

September 13, 2019

Mr. Brian Golden
Director
The Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

35 Brookley Road, Jamaica Plain, Massachusetts
Article 80E, Small Project Review Application

Dear Director Golden:

On behalf of Brooksted, LLC, I am pleased to submit this letter as Notice of our Small Project Review Application Submission under Article 80E of the Boston Zoning Code, in connection with the proposed development at 35 Brookley Road in Jamaica Plain.

The proposed project is a four-story building comprised of 46 residential units, including 3 open-plan Artist Live/Work units, with a residential lobby on the first floor. Parking for 21 cars will be located on grade, and there will be 52 onsite bicycle spaces provided.

The development team will be led by Jeff Glew and Mathieu Zahler. Mr. Glew and Mr. Zahler will lead a team of professional architects, engineers, contractors, and consultants with years of experience in the development of residential and mixed-use projects. The development team has participated in several neighborhood/abutter meetings, as well as a pre-scoping meeting with the BPDA staff members and associated city agencies.

On behalf of the development team, we would like to express our excitement in moving this proposal forward, and we look forward to continuing our strong working relationship with the BPDA, the Jamaica Plain Community, and elected officials in the months ahead.

Sincerely,


John A. Pulgini

CC: Jonathan Greeley, BPDA
Aisling Kerr, BPDA
Michael Christopher, BPDA
Matt O'Malley, Boston City Council
Enrique Pepen Brandao, Mayor's Office

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i. Proposed Project Overview

Project Name:	Transit-Oriented Residential Development @ 35 Brookley Road
Address:	35 Brookley Road, Jamaica Plain, 02130
Project Description:	Construction of a new 4-story residential building will include nine (9) 2-bedroom residential units, twenty-six (26) 1-bedroom residential units, eight (8) studio residential units, and three (3) Artist Live/Work units with a main residential entry lobby on Stonley Road, and individual unit entrances (5 total) on Brookley Road (2), Stedman Street (1) and at the rear lawn of the building (2). Parking is provided internal to the building accessed on Stedman Street and egressed via Stonley Road. The Project offers twenty-one (21) spaces in total, of which (2) are accessible spaces and the remaining nineteen (19) spaces are served via an automated parking system. Additionally, thirty-eight (38) secured bicycle parking spaces are provided on the ground level with an additional fourteen (14) covered outdoor spaces that will be available to the community for a total of fifty-two (52) bike spaces.
Lot / Site Area:	16,290 square feet
No. of Dwelling Units:	46 Units (see Unit Configurations below)

Floor Area, Gross (No deductions)

Basement:	N/A
Ground Floor:	Approx 6,975 square feet (excludes 4,110 sf parking garage)
Floor Two:	Approx. 11,420 square feet

Floor Three:	Approx. 11,420 square feet
Floor Four:	Approx. 10,255 square feet
Roof:	Approx. 575
Total Floor Area:	Approx. 40,645, gross (no deductions) Approx. 38,449 square feet (per FAR)
Floor Area Ratio:	2.36

Unit Configurations

Artist Live/Work	3
Studio:	8
One Bedrooms:	26
Two Bedrooms:	9
Height:	49'-9"
Stories:	4
Parking Spaces:	21 (19 with automated parking system, plus 2 handicap spaces)
Zoning District:	Article 55, Jamaica Plain Neighborhood District - Local Industrial Subdistrict ("LI") - No Overlay
Variances:	Preliminary analysis outlines the following relief (i) FAR (ii) Parking (iii) Height (iv) Rear Yard (v) Residential Use

ii. Proposed Project

The proposed project consists of the redevelopment of a 16,290 square-foot lot at 35 Brookley Road (parcel ID 1102667000), 95 Stedman Road (parcel ID 1102668000) and 51 Stedman Road (parcel ID 1102669000) in Jamaica Plain. Construction of a new 4-story building will include three (3) Artist Live/Work units, eight (8) studio units, twenty-six

(26) 1-bedroom units and nine (9) 2-bedroom residential units with a main residential entry lobby on Stonley Road, and individual unit entrances (5 total), two (2) for each unit fronting Brookley Road, one (1) for the entrance on Stedman Street and two (2) for the units located on the rear lawn of the building. Parking is provided at grade but internal to the building and accessed from Stedman Street and egressed at Stonley Road. Twenty-one (21) spaces are provided with covered direct access into the main lobby. Additionally, a total of (52) secured bicycle parking spaces are provided on the site.

The proposed project is a transit-oriented development providing market rate housing approximately equidistant between both the Forest Hills Commuter Rail/ Bus Terminal and Orange Line Station and Green Street (Orange Line). The building has been designed with a contemporary aesthetic in a scale and massing that is appropriate, sensitive to the overall neighborhood context. The site is a three (3) minute bike ride (ten-minute walk) to two (2) MBTA stations which averages eleven (11) minutes to Back Bay and fifteen (15) minutes to Downtown Crossing.

The proposed development calls for the creation of a new, attractive and energy efficient building that will enliven and visually enhance a former petroleum service company's headquarters and create residential activity replacing a heavy industrial use. The transformation will consist of forty-six (46) dwelling units and up to twenty-one (21) parking spaces (collectively, the "Proposed Project").

iii. The Neighborhood and Project Location

The Proposed Project is located near the western end of Brookley Road, where industrial businesses meet the residential uses. The Proposed Project represents the continued investment in this transforming section of Jamaica Plain. The project does require zoning relief but stresses positive vision, taking into account the activity and energy the project will bring to Brookley Road - minimizing impacts with transit-oriented development, significant bicycle parking spaces and a carefully planned urban parking ratio. The Proposed Project is located approximately equidistant to both a regional MBTA Transportation Hub (Forest Hills) and Green Street and very accessible, walking or biking to many amenities like the following:

- | | |
|--|----------------------------|
| a. Franklin Park | 4 min (walk) |
| b. Turtle Swamp Brewing | 8 min (walk) 2 min (bike) |
| c. Orange Line (Forest Hills/Green Street) | 10 min (walk) 3 min (bike) |
| d. Sam Adams Brewery | 6 min (bike) |
| e. JP Licks | 6 min (bike) |

- f. Devine Golf Course at Franklin Park 10 min (bike)

The Proposed Project is well served by public transportation using the Massachusetts Bay Transportation Authority (“MBTA”) system. As noted, the Forest Hills and Green Street Stations are very accessible to the Project Site. The Proposed Project is also served by the MBTA #37, 38 and 39 bus that runs from West Roxbury to Forest Hills via Centre Street/South Huntington/Huntington thru the Longwood Medical Area to Fenway Park which continues onto Copley Square to City Hall Plaza.

iv. Development Context

The Proposed Project will contain forty-six (46) residential units of housing. The eight (8) studio units, along with the three (3) open-plan Artist Live/Work units, will average approximately 577 square feet Floor Area, Gross. The twenty-six (26) 1-bedroom units will average approximately 695 square feet Floor Area, Gross per floor and the nine (9) 2-bedroom residential units will average approximately 926 square feet Floor Area, Gross per floor.

Per Map 9A-9C of the Jamaica Plain Neighborhood District, the Proposed Project is located within the Local Industrial Subdistrict “LI”. Based on the attached schematic designs and determination from the city’s Inspectional Services Department (“ISD”) the Proposed Project requires zoning relief and will be seeking variances from the City of Boston’s Zoning Board of Appeals.

v. Urban Design Context

The proposed project will improve both the public and private realm of the surrounding community by creating a much more conducive use for the site and the neighborhood in general. The following describes the current urban fabric as well as the proposed design principles.

Current Urban Context:

The site is located along Brookley Road, flanked between Stonley Road to the west and Stedman Street to the east. Currently, site utilization consists of a two-story building and parking lot that is currently occupied by Northeastern Petroleum Service and Supply. The condition of the building is rather tired as seen in Exhibit C below.

To the south and west, Washington Street runs from the MBTA Arborway Garage and connects to the Forest Hills MBTA stop, while running roughly parallel to the SW Corridor Park. The Arborway is located directly south, just north of the Forest Hills Cemetery. To the north and east, Washington Street leads to the Green Street MBTA

station onward towards Jackson Square. Directly to the east of the property, a neighborhood of triple-decker buildings leads to Franklin Park woods, Zoo, and golf course.

