



June 8, 2018

Jordan Warshaw
President- Development
OMB Sprague LCC
C/o The Noannet Group
40 Trinity Place
Boston, MA 02116

Re: **Scoping Determination for proposed 36-70 Sprague Street Project**

Dear Mr. Warshaw:

Please find enclosed the Scoping Determination for the proposed residential project located at 36-40 Sprague Street and 50-70 Sprague Street, in the Hyde Park neighborhood of Boston. The Scoping Determination describes information required by the Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency in response to the Project Notification Form, which was submitted under Article 80B of the Boston Zoning Code on June 9, 2017. Additional information may be required during the course of the review of the proposals.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918-4311.

Sincerely,

A handwritten signature in black ink that reads "Lance Campbell".

Lance Campbell
Senior Project Manager

CC: Brian Golden, BPDA
Sara Myerson, BPDA
Jonathan Greeley, BPDA
Michael Christopher, BPDA
Marie Mercurio, BPDA
Lauren Shurtleff, BPDA
Bryan Flynn, Mayor's Office of Neighborhood Services

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

**SCOPING DETERMINATION
36-70 SPRAGUE STREET**

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

PROPOSED PROJECT: 36-70 SPRAGUE STREET

PROJECT SITE: 36-70 SPRAGUE STREET, HYDE PARK, IS BORDERED BY SPRAGUE STREET TO THE WEST; THE MBTA FRANKLIN LINE TO THE NORTH, THE MBTA PROVIDENCE/ STOUGHTON LINE TO THE EAST, AND SPRAGUE POND, A RESIDENTIAL PROPERTY, AND THE BRINKS WAREHOUSE TO THE SOUTH.

PROPONENT: OMB SPRAGUE LLC

DATE: JUNE 8, 2018

The Boston Redevelopment Authority (“BRA”), d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (“Code”) in response to a Project Notification Form (“PNF”), which OMB Sprague (the “Proponent”) filed on June 9, 2017 for the proposed 36-70 Sprague Street project (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the [Boston Herald](#) on June 9, 2017, which initiated a public comment period with a closing date of August 19, 2016. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on June 12, 2017. The initial public comment period was set for July 9, 2017 and was subsequently extended until February 2, 2018, through mutual consent between the BPDA and the Proponent.

On November 14, 2016, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order Regarding Provision of Mitigation by Development

Projects in Boston for the redevelopment of 36-70 Sprague Street in the Hyde Park neighborhood of Boston.

On November 14, 2016, letters soliciting Impact Advisory Group (“IAG”) nominations for the Proposed Project were delivered to City Councilor Timothy McCarthy, State Representative Angelo Scaccia, and Senator Michael Rush. Additional letters seeking recommendations were delivered to the office of Neighborhood Services and the City Councilors At-Large. Nominations were also sought from the BPDA.

Twelve (12) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of impacts and appropriate mitigation regarding the Proposed Project. The following is a list of the IAG members:

1. David Coyne
2. Frank Garibaldi
3. Ryan Keogh
4. Steven Verity
5. Jay Rourke
6. Mary Bender
7. Scott Smith
8. Wes Dillingham
9. Rob Gallagher
10. Victor Carrara
11. Michael Goff
12. Tony Dowling

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 the receipt by the BPDA of the PNF along with 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 80B5.3 of the Code, a scoping session was held on June 19, 2017 with the City of Boston's public agencies/departments at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

Publicly advertised public meetings were conducted on January 10, 2018 at the Blue Hills Collaborative in Readville. IAG working session meetings were also held on

June 27, 2017 and November 27, 2017 at the Blue Hills Collaborative. The IAG and the community will continue to have an opportunity to give input regarding the Proposed Project during the Article 80 review process.

Comments received by the BPDA during the comment period are included in **Appendices A, B and C**. The 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.

Written Comments received from BPDA staff, public agencies/departments, and elected officials are included in **Appendix A** and must be answered in their entirety.

Specifically, they are:

- Katie Pederson, Boston Planning & Development Agency
- John Dalzell, Boston Planning & Development Agency
- David Carlson, Boston Planning & Development Agency
- Michael Cannizzo, Boston Planning & Development Agency
- John Read, James Fitzgerald, Matt Moran and Marie Mercurio, Boston Planning & Development Agency
- Kristen McCosh, Mayor's Commission for Persons with Disabilities
- William Conroy, Boston Transportation Department
- John P. Sullivan, Boston Water and Sewer Commission

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 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 this 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 what 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. More particularly in the excerpts from the BCDC minutes of August 1, 2017. In no specific order BCDC commissioners expressed that the buildings architecture should try to look less industrial/factory like. That the buildings should be located closer to Sprague Street anticipating the future development that could happen opposite the proposed project. By doing so Sprague Street can become a real street in the future. There's also a notion from the commission that there is a need to invite the public into the site with permeable connections in and throughout the site including views into the site. Intergrate the courtyards and improve their relationships to Sprague Street. The BPDA encourages the Proponent to continue to work with all interested parties including BPDA Design staff, BCDC, the IAG and community, in order to address the building design concerns and open space connections.
- The Public along with the IAG has shown concerns in regard to the 521 number of rental apartment units and also the height and density of the buildings throughout the site. The BPDA encourages the Proponent to continue to work with the community to address the concerns in regards to exploring adding homeownership opportunities while taking into account the density of the overall project.
- The Proposed Project features a variety of unit types ranging from Studio units to 3-bedroom units. The Proponent intends to include all of the required affordable units on site. The BPDA encourages the Proponent to continue to work with the IAG and community on the unit mix to help meet the demands of the neighborhood.
- The Proponent has been working with the Boston Transportation Department ("BTD") to address concerns regarding site access and egress, along with the internal circulation of traffic throughout the site and potential traffic impacts along Sprague Street. The BPDA encourages the Proponent to continue to work with BTD and BPDA Planning Department on these issues.

- The Proponent will include in the DPIR the results of the signal warrant analysis that was completed by VHB for the intersection of Sprague Street with Milton Street and West Milton Street.
- The Proponent will include in the DPIR a comprehensive Transportation Mitigation Plan.
- The Proponent will initiate working with the City of Boston's Parks and Recreation Department to address site access regarding the new pondside park adjacent to the Sprague Pond. The BPDA encourages the Proponent to work with the Parks and Recreation Department, along with the IAG and community to address pedestrian access points from Sprague Street and the new pedestrian entrance directly adjacent to the Sprague Street Bridge and to the Readville Commuter Rail Station. Including pedestrian access connections to the multiple new open spaces internal to the project site and to the new pondside park area and how the greater Readville community can easily access these spaces.
- As stated in the PNF, the Proponent intends to provide approximately 532 parking spaces with the potential to adding 30 parking spaces, subject to City approval. A better understanding of how these spaces will be allocated must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site.
- All development projects have construction impacts. As with any urban development there needs to be a balance of constructions 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.

I. PROJECT SITE

The Project Site is composed of several parcels located at 36-40 Sprague Street and 50-70 Sprague Street adjacent to the MBTA's Readville commuter rail station on Sprague Street in Hyde Park near the Boston/Dedham line. The Project site contains approximately 6.62 acres, and is separated by Horne Street, a roadway which provides access to Sprague Street (the "Project Site"). The Project site is generally bound by Sprague Street to the west; the MBTA Franklin Line to the north, the MBTA Providence/Stoughton Line to the east; and Sprague Pond, a residential

property and the Brinks Warehouse site to the south. The site currently contains several two to three-story industrial buildings, surface parking and paved areas.

II. PROJECT DESCRIPTION

The Proponent proposes to construct four residential buildings with a total of approximately 550,645 square feet of residential space and approximately 5,980 square feet of restaurant space (approximately 150 seats) in the southwest corner of the site. The Project will provide approximately 521 units with a unit mix of (53 studio, 234 one-bedroom, 208 two-bedroom, and 26 three-bedroom units). The Project will provide approximately 532 parking spaces, of which 492 parking spaces will be located below the residential buildings and plazas, 34 surface parking spaces for the restaurant and pond side park, and 6 spaces for drop-off and short-term parking. Vehicle access to the site driveway and restaurant parking lot will be provided off of Sprague Street. In the event that additional parking is required, the Proponent has had preliminary discussions with the City of Boston regarding the purchase or utilization of a landlocked City of Boston parcel between Buildings 3 and 4 and the railroad right-of-way that would accommodate an additional 30 parking spaces, subject to BPDA and City approval. The program will be allocated to Buildings 1 through 4.

Building 1: Located on the southwest corner of the site on Sprague Street, this five-story building will include restaurant space, leasing offices, and approximately 17 units on the first floor, with an additional 106 residential units above. To the south of the building will be new landscaped open space with outdoor dining for the restaurant, as well as a surface parking lot with parking spaces dedicated to be used by visitors to the new pondside park adjacent to the Sprague Pond and patrons of the restaurant. To the east of the building will be private patios and a landscaped shared courtyard with BBQ grills and outdoor table and lounge seating for residents accessed through a common lounge amenity space. The courtyard opens to a large central courtyard green space with active and passive activities connecting all four buildings.

Building 2: Located to the north of Building 1 and separated by private patios and a shared landscaped “pocket park”, this seven-story building will include the Project’s gym and indoor basketball court and approximately 17 residential units on the first floor with an additional 140 residential units above. To the east of the building will be private patios and a landscaped shared courtyard with BBQ grills and outdoor

table and lounge seating for residents that opens to the central courtyard green space.

Building 3: Located at the northern tip of the site, northeast of Building 2 and due north of Building 4, and featuring the jewel box-like two-story pavilion housing the Project's shared workspace as well as a new coffee house and sports lounge, Building 3 will be at the fulcrum of the entire site. Wrapping around the landscaped "Town Square" with outdoor seating that anchors the north end of the central courtyard green space with views of Sprague Pond to the south, this eight-story building will also contain approximately six residential units on the first floor, with an additional 107 residential units above. A landscaped "bridge" is located to the west of the Town Square and allows access onto the site from Sprague Street directly across the Sprague Street Bridge from Readville Commuter Train Station. A rooftop amenity space including a pool, hot tub, dining/entertainment area, indoor and outdoor lounges and restrooms will be located on the roof of Building 3 offering views of the Blue Hills to the east and the Boston skyline to the north.

Building 4: Located to the east of Building 2 and separated by the central courtyard green space this seven-story building will include a daycare and approximately 18 residential units on the First Floor with an additional 110 residential units above. To the west of the building will be a landscaped shared courtyard with BBQ grills and outdoor table and lounge seating for residents that opens to the central courtyard green space.

Green Space

The site is currently primarily comprised of buildings, paved parking areas for vehicles and construction equipment, and supply staging areas. These paved areas collectively cover nearly 90% of the total site area. Presently, "green space" unpaved areas on the existing site amount to only 12.8% of the site. The vast majority of this space is on the steep slope along Sprague Street on the northwest edge of the Project site and is not usable other than for stormwater retention due to the grade of the slope. The site currently does not have a managed drainage system, and runoff from the site that is facing Sprague Pond is not contained or treated. The proposed development when fully constructed will increase the green area of the site to approximately 36% of the total site area. This represents an increase of approximately 66,890 sf (over 1.5 acres) of green space as compared with the current condition (approximately 103,820 sf of green space following completion of the Project as compared with approximately 36,930 sf of green space today). In

addition, following completion of the Project, all runoff from developed areas will be managed into a stormwater management system, and the majority of the green space on the site will be able to be enjoyed by residents and visitors. Green space for both the existing and proposed conditions is calculated to the edge of paved areas.

III. 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 applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report (“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-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, propose 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.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) 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 booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this scoping determination should be included in the booklet for reference. The electronic copy should be submitted to the BRA via the following website: <https://attachments.bostonredevelopmentauthority.org/>

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 architect(s)
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact person for each
 - b. Legal Information
 - (1) Legal judgements 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 area, 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, though, or surrounding the site.

2. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of the project area.
- 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 clearly illustrate 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 programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.

c. 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, elected officials, businesses 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 procedure.

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 Proponent must also refer to the Boston Transportation Department (“BTD”) “Transportation Access Plan Guidelines” and BTD’s and BPDA’s combined comment letter, included in **Appendix A** in preparing its studies. Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc.)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces
- *Trash compactors/dumpsters need to be depicted as well.

Construction Management Plan

As the project in the DPIR advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTM for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTM will work with the proponents to execute the CMP.

The issues raised above should be addressed in the DPIR. BTM looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of Katie Pedersen, Senior Land Use Planner/Sustainability Specialist, BPDA, dated May 24, 2018 included in **Appendix A**. The DPIR should also include the most up to date Article 37/Interagency Green Building Committee (“IGBC”) documentation.

Shadow

A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would not be the same as the vernal

equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes.

The shadow impact analysis must include net new shadow as well as existing shadow and must clearly show the incremental impact of the proposed new building. For purposes of clarity, new shadow should be shown in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project (i.e., at the winter solstice). The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures and street names shall be clearly identified.

Particular attention shall be given to existing or proposed public open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the Proposed Project. Design or other mitigation measures to minimize or avoid any adverse shadow impact must be identified.

The above shadow analysis shall be required for any alternative required to be studied in accordance with Scoping Determination as well as the preferred development option.

Wind

A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Authority's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time.

The qualitative analysis shall evaluate the effects of the major winds for the Boston area, including northwest, southwest, and easterly storm (northeast, east, southeast) winds, as well as annual winds. The evaluation shall include, in addition to the BPDA's effective gust criterion, an analysis of the Melbourne comfort criteria for the locations tested. Tables presenting the wind analysis data and maps clearly indicating analysis locations, anticipated wind flow patterns, existing and future

anticipated Melbourne comfort categories and actual wind speeds shall be included in the assessment.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

Daylight

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of sky dome that is obstructed by the Proposed Project building and evaluating the net change in obstruction. If alternative massing studies are requested as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat the following elements as controls for data comparison: existing conditions, the context of the area, and the as-of-right background zoning envelope.

Solar Glare

An evaluation of potential solar glare impact is required, if the project incorporates the substantial use of glass-facades.

As applicable, this analysis must measure potential reflective glare from the building onto potentially affected streets and public open spaces in order to determine the potential for visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare must be identified. Technical data used for the analysis must be included.

Air Quality

Existing and projected future air quality in the project vicinity is expected to conform to the National Ambient Air Quality Standards (NAAQS) and U.S. Department of Housing and Urban Development (HUD) requirements for residential and other sensitive receptors.

However, a microscale air quality (carbon monoxide) analysis is required for any intersection (including the proposed garage entrances/exits) where level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic, or where the level of service is E or F and the Proposed Project contributes to a reduction of LOS. The methodology and parameters of the traffic-

related air quality analysis, if required, must be approved in advance by the BRA and the Massachusetts Department of Environmental Protection, and shall be consistent with U.S. EPA guidance (e.g., *Guideline For Modeling Carbon Monoxide From Roadway Intersections*, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-005; November 1992). The results of the air quality analysis shall be compared to the Massachusetts State Implementation Plan to determine project compliance with the Plan. Mitigation measures to eliminate or avoid any violation of air quality standards must be described.

An indirect source air quality analysis of the operation of the proposed modular system parking garage should be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards, as applicable. Emissions should be estimated using appropriate U.S. EPA guidance. The EPA SCREEN3 model should be used to calculate maximum CO impacts from the garage at the various sensitive receptors. CO monitors shall be required for any enclosed parking garage. A description of the monitors and operation of the monitors is required.

A description of the project's heating and mechanical systems and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical, and exhaust systems, including the building's emergency generator, shall be required. Measures to avoid any violation of air quality standards shall be described, and sidewalk vents for the garages are prohibited.

Solid and Hazardous Wastes

The presence of any contaminated soil or groundwater and any underground storage tanks at the project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described.

If asbestos, asbestos-containing materials, lead paint or other hazardous compounds (e.g., PCBs) are identified during the demolition, renovation or removal activities, the handling and disposal must be in compliance with Massachusetts Department of Environmental Protection, the Boston Public Health Commission and the Inspectional Services Department guidelines and requirements.

In addition, the DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Proposed Project. In addition, measures to promote the reduction of waste generation and encourage recycling, particularly for paper, plastics, glass, metals, and other recyclable products, and compliance with the City's recycling program, shall be described.

Noise

The DPIR shall establish the existing noise levels at the project site and vicinity based upon a noise-monitoring program. Calculations of future noise levels after project completion (based on appropriate modeling), and demonstrated compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors, and with all other applicable Federal, State, and City of Boston noise criteria and regulations shall be required.

An analysis of the potential noise impacts from project-generated traffic, from the project's mechanical and exhaust systems, as well as the effects of aircraft flyover noise (from Logan Airport), and compliance with applicable regulations of the City of Boston and Commonwealth of Massachusetts shall be required. A description of the project's mechanical and exhaust systems and their proposed location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from traffic noise and mechanical systems shall be described.

Storm Water Management

The DPIR shall contain an evaluation of the Project Site's existing and future storm water drainage and storm water management practices. The DPIR shall illustrate existing and future drainage patterns from the project site and shall describe and quantify existing and future storm water runoff from the site and the Proposed Project's impacts on site drainage. The analysis should be performed based on 2-, 10-, 25- and 100- year rainfall events based on a 24-hour duration. The Proposed Project's storm water management system, including best management practices to be implemented, measures proposed to control and treat storm water runoff and to maximize on-site retention of storm water, measures to prevent groundwater contamination, measures to prevent harbor pollution, and compliance with the Commonwealth's Storm Water Management Policies, also shall

be described. The DPIR shall describe the project area's storm water drainage, to which the project will connect, including the location of storm water drainage facilities and ultimate points of discharge.

If the project involves the disturbance of one acre or more of land, a National Pollution Discharge Elimination System (NPDES) General Permit for Construction consistent with the requirements of U.S. Environmental Protection Agency, the Massachusetts Department of Environmental Protection and the Boston Water and Sewer Commission will be required. If such permit is required, a storm water pollution prevention plan must be prepared and submitted prior to commencing construction. A copy of the plan should be provided to the BPDA.

Geotechnical Impact/Groundwater

To the extent not provided in the PNF, an analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., underground garage if applicable, pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor.

Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB).

Construction Impacts

As applicable, construction impact analysis shall include a description and evaluation of the following:

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth's Clean Construction Initiative.

- (b) Potential noise generation and mitigation measures to minimize increase in noise levels.
- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.
- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (i) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.
- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect the public safety.

Rodent Control

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundation and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the Inspectional Services Department.

Sustainable Design

The Proponent must analyze project impacts on the surrounding environment that are attributable to forecasted climate conditions over the full duration of the expected life of the project. Utilizing the best available science, identify changes in the climate and environment and how such changes will affect the project's environmental impacts including the survivability, integrity and safety of the project and its inhabitants. Climate change conditions may include, but not be limited to, sea-level rise, higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe freezing rain and heavy rainfall events, and increased wind gusts. Include analysis of secondary and cascading impacts including more frequent and longer interruptions of utility services including electrical, gas, and telecommunication systems, and disruptions of transportation systems and networks.

The Proponent must incorporate Climate Change Preparedness and Resiliency strategies into all relevant components of the project such as Transportation, Infrastructure Systems, Environmental Protection, Urban Design, Landscape, Sustainable Development, Historic Resources, and Tidelands.

The Proponent must submit an updated and final Climate Change Preparedness and Resiliency Checklist along with a written response to the IGBC. The Final Climate Change Preparedness and Resiliency Checklist and Response must be submitted in conjunction with the submittal of the Final Design and Approval package for review by the IGBC. No Final Design Approval/Article 80 documents shall be authorized by the BRA until the final Climate Change Preparedness and Resiliency Checklist and Response have been reviewed by the IGBC.

E. URBAN DESIGN 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 by the BPDA's Urban Design Planning Departments (BCDC excerpts dated August 1, 2017), included in **Appendix A**.

F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. Please continue to work with the Boston Water and Sewer Commission ("BWSC") and the Boston Groundwater Trust on Infrastructure impacts. The DPIR must address comments of the Boston Water and Sewer Commission, dated July 16, 2017, included in **Appendix A**.

G. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This 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 Seventy Five (75) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

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

H. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

As indicated in the PNF, the Proposed Project will comply with the Executive Order regarding the Inclusionary Development Policy executed on December 10, 2015 ("IDP") and the affordable housing requirements that will be required for a Planned Development Areas that governs this development site. The Proponent intends to meet its affordable housing obligation on-site. The DPIR should include the number of units to be created, the incomes of the households, the sizes and locations of the units, and the anticipated unit mix.

I. ACCESSIBILITY CHECKLIST

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

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

Excerpted from the BCDC Minutes of August 1, 2017:

The next item was a presentation of the **36-70 Sprague Street Project**. Jordan Warshaw (JW) of the Noannet Group introduced Joel Bargmann (JB) of Bargmann Hendries + Archetype. JB showed the site locus and context photos. JW: Our company has done luxury downtown buildings. Here, this is a 'discovered' site - large, next to transportation. My daughter goes to the gym across the street. JW noted Sprague Pond, the tiered levels of their Project, with a level area adjacent to Sprague, and area apartment complex comparisons. JB then showed the site plan, a diagram showing stories, how the parking is accessed, the grading against Sprague Street, the access to the adjacent Brinks site under their deck. JB: The deck is higher than the Brinks building, so it looks over it. JW: Everything on the site - it has more amenities than usual - is here to make the site's existence known. LE: This is a real candidate for a model.

JW: Kyle Zick was able to design a park by the pond, prompted by a neighborhood comment. JB: The idea is a courtyard as a town square with the amenity spaces enlivening it. The site is a bit of an island. (Shows site connections for cars, and for people. Shows a series of views from the interior, up to upper Sprague, then amenity spaces.) We are shifting the industrial expression we felt appropriate to the site. (Shows a view into the site, then an elevation.) Using the same industrial grid window system, but evolving the design into something that breaks that up. (Shows sections. Shows a plan, then a birds-eye view, notes the development of the park, and then shows a vignette of the park. Shows a series of before-and-after views using context photos.) Both JW and JB described the viewpoints in the latter, including historic Miegs Field.

DC: So as far as true public spaces, it's the park and the restaurant. JW: Yes. DC: So, from the parking, and the park, you see the edge of the garage structure. Do whatever you can do to invite people to that space. Also, Sprague could become a real street...make more connections. Development could occur across the street. DH: An interesting site. This is a good attempt to add residential into an area that's at a remove. The discussion should be about connections. As much as the views were discussed as proving it was NOT visible, I would actually like it to be visible, and more attractive - that's how it sets up a future for Sprague Street. MD: Agreed. What is your location vis-a-vis IB2030? JW: Readville is mentioned there. MD: This is a kind of development corridor. It's an important site, and important to understand what potential there might be. Also, the architecture of the higher buildings is good enough to ask why the lower building is so impoverished. It's a question of level of investment; it doesn't have to look *exactly* like a factory building.

