

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
1515 COMMONWEALTH AVENUE**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

PROPOSED PROJECT: 1515 COMMONWEALTH AVENUE

PROJECT SITE: 1515 COMMONWEALTH AVENUE, BRIGHTON

PROPONENT: DIV 1515 COMMONWEALTH, LLC
c/o THE DAVIS COMPANIES

DATE: SEPTEMBER 20, 2019

The Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5.3 of the Boston Zoning Code (the “Code”) in response to and based on the review of the Project Notification Form (“PNF”) for the 1515 Commonwealth Avenue project (the “Proposed Project”), which DIV 1515 Commonwealth, LLC c/o The Davis Companies (the “Proponent”), submitted to the BPDA on June 10, 2019. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on June 10, 2019, which initiated a public comment period which was subsequently extended until July 30, 2019. The Scoping Determination requires the Proponent to respond to comments received from City and State agencies, elected officials, the Mayorally appointed Impact Advisory Group (the “IAG”), and the public.

On May 3, 2019, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. As proposed in the LOI the Proposed Project, “proposes to redevelop an approximately 2.2-acre site (the Project Site) at 1515 Commonwealth Avenue in the Brighton neighborhood of Boston. The Project Site currently consists of a vacant,

four-story building previously used as a long-term acute care hospital, as well as approximately 70 surface parking spaces. The Project Site will be developed into an approximately 340,000 square foot (sf) residential building containing approximately 330 residential units, comprising a mix of rental apartments and condominium units, together with approximately 200 parking spaces.”

On April 5, 2019, letters soliciting nominations to the IAG for the Proposed Project were delivered to State Senator William Brownsberger, State Representatives Kevin Honan and Michael Moran, and City Councilor Mark Ciommo. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood Services and the At-Large City Councilors. Nominations were also sought from the BPDA Planning Department.

Nine (9) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of the impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Yosinoff, Andrew
2. Long, Jim
3. Young, Justin
4. Parmalee, Colin
5. Sterling, Leslie
6. Cusack, Phoebe
7. Gomes, Anabela
8. Coen, William
9. Assens, Nathalie

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

The notice of receipt by the BPDA of the PNF and the PNF were sent to the City’s public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on June 18, 2019 with the City of Boston’s public agencies at which time the Proposed

Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

The BPDA sponsored a Public Meeting to discuss the PNF on June 27, 2019 at The Jackson Mann Community center (500 Cambridge Street, Allston, MA 02134). The Public Meeting was duly advertised in the *Allston Brighton TAB* and *Boston Bulletin* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA'S Allston/Brighton neighborhood updates, and local City and State elected officials and their staff members received notification via email. In addition, one (1) IAG meeting was held on July 15, 2019 at Franciscan Children's Hospital (30 Warren Street, Brighton, MA 02135).

Written comments in response to the PNF received by the BPDA from City of Boston agencies and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety. The Draft Project Impact Report ("DPIR") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Comments received by the BPDA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are from:

- Katie Pedersen- BPDA Environment
- Katie Pedersen- Interagency Green Building Committee
- Manuel Esquivel, Ryan Walker- BPDA Smart Utilities
- John Sullivan- Boston Water & Sewer Commission
- Kristen McCosh- Commissioner, Mayor's Commission for Persons with Disabilities
- Carrie Marsh- Boston Parks and Recreation Department
- Jack Halverson/John "Tad" Read- BPDA Transportation/ Matthew Moran- Boston Transportation Dept.

-Boston Civic Design Commission

Public comments received by the BPDA during the comment period are included in **Appendix B** and must be answered in their entirety.

Comments from IAG members that were received by the BPDA during the comment period are included in **Appendix C** and must be answered in their entirety.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout the initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that the project that is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has simultaneously generated excitement and concern. While many of the letters show that there is desire to see the redevelopment of the 1515 Commonwealth Avenue site, numerous individuals request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. In order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.
- Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk.

The FAR proposed is close to 24 (approximately 3.68) while underlying zoning allows a FAR of 1.0 and max height of 35 feet.

- The Proponent should investigate transit improvements to mitigate traffic impacts of this project.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.
- Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project.

These are just a few of the questions and areas that the Proponent must fully explore in the DPIR.

I. PROJECT SITE AND DESCRIPTION

Project Site

The 1515 Commonwealth Avenue development site is an approximately 2.2 acre site and is located on the west side of Commonwealth Avenue (West Carriage Road) between Warren Street and Washington Street. The existing site currently consists of a vacant, approximately 58,000 square-foot, four-story building most recently used as a 59-bed long term acute-care hospital (the "Project Site"). The building occupies only a small portion of the Project Site, and the remainder of the Project Site contains a surface parking lot containing approximately 70 spaces.

Project Description

The Proponent proposes to redevelop an approximately 2.2-acre site (the Project

Site) at 1515 Commonwealth Avenue in the Brighton neighborhood of Boston. The Project Site currently consists of a vacant, four-story building previously used as a long-term acute care hospital, as well as approximately 70 surface parking spaces. The Project Site will be developed into an approximately 340,000 square foot (sf) residential building containing approximately 330 residential units, comprising a mix of rental apartments and condominium units, together with approximately 200 parking spaces.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website:

<https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. GENERAL INFORMATION

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and email, where available for each
 - (3) Designated contact for each
 - b. Legal Information
 - (1) Legal judgments or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston

by Applicant

- (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of Project Site or certified survey of the Project Site.
- c. Current zoning

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits
 - a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
 - b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
 - c. Description of how the Proposed Project will be meeting the requirements of the Inclusionary Development Policy (IDP), and how the Proposed Project may be able to exceed the requirements of the IDP by supporting the creation or preservation of affordable housing, either on-site or within Allston/Brighton.
 - d. Other public benefits, if any, to be provided.
5. Community Process
 - a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
 - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all

required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department letter and BPDA Transportation letter, dated August 28, 2019 and included in its entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Transportation Overview

Transportation and site access will be critical factors in the future success of this project and the neighborhood as a whole. The City's transportation policy is guided by Go Boston 2030. Go Boston, launched in 2017, lays out the City's planning and policy objectives for transportation, including mode share objectives, mobility goals, and specific projects. Thus, when evaluating this project, BPDA and BTM staff will use the goals of Go Boston 2030 and to inform this project review.

Key transportation findings include:

- The Proponent should carefully consider the mode share goals of Go Boston 2030 to help guide site access, parking supply, and Transportation Demand Management (TDM) strategies. These goals should explicitly referenced in the modeling, site design, and mitigation efforts.
- The Proponent should further examine enhancements to pedestrian realm at the site to ensure pedestrian safety, accessibility, and quality public realm.
- The Proponent should investigate strategies for improving bike access to the site. This should include an off-street Blue Bikes Station, and easily accessible bike parking for residents and employees.

- The Proponent should investigate transit improvements to mitigate traffic impacts of this project.
- Additional details on these key issues are as follows. The Proponent should continue to work closely with the City of Boston (City) agencies to determine the most appropriate transportation strategy for the site.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of the BPDA Environment Department, dated July 5, 2019 and Interagency Green Building Committee, dated July 8, 2019.

Wind

The wind tunnel analysis was conducted for the No Build Condition, a condition that assumed future/planned developments, or background projects, surrounding the project site. The proponent shall be required to submit a list of the future/planned developments and background projects.

Shadow

The shadow analysis was conducted for the No Build Condition but, it is unclear if this condition included future/planned developments or background projects surrounding the project site. Accordingly, the proponent shall be required to submit both a description of the No Build Condition and if appropriate the developments and/or projects that were included.

