



Emily Wieja <emily.wieja@boston.gov>

Fwd: 11 Taft Hill Terrace project

1 message

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

Wed, Sep 11, 2019 at 8:33 AM

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

From: **Rashad Saadieh**

Date: Wed, Sep 11, 2019 at 7:26 AM

Subject: Re: **11 Taft Hill Terrace** project

To: ebony.darosa@boston.gov <ebony.darosa@boston.gov>, lee.blasi@boston.gov <lee.blasi@boston.gov>, michael.a.sinatra@boston.gov <michael.a.sinatra@boston.gov>, Jay Walsh

Good morning all,

I met with Jay Walsh yesterday and went over the plans and my concerns,

1- He assured me there's no balconies on my side and no lawn area where people can sit.

2- The trees on my side will be saved.

3- The HVAC units on the roof will be located toward the medical center

4- The separation fence and wall will be detailed later on in the design drawings. He will share the details with me when completed.

Thank you,

Rashad Saadieh

Sent from my iPhone

On Sep 5, 2019, at 10:19 PM, Rashad Saadieh

wrote:

Thank you Jay for your quick response.

I have an issue with the lawn area being on my side. Is it possible to make it on the medical center site?

Also it is important to me to save the trees, they provide shading into my open space.

Yes I would love to meet with you at this site and work out some details. Please let me know when you are available.

Thank you,

Rashad

Sent from my iPhone

On Sep 5, 2019, at 10:09 PM, Jay Walsh

wrote:

Hi Rahsad,

To answer some of your questions:

1. There are no balconies on your side. The plans that were sent to BPDA reflect that.
2. The open space is also on your side of the property.
3. We have not determined what type of fencing will be done along the property line but would be happy to work with you old that.
4. We have to look at the trees and plan to save as many as possible.

Let me know if you want to meet on site and look art more specifics.

Jay

On Thu, Sep 5, 2019 at 9:48 PM Rashad Saadieh

wrote:

Hello Jay and Jason,

My name is Rashad Saadieh off 19 tafthill Terrace, which is next-door to this subject project and would like to get some clarification on your project. I would appreciate if you can answer the following concerns/questions,

1. Any balconies on my side?
2. Is the lawn area where people can sit on my side or on the medical building side?
3. How are you addressing the separation between my property and your property. You're retaining wall is falling apart, are you planning to replace it and introduce new fencing? Please clarify how's that going to be done and what type of retaining wall and fencing.
4. Hopefully you're going to protect the trees between our property, please confirm.

Thank you,

Rashad Saadieh
19 tafthill Terrace
Roslindale MA 02131

Sent from my iPhone



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



Ebony DaRosa <ebony.darosa@boston.gov>

Fwd: Opposition to the 11 Taft Hill Terrace, Roslindale, MA 02131, Ward 20.

Rashad Saadieh

Fri, Sep 6, 2019 at 11:04 AM

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

Cc: "lee.blasi@boston.gov" <lee.blasi@boston.gov>

Hello Michael and Ebony,
Below please find my opposition which was sent earlier on.

I'm not sure why he couldn't lower the building to make the garage and the ground because as, his lot is much higher than my lot. I also address my additional concern on my last email to Jay.

Is it possible that You can attend the meeting on the side with Jay next Tuesday afternoon?

Thank you,

Rashad Saadieh

Sent from my iPhone

Begin forwarded message:

From:

Date: May 1, 2019 at 10:11:29 AM EDT

To: lee.blasi@boston.gov

Subject: Opposition to the 11 Taft Hill Terrace, Roslindale, MA 02131, Ward 20.

Good morning Lee,

It was nice talking to you the other day.

As an 22 years homeowner and taxpayer in the city of Boston, and as a direct abutter to the subject establishment, I am writing to express my concern and strong opposition regarding the subject project. I have been living in Roslindale Village for the past 35 years, and have contributed to the area by improving my property. I have enjoyed residing and raising my family in Roslindale because it has been peaceful and quiet.

We strongly oppose the subject projects zoning code violations due to the tremendous impact on our environment, life quality, peace, quietness, and privacy.

The subject projects will completely take away the joy and happiness from our kids which is the most important reason for us to reside here.

The following are some of my concerns,

- Privacy, adding 16 balconies on my property side instead of having them on the opposite side of the building by the medical center. Also provide the side yard next to the medical center instead of being on the side of my property
- Building density issues.
- Building height issues.
- Operable windows on my side. There should be none.
- Not frontage & backyard provided.
- Parking issues
- Trash storage
- The exterior design of the building does not blend with our neighborhood.
- Provide adequate separation fence.

Thank you,

Rashad Saadieh

19 Taft Hill Terrace

Roslindale, MA 02131

Sent from my iPhone



CITY of BOSTON

Martin J. Walsh, Mayor

To: Ebony DaRosa, BPDA
From: Zachary Wassmouth, PWD
Date: July 16, 2019
Subject: 11 Taft Hill Terrace SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 11 Taft Hill Terrace SPRA.

Site Plan:

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

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

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

Sidewalks:

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

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

Driveway Curb Cuts:

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

Discontinuances:

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

Easements:

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

Landscaping:

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



PUBLIC WORKS DEPARTMENT

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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



Street Lighting:

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

Roadway:

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

Project Coordination:

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

Green Infrastructure:

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

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

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



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**Boston Water and
Sewer Commission**



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

July 9, 2019

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

Re: 11 Taft Hill Terrace, Roslindale
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 11 Taft Hill Terrace in the Roslindale neighborhood of Boston. This letter provides the Commission's comments on the SPRA.

The proposed project site consists of an existing 9,779 square foot (sf) parcel. The site currently contains a three-story residential structure. The project proponent, EBCPAC Development LLC, proposes to demolish the existing structure and construct a four-story, approximately 25,950 sf residential building with 16 condominium units, 14 vehicle parking spaces and 16 bicycle spaces.

The Commission water distribution system has an 8-inch Southern High DICL water main installed in 1989 in Taft Hill Terrace.

For sanitary sewer and storm drain service, there is a 12-inch sanitary sewer and an 18-inch storm drain in Taft Hill Terrace.

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, EBCPAC Development 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. 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 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 EBCPAC Development 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.
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. EBCPAC Development 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. EBCPAC Development LLC should also provide the methodology used to estimate water demand for the proposed project.
6. EBCPAC Development 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, EBCPAC Development LLC will be required to apply for a RGP to cover these discharges.
7. It is EBCPAC Development 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, EBCPAC Development 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. EBCPAC Development 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. EBCPAC Development LLC should also provide the methodology used to estimate water demand for the proposed project.
2. EBCPAC Development LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, EBCPAC Development LLC should consider outdoor landscaping which requires minimal use of water to maintain. If EBCPAC Development 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. EBCPAC Development 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. EBCPAC Development 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, EBCPAC Development LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. EBCPAC Development LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. EBCPAC Development LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request



to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

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

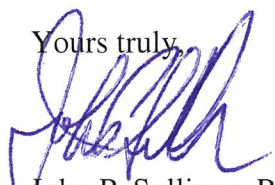
- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
 - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. The Commission encourages EBCPAC Development 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. EBCPAC Development 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, EBCPAC Development LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 4. EBCPAC Development 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, EBCPAC Development 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 EBCPAC Development LLC 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. EBCPAC Development LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings.
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.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: EBCPAC Development LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

July 3, 2019

**RE: 11 Taft Hill Terrace,
Roslindale, MA 02131
Small Project Review Application
Boston Planning and Development Agency**

The Disability Commission has reviewed the Small Project Review Application that was submitted for 11 Taft Hill Terrace, in Roslindale, MA. Since the proposed project is planned to be a vibrant destination area for transit-oriented housing, 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:

▪ **BPDA ACCESSIBILITY CHECKLIST:**

- The Accessibility Checklist is not included in this document. All projects subject to Article 80 Review are required to complete this Checklist in order to provide detail on specific accessibility features in the proposed development.
- Please complete the mandatory Accessibility Checklist within the next 30 days and forward it directly to my Commission as well as to the BPDA Project Manager overseeing this Development.
- Some of the questions / comments below may be answered in the Accessibility Checklist.
- The Accessibility Checklist can be found at <http://www.bostonplans.org/planning/planning-initiatives/accessibility-guidelines-and-checklist>

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- Please confirm that all residential units will meet the dimensional and functional requirements of a Group 1 unit.
 - In the current design, the 4th floor units are not served by the elevator. Per 521 CMR: Section 28.1: Elevators – General, we would support a design in which the elevator serves all floors.



- Please confirm that balconies do not have a level change and will be dimensionally accessible, for visit-ability.
 - We would support a design that would allow for an accessible route to the private roof decks, although not required by Massachusetts Architectural Access Board.
 - The development is 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 unit and Inclusionary Development Policy units, to create access to affordable housing opportunities for persons with disabilities. This does not increase the 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
- **ACCESSIBLE BUILDING AMENITIES:**
 - Please consider the use of automatic sliding doors at entrances to ensure that users are able to enter/exit with ease.
 - Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
 - Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.
- **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**
 - We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible.
 - Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.
- **ACCESSIBLE ROUTE AND SIDEWALKS:**
 - 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 and within Roslindale Village Station and bus stops adjacent to the project?
- 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 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
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617-635-2529

Sarah Leung
Architectural Access Project Coordinator
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A Call to Action to Make Roszie the Most Walkable Neighborhood in Boston

July 30, 2019

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

RE: 11 Taft Hill Terrace, ROSLINDALE – SMALL PROJECT REVIEW

Dear Ms. DaRosa:

Please accept the following comments on behalf of WalkUP Roslindale with respect to the proposed residential development at 11 Taft Hill Terrace in Roslindale (the “**Proposed Project**”). As set forth in the Small Project Review application, this will be a consequential development project, located 200 yards from the Roslindale Village Commuter Rail Station and even closer to multiple bus routes on Washington Street that connect directly to the Orange Line, and containing, as proposed, 16 housing units, 14 off-street parking spaces and 16 bicycle parking spaces in a four-story building with a mix of 1, 2 and 3 bedroom units.

We generally support the Proposed Project. We favor new housing in our neighborhood, city, and region as an integral part of the required response to our surging population and housing affordability crisis resulting from decades of underbuilding and inequitable patterns of development and housing availability. However, we offer the following concerns and comments intended to emphasize the imperative to adopt a greener approach to building in order to prepare for the climate change emergency, and also to address the future of transportation and the need for more affordable housing in every development project that our city considers.

Before addressing each of these issues in turn, we observe that historically, when developers proposed large condominium projects in Boston neighborhoods, they were often “bargained down” by the neighbors, who would push for fewer units, less height, and more off-street parking spaces, thus (1) reducing the developer’s ability to make a profit; (2) constraining the growth of much-needed housing; and (3) inducing more demand for cars by virtue of the extra parking spots. Indeed, our experience is that developers often proposed extra large structures, knowing they would have to give up some units to appease neighbors. By contrast, today we see more and more Bostonians have become acutely aware of the housing and transportation crises, and we have found many supporters in Roslindale specifically who are sensitive to these issues. Thus, while a project like this might have sacrificed profitability in the past by reducing scale and increasing parking, in view of the decreased pressure to do so today, there should be more room in the budget to address more pressing concerns, particularly in the areas of energy efficiency and affordability for lower-income families.

1. Green Building

Although the Proposed Project is below the Large Project Review threshold and is technically required to meet only building code-based energy efficiency and green building requirements (albeit at the city’s “Stretch Code” level, which produces a 10% improvement over the otherwise applicable standards), the BPDA should require the Proposed Project to exceed those standards and approach **Net Zero/Zero Plus/LEED Gold-Platinum standards**. If our city is truly serious about preparing for and attempting to mitigate the climate crisis, all new buildings will

need to be much more efficient in their use of energy. There is no more time to wait to start this effort on a citywide basis, and we would like to see this happen in this neighborhood now. To help offset electrical use, we suggest that the proponent investigate the possibility of adding additional photovoltaic panels to this project as well as on the adjacent Greater Roslindale Medical and Dental Center. Rent from the roof panels could provide needed income for the center and the generated electricity.

We also recommend considering using air-sourced heat pumps for heating/cooling. While the operating cost in heating mode is likely still higher than gas in this climate, the total capital cost might be less than the total for gas heat (especially high efficiency) + electric air conditioning, so the levelized cost difference won't be as great. There are some utility incentives and tax credits (such as SMART, the Solar Massachusetts Renewable Target) that can help reduce the cost. The Commonwealth is decarbonizing the grid rapidly, so investing in electric infrastructure now rather than locking in higher CO₂ emissions for two decades with gas infrastructure is better to help meet longer term climate change goals.

We note that once this project is built, it will be too late to implement many energy efficiency measures that could easily be incorporated at the design and build phase. We have seen other condominium developments in the area (indeed, on this street) consider retrofitting their buildings to add photovoltaic panels only to give up due to the logistical hurdles of dividing up costs and benefits amongst multiple units, as well as the significantly higher cost of modifying an existing structure versus including solar from the start. In short, we only have one shot to get this right, and the BPDA should push developers to seize every opportunity to do so.

2. Off-Street Parking

At 14 spaces, the Proposed Project has a parking ratio of 1:0.88 which we feel is reasonable but could be lower and still meet residents' needs. Zero off-street parking projects have recently been allowed in Roslindale Square (most recently, the Wallpaper City project at the corner of Poplar and South a few hundred feet from the proposed site), and, as noted above, this location 200 yards from the Roslindale Village Station commuter rail stop, from bus stops serviced by a dozen bus routes and within 250 yards of a neighborhood supermarket. The Proposed Project is likewise minutes away from the start of the Southwest Corridor Bicycle Path, which is a major thoroughfare for cycling commuters.¹ All of these sustainable transportation options are complemented by several nearby ZipCar locations and easy access to rideshare services along with two Bluebikes bikeshare stations in Roslindale Square. Note that the [MAPC Perfect Fit Parking Study](#), released 7/24/19, suggests that a ratio of less than 1:0.7 would be appropriate.²

In light of these ample amenities, excessive parking will undeniably waste resources and induce car ownership and car use, moving our neighborhood and our city away from the mode shift and greenhouse gas and other air pollution reduction goals to which we have committed in GoBoston 2030 and Climate Ready Boston. By devoting more real estate to parking, we practically guarantee more cars in the neighborhood. By contrast, reducing off-street parking will have direct positive implications on affordability.

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

² See <https://perfectfitparking.mapc.org/>

If some off-street parking spaces within the Proposed Project can be dedicated carshare (such as Zipcar) spaces the need for parking spaces can be reduced. If carshare spaces cannot be added within the garage, then perhaps the Proposed Project in cooperation with BPDA could sponsor additional carshare spaces within the adjacent municipal parking lot on Taft Hill while using the vacated space for either additional bike parking or space for an affordable unit.

By unbundling parking spaces from units and charging market rates for parking spaces, vehicle use can be discouraged. By contrast, if the parking spaces remained bundled with the units, car-free families will be less likely to live in this development since they would be paying a premium for an amenity they do not need. Likewise, providing free MBTA passes to tenants will encourage transit ridership as was done at the nearly adjacent 20 Taft Hill Park.

With available parking thus reduced to below a 1 to 1 ratio, the Proposed Project is an especially appropriate project on which to un-bundle the parking from the units, so that households that do not need off-street parking can avoid that cost instead of having it included in their unit regardless, while families that need an individually-owned vehicle for career, family, or other reasons will have the option to pay for a place to put it.

We also think it is important that the units in this development **not** be granted the right to obtain residential parking permits, and we urge BPDA to work with BTM to make sure this happens. While our neighborhood and the Boston area are in dire need of more housing, there is absolutely no need for more cars. Ultimately, the City needs to update its parking policies for the 21st century—including by limiting the supply and charging for residential parking permits. But until that happens, we need to take steps to insure that every large-density development like this doesn't bring along with unlimited free car storage on public land in the form of residential permits. These free permits provably induce demand for cars, and the Roslindale neighborhood should not be forced to absorb that traffic and pollution impact. Moreover, Taft Hill Terrace is a short, dead-end street with no adjacent blocks of "overflow" parking—if units in the Proposed Project were eligible for free residential permits, parking from these units alone could overwhelm the entire street.

3. Bicycle Parking

The Proposed Project is close to bicycle lanes on Washington Street, bike paths in the Arnold Arboretum, the Southwest Corridor Park/Pierre Lallement bike path and the future Roslindale Gateway path making biking to work/school, errands, and leisure a safer and more attractive option. We recommend a minimum bike parking ratio of 1 space per each bedroom. Additionally, the spaces must be usable by people of all abilities, so that a portion of the spaces must be usable without needing to lift the bike. Space needs to both accommodate traditional bicycles as well as cargo bikes such as longtails, bakfiets, and box bikes. With e-bikes becoming more available and commonplace, we recommend that bike charging stations be built to allow tenants to charge their e-bikes. An e-cargo bike can replace an automobile for a large number of trips and since two large cargo bikes can fit within one car parking space, they are space efficient. In order for people to ride bikes, the bikes must be usable. We therefore recommend that a bike repair station with bicycle pump be included in the garage. Since visitors who arrive by bike may not need secure, overnight bike storage, we recommend that at least two bike racks be included near the building entrance per BTM guidelines.

4. Housing Affordability

As a rough cut, assuming a standard parking space takes up about 162 square feet (9' x 18'), a reduction of even just five (5) spaces would allow for an additional 810 square feet of living area. We would expect that area to be split into 1 additional unit, which we would recommend be added to the affordable unit count or be used to reduce the AMI to be truly affordable to residents of Roslindale. We also note that community members from the Housing Justice task force of Roslindale is for Everyone (“RISE”) spoke at the community meeting and were particularly focused on increasing both the percentage of affordable units in the Proposed Project and the level of affordability offered beyond what the IDP would otherwise require (13% of total units and 70% of area median income). We support RISE Housing Justice on both of these requests. The Proposed Project is located in a part of our neighborhood where household incomes are lower than average and competition for scarce and increasingly expensive housing (there has been almost no new housing constructed in this area for the last several decades) is displacing our most vulnerable neighbors. We can and should do more as a city to make sure that everyone who wants to make their home here is able to do so.

5. Roslindale Gateway Path/Blackwell Path Extension and Arboretum Road

In order to help reduce parking burden, the developer should be required to assist financially with ongoing efforts around the Roslindale Gateway Path (<http://walkuproslindale.org/gateway>) as this will be a significant amenity for residents of the development and the broader surrounding neighborhood. A significant contribution for this effort would be an excellent way for this Proposed Project to bring value and increased accessibility to its own backyard immediately. We propose a contribution of \$25,000 for the Proposed Project.

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

Sincerely yours,

Mark Tedrow

Resident @ 21 Conway Road, Roslindale, on behalf of the WalkUP Roslindale Steering Group

Ricardo Austrich, Resident @ 843 South Street, Roslindale
Lisa Beatman, Resident @ 180 Mount Hope Street, Roslindale
Rachel Blumberg, Resident @ 15 Newburg Street, Apt. 2, Roslindale
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
Margaux Leonard, Resident @ 35 Harding Road, Roslindale
Mandana Moshtaghi, Resident @ 12 Arborough Road, Roslindale
Robert Orthman, Resident @ 31 Mendelssohn Street, #2, Roslindale
Rebecca Phillips, Resident @ 10 Tappan Street, Roslindale
Adam Rogoff, Resident @ 28 Ashfield Street, Roslindale
Adam Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Rachele Rosi-Kessel, Resident @ 36 Taft Hill Terrace, Roslindale
Laura Smeaton, Resident @ 61 Cornell Street, Roslindale

Mark Tedrow, Resident @ 169 Sycamore Street, Apt. 1, Roslindale
Marc Theiss, Resident @ 55 Prospect Avenue, Roslindale
Greg Tobin, Resident @ 1 Sheldon Street, Roslindale
Nick Ward, Resident @ 35 Harding Road, Roslindale
Alan Wright, Resident @ 98 Birch Street, Roslindale

About WalkUP Roslindale

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

Copy to:

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



Ebony DaRosa <ebony.darosa@boston.gov>

Comment on 11 Taft Hill Terrace

1 message

Mark Tedrow

Mon, Jul 29, 2019 at 3:47 PM

To: Ebony.DaRosa@boston.gov

Cc: Timothy McCarthy <timothy.mccarthy@boston.gov>, joseph.coppinger@boston.gov, a.e.georae@boston.gov, michael.flaherty@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov,

Dear Ms. DaRosa,

In addition to the comments from WalkUP Roslindale that I submitted earlier today, I would like to personally ask for a white or other high-albedo roof where the roof isn't covered by photovoltaic panels to help reduce the urban heat island effect. Note that walkway pavers can be high-albedo if specified correctly.

The article from CityLAB linked below includes an urban heat island map of Boston, about halfway through the article, that shows the heat island effect that the adjacent municipal parking lot has.

<https://www.citylab.com/environment/2019/07/east-coast-heat-wave-urban-heat-island-effect-maps/594346/>

Sincerely,
Mark Tedrow

Mark Tedrow
21 Conway St
Roslindale, MA 02131

Comment:	First Name	Last Name	Organization	Opinion	Comments
7/19/2019	Alison	Frazee		Neutral	<p>While I am not opposed to development at this site and I support density and housing near transit, I do feel strongly that Roslindale (and all of Boston) deserves a better design than this. The architect designed one bay and then copy and pasted the other five. The building that's there now isn't stunning but it at least fits in with the neighborhood. It looks like a home. This looks like a big box, looming over the square. I would point to the nearly complete development at 32 Cummins Highway as a large, new residential structure that looks more appropriate for a neighborhood with mostly 2 and 3 family homes. I love Roslindale because it has an intimate, small-town feel. We can have density without having generic boxes everywhere. Thank you for your consideration.</p>