



STONYBROOK NEIGHBORHOOD ASSOCIATION

jamaica plain, massachusetts

Stonybrook Neighborhood Vision for Washington Street Corridor Development

(Adopted April 11, 2016)

The Stonybrook neighborhood is a multicultural and economically diverse neighborhood of long-time residents and relative newcomers who treasure our community's historic character, close proximity to parks and public transportation, and community institutions. We envision our future as a vibrant, interconnected urban neighborhood where families can grow, neighbors are supported through all stages of their lives, and everyone is welcome. Washington Street is the primary commercial street serving the Stonybrook neighborhood, which is roughly bounded by Rockvale Circle to the north, Franklin Park to the east, the Arborway Yard to the south, and the Orange Line to the west.

We acknowledge the need for change. The City of Boston's plan to create 53,000 new housing units by 2030 will not only accommodate population growth, but it is also expected to create more affordable housing for a range of income levels – all goals which the members of the Stonybrook Neighborhood Association (SNA) support. At the same time, additional uses and urban planning elements must complement new housing in order to:

- optimize the sustainable benefits of compact, mixed-use development;
- create an environment where people can not only reside, but work and play; and
- maintain – or even improve – the quality of life for existing and future residents.

This document describes the SNA's priorities as the Boston Redevelopment Authority (BRA) considers and ultimately recommends changes to the zoning code as part of PLAN: JP/Rox. We support thoughtful planning and community, public and private-sector investment throughout the PLAN: JP/Rox study area. However, our vision for Washington Street is directed primarily at the portion of this important commercial corridor that runs through and adjacent to our neighborhood. The SNA hopes this document will also serve as a starting point for productive conversations with prospective developers along the Washington Street corridor, especially for projects abutting our neighborhood's residential areas.¹

(This document includes references to the Sites A-F outlined in the PLAN: JP/Rox Development Scenarios presented March 5, 2016 and included here as Exhibit A. Additionally, footnotes will define lesser-known terms and refer to other informational sources.)

As a community, we support the following characteristics of future development and zoning:

I. GENERAL PRINCIPLES FOR NEW DEVELOPMENT

A. Height, Scale & Massing

1. Along Washington Street and near transit access, the prioritization of affordable housing, commercial space, sustainable design initiatives, and/or other community benefits in exchange for reasonable increases in height/FAR (Floor-area Ratio).
2. Preservation of neighborhood scale by controlling massing, height, and setbacks for portions of new developments abutting existing residential parcels. In general, new developments should have sufficient setbacks and stepped-down heights to greet abutting residential buildings and prevent a dwarfing and darkening effect on existing properties.

¹ See SNA boundary map at www.sna-jp.org

² "Form-Based Zoning places primary emphasis on regulating the *physical* form of the built environment rather than the *use* of the land.

3. Increases in building height that are gradual with respect to their proximity to existing residential areas, incorporating both adequate rear- and side-yard, ground-level setbacks as well as generously deep, corresponding upper-floor setbacks that minimize visual and shadow impacts of additional building floors and overall height. (For more detailed height and setback recommendations, see Section VI, Design Guidelines, sub-sections C - E below.)
4. Minimum heights of two full stories for all new or redeveloped buildings on Washington Street, and broader use of form-based zoning² in the study area.

B. Uses

1. Prioritization of active ground-floor spaces and non-residential uses fronting on Washington and other existing or emerging commercial/industrial areas within the study area (e.g. Green, McBride).
 - a) Pedestrian-oriented commercial and community uses that enliven the streetscape, including retail, maker/artist spaces, and event spaces.
 - b) Ground-floor residential use of parcels fronting on the primary streets in predominantly commercial areas should be discouraged by making it a conditional use, rather than as-of-right. Such conditional use should be subject to community approval, with binding legal commitments to comply with relevant performance standards, providing adequate evidence that non-residential use is economically infeasible, and making streetscape improvements, including generous, lushly landscaped setbacks.
2. SNA Wish List – The SNA surveyed neighbors in 2011³ to assess what retail options they desired in our immediate area. The following are examples of preferences for new and/or expanded uses in the neighborhood, including those highest-rated in the survey results, as well as additional items that were popular among neighbors in later visioning and brainstorming sessions.⁴
 - a) Cafe(s)
 - b) Restaurant(s)
 - c) Neighborhood Grocery Store
 - d) General/Specialty Retail
 - Bookstore
 - Wine/Cheese Shop
 - Ice Cream Shop
 - e) Small Cinema/Art Movie house
 - f) Regional Grocery Store
 - g) Non-profit Office(s)
 - h) Gym/Fitness Center
 - i) Childcare/daycare Center
 - j) Hardware
 - k) B&B/Hotel (small)
 - l) Museum/Cultural/Academic Institutions
 - m) Light Manufacturing/Clean-tech (e.g. start-up brewery, makerspace)
 - n) Open Air Clothing/Antiques/Flea/Art/Farmers Market

