Massachusetts Bay Transportation Authority



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

BLUE HILL AVENUE TRANSIT ACTION PLAN

Supplemental Economic Development Information and Documentation

August 22, 2025

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INTRODUCTION

The narrative that follows describes the economic development information to support the Project Justification Template in **Folder F**. Electronic (PDF) versions of figures and supporting documentation for the Qualitative Template are attached within **Folder F** of the MBTA Blue Hill Avenue Transit Action Plan Small Starts Submittal.

Executive Summary

Project Overview

Located in the City of Boston in Suffolk County, Massachusetts, the Massachusetts Bay Transportation Authority ("MBTA") Blue Hill Avenue Transit Action Plan ("the Project") extends from Warren Street in the north to Mattapan Square in the south (**Figure 1** and **Figure 2**). MBTA is seeking a Small Starts FTA Capital Investment Grant (CIG) to improve bus travel times and reliability and safety for all users along a 3-mile section of Blue Hill Avenue in Boston, Massachusetts, as part of the Blue Hill Avenue Transit Action Plan. The Project scope includes transit, safety, roadway, and public realm improvements throughout the project area:

- Transit improvements include bi-directional center running bus lanes throughout the three-mile project area, ten (10) pairs of center platforms with enhanced shelters, real-time arrival information and safety and securing treatments, and a redesign of Mattapan Square to reduce bus travel times at this layover location.
- Multimodal safety enhancements include the center platforms, ensuring buses can access platforms, added pedestrian crossings, safer and more accessible sidewalk infrastructure, dedicated bike facilities, upgraded pedestrian signals, and new streetlighting.
- Roadway improvements include new traffic signal infrastructure, including Transit Signal Priority (TSP), and other drainage, lighting, and infrastructure enhancements.
- Public realm enhancements include added street trees for shade, drainage, and air quality, along with added plaza space.

Segments and Stations

In total, the Project has 10 station areas (**Figure 1**):

1. Supple Road/Wayne Street
2. Ellington Street
3. Vesta Road/Calder Street
4. Westview Street
5. Balsam Street/Wilcock Street
6. Morton Street
7. Clarkwood Street
8. Walk Hill Street

9. Fairmount Line Commuter Rail
10. Fairway Street

Each proposed station area represents a pair of stops (northbound/southbound).

Figure 1. Blue Hill Avenue Transit Action Plan Project Map

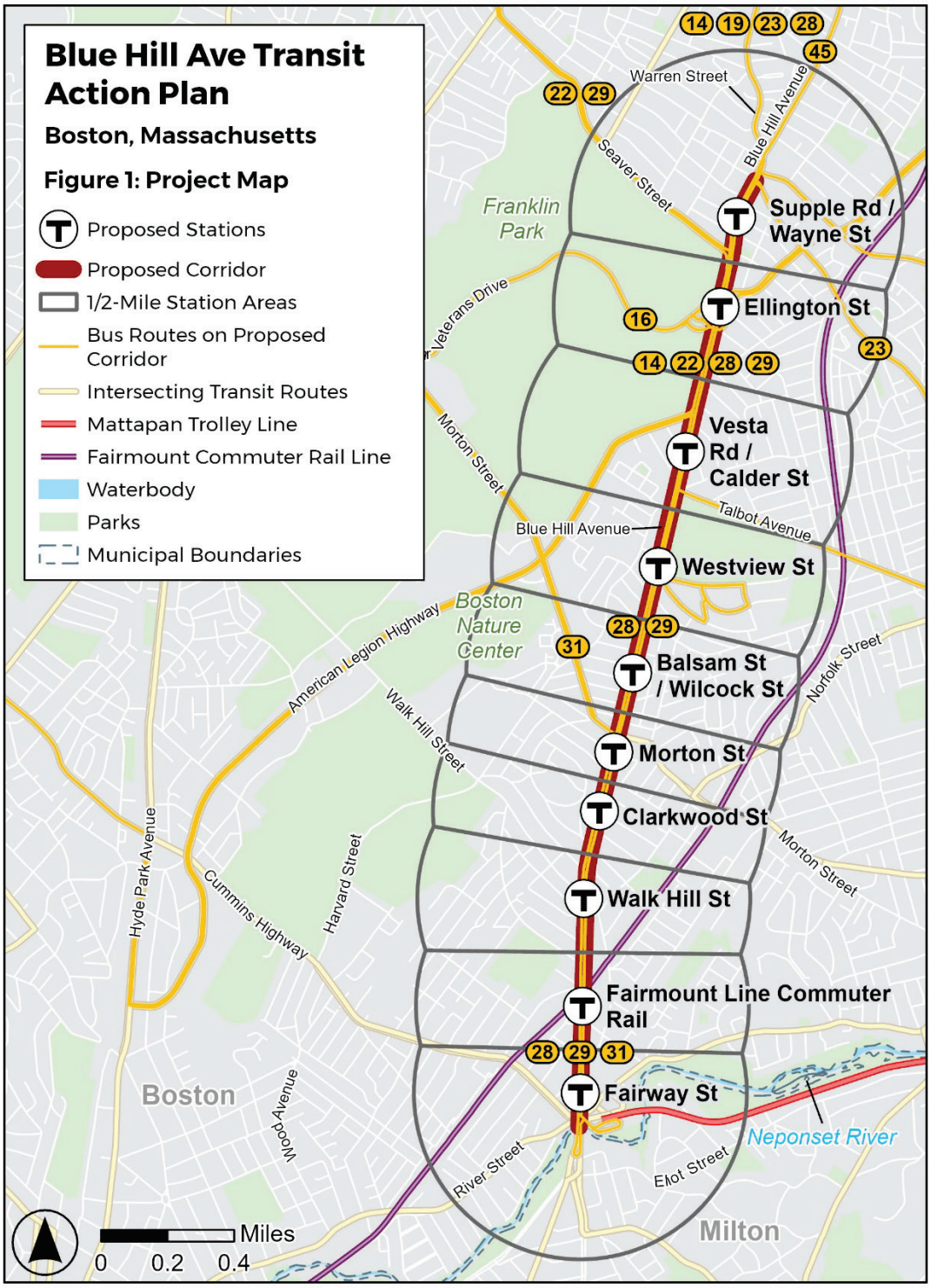
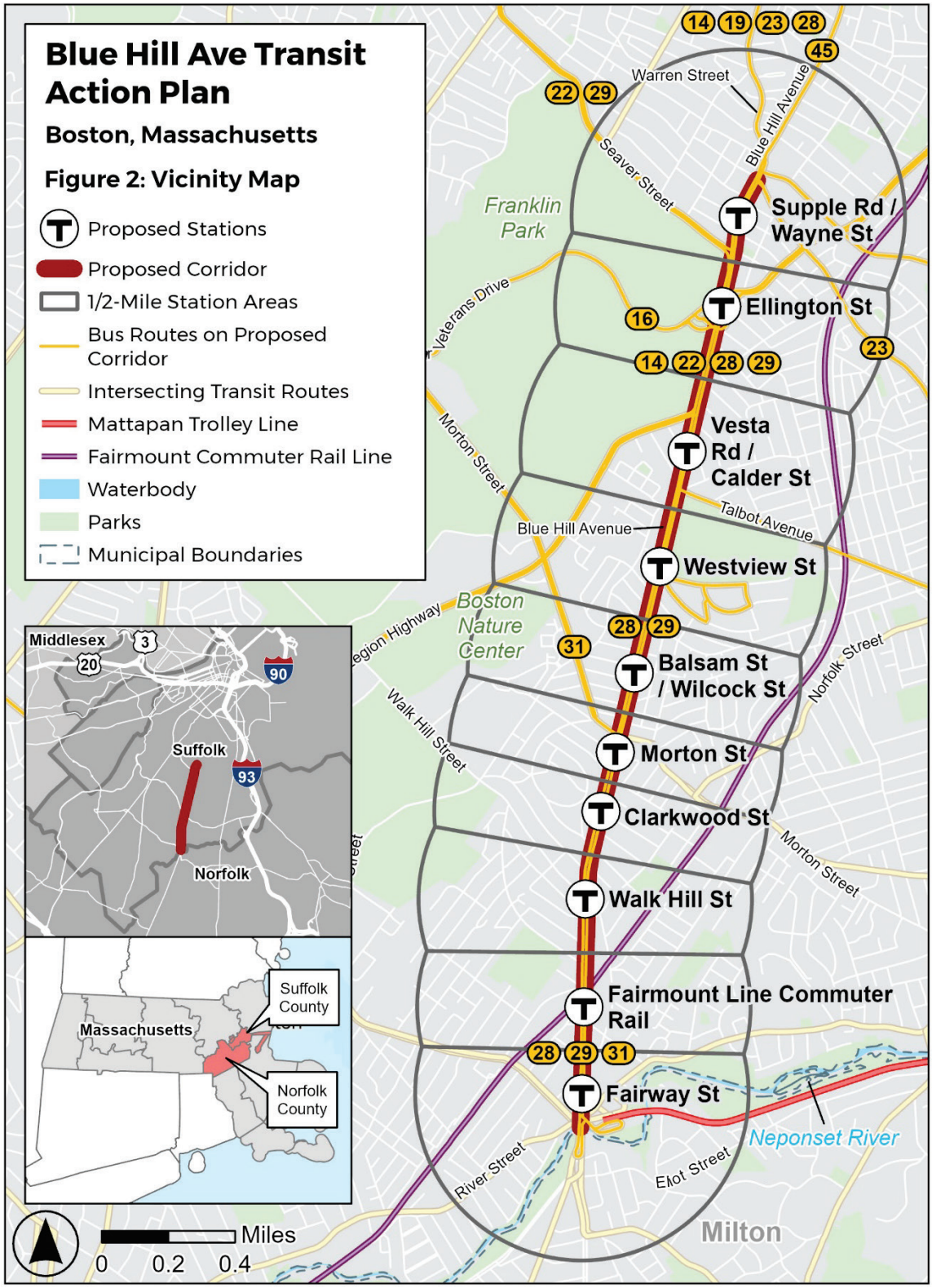


Figure 2. Blue Hill Avenue Transit Action Plan Corridor Vicinity Map



Economic Development Overview

The over 100 plans, policies, zoning regulations, and incentives within the region found within **Folder F** of this Small Starts submittal strongly encourage transit-oriented development and showcase the MBTA and the City of Boston's commitment to promoting transit ridership, improving safety and multimodal connections, and reducing reliance on single-occupancy vehicles within the Project corridor. Promoting transit-oriented development, universal design, and improving walkability and multimodal access are goals that are consistently listed in state and local plans and policies governing the region. These include plans that would directly impact the area surrounding the Project corridor, such as PLAN: Mattapan, the Fairmount Indigo Planning Initiative, Imagine Boston 2030, Franklin Park Action Plan, and MBTA Transit Priority Vision.

These plans and policies are complemented by City of Boston efforts to amend zoning regulations that encourage transit-supportive development. Current zoning along the Project corridor consists primarily of Medium Density Residential uses, however, recent zoning changes allow for higher densities which will improve the transit-oriented character of the Project's station areas. For example, the Boston Zoning Code was recently amended to remove barriers for constructing Accessory Dwelling Units (ADUs) in low- to medium-density residential districts within the Greater Mattapan Neighborhood District, allowing for increased density and for homeowners to utilize their properties to their fullest potential. Zoning amendments to adopt Squares + Streets Zoning Districts within the Greater Mattapan Neighborhood District were recently approved, encouraging transit-oriented development and allowing for a mix of uses, active streets, walkability, and designating areas for infill development and housing supply growth. These zoning initiatives are being expanded to other neighborhoods along the Project corridor and build upon the existing zoning districts within Project station areas that clearly promote transit-oriented growth and development around transit. The City of Boston and MBTA have worked closely with the public on these zoning initiatives and have a strong framework for coordinating with the community on these station area and land use planning efforts. In addition to these zoning efforts, several financial and regulatory incentives exist at the state and local level that offer developers benefits, such as funding if they meet criteria illustrating that their development is transit-supportive.

As a result of the policies, zoning regulations, and incentives that are in place, the Project corridor is seeing strong evidence of continued economic development and growth. There are nine recently completed and 19 ongoing transit-oriented developments along the corridor. As shown below in **Table 1** and **Figure 15**, recent and planned developments add 1,360 residential units to the Project corridor, with 494 of those units designated as affordable housing. This recent and ongoing investment in the Project corridor has resulted in over 1.6 million square feet of transit-supportive development.

Table 1. Planned and Recent Residential Units in the Project Area

Development Status	Total Units	Square Feet	Affordable Units
Planned	941	1,086,135	250
Recent	419	514,456	244
Total	**1,360**	**1,600,591**	**494**

This strong evidence of recent and planned growth is likely to continue as there are approximately 153 parcels within a ½-mile of the Project corridor that are currently vacant or underutilized, 102 of which have potential to be zoned as multi-family housing or mixed-use. Based on available socioeconomic forecasts, the Project corridor is expected to experience an approximately 9% growth in population and 25% growth in employment by 2045, highlighting the need for improved transit and pedestrian infrastructure.

MBTA and the City of Boston have included several projects in their latest capital plans that would enhance accessibility, walkability, and transit across the region. The Project is included in the MBTA's capital plans, aligning with the goals emphasized in regional and local plans and policies to improve safety, accessibility, connectivity, the pedestrian environment, and encourage transit use. The Project addresses the current challenges facing the corridor and would transform a roadway that currently prioritizes vehicular mobility into one that is accessible and safe for all roadway users. The existing design of Blue Hill Avenue lacks sufficient pedestrian and bicycle infrastructure creating unsafe roadway conditions and accessibility issues for pedestrians and cyclists, and the lack of dedicated bus lanes and transit signal priority results in bus delays, long wait times and travel times, and overcrowding on buses. The clear desire for increased development and growing population and employment along the corridor could exacerbate these issues that the Project will address. The Project design addresses these challenges by including features that would improve safety for all users, including those with disabilities, and would implement transit priority infrastructure that results in faster and more reliable transit connections along the corridor. These improvements result in quality transit service that has already begun to and will induce transit-oriented development within Project station areas.

The Project will also be especially beneficial to lower-income populations along the corridor. The City of Boston has several policies and incentives to encourage the production of affordable housing across the region, including waivers of Boston Redevelopment Authority review requirements and tax-exempt bonds for economic development projects, among others, which is evident in the number of existing and planned affordable housing units along the corridor. In addition to the affordable housing units included in the recently completed and ongoing developments described above, there are 6,028 Legally Binding Affordability Restricted (LBAR)

housing units within Project station areas. This emphasizes the importance of the Project, as it would improve transit and roadway conditions along a corridor that services numerous routes that thousands of riders, including low-income populations, depend on. The Project complements the City of Boston's efforts to address the needs of low-income residents by providing improved transit travel times and reliability for corridor users.

Overview and Introduction for the Supplemental Economic Development Information

This report summarizes the planning and coordination efforts that have been undertaken to establish transit-supportive land uses that will ensure the Project corridor is prepared to support the significant transit investment put forth by MBTA. The sections that follow provide information on existing and future economic development conditions. The information focuses on transit-supportive plans and policies, performance and impacts of land use policies, and tools to maintain or increase the share of affordable housing.

This report includes various maps and photos to illustrate population and employment, zoning classifications, recent and ongoing developments, and affordable housing with Project station areas. Each Figure noted below is included in **Folder F** of this submittal.

Conclusion

Today, the Project area's surrounding population density (nearly 15,000 people per square mile), commercial nodes, and adjacent community assets (parks, zoo, libraries, schools) and distance from the MBTA rail network are reflected in the existing investment in bus service and the corresponding ridership it generates.

Looking to the future (and as discussed below), there are several state and local plans and policies that offer a variety of mechanisms and incentives to enhance the corridor's land use, density, and design to further increase the corridor's transit propensity and complement the project's proposed transit priority and safety investments.

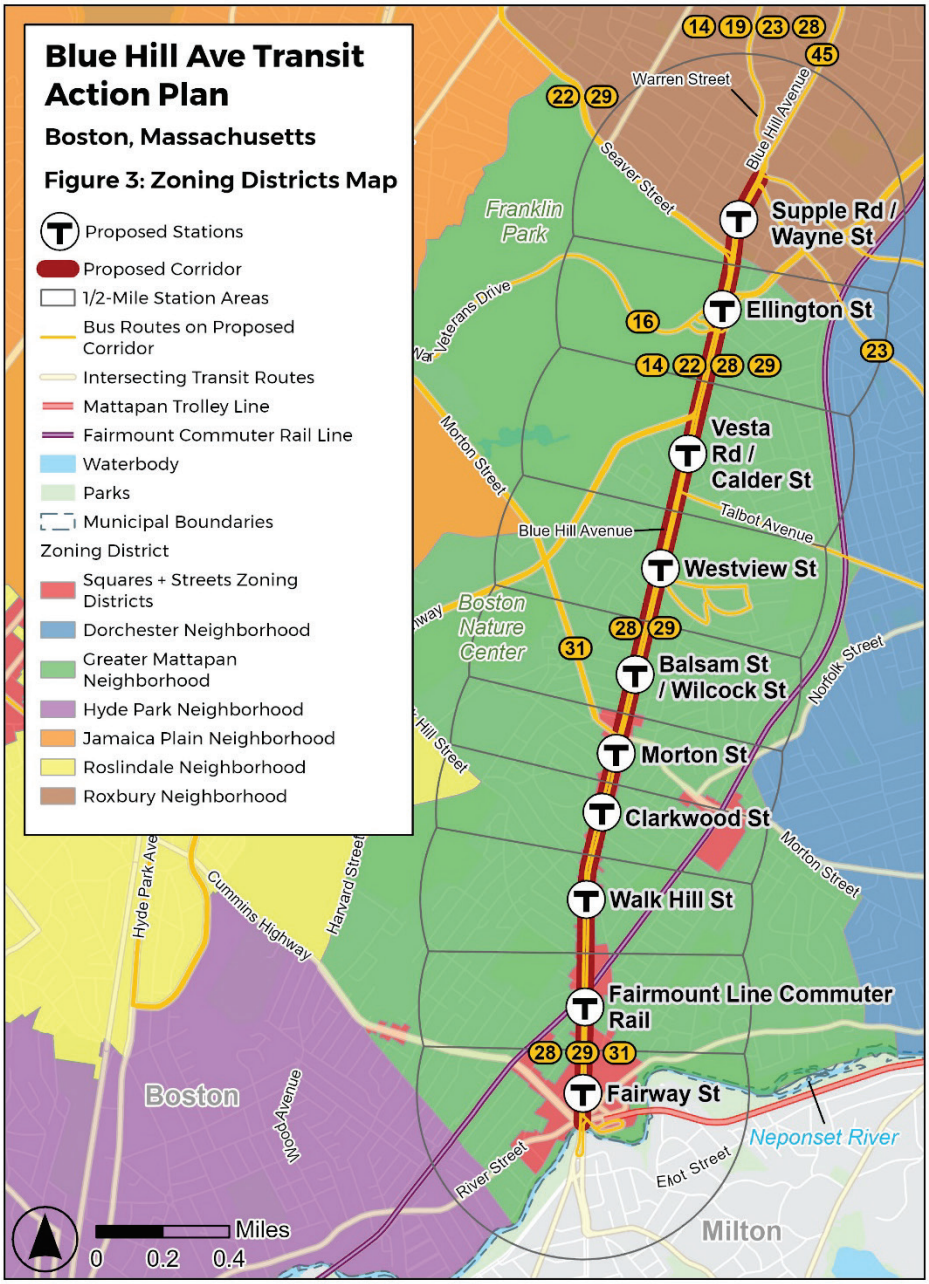
The project scope will thus benefit not only the existing tens of thousands of transit riders in these neighborhoods, but also aligns well with the forward-looking land use plans and policies that are applicable to the corridor.

1. SUPPORTIVE ZONING IN STATION AREAS

The Project crosses seven zoning districts, with predominant existing subdistrict uses within the station areas being Medium Residential (52%), followed by Open Space (21%), and Single-Family Residential (10%). Rezoning at the state and neighborhood scale, such as the Town of Milton Zoning Code and Smart Growth Zoning Overlay Districts, demonstrate municipal support to increase housing and job density around transit. The Project corridor contains opportunities to expand multifamily zoning, particularly within a 1/2-mile of the project area. Squares + Streets is an example of an active planning and zoning initiative already adopted within the Project area that focuses on neighborhood centers with significant transit service and high levels of pedestrian activity along main streets across the City of Boston.

Information Requested	Documentation
ECONOMIC DEVELOPMENT I. SUPPORTIVE ZONING IN STATION AREAS	
Zoning ordinances that support increased development density in transit station areas	This section includes information about transit supportive zoning, both current and proposed, within the Project station areas. **Figure 3** to **Figure 6** illustrates current generalized zoning patterns along the corridor. Specific zoning designations are presented below, and the tables include the predominant zoning designations within the Project corridor. **Boston Zoning Code (Attachment C1)** The station areas encompass the following Boston zoning districts (**Figure 3):** • Roxbury Neighborhood District • Jamaica Plain Neighborhood District • Greater Mattapan Neighborhood District • Dorchester Neighborhood District • Roslindale Neighborhood District • Hyde Park Neighborhood District • Squares + Streets Zoning District

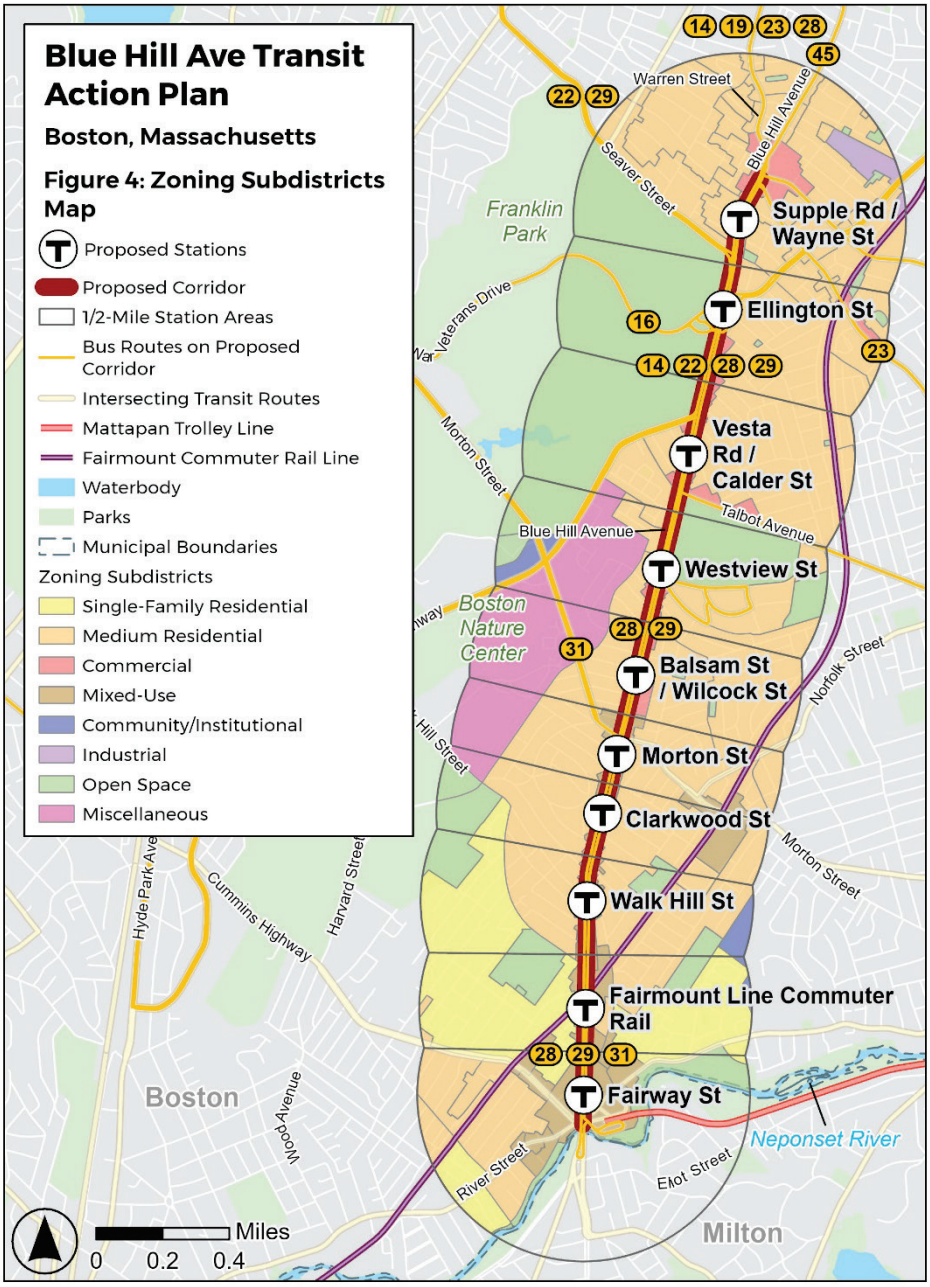
Figure 3. Boston Zoning Districts Map



However, the station areas are primarily located within the Roxbury Neighborhood District, Greater Mattapan Neighborhood District, Dorchester Neighborhood District, and the Squares + Streets Zoning District.

Zoning within each district is further broken down by subdistricts, which govern use and density regulations (**Figure 4**). Densities for each zoning subdistrict vary depending on the zoning district in which they are located.

Figure 4. Boston Zoning Subdistricts Map



Zoning subdistricts are categorized by use in **Table 2**. Predominant existing subdistrict uses within the station areas are Medium Residential (52%), followed by Open Space (21%), and Single-Family Residential (10%). Although the majority of the station areas consist of low- to medium-density residential uses, approximately 25% of residential land within the Project station areas are zoned R1 and R2 Residential. These zoning subdistricts, which were recently amended in the Boston Zoning Code, allow for increased density by permitting the construction of Accessory Dwelling Units (ADU). This is discussed further in the "Greater Mattapan Neighborhood District Density Regulations" section below. Other types of zoning districts that allow for higher densities (Squares + Streets, Neighborhood Shopping Subdistricts, Industrial Development Area Subdistricts) make up approximately 8% of land area within the station areas.

Table 2. Zoning Subdistricts

Use	Zoning Subdistrict (Zoning District)	Acres	Percent
Single-Family Residential	Residential 1 (R1), One-Family Residential (1F-6000)	203	10%
Medium Residential	Two-Family Residential (2F, 2F-5000, 2F-6000), Residential 2 (R2), Three-Family Residential (3F-4000, 3F-5000, 3F-6000, 3F-7000), Multifamily Residential (MFR), Multifamily Residential/Local Services (MFR/LS), Row House Residential (RH)	1,057	52%
Commercial	Grove Hall Neighborhood Shopping (NS), Local Convenience (LC), Neighborhood Shopping (NS)	52	3%
Mixed-Use	Squares + Streets Zoning Districts (S0, S1, S2, S3, S4)*	122	6%
Community/ Institutional	Community Facilities (CF)	16	1%
Industrial	Grove Hall Industrial Development Area (IDA), Local Industrial (LI)	12	1%
Open Space	Cemetery Open Space (OS-CM), Community Garden Open Space (OS-G), Parkland Open Space (OS-P), Recreation Open Space (OS-RC), Urban Plaza Open Space (OS-UP), Urban Wild Open Space (OS-UW)	437	21%

Miscellaneous	Enterprise Protection (EPS)	139	6%

*S0, S1, S2, S3, S4 are types of Squares + Streets zoning districts and are not zoning subdistricts. Squares + Streets zoning districts are described further in the "Squares + Streets Zoning Districts" section below.

Zoning subdistricts (and corresponding zoning districts) found within each station area are shown in **Table 3**.

Table 3. Zoning Subdistricts by Station Area

Station Area	Zoning Subdistricts (Zoning District)
Supple Road/Wayne Street	2F (Roxbury), 2F-6000 (Dorchester), 3F-4000 (Roxbury), 3F-5000 (Roxbury, Greater Mattapan), 3F-6000 (Roxbury), 3F-7000 (Roxbury), Grove Hall IDA (Roxbury), Grove Hall NS (Roxbury), MFR (Roxbury), MFR/LS (Roxbury), OS-P (Roxbury, Greater Mattapan), OS-RC (Roxbury), OS-UP (Roxbury), OS-UW (Roxbury, Dorchester), RH (Roxbury)
Ellington Street	2F (Roxbury), 2F-5000 (Dorchester), 2F-6000 (Dorchester), 3F-5000 (Roxbury, Dorchester, Greater Mattapan), LC (Dorchester, Greater Mattapan), MFR/LS (Roxbury), OS-G (Greater Mattapan), OS-P (Dorchester, Greater Mattapan), OS-RC (Dorchester), OS-UW (Dorchester)
Vesta Road/Calder Street	2F-5000 (Dorchester), 3F-5000 (Greater Mattapan), 3F-6000 (Dorchester), EPS (Greater Mattapan), LC (Greater Mattapan), MFR (Greater Mattapan), OS-G (Greater Mattapan), OS-P (Greater Mattapan), OS-RC (Greater Mattapan), R2 (Greater Mattapan)
Westview Street	3F-5000 (Greater Mattapan), 3F-6000 (Greater Mattapan), CF (Greater Mattapan), EPS (Greater Mattapan), LI (Greater Mattapan), MFR (Greater Mattapan), NS (Greater Mattapan), OS-CM (Jamaica Plain, Greater Mattapan), OS-P (Greater Mattapan), OS-RC (Greater Mattapan), R2 (Greater Mattapan)
Balsam Street/Wilcock Street	3F-5000 (Greater Mattapan), 3F-6000 (Dorchester), CF (Greater Mattapan), EPS (Greater Mattapan), NS (Greater Mattapan), OS-G (Greater Mattapan), OS-UW (Greater Mattapan), R2 (Greater Mattapan), S3 (Squares + Streets Zoning District)
Morton Street	3F-5000 (Greater Mattapan), 3F-6000 (Dorchester, Greater Mattapan), EPS (Greater Mattapan), R2 (Greater Mattapan), S1, S2, S3 (Squares + Streets Zoning Districts)
Clarkwood Street	EPS (Greater Mattapan), MFR (Greater Mattapan), OS-CM (Greater Mattapan, Roslindale), OS-RC (Greater Mattapan), R1 (Greater Mattapan), R2 (Greater Mattapan), S1, S2 (Squares + Streets Zoning Districts)

Walk Hill Street	CF (Greater Mattapan), MFR (Greater Mattapan), OS-CM (Greater Mattapan), OS-RC (Greater Mattapan), OS-UW (Greater Mattapan), R1 (Greater Mattapan), R2 (Greater Mattapan), S0, S2 (Squares + Streets Zoning Districts)
Fairmount Line Commuter Rail	CF (Greater Mattapan), OS-G (Greater Mattapan), OS-RC (Greater Mattapan), OS-UW (Greater Mattapan), R1 (Greater Mattapan), R2 (Greater Mattapan), S0, S1, S2, S4 (Squares + Streets Zoning Districts)
Fairway Street	1F-6000 (Hyde Park), 2F-5000 (Hyde Park), MFR (Greater Mattapan, Hyder Park), OS-P (Hyde Park), OS-RC (Greater Mattapan), R1 (Greater Mattapan), R2 (Greater Mattapan), S0, S1, S2, S3, S4 (Squares + Streets Zoning Districts)

As mentioned previously, density regulations for each zoning subdistrict vary depending on the zoning district in which they are located in. Density regulations for residential and commercial zoning subdistricts found in the station areas are summarized and separated according to zoning district in the subsections below. In addition, regulations for zoning subdistricts that allow for higher densities (e.g., IDA, NS) are also described.

Roxbury Neighborhood District Density Regulations

Densities for residential subdistricts within the Roxbury Neighborhood District are shown in **Table 4**.

Table 4. Roxbury Density Regulations

Residential Zoning Subdistrict	Lot area, Minimum for Dwelling Unit(s) in Square Feet (SF)	Maximum Dwelling Units	Maximum FAR
2F (1 or 2 Family Detached Dwelling); Other Use	5,000 for 1 or 2 units; 5,000	2 units in a single building	0.6
3F-4000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling Use)	2,000 for 1 unit; 4,000 for 1 or 2 units	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.8
3F-5000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling Use)	2,500 for 1 unit; 5,000 for 1 or 2 units	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.8

3F-6000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling Use)	3,000 for 1 unit; 6,000 for 1 or 2 units	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.8
3F-7000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling Use)	3,500 for 1 unit; 7000 for 1 or 2 units	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.8
RH (Row House Building or Town House Building; Any Other Use)	2,000 for up to 4 units; 2,000	4 units in a single building	1.0
MFR and MFR/LS (1 or 2 Family Detached Dwelling or Semi-attached Dwelling; Row House Building or Town House Building; Any Other Dwelling Use)	3,000 per bldg. of 1 or 2 units; 3,000 for up to 4 units per bldg.; 4,000 for first 3 units	These subdistricts are established to encourage medium-density multifamily areas with a variety of allowed housing types including one-, two-, and three-family Dwellings, Row Houses, Town Houses, and Multifamily Dwellings	1.0

There is one commercial zoning subdistrict in the Roxbury Neighborhood District that is within a Project station area, which is the Grove Hall NS Subdistrict. This subdistrict accounts for approximately 17.6 acres of land within the **Supple Road/Wayne Street station area**. According to the Boston Zoning Code (Section 50-18), this subdistrict encourages smaller retail and community uses which serve the residents of the Roxbury Neighborhood District and encourages the development in these areas of neighborhood businesses which provide essential goods and services as well as jobs and entrepreneurial opportunities for the Roxbury community. The maximum floor area ratio (FAR) for the Grove Hall NS Subdistrict is 1.0 (**Table 5**).

Table 5. Grove Hall Commercial Subdistrict FAR

Commercial Zoning Subdistrict	Maximum Floor Area Ratio (FAR)
Grove Hall NS	1.0

According to the Boston Zoning Code (Section 50-30), IDAs within the Roxbury Neighborhood District are designed to encourage the expansion of the existing manufacturing and industrial base in a manner which is sensitive to and preserves the quality of life of the surrounding neighborhoods and to encourage the development of new job opportunities. Grove Hall IDA, which accounts for approximately 11.8 acres of land within **Supple Road/Wayne Street station area**, allows for a maximum FAR of 2.0 (**Table 6**).

Table 6. Grove Hall IDA FAR

IDA Zoning Subdistrict	Maximum Floor Area Ratio (FAR)
Grove Hall IDA	2.0

Greater Mattapan Neighborhood District Density Regulations

Densities for residential subdistricts within the Greater Mattapan Neighborhood District are shown in **Table 7**. It should be noted that under the Neighborhood Housing Zoning Initiative, new residential zoning regulations were adopted for the Greater Mattapan Neighborhood District in February 2024 to permit the construction of ADUs on all residential lots in Mattapan (Attachment C2), allowing for increased density and for homeowners to utilize their property to its fullest potential. This amendment also set forth new dimensional regulations that offer greater flexibility for lots of different sizes and better standardize the way built form across the neighborhood is scaled and regulated. This amendment applies to R1 and R2 zoning subdistricts, which make up 25% of land within the station areas. The initiative to make ADUs as-of-right citywide is discussed further in the "Neighborhood Housing Zoning Initiative" section below.

Table 7. Greater Mattapan Neighborhood District Residential Densities

Residential Zoning Subdistrict	Maximum Building Lot Coverage	Maximum Dwelling Units	Minimum Permeable Area of Lot
R1	60% (Lots <5,000 SF); 50% (Lots > 5000 SF)	2 units on a single lot exclusive of any ADU; 3 units in a single lot with ADU's	15%

R2	40% (Lots <5,000 SF); 30% (Lots ≥ 5000 SF)	3 units on a single lot exclusive of any ADU; 4 units in a single lot with ADU's	25%

Residential Zoning Subdistrict	Lot area, Minimum for Dwelling Unit(s) in Square Feet (SF)	Maximum Dwelling Units	Maximum FAR
3F-5000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any other Dwelling Use)	2,500 for 1 unit; 5,000 for 1 or 2 units	2 units in a single building	0.8
3F-6000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling Use)	3,000 for 1 unit; 6,000 for 1 or 2 units	3 units in a single building	0.8
MFR (1, 2, or 3 Family Detached; Semi-attached Dwelling, Row House Building or Town House Building; Any Other Dwelling Use)	2,000 for first unit; 1,000 for 1 unit; 2,000 for first 2 units	These subdistricts are established to encourage medium density multifamily areas with a variety of allowed housing types, including one-, two- and three-family Dwellings, Row Houses, Town Houses, and Multifamily Dwellings.	0.9 (1, 2, or 3 Family Detached; Semi-attached Dwelling, Row House Building or Town House Building); 2.0 (Any Other Dwelling Use)

Within the Greater Mattapan Neighborhood District, there are approximately 31.4 acres of commercial subdistricts spanning the **Ellington Street, Vesta Road/Calder Street, Westview Street, and Balsam Street/Wilcock Street station areas**. Approximately 13.2 acres of these subdistricts are Neighborhood Shopping Subdistricts, which allow for a maximum FAR of 1.0 (**Table 8**).

Table 8. Greater Mattapan Commercial District FAR

Commercial Zoning Subdistrict	Maximum Floor Area Ratio (FAR)
LC	0.8
NS	1.0

Dorchester Neighborhood District Density Regulations

Densities for residential subdistricts within the Dorchester Neighborhood District are shown in **Table 9**.

Table 9. Dorchester District Residential Densities

Residential Zoning Subdistrict	Lot area, Minimum for Dwelling Unit(s) in Square Feet (SF)	Maximum Dwelling Units	Maximum FAR
2F-5000 (1-Family Detached or Semi-Attached or 2-Family Detached); Any Other Dwelling Use	5,000 for 1 or 2 units; 5,000	2 units in a single building	0.5
2F-6000 (1-Family Detached or Semi-Attached or 2-Family Detached); Any Other Dwelling Use	6,000 for 1 or 2 units; 6,000	2 units in a single building	0.4
3F-5000 (Semi-attached Dwelling, Row House Building, or Town House Building; Any Other Dwelling or Use)	5,000 for up to 2 units; 5,000	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.5
3F-6000 (Semi-attached Dwelling, Row House Building, or Town House; Any Other Dwelling or Use)	6,000 for up to 2 units; 6,000	3 units in a single building; Maximum number of Row House Buildings or Town House Buildings attached in a row shall be 3	0.4

There is one commercial subdistrict accounting for approximately 3 acres of land area within the **Ellington Street station area**. The maximum FAR for this subdistrict is 1.0 (**Table 10**).

Table 10. Dorchester Commercial District FAR

Commercial Zoning Subdistrict	Maximum Floor Area Ratio (FAR)
LC	1.0

Hyde Park Neighborhood District Density Regulations

Densities for residential subdistricts within the Hyde Park Neighborhood District are shown in **Table 11**.

Table 11. Hyde Park Neighborhood District Residential Densities

Residential Zoning Subdistrict	Lot area, Minimum for Dwelling Unit(s) in Square Feet (SF)	Maximum Dwelling Units	Maximum FAR
1F-6000 (1-Family Detached; Other Use)	9,000	1 unit in a single building	0.3
2F-5000 (1-Family Detached or Semi-Attached or 2-Family Detached); Other Use	5,000 for 1 or 2 units; 8,000	2 units in a single building	0.5
MFR	5,000	These subdistricts are established to encourage low to medium density multifamily areas with a variety of Allowed housing types, including one-, two- and three-family Dwellings, Row Houses, Town Houses, and Multifamily Dwellings.	2.0

There are no commercial subdistricts under the Hyde Park Neighborhood District located within the station areas.

Jamaica Plain and Roslindale Neighborhood Districts

Very small portions of the Jamaica Plain Neighborhood District and Roslindale Neighborhood District are within the Project station areas. The only type of subdistrict under these two zoning districts that are located within the station areas is Open Space.

Squares + Streets Zoning Districts

Squares + Streets is a planning and zoning initiative (Attachment C3) that focuses on neighborhood centers that are near transit and along main streets across the City of Boston. A component of this initiative is updating the zoning in these neighborhood centers to guide development that encourages a mix of building uses and heights, creates housing diversity and growth opportunities, and encourages active streets. This culminated in the adoption of a new chapter in the Boston Zoning Code in April 2024, titled "Article 26 – Squares + Streets Districts." This zoning was already adopted for the Greater Mattapan Neighborhood District on the southern end of the Project corridor in 2024. Grove Hall, at the northern end, is also eligible for rezoning under this initiative, which would further expand TOD opportunities along the corridor.

According to Section 26-1 of the Boston Zoning Code, Squares + Streets Districts are areas characterized by a mix of uses, significant transit service, and high levels of pedestrian activity. The purpose of these districts is to support and increase the mix of uses, support walkability, encourage adaptive reuse, and designate areas as appropriate for infill development and housing supply growth, to be delivered as the result of coordinated City planning and investment. Currently, half of the ten proposed station areas (see **bold** text below) fall within Squares + Streets zoning, representing approximately 6% of the total land area within the station areas. Situated directly along Blue Hill Avenue, this zoning framework will support the Project's goals by reinforcing walkability, transit access, and infill development.

Squares + Streets Zoning Districts encompass the areas immediately adjacent to **the Morton Street, Clarkwood Street, Walk Hill Street, Fairmount Line Commuter Rail, and Fairway Street stations, as well as areas in the eastern portions of Morton Street and Clarkwood Street station areas**. The types of Squares + Streets Zoning Districts found within the station areas include S0, S1, S2, S3, and S4 zoning districts (**Figure 5**). Descriptions of each of these zoning districts are provided below:

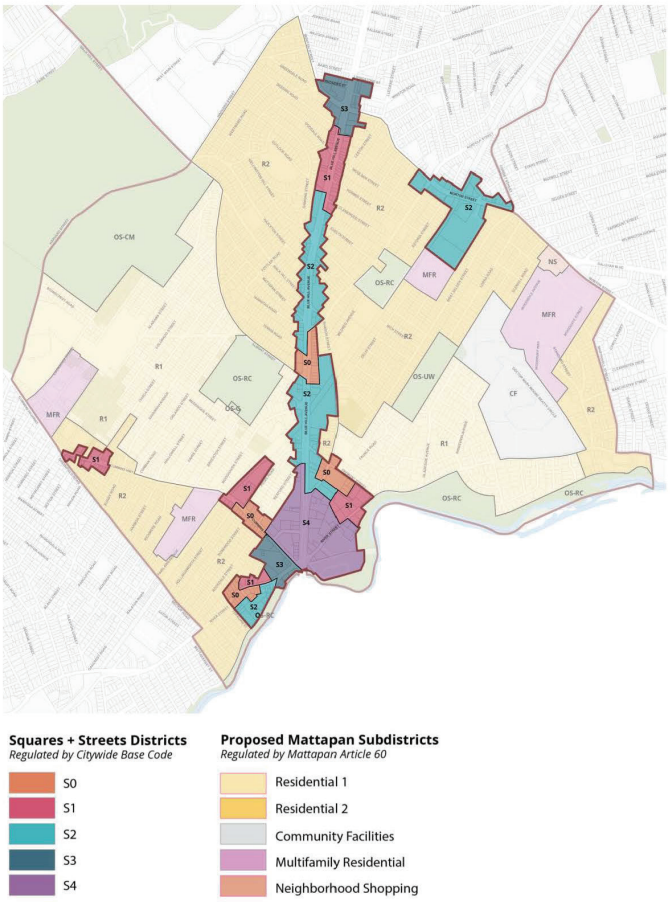
- The S0 Transition Residential district is a primarily residential mixed-use district that provides a transition from mixed-use and high-activity Squares + Streets to lower- activity residential areas. S0 also provides some flexibility for other active, commercial, and community serving uses, such as small retail spaces, on the ground floor of buildings. Residential uses are limited to no more than 14 dwelling units. Of the Squares + Streets districts, S0 has the smallest building footprint and lot

	coverage requirements and the largest yards and Permeable Area of Lot. • The S1 Main Street Living district is a mixed-use district where buildings generally have principally residential uses. S1 also provides more opportunities for active and commercial uses, such as banks, museums, restaurants, and retail spaces. S1 requires small-scale side and front yards and minimum Permeable Area of Lot. There are no limits on the number of residential units. • The S2 Main Street Mixed Use district is a small- to medium-scale mixed-use district that allows more active and many commercial uses, especially on the ground floor. S2 buildings can fill the width of the lot to help create a continuous and active main street. S2 includes requirements for Outdoor Amenity Space and a maximum for the blank wall of a facade. There are no limits on the number of residential units. • The S3 Active Main Street district is a mixed-use district of medium-scale buildings. In addition to residential, the S3 district allows more commercial and active uses on upper floors, such as hotels and offices. S3 requires Active Uses on the ground floor and prohibits dwelling units on the ground floor primary lot frontage. The district also introduces a more restrictive building lot coverage for large lots. There are no limits on the number of residential units. • The S4 Active Squares district is a mixed-use district characterized by medium to large-scale mixed-use buildings with the widest range of allowed uses among the Squares + Street districts. Commercial, hospitality, and entertainment uses are allowed throughout the building, and Active Uses are required on the ground floor. There are no limits on the number of residential units.

