

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

**REQUEST FOR SUPPLEMENTAL INFORMATION
780 AMERICAN LEGION HIGHWAY**

**SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL INFORMATION DOCUMENT (SID)**

PROPOSED PROJECT: 780 AMERICAN LEGION HIGHWAY

PROJECT SITE: 780 AMERICAN LEGION HIGHWAY, ROSLINDALE

PROPONENT: THE HOME FOR LITTLE WANDERERS & ALINEA
CAPITAL PARTNERS, LLC

DATE: JANUARY 10, 2020

The Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Request for Supplemental Information pursuant to Section 80B-5.3 of the Boston Zoning Code (the “Code”) in response to and based on the review of the Project Notification Form (“PNF”) for the 780 American Legion Highway project (the “Proposed Project”), which The Home for Little Wanderers and Alinea Capital Partners, LLC (the “Proponents”), submitted to the BPDA on June 7, 2019. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on September 9, 2019, which initiated a public comment period which was subsequently extended until November 1, 2019. The Request for Supplemental Information requires the Proponent to respond to comments received from City and State agencies, elected officials, the Mayorally appointed Impact Advisory Group (the “IAG”), and the public.

This document is not a Scoping Determination as we are not requesting a Draft Project Impact Report. This document is only requesting that the Proponents provide more details around the information that was submitted in the PNF and respond to all comments and feedback received during the initial comment period. When the Proponents file a response to this request we will start a new comment period and continue the public review process.

On February 14, 2018, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. As proposed in the LOI the Proposed Project “will be a mixed-use development that consists of a sequentially phased, single project, which includes constructing a behavioral and clinical health facility and twenty-two (22) units of supported housing for youth who are aging out of the Commonwealth’s foster care system. At completion the existing, 32,308 square foot building will be demolished and ninety-eight (98) units of market rate and workforce rental units and owner occupied town house condominium units will be constructed. At completion the development will provide replacement offices for the Home for Little Wanderers, provide new clinical facilities for the Dimock Street Neighborhood Health Center and add one hundred twenty (120) units of family and affordable housing. The total project will include 229,859 square feet of gross floor area on 2.58 acres with an FAR of 1.785. Total building area is distributed between 71 000 square feet for the mixed-use building and 158,859 for the residential structure. Parking will consist of 154 covered and surface space units on the building site. Four Oaks Ventures, LLC, is also exploring arrangements for an additional parking capacity for the project on adjacent parcels. The project will require Large Project Review and certain relief from the Boston Zoning Code.

On February 14, 2018, letters soliciting nominations to the IAG for the Proposed Project were delivered to State Senator Sonia Chang-Diaz, State Representative Russell Holmes, and City Councilor Andrea Campbell. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood Services and the At-Large City Councilors. Nominations were also sought from the BPDA Planning Department.

Ten (10) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of the impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Mitchell, Heavenly
2. Jones-O’Brien, James
3. Bills, Demon
4. Munoz, Victoria
5. Godfrey, Steven
6. Beatman, Lisa

7. Balzano, Nancy
8. Williams, Eugenie
9. Printy, Sarah
10. Brown, Mary

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

The notice of receipt by the BPDA of the PNF and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on September 20, 2019 with the City of Boston's public agencies at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

The BPDA sponsored a Public Meeting to discuss the PNF on September 23, 2019 at the site, The Home for Little Wanderers (780 American Legion Highway, Roslindale, MA 02131). The Public Meeting was duly advertised in the *Boston State Banner* and *Parkway Transcript* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA's Roslindale neighborhood updates, and local City and State elected officials and their staff members received notification via email. In addition, one (1) IAG working session was held on October 2, 2019.

Written comments in response to the PNF received by the BPDA from City of Boston agencies and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety. The SUPPLEMENTAL INFORMATION DOCUMENT ("SID") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Request for Supplemental Information.

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

Specifically, they are from:

John P. Sullivan, Boston Water & Sewer Commission
Benjamin Silverman, Article 37 Interagency Green Building Committee
State Representative Russell Holmes, 6th Suffolk District
John (Tad) Read, Manuel Esquivel & Ryan Walker, BPDA Smart Utilities
Boston Civic Design Commission
Katie Pedersen, BPDA Environment
Joseph Blankenship/ Patrick Hoey, BPDA Transportation and BTD Staff
Sarah Leung, Mayor's Commission for Persons with Disabilities
Carrie Marsh, Boston Parks & Recreation Dept.

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

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

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

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

- Throughout the initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that the project that is presented in the Supplemental Information Document ("SID") 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 generated concern. While many of the letters show that there is a desire to see the redevelopment of the 780 American Legion Highway site, numerous individuals request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. In order to minimize and mitigate the Proposed Project's

impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.

- Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk.
- The Proponent should investigate transit improvements to mitigate traffic impacts of this project.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the SID.
- Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project.

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

I. PROJECT SITE AND DESCRIPTION

Project Site

The overall project site includes a parcel of land of 107,129 Square feet (2.46-acres) fronting on American Legion Highway (“ALH”) with two curb-cuts, both two-ways, from ALH, and adjacent to Stella Street, a vacant property along ALH, and the rear of residential properties along Canterbury Street. The existing 2- 3 story HFLW building includes 32,308 gsf of floor area and is used for HFLW administrative and clinical activities, and the site includes 81-existing surface parking spaces on both sides of the existing 780 American Legion Highway structure.

Project Description

The Project consists of approximately 186,559 square feet of floor area with total building area distributed between approximately 62,953 gsf for the mixed-use (behavioral-clinical/supportive housing) building, and approximately 123,606 gsf for the multi-family residential structure. The proponent is also exploring arrangements for additional parking spaces on adjacent and nearby parcels. The Project includes the following key components:

- The proposed mixed-use development consists of a sequentially phased, single project, which includes constructing a behavioral and clinical health facility and twenty-two (22) units of supported housing for youth who are aging out of the Commonwealth's foster care system. At completion the existing, 32,308 square foot building will be demolished and ninety-three (93) units of market rate and workforce rental units and owner occupied town house condominium units will be constructed. At completion the development will provide replacement offices for the Home for Little Wanderers, provide new clinical facilities for the Dimock Street Neighborhood Health Center and add one hundred twenty (115) units of family and affordable housing as well as 133 covered (garage) and surface spaces as well as new public realm improvements.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a SID that meets the requirements of the Request for Supplemental Information by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The SID 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 Request for Supplemental Information. After submitting the SID, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in

writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Request for Supplemental Information. If the BPDA determines that the SID adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Request for Supplemental Information should be included in the booklet for reference.

A. GENERAL INFORMATION

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and email, where available for each

- (3) Designated contact for each
- b. Legal Information
 - (1) Legal judgments or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston by Applicant
 - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
 - (4) Nature and extent of any and all public easements into, through, or surrounding the site.
- 2. Project Site
 - a. An area map identifying the location of the Proposed Project
 - b. Description of metes and bounds of Project Site or certified survey of the Project Site.
 - c. Current zoning
- 3. Project Description and Alternatives
 - a. The SID 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 SID shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
 - b. A description of alternatives to the Proposed Project that

were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

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

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the SID must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department and BPDA letters, both dated December 6, 2019 and included in their entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the SID.*

The City's transportation policy is guided by Go Boston 2030. This document lays out the City's planning and policy objectives for transportation using three primary goals: expanding access, improving safety, and ensuring reliability. Ultimately, these and other goals in Go Boston strive to encourage walking, biking, and transit trips while reducing automobile dependency. This planning and policy lens forms the foundation of the BPDA and BTD staff review of all proposed development projects. Given that 780 American Legion Highway is located in a transit-rich, high accident location in New England, transportation is a critical factor in the future success of this project.

Transportation Demand Management

As noted, the proposed project is located in transit-rich, high accident location. We encourage the Proponent to more firmly commit to strategies that incentivize non-automobile commutes.

D. ENVIRONMENTAL PROTECTION COMPONENT

*The SID must address the comments of the BPDA Environment Department, as well as the letter from the Interagency Green Building Committee dated December 1, 2019 and included in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the SID.*

Wind

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

Shadow

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

*The SID must address the comments of the Interagency Green Building Committee, dated and included in **Appendix A**.*

E. OPEN SPACE

*The SID must address the comments of the Boston Parks & Recreation Dept., dated December 9, 2019 and included in **Appendix A**.*

F. URBAN DESIGN/PLANNING COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined in the comments of the Boston Transportation Department and BPDA letters, dated and included in their entirety in **Appendix A**. The Proponent must also address the comments outlined in the minutes of the Boston Civic Design Commission Meeting, dated December 9, 2019. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the SID.*

Urban Design Overview

The primary issues that remain unresolved include massing, height, façade expression and streetscape. Though the latter will be covered extensively in the Transportation Comments, there are specific urban design streetscape comments included below. Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, two of the proposed buildings are 6 stories tall in a neighborhood where 2 ½-story homes predominate. The FAR proposed is 1.79 while underlying zoning allows a FAR of .5 and a maximum height of 35 feet.

Building Height, Form and Massing

As proposed, the services building and main residential building are 6 stories tall. The residential building steps down to 3-story townhouses. The proponent should continue to evaluate the relationship between and work to better contextualize the new builds on the site. This reduction would create a better relationship between the buildings on the site and mitigate the impact of the residential building on the smaller scale homes adjacent to the site.

Facade Expression

It is recommended that the architectural expression for the services building be simplified. As proposed, the design reflects the different uses proposed for the building: clinical space on the first two floors, offices on the third floor and residential units on the top two floors. The building program could continue to be expressed in the architecture while simplifying the overall expression. It is recommended that the facade expression of the top two floors extend to the floors below and that the glass curtain wall be eliminated.

Streetscape and Public Realm

The site should be accessed from one curb cut off of American Legion Highway. A second curb cut seems unnecessary from a programmatic point of view and its elimination will enhance the public realm experience. Transportation comments will

Use

The proposed mix of uses is reflective of what exists currently. However, given the issues of density and massing detailed above, the proposal lacks adequate ancillary space that would greatly benefit the uses. The listed changes to the building height, form, massing, and streetscape and public realm should be made to also favor park-like open space and enhance the private recreation court.

G. INFRASTRUCTURE SYSTEMS COMPONENT

*The SID must address the comments of the Boston Water and Sewer Commission, dated October 7, 2019 and BPDA Smart Utilities, dated October 11, 2019 included in **Appendix A**.*

H. PUBLIC NOTICE

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

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

I. ACCESSIBILITY CHECKLIST

*The SID must address the comments of the Mayor's Office for Persons with Disabilities, dated December 1, 2019 and included in **Appendix A**.*

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

J. BROADBAND READY BUILDINGS QUESTIONNAIRE

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

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

**Boston Water and
Sewer Commission**



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

October 7, 2019

Mr. Michael Sinatra, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA. 02210

Re: 780 American Legion Highway, Roslindale
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed redevelopment project located at 780 American Legion Highway in the Roslindale neighborhood of Boston. This letter provides the Commission's comments on the PNF.

The proposed project site is located on two parcels of land totaling approximately 2.46 acres. The site is currently occupied by a two and three-story building owned and used by The Home for Little Wanderers (HFLW) as administrative offices, clinical space and a parking lot. The project proponent, HFLW, proposes to demolish the existing building and construct a mixed-use project consisting of two buildings totaling approximately 186,559 gross square feet (gsf). The residential building will be a six-story, approximately 123,606 gsf structure containing ninety-three apartments. The Behavioral and Clinical Health facility will be a five story, 62,953 gsf building, the lower three floors will have office for HFLW programs and a satellite clinic for the Dimock Community Health Center. The upper two floors will have twenty-two apartments for HFLW clients. A parking garage and open-air parking for 131 vehicles will be available on the site.

For water service, the Commission owns and maintains an 8-inch ductile iron cement lined (DICL) pipe in Stella Road. The water main was installed in 2016 and is part of the Commission's Southern High Pressure Zone. American Legion Highway has four water mains. Two are owned and maintained by the Commission, they are a 12-inch cast iron cement lined pipe that was installed in 1967 and an 8-inch cast iron pipe that was installed in 1934 and cleaned and cement lined in 2006. Both water mains are part of the Commission's Southern High Pressure Zone. The MWRA also owns two water transmission mains. The smaller pipe is a 24-inch reinforced concrete in cylinder pipe and the larger is a 30-inch DICL pipe.

For sewer and drain service, the Commission facilities consists 10-inch sewer in Stella Road. The nearest storm drain is at the intersection of Stella Road and American Legion Highway. This



storm drain is a 10-inch pipe that extends northerly in American Legion Highway to a manhole at the intersection of Stella Road and then westerly in Stella Road.

The PNF states that water demand for the proposed project will be 29,667 gallons per day (gpd) and wastewater generation will be 26,970 gpd.

General

1. Prior to the initial phase of the site plan development, HFLW, should meet with the Commission's Design and Engineering Customer Services Departments to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. Prior to demolition of the building, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at HFLW's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a



consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
6. The Commission will require HFLW 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. As a condition of the site plan approval, the Commission will require HFLW to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is HFLW'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, HFLW 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. HFLW 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. HFLW should also provide the methodology used to estimate water demand for the proposed project.
2. The Commission supports HFLW commitment to explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. HFLW should consider outdoor landscaping which requires minimal use of water to maintain. If HFLW 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. HFLW 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. HFLW 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, HFLW 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). 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. HFLW will be required to submit with the site plan a phosphorus reduction plan for the proposed development. HFLW 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 HFLW will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
 - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental



Protection Agency and the Massachusetts Department of Environmental Protection. HFLW 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 HFLW 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. HFLW 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, HFLW will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. 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.
6. The Commission requests that HFLW 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. HFLW should contact the Commission's Operations Division for information regarding the purchase of the castings.
7. 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. HFLW is advised to consult with the Commission's Operations Department with regards to grease traps.
8. 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.
9. 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 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/RJA

cc: M. Suggs, HFLW
M. Zlody, BED via e-mail
M. Connolly via e-mail
C. McGuire, BWSC via e-mail
P. Larocque, BWSC via e-mail



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

October 4, 2019

Lesli Suggs, Thomas Durling, Renee Yourk
The Home for Little Wanderers
10 Guest Street
Brighton, MA 02135

Re: 780 American Legion Highway - Article 37 Green Building – Comment Letter

Dear Ms. Lesli Suggs, Mr. Thomas Durling, and Renee Yourk

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

The EPNF indicates that the project will use LEED v4: BD+C New Construction rating system and commits the project to 54 points and a LEED Silver rating for the Residential Building, and 45 points and a LEED Certifiable rating for the Mixed Use Building. The IGBC accepts the rating system selection and green building LEED point commitment for the Residential Building.

Projects often lose points during the normal construction process and 45 points puts part of this project dangerously close to not being certifiable. Due to this, the IGBC has concerns that the Mixed Use Building will not be able to achieve LEED certifiability at time of Certificate of Occupancy sign off. We ask that the project pursue a LEED Silver rating at minimum to ensure compliance.

The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating for both buildings, and if not provide explanations for credits that cannot be achieved. Additionally, the IGBC requests that project team contact utility and state DOE representatives as soon as possible and to maximize utility and state-funding for energy efficiency and clean/renewable energy support of the project.

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

- Please indicate if local utilities have reviewed the building energy performance.

Greenhouse Gas Emissions

In support of the City of Boston's Resiliency and GHG emissions reduction goals, including Carbon Neutral Boston 2050 the IGBC requests the project team prepare a project specific Zero Carbon Building Assessment by modeling a Low Carbon Building with an enhanced envelope and optimized systems strategies, Maximized Solar Energy Systems, and determine any amount of off-site renewable energy required for zero carbon performance including:

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

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

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

Sincerely,

Benjamin Silverman, LEED AP: BD+C
On behalf of the Interagency Green Building Committee

Cc: Michael Sinatra, BPDA



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

RE: [External]: Updated invitation: Scoping Session: 780 American Legion Highway @ Fri Sep 20, 2019 10am - 11:30am (EDT) (russell.holmes@mahouse.gov)

Holmes, Russell - Rep. (HOU) <Russell.Holmes@mahouse.gov>
To: Michael Sinatra <michael.a.sinatra@boston.gov>
Cc: "Edwards, Devin (HOU)" <Devin.Edwards@mahouse.gov>

Thu, Sep 12, 2019 at 11:15 AM

Michael,

I want to send a quick note that I am very supportive of the project with housing and a new business with two phases of construction.

Devin will be able to provide an update to me after the meeting.

Thanks

Russell

Russell E. Holmes
State Rep, 6th Suffolk District

On Sep 12, 2019, at 10:51 AM, Michael Sinatra <michael.a.sinatra@boston.gov> wrote:

Russell,

That's totally fine. Thanks for letting me know.

On Wed, Sep 11, 2019 at 5:08 PM Holmes, Russell - Rep. (HOU) <Russell.Holmes@mahouse.gov> wrote:

Good afternoon Michael,

Devin should be able to attend but my conflict makes it difficult for me to attend.

Thanks

Russell

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image001.jpg
4K

9/12/2019

City of Boston Mail - RE: [External]: Updated invitation: Scoping Session: 780 American Legion Highway @ Fri Sep 20, 2019 10am - 11:3...

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: October 11, 2019
SUBJECT: 780 American Legion Highway - **Smart Utilities Comments – PNF**

Comments and request for additional information:

Thank you for your inclusion of the Smart Utilities Checklist in the PNF filing. Below are our comments and requests for additional information. Please send any diagrams to manuel.esquivel@boston.gov.

- Smart Utilities Checklist:
 - While we appreciate the inclusion of the Smart Utilities Checklist template in the PNF, we ask that you complete the form as soon as possible. The link can be found [here](#).
- Green Infrastructure:
 - Provide a diagram indicating where Green Infrastructure will be located and the capacity associated with each installation. (See Checklist Part 4)
- Smart Street Lights:
 - Please provide a Smart Street Lights diagram (See Checklist Parts 6 and 7) that indicates the following:
 - The main electricity loop that will power the lights and where the connection between this loop and the electricity in the right of way will occur.
 - "Shadow" conduits running next to the main electricity loop, with capacity for the additional electricity and fiber to comply with Smart Streetlight capability; and hand holes for access to these conduits.
 - Where these conduits would connect in the future to electricity and fiber in the right of way.
- Smart Utility Standards:
 - Please provide a diagram indicating where proposed utility infrastructure laterals will be located, showing how utilities will be extended into each building from the right of way. This includes: water, sewer, electric, gas and telecom. (See Checklist Part 7)

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs.

Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

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

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

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

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

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

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

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

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

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

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network

Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor



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

780 ALH minutes

1 message

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

Mon, Dec 9, 2019 at 11:25 AM

David Hacin: This is a wonderful organization that is trying to meet important goals for Boston. This is similar to another project this evening in its large scale in contrast with the neighborhood. A model would help us understand the scale of this project and in the neighborhood fabric. As much as you are artfully trying to add two floors on the AMH? side, I feel that the height could be better distributed across the site.

Andrea Leers: I appreciate the sound decisions of the site planning. The massing is well distributed. A couple of long site sections in addition to a site/topography model will help us better understand the site and relationship to the neighborhood scale around it.

David Manfredi: This is an interesting proposal. I want to better understand the relationship of residences with large academic space at the base. Can there be less of a separation between these? How can this best serve a community of young people?

William Rawn: With so many different uses in one building, it will be important that they organized in the most efficient way. This proposal feels a bit too complex. You can explain the relationships in design committee.

Anne-Marie Lubenau: We received a letter that raises issues on sustainability, public participation, and scale of this project. When you come to design committee, help us understand how this large scale complex relates with the surrounding context.

Public comment: I want to compliment the team on a thoughtful and attractive design. I am sympathetic to the delays the project has seen. But this project is too big for the neighborhood and we have been saying this from the project's origins. We would like to see housing here and we support the project mission, but this is a mile from the nearest transit hub and there is insufficient open space in the neighborhood. We'd like to see a smaller project.

Public comment: We would like to see the shadow impact on the neighborhood. This neighborhood already suffers from severe cut-through traffic and I fear this project will exacerbate that problem. This is too much height and density for the neighborhood.



Natalie Punzak

Urban Designer I

617.918.4471

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

Boston Planning & Development Agency Memorandum

TO: Mike Sinatra

FROM: Katie Pedersen

DATE: December 1, 2019

RE: 780 American Legion Highway
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated September 6, 2019 and submit the following comments for the Environmental Protection component. The Home for Little Wanderers (“HFLW”) (the “Proponent”), as represented by Alinea Capital Partners, LLC (the “Developer’s Representative”) proposes the construction of two buildings: a building with 62,953 gross square feet (gsf) of floor area for a behavioral and clinical health facility and 22 units of supported housing for youths who are aging out of the Commonwealth of Massachusetts’ foster care system, and a building with 123,606 gsf of floor area for 93 dwelling units of market rate and workforce rental units and owner-occupied townhouse condominiums, along with total on-site parking for the two buildings of 133 covered (garage) and surface spaces as well as other public realm improvements (“Proposed Project”).

Wind

The Proponent shall be required to conduct a qualitative analysis of pedestrian level winds for existing, build and future build conditions. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project and shall identify wind velocities that are expected to exceed acceptable levels, including the Boston Planning and Development Agency’s (the “BPDA”) guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time.

Particular attention shall be given to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and existing and proposed buildings in the vicinity of the Proposed Project, the existing and proposed sidewalks and walkways within and adjacent to the Proposed Project and existing and proposed plazas, park areas and other open space areas within and in the vicinity of the Proposed Project.

The wind impact analysis shall evaluate the following conditions:

1. Existing – This configuration represents the current site context and existing and in construction buildings.
2. Build – This configuration includes the Proposed Project, all of the surrounding buildings and any in construction.

3. Future Build – This configuration includes the Proposed Project, surrounding buildings, in construction buildings.

Wind speeds shall be measured in miles per hour (mph) and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and, if appropriate, tested.

Shadow

The Proponent conducted a shadow analysis for the hours of 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. in the summer and fall.

Overall, results indicate that the Proposed Project shadow impacts will not adversely impact the Project site and surroundings. As the Proposed Project height is not anticipated to exceed 6 stories, The Proposed Project design includes the construction of a 6 story building, thus limiting the net new shadow will primarily be limited to the front and north side of the buildings onto its Proposed Project site and some of the sidewalk along American Legion Highway. However, during the evening hours in spring and fall, and the morning and evening hours in winter, some shadows will fall on nearby properties, and across American Legion Highway to the opposite side residences. Overall, the Proposed Project's.

The shadow impact analysis shall examine the existing shadows and the incremental effects of the Proposed Project on existing and proposed public open spaces, including but not limited to the Rose Kennedy Greenway, as well as sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project site.

The shadow impact analysis shall evaluate the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the Proposed Project as described in the PNF.
3. As-of-Right – the Zoning Compliant Configuration.
4. Alternative Build Condition – any alternative development concepts to the Preferred Build Condition required to be studied.

The shadow analysis results shall be provided in both animation and graphic representations, so as to best understand the extent to which shadows from the Proposed Project are anticipated to affect the overall shadow conditions within the surrounding

area. Please provide a list of the projects that are “planned” that are included in the No-Build Condition.

Solar Glare

The Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential reflective glare from the Proposed Project onto potentially affected streets and public open spaces including but not limited to the Rose Kennedy Greenway as well as the sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

The shadow impact analysis shall evaluate the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition
2. Build Condition – the Proposed Project as described in the PNF
3. As-of-Right – the Zoning Compliant Configuration
4. Alternative Build Condition – any alternative development concepts to the Preferred Build Condition required to be studied

Daylight

(Please refer to Urban Design’s comments)

Air Quality

The Proponent shall be required to perform a microscale analysis, which shall predict localized carbon monoxide concentrations, including identification of any locations projected to exceed the National and/or Massachusetts Ambient Air Quality Standards. The analysis is required for projects for which:

- 1) Project traffic would impact intersections or roadway links currently operating at Level of Service (“LOS”) D, E, or F or would cause LOS to decline to D, E, or F;
- 2) Project traffic would increase traffic volumes on nearby roadways by 10% or more (unless the increase in traffic volume is less than 100 vehicles per hour); or,
- 3) The project will generate 3,000 or more new average daily trips on roadways providing access to a single location.

Emissions from the Proposed Project parking garage and from the Proposed Project’s heating and mechanical systems shall be estimated. In addition, carbon monoxide

monitors shall be installed in the parking garage and a description of the proposed ventilation system shall be provided. Building/garage air intake and exhaust systems and specifications and an analysis of the impact of exhausts on pedestrians and any sensitive receptors shall be identified and. Finally, if deemed necessary, mitigation measures to minimize or avoid any violation of state or federal ambient air quality standards shall be included and a description provided.

Noise

Noise impacts from the Proposed Project shall be analyzed, including rooftop mechanical equipment and other noise sources (e.g., emergency generators), demonstrating compliance with the City of Boston noise regulations and applicable state and federal regulations and guidelines. Due to the close proximity to residential buildings, the Proponent shall be required to evaluate and demonstrate compliance with the Interior Design Noise Level (not to exceed day night average sound level of 45 decibels) established by the U.S. Department of Housing and Urban Development (Subpart B Noise Abatement and Control of 24 CFR Part 51). If deemed necessary, mitigation measures designed to reduce excessive noise levels to acceptable limits shall be included and a description provided.

Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be “certifiable” under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The PNF indicates that the Proposed Project will use the LEED 2009 Core and Shell Rating System for the office portion and shows the intent to achieve LEED Platinum with 84 points and will use LEED 2009 for New Construction and Major Renovations for the residential portion of the Proposed Project and shows the intent to achieve LEED Platinum with 81 points.

Prior to the Inspectional Services Department’s (ISD) issuance of a building permit, all proposed projects must demonstrate compliance with Article 37 and have obtained approval of the requisite submissions from the Interagency Green Building Committee (IGBC). In order to demonstrate compliance, the IGBC requires the submission of a Draft Green Building Report (Draft Report), Energy Model and Design Affidavit. The Draft

Report shall provide a comprehensive narrative describing the proposed strategies and paths that will be used to meet all LEED prerequisites and achieve the selected credits.

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: BPDA Transportation Planning Staff, BTD Staff
DATE: December 6, 2019
SUBJECT: 780 American Legion Highway
Supplemental Information Request
Transportation Comments

The Transportation & Infrastructure Planning Department of the Boston Planning and Development Agency (BPDA) and the Boston Transportation Department (BTD) have jointly reviewed the project proposal for 780 American Legion Highway in Roslindale.

Context

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

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

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

Expanding Access:

- *Goal:* Make Boston's neighborhoods interconnected for all modes of travel.
- *Aspirational Target:* Every home in Boston will be within a 10-minute walk of a rail station or key bus route stop, and Bluebikes station, and car share.

Improving Safety:

- *Goal:* Substantially reduce collisions on every street through education, enforcement, and designs that reallocate street space to prioritize moving people safely rather than faster.
- *Aspirational Target:* Eliminate traffic fatalities and severe injuries in Boston.

Ensuring Reliability:

- *Goal:* Prioritize making travel predictable on Boston's transit and roadway networks.
- *Aspirational Target:* Bostonians' average commute to work time will decrease by 10%

Site Design and Access

Provide additional detail on feasibility of a single entry/exit on American Legion Highway

As has been noted in previous meetings, the closure of one of the two existing curb cuts along American Legion Highway to the Proponent's site is preferred in order to help advance the City's goals of improved safety and access for all modes. Specifically those goals include decreasing the instances of conflict along American Legion Highway (a high crash corridor, as described in later sections) and promoting a high-quality separated bike lane on American Legion Highway. Fewer curb cuts lead to fewer instances for points of conflict for all users.

All site plan options presented should be illustrated to show why elements do or do not work.

Option 1

As presented in the filing this option retains both curb cuts along American Legion Highway. The proponent should explore opportunities for turnaround movements within the garage or through reconfiguration of the drive currently to the south of the raised brick intersection between both buildings in order to close the southern curb cut and create more usable greenspace on the site (this reconfiguration could also accommodate short term pick up and drop off). This should involve exploration of alternative loading zones along the side of the residential building as well. The filing notes a large tree elimination would take place, but it is unclear why this would be necessary, and this is discouraged.

Option 2

During pre-file meetings the City noted that fire trucks would back out of the site driveway if necessary, so there is not an expectation that a roundabout design to accommodate fire trucks is necessary. As stated above, the Proponent should explore a turnaround within the garage or through reconfiguration of the raised brick intersection that can accommodate pull-in and reverse pick-up drop-off activity. Alternative loading zones along the side of the residential building should also be explored.

Option 3

The City will not be adding defined parking spaces on American Legion Highway and believes parking on American Legion Highway should be restricted in front of the project site. Current bicycle conditions on American Legion Highway reflect a level of traffic stress of 4 out of 4, with a 4 representing the most stressful bike conditions. The City will look to bring this condition closer to a 2, which is comfortable for most adults. Therefore, restricting parking on American Legion Highway – combined with the closure of one of the two curb cuts – will help the City achieve this goal.

Justify the need for the Stella Rd garage exit

The estimated peak hour trips from the parking garage exit (exit only) onto Stella Road are particularly low (1 or 2 vehicles) – is the Stella Rd garage exit needed? The Stella Rd garage exit may be more justifiable if the southern American Legion Hwy curb cut were closed (even in this instance justification would be needed).

Prevent left turns from Stella Rd garage exit onto Stella Rd

If the Stella Rd garage exit is deemed necessary and remains in the site plan, please describe how exiting traffic will be directed towards American Legion Hwy and not through the neighboring side streets even as Stella Rd is a one way WB street.

Provide clarity on proposed off-site parking and lower the amount of parking

The first page of the PNF states, *“the Proponent is also exploring arrangements for additional parking spaces on adjacent and nearby parcels.”* The Proponent must clarify the location, amount, configuration, and accessible path of travel for any additional parking associated with this project. The BTDC recommended maximum district-based parking goals and guidelines for Roslindale are 1.0-1.5 per 1,000 square feet for office/non-residential uses, and 1.0-1.5 residential spaces per unit. While the development’s parking ratio of 1:1 for the residential uses are within the guidelines, these guidelines represent maximums. Consider reducing the garage parking and opting for larger space for secure bicycle parking or other building uses.

Offer additional detail of proposed off-street bicycle parking

Ensure there is enough room for the stated number of long term bicycle racks (for residential a one to one ratio is required, for office/admin a 1 per 20,000 sf (6 minimum) is required). These ratios are reflective of the updated bicycle parking guidelines currently in development by BTDC.

- Clarify room dimensions, rack layouts, rack types, and access aisle widths. Ensure that bicycle storage locations are visible, well-lit, and maintainable to ensure access is safe and feels safe.
- Highlight the routes to and from the proposed bicycle storage rooms and building access points. Limit routes to and from long term bicycle storage to no more than two doors, and we recommend that these doors have the capability to be automatically opened with a push button or key fob. Currently it appears the only points of access for both bicycle storage rooms are through the garages. Limiting exposure to motor vehicle traffic will ensure a more comfortable and appealing condition for bicyclists.

Please note the required number of short term bicycle parking spaces and display them on the site plan. As reflective of the updated bicycle parking guidelines under development by BTDC, multi-unit residential requires 1 space per 5 units, and office/admin requires 1 per 20,000 sf.

Ensure the Bluebikes station meets the required footprint

We appreciate the acknowledgement of a Bluebikes station on the site plan. Please ensure a standard bike share station footprint of 6' by 52' is represented on the site plan, and that 6' of clear sidewalk remains unobstructed so pedestrians can easily pass the Bluebikes station. Therefore, the total dimension needed for the Bluebikes station and the sidewalk is 12' x 52'. Please note that the final location of this new station will be determined by BTM through the TAPA process.

Clarify if changes to the existing sidewalk or bus stop will be made

If changes to the existing sidewalk or bus stop are proposed, analyze the feasibility and opportunity of building a boarding island/floating bus stop to help achieve a low stress protected bikeway on American Legion Highway.

Analysis & Mitigation

Update the study area to include the intersection of American Legion Hwy & Cummins Hwy

The traffic analysis does not include the intersection of American Legion Hwy and Cummins Hwy. However, 79% of trips entering the site and 58% of trips exiting the site go through this intersection, and as this intersection was identified as a Top 8 motor vehicle injury crash intersection in the City of Boston from 2015-2017, a safety and capacity analysis should be conducted for this intersection. The future build/no build evaluation should include this intersection as well to understand any potential impacts the project may have on the intersection and what measure may need to be taken if so.

Describe how southbound traffic will access the site

Due to the median on American Legion Highway, automobile access to the site is restricted for vehicles coming southbound on American Legion Highway. Describe how vehicles will access the site from southbound, and any mitigation measures needed to address those arrivals.

Work with BPDA and BTM to explore and implement traffic calming tactics along American Legion Hwy

In section 7.2.5 of the PNF the following is stated: *"This number of crashes [five] is considered quite low given the overall traffic volumes and the data suggests there are no underlying safety issues along this segment of American Legion Highway."* This statement is be misleading. EMS responded to 15 traffic crashes in the last 11 months - including two pedestrian crashes - on American Legion Highway between Cummins and Walk Hill and parts of American Legion are in the top 7% of street segments in the City for crashes. Additionally, the intersection of Cummins Hwy and American Legion Hwy - as noted above - is a high crash location and is less than 600 feet from the project site. Furthermore, American Legion Hwy directly north of Mt. Hope St is noted as a high crash network street (top 3% of streets for motor vehicle crashes in Boston). Vision Zero crash data showing EMS data and/or BPD incident reports should be consulted to more fully understand and inform the safety analysis of the project.

To add, the project site is located in the Mount Hope/Canterbury Slow Streets Zone – part of Boston’s Neighborhood Slow Streets program which focuses traffic calming requests through street designs that self-enforce slower speeds and safer behaviors. While the Mount Hope/Canterbury Slow Streets Zone does not include improvements to American Legion Hwy itself, the project should seek ways through site design – as mentioned previously – and through mitigation measures and the TAPA process to support traffic calming along American Legion Hwy and to support BTDA’s efforts to implement and maintain Neighborhood Slow Streets interventions.

More Clearly Define Stated Mitigation Measures

Section 7.7 mentions transportation mitigation measures associated with this project. Please provide more detail on the following items:

- Provide a detailed map showing the reconstruction of adjacent sidewalks and the installation of new, accessible ramps.
- Include a crosswalk across American Legion Highway on the northern side of Stella Road. Include a pedestrian refuge island, and detail feasibility of including a pedestrian actuated warning beacon or signal.

Add more TDM Measures

To help bring the City closer to achieving its transportation vision, goals, and targets, additional transportation demand management measures are needed. TDM measures are formalized in the Transportation Access Plan Agreement (TAPA) for Large Developments. Some suggestions/examples include:

- T pass subsidies for all residents and workers, particularly for the supported housing youth residents and employees, and real time display for nearby transit service.
- Bike share membership and subsidy, bike repair station on site, reimbursement for tenants for routine bike maintenance, etc.
- Parking management programs – such as parking cash outs, preferential parking for carpool, care share membership and subsidy, etc.



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

December 1, 2019

**RE: 780 American Legion Highway, Roslindale, MA 02131
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed the Project Notification Form that was submitted for 780 American Legion Highway in Roslindale, MA. Since the proposed project is planned to be a vibrant destination area for supportive and market-rate housing, and non-profit 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:**

- Units facing American Legion Highway and Stella Road are shown to have stoops. We do not support this as this limits access to persons with disabilities and those who would like to age-in-place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that any exterior stoops to incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for full and equal participation for persons with disabilities as well as for those who would like to age-in-place.
- We would like to request more details on floor plans for the accessible Group 2 units within the Project.
 - Should the Proponent seek City of Boston funding for construction and/or operation, 10% of the total amount of rental units would be required to be Group 2 accessible.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation.
- The development is also described to have condominium units. Please consider including Group 2 units in the condominium portfolio, although not required by Massachusetts Architectural Access Board.



- We would support the overlap of Group 2 condominium units and Inclusionary Development Policy units, to create access to affordable home-ownership opportunities for persons with disabilities.
- **ACCESSIBLE BUILDING AMENITIES:**
 - The Commission encourages the Proponent to work with *Home for Little Wanderers* to incorporate the Universal Design principles in the tenant-fit-out design, as well as operations.
 - We would support the inclusion of a single stall accessible family/companion bathroom in the lobby of the building, even if not required by 248 CMR Section 10.00: *Uniform State Plumbing Code*.
 - We would support universal design principles be incorporated to the design and layout of service counters. For example, when multiple accessible service counters are provided, the tenant is able avoid operational issues, in the future.
 - Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible and age-friendly furniture in all indoor common and outdoor patio spaces.
- **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**
 - We would support the elimination of the second driveway curb-cut on American Legion Highway to prioritize pedestrians and mitigate potential conflicts with vehicles on American Legion Highway.
 - Please confirm that the sidewalks adjacent to the all driveway curb cuts will be flush, to provide a safe and comfortable pedestrian experience across the entire length of the site.
- **ACCESSIBLE ROUTE AND SIDEWALKS:**
 - In the *Home for Little Wanderers* building, per 521 CMR Section 20.2: *Accessible Route - Location*, we would support an accessible route to the basketball court to coincide with the proposed route of the general public.
 - We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
 - Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
 - We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by *Boston Complete Streets Design Guidelines* as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Should the Proponent have an interest in sponsoring a *BlueBikes* Station, please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with *Boston Complete Streets Design Guidelines*.
- **COMMUNITY BENEFITS**
 - Have you considered providing funding for accessibility improvements to bus stops adjacent to the project?



- We would support the accessibility improvement of creating a concrete landing area at the bus stop on American Legion Highway.
 - Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?
- **WAYFINDING**
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- **VARIANCES**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.
- **CONSTRUCTION**
 - Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified two weeks before construction starts.
 - Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

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

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

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

Thank You.



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

REVIEWED BY:

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

Sarah Leung
Architectural Access Specialist
sarah.leung@boston.gov
617-635-3746





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

BPRD Comments re: Project Notification Form for 780 American Legion Highway in Roslindale

Carrie Marsh <carrie.marsh@boston.gov>

Mon, Dec 9, 2019 at 1:37 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>, Teresa Polhemus <teresa.polhemus@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Michael Cannizzo <michael.cannizzo@boston.gov>
Cc: Ryan Woods <ryan.woods@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

BPRD has reviewed the plans for the proposed project at [780 American Legion Highway](#) which is a Greenbelt Protection Overlay District (GPOD). BPRD will work with BPDA on the review required under the GPOD zoning.

This mixed use project will include 121 housing units of family housing. The project will provide 71,005 sf (1.63 acres) of open space. It is not clear how the onsite open space is being quantified, but the site plan includes passive-use open space including a hardscape "woonerf" that will serve both cars and pedestrians; a central amenity plaza space and semi-private patios for garden floor residents.

Table 2-2 and 2-3 of the PNF detail the relief from zoning that will be required for multiple dimensional requirements, including height, massing, density and onsite usable open space. The current zoning for both the SF-8000 and SF-5000 portions of the site require 1750 sf of usable onsite open space per dwelling unit. For 121 units, that zoning would require 211,750 sf (4.86 acres) of open space. The project will provide 71,005 sf (1.63 acres) of open space. There is a difference of 140,745 sf (3.23 acres) between what is required for onsite open space under current zoning, and what will be provided. This difference of at least 3.23 acres (depending on how the open space on the site plan is being quantified) should be included in discussions about impact mitigation under Article 80.

Further, the residents of this development (and other users) will not have onsite access to open space suitable for active recreation. The public parks and playgrounds suitable for active recreation are more than .5 mile away from this site, which is not within easy walking distance. Given the above, this development should also provide onsite open space suitable for active recreation for its residents.

Thank you.

**CARRIE MARSH DIXON**

Executive Secretary

Boston Parks and Recreation Commission

1010 Massachusetts Avenue, 3rd floor

Boston, Massachusetts 02118

617-961-3074 (direct) 617-635-4505 (main)

On Mon, Sep 9, 2019 at 10:30 AM Michael Sinatra <michael.a.sinatra@boston.gov> wrote:

Good Morning,

Linked below for your review is an electronic copy of the [780 American Legion Highway](#) Proposed Project in Roslindale. The Project Notification Form ("PNF") was received by the Boston Planning & Development Agency ("BPDA") on September 6, 2019.

Project Link: <http://www.bostonplans.org/projects/development-projects/780-american-legion-highway>

The PNF filed by Alinea Capital Partners, LLC, on behalf of the Home For Little Wanderers (the "Proponent") The proposal is for sequentially constructing a single project consisting of two buildings: a behavioral and clinical health facility with twenty-two (22) units of supported housing for youths who are aging out of the Commonwealth's foster care system, and ninety-three (93) dwelling units of market rate and workforce rental units, and owner-occupied townhouse condominium units. (the "Proposed Project"). The Proposed Project will include approximately 186,559 gsf of floor area with total building area is distributed between approximately 62,953 gsf for the mixed-use (behavioral clinical/supported housing) building, and approximately 123,989 gsf for the multi-family residential structure. The Proponent is also exploring arrangements for additional parking spaces on adjacent and nearby parcels.

You or a representative of your agency are invited to a Scoping Session scheduled for Friday, September 20, 2019 from 10:00-11:30am in the Boston Planning & Development Agency Board Room 900, 9th floor, Boston City Hall.

The BPDA solicits comments from public agencies and the public. Written comments on the attached PNF must be received by the BPDA no later than October 11, 2019. Please use my contact information below for comments or clarification. **If you would like a hard copy of the PNF, please let me know.**

Thank you!

 [09-02-19. FINAL ELECTRONIC COPY- 780 American L...](#)

--



Michael Sinatra, MPA

Project Manager
617-918-4280
michael.a.sinatra@boston.gov

Boston Planning & Development Agency (BPDA)
One City Hall Square, 9th Floor | Boston, MA 02201
bostonplans.org

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**


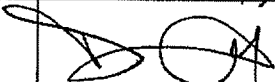
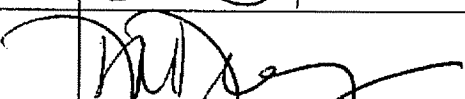
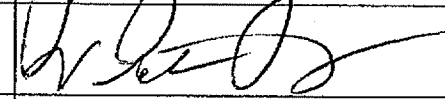
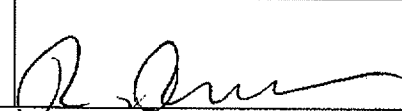
We the undersigned residents request that the Boston Planning and Development Agency and the City of Boston, including expert staff at the Transportation Department and Environmental Department, carry out a complete impact evaluation of the proposed new development at 780 American Legion Highway.

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We request that the City work with the developer, residents, and all parties to complete this evaluation in a comprehensive Project Impact Report.

Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2 Family

Printed Name	Signature	Street Address
CLARENCE T DENNIS		865 CANTERBURY ST
1AG IMAN BILLS		127 Mount Hope
Dawn Dunleavy		162 Mt. Hope St., 02131
1AG Victoria Muñoz		25 Mt. Calvary Rd.
Robert Prindoth		45 Paine St 02131

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**


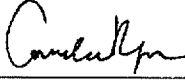
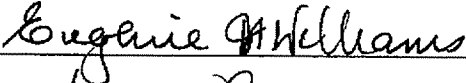

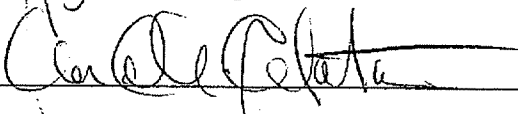

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Printed Name	Signature	Street Address
Patrice Ryan		46 Bradstreet Ave Boston 02131
Candace Ryan		27 Bradstreet Ave Boston 02131
IAG Eugenie H Williams		26 Mt Calvary Rd, Boston 02131
IAG James O'Brien		847 Centerbury St. 02131
		847 Centerbury St. 02131

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Proposed New Development Project: Residents Petition**

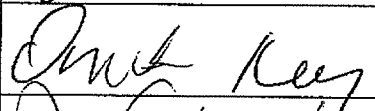

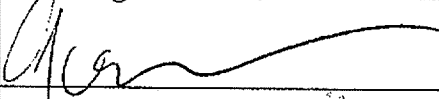
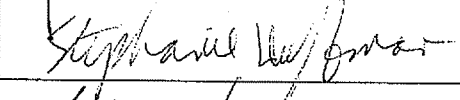
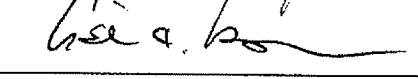
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Printed Name	Signature	Street Address
DOROTHEA KEESLING		168 mt Hope ST
Joyce CHEATHAM		1008 Mt. Hope ST.
JOSHUA S. BROWN		861 CANTERBURY ST.
Stephanie Huffman		861 Canterbury St.
LISA BEATMAN		180 MT. HOPE ST.

IAG

**780 American Legion Hwy.
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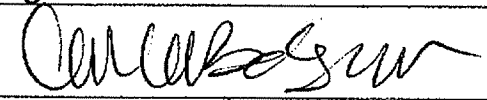

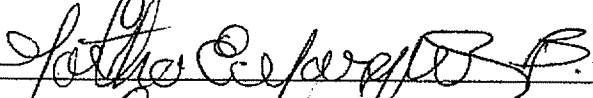

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Printed Name	Signature	Street Address
Carla Balzano		750 American Legion Hwy
IAG Nancy Balzano	Nancy Balzano	750 ALH
Jorge H Diaz		119 Mount Hope St.
Martha E. Marguer		119 Mount Hope St.
Mar-Dani Mg		123 Mount Hope St.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

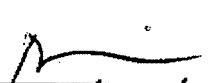
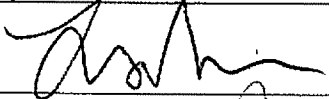



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Printed Name	Signature	Street Address
SIMONS		12 GILMAN ST
Lisa Simons		12 Gilman St. Roslindale
Maud Wright		763 American Legion Rosl.
Mary Brown		27 Mt Hope ST. Ros
NANCY ALEO		55 Stella Rd Ros.

IAG

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Printed Name	Signature	Street Address
RICK YODER	<i>Rick B. Yoder</i>	180 Mount Hope Street Roslindale, MA
SALVATORE A. DE LORENZO	<i>Salvatore A. De Lorenzo</i>	150 MOUNT HOPE ST ROSLINDALE MASS
<i>Laura Dadeney</i>	<i>Laura Dadeney</i>	813 Canterbury St. Ros.
<i>Heavenly Mitchell</i>	<i>Heavenly Mitchell</i>	819 Canterbury St ROS MA 02131
ALFREIDA MARSH	<i>Alfreida Marsh</i>	0.56A Harding Road Roslindale 02131

1AG

**780 American Legion Hwy.
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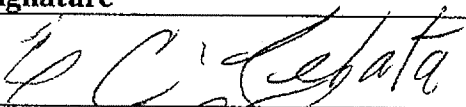




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Printed Name	Signature	Street Address
E D - C E L A T A		841 Canterbury St. 02132-Ros
Juliette Loue		863 Canterbury St. Ros.
Joseph A. Russo		806 America Legion Hwy Ros
Verneda Ray		849 Canterbury St Ros
Kim Dennis		865 Canterbury St. Ros

**780 American Legion Hwy.
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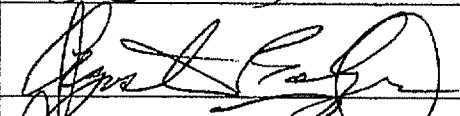
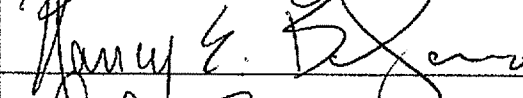
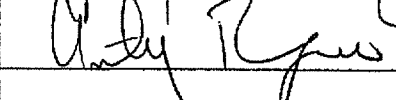
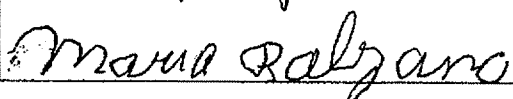
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Printed Name	Signature	Street Address
Virginia Bills		127 Mt. Hope St. Roslindale MA 02131
Agostino Balzano		780 American Legion
Nancy Balzano		788 Canterbury St. Rosl. Ma
Anthony Balzano		788 Canterbury St. Rosl. Ma
Maria Balzano		788 Canterbury St Rosl. Ma

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Proposed New Development Project: Residents Petition**

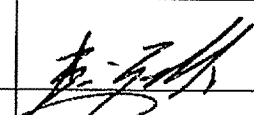
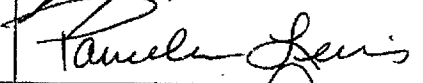
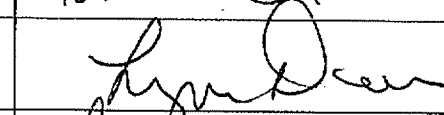
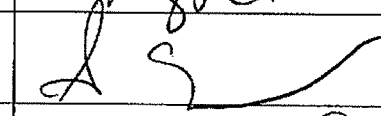
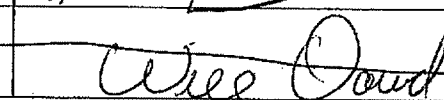
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Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2-Family

Printed Name	Signature	Street Address
Abner Bonilla		757 American Legion Hwy 02131-3941
Pamela Lewis		1 Curley St. Roslindale 02131
Lynn Dever		850 Canterbury St. Roslindale 02131
Sawai Banyen		850 Canterbury St. Roslindale 02131
Will Dowd		33 Mt Hope St. Roslindale 02131

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**


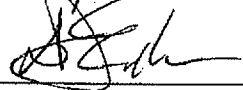
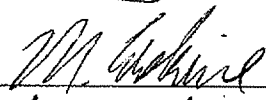
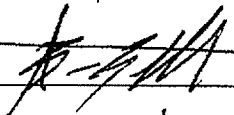
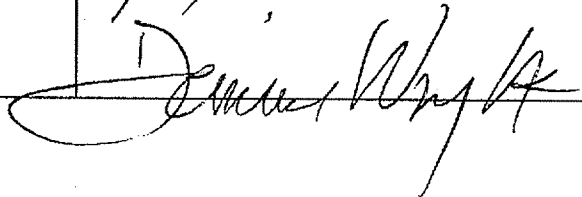
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Printed Name	Signature	Street Address
Cleata Erskine McBride		761 American Legion Hwy, Roslindale, MA 02131
Dorcas A Erskine		↓
Matthew Erskine		
Abner Bonilla ^{Duplicate}		
Jemis Wright		763 American Legion Hwy

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**


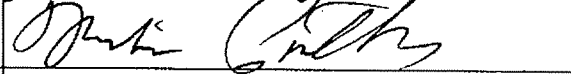

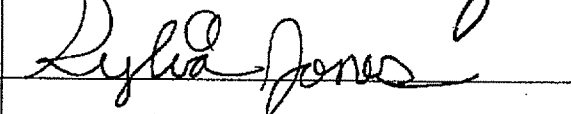
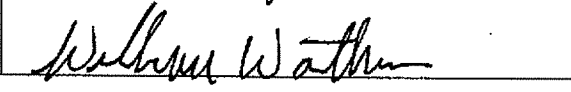
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Printed Name	Signature	Street Address
Arthur Cataldo		486 canterbury st
Michael Pallit		6 stella rd
ERIC MANNING		64 MANNING RD.
Sylvia Jones		167 mt Hope st
William Watkins		140 MT hope st

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

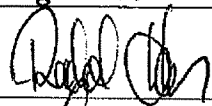

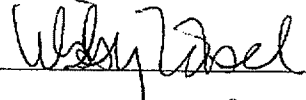


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Printed Name	Signature	Street Address
Rachel Haddock		45 Mt Calvary Rd
Scott Tetreault		45 Mt Calvary Rd
Libby Zobel		772 Canterbury St
ANN McNally		760 Canterbury st
LOSA LARANCE		760 Canterbury St.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**



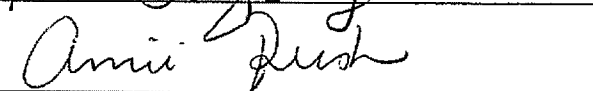
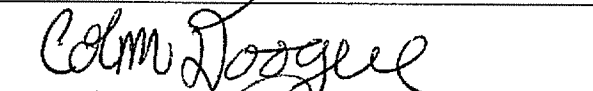
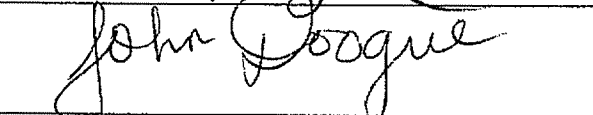
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Printed Name	Signature	Street Address
PATRICIA GRENIER		80 MT HOPE, ROSL
Pam Dougherty		16 Stella Rd, Roslindale
Amii Rusth		894 Canterbury ST
COLM DOOGUE		894 CANTERBURY ST
JOHN DOOGUE		894 Canterbury St.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

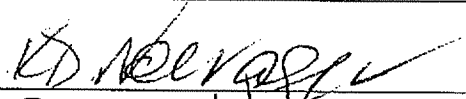
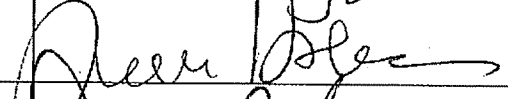
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Printed Name	Signature	Street Address
Kim NOERAGER		60 STELLA RD #1 ROSLINDALE, MA 02131
Michael Houas		40 Stella Rd Roslindale MA 02131
Owen Corbin Duplicate	Signature of Owen Corbin	765 American Legion Hwy Roslindale MA 02131
Rachel Skerritt	Rachel SKERRITT	56 STELLA Rd.
Janet Troncoso	Janet Troncoso	40 Stella Rd

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

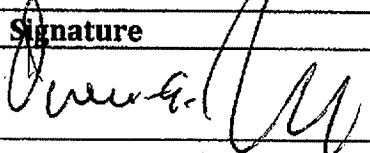
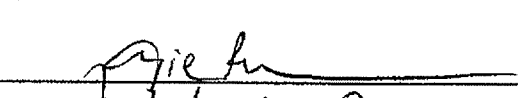
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Printed Name	Signature	Street Address
Owen Coyle		765 American Legion Hwy
William C. Moynihan, Sr.	William Moynihan Sr.	745 American Legion Hwy Roslindale, MA 02131
Fito River	Fito River	57 Mount Hope St 02131
Angie River		57 Mt Hope St, Roslindale, MA
Tracie B. Quares	Tracie B. Quares	55 Mt. Hope St #1

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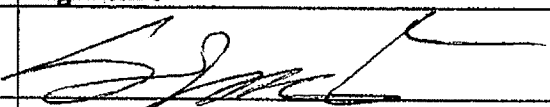

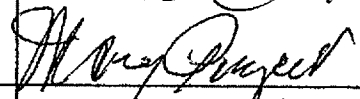
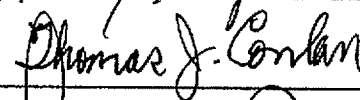
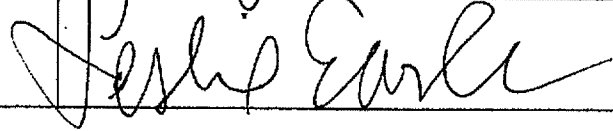
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Printed Name	Signature	Street Address
Sophy Sean		37 Mount Hope St
Will Ount		33 Mt Hope
Mary Poratt		94 Mt Hope St
Thomas J. Conlan		45 Mt. Calvary Rd
Leslie Earle		53 Mt. Calvary Rd.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

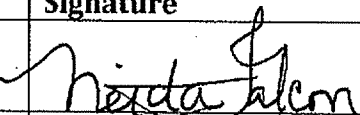
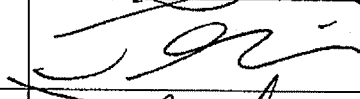
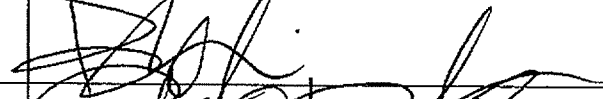

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Printed Name	Signature	Street Address
NEIDA FALCON		849 Canterbury
TOM RIEMER		867 Canterbury
BOYA MASSO		4 Manning St.
ROBERTA PAULIOT		8 MANNING ST
NATE PEARSON	Nathaniel Pearson	14 MANNING ST

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Proposed New Development Project: Residents Petition**

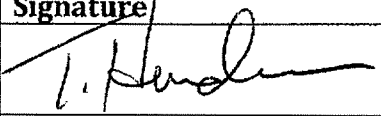
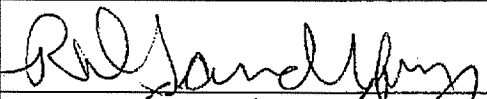
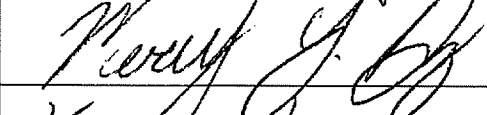
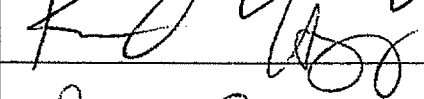
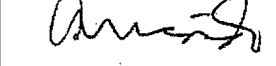
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Printed Name	Signature	Street Address
Tracey Henderson-Sandefur		89 Paine St. Roslindale, MA 02131
ROLAND SANDEFUR		89 PAINE ST 02131
Mercy Y. Diaz		810 American Legion Hwy
Kara Higgins		131 Mt. Hope
Anita Miranda		131 Mt. Hope

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Printed Name	Signature	Street Address
ELLEN GIBSON	<i>Ellen Gibson</i>	55 STELLA RD.
LORDSIE JEEA	<i>Lordsie Jee</i>	61 STELLA RD
MICHAEL PAILLANT	<i>Michael Paillant</i>	61 STELLA RD
Marie Francois	<i>M Francois</i>	800 Canterbury St
JAMES JONES	<i>James Jones</i>	167 W. HOPE ST

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Proposed New Development Project: Residents Petition**

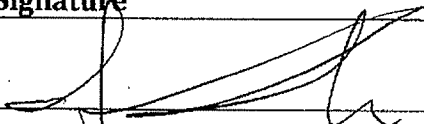

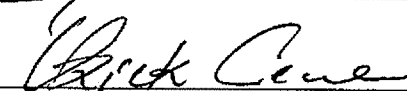
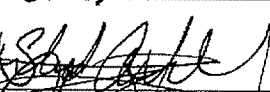

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- Insufficient (26% of required) usable open space in location with no active recreation parks within walking distance
- Climate change issues such as net zero carbon buildings and loss of urban tree canopy on ALH, a Boston Greenbelt Protection Overlay District parkway

We request that the City work with the developer, residents, and all parties to complete this evaluation in a comprehensive Project Impact Report.

Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2-Family

Printed Name	Signature	Street Address
JOHN WEIR		25 GILMAN ST. ROSLINDALE MA, 02131
JUNIOR A ROMOS		19 GILMAN ST ROSLINDALE MA, 02131
WICK CENE		912 - Canterbury St 02131
STEPHEN ALFORD		898 CANTERBURY ST ROSLINDALE MA 02131
Connie Walker		890 Canterbury St Roslindale MA 02131

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

We the undersigned residents request that the Boston Planning and Development Agency and the City of Boston, including expert staff at the Transportation Department and Environmental Department, carry out a complete impact evaluation of the proposed new development at 780 American Legion Highway.

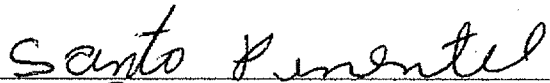

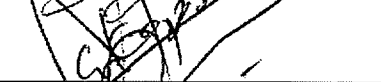
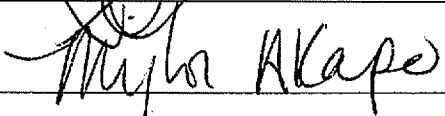
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Street Address: 780 American Legion Highway, Roslindale, MA 02131

Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2-Family

Printed Name	Signature	Street Address
SANTO PIMENTEL		882 CATENBURT ST
Luz Gomez		822 CANTERBURY ST
OLUWASEUN AKAPO		800 Canterbury St.
Myla AKAPO		800 Canterbury St.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

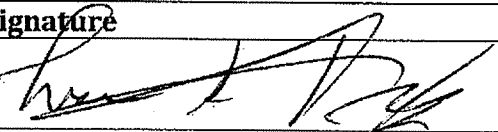
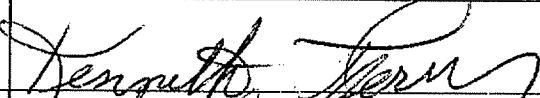

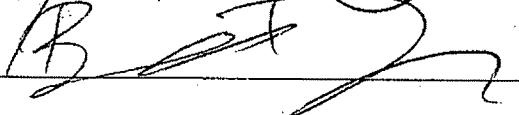
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Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2 Family

Printed Name	Signature	Street Address
Lisa S. Terry		16 Mt. Calvary Rd Boston, MA 02131
Kenneth Terry		16 Mt. Calvary Rd. Boston MA 02131
Jacob Wilkembelck		2 Mt Calvary Pozere
Brenda Hernandez		2 Mt Calvary Rd Rozzie

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

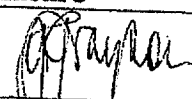

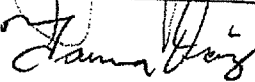
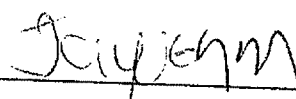
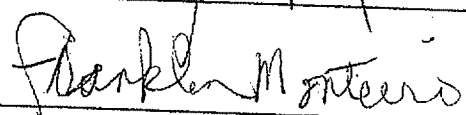
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Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2 Family

Printed Name	Signature	Street Address
IAN GRAYSON		29 Paine Street, Roslindale
IAN GRAYSON		29 PAINE ST. n
Jaina Diaz		27 Paine Street
Jagron Monteiro		35 Paine St
Franklin Monteiro		35 Paine St

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

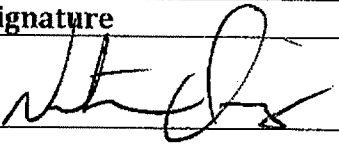
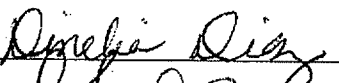

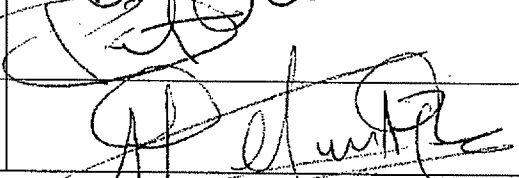

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Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2-Family

Printed Name	Signature	Street Address
Victor Diaz		27 Paine St.
Dinelia Diaz		27 Paine St.
Ashley Watson		51 Paine St.
Patricia Rojas		55 Paine St.
Patricia Rojas		97 Paine St.

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

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Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2 Family

Printed Name	Signature	Street Address
Florence Princiotta	<i>Florence Princiotta</i>	45 Paine Street
Robert Princiotta ^{Duplicate}	Robert Princiotta	45 Paine St.
Franklin Monteiro	<i>Franklin Monteiro</i>	55 Paine St

**780 American Legion Hwy.
Proposed New Development Project: Residents Petition**

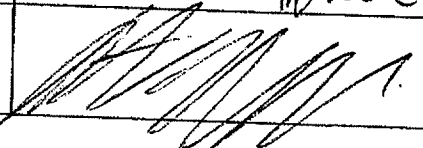
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Street Address: 780 American Legion Highway, Roslindale, MA 02131
Parcel IDs: 1806332010, 1806332050 Neighborhood Plan: Roslindale 2 Family

Printed Name	Signature	Street Address
Danielle Morris	Danielle Morris	218 Wachuset St. JP
Therese Morris	Therese Morris	218 Wachuset St. JP
Thomas Jackson	Thomas Jackson	45 Paine St
Isabel White	Isabel White	35 Paine St
JONATHAN NEUBURGER		41 PAINE ST, ROS

**780 American Legion Highway, Roslindale
Alinea Capital / Home for Little Wanderers New Construction Proposal
Comment on: Project Notification Form September 6, 2019**

The 780 American Legion Highway Project
As Presented
Does **NOT** Comply with Mayor Walsh's Stated Sustainability and Housing Programs

780 American Legion Highway Project Compliance with Mayor Walsh Sustainability & Housing Programs			
Mayor Walsh Program for:	Program Name:	Compliance ? Compliance ?	
		YES	NO
1. Balanced and Directed Growth	Imagine Boston 2030	-	NO
2. Protecting Residential Neighborhoods	Roslindale Neighborhood Plan: Article 67	-	NO
3. Affordable Housing	Housing a Changing City Boston 2030	-	NO
4. Sustainable Transportation	GoBoston 2030	-	NO
5. Net Zero Carbon Buildings	Climate Action Plan 2019	-	NO

The Scoping Determination
Must Require Applicant to:

Clearly Show by Comprehensive Analysis
How the Project Will Comply with Mayor Walsh's Applicable Programs

- - -

Sustainable Roslindale
Vinny Chris

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

Dear Mr. Sinatra:

I am a neighbor to 780 American Legion Highway, where The Home for Little Wanderers and Alinea Capital Partners, LLC (collectively, the “Developer”), proposes to demolish the existing clinical building and create a new mixed use development with a new clinical building and large residential complex (the “Proposed Project”), and submit these comments under the Article 80 review process for the Proposed Project.

Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

1. The addition of approximately 115 residential units, which increases the number of existing residences in the area by nearly 80 % and increases FAR by four times what is allowed under the Boston Zoning Code;
2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
3. The overall congestion and vehicular and pedestrian traffic safety issues resulting from the significant increase in

- density, insufficient parking, and residences located on American Legion Highway, and the effects of vehicles exiting from Stella Road and American Legion Highway, an un-signalized and low-visibility intersection; and
4. The lack of sufficient on-site parking for employees of the clinical building and residences of the residential units, and the burden this creates for the existing residents and users of street parking.

While we are hopeful that the Proposed Project will provide a benefit to the neighborhood, as it is presently configured the excessive density and FAR will result in adverse traffic and safety impacts, noise, and diminished privacy. We request ask that the BPDA take the above concerns into consideration, and require the Developer as part of the Article 80 review process to modify the Proposed Project as needed to address these concerns.

Nancy Balzano

Printed Name:

Address: *750 Amer Leg Hwy Roslindale, MA*

Nancy Balzano

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

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Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

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ALVINO DE LORENZO *Salvatore A. De Lorenzo*
Printed Name:

Address:

*150 Mt. Hope St
Rushville Mass 02131*

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

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Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

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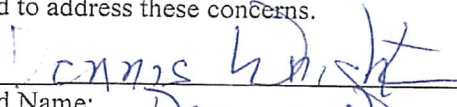
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Printed Name:

Address:


Dennis Wright
763 American Legion Hy Roslindale, MA 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

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Mary Brown
Printed Name:

Address:

27 Mt. Hope St.

Roslindale 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

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Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

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Amii Rust

Printed Name:

Address:

894 Canterbury St. Roslindale

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

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Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

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John Doogue
Printed Name:

Address:

894 CANTERBURY ST.
ROSLINDALE 02131.

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

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Boston Planning and Development Agency
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One City Hall Square, 9th Floor
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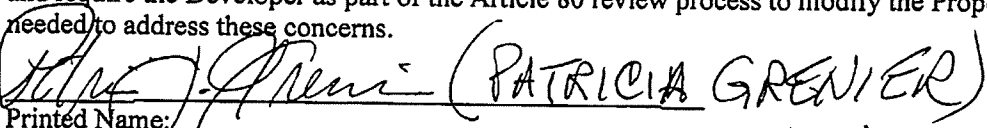
Dear Mr. Sinatra:

I am a neighbor to 780 American Legion Highway, where The Home for Little Wanderers and Alinea Capital Partners, LLC (collectively, the "Developer"), proposes to demolish the existing clinical building and create a new mixed use development with a new clinical building and large residential complex (the "Proposed Project"), and submit these comments under the Article 80 review process for the Proposed Project.

Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

1. The addition of approximately 115 residential units, which increases the number of existing residences in the area by nearly 80 % and increases FAR by four times what is allowed under the Boston Zoning Code;
2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
3. The overall congestion and vehicular and pedestrian traffic safety issues resulting from the significant increase in density, insufficient parking, and residences located on American Legion Highway, and the effects of vehicles exiting from Stella Road and American Legion Highway, an un-signalized and low-visibility intersection; and
4. The lack of sufficient on-site parking for employees of the clinical building and residences of the residential units, and the burden this creates for the existing residents and users of street parking.

While we are hopeful that the Proposed Project will provide a benefit to the neighborhood, as it is presently configured the excessive density and FAR will result in adverse traffic and safety impacts, noise, and diminished privacy. We request ask that the BPDA take the above concerns into consideration, and require the Developer as part of the Article 80 review process to modify the Proposed Project as needed to address these concerns.


Printed Name:

Address:

80 MT. HOPE ST., ROSLINDALE

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

Dear Mr. Sinatra:

I am a neighbor to 780 American Legion Highway, where The Home for Little Wanderers and Alinea Capital Partners, LLC (collectively, the "Developer"), proposes to demolish the existing clinical building and create a new mixed use development with a new clinical building and large residential complex (the "Proposed Project"), and submit these comments under the Article 80 review process for the Proposed Project.

Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

1. The addition of approximately 115 residential units, which increases the number of existing residences in the area by nearly 80 % and increases FAR by four times what is allowed under the Boston Zoning Code;
2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
3. The overall congestion and vehicular and pedestrian traffic safety issues resulting from the significant increase in density, insufficient parking, and residences located on American Legion Highway, and the effects of vehicles exiting from Stella Road and American Legion Highway, an un-signalized and low-visibility intersection; and
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Robert Surette Robert A. Surette

Printed Name:

Address: 825 Canterbury St.

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

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1. The addition of approximately 115 residential units, which increases the number of existing residences in the area by nearly 80 % and increases FAR by four times what is allowed under the Boston Zoning Code;
2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
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Chris Surette

Printed Name:

Address: 827 Canterbury Street

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development


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2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
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Christine Rosso Surette 

Printed Name:

Address: 827 Canterbury St

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

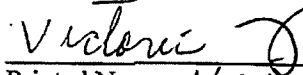
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Printed Name: VICTORIA MUNOZ
Address: 25 Mount Calvary Rd.
Roslindale, MA 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

Dear Mr. Sinatra:

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1. The addition of approximately 115 residential units, which increases the number of existing residences in the area by nearly 80 % and increases FAR by four times what is allowed under the Boston Zoning Code;
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SUSAN AGUIÑO
Printed Name:
Address: 4 BOURNE ST
Boston MA 02130

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

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2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
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Rachel Hudlock

Printed Name:

Address: 45 Mt Calvary Rd., Roslindale, Ma 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

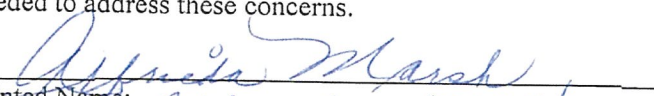
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Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

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Printed Name: ALEJANDRA MARSH

Address: 56A HARDING ROAD
ROSLINDALE MA

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

Dear Mr. Sinatra:

I am a neighbor to 780 American Legion Highway, where The Home for Little Wanderers and Alinea Capital Partners, LLC (collectively, the "Developer"), proposes to demolish the existing clinical building and create a new mixed use development with a new clinical building and large residential complex (the "Proposed Project"), and submit these comments under the Article 80 review process for the Proposed Project.

Presently, the Mount Hope/Mount Canterbury neighborhood consists of single family homes on lots with ample green and open space consistent with the Greenbelt Roadway, or American Legion Highway, and the Mount Hope and Calvary cemeteries nearby. The addition of 115 residential units to this area has the potential to change the character of the Mount Hope/Mount Canterbury neighborhood, and directly affect the abutting and neighboring property owners due to impacts from increased traffic and congestion, particularly on American Legion Highway and Stella Road, which already have limited visibility and busy intersections, as well as diminished on-street parking and privacy. These concerns include but are not limited to:

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2. The adverse impact of the greatly increased density on the architectural elements and open spaces in the surrounding neighborhood, given the Proposed Project lies within the Greenbelt Protection Overlay District;
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Tracey Henderson-Sandefur
Printed Name:
Address: 89 Paine St. Roslindale, MA 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

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Jacqueline Schutte (Schulte)
Printed Name:
Address: 590 American Legion Hwy. #8
Roslindale, MA 02131

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association

October 11, 2019

Michael Sinatra
Boston Planning and Development Agency
Boston City Hall
One City Hall Square, 9th Floor
Boston, MA 02201

RE: 780 American Legion Highway Development

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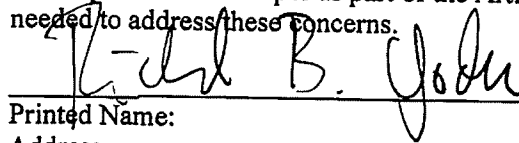
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Printed Name:

Address:

 RICHARD B. YODER

CC: Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association



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

780 American Legion Highway, Roslindale - Home for Little Wanderers Expansion Proposal

Nancy Aleo

Fri, Nov 1, 2019 at 1:57 AM

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

Dear Mr. Sinatra,

The following comment was submitted on the link provided. I want to ensure it was received.

Regards,

Nancy Aleo

October 31, 2019

Mr. Brian Golden

Director, Boston Planning & Redevelopment Agency

Boston City Hall – 9th Floor

Boston MA, 02201

via email: michael.a.sinatra@boston.govRef: [780 American Legion Highway, Roslindale](#)

Home for Little Wanderers Expansion Proposal

Dear Director Golden:

The purpose of this letter is for the Scoping Determination.

Since 1988, I have lived at [55 Stella Rd Roslindale](#), at the corner of Stella Road and American Legion Highway (ALH) across from where the Home for Little Wanderers has proposed an expansion project at [780 American Legion Highway, Roslindale](#).

For many years, I have been a supporter of the Home's charitable mission, and financially donate to the Home annually. Naturally, I want the Home to realize their future goals but not to the detriment of the neighborhood.

As presented, I am opposed to the Home for Little Wanderers Expansion Proposal. This proposed expansion has not fully addressed or resolved all long-term impacts directly associated with this project.

The Proposal is inconsistent with several of the City's own vision plans for development in terms of density, public transportation, walkability, Climate Action, and retaining neighborhood quality of life.

I strongly agree with requests for the Boston Planning and Development Agency and the City of Boston, including expert staff at the Transportation Department and Environmental Department, carry out a complete impact evaluation of the proposed new development at 780 American Legion Highway.

Concerns

Building Size/Zoning –Too Big

This parcel and abutting neighborhood is zoned for single & 2-family housing, not high-rise residential. The proposed height and number of units far exceed the maximums for this parcel. At six stories, it is 2.4 times more stories, two times the allowed height, and four times the allowed number of dwelling units in this 2-family residential district.

Canterbury Place at the 5-way intersection is not comparable as it was built in 1960 before the current zoning code.

Traffic Congestion & Safety

The Project proposes a substantial increase of density in an area that is not "walkable" to job centers or main streets, and is private car-dependent with insufficient public transportation services. The area is a dead zone for public transit especially during New England winters. Even The Home for Little Wanderers references the lack of public transit access at the site. The "News" sections of their website speaks of re-locating their Boston-Suffolk County Family Resource Center to the Dimock Campus due to space needs, and "a location that is much more accessible by public transit...".

American Legion Highway already has severe traffic congestion during rush hours, and is a very dangerous route for drivers, pedestrians, and cyclists. Currently, there is no traffic light at the corner of Stella Rd and ALH. For 30 years we have had speeding cars drag racing on ALH, and police have been unable to curb this practice. The project proposal lists a low accident rate, but this is not accurate. American Legion Highway, and its intersections have been identified as the #8 most dangerous in Boston. Thus far, the city has not committed to any major safety improvements.

A project of this size including 93 dwelling units with 189 bedrooms, (14 units of condos and 79 rentals), with 98 parking spaces, most likely will more than double the vehicle traffic count for this roadway, and increase cut-through traffic in the adjacent neighborhood. Over a hundred cars will be routed onto narrow neighborhood streets or making U-Turns off of ALH onto Stella Rd to enter the building's parking spaces.

These increases create serious traffic safety hazard.

Due to the expected number of additional cars, and as on site parking becomes unavailable, more car owners will spillover into neighboring streets to park. The Proposal Map indicating additional street parking on narrow neighborhood roads is inaccurate and misleading at best. Any daily parking on either side of Stella road narrows the street to one lane, in one direction. This is particularly hazardous during winter months and snowstorms.

Additionally, there is no account for the impact on traffic and related issues arising from development such as the new marijuana dispensary.

Environment

The Proposal Graphics indicate a loss of mature trees in a flood plane area, which is the opposite of what is needed for future Climate Action Readiness and is of great concern. Most of the land would be paved over with impermeable surfaces. More greenspace would absorb more storm water. Currently, ALH at Stella Road floods across the entire parkway during severe rainstorms. Traffic is slowed to a crawl or must re-route.

The urban tree canopy surrounding the site and along ALH is protected by Boston's Greenbelt Protection Overlay District ordinance: "to preserve and enhance air quality by protecting the supply of vegetation and open space along the city's Greenbelt Roadways; to enhance and protect the natural scenic resources of the city; to protect the city's Greenbelt Roadways from traffic congestion and to abate serious and present safety concerns."

This ordinance absolutely needs to be enforced at this proposed project.

Shadows

The plan's shadow analysis graphics indicate major cast shadows, and significantly reduced sunlight on abutting homeowner's yards and homes, including those across ALH. Several Proposal "summary statements" about shadows, obstruction of the skyplane, and daylight analysis are misleading, inaccurate, & dismissive of the actual analysis impact of the height of the proposed building. These statements imply that four times obstruction of the current skyplane is "okay". This is absolutely unacceptable.

I ask that a smaller-scaled project addressing the needs of all parties, The Home, city housing, and the quality of life for all neighbors be considered.

Regards,

Nancy Aleo

[55 Stella Rd](#)

[Roslindale, MA 02131](#)

Cell:



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

Request for full and careful evaluation of 780 ALH proposal

lizi brown

Thu, Oct 31, 2019 at 11:14 PM

To: jonathan.greely@boston.gov, michael.a.sinatra@boston.gov

October 31, 2019

Mr. Brian Golden, Mr. Jonathan Greeley, Mr. Michael Sinatra

Ref: [780 American Legion Highway, Roslindale](#)

Office, Clinic and Multi-Family Residential Development Proposal

Dear Director Golden, Mr. Greeley, and Mr. Sinatra,

We are writing regarding the major new expansion project at [780 American Legion Highway, Roslindale](#), where 115 housing units with office and clinic uses in a total of 186,000 sq. feet and up to 6 stories are proposed.

The purpose of our letter is to urge and request that the City fully evaluate all reasonably foreseeable impacts from the project during the Scoping Review, especially focusing on:

1. Sustainability and fulfillment of Mayor Walsh's commitment net zero carbon new construction;
2. Density and height in keeping with existing as built environment;
3. Protection and expansion of trees and the urban tree canopy;
4. Traffic and safety and focusing density development at sites consistent with the neighborhood plan zoning and which are walkable and convenient to public transit.

We are interested in helping the City advance through sustainable, equitable development, and we believe a full evaluation of these issues – together with others which may be brought forward by our neighbors – will help all involved make the best-informed decision with respect to the project.

Very Truly,

signed by 21 residents of the Woodbourne neighborhood in Jamaica Plain, very close to the site:

Elizabeth Brown 80 Eastland Rd.

Sandy Bailey [6 Quarley Rd.](#)Libba Ingram [87 Florian St.](#)David Webster [5 Organ Park Rd.](#)

Kristine Grimes 114 Bourne St.

Peg Preble 79 Eastland Rd.

Robyn Ochs 79 Eastland Rd.

Marvin Kabakoff 98 Bourne St.

Elizabeth Anker 104 Bourne St.

Nina Aronoff 100 Bourne St.

Maureen Boyes 62 Eastland Rd.

Marjorie Charney 69 Bourne St.

Boe Morgan 2 Meyer Ct.

Natalie Eldridge [87 Florian St.](#)

Sarah Colvario 8 Catherine St.

Bryan Wood [60 Meyer St.](#)Laura Derr [28 Neponset Ave](#)

Christina Knapp 15 Southbourne St.

Rita Droste 21 Southbourne St.

Lisa Bynoe 6 Catherine St.

Julie Kaufman [37 Bournedale Rd.](#)

11/1/2019

City of Boston Mail - Request for full and careful evaluation of 780 ALH proposal



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

Fwd: Contact Us Submission: # 4231 // Development

Michael Christopher <michael.christopher@boston.gov>

Fri, Nov 1, 2019 at 8:57 AM

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

Cc: BRAWebcontent <BRAWebContent@boston.gov>, Emily Wieja <emily.wieja@boston.gov>

FYI

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

From:

Date: Thu, Oct 31, 2019 at 11:39 PM

Subject: Contact Us Submission: # 4231 // Development

To: <BRAWebContent@boston.gov>, <catherine.sullivan@boston.gov>, <michael.christopher@boston.gov>

CommentsSubmissionFormID: 4231

Form inserted: 10/31/2019 11:38:22 PM

Form updated: 10/31/2019 11:38:22 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

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

First Name: Elizabeth

Last Name: Brown

Organization:

Email:

Street Address: 80

Address Line 2: Eastland Rd

City: Jamaica Plain

Subject: catherine.sullivan@boston.gov,michael.christopher@boston.gov:Development

State: MA

Phone:

Zip: 02130

Comments: October 31, 2019 Mr. Brian Golden Director, Boston Planning & Redevelopment Agency Boston City Hall – 9th Floor Boston MA, 02201 via email: jonathan.greely@boston.gov michael.a.sinatra@boston.gov Ref: [780 American Legion Highway, Roslindale](#) Office, Clinic and Multi-Family Residential Development Proposal Dear Director Golden, Mr. Greely, and Mr. Sinatra, We are writing regarding the major new expansion project at [780 American Legion Highway, Roslindale](#), where 115 housing units with office and clinic uses in a total of 186,000 sq. feet and up to 6 stories are proposed. The purpose of our letter is to urge and request that the City fully evaluate all reasonably foreseeable impacts from the project during the Scoping Review, especially focusing on: 1. Sustainability and fulfillment of Mayor Walsh's commitment net zero carbon new construction; 2. Density and height in keeping with existing as built environment; 3. Protection and expansion of trees and the urban tree canopy; 4. Traffic and safety and focusing density development at

sites consistent with the neighborhood plan zoning and which are walkable and convenient to public transit. We are interested in helping the City advance through sustainable, equitable development, and we believe a full evaluation of these issues – together with others which may be brought forward by our neighbors – will help all involved make the best-informed decision with respect to the project. Very Truly, signed by 21 residents of the Woodbourne neighborhood in Jamaica Plain, very close to the site: Elizabeth Brown [80 Eastland Rd.](#) Sandy Bailey [6 Quarley Rd.](#) Libba Ingram [87 Florian St.](#) David Webster [5 Organ Park Rd.](#) Kristine Grimes [114 Bourne St.](#) Peg Preble [79 Eastland Rd.](#) Robyn Ochs [79 Eastland Rd.](#) Marvin Kabakoff [98 Bourne St.](#) Elizabeth Anker [104 Bourne St.](#) Nina Aronoff [100 Bourne St.](#) Maureen Boyes [62 Eastland Rd.](#) Marjorie Charney [69 Bourne St.](#) Boe Morgan [2 Meyer Ct.](#) Natalie Eldridge [87 Florian St.](#) Sarah Colvario [8 Catherine St.](#) Bryan Wood [60 Meyer St.](#) Laura Derr [28 Neponset Ave](#) Christina Knapp [15 Southbourne St.](#) Rita Droste [21 Southbourne St.](#) Lisa Bynoe [6 Catherine St.](#) Julie Kaufman [37 Bournedale Rd.](#)

Security Code:

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Michael Christopher
Boston Planning and Development Agency
(617) 918-4446



October 31, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: jonathan.greely@boston.gov
 michael.a.sinatra@boston.gov

Ref: 780 American Legion Highway, Roslindale
 Office, Clinic and Multi-Family Residential Development Proposal

Dear Director Golden:

The Greater Mattapan Neighborhood Council (GMNC) is writing regarding the major new expansion project proposed at 780 American Legion Highway, Roslindale.

This project location is very near the boundary of the Greater Mattapan planning district, and we share with immediate neighbors in the project area focused concern on sustainable, equitable development and an open, informed City project review process.

Specifically, the increase in density proposed at the site will likely cause significant increase in traffic congestion along American Legion Highway and Cummins Highway, both routes used by Mattapan residents in their commuting to work, school, personal and family travel.

Serious traffic and safety issues already exist along these routes, and the proposed increase in density at a site not well served by public transit will likely worsen this condition.

Additionally, traffic congestion along main routes like American Legion Highway (ALH) and Cummins creates increased cut-through traffic and speeding along residential streets.

Closely related to this, we believe the City's scoping document and impact report requirements must fully evaluate the rationale of locating 115 housing units with office and clinic uses in a total of 186,000 sq feet and up to 6 stories are proposed on a site zoned for 2 family homes.

We note that the proposed uses are all "forbidden" within the 2 family district.

It's important that new project evaluation be made with full analysis of impacts especially on surrounding residential areas.

Sincerely,

Fatima Ali-Salaam

Fatima Ali-Salaam, Chair
Greater Mattapan Neighborhood Council (GMNC)



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

780 AMERICAN LEGION HIGHWAY PROPOSAL

Richard Heath

Mon, Sep 23, 2019 at 10:19 PM

To: michael.a.sinatra@boston.gov

Dear Michael Sinatra

I strongly support this project as I testified.

But I cannot testify in favor at BPDA and ZBA without a better understanding of two factors.

1. Duane Jackson's response to my questions about affordability were unclear, glib, and vague. And disrespectful to me. He criticized the IDP process and made no sense whatsoever about the breakdown of the affordability units in both the Home for Little Wanderers building and the residential building. Affordability requirements are part and parcel of the article 80 process -as you know - and in this case Mr Jackson gave a very poor presentation.

2. Mr Jackson made no sense at all about the ownership structure of the HFLW parcel which I thought was a profound breakdown in communication.

This process has to start over again with a specific presentation and far more explanation on ownership and affordability before I can support it at BPDA or zoning.

Thank you

Richard Heath
42 Bourne sS
Jamaica Plain Mass

October 11, 2019

By Email and Hand

Michael Sinatra
Boston Planning & Development Agency
One City Hall Square
Ninth Floor
Boston, MA 02201

Re: **Comments: 780 American Legion Highway Project**

Dear Mr. Sinatra:

We represent Joseph Russo & Bros., Inc., and Joseph A. Russo and Pauline Russo (“the Russo Interests”), the owners of 806, 810 and 814 American Legion Highway, Parcel 1806313000 on Stella Road, and 895-897 Canterbury Street (collectively, the “Russo Properties”). The Russo Properties are located immediately adjacent to the Proposed Project to be developed at 780 American Legion Highway on the opposite side of Stella Road in Roslindale. We have reviewed the Project Notification Form (“PNF”) submitted by The Home for Little Wanderers and Alinea Capital Partners, LLC (collectively, the “Project Proponent”), as well as the IAG Presentation dated September 12, 2019, in preparing these comments, and submit these comments under the Article 80 review process for the Proposed Project.

As abutters, the Russo Interests will most certainly be impacted by the Proposed Project more than any other property in the vicinity. The Russo Interests have owned the Russo Properties and the residences located there as well as owning and operating the family business, the Joseph Russo Funeral Home, on the Russo Properties for more than 70 years. They have been responsible for the sole maintenance of Stella Road, a private way, which the Proposed Project intends to use, and upon which they have plowed, resurfaced, and performed other maintenance activities for decades.

While the Russo Interests are not opposed to the Proposed Project per se, they will indisputably suffer impacts to their property rights and legal interests different as a result of the significantly increased density, traffic impacts, and construction impacts from the Proposed Project, and request that the Agency give significant weight to these concerns in determining whether to grant the requested relief for the Proposed Project under Article 80.

Excessive Height, FAR and Urban Intensification

The neighborhood surrounding the Proposed Project is presently made up of low-rise residences with plenty of open space complimenting the Greenbelt Roadway. The Proposed Project will result in significantly increased density in contrast to the surrounding neighborhood on the Greenbelt Roadway. According to the PNF, the Project Proponent has proposed two buildings with a maximum of 5 or 6 stories, 64.66

Prince Lobel Tye LLP
One International Place
Suite 3700
Boston, MA 02110
TEL: 617 456 8000
FAX: 617 456 8100

Michael Sinatra
Boston Planning & Development Agency
October 11, 2019
Page 2

feet and a floor area ratio (“FAR”) of 1.79, far in excess of the limits established by Article 67 of the Boston Zoning Code (the “Code”), without providing justification for these exceedances. Article 67, which governs the Roslindale Neighborhood District, requires a much lower height not to exceed 35 feet. It also caps FAR at 0.5, whereas the Proposed Project quadruples the FAR or density of the area for a proposed FAR of 1.79. From an architectural historical perspective, excessive height at this location is out of character with the surrounding neighborhood of low rise residential buildings where the existing buildings do not rise above 2 to 3 stories. The building as proposed will be prominent, but not in a beneficial way as it does not relate to the existing residential and historic buildings in the immediate area.

We understand the Proposed Project will add approximately 116 residential units to the vicinity, which is an approximately 80% increase over the number of existing residences. This increased density will have an impact on all aspects of the neighborhood, from roadway congestion, to diminished privacy, increased noise, and other density related issues. The real risk of this excessive density, whether by increased height or otherwise, is the urban intensification manifested by the requested exceedance of FAR. In addition, the Proposed Project also lie within the Greenbelt Protection Overlay District governed by Article 29 of the Code, which requires the “provision for the design of all structures that is compatible with the surrounding neighborhood.” Notably, no new parkland or open space is contemplated under the Proposed Project for the neighborhood.

While the Russo Interests welcome new residents to the neighborhood, and a development that will enliven the streetscape for local residents and visitors alike, the proposed request for variances of FAR will likely overburden the local pedestrian environment and traffic flows. To reduce the impacts from this increased density, the Russo Interests request that the Agency require reduced massing for the Proposed Project, with a FAR closer to existing zoning requirements. This will reduce impacts overall on the neighborhood as well as providing open and/or green space that is compatible with the neighborhood and the Greenbelt Protection Overlay District.

Traffic and Access Issues on Stella Road

Another result of the significantly increased density the Proposed Project brings to the immediate neighborhood is increased traffic and congestion. Importantly, the PNF neglects to study the impact the Proposed Project will have on existing on-street parking on Stella Road, which is presently used primarily by the Russo Interests, including clients of the funeral home. The Proposed Project adds 115 residential units to the area, but only provides 101 parking spaces for the residential units. As the Project Proponent notes in Section 7.4.2 of the PNF, the clinical building’s peak parking demand for parking spaces is higher than the available spaces proposed, and the Project Proponent will need to explore remote parking options for the clinical

Michael Sinatra
Boston Planning & Development Agency
October 11, 2019
Page 3

building. As a result, it is expected that the residents, guests, tenants, and customers of the Proposed Project, and particularly the residents and guests of the 13 proposed townhouses with entrances on Stella Road, will likely use the immediately adjacent Stella Road and neighboring Legion Place (a private way owned and maintained by the Russo Interests) for street parking as a more convenient alternative to parking in the garage. The Russo Interests are concerned that unregulated parking on the already narrow, less than 40-foot-wide private road with one-way traffic and a proposed garage exit at the corner of Stella Road and Canterbury Street will overburden this private roadway, resulting in congestion and traffic safety issues on Stella Road. We ask that the Authority require the Project Proponent to prohibit its residents from parking on Stella Road and Legion Place, or institute such institutional controls as needed to prevent such parking.

The PNF also neglects to study the additional vehicular traffic on the un-signalized intersections in the area, especially at the intersection of Stella Road and American Legion Highway, after cars exit the Proposed Project complex on Stella Road. Adding 115 residences and only 133 parking spots will burden the existing users of Stella Road, which include the guests of the Joseph Russo & Bros, Inc. funeral home (the “funeral home”) who park in the parking lot that exits onto Stella Road, especially where vehicles belonging to the residents of the Proposed Project will likely exit via the garage exit located at Stella Road and Canterbury Street to avoid the business and loading traffic from the clinical building at the Proposed Project. Such increase in vehicular traffic will also increase danger to pedestrians at the Stella Road and American Legion Highway intersection.

We ask that, before approval is given under Article 80, the Agency require the Project Proponent to revise its plans to close the garage exit on Stella Road and prohibit residents from parking on Stella Road, to secure remote parking options for the clinical building, so that the employees and guests of the clinical building do not overburden street parking for the existing residences and businesses in the neighborhood, to conduct additional traffic studies at these un-signalized intersections, and to take such other measures as necessary to address traffic safety and congestion issues on Stella Road.

Construction Monitoring

The Proposed Project is located directly across Stella Road from the Russo Properties. To prevent and mitigate any adverse impacts from the construction that is expected to span 3-4 years, including noise, dust, vibration and other effects from blasting, traffic congestion, construction staging and the like, we request that the Agency require the Project Proponent to provide the Russo Interests with a complete copy of the Proposed Project’s construction monitoring program in electronic format for review and comment. The construction monitoring program also must specify the hours construction will be taking place (with work hours calculated using the residential neighborhood standards and not those for business or mixed use

Michael Sinatra
Boston Planning & Development Agency
October 11, 2019
Page 4

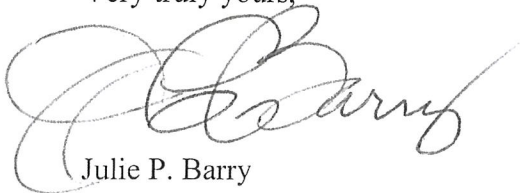
neighborhoods), and should include noise monitoring. In addition, the funeral home regularly operates 2-3 funerals each Saturday, and the Russo Interests foresee that construction on Saturdays would severely inhibit the funeral home from operating its business. The Russo Interests request that the Project Proponent address ways to mitigate the impact construction may have on the funeral home's business operations, including agreeing to refrain from construction activities on Saturdays, or if necessary to do so that the Project Proponent provide written notice of such scheduling at least 30 days in advance. Given the likely impacts on their properties, the Russo Interests should have the right to review and comment on the proposed monitoring program.

Conclusion

The Russo Interests face a dramatic change in their immediate neighborhood as a result of the proposed mixed-use development, which increases density by nearly four times what is allowed, resulting in increased traffic, congestion, noise, and decreased privacy. The Russo Interests request of and urge the Agency to carefully consider the impacts of the Proposed Project on the Russo Interests and the neighborhood, and require the Project Proponent to take any and all actions necessary to address these impacts, including but not limited to a reduction in the number of units, and overall density.

Thank you for your consideration.

Very truly yours,



Julie P. Barry

Direct Dial:

Email Address:

cc: Brian Golden, BPDA Director
Rick Yoder, Mount Hope Mount Canterbury Neighborhood Association
Sheila Dillon, City of Boston



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

780 American Legion Hwy 1 of 2: Request for Scoping Documents

Sus Roz

Fri, Oct 11, 2019 at 8:00 AM

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

Cc: jonathan.greeley@boston.gov

Thank you for this reply:

1. The comment period is open until Friday, Oct 11, 2019, it has not "just ended" as the recent project manager email states.
2. The TAPA should be prepared and presented at the same time as BPDA review, as transportation impacts cannot be accurately evaluated without enforceable elements as listed in the Transportation Plan.
3. The next step is a Planning Determination followed by a Draft Project Impact Report. A waiver is not appropriate for a project of this scale.
4. The Scoping Determination must include requirement that the proponent provide a legal rationale for the zoning relief requested, as the project has numerous zoning violations.

-

On Thu, Oct 10, 2019 at 7:24 AM Michael Sinatra <michael.a.sinatra@boston.gov> wrote:

Good Morning,

Thank you for your emails. As you know, the comment period just ended. We will now be gathering all comments and determining what the next steps will be. No other documents have been issued to this point as we are still determining next steps. When and if any documents are submitted, they will also be posted on our website.

Lastly, the TAPA process is handled by BTM but not until after BPDA and ZBA approvals. It will be a few months before the TAPA process begins.

In the meantime, feel free to reach out to me with any questions that you may have.

Thanks!

On Mon, Oct 7, 2019 at 8:01 AM Sus Roz

wrote:

To: BPDA Project Management Staff attn: Mr. Sinatra

Our Roslindale-based sustainability group intends to provide comment on the referenced mixed use project at [780 American Legion Highway](#).

We have visited the project web page and see that Scoping Determination has not been posted (unless we are looking in the wrong location).

We seek to make our comments as well-informed.

Based on that, we are emailing to request:

- An electronic copy of the Scoping Determination not later than Tuesday (as the deadline is this Friday Oct 11, 2019)
- That the Scoping Determination be posted not later than Tuesday on the BPDA project website

Thank you for your advocacy and all you do to advance and improve our City.

Sus Roz



Michael Sinatra, MPA

Project Manager

617-918-4280

michael.a.sinatra@boston.gov

Boston Planning & Development Agency (BPDA)

One City Hall Square, 9th Floor | Boston, MA 02201

bostonplans.org



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

780 American Legion Hwy 2 of 2: Request for Supplemental Information

Sus Roz

Mon, Oct 7, 2019 at 8:00 AM

To: michael.a.sinatra@boston.gov

To: BPDA Project Management Staff attn: Mr. Sinatra

Our Roslindale-based sustainability group intends to provide comment on the referenced mixed use project at [780 American Legion Highway](#).

We seek to make our comments as well-informed.

Based on that, we are emailing to request the following Supplemental Information:

1a. MODE SHARE: Please confirm the mode share - private car / public transit / alt modes - anticipated for the project as currently proposed.

1b. MODE SHARE TARGET: Please confirm the City's Mode Share target for new projects subject to Article 80 Large Project Review.

1c. MODE SHARE NEW vs EXISTING. Please provide with document reference the City policy for considering as "existing" mode share calculation when an entirely new facility is in fact being constructed - thus providing opportunity for comprehensive mode share design.

2a. TAPA and TDM. Is the Transportation Access Plan Agreement - including the final proposed Transportation Demand Management program - available for comment.

2b. TAPA and TDM: If these documents are not now available, please indicate when in the BPDA project review process and before Board consideration will these documents be released for public review.

The TDM measures as superficially described in the PNF all appear voluntary and non-quantified as to achieving City Mode Share targets.

3. MAYOR WALSH POLICY re CARBON NEUTRAL BOSTON by 2050. Please indicate how the proposed project will contribute to the Mayor's policy goal of Carbon Neutral Boston.

4. ZONING VIOLATIONS: LEGAL RATIONALE for VARIANCES. The PNF indicates that as proposed has numerous and substantial zoning violations. What is the legal basis for the zoning relief sought, bearing in mind that " . . . a zoning system is a regime of legal standards, not of administrative policy preferences" *Van Buren v. South Boston New Housing, LLC Commonwealth of Massachusetts, Civil Action NO. 02-5467-A*

<https://masslawyersweekly.com/fulltext-opinions/2005/01/31/van-buren-v-south-boston-new-housing-llc-et-al/>

5. TRANSPORTATION COMPONENT:

5a. Did the City Scoping process request analysis of the American Legion Highway intersection with Cummins Highway and the Cumming intersection with Hyde Park Aveue. If not, why not, especially as Figure 7-11 appears to show significant project-related traffic share through these intersections.

5b. Did the City Scoping proces request analyis of posted speed limits and actual vehicle speeds alng American Legion Highway at and near the proposed project site? If not, why not.

5c. The transportation analysis appears to indicate that several project area intersections studied (not including Cummins Highway at American Legion and at Hyde Park Avenue, which, as noted above, were not studied) - are currently at Levels of Service E and F.

Can the City confirm that :

1. this is the case

2. the project will further contribute to already severely congested conditions
3. the project does not yet include any mitigation measures to reduce these severe congestion level E and F conditions

5d. The data presented, resident experience and logical inference do not support a conclusion that 93 units of new housing, new clinical facilities and offices will not generate a significant number of peak hour vehicle trips.

Conclusion:

In order that residents' comments are as well-informed as possible - and thus of value to the agency, proponent and neighbors - we request the supplemental information listed above.

Thank you.

Sis Roz

-

October 31, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: michael.a.sinatra@boston.gov

Ref: 780 American Legion Highway, Roslindale
Alinea Capital / Home for Little Wanderers New Development Proposal
Comment on: Project Notification Form September 6, 2019

Dear Director Golden:

This letter provides comment on the Project Notification Form (PNF) prepared for a project proposed at 780 American Legion Highway, Roslindale submitted by Alinea Capital Partners in partnership with The Home for Little Wanderers.

At this stage of Large Project review, our comments express neither opposition nor support for the proposed project, but list next steps and priority issues to be taken, including evaluation during the next stage of review via the Scoping Determination and Draft Project Impact Report should the project proceed to that step.

Significant unresolved issues exist regarding the proposed project.

The Project Notification Form does not adequately describe project impacts, as may also be further detailed by neighbors within the immediate project area.

We support local neighbors in their comment and concerns and do not presume to privilege our perspective over their lived experience.

Our comments here focus on the neighborhood plan zoning designation for the site, and the fundamentally deficient PNF analysis of the proposed project's numerous and significant violations of adopted Roslindale plan guidelines.

All proposed uses are forbidden within the property's neighborhood plan area.

No plausible rationale is given as to how these numerous zoning violations warrant zoning relief under the applicable legal standard.

The proposed project is a case study illustrating how the Planning Authority enables site-specific development proposals advanced in egregious non-compliance with adopted neighborhood plans.

Additionally, by seeking to cluster housing density at a non-walkable site without adequate public transit access, without any requirement for advancing zero net carbon buildings, and with loss of mature urban tree or trees – the proposed project is a direct affront to the City's own stated goals for sustainable, equitable development.

If the BPDA wonders why there are calls to abolish the Authority, BPDA need look no further than the 780 American Legion Highway proposal.

**Ref: 780 American Legion Highway, Roslindale
Alinea Capital / Home for Little Wanderers Expansion Proposal
Comment on: Project Notification Form September 6, 2019**

page 2

However commendable the Little Wanderers' mission may be – and however great the need for clustered density and affordable housing is in Boston – the proposal as presented to residents should never have progressed beyond initial application to BPDA.

City commitment to new housing does not justify disregard for well-established law.

"... a zoning system is a regime of legal standards, not of administrative policy preferences" *Van Buren v. South Boston New Housing, LLC* Commonwealth of Massachusetts, Civil Action NO. 02-5467-A

<https://masslawyersweekly.com/fulltext-opinions/2005/01/31/van-buren-v-south-boston-new-housing-llc-et-al/>

Applying this legal framework, BPDA should have informed the applicant immediately on receipt and review of application that zoning variances are entirely inappropriate for a project of this scale at this location.

The proper course of action should have been – and remains – petition for site rezoning through the Zoning Commission – not Article 80 review followed by consideration at Board of Zoning Appeal.

The approach at 780 American Legion Highway enabled by BPDA simply replicates the old, discredited development model whose harmful consequences are increasingly evident in all sections of the City.

For example, please see attached letter regarding a development project in East Boston.

This is especially unfortunate here at 780, as the applicant has expended not insignificant resources in technical studies required by Article 80 – all in expectation that clearly unjustified zoning relief will be granted by the Board of Zoning Appeal.

Our recommendation and request is that the Authority now inform the applicant that it cannot support the project as proposed, and that the applicant must first seek a new zoning designation for the property through procedure established for rational change in land use before the Article 80 process can resume.

Thank you for the BPDA's work with the proponent, the IAG, individual residents and all area organizations on this proposed expansion project.

Very Truly,
Sustainable Roslindale
Sustainable Roslindale

cc: Impact Advisory Group, Alinea Capital / HfLW New Development Proposal

Project priority issues to be addressed in the Scoping Determination and Draft Project Impact Report must include:

1. Site Zoning, Project Scale and Neighborhood Context.

The proposed project has numerous, significant zoning code violations.

The proposed office, clinic and multi-family uses are all forbidden within the 2F-5000 district.

Height, massing, set-backs and open space proposed are all in violation of City requirements established for the 780 American Legion Highway site and the surrounding residential neighborhood.

Article 80 Large Project review includes a requirement that a proposed project be evaluated for consistency with the goals and specific provisions of the applicable neighborhood plans.

The Project Notification Form does not have an adequate analysis of how the proposed project will impact the residential neighborhood characteristics protected by the applicable neighborhood plan.

The City's goals and specific provisions for use of 780 American Legion Highway are codified in the Roslindale neighborhood plan (Article 67).

The Roslindale plan goals include:

... adequate density controls that protect established residential areas and direct growth to areas where it can be accommodated; to retain and develop affordable, moderate income, and market rate housing compatible with adjacent areas, particularly for families; to promote the viable neighborhood economy; to preserve, maintain and create open space; to protect the environment and improve the quality of life; to promote the most appropriate use of land; and to promote the public safety, health, and welfare of the people of Boston.

Specific provisions include density controls specified by property zoning designation and associated lot-size minimums, yard set-backs and height / building mass requirements.

The propose project contemplates a fundamental transformation of a low-density residential area designated for single and two-family homes.

This fundamental transformation is proposed on a site-specific basis, without any meaningful contextual analysis or an element of an overall district, neighborhood or corridor plan for American Legion Highway.

The proper course of action here is petition for site rezoning through the Zoning Commission – not Article 80 review followed by consideration at Board of Zoning Appeal.

Neighborhood plan requirements for managed growth are in place not only to protect surrounding residential homes. Growth guidelines also reflect the public infrastructure capacity limits of a designated plan area: water and sewer, local flooding, traffic volume, public transportation and proximity of parks and schools.

The PNF data – even as incomplete – indicates that capacity of area infrastructure is inadequate to accommodate the projected demand for the proposal.

This is evident for example in:

- very infrequent service on bus line along American Legion Highway
- traffic congestion level of service

The existing institutional use at 780 American Legion is long-established and does not unduly disrupt the overall characteristics of the American Legion Highway – Stella Road neighborhood.

The scale of site build-out is an estimated 5x factor increase over the existing baseline condition and far in excess of growth permitted under the Roslindale neighborhood plan.

This scale of proposed increase in density will create significant individual and cumulative adverse impacts that must be evaluated in the Draft Impact Report.

Scoping Determination and Draft Impact Report Inquiry into Basis for Zoning Relief:

As BPDA makes recommendation to Zoning Board of Appeal whether to grant variances, evaluation by BPDA of legal and planning consistency rationale for zoning relief is required.

City may not segregate planning and zoning functions but must consider the project in context of approved neighborhood plans.

Finally, a proponent's commendable social mission does not constitute a legal rationale for zoning relief.

Indeed, charitable organizations – as distinct from private market developers – should be especially observant in rules in place to protect local communities.

#

Sustainable Roslindale

Sustainable Roslindale is an all-volunteer neighborhood-based non-profit organization with a focus on innovative, informed disruption of the for-profit development ecosystem space.

As reflected in our comments, we have interest in sustainable, equitable development and City of Boston project review that is transparent, comprehensive, fact-based and substantively responsive to community concerns.

#



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

October 11, 2019

BY ELECTRONIC MAIL ONLY (michael.a.sinatra@boston.gov)

Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, Massachusetts 02201
Attention: Michael Sinatra, Project Manager

RE: 780 American Legion Highway Proposed Project

Dear Mr. Sinatra:

I am writing in reference to the proposed development at 780 American Legion Highway, the site of the Home for Little Wanderers. We believe that The Home for Little Wanderers' mission to provide access to physical and mental health services alongside other supports for at-risk youth and families is critically important. We also believe that adding to the supply of area housing is a necessary step to slow the skyrocketing housing costs and displacement of residents from our growing neighborhood. The proposed project would support The Home for Little Wanderers by providing them with upgraded and expanded facilities, while adding much needed housing to the neighborhood. Additionally, it would eliminate large street-side parking lots and replace them with much more pedestrian-friendly landscaping and greenspace more appropriate for the American Legion Highway corridor, a greenbelt protected parkway in the city.

This project has the potential to be a great collaboration between The Home For Little Wanderers, the developer (Alinea Capital Partners, LLC), and the neighborhood. We feel that, if done correctly, it will be beneficial to all parties involved. The developer has shown his intention to be a good partner with the neighborhood on this project by listening to concerns and submitting a proposal that takes them into account. In particular, the proposed building was designed to taper as it approached neighboring homes to match their height, and embraced the greenbelt protection by including the addition of many trees and street side greenspace.

With all that in mind, we are generally supportive of the project as proposed and feel that it would be a valuable addition to our neighborhood. Having attended the community meetings regarding this project, hearing the concerns of neighbors and remarks of the development team, we did want to comment specifically on a few aspects of the project that we feel could be refined to augment its positive impact on the American Legion corridor.

- **Number of Units/Number of Affordable Units** – This is a large site (around 2.5 acres) located between and in close proximity to a multifamily zoned section containing a much larger 11 story development and, a section zoned “community commercial district” of American Legion Highway. Because of this location and, because of the scale of nearby buildings, we feel that the size and number of units proposed in this project is appropriate. Additionally, because this project does not require existing housing to be removed, no current residents would be forced out of their homes to make way for this project. Considering the current housing crisis in our city, we feel that it is especially important to focus our support on infill development which does not eliminate existing rental units.

Currently, the developer has committed to providing 22 units of housing within the building that will be given to The Home For Little Wanderers. Our understanding is that he has requested that the city to allow him to use these units to fulfil the affordable housing requirement for the neighboring residential building. However, we feel that the developer should commit to meeting the city's affordable housing requirements within the residential building, in addition to, and separate from, any housing that The Home For Little Wanderers decides they require within their building in support of their mission.

- **Parking** – The residential project includes one space for each unit (93 spaces), with overflow parking allowed in the garage attached to The Home For Little Wanderers building (which includes an additional 59 parking spaces for use by The Home). Given the current transit options in the area, car ownership may be necessary for many residents. However, considering that providing additional off-street parking increases the cost of much needed housing, we feel that the proposed number of spaces is an acceptable compromise. Additionally, the developer has stated that he would use surface lots within our neighborhood to meet any additional parking requirements. We feel that any areas that may be taken for additional parking could be better used as green spaces or for additional infill housing.
- **Transit Alternatives** – In order to ensure the success of the proposed parking levels, it is crucial for residents to have access to alternative modes of transit. The immediate area includes two bus lines (14 and 30), along with easy access to the Orange Line via the 32 bus, and the Fairmount Line via the 30 bus. The proposal identifies Blue Bikes and transit access as ways to help ease the demand for parking in this development, and includes offering a location for Blue Bikes onsite, in addition to the developer offering space for secure personal bicycle storage. With a city-led investigation into the redesign of American Legion Highway pending, we ask that the developer commit to supporting the establishment of no parking zones in front of their facility in order to assist with the establishment of protected bicycle lanes, or bus priority lanes along American Legion Highway in order to make these alternatives more viable. Because this corridor is currently underserved by transit, and multiple projects have been proposed that would increase density, we feel it is imperative that the City work with the MBTA to improve service levels, so that people who are seeking choices other than individual car travel have a practical option to do so. In addition to this, we would like the developer to commit to providing space for car share services (such as Zipcar). We feel that these services offer a good alternative to private vehicle ownership, or for access to supplementary vehicles when necessary, and can play an important role in reducing the demand for parking spaces.
- **Pedestrian Access** – The proposed project eliminates the existing surface parking, replacing it with garage parking within the building, and allowing for additional greenspace along the roadway. Additionally, it outlines a plan to bring the sidewalks on site up to modern standards. We think pedestrian access is of utmost importance, and is currently in need of improvements in this area. This site will be one of the first to be redeveloped on American Legion Highway since it was designated with greenbelt protection. With that in mind, we hope that the developer will rise to the challenge and set the standard for the kind of pedestrian-friendly development that should be done along this corridor going forward. Currently the project includes landscaped green space in front of the building. We ask that the developer commit to allowing public access to these areas and include more pedestrian-friendly design elements such as expanded sidewalks and benches, in order to help the American Legion corridor become a more walkable area. With all that in mind, we feel that arranging

the vehicular access points in a manner that allows for the preservation of the existing street side trees, while minimizing the loss of green space to driveways should be a priority. It is our understanding that the developer has not yet come up with a feasible design that satisfies the Boston Planning and Development Agency without eliminating some of the existing street side trees. We ask that the developer, along with the BPDA, commit to finding a solution that maximizes pedestrian safety and greenspace, without necessitating the removal of existing street trees.

- **Sustainable Design** – The developer is required to construct the buildings to the minimum required by the city’s sustainable design standards and has committed to do so. This project will provide The Home For Little Wanderers with a modern climate controlled building, and with the addition of central air conditioning and other modern amenities, their utility use could increase substantially. The Home is a nonprofit that is providing a public good and is largely reliant on public funding in order to function. In order to mitigate the potential for increased utility use and costs, they should be provided with a building that will exceed the city’s green building requirements. In particular, we believe it is important that they are provided with a solar array to offset the increased electric use associated with a modern climate-controlled building. We encourage the developer to work with The Home to find the most environmentally, and economically sustainable solution possible.

In closing, we would like to restate our support for this project. Providing assistance for youth and families is of the utmost importance. The Home For Little Wanderers is a valuable member of our community and this project will allow them to expand the quality and scope of their services. Additionally, we understand that in a city with a rapidly expanding population and economic growth, it is important to meet the demand for housing with new units so that existing residents are not priced out of our neighborhoods.

Thank you for your time,

Margaux Leonard
Nick Ward

Residents 35 Harding Road, Roslindale, on behalf of the WalkUP Roslindale Steering Group

Ricardo Austrich, Resident @ 843 South Street, Roslindale
Rachel Blumberg, Resident @ 15 Newburg Street, Apt. 2, Roslindale
Benjamin Bruno, Resident @ 27 Colgate Road, 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
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 @ 21 Conway Rd, Roslindale

WalkUP Roslindale Comment Letter
780 American Legion Highway
October 11, 2019
Page 4

Marc Theiss, Resident @ 55 Prospect Avenue, Roslindale
Greg Tobin, Resident @ 1 Sheldon St, 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.

Copy to:

Mr. Joseph Coppinger, Mayor’s Office of Neighborhood Services (joseph.coppinger@boston.gov)
District 4 City Councilor Andrea Campbell (andrea.campbell@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)

October 31, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: jonathan.greely@boston.gov
michael.a.sinatra@boston.gov

Ref: 780 American Legion Highway, Roslindale
Office, Clinic and Multi-Family Residential Development Proposal

Dear Director Golden:

We are writing regarding the major new expansion project at 780 American Legion Highway, Roslindale, where 115 housing units with office and clinic uses in a total of 186,000 sq. feet and up to 6 stories are proposed.

The purpose of our letter is to urge and request that the City fully evaluate all reasonably foreseeable impacts from the project during the Scoping Review, especially focusing on:

1. Sustainability and fulfillment of Mayor Walsh's commitment net zero carbon new construction;
2. Density and height in keeping with existing as built environment;
3. Protection and expansion of trees and the urban tree canopy;
4. Traffic and safety and focusing density development at sites consistent with the neighborhood plan zoning and which are walkable and convenient to public transit.

We are interested in helping the City advance through sustainable, equitable development, and we believe a full evaluation of these issues – together with others which may be brought forward by our neighbors – will help all involved make the best-informed decision with respect to the project.

Very Truly,
signed by 21 residents of the Woodbourne neighborhood in Jamaica Plain, very close to the site:

Elizabeth Brown 80 Eastland Rd.
Sandy Bailey 6 Quarley Rd.
Libba Ingram 87 Florian St.
David Webster 5 Organ Park Rd.
Kristine Grimes 114 Bourne St.
Peg Preble 79 Eastland Rd.
Robyn Ochs 79 Eastland Rd.
Marvin Kabakoff 98 Bourne St.
Elizabeth Anker 104 Bourne St.
Nina Aronoff 100 Bourne St.
Maureen Boyes 62 Eastland Rd.
Marjorie Charney 69 Bourne St.
Boe Morgan 2 Meyer Ct.
Natalie Eldridge 87 Florian St.
Sarah Colvario 8 Catherine St.
Bryan Wood 60 Meyer St.
Laura Derr 28 Neponset Ave
Christina Knapp 15 Southbourne St.
Rita Droste 21 Southbourne St.
Lisa Bynoe 6 Catherine St.
Julie Kaufman 37 Bournedale Rd.



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

780 American Legion HWY

Anne Marie Yanulis

Thu, Oct 31, 2019 at 4:55 PM

To: michael.a.sinatra@boston.gov, tim.mccarthy@boston.gov, mayor@boston.gov, andrea.campbell@boston.gov,

Sonia.Chang-Diaz@state.ma.us

Cc: lisa beatman

I wanted to make my voice heard. I've lived in this neighborhood for 63 years.

Due to a system error, I was unable to reply to the BPDA online

I am against the proposed build of the 6 story apartment complex on the site of the Home for Little Wanderers. Mostly for all the variances needed for this project.

First, building a large 6 story multiplex in a neighborhood zoned for one and two family homes. The curb cuts to leave the property on to Stella Road is a big mistake. Asking such a small and congested neighborhood and overwhelmed high traffic intersection to be allowed to further choke this area is incomprehensible.

The HLW building is including Dimock Health, 18 year olds transitioning out of foster care having 30+ units, affordable housing units, community rooms and offices on the first floor. Currently the Home is 2 stories with a basement enveloped by green space. All these facilities with employees, patients, preschool and offices are not impacting the site today. The future building of HLW with these additions will make a big impact in the community, traffic and removing green space in and of itself.

This build will remove more than an acre of green space in exchange for a mountain of cement and asphalt. Where will all the water go when it rains? The basement of the HLW floods regularly and it has water absorbing soil and trees, shrubs and thicket

Those living behind, to the sides and across from the proposed build will now live in the shade of brick and mortar, not the sound absorbing, air filtering leaves of all the trees and green space that have given the homeowners privacy, cool shade in summer and wind protection in winter. The monstrosity of the new build will block the breezes and sunshine that now is their reason for choosing to buy a home and live on Canterbury, Mt Hope and Stella. Instead of squirrels, birds and butterflies for a view from their windows they'll be in the shade of this abnormally huge structure looking into the windows of the renters, looking back at them.

Six stories high, 93 rentals, 115 units of affordable housing for families. Where is everyone to park their cars? How many of these renters will be looking for parking on Canterbury behind their rental building and Stella, in the neighborhoods so they will be closer to their apartment. They aren't going to walk 2 blocks down American Legion Hwy with groceries, purchases or babies in tow crossing already busy intersections at the Mount Hope Street traffic light...in the foul weather or a sunny day.

Home for Little Wanderers is proposed for 30 cars plus bicycle parking....how many parents will be coming to the doctor by bicycle. Additionally this area is absolutely not bike friendly. Certainly parking is an enormous issue with this site concerning the Home's activities and residents and the over abundance of apartments and services.

The developer is looking to lease additional land near City Farms Florist, (which will soon be a growing and dispensary for marijuana) for all the additional vehicles of the residents. Developers did a traffic study for 1 hour... not realistic.

American Legion Hwy is busy 24/7. There is an elementary school 4 blocks down on American Legion. Parents, teachers and school busses from Hyde Park, Roslindale, Mattapan now add new residents traveling to work or trying to drop off their kids too. It's a bottleneck at drop off /pick up times which isn't just in front of the school.

There is no U turn or rotary for these new residents traveling to work, recreation, gym, restaurants, grocery, pharmacy or other services. So swiftly through the back streets to make up for lost time trying to go in the other direction. So once quiet Canterbury, Mt Hope and Stella will be a memory. A renters raceway looking for a way out, plus closer parking spot, not 2 blocks down ALH.

A health center open 5 days a week 9-5, traffic in out, not counting the Home and their community services, Daycare and mental health, resident foster kids and affordable housing apartments.

That said these facilities, deliveries, patients, offices, renters and townhouse owners will be traveling through an already congested 5 way intersection with the Boston Fire Department a short hundred yards away, ALL DAY LONG. Public safety compromised.

A one hour traffic survey is not accurate. It's not practical or fair to resident homeowners to be so severely impacted by the traffic and parking this build will create.

It's laughable that the developers will be naming the development " Four Oaks" yet will be chopping down the Old Growth Oaks flanking their proposed curb cuts. Nothing wrong with where the curb cuts are now. Keep the old growth trees, they are our treasure.

Looking at the proposed plans, 6 stories high will not get my vote for the many variances it needs. Much too large for the site, the neighborhood semblance, and American Legion Hwy blighted with a mass of concrete where there was relative

calm.

There is nothing about the size of this projected build that will get my OK. Too tall, too many units for the neighborhood, too much green space lost, too much traffic, not enough on site parking and destroying the neighborhood feel for surrounding homeowner residents. We chose to buy homes raise families and live here in a neighborhood, not an apartment complex.

Where there was quality of life sitting in the yard listening to the birds, gardening, family barbecues that will now have uninvited guests watching from their apartment windows in the concrete mountain.

This is too much to ask.

It looks like a beautiful building, too tall, too large for the footprint of the HLW property.

The loss of green space will truly make a building only an eyesore once they remove all the trees especially the old growth trees. Shouldn't the green space have some kind of governmental protection against this kind of unnecessary denuding of our environment?

Please consider the the all the negatives this build will force on this neighborhood. Let's rethink the size and scope of this project. Don't scar the face of our neighborhood then move on to the next development.

Would you want to continue to live here, in your single family home, if your view was trees and natural habitat then suddenly a cement skyscraper that blocked the sun and removed every concept of privacy ?

It's not right and we are registered voters.

Thank you,
Anne Marie Yanulis
Clare Avenue
Hyde Park, Ma 02136



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

780 ALH Recommendations and Requests for Scoping Determination MHC

Rick Yoder

Fri, Nov 1, 2019 at 4:30 PM

Reply-To: Rick Yoder <yoderelectric@yahoo.com>

To: "brian.golden@boston.gov" <brian.golden@boston.gov>

Cc: Development Review at the BPDA <michael.a.sinatra@boston.gov>, "jonathan.greely@boston.gov" <jonathan.greely@boston.gov>

November 1, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201
via email: jonathan.greely@boston.gov
michael.a.sinatra@boston.gov

Ref: [780 American Legion Highway, Roslindale](#) Site Development, Alinea Capital Partners/Home for Little Wanderers

Dear Director Golden:

This letter, on behalf of the Mt. Hope Canterbury Neighborhood Association, provides comment on the Project Notification Form (PNF) prepared for a development project proposed at [780 American Legion Highway, Roslindale](#). The letter provides recommendations and requests for specific issues to be included in the Scoping Determination prepared by City staff for the next stage of project Review.

Attached is a petition signed by abutters and residents within the major impact area. Also attached are support letters from the Greater Mattapan Neighborhood Council and the Woodbourne Neighborhood Association. Please let me know if you are unable to open any of the attachments.

Significant unresolved issues exist with the proposal, most consequentially a failure to comply with and advance City policies for sustainable development, as expressed in Mayor Walsh's and BPDA programs for:

1. Balanced and Directed Growth: Imagine Boston 2030
2. Roslindale Neighborhood Plan: Article 67
3. Affordable Housing: Housing a Changing City Boston 2030
4. Sustainable Transportation: GoBoston 2030
5. Net Zero Carbon Buildings: Climate Action Plan 2019

These deficient elements are summarized on Exhibit A and detailed in the attached Narrative.

The Scoping Determination should call out specific applicable elements of these City development programs - and request that the Draft Project Impact Report address each in detail. The proponent should provide a draft development agreement – showing by enforceable measures how a [780 American Legion Highway](#) project will comply with and advance these important City programs adopted by the City. We have long-supported the Home's charitable mission, and provide these comments with the goal of agreeing on a future project that meets the Home's mission goals and Alina Capital Partners' wish to build some amount of new housing while fully addressing all impacts directly associated with expansion at this site.

Sincerely,

Rick Yoder on behalf of the Mt. Hope Canterbury Neighborhood Association

180 Mt. Hope St., Roslindale, MA 02131

Exhibit A

Project Deficiencies with Respect to City Sustainable Development Programs

1. Balanced and Directed Growth: Imagine Boston 2030

'Imagine Boston 2020' priorities include affordable middle-class housing through density directed to sites with good public transit access. These sites are located within designated "growth districts", as determined by infrastructure capacity and through the public 2030 Imagine Boston process.

The 780 ALH site does not have good public transit access. The American Legion Highway corridor and 780 ALH are not designated as a "growth district".

Scoping Action #1a: Proponent to complete full evaluation of project consistency with Imagine Boston 2030 provisions for directed density, given that site is private vehicle dependent, not "walkable" and not within a designated "growth district".

2. Roslindale Neighborhood Plan: Article 67

Article 67 adopted provisions include: . . . adequate density controls that protect established residential areas and direct growth to areas where it can be accommodated." Specific Article 67 measures include permitted and forbidden use categories and dimensional requirements such as height and massing limitations.

Scoping Action #2.1: Proponent to provide comprehensive analysis of the rationale for Article 67 use and dimensional violations and discuss consistency with density controls for the site's applicable 2F-5000 neighborhood designation.

3. Affordable Housing: Housing a Changing City Boston 2030

Housing 2030 calls for directing density to "walkable" locations with good transit access. However, the 780 ALH site is private car-dependent, with insufficient public transit service to support the level of housing and institutional density proposed.

Scoping Action #3.1: Proponent to provide comprehensive analysis of transit access and list measures to comply with Housing 2030 density provisions.

4. Sustainable Transportation: Go Boston 2030

Go Boston 2030 priorities include transition away from single occupancy, private vehicles to public transportation and other low-impact, alternative transit modes.

Scoping Action #4.1: Proponent to address GoBoston 2030 provisions, listing enforceable measures to achieve 50% alt Mode Share and consistency with Better Bike Corridor, Vision Zero, Emerald Network, and Slow Streets initiatives, to have no spill-over impact on residential street parking and to reduce ALH congestion levels.

5. Net Zero Carbon Buildings: Climate Action Plan 2019

The City seeks to achieve zero net carbon construction in new large projects.

Scoping Action #5.1: Draft Project Impact Report to include analysis and list measures to achieving zero net carbon as new construction.

Related Climate Action Plan analysis should fully address urban tree canopy and have site design ensuring no loss of any existing mature trees.

Scoping Determination Recommendations and Requests

1. Balanced and Directed Growth: Imagine Boston 2030

Mayor Walsh's signed introduction to Imagine Boston 2030: A Plan for the Future of Boston (July 2017) states that the document is:

“ . . . the vision for Boston in 2030 and beyond. This vision was shaped by over 15,000 Boston voices. Together, we set goals – and most importantly, we identified the actions to help us reach these goals, like affordable housing, accessible transportation, and a growing economy. The result is Imagine Boston 2030, Boston’s first citywide plan in more than 50 years.

Imagine Boston 2030 priorities include affordable middle-class housing though density directed to sites with good public transit access. Though 2030 Imagine Boston’s extensive public engagement with over 15,000 residents, priority areas for directed density have been identified as “growth Districts”.

These “growth districts” are located in areas able to accommodate density development as determined by walkability, public transit access, proximity to job centers and road, water and sewer infrastructure capacity.

1.1 780 American Legion Highway is Not Readily Accessible by Public Transit.

Proponent property owner Home for Little Wanderers themselves acknowledge that the site does not have good public transit access. The “NEWS” section of the HLW websites states:

“We’ve outgrown our space! The Boston-Suffolk County Family Resource Center, currently located at our Roslindale site will be moving to a new home in the Dimmock Campus in Roxbury this winter! Serving thousands of children and families each year, our FRC needs more space and will be in a location that is much more accessible by public transit. Stay tuned for official moving dates!” (Emphasis Added)

1.2 Imagine Boston 2030 Does Not Designate the American Legion Highway corridor and 780 American Legion Highway as a “Growth District”.

Scoping Action #1.1: Proponent to complete full evaluation of project consistency with Imagine Boston 2030 guidelines for directed density, given that site does not align with key priorities as established by Mayor Walsh:

1.2.1 site not readily accessible by public transit

1.2.2 site far from walkable main street shopping and entertainment districts

1.2.3 site private-vehicle dependent

1.2.4 site not near major job centers

1.2.5 site not within a designated “growth district”

Failure to comply with Imagine 2030 guidelines will generate adverse impacts.

2. Roslindale Neighborhood Plan: Article 67

2a. The Proposed Project Violates Numerous Provisions of the Roslindale Neighborhood Plan.

The proposed project has numerous, significant zoning code violations. The proposed office, clinic, and multi-family development are all forbidden uses within the 2F-5000 district.

Project scale is far out of proportion to the surrounding residential neighborhood and the neighborhood plan guidelines established for new development at the site. Height, massing, setbacks and usable open space as proposed are all in violation of City requirements established for the [780 American Legion Highway](#) site and the surrounding residential neighborhood.

2b. The Numerous Neighborhood Plan Violations Give Rise to Impacts That Must be Evaluated in the Draft Project Impact Report.

Article 80 Large Project review requirements align with goals and specific provisions of the applicable neighborhood plans.

The City’s goals and specific provisions for use of [780 American Legion Highway](#) are codified in the Roslindale neighborhood plan (Article 67). These goals and provisions include:

“ . . . adequate density controls that protect established residential areas and direct growth to areas where it can be accommodated; to retain and develop affordable, moderate-income, and market-rate housing compatible with adjacent areas, particularly for families; to promote the viable neighborhood economy; to preserve, maintain and create open space; to protect the environment and improve the quality of life; to promote the most appropriate use of land; and to promote the public safety, health, and welfare of the people of Boston.”

Specific plan requirements include density controls specified by property zoning designation and associated lot-size minimums, yard set-backs and height/building mass requirements.

The Project Notification Form does not have an adequate analysis of how the proposed project will impact the residential neighborhood characteristics protected by the Roslindale neighborhood plan.

Scoping Action #2.1: Proponent to provide comprehensive analysis of the rationale for Article 67 use and dimensional violations and discussion of proposal consistency with density controls for the site's applicable 2F-5000 neighborhood designation.

Scoping Action #2.2: Proponent to detail legal rationale for zoning relief sought.

3. Affordable Housing: Housing a Changing City Boston 2030

Housing Changing City Boston 2030 is a comprehensive plan designed to address the housing needs of Boston's growing population.

The initial 2030 Housing Plan and subsequent updates were prepared through extensive public outreach and engagement among stakeholders and the focused efforts of a 50-member Task Force.

While setting target levels for unit growth by housing market tier, the Housing 2030 Plan includes plans for "strategic growth that preserves and enhances existing neighborhoods." <https://www.boston.gov/departments/neighborhooddevelopment/Housing-changing-city-boston-2030>

Among the Plan's key provisions for "strategic growth" is directing density to locations with good transit access. ("Middle Class Housing", page 11, Item 1.). However the 780 ALH site is private car-dependent, with insufficient public transit service to support the level of housing and institutional density proposed. Consequently, the proposed density is not consistent with key provisions of the Mayor's 2030 Housing Plan.

Scoping Action #3.1: Proponent to provide comprehensive analysis of transit access and list measures to comply with Housing 2030 density provisions, in which density is directed to locations with good transit access. Additionally, initial project materials do not adequately detail the income level for the units proposed.

Thus it is impossible to determine whether the proposed units comply with targets established by Housing 2030 for the urgently needed "affordable" and "middle class" housing units.

Scoping Action #3.2: Proponent to provide quantitative information, indicating in both a data table and narrative form the household income levels for which the proposed housing is to be built.

4. Sustainable Transportation: Go Boston 2030

GoBoston 2030: Envisioning Our Transportation Future Vision and Action Plan (March 2017) is the City's Long Term Mobility Plan. Mayor Walsh's signed introductory letter explains that "This plan was written by you – our residents – to address the most pressing transportation challenges Boston faces."

According to the Mayor's signed introduction, the collaborative planning initiative identified several core transportation challenges, including:

- residents live too far away from reliable and affordable transportation choices
- the fastest growing job centers are too difficult to access

GoBoston 2030 priorities include transition away from single occupancy, private vehicles to public transportation and other low-impact, alternative transit modes.

4.1 The Proposed Projects Worsens Rather Than Solves Transportation

Challenges Identified by Mayor Walsh in GoBoston 2030.

The initial materials submitted for the [780 American Legion Highway](#) project and related sources - including the proponent's own web site - clearly indicate the 780 ALH site is not transit accessible or walkable to job centers and main street districts. GoBoston 2030 show that the American Legion Corridor and the 780 ALH site are within a "transportation desert". See especially GoBoston data on:

- Mode Share by Neighborhood (page 39)

- Affordable Travel and Access to Jobs (pages 40-41)

- Walkability and Access to Transit (page 49)

Scoping Action #4.1: Address GoBoston 2030 provisions, with quantitative and narrative discussion of whether the project is consistent with priority steps identified in GoBoston 2030 to address transportation challenges.

Scoping Action #4.2: Detail enforceable measures to achieve 50% alt Mode Share

Scoping Action #4.3: Provide comprehensive evaluation of how project will be consistent with and help implement Better Bike Corridor, Vision Zero, Emerald Network and Slow Streets initiatives.

Scoping Action #4.4: Provide comprehensive analysis of how project will ensure have no spill-over impact on residential streets, including "cut through" traffic, speeding and spill-over parking.

Scoping Action #4.5: Provide complete evaluation of current Levels of Service along American Legion Highway and related intersections including Cummins Highway/ALH and Hyde Park Avenue/ALH and include a comprehensive, enforceable, quantified mitigation plan reduce ALH congestion levels.

5. Net Zero Carbon Buildings: Climate Action Plan 2019

On Tuesday, October 8, 2019, Mayor Martin J. Walsh released an update to Boston's Climate Action Plan, accelerating action towards carbon neutrality and putting Boston on track to meet the goals laid out in the Paris Climate Agreement, from which the Trump Administration withdrew in 2017.

The announcement stated that "Despite federal inaction, Boston continues to lead on addressing climate change."
<https://www.boston.gov/news/plan-carbon-neutrality-and-actions-zero-netcarbon-buildings-released>

By taking this leadership position on Net Zero Carbon Buildings for the City's own construction, the Mayor and City seek to achieve zero net carbon construction in all new large construction projects citywide.

In 2019, there is clear critical need for all sectors to contribute to the "all hands" effort to address climate change. No large project should be exempt from the local implementation of our global responsibility.

5.1 The Project As Proposed Makes Inadequate Provision for Implementing Mayor Walsh's Program for Net Zero Carbon New Construction.

With Boston's Climate Action Plan as a template, the city is working to decrease the city's total greenhouse gas emissions by 50% over the next ten years. Netzero new construction is one opportunity available for reaching this goal. The project's Article 80 Project Notification form does include the 'Climate Resiliency Checklist', but the applicant has only committed to a LEED Silver standard. Every energy saving construction technique and energy use saving product available must be used to help reach this goal including solar panels and air source heat pumps.

Scoping Action #5.1: Draft PIR to include analysis and list measures to achieving zero net carbon for new construction.

5.2 The Project Materials Fail to Adequately Assess and Provide for Protection of Existing Mature Trees on Site and in the Public Right of Way.

Scoping Action #5.2 The Draft Project Impact Report should fully address urban tree canopy and have site design ensuring no loss of any existing mature trees.


5.3 The Project Materials Do Not Evaluate Impacts Arising from Clustering Housing Density at a Site Without Adequate On-Site or off-Site Access to Open Space.

Scoping Action #5.3 The Draft Project Impact Report must include an impact evaluation of the lack of usable open space on-site and a quantitative and narrative evaluation of distance from the proposed housing site to public parks and recreation facilities.

5.4 The Project Site is Within the American Legion Highway Greenway Protection Overlay District.

Scoping Action #5.4. The Draft PIR must include a complete analysis of Greenway impacts and list specific, enforceable mitigation measures to address these impacts.

3 attachments

 **780 ALH Petition for Impact Evaluation MCH.zip**
8874K

 **ltr_GMNC_Opposition_780_ALH.pdf**
332K

 **Woodbourne Area Letter 780 ALH.pdf**
92K

Date	First Name	Last Name	Organization	Opinion	Comments
11/1/2019	Lisa	Mossner		Oppose	Hello- I have been to a few meetings on this proposal and have reviewed the information. I moved to this neighborhood a year ago and did not realize my street is a "cut-through" street. Up to 100 cars drive by my house each hour of the day (I have taken data). Not only is there a lot of cars but they speed and it can be dangerous. They also blare music as they drive by, all hours of the day/night. If I could manage it, I would move. It is so bad and this proposal will add to this issue in our neighborhood. It will create more traffic, congestion, and parking issues for us. American Legion Highway is already a mess and I do not believe anything is in the works to fix the glaring problems on it- traffic, speeding drivers, a proposed marijuana dispensary (more traffic/cars), drag-racing, ALH street parties all spring and summer where 30+ cars of people line up on the street and party until dawn keeping the entire neighborhood and surrounding areas all the way to Forest Hills awake, etc. This is one of the most congested and dangerous streets in Boston and adding hundreds of drivers to it will make an already vulnerable area more problematic. It doesn't seem fair. We already have issues and this structure will not provide enough parking for tenant/owners. People who move to this development will be car-dependent as we have very poor public transportation in this area. Where will they park? Likely on our side streets that, as mentioned above, are already suffering. Will they be cutting through Mount Hope and my street to get into the complex? The building will even block sunlight to abutting neighbors. I also thought this land was zoned for two-family houses. This is a massive building proposal that does not belong in a residential neighborhood that already has a lot of ongoing problems that are not being addressed. Please do not make our standard of living here worse. If anything, it ought to improved. I am in support of a smaller scale development but not the enormous building that is being proposed. Thanks you for your consideration to the people who will the most affected Lisa
11/1/2019	Gina	Desir		Oppose	This is not right. This project will bring more issues to our decently quiet neighborhood. There? s already enough traffic on that road bringing in so many others will add more congestion. Such a high building removes the feel that Roslindale specifically this area has. The developer needs to come up with a different idea because this is definitely not it. Too high, too many people, too little green space.
11/1/2019	Mimi	Turchinetz	Southwest Boston CDC board member	Oppose	Dear Brian Golden, Michael Sinatra and Jonathan Greely: I am a resident of Hyde Park and a
11/1/2019	Mimi	Turchinetz	Southwest Boston CDC board member	Oppose	Dear planning staff-as a neighbor from Hyde Park, a board member of the CDC that represents Hyde Park and Roslindale, and a concerned resident very supportive of the incredible work that the Mt. Hope Neighborhood Association does, I am writing to express my thoughts about this proposed project, 780 American Legion Highway in Roslindale, where the current proposed 115 housing units and office space will total 186 sq feet and have 6 stories on a site zoned for 2 family homes. I recommend that the BPDA evaluate all reasonably foreseeable impacts from this project during the scoping process, including: 1) Sustainability and the Mayor's commitment to net zero carbon neutral construction, 2) Following neighborhood district zoning, esp with respect to excess density and FAR, 3) Traffic and safety matters, esp looking at walkability and public transit, 4) Protection of trees and the urban tree canopy. The Mt Hope NA is committed to the quality of life in the neighborhood and their issues are all of our issues in Roslindale and Hyde Park. Please commit to sustainable green development at this site, as well as a full evaluation of all the above matters. Thank you. Mimi Turchinetz.

11/1/2019	Lisa	Terry	Snowden International	Oppose	<p>To Whom it may concern: I am opposed to the American Legion Home for Little Wander's Project for the following reasons: The misrepresentation the use of the word "underserved" diminishes the validity of his premise. Our neighborhood has been underserved because we are constantly fighting to keep it a safe , quaint and desirable neighborhood where we want to raise our children. Yes, I am against building a complex that doubles or triples traffic (Pedestrian and foot Traffic), and destroying the authentic nature of the neighborhood's small family charm. A place that feels like the city in the country, where families feel they can and will raise their children in what has the look and feel like a true American dream where neighbors know neighbors and quaintness is a value . Simply put less is better. It has worked for this neighborhood for decades ? allow it to continue to work. Enough development has occurred on American Legion Highway I understand the value of community housing and I understand and respect the value of community. The project is a problem because of the following: I. Developers will make an absorbent of money through overpopulation the areas II. Additional traffic as a result has not been addressed ? and there is no public transportation in this corner to speak of besides buses ? which cause more traffic III. Because of the added number of vehicles and increase in the walking population poses inherent safety risks and remediation has not been addressed within the plan IV. Does this mean a transition house or a drug unit for Dimock Health Care? More crime ? substance abuse, mental health - which usually comes with crime ? long term residential support care ? for whom? V. Our neighborhood is zoned for two family houses and single family homes for a reason VI. It seems as if developers are using the underserved to make a profit</p>
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10/31/2019	Ellen	Gibson		Oppose	<p>The proposed project, directly across from my one family house, is way out of proportion for the property, the road, the environment and the entire community. The location cannot handle structures of that size and the community cannot handle that number of people and vehicles being added. The project needs to be completely replanned to fit in to the existing community environment. As it is, there is no benefit to the neighborhood., just an eye sore that blocks light and creates a people and vehicle traffic nightmare. And are supervisors in the plans for these kids who are no longer in the system? This plan needs to change.</p>

10/31/2019	Dawn	DUNLEAVEY	Mt. Hope Neighborhood/ Cant. Neighborhood Assoc	Oppose	<p>Hello I strongly oppose the proposal for the Home for Little Wanderers site. I have concerns about this project regarding the height and number of units, which greatly exceed the maximums of this parcel, which is zoned for 2-family dwellings. At six stories, it is 2.4 times more stories, two times the allowed building height, and four times the allowed number of dwelling units in this two-family residential district. As well, I feel there is a lack of transparency because The Home for Little Wanderers themselves acknowledge that the site does not have good public transit access. The "News" section of their website currently states: "We've outgrown our space! The Boston-Suffolk County Family Resource Center, currently located at our Roslindale site will be moving to a new home in the Dimmock Campus in Roxbury this winter! Serving thousands of children and families each year, our FRC needs more space and will be in a location that is much more accessible by public transit?" I have traffic concerns as the 780 ALH site is private car-dependent, with insufficient public transit service, and unsafe and unpleasant walking and biking infrastructure. American Legion Highway is already overwhelmed with rush hour traffic and at all times is a dangerous roadway for drivers, pedestrians, and bicyclists. ALH, including its intersections, has been identified as the #8 most dangerous in Boston, yet the city has so far failed to commit to implementing any major safety improvements. Adding a large project of this size may almost double the vehicle count for the immediate neighborhood, which will add to this traffic hazard. As well the neighborhood streets and increased cut-through traffic: The current place at the American Legion median where people now can bang a U-turn to enter the Home's driveways will not be safely doable as is with the projected hundreds of additional cars. We may be looking at hundreds of additional cars commuting home at night driving outbound on ALH by turning left on Mt. Hope St. (or Walk Hill St.) and then circling around the back of the Home on narrow residential streets until finally returning to ALH and the Home. And the same at other times of day cutting through the small streets to avoid traffic lights, as happens now. Our experience is that drivers cutting through the neighborhood speed, do not stop at stop signs, and sometimes even go the wrong way down one-way streets. As well I have concerns about parking due to the expected number of additional cars, there will quite likely be many more car owners needing parking spaces than are available on site. This would mean spillover parking into our neighboring streets, on both sides of ALH. As well, the plan's shadow analysis graphics show that the buildings will cast shadows, and reduce sunlight, over most abutting homeowner's yards and homes, including those across ALH. The graphics show some times during the year that the shadows reach all the way across to the properties on the other side of Mt. Hope and Canterbury Streets as well. There will be a significant environment concerns as the plan as designed has only 26% of required open space per unit, in a location with no recreational facilities or parks within easy walking distance. Also, most of the land would be paved over with impermeable surfaces. More greenspace would absorb more stormwater. The urban tree canopy surrounding the project, including along ALH, is protected by Boston's Greenbelt Protection Overlay District ordinance: "to preserve and enhance air quality by protecting the supply of vegetation and open space along the city's Greenbelt Roadways; to enhance and protect the natural scenic resources of the city; to protect the city's Greenbelt Roadways from traffic congestion and to abate serious and present safety concerns." This ordinance must be enforced at this proposed project. According to The Boston Climate Action Plan's purpose is to decrease the city's total greenhouse gas emissions by 50% over the next ten years. NetZero new construction is important for reaching this goal. The project's Article 80 Project Notification form does include the "Climate Resiliency Checklist", but the applicant has only committed to a LEED Silver standard. Solar panels and air source heat pumps are among the energy-saving construction techniques and energy use saving products that should be used to help reach the Platinum LEED standard. Please let me know if you have any further question or need any clarifications. Sincerely, Dawn M. Dunleavey, M.Ed., MSW, MA</p>
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10/31/2019	Polly	Doogue	Local resident	Oppose	I dislike the idea of this construction on such a busy road and tightly settles community
10/31/2019	Ava	Doogue		Oppose	To Whom It May Concern, Hello, my name is Ava Doogue and I was born on Canterbury St, in 1998. Growing up on the corner of Canterbury and Stella rd, I consider myself lucky. I grew up with my siblings, playing in our backyard, eating at the Spanish Resturant on American Legion Highway and taking trips to Frost Freeze next to Wendy's. I love my neighborhood, it's vibrancy, the mix of different cultures and backgrounds. I oppose the development of both 93 units and dividing up the Home for Little Wanderers. I oppose the redevelopment of the site, not because it would develop more section 8 housing, but I am concerned about the quality of life they would have. Along American Legion Highway, and Mt. Hope st there isn't a single park or large enough green space for children to play and hangout. Living next to American Legion Highway, they would be subjecting themselves to constant noise and the danger of drag racing. The development is half a block away from McDonald's, Popeyes, Dunkin Donuts, Wendys, and KFC forcing parents to pick, cheap fast-food restaurants to feed their kids instead of nutritional, healthy food. These units will also block the light all the residents living on Canterbury street get in the mornings and at sunset. This development does not improve community morale but creates an impression that this side of Roslindale is industrial, crime-ridden and ghetto-like. I am not against government housing, but I am against the government allowing developers building buildings that encourage bad behavior. These concrete buildings lack architectural design, it lacks green space and imagination for these children in foster care. A smaller-scale project that incorporates the needs of the Home, builds new housing, and improves, not worsens, the quality of life and safety of the hundreds of neighbors who live in proximity to this parcel, as well as future residents of the site, would be a fair and equitable solution for those who have expressed these concerns. I hope you take everything I have to say under consideration, Ava Doogue.
10/30/2019	Verneda	Ray		Oppose	Will block sun light , increase and noise airpollution,and increase traffic .
10/30/2019	Verneda	Ray		Oppose	Will block sun light , increase and noise airpollution,and increase traffic .
10/30/2019	Rachel	Haddock	Resident	Neutral	Hello, I am a resident of this neighborhood. A traffic study needs to be done to measure the impact of 200 new cars cutting through our neighborhood. Many people use my street as a cut through and speed even though a 15 mph sign is posted. In fact, my car was totaled as I was pulling out in front of my house because someone was speeding and did not have to slow down and crashed into me. I am very concerning that American Legion Highway and Cummins Highway are already terrible and I cannot imagine that adding more cars into that would be safe. Thank you,
10/30/2019	Michelle	LeBlanc		Oppose	I am in favor of the project but with modifications. I share the concerns of many in the Mt. Hope neighborhood association which are reflective of the large scale of the project and the impact on the traffic in the area. Home for Little Wanderers deserves better facilities and the residences will be an absolute asset for their clients. However, the scope of this project is large for an area that lacks strong public transportation. One bus (14) that arrives every 45 minutes does not make this a hub of any kind. The residents will be car dependent and this will affect the area's residents. Downscaling the number of units and adding more greenspace to also create a more park-like environment would go a long way towards creating an area with few such amenities. I ask that you reduce the size of the project while keeping the central components most needed for the Home for Little Wanderers.
10/30/2019	Lisa	Laramee		Oppose	The scale of the proposed market rate housing at 780 Canterbury is way too large for that location. The traffic patterns in and around that parcel do not support that number of unit. Also, why isn't a local CDC building affordable housing on that site? This is an irresponsible decision which would have negative impacts on the homeowners in the area.

10/27/2019	Peter	Dudenev	Neighbor	Neutral	As a neighbor of the Home for Little Wanderers, the site of the proposed development, I have a number of concerns about the accuracy and completeness of the developer's impact study. In particular I am concerned about traffic and access to the site. American Legion is a busy road full of fast traffic at all times. I cross it on my way to work every weekday at 6:15 and even then the cars, dump trucks, buses, and van are moving at bat-out-of-hell speed. I have to scurry. It's no better in the evenings at 7 when I come home. The American Legion U-turn provision for access to and egress from the 780 site is woefully inadequate. What will happen is traffic will increase on Mt Hope, Canterbury and Stella Road as the hundred plus cars in the development cast about for ways to avoid the delays and hazards of American Legion. An adequate solution to this problem should be conceived and included in the plan for the project before the city lets the developer go ahead. This is a residential neighborhood of one and two family homes. The insertion of a high-density development in the middle of such a neighborhood requires more than a generic impact evaluation. Already a slow streets initiative is underway for our streets. What can we do to avoid negating the benefits that project is intended to provide. Thanks. Peter Dudenev
10/27/2019	Lucy	Dudenev	Neighbor	Oppose	Recommendations: 1. Three stories max; 2. more frequent bus service to Forest Hills and Roslindale Square on American Legion Highway; 3. appropriate parking; 4. community service rooms available to the neighborhood; 5. an in-depth study of existing utility capacity. These would be conditions of my support for this project.
10/19/2019	florence	princiotta	1967	Oppose	The density of this project is to much for our neighborhoods. The height of these buildings is a major issue which will affect the homeowners on Canterbury Street and the side streets. The height is above the trees so it seems. Long time and new neighbors who have bought into this area over the years should not need to look out their window or be in their back yards looking at a brick wall behind their homes. Seems the height will be higher than the roofs on their houses. HOW unfair is that! Our back roads being Paine Street to Canterbury Street is over run with cut through traffic that goes right to American Legion Highway. Paine Street is a one way street to Canterbury but because traffic is so bad on American Legion Highway they come down Canterbury and go onto Paine Street the wrong way! American Legion Highway, Cummins Highway and Walk Hill Street are a bottleneck of traffic every morning and every afternoon. Since we are already overwhelmed with wrong way traffic a project like this will add even more problems for our backstreets as well. Walk Hill Street coming down to American Legion Highway from Harvard Avenue is jam pack starting at around 5:30 AM every day and we have a sign that says no left turn onto Paine Street from 7 to 9 AM and also in the afternoons. It also states no trucks or buses including school buses that use it for a cut through too. That doesn't stop the drivers. So morning and afternoon you will see heavy traffic flowing down Paine Street and up onto Canterbury to Mount Hope Street and onto American Legion Highway or Cummins Highway and they will go both ways on one way Paine Street! For years we have been fighting to DEAD END Paine Street at Canterbury. We are not against The Home for Little Wanderers but we are against the density and feel that these buildings should not higher than 3 stories. Our neighborhoods cannot survive if the current plan does happen. Also, we are a neighborhood (Paine and lower Canterbury Street) that do not have sidewalks and do not want sidewalks either. We love our country feeling and greenery. Please reconsider the height and density of the plan. Our homes and our family and children are counting on you to step up and support us . Thank you for your time in this matter.
10/13/2019	Richard	Wakem		Oppose	So many reason not for this project. Only ten people will work there ?? Not enough parking spots. The over crowding of the already conjested streets and the impact on the already conjested neighborhoods. This city is out of control.
10/11/2019	Ann-Marie	Lawlor		Support	I strongly support this project as it addresses the dire housing shortage in Boston.

10/11/2019	Mandysia	Armand	The Gathering Place	Oppose	The Commonwealth and their partners want to take over more property, enough is enough. What foster kids? Ones born in Boston? Or the ones you manufactured elsewhere? Overseas? Next they will be in our schools and then our work spaces taking over everything. I think the government has enough properties and I don't think this would be good or safe for our neighborhoods. #StopMonopoly #LeaveSomeForUs #PublicTrust
10/11/2019	June	Cooper		Neutral	I love the idea of housing for youth who are aging out of the system. This is a big need and I am glad the Home is addressing it. But given the traffic congestion/ speeding/safety concerns for pedestrians that are already on the table in this neighborhood .. how is the addressing that issue. What is the environmental impact of increased auto emissions in Woodbourne neighborhoods? Can you let me know how this will be addressed? Also, what is the definition of low-income housing? The real need in Boston is for very very low-income housing? I think the scale of the project is too large for the proposed land and would like to see the number of units cut in half. As of now I just want to learn about these issues.... before I made a decision to oppose and or support. thank you
10/10/2019	Alicia	Rampulla		Support	This project is exactly what Boston needs! I'm in favor.
10/10/2019	Paula	Olender		Support	The city needs more affordable housing. This is a great project that deserves to be approved.
10/10/2019	Liz	McMahon		Support	Very, very much in support!!
10/10/2019	Kim	Edwards		Support	I think this is an excellent and much needed idea, especially for the older ?children? who will age out without support. With mention of Dimock, I do wonder if the METCO offices will relocate here. I think that would be a good idea too, as they also need stable facilities.
10/10/2019	Priscilla	Ballou		Support	This sounds like a very good use of space and resources. The services they will provide are badly needed and will make positive changes in the lives of many who are at great need. I encourage support for this project and approval for it going forward.
10/10/2019	Judith	Coughlin		Support	I was so happy to hear that this organization wants to do something consistent with its mission. I support the construction housing proposal 100%.
10/10/2019	Travis	Marshall		Support	Home for Little Wanderers is an important organization in the city of Boston , and Roslindale in particular. This proposal would make good use of land they own to help mitigate our housing crisis while also focusing on those who need housing the most.
10/10/2019	Hank	Layfield		Support	I strongly support this project. Boston is in dire need of more housing, especially affordable housing. Many of our non-profits hold valuable land on their balance sheets that can be monetized for the sake of improved program offerings. I see this as a win-win project, addressing the housing needs of the community and also the programmatic funding needs of the Home for Little Wanderers.
10/10/2019	Jesse	Kanson-Benanav		Support	As a resident and homeowner in the nearby Forest Hills/Woodbourne neighborhood of Jamaica Plain, I'm writing to express my strong support for this project. I appreciate that the developers have partnered with such well respected social service providers in The Home For Little Wanderers and Dimmock Health Center, as well as proposed a mixed-income affordable, workforce, and market-rate housing development. As someone in the affordable housing industry myself, I understand how difficult it is to make large projects like this work and I look forward to having it located near my neighborhood.
10/10/2019	Emily	Tebbetts		Support	I strongly support this proposal.
10/10/2019	Margaux	Leonard		Support	The Home For Little Wanderers is a valuable member of our community and I am happy to support this project. This sounds like a very good use of space and resources. I am especially glad that the proposal includes much-needed housing for youth who have aged out of foster care, as well as affordable units.
10/10/2019	Eric	Herot		Support	Please build this project! It is badly needed (although less parking would have been preferred).

10/10/2019	Nick	Ward		Support	Totally support this project. The work that The Home For Little Wanderers is vitally important to the community, and this supports that work while bringing much needed housing to the city, without having to evict anyone or removing older homes from the rental market. A welcome addition to the neighborhood.
10/10/2019	Dominique	Wilkins		Support	Incredible need for our Boston youth who have aged out of the system. Thank you.
10/10/2019	Rachel	Lund		Support	I am supportive of this project. Providing housing for those transitioning out of foster care, as well as providing affordable housing to families and individuals, and providing a behavioral and clinical facility onsite is very much a good use of this space.
10/10/2019	Molly	Goodman		Support	I am writing to express my strong support for this project. This development will bring much needed housing and supportive services to the community. We have a severe housing shortage and this mixed-use development from a reputable non-profit is a welcome addition to the Roslindale/JP area.
10/10/2019	Patricia	Power	Roslindale Resident	Support	Wholeheartedly support!!!
10/10/2019	Charis	Loveland		Support	I'm a local resident who supports this project.
10/10/2019	Hilary	Sullivan		Support	I write in strong support of this proposal as an active Roslindale resident and someone focused on increasing housing options for Bostonians of all backgrounds and ages, as well as increasing the capacity for nonprofits to serve Boston's most vulnerable residents. This project seems well-developed and well-thought out and responds to multiple needs in the community. Most importantly, I believe in the need to continue to offer housing support services for youth phasing out of the foster care system. I have seen this need across Massachusetts during my undergraduate social work degree studies and my current professional work connecting nonprofit organizations with volunteers and resources. To have this housing co-located with one of the Home for Little Wanderers (HFLW) service locations seems to be an excellent fit. I am also excited to read about the collaboration with Dimock Neighborhood Health Center. Dimock's 150+ year history in Boston, with a particular focus on serving women, minorities and low-income individuals could open up possibilities for increased collaborations with the HFLW and could increase access for a large number of individuals. Finally, it appears this project will be subsidized by building additional housing, both affordable and market-rate, another critical need we have here in Boston today. In conclusion, this project aligns with my personal values as a Roslindale resident, and someone who wants to ensure that Boston truly is a city for everyone who wants to make their home here.
10/10/2019	Annie	Spitz		Support	I fully support this project. It brings to our neighborhood much needed affordable housing, income and updated offices for HFLW, and housing for a marginalized and left behind population. Creative idea!
10/10/2019	Francine	Crystal		Support	What a wonderful, multi-faceted plan! I do support this project. Of course there will be challenges, especially traffic concerns. But we have to do something about affordable housing and this is one of the best proposals I've seen. Thank you.
10/10/2019	Lauren	Peter		Support	I wholeheartedly support this project as the HFLW and neighbors have worked together to create. I think this a fabulous use of land to house those in need
10/10/2019	Tobey	Geller		Support	Support
10/10/2019	Ana	Crowley		Support	I highly support this project for its mixed income approach and inclusion of family friendly housing.
10/10/2019	Lydia	French		Support	I'm writing in support of this project, which will greatly benefit our community.

10/10/2019	Zack	DeClerck		Support	I support this crucially needed housing.
10/10/2019	Patricia	Grenier	MT Hope and Canterbury association	Oppose	The design is too grandiose for this neighborhood. The height and breadth is out of proportion for this area. It will create parking and congestion at that location...to much traffic. The design is in excess and needs to be greatly modified. As is I strongly object to this monstrosity. Thank you for reading my opinion and please consider alternatives for this community, neighborhood.
10/8/2019	Robyn	Ochs	Boston Bisexual Women's Network	Oppose	This proposal is WAY too large, completely out of synch with surrounding houses. Also, the proposed building overcrowds the lot. It should be no more than half that size. It's also ugly, but that's another story. I opposed this proposed development.
10/7/2019	Sarah	Printy		Support	I fully support this project! We need more housing in the area, and the developer seems to support a more affordable means of adding housing, adding many units below "market rate". The neighbors seem to be against this and it will require a lot to work with them. There is a planned exit onto Stella road, which is a private way. I suggest that the development team give clear plans how that will work and how it will notify tenants of their rights (or lack of rights) to Stella road. The neighbors would also prefer this to be 5 stories vs 6. Is there a way to present an overall financial to show if the 6th floor is needed or how it could effect the number of market rate vs work force housing? Hard numbers don't need to be in space, but ratios and changes and generals that are really thought out would be key to bring to future meetings. The addition of hubway bikes and zip cars are also important. Many families in our area are one car families, or have a 2nd for convince and not daily commute. a car that can be rented when needed can cut down on the need for a second car. Are there any other ways to get statistics on this?
10/7/2019	Emma	Curtis		Oppose	I believe without better public transportation in the area the already slim parking for adjacent neighborhoods will be compromised! Property values will go down without sufficient parking. As the city has raised my properties value by 75000 in 2 years 30000 more than my adjacent neighbors last year! It's an identical townhouse situation. I will be pissed, to not come home and have my parking spot! As will my neighbors! Especially with the marijuana store opening as well!
10/6/2019	Vesa	Tormanen		Oppose	The proposed structure is too big for the lot. Due to maximizing width, height and length to almost all the available lot space it would stand out like sore thumb from the norm for the area. For the same reason it would be extremely unfair to the people now habitating connected lots, as it would tower over them, block sunlight, and hence lower the value of their already bought assets.
10/6/2019	julie	kaufmann	Woodbourne Neighborhood Assoc	Oppose	Hello, I respectfully submit my opposition to this huge project in an area the has neighborhood abutters of single and two family homes. It is laudable to look for space for both Dimock Heath Center and Home for Little Wanderers needs, but this combined with the other housing proposals for this property is excessive. The parcels sits well away from good public transportation which means cars come with it. Please work with the abutters in good faith to scale it to the neighborhood context: less stories and a housing units number more compatible with the space. Sincerely, Julie Kaufmann

10/5/2019	Elizabeth	Brown	Woodbourne Neighborhood Association	Oppose	This proposed project is way too big. It's out of scale for the neighborhood. A four story project would be more in keeping, and 25-30 housing units. Boston needs smart housing. This one is too big for the location, and doesn't take into account the effect such a leap would have on the neighbors as well as traffic and parking. Also, there is no way to build this size and conserve the wonderful trees on the property. Scale it back to less than 30 units, and all these problems go away. The large trees on the property need to be conserved and worked around. These trees are not only valuable for mitigating climate change in the long run, but also critical in maintaining the local area's vulnerable air quality. They buffer the heat in the summer, and create milder micro climates in the winter. When I walk the two blocks from the leafy streets of the Woodbourne over to American Legion Highway I have to take off my jacket. It's noticeably warmer along the highway. This is a heavy foot traffic area because of both shopping and the Haley School. We rely on the big trees to keep it breathable. Saving them should be very high priority. Don't let that strip get any hotter please! This is a time to save large trees, not cur them!
9/30/2019	scott	tetreault		Oppose	I am opposed for the following reasons: 1-parking solution and explanation is inadequate. What happens when all these new cars flood this area? People will park on the side streets. Where does that leave the residents top park or try to park? Will the City force us to have parking stickers? What price would that be? 2-Dimock Health canter. Not one representative has addressed this aspect. Is this part of Mayor Walsh's "methadone mile 2.0" Proposal? Will the homeless troublemakers be moved from South End to this Site? What about crime that would cause? What about the cemeteries close by? Would they become a haven for the homeless? This needs to be addressed. 3- The Home for the Trouble youth. What are their guidelines? They can come and go as they please So how does that play into the community? How do they transition to "Life" when there is inadequate transportation at the sight to help them get to and from prospective jobs. 4-Traffic. Cummins highway is already jammed as it is. How will hundreds of more cars help alleviate the congestion? It doesn't.
9/29/2019	Joseph	Feaster	Year	Neutral	Support the project intent, but unclear of M/WBE utilization in equity, and subcontractors such as legal, architects engineers, project manager.

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP

780 ALH Recommendations and Requests for Scoping Determination Beatman IAG

November 1, 2019

Mr. Brian Golden

Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: jonathan.greely@boston.gov
 michael.a.sinatra@boston.gov

Ref: 780 American Legion Highway, Roslindale Site Development, Alinea Capital Partners/Home for Little Wanderers

Dear Director Golden:

This letter provides comment on the Project Notification Form (PNF) prepared for a development project proposed at 780 American Legion Highway, Roslindale. This letter is a response to the public presentations of the proposed 780 ALH project.

In the past four years the constant and most frequent criticism expressed by neighbors living in the surrounding neighborhood is this proposal's excessive height and mass and the problems associated with that excess. Yet despite these consistent concerns clearly expressed over that time, those features have not been modified at all.

As residents have stated over four years and as we reaffirm now, A much smaller proposed project could still make possible the continuation of the Home's services and create many units of new housing and also greatly decrease the impacts that would be created by this proposal.

The developer for 780 ALH shared with us, at the December 2017 presentation, that Sheila Dillon, Chief of Neighborhood Development and Housing, told him to build more than the 27 as-of-right townhouses. The 27 by themselves would need none of the currently requested 19 variances, except for a use variance allowing townhomes in this 2-family residential district.

However, Chief Dillon has also made public statements promoting housing density in public transportation-rich hubs and in formerly industrial areas, which this site is not.

Also, she has stated that new development needs to be planned thoughtfully. At the 2017 Urbanism Summit Closing Plenary, she said, "You have to worry about good design. You have to worry about treatment of adjacent neighborhoods," she says. "You want to make sure the city is developed respectfully."

The 780 American Legion Highway proposal - notwithstanding its possible merit as furthering HLW's social mission - clearly illustrates as a case study the stark difference between the City of Boston's stated policies towards development and its actual practice.

In essence, residents are now asking the City to simply follow in practice its own stated policies for development.

The 780 American Legion Highway parcel is zoned for two-family houses. The existing Home's 2.5 story building is over fifty years old and was most likely 'grandfathered' in when the area was zoned. The parcel is abutted from four sides by 25 single family, 3 two-family, and 1 three-

family homes. In the 300-foot area around this parcel there are 53 single family homes and 9 two-family homes, and there are about 350 more nearby one- and two-family homes in the neighborhoods that will be impacted. None of the buildings in this area are over 35 feet in height. In other words, this residential neighborhood looks like the ones in much of the other sections of Roslindale, Hyde Park or West Roxbury.

Contrary to the assertions of project advocates, Canterbury Place, on the other side of the Cummins Hwy 5-way intersection, is not comparable. It was built in 1960 before the current zoning code. This proposal at six stories, is 2.4 times more stories, two times the allowed building height, and four times the allowed number of dwelling units in this two-family residential district.

Moreover, the Canterbury Place development density contributes to the already unacceptable level of congestion along American Legion Highway and Cummins Highway, which level of congestion is clearly spelled out in the proponent's own traffic studies.

No other Boston neighborhood of long-established one- and two-family homes is facing such a massive building proposal right in its midst. Indeed, the City's own blueprint for growth 2030 Boston, designates specific areas for clustered density - in previously light industrial areas and at transportation hubs. The American Legion Corridor and the project site are not among the areas identified for substantially higher density housing development.

Why is the City not respecting the conclusions reached in its own planning document?

Traffic Congestion, Safety, Biking, Walking, and Parking

The Home for Little Wanderers themselves acknowledge that the site does not have good public transit access. The "News" section of their website currently states: "We've outgrown our space! The Boston-Suffolk County Family Resource Center, currently located at our Roslindale site will be moving to a new home in the Dimmock Campus in Roxbury this winter! Serving thousands of children and families each year, our FRC needs more space and will be in a location that is much more accessible by public transit.."

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The sky plane obstruction by the buildings will be constant throughout the day, and would be almost four times more than the current 780 ALH structure.

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The proposed project now has 3 options for the location its entry and exit curb cuts along ALH. One option would lead to the cutting down of one of the four mature oak trees along ALH. That option cannot be chosen. ALH, despite its name, is a parkway with the same Green Belt Protections that Boston's other parkways enjoy. This mass of trees up and down this roadway is cherished by nearby residents for the beauty that they add to our environment. The constant attempts we experience of the bit by bit removal of our greenway is unacceptable.

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Electric Car Charging Station: The goal as stated in the Article 80 Notification Form for electric subpanels in the areas planned for electric car charging during construction is less expensive than doing it later. At the start of occupancy of the site, a few charging stations should be installed to indicate the availability of electric car charging for new occupants. As they become car charging stations is a good one, but it is not stated as a design feature. Prewiring to regularly used, more would be added so that the availability for charging is always present.

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Also, HVAC noise generated from this parcel must be contained by a sound absorbing technology. Neighbors around this parcel already are bombarded with excessive noise from ALH traffic and Logan runway 22 departure flight noise.

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this is necessary for the design of any ventilation system and its filtration for future occupants of this site.

Mischaracterization of the American Legion Hwy Corridor:

The 2.7-mile American Legion corridor from Blue Hill Ave. to Hyde Park Ave. contains mostly large protected green open spaces or one- and two-family neighborhoods of modest lot sizes that look much like most residential areas of Hyde Park, West Roxbury, Dorchester and other parts of Roslindale. The major glaring exception is the half mile long ugly sprawling ALH commercial zone between Walk Hill Ave and Mt. Hope St. This proposed development is not in that commercial area. Instead, it is located in an area zoned for two family dwellings and surrounded by one- and two-family homes.

Please do not judge the value of our neighborhoods by this shopping area. No one in our neighborhoods is happy with its seven fast food restaurants, four dollar stores, smoke shop, used car lots, barbed wire fencing. And unattractively large parking lot. Most residents feel they have to drive somewhere else to shop. According to Article 67 Roslindale zoning: "All three types of Neighborhood Business Subdistricts encourage the development of neighborhood businesses that provide essential goods and services to, as well as jobs and entrepreneurial opportunities for, the Roslindale community." So, allowing all these low-end chain businesses to cluster here is out of compliance and might be considered a form of red-lining.

Did this 'sprawling', ugly ALH commercial zone influence the opinion of policy makers on the nature or value of our surrounding neighborhoods? Additionally, we have heard some people say that adding about 200 new residents to this area of over 2000 residents will somehow change the nature of our commercial area. That is not realistic.

Our neighborhood is comprised of blue collar, multi-racial families, many of whom grew up in the homes they now own. We are still waiting for even one sit-down cook to order restaurant, or pub, or bakery, etc., that we can go to without getting in our cars and going elsewhere. We hope that the preconceptions of our neighborhood are not unconsciously affecting the sense of value of it. We have sometimes seen that by some who live outside our neighborhood, and hope that it is not affecting decisions by the city regarding allocation of resources and development.

Conclusion: A smaller-scale project that incorporates the needs of the Home, builds new housing, and improves, not worsens, the quality of life and safety of the hundreds of neighbors who live in proximity to this parcel, as well as future residents of the site, would be a fair and equitable solution for those who have expressed these concerns.

Sincerely,



Lisa Beatman, IAG Member

617.306.1283
180 Mt. Hope St., Roslindale, MA 02131



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

780 American Legion Highway, Roslindale, MA Project Concerns

Tue, Oct 29, 2019 at 10:52 AM

To: michael.a.sinatra@boston.gov

Cc: joseph.coppinger@boston.gov, andrea.campbell@boston.gov, caroline.kimball-katz@boston.gov, timothy.mccarthy@boston.gov, matt.omalley@boston.gov, michelle.wu@boston.gov, a.e.george@boston.gov, michael.f.flaherty@boston.gov, althea.garrison@boston.gov, sonia.chang-diaz@state.ma.us, ethan.smith@masenate.gov, russell.holmes@mahouse.gov, devin.edwards@mahouse.gov, lisabearman@yahoo.com

Dear Mr. Sinatra,

My name is Nancy Balzano, I reside at [750 American Legion Highway](#). I belong to the Impact Advisory Group concerning the 780 American Legion Highway project. I am writing to you today to express my concerns about this project.

First, I would like to discuss the daily impact of this project. As a resident of the neighboring property, many aspects of our daily lives will be affected. The most important aspect is privacy. We cannot enjoy activities such as sitting in our yard, without being watched. Next is the environmental impact. We will lose sunshine and fresh breezes, as a result of the proposed height of the new building.

These same aspects apply to our family-owned small business. We have been in business for 40 years, and are well-known in the area. This project negatively affects our business and livelihood. Because of a lack of sunshine and fresh breezes, our plants cannot thrive. Our customers expect to purchase healthy plants.

Next, I would like to discuss the congestion impact. On The Little Home for Wanderers website, it states they will be moving the family resources center to a site that is much more accessible by public transportation. American Legion Highway is not easily accessible by public transportation. With the proposed size of the project, this means that all occupants will be dependent on driving to this destination. This contributes to the overall congestion and vehicular and pedestrian traffic safety issues resulting from the significant increase in density. This will lead to occupants parking in the surrounding area. Concerning the clinic: Roslindale already has an established clinic. It is called The Greater Roslindale Medical and Dental Center. It serves all of Roslindale, and the surrounding areas. Unlike American Legion Highway, it is easily accessible by multiple channels of public transit.

I ask you, Mr. Sinatra, to schedule meetings with all parties, including residents of the Mt. Hope-Canterbury-American Legion Highway area, yourself, The Little Home for Wanderers, and The Dimock Center. The residents have the right to know the intention behind this project.

In closing, I ask you to reconsider the size of this project. It is simply too large for our community. If you have any questions, please feel free to respond to this email.

Sincerely,

Nancy Balzano



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

780 ALH Recommendations and Requests for Scoping Determination Beatman IAG

Lisa Beatman

Fri, Nov 1, 2019 at 4:54 PM

Reply-To: Lisa Beatman

To: "brian.golden@boston.gov" <brian.golden@boston.gov>

Cc: Michael Sinatra <michael.a.sinatra@boston.gov>, "jonathan.greely@boston.gov" <jonathan.greely@boston.gov>

November 1, 2019

Mr. Brian Golden
Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201
via email: jonathan.greely@boston.gov
michael.a.sinatra@boston.gov

Ref: [780 American Legion Highway, Roslindale](#) Site Development, Alinea Capital Partners/Home for Little Wanderers

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Mischaracterization of the American Legion Hwy Corridor:

The 2.7 mile American Legion corridor from Blue Hill Ave. to Hyde Park Ave. contains mostly large protected green open spaces or one and two-family neighborhoods of modest lot sizes that look much like most residential areas of Hyde Park, West Roxbury, Dorchester and other parts of Roslindale. The major glaring exception is the half-mile long ugly sprawling ALH commercial zone between Walk Hill Ave and Mt. Hope St. This proposed development is not in that commercial area. Instead, it is located in an area zoned for two-family dwellings and surrounded by one and two-family homes.

Please do not judge the value of our neighborhoods by this shopping area. No one in our neighborhoods is happy with its seven fast-food restaurants, four dollar stores, smoke shop, used car lots, barbed wire fencing and unattractively large parking lot. Most residents feel they have to drive somewhere else to shop. According to Article 67 Roslindale zoning: "All three types of Neighborhood Business Subdistricts encourage the development of neighborhood businesses that provide essential goods and services to, as well as jobs and entrepreneurial opportunities for, the Roslindale community." So allowing all these low-end chain businesses to cluster here is out of compliance and might be considered a form of red-lining.

Did this 'sprawling', ugly ALH commercial zone influence the opinion of policymakers on the nature or value of our surrounding neighborhoods? Additionally, we have heard some people say that adding about 200 new residents to this area of over 2000 residents will somehow change the nature of our commercial area. That is not realistic.

Our neighborhood is comprised of blue-collar, multi-racial families, many of whom grew up in the homes they now own. We are still waiting for even one sit-down cook to order restaurant, or pub, or bakery, etc., that we can go to without getting in our cars and going elsewhere. We hope that the preconceptions of our neighborhood are not unconsciously affecting the sense of value of it. We have sometimes seen that by some who live outside our neighborhood, and hope that it is not affecting decisions by the city regarding allocation of resources and development.

Conclusion: A smaller-scale project that incorporates the needs of the Home, builds new housing, and improves, not worsens, the quality of life and safety of the hundreds of neighbors who live in proximity to this parcel, as well as future residents of the site, would be a fair and equitable solution for those who have expressed these concerns.

Sincerely,

Lisa Beatman, IAG Member

[180 Mt. Hope St., Roslindale, MA 02131](#)



780 ALH Recommendations and Requests for Scoping Determination Beatman IAG.pdf

170K

Mr. Brian Golden

October 21, 2019

Director, Boston Planning & Redevelopment Agency
Boston City Hall – 9th Floor
Boston MA, 02201

via email: jonathan.greely@boston.gov
michael.a.sinatra@boston.gov

Ref: 780 American Legion Highway, Roslindale
Office, Clinic and Multi-Family Residential Development Proposal

Dear Director Golden:

I am writing regarding the Mt Hope and Canterbury neighborhood, where Alinea Capital Partners and Home for Little Wanderers have proposed a major new expansion project at 780 American Legion Highway, Roslindale.

I intend to file a full comment letter in coordination with residents and abutters, but are providing these initial comments to help better inform project review.

Significant unresolved issues exist regarding the proposed project, including those listed on the attached Exhibit A.

Based on statement from BPDA project managers, I understand that after close of the current comment period BPDA will not issue a waiver of further review but will proceed to a comprehensive Scoping Determination and preparation of a Draft Project Impact Report.

I agree with and support this approach, as the Project Notification document (dated September 6, 2019) is substantially insufficient and cannot support a finding of net public benefit as required by Article 80.

The proposed project represents an expansion of office and clinical uses – and introduction of multi-family housing with height and density far in excess of that permitted within the neighborhood zoned for single and two family homes.

I note that the contemplated office, clinic and multi-family elements are all forbidden uses for the 780 American Legion site under the Roslindale neighborhood plan (Article 67).

Residents have long-supported the Home's charitable mission, and provide these comments with the goal of agreeing on a future project that meets the Home's goals while fully addressing all impacts directly associated with any future use at this site.

It is essential that a comprehensive Scoping Determination be prepared in order for all concerns of residents to be fully addressed and so that the Home can continue its commendable service mission as a good neighbor – as it has done for many years at this location.

Very Truly,



Lisa Beatman, IAG Member
180 Mt. Hope St.

**780 American Legion Highway, Roslindale
Office, Clinic and Multi-Family Residential Development Proposal**

Exhibit A

Significant Unresolved Project Issues Include

- Traffic congestion, speeding and public safety impacts along American Legion Highway;
- Limited public transit access to the site, contrary to Mayor Walsh 2030 Housing Plan policy of clustering housing development at walkable and transit-oriented locations;
- Project will worsen already public safety risks due to traffic cutting through connecting residential streets and unimproved private ways such as Stella Rd;
- Traffic congestion and public safety impacts at key intersections such as at Mt. Hope Street, Cummins Highway and Hyde Park Avenue;
- Project will add to already unacceptable level of congestion American Legion Highway, currently operating at the most severe levels of service during morning and evening commute hours;
- Project fails to meet Mayor Walsh target for alternative trans “Mode Share”;
- Project increased demand on local infrastructure capacity must be evaluated, including local flooding and water / sewer connections;
- Shadow impacts on residential homes due to multi-family towers with height and massing (FAR) far in excess of levels permitted in this residential district;
- Project fails to to comply with Mayor Walsh’s Climate Ready objectives, especially net zero for new building construction;
- Project adverse impacts on mature trees, urban tree canopy and local heat island;
- Analysis is required to determine legal rationale for numerous zoning violations, including for use, height, building massing, open space and dimensional set-backs;
- Analysis of why the project is seeking variances rather than proceeding by a request to rezone the property to allow for the contemplated mixed use development; the threshold requirements for granting of variances do not appear to be met;
- The site-specific proposal has not been evaluated in the context of a long-term neighborhood plan, or an American Legion Highway corridor study;
- The site-specific proposal does not account for the cumulative impact on traffic and related issues arising from development such as the new recreational cannabis dispensary, and other currently proposed nearby developments.

APPENDIX D
EXAMPLE OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

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

_____ (Name of Proponent)
for _____ (Brief Description of Proposed Project)
proposed at _____ (Location of Proposed Project).

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

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

Teresa Polhemus, Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

ARTICLE 80 – ACCESSIBILITY CHECKLIST

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

The Mayor's Commission for Persons with Disabilities works to reduce architectural barriers that impact accessibility in Boston's built environment. This Checklist is intended to ensure that accessibility is planned at the beginning of projects, rather than after a design is completed. It aims to ensure that projects not only meet minimum MAAB/ADA requirements, but that they create a built environment which provides equitable experiences for all people, regardless of age or ability.

All BPDA Small or Large Project Review, including Institutional Master Plan modifications, must complete this Checklist to provide specific detail and data on accessibility. An updated Checklist is required if any project plans change significantly.

For more information on compliance requirements, best practices, and creating ideal designs for accessibility throughout Boston's built environment, proponents are strongly encouraged to meet with Disability Commission staff prior to filing.

Accessibility Analysis Information Sources:

1. Age-Friendly Design Guidelines – Design features that allow residents to Age in Place
<https://www.enterprisecommunity.org/download?fid=6623&nid=3496>
2. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
3. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
4. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
5. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
6. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
7. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
8. City of Boston – Mayor's Commission for Persons with Disabilities
<http://www.boston.gov/disability>
9. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
10. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf
11. International Symbol of Accessibility (ISA)
<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/guidance-on-the-isa>
12. LEED – Pilot Credits for Social Equity and Inclusion
<https://www.usgbc.org/articles/social-equity-pilot-credits-added-leed-nd-and-leed-om>

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional requirements set forth by MAAB 521 CMR: Section 8.4
3. **Age-Friendly** – Implementing structures, settings and policies that allow people to age with dignity and respect in their homes and communities
4. **Housing – Group 1 Units** – Residential Units that contain features which can be modified without structural change to meet the specific functional needs of an occupant with a disability, per MAAB 521 CMR: Section 9.3
5. **Housing – Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
6. **Ideal Design for Accessibility** – Design which meets, as well as exceeds, compliance with AAB/ADA building code requirements
7. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
8. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way in Boston. For more information visit: <https://www.boston.gov/pic>
9. **Social Equity LEED Credit** – Pilot LEED credit for projects that engage neighborhood residents and provide community benefits, particularly for persons with disabilities

Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019

10. **Visitability** – A structure that is designed intentionally with no architectural barriers in its common spaces (entrances, doors openings, hallways, bathrooms), thereby allowing persons with disabilities who have functional limitations to visit

Today's Date:		Your Name and Title:		
1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>				
Project Name:				
Project Address(es):				
Total Number of Phases/Buildings:				
Primary Contact: (Name / Title / Company / Email / Phone):				
Owner / Developer:				
Architect:				
Civil Engineer:				
Landscape Architect:				
Code Consultant:				
Accessibility Consultant (If you have one):				
What stage is the project on the date this checklist is being filled out?	SPRA / PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved or other: _____	
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>				
What are the dimensions of the project? See below:				
Site Area:	SF	Building Area:	GSF	
First Floor Elevation:		Any below-grade space	Yes / No	
What is the construction classification?	New Construction	Renovation	Addition	Change of Use
Do you anticipate filing any variances with the MAAB (Massachusetts Architectural Access Board) due to non-compliance with 521 CMR?	YES NO			
If yes, is the reason for your MAAB variance: (1) technical infeasibility, OR (2) excessive and unreasonable cost without substantial benefit for persons with disabilities? Have you met with an accessibility consultant or Disability Commission to try to achieve compliance rather than applying for a variance? Explain:	(1) OR (2)			

What are principal building uses? (using IBC definitions, select all appropriate that apply):	Residential – One - Three Unit	Residential - Multi-unit, Four+	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other	Other:	
List street-level uses of the building:				
<p>3. Accessibility of Existing Infrastructure: <i>This section explores the proximity to accessible transit lines and institutions. Identify how the area surrounding the development is accessible for people with mobility impairments, and analyze the existing condition of the accessible routes to these sites through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site, including commuter rail, subway stations, and bus stops:				
List surrounding institutions and their proximity: hospitals, public housing, elderly and disabled housing, educational facilities, others:				
List surrounding government buildings and their proximity: libraries, community centers, recreational facilities, and related facilities:				
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a formally recognized historic district? <i>If yes, which one?</i>	YES NO			
Are there existing sidewalks and pedestrian	YES NO			

<p>ramps at the development site? If yes, list the existing sidewalk and pedestrian ramp slopes, dimensions, materials, and physical condition:</p>	
<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA/MAAB compliant (with yellow composite detectable warnings, cast in concrete)? If yes, provide description and photos. If no, explain plans for compliance:</p>	<p>YES NO</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the sidewalks and pedestrian ramps around the development site. Ideal sidewalk width contributes to lively pedestrian activity, allowing people to walk side by side and pass each other comfortably walking alone, in pairs, or using a wheelchair or walker.</i></p>	
<p>Are the proposed sidewalks consistent with Boston Complete Streets? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard. Explain:</p>	<p>YES NO</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of each proposed zone: Frontage, Pedestrian and Furnishing Zone:</p>	<p>Frontage: Pedestrian: Furnishing:</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>Frontage: Pedestrian: Furnishing:</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>YES NO</p>

Article 80 | ACCESSIBILTY CHECKLIST – Updated October, 2019

<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p style="text-align: center;">YES NO</p>
<p>Will any portion of this project be going through the Public Improvement Commission (PIC)? <i>If yes</i>, identify PIC actions and provide details:</p>	<p style="text-align: center;">YES NO</p>
<p>6. Building Entrances, Vertical Connections, Accessible Routes, and Common Areas: <i>The primary objective in ideal accessible design is to build smooth, level, continuous routes and vertical connections that are integrated with standard routes, not relocated to alternate areas. This creates universal access to all entrances and spaces, and creates equity for persons of all ages and abilities by allowing for “aging in place” and “visitability” (visiting neighbors).</i></p>	
<p>Are all of the building entrances accessible? Describe the accessibility of each building entrance: flush condition, stairs, ramp, lift, elevator, or other. If all of the building entrances are not accessible, explain:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all building entrances well-marked with signage, lighting, and protection from weather?</p>	<p style="text-align: center;">YES NO</p>
<p>Are all vertical connections located within the site (interior and exterior) integrated and accessible? Describe each vertical connection (interior and exterior): stairs, ramp, lift, elevator, or other. If all the vertical connections are not integrated and accessible, explain:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all common spaces in the development located on an accessible route? Describe:</p>	<p style="text-align: center;">YES NO</p>
<p>Are all of the common spaces accessible for persons with mobility impairments? (Examples: community rooms, laundry areas, outdoor spaces, garages, decks/roof decks):</p>	<p style="text-align: center;">YES NO</p>
<p>What built-in features are provided in</p>	

Article 80 | ACCESSIBILTY CHECKLIST – Updated October, 2019

<p>common public spaces? (Examples: built-in furnishings such as tables, seating; countertop heights, outdoor grills and benches). Are these accessible? Do benches and seats have armrests? Describe:</p>	
<p>If this project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package:</p>	
<p>7. Accessible Housing Units (If applicable) – Residential Group 1, Group 2, and Hospitality Guestrooms <i>In order to create accessible housing and hospitality rooms, this section addresses the number of accessible units that are proposed for barrier-free housing and hotel rooms in this development.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for this development?</p>	
<p>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	
<p>If a residential development, will all units be constructed as MAAB Group 1* units, which have blocking and other built-in infrastructure that makes them adaptable for access modifications in the future? (*this is required in all new construction):</p>	<p>YES NO</p>
<p>If a residential development, how many fully built-out ADA (MAAB Group 2) units will there be? (requirement is 5%):</p>	
<p>If a residential development, how many units will be built-out as ADA/MAAB sensory units? (requirement is 2%):</p>	
<p>If a residential development, how many of the fully built-out ADA (MAAB Group 2) units will also be IDP units? If none, explain:</p>	
<p>If a hospitality development, how many of the accessible units will feature a wheel-in</p>	

Article 80 | ACCESSIBILTY CHECKLIST – Updated October, 2019

<p>shower? Will accessibility features and equipment be built in or provided (built-in bench, tub seat, etc.)? If yes, provide details and location of equipment:</p>	
<p>Do the proposed housing and hotel units that are standard, non-ADA units (MAAB Group 2) have any architectural barriers that would prevent entry or use of the space by persons with mobility impairments? (Example: stairs or thresholds within units, step up to balcony, etc.). If yes, explain:</p>	<p>YES NO</p>
<p>8. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirements and the Massachusetts Office of Disability Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage? Will they be mechanically stacked? Explain:</p>	
<p>How many of these parking spaces will be designated as Accessible Parking Spaces? How many will be "Van Accessible" spaces with an 8 foot access aisle? Describe:</p>	
<p>Will visitor parking be provided? If yes, where will the accessible visitor parking be located?</p>	<p>YES NO</p>
<p>Has a drop-off area been identified? If yes, where is it located, and is it wheelchair accessible?</p>	<p>YES NO</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes to providing an overall development that allows full and equal participation of persons with disabilities and older adults.</i></p>	
<p>Has the proponent looked into either of the two new LEED Credit Pilots for (1) Inclusion, or (2) Social Equity – with a proposal that could increase inclusion of persons with disabilities? If yes, describe:</p>	<p>YES NO</p>

Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019

<p>These new LEED Pilot Credits may be awarded for filling out this checklist and evaluating ways to add features to your design that will increase equity for persons with disabilities. Have you looked at this list to assess the feasibility of adding any of these features?</p>	<p style="text-align: center;">YES NO</p>
<p>Is this project providing funding or improvements to the surrounding neighborhood or to adjacent MBTA Station infrastructure? (Examples: adding street trees, building or refurbishing parks, adding an additional MBTA elevator or funding other accessibility improvements or other community initiatives)? <i>If yes</i>, describe:</p>	<p style="text-align: center;">YES NO</p>
<p>Will any public transportation infrastructure be affected by this development, during and/or post-construction (Examples: are any bus stops being removed or relocated)? <i>If yes</i>, has the proponent coordinated with the MBTA for mitigation? Explain:</p>	<p style="text-align: center;">YES NO</p>
<p>During construction, will any on-street accessible parking spaces be impacted (during and/or post-construction)? <i>If yes</i>, what is the plan for relocating the spaces?</p>	<p style="text-align: center;">YES NO</p>
<p>Has the proponent reviewed these plans with the City of Boston Disability Commission Architectural Access staff? <i>If no</i>, will you be setting up a meeting before filing?</p>	<p style="text-align: center;">YES NO</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist – drawings, diagrams, photos, or any other materials that describe the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor space (if applicable).</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.</p>	

Article 80 | ACCESSIBILITY CHECKLIST – Updated October, 2019

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

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-
-
-

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

For questions about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or contact our Architectural Access staff at:

ADA@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov |
617-635-3682 (phone) | 617-635-2726 (fax) | 617-635-2541 (tty)

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

Updated: October, 2019

APPENDIX F
BROADBAND READY BUILDINGS QUESTIONNAIRE

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

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

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

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

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

SECTION 1: GENERAL QUESTIONS

Project Information

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

Team Description

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

SECTION 2: RIGHT OF WAY TO BUILDING

Point of Entry Planning

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

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

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

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

- Yes
- No
- Unknown

SECTION 3: INSIDE OF THE BUILDING

Riser Planning

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

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

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

Telecom Room

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

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

- What is the size of the telecom room?

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

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

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

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

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

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

- Other information/comments

Delivery of Service Within Building (Residential Only)

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

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

- Yes
- No
- Unknown

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

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

- Yes
- No
- Unknown

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

SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES

Cellular Reception

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

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

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

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

- Carrier
- Neutral host provider
- Self-installing

Rooftop Access

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

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

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

SECTION 5: TELECOM PROVIDER OUTREACH

Supporting Competition and Choice

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

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

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

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

- Yes
- No
- Unknown

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

- Yes
- No
- Unknown

SECTION 6: FEEDBACK

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