



10 Stonley Road

Monica Molina [REDACTED]
To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Sat, Dec 7, 2019 at 2:09 PM

hello!

I am sending this letter on behalf of my mother Evelyn Molina Because she doesn't have an email address of her own at the moment. I am writing in support of the housing project at [10 Stonley Road](#). I have lived in Jamaica Plain for over 35 years and currently live at [3300 Washington Street](#). It will add a lot of affordable housing to the neighborhood and that's something we really need.

Thank You



Updated Request for Deeper Affordability at 35 Brookley Rd

Keep it 100 for Real Affordable Housing and Racial Justice <eglestonaffordablehousing@gmail.com> Tue, Dec 10, 2019 at 10:52 AM

To: aisling.kerr@boston.gov, tim.davis@boston.gov

Cc: Jonathan.Greeley@boston.gov, lauren.shurtleff@boston.gov, devin.quirk@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 and Tim Davis

Thank you for the information about the updated square footage and affordability requirements at [35 Brookley Rd](#) (10 Stonley Rd), and also to the BPDA's work calculating an alternative affordability package that would deepen affordability in exchange for the developer not contributing a \$59,366 payout. Our understanding from the developer is that they are willing to decrease the AMI's of one unit.

In the future, we would like to get more clarity on how to apply an alternative formula in a regular way on upcoming projects. For this project, although our preference would be to deepen the AMI's of more than one unit, we also know that the new calculated payout is smaller than originally planned.

We have one request around affordability for the developer that would be simple to adopt and financially equivalent to the "Alternative Development Commitment" shared by the BPDA. Rather than the developer decreasing one of the two 50% AMI units to 40% AMI (and not doing a payout), we are requesting that the developer decrease one of the 5 70% AMI units to a 60% AMI unit. This would allow for 6 units at 30-60% AMI rather than 5 units. Although 60% AMI units are still difficult for many residents to afford, they are more accessible to a number of residents who are hit most by the risk of displacement and the lack of affordable housing. We believe there is a stronger benefit to getting one more unit in the 30-60% AMI range than deepening one of the 50% AMI units.

We have shared this request with the developer and will follow up with the developer and BPDA in the next day. We hope we can get an affirmative answer to our request by tomorrow in advance of a vote on the project.

Thank you once again for sharing information with us and the developer to allow for this conversation, and thank you for your consideration.

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
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[REDACTED]

Emma Wright
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Jamaica Plain, MA 02130
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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:

CONTEXT PHOTOS



STEDMAN AT CORNER OF BROOKLEY, FACING NORTH

**10 STONLEY
(FKA 35 BROOKLEY)**

42 BROOKLEY

41 BROOKLEY



BROOKLEY AT CORNER OF STEDMAN, FACING EAST

42 BROOKLEY

41 BROOKLEY

**10 STONLEY
(FKA 35 BROOKLEY)** →





41 BROOKLEY

10 STONLEY
(FKA 35 BROOKLEY)

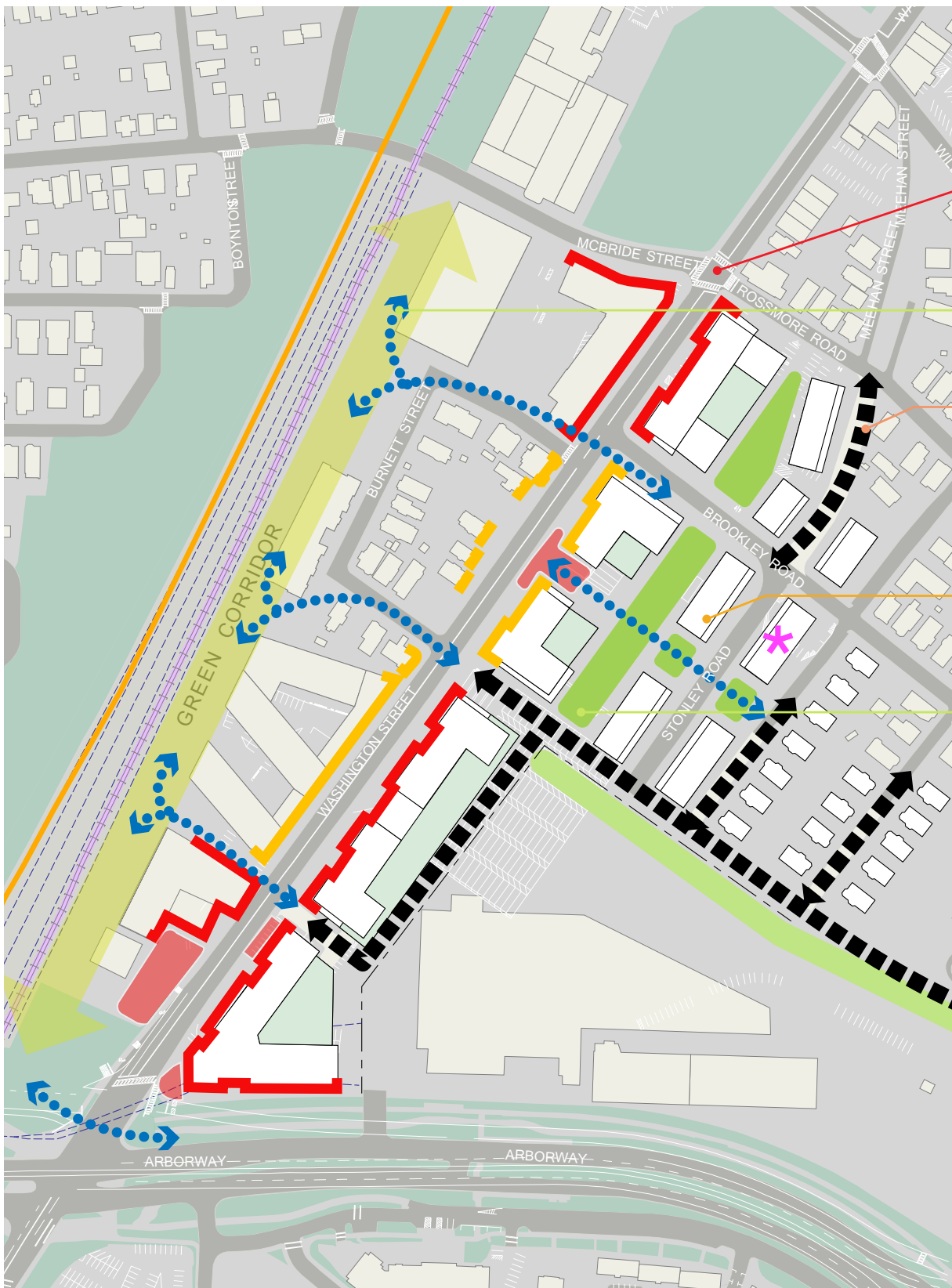
42 BROOKLEY



41 BROOKLEY)

**10 STONLEY
(FKA 35 BROOKLEY)**

CORNER OF STEDMAN AND BROOKLEY, FACING WEST



- Washington Street corridor gateway
- New green corridor
- Extend street network
- * 10 Stonley Rd
- Artist/Maker Live/work Area
- Open space organizing element

↔ New Pedestrian/ Cyclist Connection	 Conceptual/Proposed Buildings
↔ New Vehicular Connection	▭ Passive Open Space
↔ Residential Streetwall Edge	▭ Active Open Space
↔ Semi-Active Streetwall Edge	↔ Green Corridor/Linear Bike/Ped.
↔ Active Streetwall Edge	
↔ MBTA Orange Line	