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MEMORANDUM BOARD APPROVED **DECEMBER 12, 2019**

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT REVIEW/GOVERNMENT AFFAIRS
AISLING KERR, PROJECT MANAGER

SUBJECT: 10 STONLEY ROAD, JAMAICA PLAIN
F/K/A 35 BROOKLEY ROAD

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed development located at 10 Stonley Road in Jamaica Plain (the "Proposed Project"), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); (2) enter into an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project; and (3) recommend approval to the City of Boston Zoning Board of Appeal on Petition BOA – 1029694 with the proviso that plans be submitted to the BPDA for design review approval.

PROJECT SITE

The Project Site includes the parcels of land located at 35 Brookley Road, 95 Stedman Road, and 51 Stedman Road, which collectively comprise approximately 16,290 square feet (0.37 acre) of land (the "Project Site"). The Project Site is improved with a single-story light industrial cinder block building built in approximately 1950 and currently is owned and operated by a petroleum company.

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*Effective October 20, 2016, the BRA commenced doing business as the BPDA

The Project Site is located within approximately one-half mile of both the MBTA Green Street and MBTA Forest Hills stations. The Project Site is located a quarter mile from Franklin Park and three-quarters of a mile from Arnold Arboretum, and also has access to several nearby neighborhood parks.

DEVELOPMENT TEAM

Proponent: Brooksted, LLC
Jeffrey Glew, Principal
Mathieu P. Zahler, Principal
Ricardo Hernandez, Principal

Architect: Embarc
Dartagnan Brown, Principal
William Mensinger, Associate Principal

Legal Counsel: Pulgini and Norton LLP
John A. Pulgini, Esq.

Permitting Consultant: Jay Walsh

Geotechnical/ Environmental: McPhail Associates
Ambrose Donavan

Sustainability: New Ecology, Inc.
Lauren Baumann

PROPOSED PROJECT

Brooksted, LLC (the "Proponent") proposes to construct a new four (4)-story residential building totaling approximately 39,858 gross square feet, and including forty-five (45) residential units and nineteen (19) ground-floor parking spaces accessed and egressed at Stonley Road (the "Proposed Project"). The parking program includes two accessible spaces, one of which is van accessible. The proposed unit mix includes five (5) ground-floor one-bedroom Artist Live/Work Units (all of which will be offered as Inclusionary Development Policy ("IDP") Units), nine (9) studio units, twenty-three (23) one-bedroom units, seven (7) two-bedroom

units, and one (1) three-bedroom unit. Resident amenity spaces, such as a ground-floor gym, internal bike storage for thirty-eight (38) bikes, partially covered bike storage for eighteen (18) bikes, postal/package storage room, and fourth floor common area with an accessible bathroom including balcony and deck. In addition, ground floor landscape improvements, new sidewalk, and streetscape improvements (new curb and sidewalks) on all three street facing sides are also included in the Proposed Project.

ARTICLE 80 REVIEW PROCESS

On September 16, 2019, the Proponent filed a Small Project Review Application ("SPRA") with the BPDA for the Proposed Project, pursuant to Article 80E of the Code. The thirty (30)-day public comment period in connection with the Proponent's submission of the SPRA was scheduled to conclude on October 31, 2019, and the BPDA hosted a Public Meeting to discuss the Proposed Project on October 24, 2019 at English High School (144 McBride Street, Jamaica Plain, 02130). This Public Meeting was advertised in the relevant neighborhood newspaper (*Jamaica Plain Gazette*), posted to the BPDA's website, and a calendar notification was sent to all subscribers of the BPDA's Jamaica Plain neighborhood updates. Local City and State elected officials and their staff also received notification of the Public Meeting via email.

On October 28, 2019, the Proponent submitted a request via email to the BPDA to extend the public comment period to November 29, 2019.

ZONING

The Project Site is located within a Local Industrial subdistrict of the Jamaica Plain Neighborhood District under Article 55 of the Code. Zoning relief regarding uses and dimensional requirements will be sought from the Boston Zoning Board of Appeal. The Proponent anticipates zoning relief will be required for: building height; floor area ratio (FAR); front, rear, and side yard setbacks; lot area and open space per unit; accessory parking; and a residential use.

COMMUNITY BENEFITS AND MITIGATION

The Proposed Project will provide a range of public and community benefits to promote community welfare, economic activity, improved pedestrian environments, and affordable housing options.

In particular, the Proposed Project includes the following community benefits and mitigation measures:

- The Proposed Project will create an unprecedented amount of privately financed income restricted housing with 22.2% of the units offered to lower income residents. The 45 unit project will offer a diverse array of unit types, including ten (10) income restricted units of which five (5) will be Artist Live/Work units. The incomes for these units will consist of four (4) at 70% of AMI, one (1) at 60% of AMI, two (2) at 50% of AMI, and three (3) at 30% of AMI.
- The pedestrian environment along Stonley Street, Stedman Street, and Brookley Road will be greatly enhanced through the addition of streetscape improvements such as landscaping, new sidewalks, benches, and lighting.
- In conjunction with the Mayor's Office of Arts and Culture ("MOAC"), the Proponent shall commission a mural which will span the approximately four (4) floors of the building's stair tower.
- The Proposed Project will facilitate Transit Oriented Development by increasing residential density in proximity to the multi-modal Forest Hills Station and by accommodating extensive bicycle storage on site.
- The Proposed Project will support the City of Boston's goals for a sustainable future through the development of an energy-efficient and environmentally friendly building that will have solar panels on the roof.
- The Proposed Project will create approximately forty (40) construction jobs, one (1) full-time equivalent job, and two (2) part-time equivalent jobs.
- The Proponent anticipates the creation of several new on-street parking spaces for the neighborhood as a result of the Proposed Project's streetscape improvements.

INCLUSIONARY DEVELOPMENT COMMITMENT

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone B, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as income restricted, IDP units. In addition, the Proposed Project is also governed by PLAN: JP/ROX, which requires additional income restricted units, at a range of incomes.

Because of the PLAN: JP/ROX requirements, the Proposed Project exceeds the IDP requirements in terms of both the number of IDP units and the income and rent limits. Whereas the IDP requirements would yield six (6) income restricted units

(13.3% of total units) affordable to households with incomes of less than 70% of Area Median Income, as based upon the United States Department of Housing and Urban Development ("HUD") ("AMI"), the Proposed Project will deliver ten (10) IDP units (22.2% of total units) ranging from 30% AMI to 70%. As a result, four (4) of the units will be made affordable to households with incomes less than 70% of AMI, one (1) will be made affordable to households with incomes less than 60% of AMI, two (2) will be made affordable to households with incomes less than 50% of AMI, and three (3) units will be made affordable to households with incomes less than 30% of AMI. The unit available to a household with an income of less than 60% of AMI was to be for a household with an income of less than 70% of AMI. This income requirement was reduced in exchange for the elimination of a $59,366 partial unit payment.

The proposed sizes, location and rents for the IDP Units are as follows:

Number of Bedrooms	Square Footage	Unit Number and Location	Percentage of Median Income	Rent
1 (Artist Live/Work)	797	101	30%	$525
1 (Artist Live/Work)	665	102	50%	$922
1 (Artist Live/Work)	641	103	70%	$1,318
1 (Artist Live/Work)	735	104	60%	$1,120
1 (Artist Live/Work)	718	105	50%	$922
2	860	202	70%	$1,492
Studio	510	213	30%	$445
1	652	303	30%	$525
1	661	313	70%	$1,318
1	638	410	70%	$1,318

The location of the IDP Units will be finalized in conjunction with BPDA staff and outlined in the Affordable Rental Housing Agreement and Restriction ("ARHAR"), and rental amount and income limits will be adjusted according to BPDA published maximum rents and income limits, as based on HUD AMIs, available at the time of

the initial rental of the IDP Units. Except as to accommodate income restricted ground-floor live/work units for Certified Artists, IDP Units must be comparable in size, design, and quality to the market rate units in the Proposed Project, cannot be stacked or concentrated on the same floors, and must be consistent in bedroom count with the entire Proposed Project. The final design of the Artist IDP Units will be completed in consultation with the Mayor's Office of Arts and Culture.

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Approval for the Proposed Project. The Proponent must register the Proposed Project with the Boston Fair Housing Commission ("BFHC") upon issuance of the building permit. The IDP Units will not be marketed prior to the submission and approval of an Affirmative Marketing Plan by the BFHC and the BPDA. Preference will be given to applicants who meet the following criteria, weighted in the order below:

(1) Boston resident; and
(2) Household size (a minimum of one (1) person per bedroom).

Where a unit is built out as Artist IDP Units, these units must meet any artist housing guidelines, as established by the Mayor's Office of Arts and Culture, and at least one household member must be a City of Boston Certified Artist. Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference will also be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist the BPDA in determining eligibility for such a preference.

A restriction will be placed on the IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income of the renter and rents of any subsequent lease of the IDP Units during this fifty (50) year period must fall within the applicable income and rent limits for each IDP Unit. The BPDA or its successors or assigns will monitor the ongoing affordability of the IDP Units.

The designation of ten (10) IDP Units satisfies the IDP requirements pursuant to the December 10, 2015 IDP and PLAN: JP/ROX.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the development project located at 10 Stonley Road in Jamaica Plain (the "Proposed Project"), in accordance with Article 80E, Small Project Review, of the Boston Zoning Code (the "Code"); (2) enter into an Affordable Rental Housing Agreement and Restriction in connection with the Proposed Project; and (3) (3) recommend approval to the City of Boston Zoning Board of Appeal on Petition BOA – 1029694 with the proviso that plans be submitted to the BPDA for design review approval.

Appropriate votes follow:

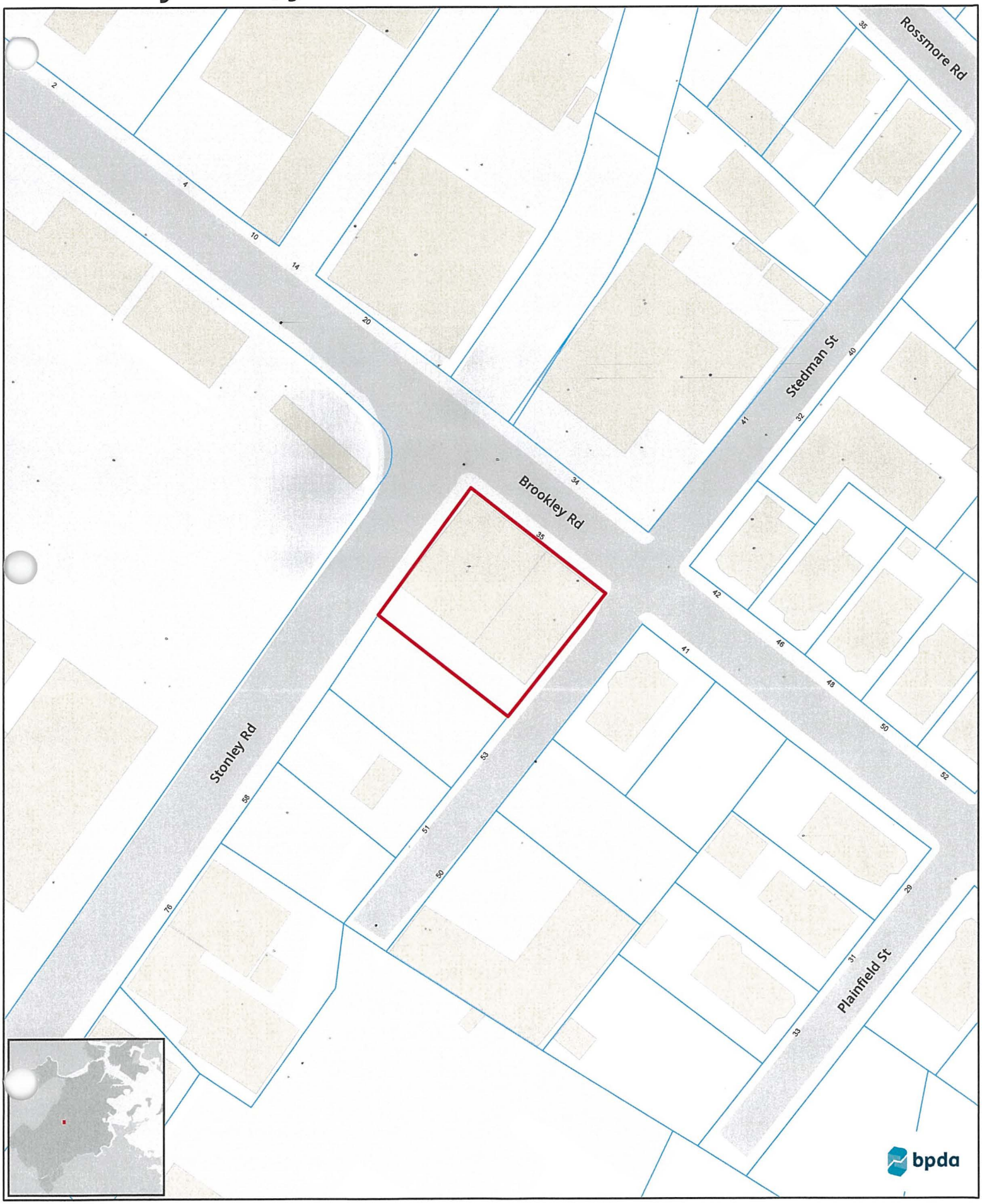
VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval pursuant to Section 80E-6 of the Boston Zoning Code (the "Code"), approving the development consisting of a four (4)-story residential building containing approximately forty-five (45) residential rental units and at-grade parking for approximately nineteen (19) vehicles at 10 Stonley Road in Jamaica Plain (the "Proposed Project") in accordance with the requirements of Small Project Review, Article 80E, of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA");