JW: I did not want this to look like many of the 4-5 story buildings you see. I wanted something more industrial...that was not designed as the weak sibling. We can discuss that in Committee. DH: I appreciate that, and like the instinct. But you could be taking advantage of the subtle shifts and breaks in the building, for example. MD: I wouldn't want this to be a lesser impression from this direction. DC: You can bring your earlier studies. LE: Option studies...it would help Sprague to have the building closer, especially if the other side of Sprague is done in the future. For me, the interior courtyard, with its green and 'Spanish steps,' is a good idea, but I am concerned about the relationship to Sprague. And the parking connection - visual cues to the restaurant, etc. It seems like a trail head now. Then, show us the experience of walking through the site, how pedestrian flows work, uninterrupted. Semis are going into the Brinks site. JW: The advice from the BPDA was to bring more green to Sprague. It helps Sprague to have that as well as the building. LE: And, how you're handling the entry sequence off of Sprague. DH: Maybe the restaurant could migrate closer.... With that, and hearing no public comment, the 36-70 Sprague Street Project was sent to Design Committee.

Boston Planning and Development Agency Memorandum

TO: Lance Campbell

FROM: Katie Pedersen

DATE: May 11, 2018

RE: 36-70 Sprague Street
Readville, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated June 9, 2017 and submit the following comments for the Environmental Protection component. OMB Sprague LLC (the “Proponent”) proposes to redevelop an approximately 6.62 acre site comprised of several parcels located at 36-40 Sprague Street and 50-70 Sprague Street in the Readville neighborhood of Boston, into a residential/mixed-use transit-oriented development (the “Proposed Project”).

Wind

The Proponent has stated that none of the Proposed Project buildings will exceed 108 feet in height, thus the Proponent shall not be required to conduct a (wind tunnel) analysis but, shall be required to conduct a qualitative analysis of the pedestrian level winds (PLW) for both existing (no-build) as well as the build conditions. The analysis shall include public and other areas of pedestrian use, including sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project site and existing and proposed open spaces in the vicinity of the Proposed Project. The analysis shall determine the suitability of particular locations for various activities (i.e., walking, sitting, eating, etc.) as appropriate.

Shadow

The PNF includes the results of a shadow analysis for the months of March, June, September and December and the hours of 9:00 a.m., 12:00 p.m. and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. in the summer and fall.

The shadow impact analysis examined the existing shadows and the incremental effects of the Proposed Project on existing and proposed public open spaces, sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project site.

The results of the shadow analysis results indicate that the Proposed Project is not anticipated to create any adverse net new shadows and thus no further study shall be required.

Solar Glare

The Proponent shall not be required to conduct a solar glare analysis as the Proposed Project design does not include the incorporation of reflective materials. However, should the Proposed Project design change and include the use of reflective glare, a solar glare analysis shall be required and mitigation measures deemed necessary to eliminate any adverse reflective glare shall be identified.

Daylight

(Please refer to Urban Design's comments)

Air Quality

The Proponent conducted a microscale analysis, as the Proposed Project exceeds the trip threshold for the creation of new trips through local intersections operating at LOS D or worse.

The Results of the microscale analysis demonstrate that the predicted CO concentrations are well below one-hour and eight-hour The U.S. National Ambient Air Quality Standards (NAAQS). Thus the results further illustrate that no adverse air quality impacts are anticipated to result from the Proposed Project created traffic and no further study shall be required.

Noise

The Proponent stated that both the mechanical equipment and noise controls are conceptual in nature but, it is known that operational noise from stationary sources will primarily involve heating, cooling, and ventilation equipment for the residential and restaurant spaces and will not exceed applicable City of Boston MassDEP noise limits. Additionally, the Proponent stated that the mechanical equipment will be selected during final design phase, at which time the Proponent will ensure that compliance with all applicable City of Boston and MassDEP noise limits is demonstrated. Accordingly, the Proponent shall be required to provide an updated demonstration of compliance.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee's comment letter)

Excerpted from the BCDC Minutes of August 1, 2017:

The next item was a presentation of the **36-70 Sprague Street Project**. Jordan Warshaw (JW) of the Noannet Group introduced Joel Bargmann (JB) of Bargmann Hendries + Archetype. JB showed the site locus and context photos. JW: Our company has done luxury downtown buildings. Here, this is a 'discovered' site - large, next to transportation. My daughter goes to the gym across the street. JW noted Sprague Pond, the tiered levels of their Project, with a level area adjacent to Sprague, and area apartment complex comparisons. JB then showed the site plan, a diagram showing stories, how the parking is accessed, the grading against Sprague Street, the access to the adjacent Brinks site under their deck. JB: The deck is higher than the Brinks building, so it looks over it. JW: Everything on the site - it has more amenities than usual - is here to make the site's existence known. LE: This is a real candidate for a model.

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Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

May 24, 2018

**RE: 36-70 Sprague Street, Readville MA 02136
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed Expanded Project Notification Form that was submitted for 36-70 Sprague Street, in Readville. Since the proposed project is planned to be a vibrant destination area for housing, dining and co-working office space, 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 floor plans for the accessible Group 2 units within the Project.
- **Accessible Building Amenities:**
 - Per 521 CMR Section 35: *Tables and Seating*, we would support the inclusion of wheelchair accessible furniture in common spaces such as the proposed Restaurant, Resident's Lounge, WorkShare and outdoor spaces.
- **Accessible Route and Sidewalks:**
 - We would support the accessible pedestrian route through Building 2 to the inner courtyard to provide 24-hour access to the public. Given the size of the development, we would also support alternate accessible routes from Sprague Street to ensure unimpeded and integrated access to the inner courtyard as well as to Buildings 3 & 4.
 - We would support a design that better promotes a direct relationship between the Sprague Street sidewalk and Building 1. By providing direct access from Sprague Street, prioritizes the pedestrian experience over vehicular modes of transportation.
 - We would support the installation of sidewalks that meet the design standards put forth by Boston Complete Streets Design Guidelines, so the site is accessible and functional for residents as well as visitors.

- The creation of a directly accessible connection from the Readville MBTA Commuter Rail Station would be a benefit to residents who use the Commuter Rail service, as well as to users of the proposed WorkShare space.
 - Please provide detail on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
- **Community Benefits:**
 - 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?
 - Are any restrooms planned in common public spaces? If yes, the Commission would support the inclusion of single-stall, ADA compliant and designated as “Family”/“Companion” restrooms, as they are beneficial to those with small children and/or personal care assistants.
- **Wayfinding:**
 - We would support a robust wayfinding plan that will intuitively direct users to and from the accessible route located in Building 2.
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- **Variances:**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

Commission’s General Statement on Access:

The Mayor’s Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting 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 achieve accessibility compliance and to 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
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
617-635-3746

Transportation Mitigation

The BPDA encourages the Proponent to continue to work with BTM and BPDA Planning to address the concerns in regards to traffic and circulation problems in the neighborhood.

The Proponent shall contribute resources for traffic and circulation improvements, including: a new traffic signal at the intersection of Milton Street and Sprague Street;

- the signalization of the intersections on the Father Hart Bridge;
- circulation improvements, including bus circulation improvements, to and at Wolcott Square.

The Proponent shall contribute a **Transit Incentive Subsidy**: Contribute resources toward a transit subsidy to project residents to establish a pattern of using mass transit. The Proponent shall offer an MBTA Charlie Card valued at the cost of a Zone 2 commuter rail pass which is (Currently set at \$217.75, subject to fare increases) but sold at the cost of a monthly bus/subway pass which is (currently set at \$84.50, subject to fare increases) for a reasonable determined number of months to each adult member of each household up to two members per household. The Proponent shall be required to advertise this program to building residents at least for a minimum of once every three months to ensure that residents are aware of this program. ¹

Other Measures for this project (likely for the TAPA) should include:

The Proponent shall be required to implement the following Transportation Demand Management (TDM) measures to encourage residents to choose more sustainable modes of transportation including transit, bicycling and walking over single occupancy vehicles. Compliance with these requirements shall be certified by the City TDM Coordinator prior to issuance of any Certificate of Occupancy for residential uses authorized by this Special Permit.

The Proponent should be required to institute a **Separate Rental Fee for Parking**: For example charge parking fees separately from the residential rent, in order to remind tenants how much they pay for parking. The Proponent shall provide a summary of on-site parking fees to the City TDM Coordinator. The Proponent shall provide a written update to the City TDM Coordinator whenever the fees are changed.

The Proponent shall designate a **transportation coordinator (TC)** for the site to manage the TDM program. For example the TC could be on-site during a scheduled minimum of 2 hours per week and will be available during off-hours to residents via email and telephone. The TC

¹ Notes: The cost of one month of this transit subsidy program would be $(\$217.75 - 84.50 = \$133.25) \times 500 = \$66,625$ (assumes two adults per household, with an average of one adult per household participating).

should also oversee the marketing and promotion of the transportation options to all residents at the site in a variety of ways:

- Organizing informational sessions on all transportation options to all new residents as part of their New Resident Packet.
- Posting information in a prominent location in the building and on the Project's website, social media and property newsletters.
- Responding to individual requests for information in person and via phone and email.
- Performing annual transportation surveys.

Monitoring: The Proponent shall include survey information for residents in a form approved by the City. The transit use information will provide monitoring of residents mode share, auto and bicycle ownership usage, vehicular and bicycle parking space usage, use of MBTA Charlie Card incentive program, and other multi-modal factors. All surveys and counts shall be designed and conducted in a manner approved by the BTD-TDM Coordinator. Monitoring shall commence when occupancy has reached 90% and any and all other transportation related measures that deems appropriate and necessary in connection with the Proposed Project.



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

June 8, 2018

Mr. Jordan Warshaw and Mr. Sujit Sitole
OMB Sprague LLC
c/o The Noannet Group
40 Trinity Place
Boston, MA 02116

Re: 36-70 Sprague Street - PNF Filing – IGBC Comments

Dear Mr. Warshaw and Mr. Sitole,

The Boston Interagency Green Building Committee (IGBC) has reviewed 36-70 Sprague Street Project Notification Form (PNF) for compliance with Boston Zoning Article 37, Green Buildings.

Please amend Table 2-2 Anticipated Project Permits and Approvals to include Boston Interagency Green Building Committee, Zoning Article 37 Compliance.

The PNF indicates that the proposed project will use the LEED v4 Multifamily Mid-Rise rating system and would achieve a minimum of LEED Silver and is targeting LEED Gold for all buildings. The IGBC accepts the rating system selection. The project proposes buildings and impacts significantly beyond what is allowed by code and must include additional impact reduction measures.

The IGBC requests the project team commit to at least LEED Platinum for one building and LEED Gold for the remaining buildings. Following are credit specific comments that should be considered by the project team:

- Heat Island Reduction – pursue both non-roof and roof solutions.
- Indoor Water Use – include additional water reduction strategies.
- Annual Energy Use – the project should plan for performance at least 30% below the ASHRAE 90.1–2010 baseline model. The project should identify additional carbon reduction strategies to significantly improve performance beyond the proposed design – see below.
- Efficient Hot Water Distribution System – include efficient systems.
- Advanced Utility Tracking – include occupant energy monitoring systems.

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral 2050 the IGBC requests that the project:

- Please provide the preliminary energy modeling conditions used in the Energy / GHG summaries including both baseline and proposed building conditions and summaries. Please include proposed envelope performance conditions (see the current Climate Resiliency Checklist section A.3 Building Envelope) typical for all building or for each unique building.
- Maximize building envelope performance strategies including right-sizing building window to wall ratios, increasing opaque curtain wall insulation, improving glazing Solar Heat Gain Coefficient, and increasing framed wall, roof, and exposed floor insulation levels.
- Access all available utility and state DOE and CEC representatives to maximize utility and state-funding for energy efficiency and clean/renewable energy support. Please provide specific information on any assistance including energy modeling that will be afforded to the project.
- Include installed solar photovoltaic (PV). At a minimum, the system should be sized to meet common area and load requirements. Please including system(s) location, size, and output information.
- Assess demand reduction and clean energy systems including building electric battery and CHP systems.

Climate Resiliency Report

Subsequent to your initial filing, the BPDA Climate Resiliency checklist was updated to include additional data points and an online form; please provide an updated Climate Resiliency Report by completing the online form. Building specific conditions should be either typical for all buildings or specific the first building expected to be completed.

Please follow up on the IGBC comments and requests for additional information including an updated Climate Resiliency Report prior to submission of the Draft Project Impact Report. The IGBC would be happy to meet with your project team to discuss comments and your potential responses. Please contact your BPDA Project Manager if you would like to schedule a meeting.

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

Sincerely,



John Dalzell

On behalf of the Interagency Green Building Committee

Cc: Lance Campbell, BPDA
IGBC

**Boston Water and
Sewer Commission**



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

July 6, 2017

Mr. Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 36-70 Sprague Street, Readville
Project Notification Form

Dear Mr. Campbell:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed 36-70 Sprague Street project located 36-40 and 50-70 Sprague Street in the Readville neighborhood of Boston.

The proposed project is located on an approximately 6.62 acre site. The site currently contains several industrial and commercial buildings and surface parking lots. The proponent, OMB Sprague LLC, proposes to construct approximately 556,625 square feet (sf) within four buildings. The project includes approximately 5,980 sf of restaurant space, approximately 521 residential units (approximately 550,645 sf) and approximately 532 parking spaces, including 492 spaces below the buildings and 40 surface spaces.

According to the PNF, the proposed water demand is approximately 102,825 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High water main in Sprague Street and Horne Street.

According to the PNF, the proposed sewage generation is 93,437 gpd, an increase of 88,320 gpd. For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer and a 10-inch storm drain in Sprague Street and a 10-inch sanitary sewer on-site.

The Commission has the following comments regarding the PNF:

General

1. 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 then complete a Termination



Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.

2. All new or relocated water mains, sewers and storm drains must be designed and constructed at OMB Sprague LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a



maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

5. OMB Sprague 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, OMB Sprague LLC will be required to apply for a RGP to cover these discharges.
6. OMB Sprague 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.
7. The Commission will require OMB Sprague LLC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction.
8. It is OMB Sprague LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, OMB Sprague 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. OMB Sprague 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. OMB Sprague LLC should also provide the methodology used to estimate water demand for the proposed project.
2. OMB Sprague LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, OMB Sprague LLC should consider outdoor landscaping which requires minimal use of water to maintain. If OMB Sprague 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. OMB Sprague 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. OMB Sprague 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, OMB Sprague LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application OMB Sprague LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when 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 structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
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. OMB Sprague 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 OMB Sprague 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. OMB Sprague 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, OMB Sprague LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. OMB Sprague 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.
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, OMB Sprague 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 OMB Sprague 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. OMB Sprague 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. OMB Sprague 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.
11. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: Jordan Warshaw, OMB Sprague LLC
M. Connolly, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

July 14, 2017

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

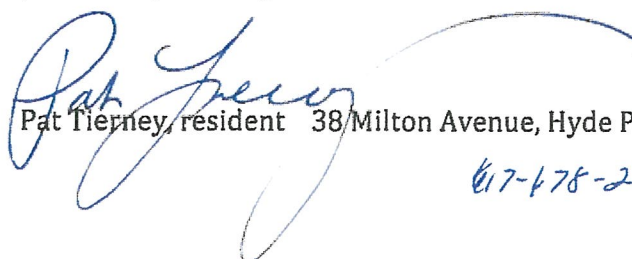
Dear Mr. Campbell:

I am a Homeowner, Commercial Property Owner and Business Owner with strong ties and Affection for Hyde Park. I have read all the details about the proposed development at 36-40 Sprague Street, Readville and I Strongly support the proposal!

It is the very FIRST unique, well planned housing development proposal we have seen in Hyde Park in many years. Its Proximity to the commuter rail, the Classic Campus Style design of the project, the amenities available to the community, the *price point* and the demographic it will attract are among the reasons this project must move forward. Many young people want to live in the city, want to have access to transportation, want to enjoy the benefits of on-site swimming pool, work out facility, we/work space but they have been priced out of the city market. This is a chance for Hyde Park/Readville to attract residents between the ages of 25-35, professionals that will bring their energy and their financial support to the local business community. They will shop in the district and eat in the restaurants and potentially create a demand for more! Another candidate for this type of residence is the, "ready for the downsize generation" of which Hyde Park has many. Many are moving to enjoy rental experiences like this in suburbia. Why will they come? Because this unique downtown type of housing, *with all its perks*, will be available for half of what one would pay in the city core or in the suburbs. Everything you want just a few minutes to downtown.

The beautification of Sprague Pond and the creation of a small sitting park/space is a community benefit as well as a residential amenity. An area long home to heavy equipment, cars, trucks, busses will be transformed into a vital, beautiful residential complex that will bring revenue to the tax base for the city and quality housing. It is a project that has it all. Appeal to young and old, proximity to restaurants, shopping, transportation as well as open space, greenery, hiking and biking...something for everyone.

We too often forget that housing takes the biggest portion of our earnings. This project offers quality housing with significant benefits and at the same time promotes positive growth within the Readville and Greater Hyde Park communities.


Pat Tierney, resident 38 Milton Avenue, Hyde Park
617-678-2710

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201


Dear Mr. Campbell:

I am writing to express my support of the re-development on 36-40 and 50-70 Sprague Street in Readville. I live in Hyde Park and I love the idea of replacing the concrete maintenance yards and the warehouses with new housing. Housing, which I believe will attract young professionals that will bring new life and provide economic support to the Hyde Park business community.

The proposed landscaping, attractive buildings and the creation of a new public park alongside Sprague Pond will surely beautify the area. Sprague Pond will now have picnic tables, seating and walking paths making it accessible to all of the residents of Hyde Park.

As a resident and business owner in Hyde Park, I look forward to seeing the positive progress of this development.

Sincerely,


Tom Papadopoulos
1 Westinghouse Plaza #308

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to enthusiastically support the proposed development of 36-40 and 50 - 70 Sprague Street, in Readville, MA.

I believe it will bring an influx of young professionals who will stimulate economic growth and development in our community. Transforming the concrete maintenance yards into attractive housing with additional commercial and retail space will beautify the area while adding to the neighborhood's tax base.

Hyde Park possesses a surplus of underdeveloped, industrial areas, which do little more consume its space. This development is an opportunity to utilize this resource in Hyde Park. Thank you for your attention to this matter.

Sincerely,

John Taylor
78 Business St.

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to officially my support for the proposed development at 36-40 and 50 - 70 Sprague Street, in Readville, MA.

I believe that this development is a unique opportunity to contribute to the economic, social, cultural, and recreational development of Hyde Park. As such, failure to move forward with the proposed development would create a significant risk of financial and cultural loss for Hyde Park.

Thank you for your time and consideration. Feel free to contact me if you have any questions or need additional information.

Sincerely,

LOGAN SQUARE
BARBER SHOP
AJ Farin

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support for the redevelopment on 36-40 and 50-70 Sprague Street in Readville. I believe it will create significant benefits for the overall Hyde Park Community.

The developer's plan to replace the old warehouses and maintenance yards with attractive landscaped buildings will beautify the neighborhood. It will also provide construction jobs, permanent jobs as well as hundreds of new residents to support our local retailers and businesses.

This development is essential for the future of Hyde Park. Feel free to contact me with any questions you may have or support you may need.

Sincerely,

Daniel Schwartz
31 Greenbrook Rd
Hyde Park

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I would like to support the new development on 36-40 and 50-70 Sprague Street in Readville. This type of housing will improve the value of the neighborhood and stimulate positive growth throughout our entire community.

Currently, there are old warehouses and truck yards on the property. The developer is proposing a beautifully landscaped property with attractive buildings offering an array of amenities including a pool, restaurant and proximity to the Readville Station. This housing will attract young professionals will support local businesses and help attract new retailers to Hyde Park.

Thank you for your time and consideration. Please do not hesitate to contact me if you need additional information.

Sincerely,



Lawrence E. Johnson
31 Greenbrook Rd
Hyde Park MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

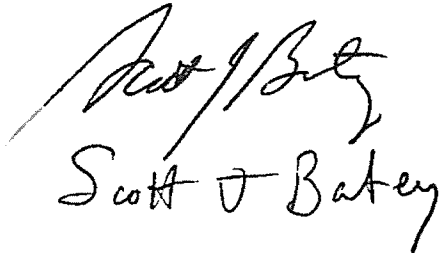
Dear Mr. Campbell:

I am a resident and business owner in Hyde Park and I am writing to support the proposed development on 36-40 and 50-70 Sprague Street. I believe it will promote positive growth within the Readville and greater Hyde Park Communities.

This development will replace the truck yards and warehouses on Sprague Street with a beautifully landscaped housing while providing construction jobs and permanent jobs for our community.

I look forward to continued revitalization of Hyde Park! Thank you for your time and consideration.

Sincerely,



Scott J Batley

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I enthusiastically support the re-development on 36-40 and 50-70 Sprague Street in Readville. As a resident and realtor in Hyde Park, I believe this type of housing will improve the value of our community.

This development is a unique opportunity to contribute to the economic, social, cultural, and recreational spheres of Hyde Park. An investment in the area will result in the influx of young professionals into our community, a growing subset of the Greater Boston population that has otherwise eluded Hyde Park. It will provide additional commercial and retail space which will increase our neighborhood's tax base, and provide social and recreational opportunities for all of Hyde Park's residents.

Failure to move forward with the proposed development at 36-40 and 50 - 70 Sprague Street would create a significant risk of economic and cultural loss for Hyde Park.

Feel free to contact me if you have any questions or need additional support. Thank you.

Sincerely,



George Salimbas

Kenney Cleaners

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to officially my support for the proposed development at 36-40 and 50 – 70 Sprague Street, in Readville, MA.

I believe that this development is a unique opportunity to contribute to the economic, social, cultural, and recreational development of Hyde Park. As such, failure to move forward with the proposed development would create a significant risk of financial and cultural loss for Hyde Park.

Thank you for your time and consideration. Feel free to contact me if you have any questions or need additional information.

Sincerely,

Edward Marshall
93 Cong Rd
Hyde Park, MA

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

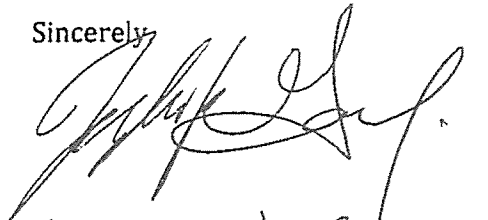
I enthusiastically support the re-development on 36-40 and 50-70 Sprague Street in Readville. As a resident and realtor in Hyde Park, I believe this type of housing will improve the value of our community.

This development is a unique opportunity to contribute to the economic, social, cultural, and recreational spheres of Hyde Park. An investment in the area will result in the influx of young professionals into our community, a growing subset of the Greater Boston population that has otherwise eluded Hyde Park. It will provide additional commercial and retail space which will increase our neighborhood's tax base, and provide social and recreational opportunities for all of Hyde Park's residents.

Failure to move forward with the proposed development at 36-40 and 50 – 70 Sprague Street would create a significant risk of economic and cultural loss for Hyde Park.

Feel free to contact me if you have any questions or need additional support. Thank you.

Sincerely,



JOSEPH J. CARUFI
OWNER
ANTONIO'S BACARO

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support of the proposed development on 36-40 and 50-70 Sprague Street. There is a lack of development in Hyde Park. This housing will infuse new life into Readville and the greater Hyde Park community.

I believe it will beautify the neighborhood, and bring in hundreds of new residents to support the local community while creating new jobs.

I look forward to seeing the positive progress of this development. Thank you.

Sincerely,

Drew Lovell
210 Fairmount Ave,
Hyde Park.

