

TO: BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
REVIEW/GOVERNMENT AFFAIRS
MATTHEW MARTIN, URBAN DESIGNER II
ALEXA PINARD, URBAN DESIGNER II
KRISTINA RICCO, SENIOR PLANNER I
MICHAEL SINATRA, PROJECT MANAGER

SUBJECT: 1545-1555 VFW PARKWAY (PARKWAY APARTMENTS), WEST ROXBURY

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency ("BPDA") authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Large Project Review of the Boston Zoning Code (the "Code") for the Parkway Apartments project located at 1545-1555 VFW Parkway, West Roxbury (the "Proposed Project"); (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; (3) enter into an Affordable Rental Housing Agreement and Restriction ("ARHAR") in connection with the proposed development located at 1545-1555 VFW Parkway in West Roxbury, and (4) execute and deliver a Cooperation Agreement and any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

* Effective October 20, 2016, the BPDA commenced doing business as the BPDA

PROJECT SITE

The development site is an approximately 4.6-acre site located in the West Roxbury neighborhood of Boston, bound by the Veterans of Foreign Wars (VFW) Parkway to the east, Dedham Street to the north, Second Street to the west, and Prime Honda Boston to the south ("Project Site"). The Project Site currently contains a dilapidated surface parking lot with approximately 90 parking spaces, a private drive (A Street), and undeveloped land. The surface parking lot is in poor condition and does not appear to be in use. A slope along the site's eastern edge raises the site's grade to meet the elevation of the VFW Parkway (approximately eight feet of total elevation change). Pedestrian walkways currently exist on the east side of the site adjacent to the VFW Parkway and the north side of the site adjacent to the northern edge of Dedham Street.

DEVELOPMENT TEAM

The development team includes:

Developer: Lincoln Parkway, LLC
c/o Lincoln Property Company
221 Crescent Street, Suite 102A
Waltham, MA 02453
(781) 398-2223
John J. Noone

Architect: SK&I Architecture
7735 Old Georgetown Road, Suite 1010
Bethesda, MD 20814
(301) 654-9300
Dr. Abed Benzina
Christopher Huffer

Legal Counsel: Mintz, Levin, Cohn, Ferris, Glovsky and Popeo PC
One Financial Center
Boston, MA 02111
(617) 542-6000
Daniel O. Gaquin, Esq.
Jeffrey R. Porter, Esq.

Permitting Consultants: Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, MA 01754
(978) 897-7100
Cindy Schlessinger
Talya Moked

Transportation Consultant
and Civil Engineer: Howard Stein Hudson
11 Beacon Street, Suite 1010
Boston, MA 02108
(617) 482-7080
Guy Busa
Richard Latini
Brian Beisel
Jay Carroll

MEP
Engineer: R. W. Sullivan Engineering
529 Main Street, Suite 203
Boston, MA 02129
(617) 523-8227
Michael O'Rourke

Geotechnical Consultant: GZA Geoenvironmental, Inc.
248 Vanderbilt Avenue
Norwood, MA 02062
(781) 278-3700
Matthew Smith

Landscape Design: LandDesign
200 South Peyton Street
Alexandria, VA 22314
(703) 549-7784
Gabriela Clark

Community Outreach: Nauset Strategies
One Design Place, Suite 638
Boston, MA 02210
(617) 523-3097
Michael K. Vaughan
Christine McMahon

DESCRIPTION AND PROGRAM

The Proposed Project will develop the underutilized site with a 254 unit residential neighborhood apartment community in two detached, four-story buildings, comprised of 351,000 sf, on either side of A Street. The Proposed Project will include 387 garage parking spaces in a five-level internal parking garage, allowing residents direct access to the building. The Project will include modern clubhouse amenities, an outdoor pool, and ample open space.

The Proposed Project is organized in two blocks (A and B) divided by an interior private drive that serves as a welcoming entrance court and as the main connection to the VFW Parkway and the adjacent neighborhood. Main lobbies and residential amenities are located at the ground level with residential units overlooking the court. A strong urban edge is provided along the VFW Parkway and Dedham Street while a large landscaped setback and open courtyards face Second Street and the adjacent neighbors.

The total development cost will be \$94,000,000.00.

ARTICLE 80 REVIEW PROCESS

On July 17, 2018, the Proponent filed a Letter of Intent ("LOI") in accordance with the BPDA's policy regarding Provision of Mitigation by Development Projects in Boston. On July 17, 2018, letters soliciting nominations for the Impact Advisory Group ("IAG") were delivered to local and state elected officials. On August 22, 2018, the IAG was finalized with seven (7) members.

The Proponent filed an Expanded Project Notification Form ("EPNF") for the Proposed Project on September 4, 2018, which initiated a thirty-day (30) public comment period with a closing date of October 4, 2018. At the request of the development team, the community and the IAG, the comment period was extended until December 11, 2018 to allow more time for public input. Notice of the receipt

of the EPNF by the BPDA was published in the Boston Herald on July 17, 2018. The notice and EPNF were sent to the City's public agencies/departments and elected officials. Additionally, copies of the EPNF were sent to all IAG members.

The BPDA subsequently sponsored and held two (2) IAG meetings on September 17, 2018 and September 24, 2018 and three (3) general public meeting on September 19, 2018, October 25, 2018 and December 4, 2018 all at the Elks Lodge on 148 Spring Street in West Roxbury to solicit feedback and review the Proposed Project. The public meetings were advertised in the *West Roxbury Bulletin and West Roxbury Transcript*.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on September 11, 2018 with the City's public agencies and elected officials to review and discuss the Proposed Project.

In addition to the above mentioned meetings, the Proponent also conducted community outreach and attended a series of meetings before and during the Article 80 review process with their abutters, local elected officials, and the West Roxbury Neighborhood Association to discuss the Proposed Project and solicit feedback.

ZONING

The Project Site is part of the West Roxbury Neighborhood District, which is governed by Article 56 of the Boston Zoning Code. The Project Site is also part of the Route 1 Community Commercial (CC) Neighborhood Business Sub-district per Zoning Code 56-14. Although the site is located on the VFW Parkway, it is not part of the VFW Parkway Greenbelt Protection Overlay District, which terminates at Spring Street to the North. The Project Site is part of Zone C with respect to the IDP. The Project Site abuts a Multifamily Residential zone to the West. The Proposed Project is designed to be well-below the allowable density per Code, containing a total Floor Area Ratio of 1.78 (2.0 allowed) and lot coverage of 48% allowing significant open space. The only zoning relief required are Conditional Use permits for multi-family and two dwellings on the same lot.

MITIGATION & COMMUNITY BENEFITS

Community Benefits

In addition to project related improvements such as sidewalk widening and repair, elimination of a blighted building and transportation/bike improvements. The Proponent has committed to a community benefits package totaling \$363,000, further detailed below:

1. Recipient: **Boston Trailer Park Tenants' Association**

Address: 1515 VFW Parkway, West Roxbury

Use: The contribution will be used to fund any improvements to the Trailer Park

Amount: **\$303,000**

Timeline: Payment will be made available upon issuance of the building permit by the City of Boston Inspectional Services Department ("ISD").

2. Recipient: **Parkway Little League**

Address: 255 Baker Street, West Roxbury

Use: The contribution will be used to sponsor Parkway Little League

Amount: **\$25,000**

Timeline: Funds will be made available upon issuance of the building permit by ISD.

3. Recipient: **Parkway in Motion**

Address: P.O. Box 320399, West Roxbury

Use: The contribution will be used to fund scholarships

Amount: **\$25,000**

Timeline: Funds will be made available upon issuance of the building permit by ISD.

4. Recipient: **Irish Social Club**

Address: 119 Park Street, West Roxbury

Use: The contribution will be used as a donation to the Irish Social Club

Amount: **\$10,000**

Timeline: Funds will be made available upon issuance of the building permit by ISD.

5. Recipient: **Charles River Spring Valley Association**

Address: Spring Street and VFW Parkway (next to 320 Spring Café)

Use: Installation of a "Welcome to West Roxbury sign" at this intersection

Amount: **TBD (not to exceed \$10,000)**

Timeline: Installation will be made available upon issuance of the building permit by ISD.

6. The developer has also committed to operating a shuttle during peak hours to help alleviate some of the traffic that will be added from this project. This shuttle will service residents of the building and will transport them to and from the commuter rail station.

INCLUSIONARY DEVELOPMENT POLICY

The Proposed Project is subject to the Inclusionary Development Policy, dated December 10, 2015 ("IDP"), and is located within Zone C, as defined by the IDP. The IDP requires that 13% of the total number of units within the development be designated as IDP units. In this case, thirty three (33) units within the Proposed Project will be created as IDP rental units (the "IDP Units") in full compliance with IDP Policy.

The proposed locations, sizes, income restrictions, and rents for the IDP:

Unit Number	Number of Bedrooms	Square Footage	Percent of Area Median Income	Rent	ADA/Group 2 Designation (if any)
A-105	2	1152	70%	\$1,459	No
A-109	1	720	70%	\$1,277	No
A-116	1	746	70%	\$1,277	No
A-130	2	1080	70%	\$1,459	Yes
A-134	1	720	70%	\$1,277	No
A-201	2	1069	70%	\$1,459	No
A-214	1	746	70%	\$1,277	No
A-227	1	765	70%	&1,277	No
A-229	1	720	70%	\$1,277	Yes
A-231	2	1080	70%	\$1,459	No
A-303	2	1052	70%	\$1,459	No
A-305	2	1152	70%	\$1,459	No
A-307	1	768	70%	\$1,277	No
A-316	1	746	70%	\$1,277	Yes
A-320	1	765	70%	\$1,277	No
A-334	1	720	70%	\$1,277	No
A-425	2	1080	70%	\$1,459	No
A-431	1	720	70%	\$1,277	No
B-110	1	746	70%	\$1,277	Yes
B-114	2	1130	70%	\$1,459	No
B-119	1	765	70%	\$1,277	No
B-128	1	746	70%	\$1,277	No
B-208	2	1152	70%	\$1,459	No
B-211	1	765	70%	\$1,277	No
B-218	1	746	70%	\$1,277	No

B-231	1	720	70%	\$1,277	No
B-312	1	746	70%	\$1,277	No
B-316	1	768	70%	\$1,277	No
B-319	1	765	70%	\$1,277	No
B-324	2	1130	70%	\$1,459	Yes
B-411	1	765	70%	\$1,277	No
B-414	2	1130	70%	\$1,459	No
B-426	1	768	70%	\$1,277	No

Units will be finalized in conjunction with the BPDA staff and outlined in the Affordable Rental Housing Agreement and Restriction (“ARHAR”), and rents and income limits will be adjusted according to the BPDA published maximum rents and income limits, as based on United States Department of Housing and Urban Development (“HUD”) Area Median Incomes (“AMI”) available at the time of the initial rental of the IDP Units. IDP Units will be comparable in size, design, and quality to the market rate units in the Proposed Project, and will not be stacked or concentrated on the same floors, and will be consistent in bedroom count with the entire Proposed Project.