Figure 5. Squares and Streets Zoning Map

Blue Hill Ave Transit Action Plan
Supplemental Economic Development Information and Documentation
August 2025 Submittal

Figure 5: Squares + Streets Zoning Districts

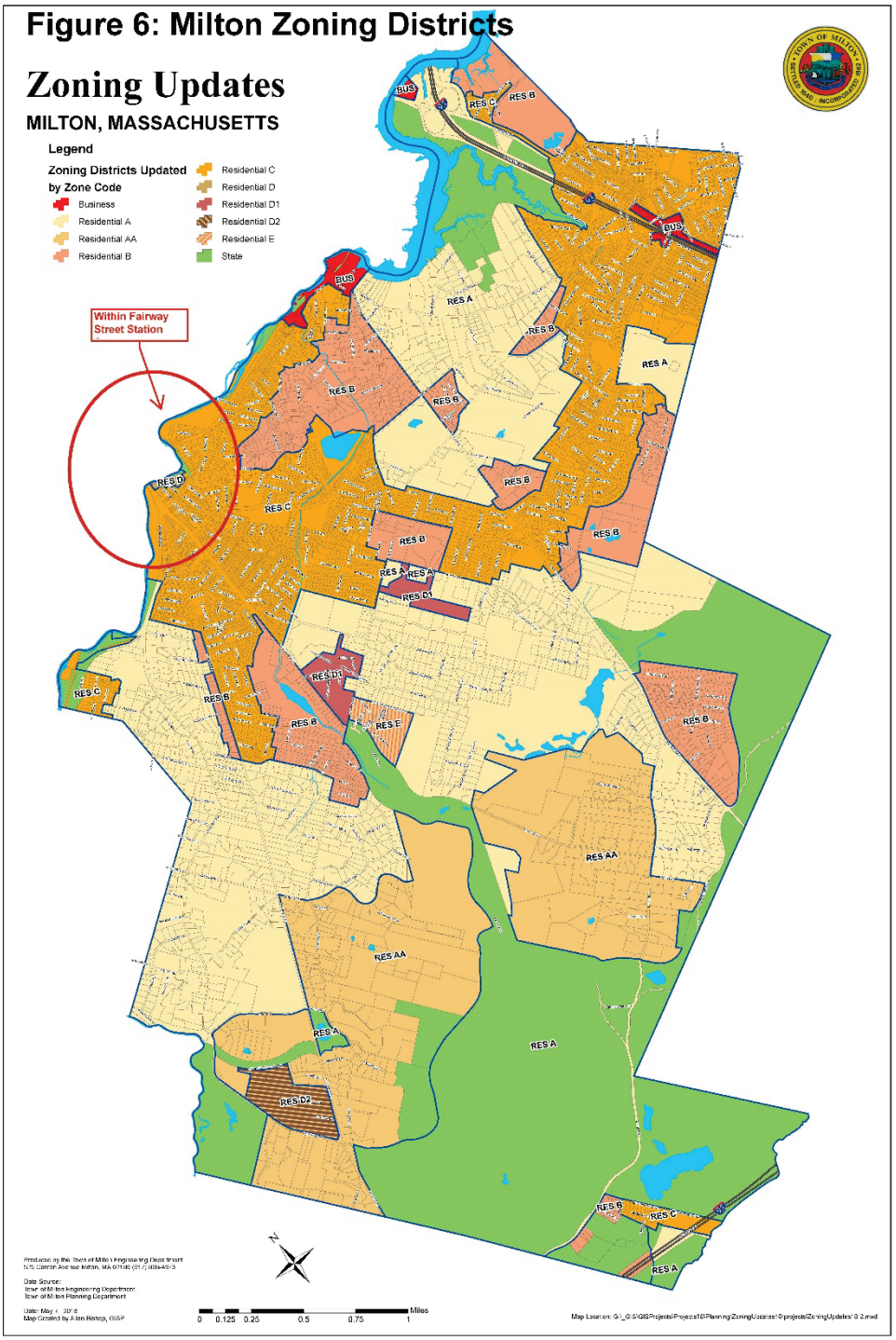


Source: City of Boston

Town of Milton Zoning Code (Attachment D1)

Approximately half of the **Fairway Street station area** is located within the Town of Milton, which has its own zoning regulations. The majority of the station area that is within the Town of Milton is designated as a Residential C Zoning District (**Figure 6**). A very small portion bordering the City of Boston, just south of Neponset River and along the eastern side of Blue Hill Avenue, is designated as a Residential D Zoning District. Residential C Zoning Districts allow for a mix of uses and low-density residential uses. Primary uses allowed in Residential D Zoning Districts are Housing for the Elderly.

Figure 6. Milton Zoning Districts Map



Neighborhood Housing Zoning Initiative (Attachment C4)

As mentioned previously, the City of Boston is working to eliminate barriers to constructing ADUs and updating zoning to building these as-of-right citywide. The City of Boston has published an ADU Guidebook (Attachment

C5) showcasing potential ADU configurations for owners and developers looking to build ADUs. Under this initiative, owner-occupied one-, two-, or three-family homes in the City of Boston are permitted to build ADUs in their homes or on their lots, allowing the generation of new housing within existing households in already dense communities. This allows for increased density and allows homeowners to utilize their property to its fullest potential. The initiative began with zoning amendments to the Greater Mattapan Neighborhood District and will be further rolled out in additional phases. Phase 1 focuses on areas with large lots (a minimum of 4,800 SF) with up to four units and includes Dorchester, Hyde Park, Jamaica Plain, Roslindale, and West Roxbury.

MBTA Communities Law (Attachment A1)

In January 2021, the Massachusetts Legislature adopted Section 3A of the state Zoning Act. The goal of this law is to address the housing shortage in Massachusetts by encouraging the development of multi-family housing units in areas served by public transit to increase housing production and affordability. This law applies to 177 communities served by the MBTA, which includes the Town of Milton, and requires communities to create at least one zoning district where multi-family housing is permitted as-of-right. A zoning district of reasonable size must have a minimum gross density of 15 units per acre and be located no more than a ½-mile from a commuter rail station, subway station, ferry terminal, or bus station. Any MBTA community that does not comply with the law will not be eligible for funds from (i) the Housing Choice Initiative as described by the governor in a message to the general court dated December 11, 2017; (ii) the Local Capital Projects Fund established in section 2EEEE of chapter 29; (iii) the MassWorks infrastructure program established in section 63 of chapter 23A, or (iv) the HousingWorks infrastructure program established in section 27½ of chapter 23B.

Although the city of Boston is exempt from the Zoning Act, the Town of Milton is classified as a “Rapid Transit” MBTA Community. **The southernmost Fairway Street Station lies within a ½-mile of Milton’s municipal boundary. On June 17, 2025, Milton Town Meeting members voted to adopt new regulations (Article 6 in the Meeting Warrant – Attachment D2) to increase multi-family housing in accordance with the MBTA Communities Law. This could allow for up to 2,461 multi-family housing units near transit**. This law does not apply to any other communities within the station areas.

Smart Growth Zoning Overlay Districts (Attachment A2)

The Smart Growth Zoning Overlay District (SGOD) Act, or Chapter 40R of Massachusetts General Laws (M.G.L) encourages communities to increase

the amount of dense residential or mixed-use smart growth zoning districts, including a high percentage of affordable housing units, near transit stations or in areas of concentrated development such as city and town centers. Article 87 of the Boston Zoning Code (Attachment C1) sets requirements for the creation of these districts in accordance with Chapter 40R. According to the Boston Zoning Code, residential and mixed-use projects are permitted as-of-right in SGOD, and a minimum of 20% of residential units constructed in proposed projects must be affordable. Minimum as-of-right density requirements are established in accordance with Chapter 40R, which requires at least 20 units per acre for multi-family housing on the developable land area, eight units per acre for single-family homes on the developable land area, and 12 units per acre for two- and three-family buildings on the developable land area.

The City of Boston has established one SGOD that is located on the west side of the Project corridor near Franklin Park and the Boston Nature Center called the Olmsted Green Smart Growth Overlay District (Section 87A of the Boston Zoning Code) (**Figure 7**). It is located within the **Westview Street, Balsam Street/Wilcock Street, Morton Street, and Clarkwood Street station areas**. There are four subdistricts within the OGSGOD: Olmsted Community Subdistrict, Olmsted East Mixed Use Subdistrict, Olmsted West Residential Subdistrict, and Olmsted Village Subdistrict. Allowable residential densities within the SGOD are shown in **Table 12**.

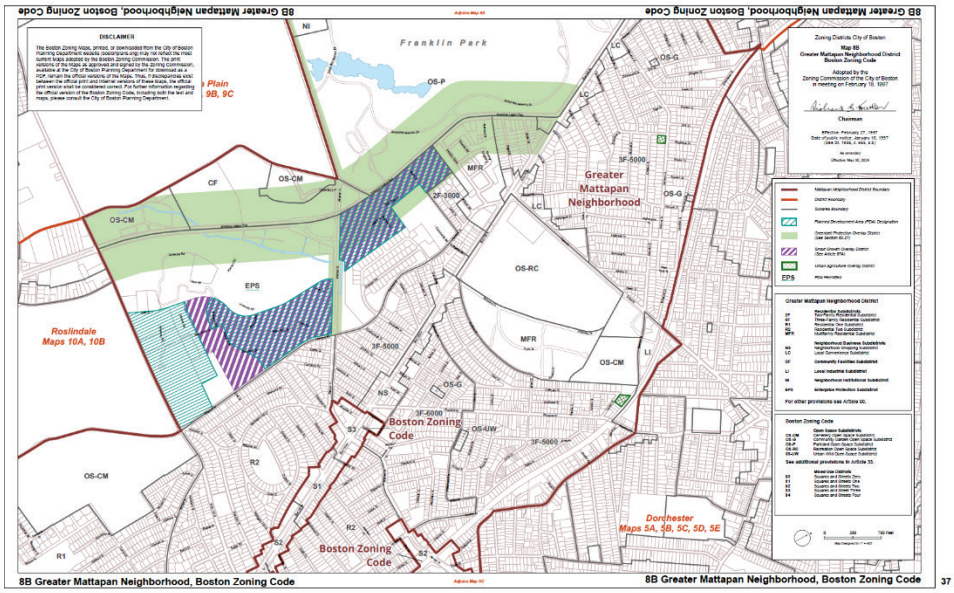
Table 12. SGOD Residential Densities

Density	Olmsted East Mixed Use Subdistrict	Olmsted West Residential Subdistrict	Olmsted Village Subdistrict
Minimum allowable as-of-right density for two- and three-family housing	12 units per acre for Developable Land	12 units per acre for Developable Land	12 units per acre of Developable Land
Minimum allowable as-of-right for multi-family housing	20 units per acre for Developable Land	20 units per acre for Developable Land	20 units per acre of Developable Land

Maximum allowable density for two- and three-family housing and for multifamily housing	46 units per acre for Developable Land	27 units per acre for Developable Land	As determined in the course of Plan Approval

*Note: Density regulations for Olmsted Community Subdistrict is not specified in the Boston Zoning Code

Figure 7. Olmsted Green Smart Growth Overlay District Map



Total maximum allowable residential density for both the Olmsted East Mixed Use Subdistrict and the Olmsted West Residential Subdistrict is 32 units per acre of developable land for multifamily residential. The maximum FAR for the Olmsted Community Subdistrict is 0.8. Maximum FAR for the Olmsted East Mixed Use Subdistrict and the Olmsted West Residential Subdistrict is 0.5.

Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access and include

Squares + Streets Zoning Districts (Attachment C3)

As mentioned in the previous section, the Squares + Streets Zoning Initiative is a City planning and zoning initiative focusing on housing, public space, small business, arts and culture, and transportation in transit-accessible neighborhood centers and along main streets. Squares + Streets encourages mixed-use development and increased accessibility by promoting active forms of transportation, including walkability. This zoning was already adopted for the Greater Mattapan Neighborhood District on the

requirements for universal design	southern end of the Project corridor in 2024, and Grove Hall on the northern end is eligible for re-zoning through this initiative. • The Squares + Streets zoning in the Greater Mattapan Neighborhood District allows for a mix of building uses and typologies and encourages active streets with new infill housing and density recommendations. Recommended land uses and development densities: • S0 zoning district - Up to 14 residential units; buildings up to 50 feet; some active, commercial, community-serving uses conditionally allowed • S1 zoning district - No limit on number of residential units; buildings up to 50 feet; allows more commercial and community-serving land uses (art studios, small grocery stores, small restaurants) • S2 zoning district - No limit on number of residential units; buildings up to 65 feet; allows more and larger commercial establishments (large restaurants, large entertainment venues); requires minimum ground floor height for commercial spaces to ensure future viability; allows for 'zero lot line' condition where building faces can be conjoined for dense, main-street type development • S3 zoning district - No limit on number of residential units; buildings up to 85 feet; allows more and larger commercial establishments; required active ground floor (community space, grocery store); requires minimum ground floor height for commercial spaces to ensure future viability; allows for 'zero lot line' condition where building faces can be conjoined for dense, main-street type development • S4 zoning district - No limit on number of residential units; buildings up to 85 feet; allows more and larger commercial establishments; required active ground floor (community space, grocery store); requires minimum ground floor height for commercial spaces to ensure future viability; allows for 'zero lot line' condition where building faces can be conjoined for dense, main-street type development. **Neighborhood Housing Zoning Initiative (Attachment C4)** As mentioned previously, the City of Boston is working to eliminate barriers to constructing ADUs and updating zoning to building these as-of-right citywide. Zoning amendments to the Greater Mattapan Neighborhood District to support this initiative were implemented in February 2024 (Attachment C1), which allow not only increased density in R1 and R2 Residential subdistricts but also pedestrian-friendly design treatments in

station areas. In R1 and R2 subdistricts, front yard setbacks are 10 feet for developments without ADUs and reduced to 5 feet for those with ADUs.

Smart Growth Zoning Overlay Districts (Attachment A2)

As mentioned previously, the SGOD Act seeks to increase the supply of dense residential housing or mixed-use developments near transit stations or in city and town centers. Article 87 of the Boston Zoning Code (Attachment C1) sets requirements for the creation of these districts in accordance with Chapter 40R. Chapter 40R encourages development that is consistent with "smart growth" principes. This includes development that (a) increases the availability of affordable housing by creating a range of housing opportunities in neighborhoods; (b) emphasizes mixing land uses; (c) takes advantage of compact design; (d) fosters distinctive and attractive communities; (e) preserves open space, farmland, natural beauty and critical environmental areas; (f) strengthens existing communities; (g) provides a variety of transportation choices; (h) makes development decisions predictable, fair and cost effective; and (i) encourages community and stakeholder collaboration in development decisions.

The Olmsted Green SGOD allows a mix of uses, and design guidelines for the district (Attachment C6) encourage transit-oriented and universal design:

- Parking, storage, and disposal areas should not be located in the front of buildings, unless there are special circumstances, such as existing building locations or site conditions, that make it necessary. Wherever practicable, such areas should be located behind buildings. Parking, storage, and disposal areas should be adequately screened from public view by suitable fencing and vegetation.
- For industrial buildings, siting and design of new construction and rehabilitation of existing buildings should be compatible with pedestrian activity. Where the provision of windows in the Street Wall is impracticable, articulation of the Street Wall by other means is encouraged. Where a Front Yard is required between the sidewalk edge and the Street Wall, such Front Yard should include an adequate landscaped buffer.
- For new residential construction, a façade facing a Street should not consist of blank walls without windows.
- Open spaces, building entrances, shop fronts, shop windows, shop entrances, terraces, gardens, arcades, and similar elements should be designed to enhance pedestrian activity and should encourage an active street life. Blank walls, without windows facing onto pedestrian areas, should be avoided to the

extent practicable in building design. Consistency with existing structures should be considered in the design of cornice and roof lines and wall articulation, including the design of bays and fenestration.

- Storefronts and display windows should be open and welcoming to the shopper and stroller. Façade treatments, building materials, and design details should be in keeping with the area's finest commercial architecture. Street Wall continuity should be maintained.
- Landscaping and screening should be used to make business and industrial subdistricts more attractive, and to provide screening between business, industrial, and residential uses.

Article 80 (Attachment C1)

This statute was adopted by the City of Boston in 1996 to provide guidelines for the development review process relating to large projects (larger than 50,000 SF), small projects (greater than 20,000 SF or 15+ new residential units), planned development areas, and institutional master plans. Through the Article 80 process, staff review a project's impacts on transportation and public realm and make recommendations to the proponent to improve adjacent transportation and public realm. One of the components that needs to be submitted for a proposal going through the Article 80 process is an accessibility checklist (Attachment C7) to ensure that projects incorporate ADA design elements. **Within ½ mile of stations along the Project corridor, there are 31 Article 80 projects, including nine large projects and 22 small projects**.

In addition, large projects are required to evaluate transportation conditions, and developers sign a legal agreement with the Boston Transportation Department (BTD) called a Transportation Access Plan Agreement (TAPA). The TAPA agreement specifies commitments that will reduce a development's transportation impacts. These commitments can include improvements such as: installing traffic signals, installing bike lanes, and adopting commuter incentives to reduce driving. Developments under 50,000 square feet are not usually required to submit a TAPA.

Another tool under the development review process that could encourage transit-oriented development is the Transportation Demand Management (TDM) Point System. According to the *Transportation Demand Management Point System Fact Sheets* (Attachment C8), "This point system applies to large projects. The TDM point system will allow developers to choose strategies that have been proven to have an impact on reducing drive alone rates. The tool will help new developments minimize the amount of parking they build. In turn, this will help reduce the

	amount of traffic and congestion generated by new developments." Some of these strategies include: • Developer provides bicycle parking or monetary contribution to the City of Boston's bike share system. • Property owners/managers or employers provide subsidies for monthly MBTA transit passes. • Developer provides on-site parking at a rate below the maximum allowed by Boston Transportation Department's (BTD) Maximum Parking Ratio Guidelines. • Property owner or employer provides a monthly subsidy for multimodal travel expenses. • Property owner provides a shuttle service to connect project users with nearby transit stations or activity centers. • Developer provides improvements, including accessibility upgrades and installation or upgrade of shelters, for bus stops which serve the project. • Developer constructs secondary land uses which can offset trips elsewhere or incorporates a centralized parcel drop-off/receiving stations into any residential component of the project. This encourages mixed-use development. • Developer identifies publicly-accessible space around the development to collocate transportation options such as car share, bike share, bike parking, electric vehicle charging, passenger pick-up/drop, bike parking, and e-bike/e-scooter charging stations. This space may be adjacent to a public street that allows for transportation options to be located curbside. The City of Boston is currently working to modernize the Article 80 process to be more transparent and predictable and to better respond to the City's needs. The *Article 80 Modernization Action Plan* (Attachment C9) highlights three core changes necessary to achieve a successful development review process. One of them is to create new consistent standards on how projects provide mitigation and community benefits to support the City's needs.
Zoning allowances for reduced parking and traffic mitigation	**Boston Zoning Code (Attachment B1)** The Boston Zoning Code allows reduced off-street parking requirements for developments that provide affordable housing. Under Article 23 of the Zoning Code, which applies to areas that are not part of a specific zoning district, no off-street parking is required for affordable residential housing, where affordable housing is defined as projects where at least 60% of the

proposed residential units are income-restricted at or below 100% of Area Median Income (AMI).

In the Roxbury Neighborhood District, no off-street parking is required for Public Assembly uses located in Restricted and Limited Parking Special Purpose Overlay Districts. Off-street minimum parking requirements also tend to be lower for affordable and supportive housing. Parking spaces for residential and other related uses are shown in **Table 13**.

Table 13. Roxbury District Off-Street Parking Requirements

Use	Off-Street Parking Requirement (space per dwelling unit)
Dormitory/Fraternity Uses	0.5
Hotel Uses	0.7
Residential Uses	
Elderly Housing	0.5
Group Residence Limited	0.5
Homeless Shelter	0.25
Lodging House	0.5
Transitional Housing	0.25
Affordable Housing	0.7
Other Residential Uses	1.0

In the Greater Mattapan Neighborhood District, off-street minimum parking requirements are lower for ADUs and affordable and supportive housing. Off-street minimum parking for residential and other related uses are shown in **Table 14**.

Table 14. Greater Mattapan Neighborhood District Off-Street Parking Requirements

Use	Off-Street Parking Requirement (space per dwelling unit)
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.2
Residential Uses	

Accessory Dwelling Units	0
Elderly Housing	0.2
Group Care, Limited	0.5
Lodging House	0.5
Transitional Housing or Homeless Shelter	0.25
Affordable Housing (Under 50,000 SF)	0.7
Other Residential Uses	1.0

In the Dorchester Neighborhood District, off-street minimum parking requirements are also lower for supportive housing. Off-street minimum parking for residential and other related uses are shown in **Table 15**.

Table 15. Dorchester Neighborhood District Off-Street Parking Requirements

Use	**Off-Street Parking Requirement (space per dwelling unit)**
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7 – 1.0
Residential Uses	
Elderly Housing	0.2
Group Care, Limited	0.5
Lodging House	0.5
Transitional Housing or Homeless Shelter	0.25
Other Residential Uses	
1-3 units	1.0
4-9 units	1.25
10+ units	1.5

In the Hyde Park Neighborhood District, off-street minimum parking requirements are also lower for supportive housing. Off-street minimum parking for residential and other related uses are shown in **Table 16**.

Table 16. Hyde Park Neighborhood District Off-Street Parking Requirements

Use	Off-Street Parking Requirement (space per dwelling unit)
Dormitory/Fraternity Uses	0.5
Hotel and Conference Center Uses	0.7 – 1.0
Residential Uses	
Elderly Housing	0.5
Group Care, Limited	0.5
Lodging House	0.5
Transitional Housing or Homeless Shelter	0.25
Other Residential Uses	2.0

Squares + Streets Zoning Districts (Attachment C3)

According to Article 23 of the Boston Zoning Code, off-street parking facilities are not required for uses under Squares + Streets Zoning Districts.

Smart Growth Zoning Overlay Districts (Attachment A2)

Requirements for SGODs are consistent with "Smart Growth" principles. The State of Massachusetts has published a 40R Design Standards Guidebook (Attachment A3), which recommends that off-street parking ratios be adjusted to encourage shared parking and the use of public transit by setting maximum instead of minimum parking limits.

Parking requirements for Olmsted Green SGOD are shown in **Table 17**.

Table 17. Olmsted Green SGOD Off-Street Parking Requirements

Subdistrict	Parking Spaces
Olmsted Community Subdistrict	A minimum of 1 space per 1,000 square feet of gross floor area and a maximum of 2 spaces per 1,000 square feet of gross floor area

Olmsted East Mixed Subdistrict	For residential uses, a minimum of 0.8 spaces per residential unit and a maximum of 1.5 spaces per residential unit. For non-residential uses, a minimum of 0.5 spaces per 1,000 square feet of gross floor area and a maximum of 2 spaces per 1,000 square feet of gross floor area
Olmsted West Residential Subdistrict	A minimum of 1 space per residential unit and a maximum of 1.8 spaces per residential unit
Olmsted Village Subdistrict	As determined in the course of Plan Approval

On-street parking created on new streets constructed as part of a proposed project shall count toward the above off-street parking requirements. Parking for a main use is not required to be located on the same lot as the use it serves if an appropriate lease or other legal arrangements are made for the use of such parking.

Zoning Initiative to Reform Off-Street Parking and Loading Regulations (Attachment C10)

The City of Boston is reviewing regulations and design for off-street parking throughout the zoning code. The goals of the initiative include:

- Streamline off-street parking requirements;
- Reduce the amount of impervious surfaces throughout the City;
- Protect landscaped green space and increased greenery;
- Prioritize safety of pedestrians through and around driveways and parking lots;
- Encourage bicycle use as a mode of transportation by promoting secure parking facilities;
- Provide appropriate site design standards to mitigate the impacts of surface parking, parking structures, and loading bays on the public realm and neighboring land uses;
- Allow for the appropriate amount of parking needed for both small and large scale projects;
- Ensure that vehicle parking and loading is using space most efficiently;

- Allow for efficient shared parking opportunities to support multiple land uses.

Article 80 (Attachment C1)

In 2022, the City of Boston released maximum parking ratio guidelines for new large developments (over 50,000 SF) (**Attachment C11**). The goal of the guidelines is to right-size the amount of parking allowed to create more space for housing, trees, or better and higher uses, and to increase walkability. Within the Project station areas, the guidelines recommend a maximum parking ratio between 0.75 to 1.0 per unit for rental projects and 1.0 per unit for condos; between 0.4 to 0.5 per 1,000 SF for retail projects under 5,000 SF, or between 0.8 to 1.0 per 1,000 SF for retail projects over 5,000 SF; 0.8 to 1.0 per 1,000 SF for office/private lab uses; 0.6 to 1.0 per 1,000 SF for institutional uses; and 0.55 to 0.75 per 2,500 SF for industrial/manufacturing uses.

Another tool under the Article 80 development review process that helps developers right-size the amount of parking they build in their neighborhoods is the TDM Point System (Attachment C8), which applies to large developments. As mentioned previously, the TDM point system minimizes the amount of parking that developers need to build, thereby reducing traffic and congestion generated by these new developments. Some strategies include:

- Property owner provides tenants the option to lease or purchase building space without inclusion of a market rate price for on-site parking. Parking may be leased or purchased by tenants separately at a market rate.
- Developer provides on-site parking at a rate below the maximum allowed by BTD's Maximum Parking Ratios Guidelines.
- Property owner charges market-rate pricing for use of on-site parking at an hourly, daily, weekly, or monthly rate.
- Property owner or employer provides monthly payment for users to forgo on-site parking when parking is made available for free or at a subsidized rate. Payment is equivalent to the monthly market cost of the space.
- Property owner or employer provides carpool matching services with preferential and (if parking pricing exists) discounted parking close to building entrances.

2. PERFORMANCE AND IMPACTS OF TRANSIT SUPPORTIVE PLANS AND POLICIES

2.1. Transit-Supportive Corridor Policies

Transit-oriented development is centered in state, regional, and city plans, as a method to achieve safety, mobility, and transport reliability, and is strongly encouraged in the Project area. Housing, regional long-range, and strategic master plans and policies call for mixed-use development, increased density surrounding station areas, and improving multimodal connections, particularly in transit-rich communities.

Transit-supportive plans and policies in the region seek to address pedestrian facility improvements, including for persons with disabilities. This is achieved through public works plans, including citywide accessible curb ramps and sidewalk repair, and traffic calming and safety strategies, such as Complete Streets and Vision Zero.

Some right-size parking policies and parking utilization studies have been piloted or recommended in the Project corridor. There are opportunities to expand successful parking reduction strategies implemented in other Boston neighborhoods to the Project corridor as outlined below.

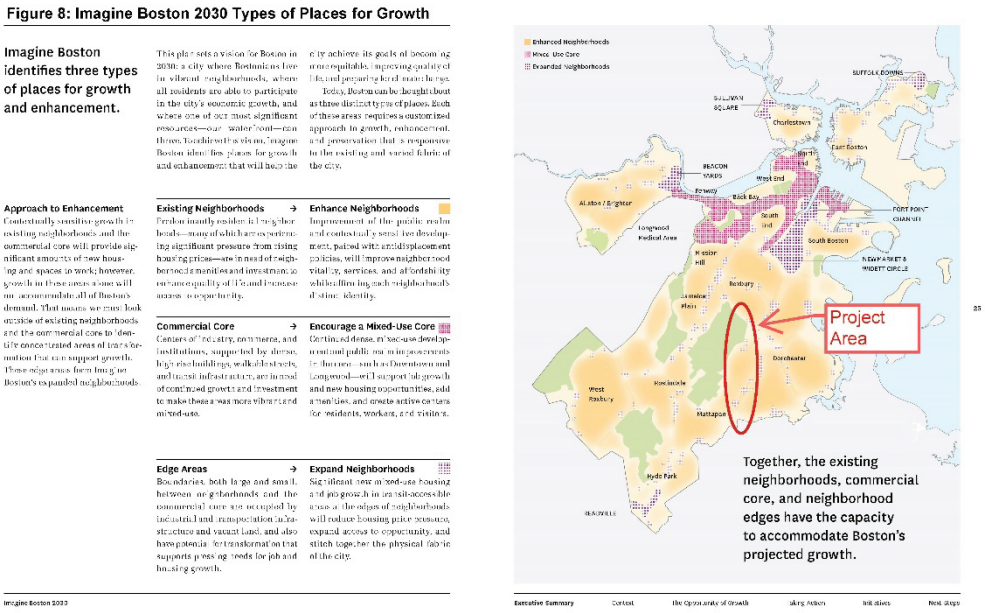
Information Requested	Documentation
ECONOMIC DEVELOPMENT II. PERFORMANCE AND IMPACTS OF TRANSIT SUPPORTIVE PLANS AND POLICIES a. Transit-Supportive Corridor Policies	
Plans and policies to increase station area development	The Project corridor is governed by current adopted land use plans and policies at the state, regional and local levels. Extensive planning efforts have established a strong basis to support a successful high transit ridership corridor and generate significant associated development, as further described below. **A Home for Everyone (Attachment A22)** *A Home for Everyone* is a comprehensive statewide housing plan to address the housing crisis in Massachusetts by creating and preserving housing opportunities. Published in February 2025 by the Executive Office of Housing and Livable Communities (EOHLC), this document outlines what is known about housing challenges facing Massachusetts, identifies future needs, and sets housing production, preservation, and resilience goals. One of EOHLC's five strategies to achieve a brighter housing future is "Work Together for the Commonwealth," which recommends "prioritiz[ing] smart growth, transit-

oriented housing development in areas with sufficient access to existing water and energy resources, " and enabling "the development of thousands of housing units that have direct access to public transit and livable downtown centers." **The Project will support this comprehensive housing plan by expanding the number of public transit corridors that can support both housing production and resilience goals.**

Imagine Boston 2030 (Attachment C12)

Imagine Boston 2030 is the City of Boston's first citywide plan in 50 years, adopted in July 2017. The plan defines a vision for growth in the City of Boston and identifies three types of places for growth and enhancement: Existing Neighborhoods, Commercial Core, and Edge Areas. The areas along the Project corridor are primarily within the "Existing Neighborhoods" typology with a few areas considered "Edge Areas," (**Figure 8**) particularly adjacent to the Project corridor.

Figure 8. Imagine Boston 2030 Types of Places for Growth



The plan's approach to enhancing "Existing Neighborhoods" and "Edge Areas" includes increasing density in appropriate areas. For instance, the plan encourages development along main-street corridors and encourages job and business growth in appropriate areas such as job centers. For "Edge Areas," in particular, the plan recommends encouraging significant housing growth and creating mixed-use, mixed-income communities, as well as concentrating industrial uses and encouraging industrial job growth in certain areas to provide a central industrial anchor for the City.

The plan also identifies initiatives to achieve its goals that would further increase density and transit-supportive development:

Housing

- Identify locations where sensitive growth can create more than 53,000 housing units by 2030 and mechanisms to achieve higher levels of affordability in new developments.
- Produce more deed-restricted low-, moderate-, and middle-income housing through inclusionary development, density bonuses, and other tools.

Economy

- Encourage job growth in neighborhoods by increasing access to commercial space, transit connections, and other investments to give employers the room and resources to grow while maintaining the character of the neighborhoods.

MetroCommon 2050 (Attachment B3)

MetroCommon 2050 is the Metropolitan Area Planning Council's (MAPC) long-range regional plan for the Greater Boston area, finalized in 2021. It is a 30-year land-use and policy plan that offers policy recommendations, research, and tools to shape a more desirable region. Covering 101 cities and towns, this plan serves as a playbook for municipalities to collectively plan for the future. The plan's goals, strategies, and recommendations include the following, which encourage concentrating growth around transit:

- **Goal - Getting Around the Region**: Local land use policies and new development support increased mobility by encouraging concentrated growth around transit and the services people need.
- **Goal - Homes for All**: New housing is built primarily in walkable neighborhoods that have easy access to the goods, services, public transportation, and amenities needed in daily life.
- **Goal - Economic Prosperity**: New jobs are located near transit, other infrastructure, and existing services. Vacant and underutilized commercial and industrial sites are revitalized, and they provide new jobs close to population centers and transit. The region has a job-housing balance so that workers can find homes affordable to them with shorter commutes through strategic development of housing near job centers and commercial districts.

To meet the region’s goals, focus growth in places where homes, jobs, and infrastructure already exist, and especially in places that are easily connected by reliable and affordable public transportation, the following strategies and actions are recommended:

- **Recommendation:** Improve accessibility and regional connectivity
- **Strategy**: Improve the reliability and affordability of the region's public transit service to promote access to opportunity. Efforts to improve accessibility and regional connectivity directly complement work to enhance transit-oriented development and reduce single occupancy vehicle travel
- **Recommendation:** Reduce vehicle miles traveled and the need for single-occupant vehicle travel through increased development in transit-oriented areas and walkable centers.
- **Strategy**: Facilitate transit-oriented and other smart growth development through incentives and requirements. Concentrating growth around transit stations, downtowns, high frequency bus corridors support sustainable development. Walkable neighborhoods with housing, jobs, and shopping near transit reduce sprawl and car dependence. These efforts should be coupled with state and local policies that prevent displacement and mitigate the rapid increase in housing costs that can come with transit-oriented development (TOD)
    - **Action**: Strengthen existing state programs, such as Chapter 40R Smart Growth Overlay District program, to increase smart growth development.
    - **Action**: Incentivize higher density residential development through improvements in transit service. To be eligible for improvements, each community should have to allow for smart growth development in all transit-oriented and adjacent areas within a community.
- **Strategy**: Ensure site design, land use program, and development characteristics prioritize walkability and affordability.
    - **Action**: Ensure affordability and optimize land use around transit and smart growth locations (TOD).
- **Recommendation**: Accelerate the production of diverse housing types throughout the region, particularly deed-restricted Affordable Housing, with a focus on transit-oriented, climate resilient and other smart growth locations.
- **Strategy**: Expand Housing Choice to empower localities to zone for housing diversity.
    - **Action**: Monitor implementation of the 2021 law requiring multifamily zoning in MBTA communities to ensure efficacy and expand the definition of housing types required by right near transit.
    - **Action**: Expand the Housing Choice law, which requires a simple majority rather than a super majority, to include

additional zoning changes that encourage diverse housing types.

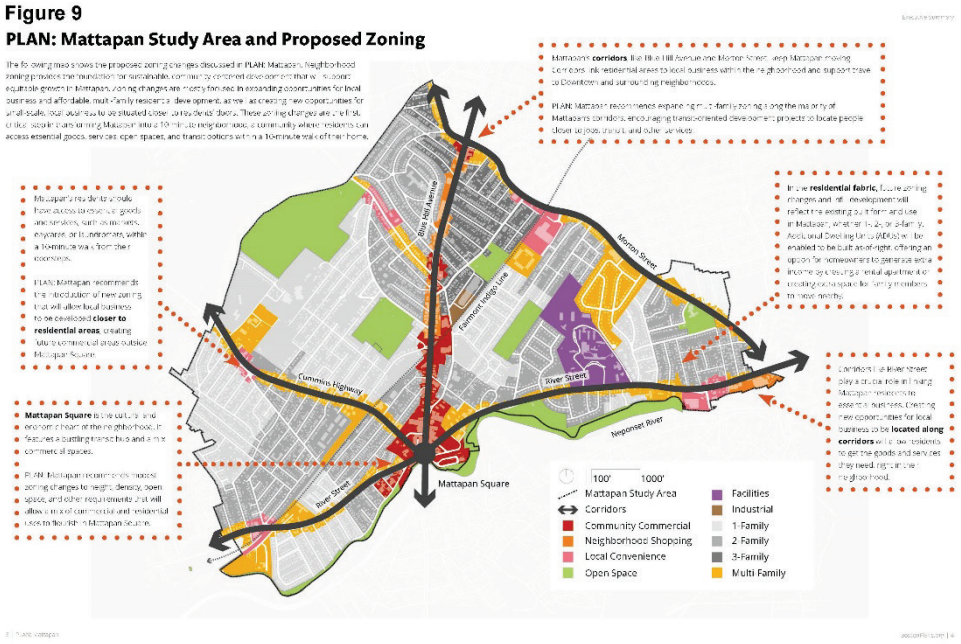
Housing Boston 2030 (Attachment C13)

Housing Boston 2030, which supports the goals identified in *Imagine Boston 2030,* is the City's comprehensive housing plan addressing Boston's housing needs. The plan was originally adopted in 2014 with the goal of producing 53,000 new housing units by 2030 at different affordability levels. The plan was updated in 2018 with a new goal of 69,000 new units by 2030.

PLAN: Mattapan (Attachment C14)

Imagine Boston 2030 laid the foundation for all PLAN initiatives, including *PLAN: Mattapan,* which is a City planning initiative seeking to craft an equitable, community-driven future for Mattapan. Adopted by the Boston Planning and Development Agency (BPDA) Board on May 11, 2023 with associated zoning recommendations approved by the Zoning Commission on May 30, 2024, this document guides future development in the Mattapan neighborhood of Boston. The plan area includes the Project's **Morton Street, Clarkwood Street, Walk Hill Street, Fairmount Line Commuter Rail Station, and Fairway Street station areas** (**Figure 9**).

Figure 9. PLAN: Mattapan Study Area and Proposed Zoning



The plan recommends zoning changes that would allow a mix of uses and increase density. As a result of these recommendations, new Squares + Streets zoning for mixed-use and commercial areas of Mattapan was drafted

and then encoded in May 2024. These zoning districts recommend increased densities as described in the "Supportive Zoning" section above.

Roxbury Strategic Master Plan (RSMP) (Attachment C15)

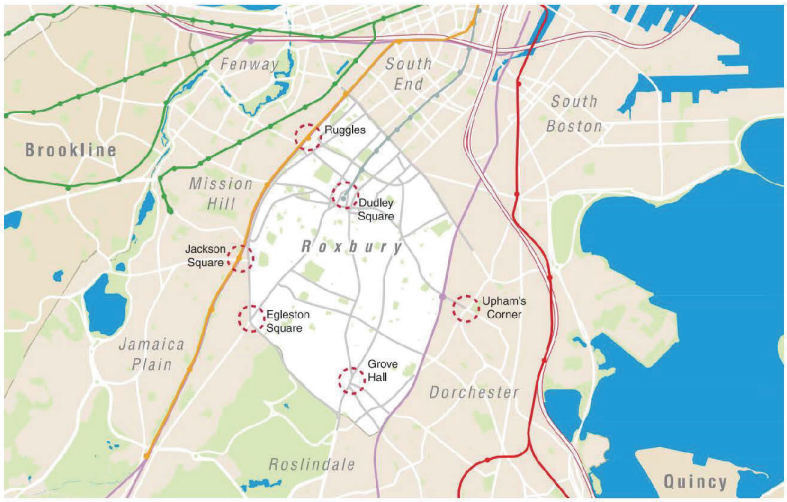
The *RSMP* was adopted in 2004 to guide growth in Roxbury. This neighborhood plan applies to the Project's **Supple Road/Wayne Street station area** (**Figure 10**). The plan's goals and strategies include the following, which encourage increased density in the neighborhood:

- Focus economic development in neighborhood centers and along major boulevards, including Blue Hill Avenue
- Offer incentives and place higher priority on developing and attracting businesses that generate jobs for community residents
- Prioritize the redevelopment of brownfield sites
- Concentrate development, including new housing and mixed-use development, around transit stations in accordance with transit-oriented development (TOD) principles
- Work with private, institutional and community-based organization landowners to encourage and facilitate housing production on vacant land and buildings where appropriate
- Explore the creation of a community land trust to acquire and develop vacant parcels or abandoned buildings for homeownership opportunities
- Continue to utilize and expand abandoned and vacant housing initiatives to reoccupy vacant and/or abandoned units
- Increase density and height guidelines on sites within the immediate vicinity of transit stops

Figure 10. Roxbury Strategic Master Plan Area

Blue Hill Ave Transit Action Plan
Supplemental Economic Development Information and Documentation
August 2025 Submittal

Figure 10: Roxbury Strategic Master Plan Area

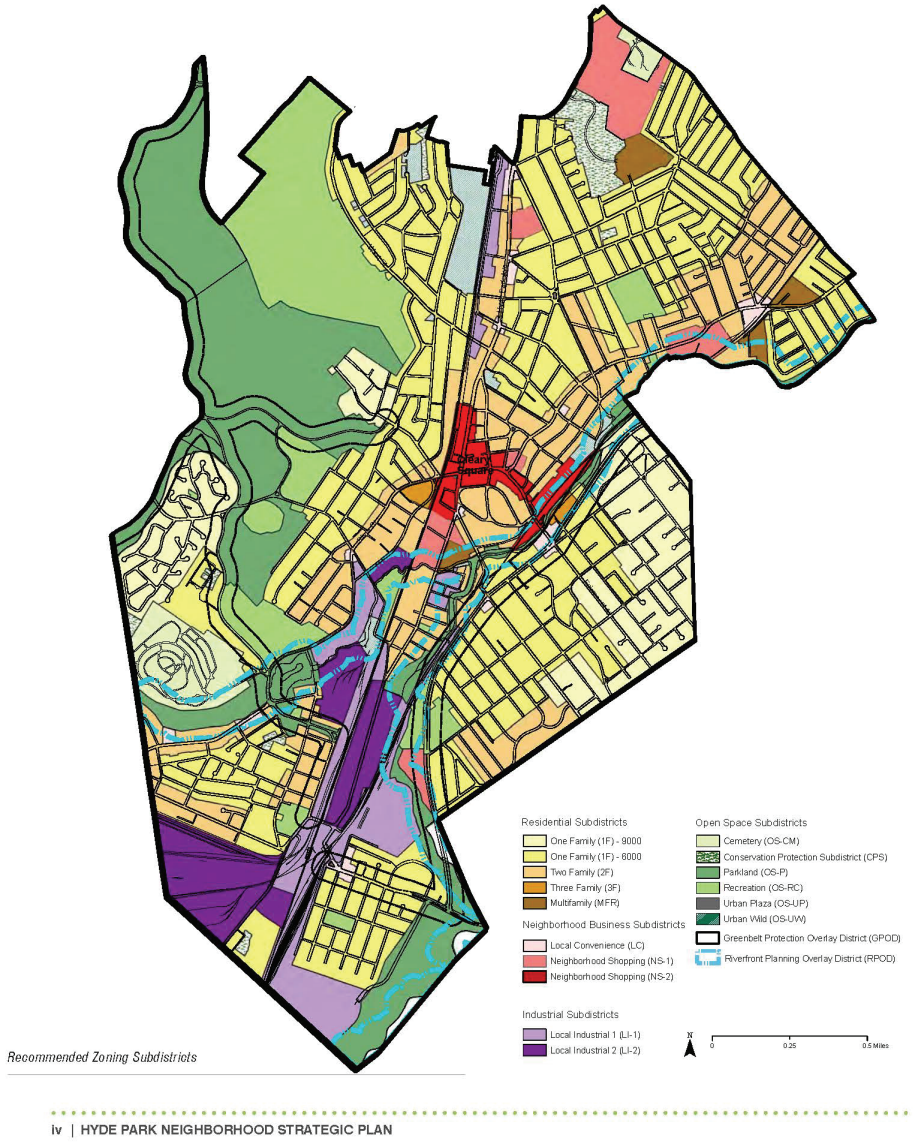


Source: City of Boston

Hyde Park Neighborhood Strategic Plan (Attachment C16)

The *Hyde Park Neighborhood Strategic Plan,* adopted by the City of Boston in 2011 to serve as a blueprint for future development in the neighborhood, recommends the following to increasing residential density through mixed-use development around transit. This plan applies to the Project's **Fairway Street station area** **(Figure 11)**.