² “Form-Based Zoning places primary emphasis on regulating the *physical* form of the built environment rather than the *use* of the land. This creates urban forms in which buildings shape public spaces into a series of ‘outdoor rooms’.” From Northampton (MA) Design Forum presentation: <http://bit.ly/1Uqk0dE>

³ See page 6 of SNA survey: <http://bit.ly/1XTim1A>

⁴ Items a-i are from the survey and in order of preference.

C. Sustainability

1. Expansion of environmentally sustainable building design and green districts through the use of regulations, incentives, and programs, including LEED for Neighborhood Development and Eco-districts.
2. Streetscapes that strive to not just comply with, but embrace and embody the goals of the Boston Transportation Department Complete Streets,⁵ Age-Friendly Cities,⁶ and Vision Zero⁷ initiatives.
3. Infrastructure and amenities within walking distance of residential units (e.g. transportation, access to parks and green space, basic retail goods and services) that are added and/or upgraded to keep pace with increased numbers of residents.
4. A focus on car-sharing, bicycling, walking, public transit use, and other Transportation Demand Management practices to discourage car use and lessen the traffic impact of new residents, employees, and visitors associated with dense transit-oriented development projects, during construction and when completed.

D. Development Coordination & Planning

1. A mandate that developers who purchase more than one abutting or adjacent lot be required to draft plans/proposals for all properties purchased or in play by that developer or related combination of developers, disallowing variances for any project(s) to be reviewed or considered as individual lots/projects.

II. RESIDENTIAL

- A. To continue to be responsive to the neighborhood's vision for the area (as documented through the SNA Vision Statement approved by SNA membership in February 2015⁸), the zoning code and regulations should encourage and incentivize developers to build:
 1. Housing options that sustain diversity of our residents, meeting the recommendation of the Jamaica Plain Neighborhood Council for 25% affordable units on-site, at a variety of income thresholds. In addition, the SNA strongly urges the use of the Boston Median Income (BMI) rather than the Area Median Income (AMI), which includes wealthier metro/suburbs, when calculating affordability and income.
 2. A mix of unit sizes and formats, including accessible units, to meet the needs of singles, couples, growing families, and seniors, thereby allowing people to establish long-term residency in the neighborhood.
 3. A range of conventional and non-traditional housing options that appeal to people at various stages of life, such as co-housing, owner-occupied multi-families, and artist live/work spaces.

III. NON-RESIDENTIAL

- A. To activate the street frontage, bring pedestrian-oriented retail to Washington Street, better provide for needed community goods and services currently lacking in the southern end of Washington Street, and continue to be responsive to the neighborhood's vision (as documented through the Forest Hills

⁵ <http://bostoncompletestreets.org>

⁶ <http://agefriendlyboston.wordpress.com>

⁷ <http://www.visionzeroboston.org>

⁸ <http://www.sna-jp.org/vision-statement.html>

Improvement Initiative Use and Design Guidelines⁹), the zoning code and regulations should encourage and incentivize developers to build property along Washington Street adaptable to as many residential-compatible commercial, non-residential uses as possible, through:

1. Regulations and incentives for and promotion of business incubator and shared innovation spaces to support existing businesses and the expansion of local, small, and affordable business opportunities.
2. Establishment of an affordable retail rental fund for small businesses (modeled on the BRA's Inclusionary Development Program fund for affordable housing) that would assist small businesses in accessing affordable commercial space.
3. Discouragement of large regional/national/international chain stores that could drive out, out-price, and/or make smaller local businesses redundant.
4. Preservation of light industrial and other non-residential uses that serve and are compatible with existing residential neighborhoods, while also seeking solutions, such as the establishment of performance standards, for the resulting concerns (e.g. litter, through-traffic, noise, pollution) that arise in adjacent residential areas. This goal is not necessarily intended to discourage the redevelopment of parcels currently associated with such uses, but rather to encourage new and innovative approaches to development, such as unconventional mixed-use, phased development scenarios that help to maintain/relocate existing businesses during construction.
5. Establishment of and funding for a new Main Streets Association for Forest Hills (Washington Street and Hyde Park Avenue) in order to support and connect existing and new businesses located south of the Egleston Square Main Streets zone.

IV. GREEN SPACE/OPEN SPACE

- A. Development that optimizes ample publicly accessible green and open space, including the addition of parks, playgrounds, dog parks, community gardens, plazas, and courtyards in relation to the other allowed uses and neighborhood objectives.
- B. An increase in current zoning open/green space percentage requirements for all new developments in excess of 20,000 square feet, with a distinction between open space and specifically unpaved green space.
- C. A mix of usable semi-private open space at each development (or, if approved by community, a comparable contribution to shared, publicly-accessible open space elsewhere in the immediate neighborhood) with no less than 50% of open space having green, soft-landscaped surfaces.
- D. Creation of green buffers along existing and new property/projects (e.g. the Arborway bus yard).
- E. An established requirement for street trees and financial support for planting and maintenance of public street trees or landscaped setbacks. Tree selection should promote species with a robust canopy to provide shade and urban heat island mitigation. Plant selection should avoid harmful invasive species.
- F. Replacement of any significant trees that may be removed (after review and approval of the removal by the Boston Parks Department and/or DCR, as appropriate) to make way for new development.
- G. High-quality tree pits at reasonable intervals along Washington Street. The tree pits and planters should be partially raised or bordered wherever possible to allow for compatible ground cover vegetation. Otherwise, high-quality decorative grates to protect tree roots should be provided. Where

⁹ Forest Hills Improvement Initiative Use and Design Guidelines: <http://bit.ly/1TB9Qpi>

possible, the design should incorporate longer, interconnected tree pits or raised curbside planters to allow more extensive root systems and larger, longer-living tree species.

- H. High quality landscaping and screening of building mechanical equipment and ventilation openings.
- I. Trellises, arbors and/or other vertical landscaping, suitable to the scale and architecture, to green and enliven building exteriors where appropriate.
- J. Convenient, comfortable, and thoughtfully-located seating that is integrated into the sidewalk and public realm, including but not limited to the approaches to major entryways.
- K. No edge-to-edge paving of properties. A minimum 2-foot green buffer between driveway and parcel edges in residential development/redevelopment and a minimum 6-foot green buffer between parcel edges and parking areas in all non-residential development/redevelopment.
- L. Where residential or less-active/public non-residential uses (e.g. private office) are permitted (conditional) along ground floor frontage, generous (min. 10-15') landscaped setbacks from the property line should be provided.
- M. For buildings or significant portions of buildings associated with active retail or other uses open to the general public, the ground-floor along the frontage should be setback so as to provide a minimum 15' sidewalk, with community discretion for deeper ground-floor setbacks and/or sidewalks where allowances are made for increased building height.

V. CONNECTIVITY & TRANSPORTATION

- A. Increased walkability and bikeability of the neighborhood including improved road and sidewalk conditions for existing and new developments, with particular attention to safety and comfort through pedestrian-scale street lighting (i.e. 12' max. height), traffic management (e.g. eliminating excess side street curb cuts around Hatoff's Gas Station, traffic calming on side streets off Washington), and active, illuminated ground-level spaces along Washington Street.
- B. Physically separated bicycle lanes (cycle tracks) with connectivity to existing bicycle networks (i.e. Southwest Corridor Park).
- C. Improvements to neighborhood crossroads that connect with public transit and the Southwest Corridor Park, including management of traffic flow and speed, as well as easier and safer bike and pedestrian routes.
- D. Maximum off-street parking ratios that discourage automobile use/ownership – meeting or exceeding the Forest Hills Improvement Initiative guidelines for transit-oriented development (one space or less per unit) in addition to metered, short-term parking on Washington Street.
- E. Creation of a metered municipal parking lot behind an existing or new building on Washington Street.
- F. Where off-street surface parking is provided for projects larger than 3-family residential, the parking must not front on the primary commercial street and instead be located behind or below buildings and, to the extent possible, beyond view from the primary commercial street. (For new three-family construction, current residential zoning for parking should remain in effect.)
- G. No more than 50% of the first floor may be dedicated to parking, and no parking, inside or outside, at or above street-grade, may be provided within 25' of the frontage along the primary commercial way.
- H. Requirement for ground-floor commercial spaces to have multiple access points to and from the sidewalk and other pedestrian routes.

