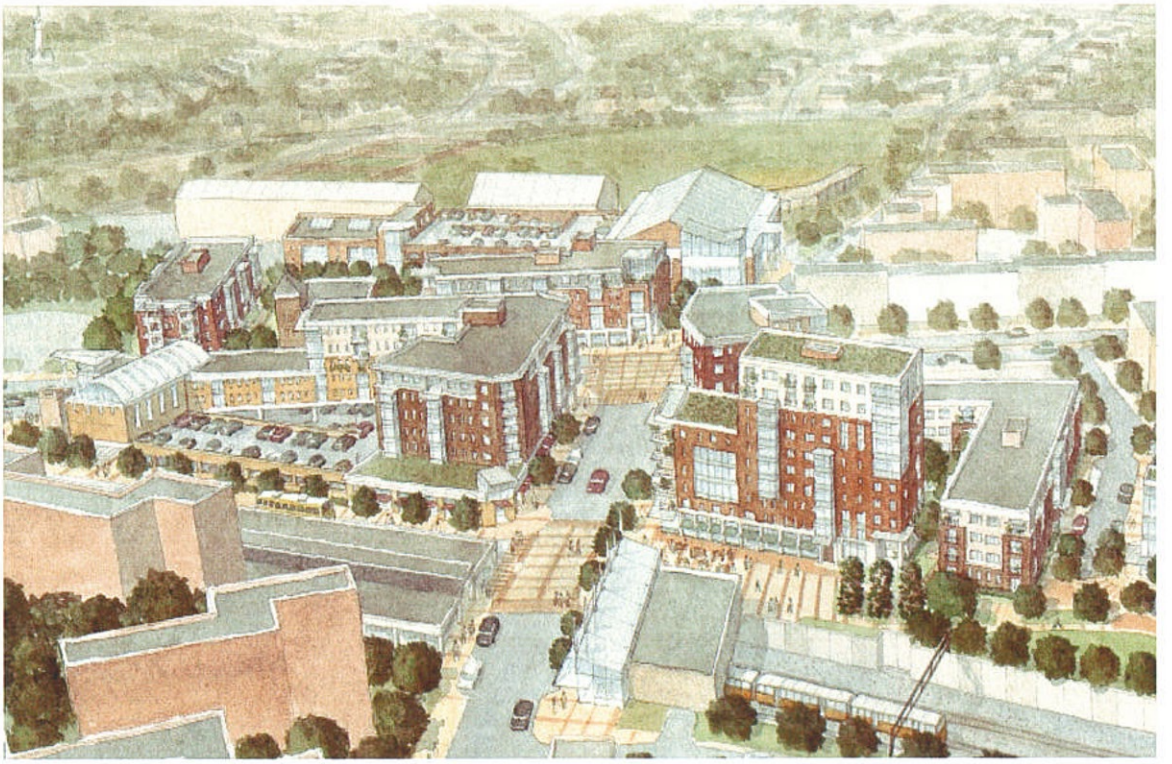
Project Notification Form

Submitted Pursuant to Article 80 of the Boston Zoning Code

JACKSON SQUARE



SUBMITTED BY:

JACKSON SQUARE PARTNERS, LLC
C/O JPNDC
31 GERMANIA STREET
BOSTON, MA
02130

SUBMITTED TO:

BOSTON REDEVELOPMENT AUTHORITY
ONE CITY HALL SQUARE
9TH FLOOR
BOSTON, MA
02201

OCTOBER 31, 2006

Epsilon ASSOCIATES INC.
ENGINEERS ENVIRONMENTAL CONSULTANTS

Project Notification Form

Submitted Pursuant to Article 80 of the Boston Zoning Code

JACKSON SQUARE

Submitted to:

BOSTON REDEVELOPMENT AUTHORITY
One City Hall Square
Boston, MA 02201

Submitted by:

JACKSON SQUARE PARTNERS, LLC
C/O JPNDC
31 Germania Street
Boston, MA 02130

Affiliated Developers:

Mitchell Properties, LLC **Gravestar, Inc.**

Prepared by:

EPSILON ASSOCIATES, INC.
3 Tower Clock Place
Suite 250
Maynard, MA 01754

In Association with:

GLC Development Resources, LLC
Stull and Lee, Inc.
Tise Design Associates
Goulston & Storrs
Judith Nitsch Engineering, Inc.
Howard/Stein-Hudson Associates
McPhail Associates
Blue Wave Strategies

October 31, 2006

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1.0 SUMMARY

1.1 Project Identification

Project Name:	Jackson Square
Address/Location:	The Project involves the redevelopment of approximately 9.1[1] acres of land located near the Jackson Square MBTA Station in the Jamaica Plain and Roxbury neighborhoods of Boston
Developer:	Jackson Square Partners, LLC A collaboration of JPNDC, Urban Edge and the Hyde Square Task Force 31 Germania Street, Boston, MA 02130 (617) 522-2424 Jennifer Faigel Chrystal Kornegay
Development Program Management:	GLC Development Resources LLC 359 Boylston Street Boston, MA 02116 (617) 262-2131 Carol Gladstone Bob Flack Arthur Jemison
Master Plan Architects:	Tise Design Associates 246 Walnut Street Newton, MA 02460 (617) 581-6601 Steve Tise Tim Smith Stull and Lee, Inc. 38 Chauncy Street Boston, MA 02111 (617) 426-0406 David Lee Tom Maistros

[1] Not including planning area streets and Boston Department of Public Works property.

Permitting Consultants:	Epsilon Associates, Inc. 3 Clock Tower Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Cindy Schlessinger Laura Rome Ron Morad
Transportation and Parking Consultants:	Howard Stein Hudson 38 Chauncy Street, 9th Floor Boston, MA 02111 (617) 482-7080 Anne McKinnon
Legal Counsel:	Goulston & Storrs 400 Atlantic Avenue Boston, MA 02110 (617) 482-1776 Matthew Kiefer Christian Rivera
Civil Engineer:	Judith Nitsch Engineering, Inc. 186 Lincoln St., Suite 200 Boston, MA 02111-2403 (617) 338-0063 John Schmid Brad Staples
Sustainable Design Advisors	Blue Wave Strategies LLC. 137 Newbury St., 7th Floor Boston, MA 02116 (617) 266-0505 Stephanie Pollack
Geotechnical Consultant	McPhail Associates 30 Norfolk Street Cambridge, MA 02139 (617) 868-1420 Ambrose Donovan Peter DeChaves

1.2 Overview

1.2.1 Introduction

The proposed redevelopment of Jackson Square involves a Planning Area of approximately 11.2 acres of largely vacant land where the Jamaica Plain and Roxbury communities merge. Adjacent to the MBTA Jackson Square Station, the Project will be a model for mixed-income, mixed-use and sustainable transit-oriented development. The Project proponent is Jackson Square Partners LLC (JSP), a unique collaboration of three community based organizations: the Jamaica Plain Neighborhood Development Corporation (JPNDC), Urban

Edge Housing Corporation and the Hyde Square Task Force working with affiliated developers Mitchell Properties and Gravestar, Inc. The Project, based on a community planning initiative, involving hundreds of community residents, youth and business owners from across Jamaica Plain and Roxbury, is a bold and ambitious mix of program uses and building types that will create a pedestrian-oriented neighborhood that puts the "Square" back in Jackson Square. The Project has also been planned and designed to be a healthy and sustainable community that integrates the highest principles of smart growth, transit-oriented development and green design. Figure 1-1 shows an aerial view of the proposed Project looking east.

The Project program involves approximately 429 units (452,010 square feet) of housing, including approximately 251 units (58 percent) affordable to households earning up to 80 percent of the area median income (AMI), with another 39 units (10 percent) affordable to households earning less than 110 percent of the AMI, for a total of 290 units (68 percent) targeted for low or moderate income households. Jackson Square will include approximately 67,700 square feet of new ground floor retail space, 13,500 square feet of office space and approximately 50,600 square feet of community facilities, including a Youth and Family Center (YFC) and an indoor active recreation facility, and a new facility for the Department of Youth Services (DYS). The Project also includes a number of streetscape, public infrastructure and open space improvements, as well as approximately 500 off-street and 128 on-street parking spaces.

The Team

Jackson Square Partners (JSP) will serve as the master developer of the Project and will have ultimate responsibility to the community, funders and public agencies for ensuring delivery of the Jackson Square Project. Decisions regarding overall program, including program mix, project siting, community planning process, and overall approach to project phasing and financing, are made by the JSP. The JSP board is made up of the executive directors of each partner and three members of the boards of each organization.

The three JSP partners together with two private developers (Mitchell Properties and Gravestar, Inc.) and The Friends of the Kelly Rink are collectively known as "Partners for Jackson." Under the oversight of the JSP, the Partners are involved in distinct components of the Project in the following way:

- JPNDC, Urban Edge and Mitchell Properties each will have lead developer roles in the housing projects and partner in the other elements of the development program;

- Gravestar, Inc. will play a lead role in the development, leasing and management of the retail program; and

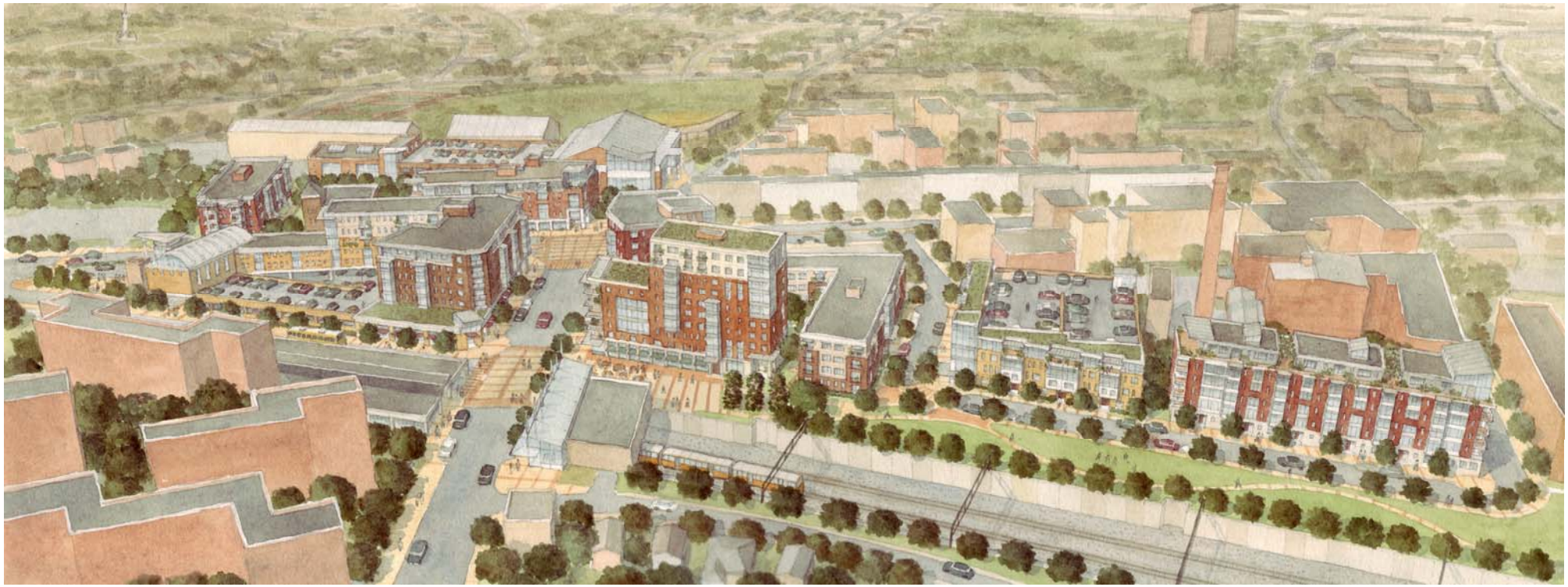


Figure 1-1
East Aerial

Jackson Square
Boston, Massachusetts

- JPNDC, Urban Edge and Hyde Square Task Force will share responsibility for delivery of the youth and family facilities, with The Friends of Kelly Rink also participating in the indoor recreational facility.

In addition to the development team described above, JSP will carry out these responsibilities with the assistance of GLC Development Resources LLC, Tise Design Associates, Stull and Lee, Inc. and Blue Wave Strategies LLC. GLC will serve as the overall development program manager, managing the day to day work of the LLC, while Tise Design and Stull and Lee will provide Master Plan design and Blue Wave Strategies will provide guidance and input on sustainable design. A Landscape Architect will be hired to design the urban realm and open spaces for the entire site and a civil engineer will design coordinated infrastructure improvements across the site. As each of the individual buildings moves forward, individual architects will be chosen for the buildings.

Background

The proposed redevelopment of Jackson Square is the culmination of the hard work, persistence and vision of hundreds of neighborhood residents, youth and business owners and the leadership and support of elected officials and state and city government agencies.

In the 1960s, homes and businesses in Jackson Square were bulldozed to make way for a proposed extension of I-95. While a multi-community mobilization succeeded in stopping the highway, the land cleared for the Project has remained vacant or underutilized to this day. Since that time, various development plans have been proposed to rebuild the neighborhood, but none of these plans have come to fruition.

In 1999, Mayor Thomas Menino appointed the Jackson Square Coordinating Group (JCG) to work with the Boston Redevelopment Authority (BRA) to lead a community planning process for vacant public land around the Massachusetts Bay Transit Authority (MBTA) station. Over the next two years, more than 800 residents participated in small meetings and planning workshops regarding the future of Jackson Square. This series of discussions culminated in a community-wide charrette in January 2001, attended by 250 residents who articulated a shared vision for Jackson Square that included 200 units of affordable housing and a youth center. From this charette came a road map for a new Jackson Square, summarized by the BRA's planning report *"Putting the Pieces Together."* This report became the basis for the work of the JCG in conjunction with the BRA to develop a detailed Request for Proposals (RFP) seeking developers who could deliver this community vision.

By October 2003, more than 400 residents had embraced this vision for a pedestrian friendly, transit-oriented Jackson Square of affordable housing, youth and family facilities, and small scale commercial development. In its formal requests for qualifications and proposals in 2004, the Boston Redevelopment Authority incorporated this community

vision as a requirement for the prospective development. Jackson Square Partners LLC submitted a proposal, and on September 29, 2005, the Boston Redevelopment Authority voted to grant a Tentative Designation to JSP for the public land in the Jackson Square Development Area. The plan that is the subject of this Project Notification Form (PNF) updates the initial plan that was submitted as part of the RFP response, reflecting additional community comments and improving the plan's feasibility. The proponent remains committed to effective community outreach and will continue to engage the community to ensure ongoing public input into the Project.

The Site

Throughout this PNF, the area of focus will be described using two definitions: the Planning Area and the Project Site.

Planning Area

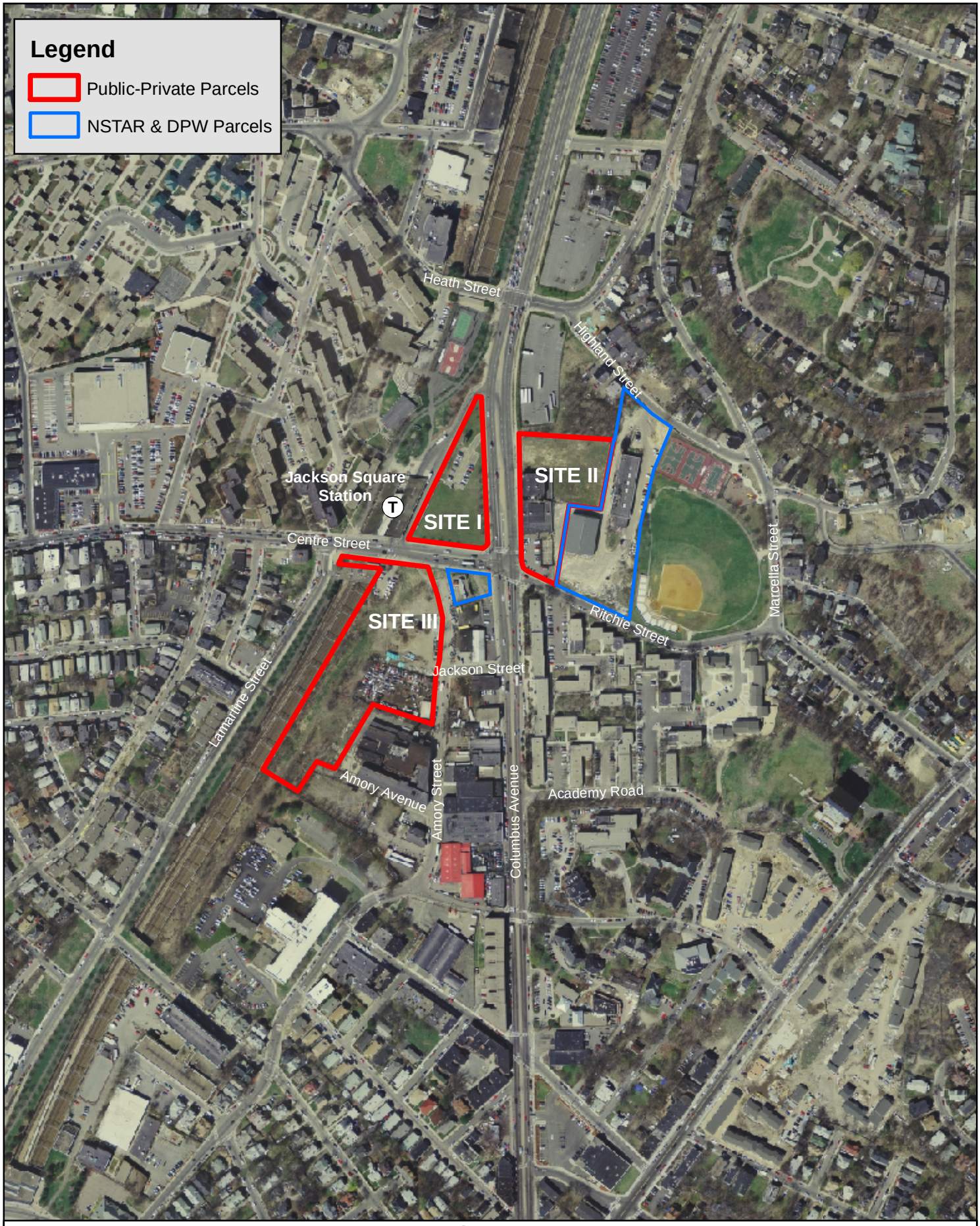
The total Planning Area discussed in this PNF includes approximately 11.2 acres of privately and publicly owned land. As shown in Figure 1-2, the Planning Area includes the land to be transferred from the MBTA, the DCAM and DND, as well as the privately owned parcels located at 1542 Columbus Avenue and 41 Amory Street. This area is shown in red in Figure 1-2.

The Planning Area also includes the City of Boston's Public Works Department Maintenance Facility adjacent to Marcella Park ("DPW Site") and the privately owned NSTAR substation at the corner of Columbus Avenue and Centre Street. The DPW and NSTAR sites were not included in the RFP and are not controlled by the Project. This area is shown in blue in Figure 1-2.

The environmental impact analyses for Jackson Square will include the entire Planning Area – both the parcels controlled by the proponent and the parcels controlled by others – to show the greatest potential impact. The phasing plan for development of the site recognizes that certain portions of the Project site will be developed in later phases as ownership is clarified. The phasing is described in more detail in Section 2.2.1 of the PNF.

Project Site

The Project Site, shown in Figure 1-3, shows the land area which will be developed and controlled by the proponent when the Project has been fully built out, according to the proposed development plan. The Project Site land area will be approximately 9.1 acres.



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1 inch = 400 feet

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Figure 1-3
Aerial Locus - Existing Conditions:
Public & Private Parcels/NSTAR & DPW Parcels
Jackson Square
Boston, Massachusetts

Basemap: 2003 Orthophotography, BWSC

Epsilon ASSOCIATES INC.

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For ease of review, as shown in Figure 1-3, the Project Site is equal to the land in the Planning Area, minus the land area of the proposed new Jackson Street and the land area of the reconfigured DPW site. Unless otherwise noted, the Project Site definition and acreage will be used in this PNF whenever the overall size of the development is discussed.

DPW Coordination

As described earlier, the Planning Area includes the full extent of the DPW property. As part of the Project, the existing DPW salt shed will remain on the site but is proposed to be reconfigured and relocated adjacent to the existing DPW maintenance building to provide site access from Ritchie Street and reduce the impact of operations. The proponent has begun and will continue to coordinate with DPW to finalize this plan and ensure that DPW operations are not adversely affected during construction of the Project. This proposed activity on the DPW property, including its timing and coordination with other Project elements, is described in Section 2.2.

Proposed Project

The proposed Project involves the redevelopment of the Project Site, approximately 9.1 acres of land located near the Jackson Square MBTA Station in the Jamaica Plain and Roxbury neighborhoods of Boston. Below is a brief description of the planning and urban design principles considered for the Project. Section 3.3 of the PNF provides more detail on Urban Design and Section 1.2.5 includes a list of Public Benefits.

Planning Principles

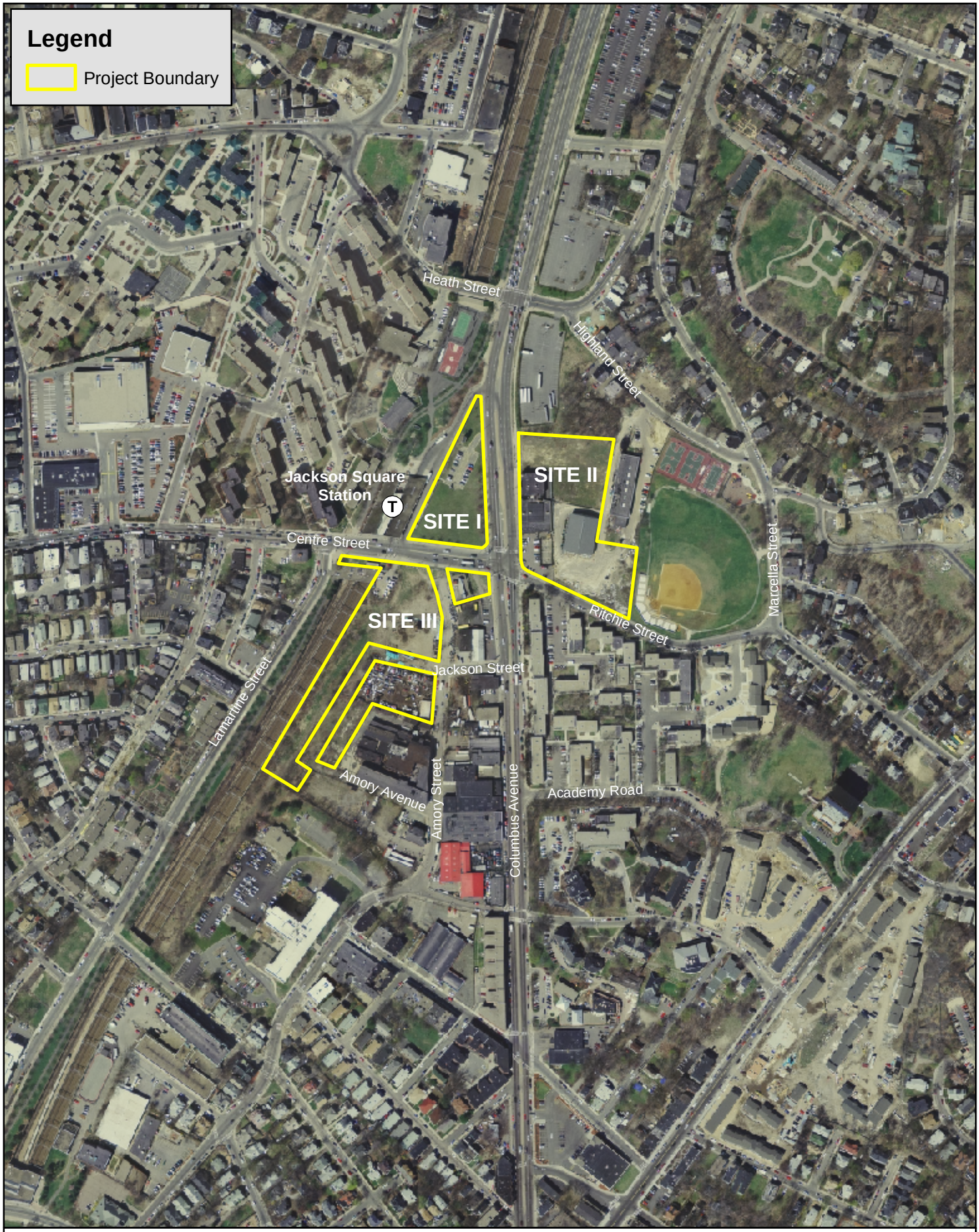
The Jackson Square Partners, LLC team envisions the new Jackson Square as a dynamic, diverse, pedestrian-oriented neighborhood center. The plan integrates a broad mix of program uses and building types to put the "Square" back in Jackson Square. The Project:

- Emphasizes design on a human scale, establishing Jackson Square as a place to be experienced up close, not simply a place to pass through on the way to somewhere else;

- Takes full advantage of its strategic location adjacent to the Jackson Square MBTA station, creating a model for mixed-income, mixed-use, sustainable transit-oriented development;

- Rebuilds connections across Jamaica Plain and Roxbury where they have long been divided by rail and road, creating a new identity as a vibrant destination that celebrates, honors, and preserves the economic and cultural diversity of the neighborhood; and

- Serves the community now living in the Jackson Square area, with an emphasis on supporting the youth and families in the neighborhood.



Scale 1:4,800
1 inch = 400 feet

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Figure 1-2
Aerial Locus - Development Parcels

Jackson Square
Boston, Massachusetts

Basemap: 2003 Orthophotography, BWSC

Epsilon Associates Inc.

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The design seamlessly integrates public and adjacent private parcels into a single, comprehensive development program. It is ambitious in its goals, but reflects realistic strategies for funding and development phasing.

Design and Development Principles

The Project's Urban Design and Development Principles include:

Establishing the heart of Jackson Square by taking full advantage of its location adjacent to a major transit site and re-establishing it as a traditional urban neighborhood center;

Rebuilding Connections Across Columbus Avenue by distributing new programs and services across both sides of the street;

Embracing Diversity by retaining and strengthening the cultural, ethnic, and economic diversity that is a hallmark of Jamaica Plain and Roxbury;

Encouraging Active Open Space by taking full advantage of the many unbuildable easements to underscore making Jackson Square a true destination;

Prioritizing Pedestrian Safety by creating wide sidewalks, ample street crossings with improved signalization and creating paths which follow natural walking desire lines;

Creating a Transit oriented development (TOD) by creating mixed uses clustered around the station to generate transit and pedestrian trips throughout the day and improving access to the MBTA station; and

Embracing Sustainability and Green Design by integrating sustainable design throughout the Project's design, construction, operation and occupancy and taking a "green" project-wide approach to the critical issues of energy use, stormwater management and transportation alternatives. Additional information on Sustainable Design is included in Section 3.2.14.

Program

As previously described, the Jackson Square Partners team has developed a bold and ambitious proposal that seamlessly integrates public and private land into a single, coherent development plan. The Project delivers the community vision with substantial community benefits while balancing the realities of financial feasibility. It integrates a broad mix of program uses and building types to create a pedestrian-oriented neighborhood that puts the "Square" back in Jackson Square.

Specifically, the Project includes:

State-of-the-art youth and family facilities

- A 19,800 square-foot youth and family center; and

- 30,750 square feet of additional multipurpose indoor recreational space.

A model mixed income, transit-oriented housing program

- 429 new ownership and rental housing units, 159 units (37 percent) proposed as ownership units, and 270 units (63 percent) proposed as rental;
- 250 permanently affordable units for families earning up to 80 percent of area median income; and
- 39 permanently affordable units for moderate income families earning between 80 and 110 percent of area median income.

A broad mix of commercial uses to provide local goods and services

- 67,700 square feet of ground floor retail space, emphasizing opportunities for small local businesses; and
- 13,500 square feet of local non-profit office space.

Substantial site improvements

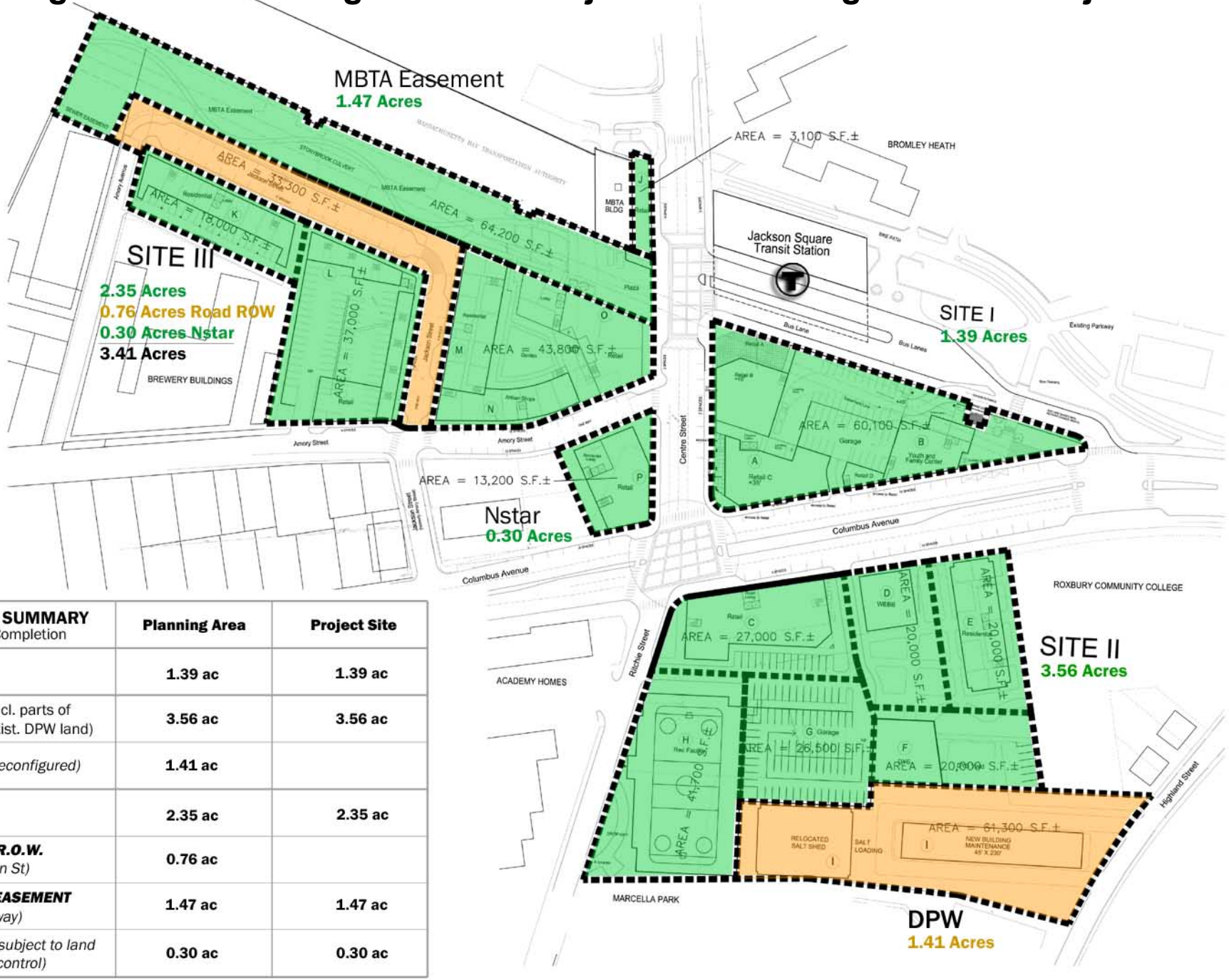
- 500 off-street and 128 on-street parking spaces; and
- Creation of a new 1.5-acre open space and plaza.
- Widening of sidewalks and improvements to streets to improve the pedestrian and bicycle experience.

1.2.2 Project Site

Jackson Square ("the Project") includes the Project Site, approximately 9.1 acres of land in Boston's Jamaica Plain and Roxbury neighborhoods (see Figure 1-3). The land is concentrated in three areas ("Site I," "Site II," and "Site III") surrounding the existing Jackson Square MBTA Station. Site I comprises approximately 1.4 acres and is bounded by Columbus Avenue to the east, the Jackson Square MBTA Station and bus lane to the west and Centre Street to the south. Site II comprises approximately 3.6 acres and is bounded by Columbus Avenue to the west, Ritchie Street to the south, the Marcella/Connolly Park to the east, and by Highland Street and the Roxbury Community College surface parking lot to the north. Site III, which comprises approximately 4.1 acres, is generally bounded by Centre Street to the north, Amory Street to the east, an MBTA easement to the west, and Amory Avenue to the south.

Figure 1-4 shows both the Planning Area and Project Site. The preliminary location and proposed program for each of the sites is shown on Figure 1-5. Detailed plans for each site are included in Appendix A.

Figure 1-4 Planning Area and Project SitePlanning Area and Project Site



AREA SUMMARY at Completion	Planning Area	Project Site
SITE I	1.39 ac	1.39 ac
SITE II (incl. parts of exist. DPW land)	3.56 ac	3.56 ac
DPW *(reconfigured)*	1.41 ac	
SITE III	2.35 ac	2.35 ac
ROAD R.O.W. *(Jackson St)*	0.76 ac	
MBTA EASEMENT *(Greenway)*	1.47 ac	1.47 ac
Nstar *(subject to land control)*	0.30 ac	0.30 ac
	11.2 ac	9.1 ac

Figure 1-5: Preliminary Site Plan and Building Map

A - 225 Centre Street (94 Rental Units)
B - Youth and Family Center (19,810 SF Recreation)
C - 1562 Columbus Avenue (42 Condo Units)
D - 1542 Columbus (Webb Building: 13,500 SF Office)
E - 1522 Columbus Avenue (36 Rental Units)
F - DYS Facility (19,800 SF)
G - Parking Facility
H - Indoor Recreation (30,000 SF)
I - DPW Facilities
J - Incubator Retail (3,500 SF)
K - 50/70 Jackson Street (19 Condos/36 Rentals)
L - 32 Jackson Street (16 Rentals)
M - 15 Jackson Street (36 Rentals)
N - Amory Street Artisan (23 Condos)
O - 250 Centre Street (75 Condos)
P - 240 Centre Street - NSTAR Site (54 Rentals)

1.2.3 Proposed Development

The proposed Project includes the construction of multiple buildings and facilities in five general phases ("Early Start," "Phase 1," "Phase 2," "Phase 3," and "Phase 4") over a period of six years between 2007 and 2013. Table 1-1 includes each phase, site, individual buildings, and program information. A more detailed description is included in Section 2.2.1, Building Program.

1.2.4 Phase 1 Project Scope

Phase 1 of the Project is designed to send the important message that the redevelopment of Jackson Square has begun. To signal the establishment of a new district, this phase includes projects on both sides of Columbus Avenue and represents approximately 30 percent of the total development program.

The Phase 1 projects include the development of:

- Building A (225 Centre Street): A mixed-use apartment and retail project with 94 apartments and approximately 23,000 square feet of retail space;
- Building B: The Jackson Square Youth and Family Center, a 19,810 square-foot recreation facility;
- Building C (1562 Columbus Avenue): A mixed-use condominium and retail project with 42 units and approximately 15,000 square feet of retail space;
- Building D (1542 Columbus Avenue): The existing Webb Building, a 13,500 square-foot office space; and
- Building J (Small Shop Retail): A 3,500 square-foot structure designed for small scale retailers.

Table 1-1: Project Program

Parcel / Building	Address	GSF (w/o parking)	Use	Stories	Maximum Height (feet)	Dwelling Units	Parking Spaces	Site	Developer	Phase
A	225 Centre Street	129,050 (166,250 w/parking)	Mixed Use (Residential (64%)/Retail (14%)/Parking (22%))	6	75	94 (100% Rental)	Garage A (100); on street (25)	I	Mitchell Properties; Gravestar, Inc.	1
B	1531 Columbus Avenue	19,810	Community Center (Youth & Family Center)	3	55	--	use Garage A	I	Jamaica Plain NDC; Hyde Square Task Force	1
C	1562 Columbus Avenue	57,360	Mixed Use (Residential (75%)/Retail (25%))	5	65	42 (100% Ownership)	Garage G (28); on-street (5)	II	Urban Edge; Gravestar, Inc.	1
D	1542 Columbus Avenue (Webb Building)	13,500	Office	3	40	--	Garage G; on street (6)	II	Urban Edge	1
E	1522 Columbus Avenue	36,500	Residential	4	45	34 (100% Rental)	use Garage G	II	Urban Edge	4
F	1542R Columbus Avenue	19,800	Department of Youth Services (DYS)	3	40	--	Garage G (6); on-street (6)	II	Urban Edge	Early Start
G	Parking Garage G	39,600	Parking	2	20	--	123	II	Urban Edge	4
H	Ritchie Street	30,750	Active Indoor Recreation Facility	1.5	35	--	use Garage G	II	Urban Edge, Friends of Kelly Rink	4
I	Highland Avenue	20,950	Maintenance (salt shed / DPW maintenance building)	1 / 1.5	30	--	--	II	Boston Department of Public Works	2

Table 1-1: Project Program (continued)

Parcel / Building	Address	GSF (w/o parking)	Use	Stories	Height (feet)	Dwelling Units	Parking Spaces	Site	Developer	Phase
J	260 Centre Street	3,500	Small Shop Retail	1	20	--	on-street (4)	III	Jamaica Plain NDC; Gravestar, Inc.	1
K	50-70 Jackson Street	59,140	Residential	6	70	55 (65% Rental; 35% Ownership)	Garage L (20); on street (20)	III	Jamaica Plain NDC	2
L	32 Jackson Street	26,080 (111,030 w/parking)	Mixed Use (Residential (20%)/Retail (4%)/Parking (76%))	4	45	16	Garage L (223); on street (25)	III	Urban Edge	3
M	15 Jackson Street	38,800	Residential	5	55	36 (100% Rental)	Garage L; on-street (4)	III	Mitchell Properties; Gravestar, Inc.	3
N	Amory Street	29,800	Mixed Use (Residential (77%)/Retail (23%))	4	55	23 (100% Ownership)	Garage L; on-street (16)	III	Jamaica Plain NDC; Gravestar, Inc.	3
O	250 Centre Street	89,200	Mixed Use (Residential (90%)/Retail (10%))	5 to 10	120	75 (100% Ownership)	Garage L; on-street (7)	III	Mitchell Properties; Gravestar, Inc.	3
P	240 Centre Street (NSTAR)	50,280	Mixed Use (Residential (86%)/Retail (14%))	6	75	54 (100% Rental)	Garage L; on-street (10)	III	tbd	4

Phase 1 also includes the development of related infrastructure and pedestrian safety improvements including new sidewalks, crosswalks, landscaping and signalization along segments of Centre Street, Columbus Avenue and Ritchie Street. The first phase also assumes the completion of specific work described in the Early Start Phase, which is described in Section 2.2.1 and Figure 2-1. Figure 1-6 shows the specific condition that will exist upon the completion of Phase 1. More detail on the building program and Project phasing can be found in Section 2.2, Project Description.

1.2.5 Public Review / Process

Submission of this Project Notification Form initiates Large Project Review under Article 80B of the Boston Zoning Code. The subsequent Draft Project Impact Report (DPIR) will provide environmental analyses on the full development program as well as the public realm and infrastructure improvements for the entire Project. The DPIR will include urban design analysis of the full Master Plan area, discussion of interim site conditions between Project phases and architectural design of the Phase 1 projects. Subsequent phases of development will be included in the environmental and transportation analyses with the understanding that these later phases will undergo more extensive design review in accordance with the phasing schedule. Section 3.3, Urban Design, includes more detailed information about the design review process. It is expected that, at the completion of this Article 80 process, the Phase 1 projects will have completed all BRA reviews needed prior to obtaining a Building Permit (subject, of course, to the other required City and State permits).

There is some work identified as Early Start projects that, to maintain Project schedule, should be initiated in 2007, potentially prior to completion of the Article 80 process. The proponent will work with the BRA to identify the appropriate mechanism for advancing those projects, which include the remediation of a portion of Site I, demolition and construction of the DYS facility, and construction of temporary access from Columbus Avenue to the DYS facility on Site II.

1.2.6 Public Benefits

The Project provides substantial public benefits to the residents of the City of Boston. The redevelopment effort will transform the Jackson Square area into a vibrant mixed use neighborhood that will increase the supply of housing, particularly affordable housing, develop brownfield sites, provide a sustainable, Transit Oriented Development, provide residents with increased safety, improved aesthetic appearance, greater recreational and social activities and enhanced commercial opportunities. Physical improvements such as new lighting, signage and plantings, as well as significant open space improvements and construction of much desired space for community facilities will help the neighborhood realize its full potential.

Figure 1-6
Phasing Building Map
Early Start (ES) & Phase 1

BUILDING	PROGRAM	SCHEDULE	DEVELOPER
A - 225 Centre Street	94 Rental Units	2Q 2008 - 2Q 2010	**MP-GR**
B - Youth and Family Center	19,810 SF Recreation	4Q 2008 - 2Q 2010	**JPNDC-HSTF**
C - 1562 Columbus Avenue	42 Condo Units	1Q 2009 - 1Q 2010	**UE-GR**
D - 1542 Columbus (Webb Bldg)	13,500 SF Office	1Q 2009 - 1Q 2010	**UE**
F - DYS Facility	19,800 SF	3Q 2007 - 3Q 2008	**UE**
J - Small Shop Retail	3,500 SF	4Q 2008 - 2Q 2009	**JPNDC-GR**

Increased Housing

The Project will provide 429 residential units, which is consistent with Mayor Menino's goal, declared in *Leading the Way II*, of producing 10,000 new units of housing by 2007. The Project will promote the vibrant mixed-use, transit-oriented neighborhood that the City and community residents envision for this area.

Affordable Housing

The proponent is committed to maximizing affordable housing opportunities for families while developing Jackson Square as a truly mixed-income community. As such, the Project will significantly exceed Mayor Menino's Executive Order on affordable housing dated May 16, 2006.

The ambitious housing program for the Project integrates a mix of housing types, ownership models and income targets to provide a diversity of design and scale necessary to meet the City and community vision for the area. At 429 units (including the 54 units proposed for the NSTAR site), housing represents the largest single element of the program. The program includes a mix of ownership (37 percent) and rental (63 percent) housing. Of the total units, approximately 251 (59 percent) will be made affordable to households earning up to 80 percent of the area median income (AMI), and an additional 39 units will be affordable to moderate income households (between 80 and 110 percent of AMI). The detailed housing program showing the number of units in each income bracket is shown in the table below:

Table 1-2: Residential Units by Income and Tenure

Income	Rental	Ownership	Total
Market	81	58	139
< 110% AMI	--	39	39
< 80% AMI	--	62*	62
< 60% AMI	160	--	160
<30% AMI	29	--	29
Total	270	159	429

* Project developers will explore opportunities to broaden eligibility for homeownership through subsidy programs (e.g. Soft Second Program) that are internal project subsidy sources)

Jackson Square Planning Initiative / "Putting the Pieces Together"

The Project meets the goals of the community as expressed in the community vision prepared by the BRA and the specific requirements detailed in the RFP. These goals include over 200 units of affordable housing, community facilities for youth and families, and small-scale retail that will support and complement the existing retail in the Hyde/Jackson Square and Egleston Square districts.

Boston Main Streets Initiative

Boston's Main Streets Initiative is a City economic development program aimed at promoting and sustaining the vitality of 19 designated neighborhood business districts around the City. Situated at a key crossroads between Jamaica Plain and Roxbury and between two Boston Main Streets districts – the Hyde/Jackson Main Street District in Jamaica Plain and the Egleston Square Main Street District in Roxbury - the addition of approximately 67,700 square foot of retail space in Jackson Square will complement and strengthen the Main Streets Initiative by bridging these two Main Streets districts, implementing a coordinated marketing effort to connect the new Jackson Square into the existing business district, and increasing the number of potential customers for the businesses in these Main Streets districts. The public benefit derived from the retail component will be further enhanced by a concerted effort to recruit local entrepreneurs as retail tenants, provide space for local and start-up businesses, and to craft an economic development program to support those start-ups. JSP has been working with these two Main Streets organizations throughout the planning process and subsequent to designation; this will continue through the permitting, development and leasing and management stages of the Project.

Smart Growth Development

The Project will leverage the Jackson Square area to create a thriving urban environment by replacing vacant and underutilized brownfields property surrounding Jackson Square Station with a new, attractive mixed use sub-neighborhood. Located within a quarter-of-a-mile radius of the Jackson Square Station, this TOD will result in improved access for pedestrians and bicyclists to public transit by incorporating sidewalk, street and signage improvements that will contribute to reducing automobile dependency in the area and encourage greater use of public transit. Figure 1-7 illustrates the TOD nature of the Project.

Open Space

The Project presents a splendid opportunity to take full advantage of the unbuildable easements in the area and make improvements to existing area open spaces. As part of the Project, the proponent will develop an addition to the active Southwest Corridor park along the section of the MBTA easement that extends between Centre Street to the north and Amory Avenue to the south with generous walkways, bike paths, benches, site lighting and

North

SITE III

SITE I

SITE II

MBTA Easement

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

STONYBROOK CULVERT

BROMLEY HEATH

Jackson Square

Transit Facility

Jackson Street

Amory Avenue

Amory Street

Centre Street

Plaza

Garden

Bus Lane

Bus Lanes

Existing Parkway

Columbus Avenue

ROXBURY COMMUNITY COLLEGE

Ritchie Street

Highland Street

DRIVEWAY

BIKE PATH

200’

400’

600’

800’

1000’

GRAPHIC SCALE:

0 100’ 300’ 400’

MARCELLA PARK

Jackson Square Redevelopment Initiative

Figure 1-7

Distance Map

plantings, and a new plaza for community gatherings and events. The Project will also include improvements to the visual and physical connection to the Marcella/Connolly Park, and to the section of the existing parkway that extends between the Jackson Square Station and the northern section of Site I. In addition, benches, public art, landscaping, and lighting will be integrated to encourage walking, gathering, strolling, lingering, and meeting. Outdoor seating will be created adjacent to restaurants and cafes, as well as active, programmed outdoor space, such as community plaza, community market, and retail arcade, to encourage street activity.

Improved Street and Pedestrian Environment

With the construction of over 50,000 square feet of community facilities (i.e., Youth and Family Center and indoor recreation activity facility), planned street and sidewalk improvements, including new crosswalks, pedestrian "bump-outs" and median strips, nighttime lighting, attractive buildings facades, signage and plantings, the Project will foster pedestrian activity and contribute to the increased safety and vitality of the area throughout the day and evening.

Sustainable Design / Green Building

Principles of sustainability and green design guide the entire Project program to make Jackson Square a national model for "green" mixed-use, transit-oriented development.

To reduce the "environmental footprint" of the Project, the proponent is committed to the ongoing integration of sustainable design throughout the Project's design, construction, operation and occupancy. A multi-disciplinary "green team" of consultants is working with the proponent and the individual developers to identify and evaluate opportunities for integrating sustainability into the Project at both the master plan and individual project level.

The Project will include multiple "green" buildings, in accordance with the City of Boston's policy that new developments be certifiable under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards. The commitment to sustainability extends well beyond the Project's individual buildings. The Project will result in the remediation of contaminated sites; be located adjacent to a busy MBTA Orange Line and bus station; create a mixed-use, smart growth development that, in the words of the Commonwealth's Sustainable Development principles, consists of "walkable districts mixing commercial, civic, cultural, educational and recreational activities with open space and housing for diverse communities," provide residents, workers and visitors with transportation choices including walking, bicycling, and taking a bus or rapid transit; minimize energy use and greenhouse gas emissions by incorporating aggressive energy conservation measures and, if found to be feasible, by generating renewable energy to meet a portion of the development's energy needs; incorporate the principles of low-impact development, by reducing stormwater runoff using a campus-wide strategy that may include

use of pervious materials, green roofs, and cisterns and bioswales; conserve potable water supplies using techniques including water conservation measures and capture and reuse of rainwater on-site; and integrate open spaces, trees and sustainable landscaping to ensure that the Project's density is balanced with green spaces. The Project's sustainable Design principles are further described in Section 3.2.14.

Economic Development

Drawing from the JPNDC's strong track record of supporting small business development and local employment, the Project will include the following economic development elements.

Job creation: The Project is anticipated to create approximately 1,470 new construction jobs over the six-year construction period. When fully built out, the Project is estimated to generate 160 permanent positions. The permanent positions will result primarily from the proposed commercial component and from building maintenance. The proponent will provide a variety of training and recruitment activities to ensure opportunities for local residents.

Small business development: The proponent will work with local Main Streets organizations and others to recruit and support retail establishments in the Project owned by local entrepreneurs. This effort will include the creation of small shop retail space which will be ideal for micro-enterprise development.

Youth entrepreneurship: Programs run by the Hyde Square Task Force will focus on supporting start-up concepts of area youth.

New Property Tax Revenue

The Project will generate approximately $1.05 million in annual property taxes from the residential and the retail components.

1.3 Consistency with Zoning

1.3.1 Zoning Districts

As shown on Figures 1-3 and 1-4, the Project Site is divided into three sub-areas, Site I, Site II and Site III, each of which is divided into individual development parcels containing buildings A through P. Site I and Site III are located within the Jamaica Plain Neighborhood District, governed by Article 55 of Boston Zoning Code. All of the buildings on Site I and Site III are located within the Neighborhood Shopping (NS) Subdistrict except that a portion of Parcel P is located in an Industrial Development Area (IDA) Subdistrict.

All of Site II is located within the Community College (CC) Subdistrict of the Roxbury Neighborhood District, governed by Article 50 of the Boston Zoning Code.

Portions of Site III, comprising Parcels J, K, L, M, N and O, are located in or abut the Southwest Corridor Greenbelt Protection Overlay District (GPOD) in Jamaica Plain. In addition, portions of Parcels C, D and E located within 100 feet of the center line of Columbus Avenue are located within the Columbus Avenue Boulevard Planning District in Roxbury.

1.3.2 Permitted Uses

The Project's primary use, multi-family housing, is generally allowed as of right above the ground floor on the Project site; multi-family residential use is forbidden, however, within the portion of Parcel P located within the IDA subdistrict and on the ground floor and basement of buildings within the NS subdistrict. Ground-floor commercial uses are generally allowed as of right except on Site II, where they are forbidden. Some other potential ground-floor uses are either conditional or forbidden, based on the precise nature of these uses and their location on the Project site. The Youth and Family Center on Parcel B is an allowed use; the Division of Youth Services Detention Facility to be relocated to Parcel F is a conditional use. In addition, most accessory parking is an allowed use if on the surface or in the basement or ground floor of buildings. Parking above the ground floor is forbidden in the NS subdistrict. Ancillary parking uses are conditional in the NS subdistrict.

1.3.3 Dimensional Requirements

All of Site I and most of Site III, in the Jamaica Plain Neighborhood District, are subject to a 60-foot height limit; portions of Parcels L, M, N, O and P are subject to a 45-foot height limit. All of Site II, in the Roxbury Neighborhood District, is subject to a 45-foot height limit. Proposed Project buildings range in height from approximately 20 feet to approximately 120 feet, with the prevailing building height being between 40 feet and 60 feet. In general, there are no front or side yard requirements except that a 15-foot front yard requirement applies along Amory Street. A 20-foot rear yard requirement applies to the entire Project site.

1.3.4 Floor Area Ratio

Virtually the entire Project site, except for a portion of Parcel P, is subject to a maximum floor area ratio of 2.0. The total Project-wide floor area ratio of the Project is likely to be approximately 2.0. FARs for specific parcels will vary.

1.3.5 Design Requirements

The portion of the Project located within the Southwest Corridor GPOD would require a conditional use permit and will be subject to the Site Plan Component of Article 80 review.

In addition, all portions of the Project will be subject to general and specific design requirements, screening and buffering requirements, and signage requirements.

1.3.6 Off-Street Parking and Loading

In both the Roxbury and Jamaica Plain Neighborhood Districts, off-street parking and loading requirements for projects subject to Large Project Review are determined in the course of Large Project Review. The proposed Project's parking and loading facilities will also be subject to review through the zoning approval process selected by the proponent. The Project's proposed off-street parking and off-street loading facilities are described in Section 3.1.7. A total of 500 accessory off-street parking spaces are proposed for the Project in parking garages on Parcels A, L and G, as well as surface parking on Parcels C and K. There will be additional new on-street parking spaces created on proposed Jackson Street abutting Parcels K, L, M and N. Loading activities will be accommodated in designated facilities on each of the three Project sites.

1.3.7 Zoning Approval Mechanism

The proponent is analyzing zoning options to address inconsistencies of the proposed master plan with the underlying zoning. The approach to zoning will be reviewed with the BRA and community during the Article 80 process. Based on current information, the proponent believes that the establishment of a "Master Plan PDA," applicable only to projects with a minimum area of five acres, is the most appropriate approach. This would allow for a single, comprehensive zoning approval of all of the development sites and public realm improvements comprising the Jackson Square Project and would establish a development phasing schedule. If pursued, this would require approval by the Boston Redevelopment Authority, the Zoning Commission and local neighborhood councils of a PDA Master Plan for the entire Project, along with PDA Development Plans for each phase as it proceeds, a companion map amendment to create a PDA overlay district and text amendment to make the Project site PDA-eligible.

1.3.8 Boston Civic Design Commission Review

The Project as a whole, which exceeds 100,000 square feet of gross floor area, will be subject to review by the Boston Civic Design Commission as a Large-Scale Development Project under Article 28 of the Code.

