

# Bartlett Sq 2

July 15, 2024

450 Amory St  
Jamaica Plain, MA

## Development Issues (v6)

### Use

- LI (local industrial) zoning district
- Below grade: parking garage (14 autos + bikes)
- 1<sup>st</sup> floor: small business retail, gallery and/or artist studio space
- 2<sup>nd</sup>-5<sup>th</sup> Floors: ownership condos

### Parking & Traffic

- (14) vehicular spaces in a below grade parking garage
- 1.0 parking to residential condo ratio
- Garage entrance off driveway, facing blank wall of 157 Green St
- Howard Stein Hudson (HSH) issued a technical memo in August, 2016 which concluded “the project (BSq 2) will not have a negative impact on the existing on-street parking” in the area.
- Amory St and Green St receive 11,200 and 6,500 vehicles per day respectively according to an August, 2016 report by Bayside Engineering
- Residential use of the proposed parking garage will result in fewer vehicle trips per day than the vacant lot’s current use as commercial parking for a construction company, a café, a hair salon and a pilates studio

### Building Mass and Height

- Site is located at the corner of a busy vehicular and pedestrian intersection, opposite a MBTA station
- No residential housing abuts the vacant lot
- Proposed 5 stories with an approx ht of 52-6 off Amory St
- Building relief achieved by:
  1. change of materials on the façades
  2. recessed building elements on both Amory & Green

### Building Setbacks (and sidewalks)

- The entire façade will be stepped back ~10’ along Green St. and ~5’ along Amory St.
- Current conditions do not permit sidewalk ADA compliance, street trees or a pleasant pedestrian experience. Existing sidewalks are very narrow.
  1. Green St sidewalk 6-4 wide (plus 6” curb)

2. Amory St sidewalk 5-8 wide (plus 6" curb)
  3. Corner sidewalk restricted to 3-4 between traffic light and the back of sidewalk
- Pedestrian access will be greatly enhanced by the wider sidewalks (+100% along Green St and +65% along Amory St) and the alleviation of the pinch point at the street intersection
  - A fundamental design principle of BSq 2 is not to create "wedding cake" facades, with seemingly arbitrary step-backs, which have become popular for residential and mixed-use buildings throughout the City.

#### Affordability

- (2) affordable condos (2/14 or 14.3%) at 80% and 100% AMI
- +180,000 into housing fund
- The plan meets Mayor Wu's new IDP policy of 17% (October 1, 2024 adoption)

#### JP/Rox Plan

- Guidelines adopted by the BPDA Board in 2017 after 3 years of study and community participation
- Not codified into zoning law by the City of Boston Zoning Commission
- BSq 2 site changed from a Local Industrial to a Local Convenience district
- (5) stories (55') allowed
- Recommends 80% of the façade step back 5' from the lot line at the 5<sup>th</sup> floor
- Parking requirements reduced to a maximum of 1.0 spaces per residential unit
- Plan encourages wider sidewalks, green building, active retail and job preservation

#### Trash & Deliveries

- Trash and recycling stored in bins accessed off a 16' wide driveway
- Utilize existing curb cut on Green St
- Weekly or bi-weekly pick up as necessary
- Driveway also serves as a loading area (trash, moving trucks, ride shares, etc)
- Delivery and moving truck also can utilize (5) on-street space created at BSq 1

#### Façade

- Combination of metal and masonry (brick)
- No cement board panels or lap siding

#### Sustainable Green Building

- Rooftop PV solar array (9.6 KW minimum)
- All electric heating, cooling, cooking, laundry
- Energy efficient building envelope
- (2) electric vehicle charging stations
- (20) indoor and outdoor bicycle spaces