E. OPEN SPACE

*The DPIR must address the comments of the Boston Parks and Recreation Department, dated August 23, 2019 and included in **Appendix A**.*

F. URBAN DESIGN/PLANNING COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined in the comments of the Boston Transportation Department and BPDA letter, dated August 28, 2019 and included in its entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Urban Design Introduction

The Planning Department and the Urban Design Departments of the Boston Planning and Development Agency (BPDA) have reviewed the 1515 Commonwealth Avenue project proposal. The BPDA is excited to work with the Proponent on this project. It represents a significant enhancement of the public realm, especially by connecting Fidelis Park with the Carriage Road.

Streetscape and Public Realm

We are excited to see the incorporation of a large public open space into the site plan for the project. Because the design of the open space is essentially at the ground floor level of the rental building, it has created a limited access point to this space for the public along Commonwealth Avenue. It is, therefore, important to use some of the site area along the edge of Commonwealth Avenue to create pockets of respite for the public using the sidewalk. This strategy should help to alleviate a walled off condition at the back of the sidewalk, create an enhanced sidewalk/pedestrian experience and provide public amenity at the existing sidewalk grade on the way to the proposed public open space.

The proposed connection to Fidelis Way Park through the northernmost edge of the site will provide a new connection to an existing community park that is situated in the middle of a super block. This new connection is critical to opening up new opportunities for the new residents, as well as the wider Brighton community, to enjoy this existing open space asset. We understand that much thought and hard work has already gone into developing this connection as a fully accessible connection from Commonwealth Avenue to the park. We would ask that the good work and thinking continue to create a buffer between the proposed walkway connection and the garage/service entry, as well as to separate the

connection from the now circuitous route along the *porte cochere* for the residential entry. As is, the accessible route does not feel as separate and truly “public” as an entry to a public park should. Perhaps the notion of the *porte cochere* should be reimagined, so that the cars remain at the edge of the street, and the accessible path to Fidelis Way Park can be made separate from that experience. The routes both to Fidelis Way Park and the new open green space clearly marked as an invitation to the public.

Building Form and Massing

We would like to see different massing alternatives. One alternative should show a scheme that complies with the existing zoning and another scheme lowering the tower element’s height. The prevailing massing and height in the immediate area is about 6 stories or around 70 feet. In addition, with the site being at the top of the hill heights and massings exceeding its context is of concern. Each scheme needs to include views from various points in the neighborhood so that its visual impact can be reviewed. Points should include Allston Street and Commonwealth Avenue intersection, Washington and Cambridge Streets intersection, Cleveland Circle, Beacon and Washington Streets intersection, Everett Street and the Turnpike crossing and others that can be determined by the BPDA staff working with the proponent.

Alternatives

Standard alternatives for study include a no-build (existing) scenario, which should include for analysis any projects approved or already in the public review process. An ‘as-of-right’ build-out should also be studied; in this case FAR 1.0, with a height of 35’. This alternative will conform to the underlying zoning in this area.

G. INFRASTRUCTURE SYSTEMS COMPONENT

*The DPIR must address the comments of BPDA Smart Utilities, dated July 1, 2019 and the Boston Water and Sewer Commission, dated July 2, 2019 and included in **Appendix A**.*

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one newspaper of general circulation in the City a Public Notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of this Public Notice. A sample form of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

I. ACCESSIBILITY CHECKLIST

*The DPIR must address the comments of the Mayor's Office for Persons with Disabilities, dated July 25, 2019 and included in **Appendix A**.*

As part of the DPIR, the Proponent must also include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached to **Appendix E**.

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

As part of the DPIR, the Proponent must include an up to date and completed Broadband Ready Buildings Questionnaire for the Proposed Project. A Questionnaire is attached to **Appendix F**.

APPENDIX A
COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS, AND ELECTED
OFFICIALS

Boston Planning & Development Agency MEMORANDUM

TO: Michael Sinatra

FROM: Katie Pedersen

DATE: July 5, 2019

RE: 1515 Commonwealth Avenue
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated June 10, 2019 and submit the following comments for the Environmental Protection component. DIV 1515 Commonwealth, LLC (the “Proponent”) is proposing the construction of an approximately 340,000 square foot (sf) residential building containing approximately 330 residential units, comprised of both rental apartments and condominium units, together with approximately 200 parking spaces (the “Proposed Project”).

Wind

The Proposed Project is designed to be up to 180 feet in height, the Proponent is required to conduct a quantitative (wind tunnel) analysis for both existing (no-build) and build conditions. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Boston Planning & Development Agency guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating) as appropriate. Particular attention shall be given to public and other areas of pedestrian use, including but, not limited to, entrances to the Proposed Project and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project and parks, plazas, and other open spaces and pedestrian areas near the Proposed Project. For areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact shall be identified and, if appropriate, tested.

The Proponent shall be required to generate a wind sensor plan and submit to the Boston Planning & Development Agency (“BPDA”) for review and approval prior to conducting a quantitative analysis.

Shadow

The Proponent was required to conduct a shadow analysis for both existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

Results of the shadow analysis indicate that new shadow will be cast on the Fidelis Way Park during the vernal equinox at 9:00 am and during the winter solstice at 9:00 am and 12:00 pm. However, the results also demonstrate that the majority of the new shadow will be cast on the streets and sidewalks adjacent to the Proposed Project. Accordingly, the Proponent shall not be required to conduct additional studies.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design is not anticipated to include the use of reflective glass or other reflective materials. Thus, it is not anticipated that the Proposed Project will result in adverse impacts from reflected solar glare. The Proponent shall be required to provide the results of the future analysis.

Air Quality

The Proponent shall be required to conduct microscale analysis predicting localized carbon monoxide concentrations, including identification of any locations predicted to exceed the National or Massachusetts Ambient Air Quality standards, if: 1) Proposed Project traffic would impact intersections or roadway links currently operating at Level of Service ("LOS") D, E, or F or would cause the LOS to decline to D, E, or F; 2) Proposed Project traffic would increase traffic volumes on nearby roadways by 10% or more.

Emissions from the Proposed Project's parking facility as well as from the heating and mechanical systems shall be estimated. In addition carbon dioxide monitors shall be installed in all enclosed parking facilities and a description of the proposed ventilation system shall be provided. Building/garage air intake and exhaust systems and specifications and an analysis of the impact of exhausts on pedestrians and any sensitive receptor must be identified and described. Mitigation measures required to minimize or avoid and violation of state or federal ambient air quality standards must be described.

Noise

Noise impacts from the Proposed Project must be analyzed, including rooftop mechanical equipment and other noise sources (e.g., emergency generators) and a determination made of compliance with City of Boston noise regulations and applicable state and federal regulations and guidelines.

As this is a residential project, noise levels shall be evaluated to determine conformance with the Interior Design Noise Level (not to exceed 45 decibels) established by the U.S. Department of Housing and Urban Development (24 CFR Part 51, Subpart B). Mitigation measures to reduce excessive noise levels to acceptable limits must be described.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)



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

1515 Commonwealth Avenue Article 37

Interagency Green Building Committee (IGBC) <igbc@boston.gov>

Mon, Jul 8, 2019 at 3:18 PM

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

Mike,
Good afternoon, hope you are well.

The Interagency Green Building Committee (IGBC) has reviewed the [1515 Commonwealth Avenue](#) project team's initial submission and offer the attached comment letter in response. The IGBC requests that you please forward this email together with the attached comment letter to the most appropriate project team member for review and response.

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City of Boston Interagency Green Building Committee (IGBC)
Alison Brizius, Environment Department, 617-635-2931
John Dalzell, Boston Planning & Development Agency, 617-918-4334
Kathleen Pedersen, Boston Planning & Development Agency, 617-918-4294
Benjamin Silverman, Environment Department, 617-635-4452
Maura Zlody, Environment Department, 617-635-4421

When contacting us by email, please help us to be more efficient by using the IGBC mailbox - IGBC@boston.gov - rather than our individual mailboxes. Thank you.