1.3.9 Inclusionary Housing

The Mayor's Executive Order dated May 16, 2006 establishes as city policy that any residential project seeking zoning relief set aside at least 15 percent of its units as affordable to moderate-income and middle-income households or contribute to a housing creation fund a per-unit subsidy for 15 percent of the number of project units. The Project will significantly exceed the requirements of the Mayor's Executive Order.

1.3.10 Linkage

Because the Project will contain less than 100,000 square feet of Development Impact Uses, it will not trigger jobs or housing linkage obligations under Article 80 of the Code.

1.4 State Impact Reviews

The Project as a whole is potentially subject to environmental impact review by the MEPA Unit of the Executive Office of Environmental Affairs, as well as to State Register Review by the Massachusetts Historical Commission. The proponent will separately submit an Environmental Notification Form to the MEPA Unit and to the Massachusetts Historical Commission, to initiate such reviews.

1.5 Legal Information

1.5.1 Legal Judgments

The Proponent is not aware of any legal judgments in effect or legal actions pending that would prevent the proponent from undertaking the Project.

1.5.2 History of Tax Arrears on Property

Large portions of the Project site are owned by public agencies and are therefore exempt from local real estate taxes. Affiliates of Urban Edge, one of the members of Jackson Square Partners, the Project proponent, owns parcels described in the following section, comprising portions of Site II and Site III. None of these parcels are in tax arrears to the City of Boston.

1.5.3 Evidence of Site Control/Nature of Public Easements

Portions of the Project site, with addresses of 1542 Columbus Avenue and 41 Amory Street, are owned by affiliates of the proponent or controlled through purchase options. Site I and portions of Site III are currently owned by the Massachusetts Bay Transportation Authority; much of Site III is currently owned by the Massachusetts Highway Department; and a portion of Site II is currently owned by the City of Boston Department of Neighborhood Development. Each of these public agencies has designated the Boston Redevelopment Authority as its agent for purposes of disposition of these parcels. By Memorandum of Recommendation dated September 29, 2005, the proponent received a tentative designation to develop these publicly owned parcels. The proponent does not currently have site control over two parcels which are currently included in the Project's Planning Area (as defined in Section 1.2). These locations are Site P, with an address at 240 Centre Street, currently owned by NStar, and Sites G and H, currently owned by the City of Boston and used by the Public Works Department.

1.6 Public Agencies

The following table lists local, state and federal permits and approvals which may be required for the Project. Given the preliminary nature of Project design, this list is subject to change. This list also does not include public agency approvals related to property disposition and financing.

Table 1-3: Anticipated Permits, Reviews and Approvals

Agency Name	Permit, Review or Approval
FEDERAL	
United States Environmental Protection Agency	National Pollution Discharge Elimination System
STATE	
Executive Office of Environmental Affairs (MEPA Unit)	Secretary's Certificate
Massachusetts Historical Commission	State Register Review
Department of Environmental Protection, Division of Water Pollution Control	Sewer Connection and Extension Permit
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
LOCAL	
Boston Redevelopment Authority	Article 80 Large Project Review; Planned Development Area Approval
Boston Civic Design Commission	Approval of Schematic Design
Boston Zoning Commission	Planned Development Area Approval
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Inspectional Services Department	Building and Occupancy Permits
Boston Water and Sewer Commission	Sewer Extension/ Connection Permit;
Boston Committee on Licenses	Parking Garage License; Fuel Storage License
Public Works Department/Public Improvement Commission	Curb Cut Permits; Street Discontinuances and Acceptances; Specific Repairs
Boston Parks Commission	Approval of construction within 100 feet of a park

2.0 PROJECT DESCRIPTION

2.1 Existing Site

The proposed Project will be located on approximately 9.1 acres of land in Boston's Jamaica Plain and Roxbury neighborhoods, in the area surrounding the MBTA's Jackson Square Station.

The Project area includes a mix of uses. Low- and mid-rise residential and commercial buildings, as well as community facilities, recreational open space, light-industrial operations, and vacant and underutilized parcels characterize the area. The Project has excellent access to MBTA rapid transit and bus service at the adjacent Jackson Square station.

2.2 Proposed Development Program

2.2.1 Building Program

The proposed Project includes a mixed-use sub-neighborhood that will replace a number of existing vacant and underutilized parcels in the area surrounding the Jackson Square MBTA Station.

The Project program involves approximately 429 units (452,010 square feet) of housing, including approximately 251 units (58 percent) affordable to households earning up to 80 percent of the AMI, and an additional 39 units affordable to moderate income households (earning less than 110 percent of the AMI). It also includes approximately 67,700 square feet of ground floor retail space located across all three sites that will complement and strengthen the array of existing businesses in the Egleston and Hyde/Jackson business districts and will be further enhanced by a concerted effort to recruit local entrepreneurs as retail tenants, provide space for local start-up businesses, and to craft an economic development program to support community residents. Also included, are approximately 13,500 square feet of office space and approximately 50,600 square feet of community facilities, including a Youth and Family Center and an indoor active recreation facility. The Project also includes a new facility for the Department of Youth Services program currently located on Site II. In addition, the Project includes a number of streetscape, public infrastructure and open space improvements, as well as approximately 500 off-street and 128 on-street spaces, which will be built in coordination with the projects in each phase.

Project Phasing

The Project phasing plans shown in Figures 2-1 through 2-4 depict initial thoughts concerning how the projects will be phased on the various sites and the development entity responsible for each project. The phasing plans reflect an integration of physical, financial

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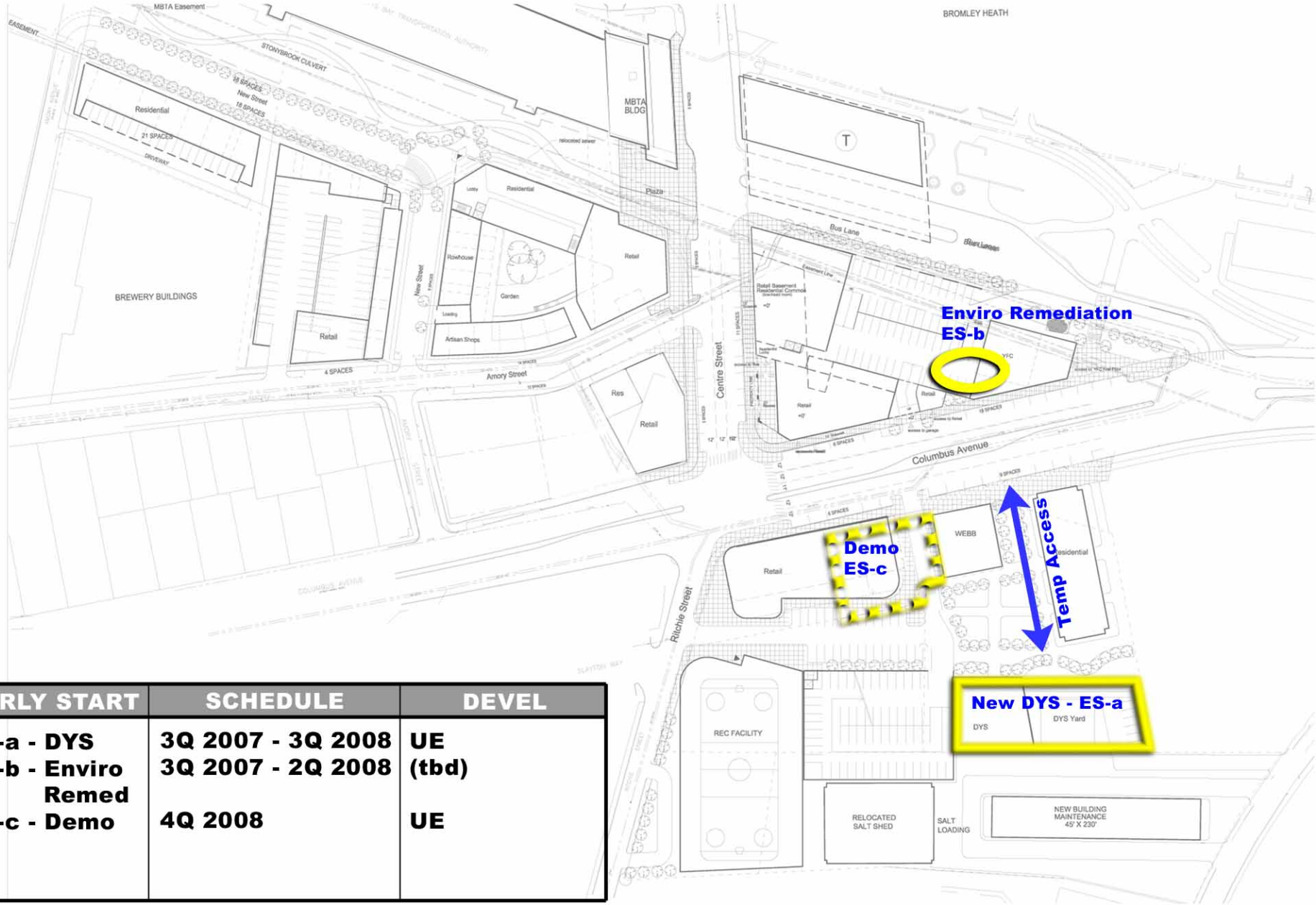
Figure 2-1

Early Start



EARLY START	SCHEDULE	DEVEL
ES-a - DYS	3Q 2007 - 3Q 2008	UE
ES-b - Enviro Remed	3Q 2007 - 2Q 2008	(tbd)
ES-c - Demo	4Q 2008	UE

UE: Urban Edge
MP: Mitchell Properties LLC
GR: Gravestar, Inc.

JPNDC: Jamaica Plain NDC
HSTF: Hyde Square Task Force

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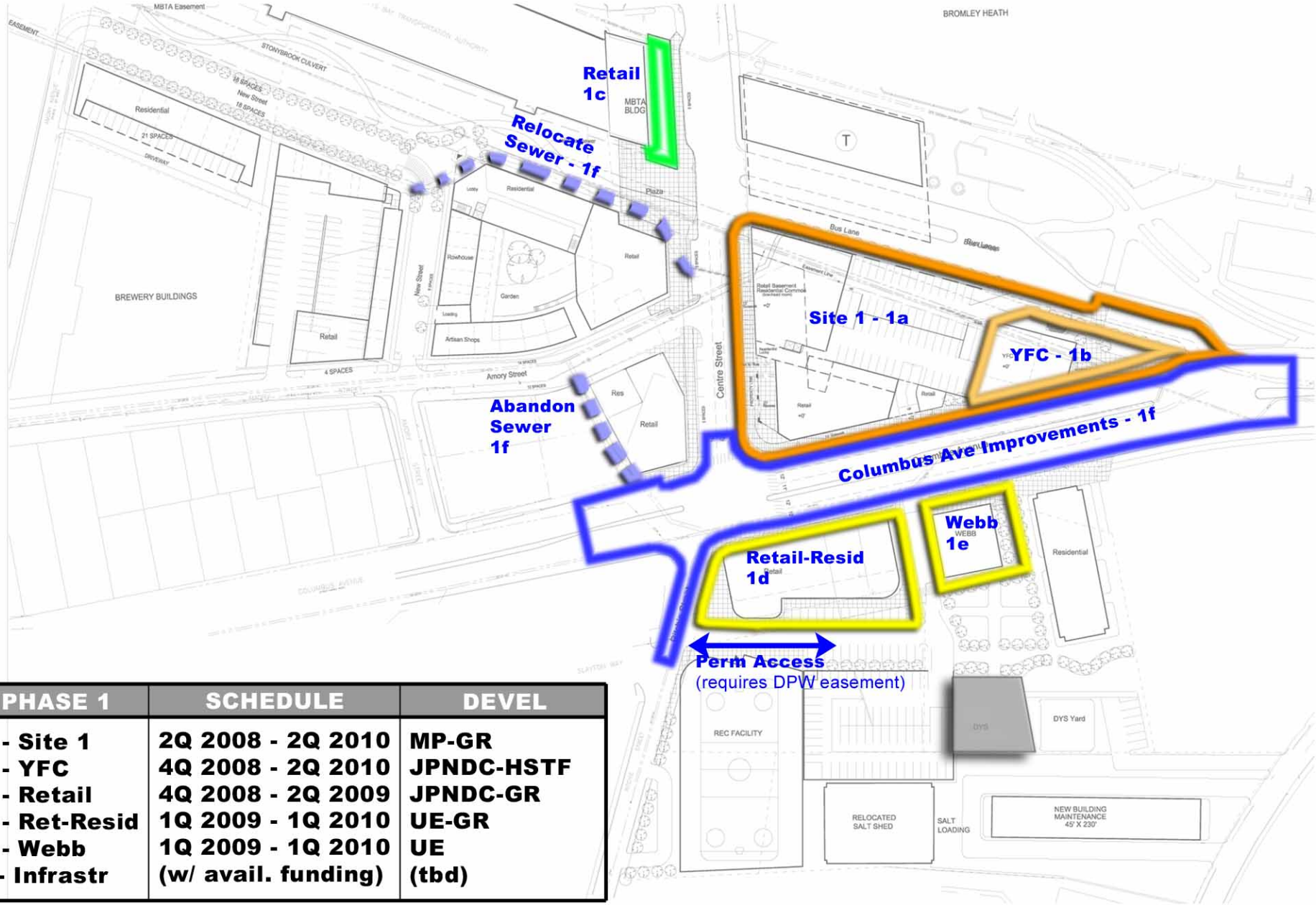
Figure 2-2

Phase 1



PHASE 1	SCHEDULE	DEVEL
1a - Site 1	2Q 2008 - 2Q 2010	MP-GR
1b - YFC	4Q 2008 - 2Q 2010	JPNDC-HSTF
1c - Retail	4Q 2008 - 2Q 2009	JPNDC-GR
1d - Ret-Resid	1Q 2009 - 1Q 2010	UE-GR
1e - Webb	1Q 2009 - 1Q 2010	UE
1f - Infrastr	(w/ avail. funding)	(tbd)

UE: Urban Edge
MP: Mitchell Properties LLC
GR: Gravestar, Inc.

JPNDC: Jamaica Plain NDC
HSTF: Hyde Square Task Force

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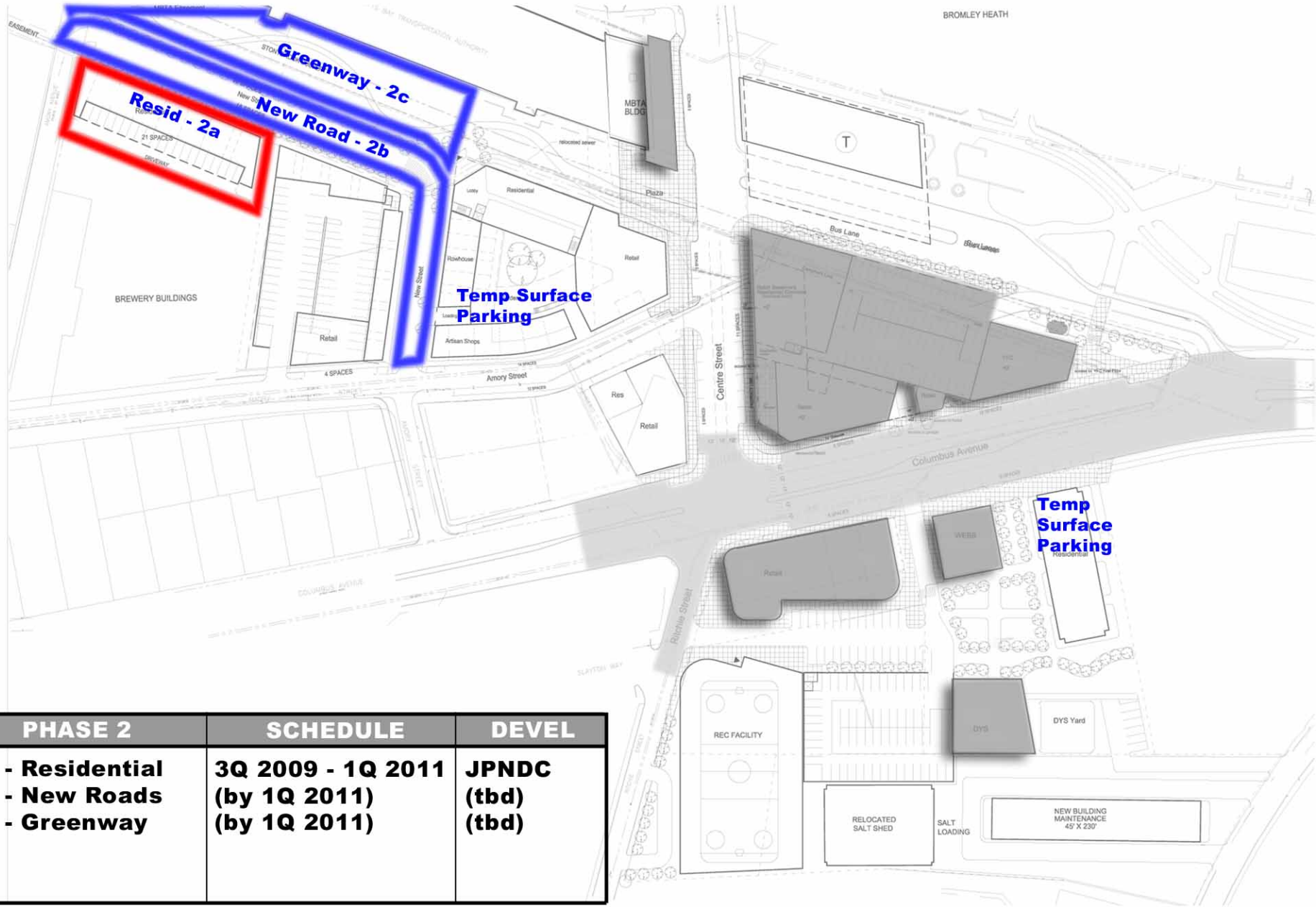
Figure 2-3
Phase 2



PHASE 2	SCHEDULE	DEVEL
2a - Residential	3Q 2009 - 1Q 2011	JPNDC
2b - New Roads	(by 1Q 2011)	(tbd)
2c - Greenway	(by 1Q 2011)	(tbd)

UE: Urban Edge
MP: Mitchell Properties LLC
GR: Gravestar, Inc.

JPNDC: Jamaica Plain NDC
HSTF: Hyde Square Task Force

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Figure 2-4

Phases 3 and 4

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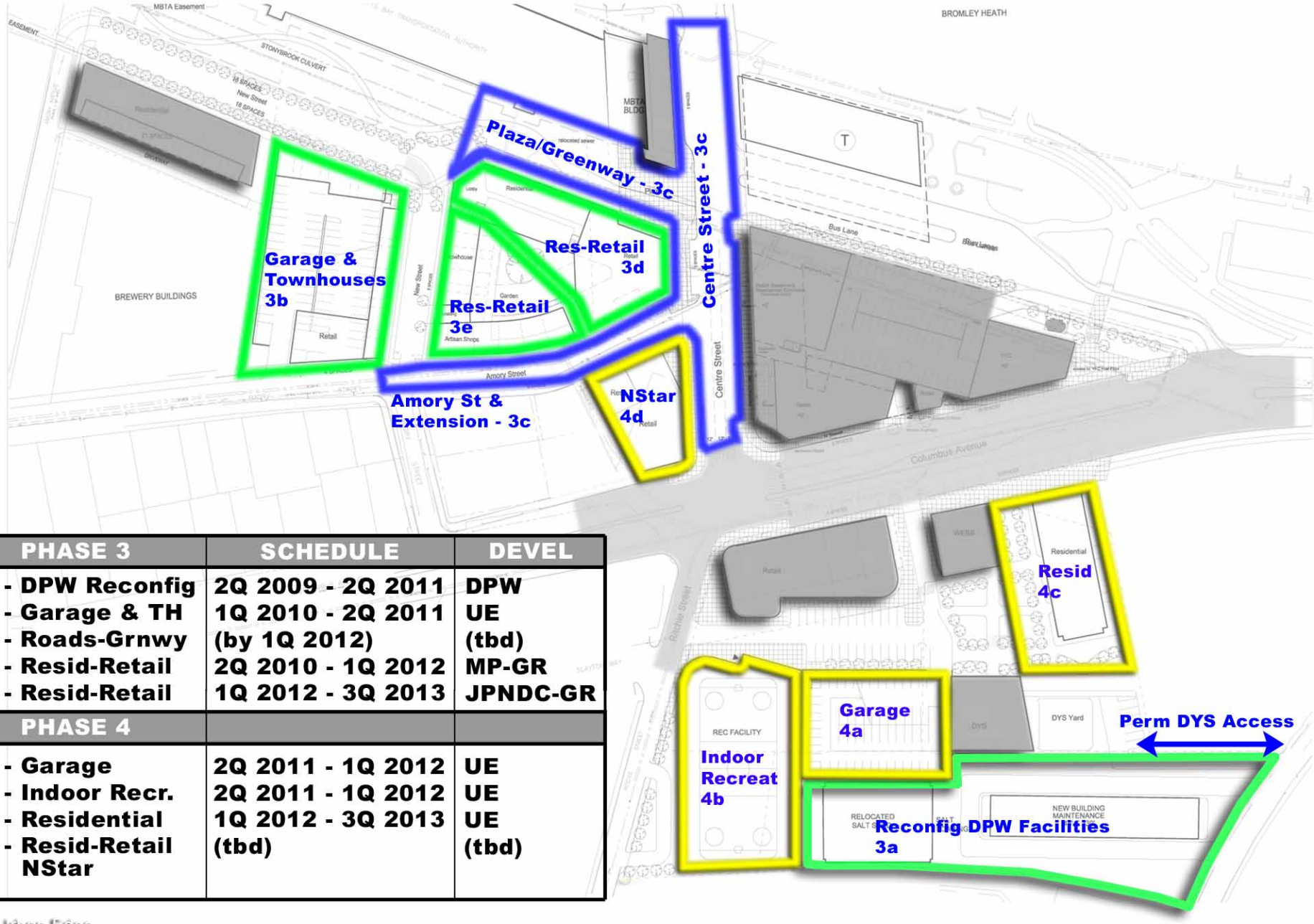

PHASE 3	SCHEDULE	DEVEL
3a - DPW Reconfig	2Q 2009 - 2Q 2011	DPW
3b - Garage & TH	1Q 2010 - 2Q 2011	UE
3c - Roads-Grnwy	(by 1Q 2012)	(tbd)
3d - Resid-Retail	2Q 2010 - 1Q 2012	MP-GR
3e - Resid-Retail	1Q 2012 - 3Q 2013	JPNDC-GR
PHASE 4		
4a - Garage	2Q 2011 - 1Q 2012	UE
4b - Indoor Recr.	2Q 2011 - 1Q 2012	UE
4c - Residential	1Q 2012 - 3Q 2013	UE
4d - Resid-Retail NStar	(tbd)	(tbd)

UE: Urban Edge
MP: Mitchell Properties LLC
GR: Gravestar, Inc.

JPNDC: Jamaica Plain NDC
HSTF: Hyde Square Task Force

and market considerations. They also reflect the minimum requirements for physical improvements needed to achieve the identity and place making goals of Jackson Square. These Urban Design considerations are discussed in greater detail in Section 3.3.

Prior to submitting the DPIR, the design and development teams will refine and expand this phasing plan. The infrastructure scope and funding sources will be further developed, with a goal of advancing the scope of the infrastructure beyond the "minimum requirements" shown in the current phasing plans. The phasing plans will also address the "interim conditions," that is, the improvements that can be provided on the undeveloped site areas to ensure that at each phase of development, Jackson Square will look attractive and be safe.

Early Start

An early start, preparatory phase, is expected to commence in the third quarter of 2007 and be completed in the fourth quarter of 2008. The most significant part of the early start scope is the replacement of the existing Division of Youth Services (DYS) facility (Building F), which is currently located in an "ell" building attached to 1542 Columbus Avenue; this "ell" must be demolished to allow for construction of the new retail/residential building (Building C). Temporary access, surface parking spaces and outdoor play space will be developed as part of the DYS facility. In addition, an early start to the environmental remediation of a portion of Site I will help ensure a timely start of the buildings on Site I.

Phase 1

Construction of Phase 1 is expected to commence in the second quarter of 2008 and be completed in the second quarter of 2010. Phase 1 must make a significant impact to establish the new Jackson Square. Thus, projects are planned on both sides of Columbus Avenue. On Site I, the Phase 1 program will include 94 apartments and 22,600 square feet of retail space, as well as the Youth and Family Center, plus associated parking and site improvements (Buildings A and B). The housing program is a mixed-income rental building, which is the most feasible way to develop a building of scale on this key parcel.

On Site II, the Phase 1 program will include the creation of a mixed-use building on the corner of Columbus Avenue and Ritchie Street, with 14,600 square feet of retail space on the ground floor and 42 units of affordable and moderate income ownership housing above, introducing needed home ownership opportunities which are lacking in this area (Building C). With the relocation of DYS, the Webb Building will be fully renovated for office space (Building D). The Site II projects are planned to use surface parking on a temporary basis.

The development plan for Building C presented in this PNF requires use of a small portion of the adjacent DPW property, likely through an easement agreement. The coordination of the entire development plan with the existing DPW facility is discussed in detail below.

Phase 1 also includes a small but significant retail component of Site III in the creation of a small shop retail building adjacent to the existing MBTA maintenance shed. This light structure is envisioned to accommodate relatively low per square foot rents, allowing access for local entrepreneurs and youth sponsored businesses.

Phase 2

Construction of Phase 2 is expected to commence in the third quarter of 2009 and be completed in the first quarter of 2011. The Phase 2 program involves construction of approximately 55 affordable ownership and rental units in a single six-story building (Building K) at the southern end of Site III. This building requires approximately 40 parking spaces which can be provided at the first level of the building and along the newly created Jackson Street, which is the key public infrastructure element in this phase. The phasing plans also show the development of at least part of the open space improvements that will be developed on the MBTA easement area. This open space component is shown to indicate that development of this linear open space is critical to this phase. It would be clearly preferable to develop the full extent of the open space, but the feasibility of doing so will depend on funding strategies.

Phase 3

Construction of Phase 3 is expected to commence in the first quarter of 2010 and be completed in the third quarter of 2013. Phase 3 involves approximately 150 residential units, approximately 20,100 square feet of retail and the completion of the Site III area. A single above-grade parking structure (Building L), which is ringed with 16 duplex townhouses and 4,000 square feet of retail, will provide parking for Site III. The balance of the residential and retail program in Phase 3, totaling approximately 134 housing units and approximately 16,100 square feet of ground floor retail, is provided in three buildings arranged around a shared courtyard. The building at 15 Jackson Street (Building M) will be an affordable four-story residential rental building with 36 units. Building N, along the extension of Amory Street, will be a 23-unit, mixed-income condominium building with small scale retail use on the ground floor. Finally, 250 Centre Street (Building O) will be a 75-unit, mixed-income condominium. This signature building becomes feasible in this later phase once the previous development phases have established a market for it in Jackson Square .