The ARHAR must be executed along with, or prior to, the issuance of the Certification of Compliance for the Proposed Project. The Proponent must register the Proposed Project with the Boston Fair Housing Commission (“BFHC”) upon issuance of the building permit. Preference will be given to applicants who meet the following criteria, weighted in the order below:

- (1) Boston resident; and
- (2) Household size (a minimum of one (1) person per bedroom).

Where a unit is built out for a specific disability (e.g., mobility or sensory), a preference will also be available to households with a person whose need matches the build out of the unit. The City of Boston Disabilities Commission may assist the BPDA in determining eligibility for such a preference.

The IDP Units will not be marketed prior to the submission and approval of the Affirmative Marketing Plan (the “Plan”) by the BFHC and BPDA. An affordability covenant will be placed on the IDP Units to maintain affordability for a total period of fifty (50) years (this includes thirty (30) years with a BPDA option to extend for an additional period of twenty (20) years). The household income of the renter and rent of any subsequent rental of the IDP Units during this fifty (50) year period must

fall within the applicable income and rent limits for each IDP Unit. IDP Units may not be rented out by the developer prior to rental to an income eligible household, and the BPDA or its assigns or successors will monitor the ongoing affordability of the IDP Units.

In addition, the Proponent is required to make a partial unit IDP contribution of \$4,000 to the IDP Special Revenue Fund ("IDP Fund"), held by the City of Boston Treasury Department, and managed by the City of Boston Department or Neighborhood Development. This payment will be made at the time of the building permit. Combined, this contribution together with the thirty-three (33) designated IDP Units satisfies fully the IDP requirements pursuant to the December 10, 2015 IDP.

RECOMMENDATIONS

Approvals have been requested of the BPDA pursuant to Article 80, Section 80B of the Code for the issuance of a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Code, and for the issuance of a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process. In accordance with Section 80B-5.3(d) of the Code, the BPDA may issue a Scoping Determination Waiving Further Review if the EPNF, together with any additional material and comments received by the BPDA prior to the issuance of the Scoping Determination, are found to adequately describe the impacts of the Proposed Project and offer appropriate mitigation of such impacts.

BPDA staff believes that the EPNF, meets the criteria for the issuance of a Scoping Determination Waiving Further Review. It is therefore recommended that the BPDA approve the Proposed Project and authorize the Director to: (1) issue a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Code; (2) issue a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process; (3) enter into an Affordable Rental Housing Agreement and Restriction with Lincoln Parkway, LLC, or related entity, in connection with the On-Site IDP Units and (4) execute and deliver a Cooperation Agreement and any and all other agreements and documents upon terms and conditions deemed to be in the best interest of the BPDA.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code (the "Code"), which (i) finds that the Expanded Project Notification Form ("EPNF") adequately describes the potential impacts arising from the proposed 1545-1555 VFW Parkway (Parkway Apartments) project (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts, and (ii) waives further review of the Proposed Project under subsections 4 and 5 of Section 80B-5 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA"); and

FURTHER VOTED: That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project upon the successful completion of all Article 80 processes; and

FURTHER VOTED: That the Director be, and hereby is, authorized to enter into an Affordable Rental Housing Agreement and Restriction for the creation of thirty three (33) on-site Inclusionary Development Units and execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

FURTHER VOTED: That the Director be, and hereby is, authorized to execute a Cooperation Agreement and any and all other agreements and documents which the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA.

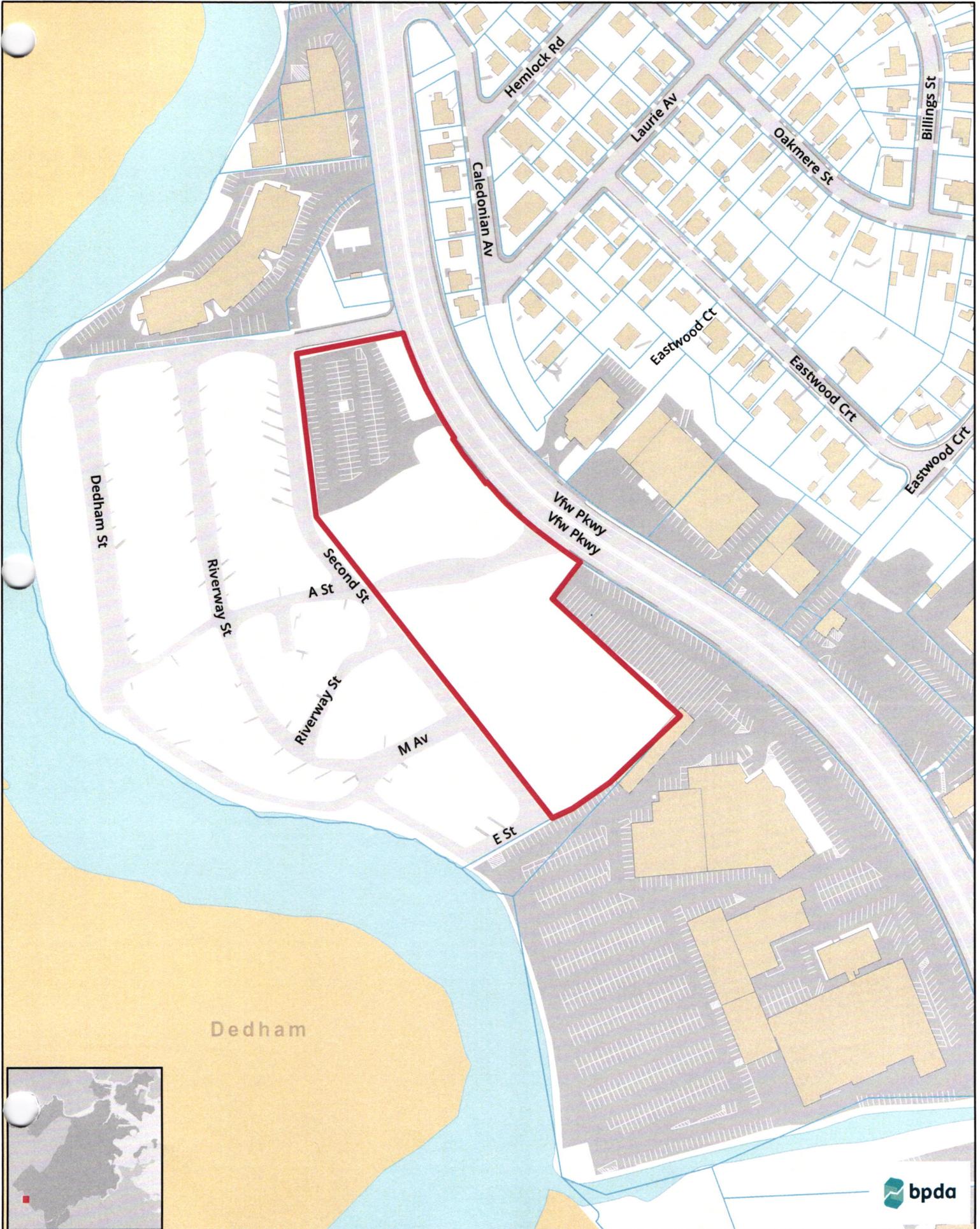
1545-1555 VFW Parkway, West Roxbury

1:2,400



1545-1555 VFW Parkway, West Roxbury

1:2,400



#25



MATT O'MALLEY
BOSTON CITY COUNCILOR
DISTRICT 6

March 14, 2019

Brian Golden
Director of Boston Planning and Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Dear Brian Golden,

I am writing regarding 1545-1555 VFW Parkway, in the West Roxbury neighborhood of my City Council district. If approved, this project would be one of the largest new developments in West Roxbury.

From the beginning of the community process for 1545-1555 VFW Parkway, a major priority for me and many of my constituents has been for a development of this magnitude to set the standard for sustainability in our community. I support this developer's efforts in that direction, particularly their commitment to full building electrification. These are meaningful steps that will move our city toward carbon neutrality. Nonetheless, I look forward to further progress to make this building significantly above-average in its mitigation of its carbon footprint. In particular, I expect installed solar PV equivalent to the standards of forward-thinking municipalities such as Watertown, and better-insulated walls (R13+10) that meet state prescriptive standards and create an energy-efficient building envelope. These changes would further this development's commitment to our climate and generate a substantial return in utility costs and incentives, and I hope they are included before this project reaches the Zoning Board of Appeals.

As the Chairman of the City Council's Committee on Environment, Sustainability and Parks, I have spearheaded an initiative on Net Zero Carbon (NZC) in the City of Boston through a series of hearings and working sessions.

BOSTON CITY HALL, ONE CITY HALL SQUARE, BOSTON, MASSACHUSETTS, 02201
617-635-4220 FAX: 617-635-4203 Matthew.O'Malley@cityofboston.gov

In order to reach Mayor Walsh's commitment to achieving carbon neutrality by 2050, projects such as this one must invest in a NZC building design. This development has made significant strides in this direction that I hope can go further.

Thank you, and please let me know if I can be of any further assistance.

Best,

A handwritten signature in black ink that reads "Matt O'Malley". The signature is written in a cursive, flowing style with a large, sweeping flourish at the end.

City Councilor Matt O'Malley

Boston Development Planning & Agency
Attn: Michael Sinatra
1 City Hall Sq.
9th Floor
Boston, MA 02201

January 21, 2019

Dear Mr. Sinatra,

Initially, when Lincoln Properties was looking into developing 1507 VFW Parkway into 258 units, they met separately with the Trailer Park Association and the Charles River Spring Valley Association Board Members on April 30th 2018. As Board Members of the neighboring Association, we appreciated that they took the time to meet with our group, made us aware of their plans, and listened to our suggestions. We made our members aware of the project and many attended the public meetings that have already been held.

While the 1507 VFW Parkway proposal continues to go through the BPDA process, the Charles River Spring Valley Association wants to ensure that our ask for a "Welcome to the City of Boston" sign is still part of the community benefits that Lincoln Properties agreed to include at the intersection of Spring Street and VFW Parkway (next to the 320 Spring Café).

There is a City of Boston cement pavement parcel that the Charles River Spring Valley Association has been working with the City for years to turn into a nice grassy area with a welcome sign, as it is a major entryway into the City of Boston.

As Board Members of Charles River Spring Valley Association, we do not want this benefit that was agreed upon (either monetary or built by the developer) to be excluded prior to the project going in front of the BPDA for a vote.

Sincerely,

Charles River Spring Valley Association Board Members



Stephen J. Smith



Danielle O'Brien



William F. MacGregor

Boston Trailer Park Tenants' Association, Inc.

**1515 VFW Parkway
West Roxbury, MA 02132**

December 10, 2018

Mr. Michael Sinatra, MPA
Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 1507 VFW Parkway, West Roxbury
Proposed Residential Development

Dear Mr. Sinatra:

As the spokesperson for residents of the Boston Trailer Park Tenants' Association, Inc. at 1515 VFW Parkway, West Roxbury (the "Park"), this document serves to establish that we are the abutters to the proposed development of a 258 unit apartment complex at 1507 VFW Parkway in West Roxbury (the "Property"). As the abutters, the Park attended several fruitful and constructive meetings with Mr. John Noone of Lincoln Property Company ("Lincoln") involving the development of the Property. Presently, we remain engaged in ongoing discussions with Lincoln and strongly believe that we can reach a mutually acceptable agreement through these negotiations which can be expected to be memorialized in a final agreement and executed in the near future.

The outcome of the initial discussions with Lincoln have been productive and advanced a meaningful dialogue between the Park and Lincoln by addressing and reaching a preliminary consensus about the areas of concern expressed by the residents of the Park regarding privacy, mitigation and long term solutions about the Park's infrastructure. Once an agreement between the Park and Lincoln, containing each of the elements agreed upon during those discussions, is executed, Lincoln shall have earned the support, trust and confidence of the residents of the Park. Specifically, after the execution of a written agreement, the Park will issue its formal letter in support of the approval of the development of the Property by Lincoln.

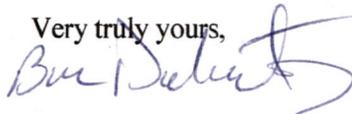
As abutters, we are familiar with the Property and have agreed, in principal, with Lincoln and the proposed development, provided our concerns are incorporated into a final, executed agreement with Lincoln. Consequently, this document does not represent a formal letter of support; nor does it represent that both parties have reached a final agreement at this time; only that the discussions have been generally satisfactory to the residents of the Park and it is anticipated that the same terms will be formalized in a legal document and executed by the Park and Lincoln in the near future. Whereupon, the Park's formal support shall take the form of a letter of direct support and an endorsement of the development of the Property and shall be

addressed to the Boston Planning & Development Agency and such other agencies necessary to advance the approval and permitting process for the development of the Property.

To this end, our short term and long term concerns shall be memorialized in a cooperation agreement between the Park and Lincoln. The elements and proposals offered by Lincoln included a mitigation package with benefits that will provide long-term solutions to our current infrastructure and capital needs and responses to the Park's desire to protect its privacy as well as the peaceful use and enjoyment of the Park by the residents, during and after construction.

We look forward to offering our assistance to Lincoln and shall remain engaged to further improve our relationship as abutters .

Very truly yours,



Bruce Doherty, President
Boston Trailer Park Tenants' Association, Inc.
1515 VFW Parkway
West Roxbury, MA

C.C. JOHN MOONE

Matthew O'malley
City Councilor

Attn. Mr. O'Malley

The Projected construction of 254 apartments at 1507 V.F.W. will cause problems. Here are some objections.

- 1) The traffic problems on VFW Parkway.
 - A)The backup of traffic at the VFW & Spring St. Intersection.
 - B)Going east, toward Boston, The left turn lane is always backed up.
 - C)Drivers get fed up waiting in the left turn lane & pull out into oncoming cars.
 - D)Going West, the traffic is backed up all day, especially during rush hour. It will only get Worse with a 258 apt. Complex.
 - E)Coming from Dedham you have to wait numerous light cycles to get through the Intersection.
 - F)From spring st. the traffic is backed up all day
 - G)Emergency vehicles have trouble getting through this intersection & also VFW Parkway.
 - H) Not only will there be 300 plus parking spots at this proposed location, but also trash Removal vehicles, visitors, at times emergency vehicles to this site. That all means More traffic.
 - I)Traffic in every direction at this intersection is already stressed beyond reason & Safety. Adding over 300 cars into the immediate vicinity will clearly negatively impact an Already inconvenient & dangerous, severely congested situation.

- 2) As a resident in the immediate vicinity around this proposed project the noise level Currently is beyond reason & hard to live with. I believe that the residents who own Property on the opposite side of this property should have a sound deadening barrier Installed. I live across the street on the other side of VFW.

These are my opinions that I wish to share with you & consider whether to approve or Disapprove this project

Sincerely,
Glenn Shaffer
65 caledonian Ave, West Roxbury

George and Katie Yessayan
75 Caledonian Ave. West Roxbury

Richard Curran - 30 Billings street, West Roxbury



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

January 15, 2019

Mr. John Noone
Lincoln Parkway, LLC
221 Crescent Street, Suite 102A
Waltham, MA 02453

Re: 1507 VFW Parkway - Article 37 Green Building – Initial Filing Comment Letter

Dear Mr. Noone,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) and November 1, 2018 Energy Savings / LEED Charrette Notes submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use the LEED v4 New Construction rating system and commits the project to earning 40 points for a LEED Certified rating. While the IGBC accepts the rating system selection, the IGBC does not accept the 41 point commitment. The IGBC has found that projects often lose LEED points post construction, thus it is unlikely that this project will comply with Zoning Article 37. Additional LEED points should be identified to ensure that the project is compliant. The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating.

Sustainability Narrative is insufficient, please provide the following:

- Describe specific Integrative Process actions and strategies for including preliminary energy analysis in the process.
- Describe specific Sustainable Site strategies and include onsite rainwater management solutions sufficient for retaining and infiltrating the first 1.25 inches of rain fall from impervious areas.
- Describe the anticipated Indoor Water Use Reduction strategies.
- Describe the anticipated “high-efficiency building envelope systems and components”. Please note that the Building Envelope” elements included in the Climate Resiliency Checklist (e.g. Wall Value = R 21, Window Assembly = U 0.45) are not “high-efficiency”.
- Provide building specific preliminary energy modeling information.

Article 37 Interagency Green Building Committee

Climate Resiliency Checklist was deemed incomplete, please address the following:

- Back-up / Emergency Power System and System Loads– include information or “none” if no systems are anticipated.
- Greenhouse Gas Reduction – provide missing information.
- Sea Level Rise and Storms – provide the missing information. Assess strategies for setting the First Floors at Elevations 100' (BCB) or higher and describe strategies for future building adaptations for reducing flood risks.

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 and local community requests for Net Zero Carbon performance the IGBC requests the project:

- Identify building, systems, and energy strategies for achieving carbon neutral performance including:
 - Improve building envelope design and mechanical systems strategies to achieve a 50% or more carbon emissions reduction in comparison to the ASHRAE 90.1-2013 performance standards.
 - Include onsite Solar PV and, if necessary, purchasing renewable energy sufficient to offset all onsite emissions. Please provide solar PV system(s) location, size, and output and renewable energy purchasing information.
- Contact utility and state DOE representatives to maximize utility and state-funding for onsite renewable energy including the new Mass SMART program.
- Provide specific information on all utility and state energy efficiency and renewable / clean energy assistance including energy modeling that will be afforded to the project.

Please follow up within three weeks (of the date of this letter) with your BPDA Project Manager in responding to IGBC comments and the provision of the requested information and items.

Please let me know if you have any questions or if I can be of any assistance.

Sincerely,



John Dalzell, AIA, LEED Fellow

On behalf of the Interagency Green Building Committee

Cc: Michael Sinatra, BPDA
IGBC



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway--12/4 Community Meeting with developer

Paul D. Horn [REDACTED]

Thu, Dec 6, 2018 at 9:22 AM

To: michael.a.sinatra@boston.gov

Cc: Rickie Harvey [REDACTED], Mary Boyle [REDACTED], Nancy Wilson [REDACTED], Bill Kessler [REDACTED],

[REDACTED], Gretchen Dietz [REDACTED], Margo Custer [REDACTED], Mary Russell [REDACTED], Karen Bishop [REDACTED], Matt Omalley [REDACTED] <matthew.omalley@boston.gov>, Ann.Cushing@masenate.gov, Jack.Duggan@boston.gov, "Coppinger, Pam" [REDACTED]

Dear Michael—thank you for facilitating Tuesday night's (12/4) meeting on the 1507 Parkway project.

With regard to traffic and transportation issues, I have a few suggestions and questions:

- 1) Better graphics. For any future meetings (and for inclusion in any web-based information on the project), the traffic consultant (Howard Stein Hudson) should be asked to provide a larger, more intelligible map and site plan--and an easel to mount it on. The board the consultant awkwardly passed around Tuesday night was inadequate for comprehension and discussion; he apologized, so he knew better. Perhaps in a room of that size a PowerPoint display would also make sense. Please convey that message to the developer.
- 2) Q and A Summary: Will you be adding a summary of the Q and A to the project website? How will the developer's stated commitments and the information he provided (re shuttle service, DOT's plans, etc.) be documented on the website for this project?
- 3) Meeting with transportation officials. Although it is clearly beyond your individual purview to arrange, it struck me that the community (West Roxbury and Dedham) deserves an opportunity to meet with MassDOT and city transportation officials to discuss not just the impacts associated with this particular project but all future development plans and traffic mitigation ideas for the Rt. 1/VFW Parkway area. We need and deserve a "big picture," not just a project-specific, discussion. This is something I hope to pursue with our state and other city representatives.

With regard to this project's reliance on fossil fuel (natural gas) and its impact on climate change:

Below you'll find the comment I submitted to the project review website.

Although you had announced that the meeting would focus primarily on traffic concerns raised at previous meetings, I feel you should have allowed more time and/or promised to arrange another opportunity for discussion of energy efficiency and global warming concerns. As you know, government and business leaders -- including Mayor Walsh--have been waking up to this existential threat, and we cannot afford to ignore it. It should now be a standard agenda item for any project review. Here are some recent articles on the subject, specifically addressing the need to pursue net zero carbon solutions to building design and engineering:

<https://www.energymanagertoday.com/global-net-zero-carbon-buildings-0178808/>

<https://www.globalclimateactions summit.org/governments-aim-for-net-zero/>

<https://cleantechnica.com/2018/01/11/zero-hero-zero-net-energy-buildings-reach-new-communities-promising-savings-renewable-energy/>

<https://www.hvpmag.co.uk/All-new-buildings-in-London-to-be-net-zero-carbon-by-2030/11084>

COMMENT SUBMITTED TO PROJECT REVIEW WEBSITE:

Of all the "as of right" uses, I am certainly in favor of housing at this site, but apart from traffic concerns, this project should not be allowed to proceed without substantial improvement to its goals for energy efficiency, particularly in light of the Mayor's commitment, in concert with many other cities, to making Boston carbon-neutral.

For any hope of meeting that goal, we have to start requiring projects like this to be carbon neutral, freeing us from our reliance on natural gas and its dangerous contribution to global warming. Seeking LEED certification--even at the highest "gold" level--does not by itself address this issue.

I am highly skeptical of the developer's assertion that an NZC approach to a multi-family structure like this is not technically or financially feasible. Show us the proof, show us the analysis. That's the very least the City should ask for.

But even if this project can't meet an NZC standard, it appears the developer could still do much better with energy conservation--for example, the window glazing they are proposing to use could be much better, while installing PVC panels could generate energy for the pool. Overall, it appears the developer is trying to get away with a minimal effort--much less than the City should expect and require.

By "thinking globally and acting locally" to reduce our reliance on fossil fuels, I hope the City will reexamine and alter its stance on this and similar upcoming projects.

Thank you for your attention to these concerns...I look forward to continued review and public discussion of this project.

Paul

Paul Horn

32 Farmington Road

West Roxbury, MA 02132

[REDACTED] Home)

[REDACTED] (Mobile)



Michael Sinatra <michael.a.sinatra@boston.gov>

Fwd: Net-zero carbon standard for 1507 VFW Parkway

John Dalzell <john.dalzell@boston.gov>
To: Michael Sinatra <michael.a.sinatra@boston.gov>

Mon, Dec 10, 2018 at 3:53 PM

FYI - jd

----- Forwarded message -----

From: [REDACTED]
Date: Mon, Dec 10, 2018 at 3:08 PM
Subject: Net-zero carbon standard for [1507 VFW Parkway](#)
To: john.dalzell@boston.gov <john.dalzell@boston.gov>

Dear Mr. Dalzell,

I understand that the BPDA would like to see [1507 VFW Parkway](#) be built net-zero carbon. As a West Roxbury homeowner for 24 years, I very much agree. I strongly support Mayor Walsh's goal to make Boston net-zero carbon by 2050, in order to mitigate severe, irreversible damage from climate change. For this goal to be achieved, all buildings in Boston need to be carbon neutral.

While I commend the developer for planning a LEED-certified project, that standard falls short of what is now necessary. I also think his belief that NZC is inapplicable to projects of this size is incorrect. The Utah building he mentioned at last week's meeting is net-zero energy, not net-zero carbon. As I'm sure you know, the NZC standard includes projects that cannot produce enough renewable energy to cover 100% of their needs, by allowing them to offset the carbon use they cannot avoid.

I believe that my neighborhood would be very receptive to net-zero carbon housing, since many of us appreciate the environmental, safety, and cost benefits of energy efficiency and renewables. I and many of my neighbors have reduced our fossil fuel use through improvements like insulation and solar panels, though existing buildings are difficult to retrofit completely. There is a particular need for net-zero carbon rental units, since tenants have fewer options than owners do for controlling their carbon footprints.

Please continue to encourage Lincoln Parkway to make this project a model for the entire city.

Sincerely,

Linda Hirsch
[17 Sanborn Avenue](#)
[West Roxbury, MA](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW

Joseph Galeota [REDACTED]
To: michael.a.sinatra@boston.gov

Sat, Dec 1, 2018 at 7:14 AM

I'm so glad to read that there will be 387 parking spaces for the 258 units, which is in keeping with the 1.5 parking spaces to 1 residential unit. Please don't waver on this./Joe Galeota

1515 VFW PKWY H-7
W. ROX, MA. 02132

Dear Michael,

I am writing once again in regards to meeting (12/4/18) about the 'Parkway Alpha' at 1507 VFW PKWY W. ROX.

Unfortunately, the meeting turned into environmental issue (NET ZERO EX) instead of the traffic + transportation issue. Even the engineer brought into explain the traffic situation didn't have any clear answer to the traffic problem.

It is my proposal that the construction of "Parkway Alpha" be delayed or cancelled until a clear solution is made and agreed upon by the Comm. of Mass, City of Boston + residents of the Boston Trailer Park.

I know eventually, something will be built in these two lots but hopefully nothing in the size + scope of Parkway Alpha. These lots were a part of the Boston Trailer Park until 2005. There has been no rush to purchase these lots in thirteen years, by any buyer.

Thank you for listening to the issue of residents of the Boston Trailer Park

Edward F. Ford



Michael Sinatra <michael.a.sinatra@boston.gov>

Re: Contact Us Submission: # 3756 // Planning

Lillian Mensah <lillian.mensah@boston.gov>

Mon, Dec 10, 2018 at 10:12 AM

To: [REDACTED], Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: BRAWebcontent <BRAWebContent@boston.gov>

Hi Margo,

Thank you for submitting your comments to the Boston Planning & Development Agency. I am copying on this email Michael Sinatra the project manager for [1507 VFW Pkwy](#).

Best,
Lillian

On Sat, Dec 8, 2018 at 2:22 PM <margocuster33@gmail.com> wrote:

CommentsSubmissionFormID: 3756

Form inserted: 12/8/2018 2:21:54 PM

Form updated: 12/8/2018 2:21:54 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: margo

Last Name: Custer

Organization:

Email: [REDACTED]

Street Address: [33 Mendum St.](#)

Address Line 2:

City: Boston

Subject: lillian.mensah@boston.gov:Planning

State: MA

Phone: [REDACTED]

Zip: 02131

Comments: I attended the meeting on [1507 VFW Pkwy](#) on 12/4. I did not get a flyer so I am commenting here. The project should not be built unless it can meet the net zero standard. We are facing an imminent climate emergency. Net zero apartments can and are being built elsewhere. See <http://www.netzerovillage.com/> for just one example. As was voiced at the meeting, renters and/or purchasers would flock to such a project. To address the dire housing shortage is of course so necessary but to do so without also addressing the need to build smart is shortsighted and wasteful. Please hold more hearings and widely publicized hearings on this and other building projects so that the need for building that takes into account climate issues can be explored. The technology improves every day and proceeding in the same old way will only lead to a climate in ten years that can no longer sustain our children and grandchildren.

--



**boston planning &
development agency**

Lillian Mensah

Planner I

617.918.4338

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

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JASON L. MAMMONE, P.E.
DIRECTOR OF ENGINEERING

NATHAN S. BUTTERMORE, P.E.
INFRASTRUCTURE ENGINEER

RONALD I. LAWRENCE
PROJECT ENGINEER

EMAN SAYEGH
GIS MANAGER

TOWN OF DEDHAM
Commonwealth of Massachusetts



55 RIVER STREET
DEDHAM, MA 02026-2935

(781) 751-9350
FAX (781) 751-9359

www.dedham-ma.gov

DEPARTMENT OF INFRASTRUCTURE ENGINEERING

November 13, 2018

Michael Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Town of Dedham comments on the 1507 VFW Parkway apartment proposal

Dear Michael Sinatra:

Thank you for providing the Town of Dedham with an opportunity to provide feedback on the proposed Parkway Apartments development at 1507 VFW Parkway in Boston. We recognize that the highway corridor is evolving, and the proposed development would provide new apartments to address regional housing needs. Similar developments have been proposed along the corridor in Dedham, and a mixed-use development is currently underway near Legacy Place.

The Town of Dedham would like to ask the Boston Planning & Development Agency, in its discussions of this proposal, to address the concerns both Boston and Dedham residents have expressed about transportation. Existing traffic conditions in this area are an issue. While the residential development proposed at this site does not present a substantial increase in vehicular traffic, we are concerned about existing conditions and their relation to traffic volumes, pedestrian safety, emergency response times, and environmental impacts.

The development site is conveniently located with direct vehicular access to the highway and a nearby Commuter Rail station to which the property owner proposes offering a shuttle service. Unfortunately, other modes of transportation—bus, bicycle, and pedestrian—will be either unavailable or unattractive to residents. The MBTA's 52 bus route offers no stops south of Spring Street until the southern terminus of the route at the Dedham Mall. Therefore, residents of the new development will not be able to utilize the 52 bus for inbound or outbound commuting, although those buses pass directly in front of their apartment buildings.

At the VFW-Spring Street intersection, existing traffic conditions were identified as a principal concern by Boston residents at the BPDA's public meeting on October 25. We would agree the intersection should be a priority. The left-hand turn lane on the northbound side of the VFW cannot handle existing traffic volumes. Moreover, the traffic turning left through this intersection and onto Bridge Street immediately encounters another signalized intersection in Dedham at Needham Street (coordinates 42.270264, -71.174107).

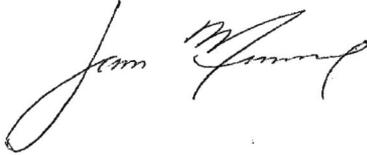
We understand the VFW-Spring Street intersection is scheduled on the MassDOT Transportation Improvement Program for FFY2019 (Project ID: 607759) with improvements funded at \$974,815. It is our hope that improvements at this intersection in Boston may include better coordination with the operation and signalization of the nearby intersection in Dedham.

Our final concern is about increased traffic volumes through the residential neighborhood Riverdale. This concern was underlined by Dedham residents at a public meeting on November 7 at Riverdale Elementary School. The shortest distance from 1507 VFW Parkway to Interstate 95/Route 128 North will be through the aforementioned Bridge-Needham Street intersection, through the school zone of the elementary school, and then along Riverdale's residential streets.

Thank you for your consideration of these concerns. Please let us know if Dedham can provide additional information about potential impacts on Riverdale.

On a larger scale, this development discussion presents our two municipalities with an opportunity to work together on more than transportation improvements. The Town will be initiating work on a highway corridor visioning process in 2019. That vision may include ways to reconnect people with the open space along the Charles River—perhaps a recreational path from the Spring Street intersection in Boston to Dedham Square—not unlike similar paths downstream in Brighton and Watertown. We would like to invite Boston to participate in those conversations. Before more properties along the highway are redeveloped, how might we work together on a vision for the corridor?

Sincerely,



Jason L. Mammone, P.E.
Director of Engineering

cc Jim MacDonald, Board of Selectman Chair
James Kern, Town Manager
Elissa Brown, Conservation Agent
Joe Flanagan, DPW Director
John Sisson, Economic Development Director

ATTN: MICHAEL SINATRA

1515 V.F.W. PKWY H-7
W. ROX. MA. 02132

Dear Michael -

I am writing once again in regards to the proposed apartments at 1507 V.F.W. PKWY, W. ROX.

At the last public meeting at the W. Rox. Elks, the main concern was the traffic problem. I agree that this is a huge problem which should be solved before adding to it. I believe that this is not only a problem for the W. Rox area but also for the town of Dedham.

I realize that the mayor of Boston wants more housing, however this should not be at the expense of residents already living in Boston. As stated in previous letter, the quality of life for residents of the Boston Trailer Park will greatly change. There are 104 trailers occupied by mostly seniors and these proposed apartments will change their life. We do not have a crime problem in the trailer park, but with the addition of 258 apartments in front of us that could easily change.

I hope the traffic problem will be fixed before creating a worse problem.

Thank you for your concern & best wishes

Edward F. Ford

10/2/18

To Michael Siantna, Program Manager

Subject: - PROJECT AT 507 VFW PARKWAY, WEST Roxbury, MA.

Dear Michael:

I am writing to recommend you reject this project out right, as I have studied this road for over 50 years, and as an example the road from Spring St. to Baker St. is 1.1 miles long, and at a minimum of 10 deaths have occurred in less than 50 years, 6 of which were over the ~~the~~ 49 wives of this road. 6 high school students have died from MV. Accidents, 3 of which are from Baker to Spring St.



Sincerely yours

TEL: [REDACTED]

Laurence J. Boran

ALL MAKE.

P.S. THE AGE GROUP 14 TO 19 YEARS OLD I HAVE COME TOTALLY, SPRING ST. TO BAKER ST, DEATH ROW, I WOULD NOT LIKE TO SEE IT GET ANY WORSE.

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

September 13, 2018

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: MEPA Office
Erin Flaherty, EEA No. 15907
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Michael Sinatra
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Parkway Apartments, West Roxbury
Environmental Notification Form/Project Notification Form

Dear Secretary Beaton and Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed Parkway Apartments project located at 1507 VFW Parkway in the West Roxbury neighborhood of Boston.