Figure 11. Hyde Park Neighborhood Strategic Plan Area



Fairmount Indigo Planning Initiative (Attachment C17)

The City of Boston launched the *Fairmount Indigo Planning Initiative* (FIPI) in 2012 to guide development within station areas along Fairmount Indigo Corridor. The Fairmount Line Commuter Rail's Four Corners/Geneva, Morton Street, and Blue Hill/Cummins Highway stations are within the **Blue Hill Avenue Transit Action Plan's Supple Road/Wayne Street, Morton Street, and Fairmount Line Commuter Rail station areas**, respectively (**Figure 12**). The plan recommends increasing density around the Four Corners

	Avenue/Geneva and Morton Street stations which are within the **Supple Road/Wayne Street** and **Morton Street/Clarkwood Street** Project station areas: • **Create Transit-Oriented Housing** - new multifamily housing of a density higher than the surrounding context should be allowed and encouraged directly adjacent to transit stations. New transit-oriented housing promotes transit use, walkability, and activity for Main Streets businesses. Existing isolated uses (such as commercial or light industrial) near rail stations should be transformed to create new housing opportunities at key neighborhood-building locations. • **Encourage Mixed-Use Main Streets** - new residential uses should be focused on the Corridor's Main Streets. New mixed-use redevelopment should be promoted within Main Streets districts to support and activate commercial vitality. Increased density in Main Streets districts is consistent with historic land use patterns and reinforces important neighborhood centers.

Figure 12. Fairmount Indigo Planning Initiative Station Areas



As part of FIPI, the City of Boston has developed the *Four Corners/Geneva Station Area Plan* (Attachment C18), which would apply to the **Supple Road/Wayne Street and Ellington Street station areas**, and the *Blue Hill Avenue/Cummins Highway Station Area Plan* (Attachment C19), encompassing the **Walk Hill Street, Fairmount Line Commuter Rail, and Fairway Street station areas**.

The *Four Corners/Geneva Station Area Plan,* released in October 2015, recommends the following strategies:

- **Leverage Vacant Lots for Infill Housing** - Add new housing to match the existing neighborhood street targeted for middle income and senior residents.

- **Encourage Multifamily Near Station** - Larger vacant sites within 1/4 mile of the station should be encouraged through zoning to redevelop at density beyond triple-deckers, but at a scale appropriate to the neighborhood.
- **Focus New Housing in Main Street Districts** - New housing in the Main Street districts should be encouraged above active ground floor uses to support district vitality and local businesses.

The *Blue Hill Avenue/Cummins Highway Station Area Plan,* released in February 2015, recommends the following:

- **Add Neighborhood Infill -** Vacant neighborhood properties should be utilized as new housing to stabilize residential streets.
- **Focus Transit-Oriented Housing -** New housing units should be focused on properties adjacent to the transit stations and Main Streets district to reinforce walkability.
- **Expand Mixed-Use Activity** - Upper level residential units should be added to the Main Street district to add vitality and economic activity.

Neighborhood Housing Zoning Initiative (Attachment C4)

As mentioned in the "Supportive Zoning" section, the City of Boston has initiated efforts to update zoning that would eliminate barriers to constructing ADUs, thereby potentially increasing density. Zoning amendments have already been adopted in Mattapan and will expand to other neighborhoods along the Project corridor.

Boston Design Vision (Attachment C20)

The *Boston Design Vision* is a statement of design values and principles that the City is committed to upholding to elevate the quality of design in the City. The Design Vision was adopted by the BPDA Board on December 12, 2024. The document highlights the housing crisis that the City of Boston is currently facing and provides suggestions for dealing with this challenge, including constructing ADUs, high-density housing, and housing above existing retail.

Public Land for Public Good: Citywide Land Audit (Attachment C21)

Public Land for Public Good: Citywide Land Audit was released in June 2022 and presents the City's effort to redevelop vacant and underutilized parcels owned by the City of Boston and quasi-City agencies. The Citywide Land Audit identified many parcels available for infill development, and in 2023, Boston City Council allotted $58 million in American Rescue Plan (ARPA) funding for Welcome Home Boston (Attachment C22). The initiative fast tracks the production of affordable new homes on 150 parcels, several of which are located in the Project station areas.

Vacant Site Acquisition Fund (Attachment F1)

The City of Boston, Community Economic Development Assistance Corporation (CEDAC), and Local Initiatives Support Corporation (LISC) created a loan fund enabling the acquisition of vacant and underutilized parcels of land and buildings for future redevelopment as mixed-income and affordable housing.

Office to Residential Conversion Program (Attachment C23)

The City's Office to Residential Conversion Program converts vacant and underutilized office space into residential units. Downtown is the focus of the program, but projects will be considered anywhere in the City. The goals of the program are to: build much-needed housing, including affordable rental; respond to post-pandemic lasting economic shifts; activate properties currently facing increased office vacancies; create an active mixed-use Downtown beyond work hours.

MBTA Communities Law (Attachment A1)

As mentioned in the "Supportive Zoning" section, the MBTA Communities Law encourages increased density by requiring communities to create at least one zoning district where multi-family housing with a minimum gross density of 15 units per acre is allowed as-of-right. The Town of Milton, a portion of which is located within the **Fairway Street station area**, is considered an MBTA community. The Town of Milton recently adopted new regulations to increase multi-family housing in accordance with this law.

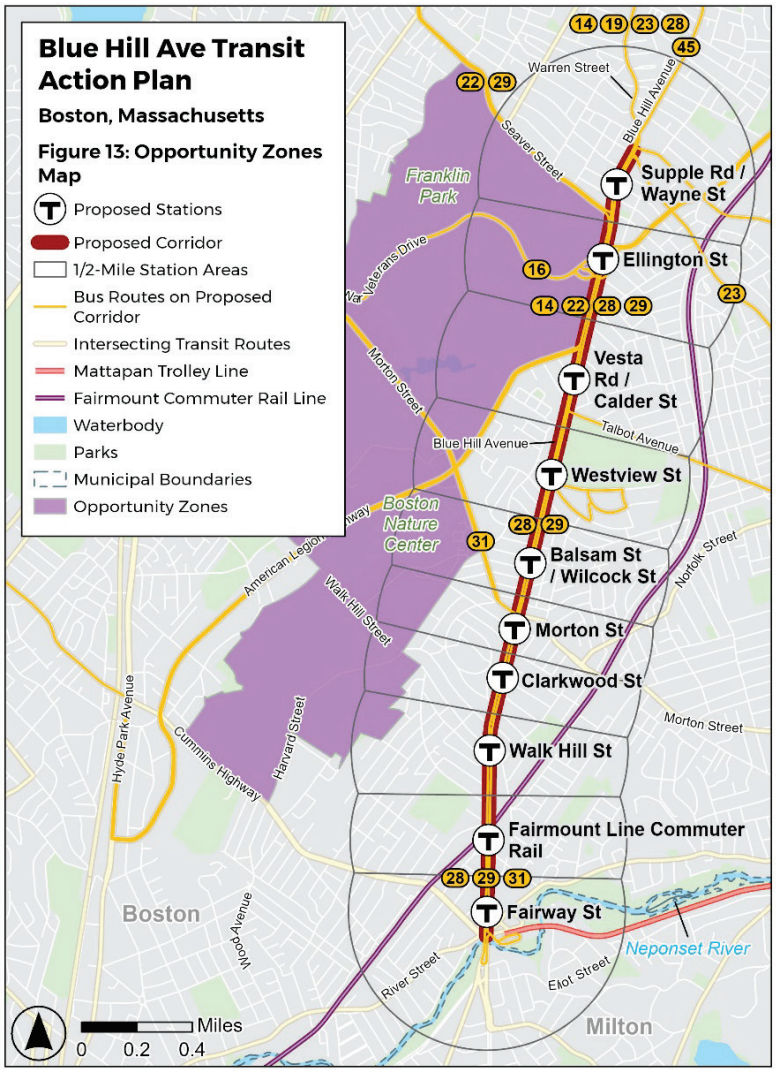
Smart Growth Zoning Overlay Districts (Attachment A2)

Chapter 40R of the M.G.L encourages communities to increase the amount of dense residential or mixed-use smart growth zoning districts. Olmsted Green SGOD, located in the City of Boston and within the Project's station areas, allows increased residential density as described in the "Supportive Zoning" section.

Opportunity Zones (Attachment A4)

Opportunity Zones are economically-distressed communities where new investments may be eligible for tax incentives. The purpose of this economic development tool is to spur economic growth and job reaction in low income communities. Opportunity Zones have the potential to lead to increased density and housing production by incentivizing real estate development and construction. There are two Opportunity Zones spanning eight of the Project station areas (**Figure 13**). These zones are located on the west side of the Project corridor between the **Supple Road/Wayne Street station area** to **Walk Hill Street station area**.

Figure 13. Opportunity Zones Map



MBTA Transit-Oriented Development Policies and Guidelines (Attachment E1)

MBTA Transit-Oriented Development Policies and Guidelines were adopted by the MBTA Board of Directors on June 19, 2017. This document is a jointly issued statement by the Massachusetts Department of Transportation (MassDOT) and MBTA about how they hope to see TOD projects planned and implemented around MBTA rail and bus stations. It provides guidelines for density based on station typology. It is meant to provide guidelines for a number of areas, including the Blue Hill Avenue corridor, which would be considered a “Transit Neighborhood.” The guidelines recommend a FAR range of 1.5 to 5.0 for a Transit Neighborhood (**Table 18**).

Table 18. Illustrative Density Guidelines by Station Typology

Station Typology Category	FAR Range	Intensity Range
Metro Core, Seaport/Airport	5.0 and above	120 - 400
Transformational Subway	2.5 and above	120 - 400
Transit Neighborhood	1.5 - 5.0	75 - 150
Trolley Suburb	1.0 - 3.0	50 - 100
Urban Gateway	1.5 - 5.0	75 - 100
Town & Village	1.0 - 3.0	50 - 100
Suburban Transformation	1.0 - 3.0	50 - 100

Source: Table 1, MBTA Transit-Oriented Development Policies and Guidelines

Milton Master Plan (Attachment D3)

Milton Master Plan: Preserving Our Past, Planning Our Future was adopted in June 2015 and presents the community's vision for development in the Town of Milton. Strategies and actions for increasing development include:

- Allow conversion of large homes to multi-family, subject to particular design and performance standards.
- Amend accessory apartments zoning provisions to allow them to increase the town's housing stock
- Consider scattered-site infill housing
- Allow and encourage housing above retail in commercial districts; consider adopting a Mixed-Use Overlay District by-law
- Promote conversion of two-family rental houses into condominiums
- Streamline permitting, licensing, and other regulatory functions to encourage business investment in commercial zoning districts
- Identify new potential areas appropriate and desirable for commercial activity
- Consider expansion of existing commercial districts
- Identify desirable locations for multi-family housing
- Make appropriate zoning changes to support desired development (e.g. providing incentives for mixed use, rezoning select streets to expand existing districts and create transition zones

Plans and policies to enhance	The following plans and policies encourage transit-supportive development within Project station areas, including mixed-use development, increased density near station areas, improving multimodal connections and the

transit-friendly character of station area development, including policies promoting or requiring universal design	pedestrian environment, improving accessibility (including for persons with disabilities), and reduced parking. Relevant recommendations, strategies, plans, or projects are highlighted. **Destination 2050 (Attachment B1)** Endorsed by the Boston Region Metropolitan Planning Organization (MPO) in July 2023, *Destination 2050* is the MPO's Long-Range Transportation Plan (LRTP). The plan is updated every four years and guides decisions about investments in the region's transportation network. According to the LRTP, "The Boston Region MPO envisions an equitable, pollution-free, and modern regional transportation system that gets people to their destinations safely, easily, and reliably, and that supports an inclusive, resilient, healthy, and economically vibrant Boston region." The LRTP sets several goals and objectives that encourage transit-supportive development including: **Goal – Safety:** Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system. **Through the construction of center-running bus lanes, protected bike lanes, improved pedestrian refuges, and enhanced station amenities, including lighting, security cameras, and emergency call boxes, the Project mitigates known hazards and improves safety for all users, especially vulnerable populations such as pedestrians, bicyclists, and transit riders.** • Objective: Prioritize investments that improve safety for the most vulnerable roadway users: people who walk, bike, roll, use assistive mobility devices. **Goal – Mobility and Reliability:** Support easy and reliable movement of people and freight. The Project enhances mobility and reliability by introducing dedicated center-running bus lanes and transit signal priority, reducing delays and improving service consistency for thousands of daily riders. **By strengthening multimodal connections and upgrading station infrastructure, the Project ensures more dependable and accessible movement across the corridor and the broader transit network.** • Objective: Enable people and goods to travel reliably on the region's transit and roadway networks. • Objective: Prioritize investments that reduce delay on the region's transit network. **Goal – Access and Connectivity:** Provide transportation options and improve access to key destinations to support economic vitality and high quality of life. The Project improves access and connectivity by boosting transit service along a key corridor that links residential neighborhoods, commercial centers, and major parks to the broader MBTA network. **By**

	constructing accessible stations and implementing transit priority infrastructure, the Project expands transportation options and supports economic vitality and quality of life for local communities. • Objective: Improve multimodal access to jobs, affordable housing, essential services, education, logistics sites, open space, and other key destinations. • Objective: Prioritizing transportation investments that support the region's and the Commonwealth's goals for housing production, land use, and economic growth. • Objective: Increase people's access to transit, biking, walking, and other non-single-occupancy vehicle transportation options to expand their travel choices and opportunities. • Objective: Prioritize investments that improve access to high quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go. • Objective: Close gaps in walking, biking, and transit networks and support interorganizational coordination for seamless travel. • Objective: Remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, use assistive mobility devices, or take transit. **Goal – Clean Air and Healthy Communities:** Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health. The Project promotes cleaner transportation and better public health by shifting travel to high-capacity bus service and improving infrastructure for walking and biking. **By reducing reliance on personal vehicles and enhancing safe, accessible alternatives, the Project helps lower greenhouse gas emissions and air pollutants along the corridor.** • Objective: Reduce transportation-related greenhouse gases, other air pollutants, and growth in vehicle-miles traveled by encouraging people and goods to move by non-single-occupancy vehicle modes. • Objective: Support public health through investments in transit and active transportation options and by improving access to outdoor space and healthcare. In addition, *Destination 2050*'s investment programs include the following: • **Complete Streets:** Funds projects that create continuous sidewalks, construct bicycle lanes, improve roadway geometry and bridges, and fortify storm water drainage systems. **The existing corridor is exceptionally dangerous for all users: along the Project corridor, vulnerable road users experience non-fatal collisions once every 11 days. The Project will provide reliable, accessible transit and**

improve safety along the corridor, thus benefiting all roadway users.

- **Intersection Improvements:** Funds projects that improve signals and include geometric improvements to shorten crossings for pedestrians, add turning lanes for vehicles, and improve sidewalks. **The Project will implement transit signal priority along with other safety and accessibility improvements at the intersections along the corridor, including a redesign of Mattapan Square intersection.**
- **Bicycle Network and Pedestrian Connections:** Funds projects that expand bicycle networks, create new shared-use paths, implement traffic calming measures, and enhance signage. **The Project will include improved pedestrian refuges, protected bicycle lanes, signal changes, and place-making elements.**
- **Major Infrastructure:** Funds large-scale projects that expand major roadways and rail lines. Projects on facilities that are important to regional travel, that extend the rail network, or that cost $50 million or more are included in this program. **The three-mile long Project corridor connects two MBTA heavy rail rapid transit lines and is served by more than 1,250 MBTA buses each day across nine routes.**
- **Community Connections:** Funds first- and last-mile shuttles, updates to transit technology, car and bicycle parking near transit stations, bicycle and pedestrian infrastructure (including for people with mobility impairments) and travel instruction and education. **The Project will include parking protected curbside bike lanes, ten pairs of fully accessible median bus stop platforms, and updated traffic signals and street lighting.**
- **Transit Transformation:** Funds transit-related investments such as multimodal access improvements near or at transit stations, transit system electrification projects, or customers amenities such as bus shelters. **The Project will include 10 stations with shelters, comfortable seating, real-time information, improved lighting, security cameras, and emergency call boxes at each station.**

MetroCommon 2050 (Attachment B3)

In addition to supporting density around transit, the MAPC document identifies strategies to ensure non-vehicular trips are safe and accessible. Within the Inclusive Growth and Mobility Action Area, the following recommendation is offered:

- **Recommendation:** Improve accessibility and regional connectivity
- **Strategy**: Create safe, accessible, and well-connected network of safe cycling and walking infrastructure.

Boston Region MPO 2023 Coordinated Public Transit — Human Services Transportation Plan (Attachment B2)

The goal of the Boston Region MPO's *Boston Region 2023 Coordinated Public Transit – Human Services Transportation Plan* is to improve transportation service to better meet the needs of seniors and people with disabilities. The plan helps those applying for funding through FTA's Section 5310, *Enhanced Mobility of Seniors and Individuals with Disabilities Program* (also known as the *Community Transit Grant Program* in Massachusetts) prepare project proposals. The plan identifies needs, strategies for addressing them, and priorities for implementation. Some strategies that are suggested in the plan include: providing more transit stops near senior housing or locations frequented by seniors, improving accessibility of public transit, reducing sidewalk gaps in proximity to transit stops, ensure that stations meet Americans with Americans with Disabilities Act (ADA) requirements, and invest in walkable and livable communities. **The Project will include ADA improvements throughout the corridor, including accessible center platform stations, accessibility improvements at intersections, and sidewalk improvements.**

MBTA Strategic Plan (Attachment E2)

The *MBTA Strategic Plan* is a plan shaping processes and decision-making at the agency over the long-term. The plan sets the following goals:

- **Safety:** Empower and support staff to develop a culture which prioritizes and promotes safety
- **Modernization and State of Good Repair:** Efficiently modernize assets and improve connectivity, while ensuring MBTA property is maintained to a state of good repair
- **Transparent Communication:** Ensure the experiences and perspectives of our staff and riders are accounted for through transparent decision making
- **Workforce:** Retain, attract, and invest in a diverse and qualified workforce that represents our ridership
- **Service and Economic Vitality:** Support the regional vitality by providing dependable, frequent, and accessible service that riders love
- **Sustainability and Resilience:** Increase the environmental sustainability and resilience of our transit system
- **Mode Shift:** Attract new riders, retain existing riders, and increase the percentage of transit-trips in the region
- **Communicating Our Costs:** Communicate openly about our costs and the revenue needed to support our ongoing service and the growth of our system

MBTA Initiative - Full T Ahead (Attachment E10)

Full T Ahead is an MBTA initiative announced by the MBTA General Manager and CEO in January 2025. Service priorities for bus modes include:

- Improve bus stops with accessibility upgrades, real-time information, lighting, shelters and public safety measures
- Improve wayfinding, signage, communications and infrastructure design

Focus40 Plan (Attachment E3)

The *Focus40 Plan* is MBTA's 25-year investment plan. The plan identifies priority places and programs for investment. **The neighborhoods of Roxbury, Mattapan, and Dorchester – where the Project is located – were identified as priority places, which are areas that need and can support higher quality transit. Roxbury, Mattapan, and Dorchester are categorized as "Inner Core Communities Lacking Rapid Transit**." The plan also outlines programs to address the needs of these priority places. One of the programs identified is the Better Bus Project, which includes the Blue Hill Avenue Transit Action Plan. The Better Bus Project proposes changes to improve existing MBTA service and implement bus priority treatments, while making stations and the environment surrounding it more accessible. The Better Bus Project is described further below. *Focus40 Plan* also includes an "Accessibility & Paratransit" program, which aims to make stations and stops more accessible to a diverse group of people. By aligning with the *Focus40 Plan*, the Project integrates with broader regional transit goals, ensuring that its improvements to transit reliability, accessibility, and multimodal connectivity are part of a coordinated strategy to elevate the MBTA bus network.

Better Bus Project (Attachment E4)

The Better Bus Project is an MBTA initiative to improve transit service across the City of Boston. Better Bus initiatives include improving bus service and transfer connections, implementing transit priority infrastructure to help buses move faster and more reliably (**which includes the Project**), enhancing bus stops to make them more accessible, safe, and comfortable to a diverse group of riders, and modernizing fleet and facilities and improving operations.

MBTA Capital Investment Plan (Attachment E5)

The *MBTA FY26-30 Capital Investment Plan* (CIP) is a five-year financially constrained document that funds the planning, construction, and capital maintenance of assets across the MBTA. The CIP includes over 600 capital projects, including the Blue Hill Avenue Transit Action Plan. **Also included in**

	the plan are the following projects that could improve transit service and accessibility and walkability in Project station areas: • **Bus Priority Project Construction ($32.4M):** Build bus priority infrastructure like bus lanes, signal priority, and stop upgrades to support the Bus Network Redesign High Frequency Network. • **Bus Lanes and Other Bus Priority ($15.7M):** This program provides local match funding for potential bus lane projects. • **Bus Network Redesign Implementation ($39.9): Design**, construction, public engagement, and administration of supportive infrastructure for Bus Network Redesign, including berthing and layover space, bus stops, roadway and crosswalk alterations, operator facilities, and rider amenities. • **Bus Priority and Accessibility Improvements ($59.8M):** Project includes design and construction of accessibility improvements at bus stops as part of the Plan for Accessible Transit Infrastructure (PATI) program, bus priority improvements, and improvements to bus shelters. • **Connectivity and Customer Convenience Program ($9.5M):** Improvements to bus shelters in poor condition and the addition of new bus shelters and amenities for customers and bus operations across the 7,000 bus stops in the MBTA service network. • **Operational Safety Improvements at Bus Stops ($3.2M):** Operational safety improvements at bus stops where conditions are unsafe, inaccessible, or in poor state of repair including the construction of or upgrades to curbs, sidewalks, signage, markings, and shelters. • **Rapid Transit and Commuter Rail Station Accessibility Improvements ($3.4M):** Design and construction funding for station renovations and accessibility improvements in the rail network, including elevators and escalators. • **Station Accessibility Projects – CTF ($30M):** State funding through the Station Accessibility and Resilience (STAR) program, which will be allocated to station projects as needed. • **Systemwide Stair Repair and Replacement at Passenger Facilities ($24.2M):** This project provides for the systemwide inspection, design, repair, and replacement of stairs at MBTA passenger facilities. • **Systemwide Escalator and Elevator Replacement ($15M):** This project provides for the systemwide replacement of escalators and elevators in poor condition with limited replacement part availability. • **Accessibility Improvements ($8M):** Supports a variety of miscellaneous accessibility-related improvements across the system.

	• **Vertical Transportation Safety Modernization ($5M):** Modernization of safety and control components of escalators and elevators systemwide that are not scheduled for replacement. • **Systemwide Door Replacement Program ($5.3M):** This project provides for the systemwide identification and improvement of doors and frames at facilities that require corrective actions to maintain a state of good repair and address fire protection, life safety, accessibility, and compliance issues. • **Minor to Moderate Ad Hoc Station Accessibility Improvements ($10.7M):** Small to medium-scale upgrades at stations throughout the system focused on improving accessibility--including the installation of automated door openers, resolution of noncompliant sidewalks, curb ramps, paths of travel, and inaccessible restrooms. • **Systemwide Tactile Paving and Platform Edge Repairs ($31M):** Systemwide inspection, assessment, design, and repairs of tactile paving, platform pavers, and platform edges to ensure station platforms are in sound structural shape and adhering to accessibility guidelines. • **Red Line TOD District Framework Study ($0.7M):** Provides for research, planning services and an assessment of public financing opportunities to fund station capital improvements in transit-oriented development areas along the Red Line that are currently experiencing rapid growth. • **Transit Supportive Infrastructure ($3.5M):** Program to fund dedicated bus lanes, transit signal priority, bus stops, and accessibility improvements, among other transit-supportive infrastructure. Funds provided through MassDOT's Transit Supportive Infrastructure Partnership. • **Systemwide TOD Advanced Support Program ($2.4M):** Funding to support Transit-Oriented Development staff and initiatives linked to planning, coordination, and delivery of public and private projects with funding from third parties that support the MBTA and its facilities. • **Capital Programs Support - Transit Oriented Development ($1M):** Funding for Transit Oriented Development including Staff Augmentation, TOD-related trade and media publications for current information on development projects, and real estate data, as well as updates to Standard Operating Procedures, e-Builder, and TOD Guidelines. • **Transit Speed & Reliability Toolkit ($0.4M):** Development of planning and design "toolkit" to help standardize design strategies for improving the speed and reliability of bus service. • **Transit Signal Priority Implementation ($1.2M):** Development, standardization, and implementation of transit signal priority

technology along bus routes and light rail throughout the MBTA service area.

MBTA Bus Priority Vision (Attachment E6)

MBTA's Bus Priority Vision details the agency's focus on 26 high traffic corridors (including Blue Hill Avenue) where transit priority infrastructure will be implemented. Many of these projects are consistent with the Better Bus Project. Transit priority options include: dedicated bus lanes, shared bus/bike lanes, center-running bus lanes, transit signal priority (TSP), queue jumps, and fixed guideways.

MBTA TOD Policies and Guidelines (Attachment E1)

MBTA TOD Policies and Guidelines provides a vision for areas within a ½-mile radius of MBTA stations, a ¼-mile of key community corridors such Blue Hill Avenue corridor, and a ½-mile around transit hubs. The document recommends increasing density especially in areas closest to stations and in a way that considers the context of the community, encouraging a mix of uses, and improving the pedestrian environment and multimodal connections.

MBTA Accessibility Guidelines

MBTA is continuously working to improve accessibility and universal design in its service area. The agency published the *Plan for Accessible Transit Infrastructure* (Attachment E7) to identify priorities across the region using surveys and guidance from stakeholders. This resulted in recommendations for expanding system-wide access over 20 years. In addition, the MBTA has a System-Wide Accessibility (SWA) campaign called Access in Motion to promote the agency's work towards making the system accessible to all. The SWA campaign identified the biggest barriers to accessibility, which included missing curb ramps, heavy station doors, and obstructions in the path of travel. **Due to frequent double parking along the Project corridor, buses traveling along the Project corridor are limited in their ability to reach the curb and service passengers with mobility disabilities to accessibility features like wheelchair ramps**. The following campaign objectives were developed in collaboration with MBTA riders with disabilities:

- Communicate that accessibility improvements benefit everyone
- Raise awareness about key accessibility policies and services
- Share accessibility updates we've made over the past 15 years and future updates in progress

The Accessibility Initiatives – May 2025 report (Attachment E8) also details some of the agency's recent initiatives and progress. The following initiatives could improve accessibility within Project station areas:

	Path of Travel Improvements: Leveraging data from the Plan for Accessible Transit Infrastructure (PATI) surveys, the MBTA will develop a program to address serious path of travel deficiencies (broken curb ramps, sidewalks, etc.) at subway stations. **Accessibility Upgrades at Station Restrooms:** The MBTA will address accessibility deficiencies in subway station restrooms by leveraging data from the PATI surveys. **"Hands-Free" Accessible Fare Gate Feasibility Study:** As part of the Charlie fare system upgrade, the MBTA will explore the feasibility of piloting a "hands-free" system for riders who have difficulty reaching and interacting with fare gate targets. A hands-free accessible gate is an upgrade to wide fare gates that allows a rider to pass through without having to tap their card at a reader. Instead, fares are collected from a hands-free accessible Charlie Card on a lanyard, bag, or mobility device when riders pass through the gates. **Critical Stops:** In 2017-2018, the MBTA surveyed all 7,690 bus stops as part of the PATI survey and identified 280 stops that were categorized as critical, meaning the stop is so inaccessible, riders using wheeled mobility must board/exit in the street. A number of these 280 stops will be fully reconstructed, while others that experience extremely low ridership will be closed. **High Priority Stops:** In 2017, the MBTA surveyed all 7,690 bus stops for accessibility barriers as part of PATI. Bus stop elements were scored based on the severity and number of barriers present. Bus stops were identified as critical, and/or as high, medium, and low priority. The MBTA identified 662 stops that were categorized as high priority, meaning the stops have more than one significant barrier present, including but not limited to a sloped landing pad, narrow sidewalk, lack of a curb, or unusable curb ramp. The MBTA will be advancing the design and construction of accessibility improvements at these locations. **New Bus Stop Design:** The MBTA will design and pilot a new, larger bus stop sign to improve readability and visibility. **Deployment of New Red Line Vehicles:** The MBTA has ordered and will deploy an entire fleet of new Red Line vehicles with wider doors, seating areas for wheeled mobility device users, and other accessibility improvements. **Design Guidelines for Accessibility:** The MBTA will publish the Design Guidelines for Accessibility to provide clarity on design expectations as well as best practices for universal design. **Vertical Transportation Study:** The MBTA will conduct a system-wide conditions assessment of all elevators and escalators in order to identify priorities for upgrades and/or replacements. **Smart Growth Zoning Overlay Districts (Attachment A2)**

As mentioned previously, Chapter 40R of the M.G.L encourages development that is consistent with smart growth and transit-supportive principles. The "Supportive Zoning" section details transit-supportive guidelines for the Olmsted Green SGOD encoded in the Boston Zoning Code.

Massachusetts Compact Neighborhoods Policy (Attachment A5)

Massachusetts Department of Housing and Community Development (DHCD) adopted the *Compact Neighborhoods Policy* in 2012, which provides incentives for municipalities that adopt zoning districts promoting housing for families of all income levels and in smart growth. These zoning districts are called "Compact Neighborhoods." The tool complements Chapter 40R.

Imagine Boston 2030 (*Attachment C12*)

In addition to increased density, the City of Boston's *Imagine Boston 2030's* approach to enhancing "Existing Neighborhoods" and "Edge Areas" includes improving the transit-supportive nature of the environment. For instance, the plan encourages development along main-street corridors, recommends mixed-use development, and suggests improving multimodal transportation connections and transit access for residents.

The plan also identifies initiatives to achieve its goals that would further increase transit-supportive development:

Health & Safety:

- Encourage a healthy built environment, including safe streets and communities where it is easy to bike and walk

Economy:

- Encourage job growth in neighborhoods by increasing access to commercial space, transit connections, and other investments to give employers the room and resources to grow while maintaining the character of the neighborhoods.

Transportation:

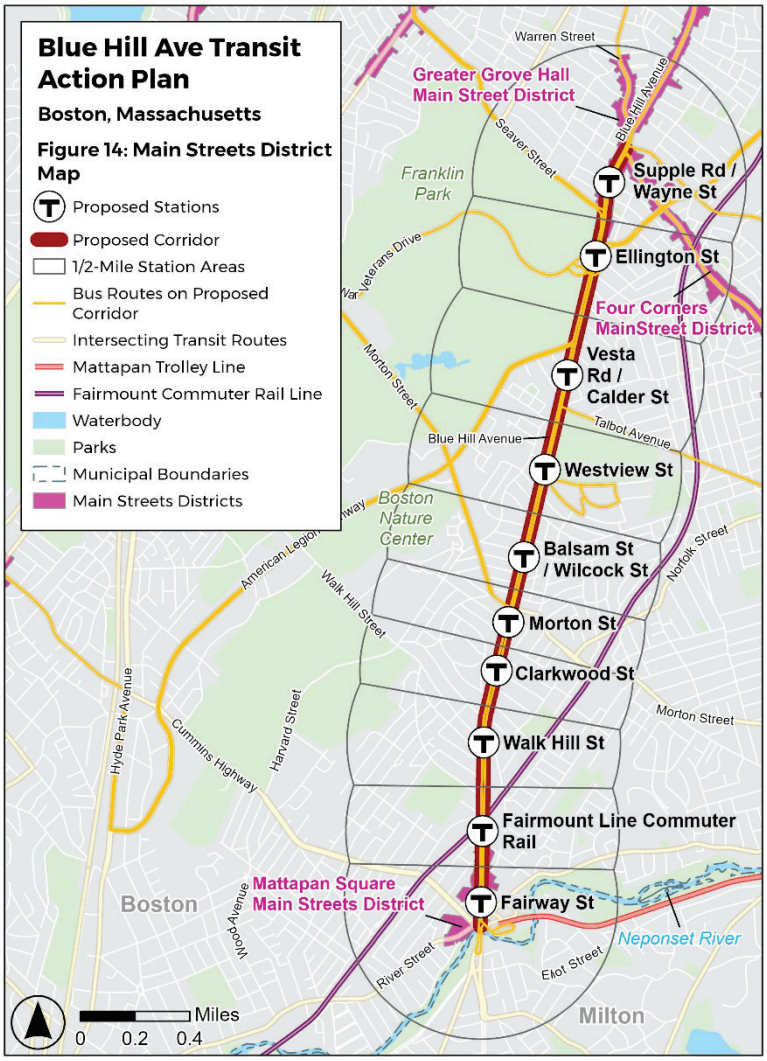
- Implement transit initiatives that strengthen connections between neighborhoods and job centers, including investing in bus rapid transit routes and multimodal transit hubs outside the commercial core.
- Modernize parking policy in commercial and residential districts to promote economic opportunity, enhance community access and reduce parking demand.

Technology:

- Invest in "smart city" infrastructure to make it easier and safer to get around in Boston, including flexible lanes that shift purpose by time of

	day, as well as sensors and intelligent traffic signals to improve safety and reduce congestion. Land Use & Planning: • Develop area plans in collaboration with communities for neighborhoods or districts anticipating growth or investment • Coordinate geographically-specific investments with land use and zoning and ensure that value generated by new development supports critical infrastructure investment and community benefits in the area when appropriate. **PLAN: Mattapan (Attachment C14)** The City's *PLAN: Mattapan* has resulted in the adoption of zoning amendments that enable the development of ADUs and Squares + Streets zoning districts within the neighborhood. These amendments encourage transit-supportive densities and development in Mattapan. **Main Streets Districts (Attachment F2)** The Main Streets Program, launched in Boston in 1983, is a program that seeks to create and revitalize healthy commercial districts across the City. The Boston Main Streets Foundation oversees this program, which consists of 20 communities. **There are three Main Streets districts with the Project station areas (Figure 14).** The Greater Grove Hall Main Streets District is located along Blue Hill Avenue within the **Supple Road/Wayne Street station area**. The Four Corners Main Streets District is located within a ½-mile of the **Supple Road/Wayne Street and Ellington Street station areas**. The Mattapan Square Main Streets District is located along Blue Hill Avenue between the **Fairmount Line Commuter Rail and Fairway Street station areas**. One of the goals of the foundation is to create thriving, vibrant centers of commerce and community, which may include strategies to attract businesses to the districts or improving safety and pedestrian infrastructure.

Figure 14. Main Streets District Map



Specifically, the goals of the Greater Grove Hall Main Streets District (Attachment F3) include:

- Proactively recruit businesses that would complement and contribute to the existing business mix and improve the Grove Hall experience for residents and visitors alike. Seek business that are destinations in and of themselves. Think in terms of “patterns of use.”
- Implement “Complete Streets” recommendations.

Goals of the Four Corners Main Streets District (Attachment F4) include:

- Enhancing the physical appearance of the district with an emphasis on safety for pedestrians and cyclists
- Facilitate access to jobs and transportation options that support our vision for economically strong and healthy community. Transform

vacant parcels into green spaces that produce food for local residents, contribute to positive mental health, and create opportunities for engagement of residents of all ages.

Fairmount Indigo Planning Initiative (Attachment C17)

In addition to increased density, mixed-use development, and transit-oriented housing, the City of Boston's FIPI recommends the following strategies to encourage transit-supportive development and improve walkability within the Fairmount Line Commuter Rail's Four Corners/Geneva, Morton Street, and Blue Hill/Cummins Highway stations:

- **Reinforce Active Storefronts** - a strong sense of place and walkable environments are reinforced by active and transparent ground floor uses. Main Streets districts and direct street connections to rail stations should be reinforced with active ground floor storefronts.
- **Focus on the Main Streets Districts -** placemaking efforts should focus on enhancements to the Main Streets districts. The boundaries of the districts today are mostly unrecognizable. Gateway streetscape treatments and strategic redevelopment of key sites should reinforce entry points into the Main Streets districts. Expansion of pedestrian spaces and amenities in the Main Streets districts should be used to define walkable and active places.
- **Reorient Activity to the Station** - the fabric of the built environment of most Station Areas does not engage the rail station. The sense of arrival at the stations should be transformed through strategic transit-oriented development to reinforce the importance of the transit infrastructure. Station Area reorientation should include enhanced public plazas at station entries that provide gathering space, amenity, information and wayfinding.
- **Improve Walkability and Public Realm** - all Station Areas and surrounding neighborhoods should provide safe, pedestrian friendly environments that encourage walking for short distance connections. Increasing the number of residents that walk as a means of transportation is an important discontinuity to address to better align transportation patterns with other parts of the City.
- **Expand Rail Service** - rail service should continue to be improved in terms of frequency (daily and weekend service) and integration with the subway system (transfers and schedule). This type of rapid rail operation of the line would bring immense benefit in terms of mobility and as a driver of economic development in the Corridor neighborhoods.
- **Integrate Bus and Shuttle Connections** - bus stops for major routes should be relocated to create easy and convenient transfer points

between rail and bus transit at every stop along the Corridor. Each rail station should become a mobility hub that connects rail access to bus access, safe pedestrian routes, bicycle lanes and bike share stations, and convenient pick-up and drop-off areas for vehicles.

- **Connect Open Space Networks** - enhance connections to existing open spaces by reinforcing pedestrian and bicycle links along the Corridor. Proposed connections, supported by the community, such as the Fairmount Greenway Concept Plan provide a framework for improving Corridor connections to surrounding open spaces throughout the City.
- **Continue Streetscape Improvements** - throughout the Corridor, public realm improvements along key pedestrian and bicycle routes should be used to enhance connections to parks and public space. Streetscape improvements should also expand the pedestrian realm in strategic locations.

In addition, the *Four Corners/Geneva Station Area Plan* (Attachment C18) recommends the following strategies:

- **Manage Main Street and Neighborhood Parking -** Support small businesses, protect residents and enhance transit access.
- **Improve Main Street Gateways** - Intersection improvements for pedestrian and vehicular safety and enhanced landscape should be focused on Main Street gateways.
- **Increase Neighborhood Walkability and Bikeability -** Enhance safe routes from neighborhoods to Main Streets and station entries using the Boston Complete Street policies for safer pedestrian and bicycle circulation.
- **Reinforce Public Realm to Station** - Washington Street and Geneva Avenue are key connecting streets to the station, enhance bike, pedestrian and bus amenities.
- **Enhance Station Entries** - Add small plaza spaces and expanded mobility hubs for bike or bus connections including bus shelters and places to sit. Explore access to platforms from locations in adjacent neighborhoods (for example - Ronald Street or the Holland School).

The *Blue Hill Avenue/Cummins Highway Station Area Plan* (Attachment C19) also recommends the following:

- **Reinforce Family-Oriented Streets** - Surrounding residential streets should be reinforced as safe and walkable places that connect neighborhoods to transit and centers of activity with continuous walks, marked crossings, and expanded street trees.

- **Connect Vitality to the Station** - Activity and vitality of Mattapan Square should be extended on Blue Hill Avenue and Cummins Highway to the rail station entries.
- **Reduce Congestion and Improve Circulation** - Develop an improvement plan with funding for future study for vehicular and pedestrian circulation improvements at the primary intersection of Mattapan Square.
- **Enhance Station Entries** - Improve pedestrian crossings near stations with considerations for bus transfers and vehicle pick-up and drop-off.
- **Reinforce Public Realm Connections** - Enhance public realm between Mattapan Square and station entries.
- **Increase Neighborhood Walkability** - Add pedestrian crossings, curb extensions, and wider sidewalks at primary residential streets leading to transit locations.
- **Expand Neponset River Access** - Public access to the Neponset River and future Neponset Greenway for bicyclists and water recreation should be enhanced at Mattapan Square.
- **Enhance Pedestrian Access and Walkability** - Add pedestrian crossings, curb extensions, and other amenities at primary residential streets leading to parks and public space.
- **Create Development Requirements** - New development should require consideration of improvements to parks, streetscape, infrastructure or new open space.

Go Boston 2030/Go Boston 2030 ReVisioned (Attachment C24)

The *Go Boston 2030 Vision and Action Plan*, published in 2017, is the City of Boston's transportation plan, guiding transportation investments across the region. The plan is comprised of 58 projects and policies that aim to expand access to a variety of connected transportation options, improve safety on Boston's streets, and ensure reliability of transit service. The plan strongly supports plans and projects that improve walkability, accessibility, and multimodal connections. Some projects and plans identified in the plan that would encourage transit-supportive development within Project station areas include:

- Walk- and Bike-Friendly Main Streets Districts – street and sidewalk investments to incentivize walking and biking (districts identified include Greater Grove Hall Main Streets and Four Corners Main Streets, which are within a portion of the Project station areas)
- Neighborhood mobility microHUBS – areas centered around MBTA stations where multiple transportation options are offered and

placemaking strategies are implemented (proposed locations include areas near the **Supple Road/Wayne Street, Morton Street, Fairmount Line Commuter Rail, and Fairway Street stations**). The City of Boston has published the *GoHubs! Neighborhood Mobility Hubs Guidebook* (Attachment C25), which provides a framework for designing these microHUBS. The guidebook follows Shared Mile Principles, which aim to reduce single-occupancy vehicle trips; encourage safe walking, biking, and transit use and making the transportation network more accessible to all types of users; and invest in mobility services that complement and connect with the public transportation backbone.

