

**Boston Water and  
Sewer Commission**

980 Harrison Avenue  
Boston, MA 02119

617-989-7000  
Fax: 617-989-7718



May 18, 2016

Mr. Phil Cohen,  
Development Review  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02210

Re: 76 Stonley Road  
Small Project Review Application

Dear Mr. Cohen,

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed 31 unit residential structure. The project is located at 76 Stonley Road in the Jamaica Plain neighborhood of Boston. This letter provides the Commission's comments on the SPRA

Bryan Austin & Sean Morrissey propose the demolition of an existing one story structure along with removal of the paved parking area adjacent to the structure and constructing a new 4-5 story, 40,940 gross square foot, 31 unit residential building, with 23 below-grade parking spaces situated on 14,134 square feet of land in the Jamaica Plain section of Boston.

For water service, the Commission owns and maintains an 8-inch water main in Stonley Road. The water main is served by the Commission's southern high pressure zone.

For sanitary drain service, the site is served by a 32x 48 inch sanitary sewer system in Stonley Road.

Water usage and wastewater generation estimates were not stated in the SPRA.



## General

1. Prior to demolition of any buildings, all water, sewer, and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. Bryan Austin & Sean Morrissey must then complete termination verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at Bryan Austin & Sean Morrissey expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, Bryan Austin & Sean Morrissey must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the designs of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers, and drains which serve the site, proposed service connections, as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2) (d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street



designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. Bryan Austin & Sean Morrissey must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

5. Bryan Austin & Sean Morrissey should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Bryan Austin & Sean Morrissey will be required to apply for a RGP to cover these discharges.
6. Bryan Austin & Sean Morrissey are advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
7. The Commission will require Bryan Austin & Sean Morrissey to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Bryan Austin & Sean Morrissey to re-inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
8. It is the responsibility of Bryan Austin & Sean Morrissey to evaluate the capacity of the water, sewer, and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Bryan Austin & Sean Morrissey must include a detailed capacity analysis for the water, sewer, and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer, and storm drainage systems.

#### Water

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



2. Bryan Austin & Sean Morrissey should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Bryan Austin & Sean Morrissey should consider outdoor landscaping which requires minimal use of water to maintain. If Bryan Austin & Sean Morrissey plan to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Bryan Austin & Sean Morrissey are required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Bryan Austin & Sean Morrissey should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Bryan Austin & Sean Morrissey should contact the Commission's Meter Department.

#### Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Bryan Austin & Sean Morrissey will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Bryan Austin & Sean Morrissey must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application, Bryan Austin & Sean Morrissey will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater, or construction debris to the Commission's drainage system when construction is underway.





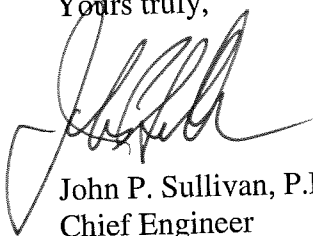
- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater and the location of major control structures or treatment structures to be utilized during the construction.
  - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. Stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
  3. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. Bryan Austin & Sean Morrissey are responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
  4. The Commission encourages Bryan Austin & Sean Morrissey to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
  5. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
  6. The Commission requests that Bryan Austin & Sean Morrissey install a permanent casting stating "Don't Dump: Drains to The Charles River" next to any catch basin created or modified as part of this project. Bryan Austin & Sean Morrissey should contact the Commission's Operations Division for information regarding the purchase of the castings.



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

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer

JPS/es

C: Bryan Austin & Sean Morrissey, via e-mail  
P. Cohen, BRA  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail



## Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

June 10, 2016

**RE: 76 Stonley Road, Jamaica Plain MA 02130  
Small Project Review Application  
Boston Redevelopment Authority**

The Disability Commission has reviewed the Small Project Review Application that was submitted for 76 Stonley Road in Jamaica Plain. Since the proposed project is planned to be a vibrant destination area for housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **BRA Accessibility Checklist:**
  - The Accessibility Checklist is not included in this document. All projects subject to Article 80 Review are required to complete this Checklist in order to provide detail on specific accessibility features in the proposed development. ***Please complete the mandatory Accessibility Checklist within the next 30 days and forward it directly to my Commission as well as to the BRA Project Manager overseeing this Development.***
  - Some of the questions / comments below may be answered in the Accessibility Checklist.
  - The Accessibility Checklist can be found at:  
<http://www.bostonredevelopmentauthority.org/planning/planning-initiatives/accessibility-guidelines-and-checklist>
- **Accessible Residential Units:**
  - We would like to request more information on accessible units within the Project, including details about the amount, location, types and floor plans.
  - Will any of the accessible unit be deemed affordable? If not, please explain.
- **Accessible Parking:**
  - We would like to request more information on accessible parking in the Garage, including details on amount, location and accessible route to vertical circulation.

- **Accessible Route:**
  - Will there be an accessible entrance to the residential units from the street-level lobby area? A Ground Floor Plan sheet is missing from the Small Project Review Application indicating a street-level lobby area that is shown on the Stonley Road Elevation sheet and Site Plan sheet.
  - Please provide detail on the roof deck, including paving materials, dimensions and slopes.
  - Is common area roof deck entrance from flush to grade?
  
- **Sidewalks:**
  - Please indicate conditions of surrounding and adjacent sidewalks including details on dimensions, slopes, materials, areas of replacement or existing-to-remain.
  - Please indicate conditions of surrounding and adjacent pedestrian ramps including details on dimensions, slopes, materials, areas of replacement or existing-to-remain.
  - Please provide detail on all proposed walkways and plazas within the Site, including paving materials, widths and slopes.
  
- **Construction:**
  - Do you anticipate any portion of the Project going through the Public Improvement Commission? If so, please identify and provide details.
  
- **Wayfinding:**
  - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
  
- **Variances:**
  - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

***Commission’s General Statement on Access:***

The Mayor’s Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever “readily achievable” (*“easily accomplishable and able to be carried out without much difficulty or expense”*).

The Commission is available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming

to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.

A handwritten signature in black ink, appearing to read "Kristen McCosh". The signature is fluid and cursive, with the first name "Kristen" and last name "McCosh" clearly distinguishable.

Kristen McCosh, Commissioner  
Mayor's Commission for Persons with Disabilities  
[kristen.mccosh@boston.gov](mailto:kristen.mccosh@boston.gov)  
617-635-3682

*Reviewed by:*  
Patricia Mendez, Architectural Access Specialist  
Mayor's Commission for Persons with Disabilities  
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Sarah Leung, Architectural Access Project Coordinator  
Mayor's Commission for Persons with Disabilities  
[sarah.leung@boston.gov](mailto:sarah.leung@boston.gov)  
617-635-3746



Phil, Thank you for extending the comment period. I'm against the 76 Stonley Development Proposal in it's present form. Below are my comments:

We want a good development that will lead to better planning for the future. These are my questions for the next meeting:

-Have they really taken the top floor off the building? Is it now 4 stories over parking? I asked for this a year ago yet this will still be very dense. Can they also squeeze some distance off the building length to create a bigger sideyard set back on the north side and for future buildings on Stonley?

