

**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 east. 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 green spaces, 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

A handwritten signature in blue ink, appearing to read "John P. Sullivan". The signature is fluid and cursive, written over the typed name.

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 easterly 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



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.¹ 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



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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.

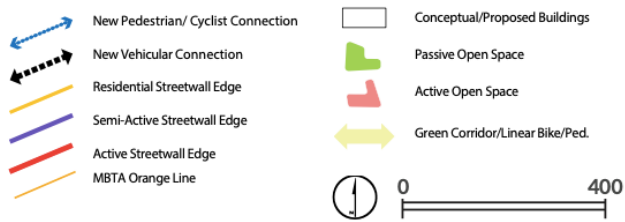
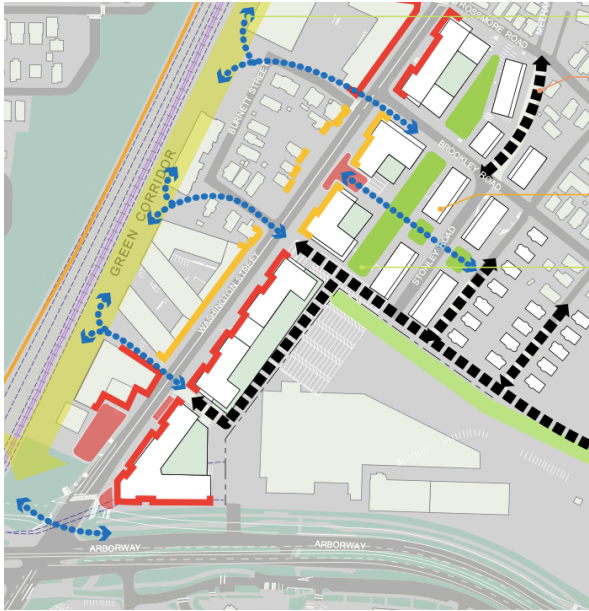
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ii PLAN: JP/ROX, Area Circulation & Connections relevant to 10 Stonley Road.

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.



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	<p>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=1QewMrNIF6q065n2Qq12vYu-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=1a3rNyHp3t4N0oL44hWYcAK1pnm6E3iS_). 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</p>
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					<p>-“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=1Pe2qu2V5CleTHtbMivl07vIPTrQXviHB</p>
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 SNA Association.
11/27/2019	Carla-Lisa	Caliga	SNA, JPND	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	<p>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.</p>
11/26/2019	Felicia	Kazer	SNA	Oppose	<p>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.</p>
11/20/2019	Eileen	McMahon	Stoneybrook Neighborhood Association	Support	<p>I support this project but have a request. I support the project because I think it has been thoughtfully designed and reflects the Stoneybrook Neighborhood 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</p>

11/19/2019	Paige	Sparks	SNA	Oppose	<p>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:</p> <p>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.</p> <p>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.</p> <p>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.</p>
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11/19/2019	Will	Decaneas		Oppose	<p>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 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). 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.114 Just 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</p>
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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 will come with. Parking along Brookley, Stedman, and Stonley 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 Stonley will be forced to park along Stedman and Brookley in the surrounding neighborhood, which are already filled with parked cars. Finally, this lot is 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 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/1SCIJ7S-0iiYndIK3P4xxXK2cAJMQ0mNc/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 PROJECT ON 35 BROOKLEY ROAD IN JAMAICA PLAIN. THEY RECEIVED FAVORABLE RESPONSE FROM OUR GROUP

SINCERELY,

Andy Schell

SECRETARY WSBG

ANDYSHELLTELK@GMAIL.COM



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 the 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 It 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

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8th Floor
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



35 Brookley Road

Abraham Landau <[REDACTED]>
To: aisling.kerr@boston.gov

Wed, Oct 23, 2019 at 10:38 AM

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

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 likely improve the value of the immediately surrounding properties.

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

Sincerely,



Bill Reyelt

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



35 Brookley Road

Eliza Sparkes <[REDACTED]>

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



Support for 35 Brookley Road Project

Gabe Cohen [REDACTED] >
To: aisling.kerr@boston.gov

Wed, Sep 25, 2019 at 4:20 PM

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](#)

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Gabriel Cohen
www.tst.als.net/brothers



35 Brookley Rd project

Lisa Thompson <[REDACTED]>

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.



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

Ruthy Rickenbacker [REDACTED] >

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](#)



Better Affordability at 35 Brookley Rd

Sarah Eley [REDACTED] >

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

Thank 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



35 Brookley Road - support letter

Timothy Reardon <[REDACTED]>

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



35 Brookley Road Support

Zachary Southwick <[REDACTED]>
To: aisling.kerr@boston.gov

Sun, Oct 6, 2019 at 2:27 PM

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