- Better Bike Corridors – rebuild streets with protected and low-stress bicycling facilities (including along Blue Hill Avenue)
- Neighborhood Complete Street Corridors – Enhancements to promote safe travel for those walking, on bikes, in buses, and driving cars (including along Cummins Highway, which intersects with the **Fairway Street station**)
- Fairmount Greenway Neighborways – A nine-mile walking and biking route that parallels the Fairmount Indigo Line (including the portion of Blue Hill Avenue within the **Fairmount Line Commuter Rail and Fairway Street station areas**)
- Multiuse Path Extension to the Blue Hills – A protected, multiuse trail extending the Southwest Corridor to the Neponset Greenway (including the segment of Blue Hill Avenue between the **Morton Street to Fairway Street station areas**)

In 2024, the City of Boston launched the Go Boston 2030 ReVisioned effort (Attachment C26) to evaluate progress in implementing the Plan's projects and policies and further address the City's needs. As of 2025, 30 projects have been completed, and 11 projects are in design.

Boston FY26-30 Capital Plan (Attachment C27)

The City of Boston Capital Plan is a multi-year plan that guides investments throughout the region and priorities for the capital budget. The latest capital plan is for FY 26-30 and consists of 390 projects to be started or completed over the next five years. Some projects that would improve the transit-oriented character of Project station areas include:

- Columbia Road (in planning): Develop a master plan to create an active, green transportation corridor along Columbia Road that connects Franklin Park and the waterfront, via the historic Emerald Necklace.
- Cummins Highway (under construction): Reconstruct the road, make traffic improvements, install new pedestrian ramps, enhance bike

access, install new tree plantings, and improve lighting from River Street in Mattapan Square to Harvard Street.

Roxbury Strategic Master Plan (Attachment C15)

Strategies recommended in the City's *RSMP* are consistent with the following plan goals:

- Provide Roxbury with a public transit system that is balanced; makes connections locally and regionally and results in equitable service to the community
- Promote Transit-Oriented Development
- Improve the quality of the environment for pedestrians
- Promote and facilitate bicycling
- Develop parking policies that balance the needs of residents, local businesses, and visitors while minimizing auto trips generated by development

Some strategies include: reconfiguring key streets and intersections to give greater priority to transit planning; developing plans for areas within a ¼-mile radius of public transit stations that limits the amount of parking spaces; plan for a mix of uses in the vicinity of Roxbury transit centers; providing safe and commodious streetscape designs that balance the street right of way between pedestrian, bicycle and vehicular movements; improving intersection design to meet pedestrian needs; re-striping lanes and crosswalks to ensure safety; and improving quality of roads for bicycling.

Hyde Park Neighborhood Strategic Plan (Attachment C16)

Recommendations in the City's *Hyde Park Neighborhood Strategic Plan* include:

- Diversity of housing types, sizes, income level
- A variety of multi-modal transportation choices with fully connected pedestrian and bicycle routes and the introduction of car sharing programs
- Continued support of mixed commercial and residential use
- Develop design guidelines that support attractive, pedestrian friendly districts for all commercial subdistricts
- Expand sidewalks and enhance pedestrian crossings to facilitate access to neighborhood services & transit
- Improve bicycle accommodations to encourage bicycling (require bicycle parking at new developments)

Franklin Park Action Plan (Attachment C28)

The City of Boston released the *Franklin Park Action Plan* in 2022, which outlines five primary recommendations to improve the park and address

current challenges. **The park is located within the Supple Road/Wayne Street, Ellington Street, Vesta Road/Calder Street, and Westview Street station areas**. These recommendations encourage transit-supportive design and an improved pedestrian environment for all types of users.

Recommendation: Make Connections and Activate Edges

- Park Perimeter and Beyond Park Edge:
  - Provide new entrances where park access is limited, and ensure that each edge has accessible ways in; support key entrances with signage and lighting.
  - Shade, lighting, and seating, including benches and covered bus stops, are all essential elements to making the sidewalk inhabitable. The city should strive for a full 12' sidewalk with tree canopy at the park perimeter.
  - Creating a welcoming approach to the park starts beyond the edge itself. Frequent and signaled crosswalks, traffic calming measures, and designated bike lanes all facilitate safe movement between the park and its surrounding neighborhoods. **The Project strengthens the connection between Franklin Park and surrounding communities by enhancing access at three stations along the park's edge. Improvements such as upgraded sidewalks, increased lighting, and more frequent, safer pedestrian crossings make the park more accessible and welcoming**.
  - Make convenient connections to public transit, including bus and T; provide signage at nearby stops directing people to the park. **The Project includes three station areas that serve Franklin Park and incorporates transit signal priority and connections to the Fairmount Line Commuter Rail and the Mattapan Trolley, providing frequent and convenient connections to other popular transit lines**.
  - Provide designated bike lanes on busy perimeter streets and connect to the city's network; provide bikeshare stations at key locations at the edge of the park.
- Increase pedestrian access on Seaver Street:
  - Work with the BTD to widen the sidewalk to increase accessibility; ensure crosswalks are properly aligned with entrances and sidewalks are wide enough to accommodate necessary streetlights, etc.
- Make Places at the Edge on Blue Hill Avenue:
  - Establish a new pedestrian entrance at Peabody Circle via the new 'front porch'; make some existing entrances pedestrian only as part of redesign of vehicular traffic.

	○ Take advantage of the break in the median at Esmond Street and add a new crosswalk to improve connectivity with the Dorchester neighborhood; ensure crosswalks are properly aligned with entrances and that sidewalks are wide enough to accommodate necessary infrastructure (streetlights, etc.). **The Project will construct two new signalized pedestrian crossings at this location and add shorter crosswalks on adjacent side streets, creating a safer and more efficient crossing experience with reduced crossing times**. • Improve connections to Circuit Loop on American Legion Highway: ○ Establish a new pedestrian crossing at Angell Street; ensure crosswalks are properly aligned with entrances and that sidewalks are wide enough to navigate necessary infrastructure (streetlights, etc.) ○ Provide ADA pedestrian connections through the maintenance yard that avoid conflicts with park operations to improve access for the Mattapan neighborhood. • Accessibility Recommendations: ○ Enhance ADA compliance for entrances and path connections to the primary park loops where existing or proposed entrances are at grade, by abiding by entrance clear opening and path slope requirements, and using compliant paving materials. ○ Address barriers (granite blocks, bollards, and fence posts) that limit ADA minimum distances for clear openings. ○ Look for at-grade connections to achieve ADA compliant entrances; do not significantly impact historic entrances. ○ Consider adding handrails at stepped entrances; employ historically appropriate standards. ○ Ensure any new or renovated parking meets or exceeds ADA parking requirements. Future planning and design of The Yard must consider an ADA entrance and path that connects to the Circuit Loop. ○ Priority Areas: American Legion Highway and Morton Street sides of the park. Recommendation: Clarify Movement • Promote multimodal movement by redesigning streets and implementing traffic calming measures, particularly along Circuit Drive **Better Bike Lanes/Everyone Deserves Safe Streets (Attachment C29)** The City of Boston launched an initiative to expand the citywide bike network by 9.4 miles. The Everyone Deserves Safe Street's initiative is the City's effort to expand bike infrastructure throughout the region, some of which are located

	within the Project station areas (Storymap). For instance, the initiative includes a plan to rebuild Cummins Highway from Fairway Street to Wood Avenue/Harvard Street, which will repave the road, rebuild the sidewalks, add new streetlights, add more trees, and replace or update utilities as necessary. The plan is currently in construction. **The design, which includes a sidewalk-level separated bike facility with one lane in each direction, will provide a safer bike connection to the Neponset River Trail and beyond for residents of Mattapan, Hyde Park, and Roslindale. Other future segments include: Columbia Road, Talbot Avenue, Blue Hill Avenue, Norfolk Street, and Neponset River Trail**. **Boston Design Vision (Attachment C20)** The *Boston Design Vision*'s statement of design values and principles include prioritizing multimodal connections, active sidewalks, prioritizing safety in street designs, and incorporating universal design features. **Boston Complete Streets (Attachment C30)** The Boston Complete Streets policy was published in 2013. These guidelines present a vision for Boston's streets and sidewalks that would improve the pedestrian environment and walkability across the region. Complete Streets uses a Universal Design approach to ensure that people of all abilities are able to move around safely, comfortably, and efficiently. **Milton Master Plan (Attachment D3)** The *Milton Master Plan* highlights several transit-supportive guidelines, including the following key recommendations: • Creating a vision for each commercial district promoting mixed uses and more activity by passing a Mixed-Use Overlay District that will encourage housing above commercial uses • Launch a Healthy Milton Initiative, focusing on health and wellness including promoting walking and biking. This includes ensuring ADA compliance. • Making biking and walking safer by maintaining roadways for all users, completing and implementing a Bicycle Master Plan, and completing repairs and extending sidewalks. This proposes additional funding for pavement and sidewalk management. In addition, one of the goals of the plan is to provide alternative transportation options, including a connected system of paths, trails, and sidewalks and better access to transit. Some strategies listed include: • Identify a strategy for funding roadway and sidewalk maintenance improvements that can be implemented annually

	• Develop traffic calming and complete streets guidelines to reduce vehicle speeds, discourage cut-throughs, and provide greater safety for pedestrians, bicyclists, and motorists • Improve transit service and connections **Town of Milton Bicycle and Pedestrian Master Plan (Attachment D4)** The *Town of Milton Bicycle and Pedestrian Master Plan,* released in June 2022, highlights key recommendations for improving the bicycle and pedestrian network in the town, some of which are within the Project station areas: • Blue Hills Parkway, Route 138, and Truman Parkway Intersection: An engineering feasibility study is recommended to identify ways to simplify and improve safety; Consider replacing with a modern roundabout with shared use paths around the edge • Blue Hills Parkway: Develop a feasibility study to look into several options for providing a protected bike lane or shared use path in the median of the roadway. **Town of Milton Complete Streets (Attachment D5)** In April 2018, the Town adopted a complete streets policy. According to the policy, "The Town of Milton's Complete Streets policy will focus on developing a connected and integrated transportation network that provides options serving all users with a focus on accessing destinations. The Town acknowledges the importance of a connected network. Complete Streets will be integrated into policies planning, design, operation and maintenance of all types of public and private projects." The *Complete Streets Funding Program Project Prioritization Plan* identifies viable projects for funding (Attachment D6). The plan includes the "Blue Hill Avenue Corridor Improvements: Bicycle and Traffic Calming Improvements" project.
Plans to improve pedestrian facilities, including facilities for persons with disabilities	Recommendations for improving pedestrian facilities, including those for people with disabilities, are described under some of the transit-supportive plans and policies listed above. Additional policies or recommendations that address accessibility and are not discussed in the preceding section are described below. **Public Works Department (PWD) Accessible Curb Ramp Design Guidelines (Attachment C31)** The City of Boston has roadway design standards and guidelines, which include Pedestrian Ramp Design Standards. These guidelines provide

dimensional requirements to ensure sidewalks are accessible for persons with disabilities.

Boston Complete Streets (Attachment C30)

Published in 2013, these guidelines present a vision for Boston's streets and sidewalks. Complete Streets uses a Universal Design approach to ensure that people of all abilities are able to move around safely, comfortably, and efficiently. These guidelines established an effort to install over 700 ADA-compliant curb ramps across the city annually, a figure that was updated in 2021 to 1,600 curb ramp reconstructions per year. **The Project includes approximately 350 proposed curb ramps. Of those 350, approximately 2/3rds are being replaced**.

Boston Sidewalk Repair Program (Attachment C32)

The City of Boston is dedicated to ensuring that sidewalks are smooth, safe, and accessible for everyone. As part of this effort, the City has a Sidewalk Repair Program to repair damaged sidewalks, which may include making minor repairs or executing full sidewalk restoration/area-based neighborhood contracts. Mattapan is one of the contract areas.

The *City of Boston Public Works Department Sidewalk Construction and Rehabilitation Standards* (Attachment C33) provides design guidance for the reconstruction of sidewalks triggered by site developers appearing before the Public Improvement Commission. These guidelines apply only when sidewalks are to be fully reconstructed and are not standard construction practices used to maintain existing sidewalks. The document is a complement to Boston Complete Streets which provides conceptual design guidance for City of Boston streetscapes.

Boston's Curb Ramp Program (Attachment C34)

A 2021 consent decree requires City to install or upgrade an average of 1,630 curb ramps every year until all ramps are ADA compliant. The program requires that curb ramps must be upgraded when building new sidewalks or resurfacing roadways and curb ramps should be prioritized near key destinations including transportation corridors.

Vision Zero Boston (Attachment C35)

Vision Zero Boston is the City's commitment to eliminate fatal and serious traffic crashes in the city by 2030. The *Vision Zero Boston Action Plan 2023* is the latest iteration of the City's Vision Zero plan. Reducing speeds and building safer streets is a primary focus of the City's Vision Zero strategy. This can be achieved by expanding the City's safe biking network, creating safe and reliable transit networks to encourage mode shift, and improvements to

	pedestrian infrastructure. Projects within the station areas include the Project and the following: • **Grove Hall Neighborhood Slow Streets:** Part of the Neighborhood Slow Streets program, which recommends street designs that enforce slower speeds and safer behaviors (i.e. raised crosswalks, curb extensions) • **Roxbury Safe Routes to Schools:** Create safer, calmer streets and crossings to make it safer and more comfortable for students to walk to school • **American Legion Highway:** A reduction in travel lanes to reduce excessive speeding and racing and improving pedestrian infrastructure (i.e. improving existing crosswalks by adding pedestrian protection islands) • **West Selden Street and Vicinity:** Part of the Neighborhood Slow Streets program, which recommends street designs that enforce slower speeds and safer behaviors (i.e. raised crosswalks, curb extensions) • **Cummins Highway Design Project:** Completely rebuild Cummins Highway from Fairway Street to the intersection of Harvard Street and Wood Avenue, including sidewalks, curbs, streetlights, traffic signals, road pavement, and replace or update utilities as necessary. **Neighborhood Slow Streets Program (Attachment C36)** The Neighborhood Slow Streets is the City's comprehensive traffic calming program. Beginning in 2018, the City has worked in 15 neighborhoods to build speed humps, raised crosswalks, install parking restrictions at intersections to improve visibility, street direction changes and more. Priority areas identified in the program that are within Project station areas include Grove Hall/Quincy Corridor, Ellis Elementary Area/Garrison Trotter Traffic Calming, and West Selden Street and Vicinity Neighborhood. **PLAN: Mattapan (Attachment C14)** *PLAN: Mattapan* recommends improvements to bike/pedestrian infrastructure to facilitate safer travel to neighborhood destinations and implementing slow street design and infrastructure in localized high-crash areas and across the neighborhood in new development.
Parking policies	In addition to the zoning policies identified in the “Supportive Zoning” section, the following policies also encourage reduced parking requirements. **Parking Freeze Program (Attachment C37)**

The City of Boston has implemented the Parking Freeze Program, which limits the number of commercial parking spaces in designated areas in order to reduce traffic congestion and improve air quality. These zones aim to discourage driving and encourage the use of public transportation, walking, or biking. While no parking freeze zones currently overlap with the Project area, all parking freeze permits and exemption certifications must be renewed annually by July 1 each year.

MetroCommon 2050 (Attachment B3)

The MAPC long-range regional plan recommends re-evaluating land use policies, specifically, parking policies in transit-rich areas, to better utilize land surrounding high-capacity travel corridors. This is addressed in the Inclusive Growth and Mobility Action Area through the following guidance:

- **Recommendation**: Reduce vehicle miles traveled and the need for single-occupant vehicle travel through increased development in transit-oriented areas and walkable centers.
- **Strategy**: Ensure site design, land use program, and development characteristics prioritize walkability and affordability
    - **Action**: The Commonwealth should support municipalities to update parking policies that both accurately reflect the demand for parking and encourage a reduction or elimination of parking in transit-rich areas

Performance Parking Pilot (Attachment C38)

The City of Boston launched the performance parking pilot in 2017 in the Back Bay and Seaport neighborhoods, which raised parking meter rates in the City's most congested areas. The pilot study found that performance parking is an effective tool to increase parking availability, lower congestion, and improve safety. By raising meter rates in the City's most-congested areas, motorists can be directed to less busy streets to quickly find spots. It can also boost the use of public transportation.

Parking Cash Out Program (Attachment C39)

The City of Boston has a parking cash out program, which is a parking management strategy where employers who provide subsidized parking also offer an option to swap their parking space for its market value. Employees who decide to cash out on their parking space receive a comparable transit benefit. The parking cash out program provides employees with the choice to take alternative transportation options, such as public transit or biking, which contributes to less traffic and congestion.

Smart Parking Initiative (Attachment C40)

This initiative was launched in 2013 as part of the Complete Streets initiative, as congestion and air pollution are tied to drivers circling neighborhoods looking for parking. Smart Parking uses technology to provide drivers with real-time parking information. The goal of the initiative was to allow drivers to find parking more easily or encourage them to take another form of transportation.

Fairmount Indigo Planning Initiative (Attachment C17)

The *Fairmount Indigo Planning Initiative* recommends the following parking strategy at the **Morton Street and Blue Hill/Cummins Highway stations**:

Add Parklets and Plazas - in strategic locations of heavy pedestrian activity or where needed to add placemaking features, converting parking spaces into pedestrian plazas or small parks (parklets) may be appropriate. This conversion can be seasonal, temporary in nature, or completed as part of a pilot program. The community benefit of such a conversion is usually evident once it has taken place. This type of implementation provides another tool to introduce public space in areas that may otherwise have too many other demands on them to advance. This approach offers a flexible tool for introducing public space in areas where competing demands may otherwise limit such opportunities. **Within the Project area, Parklets and Plazas are planned for two sites in the Greater Mattapan neighborhood: Mildred Street Playground and Hunt Playground**.

In addition, the *Blue Hill Avenue/Cummins Highway Station Area Plan* recommends the following to right-size parking:

- **Manage Parking** - Optimize convenient parking for Mattapan Square, particularly on Blue Hill Avenue, increase utilization and efficiency of off-street parking lots.
- **Address Traffic and Parking** - Develop street improvements to balance high traffic volumes and parking needs in Mattapan Square and promote alternative modes of transportation.
- **Encourage shared parking agreements** - by combining parking lots beyond parcel boundaries more efficient parking layouts and utilization can be achieved. Discussion of shared parking and brokering agreements between owners would benefit the district.
- **Perform a parking utilization study** - in a compact main street district, parking supply and utilization need to function properly. A full accounting of on-street and off-street parking was recently completed and is being used to inform a coordinated and district-wide parking strategy that will help to better serve resident and business needs. **The parking utilization study identified parking occupancy, turnover, double-parking, and vehicle origin along Blue Hill Avenue as well**

as maximum observed parking utilization by daytime and overnight along the Project corridor.

- **Explore pros and cons of resident parking restrictions and logistics of implementing** - the new rail station may change parking dynamics in the neighborhoods in the Station Area. The community should continue an open discussion regarding a variety of parking regulation measures such as resident parking restrictions or other tools to enhance convenient access to parking.

Roxbury Strategic Master Plan (Attachment C15)

One of the goals of the *RSMP* is to develop parking policies that balance the needs of residents, local businesses, and visitors while minimizing auto trips generated by development

Strategies for accomplishing this include:

- Coordinate transit improvement strategies with institutions and large employers in order to increase transit ridership, decrease auto dependency and reduce the demand for employee parking in the Roxbury community.
- Develop land use plans for areas within a ¼-mile radius (five-minute walk) of public transit stations that limit the amount of parking spaces.
- Parking ratios should be restated as maximums rather than minimums, and parking areas should be designed to encourage a "park-once-and-walk" attitude
- Establish neighborhood-specific parking strategies that respond to the local needs. Neighborhood-specific parking strategies should be developed with neighborhood associations.
- Encourage institutions, cultural and entertainment venues to apply demand
- management and shared-use parking standards.
- Transit-Oriented Development should be encouraged by lowering the parking ratio for housing sites immediately adjacent to rapid transit stops

Hyde Park Strategic Neighborhood Plan (Attachment C16)

The *Hyde Park Strategic Neighborhood Plan* includes the following recommendations to limit parking within the neighborhood:

- Creative parking solutions include shared use of MBTA lots during nights and weekends, shared parking amongst private business owners and offsite parking to reduce the number of small, site-specific parking lots
- Introduce regulations limiting the location of off-street parking areas in residential areas

	• Evaluate the Permit Parking Program, if spillover parking from commercial districts becomes a problem. Expanding the program to include other locations where commuters and/or other visitors regularly monopolize on-street parking on residential streets could help to relieve parking shortages in residential neighborhoods and the demand for more off-street parking. **Milton Master Plan (Attachment D3)** The *Milton Master Plan* recommends the following actions and strategies to right-size parking across the town: • Address parking issues by developing a Parking Management Plan to maximize use of existing spaces, and promoting alternative modes of travel (non-auto) by providing safe and pleasant walking, biking & transit options. • Inventory current parking conditions in commercial areas and review current parking policies. • Develop a Parking Management Plan to evaluate parking supply, demand and utilization in commercial areas and at trolley stations and develop strategies to improve operations and reduce impacts on local residential streets. • Review current on-street and off-street parking regulations and policies and revise to meet development strategies. • Consider designating some off-street spaces for shared-use (church lots) and shared vehicle (Zip Car) use.

2.2. Tools to Implement Transit-Supportive Plans and Policies

The MBTA and the City of Boston are both committed to conducting meaningful public engagement for projects. In 2019, MBTA and the City of Boston began outreach to collect community feedback on the Blue Hill Avenue Transit Action Plan. This outreach builds off a legacy of community engagement to plan within neighborhoods in this region.

In addition to plans and policies that promote transit-supportive development, regulatory and financial incentives can encourage density near stations. Tax increment financing, grant programs, and zoning incentive payments are all incentives that have funded affordable housing units, multifamily construction, and mixed-use developments in Massachusetts and the City of Boston.

Engaging with the development community in station area planning is an ongoing effort. The City of Boston is engaging with developers to make review processes more transparent, to solicit feedback on the Blue Hill Avenue Transit Action Plan, and to better understand opportunities along the corridor.

Information Requested	Documentation
ECONOMIC DEVELOPMENT II. PERFORMANCE AND IMPACTS OF TRANSIT SUPPORTIVE PLANS AND POLICIES b. Tools to Implement Transit-Supportive Plans and Policies	
Outreach to government agencies and the community in support of land use planning	The following section outlines previous and ongoing efforts by MBTA and the City of Boston to engage the community and other agencies to improve the transit-supportive nature of the Project corridor. **Blue Hill Avenue Transit Action Plan (Attachment C41)** MBTA and the City of Boston have been conducting outreach since the early stages of the Project in September 2019. Three public meetings were held between September 2019 to September 2020, a Blue Hill Avenue Town Hall was conducted on January 2022, and community meetings were held monthly between October 2022 to July 2023. In addition, feedback from the community was collected via a Bus Rider Survey and conversations via the Real Talk Platform. The first set of public engagement for the design phases of the Project was conducted between May to July 2024. Feedback was collected over 600 online and paper surveys, eight pop-up events, one youth workshop, two community open houses, and eight additional community events during this time period to inform the preliminary design of the Project, including: bus stops locations, new crosswalks and other pedestrian and bicycle safety improvements, parking and curb regulations, and opportunities for greenery, public art, seating, and other sidewalk amenities. The public was also able to send emails to MBTA and the City of Boston to provide feedback. In addition to outreach with community members, regular stakeholder coordination meetings with MBTA and City of Boston officials were held, as well as a briefing for elected officials and an external task force meeting in May 2024. A second round of community engagement was held in the fall of 2024 during the 15% Design phase of the Project. A series of open houses and workshops were held along Blue Hill Avenue to get feedback on the several design proposals and to further inform the Project design. Public-facing events included one Small Business Forum, one community workshop, two youth workshops, three street teams, and three community open houses between November to December 2024. An interactive story map and survey were also developed for community members to review the design and to answer questions about the design options. Stakeholder

coordination included regular meetings with MBTA and City officials, two briefings for elected officials in September and November 2024, an external task force meeting in September 2024, and a small business forum in November 2024.

These outreach activities illustrate the City of Boston and MBTA's commitment to public engagement throughout the Project lifecycle.

MBTA Public Engagement Process

MBTA is committed to conducting meaningful public engagement for projects. The agency updated is Public Engagement Plan (Attachment E9) in April 2023, which lists the agency's guiding principles for public outreach:

- **Strong Community Partnerships:** The MBTA shall develop collaborative working partnerships with community members, community and advocacy organizations, and municipalities to build trust, avenues for regular communication, and ongoing engagement.
- **Strategic and Continuous Outreach:** Concerted effort must be given to encouraging participation through early, accessible, and ongoing strategic outreach to the public we serve. This includes using a variety of tools and mechanisms to reach the riders who are most likely to be impacted by proposed changes.
- **Accessibility, Equity, and Inclusion:** All public participation and engagement activities should promote inclusion and equity with specific strategies that encourage participation from diverse members of the community.
- **Respectful and Solution-Oriented Dialogue:** The MBTA welcomes constructive contributions by members of the public, and encourages the respect and inclusion of all points of view. When there are conflicting opinions, conversations should be structured to allow for compromise, when possible, while staying solution-focused to respond to community concerns.
- **Transparent Process:** The decision-making processes and level of input for any event or community process should be clear, open, and understandable. Plans and projects must be clearly described, including the potential effect of public input, so that the public understands what is being proposed and how to get involved.

The plan also provides guidelines for conducting public engagement for the following types of projects: fare changes, service planning and service changes, capital projects, and policy development. MBTA's long-range investment plan, *Focus40 Plan* (Attachment E3), guide capital investment initiatives for the agency. The Better Bus Project, which includes the Project, is one of the programs listed in *Focus40 Plan.* MBTA conducted

extensive public outreach during the development of the *Focus40 Plan,* beginning in fall 2016, to get feedback from community members and other stakeholders and identify future needs for MBTA service. This allowed the public to have the opportunity to influence the types of projects the agency builds.

Needs that are identified in the long-range plan are then developed into projects in MBTA's five-year Capital Investment Plan (CIP). MBTA solicits feedback from the public prior to publishing each CIP. The latest CIP, *FY 2026-2030 Capital Investment Plan* (Attachment E5) went into effect on July 1, 2025 and includes the Project. The public comment period for the latest CIP was between March 27 to April 17, 2025, a virtual public meeting was held on April 3, 2025, and an in-person meeting was conducted on April 10, 2025. This allowed MBTA to better understand which investments the public wanted to prioritize and will help guide development of current and future capital plans.

Once a project is prioritized through the CIP process for funding, individual project planning and design begins. Public engagement for projects typically begins early in project planning – before design – and continues at critical milestones throughout the planning process. Public meetings are conducted throughout the planning phase to provide information about the project to the public and to solicit feedback. Public outreach then continues after the planning phase once a construction contract is awarded. The public is notified of construction activities and any temporary changes to traffic or transit operations. Public engagement may be needed at this stage as well. MBTA also uses the following tools to provide information or receive feedback: MBTA website, media outlets, social media, and public affairs email account.

City of Boston Public Engagement Process (Attachment C60)

The City of Boston conducts public engagement for all its planning and zoning initiatives.

Imagine Boston 2030 (Attachment C12)

An extensive public outreach process helped inform the goals and visions outlined in *Imagine Boston 2030*. The City of Boston began engaging with the community in 2015 to gain feedback on the initiatives included in the document. Over 15,000 residents helped shape the plan. Outreach methods included open houses, visioning kits, surveys, community workshops, an online/mobile mapping tool, panel discussions and forums, industry roundtables, and other community events from 2015 until publication of the final document in July 2017. Residents weighed in on their biggest priorities and concerns for the City, the goals outlined during the vision-setting phase of the plan, and priority policies and investments.

	The Imagine Boston team also worked with the community to identify places where they live, work, and play to identify action areas. Implementation of Imagine Boston relies on continued community engagement by building partnerships with residents, government entities, private companies, and nonprofits. Go Boston 2030/Go Boston 2030 ReVisioned (Attachment C24, Attachment C26) *Go Boston 2030* is a product of the suggestions and collaboration of thousands of residents and workers who participated in the public planning process. In addition, the plan was developed with collaboration and input from a mayoral advisory committee, other city departments, state agencies, a team of consultants, community organizations, and advocacy partners. The in-depth planning process involved outreach that was conducted between 2015 and 2016 and included a visioning lab, a city-wide event, to gain feedback from the public on their vision for transportation in the region for the future. Since publication of the plan in 2017, the City of Boston has begun soliciting input from the public to evaluate progress and to further collect information, via an online survey, on how investments in transportation will help residents get around the City. PLAN: Mattapan (Attachment C14) *Imagine Boston 2030* laid the foundation for all PLAN initiatives, including *PLAN: Mattapan.* Development of *PLAN: Mattapan* also relied on heavy public outreach to community members and stakeholders. It included outreach to: • City agencies: Parks, Transportation, Public Works, Disabilities Commission, Economic Opportunity and Inclusion, Arts & Culture, Mayor's Office of Housing (MOH), Office of Neighborhood Services, Historic Preservation • Neighborhood groups: Caribbean Integration Community Development, Greater Mattapan Neighborhood Council, Haitian Americans United, Mattapan Main Streets, • Local elected officials: City Councilors & State Representatives Public engagement began in 2018 with an open house to kick off the creation of a long-term plan and vision for the neighborhood and continues with implementation of the plan's recommendations, including public meetings to discuss the Squares + Streets zoning amendment to the Greater Mattapan Neighborhood District. Further discussion on public engagements for the Squares + Streets zoning amendments can be found under the "Squares + Streets Zoning Initiative Public Engagement" section below.

Roxbury Strategic Master Plan (Attachment C15)

The *RSMP* was shaped in a series of focus group meetings, Community Working Group meetings and neighborhood-wide public workshops attended by residents, representatives from community organizations, area institutions, city agencies, and elected officials. More than 20 years after adoption, community and stakeholder engagement continues to be an important aspect of plan implementation. The RSMP Oversight Committee is a key advisory committee that meets every 1st Monday of the month to discuss development and planning in the neighborhood. The most recent meeting was held on July 7, 2025. The committee is comprised of a mix of residents, community stakeholders, representatives of neighborhood organizations, and elected officials. Members of the committee need to be nominated by the community, elected officials, and the Roxbury Neighborhood Council, with appointments made by the Mayor's office (Attachment C42).

Fairmount Indigo Planning Initiative (Attachment C17)

The *Fairmount Indigo Planning Initiative* was developed with significant input from the community. The Boston Redevelopment Authority (BRA) coordinated with other City departments, local foundations, neighborhood stakeholders and interfaced with community Advisory Groups and managed the community outreach process throughout the two-year planning process. The Mayor of Boston appointed several Advisory Groups (AG) to help guide the planning process and create a bridge with local communities. These AGs included representatives of local residents, community groups, businesses, non-profit organizations and other neighborhood institutions, as well as experts from related professional organizations. In addition, as part of FIPI, the BRA conducted additional outreach to develop the *Four Corners/Geneva Station Area Plan* ((Attachment C18) and the *Blue Hill Avenue/Cummins Highway Station Area Plan* (Attachment C19).

The development of the *Four Corners/Geneva Station Area Plan* was a year-long process that included community workshops and public meetings under the guidance of a Working Advisory Group (WAG) comprised of local residents, business owners and other stakeholders. The community vision was created through a community planning and visioning process that included a community workshop, community open house, and a series of eight meetings with a Mayoral appointed WAG, many in-person visits to each Station Area neighborhood, stakeholder, resident and advocate interviews and an analysis of the existing conditions of the Station Area.

A similar process was followed for the Blue Hill Avenue/Cummins Highway Station Area Plan. The City of Boston assembled a WAG comprised of Station Area residents, business owners, advocates and stakeholders. As

part of this process, the WAG met with members of the BRA and the planning consultant team through a series of public meetings over the course of nine months. Each of the WAG meetings was open to the public and well attended. Each of the topic areas, strategies and recommendations were discussed in this series of meetings. The broader community of the Station Area was engaged during a community workshop held in December of 2013. The community workshop was attended by over 100 participants representing the diversity of Mattapan and included discussion of issues and opportunities and a shared vision. This community input is the foundation for the Station Area Plan. A community wide open house was held during June of 2014 to review the Station Area Plan.

Franklin Park Action Plan (Attachment C28)

The City of Boston coordinated heavily with the community during development of the *Franklin Park Action Plan.* Outreach efforts included workshops, a series of pop-up events, neighborhood canvassing, and virtual public meetings. In addition, the City utilized the project website, project mailers, and digital newsletters to get feedback from and provide information to the community. Public engagement was conducted between August 2019 to September 2022.

Squares + Streets Zoning Initiative (Attachment C3)

The City of Boston drafted a zoning text amendment for the Squares + Streets zoning districts, which has been adopted into the Boston Zoning Code. Amendments to Squares + Streets zoning districts and the Boston Zoning Code can be adopted only after community engagement processes are completed. This includes public meetings and a public comment period to solicit feedback on draft amendments.

Neighborhood Housing Zoning Initiative (Attachment C4)

Public meetings were held in 2024 to initiate the City of Boston's efforts to update the Boston Zoning Code to eliminate barriers to building ADUs. This initiative began with a rezoning effort in Mattapan and has evolved into the Neighborhood Housing Zoning Initiative, which will expand this rezoning work to other areas in the City. The City of Boston is continuing to solicit feedback on this zoning initiative, which has included a survey and public meetings held in early 2025. The public was also invited to attend office hours in December 2024 to learn more about this work.

Article 80 (Attachment C1)

Article 80 of the Boston Zoning Code outlines the development review process for large projects (greater than 50,000 SF), small projects (greater than 20,000 square feet), planned development areas (new overlay zoning districts for project areas larger than 1 acre), and institutional master plans

	(projects relating to academic and medical campuses). Public input is encouraged throughout a project's review timeline, which includes a public comment period for community members and other agencies. Article 80 is currently being modernized to make the development review process more transparent and predictable. The City of Boston released the *Draft Article 80 Action Plan* in September 2024 and solicited public feedback on this draft via a 90-day comment period. An updated Action Plan was published based on this feedback (Attachment C9) and draft updates to zoning code were shared on May 1, 2025. A 45-day public comment period was then held from May 1- June 15, 2025, which included office hours, two public meetings, three focus groups, and four community events. Additional community engagement will be conducted that will focus on Long-Term Actions to improve the development review process. This engagement will include Community Advisory Team (CATs). City of Boston Participatory Budgeting Participatory budgeting is a process where community members directly decide how to spend part of a public budget. In 2021, Boston voters approved a ballot measure to create the Office of Participatory Budgeting (OPB), which furthers public engagement on how the City's budget is created and how tax dollars are spent. OPB provides Boston residents with an entry point for contributing to the City's budget process via the Ideas in Action initiative. The inaugural cycle (Attachment C43) of the Ideas in Action initiative began in July 2024 with Boston residents submitting their project ideas for addressing local needs. These ideas included a variety of priorities including transportation safety and access initiatives, public space enhancements, and housing support. Visioning forums and online engagement were then held in the fall of 2024 with residents and City of Boston staff to review and draft project proposals to include in the ballot. This culminated with residents voting for their preferred proposals to be funded and implemented in early winter 2025. A Participatory Budgeting Rulebook has been developed to inform Cycle Two of this initiative (Attachment C44). Cycle Two began in July 2025 and will be completed February 2026.
Regulatory and financial incentives to promote transit-supportive development	There are several policies and strategies in place within the City of Boston and Massachusetts that provide regulatory and financial incentives to promote transit-supportive development, along with ongoing recommendations to strengthen these policies and strategies. The following section outlines those existing policies and strategies. **Urban Center Housing Tax Increment Financing (UCH-TIF) (Attachment A6)**

	This state-run program promotes housing and commercial development, including affordable housing, in commercial centers through tax increment financing. Property owners who will be constructing new developments in UCH-TIF zones receive annual real estate tax exemptions for up to 20 years for all or part of the real estate tax on the increment. **MBTA Communities Law (Attachment A1)** The MBTA Communities Law is a state law that encourages new missing middle housing in areas served by MBTA. An MBTA community that fails to comply with the law will not be eligible for funds from: (i) the Housing Choice Initiative; (ii) the Local Capital Projects Fund; (iii) the MassWorks infrastructure program established, or (iv) the HousingWorks infrastructure program. **The Affordable Homes Act (Attachment A7)** The Affordable Homes Act, signed into law in Massachusetts in 2024, authorizes $5.16 billion in spending over the next five years along with nearly 50 policy initiatives to counter rising housing costs caused by high demand and limited supply. The law includes many policy changes that will unlock housing production, including: **$275M for Sustainable and Green Housing Initiatives**: Consolidates the existing Transit Oriented Development Program and the Climate Resilient Affordable Multifamily Housing Program; supports innovative solutions to accelerating/unlocking new housing solutions (e.g., office conversions, modular homes, ADUs); adds language to authorize the creation of a new social housing pilot program. **$20M for Smart Growth/40R/40Y**: Program Provides incentive payments to municipalities who adopt smart growth housing districts, under Chapter 40R/40Y. **Accessory Dwelling Units (ADUs) As-Of-Right:** Permits ADUs (<900 SF) to be built by-right in single-family zoning districts in all communities; prohibits owner occupancy requirements as well as parking mandates within ½ mile of transit. **Commercial Property Conversion Program**: Creates a program to support the conversion of commercial properties into housing or mixed-use developments. **Municipal Conversion Project Program**: Creates a program for municipalities to assist with the development costs of converting commercial property into residential housing. **Smart Growth Zoning Overlay Districts (Attachment A2)** Chapter 40R of the M.G.L. encourages communities to create dense residential or mixed-use smart growth zoning districts to be located near

transit stations, in areas of concentrated development such as existing city and town centers, and in other highly suitable locations. Participating communities become eligible for incentives such as:

- Zoning incentive payment according to the following:
  - Up to 20% projected units, New construction payment of $10,000
  - 21 to 100% projected units, Payment of $75,000
  - 101 to 200% projected units, Payment of $200,000
  - 201 to 500% projected units, Payment of $350,000
  - 501% or more projected units, Payment of $600,000
- One-time density bonus payment of $3,000 for each housing unit of new construction created in the smart growth zoning district and $3,000 for each housing unit of new construction created in the starter home zoning district. The amount due shall be paid on a unit-by-unit basis.
- The Executive Office of Environmental Affairs, the Executive Office of Transportation, the DHCD and the Secretary of Administration and Finance will, when awarding discretionary funds, use a methodology of awarding such funds that favors cities or towns with approved smart growth zoning districts and other approved zoning policies or initiatives that encourage increased affordable housing production in the commonwealth including, but not limited to, inclusionary zoning.

Community One Stop for Growth (Attachment A8)

The Community One Stop for Growth combines 12 of Massachusetts' most popular community focused economic development and housing grant programs into a single application portal and collaborative review process. The programs within the One Stop provide critical funding that spurs housing and economic development by investing in public infrastructure, preparing sites and cleaning up brownfields to prepare them for development, and supporting vibrant downtowns. Some programs include: MassWorks Infrastructure Program, Massachusetts Downtown Initiative, Vacant Storefront Program, Community Planning Grant Program, Brownfields Redevelopment Fund, Underutilized Properties Program, TDI Equity Investment Program. Types of projects that may be eligible for funding under these programs include: creating strategies to intensify development in areas within a ½-mile of transit stations; projects that recommend land use alternatives to promote multi-modal access, introduce mixed-use and achieve more compact commercial development; reviewing current zoning to identify and remove language that excludes certain housing types.

Commercial Area Transit Node Housing Program (CATNHP) (Attachment A9)

CATNHP provides financial support for the development of residential housing units and mixed-use developments within Neighborhood Commercial Areas and Transit-Oriented Developments near public transit nodes. The program has an affordable housing component, which states

"Not less than 50% of the units in a Project receiving CATNHP financial support for Transit-Oriented Development located Proximate to Public Transit Nodes shall be occupied by and be affordable to Low or Moderate Income Persons or Families. Project Sponsors and owners of CATNHP funded Transit-oriented Developments located Proximate to Public Transit Nodes shall execute recordable deed restrictions and/or other applicable documents with affordable rent or sales limitation structures for a minimum of 30 years from the date of the closing on the CATNHP funds in accordance with the CATNHP Guidelines."

Financial support under this program may come in the form of loans, planning grants, financing subsidies and environmental assistance.

Housing Choice Grant Program (Attachment A10)

The Massachusetts grant program provides funding and incentives to encourage municipalities to advance sustainable housing production. This competitive grant program awards funds based on the project's nexus with housing, transportation, infrastructure, economic development, and community development.

Housing Choice grants provide single entity applicants up to: $500,000 in funding for projects that fall under the "Site Preparation," "Buildings," and "Infrastructure" One Stop development continuum categories; and $150,000 in funding for projects that fall under the "Planning and Zoning" One Stop development continuum category.

Types of eligible projects could include: the creation of a multi-family zoning district near a transit station to comply with Chapter 40R; mixed-use projects that will provide new affordable housing; or physical infrastructure improvements to increase safety, mobility, accessibility, and quality of life between residential and commercial areas that increase and promote alternative modes of transportation.

Article 80 (Attachment C1)

Boston's Planning Department is working to reform the process by which new developments are reviewed by the City. The goal of Article 80 is to shape growth that furthers the City's goals of resilience, affordability, and equity. This process aims to further those goals with an efficient process

	that is transparent, predictable, and easy to engage with for residents and developers alike. Article 80 includes a TDM point system, which allows developers to choose transit-supportive strategies that can reduce drive alone rates. The tool helps new developments minimize the amount of parking they build. In turn, this will help reduce the amount of traffic and congestion generated by new developments. Strategies that developers may employ vary and can include providing bike parking, encouraging mixed-use development, or encouraging ridesharing. **Housing Accelerator Fund (Attachment C45)** The City of Boston's Housing Accelerator Fund dedicates $110 million from unrestricted, prior-year budgetary fund balance to kickstart the production of housing closing financing gaps for projects that have already been approved but have been unable to start construction. Project must provide a minimum of 20% income-restricted housing units, of which 3% can be voucher set-asides. **Vacant Site Acquisition Fund (Attachment F1)** The City of Boston, Community Economic Development Assistance Corporation (CEDAC), and Local Initiatives Support Corporation (LISC) created a loan fund enabling the acquisition of vacant and underutilized parcels of land and buildings for future redevelopment as mixed-income and affordable housing. **Within a ½-mile buffer of the Project corridor stations, there are approximately 153 parcels, or 646,500 square feet, of city-owned public land identified as underutilized or vacant**. **Office to Residential Conversion Program (Attachment C23)** The City of Boston launched the Office to Residential Conversion Program, which encourages developers to convert vacant and underutilized office spaces into residential units, creating more housing and an active mixed-use. Downtown is the focus of the program, but projects will be considered anywhere in the City. Developers who participate in the program receive the following benefits: An average 75% reduced property tax rates for up to 29 years. This could mean 100% abatement at the start of the agreement with a later lower abatement, averaging up to 75% over the total contract period. Streamlined Article 80 and permitting processes. Zoning for conversion to residential where applicable, with potential access to bonus density.
Efforts to engage the development	The recent and planned developments noted in Section II.C illustrate that previous planning efforts conducted by the City of Boston and MBTA have resulted in transit-supportive developments within the Project corridor. The

community in station area planning and transit-supportive development	following section highlights current and ongoing efforts to engage the development community in station area planning and transit-supportive development. **Blue Hill Avenue Transit Action Plan** Outreach for the Project included soliciting feedback from the public. Developers and building owners were key stakeholders that were included in the process. **Imagine Boston 2030 (Attachment C12)** The initiatives highlighted in the plan will require collaboration and partnerships with developers to be accomplished. **Squares + Streets Zoning Districts (Attachment C3)** The process of amending the Squares + Streets Zoning Districts regulations included community and developer input. The zoning update was accomplished in three phases: (1) Analysis + Evaluation Period; (2) Drafting, Public Comment + Revision Period, and (3) the Zoning Adoption Period. The first phase included analyzing existing building uses and development trends in the City's Squares + Streets areas to inform the new zoning districts. The City of Boston shared and gathered feedback on this initial analysis at a public meeting and at small workshops with direct users of the Boston Zoning Code – community development corporations, small scale developers, designers, and the Inspectional Services Department (ISD). **Article 80 (Attachment C9)** The City of Boston is working to update the Article 80 development review process to make it more transparent and predictable. As part of this update, the City conducted engagement and data collection efforts focused on identifying ideas for how to modernize Article 80 and the community engagement process. Part of these efforts included getting feedback from developers and distributing developer experience surveys. **Office to Residential Conversion Program (Attachment C23)** The City of Boston gathered input from developers to understand their interest in residential conversions and possible pathways to achieve more housing Downtown. This research suggested that partnership with the City was the most financially feasible path forward for private developers to be able to expediently complete residential conversions due to the high cost. **Housing Accelerator Fund Attachment C45)** The City of Boston partners not only with the state to build rental housing but works with small and large scale developers in to identify potential

	opportunities to use this fund or similar models to accelerate the creation of approved, new middle income homeownership housing opportunities.