There are numerous community services within the vicinity of the site including a playground, churches, library, health center, schools, banks, restaurants, public transportation, community gardens, and numerous other businesses.

Building Design:

The precedent of the building design was loosely influenced by its eclectic location, sited just along the fringe of industrial and residential neighborhoods. The overall building massing has been divided into three portions, or segments, to help break up its façade and to further delineate between living, entry and parking.

The building segments along the two (2) building ends (along Brookley Road and along the rear the building) each contain four stories of living units, with private entries and small green spaces for each of the ground floor units. The middle portion of the building steps in along Stonley Road to create an inviting entry and provide some setback relief from the street and sidewalk. At this location, residents and tenants are greeted by a large, glazed entry wall and exercise space that will be tastefully screened with native and durable landscaping. Just above on the second floor, the building massing steps back to an outdoor community deck space to help activate this facade and bring down the scale. Just to the south of the entry, racks for fourteen (14) bikes are provided beneath a building overhang, complete with a bike repair/pump station that will be available to the public.

The general massing of the building stays clean and true to form with modern lines and detailing, however its repetitive bay window forms and traditional clapboards are reminiscent of nearby triple-deckers.

The range of exterior materials on the building combine traditional and modern materials with accents of metal-work to incorporate the area's past while also making a contemporary statement. Masonry is also being used throughout the façade along the ground level as is prevalent throughout the neighborhood, primarily in the Industrial areas. Accents of natural wood-toned siding are used bring a sense of warmth and residential feel to main entry and to the top floor.

A 5'-6" setback along Stedman Street on the top (fourth) floor responds to the height of the direct residential abutters, providing additional privacy and natural light to all.

Proposed Project Benefits

- a. **New Housing Units** – These units will be very attractive to those seeking the diverse neighborhood within the urban context of Boston. Additional housing is a priority in the city and the Proponent seeks to modestly fill this need with a project that creates a new identity for this active residential district on the edge of an industrial area. Additionally this development will provide 10 units that meet or exceed the IDP requirements.
- b. **Site Enrichment** – the Proposed Project will greatly improve the current use which will, enlivening the retail uses within Jamaica Plain, adding to the overall fabric of the district.
- c. **Enlivened Edge** – the Proposed Project will enliven the street wall of Brookley Road, Stedman Street and Stonley Road, with a new edge of attractive architecture and new and newly created sidewalks for pedestrian safety.
- d. **Job Creation & Taxes** – the Proposed Project will be a job creator during and after construction and will generate between 280-300 jobs amongst 40+ bid packages (including subcontracts, purchase orders and professional service agreements). In addition to jobs, the Proposed Project will be increasing the city’s tax base with the inclusion of forty-six (46) units of housing.
- e. **Total Development Cost** is Fourteen Million Two Hundred Thousand (\$14,200,000)

vi. Zoning Analysis

35 Brookley Road

New Construction – 46 Residential Dwelling Units – 21 total Parking Spaces

Zoning District: LI

Lot Area: 16,290sf

	Defined Term	Required By Code	Existing Condition	Proposed Project	Compliance
1.	Minimum Lot Size	None	16,290 sf	16,290sf	YES
2.	Minimum Lot Area for Additional Dwelling Unit	N/A	N/A	46 units	YES
3.	Minimum Lot Width/Frontage (feet)	None	N/A	93.18'	YES
4.	Maximum Floor Area Ratio (FAR)	1.0	N/A	2.36	NO
5.	Maximum Building Height	35 feet	N/A	49'-9"	NO
6.	Minimum Open Space Per Dwelling Unit	50 SF per Dwelling Unit	N/A	119 SF per Dwelling Unit	YES
7.	Minimum Front Yard	None	N/A	4'-11"	YES
8.	Minimum Side Yard	None	N/A	YES	8'-11" 5'-0"
9.	Minimum Rear Yard	20 feet	N/A	NO	10'-2"
10.	Minimum Off-Street Parking	1.5 spaces per Dwelling Unit	N/A	21	NO
11.	Use	LI	LI	MFR	NO

Floor Area Calculation $38,449 / 16,290 = 2.36$

Off Street Parking Calculations $1.5 \text{ per dwelling unit} \times 46 \text{ units} = 69 \text{ parking spaces}$

vii. Inclusionary Development Policy (IDP)

The 35 Brookley Road project will provide 46 new rental housing units with approximately 10 units designated as IDP units, per new guidelines set forth in "PLAN JP/ROX". The Developer will enter into an Affordable Rental Housing Agreement and Restriction with the BPDA for the IDP Units. The Affordable Rental Housing Agreement and Restriction must be executed along with, or prior to, issuance of a Certification of Approval. The Developer will submit an Affirmative Marketing Plan (the "Plan") to the City of Boston Office of Fair Housing and Equity and the BRA, which shall be approved along with the execution of the Affordable Housing Agreement and

Restriction. Preference for the IDP Units will be given to applicants who meet the following criteria, weighted in the order below:

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

The IDP Units will not be marketed prior to the submission and approval of the Plan. A restriction will be placed on each IDP Unit(s) to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years).

viii. Project Team

Brooksted, LLC was formed in 2018 to acquire and redevelop the parcels currently occupied by Northeastern Petroleum Service and Supply (“Northeastern Petroleum”) with a multifamily residential building. Brooksted is led by Jeffrey Glew, Ricardo Hernandez and Mathieu Zahler, combined representing more than 50 years of real estate development related experience including: architecture, construction project management, market analysis, public policy, financing and investment, and affordable housing in locations across the United States. Brooksted leadership has permitted, developed, and managed properties in the multifamily, assisted living, memory care, retail, and office sectors. Brooksted plans for the Northeastern Petroleum property are for a thoughtfully designed, transit-oriented residential development that complements its surroundings while responding to the city’s need for housing creation. The Brooksted team intends to deliver a project that combines market rate housing with artist live/work space and an affordable housing component that is well in excess of that required by Boston’s Inclusionary Development Policy (IDP).

Management Profiles

Mathieu Zahler is Founder and Principal of MPZ Development LLC, which works with public agencies, local organizations, and other entities to create smaller-scale mixed-income, multi-family, and mixed-use residential developments across Massachusetts. Mathieu has more than 17 years of experience in both the design and construction industry and the field of real estate development. Prior to establishing MPZ Development in 2017, he was a

Senior Project Manager at Trinity Financial, Inc., in Boston, where he oversaw some \$423 million in development and the creation of nearly 860 housing units over nine years. Mathieu's previous real estate development experience includes positions at The Boston Garden Development Corporation (Boston) and JJ Gumberg, Inc. (Pittsburgh). Prior to focusing on real estate development, Mathieu was Director of Policy and Development for A Better City (ABC) where he oversaw the organization's policy activity, managed the abutter groups relations and private partnering process for the City of Boston's Crossroads Initiative, as well as the Silver Line Phase III Business and Institutional Committee, South Boston Stakeholders, and ABC's foundation and government relations. Mathieu received a B.A. in Architecture from Connecticut College and a master's degree in Public Policy and Management from Carnegie Mellon University.

Ricardo Hernandez is a multi-disciplinary real estate expert with over 20 years experience in the real estate industry. His experience includes working as a Real Estate Analyst, Developer, Project Manager, and Architect. Ricardo is well versed in evaluating potential acquisitions through financial modeling and market research for ground up residential, commercial, and mixed-use developments. Ricardo is the former Chief Financial Officer and Executive Vice President of Riviera Point Development Group, a firm focused on investment and development of hotel and office properties in South Florida. Prior to Riviera Point, he was Vice President of Real Estate in the Special Assets Division for Mercantil Commercebank. In his nine years tenure with Mercantil, Ricardo was responsible for assessing risk factors associated with all types of real estate loans and managed the disposition of \$200 million worth of real estate assets. Ricardo received a degree in Architecture from Universidad Simón Bolívar in Venezuela, and a master's degree in Real Estate Development from Columbia University in New York City.

Jeffrey Glew is an independent real estate development professional with 15 years' experience in the industry. Jeff has extensive experience in the application of market research-driven insights to project planning, financing, development, investment, and operations, and has been a Principal in the acquisition, development, and management of retail, office, residential, and senior housing projects in the Boston metro area. Previously, Jeff was a Director at The Concord Group, a real estate consulting firm that provides

advisory services to leading U.S. and international developers, homebuilders, financial institutions, and public sector agencies. At The Concord Group, he managed project teams on over 50 assignments representing more than \$5 billion in asset value across residential, retail, office, hotel, and industrial sectors. Jeff's previous roles also include Site Acquisitions and Business Development at Bluewave, a Boston-based solar energy company. Mr. Glew has been honored as one of Banker & Tradesman's New Leaders, a list of 35 of Boston's top business people under 40 years old. A native of the Boston area, he received a B.A. in History from Yale University.

Proponent / Owner

Brooksted, LLC
Jeffrey Glew, Principal
Mathieu Zahler, Principal
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(617) 682-9841
brookstedllc@gmail.com

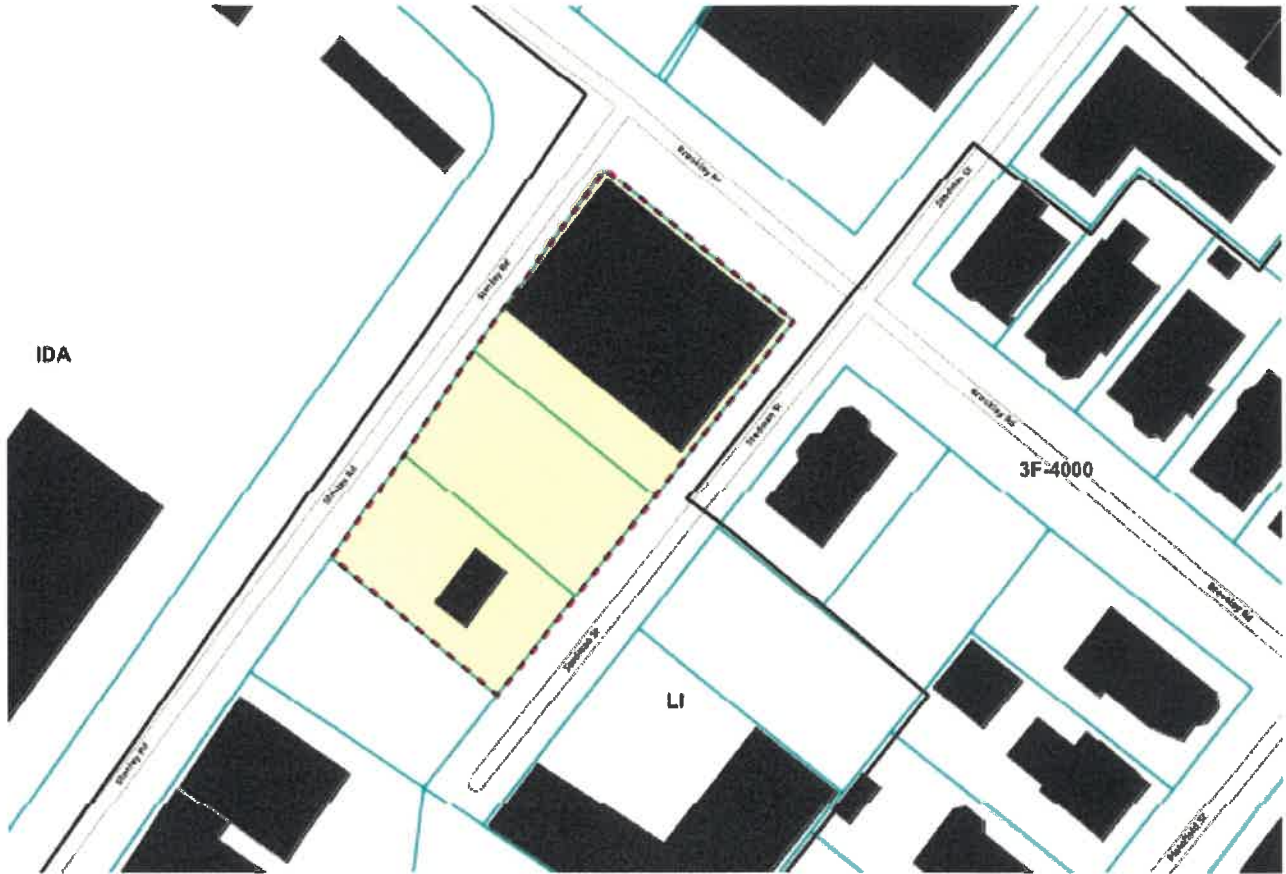
Architect

Embarc
Dartagnan Brown, Principal
William Mensinger, Associate Principal
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Boston, MA 02127
(617) 623-2222
bmensinger@embarcstudio.com

Zoning / Permitting

Pulgini and Norton LLP
John A. Pulgini, Esq
10 Forbes Road
Braintree, MA 02184
(781) 843-2200
JPulgini@pulginiandnorton.com

Exhibit A
BPDA Zoning Map
35 Brookley Road

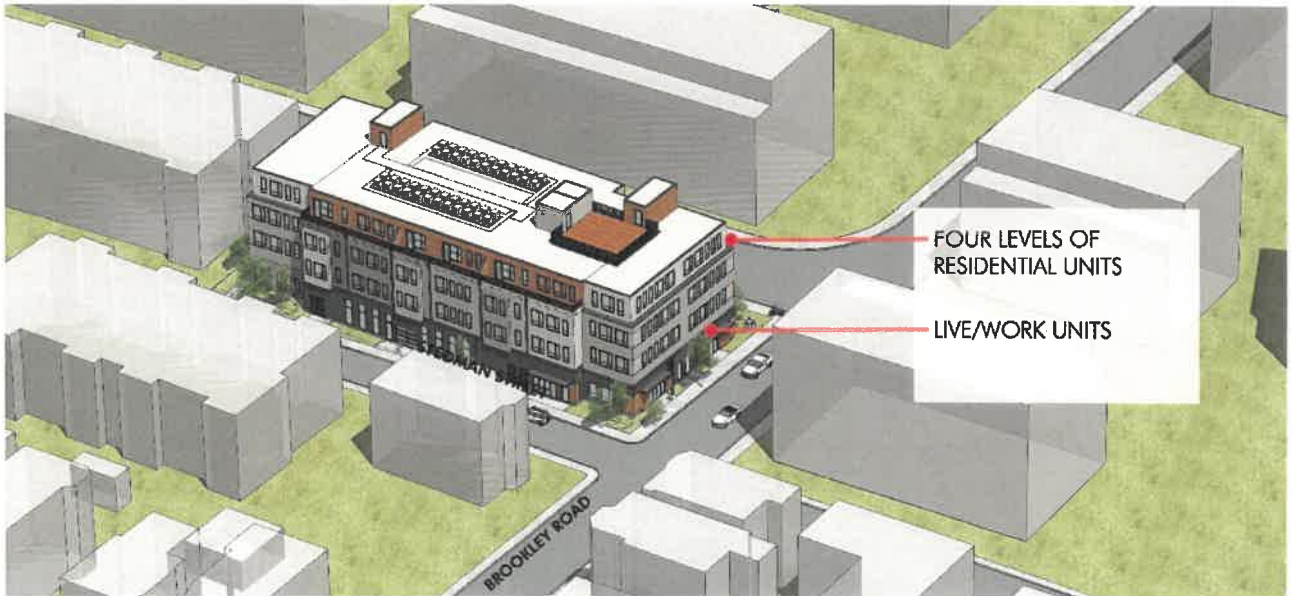


1102667871	
⚠️ Regulations may apply. Please contact us for more detail!	
Assessing	
Parcel ID	1102667871
Address	35 BROOKLEY RD #2-02235
Owner	MELLO-FRANOS TRUST
Assessor's Report	<input checked="" type="checkbox"/>
Property Viewer	<input checked="" type="checkbox"/>
Zoning	
Zoning District	Item to Plan Neighborhood
Zoning SubDistrict	LI
Subdistrict Type	Lote Industrial
Overlays	
Map No.	0A-01 <input checked="" type="checkbox"/>
Article	55 (Table)

Exhibit B

Aerial Perspective and Views

The Project Site





NORTHWEST/ MAIN ENTRY PERSPECTIVE VIEW



NORTHEAST PERSPECTIVE VIEW



SOUTHWEST PERSPECTIVE VIEW



SOUTHEAST PERSPECTIVE VIEW



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



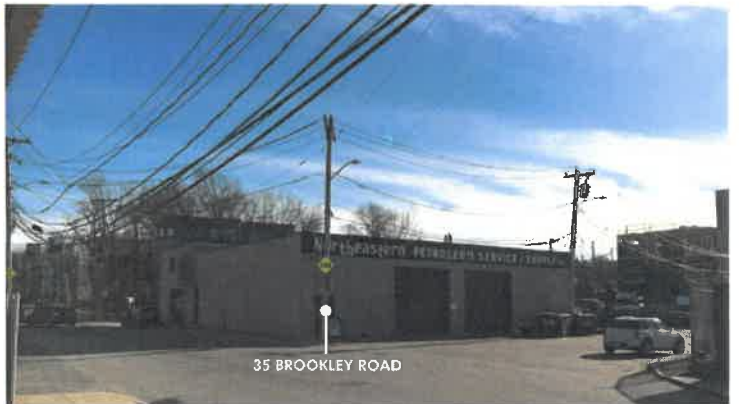
SOUTH ELEVATION

Exhibit C

Google Street Views



VIEW LOOKING EAST DOWN BROOKLEY ROAD

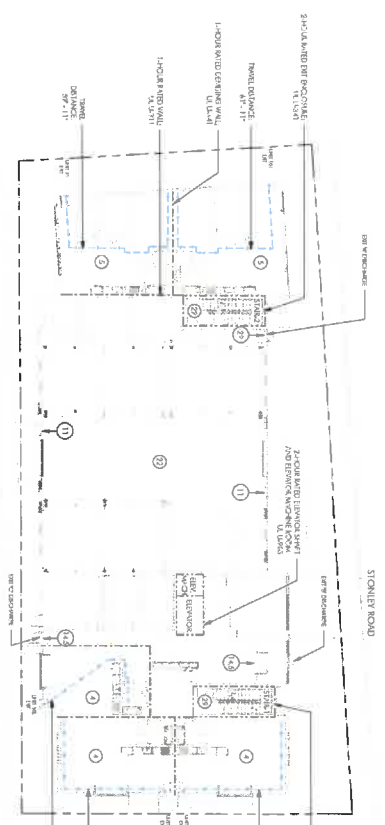


VIEW LOOKING AT THE NORTHWEST CORNER OF 35 BROOKLEY ROAD

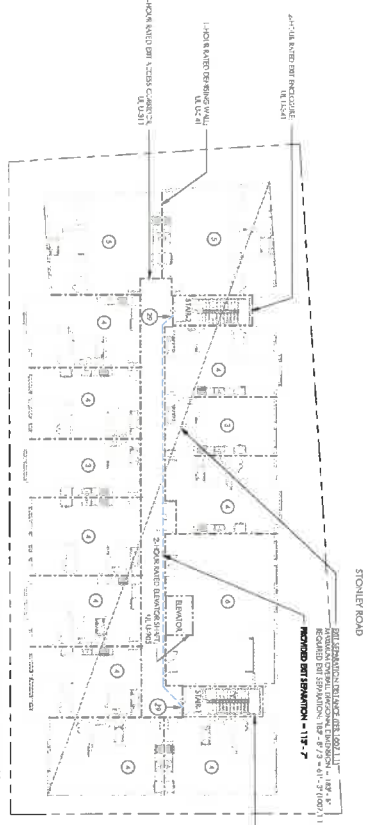
Exhibit D

Schematic Design Set

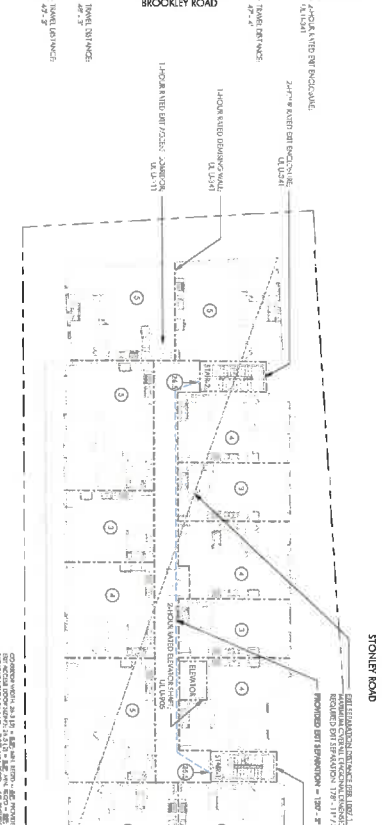
July 2019



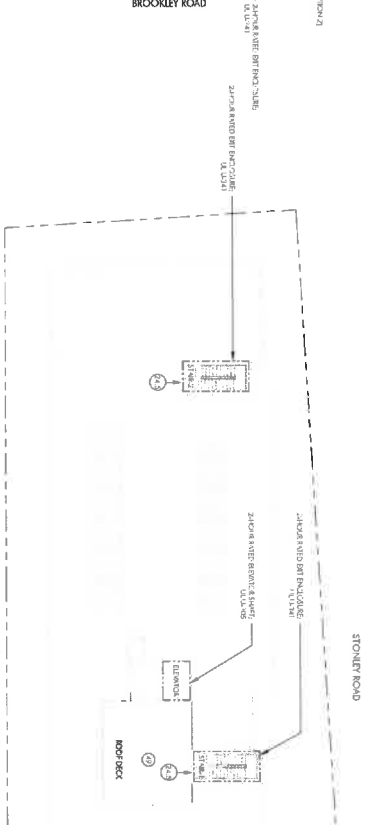
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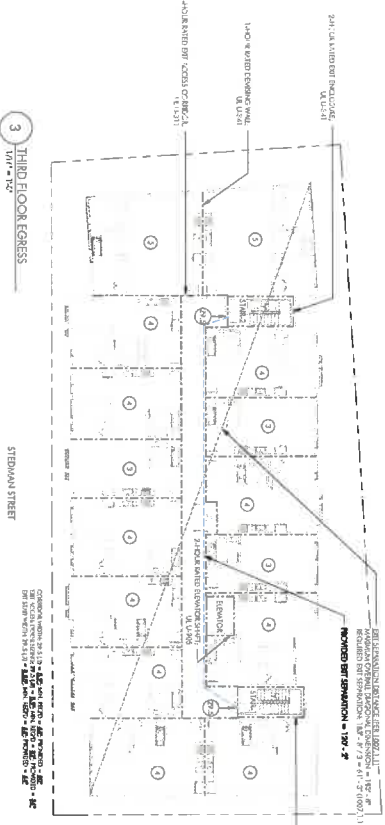
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4 FOURTH FLOOR EGRESS
 1/18" = 1'-0"



5 ROOF EGRESS
 1/18" = 1'-0"



3 THIRD FLOOR EGRESS
 1/18" = 1'-0"



35 BROOKLEY ROAD
 BOSTON, MA 02130

ISSUED FOR CONSTRUCTION

ARCHITECT
EMBARC

CONSULTANT

DATE
 7/25/2018

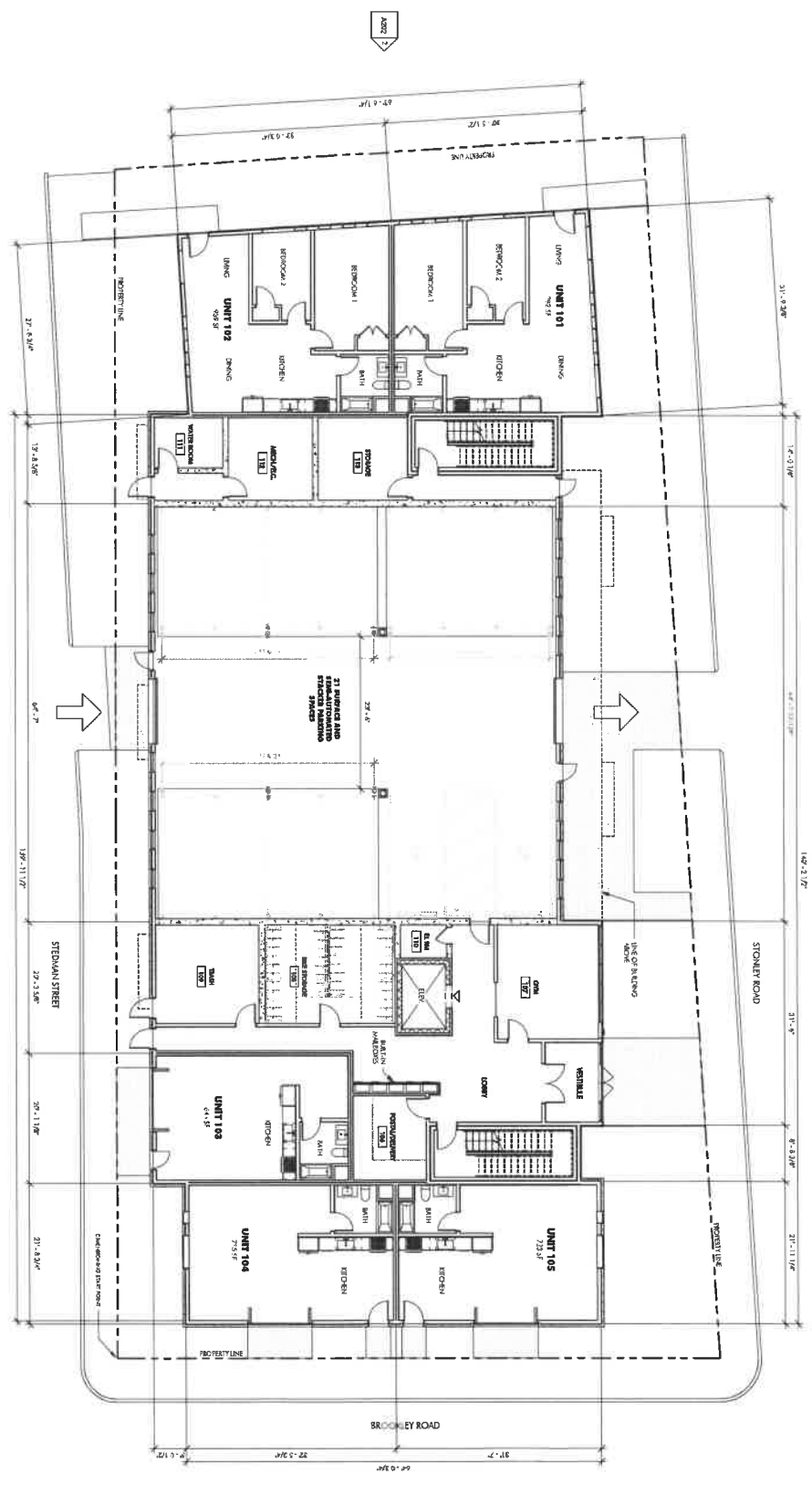
PROJECT
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 EGRESS PLANS

DRAWING NUMBER
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1 FIRST FLOOR
 1/8" = 1'-0"



A101

**35 BROOKLEY ROAD
 BOSTON, MA 02130**

ISSUED FOR CONSTRUCTION

**ARCHITECT
 EMBARC**

CONSULTANTS

OWNER

DATE

PROJECT

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DRAWING NUMBER

DATE

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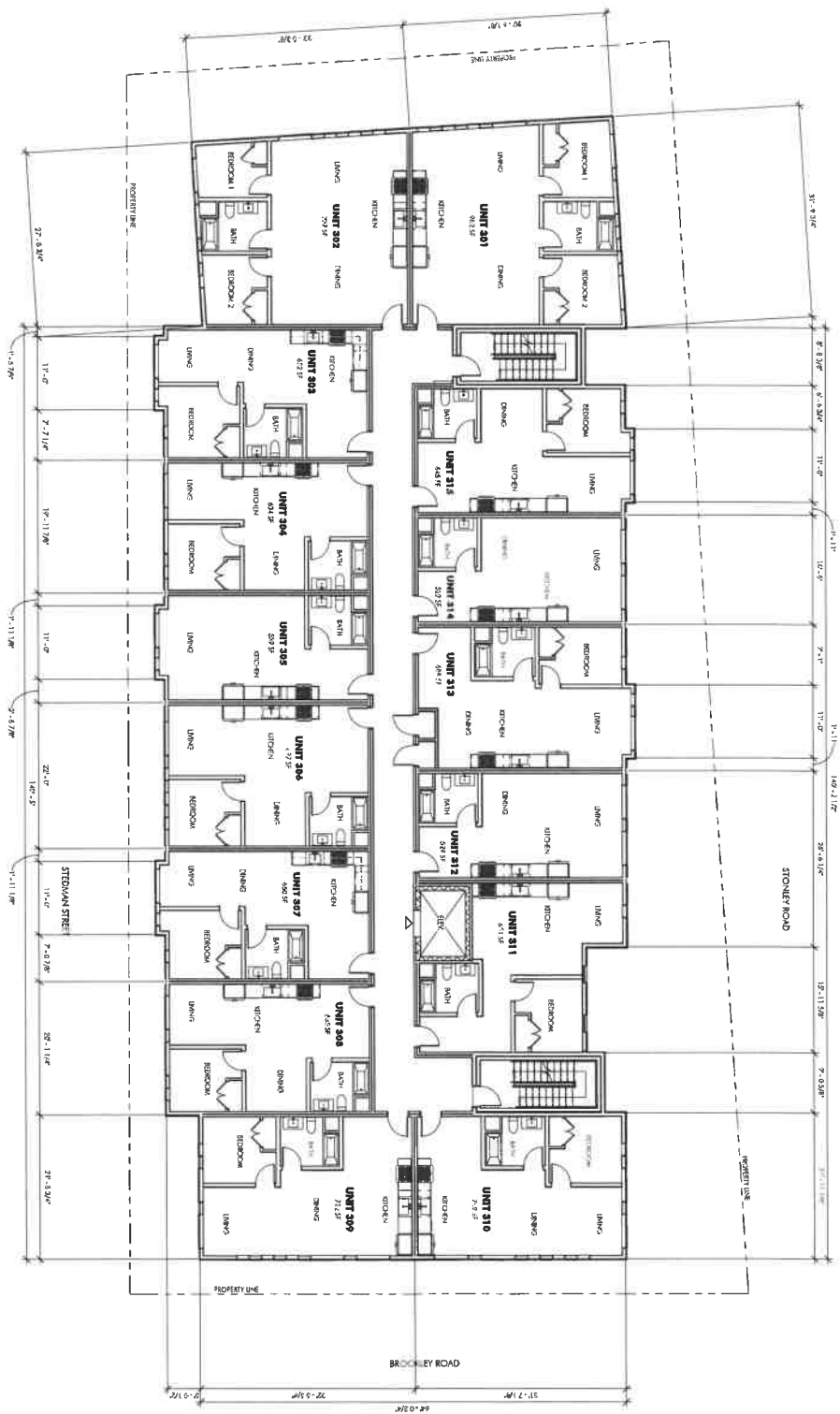
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 1/8" = 1'-0"



A103

THIRD FLOOR PLAN



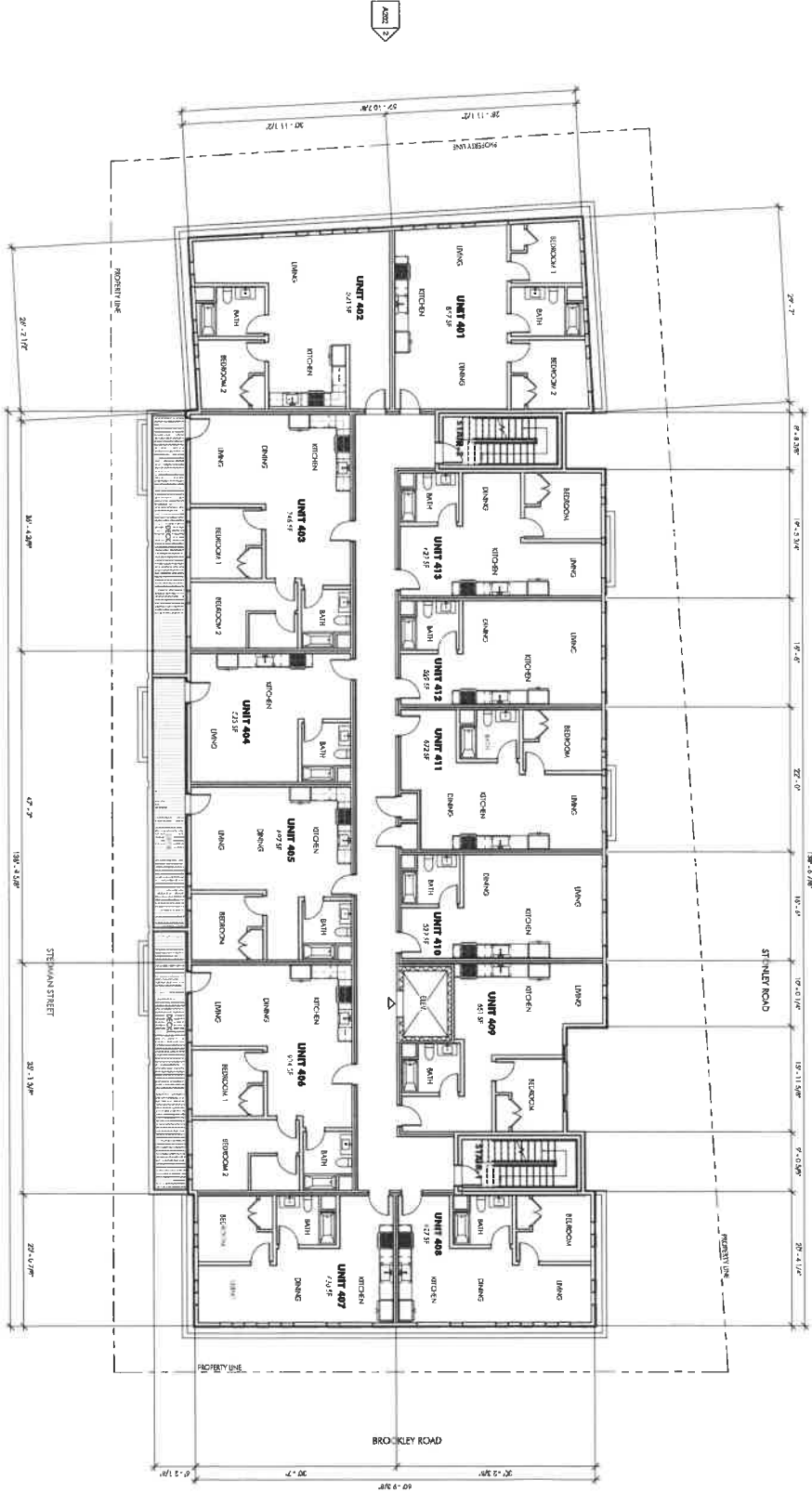
35 BROOKLEY ROAD
 BOSTON, MA 02130

ISSUED FOR CONSTRUCTION

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CONSULTANTS

1 FOURTH FLOOR



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 TEL: 617.552.1000
 WWW.EMBARCARCHITECTS.COM

OWNER
 Owner

CONSULTANTS

DATE
 01/22/18

PROJECT
 35 BROOKLEY ROAD

SCALE
 1/8" = 1'-0"

DRAWING TITLE
 FOURTH FLOOR PLAN

DRAWING NUMBER
 A104

DATE
 01/22/18

PROJECT
 35 BROOKLEY ROAD

SCALE
 1/8" = 1'-0"

35 BROOKLEY ROAD
 BOSTON, MA 02130

ISSUED FOR CONSTRUCTION

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 TEL: 617.552.1000
 WWW.EMBARCARCHITECTS.COM

OWNER
 Owner

CONSULTANTS

DATE
 01/22/18

PROJECT
 35 BROOKLEY ROAD

SCALE
 1/8" = 1'-0"

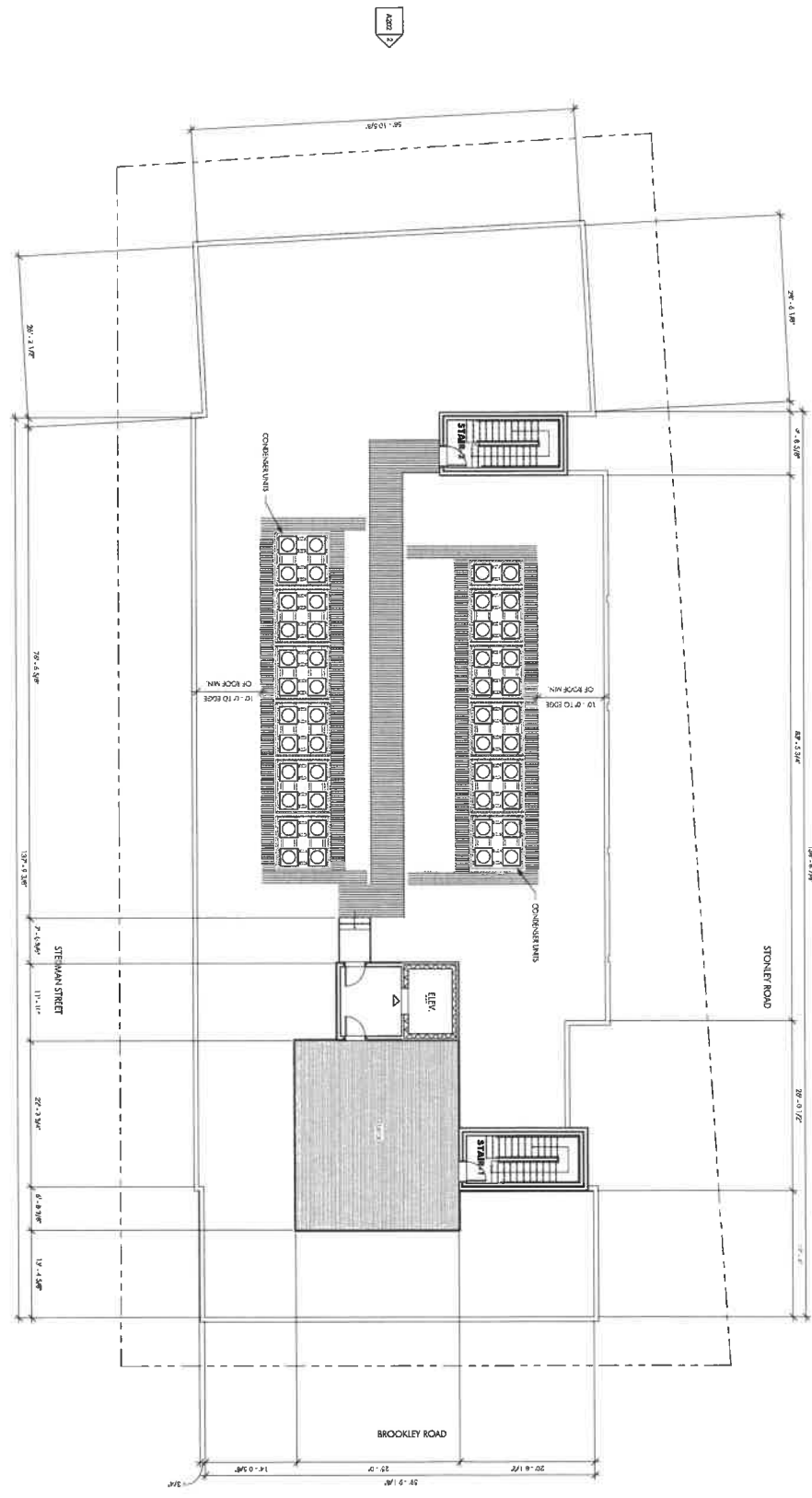
DRAWING TITLE
 FOURTH FLOOR PLAN

DRAWING NUMBER
 A104

DATE
 01/22/18

PROJECT
 35 BROOKLEY ROAD

SCALE
 1/8" = 1'-0"



1 ROOF
 1/8" = 1'-0"

2
 ALSO



PROJECT NUMBER
A105

ROOF PLAN

DRAWING INFORMATION

DATE	2/21/2019
PROJECT	35 BROOKLEY ROAD
OWNER	EMBARC
SCALE	1/8" = 1'-0"

EMBARC ARCHITECT

100 STATE STREET, SUITE 200
 BOSTON, MA 02109
 TEL: 617.552.1234
 WWW.EMBARCARCHITECT.COM

35 BROOKLEY ROAD
 BOSTON, MA 02130

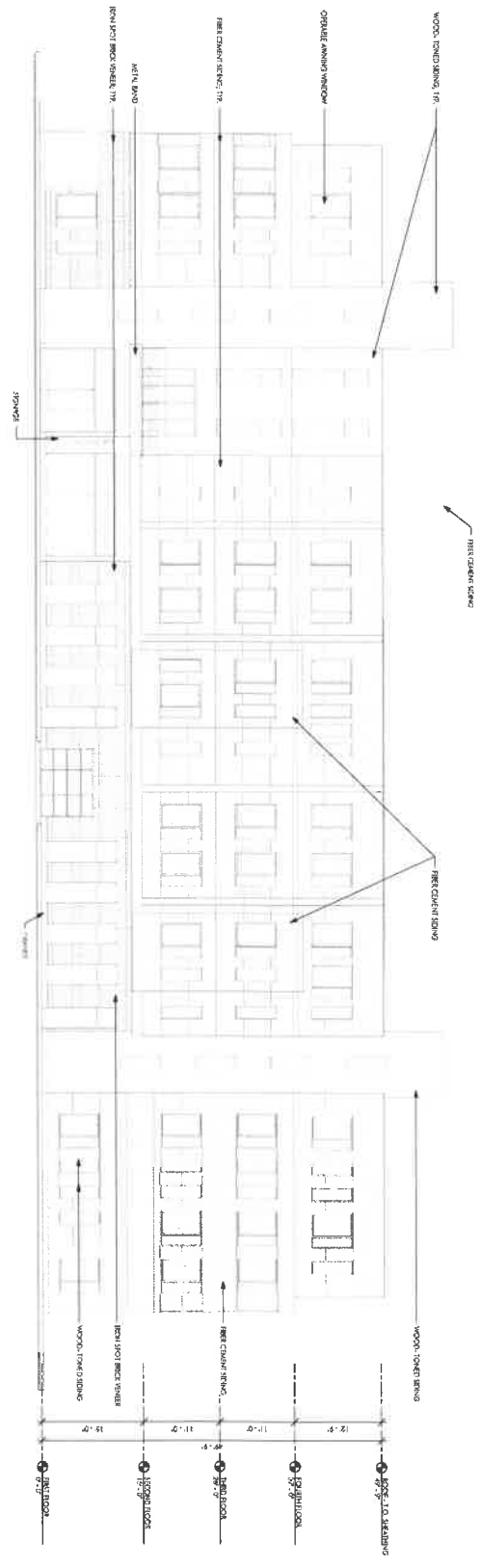
ISSUED FOR CONSTRUCTION

CONTRACTORS

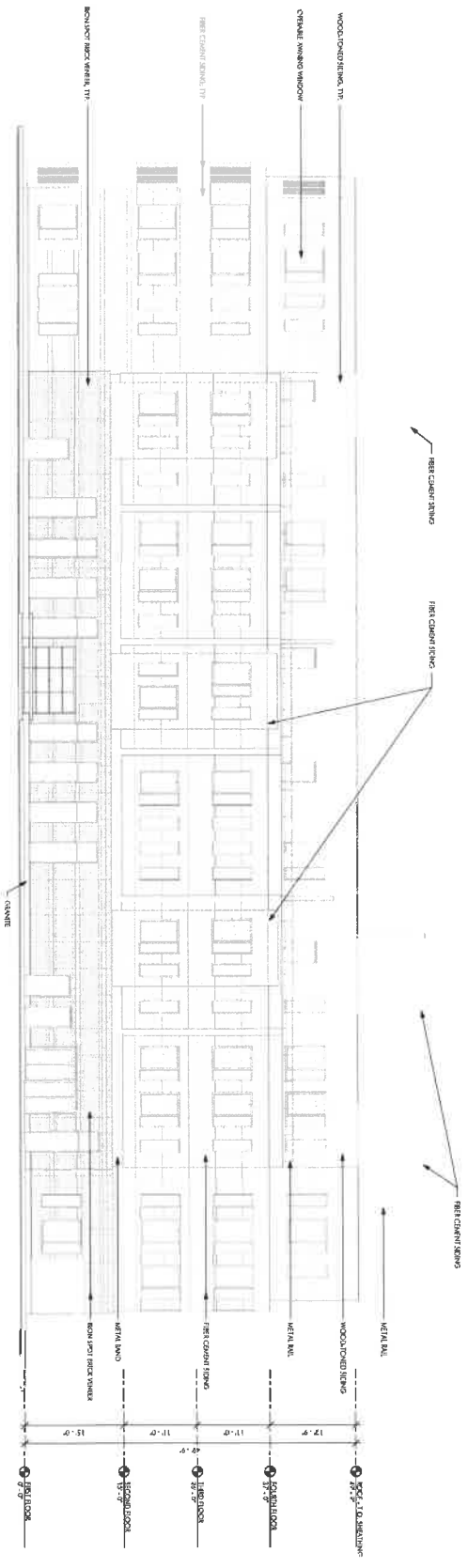
OWNER

ARCHITECT
EMBARC

100 STATE STREET, SUITE 200
 BOSTON, MA 02109
 TEL: 617.552.1234
 WWW.EMBARCARCHITECT.COM



1 STONLEY ROAD WEST ELEVATION
 1/8" = 1'-0"



2 STEEDMAN STREET EAST ELEVATION
 1/8" = 1'-0"

ARCHITECT
EMBARC
 65 FEDERAL STREET
 BOSTON, MA 02109
 TEL: 617.452.2000
 WWW.EMBARCARCHITECTS.COM

OWNER
 CHARTER

35 BROOKLEY ROAD
 BOSTON, MA 02130

ISSUED FOR CONSTRUCTION



ISSUING INFORMATION
 DATE: 07/21/14
 PROJECT #: 18096
 SCALE: 1/8" = 1'-0"
 DRAWING TITLE
 EXTERIOR ELEVATIONS

DRAWING NUMBER
A201

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

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1. Project Information:			
<i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	35 Brookley Road		
Primary Project Address:	35 Brookley Road Jamaica Plain, MA 02130		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	Pulgini & Norton, LLP John A. Pulgini, Esquire 10 Forbes Road West, Suite 410 Braintree, MA 02184 (781)843-2200		
Owner / Developer:	Brooksted, LLC Jeffrey Glew, Principal Mathieu Zahler, Principal 499 Adams Street #527 Milton, MA 02186 (617) 682-9841		
Architect:	Embarc Dartagnan Brown, Principal 60K St. Boston, MA 02127 (617)766-8330		
Civil Engineer:	TBD		
Landscape Architect:	TBD		
Permitting:	Pulgini & Norton, LLP John A. Pulgini, Esquire 10 Forbes Road West, Suite 410 Braintree, MA 02184 (781)843-2200		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	No		
2. Building Classification and Description:			

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<i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	16,290 SF	Building Area:	40,645 GSF
Building Height:	49 FT. 9IN.	Number of Stories:	4 Flrs.
First Floor Elevation:	+/-36.3 FT. (BCB)	Is there below grade space:	No
What is the Construction Type? (Select most appropriate type)			
	Wood Frame	Masonry	Steel Frame Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)			
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional Educational
	Business	Mercantile	Factory Hospitality
	Laboratory / Medical	Storage, Utility and Other	
List street-level uses of the building:	<i>Residential Lobby, (5) accessible residential units, small amenity (gym) space, covered indoor parking, bike storage, and building utilities/common storage.</i>		
3. Assessment of Existing Infrastructure for Accessibility:			
<i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>			
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	<p>The site is located along Brookley Road, flanked between Stonley Road to the west and Stedman Street to the east. Currently, site utilization consists of a two story building and parking lot that is occupied by Northeastern Petroleum Service and Supply.</p> <p>To the south and west, Washington Street runs from the MBTA Arborway Garage and connects to the Forest Hills MBTA stop, while running roughly parallel to the SW Corridor Park. The Arborway is located directly south, just north of the Forest Hills Cemetery. To the north and east, Washington Street leads to the Green Street MBTA station onward towards Jackson Square. Directly to the east of the property, a neighborhood of triple-decker buildings leads to Franklin Park woods, Zoo, and golf course.</p> <p>There are numerous community services within the vicinity of the site including a playground, churches, library, health center, schools, banks, restaurants, public transportation, community gardens, and various other businesses.</p>		

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	<p>The current neighborhood is primarily a mixed-used of 1, 2 & 3-family and residences right on the fringe of light industrial and commercial developments, including service garages and scrap yards.</p> <p>The site is relatively flat with some light elevation up through the Franklin Park Woods to the east. Also worthy of noting that no portion of the site is located within the FEMA "AE" flood zone.</p>
<p>List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:</p>	<p>1/2 Mile Radius: (south) MBTA Station: Forest Hills (Orange Line) Trains: Needham Line Buses: 16, 21, 30, 31, 32, 32/33, 34, 34E, 35, 36, 37, 37/38, 38, 39, 40, 40/50, 42, 50, 51, Orange Line Shuttle.</p> <p>3/4 Mile Radius: (north) MBTA Station: Green Street (Orange Line) Buses: Orange Line Shuttle.</p>
<p>List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:</p>	<p>Hospitals/Medical Facilities within 1/4 mi: Lemuel Shattuck Hospital, 170 Morton St (southeast)</p> <p>Hospitals/Medical Facilities within 1½ mi Bicon Dental Implants, 501 Arborway (south)</p> <p>Elderly and Disabled Housing within ½ mi: Franklin Park Villa Co-op Apartments, 131 Morton St. (southeast)</p> <p>Elderly Services within ½ mile Ethos, 55 Amory St. (north)</p> <p>Public Housing within ½ mi: Forest Hills Housing, 199 Forest Hills St. (west)</p> <p>Educational Facilities within 1/4 mi: The English High School, 144 McBride St (northwest) Forest Hills Montessori, 20 Brookley Rd. (south)</p> <p>Educational Facilities within 1/2 mi: Sposato Graduate School of Education, 215 Forest Hills St. (east)</p> <p>Educational Facilities within 1 mi: Mission Hill School, 20 Child St. (northwest) Hollow Reed School, 93 Sedgewick St. (northwest) Boston Public Schools, 25 Glen Rd. (north)</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p>Government Buildings within a ½ mi: Boston Housing Authority (west)</p> <p>Government Buildings within 1 mi: Engine 28 Fire Station, 740 Centre Street (northwest) Boston Police District E-13, 3345 Washington St (north)</p>

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	<p>Libraries within 1 mi: Jamaica Plain Branch of the Boston Public Library, 30 South Street (northwest)</p> <p>Community Centers within ½ mi: Jamaica Plain Community Center, 144 McBride St (north) The Meeting Point, 3464 Washington St (north)</p> <p>Community Centers within 1 1/2mi: Curtis Hall Community Center, 20 South St (west) The Loring Greenough House, 12 South Street (northwest)</p> <p>Churches within 1 mi: Christ the King Ukrainian Catholic Church, 146 Forest Hills St. (east)</p> <p>Recreational Facilities within 1 mi: JP Cross Fit, 54 Hyde Park Ave (south)</p>
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4. Surrounding Site Conditions – Existing:

This section identifies current condition of the sidewalks and pedestrian ramps at the development site.

Is the development site within a historic district? If yes , identify which district:	No
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:	<p>Yes, along Brookley Road. The side walk is +/-5'-0" wide concrete with granite curb. The condition of the sidewalk is poor.</p> <p>The project proposes to reconstruct the Brookley St. sidewalk and also to construct new sidewalks along Stonley Rd and Stedman St, incorporating new curb cuts at the parking entry/exit.</p> <p>Additionally, a previous study was generated to extend Stedman St and Stonley Rod to eliminate the current dead end conditions. The study proposes to reshape The Project side, adding +/- 4750sf of additional lot area including new 5'-0" wide concrete sidewalks w/ granite curbing. See "Attachments" at the end of this document for additional supporting information.</p>
Are the sidewalks and pedestrian ramps existing-to-remain? If yes , have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes , provide description and photos:	<p>(see above)</p> <p>All new sidewalk work will designed to meet ADA/MAAB compliance.</p>

5. Surrounding Site Conditions – Proposed

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<p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>Yes, Brookley Street is categorized as Neighborhood Residential Street Type in the guidelines.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>This is currently under design consideration, but at the moment: Brookley Rd: 7'-0' wide, plus 6" curb. Furnishing zone will be 2'-0" Pedestrian zone will be 5'-0" Stonley Rd/Stedman St: 5'-0' wide, plus 6" curb.</p> <p>Also to note, the project includes a +/-5'-0" setback from the sidewalk to the building which could potentially be used as partial frontage and contribute as additional open space to the site.</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>TBD. Likely, the following: Furnishing zone: brick pavers Pedestrian zone: broom finish concrete Frontage zone: TBD</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>Likely no, given the project type, however this is TBD at this time.</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>N/A</p>

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<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>TBD</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability - Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>21 spaces located in enclosed Parking Garage on Ground Floor.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?</p>	<p>2 Accessible spaces. Both are van accessible and will maintain 8'-2" vehicle clearance.</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>No.</p>
<p>Where is the accessible visitor parking located?</p>	<p>N/A</p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>Location TBD, however it will be accessible</p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Residential unit and main lobby entrances all to be flush condition with the sidewalk at building exterior. From the main lobby, a stretcher-compliant elevator and stairs provide access to upper floors.</p>
<p>Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no</i>, what is the reason?</p>	<p>Yes (see above)</p>

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If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.	N/A. Project is under 50,000sf
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	46 Housing Units
If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?	46 new rental housing units with approximately 10 units designated as IDP units, per new guidelines set forth in "PLAN JP/ROX". The Developer will enter into an Affordable Rental Housing Agreement and Restriction with the BPDA for the IDP Units.
If a residential development, how many accessible Group 2 units are being proposed?	Of the (46) rental units, 5%, or two (2) of the units will be designed as Group 2.
If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.	Of the required two (2) Group 2 units, we will provide one (1) as an IDP unit.
If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.	N/A
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs /	No. All entrances and unit balconies are ADA accessible.

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<p>thresholds at entry, step to balcony, others. If yes, provide reason.</p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes, describe:</p>	<p>Yes, from the Lobby, stretcher-compliant elevator to provide access to upper floors.</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>The current condition of Brookley Street is paved with sidewalk. Stedman Street and Stonley Road are both paved but without sidewalks. The Project development proposes to add new concrete sidewalk, curbing and street trees. Additional the site open space will be landscaped and will provide community improvements such as a bike parking and bike repair station.</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>TBD</p>
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	<p>No restrooms are planned in common spaces at this time.</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	<p>Proponent has not reviewed proposed plan with the City of Boston Disability Commissioner or Architectural Access staff at this time.</p>

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<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>Proponent has not presented the proposed plan to the Disability Advisory Board.</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. (See A-01, attached)</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. (See A-01, attached)</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) (See A-02 & A-03, attached)</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. (See A-04, attached)</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> • Attached: Photos of existing site views • Attached: Stedman Site Improvements • • 	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
 1 City Hall Square, Room 967,
 Boston MA 02201.

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Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682