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to support the redevelopment of 36-40 and 50-70 Sprague Street, Readville, Massachusetts. I believe this is a unique opportunity that will contribute to the economic, social and recreational development of Hyde Park.

An investment in this area will beautify the neighborhood, create new jobs and attract young professionals who will support our community and local businesses. The developer has also promised to create a park along Sprague Pond with picnic areas, and walking paths making it accessible to the entire Community.

I look forward to the success of this development!

Sincerely,

David Goldberg
Westinghouse Plz. #C331
Boston, MA 02130

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201


Dear Mr. Campbell:

I am writing in support of the redevelopment of 36-40 and 50-70 Sprague Street. I think the location is perfect. It will replace the existing industrial areas with modern, attractive housing just minutes from the Readville Station.

In addition to the impressive design and location, the plans also call for the creation of a new public park along Sprague Pond with benches, picnic tables and walking paths. This will open up the pond and give access to all local residents of Readville and Hyde Park.

Thank you for your time and consideration.

Sincerely,

Elizabeth L. Greenup


1 Westinghouse Plaza
C331
Boston MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I strongly support the new development on 36-40 and 50-70 Sprague Street in Readville. I believe it will foster positive economic growth within the Community.

Replacing the existing warehouses and maintenance yards with this attractive, modern housing will beautify the neighborhood while attracting young professionals who will support the local businesses in the Hyde Park.

Thank you for your time and consideration. Feel free to contact me with any questions you may have or if I can be of further assistance. Thank you.

Sincerely,



Deborah Leuth

9 Neponset Avenue Hyde Park MA 02136

857-205-1604

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I support the development of on 36-40 and 50-70 Sprague Street in Readville.

I am impressed with the scope and design of the property with its modern buildings and amenities including a pool, restaurant and a pond side lounge. Hyde Park is in desperate need of this type of housing. I believe it will promote positive growth within the community.

Thank you.

A handwritten signature in black ink that reads "R M Keatts". The signature is fluid and cursive, with a horizontal line extending from the end of the name.

9 Neponset Ave.
Hyde Park, MA

617-360-1020

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support the re-development of on 36-40 and 50-70 Sprague Street. Readville and Hyde Park are in need of positive and considerate development. This proposed housing will attract young professionals that will be invested in the community and help support the local businesses.

I look forward the continued revitalization of Hyde Park. Thank you again for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

 Chris Leuth

9 Neponset Ave

Hyde Park, MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

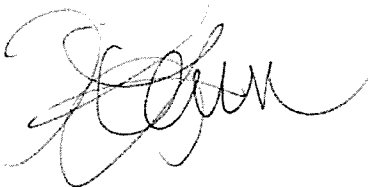
Dear Mr. Campbell:

I would like to support the new development on 36-40 and 50-70 Sprague Street in Readville. This type of housing will improve the value of the neighborhood and stimulate positive growth throughout our entire community.

Currently, there are old warehouses and truck yards on the property. The developer is proposing a beautifully landscaped property with attractive buildings offering an array of amenities including a pool, restaurant and proximity to the Readville Station. This housing will attract young professionals will support local businesses and help attract new retailers to Hyde Park.

Thank you for your time and consideration. Please do not hesitate to contact me if you need additional information.

Sincerely,

 Kara Lennon



Lance Campbell <lance.campbell@boston.gov>

Sprague Street Development

Thad Constantine <thadconstantine@hotmail.com>
To: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Tue, Jan 30, 2018 at 4:13 PM

Dear Mr. Campbell,

I am writing in support of the new development on Sprague Street, just south of the Readville Commuter Rail Station. I think that Readville will benefit from having more residents that will help make it a more vibrant community. Added restaurants and stores will help keep people in Readville as well. Hopefully having more residents will also encourage the MBTA to expand service to Readville. The added younger residents should help revitalize Wolcott Square as well. Better that we have new residents who are likely to use the commuter rail into the city than more warehouses and distribution centers which just further clog up our roads. I hope that the developer will continue to work with the city and state to mitigate the current traffic issues on the Milton Street Bridge and into Wolcott Square.

Thanks,

Thaddeus Constantine

[1 Westinghouse Plaza, Unit C207](#)

Hyde Park, MA [02136](#)

[617-947-3806](#)



Lance Campbell <lance.campbell@boston.gov>

Sprague Street Development

Lisa Goren <lisagoren59@gmail.com>
To: lance.campbell@boston.gov
Cc: Timothy McCarthy <timothy.mccarthy@boston.gov>

Wed, Jan 24, 2018 at 2:19 PM

Hi Mr. Campbell,

I was unable to attend the large meeting which discussed the Sprague Street Development.

As a longtime resident of Hyde Park (20+ years), I want to say that I 100% support this development. We need new businesses and new people in this area. I apologize for not being there and hope you will take this as a vote FOR the development.

Thanks!

Lisa

[Lisagoren59@gmail.com](mailto:lisagoren59@gmail.com)

www.lisagorenpaintings.com

www.lisagorenpaintings.wordpress.com

29 Gordon Avenue

Hyde Park, MA 02136

617-361-0716



Lance Campbell <lance.campbell@boston.gov>

Supporting 36-70 Sprague Street Project

Jayne Washington <jayne@washtone.com>
To: lance.campbell@boston.gov

Sat, Jan 20, 2018 at 1:51 AM

Dear Mr. Campbell,

I hope this email finds you well and in good health. I am a homeowner in Readville very close to Sprague Street. My neighbor, Mrs. Kerry Klaas, contacted me in regards to the proposed development and wanted to know if I was aware of it.

I am so glad she did. My husband and I fully support this project and would also like to be notified when meetings with the development team will occur so we can show our support.

I look forward to hearing back from you soon.

Kindly,

Jayne Washington
President of WashTone Media

WashTone Media
3 Allied Drive
Suite 303A
Dedham, MA 02026
1-781-489-3015

We are Certified Partners with:





Lance Campbell <lance.campbell@boston.gov>

Sprague Street Project

Kerry Klaas <kerryaustin@yahoo.com>
To: lance.campbell@boston.gov

Thu, Jan 11, 2018 at 10:24 AM

Hi Lance,

My name is Kerry Klaas and I'm a 10 year resident of Readville. I attended the meeting last night and based on how it went, I'm obviously in the minority of residents who support the project. The longer term (older) residents are holding a strong stance against it, but more than anything I was appalled by the way they represented the neighborhood. They were rude to the developer and his team and I heard some negative chatter about you as well. I hardly said whether I supported the project or not, but nevertheless was bullied by the woman next to me. I left the meeting feeling dejected and annoyed.

There are a good number of younger families who have moved to Readville. Personally my husband and I bought a new construction single family on Waterloo Street 10 years ago (which I'm sure the older residents weren't happy with as well). We're raising our three young children here. I care about the neighborhood. I singled handily got one-sided parking passed on our street and in addition had a heroin dealer arrested and evicted from the apartment building next door. So unless the older residents have some secret potion and are going to live forever, then us younger residents should have a say in the future of our neighborhood. The older residents are obviously against any kind of change (I'm sure they're the types who also balk at modern conveniences such as online banking, Uber and iPhones).

Given all that, is there a group you can put me in touch with who actually supports the project?

Best regards,
Kerry Klaas
617-331-8759

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

February 5, 2018

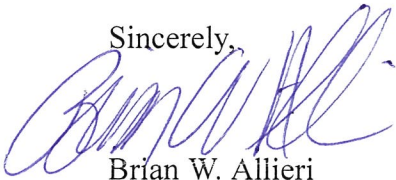
Dear Mr. Campbell,

I am writing to express my support for the redevelopment on the 36-40 and 50-70 Sprague Street in Readville. I believe it will create significant benefits for the overall Hyde Park Community.

The developer's plan to replace the old warehouses and maintenance yards with attractive landscaped buildings will beautify the neighborhood. It will also provide construction jobs permanent jobs as well as hundreds of new residents to support our local retailers and businesses.

I believe that this development is exactly the boost Hyde Park needs and is essential for the future of Hyde Park. Feel free to contact me with any questions you may have or support you may need.

Sincerely,



Brian W. Allieri
999 Metropolitan Ave.
Hyde Park, MA 02136
617-823-0227

January 31, 2018

BRA

'18 FEB 5 PM 2:36:00

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Karen Kirchoff. I am a long-time independent business owner (more than 20 years), over ten years now based in Roslindale. As a resident I advocate, with my community, for affordable, accessible housing here in our neighborhoods. My business practice sees a diverse demographic of clients and I am concerned about these neighbors and clients being displaced by proposals like that for **36-70 Sprague Street in Hyde Park**.

This housing development proposal must provide **no less than 35% affordability, at a cost of no more than 50% AMI**. This housing development must reflect **real unit set asides**. I oppose allowing the developer to just pay into the City's affordable housing linkage pool. The affordable units must be here in this development.

I join my neighbors in requesting that BPDA slow down this review process to allow the people who will be affected by this development to offer feedback. I also join with others to request that BPDA: hold more meetings; allow adequate advance- and well-publicized- notice of these meetings; and make an effort to inform and include the large immigrant population in these public meetings.

Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods.

Thank you for your time and responsiveness to these concerns.



Karen Kirchoff
Acupuncture & Herbs
16 Cohasset St.
Roslindale, MA 02131

January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Karen Kirchoff. I am a long-time independent business owner (more than 20 years), over ten years now based in Roslindale. As a resident I advocate, with my community, for affordable, accessible housing here in our neighborhoods. My business practice sees a diverse demographic of clients and I am concerned about these neighbors and clients being displaced by proposals like that for **36-70 Sprague Street in Hyde Park**.

This housing development proposal must provide **no less than 35% affordability, at a cost of no more than 50% AMI**. This housing development must reflect **real unit set asides**. I oppose allowing the developer to just pay into the City's affordable housing linkage pool. The affordable units must be here in this development.

I join my neighbors in requesting that BPDA slow down this review process to allow the people who will be affected by this development to offer feedback. I also join with others to request that BPDA: hold more meetings; allow adequate advance- and well-publicized- notice of these meetings; and make an effort to inform and include the large immigrant population in these public meetings.

Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods.

Thank you for your time and responsiveness to these concerns.

Karen Kirchoff
Acupuncture & Herbs
16 Cohasset St.
Roslindale, MA 02131

January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Jill Cowie. I am a Unitarian Universalist minister living in Roslindale and a long-term advocate of affordable housing especially in underserved communities. Over the last several years I have witnessed time and time again the displacement of residents as affordable housing is replaced with luxury condos especially around public transportation hubs such as Forest Hills. I am concerned about the impact of displacement on the individuals and families as well as the community I have come to love.

For these reasons, the housing development proposal for **36-70 Sprague Street in Hyde Park** must provide **no less than 35% affordability, at a cost of no more than 50% AMI**. This housing development must reflect **real unit set asides**. I join my neighbors in requesting that BPDA slow down this review process to allow the people who will be affected by this development to offer feedback. I also join with others to request that BPDA: hold more meetings; allow adequate advance- and well-publicized- notice of these meetings; and make an effort to inform and include the large immigrant population in these public meetings.

Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods. This is the mayor's vision, lets starts substantiating that vision with real action.

Thank you for your time,

Jill Cowie

43 Bradwood Street
Roslindale, Ma 02131



Sprague Street Redevelopment

Dana Rousmaniere <drousman@hotmail.com>
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>
Cc: "timothy.mccarthy@boston.gov" <timothy.mccarthy@boston.gov>

Mon, Jan 15, 2018 at 9:03 PM

Mr. Campbell,

I attended the first part of the meeting last Tuesday regarding the Sprague Street Development. I unfortunately had to leave early to pick up my kids but wanted to reach out to you as you suggested and add my two cents to the discussion.

There is clearly a real traffic problem in Hyde Park in general and in the area of Wolcott Square and the Father Hart Bridge in particular, there is no secret about that. Also, the proposed development is very large and has the potential to increase the congestion, possibly significantly. From what little we have heard about the proposed changes to the Fr. Hart bridge I personally very much doubt that the changes in store will have the impact needed to offset the potential impact of the development.

From that I'm sure you are expecting that this is one, of what I am sure is many emails opposed to the development. However, I believe that Hyde Park's number one asset is our space. Both open public space such as Stony Brook Reservation, the Neponset River and Meig's field as well as space available for development. I also very much believe that as residents of the City of Boston, a city that has a real housing shortage, we have a responsibility to look for ways to help address that shortage in a reasonable way. In that light I would like to say that a simple yes or no on this project would be shortsighted.

This project should be looked at in conjunction with the city's plans for the Fr. Hart bridge, the negotiations with the MBTA about the fare zones as well as, I believe, with the MBTA about their local property which could be part of the solution as the potential impact of ~500 units next to a station would warrant potentially incorporating some of the MBTA land in the vicinity for roadway improvements, as well as State Legislature and DOT for what funding or other assistance could be provided to help manage the traffic issues.

In short, while at the end of the day this project may or may not be the right project for Hyde Park I think we owe it to the neighborhood and the city to have a full evaluation of the broader issues with all of the significant stakeholders, including neighborhood residents, at the table to fully discuss and negotiate a solution to all the issues rather than simply rehashing the potential problems.

Dana Rousmaniere

303 Fairmount Avenue

Hyde Park, MA

617-519-1130



Lance Campbell <lance.campbell@boston.gov>

Sprague Street project

Melissa Luna <melissayluna@gmail.com>
To: lance.campbell@boston.gov

Thu, Jan 11, 2018 at 12:45 PM

Dear Mr. Campbell,

I was disheartened to receive same-day notice about the community meeting last night. I was unable to make the arrangements necessary to attend. As a new resident to the neighborhood, I am just learning about the project and would like to educate members of my household about the development.

Could you please send over any materials distributed at last night's meeting? I understand you are taking public comments through February 2nd and I would like to review any plans prior to submitting my comments.

Sincerely,
Melissa Luna
Hyde Park resident



36-70 Sprague Street, Readville - 1/10/17 Public Meeting

Jacke Willis <jackewillis@comcast.net>
To: lance.campbell@boston.gov, jackewillis@comcast.net

Thu, Jan 11, 2018 at 9:04 AM

Good Morning Lance,

For the people who are actually from and live in Readville, and will be affected by and are actually interested in learning about this project, I want to say Thank You to you, Jordan, Michael and Dave for your time and effort –and- all the information that was presented in a respectful manner. For me, the meeting and information was extremely helpful. I took lots of notes so as to inform other family members and neighbors who could not attend. I will present it as you guys did and encourage these Readville neighbors to attend the next meeting.

My only comment about the project itself is this:

It is people who live in and/or own a business in Readville who will primarily be affected by this new development. Therefore, it should be those people who should voice an opinion and vote on this project. I realize that Hyde Park and Dedham will also be somewhat affected but not in the same way as Readville neighborhoods will be. I also realize that, in this age of inclusion, my comment is an impossibility - but with all these other neighborhoods involved, unfortunately, a true representation and reflection of Readville will never, ever be realized. And the results will be as negative as the people who spoke.

A side note:

I was born, raised and live in Readville (Wolcott Side). My grandparent bought here almost 100 years ago, my mother and siblings grew up and bought here when they got married. They raised their children in Readville – and – most of those kids (me included) bought and raised our kids in Readville. So, I am third generation Readville. I love this town and its history, ambiance and unique character. In fact, there is a T-Shirt logo that those from Readville will recognize - 'Readville Pride'. However, after last night, I am actually embarrassed of are the rude, crude, inarticulate and ignorant supposedly 'neighborhood' people who spoke at the meeting. I don't know who those people are – never heard any of those names – and- I question where they actually live. There were comments made that told me that they know nothing about Readville, its history, neighborhoods or people. In fact, some were totally untrue and contradictory. But I won't get into that. Most said they live in 'Hyde Park' – which, although technically Readville is a part of, it is **NOT** Readville nor are those people representative of Readville.

Again, Thank You for your time and effort – it is appreciated.

Jackie Lyons

PS – if you want to get a true representation of the opinions of some of the people from Readville, I suggest a trip to Cappy's neighborhood sports bar in Wolcott Sq. Identify and talk with the people there who live in Readville. I think you will find the opinions intelligent, logical, level-headed, pleasant and civilized.

36-70 Sprague St

Ivette Timberlake <itimberlake@mhp.net>

Thu, Jan 11, 2018 at 10:27 AM

To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

Hi Lance – thanks so much for giving the Hyde Park community the ability to express themselves yesterday.

I've purchased my home in Readville a year ago, so I'm fairly new to the community. If this project goes through I will be looking directly at it, since I live in Prescott St. I'm neutral, but there are some changes that needs to happen before the community can accept this drastic change.

- #1 as you already know, TRAFFIC. We need to get this fix as soon as possible, that way the community can get a real feel for what traffic might look like if this development goes through.
- The development is too large! PLEASE scale down, 8 stories high? Look at this bird eye's view! Then look at all these tiny houses. (I live where the arrow is pointing).



- MBTA need to drastically reduce the t-pass to increase ridership. My job pays \$217.50 for my t-pass, if it wasn't for that, I too would be driving. People will use Readville/Franklin line if the cost was more affordable.
- A question that I have is, besides the restaurant can the community use the gym, day care, sports bar or are these amenities for the tenants only?

Thanks so much, looking forward to the next public meeting.

Ivette



Ivette Timberlake, Finance and Administration Supervisor

Massachusetts Housing Partnership

160 Federal Street, Boston, MA. 02110

Work: 857-317-8511 Main: 617-330-9955

Email: itimberlake@mhp.net Web: <http://www.mhp.net>





36-70 Sprague Street Impact Advisory Group Meeting Nov 27 ~

Patricia Tierney <culbs@verizon.net>

Tue, Nov 28, 2017 at 4:28 PM

To: Lance.Campbell@boston.gov

Lance good afternoon,

I hope this note find you well and rested ~

Thank you for taking the time to arrange for the IAG Meeting last nite (Nov 27) there are the benefits with a small group ~

With any course, the pace is important, as you did indicate 'this is just the starting line'. In my haste speaking, I do hope I did not offend you or others. If so, I do apologize.

Readville, MA is a portal of history, perhaps in some manner we may pause to notice. The future is our realization.

With regard to traffic control, the studies include clauses perhaps you are able to provide clarification. It would stand to reason if/when, either project moves forward; Sprague Street or Yard Five, the traffic recommendations would be considered as it is currently of significant concern.

Please, when time allows review the attached and further advise implementation.

Regards,
Patricia Tierney
Tel: 1(617) 364 0274

 2017 BPDA 36 70 Sprague St Project Notification Sec 3-28.pdf
381K

Citizens for the Preservation of Readville (CPR)
P.O. Box 316
Readville, Ma 02137

August 29, 2017

Mr. Lance Campbell
BRA dba BPDA
One City Hall Square

RE: 36-70 Sprague St.

Dear Mr. Campbell,

Our neighborhood group, Citizens for the Preservation of Readville (CPR), has become concerned with the fading depth of citizen participation in the impact advisory group (IAG) for the 36-70 Sprague Street proposal. To begin with: we were informed by the original BPDA project manager that it is routine that 15 members are selected to sit in the IAG, yet in this case, only 12 were selected. One of those 12 had been identified by BPDA as pending and as he has not appeared at either the formal or informal gathering of the IAG, it is presumed that the number in the group is 11. It was reported to us that at this informal gathering of the IAG, a few other nominees decided not to participate. Also, one member had attended and informed all that he had just moved out of Hyde Park and thus was withdrawing from the IAG. It appears that the number is now at 7 and one of them has just reported to the neighborhood that his house is up for sale and he will be leaving the city.

First and foremost, it comes across as improper that this group has assembled themselves privately to discuss the proposal. The public should be informed of all assemblies and have the opportunity to attend such. The point of this letter is that perhaps it is time to start all over again. The timing of the first meeting, close to the July 4th holiday, has been criticized by all, including some elected officials. At that meeting, the makeup of the IAG was questioned as not one of the abutters to this proposal was invited to participate on the IAG. It was also observed by us in attendance, that only one woman and not one member of the minority population was sitting at the table of the IAG. The total population of the IAG seems to be less than half the preferred number of 15, so BPDA should consider a fresh start to avoid consistent skepticism of the process.

With all due respect,

CPR - Rosalie Carlson
David Rea
Craig Martin
Dianne Knecht
Angela Finn
Martha McDonough



Lance Campbell <lance.campbell@boston.gov>

Readville Campus project

Kelly McAuley <kellyemcauley@gmail.com>
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 12:03 PM

Hello Mr. Campbell,

I am writing you after hearing about the proposed building project in Sprague Street as detailed here: <http://www.bldup.com/projects/readville-campus>

As a nearby resident in Dedham, I am very concerned about the impact this development would have on local traffic. The congestion on Sprague Street in the Readville station area is already at capacity with the Milton Street Bridge always being at a full stop during many hours of the day. The heavy traffic that roars through residential Dedham down Sprague Street on its way to 128 is already at high capacity (not to mention high speeds!) The backups it causes on East Street and at the East Street rotary will become unbearable.

While I am in favor of creating more affordable housing for all, I believe that the impact the traffic would have on current and new residents would not be desirable. Urban sprawl is unavoidable, but we should always be mindful that an area's roads and bridges can handle the anticipated increased traffic.

Thank you for your attention to this matter. I do hope that you and your colleagues will make the best decision for all current and future residents.

Best,
Kelly McAuley

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Antonette. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

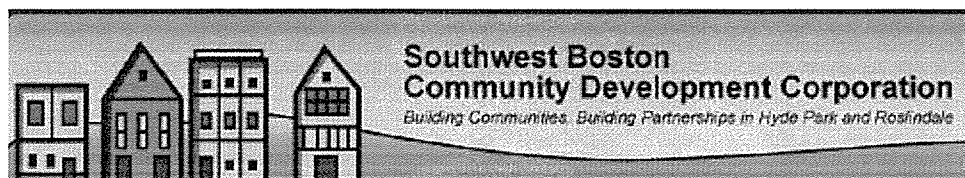
In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is DAUPHIN JEAN I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

Signature 



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Lina Ramirez. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

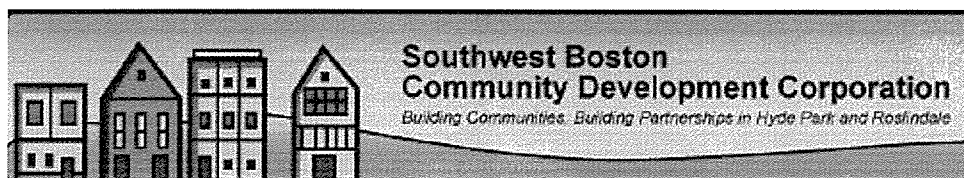

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

Signature



January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

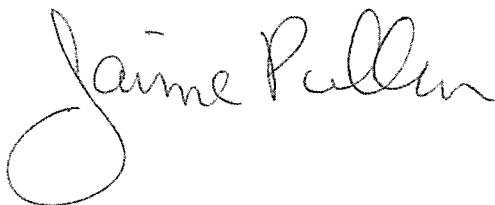
Hello, my name is Jaime Pullen. I live in Roslindale and work with my neighbors in Roslindale and Hyde Park to create and advocate for adequate affordable housing in our neighborhoods.