- I. Garage entryways that are attractively designed and maintained. Associated signage, paving, landscaping, and overall sidewalk and driveway design should prioritize pedestrian comfort, movement and safety at these locations.
- J. Minimal curb cuts, along with incentives to create shared commercial driveways between abutting commercial and mixed-use properties.
- K. Publicly accessible bicycle racks, as well as bicycle-friendly storage options such as common bike sheds or garages that can accommodate secure bicycle storage in residential developments. Larger developments shall include long- and short-term public sheltered bike storage options.
- L. A focus on car-sharing, electric car charging, Hubway, and other related facilities and Transportation Demand Management practices to discourage car ownership and lessen the traffic impact of dense transit-oriented development projects.
- M. A requirement that developers of high density housing (or for other types of projects in excess of 20,000 square feet) along Washington Street contribute financially to the maintenance of or capital improvements to the MBTA Orange Line.

VI. DESIGN GUIDELINES

- A. A variety of thoughtful designs that harmonize with and reflect the historic styles of the Washington Street corridor, while also allowing for high quality contemporary architecture. Prohibit formula architecture. Preserve historic facades and buildings as feasible.
- B. Architectural massing of new developments should complement neighboring buildings, whether next door or across the street, through thoughtful design, articulation of facades, a variety of heights and setbacks, frequent massing breaks, and some mirroring of distinctive or historical details.
- C. New developments abutting existing housing in residential zones (e.g. 3F-4000), shall, at minimum, have the same residential setback and height requirements for the side(s)/portion(s) of the new building(s) facing the existing abutting residential building(s). New developments should only step up in height in excess of the height of the abutting residential zone at a gradual, context-sensitive distance (generally a minimum of 22.5') from the plane of the new building's abutting elevation.
- D. In general, the angled plane or skyplane created by the gradual upper-floor height setbacks should be consistent with the angle of a diagonal line that rises 1' relative to the horizontal plane of the top of the new building's residential-abutting elevation for every 2.25' in distance along that horizontal plane and away from the top of this abutting elevation (in the opposite direction of the existing residential). See Exhibit B.
- E. In addition to requiring upper-story setbacks as outlined above for portions of new developments abutting small scale housing, building height for portions of new development fronting on Washington Street shall not:
 - 1. Exceed 42' within a depth of 10' from the front setback;
 - 2. Exceed 52' within a depth of 20' from the front setback; or
 - 3. Exceed 69' for any other portion of the building not further restricted by height setbacks associated with proximity to an abutting residential property;
 - 4. Except as follows with respect to Sites A and B: Within Sites A and B and only where such height is set back a minimum of 70' from the ground-floor frontage on Washington Street, building height in excess of 69' may be considered and conditionally permitted subject to community approval of satisfactory mitigation of transportation, affordability, and other applicable impacts such as

increased demand for parks and open space; public art; recreation, entertainment and cultural facilities; and/or other public benefits.