2.3. Performance of Transit-Supportive Plans and Policies

Within a ½-mile of the Project corridor, there are nine previously constructed developments affected by transit-oriented policies, and 19 development projects currently under review, board approved, or under construction with the City of Boston.

Information Requested	Documentation
ECONOMIC DEVELOPMENT II. PERFORMANCE AND IMPACTS OF TRANSIT SUPPORTIVE PLANS AND POLICIES c. Performance of Transit-Supportive Plans and Policies	
Demonstrated cases of developments affected by transit-oriented policies	The Project corridor is home to a number of recently-completed transit-supportive developments. Images of the following recently completed developments are shown in **Figure 15**. Specific locations of these developments are located in **Figure 15**. Transit-supportive is a broad term meant to include developments or land uses that may be compact, dense, and/or mixed, provide increased sales tax or property tax to support transit, and support increased transit ridership by serving as a key trip generator, workplace, or residence. The development descriptions below include parking, transit-oriented design principles, development character, construction completion dates, scale and size, and number of units, when applicable.

Figure 15. Recent and Future Developments



Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



114-122 Harvard Street



1199-1203 Blue Hill Avenue



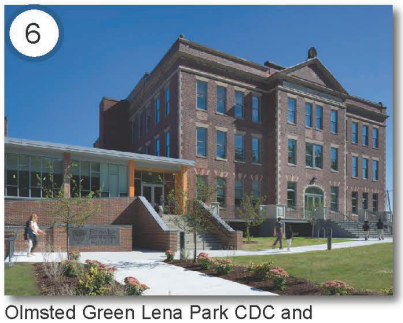
Wellington at 1301



Harvard Street Neighborhood
Health Center



1471 Blue Hill Avenue



Olmsted Green Lena Park CDC and
Brooke Charter School

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



1525 Blue Hill Avenue



156 Wellington Hill Street



16 Ronald Street



185-191 Geneva Avenue



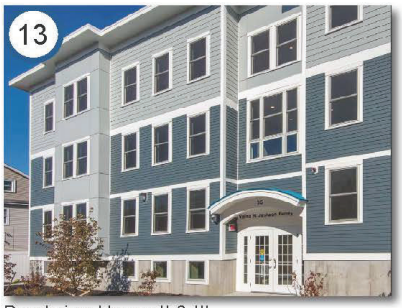
257 Washington Street



Cote Village NPC

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



Brookview House II & III



37 Wales Street



376-384A Blue Hill Avenue



Cheney Street Apartments



Mattapan Station Development /
The LOOP



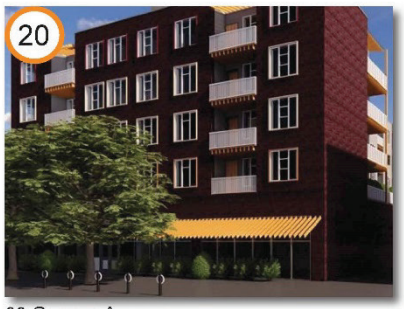
61 Columbia Road

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



639 Warren Street



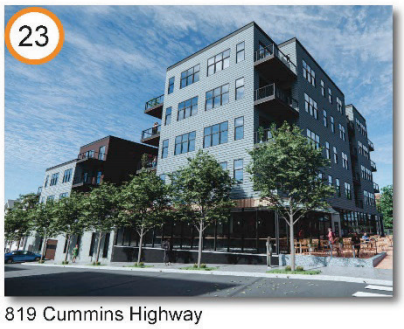
66 Geneva Avenue



691-695 Morton Street



775 Morton Street



819 Cummins Highway



841 Morton Street

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments



As **Table 1** illustrates, a total of 514,456 SF of development in the form of 419 residential units has been added within a ½-mile radius of the Project corridor. Of these, 244 units are designated as legally binding affordable housing for households earning less than 60% AMI. Looking ahead, an additional 941 residential units, totaling 1,086,135 SF, are either under construction or approved for future development. Of these planned units, 250 will be affordable.

Mattapan Station Development/The LOOP

The Mattapan Station Development converted an under-utilized parking lot into a 135-unit mixed-use residential, retail, and commercial building in 2023, and is located less than 500 feet from the **Fairway Street Station**. The development has a land square feet area of 119,790 SF and a gross floor area of 160,700 SF. This transit-oriented development provides 70 underground parking spaces for residents and 50 MBTA commuter parking spaces at-grade, eight on-street parking spaces, bicycle parking for all units, and six residential parking spaces. The development is integrated into a walkable neighborhood and located within a ½-mile of quality public transportation and is sited on land adjacent to Mattapan Square MBTA Subway and Bus Station. Residents of the complex have access to a

variety of transportation options, including public transit, ride-share, and bike-share, along with direct access to the Neponset River Greenway. 50% of the units are designated as affordable.

Cote Village NPC

The Cote Village NPC development was completed in 2021, providing 101,848 SF of land area and 111,523 SF of Gross Floor Area. The mixed-use residential, retail, and commercial space has 76 affordable units, and 84 parking spaces (47 below-grade parking spaces and 37 surface parking spaces) and is an equidistant quarter mile to the **Fairmount Line Commuter Rail Station** and **Fairway Street Station**. In addition to stations included in the Project, the site is ideally located between Mattapan Square (less than ½-mile to the southeast), and the Cummings Highway MBTA Commuter Rail Station (immediately adjacent to the west) that is located between Cummins Highway and Blue Hill Avenue.

Wellington at 1301

Wellington at 1301 is a five-story, mixed-use building comprised of 39 residential units, a residential lobby, and three ground-floor retail/commercial spaces that overlooks the **Clarkwood Street Station**. Interior, at-grade parking for 40 vehicles is provided via access from Blue Hill Avenue, with 40 secure bicycle storage spaces also available in the garage area. The project has a gross floor area of approximately 46,689 SF and construction on the building was completed in 2023.

775 Morton Street

In 2024, the 775 Morton Street mixed-use residential and retail building converted a previously-vacant lot to 27 residential units, including four income-restricted units, with concealed, off-street parking for 29 vehicles and 10 protected bicycle parking spaces. The development is transit-oriented, located four blocks, or a six minute walk, from the existing Morton Street MBTA Commuter Rail Station serviced by the Fairmount Line and the proposed **Morton Street Station**. The façade detail and material palette are consistent with the neighboring homes and buildings, and the development incorporates setbacks on the front (10'), side (7'), and rear (30'). The retail/commercial spaces are on the ground floor and intended to be that of walkable neighborhood supporting business entities.

Morton Station Village

Morton Street Village is infill development, located on land in the Mattapan neighborhood that has been vacant since 2013 and completed in 2023 and is within a ½-mile of the **Morton Street Station**. The development consists of 40 units of mixed-income affordable and workforce housing, of which 31 units are rental units for households with incomes of 30% AMI to 100% AMI

and nine units are deed-restricted affordable condominium units for households with incomes of 80% AMI to 100% AMI. The City of Boston Steven P. Odom Serenity Garden shares this land, with over 1,000 square feet of community space. There are 30 parking spaces on the ground level and bicycle parking. The gross floor area is 45,501 SF.

Located less than 100 feet from the Morton Street MBTA Commuter Rail Station on the Fairmount Line, Morton Station Village, the development is in an excellent transit-oriented location. The development is also located close to the Morton Street Bluebikes Station, and less than 100 feet to bus stops for Routes 21 and 26.

The development team for this project has applied to and received an award of financing from the City of Boston Department of Neighborhood Development (DND) in the amount of $2,495,824 to support the rental component. The project was financed with $4.9 million from MassHousing, $7.6 million in state and federal low income housing tax credits, $1.8 million from the Executive Office of Housing and Livable Communities (EOHLC), $1 million from the state's Affordable Housing Trust Fund and $100,000 from the Community Economic Development Assistance Corporation. The President of the Planning Office for Urban Affairs stated that the development received more than 4,000 applications for the 28 apartments, indicating the need for affordable housing in the neighborhood.

Brookview House III

Construction on Brookview House III was completed in 2019, providing 12 low income residential rental units, program space, and two off-street parking spaces. The project was completed in conjunction with the City of Boston DND, with a focus on transit. The apartment building is 700 feet, or a 3 minute walk, to bus stops on Morton Street and Blue Hill Avenue, including the **Balsam Street/Wilcock Street Station**. The gross floor area is approximately 22,300 SF.

Olmsted Green Lena Park CDC and Brooke Charter School

The charter school and community development site opened in 2023. The four-acre parcel was formerly owned by Lena Park Community Development Corporation and is adjacent to the Olmsted Green East Campus within walking distance to the **Vesta Road/Calder Street Station**. The Lena Park parcel is planned for educational use by the Brooke Charter School.

37 Wales Street

37 Wales Street is a four-story residential building with 20 rental units for permanent supportive housing for Heading Home and 20 spaces for bicycle parking located two blocks from the **Vesta Road/Calder Street Station**.

	Heading Home serves nearly 1,500 homeless and formerly homeless people in the greater Boston area, spanning from infancy to elderly, with a majority of its population being young single, mothers with one to two young children. The project received funding support from the Massachusetts Executive Office of Housing & Livable Communities (EOHLC) and the City of Boston. The development reduced the building height from the proposal to final design to remain consistent with the abutting structure, and construction on the project was completed in 2022. The gross floor area is 26,570 SF. **16 Ronald Street** 16 Ronald Street is a 54 unit affordable senior housing residence grossing approximately 45,646 SF and is four stories tall, with 14 surface parking spaces. Infill development occurred on a site that was a previously vacant city-owned lot. Construction on the apartment building was completed in 2021. 100% of the units are affordable. Financing for the project includes support from the City of Boston, the Commonwealth of Massachusetts, the Federal Home Loan Bank of Boston, and State, Federal low income housing tax credits, MassDevelopment, Citizens, and Eastern Bank. Philanthropic support was provided by Charles H. Farnsworth Trust, Charlesbank Homes, and individual donors. The project site is adjacent to the MBTA Fairmount Commuter Rail Line and is closest to the Project's **Supple Road/Wayne Street Station**.
Station area development proposals and status	A number of active and ongoing development projects within the City of Boston along the Project corridor are transit-supportive. Within a ½-mile of the corridor, there are currently 19 development projects under review, board-approved, or under construction with the City of Boston. When applicable, the descriptions of the developments below contain the number of units, area, current status, and transit-oriented amenities. Images of the following ongoing developments are shown in **Figure 15**. Specific locations of these developments are located in **Figure 15**. These developments are primarily medium- to high-density multifamily developments, but also include schools, community centers, health centers, and commercial buildings. **114-122 Harvard Street and 18-24 Standish Street** Two new buildings (114-122 Harvard Street and 18-24 Standish Street) in close proximity to the **Vesta Road/Calder Street Station** will house 22 residential homeownership units, ground-floor commercial space, 11 off-street parking spaces, 22 indoor bike parking spots, and 10 visitor bicycle parking spots. All of the residential units will be sold to households making between 80-100% AMI. The project will create a new pedestrian-friendly sidewalk along Harvard Street. The development is a four minute walk from

the Talbot Ave MBTA Commuter Rail Station on the Fairmount Line and walking distance (four-minute walk) of the Park Street at Norwell Street Blue Bikes Station. The gross floor area is 26,000 SF. This project is currently under construction.

Cheney Street Apartments

Cheney Street Apartments, near the **Supple Road/Wayne Street Station** at the northern terminus of the Project, will provide 60 units of new affordable senior housing across 74,000 SF, with 37 parking spaces. This project is currently under construction.

185-191 Geneva Avenue

This is a five-story residential development with 27 units, including four affordable units, eight parking spaces, and 27 bicycle parking spaces. The proposed development will remove a simple one-family house and replace it with a new building with enclosed parking spaces, first floor lobby, large community room, and residential units near the intersection of Geneva Avenue and Columbia Road, walking distance to the **Supple Road/Wayne Street Station**. The gross floor area 31,653 SF. The project is a self-identified "transit-oriented development," 200 feet from the Four Corners/Geneva MBTA Commuter Rail Station on the Fairmount Line. Two bus routes run along Geneva Avenue and provide access to this development: Route #17 to and from Andrew T-Station, Red Line to Field Corner, T-Station, Red Line and Route #19 to and from Kenmore T-Station to Ruggles T-Station to Fields Corner T-Station, MBTA Red Line. Additionally, this project will unbundle parking, charge a market rate, and provide a bicycle repair station. This project is currently under construction.

819 Cummins Highway

This development is located on Cummins Highway, equidistant from the **Fairmount Line Commuter Rail Station and Fairway Street Station**, and is a five story, 40 unit mixed-use residential and retail building, with 25 parking spaces and 46 bicycle parking spaces. It received Board Approval for infill development with a gross floor area of 37,500 SF on four parcels of currently vacant land. Seven units are income-restricted, and a deed restriction will be placed on these units to maintain affordability for a total period of 50 years. The project will front along Cummins Highway at the intersection of Hollingsworth Street and is walking distance of Mattapan Square along the Cummins Highway corridor. The project will be set back to include streetscape improvements to Cummins Highway and Hollingsworth Street consistent with the Boston Complete Streets Design Guidelines. On Cummins Highway and Hollingsworth Street, the proposed project will widen the sidewalk to at least 10 feet in width, inclusive of a minimum six-foot clear pedestrian path of travel, a four-foot landscape and

	furnishing zone, bike racks, and at least eight street trees, along the project site. This project received BPDA "Board Approval" on September 12, 2024. **1525 Blue Hill Avenue** 1525 Blue Hill Avenue is a mixed-use building with one commercial space and 16 transit-oriented home-ownership units, including three affordable units, at a site located just north of Mattapan Square. The project overlooks the Fairmount MBTA Commuter Rail Station on the Fairmount Line and is in close proximity to public transit, parks and retail amenities. There are nine surface parking spaces, 16 indoor bicycle parking spaces, and four exterior visitor bicycle parking spaces. The development's gross floor area is 21,920 SF. This project received BPDA Board Approval on June 16, 2022. **1471 Blue Hill Avenue** The five-story, 47,400 SF residential building contains 41 affordable rental units, onsite parking for 12 vehicles, 41 bicycle parking spots, 10 visitor bicycle parking spots, and a community art space/work room, in an appropriately designed building along with related improvements in landscaping, site design and pedestrian access that is consistent with the character and housing needs of the surrounding community. The project site is located north of Mattapan Square, Mattapan's commercial center, which also connects to the Neponset River Greenway, a shared-use path that extends east to the Town of Milton and John Paul II Park in Dorchester and is located across the street from the Fairmount MBTA Commuter Rail Station on the Fairmount Line. The project site is a six-minute walk to the Blue Hill Avenue MBTA Commuter Rail Station, which connects riders to South Station via the Fairmount Line, and numerous bus stops, immediately adjacent to the project site, which connect riders to Forest Hills, Jackson Square, Nubian, and Ruggles stations. Additionally, the site is a twelve-minute walk to Mattapan Station, which connects Mattapan Square to Ashmont Station via the Mattapan Trolley. This project revitalizes an underutilized and vacant property. Construction is anticipated to begin in 2025. The City of Boston MOH and the Massachusetts Executive Office of Livable Communities (EOHLC) each submitted a request to the HUD for the release of federal HOME Program Funds available through the HOME Investment Partnerships Act; Housing Choice Voucher Program (HCVP) funds under Section 8, The Housing Act of 1937, as amended; and HOME-ARP funds under CPD Notice 21-10, as amended, for the Residences of 1471 Blue Hill Avenue. The total project cost is estimated at $28,612,964, including $1,288,377 in federal HOME funds from the City of Boston. This project received BPDA Board Approval on September 14, 2023. **Olmsted Village**

	The Olmsted Village Project consists of six new buildings in three different housing communities: one six-story building containing senior housing apartments with a community center, medical suite, and child care center on the ground floor; one four-story building containing intergenerational apartments; one four-story building containing mixed-income family homeownership apartments; two three-story buildings containing market-rate family homeownership apartments; and one four-story building containing homeownership apartments fronting on Harvard Street. The six new buildings include 287 housing units. 208 of the units are affordable, and the gross floor area is approximately 348,100 SF. This project is closest to the **Balsam Street/Wilcock Street Station** and the **Morton Street Station**. It received BPDA Board Approval on August 15, 2024. **156 Wellington Hill Street** This project builds on the existing structure to create a five story, 27 unit mixed-use residential and retail building with 12 parking spaces, 27 bicycle parking spaces, and retail spaces on the ground level. Four of the units will be affordable. The project has been designed to minimize vehicular traffic by encouraging and accommodating alternate modes of transportation, such as public transportation, transportation services, bicycles, and pedestrian traffic, enhanced by its proximity to public transportation, including a ½ mile walk to the **Morton Street Station**. The project is easily accessible by foot, bicycle and public transportation, as it is located within ¼-mile of five MBTA Bus Routes (#16, #21, #28, #29 and #31). The project has, in consultation with BPDA and BTD, reviewed the flow of traffic at the intersection of Wellington Hill Street, Glendale Road and Moron Street and as a result the proponent proposes the construction of several traffic islands and neckdowns at the intersection of to better accommodate vehicular traffic and pedestrian safety. Additionally, the project proposes enhancements to the public realm with the inclusion of striped guidelines at the intersection of Wellington Hill Street, Greendale Road, and Morton Street; new crosswalks on Wellington Hill Street and Greendale Road; new concrete walkways; public groundcover with granite curbs; a retail plaza area with a retaining wall and fixed seating; and guest bike racks. This project received BPDA Board Approval on October 12, 2023. **691-695 Morton Street** 691-695 Morton Street is an infill development project located on vacant land in the Mattapan neighborhood and situated around the corner from the **Morton Street Station**. The property will combine residential units with retail space and will include improvements, such as a six-foot clear Pedestrian Zone. The mixed-use six-story building will house 29 units and five parking spaces, 36 bicycle parking spaces, and retail space on ground

level. The Gross Floor Area will be 21,626 SF. The project was approved under recent rezoning designed to encourage multifamily housing production and minimize the need for developers to obtain variances and is allowed as-of-right under the Mattapan Squares + Streets zoning plan approved by the BPDA board in April 2024. This project received BPDA Board Approval on November 14, 2024.

Harvard Street Neighborhood Health Center

Harvard Street Neighborhood Health Center overlooks Franklin Park and the **Ellington Street Station**. The project proposes to redevelop the underutilized parcels located at 8 Old Road, 14 Ellington Street, and 16 Ellington Street in Boston with the construction of a new approximately 42,300 SF health center with clinical, laboratory, and pharmacy sub-uses. The gross floor area is 42,300 SF. This project received BPDA Board Approval on August 17, 2023.

639 Warren Street

The infill development on 639 Warren Street, a vacant lot in the Grove Hall neighborhood, which was adopted will modify the permitted site use from Commercial and Residential Parking to “Multifamily Residential and Commercial”. The proposed 84,037 SF building will feature a mixture of commercial and residential uses, including both homeownership and rental units, fully affordable to incomes ranging from 30-80% AMI (rental) and 80-120% AMI (homeownership), and will include approximately 22 parking spaces. This project will provide affordable housing for a total of 63 households near a dynamic commercial center with access to numerous transit lines (including bus and commuter rail), along with space for local businesses or nonprofit use. Transit access is integral to the viability of this development, given its location on Warren Street, a transit priority corridor, that provides access to MBTA Bus Routes (#14, #23, #19, #28, and #45) and the proposed Silver Line extension. This development provides access to numerous transit lines, including bus and commuter rail, and the proposed **Supple Road/Wayne Street Station**. The project is located within the Roxbury Strategic Master Plan, whose design principles for transit oriented development is to limit the reliance on parking for areas within a ¼-mile radius of public transit stations. The project is situated a ½-mile from the Four Corners/Geneva MBTA Commuter Rail Station on the Fairmount Line, and less than a 1 ½ from the Stony Brook Station of the MBTA's Orange Line subway. Construction is anticipated to occur between 2026-2028.

376-384A Blue Hill Avenue

This is a four-story mixed-use retail and residential building with 18 residential units, 100% of which are publicly funded affordable housing and

all for sale. The 19,260 SF project includes 10 on-site parking spaces, 22 interior bicycle storage spaces, and four visitor bicycle parking spaces. Directly outside of the development are two stops for Route #45, the Blue Hill at Intervale Street stop and the Blue Hill at Brunswick Street stop. Residents of this building are within a ½-mile walk to the **Supple Road/Wayne Street Station**. This project received BPDA Board Approval on January 18, 2024.

66 Geneva Avenue

66 Geneva Avenue is a five-story residential building consisting of approximately 48,912 SF of living space divided into 50 units located near the **Supple Road/Wayne Street Station**. The project will exceed the City's Inclusionary Development Policy (IDP) minimum by designating eight units as affordable. The project will also provide 17 parking spaces, 50 indoor bicycle spaces, and 10 outdoor visitor bicycle spaces. The parking ratio is below the maximum parking ratios which advances mobility city-wide planning goals. Additionally, the development will encourage alternative modes of transportation through the use of bicycling and walking, due to the close proximity of MBTA and bus lines. The project complies with the 2021 Bike Parking Guidelines to create a dedicated bike room for the storage of bikes within the building. Active transportation and public transportation access enhancements that the project developer is responsible for implementing include creating a more comfortable and accessible bus stop, daylighting a MBTA bus stop sign, a fully accessible bus stop with potential amenities such as street trees and public art, pedestrian improvements along Geneva Avenue, building setbacks in compliance with Complete Streets, and a raised crosswalk. These proposed improvements will be completed before building permit issuance for the project and are subject to design review and approval by the BTD, PWD, Public Improvement Commission (PIC), and the BPDA. The physical mitigation improvements must be completed upon Certificate of Occupancy. The proposed project is located within the planning boundaries of the RSMP, a strategic framework, adopted in 2004, to guide change and economic growth in Roxbury over the next ten to twenty years and advances goals within the RSMP. This project received BPDA Board Approval on November 17, 2022.

88 Geneva Avenue

This project is an infill development, with a gross floor area of approximately 37,500 SF, that will add transit-oriented density to a currently vacant lot and provide residents access to the **Supple Road/Wayne Street Station**. The mixed-use residential and retail project offers 39 homeownership units, with 24 off-street parking spaces for residents, 42

indoor resident bicycle parking spaces located on the ground floor, and 16 outdoor bicycle parking spaces for guests. This area is easily accessed on foot and via bicycle and is within walking distance of the Grove Hall Branch of the Boston Public Library Blue Bikes station, 300 feet from the project site. The project site is located along the MBTA Bus Route #16 and is within a ½-mile of seven other MBTA Bus Routes (#10, #14, #19, #22, #23, #28, and #45) as well as the Four Corners/Geneva Avenue MBTA Commuter Rail Station, which provides access to the Fairmount Line train. This project received BPDA Board Approval on November 16, 2023.

9-19 Vaughan Avenue

The multi-family infill development project will construct 45 rental units on a combined five parcels within a ½-mile walk of the **Supple Road/Wayne Street Station**. On these five parcels one single-family house will be renovated, and a two-family house will be demolished and replaced with a multi-family residential project with a gross floor area of approximately 40,000 SF. The development will include 21 parking spaces, 45 bicycle spaces for residents with 10 visitor bicycle spaces, and associated open space for residents and accompanying supporting amenities. The development supports transit use and is located 400 feet from the Four Corners/Geneva Avenue MBTA Commuter Rail Station and within walking distance of several MBTA Bus Routes, including #19 and #16. The project is located within the planning boundaries of the Four Corners/Geneva Ave Station Area Plan, a planning process which was part of the larger Fairmount Indigo Planning Initiative (FIPI) established in 2012. Additionally, the developer has committed to: improving the pedestrian realm around the project site, including new sidewalks, street trees and bicycle parking; subsidizing T-Passes for building residents; and supporting a residents' Carpooling and Rideshare Program. This project received BPDA Board Approval on November 17, 2022.

257 Washington Street

The proposed mixed-use residential and retail building will consist of approximately 37,800 SF of gross floor area and is four stories with a below-ground garage level for 27 parking spaces and 70 total bicycle parking spaces. 10 of the 48 residential units are designated as affordable and the site of the development is within a ¼-mile of the Four Corners/Geneva Avenue MBTA Commuter Rail Station and a ½-mile of the **Ellington Street Station**. The project will combine six parcels, that currently house an auto body shop and junkyard. The project site is an assembly of publicly- and privately-owned land and has been designed with respect for the neighborhood context. Although the project will require zoning relief from height and FAR, the proposed fourth story is significantly

	stepped back from the front, minimizing the impact of the proposed massing. FIPI specifically identified 257 Washington as a “key development site” and opportunity to “leverage vacant and underused lots.” This project was recommended for BPDA Board Approval on June 13, 2024. **1199-1203 Blue Hill Avenue** 1199-1203 is a mixed-use residential and commercial development in a new five-story building that includes 32 rental units, cafe/restaurant space, 32 at-grade parking spaces, and covered storage for 32 bicycles. The gross floor area is 31,450 SF. The development is transit accessible, with six bus stops located within a three-minute walk and is a nine-minute walk to Morton Street MBTA Commuter Rail Station along the Fairmount Line, and an eight-minute walk to the Morton Street T Bike Share Station. This project is currently "Under Review" by the City of Boston. **841 Morton Street** 841 Morton Street is a new five-story mixed-use, multi-family residence and retail project, with approximately 67,567 SF of gross floor area including 52 residential units, ground floor retail space, amenity spaces for residents, a 42 parking space garage, 42 bicycle spaces within the building, and additional exterior bicycle spaces for visitors in conformance with City guidelines. The project will provide improvements to the Flint Street Bluebikes Station and is located less than 500 feet to Morton Street MBTA Commuter Rail Station and MBTA Bus Routes #28, #29, and #31 that serves Mattapan and provides access to Boston's downtown and other parts of the city. This project is currently "Under Review" by the City of Boston and is equidistant to the proposed **Morton Street Station and Clarkwood Street Station**. **61 Columbia Road** The proposed project is mixed use, consisting of a 200+ seat auditorium, institutional support spaces, 45 residential studio units (55+, compact living, six affordable units), and 32 covered parking spaces. The Owner/Developer is the Massachusetts Association of Minority Law Enforcement Officers (MAMLEO) who is seeking to create a community-focused building in support of its mission. This transit-oriented development is located within a ½-mile of the **Ellington Street Station**. The building use envisions continued community services within assembly spaces, services to MAMLEO membership (gym, offices, meeting rooms), and 55+ housing to support the organization. The gross floor area is 36,921 SF. This project is currently "Under Review" by the City of Boston.

2.4. Potential Impact of Transit Project on Station Area Development

Both the Mayor's Office of Housing and the Boston Planning and Development Agency are prioritizing the advancement of infill housing, and both agencies have current and ongoing processes to achieve this. Several existing plans and policies, including the Blue Hill Avenue Action Plan and *PLAN: Mattapan*, support the endeavor to create infill housing on City-owned vacant and developable land. Within a ½-mile buffer of the Project corridor, there are approximately 153 parcels of city-owned public land identified as underutilized or vacant, 102 of which have the potential to be zoned to multifamily housing or mixed use. The City has prioritized "High Opportunity Sites" and "Potential Future Project Sites" within this real estate.

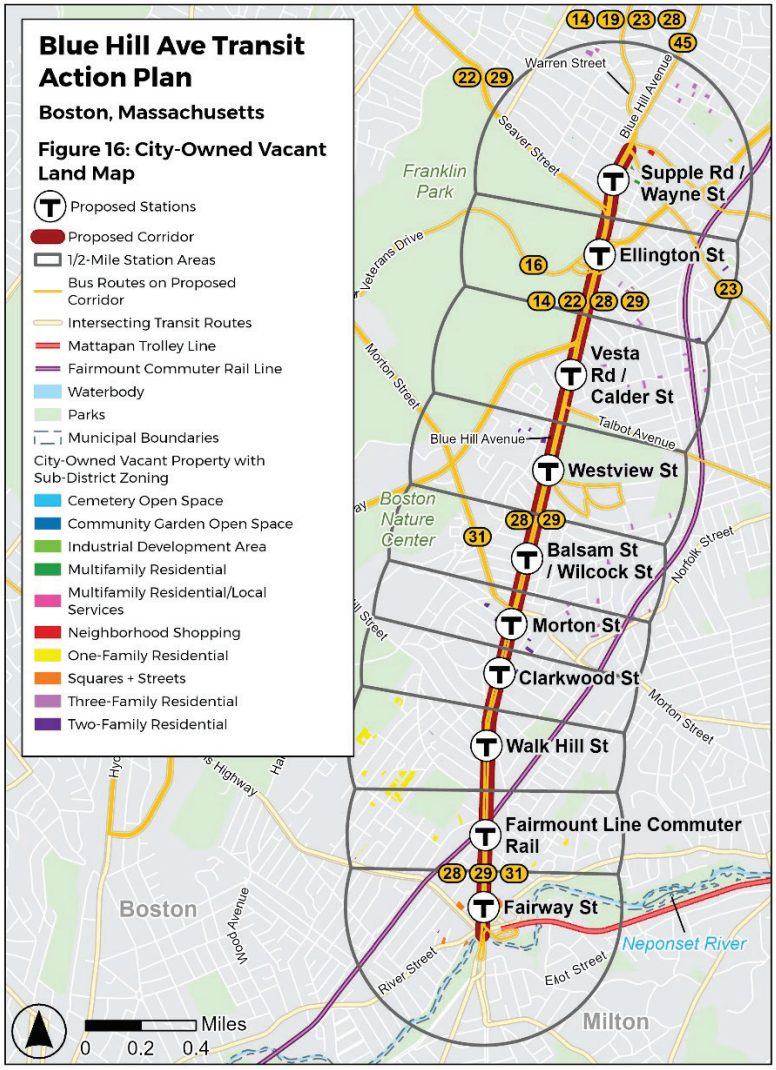
On average, the Project corridor has a higher population and employment density than the two counties in which it sits, Suffolk County and Norfolk County. In addition to increases in population and employment, housing vacancy rates along the Project corridor have remained relatively consistent from 2018 to 2023, while median home value and gross rent have increased more significantly by approximately 41%, and 26%, respectively. As the region grows, the Project is needed to connect employment and housing, while providing an affordable and reliable travel option for corridor residents and employees.

Information Requested	Documentation
ECONOMIC DEVELOPMENT II. PERFORMANCE AND IMPACTS OF TRANSIT SUPPORTIVE PLANS AND POLICIES d. Potential Impact of Transit Project on Station Area Development	
Adaptability of station area land for development	The City of Boston owns 176.9 million square feet of real estate, made up of 2,976 unique parcels, per the 2022 *Public Land for Public Good: Citywide Land Audit* report (Attachment C21). Of this portfolio, 9.5 million square feet of land are vacant across 1,238 parcels. The MOH owns 1,124 parcels of tax-foreclosed property, 921 of which are vacant parcels, many of which are in the City's pipeline to be redeveloped as affordable housing or sold. 23% of these parcels are part of an active ongoing project and 38% of these parcels are in the pipeline for future housing and open space projects. BPDA owns 227 parcels, 176 of which are vacant, and Boston Housing Authority (BHA) owns 248 parcels. Both the MOH and the BPDA are prioritizing the advancement of infill housing, and both agencies have current and ongoing processes to achieve this. One successful model in developing affordable infill housing on the City of Boston's public land has been The Neighborhood Homes Initiative

(Attachment C46). The program obtains pre-approval on home designs from the community and from the City Inspectional Services Division before soliciting developers and provides subsidies so that two-thirds of the homes developed are affordable. This program lowers the cost of development.

Within a ½-mile buffer of the Project corridor, there are approximately 153 parcels, or 646,500 square feet, of city-owned public land identified as underutilized (approximately 51,390 square feet) or vacant (approximately 595,100 square feet) (Figure 16). Additionally, within this real estate, the City has prioritized 54,990 square feet as "High Opportunity Sites" and approximately 591,500 square feet as "Potential Future Project Sites".

Figure 16. City-Owned Vacant Land



102 of the parcels have the potential to be zoned to multifamily housing or mixed-use. The Boston zoning subdistricts designated to the City-owned

vacant and underutilized parcels around station areas include Squares + Streets, Multifamily Residential, Three-Family Residential, and Two-Family Residential, among other designations. The Squares + Streets subdistrict zones begin with a zoning district with a maximum size of 14 residential units per building and buildings up to 50 feet and extend to a zoning district with unlimited residential units and buildings up to 85 feet and primarily encompasses the **Fairway Street station** near Mattapan Square. **Two- and three-family residential zoning is prevalent among vacant parcels surrounding the Clarkwood Street, Morton Street, and Balsam Street/Wilcock Street stations, while vacant parcels surrounding stations further north, such as Vesta Road/Calder Street and Ellington Street stations, are mainly three-family residential**. At the northern extent of the Project corridor, on the border of the Dorchester and Roxbury neighborhoods, vacant parcels are zoned for Neighborhood Shopping, multifamily residential, and three-family residential.

Several existing plans and policies, including the Blue Hill Avenue Action Plan and *PLAN: Mattapan*, support the endeavor to create infill housing on City-owned vacant and developable land.

Blue Hill Avenue Action Plan (Attachment C47): An initiative by the MOH to spark economic development, business growth opportunities, and foster the entrepreneurial spirit along Blue Hill Avenue through the disposition and development of 30 city-owned vacant parcels along the corridor, totaling 97,000 sq ft. As of 2025, two groups of parcels are currently in the development pipeline:

- B1 Parcel Group - DVM Consulting (Attachment C49): the proposed project will create three new buildings with ground floor commercial space, 18 moderate and middle income homeownership units, and 12 rental units affordable to households up to 80% AMI. This project is located on Blue Hill Avenue directly between the **Westview Street** and **Balsam Street/Wilcock Street stations**.
- B1 Parcel Group - Habitat Boston: the proposed project will create three new buildings with ground floor commercial space and 12 moderate and middle-income homeownership units affordable to households up to 80% AMI. These buildings will be located on Blue Hill Avenue between the **Morton Street, Balsam Street/Wilcock Street**, and **Westview Street stations**.

PLAN: Mattapan (Attachment C14): the upzoning and recommended density increases included in this plan unlocks future development opportunities for existing lots along the corridor.

Regional and station area economic environment	The region continues to add residents and employees, as shown in the *Quantitative Land Use Template*. A comparison between the two counties where the Project corridor is located and Project corridor population and employment density growth is shown in the table below. **On average, the Project corridor has a higher population and employment density than the two counties in which it sits**, Suffolk County and Norfolk County (see **Table 19** based on MPO Traffic Analysis Zone (TAZ) data). Current population and employment totals at the TAZ level are shown in **Figure 17 - Figure 20**. By 2045, the Project corridor is projected to increase its density, outpacing the two counties, with an approximate gain of 1,275 people per square mile; in contrast, Suffolk and Norfolk Counties are expected to experience an increase of 342 people per square mile. **Additionally, the Project corridor is projected to gain approximately 875 jobs per square mile while the two counties are estimated to gain 167 jobs per square mile**. As illustrated by recent and ongoing proposals within the Project corridor, gathered from City of Boston development data shown in Section II.C, this trend in continued corridor growth is being realized. In addition, the Project corridor traverses Blue Hill Avenue and through Mattapan Square, regional growth areas, which are expected to absorb significant population and employment growth over the next several decades.

Figure 17. 2025 Population

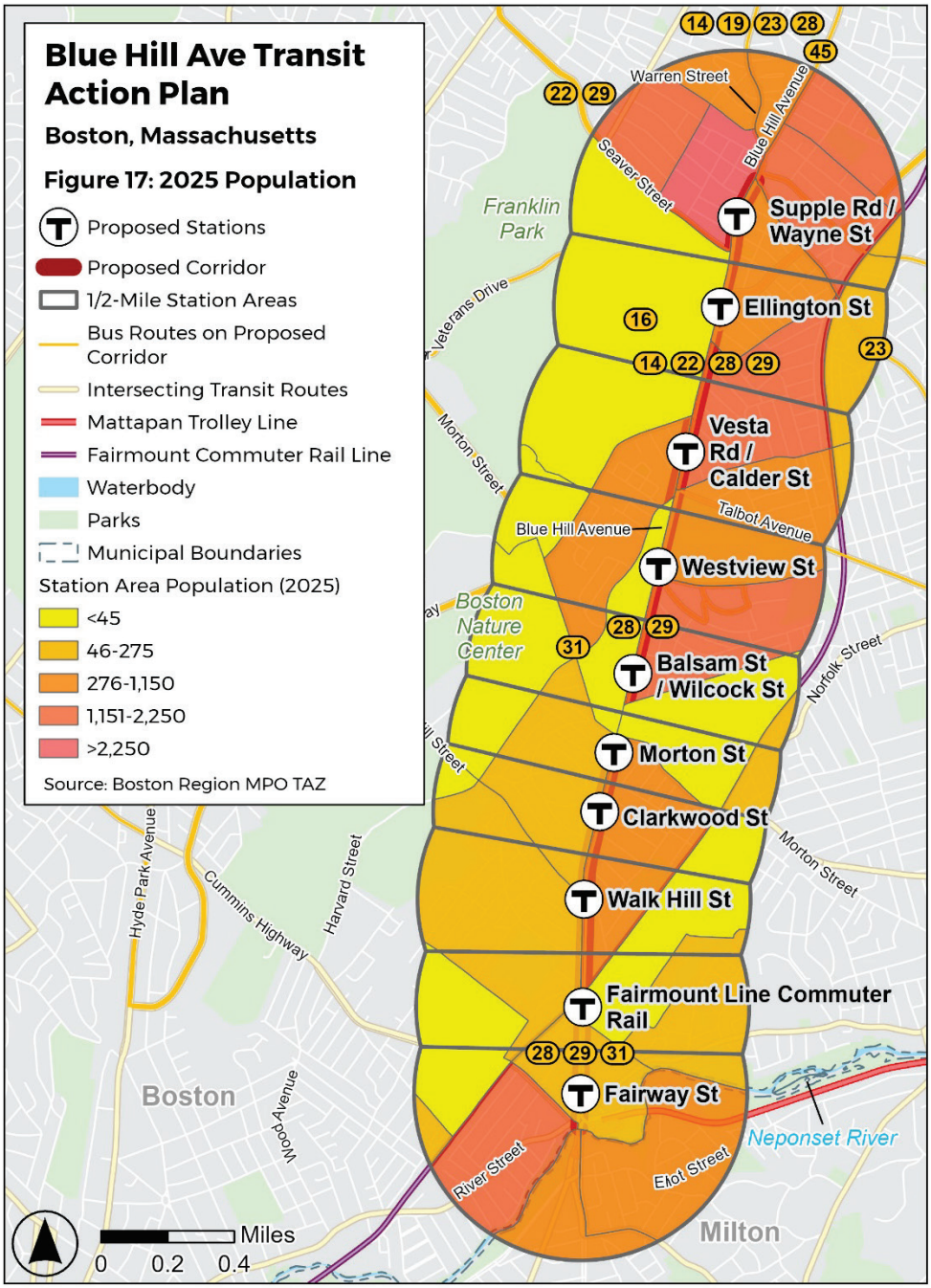


Figure 18. 2045 Population

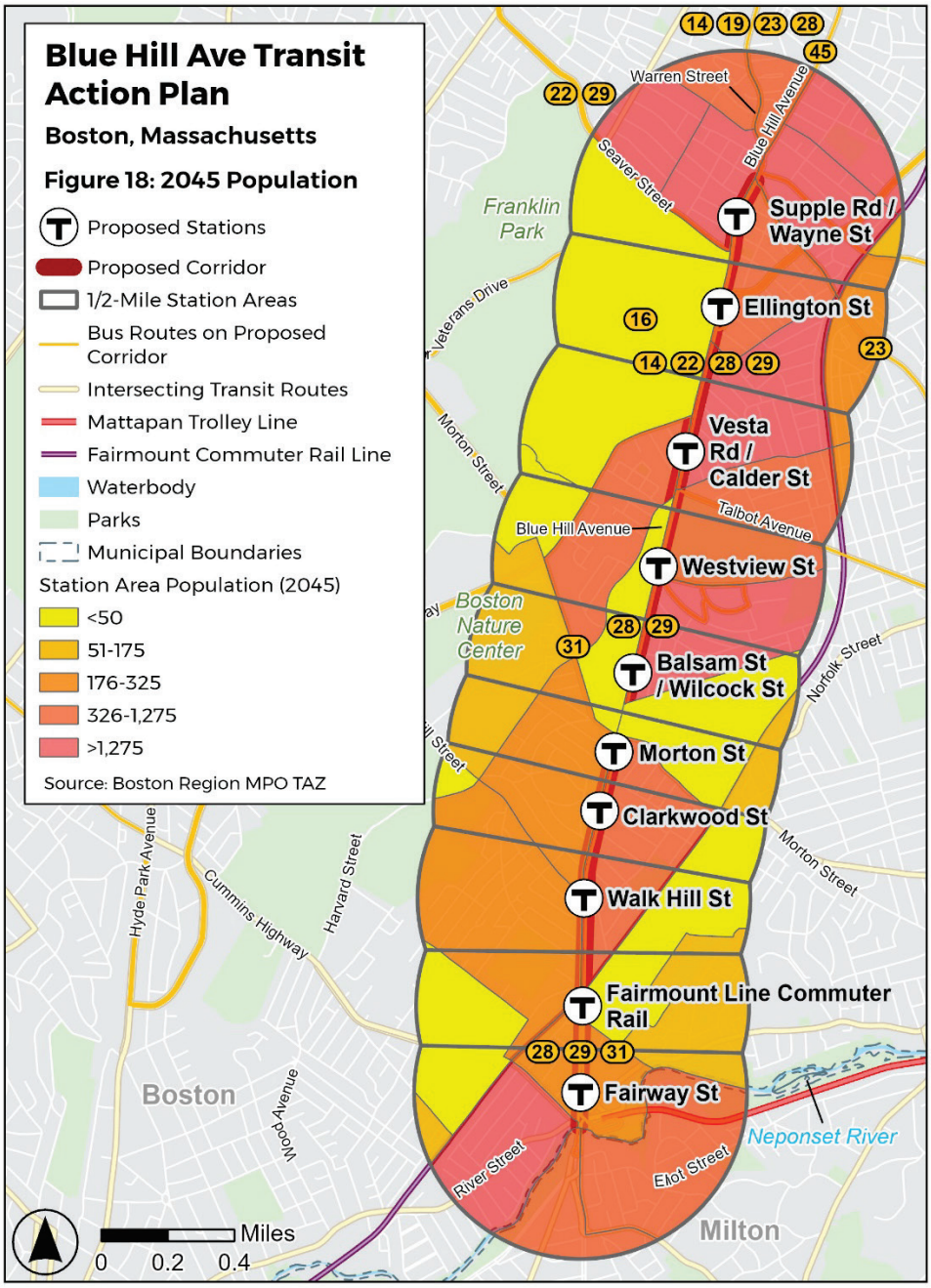


Figure 19. 2025 Employment

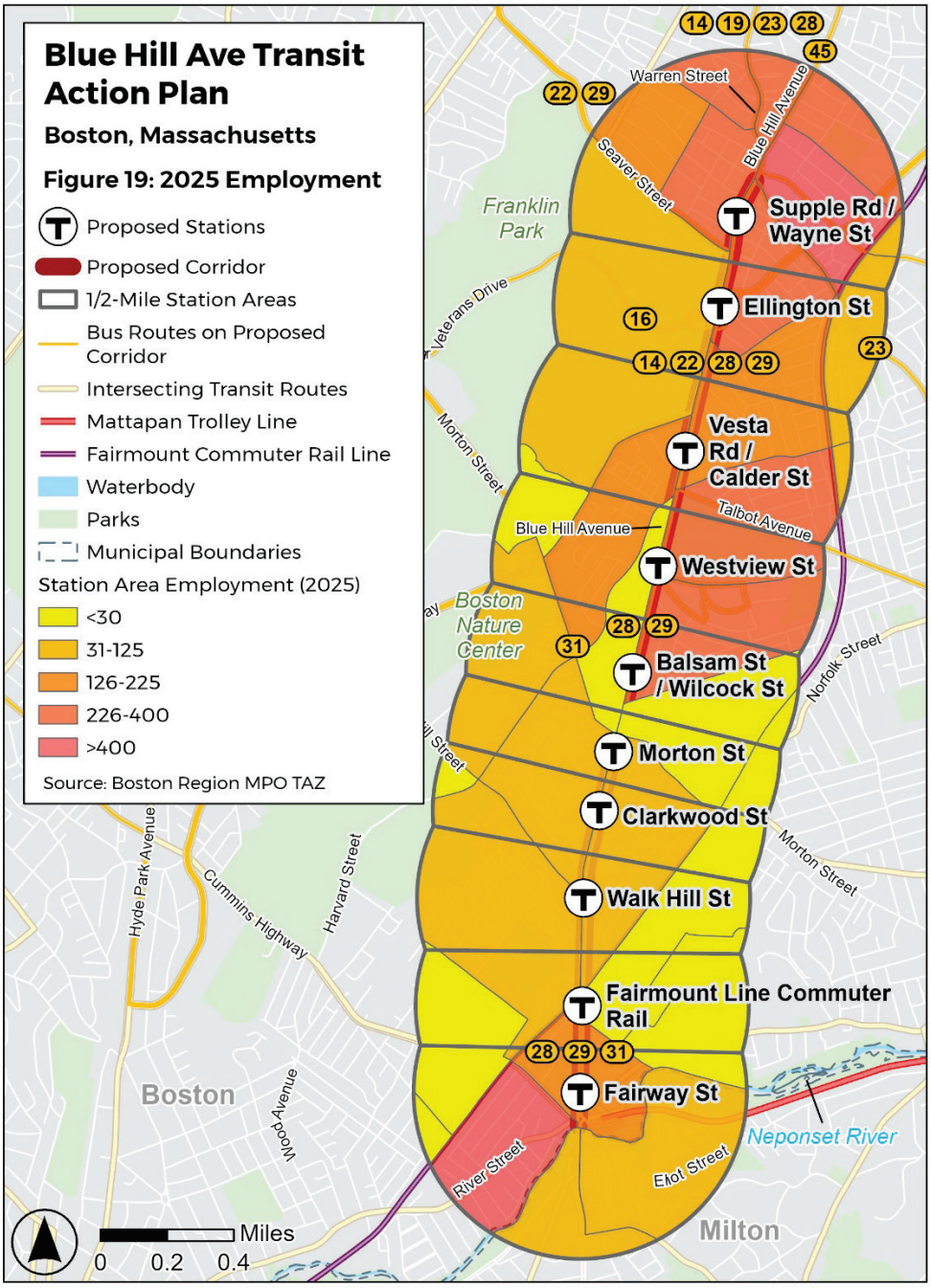


Figure 20. 2045 Employment

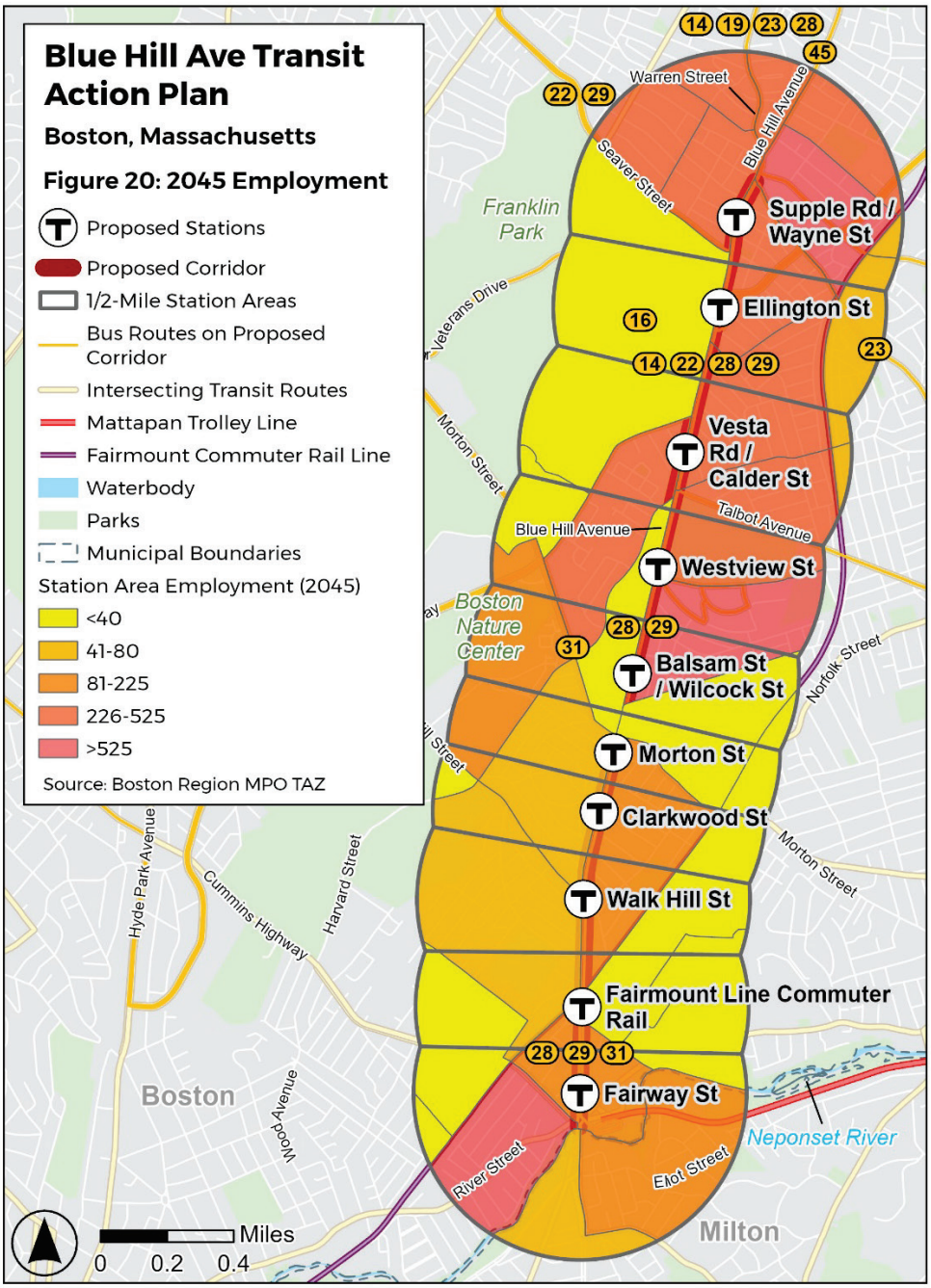


Table 19. Current and Projected Corridor Population and Employment Density

		2025	2045
Population Density (Avg. persons/square mile)	**Project Corridor**	**14,403**	**15,678**
	Suffolk and Norfolk Counties	3,114	3,456
Employment Density (Avg. persons/square mile)	**Project Corridor**	**3,562**	**4,435**
	Suffolk and Norfolk Counties	2,292	2,459

Source: Boston MPO Population and Employment Projections/TAZ Data, Destination 2050 Mobility

Currently, the densest population areas along the Project corridor are along the border of the Roxbury and Dorchester neighborhoods and along the border of the Mattapan and Dorchester neighborhoods. The Project corridor itself is home to approximately 49,300 residents as of 2025. MPO population projections estimate that this will grow to over 53,600 residents in 2045. As shown in the table below, **the station areas with the current densest populations are Supple Road / Wayne Street, Morton Street, and Clarkwood Street. Between 2025 and 2045, the largest increases in density along the Project Corridor are expected to occur at the Morton Street station area, as well as at the adjacent Balsam Street / Wilcock Street station area**. The top five station areas with the largest expected growth in population density are **bolded** and highlighted in grey in **Table 20**. Based on regional growth projections, these areas have significant potential for increased population and housing growth.

Table 20. Current and Projected Population Density by Station Area

Station Area	2025 Population Density (Avg. persons/square mile)	2045 Population Density (Avg. persons/square mile)	Increase in Density (Avg. persons/square mile)
Supple Road / Wayne Street	23,541	25,031	**1,489**
Ellington Street	13,038	13,937	898
Vesta Road / Calder Street	11,106	11,914	809
Westview Street	13,301	14,119	819

Balsam Street / Wilcock Street	15,387	16,980	**1,593**
Morton Street	16,922	18,620	**1,698**
Clarkwood Street	16,779	18,016	1,237
Walk Hill Street	12,411	13,569	1,158
Fairmount Line Commuter Rail	10,860	12,319	**1,459**
Fairway Street	9,727	11,319	**1,592**

Source: Boston MPO Population and Employment Projections/TAZ Data, Destination 2050 Mobility

As of 2025, the Project corridor includes approximately 12,200 jobs and is expected to grow to approximately 15,200 jobs by 2045. The main employment centers are concentrated in the Mattapan and Dorchester neighborhoods area along the Project corridor. As shown in **Table 21**, the station areas with the current highest employment densities are concentrated around **Supple Road/Wayne Street, Morton Street**, and **Balsam Street/Wilcock Street station areas**. The largest employment density growth between 2025 and 2045 is anticipated to occur surrounding the **Supple Road/Wayne Street station**. The top five station areas with the largest growth in employment density are **bolded** and highlighted in the grey in the table below. Based on regional growth projections, these areas have significant potential for increased employment growth and economic development.

Table 21. Current and Projected Employment Density by Station Area

Station Area	2025 Employment Density (Avg. jobs/square mile)	2045 Employment Density (Avg. jobs/square mile)	Increase in Density (Avg. jobs/square mile)
Supple Road / Wayne Street	5,234	6,441	**1,207**
Ellington Street	2,884	3,748	864
Vesta Road / Calder Street	2,415	3,013	599
Westview Street	4,166	4,933	767

Balsam Street / Wilcock Street	4,733	5,827	**1,095**
Morton Street	4,072	5,260	**1,188**
Clarkwood Street	3,599	4,631	**1,031**
Walk Hill Street	2,302	3,251	**949**
Fairmount Line Commuter Rail	2,428	3,321	892
Fairway Street	3,264	3,713	449

Source: Boston MPO Population and Employment Projections/TAZ Data, Destination 2050 Mobility

The *City of Boston's Employment Map* (Source: Employment Map) displays employment rates by industry across the City. Along the Project corridor, the healthcare and affiliated industries provide the greatest number of jobs, followed by support services, retail trade, and administrative services. These jobs are concentrated in the census tracts surrounding the **Supple Road/Wayne Street, Vesta Road/Calder Street, Westview Street, Fairmount Line Commuter Rail**, and **Fairway Street station areas**.

According to the *City of Boston's Industry Profiles 2025* (Attachment C48), the Mattapan, Dorchester, and Roxbury neighborhoods experienced 5.5%, 2.2%, and 0.8% retail vacancy rates, respectively. Additionally, the Roxbury neighborhood experienced a change greater than 40% in in-person consumer spending from 2020 to 2025. In the Dorchester neighborhood, in-person consumer spending increased almost 40% between 2019 and 2025, and in the Mattapan neighborhood, in-person consumer spending increased over 15% between 2019 and 2025.

In addition to increases in population and employment, housing vacancy rates along the Project corridor have remained relatively consistent from 2018 to 2023, while median home value and gross rent have increased more significantly by approximately 41%, and 26%, respectively (see **Table 22**). As the region grows, the Project is needed to connect employment and housing, while providing an affordable and reliable travel option for corridor residents and employees.

Table 22. Corridor Vacancy Rates, Home Value, and Gross Rent

Vacancy Rates, Average Median Home Value, and Average Median Gross Rent Along Project Corridor, 2018-2023	2018	2023	Percent Change
Vacancy Rate Housing Units	7.5%	7.9%	0.4%
Average Median Home Value	$399,994.74	$564,226.32	41%
Average Median Gross Rent	$1,232	$1,560	26%

Source: U.S. Census Bureau American Community Survey, ACS 5-Year Estimates Detailed Tables, Tables B25064, B25077, and B25002.

Recent planning documents local to the Project corridor, such as *PLAN: Mattapan*, recommend expanding multifamily residential zoning and dimensional regulations in transit-oriented areas like Blue Hill Avenue and Morton Street. This can greatly alleviate the pressure of rising housing costs experienced in this area.

3. TOOLS TO MAINTAIN OR INCREASE THE SHARE OF AFFORDABLE HOUSING

The poverty rate along the Project corridor is 3% greater than the City of Boston and 10% greater than the state of Massachusetts, underscoring the great need for affordable housing in the Project corridor.

In addition to the demand for affordable housing, anti-displacement policies in the region work to confront residential, commercial, and cultural displacement. While some policies, such as Smart Growth Zoning Overlay Districts, emphasize affordable housing and overlap with stations in the Project area, there are several stations that do not fall within the boundary. Other city and state policies that affect the Project area mandate income-restricted housing in market-rate housing developments or offer density bonuses and parking reductions as affordable housing incentives

Local or state financing tools and strategies to increase affordable housing include waivers of Boston Redevelopment Authority review requirements, tax-exempt bonds for economic development projects, housing-related assistance for low-income families, community preservation act funds, zero-interest loans, and reduced property tax rates, among many additional tools. These tools appear to be working; Within the ½- mile Project buffer, there are 6,028 legally binding affordability restriction units, with the greatest amounts surrounding the **Supple Road/Wayne Street Station** and the **Vesta Road/Calder Street Station**.

As a means to ensure incentives for affordable housing experience longevity, long-range planning documents and programs provide assistance to low-income households in the region, including the Project station areas.

Information Requested	Documentation
ECONOMIC DEVELOPMENT III. TOOLS TO MAINTAIN OR INCREASE THE SHARE OF AFFORDABLE HOUSING	
Evaluation of affordable housing needs and supply specific to station areas	The following sections summarize plans and tools aimed at maintaining and increasing affordable housing within the Project corridor. Based on 2018–2022 American Community Survey (ACS) 5-Year Estimates, **approximately 20.8% of households in the Project corridor are located in census tracts below the poverty level. In comparison, the poverty rate is 17.6% for Boston and 10% for the state of Massachusetts, underscoring the elevated need for affordable housing in the Project corridor** (Source: MyDemographic Viewer | Research Division). Additionally, the majority of the census tracts that contain the Project corridor are designated as having a risk of displacement than Boston's average score (Source: Interactive Map | Displacement Risk Score_March2025).

The Boston metropolitan area is experiencing a critical shortage of affordable housing, particularly for extremely low income renters. According to the National Low Income Housing Coalition, there are 224,665 extremely low income renter households in the Boston-Cambridge-Newton metro area, but only 102,586 affordable and available rental homes to serve them—resulting in a deficit of 122,079 units. For households earning up to 50% AMI, the deficit increases to 148,650 units. These figures highlight a severe mismatch between housing need and availability (Source: Gap Report: Massachusetts | National Low Income Housing Coalition).

The scarcity is further underscored by the fact that there are only 46 affordable and available units per 100 extremely low income households in the Boston metro area. Cost burdens are widespread: 80% of extremely low income renters are cost-burdened, meaning they spend more than 30% of their income on housing, and 63% face severe cost burdens, spending over half their income on rent. Even among households earning between 51% and 80% of AMI, 56% are cost-burdened and 17% are severely cost-burdened. These statistics illustrate the urgent need for policy interventions and investments to expand affordable housing options in the region.

A clear example of the overwhelming demand for affordable housing is Morton Station Village, a transit-oriented, mixed-income affordable and workforce housing development that received over 4,000 applications for just 28 apartments, according to the President of the Planning Office for Urban Affairs (Source: Mattapan affordable development mixes rental and homeownership near transit - Masslive.com). Within a ½-mile buffer of the Project area, there are 6,028 Legally Binding Affordability Restricted units. Additionally, recent or planned developments in the Project corridor will provide approximately 494 more units for households earning up to 60% of AMI. **Figure 21** displays all affordable housing units with Project station areas.

Note: Measurements of housing affordability are based on family income relative to the AMI; different local, state, and federal agencies may use different breakpoints and different terminology for their various affordable housing programs. The Federal Transit Administration defines “affordable housing” as housing that remains affordable over the long term to renters or owners earning at or below 60% of AMI. Plans and tools that meet this threshold are prioritized in the following section. However, other plans and tools that use the more traditional 80% AMI threshold are also included, with a note indicating this distinction.

Figure 21. Affordable Housing Units Map



Anti-Displacement Plan (Attachment C50)

Published in July 2025, this plan serves as a roadmap for the City of Boston's work to confront residential, commercial, and cultural displacement over the next two years. The 'Anti-Displacement Existing Toolkit and Progress' section is a summary of the existing anti-displacement tools and how those tools are working. This includes tools such as:

- **Investing City Capital in Public Housing** - since 2022, the City has dedicated $75M of capital funds towards the preservation and improvement of public housing.
- **Inclusionary Zoning** - as of October 2024, Boston's IDP has been incorporated into the Zoning Code, requiring market-rate rental developments to set aside a percentage of units as income-restricted. 1,008 units have been built and 443 units have been permitted using this policy.
- **Welcome Home, Boston** - the disposition and development of 150 City-owned parcels for new homeownership opportunities with a $150,000 City subsidy per unit. 28 parcels are currently in development, which will create 143 units.
- **Short-Term Rental Ordinance** - Short-term rentals must be registered with the City and are only permitted in owner-occupied homes with more than 3 units, discouraging the conversion of small multi-family homes into short-term rentals.

Blue Hill Avenue Action Plan (Attachment C47)

Introduced by the MOH, this initiative was created to spark economic development, business growth opportunities, and foster the entrepreneurial spirit along Blue Hill Ave through the disposition and development of 30 city-owned vacant parcels along the corridor, totaling 97,000 SF. As of 2025, two groups of parcels along the Project corridor are currently in the development pipeline (Source: Blue Hill Ave Action Plan: B1 Sites (unassigned parcels) | Boston.gov):

- **B1 Parcel Group - DVM Consulting:** the proposed project will create 3 new buildings with ground floor commercial space, 18 moderate and middle income homeownership units, and 12 rental units.
- **B1 Parcel Group - Habitat Boston:** the proposed project will create 3 new buildings with ground floor commercial space and 12 moderate and middle-income homeownership units.

Town of Milton Housing Production Plan (Attachment D7)

- The southernmost segment of the project corridor falls within the municipal boundaries of the Town of Milton, including the Mattapan Square station along the Blue Hill Avenue corridor. Among Milton's housing priorities, the Town's Housing Production Plan emphasizes the need to expand affordable housing. Currently, Milton has 479 affordable units listed in its Subsidized Housing Inventory (SHI), which is below the state's target that 10% of year-round housing be affordable. To meet this benchmark, the Town must add approximately 485 more affordable units.

Plans and policies to preserve and increase affordable housing in region and/or station areas	**Smart Growth Zoning Overlay Districts (Attachment A2)** Officially adopted on January 9, 2008, the Boston Zoning Commission approved the city's first SGOD for the Olmsted Green project in Mattapan. This adoption was part of Massachusetts' broader Chapter 40R initiative, which encourages communities to create dense residential or mixed-use zoning districts near transit and in areas of concentrated development, with a strong emphasis on affordable housing. Article 87 of Boston's zoning code (Attachment C1) discusses the procedures and minimum requirements for the creation of SGODs within the City of Boston in accordance with Chapter 40R of the Massachusetts General Laws and Section 3-1A of this Code. The purposes of an SGOD are to: • Promote the public health, safety, and welfare by encouraging diversity of housing opportunities; • Increase the availability of affordable housing by creating a range of housing choices for households of all incomes, ages, and sizes, and in order to meet existing and anticipated housing needs; • Promote compact design; • Emphasize mixing land uses and preserve open space; • Foster distinctive and attractive neighborhoods; • Strengthen existing neighborhoods and provide a variety of transportation choices; • Establish requirement, standards, and guidelines, and ensure predictable, fair and cost-effective development review and permitting; and • Encourage community and developer collaboration in developmental decision-making. The SGOD in Boston is located in the Mattapan and Dorchester neighborhoods, and **overlaps with the Morton Street station, the Balsam Street station, the Harambee Park station, and the Calder/Vesta station**. Residential housing developed in the SGOD have elevated affordable housing requirements, including: • No less than 20% of the residential units constructed in proposed projects shall be affordable. For the purposes of calculating the number of units of Affordable Housing required within a proposed project, any fractional unit of 0.5 of great shall be deemed to constitute a whole unit. • For an Affordable Homeownership Unit, the monthly housing payment, including mortgage principal and interest, private mortgage insurance, property taxes, condominium and/or homeowner's association fees, insurance, and parking, shall not exceed 30% of the maximum monthly

income permissible for an Eligible Household, assuming 1.5 persons per bedroom unless other affordable program limits approved by the DHCD shall apply.
- Affordable Housing offered for rent or sale shall be rented or sold to and occupied only by Eligible Households.

Housing Boston 2030 (Attachment C13)

Several of the stated housing goals in the updated *Comprehensive Plan* pertain to the creation and preservation of affordable housing in the City. Text in parenthesis address whether the goal is new, has been updated in the most recent version of the Plan, or is unchanged from the original Plan.

Housing Boston's Low Income (Non-Elderly) Households

- Increase housing production for low income, non-elderly households by creating 8,300 new low income affordable housing units by 2030. (updated)
- Ensure that 1,900 units are accessible to extremely low income households. (updated)
- Increase the ability of low income and highly rent-burdened households to access new and turnover affordable housing units. (original)

Preservation of Affordable Housing

- Retain at least 97% of all income-restricted rental housing units, including at least 85% of the 4,200 privately-owned affordable housing units most at risk of being lost. (updated)
- Raise public awareness of the challenges faced by public housing while growing local support for a variety of preservation strategies. (original)

Housing of Boston's Seniors

According to the 2022 ACS 5-Year Estimates, 16.3% of individuals over age 60 living within the census tracts that include the Project area are at or below the poverty level, significantly higher than the statewide rate of 9.7%.

- Maintain the historic pace of low income senior housing production, creating 2,000 new low income senior housing units. (updated)
- Provide increased housing stabilization and support services to seniors who wish to remain in their current housing and assist those who need to find a more accessible, supportive setting. (updated)

Preventing Displacement and Supporting Housing Stability

- Prioritize the creation of income-restricted affordable housing to protect Bostonians from the pressures of the housing market and bring the

	total number of affordable housing units in Boston to 70,000 by 2030. (new) • Reduce the annual eviction rate in Boston through the creation of the Eviction Prevention Task Force that will focus on tenancy preservation and develop a report of actionable recommendations in 2019. (new) <u>Increasing Homeownership</u> • Reduce barriers to affordable homeownership and increase opportunities for homeownership, particularly for low- and middle-income families and families of color. (new) • Reduce the number of foreclosures on owner-occupant homeowners to fewer than 20 per year. (updated) <u>Expanding Resources</u> • Continue to explore innovative ways to reduce the cost to build so that each dollar invested goes further in the development and preservation of affordable housing. (updated) These goals are supported in the *Comprehensive Plan* by the following actions from the respective subheadings: <u>Housing Boston's Low Income (Non-Elderly) Households</u> • Launch a 1,000 Homes campaign to expand efforts to acquire existing rental properties and convert them into permanent income-restricted housing for low- moderate- and middle-income tenants. (new) • Support the BHA applications for Rent Subsidies and Certificates, such as Section 811, the Veteran Affairs Supportive Housing program (VASH), etc., which will increase the number of accessible units produced and affordable units available in Boston. (updated) • Work with housing advocates and other municipalities to create a regional housing plan to increase the supply of affordable housing in the Greater Boston region. (original) <u>Preservation of Affordable Public Housing</u> • Develop site-by-site capital strategies for BHA properties that optimize assets and funding opportunities, including the Department of Housing and Urban Development (HUD)'s Rental Assistance Demonstration and Choice Neighborhoods programs. (original) <u>Maintaining Middle Class Housing</u> • Expand the Additional Dwelling Unit (ADU) pilot and implement a Compact Living program citywide to create new, lower cost housing options. (new)

	• Identify and make available City- and State-owned real estate to build mixed-income housing. (original) <u>Housing Boston's Seniors</u> • Expand efforts to use innovative housing solutions to house seniors, including senior "home share" programs and the "Additional Dwelling Unit" pilot program which is based on the more traditional model for "in-law" apartments. (new) • Identify new sources for the creation of affordable senior housing and support services, including expanded City and State resources; work with the Federal government to restore Federal resources (original) • Provide Senior Energy Retrofit Loans to low income seniors. (original) <u>Fair Housing and Equity</u> • Seek approval to implement a rent burden preference to ensure that affordable housing units serve those with the greatest need. (new) <u>Preventing Displacement and Supporting Housing Stability</u> • Expand the use of the Acquisition Opportunity Program and other efforts to acquire 1,000 market rate rentals and convert them to affordable housing units with long-term affordability restrictions. (new) • Impose restrictions on practices which take units out of the housing market and drive up costs (e.g., short term rentals) (new) • Create preferences in housing lotteries so that Bostonians facing the highest degree of displacement pressure and housing cost burden have a priority status. (new) • Include a "Development without Displacement" selection criteria in all appropriate RFPs for residential development on City owned land which evaluates the track record of the developer in preventing evictions as well as promotes redevelopment of the site in a way that will benefit local community members (new) • Explore meaningful enhancements to tenant protections through legislative action. (new) • Create guides, toolkits and education materials to assist tenant stabilization and increase access to housing resources. (new) • Convene an Eviction Prevention and Tenant Stability Working Group to establish goals, understand best practices and implement strategies. (new)

	• Explore methodologies to better measure and track displacement trends within neighborhoods. (new) • Work with the largest property owners of both market and affordable housing to introduce strategies to preserve tenancies and prevent unnecessary evictions. (new) • Establish stronger mechanisms to understand the availability and risks of "Naturally Occurring Affordable Housing" in the rental market, as it provides moderate income households good housing options without the use of public subsidy. (new) • Continue improvements to application processes so as to expand access to income-restricted units, in conjunction with the Metrolist. (new) • Work with smaller landlords to establish tools and strategies to make it easier to help them keep their tenants in place. (new) <u>Increasing Homeownership</u> • Make more City resources (e.g., Linkage, IDP Funds, and Community Preservation Act (CPA) and larger land packages) available to create income-restricted homeownership units, and advocate that some State resources be made available for homeownership; explore alternative forms of ownership such as community land trusts and cooperatives to boost the rates of stable, resident controlled housing. (new) • Expand homebuyer education and counseling programs including: additional classes and support for those needing credit repair/help, with a focus on immigrant families and families of color; institute a buyer-broker pilot program at one or more nonprofits to help "graduates" of home buying classes; expand one-on-one counseling services; and create new outreach materials and classes that assist new immigrants overcome the language, credit, and other barriers to homeownership. (updated) • Strengthen foreclosure prevention and assistance programs by offering counseling through non-profit legal agencies. (updated) • Continue to work with banks and community groups to convert bank owned properties into new affordable homes. (updated) <u>Expanding Resources</u> • Prioritize focused advocacy efforts on statewide legislation that may increase revenues for affordable housing and increase funds available as a matching for CPA funding. (new)

	• Working with development partners, identify new resources from foundations and charitable organizations that will support the creation and preservation of affordable housing in Boston's neighborhoods. (original) • Consider local financing mechanisms to attract new equity and encourage investment in affordable housing development in strategic areas of Boston. (new) • With the BHA, consider bond financing to help fund the redevelopment of 4,500 identified BHA units. (new) • Continue City operating fund support from the annual budget for housing production and related affordable housing programs. (updated) • Work with the Community Preservation Committee to allocate the funds available annually under CPA to support the development of affordable rental and ownership opportunities and help to prevent displacement. (updated) • Review the IDP to potentially generate additional resources for housing creation, balancing the needs of creating middle-income units in market rate developments with creating more deeply affordable housing located in neighborhoods threatened with displacement and gentrification. (new) • Evaluate additional modifications to the Linkage program, which require commercial developments to support income-restricted housing. (updated) • Explore opportunities to leverage the value of public assets (e.g., libraries, fire stations, parking lots) to incorporate affordable housing with the current use. (new) • Work with housing developers to present the most competitive, cost effective affordable housing applications to funders, improving efficiencies and reducing costs. (original) <u>Housing Innovation and Government Efficiency</u> • Expand the Additional Dwelling Unit pilot to new neighborhoods and grow it in scope to include backyard structures. (new) • Develop a strategic plan for building affordable housing along with redeveloping City owned real estate assets. (new) • Promote new tools to help older adults share their homes with students and other renters looking for reduced rents. (new)

- Test ways to help landlords who offer below-market rents continue to offer quality and affordable rentals. (new)
- Make homeownership more affordable and accessible by testing methods to expand alternative homeownership models like co-ops, community land trusts, and shared ownership. (new)
- Continue residential planning and zoning reform processes with a focus on re-zoning for residential density and affordability around transit nodes. (updated)

Boston's Inclusionary Zoning Policy (Attachment C51)

Boston's Inclusionary Zoning (IZ) policy was changed in 2023 to increase Boston's supply of affordable housing while maintaining the City's position as an attractive market for real estate development. The Project corridor stations, located in the neighborhoods Roxbury, Greater Mattapan, Dorchester, and Hyde Park, are located in Zone C. The recent changes include:

- Requires market-rate housing developments with seven or more units to support the creation of income-restricted housing
- 17-20% of the project must be income-restricted (depending upon the size of the building and affordability of income-restricted units)
- 3% of units as set-aside for households with mobile housing vouchers in large rental projects
- Affordability requirements: 50% or 60% of AMI (depending on the number of IZ units)
- Alternative Compliance: Developers may contribute to the IDP fund instead of building income-restricted units. These funds are used by MOH to support affordable housing citywide

The Affordable Homes Act (AFA) (Attachment A7)

Massachusetts offers density bonuses and parking reductions as part of its affordable housing strategy:

- AFA allows municipalities to adopt density bonus bylaws and enter agreements with developers to provide preferential housing to low- or moderate-income groups, including veterans. The legislation authorizes $5.16 billion in spending over the next five years (from 2024) along with nearly 50 policy initiatives to counter rising housing costs caused by high demand and limited supply. The bill includes unprecedented authorizations in modernizing the state's public housing system, boosts programs that support first-time homebuyers and homeownership, and resources to build more housing for low to moderate-income residents. It also includes many policy changes that will unlock housing production in Massachusetts, such as allowing

ADUs, support for the conversion of vacant commercial space to housing and support for sustainable and green housing initiatives.

Tenant Opportunity to Purchase Act (Attachment A13)

The Tenant Opportunity to Purchase Act (TOPA) is a proposed Massachusetts law that would give tenants in multi-family buildings the first chance to purchase their homes when the property is put up for sale. Tenants could either buy the property themselves or assign their purchase rights to a nonprofit, community land trust, or affordable housing developer. The goal is to prevent displacement, preserve affordability, and empower residents to take control of their housing future.

TOPA is designed to be flexible and locally controlled; municipalities can choose whether to adopt it. It does not regulate sale prices or require public funding, and it includes exemptions for small landlords. By giving tenants a structured opportunity to intervene in the sale process, TOPA aims to stabilize communities and expand resident ownership, especially in neighborhoods facing gentrification or speculative investment.

Town of Milton Housing Production Plan (Attachment D7)

This Housing Plan, adopted in January 2020, recommends a number of zoning and regulatory changes to promote smart growth and incentivize affordable housing including adopting additional zoning for mixed-use development, exploring inclusionary zoning, streamlining the permit approval process for affordable housing, amending the accessory apartment bylaw, and amending condo conversion provisions. The following housing objectives and goals related to affordable housing for the Town of Milton, which is located in the southern part of the corridor:

- **Meet local housing needs along the full range of incomes, promoting social and economic diversity and the stability of individuals and families living in Milton:** the preservation and creation of affordable housing are essential to fostering community diversity, enabling low income individuals and families to live locally, supporting a resident workforce, offering downsizing options for older adults, and providing starter homes for new families.
- **Leverage other public and private resources to the greatest extent possible:** Milton's status as a small town limits its access to housing funds, making it essential to invest its limited resources creatively to expand new housing opportunities.
- **Ensure that new housing creation is harmonious with the existing community:** new affordable housing development should be an amenity that blends well within the architectural context of Milton.

- **Strive to meet the 10% state standard for affordable housing:** Milton currently has 479 affordable housing units listed in its SHI, which falls short of the state's goal that 10% of year-round housing be affordable. To meet this standard, the town needs 485 additional units.
- **Provide a wide range of housing alternatives to meet diverse housing needs:** encourage the development of diverse housing types, with a focus on those priced out of the private market, such as first-time homebuyers, individuals with special needs, families seeking rental options, and residents looking to downsize while remaining in the community.
- **Promote smart growth development:** promote development in keeping with smart growth principles particularly in regard to transit-oriented development in proximity to its four MBTA stations as well as mixed-use redevelopment opportunities in Milton Village, Central Avenue, and East Milton Square. Examples of smart growth development and planning that incorporate affordable housing include:
    - Providing mixed-use development near the town and village centers
    - Locating housing near public transportation
    - Allowing higher density housing or mixed-use development near transit stops, along commercial corridors or in town and village centers
    - Redeveloping environmentally impacted or brownfield sites
    - Restoring vacant and abandoned residential buildings to productive use
    - Converting vacant or underutilized former manufacturing, commercial or municipal buildings to housing
    - Encouraging the development of housing and preservation of open space so that the goals of each will be mutually satisfied using techniques such as cluster zoning, transfer of development rights, or other innovative zoning or regulatory devices
    - Promoting the redevelopment of vacant infill parcels, and
    - Participating in regional responses to addressing affordable housing needs.
- **Preserve the existing affordable housing stock including its diversity of prices, building types, and lot sizes:** The Town of Milton should explore ways to help low income residents remain in their homes and preserve the long-term affordability of units listed in the SHI.

Milton Parkway Planned Unit Development (PUD) Bylaw (Attachment D8)

	The bylaw includes affordability requirements stipulating that at least one housing unit must be affordable and included in the SHI. However, if fewer than six apartments are developed, the developer may instead make a payment to the Town's Affordable Housing Trust, in an amount deemed reasonable by the Planning Board. Additionally, if the development includes at least three affordable units—comprising 25% or more of the total units—and all units qualify for inclusion in the SHI, the bylaw allows the total floor area of the second building to be increased by up to 6,000 square feet for residential use, and permits the addition of a third story. The Planning Board may also authorize an additional increase of up to 1,500 square feet of residential space if the developer demonstrates that it is necessary to make the affordable unit financially feasible.
Adopted local and/or state financing tools and strategies targeted to preserving and increasing affordable housing in the region and/or station areas	**Article 80 (Attachment C1)** The purpose of subsection 80B-2.5 of Article 80 (Waiver of Large Project Review Requirements for Certain Projects to Preserve or Create Affordable Housing) is to allow the BRA to waive the requirements of Large Project Review for certain proposed projects to rehabilitate or construct Affordable Housing units if the Authority has determined that such waiver will increase the availability or quality of Affordable Housing in the City and that such proposed project will not generate significant adverse impacts outside the Lot. The criteria for waiver of such review requirements pursuant to this Section 80B-2.5 are as follows: • Such proposed project is for the rehabilitation, replacement, extension, or creation of Affordable Housing units that are or will be subject to review by the Authority; and • The Authority determines that, with respect to those impacts that may be addressed pursuant to Section 80B-3 (Scope of Large Project Review), the proposed project will not have significant adverse impacts outside the Lot; and • The Authority determines that the proposed project will increase the availability or quality of Affordable Housing in the City. **The Infrastructure Investment Incentive Program (I-Cubed) (Attachment A11)** This program is an innovative public-private partnership created to spur economic development and job growth in the Commonwealth through support for large-scale private real estate development projects with significant new public infrastructure requirements estimated to be in the range of $5 million to $50 million. Enabling legislation was initially passed in 2006, and has since

been amended in 2008, 2012, and 2016. The program is administered by the Secretary of Administration and Finance and the Commissioner of the Department of Revenue in partnership with MassDevelopment.

The concept behind this financing program is that new state tax revenues generated from the private economic development project will cover the costs of the public infrastructure improvements needed to support the project. The project will further benefit municipalities through increased commercial property values and real estate tax revenues. The investment in public infrastructure is financed through bonds issued by MassDevelopment with the debt service on the bonds payable from contract assistance payments secured by a general obligation pledge of the Commonwealth. A cost and risk sharing agreement is arranged between the Commonwealth, the Municipality, and the private developer.

Current authorization permits up to $600 million tax-exempt bonds to be issued under the I-Cubed program for certified economic development projects across the Commonwealth with a maximum of 10 projects per municipality. Priority is given to projects in economically distressed municipalities that meet both the unemployment rate and median income level criteria. Applications for participation in the program must demonstrate that the economic development project would not happen or achieve the contemplated level of development, jobs, or other economic activity without the public infrastructure improvements financed under I-Cubed. The developer must demonstrate that the project is financially feasible and that sufficient financing resources have been committed to complete the project. The economic development project must also be consistent with sustainable development principles.

Residential Assistance for Families in Transition (RAFT) (Attachment A12)

This program aims to provide emergency help for housing-related costs up to $7,000 per 12-month period for families to stay in their homes or assist in moving to a new one. Funds can be used for rent, utilities, moving costs, and mortgage payments. Eligible households have an income that is less than 50% AMI OR an income of less than 60% AMI and are at risk of domestic violence.

Community Preservation Act Fund (Attachment C52)

In 2016, Boston residents voted to create a CPA Fund with a 1% property tax surcharge to fund affordable housing, historic preservation, and open space and recreation. Community organizations, housing and neighborhood developers, park friends' groups, historical societies, recreation associations,

non-profits, neighborhood coalitions, and public agencies can all apply for CPA funding. Boston raises over $20M annually to fund these areas.

ADU Loan Program & Technical Assistance (Attachment C53)

Launched in January 2025, this new Boston initiative offers zero-interest loans of up to $50,000 to eligible homeowners for the construction of ADUs, along with free technical assistance workshops to guide them through the process. These initiatives support the City's broader zoning reform efforts, which aim to expand housing options by removing regulatory barriers and encouraging more flexible residential configurations. ADUs help increase the city's housing supply while allowing residents to age in place, accommodate growing families, or generate rental income, contributing to both housing stability and affordability

Boston Housing Authority First Home Program (Attachment C54)

Offers eligible BHA residents enhanced down payment assistance of $75,000 toward the purchase of a home within Boston. This program is available to all current BHA tenants living in Boston, as well as BHA Section 8 households who currently reside or work outside the city but are seeking to buy a home in Boston.

Office to Residential Conversion Program (Attachment C23)

This program encourages developers to convert underutilized or vacant office space into residential units. Downtown is the focus of the program, but projects will be considered anywhere in the City. Developers that choose to participate receive benefits:

- An average 75% reduced property tax rates for up to 29 years. This could mean 100% abatement at the start of the agreement with a lower abatement later, averaging up to 75% over the total contract period.
- Streamlined Article 80 and permitting processes
- Zoning for conversion to residential where applicable, with potential access to bonus density.
- The program has an affordable housing requirement. Per newly approved Inclusionary Zoning Standards, 17% of all newly created units must be deed-restricted affordable for households making up to 60% of the AMI, and for Article 80 Large Projects, another 3% of units must be available at Fair Market Rent and reserved for voucher holders.

Housing Choice Grant Program (Attachment A10)

Offered by the state-run Housing Choice Initiative, this grant is available exclusively to municipalities designated as Housing Choice Communities

(Project corridor is within a designated Housing Choice Community), this grant program awards up to $500,000 for development-related projects and up to $150,000 for planning and zoning efforts. Larger awards may be considered for joint or regional applications based on project scope, impact, and need.

MassWorks Infrastructure Program (Attachment A14)

Run by Massachusetts' Executive Office of Urban Development, this program places particular emphasis on the production of multi-family housing in appropriately located walkable, mixed-use districts that result in direct and immediate job creation and/or that support economic development in weak or distressed areas. Typical grants for infrastructure projects range from $100,000 to $500,000.

Commercial Area Transit Node Housing Program (CATNHP) (Attachment A9)

Run by Massachusetts' EOHLC, CATNHP provides financial support for the development of residential housing units and mixed-use developments within Neighborhood Commercial Areas and transit-oriented Developments proximate to public transit nodes. Eligible funding activities may include, but are not limited to, planning grants, financing subsidies, and environmental assessments.

Acquisition Opportunity Program (Attachment C55)

The City underwrites acquisition of market-rate multifamily rentals and their conversion to income-restricted homes. Owners must agree to keep current tenants, keep rents affordable for at least 50 years, and set aside 40% of units for low- to moderate-income households.

Boston Acquisition Fund (Attachment C56)

Administered by the Massachusetts Housing Investment Corporation, this fund offers low-interest loans to developers to acquire occupied multi-family properties in Boston with the goal of preventing displacement, stabilize neighborhoods impacted by rising rents and speculative investments, and preserve long-term affordability for tenants. As loans are repaid, the funds are reinvested into new housing acquisitions, creating a sustainable cycle to ensure long-term affordability.

Neighborhood Homes Initiative (Attachment C46)

Run by the Boston Home Center, this initiative transfers City-owned land to create affordable homeownership opportunities for Boston residents. Homes are priced between $250,000 and $400,000 and are available for households with a combined income of $60,000 to $100,000. Each home comes with a 50-year resale restriction to preserve long-term affordability. Homes developed through the initiative follow pre-approved model designs vetted by

the City's Inspectional Services Department. These standardized plans enable builders to construct high-quality homes more efficiently and at a lower cost. Properties will be offered to qualified first-time homebuyers through a lottery process.

MBTA Communities Catalyst Fund (Attachment A15)

These funds provide support to MBTA Communities that have established a 3A district in compliance with M.G.L. Chapter 40A, Section 3A. The fund assists with activities that promote housing development, including infrastructure projects tied to housing and property acquisition within eligible communities.

Chapter 121A of the Massachusetts General Law (Attachment A16)

Chapter 121A of the Massachusetts General Laws enables cities and towns to suspend traditional real property taxes on properties deemed blighted, with the goal of encouraging their redevelopment by designated Chapter 121A Corporations. Instead of standard taxes, owners of 121A projects make annual alternative tax payments consisting of two parts: an excise Payment in Lieu of Taxes (PILOT), which is collected by the Commonwealth and transferred to the City, and a separate payment established through a Section 6A agreement between the project owner and the City, reflecting the value of municipal services provided to the development. Most 121A projects focus on creating housing for low- and moderate-income residents.

Urban Center Housing Tax Increment Financing (UCH-TIF) (Attachment A6)

Offered by the EOHLC, the Urban Center Housing Tax Increment Financing (UCH-TIF) Program is a statutory tool that enables cities and towns to encourage housing and commercial development by offering real estate tax exemptions on all or part of the increased property value, known as the "Increment." These exemptions can be paired with grants and loans from local, state, and federal development programs. The program is administered by the EOHLC through its Division of Community Services.

To participate, a municipality must adopt a UCH-TIF Plan for a designated area with significant business or commercial activity (the "UCH-TIF Zone"). This plan must include development proposals for public and private projects and executed UCH-TIF Agreements with property owners undertaking new development. These agreements provide annual real estate tax exemptions for up to 20 years on the Increment and must specify the affordable housing to be created. Each agreement includes an affordable housing restriction ensuring that at least 25% of the assisted housing remains affordable for 40 years or the useful life of the housing, whichever is longer.

The Community Planning Grant Program (Attachment A17)

Offered by the EOHLC, this program is a competitive funding opportunity of up to $150,000 to support a wide range of community planning activities. Awards are based on the project's alignment with key priorities such as housing, transportation, infrastructure, economic development, and community development.

HousingWorks Infrastructure Program (HWIP) (Attachment A18)

Offered by EOHLC, this grant initiative is available to municipalities and other public entities for infrastructure projects that directly support housing development. Funding decisions are based on how well a project aligns with housing, transportation, infrastructure, and broader community development priorities. Past pre-construction awards have ranged from $100,000 to $500,000 and past construction awards have ranged from about $100,000,000 to $5,000,000.

Housing Accelerator Fund (Attachment C45)

Mayor Michelle Wu has introduced a $110 million Housing Accelerator Fund aimed at jumpstarting stalled housing developments in Boston. The fund is designed to close financing gaps for projects that have already received planning approval but have not yet begun construction. It will be funded through Boston's budget surplus and matched by the state's Housing Momentum Fund. The initiative prioritizes developments that meet affordability and climate resilience goals, with MassHousing partnering to identify and support eligible projects. This effort is part of a broader housing strategy under Mayor Wu that includes streamlining development approvals, zoning reforms, expanded homeownership support, and anti-displacement measures.

Chapter 40B (Attachment A19)

Chapter 40B is a Massachusetts state law enacted in 1969 to promote affordable housing development across the Commonwealth, particularly in communities with limited housing options for low- and moderate-income residents. The law streamlines the permitting process for eligible housing projects that use subsidized financing and include long-term affordability restrictions on at least 20–25% of the units. This approach has been instrumental in producing approximately 70,000 housing units statewide, with over 35,000 of those reserved for households earning less than 80% AMI.

Chapter 40B is designed to balance regional housing needs with local concerns related to public health, safety, environmental protection, and community design. It allows developers to apply for a comprehensive permit that can override certain local zoning restrictions, provided the project meets affordability and planning criteria. However, municipalities that meet or exceed a 10% affordable housing threshold, or demonstrate consistent progress

through an approved Housing Production Plan, can deny 40B proposals without the risk of appeal, giving them greater control over local development.

MassHousing plays a key role in overseeing Chapter 40B developments. It ensures that projects comply with affordability requirements and supports planning efforts that align with broader regional goals. Chapter 40B does not override state or federal laws, including environmental regulations, and it encourages municipalities to contribute to the Commonwealth's housing supply in a way that is both equitable and sustainable.

MassHousing BILD (Bringing Innovation to Lending and Development) (Attachment F5)

Offers financing assistance for the construction of market-oriented, mixed-income rental housing. Eligible projects must be new construction with at least 50 total units, of which a minimum of 20% must be affordable to households earning up to 80% AMI. BILD initiative provides a unified financing solution that includes the FORGE Loan (Financing Options for Residential Growth and Expansion) and Momentum Equity, two programs that are offered together and cannot be separated.

Housing Boston 2030 (Attachment C13)

Boston's updated *Comprehensive Plan* contains several goals and action items to address financial assistance for housing owners or tenants.

Goals:

Increasing Ownership

- Work with non-profit and lending partners and the Massachusetts Community Banking Council to increase lending and ensure equal access to affordable home mortgages for families of color. (updated)

Preventing Displacement and Supporting Housing Stability

- Mitigate impacts of gentrification through targeted homebuying programs, strategic acquisitions, community land trusts and cooperative housing, tenant assistance, and expanded outreach to seniors. (updated)

Expanding Resources

- Identify new sources of funding to support affordable housing development and preservation in Boston, including the acquisition of market rate housing for conversion to long term affordable housing, and the redevelopment of 4,500 units of public housing stock. (new)
- Maximize the amount of CPA funding for investment in affordable housing development. (updated)

Sustainable and Climate-Ready Houses

- Protect vulnerable residents and communities by preparing Boston's housing stock for climate change including sea-level rise, extreme heat and precipitation, and natural disasters. (updated)
- Promote affordability by increasing the energy efficiency of both existing and new housing. (updated)
- Ensure existing and new housing support Carbon Neutral Boston 2050 goal by rapidly advancing building efficiency and resiliency, and transitioning to clean and renewable energy. (updated)

Actions:

Housing Boston's Low Income (Non-Elderly) Households

- Raise additional funds to support expanded low income housing production (see Resources Chapter), while working with developers, real estate professionals, and building trade representatives to reduce costs of affordable housing production. (original)

Increasing Homeownership

- In partnership with lenders like MassHousing and MHP, create lower interest mortgage products that would allow more low and moderate income homebuyers to afford a home in Boston. (new)

Sustainable and Climate-Ready Housing

- Promote housing affordability and stability for vulnerable populations by working with senior households to complete energy efficiency improvement projects including heating system replacement through the Senior Home Repair program. (new)
- Strengthen Green Building outcomes for City-supported projects through increased minimum green building standards and onsite renewable energy requirements. (new)
- Advance new energy-efficient affordable housing creation by promoting E+ (energy positive) and passive energy efficiency development on City-owned land; including on site renewable solar PV and thermal energy, onsite energy storage, or other solutions that increase affordability and resilience while contributing to Boston's carbon neutrality goals. (new)
- Support the BPDA-led study of the use of height and density bonuses to encourage resilient, high performance and net zero carbon buildings. (new)

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- Improve coordination between Renew Boston and the Boston Home Center to pair home repair loans with energy efficiency and resiliency projects. (updated)

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<tr><td>Evidence of developer activity to preserve and increase affordable housing in station areas</td><td>

The performance of affordable housing policies is demonstrated through actual provision of housing by private and public developers. The following section describes recently completed or ongoing developments that must have legally binding affordability restriction (LBAR) such as a lien, deed of trust or other legal instrument attached to a property and/or housing structure that restricts the cost of housing units to be affordable to households at specified income levels for a defined period of time and requires that households at these income levels occupy these units.

Within the ½-mile Project buffer, the National Housing Preservation Database (NHPD) has identified 6,028 LBAR-designated housing units. **Table 23** shows the total units per station area.

Table 23. Station Area LBAR Housing Units

Station Area	Total LBAR Housing Units
Supple Road / Wayne Street	2,887
Ellington Street	356
Vesta Road / Calder Street	1,329
Westview Street	656
Balsam Street / Wilcock Street	45
Morton Street	132
Clarkwood Street	103
Walk Hill Street	153
Fairmount Line Commuter Rail	123
Fairway Street	244
Total	6,028

The following section highlights examples of recently completed or planned developments located within the ½-mile Project buffer that include affordable housing units reserved for households earning 60% or less AMI. While these

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developments contain units at or below the 60% AMI threshold, they are not confirmed as LBAR-designated housing.

1471 Blue Hill Avenue

Located in the **Fairway Street station area**, this five-story residential building will provide 41 affordable rental units, onsite parking for 12 vehicles, and a community art space/work room, on a uniquely-constrained and topographically-challenged property site, in an appropriately designed building along with related improvements in landscaping, site design and pedestrian access that is consistent with the character and housing needs of the surrounding community. All units in the development are reserved for households with income ranges at 30% AMI with Project-Based Section 8 vouchers, 60% AMI, and 70% AMI (workforce units). The project has been issued City of Boston Affordable Housing Acceleration Certificate No. EO2216. Although construction for this project has not yet started, it has been board approved as of December 30, 2024. The development will be located near the **Fairmont Line Commuter Rail station**.

Olmsted Village

The Olmsted Village Project, board approved as of March 15, 2025, consists of six new buildings in three different housing communities: one six-story building containing senior housing apartments with a community center, medical suite, and child care center on the ground floor (Brooke House); one four-story building containing intergenerational apartments (Treehouse at Olmsted Village); one four-story building containing mixed-income family homeownership apartments (Russell House); two three-story buildings containing market-rate family homeownership apartments; and one four-story building containing homeownership apartments fronting on Harvard Street. Located within a SCOD, the Olmstead was required to designate 20% of its units as affordable housing. In practice, 77% of the units at Olmstead Village are available to households making 60% AMI or less. This includes 52 units reserved for households earning no more than 30% AMI, 125 units for those earning up to 50% AMI, and 14 units for those earning up to 60% AMI. The development will be located near the **Balsam Street/Wilcock Street station**.

639 Warren Street

Board approved as of February 13, 2025, this proposed 63 unit building will feature a mixture of commercial and residential uses, including both homeownership and rental units, fully affordable to incomes ranging from 30-80% AMI (54 rental units) and 80-120% AMI (9 homeownership units). Six-story wing of the building along Warren Street and wrapping into the interior of the property that will contain up to 54 rental units along with 2000 SF of ground floor commercial space. Along Crawford Street will be a three-story wing comprising nine units of affordable homeownership. This project will

provide affordable housing to a total of 63 households near a dynamic commercial center with access to numerous transit lines (including bus and commuter rail), along with space for local businesses or nonprofit use.

257 Washington Street

The proposed building will consist of approximately 49,979 SF and is four stories with a below-ground garage level for parking and bike storage. The parking garage is accessed via a new curb cut on Washington Street and has 26 total parking spaces. In the rear of the garage level is a bike room with 70 total bicycle parking spaces, as well as a trash room and mechanical and storage space. The first level of the building consists of retail space and residential space. Two of the 10 IDP units will be designated for households earning no more than 30% of AMI, three units for those earning up to 60% of AMI, three units for households making no more than 70% of AMI, and two units for those earning up to 80% of AMI.

The following planned or ongoing developments include units designated for households earning up to 80% AMI, in accordance with the IDP, which required that 13% of a development's units be reserved for households at or below this income level. These projects were approved prior to the Inclusionary Zoning regulations that took effect on October 1, 2024, which increased the affordability requirement to 20% of units and lowered the income threshold to 60% AMI to promote deeper affordability. This project has been board-approved as of June 13, 2024 and is located near the **Ellington Street station**.

Mattapan Station

This $57 million development, completed December 12, 2022, features a five-story building containing 135 mixed-income rental apartments, along with 10,000 square feet of commercial and retail space and a 2,000 square foot community room on the ground floor. A second building includes nine homeownership units. Altogether, the project will span 165,750 gross square feet, including residential areas. Designed as a transit-oriented development, it aims to address the need for both affordable and market-rate housing in the Mattapan community. Of the rental units, 54 units are available for households earning up to 60% AMI, seven units for those earning up to 50%, and eight units for those earning up to 30%. The development is located just to the east of the **Fairway Street Station**.

Cote Village

The Cote Village NPC development was completed December 30, 2021, providing 101,848 sq ft of land area and 111,523 sq ft of Gross Floor Area. The mixed-use residential, retail, and commercial space has 56 units reserved for households earning no more than 60% AMI, and 84 parking spaces (47

below-grade parking spaces and 37 surface parking spaces). The site is located between Mattapan Square (less than ½-mile to the southeast), and the Cummings Highway MBTA Commuter Rail Station (immediately adjacent to the west) that bridges between Cummins Highway and Blue Hill Avenue. The development is located in between the **Fairmount Line Commuter Rail station** and the **Fairway Street station**.

Morton Station Village

Morton Station Village, completed February 3, 2022, consists of 40 units of mixed-income affordable and workforce housing, of which 31 units will be rental units for households with incomes of 30% AMI to 100% AMI and nine units will be deed-restricted affordable condominium units for households with incomes of 80% AMI to 100% AMI. Four of these affordable units are for renters making 50% AMI, 13 at 60% AMI, one at 70% AMI and three at 90% AMI. The Proposed Development will be adjacent to the Steven P. Odom Serenity Garden and is located near **Morton Street station**.

Brookview House II

Brookview House, a multi-service nonprofit organization dedicated to supporting women, children, and youth experiencing homelessness, has completed construction of an approximately 22,000SF development offering 16 units of permanent affordable rental housing for homeless families with supportive services. All 16 units are available for households earning no more than 30% AMI. The development is located just north of the **Balsam Street/Wilcock Street station** in Dorchester.

Brookview House III

Brookview House has completed another construction of a low income, three-story building with 12 residential rental units available to households earning no more than 30% AMI, program space and two 2 on-site/off-street parking spaces. This project is in conjunction with the City of Boston DND. The development is located just north of the **Balsam Street/Wilcock Street station** in Dorchester.

37 Wales Street

37 Wales Street is a four-story residential building with 20 rental units for permanent supportive housing for Heading Home and 20 spaces for bicycle parking. Heading Home serves nearly 1,500 homeless and formerly homeless people in the greater Boston area, spanning from infancy to elderly, with a majority of its population being young single, mothers with 1-2 young children. The project received funding support from the Massachusetts Executive Office of Housing & Livable Communities (EOHLC) and the City of Boston. Units are reserved for extremely low income households earning at or below 30% AMI.

	The development reduced the proposed building height from the proposal to final design to remain consistent with the abutting structure, and construction on the project was completed in 2022. Located near the Vesta Road/Calder Street station, this project is located in Dorchester but is included in Mattapan zoning. **Cheney Street Apartments** Cheney Street Apartments will provide 60 units of new affordable housing across 74,020 square feet. The unit mix is made up of 48 affordable elderly units, and 12 affordable homeownership units, with 37 parking spaces.14 units within the Proposed Project will be made affordable to a mix of households earning not more than 30% AMI, 4 units will be made affordable to households earning not more than 50% of AMI, and 30 units will be made affordable to households earning not more than 60% of AMI. Located in the Roxbury neighborhood, the apartments are located near the **Supple Road/Wayne Street station**. **16 Ronald Street** 16 Ronald Street is a 54 unit affordable senior housing residence grossing approximately 45,646 square feet, 4 stories tall, with 14 surface parking spaces. Infill development occurred on a site that was a previously vacant city-owned lot. Construction on the apartment building was completed in 2021. 100% of the units are affordable. Of the 54 affordable rental units, all will be for households over the age of 62. At least eight units will be for households earning not more than 30% AMI, another 46 will be for families earning more than 30% AMI but not greater than 60% of AMI. 6 units will be designated as both affordable units and ADA group two accessible units. Financing for the project includes support from the City of Boston, the Commonwealth of Massachusetts, the Federal Home Loan Bank of Boston, and State, Federal low income housing tax credits, MassDevelopment, Citizens, and Eastern Bank. Philanthropic support was provided by Charles H. Farnsworth Trust, Charlesbank Homes, and individual donors. The Project Site is adjacent to the MBTA Fairmount/Indigo Commuter rail line, and is near the **Supple Road/Wayne Street station**. **841 Morton Street** Currently under review, this new five-story, mixed-use, multi-family residential development will include 9 units reserved for households earning less than 60% AMI. The proposed building would include approximately 67,567 gross square feet of floor area, comprising 52 residential units, approximately 2,396 gross square feet of ground-floor retail space, resident amenity areas, a 42-space parking garage, 42 indoor bicycle spaces, and additional exterior

	bicycle parking for visitors. The project will be located less than 500 feet away from bus stops and the Morton Street MBTA Commuter Rail Station and will also be near the **Clarkwood Street station**.
Extent to which the plans and policies account for long-term affordability and the needs of very and extremely low income households in the station areas	**Housing Boston 2030 (Attachment C13)** Boston's updated *Comprehensive Plan* includes goals and actions aimed at improving access to long-term housing for very low- and extremely low-income households: • Ensure that 1,900 units are accessible to extremely low income households. (updated). • Leverage additional project-based rental assistance for affordable housing developments to enhance and supplement the 10% Homeless Set-aside policy for developments, in order to create additional units for extremely low income tenants. (new) **The Massachusetts Rental Voucher Program (MRVP) (Attachment A20)** MRVP is a state-funded initiative designed to help low income individuals and families secure stable housing. Modeled after the federal Section 8 program, MRVP provides rental assistance through two types of vouchers: tenant-based (also known as mobile) and project-based. Tenant-based vouchers offer flexibility, allowing recipients to use them at any qualifying housing unit that meets state sanitary standards. In contrast, project-based vouchers are tied to specific units, and recipients must reside in those units to receive assistance. Participants in the program are expected to contribute at least 30% of their net monthly income toward rent, with the voucher covering the remainder up to a set limit based on household size and location. Eligibility extends to individuals, families, seniors, and people with disabilities whose income does not exceed 80% AMI. Due to high demand, most applicants are placed on a waiting list, though those experiencing homelessness may qualify for priority placement. The application process is centralized through the Common Housing Application for Massachusetts Programs (CHAMP), which also allows applicants to track their status. Once near the top of a waitlist, applicants are contacted by housing agencies for a screening interview to confirm eligibility and discuss next step **Low Income Housing Tax Credit program (LIHTC) (Attachment A21)** The LIHTC program is a federally authorized program for non-profit and for-profit developers to promote the construction and rehabilitation of affordable rental housing. The LIHTC program was created by Congress under Section 252 of the Tax Reform Act of 1986 to promote the construction and

rehabilitation of housing for low income persons. The tax credit provides a means by which developers may raise capital for the construction or acquisition and substantial rehabilitation of housing for low income persons. Under the federal income tax code, investors in low income rental housing are permitted to take a credit against taxes owed the federal government. In Massachusetts, the EOHLC is the allocating agency for tax credits. EOHLC is responsible for preparing the annual allocation plan and making it available for review by interested members of the public before final publication. Because it depends on investor capital rather than just direct government subsidies, the program has imposed market discipline that results in long term stability for the projects. Investors assume significant risks and assert strict business discipline in selecting projects and overseeing their development and long-term operations.

Both for-profit and nonprofit developers can qualify for the credit. At least 20% of the units must be reserved for persons with incomes at/or below 50% AMI adjusted for family size; or at least 40% of the units must be made affordable for persons with incomes at/or below 60% AMI adjusted for family size. In addition, the project must be retained as low income housing for at least 30 years.

2025 Reconciliation Bill (Attachment F6)

A new federal reconciliation bill has been signed into law that includes significant enhancements to the Housing Credit program. These changes are expected to support the development of approximately 1.22 million additional affordable homes over the next decade.

Key provisions include:

- Permanent 12% Increase in Housing Credit Allocation: Starting in 2026, states will receive a 12% boost in their Housing Credit allocations, providing more resources for affordable housing development.
- Reduction of Bond Financing Threshold: Also beginning in 2026, the threshold for bond financing will be permanently lowered from 50% to 25%. This change reduces barriers to affordable housing production and allows states to use their bond cap more efficiently.

City of Boston Voucher Program (Attachment C57)

This funding is primarily used to make existing income-restricted housing affordable for low- and extremely low income renters in Boston. It does so through project-based vouchers, which are tied to specific private or nonprofit developments and ensure that tenants pay no more than 30% of their income toward rent. Income eligibility for the CBVP shall be for families or individuals earning less than 60% AMI. The BHA shall attempt to maintain an average

income of applicants at or below 40% AMI and shall adjust the referral policy as necessary to maintain this average.

Boston's Way Home (Attachment C58)

Launched in 2015, Boston's Way Home is a comprehensive initiative to address homelessness in the city through a housing-first approach, with a particular focus on ending chronic and veteran homelessness. The plan emphasizes making homelessness rare, brief, and non-recurring by transforming the city's homeless response system and improving outcomes for vulnerable populations.

The City's housing solutions under this plan include expanding income-restricted affordable housing with a target of 70,000 units by 2030, launching a 1,000 Homes campaign to convert existing rental properties into permanent affordable housing, and leveraging project-based rental assistance to support extremely low income tenants.

Eviction Prevention Task Force (Attachment C59)

The Eviction Prevention Task Force, a key component of Boston's broader housing strategy, was established to reduce the city's annual eviction rate by focusing on tenancy preservation and systemic reform. Formed as a coalition of non-profit tenant advocacy groups, housing service providers, legal aid organizations, real estate professionals, and city staff from the BHA and the DND, the task force aims to address the root causes of eviction and displacement. One of its early goals was to develop a report of actionable recommendations, which culminated in the 2019 Action Plan to Reduce Evictions in Boston. This plan analyzed eviction trends using data from the Eastern District Housing Court and found that while eviction filings remained steady at around 5,000 per year, actual eviction executions dropped by 10% between 2015 and 2017.

APPENDICES

Figure 1: Project Map

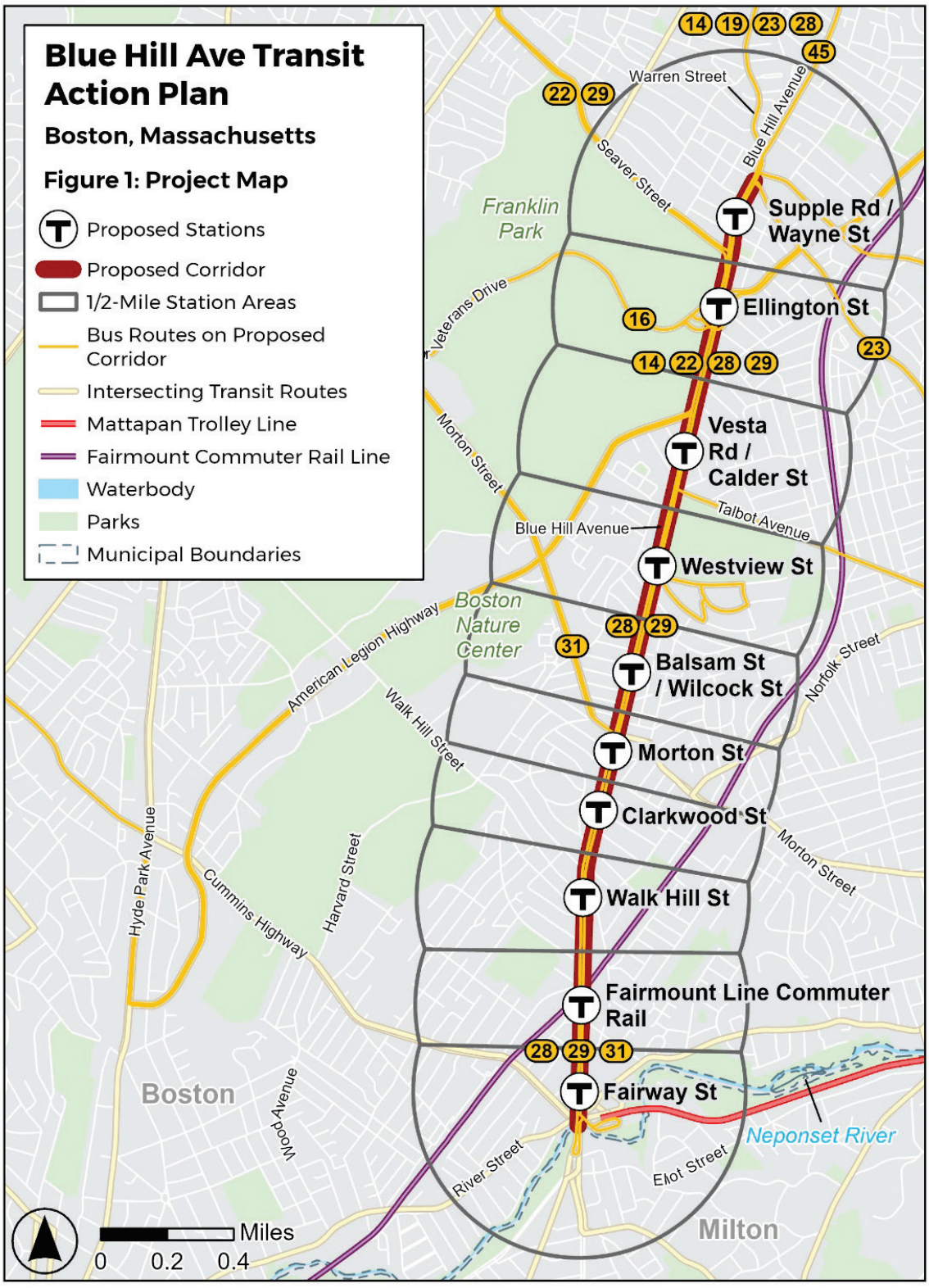


Figure 2: Vicinity Map

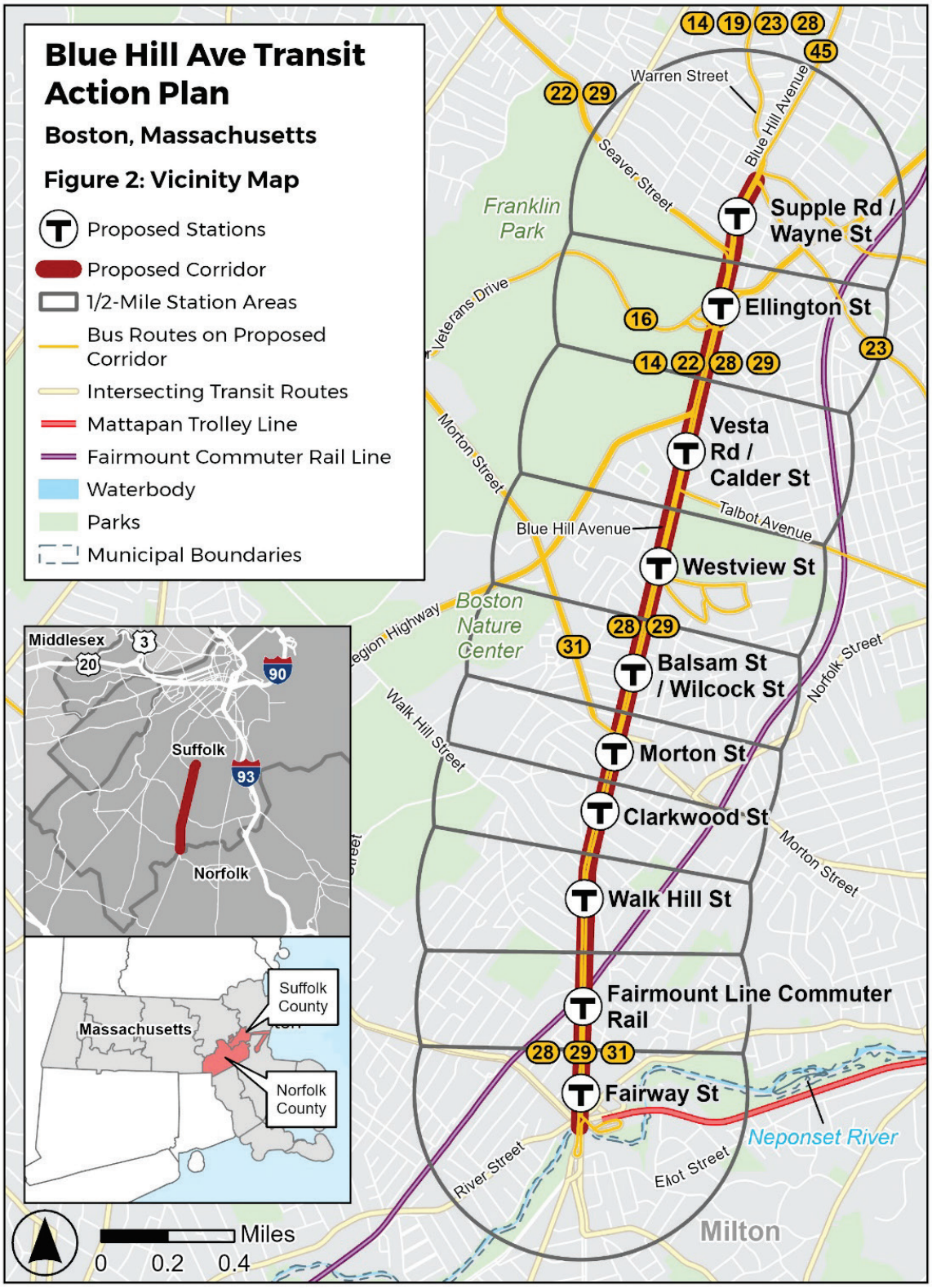


Figure 3: Boston Zoning Districts Map

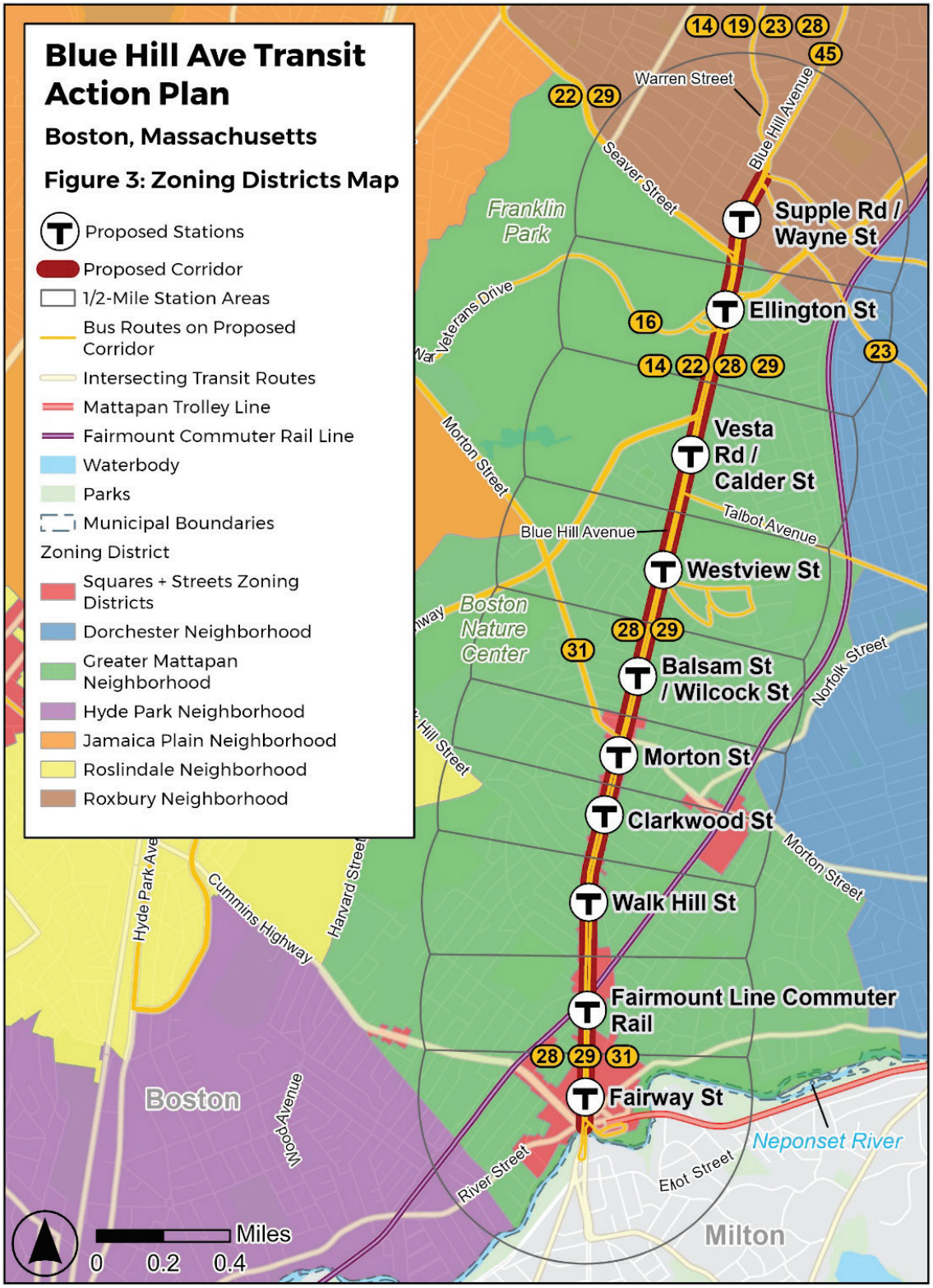


Figure 4: Boston Zoning Subdistricts Map

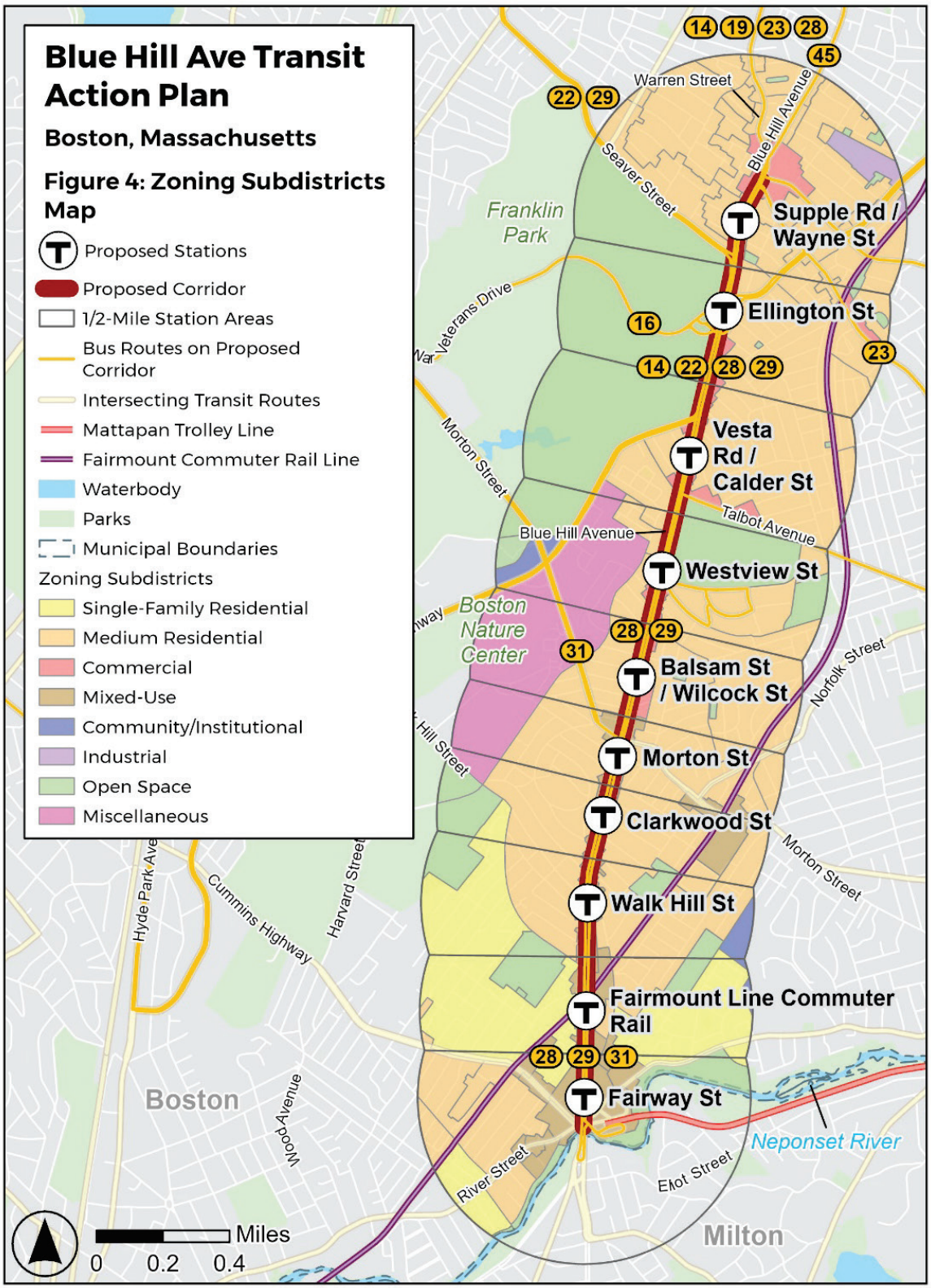


Figure 5: Squares and Streets Zoning Map

Blue Hill Ave Transit Action Plan
Supplemental Economic Development Information and Documentation
August 2025 Submittal

Figure 5: Squares + Streets Zoning Districts



Squares + Streets Districts
Regulated by Citywide Base Code

- S0
- S1
- S2
- S3
- S4

Proposed Mattapan Subdistricts
Regulated by Mattapan Article 60

- Residential 1
- Residential 2
- Community Facilities
- Multifamily Residential
- Neighborhood Shopping

Source: City of Boston

Figure 6: Milton Zoning Districts Map

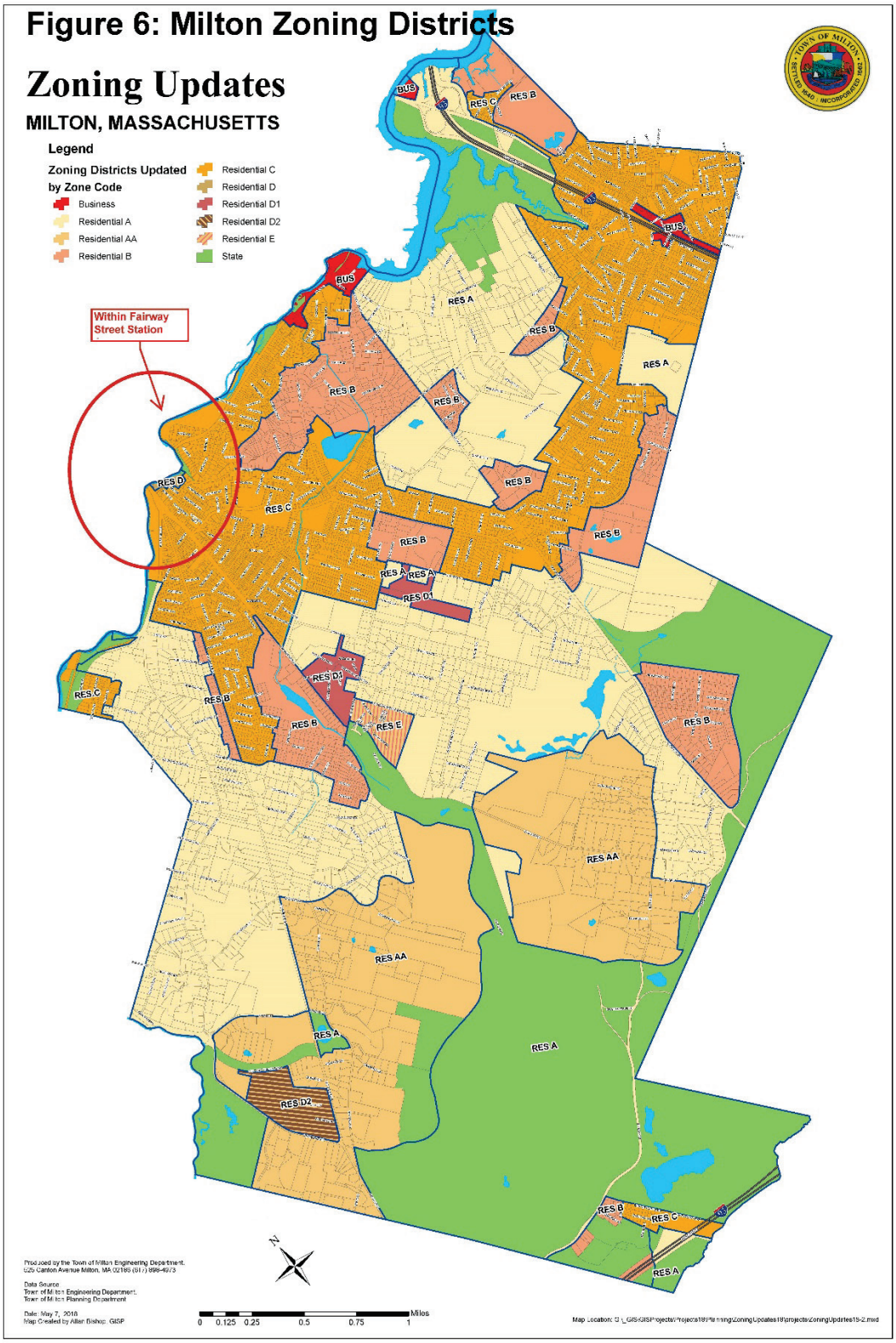


Figure 7: Olmsted Green Smart Growth Overlay District Map

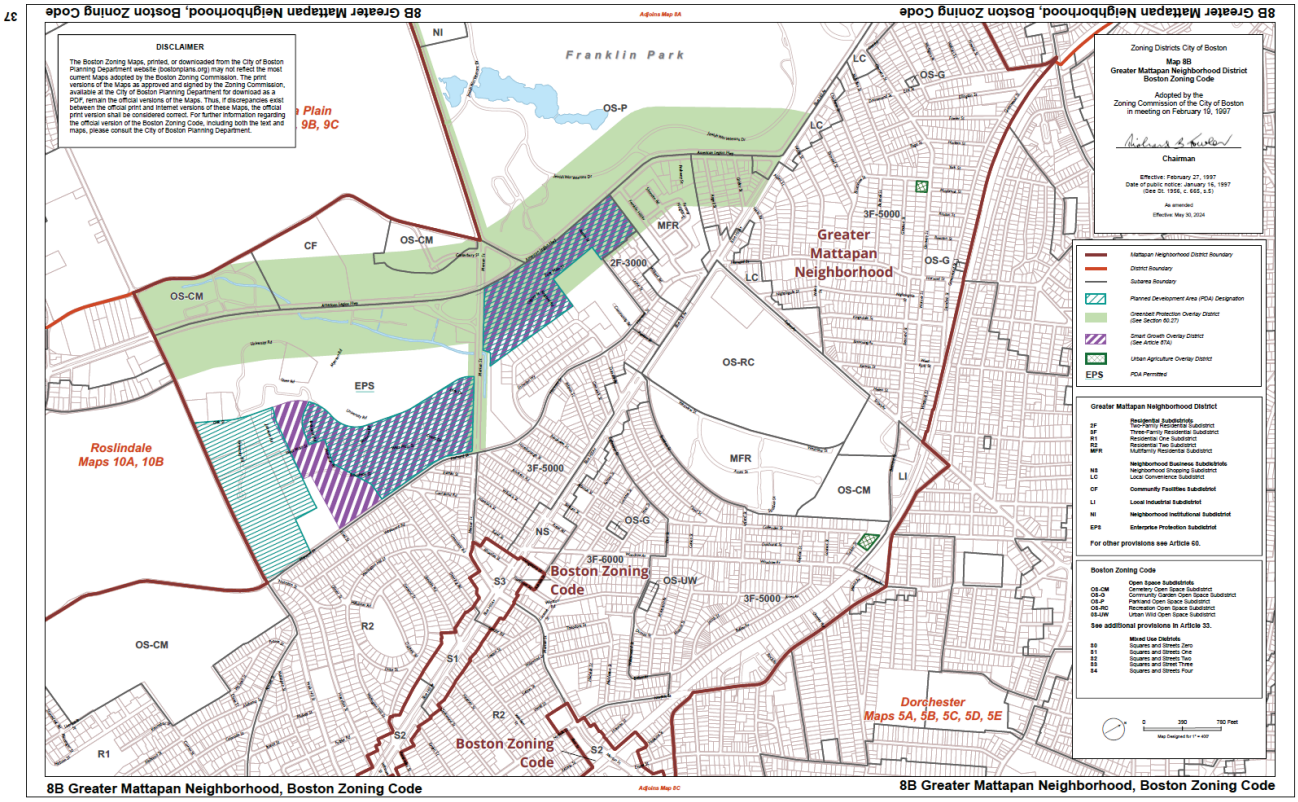


Figure 8: Imagine Boston 2030 Types of Places for Growth

Figure 8: Imagine Boston 2030 Types of Places for Growth

Imagine Boston identifies three types of places for growth and enhancement.