I am aware of the project proposed at 36-70 Sprague St. in Hyde Park. I hope the BPDA and Mayor Walsh see this as an opportunity to truly increase the number of affordable newly constructed units in our part of the City. To ensure that the current residents who live in Hyde Park and Roslindale will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide **at least 35% affordable housing**, at a cost of no more than 50% AMI. We want these to be **real units set aside** in this development; I oppose letting the developer merely pay into the City's affordable housing linkage pool instead of producing the affordable units we need in *this development*. In general, I support the Mayor's vision for 2030 of developing many more units to meet housing demand. However, we need a real commitment on the part of the City to ensure our neighborhoods are ethnically and economically integrated, block by block... development by development. Integration is a cornerstone of the vision which will continue to make Boston a great place to live.

I also hope that BPDA hold more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park and Roslindale; a population that is more than 30% not native English speakers. Let's get more creative with finding solutions to meeting Boston's housing demand.

Thank you for considering my perspective and I trust you to act in the public interest.

Sincerely,

A handwritten signature in black ink that reads "Jaime Pullen". The signature is written in a cursive style with a large, looping initial "J".

Jaime Pullen

31 Cotton St. Boston, MA 02131 617-323-5495 jaimepullen@gmail.com

January 25, 2018

Dear BPDA,

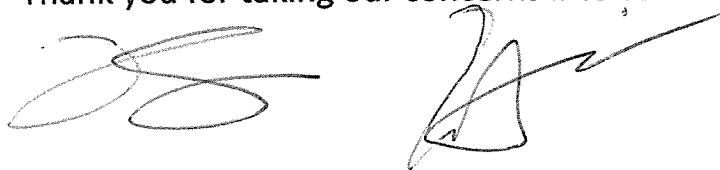
Our names are Quiana and Uka Agbai. We are a residents of Hyde Park and are very concerned about the project proposed at 36-70 Sprague St.. While we are not opposed to new investment in our neighborhood, we are against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents as well as likely increase the speed of displacement happening across the city.

We support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with a concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking our concerns into consideration.

Two handwritten signatures in black ink. The first signature on the left is a stylized, cursive name. The second signature on the right is also cursive and appears to be a different name or a second signature.

Quiana & Uka Agbai

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Mula Chery. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

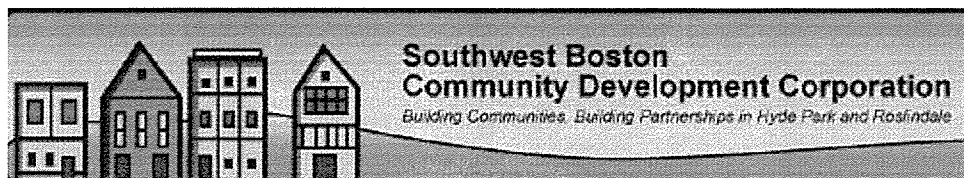
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Shelita Burke. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

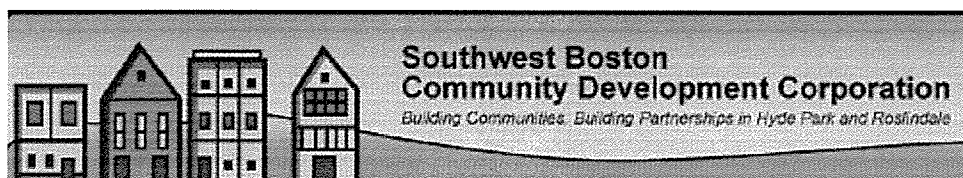
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Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Gabriel Spivey. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

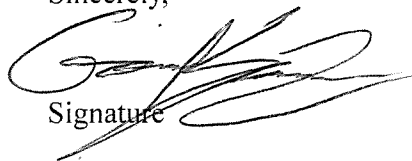
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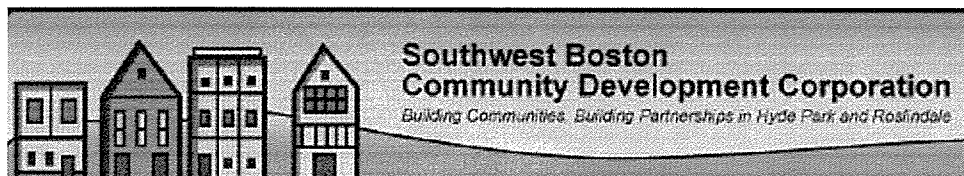
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,


Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Anille Spivey. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

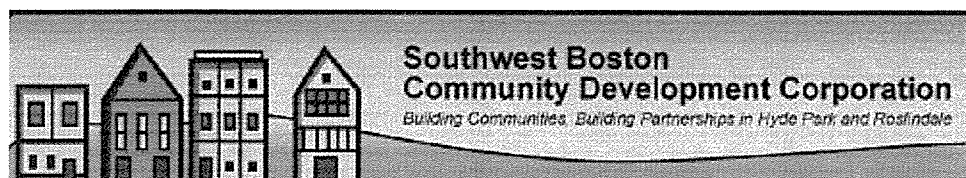
In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

I live in SouthWest Boston and have concerns about lack of affordability in new developments like the one proposed for Hyde Park at 36-70 Sprague St. It is another example of development that drives displacement, rather than enhancing the neighborhood for average working families who have been living here. This proposal as currently conceived will drive rents up overall and people out --a pattern spreading across the city.

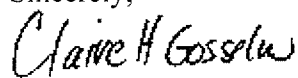
Like many people, I welcome neighborhood improvements, like good access to transit and other amenities. The problem is that more and more housing is geared towards higher income, with very low percentage set asides for what is considered affordable according to an AMI that does not represent the reality of the neighborhood people's income. To ensure that the current residents who live in Hyde Park will be able to afford living here with improvements, projects like this should provide at least 35% affordable housing, at a cost of of no more than 50% AMI.

My husband and I are fortunate to own our home in Roslindale, which we purchased in 1991. However, I am familiar with some of the difficulties experienced by hard-working low income immigrants and citizens. When my father died young, my mother was left to raise 5 children. Fortunately, we had a small house that was paid off upon my father's death thanks to an insurance policy that included the provision. While we had none of the extras -- summer camp, sports activities or other enrichments, *we had a home*, unlike most moderate to low income families facing the same situation today. Single parent households, usually headed by women, continue to be displaced at a higher rate nationally -- and I doubt Boston is an exception to this. There are major health and other consequences for the whole family and the community when this occurs. We want our neighborhoods to include a diversity of incomes, ethnicities and people of different hues that constitute the human race *and our city*, and make life better for ALL of us.

I join in asking that the review process be slowed down, that there are more, broadly composed and well- publicized meetings, with a concerted effort made to inform and include the large immigrant population that lives in Hyde Park.

Thank you for considering my concerns.

Sincerely,



Claire H. Gosselin
25 Cotton Street
Roslindale, MA 02131-1609
617-512-5136 -- claireg53@gmail.com

January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Alexander Nadel, a resident of Roslindale, I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed. Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alexander Nadel', written in a cursive style.

Alexander Nadel
31 Conway St. Apt 3
Roslindale, MA 02131

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Claudia Alexander. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

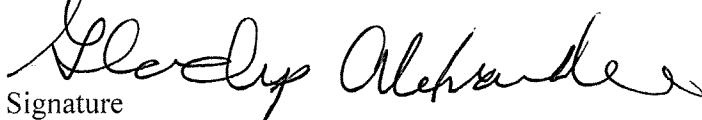
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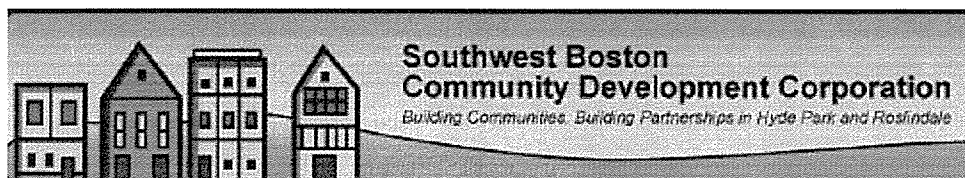
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

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Thank you for taking my concerns into consideration.

Sincerely,


Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Chantal Firmini I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

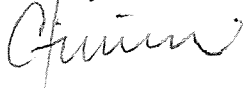
Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

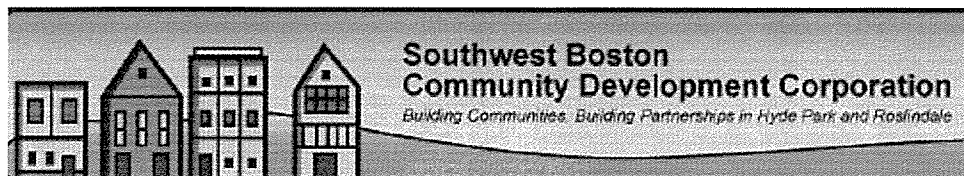
In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Nicole Wiggins I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

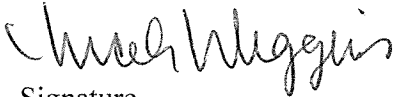
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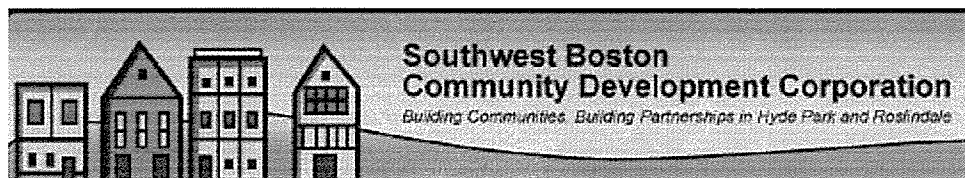
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Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Sonie Johnson. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

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Thank you for taking my concerns into consideration.

Sincerely,

Sonie Johnson

Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Segun Idowu. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

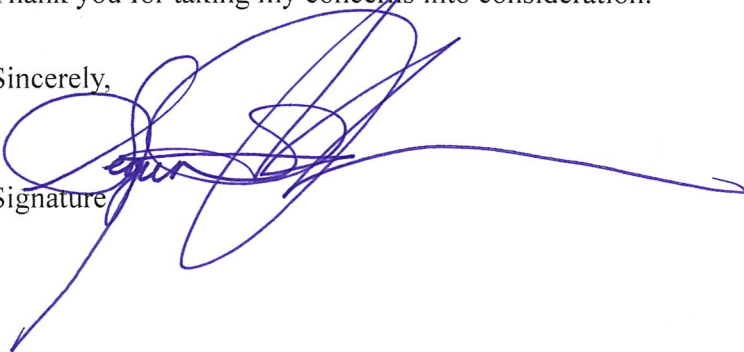
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In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

Signature



LANCE CAMPBELL

BOSTON PLANNING & DEVELOPMENT AGENCY

ONE CITY HALL PLAZA

BOSTON, MA 02201

RE: 36-70 SPRAGUE ST, READVILLE

I HAVE LIVED IN READVILLE FOR 44 YEARS, I HAVE A FEW POINTS TO BRING UP.

1. THE PEOPLE
2. THE PROJECT
3. TRAFFIC
4. REPRESENTATION

1. A DOOR TO DOOR NEIGHBORHOOD SURVEY WAS TAKEN, RESULTS WERE 87% AGAINST THIS PROJECT, 11% UNDECIDED, & 2% IN FAVOR. IN WHAT SOCIETY DOES 13% DEFEAT 87%. A HAND VOTE AT THE JAN 10TH MEETING WAS UNANIMOUSLY AGAINST THIS PROJECT.

YET WE THE PEOPLE ARE STILL NOT BEING HEARD, WHAT DOES IT TAKE?

2. A PROJECT OF 521 UNITS WITH AN ESTIMATED POPULATION BETWEEN 521 TO 1000 RESIDENTS SHOULD NOT BE LEGAL WITH ONLY ONE ENTRANCE

EXIT, IF THIS IS INDEED THE PLAN, IN CASE OF A MAJOR EMERGENCY THIS IS A POTENTIAL DISASTROUS SITUATION, IF THIS IS THE CASE IT SHOULD BE ILLEGAL, THIS SHOULD NOT BE OVERLOOKED.

3. TRAFFIC HAS BEEN AN INCREASING PROBLEM IN THIS NEIGHBORHOOD FOR YEARS. NOW ALL OF A SUDDEN WE GET SOME ACTION, ITS BEEN NEEDED FOR YEARS BUT IGNORED, IS IT BECAUSE OF THIS PROJECT THAT THE TRAFFIC ISSUE IS FINALLY GETTING ADDRESSED? LOOKS LIKE THE NEIGHBORHOOD IS BEING THROWN A BONE OF SORTS & IS SUPPOSED TO BE HAPPY, PAINTING LINES & ARROWS ON THE ROADS & A FEW TRAFFIC LIGHTS REGULATED BY CITY HALL IS A START BUT I'M NOT SURE ITS A FIX GOING FORWARD, BUT IT MIGHT HELP. IF THIS PROPOSED PROJECT IS KILLED DO WE STILL GET THE PROPOSED TRAFFIC IMPROVEMENTS?

4. SEEMS TO ME THIS PROJECT IS STRONGLY OPPOSED BY THE LOCAL RESIDENTS, WE ARE TOLD WE HAVE A VOICE, WHY IS IT IGNORED OVER & OVER? MORE MEETINGS ARE NOT GOING TO CHANGE THE SITUATION FOR US RESIDENTS. GOING FORWARD FUTURE MEETINGS SHOULD

BE STRICTLY LIMITED TO RESIDENTS OF
READVILLE, HYDE PARK & DEDHAM. AT THE JAN 10TH
MEETING WE HEARD AN OBVIOUS "PLANT" SPEAK
TO US, HE IS FROM NORWOOD. I DON'T GO TO
MEETINGS IN NORWOOD TO TELL THEM THEIR
BUSINESS, I SINCERELY THINK THEY SHOULD RESPECT
OUR THOUGHTS ABOUT OUR NEIGHBORHOOD ISSUES &
STAY AWAY. SHAME ON THE CONTRACTORS TEAM
FOR THIS LOW LEVEL PLAY. TO ME IT SHOWS
WEAKNESS, HE IS THEIR PLUMBER.

IT IS OBVIOUS CITY HALL REALLY WANTS THIS
PROJECT IN SPITE OF THE RESIDENTS OPPOSITION
& POSSIBLE SAFETY ISSUES. RESIDENTS DON'T
SEEM TO MATTER TO THIS ADMINISTRATION. WE
HAVE BEEN TOLD "IF YOU DON'T LIKE THIS
PROJECT, THEN WHAT?, SOMETHING WILL GO HERE!"
MY ANSWER IS THIS PROJECT IS TOO
OVERWHELMING FOR THIS AREA FOR OBVIOUS
REASONS. LIGHT COMMERCIAL INDUSTRY HAS BEEN
A GOOD NEIGHBOR FOR OVER 100 YEARS, WHY IS
IT WRONG NOW & WHO SAYS SO. BRINGING MORE
BUSINESS INTO BOSTON I THOUGHT WAS A GOOD IDEA.
GOVERNMENT IS SUPPOSED TO BE "OF THE
PEOPLE, BY THE PEOPLE, FOR THE PEOPLE."
THIS IS NOT HAPPENING IN THIS NEIGHBORHOOD,
UNFORTUNATELY!

LANCE, SORRY TO RUN ON BUT I GET A LITTLE WORKED UP ON THIS SUBJECT, IT DOESN'T SEEM FAIR THAT WE FEEL THAT NO ONE INVOLVED REALLY SEEMS TO CARE ABOUT US. THIS WHOLE THING MAKES NO SENSE TO ME & ONLY ONE GOVERNMENT OFFICIAL SPOKE ON OUR BEHALF, & HE WAS FROM STATE GOVERNMENT.

IS EVERYONE IN CITY GOVERNMENT SO COLD & CALLOUS. ONE MAN'S AGENDA MIGHT NOT BE FIGHT EVERYWHERE JUST BECAUSE WE CAN SQUEEZE IT IN.

THANKS FOR YOUR PATIENCE.

SINCERELY

Harry Gardner

HARRY GARDNER

16 STAMBO ST.

Craig Martin
8 Colchester St.
Readville, Ma. 02136

October 30, 2017

Mr. Lance Campbell,
BRA/BPDA
Boston City Hall

RE: 36-70 Sprague St.

Dear Mr. Campbell,

This letter is sent to you under distress. Hyde Park went through a zoning process under the direction of BRA from which Article 69 was drafted and subsequently certified by the city in 2012. This procedure took a period of two years and BRA had hired several consultants in traffic, landscaping, and urban development to guide us along. In combination with the BRA staff members I presume this cost us taxpayers many tens of thousands of dollars. BRA repeatedly told us during the process that we should not consider changes to Article 69 for at least 20 years as we must give Article 69 time to benefit Hyde Park. All of the Hyde Park organizations and neighborhood associations had accepted this and now we plainly see that we were duped by BRA as BRA/BPRA never intended to honor this zoning article.

In his "Mondays with the Mayor" session with Hyde Park this Mayor, when questioned, told us that he would respect Article 69 and thus would not be condoning changes to such. He said he would only be seeking changes to the Forest Hills area of Jamaica Plain. He thanked the Hyde Park residents at this meeting for all the time we spent in drafting this zoning article. But yet, the actions of BRA/BPDA and the mayor display that we've all been duped. The recent larger proposals have been applauded by the city despite requirements for a "change in use" of Article 69. A large apartment building is going up on Nott St. which had been designated for "mixed use". A nine unit building is going up on Hyde Park Ave. in an area zoned to accomodate two-family structures. Vehement neighborhood opposition did not influence City Hall.

Some time ago, BRA changed the zoning on a couple of parcels associated with the Finegan Properties on River St. The local neighborhood association probably would have encouraged this change as they've been very supportive of this developer. But they certainly weren't pleased when I informed them of this "backdoor" deal at their monthly meeting.

This month BTM held a meeting in Readville regarding upcoming changes around Wolcott Square. Having read the traffic report by Howard Stein & Hudson, I asked the engineers where they obtained the information that the "Estimated Completion Date" of the construction of this Sprague St. proposal was the year of 2027. The engineer told us that BPDA was the source.

All along we've been presented by BPDA the illusion that this is not a "done deal" yet we have in ink that indeed it is.

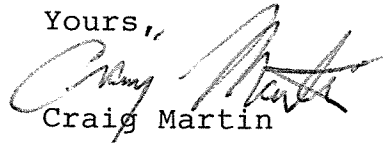
As presented in the Boston newspapers, this administration was making every effort to transform BRA into BPDA so as to erase the stigma associated with the former. I recognize that the state legislature has not formally accepted this change and perhaps for good reason. It is BPDA that is making a mockery of Article 69. The public was assured that BPDA would ensure better communication with involved communities and hence listen more intently to communities surrounding development proposals. We have seen no evidence of this in regards to the proposal for 36-70 Sprague St.

At public meetings hosted by the proposed developer we have heard testimony from direct abutters on Sprague St. that they were attending said meetings only because they heard about it on the streets and not because they were properly informed of such. BPDA held the first Impact Advisory Group (IAG) meeting on the week surrounding the July 4th holiday celebration and with only a very short notice, within days of the meeting. I, myself, was actually inadvertently responsible for informing one of the members.

As if this weren't offensive enough. BPDA had a flyer distributed at the meeting that indicated unreasonably that community input would not be accepted after the middle of July and in fact, we discovered that the website address given to provide such comment was not even functioning properly.

One would hope that BPDA pays attention to the petition papers presented to your office by our neighborhood group, Citizens for the Preservation of Readville (CPR). Months ago the Boston Globe newspaper did inform our group that they are much interested in this proposal and would like us to keep them informed. We do intend on sending them copies of the cover letter enclosed with the petition as well as earlier letters we sent to you and I'll be sending a copy of this as well.

Yours,

A handwritten signature in black ink, appearing to read "Craig Martin", written over the typed name.

Craig Martin

Lance Campbell, Senior Project Manager

January 23, 2018

Boston Planning and Development Agency

One City Hall Plaza

Boston, MA 02201

RE: Proposed Development @ 36 - 70 Sprague Street, Readville

We have been residents of Readville for 33 years. We are opposed to this development for the following reasons:

- The proposed buildings and property do not fit with the existing surrounding neighborhood. The density and scale would totally change the integrity of our residential community. Our neighborhood is mostly 1 and 2 family homes and some small apartment buildings. This project is just way too big for our tiny Readville.
- Traffic congestion in our area is already at a peak. A project of this size would only add to further clog our already maxed intersections and roadways. Further traffic could become a safety hazard for both current and new residents. Readville already bears the burden of garaging many of the city's school buses as well as numerous trucks from local small businesses. We should not be expected to endure even more.


Again, we are against this proposed development. Please feel free to forward this letter to any other city or state officials involved in this project. Thank you for your attention to this important matter.

Roy & Catherine Prout

17 Colchester Street


Readville, MA

Readville37@gmail.com



Dear Love Combined,

I am writing to
comment on why I do
not want the Unit
Housing proposal. I
am eighty seven 87
years old in good
shape so far. I do not
want my trip to any
more as I live on
West Milton St.
If I need emergency



services which I do
at times I want them
not impeded in their
response to help me.

Thank you

Josephine Pero



Ms. Josephine Pero
47 1/2 W Milton St.
Hyde Park, MA 02136-1927

January 28, 2018

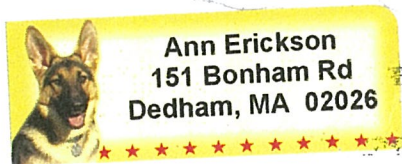
Dear Mr. Campbell,

Please reconsider
putting 521 apartment
at 36-70 Sprague St
It would be a complete
nightmare.

The traffic day and night
would be horrible and
ruin the Community.

Sincerely,

Ann Erickson
151 Bonham Rd
Dedham 02026



Craig Martin
8 Colchester St.
Readville, Ma. 02136

January 30, 2018

Lance Campbell
BRA dba BPDA
One City Hall Square

RE: 36-70 Sprague St.

Dear Mr. Campbell,

First and foremost, please record this correspondence as opposition to the proposal on 36-70 Sprague St.

For some time I've been urging you to bring particular specialists along to an IAG meeting so as to address questions that have been brought forth at earlier meetings but never answered. This letter serves as a more formal attempt to obtain these answers and therefore I anticipate said answers to be mailed to me at the address noted above.

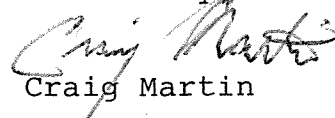
Residents had asked how this apartment complex will affect their childrens' likelihood of admittance to the local Roosevelt school. This school tends to K-8 students. What is the maximum number of students in this age group that the complex could house? What is the number of students that the developers anticipate living here? If 10 or 20 children move in and wish to enroll in the kindergaten classes, how does that impact the likelihood of 3 families currently living here who also wish to enroll?

I am concerned about their source of Boston water. Will there be a new water main installed specifically for this address or will they be utilizing mains that are currently servicing other streets? What is the impact on water pressure in our homes if this large complex shares the use of these water sources?

