

**Supplemental Filing to
Jackson Square Master Plan**
Submitted Pursuant to Article 80 of the Boston Zoning Code

75 AMORY AVENUE

(a/k/a Parcel 69 and Building K)



Submitted to:

Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Submitted by:

Jackson Square Partners, LLC
c/o Jamaica Plain Neighborhood Development Corporation
31 Germania Street
Jamaica Plain, MA 02130

May 16, 2013

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Mr. Peter Meade, Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: John Fitzgerald, Project Manager

**RE: Supplemental Filing to Jackson Square Master Plan
Phase 2 / Site III, 75 Amory Avenue
Boston, Massachusetts**

INTRODUCTION

Jackson Square Partners, LLC ("Project Proponent") is pleased to submit this proposed supplement to the project referred to in our Draft Project Impact Report ("DPIR") filed with the Boston Redevelopment Authority ("BRA") on May 31, 2007 as **Jackson Square, Phase 2 / Site III, 75 Amory Avenue** (a/k/a Parcel 69 and Building K) in the Jamaica Plain and Roxbury communities of Boston, Massachusetts. This Supplemental Filing (hereafter "SF") is being submitted in accordance with Article 80A-6 of the Boston Zoning Code ("Code").

PROJECT BACKGROUND

The DPIR described the overall redevelopment of Jackson Square involving 11.2 acres of largely vacant public and privately owned land where the Jamaica Plain and Roxbury communities meet. The full development program proposed to develop the project in four phases and included construction of 438 units of housing (both homeownership and rental), with 291 units affordable to low and moderate income households, 61,200 square feet (sf) of new ground floor retail space, approximately 66,500 sf of community facilities, 13,500 sf of renovated office space and 13,400 sf for a new youth treatment facility for the Department of Youth Services.

On November 15, 2007, the BRA Board voted to issue a Preliminary Adequacy Determination for Phase 1 of the Jackson Square project, subject to continuing design review by the BRA (the "November 2007 Board Votes"). The BRA director subsequently issued a Preliminary Adequacy Determination for Phase 1 (the "Phase 1 PAD") on January 10, 2008. The November 2007 Board Votes waived the requirement for the filing and review of a Final Impact Project Report ("FPIR") for Phase 1, finding that the DPIR, along with subsequent submissions, was sufficient and adequately resulted in the identification, analysis and mitigation of expected impacts of Phase 1 of the Proposed Project, subject to satisfaction of certain conditions set forth in the November 2007 Board Votes.¹ The November 2007 Board Votes contemplated that the BRA might request supplemental information for subsequent phases prior to issuing adequacy determinations for such subsequent phases. This submission responds to the BRA's request for supplemental information on the proposed 75 Amory Avenue project, and also serves as a notice of project change pursuant to Article 80A-6 to the extent one is required. The BRA has advised the Project Proponent that submission of an FPIR for the 75 Amory Avenue project will not be required, notwithstanding any implication to the contrary in the Phase I PAD or the November 2007 Board Votes.

As described below, in 2010 the Project Proponent determined that it could not advance the initial building scale and unit mix given market and site conditions outside of its control. Since that time,

¹ The Phase 1 project was subsequently refined through the submission and approval of two Notices of Project Change dated January 29, 2010 and April 11, 2011, respectively.

the Project Proponent worked with neighborhood residents and other stakeholders, the Jackson Square Citizens Advisory Committee (CAC), City of Boston staff, and other partners to explore alternative development programs for the site consistent with the vision stated in the original Jackson Square RFP and proposed Jackson Square Redevelopment Initiative Master Plan objectives. This SF is a result of that process.

The proposed project change will result in only minimal changes to the adverse impacts described in the original DPIR. Because the project will be less dense than previously anticipated, any negative environmental impacts as defined by Article 80 and as previously described in the DPIR will either remain the same, be mitigated, or be decreased.

Consistent with the original mission, the program will provide a significant benefit to the neighborhood and play a critical role in engendering the revitalization of Jackson Square.

The following pages address the potential impacts in detail.

OVERVIEW OF PROJECT CHANGE

This SF includes modifications to the conceptual design program for 75 Amory Avenue (Building K) on the Site III portion of the Jackson Square Redevelopment Initiative Master Plan referenced in the November 2007 Board Votes. The Project Proponent is pleased to submit a new program for 75 Amory Avenue on Site III, to initiate Phase II of the Jackson Square Redevelopment Initiative Master Plan. 75 Amory Avenue is the first project slated for development on Site III, the largest of the three sites in the redevelopment initiative. 75 Amory Avenue, a 100% affordable, multi-family, green, and transit-oriented project will include 39 rental apartments, to meet the affordable housing needs of various sized households in the neighborhood.

It had originally been envisioned as part of the master planning work for Jackson Square that the Building K site would include 19 homeownership units along with 36 rental units in a six-story building. For two major reasons, the Project Proponent has elected to pursue a four-story, rental-only project. The first factor is the absence of City and State funding for homeownership as well as the overall depressed market for that kind of project. Every effort will be made, subject to availability of funding and to market conditions, to incorporate affordable homeownership units in subsequent phases of Site III development. The second factor that contributed to the downsizing of the building relates to construction costs. Reducing the building size from six stories to four stories allows the Project Proponent to build a wood-framed structure, which is significantly less expensive than a steel-framed alternative.

In addition to a shift in the unit type and count, this SF also proposes a parking modification to the original site plan. Development of the 75 Amory Avenue project had originally been planned around the construction of a new roadway, "Jackson Street," and the completion of an above-grade Parking Garage proposed on the Building L site. The roadway was planned to ease limited traffic circulation which currently dead ends on Amory Avenue, while forty (40) spaces in the garage were to be dedicated to the residents of 75 Amory Avenue. Unfortunately, two factors have impeded this traffic and parking plan. First, given fiscal constraints within the City, the public roadway has yet to be funded. Second, the Project Proponent was unable to maintain site control over the privately owned Building L parcel. Thus, the parking for 75 Amory Avenue will now take the form of a surface lot in front of the building. This lot will be situated partially on the MDOT parcel ("Parcel 69," as defined in the paragraph entitled "Proposed Project Change Detail" below) and partially on a sub-section of the land alongside the MBTA right-of-way envisioned in the DPIR as the site of a future Greenway (the "MBTA Parcel," as defined in the paragraph entitled "Proposed Project Change Detail" below). The Project Proponent believes that this change is a significant enhancement over the site's current conditions. The Project Proponent continues to contemplate the inclusion of Building L in future

phases of the Master Plan. Conversations between the Project Proponent and the site owner are ongoing.

The current change in the parking plan proposed in this SF will minimally reduce the scale of the anticipated "Greenway" described in the DPIR. The modification to the "Greenway" is further described on page 11. Until the public roadway is introduced, the proposed project design will create a cul-de-sac turn-around at the end of Amory Avenue to accommodate and improve vehicular and pedestrian circulation and safety.

Building Program

Of the 39 rental apartments, 74% are family sized. The majority of the ground-floor units at 75 Amory Avenue will be dedicated to accommodate larger households. The proposed housing program includes the following income mix:

- 21% affordable to extremely low-income households, according to the City of Boston Department of Neighborhood Development homeless set aside requirement, and
- 100% affordable to households earning up to 60% of the Area Median Income.

Over the last two years, the Project Proponent actively sought and integrated feedback from neighborhood residents and other stakeholders in a variety of forums, within the following schedule:

February 2011	Meeting with Amory Terrace residents (the nearest abutters)
May 2011	First meeting with Stakeholder Group
May 2011	Meeting with Jackson Square Citizens' Advisory Committee (CAC); update from the 1 st Stakeholder meeting
June 2011	Second meeting with Stakeholder Group
June 2011	Meeting with CAC to present results and decisions from second Stakeholder Group meeting, including revised unit mix, affordability, streetscape, traffic plan, and building drawings
August 2012	Meeting with CAC, proposed submission timeline, review of enhanced schematic drawings and unit renderings
November 2012	Meeting with CAC, notice of intent to file

The Stakeholder Group was comprised of the following members:

- 2 residents from the abutting Boston Housing Authority property;
- 2 Jamaica Plain residents who live in Jackson Square;
- 2 Roxbury residents who live in the Fort Hill/Highland Park neighborhood;
- 4 residents from Amory Terrace Apartments, which directly abuts Parcel 69;
- Facilities staff from the AIDS Action Committee whose offices are next door on Amory Ave; and
- Commercial property owner of abutting property.

The Jackson Square CAC members were invited to both meetings with the Stakeholder Group. These meetings included a site walk-through and a design/program discussion by the project architect. Participants provided invaluable insight and feedback about the building design (including interior unit layouts), outdoor recreational space for children, and existing traffic and parking conditions.

As described in this SF, the proposed revisions to the project will result in reduced, negligible or no negative impacts from the project as originally analyzed in the DPIR.

The Project Proponent looks forward to your review of this SF and to the issuance of an adequacy determination that no further review is required. Subject to this determination, we are ready to commence development of this site in Jackson Square, advancing the decades-long collaborative planning process in the Jamaica Plain and Roxbury neighborhoods of Boston.

PROPOSED PROJECT CHANGE DETAIL

The original development program for Site III, as outlined in the DPIR, included the development of 75 Amory Avenue (Building “K”) into 55 units comprised of 19 affordable homeownership units and 36 affordable rental units. **Figure 1** below shows the initial Article 80 Phase 2 building plan.

Figure 1. Initial Phase 2 Plan

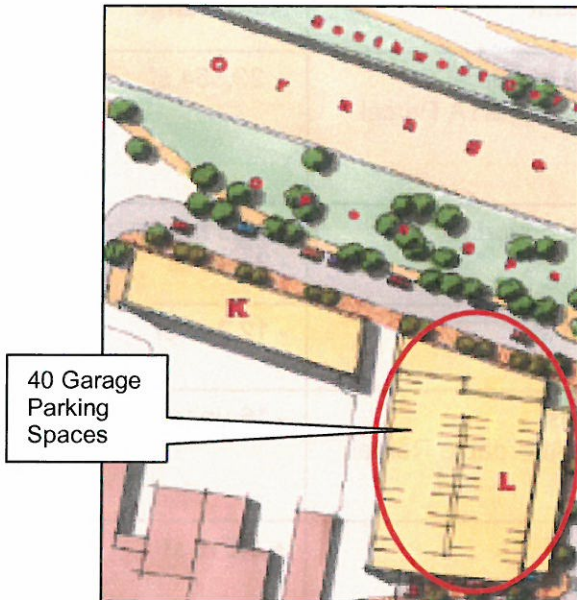
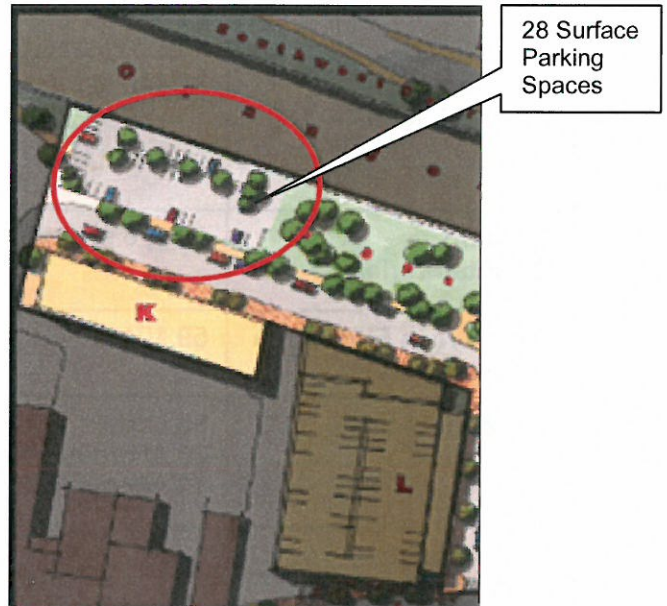


Figure 2. New Phase 2 Plan



The Phase 2, Site III project, as revised, is now proposed to consist of 39 affordable residential rental units. The ground floor will include a large common room for resident use, a property management office, recycling, bike, and laundry rooms. **Figure 2** above shows the overall Phase 2 Building Plan and proposed change in the parking program.

The gross floor area of the project will result in approximately 46,858 square feet of building, representing a 12,246 sf, or 20%, net decrease in the development program for Phase 2, Site III. The height of the building, measured as the distance from grade to the top of the highest point of the roof beams, will be approximately 46.5 feet, with a setback of 11.5 feet from the abutting property to the north, 10.5 feet from the abutting property to the east, and 10 feet from the south property/ROW line. The Floor Area Ratio (“FAR”) is 0.75 (46,858 sf /62,580 sf). A comparison of the proposed development program presented in the DPIR and this SF is shown in **Table 1** below.

Table 1: Comparison of Building Development Program

In order to address surface parking and roadway configuration needs, it is anticipated that the 75 Amory Avenue project site will consist of two parcels:

- the originally contemplated MA DOT parcel ("Parcel 69"), which the Project Proponent expects to acquire in fee directly from MA DOT (without the BRA playing a site assembly conduit role); and
- a small portion of the adjoining MBTA parcel (the "MBTA Parcel"), which the Project Proponent expects to acquire either via easement or in fee directly from the MBTA (without the BRA playing a site assembly conduit role).

The MBTA Parcel will be used for surface parking. This portion will also be designed to further ensure compliance with Articles 29 and 6, under which the Project Proponent will be seeking a conditional use permit (as described in "Zoning Component" below).

	DPIR	Proposal	Net Change
Lot Area (Approximate)	32,449 sf Parcel 69	32,449 sf Parcel 69 23,554 sf MBTA Parcel	+ 23,554 sf
Building Heights/Stories	69 ft, 6 stories	46.5 ft, 4 stories	- 22.5 ft, - 2 stories
Total Gross Floor Area (Approximate)	59,104 sf	46,858 sf	- 12,246 sf
Residential Use	55 Units 36 Affordable Rental 19 Affordable Condos	39 Units 100% Affordable Rental	- 16 units
Office/Resident Program Use	0 sf	1,015 sf	+ 1,015 sf
Parking	40 spaces Located in Building L Garage Parking	28 spaces Located partially on MBTA Parcel and partially on Parcel 69	- 12 spaces

PUBLIC BENEFITS

The revised development program for Jackson Square Site III, Phase 2 will continue to provide substantial public benefits to the residents of the adjacent neighborhoods and to the City of Boston, as originally described in the DPIR. The redevelopment of Jackson Square will transform the area into a vibrant mixed-use neighborhood that will increase the supply of housing, particularly affordable housing; develop brownfield sites; provide a sustainable transit-oriented development; and provide residents with increased safety, improved aesthetic appearance, access to community programs, greater recreational and social activities, and enhanced commercial opportunities. The DPIR listed public benefits associated with the full build out of Jackson Square; the benefits presented below are in relation to the SF changes.

- Replacing a vacant parcel of land with an affordable residential building that substantially contributes to the urban design and architectural fabric of Jackson Square;
- Development of 39 units of affordable rental housing, with the following affordability breakdown:
 - 21% (8 units) set aside for formerly homeless
 - 100% of units will reach households earning 60% AMI and below
 - 10% (4 units) set aside for Community Based Housing residents referred by Massachusetts Rehabilitation Commission;
- 74% family-sized housing units (of those, ten are three-bedroom units);
- Active ground floor street façade with housing, an office, and a meeting room for resident programs with entrance locations that will maximize visibility, enhance connections, and enliven the street;
- As with all of the buildings proposed for Jackson Square, 75 Amory Avenue will be built in accordance with the Jackson Square Green Guidelines, which includes a focus on strategies to ensure good indoor air quality, energy and water efficiency, renewable energy, and green roofs. The Jackson Square Redevelopment Initiative Master Plan was certified silver by the U.S. Green Building Council under its LEED Neighborhood Development (LEED ND) rating system;
- Approximately 115 construction jobs, with outreach to improve access to area residents to these jobs; and
- New annual property taxes on a formerly publicly-owned vacant lot.

In summary, the proposed 75 Amory Avenue project is not only consistent with the public benefits of the Jackson Square redevelopment, but it will also increase the benefits of the overall development program for Jackson Square.

EVALUATION OF CHANGES – ARTICLE 80 REVIEW

Urban Design Component

As a key component of the overall Jackson Square Redevelopment, 75 Amory Avenue furthers the urban revitalization efforts taking place in Jackson Square on Sites I and II and accomplishes the following:

- Activates the western edge of the Jackson Square area by opening new housing; opportunities and place making abutting the recently built Amory Terrace Apartments;
- Transforms long-blighted parcels with active, needed, and attractive residential apartments as well as usable open space and parking;
- Improves the overall appearance of the neighborhood and stabilizes abutting and neighboring residences and businesses;
- Builds new housing that is convenient to mass transportation, bikeways, and greenbelts;
- Builds new housing that is energy and water efficient and environmentally sustainable; and
- Strengthens public ways by fronting on new streets and sidewalks and enhancing pedestrian routes.

Zoning Component

The 75 Amory Avenue project will require three (3) variances and one (1) or two (2) conditional use permits from the City of Boston Zoning Board of Appeal.

Zoning Districts

Parcel 69 is located wholly within a Neighborhood Shopping Subdistrict of the Jamaica Plain Neighborhood District (“NS Subdistrict”). The MBTA lot of which the contemplated MBTA Parcel is a portion runs alongside the MBTA right-of-way and extends from the NS Subdistrict into the adjoining multifamily residential subdistrict (“MFR Subdistrict”). The MBTA Parcel is also located within a Greenbelt Protection Overlay District (“GPOD”). A zoning district overlay of the project site plan is provided in Attachment A.

Variances

The project will require variances for residential use on the first story and for insufficient rear yard. In addition, since a portion of the project’s surface parking lot is anticipated to be constructed on the portion of the MBTA Parcel that is within the MFR Subdistrict, the project will require a variance for parking use within the MFR Subdistrict.

Conditional Use Permits

In the event that the project owner obtains an easement over the MBTA Parcel, the project will require a conditional use permit for ancillary parking on the MBTA Parcel. If, however, the project owner obtains title to the MBTA Parcel in fee, it will not need this conditional use permit because the parking will be accessory rather than ancillary, and accessory parking is allowed. The Project Proponent is in discussions with the MBTA but final resolution of this issue has not yet been reached.

Regardless of the project owner’s form of ownership with respect to the MBTA Parcel, the project will require a conditional use permit for construction of greater than 2,000 sf of impervious surface (i.e., the parking area) within the GPOD.

Screening and Buffering

The screening and buffering components described below are intended to meet the requirements of Article 55 – 38, which would otherwise be applicable if the project were not subject instead to Article 80. The Project Proponent does not contemplate a separate Screening and Buffering review outside of the Article 80 process.

1. At the west side of the building facing the new driveway trees and/or shrubs (deciduous and/or evergreen) shall demarcate the separation and buffer the building from the driveway. This landscaping shall be planted within the enclosure of a wood fence or solid masonry wall that is 60% opaque and at least 4'-0" high. The planting strip shall be no less than 5'-0" wide. It is anticipated that this will accommodate district requirements when "Jackson Street" is eventually constructed.
2. At the sides of the building (fronting on Amory Avenue to the south and two other parcels to the north), trees and/or shrubs (deciduous and/or evergreen) shall buffer the building from adjacent and abutting properties.
3. On the east of the building, a wood fence shall be constructed to screen the Trash Room door from the abutting property. For the remainder of the length of the property line, trees and/or shrubs (deciduous and/or evergreen) shall provide a screen for the new development from the abutting property.
4. The parking lot shall have a 6" solid curb around its perimeter to separate the parking area from the landscaping.
5. Roof mounted mechanical equipment shall be visibly screened from view with opaque walls.
6. Landscaping shall be maintained by experienced personnel contracted by the Property Management Agent hired by the Project Proponent.

Parking Impacts

The number of parking spaces for this Phase 2 project component will be reduced from the forty (40) garage spaces identified in the original DPIR to twenty-eight (28) surface spaces situated on Parcel 69 and the MBTA parcel. Twelve (12) of these spaces will be parallel parking spots situated in front of the building on Parcel 69, along a roadway that will be incorporated into the future Jackson Street. The remaining sixteen (16) spaces will be in a lot on the MBTA Parcel. The twenty-eight (28) parking spaces will be designated to the residents of the thirty-nine (39) units at 75 Amory Avenue and will adequately cover the 0.7 parking spaces per unit that would be required under Article 55 - Table J if the project were not subject instead to Article 80. Though there will be no off-street loading bays included in the 75 Amory Avenue project, the project design provides two (2) designated loading spaces on the building side of the driveway to meet the standards set forth in Article 55 - Table K.

Traffic Impacts

The analysis in the DPIR indicated that the impacts of the project as previously presented could be accommodated at the study area intersections and roadways with the proposed mitigation.

Because the project as described in the SF results in a reduction of trips from the project described in the DPIR (based on lower density), the transportation impacts are assumed to be less than those reported in the DPIR. Therefore, the project impacts as presented by the proposed project change are less than those previously described in the DPIR; no further analysis is required.

Environmental Impacts

As described above, lack of site control at Building L and delayed timing of Jackson Street have resulted in a change in the circulation and parking plan for 75 Amory Avenue, and a modification to the originally planned “Greenway.” The new design plan will create a turn-around at the end of Amory Avenue to accommodate safe vehicular and pedestrian circulation independent of a public thru-street. This Filing reduces the scale of the contemplated future “Greenway” by a total of 14,450 sf of the MBTA Parcel. This Filing reduces the scale of the contemplated future “Greenway” because of the plan to pave some of the MBTA Parcel to create 16 parking spaces.

The Project Proponent recognizes that this is a shift in the original Master Plan concept, but does not see the new programming use as resulting in any adverse effect. The Project Proponent will offer strong environmentally sound open space programming around this new “Greenbelt Roadway” in accordance with Article 29 to ensure: 1) that the natural and aesthetic quality of the area is maintained, and 2) that the site transitions seamlessly into the larger “Greenway” contemplated in subsequent Site III development phases.

In order to mitigate this change in the contemplated Greenway, the Project Proponent commits to exploring funding options to enhance the development standards described in Article 29 by incorporating LEED Silver certifiable design methodologies. The design will explore permeable paving to improve storm water runoff, enhanced plantings and will lay the groundwork for the proposed bike path, safe passage, and recreational uses described in the original DPIR for the contemplated Greenway. As a requisite to the Article 29 conditional use permit required in this development, the Project Proponent has delivered a copy of this SF and Attachments to the Boston Parks Commission.

Historic Resources Component

The DPIR identified, mapped and described the historic and archaeological resources within and adjacent to the Jackson Square project site and the potential effects the Master Plan may have on these resources. The proposed project change does not affect the determination of no adverse effect on historic structures.

Infrastructure Systems Component

Wastewater

As the SF indicates, the building massing reduces the impact of wastewater from the original plan. This change reduces the residential space and reduces the estimated daily sewage generation to 8,580 gpd from an estimated 10,560 gpd. (The Building K bedroom count was not specified in the 2007 Master Plan. The 10,560 gpd is based on the percentage of bedroom unit count per total number of unit percentages indicated in the full build-out of Jackson Square.)

Table 2. SF Proposed Estimated Daily Sewage Discharges

Housing	Number of Units	Number of Bedrooms	Sewage Generation (gallons per day)
One-Bedroom Units	10	10	1,100 gpd
Two-Bedroom Units	19	38	4,180 gpd
Three-Bedroom Units	10	30	3,300 gpd
Four-Bedroom Units	0	0	0 gpd
Housing Total	39	78	8,580 gpd (0.01 cfs)

Proposed Water System Impacts

The water consumption for the proposed change is expected to be reduced by 1,980 gallons per day (gpd), based on the Project's estimated sewer generation. A factor of 1.1 (which factors in a conservative assumed 10% loss of water) is applied to the average daily wastewater flows to estimate average water use on a daily basis.

Water capacity and pressure is not anticipated to be an issue for the project based on the projected domestic and fire protection water demands. BWSC record flow data and hydrant flow tests will be used to confirm that there is enough pressure in the existing water systems to support the Project's needs. The building will connect to an adjacent water main owned and operated by the BWSC. The exact connection points and sizes of services will be coordinated with and approved by the BWSC.

All new water services will be installed in accordance with the latest Local, State, and Federal codes and standards. Backflow preventers will be installed at both domestic and fire protection service connections. New meters will be installed with Meter Transmitter Units (MTU's) as part of the Boston Water and Sewer Commission's Automatic Meter Reading (AMR) system.

Storm Drainage System Impacts

Existing Stormwater Drainage System

The existing street within and adjacent to the project area contains storm drains owned and maintained by the BWSC. Amory Avenue contains a 12" storm drain with a north westerly direction of flow that connects to a 15" storm drain which connects to the West Roxbury Low Level (Combined) Sewer.

Proposed Storm Drainage

The Proposed Site is expected to have an increase in the amount of impervious area in the developed condition compared to the existing condition. As a result, there will be an increase in the peak rate of stormwater discharge from the property in the developed condition compared to the existing condition without stormwater mitigation measures. Therefore, the stormwater design will include stormwater detention structures (i.e., detention basins, or buried detention basins) to mitigate the peak rate of runoff and to treat phosphorus. The Project is not located within the City of Boston's Groundwater Conservation Overlay District and therefore does not require significant groundwater infiltration measures, although the stormwater design will attempt to promote infiltration.

The project will have the same or less impacts than as described in the DPIR.

Boston Water and Sewer Commission

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

The project will have the same or less impacts than as described in the DPIR.

Conformance with the DEP Stormwater Management Policies

In March 1997, last revised January 2008, the DEP established a Stormwater Management Policy to address non-point source pollution. The Policy prescribes specific stormwater management standards for development projects, including urban pollutant removal criteria for projects that may

impact environmental resource areas. Compliance is achieved through the implementation of Best Management Practices (BMP's) in the stormwater management design. The Policy is administered locally pursuant to MGL Ch. 131, s. 40.

A brief explanation of each Policy Standard and the system compliance is provided below:

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

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

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

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

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

Compliance: To the extent possible, the proposed site will attempt to recharge a portion of the stormwater runoff.

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

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

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

Compliance: The project is not associated with Higher Potential Pollutant Loads (per the Policy, Volume I, page 1-8). This project complies with this standard.

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

Compliance: The project will not discharge untreated stormwater to a sensitive area or any other area.

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

Compliance: The project will meet or exceed all standards.

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

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

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

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

Standard #10: *All illicit discharges to the stormwater management system are prohibited.*

Compliance: No illicit discharges, including wastewater, process wastes, toxic pollutants and hazardous substances will be introduced into the stormwater management system. An Illicit Discharge Compliance Statement will be filed with the Boston Conservation Commission prior to receiving a Certificate of Compliance for the Project.

The project will have the same or less impacts than as described in the DPIR.

Maintenance Program During Construction

1. Site inspections shall be performed weekly by a Professional Engineer during the construction of the site improvements in order to observe the construction progress, erosion control devices, and the storm water runoff conditions. The Professional Engineer shall recommend corrective measures to the Project Superintendent when warranted. A field report of the Project Engineer's finding will be kept.
2. Efforts to control erosion and sediment shall be made by the following: compaction of disturbed earth on slopes, placement and maintenance of hay bales and silt fence as directed by the Engineer and construction documents (including around new and existing drainage structures), and earth stock piling at proper locations and in a manner to minimize erosion.
3. The contractor shall make every effort to sequence and complete the construction of drainage facilities to ensure that uncontrolled runoff is kept to a minimum.
4. A Professional Engineer shall conduct an inspection of the storm water management system upon completion of its installation.
5. Records shall be kept by a Professional Engineer and shall be available for inspection by the Boston Water and Sewer Commission.

Maintenance Program After Construction

1. Sweepings shall be disposed offsite and in compliance with all applicable codes.
2. The catch basins shall be inspected each May and November. The catch basin shall be cleaned if sediment is within 24 inches of the outlet. All sediment shall be deposited offsite and in compliance with all codes.
3. Storm water treatment systems shall be inspected and maintained in compliance with the manufacturers' recommendations.
4. A Maintenance Log shall be kept by the Maintenance Superintendent and shall be available for inspection by the Boston Water and Sewer Commission.

Electric & Gas Service

It is anticipated that there will be no significant impacts on the energy requirements with the proposed change. Electric demands of 75 Amory Avenue will be reviewed and coordinated with MATEP and NSTAR. Issues with access to or availability of gas service are not anticipated. The necessary connection points and sizes of services for 75 Amory Avenue will be coordinated with BWSC and National Grid.

Telephone & Cable Television Services


Adequate telephone and cable television service is available for the project along Amory Avenue no adverse impact will occur as a result of the project change.

CONCLUSION

We believe that the proposed change to Jackson Square Phase 2, Site III described in this Supplemental Filing will provide new housing opportunities affordable to households who earn incomes significantly below the Area Median, particularly for family-sized households, and contribute to the revitalization of Jackson Square. This project change will result in negligible or no negative impacts from the original DPIR analysis.

We request that the Boston Redevelopment Authority concur with our analysis and issue a determination that no further review is necessary under Article 80 of the Boston Zoning Code.

Sincerely,
Jackson Square Partners, LLC



Richard Thal, Manager

Exhibits:

- Project Team
- Location Map
- Focus Map
- Existing Conditions
- Site Photos

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614-224-0600
jlieber@kleinhornig.com

Consultants

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Roxbury, MA 02120
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hjoseph@gis.net

Civil Engineer

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Project Manager
Nitsch Engineering
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adiotte@nitscheng.com

John Schmid
Senior Project Manager
Nitsch Engineering
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jschmid@nitscheng.com

Transportation

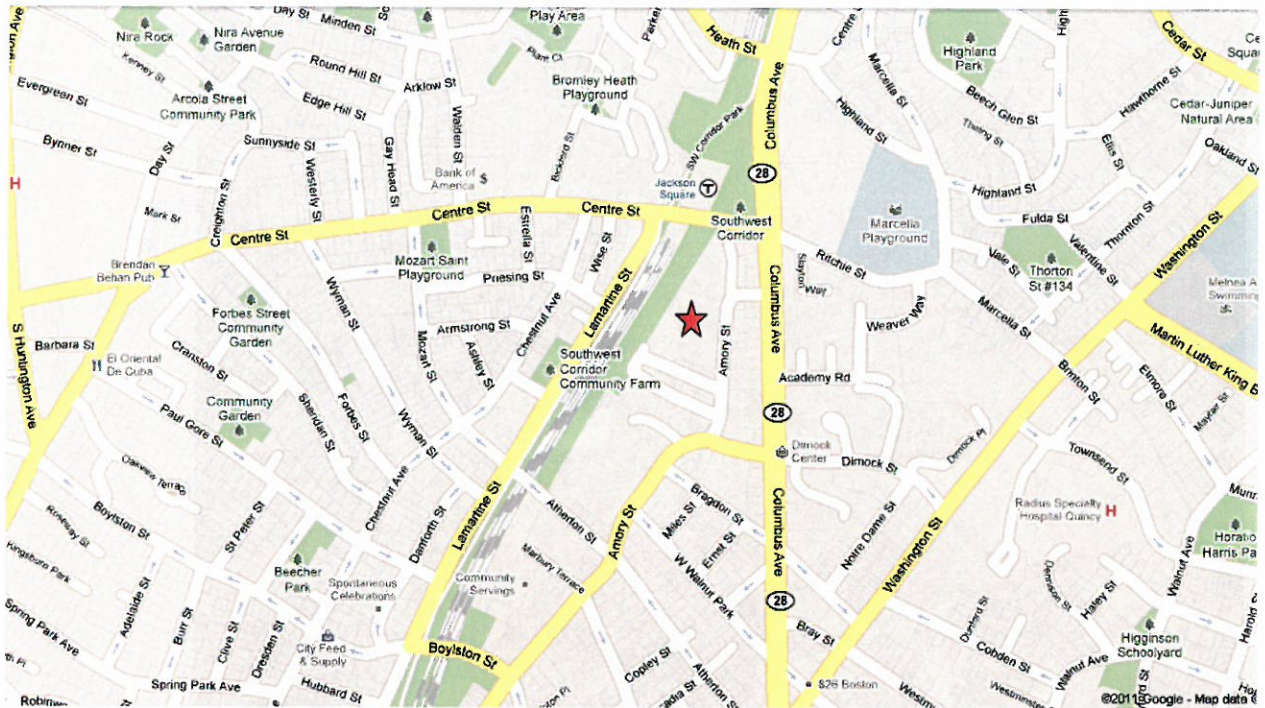
Guy Busa, Principal
Howard Stein Hudson
38 Chauncy Street, 9th Floor
Boston, MA 02111
(617) 482-7080

Market Study

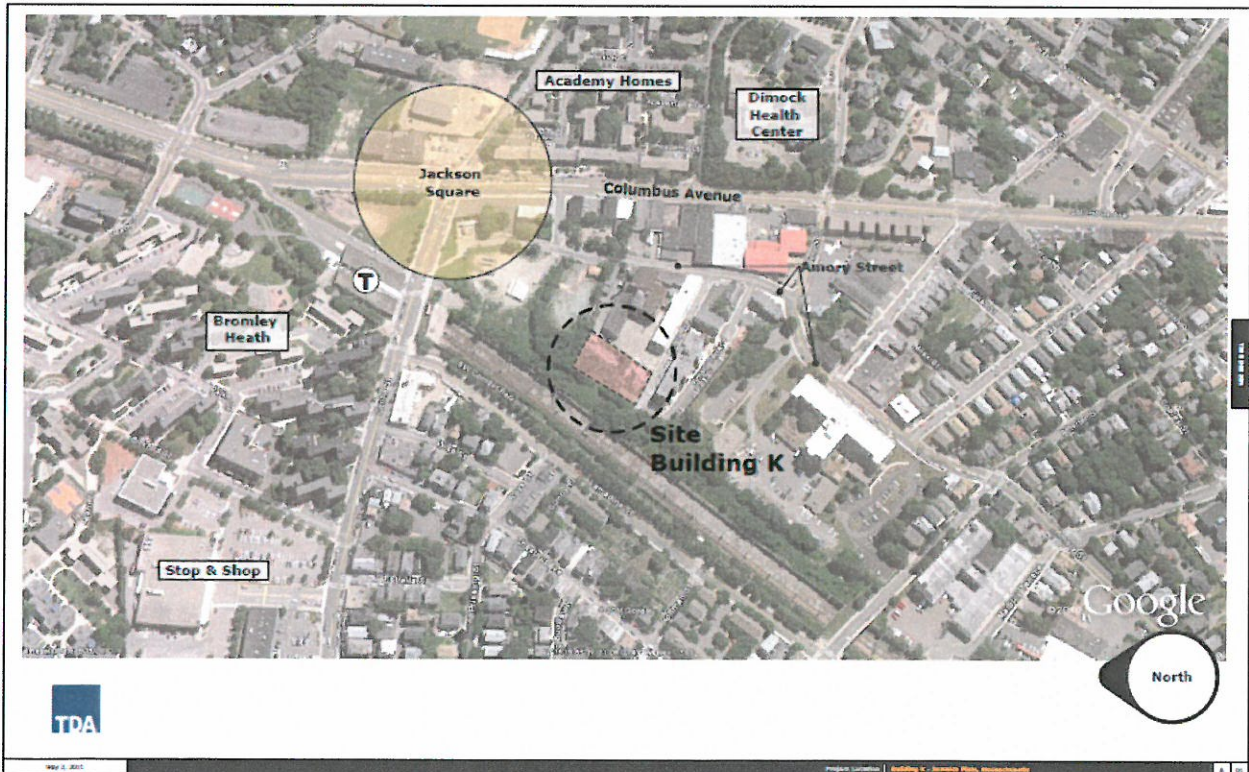
Lisa Toback
Supervisory Appraiser
The Appraisers Group
44 Trapelo Road
Belmont, MA 02478
617.489.2003

SITE INFORMATION

Location Map



Focus Map



Existing Conditions



Site Photos



Parcel 69 vacant lot.



Parcel 69 vacant lot. Behind: Robinson Rockland Brewery (abutter).



Parcel 69 vacant lot.



Parcel 69 vacant lot.

ATTACHMENTS:

Attachment A – Schematic Drawings

**ATTACHMENT A
SCHEMATIC DRAWINGS**

75 AMORY AVENUE JAMAICA PLAIN, MA

OWNER:

JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
31 GERMANIA STREET, JAMAICA PLAIN, MA 02130

ARCHITECT

TISE DESIGN ASSOCIATES
246 WALNUT STREET, SUITE 303, NEWTON, MA 02460
WWW.TISEDESIGN.COM 617.581.6601

STRUCTURAL ENGINEER

ROGER HOBEIKA ASSOCIATES, INC.
85 MAIN STREET, WATERTOWN, MA 02472
617.924.5257

CIVIL ENGINEER

ALLEN & MAJOR ASSOCIATES, INC.
100 COMMERCE WAY, WOBURN, MA 01888
781.935-6889

MECHANICAL/ PLUMBING/ FIRE PROTECTION ENGINEER

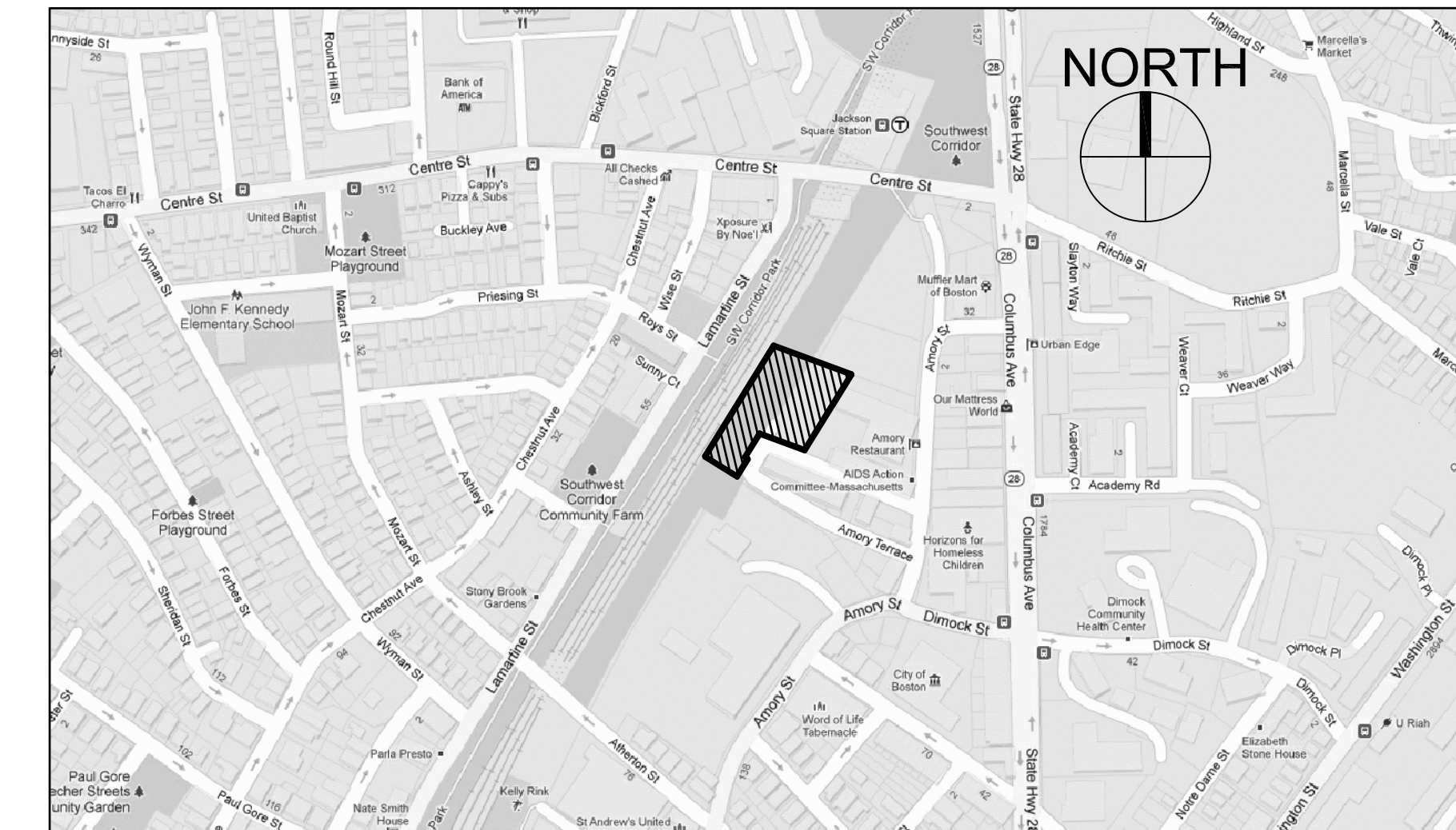
NORIAN SIANI ENGINEERING
43 BRADFORD STREET, CONCORD, MA 01742
781.398.2250

LANDSCAPE ARCHITECT

SCHREIBER ASSOCIATES
3 FIELDS LANE, WAYLAND MA 01776
508.358.2211

SPECIFICATIONS

KALIN ASSOCIATES
1121 WASHINGTON STREET, NEWTOWN, MA 02465
617.964.5477



LOCATION MAP

PROJECT PROGRAM

RESIDENTIAL

UNIT TYPE	UNIT TABULATION						TOTAL
	1BR	2BR	2BR (bf)	3BR	3BR(bf)	4BR	
1ST FLR	3	-	-	5	1	-	9
2ND FLR	3	2	1	2	-	-	8
3RD FLR	2	8	-	1	-	-	11
4TH FLR	2	8	-	1	-	-	11
TOTAL	10	18	1	9	1	-	39
CBH UNITS*	3	1					

* COMMUNITY BASED HOUSING

GROSS AREA TABULATION	
FIRST FLOOR	11,842 SF
SECOND FLOOR	11,632 SF
THIRD FLOOR	11,692 SF
FOURTH FLOOR	11,692 SF
TOTAL	46,858 SF

PARKING SPACES: 28 CARS

LIST OF DRAWINGS

C	COVER SHEET
EX1	EXISTING CONDITION PLAN
SP1	SITE PLAN / SURVEY

ARCHITECTURAL

A1.1	FIRST FLOOR PLAN
A1.2	SECOND FLOOR PLAN
A1.3	THIRD & FOURTH FLOOR PLAN
A1.4	ROOF PLAN
A2.1	NORTH & SOUTH BUILDING ELEVATIONS
A2.2	EAST & WEST BUILDING ELEVATIONS
A3.1	UNIT PLANS TYPES A THRU F
A3.2	UNIT PLANS TYPES G THRU J
A3.3	UNIT PLANS TYPES K , L

SCHEMATIC DESIGN

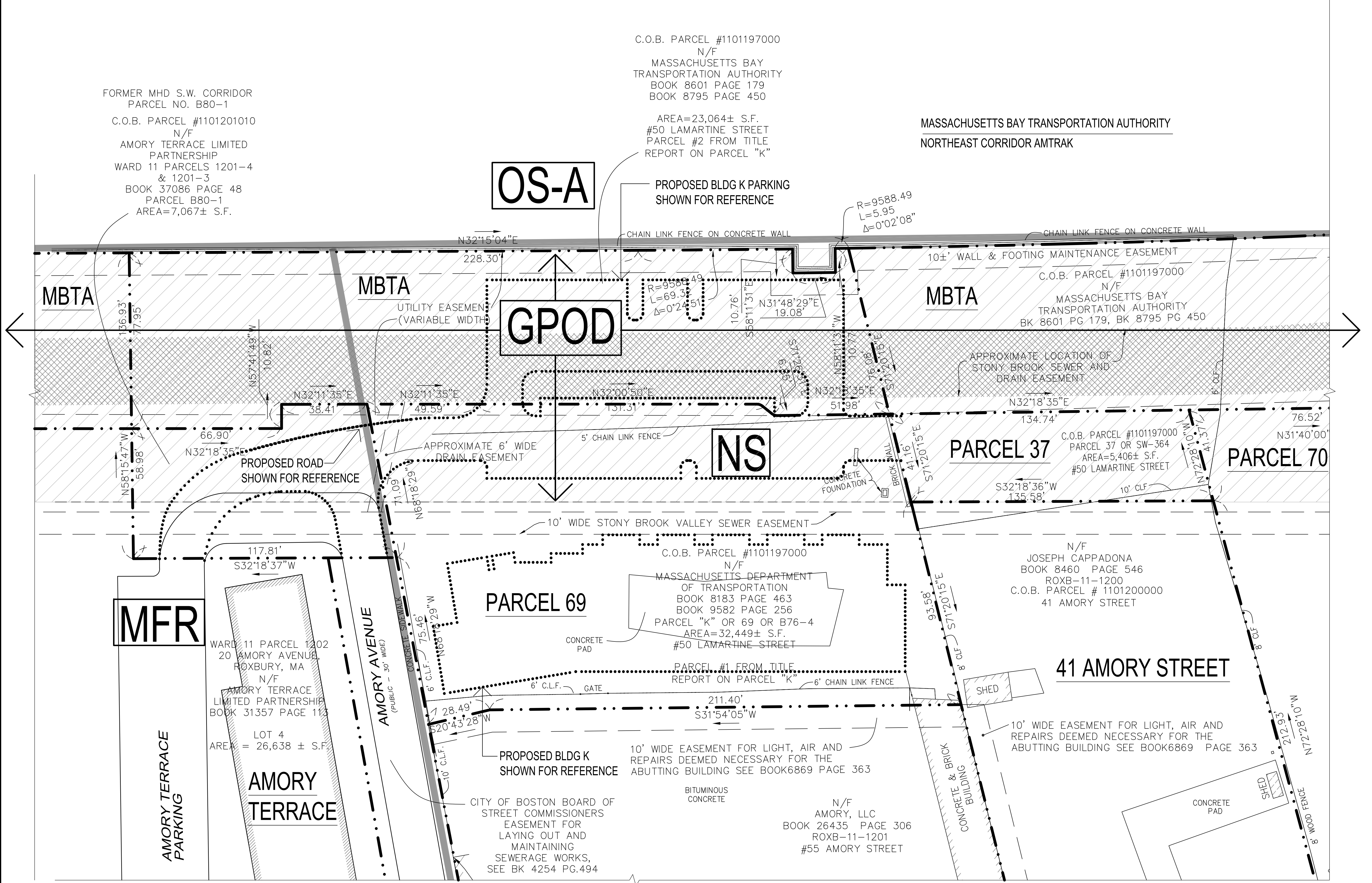
MAY 2, 2013

C.O.B. PARCEL #1101197000
N/F
MASSACHUSETTS BAY
TRANSPORTATION AUTHORITY
BOOK 8601 PAGE 179
BOOK 8795 PAGE 450

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
NORTHEAST CORRIDOR AMTRAK

FORMER MHD S.W. CORRIDOR
PARCEL NO. B80-1
C.O.B. PARCEL #1101201010
N/F
AMORY TERRACE LIMITED
PARTNERSHIP
WARD 11 PARCELS 1201-4
& 1201-3
BOOK 37086 PAGE 48
PARCEL B80-1
AREA=7,067± S.F.

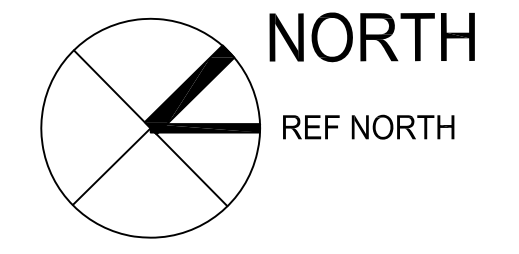
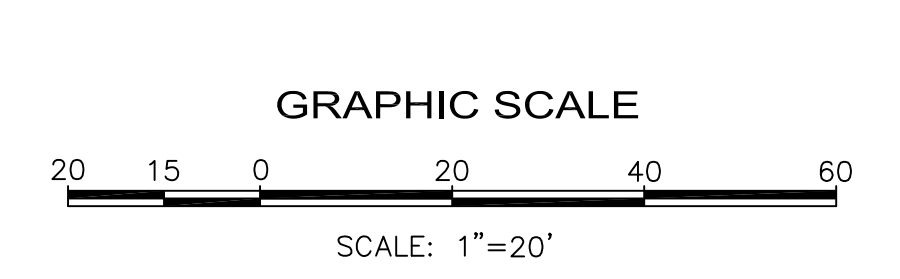
AREA=23,064± S.F.
#50 LAMARTINE STREET
PARCEL #2 FROM TITLE
REPORT ON PARCEL "K"

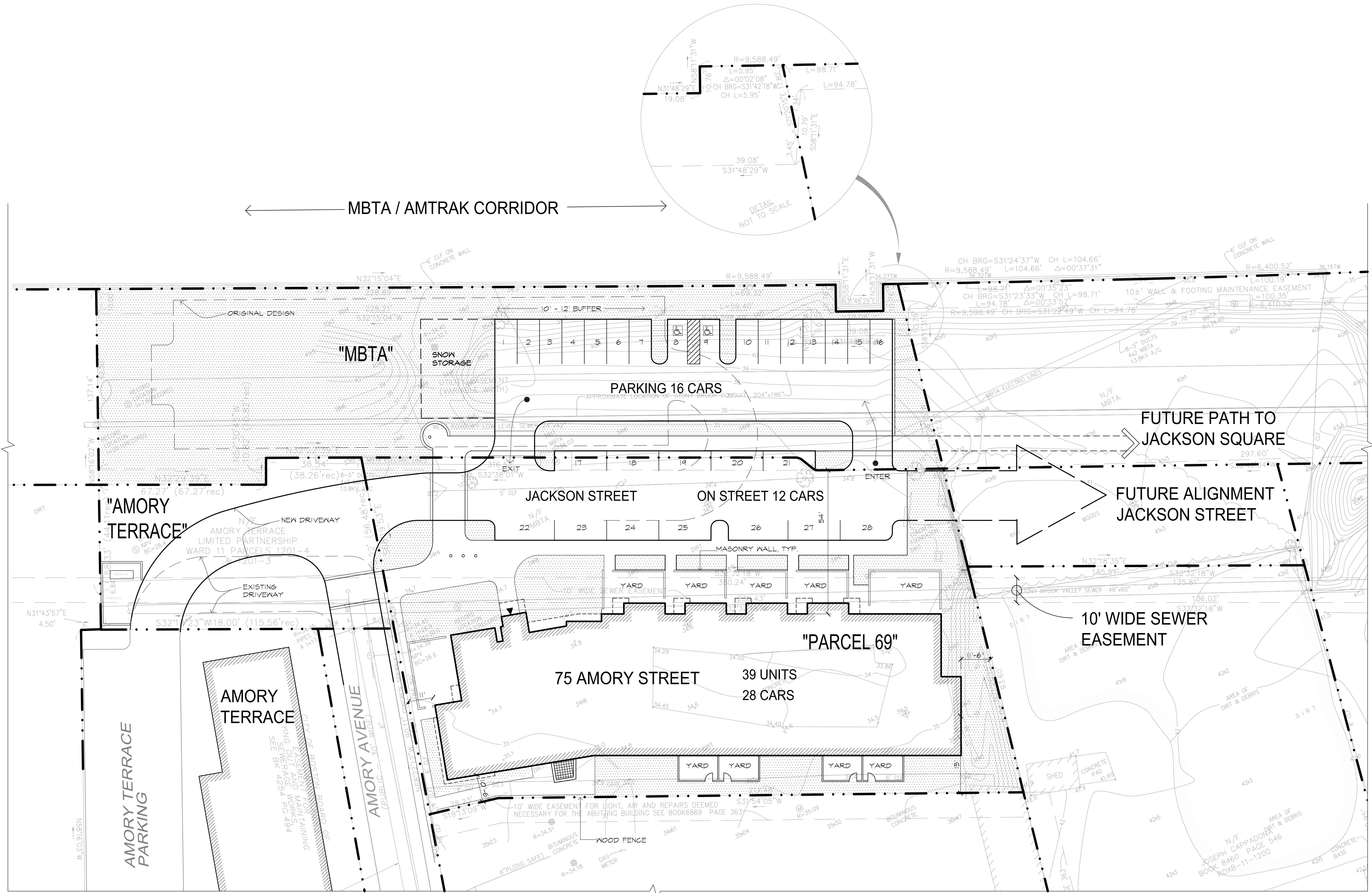


EXISTING SITE CONDITION

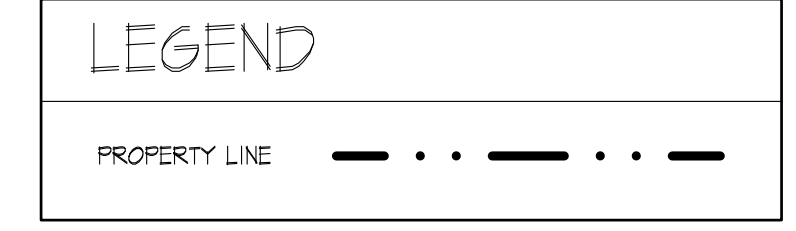
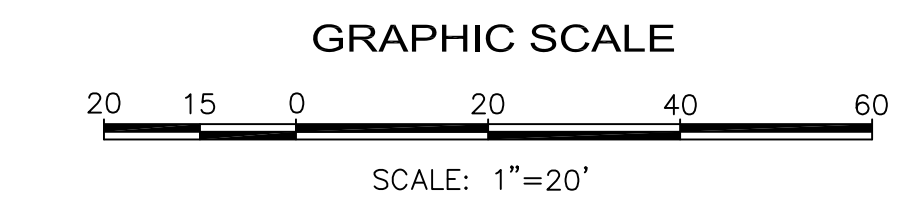
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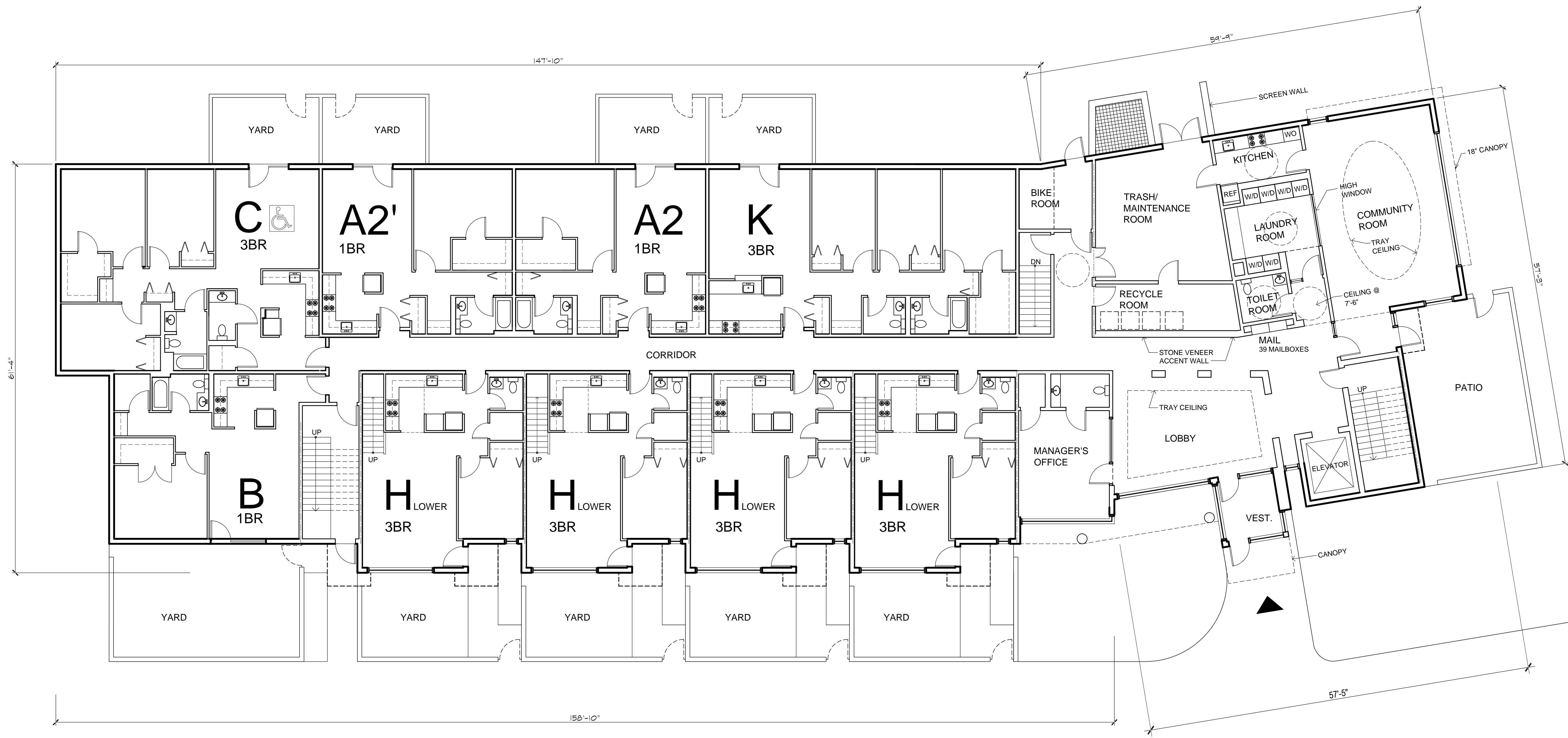
LEGEND
ZONING DISTRICTS
OS-A OPEN SPACE - A
NS NEIGHBORHOOD SHOPPING
MFR MULTI-FAMILY RESIDENTIAL
LOT NAMES
PROPERTY LINE
ZONING BOUNDARY





SITE PLAN
SCALE: 1" = 20' - 0"

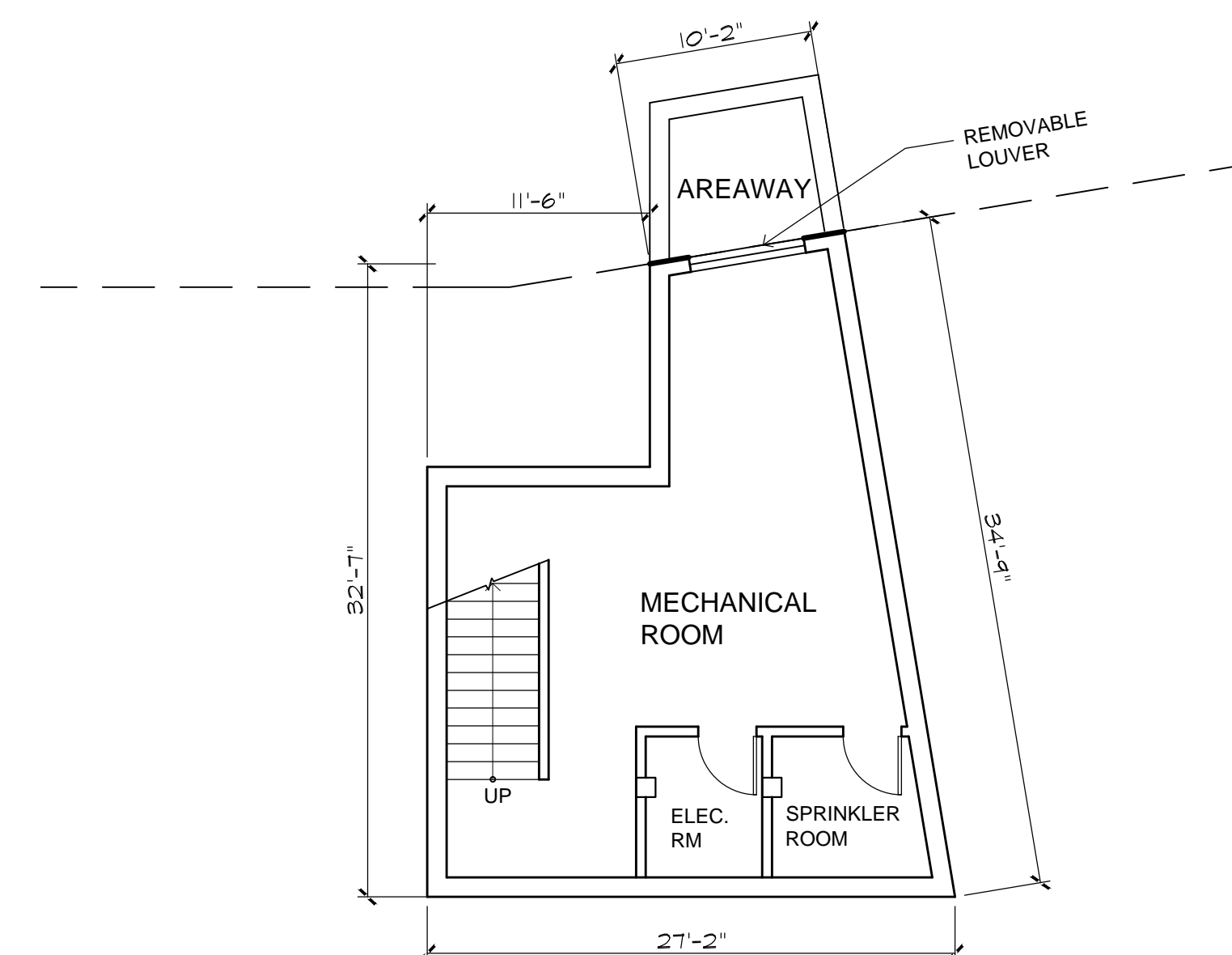




FIRST FLOOR PLAN

11,842 SF

SCALE: 1/8" = 1' - 0"



BASEMENT PLAN

686 SF

SCALE: 1/8" = 1' - 0"

TDA

TISE DESIGN ASSOCIATES
Architecture Site Planning Project Management

Suite 303
246 Walnut Street
Newtonville, Massachusetts 02460
617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013

SCALE: 1/8" = 1' - 0"

PROJECT NO.

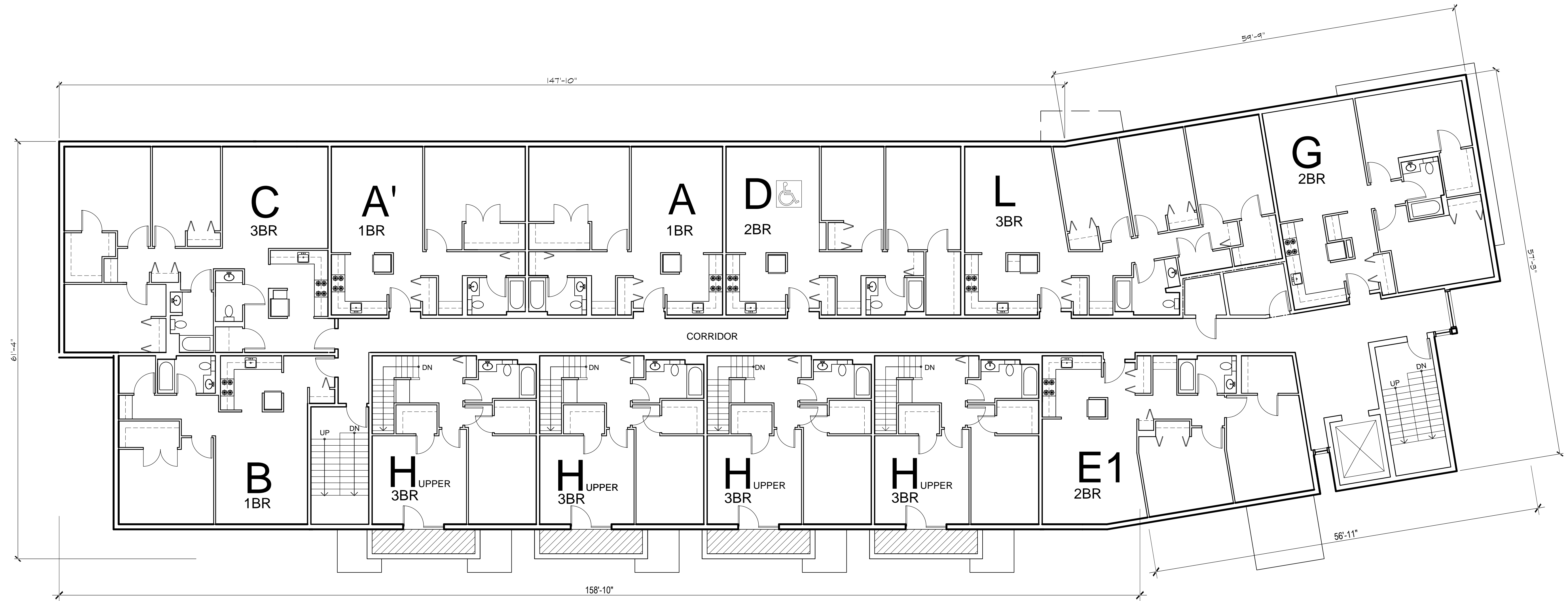
75 AMORY AVENUE
JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
BASEMENT & FIRST FLOOR PLANS

REGISTRATION

DRAWING NO.

A1.1



SECOND FLOOR PLAN

11,632 SF

SCALE: 1/8" = 1' - 0"

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TISE DESIGN ASSOCIATES
 Architecture Site Planning Project Management

Suite 303
 246 Walnut Street
 Newtonville, Massachusetts 02460
 617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013

SCALE: 1/8" = 1' - 0"

PROJECT NO.

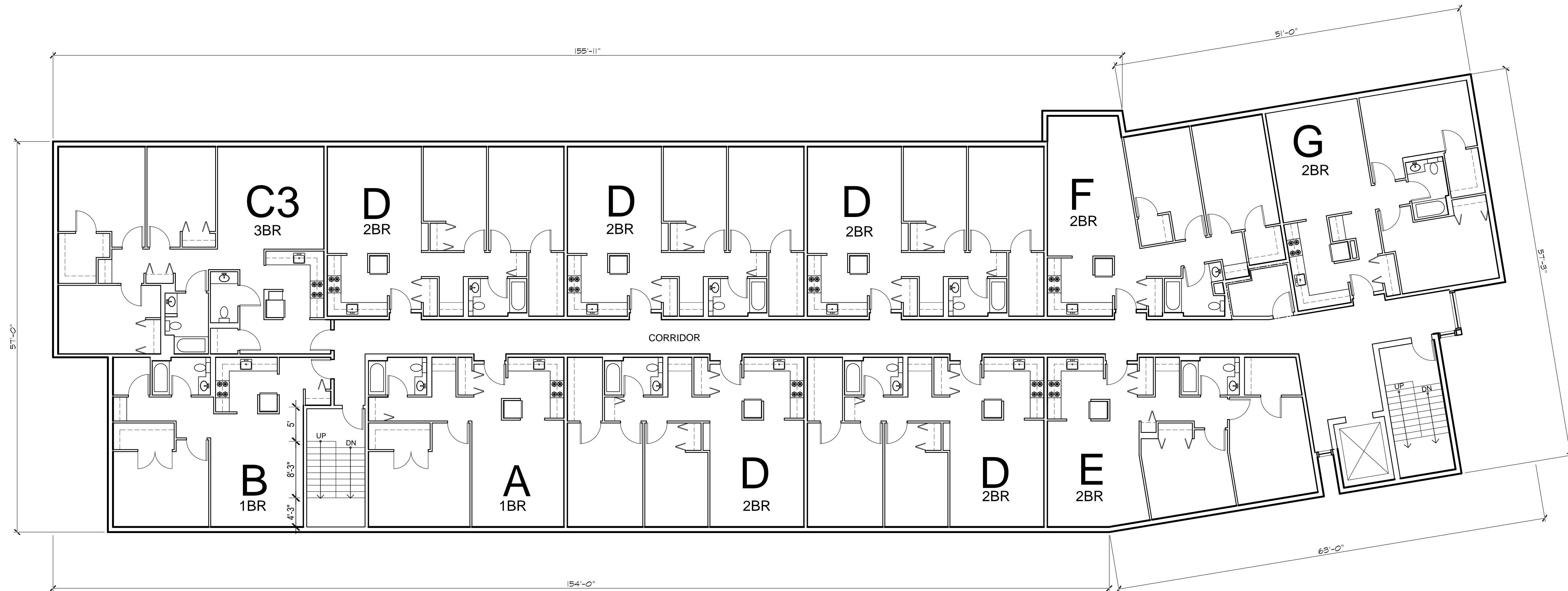
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 JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
 JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
 SECOND FLOOR PLAN

REGISTRATION

DRAWING NO.

A1.2



THIRD & FOURTH FLOOR PLAN

11,692 SF

SCALE: 1/8" = 1' - 0"

TDA

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 Architecture Site Planning Project Management

Suite 303
 246 Walnut Street
 Newtonville, Massachusetts 02460
 617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013

SCALE: 1/8" = 1' - 0"

PROJECT NO.

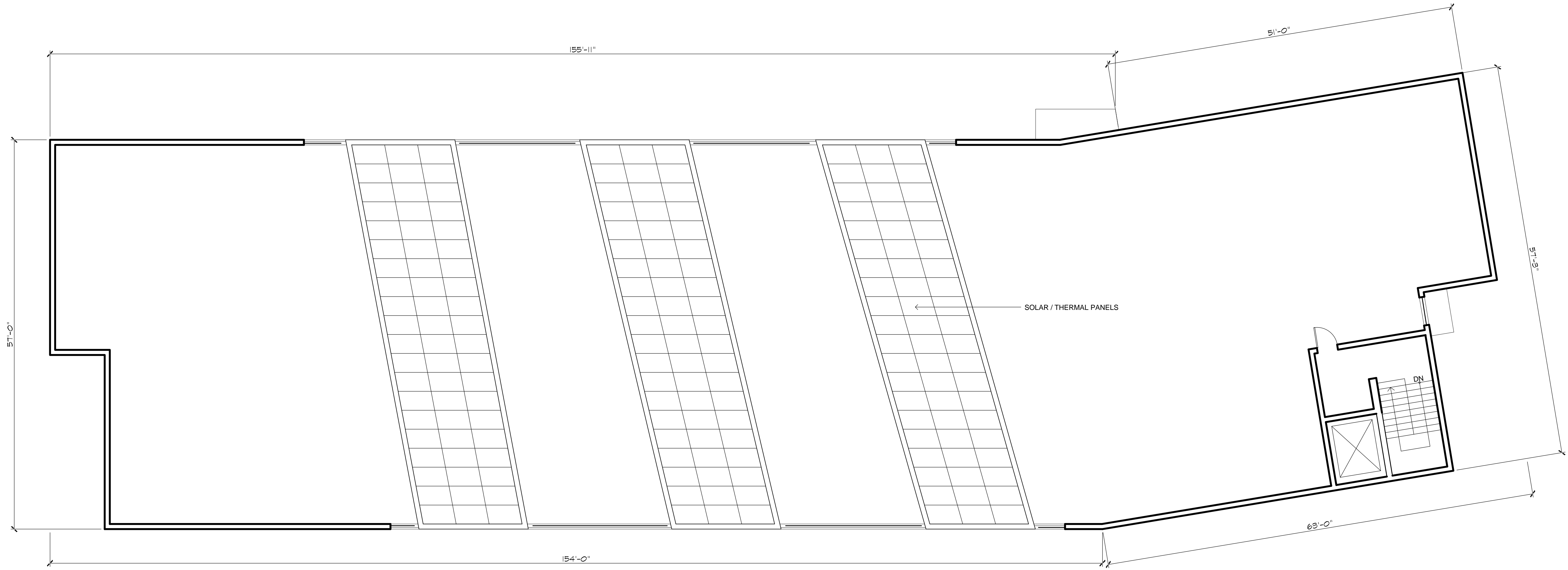
75 AMORY AVENUE
 JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
 JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
 THIRD & FOURTH FLOOR PLAN

REGISTRATION

DRAWING NO.

A1.3



ROOF PLAN

SCALE: 1/8" = 1' - 0"

TDA

TISE DESIGN ASSOCIATES
 Architecture Site Planning Project Management

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 246 Walnut Street
 Newtonville, Massachusetts 02460
 617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013

SCALE: 1/8" = 1' - 0"

PROJECT NO.

75 AMORY AVENUE
 JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
 JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
ROOF PLAN

REGISTRATION

DRAWING NO.

A1.4



1 NORTH ELEVATION
SCALE: 1/8" = 1' - 0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1' - 0"

TDA

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Architecture Site Planning Project Management

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Newtonville, Massachusetts 02460
617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013
SCALE: 1/8" = 1' - 0"
PROJECT NO.

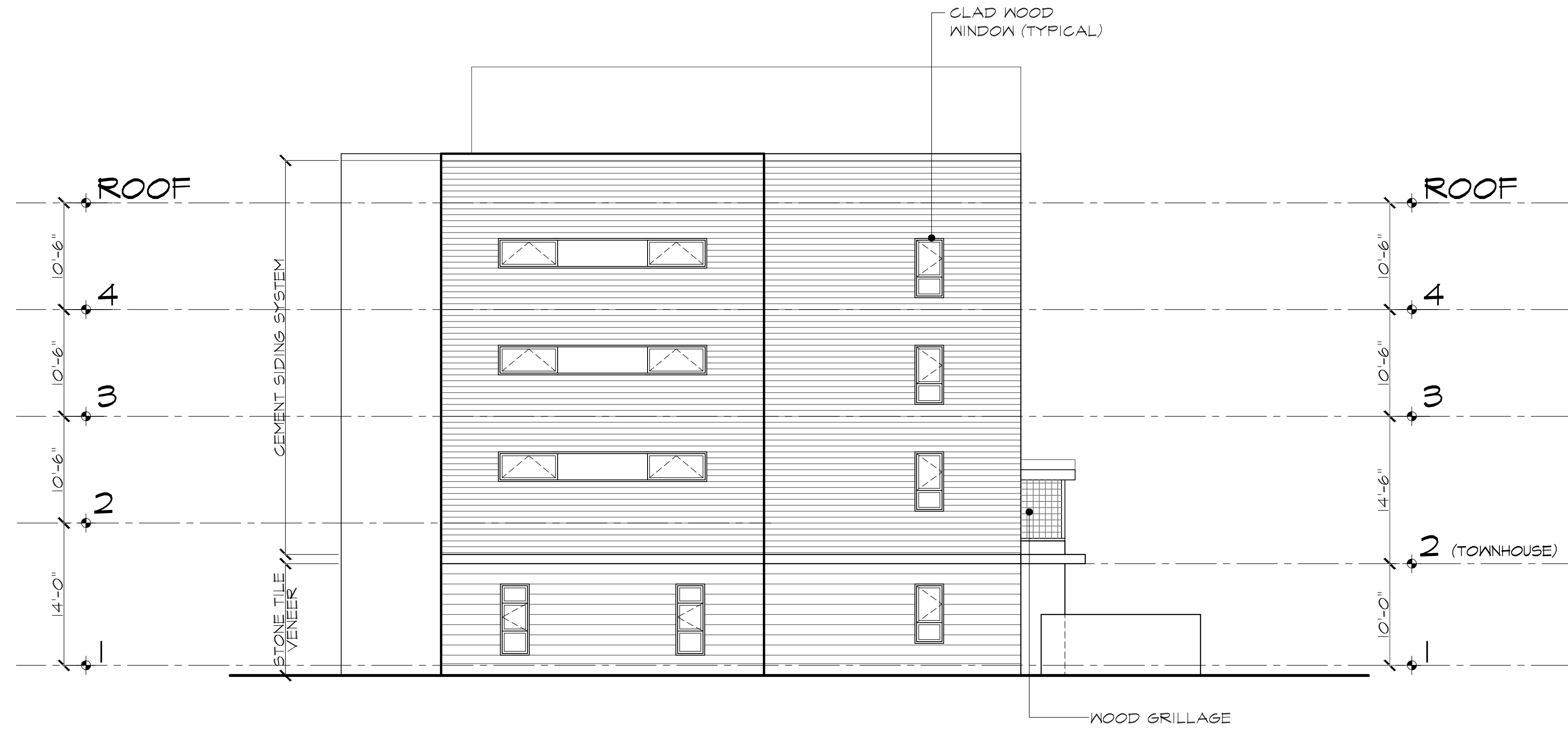
75 AMORY AVENUE
JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
NORTH & SOUTH
BUILDING ELEVATIONS

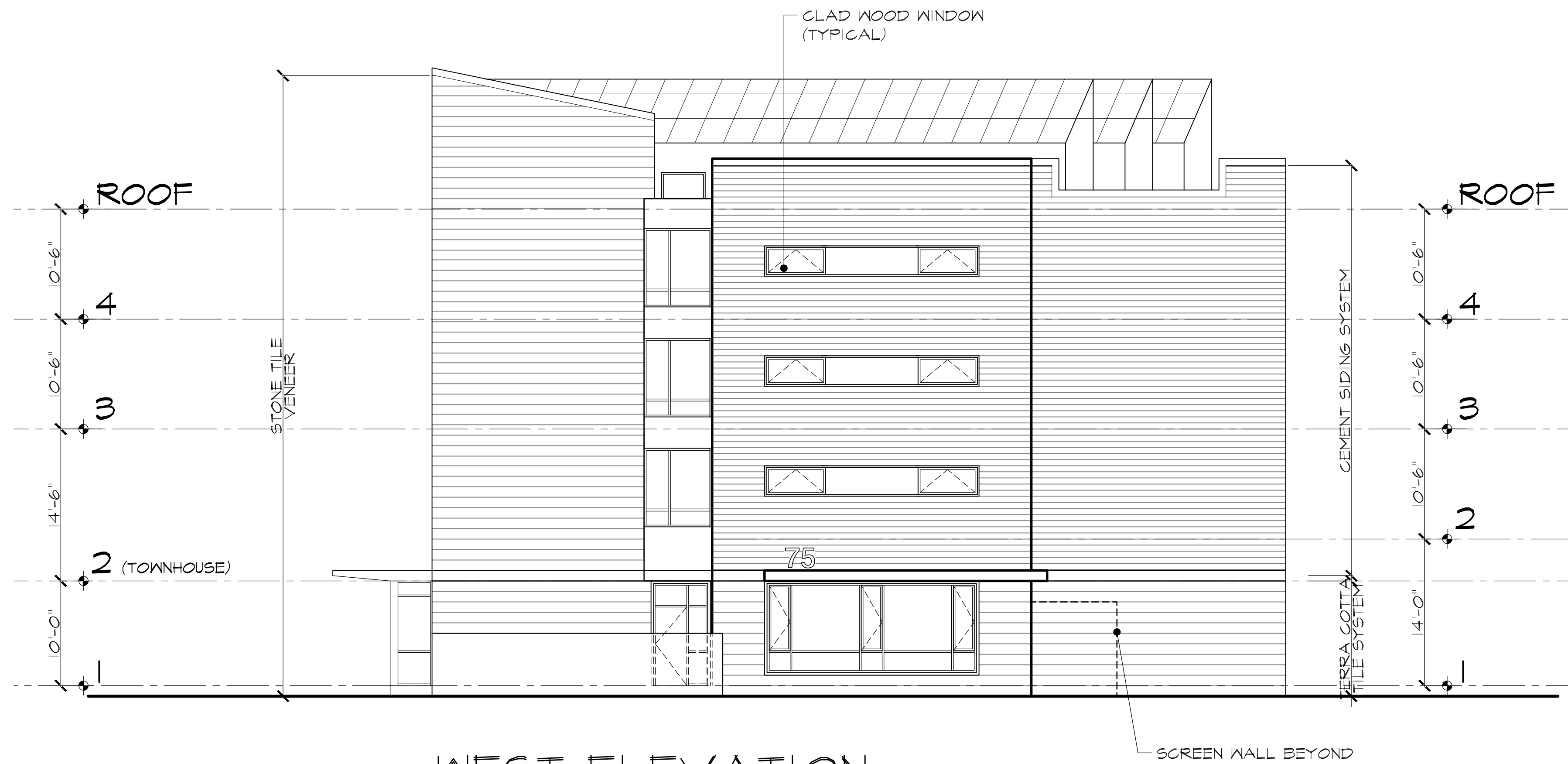
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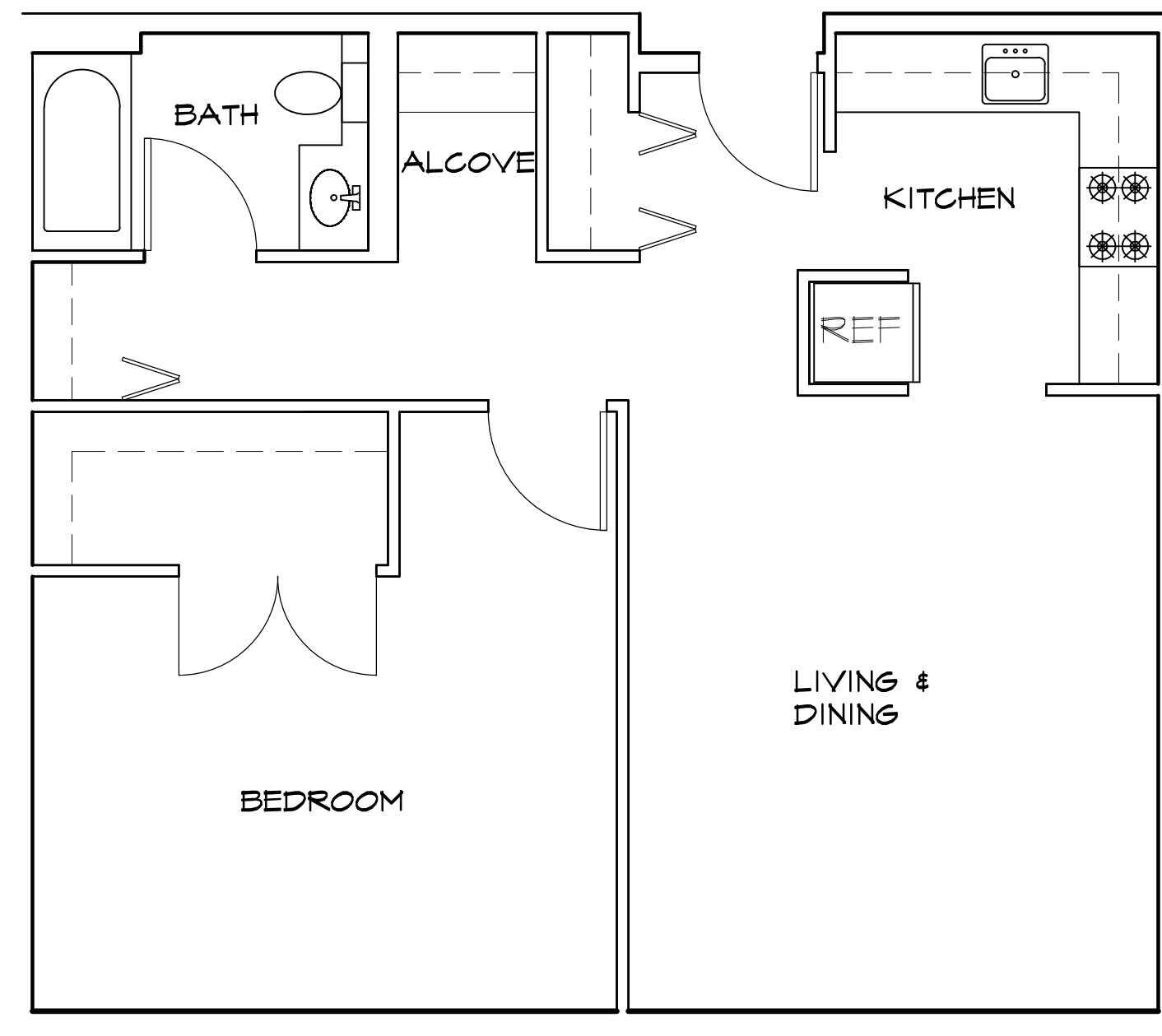
A2.1



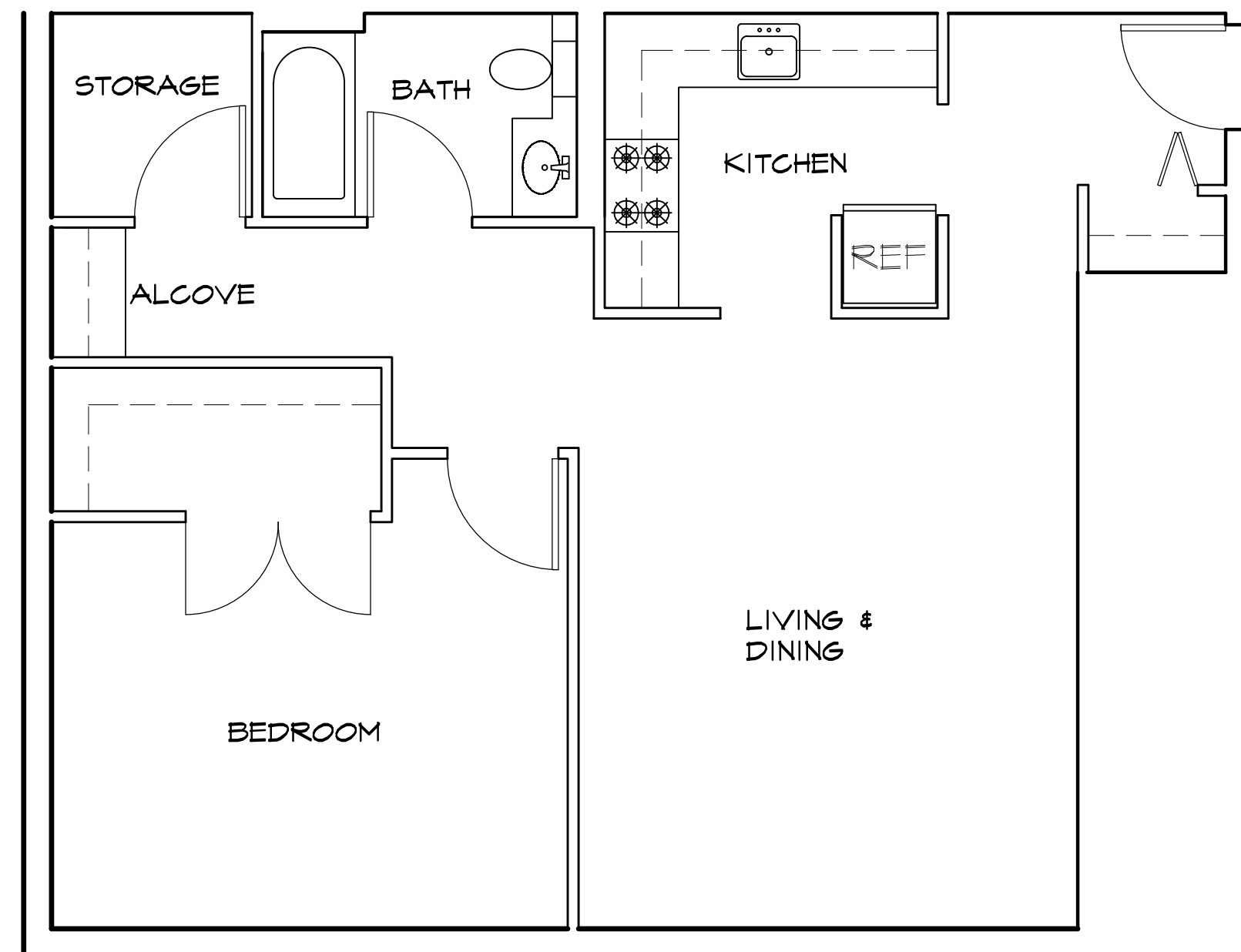
3 EAST ELEVATION
SCALE: 1/8" = 1' - 0"



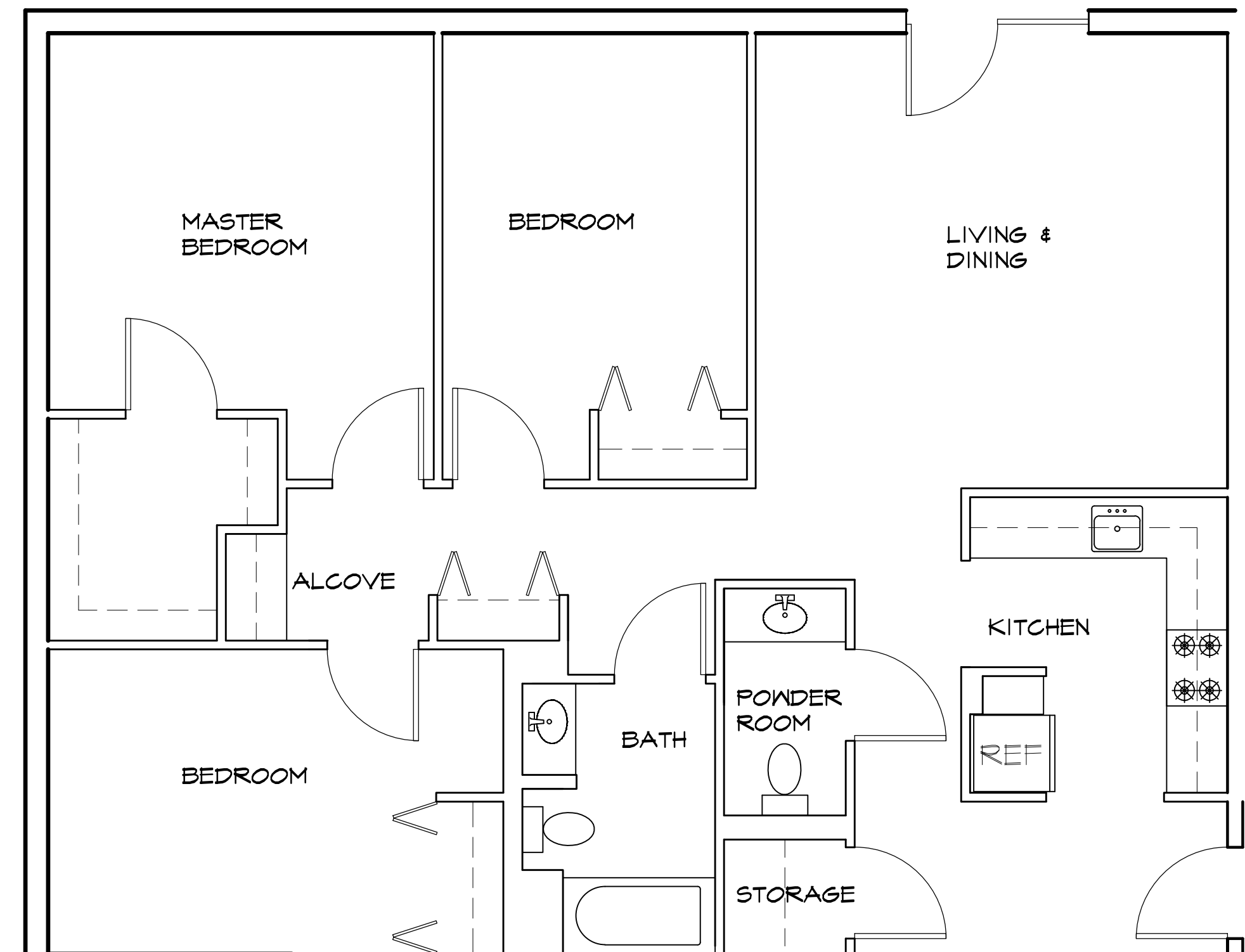
4 WEST ELEVATION
SCALE: 1/8" = 1' - 0"



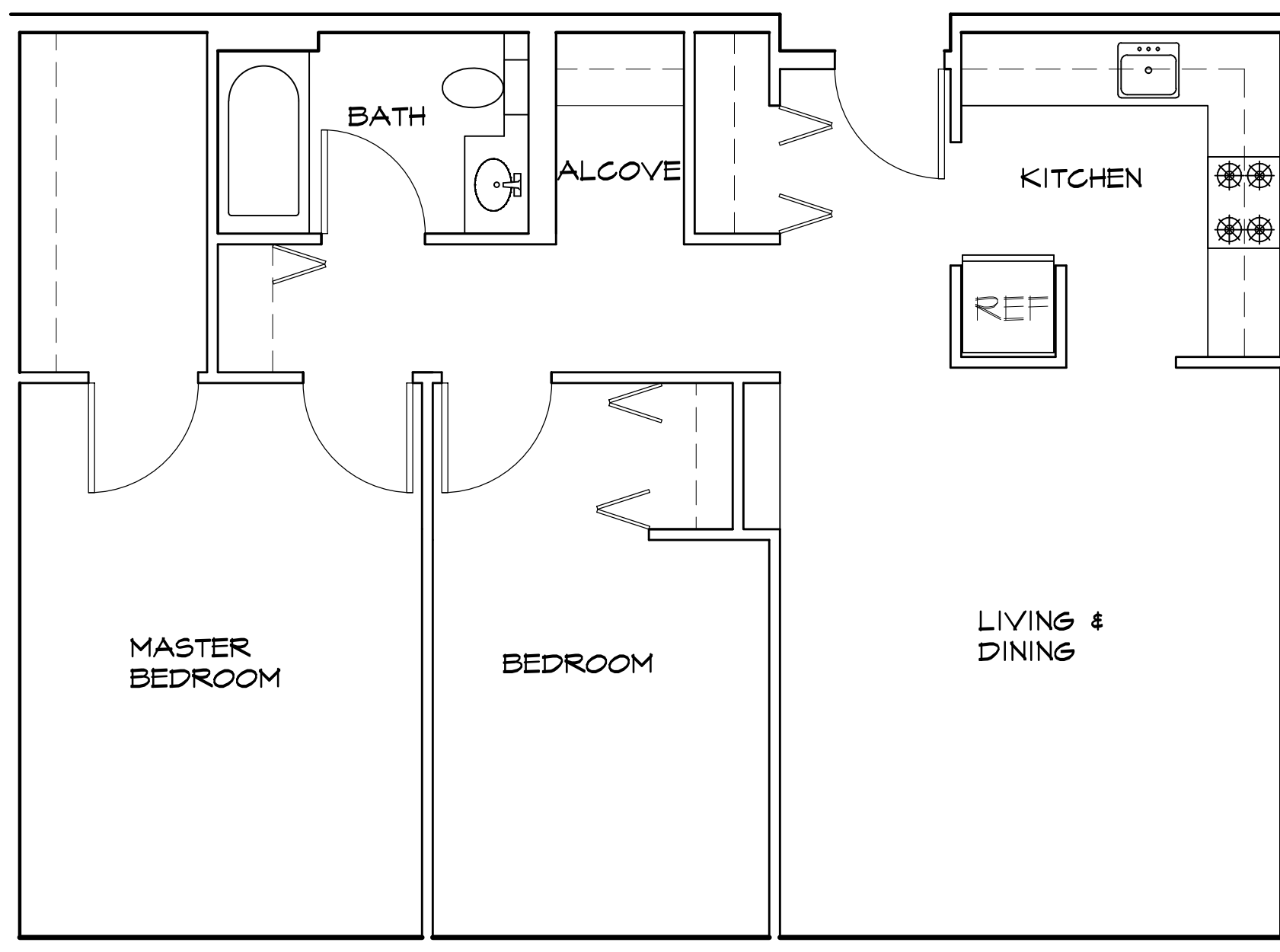
ONE BEDROOM TYPE - A 738 SF



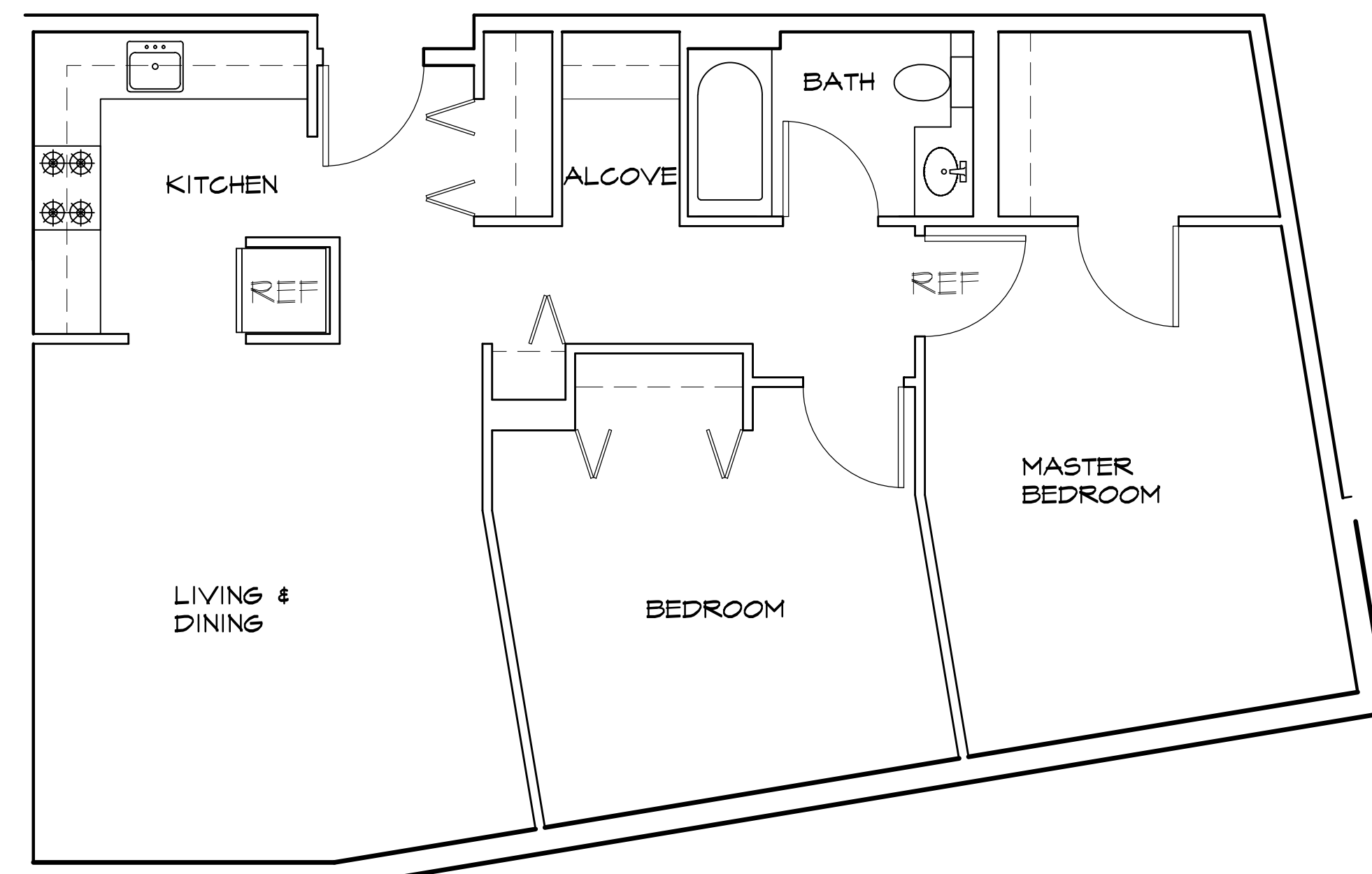
ONE BEDROOM TYPE - B 740 SF



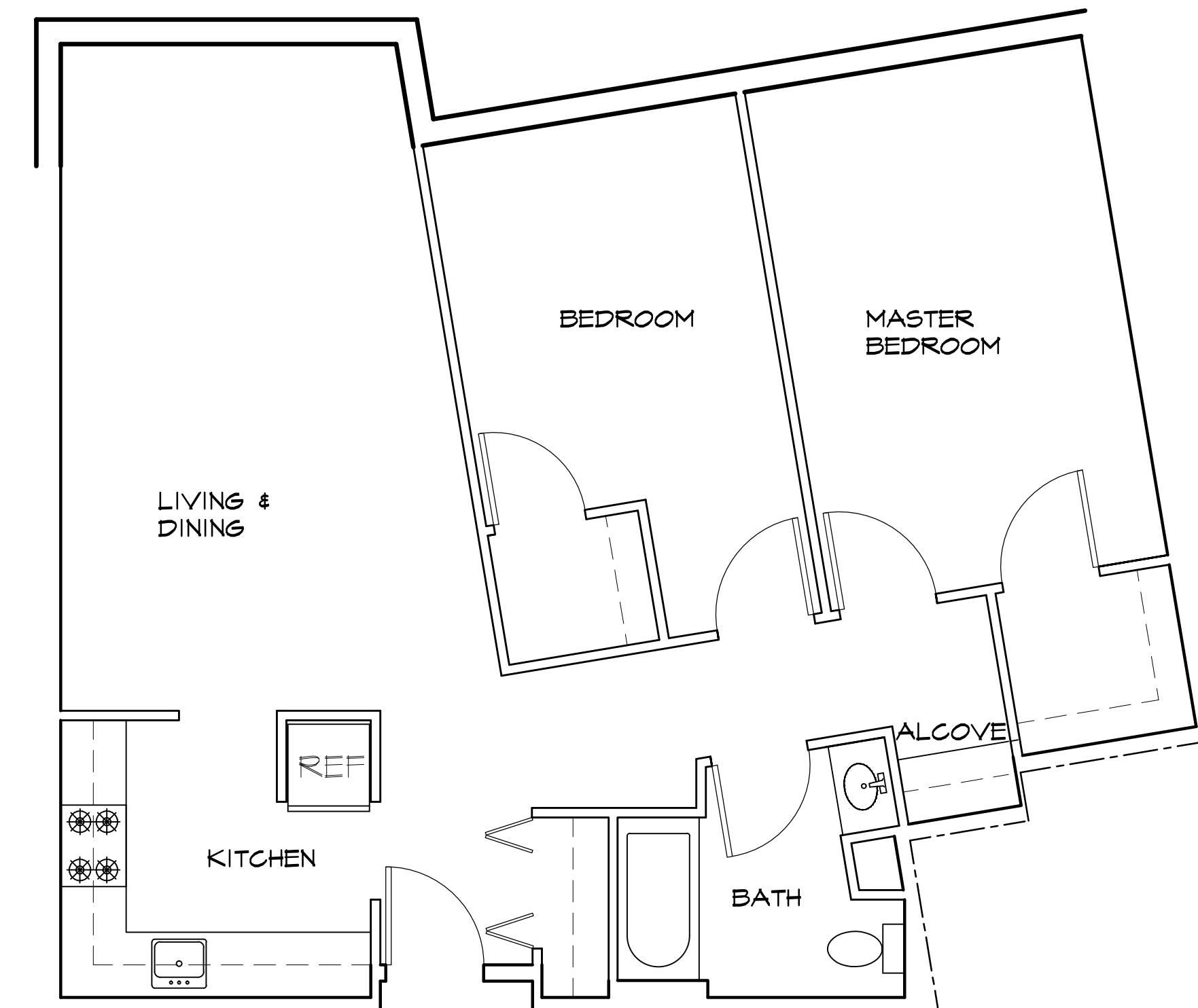
THREE BEDROOM TYPE - C 1224 SF



TWO BEDROOM TYPE - D 892 SF



TWO BEDROOM TYPE - E 925 SF



TWO BEDROOM TYPE - F 935 SF

TDA

TISE DESIGN ASSOCIATES
Architecture Site Planning Project Management

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Newtonville, Massachusetts 02460
617 . 581 . 6601 617 . 581 . 6611 fax

DATE: MAY 2, 2013

SCALE: 1/4" = 1'-0"

PROJECT NO.

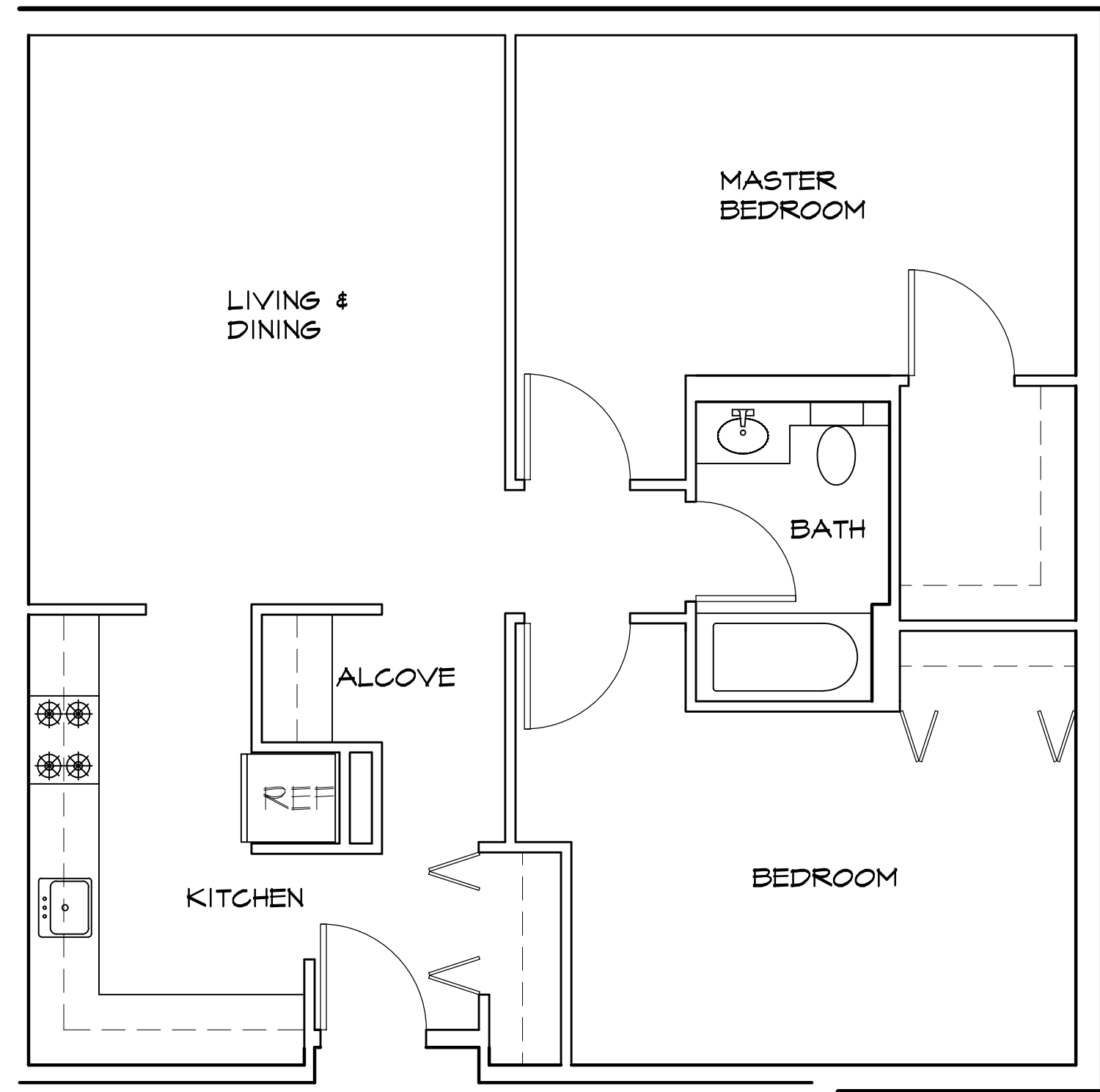
75 AMORY AVENUE
JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
UNIT PLANS TYPES A THRU F

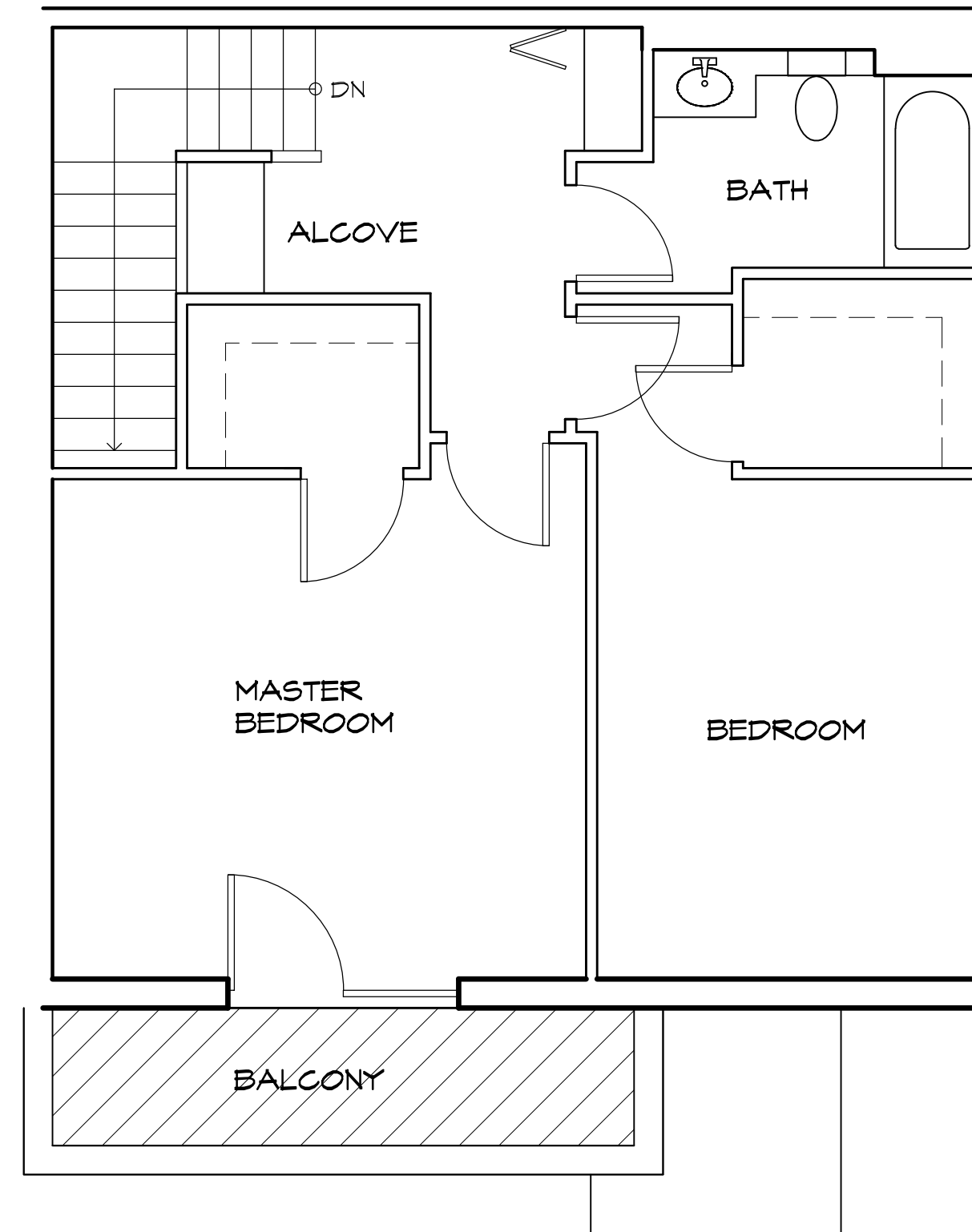
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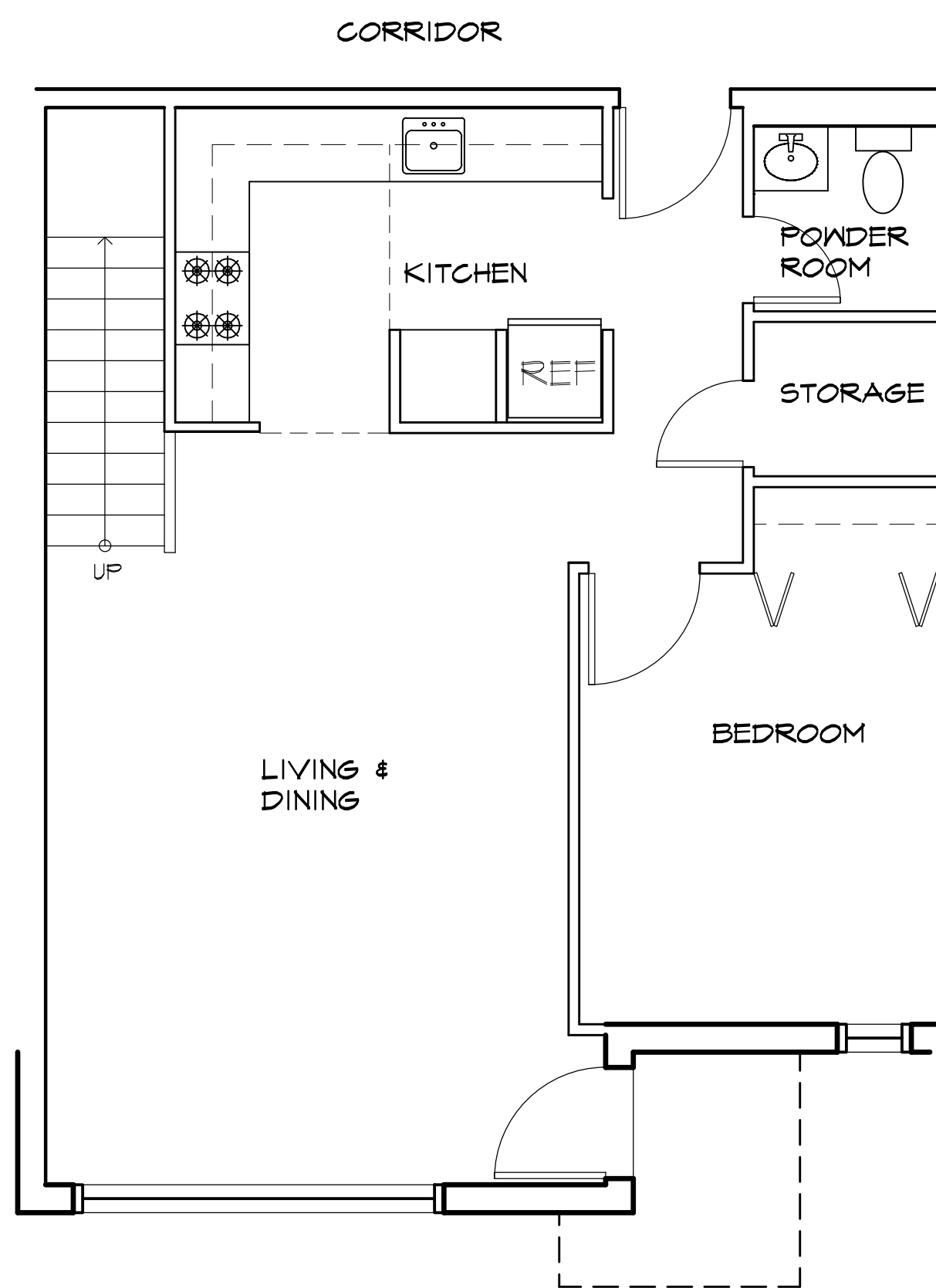
A3.1



TWO BEDROOM TYPE - G 910 SF



THREE BEDROOM TYPE - H (UPPER) 631 SF



THREE BEDROOM TYPE - H (LOWER) 700 SF

DATE: MAY 2, 2013

SCALE: 1/4" = 1'-0"

PROJECT NO.

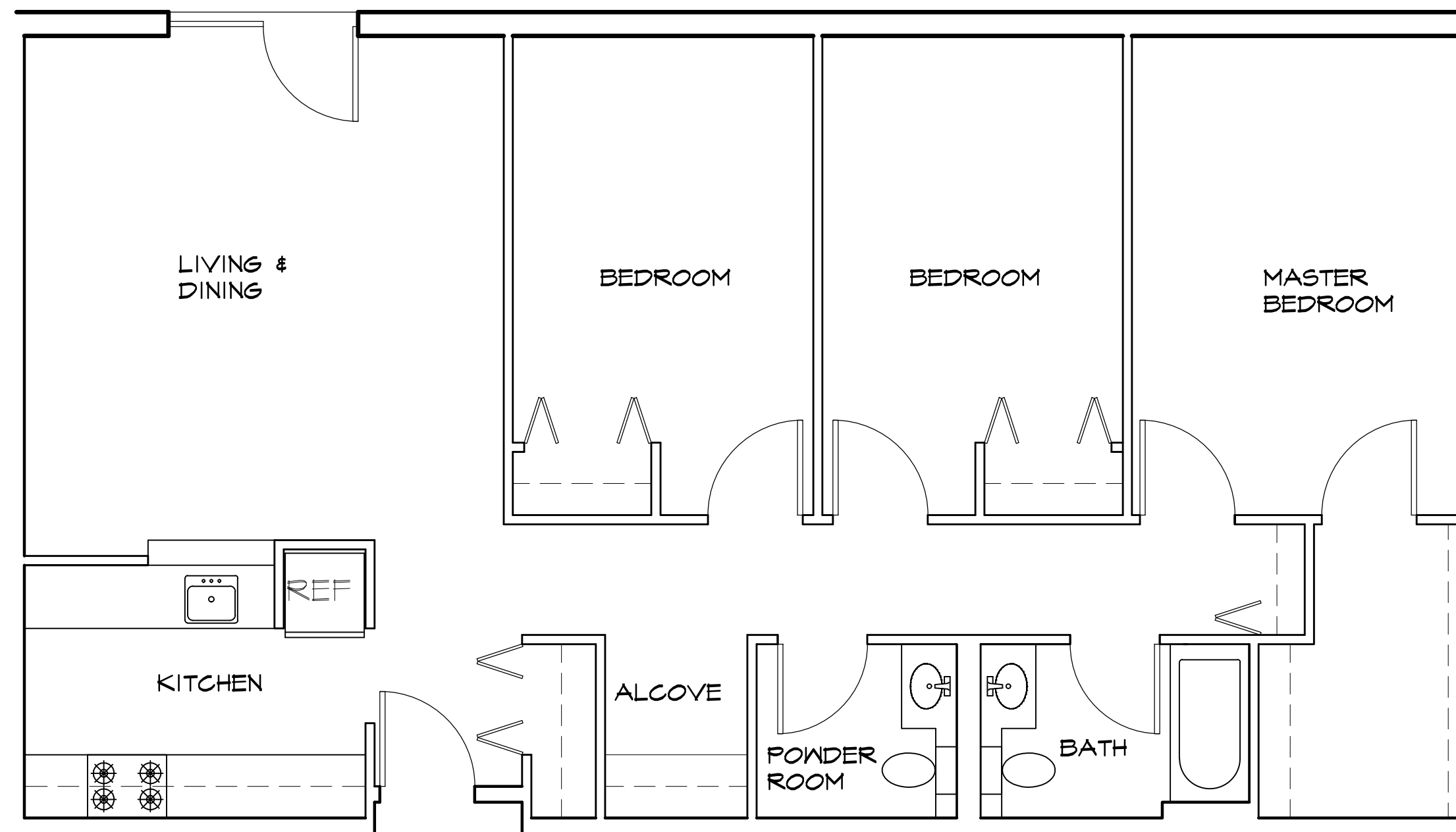
75 AMORY AVENUE
JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
UNIT PLANS TYPES G THRU J

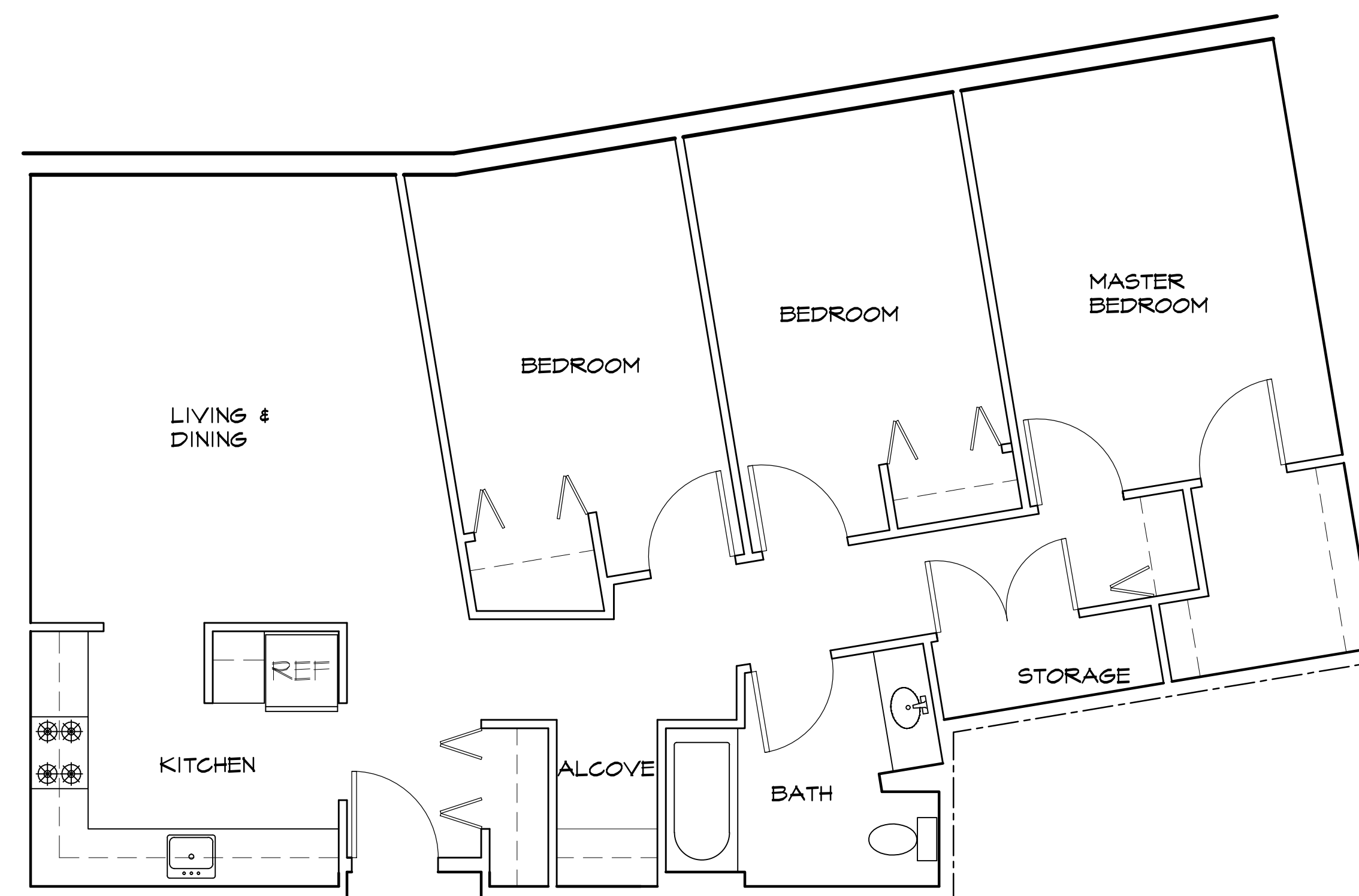
REGISTRATION

DRAWING NO.

A3.2



THREE BEDROOM TYPE - K 1188 SF



THREE BEDROOM TYPE - L 1153 SF

DATE: MAY 2, 2013

SCALE: 1/4" = 1' - 0"

PROJECT NO.

75 AMORY AVENUE
JAMAICA PLAIN NEIGHBORHOOD DEVELOPMENT CORPORATION
JAMAICA PLAIN, MASSACHUSETTS

DRAWING TITLE:
UNIT PLANS TYPES K, L

REGISTRATION

DRAWING NO.

A3.3