



CITY of BOSTON

Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA
From: Zachary Wassmouth, PWD
Date: May 1, 2019
Subject: 43 Lochdale Road SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 43 Lochdale Road SPRA.

Site Plan:

The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Specific Scope Considerations:

The developer should consider the following to be included in the scope for this project:

- The developer should consider an accessible sidewalk connection from the property along Lochdale Street connecting to Washington Street to allow pedestrian access to the site from the Public right-of-way (ROW).
- Working with the City, the developer should consider upgrading the pedestrian ramps at Lochdale Road and Washington Street to current accessibility standards and adding a potential crosswalk across Washington Street at Lochdale Street to ensure adequate pedestrian access to the bus.

Lochdale Road is a private way. All comments below shall be considered applicable to any proposed work within the Public ROW.

Construction Within The Public Right-of-Way (ROW):

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the ROW within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval. Changes to any curb geometry will need to be reviewed and approved through the PIC.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



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Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. Also, please see above comment with regards to any proposed breaks and/or modifications to the median.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.



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Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



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**Boston Water and
Sewer Commission**



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

April 25, 2019

Ms. Aisling Kerr, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 43 Lochdale Road, Roslindale
Small Project Review Application

Dear Ms. Kerr:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed residential project located at 43 Lochdale Road in Roslindale.

The proposed project is located on approximately 22,500 square feet of land comprised of one full parcel of land on Lochdale Road and a section of a parcel on Washington Street. The site currently contains parking areas along Lochdale Road and Washington Street. The back portion of each site is unimproved land. The project proponent, Mr. Owen Kiernan, proposes to construct a four-story residential building of approximately 42,103 gross square feet. The building will have thirty-six residential rental units consisting of one-bedroom, two-bedroom and two-bedroom plus a study. The first floor will have, a lobby, garage for forty-six motor vehicles, bicycle storage room and a loading dock.

For water service, the Commission's facilities are a 10-inch cast iron water main in Lochdale Road, the water main was installed in 1926 and cleaned and cement lined in 1999. Washington Street has a 12-inch cement lined ductile iron water main that was installed in 1989. The water mains are part of the Commission's Southern High Pressure Zone.

For sewer and drain service, the Commission owns a 10-inch sewer and 12-inch storm drain in Lochdale Road. Both pipes end at manholes approximately 250- feet from the intersection of Washington Street. Washington Street has a 12-inch sewer, 36-inch by 48-inch storm drain and a 24-inch sewer.

Water usage and sewage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the SPRA:



General

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



Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

5. The water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Mr. Kiernan should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Mr. Kiernan should also provide the methodology used to estimate water demand for the proposed project.
6. The Commission will require Mr. Kiernan to undertake all necessary precautions to prevent damage or disruption of the existing active water, sewer and drain lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require Mr. Kiernan to inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is Mr. Kiernan'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, Mr. Kiernan 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. Mr. Kiernan should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Mr. Kiernan should consider outdoor landscaping which requires minimal use of water to maintain. If Mr. Kiernan 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.
2. Mr. Kiernan 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. Mr. Kiernan should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
3. Mr. Kiernan will be required to install approved backflow prevention devices on the water services for fire protection, mechanical and any irrigation systems. Mr. Kiernan is advised to consult with Mr. James Florentino, Manager of Engineering Code Enforcement, with regards to backflow prevention.



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, Mr. Kiernan should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Mr. Kiernan will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Mr. Kiernan must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the Mr. Kiernan will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

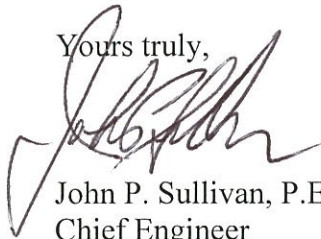
- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.



2. The Commission encourages Mr. Kiernan to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Mr. Kiernan 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, Mr. Kiernan will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. 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.
5. The Commission requests that Mr. Kiernan install a permanent casting stating “Don’t Dump: Drains to Charles River” next to any catch basin created or modified as part of this project. Mr. Kiernan should contact the Commission’s Operations Division for information regarding the purchase of the castings.
6. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/RJA

cc: O. Kiernan, Developer and Applicant
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



A Call to Action to Make Roszie the Most Walkable Neighborhood in Boston

June 3, 2019

BY ELECTRONIC MAIL ONLY (aisling.kerr@boston.gov)
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201
Attention: Aisling Kerr, Project Manager

RE: 43 LOCHDALE ROAD, ROSLINDALE – SMALL PROJECT REVIEW

Dear Ms. Kerr:

Please accept the following comments on behalf of WalkUP Roslindale with respect to the proposed rental residential development at 43 Lochdale Road in Roslindale (the “**Proposed Project**”). As set forth in the Small Project Review application, this will be a consequential development project, located under half a mile from the end of the Orange Line at Forest Hills, and containing, as proposed, 36 housing units and 46 off-street parking spaces in a four-story building with a mix of 1, 2 and 2+ bedroom units and providing 5 affordable units under the BPDA’s Inclusionary Development Policy (“**IDP**”).

Although we generally support the Proposed Project, being in favor of production of new housing in our neighborhood, city, and region as an integral part of the required response to our surging population and housing affordability crisis resulting from decades of underbuilding and inequitable patterns of development and housing availability, we have the following concerns, which our members also voiced in person at the community meeting this past Tuesday, May 28. Our comments intend to emphasize the importance of addressing both the future of transportation and the need for more affordable housing in every development project that our city considers.

1. Excessive Off-Street Parking

Put simply, at 46 spaces, the Proposed Project is egregiously overparked. As a start, the parking ratio should be reduced from 1:1.28 to 1:1 (or lower). Zero off-street parking projects have recently been allowed in Roslindale Square (most recently, the Wallpaper City project at the corner of Poplar and South), and, as noted above, this location is under a half mile (<10 minute walk) from Forest Hills Station (where both the Orange Line and commuter rail have stops) and steps from bus stops serviced by a dozen bus routes. The Proposed Project is likewise minutes away from the start of the Southwest Corridor Bicycle Path, which is a major thoroughfare for cycling commuters.¹ All of these sustainable transportation options are complemented by several nearby ZipCar locations and easy access to rideshare services.

In light of these ample amenities, excessive parking will undeniably waste resources and induce car ownership and car use, moving our neighborhood and our city away from the mode shift and greenhouse gas and other air pollution reduction goals to which we have committed in GoBoston 2030 and Climate Ready Boston. By

¹ A City of Boston survey counted an average of well over 2,000 cyclists per day on this path in 2017; the number has surely grown since then with the completion of the cycling improvements at Forest Hills as part of the Casey/Arborway project. See <https://www.boston.gov/departments/boston-bikes/bike-data/2017-boston-bicycle-counts>.

devoting more real estate to parking, we practically guarantee more cars in the neighborhood. By contrast, reducing off-street parking will have direct positive implications on affordability, which is the next issue that we raised at the community meeting.

2. Housing Affordability

As a rough cut, assuming a standard parking space takes up about 162 square feet (9' x 18'), a reduction of even just ten (10) spaces would allow for an additional 1620 square feet of living area. We would expect that area to be split into 2 additional units, which we would recommend be added to the affordable unit count. We also note that community members from the Housing Justice task force of Roslindale is for Everyone (“RISE”) spoke at the community meeting and were particularly focused on increasing both the percentage of affordable units in the Proposed Project and the level of affordability offered beyond what the IDP would otherwise require (13% of total units and 70% of area median income). We support RISE Housing Justice on both of these requests. The Proposed Project is located in a part of our neighborhood where household incomes are lower than average and competition for scarce and increasingly expensive housing (there has been almost no new housing constructed in this area for the last several decades) is displacing our most vulnerable neighbors. We can and should do more as a city to make sure that everyone who wants to make their home here is able to do so.

With available parking thus reduced to below a 1 to 1 ratio, the Proposed Project would also be an especially appropriate project on which to un-bundle the parking from the units, so that households that do not need off-street parking can avoid that cost instead of having it included in their unit regardless. By contrast, if the parking spaces remained bundled with the units, car-free families will be less likely to live in this development, since they would be paying a premium for an amenity they do not need.

3. Green Building

Although the Proposed Project has dropped below the Large Project Review threshold and is technically required to meet only building code-based energy efficiency and green building requirements (albeit at the city’s “Stretch Code” level, which produces a 10% improvement over the otherwise applicable standards), we would request that the BPDA require the Proposed Project to exceed those standards and approach Net Zero/Zero Plus/LEED Gold-Platinum standards. If our city is truly serious about the climate crisis, all new buildings will need to be much more efficient in their use of energy. There is no more time to wait to start this effort on a citywide basis, and we would like to see this happen in this neighborhood now.

4. Roslindale Gateway Path/Blackwell Path Extension at Arboretum Road

We understand and appreciate that the developer is being required to install a new crosswalk and curb extension at Washington Street and Lochdale Road. In much the same vein, the developer should also be required to assist financially with ongoing efforts around the Roslindale Gateway Path/Arboretum Road archway and entrance as this will be a significant amenity for residents of the development and the broader surrounding neighborhood. Funds are still being assembled for the first phase of the path’s extension, running from the current end of the Blackwell Path to Arboretum Road, and a significant contribution for this effort would be an excellent way for this Proposed Project to bring value and increased accessibility to its own backyard immediately.

In closing, we wish to reiterate our overall support for the Proposed Project, while especially emphasizing our call to reduce the off-street parking count and repurpose the space saved to increase the number and level of affordability for the affordable units. Thank you.

Sincerely yours,



Benjamin Bruno

Resident @ 27 Colgate Road, Roslindale, on behalf of the WalkUP Roslindale Steering Group

Ricardo Austrich, Resident @ 843 South Street, Roslindale
Lisa Beatman, Resident @ 180 Mount Hope Street, Roslindale
Rachel Blumberg, Resident @ 15 Newburg Street, Apt. 2, Roslindale
Lucy Bullock-Sieger, Resident @ 33 Brookdale Street, Roslindale
Steve Gag, Resident @ 631 South Street, Roslindale
Liz Graham-Meredith, Resident @ 6 Crandall Street, Roslindale
Matthew Lawlor, Resident @ 15 Basto Terrace, Roslindale
Margaux Leonard, Resident @ 35 Harding Road, Roslindale
Mandana Moshtaghi, Resident @ 12 Arborough Road, Roslindale
Robert Orthman, Resident @ 31 Mendelssohn Street, #2, Roslindale
Rebecca Phillips, Resident @ 10 Tappan Street, Roslindale
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale
Adam Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Laura Smeaton, Resident @ 61 Cornell Street, Roslindale
Mark Tedrow, Resident @ 169 Sycamore Street, Apt. 1, Roslindale
Marc Theiss, Resident @ 55 Prospect Avenue, Roslindale
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale
Nick Ward, Resident @ 35 Harding Road, Roslindale
Alan Wright, Resident @ 98 Birch Street, Roslindale

About WalkUP Roslindale

WalkUP Roslindale, which takes its name from the international movement to foster “Walkable Urban Places,” is a collaborative group of residents dedicated to making Roslindale the most walkable neighborhood in Boston. We advocate for a dynamic, livable streetscape and we support positive changes to our public and private built environment that strengthen walkability and other forms of active mobility as means toward better personal and public health, safety, social capital, economic development, and environmental sustainability. We are led by a steering group of about thirty residents and have nearly 1,000 additional supporters. More information about WalkUP Roslindale and our initiatives can be found at www.walkuproslindale.org. We recognize that no single group of people can be said to speak for our entire neighborhood – instead, please take these comments as representing the collective support of our steering group members (indicated below) resulting from our mission and principles.

WalkUP Roslindale Comment Letter
43 Lochdale Road, Roslindale
June 3, 2019
Page 4

Copy to:

Mr. Joseph Coppinger, Mayor's Office of Neighborhood Services (joseph.coppinger@boston.gov)
District 5 City Councilor Tim McCarthy (timothy.mccarthy@boston.gov)
At-Large City Councilor Michelle Wu (michelle.wu@boston.gov)
At-Large City Councilor Althea Garrison (althea.garrison@boston.gov)
At-Large City Councilor Michael F. Flaherty (michael.flaherty@boston.gov)
At-Large City Councilor Annissa Essaibi-George (a.e.george@boston.gov)
RISE Housing Justice – Claire Gosselin (claireg53@gmail.com)



Project Comment Submission: 43 Lochdale Road

kentico@boston.gov <kentico@boston.gov>

Fri, May 10, 2019 at 3:10 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

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First Name: Alan

Last Name: Wright

Organization: Mr.

Email: [REDACTED]

Street Address: [98 Birch St](#)

Address Line 2:

City: Roslindale

State: MA

Phone: [REDACTED]

Zip: 02131

Opinion: Support

Comments: I support this project because the city needs more housing and the area where this building will be located needs redevelopment. However, I am strongly opposed to the number of garage parking spaces. There is no reason, given the location of this development, for 1.3 parking spaces per unit. Residents will use the Orange Line, the many bus routes, or the bicycle paths nearby to commute to work and shop. it is likely that some residents will not even own a car. By reducing the number of parking spaces and decoupling occupancy from having a parking space the developer can build more units at a lower cost and increase the benefit of this development to the community. Also, given the very run down nature of the area of this proposed building and the attempts of the City and community to improve it, the developer should make a contribution to improving the general area.

PMContact: aisling.kerr@boston.gov

Project ID: 1933



Project Comment Submission: 43 Lochdale Road

kentico@boston.gov <kentico@boston.gov>

Sun, May 26, 2019 at 10:25 PM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 6284

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Document Name: [43 Lochdale Road](#)

Document Name Path: /Development/Development Projects/[43 Lochdale Road](#)

Origin Page Url: /projects/development-projects/[43-lochdale-road](#)

First Name: Jonathan

Last Name: Goodhue

Organization:

Email: [REDACTED]

Street Address: Lee Hill Rd

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02131

Opinion: Oppose

Comments: The proposal to wedge 36 rental units into this small site is a terrible idea. Residences are not allowed by the current (and very recently drafted) zoning, and compared to the nearby 2F and 3F zoning, this project is very oversized. Also the building style in the submission packet does not fit the area residential styles. I am very opposed to more oversized boxy buildings coming to my neighborhood.

PMContact: aisling.kerr@boston.gov

Project ID: 1933



Aisling Kerr <aisling.kerr@boston.gov>

43 Lochdale

Joseph Galeota [REDACTED]
To: aisling.kerr@boston.gov

Sat, Apr 6, 2019 at 10:22 AM

The project description for this street is absurd: following the 1.5 to 1 ratio of parking spaces to dwelling units, for 36 rental units there should be 54, not 46, garage parking spaces; if the developer wants to provide merely 46 garage parking spaces, there should be 31, not 36, rental units./Joseph Galeota



Project Comment Submission: 43 Lochdale Road

kentico@boston.gov <kentico@boston.gov>

Fri, Mar 29, 2019 at 8:35 AM

To: BRAWebContent@cityofboston.gov, aisling.kerr@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5870

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Origin Page Url: /projects/development-projects/[43-lochdale-road](#)

First Name: Karen

Last Name: Weber

Organization:

Email: [REDACTED]

Street Address: [4 Archdale Road](#)

Address Line 2:

City: Roslindale

State: MA

Phone: [REDACTED]

Zip: 02131

Opinion: Neutral

Comments: I am concerned that we are building without any thoughts of green design. I do not see that this building will have any green certification and given the size, does not have a green roof planned for it. Is there anything that can be done to incorporate these considerations into the plans before approval is given? I was unable to attend the meeting and would be happy to discuss at greater length. Thank you very much.

PMContact: aisling.kerr@boston.gov

Project ID: 1933