Also projected for Phase 3 is the redevelopment of the DPW facility. Assuming a two-year construction schedule, starting this construction in Phase 3 allows time for planning and design for these structures, and also accommodates the schedule for Phase 4. Again, see the discussion below of DPW coordination.

Phase 4

Phase 4 will complete the development of Site II. Construction of Phase 4 is expected to commence in the second quarter of 2011 and be completed in the third quarter of 2013. Building E includes 36 units of rental housing in a four-story building. Building H is the Active Indoor Recreation Facility. Buildings G provides centralized parking for the final build program on Site II.

Also shown in Figure 2-4 is a proposed six-story mixed-use building on the NSTAR parcel. As discussed in the Urban Design section, development of this parcel is a critical component of completing the square. However, the proponent recognizes that there are substantial planning issues that must be addressed to relocate the existing sub-station. It may be appropriate to develop an interim plan for this parcel, especially for the paved and fenced area that forms the critical corner at Columbus Avenue and Centre Street.

DPW Facility and Phasing

The current plan for Jackson Square starts with the premise that the DPW must maintain a facility on its current site in Jackson Square. The intention of the plan is to present an alternative configuration that allows the DPW and the current and proposed uses in Jackson Square to be better neighbors to each other. The current status of the DPW site is shown on Figure 2-5. The condition of the DPW site proposed for the Phase 1 development is shown on Figure 2-6. The reconfiguration concept which is currently being evaluated for the full build out of the Project is Shown on Figure 2-7. (The proponent plans to evaluate this scenario and other options in collaboration with DPW over the coming months).

The proponent recognizes that there is much work that must be done to better understand DPW operations and work with DPW and community residents on alternatives that meet operating needs. Further, the proponent understands that any plan for reconfiguration must allow for uninterrupted sand and salt operations through the snow and ice season. The phasing plan presented is intended to allow the time for the proponent to work with DPW to develop plans that will meet all these goals.

The Phase 1 plans, as shown in Figure 2-6, will require that a small portion of the existing DPW site be made available, likely through an easement, to provide access to Site II. The proposed location of the curb cut to Site II is located to stay clear of the busy Columbus Avenue/Centre Street/Ritchie Street intersection. Figure 2-6 shows the existing DPW configuration and the property that would be involved. The proponent believes this part of the site is not essential to DPW operations, but this assumption has not been reviewed or validated by DPW.

The full reconfiguration of the DPW facility is not required to be completed until Phase 4 of the Project. To meet the current phasing schedule (Phase 4 construction start of 2011), the DPW construction work is shown to occur in Phase 3 (start 2009). This allows up to three

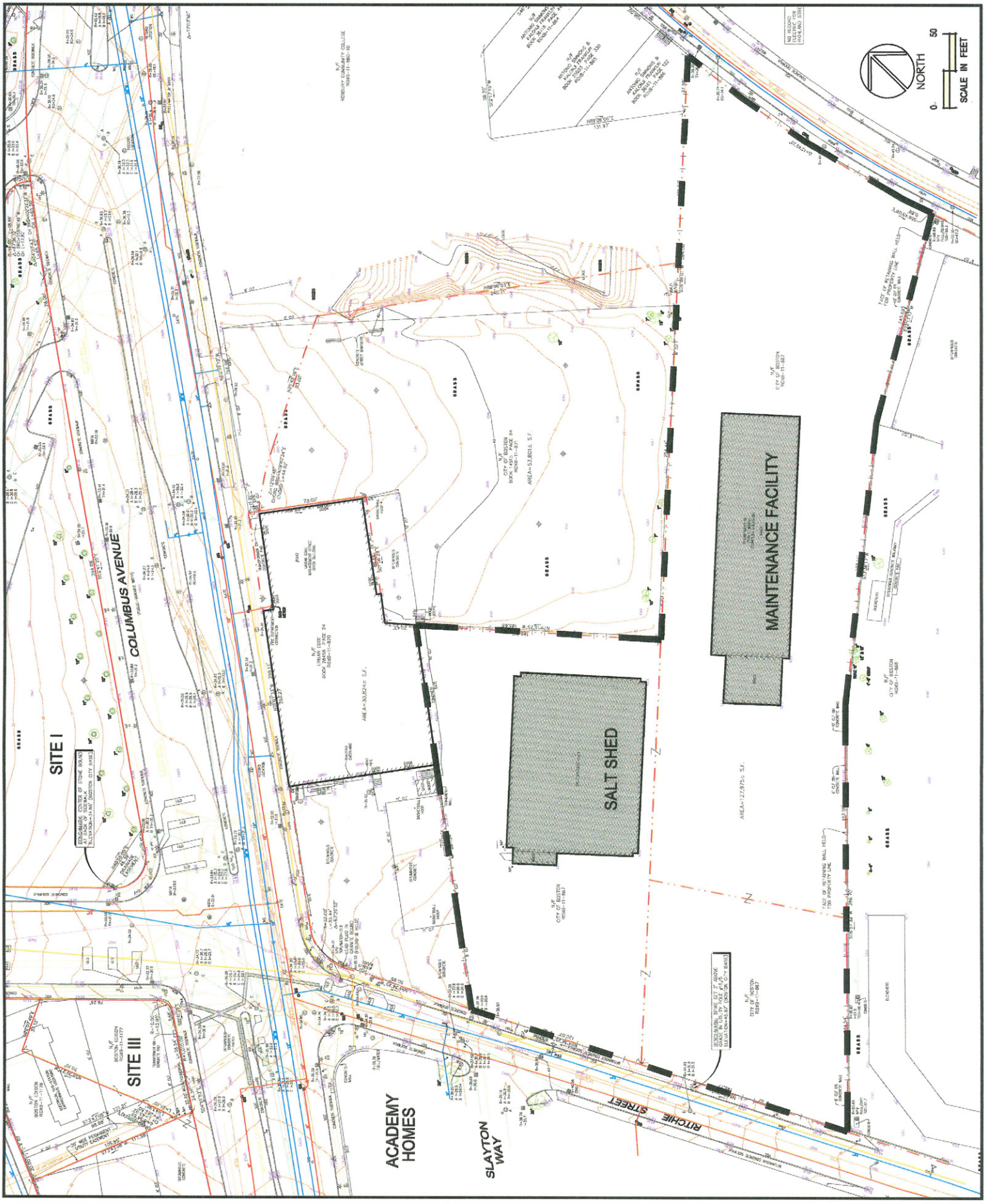

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Figure 2-5

Site II - Existing Conditions

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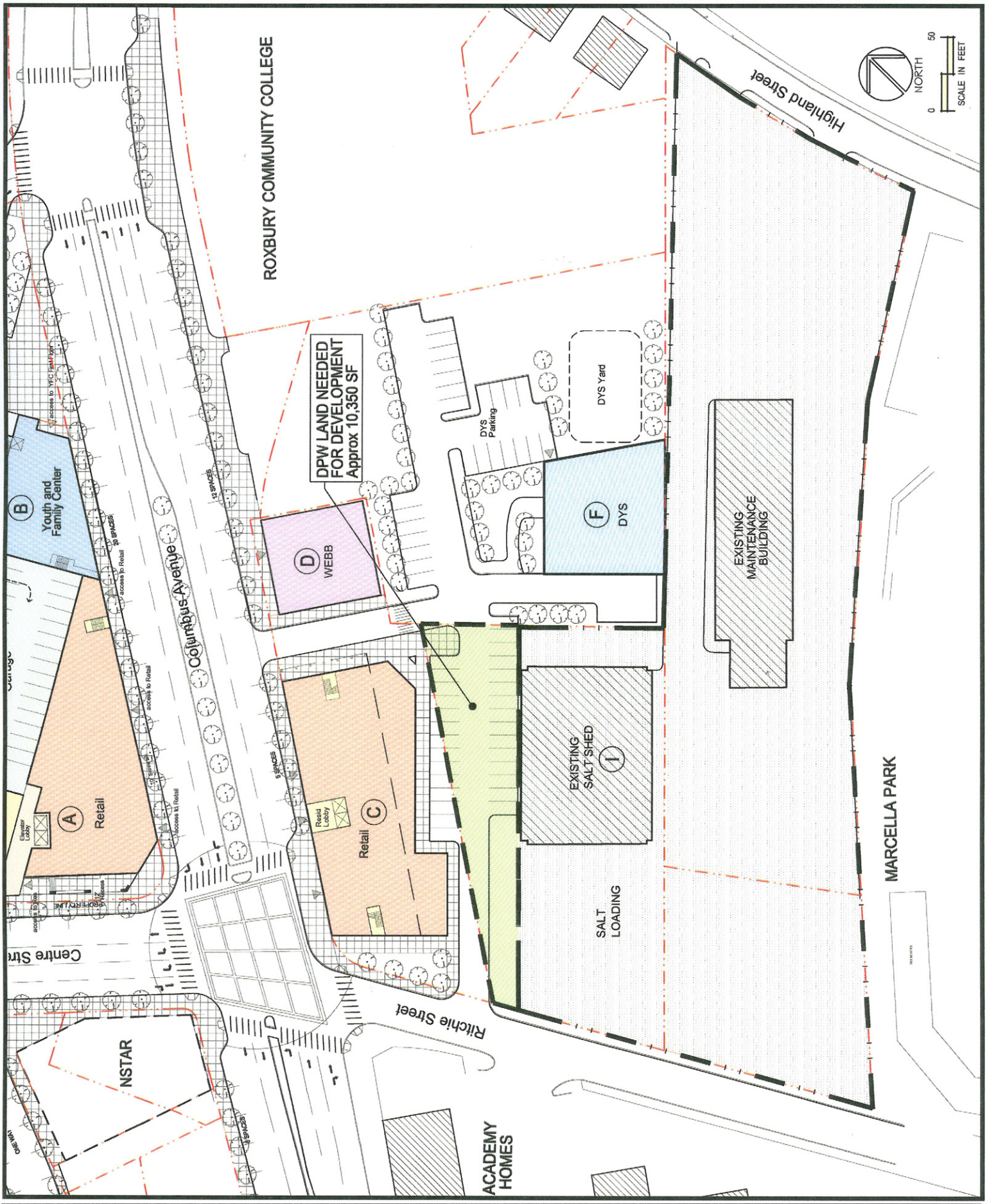

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Figure 2-6

Existing DPW Configuration

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Figure 2-7 Site II Phase II

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years for the planning, design and bidding of the eventually agreed upon plan. Further, the proponent recognizes that there are likely other configuration options that will accomplish the goals noted above, and is anxious to begin working closely with DPW on this matter.

2.2.2 Approximate Dimensions

Table 2-1 below presents the approximate dimensions of Project components:

Table 2-1: Approximate Project Dimensions

Project Element	Dimension
Project Site*	9.1 acres
Residential Component	429 units / 452,010 sf
Retail Component	67,700 sf
Office	13,500 sf
Youth and Family Center	19,810 sf
Indoor Recreation	30,750 sf
Department of Public Works (DPW) **	20,950 sf
Jackson Street Extension **	33,000 sf
Department of Youth Services (DYS)	19,800 sf
Parking spaces	128 on-street 500 off-street)

* Total acreage for the three sites; not including planning area streets and DPW property.

** Included in the planning area but not part of the Project.

Figures 2-8, through 2-13 show the massing and renderings of the proposed Project.

2.3 Planning Context

The proposed Project will be situated at a key crossroads between Jamaica Plain and Roxbury, in the area surrounding the MBTA Jackson Square Station.

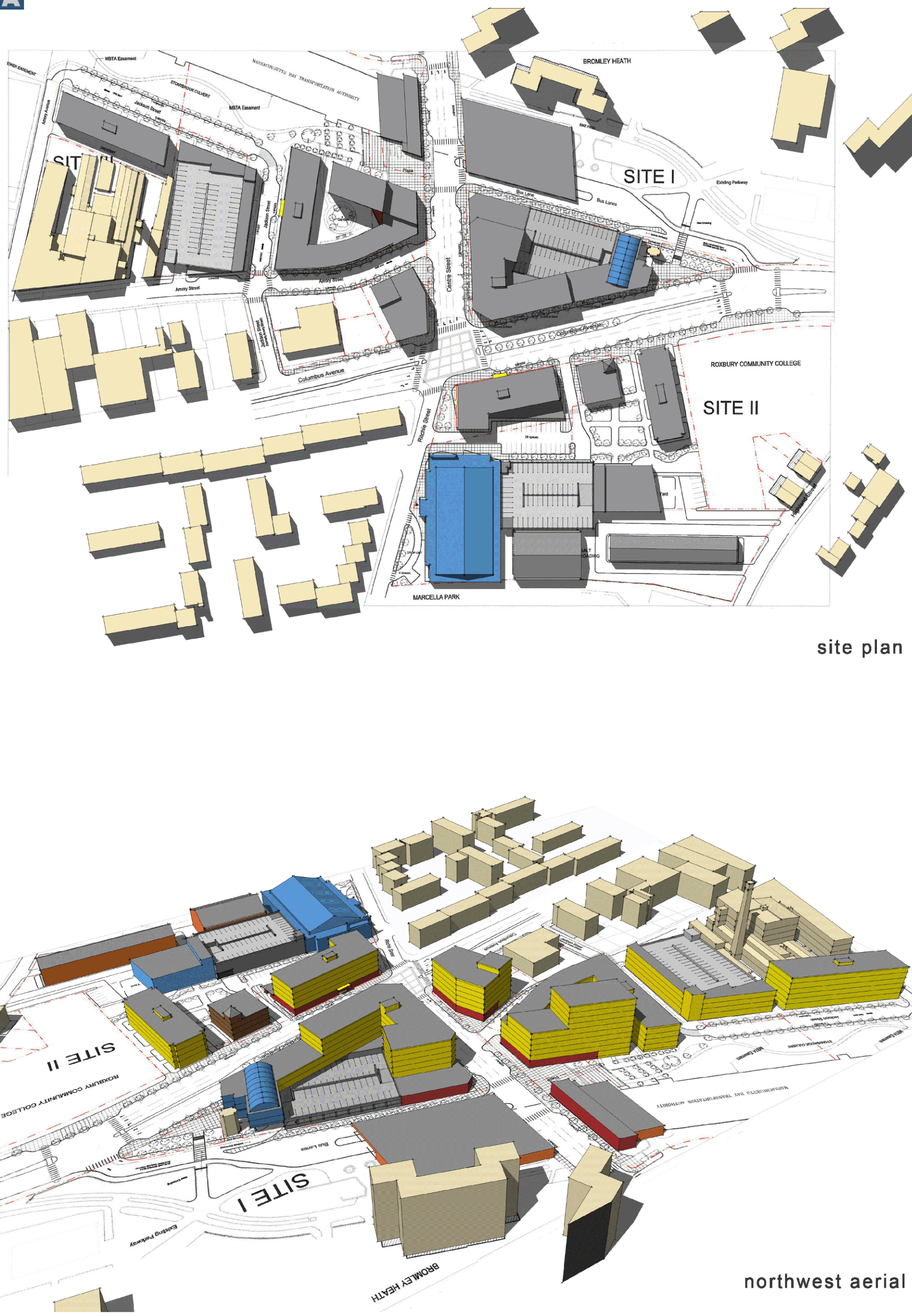
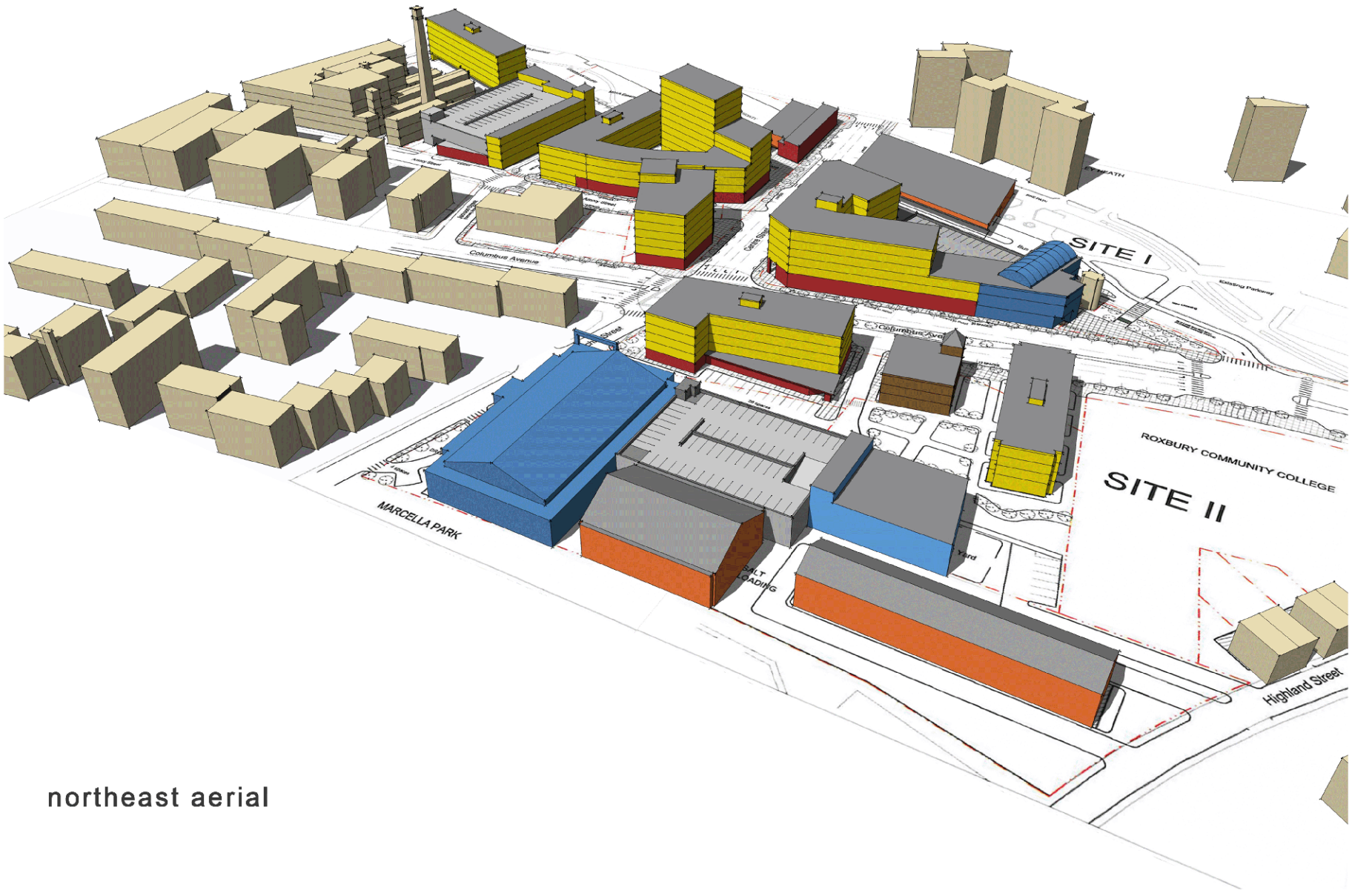
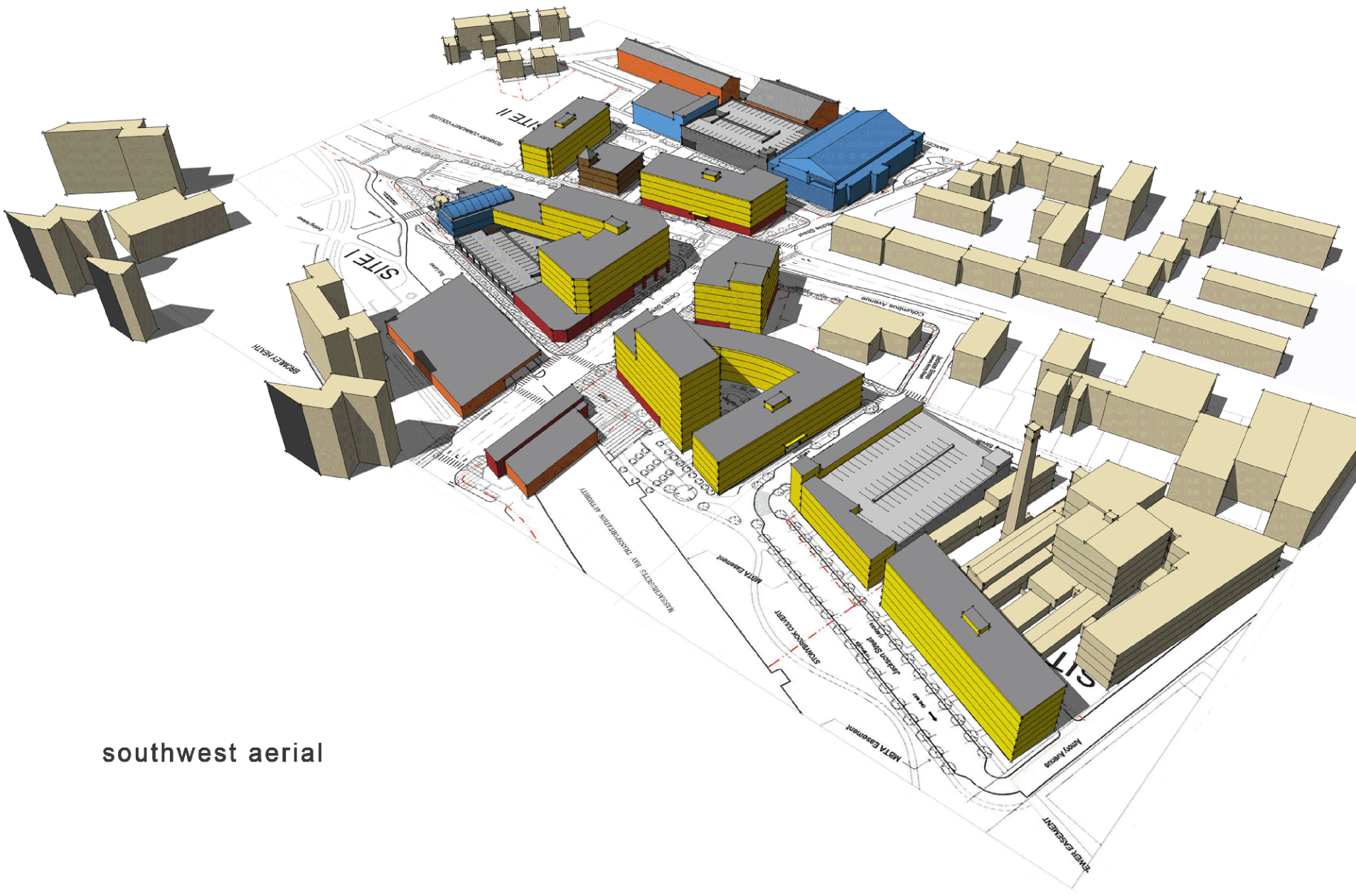


Figure 2-8

Proposed Massing -
Northwest View



northeast aerial



southwest aerial

Figure 2-9

Proposed Massing -
Northeast and Southwest Views

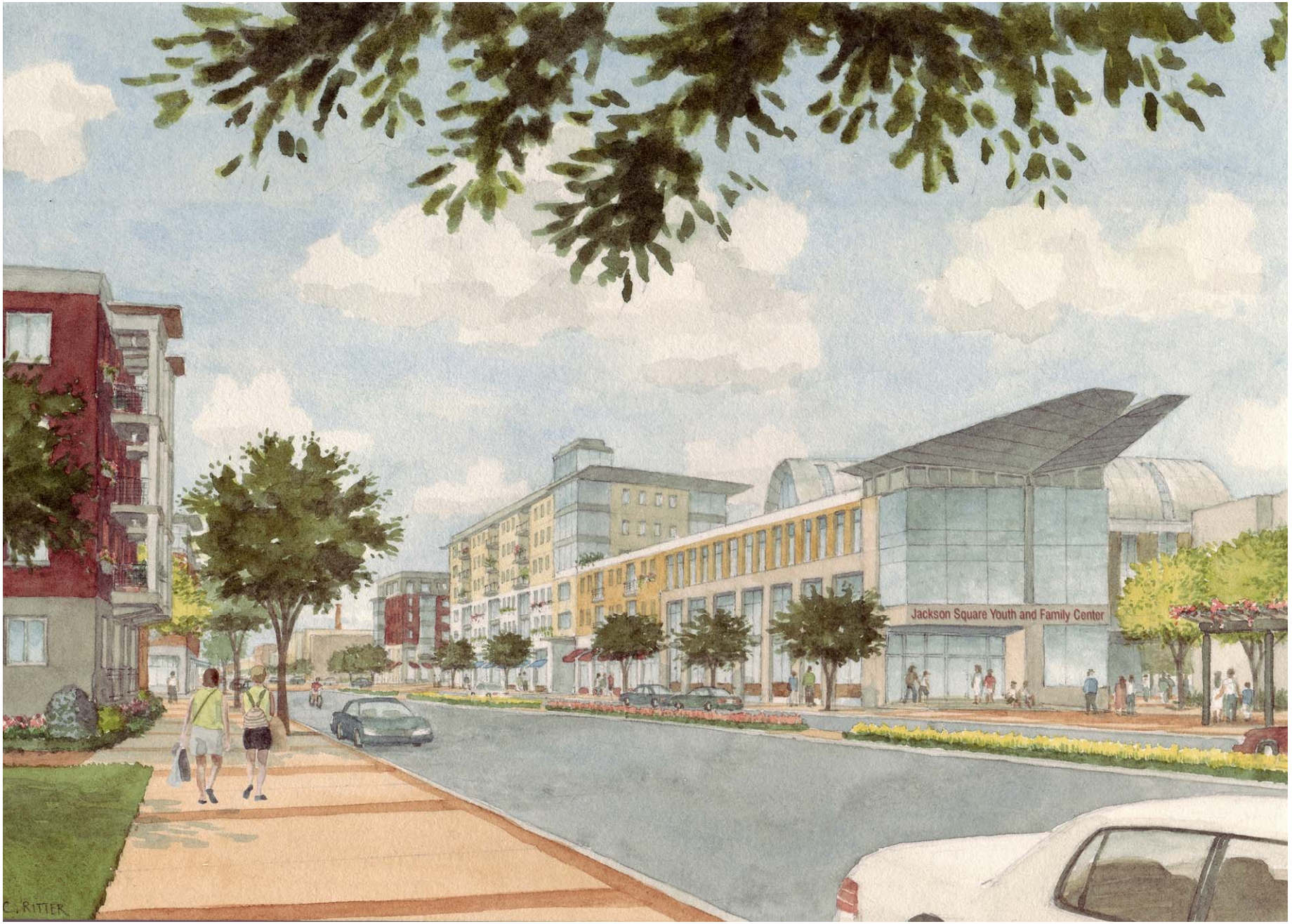


Figure 2-10
Columbus Avenue Looking Southwest at Site I

Jackson Square
Boston, Massachusetts

Figure 2-11
Corner of Columbus Avenue and Ritchie Street Looking Northeast at Site II

Jackson Square
Boston, Massachusetts

Figure 2-12
Jackson Square Station Looking South at Site III

Jackson Square
Boston, Massachusetts

Figure 2-13
Centre Street Looking Southwest at Site III

Jackson Square
Boston, Massachusetts

The area is densely populated and is one of the most diverse neighborhoods in Boston. Predominantly residential, the area is characterized by residential buildings of between one and nine stories, including the Academy Homes I and II, Bromley-Heath and the Amory Street elderly housing developments, which provide housing solutions to a variety of households. Vibrant and dynamic commercial zones can be found nearby on Centre Street (Hyde/Jackson Main Streets District) and Columbus Avenue (Egleston Square Main Streets District), with many locally owned businesses. The area is also characterized by some light industrial and warehouse facilities, as well as vacant and underutilized property, surface parking lots and some recreational open space (e.g., South Corridor Park and Marcella/Connolly Park).