- F.** Direct egress to and from the public way for all ground-floor space fronting on the primary public way. No ground-floor facade or portion thereof fronting on the primary public way shall extend for more than 25 feet along such frontage without a building entrance.
- G.** Ground-floor spaces fronting on the primary public way reserved for small-scale neighborhood businesses, with a requirement for the express, conditional approval of the community if in excess of 1,500 sq. ft.
- H.** Facilitation of improvements to the design of new and existing buildings and the public realm by requiring high quality planning, design, construction, materials, and structured community design review, perhaps through the creation of an organized Washington Corridor Design Review Board established in collaboration with the BRA/City of Boston.
- I.** Improvements to existing streetscape conditions with new/re-aligned curbing, wider landscaped sidewalks, pedestrian-scale dark-sky-compliant street lighting, street furniture, and enhanced paving. Improvements to be coordinated and implemented with the district-wide streetscape plan. New and existing streetscapes should be beautified and continually maintained.
- J.** Where possible and appropriate (e.g. unavoidably blank walls), murals/public art and/or vertical landscaping to enliven a project's building exterior, as well as its public space. Applicants for new development should be required to enhance the associated public realm by sponsoring public art.
- K.** Substantially transparent ground-floor commercial facades fronting on commercial streets (i.e. at least 75% glass), allowing pedestrians to see into and through these spaces, establishing strong visual connections between internal activity and external street life. Security during non-business hours must be addressed primarily through thoughtful, full cutoff lighting, alarm systems, and other visually unobtrusive means. Roll-down window security devices should be prohibited.
- L.** Building facades and related exterior architectural elements (including windows, doors, and decorative fencing), particularly those at the ground-floor level, made from high quality, durable, preferably natural materials.
 - 1.** Lower-quality, synthetic, or highly manufactured materials generally associated with low-cost construction, such as vinyl siding, should not be used, unless otherwise expressly approved in consultation with the SNA and other applicable neighborhood organizations.
 - 2.** Where applicable, any fencing should be not simply functional but decorative, high quality and made from solid, durable wood or metal, such as cast iron, as opposed to more easily damaged, non-decorative fencing materials such as pressed aluminum, vinyl, chain-link, etc.
- M. Utilities:**
 - 1.** All new utilities should be placed underground.
 - 2.** Existing utilities should be placed underground where appropriate.
 - 3.** Utility panels, boxes or other elements that are required to be visible and easily accessible should be located outside the sidewalk's clear/walking zone, and where possible integrated into the building's façade.
 - 4.** Where it is infeasible to bury existing utilities, they must not be relocated to the advantage of new development and the expense/detriment of abutting property owners and residents.
- N. Waiver:** Where there is substantial evidence that adherence to a particular requirement in a particular circumstance is at odds with the intended objectives of this document and good urban design, and

where there is broad community support for granting relief from such particular requirement, the SNA, at its discretion, may grant a written waiver from such particular requirement.

VII. PROPERTIES OF PARTICULAR CONCERN TO THE SNA

- A.** A number of notable non-residential properties exist within or abut the Stonybrook neighborhood. Some of these currently house very active businesses (which for the most part should be supported), and other properties may be underutilized. Many could nonetheless be targeted for sale and new development. The following is a partial list of these properties:
1. Arborway Yard, 3624-3640 Washington Street – The future of the Arborway Yard has been in question for many years; we urge that this be resolved. As completion of the current, permanent Arborway Yard Bus Facility appears highly unlikely due to the cost, and any significantly less expensive design is unlikely to be acceptable, the SNA strongly urges that the current refueling operation be moved to a more appropriate, lower-density location, thereby freeing up this high-value Transit Oriented Development site for a mix of uses that better leverages the location's proximity to a major MBTA transit hub. The proposal for the permanent facility also promised that 1.9 acres of land be set aside as active-use public green space.
 2. Stan Hatoff's Gas Station, 3440 Washington Street - A blighted, poorly maintained property/business that is a constant source of trash, noise, fumes, light pollution, traffic, and sometimes unwanted behavior. If redeveloped, the project should be especially sensitive to existing residential abutters. (significantly sized property abutting small residential)
 3. Keegan's Auto, 3458 Washington Street (abutting small residential)
 4. Doyle's Cafe, 3484 Washington Street (significantly-sized property abutting small residential, and an historic building/business)
 5. Midway Cafe and others in same building. 3496 Washington Street (abutting small residential)
 6. Milwaukee Iron Cycle Works, JP Kitchen and others in same building, 3508-3512 Washington Street (abutting small residential)
 7. Rossmore Laundry/Carwash and other abutting parcels, 3530 Washington Street – The owner controls multiple parcels including the former Globe delivery building, the detail garage, and commercial rentals around the corner on Brookley. (significantly sized property abutting small residential)
 8. Mello Fuel property: 35 & 41 Brookley Road; 76 Stonley Road; 50, 51, & 95 Stedman Street and other nearby parcels – Developers have purchased a number of these parcels and, as of March 28, 2016, have proposed a 5.5 story 32-unit apartment building for 76 Stonley Road. The SNA takes issue with the project as currently designed regarding: height, inadequate street infrastructure, parking location, affordability and a lack of planning for all parcels purchased the developer.¹⁰ (significantly sized property abutting small residential)

VIII. SNA CONCERNS WITH POTENTIAL RESULTS OF PLAN: JP/ROX

- A.** The SNA requests clarification about whether there will still be a process for neighborhood input/public review, like the current Article 80 process, or whether this new rezoning will eliminate public input on projects because they will all be as-of-right.

¹⁰ For further details see 76 Stonley Road Issues Statement prepared by the SNA's 76 Stonley Road Subcommittee: <http://bit.ly/1RqIUUa>

- B. If the rezoning results in elimination of public input, the SNA requests that a local design review committee be established, and be given serious consideration, when reviewing new projects, especially those that abut currently residential-zoned parcels.
- C. The SNA requests that the Plan: JP/Rox corridor study edges be better defined and tightened up so they do not include any areas currently zoned as residential (3F-4000, 3F-5000, etc.).¹¹
 - 1. Many small residential houses in our neighborhood are currently included in the study area, and the SNA is concerned that they could be rezoned for a different use, allowing for larger scale/increased density, and providing the opportunity for developers to buy these houses, demolish them, and replace them with projects out-of-scale with the existing residential neighborhood.
- D. The Plan: JP/Rox Community Workshop #5 on March 5, 2016 presented a development scenario for Forest Hills that included 14-15 story buildings south of Burnett Street on Washington Street, creating a “gateway” to the neighborhood (see Exhibit A):
 - 1. Unlike other neighborhood corridors outside the city’s downtown where these building heights exist (e.g. Boylston St. in the Fenway), Washington Street is relatively narrow with only two travel lanes. In this context, buildings this tall, where they occupy substantial portions of the street frontage, have the potential to create a tunnel effect.
 - 2. Any consideration or provisions for such heights must be subject to additional meaningful community input and, at a minimum, any allowances for such height more limited, nuanced with respect to massing, and further regulated in such a way that heights in excess of conventional 69’ height are subject to substantial setbacks (e.g. minimum 70’) and street-wall width restrictions at such conventional 69’ height, so as to prevent the creation of an excessively darkened, overwhelming, canyon-like pedestrian environment at street level.
- E. The height proposals in Workshop #5 are also a concern when considering how the resulting significant increase in density and activity could impact the existing neighborhood:
 - 1. The BRA development scenarios suggest 1,000-1,300 new residential units in the Forest Hills area, which will be in addition to the 1,000 units already planned/under review/under construction within a half mile of the SNA neighborhood.
 - 2. While the SNA supports sustainable density, the current plan does not appear to reflect the limits on capacity dictated by supporting infrastructure, particularly considering:
 - a) Washington Street cannot be widened, nor can any of the streets that connect to it;
 - b) Protected cycle tracks may not fit in the existing street width;
 - c) The upcoming 25% increase in capacity on the Orange line does not likely match what will be needed to fully address the expected increase in residents and visitors; and
 - d) Although many projects proposed and under construction in the area (Commons at Forest Hills, 3521-9 Washington Street project, Parcel U on Hyde Park Avenue, etc.) are transit oriented, there will undoubtedly be a gain of car traffic and public transit/bicycle traffic comprised of those living in, working in, and visiting the area.
 - 3. The SNA would like clarification about whether the Casey Arborway project traffic planning accommodated for the increase in population resulting from multiple 14-15 story buildings.