**1515 Commonwealth Ave., Initial Comment Letter.docx**

39K



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

July 8, 2019

Mr. Stephen Davis
DIV 1515 Commonwealth, LLC
c/o The Davis Companies
125 High Street, Suite 2111
Boston, MA 02110

Re: 1515 Commonwealth Avenue - Article 37 Green Building – Comment Letter

Dear Mr. Davis,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use LEED v4 for BD+C: New Construction and Major Renovation rating system and commits the project to earning 52 points for a LEED Silver rating. The IGBC accepts the rating system selection and green building LEED point commitment.

The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating. Additionally, the IGBC requests that project team contact utility and state DOE representatives as soon as possible and to maximize utility and state-funding for energy efficiency and clean/renewable energy support of the project.

The Climate Resiliency Checklist was deemed incomplete. Please address the following issues:

- Energy Loads and Performance
- Back-up / Emergency Power System
- Emergency and Critical System Loads
- GHG Emissions - Design Conditions

Greenhouse Gas Emissions

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 the IGBC requests the project team prepare a project specific Zero Carbon Building Assessment by modeling a Low Carbon Building with an enhanced envelope

and optimized systems strategies, Maximized Solar Energy Systems, and determine any amount of off-site renewable energy required for zero carbon performance including:

- Enhanced Building Envelope – reduced air infiltration (ACH below 0.6), increased opaque curtain wall insulation (below U-0.05), improved vision curtain wall performance (below U-0.20), improved window performance (below U-0.20), tuned glazing with Solar Heat Gain Coefficient (below SGHC 0.30), and increased insulation levels for roof (R-60 c.i.), wall (R-30+ with c.i.), and slab (R-7.5 c.i.) conditions.
- Optimized Building Systems – smaller, more efficient and alternative heating, cooling, dedicated fresh air with ERV (better 80% with MERV 8 filter), and hot water systems that fully consider the improved envelope performance.
- Including an all electrical building and campus solution(s).
- Maximized Solar Energy System – optimize roof design and install Solar PV systems.
- Renewable Energy Procurement – green energy, credits, and carbon offsets.

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,

Katie Pedersen
On behalf of the Interagency Green Building Committee

Cc: Michael Sinatra, BPDA
IGBC

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: July 1, 2019
SUBJECT: 1515 Commonwealth Ave - **Smart Utilities Comments - PNF**

Summary:

In order to facilitate the review of integration of the Smart Utility Technologies (SUTs) and the Smart Utility Standards (SUS) into new Article 80 Developments, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the project review process. Please fill out the parts of the Checklist that apply to your project (check the Policy and Policy Summary on our website). Make sure to review this [template](#) first, before submitting the Smart Utilities Checklist. Please include in your next filing with the BPDA a copy of the PDF document generated after submission of the Smart Utilities Checklist. Let us know if the project team would like to schedule a meeting to go over any aspects of the Smart Utilities Policy that apply to your project.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the [Smart Utility Standards](#) ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to

your project. Make sure to review this template first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.

Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.
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Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.**)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

**Boston Water and
Sewer Commission**



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

July 2, 2019

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

Re: 1515 Commonwealth Avenue
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed project located at 1515 Commonwealth Avenue in Brighton.

The project site is approximately 2.2-acres and located on the west side of Commonwealth Avenue. The Project Site currently contains a vacant, approximately 58,000 square-foot, four-story building most recently used as a 59-bed long-term acute-care hospital. The building occupies only a small portion of the Project Site, and the remainder of the Project Site contains a surface parking lot containing approximately 70 spaces. The proponent, DIV 1515 Commonwealth, LLC, proposes a new five-story building, approximately 41,000 square feet, containing 43 units of affordable, age restricted dwelling units and nine off street parking spaces.

According to the PNF, the proposed water demand is approximately 54,934 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High PCI water main installed in 1899 and relined in 2000 in Commonwealth Avenue.

According to the PNF, the proposed sewage generation is 49,940 gpd. For sewage service, the site is served by a 10-inch sanitary sewer located in Commonwealth Avenue. The Boston Housing Authority owns and maintains a 15-inch storm drain located to the west of the site on Jette Court that is connected to a 21-inch storm drain in Fidelis Way.

The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, DIV 1515 Commonwealth, 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. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Dorchester Bay Economic Development Corporation'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.
4. 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.
5. 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/>

6. For any proposed masonry repair and cleaning DIV 1515 Commonwealth, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit DIV 1515 Commonwealth, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. DIV 1515 Commonwealth, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. DIV 1515 Commonwealth, 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, DIV 1515 Commonwealth, LLC will be required to apply for a RGP to cover these discharges.
8. DIV 1515 Commonwealth, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is DIV 1515 Commonwealth, LLC 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, DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. DIV 1515 Commonwealth, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, DIV 1515 Commonwealth, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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, DIV 1515 Commonwealth, 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. DIV 1515 COMMONWEALTH, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. DIV 1515 COMMONWEALTH, 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 the DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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 DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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, DIV 1515 Commonwealth, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

5. DIV 1515 Commonwealth, 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, DIV 1515 Commonwealth, 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 DIV 1515 Commonwealth, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. DIV 1515 Commonwealth, 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. DIV 1515 Commonwealth, 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.

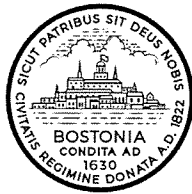
Yours truly,

A handwritten signature in black ink, appearing to read 'John P. Sullivan', written over the text 'Yours truly,'.

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: DIV 1515 Commonwealth, LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

July 25, 2019

**RE: 1515 Commonwealth Avenue,
Brighton, MA 02135
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed the Project Notification Form that was submitted for 1515 Commonwealth Avenue, in Brighton, MA. Since the proposed project is planned to be a vibrant destination area for transit-oriented housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

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

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation
- The development is also described to have condominium units. Please consider including Group 2 units in the condominium portfolio, although not required by Massachusetts Architectural Access Board.
 - We would support the overlap of Group 2 unit and Inclusionary Development Policy units, to create access to affordable housing opportunities for persons with disabilities. This does not increase the number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation



▪ **ACCESSIBLE BUILDING AMENITIES:**

- Please consider the use of automatic sliding doors at entrances to ensure that entering and exiting the building will be accessible and straightforward to all users.
- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.
- Will there be a pool? Per 521 CMR Section 19.2: *Recreational Facilities – Water Facilities*, we request that more details be provided on the accessibility of the pool.
- Per 521 CMR Section 10: *Public Use and Common Use Spaces in Multiple Dwellings*, in areas where it is provided, we support the inclusion of accessible trash areas.

▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible.
- Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- We would support a building entrance that relates closer to the carriage road to provide a pedestrian path of travel to the entrance of the building that minimizes potential conflicts with vehicles.
- We would support the installation of handrails at all stairs/steps.
- We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
- Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
- We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Should the Proponent have an interest in sponsoring a BlueBikes Station, please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.



▪ **COMMUNITY BENEFITS**

- Have you considered providing funding for accessibility improvements to and within Warren Street Station or Washington Street Station and bus stops adjacent to the project?
- Have you considered providing funding for accessibility improvements to and within Fidelis Way Park?
- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- We would support the installation of wayfinding signage to Fidelis Way Park from the MBTA Green Line, including audible wayfinding strategies for users who are blind or have low vision.

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
- Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#) , [Massachusetts Architectural Access Board 521 CMR](#), and the [Americans with Disabilities Act](#).