There is still plenty of time to bring personnel from the school dept. and Boston Water and Sewer to the neighborhood but in the meantime please mail me the sought after answers

Also, it is expected that some folks from one or two special interest groups will continue to lobby you to urge a greater concentration of "affordable" units be placed in this proposed complex. These people are not residents of this neighborhood and a great percentage of one of the louder groups do not even reside in Hyde Park. The arguement from Readville has never been the type of potential residents but rather the incredible number of such.

Your Truly,


Craig Martin

(617) 364-1445

February 1, 2018

Via Certified Mail # 70162710000070618079

Mr. Lance Campbell
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Sprague Street Development

Dear Mr. Campbell:

Please accept this letter in objection to the proposal by OMB Sprague LLC to build a 4 buildings (some 7 & 8 stories high), 521 unit apartment complex at this local industrial site that is landlocked by 3 railroad tracks (Providence Line, Franklin Line & Fairmount Line), 2 bridges (Father Hart & Sprague) and a pond.

I am a Readville resident within 500 or so feet of the proposed site (just over the Sprague Bridge). My reasons for objection to this project are:

A: Project is not a fit for the neighborhood / location

1. Readville is a community of mostly single home (with some multi-family, owner occupied properties). It has a high concentration of elderly. An apartment / rental development that is 20% or more of the total homes in Readville will irreparably destroy the nature and identity of the neighborhood;
2. Safety is a major problem. The geographical limitations at the proposed site restrict egress to the proposed 521 apartments to one small driveway at the base of the Sprague Bridge. A single entry and exit point does not support a residential apartment complex of this or any size and if allowed would prove disastrous for residents and first responders in an emergency;
3. The entire Hyde Park community worked for a long time with the city during the recent zoning reviews in 2014 to identify, maintain and tighten the local industrial zoning (LI-1) within the HP area and want to keep it;
4. The IF-6000 residential sub district near the Dedham line of the Boston development will be negatively impacted by the project;
5. The proposed height of the project, at 7 & 8 stories, even given the grading of the site, will significantly and / or totally block the view that the Readville neighborhood has of Blue Hills. Those heights will also add significant shadowing to the residential single family homes off of Sprague, West Milton and Readville streets and block the morning sun that will rise in back of the buildings.

B. Too Many Variances for one project

6. The project use is not "as of right" and the community, particularly abutters and close proximity neighbors, do not support a use variance for the project;
7. The scope of the apartment project is too large and dense for the footprint the developer has under agreement and out of proportion to other approved projects in the city.
8. The Floor Area ratio (FAR) of 1.9 for the project is not within zoning requirements of either the LI-1 (1.0) or the IF-6000 (0.3) zoning rules and the doubling and tripling of the ratio should not be approved;

9. The proposed heights of the project is outside the allowable zoning restrictions and will negatively impact the neighborhood's quality of life.

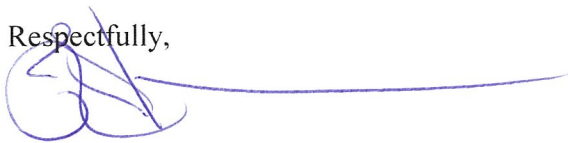
C. Negative Impacts to Quality of Life and Neighborhood:

10. The congestion, noise, fumes and traffic in the area is already past solvable and this project will further aggravate the congestion issues and deteriorate the quality of life in the area;
11. Proposed "lights" at the Farther Hart Bridge will not solve (or need time to demonstrate their effectiveness before any new projects get greenlighted) the volume or traffic flow issues already in existence in the area;
12. The intersections at Sprague, West Milton, Milton, & Readville Streets, as well as Fleet & Milton, Neponset and Hyde Park Ave are too tight, restricted and cannot, particularly on the bridges, handle the volume of traffic currently in the area nor an increase a project this size would generate;

D. Other reasons to deny:

13. The Readville Yard 5 project which has been recently modified and is being built, will add more truck (including large truck traffic, equipment, vans and car traffic, from businesses and their employees to this same area and that impact has yet to be felt or truly addressed;
14. Readville Yard 1& 2 are still being contemplated for additional projects as part of the MBTA layover, facilities and use projects and as they are, as of right projects, will need little oversight and therefore their impact is not being considered;
15. The maximum 68 "affordable" units out of the total 521 units the developer is touting at 70% of median income will not in any way offset the damage to Readville by transforming it from a "high owner occupied single family neighborhood to a "transit", transient rental community;
16. Nor will the rentals units in any way support or assist the high concentration of senior citizens in the Readville / Hyde Park neighborhood who linger on decade long waiting list for neighborhood housing that is suitable, safe, income restricted places to live;
17. The staggered construction schedule proposed to "maximize lease buildup" will itself result in years of construction that itself will harm the single family residential Readville neighborhood; and finally
18. Due to the significant and unmovable railway track boundaries, and inability to move the pond or build new infrastructure like new bridges to traverse the tracks, there is absolutely no room or options for any significant roadway and/or access, diversion, flow reconfiguration or expansion of traffic in the area of the proposal that will alleviate any of the above problems with site location, access, safety, congestion or pollution that 521 rental housing units would bring.

Respectfully,



Roberta Johnene
100 West Milton Street
Readville, MA 02136

MICHAEL G. KING
PRESIDENT
HYDE PARK HISTORICAL SOCIETY
44 SCHOOL ST.
APT. C24
WESTON, MA
02493-2517

January 11th, 2018

Dear Mr. Campbell.

Am writing to express my extreme opposition to Mr. Jordan Warshaw's proposed project at 36-40 Sprague Street in Readville. Its architectural style is industrial, Stalinist-era ugliness, that can abundantly still be seen in the former Soviet Union from the Baltic States to the Czech border.

Mr. Warshaw's paid "traffic expert" is massive mendacity in his highly incorrect assertion that this preposterous project of 300 automobiles will not, repeat, not adversely impact an already-impossible traffic jam existing in Readville, and more locally at the traffic-jam at the triangle of the 6.63 acre site containing more than 200 cars.

As noted in last night's public meeting, nearly 100% of Readville's residents oppose this money-grubbing by Mr. Warshaw's associate. I hope that the City of Boston hears their protests.

Very sincerely yours,
M.G. King



Lance Campbell <lance.campbell@boston.gov>

36-72 Sprague St

Christopher MacDonnell <cwmacdonnell@icloud.com>
To: Lance.Campbell@boston.gov, Amicozz12@rcn.com

Fri, Feb 2, 2018 at 7:11 PM

Lance Campbell. I am a resident of Reedville and I am against this project. The traffic along Sprague Street in the afternoon is already horrible; we do not need 521 more apartments. Every apartment now needs at least two cars per apartment.

We want he like industrial business not apartments.

I vote NO. Thank You.

By The way where is our second or third meeting that you were supposed to set up for this project at St Anne's School?

Rachel MacDonnell.
16 Norton St.
Readville MA 02137



Lance Campbell <lance.campbell@boston.gov>

36-72 Sprague St apts

Christopher MacDonnell <cwmacdonnell@icloud.com>

Fri, Feb 2, 2018 at 7:00 PM

To: Lance.Campbell@boston.gov

Lance, I am emailing you to show my displeasure with the Sprague St apts project.

I am AGAINST it; I do not feel it is good for the hide Park community. It will make all kinds of traffic nightmares which spray street already has; never mind all the extra traffic with the yard five project which is literally next door to them. The project will also take away the scenic view of blue hills as well.

Also there is NO WAY that

there are enough parking spaces, every unit will be needing two parking spaces at least.

This whole project is nothing more than a high and apartment complex. What we would like to see go in is a light industrial business where we can put people to work.

I vote NO for this project. Thank you.

Christopher MacDonnell
16 Norton St.
Readville Ma 02137



Lance Campbell <lance.campbell@boston.gov>

Home Street, Hyde Park proposed apartment complex

Jeanine Mc <mcc.inquiries@gmail.com>
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 7:24 AM

I am a Dedham resident and live within a half-mile of the proposed apartment building construction for Home Street in Hyde Park. I see this proposal as truly dangerous in all respects. First: traffic in this area will become immediately out-of-control and will certainly lead to many accidents. Not just in Hyde Park, but on the streets in Readville and Dedham just above the proposed project -- along the train bridges, the street leading to the parkways and the street to the 4-way stop at West Milton. These streets are ALREADY heavily trafficed; rarely are police monitoring or helping with traffic flow there. Between 5 and 6pm, there is often a 20-minute delay for a driver coming down W.Milton toward the train bridge and needing to turn right on Sprague Street. Really incredible traffic here.

Second: the proposed building would be 7 stories high with 521 units. Certainly, this means at least 1000 people living in the building--most likely, more than 1000. Incredible! Right on the cusp of the train station! I don't think Dedham fire has trucks that can service a building this high. Not sure about Boston fire. In any case, a fire in the proposed building would be disastrous...really disastrous. And think of trying to clear traffic for a fire during rush hour and getting emergency equipment in and out...Remember, the plan also calls for a parking lot adjoining the apartment structure!

Overplanning: a childcare facility onsite, a cafe onsite...This only adds to the madness of a mammoth structure squeezed into a miniature area. An apt literary comparison: Alice in Wonderland trying to shrink herself down to get out of the rabbit's little house.

I beg the board that is overseeing this proposal to see its danger and folly. Yes, our neighborhoods desperately need low and middle class housing -- absolutely. But this proposed building is NOT the answer. It's a disaster waiting to happen.

Sincerely,

Jeanine McCartan

[84 Lancaster Rd, Dedham](#)



Sprague Street

Mimi Turchinetz <mimi.turchinetz@boston.gov>
To: Lance Campbell <lance.campbell@boston.gov>

Fri, Feb 2, 2018 at 6:15 PM

Attention Mr Campbell:

Please be advised that I am submitting my comments on the [36-70 Sprague Street](#) proposed residential project. I am concerned about the scope, size and unit mix as well as the affordability of this project, and as it currently is proposed, I can not support it.

At the community meeting that took place in Readville several weeks ago, it was evident that the contiguously abutting neighbors were quite concerned about the project. Although Readville is a neighborhood that includes quiet, single family homes, much commercially zones properties, as well as much green space, there is one unifying factor: community residents feel that this project is just too big for the neighborhood. It does not fit into the residential streetscape, nor is it in keeping with the current Readville neighborhood feel.

Additionally, although it fulfills the BPDA required affordability mix, it does not meet the need in the neighborhood.

As I stated in my comments at the Article 80 meeting- I do not live in Readville, instead a few miles out, off of Hyde Park Ave in Hyde Park, on Dell Ave- and I will defer to the Readville community. I did not see much support for this project. It is too big, there is not enough affordability, and the rents are too high for the current residents who desperately need housing they can afford in Hyde Park and Boston. Maybe a smaller version of the project could be acceptable, with more affordability. Maybe the developer needs to provide a significant redesign and go back to the drawing board. I look forward to continuing to engage with the community on this important question of the future of Hyde Park and Readville.

Thank you.

Mimi Turchinetz
[32 Dell Ave](#)
[Hyde Park, MA 02136](#)

--



Lance Campbell <lance.campbell@boston.gov>

sprague street

MARCIA CIBOTTI <marciacibotti18@comcast.net>
Reply-To: MARCIA CIBOTTI <marciacibotti18@comcast.net>
To: lance.campbell@boston.gov

Fri, Feb 2, 2018 at 3:23 PM

We are submitting comments opposing the building of the 521 units on Sprague street. The addition of these units will increase the already bogged down traffic we suffer through daily. Not to mention in winter people going to work must walk in the road as the sidewalks from the bridge to the entrance to the site of 30- Sprague street is not shoveled creating a danger. Now for the police and fire department the police very seldom patrol the area over Sprague street bridge to the Dedham line. the fire department in peak hours could take up to one and a half hour to get through school bus traffic to answer emergencies.

the problem of rats once the construction begins is another problem.

the idea of a recreation park by Sprague pond could be very dangerous to people who have no experience with water.

A restaurant would be very nice again creating more problems parking , noise till it closes at 1am right next to houses while they are trying to sleep, dumpsters being empty



Lance Campbell <lance.campbell@boston.gov>

Comment re: 521 Unit housing in Readville

Barbara Domingos <bdomingos@me.com>
To: lance.campbell@boston.gov

Fri, Feb 2, 2018 at 7:16 AM

Dear Mr. Campbell,

I am writing to request that the new 521 unit housing proposal be denied. That is just too large of a development. We often travel on Sprague St. and other Readville roads and there is often heavy traffic already, especially at rush hours. It takes a very long time to cross the bridge to get over to Wolcott Square or to travel into Hyde Park and I cannot imagine what it would be like with that many more people moving into one housing development increasing the density by so much. I live on River St. and am surrounded by elderly people on both sides of me and across the street. There have been many ambulances over the years called for emergencies and I am concerned about emergency services being able to respond in a timely manner with the proposed increase in traffic, especially at certain times of day. My neighbors all feel the same way but they are elderly (in their 70s and late 80s) and do not have email so they couldn't respond before the deadline for comments but they wanted me to pass along their concerns. We will be watching closely to see what comes of this. You are welcome to give me a call if you would like to speak to me for any reason at 617-364-7209.

Thank you for hearing my comments,

Barbara Domingos
1854 River St.
Readville, MA 02136



Lance Campbell <lance.campbell@boston.gov>

521 unit Sprague Street Development proposal

Martha McDonough <baku2@rcn.com>
To: Lance Campbell <Lance.Campbell@boston.gov>

Fri, Feb 2, 2018 at 10:38 AM

I am opposed to the 521 unit development proposal off of Sprague Street in my neighborhood of Readville, Ma.

Traffic problems must be resolved and a time period of many months to prove it has been adequately resolved allowed before considering any development at this location.

All environmental concerns must be addressed for this space located within an ACEC area. Recently, it has come to my attention that the former owner of the Brinks' site says the water table is only 18 inches below the surface. Foundations for such a big project would go substantially lower than 18 inches. I want all buildings that are proposed so close to this Brink's Site to have ground water levels checked before any ok is given to dig deep or even blast. Sprague Pond is a kettle pond and fed by underground streams. It has no natural above ground inlets or outlets, same as for Walden Pond. DCR is concerned with Walden Pond's shore line vastly expanding. This is not due to droughts. Walden has experienced many droughts without such an expanding shoreline. However, so very close to Walden, there have been a lot of new developments and the entire massive route 2 redesign. It's the blasting for these projects that impacts the geology below, including the underground streams that feed a kettle pond. Sprague Pond is part of our Civil War Campground and protected by ACEC environmental regulations. I am requesting archaeological digs on the entire proposed development to rule out any remnants from the Civil War Training Camp at that location, plus any remnants of our earlier history that would be destroyed once a massive project gets underway. **Furthermore, are there any other kettle ponds in all of Boston?**

I look forward to receiving your comments regarding each of the issues above.

Sincerely,

Martha McDonough

Camp Meigs Neighborhood Watch

Citizens for the Preservation of Readville

Neponset River Watershed Board Member

Annual Hyde Park Neponset River Clean-up



Lance Campbell <lance.campbell@boston.gov>

Re: 36-70 Sprague Street Proposed Development

S S <smcars@msn.com>

Sat, Jan 27, 2018 at 3:36 PM

To: Lance Campbell <lance.campbell@boston.gov>

Hello,

I was unable to attend the last meeting on the Sprague St. project. I and others believe Hyde Park needs more ownership options. Other projects throughout the city offer mixed use units, rental and homeowners. If these units are being marketed to empty nesters, what about senior housing.

Please take these suggestions into the variance considerations.

Sincerely,

Susan Sarkis

From: Lance Campbell <lance.campbell@boston.gov>

Sent: Monday, July 10, 2017 4:22:17 PM

To: smcars@msn.com

Subject: 36-70 Sprague Street Proposed Development

Susan: I will share your comments with the BPDA Board members, the Director and the developer.

Thank you

Lance

--

BPDA_Identity_RGB_Hor_Pri_DB.png

Lance Campbell

Senior Project Manager

Boston Planning & Development Agency

One City Hall Square

Boston, MA. 02201

T: [617.918.4311](tel:617.918.4311)



Re: 36-70 Sprague Street Proposed Development

S S <smcars@msn.com>

Fri, Feb 2, 2018 at 8:24 AM

To: Lance Campbell <lance.campbell@boston.gov>

Hello,

In my previous email I forgot an issue of concern regarding the Sprague St Development.

To summarize,
I and many others are opposed to:

1. the size of the project
2. the fact there is not homeownership possibilities. If the project is being represented for empty nesters consider senior housing. Young professionals are NOT coming to Hyde Park to live, when other areas closer to the city are being developed. In rental complexes, people come and go, they don't have pride in the area. They move on while the tax payers are left to pay taxes in areas where tenant leave properties in disarray. We are a neighborhood of homeownership and pride . This will bring our property values down.
3. Boston does not have fire ladder trucks to serve this project. How can the city approve such a complex that doesn't protect it's residents?

Again, would the people on the BDPA Board, the Director and the Developer REALLY want this project as presented in their backyard?

So, smaller, mixed use (homeowners and rental units), safety for the occupants and neighbors.

Thanks so much for your consideration.

Susan Sarkis.

From: Lance Campbell <lance.campbell@boston.gov>

Sent: Monday, January 29, 2018 10:12:11 AM

To: S S

Subject: Re: [36-70 Sprague Street](#) Proposed Development

[Quoted text hidden]



36-70 Sprague Street Project, Readville, MA

besposito73@gmail.com <besposito73@gmail.com>
To: lance.campbell@boston.gov
Cc: amicozzi2@rcn.com

Thu, Feb 1, 2018 at 9:39 PM

February 1, 2018

Lance Campbell
Boston Planning & Development Board
One [City Hall Square](#), 9th Floor
Boston, MA 02201

RE: 36-70 Sprague Street Project, Readville, MA

Dear Mr. Campbell,

I am writing to you today, in regards to the above mention proposed apartment project. I am a long-term Boston resident, growing up and living in Roslindale most of my life. I have spent the last 13 years living in Readville. I love the community and people in the neighborhood. More importantly, I like that it does not feel industrialized, like downtown Boston. The community is made up of homes, town houses and condos. It is great to be a part of the city, without it feeling like a city.

Over the last several years, the traffic on my street (W. Milton St.) has increased. Monday thru Friday, I sit in traffic to get down my street, just to go to the gym in the morning. Then I sit in it again, to go to work. And again, coming home from work. It never use to be like this. The population size has increased in Hyde Park and surrounding cities/towns. And thanks to the app Waze, everyone is taking a short cut though our neighborhood to get to and from downtown and the highway. The traffic has become unmanageable. And not much can be done about it right now.

In addition to the traffic nightmare, our infrastructure is deteriorating. While the Sprague St. bridge is relatively new, the bridge over the train tracks in Readville is falling apart. It is constantly being patched. Rebar is constantly becoming exposed out of the ground. The bridge can't handle the traffic going over it now, never mind adding more traffic/congestion onto it. The bridge will need to be replaced at some point, which will be a logistical nightmare. There are no lights to control the flow of traffic over the bridge. It is a nightmare to drive over it and make a turn in the opposite flow of traffic. Ongoing traffic does not give you a break. Everyone is in a rush to be somewhere. Increased traffic during busy times will increase safety issues for present residents and slow response time for emergency personnel.

I am also not happy with the way this project has been presented to the community. Only recently have I received ample notice to actually attend a meeting or write a letter into the group. In the beginning of this project, I would get a 1-2-day

notice in my mailbox that there would be a community meeting about the project. I am sorry, but that is a complete joke for someone who works full time and has obligations/commitments. The notices were purposely sent out last minute so not many people would attend the meetings.

I am completely against the project. I don't want it in my neighborhood. If you were to propose a housing development with actual houses, town homes or condos, I would be interested in hearing that proposal. It would not be as big as 521 unit apartment building, that can't even accommodate the number of cars that may be tied to each unit and stress our neighborhood and infrastructure.

Thank you,

Bryan Esposito



36-70 Sprague Street, Hyde Park

Laura Sims <lasims5@verizon.net>
To: lance.campbell@boston.gov

Thu, Feb 1, 2018 at 8:16 PM

In regards to the proposed development for the land located at 36-70 Sprague Street, Hyde Park, I am writing this letter in opposition to the development.

The reasons I am opposed to this development are as follows:

*The development does not belong in this area. This area has been single family or two family homes for many years. This development would be the first step to "Manhattanizing" the area which would force many families to move.

*The building of four floors below the street level because of the grade of the land does not change the effect of the building on the area. In the Orient, when a developer builds a structure that blocks the "Feng Shui" of the surrounding buildings, the developer has to pay those people an amount of money to compensate for the change in their luck. With this development, people will lose their view of the Blue Hills. I believe people would rather see the Blue Hills than a brick building.

*The area cannot handle any more traffic than what the area roads handle at the moment. With the 532 parking spaces for the residents and restaurant planned, the traffic headache will be tremendous. The traffic congestion for both the Fr. Hart Bridge heading towards Hyde Park and Sprague Street heading towards the East Street Rotary in Dedham will increase to an intolerable level. Also, the air quality would be affected by the addition of the 532 cars.

*Fire Department availability was not taken into consideration.

*There are already enough developments in the area for housing. The area can not tolerate anymore of this type of building.

*There are plans for development across the street in the Area 5 Yard for National Grid to construct a reclamation/sifting center. This will further increase the traffic as well as the noise level in the area.

*The noise of the commuter rails would be a deterrent for not living there. Also, the trains are unreliable.

*For families with children and the property located in the confines of the city limits of Boston, how are the taxes going to be divided up for the public schools? The development sits between the City of Boston and The Town of Dedham. Parents would have a choice of schools to send their children. Can the school systems handle the extra children without putting a burden on the school system?

*Development would change the availability access to Sprague Pond for the area residents. Sprague Pond is a glacial pond and can be affected by construction.

*The land has been used for commercial use for many years by many different commercial businesses. Who knows what chemicals or toxins have been used in the area that have leaked into the ground over the years. Many chemicals used years ago are now banned for health concerns. The public safety concern has not been taken into concern for the ground.

There are many more reasons that should be taken into consideration for not allowing this development but too many to list.

This development should not be built in Hyde Park.

Respectfully,
Laura A. Sims
Lasims5@verizon.net



Lance Campbell <lance.campbell@boston.gov>

New construccion on 36-70 Sprague St

scrosby710@aol.com <scrosby710@aol.com>

Thu, Feb 1, 2018 at 7:53 PM

To: lance.campbell@boston.gov

Cc: amicozz12@rcn.com

Please dont' build this monstrosity, the infrastucture doesn't support it. Sprague street is already overburdened, as it is a major thoroughfare for the school buses and garbage trucks. Rush hour , when the traffic converges with Milton street, is already a nightmare, and very unregulated, as is the traffic going from Milton st to Hyde Park ave. It is basically a free for all, already chaotic. Mayor Menino let this slide for years, and he lived in the neighborhood ! In the end, this complex and attendant traffic/congestion is extremely ill advised.

Stefan Crosby

Jaqueline Crosby Bernal



READVILLE Sprague Street Project TOO BIG!

Diane Cannata <dianesty17@gmail.com>
To: lance.campbell@boston.gov

Thu, Feb 1, 2018 at 6:38 PM

Hello,

Having been a resident of Readville for the last six years, as well as a resident of West Roxbury almost my entire life, I feel I am competent to express my concerns regarding the scope of the intended housing development. This idea has been **POORLY CONCEIVED** and not in the best interests for anyone at this time!