The proposed project is located on an approximately 4.6 acre site. The site currently contains a surface parking lot, a private drive and undeveloped land. The project proponent, Lincoln Parkway LLC, proposes to construct 258 residential apartments with 351,000 square feet (sf) of floor area in two new buildings. There will be 387 garage parking spaces. The site is bound by the VFW Parkway to the east, Dedham Street to the north, Second Street to the west and the Prime Honda dealership to the south.

According to the ENF/PNF, the proposed water demand is approximately 43,700 gallons per day (gpd). The Commission owns and maintains an 8-inch Southern High CICAL water main installed in 1958 in VFW Parkway.

According to the ENF/PNF, the proposed sewage generation is 39,710. For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer in VFW Parkway. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.



The MWRA owns and maintains the Upper Neponset Valley Sewer, a 42-inch sanitary sewer, in VFW Parkway. The DCR owns and maintains a 12-inch storm drain in VFW Parkway.

The Commission has the following comments regarding the proposed project:

General

1. Prior to the initial phase of the site plan development, Lincoln Parkway LLC, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at Lincoln Parkway LLC's 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. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is 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 is used. 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. The proponent 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. Lincoln Parkway LLC should be aware that the US Environmental Protection Agency issued the 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, Lincoln Parkway LLC will be required to apply for a RGP to cover these discharges.
6. It is Lincoln Parkway LLC's responsibility 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, Lincoln Parkway LLC 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. Lincoln Parkway LLC 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. Lincoln Parkway LLC should also provide the methodology used to estimate water demand for the proposed project.
2. Lincoln Parkway LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Lincoln Parkway LLC should consider outdoor landscaping which requires minimal use of water to maintain. If Lincoln Parkway LLC plans 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. Lincoln Parkway LLC is 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. Lincoln Parkway LLC 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, Lincoln Parkway LLC 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. Lincoln Parkway LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Lincoln Parkway LLC 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 Lincoln Parkway LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the 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 or treatment structures to be utilized during construction.
 - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. 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. Lincoln Parkway LLC is 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.

3. The Commission encourages Lincoln Parkway LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Lincoln Parkway LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Lincoln Parkway LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. Lincoln Parkway LLC 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. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Lincoln Parkway LLC will be required to meet MassDEP Stormwater Management Standards.
7. 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.
8. The Commission requests that Lincoln Parkway LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Lincoln Parkway LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Lincoln Parkway



LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

10. 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/afh

- C: John J. Noone, Lincoln Parkway, LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway**AnnMarie Clark** [REDACTED]
To: michael.a.sinatra@boston.gov

Wed, Oct 3, 2018 at 9:37 AM

Mr. Sinatra,

I would like to express my support to you regarding the proposed apartment building development located at [1507 VFW Parkway West Roxbury](#). At the moment that space needs some kind of development and with the city expanding it's the perfect spot for more necessary housing

I can only see this project as a positive as it will bring more economic growth to our neighborhoods

I look forward to seeing this space transform.

Best of luck,

AnnMarie Staunton

[300 Park St.](#)[West Roxbury, MA 02132](#)



Michael Sinatra <michael.a.sinatra@boston.gov>

Tonight's meeting

Chip Draper [REDACTED]
To: Michael Sinatra <michael.a.sinatra@boston.gov>

Mon, Sep 24, 2018 at 2:07 PM

Mike-

Ok no problem. Thank you for letting me off the hook. I was dreading being up until 2am and then catching early flight.

In short, if it matters, my opinion is this is a very credible and important project toward the further development of WR.

Some of the concern, which I am sure you also noted, from area residents seem to be bucketed in a few areas.

- fire and safety
- landscape and separation from existing neighborhood
- traffic
- access to waterfront
- construction nuisance

While each of these should be considered and as legitimate concerns it also appears the developers are committed to being members of the community rather than just developers.

I believe in the rising tide concept and I would suggest to the developers that they put key efforts into landscaping/softscape which will enhance the entire area and also create a natural separation between existing housing and the new development. These efforts and execution will be critical to the neighborhood feeling enhanced positivity toward the development.

The rest of the items will be met through building codes and city mgmt.

Hope this helps

Chip Draper

[REDACTED]
Sent from my iPhone

[Quoted text hidden]

1515 VFW PKWY H 7
W. ROK, MA. 02132

ATTN: MICHAEL SINATRA

I am writing to say that I am completely against the building of 'PARKWAY APPTS' at 1507 VFW PKWY W. ROK, by Lincoln Properties.

In '2005' thirty two trailers were removed from that site with the understanding 'Clair Motor' was to expand its Dealership.

All owners were required to sign & agree to this and have their trailers placed in the remaining section of the trailer park. I was one of these owners. I now feel betrayed thirteen years later. If we had known in '2005' that there was going to be 258 apt's to be built in front of the trailer park, I am sure that most, if not all, would not have given permission to have their trailers moved.

I am a senior citizen as are most of the residents of the Boston Trailer Park. Our quality of life will definitely change if these apartments are built and not for the better.

Thank You

Edward F Ford

P.S. I TALKED WITH YOU
AT C. M. HIGH SCHOOL OCT. 1, 2018

TRC: H-7

HOPE YOU WILL COME OUT TO

TRAILER PARK FOR A WALK-AROUND AND SET-UP
ANOTHER PUBLIC MEETING

Dear Mr. Sinatra

We are writing you in support of the project at 1507 VFW parkway in West Roxbury. As it stands now, the lot is unsightly overgrown and unused for many years. The proposed project would provide a purpose for this community, providing necessary single floor living for residents looking to downsize or for those looking to appreciate all the Parkway area has to offer.

Unlike many of the other proposed projects in the Parkway area, this project does not negatively impact traffic flow. It is also in an area where a project of this size does not feel out of place and provides the residents easy access to local businesses and restaurants.

We look forward to seeing this project go forward. It would be a true upgrade to that area.

Sincerely,

Pat and Kristyn Goonan

222 Stratford Street

West Roxbury, MA



Michael Sinatra <michael.a.sinatra@boston.gov>

More comments for the Impact process

Paul W. Harvey [REDACTED]
To: michael.a.sinatra@boston.gov

Sun, Sep 30, 2018 at 9:22 PM

Dear Mike:

Here's another piece of input for you and John Noone

Although I haven't talked to everyone along the front of the Trailer Park, the conclusions I have talked to indicate that we all want something pleasant to look at when we look out our windows and step out our front doors. When I describe the types of fences you showed me, I get positive responses.

Now, as for traffic, I think that there's a lot that is difficult about it. For instance, when people are leaving Parkway Apartments, they are fully part of the traffic stream for only a third of a mile. Once they reach the first set of lights, some will likely leave the stream to reverse direction at the junction. Of those who continue straight, a few more may peel off to the left to enter the Dedham Mall at the next set of lights. When they are returning to Parkway Apartments, they will have to go through the VFW Parkway/Bridge Street intersection, but they'll approach it from four different directions. Once they turn into your entrance, they won't be in the traffic stream any more.

Nevertheless, I can see that any way of minimizing your contribution to traffic would help to make your project seem more desirable. Could there be incentives for tenants to not have cars at all? Many of the Trailer Park residents don't have cars. Can you design your shuttle system for a broad range of destinations? The premier hopping destination is Legacy Place, and there are at least two desirable stops on the way.

I'd like to focus on the big picture, which indicates that this area has become rather run down. I mentioned Legacy Place, which opened in 2009. Jefferson Apartments, which is next to it, opened in 2006. Do the math. Soon after a big apartment project was built, retailers decided to cash in on the residents' buying power. I'm thinking that the strip malls in our area could well start getting better stores.

I want to see that happen.

Paul Harvey
Boston Trailer Park S18

B

Michael Sinatra <michael.a.sinatra@boston.gov>

Some thoughts on the trees listed in your design book

Paul W. Harvey [REDACTED]
To: michael.a.sinatra@boston.gov

Tue, Sep 25, 2018 at 1:17 PM

Hi, Michael

I've just finished looking through your Design Book. There's a lot to like about the trees and shrubs and other plants that are mentioned.

Here are some thoughts about specific species

You mention honey locusts. I hope you're not planning to have the ones with thorns.

There's a thornless variety on that I hope you intend to use instead

All the Hollies mentioned are good. Likewise Birch and Meadowsweet/Spiraea. I'm not familiar with Fothergill, but my brother has some in his yard, and the blossoms are nice.

I'm assuming that it is part of your plan to remove the trees that currently grow along Second Street. These include six apple trees, some birches and maples and oaks, and a young thicket of Wild Black Cherry trees. There's also a huge tangle of Winteria

Many of us in the Park enjoy apple blossoms in the Spring. We would hate to lose that.

There are no apple tree native to New England, but New York has Sweet Crabapple (*Malus Coronaria*). American Plum (*Prunus Americana*), which is native to Massachusetts, has beautiful Spring blossoms.

Do your best

Paul Harvey, S18, Boston Trailer park



Michael Sinatra <michael.a.sinatra@boston.gov>

support for 1507 VFW WR Development

Ellen Kelley [REDACTED]
Reply-To: Ellen Kelley [REDACTED]
To: "Michael.a.sinatra@boston.gov" <Michael.a.sinatra@boston.gov>

Wed, Oct 3, 2018 at 1:00 PM

Dear Michael,

As a resident of West Roxbury, I write to you today to support the proposed development for housing at [1507 VFW Parkway](#). This development will offer a full service apartment building for those older residents that would like to free themselves of the upkeep and expense of a large home but not give up their neighborhood. This is also a great housing option for others looking to downsize or go out on their own.

The plan will offer an excellent use of space that has been known as a "dumping" ground and an eyesore for the community. This development will improve the area and attract retailers and business owners that want to contribute to this improvement.

I am also happy to hear that the developer has taken into consideration the residents of the Boston Trailer Park. I look forward to his sharing the details of mitigating the impact on these residents.

Sincerely,
Ellen Kelley

B

Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Tony LaCasse [REDACTED]
To: Michael Sinatra <michael.a.sinatra@boston.gov>

Thu, Sep 6, 2018 at 5:03 PM

To have a meaningful public process for a project this large should require at least two public meetings - one for the developer to present and the other for the public to provide feedback. To expect the public to be thoughtful when they know little about the project is at the heart of the neighborhood's dissatisfaction and skepticism of BPDA processes.

There was a lot of noise made about a new BPDA a couple of years ago. An orientation public meeting and a feedback public meeting would be a good step in creating transparency and building public trust and buy in.

Sent from my iPhone

[Quoted text hidden]



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Tony LaCasse [REDACTED]
To: Michael.A.Sinatra@boston.gov

Wed, Sep 5, 2018 at 5:00 PM

Is there anything more than a paragraph available on this project?

What will be the community review process?

Sent from my iPhone



Michael Sinatra <michael.a.sinatra@boston.gov>

Re: 1507 VFW Parkway (Parkway Apartments) Public Meeting

Linda [REDACTED]
To: Development Review at the BPDA <Michael.A.Sinatra@boston.gov>

Fri, Sep 14, 2018 at 5:14 PM

ENOUGH!

Haven't you ruined the neighborhood enough?
Traffic is horrendous!!!

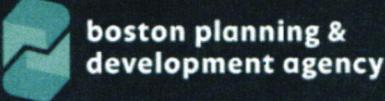
You keep adding people and car to the
Neighborhood without adding new roads
Or public transportation.