FURTHER VOTED: That the Director be, and hereby is, authorized to execute an Affordable Rental Housing Agreement and Restriction for the creation of ten (10) on-site Inclusionary Development Policy Units and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project;

FURTHER VOTED: That the Director be, and hereby is, authorized to recommend approval to the City of Boston Zoning Board of Appeal on Petition BOA – 1029694 with the proviso that plans be submitted to the BPDA for design review approval.

10 Stonley Road, Jamaica Plain

1:800



10 Stonley Road, Jamaica Plain

1:800

Boston Water and Sewer Commission

980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

October 29, 2019

Ms. Aisling Kerr, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9 Floor
Boston, MA. 02210

Re: 35 Brookley Road, Jamaica Plain
Small Project Review Application

Dear Ms. Kerr:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed project located at 35 Brookley Road in the Jamaica Plain neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The Project Site is approximately 16,290 sf along Brookley Road flanked between Stonley Road to the west and Stedman Street to the eat. Currently the site consists of a two-story building and parking lot that is occupied by Northeastern Petroleum Service and Supply. The proponent, Brooksted, LLC, is proposing an approximately 40,645 sf four floor residential building with approximately 46 units and 21 internal parking spaces.

For water service, the Commission maintains an 8-inch DICL Southern High water main in Brookley Road. The site is also served by an 8-inch PCI Southern High in Stedman Street.

For sewer and drain service, the Commission maintains a 10-inch sanitary sewer in Brookley Road. The site is also served by a 32-inch by 48-inch sanitary sewer that connects to a 32-inch by 48-inch combined sewer in Stonley Road. The site is served by a 15-inch storm drain in Brookley Road. The site is also served by a 240-inch by 192-inch storm drain in Stonley Road.

Water usage and sewage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, Brooksted, LLC, should meet with the Commission's Design and Engineering Customer Services Departments to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.

2. Prior to demolition of the building, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.

3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Brooksted, LLC's, expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.

4. The proponent estimates that daily sewage will be less than DEP's 15,000 gpd threshold. However, the proponent should be aware that if during the site plan permitting process it becomes apparent that wastewater flows will be 15,000 gpd or more, the Commission will invoke the requirement that the project participate in the 4 to 1 program.

   The proponent should also note that the 4 to 1 requirement must be addressed 90 days before the activation of the water service.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at http://bostonconwletestreets.org/

6. Brooksted, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

7. The Commission will require Brooksted, LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. The proponent previously reported that CCTV inspections of existing sewer lines within the project site had been completed. Copies of the CCTV inspection videos must be provided to the Commission during site plan

review. As a condition of the site plan approval, the Commission will require Brooksted, LLC to re-inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.

8. It is Brooksted, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Brooksted, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. Brooksted, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and airconditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Brooksted, LLC should also provide the methodology used to estimate water demand for the proposed project.

2. Brooksted, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Brooksted, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If Brooksted, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. Brooksted, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Brooksted, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 1-IFLW should contact the Commission's Meter Department.

Sewage/Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). To achieve the reductions in Phosphorus loading required by the TMDL,

phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Brooksted, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Brooksted, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application Brooksted, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.

2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Brooksted, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages Brooksted, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.

4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Brooksted, LLC is advised that the discharge of any dewatering drainage to

the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, I-IFLW will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

5. Brooksted, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Brooksted, LLC will be required to meet MassDEP Stormwater Management Standards.

7. The Commission requests that Brooksted, LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Brooksted, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

8. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.

9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours Truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/fd
cc: Jeffrey Glew, Brooksted, LLC
M. Zlody. BED via e-mail
M. Connally via e-mail
C. McGuire, BWSC via e-mail
P. Larocque, BWSC via e-mail

CITY of BOSTON
Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA

From: Zachary Wassmouth, PWD

Date: October 29, 2019

Subject: 35 Brookley Road SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 35 Brookley Road SPRA.

Public Vs. Private Right-of-Way:
It should be noted that Brookley Road and Stonley Street are designated as a public way. The section of Stedman Street adjacent to the project site is designated as a private way. Although the general comments below apply specifically to work associated with the project with the public right-of-way, it is preferred and encouraged for construction the private way to be consistent with City standards for public ways as well to the extent possible.

Project Specific Scope Considerations:
In addition to the standard installation of sidewalks around the perimeter of the development site and pedestrian ramps at all corners of abutting intersections as noted in the "Sidewalks" section below, the developer should consider potential geometric changes to the eastlerly corner of the Brookley/Stedman intersection to improve and shorten the pedestrian crossing across Stonley Street. The developer should also consider reconstructing the sidewalk along the south side of Brookley Road out to Washington Street to provide an accessible route for pedestrians to the project site.

Site Plan:
The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Right-of-Way (ROW):
All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:
The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections abutting the project site if not already constructed to ADA/AAB compliance per 521 Code of Massachusetts Regulations Title 521, Section 21 (https://www.mass.gov/regulations/521-CMR-21-curb-cuts). Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the PWD Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

PUBLIC WORKS DEPARTMENT
Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

CITY of BOSTON
Martin J. Walsh, Mayor

Driveway Curb Cuts:
Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. All existing curb cuts that will no longer be utilized shall be closed.

Discontinuances:
Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:
Any and all easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:
The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:
The current street lighting in the vicinity appears to be wired overhead. This project shall include installing appropriate underground conduit systems for all street lights adjacent to the project site.

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:
Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:
All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:
The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

PUBLIC WORKS DEPARTMENT
Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

JPNC Jamaica Plain Neighborhood Council

November 27, 2019

Aisling Kerr
Project Manager
Boston Planning & Development Agency
City Hall, 9th Floor
Boston, MA 02201

Re: 10 Stonley Road, Jamaica Plain

Dear Ms. Kerr:

The Jamaica Plain Neighborhood Council reviewed the current proposal for 10 Stonley Road. The proposal is for a 4-story building with 45 rental units, 10 of which are affordable units, including 5 artist live/work spaces. This proposal is in the Plan JP/Rox area.

Here are our comments:

- We support the use of this parcel for multifamily residential. This parcel is currently zoned Light Industrial. The project will provide additional housing and additional affordable housing; the project will bring street and landscaping improvements and will create sidewalks on Stonley Road and Stedman Street.
- The affordability on the project meets Plan JP/Rox guidelines, giving an overall affordability of close to 22% at an average AMI of 50%. The affordable units involve a mix of AMI levels and a payout to the IDP fund for a fractional unit. There is an opportunity to apply the payout funds to reduce the AMI by figuring the mix of AMI levels differently; this would result in more deeply affordable rents, but would slightly reduce the affordable unit requirement. An alternative formula for slightly reducing the required percentage of affordable units in exchange for deeper affordability is coming from conversations between affordable housing advocates, the Mayor, the Boston Planning and Development Agency (BPDA), and the Department of Neighborhood Development (DND). We asked the developers to explore this option with DND and they agreed.
- The developers need to come to closer resolution of outstanding issues with the Stonybrook Neighborhood Association; the project should not move forward to BPDA Board approval without further agreement. Discussions have led to welcome design changes, the addition of a 3-bedroom unit, and an increase in artist live/work space, including affordable artist live/work space. Outstanding issues center around massing, density, setbacks, and open space as this building borders a 3-family, 3-story neighborhood. The project currently does not meet the Plan JP/Rox design guidelines for setbacks and height.[i] We are encouraged by the positive relationship between SNA and the developers and look forward to greater agreement on these issues.

- We hope BPDA will work with the City of Boston to contribute to the infrastructure of streets and sidewalks that is needed here at the edge of the Arborway Bus Yard. Both pedestrian and vehicle connections are necessary to allow access among the new buildings on Stedman Street and Stonley Road. Improved area connection and circulation is a goal in Plan JP/Rox.[ii] We ask that the BPDA and City continue to analyze, develop, and implement streetscape and infrastructure improvements to the area, specifically as it relates to pedestrian and vehicle traffic, and street parking.
- The developers are aware of the Boston Residents Jobs Policy and are open to promoting its implementation in construction. We appreciate that they have offered to share their minority, women, & residents jobs statistics once construction begins.
- The developers have included these items in their sustainability plans, i.e. use of low-flow fixtures, energy efficient heating/cooling systems and windows, insulation, and roof solar panels. We encourage the developers to consider making their project all-electric.

Thank you for considering these comments.

Sincerely,

Kevin Rainsford, Chair
Jamaica Plain Neighborhood Council

cc by email: Dir. Brian Golden, BPDA
Sen. Chang-Diaz
Rep. Malia
Councilor Essaibi-George
Councilor Flaherty
Councilor Wu
Councilor O'Malley
Lindsey Santana, Office of Neighborhood Services
Jay Walsh
Stonybrook Neighborhood Association

Attachments

[i] PLAN: JP/ROX, Design Guidelines relevant to 10 Stonley Road

Height

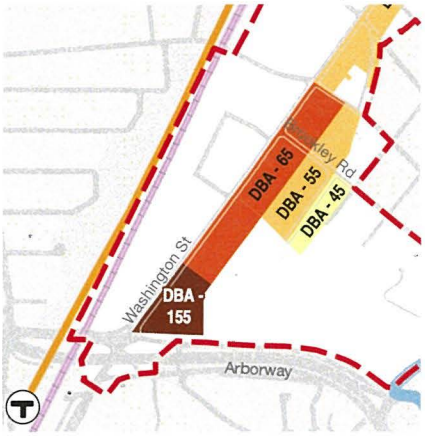


Figure 92. DBA's in the Forest Hills Focus Area

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Setbacks

Front Setback - varied by area character:

1. Residential: 10' to 15' to allow landscaping and buffer ground floor residential uses.
2. Local Retail / Commercial: 0' to 15' to allow for both residential and retail uses including outdoor seating and unique conditions.
3. Main Street / Active Commercial: 0' to 10' to allow for outdoor seating.