2.4 Schedule

Project construction will be in five phases over a period of six years between 2007 and 2013. Construction of Phase 1 is expected to commence in 2008 and to be completed in 2010. Construction of Phase 2 is expected to begin in the fall of 2009 and to be completed in 2011. Construction of Phase 3 is expected to commence in early 2010 and to be completed in 2013, and construction of Phase 4 is expected to commence in 2011 and to be completed in 2013.

3.0 ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

Article 80 of the Boston Zoning Code specifies that the BRA may require in its Scoping Determination that the applicant conduct studies to determine the direct or indirect impact to the environment reasonably attributable to a proposed project. The development review components include transportation, environmental protection, urban design, historic resources, and infrastructure systems. Where potential for direct or indirect impacts exists, design measures may be required to mitigate the impacts, to the extent economically feasible. The areas for which studies and mitigation may be required are addressed below.

3.1 Transportation

3.1.1 Introduction

This section presents existing transportation conditions in the Project area and discusses preliminary Project trip generation figures, preliminary transportation impacts, and measures associated with proposed redevelopment of the Jackson Square Development Area. A comprehensive analysis of transportation aspects of the Project, including pedestrian, transit, automobile traffic, parking, and loading activity will be prepared in cooperation with the Boston Transportation Department (BTD), the BRA, and the community.

3.1.2 Project Description

The Project involves redevelopment of the Project Site, approximately 9.1 acres of public and private land in Jackson Square on Centre Street, Ritchie Street, Amory Street, and Columbus Avenue into a transit-oriented, mixed-use development. The Project development area consists of three primary sites encompassing the northeast (Site I), northwest (Site II), and southwest (Site III) corners of Jackson Square. The proposed land uses by site are summarized in Table 3-1.

Table 3-1: New Project Land Uses*

Use	Quantity/Size by Site			Combined
	Site I	Site II	Site III	
Land Uses				
Apartments (units)	94	34	142	270
Condominiums (units)	—	42	117	159
Office (ksf)	—	9.0	—	9.0
Indoor Recreation (ksf)	—	30.8	—	30.8
Retail (ksf)	22.6	14.6	30.5	67.7
Youth and Family Center (ksf)	19.8	—	—	19.8

* Includes only "new" land uses added to the Project sites that will have an impact on the existing transportation network. The existing Division of Youth Services Building, City of Boston Maintenance Facility, and Webb Office Building will remain with the Project in place.

The Project consists of creation of 429 residential units, including 270 rental apartments and 159 condominiums, approximately 50,600 square feet (sf) of community and recreational space, approximately 9,000 sf of new office space, and 67,700 sf of retail space. New streets and land parcels will also be created, along with off-street parking for approximately 500 vehicles and 128 new on-street parking spaces.

With the Project in place, the existing City of Boston maintenance facility and the Division of Youth Services office space in the so-called Webb Building at 1542 Columbus Avenue will remain on Site II but may potentially be relocated or reconfigured on-site. The Webb Building will remain in its existing location.

A detailed phasing plan for the construction of the proposed uses and associated infrastructure improvements will be developed in coordination with the City and neighborhood and will be discussed in detail in the DPIR.

3.1.3 Site Access

The Project is located adjacent to the Jackson Square MBTA station that has the Orange Line, bus, and private shuttle bus services. Sidewalk and street crossing improvements throughout Jackson Square will enhance pedestrian connections between Jackson Square station and both the existing and proposed mixed uses in the area.

Vehicles will access Site I via two entrances along Columbus Avenue that will also provide access to the at-grade parking garage. The northern access point will share the existing MBTA bus entryway and provide two-way, shared access up to the Site I garage opening, after which it will become a one-way driveway for buses only. The second access point on Columbus Avenue will be located between the existing MBTA bus entryway and Centre Street. Pedestrians will access the buildings on Site I via landscaped walkways surrounding the building, with connections to the MBTA Jackson Square station, Columbus Avenue, and the adjacent Southwest Corridor Bicycle Path.

Vehicles will access Site II via Ritchie Street and Columbus Avenue. An internal driveway will provide continuous access between the two access points and throughout the parking area. In addition, a pick-up/drop-off area will be provided off Ritchie Street for the indoor recreation facility. Walkways throughout the site will facilitate pedestrian connections between the proposed buildings and Jackson Square.

As part of the redevelopment of Site III, Amory Street will be extended to intersect with Centre Street approximately 225 feet west of Columbus Avenue. Amory Street will provide one-way northbound vehicular access between proposed Jackson Street and Centre Street and will remain two-way south of proposed Jackson Street. Only right turns will be allowed onto Centre Street from Amory Street. Vehicles will access the Site III parking garage via Amory Street. Similar to Sites I and II, sidewalk and walkway amenities throughout Site III will be improved to enhance the pedestrian environment. Pedestrian access to the Site III

residential units will be from the proposed Jackson Street. A proposed multi-use path on the MBTA easement between proposed Jackson Street and the tracks will provide off-street connections to the MBTA and Centre Street. Sidewalks will also be constructed along both sides of the new extension of Amory Street.

3.1.4 Trip Generation

The trip generation for the proposed Project was based on data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation,* 7th Edition (2003), which contains empirical data describing the trip generation characteristics for a wide variety of land use categories. The trip generation for the proposed uses is then determined by identifying comparable land use categories, as defined by ITE. Although they do not correspond exactly, the following ITE land use codes provide the closest match to the proposed land uses and were therefore used to estimate Project trips:

Land Use Code 220—Apartment. Apartments are rental dwelling units located within the same building with at least three other dwelling units—for example, quadraplexes and all types of apartment buildings. The apartments in this land use include both low-rise "walk-up" dwellings and high-rise, multi-family dwellings.

Land Use Code 230—Residential Condominium. Residential condominiums are units with single-family ownership that have at least one other single-family-owned unit with the same building structure. Calculation of the number of trips uses ITE's average rate per dwelling unit.

Land Use Code 465—Ice Skating Rink. An ice skating rink is a stand-alone facility used for ice-skating sports and entertainment activities. It may contain limited spectator seating, refreshment areas, locker rooms and arcades. Due to the limited number of observations for this use, ITE did not provide data for the a.m. peak hour. Therefore, a morning peak-hour trip generation rate was constructed using data from a comparable land use code: LUC 491—Racquet/Tennis Club.

Land Use Code 495—Recreational Community Center. A recreational community center is a stand-alone public facility, similar to and including YMCAs, that often accommodates classes and clubs for adults and children, a day care or nursery school, meeting rooms, swimming pools and whirlpools, saunas; tennis, racquetball, handball, basketball, and volleyball courts, outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. This land use code was used to determine the trip generation for the Youth and Family Center on-site.

Land Use Code 820—Shopping Center. A shopping center is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. Due to the residential nature of the area surrounding the Project site, the

retail component of this Project will provide neighborhood services (e.g., goods and services such as general merchandise, pharmacy, convenience items such as newsstand/coffee and specialty items) and will be a complement to and continuation of the adjacent business district on Centre Street. These uses are not intended to be a destination retail type of use and will be less intense than a "shopping center," as defined in ITE's LUC 820. They will therefore produce a conservatively high estimate of the associated trip generation.

Mode split was derived from 2000 U.S. Census data (Tracts 812, 813, 1205) for this area and BTD data for Areas 5 and 6. The ITE rates produce vehicle trip estimates, which are then converted to person trips. Using the corresponding mode split data, shown in Table 3-2, the person trips are then reallocated to vehicle, transit, and walk/bike trips.

Table 3-2: Peak-hour Mode Split

Land Use	Bike/Walk	Transit	Auto
Residential	10%	35%	55%
Indoor Recreation	37%	24%	39%
Retail	37%	24%	39%
Youth and Family Center	37%	24%	39%

Based on the land use trip rates and mode split assumptions described above, Table 3-3 summarizes the resulting Project-generated vehicle trips by site.

Table 3-3: Vehicle Trip Generation

Direction	Site I	Site II	Site III	Total
		Daily		
In	400	401	643	1,444
Out	400	401	643	1,444
Total	**800**	**802**	**1,286**	**2,888**
		Morning Peak Hour		
In	17	18	18	53
Out	28	23	59	110
Total	**45**	**41**	**77**	**163**
		Afternoon Peak Hour		
In	36	36	70	142
Out	33	36	45	114
Total	**69**	**72**	**115**	**256**

As shown, estimated daily vehicle trips to and from the Project total about 2,888, with 1,444 trips in and 1,444 trips out. In the morning peak hour, an estimated 53 vehicle trips in and 110 vehicle trips out will occur in the afternoon peak hour, 142 vehicle trips in and 114 vehicle trips out will occur. The Project trips will be dispersed among the three sites.

3.1.5 Public Transportation

The Project is located adjacent to the MBTA Jackson Square station, where passengers may access MBTA rapid transit and bus services. As shown in Table 3-4, the Project will generate about 2,672 new daily transit trips (1,336 boarding and 1,336 alighting), with 140 new transit trips during the morning peak hour (89 boarding and 51 alighting) and 237 new transit trips during the afternoon peak hour (110 boarding and 127 alighting).

Table 3-4: Transit Trip Generation

Direction	Site I	Site II	Site III	Total
		Daily		
In	383	396	557	1,336
Out	383	396	557	1,336
Total	**766**	**792**	**1,114**	**2,672**
		Morning Peak Hour		
In	17	18	16	51
Out	24	19	46	89
Total	**41**	**37**	**62**	**140**
		Afternoon Peak Hour		
In	33	35	59	127
Out	32	37	41	110
Total	**65**	**72**	**100**	**237**

3.1.6 Pedestrian Circulation

On a daily basis, the proposed Project will generate approximately 2,618 new pedestrian trips, including walk and bicycle trips, and an additional 2,672 new transit trips that require a walk to or from the site. This results in an additional 5,290 new pedestrian trips per day. The pedestrian trip generation for the Project is summarized in Table 3-5.

Table 3-5: Pedestrian Trip Generation

Direction	Site -I	Site II	Site III	Total
		Daily		
In	424	460	425	1,309
Out	424	460	425	1,309
Total	**848**	**920**	**850**	**2,618**
		Morning Peak Hour		
In	64	19	12	95
Out	80	14	18	112
Total	**144**	**33**	**30**	**207**
		Afternoon Peak Hour		
In	31	38	39	108
Out	39	43	36	118
Total	**70**	**81**	**75**	**226**

As shown in the table, the Project will result in a significant increase in pedestrian traffic in the vicinity of Jackson Square. As a result, the Project includes a number of measures to improve pedestrian conditions throughout, and within, the vicinity of the site to accommodate and encourage additional pedestrian traffic.

The study team will conduct a comprehensive review of the pedestrian conditions adjacent to the site and work with BRA, BTD, and the community to develop recommendations for pedestrian safety and circulation improvements. Mitigation measures associated with the Project are discussed in Section 3.1.10.

3.1.7 Parking

The Project will provide 500 off-street parking spaces (442 net new), located throughout the three sites, as summarized in Table 3-6; approximately 58 spaces will be replacement parking for MBTA employees' parking spaces displaced by Site I construction and existing DYS and office users' parking spaces on Site II. There will be 128 on-street spaces. Parking for the Project is consistent with BTD guidelines for transit-oriented development in Jamaica Plain (0.75 to 1.25 spaces per unit residential and 0.75 to 1.25 spaces per 1,000 sf non-residential). For the DPIR, a detailed parking plan will be developed outlining the phased construction of on-site parking.

Table 3-6: Parking Summary

Site	On-street	Off-street[1]	Combined
1	25	100	125
2	17	157	174
3	86	243	329
Total	**128**	**500**	**628**

[1] Includes 58 existing parking spaces for the DYS and Webb office uses (30 spaces) and the MBTA lot (28 spaces). These are not new spaces and will be relocated on-site with the Project.

3.1.8 Loading and Service

Recycling, trash collection, and loading activities will occur on-site in designated areas within each of the three Project sites to the extent possible. Where possible, trash and recycling for the residential units will be wheeled to the street for City of Boston pickup. Whenever possible, loading and service activities will take place during off-peak hours. Permanent "No Idling" signs will be posted in the loading and parking areas.

3.1.9 Study Area

Detailed analysis of intersection operations and development of appropriate mitigation measures will be addressed by the proponent. Impacts that require mitigation will be

carefully coordinated with BTD as well as with neighbors, and the proponent will coordinate with BTD especially regarding BTD's planned work on Centre Street west of the Project area.

To evaluate both existing and future conditions, the proponent proposes to study the following intersections (see Figure 3-1):

- Centre Street/Columbus Avenue/Ritchie Street;
- Columbus Avenue/Centre Street/Heath Street;
- Columbus Avenue/Cedar Street;
- Centre Street/Lamartine Street;
- Centre Street/MBTA Bus Exit;
- Columbus Avenue/Dimock Street
- Columbus Avenue/Amory Street; and
- Highland Street/Department of Public Works (DPW) Driveway.

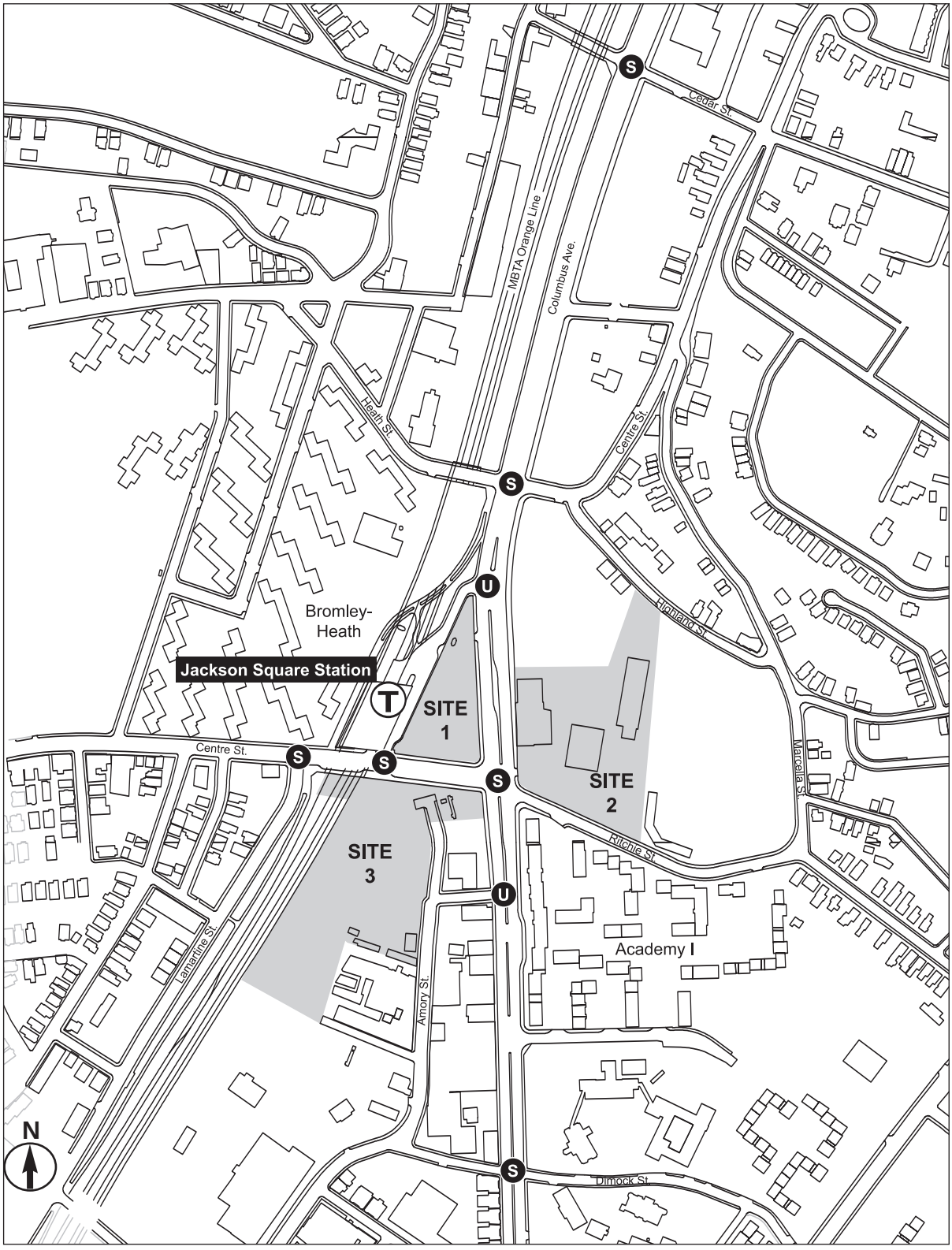
Vehicle and pedestrian counts will be conducted at the above-listed study area intersections during the weekday morning (7:00–9:00 a.m.) and afternoon (4:00–6:00 p.m.) peak periods. These traffic counts will serve as a base scenario for the traffic analysis to be presented in the subsequent analysis.

The proponent will coordinate with BRA and BTD to identify an appropriate study area, build year, growth rate, and any area development projects.

3.1.10 Mitigation

The proponent will work with BRA, BTD, and the community to identify measures that will improve the pedestrian environment in and around Jackson Square. Such measures may include the following:

- **Roadway Narrowing** – Centre Street and Columbus Avenue will be narrowed in the vicinity of the Jackson Square intersection to allow for a shorter crossing distance for pedestrians. Roadway narrowing will be achieved by the provision of on-street parking and/or neckdowns.
- **On-street Parking –** The provision of additional on-street parking within Jackson Square will help create a buffer along Centre Street and Columbus Avenue, which will help improve the pedestrian environment in the area. Additionally, on-street parking will benefit the vitality of both the existing and the proposed retail and office uses.



Not to Scale.

Figure 3-1
Study Area Intersections

- **Neckdowns** – Neckdowns are extensions of the curb or sidewalk that help reduce pedestrian crossing distance, improve the visibility of pedestrians, physically eliminate parking within the close vicinity of an intersection, and provide a visual narrowing of the vehicle travel lanes—thus reducing vehicle speeds and increasing pedestrian safety.

- **Southwest Corridor Bike Path Improvements** – The bike path crossing at Centre and Lamartine streets is indirect and creates conflicts between cyclists and pedestrians as they share a narrow 8-foot sidewalk on the north side of Centre Street. A more direct crossing would be implemented.

- **New Greenway Multi-Use Path** – A new multi-use path will be established on the east side of the MBTA tracks adjacent to proposed Jackson Street. Ideally, that path would run from Centre Street to Atherton Street; however, the current plan only incorporates a path that extends to Amory Street.

- **Sidewalk Improvements** – Sidewalks within the vicinity of the Project sites will be reconstructed and widened, where possible, to allow for increased pedestrian flows and larger storage areas adjacent to crosswalk locations. Wider sidewalks will also facilitate the addition of landscaping, benches, street lighting, and other amenities that would improve the pedestrian environment.

- **High-visibility or Textured Pavement** – The proponent will evaluate the feasibility of providing high-visibility or textured pavement along Centre Street adjacent to the Jackson Square station and at the intersection of Centre Street/Columbus Avenue/Ritchie Street. In the vicinity of the Jackson Square Station, the proponent will work with BTD and the community to evaluate the appropriateness of adding a speed table. Providing a continuous raised section, rather than two consecutive crosswalks, would be an effective measure to remind motorists that they are in a pedestrian zone. Similarly, special pavement or pavement markings would be an effective measure to reduce vehicle driving speeds, improve safety, and enhance driver awareness of the pedestrian environment.

- **Amory Street Extension and Reconstruction** – Amory Street will be extended between the proposed Jackson Street and Centre Street to provide improved pedestrian and vehicular access to Site III and to break up the feeling of a superblock.

- **Signal Improvements** – Signals will be upgraded and coordinated as part of the Project, including a proposed new signal at the MBTA entranceway on Columbus Avenue.

- A detailed construction phasing plan will be developed in close coordination with the City and neighborhood and provided in the DPIR.

3.1.11 Transportation Demand Management

The proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project traffic impacts. The TDM program may include transit pass subsidies for employees, secure bicycle parking areas, and distribution of transit maps and schedules to residents, guests, and employees. TDM measures will be described and evaluated in the DPIR, which will be submitted to BRA, and Transportation Access Plan Agreement (TAPA), which will be submitted to BTD.

3.1.12 Construction-period Impacts

Jackson Square has an abundance of vacant land that could be used for construction staging areas to minimize impacts on pedestrian and vehicular traffic. A Construction Management Plan (CMP) executed with BTD will describe the need to occupy lanes of surrounding streets during construction and discuss measures for minimizing negative impacts associated with trucking activity and construction worker parking, including demand management for construction workers. The DPIR will include a detailed CMP for Phase 1. For subsequent phases, CMPs will be developed in coordination with BTD.

3.2 Environmental Protection

3.2.1 Wind

The Project is not expected to cause significant impacts to pedestrian level winds. The Project will be of similar scale to the buildings along Columbus Avenue, Centre Street and other streets in the surrounding area. With a maximum building height of 80 feet in Site I, 64 feet in Site II, and 120 feet in Site III, the Project will not result in a vertical deflection of upper level winds, which can result from buildings of 300 feet or more in height.

3.2.2 Shadow

The Project will be surrounded by and adjacent to structures of similar height and massing. Some of the properties included in the proposed Project are currently vacant. While the Project will result in increased shadow in the area, it is not anticipated to result in significant new shadow on surrounding public open spaces, public ways and building facades. The proponent will conduct a shadow study for the Project and report the results in the DPIR.

3.2.3 Daylight

The purpose of a daylight analysis is to estimate the extent to which a proposed project affects the amount of daylight reaching public streets in the immediate vicinity of the Project site. Due to the width of Columbus Avenue and the height of the proposed buildings, it is anticipated that daylight impacts will be minimal.

3.2.4 Solar Glare

It is not anticipated that the Project will include the use of reflective glass or other reflective materials on the building facades that would result in adverse impacts from reflected solar glare form the Project. Should reflective glass or other reflective materials be proposed as the Project design advances, the proponent will undertake a solar glare study as appropriate.

3.2.5 Air Quality

Potential long-term air quality impacts will be limited to emissions from Project-related mechanical equipment and pollutant emissions from vehicular traffic generated by the development of the Project. If changes in traffic operations are significant, the potential air quality impacts will be modeled for both existing and future conditions in the DPIR to demonstrate conformance with the National Ambient Air Quality Standards. Additionally, the DPIR analysis will determine whether the MBTA vent stack located on Site I will have to be modified due to the proximity of the proposed Building B.

Construction period air quality impacts and mitigation are discussed below in Section 3.2.11.1.

3.2.6 Stormwater/Water Quality

Impacts to water quality should be improved with the appropriate use of catch basins and oil/sand separators for each of the Project components. Improvements to water quality will be briefly described in the DPIR. The DPIR will also include a discussion of compliance with DEP's Stormwater Management Program. The DPIR will include a description of the proposed site drainage system and how it will connect to the Boston Water and Sewer Commission (BWSC) system.

3.2.7 Flood Hazard Zones/Wetlands

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the Project site located in the City of Boston - Community Panel Number 250286 0009 C indicates the FEMA Flood Zone Designations for the Project area. The map shows that the Project is located in a Zone C, Area of Minimal Flooding.

The Project site is developed and does not contain wetlands.

3.2.8 Geotechnical/Groundwater

A subsurface investigation was conducted on each of the three sites in March, 2006. The results of the investigation are described below:

Site I

A subsurface investigation, consisting of seven borings, was conducted on the site in March, 2006. The investigation indicated that five to 12 inches of fill cover the site – with presence of ash and cinders, identified as Urban Fill typical of urban conditions.

Site II

A subsurface investigation, consisting of three borings and four test pits was conducted on the site in March, 2006. The investigation indicated 2.5' to 12' of Urban Fill that cover the site on top of shallow bedrock.

Site III

A subsurface investigation, consisting of nine borings and four test pits was conducted on the site in March, 2006. The investigation indicated that approximately 10'-18' of Urban Fill overlay compact and dense glacial till deposits.

The geotechnical impacts from the buildings proposed for Phase I will be presented in the DPIR. The geotechnical impacts from the buildings proposed as part of Phases 2 through 4 will be studied as these buildings are designed. Each study will include a description of the foundation construction methodology, the amount and method of excavation, and measures to prevent adverse impacts to adjacent buildings and utility lines. An analysis of existing sub-soil conditions, groundwater levels, potential for ground movement and settlement during excavation and potential impact on adjacent buildings and utilities for each building will be included, as well as a description of measures to ensure that groundwater levels are maintained during and after construction.

3.2.9 Solid and Hazardous Wastes

3.2.9.1 Existing Hazardous Waste Conditions

A subsurface investigation was conducted on each of the three subject sites in March, 2006. The results are described below:

Site I

A subsurface investigation, consisting of seven borings, was conducted on the site in March, 2006. The investigation indicated that five to 12 inches of fill cover the site – with presence of ash and cinders, identified as Urban Fill which is not subject to MCP reporting criteria. In the northeast corner of the site in the area of a former gasoline filling station there are reportable concentrations of petroleum hydrocarbons (EPH and VPH) and naphthalene. Urban Fill can remain onsite without remediation, pending appropriate assessments and filings. On-site remediation is needed at the former gasoline filling station site. The treated soil can then remain on-site.

Site II

A subsurface investigation, consisting of three borings and four test pits was conducted on the site in March, 2006. The investigation indicated 2.5′ to 12′ of Urban Fill that cover the site on top of shallow bedrock. Chemical analysis of soil samples obtained from the recent borings indicated concentrations of lead and arsenic above the applicable reporting thresholds across the site. The elevated concentrations, however, do not pose an imminent hazard due to the locked fence surrounding the site. Chemical testing of a groundwater sample obtained from a monitoring well located on the northeastern portion of 1540 Columbus Avenue (DND Parcel) indicated priority pollutant metals, Volatile Organic Compounds (VOCs), VPH, and EPH, although below the applicable reporting thresholds. An abandoned Underground Storage Tank (UST) is located in the northwestern corner of the lot at 1542 Columbus Avenue. The parcel at 1540 Columbus Avenue is listed under Release Tracking Number (RTN) 3-12084 for a release of arsenic and lead to the soil. The 1542 Columbus Avenue parcel is listed under RTN 3-21935.