Ta revenue i not everything!

Concerned citizen.

On Sep 12, 2018, at 9:33 AM, Development Review at the BPDA <Michael.A.Sinatra@Boston.gov> wrote:

Public meeting hosted by the BPDA [View this email in your browser](#)




**1507 VFW Parkway
Parkway Apartments**

Public Meeting

Description: Lincoln Parkway, LLC (the Proponent), proposes to develop an approximately 4.6-acre site at 1507 VFW Parkway in West Roxbury with a 258 unit residential, neighborhood apartment community in two detached, four-story buildings with 387 garage parking spaces.

[\[more\]](#)

Time: 09/19/2018 6:30 PM - 8:00 PM

Location: Elks Lodge, 248 Spring Street, West Roxbury, MA 02132

Upcoming Meetings

[1507 VFW Parkway \(Parkway Apartments\) Impact Advisory Group Meeting](#)

Monday, September 17, 2018 | 6:30 PM

Elks Lodge, 248 Spring Street, West Roxbury, MA 02132

[1507 VFW Parkway \(Parkway Apartments\) Impact Advisory Group Meeting](#)

Monday, September 24, 2018 | 6:30 PM

Elk Lodge, 248 Spring Street, West Roxbury, MA 02132

Submit Your Comments

Michael Sinatra

Michael.A.Sinatra@Boston.gov

617.918.4280



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Our mailing address is:

Boston Planning & Development Agency

One City Hall Square

9/17/2018

City of Boston Mail - Re: 1507 VFW Parkway (Parkway Apartments) Public Meeting

Boston, MA 02201

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Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Linda [REDACTED]
To: Michael.A.Sinatra@boston.gov

Tue, Oct 9, 2018 at 2:02 PM

Hello

I am a resident of West Roxbury and am against this construction.
You are approving apartment site after apartment site in the Roslindale/West Roxbury/Hyde Park/Jamaica Plain area.
And ruining the suburban and open feel of these neighborhoods.

You can't throw thousands of people and cars into these neighborhoods without adding roads and infrastructure.

Tax revenue isn't everything.

The parkways have become highways and not what they were designed for.

Trapped resident.



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Tricia McCool [REDACTED]
To: Michael.a.sinatra@boston.gov

Wed, Oct 3, 2018 at 10:49 AM

Dear Michael,

I am writing to you in support of the proposed housing development at 1507 VFW Parkway, West Roxbury. As a resident of West Roxbury for more than 20 years I think this type of residential housing is much needed. Not only is it filling a need it is also providing a much better visual to the neighborhood.

I appreciate this project does not seeking zoning relief and will be developed under the allowed parameters. I feel this housing development will fill a need for young couples looking to live in the city or empty nesters looking to downsize but stay in their community. This project will improve the landscape in West Roxbury while providing a luxury, full service living experience.

Thank you ,

Tricia McCool
West Roxbury resident



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Kevin McGillicuddy [REDACTED]
To: michael.a.sinatra@boston.gov

Thu, Oct 4, 2018 at 11:50 AM

Hello Michael,

As a lifelong member of the West Roxbury community I am writing in support of the proposed apartment complex at [1507 VFW Parkway](#). For as long as I can remember, the areas surrounding the trailer park has more or less been West Roxbury's dirty little secret. Anything would be better than what is there right now, but adding new housing, to an area that desperately need it, just make sense.

For too long, the VFW parkway has been littered with abandoned lots and half empty shopping centers. I think that creating a community of invested residents in that area, hopefully will re-invigorate the entire VFW Parkway area all the way up to the rotary.

Thank you for your time and consideration.

Kevin McGillicuddy
[20 Meredith St](#)
[West Roxbury, MA 02132](#)

B

Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Stacy McIntyre [REDACTED]
To: Michael.a.sinatra@boston.gov
Cc: Lee Vaughan [REDACTED]

Wed, Oct 3, 2018 at 5:06 PM

Hi Michael,

I am a 15 year resident of West Roxbury. I am supportive of the proposed housing development on VFW Parkway, in front of the Boston Trailer Park. In these times where home pricing is astronomical, housing options are desperately needed in West Roxbury; it is becoming increasingly difficult to be able to buy in the neighborhoods we grew up in and where we, ultimately, want to stay. This type of luxury, full service apartment building with extensive amenities, will be well received with this aging population looking to simplify their lives.

The project's location on the Parkway does not negatively impact the rest of the neighborhood and is actually a perfect use for this property that has long served as a dumping ground for construction debris and trash. This thoughtfully designed development will help improve this stretch of Route 1, requiring other owners and retailers along the Parkway to step up their game to accommodate this new development and the future residents.

I appreciate the developer's accommodation of mitigation to the resident of the Boston Trailer Park who will be most impacted by this project and I look forward to specific details of the benefit package.

Let me know if you have any questions about my support.

Thank you for your time,

Stacy McIntyre

Sent from my iPhone



Michael Sinatra <michael.a.sinatra@boston.gov>

Comments re proposed rental development 1507 Parkway

Marianne McLaughlin [REDACTED]
To: michael.a.sinatra@boston.gov

Tue, Oct 2, 2018 at 5:27 PM

Michael,

Great to see you at the open house

I have lived in West Roxbury for 38 years. My husband and I raised two sons in our home on Brook Farm Road. He is originally from WR and I am from JP.

My thoughts on the proposed development

- Traffic it appears the developer is anticipating objection by offering potential strategies to address such as the shuttle to commuter rail and other locations. I loved it when the trail park resident asked if they'd be offered the shuttle as well
- Engagement: I'd like to see the residents of the trailer park organized with a 3rd party advocate
- Scale the conceptual design seem to anticipate issues people might have in terms of scale by proposing 2 buildings and height, as viewed from the parkway, partially masked by slope/grade-"looks like 3.5 stories rather than 4"
- Affordable Housing: personally, I'd like more than the minimum set aside of affordable units-I've been in affordable housing since 1979 so, I know how well built and well managed affordable housing can benefit neighborhood and that people of different backgrounds enrich a community..but, my overarching concern is how much we need affordable housing in Boston

Thanks for the presentation at the Elks. I am glad I attended the meeting.

Best wishes,

Marianne McLaughlin

--

Marianne McLaughlin, Asset Manager
Asset Management Specialisto [REDACTED]
m [REDACTED]

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B

Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway Development

Judy Jose-Roddy [REDACTED]

Thu, Oct 4, 2018 at 11:54 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Dear Mr Sinatra,

I am writing in support of the proposed development of [1507 VFW Parkway](#), West Roxbury by Lincoln Properties. I have reviewed the submission on the BPDA website and am impressed for several reasons. First, I believe the proposed development is a significant improvement to the existing site requiring no zoning relief. It is well within the prescribed density limits. The proposed development is environmentally responsible and forward thinking. The proposed 258 apartments, including some affordable units, will provide some much needed housing relief in the West Roxbury area market, especially for those of moderate or limited means. Lincoln Properties has been exhaustive in determining the impact their proposed development would have on the surrounding area, their neighbors in the trailer park, traffic in the area, etc. and is planning accordingly.

As a professional in the housing industry in West Roxbury, and someone familiar with other much less responsible and considerate proposals before the BPDA, I am happy to offer my support to Lincoln Properties.

Thank you for your consideration

Sincerely,

Judy Jose-Roddy

[61 Stratford Street](#)

West Roxbury, MA 02132



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Michelle sanders [REDACTED]
To: michael.a.sinatra@boston.gov
Cc: Lee Vaughan [REDACTED]

Wed, Oct 3, 2018 at 9:29 AM

Mr Sinatra,

I am writing to support the proposed development at [1507 VFW parkway](#). This location would be ideal for my parents, who would love to stay in the neighborhood, but have been unable to find an apartment with one floor living in West Roxbury. This type of luxury, full-service apartment building with extensive amenities, will be well received with this aging population looking to simplify their lives. All these new residents will infuse \$\$ into all the local business/restaurants down on Spring and Centre Street.

Currently the lot is an eyesore, and anything would be better than looking at the trash, and construction garbage that clutter the street.

Thanks,

Michelle Sanders
[123 Perham Street](#)
[West Roxbury, MA 02132](#)

Jack Duggan
West Roxbury Liaison
Neighborhood Services
1 City Hall Square, Boston, Ma, 02201

Attn. Mr. Duggan.

The Projected construction of 254 apartments at 1507 V.F.W. will cause problems. Here are some objections.

- 1) The traffic problems on VFW Parkway.
 - A)The backup of traffic at the VFW & Spring St. Intersection.
 - B)Going east, toward Boston, The left turn lane is always backed up.
 - C)Drivers get fed up waiting in the left turn lane & pull out into oncoming cars.
 - D)Going West, the traffic is backed up all day, especially during rush hour. It will only get Worse with a 258 apt. Complex.
 - E)Coming from Dedham you have to wait numerous light cycles to get through the Intersection.
 - F)From spring st. the traffic is backed up all day
 - G)Emergency vehicles have trouble getting through this intersection & also VFW Parkway.
 - H) Not only will there be 300 plus parking spots at this proposed location, but also trash Removal vehicles, visitors, at times emergency vehicles to this site. That all means More traffic.
 - I)Traffic in every direction at this intersection is already stressed beyond reason & Safety. Adding over 300 cars into the immediate vicinity will clearly negatively impact an Already inconvenient & dangerous, severely congested situation.

- 2) As a resident in the immediate vicinity around this proposed project the noise level Currently is beyond reason & hard to live with. I believe that the residents who own Property on the opposite side of this property should have a sound deadening barrier Installed. I live across the street on the other side of VFW.

These are my opinions that I wish to share with you & consider whether to approve or Disapprove this project

Sincerely,
Glenn Shaffer
65 caledonian Ave, West Roxbury

George and Katie Yessayan
75 Caledonian Ave. West Roxbury

Richard Curran - 30 Billings street, West Roxbury



Michael Sinatra <michael.a.sinatra@boston.gov>

Apartment Complex on Rte1/VFW Parkway 258 units.

JOANNE TISEI FITZGERALD [REDACTED]

Mon, Sep 24, 2018 at 12:50 PM

Reply-To: JOANNE TISEI FITZGERALD [REDACTED]

To: Michael.A.Sinatra@boston.gov

Cc: Shannon Murphy <shannon.m.murphy@boston.gov>, Matthew O'Malley <matthew.omalley@boston.gov>, city councilor <Michelle.Wu@boston.gov>, Michael.F.Flaherty@boston.gov, Annissa Essaibi-George <annissa.essaibi-george@boston.gov>, Ayanna.Pressley@boston.gov

Dear Mr. Sinatra,

I am writing to in regards to the proposed apartment complex of 258 units on the Rte1/VFW roadway in front of the trailer park.

As a Boston/West Rox resident , I live blocks away from this imposing proposal.

Concerns have arisen re: the size, the height, the impact on traffic , Charles River impact, construction, accessibility for rental for Boston residents, affordability, digging and potential drilling, and the negative impact on the gestalt of the neighborhood.