-Will they give land from the East side of their property to the City? This would provide room for sidewalks on both sides of their building AND room to make a sufficient entrance to the existing construction yard for future residential development. Will they give us a landscape plan showing sidewalks, landscaping, and lighting? Can the BRA weigh in on what street and sidewalk widths are necessary?

-Will they sign provide an MOU guaranteeing they won't seek higher than 3 stories on their other lot on Stedman? The BRA JP/ROX proposal shows that 3 family homes should be there.

-Will they pay into a community improvement benefit of say \$100,000? This could provide \$50,000. toward the future SWCP Extension and \$50,000. toward the Trustees of Reservations toward running Community Gardens.





Jonathan McCurdy

Aug 26 (3 days ago) ☆



Mr. Cohen,

Thank you for helping to facilitate the dialogue between the SNA, neighbors of 76 Stonley, and the developers. While I think that the neighborhood would be happiest with a continuation of the triple decker style housing on the 76 Stonley lot, I think that the compromises that have been worked out have improved the project significantly.

I would like to add comments to the ongoing conversation regarding the project.

I want to see something in writing from the developers and the BRA/city that promises:

- ~they commit to no higher than 3 floors for their second project at 50 Stedman Street, and that it will feature a side yard setback on its Brookley side of 20' from the rear of the existing residential property they own at 41 Brookley (they should give this 3-decker a proper backyard and buffer that it doesn't have now).
- ~the 20' landscaped "backyard" of 76 Stonley can never be appropriated by the city in the future to extend Stedman Street. If Stedman needs to be widened for access to the southern parcels, developers should cede land from their other property at 50 Stedman.
- ~making a financial contribution to the City of Boston Slow Streets initiative for our neighborhood when they obtain \*project approval\*

In a letter to the developers in July the SNA asked for increasing the sideyard setback on the Brookley side of the 76 Stonley bldg. The setback currently proposed at 7'6" will crowd its future neighbor building. A 15' setback would be more appropriate due to the height of this building and the assumed similar height of whatever will be proposed next door in the future. There is approximately 18' between this proposed building and its current neighboring building on the other side at 84 Stonley.

I urge the developers to implement the following items that they said they would consider:

- ~installing photovoltaic panels on the roof
- ~installing acoustic casing around rooftop AC units
- ~grey water management or other eco-friendly policies
- ~extending the porches' width to accommodate actual functional use (table and chairs), which will also add roofs over doorways on first floor
- ~installing fully-shielded, dark-sky compliant lighting on the building and the street
- ~creating a path around the building to connect front to back - Stonley to Stedman Street.
- ~creating sidewalks and other street infrastructure that comply with the updated requirements of Plan: JP/Rox, which go beyond Complete Streets requirements, for sidewalk width for example.
- ~increasing bike parking from 14 to 52 spaces as a minimum (this is the number of beds in the bldg) by eliminating some of the underground car parking spaces. These should be in a locked, secure cage. OR, to at least bring the parking ratio inline with the original proposed ratio of .72 (currently .82). Further, add bike parking outside for guests.
- ~electric car charging stations
- ~zip car or other car share for tenants to make up for loss of parking spaces

Thank you,

Jonathan

Dear Phil,

As you recommended, I am writing to follow up with the comments I presented at the 76 Stonley Road Community Meeting on 6/15/16.

-

### Traffic and Streetscape Concerns

It's important to note that Stedman Street, along which the back side of the proposed 76 Stonley Road apartment building runs, **is so narrow that cars cannot pass going in opposite directions.**

On it's Stedman Street side, the proposed development is **a short distance (approximately one block) from a very popular City of Boston tot lot.** The Boston Parks & Recreation Rossmore Stedman Playground is heavily used by families with young children. On weekdays, we often see daycare providers with caravans of toddlers entering the tot lot.

### Project Design

**The design** of the proposed development **is grossly disrespectful** of the **character and the scale** of the existing residential neighborhood. We are a neighborhood, largely, of three-family triple deckers. We love front porches. We work hard to be the kind of neighborhood where neighbors know each other and interact.

By its design, the proposed 76 Stonley Road development **discourages integration.** With its **lack of ground level exterior open space**, residents will have limited opportunities to meet and interact with neighbors.

While a zoning change in this area from light industrial to residential represents a significant opportunity to provide more housing, the proposed project is vastly beyond the scale and scope of the surrounding neighborhood.

- The proposed building is too big for its lot – **almost edge to edge on its short sides.** With its **insufficient setbacks**, it will crowd its eventual residential neighbors.
- The building is **too tall** for a neighborhood of triple deckers.

The emerging BRA's Plan JP/Rox Urban Design Guidelines recommend that developers build low-rise adjacent to existing 3 to 4 story buildings and "buffer residential uses with horizontal setbacks and landscaped areas."

### The Parcel

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The developers continually suggest that 76 Stonley, as an industrial site, is not important, setting up their position that anything would be an improvement. I disagree. This parcel is part of my



neighborhood. I care about it. Moreover, this parcel will be transformed from light industrial to residential with or without these developers.

As part of PLAN JP/Rox, the BRA released draft development scenarios for this section of the neighborhood – the industrial parcels on Stonley and Stedman, between Rossmore Road and the bus yard.

- The BRA's scenarios call for a cluster of 3 to 4 story buildings with maker space on the ground floor, residential above for Stonley and the north side of Stedman. The footprints of these buildings would be much smaller than the project currently proposed for 76 Stonley.
- On the south side of Stedman and along Plainfield, the BRA's draft development scenario suggests small-scale multi-family residential.
- Further, the BRA's draft development scenario for this area promotes the creation of green space – a swath of green space – between Brookley and Washington, with a green corridor for pedestrians and cyclists between the buildings running from Stedman to Washington Street.

Thank you for taking the time to hear the concerns of neighborhood residents.

Kind Regards,

Ruth Page

[REDACTED]

Jamaica Plain, MA 02130



Dear Bryan,

Thank you for your email. We understand your eagerness to proceed and will place you on the agenda for a vote on your 76 Stonley project at the next SNA meeting, which is scheduled for Monday, October 17 at 7pm.

However, we would like to call your attention to a number of issues which we raised in our letter July 25 letter which are still outstanding:

- The side setback on the Brookley side is still insufficient at 7'6" and far short of our request of 15'. A 15' setback would be more appropriate due to the height of this building and the assumed similar height of whatever will be proposed next door in the future. As an example, there is approximately 18' between the neighboring building on the other side, at 84 Stonley.
- Documentation of your commitment, made at the BRA meeting, that you will preserve the green space at the back of the property, taking land from across the street (your parcels on Stedman) if necessary, in order to maintain a passable Stedman Street.
- The recalibration of the parking spaces because of the reduction in number of units, including the possibility of more bike parking. Original parking ratio was .72.
- Consideration of removal of raised portions of roofline which unnecessarily make the building appear taller.
- Provide assurance in the form of a Memorandum of Understanding or similar that the future development of the Stedman parcels you control will not exceed three stories and that it will provide for an increased side yard setback on its Brookley side of 20' from the rear of the existing residential property you own at 41 Brookley. It would provide this 3-family a proper backyard and buffer that it doesn't currently have.

