



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

Fwd: Northampton St/Newcastle Development Project

TC Breazeale

Wed, Oct 2, 2019 at 8:06 AM

To: Ebony.darosa@boston.gov, michael.a.sinatra@boston.gov
Cc: Robert Barney Frankie Ventura

Brian Charlson

Dear Ebony and Michael,

Thank you for organizing the opportunity for our neighborhood residents to learn about and comment on the Northampton Street Residences Project.

Here is a copy of the letter I wrote to the Mayor's Commission on Disabilities regarding the Northampton Street Residences Project. Please add it and this message to the public comments about the Project.

The developers' plan to offer only the required minimum (5%) of lottery preferences for people with disabilities is to **actively perpetuate the architectural exclusion** that so characterizes the South End with its iconic row houses. These beauties were originally built to house able-bodied workers. Now their architectural barriers are protected from ADA guidelines while interior renovations of utilities and modern amenities are desired and supported by the Landmarks Commission and the City of Boston. All this while prices soar beyond reach of most South Enders.

This project offers an opportunity to welcome people with disabilities (most of whom have "restricted incomes") into the mainstream of South End life. It needs two things to happen: 1. The lottery must offer more than the minimum number of preferences to buyers/tenants with disabilities. 2. A solution must be found for the lack of parking -- and therefore access to transportation -- the project now proposes.

I do not understand how such a project can be permitted to go forward without regard to parking. If the MBTA were accessible it might be in-keeping with current trends to locate parking-free housing near public transportation hubs. Given the state of our MBTA and Orange Line elevators in particular, to do so is irresponsible. It sends the same old message to people who are not fully abled: "You are not supposed to live here."

This rare opportunity to make a change that makes up for past wrongs should not be squandered.

Respectfully submitted,
TC Breazeale and Cydnie Breazeale-Davis
[257 Northampton St. #506](#)
[Boston MA 02118](#)

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

From: **TC Breazeale**
Date: Tue, Oct 1, 2019 at 9:01 PM
Subject: Northampton St/Newcastle Development Project
To: Kristen McCosh <kristen.mccosh@boston.gov>

Hi Kristen,

There is a proposed development project on my street that will build new restricted income apartment/condo building in what is now a parking lot. The new building will have NO parking. As proposed tonight, it will have 47 units with approximately two of those designed for handicapped accessibility. This does not have to mean that there will be only two preferences for people with disabilities in the lottery. Not everyone with a disability needs a wheelchair-height kitchen and bath. The building will be ADA-compliant and that is a big improvement for the South End for units under \$1 million.

There needs to be more units in this project set aside for people with disabilities. There needs to be a place where people with disabilities can park their cars/vans, given the MBTA is impossible to use for many people with disabilities. While they listened to several appeals for, at the very least, a pickup/drop-off area, we need to ensure this will happen. Some of the limited on-street parking must be HP-restricted. (There is little time as the comment period ends October 7th.)

10/2/2019

City of Boston Mail - Fwd: Northampton St/Newcastle Development Project

As our Claremont Neighborhood representatives pointed out, our neighborhood already has plenty of restricted income housing. **We have almost no ADA-compliant housing for people with disabilities.** With only two preferences given in the lottery for people with disabilities, the South End will continue to be a "disability-free zone." Almost no people with disabilities live here because there is **no place for them to live here!**

This project is an opportunity for Boston's South End to right the wrongs of the past and become more inclusive. Will the Mayor's Commission on Disabilities join me in making this project truly accessible to people with disabilities? More than two people?

Best,
TC Breazeale



Ebony DaRosa <ebony.darosa@boston.gov>

Income restrictions for Northampton Residences Project

TC Brezeale

Wed, Oct 2, 2019 at 4:00 PM

To: Ebony.darosa@boston.gov

Dear Ebony,

Could you please tell me the highest income a prospective buyer could have to qualify for the different sizes of units at the proposed Northampton Residences?

Thank you.

TC Brezeale

October 9, 2019

Ebony Darosa, Project Manager
Boston Planning & Development Agency
Ebony.darosa@boston.gov

Re: Northampton St Residences – or, perhaps, Newcastle on Northampton Green

Newcastle, a fortress built in 1080 on the River Tyne in Northeastern England, became a gateway and a center of commerce and industry. Boston's Newcastle Court residences sit by the Southwest Corridor / Orange Line at the Massachusetts Ave Station. The SW Corridor's gateway from Back Bay and South End toward Roxbury & Jamaica Plain, called Northampton Green, has been ignored, neglected and defiled. This sad little park is shaped by the broken-down chain link fence at the alley to the rear of Mass Ave buildings, a concrete wall topped by chain link and steel at the T station, chain link protecting Carter School's sensory garden, and wood fence and mature shade trees at Newcastle Court's parking lot (the proposed building site).

In the immediate area, 62 percent of households have no vehicle; and 85 percent of commuters walk, bike, or ride transit to work (data from Boston Transportation Dept). As ever-greater numbers of city-dwellers move toward a car-free lifestyle, this site will be extremely valuable to its owners / investors, and to the community, as well as to those living in the 47 new units. Who will capture the increasing value of this happily-located land? Will there be resident-owners / low-income families who can begin to glean equity; or will the value go to corporate investors? Will we gain neighbors who can engage with quality-of-life issues in the area; or will our new neighbors be more focused on obedience to a management company?

At the October 1 community meeting, Peter Spellios, developer, suggested if available funding cannot support affordable condos, they will build rental units. Given the extraordinary potential of this site, BPDA should put a hold on developing this site until funds to support appropriate development are available. Using affordable housing funds intended for Back Bay and Fenway to bring more low-income renters to this low-income area where over 80 percent are renters, would further segregate the poor of our city.

If, and when, proper funding for affordable condos is assured, the Newcastle developer would do well to gather stakeholders and neighbors of Northampton Green to partner in developing and maintaining this precious space - each abutter considering their relationship to this green gateway; and all planning together to make Northampton Green a loved and healthful place. Will the new building have an entrance onto Northampton Green? Newcastle developers should make every effort to avoid removing or damaging mature trees and to minimize loss of sunshine to the park.

The plan presented at public meeting offered a room for storage of residents' bicycles. More is needed to support the mobility needs of 47 new households and to mitigate the loss of parking for existing Newcastle and Saranac communities. Residents should receive free or subsidized MBTA passes. Sidewalk should be clear for pedestrians: no storage of trash or recycling containers on sidewalk. Sidewalk should be wide enough to plant new trees and for those trees to thrive. Bicycle parking for visitors is also needed. Curb space must be kept clear for drop-off / pick-up. Construction must accommodate Carter School buses.

Thank you for the opportunity to comment on this important project. As president of Chester Square Neighbors, I'm pleased to work with Claremont Neighborhood Association, with the South West Corridor Park Conservancy, and with the several institutions that are stakeholders for Northampton Green. Please let me know how I can help.

Carol W Blair

Cc: Robert Barney, President, Claremont Neighborhood Association
Leah Camhi, Executive Director, Fenway CDC
Councilor Kim Janey
Councilor Michelle Wu
Michael Sinatra, BPDA
Faisa Sharif, MONS



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

Northampton residence

Mike Reinders

Mon, Oct 7, 2019 at 7:35 PM

To: faisa.sharif@boston.gov, michael.a.sinatra@boston.gov, ebony.darosa@boston.gov, mayor@boston.gov, kim.janey@boston.gov, charles.yance@boston.gov

Cc: Mike Reinders

I oppose for two reasons that the city should reconsider approval.

1st it eliminates 18 parking spots. 2nd it does not address the garbage solution well.

Parking

The building should provide underground parking. There elevation from alley to street would accommodate it. As far as affordability the Stanhope Garage inc that runs a 19 spot outdoor parking lot charges \$30 a day or \$15 for daytime or overnight. If Northampton residence kept the 18 spots and charged only \$15 per day that would be \$270 per day, or \$98,550 per year being conservative. An outdoor parking spot in the mass Ave/Wellington rents for \$400, two spots down the Northampton and Mass Ave rents his spots hourly on a parking app and makes around \$500 a month. The point is, the cost can pay for itself. Once paid the Residence could then make it private parking for the 100 or so residents of the 47 unit building and then the Newcastle building. We have too many mid rise buildings with no parking. 400 mass Ave, TDC has a 40 or so unit building with an approximate 80 residents with 8 parking spots that they use for their employees and service vehicles. We need more affordable parking along with affordable housing.

Garbage

The current plan is to have a 3x5 dumpster wheeled onto the sidewalk probably 6 days a week, this should be wheeled into the alley. Also it is unknown to me the plan for Newcastle apartments. They currently have 2-9ft x 6ft dumpsters in the parking lot. Are they going to wheel dumpsters on the sidewalk also?

At minimum the private park between the two buildings should be shortened 10 feet along the alley to accommodate both buildings garbage. Should not be placed on public right always.

Sincerely,

Michael Reinders
26 Wellington st.
Boston, MA 02118

Sent from my iPhone

Date	First Name	Last Name	Organization	Opinion	Comments
10/7/2019	Theresa	Breazeale	Ms.	Oppose	While I have selected "oppose" as my opinion, I do support the project upon modifications to the plan that I have already commented about: 1. Increasing the number of lottery preferences for people with disabilities from the minimum proposed of 5% (2 units) to 10. This does not mean that 10 units require the same level of accessibility -- though that would be nice -- but that more buyers/renters with disabilities would be given a lottery preference. The addition of an ADA-compliant residence in the South End/Roxbury is an opportunity to open the neighborhood to residents with a variety of disabilities where the prevailing architecture has historically presented barriers to entry. 2. Additionally, the planned drop-off and pickup area for the building must be adequate for accommodating wheelchair vans and other modified vehicles and waiting/live park areas for those types of vehicles. Since there will be no parking included on site, the limited on-street parking must include multiple parking spots designated as handicapped parking only. The nearby Orange Line has an elevator but the Symphony Green Line station does not. Many MBTA destinations do not. The MBTA is NOT a transportation option for most people with disabilities. This project presents an opportunity that should not be lost. Step up and welcome people with disabilities to the South End!
10/7/2019	Mike	Reinders		Oppose	I oppose for two reasons that the city should reconsider approval. 1st it eliminates 18 parking spots. 2nd it does not address the garbage solution well. Parking The building should provide underground parking. There elevation from alley to street would accommodate it. As far as affordability the Stanhope Garage inc that runs a 19 spot outdoor parking lot charges \$30 a day or \$15 for daytime or overnight. If Northampton residence kept the 18 spots and charged only \$15 per day that would be \$270, or \$98,550 being conservative. An outdoor parking spot in the mass Ave/Wellington rents for \$400, two spots down the Northampton and Mass Ave rents his spots hourly on a parking app and makes around \$500 a month. The point is, the cost can pay for itself. Once paid the Residence could then make it private parking for the 100 or so residents of the 47 unit building and then the Newcastle building. We have too many mid rise buildings with no parking. 400 mass Ave, TDC has a 40 or so unit building with an approximate 80 residents with 8 parking spots that they use for their employees and service vehicles. Garbage The current plan is to have a 3x5 dumpster wheeled onto the sidewalk probably 6 days a week, this should be wheeled into the alley. Also it is unknown to me the plan for Newcastle apartments. They currently have 2-9ft x 6ft dumpsters in the parking lot. Are they going to wheel dumpsters on the sidewalk also? At minimum the private park between the two buildings should be shortened 10 feet along the alley to accommodate both buildings garbage. Should not be placed on public right always. Sincerely, Michael Reinders 26 Wellington st. Boston, MA 02118 617 970 4751
9/29/2019	Joseph	Feaster	Year	Neutral	support the project concept, but unclear of M/WBE utilization in equity, and subcontractors such as legal, architects, engineers and project managers.
9/26/2019	Christopher	Dearbeck		Neutral	I would like to know if and when there will be a reconsideration of the neighborhood parking zones. This building is to be built in the Roxbury neighborhood according to the listing, but yet the parking signs in this area are listed as "South End". This is also true for the Alexandria hotel, there was such an outcry that this property was a "Roxbury" property and if the people of Roxbury are owning these areas, then I believe they must own all parts of their identity, this includes the parking delineation. This building will bring more cars to the area that require street parking and I believe that parking should be identified as "Roxbury". I also believe this should be the time where the BPDA reevaluates the neighborhood lines as they relate to all facets of the neighborhood, especially parking.
9/16/2019	Lynette	Reid	ULEM	Support	Would you send me information regarding application process for low income housing @ the new development being built. I also completed an application for whittier st during the application process. I have not been contacted as of yet.

**Boston Water and
Sewer Commission**



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

September 24, 2019

Ms. Ebony DaRosa
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Northampton Street Residences, Roxbury
Small Project Review Application

Dear Ms. DaRosa:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed residential development located at the rear of 597-599 Columbus Avenue in the Roxbury neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project site consists of an existing 9,586 square foot (sf) parcel. The site currently contains a surface parking lot. The project proponent, Transom Real Estate, LLC and Harbor Run Development, LLC on behalf of THR Acquisition, LLC (THR Acquisition, LLC), proposes to construct a 5-½ story, approximately 40,653 sf residential building with 47 housing units, 47 bicycle spaces and zero vehicular spaces.

The Commission owns and maintains a 12-inch Southern Low PCI water main installed in 1916 and lined in 1996 in Northampton Street and a 12-inch Southern Low DICL water main installed in 2006 and a 30-inch Southern High PCI water main installed in 1914 and lined in 1972 in Columbus Avenue.

For sanitary sewer and storm drain service, there is a 12-inch storm drain in Northampton Street and two 10-inch sanitary sewers and a 30-inch storm drain in Columbus Avenue.

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

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, THR Acquisition, LLC should meet with the Commission's Design and Engineering Customer Services to review water



main, sewer and storm drainage system availability and potential upgrades that could impact the development.

2. All new or relocated water mains, sewers and storm drains must be designed and constructed at THR Acquisition, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. The water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. THR Acquisition, LLC should provide separate estimates of peak and continuous



maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. THR Acquisition, LLC should also provide the methodology used to estimate water demand for the proposed project.

6. THR Acquisition, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, THR Acquisition, LLC will be required to apply for a RGP to cover these discharges.
7. 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.
8. It is THR Acquisition, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, THR Acquisition, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. THR Acquisition, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. THR Acquisition, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. THR Acquisition, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, THR Acquisition, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If THR Acquisition, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. THR Acquisition, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be



metered. THR Acquisition, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, THR Acquisition, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application THR Acquisition, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages THR Acquisition, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. THR Acquisition, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, THR Acquisition, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. THR Acquisition, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume

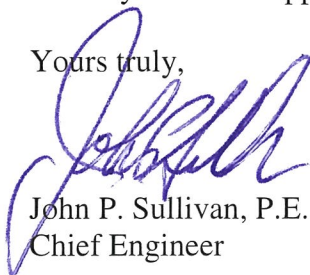


of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

5. 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, THR Acquisition, LLC will be required to meet MassDEP Stormwater Management Standards.
6. 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.
7. The Commission requests that THR Acquisition, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. THR Acquisition, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
8. 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. THR Acquisition, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: Peter Spellios, THR Acquisition, LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

**THR ACQUISITION, LLC
527 Albany Street, Suite 100
Boston, MA 02118**

November 5, 2019

VIA FIRST CLASS MAIL & E-MAIL
(michael.sinatra@boston.gov)

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

Re: Proponent's Response to Public Comment Period and City Agency Input Article 80 Small Project Review for 100% Income-Restricted Residential Building at Northampton Street, Boston, MA (the "Premises")

Dear Michael:

On behalf of THR Acquisition, LLC (the "Proponent"), the Proponent of the proposed 100% income restricted 47-unit residential building at the above referenced Premises, which project is currently under review by the Boston Planning and Development Agency (the "Agency") pursuant to Article 80-B of the Boston Zoning Code (the "Proposed Project"), I am writing to provide you with the Proponent's detailed response to the comments received and recorded as part of the Article 80 review process for the Proposed Project. We greatly appreciate the time and participation provided by members of the public and City agency staff as part of the Article 80 review process, whose involvement has helped to enhance and improve the Proposed Project. The Proponent also thanks the Roxbury and South End elected delegation and the neighborhood interest groups who offered their time and input during the community outreach process, which has also resulted in specific project modifications and program measures for the Proposed Project.

As you are aware, the Proponent spent considerable time prior to filing its Article 80 Small Project Review application meeting with city officials, elected representatives, and neighborhood organizations to seek input on the Proposed Project. Our Small Project Review application was filed with the BPDA on September 6, 2019, and a public meeting was conducted by the BPDA on October 1, 2019. As a result of these discussions and feedback, the Proposed Project has been further refined in response to suggestions provided by the city, elected officials and neighbors.

In follow up to comments at the BPDA public meeting on October 1, 2019, the Proponent provided the City (who in turn posted them on the BPDA website) with shadow studies reflecting potential shadow impacts of the Proposed Project and a proposed drop-off/pick-up lane on Northampton Street in front of the Proposed Project.

In particular, the Proponent has taken the opportunity to carefully review and consider the written comments received by the BPDA for the Proposed Project, and we are pleased to provide the Agency with the following responses:

A. Comments by Members of the Public:

1. TC Breazeale and Cydnie Breazeale-Davis, 10/2/2019, 247 Northampton Street, #506

Comments: Request to increase number of accessible residential units and request for off-street parking.

Responses: We share Ms. Breazeale's support of increased affordable housing designed for handicapped accessibility. The Proposed Project will comply in full with 521 CMR 9: <https://www.mass.gov/files/documents/2018/10/17/521009.pdf>. These regulations ensure that the proposed building and facilities will be accessible to, functional for, and safe for use by persons with disabilities. 100% of the residential units will be subject to a city run lottery process overseen by the Boston Fair Housing Commission in order to comply with Fair Housing requirements and the Proponent will have no ability to select individuals or families outside of the lottery process.

2. Carol W. Blair, 10/9/2019

Comments: Concern about funds from Fenway/Back Bay being used for projects in Roxbury neighborhood as it may "further segregate the poor of our city." Concern about lack of on-site parking and need for additional bicycle racks.

Responses: We thank Ms. Blair for her comments. We understand her comments to relate to the use in the Proposed Project of IDP funds from the Fenway or Back Bay neighborhoods. No funds from either the Fenway or Back Bay neighborhoods are being currently being proposed for the Proposed Project. Additionally, additional off-site parking for the Proposed Project would necessitate a significant reduction in the total number of income-restricted residential units in the Proposed Project and increase the costs to residents to maintain off-street parking. Based on the Premises' close location to the Massachusetts Avenue Orange MBTA station and other public transportation, we

are comfortable that the Proposed Project strikes the right balance. The Proposed Project provides a room inside the building for bike storage. The Proponent is willing to provide additional exterior bicycle storage in a location acceptable to the City and neighbors.

3. **Michael Reinders, 10/7/2019, 26 Wellington Street**

Comments: Concern about insufficient off-street parking and concern about the storage of and disposal of garbage/refuse.

Responses: We thank Mr. Reinders for his comments. As indicated above, additional off-site parking for the Proposed Project would necessitate a significant reduction in the total number of income-restricted residential units in the Proposed Project and increase the costs to residents to maintain off-street parking. Based on the Premises' close location to the Massachusetts Avenue Orange MBTA station and other public transportation, we are comfortable that the Proposed Project strikes the right balance. All garbage/recycling from the Proposed Project will be stored inside the proposed building and brought out for disposal only on garbage/recycling days. The alley immediately behind the Proposed Project will not be utilized for garbage/recycling pick-up. Additionally, existing dumpsters located on the Premises and service the existing Newcastle/Saranac apartments would be relocated closer to the existing Newcastle apartment building.

4. **Joseph Feasler, 9/29/2019**

Comments: Support of the project concept, but inquires about the use of Minority and Women Owned Businesses as part of the design and construction team.

Responses: We thank Mr. Feasler for his support. We share his interest in the inclusion of a diverse team of professionals as part of the Proposed Project. While the full design and construction team has yet to be identified, we are excited that Howeler + Yoon Architects (<http://www.howeleryoon.com/>) will serve as the lead design architect for the Proposed Project.

5. **Christopher Dearbeck, 9/26/2019**

Comments: Concern that on-street parking zones are properly identified as being in the Roxbury Neighborhood.

Responses: We thank Mr. Dearbeck for his comment. Consistent with our Small Project Review application, the Proposed Project is located in the Roxbury

neighborhood. We agree that on-street parking signage should properly reflect the neighborhood.

6. Reid Lynette, 9/16/2019

Comments: Support of the project concept. Questions about lottery process.

Responses: We thank Mr. Lynette for his support of the Proposed Project. 100% of the residential units will be subject to a city run lottery process overseen by the Boston Fair Housing Commission in order to comply with Fair Housing requirements and the Proponent will have no ability to select individuals or families outside of the lottery process. We anticipate the lottery process to commence shortly after the commencement of construction for the Proposed Project. The Proponent anticipates creating a website to provide updates and information about the Proposed Project, including the details of the anticipated lottery process.

B. Comments by City Agencies:

1. Boston Water and Sewer Commission (“BWSC”), 9/24/2019

Comments: The BWSC reviewed the Proposed Project and its infrastructure impacts, and specified required procedures to insure proper permitting by BWSC.

Response: The Proponent and its civil engineering team will follow the BWSC requirements in its site plan approval submission to BWSC.

In addition to the foregoing, during the BPDA public meeting on October 1, 2019, the Proponent heard several comments about ensuring that there was adequate drop-off and pick-up locations off Northampton Street adjacent to the Proposed Project. In response to these comments, the Proponent submitted to the BPDA a revised site plan showing a drop-off and pick-up located immediately in front of the Proposed Project. Additionally, during the BPDA public meeting, the Proponent heard of the community’s interest in further activating the northeasterly side of the Proposed Project adjacent to the park. The Proponent is committed to working with the community and the City of Boston to identify appropriate ways to activate this side of the Proposed Project.

Mr. Michael Sinatra, Project Manager

November 5, 2019

Page 5 of 5

Again, thank you and the City for your continued time and attention on the Proposed Project, and please do not hesitate to contact me with any questions. We look forward to continuing to work together on this positive and transformative development project in the Roxbury neighborhood.

Sincerely,

THR ACQUISITION, LLC

A handwritten signature in blue ink, appearing to read "Peter A. Spellios", is placed over a light blue rectangular background.

By: _____

Peter A. Spellios

Its: Manager