As you are aware there have been a number of apartment and condos being built in the Parkway area as of late. This includes this proposal along with the construction of the large complex on the VFW, the 13 unit a block away (Spring/vfw), Centre St. and Willow, Centre St and Weld, and Belgrade and West Rox Pkway not to mention the ones on Washington St. in West Roxbury.

The continued increase of building apartments is increasing the carbon volume, increasing traffic, and decreasing tree canopy and neighbor accessibility to their homes.

This new complex raises my eyebrows not to mention genuine concern.

1. The SIZE of the unit ? 258 units ? and the height? 4 stories? and the 5 level garage to be built on SWAMP LAND.

How will the height and size impact the trailer park families? How will it impact the neighbors across the way. Will

they be looking into the neighbors kitchens and bedrooms for this height?

2. AFFORDABILITY.

Out of the 258 units 13 %are being allotted for "affordable housing" ?

1 The affordable housing chart is from 1970 that the city has not updated? (read this in the report)

2 Only 50 spots for affordable housing?

3. Are provisions being made for additional housing for senior/elderly eligibilitiy . West Roxbury has one of the

highest senior populations in the city and a percentage needs to be allotted to them.

4 CITY WORKERS Are any provisions that additional affordable housing be considered for those workers who

need to live in the city are given considerations and affordable rates? This would include all resident required

workers , first responders and educators

3.TRAFFIC (VEHICLE AND PEDESTRIAN) .

1 Presently the traffic is a nightmare in this neighborhood during rush hour morning and evening. Residents are

unable to exit and enter their streets and are que ed up waiting to get in and out The Traffic Analysis Chart that was submitted for review indicates even now these are ABOVE CAPACITY

2. MBTA and Commuter Rail Access is lim ted in this area. The recommendation for this is scanty at best

Recommendations for pedestrians to walk along the "so called sidewalks by the highway" to access the 36 bus

1/3 mile away and crossing the highway at rush hour? The sidewalks would have to repaved and maintained for

general safety . The Commuter rail is only accessed by the 36 bus and the Commuter rail schedule is limited and

reliable at best. (Check out the Needham Line schedule for confirmation) .

3 Will the complex have free shuttles for the residents during specific times of the day to insure , safety and

convenience?

4. CONSTRUCTION:

1 What are the plans for the community during the construction? Noise? Accessibility? Business Owners Impact?

2 DIGGING?

Has there been a soil or ledge study on this land?This is swamp and wetlands that were asphalted over

What if ledge is found like it was found across the street in the apartment complex where drill went on for over

6 months?

3. If the construction company is do dig 5 levels down will this impact on the Charles River , the flooding zone?

4. Has concerned been brought up about possible Native American hunting and gathering grounds and artifacts

in this area? What will be done if a site or artifacts are found?

5 ENVIRONMENT

How will this improve the tree canopy and the wildlife in the area during and after construction?

Has there been any study on the wild bird life in the area and how this will impact This includes but not limited to

the hawks, the egrets, the bald eagle, the turkeys, various ducks, coyotes, and coywolves and deer?

How will the rat infestation be controlled for the community?

Has the city requested that the grounds be a certain percentage of green?

I am aware that this is a vacant lot and there will be construction of some type. However, let us be prudent in approving

construction and building without serious concerns to the overall impact it has on the community. The West Roxbury residents feel like they are not being listened to and are under seige to build, build up, and destroy the flavor of their neighborhoods. Thank you for taking time to review this.

Sincerely,

Joanne Tisei

Boston Resident , born,raised, schooled , worked and contributor to the community

B

Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Lee Vaughan [REDACTED]
To: Michael.a.sinatra@boston.gov

Tue, Oct 2, 2018 at 7:57 PM

Mr. Sinatra,

I am writing to support the proposed development at 1507 VFW parkway. This location would be ideal for my parents, who would love to stay in the neighborhood, but have been unable to find an apartment with one floor living in West Roxbury. This type of luxury, full-service apartment building with extensive amenities, will be well received with this aging population looking to simplify their lives. All the new residents will infuse \$\$ into all the local businesses /restaurants down on Spring and Centre Street.

Currently the lot is an eyesore, and anything would be better than looking at the trash, and construction garbage that clutter the entire area.

Good Luck with the project.
Let me know if you have any questions.

Thanks,

Lee A Vaughan
14 Meredith Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

To Whom It May Concern:

As a resident I am writing today in support of the 1507 VFW Parkway project next to Prime Motor Group.

I have reviewed the project and feel confident in my support based on the following important facts. This project will create a wonderful opportunity for our aging residents, who wish to stay in the community as well as couples and young families the opportunity to experience the West Roxbury community.

This site was a vacant and unsecured site for far to long and this proposal provides new landscaping plans and walking paths that will certainly improve not only the appearance but will also create a connection to the abutting Boston Trailer Park.

I believe Lincoln Properties has done a good job in understanding the community needs and concerns and is showing good faith in working with the surrounding neighbors to ensure that all concerns in regards to design, landscaping and transportation are met.

I support this proposed development and look forward to the success of the project.

Sincerely,
Adam Shannon
5086 Washington Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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Sincerely,
Brendan Kane
117 Willow Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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Sincerely,
Anthony Marshall
58 Birchwood Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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I support this proposed development and look forward to the success of the project.

Sincerely,
Carlos Pena
841 LaGrange Street, #7
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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I support this proposed development and look forward to the success of the project.

Sincerely,
John Collins
67 Robin Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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I support this proposed development and look forward to the success of the project.

Sincerely,
Brian Fleming
335 Baker Street, Apt. C
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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I support this proposed development and look forward to the success of the project.

Sincerely,
Christopher Clifford
1 Gardner Place
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

To Whom It May Concern:

As a resident I am writing today in support of the 1507 VFW Parkway project next to Prime Motor Group.

I have reviewed the project and feel confident in my support based on the following important facts. This project will create a wonderful opportunity for our aging residents, who wish to stay in the community as well as couples and young families the opportunity to experience the West Roxbury community.

This site was a vacant and unsecured site for far to long and this proposal provides new landscaping plans and walking paths that will certainly improve not only the appearance but will also create a connection to the abutting Boston Trailer Park.

I believe Lincoln Properties has done a good job in understanding the community needs and concerns and is showing good faith in working with the surrounding neighbors to ensure that all concerns in regards to design, landscaping and transportation are met.

I support this proposed development and look forward to the success of the project.

Sincerely,
Daniel Jaradeh
7 Eagle Street
West Roxbury, MA 02132

October 2, 2018

Michael Sinatra
BPDA
1 City Hall Square
Boston, MA 02201

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Sincerely,
Sean Grimes
23 Kerna Road
West Roxbury, MA 02132

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BPDA
1 City Hall Square
Boston, MA 02201

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Sincerely,
John Murphy, II
14 Temple Terrace
West Roxbury, MA 02132



Michael Sinatra <michael.a.sinatra@boston.gov>

1507 VFW Parkway

Pamela Yeomans [REDACTED]
To: Michael.a.sinatra@boston.gov
Cc: [REDACTED]

Wed, Oct 3, 2018 at 7:44 AM

Mr Sinatra,

As a resident of West Roxbury, I am supportive of the proposed housing development at [1507 VFW Parkway](#), in front of the Boston Trailer Park. This type of housing option is desperately needed in West Roxbury, particularly for empty nesters and those hoping to downsize and still be able to stay in the neighborhood. In addition, these rental properties would allow people to get a feel for our neighborhood before buying a home.

This type of development on land that is currently used as a dumping ground would be a significant improvement to the area, helping to enhance that stretch of route 1.

Let me know if you have any questions about my support.

Pamela Yeomans
[112 Woodard Road](#)
[West Roxbury, MA 012132](#)

Date	First Name	Last Name	Organization	Opinion	Comments
12/11/2018	Gretchen	Dietz	West Roxbury Saves Energy	Support	I support this project on the condition that it is NET ZERO CARBON. This is an attainable goal. The best local example is Boston Medical Center. If a hospital with all of its energy usage can be NZC, then certainly a new apartment complex can be, too. The plans would not require powering it totally by on-site solar. Purchasing offsets achieves the same goal. That is the reason NZ carbon is doable for all sizes of buildings, as opposed to NZ energy, where you have to produce all the energy you use on site. The City of Boston has set a goal of NZ carbon by 2050. The city will not meet this goal, and will continue to accelerate climate degradation, if this project is powered by natural gas rather than electricity from non-carbon sources. LEED certification is not enough. From a marketing perspective, there are many people concerned about climate change who would choose to live in a NZC building over other options. They also would be more likely to commute by public transportation or bike and therefore not contribute significantly to the worsening traffic problem at the intersection of VFW Parkway and Spring Street.
12/10/2018	Mary	Boyle	Neighbor	Neutral	I am a longtime resident of West Roxbury. I attended the Dec. 4, 2018 meeting at the Elks Hall in West Roxbury because I wanted to strongly support making 1507 VFW Parkway Apartments a model for the City of Boston as a net zero carbon development. It is clear that our reliance on fossil fuels must end. While making the buildings LEED certified is a plus, it is not enough anymore. New construction in the city must make use of renewable sources of energy as well. This development should be a beautiful model, an example for the rest of Boston, of what can be done, what must be done as we face climate crisis. Please do this.
12/10/2018	glenn	shaffer		Oppose	The proposed construction of 258 apartments at 1507 will increase the traffic problems that already exist. My objections: 1) The traffic at the VFW and Spring St. is always backed up. 2) Going east(toward Boston) The left turn lane is always long, practically all day . 3)Going west (toward Rt 128) the rush hour the traffic at this intersection is like a parking lot. 4)Coming from Dedham (on Bridge st. or Needham St) you have to wait numerous light cycles to get through this intersection. 5)Emergency vehicles have trouble getting through this intersection 6)Having 387 parking spots at this development will only add to the traffic problems. Also it will add visitor traffic, trash removal trucks, sometimes emergency vehicles, mail delivery,and more. 7) Traffic in every direction at this intersection is already stressed beyond reason & safety. Adding over 387 cars into this immediate vicinity will clearly negatively impact an already inconvenient & dangerous situation. Building 258 apartments is a very, very , large project. Even if this planned project was for 50 to 80 units that would add traffic. However, I believe 258 units is totally too many. Thank you
12/10/2018	Susan	Racine		Neutral	Dear BPDA, I am a resident of West Roxbury. I am not opposed to this project, but would like the developer to make a commitment to our planet's future by building net zero carbon housing on the VFW. This would be a great addition to the housing market in West Roxbury and set an example for the rest of Boston by building a net zero carbon development before it is mandated. A project of this magnitude will significantly increase the carbon footprint of Boston if it relies, as currently planned, to have heating, cooling, and hot water powered by fracked gas. This will interfere with the mayor's plan to be carbon free by 2050. The site of the proposed development would be ideal for solar panels. We have to rethink our ways of living with the reality that we have only 12 years to reduce the world's greenhouse gas productions to keep the Earth inhabitable.

