restricted IDP units on-site, the development also assures that moderate-income individuals and families can live in this new neighborhood. In addition, the development contains "Innovation" units, which are more compact units that are designed to maximize space efficiency. At Watermark Seaport, Ori Systems (an outgrowth of the MIT Media Lab) was brought in to create innovation units where, with the touch of a button, walls can be moved, and a home office can be turned into a bedroom.



Hub 25, Dorchester
(Completed)

Hub 25, located at 25 Morrissey Boulevard, adjacent to the JFP/UMass Boston MBTA Station in Dorchester, brings transit oriented development to Boston's neighborhoods. Built on vacant land and a former parking lot, both Star Market and the Red Line are at this development's door step. Thirty-six of the development's 278 units are income-restricted IDP units.



Patriot Homes, South Boston
(Completed)

Completed in 2016, Patriot Homes transformed the former D6 police station at the corner of D and Athens Street and an adjacent parcel in South Boston into 24 apartments for veterans and their families. Developed by the South Boston Neighborhood Development Corporation, Patriot Homes received \$2,150,000 in funding from the IDP Fund, as well as \$750,000 from the Neighborhood Housing Trust (NHT). The NHT is funded by payments through payments from commercial developments, known as "Linkage" payments. The project contains six units for very low-income veterans who had experienced homelessness, and 17 units for low-income veterans. Patriot Homes provides a real community for veterans and their families, and contributes to Mayor Walsh's goal of ending chronic homelessness for veterans.

Project Highlights (cont.)



52 Montebello Road, Jamaica Plain **(Completed)**

52 Montebello Road was a vacant six-unit building foreclosed on by the City of Boston. In a unique effort to address the problem property and increase affordability at the adjacent 76 unit proposed project at 3200 Washington Street, the City of Boston designated 52 Montebello to the 3200 Washington Street developer. Even though the construction of 3200 Washington Street has not begun, the developer has already met their commitment to bringing 52 Montebello back to life, providing six family sized units for low- to moderate-income families, without the need for public construction subsidies.



Oxford Ping On, Chinatown **(Completed)**

2016 marked the completion of Chinatown Oxford Ping On affordable housing project by the non-profit Chinese Economic Development Corporation. What was once a parking lot is now a 67 unit building, with affordable units serving seven very low-income households and 59 low-income households. The project would not have been possible without the \$3,445,000 infusion of IDP funds, generated by the neighboring 120 Kingston Street project (also known as the Radian). At a time when there is significant private development in and around the Chinatown neighborhood, both BPDA and the City of Boston Department of Neighborhood Development are working with non-profits in the area to identify and fund additional affordable housing.



32 Cambridge Street, Charlestown
(BPDA Board Approved)

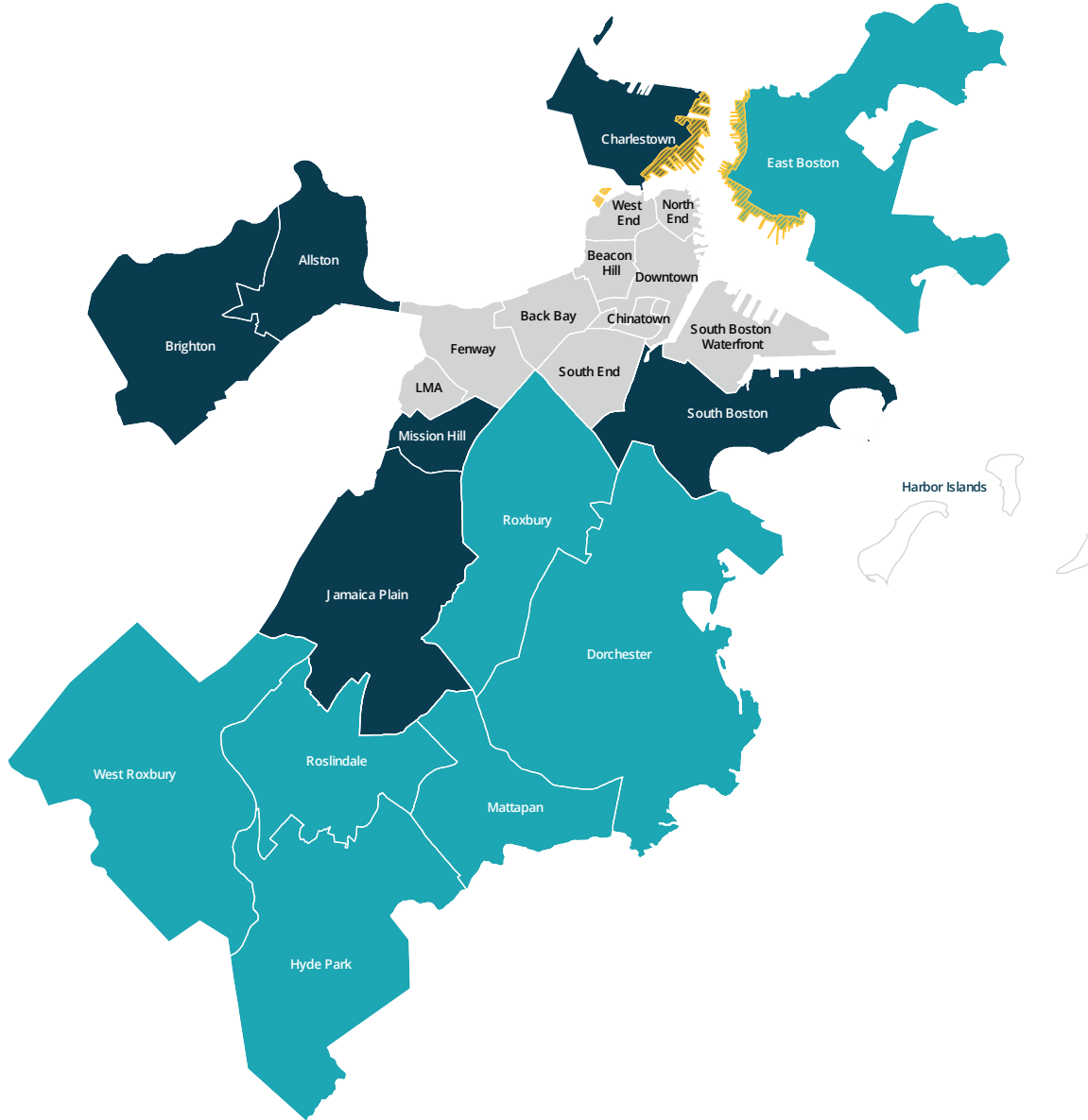
In 2016, the BPDA Board approved the 32 Cambridge Street project in Charlestown, which will result in the renovation of the Graphic Arts Finishers Building into 46 loft-style rental units and the construction of a new building with 125 rental units that will face Rutherford Avenue. The project will bring new life to Sullivan Square, and provide 23 IDP units for moderate- to middle-income individuals and families.



The Residences at Brighton Marine, Brighton
(BPDA Board Approved)

In 2016, the BPDA approved the Residences at Brighton Marine. This project honors the history and use of the vacant and underutilized Brighton Marine Health Center by restoring some of these historical structures and providing mixed-income housing for veterans. Eighty of the 102 units will be income restricted, with units set aside in three income categories ranging from very low-income to middle-income. When completed, this project will provide veterans with easy access to the Health Center, and it will contribute to the reduction in homelessness among veterans.

2015 Inclusionary Development Policy Zones



Inclusionary Development Policy Zone Designations

- Zone A
- Zone B
- Zone C
- Waterfront Parcels Designated as Zone A

TABLE 2

Appendix:

2015 Inclusionary Development Policy Requirements, by Zone

IDP Option	Zone A	Zone B	Zone C
On-Site	13% of total units	13% of total units	13% of total units
Off Site	18% of total in vicinity	18% of total in vicinity	15% of total in vicinity
Cash Out Condo	18% of total at 50% of price differential (\$380,000 minimum)	18% of total at 50% of price differential (\$300,000 minimum)	15% of total at 50% of price differential (\$200,000 minimum)
Cash Out Rental	18% of total at \$380,00	18% of total at \$300,00	15% of total at \$200,00

Requirements in Bold Are "As-Of-Right" and Do Not Require Special BPDA Approval