This plan sets a vision for Boston in 2030: a city where Bostonians live in vibrant neighborhoods, where all residents are able to participate in the city's economic growth, and where one of our most significant resources—our waterfront—can thrive. To achieve this vision, Imagine Boston identifies places for growth and enhancement that will help the city achieve its goals of becoming more equitable, improving quality of life, and preparing for climate change.

Today, Boston can be thought about as three distinct types of places. Each of these areas requires a customized approach to growth, enhancement, and preservation that is responsive to the existing and varied fabric of the city.

Approach to Enhancement
Contextually sensitive growth in existing neighborhoods and the commercial core will provide significant amounts of new housing and spaces to work; however, growth in these areas alone will not accommodate all of Boston's demand. That means we must look outside of existing neighborhoods and the commercial core to identify concentrated areas of transformation that can support growth. These edge areas form Imagine Boston's expanded neighborhoods.

Existing Neighborhoods →
Predominantly residential neighborhoods—many of which are experiencing significant pressure from rising housing prices—are in need of neighborhood amenities and investment to enhance quality of life and increase access to opportunity.

Enhance Neighborhoods
Improvement of the public realm and contextually sensitive development, paired with antidisplacement policies, will improve neighborhood vitality, services, and affordability while affirming each neighborhood's distinct identity.

Commercial Core →
Centers of industry, commerce, and institutions, supported by dense, high-rise buildings, walkable streets, and transit infrastructure, are in need of continued growth and investment to make these areas more vibrant and mixed-use.

Encourage a Mixed-Use Core
Continued dense, mixed-use development and public realm improvements in the core—such as Downtown and Longwood—will support job growth and new housing opportunities, add amenities, and create active centers for residents, workers, and visitors.

Edge Areas →
Boundaries, both large and small, between neighborhoods and the commercial core are occupied by industrial and transportation infrastructure and vacant land, and also have potential for transformation that supports pressing needs for job and housing growth.

Expand Neighborhoods
Significant new mixed-use housing and job growth in transit-accessible areas at the edges of neighborhoods will reduce housing price pressure, expand access to opportunity, and stitch together the physical fabric of the city.

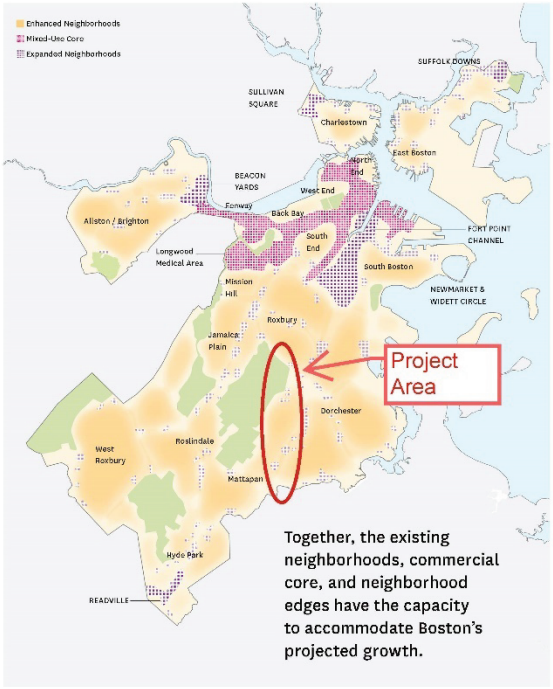


Figure 9: PLAN: Mattapan Study Area and Proposed Zoning

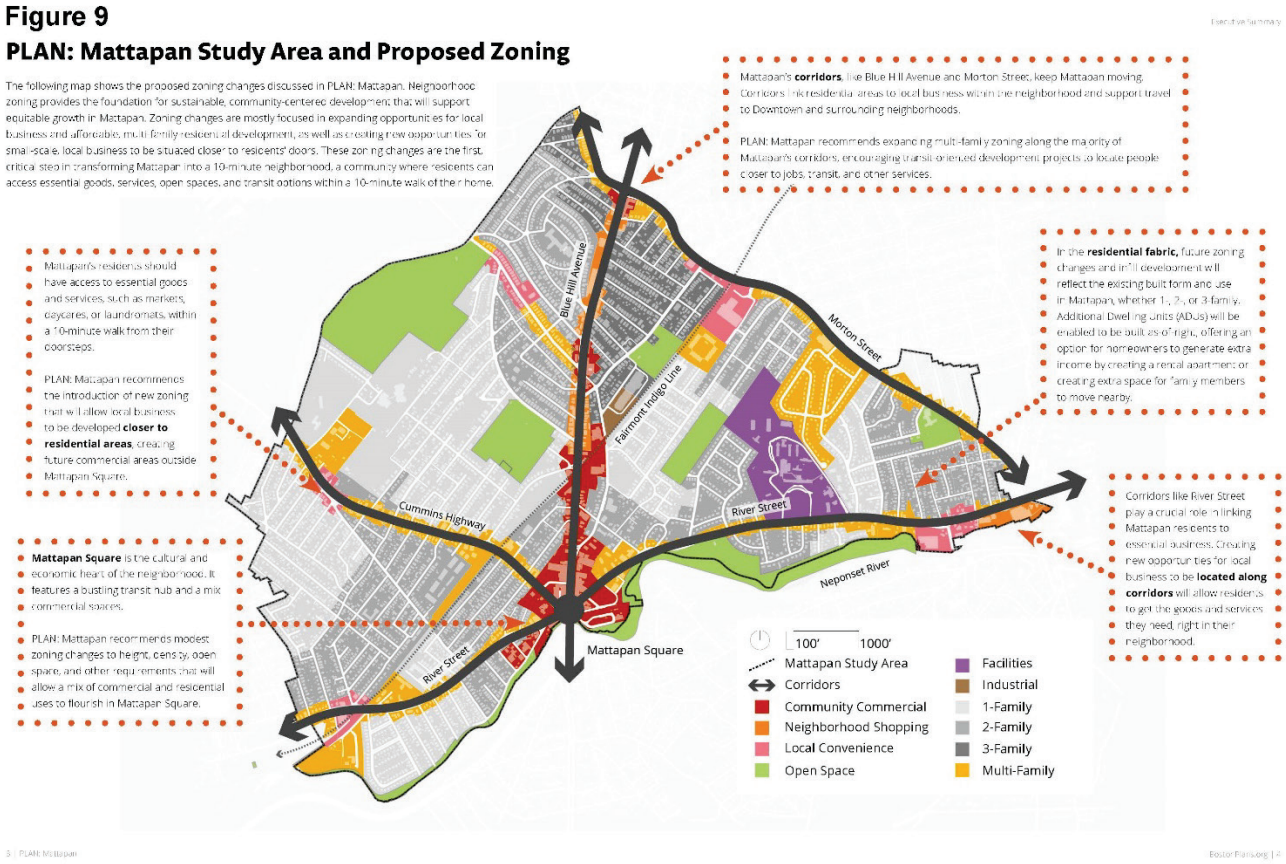
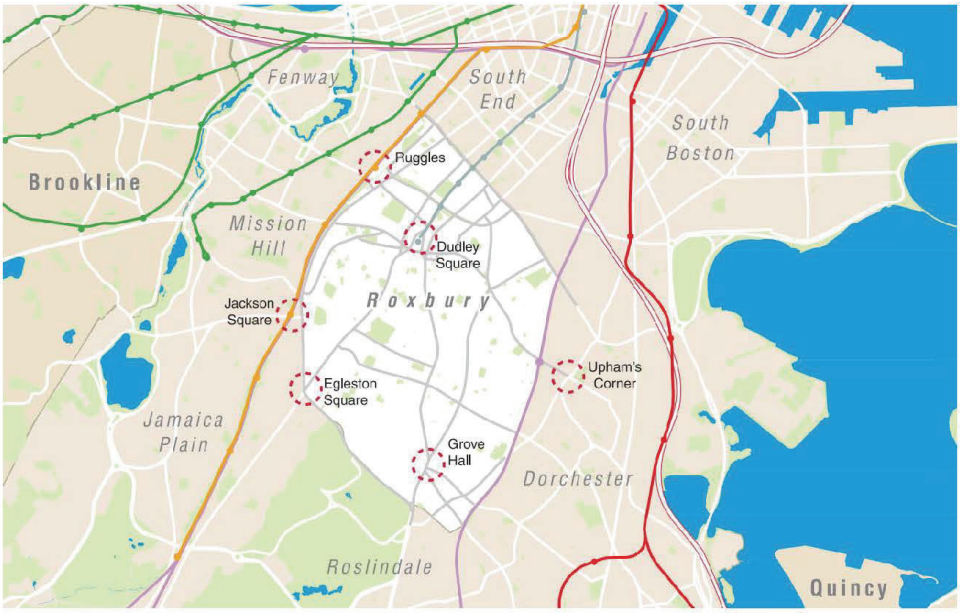


Figure 10: Roxbury Strategic Master Plan Area

Blue Hill Ave Transit Action Plan
Supplemental Economic Development Information and Documentation
August 2025 Submittal

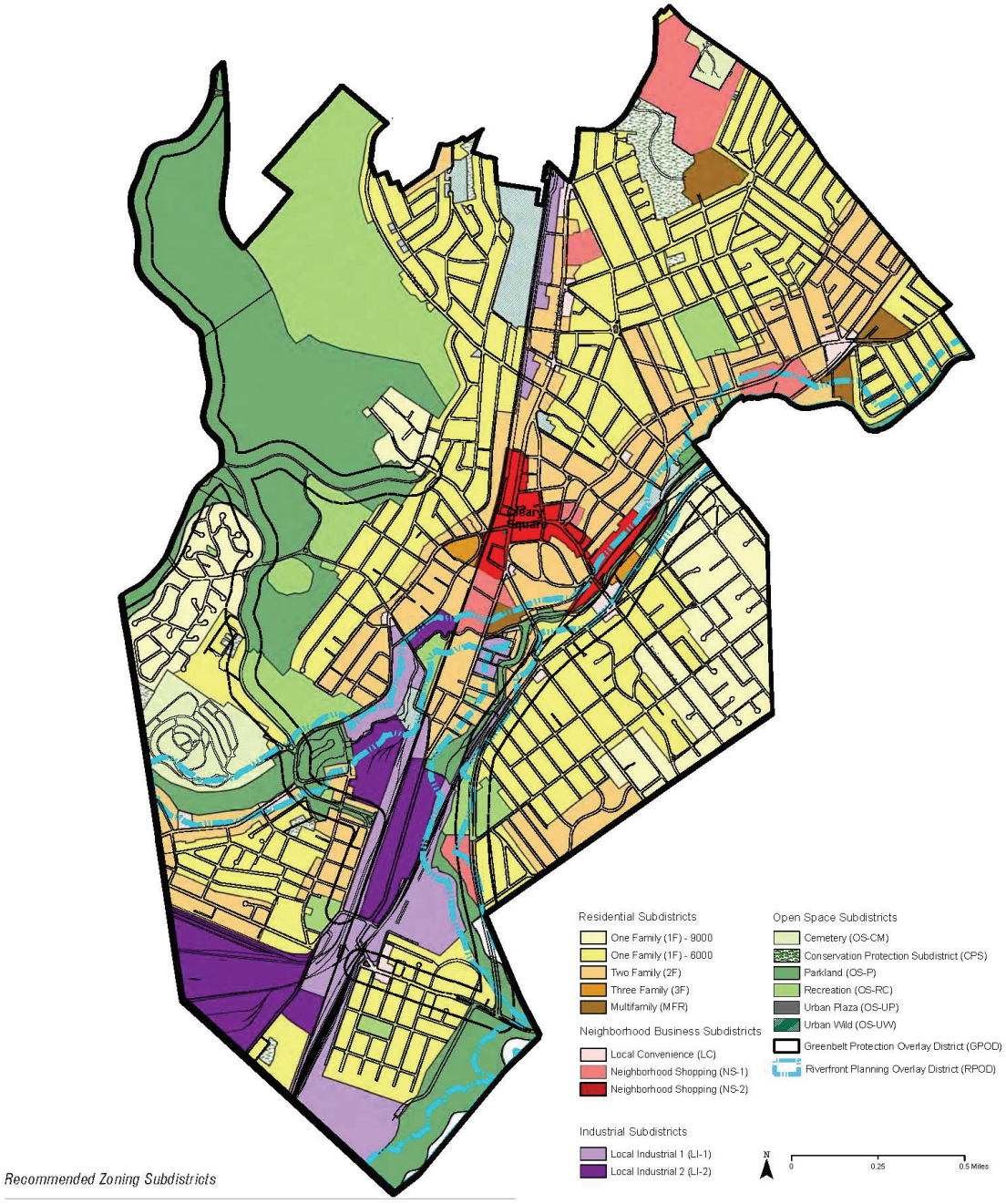
Figure 10: Roxbury Strategic Master Plan Area



Source: City of Boston

Figure 11: Hyde Park Neighborhood Strategic Plan Area

Figure 11: Hyde Park Neighborhood Strategic Plan Area



Recommended Zoning Subdistricts

Figure 12: Fairmount Indigo Planning Initiative Station Areas



Figure 13: Opportunity Zones Map

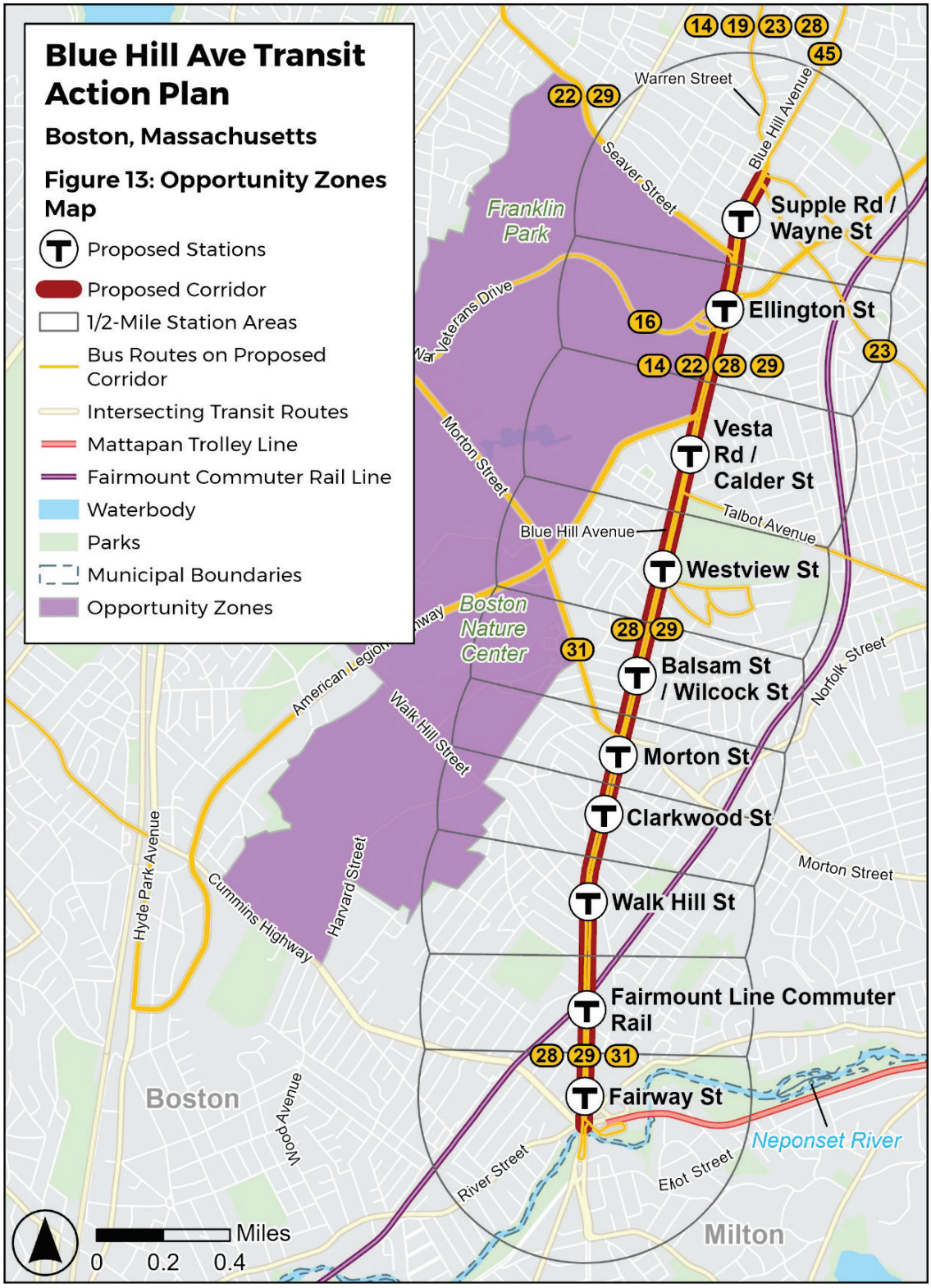


Figure 14: Main Streets District Map

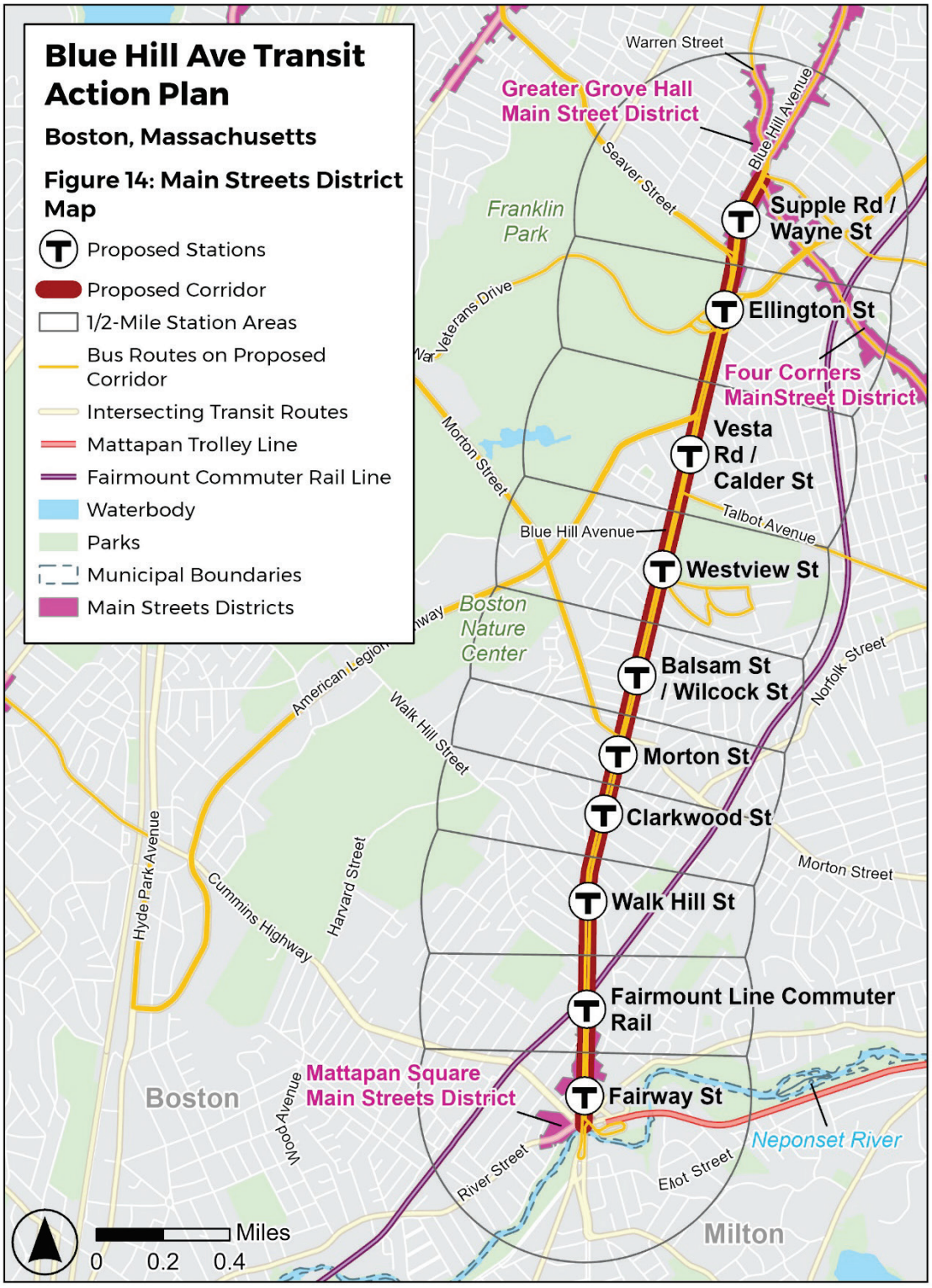


Figure 15: Recent and Future Developments



Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



114-122 Harvard Street



1199-1203 Blue Hill Avenue



Wellington at 1301



Harvard Street Neighborhood
Health Center



1471 Blue Hill Avenue



Olmsted Green Lena Park CDC and
Brooke Charter School

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



1525 Blue Hill Avenue



156 Wellington Hill Street



16 Ronald Street



185-191 Geneva Avenue



257 Washington Street



Cote Village NPC

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



Brookview House II & III



37 Wales Street



376-384A Blue Hill Avenue



Cheney Street Apartments



Mattapan Station Development /
The LOOP



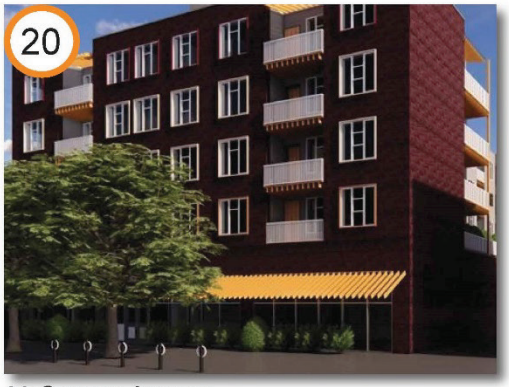
61 Columbia Road

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



639 Warren Street



66 Geneva Avenue



691-695 Morton Street



775 Morton Street



819 Cummins Highway



841 Morton Street

Figure 15: Recent and Future Developments
Pictures, Renderings and Site Plans of Developments

Recent Development Planned Development



Morton Station Village



88 Geneva Avenue



9-19 Vaughan Avenue



Olmsted Village

Figure 16: City-Owned Vacant Land

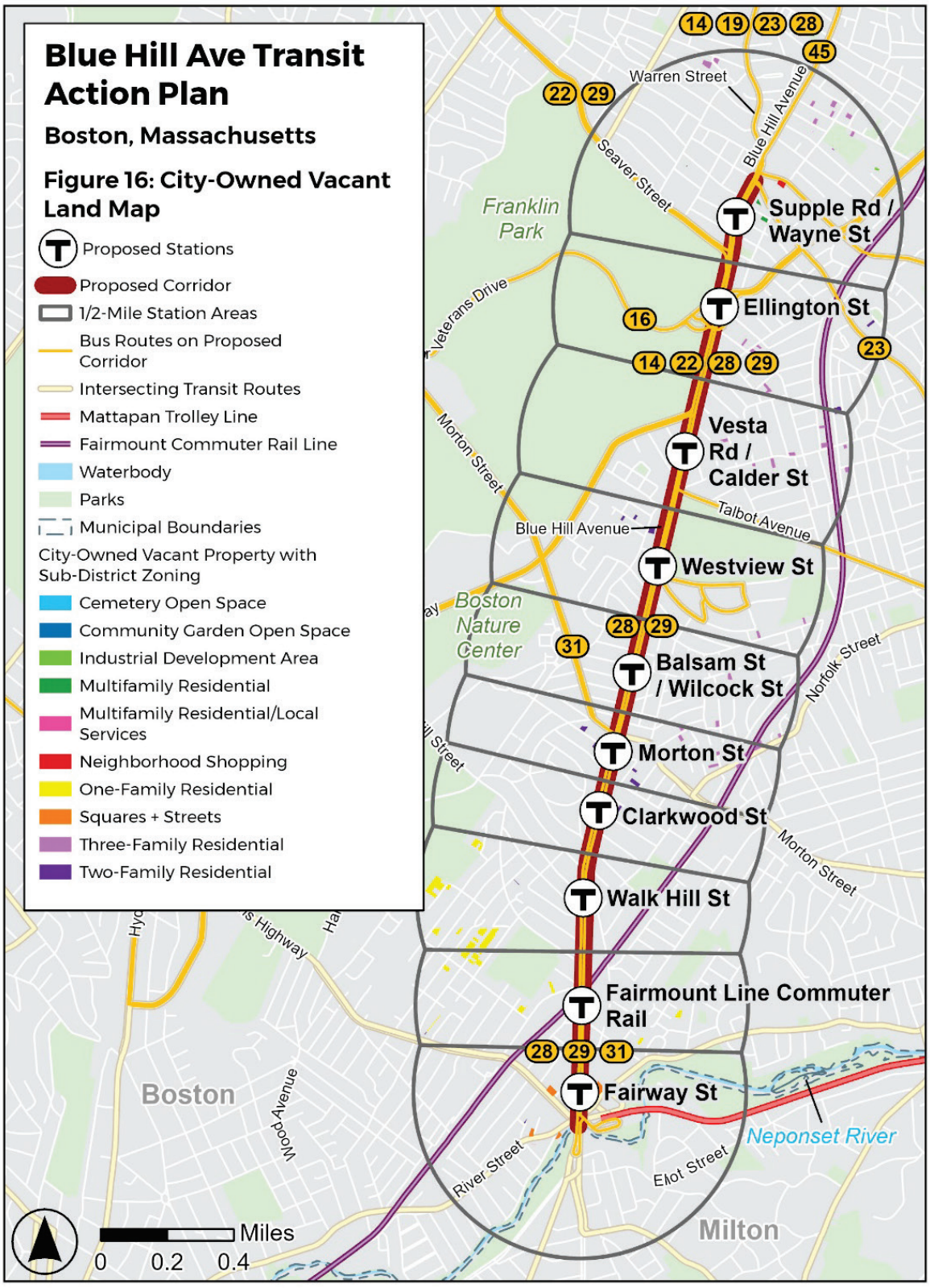


Figure 17: 2025 Population

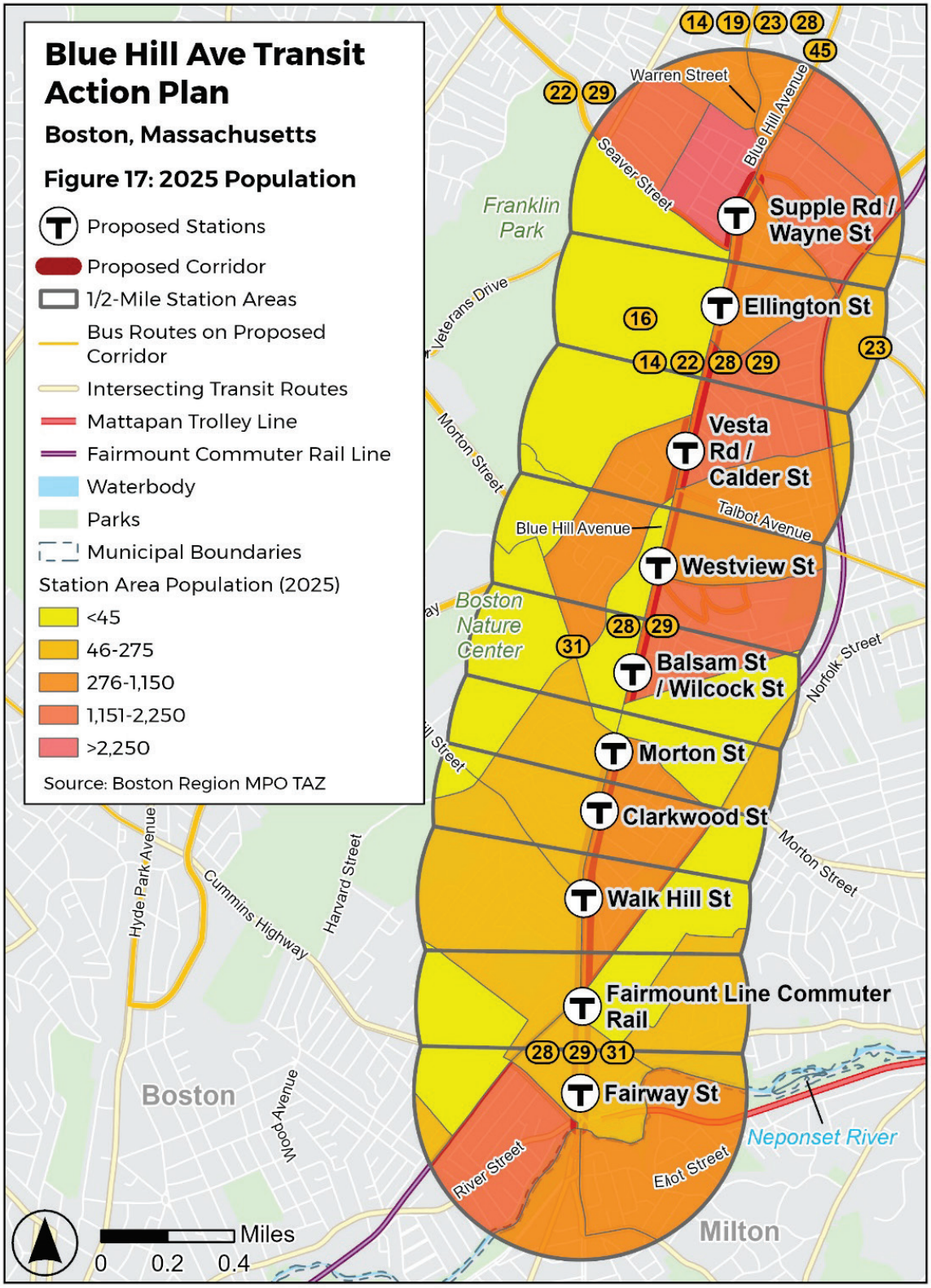


Figure 18: 2045 Population

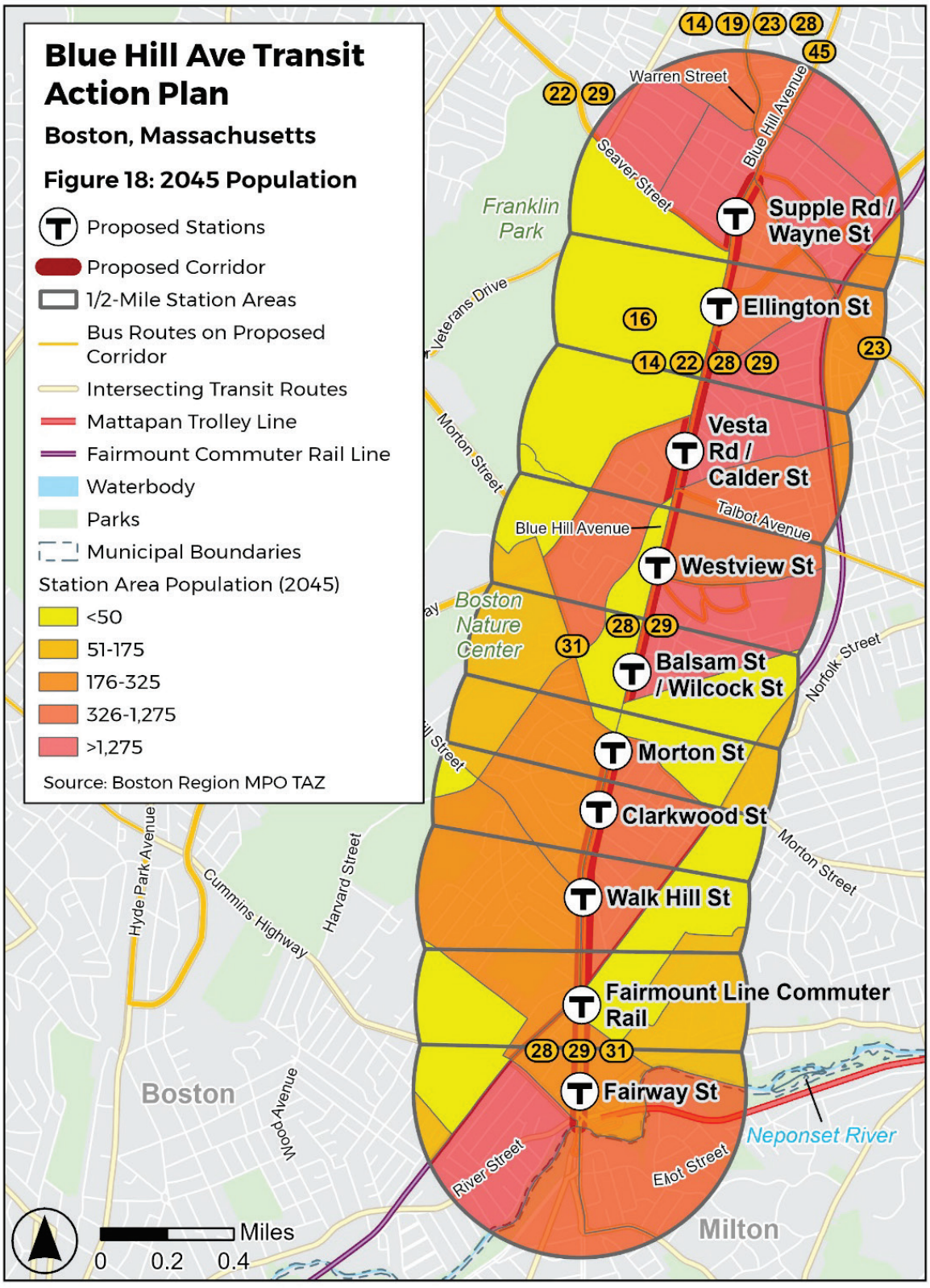


Figure 19: 2025 Employment

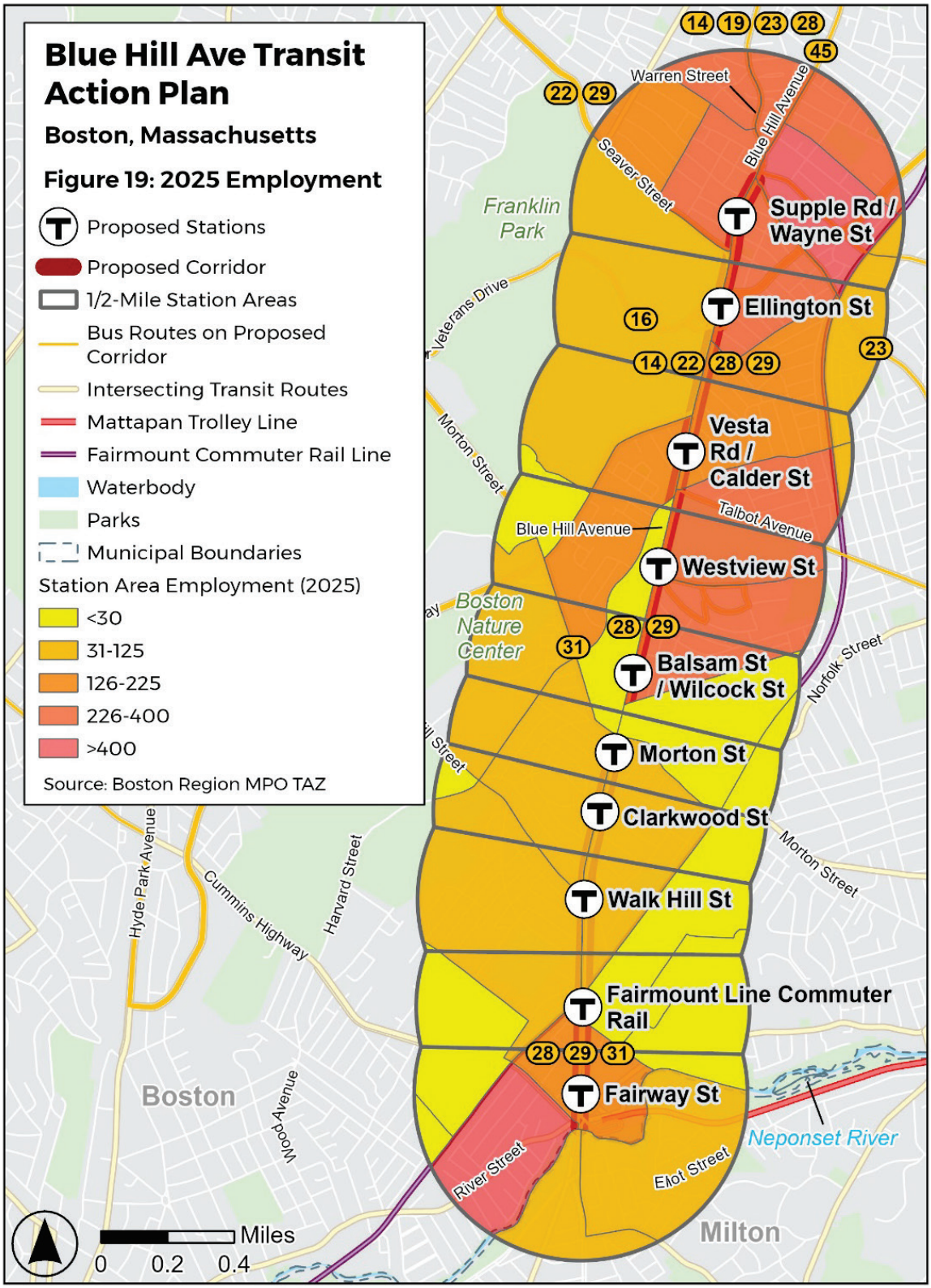


Figure 20: 2045 Employment

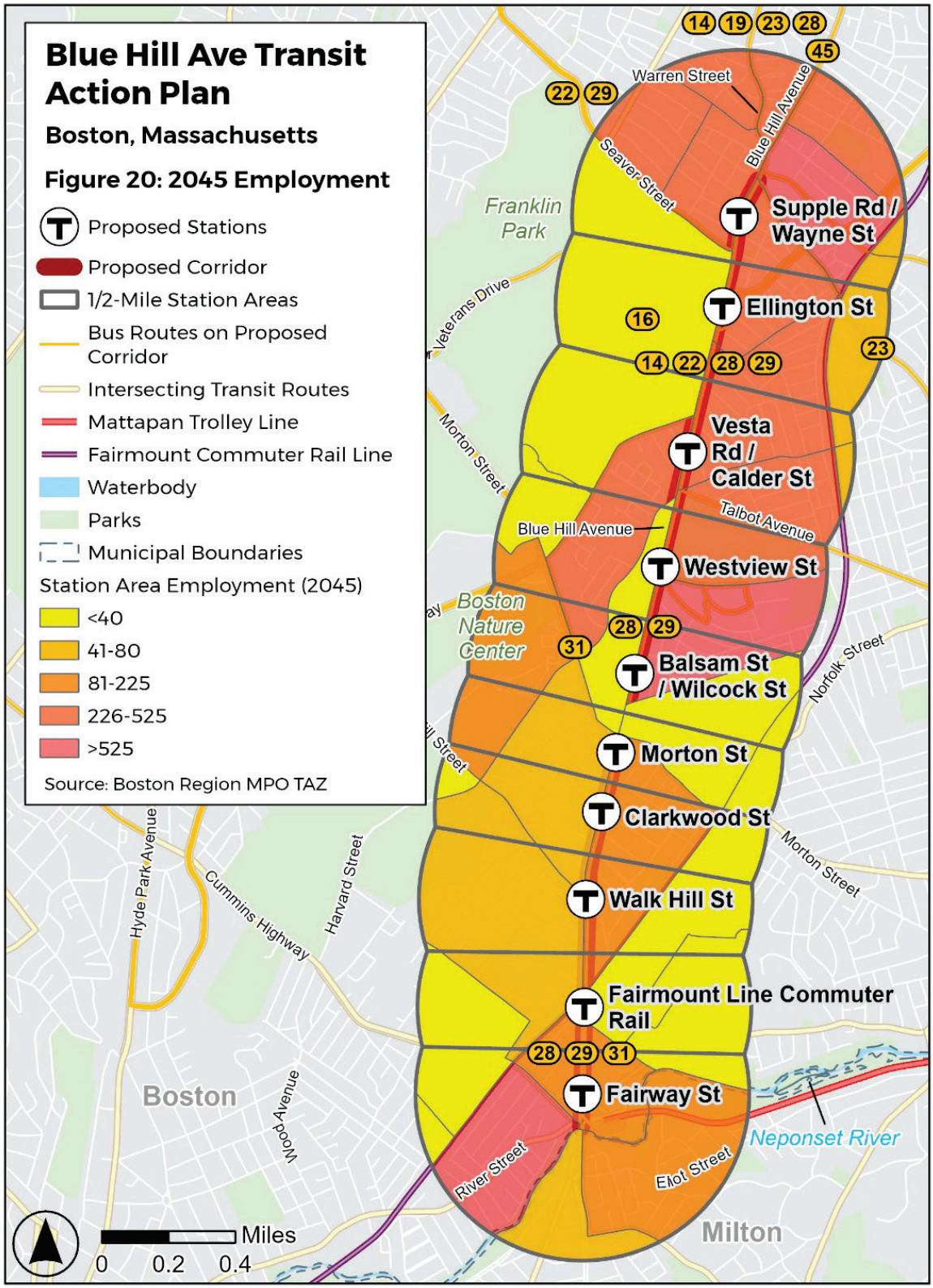


Figure 21: Affordable Housing Units