¹¹ See BRA study area map: <http://bit.ly/1URUp5>

4. The SNA would like clarification about whether the developers of the projects cited above factored in this kind of density in their traffic and transit studies.
 5. The SNA feels strongly that any significant increase in building heights and accompanying intensity of land use beyond that reflected in previously referenced studies needs to be accompanied by further analysis, community input, and documentation demonstrating how such increases in density can be accommodated by existing and planned transportation and other types of infrastructure without unreasonable degradation in quality of life.
- F.** Workshop #5 specifies that Sites B, C, and D, located on the main commercial street (Washington) should be exclusively residential buildings:
1. In order for dense Transit Oriented Development to be successful, it must balance the need for living space with the need for basic retail and services. All typical daily needs of residents should be accessible within comfortable walking distance to their homes, otherwise the Washington corridor will likely become overwhelmed with resident traffic traveling to and from outlying areas.
 2. Retail on the first floor, as mentioned elsewhere in this document, creates a more enlivened streetscape and prevents “dead” stretches of sidewalk at night, especially important on Washington Street which currently possesses this undesirable quality.
- G.** Workshop #5 specifies that Site E, located on smaller residential streets (Rossmore Road, Brookley Road, Stonley Road, and Stedman Street), should be 5-6 story buildings. The resulting height/density combination raises concerns for a few reasons:
1. Existing and proposed abutting/adjacent residential buildings are only three stories.
 2. These smaller residential streets are narrow, and Stedman and Stonley do not have sidewalks. Therefore these four streets are particularly susceptible to the canyon effect and shadows of taller buildings. The negative consequences of 5-6 story buildings abutting or across the street from 3-story residential buildings should be mitigated through liberal incorporation of setbacks, with stepped-up heights only in the new developments closer to Washington Street. The buildings in Sites E should be 3-4 stories between Stonley and Stedman with 5-6 stories (greater heights and massing) only permitted between Stonley and Washington Street.
 3. Again, regarding the capacity of existing infrastructure to accommodate the proposed density, the smaller residential side streets are only wide enough to allow for one car to pass in one direction at a time. One of these streets (Stedman) hosts a very popular City of Boston tot lot (playground) and is in part a private way without sidewalks. So pedestrian safety and inadequate egress (emergency and otherwise) given the resulting increase in car traffic from multiple 5-6 story buildings present serious concerns.
- H.** Workshop #5 specifies that Site F should contain new three-family housing on Plainfield and Stedman Streets. We support the BRA’s proposal for this residential three-family zone that follows the pattern of existing housing on these streets.

EXHIBIT A

PLAN: JP/Rox

Preserve. Enhance. Grow.

Development Scenarios – Forest Hills



FOCUS
Neighborhood Gateway District
 Larger mixed use residential buildings with active / retail ground floor uses on Washington Street transitioning to a cluster of residential above Artist / Worker / Maker spaces and finally to smaller multi-family residential homes

Site A - Residential over Retail
 Residential: 300,000 SF – 350,000 SF
 Residential Units: 300 - 350
 Retail: 40,000 SF
 Height: 6 to 14 / 15 Stories

Site B - Residential
 Residential: 375,000 SF – 425,000 SF
 Residential Units: 375 - 425
 Height: 6 to 14 / 15 stories

Site C - Residential
 Residential: 150,000 SF – 180,000 SF
 Residential Units: 150 - 180
 Height: 5 to 6 Stories

Site D - Residential
 Residential: 80,000 SF – 110,000 SF
 Residential Units: 80 - 110
 Height: 5 to 7 Stories

Site E - Residential over Maker/Work Space
 Residential: 80,000 SF – 100,000 SF
 Residential Units: 80 - 100
 Maker/Work: 26,000 SF
 Height: 5 to 6 Stories

Site F - Residential
 Residential: 80,000 SF – 100,000 SF
 Residential Units: 80 - 100
 Height: 3 Stories

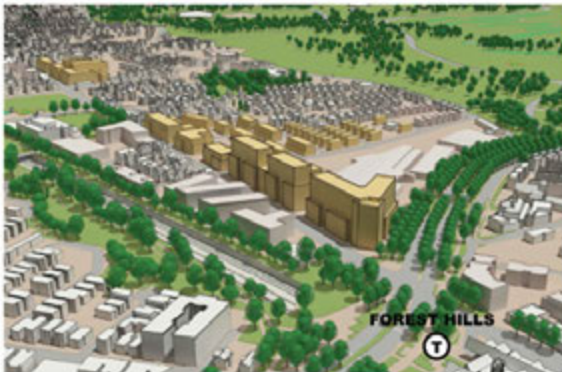


EXHIBIT B