Additionally, any plans you present at our October meeting should include the items you agreed to at the most recent BRA meeting:

- Increasing bike parking from 14 to 52 (this is the number of bedrooms in the building) by eliminating some of the underground car parking spaces;
- Making a financial contribution to the City of Boston Slow Streets initiative for our neighborhood, proportional to the size of the development;
- Installing fully shielded, dark-sky compliant lighting on the building and the street;
- Creating a path around the building to connect Stonley to Stedman Street.

You and the other developers also said they would investigate the possibility of:

- Installing photovoltaic panels on the roof and acoustic casing around rooftop AC units;
- Adding roofs over the porches and all exterior doors; extending porch widths across one more window to achieve actual functional use (this would also add roofs over doorways);
- Reevaluate the decision to create a four-story glassed enclosure surrounding the building lobby;
- Provide a locked, secure bike cage in the garage for tenants and bike parking for guests.

At the meeting, you were also asked to create sidewalks that comply with the updated width requirements of Plan: JP/Rox, which are wider than Complete Streets requirements. At previous meetings you had said you would consider an electric car charging station, and Zip Car or other car share for tenants to make up for loss of parking spaces.

We would recommend circulating any revised plans and commitments several weeks in advance of the October meeting to allow the membership to make an informed vote on October 17.

Thank you for your attention to the last remaining matters.

Sincerely,

Michael Babcock and Jennifer Uhrhane – co-chairs, SNA  
Andrew Padilla, Ruth Page, Daniel Scanlan – officers





Dear everyone,

John has beaten us to sending you a thank you note for sitting down with us on Friday. We appreciate your listening to (and in many cases agreeing with) our concerns about 76 Stonley. We also are very glad that the hours of work that our membership have put into the SNA vision document for the Washington Street corridor have been helpful to you as you craft your plan.

We hope you will seriously consider getting more involved with the 76 Stonley project; as Marie suggested, we think an intervention is necessary. We wholeheartedly agree and do not believe that this project is appropriate for the area. The developers have been overall uncooperative in accommodating major changes, and because their proposals do not fall in line with our vision for the area or the BRA's Plan: JP/Rox initial scenarios, we believe that the BRA needs to guide and transform this project into something that makes sense, that we can live with next-door, and that acknowledges the future transition of the surrounding area as well as the infrastructure needs of the sites. We think BTD also needs to be involved in guiding this in the right direction.

Attached is the parcel plan showing the two buildings now being proposed by the 76 Stonley developers. We again stress the importance of reviewing all of their parcels at once rather than reviewing each one piecemeal. Common sense says that if they own almost an acre of abutting properties, you have to review their projects en masse. Also attached is our original 76 Stonley issues document (as you can see the issues remain the same even since before February).

The 76 Stonley BRA public notice was recently published in the Jamaica Plain Gazette (attached). We are quite concerned that only an hour is being offered for this public meeting. Other meetings have had a 2-hour timeframe, which seems more realistic and more reasonably accommodating. We urge you to expand the length of this public meeting, and also the 2-week window for comment considering how much work this project needs - that even the BRA admits.

Attached is the SNA Washington Corridor vision for those who didn't receive it when sent in April. Our Washington Corridor Vision committee is presently discussing their reaction to the last Plan: JP/Rox workshop and its recently updated development scenarios. We hope to have something to send you shortly with their reactions.

We look forward to continuing communication about these issues, and hope we can count on your guidance, especially with 76 Stonley.

Sincerely,  
Michael Babcock and Jennifer Uhrhane  
co-chairs, SNA

--  
Jennifer Uhrhane



# PLAN: JP/Rox Washington Street

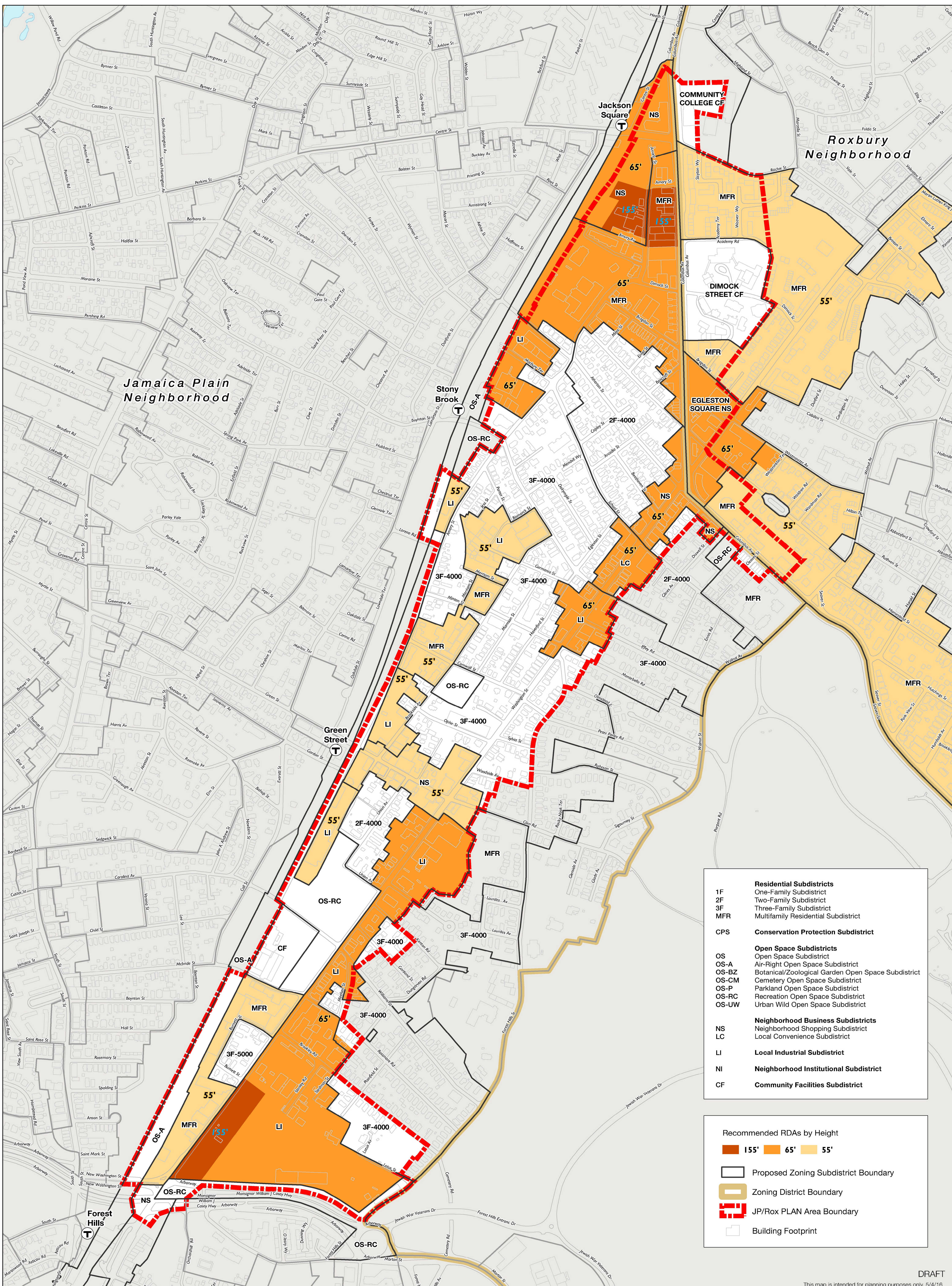
Preserve. Enhance. Grow.



## Affordable Housing Density Bonus

### 5. Areas Eligible for Density Bonus

PLAN: JP/ROX



### Goal

- Create opportunities for new affordable housing and new residential development
- Set clear expectations for new development

### What is a Density Bonus?

Where a developer opts to incorporate public benefits into a project, such as affordable housing units, s/he may qualify for a density bonus which allows for additional development.

### Outcomes:

- Total Affordability **17%**
  - \* Base affordability: **13%** at 70% AMI (modeled on City-wide IDP)
  - \* Density bonus: **additional 4%** on-site at 50% AMI
- Must provide additional affordability only **up to** the maximum heights (see map)

### TOOLS BEING EXPLORED FOR DENSITY BONUS

	Article 80 Large Project (>50,000 GSF)	Residential Development Area (RDA) (>10,000 sf site)
Multi-family Residential MFR	✓	
Local Convenience LC	✓	✓
Neighborhood Shopping NS	✓	✓
Local Industrial LI	✓	✓

Please note: The BRA and City are still working out the mechanics behind the density bonus. We will have further explanation in the zoning phase of JP/ROX.





SNA Steering Committee

2:16 PM (21 hours ago) ☆



Dear Bryan, Michael and Lucio,

Apologies for our delay in responding to you. The neighbors were very encouraged by the progress in the evolution of your design for 76 Stonley Rd. as presented on Monday July 11. In particular, we were pleased that you have reduced the height of the building to four stories as this scale transitions more effectively to the existing housing stock. We also think that having multiple entrances on both sides of the building will foster the interaction of new residents with the rest of the neighborhood. A number of issues were raised in our discussion with you that are outlined below:

- the 6' side yard setback on the Brookley side of the 76 Stonley property is insufficient given the height of the proposed building. Considering any future development that will most likely occur in the parcel next door, we would suggest a minimum of 15'.
- A provision should be made in writing (either through a cooperation agreement, deed restriction or similar) to guarantee that the city will not take the green space at the back of this property in order to extend Stedman St. in the future.
- Modify the roofline to omit the raised portions over the bays, and add a cornice to deaccentuate the height.
- Since the number of proposed units has been reduced, the parking ratio should be adjusted accordingly from the current .82 back to the original .72.
- Obtain confirmation from the BRA/BTD that Stedman will remain passable and functional for current and future uses despite the addition of the sidewalks we requested in your design.
- We welcome continuing discussion of a contribution toward community benefits such as the Trustees of Reservations, the City's Slow Streets initiative, etc. Members of the neighborhood will be brainstorming other possible ideas that will contribute to the quality of life in the neighborhood for existing residents and future inhabitants of your development. We appreciate your offer of this contribution and will let you know what neighbors decide.
- Neighbors encourage you to explore the addition of a solar array to the roof.
- We look forward to hearing about the results of your feasibility discussion with the BRA regarding affordable units. As previously mentioned, the SNA supports the JPNC's goal of 25% affordable units.
- Provide assurance in the form of a Memorandum of Understanding or similar that the future development of the Stedman parcels you control will not exceed three stories and that it will provide for an increased side yard setback on its Brookley side of 20' from the rear of the existing residential property at 41 Brookley.

We appreciate your responsiveness and continuing this ongoing discussion. We look forward to reviewing and discussing any future plans for both projects as they evolve. Would you please provide a PDF of the plans you presented so we can share with neighbors?

Sincerely,

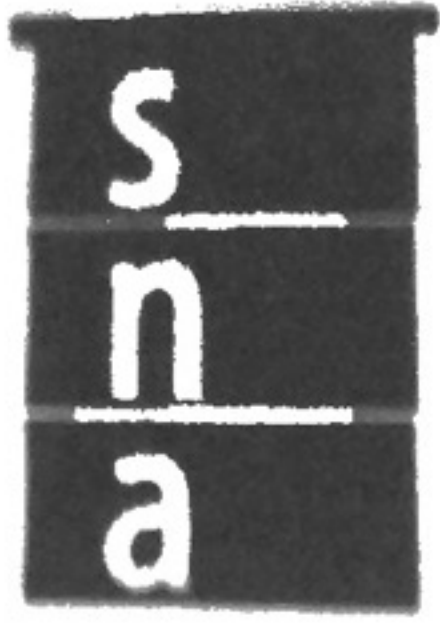
Michael Babcock and Jennifer Uhrhane  
co-chairs, SNA

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STONYBROOK NEIGHBORHOOD ASSOCIATION (SNA) | <http://www.sna-jp.org>

The SNA is made up of residents living or owning property on the following streets: Brookley, Rossmore, Williams, Gartland, Kenton, Shurland, Dungarven, Stedman, Plainfield, Meehan, Stonley, Lotus, Burnett, Rockvale and adjacent portions of Forest Hills and Washington Streets





**STONYBROOK NEIGHBORHOOD ASSOCIATION**  
jamaica plain, massachusetts

November 5, 2015

Brian Golden  
Director  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: 76 Stonley Road and Associated Parcels

Dear Mr. Golden,

The Stonybrook Neighborhood in Jamaica Plain is an area of the city facing a wave of development with the potential to transform large parcels of land currently zoned for industrial use. We applaud the BRA's Plan JP/ROX Washington Street Corridor Study (JP/ROX) whose purpose is to provide a thoughtful public process to propose large scale changes to the zoning code of the area, but with this letter we request that the BRA initiate a special review of a section of our neighborhood facing dramatic changes, slated for development prior to the completion of JP/ROX.

At its most recent meeting on October 19, the membership of the Stonybrook Neighborhood Association expressed great concern that the development proposed for 76 Stonley Road will not benefit from the JP/ROX process if the project is rushed through BRA review. Neighbors and abutters expressed many concerns over the building's design, as well as a lack of thought given to needed upgrades to change this part of the neighborhood from an industrial to a residential use.

Further, it was recently confirmed by the owners of the 76 Stonley property that they are in control of several other adjacent parcels (currently or formerly owned by Mello Fuel: 1102704000, 1102670000, 1102671000, 1102673000, 1102674000) which they plan to develop. Taken together, these parcels represent a significant portion of the Stonybrook Neighborhood and lack a coherent plan to address issues including height/density, affordability, open space, sidewalks (Stonley Rd. and the neighboring sections of Stedman St. lack them), and parking to name just a few.

**The SNA membership voted unanimously at its October 19 public meeting to request that the BRA create a plan for the development of the above-listed parcels of industrial land. We request that all of these parcels controlled by one owner be reviewed as one project.**



This issue was raised by SNA co-chair Jennifer Uhrhane at the October 21 Imagine Boston 2030 Open House, at which she spoke with a number of the planners listed below in cc. The SNA would like to invite the BRA to address our concerns and do a walkthrough of the site at a November evening meeting with membership and our elected representatives (also invited and cc'd). Please help us choose a convenient date for all by filling out this Doodle <http://goo.gl/EF0HE1>.

We look forward to working with the BRA to ensure responsible and thoughtful development in the Stonybrook Neighborhood.

Sincerely,



Will Decaneas  
Co-Chairs, Stonybrook Neighborhood Association

Jennifer Uhrhane

cc: Michael Cannizzo, Senior Architect/Urban Designer, BRA  
Senator Sonia Chang-Diaz/Jessie Zimmerer  
Jullianne Doherty, Mayor's Neighborhood Liaison  
Bryan Glascock, Sr. Advisor for Regulatory Reform, BRA  
Vineet Gupta, Director, Policy and Planning, BTB  
Representative Liz Malia/Sebastian Zapata  
Marie Mercurio, Senior Planner, BRA  
Lara Mérida, Deputy Director for Community Planning, BRA  
Councilor Matt O'Malley/Andrew Baldizon  
Prataap Patrose, Sr. Advisor for Long Term Planning, BRA  
Councilor Ayanna Pressley/Eric White  
Councilor Michelle Wu/Dave Vittorini

## Lucio Trabucco

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**From:** SNA Steering Committee [REDACTED]  
**Sent:** Monday, August 17, 2015 1:51 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** 76 Stonley Road

Dear Mr. Austin,

Thank you for taking the time to present your 76 Stonley Road project to our membership last Monday night. We appreciate having the opportunity to positively influence appropriate developments for our neighborhood and we believe our early feedback also assists developers in streamlining their review process.

Typically a developer presents a project to us in order to receive a letter communicating a "vote not to oppose" to bring to JPNC and ZBA reviews. Currently your proposal fails to meet a number of SNA requirements and we cannot support the project as presented. We would need to see more detailed information, and the design/format needs to improve in a number of important areas, including, but not limited to:

- Architectural design should better fit into the nearby residential neighborhood building style.
- The number of affordable units needs to increase beyond the city's minimum (we support the JPNC's 25% affordability policy). We advocate for a sustained mixed-income population in JP.
- The bedroom configuration should better reflect the needs of this neighborhood, such as family-style 3 beds rather than offer the most common, already-available unit format in the area (2 beds). Many residents here move away as soon as they size-out of a 2-bedroom unit.
- The density and height are concerns. Based on your statement regarding the BRA's encouragement of more units, the goal appears to be to maximize units at the expense of other objectives. Of particular concern, the building occupies the entire parcel. Residents and future abutters would be better served by reserving some green/open space.
- We would need to know what sustainable/environmentally friendly practices are in the design (green roof, solar, bike parking, other LEED strategies, etc)
- We would need to understand how the project will benefit the neighborhood, especially with such density, and a building conceived to be an island unto itself.



Our recently adopted SNA Vision Statement, though specifically written for smaller-scale as of right projects, still addresses some of these above concerns. We encourage you to apply its spirit to your project. We also suggest you look at the BRA's Forest Hills Improvement Initiative for guidance on issues such as affordability and sustainability, among others. Its study area abuts your property.

We hope you will seriously consider our comments, and we are happy to meet with you in a smaller group for further discussion and feedback to assist you in transforming your project into a mutually satisfactory design that is a benefit to this neighborhood.

Sincerely,

Dan Scanlan and Jennifer Uhrhane

co-chairs, SNA

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STONYBROOK NEIGHBORHOOD ASSOCIATION (SNA) | <http://www.sna-jp.org>

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76 Stonley Road Public Comments via website form				
Date	First Name	City	Organization	Comments
6/6/2016	Shannon	Boston		<p>This project, a five-and-a-half story tall, 31 unit building is completely out of character with the Stonybrook Neighborhood, which is comprised of three level multi-family dwellings characteristic of this part of town. This is an affordable and family oriented neighborhood where families from all socioeconomic and ethnic groups gather on their front porches and participate in this lively and very livable community. The proposed building sets a dangerous precedent for this neighborhood, as it would preclude such community engagement.</p> <p>I strongly oppose this development.</p>
6/7/2016	Eva	Boston		<p>I am a close abutter to 76 Stonley.</p> <p>Although I would be pleased if the building were one story lower, I don't have a big problem with it as designed. I think the BRA should focus on making sure that sidewalks and potentially some green space is built on Stonley so that the whole neighborhood will benefit. Another thing that should be planned is a direct connection of Stonley to the Arborway to ease access to the T and the future bike and walking paths there.</p> <p>I really hope that the whole industrial area around Stonley will soon be developed into residential. I don't want this process to be highjacked by people who fight things for the sake of fighting.</p> <p>My bigger concern is what will go directly behind Plainfield St. I believe the BRA did a proposed map showing triple deckers, but the developers are proposing 4 stories. I do think BRA should look at that future development together with this parcel, and make sure that the buildings abutting triple deckers directly are lower.</p>
6/9/2016	Rachel	Jamaica Plain,	Union Ave Neighborhood Assn.	<p>This building is way out of proportion with the character of the existing neighborhood and will ruin the quality of life for the neighbors. It is too dense and too tall. All the other buildings in the neighborhood are 3 stories. This building should not be allowed above 3 stories. It will shade peoples light in the homes around it. There are too many units framed in. All the other houses on the street are 3 family houses with yards. To put a giant apartment building with almost no green space just doesn't fit and shouldn't be allowed. Not to mention issues of parking on that small street and where all these people are going to shop etc. It's not walking distance to any stores so people will want cars. I'm not like to ooh of the building but NOT for that neighborhood! Think 3 family town house instead.....</p>
6/13/2016	Evan	Jamaica Plain		<p>I am concerned with the proposed development at 76 Stonley Rd as a resident on Williams St. It is critical that the Forest Hills area be examined holistically and ensure that large scale developments do not push out existing residents and damage the very neighborhood fabric that defines Jamaica Plain.</p> <p>I am concerned that this proposal does not include enough affordable and middle income units. I am concerned that this building is too tall compared with neighboring triple deckers. I am concerned that this property would crowd neighboring properties adding little green space to a newly zoned residential parcel.</p>

6/14/2016	CarmenLeah	Jamaica Plain	The Meeting Point	<p>I am very concerned about the building of this development and how it will contribute to ruining our special JP neighborhood. I oppose this development in four major areas:</p> <ol style="list-style-type: none"> <li>1. This building is MUCH TOO LARGE for a neighborhood of triple-deckers.</li> <li>2. The building crowds us with insufficient yard space.</li> <li>3. IT IS NOT AFFORDABLE! There are only 16% affordable units, which is much below the 25% recommendation. Yuppies are ruining our family neighborhood!</li> <li>4. There are no plans for improving the infrastructure.</li> </ol> <p>I will organize with my neighbors to make sure building is in line with our JP community values!</p>
6/15/2016	Benita	Jamaica Plain		<p>As planned, I think that the proposal does not fit with our community because it is too tall, does not allow for enough green space, and will not promote integration with the community. I am strongly in favor of developing the unused land in our neighborhood -- because it will provide valuable housing in a housing crisis and bring more great people into our community. However, I think that the development should be consistent with the historical character of the neighborhood, like the 12 condos going up on Brookley Road, which are all triple deckers. As proposed, the 76 Stonely Road project is out of step with what I'd like to see in the neighborhood.</p>
6/15/2016	Emily	Jamaica Plain		<p>While I appreciate the concept of dense residential building close to the transit hub of Forest Hills Station, this project falls short in a number of respects.</p> <p>First of all, the project should be evaluated along with the other abutting parcels held by the same developer, as the ultimate plan is clearly to develop all of them.</p> <p>Secondly, I am disappointed at the low percentage of affordable units, especially when compared with the 25% recommended by the JPNC. We are witnessing our neighbors being priced out of the neighborhood at an alarming rate, and without more affordable units, the area will rapidly become much less diverse than it is.</p> <p>Finally, in order to promote walkability/livability, the developers should put more thought into improving streetscapes and making sure that there is plenty of green space and wide, inviting sidewalks on which to mingle with neighbors.</p> <p>Thank you for taking these comments into consideration as you evaluate the project and recommend changes to the developers.</p>
6/16/2016	Royce	Jamaica Plain		<p>Living on Brookley Rd, this building is much too large for the space. I would prefer to see 3 story buildings that fit with the neighborhood in that area. If the MBTA ever sells their land then we will see buildings of this size in that area, but this is too close for that transition. If they must be apartments then bringing down the size of the building by 1 floor will help with the transition. The roof top deck is overlooking the neighborhood. If that gets loud it will travel far as they are going to be higher than the trees.</p> <p>I also don't like that they are using the zoning laws for light industrial when they are obviously using this for residential. It should be using the residential zoning laws.</p> <p>Traffic study needs to be conducted and should include all the projects they propose not just this one building as a singular entity. All the traffic from this building will have to go in the one way direction of brookley road. Which backs up already the length of the street during high traffic as that all backs up to arborway.</p>

6/11/2016	James	Jamaica Plain	We are a neighborhood of triple deckers. 76 Stonley is too tall for our neighborhood at 56 feet. It is the wrong precedent for the transition of the light industrial area to become part of our residential area. This development should be viewed by the BRA along with the other parcels controlled by the developers to complement the neighborhood - make it more livable - sufficient space on all sides, sidewalks, etc. Let's have at least 25% affordable housing, not a paltry 16%.
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6/17/2016	Ruth	BOSTON		<p><b>Traffic and Streetscape Concerns</b></p> <p>It is important to note that Stedman Street, along which the back side of the proposed 76 Stonley Road apartment building runs, is so narrow that cars cannot pass going in opposite directions.</p> <p>On it's Stedman Street side, the proposed development is a short distance (approximately one block) from a very popular City of Boston tot lot. The Boston Parks &amp; Recreation Rossmore Stedman Playground is heavily used by families with young children. On weekdays, we often see daycare providers with caravans of toddlers entering the tot lot.</p> <p><b>Project Design</b></p> <p>The design of the proposed development is grossly disrespectful of the character and the scale of the existing residential neighborhood. We are a neighborhood, largely, of three-family triple deckers. We love front porches. We work hard to be the kind of neighborhood where neighbors know each other and interact.</p> <p>By its design, the proposed 76 Stonley Road development discourages integration. With its lack of ground level exterior open space, residents will have limited opportunities to meet and interact with neighbors.</p> <p>While a zoning change in this area from light industrial to residential--I represents a significant opportunity to provide more housing, the proposed project is vastly beyond the scale and scope of the surrounding neighborhood.</p> <ul style="list-style-type: none"> <li>· The proposed building is too big for its lot – almost edge to edge on its short sides. With its insufficient setbacks, it will crowd its eventual residential neighbors.</li> <li>· The building is too tall for a neighborhood of triple deckers.</li> </ul> <p>Neighborhood residents are VERY CONCERNED that this project will set a precedent, and that, if approved, this project will pave the way for a dense city of block style apartment buildings.</p> <p>The emerging BRA's Plan JP/Rox Urban Design Guidelines recommend that developers build low-rise adjacent to existing 3 to 4 story buildings and "buffer residential uses with horizontal setbacks and landscaped areas."</p> <p><b>The Parcel</b></p> <p>The developers continually suggest that 76 Stonley, as an industrial site, is not important, setting up their position that anything would be an improvement. I disagree. This parcel is part of my neighborhood. I care about it. Moreover, this parcel will be transformed from light industrial to residential with or without these developers.</p> <p>As part of PLAN JP/Rox, the BRA released draft development scenarios for this section of the neighborhood – the industrial parcels on Stonley and Stedman, between Rossmore Road and the bus yard.</p> <ul style="list-style-type: none"> <li>· The BRA's scenarios call for a cluster of 3 to 4 story buildings with maker space on the ground floor, residential above for Stonley and the north side of Stedman. The footprints of these buildings would be much smaller than the project currently proposed for 76 Stonley.</li> <li>· On the south side of Stedman and along Plainfield, the BRA's draft development scenario suggests small-scale multi-family residential.</li> </ul>
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6/16/2016	Nancy	Jamaica Plain		<p>The scope and size of the proposed building is not in line with that which is proposed via the JP/Rox planning process. Why bother asking the community for input via JP/Rox if the BRA would consider something that is not consistent with that process? The height, green space setbacks, lack of integration into the neighborhood (the list goes on) are all problematic.</p> <p>Another confusing element is that the developer is asking for a variance to change from light industrial to residential, yet does not seem to be following the guidelines and rules for residential - yards, side yards, etc. (but rather is following setbacks for industrial).</p> <p>Most importantly, I do not think this development should be considered as an individual unit. It needs to be considered in the scope of the surrounding neighborhood that will eventually be built - streets, sidewalks, etc. Particularly since this developer owns 3 separate properties in this area. Without such consideration of these buildings as an integrated development, I could foresee disastrous decisions being made down the road. For example, the greenspace "backyard" that was much touted on this proposed property would be eliminated if the city were to extend the Private way and make it an actual street. Thus one of the key features of the proposed property would be gone, due entirely to poor planning. This is easily anticipated.</p> <p>The BRA needs to be working in conjunction with these and other surrounding developers to create a NEIGHBORHOOD in this area, not just drop a bunch of large-scale cookie cutter residences into empty industrial space. If this neighborhood will be transformed, then it needs to be reviewed as a larger entity, not a single property. I THOROUGHLY OPPOSE THIS DEVELOPMENT AS CURRENTLY PROPOSED.</p>
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6/23/2016	Carl	Jamaica Plain	Stonybrook Neighborhood Association	<p>Dear BRA officials,</p> <p>I'm writing as a neighbor of the proposed 76 Stonley Road project, to urge you to require changes to the proposal before it can move forward.</p> <p>The major problem with this project is that the developers have not done enough to integrate their building into the neighborhood. They have a huge opportunity to set a precedent for a new, livable sub-neighborhood of JP that will eventually take shape on several nearby industrial parcels as well as the adjoining Arborway Yard. I don't see that they've put much thought into what their corner of the neighborhood should look like, and therefore they are not using the land to it's full potential.</p> <p>Over the past few years I was involved in the SNA for discussions and the eventual approval of several hundred units of housing on Washington Street. As such, I am not opposed to the density or height that they are proposing. I think it is reasonable that building heights should step back from 6 or more stories along Washington St, to 3 stories abutting existing triple deckers. Since this location is half way between Washington St and a row of triple deckers, 5 stories might be ideal.</p> <p>However, several things are missing from their proposal. For example, something to enliven the street-scape and to make it a compelling place to live. How about artist studio space on the ground floor? How about an elaborate trellis system, like some new apartment buildings in Cambridge have? How about double or triple wide sidewalks with benches? I think the project would be much more well received if they were proposing something great for the streetscape as well as for the larger community (higher than required affordable housing, or a contribution to the MBTA).</p> <p>Another issue - I still haven't seen a well-thought-out plan to integrate their new building with the surrounding parcels that will be developed relatively soon as well as the future Arborway Yard development. It seems like the mass of their building is blocking the way for direct access to the parcel to the south (that currently houses an auto repair shop). The JPROX planning process that is currently underway has some suggestions for how the roads, sidewalks, and buildings in this area might be laid out in an organized and integrated way.</p> <p>I look forward to more discussion with your office as well as with the developers.</p> <p>Thanks, Carl Lowenberg Jamaica Plain, MA</p>
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6/24/2016	Felicia	JAMAICA PLAIN		<p>I am a resident of the Stoney Brook neighborhood and I have serious concerns about this project. Over the past several months there have been several large scale developments that have popped up in and around our neighborhood. These developments are rapidly moving forward without any comprehensive plan and this is a serious problem. I strongly believe these developments should be delayed until after the JP/Rox neighborhood guidelines are completed.</p> <p>As is, the proposal for 76 Stonley Road is too large and threatens to change the character of our neighborhood in a negative way. What is this development adding except more traffic? We don't have enough commercial spaces on this part of Washington to accommodate all these extra residents. There is already a huge traffic problem on Washington street and this development will only add to the log jam.</p> <p>We are a neighborhood of triple-deckers. This building is too large and completely out of character for the surroundings. It's not OK to build housing without factoring in the larger impact of the neighborhood and its current residents.</p>
6/26/2016	Casey	Jamaica Plain	None	<p>Thank you for considering my comment. I am a homeowner at the above address. I concur with the concerns highlighted by the member of the Stonybrook Neighborhood Association. Namely, I think the scope of this building is too large, and specifically, it is too high. The BRA's role, I would imagine, is to develop intelligently and with forethought; with an eye for what neighborhoods will look like in the future and what people want from their neighborhoods. For example, when these big buildings (Metromark) went up next door to my house, I had mixed feelings. On the one hand, I didn't want a tall building blocking my view to the clock tower and the arboretum, blocking light, and adding to the overall feeling of density. On the other hand, I felt that maybe something, anything, was going to be better than what was there before. I see now, every time I approach my house from afar, that this was short sighted thinking. We could have done better. At least with the building near me, you can think of it as a border to a neighborhood. It stinks, but it's capping off what was a not so pretty part of Jamaica Plain. With Stonley, however, we would be endorsing that same type of building as a good idea for this neighborhood. This neighborhood would be much better served by extending the concept of the triple decker that has worked so well to bring those side streets back to life, making them safe, inviting and vibrant. I know the city needs housing, but not housing at any cost. Please, scale it down to a maximum of three stories, then I can live with it.</p> <p>Thank you, Casey E. Smith, Esq.</p>
6/27/2016	Cliff	Roslindale		<p>Love this project.</p> <p>Think it represents a great opportunity to transform a blighted, vacant and dirty industrial area into a brand new neighborhood.</p> <p>A trendsetting development that will hopefully pave the way for many more similar buildings.</p>
6/16/2016	Jana	Jamaica Plain		<p>Jamaica Plain is known for 3 stories buildings, so obviously higher buildings would disrupt the living around the condo complex by darkening surroundings of the other properties. Also, more units would lead to more parking issues on these tiny one-way streets that Jamaica Plain is known for. But overall I am supporting any residential project as opposed to incorporating oil trucks, gravel pit into the character of our neighborhood.</p>

6/21/2016	William	Jamaica Plain		I'm writing to oppose this development in it's current state. While I believe the community (and Boston) need additional housing, I think the proposal in it's current state has too many drawbacks to move forward. In addition, the project has the potential to establish undesirable precedents that could threaten the character and livability of this neighborhood. The project is too dense, too high, and does little to integrate itself with the surrounding neighborhood which consists of leafy streets and overwhelmingly triple deckers. A smaller scale building would be better suited to the character of the neighborhood and still bring some housing. Additionally, the developers should look for ways to open the development to the neighborhood through porches, the removal of street level garage doors, inclusion of sidewalks, a plan for street lighting and a plan for connectivity. Thanks for your consideration.
6/21/2016	Nadja	Jamaica plain		As a neighbor, I oppose the development. I ask that the comment period be extended.
6/22/2016	Timothy	Brookline		While my current address is listed as Brookline, please do not disregard. In a few weeks, we'll be moving to a new home down the street from this construction. My wife, young son and I will move in to a nice 3 bedroom apartment in a NEW triple decker. The new triple deckers are designed to fit into the feel of the rest of the neighborhood, but offer more space for families. In terms of new development in an existing neighborhood, this is ideal for us. We've been following JP/Rox since our offer was accepted over the winter, and we have been generally pleased with the balance of all the new development while trying to stay in. We were dismayed to see this tall building violate the ideas of JP/Rox and what the neighborhood should be. We urge you to consider rejecting the project as designed and force the developers to a new design that is more in line with both the neighborhood and the developing JP/Rox master plan.  best, Tim Kachur
6/22/2016	Kate	Jamaica Plain		As a neighbor, I absolutely oppose this development. It's just too big, too tall, and would change the liveability of the neighborhood without providing REAL affordable housing. The comment period should be extended. Kate Elisworth
6/30/2016	Joshua	Jamaica Plain		Very boring design that does not fit well with historic character of the neighborhood. That said, I support increasing the housing stock in JP. I also urge the city to please drop the minimum parking requirements. All they do is encourage private auto use and take away valuable space from housing. The developer should also be a vocal supporter of increased infrastructure for bicycles and restoration of the Arborway trolley line. Traffic will never get better from here on out unless we encourage public transit/ walking/ biking and discourage driving except when really necessary.
7/12/2016	Tim	Boston	Continuum	Test

8/26/2016	Ruth	BOSTON	Stonybrook Neighborhood Associatin	<p>We are pleased that the developers have agreed to reduce the height of their proposed building from 5 to 4 stories, with 28 apartments including 5 affordable units. The developers also outlined preliminary plans for a 21-unit apartment building on a parcel they own across Stedman Street. We are pleased that they are committing to no higher than 3 floors for this second property.</p> <p>At the August 16 public meeting at English High School, the project architect outlined 7.5' setbacks along the sides of 76 Stonley ***The SNA feels the building crowds its future neighborhoods and have requested 15' setbacks.</p> <p>The developers outlined plans for a 20' landscaped setback along Stedman Street. ***The SNA supports this plan and has requested that a guarantee be made in the form of a MOU or deed restriction so that this land cannot be appropriated in the future to extend or widen Stedman Street.</p> <p>At the August 16 English High Public hearing, the developers committed to:</p> <ul style="list-style-type: none"> <li>• increasing bike parking from 14 to 52 by eliminating some of the underground car parking spaces;</li> <li>• making a financial contribution to the City of Boston Slow Streets initiative for our neighborhood proportional to the size of their development;</li> <li>• installing shielded, dark-sky compliant lighting; and</li> <li>• creating a path around the building to connect Stonley Road to Stedman Street.</li> </ul> <p>These are all initiatives that the SNA supports.</p> <p>The developers also said they would investigate the possibility of installing photovoltaic panels on the roof and acoustic casing around rooftop AC units. They also said they would consider adding roofs over the porches and all exterior doors, and they said they would reevaluate the decision to create a four-story glassed enclosure surrounding the building lobby.</p> <p>These are all initiatives that the SNA supports.</p>
8/26/2016	Susan	Jamaica Plain		<p>I like many of the changes that have been made to the proposal recently, such as reduced building height to 4 stories all around, additional entrances and porches, and the landscaped setback on Stedman St. I also support the additional actions discussed, and verbally agreed to by the developers, at the last public meeting: more bike parking, installing shielded, dark-sky compliant lighting, a financial contribution to the Boston Slow Streets initiative for the neighborhood (Brookley, Rossmore, Williams and connecting streets), and creating a path around the building. But I have a few additional comments: 1) I would like to see the building look more interesting on the exterior. As raised by another participant in the last public meeting, all the glass at the main entrance doesn't seem fitting. To me it makes it look like a bland office building or shopping area. I question the use of clapboard as a siding. It seems like a strange style for such a large building. When we suggested that the developers try to make the building fit into the neighborhood better, we didn't mean to treat it like a triple decker when it's not a triple decker. I also strong suggest that some bold colors used on the exterior, rather than neutral or earth tones. This could make a huge difference in the look and feel of the building. 2) I support the Stonybrook Neighborhood Association's request that the 20' landscaped setback on Stedman St. be maintained and a commitment be made that the green space won't be sacrificed to widen or change the course of Stedman St. I also support the SNA's request for bigger side setbacks ( 15'). 3) These developers have presented a preliminary proposal for another parcel of land they own on the other side of Stedman St. The proposal is for a 3-story multi-unit (&gt;20, I think). I'm glad the proposal is for no more than 3 stories but don't like the density proposed for that site. I wish the BRA had required that proposal's for both sites be reviewed together.</p>

8/26/2016	Scott	Jamaica Plain	SNA Member	<p>I have a few concerns on the 76 Stonely Rd. commercial-to-residential development.</p> <p>At a recent public meeting at English High School, the developers outlined 7.5' setbacks along the sides of the building. ***The SNA feels the building crowds its future neighborhoods and have requested 15' setbacks.</p> <p>The developers outlined plans for a 20' landscaped setback along Stedman Street. ***The SNA supports this plan and has requested that a guarantee be made in the form of a MOU or deed restriction so that this land cannot be appropriated in the future to extend Stedman Street.</p> <p>The developers committed to: increasing bike parking from 14 to 52 by eliminating some of the underground car parking spaces; making a financial contribution to the City of Boston Slow Streets initiative for our neighborhood proportional to the size of their development; installing shielded, dark-sky compliant lighting; and creating a path around the building to connect Stonley to Stedman Street.</p> <p>I would also ask the BRA to consider in future, when a developer asks for a variance to re-zone a commercial property to residential that the developer be required to meet the guidelines for a re-zoned property. They ultimately want a residential property, they should meet all guidelines for what they are requesting from day one.</p> <p>Thank you for your efforts in our neighborhood. Scott Glidden</p>
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8/26/2016	Jennifer	Jamaica Plain	Stonybrook Neighborhood Association	<p>These comments include my personal opinion as well as joint opinion of the SNA subcommittee working on this issue.  I appreciate the willingness of the developers to finally make some significant changes in their project (height) which had gone essentially unchanged for many, many months. However, there are still some outstanding issues i want to see implemented and/or resolved...</p> <p>I want to see something in writing from the developers and the BRA/city that promises:  ~they commit to no higher than 3 floors for their second project at 50 Stedman Street, and that it will feature a side yard setback on its Brookley side of 20' from the rear of the existing residential property they own at 41 Brookley (they should give this 3-decker a proper backyard and buffer that it doesn't have now).  ~the 20' landscaped "backyard" of 76 Stonley can never be appropriated by the city in the future to extend Stedman Street. if Stedman needs to be widened for access to the southern parcels, developers should cede land from their other property at 50 Stedman.  ~making a financial contribution to the City of Boston Slow Streets initiative for our neighborhood when they obtain *project approval*</p> <p>In a letter to the developers in July the SNA asked for increasing the sideyard setback on the Brookley side of the 76 Stonley bldg. The setback currently proposed at 7'6" will crowd its future neighbor building. A 15' setback would be more appropriate due to the height of this building and the assumed similar height of whatever will be proposed next door in the future. there is approximately 18' between this proposed building and its current neighboring building on the other side at 84 Stonley.</p> <p>i urge the developers to implement the following items that they said they would consider:</p> <ul style="list-style-type: none"> <li>~installing photovoltaic panels on the roof</li> <li>~installing acoustic casing around rooftop AC units</li> <li>~grey water management or other eco-friendly policies</li> <li>~extending the porches' width to accommodate actual functional use (table and chairs?), which will also add roofs over doorways on first floor</li> <li>~installing fully-shielded, dark-sky compliant lighting on the building and the street</li> <li>~creating a path around the building to connect front to back - Stonley to Stedman Street.</li> <li>~creating sidewalks and other street infrastructure that comply with the updated requirements of Plan: JP/Rox, which go beyond Complete Streets requirements, for sidewalk width for example.</li> <li>~increasing bike parking from 14 to 52 spaces (this is the number of beds in the bldg) by eliminating some of the underground car parking spaces. these should be in a locked, secure cage. OR, to at least bring the parking ratio inline with the original proposed ratio of .72 (currently .82). further, add bike parking outside for guests.</li> <li>~electric car charging station</li> <li>~zip car or other car share for tenants to make up for loss of parking spaces</li> </ul> <p>lastly, i want to encourage the BRA and the developers to work on the aesthetics of the building. Although the colors have changed many times and the surfacing has changed from panels to clapboards, it remains an uninteresting building that could've built in Anytown USA. there is no imagination in the palette and no matter how much clapboard you use it will never "read as a 3-decker." try some more interesting colors or materials...JP is known for its unique and artsy style and it is being seriously diluted and washed out by bland colors and unimaginative architecture. below are links to a few buildings around boston/cambridge that have</p>
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done interesting things to break up large facades:

Honan Allston library - variegated warm-tone slate colors: <http://www.machado-silvetti.com/PORTFOLIO/allston/>

Harvard Grad Student apartments on Western Avenue - patterned brick and undulating brick surfaces: <http://www.machado-silvetti.com/PORTFOLIO/harvard/index.php>

MassArt 'tree house' dorm - strikingly colored orange and green panels:  
[http://www.american-architects.com/en/projects/45326\\_MassArt\\_Tree\\_House\\_Student\\_Residence](http://www.american-architects.com/en/projects/45326_MassArt_Tree_House_Student_Residence)

Vertex Pharmaceuticals, 200 Sidney Street, Cambridge - brick patterns and windows outlined in striking color on Erie St side of bldg plus a mix of materials on Sidney St side: <http://goo.gl/maps/ZrdJD>

Forest City Loft 23 at MIT - verdigris colored panels: <http://www.loft23living.com/>