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

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
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617-635-3746



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

1515 Commonwealth Ave Comments

Carrie Marsh <carrie.marsh@boston.gov>

Fri, Aug 23, 2019 at 4:47 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Michael Cannizzo <michael.cannizzo@boston.gov>

Cc: Liza Meyer <liza.meyer@cityofboston.gov>, Christopher Cook <christopher.cook@boston.gov>, Ryan Woods <ryan.woods@boston.gov>

Hello -

The proposed project at [1515 Commonwealth Avenue](#) will require approval of the Boston Parks and Recreation Commission under Municipal Code Section 7-4.11, due to its adjacency to Commonwealth Avenue and Fidelis Way Park (a.k.a. Overlook Park). BPRD met with the proponent in July. The following topics were discussed:

- The proponent would like to make a connection to the park through its site. BPRD explained that such a connection would need to be open and accessible to public use.
- The accessible route should be as intuitive and visible as possible, but the redundancy of stairs is desirable for the most direct access.
- BPRD would like to see the improvements extend through the parking lot and connect with the park pathway to facilitate access.
- BPRD supports the idea of formalizing the parking area with improvements.
- The proponent understands that the parking lot is for park use only, and may not be used during construction, or for visitors or residents of the proposed project.

The proposed project at [1515 Commonwealth Avenue](#) will add impact to the park by creating new users who will rely on the park for their active recreational needs. As appropriate, impact mitigation commensurate with the scale of the development and consistent with mitigation by other projects in the vicinity of the park should be considered as part of the negotiations through the Article 80 process. Any such mitigation would be used for improvements to Fidelis Way park.

Finally, if pets are to be allowed, the project should provide a pet recreation space on site to reduce impacts to protected public open spaces.

Thank you.



CARRIE MARSH DIXON
Executive Secretary
Boston Parks and Recreation Commission
[1010 Massachusetts Avenue, 3rd floor](#)
[Boston, Massachusetts 02118](#)
617-961-3074 (direct) 617-635-4505 (main)

[Quoted text hidden]

To: Michael Sinatra

From: BPDA Transportation, Boston Transportation Department (BTD), and Boston Public Works (PWD)

Subject: Comments on 1515 Commonwealth Avenue Project Notification Form (PNF)

The Transportation & Infrastructure Planning Department of the Boston Planning and Development Agency (BPDA) has reviewed the 1515 Commonwealth Avenue project proposal. The BPDA is excited to work with the Proponent on this project. It represents a significant enhancement of the public realm and provides an opportunity to improve mobility and access to mobility in Brighton.

Context

Go Boston 2030, the City of Boston's (City) long-term transportation action plan, envisions a city where all residents have better and more equitable travel choices, where efficient transportation networks foster economic opportunity, and where the City has taken steps to prepare for climate change. Whether traveling by transit, on foot, on a bike, or by car, Bostonians will be able to access all parts of the city safely and reliably. This vision was created with the help of thousands of Bostonians through a significant public engagement process.

This vision establishes foundational priorities for all transportation projects in the City, including development proposals as they impact transportation networks and the public realm. Go Boston 2030's primary goals- expanding access, improving safety, and ensuring reliability- help us hold all projects accountable to this vision. Its aspirational targets clearly establish metrics for measuring success.

In short, when reviewing proposals we must ask ourselves, does the project bring the City closer to achieving its transportation vision, goals and targets?

1. Expanding Access:
 - a. Goal: Make Boston's neighborhoods interconnected for all modes of travel.
 - b. Aspirational Target: Every home in Boston will be within a 10-minute walk of a rail station or key bus route stop, and Bluebikes station, and carshare.
2. Improving Safety:
 - a. Goal: Substantially reduce collisions on every street through education, enforcement, and designs that reallocate street space to prioritize moving people safely rather than faster.
 - b. Aspirational Target: Eliminate traffic fatalities and severe injuries in Boston.
3. Ensuring Reliability:
 - a. Goal: Prioritize making travel predictable on Boston's transit and roadway networks.

- b. Aspirational Target: Bostonians' average commute to work time will decrease by 10%.

Site Design

- Demonstrate how pick-up/drop-off operations will occur at the front door of the building.
 - BTDA and BPDA do not support the porte-cochere. This is a fundamentally anti-urban design approach. Further, BTDA will only support one curb cut for the project site. The proponent should look into a drop off area on the street or further into the site. Further, the lobby should have a clear pedestrian pathway from the street.
 - Reduce to one curb cut along the Comm Ave Carriage Road. There should be only one curb cut onto Commonwealth Avenue.
- Bike parking rooms and access should be more detailed to demonstrate compliance with BTDA requirements and BPDA design standards.
 - The most recent site plan presented to staff shows the bike storage relocated to the southern end of the site, which seems far preferable to the center of the site. Access to this parking area from the street should be clearly depicted on the site plan. These bicycle parking room must have a ratio of 1 parking space per residential unit, with the racks illustrated dimensionally in the site plan. Bike room access should be logical and include an internal to the building access point (preferably by an elevator bank in the lobby) as well as an external access point connected by a well-lit and signed path. The bicycle parking area design should also conform with the new City/BPDA Bike parking guidelines.
 - Identify the location for and include a Bluebikes station in compliance with BTDA's requirement.
- This project size requires a Bluebikes station per BTDA's requirement. The Proponent should show on the site plan where this Bluebikes station is planned for. Preferably, it should be placed out of the public way so it can be maintained year-round.

Parking/Loading

BPDA Transportation is pleased with the low parking ratio of 0.6 proposed with this project. This low parking ratio will hopefully reduce the amount of vehicle trips created.

Define how parking will be allocated to each residential use. The Proponent should define how parking will be allocated for rental units and condominium units. It is recommended that parking be unbundled so as to not encourage residents to continue to use a car if they do not need to or even buy one as a result of a complimentary parking space. Consolidate garage entrances for loading and parking into one or demonstrate infeasibility to do so.

- As currently designed, the parking garage entrance and loading entrance are two separate access points. Because of the proximity to the Fidelis Way Park access,

reducing to one garage door would improve the public realm and would limit the impact on the pedestrian experience.. The proponent should attempt to design an access point that consolidates to one garage door for both uses, while maintaining a 20' width. Appropriate demonstration of infeasibility could include autoturn analysis or some other proving of dimensional constraints.

Access to Transit

Develop wayfinding signage to/from Washington Street Green Line Station, nearby bus stops, and other key nearby locations.

- We would ask that the proponent provide wayfinding signage at the Washington Street Green Line Station to direct passengers to the nearby bus stops on Washington Street and other nearby locations such as parks or civic services.
- Relocate bus stops adjacent to Washington Street/Commonwealth Ave intersection.
- We would like to request that the proponent move the east-bound bus stop currently located on the north side of the intersection of Washington Street and Commonwealth Avenue to the south side of that intersection to help expedite bus service. The result would be a far-side bus stop which improves bus operations.
- Work with the City and MBTA to install real-time arrival signage for the 65 bus stop at three bus stops of the City's choosing.

Carriage Road Design

Preliminary design for one way Comm Ave Carriage Road in coordination with BTB and PWD.

- We request that the developer provide a preliminary design for a one-way carriage road on the west side of Commonwealth Avenue between Warren Street and Washington Street and for the intersection with Warren Street, consistent with the City's Commonwealth Avenue redesign project, including modifications to the signal and geometry at this intersection as well as other pertinent improvements as contemplated by the Commonwealth Avenue redesign. Specific considerations at the Warren Street/Kelton Street intersection as part of the City's project include geometric changes to the median to include an eastbound left turn lane on the main line of Commonwealth Ave, clearer delineation of MBTA track space vs. roadway space where the tracks transition to the center median the roadway, addressing the desire and safety conflicts associated with westbound carriage road traffic merging onto the mainline, continuity with bicycle infrastructure, and increased sidewalk space and accessibility for pedestrians.

