

**Stonley-Brookley
Project Narrative
Updated: 1/31/2022**



Introduction

“Stonley-Brookley” is an affordable housing real estate development project located at 35 Brookley Road (corner of Stonley Road) in Jamaica Plain that will consist of 45 affordable (see affordability detail below) income-restricted homeownership units, including 5 artist live-work studios, in a new construction building. The developer is Stonley Brookley LLC (SBLLC), which is a partnership of Traggorth Companies LLC and Jamaica Plain Neighborhood Development Corporation. SBLLC purchased the property on 1/20/2022.

Development Team

Jamaica Plain Neighborhood Development Corporation (JPNDC)’s mission is to transform the lives and amplify the voices of Boston residents who have been excluded from prosperity by an inequitable economic system. We develop affordable housing that allows people to thrive, provide services that help people build on their strengths, and organize people to pursue the changes they desire.

Traggorth Companies LLC (TCLLC) is a mixed-income housing developer with over 12 years of experience in Massachusetts. TCLLC focuses on difficult to develop urban infill projects with the goal of transforming underutilized sites into community assets. TCLLC partners with non-profits as well as local, state, and federal government to meet the individual needs of each local community, often with the addition of significant affordable housing.

The architectural firm is Jonathan Garland Enterprises. The general contractor is to be determined.

Affordability

Stonley-Brookley (“S-B”) is a 100% affordable (income restricted at various affordability levels) homeownership development. There will be 16 units at 80% AMI, 16 units at 100% AMI, and 13 units at 120% AMI for a total of 45 homes. For example: 1 person, making no more than \$66,500 a year (80% AMI) could buy a studio for \$164,000. Similarly, a family (assuming two incomes) could buy a 3-bedroom unit for \$278,700 if they make no more than \$95,200 combined (80% AMI). [“AMI” means Area Median Income and is determined by HUD every year for the metro Boston area. Funders usually require that affordable homeownership be accessible to households with incomes between 80% AMI – 120% AMI].

Many families have been unable to afford to buy a home in Boston; with the help of financial support from the City of Boston and the state’s Commonwealth Builder program, S-B will contribute to citywide efforts to promote equity in homeownership.

Unit Mix, Affordability Categories, Price:

Total Units	#	Ave. SF	
Studio	10	502	
1 BR	18	677	
1BR (Artist)	5	660	
2 BR	9	819	
3 BR	3	1,133	
Totals	45		
Affordability Categories			
120% AMI			
		Ave. SF	Price
Studio	2	502	\$278,700
1 BR	9	677	\$330,700
1BR (Artist)	0	660	\$330,700
2 BR	2	819	\$380,600
3 BR		1,133	\$430,600
	13		
100% AMI			
		Ave. SF	Price
Studio	4	502	\$221,700
1 BR	5	677	\$269,200
1BR (Artist)	3	660	\$269,200
2 BR	3	819	\$314,000
3 BR	1	1,133	\$355,600
	16		
80% AMI			
		Ave. SF	Price
Studio	4	502	\$164,800
1 BR	4	677	\$202,900
1BR (Artist)	2	660	\$202,900
2 BR	4	819	\$240,800
3 BR	2	1,133	\$278,700
	16		
TOTALS	45		

Design

Design Data (Proposed Building)

Land Area (square feet):	16,289
Land Area (acres):	.37
Gross Square Feet:	37,739
Proposed Floor Area Ratio:	2.3
Stories:	4
Total Residential Units:	45
Car Parking Spaces (interior):	19
Car Parking Ratio (spaces to units):	.42
Bike Parking Spaces (interior):	38

Bike Parking Spaces (interior):	18
Bike Parking Ratio (spaces to units):	1.2

General

S-B will be a 38,000 (approximate) square foot, four story, wood framed multifamily building with 45 homeownership units, interior at grade parking 19 cars, and 56 bike parking spaces (interior plus exterior). The building has been designed with a thoughtfully varied articulation and a modern aesthetic that reflects its place at the nexus of an industrial past, and established residential neighborhood, and a thriving arts community.

The building will also feature a mural which will be commissioned on the front facing stair tower, an outdoor roof deck, ground level patio, and an attractive front lobby. S-B is uniquely sited on a corner lot at the intersection of Brookley and Stonley Road. The presence of an affordable residential multifamily homeownership building on this corner in replacement of a prior light industrial use, will be a welcome addition to the neighborhood and will further strengthen many of the urban design goals outlined in the JP/Rox Planning Initiative.

Artist Live-Work Spaces

S-B includes five artist live-work units, to be purchased by BPDA-certified artists. These units will include direct access at sidewalk level which will facilitate engagement between the artists and local residents. Design of the artist units is being guided by the Mayor's Office of Arts and Culture (MOAC)'s Design Guidelines.

Orientation

The proposed new building is optimally sited to take advantage of sunlight and views throughout the year while mitigating shadow impact on adjacent buildings or functional open spaces. As part of the energy goals for to the project the team anticipates a solar photovoltaic array on the roof of the building to harness sun energy to offset the building's electrical load and power grid reliance.

Building Design, Massing, and Materials

The massing of S-B is directly compatible with the scale of the neighborhood. South and west of the site are two (2) 4-story new construction multifamily buildings, one of which recently completed construction and the second which is currently under construction. Both of these buildings help to strengthen and refine the continuation of a residential community in this part of the City—taking cues from the scale and heights of the pre-existing housing stock in the area.

We envision S-B as the building that will fill in the “missing tooth” at the corner and complete the residential scale and use of the neighborhood. The exterior and urban design aspects of the building have been richly articulated with a very clear “base – middle – top” approach. The base of the building employs an iron-spot brick veneer for durability, quality, and depth of color. The upper floors of the building take use of fiber cement cladding materials with a series of grays and accent colors. The siding in conjunction with residentially scaled punched window openings work together to provide a balanced composition that's not overly modern nor steeped in traditional design.

Open Space / Landscaping

Given the site's dimensionality and overall composition, the design team was able to locate the building toward the center of the site allowing for ample landscape definition around the full perimeter, which is often rare to come by in most urban properties. Along with landscape improvements internal to the site, the project will address the perimeter sidewalk and public realm components to bring the project into compliance with Boston Complete Streets guidelines.

Car and Bike Parking, Access, Circulation, Trash & Recycling

- The Car Parking Ratio is .42 (19 spaces for 45 units). Car parking ratios this low are generally supported by modern urban planning principles.
- The Bike Storage Ratio is 1.3 (60 spaces for 45 units). At the lower level, we have provided a covered bike storage area with direct elevator access to the apartments.
- Vehicular Access: the resident parking entrance is located directly off Stonley Road and leads to a surface level tuck-under parking tray of 19 spaces organized in a double row car stacker configuration. The parking will be adequately screened from public view through a combination of louvered screening elements and landscaping treatments.
- Pedestrian Access: the main pedestrian entry point faces Stonley Road, near the intersection with Brookley Road and from there to Washington Street and the main pedestrian destinations near the site (to the west, transit access on Washington Street and at Forest Hills MBTA station, commercial uses on Washington Street, and parkland at the Southwest Corridor, and to the east parkland at Franklin Park).
- Pedestrian Path: SBLLC is investigating the possibility of designing and building a pedestrian path that would connect Stonley Road and Stedman Street. The path would straddle the property line between S-B and the residential building at 76 Stonley Road.
- Trash and Recycling: the building will promote all sustainable measures as relates to separation of trash and recycling. Trash/recycling rooms will be conveniently located at each floor of the building to allow residents to empty in-unit waste on a daily basis. Management staff will store trash and recycling in large bins at the ground floor of the building within the trash room. These bins will be rolled out to the street for pick-up once or twice per week pending the rate of volume accumulation.

Accessibility

S-B will have an elevator and all common areas and the site will be fully accessible. S-B will include 5 MAAB Group 2A units.

Sustainability / Green Design & Construction

S-B is targeting the following green and high efficient features to support low carbon development:

Passive House Certification

Passive House is a program for advanced energy performance, typically aiming to reduce heating and cooling energy use by 80% compared to typical buildings. The program includes robust energy modeling to achieve low energy usage and emphasizes smaller mechanical equipment to serve the building. Benefits include healthier indoor air quality, balanced and controlled ventilation, increased durability and longevity of all assemblies, reduced noise from outside. The program also requires a high level of oversight via a third-party verifier, and layers in additional benefits such as indoor air quality through the EPA Indoor AirPlus program. This project will specifically benefit from the following characteristics:

- Insulated envelope to reduce energy use
- Reduce drafts through super air-tight construction
- Filtered outdoor air supplied directly to all spaces through in-unit high efficiency energy recovery ventilation systems

- Noise reduction through efficient triple pane windows and thicker wall assemblies
- Low VOC emitting products throughout by achieving the EPA Indoor AirPlus program
- Water and energy savings by using low flow fixtures and efficient hot water distribution systems
- Electric Vehicle charging located on-site for resident use
- Leveraging incentives through the MassSave program and federal tax credits will help offset some of the costs of design and construction
- Green Jobs and Training will be provided throughout the project and help transition the trade network to systems such as heat pumps, air tightness, and high insulation.
- On-site renewable energy production will be evaluated.

Eliminate Fossil Fuel Use

Along with achieving Passive House certification, the project will avoid the use of any fossil fuel burning systems and appliances, and will instead utilize high-efficiency all-electric systems for heating, cooling and hot water and appliances. With the inclusion of renewable energy, the carbon emissions of the building as a whole will be significantly reduced and nearly eliminated.

Reduce Embodied Carbon

The project aims to make decisions to lower embodied carbon use in the project including avoiding any spray foam products, instead opting for low global warming potential exterior and interior insulation products. Additionally, the design team will look to reduce concrete and steel for structural purposes, and will instead use wood framed construction.

Transit and Walkability

Through increasing the density in this location, the project will impact the community as a whole to reduce carbon emissions by encouraging public transit, walking, and shorter trips. The walkscore of the project is rated at a 75 and very walkable, with excellent public transit and bikable infrastructure.

Permitting

BPDA and ZBA approvals from previous project

The previous owner, Brooksted LLC, achieved Boston Planning and Development Agency (BPDA) Article 80 Small Project Review approval on 12/12/2019, and achieved Boston Zoning Board of Appeal (ZBA) approval on 4/12/2021. SBLLC “inherited” those approvals when it purchased the property on 1/20/2022.

BPDA Notice of Project Change

SBLLC notified the BPDA of project changes (change in ownership and affordability) on 8/26/21. BPDA held a community meeting on 11/16/2021. The Notice of Project Change was approved at the BPDA Board Meeting held 12/16/2021.

Anticipated

SBLLC will seek a building permit from Boston Inspectional Services Department, as well as other typical permits required by the City of Boston.

Community Engagement

Since September 2021, SBLLC has engaged with civic groups, neighbors, and elected officials regarding SBLLC’s development plans. We participated in a series of meetings with the local civic groups (Stonybrook Neighborhood Association and Jamaica Plain Neighborhood Council). S-B has received formal support (or non-opposition) letters from:

- Stonybrook Neighborhood Association (non-opposition; SNA does not provide support letters)
- Jamaica Plain Neighborhood Council
- City Councilor (former) Matt O’Malley
- State Senator Sonia Chang-Diaz
- individual neighborhood residents

We are in communication with City Councilor Kendra Hicks and State Representative Liz Malia.

Funding & Finance

- Massachusetts Housing Investment Corporation has provided acquisition and pre-construction financing.
- SBLLC is seeking additional preconstruction financing from Local Indicatives Support Corporation.
- The City of Boston has committed \$3.95MM in “soft debt” (a form of public funding of affordable housing).
- SBLLC will seek additional “soft debt” from the Mass Housing Commonwealth Builder Program.

Budget information available upon request.

Schedule

Pending additional funding commitments, Stonley-Brookley could be ready to start construction in the 3rd quarter of 2022. Assuming an 18 month construction duration, these new affordable homes could be available in the 1st quarter of 2024.

Contact

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