Site III

A subsurface investigation, consisting of nine borings and four test pits was conducted on the site in March, 2006. Three of the borings were completed as groundwater monitoring wells. Site III comprises four parcels – the three MBTA's Parcels 69, 70 and 71 and 41 Amory Street. Parcels 69 and 71 are currently vacant and Parcels 70 is currently used as a construction staging area. Environmental investigations were conducted on Parcels 69, 70 and 71 in 1989, 1990 and 2004. The three parcels are currently listed under Release Tracking Number (RTN) 3-3573 for a release of petroleum to soil and groundwater on Parcel 69.

Parcel 69: Eight USTs have been identified with elevated levels of petroleum hydrocarbons in adjacent soil and groundwater. Prior testing reported the presence of PAH, lead, arsenic and non-aqueous phase liquid (NAPL) exceeding regulatory thresholds. More recent testing indicates a surficial release of lead and arsenic occurred on the site. Concentrations of EPH above regulatory thresholds are located near a UST vault and in the area of NAPL. Other concentrations of lead are attributable to the Urban Fill and therefore are not reportable conditions.

Parcel 70: Approximately 15′-18′ of Urban Fill overlay compact and dense glacial till deposits. Three anomalies were identified by ground-penetrating radar. There are no other identified reportable conditions.

Parcel 71: Approximately 10′-15′ of Urban Fill overlay dense glacial till deposits. A possible UST has been identified by ground penetrating radar. Elevated concentrations of arsenic, lead, antimony, copper and zinc constitute a 120-day reporting condition.

41 Amory: Approximately 10'-15' of Urban Fill overlay very dense glacial till deposits. The site (an auto salvage yard) is a documented Tier II release site with a range of soil contaminates exceeding regulatory thresholds.

3.2.9.2 Operational Solid and Hazardous Wastes

The Project will generate solid waste typical of other residential/mixed-use projects. Solid waste generated by the Project will be approximately 956 tons per year, based on the number of bedrooms proposed at a generation rate of four pounds (lbs) per bedroom per day, office space at a generation rate of 1.3 tons per 1,000 square feet per year and commercial, retail, and restaurant space proposed at a generation rate of 5.5 tons per 1,000 square feet per year as shown in Table 3-7.

Table 3-7: Solid Waste Generation

Unit Type	Program	Number of Bedrooms	Generation Rate	Solid Waste (tons per year)
Studio / One Bedroom Units	134 units	134 bedrooms	4 lbs/bedroom/day	98
Two Bedroom Units	246 units	492 bedrooms	4 lbs/bedroom/day	359
Three Bedroom Units	49 units	147 bedrooms	4 lbs/bedroom/day	108
Retail	67,700 sf	--	5.5 tons/1,000 sf/year	373
Office	13,500 sf	--	1.3 tons/1,000 sf/year	18
Total Solid Waste Generation				**956**

Solid waste will include wastepaper, cardboard, glass, and bottles. A portion of the waste will be recycled. The remainder of the waste will be compacted and removed by a waste hauler contracted by building management. The Project's recycling program will be described in the DPIR. With the exception of household hazardous wastes typical of residential and restaurant uses (for example, cleaning fluids and paint), the residential use will not generate hazardous waste. Separate containers will be provided for the disposal of materials such as turpentine and paints.

3.2.10 Noise

During operations, neither the Project's mechanical equipment nor traffic noise associated with the Project are expected to result in a perceptible change in noise levels. These impacts, and the Project's compliance with the City of Boston Noise Ordinance, will be reported in the DPIR.

Construction period noise impacts and mitigation are discussed below in Section 3.2.11.2.

3.2.11 Construction Impacts

The proximity of city streets and abutting residential properties to the site will require careful scheduling of material removal and delivery, as well as evaluation of the existing use of the Project sites, for each of the Project phases. Planning with the City and neighborhood will be essential to the successful development of the Project.

A Construction Management Plan will be submitted to the BTD for review and approval prior to issuance of a building permit. The CMP will define truck routes which will help in minimizing the impact of trucks on local streets. A police detail will be provided to maintain access to adjacent properties and to direct pedestrian and vehicle flow.

Construction methodologies which ensure public safety and protect nearby residences and businesses will be employed. Techniques such as barricades, walkways, painted lines, and signage will be used as necessary. Construction management and scheduling – including plans for construction worker commuting and parking, routing plans and scheduling for trucking and deliveries, protection of existing utilities, maintenance of fire access, and control of noise and dust -- will minimize impacts on the surrounding environment.

Throughout construction, a secure perimeter will be maintained around each project to protect the public from construction activities.

3.2.11.1 Construction Air Quality

Short-term air quality impacts from fugitive dust may be expected during the early phases of construction. Plans for controlling fugitive dust during construction include mechanical street sweeping, wetting portions of the Project sites during periods of high wind, and careful removal of debris by covered trucks. The construction contracts for each development will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts. These measures are expected to include:

- Using wetting agents on area of exposed soil on a scheduled basis;
- Using covered trucks;
- Minimizing spoils on the construction site;
- Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- Minimizing storage of debris on-site; and
- Periodic street and sidewalk cleaning with water to minimize dust accumulations.

3.2.11.2 Construction Noise

The proponent is committed to minimize noise impacts from the construction of the Project. Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on continuously running equipment; such as air compressors and welding generators;
- Replacing specific construction operations and techniques by less noisy ones where feasible;
- Selecting the quietest of alternative items of equipment where feasible;
- Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- Turning off idling equipment; and
- Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

3.2.11.3 Construction Waste Management

The proponent will reuse or recycle demolition and construction materials to the greatest extent feasible. Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused or recycled will be transported in covered trucks by a contract hauler to a licensed facility.

3.2.12 Rodent Control

A rodent extermination certificate will be filed with the building permit application to the City. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of construction work for the proposed project, in compliance with the City's

requirements. Rodent extermination prior to work start-up will consist of treatment of areas throughout the Project site. During the construction process, regular service visits will be made.

3.2.13 Wildlife Habitat

The Project site is within a fully developed urban area and, as such, the proposed Project will not impact wildlife habitats as shown on the National Heritage and Endangered Species Priority Habitats of Rare Species and Estimated Habitats of Rare Wildlife.

3.2.14 Sustainable Design

The Project has been planned and designed to be a healthy and sustainable community that integrates the highest principles of Smart Growth, transit-oriented development and green design. Each of the members of Jackson Square Partners' development team shares a strong commitment to taking a "green" approach to the redevelopment of Jackson Square as a model of sustainable, transit-oriented infill development.

The Project will include multiple "green" buildings, in accordance with the City of Boston's policy that new developments be certifiable under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards. But the commitment to sustainability extends well beyond the Project's individual buildings. The Project will do the following:

- Result in the remediation of contaminated sites;
- Be located adjacent to a busy MBTA Orange Line and bus station;
- Create a mixed-use, smart growth development that, in the words of the Commonwealth's Sustainable Development principles, consists of "walkable districts mixing commercial, civic, cultural, educational and recreational activities with open space and housing for diverse communities";
- Provide residents, workers and visitors with transportation choices including walking, bicycling, and taking a bus or rapid transit;
- Minimize energy use and greenhouse gas emissions by incorporating aggressive energy conservation measures and, if found to be feasible, by generating renewable energy to meet a portion of the development's energy needs;
- Incorporate the principles of low-impact development, reducing stormwater runoff using a campus-wide strategy that may include use of pervious materials, green roofs, and cisterns and bioswales;

- Conserve potable water supplies using techniques including water conservation measures and capture and reuse of rainwater on-site; and

- Integrate open spaces, trees and sustainable landscaping to ensure that the Project's density is balanced with green spaces.

To reduce the "environmental footprint"[2] of the Project, the proponent is committed to the ongoing integration of sustainable design throughout the Project's design, construction, operation and occupancy. A multi-disciplinary "green team" of consultants is working with the proponent and the individual developers to identify and evaluate opportunities for integrating sustainability into the Project at both the master plan and individual project level.

The Project's green team is developing three types of project guidance documents to integrate sustainability into the Project. First, a workshop was held with the individual developers to brainstorm the following set of "working principles" for the sustainable development of Jackson Square.

Jackson Square Partners is committed to creating a beautiful, healthy and sustainable community in Jackson Square that:

1. Combines an appropriately dense mix of homes, stores, community facilities and civic and open spaces into a vibrant, transit-oriented development;
2. Provides the community with less-polluting transportation choices and connections within and beyond Jackson Square;
3. Protects and improves the health and productivity of those who live and work there;
4. Reduces the use of fossil fuels and emissions of greenhouse gases;
5. Improves indoor air quality and local and regional outdoor air quality;
6. Protects and conserves both natural and potable water resources;
7. Minimizes the generation of waste and waste disposal by land filling and incineration;
8. Incorporates long-lasting, durable and low-maintenance buildings and infrastructure;
9. Brings nature and recreational opportunities into its urban setting;
10. Educates and empowers those who live, work and play there to be environmentally responsible community members;
11. Incorporates ongoing measurement and monitoring of key metrics of healthfulness and sustainability; and
12. Serves as a model of a pragmatic and affordable approach to achieving community-scale sustainability.

[2] The impact in environmental terms (resource use, waste generation, physical environmental changes, etc.)

To implement these important but broad principles, the proponent is in the process of developing more specific Green Guidelines that will apply both to individual buildings and at the campus-wide level. Each guideline will set out:

- A performance indicator that measures a key aspect of sustainability (e.g., density and energy use);
- A baseline for that indicator (e.g., what the status quo would be in the absence of a specific commitment to "greening");
- A target for improving upon the baseline, designed to be aggressive but technologically and financially feasible; and
- A "toolkit" of options for achieving the target.

Each of the developers involved with the Project is committed to meeting the adopted targets, although each will have discretion to decide which technologies and other "tools" from the toolkit to use. The DPIR will detail the Jackson Square Green Guidelines, which will address issues including density and use mix, transportation choice, fossil fuel use, air quality improvement, conservation of natural and potable water and waste generation.

The proponent is also committed to integrating sustainable design into the Project at the campus-wide level. Proponents of green buildings including the U.S. Green Building Council have acknowledged the importance of looking beyond specific buildings to the neighborhood level. Recently, a Leadership in Energy and Environmental Design (LEED) standard has been proposed for entire development projects. LEED for New Developments, or LEED-ND, is currently under development by the U.S. Green Building Council, but a draft standard has been released as guidance for what the final LEED standard for New Development will require. The DPIR will analyze how Jackson Square fairs under the then-current version of the LEED-ND standard.

Green Guidelines are also being developed at the master plan level for Jackson Square, comparable to those discussed above for individual buildings. The proponent has identified three major opportunities for campus-scale sustainability:

- Transportation choice: The Master Plan Green Guidelines will address pedestrian friendliness (including traffic calming on key streets such as Columbus Avenue and Center Street), bicycle friendliness (including bike paths and bicycle storage), better integration of the existing transit station into the neighborhood and vehicle trip reduction (including management of on- and off-street parking supply).
- Energy use and supply: The Master Plan Green Guidelines will set an aggressive but feasible target for reducing energy use and identify specific tools for reducing energy use (including use of passive solar design and use of passive ventilation systems instead of air conditioning). In addition, the proponent has received a grant from the

Massachusetts Technology Collaborative to evaluate the feasibility of various renewable energy generation options; technologies currently under review include photovoltaics, geothermal, wind turbines and cogeneration.

- Stormwater development: The Master Plan Green Guidelines will build on principles of low-impact development to manage stormwater and reduce storm water runoff, within the constraints posed by a dense urban site with significant soil contamination on some parcels; technologies under consideration include cisterns, permeable pavements, green roofs and bioswales.

In evaluating, developing and refining these and other sustainability options for the Project, the proponent will not need to rely solely on the considerable expertise available through its "green team."

One of the most exciting aspects of the "greening" of Jackson Square is the widespread interest among community residents, local and state agencies and officials and a broad range of interested stakeholders. The proponent looks forward to working with city and state officials and other interested and concerned organizations and residents to develop a world-class sustainability strategy for Jackson Square.

3.3 Urban Design

3.3.1 Overview

The proposed redevelopment of Jackson Square involves a planning area of approximately 11.2 acres of largely vacant land at the intersection of the Jamaica Plain and Roxbury communities. Adjacent to the MBTA Jackson Square Station, the Project will be a model for transit-oriented development. A full description of the program for Jackson Square and the community process that provides the foundation for the program and plans is provided in Section 1.2.

For ease of identifying the parts of the Project area, the development plan has been divided into three sites (see "Site Plan and Building Map," Figure 1-4). Site I is a triangle shaped parcel between Columbus Avenue and the MTBA subway/bus terminal, totaling 1.4 acres. Site II is 3.6 acres at the intersection of Ritchie Street and Columbus Avenue. Site III is 4.1 acres between the Southwest Corridor Park, Centre Street and Amory Street. The phased redevelopment of these sites is scheduled to start in 2008 with completion anticipated in five years.

The plans submitted in this PNF show the Master Plan for the entire Jackson Square redevelopment area. The Article 80 analysis will encompass the impacts of the full build development plan for all sites, through all phases.

The current physical plan for Jackson Square reflects the integration of program goals, site constraints and the financial realities of funding affordable housing projects. The Master Plan presented in this PNF establishes the overall circulation plan and street grid, parcelization plan, distribution of uses and building massing plans. The next stage of the Master Plan design will be the integration of a public realm plan for the full Jackson Square Project area.

The design of the individual building projects will be the responsibility of individual JSP developers. The building design effort for the Phase 1 projects is now commencing. The DPIR will include the architectural development of the Phase 1 projects to a level sufficient to complete Article 80 and BCDC review for those projects, as well as integration of these plans with the Master Plan and public realm plan.

It is anticipated that subsequent building development phases will be subject to ongoing architectural design, following the development schedule and phasing plans.

The following sections address how JSP is managing the overall design effort for Jackson Square, the rationale for the phasing plan, and a discussion of the urban design strategy and how it has been translated into the specific design approach for each site.

3.3.2 The Master Plan Team and Design Effort

Jackson Square Partners is a collaboration of three neighborhood organizations: Urban Edge, JPNDC and the Hyde Square Task Force. JSP is the Master Developer for the parcels it controls in the Jackson Square area. JSP in turn will assign development rights to the various projects to individual development entities, who will implement projects consistent with the Master Plan.

As the Master Developer, JSP is responsible for overall site programming, overall physical master planning, community review, site-wide permitting and zoning and overall financial planning. To that end, JSP has assembled a Master Plan Team including: a Master Plan architect-planner (a joint venture of Tise Design and Stull & Lee), engineers (traffic, environmental and civil) and a public realm/landscape designer. GLC Development Resources provides broad real estate, financial and project management services for the team.

The Master Plan team has established broad criteria for the development and character of Jackson Square and will be responsible for overseeing and coordinating the plans for each development project to ensure consistency with the overall plan while allowing for architectural diversity from site to site.

Depending on funding strategies, JSP and its Master Plan team may also be responsible for implementing some of the physical improvements to Jackson Square, notably the infrastructure and green/ sustainable design components.

3.3.3 Project Development Teams and Design Efforts

Individual buildings will be financed, developed and operated by individual developers. These development entities include the three JSP members plus two affiliated developers – Mitchell Properties, LLC (mixed-income residential development) and Gravestar, Inc. (retail developer) (the current assignment of the development projects is shown in the "Phasing Plan").

Each developer will assemble its own Development Team of architects and engineers, with the following three key exceptions. All developers have agreed to use the Master Plan landscape architect and civil engineer to provide these design services for their individual projects. This decision will ensure consistency of the overall public realm plan, as that plan moves from concept and schematic design to design development and construction documents. The project developers will also be able to access the assistance of the so-called "Green team" – the complement of experts assembled by JSP to establish the strategies for sustainable design (see Section 3.2.14, Sustainable Design, for further discussion).

3.3.4 Design Coordination

The Master Plan and Project Development Teams will coordinate monthly throughout the design and permitting periods. The Master Plan Team will be responsible for coordinating site-wide issues such as program, scale, public realm design and use of materials and character. The Master Plan Team will identify and resolve phasing interim conditions that adversely impact the site and will coordinate utility, environmental and sustainable design components. The Development Team will produce schematic plans, elevations and other materials needed for design review and zoning approvals of the individual building projects.

3.3.5 Permitting and Design Review

Design Review is required under several zoning statutes, including Article 80, Large Project Review and Article 28, Boston Civic Design Commission. The Design Review Process for Jackson Square is anticipated to encompass two parallel and coordinated efforts: review of the overall Master Plan (including the public realm plan), and review of the individual Phase 1 projects (potentially organized by sites, e.g., separate design review for building projects on Site I and Site II). The Master Planning Team will work with the BRA Design Review Staff and the individual architects to facilitate a smooth process and ensure consistency. The Master Planning Team will be responsible for integration of all elements and updates and revisions to the Master Plan to the extent appropriate to accommodate the building plans as they are developed.

3.3.6 Phasing

The development of Jackson Square requires a phased approach, given the size, scope, and funding constraints of affordable housing projects, which comprise 60 percent of the overall housing program. The phasing must be coordinated to ensure that the Square becomes more livable and viable with each phase.

The initial phase of the Project must be sufficient in scale to establish the identity of the new Jackson Square. Phase 1 thus includes building projects on both sides of Columbus Avenue and represents 30 percent of the total development program.

Phase 1 will include the entirety of Site I, the long-vacant site in the middle of the square. Its new retail, residential and community uses provide the critical mass needed to send an important message that the redevelopment of Jackson Square has begun and to provide the gateway to Jackson from the north.

The opposite corner of Columbus Avenue is the other critical component of Phase 1 (1542 and 1562 Columbus Avenue, Buildings C and D). These buildings establish the eastern edge of the Square, create a gateway to the Roxbury neighborhood and bring important retail and residential uses. The existing Department of Youth Services facility must be relocated as an "early start" item to the rear of the Site II (Building F) to make room for this important building.

Finally, a small but essential part of Phase 1 is the creation of small shop retail space on the south side of Centre Street. This 3,500 square-foot building is an important link connecting Jackson with the vibrant retail activity along Centre Street, linking Hyde and Jackson Squares.

Phase 2 includes the first residential building on Site III, 50-70 Jackson Street (Building K). Along with this building will be the creation of a new street connecting Amory Avenue and Amory Street (called Jackson Street on current plans), and the completion of at least a portion of the linear park on the MBTA easement. This phase is planned to be feasible with surface parking.

Phase 3 includes the remainder of the development of Site III, with four integrated projects. An above-grade parking garage ringed with stacked town houses provides parking for the entire Site III area. Three residential buildings organized around a common landscaped courtyard provide a mix of housing types. Notable in this phase is the development of 250 Centre Street (Building O), the one high-rise building proposed, which becomes feasible once the market has been established in earlier phases.

Phase 4 will complete the development of Site II with housing on Columbus Avenue (Building E), an indoor recreation facility (Building H) and an associated parking structure (Building G). The configuration of these uses shown in the Master Plan reflects an optimal

configuration, but also requires the relocation and rebuilding on-site of two DPW structures, a salt storage shed and maintenance garage (Buildings I). The feasibility of this plan will undergo thorough evaluation with DPW, and the scheduling of this part of the Project is intentionally set to allow time for the planning and construction periods needed to ensure a feasible plan for DPW and a realistic plan that maintains DPW operations throughout the development period.

Phase 4 also involves the redevelopment of the NStar site (Building P). This effort will require the relocation of an existing electrical substation, and here again, the timing and feasibility of the plan need additional study. There is a compelling urban design need to complete this edge of the square with retail and residential uses, and interim strategies that integrate this part of Jackson Square into the whole may need to be considered as part of an earlier phase.

3.3.7 Urban Design Concept

"Putting the Square Back into Jackson Square" is the fundamental urban design intent for the Proposed development. Jackson Square focuses on creating a destination, and not simply an overlooked path to other places, as it is today. The Square is envisioned as a new vibrant center of neighborhood activity, honoring its historical significance within surrounding Jamaica Plain and Roxbury. This development will evoke its own unique identity as a lively and dynamic destination place celebrating and protecting the diversity of its neighborhoods.

The Plan integrates public land and adjacent privately-held parcels into a single, comprehensive development, a thoughtful and inventive solution for the revitalization of vacant and underutilized urban sites. To prevent the Project from feeling like a single mega development, the sites will be developed independently with unique buildings that will work together to be part of a whole. To further insure that the Square has the feel of an organic neighborhood, evolving over time, multiple architects are planned, and each designer will work within the guidelines established for the entire Project.

3.3.8 General Objectives

The development of the Square is intended to achieve several objectives:

Connecting the Neighborhoods

- Creating a destination to draw residents from the adjacent communities and taking advantage of the Jackson Square T Station as a major pedestrian destination.

- Improving the street crossings along the primary pedestrian access routes including Columbus Avenue at Centre Street and Centre Street at the Jackson Square T Station.

- Traffic calming measures such as neck downs, raised crosswalks, and pedestrian exclusive crossing cycles will be implemented where possible. Where traffic volumes allow, the number of travel lanes will be reduced to reduce pedestrian travel distances and provide on street parking.

- Designing streets and sidewalks to create a safe pedestrian environment including use of on-street parking to buffer pedestrians from moving traffic, amenities such as street trees and specialty lighting and generous sidewalk widths (minimum 15 feet).

- Providing new street and sidewalk connections that follow pedestrian desire lines – for example, the extension of Amory Street to Centre Street and connections to the Youth and Family Centre.

Activating the Square

- The Square at Grade: The ground floor of buildings will be occupied by active retail and public uses to attract pedestrian activity. The retail storefronts will be transparent, putting more eyes on the street and the number of street level entrances will be maximized. Adequate parking will be provided for retail uses to ensure accessibility and usability of the Square for neighborhood residents.

- Residential Uses: Significant residential program on the upper floors (and at-grade where appropriate) brings a 24-hour presence.

- Density: Increased pedestrian activity with less reliance on automobiles allows for greater density in conformance to Smart Growth and Transit-Oriented Design principals. Retail has greater chance of success when a critical mass of uses is achieved.

- Place Making: Recognizing the Square as a place along many paths including Columbus Avenue, the Orange and commuter rail lines, Centre Street and the Southwest Corridor Linear Park.

- Public Open Spaces: Provide public open spaces that are extensions of indoor uses to provide users insuring these spaces are used and owned.

- Major Destination: Take advantage of major public destinations as focal points and sources of distinctive architecture.

Shaping the Square

- Buildings are aligned to create continuous streetwalls, giving greater definition of the public space and fewer opportunities for dark, unsecured spaces.

- Buildings are oriented to define the space, opening view corridors from Columbus Avenue and capturing views down Centre Street.

- Buildings are organized to define and separate public and private open spaces.
- Ancillary uses such as parking structures are located interior to the site and off major public streets.
- Ground floor of buildings on the major streets (Columbus Avenue and Centre Street) will have retail to activate streets and sidewalks. These retail uses will also be extended along secondary streets to activate paths into the community.
- Building massing will be oriented to minimize shadows on open spaces and sidewalks.

3.3.9 Parking

The Project proposes several solutions to meet the parking demand.

Above Ground Structures will accommodate long-term parking for the residential and institutional uses economically, with one structure on each of the three sites. The structures will be located in the interior of each site and "wrapped" with other program uses to minimize their impact on the urban aesthetic.

Some surface parking will be provided to meet the short-term parking needs of retail uses. These spaces will be on the interior of the site so they do not create gaps in the urban street wall and a strip shopping center appearance that would detract from the Main Street pedestrian environment the Square is striving to achieve.

Finally, the Project will create on-street parking wherever possible. In addition to providing convenient short-term parking for retail uses, on-street parking is a traffic calming devise that effectively lowers vehicle speeds and provides a safety buffer for pedestrians.

3.3.10 Architecture/Materials

The current design effort is focused on site-wide planning issues, determining transportation, pedestrian circulation, building uses and massing. Concept perspectives are intended to show a response to the neighborhood context while using contemporary materials and detailing.

Building massing will reflect simple and contemporary architectural volumes. The goal is to "include" the surrounding buildings and not isolate them by importing forms and materials from other neighborhoods. Building heights will vary in response to the sloping site and different programs resulting in a more interesting urban form.

The building massing will also respond to specific program and site opportunities. Emphasis will be given to buildings that capture an important view, such as marking the terminus of Centre Street, or to important features, such as building entrances.

The building exteriors will be treated in response to use and context. This is not meant to suggest that brick will be used exclusively, but the facades will have a warmth and scale that reflects the residential activity and the existing brick and wood faced buildings of the surrounding context. Fenestration patterns and detailing will also relate to the context but will be contemporary in composition.

3.3.11 Site I

Description

The mixed-use building bordering the Jackson Square MBTA Station is the center of this proposed urban initiative. Its rich mix of diverse yet compatible uses will serve to animate the adjacent streetscapes and enjoin the station itself to erase its isolation from the surrounding community. The site is to be developed as three buildings, a six-story, mid-rise residential building with ground floor retail located along Centre Street, the three-story Jackson Square Youth and Family Center located on the northern tip of the triangle and a three-story parking garage in the center of the site wrapped by the housing and community center.

Massing/Program

The six-story residential element creates continuous urban edge along Centre Street and Columbus Avenue (Building A). This is an urban design principle that is employed throughout the total development to frame the crossroads with opposing building street walls and shape the urban place. The building will have 103,150 FAR square feet of residential space (94 units) and will be approximately 75 feet high. Approximately 22,000 FAR square feet of retail space will be in the building base, subdivided into smaller spaces as the building sets up Centre Street from Columbus Avenue to The Jackson Square Station.

The Jackson Square Youth and Family Center (Building B) is a three-story "gateway" building to the Square as approached from the north on Columbus Avenue. The YFC has been sited to meet a number of programmatic and development requirements. The YFC needs to be on "neutral ground" so it can feel welcoming and safe to young people from all the surrounding neighborhoods. As strongly recommended by the City, and as required by funders, it is designed as a free-standing building located on its own parcel, and must be built in the first phase of development to meet both City and neighborhood expectations. The vision is to create a signature architectural element. All of these objectives can be met with the location proposed on Site I.

Open space located in the northern triangle of the site provides the setting for the formal entry of this community-based organization. The building will be approximately 20,000 FAR square feet and 50 feet high.

A three–story, above-ground garage will be located in the center of the site with vehicle access from both the new shared access drive (with the MBTA busses), extending along the western edge of the site and an entrance mid block on Columbus Avenue. The garage will be approximately 37,000 FAR square feet and 100 spaces.

3.3.12 Site II

Description

Located at the corner of Columbus Avenue and Ritchie Street, Site II has six buildings of varying size and use. The signature building will be the mixed use residential/retail building located on the Columbus Avenue/Ritchie Street intersection (Building C). To the north on Columbus Avenue, the existing Webb Building (Building D) will be renovated for office use, including space for Urban Edge. On the northern end of Site II will be a four story residential building (Building E). These three buildings will create a strong edge along Columbus Avenue, continuing the existing street and building relationship found to the south to Egleston Square.