TDM

- Join a potential shuttle created by the development project at St. Gabriel's or provide equivalent transit subsidies:
 - Several other projects in Allston-Brighton have committed to paying for a shuttle that would provide service at minimum to Boston Landing commuter rail station. Committed projects have agreed to paying \$20 per unit per month for 5 years to operate this shuttle. We would ask this project to consider a similar commitment.
- Design parking spaces in compliance with the City's electric vehicle charging policy.
 - The City of Boston's electric vehicle charging policy requires projects to have 25% of parking spaces be EV parking spaces, with 100% of all parking space to be "EV ready".
 - Establish a vehicle sharing program on site, either Zipcar or a private car share service.
- Establishing a car share program discourages individual ownership of vehicles and should be considered in this TDM program. If Zipcar is not a feasible option, the Proponent should consider establishing a private, tenant-only car share service.

Mitigation

Designate funds for transportation recommendation(s) as a result of the Allston-Brighton Mobility Study.

- The Allston-Brighton Mobility Study is an ongoing BPDA study that will result in a list of actionable and implementable short-, medium-, and long-term transportation recommendations. Several other developments in Allston-Brighton have committed funds to improvements resulting from the Allston-Brighton Mobility Study. Given the size of this project and the location along the development-heavy Washington St corridor, the Proponent should commit funds or implementation for some of these recommendations.



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

1515 Commonwealth Ave BCDC comments

Natalie Punzak <natalie.punzak@boston.gov>
To: Michael Sinatra <michael.a.sinatra@boston.gov>

Fri, Aug 30, 2019 at 4:05 PM

Mike,

Here are the minutes from the 1515 Commonwealth presentation at the August 6 BCDC meeting.

David Hacin: A model will be important, especially to help us understand the street conditions along Commonwealth Avenue that lead here. I tend to think of Commonwealth Avenue as a two-sided boulevard and I'm not sure what the condition is like here. I'm struggling with the idea of height at this location, particularly atop a hill. This is a big urban moment in an area that currently feels more visually open to the sky. This feels tall.

Deneen Crosby: I'm not sure I understand the relationship of this project to Commonwealth Avenue, so please clarify this in subcommittee.

Anne-Marie Lubeanu: You've described this site as bound by a smaller grain neighborhood. This scale feels much larger than the residential scale around it and I'm concerned with the contrast of scale and texture between what exists and what you propose. I'm interested in better understanding this project's footprint in addition to the height.

Linda Eastley: I'm trying to sort out the siting of the building. I think it's beautiful, but it seems the stairs and ramps could be eliminating by front the street for a consistent street wall along Commonwealth Avenue. I would like to understand the logic of the recessed building and its location on the site.

Eric Höweler: I think a site section would be helpful. This has an opportunity to become a new landmark in the neighborhood; that comes with its own responsibility.

Mikyong Kim: Grading can offer an opportunity for interesting landscape. This feels like a wall of housing with a very urban gesture in the tower, and the landscape does not seem to facilitate a usable space for families who may live here.

Andrea Leers: I'd like to see other massing configurations of the same program. I'm not convinced this is the best disposition of volume.

The project will continue in Committee.



Natalie Punzak
Urban Designer I
617.918.4471

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

Date	First Name	Last Name	Organization	Opinion	Comments
7/15/2019	Sheila	Quinn	Resident	Neutral	The PNF notes that it is anticipated to have enough sewer capacity in the existing 10" sewer main in Commonwealth Avenue. The project is estimated to generate 49,940 GPD of wastewater. Per the NEIWPCC TP-16 a peak flow factor of 5.6 should be used to evaluate peak sewer flows. This indicates the peak flow from the project would be 0.43 cfs. The sewer mains existing capacity is noted as 4.95 cfs. This means this one project would be using almost 10% of sewer mains capacity. Additionally studies should be required to determine if additional capacity is required in the street to handle this project. If pumps are required for a the buildings a domestic water it should be reviewed if the DEP will require permitting to the modification of public drinking water system.
7/10/2019	Justin	Brown	350Mass Allston-Brighton	Neutral	Greetings — The Boston Climate Action plan is calling for carbon neutrality by 2050. All new construction, therefore, should be designed to reduce greenhouse gas emissions as much as possible. In Boston, buildings account for approximately 70% of emissions. The mayor is fully committed to phasing our construction that relies on natural gas or other fossil fuels for heating and cooling. It is my hope that you have plans for 1515 Commonwealth Ave. that includes the most ambitious net zero construction possible. Best, Justin Brown
7/9/2019	Carol	Boggs	Allston Brighton 350	Oppose	We need to start planning development with an eye to livability. We need to be building toward net zero carbon emissions. We need to be building with way more green space. We need to be thinking how people are going to get around. This is another large project in an already congested area. Anybody who rides the B line, which I do, can tell you that it can't support the current ridership so new people are going to be adding more carbon either with cars or via Uber/Lyft. The city has a Climate Action Plan, but there is a disconnect between the plan and how developers are operating. Are we really serious about carbon neutral by 2050? If not, we better get serious.

7/9/2019	Brian	McLaughlin		Oppose	<p>Dear Director Golden, I am writing to express my strong opposition to the development proposal for 1515 Commonwealth Avenue in Brighton. The site is the former Hahnemann Hospital, located on 2.2 acres of land. The plan proposes 330,000 square feet of residences and garage and is overwhelming in density and height for the property. There is a reason no high-rise buildings are located on Commonwealth Avenue in Allston-Brighton between Packard's Corner (Brighton at Commonwealth Avenues) and Chestnut Hill Avenue. Due to a parkway height restriction approved nearly a century ago, this section of Commonwealth Avenue has a height limit of seventy feet. This requirement is not a rule or a zoning regulation. It is the law! While I appreciate the proposed ratio of this project between homeownership and rental units, a new high-rise is inappropriate for this location. If constructed, the building will cast excessive shadows along the Commonwealth Avenue parkway. I am surprised that The Davis Companies, Epsilon Associates, Inc. and OJB Landscape Architecture are unaware of the height restriction on this property. Also, I am concerned that the Boston Planning and Development Agency has allowed this proposal to reach this stage of community review given the height limitation. I believe the proponents need to go back to the drawing board in accordance with CBC: 7-4.10, Restrictions On Park Frontages. It states "No building or structure or any part thereof hereafter erected or altered on land which abuts on and has an entrance into and is within a distance of one hundred (100') from the following...shall the extreme height of said buildings exceed seventy (70") feet from the mean grade of the edgestone or sidewalk on the front facing said parkway." The section of Commonwealth Avenue in Brighton upon which the proposal is planned is included in a listing of protected parkways in this ordinance. I expect the BPDA will reject this Art. 80B Large Project application and will only consider a development proposal in accordance with the parks frontage ordinance. Sincerely, Brian McLaughlin 16 Peaceable Street, #1 Brighton, MA 02135 cc: Councilor Mark Ciommo Councilor Michele Wu Councilor Michael Flaherty Councilor Althea Garrison Michael Sinatra, Project Manager, BPDA Commissioner Christopher Cook, Chair, Boston Parks and Recreation Commission Liza Meyer, Chief Landscape Architect, BPRD Annabelle Gomes, Brighton-Allston Improvement Association Anthony D'Isidoro, President, Allston Civic Association</p>
7/8/2019	John	Quatrale	Unbound Visual Arts	Neutral	<p>July 8, 2019 Mr. Michael Sinatra Boston Planning and Development Agency One City Hall Square Boston, MA 02201 Re: 1515 Commonwealth Ave., Brighton Dear Michael, Thank you for the opportunity to submit comments for the 1515 Commonwealth Ave. development. Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, has reviewed the 1515 Commonwealth Avenue Project Notification Form, with 330 proposed housing units, and our comments follow. Generally, we are in support of more housing for the community and ask that as much affordable housing be provided. This may include both homeownership and rental housing. Further, based on our review, we encourage the developers and BPDA to incorporate a major art component into the development to serve the neighborhood and the new residents. We believe that every Article 80 and PDA project should include one or more of the following: 1) a designated, secure, and managed art gallery for local art exhibitions; 2) live-work spaces for local artists; 3) work only studio spaces for local artists; 4) outdoor public art; 4) art classroom space; 5) a black box theater; and 6) rehearsal space. We believe that any and of these amenities would be valuable assets to the community, the City and the developer. Thanks again. We are eager to engage the BPDA and the developer on our ideas. Best regards, John Quatrale Executive Director Unbound Visual Arts Unbound Visual Arts 320 Washington St., Suite 200 Brighton, MA 02135 UnboundVisualArts.org cc: Brian Fallon, President, TDC Development Group, LLC Jonathan Greeley, BPDA, Director of Development Review Kara Elliott-Ortega, Chief of Arts and Culture</p>

6/28/2019	Sam	Burgess		Support	I support this project. It would bring much-needed rental and homeownership units on the Comm Ave corridor and help revitalize what is currently a very underutilized parcel. I would love to see the buildings go even higher to accommodate more units. Additionally, given the parcel's proximity to a Green Line stop, Blue Bikes station, and several bus routes, it would be great to reduce the # of parking spaces even further. Allston Square has parking ratios ranging from .4 ~ .5; it would be great to get this project down to .5 or lower as well. All in all, though, Boston needs more housing and every new unit helps. Please approve this project.
6/25/2019	Gerhard	Mullican		Support	Glad to see competent and appealing use of this property. Looking forward to seeing the project progress!
6/24/2019	Anna	Leslie	Allston Brighton Health Collaborative	Neutral	The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests. Increased development in Allston and Brighton is straining the neighborhood's existing infrastructure and public transit opportunities. Meanwhile the neighborhood has unique and diverse transportation needs that include the highest percentage of cyclists per total vehicles of any neighborhood in the city, according to City of Boston 2017 counts; and two of the MBTA's 15 total key priority bus routes. Developers, including The Davis Companies, are increasingly relying on the existing functionality of our transportation infrastructure without investing in its upkeep or growth; by building near public transit, developers can claim their housing is "transit-oriented" without contributing to its improvement. Developers are increasingly funding transportation mitigations that solely benefit their future residents or their immediate geographic area, like private shuttle services. Allston and Brighton do not exist in isolation and neither do transportation systems. The health and success of our neighborhoods depends on integrated and connected systems that provide safe, equitable, and accessible transportation to all people. This developer cannot claim transit oriented development unless it actively invests in current and future multi-model mobility improvements. continued

					<p>We request that these transportation improvements be integrated into the project's Transportation Access Plan Agreement: 1. Developer must adopt the City of Boston's Complete Streets guidelines for the development. Anything that is done on the street that does not follow these guidelines should apply for exemption from the City. 2. Developer must work with the MBTA and Boston Transportation Department to improve the public transportation network before entertaining the creation or funding of an independent shuttle service. Transit improvements include things such as bus lanes, bus shelters, signal replacement to allow for transit signal priority, etc. 3. Developer partner with Boston Bikes to assess the need of at least one additional Bluebikes bike-sharing station anywhere in Allston or Brighton. 4. For any additional developments occurring near the development that do not require an IAG (i.e. those falling under Small Project Review) , developer meet with those projects to assess their collective impact, needs, and mitigations. 5. Developer adopt parking maximums. 6. Within the parking maximum, developer contract with and provide space for car-sharing vehicles (e.g. Zipcar). 7. Within the parking maximum, developer contract with and provide space for Electric Vehicle rentals with charging stations on-site and additional charging stations for private vehicles. 8. Developer provide covered and secured spots and charging capabilities for bikes and micro-mobility devices (eg. e-scooters, e-bikes). 9. Developer provide discounts or free monthly MBTA passes and Bluebikes yearly passes to residents who do not use their parking spots. Please let us know if you have any questions or concerns regarding these recommendations. We welcome the opportunity to speak with the developer. Anna Leslie, MPH Director Allston Brighton Health Collaborative Committee member organizations include: Allston Civic Association Allston Brighton CDC Charlesview Inc. MassBike Livable Streets Alliance --- The Allston Brighton Health Collaborative (ABHC) is a collaboration of organizations devoted to working together to promote and improve the health and wellbeing of the Boston neighborhoods of Allston and Brighton. We maintain broad goals and an inclusive strategy in order to: Understand neighborhood social determinants of health and their impacts Through ABHC members, engage with residents in dialogue and strategic planning around the assessment and response to unmet community needs Support the assessment of and response to unmet community health and wellness needs Support and promote the work of individual ABHC members and their constituents to reduce health disparities and increase healthy living.</p>
6/14/2019	Jacob	Oppenheim		Support	more of this! we have a housing crisis. no need for this much parking!
6/13/2019	Colin	Harrington	SUNY Oswego	Support	This is an amazing project. However I do think that the building height of the 6-9 story buildings are too short. To combat with soaring real estate prices and to make the city of Boston acquire more wealth in tax revenue, we need to build a little higher than the surrounding parcels. Also please do not let a few NIMBYs get in the way of this project. It is much needed!
6/12/2019	Leanne	Scorzoni		Oppose	Until the developers and realtors can guarantee at least 50% of the units are for low income residents of Boston (NOT international college students, out of state med students, or foreign investors that don't live here), but truly low income housing for the elderly, handicapped, the mentally ill, and long-term residents of Boston, this project is only going to continue to benefit the rich. Low income does not mean \$3000 or more a month on rent. Stop turning Boston into Manhattan or San Francisco. The poor and the working poor cannot survive here any longer, and homeless shelters are at capacity because of new buildings like this. If the developers truly support Boston and the economy of Massachusetts, they will do the right thing and create affordable housing here. Studios in the same area are going for \$1500 a month and up. Do what's right and start providing affordable housing. That doesn't mean one or two units and thinking you're being generous. Boston should be a city for all, not just the 1%.

6/12/2019	Adam	Maley		Oppose	This development does not include enough parking spaces. There should be a minimum of one parking space per unit. 200 spaces for 330 units is too few. I live one block from this site and street parking is at capacity at all times. There is no additional street parking available in the immediate blocks for 100 plus vehicles from residents and visitors that will come from this development.
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Michael Sinatra <michael.a.sinatra@boston.gov>

Re: 1515 Commonwealth Ave

John Bligh

Thu, Aug 1, 2019 at 2:47 PM

To: "jonathan.greeley.BRA@cityofboston.gov" <jonathan.greeley.BRA@cityofboston.gov>, "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

BRIGHTON ALLSTON IMPROVEMENT ASSOCIATION
c/o 76 Undine Rd., Brighton, MA 02135

July 30, 2019

Michael Sinatra, Project Manager
BPDA
One City Hall Square
Boston, MA 02201RE: [1515 Commonwealth Ave](#)

Dear Mr. Sinatra,

The developer presented to the Brighton Allston Improvement Association on July 11, 2019. After hearing the proposal for the project the BAIA has several concerns.

- The height and density of the project is excessive for the proposed site.
- The height of the building casts shadows on park land and neighboring residential buildings.
- The site is located on the B-line that is currently at capacity and alternative options to transportation needs to be addressed
- The parking is inadequate for the development of this size and .6 is not acceptable for this location.
- The affordable units need to be increased with work force housing
- The Park area in front of property needs to clarify allowed use, hours open, maintenance, and protection from condo association changing the use in the future
- The traffic impact on that carriage lane will drastically be changed for the worse
- There is many more concerns after the major concerns have been addressed.

At this time we have too many concerns and ask the BPDA to do full scope of this project. The impacts of this project will forever negatively change our community. Currently this project has too many negative impacts.

The BAIA was formed in 1981 and is a civic group dedicated to the betterment of the Brighton/Allston neighborhood. It was established to address issues of importance to the stability and progress of the Brighton and Allston community, with a goal of obtaining a greater degree of control for the residents of Brighton and Allston in the improvement and development of the community.

Sincerely,

Anabela Gomes, Zoning Chair
John Bligh, President
Brighton Allston Improvement Association

On Wednesday, July 31, 2019 01:32:39 AM EDT, Anabela

wrote:

BRIGHTON ALLSTON IMPROVEMENT ASSOCIATION
c/o 76 Undine Rd., Brighton, MA 02135

July 30, 2019

Michael Sinatra, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

RE: [1515 Commonwealth Ave](#)

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Sincerely,

Anabela Gomes, Zoning Chair
John Bligh, President
Brighton Allston Improvement Association



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

1515 Commonwealth Ave Comment

Elizabeth Egan

To: Michael.A.Sinatra@boston.gov

Thu, Aug 1, 2019 at 1:44 PM

Dear Mr. Sinatra,

I am writing to provide comment on the [1515 Commonwealth Ave](#). I am in general support of the project at this time and hope to see clarification around some of the details as this proposal moves through the development process.

Transportation:

The existing proposal does little to mitigate current traffic issues and does not address the significant strain on current public transportation in the area. I am pleased to see the special access for uber/lift as well as off street loading. To be frank, this area is on an area of the carriage way that currently has limited traffic, but the intersection of Warren and Commonwealth as well as Washington and Commonwealth suffer from major issues. The data provided of 33 and 36 are low considering the size of this project. By having a reasonable parking ratio and bike spaces, the hope is that residents would take public transportation (a good thing). It would be benefit to the development and to the neighborhood residents to direct funding to improving traffic safety and implementing vehicular calming measures at the major cross roads as well as supporting improvements to bus and T lines. Raised crosswalks, signaling and visual cues to slow traffic, improved sight lines, dedicated separate bike lanes as well as the addition of a no-standing zone along Commonwealth will calm traffic and enhance pedestrian and cyclists safety (shelter improvements, right of way lights, trash removal and landscaping) The current MBTA Bus Route that serve this area (65) is packed to capacity during the morning and evening commutes and stops have limited shelter, the B-line faces similar issues and has difficult supporting the current high demand. Developers need to invest in our community along with their investment in the project, dedicating funding to community benefits.

Density and Building Height

This area has a mix of building heights and as developments on Washington Street (#5 and #15) are dense, this project due to it's set back and position on the topography does not feel as looming. There is setback from the side walk enhances the residential feel of the neighborhood. Additionally, for high density provides opportunity for the developer to increase density without sacrificing open space.

Green Space

There is a fair amount of set back from the side walk with a plan for a frontward facing greenspace. There needs to be commitment from the developer that this space is unrestricted and can be of use to the community. We as a community need more public greenspace, investment in the current greenspace along Commonwealth Avenue and to existing neighborhood parks, plantings, the proposed accessible walkway to Overlook park is much appreciated.

Design

The project design needs to use materials on the exterior of the project that fit with that of the character of the neighborhood. Most building have brick facades and are traditional. For example the [1505 Commonwealth Ave](#) project, which initially proposed a traditional brick facade, was changed to metal paneling and is an eye sore. The developer needs to offer increased affordable homeownership and rental opportunities, units of varying sizes to accommodate singles, roommates or families, as well as accessible units for those who are differently abled or elderly. Deed restricted units for larger spaces would help to promote keeping units available for families.

Thank you for your time and consideration of my comments and your work to promote development that meets the needs of our community,

Elizabeth Egan

Brighton MA Resident since 2006



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

1515 Comm. Ave.

Joseph Galeota

To: michael.a.sinatra@boston.gov

Thu, Jun 20, 2019 at 9:47 PM

Ridiculous! The developer wants 330 residential units with only 200 parking spaces! Using the well-established ratio of 1.5 parking spaces to each unit, there should be 495 parking spaces even tho the trolley is nearby. If the developer wants only 200 parking spaces, there should be only 133 units./Joseph Galeota



Educational exhibitions and programs

617.657.4278

320 Washington Street, Suite 200
Brighton, Massachusetts 02135

www.unboundvisualarts.org
info@unboundvisualarts.org

July 8, 2019

Mr. Michael Sinatra
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 1515 Commonwealth Ave., Brighton

Dear Michael,

Thank you for the opportunity to submit comments for the 1515 Commonwealth Ave. development. Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, has reviewed the 1515 Commonwealth Avenue Project Notification Form, with 330 proposed housing units, and our comments follow.

Generally, we are in support of more housing for the community and ask that as much affordable housing be provided. This may include both homeownership and rental housing.

Further, based on our review, we encourage the developers and BPDA to incorporate a major art component into the development to serve the neighborhood and the new residents. We believe that every Article 80 and PDA project should include one or more of the following: 1) a designated, secure, and managed art gallery for local art exhibitions; 2) live-work spaces for local artists; 3) work only studio spaces for local artists; 4) outdoor public art; 4) art classroom space; 5) a black box theater; and 6) rehearsal space. We believe that any and of these amenities would be valuable assets to the community, the City and the developer.

Thanks again. We are eager to engage the BPDA and the developer on our ideas.

Best regards,

A handwritten signature in black ink, appearing to read "John A. Quatralo". The signature is fluid and cursive, with a long horizontal stroke at the end.

John Quatralo
Executive Director
Unbound Visual Arts

Unbound Visual Arts
320 Washington St., Suite 200
Brighton, MA 02135
UnboundVisualArts.org

cc: Brian Fallon, President, TDC Development Group, LLC
Jonathan Greeley, BPDA, Director of Development Review
Kara Elliott-Ortega, Chief of Arts and Culture

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



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

1515 Comm Ave IAG

Phoebe Cusack

Tue, Jul 16, 2019 at 1:05 PM

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

Cc: Andrew Yosinoff

, James Long

, Justin Young

, Colin Parmalee

, Leslie Sterling

Anabela Gomes

Nathalie Assens

Dear Michael,

Thank you for running an excellent meeting, the presentation about the project was very informative. I wanted to share my initial thoughts with yourself and the other members of the IAG.

I am generally supportive of development and have been on three IAGs in the last four years: this one, Boston Marine, and Allston Square. I am interested in beginning discussion about community benefits for this project. I feel that this project does not have much to offer the community in comparison to the other two projects on whose IAG's I have served.

It's a big development and a very tall building and the only community improvement being discussed is the walkway to Overlook park. They did not even mention improvements to the park itself or a contribution to the Parks Department to do so. Considering that Overlook could really use more and improved lighting I think this is the first place to start.

When compared to Brighton Marine, which is not as tall and is a not-for-profit providing housing for local veterans, and Allston Square, which is revitalizing two iconic and long abandoned buildings, including the significant expense of preserving the historic facades, this project is bland, modern and has very little to offer the community. Like Lantera, these condos and apartments are likely to be prohibitively expensive for anyone currently in the neighborhood and yet they are doing the bare minimum of 13% affordable units. The parking ratio, well below what would be standard for the area, and Mr. Davis's clear desire to avoid committing to using responsible contractors also concern me.

While I am not on the IAG for the Whole Foods expansion, I attended a community meeting for that a few weeks ago and was very impressed with the project and the the developers (KIMCO) clear consideration for the how the project would impact and benefit the neighbors and surrounding community. I am very much in support of the many creative, beautiful and innovative projects that have so much to add to our neighborhood. I'm sure this will be a very lucrative investment for Mr. Davis, yet I felt from his presentation he had put little thought into how he could contribute to the community in exchange for the many variances he will require in order to build.

Best,

Phoebe

[Quoted text hidden]



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

1515 Comm. ave IAG letter

Anabela

Thu, Aug 1, 2019 at 2:25 PM

To: michael.a.sinatra@boston.gov, Jonathan Greeley <jonathan.greeley@boston.gov>, brian.golden@boston.gov

>

> Michael Sinatra, Project Manager

> Boston Planning and Development Agency

> Boston City Hall

> 1 City Hall Square

> Boston, MA 02201

>

> RE: 1515 Commonwealth Ave

>

> Dear Mr. Michael Sinatra,

>

> This letter is in response to the proposed project 1515 Commonwealth Ave from the majority members of the IAG. At this time we do not feel this project should move forward and request a full scoping determination for this project.

> There are substantial changes that need to be made in order to address community concerns height, density, shadows, use, safety, parking, traffic, transportation, and affordability/work force housing.

> The proposed density and height is excessive for this location. With such density and height our concerns are:

> •The density will impact the traffic on that carriage lane permanently and the two intersections(warren and Washington)

> •The current means of transportation being the B-line is already at capacity.

> Transportation for the site and community needs to be addressed.

> •The parking ratio is not acceptable. The site has limitations on street parking and currently there is not enough. The Condo units need to have at least one space per unit and visitor parking is required for that location. This would leave hardly any spaces for the rentals and that is not acceptable.

> •The height of the building is excessive and will forever change our skyline. The height of the building casts shadows on current residential buildings and on park land. That is not acceptable.

> •We also have concerns on the safety of such a tall building being built on bedrock and on a hill. This leads us to even more safety concerns on making sure the most qualified contractor will be used. Not too far down Comm Ave sits 2000 Commonwealth Ave which is about the same height proposed. This building collapsed due to improper management, safety and shoring. We do not want a repeat.

> •The affordable units are only at the city requirement of 13%. We can not support a project of this size without it providing a higher percentage. We as a community need more work force housing desperately for the people who work in our community to also live in it.

> •The condo units should have a condo/deed % requirement for home owners.

> •The public use of the private land needs to be clarified and protected from future changes.

> •The developer must also have a parking plan in place for the construction workers. We don't feel it works when they tell them no parking provided. The end result is our streets are filled with contractor vehicles and that makes it very difficult for residents.

>

> At this time we need more information, changes to be made and for the developer to address our concerns. Thank you.

>

> Sincerely,

>

> Anabela Gomes

> James Long

> Pheobe Cusack

> William Coen

> Andrew Yosinoff

> Leslie Sterling

>

>

>

>



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

1515 Comm Ave IAG

Colin Parmalee

Tue, Jul 16, 2019 at 12:34 PM

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

Hi Michael,

I wanted to thank you for running the IAG meeting yesterday. This is my first IAG so I am still learning as I go, but I thought the meeting was very informative.

I know you encouraged us to reach out to you to make public comments, and I would like to do so as I didn't speak up yesterday, although I be sure to speak up at the next meeting. My comment is below:

While several members of the group expressed concern about the height of the development, I would like to go on record as saying that I see no issue with the density or height of either building. There are a number of 7 and 8 story buildings around the structure, and other buildings in Brighton (eg. Lantera and 2000 Commonwealth Ave) are in the 16-18 story range. The site is directly between 2 MBTA stops, along with car rentals, bikeshare, and key bus routes, and in my opinion is the perfect place to locate a structure of this height. If we wish to make Boston (and Brighton) more affordable and accessible to all, and wish to encourage more multi-modal trips and fewer carbon emissions, we should encourage more developments of this density and height.

Lastly, I was curious if you had any preliminary ideas for when the next IAG meeting might be. I know our main goal is to discuss possible mitigation and improvement efforts the developer could make in the process of developing this, and I already have a few ideas so I am looking forward to discussing that portion of the proposal!

Thank you,
Colin

[Quoted text hidden]

APPENDIX D
EXAMPLE OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority d/b/a Boston Planning & Development Agency (“BPDA”), acting pursuant to Article 80 of the Boston Zoning Code (“Code”), hereby gives notice that a Draft Project Impact Report (“DPIR”) for Large Project Review has been received from _____

(Name of Proponent)

for _____
(Brief Description of Proposed Project)

proposed at _____
(Location of Proposed Project)

The DPIR may be reviewed on the BPDA website – www.bostonplans.org - or at the Office of the Secretary of the BPDA at Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Casey Hines, Senior Project Manager, BPDA, Boston City Hall, Boston, MA, 02201 or via email at Casey.A.Hines@Boston.gov within forty five (45) days of this notice or by _____.

The Proponent is seeking issuance of a Preliminary Adequacy Determination (“PAD”) by the Director of the BPDA pursuant to Section 80B-5 of the Code. The PAD may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if, after reviewing public comments, the BPDA finds such DPIR adequately describes the Proposed Project’s impacts.

Teresa Polhemus, Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/ma-state-building-code-780-cmr.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

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<p>1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i></p>			
Project Name:			
Primary Project Address:			
Total Number of Phases/Buildings:			
Primary Contact (Name / Title / Company / Email / Phone):			
Owner / Developer:			
Architect:			
Civil Engineer:			
Landscape Architect:			
Permitting:			
Construction Management:			
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes, identify and explain.</i>			
<p>2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i></p>			
What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No

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What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? <i>If yes</i> , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i> , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

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<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</p>	
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

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<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	
<p>Are the accessible entrances and standard entrance integrated? <i>If yes</i>, describe. <i>If no</i>, what is the reason?</p>	

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<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes, provide reason.</i></p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes, describe:</i></p>	

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<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

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10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

APPENDIX F
BROADBAND READY BUILDINGS QUESTIONNAIRE

**ARTICLE 80 DESIGN REVIEW
BROADBAND READY BUILDINGS QUESTIONNAIRE**

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Project Notification Form will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include this PDF in the Project Notification Form packet submitted to BPDA.

SECTION 1: GENERAL QUESTIONS

Project Information

- Project Name:
- Project Address Primary:
- Project Address Additional:
- Project Contact (name / Title / Company / email / phone):
- Expected completion date

Team Description

- Owner / Developer
- Architect
- Engineer (building systems):
- Permitting:
- Construction Management

SECTION 2: RIGHT OF WAY TO BUILDING

Point of Entry Planning

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes
- No
- Unknown

SECTION 3: INSIDE OF THE BUILDING

Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers
- Distance between risers (if more than one)
- Dimensions of riser closets
- Riser or conduit will reach to top floor
- Number and size of conduits or sleeves within each riser
- Proximity to other utilities (e.g. electrical, heating)
- Other information/comments

Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room?

- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)

- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- Will the telecom room be climate controlled?
 - Yes
 - No
 - Unknown

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
 - Yes
 - No
 - Unknown

- Will the telecom room be located on a floor where water or other liquid storage is present?
 - Yes
 - No
 - Unknown

- Will the telecom room contain a flood drain?
 - Yes
 - No
 - Unknown

- Will the telecom room be single use (telecom only) or shared with other utilities?
 - Telecom only
 - Shared with other utilities
 - Unknown

- Other information/comments

Delivery of Service Within Building (Residential Only)

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- Unknown

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- Unknown

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES

Cellular Reception

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- Unknown

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- Unknown

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- Unknown

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- Carrier
- Neutral host provider
- Self-installing

Rooftop Access

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- Unknown

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- Unknown

SECTION 5: TELECOM PROVIDER OUTREACH

Supporting Competition and Choice

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- Unknown

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- Unknown

SECTION 6: FEEDBACK

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.