12/10/2018	Anne	Fleche		Support	To the Boston Planning and Development Agency, I was present at the Elks meeting on this project on Dec. 4. I listened to all the plans to accommodate cars at this site. And, while I am in favor of building more housing, especially if it is affordable, and I realize that people have cars, I kept thinking about the future. How are we going to make Boston a livable city for the kids growing up now? More building and more congestion doesn't sound like a plan to me. Therefore I STRONGLY urge the developers and the City to make this development an example by creating a NET-ZERO CARBON plan. As a local resident and a citizen of the rapidly warming world, I would oppose ANY new developments without such planning--to me, it simply wouldn't make sense. Thank you for your attention to my concern, Sincerely, Anne Fleche
12/9/2018	Matt	Lawlor		Support	I support this project, but considering its auto-oriented location and its excess of parking spaces, it really needs to be a net-zero carbon project in line with the city's climate ready boston and related plans. The time is now that all new buildings must meet this standard. Thank you.
12/5/2018	Paul	Horn	Self	Neutral	Of all the "as of right" uses, I am certainly in favor of housing at this site, but apart from traffic concerns, this project should not be allowed to proceed without substantial improvement to its goals for energy efficiency, particularly in light of the Mayor's commitment, in concert with many other cities, to making Boston carbon-neutral. For any hope of meeting that goal, we have to start requiring projects like this to be carbon neutral, freeing us from our reliance on natural gas and its dangerous contribution to global warming. Seeking LEED certification--even at the highest "gold" level--does not by itself address this issue. I am highly skeptical of the developer's assertion that an NZC approach to a multi-family structure like this is not technically or financially feasible. Show us the proof, show us the analysis. That's the very least the City should ask for. But even if this project can't meet an NZC standard, it appears the developer could still do much better with energy conservation--for example, the window glazing they are proposing to use could be much better, while installing PVC panels could generate energy for the pool. Overall, it appears the developer is trying to get away with a minimal effort--much less than the City should expect and require. By "thinking globally and acting locally" to reduce our reliance on fossil fuels, I hope the City will reexamine and alter its stance on this and similar upcoming projects.
12/5/2018	Bill	Kessler		Oppose	I was at the meeting last night regarding the plans for 1507 VFW Parkway and have to object at the rude and disrespectful behavior of the BPDA representative. After waiting patiently for a chance to comment on my concerns regarding a major development in the City and in my neighborhood, my concerns for construction of an apartment complex that would continue to move the City away from its stated goals of net zero carbon were offhandedly dismissed by Mr. Sinatra. To cut our comments to return to the well hashed over concerns regarding traffic - which were addressed to the fullest ability of the developer - was nothing short of unprofessional (to say the least). BPDA should do much better when trying to engage the residents who they are paid to serve.
11/30/2018	Jenna	Leschuk		Neutral	Please don't miss an opportunity to be a leader in the world of net-zero building. West Roxbury has an incredibly old and woefully inefficient housing stock. We love living here, but designing these buildings as state-of-the-art environmentally sustainable and green buildings will truly set the development up for success and distinction.

11/27/2018	Patrick	Kelly		Oppose	This area cannot support a 258 unit building. Traffic in the area is already at a standstill. The building being proposed is on the outbound lane of the rt 1. With most of the residents having to go towards Boston for work, they would have to make a U turn, causing even more traffic congestion. West Roxbury also cannot support the influx of all of these new people. The city has not increased any of the areas emergency services (police fire EMS) since the 1970s. This would cause an even greater strain. The schools are also already at maximum capacity and the area once again has not seen a single new school built for local residents. The building is also being built on the Charles River. This part of the river is the most tranquil part in the city. Hopefully Any project proposed here will be fought by the Charles River watershed
11/2/2018	Cyrus	Tehrani		Support	Every neighborhood needs to do its part to solve our housing crisis and that includes West Roxbury. We badly need the 258 apartments to be built to help solve our housing shortage. The project will also include 33 affordable units which is infinitely more than the amount of affordable housing that currently exists on the vacant lot. Any reduction of the size and scope of the project only mean more displacement of other households across Boston. Please approve this project as proposed.
10/27/2018	heidi	kreuter		Neutral	I was wondering about a coded fence for walking and a coded/fob fence for egress of the trailer park to keep the amount of non residents in our park down. Thank you, Heidi
10/24/2018	Gary	Chase		Support	Looks good. My ONLY concern is the U-turn, on the in-bound VFW parkway, at Spring/Bridge streets. T access this development, people coming from the South will have to make that U-Turn, which already often backs up on the weekends. A redesign of that turn would go a long way to helping traffic in that area.
10/24/2018	Melanie	Rutledge		Oppose	The traffic around that area is horrendous enough during rush hour without adding more and more apartment and condo complexes. We are being overrun by them. Our small town os being ruined by huge buildings. Enough is enough.
10/18/2018	Jeanne	DuBois	Ja Dubois consulting	Support	Given the grea size of this development, I think we all need to see a stretch for private developers to go beyond the required 13% affordables. We won't get too many more chances like these, and people in the city are really hurting. My own church in Hyde park talk about this issue over and over. My own son had to move to Richmond, Virginia, to get a house to buy. I have worked with and for this city for 40 years, and yet now our families are getting pulled apart. Jeanne DuBois
10/18/2018	laura	sawin		Oppose	traffic is bad enough and nothing is being done now. Schools can not handle the students they have ...NO MORE CONDOS!!!!!!!!!!!!!!!
10/13/2018	Derek	Rubinoff		Neutral	I applaud the density but would like to see less parking and automobile dependency. We should be planning developments that are suitable for walking, bicycling, and public transit.
9/19/2018	Andrew	Fagan	Advocates, Inc	Neutral	Strongly believe number of affordable units should be expanded, lottery should make allowances for 30% & 50% AMI applicants. Company should be required to incorporate plans that ensure rain and melt water runoff impacts to abutters and nearby natural resources are fully mitigated.
9/12/2018	Patrick	Kelly		Oppose	West Roxbury is getting smothered with condos and apartment buildings. The neighborhood can not handle the traffic. It also does not have the public schools to support all of these added families. The police and fire department and EMS are also not staffed to handle all of these additional people. I bought my house in this neighborhood because of the suburban feeling with city living. Now it is becoming inner city. Please start saying ?no? to developers

9/7/2018	Julie	McVay		Oppose	<p>This large development threatens to completely block already very difficult traffic flow on the VFW Parkway. I live 1 mile from Baker Street. It is not unusual for traffic to be blocked up to our driveway. And an apartment building with 125 units next to Home Depot has not yet begun to be filled. To add 258 & more cars to this groaning traffic load is to invite complete gridlock. Because of the divided roadway cars do not enter the traffic stream easily. A car going north will have to exit, then make a U-turn to reverse direction, then enter a relatively short left-hand lane (to go to I95) or add to the existing overcrowded roadway going into the city. I appreciate that there is a need for housing. I don't deny it. But I do oppose this huge development. I oppose it since driving is the only option. Trying to use the commuter rail or bus/subway system has been shown to be the same overcrowded & unreliable mode of transport, therefore not a real alternative to driving. I believe a moratorium on development in the city needs to be implemented until state & city government make more real improvements in the transportation structure of Boston. Adding more and more people invites more unhappiness with living and working in Boston.</p>
9/6/2018	mary	palladino		Oppose	<p>Enough is ENOUGH! So little green space is left in WR! Why bother cleaning up the Charles and then destroy the surrounding areas. The traffic pattern on the VFW is horrific at any hour of the day. The city might not get taxes from squirrels but they are still welcome inhabitants to some of us who enjoy the benefits of living amongst trees. Shame on City Hall !</p>

9/4/2018	Yanxi	Fang		Oppose	<p>The project's PNF demonstrates limited consideration and mitigation in the area of transportation. As acknowledged in the study, the current signalized intersection of VFW Pkwy/Spring St/Bridge St (which is the intersection that ALL vehicles reaching the development must pass through) is already significantly over-capacity during both peak and weekend hours. The build-up of 1.5 parking spaces per unit provides a guarantee that traffic flow will worsen if the development is built due to the increased number of cars. In order to mitigate this worsened road traffic, public transportation becomes key, as the area is not within walking distance of any major employment or shopping center. The PNF demonstrates an inadequate and inaccurate survey of MBTA options. For example, Figure 2-2 lists the Commuter Rail line as the "Fairmont" Line, when in fact it is the Needham Line and the actual FairMOUNT line does not even reach into West Roxbury or the adjacent Roslindale neighborhoods. Likewise, Table 2-1 is riddled with errors: (1) the Needham Line has a 30+ minute peak-hour headway (it is a one-track railroad from Roslindale to West Roxbury and is physically incapable of supporting the listed 10-minute headway), (2) the Dedham Local Bus is a limited-service van that has headways of greater than 1 hour (and does not serve many major/significant destinations), (3) the MBTA route 52 bus has a 45 minute headway during the PM rush hour (contrary to the 30-minute headway listed), (4) the MBTA route 36 has a 15-20 minute headway (contrary to the 10-minute headway listed), and (5) the report fails to mention that the said bus routes are subject to the same congestion that causes significant multi-block backups at the intersection of VFW Pkwy/Spring St/Bridge St, which already results in delays in excess of 20 minutes and preventing said headways from being achieved. A possible mitigation for these severe traffic impacts would be for the developer to work with the MBTA to evaluate the possibility of increasing the frequency of the 36 and 52 bus routes, especially during off-peak hours, when the headway is greater than 30 minutes (or no service, as in the case of the 52 on weekends). By providing increased availability of public transit options, residents at the development may be more inclined to use those options instead of cars, lessening the strain on the currently overburdened intersection. In addition to the transportation problem, there is also the problem of flooding. The property is partially located on land that is designated by FEMA as having a 1% risk of flooding (ie. 100-year floodplain). The developer aims to build the first story 2 feet above the expected flood level (according to Section 4.2.3) as mitigation. However, the developer fails to consider the surrounding areas that would be negatively impacted by the project. Instead of flooding the building, the floodwaters (which originate at the Charles River, adjacent to the development) will simply move to a nearby area, causing the potential for severe flooding of the VFW Parkway roadway itself, as well as the potential for the water to reach the densely populated residential area on the other side of the Parkway (eg. Laurie Ave., Caledonian Ave., Eastwood Circuit). (ie. Without the development, there would still be some soil to absorb limited amounts of water, along with some asphalt over which the water would flood. With the development, the same amount of water would come over the riverbank, but it would be directed toward a smaller surface area for flooding, which increases the risk of flooding for the low-lying roadway and areas beyond.) As such, the developer should consider options to mitigate flooding in the surrounding area (in addition to mitigating flooding for the project area) if the project is approved. Finally, the "urban" design of the project and the large number of units is simply incompatible with the surrounding area. Although there are nearby large projects (such as 1235-1237 VFW Parkway ie. former IHOP site), the proposed area for development is still a very industrial-looking area with minimal street (parkway) lighting, wide-open spaces featuring large-scale commercial uses (such as a car dealership, a self-storage facility, strip mall, drive-thru fast food, etc.). When contrasted with the surrounding residential uses, which includes the adjacent, low-lying trailer park (home to no more than 200 tenants/households) as well as a medium rise ~15 unit apartment building on the other side of VFW Pkwy, this project comes in too large at >250 units. Consequently, the project, if approved, should be scaled back significantly to fit within the proportions of the immediate vicinity. Thank you for your time in considering this comment, which is in opposition to the approval of this project.</p>
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