* Although Readville is situated alongside railroad tracks, there are **NO MBTA SUBWAY TRAINS** which typically head into town on a regular basis in other congested neighborhoods. Commuter rail is not used by most people and often begins too late for the average blue-collar worker that make up a big part of the Readville area.. (For example: construction workers, facilities and maintenance workers who often begin work at 6:00 AM) To get to Forest Hills, most people would opt to drive, rather than take an overcrowded, slow bus. Most bus routes anywhere in the city don't start until 5:00 AM at the earliest anyhow. Depending on the hour, some buses could take about 45 minutes to get to Forest Hills. **ADDING CONSTRUCTION VEHICLES TO THIS MIX IS NOT BENEFICIAL This include the workers' personal vehicles, as well as commercial.**

* **TRAFFIC CONGESTION ON SPRAGUE STREET IS ALREADY BACKED UP DURING COMMUTING HOURS** Heading towards the Neponset Valley Parkway bridge over the railroad tracks would be the most commonly used route to get to either Truman Parkway or Canton Ave. (Route 138) which leads to 95N & 95S. In the other direction towards Dedham, you can find a similar situation heading towards the East Street rotary in order to get to 95N and 95S or even to Route 1. Try heading towards River Street to get to Turtle Pond Parkway or Cleary Square and you will see the same thing. Trying to get over the railroad bridge at Cleary Square can be very frustrating.

***RECKLESS AND HAPHAZARD DEVELOPMENT** Builders around here have been gradually putting up more and more large houses and condominiums in what used to be backyards around here. Sometimes they build houses 3 feet away from the existing house and knock down beautiful trees! The recent building has already added significantly to **TRAFFIC CONGESTION AND NOISE**

* Drivers more frequently disobey the "DO NOT BLOCK INTERSECTION" rule, which further clogs traffic and aggravates the situation. **MANY RESIDENTS' VEHICLES** will be coming and going around the clock! Add **UBERS** and **DELIVERY TRUCKS** to that as well.

* I am concerned there are **NOT ENOUGH PARKING SPACES** into their plan to cover **MULTIPLE CARS PER UNIT or VISITORS (including health aids, babysitters, etc.)**

I sincerely hope the city does not allow this project to move forward.

Diane Cannata
1825 River Street
Readville, MA 02137



36-70 Sprague Street

McKee, Eileen M <Eileen.McKee@gd-ms.com>

Thu, Feb 1, 2018 at 11:22 AM

To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

To Whom It May Concern,

We have resided at 76 Como Road in Readville for 58 years. Our home was built by my Father, Uncles and other relatives. Our peaceful neighborhood has seen many changes over these years. All the older folks that lived here had gardens in their yards, which have been replaced by more and more houses as time has passed. Every inch of open space is a builder's dream – to squeeze in yet another house for a handsome profit. In addition to the new houses, many cars line the street on Como Road because there are more residents living in those homes than parking spaces available. It is a nightmare getting out of our driveway without almost hitting another car because some neighbors choose to park on the street along our fence versus using their driveways. Como Road has become as busy as West Milton Street!

I attended the January 10 meeting held at the Blue Hills Collaborative. The room was packed. The majority of residents polled raised their hands in opposition – we **DO NOT WANT** this project to move forward! The builder lives in Westwood, so he doesn't fully understand the impact this project will have on our community. He assumed that everyone living in the new project will take the commuter rail; that isn't true. Some may; however, not everyone will be working in Boston. I live in Readville, but I work in Taunton. I commute daily because there is no public transportation from Readville to the Myles Standish Industrial Park in Taunton. I leave my house at 6:30 a.m. daily and drive over the Sprague Street bridge on my way to Rt. 95. Even at that early hour, there are lots of buses, cars and trucks in addition to pedestrians crossing to walk over the Sprague Street bridge. Additionally, the Father Hart bridge, Hyde Park Avenue and Wolcott Square traffic are also busy at this time.

One night three years ago, I drove home from Taunton via East Street to the Sprague Street bridge, and what a mistake that was! It was 4:30 p.m., and I was stuck in traffic for the same 45 minutes it took me to drive from Taunton to Dedham. The traffic came to a standstill, and it crawled from the Dedham Manor over the bridge. It was a complete nightmare, and it NEVER happened again. I truly believe that the additional traffic this complex will bring will make it even more unmanageable. It will also increase safety issues for current residents and pedestrians alike.

I noticed that there was only one way in and out of the projected complex at 521 unit housing development on 36-70 Sprague Street. How do you expect emergency services for the Fire and Police Departments to have adequate access to these buildings when safety is compromised? This project does not make sense for our community.

Respectfully,
Eileen McKee



36-70 Sprague St

David Mello <djmello@verizon.net>
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>
Cc: "amicozzi2@rcn.com" <amicozzi2@rcn.com>

Thu, Feb 1, 2018 at 9:57 AM

Mr. Lance Campbell,

As an abutter to the proposed development I would like to offer my disapproval for the project pending BPDA review along with maybe an alternative approach to the development.

Reasons surfacing are that compactness/density of project exceed the access and location. I am a frequent walker of the area and continually note that when crossing the Sprague street bridge, with multiple cars/trucks crossing there is a noticeable vibration felt on sidewalk, although bridge was replaced several years ago, what was the design limit based on for vehicular traffic. Along with Sprague street being two lanes and already heavy commuter travel between Dedham, Neponset Valley Parkway and West Milton St. as these streets are heavily used for routes 95/138 access, the addition of project would not only add traffic but also the safety of residents as these commuters have no regards of speed limits ,stop signs etc.

It seems to appear that with 521 residences (#of bedrooms?) and only an additional 12 parking spots available there is insufficient capacity to appease. Yes, knowing there are studies that report projects developed need less than a vehicle per resident is sufficient, there are other studies of total being beyond that, along visually confirming homes/apartments with number of vehicles in driveways and streets.

I am not an opponent to future development but am opponent to excessive development that infringes on a rural feel of the area imposed by developers whos only goal is to profit financially.

What I would like to recommend, instead of magnitude of this project, is to consider subdividing the project to accomplish single family homes which is more suitable to geography and resources available to sustain. Yes this may not be as profitable to developers but it could, in my opinion, be a win for developer and a win for residents present and future.

Thank you and regards,

David J Mello

[46 West Milton St](#)

[Hyde park Ma. 02136](#)



Lance Campbell <lance.campbell@boston.gov>

Housing proposal

xrogue478 <xrogue478@gmail.com>
To: lance.campbell@boston.gov

Thu, Feb 1, 2018 at 7:53 AM

Dear Mr. Campbell

I live at 74 sprague street and am fully against having a 521 unit housing project next door.

Thank you

Michael and annmarie welch

Dorothy taylor

Sent from my Sprint Samsung Galaxy S7 edge.



Sprague St, Readville development - neighbor's comments

Design <design.bt@gmail.com>
To: lance.campbell@boston.gov
Cc: amicozz12@rcn.com

Thu, Feb 1, 2018 at 2:09 AM

To whom it may concern,

I have not attended to any of the past neighborhood meetings due to conflicting schedules. After reviewing the online documents the developer submitted, below are my concern and thought about this project.

I am a property owner on one of the properties on Chesterfield Street. I have been living in Readville for 10 years. I have witnessed how traffic and population grow in this area. Readville is a suburb of Boston. Unlike downtown Boston, everything in Readville is not closed by. The reason that my family chose to live in Readville is to stay away from the traffic, noise, and crowd that you could only see in central Boston area.

According to the developer's submission, this development contains 521 residential units (includes 53 studio, 234 one-bedroom units, 208 two-bedroom units, and 26 three-bedroom units) plus a 6,000 s.f. of restaurant with 532 parking spaces. The development is within walking distance to the commuter rail and buses, but these transportation only takes you into Boston. What about those residents that work in the S. Shore or elsewhere? They will drive to work, which means families that reside in two or three bedroom units would own more than one car and that one parking space will not be enough for them. These new residents will end up parking on the street. There is no guarantee that these people cannot and would not own more than one vehicle. If 521 parking spaces are reserved for residents, which that only leaving 9 parking spaces for restaurant guests and workers. This is definitely not enough for a 6,000 s.f. dine-in restaurant. Guests that visit the restaurant are not by bus, not by commuter rail, but are by car. Where will these guests park?

What happen when there's snow emergency? Where will the residents that parked on street be parking? The development has no control of where the residents park their vehicles or how many vehicles they own, but these people will affect the neighbors somehow by parking in front of their house. Where will our vehicles be moving to when we have to shovel our driveway?

Traffic is a major issue to and from both I-93 and I-95 highway exits. The entire route between I-95 exit 14 to Readville and to I-93 exit 2 is a single-lane traffic. Every day we have to face traffic backup from either exits of the expressway all the way to Father Hart Bridge. Developer is offering to add traffic signal on both side of the bridge and upgrading the traffic signal on Wolcott Square. Is there a study to prove that this will help if adding another 1,000 more or less cars into this traffic route? Does the engineer or the Developer realize that the entire route between expressway exits and local routes are all single-lane traffic? The traffic around here is not just happened during rush hours. It happens every day including weekends too. Vehicles that stuck in traffic are not just because of the bridge. It's because the entire route to the expressway. Traffic on route 139 is never smooth and so does East Street in Dedham. Is it ok if traffic is smooth near the development but not the entire route?

I hope these are not low income or affordable housing units. The Readville neighborhood is a nice and quiet neighborhood which a typical single family home worth in the \$500,000 range. If this development is a medium to low income housing, it will affect the value of our homes in the area.

The development is on a 6.6 acre of lot which is about 551 s.f. of lot area per unit ratio. It has proven that the project is too dense on this lot. If this development gets approved, what about the industrial lot across the street? Can they put up another 500 units? Will the city consider widening the streets to and from the expressway to allow two-lane traffic? or rebuild the Father Hart Bridge to allow extra lanes of traffic?

In addition to the concerns, does the development allow any dog walking area/facility within the development? If not, I believe the future residents of this development will be walking their dogs in the Readville Playground. This playground is build for kids in the neighborhood and not dogs. I tend to find more dogs there than kids now.

Developer has to understand that Readville is a suburb of Boston. This kind of large development doesn't fit well in a suburb. I don't support this size of development at all. I hope the developer is rethinking of providing at lease 2-parking spaces per unit, additional parking spaces for the restaurant, and reducing the number of units by at least 50%. The city has to understand that whatever this development is approved for along with any traffic signal improvement, it will not show any improvement on future traffic.

Sincerely,

Bonnie



Lance Campbell <lance.campbell@boston.gov>

521 Unit Housing Proposal

Joan Tanos <jtanos@verizon.net>
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 9:15 PM

I cannot agree with the 521 Unit Housing proposal for 36-70 Sprague Street in Readville. I am an 84 year old life-long resident of Readville. I was an employee of Westinghouse in Readville for 40 years and am life-long active member of Hope Baptist Church in Readville.

Joan Tanos
6 Imbaro Road
Readville, MA 02137

Sent from my iPad



Lance Campbell <lance.campbell@boston.gov>

opposition to 36-70 Sprague Street Development

Mark Carr <marrcarr6@gmail.com>

Wed, Jan 31, 2018 at 5:22 PM

To: lance.campbel@boston.gov, lance.campbell@boston.gov

This message is sent in order to create an email record of my opposition to the projected development of [36-70 Sprague St. Hyde Park MA](#). I do not believe that the present infrastructure can support the additional vehicular traffic volume this project will create.



Lance Campbell <lance.campbell@boston.gov>

Re: 36-70 Sprague Street

Christine Sims <christinesims22@yahoo.com>
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 3:36 PM

Dear Mr. Campbell,

I write to you to register my strong opposition to the proposed development at 36-70 Sprague Street.

This project is too aggressive... the impact on our neighborhood would be detrimental, not only in added traffic congestion and noise pollution but also, as a general safety dilemma when/if fire vehicles would need to enter the narrow access/egress passageway.

Just because this project is supposed to be partially hidden because of the slope of the land does not make this project acceptable.

Also, with the aggressive land usage proposed by National Grid across the street at Yard 5, who knows what future contamination might be dumped nearby... .. would the potential residents of this development even want to live so close to 24-hr dumping noise and pollution?

Please stop any project of this magnitude from destroying our residential neighborhood.

The line of propaganda that this type of massive development is beneficial to Readville is only generated to make money for the developer, not to enhance our property values and quality of life here in Readville. Enough !

Cordially,

Christine M. Sims
75 Readville Street
Readville, Ma 02136

Sent from my iPhone



Lance Campbell <lance.campbell@boston.gov>

Opposition to proposed construction at 36 – 70 Sprague Street

Conor Boyle <conorcboyle@hotmail.com>

Wed, Jan 31, 2018 at 3:05 PM

To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

Cc: "amicozzi2@rcn.com" <amicozzi2@rcn.com>

Dear Mr. Campbell,

The addition of 500+ units of housing is going to have a detrimental effect on the Readville community for the following reasons.

At present the traffic on Sprague Street close to the proposed location is highly congestive with large volumes of cars, trucks, vans, School transportation and Sanitation vehicles all travelling in and around the proposed location at 36 – 70 Sprague Street.

Trucks which are located at Industrial drive are continuously driving to and from the location. Amazon vans are likewise continually travelling to and from the Amazon Warehouse all day. Sunrise Scavenger is headquartered in the same location and has sanitation vehicles on the move constantly around the area and likewise there is a constant parade each morning and evening of school buses leaving and returning to their depot at Sprague Street Bridge.

Adding another 500 + vehicles from the proposed development at [36- 70 Sprague Street](#) to this already overburdened road infrastructure is going to have a highly detrimental impact on the residents of Readville. It will make travel to and from any of the residencies in Readville a miserable experience with increased gridlock, noise and pollution accompanying the new development.

This development will have an adverse affect on the neighbourhood of Readville, reduce the quality of life and the desire to live here.

Yours sincerely,

Conor Boyle

Como Road, Readville



Fwd: SPRAGUE STREET DEVELOPMENT

Barbara Baxtrer <barbarajjmom2@verizon.net>
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 1:42 PM

Barbara Baxter
barbarajjmom2@verizon.net

-----Original Message-----

From: Barbara Baxtrer <barbarajjmom2@verizon.net>
To: lance.campbell <lance.campbell@boston.com>
Cc: bryan.flynn <bryan.flynn@boston.gov>
Sent: Wed, Jan 31, 2018 01:23 PM
Subject: SPRAGUE STREET DEVELOPMENT

I would like to express my concerns about the Sprague Street Development. I feel that the traffic problem is a big problem for Hyde Park and Readville.

I am also concerned about the problem with education for the families who would live there, right now a child living there would go into a lottery for attending K-8th grade as that is the way students are chosen. The other alternative is Charter Schools which is also by lottery. I feel this issue has not been addressed..

The traffic in Cleary Square is still a problem at HydePark Ave and River Street and Gordon and Business Street is always backed up. The city of Boston supposedly solved the traffic problem and it is still a problem. As President of The HydeParkNeighborhoodAssociation I constantly hear complaining about that traffic problem at our monthly meetings. Obviously the traffic lights have not solved the problem.. That is why I am concerned about traffic. On Sprague Street the will run into the same problem.. For those reasons I am not supporting this Sprague Street Development at this time.

THANK YOU.

Barbara Baxter
barbarajjmom2@verizon.net
617-361-2521



Lance Campbell <lance.campbell@boston.gov>

Sprague Street Proposed Development

JOHN KENNEY <john.kenney111@comcast.net>
Reply-To: JOHN KENNEY <john.kenney111@comcast.net>
To: Lance Campbell <lance.campbell@boston.gov>

Wed, Jan 31, 2018 at 11:49 AM

Thank you Lance,

I am also an employee of the City of Boston, BPL, Hyde Park Branch. Of course I am speaking only in a personal capacity. I have lived in Hyde Park since 2005 and really love and respect the historic community we have there. I am also active on the Wakefield Washington forum on NextDoor.com. I understand a lot of Readville residents are concerned about this project. I share their concerns and don't want to anger any of my great neighbors. If the developers can really assist in the traffic and life improvements that will be needed around this project, more minds might be swayed to support it. I recall the recent improvements to the Forest Hills station area and the new rotary that replaced the old overhead. I have not been up there since the project started but remember my first trip to Boston back in 1995, right before I started Library School at Simmons College. I drove over that bridge twice then and a few more times since settling in Boston. That was a nightmare and a real infrastructure problem. I see similar things happening on the bridges around Readville station. The traffic is really intense, with a lot of heavy trucks servicing the industrial businesses in the area. It has always been a rail hub as well. If careful thought and enough resources are put into upgrading and improving the living and traffic situation around this project, it could really be a success. The old, long term residents and new future residents really deserve it. Thanks again for your time.

John.

[Quoted text hidden]



(no subject)

egoldrick@aol.com <egoldrick@aol.com>
To: lance.campbell@boston.gov
Cc: AMICOZZ12@rcn.com

Mon, Jan 29, 2018 at 1:56 PM

I received a flyer about about comments on the proposed development on Sprague Street and requesting feedback on Sprague Street proposed development. I am opposed to this development and I just can't imagine anyone with any knowledge and common sense would be for this proposal.

To begin with my car was totaled on the bridge over 10 years ago when the traffic there was heavy and no where near what it is now. It was a City of Boston Trash truck that backed into me on the bridge at evening rush hour. The traffic there is much heavier now and scarier! Traffic begins to back up in Wolcott Square around 4pm making it an arduous and scary ride to just get onto and off the bridge. Add to the mix school children from the Pacific Rim Charter School are also using the bridge on foot to get to MBTA buses at around the same time as the workforce traffic is beginning. I hold my breath as I try to navigate that stretch. It is very dangerous!

There is no strong reason to build this type of massive housing complex in that area. The streets in Readville can't accommodate this type of population growth in that type of dense setting. Transportation needs will increase because there will no parking for cars and the MBTA ?commuter rail will be expected to provide the service and that will mean major funding. Policing and fire staffing will need to expand and that costs money. Since I have heard about this proposal I have tried to figure out how I will navigate this area when I visit family and friends outside of Boston. Most of my travel within Boston is around the SE Boston area but the majority of my travel is on the South Shore where family and friends have relocated and this new construction will force me to go miles out of my way to pick up Rte128/95 on the Dedham Westwood border. (near East Street) If I am forced into that type of situation.. why continue to live here?

On many levels this is a disaster waiting to happen and if I can figure that out why can't elected officials and city/traffic planners? And of course, everything boils down to money (for police, firefighters, more public transportation, road improvements, schools?) and who will pay for it all?.. in the end it may be easier to leave and live where there is more common sense in planing growth and more attention given to legitimate resident concerns



Development Projects - 36-70 Sprague Street

Erin Judge <erin_judge@hotmail.com>

Tue, Jan 30, 2018 at 9:13 AM

To: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Good Morning,

My email is in response to the Housing proposal - [36-70 Sprague Street](#) in Readville. This is my second response **OPPOSING** this project. I am a long time resident of Readville and I can tell you that this project will be a detriment to our area. The current traffic, congestion in our area is brutal to say the least. I take the commuter rail and when I drive out of the parking lot to drive home it takes forever to get out of that lot with all the traffic on Sprague street and through the square. And coming over the Readville bridge is an absolute nightmare!! It takes anywhere from 20-30 minutes during the week. It is ridiculous. With this new development it will only increase traffic making it more unmanageable and hazardous. We also have school children that cross at the bridge and at the train station and this will cause more safety concerns for them. This will also cause issues for present residents (like myself) with more traffic/more pollution/more noise and congestion.

There was just an accident last week over on Sprague Street due to all the traffic one night during the week. It took police and fire a bit just to get over the bridge to the scene.

We have another development housing project going up at Fairmount Station down the street. I think having another in Readville is just ridiculous! We don't need more affordable housing in our area. We need a way to figure out the traffic issues, etc. that we have going on now....NEVERMIND a new development that will only make it worse!

Please take in consideration what the residents or Readville/Dedham are dealing with now before adding more congestion and chaos with this new development.

Thank you for your time.

Erin H.



Lance Campbell <lance.campbell@boston.gov>

(no subject)

+16172305953@tmomail.net <+16172305953@tmomail.net>
To: lance.campbell@boston.gov, amicozzi2@rcn.com

Mon, Jan 29, 2018 at 7:32 PM

I have replied to the Boston Plans website. I am opposed to the 521 unit housing proposal planned for the Sprague Street area. I have stated that a unit of that size with the parking and traffic problems that would come with it is not conducive to the Readville area. Our roads are already a pass through for people coming off of 95 in Dedham and Canton heading into Boston. Our roads and bridge (very concerned with the age and upkeep of the bridge in general) will not be able to handle the extra column Please refer to my entire list of comments on the Boston Plans website.



This message was sent to you by a T-Mobile wireless phone.

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Lance Campbell <lance.campbell@boston.gov>

DEVELOPMENT PROJECTS/36-70-SPRAGUE STREET

Theresa Filleti <tfilleti@hotmail.com>

Mon, Jan 29, 2018 at 12:58 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

My husband & I would like to comment on the Sprague Street Project and let you know our feelings are that the traffic will be unmanageable, infrastructure. Parks & Services will be burdened and increased traffic during busy times will increase safety issues for present residents. There would be a slow response for fire, police, and emergency services.

We vote no for the project.

Thank you,

Theresa & Carmen Filleti



Lance Campbell <lance.campbell@boston.gov>

521 Housing Proposal in Readville

Cheryl Hamm <chhmmy@aol.com>
To: lance.campbell@boston.gov

Mon, Jan 29, 2018 at 1:02 PM

Dear Mr. Campbell ,

Last month there was a meeting at Saint Anne' s in Readville concerning the development of 521 housing units to be built off of Sprague Street.

The majority of the people at the meeting are against this project.
I include myself in this majority, I am against this project going forward.

Thank You

Cheryl Hamm

110 Chesterfield Street
Readville, Ma 02136

Sent from my iPad



Comments on Sprague Street Project

Kelley, Nancy <kelley.nancy@jimmy.harvard.edu>
To: Lance.campbell@boston.gov
Cc: lkell627 <lkell627@gmail.com>

Mon, Jan 29, 2018 at 11:24 AM

To Lance Campbell

I am very much opposed to the Sprague Street Project. I live right across the street at [45 Sprague Place](#).

We bought the house in 1982, because we like the privacy. This changes our quality of life BIG TIME!

I can't imagine to having 1000- 1500 new neighbors in such a small amount of space. I can't pull in and out

of my street now. I do take the train into work. I drive to the Readville Station. when I come home I also drive to do errands

meet with friends ect. Point being, taking the train to work does not curb on my need to be driving my vehicle .

Also ,when a truck even a small box truck drives by on Sprague street my whole house goes dark blocking the sun. I don't want my light being taking away.

Digging down to make room for parking will flood the basement on the existing houses on Sprague Street when it rains.

also the mice and rats where are they going to go...my yard? I don't think this place will last as" luxury Apartments".

Is there only going to be one way in and out .. years ago before I lived there they took some of my and my neighbors land by eminent domain

To widen Sprague street which left a pretty steep hillwill the be coming back for more? This project affect our four forgotten homes more

than anybody else and no one cares.. our properties will decrease in value.

Thank you for your time

Sincerely,

Nancy Kelley

--
Nancy Kelley
ECOG-ACRIN Cancer Research Group
Operations Office Boston
28 State Street Suite 1100
Boston Ma. 02109-5717

Main Number [857-504-2900](tel:857-504-2900)
Phone Number [857-504-2856](tel:857-504-2856)
Fax Number [617-589-0914](tel:617-589-0914)



Lance Campbell <lance.campbell@boston.gov>

Comments on Sprague Street Project

Kelley, Nancy <kelley.nancy@jimmy.harvard.edu>
To: Lance.campbell@boston.gov
Cc: lkell627 <lkell627@gmail.com>

Mon, Jan 29, 2018 at 11:59 AM

Hi Lance,

I forgot to add this in my previous email which is one of my biggest concerns.

I don't think our 100 + year old homes can withstand such a large construction project without structural damage. Who would be responsible for this? I appreciate your time.

Thanks Again

Nancy Kelley
[Quoted text hidden]



Lance Campbell <lance.campbell@boston.gov>

521 Housing Proposal in Readville

jackal812@aol.com <jackal812@aol.com>
To: lance.campbell@boston.gov

Mon, Jan 29, 2018 at 12:44 PM

Sir,

Last month I was present at the meeting held at Saint Anne's in Readville, about the 521 housing units that may be built off of Sprague Street.

I was the individual who asked the citizens of Readville who were present if they were against this project. As you know the vast majority voted against this project.

For the record I am against this project going forward.

Thank You,

John Hamm

110 Chesterfield Street,

Readville Mass, 02137



Lance Campbell <lance.campbell@boston.gov>

Housing Project

Erin Trethewey <erin.trethewey@gmail.com>
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 3:44 PM

Good afternoon,

I am emailing in regards to the new housing project that is proposed for [40-70 Sprague Street, Readville](#).

I grew up in Dedham and recently just moved to the manor (Hooper Road) - I strongly believe that the new housing project will negatively impact the neighborhood. I drive from Dedham through Hyde Park every morning to get to work in the city and every night to get home. The traffic already is practically unbearable and the streets are over packed. The additional hundreds of residents will make the whole area crazy!

I frequently take walks around the town and crossing Sprague Street is required to leave my neighborhood but it is very dangerous to begin with how many cars fly up and down the streets at any given time.

Please consider the existing residents and their needs - I do understand the want/need to develop the area but I think that the location and area for the proposed building is not realistic. The neighborhood and streets will just not be able to handle the influx of people and cars, along with everything else that comes with them.

Thank you,

--
Erin Trethewey



Lance Campbell <lance.campbell@boston.gov>

521 Unit Housing Proposal at 36-70 Sprague Street, Readville, MA

RICHARD KANASKIE <rkan32@msn.com>

Sat, Jan 27, 2018 at 10:08 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

DT: 01-27-18

Dear Mr. Campbell:

Please be advised that we are writing the following comments to ensure you that we are totally dissatisfied with the subject 521 Unit Housing Proposal .

This Proposal will only add to the current intolerable traffic bottle necks during the daily hours of 6:00AM to 9:00AM and 3:00PM to 6:00PM. Traffic will be unmanageable should this Proposal be enacted and Infrastructure and Safety Services will be burdened. Also, there is currently no Ladder Fire Equipment available from the Readville Fire Station to respond to structures reaching eight floors in height. And, certainly traffic volumes during referenced busy times will increase safety issues for present local residents and slow response time for fire, police and emergency services. In addition, higher Transit Rates at the Readville Station versus Hyde Park Station will only prompt increased driving to Hyde Park.

Please record us as a No to this Proposal for 521 New Housing Units.

Thank you for this opportunity to express our commentary.

Sincerely,

Richard & Mary Kanaskie

19 Pinefield Road

Readville, MA 02136

Sent from [Mail](#) for Windows 10



36-70 Sprague Street

Rachel Gatie <rlgatie@gmail.com>

Sun, Jan 28, 2018 at 5:56 PM

To: Lance.Campbell@boston.gov

Dear Mr. Campbell,

We are writing to you to express our opposition to the 521-unit complex proposed for [36-70 Sprague Street](#) in Hyde Park. We were recently married and moved from a townhouse in Brighton to a single-family home on Neponset Valley Parkway in Hyde Park this past fall. We loved Brighton, but two of the reasons we decided to leave were the 132-unit apartment complex under construction on the corner of our block and another one planned for the opposite end of the street we lived on. We wanted to remain in the city, but get away from the multiple apartment complexes popping up around us in what was a quiet and somewhat residential area of Brighton. We found our lovely home in Hyde Park and have enjoyed getting to know our new neighborhood, the people who live here, and the things that make this Boston neighborhood unique, but were so upset to find out that an even larger complex than the ones we were facing in Brighton is planned for down the street.

We understand people want to live in Boston, but Readville is not the hip Boston that everyone thinks about when they think of the city. We're concerned that should this 521-unit complex go up there would not be a demand for all the units and it would end up a rundown, half-vacant eye sore. We're also concerned with the added congestion the complex will bring to an already congested area. We both catch the commuter rail at the Readville T station into our jobs and by the time we get on the train at 7:25 a.m. the train is full. It'll be even worse if this complex goes up. There just aren't the public transportation options here that are available in other areas of Boston. We have the Readville commuter rail stop and the 32 bus. Furthermore, the traffic on Neponset Valley Parkway trying to get to Sprague Street is AWFUL during rush hour. By 7:00 a.m. traffic gets backed up all the way past our house trying to get through the light in Wolcott Square and onto Sprague Street. The same happens by 5:00 p.m. If we want to do anything after work we have to rush home and hop in the car to avoid sitting in traffic. This would only get worse with a 521-unit complex added to the mix.

There may be demand for this kind of complex in Allston-Brighton or Seaport, but this area of Hyde Park does not offer the "city lifestyle" that these developers want everyone to think it does and at the end of all of this, we'll be stuck with a half-vacant monstrosity that becomes a run down mess.

We implore you to listen to the concerns of the individuals and families living here today and who will have to live with the decisions that are made for a long time. The developers who are pushing this do not have to stick around to face the consequences of their grand ideas, but the people who've invested in Hyde Park and chose it for their home for the qualities that set it apart from the more urban neighborhoods in the city will. Thank you for the opportunity to voice our thoughts on this issue.

Rachel and Jared Wacht



Virus-free. www.avg.com



Lance Campbell <lance.campbell@boston.gov>

Apartments off of Sprague Street

William Stec <wstec21@icloud.com>

Fri, Jan 26, 2018 at 10:41 AM

To: lance.campbell@boston.gov

Hi. I'm writing you today to say I'm against the construction of the 500 plus apartments for Sprague Street this is not the area for this.

William A. Stec

National Sales Manager – National Accounts

Herc Rentals Inc. | [45 Gerard Street](#) | Boston, MA 02119, USA

Phone: [617-442-9587](tel:617-442-9587) | Mobile: [781-801-9013](tel:781-801-9013)

william.stec@hercrentals.com | www.hercrentals.com



Lance Campbell <lance.campbell@boston.gov>

Opposition to the 527 unit apts off Sprague Street

Anne Francis <avbf7465@gmail.com>
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:48 AM

DO NOT BUILD ANY MORE STUFF ON SPRAGUE STREET.

Traffic is a huge problem already.

Anne Francis
86 Durham Road
Dedham, MA 02026



Lance Campbell <lance.campbell@boston.gov>

Opposed to apartments on Sprague St

elizabeth messina <betsymessina@gmail.com>

Fri, Jan 26, 2018 at 10:51 AM

To: lance.campbell@boston.gov

To whom it may concern,
I'm opposed to the proposed apartment complex on Sprague St.
The traffic currently to get over the Sprague Street bridge is dangerous and there are too many cars.
The bridges and streets in the neighborhood are not equipped to handle more people and more cars.
The plans should not be approved.
From a concerned neighbor,
Elizabeth Messina

Sent from my iPhone



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Project

Lyn Goode <marilyn.goode@bc.edu>
Reply-To: marilyn.goode@bc.edu
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:57 AM

Lance

I am writing to strongly oppose the apartment complex proposed on Sprague St in Readville./Dedham lines. I live in the area

Traffic in that area is ALREADY AWFUL, I can't see how more can be handled from either direction, Sprague St or River St. Both streets are already like a parking lot between 3:30 - 6:30 Monday - Friday

I would also like to know when the next public meeting will be held and where?

Thanks

--

Lyn Goode
Manager of Business and Administrative Services
O'Neill Library
goodem@bc.edu



Lance Campbell <lance.campbell@boston.gov>

Sprague St Proposed apt units

K P <livin77@hotmail.com>

Wed, Jan 24, 2018 at 5:32 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Hi there,

I'm a resident on Sprague St and am opposed to this current proposal of apt to Readville. Our roads and neighborhoods CAN NOT handle anymore traffic. As a resident on Sprague St, I bless myself every time I back out of my driveway because the continuous speedway that Sprague St has become is dangerous. It's takes 10 minutes to get out of my driveway. By allowing this large apt complex to be built is trying to squeeze a round peg into a square hole. It doesn't fit! The existing neighborhoods and roads can't take anymore. The burden is real, I live it everyday and can't take much more of it.

Sincerely a concerned citizen,

Karen Palumbo



Lance Campbell <lance.campbell@boston.gov>

apartments off Sprague Street

MICHELLE HACHE <hachefm@comcast.net>
Reply-To: MICHELLE HACHE <hachefm@comcast.net>
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 9:07 AM

Hello Mr. Campbell,

Wanted to let you know that I am opposed to the 527 unit apartments that are being proposed to be built off of Sprague Street. As it is now, traffic is backed up from the highway to Dedham's Endicott rotary on a daily basis. Getting off Exit [14 \(95 South\)](#) can take up to 20 minutes or more. Dedham cannot handle (nor can Hyde Park) the increased traffic congestion. We are even seeing major backups through Dedham's Greenlodge neighborhood when people try to avoid East Street. I urge you to reconsider. Please do not let this happen.

Michelle Hache

[130 Gainsville Road](#)

[Dedham, MA 02026](#)



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Units

Lynda Costello <lyndac519@gmail.com>
To: lance.campbell@boston.gov

Thu, Jan 25, 2018 at 9:42 AM

Has anyone involved in this project been in the Sprague Street-Milton Street area at rush hour?
Morning and evening traffic is backed up in all directions. Adding 600 units that will exit onto Sprague Street will be an absolute nightmare!
Lynda M. Costello
107 Hooper Rd., Dedham



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Project

Marina <mzakuta@gmail.com>
To: lance.campbell@boston.gov

Wed, Jan 24, 2018 at 2:27 PM

Hello:

Regarding this project: I am very much concerned about the traffic on Sprague street - this is a rather narrow one-lane road with already existing bottleneck where it intersects with W. Milton Street.

Unless the road and bridge is widened, I don't see how a major building project can be implemented.

thank you

Marina Zakuta

103 Durham Rd

Dedham, MA



Lance Campbell <lance.campbell@boston.gov>

Sprague St.

Tom Sullivan <tomsullivan9@gmail.com>
To: lance.campbell@boston.gov

Wed, Jan 24, 2018 at 1:46 PM

Hello Lance,

Please make sure that I am on the email list for notices about the proposal at Sprague Street.

I am very much opposed to any changes of the zoning in Readville.

Any construction in the area around Sprague Pond could have a negative effect on the water-table in the Prescott St. and Wolcott Square area. Early maps of Camp Meigs, which are held by the Hyde Park Historical Society, show the outline of a part of Sprague Pond that was on the East side of the railroad tracks. Obviously, the railroad right of way was run through by filling part of the pond.

As I mentioned at the recent meeting, during my brief two minute opportunity to question the development team, I believe the buildings would reflect noise from the passing trains throughout the neighborhood.

A project such as the proposed construction at Sprague Street would take away from the historic nature of industrial Readville. The zoning that has been in place should not be changed.

Tom

--

Tom Sullivan
617-416-4762
tomsullivan9@gmail.com



Lance Campbell <lance.campbell@boston.gov>

NO ROOM FOR MORE TRAFFIC ON SPRAGUE STREET

Denise Potter <nise-p@hotmail.com>

Wed, Jan 24, 2018 at 12:29 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Good afternoon-

I am one of those concerned citizens from Readville that travel Sprague street twice daily to and from work. I live on the Wolcott side and just last night sat over 15 minutes trying to get from Sprague street to Hyde Park Avenue which on the weekend would take a minute or less.

Having a housing project that big would add so much more to the already congested road.

I vote NO on Readville Housing Project

Denise O'Connell
25 Hamilton St



PROJECT OMB SPRAGUE LLC

dsarge1@verizon.net <dsarge1@verizon.net>
To: lance.campbell@boston.gov

Wed, Jan 17, 2018 at 11:37 AM

I HAD AN OPPORTUNITY TO BE A THE MEETING LAST WEEK (JANUARY 10TH) AT [20 COMO ROAD READVILLE](#). UNFORTUNATELY FOR THE READVILLE AND DEDHAM FOLKS THE MEETING WAS SAME OLD, SAME OLD. WE HAD A SHOW AND TELL ON HOW NICE THE PLACE WOULD BE AND ALL THE AMENITIES, INCLUDING A RESTAURANT. IF THE PLACE EXISTED, THE ONLY PEOPLE THAT WOULD GO THERE ARE THOSE THAT LIVED THERE. AS I INTERPRET THE PARKING SPACES AVAILABLE YOU ARE LOOKING AT OVER ONE THOUSAND MORE AUTOS TRYING TO COME OVER THE SPRAGUE STREET AND THE FATHER HARTE BRIDGES. TO ACCOMMODATE ALL THIS ADDITIONAL TRAFFIC IT WOULD REQUIRE SOME MAJOR INFA STRUCTURE CHANGES GIVING ACCESS TO A MAJOR HIGHWAY WHICH DOES NOT INCLUDE ROUTE 138 WHICH HAS TRAFFIC BUMPER TO BUMPER FROM DOLLAR LANE UP TO AND THRU ROYAL STREET. THERE FORE, TRAFFIC IS A MAJOR ISSUE WHICH THE PROJECT COMMITTEE DOESN'T SEEM TO WANT TO ACKNOWLEDGE. AT PREVIOUS MEETINGS THOSE THAT ATTENDED WERE NOT INFAVOR OF WHAT WAS PRESENTED.

WE WERE ADVISED BY OUR REPRESENTATIVE ANGELO SCACCIA, THAT HE HAD A MEETING WITH THE DIRECTOR OF THE BOSTON PLANNING AND DEVELOPMENT AGENCY AHD HE WAS ADVISED BY HIM THAT THE AGENCY'S DECISION ON THIS ISSUE WOULD BE DETERMINED BY, AND ONLY BY, THE RESIDENTS OF READVILLE. THAT BEING THE CASE PROJECT CMB SPRAGUE IS A "DEAD ISSUE" AND SHOULD BE TOSSED INTO SPRAGUES POND. THE READVILE FOLKS HAVE SPOKEN. IF THIS PROJECT GETS THROUGH, OUR GOVERNMENT IS NOT FUNCTIONING PROPERLY AS IT IS NOT REPESENTING THE PEOPLE, BUT SPECIAL INTEREST GROUPS.



36-70 Sprague Street

Dolores Porziella <mumsbecca20@verizon.net>
To: Lance.Campbell@boston.gov

Thu, Dec 21, 2017 at 3:55 PM

Dear Mr. Campbell:

Has anyone taken into consideration of the impact the traffic pile from morning and evening rush hour traffic coming from 138 and Truman Highway going through Neponset Valley Parkway through Wolcott Square over Father Hart Bridge or straight to Cleary Square would have in our area?

What is going to happen to the Residential area of Readville? Is it going to be a free for all of the traffic and cars going through and the new development in Readville which will only exacerbate the current situation. (i.e. Danny Road, Chesterfield St., Readville St) .

My other concern is what happens if the MBTA decides to eliminate the Readville stop for commuter rail all together which is the reason why the developer wants to build there in the first place what happens then? (they did in the past)

During rush hours it takes me 45 minutes to 1 hour to get home from Danny Road to Neponset Valley Apartments (usually a 5 minute drive) As I have advised before the size of this development is not conducive to this area. Even our City Councillor admitted as much over a year ago and the article was duly noted in the Hyde Park Bulletin what's changed since then I would like to know? If a smaller developer could not get approved to build 1/3 of that amount a year ago why should this developer get approved to build a development 3 times the size of that one.

The last time I reached out to me you did not respond, please give me the courtesy or acknowledgement that my concerns are taken into considerations.

Hope you have a nice holiday and have a conscience and do the right thing.

Regards,

Dolores Porziella
mumsbecca20@verizon.net



Lance Campbell <lance.campbell@boston.gov>

36-70 Sprague Street Project

Maria Petruzziello <mariaPETRUZZI@gmail.com>

Wed, Nov 22, 2017 at 9:09 AM

To: Lance.Campbell@boston.gov

Dear Mr. Campbell,

When you spoke at a meeting in Hyde Park at St. Anne's Collaborative Center, you said that we could send you our comments about this development.

I live in Hyde Park, and I am not against new development *per se*. Certainly there are enough "dead" and unsightly spaces here that would better serve as useful property for the community. What I am against is the *number* of units (521) that are planned for this project. I truly don't think that that particular area can handle 521 units. Why not scale it down to 150 - 200 max?

That number would be much more reasonable for the area, provide some new housing, and would still address some of the concerns that were raised at the meeting.

Thank you.

Citizens for the Preservation of Readville (CPR)
P.O. Box 316
Readville, Ma 02137
October 31, 2017

Mr. Lance Campbell
BRA dba BPDA - Boston City Hall

Dear Mr. Campbell:

As you've seen in the petition pages sent to you, this community wishes for the parcels at 36-70 Sprague Street to remain zoned for light industrial use. This region has a long history of industry, including the location of the Boston Blower and Westinghouse factories just down the street. Currently, Readville is booming with new industry. Across the street, we have arguably the most eclectic industrial park in the state. Boston/Dedham Commerce Park is thriving with gymnastics and rock-climbing gyms, some corporations, a piano manufacturer, and a separate world class drumstick manufacturing facility. In addition, they house a large number of artist studios. Just recently, a food manufacturer has moved in, as they were displaced out of Cambridge. In the neighborhood, we have a company that makes coffee cakes and they've expanded into another building next door to them. In Wolcott Square, we have a company that specializes in caramel candies and they've expanded into a second building in the neighborhood. On Meadow Road in Readville, we've just welcomed a liquor manufacturer, as they were displaced out of Somerville. They moved here, as they required access to the freight trains that facilitate this neighborhood. On that same road, we have a tire distributor and a produce distributor that was forced to transplant from Dorchester. Frequently, we see employment opportunities advertised on signs where the road intersects with Neponset Valley Parkway. This is all good for Hyde Park and the City, as a whole.

The City recognized the value of Readville as an industrial base in the 2030 report. We are discouraged to see the city encouraging the movement of successful companies from the Sprague Street location to areas out of the city. Boston is quickly forfeiting industrial lands for other uses and this is not healthy for a strong diverse economy. Not everyone will be working in the high-tech sector. Readville is situated to accommodate industry with easy access to freight trains and major highways.

In regards to traffic, the proponent loses any credibility when claiming that virtually all the tenants will be commuting via rail. Our group had a traffic count done on Gerraghty Apartments, a complex of 300 units and located one and a half blocks from this rail stop. On a sunny March day in 2016, from the hours of 6 to 9 AM, the temperatures were between 50 and 60 degrees. One hundred and seventy-nine cars and 6 school busses exited the complex. There were 3 pedestrians walking to the train to get to work...

With all due respect,

CPR - David Rea, Rosalie Carlson, Martha McDonough, Dianne Knecht, Craig Martin, Angela Finn



Lance Campbell <lance.campbell@boston.gov>

Development Project 36-70 Sprague Street

Angela Finn <nb9194@outlook.com>

Thu, Oct 19, 2017 at 8:39 AM

To: "Lance.campbell@Boston.gov" <Lance.campbell@boston.gov>

Hello Lance, it was suggested by members of the community that we submit comments to you on the Sprague Street project. I and my family live in Readville and we are strongly against this project. The traffic thru our city now is extreme. Even with the signalization of the lights and reconfiguration around the bridge and Wolcott Square that is in consideration I fear will not alleviate the existing traffic burden. Not to mention all the trucks and cut thru traffic of non residents to our community. To add an additional 521 residential units to that location will create even more traffic and havoc to all residents. Please consider another location outside of Readville.

Thank you listening

Sent from Windows Mail

Citizens for the Preservation
of Readville (CPR)
P.O. Box 316
Readville, Ma. 02137

Mr. Lance Campbell
BRA dba BPDA
One City Hall Square

October 26, 2017

RE: 36-70 Sprague St.

Dear Mr. Campbell,

Enclosed you shall find the results of a complete neighborhood petition drive our group, Citizens for the Preservation of Readville (CPR), conducted in opposition to the proposed change in zoning at the Sprague St. location to accomodate a massive apartment complex. Over the course of several weekends and some early evenings on weekdays we approached all 866 residential households on both sides of Readville, which is split in the middle by the railroad tracks.

Virtually half, 432, were not home despite a repeated attempt. Of the other half, 434, 21 were non-english speaking households; 18 were vacant properties; 12 were not interested in the matter; 13 claimed to be too busy at the moment; and 2 said they were city hall employees and, though opposed to the proposal, they were timid about formally declaring so.

When we deduct these households listed above, that presents a number of 368 from the 434 that could formally respond. 328 of those households were vigorously opposed while 32 were either fully unaware of this proposal or poorly informed and wished to know more before making a decision. Almost all hoped for better notification of future meetings. 8 of the respondents were not opposed. Thus, in percentages, 89% were opposed, 9% requested more knowledge of the subject before submitting an opinion and 2% were not opposed.

As the reader of this letter can plainly see, the residents of this community are substantially opposed to this proposal in stark contrast to the claims by the proponents that some folks are positively anticipating the large new Readville sign and better access to a piece of Sprague Pond. We could not find any of these folks. The 18 pages enclosed with this letter are filled wih 386 signatures from residents who appreciate the light industrial use at this location and contrary to the proponent's opinion we are not offended by the appearance of such.

Respectfully submitted,

CPR - Dave Rea
Angela Finn
Martha McDonough
Craig Martin
Rosalie Carlson
Dianne Knecht

cc: State Senator Rush
State Rep. Scacia
Mayor Walsh
City Councilors

36-70 Sprague St. Proposal

We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (redacted)
WIKKI CIBULKA	78 SPRAGUE ST	
WIKKI PATRICK SPICER	78 SPRAGUE ST	
Martine Pierre-Victor	86 Sprague st	martine127@hotmail.com
Bachel manganelli	3 Lakeside Ave	ba@bachel.com @gmail.com
Susan Crossley	3 Lakeside Ave.	susan@crossley.com @hotmail.com
BILL HUBBARD	94 SPRAGUE ST	bill@hubbard.com
Sandra Cashen	98 Sprague St	Readville
Barbara Cashen	98 Sprague St	Readville.
JAMIE CASHEN	98 Sprague ST	Readville MA 02126
Elizabeth Kelley	45 Sprague Place	elizabethk@comcast.net @gmail.com
NANCY KELLEY	45 SPRAGUE PLACE	nancyk@comcast.net
Jehni Lewis	121 W MILTON ST 02130	jehni@comcast.net @gmail.com
Valerie B. Lewis	101 W Milton st.	vlewis@comcast.net @gmail.com
RICHARD MCMURTRY	95 W. MILTON ST	richard@comcast.net @com.com
Brenda McMurtry	95 W. Milton St	
Sara Slater	65 W. Milton St	sara@comcast.net @gmail.com
KATHY RILEY	69 W. Milton St.	kathy@comcast.net WEST@9mail.com
PAUL RILEY	69 W. Milton St.	
CHRIS ROWAN	59 W. MILTON ST.	chris@comcast.net
Gerene Petrucci	53 W MILTON ST	HYDE PARK MA 02136
Mary Brennan	51 W. Milton St.	mary@comcast.net .COM
Patricia McLaughlin	5 Roberts Pl	Readville
Paul McLaughlin	5 Roberts Pl	

36-70 Sprague St. Proposal

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Name	Address	Email (Redacted)
Ijeoma Oyi	33 W. Milton st, Hyde park	
Costanza Cutane	27 W. Milton St.	02136
Liza Nuevstro	27 A W. Milton St	
MOISES Abreu	21 W Milton St	02136
Stephanie Valerio	21 W. Milton St	02136
PHYLLIS Kolostow	2 W. MILTON ST	02136
Mir Tamim-Karim	6 W. Milton st	02136
Elias Haille	10 W. Milton St	
Mark Glicker	16 W MILTON ST	mark.glicker@ad.com
Delous Amara-McKennd	16 W. Milton St	
Amy Nile	24 W Milton St	amy.nile@ad.com
Sahar Abdel-Khalik	24 W. Milton St.	
Justina Lopez	30 ^W Milton St	
Carol Lopez	32 West St	
DOUGLAS matute	44 west Milton	
Antonio Parise	54 West Milton Street	antonio.parise@ad.com
David Coyne	66 Wmilton St	david.coyne@ad.com
Kelly Coyne	66 Wmilton St	kelly.coyne@ad.com
Emesta Seaver	43 Sprague Pl	
Rosemarie Rampino	43 Sprague Pl #2	
Jessica McShee	43 Sprague Pl #2	
Michael Welch	74 Sprague St.	
Jim Clinton	80 Sprague St.	jim.clinton@ad.com

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Name	Address	Email (Redacted)
Juan Hernandez	16 LAKESIDE AVE READVILLE	
Charles J. Knight	713 W. Milton St.	XXXXXXXXXX @AOL.COM
Kathleen Ryan	97 W. Milton St	XXXXXXXXXX @pipe.it
Pat Ryan (Paul Ryan)	97 W. Milton St	XXXXXXXXXX @AOL.COM
Mary Foley	77 W. Milton St. HP.	XXXXXXXXXX @hotmail.com
Ray Foley	77 W. Milton St. H.P.	
Juan Jose	15 WOODMILTON	
Anthony Vargas	17 W. Milton	
B. Gorman	3 W. Milton	
XXXXXXXXXX	XXXXXXXXXX	
Tsidro DeValle	40 West Milton	
Eileen McEnaney	56 W. Milton St.	XXXXXXXXXX @AOL.COM
Donna Moore	64 W. Milton St	XXXXXXXXXX @AOL.COM
Dennis Moccia	71 W. Milton St.	
Richard Kanaskie	19 Pinefield Rd.	
Nicole McMullen	27 Pinefield Rd	
Eric McMullen	27 Pinefield Rd	
Derek Allen	14 Pinefield Rd	Dallen10910@gmail.com
BRENDAN PASCHAL	5 PINEFIELD RD	BRENDANCPASCHAL@GMAIL.COM
RXAN PASCHAL	5 PINEFIELD RD	
Sophia M. Egan	10 Pinefield Rd.	
Courtesy Healey	6 Pinefield Road	

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Name	Address	Email (Redacted)
Arba Healey	6 Pinefield Rd	ArbaHealey@Yahoo.com
Miriam Carr	1 Pinefield Rd.	MiriamCarr@Yahoo.com
Robert Carr	1 Pinefield Rd	RobertCarr@Yahoo.com
Man Bender	28 Pine Avenue	ManBender@gmail.com
Henry Bender	28 Pine Avenue	HenryBender@gmail.com
Mark A. Lewis	31 Como Rd	MarkALewis@gmail.com
Susan A. Carr	31 Como Rd	SusanA.Carr@Yahoo.com
Bette J. Young	37 Como Rd	BetteJ.Young@Yahoo.com
Robert R. Young	37 Como Rd	
CLAUDIA Foote	41 Como rd	
Adams Dice	45 Como Rd	
ALBANI, MARY E.	51 Como Rd	
Katherine Egersheim	55 Como Rd.	
Gene Cathlyn Russo	55 Como Rd	
Collyer	63 Como Rd	Collyer@Yahoo.com
Marie Joseph	69 Como Rd	
Joe Bonazzi	85 Como Rd	
John Bonazzi	89 Como Rd	
John Bonazzi	101 Como Rd	
Sandra Penella	88 Como Rd	
Mary E. Cronin	84 Como Rd.	
Ernie M. Keen	76 Como Rd	
Rebecca G. McKee	76 Como Road	

2/2

36-70 Sprague St. Proposal

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Name	Address	Email (Redacted)
Amanda Madison	72 Como Rd	amanda.madison@hatmail.com
Richard Ryan	54 Como Rd	
Tom Santomero	52 Como Rd	
Michael Cuzz	42 Como Rd	
Maria Mariachet	40 Como Rd	
Robert Rand	38 Como Rd	
ROSA M. ESTOBAR	170 Readville St.	
VERNELL BRADY	126 Readville St	
Geraldine McElmyle	9 Pinefield Rd	
Sandra Rupp	114 Readville St.	sandra.rupp@hotmail.com
Gettelle Henderson	4 Buckingham St	
James Henderson	4 Buckingham St	
Robin Bullard	92 Readville St.	
Cindy Puls	2 Albemarle St.	
JOHN BATEY	92 Readville St	H.P
Kelly McDonald	76 Readville St.	H.P
Angel Santana	60 Readville St, H.P.	
Jose Santana	58 Readville St.	
Soberida Teña	58 Readville St	
Nancy Munn	39 Readville St	
John McPhillips	37 Readville St.	
Tsh	29 Readville	
Chris	25 - - -	

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We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (Redacted)
Timothy Justice	1/Readville	
Dennis Burns	81 Readville St	
Mike Dixon	94 Readville	
John White	112 Readville St	
Roy Manning	123 Readville #1	
John Hann	110 Chesterfield St.	
James Allen	123 Readville St #2	
Wendy Johnson	47 Sprague Pl	Wendy Johnson @A2L.com
Paul McArthur	143 Readville St HP	
Carmela Gallavotta	135 Readville St	
Yobana Kares	17 Buckingham St	
John Barker	165 Noyard Valley Parkway	
DONALD STARROW	169 Noyard Valley Parkway	
Joseph A. Ford	731 READVILLE SW	
Steve Knight	5 Danny Rd	Steve Knight @gmail.com
Patty Sibanda	5a Danny Rd	
MIKE SFANNETTI	3 DANNY ST	
Suzio + Elba Palocci	9 DANNY RD	
Rockii Mitchell	25 Danny Rd	
Marilyn Demarcan	27 Danny Rd Readville, MA	
BRIAN CIAVOCA	31 DANNY ROAD READVILLE, MA	
Tanya Ciavola	31 Danny Rd	
ALBERT MICOZZI	35 DANNY RD HP	Albert Micozzi OREN

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Name	Address	Email (Preferred)
Cheryl Micozzi	39 Danny Rd	
J. Madin	44 Danny Rd	
A. G.	56 Danny Rd	
S. Shepperd	57 Danny Rd	
H. W.	73 Danny Rd	
Michelle Nells	73 Danny Rd	
Sol Solitaro	77 DANNY RD	
Flordelinda Solitaro	77 DANNY RD	
M. M.	87 Danny R	
DAVID SULLIVAN	100 DANNY RD	
DENNIS DIMARZIO	96 DANNY Rd.	
Mrs. Finis	84 Danny Rd.	
Katharina Moker	76 Danny Rd	
H. Bannoy	79 DANNY RD	
Laurie Darnay	72 Danny Rd	
Guillelmo Barney	72 Danny Rd	
Dennis Joly	68 Danny Rd	
Dominick Pendergast	64 Danny Rd	
Jean Pendergast	64 Danny Road Readville	
Frah Bischof	48 Danny Rd	
Paul Blawie	40 Danny Rd	XXXXXXXXXX@XXXXXX
George Forster	24 Danny Rd	XXXXXXXXXX@TCN.COM
Carol Swinn	24 Danny Rd	XXXXXXXXXX@gmail.com

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We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (checked)
Meghan McCarthy	20 Danny Rd.	
M. M. Mous	12 Danny Rd	
Francesca Cicciulli	14 Danny Rd.	
Dolans Porziella	27 Guley Rd.	
Aldo Porziella	" "	
Maria Berkeley	139 Readville St	
Beggy McCarthy	159 Readville St	
Robert F. Stannone	100 W. Milton St	
Yasmina Rhodes	41 Sprague Street-Place	potuail.com potuail.com
Suzanny Bonnell	63 W. Milton	
Paul Paul	42 West Milton St Readville	
Mary Powell	42 W. Milton St Readville	
Joseph L. Pan	2 Vallaro, Readville	
Adeyemi Adeneye	10, Vallaro Road	
FRANK GARIBALDI	41 Chestfield St	
	A house at the way it is 4-Turkeyville-71 Vallaro	
Fredlys Cardona	49 West Milton St	
MARIA Boyle	Fleet St Readville MA	
David Winston	23 Come Rd	
MARILYN DRACONE	12 Reynolds Rd	
AMADIA DRACONE	12 Reynolds Rd	
Alpha 2 Obie	7 Reynolds Rd	
BRENNAN + McARTHUR	5 REYNOLD RD.	

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Name	Address	Email
VINOD KUMAR	29 Manila Ave	
Carmen Teso	33 Manila Ave	
Moises Gomez	26 Manila Ave	
John Nicotera	22 MANILA AVE.	
JOHN CONSTANTINO	14 MANILA AVE.	
Richard Tierney	40 Norton St. H.P. 02136	
Edmond Edmond	25 NORTON ST	
James McDonnell	20 Norton	
COLIN MACDONNELL	20 NORTON ST	
CHRISTINE MACDONNELL	20 NORTON	
Christopher MacDonnell	16 NORTON ST	
MIKE TOMASIS	3 CHESTERFIELD ST.	
Jacqueline Berna	11 chesterfield	
Stetan Crosby	11 chesterfield	
Olivia Joyce	74 Chesterfield Apt 2	
Rudi Muffi	78 Chesterfield Ave Apt #2	
Maryanne JACYN EASTMAN	78 Chesterfeld St Apt 1	
Lin Mosenoff	75 chesterfield ST 1	
Carlos Martinez	79 Chesterfield st.	
Jade Matthews	90 Chesterfield st	
Jacqueline Matthew	94 CHESTERFIELD ST	
William Moncortes	95 CHESTERFIELD ST.	

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Name	Address	Email	(Address)
Patricia Fleming	95 Chesterfield Trct.		
Tina Burns	98 Chesterfield St		
Debbie Mann	103 Chesterfield St		Hyde Park
Judith A. Pais	990 Chesterfield St		Hyde Park MA
Esara Fournes	107 Chesterfield St.		
Karen Curley	3 Norton St		718
Diana Cheremien	223 Norton		
Alan De Mola	23 Norton		
Gracey Peterson	28 Norton St		
Corinna Casale	26 Norton St		
Ysabel Santana	35 Norton St.		Hyde Park
Kathleen LaCorte	71 Imbaro Rd.		
	75 Imbaro Road		
M. Sh	66 Imbaro Rd		
Ben Melius	67 Imbaro Rd.		
Brendan Sherry	36 Imbaro Rd		
Anita Costantino	16 Imbaro Rd		
M. Jan Tamor	1 Imbaro Rd.		
Austin Ukab	99 Readville St		
Colleen Cummins	5 McDonough Ct		
Ben Klaas	8 Waterloo St.		Hyde Park MA
Kerry Klaas	8 Waterloo St.		Hyde Park MA
Jay Hairston	12 Waterloo St		

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Name	Address	Email
RICHARD GIANNANGELI	21 WATERLOO ST	
WONNIE BOUQUET	131 MELBORN VALLEY PKWY	
JIMMATHY JACKSON	11 REDVILLE STREET	
William Gold	1724 River St	
Adunna Ogunbana	1730 River St.	
Camel Morse	1730 River St.	
Joseph M Lazdowski	1912 River St	
Sandy Doolan	1816 River St.	H.P. 02136
Jack Doolan	1816 RIVER	HP 02136
Sean Kane	1816 RIVER	02136
Bruce Newby	1816 River St.	
Carol Goss	1822 GLOBE	
Maria Costa-Branche	1821 River St	02136
Diane Cannata	1825 River St.	02136
Drew Popant	22 Solars Rd	02136
Mick Myly	26 Solaris Rd	02136
Kim Murphy	26 Solaris Rd	02136
Gilcia Castillo	35 SOLARIS RD	02136
Clara Ruggiero	24 Chester Field	02136
Guy Ruggiero	24 Chester Field	02136
Helen Jisti	23 Chester Field St	02136
Augusta Akukwe	59 Chesterfield St	
CAROL RUGGIERO	61 CHESTERFIELD ST	

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Name	Address	Email (redacted)
Patricia Quintan	106 Chesterfield St.	patquintan@yahoo.com
Patricia Quintan	114 Chesterfield St.	
Miriam Ortiz	5 Sanford St - Hyde Park	
Rob Karol	10 Sanford St. Hyde Park	
Guineira Funchao	15 Sanford St Hyde Park	
Mario Funchao	15 Sanford Hyde Park	
John Funchao	22 Sanford St	johnfunchao@gmail.com
Constanzo Powell	22 Sanford St	cpowell@comcast.net
Robert Brown	26 Sanford St Hyde Park	
Robert Brown	27 Sanford St Hyde Park	
John Smith	37 Sanford St	
Stacey Reed	54 Solaris	
Allen Reed	37 Solaris Rd H.P	
William Wallace	37 Solaris Rd H.P	
Becky Reed	37 Solaris Rd H.P	
Robert	51 Solaris Rd Hyde Park	
Thomas Imahiyeroba	41 Solaris Rd Hyde Park	
Dominic Dimare	21 Solaris Rd Hyde Park	
JOHNNY LIMONTAS	1908 RIVER ST.	
Kathie Seibert	1888 River St	
Matt Goff	1882 River St	
Frank P. Hill	1883 River St.	
Harry P. Casden	1873 RIVER ST	

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Name	Address	Email
Jessica L Chapman	1858 River St apt 2	
Kurt M	1859 River St	
Antonio Lugo	60 chesterfield st	
Cat Kershaw	7 Manila Ave	
Matthew Desnoault	19 Manila Ave	
Katiuscia Potier	31 Edson Street	
Andrea McElane	10 Edson	
Margaret James	3A Edson st	
Karen Tanley	7A Edson st	
Connor Duggan	11A Edson st	
Jennifer Francis	11 Edson st	
Paul Conn	91 Valtoro Rd	
Nicole Nefler	1858 River St	
Marion Barone	1846 River st	
Ernest	14 Ernest Ave	
Ernie JOHNSON	5 ERNEST AVE	
TOM Tierney	68 Como Road	

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Name	Address	Email
Bob Russell	23 Colchester	
Audrey Russell	23 Colchester	
John Burns	35 Colchester St.	
John Dever	48 Colchester St	
Matt Dever	48 Colchester St	
Robert Remis	39 Colchester St.	
Martin Malant	41 Colchester St	
Mameen Connell	46 Colchester St	
Shannon McCannell	43 Colchester St	
Mike Lee	43 Colchester St	
Catherine A. Pratt	17 Colchester St	
Anna Marie Lewis	1 Colchester St	
John E. Travers	247 Neponset Valley Pkwy.	
Henry McElstern	269 Neponset Valley Pkwy	
Kenneth Hughes	3 Meadow Rd.	
Kiet Buckley	25 Sienna Rd Hyde Park	
Smallwood	232 Neponset Valley Pk Hyde Park	
Heidi Lucas	18 Wingate Rd Hyde Park MA	
Scott Lucas	18 WINGATE	
Joyce Ikeasogwa	9 Wingate Rd Hyde park MA	
Ann Dionne	234 Neponset Valley Pk	
Lawson Lewis	6 Clifford St Hyde	
Megan	1 Clifford St Hyde	

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Name	Address	Email
Dianne Knecht	10 Clifford St Readville, Ma.	
DAVID J. LEA	14 Clifford St. Readville, Ma	
Angela Finn	8 Clifford St, Readville Ma	
JOE Levin	12 Clifford St, Readville Ma	
Ellen Russell	16 Clifford St - Readville	
DAN OLSHAUSE	20 CLIFFORD ST READVILLE	
Jack Connor	42 Clifford St, Readville	
Janet	42 Clifford	
Virginia Jozzos	54 Colchester St #1	
Barbara Pickup	6 Colchester St. Hyde Park, Ma	
KE FALDASZ	22 Forestvale Rd. P	
Oscar Calderon	21 Lawton St	
Theresa Zogas	36 Lawton St. Hyde Park, ma.	
Michael Zogas	36 Lawton St. Hyde Park ma.	
Anthony W. Bisato	4 Lawton Terrace	
Joyce White	15 Lawton Terr.	
Jayne Lowe	12 Lawton Terr.	
Waltering by Lunskey	9 Lawton St.	
William D. Hill	59 Stanbro St.	
Karen Hill	59 Stanbro St.	
Cynthia Hurley	47 Stanbro St. NP	
Paula Penn	56 Stanbro St.	
Jeanne Mc Isaac	60 STANBRO ST.	

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Name	Address	Email (Redacted)
CHRISTINE M. SIMS	75 R READVILLE ST	CHRISTINE.SIMS@yahoo.com (a)
LAURA A. SIMS	75 R READVILLE ST	LAURA.SIMS@verizon.net
Bob Hickox	64 Stankoe St 1.	
George E. Doherty Jr.	68 Stankoe St.	
Andrew Crawford	71 Stankoe St.	
My Mad...	5 Meadowview Rd	
GARY ROTH	2 Meadowview Rd	GARY.ROTH@yahoo.com
PAUL SHANNON	6 Meadowview Rd	
Jenni Petrus	9 Meadowview Rd	
Andrew Tarter	17 Meadowview Rd.	
Hank Tran	21 Meadowview Rd	
Jamie Pierce	49 Meadowview Rd	JAMIE.PIERCE@yahoo.com
Jennifer Harrington	72 Millstone Rd	
Timothy Foley	71 Millstone Rd	
Paul Joyce	39 Millstone Rd	
B. Joyce	46 Millstone Rd	
DAVID A WILLIAMS	39 Millstone Rd	
Douglas Carlson	17 Millstone Rd	
Rosalie A Carlson	17 Millstone Rd	
Anne Beale	4 Newton St. Readville MA	
Oliver Casper	255 Neponset Valley	
Doreen Hayes	265 Neponset Valley Pkwy	
Carol Hayes	265 Neponset Valley Pkwy	

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Name	Address	Email (Redacted)
R. A. FREDRICKS	26 SIERRA RD	MACGILLIVRAY@GMAIL
P. Ahern	36 Stenbro St.	Ahern@ymail.com
Martha McDonough	26 Clifford St.	
Ed Pothan	22 Clifford St	
John Mackie	21 Clifford St.	
MIGUEL ARAUZO	28 HAMILTON ST.	
Matt Englander	1865 Hyde Park Ave	
Mejor Ray Ray	1855 HP AVE	
Mysia Louissaint	1891 HP AVE	
Sean Clarke	1920 Hyde Park Ave	
David Shamus	1920 Hyde park ave	
Willie Tabron	1931 Hyde Park ave	Tabron@gmail.com
Janette Leah	66 PRESCOTT ST	
David Chapman	73 Prescott ST	
David Chapman	73 Prescott St	
Eugene Gulnan	73 Prescott St	
Samantha Chapman	73 Prescott St.	
Sue Anne Guptill	75 Prescott St	
Joan Nelson	74 PRESCOTT ST	
Ben Trapanick	64 Prescott St	
Amel Luna	60 Prescott St	
Barbara Owens	58 Prescott St.	
Edwin Martin	18 Prescott St.	

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Name	Address	Email (Redacted)
Harry Gardner	16 STANBRO ST	
Turnhor Raslid	19 Colchester	turnhor@colchesterpublicschools.org
Cyril Martin	5 Colchester St	schools.org
Wendy [unclear]	12 Park St	
Kathleen [unclear]	219 Neponset vlg	
Jacki Barden	50 Prescott St HP	jackibarden@aol.com
Emily Owen	58 Prescott St	owenst@gmail.com
Kay [unclear]	1652 Hyde Park Ave	
Armando [unclear]	1851 HYDE PARK AVE	
Ralph Kurpeska	1844 HP AVE	
Cederné Bossuet	1835 HYDE PARK AVE	
Magazine Willis	18 Parkson St.	magazine@comcast.net
Lisa [unclear]	50 Hamilton St.	lisae@gmail.com
Marina [unclear]	6 PARKSON	
John Nichey	59 Colchester St	
Maryann [unclear]	50 Meadowview Rd	maryann@comcast.net
[unclear]	58 COLCHESTER	
Mary [unclear]	50 Clifford St HP	
Patrick Colleran-Hay	73 Hamilton St. Readville MA	
Mary Keough	76 Hamilton St. Readville	
Flea [unclear]	62 Hamilton St. Readville	
Terry Stevens	62 Hamilton St. Readville	

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



Lance Campbell <lance.campbell@boston.gov>

36-70 Sprague Street

Victor Carrara <vcarrara@nercc.org>

Thu, Feb 1, 2018 at 3:44 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Hello Lance,

I'm sending you this note to go on the record that I am in support of the development being proposed for Sprague Street by OMG Sprague LLC.

I've lived in the Readville neighborhood of Hyde Park my whole life and believe developments like this will benefit the area for a number of reasons. I see all over the city increased density in housing adding new restaurants and shops that are positive to living in the city. I also believe in transit oriented development and am hopeful that this project could help improve MBTA and commuter rail service to the Readville neighborhood. I very much hope to see my neighborhood benefit from this project as I fully believe more people living here will be an improvement to being surrounded by the heavy industrial presence we now have to deal with.

Sincerely,

Victor Carrara

41 Clifford Street

Hyde Park, MA 02136

APPENDIX D
EXAMPLES OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

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

(Name of Applicant)

for _____

(Brief Description of Project)

proposed at _____.

(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BPDA 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 Michael Rooney, Project Assistant, Boston Planning & Development Agency, Boston City Hall, Boston, MA 02201, within seventy five (75) days of this notice or by _____. Approvals are requested of the BPDA pursuant to Article 80 for _____.

The BPDA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BPDA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON REDEVELOPMENT AUTHORITY

Teresa Polhemus, Executive Director/Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST