



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## 95 Saint Alphonsus Street

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**Bob D'Amico** <bob.damico@boston.gov>  
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Jul 14, 2017 at 1:14 PM

Tim,

The Boston Transportation Department (BTD) has reviewed the Project Notification Form (PNF) for 95 St. Alphonsus Street and is pleased to submit the following comments for your review.

### Project Description

The development of the above project will require the subdivision of the 1575 Tremont Street parcel containing 147 units located at the corner of Tremont and St. Alphonsus Street into two (2) parcels.

The proposed building would be developed on the remaining lot and will have an address of 95 St. Alphonsus Street and will contain 115 new residential units.

The parcel being allocated for development currently contains a 175 car parking structure which will be demolished for the development of the proposed project. There is currently a total of 197 parking spaces on the property and this number will be reduced to a total of 130 parking spaces upon completion of the project. BTD believes the reduction in the number of parking spaces will not result in any hardship due to the availability of alternative means of transportation, such as the nearby MBTA Green Line and bus routes, improved bicycle infrastructure and facilities, and reliance on shared car services such as Zip Car, Uber and Lyft.

### Parking and Level of Service

BTD has closely reviewed both the methodology and the study area included in this PNF and believes the information provided in the document produces an accurate level of detail that is required in-order for us to suggest any further mitigation or operational improvements.

Upon review of both levels within the new garage design, they work well and should not provide any conflicts or constraints from a parking geometric perspective. Also, no changes in the number of on-street parking spaces will occur which is an important issue to this densely populated community.

Due to the low volume of project related vehicle trips, the operations at the study area intersections will remain relatively unchanged from the no-build conditions. Therefore, the level of service (LOS) at the intersections included within the study area should not experience any noticeable negative impact.

The proposed site plan recommended several changes in the number and location of curb-cuts. Regarding the plan labeled as Figure 1-14 within the PNF, BTD would like to suggest the following changes to the curb-cuts as presented:

- 1) Remove the existing curb-cuts located on Worthington Street. This will reduce vehicular movements in this section of the neighborhood.
- 2) Close the location of the existing main entrance curb-cut on Tremont Street and re-locate it in such a manner that will allow access and egress to the new garage from Tremont Street both safely and efficiently. This will not only reduce the number of curb-cuts for the project, it will also remove vehicular movements near the day care center located near the main entrance.

### Mitigation

As a part of our mitigation policy, BTD would like to suggest the following measures be taken to further improve the project:

- 1) Install the infrastructure to accommodate at least three (3) electric vehicle charging stations.
- 2) Discuss with the MBTA the possibility of installing electric bus signage on Tremont Street in

each direction where there are currently bus stops in place.

- 3) Introduce an MBTA pass program that will provide a thrift incentive to encourage residents to use the MBTA rather than to drive.
- 4) Provide ample bike parking spaces within the environs of the garage to ensure they will be protected from inclement weather.
- 5) Provide a ride-share program as well as ample spaces to accommodate at least five (5) vehicles.
- 6) Have an on-site transportation coordinator.
- 7) Provide at least five (5) spaces for H/P parking.

If you have any questions please feel free to contact me at [617-635-3076](tel:617-635-3076) or e-mail me at [bob.damico@boston.gov](mailto:bob.damico@boston.gov)

Bob D'Amico  
Boston Transportation Department  
Room 721  
Boston City Hall.

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**Bob D'Amico**



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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## BPRD Comments for 95 St. Alphonsus Street

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**Carrie Marsh** <carrie.marsh@boston.gov>

Fri, Jul 14, 2017 at 4:55 PM

To: Teresa Polhemus &lt;teresa.polhemus@boston.gov&gt;, Jonathan Greeley &lt;jonathan.greeley@boston.gov&gt;, Michael Christopher &lt;michael.christopher@boston.gov&gt;, tim.czerwienski@boston.gov

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;

Please accept this email as comment on the proposed project at 95 St. Alphonsus Street in Mission Hill.

This project will provide 115 residential units, with 95 studio and one bedroom units and 30 two bedroom units. This unit count will result in approximately 115-220 residents.

The PNF notes that the project meets the zoning requirement for minimum onsite usable open space. This requirement is met through a roof deck, strips of perimeter lawn and landscaped areas, and a play structure area at the corner of Tremont and St. Alphonsus Streets.

The residents of the building will need to seek active recreation in existing open spaces such as the Mission Hill Playground, and the Kevin Fitzgerald Park which is owned by a private non-profit.

BPRD respectfully requests that the applicant make a community contribution to the renovation and maintenance of the existing open space in the neighborhood.

BPRD further requests that the project include a dog recreation space, so that the needs of pets are accommodated onsite, and not in the neighborhood's public open spaces.

Thank you for your consideration.



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

**Boston Water and  
Sewer Commission**

980 Harrison Avenue  
Boston, MA 02119  
617-989-7000  
Fax: 617-989-7718



July 14, 2017

Mr. Tim Czerwienski, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 95 St. Alphonsus Street PNF

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for 95 St. Alphonsus Street Project in the Mission Hill neighborhood of Boston. The proponent is proposing to develop up to 115 residential units and a 108-space parking structure. Spaces in the new parking structure will be shared with an existing residential building.

The project site is bounded by a residential building at 1575 Tremont Street to the south, the Equity Residential apartment building to the north, the Worthington Street townhouses to the west and St. Alphonsus Street to the east. The project site currently contains a parking garage which will be demolished to accommodate this new building.

The project site is served by sanitary sewers and storm drains; the sanitary flows are directed to the Massachusetts Water Resources Authority's Ward Street Headworks while the storm water flows eventually discharge into the Charles River. The site is also served by a water distribution system on southern high pressure service system.

The proponent estimates that the water demand will be 17,545 gallons per day (gpd) with approximately 15,950 gpd of wastewater being generated from the project. The proponent should be aware that the anticipated wastewater flows will make the project subject to participating in the 4 to 1 program, see Comment No. 3 in the General Comments section which follows.



The proponent must acknowledge participation in the 4 to 1 requirement 90 days before the activation of the water service. The following pages contain general comments as well as specific comments for water, wastewater and stormwater concerns:

### General Comments

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued. The proponent should provide verification of cut and capping if applicable.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval. To assure compliance, these documents should be submitted when the new water and wastewater systems and the proposed service connections designs are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are 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. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green Stormwater Infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. The proponent should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, the proponent will be required to apply for a RGP to cover these discharges.
6. If the project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
7. The proponent is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. It is the proponent'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, the proponent 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

9. The proponent 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. The proponent should contact the Commission's Meter Department for information on how to obtain a Hydrant Permit.
10. The proponent 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. The proponent should also provide the methodology used to estimate water demand for the proposed project.
11. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal water. If the proponent 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 also be considered.
12. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Department.

### Wastewater and Stormwater

13. In conjunction with the site plan and General Service Application, the proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.



- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
14. 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. The proponent 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 the item above.
15. The proponent should 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.
16. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the Lower Charles River Watershed to infiltrate stormwater from impervious areas. The proponent will be required to submit a plan to reduce phosphorus with the site plan. The proponent 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.

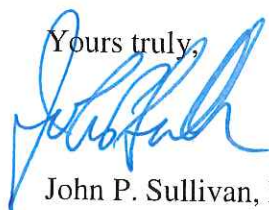




17. The Commission encourages the proponent to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
18. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. The proponent 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, the proponent will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
19. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality water quantity and recharge. In addition to Commission standards, the proponent will be required to meet MassDEP Stormwater Management Standards.
20. 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.
21. 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. The proponent is advised to consult with the Commission's Operations Department with regards to grease traps.
22. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
23. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with the Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen.
24. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Charles River" castings next to any new or modified catch basin installed as part of this project.



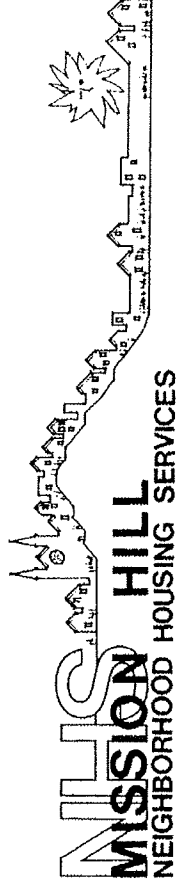
Thank you for the opportunity to comment on this project.

Yours truly,  
  
John P. Sullivan, P.E.  
Chief Engineer

JPS/pwk

c.

J. Ralph Cole – Wingate Companies  
M. Zlody – Boston Environment  
M. Nelson – BWSC  
P. Laroque, BWSC



August 16.2017

Mr. Tim Czerwienski  
Project Manager  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, Ma 02108

RE: 95 St. Alphonsus Street, Mission Hill, MA 02120/PROJECT NOTIFICATION FORM

Dear Mr. Czerwienski:

After reviewing the above referenced submission for the proposed 95 St. Alphonsus Street project and participating in several IAG and Community meetings, the Board of Directors of Mission Hill Neighborhood Housing Services Inc. voted at its August 7, 2017 meeting to offer conditional support of the project pending review of written form of commitments and resolve of several outstanding design items.

First, we would like to commend Wingate Companies, the developer of the 95 St. Alphonsus Street project, for proposing an as-of-right project within the current zoning envelope and appreciate that this developer, unlike others with plans in the Mission Hill neighborhood, is not seeking variances. Further we appreciate how the team has worked with the neighborhood and that several critical modifications put forth in community meetings have been adopted by the proponent including the following:

- Enhancement of the St. Alphonsus building façade, entry and approach both in terms of exterior design and reoriented interior common and amenity spaces to make this the clear primary entrance or front door to the building;
- Elimination of balconies on the building elevation facing Worthington Street;
- Modification of the lower level garage of 67 spaces so that entry and exit are solely from St. Alphonsus Street;

We feel the current design is inadequate in several significant ways, however, and ask that these be addressed and resolved:

- Both the current 1575 Tremont and future 95 St. Alphonsus Street suffer from poorly designed egress areas where people and cars must merge. We would like to see the “greening” of the new courtyard entrance, making it predominately pedestrian with a clear bike entry. The post office area and front entrance to 1575 Tremont should be redesigned to allow for clear separation of cars and people. We believe a redesign of automotive entries and exits to this space contained on Tremont Street and the elimination of the curb cut onto Worthington would solve several problems including allowing for a safer front entry to the 1575 building, post office, and daycare.
- We believe a better plan for entrance and exit of the upper garage is achievable. At the time this urban renewal site was designed for added density, St. Alphonsus Street was widened as a mitigation to carry the additional cars from the parking levels. That was not realized at the time, but we suggest that St. Alphonsus should and could be utilized now with some additional redesign by the

1620 Tremont Street

One Brigham Circle / M Level

Mission Hill, MA 02120

project team. We believe the delivery and trash area and entrance/exit of the all garage parking on to St. Alphonsus can be achieved. The architect indicated that this would result in the reduction of some parking spaces. We heard many of those participating in the meetings indicate a small reduction in parking spaces, from .5 to .3 ratio, similar or better than other recently approved projects in the neighborhood, would be supportable if all garaged cars and deliveries/loading/trash/services were moved to St. Alphonsus.

- We agree with several of our sister organizations that the proposed location for the outside tot lot for the daycare at the corner of the site at the intersection of Tremont and St. Alphonsus does not make sense. That location adjacent to a high traffic area and noise, pollution, congestion will not be mitigated by the proposed plantings. We think the tot lot should be moved to the more residential area of the site adjacent to Worthington Street.

In addition to the above design considerations, our support is predicated on review of the legally binding commitment agreements to be executed by the BPDA for the commitments made by the developer including the following:

- Affordable Housing Agreement for 15 units at 70% of AMI to be located on site at 95 St. Alphonsus per the Mayor's Inclusionary Development Policy;
- Legally binding agreement that precludes renting any units to undergraduate students at 95 St. Alphonsus Street;
- Legally binding agreement that prohibits Master Leasing of units, AirBnB, short-term hotels, corporate rentals, and any similar uses;
- Legally binding agreement that provides for interim parking for the current residents of 1575 Tremont Street during construction.

Lastly, we request that the BPDA support our efforts to bring neighborhood stabilizing homeownership opportunities to the Mission Hill neighborhood when reviewing all new projects proposed. The many new and proposed luxury rentals in our neighborhood simply make the neighborhood less affordable, less diverse, and less available for those seeking to make the Mission Hill neighborhood their long-term home. We understand that in the case of this proposal, the developer is seeking HUD financing that does not allow for a mix of rental and homeownership. As mitigation, we ask for creative thinking about expanding homeownership opportunities in the broader Mission Hill community if not at the 95 St. Alphonsus building.

Thank you for consideration of our comments. Please contact me at 617-566-6565 or [pflaherty@missionhillnhs.org](mailto:pflaherty@missionhillnhs.org) if you have any questions or require additional information.

Sincerely,



Patricia S. Flaherty  
Mission Hill NHS  
Executive Director  
Wentworth Task Force Member

Cc: Senator Sonia Chang Diaz  
Representative Jeffrey Sanchez  
Councilor Josh Zakim  
Yissel Guerrero, MONS  
J. Ralph Cole, Wingate Companies

## Testimony for 95 St. Alphonsus

First, I want to say that this building, despite the fact that it is being built “as of right,” rightly shouldn’t be built. The sites of the three high-rises along St. Alphonsus Street already constitute the most densely populated area of Mission Hill—it’s madness to make it even denser. Not to mention the impact of such a large structure just 60 feet from the historic row houses on Worthington Street.

**That said, I want to thank Wingate for its willingness to abide by current zoning restrictions. Not only will that limit the size and impact of the new building; but it sets a very valuable precedent. I hope that the City will demand zoning compliance for any future buildings proposed on the site of the old Whitney Street Redevelopment Project. No variances should be granted!**

I have several concerns about the current plan. First and foremost is the traffic plan. At the first IAG meeting, we were told that of the three existing curb cuts on St. Alphonsus street, one was to be closed. If any curb cut is to be lost, it should be the one on Worthington Street. The neighborhood has repeatedly asked the developer for a design that routes all of the traffic from the garage on to St. Alphonsus Street. (As we all know, it was widened in the 60’s, specifically to accommodate the traffic from the high rises.)

Wingate obliged by redesigning the parking so that the lower level is accessed from St. Alphonsus; but we continue to believe that all the traffic should be routed that way. I am not entirely clear about the reasons that the developer has given for not doing so, but it seems to be related to the loss of some parking spaces. While I’m sure that some neighbors will carp about that, **the strong preference of the community is for all the traffic to be routed on to St. Alphonsus (or at least Tremont) and there will be strong support for such a design—even if we loose some parking spaces.**

**I want to further suggest that such a design is not only reasonable; it would also serve as a “mitigation” for the neighborhood.** The Whitney Street Project originally called for underground parking (with a green space for the neighbors at surface) and for all the traffic to exit on to St. Alphonsus. We wound up with surface parking and traffic exiting on Worthington Street, and both have been sore points for all these years. It would be wonderful to have that issue put to rest.

Related to the idea of closing the Worthington exit from the parking lot is the idea of **locating the new playground along Worthington Street** instead of at the corner of St. Alphonsus and Tremont, as is currently planned. The Mission Hill Health Movement supports this notion, and have cited concerns about decibel levels and air quality (because of vehicles idling at the traffic signal.) And since Wingate is renegotiating the lease with the Post Office, and since the child care center pays only \$1 per year for its space, it might make sense to ask them to exchange spaces within

1575 Tremont, putting the post office on the St. Alphonsus side, and the day care center on the Worthington side. (As another mitigation, Wingate could cover the cost of moving for the child care center.)

Another good idea that was introduced at last week's IAG meeting, and which I believe came from the BCDC, was to **make the central courtyard pedestrian-only. Again, there will be strong neighborhood support for this measure;** and it's really the only way to make the "real" working entrance of the building be the St. Alphonsus Street entrance. If cars can access the courtyard, that will be the place that Ubers and taxis and food deliveries and Amazon trucks will come. It will add a lot of traffic in the historic district.

I want to add to the idea of "pedestrian only" by asking that **a clear bike path be established in the courtyard, so that bicycles can easily travel to both St. Alphonsus and Tremont Streets. A Hubway kiosk** would be a great addition! (The one at Brigham Circle is often out of bikes.) And a pedestrian/bike entrance on Worthington Street would also be welcome.

And finally, I want to stress that **the community desperately needs home-ownership opportunities.** Everything that is constructed in our neighborhood is rental, most of it luxury rental. I constantly meet young people who are living and working in the neighborhood and who would love to buy here and put down roots—but there is nothing to buy! Our neighborhood loses these folks to Brookline, Jamaica Plain, Fenway, and other neighborhoods. The result is that we are becoming a neighborhood of transients. I'm not against renters—we get interesting folks from all over the world here, and it's terrific. But we need a balance, with long-term residents who get involved in local politics, deal with small issues like rats, trash, and graffiti, care about the schools, and so on. **PLEASE consider having some units in the building be for sale!** Wingate is successfully managing The Mosaic, which is a mix of rental and home ownership units, and it is a great example for the city to consider. **Having some units for sale--with an owner-occupancy deed restriction--would be the best "mitigation" possible.**

**If the idea of selling some units in the new building is impracticable, then perhaps Wingate could create some "home ownership units" off site—just as developers sometimes meet their requirement for affordable units off site. In this case, Wingate might purchase a three-decker in Mission Hill, condo it, and sell the units with an owner-occupant deed restriction. I think this should be a requirement for all developers of rental property.**

Ellen Moore  
12 Worthington



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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**95 ST ALPHONSUS STREET PROJECT**

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Sharon Linteris [REDACTED]  
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Sat, Aug 19, 2017 at 10:53 AM

Dear Mr. Czerwienki,

My husband and I appreciate you abiding by the current zoning restrictions, but we do have concerns that will impact our historic Worthington Street and Wigglesworth Street Neighborhood.

The impact of your traffic pattern on Worthington Street is of great concern. I understand there are three (3) existing curb cuts on St. Alphonsus Street, one on Tremont Street, and one on Worthington Street. If any curb cut is to be closed, the Worthington Street curb cut should be the one. Our neighborhood has asked the developer to redesign the traffic pattern from the upper parking area to go out onto St Alphonsus Street or back out onto Tremont Street thereby closing the Worthington Street exit. St. Alphonsus and Tremont Streets are designed to handle more traffic than Worthington Street which is designed as a carriage street. We have more than enough cars and traffic now on Worthington. We don't need anymore!

Please consider this request.

Sincerely,

Sharon Linteris

Paul Linteris

Owners

28 Worthington Street



Tim Czerwienski &lt;tim.czerwienski@boston.gov&gt;

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**Comment letter re 95 St Alphus Street (signed letter will follow via snail mail)**

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Lois Regestein [REDACTED]  
Reply-To: Lois Regestein [REDACTED]  
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Mon, Aug 21, 2017 at 8:57 AM

6 Worthington Street, Roxbury Crossing, MA

02120

August 21, 2017

To: Boston Planning &amp; Development Agency, Boston City Hall, Boston, MA 02201

Att'n: Tim Czerwienski, BPDA Project Manager

[Tim.Czerwienski@Boston.gov](mailto:Tim.Czerwienski@Boston.gov) ph.617-918-5303

Re: 95 St Alphonsus St. , Roxbury Crossing, MA 02120

Dear Tim and other members of the Boston Planning &amp; Development Agency:

To be honest, I do not understand how this project can be or could have been approved by the City.

1575 Tremont St is a high-rise apartment building from ca 1960, built as part of Urban Renewal. The building on its present parcel of land has an FAR of approximately 3. Apparently now, with the blessing of the City and a bit of sleight-of-hand, the original parcel on which the original building reflects zoning requirements and limits, can be sub-divided into two parcels. The original building can be considered "grandfathered in" and thus irrelevant to further zoning definitions, and an entire new building can be erected on the second section of the parcel.

The property has not changed hands. The same owner now owns TWO parcels, and can start all over again within the zoning code. The new building will increase the capacity of the property by nearly 80% more housing units - coming close to doubling the number of rental units which are presently there. Apparently the only zoning question in this egregious plan pertained not to the excessive FAR of the original building on a smaller land-area, not to the strange subdivision without sale of the property, but to some small requirement for autonomous parking for the two buildings. This minor problem has been conveniently resolved in the owner's favor because there will be a connecting passageway from one building to the other.

Meanwhile, the proposed total parking area for the TWO buildings will be severely reduced.

The result will be a windfall for Wingate of additional rental income. We can also predict a sizable headache for the neighbors.

The small residential neighborhood known as the Mission Hill Triangle, still the City's smallest historic district, stand to lose plenty.

The very closest neighbors are those folks who live on Worthington Street in houses numbered 1 though 31. At least half of these sixteen owners will have a 75-foot wall staring at them from their back doors and windows. The rear wall of the new building will be 40 feet taller than the 35 foot height of the townhouses. Looking out from the third floor (top floor) of the houses will reveal no sunlight or sky unless one cranes one's neck to look upward for a sliver of sky. The rest of us on Worthington St, will see and be aware of the wall nearby. We may well consider it an intrusion.

The issue that will affect all of us in the Triangle is the ensuing traffic and parking problem. Our streets are narrow, and people can park now on both sides of the



streets, leaving a narrow single lane between the parked cars. The parking situation is already impossible, made worse by other residents of Mission Hill and also of the high-rises who choose to park on our streets for convenience or to avoid the charge for parking behind the high-rises. 1575 Tremont has been a wonderful neighborhood resource over many years in absorbing cars of Triangle residents (for a fee of course). My husband and I have parked in our space under the cherry trees since the early 1980s, and we are exceedingly grateful for this helpful agreement with 1575 Tremont.

I am aware that Wingate is building "as of right" (as it were). We in the neighborhood have been reminded of this numerous times, in statements delivered gleefully and smugly with a self-satisfied "you can't touch me" demeanor. I would still maintain that the size of the addition is a hostile intrusion into our neighborhood that a slightly scaled-back project could mitigate. Reducing the number of units to (let's say) 100 would allow moving the rear wall still closer to St Alphonsus Street. Including a modicum of additional parking would endear the owner to the neighbors to a surprising degree. We recognize the tweaks and minor improvements in the plan over the past months after meetings with the neighborhood and city officials. These include: moving the wall 25 feet away from the Worthington St houses, omitting balconies from this wall, and moving the exit lane onto Worthington 6 feet closer to Tremont St. We would be the first to recognize and deeply appreciate a greater consideration of our neighborhood in this process.

We face diminished property values, increased parking and traffic headaches, and the discomfort of increased density in the proximate environs. After more than forty year of working and fighting to protect and upgrade our minuscule little neighborhood, we face a substantially diminished quality of life here.

One last matter. I would like to see the project attain a "gold" LEED certification, up from the silver they have reached at this point. Our own non-profit local neighborhood development group, the Neighborhood Housing Service, achieved a gold LEED rating on their Senior Housing near Roxbury Crossing. If they can do it, surely mighty Wingate can! With such a money-making project as this, a gold LEED rating would be of some consolation for the losses the neighborhood will face. I urge the BPDA to require this upgrade in environmentally conscious design. It's the least the BPDA – and Wingate - can do. (The Mayor will be pleased, too!)

**In summary, in view of the large and bulky footprint of 95 St Alphonsus St, and the problems the project will cause in traffic and parking issues, in the "wall" and reduced light to residents, and in diminished quality of life here, my husband and I strongly request and urge the BPDA to require a LEED *gold certification* on this project. Greater energy efficiency will constitute meaningful consolation to the closest neighbors as well as the planet.**

Very truly yours,

Lois Regestein, 6 Worthington Street, Boston 02120

Quentin Regestein, 6 Worthington Street, Boston 02120

Date	First Name	Last Name	Street Address	City	State	Zip	Opinion	Comments
6/20/2017	Christopher	Freiss	103 Lawn St	Boston	MA	02120	Support	This development seems to fit almost everything that I would like to see in housing in Boston. It removes unsightly parking and hides it under the building, it places 115 units in an area that desperately needs more housing and it has barely any impact on the visual character of the neighborhood. I would like to see more affordable units be required, but I am happy that the developer is placing the units that it is required to have, on-site. One unfortunate aspect of the building is architectural rather than anything else: namely, that the facade seems to be a cut and paste of dozens of other projects in the city. Is aesthetics in architecture dead in Boston?
6/22/2017	Jessica	Feldish	866 Huntington Ave.	Boston	MA	02115	Neutral	Most new projects in Mission Hill are rentals -- I am VERY interested in projects that include units to purchase. Can someone from the BPDA explain how these new rental buildings will help stabilize our neighborhood?
7/11/2017	Sharon	Germana	13 Wigglesworth St.	Boston	MA	02120	Oppose	<p>I am an abutter and have attended 2 public meetings about the project. I don't oppose the project outright but oppose some aspects, as do many of my neighbors: 1) the exit from the upper garage onto Worthington St. and 2) the Alphonsus St entrance appearance. Both of these points have been brought up at the meetings. I would like to see entrance/exit on Tremont St so that a closure of the Worthington St. exit is possible. A landscaped area or the playground would be great to have there instead. I would also like to see a new design making the Alphonsus St entrance look more like the actual front of the building.</p> <p>In general, I appreciate that the developers have taken feedback from the community and have changed some of their design already. I hope the good will continues.</p>

Date	First Name	Last Name	Street Address	City	State	Zip	Opinion	Comments
7/13/2017	Gary	Walling	10 Worthington Street	Boston	MA	02120	Neutral	<p>First and foremost, I would say that I do appreciate that Wingate's project abides by the current zoning and can be built as of right. And while they have been pretty good at listening to the neighborhood's concerns (no balconies on the Worthington Street side, no undergraduates, and no master leases)--I would like to see the developer go a bit farther with this project.</p> <p>My biggest complaint--which applies to each and every new project that has been proposed or built in the last few years is that there is no home ownership component. There is an overbalance of rental units in the neighborhood which leads to transiency and negatively effects the quality of life in the neighborhood. We lose talented recent graduates who would like to purchase home in the neighborhood--but there are NONE available. With the exception of the Mosaic project (developed by RTH), ZERO new home ownership apartments or condos have been developed in Mission Hill.</p> <p>In addition to the home ownership issue, I think it is important that the BPDA consider all projects that are in the pipeline for development when considering this project. In addition to a project proposed for "45 Worthington" there are several projects at various stages of construction or planning being developed on Tremont Street. The combined impact of these projects with traffic, parking, and density must be considered by the Boston PLANNING and Development Agency (the change in your name from BRA theoretically implies a greater emphasis on PLANNING). These projects represent piecemeal neighborhood development at best and at worst deferring to developers to decided what is best for a neighborhood on a project by project basis--Mission Hill and Boston deserve better.</p> <p>At every public meeting on this proposal by Wingate, the neighborhood has asked that the project must close the exit onto Worthington Street--preferably by moving the</p>
8/10/2017	Loretta	Dixon	11 Wigglesworth St.	Boston	MA	02120	Oppose	<p>As an elder who has known this community for too man years to count- II resent the arrogance of large impersonal real estate co. bulldozing themselves into our community too build cash cows to enrich themselves with no concern for the quality of the lives of those who live here. they have no concern for those who do not live in their gated well cared for enclaves only concerned about their profit margins. I also hve no respect for the public officials who enable them by writing loosey goosey regs which allow then to evade renting to tenants by permitting leasing to companies for "part-time occupants" insuring more profit and less housing for those who have limited incomes- wholeheartedly I oppose any over-sized development which erodes quality of life of those who live here</p>

Date	First Name	Last Name	Street Address	City	State	Zip	Opinion	Comments
8/16/2017	Gary	Walling	10 Worthington Street	Boston	MA	02120	Neutral	<p>I do appreciate that the developers are building within the area zoning and keeping the new building with in scale and density to the neighborhood. However, I am still concerned about the exit on Worthington and that this--like so much other new development in the neighborhood, is rental only. Mission Hill needs more home ownership opportunities.</p> <p>In mitigation for this project, Wingate could either provide a few units as condos in the new or the old building--or even purchase a multi-family in the neighborhood and develop it as condos for sale (with a deed restriction to keep it owner occupied). It would set a good tone and example to other developers, institutions, and non-profit organizations that owner occupied housing is important to the residents of Mission Hill to provide stability for the community.</p> <p>I second the recommendations by the parks department to contribute to a fund to support local parks in Mission Hill. The BTDs suggestion to help with car sharing, lighted bus signs, and encouraging bike use is also great mitigation. I suggest that the Wingate management commit to purchasing 10-20 permanent annual memberships to Hubway that can be provided as free amenity to their tenants on a first come first serve basis.</p> <p>In light of recent tragic crime in the immediate vicinity, I would also suggest that Wingate contribute to a fund for the express purpose of purchasing/installing/maintaining security cameras for any Mission Hill small business that would like to have one. This fund could be maintained and administered by the Mission Hill Main Streets organization.</p> <p>Lastly, given that the current garage structure abuts a historic neighborhood and will require demolition--I strongly ask that the developers review with the neighbors when</p>

Date	First Name	Last Name	Street Address	City	State	Zip	Opinion	Comments
8/17/2017	Cindy	Walling	10 Worthington Street	Boston	MA	02120	Oppose	<p>Mission Hill needs affordable home ownership opportunities. Every project approved or under review with the bpda (currently listed) is strictly rental. It is not a sustainable model for a neighborhood to have such an unequal balance of short term, transient residents. This project- another high end market development -with the prescribed number of affordable units (80-110% AMI: studios!) offers no benefits to the community. This building will add more density and impact neighbors quality of life- all the while casting shadows and blocking sunlight.</p> <p>With regard to the specifics of the design, and has been mentioned repeatedly in community meetings, traffic from the development should not exit onto Worthington Street. The current property has three driveways that exit/enter from St. Alphonsus Street, the street that was widened to accommodate the high rise traffic. A narrow one way street, like Worthington, should not continue to bear the brunt of both developments. Additionally, closing the Worthington St. exit would also increase the community parking on the street by 3-4 spaces.</p> <p>If the project moves forward, neighbors need to know in what ways the impact of the construction- sound, vibrations, debris and rodent disruption will be handled and to whom it is we can seek recourse for such problems as they arise.</p> <p>Lastly, it would be refreshing if a developer were to go beyond the minimum number of affordable units and offer some units at 30%-50% AMI. And if not in 95 St. Alphonsus, perhaps in 1575 Tremont, some apartments could be converted to homeownership units. Chinatown's 88 Hudson Street is a perfect example of the type of project Mission Hill needs.</p>