Side Yard and Rear Yard Setbacks - varied by area character:

1. Residential: Side 10' / Rear 20'.
2. Local Retail / Commercial (a): Side 0' / Rear 10' to 20'.
3. Main Street / Active Commercial (a): Side 0' / Rear 10' to 20'.

Note (a): When the adjoining use is a 1F, 2F, or 3F residential zoning sub-district, the setback should be 10' at an adjoining side yard and 20' at an adjoining rear yard.
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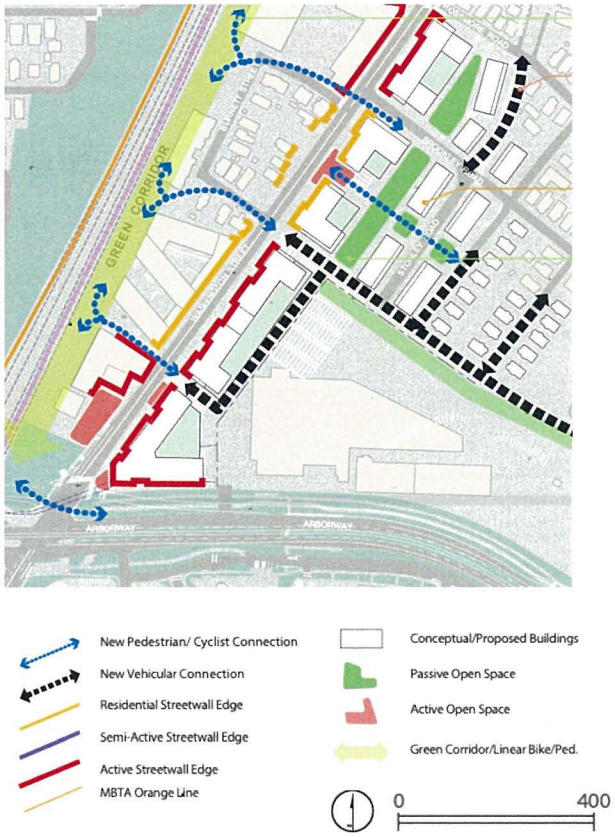
[ii] PLAN: JP/ROX, Area Circulation & Connections relevant to 10 Stonley Road.

Recommendations include:

Enhance vehicular circulation with new roadway network and connections

1. Extend Lotus Street from Forest Hills Street to Washington Street.
2. Extend existing street network at Stonley Road, Stedman Road, and Plainfield Street.



p. 163-164

Date	First Name	Last Name	Organization	Opinion	Comments
11/29/2019	John	Sheeran		Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/29/2019	Sara	Kilroy		Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/29/2019	LAUREN	ZAREMBA		Oppose	- it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with little space around it so there is only about 12 feet between it and 10 Stonley's proposed building - its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley

11/29/2019	Jennifer	Uhrhane		Oppose	Overall, the developers have responded to several of the Stonybrook Neighborhood Association's 10 Stonley Road Subcommittee's requests for more information and made small tweaks to their plans. (I am a member of that subcommittee). All 5 first floor units are now artist live/work spaces, something greatly needed and that Plan: JP/ROX encourages for this area (see Plan: JP/ROX document, page 162...relevant selections from the plan document are also included far below). In the last subcommittee meeting with the developers, they added a public art component (not our request) that will compliment its artist live-work spaces. They have also created one 3-bed unit, which will support one growing family that wants to stay in Jamaica Plain, though I still request more of these units which are overall not being constructed in this area despite the need. However, despite repeated requests since first proposing this building in May, the developers still have not addressed the core concern of mine or the the subcommittee's: the large-scale mass of the building that results from the 49' 9" height, the oversized footprint, a lack of significant centralized green space between it and the neighboring building, and its high density of 45 units (in an approx 40,000 sq ft building) compared to the surrounding context of 3-family, 3-story housing (approx 3,500 sq ft buildings). Please see more accurate context photos (than the developers') here: https://drive.google.com/open?id=1QewMrNlF6q065n2Qq12vYu-crO2YmS_k . Further, overall this proposal does not comply with the Plan: JP/ROX guidelines for this area. Exceeding the 45' Plan: JP/ROX height limit (as well as the existing 35' industrial zoning limit), it will dwarf the neighboring smaller-scale triple deckers on Brookley. It is an unusual lot comprised of an entire block, so which yard areas are front, rear or side are up to interpretation, however it has minimal setbacks on all sides (much smaller than Plan: JP/ROX requirements for residential buildings). This project should at the least mimic existing residential housing setbacks. Neighbors across the street from this project on Stedman will be in the shadow of this building much of the year (please see shadow studies presented at the BPDA Public meeting on October 24). The narrowness of Stedman (private road, only 30' wide) in combination with the great height and minimal setbacks exacerbate this problem. In addition, the distance between the 10 Stonley building and 76 Stonley (a 47' tall building under construction to the south) will only be 12' 8," creating a narrow, dark, unappealing alley that could otherwise be a pleasant pocket park or connecting path (as prescribed and illustrated in Plan: JP/ROX on p.163, see graphic here https://drive.google.com/open?id=1a3rNyHp3t4N0oL44hWYcAk1pmn6E3iS_). Through all the iterations of their plans, the developers have not reduced the footprint of the building or the number of units. They have simply reconfigured the unit type by increasing small units and decreasing larger family-friendly units. All of the above do not address the Plan: JP/ROX guidelines that state: -"Ensure an appropriate transition of scale...from new buildings to the existing Stonybrook residential neighborhood" PLAN: JP/ROX, p.162 - "Mitigate the urban canyon effect and overshadowing surrounding neighborhoods" PLAN: JP/ROX, p.114

					-"Respect smaller neighborhood context" PLAN: JP/ROX, p.114 -"New buildings should generally reinforce existing street wall conditions..." PLAN: JP/ROX, p140 -etc., etc...please see relevant text selections at the end of this comment. Just finally in mid-November, after receiving much negative feedback at their only BPDA Article 80 public meeting, the developers stepped back the fourth floor that faces Brookley Road. This is very welcome and the first deeply significant progress in the negotiations, but I would still like to see the Stedman side addressed accordingly, where the proposal greatly impacts neighbors' quality of life, and will set a precedent for nearby properties. I suggest eliminating the four 4th floor units on the Stedman side so that the height steps up toward Washington Street from 3 stories on Stedman to 4 stories on Stonley. I also suggest eliminating the eight remaining units on the side of the building facing 76 Stonley to not only reduce the unit count but also create much needed light, air, green space, and a crucial break in the streetwall between these two very large structures (also recommended by Plan: JP/ROX on page 134). The 3-bed unit and the 2 artist live-work units currently on the 76 Stonley side should be preserved and re-allocated elsewhere in the building. My suggestion would be to locate all the live-work spaces on the Brookley side, on 1st-2nd floors. Because these formerly industrial sections of Stedman and Stonley are essentially new parts of the neighborhood being created from scratch, I would also like to see an on-street parking plan for Brookley, Stedman, and Stonley. Currently there are no clear parking areas on Brookley between Stedman and Washington, or on Stedman and Stonley south of Brookley. Further, creating new green space here, where there will NEVER be another opportunity to do so, is a crucial element in good neighborhood planning. In addition to asking for your serious consideration and enforcement of the above requests, I request that the BPDA extend its comment period and not vote on this project until the SNA's 10 Stonley subcommittee works out these issues with the developers in order to improve their proposal. More significant changes need to be implemented to create a project that truly benefits the existing neighborhood surrounding it, and to actually fulfill the BPDA's own planning for this area. Please see relevant selections from Plan: JP/Rox here: https://drive.google.com/open?id=1Pe2qu2V5CleTHtbMivI07vIPTrQXviHB
11/29/2019	Jonathan	McCurdy		Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/29/2019	Heather	MacLean	Ms.	Oppose	As a resident of the Stonybrook Neighborhood in Jamaica Plain, please accept my comments on the 10 Stonley development: I oppose the project as currently designed but would be in support of the project if it was modified. I am in agreement with the feedback provided by the Stonybrook Neighborhood Association (SNA), my neighborhood's community group, in their opposition to the project and their suggestions for improving the current plan. I would be in support of the project if the following issues were addressed. First, reduce the canyon effect of such a large building by creating more space between it and the three-story buildings that surround it. Second, increase the amount of green space through two means. First, increase the setbacks to comply with the residential zoning code, and echo the setbacks of the existing properties. Second, add a small pocket park, as suggested by the city in Plan JP/Rox (source: http://www.bostonplans.org/getattachment/12d03f9b-3cf2-4722-8b82-af8395df96b6, p. 163). Thank you for your consideration of my comments. Regards, Heather MacLean
11/29/2019	Todd	Gallentine		Oppose	I oppose this development as it does not conform to the neighborhood look and feel.
11/29/2019	Kathleen	Nagle		Oppose	I oppose the project as currently as currently designed and I want the BPDA Board to delay its vote until the developer addresses the changes that the SNA (Stoneybrook Neighborhood Association) 10 Stonley Brook Committee is currently asking for. It is incumbent upon the developers to address these changes.

11/29/2019	Mary	Piper		Oppose	I would prefer the building had more space between the building and the street and neighboring buildings. With the building having little space to the road or the neighboring buildings, it will take away from the family feel of the neighborhood with less green space.
11/29/2019	Peter	Fraunholtz		Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.The current design is way too big for that space. It is more suitable for Washington Street. There is already a lot of traffic on Brookley and this will make it worse. There needs to be more trees on that space to help with the long-term air quality and health of the neighborhood.
11/28/2019	Michael	Babcock	Stonybrook neighbor	Oppose	I oppose this project: -it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with too little setback. There is only about 12 feet between it and 10 Stonley' s proposed building! -its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley
11/28/2019	Jenny	Nathans		Oppose	Dear BPDA board, I oppose the project as currently designed, and ask that the BPDA board delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. Thank you. Sincerely, Jenny Nathans
11/27/2019	Erin	Gallentine	Resident	Oppose	This project is absurdly out of scale with the neighborhood. I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/27/2019	Suman	Mukherjee	SNA	Oppose	The project is totally misfit in our neighborhood. Lack of green space, inadequate parking spaces, size of the building will heavily damage our environment, peace and dynamics of our nice quiet neighborhood. This project is not for Jamaica Plain.
11/27/2019	Sandra	Jordan		Oppose	Oppose until the developers address the requests from the SNAssociation.
11/27/2019	Carla-Lisa	Caliga	SNA, JPNDC	Oppose	The comment period should have been extended. The developers are nicer than some & have made some accommodations. However the size & density of the project is very concerning. The issues raised by the SNA are very valid. While I realize the developers need to make a profit maybe they need to make a little less of a profit so that we can live better in this neighborhood. In other words it comes down to greed versus quality of life.
11/27/2019	Harry	C		Oppose	Shockingly out of place for a 3-family neighborhood
11/27/2019	Marjorie	Charney	Woodbourne Neighborhood Association	Oppose	I VEHEMENTLY oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/27/2019	Wendy	McCarthy		Oppose	I oppose this project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. The developers have not been very responsive to SNA's concerns.