An important component of the Jackson Square program is the inclusion of an active indoor recreation facility, sized to allow an ice skating rink among other activities (Building H). This building is proposed to be located along Ritchie Street with direct access from Columbus Avenue and will be a prominent element due to both its size and use. Central to the site is a three-story parking garage (Building G) that will be shared by the various uses. Additional at-grade parking will be provided behind the Columbus Avenue/Ritchie Street building to support the ground floor retail. The final building on this site is the replacement Department of Youth Services facility to be located internal to the site on the northeastern edge (Building F).

Critical to making the development of Site II work is the future of the Department of Public Works facility (Buildings I) currently located internal to the site and adjacent to Marcella/Connolly Park. Although development of Site II could proceed without relocating these facilities, the preferred alternative reorganizes the operations moving the structures to the interior of the site thereby minimizing potential conflicts between the salt operations and the proposed residential buildings. The proponents are committed to working with the Department of Public Works to address the potential impacts while accommodating all current operations.

Massing/Program

The Columbus/Ritchie Mixed-use building (Building C) is proposed to be five stories, with four floors of residential over a retail base. The Columbus/Ritchie corner of the building will be designed to capture the view down Centre Street and will be a major design focus of the square. It will be approximately 60 feet high with 43,000 FAR square feet of residential (42 units) and 14,600 FAR square feet of retail space.

The Webb Building is a 13,500 square-foot, three-story loft building currently housing Urban Edge and other institutional space. The massing of this building is significant in that its scale and handsome detailing sets a pattern for the rest of the site.

The residential building that completes the Columbus Avenue frontage for Site II is a four-story, wood frame residential building oriented perpendicular to Columbus Avenue. This building helps frame the interior of the site as well as set a development pattern for the future development for the adjacent Roxbury Community College Site. This residential building is approximately 36,500 FAR square feet and 45 feet high.

The active indoor recreation facility has the affect of extending recreation uses from the Marcella/Connolly Park down Ritchie Street into the Square. The building is on a sloped section of the site and since it requires a large, uniform floor plate will be built into the hillside. This should help diminish the scale of the 30,750 square-foot, 40 foot tall structure.

The central parking garage will provide 123 spaces on three levels. It will actually appear much smaller than three stories since it will also be built into the slope and will have an open top tray.

The DYS Facility will be three stories and 20,000 FAR square feet. The site immediately around the facility will include secure exterior recreation area, limited parking and drop-off zone. It would be approximately 40 feet high.

3.3.13 Site III

Description

The focal point for Site III is a signature structure that is actually a complex of three mixed-use buildings that are organized to create an internal courtyard. The largest of these buildings, Building O, with ground floor commercial space, is located across from the Jackson Square T Station and adjacent to the Southwest Corridor Park. It will serve the surrounding neighborhoods with a mix of retail stores on the ground level and residential units above in a ten-story tower. A four-story residential building (Building M) of rental units will run along new Jackson Street. The ground floor of that building is envisioned as units, potentially duplex townhouses that will enter from grade to provide housing opportunities for families. A four-story condominium building (Building N) will line Amory Street. The ground floor of the building will provide small scale retail spaces, ideal for local retailers or artisans, reflecting the character in use and scale of other parts of Amory Street to the south.

Parking for Site III will be provided in an above-ground structure (Building L) on the new Jackson Street opposite the courtyard building. To minimize the scale of the garage and allow it to relate better to the community, the Jackson Street facades will be fronted with

duplex townhouses. Retail space will be provided on the Amory Street frontage to further mitigate the garage impacts and animate Amory Street.

The balance of Site III is a narrow parcel located behind former brewery buildings on Amory Street that have been converted to residential use and next to the Southwest Corridor Park. This parcel is proposed to be developed for a mid-rise residential building (Building K), with ground floor units (potentially townhouses) entering from the street.

The final component of Jackson Square is the site on the southwest corner of Columbus Avenue and Centre Street, which currently accommodates an NStar substation (Building P). Located at this prominent entrance to the Square, this site will be important to completing the development of the Square. Although the proponent is committed to creating additional retail and residential uses at this site, the current ownership and use present significant challenges to its redevelopment and will require a long-term approach.

Massing/Program

Building O (250 Centre Street) has three elements: a four-story component on the corner of Centre Street and Amory Street, a mid-rise, six-story element on Centre Street and a ten-story high-rise element set back from Centre Street. The building is proposed to be 75 residential condominiums over 9,200 square feet of ground floor retail. The mixed-use building on Amory Street is a continuation of the massing of 250 Centre Street. This building will also have residential condos (54 units) over ground floor retail (6,900 square feet). This retail is to be subdivided into small spaces for local artisans giving the street a more intimate feel. The building at 15 Jackson Street (Building M) completes the courtyard building composition with a four-story, apartment building (36 units). The ground floor may have private entry flats to increase the number of doors on the street.

The majority of the parking for Site III will be provided in a four-story parking garage (223 spaces) at 32 Jackson Street (Building L). The garage will be wrapped with stacked townhouses (16 units) on both Jackson Street exposures and approximately 4,000 square feet of retail space on the Amory Street and Jackson Street corner.

The building at 50-70 Jackson Street (Building K) is a garden-style apartment building. This six-story building will provide 55 apartments at both market and affordable levels. There will also be 20 at-grade parking spaces on site.

The building at 240 Centre Street (Building P) is a proposed mixed-use residential over retail building on the NStar site. This building will provide 54 condominiums over 6,900 square feet of retail in a six-story structure. The last building on Site III is a single-story retail structure at on Centre Street across from the Jackson Square T Station. This light weight metal and glass structure will provide approximately 3,500 square feet of small shop retail space for local businesses.

3.4 Historic and Archaeological Resources

This section describes the historic and archaeological resources within and adjacent to the Project site.

3.4.1 Historic Resources

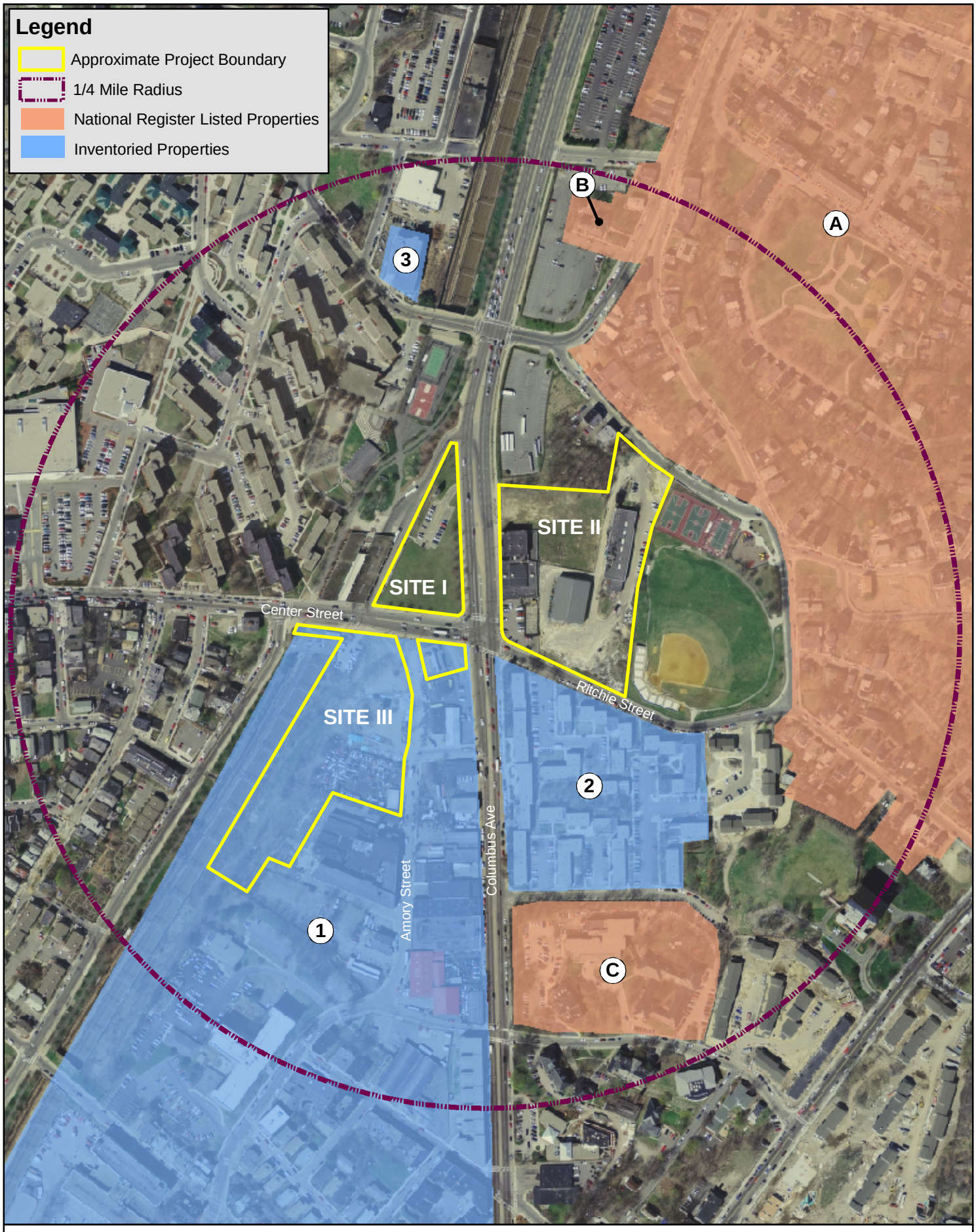
The Project site is located within and immediately adjacent to the Stony Brook Industrial Area and adjacent to the Roxbury Highlands Historic District, a district listed in the State and National Registers of Historic Places. Figure 3-2 and Table 3-8 identify historic resources within a quarter-mile radius of the Project.

Table 3-8: Historic Resources in the Vicinity of the Project Site

Key to Figure 3-2	Historic Resource	Address
State and National Register Listed Properties		
A	Roxbury Highlands Historic District	Centre, Marcella, Washington and New Dudley Streets
B	David Dudley House*	167 Centre Street
C	New England Hospital for Women and Children**	55 Dimock Street
Properties included in the *Inventory of Historic and Archaeological Assets of the Commonwealth*		
1	Stony Brook Industrial Area	MBTA Railroad ROW, Center and Columbus Streets and Marbury Terrace
2	Academy Homes I	Columbus Avenue & Ritchie Street
3	Roxbury Brewing Company	31 Heath Street

* denotes property determined eligible for listing on the National Register by the Keeper of the Register

** denotes property is also a NHL



Scale 1:4,4200
1 inch = 350 feet

0 175 350 525 Feet

Figure 3-2
Historic Resources

Jackson Square
Boston, Massachusetts

Basemap: 2003 Orthophotography, BWSC

Epsilon Associates Inc.

G:\Projects2\MA\Boston1772_Jackson_Sq\PNF\historic.mxd

9/25/06

3.4.1.1 Historic Resources within the Project Site

There are no listed or Inventoried properties within Site I and Site II. Site I is vacant. Located on Columbus Avenue, Site II includes the brick, three-story Webb Building constructed ca. 1906. A one-story brick structure is attached to the south elevation of the Webb Building. The one-story, ca. 1899 DPW maintenance facility is located in the northeast quadrant of Site II. The DPW salt shed, a modern structure clad in metal siding, is located near the center of Site II.

Although Site III is located within the boundaries of the Stony Brook Industrial Area, the Area includes four industrial buildings and complexes that are outside of the Project area. Site III is located west and north of the Rockland/Robinson Brewery/Trimount Manufacturing Company at 55-71 Amory Street and the associated outbuilding at 51 Amory Street. A small, one-story, ca. 1973 structure is located at the far southeastern end of the major portion of Site III. Located at the corner of Centre Street and Columbus Avenue, a ca. 1950, one-story NSTAR sub-station building is located on a small parcel across Amory Street associated with Site III.

With the exception of the Webb Building on Site II, structures within the Project area do not appear to be historically significant.

3.4.1.2 Historic Resources Within the Vicinity of the Project Site

Site I is located across Centre Street adjacent to the northern boundary of the Stony Brook Industrial Area. Site II is located adjacent to the Roxbury Highlands Historic District and the Academy Homes I Area. Several additional historic resources are located in the vicinity of the Project site, but are sufficiently removed from the Project area and are unlikely to be impacted by the proposed Project.

3.4.2 Archaeological Resources

There are no known archaeological resources located within the Project site. The proposed Project is located on previously disturbed land. No previously identified archaeological resources are located within the Project Site. No impacts to archaeological resources are anticipated.

3.4.3 Potential Impacts

Potential impacts associated with the Project, including demolition, shadow, and visual are evaluated in this section.

3.4.3.1 Demolition

The Project includes the demolition of several buildings on Sites II and III. An Article 85 Application will be submitted to the Boston Landmarks Commission prior to the application of a demolition permit for all buildings over 50 years of age. No impacts associated with demolition are anticipated on adjacent historic properties.

3.4.3.2 Shadow Impacts

The Project will be surrounded by and adjacent to structures of similar height and massing. While the Project will result in increased shadow in the area, it is not anticipated to result in significant new shadow on surrounding historic properties. The proponent will conduct a shadow study for the Project that will identify any shadow impacts to historic resources in the DPIR.

3.4.3.3 Visual Impacts

The proposed Project will have a positive visual impact on the historic properties within and adjacent to the Project site. The proposed rehabilitation of an existing building and the addition of new construction on long-vacant city-blocks will restore the streetscape of Jackson Square between the Roxbury Highlands Historic District, the Academy Homes I, and the Stony Brook Industrial Area. Historic streetscape patterns, including the sidewalks and continuous streetwalls, will restore the visual connection between these areas.

Each section of the planning area will enhance the setting of historic resources. The scale, massing, and design of the proposed buildings within Site I will restore the streetscape and improve the setting of the adjacent Stony Brook Industrial Area. Site II, located between the residential scaled neighborhood of the Roxbury Highlands Historic District and the Stony Brook Industrial and Academy Homes I Areas, will incorporate new construction of varying size, height, and materials which will be compatible with the rehabilitated Webb Building and also create an intermediate zone between the more residential-scaled area of Roxbury Highlands Historic District and the more commercial and industrial scale of the Stony Brook Industrial Area. Located within the Stony Brook Industrial Area, and adjacent to a contributing complex in that Area, Site III will include new construction of alternating heights and massing consistent with the character of the Stony Brook Industrial Area.

Overall, the massing and architectural expression of the proposed new construction will be compatible with historic resources within and adjacent to the Project site. In addition, visual connection between the new construction and historic resources will be emphasized. As a result of careful study of the surrounding properties, the selection and use of materials, and appropriate massing, the Project will be compatible with the setting, scale, proportions, and materials of the surrounding areas including the Stony Brook Industrial Area, Academy Homes I, and the Roxbury Highlands Historic District.

3.5 Infrastructure Systems

This PNF presents an overview of infrastructure capacity in the Project area and the overall Project's estimated impacts. The proponent anticipates that the DPIR will evaluate infrastructure requirements for each Phase to ensure that there is adequate capacity as the build-out progresses. Infrastructure – especially for stormwater management – will be developed so that it is consistent with site-wide performance and sustainability goals.

3.5.1 Sewage System

The Project will increase the effluent entering the existing sewer system. The proposed 429 residential units will contain approximately 773 bedrooms. Using DEP standards, the aggregate sewer burden will be 110 gallons per day (gpd) per bedroom. The proposed sewer discharge for the Project is summarized in Table 3-9 below.

Table 3-9: Proposed Estimated Daily Sewage Discharges for Jackson Square Redevelopment New Construction

Housing	Number of Units	Number of Bedrooms	Sewage Generation
One-Bedroom Units	134	134	14,740 gpd
Two-Bedroom Units	246	492	54,120 gpd
Three-bedroom Units	49	147	16,170 gpd
Housing Total	**429**	**773**	**85,030 gpd**
Retail	**67,700 s.f.**	**50 gpd/1,000 s.f.**	**3,385 gpd**
DYS Facility	**19,800 s.f.**	**75 gpd/1,000 s.f.**	**1,485 gpd**
Youth and Family Center	**19,810 s.f.**	**75 gpd/1,000 s.f.**	**1,486 gpd**
Office Space	**13,500 s.f.**	**75 gpd/1,000 s.f.**	**1,013 gpd**
Active Indoor Recreation Facility	**100 people**	**25 gpd/person**	**2,500 gpd**
DPW Maintenance Building	**20 people**	**15 gpd/person**	**300 gpd**
Site Total			**95,199 gpd**

Each proposed building will connect to a sewer main owned and operated by the Boston Water and Sewer Commission (BWSC). The connection points and size of services will be coordinated with the BWSC. A DEP Sewer Extension/Connection Permit is anticipated.

Columbus Avenue, Ritchie Street, Centre Street, and Amory Street intersect the site. These streets contain combined sewer and sewer lines that are owned and maintained by the BWSC. Columbus Avenue contains a 48″x48″ combined sewer line with a northerly direction of flow that continues on Columbus Avenue and connects into the 204″x186″ Stony Brook Culvert. Columbus Avenue also contains a 12″ which becomes a 24″

combined sewer line with a northerly direction of flow that continues on Columbus Avenue and connects into the 60″x78″ Stony Brook Valley Sewer. Ritchie Street contains a 24″x36″ combined sewer line with a northwesterly direction of flow and connects to the 48″x48″ combined sewer in Columbus Avenue. Centre Street is crossed perpendicularly in a northerly direction by a 24″x30″ combined sewer, the 48″x108″ Stony Brook Valley Sewer, the 204″x186″ Stony Brook Culvert, the 24″x42″ West Roxbury Low Level Sewer, and a 15″ dedicated sewer line. Amory Street contains a 15″ dedicated sewer line with a northerly direction of flow that crosses Centre Street and connects to the 24″x42″ West Roxbury Low Level Sewer. Amory Street also contains a 30″x36″ combined sewer with a northerly direction of flow that becomes a 24″x30″ combined sewer and connects to the 48″x108″ Stony Brook Valley Sewer. The flows from this manhole discharge into the 24″x36″ combined sewer through a 24-inch combined sewer line. Amory Avenue borders a small portion of the site to the south and contains a 12″ dedicated sewer line with a northwesterly direction of flow. This line connects to the 48″x60″ Stony Brook Valley Sewer. Highland Street borders a small portion of the site to the north and contains a 39″x30″ combined sewer with a northwesterly direction of flow. This line splits at a manhole and becomes a 36″ storm and 12″ dedicated sewer. The 36″ storm drain becomes a 42″ storm drain and connects to the Stony Brook Culvert. The 12″ sewer connects to the West Roxbury Low Level Sewer. The Stony Brook Valley Sewer, the West Roxbury Low Level Sewer, and the Stony Brook Culvert all continue within the BWSC system and ultimately to the MWRA Deer Island Treatment Plant. The existing sewer and drainage system is illustrated in Figure 3-3.

3.5.2 Water System

The existing streets within and adjacent to the Project area also contain public water mains owned and maintained by the BWSC. Amory Avenue contains a 6″ high service water main. This main is connected to a 16″ high service main in Amory Street. Columbus Avenue contains a 36″ high service water main as well as a 12″ high service water main. Centre Street contains a 16″ high service water main. This main is connected to the 12″ high service main in Columbus as well as the 16″ high service main in Amory Street. Ritchie Street contains a 12″ high service water main. This main connects to the 12″ high service main in Columbus Avenue. Highland Street contains a 12″ high service water main. This main connects to the 12″ high service main in Columbus Avenue. The water consumption on the site is expected to be approximately 104,719 gpd, based on the Project's estimated sewer generation. A factor of 1.1 (conservative) is applied to the average daily wastewater flows to estimate average water use on a daily basis. Water capacity and pressure is not anticipated to be an issue for the Project. Each proposed building will connect to a water main owned and operated by BWSC. The connection points and size of services will be coordinated with the BWSC. The existing water system is illustrated in Figure 3-4.

WEST ROXBURY LOW LEVEL SEWER

MBTA Easement

SEWER EASEMENT

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

BROMLEY HEATH

STONY BROOK CONDUIT

JACKSON STREET(NEW)

MBTA Easement

Residential

K

DRIVEWAY

MBTA BLDG

J

Retail

Jackson Square Transit Station

AMORY AVENUE

12" STORM DRAIN

L

Plaza

STONY BROOK VALLEY SEWER

BREWERY BUILDINGS

Residential

M

Lobby

D

Garden

Loading Dock

Retail

Retail B +45'

Existing Parkway

Retail

JACKSON STREET(NEW)

N

Artisan Shops

AMORY STREET

Loading Area

Elevator Lobby

Garage

P

Youth and Family Center

A

Retail C +35'

Retail D

15" SEWER

30"X36" COMBINED SEWER

Jackson Street (formerly Amory Street)

Residential Lobby

P

Retail

CENTRE STREET

COLUMBUS AVENUE

30" STORM DRAIN

48"X48" COMBINED SEWER

ROXBURY COMMUNITY COLLEGE

D

WEBB

24" COMBINED SEWER

Retail

C

E

Residential

24"X36" COMBINED SEWER

12" COMBINED SEWER

ACADEMY HOMES

RITCHIE STREET

15" STORM DRAIN

H

Rec Facility

G

Garage

F

DYS

DYS Yard

DROP-OFF

4 spaces

RELOCATED SALT SHED

SALT LOADING

J

NEW BUILDING MAINTENANCE 45' X 230'

HIGHLAND STREET

PLAN

SCALE: 1" = 40'

JUDITH NITSCH ENGINEERING INC.

186 Lincoln Street, Suite 200
Boston, MA 02111-2403
T: (617) 338-0063
F: (617) 338-6472
www.jnei.com

Civil Engineering
Land Surveying
Traffic Engineering
Planning
GIS Services

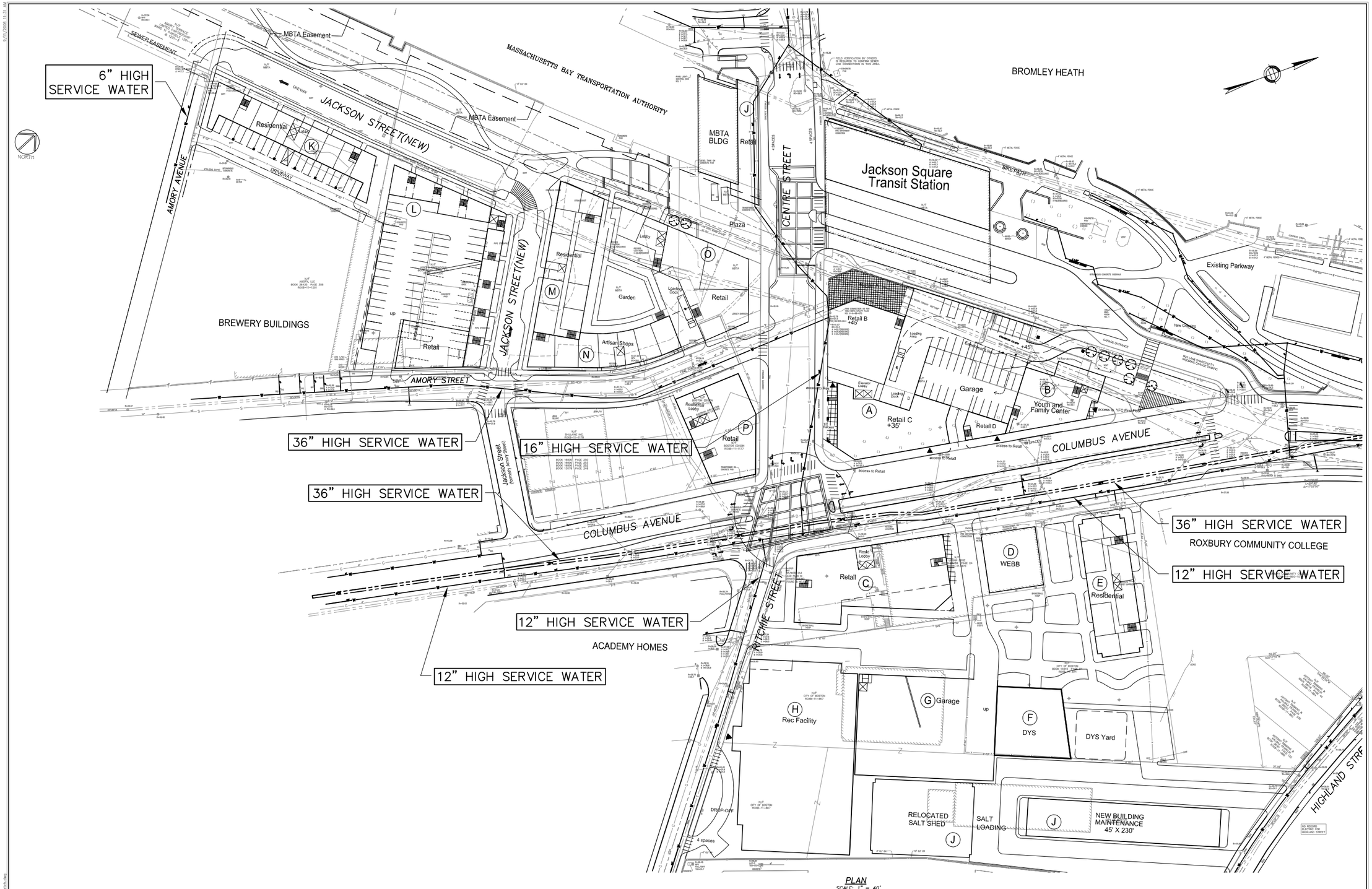
Figure 3-3

JNEI JOB #	5050
FILE:	PNF_Sewer_Sketch.dwg
SCALE:	1"=40'
DATE:	September 08, 2006
PROJECT MANAGER:	JMS
FIELD BOOK:	
DRAFTED BY:	BS
CHECKED BY:	JMS

REV.	COMMENTS	DATE
	REVISIONS	

EXISTING SEWER AND STORM DRAINAGE
JACKSON SQUARE REDEVELOPMENT
BOSTON, MASSACHUSETTS

PREPARED FOR:
TISE DESIGN ASSOCIATES
246 WALNUT STREET, NEWTON, MASSACHUSETTS 02460



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F: (617) 338-6472
www.jnei.com
Civil Engineering
Land Surveying
Traffic Engineering
Planning
GIS Services

Figure 3-4

JNEI JOB #:	5050
FILE:	PNF Water Sketch.dwg
SCALE:	1"=40'
DATE:	September 08, 2006
PROJECT MANAGER:	JMS
FIELD BOOK:	
DRAFTED BY:	BS
CHECKED BY:	JMS

REV.	COMMENTS	DATE
	REVISIONS	

EXISTING WATER
JACKSON SQUARE REDEVELOPMENT
BOSTON, MASSACHUSETTS

PREPARED FOR:
TISE DESIGN ASSOCIATES
246 WALNUT STREET, NEWTON, MASSACHUSETTS 02460

3.5.3 Stormwater

The streets within and adjacent to the Project area contain storm drains owned and maintained by the BWSC. Columbus Avenue contains a 12″ storm drain with a southerly direction of flow. This becomes a 15″ storm drain and connects to the 48″x48″ combined sewer in Columbus Avenue. Columbus Avenue also contains a 30″ storm drain with a northerly direction of flow. This storm drain begins at a manhole in Columbus Avenue and connects to the 48″x48″ combined sewer in Columbus Avenue. Amory Avenue contains a 12″ storm drain with a northwesterly direction of flow. This storm drain connects to the 204″x186″ Stony Brook Culvert. The existing sewer and drainage system is illustrated in Figure 3-3.

The Project is expected to have an increase in the amount of impervious area in the developed condition compared to the existing condition. As a result, there will be an increase in the peak rate of stormwater discharge from the property in the developed condition compared to the existing condition. Therefore, the stormwater design will include stormwater detention structures to mitigate the peak rate of runoff. (i.e., surface or buried pond).

The Project will incorporate best stormwater management practices (BMPs) to satisfy DEP's Stormwater Management Standards and Policy. As principally a redevelopment Project, Standard #7, which requires the Project to meet the policy to the maximum extent practicable with a condition that existing stormwater conditions be improved, applies. On specific parcels that are presently pervious (e.g., the triangular parcel), full compliance will be achieved. However, as a model for sustainable development, the proponent intends to improve site conditions in a meaningful way. Simple approaches will be implemented wherever possible – for example, at new catch basins or catch basins located around where work is being done, permanent plaques bearing the warning "Don't Dump – Drains to the Charles River" will be installed. Other approaches will be more technically challenging given existing site conditions. The following summarizes how the Project intends to meet the technical standards of the Stormwater Policy.

Standard #1: No new untreated stormwater will discharge into, or cause erosion to, wetlands or waters.

Compliance: The proposed design will comply with this Standard. There will be no untreated stormwater discharge. All discharges will be treated prior to connection to the BWSC system.

Standard #2: Post-development peak discharge rates do not exceed pre-development rates on the Site either at the point of discharge or down-gradient of the property boundary for the 2- and 10-year 24-hour design storms. The Project's stormwater design will not increase flooding impacts offsite for the 100-year design storm.

Compliance: The proposed design will increase the impervious area compared to the pre-development condition. Therefore, there will be detention systems to mitigate the peak rate of runoff from the sites.

Standard #3: The annual groundwater recharge for the post-development Site must approximate the annual recharge from existing Site conditions, based on soil type.

Compliance: To the extent possible, the proposed site will recharge stormwater runoff. The quality of recharge will be affected by existing soils and past environmental contamination. However, the proponent recognizes the importance of maintaining groundwater levels is an important environmental issue in Boston.

Standard #4: For new development, the proposed stormwater management system must achieve an 80 percent removal rate for the Site's average annual load of TSS.

Compliance: To the extent possible, the Project's stormwater management system will remove 80 percent of the post-development site's average annual TSS load. Water quality inlets, as needed, will be sized to meet this requirement.

Standard #5: If the Site contains an area with Higher Potential Pollutant Loads (as prescribed by the Policy), BMPs must be used to prevent the recharge of untreated stormwater.

Compliance: The Project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-8). Therefore, this standard is not applicable to the Project.

Standard #6: If the Site contains areas of Sensitive Resources (as prescribed by the Policy), such as rare/endangered wildlife habitats, ACECs, etc., a larger volume of runoff from the "first flush" must be treated (1 inch of runoff from impervious area vs. the standard ½ inch).

Compliance: The Project will not discharge untreated stormwater to a sensitive area or any other area. None of the critical areas defined in the Policy are located proximate to the site. Therefore, this standard is not applicable to the Project.

Standard #7: Redevelopment of previously developed sites must meet the Stormwater Management Standards to the maximum extent practicable.

Compliance: The Project will meet or exceed all standards.

Standard #8: Erosion and sediment controls must be designed into the project to minimize adverse environmental effects.

Compliance: The Project will comply with this standard. Sedimentation and erosion controls will be incorporated as part of the design of this Project and employed during Site construction.

Standard #9: A long-term BMP operation and maintenance plan is required to ensure proper maintenance and functioning of the SWM system.

Compliance: An Operations and Maintenance Plan including long-term BMP operation requirements will be prepared and will ensure proper maintenance and functioning of the system.

3.5.4 Boston Water and Sewer

Proposed connections to the Commission's water, sanitary sewer, and storm drain system will be designed in conformance with the Commission's design standards, Sewer Use and Water Distribution System Regulations, and Requirements for Site Plans. The proponent will submit a General Service Applicant and a site plan for review and approval prior to construction. The site plan will indicate the existing and proposed water mains, sanitary sewers, storm sewers, telephone, gas, electric, steam, and cable television. The plan will include the disconnections of the existing services as well as the proposed connections.

4.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

4.1 Massachusetts Environmental Policy Act

The Project will require review under the Massachusetts Environmental Policy Act (MEPA). An Environmental Notification Form (ENF) is being filed.

4.2 Massachusetts Historical Commission

Since the Project requires state permits, it is subject to reviewed by the Massachusetts Historical Commission (MHC) in accordance with M.G.L., Chapter 9, Sec. 26-27c, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00). The ENF to be prepared as part of the MEPA process will be submitted to the MHC to initiate the Chapter 254 review process.

4.3 Architectural Access Board Requirements

The Project will comply with the requirements of the Architectural Access Board and the standards of the Americans with Disabilities Act.

4.4 Other Permits and Approvals

Section 1.5 of this PNF includes a list of agencies from which permits and approvals for the Project will be sought.

4.5 Community Outreach

The proponent has been and is committed to effective community outreach and will continue to engage the community to ensure continued public input on the Project. Community residents and stakeholders have been a significant voice in creating the Project program. Over the last decade, there has been a broad-based community planning initiative, including eight focus groups, four community design workshops and additional outreach meetings which involved hundreds of community residents, merchants, and youth from across Roxbury and Jamaica Plain. To date, the proponent has met with the following groups: Jackson Square Coordinating Group, City Life/Vida Urbana (Staff & Board), Shelburne Recreational Center, Bromley Heath Tenants Management Corporation, Egleston Square Merchants Association, Egleston Square Main Streets, Hyde Jackson Merchants Association, Hyde Jackson Main Streets, Highland Park Neighborhood Association, Fort Hill Civic Association, Hawthorne Area Association, Academy Homes I Tenant's Council, New Academy Estates (United Residents In Academy Homes – URIAH), Westminster Court Tenant Association, Wardmen Apartments Resident Task Force, Dimok-Bragdon Task Force, Jamaica Plain Neighborhood Council, and Roxbury Community College. Most recently, a community meeting was sponsored by the proponent on October 11, 2006, to present the final Project program prior to the submission of this PNF.

5.0 PROJECT'S CERTIFICATION

This form has been circulated to the Boston Redevelopment Authority as required by the Boston Zoning Code, Article 80.

Signature of Proponent's Representative

Richard Thal
Jackson Square Partners, LLC
31 Germania Street,
Jamaica Plain, MA 02130
(617) 522-2424

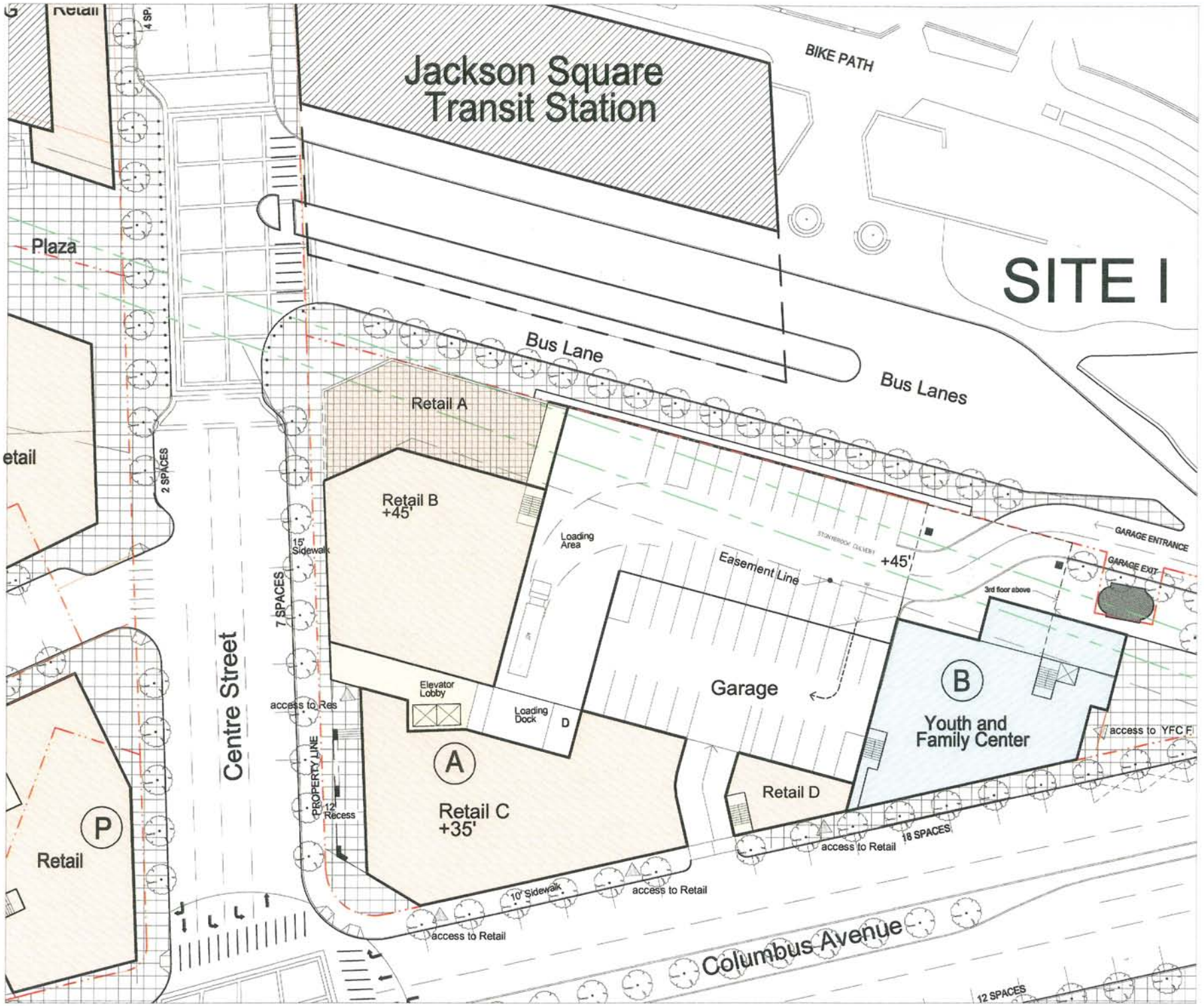
10/31/06
Date

Signature of Preparer

Laura Rome
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, MA 01754
(978) 897-7100

10/31/06
Date

Appendix A
Site Plans



TSE DESIGN ASSOCIATES
Newton, Massachusetts

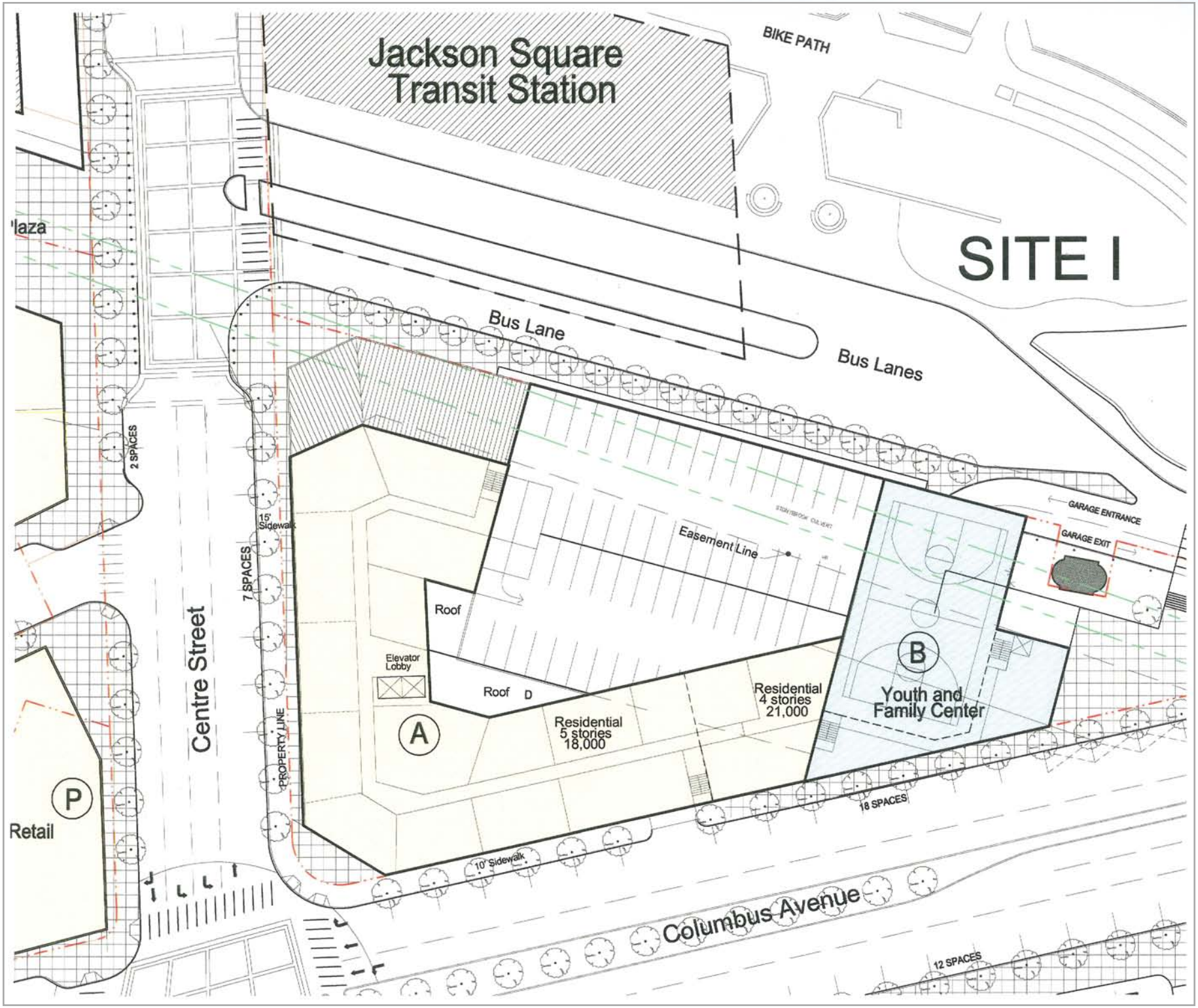
STULL + LEE, INC.
Boston, Massachusetts

08.21.06

Jackson Square Redevelopment

Jackson Square Partners, LLC Boston, MA

A-1 BLDGS A & B
Street Level



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Newton, Massachusetts

STULL + LEE, INC.
Boston, Massachusetts

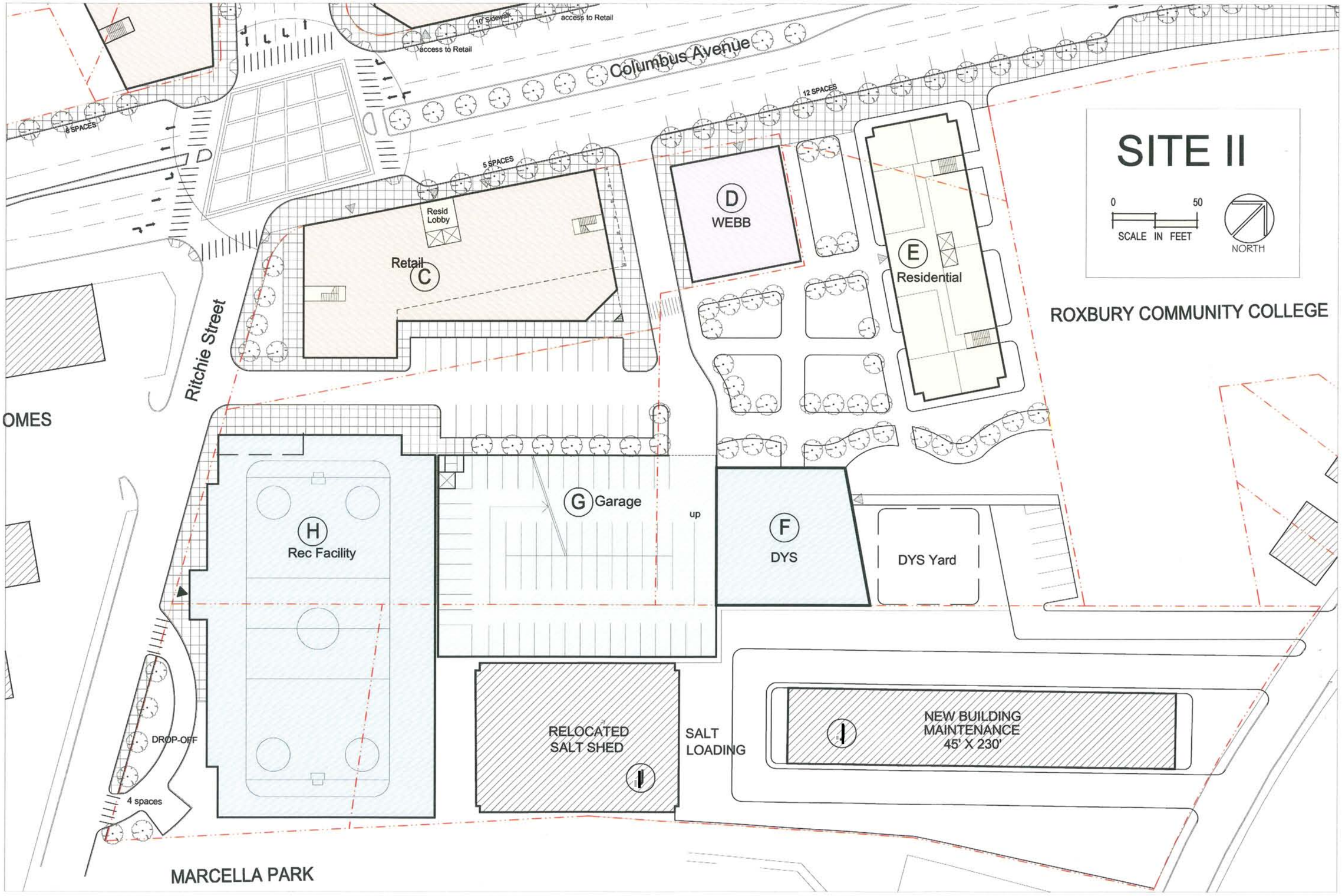
08.21.06

A-2

BLDGS A & B
Upper Level

Jackson Square Redevelopment

Jackson Square Partners, LLC Boston, MA



TISE DESIGN ASSOCIATES
Newton, Massachusetts

STULL + LEE, INC.
Boston, Massachusetts

08.21.06

SITE II
Street Level

A-3

Jackson Square Redevelopment
Jackson Square Partners, LLC Boston, MA

SITE II

0 50

SCALE IN FEET

NORTH

Columbus Avenue

10' Sidewalk

6 SPACES

5 SPACES

12 SPACES

Ritchie Street

C Residential

Roof

D WEBB

E Residential

ROXBURY COMMUNITY COLLEGE

OMES

H REC FACILITY

G

down

up

F DYS

DYS Yard

RELOCATED SALT SHED

SALT LOADING

NEW BUILDING MAINTENANCE 45' X 230'

MARCELLA PARK

TISE DESIGN ASSOCIATES
Newton, Massachusetts

STULL + LEE, INC.
Boston, Massachusetts

08.21.06

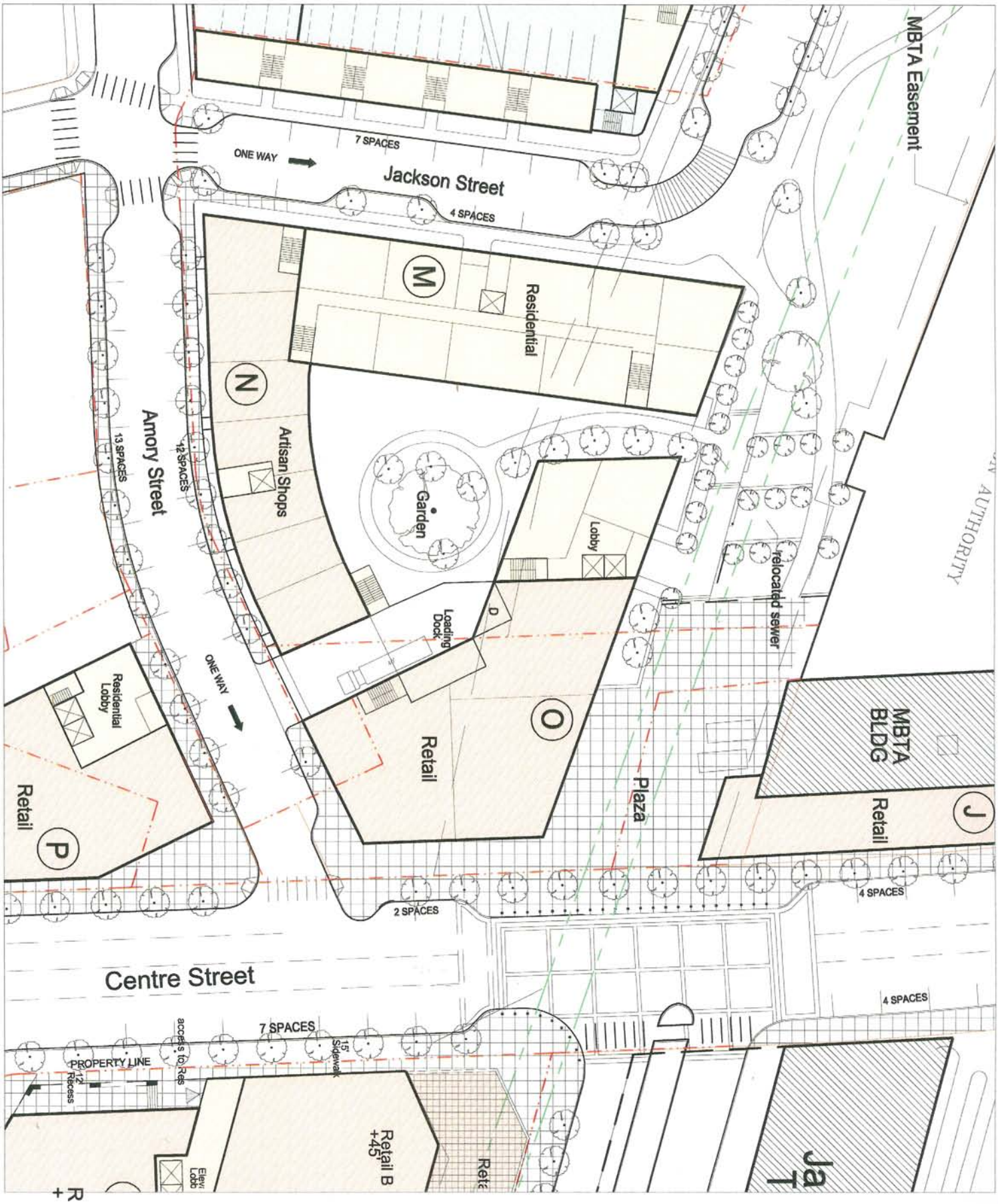
SITE II

A-4

Upper Level

Jackson Square Redevelopment

Jackson Square Partners, LLC Boston, MA



Jackson Square Redevelopment

Jackson Square Partners, LLC Boston, MA

A-5 BLDGS M-N-O Street Level

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Boston, Massachusetts

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Jackson Square Redevelopment

Jackson Square Partners, LLC Boston, MA

A-6 BLDGS M-N-O Upper Level

TSE DESIGN ASSOCIATES
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STULL + LEE, INC.
Boston, Massachusetts

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SITE PLAN
STREET LEVEL
Jackson Square Redevelopment
Jackson Square Partners

TISE DESIGN ASSOCIATES / STULL + LEE, INC.

LEGEND
- COMMERCIAL / RETAIL
- COMMERCIAL / OFFICE
- RESIDENTIAL
- COMMUNITY FACILITIES
- INSTITUTIONAL

NORTH

0 25 50 100
SCALE IN FEET

SITE III
SITE I
SITE II
BREWERY BUILDINGS
ACADEMY HOMES
MARCELLA PARK
ROXBURY COMMUNITY COLLEGE
BROMLEY HEATH
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
MBTA Easement
STONYBROOK CULVERT
MBTA BLDG
Jackson Square Transit Station
BIKE PATH
Existing Parkway
Bus Lane
Bus Lanes
Plaza
Garden
Artisan Shops
Garage
Youth and Family Center
WEBB
Residential
Retail
Retail A
Retail B +45'
Retail C +35'
Retail D
Rec Facility
DYS
DYS Yard
RELOCATED SALT SHED
SALT LOADING
NEW BUILDING MAINTENANCE 45' X 230'
Jackson Street
Amory Street
Centre Street
Columbus Avenue
Ritchie Street
Highland Street
Amory Avenue
Jackson Street (formerly Amory Street)
DRIVEWAY
DROP-OFF

TISE DESIGN ASSOCIATES
Newton, Massachusetts

STULL + LEE, INC.
Boston, Massachusetts

08.21.06

A-7

Jackson Square Redevelopment
Jackson Square Partners, LLC Boston, MA

SITE PLAN
UPPER FLOOR LEVEL
Jackson Square Redevelopment
Jackson Square Partners

TISE DESIGN ASSOCIATES / STULL + LEE, INC.

LEGEND
- COMMERCIAL / RETAIL
- COMMERCIAL / OFFICE
- RESIDENTIAL
- COMMUNITY FACILITIES
- INSTITUTIONAL

NORTH

0 25 50 100
SCALE IN FEET

MBTA Easement
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
STONYBROOK CULVERT
MBTA Easement
BROMLEY HEATH
Jackson Square Transit Station
BIKE PATH
SITE I
SITE III
SITE II
Amory Avenue
Jackson Street
Residential
Residential 4 stories
Residential 10 stories
8 stories
Residential 4 stories
Terrace
Garden Below
Plaza
MBTA BLDG
Roof
Bus Lane
Bus Lanes
Existing Parkway
New Crossing
Roof
Residential 4 stories 21,000
Youth and Family Center
Residential 5 stories 18,000
Amory Street
Centre Street
Residential
Columbus Avenue
ROXBURY COMMUNITY COLLEGE
WEBB
Residential
Roof
Ritchie Street
ACADEMY HOMES
Rec Facility
REC FACILITY
DYS
DYS Yard
Highland Street
RELOCATED SALT SHED
SALT LOADING
NEW BUILDING MAINTENANCE 45' X 230'
MARCELLA PARK
BREWERY BUILDINGS

TISE DESIGN ASSOCIATES
Newton, Massachusetts
STULL + LEE, INC.
Boston, Massachusetts
08.21.06

SITE PLAN
UPPER LEVEL
A-8

Jackson Square Redevelopment
Jackson Square Partners, LLC Boston, MA