11/27/2019	Susan	Pranger		Oppose	As a member of the JP/Rox Neighborhood Alliance that worked hard to include appropriate design guidelines to protect adjacent residential areas, I am opposed to the 35 Brookley/10 Stonley project as currently designed, and request that the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for, especially their request for increased setbacks at the perimeter of the building, reduced height, and increased usable open space as required to comply with JP/Rox guidelines.
11/27/2019	Matthew	Pires	03/20/1988	Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/27/2019	Karla	Monkevich	Stonybrook Neighborhood Association	Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/27/2019	Daniel	Thomas		Oppose	The BPDA held a long and involved process to establish design guidelines for Plan JP/Rox, and we were intimately involved in those discussions. We are terribly disappointed that developers are NOT being held to these guidelines regarding open space, setbacks and stepbacks, which were put in place to mitigate the impact of larger developments upon the existing 1-3 family houses in the neighborhoods. This project does not meet the current zoning protections, and does not address the design guidelines of Plan JP/Rox. We oppose the project as currently designed, and encourage the BPDA deny this proposal until it complies with the design guidelines, or meets the changes requested by the Stonybrook Neighborhood Association.
11/27/2019	Donna	Tremonte	Brewery Neighborhood Association	Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/27/2019	Luis	Palermo		Oppose	Inappropriate in scale. Does not fit in with the neighborhood
11/27/2019	Kevin	Zheng		Oppose	There needs to be more parking added. 21 parking spaces for 45 units is going to have an adverse impact on the already congested parking situation in the neighborhood.
11/27/2019	Delhia	Emanuel	Woodbourne Neighborhood Association	Oppose	Hello BPDA, I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. Despite a number of meetings and presentations, the developers of 10 Stonley have made little significant changes to the size of the project in response to SNA feedback. The building, which is 4 stories/almost 50 feet tall and 40,000 sq ft in size, has 45 rental units, and abuts much smaller scale 3-story/35 foot, 3-family housing. The project has a number of positive points including 10 affordable units (5 of which will be artist live/work units), its design has evolved in a positive way, and it now has a public art component (though we didn't ask for this), however the following core problems have not been addressed by the developers since first hearing feedback from the neighborhood in May: -it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with little space around it so there is only about 12 feet between it and 10 Stonley's proposed building! -its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley. Sincerely, Delhia M. Emanuel

11/26/2019	Michael	Torocsik	Stoney Brook Neighborhood Association	Oppose	Updated comment: After some compromise with setbacks and architectural design elements, the building remains too big and too dense for this lot and surrounding neighborhood. This structure does not gradually increase density in the Stonybrook neighborhood as according to JP/ROX; but rather bumps a large development with 45 units up against a neighborhood of triple deckers. Parking overflow will have to dump into the surrounding neighborhood which is not equipped to handle it. A three story development with sufficient parking would be a much better fit here. Opposed.
11/26/2019	Laura	McCune-Poplin		Oppose	I'm tired of all the massive apartment complexes going up around my neighborhood. Soulless buildings that are enormous and irresponsible. Where money and profit are valued above quality of life and sustainability. We don't need more people with more cars. We need committed neighbors. We need contractors to build buildings they wouldn't mind having next door to their own house. We need resources like fresh bakeries and grocery stores to keep pace with population increases so JP doesn't become a food desert. We need current laws and codes to be respected. And no exemptions regardless of how much money is available for lining pockets!
11/26/2019	Jim	KEARNEY		Oppose	Good evening, I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. It is an unreasonably sized building for the area, there are not enough 3-BR units, and the green space has been all but removed to accommodate an oversized building with way too many units. Rhanks for taking the appropriate time to review. Best, Jim
11/26/2019	Denise	Feeney		Oppose	oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for.
11/26/2019	David	Vitale-Wolff	Stony Brook Neighborhood Association	Oppose	This is way too big. oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. -it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with little space around it so there is only about 12 feet between it and 10 Stonley's proposed building! -its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley -other aspects of this project do not comply with Plan: JP/Rox guidelines, the BPDA's own planning document for this area. The BPDA is supposed to be enforcing these guidelines when they review development projects. The guidelines violations are the above issues of height, setbacks, step backs and green space, as well as the lack of appropriate transitioning in size and density down to existing small scale housing. Among other changes, I would like 1. increased setbacks on all sides, including removing the 8 units on the 76 Stonley (south) side, as well as the 4 units on the 4th floor on the Stedman side that faces the 3-families. This reduces height and density and increases green space. 2. increased front, side and rear yard setbacks to comply with residential zoning code and mimic existing housing setbacks.

11/26/2019	Aviv	Kazerwolff	SNA	Oppose	This is way too big. oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. -it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with little space around it so there is only about 12 feet between it and 10 Stonley's proposed building! -its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley -other aspects of this project do not comply with Plan: JP/Rox guidelines, the BPDA's own planning document for this area. The BPDA is supposed to be enforcing these guidelines when they review development projects. The guidelines violations are the above issues of height, setbacks, step backs and green space, as well as the lack of appropriate transitioning in size and density down to existing small scale housing. Among other changes, I would like 1. increased setbacks on all sides, including removing the 8 units on the 76 Stonley (south) side, as well as the 4 units on the 4th floor on the Stedman side that faces the 3-families. This reduces height and density and increases green space. 2. increased front, side and rear yard setbacks to comply with residential zoning code and mimic existing housing setbacks.
11/26/2019	Felicia	Kazer	SNA	Oppose	I oppose the project as currently designed, and want the BPDA board to delay its vote until the developers address the changes that the Stonybrook Neighborhood Association's 10 Stonley subcommittee is asking for. -it is inappropriate in scale, and doesn't fit into the existing smaller neighborhood housing context -it will create a canyon effect on Brookley, Stedman and Stonley because it is far taller than the 3-families next door -it will block light and air, and create an imposing wall along Brookley, Stedman, and Stonley. 76 Stonley next door (also 4 stories) was built with little space around it so there is only about 12 feet between it and 10 Stonley's proposed building! -its footprint is very large with minimal setbacks (it's close to the street on all sides) so it will have no significant green space - even though the city drew up plans that include a small pocket park on this property. -there is no street parking plan for Brookley, Stedman, and Stonley -other aspects of this project do not comply with Plan: JP/Rox guidelines, the BPDA's own planning document for this area. The BPDA is supposed to be enforcing these guidelines when they review development projects. The guidelines violations are the above issues of height, setbacks, step backs and green space, as well as the lack of appropriate transitioning in size and density down to existing small scale housing. Among other changes, I would like 1. increased setbacks on all sides, including removing the 8 units on the 76 Stonley (south) side, as well as the 4 units on the 4th floor on the Stedman side that faces the 3-families. This reduces height and density and increases green space. 2. increased front, side and rear yard setbacks to comply with residential zoning code and mimic existing housing setbacks.
11/20/2019	Eileen	McMahon	Stoneybook Neighborhood Association	Support	I support this project but have a request. I support the project because I think it has been thoughtfully designed and reflects the Stoneybook Neighborhoodl Association concerns. While I appreciate the passive energy efficient solutions they have proposed like air sealing, insulation, thermopane windows, etc. I would like to see it include an active green heating and cooling technologies. At the JPNC meeting last night (Tuesday, 11/20) the development group indicated that they were exploring heating/cooling technologies and leaning towards a gas fired alternative. I urge the group to explore an electrically supplied solution that could be potentially be powered in part by the solar arrays they are proposing for the roof. Thank you! Eileen McMahon

11/19/2019	Paige	Sparks	SNA	Oppose	I would like to take a moment to express concerns regarding this project. While the developers have been professional and have made small adjustments in an attempt to appease the neighborhood, I am concerned about some remaining issues with this project, outlined below: 1) the overall footprint of the building is quite large, and leaves little room for usable green space. I am concerned that this sets a dangerous precedent for future projects in the area. If we all build to the property lines, the neighborhood will feel quite cramped! Additionally, due to a similar issue with the 76 Stonely project, there will be a narrow passage way flanked by 45'+ buildings on both sides, which is not inviting. 2) the proposed parking for this building is well below ratios of similar recent additions to the neighborhood, and is under the recommended number of spots/ unit. Street parking is already quite cramped, and the addition of this building to our street which is currently predominantly triple-deckers will be quite impactful. 3) While no building is an island and living in a city means that we are impacted by our neighbors, the scale of this building will be overly impactful to our neighbors living across Stedman street, as the large footprint and excessive height will shroud them in shadow for much of the year. Stedman street is quite narrow- only about 30', so having a building in excess of 40' will dwarf the other buildings on the street. While the changes the developers have made over the last few months are appreciated, respectfully, they don't adequately address these underlying concerns the neighborhood has, and I ask that a closer look is taken at the overall scale of this project.

11/19/2019	Will	Decaneas		Oppose	The Stonybrook Neighborhood Association (SNA) has been actively working with these developers to try and develop a mutually agreeable plan. While the developers have met with the SNA on a couple of occasion and made some changes, the plan as it currently stands is not supported by the community. Particular concerns that have been raised by the SNA are as follows: the large-scale mass of the building that results from the 49' 9" height, the oversized footprint, a lack of significant centralized green space between it and the neighboringbuilding, and its high density of 45 units (in an approx 40,000 sq ft building) compared to the surrounding context of 3-family, 3-story housing (approx 3,500 sq ft buildings). Further, overall this proposal does not comply with the Plan: JP/ROX guidelines for this area. Exceeding the 45' Plan: JP/ROX height limit (as well as the existing 35' industrial zoning limit), it will dwarf the neighboring smaller-scale triple deckers on Brookley. It is an unusual lot comprised of an entire block, so which yard areas are front, rear or side are up to interpretation, however it has minimal setbacks on all sides (much smaller than Plan: JP/ROX requirements for residential buildings). Neighbors across the street from this project on Stedman will be in the shadow of this building much of the year (please see shadow studies attached). The narrowness of Stedman (private road, only 30' wide) in combination with the height and setbacks exacerbate this problem. In addition, the distance between 10 Stonley and 76 Stonley (a 47' tall building to the south) will only be 12' 8," creating a narrow, dark, unappealing alley that could otherwise be a pleasant pocket park or connecting path (as illustrated in Plan: JP/ROX on page 163). Through all the iterations of their plans, the developers have not reduced the footprint of the building or the number of units. They have simply reconfigured the unit type by increasing small units and decreasing larger family-friendly units. All of the above do not address the Plan: JP/ROX guidelines that: -"Ensure an appropriate transition of scale...from new buildings to the existing Stonybrook residential neighborhood" PLAN: JP/ROX, p.162 -"Mitigate the urban canyon effect and overshadowing surrounding neighborhoods" PLAN: JP/ROX, p.114 -" Respect smaller neighborhood context" PLAN: JP/ROX, p.114 -"Reinforce the existing residential fabric by adding new public open spaces..." PLAN: JP/ROX, p.114Just finally last week, after receiving much negative feedback at their first BPDA Article 80 public meeting, the developers stepped back the fourth floor that faces Brookley. This is very welcome and the first deeply significant progress in our negotiations, but the subcommittee would still like to see the Stedman side addressed accordingly, where the proposal greatly impacts neighbors' quality of life, and will set a precedent for nearby properties. We suggest eliminating the four 4th floor units on the Stedman side so that the height steps up toward Washington Street from 3 stories on Stedman to 4 stories on Stonley. We also suggest eliminating the seven remaining units on the side of the building facing 76 Stonley to not only reduce the unit count but also create much needed light, air, green space, and a crucial break in the streetwall between these two very large structures (also recommended by Plan: JP/ROX on page 134). The 3-bed unit and the 2 artist live-work units currently on the 76 Stonley side should be preserved and re-allocated elsewhere in the building. Because these formerly industrial sections of Stedman and Stonley are essentially new parts of the neighborhood being created from scratch, neighbors would also like to see an on-street parking plan for Brookley, Stedman, and Stonley. Currently there are no clear parking areas on Brookley between Stedman and Washington, or on Stedman and Stonley south of Brookley. In addition to asking for your support on the above requests, the subcommittee hopes you will join us in our request that the BPDA extend its comment period and not vote on this project yet, so that the subcommittee can continue to work with the developers on improving their proposal. More significant changes could be implemented to create a project that truly benefits the existing neighborhood surrounding it. Thanks for your consideration, Will

11/19/2019	Anthe	Kelley		Oppose	The scale and congestion of these projects that are cropping up in every available lot in JP don't seem that sustainable. Who are they catering to? How is a small, compact neighborhood supposed to absorb that number of residents? Who are the intended residents? What is the unit price-range? Are they intended to be occupied by wealthy bikers without children? It's a little confusing quite honestly what the logic is. (other than an opportunity to build and profit) Are all these new constructions even occupied??
11/19/2019	Royce	Abel		Oppose	Adjustment to lower building on brookley was a positive change. First major compromise. Overall footprint is too large and hasn't changed. Too tall overall and exceeds the 45' limit. Adjustments didn't help potential parking issues. Still has 45 units even with adjustments.
11/17/2019	Ruth	Page		Oppose	This building feels too big for the scale of the neighborhood. It is proposed for a lot that sits across the street from triple deckers. It's great that they are proposing some moderate-income rents, but I think the scale disrespects the character of the existing neighborhood. Further, I do not support the developers' request to reduce setbacks. In fact, they should be required to increase the setbacks, create ground-level (instead of just roof-deck) opportunities for community members to gather, and create more green space.
11/17/2019	Paul	McBride		Oppose	This building is too tall. The density is too great. This is fine for Washington St., but not adjacent to triple deckers. It's uncomfortable that residents are having to argue with the city to maintain the zoning restrictions. For all the variances, these developers provide no benefit to the neighborhood. This is a net loss.
11/7/2019	Robert	Kerth		Support	This looks great, and I'm impressed by the level of affordability they're incorporating. Would be happy to see this in the neighborhood.
10/30/2019	Perry	Paolantonio		Support	This is an important project. It's currently an industrial wasteland and will provide much needed additional housing stock in the neighborhood, including affordable housing. I'm strongly in support of this project.
10/30/2019	Robert	Orthman		Support	This is a good project that should be approved. It will replace an old industrial site with needed housing. The project meets the PLAN JP/ROX guidelines for affordability. The height is slightly above what is allowed but makes sense in order to meet the affordability metrics and step down design-wise. The parking ratio is appropriate for a site close to transit. Please approve this, thank you.
10/27/2019	Zack	DeClerck		Support	Dear BPDA, This project, located right around the corner from Forest Hills Station (especially from the new southern headhouse!), is exactly the sort of infill our neighborhood needs in what is currently underutilized space. The "affordable" units set for this project meet the ambitious goals of JP/Rox and succeed the city requirement and what is built at-right. This is all very important for our neighborhood and the housing crunch we continue to feel. While I would support less parking, this ratio is OK for the location. Thanks, Zack DeClerck
10/26/2019	Eric	Herot		Support	I strongly support this project. It's just what the neighborhood needs and I like that it doesn't include too much parking.
10/25/2019	Michael	Torocsik	SNA Project Subcommittee member	Oppose	As an abutter I must say I worry about the amount of cars this huge building with come with. Parking along Brookley, Stedman, and Stonely is already impossible, and the amount of parking spots (17) vs units (49) is not enough. MetroMark, right next to the Forest Hills T stop, provides parking for 180 cars (with 280 units), and the rest park on Washington Street. Residents of 10 Stonely will be forced to park along Stedman and Brookley in the surrounding neighborhood, which are already filled with parked cars. FInally, this lot too small for such a giant building with such high density, and does not allow for the gradual density transition laid out in the JP/Rox Plan. Opposed.

10/24/2019	Eva	Kaniasty		Support	I live around the corner from this development, and I want to express my full support. The re-development of this whole area cannot come soon enough. I hope that the BPDA approves the development as soon as possible.
10/24/2019	Benita	Brahmbhatt		Oppose	Building way to big for property; Too close to proposed sidewalk; no open space. Too tall for neighborhood
10/24/2019	Alexandra	Ross		Oppose	The size and density of this building is incredibly concerning to me. Not only is it out of line with the rest of the neighborhood, but it will create significant traffic and parking issues. In addition, the variances asked for are wide, and it will affect every current resident.
10/24/2019	WYLEY	PROCTOR		Oppose	The proposed building is far, far too large for the parcel. The setbacks are far smaller than should be required under the zoning rules and totally inconsistent with the neighborhood. It is far too tall, as well; well over 50 feet with the elevator structures.
10/24/2019	Sonja	Vitow		Oppose	This structure is far too big for the neighborhood to sustain, and does not fit in with the existing structures. It will have a huge, negative impact on those who already live in the neighborhood, and will not provide nearly enough housing for families given how enormous it will be.
10/24/2019	Anthony	Leonardi		Oppose	This building would be too tall and have far too large a footprint to be a reasonable addition to this neighborhood. Additionally any construction in that area should match the rest of the neighborhood in terms of distance from the curb.
10/24/2019	Trevyn	Langsford		Oppose	While Boston desperately needs more housing, this project stretches the limits of what the Stonybrook neighborhood can handle. The architecture of the building in no way resembles the surrounding triple-deckers and sticks out like a sore thumb. While the project ticks the "more units" box, it does not provide the diversity of units needed for the neighborhood. There needs to be a mix of studio, one, two, and three bedroom units to support populations ranging from students to families with multiple children. Speaking of families, there is absolutely no green space! When the developers presented to the neighborhood association, they tried to pass off the small (and not zoning-approved) amount of setback as enough green space. Children don't play in 3-foot wide rectangular strips of grass next to a road! That's not safe! A project of this size needs to provide ample green space for residents to enjoy and take advantage of. Why not something slightly smaller-scale? Approximately 32 units, with a variety of bedroom counts, would serve the community much better, increase the amount of green space on the lot (maybe even room for a pocket park!), reduce the "canyoning" effect of a large building on Brookley road, and and still add desperately needed units of housing to Boston's shortage. Leave these large scale developments for lots adjacent to Washington St, not on the side streets extending into the neighborhood. We, as a city, need more housing stock. But building units for the sole sake of building units is a naive approach. Residents not only need housing, they need housing with dignity. They need a community, not just a box to live in. There needs to be green space, retail, complete-streets, etc. The developers on this project have not adequately worked with the neighborhood to address concerns. Please help the Stonybrook Neighborhood Association, which has a history of non-opposition to housing projects, fight for more housing that treats residents as people instead simply a money-making opportunity. You can find the SNA's response to the development here: https://drive.google.com/file/d/1SClJ7S-0iiYNdlK3P4xxXK2cAJMQ0mNc/view

10/24/2019	Peter	Conti		Oppose	I appose the current design in scale primarily but also in other deviations from plan JP rox. The building as designed essentially prevents that road from ever having a good balance of side walk, bike path, and car road. There's also no way parking spots could fit on the road as well. The building footprint just doesn't work with the city's plan for increased bike/walk-ability, doesn't meet the neighborhood need for more green space, and disregards the general plan jp/rox approach. Given the neighborhood, four stories is too much. Three would be acceptable. This plan is clearly addressing the need for housing, but isn't doing so with any context or appreciation of the neighborhood, and actively prevents real long-term value-adding approaches to encouraging walking and biking, and using green space.
10/23/2019	Shannon	Hourigan		Oppose	I live on Brookley Rd. This street is primarily small scale, historic, multi-family and single family homes. This building is far too tall for this residential neighborhood - it is both very large and far exceeds the 35' height restriction for abutting 3F homes. This building should comply with Brookley 15' residential setbacks and height restrictions to avoid a canyon effect. This building, in addition to others being built and proposed, risk creating a wall of buildings without any green space. JP/Rox includes this open space element (pg 163) in order to prevent a potentially continuous wall of large buildings along Stedman and Stonley, and to provide for a pedestrian/cyclist connection from the neighborhood out to Washington St. Because there is currently no outlet for dead-ended Stedman and Stonley, increased space behind 35 Brookley would provide a welcoming addition to the walkway already planned along the north side of 76 Stonley. BPDA needs to hold more meetings and extend comment period.
10/23/2019	Surabhi	S		Oppose	The project is not in keeping with the general nature of the neighborhood which is all triple deckers and geared towards families. The project violates several setback requirements, is massive in size and utilizes the entire lot with no/limited green space (again, not in keeping with the rest of the neighborhood). It is dense and there are not enough parking lots allocated - this will add further to traffic complications on an increasingly busy street. I would like the review and comment period to be extended so that the neighborhood can have time to weigh in on the matter and also to implement the changes proposed by the SNA 35 Brookley subcommittee. Thank you and sincerely, Surabhi
10/23/2019	Rosetta	Martini		Oppose	How can you say it's affordable housing when our small businesses (Like Doyle's and the Drinking Fountain) couldn't survive. These developers are raping our Stoneybrook neighborhood at a pace that's out of control. Every parcel of open land in our neighborhood has a new building on it and some of them are huge and ugly. These developers are driving us out of the community. Enough is enough. Rosetta R. Martini
10/22/2019	Max	Glikman		Support	My name is Max Glikman and I live at 7 Glenvale Ter in Jamaica Plain. I have reviewed the 35 Brookley Road SPRA application and fully support the 46 units of proposed mixed-income housing at that location. The current use is no longer suitable for that location and we need more mixed-income housing in Jamaica Plain. The proposal for this location will also provide additional community benefits such as new sidewalks (where there currently aren't any), green space and a nicely designed building. And most importantly, the ability to add 10 IDP units to JP without any public subsidy is a tremendous opportunity. It fully meets the requirements of Plan JP/Rox. Again, I fully support the proposal for 35 Brookley Road.
10/18/2019	Paul	McBride		Oppose	The neighborhood is 3 stories. The association has clearly stated the proposed building is too tall. This is bad for the neighborhood. I will oppose.
10/17/2019	Anonymous	Anonymous		Neutral	Should this plan be considered along with a larger development strategy for the bus yard along Washington Street? According to the "Plan JP/Rox" document, the bus yard is a significant portion of the potential long term development strategy of this area. A piecemeal development without considering the overall picture of this neighboring parcel just doesn't make sense.

10/17/2019	Royce	Abel		Oppose	This building is too large for the space. Too tall!!!! Too large of a foot print Distance from Building to Brookley is too short. The edge of the building should align with the neighbors. Just because the developers say it must be this large to build doesn't mean it should be built. We are very supportive of more density, but this is too dense. Let another developer figure it out. MeteoMark isn't even full. More rentals isn't what the area needs. Developers are very friendly which is nice □
10/14/2019	Emma	Wright		Oppose	Hi, I'm a direct abutter and currently oppose this project as designed. It's too large for the property, does not allow for adequate green space, and is too tall. If the developers can reduce the scale and increase the setbacks from the road I will eagerly support the project. I look forward to the public meeting and learning more about how the developers will compromise with the community then. Emma
9/16/2019	Christopher	Luongo-Zink		Support	I am one of the five most direct abutters to this project. I am in full support of this proposal, the current site is blight at best.

Washington Street Business Group

SEPT. 10, 2019

TO ZBA CITY OF BOSTON.

TO WHOM IT MAY CONCERN,

WE WOULD LIKE THE ZBA KNOW THAT THE BROOKSTED GROUP APPEARED BEFORE THE WSBG MEETING OF 9/10/19. WE WOULD LIKE TO GO ON RECORD AS SUPPORTING THIS PROTECT ON 35 BROOKLEY ROAD IN JAMAICA PLAIN THEY RECEIVED FAVORABLE RESPONSE FROM OUR GROUP

SINCERELY,

Andy Schell

SECRETARY WSBG
ANDYSCHELLELKS@GMAIL.COM

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Rd - Need for Lower AMIs in Affordable Units, and Extended Time to Analyze This Alternative

Keep it 100 for Real Affordable Housing and Racial Justice <eglestonaffordablehousing@gmail.com> Fri, Nov 29, 2019 at 7:35 PM
To: aisling.kerr@boston.gov
Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@boston.gov, tim.davis@boston.gov, sheila.dillon@boston.gov, mayor@cityofboston.gov, Liz Malia <rep.lizmalia@hou.state.ma.us>, Matthew O'Malley <matthew.omalley@boston.gov>

To: Aisling Kerr
Subject: 35 Brookley Rd - Need for Lower AMIs in Affordable Units, and Extended Time to Analyze This Alternative

Keep It 100 for Real Affordable Housing and Racial Justice opposes the current proposal for 35 Brookley Rd. The developer has said they would work with our group and the BPDA to look into an alternative affordability scenario which would slightly decrease the required percentage of affordable bonus units, in exchange for deepening the AMI's of the affordable units. The developer has told our group that they are revising the square footage of the project and that the affordability requirements will change as a result; they said that in order to work on the alternative affordability scenario, they would share the new square footage with us. However, they did not provide us the new information before the end of the comment period. We ask that the BPDA extend islithe comment period in order to allow for comments after additional information is provided by the developers.

We thank the BPDA and Tim Davis for their work calculating the affordability requirements of Plan JP/Rox for multiple projects since 2017, being transparent with these calculations, and ensuring that developers follow the requirements. This has included ensuring that Plan JP/Rox affordability requirements are followed for 114 units at 197 Green St, 121 Brookside Ave, 50 Stedman St, and (still under review) 3326 Washington St.

The BPDA has also approved or begun reviewing 330 units of 100% affordable housing at Holtzer Park, 3368 Washington St, and 1599 Columbus Ave, and DND and the City are committing a large amount of resources to support 157 30% AMI units at 3368 Washington St. This combination of high amounts of non-profit, 100% affordable housing with high affordability requirements for private developments is what is needed to ensure that new development is affordable to neighborhood residents and to ensure that we help protect the racial and economic diversity of the neighborhood.

We thank the Mayor, the BPDA, and DND for conversations that occurred in 2017, which were affirmed earlier this year, where the City agreed that there was an alternative affordability formula that included units at lower AMI's in exchange for a slightly smaller affordability percentage. Mayor Walsh, Lauren Shurtleff, Devin Quirk, Tim Davis, and Sheila Dillon were involved in these conversations, along with representatives from Keep It 100 and neighborhood associations. Sara Myerson (then the BPDA's Director of Planning) and Lara Merida (then the BPDA's Deputy Director of Community Planning) also participated in these conversations. The City agreed to the following:

- Plan JP/Rox's affordability requirements (following the IDP for the allowed FAR, and then requiring 30% of bonus units beyond the allowed FAR to be affordable at an average of 50% AMI) are financially equivalent to following the IDP for the allowed FAR, and then requiring **27.5%** of bonus units beyond the allowed FAR to be affordable at an average of **40% AMI.**
- The BPDA wanted to wait to formally adopt this change until a public process where the community could weigh in. In the mean time, they said they would be willing to present this option to developers.

Requiring bonus units at an average of 40% AMI would allow for bonus units at 30-50% or 30-60% AMI, rather than 30%, 50%, and 70% AMI. These lower incomes better match the incomes in the Jamaica Plain/Roxbury/Egleston community, where the typical household makes less than about $40,000 a year, and people of color make even less.

Although we know that the developer may be changing the square footage of the project, based on the information in its original submission:

- With the Plan JP/Rox requirement that 30% of bonus units are affordable at an average of 50% AMI, the project must have 5 affordable units at 70% AMI, 2 affordable units at 50% AMI, 3 affordable units at 30% AMI, and a $146,051 payout.
- With the alternative requirement that 27.5% of bonus units are affordable at an average of 40% AMI:
  - the project has 19.49 base units and 26.51 bonus units
  - 13% of the base units, or 2.53 units, must be affordable at 70% AMI
  - 27.% of the bonus units, or 7.29 units, must be affordable at an average of 40% AMI
  - there is no payout
  - rounding, this gives 3 units at 70% AMI and 7 units at an average of 40% AMI
  - the 7 units could be obtained with a mix of 3 units at 30% AMI, 2 units at 40% AMI, 1 unit at 50%, and 1 unit at 60% AMI

A document showing these calculations is attached. When the new square footage of the project is determined, a similar calculation can be done to determine what mix of units at lower AMI's could be required.

We call for the following:

- If the square footage remains as originally proposed, then instead of requiring a $146,051 payout and 10 affordable units, eliminate the payout requirement and instead require 3 units at 70% AMI, 1 at 60% AMI, 1 at 50% AMI, 2 at 40% AMI, and 1 at 30% AMI.
- If the square footage decreases from the original proposal, then still apply a formula that requires 27.5% of bonus units to be affordable at an average of 40% AMI.
- The BPDA should extend the comment period so that the developer can fulfill its commitment to share information with Keep 100 and the JP Neighborhood Council Housing and Development Committee on revisions to the project's square footage, and to work on an alternative affordability scenario with units at lower AMI's (and a slightly smaller percentage of affordable units).
- The developer should continue working with the Stony Brook Neighborhood Association to strengthen the design of the project and better address concerns residents have raised.

Also, given the number of affordable units that have been designated as artist units in recent developments, we believe that a community-approved plan must be developed for balancing affordable artist units with affordable units that are not restricted to artists, because many individuals, households, and families who face or have faced displacement in the neighborhood do not qualify for artist housing. We look forward to continued conversation about this balance.

Density Bonus Calculations - 35 Brookley aka 10 Stonley.pdf
49K

Massachusetts
Housing
Investment
Corporation

21 Custom House Street
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Boston, MA 02110
(617) 850-1000

Guilliaem Aertsen
Chairman

Joseph L. Flatley
President and CEO

November 22, 2019

Mr. Mathieu Zahler
MPZ Development
499 Adams Street #527
Milton, MA 02186

Re: 35 Brookley Road, Boston (the "Project")

Dear Matt:

Thank you for your interest in having MHIC provide financing for the development of 35 Brookley Road in Jamaica Plain. MHIC welcomes the opportunity to work with you on this transit-oriented mixed-income residential development. It is our understanding from the information you have provided to us that this development consists of the new construction of 45 units of housing, including five (5) units affordable to households earning 70% or less of area median income (AMI), three (3) units affordable to households earning 50% or less of AMI, and two (2) units affordable to households earning 30% or less of AMI. The remaining 35 units will be unrestricted. Five of the deed-restricted units will be targeted to artists. The proposed development will provide much needed affordable and moderately priced, transit-oriented housing, and will improve the walkability of the neighborhood. The potential benefits to the community in terms of long-term health outcomes are of particular interest to us.

Based on the information we received, the total development cost of the Project, excluding acquisition cost, is approximately $14.8 million. You anticipate the project will support construction period loan financing of $8.9 million and permanent first mortgage financing of $9.8 million from a bank or a quasi-public financial institution. You expect the development partners to provide 10% of the $5.9 million of equity needed to complete the project and are seeking a $5.3 million equity investment from the Healthy Neighborhoods Equity Fund II (HNEF II). Our HNEF program provides economic equity to transit-oriented development projects that are likely to result in improved health outcomes for the community. We are in the process of closing out our first HNEF fund and launching HNEF II. Based on the information we have the Project is an excellent fit for HNEF II. We have reviewed your assumptions for the Project and we have found them to be reasonable and consistent with our underwriting guidelines. Based on the current operating pro-forma, it is anticipated that the project could support the requested $5.3 million in HNEF II equity.

This letter is an indication of interest to provide the above detailed financing, subject to availability of funding, completion of normal and customary due diligence, and approval of our Board of Directors. We are very interested in supporting your development of 35 Brookley Road and feel strongly that it will improve the quality of life in this area. We wish you the best of luck with this project.

Sincerely,

Kathleen McGilvray
Director of Investment

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Road

Abraham Landau <abraham.landau1@gmail.com> Wed, Oct 23, 2019 at 10:38 AM
To: aisling.kerr@boston.gov

Dear Ms. Kerr,

My name is Abraham Landau and I live at 101 Montebello Rd #1 in Jamaica Plain. I have reviewed the 35 Brookley Road SPRA application and fully support the 46 units of proposed mixed-income housing at that location. The current use is no longer suitable for that location and we need more mixed-income housing in Jamaica Plan. The proposal for this location will also provide additional community benefits such as new sidewalks (where there currently aren't any), green space and a nicely designed building. Again, I fully support the proposal for 35 Brookley Road.

Thank you.

Sincerely,

Abraham Landau

On 8/3/19 I rode in the Pan-Mass Challenge to help fight cancer. If you are interested in donating please visit http://pmc.org/AL0271

Sent from my iPhone

BILL REYELT

121 CHESTNUT STREET
BROOKLINE, MA 02445
(617) 699-7872

24 KENTON ROAD
JAMAICA PLAIN, MA 02130
william.reyelt@gmail.com

November 29, 2019

Aisling Kerr
Project Manager
Boston Planning and Development Agency
One City Hall Plaza
Boston, MA. 02201

Re: Brooksted LLC proposal for 10 Stonley Rd. (F.K.A., 35 Brookley Rd.)

Dear Ms. Aisling:

As the owner of a property in the surrounding Stonybrook neighborhood and someone who has attended several meetings regarding this project, I am writing to express my support for the proposal for 10 Stonley Road by Brooksted LLC. The multifamily project will clean up a contaminated underutilized industrial parcel and create desperately needed housing in a walkable, transit-rich location, and it does so in a way that provides a sensitive transition to an appropriately higher density.

The proposed residential use would require the beneficial remediation of soils contaminated from years of industrial use. In addition, while well-integrated, light industrial uses can be compatible with residential and other transit-oriented uses, the particular existing, low-density, single-use format does not take sufficient advantage of its proximity to a major transit corridor or adequately leverage the enormous, associated public investment. In comparison, the proposed multifamily residential use will create forty-five new homes within walking distance of retail, services, local employment opportunities and a rapid transit, providing access to the largest concentration of jobs in New England.

More specifically, the proposal would:

- Be substantially consistent with the corresponding height limit specified in PLAN JP/Rox, exceeding by only 5'. At just 1.5 stories taller than the typical three-family, it would not dwarf the adjacent existing residential, and reducing the height any further would almost certainly require a significant loss in the number of units and/or the design quality of those units, potentially putting the feasibility of the project at risk.

- Meet the aggressive affordability requirements of PLAN JP/Rox with 22% of the units affordable at 30%, 50%, and 70% AMI.

- Have little or no shadow impact for all but the immediately adjacent residential and in these limited cases primarily because the existing structure on the site is just one story in height. In contrast, the vast majority of existing residential in the area is already surrounded by other two and three-family structures with corresponding heights of 2.5 to 3.5 stories, and in many cases, even shallower setbacks, so any significant shadow impact on the structures immediately adjacent to 10 Stonley Road is exaggerated by an unusually low baseline.

In summary, I strongly support this project and urge the BPDA to approve without any further reduction in the number of units or other changes that will significantly undermine the feasibility of the project. That said, as this is new construction with a limited number of parcels and property owners on Stonley Road and significant streetscape improvements proposed regardless, I also strongly urge the city to work with the associated property owners and utility companies to ensure that existing overhead utility lines on Stonley Road are placed below grade. This will have far more positive visual impact on the neighborhood than any further reduction in building height. It will also help to declutter the associated new sidewalk, give the new street trees a better chance to thrive, and very likley improve the value of the immediately surrounding properties.

Thank you for any consideration you can give to these concerns.

Sincerely,

Bill Reyelt

Bill Reyelt

cc: Matthew O'Malley, City Councilor
Kristina Ricco, BPDA Senior Planner
Lindsey Santana, Office of Neighborhood Services

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Road

Eliza Sparkes <elizasparkes@gmail.com> Wed, Nov 27, 2019 at 11:19 AM
To: aisling.kerr@boston.gov
Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@boston.gov, tim.davis@boston.gov, sheila.dillon@boston.gov, mayor@cityofboston.gov, rep.lizmalia@hou.state.ma.us, matthew.omalley@boston.gov

Hello,
I am writing to oppose the current proposal for 35 Brookley Rd. At 35 Brookley Rd (10 Stonley Rd). I think instead, the developer should:

- include more 30-50% AMI units, in exchange for eliminating its IDP payout or including a slightly smaller affordability percentage
- make 7-8 units affordable at 30-50% AMI, rather than include about 5 units at 30-50% AMI and make a payout
- continue working with the Stony Brook Neighborhood Association to strengthen the design of the project and better address concerns residents have raised

Including more units at lower income levels and rents would better match community need and neighborhood incomes. This alternative comes from a formula that came out of conversations with the Mayor, BPDA, and DND. I love living in JP. As a middle income resident,I have found most rents in JP to be unsustainable. I pay a high percentage of my income to my rent. The reason i can afford this is because I have a steady salary and no children. However, I value JP because of the diversity of age, ethnicity, and family size of the communities who live here. I don't want JP to become a homogeneous neighborhood of white, English speaking tech people because those are the only folks that can afford the rents. Most households in the JP/Rox area make $40,000 or less. Households with people of color make even less. Units at 30-50% AMI are designed for individuals making less than $23,800-$39,700, or a household of 3 making less than $30,600-$51,000. This matches neighborhood income levels better than 70% AMI ($55,500 for an individual and $71,400 for a household of 3.)

Please help ensure that the developer can prioritize keeping JP diverse and more equitable for all residents.

Many thanks,
Eliza Sparkes
12 Anson St., JP

Aisling Kerr <aisling.kerr@boston.gov>

Support for 35 Brookley Road Project

Gabe Cohen <gabecohen33@gmail.com> Wed, Sep 25, 2019 at 4:20 PM
To: aisling.kerr@boston.gov

Dear Ms. Kerr,

I am writing in support of the proposed development project located at 35 Brookley Road in Jamaica Plain. As a lifelong JP resident, I have witnessed firsthand the rapid changes that both commercial and residential development have brought to our community and I wholeheartedly support projects such as this one, which has prioritized increasing affordable housing for the community.

If you have any questions, please feel free to contact me.

Sincerely,

Gabriel Cohen
79 Paul Gore St, #3
Jamaica Plain, MA 02130

--

Gabriel Cohen
www.tst.als.net/brothers

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Rd project

Lisa Thompson <dentilisa@gmail.com> Fri, Nov 29, 2019 at 11:12 AM
To: aisling.kerr@boston.gov
Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@boston.gov, tim.davis@boston.gov, sheila.dillon@boston.gov, mayor@cityofboston.gov, rep.lizmalia@hou.state.ma.us, matthew.omalley@boston.gov

Greetings,

My name is Lisa, I am a resident of Jamaica Plain. I am writing to oppose the current proposal for 35 Brookley Rd. At 35 Brookley Rd (10 Stonley Rd), the developer should:

- include more 30-50% AMI units, in exchange for eliminating its IDP payout or including a slightly smaller affordability percentage
- make 7-8 units affordable at 30-50% AMI, rather than include about 5 units at 30-50% AMI and make a payout
- continue working with the Stony Brook Neighborhood Association to strengthen the design of the project and better address concerns residents have raised

Including more units at lower income levels and rents would better match community need and neighborhood incomes.

The developer has stated they would be open to making a change that included units at lower income levels / rents, and that they would connect with Keep It 100 and the BPDA about this.

Thank you to the BPDA and Tim Davis for holding new developments to the affordability requirements of Plan JP/Rox; and thank you to Mayor Walsh, Lauren Shurtleff, Devin Quirk, Tim Davis, and Sheila Dillon for conversations where the City agreed that there was an alternative affordability formula that included lower AMI's with a smaller affordability percentage.

I ask that you incorporate these changes because it will help strengthen our community, contribute to diversity in our neighborhood, and create space and stability for folks most impacted by the current housing and displacement crisis.

Thank you,
Lisa Thompson

Forest Hills St.

Aisling Kerr <aisling.kerr@boston.gov>

Comments on 35 Brookley Rd. development - more affordable housing needed

Ruthy Rickenbacker <ruth.rickenbacker@gmail.com> Tue, Nov 26, 2019 at 11:26 PM
To: aisling.kerr@boston.gov
Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@boston.gov, tim.davis@boston.gov, sheila.dillon@boston.gov, mayor@cityofboston.gov, rep.lizmalia@hou.state.ma.us, matthew.omalley@boston.gov

To Aisling Kerr:

I oppose the current proposal for 35 Brookley Rd. At 35 Brookley Rd (10 Stonley Rd) as it currently stands. I live in Jamaica Plain and value a neighborhood, and a city, where working class people can live and thrive. I also know that gentrification disproportionately impacts the people of color in my neighborhood and I believe that affordable housing is both an economic and a racial justice issue.

The developer at 35 Brookley road must:

- include more 30-50% AMI units
- make 7-8 units affordable at 30-50% AMI, rather than include about 5 units at 30-50% AMI and make a payout
- continue working with the Stony Brook Neighborhood Association to strengthen the design of the project and better address concerns residents have raised

Including more units at lower income levels and rents would better match community need and neighborhood incomes. This alternative comes from a formula that came out of conversations with the Mayor, BPDA, and DND.

I would like to thank the BPDA and Tim Davis for holding new developments to the affordability requirements of Plan JP/Rox, and also Mayor Walsh, Lauren Shurtleff, Devin Quirk, Tim Davis, and Sheila Dillon for conversations where the City agreed that there was an alternative affordability formula that included lower AMI's with a smaller affordability percentage.

Please let me know if you have any questions.

Thanks,
Ruthy Rickenbacker
23 Burr Street #2
Jamaica Plain, MA 02130

Aisling Kerr <aisling.kerr@boston.gov>

Better Affordability at 35 Brookley Rd

Sarah Eley <sarahmeley@gmail.com> Fri, Nov 29, 2019 at 6:41 PM
To: aisling.kerr@boston.gov
Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@boston.gov, tim.davis@boston.gov, sheila.dillon@boston.gov, mayor@cityofboston.gov, rep.lizmalia@hou.state.ma.us, matthew.omalley@boston.gov

Dear Aisling Kerr,

I am writing as a concerned JP resident since 2008. I oppose the project as it currently stands of 35 Brookley Rd (10 Stonley Rd).

Over the past eleven years, I have seen many of my neighbors and friends move from the neighborhood because of no longer being able to afford the raised rents. It is very sad to me that a neighborhood, which has a strong history of working for social change and being politically progressive and supportive of its racially and economically diverse community, continues to be developed in such a way that housing becomes less and less affordable. As a result, JP is becoming more of a homogeneous neighborhood of white middle and upper class people and pushing its original residents who are low income and of color, out.

While it has been proposed to include affordable units at 35 Brookley Rd (10 Stonley Rd), the project as it currently stands, overlooks the majority of households in the JP/Rox area, which make $40,000 or less.

Including more units at lower income levels and rents would better match community need and neighborhood incomes. This alternative comes from a formula that came out of conversations with the Mayor, BPDA, and DND.

I believe that in order to sustain affordable housing in Jamaica Plain, the developer should:

- include more 30-50% AMI units, in exchange for eliminating its IDP payout or including a slightly smaller affordability percentage
- make 7-8 units affordable at 30-50% AMI, rather than include about 5 units at 30-50% AMI and make a payout
- continue working with the Stony Brook Neighborhood Association to strengthen the design of the project and better address concerns residents have raised
- Consult further with Keep It 100 and the BPDA about this

nk you to those who have been working to keep JP and Roxbury neighborhoods affordable, and for considering a change to the current project.

Thank you for your time,
Sarah Eley

Pronouns: She/Her/Her's

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Road - support letter

Timothy Reardon <timothy.g.reardon@gmail.com> Tue, Nov 19, 2019 at 11:33 PM
To: aisling.kerr@boston.gov
Cc: lindsey.santana@boston.gov, MATTHEW.OMALLEY@boston.gov, kristina.ricco@boston.gov, a.e.george@boston.gov, michael.f.flaherty@boston.gov, Liz.Malia@mahouse.gov, Sonia.Chang-Diaz@masenate.gov, Carolyn Royce <carolynroyce@gmail.com>, michelle.wu@boston.gov, Mathieu Zahler <mzahler@mpzdevelopment.com>, Jeff Glew <jeff@jglew.com>

18 Beethoven Street
Egleston Square, MA 02119

November 19, 2019

Aisling Kerr
Boston Planning and Development Agency
City Hall
Boston, MA
aisling.kerr@boston.gov

Dear Ms. Kerr,

I am writing to offer my strong support for Brooksted, LLC's proposal for 35 Brookley Road (AKA 10 Stonely Road.) As a 20-year resident of the neighborhood, member of the Egleston Square Main Street Board of Directors, and former member of the PLAN JP/Rox CAC, I am deeply familiar with the housing challenges and development trends in our neighborhood.

I believe that the proposed development at 35 Brookley Road will help to meet growing demand for affordable, transit-oriented housing in our neighborhood. As proposed, 35 Brookley Road will meet the ambitious affordability guidelines of the PLAN JP/Rox plan. The project will create ten affordable units, approximately 22% of the total units. I estimate it would take more than $4 million of city and state subsidy to produce the same number of units through non-profit development.

The proposed parking, density, and height are very appropriate given the building's location and its context in a rapidly developing area. At 49', the building is very slightly above the PLAN JP/Rox height limit for the site but still quite appropriate as a transition between much higher development anticipated for Washington Street and the residential neighborhoods behind.

The developers have made numerous concessions to address the aesthetic concerns of some neighbors, through additional setbacks, elimination of one unit, and elimination of the roof deck. Not only do I think that additional reductions in height and unit count would threaten the financial feasibility of the proposed development, but I also believe that additional reduction in the unit count would diminish the citywide housing benefits the project provides, and strongly oppose any further reduction of the project.

I hope that the BPDA and ZBA will act favorably toward this proposal so that it can be built as quickly as possible.

Sincerely,

Tim Reardon

Cc:
Kristina Ricco, BPDA, Senior Planner, Jamaica Plain
Lindsey Santana, City of Boston, Office of Neighborhood Services, JP Liaison
City Councilor Matthew O'Malley
City Councilor Annissa Essaibi-George
City Councilor Michael Flaherty
City Councilor Michelle Wu
Representative Elizabeth Malia
Senator Sonia Chang Diaz
Carolyn Royce, Jamaica Plain Neighborhood Council
Mathieu Zahler & Jeff Glew, 35 Brooksted LLC

Aisling Kerr <aisling.kerr@boston.gov>

35 Brookley Road Support

Zachary Southwick <zbsouthwick@gmail.com> Sun, Oct 6, 2019 at 2:27 PM
To: aisling.kerr@boston.gov

Hi Aisling,

I am writing in support of the proposed development at 35 Brookley Rd. In JP. I live at 18 Edge Hill St. in JP. The project has a reasonable amount of units and unit cost per unit along with off street parking in a transit oriented area of JP. I have grown up in JP and more housing is needed as many of my friends are not able to afford the sky high rents and sale prices. The neighborhood needs a Supermarket, which I thought was going to be in MetroMark. Not sure the status but seems like the developers may not have been required to make this happen. Nevertheless, this project is not large enough to require this request.

Best,
-zach southwick
18 Edge Hill. St.
JP

Tammy Donovan <tammy.donovan@boston.gov>

Re: BPDA Board agenda re 10 Stonley Rd (Jamaica Plain)

1 message

Aisling Kerr <aisling.kerr@boston.gov> Wed, Dec 11, 2019 at 1:22 PM
To: Jennifer Uhrhane <jennifer@detailphoto.com>
Cc: Timothy Burke <Timothy.Burke@boston.gov>, Carol Downs <Carol.Downs@boston.gov>, IVPD_02@ibew.org, t.landsmark@northeastern.edu, Priscilla Rojas <Priscilla.Rojas@boston.gov>, BPDABoard@boston.gov, Stonybrook Neighborhood Association <snainjp@gmail.com>, Emma Wright <emmaseibertwright@gmail.com>, "Brian.Golden@Boston.gov" <Brian.Golden@boston.gov>, Tammy Donovan <Tammy.Donovan@boston.gov>, Jonathan Greeley <Jonathan.Greeley@boston.gov>, Lauren Shurtleff <lauren.shurtleff@boston.gov>, Viktorija Abolina <viktorija.abolina@boston.gov>

Thank you for the clarification, Jennifer! Much appreciated.

On Wed, Dec 11, 2019 at 1:09 PM Jennifer Uhrhane <jennifer@detailphoto.com> wrote:

> Hi Aisling,
> Sorry for any confusion, subcommittees for various topics including development projects are created and charged by the SNA steering committee to work through the issues, communicate, negotiate, and report back to the larger membership. So the 10 Stonley subcommittee is part of the SNA. At some point, once the developers go through the rest of the review process including zoning, and the SNA sees the final version of the plans after the subcommittee's advocacy, the SNA will vote on whether or not they oppose this project, on advice of the subcommittee.
> Hope that helps.
> Thanks,
> Jennifer
> --
> Jennifer Uhrhane
> jennifer@detailphoto.com

On Dec 11, 2019, at 12:53 PM, Aisling Kerr <aisling.kerr@boston.gov> wrote:

Hi Jennifer,

Thank you for submitting this additional comment letter, we will be sure to include it with the compiled comments for the Board package. Just to clarify, it seems this letter is from the 10 Stonley Road subcommittee (as signed by you and Emma) as opposed to the Stonybrook Neighborhood Association itself. Not sure if there may have been a mistake in the letter attached...

Thank you,
Aisling

On Wed, Dec 11, 2019 at 12:49 PM Jennifer Uhrhane <jennifer@detailphoto.com> wrote:

> Dear BPDA board members,
>
> Please see attached comment letter from the Stonybrook Neighborhood Association.
>
> Thank you for your attention,
> Jennifer Uhrhane and Emma Wright,
> co-chairs, SNA 10 Stonley subcommittee
>
> Jennifer Uhrhane
> 47 Rossmore Road
> Jamaica Plain, MA 02130
> jennifer@detailphoto.com
>
> Emma Wright
> 41 Brookley Road

Jamaica Plain, MA 02130
emmaseibertwright@gmail.com

--

boston planning &
development agency

Aisling Kerr
Project Manager
(617) 918 - 4212

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

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Timothy J. Burke, Chair
Priscilla Rojas, Vice Chair
Carol Downs, Treasurer
Dr. Theodore C. Landsmark
Michael P. Monahan

December 11, 2019

Dear BPDA Board members,

We are writing on behalf of the Stonybrook Neighborhood Association's subcommittee for the 10 Stonley Road (formerly 35 Brookley Road) project in Jamaica Plain. We understand that this project is on your agenda for December 12 and we are asking for you to move it to a future agenda, to allow more time for the developers and community to work together towards a project that better fits into the existing Stonybrook neighborhood. The developers still have not addressed the main concern we have repeatedly communicated to them since May, which is that the footprint of the building is too large. Further, overall this project does not comply with most of the Plan: JP/Rox guidelines that the BPDA itself drafted for this parcel. (The only exception is the affordability percentage, which we acknowledge is commendable.)

The Article 80 public comments documented on the BPDA's website clearly demonstrate this opinion as well. The overwhelming number of community respondents oppose this project in its current form:

-approximately 60 oppose it (the vast majority of whom live near this project, but also the Jamaica Plain Neighborhood Council)
-14 support it (2 of whom live nearby)

However despite this opposition, the BPDA is moving this project forward at a pace. With the public comment period closing just after Thanksgiving and the board vote tomorrow, we ask that you delay your proceedings and instead provide support for our continuing the community's collaborative process.

NEGOTIATION HISTORY

The developers presented their plans to the full Stonybrook Neighborhood Association on May 13 and July 8. A subcommittee of abutters and neighbors was formed shortly after and has met four times, including twice with the development team. We have reviewed four slight revisions to the architectural plans, attended the BPDA's Article 80 public project review on October 24, and the JPNC Housing and Development Committee project review on November 19. Overall, the developers have been cordial to work with and have responded to requests for more information and made several small changes. However, through all the iterations of their plans, and despite repeated requests, the developers have not reduced the footprint of the building or the number of units. They have simply reconfigured the unit type by increasing small units and decreasing larger family-friendly units.

CONCERNS

The large-scale mass of the building is a result of its 49' 9" height, oversized footprint/inadequate setbacks, lack of significant centralized green space between it and the neighboring building, and inappropriately high density of 45 units (in an approx 40,000 sq ft building) compared to the surrounding context of 3-family, 3-story housing (approx 3,500 sq ft buildings). Further, except for the affordable units, this proposal does not comply with the Plan: JP/ROX guidelines for this area. Specifically:

1. HEIGHT:
Please see attached context photos below. Exceeding the 45' Plan: JP/ROX height limit (as well as the existing 35' industrial zoning limit), it will dwarf the neighboring smaller-scale triple deckers on Brookley.

> *"The goals of these dimensional guidelines are to:*
> *-Minimize any adverse impact on the scale and character of the existing two-family and three-family residential uses and zoning sub-districts in the Study Area.*
> *-Ensure a gradual transition between new and existing buildings.*
> *-...site smaller buildings adjacent to existing residential."* [PLAN: JP/ROX, p138]
> *"It is important that the heights transition to the existing neighborhood character of two- and three-family homes...Building heights and massing should transition down from Washington Street toward the north and east and from new buildings toward existing buildings."* [PLAN: JP/ROX, p164]

2. SHADOWS:
Neighbors across the street from this project on Stedman and Brookley will be in the shadow of this building much of the year (please see shadow studies submitted to the BPDA). The narrowness of Stedman (private road, only 30' wide) in combination with the height and small setbacks exacerbate this problem. Just recently, after receiving much negative feedback at the BPDA Article 80 public meeting in late October, the developers stepped back the fourth floor that faces Brookley. This is very welcome and the first deeply significant progress in our negotiations, but the subcommittee would still like to see the Stedman side addressed accordingly, where the proposal greatly impacts neighbors' quality of life, and will set a precedent for nearby properties. We suggest eliminating the four 4th floor units on the Stedman side so that the height steps up toward Washington Street from 3 stories on Stedman to 4 stories on Stonley.

> *"New developments should use varied building shape and roof line (i.e. massing and edge)...to mitigate the urban canyon effect and overshadowing surrounding neighborhoods.* [PLAN: JP/ROX, p113-14]

3. SETBACKS:
It is an unusual lot comprised of an entire block, so which yard areas are front, rear or side are up to interpretation, however it has minimal setbacks on all sides creating little opportunity for usable green space and exacerbating the height/shadow issues. The developers' zoning summary lists Front: 3'5", Side: 5'4", and Rear 5'6"; far narrower than the adjacent front yard setbacks, for example, of the existing 3-family housing.

> *"-Front Setback Residential: 10' to 15.'*
> *-Side Yard and Rear Yard Setbacks Residential: Side 10' / Rear 20'.* [PLAN: JP/ROX, p138-40]
> *"New buildings should generally reinforce existing street wall conditions while ensuring appropriate sidewalk widths and buffer areas to support new and existing uses."* [PLAN: JP/ROX, p140]
> *"In designing open space, special care and consideration should be given to contributing to the fabric of the surrounding neighborhood. Open spaces should be clustered in a central location rather than dispersed throughout a site."* [PLAN: JP/ROX, p136]

4. OPEN SPACE/GREEN SPACE/SITE PLANNING/PUBLIC REALM/BLOCK PATTERNS/CONNECTIVITY:

Due to the minimal setbacks, the distance between 10 Stonley and 76 Stonley (an approx. 50' tall building to the south) will only be 12' 8," creating a narrow, dark, unappealing alley that otherwise could be a pleasant pocket park or connecting path if the 8 units facing 76 Stonley were removed. (The 3-bed unit and the 2 artist live-work units currently on the 76 Stonley side should be preserved and re-allocated elsewhere in the building.) Please see illustration of this green space, indicated by "Open space organizing element" and "New pedestrian/cyclist connection" in the Plan: JP/ROX graphic on page 163, also included below. This alteration would reduce the density and create much needed light, air, green space, and a crucial break in the streetwall between these two very large structures.

> *"What has made Jamaica Plain and Roxbury special are the signature open spaces of the Emerald Necklace, and the smaller pocket spaces (e.g., the small neighborhood public parks) that blend into the neighborhood fabric and are beloved by the participants in this planning process. Where the fabric of the Study Area has limited open space, this Plan call for additional smaller public open space, whether from public or private investment, developed in a collaborative fashion."* [PLAN: JP/ROX, p106]
>
> *"Better connect Stonybrook Neighborhood and Washington Street with public access routes."* [PLAN: JP/ROX, p113-14]
>
> *"Buildings should be separated with streets and open spaces to provide visual relief, reduce the scale of large parcels, and respect the surrounding street and block patterns. For larger parcels and development sites, such as those near the...Forest Hills focus area, new public ways and paths should be added to reduce the scale of the blocks and promote local circulation in and through the site."* [PLAN: JP/ROX, p134]
>
> *"New development will be expected to contribute to the public realm surrounding their development as described in this Plan. Unusual or unique site features should be capitalized on to create visually interesting spaces within the public realm (e.g. ...pocket parks...), and to welcome pedestrians and promote the streetscape qualities unique to the Study Area today."* [PLAN: JP/ROX, p134]
>
> *"Project sites should be designed to create pedestrian connections, sight lines, and view corridors between buildings, thus integrating with the surrounding neighborhood. Open space features should be used to organize site features and buildings."* [PLAN: JP/ROX, p135]

5. EXISTING NEIGHBORHOOD CONTEXT:

This project does not address the Plan: JP/ROX guidelines regarding existing neighborhoods:

> *"Context: In any neighborhood, open space and the public realm contribute to a place's sense of community. It is in these spaces that neighbors meet, children play, and residents and businesses work together to make a place."* [PLAN: JP/ROX, p102]
>
> *"Placemaking finds opportunities to create unique and special places that reinforce an overall character of a neighborhood or district. These places might have...building development with...areas of attractive, connected public realm that encourage pedestrian use and social gathering opportunities."* [PLAN: JP/ROX, p102]
>
> *"Ensure an appropriate transition of scale...from new buildings to the existing Stonybrook residential neighborhood"* [PLAN: JP/ROX, p162]
>
> *"Respect smaller neighborhood context"* [PLAN: JP/ROX, p114]
>
> *"Reinforce the existing residential fabric..."* [PLAN: JP/ROX, p114]

"...aim to preserve the vibrancy and accessibility of the neighborhood and by enhancing the street and sidewalk experience... The guidelines promote a future neighborhood that includes…new open spaces and public realm improvements that enhance the livability of the community." [PLAN: JP/ROX, p132]

With all of the above Plan: JP/Rox guidelines in non-compliance, and the general spirit of the plan absent, it is clear that this project is not yet ready for a BPDA Board approval. Thank you for your consideration.

Sincerely,
Jennifer Uhrhane and Emma Wright, co-chairs, SNA 10 Stonley subcommittee

Jennifer Uhrhane
47 Rossmore Road
Jamaica Plain, MA 02130
jennifer@detailphoto.com

Emma Wright
41 Brookley Road
Jamaica Plain, MA 02130
emmaseibertwright@gmail.com

cc:
Stonybrook Neighborhood Association
Brian P. Golden, BPDA director
Tammy Donovan, Special Assistant to Executive Director
Jonathan Greeley, Director of Development Review
Lauren Shurtleff, Acting Director of Planning
Viktorija Abolina, Assistant Deputy Director for Neighborhood Planning
Aisling Kerr, Project Manager

Attachments next page: