

161 SOUTH HUNTINGTON



Draft Project Impact Report

Submitted Pursuant to Article 80 of the Boston Zoning Code

Submitted to:
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Prepared by:
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, Massachusetts 01754

Submitted by:
BRG 161 South Huntington LLC
c/o Boston Residential Group
221 Massachusetts Avenue
Suite 402
Boston, Massachusetts 02115

In Association with:
Boston Andes Capital
ADD Inc.
Nixon Peabody LLP
Howard/Stein-Hudson Associates, Inc.
Haley & Aldrich
John Moriarty and Associates
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Section 1.0

General Information

1.0 GENERAL INFORMATION

1.1 Introduction

BRG 161 South Huntington LLC, an affiliate of Boston Residential Group, LLC (the Proponent) proposes to construct a new approximately 193,000 square foot (sf) residential development that will be seeking LEED Silver certification at the current site of The Home for Little Wanderers (the Project). The Project will create much needed housing and concentrates development in an area that has existing infrastructure and excellent access to public transportation. The 196-unit Project will enhance an underutilized parcel of land close to the Longwood Medical and Academic Area (LMA) with excellent access to downtown Boston and other parts of the Boston metropolitan area.

The Project's massing and design will help tie the neighborhood's varied building stock and uses together by respecting the fabric of the neighborhood and the use will add a residential presence along South Huntington which will complement the existing uses of this vibrant city neighborhood. The Project is a transit-oriented development which will include many sustainable design measures as well as provide affordable housing to the neighborhood.

In a move announced in August, 2011 and anticipated to happen in the fall of 2012, The Home for Little Wanderers will relocate its programming and services from its oldest and most-well known facility – the Knight Children's Center – to a section of its 166-acre site at Longview Farm in Walpole that is undergoing \$19-million in new construction. The Home for Little Wanderers, a 213-year-old nonprofit, has held other programming at other sites, including on former farmland in Walpole since 1940.

The Proponent has an executed purchase and sale agreement with the current owner allowing The Home for Little Wanderers to benefit from the sale of the site and relocate its services.

A PNF was submitted on March 27, 2012 and a Scoping Determination was issued on June 21, 2012, attached in Appendix A. This Draft Project Impact Report (DPIR) is being submitted in compliance with the Large Project Review process in compliance with Article 80 of the Boston Zoning Code

1.2 Project Team

Proponent:	BRG 161 South Huntington LLC c/o Boston Residential Group, LLC 221 Massachusetts Avenue, Suite 402 Boston, 02115 (617) 424-0775 Curtis R. Kemeny
Financial Partner	Boston Andes Capital 88 Broad Street, 2 nd Floor Boston, MA 02110 (617) 507-1478 James Hughes Eduardo Cano
Legal Counsel	Nixon Peabody 100 Summer Street Boston, MA 02110-2131 (617) 345-1210 Lawrence DiCara Dara Newman
Architect:	ADD, Inc 311 Summer Street Boston, MA 02210 (617) 234-3100 Larry Grossman Paul McIntire
Permitting Consultants:	Epsilon Associates, Inc. 3 Clock Tower Place, Suite 250 Maynard, MA 01754 (978) 897-7100 Cindy Schlessinger Doug Kelleher Elizabeth Grob Tyler Norod

Transportation Consultants: Howard/Stein-Hudson Associates, Inc.
38 Chauncy Street
Boston, MA 02111
(617) 482-7080
Jane Howard
Guy Busa

Civil Engineers: Howard/Stein-Hudson Associates, Inc.
38 Chauncy Street
Boston, MA 02111
(617) 482-7080
Richard Lantini

Geotechnical Engineers: Haley & Aldrich
465 Medford Street, Suite 2200
Boston, MA 02129
(617) 886-7400
Marya Gorczyca
Scott Goldkamp

Construction Manager John Moriarty and Associates
3 Church Street
Winchester, MA 01890
(781) 729-3900
John Moriarty
Rob Carpentier

Landscape Architect Shadley Associates
1730 Massachusetts Avenue
Lexington, MA 02420
(781) 652-8809
JP Shadley

Construction Advisor KVAssociates, Inc.
303 Congress Street
5th Floor Boston, MA 02210
(617) 426-1215
Frank Vanzler

1.3 Legal Information

1.3.1 Legal Judgments Adverse to the Proposed Project

The Proponent is not aware of any legal judgments in effect or legal actions pending that are adverse to the Project.

1.3.2 History of Tax Arrears on Property

The Proponent is not in tax arrears on any property owned within the City of Boston.

1.3.3 Site Control / Public Easements

The property is currently owned by The Home for Little Wanderers, Inc. BRG 161 South Huntington LLC has the right to purchase the property pursuant to the Purchase and Sale Agreement. There are no public easements on the site.

1.4 Project Area

1.4.1 Project Site

The Project site is approximately 3.49 acres and is located two miles west of downtown Boston in the Jamaica Plain neighborhood near Brookline (see Figure 1-1). The Project site is bounded by South Huntington Avenue to the east; the Jamaicaway to the west; the Sherrill House at 135 South Huntington Avenue, a five to six story skilled nursing facility to the north; and the Goddard House at 201 South Huntington Avenue, a six to seven story skilled nursing and rehabilitation center to the south.

The area has become increasingly popular for working, living, and playing given its close proximity to major employment centers, retail areas, and recreational resources. The MBTA Heath Street Green Line Subway is one block away for service to downtown Boston and points west and the #39 bus stop is nearby. Olmsted Park and Jamaica Pond are immediately adjacent offering gardens, athletic fields, trails and boating, the LMA is ½ mile away, and the commercial areas of Jamaica Plain, Brookline Village and Hyde Square are easily accessible.

As envisioned, the Project will contribute to the vibrant activity in one of Boston's most dynamic mixed-use neighborhoods. The Project will seek LEED Certification through USGBC at a minimum of a Silver Level to embrace the natural setting of the Emerald Necklace and provide a much anticipated residential face on South Huntington Avenue.

1.5 Public Benefits

The development at 161 South Huntington Avenue will generate a myriad of public benefits for the surrounding neighborhoods and the City of Boston as a whole. These public benefits fall into multiple categories, outlined below.

1.5.1 Financial Benefits

The Project will result in significant financial benefits to the City of Boston, including:

- ◆ Returning the property to the City's tax rolls following 100 years of ownership by a tax exempt entity;
- ◆ Creating significant additional real estate tax revenues to the City's General Fund commencing after Project completion, totaling over \$9 million of net new tax revenue over the next 20 years;
- ◆ Creating approximately 30 affordable housing units or over 15% of all units in perpetuity located on-site;
- ◆ Creating approximately 225 construction jobs and 10 new permanent, on-site jobs;
- ◆ Providing additional customers for retail shops and markets in the neighborhood of the Project.

1.5.2 Community and Urban Design Benefits

The development of the Project will help to define the image and design quality of the Jamaicaway edge of the area, and will enhance the overall urban design quality and public realm of the corridor as a whole in the vicinity of the Project. The Project will include significant streetscape improvements to the pedestrian realm on both sides of the Project site formed by South Huntington Avenue and the Jamaicaway. In addition, the Project will achieve a high level of sustainability and offer a significant variety of benefits which are further outlined below.

South Huntington Avenue:

- ◆ Extending Jamaica Plain's residential fabric into an area primarily made up of institutional uses;
- ◆ Creating a high-quality, appealing and consistently designed edge to improve the pedestrian environment along the side of South Huntington Avenue;
- ◆ Constructing a new concrete sidewalk with handicapped accessible access to main lobby entry, opposite the existing pedestrian cross-walk;

- ◆ Replacing existing damaged fence with new continuous metal fencing integrated into new landscape elements;
- ◆ Developing new flush decorative paving at primary pedestrian entries;
- ◆ Planting new street trees, shrubs and seasonal perennials;
- ◆ Improving vehicular entrance to the site, roadway quality, traffic flow, and pedestrian safety;
- ◆ Re-grading and reconstructing existing sidewalks to eliminate accessibility issues and cross-slope issues; and
- ◆ Reducing on-grade parking along South Huntington Avenue from 53 spaces to nine spaces and reducing impervious paving. The balance of the parking will be placed below the building.

Jamaicaway:

- ◆ Maintaining, repairing and repainting the existing iron fence and brick piers;
- ◆ Maintaining and caring for the mature stand of existing oak trees, with infill of native shrubs, ground cover, and perennial planting, and stabilizing the eroding slope;
- ◆ Cooperating with The Emerald Necklace Conservancy, including support for programs;
- ◆ Setting back structures on the Jamaicaway in excess of the adjacent building setbacks; and
- ◆ Extending residential fabric of Jamaica Plain.

1.5.3 Additional Benefits

In addition to designing the building that will seek a minimum of LEED Silver Certification, the Proponent has made a personal commitment to the community by being a financial supporter of the Emerald Necklace and ABCD Summer Works program. In doing so, the Proponent has pledged as well as demonstrated a commitment to continue as an active member of the community.

Finally, The Home for Little Wander's has long played an important role in the local community and New England. Through the sale of its property, the Project will provide the non-profit organization with important funding to continue its mission of helping local youths and achieve the organization's goal of reorganizing their operations by the fall of 2012.

1.5.4 Workforce Development

The contractor will encourage an appropriate share of new jobs and construction jobs to be filled by Boston residents. In addition, although modest in number, the Proponent pledges to consider local companies for the maintenance contracts of the property. A Boston Residents Construction Employment Plan will be submitted in accordance with the Boston Jobs Policy. The Plan will provide that the proponent will make reasonable good-faith efforts to have at least 50 percent of the total employee work hours be performed by Boston residents, at least 25 percent of total employee work hours be performed by minorities and at least 10 percent of the total employee work hours be performed by women.

1.5.4.1 Smart Growth/Transit-Oriented Development

The Project represents the epitome of smart-growth and transit-oriented development by concentrating new residential uses in close proximity to major regional rapid transit and bus lines that provide easy access to the Project site from all neighborhoods of the City of Boston and the City's suburbs. The Project will create many new pedestrian trips every day, enlivening the proximate streetscape and providing more foot traffic for local businesses and restaurants. The Project will likely eliminate many hours of commuter travel per year by residents of the Project who may have lived further away from their workplaces.

1.5.5 Sustainable Development

The Proponent is committed to developing a highly sustainable Project. As such, sustainability informs every design decision keeping in mind the end goal of seeking at least a certification of LEED Silver.

Enduring and efficient buildings conserve energy and preserve natural resources. The Project at 161 South Huntington Avenue is designed to satisfy market demands for efficient, urban apartment homes with flexible layouts. Durable materials will be used throughout the buildings. The Project embraces the opportunity to positively influence the urban environment. Its urban location takes advantage of existing infrastructure while convenient access to mass transportation will reduce dependence on single occupant vehicle trips and minimize transportation impacts. Bicycle storage will be provided on-site at a ratio of one bike per apartment, and Zipcar access will provide residents with transportation alternatives. The building will seek LEED Silver Certification under the LEED rating system through the submission of a LEED scorecard which will include an explanation of the Project's approach to achieving each of the identified LEED points.

1.6 Regulatory Controls and Permits

1.6.1 Anticipated Permits and Approvals

Table 1-1 lists the federal, state and local agencies from which permits or other actions may be required.

Table 1-1 Anticipated Permits and Approvals

Agency	Permit, Review or Approval
<i>Federal and State Agencies</i>	
US EPA	National Pollutant Discharge Elimination System (NPDES) Construction General Permit
Department of Environmental Protection	Notification of Demolition/ Construction BWPAQ 06
Department of Environmental Protection Division of Air Quality Control	Environmental Results Program
<i>City Agencies</i>	
Boston Civic Design Commission	Design Review
Boston Landmarks Commission	Article 85 (Demolition Delay) Review
Boston Inspectional Services Department	Building Permit Certificate(s) of Occupancy
Boston Fire Department	Approval of Fire Safety Equipment
Boston Public Improvement Commission / Boston Department of Public Works	Specific Repair Plan and other PIC approvals
Boston Redevelopment Authority	Article 80 Large Project Review
Boston Conservation Commission	Order Of Conditions if required
Boston Transportation Department	Construction Management Plan Transportation Access Plan Agreement (TAPA)
Boston Water and Sewer Commission	Water and Sewer Connection Permits General Service Application Temporary Construction Dewatering Permit Site Plan Review
Zoning Board of Appeal	Greenbelt Protection Overlay District Dimensional variances (Height and FAR)

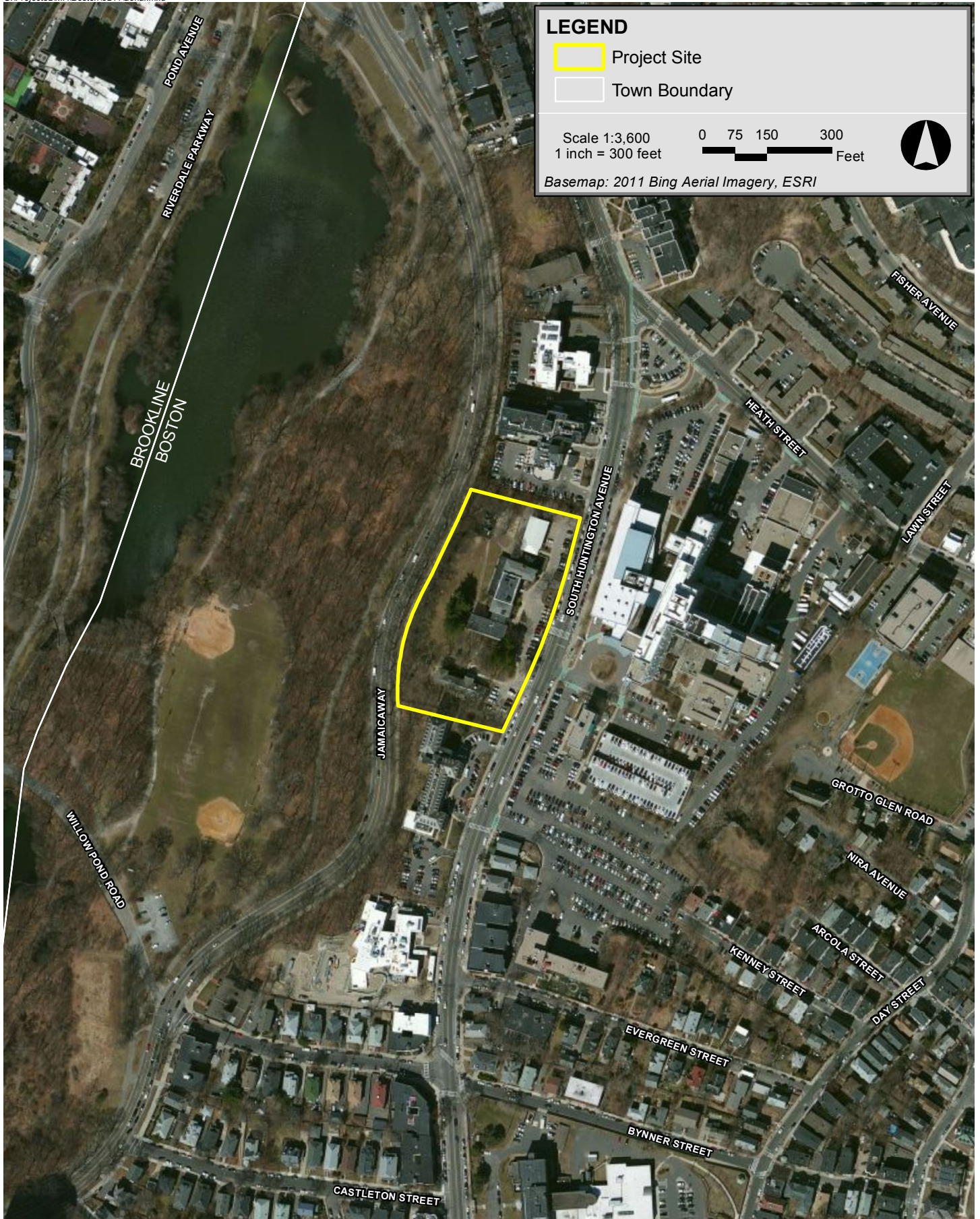
1.6.2 *Massachusetts Environmental Policy Act (MEPA)*

The Project is not anticipated to be subject to environmental impact review by the Massachusetts Environmental Policy Act (“MEPA”) Office of the Massachusetts Executive Office of Environmental Affairs.

1.7 **Community Outreach**

1.7.1 *Community Meetings*

The Proponent is committed to effective community outreach and will continue to engage the community to ensure public input on the Project. The Proponent has met with local elected officials including Representative Sanchez, City Councilor O’Malley and Councilor Ross. In addition, meetings were held with institutional abutters and neighbors to the property including but not limited to Mount Pleasant Home, Goddard House, and Sherrill House. The Proponent also met with the Executive Director of the Emerald Necklace Conservancy and members of her staff, the Boston Preservation Alliance, the Landmarks Commission, the Jamaica Pond Association, Mission Hill Neighborhood Housing Services, Back of the Hill CDC, and the Jamaica Plain Neighborhood Council Affordable Housing Subcommittee. The Proponent has also met with the 12 member IAG appointed by Mayor Menino.



161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 1-1
Aerial Locus Map

Section 2.0

Project Description & Alternatives

2.0 PROJECT DESCRIPTION AND ALTERNATIVES

2.1 Existing Site Uses

The site is currently occupied by The Home for Little Wanderers, which is relocating and consolidating some of its operations and functions to its facility in Walpole, Massachusetts. The relocation to the Walpole facility is anticipated to be completed in late 2012. The South Huntington Avenue facility dates back to 1914 and the existing buildings currently house classrooms, offices, student residences, and a gymnasium. The three existing buildings total approximately 55,580 sf of development.

Figure 2-1 provides an Existing Conditions Site Plan with the revised Project overlaid. The Locus is shown in Figure 1-1 in the previous Chapter. Photographs of existing conditions are provided in Appendix B.

2.2 Project Context

The Project is bound on the north by Sherrill House, a five to six story skilled nursing facility, and on the south by Goddard House, a six to seven story skilled nursing and rehabilitation center. On the east across South Huntington Avenue is the Veterans Administration (VA) Hospital, a campus of buildings ranging in height from four to 14 stories, and on the west, the Jamaicaway and then across the street, a portion of the Olmsted Park and Leverett Pond.

Both adjacent nursing facility buildings are generally constructed of masonry with the Sherrill House having a contemporary addition closest to the site featuring bays of metal panel. The VA Hospital is constructed of smooth and textured white and blue metal panels.

The contrast between the South Huntington Avenue and Jamaicaway streetscape is extreme. South Huntington Avenue is a wide linear and active roadway with single car travel lanes, bikes lanes and parallel parking on both sides of the street. The sidewalk adjacent to the property is approximately five feet in width set between parallel parked cars and a deteriorated six foot tall iron fence. In contrast, the Jamaicaway is a tree lined curve linear four lane roadway with wide planted green strips and eight foot sidewalks on both sides.

The Project is consistent with the larger urban planning goals to promote smart growth by developing urban infill sites and discouraging building on 'greenfield' sites. The Project will address the local need for residential use and will enhance an underutilized parcel of land close to the LMA and downtown. In addition, the Project concentrates development in an area that has existing infrastructure and excellent access to public transportation.

2.3 Project Description

As a result of BRA, Boston Civic Design Commission and community input, the Project has evolved. The revised Project will include the construction of a single new residential building totaling approximately 193,000 sf (137,420 net new sf on the site). The new building will be organized into two parts, one having four and the other five stories (See Figure 2-2). The development will feature a range of tenant amenities located on the ground floor consisting of a common room and lounge, private dining room and kitchen, fitness center and concierge. Figure 2-3 is a Ground Floor Plan. On floors two through five, the Project will incorporate approximately 196 residential apartments consisting of studios, one, two, and three bedroom units (See Figures 2-4 and 2-5). Of these, over 15%, or 30 units will be designated as affordable. A roof plan is provided in Figure 2-6.

The Project will add a residential presence along South Huntington Avenue, and will complement the existing uses of this vibrant neighborhood. Outside and connected to the interior common spaces will be a landscaped terrace facing the Emerald Necklace with outdoor seating and lounging spaces, a pool and outdoor cooking facilities. On the South Huntington Avenue side, a publicly accessible courtyard will feature outdoor seating, landscaping, and provide additional green space along the street. The majority of the parking will be provided under the building and out of sight in a partially below grade garage (See Figure 2-7). The total number of parking spaces proposed on site will be 156 spaces with 147 in the garage and nine spaces on-grade for visitors including Zipcar parking. The parking ratio provided for residents is .75/unit.

2.4 Changes Since PNF Filing

The Proponent has worked diligently to ensure that the Project complements the variety of existing building stock in the surrounding area while creating a unique urban space to maximize the use of an underutilized transit oriented site. In response to feedback provided by City Agencies and community comments the Proponent has revised key elements of the Project such as the building massing, site plan layout, parking and exterior expression. The issues raised in the BRA's Scoping Determination and in the comment letters are addressed in the text below. The design team has also studied a conceptual option to maintain and incorporate a portion of the existing 1914 building which is discussed in greater detail in Section 2.1.6 and Chapter 6.

Revised Massing

In response to comments regarding the buildings apparent mass and nature along South Huntington Avenue, the building has been reconfigured and a number of design and detailing strategies have been implemented. The previous PNF Project was organized into an 'E' shaped footprint expressed as a singular building. Both indentations of the 'E' plan faced onto the Jamaica way.

In the revised design, the building footprint has been organized into two separate masses with the five-story footprint configured in a 'C' shape and the four story organized in an 'L'. The building's lobby serves as a connector of the two masses and as recommended through the BRA Scoping Determination is expressed as a transparent 'knuckle'. This 'knuckle' will erode at the upper floors revealing the architecture of each of the two buildings.

The 'C' shaped building opens out to South Huntington Avenue breaking up the overall massing and reducing the apparent building length. This revised design will provide a 'pocket park' with an additional layer of landscape buffering the building and further reducing the building's scale along South Huntington Avenue.

The 'L' shaped portion is primarily four stories but steps down to three stories at the corner closest to the neighboring Sherrill House providing variation to the façade and further reducing the appearance of the building's mass.

Materials and Exterior Expression

The separate nature of each of the major building masses is reinforced through the use of exterior building materials and details. The general material palette for the 'C' building is horizontal seamed metal panel above a masonry base, and full masonry for the 'L' building. Metal bay windows of various heights are used on both buildings on the South Huntington Avenue elevation. French balconies are located at key locations facing the Jamaica way and the Emerald Necklace. The building incorporates recesses into the plan clad in a darker toned panel to further visually breakdown the building into smaller components. Variations in window type are used to express the scale of the interior spaces with large corner windows that extend from just above the floor to eight feet tall at living rooms and smaller windows at bedrooms providing a more interesting pedestrian view from the streetscape. The ground floor units at the 'L' portion have taller ceilings and feature units with 12 foot ceilings and oversize windows with transoms. Utilizing these design techniques, the Proponent has created two separate building masses which offers a more residential scale while simultaneously reducing the proportions of the PNF Project.

Site Plan Layout and Parking

To engage the street more effectively, the overall building footprint has shifted approximately 10 feet closer to South Huntington Avenue, with a subsequent increase in setback from the Jamaica way. The front building plane aligns with, or is in front of the adjacent neighboring buildings along South Huntington Avenue improving the pedestrian environment. The increase in setback at the rear of the building allows for additional site walls and landscaping to better mitigate the building height along the Jamaica way in response to the significant grade change of the site. Because of the unique nature of the site, having both a significant slope from the high side of South Huntington Avenue down to the Jamaica way in excess of 40 feet, and with the extensive stand of mature oak trees on the Jamaica way, the building can only be accessed and serviced off of South Huntington

Avenue. This requires a design that carefully provides for both a high quality pedestrian experience and urban street wall while serving the functional and service needs of the building.

Basic functional considerations that need to be met at the front of the building include; tenant move in/move out, trash pickup, car/taxi drop off and pickups, visitor parking, and potential new tenant visits. A single one-way loop which ties into the two existing curb cuts will be utilized. As recommended in the BRA's Scoping Determination, the surface parking originally proposed has been reduced from 16 spaces to nine in the currently proposed Project. This is also a significant reduction to the existing conditions which includes 54 surface parking spaces. The layout of the parking spaces have been further broken down into three areas, surrounded by new landscaping treatments and fencing to screen cars from view. One to two surface spaces will be reserved for Zip-Car parking. In addition, the garage parking spaces have been reduced by seven spaces from 154 to 147. The total number of parking spaces proposed on site will be 156 spaces which is a total reduction of 14 spaces from the PNF proposal. Garage parking will be assigned for resident use with surface spaces for visitors. The parking ratio provided for residents is .75/unit. In addition, there is on-street parking along both sides of South Huntington Avenue.

Addressing the Site's Grade Change

As mentioned previously, the grade change from South Huntington Avenue down to the Jamaica way is significant with over 40 feet at its most extreme. By incorporating the garage as the building base and concealing the majority of the structure below grade, the garage structure helps mitigate the site slope.

On the Jamaica way side of the site, as the site slopes, the garage structure becomes exposed. The design incorporates the same masonry building materials used above to skin the garage, and at select locations, window openings are used to provide detail and relief to the garage wall. In addition, a terraced masonry retaining wall running parallel out 10 to 15 feet from the building will be filled with sloped fill at a three to one ratio and planted with native and adapted species to further help mitigate the visual impact of the building base.

Options were studied that incorporated residential units within the garage area as a method of providing detail at that location. The physical and financial complexities of adding living units within the garage with a double story unit type made this option infeasible.

The revised design improves the connectivity between the top and bottom of the site and addresses the grade change from the residential terrace accessed from the two story lobby on South Huntington Avenue down to the Jamaica way. The terraced and landscaped open space facing towards the Jamaica way is graciously connected by a stairway located on access with the lobby 'knuckle'. The stair drops down +/- 5 feet to a mid-landing 'porch'

that supports seating and landscaping. The stair continues down to meet another lower 'porch' that then continues in two directions leading down to gates along the existing fence along the Jamaica way sidewalk.

Unit Type and Size

The BRA's Scoping Determination noted concerns regarding the size of units and expressed a desire to see more 'family friendly' sized units included in the revised Project. The Proponent has since reexamined the Project's feasibility and layout and was able to alter the design to include five three-bedroom units located in a stack in the five story portion of the building facing South Huntington Avenue. In addition, the Proponent is committed to increasing the amount of on-site affordable housing from the 26 units to 30 units, over 15% of all units.

Sustainability

From the start, the Proponent has been committed to incorporating sustainable building practices into the Project. As the process has progressed the Proponent has worked diligently to examine sustainability options for the Project. As such, the building will seek LEED Certification through the USGBC at a minimum of a Silver level, making the Project one of the greenest developments in the region.

2.5 Project Alternatives

Throughout the course of this Project, the Proponent has studied and considered several alternative proposals to the PNF proposal. The alternatives considered included maintaining and renovating the oldest of the existing structures, the 1914 Building, paired with a new tower building of approximately 12 stories (See Figures 6-1 through 6-7). Parking would have been provided in a garage structure below the tower and at grade. The drawbacks included greater shadow impacts along the Emerald Necklace, significant added costs to both renovate the existing structure and construct a high-rise building and garage, conflict with the neighborhood context regarding height, and a missed opportunity to improve the current pedestrian environment by improving the streetwall to reflect the surrounding urban setting.

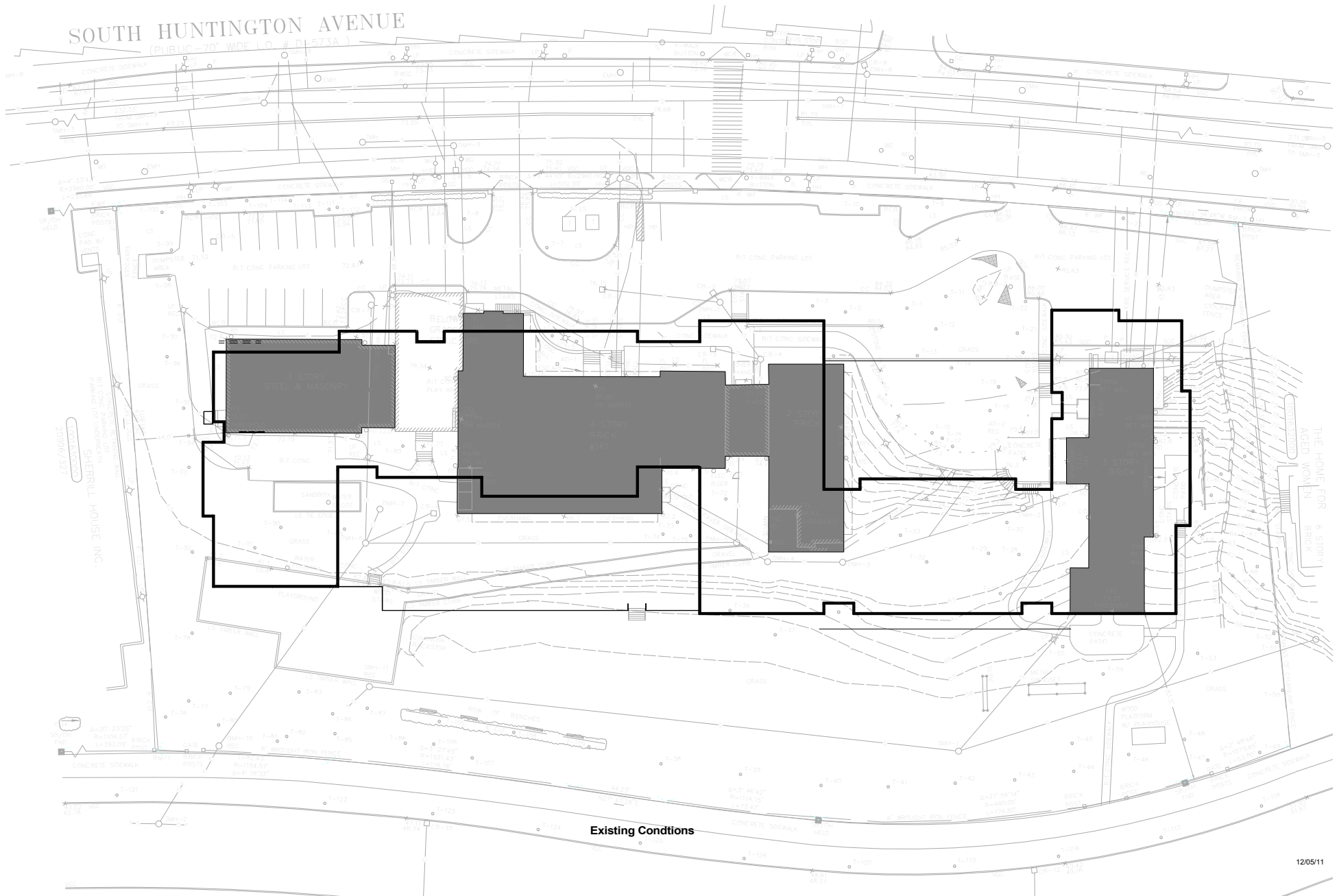
Another scenario studied assumed two separate four story buildings with three story townhouses fronting South Huntington Avenue at the center of the site. With this alternative, the building and parking encroached into the zone of the existing mature trees on the Jamaica way that are required to be maintained. This alternative also did not provide an adequate level of density, and did not improve the desired street wall mentioned above.

As part of the BRA's PNF review process and subsequent Scoping Determination, the Proponent was directed to further explore alternative designs that would include the reuse of the 1914 Building on-site. After further analysis, detailed in Chapter 6, the reuse of the 1914 Building continues to be infeasible.

2.6 Schedule

Construction of the Project is estimated to last approximately 18 months, with initial site work expected to begin in the last quarter of 2012. There will be a one-month site mobilization period.

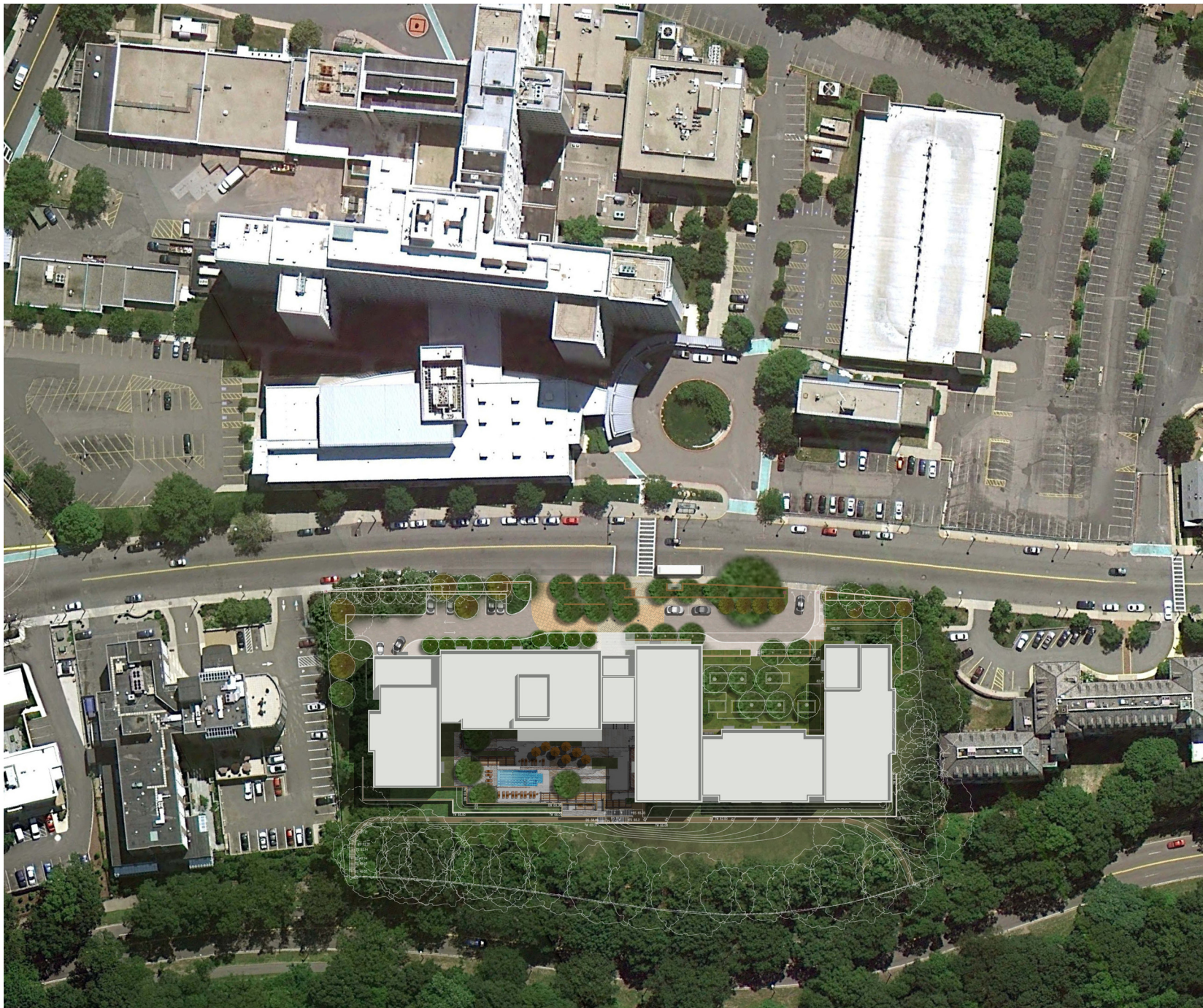
Typical construction hours will be in compliance with the City's Construction Ordinance: from 7:00 A.M. to 6:00 P.M. Monday through Friday with no work anticipated on the weekends. In the event that weekend work is necessary, the Proponent will obtain required City approvals.



161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 2-1
Existing Conditions Site Plan

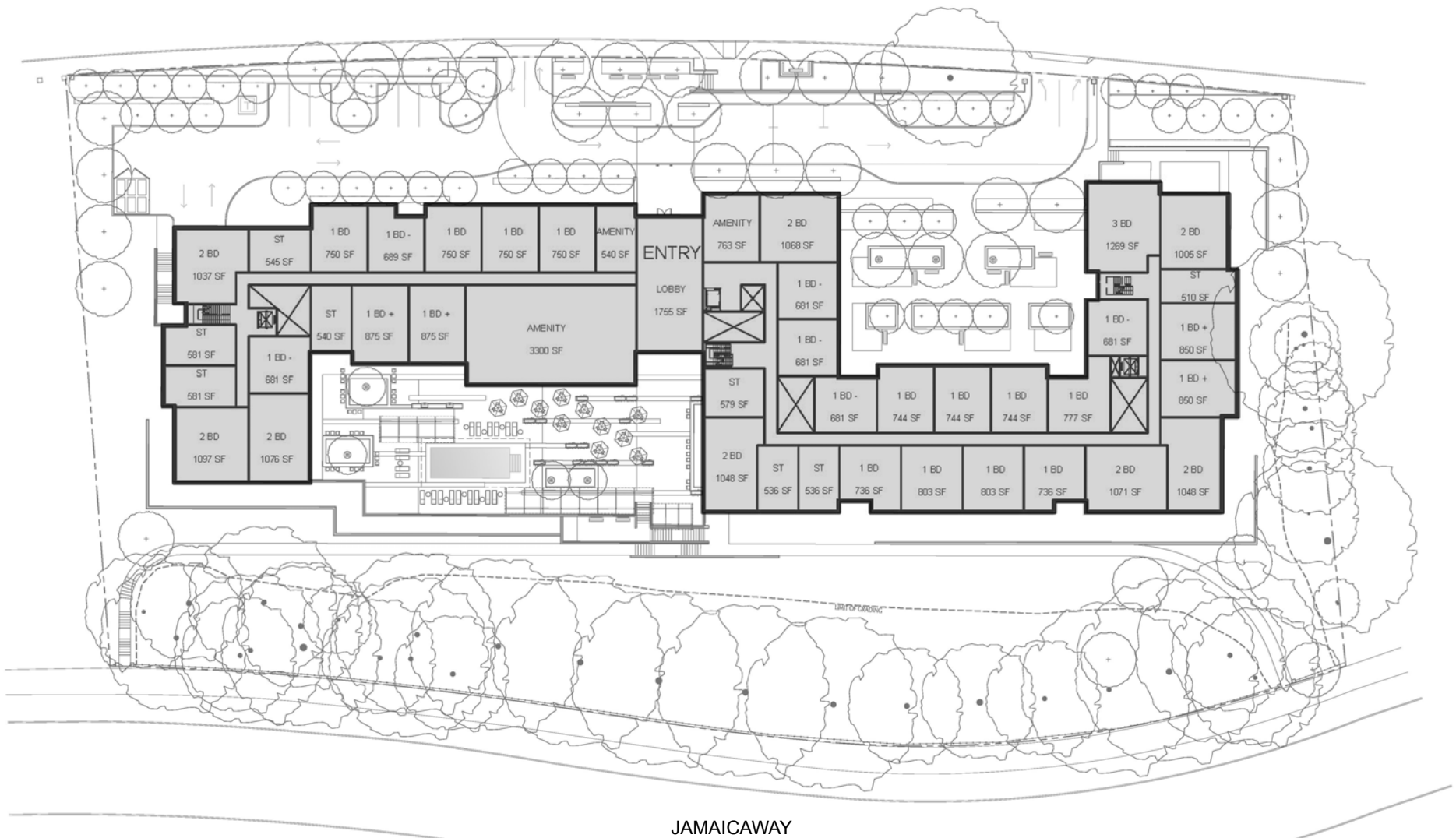


161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 2-2
Site Plan

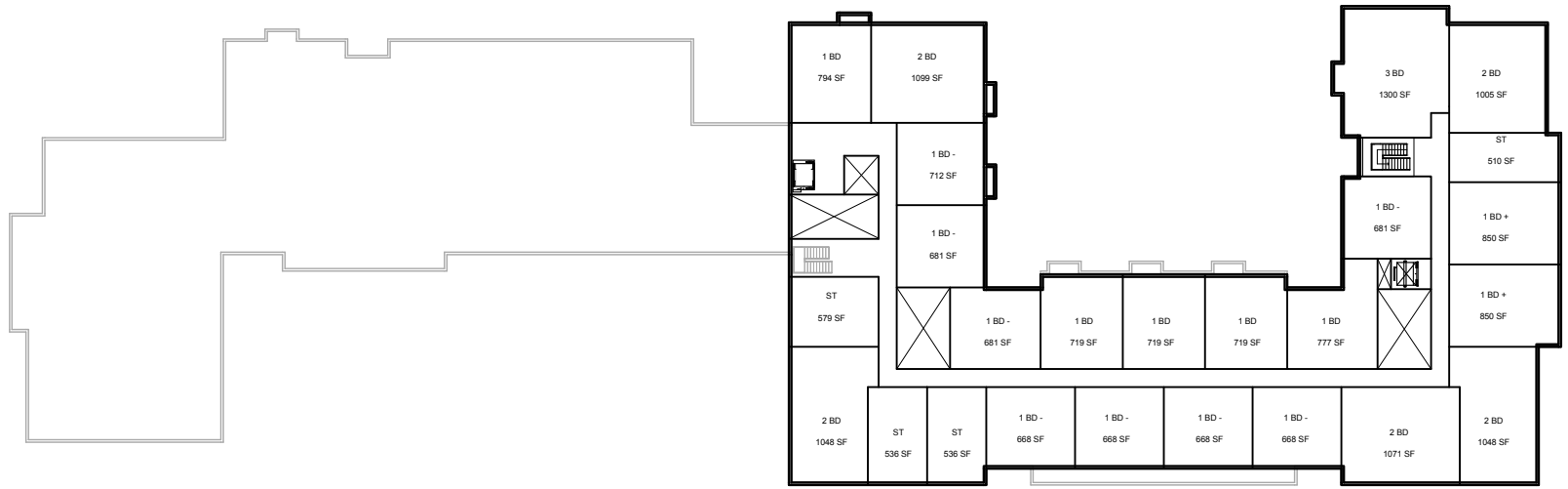
SOUTH HUNTINGTON AVENUE



161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 2-3
Ground Floor Plan



Fifth Floor Plan

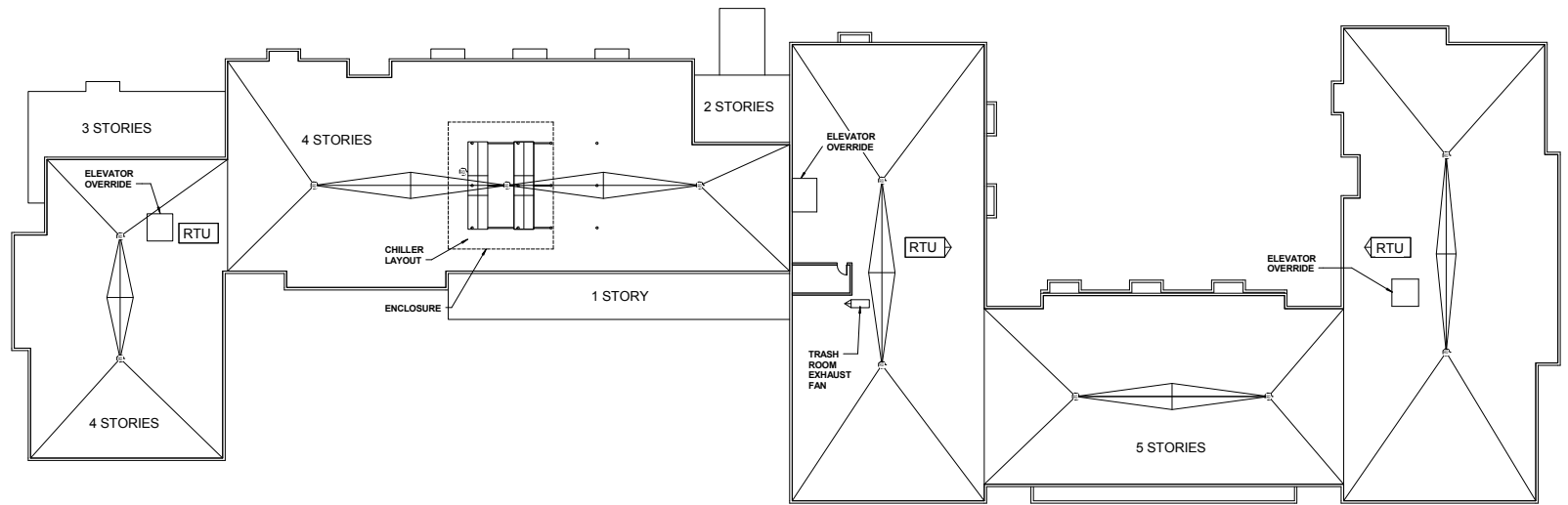


Fourth Floor Plan

161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



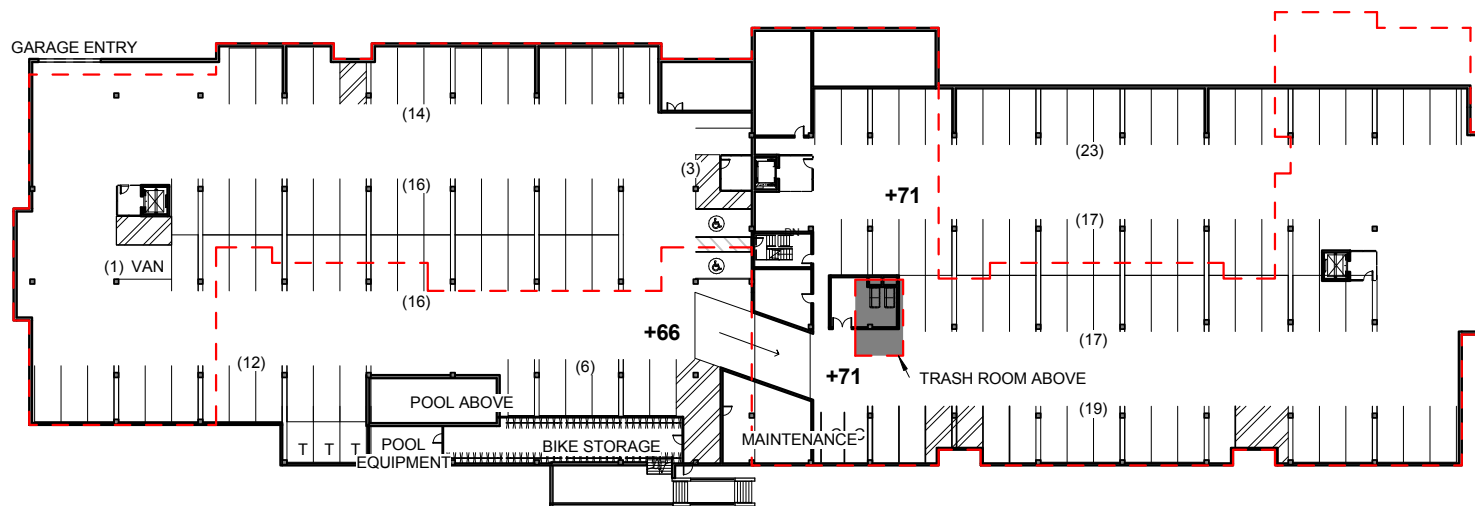
Figure 2-5
Fourth + Fifth Floor Plan



161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 2-6
Roof Plan



TOTAL GARAGE PARKING SPACES - 147

Section 3.0

Transportation

3.0 TRANSPORTATION

The BRA's Scoping Determination specifically highlighted the following two items to be addressed in the DPIR's Transportation Analysis:

- ◆ The intersection of Heath Street and South Huntington Avenue; and.
- ◆ The minimization or elimination of surface parking on South Huntington side.

Below is a list of additional requests from the BRA's Scoping Determination to be incorporated into the DPIR filing:

- ◆ Commitment to dedicate 5% of the total parking capacity to low-emitting and fuel efficient vehicle spaces for electric vehicle parking;
- ◆ Traffic study that includes the MBTA's plan to eliminate weekend service of the E Green Line;
- ◆ As the Project advances, the Proponent will be required to develop and submit a detailed Construction Management Plan (CMP);
- ◆ Submission of an engineered site will be completed as the Project advances and will be part of the Transportation Access Plan Agreement (TAPA); and
- ◆ Rationale for amount of parking with a possible reduction in parking. Some of the reduction needs to come by eliminating the perpendicular parking spaces along South Huntington Ave to help reduce the amount of asphalt along South Huntington Ave and replace it with green space.

3.1 Additional Intersection Analysis

The Scoping Determination requested that the intersection of Heath Street and South Huntington Avenue be incorporated into the traffic study. The sections that follow describe existing, no-build, and build conditions for that intersection.

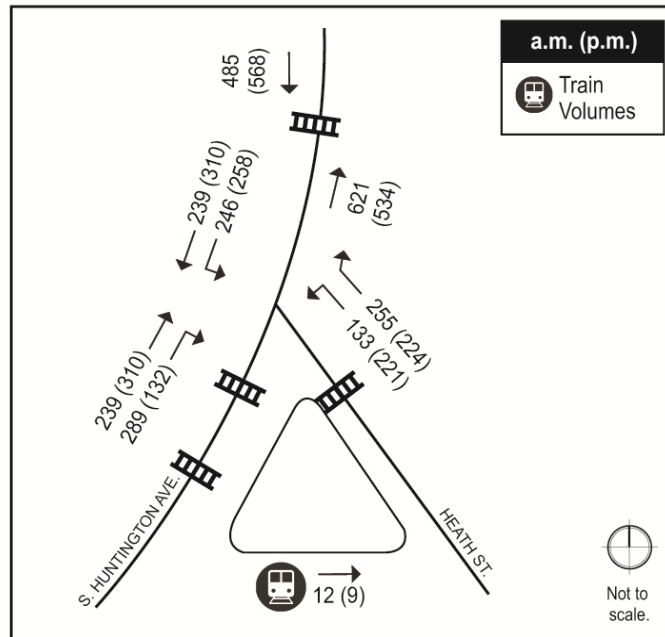
3.1.1 Existing Traffic Operating Conditions

South Huntington Avenue/Heath Street is an unsignalized intersection with three approaches. The Heath Street westbound approach, which operates under yield control, is approximately 23 feet wide, and is striped as one 23-foot, shared left-turn/right-turn lane; however, HSH's field observations indicate that motorists generally ignore the pavement markings and form two lanes: one left-turn lane and one right-turn lane. The South Huntington Avenue northbound approach consists of a 10-foot through lane and a 10-foot exclusive right-turn lane. The South Huntington Avenue southbound approach consists of a 10-foot exclusive left-turn lane and a 10-foot through lane. A 6-foot bicycle lane is

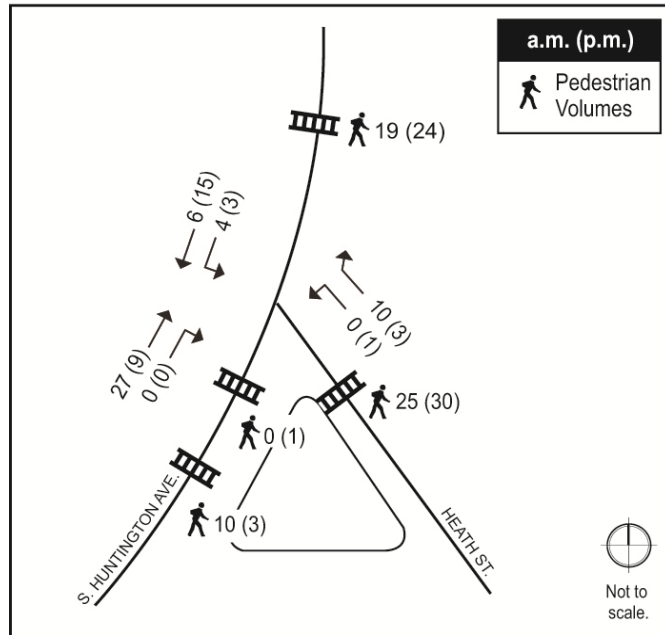
provided along each side of South Huntington Avenue south of Heath Street, and transitions to shared bicycle accommodations north of Heath Street. The MBTA Green E Line train turn-around area for Heath Street Station is located just south of the intersection. The striping of the intersection is generally in good condition, with the exception of a faded left-turn arrow pavement marking on the South Huntington Avenue southbound approach. Several unsignalized pedestrian crosswalks are also provided in the vicinity of the intersection, including two across the South Huntington Avenue northbound approach and two across the Heath Street westbound approach. A signalized mid-block pedestrian crosswalk is located approximately 150 feet north of the intersection on South Huntington Avenue.

Turning movement counts were based on data collected during the weekday morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods on Wednesday, July 11, 2012. Based on these counts, the weekday peak hours were identified as 8:00–9:00 a.m. and 4:00–5:00 p.m. The existing peak-hour turning volumes for the intersection are shown below. Complete traffic count data are provided in Appendix C.

**Existing Conditions (2012) Vehicle Volumes,
a.m. and p.m. Peak Hours**



Existing Conditions (2012) Bicycle and Pedestrian Movements,
a.m. and p.m. Peak Hours



Field observations were made to verify Synchro model accuracy as well as to calibrate the model as necessary to match existing traffic conditions as closely as possible. To depict behavior as observed in the field, HSH modeled the Heath Street westbound approach at the intersection with South Huntington Avenue as two lanes, including a 60-foot storage lane for left-turning vehicles and a dedicated right-turn lane.

Table 3-1 and Table 3-2 summarize the existing weekday a.m. peak hour and p.m. peak hour capacity analysis results for the intersection. Capacity analysis reports are provided in Appendix C.

Table 3-1 Existing Conditions (2012) Capacity Analysis Summary

Intersection	LOS	Delay (seconds)	V/C Ratio	95% Queue Length (ft)
<i>a.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.22	0
South Huntington NB right	A	0.0	0.18	0
South Huntington SB left	B	11.3	0.36	42
South Huntington SB thru	A	0.0	0.18	0
Heath WB left*	F	> 50.0	> 1.00	253
Heath WB right	B	14.3	0.42	52

Table 3-1 Existing Conditions (2012) Capacity Analysis Summary (Continued)

Intersection	LOS	Delay (seconds)	V/C Ratio	95% Queue Length (ft)
<i>p.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.20	0
South Huntington NB right	A	0.0	0.10	0
South Huntington SB left	B	10.0	0.31	34
South Huntington SB thru	A	0.0	0.19	0
Heath WB left*	F	> 50.0	> 1.00	590
Heath WB right	B	13.1	0.36	41

* Defacto lane-operates as a 60 foot storage lane for calibration purposes.

Only one intersection approach operates below LOS D:

The *Heath Street westbound* shared left-turn operates at LOS F during both a.m. and p.m. peak hours due to the high volume of vehicles making a left onto South Huntington Avenue (133 vehicles during a.m. peak hour and 221 during p.m. peak hour). Traffic operations are also impacted by the MBTA Green Line train that travels through the intersection and turns around at Heath Street Station just south of the intersection. Observations at the intersection noted a train queuing on South Huntington Avenue waiting for a train to leave the station, severely impacting intersection operations, particularly the Heath Street westbound left turn which was completely blocked by the train waiting in the middle of South Huntington Avenue.

3.1.2 No-Build Conditions

No-Build traffic conditions are independent of the proposed Project and include existing traffic plus any new traffic expected in the study area either from general background growth or identified development projects in the area.

3.1.2.1 Additional Area Development

Traffic generated by planned new major developments in the study area were presented in the PNF. Since the 161 South Huntington Avenue PNF submittal, the development proposal at 105 South Huntington Avenue has also been submitted to the BRA for review. In addition, it has come to the attention of the community, the City, and the Proponent that the VA Hospital is constructing a 500 space parking garage to serve the facility across South Huntington Avenue from 161 South Huntington Avenue. Additional traffic generated by the following projects as described below was included in the No-Build and Build traffic volumes:

- ◆ **105A South Huntington Avenue.** The proposed Project includes the construction of approximately 195 residential apartments, 1,600 square feet of ground floor retail and approximately 176 garage parking spaces.
- ◆ **VA Hospital Parking Garage.** The Veterans Affairs (VA) medical center, located at 150 South Huntington Avenue began construction on a new approximately 500-space parking garage in April 2012. The new garage would replace approximately 100 surface parking spaces, resulting in a net increase of approximately 400 spaces. Vehicular access to the parking garage will continue to be provided via an existing curb cut on South Huntington Avenue. According to discussions with VA staff, the new garage would provide free parking for veterans that currently visit the medical center; however, no increases in the number of staff and/or the number of patients served at the medical facility are expected. Thus, the project is not expected to result in an increase in traffic volumes on adjacent roadways. In fact, the VA noted that the project would improve traffic conditions in the area by alleviating on-street parking demand in the neighborhood and eliminating the existing vehicle queue onto South Huntington Avenue that occurs during peak periods as veterans wait for parking spaces to become available. Any increases in vehicle trips associated with the project as a result of additional, and more convenient, parking at the VA are expected to be marginal and are included in the background growth rate.

3.1.2.2 No-Build Conditions Traffic Operations

The 2017 No-Build capacity analysis uses the methodology described in the PNF. No-Build traffic volumes are shown below. The resulting No-Build capacity analysis results are shown in Table 3-2. Complete Synchro reports are provided in Appendix C.

No-Build Conditions (2017) Vehicle Volumes,
a.m. and p.m. Peak Hours

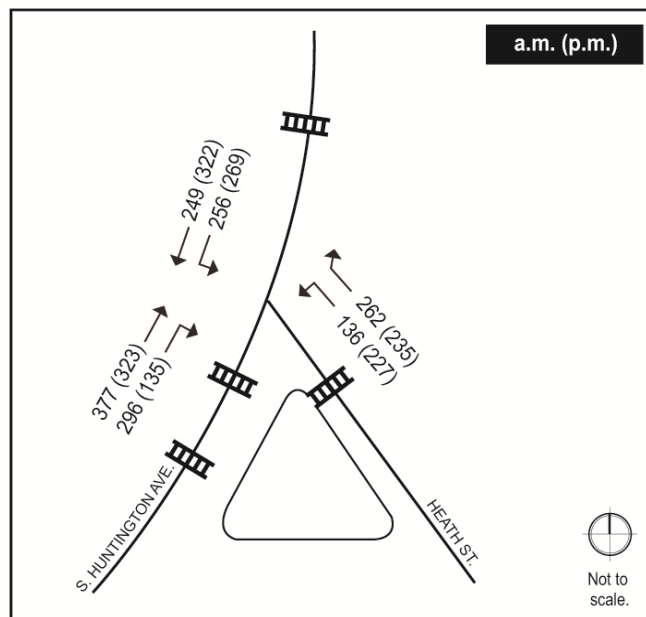


Table 3-2 No-Build Conditions (2017) Capacity Analysis Summary

Intersection	LOS	Delay (seconds)	V/C Ratio	95% Queue Length (ft)
<i>a.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.23	0
South Huntington NB right	A	0.0	0.19	0
South Huntington SB left	B	11.6	0.38	45
South Huntington SB thru	A	0.0	0.18	0
Heath WB left*	F	> 50.0	> 1.00	285
Heath WB right	B	14.7	0.44	55
<i>p.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.21	0
South Huntington NB right	A	0.0	0.11	0
South Huntington SB left	B	10.3	0.33	37
South Huntington SB thru	A	0.0	0.20	0
Heath WB left*	F	> 50.0	> 1.00	644
Heath WB right	B	13.6	0.39	45

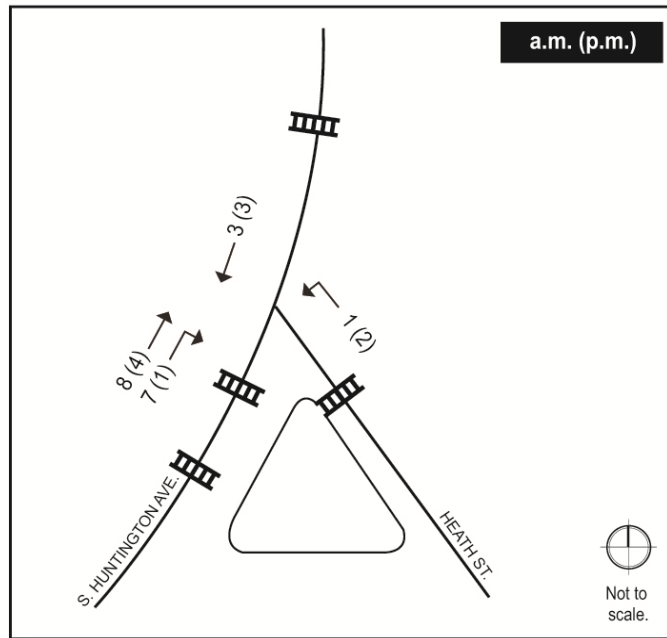
* Defacto lane-operates as a 60 foot storage lane for calibration purposes.

As shown in Table 3-2, the LOS at the study intersection will remain unchanged under No-Build conditions

3.1.3 Build Conditions

As summarized in the PNF, the Project will result in the construction of approximately 196 residential apartments. The trip generation and mode split for the proposed Project is unchanged and was summarized in Table 2-8 of the PNF. Although the MBTA recently implemented service reduction on weekends on the Green E Line, the weekday peak-hour traffic operations assessment conducted for this study will not be affected by these reductions in service. The project-generated trips expected to travel through this intersection are shown below.

Project-generated Trips (2017),
a.m. and p.m. Peak Hours



The capacity analysis for the Build Conditions was conducted using the same methodology described in the PNF. The Build Conditions capacity analysis summary appears in Table 3-3. Capacity analysis reports are provided in Appendix C.

Table 3-3 Build Conditions (2017) Capacity Analysis Summary

Intersection	LOS	Delay (seconds)	V/C Ratio	95% Queue Length (ft)
<i>a.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.23	0
South Huntington NB right	A	0.0	0.19	0
South Huntington SB left	B	11.7	0.39	46
South Huntington SB thru	A	0.0	0.19	0
Heath WB left*	F	> 50.0	> 1.00	293
Heath WB right	B	14.9	0.44	56

Table 3-3 Build Conditions (2017) Capacity Analysis Summary (Continued)

Intersection	LOS	Delay (seconds)	V/C Ratio	95% Queue Length (ft)
<i>p.m. peak hour</i>				
South Huntington Avenue/Heath Street				
South Huntington NB thru	A	0.0	0.22	0
South Huntington NB right	A	0.0	0.11	0
South Huntington SB left	B	10.3	0.33	37
South Huntington SB thru	A	0.0	0.20	0
Heath WB left*	F	> 50.0	> 1.00	655
Heath WB right	B	13.7	0.39	46

* Defacto lane-operates as a 60 foot storage lane for calibration purposes.

With the small number of new vehicle trips added by the Project, the intersection will continue to operate at the same LOS as under No-Build Conditions, and no adverse impacts are anticipated.

3.2 Parking

The Project will provide approximately 147 parking spaces within the parking garage for the 196 residential units. Corresponding to a parking ratio of 0.75 spaces per residential unit, this is a reduction in parking from that identified in the PNF. This remains at the low end of BTDA's recommended maximum parking ratio guidelines for residential use in Jamaica Plain of between 0.75-1.25 spaces per unit. Surface parking for visitors and zip cars have been reduced from 16 spaces to 9 spaces. Total parking on-site will be 156 spaces.

The Proponent will provide electric vehicle charging stations in the garage for up to 8 vehicles, or approximately 5% of the total on-site parking capacity. Additional infrastructure capacity will be provided in the garage that will allow for additional electric vehicle charging stations should demand be evident.

3.3 Public Transit

Effective July 1, 2012, the MBTA has implemented changes to the Green Line E Branch by ending weekend service to Heath Street and ending the E Branch services at the Brigham Circle. No changes are planned for the MBTA Route 39 bus that operates adjacent to the site and would continue to serve as an alternative to the Green E Line. MBTA fare hikes will also be in effect as of July 1, 2012. Bus service costs will rise to \$1.50 for Charlie Card

and \$2.00 for Charlie Ticket users, while rapid transit will increase to \$2.00 and \$2.50, respectively. No changes in service are expected during the weekday commuter peak periods.

Since service cuts will only occur on weekends, the peak-hour weekday traffic operations assessment conducted for this study will not be affected.

3.4 Bicycle Accommodations

Secure bicycle storage is being provided for building residents and tenants within the parking garage at a minimum ratio of 1 space per residential unit. Additional bicycle parking for employees will also be available in the garage. Short-term bicycle parking for approximately 12 bicycles will be available for visitors and guests and will be provided in convenient and secure locations near main building entrances.

The final numbers and locations of bicycle accommodations for the site will be determined as part of the Transportation Access Plan Agreement (TAPA) process.

3.5 Final Permitting

As part of the final efforts in the permitting process, the Proponent will develop a Transportation Access Plan Agreement. In addition to providing an operational understanding and agreement between the proponent and the City, the TAPA will also provide an engineered site plan. This site plan will depict in detail site access, loading and building servicing areas, parking, and bicycle accommodation. The site plan will also depict both passenger car and truck maneuvering on-site.

Prior to issuance of the building permit, the Proponent's contractor will develop a Construction Management Plan that will be agreed to between the contractor and BTD. The CMP includes descriptions and of construction staging, delivery vehicle access, pedestrian and vehicle controls, safety measures around the site for the general public, location of construction worker parking, hours of operations, and other elements specific to the construction activity and means and methods employed on the 161 South Huntington site.

Section 4.0

Environmental Protection

4.0 ENVIRONMENTAL PROTECTION

The PNF included studies of potential environmental impacts related to wind, shadow, daylight, solar glare, air and water quality, wetlands, noise, construction impacts, wildlife habitat, and solid and hazardous waste. The PNF Project was found to have minimal impacts to the environment, and will improve stormwater and water quality generally. It is anticipated that the proposed changes to the revised Project as outlined in Chapter 2 will result in similar environmental impacts and may even offer improvements over previously proposed conditions.

In response to the Scoping Determination the following provides additional information on solid and hazardous waste, as well as an updated solid waste generation section to reflect project changes.

4.1 Solid and Hazardous Waste

4.1.1 *Solid Waste Generation during Operation*

The Project will generate solid waste typical of other residential projects. Solid waste generated by the Project will be approximately 1,004 tons per year, based on the amount of amenity space proposed at a generation rate of 5.5 tons per 1,000 square feet per year and the amount of residential space proposed at a generation rate of 4 lbs per bedroom per day as shown in Table 4-1.

Table 4-1 Solid Waste Generation

Unit Type	Program	Number of Bedrooms	Generation Rate	Solid Waste (tons per year)
Studio / One Bedroom Units	155 units	155 bedrooms	4 lbs/bedroom/day	620
Two Bedroom Units	36 units	72 bedrooms	4 lbs/bedroom/day	288
Three Bedroom Units	5 units	15 bedrooms	4 lbs/bedroom/day	60
Ground Floor Amenity Uses	6,500 sf	N/A	5.5 tons/1,000 sf/year	36
Total Solid Waste Generation				1,004

Solid waste will include wastepaper, cardboard, glass, and bottles. A portion of the waste will be recycled as described below. The remainder of the waste will be compacted and removed by a waste hauler contracted by building management. With the exception of "household hazardous wastes" typical of residential uses (for example, cleaning fluids and paint), the residential and ground floor uses will not generate hazardous waste. Separate containers will be provided for the disposal of materials such as turpentine and paints.

Recycling

Recycling by residents will be encouraged and coordinated. To encourage recycling, the proponent will implement a recycling program throughout the Project. The Project will include space for recycling on the ground floor, and the loading/receiving area will include space for the storage and pick-up of recyclable materials. Recyclable materials are expected to continue to include newspaper, cardboard, cans, and bottles. The residential recycling program will be conducted in accordance with the City of Boston's recycling regulations.

The Project will be provided with a trash chute with access from each floor. The chute will terminate on the ground floor and will feature a diverter that will allow the sender to select whether the contents will be sent to the trash bin or the recycling bin. A private trash collector will pick-up trash and recyclables as needed.

4.1.2 Solid Waste Generation during Construction

Solid waste generated by construction will consist primarily of demolition debris related to the selective interior demolition of the existing building and packaging and scrap materials (such as corrugated cardboard, glass, aluminum, scrap metal, and cable/wire) associated with new construction. It is estimated that approximately 475 tons of solid waste will be generated during construction.

Construction waste material from demolition and new construction will be recycled when possible (see below). For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per DEP's Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. If any asbestos containing materials are identified, they will be treated as a special waste in accordance with Massachusetts DEP guidelines and addressed and disposed of accordingly.

Recycling during Construction

The proponent will take an active role with regard to the reprocessing and recycling of construction waste. An evaluation of the potential for recycling will occur before the construction commences. Construction will be conducted so that some materials that may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility. A comprehensive recycling program will be included in the final Construction Management Plan. The Proponent will also coordinate with the Boston Materials Resource Center and direct materials to them where possible to reduce the amount of surplus building material that is sent to landfills. Materials that cannot be reused or recycled will be transported in covered trucks by a contract hauler to a licensed facility, per the MassDEP regulations for Solid Waste Facilities, 310 CMR 16.00.

4.1.3 Existing Hazardous Waste Conditions

A Phase I Environmental Site Assessment (Phase I ESA), using methods consistent with ASTM E1527-05, was conducted in March 2012. The site was not identified within the Massachusetts Department of Environmental Protection Waste Site/Reportable Release database. No Recognized Environmental Conditions such as Underground Storage tanks or other potential sources of release of Oil and Hazardous materials to soil and groundwater were identified during the 2012 Phase I Environmental Site Assessment.

Based on the results of the Phase I ESA soils and groundwater testing was not required to identify potential contamination at the property and further evaluate site environmental conditions. At this time it is not clear if any soil will be generated requiring off site transport. Characterization of environmental quality of excess material to be excavated and generated for offsite transport will be undertaken prior to removing any material from the property. Chemical testing to define the environmental quality of soil for receiving facilities and management of soil and groundwater will be in accordance with applicable local, state, and federal laws and regulations. The Proponent has retained a Licensed Site Professional (LSP) as part of the team who will make observations during construction and provide guidance should any unforeseen environmental conditions be encountered.

An Asbestos and Hazardous Material Evaluation of existing buildings on the property was conducted in 2009, and additional asbestos investigations were also undertaken in 2010. Several types of common asbestos containing materials (ACM) and hazardous materials were identified to be present in various building materials. The identified ACM, lead, and hazardous materials were in generally good condition not requiring any immediate action. Prior to conducting demolition activities, Massachusetts-licensed abatement contractors will be retained to remove the ACM and other materials from the buildings.

4.1.4 Construction Management

The PNF provided a detailed section related to construction period management and potential impacts. As the project advances, the Proponent will develop and submit a detailed Construction Management Plan (CMP) to the Boston Transportation Department for review and approval. The CMP will address measures for construction workers, proposed street occupancies, equipment staging, sidewalk relocations and hours of construction work.

4.2 Sustainable Design

4.2.1 Article 37 Boston Zoning Code

To comply with Article 37, the proponent intends to measure the results of their sustainability initiatives using the framework of the LEED (Leadership in Energy and Environmental Design) rating system. As a new construction residential apartment building, the project at 161 S. Huntington is categorized as a LEED V3 NC 2009 (New Construction)

project. The LEED rating system tracks the sustainable features of the project by achieving points in following categories: Sustainable Sites; Water Efficiency; Energy Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation in Design.

The project team will demonstrate certifiable status under the LEED rating system through the submission of a LEED scorecard which will include an explanation of the projects approach to achieving each of the identified LEED points (see LEED Scorecard Appendix D). The scorecard will be updated regularly as the design develops and engineering assumptions are substantiated. Presently, 45 points have been targeted, not including any of the potential Boston Zoning Code Article 37 points.

4.2.2 *Sustainable Sites*

1. Construction Activity Pollution Prevention (SS prerequisite 1). A management plan will be created and implemented to reduce pollution from construction activity.
2. Site Selection (SS credit 1). The Project site is currently completely developed and is located in a dense urban area. This development does not violate any of the established LEED criteria.
3. Development Density and Community Connectivity (SS credit 2). The development is in a dense urban area with existing infrastructure and basic services.
4. Alternative Transportation – Public Transportation Access (SS credits; 4.1, 4.2, 4.3, &4.4). The Project is sited near several heavily served mass transit stops. The site's adjacency to basic services in the community and the development density of its urban context enable the project to satisfy both available approaches to the Development Density and Community Connectivity credit. The project also achieves all of the Alternative Transportation credits through its access to public transportation; by providing covered bicycle storage facilities for more than 15% of the building occupants; by providing preferred parking for low-emitting and fuel efficient vehicles; and by providing the number of parking spaces that meet, but do not exceed, the local zoning requirement. Zipcars will also be available on site.
5. Site Development - Maximize Open Space (SS credit 5.2). Since there are no zoning no requirements for open space, we will provide vegetated open space & pedestrian-oriented hardscape equal to 20% of the site area with a minimum of 25% of the open space vegetated.
6. Stormwater Design - Quantity Control (SS credit 6.1). The intent is to reduce volume of stormwater runoff by 25%.
7. Heat Island Effect – Non-Roof (SS credit 7.1). The intent is to reduce heat islands by placing 95% of parking under cover in a garage below the building.

8. Heat Island Effect – Roof (SS credit 7.2). The intent is to reduce heat islands by designing and installing a roof with an appropriate Solar Reflectance Index (SRI).

4.2.3 *Water Efficiency*

Conservation of water preserves a natural resource while reducing the amount of energy and chemicals used for sewage treatment.

1. Water Efficient Landscaping (WE credit 1.1). The intent is to limit the use of potable water with strategies such as using adaptive plants, efficient irrigation systems and climate base controllers.
2. Water Use Reduction (WE credit 3.1). The intent is to reduce potable water 30% from baseline by incorporating water conservation strategies that include low flow plumbing fixtures for water closets and faucets.

4.2.4 *Energy & Atmosphere*

The building is designed to optimize energy efficiency and will comply with the Stretch Energy Code, whereby energy use is reduced from the baseline energy conservation code by 20%. The prescriptive approach will be employed to demonstrate Stretch Energy Code compliance.

1. Fundamental Commissioning of the Building Energy Systems (EA prerequisite 1). The intent is to verify that the building's related systems are installed and perform as intended, via means of a commissioning process.
2. Minimum Energy Performance (EA prerequisite 2). The intent is to clarify the minimum level of energy efficiency for the building and related systems.
3. Fundamental Refrigerant Management (EA prerequisite 3). The intent is to reduce ozone depletion through thoughtful use of appropriate refrigerants.
4. Optimize Energy Performance (EA credit 1). The intent is to reduce the environmental impacts associated with energy use, via means of increased energy performance.
5. Enhanced Commissioning (EA credit 3). The intent is to verify that the building's related systems are installed and perform as intended, via means of an enhanced third party commissioning process.
6. Enhanced Refrigerant Management (EA credit 4). The intent is to reduce ozone depletion through thoughtful evaluation and use of appropriate refrigerants.

4.2.5 *Materials & Resources*

The materials that are used in the construction of buildings have a profound impact on the amount of virgin materials that are harvested and also the amount of waste products that are generated. Recycling diverts material waste products from landfills and reduces the demand for virgin materials. In addition, the extraction, processing, and transportation of materials to project sites consume energy and contributes to carbon dioxide emissions. Additionally, the use of locally extracted and processed materials stimulates the local economy.

1. Storage and Collection of Recyclables (MR prerequisite 1). The intent is to reduce the amount of building waste that is taken to landfills, by supporting occupant recycling efforts.
2. Construction Waste Management (MR credit 2.1 and 2.2). The intent is to divert construction and demolition debris from landfills through the use of a construction waste management plan.
3. Recycled Content (MR credit 4.1). The intent is to reduce the impacts from use of virgin materials, by using building materials with recycled content, where appropriate.
4. Regional Material (MR credit 5). The intent is to specify 10% of material by costs sourced within 500 miles of the site.

4.2.6 *Indoor Environmental Quality*

Safeguarding the comfort and well-being of the occupants is a fundamental obligation. The quality of indoor air, and specifically the reduction of airborne pollutants, is known to minimize occurrences of asthma, allergies, and other health ailments. Irritating off gassing, caused by the presence of volatile organic compounds (VOCs) in interior finishes, can be avoided by using products that release fewer and less harmful chemical compounds.

1. Minimum Indoor Air Quality (EQ prerequisite 1). The intent is to establish minimum indoor air quality performance.
2. Environmental Tobacco Smoke Control (EQ prerequisite. 2). The intent is to minimize the exposure of building occupants, indoor surfaces and ventilation air distribution systems to Environmental Tobacco Smoke (ETS).
3. Construction IAQ Management Plan (EQ credit 3.1). The intent is to reduce indoor air quality problems resulting from the construction process, through the means of a Construction IAQ Management Plan.
4. Low Emitting Materials – (EQ credit 4.1, 4.2 and 4.3). The intent is to reduce the quantity of indoor air contaminants through thoughtful use of adhesives and sealants, paints, and carpet with low VOC content.

5. Indoor Chemical and Pollutant Source Control (EQ credit 5). The intent is to minimize the exposure of building occupants to potentially hazardous particulates and chemical pollutants.
6. Controllability of Systems – Lighting (EQ credit 6.1). The intent is to enhance the indoor environmental quality by providing access to lighting systems controls for 90% of building occupants.
7. Controllability of Systems – Thermal Comfort (EQ credit 6.2). The intent is to enhance the indoor environmental quality by providing access to thermal systems controls.
8. Daylight and Views – (EQ credits 8.2). The intent is to provide a connection between the indoor and outdoor spaces through the incorporation of daylight and views.

4.2.7 Innovation In Design

The project anticipates that several points will be achieved in the Innovation & Design category. One point is expected for exemplary performance on the Development Density credit. Additional credits will be pursued for the Green Housekeeping program and the Green Education and Outreach program.

1. Exemplary Performance – Public Transportation Access (ID credit 1.1). The Project is sited near several heavily served mass transit stops.
2. Exemplary Performance Heat Island Effect – Non-Roof (ID credit 1.2). The Project will reduce heat islands by placing 95% of parking under cover.
3. Exemplary Performance Construction Waste Management – (ID credit 1.3). The goal is to divert construction and demolition debris from landfills through the use of a construction waste management plan.
4. Innovation in Design – Green Housekeeping (ID credit 1.4). The intent is to engage in a green housekeeping policy wherein all cleaners used in common areas shall comply with Green Seal standards.
5. Innovation in Design – LEED AP (ID credit 2). The goal is to support and encourage the design integration of LEED through the input of LEED Accredited Professionals.

4.2.8 *Regional Priority*

The project anticipates that several points will be achieved in the Regional Priority category.

Regional Priority – LEED AP (SS7.1) Heat Island, non-roof

Regional Priority – LEED AP (SS7.2) Heat Island, roof

Regional Priority – LEED AP (SS6.1) Stormwater design

Section 5.0

Urban Design

5.0 URBAN DESIGN

5.1 Urban Design

The revised Project's massing and design will help tie the neighborhood's varied building stock and uses together by respecting the fabric of the neighborhood. The design of the new building centers on simple volumes which are broken down in scale through the modulation of façade depth, bay windows, building heights, and varying materials of masonry, metal panel, and glass.

The building footprint is organized into two separate masses with the five story footprint configured in a 'C' shape and the four story organized in an 'L'. Figure 5-1 provides east and west aerial views of the Project. The building's lobby serves as a connector of the two masses and is expressed as a transparent 'knuckle' which erodes at the upper floors revealing the architecture of each of the two buildings. The 'C' shaped building opens out to South Huntington Avenue reducing the apparent building length and providing a courtyard and an additional layer of landscape buffering the building. The 'L' shaped portion is primarily four stories and steps down to three stories at the corner closest to the neighboring Sherrill House providing variation to the façade and further reducing the building mass. Figures 5-2 through 5-4 provide elevations of the building. Figures 5-5 through 5-8 includes perspective images and Figure 5-9 provides cross sections of the Project.

The building generally aligns with adjacent parcels to provide definition and variation to South Huntington Avenue. The development will enhance pedestrian access at South Huntington Avenue by providing new sidewalks, landscaping elements, fencing, and lighting and will offer an active streetscape with multiple pedestrian entry points

The building will seek LEED Certification through the USGBC at a minimum of a Silver level, exceeding the requirements of Article 37 of the Boston Zoning Code. The redevelopment of the site will promote public safety, encourage walking and transit usage and improve safety and the pedestrian environment.

5.1.1 Streetscape & Landscape

The overall character of the landscape of the Project will be enhanced through the addition of extensive new plantings and quality site furnishings. The unique Project site calls for a two-sided landscape design (See Figure 5-10). Along South Huntington Avenue the setting is decidedly urban and the landscape design will engage with the contemporary streetscape conditions. Conversely, the landscape on the Jamaicaaway side of the property has the naturalistic character of the historic Olmsted-designed Emerald Necklace and the landscape design will be sensitive to that character.

South Huntington Landscape

The continuous yet varied orthogonal landscape design along South Huntington integrates the site with the new architecture and will enhance the overall image and quality of the public realm as a whole in the vicinity of the site area. It will appreciably upgrade the civic streetscape and urban design condition of the South Huntington Avenue side of the property. Repeated site pier, wall and picket fence elements establish an overall residential garden scale character, identity and coherence. At the central entry area, the design extends an “invitation” into the site from the sidewalk with a public plaza area with benches and seatwalls set amidst an architectural grove of shade trees. A new metal fence is continuous along the entire length of the street to ensure security, but offset at differing distances from the sidewalk to create visual interest, in places deliberately held back from the sidewalk to allow for curbed plant beds to be placed at the edge of the sidewalk for enjoyment by passersby and tenants alike. Orchestrated geometric “movements” of tree and shrub planting create an intentionally urban and sophisticated composition which supports the architecture’s modulation and stepped massing. The landscape design carries into the east facing courtyard with linear bands of planting and seatwalls, visually extending the amount of green between building and street.

Jamaicaway Landscape

For the western facing Jamaicaway building façade, the intent is to continue the geometric planting composition established on the South Huntington side. Rectilinear drifts of native ornamental trees interplay with mass shrub and groundcover plantings and terraced landscape retaining walls along the building’s edge. As the foundation plantings move away from the building they engage with the informal character of the Jamaicaway by transforming into a relaxed geometry of plant massing. At select locations on the garage exterior walls, “green screen” type modular vertical vine supports will reinforce the overall composition and soften the architecture. This landscape treatment terraces down from the elevated courtyard to finish grade and provides pedestrian access via a series of stairs integrated with the landscape walls. An intermediate landing provides an overlook opportunity to the Jamaicaway.

Beyond the immediate building foundation landscape, the landscape transitions into the existing and enhanced Olmstedian landscape of the Jamaicaway. Between the western edge of the building and the Jamaicaway, 28 mature trees are preserved and protected while new native trees will be inter-planted to help revitalize the existing the grove, providing the next succession of trees. In the area of the existing grove, the ground plane will primarily remain as lawn to minimize disturbance to the root zone. In areas of steep slope and erosion, a stabilizing treatment of over-seeding with native grasses and plug plantings of native groundcover like low bush blueberry will be installed. The existing historical iron fence will be repaired and repainted and two new pedestrian gates with masonry piers will replace the existing dilapidated ones to restore resident access to the Jamaicaway.

5.1.2 *Parking & Access*

Approximately 147 parking spaces will be included in a partially below grade parking garage which is not visible from South Huntington Avenue while nine visitor spaces including handicapped accessible spaces and one or two Zip Car locations will be provided at grade totaling 156 spaces.

The Project has been designed to maintain access from South Huntington Avenue much as it is today. Dual vehicular travel lanes leading to the north from the northern curb cut provide two-way access to and from the structured parking below the building, while a narrower one-way vehicular loop between the building entry and the southern curb cut provides adequate emergency vehicle passing, and will provide a drop off area with all service occurring off the loop drive with a dedicated service lane. A raised pedestrian table with ornamental pavers that passes in front of the building entry will contribute to the traffic calming, pedestrian comfort and safety.

5.1.3 *Massing & Height*

The buildings are generally shaped to conform to the buildable area of the site. The building massing provides a strong and continuous urban edge with amenities, courtyards, and residential uses along Huntington Avenue. Through use of varied materials, the stepped footprint configuration, and building heights, the revised Project's massing will help tie the neighborhood's varied building stock and uses together by respecting the fabric of the neighborhood.

Although the building is composed of stepped building heights of one, two three, four and five stories, the building will be 65 as measured in accordance with the City of Boston Zoning Code.



East Aerial



West Aerial

161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



Figure 5-1
East + West Aerials with Proposed Buildings



South Huntington Elevation



Jamaicaway Elevation



South Huntington Ave Elevation



Jamaicaway Elevation

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Figure 5-3
South Huntington + Jamaica Way Elevations



South Elevation



Site Section through Lobby

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Figure 5-4
North/South Elevations + Detail Entry Elevation



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Figure 5-5
Perspective: South Huntington Looking North



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Figure 5-6
Perspective: South Huntington Ave Looking South



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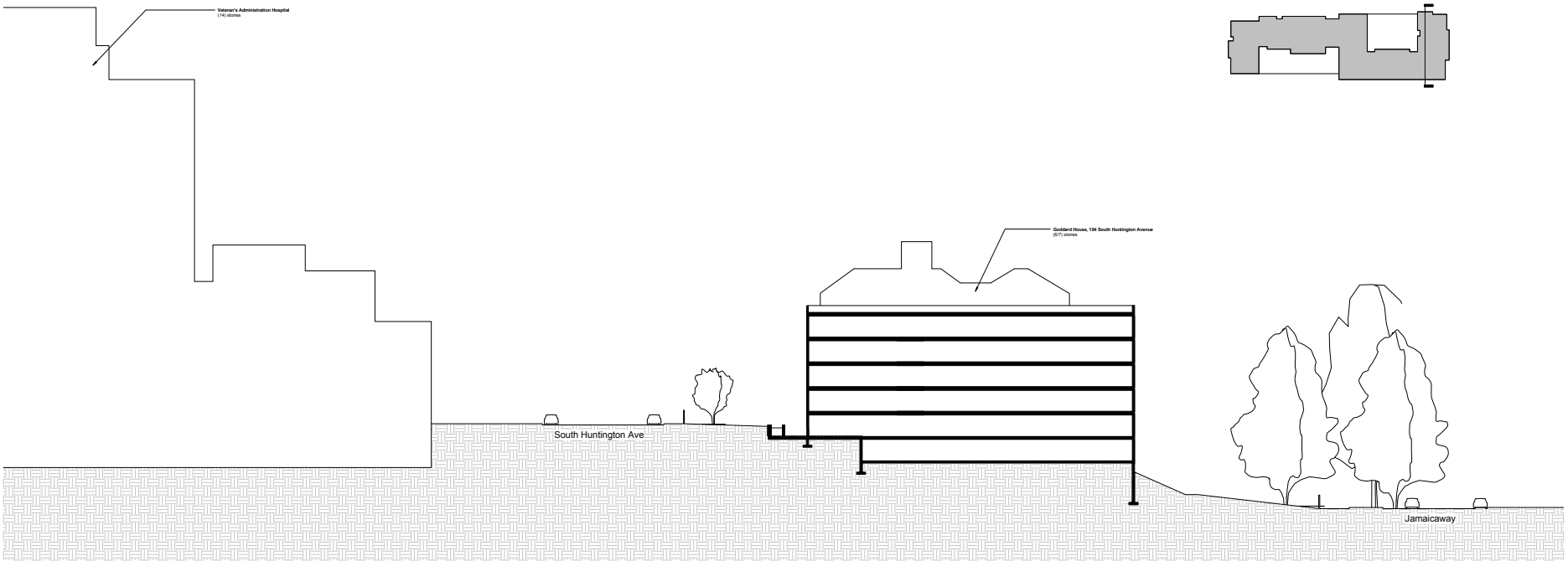
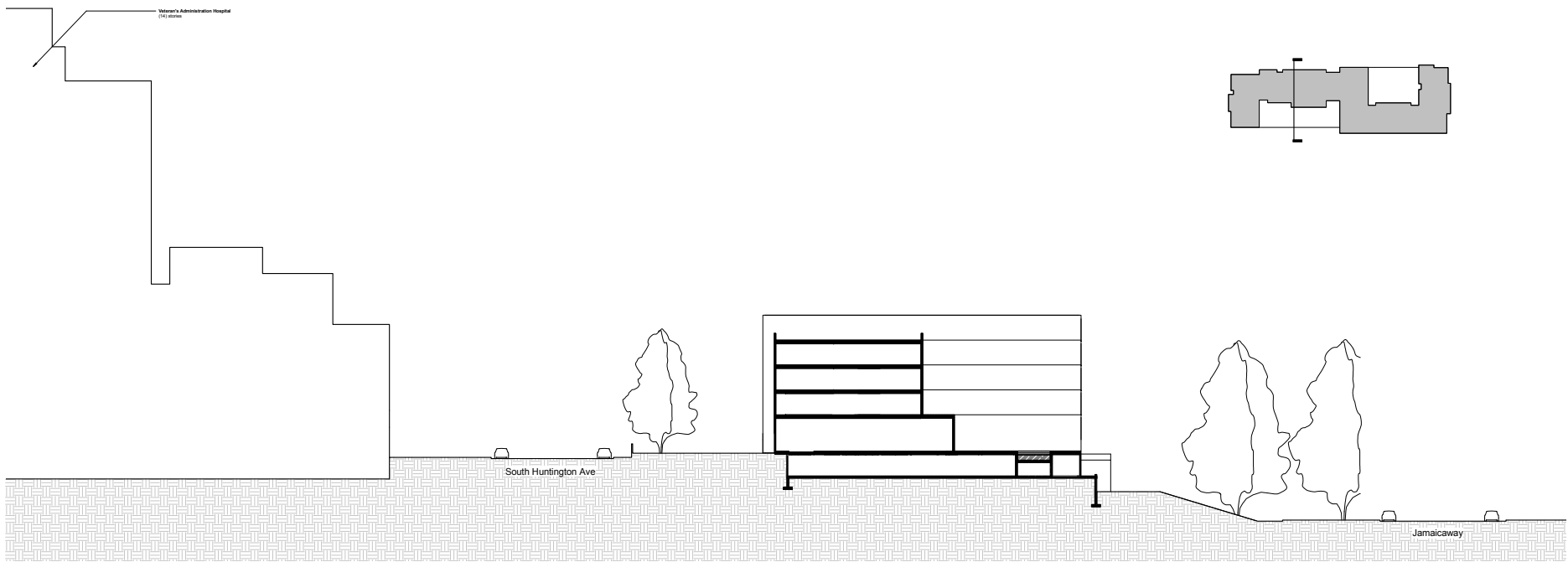
Figure 5-7
Perspective: Jamaicaaway Looking North



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Figure 5-8
Perspective: Jamaicaaway Looking South



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SOUTH HUNTINGTON AVENUE

PROPOSED #39 BUS SHELTER

DUMPSTER HOLDING AREA

LOADING & SERVICE

BIKE RACKS

LOADING & SERVICE

COURTYARD

COURTYARD

BIKE RACKS

JAMAICAWAY

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Figure 5-10
Proposed Landscape Plan

Section 6.0

Historic Resources

6.0 HISTORIC RESOURCES

6.1 Buildings on the Project Site

6.1.1 The New England Home for Little Wanderers

Constructed in 1914, the New England Home for Little Wanderers building is a Georgian Revival style red brick, three story structure set on a raised basement level. The 11 bay main block features a symmetrical façade with a center entrance; three story, side, projecting pavilions flank the main block. Designed by the Boston architecture firm Brainerd and Leeds, the building displays a cast stone balustrade at the roof line, bracketed cast stone hoods over the front and side entrances, splayed window lintels with keystones on the second and third floors and cast stone window surrounds on the first floor. The building is further detailed with a decorative iron fire escape that spans across the façade at the second floor level and is supported with iron scroll brackets.

The top floors of the side pavilions feature loggia-like forms with paired columns separating late 20th century one-over-one replacement windows in openings once occupied by multi-light casement windows. On the remainder of the building, original six-over-one and nine-over-one sash have also been replaced with late 20th century one-over-one replacement windows.

The west elevation consists of the seven bay main block and projecting three bay side pavilions. The main block features a cast stone balustrade at the roof line and a frieze between the first and second floors inscribed "THE NEW ENGLAND HOME FOR LITTLE WANDERERS." In the late 1950s, a single story addition was added to the raised basement level of the west elevation. The addition spans the full width of the main block and the three bays of the north pavilion. The addition altered a central classical cast stone entablature entry framed with engaged columns.

Also in the late 1950s, a two story addition was added to the south elevation of the southern pavilion. The two additions, both designed by The Architectural Collaborative, feature large plate glass windows, red brick, bands of concrete and flat roofs.

6.1.2 Modern Residential Building and Gymnasium

Additional buildings constructed on the Project site by the Home include a 1987, red brick, three story residential dormitory building near the southern limits of the site. The residential building was constructed into the natural sloping topography of the site, such that the South Huntington Avenue side (east elevation) is a single story in height, whereas the Jamaica way side (west elevation) is three stories in height.

A metal clad gymnasium building, constructed by the Home in 1991, is located near the northern limits of the site. The gable roof structure is set on a raised concrete block foundation and features bands of windows set beneath the overhanging roof line.

6.2 Boston Landmarks Commission Review

Constructed in 1914, the Home for Little Wanderers building is greater than 50 years old and therefore subject to review by the Boston Landmarks Commission (BLC) in accordance with Article 85 of the Boston Zoning Code. An Article 85 application for the proposed demolition of the buildings on the site was filed with the BLC on April 4, 2012.

In accordance with BLC's requirements, an Article 85 Community Meeting was held on April 11, 2012. As required, the Community Meeting included a presentation of alternatives to the proposed demolition of the buildings, including rehabilitating and incorporating the existing buildings on the site into the Project. Alternatives presented at the April 11th Community Meeting included the following:

6.2.1 *Alternative 1: Retention of Existing Buildings with Infill Construction*

This alternative explored the feasibility of retaining the existing buildings, with the exception of the 1991 Gymnasium, and adding a new four story addition that would connect the 1950s, two story, side addition of the 1914 Building to the 1987 residential building (Figure 6-1). This alternative would result in a total of 72 residential units (24 units in the 1914 Building, 12 units in the 1950s side addition, 24 units in the newly construction connecting addition and 12 units in the 1987 residential building). A total of 58 surface parking spaces would be created as part of this alternative.

This alternative does not meet the Project's goal for the number of residential units and would require significant alterations to the site's topography in order to create the terraced surface parking areas. In addition, the terraced surface parking areas would encroach into the zone of the mature trees on the Jamaicaway side of the property. For these various reasons, this alternative was determined to be infeasible.

6.2.2 *Alternative 2: Retention of the 1914 Building with a new Tower*

The second alternative explored the feasibility of retaining the existing 1914 Building and constructing a new 10 story tower (Figure 6-2). As part of this alternative the 1950s additions, the Gymnasium and the 1987 residential building would be demolished. This alternative would meet the Project's desired goal of 196 units (24 units in the 1914 Building and 172 units in the new tower). The tower would include a two level enclosed parking structure on the first two levels. Access to the garage entrance would require need to be on the Jamaicaway side of the site and therefore, would require significant alterations to the site's topography.

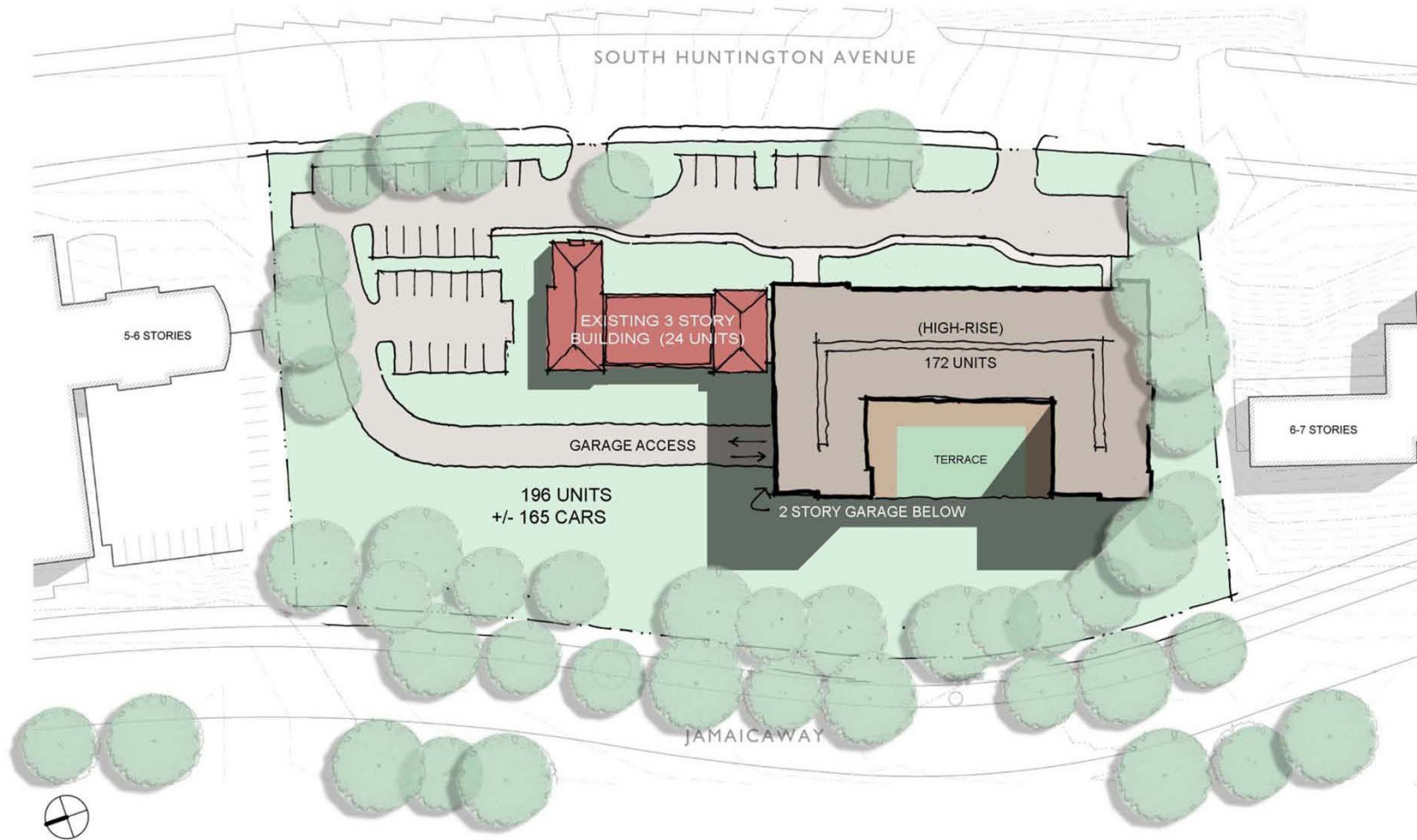
While the new tower structure would allow this alternative to meet the desired number of residential units, the height of the structure would result in greater shadow impacts along the Emerald Necklace and would conflict with the neighborhood context in regard to height. In addition, there would be significant added costs to both renovate the 1914 Building and construct the high-rise structure and garage. Further, this alternative would no



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Figure 6-1
Alternative 1: Retention of Existing Buildings with Infill



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Figure 6-2
Alternative 2: Retention of the 1914 Building with a New Tower

have the opportunity to improve the current pedestrian environment by improving the streetwall to reflect the surrounding urban setting. For these various reasons, this alternative was also determined to be infeasible.

6.2.3 *Alternative 3: Retention of 1914 Building Façade with New Construction*

The third alternative explored the feasibility of retaining only the façade of the 1914 Building and constructing a new four and five story building behind the façade (Figure 6-3). As part of this alternative, the 1914 Building would be removed (with the exception of he façade) as well as all other existing buildings on the site. The new structure located behind the façade would be four and five stories and would house 196 residential units and 156 parking spaces in single level garage.

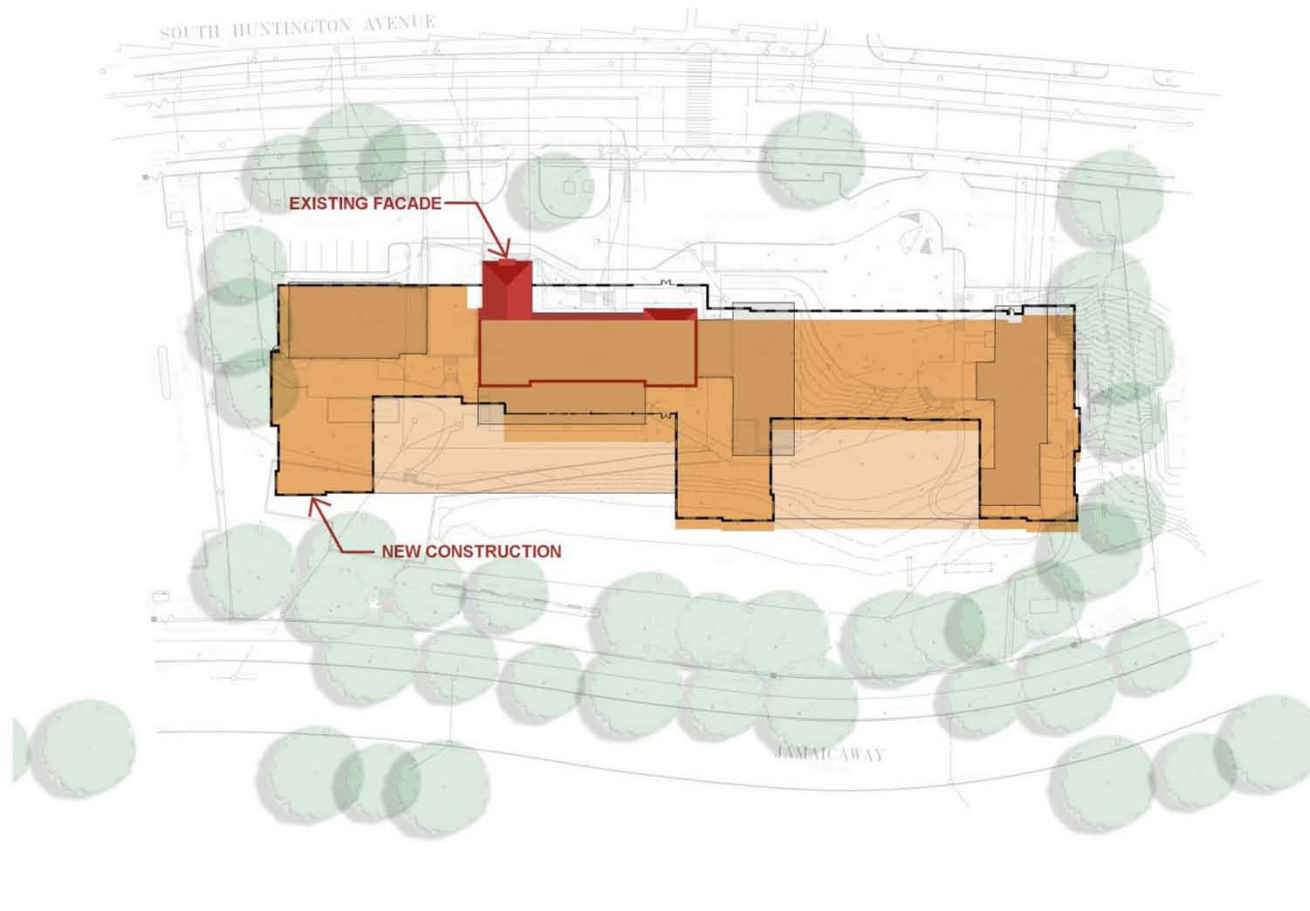
While this alternative would meet the Project’s desired goal for the number of residential units and parking spaces, there would be significant added costs associated with the stabilization, protection and preservation of the façade during construction. In addition, there would be significant technical and design challenges associated with integrating the façade with the new building. Specifically, there would be challenges with the new building aligning with the floor to floor heights established by the window openings of the existing 1914 façade. For these various reasons, this alternative was also determined to be infeasible. Also, this “facadectomy” approach is generally not considered an acceptable form of historic preservation.

6.3 Boston Preservation Alliance

Since the filing of the PNF for the Project, the Proponent has met on several occasions with the staff and board members of the Boston Preservation Alliance (BPA) to review and discuss the Project. The BPA has expressed concern for the preservation of the 1914 Building. In addition, while the BPA has expressed support for new construction on the site, they have expressed concerns with the scale and mass of the Project as presented in the PNF.

6.3.1 *BPA Alternative: Retention of 1914 Building with New Construction*

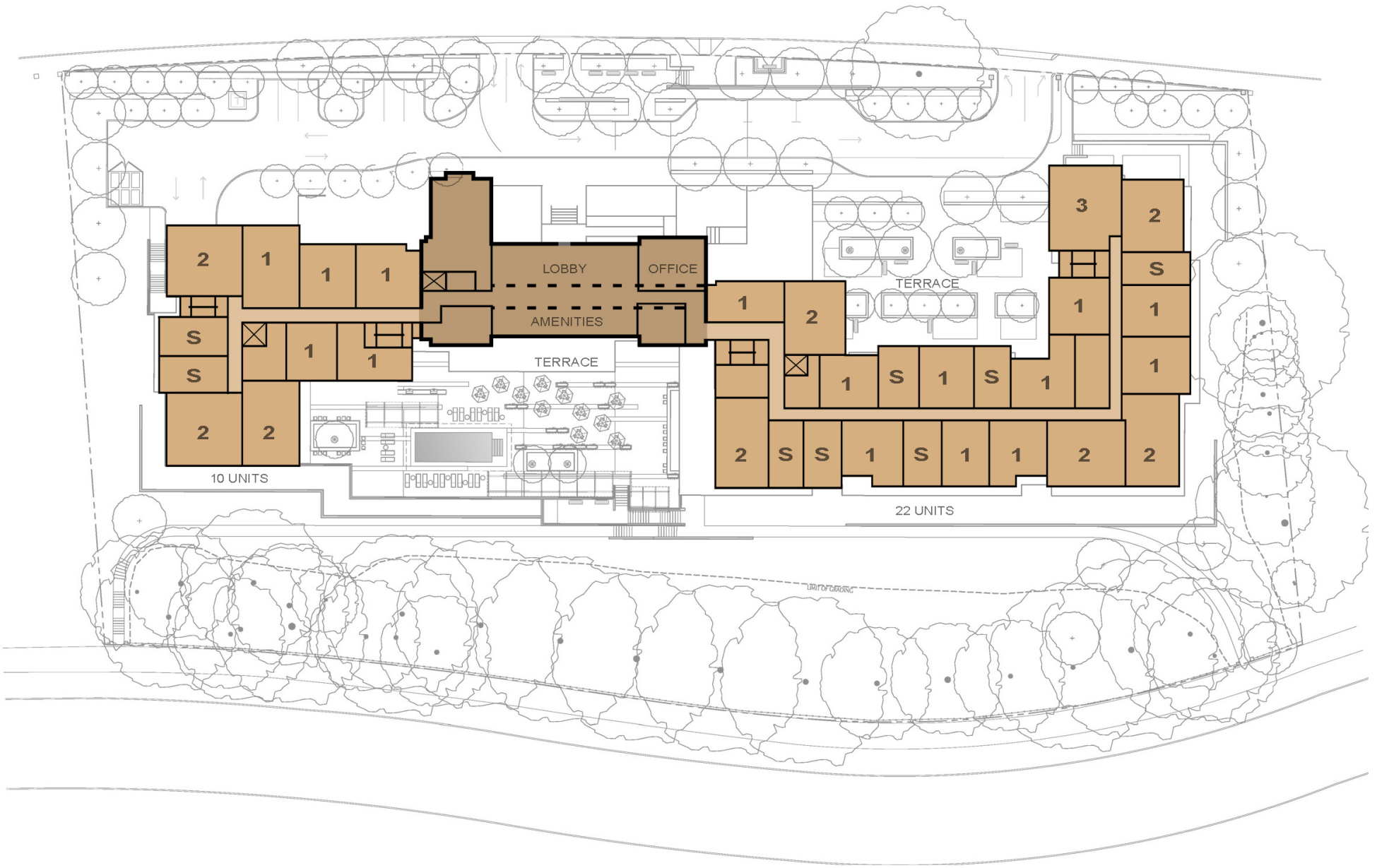
In meetings with the Proponent, the BPA representatives presented a conceptual alternative that would involve the retention of the 1914 Building, flanked by two new five story buildings. This configuration only provides 170 units which does not meet the Proponent’s objectives. A scheme was developed adding two new six story buildings which would provide 192 units, closer to the 196 desired (Figures 6-4, 6-5, 6-6, 6-7). The BPA encouraged the Proponent to consider the possibility of state and federal historic tax credits to assist in the rehabilitation of the 1914 Building. The Proponent has given serious consideration to the BPA’s alternative and has studied its feasibility extensively and the potential for historic tax credits as an element of the Project financing.



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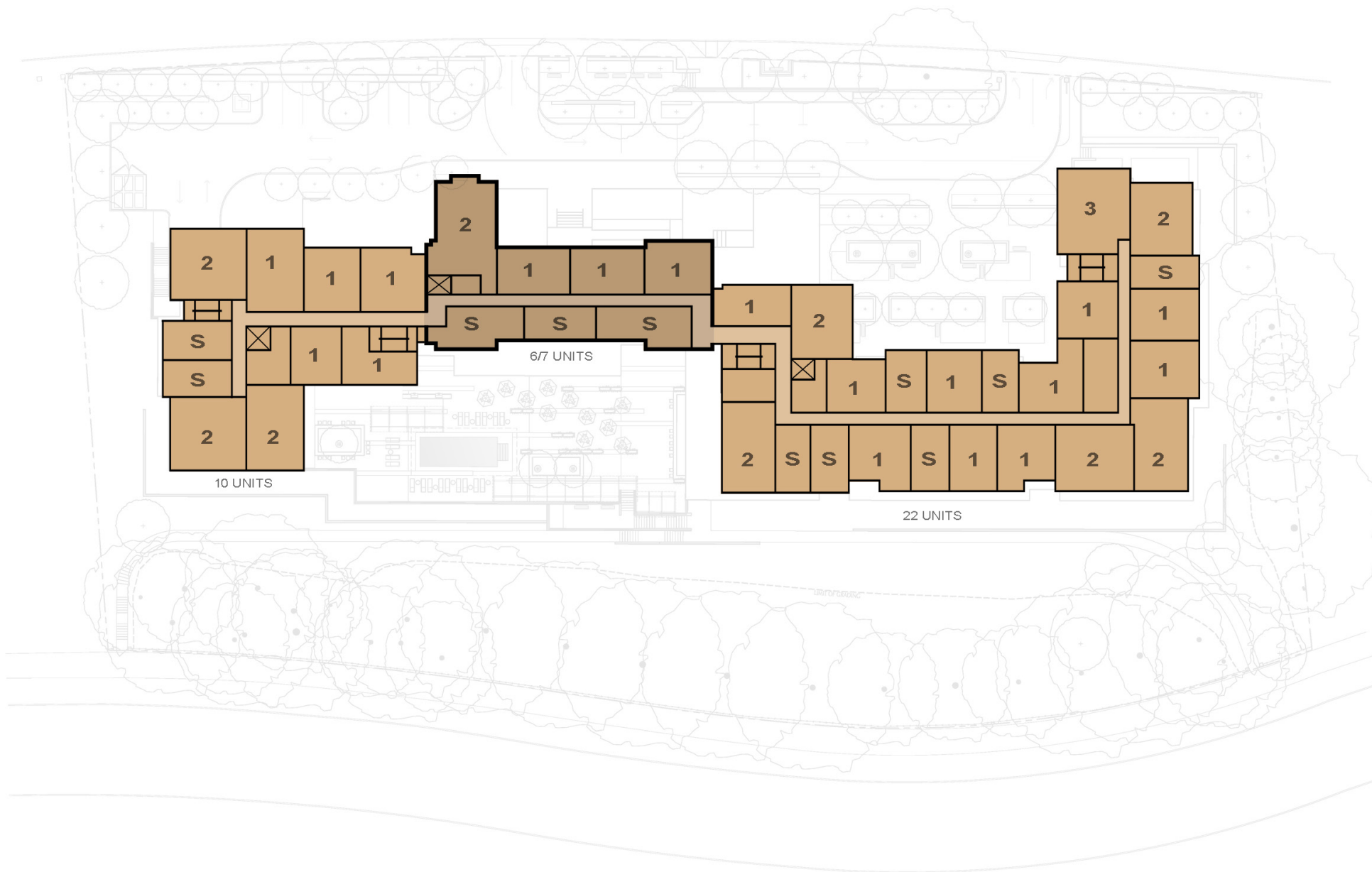
Figure 6-3
Alternative 3: Retention of the 1914 Building Facade with New Construction



161 SOUTH HUNTINGTON BOSTON, MASSACHUSETTS



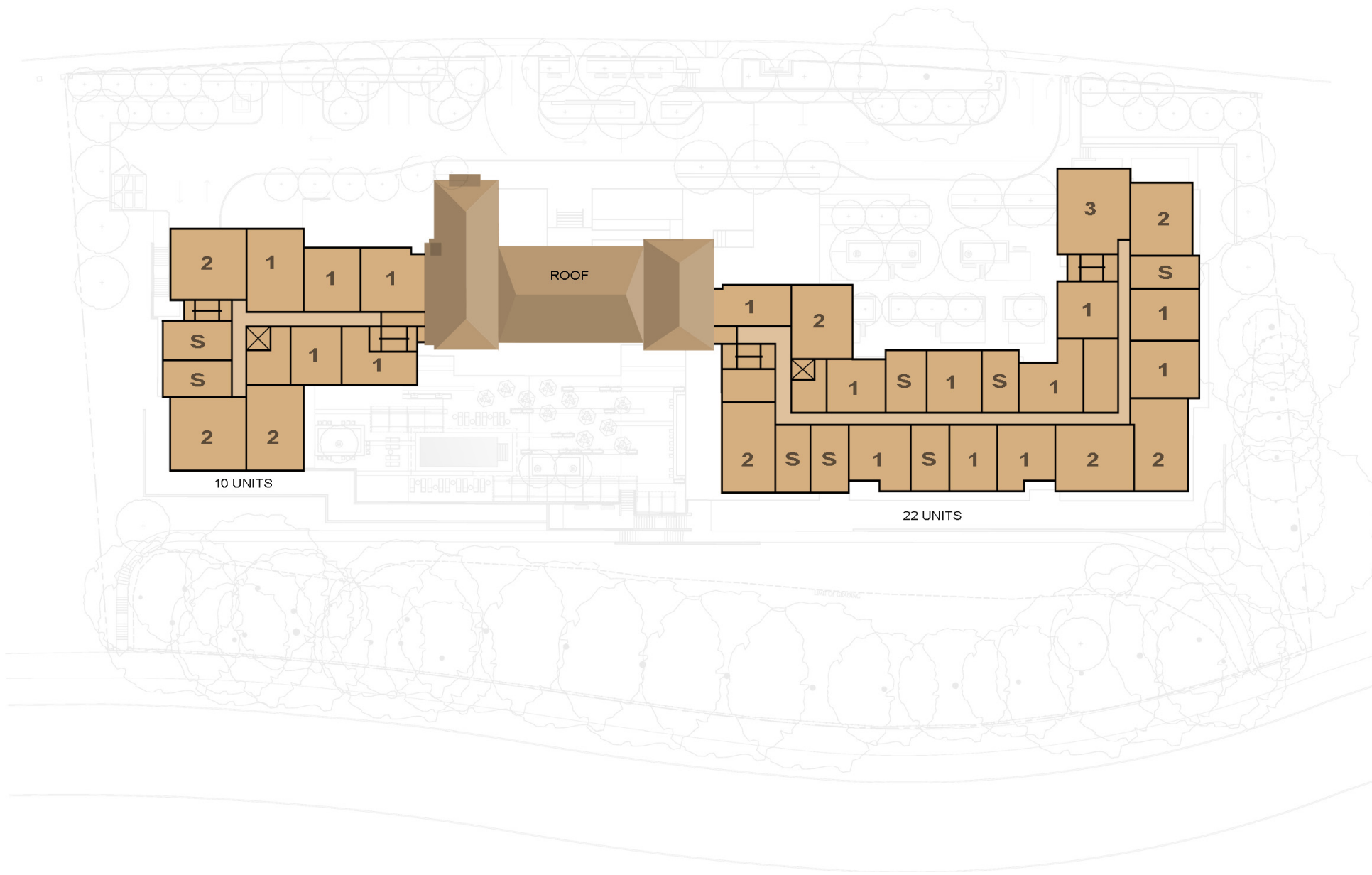
Figure 6-4
BPA Alternative: Retention of 1914 Building with New Construction



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Figure 6-5
BPA Alternative: Retention of 1914 Building with New Construction



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Figure 6-6
BPA Alternative: Retention of 1914 Building with New Construction



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Figure 6-7
BPA Alternative: Retention of 1914 Building with New Construction

The BPA alternative had the potential for approximately 170 residential units and 130 parking spaces in a single level garage. As envisioned, the ground floor of the 1914 Building would house the Project's amenity spaces with small residential units on the upper floors of the building. The two new buildings flanking the 1914 Building would house the remainder of the residential units. A garage level would be constructed under the two new buildings connected below grade along the west elevation foundation wall of the 1914 Building. The BPA alternative provides 26 fewer units than the Project's desired number of residential units. In addition there are significant technical and financial challenges associated with it.

Due to the limited square footage of the ground floor, the amenity space would need to be reduced in size. The residential units on the upper floors of the 1914 Building would be small and likely difficult to market as the buildings depth is only 40' as it was designed for single bed dormitory use. In order to connect the existing 1914 Building with the two new buildings, connections would need to be made at the north and south elevations. As a result, the existing stairwells in the 1914 Building would need to be removed and relocated as would the load bearing walls. Significant structural upgrades of the 1914 Building would be required including new steel columns throughout the north south corridor and extensive shoring of the existing west elevation foundation walls, at the parking level. By increasing the height to six stories, a full steel frame structural system would be required. This is a significant cost premium above the wood frame system in the proposed design. In addition, the new building on the south side would not meet zoning setback requirements along the property line. In order to properly site the new building to comply with setback requirements, additional residential units would be lost, thereby furthering the gap between the desired number of units and the number of possible units.

Due to the current dormitory style layout of the interior of the 1914 Building, significant reconfigurations would be required of the interior of the building. While state and federal historic rehabilitation tax credits conceivably could be available to offset the cost premiums associated with retaining the 1914 Building, given the extent of the modifications required to convert the dormitory style layout of the interior to house the Project's amenity spaces and residential spaces, the Project would not be able to meet the Secretary of the Interior's Standards for the Rehabilitation of Historic Properties, a requirement of both the state and federal historic tax credit programs. Specifically, this alternative would not meet the following Standards:

Standard #1: "A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment."

The approximately 180 residential units and the two new buildings would not meet Standard 1 as it would result in a significant changes to the building character defining features on the interior and north and south exterior elevations of the building and its site and environment.

Standard #2: "The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided."

Altering the interior of the 1914 Building for the ground floor amenity spaces and upper floor residential units, and alterations associated with connecting the building to two new buildings at its north and south elevations, would not meet Standard 2.

Standard #4: "Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved."

The removal of the 1950 additions, which arguably have achieved significance in their own right as representative of the growth and expansion of the Home and its services, and as representative examples of modern architecture, would not meet Standard 4.

Standard #9: "New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment."

Connecting the two new buildings to the 1914 Building to the north and south elevations would destroy historic materials that characterize the property, and therefore, would not meet Standard 9.

Standard #10: "New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."

Connecting the two new buildings to the 1914 Building would alter the essential form and integrity of the building and therefore, would not meet Standard 10.

6.4 Conclusion

Due to the structural challenges noted above, the BPA alternative of retaining the 1914 Building and adding two new buildings is not feasible. In addition, the inability to secure state and federal historic tax credits for the Project, due to violating the Secretary of the Interior's Standards noted above, further demonstrates the financial infeasibility of the BPA alternative.

On May 8, 2012 the BLC held a public hearing on the Article 85 application for the proposed demolition of the building on the Project site. As part of the Article 85 public hearing presentation the Proponent presented each of the alternatives listed above, including the BPA's alternative. The BLC voted to invoke the 90 day delay period.

As discussed in the previous chapters of this DPIR, the design of the Project has evolved significantly in response to comments raised during the public review process, the BCDC review process and in response to the BRA design staff. While the revised Project does not retain the 1914 Building, the design is more responsive to the community and its concerns.

Mitigation Measures

Recognizing the interest surrounding the history of The Home for Little Wanderers, the Proponent will commit to undertaking the following measures in connection with the Project's construction to mitigate the demolition activities:

Archival Documentation: Thorough, archival-quality photographic documentation will be prepared of the exterior of The Home for Little Wanderers building prior to demolition. Copies of the documentation will be provided to the BLC and will be made available to the public for research or other purposes. An additional set of the photographs will be provided to the Home for its records.

Cornerstone: The 1914 Building's cornerstone will be salvaged by the Proponent and made available to the Home prior to demolition.

Interpretive Exhibit: The Proponent will work closely with the Home to explore opportunities to commemorate its history and accomplishments in providing social services to children and families across New England.

Tree Preservation: The Proponent is committed to protecting the mature stand of red oak trees on the Jamaicaway side of the site throughout the construction process.

Emerald Necklace Conservancy: The Proponent has met with the Emerald Necklace Conservancy and has solicited their input on measures to protect the site's mature trees. Furthermore, the Proponent will be making a contribution to the Conservancy to further their efforts to protect and preserve the Emerald Necklace as an important historic and natural resource in the City of Boston.

Section 7.0

Response To Comments

7.0 RESPONSE TO COMMENTS

7.1 Introduction

In response to the Expanded PNF submitted on March 27, 2012 and the subsequent public process, the BRA issued a Scoping Determination and appended comment letters from local agencies, community groups and individuals. The Proponent is committed to working with the stakeholders involved in the process and looks forward to building a Project that will complement and benefit the surrounding neighborhood for years to come.

Comment letters expressed support for the Project as well as concerns with certain aspects of the Project. Comments generally focused on transportation, historic resources, massing and scale, design, unit size, affordable housing, construction. Section 3.0 addresses transportation, Section 5.0 and Section 6.0 address historic resources, massing and scale, design and unit size, while construction is addressed in Section 4.0.

The community process has brought to the forefront the opinions of many stakeholders within the Project's vicinity. These views are vital to shaping the future of this Project and its role within the community. In addition to the site's excellent location related to public transportation, the Proponent's plan to utilize sustainable building practices and commitment to include over 15% affordable housing along with other public benefits make this Project an attractive opportunity for both the neighborhood and the City as a whole.

Project changes have been made and are detailed in Section 1.0. The opportunity to listen to constructive feedback from stakeholders has provided the Proponent with valuable insight on how to revise the proposed Project while maintaining its feasibility. The Proponent believes that the alterations made to the original proposal, as described in this Draft PIR, will allow for a successful Project that will become an asset to the local community for generations to come.

Appendix A

BRA Scoping Determination

Boston Redevelopment Authority

Boston's Planning & Economic
Development Office

Thomas M. Menino, *Mayor*
Clarence J. Jones, *Chairman*
Peter Meade, *Director*

One City Hall Square
Boston, MA 02201-1007
Tel 617-722-4300
Fax 617-248-1937

June 21, 2012

Curtis Kemeny
Boston Residential Group
221 Massachusetts Avenue
Suite 402
Boston, MA 02115

Re: **161 South Huntington, Jamaica Plain**
Scoping Determination on the Expanded Project Notification Form

Dear Mr. Kemeny:

Enclosed please find the Scoping Determination for the 161 South Huntington Avenue project, which calls for the demolition of the existing former Home for Little Wanderers buildings and the development of new residential of approximately 195 units with approximately 175 parking spaces within approximately 190,000 square feet. The Scoping Determination represents a formal request for additional information required by the Boston Redevelopment Authority in response to the Project Notification Form, which was submitted under Article 80B of the Boston Zoning Code on March 27, 2012 and noticed in the *Boston Herald* on the same day.

If you have any questions, please contact me at (617) 918-4267.

Sincerely,

John FitzGerald

John FitzGerald
Senior Project Manager



**BOSTON REDEVELOPMENT AUTHORITY
SCOPING DETERMINATION**

161 SOUTH HUNTINGTON PROJECT, JAMAICA PLAIN

PREAMBLE

BRG 161 South Huntington LLC, an affiliate of Boston Residential Group, LLC (the "Developer" or "Proponent") submitted to the Boston Redevelopment Authority ("BRA") an Expanded Project Notification Form ("EPNF") under Article 80B of the Boston Zoning Code on March 27, 2012 and noticed in the *Boston Herald* on the same day, for the redevelopment of the property located at 161 South Huntington in Boston's Jamaica Plain neighborhood between South Huntington Ave to the east and the Jamaicaaway to the west (the "Site"). The Developer is proposing the demolition of the existing former Home for Little Wanderers site and constructing approximately 190,000 square feet of residential use that will contain approximately 195 units with approximately 170 parking spaces (the "Proposed Project"). Written comments, included in the Appendices, constitute an integral part of the Scoping Determination and should be responded to in the Draft Project Impact Report (the "DPIR").

Specific concerns below are highlighted for additional emphasis and consideration:

- Breaking up massing of building along South Huntington Avenue
- Include Heath St./South Huntington intersection traffic study
- Minimize or eliminate surface parking on South Huntington side
- Addressing the grade change from South Huntington down to Jamaicaaway
- New massing version that includes 1914 building

SUBMISSION REQUIREMENTS

FOR

THE 161 SOUTH HUNTINGTON AVENUE PROJECT, JAMAICA PLAIN - DRAFT PROJECT IMPACT REPORT

The Boston Redevelopment Authority ("BRA") is issuing this Scoping Determination ("Scope") pursuant to Section 80B-5 of the Boston Zoning Code (the "Code"), in response to the Expanded Project Notification Form ("EPNF") which, BRG 161 South Huntington LLC, an affiliate of Boston Residential Group, LLC (the "Developer" or "Proponent") submitted on March 27, 2012 for the redevelopment of 161 South Huntington Avenue in Jamaica Plain (the "Site"). The Site is approximately 3.49 acres and is the former site to the Home for Little Wanderers. The existing buildings, one which dates back to 1914, house classroom, offices, student residences, and a gymnasium. The existing buildings total up to 55,580 square feet of development. The current program proposal involves approximately 190,000 square feet of new residential space containing 195 units with approximately 175 parking spaces, of which approximately 16 are surface spaces and 154 are underground (the "Proposed Project"). Notice of the receipt by the BRA of the EPNF was published in the *Boston Herald* on March 27, 2012 initiating a 45-day public comment period that ended on May 16, 2012. Pursuant to Section 80A-2 of the Code, the EPNF was sent to all public agencies of the City and other interested individuals and parties, including the fourteen (14) members of the Impact Advisory Group ("IAG"). Written comments in response to the PNF that were received by the BRA prior to the end of the public comment period are included in the Appendices of this Scope. The Scope requests information that the BRA requires for its review of the Proposed Project in connection with the following:

- (a) Certification of Compliance of the Proposed Project pursuant to Article 80, Section 80B-6 of the Code; and
- (b) Preliminary Adequacy Determination pursuant to Article 80, Section 80B-5.4(c) of the Code; and

The Developer is required to prepare and submit to the BRA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scope by detailing the Proposed Project's expected impacts and proposing measures to mitigate, limit, or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval) as required by the Scope.

Subsequent to the end of the forty-five (45) day public comment period for the DPIR, the BRA will issue a Preliminary Adequacy Determination ("PAD") that indicates the additional steps necessary for the Proponent to complete in order to satisfy the requirements of the Scope and all applicable sections of Article 80 of the Code. If the BRA finds that the PNF/DPIR adequately describe the Proposed Project's impacts and, if appropriate, proposes satisfactory measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements for the filing and review of a Final Project Impact Report are waived pursuant to Section 80B-5.4(c)(iv) of the Code. Section 80B-6 requires the Director of the BRA to issue a Certification of Compliance before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

I. DEVELOPMENT REVIEW REQUIREMENTS - ARTICLE 80

SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, sixty (60) copies of a bound report containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The report should be printed on both sides of the page. A copy of this Scope should be included in the report submitted for review.

A. GENERAL INFORMATION

1. Applicant Information
 - a. Development Team
 - (1) Names
 - (a) Developer (including description of development entity and type of corporation)
 - (b) Attorney
 - (c) Project consultants and architect
 - (2) Business address and telephone number for each
 - (3) Designated contact for each
 - b. Legal Information
 - (1) Legal judgments or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston by the Applicant
 - (3) Evidence of site control over the project area, including current ownership and purchase options of all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the proponent's right or ability to

accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.

- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Design Development Information (See **Appendix 5** for required design development and contract document submissions).

3. Project Area

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of project area or certified survey of project area

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobsThe Proponent is expected to provide a workforce development plan and needs assessment for the Proposed Project. The Proponent should describe the efforts it will undertake to ensure that an appropriate share of new jobs and construction jobs will be filled by Boston residents.
- b. Current activities and programs which benefit adjacent neighborhoods of Boston and the city at large, such as: child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Development Impact Project Contribution and Jobs contribution Grant, specifying amount of housing linkage and jobs linkage contributions and method of housing linkage contribution (housing payment or housing creation).
- d. Other public benefits, if any, to be provided.

5. Regulatory Controls and Permits

- a. Anticipated permits required from other local, state, and federal entities with a proposed application schedule should be noted.
- b. A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the

Proposed Project is subject to MEPA, all required documentation should be provided to the BRA, including, but not limited to, copies of the Environmental Notification Form, decisions of the Secretary of Environmental Affairs, and the proposed schedule for coordination with BRA procedure.

6. Community Groups

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

B. PROJECT DESCRIPTION AND ALTERNATIVES

1. Project Description

The DPIR shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule and proposed uses. This section of the DPIR also shall present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate the Proposed Project are required.

2. Project Alternatives

A description of alternatives to the massing of the Proposed Project that shall be presented and the primary differences among the alternatives, particularly as they may affect the South Huntington side of the street, shall be discussed. The alternatives presented in the DPIR should include a version of the building that keeps the 1914 structure intact; the pros and cons for each alternative should be listed.

C. TRANSPORTATION COMPONENT

- Commitment to dedicate 5% of the total parking capacity to low-emitting and fuel efficient vehicle spaces for electric vehicle parking

- Traffic study that includes the MBTA's plan to eliminate weekend service of the E Green Line
- Include the intersection of Heath Street and South Huntington Avenue into the traffic study
- As the project moves advances, the proponent will be required to develop and submit a detailed Construction Management Plan (CMP)
- Submit an engineered site plan (see BTB comment letter for what site plan should depict in **Appendix 1**)

D. ENVIRONMENTAL PROTECTION COMPONENT

Please refer to the comments and information requested by Katie Pedersen included in **Appendix 1**. In addition, the Proponent is required to provide further analyses of the following:

Wind

The Proponent shall not be required to conduct a qualitative pedestrian level wind study, as the Proposed Project will be of similar in height and scale to the existing building on the Proposed Project site and will be of similar height and scale to the surrounding buildings. Accordingly, it is not likely that the Proposed Project will have an adverse wind impact on adjacent buildings or open space areas.

Noise

The Proponent has stated that the Proposed Project will include rooftop mechanical equipment. However, the Proponent has indicated that the high efficiency air cooled chiller's design will ensure for its quiet operation nonetheless, the design includes an acoustic screen enclosure, which will serve to reduce the visual impact as well.

The Proponent has stated that the anticipated noise levels to be generated by the Proposed Project will be less than or similar to those created by the existing surrounding buildings.

Shadow

The results of the shadow analysis indicate that the majority of the net new shadow predicted to be created by the Proposed Project will be cast primarily on the Proposed Project site. The Proponent has stated that only during one of the

fourteen time periods studied will shadow be cast onto the Olmstead Park (winter mornings) and similarly, during two of the fourteen time periods studied will a shadow be cast on the Jamacia way. Accordingly, no further investigation is required.

Solar Glare

The Proponent has stated that the Proposed Project design does not include the use of reflective glass or reflective materials, thus adverse impacts from reflected solar glare are not anticipated to be created. However, should the Proposed Project design change and include the use reflective glass or reflective materials, an evaluation of potential solar glare impacts shall be required.

Sustainable Design/Green Buildings

The purpose of Article 37 of the Boston Zoning Code is to ensure that major buildings projects are planned, designed, constructed and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston. Any proposed project subject to the provisions of Article 37 shall be LEED Certifiable (U.S. Green Buildings Council) under the most appropriate LEED rating system. Proponents are encouraged to integrate sustainable building practices at the pre-design phase. Proposed projects which are subject to comply with Section 80B of the Boston Zoning Code, Large Project Review, shall also be subject to the requirements of Article 37.

The Proponent has demonstrated that the Proposed Project will meet the requirements of Article 37. The Proponent has submitted a LEED 2009 for New Construction and Major Renovations checklist indicating that the Proposed Project is striving to achieve a LEED certified rating (48 points). The Proponent is encouraged to continue to work with the Proposed Project team and research additional sustainable and energy-efficient measures as the building design develops, with the objective of achieving a higher level of LEED certification.

Prior to the Article 80B process completion the Proponent shall be required to submit a Final Article 37 Submission Package. This package shall include the most current and accurate LEED Checklist, together with a supporting comprehensive narrative detailing how each of the points will be achieved. Please refer to the USGBC guidelines as to what is deemed necessary to demonstrate that the point has been achieved (or will be).

Solid and Hazardous Wastes

Any known or potential hazardous wastes or contaminants on the Proposed Project site must be described, together with a description of remediation measures to ensure their safe removal and disposal, pursuant to M.G.L. Chapter 21E and the Massachusetts Contingency Plan. The Proponent shall identify any potential hazardous wastes to be generated by the Proposed Project as well as the existence of underground storage tanks (“USTs”), and above ground storage tanks (“ASTs”) on the Proposed Project site. The Proponent shall also estimate potential waste generation and plans for disposal. Measures to promote the reduction of waste generation and to promote recycling in compliance with the City of Boston’s recycling program must be described.

Rodent Control

The Proponent has stated that a rodent extermination certificate will be filed with the City of Boston as well on-going monitoring and treatment, in compliance with the City’s requirements.

E. URBAN DESIGN COMPONENT

In accordance with Section 80B-5 and Article 28 of the Code, the Proposed Project made an initial presentation to the Boston Civic Design Commission (“BCDC”) on May 1, 2012 and was voted to Design Committee for further review. The Proponent should continue to meet with the subcommittee until such time as the subcommittee is prepared to make a recommendation to the full BCDC (see further BCDC comments in **Appendix 1**).

The project team should present alternative massing approaches that reduce the unbroken street wall along S. Huntington Av and creates variation in the roof line/overall massing.

This might be achieved by changing the ‘E’ footprint to an ‘S’ footprint and moving some of the units at the top floor along S. Huntington Av to the rear within the parking level facing Jamaicaaway. These units could have a direct relationship to the rear yard, be townhouse style units and be a possible location for 3 bedroom units.

The overall parking seems excessive and may need to be reduced. Some of the reduction needs to come by eliminating the perpendicular parking spaces along S. Huntington Av to help reduce the amount of asphalt along Huntington Av and replaced it with green space.

The design will need to improve the transition from the rear terrace to the rear yard as well as the connectivity between the two open spaces.

The project team will need to present alternative designs for the building that have a less fragmented expression while allowing it to read as a couple of building joined together.

This might be achieved by incorporating a 'S' footprint and treating the 'C' portion as a whole and the 'L' portion as a whole with the "entrance portion" of the building mass treated differently and more as a "knuckle" between the "S and the C".

The building design should have a more residential scale to it. This might be achieved by the use of materials, proportions and building elements that make it feel less monolithic.

Finally, the project team will need to present an alternative that maintains the existing 1914 building and incorporates it into the new project.

We reserve the right to add additional concerns during the course of the process of combined BRA staff, IAG, and BCDC review which may affect the responses detailed in the DPIR.

The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR.

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BRA) showing relationships of the proposed project to the neighborhood context.
3. Color, or Black and white 8"x10" photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.
5. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces.
6. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BRA) showing:
 - a. general relationships of proposed and existing adjacent buildings and open spaces
 - b. open spaces defined by buildings on adjacent parcels and across streets
 - c. general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
 - d. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas

- e. survey information, such as existing elevations, benchmarks, and utilities
 - f. phasing possibilities
 - g. construction limits
7. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BRA) describing architectural massing, facade design and proposed materials including:
- a. building and site improvement plans
 - b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area
 - c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
 - d. phasing, if any, of the Proposed Project
8. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
9. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document *Boston "Smart Model": CAD & 3D Model Standard Guidelines*.
10. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BRA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BRA Board action, inclusive of material required for Boston Civic Design Commission review.
11. Proposed schedule for submission of all design or development-related materials.
12. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.
13. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features

F. HISTORIC RESOURCES COMPONENT

The Boston Landmarks Commission held an Article 85 Demolition Delay hearing on May 8, 2012. After the presentation by the proponent, public comments and commission discussion the Boston Landmarks Commission (BLC) voted unanimously to invoke the 90- day demolition delay for the 1914 Knight Building with 1950s additions at the former Home for Little Wanderers. The 1987 residential building and the 1991 gymnasium building are exempt from review under Article 85. The Commission did not find that the applicant had exhausted feasible alternatives to demolition. The chair of the BLC encouraged the developer to work with the community to develop a project that the community could support, and invited the proponent to return to the Commission to request a waiver of the delay period if such a consensus is reached. Specific comments relevant to the expanded PNF made at the May 8th Article 85 hearing are summarized as follows:

- Building rehabilitation is the most sustainable form of development.
- Historic preservation creates skilled construction jobs.
- The Knight Building is an anchor for the site. The Knight Building could accommodate new construction on the site, as it has in the past.
- The historic context of the site as a whole should be considered, notably the character of revival style institutional buildings from the same era as the Knight Building along South Huntington Avenue in Jamaica Plain. Many of these historic properties are intact or have been rehabilitated sensitively, including the addition of appropriate new construction.
- It appears that the fill for the proposed project would encroach upon the root balls of mature trees that need to be protected. (BLC staff note: The trees along the cityside of the Emerald Necklace parkways are maintained by DCR and are within the historic parks' Landmark boundary.)
- The proposed project is too large for the site.
- The proposed project will create a wall between South Huntington Avenue and the Emerald Necklace.

The Proponents should also respond to the comments of the Boston Landmarks Commission outlined in **Appendix 1**.

G. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the city of Boston a Public Notice of the submission of the Draft Project Impact Report (DPIR) to the BRA as required by

Section 80A-2. This Notice shall be published within five (5) days after the receipt of the DPIR by the BRA. Therefore, public comments shall be transmitted to the BRA within sixty (60) days of the publication of this Notice.

A sample Public Notice is attached in **Appendix 4**.

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

APPENDIX 1
CITY PUBLIC AGENCY COMMENTS

BRA MEMORANDUM

TO: John Fitzgerald

FROM: Katie Pedersen

DATE: April 23, 2012

RE: 161 South Huntington Avenue, Boston, MA
Comments on Expanded Project Notification Form

I have reviewed the Expanded Project Notification Form (PNF) dated March 27, 2012 and submit the following comments for the Environmental Protection Component. The BRG 161 South Huntington LLC, an affiliate Boston Residential Group, LLC (the "Proponent") proposes to develop "161 South Huntington"- a 190,000 square foot (sf) residential development that is the current site of the Home for the Little Wanderers (the "Proposed Project"). The Proposed Project includes 196 units and 170 parking spaces, 154 of which will be partially below grade and 16 at-grade visitor spaces. The Proponent intends to demolish the existing three buildings, which range in height from 25 feet to 50 feet.

Wind

The Proponent shall not be required to conduct a qualitative pedestrian level wind study, as the Proposed Project will be of similar in height and scale to the existing building on the Proposed Project site and will be of similar height and scale to the surrounding buildings. Accordingly, it is not likely that the Proposed Project will have an adverse wind impact on adjacent buildings or open space areas.

Noise

The Proponent has stated that the Proposed Project will include rooftop mechanical equipment. However, the Proponent has indicated that the high efficiency air cooled chiller's design will ensure for its quiet operation nonetheless, the design includes an acoustic screen enclosure, which will serve to reduce the visual impact as well.

The Proponent has stated that the anticipated noise levels to be generated by the Proposed Project will be less than or similar to those created by the existing surrounding buildings.

Shadow

The results of the shadow analysis indicate that the majority of the net new shadow predicted to be created by the Proposed Project will be cast primarily on the Proposed Project site. The Proponent has stated that only during one of the fourteen time periods studied will shadow be cast onto the Olmstead Park (winter mornings) and similarly, during two of the fourteen time periods studied will a shadow be cast on the Jamacia way. Accordingly, no further investigation is required.

Daylight

(Please refer to Urban Design comments)

Solar Glare

The Proponent has stated that the Proposed Project design does not include the use of reflective glass or reflective materials, thus adverse impacts from reflected solar glare are not anticipated to be created. However, should the Proposed Project design change and include the use reflective glass or reflective materials, an evaluation of potential solar glare impacts shall be required.

Sustainable Design/Green Buildings

The purpose of Article 37 of the Boston Zoning Code is to ensure that major buildings projects are planned, designed, constructed and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in Boston. Any proposed project subject to the provisions of Article 37 shall be LEED Certifiable (U.S. Green Buildings Council) under the most appropriate LEED rating system. Proponents are encouraged to integrate sustainable building practices at the pre-design phase. Proposed projects which are subject to comply with Section 80B of the Boston Zoning Code, Large Project Review, shall also be subject to the requirements of Article 37.

The Proponent has demonstrated that the Proposed Project will meet the requirements of Article 37. The Proponent has submitted a LEED 2009 for New Construction and Major Renovations checklist indicating that the Proposed Project is striving to achieve a LEED certified rating (48 points). The Proponent is encouraged to continue to work with the Proposed Project team and research additional sustainable and energy-efficient measures as the building design develops, with the objective of achieving a higher level of LEED certification.

Prior to the Article 80B process completion the Proponent shall be required to submit a Final Article 37 Submission Package. This package shall include the most current and accurate LEED Checklist, together with a supporting comprehensive narrative detailing how each of the points will be achieved. Please refer to the USGBC guidelines as to what is deemed necessary to demonstrate that the point has been achieved (or will be).

BOSTON

Thomas M. Menino, Mayor

May 15, 2012

Mr. Brian Golden
Executive Secretary / Director
Boston Redevelopment Authority
City Hall, Ninth Floor
Boston, MA 02201

RE: 161 South Huntington Avenue, Jamaica Plain, MA

Dear Mr. Golden,

The Boston Parks and Recreation Department has reviewed the Expanded Project Notification Form (EPNF) issued for the project at 161 South Huntington Avenue, Boston, (the "Project") and offers the following comments.

In accordance with City Ordinance 7-4.11, the proponent will be required to obtain approval for the Project from the Boston Parks Commission as it is within 100' of the Jamaica Way and Olmsted Park. The Commission review will include, but may not be limited to: building mass, height, and setbacks, site design, project open spaces, access, connections to the Jamaica Way, grading and drainage, views to the project from the public ways and parkland, as well as vegetation impacts and new planting.

The project is also subject to the building height restrictions outlined in City Ordinance 7-4.10 which sets a 70' height limit for portions of the building within 100' of the Jamaica Way, as measured from the mean grade of adjacent parkway sidewalk.

This Department will also consider the impacts of this project on the Jamaica Way Greenbelt Protection Overlay District. The Project should endeavor to protect and improve the vegetative cover along this section of the parkway.

161 South Huntington is fortunate to sit within an area of the city rich with open space resources. Based on our staff's preliminary impact assessment, we have found that the Project's anticipated increase in population (and therefore increase in park usage) of approximately 350 persons will not have a significant indirect impact on these open space resources due to the high ratio of open space to population in this area. Residents of 161 S. Huntington will have easy access to the active and passive recreation opportunities in the historic Emerald Necklace parks, including the green space links these parks provide to nearby neighborhoods. Also within walking distance of the Project are the Back of the Hill and Nira Rock urban wilds and the active recreation uses at Jefferson Park and McLaughlin Playground. The naturalistic character of Olmsted Park and the



Boston Parks and Recreation Department

Antonia M. Pollak, Commissioner

1010 Massachusetts Avenue, Boston MA 02118/ 617.635.4505

BOSTON

Thomas M. Menino, Mayor

mature tree canopy that defines the Jamaicaaway, contribute to the attractive environment in which the Project is located. The Parks Commission will be interested in learning how the Project proponents will contribute to enhancing and maintaining these exceptional spaces which define the character of this neighborhood and provide so much value to its residents and visitors.

We will continue to review the project plans as they develop, with an eye to coordinating the work of the Commission with the work of your Board. Please contact this Department with any questions.

Sincerely,



Liza Meyer, ASLA
Chief Landscape Architect
Boston Parks and Recreation

CC: Brian McLaughlin, Executive Secretary, Boston Parks and Recreation Commission
John Fitzgerald, Boston Redevelopment Authority



Boston Parks and Recreation Department

Antonia M. Pollak, Commissioner

1010 Massachusetts Avenue, Boston MA 02118/ 617.635.4505



BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721
BOSTON, MASSACHUSETTS 02201
(617) 635-4680/FAX (617) 635-4295

May 15, 2012

John Fitzgerald, Senior Project Manger
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

RE: 161 South Huntington (“PNF”)

Dear Mr. Fitzgerald:

Thank you for the opportunity to comment on the 161 South Huntington –Home for Little Wanderers: Notice of Project Notification Form (PNF) dated March 27, 2012. The Expanded Project Notification Form is initiating a review of the following proposed 161 South Huntington Project.

BRG 161 South Huntington LLC is proposing to construct a new single residential building approximately 190,000 square foot building in the place of the existing surface parking lot, with approximately 196 apartment units and parking for approximately 170 vehicles (154 garage and 16 surface lot spaces). The project will maintain the two driveway entry/exit from South Huntington- with the southernmost entry widened as a one-way/right turn only; and northern access driveway as a two-way.

The Boston Transportation Department (BTD) is required to comment on the combined impacts of all the components of the project. The proponent needs to address these comments and concerns when preparing future submissions as part of the Article 80 process as well as the Transportation Access Plan Agreement. Please note that upon BTD’s final review and approval, a Transportation Access Plan Agreement codifying the transportation agreements and mitigation reached with BTD needs to be executed.

Parking

The proponent is not proposing any new on-street parking spots area, there is also no public off-street parking in the area aside from a large surface lot across. The proponent is also providing on-site parking existing parking lot with proposed parking for approximately 170 vehicles (154 garage and 16 surface lot spaces). BTD strongly encourages limiting any further increases in parking in the new development. Current trends indicate that electric hybrids will soon be a significant percentage of all vehicles on the road. BTD is aggressively promoting the installation of a supporting infrastructure for these vehicles. We request a commitment to dedicate 5% of the

THOMAS M. MENINO, Mayor
Thomas J. Tinlin, Commissioner



total parking capacity to low-emitting and fuel efficient vehicle spaces for electric vehicle parking in addition to car-share (which is currently not in the area within a .5 mi radius) to meet climate actions goals set forth by the City.

The area is thoroughly served by MBTA public transit lines including Heath Street Green line and 39 buses in the project radius is located one-half mile from the Brookline Village MBTA D-line stop as well as 4 other bus line stops. BTD would like to thank the proponent for accounting for bike parking accommodations (according to the City's Bike Parking Guidelines) of one in each unit as well as at spaces in front of the building. BTD requests a commitment to additional parking at the garage level for visitors and residents that can no accommodate the space at the apartment level.

Transportation Demand Management

BTB thanks the proponent for the described TDM measures listed in the PNF, including transit information posting in the building lobby, transportation coordinator and its commitment to EV charging.

Service and Loading

We commend the proponents for providing off-street facilities for loading, moving & garbage collection activity ; and particularly the appointment of a transportation coordinator to manage area move-in/out activities with posted "no idling" signage in loading and parking areas to assist BTB's efforts of reducing emissions & traffic congestion caused by off-street truck maneuvering and loading.

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular Access and Circulation
- Parking Layout and Circulation
- Pedestrian Access and Circulation
- Bicycle Access and Circulation
- Area Shuttle/Van Pool Pickup and Drop-off
- Parking Spaces for Car Sharing services
- Service and Loading*
- Roadways and Sidewalks
- Building Layout
- Bicycle Parking Locations and Types (covered, indoor, bike share, etc)
- Transit Stops and Connections
- Electric Vehicle Charging Stations

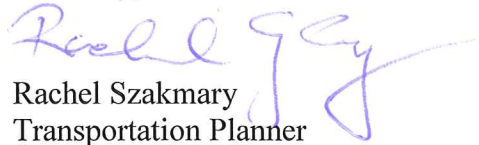
** Trash compactors/dumpsters need to be depicted as well.*

Construction Management Plan

As the projects in the EPNF advance, BRG 161 South Huntington LLC and the other proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTB for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk relocations and hours of construction work. BTB will work with the proponent to execute the CMP.

The issues raised above should be addressed in the TAPA to be provided for the projects in the IMP. BTM looks forward to working collaboratively with the BRG 161 South Huntington LLC and the community in review of these projects and to address any outstanding concerns in the permitting process.

Sincerely,



Rachel Szakmary
Transportation Planner
Boston Transportation Department
Policy and Planning Division

Cc: Vineet Gupta, Director of Policy and Planning
John DeBenedictis, Director of Engineering



Boston Landmarks Commission

City of Boston
The Environment
Department

Boston City Hall/ Room 805
Boston, Massachusetts 02201
617/635-3850

www.cityofboston.gov/landmarks

Susan D. Pranger, Chair
Cyrus Field, Vice-Chair
John Amodeo
David Berarducci
John Freeman
Susan Goganian
Thomas Herman
Kirsten Hoffman
Thomas Hotaling
Adam Hundley
Diana Parcon
Lynn Smiledge
Yanni Tsipis
Charles Vasiliades
Richard Yeager
Ellen J. Lipsey, Exec. Director

May 15, 2012

Mr. Peter Meade, Director
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA 02201

Re: 161 South Huntington Avenue, former Home for Little Wanderers
Comments on the Project Notification Form

Dear Director Meade:

Staff of the Boston Landmarks Commission has reviewed the PNF for a new 196-unit residential development project. We appreciate this opportunity to comment.

The Boston Landmarks Commission held an Article 85 Demolition Delay hearing on May 8, 2012. After the presentation by the proponent, public comments and commission discussion the Boston Landmarks Commission (BLC) voted unanimously to invoke the 90-day demolition delay for the 1914 Knight Building with 1950s additions at the former Home for Little Wanderers. The 1987 residential building and the 1991 gymnasium building are exempt from review under Article 85.

The Commission did not find that the applicant had exhausted feasible alternatives to demolition. The chair of the BLC encouraged the developer to work with the community to develop a project that the community could support, and invited the proponent to return to the Commission to request a waiver of the delay period if such a consensus is reached. Specific comments relevant to the expanded PNF made at the May 8th Article 85 hearing are summarized as follows:

- Building rehabilitation is the most sustainable form of development.
- Historic preservation creates skilled construction jobs.
- The Knight Building is an anchor for the site. The Knight Building could accommodate new construction on the site, as it has in the past.
- The historic context of the site as a whole should be considered, notably the character of revival style institutional buildings from the same era as the Knight Building along South Huntington Avenue in Jamaica Plain. Many of these historic properties are intact or have been rehabilitated sensitively, including the addition of appropriate new construction.
- It appears that the fill for the proposed project would encroach upon the root balls of mature trees that need to be protected. (BLC staff note: The trees along the city-side of the Emerald Necklace parkways are maintained by DCR and are within the historic parks' Landmark boundary.)
- The proposed project is too large for the site.
- The proposed project will create a wall between South Huntington Avenue and the Emerald Necklace.

Please do not hesitate to contact BLC staff with any questions.

Sincerely,

Ellen J. Lipsey
Executive Director

cc: John FitzGerald

APPENDIX 2
IAG COMMENTS

May 16, 2012

Via e-mail: John.Fitzgerald.bra@cityofboston.gov

John M. Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
9th Floor
City Hall
One City Hall Square
Boston, Massachusetts 02201

Re: 161 South Huntington Avenue, Jamaica Plain

Dear Mr. Fitzgerald:

All of the 11 undersigned members of the Impact Advisory Group ("IAG") for the project proposed for 161 South Huntington Avenue (the "project") have reviewed the Expanded Project Notification Form for the project, dated March 27, 2012 ("EPNF"). Many of us attended the BRA's "informal" meeting at Sherrill House on February 28, 2012; attended the scoping session at the BRA in the morning of April 11, 2012; attended the Article 80 and Article 85 public meeting at the MSPCA that evening; and participated in the IAG meeting at Sherrill House on May 3, 2012. All of us have discussed the project with members of the organizations we represent and with other residents of Jamaica Plain and Mission Hill.

We have the following comments on, and issues with, the project as presently proposed in the EPNF and, therefore, recommend to the BRA that the project, as presented, not be accepted or approved by the BRA and that the developer be required to make substantive and substantial changes in the project and participate in further in-depth reviews thereof with the IAG and the BRA.

1. Because the site is zoned Neighborhood Institutional under Article 55 of the Zoning Code, height is limited to 45 feet, the Floor Area Ratio is 1.0 with a limitation, per Table I of Article 55, that "for any Residential Use, as defined in Article 2A, there shall be a minimum lot size of one (1) acre and a maximum of four and one-half (4.5) dwelling units per acre" and the site, at least in part, is in a Greenbelt Protection Overlay District, the proposed project is not as of right and variances from these

Zoning Code provisions will be necessary for the project to be constructed.

2. The row of institutions along the Avenue has served a variety of charitable purposes over the last 100 years, a long tradition that is valued by the Jamaica Plain/Mission Hill community. The construction of for-profit housing represents a change of use that is inconsistent with this tradition.
3. The proposed building, with a façade predominantly of metal and glass and relatively little red brick, is ugly and clashes with the look and feel of the other, mostly red brick, buildings on the western side of Huntington Avenue; and the set back is not consistent with the setbacks of the neighboring buildings. The project should have some graciousness, a boulevard feel and, in scale, style and materials, complement the neighboring institutions on the western side of the Avenue. It does not.
4. Occupying virtually the entire site on the Avenue side, from property line to property line, the project creates an unattractive wall on the Avenue that deprives residents and pedestrians on the Avenue side, of views of the Emerald Necklace at the Jamaicaway. With its predominantly metal and glass exterior, it looms unpleasantly over the downhill portion of the site.
5. The project fails to include restoration or appropriate adaptive re-use of the 1914 building on the project site.
6. The building is too big, too high and too large.
7. Because the developer has taken the public position that all of the investors in the project are private and that their identities are confidential and will not be disclosed, with the result that the community, the city and the BRA do not know who are the real parties with an interest in the project, the developer should be required by the BRA to disclose the identities of all such investors, including lenders, and the respective amounts invested/lent and to be invested/lent.

8. Because the developer has taken the public position that all of the 196 units proposed must be approved to make the project financially feasible, the developer should be required by the BRA to produce for review and analysis all relevant financial related documents so that the claim that all 196 units are necessary for financial feasibility can be evaluated.
9. The project appears intended to service a relatively transient population of short-term residents supplied by the medical area and not to create or support a stable residential community on the Avenue. If the project is unable to attract tenants from the Medical Area, it may by default become student housing. This necessitates the need for written enforceable provisions that will prevent the developer or any successor-in-interest that owns or controls the site, having student tenants or occupants at the site.
10. If any project in any form is approved for the site, institutions should be precluded from leasing units to be used by rotating casts of very short termers.
11. The project should be, and look like, Jamaica Plain/Mission Hill, not Medical Area South.
12. The number of units proposed (196) is too great.
13. There are not enough units large enough to accommodate families with children; the units are too small and too expensive to benefit the neighborhood.
14. The percentage of affordable units may meet the city minimum (13%) but the Jamaica Plain Neighborhood Council's recommended percentage (25%) makes more sense for Jamaica Plain/Mission Hill.
15. The traffic analysis to date is insufficient. The analysis should project conditions in the area, including the Heath Street intersection, to 2035, including the effect of other development projects that may take place in the area. Even at present, traffic

conditions at the intersection of Heath Street and the Avenue are confusing and dangerous.

16. Both the traffic analysis and the LEED certification scoring need to be re-done given the recent decision by the MBTA to cease weekend E-Line service to Heath Street.
17. The project as proposed will require the removal of 53 mature trees. This is an unacceptable number.
18. There appear to be no plans for appropriate parking for construction workers during construction.
19. There should be no visitor or drop off parking in the front of any building on the site along the Avenue or elsewhere outside of any building on the site. Trash collection areas and facilities also should be inside any building on the site.
20. If any project in any form is approved for the site:
 - (a) The developer should be required to make a financial donation in an amount commensurate with the size and scope of any approved project at the site, to the Fund for Parks and Recreation, an approved 501(c)(3) trust under the direction of the Boston Parks & Recreation Department, for the sole purpose of maintenance and improvement of Jamaica Pond Park and the areas of the Emerald Necklace on the Jamaicaway.
 - (b) There should be no signage visible from the Jamaicaway.

Very truly yours,

/s/ Kevin Moloney (Jamaica Pond Association),

/s/ Judith Neiswander (Boston Preservation Alliance),

and

/s/ John Papson (Jamaica Pond Association),

/s/ Patricia Flaherty (Mission Hill
Neighborhood Housing Services),

/s/ Red Burrows (Jamaica Plain Neighborhood
Council),

/s/ Merlin Southwick (Mt. Pleasant Home),

/s/ Claudio Martinez (Hyde Square Task
Force),

/s/ Katherine Gallagher (Back of the Hill),

/s/ Joseph Wight (Jamaica Plain Neighborhood
Council),

/s/ David Baron (Jamaica Plain Neighborhood
Council, and

/s/ Michael Reiskind (Resident, South
Huntington Avenue)

cc: Councilor O'Malley
John Ruch, Editor,
Jamaica Plain Gazette
Chris Helms, Editor,
Jamaica Plain Patch
IAG members



Tel 617-566-6565 Fax 617-566-1440

May 11, 2012

John Fitzgerald
Senior Project Manager
Boston Redevelopment Authority / 9th Floor
One City Hall Plaza
Boston, MA 02201

Re: 161 South Huntington Avenue

Dear Mr. Fitzgerald:

Representatives of the Mission Hill Neighborhood Housing Services board and staff and board members from the Back of the Community Development Corporation met at a joint meeting with the developer and attorney for the proposed 161 South Huntington Avenue. Mission Hill NHS feels that it cannot support the project at this time and offers the following comments for further study and discussion:

- At a proposed 196 units, the project is too large. Current zoning allows for a total of 17 units at that site.
- The project façade along South Huntington does not contextually fit with surrounding area of mostly brick. Materials and set back should be further reviewed. Additionally the project as currently designed creates a wall along South Huntington. We believe that there is opportunity to break the massing and allow view sheds for pedestrians through to the Emerald Necklace - the entrance lobby area offering one potential natural break.
- The unit size, the large number of studios and small one bedroom units, and high proposed rent structure for these small units combine to create a development that will not strengthen the residential fabric of the area. The project appears intended to serve a relatively transient population of short-term residents. We believe this could be mitigated by providing fewer units at a size that is more likely to attract and maintain couples or families with children. Additionally the high rent structure does not support workforce housing for the LMA employees. We are concerned that these units will be marketed and master leased for institutional short-term

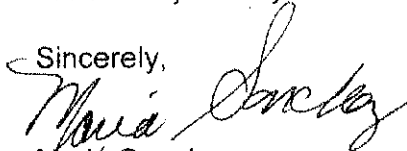
housing. The units are too small and too expensive to benefit the residential neighborhoods of Mission Hill and Jamaica Plain.

- The residential fabric of the Mission Hill neighborhood has been severely damaged economically and in terms of quality of life by the influx of undergraduates seeking housing. Mission Hill NHS maintains that all new projects in this area, including the proposed 161 South Huntington Avenue project, provide written enforceable provisions that will prevent the developer or any successor-in-interest that owns or controls the site from having undergraduate student tenants or occupants at the site.
- The percentage of affordable units may meet the city's minimum under inclusionary zoning (13%) but the Jamaica Plain Neighborhood Council's recommended percentage (25%) makes more sense for Jamaica Plain/Mission Hill.
- The traffic analysis is insufficient. The intersection at Heath and South Huntington was not studied and at present does not function much of the day and is confusing and dangerous. The analysis should project conditions in the area, including the Heath Street intersection, and should show the potential cumulative impact of other development projects that are anticipated in the area.
- Both the traffic analysis and the LEED certification scoring need to be reviewed and adjusted given the recent decision by the MBTA to cease weekend E-Line service from Brigham Circle to Heath Street.

We believe the issues raised above and similar issues being raised by neighboring groups necessitate additional review, analysis, and substantive modifications to the proposed project at 161 South Huntington. We request that the BRA deny the requested expedited review and require further analysis and community review as part of a DPIR review process.

We thank you for your consideration of our concerns.

Sincerely,



Maria Sanchez
President

Cc: Mayor Thomas Menino
Representative Jeffrey Sanchez
Councilor Michael Ross
Councilor Matt O'Malley
Councilor John Connolly

May 15, 2012

John M. Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
9th Floor
City Hall
One City Hall Square
Boston, MA 02201

Re: 161 South Huntington Avenue, Jamaica Plain

Dear Mr. Fitzgerald:

Thank you for the opportunity to be part of the Impact Advisory Group (“IAG”) for the proposed project at 161 South Huntington Avenue (the “project”).

I attended the BRA’s meetings at the Sherrill House to meet with and listen to the developer’s team and the Article 80 and Article 85 public meeting here at the MSPCA. I have discussed what I have learned from these meetings and the printed material with others in our organization.

Overall, I can say that I was impressed with the openness of the process and what I consider to be an honest effort on the part of the developer to listen too and be sensitive too the community’s needs and concerns.

With that said, we have serious concerns in relation to the traffic impact this and other projects on South Huntington Avenue will have on our business (Angel Animal Medical Center, Animal Care and Adoption Center and the Spay/Neuter Clinic).

We have done several client surveys over the past two years which clearly and definitively point to traffic on both route 9 in Brookline and on South Huntington Avenue as major factors in clients choosing to bring their animals to Animal Hospitals outside of the city.

I believe the traffic study greatly underestimates the impact at the South Huntington Avenue/Heath Street intersection, and at the Route 9/Huntington Avenue/South Huntington Avenue intersections.

We feel that this traffic study should be revisited and that a long term traffic plan should be part of this and any future proposed projects on South Huntington Avenue.

Respectfully,

Joseph Silva
Vice President
MA Society for the Prevention of Cruelty to Animals

MOUNT PLEASANT HOME

301 South Huntington Avenue, Jamaica Plain, MA 02130



May 15, 2012

Via e-mail: John.Fitzgerald.bra@cityofboston.gov

John M. Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
9th Floor
City Hall
One City Hall Square
Boston, Massachusetts 02201

Re: 161 South Huntington Avenue, Jamaica Plain

Dear Mr. Fitzgerald:

The Mount Pleasant Home wishes to comment on the project proposed for 161 South Huntington Avenue (the "project"). We offer two perspectives that inform our point of view about the proposed project:

- 1) We a neighbor along the same block South Huntington Avenue and the owner of a \$20 million project just completed on our property; and
- 2) Two members of our governing board formerly lived in a Boston Residential Group owned and operated property at Church Park.

Mount Pleasant Home considers itself fortunate to be one of several not-for-profit institutions based on South Huntington Avenue whose missions and purpose are to strengthen and diversify healthcare, housing, and employment opportunities in the local neighborhood and Greater Boston community. . We therefore have a keen interest in any proposed changes of use and the potential impact on our work and mission these changes may have. As an organization serving older residents who are unable to live independently, we are a 24/7 operation, requiring staffing at all times of day and night. It is therefore our fondest hope that if 161

South Huntington is to become a commercial residential property, that some of our employees could live just down the block from their work.

Two members of the MPH Board of Trustees lived at Church Park Apartments at the time it was announced that their affordable units were going to become market rate. They would not be able to afford to stay. We witnessed first hand the turmoil and disruption that this caused them. One died before she was able to relocate. The other was suffering through a series of medical complications and finally relocated to a new living situation that required the financial support from her family until the end of her life. We are deeply committed to do what we can to prevent a reoccurrence of their unfortunate experience at the end of their lives when having a place to live should have not been added to their challenges.

During the twelve years of planning for the project we have just completed, we learned first hand that there are many forces that finally shape a project and many changes before the proper balance is found that will allow a project to be successful. We are grateful for the input and support from our neighbors who were very active in the extensive review and approval of our project. We encourage the BRA and BRG to allow for a thoughtful review of the many perspectives that the project is likely to elicit so that the best of ideas can be combined to meet the neighborhood's and the developer's needs. We expect to participate fully in that process.

Mount Pleasant Home's perspective can best be expressed in the unanimous vote of the Board of Trustees at its April meeting to support the eventual development of 161 South Huntington only if it includes 25% of its units as affordable and only if these affordable units will continue to remain affordable in perpetuity. Such a commitment on the part of 161 South Huntington would preserve the legacy of inclusiveness shared by its neighbor institutions.

Sincerely,
Priscilla Ellis, President
Merlin Southwick, Executive Director

BACK DEVELOPMENT OF THE HILL COMMUNITY CORPORATION

May 15, 2012

John Fitzgerald
Senior Project Manager
Boston Redevelopment Authority 9th floor
One City Hall Plaza
Boston, MA 02201

Re 161 South Huntington Avenue

Dear Mr. Fitzgerald:

Representatives of the Mission Hill Neighborhood Housing Services board and staff and board members from the Back of the Community Development Corporation met at a joint meeting with the developer and attorney for the proposed 161 South Huntington Avenue. Back of the Hill CDC feels that it cannot support the project at this time and offers the following comments .

- * The project is too large for the area.
- The building does not conform to the neighborhood. A break in the massing would create a more welcoming view to the street and to the Emerald Necklace.
- *. The unit size, and the overwhelming number of studios and small one-bedroom units and the proposed high rents do not support a true residential atmosphere. I believe the proposed number of small units and the high rents would serve as a trigger for short stay residents. The size and rents will not encourage use as workforce housing for the LMA employees with children.
- The percentage of affordable units may meet the city's minimum under inclusionary zoning (13%) but the Jamaica Plain Neighborhood Council's recommended percentage (25%) makes more sense for Jamaica Plain/Mission Hill.

100 South Huntington Avenue, Jamaica Plain, MA 02130 617 277 3639

- The traffic analysis is insufficient. The intersection at Heath and South Huntington was not studied and at present does not function much of the day and is confusing and dangerous. The analysis should project conditions in the area, including the Heath Street intersection, and should show the potential cumulative impact of other development projects that are anticipated in the area.
- The traffic analysis need to be reviewed and adjusted given the recent decision by the MBTA to cease weekend E-Line service from Brigham Circle to Heath Street.

These issues raised above and similar issues being raised by neighboring groups necessitate additional review, analysis, and substantive modifications to the proposed project at 161 South Huntington. We request that the BRA deny the requested expedited review and require further analysis and community review as part of a DPIR review process.

We thank you for your consideration of our concerns.

Sincerely,



Catherine Gallagher, President

CC Mayor Thomas Menino
Representative Jeffery Sanchez
Councilor Michael Ross

APPENDIX 3
PUBLIC COMMENTS

From: Eileen Crittle [ecrittle@yahoo.com]

Sent: Tuesday, May 15, 2012 4:41 PM

To: Fitzgerald, John BRA

Subject: 161 South Huntington Avenue

Dear Mr. Fitzgerald,

As a resident of Jamaica Plain, living on Pond Street, I am writing to express my support for the proposed project at 161 South Huntington Ave in Jamaica Plain. Having lived in Jamaica Plain for 18 years, I strongly believe that a residential complex, as proposed, is the best use for the site.

South Huntington Avenue is currently home to numerous medical institutions, offices, and institutional buildings. The proposed project will bring much needed housing to that area of the City of Boston and the site's proximity to public transportation will offer its residents many benefits. The project will also provide the City with some new affordable rental housing opportunities that it so needs.

For these reasons, I encourage the Boston Redevelopment Authority to approve the proposed project at 161 South Huntington Avenue.

Thank you for the opportunity to comment on this project.

Eileen Crittle

ecrittle@yahoo.com

From: Suzi Benowitz [sbeno323@yahoo.com]

Sent: Tuesday, May 15, 2012 4:49 PM

To: Fitzgerald, John BRA

Subject: 161 South Huntington Project

Dear Mr. Fitzgerald,

As a resident of Jamaica Plain, living at 16 Dresden Street, I am writing to express my support for the proposed project at 161 South Huntington Ave in Jamaica Plain. Having lived in Jamaica Plain for almost 6 years, I strongly believe that a residential use for the site, as proposed, is the best use for the site.

The South Huntington Avenue location of the site is currently home to numerous medical institutions, offices, and institutional buildings. The proposed project will bring much needed housing to that area of the City of Boston and the site's proximity to public transportation will offer its residents many benefits. The project will also provide the City with some new affordable rental housing opportunities that it so needs.

For these reasons, I encourage the Boston Redevelopment Authority to approve the proposed project at 161 South Huntington Avenue.

Thank you for the opportunity to comment on this project.

Sincerely,

Suzi Benowitz

From: MARKERLICH@aol.com
Sent: Thursday, May 10, 2012 5:20 PM
To: Fitzgerald, John BRA
Subject: 161 S Huntington
Dear Mr. Fitzgerald:

I am writing in support of the proposed development at 161 S. Huntington. As a nearly 40 year resident of Jamaica Plain, I am concerned about a rigid anti-development attitude that appears to be infecting my community.

When I moved to JP in the 1970s, it was a troubled neighborhood with low property values and cheap rents. Those of us who bought homes back then have seen a dramatic improvement in the community and, as a result, an increasing pressure on housing.

I brought up three children in JP who can no longer afford to live there because real estate has become prohibitively expensive. I was fortunate to buy when prices were low but, today, most people of average means are priced out of Jamaica Plain due to the limited housing stock.

We need more development of residential units in order to keep Jamaica Plain thriving so that it can maintain its special character.

Unfortunately, some people in the community have adopted the attitude "I've got mine" and oppose any further development. This is a selfish and short-sighted approach.

Boston is successful because it's a city people want to work and live in. We need the additional units that 161 S. Huntington will bring along with the desperately needed construction jobs to help climb out of the current economic recession.

I am urging the BRA to move forward with approvals on 161 S. Huntington. We need the units and we need the jobs.

Mark Erlich
48 Peter Parley Rd.
Jamaica Plain, MA 02130



May 15, 2012

Joan Wallace-Benjamin, Ph.D.
President and CEO

John Fitzgerald
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: 161 South Huntington Ave.

Dear Mr. Fitzgerald:

I am writing to you in support of the Boston Residential Group's housing development plan for The Home for Little Wanderers' property at 161 So. Huntington Ave. in Jamaica Plain.

The Home was very pleased to have contracted with Boston Residential Group for the sale of this property as we feel they offer the highest and best use of the property and at a purchase price that will allow us to complete our plans for better serving the children who have resided there with us. We specifically did not approach hotel or medical office developers as part of our process in the attempt to be good neighbors by minimizing traffic congestion and avoiding a transient clientele that would be in and out of the facility all day and night.

The Home has been serving children at 161 So. Huntington Ave. since it was built in 1914. Today it is used as a therapeutic residential and special education program for boys and girls ages 5 to 13. While the program itself is effective, the facility at 161 So. Huntington Ave. has deteriorated considerably and has long since outlived its usefulness to our mission. Our own year-long feasibility study with an eye toward renovating the property proved that. In the end, the cost to The Home was unaffordable and we instead needed to expand the existing school and residence on our 166 acre Longview Farm facility in suburban Walpole. Longview Farm has the potential to provide the ideal setting for a new group of children to thrive, and the revenue from Boston Residential Group's project is a much needed component of this plan.

When we realized it was not feasible stay at 161 So. Huntington Ave., I personally called upon Mayor Menino and our City Council delegation to inform them not only of our plans, but also to reiterate our intentions to remain a Boston-based agency. Although the bricks and mortar at 161 So. Huntington Ave. will be gone, this does not affect The Home's mission or programs and The Home will continue to have a strong presence in the city not just via our corporate offices but in three other residential settings in Mission Hill and Roxbury respectively, a clinic in Roslindale, as well as behavioral health counselors based in almost 50 Boston Public Schools. I also expressed our confidence in finding a buyer for 161 So. Huntington Ave. who would bring much needed housing to the neighborhood and return the property to the city's tax roll.



John Fitzgerald
Boston Redevelopment Authority
Page 2

Our sale of 161 So. Huntington Ave. to the Boston Residential Group will accomplish that and allows us to continue our mission to ensure the healthy behavioral, emotional, social and educational development and physical well-being of children and families living in at-risk circumstances; a mission that dates back to 1799 here in the city we call home.

The Home for Little Wanderers strongly supports Boston Residential Group's current plan for our old site and we expect that the residents that will live there will be as good as neighbors to the Jamaica Plain community as we have been all these years. I strongly urge the BRA to grant this project your approval.

Sincerely,



Joan Wallace-Benjamin, Ph.D.



Emerald Necklace

CONSERVANCY

The Emerald Necklace: Chosen as one of America's Top Ten Great Public Spaces for 2011
– American Planning Association

BACK BAY FENS * RIVERWAY * OLMSTED PARK * JAMAICA POND * ARNOLD ARBORETUM * FRANKLIN PARK

President

Julie Crockford

May 25, 2012

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Beth Krudys

Caroline Loughlin

Katherine Ramsey

Jane Roy

Greg Selkoe

Wendy Shattuck

Katherine Sloan

Linda Edmonds Turner

Marjorie Bakken *Emerita*

Boston Redevelopment Authority

Attn: John Fitzgerald

One City Hall Square

Boston, MA 02201-1007

Re: Development at 161 S. Huntington Ave, Jamaica Plain, MA 02130

Dear Mr. Fitzgerald:

I am writing to respectfully request an award of \$25,000 of community benefits funding to support Emerald Necklace Conservancy projects and programming in the Riverway, Olmsted Park, and Jamaica Pond sections of the Emerald Necklace park system as mitigation measures for proposed development at 161 S. Huntington Ave. in Jamaica Plain. These three parks along with the Back Bay Fens are the focus of the Conservancy's restoration and maintenance agenda.

The proposed residential development will impact the Emerald Necklace park system by bringing additional pedestrians, cyclists, runners, vehicular traffic and park users into the parks and parkways. An appropriate way to help address their impact on the park would be to support restoration and maintenance work and Conservancy programming that is occurring within this parkland and along the parkways.

The Conservancy was incorporated in 1998 with a mission to "*protect, restore, maintain and promote the landscape, waterways and parkways of the Emerald Necklace park system as special places for people to visit and enjoy.*" A non-profit, public-private partnership, the Conservancy is the only organization that brings together the Necklace's residential neighbors, community and business leaders, park advocates, and government officials to work for the renewal of this entire historic park system and the long-term preservation of its green and open spaces, waterways and unique structures. The Conservancy was founded to address issues of park restoration, maintenance and stewardship in the face of budget constraints, as well as constituency-building, advocacy and public education. The Conservancy collaborates with the City of Boston, Town of Brookline, and Commonwealth of Massachusetts and works closely with our Park Overseers, listed here, around an agenda to keep our parks healthy and accessible for all.

The majority of the Conservancy's restoration and maintenance agenda in the park is carried out by participants in three of our programs:

- **The Youth Leadership and Green Team Program** that teaches leadership and environmental education while employing urban teens in the parks during the summer and after school.

Park Overseers

Arborway Coalition

Arnold Arboretum

Boston Committee of the

Garden Clubs of America

Boston Nature Center

of Mass Audubon

Boston Society of

Landscape Architects

Brookline Greenspace Alliance

Emerald Necklace

Greenway Project

The Fenway Alliance

Fenway Civic Association

Fenway CDC

Fenway Garden Society

Franklin Park Coalition

Franklin Park Zoo/

Zoo New England

Friends of Jamaica Pond

Friends of Leverett Pond

Friends of the Muddy River

Garden Club Federation

of Massachusetts

Isabella Stewart Gardner

Museum

Jamaica Hills Association

Jamaica Pond Association

MASCO

Museum of Fine Arts Boston

- **Emerald Necklace Maintenance Collaborative** provides vocational training in landscaping to men in the corrections system who then staff two dedicated maintenance crews in the parks.
- **The Emerald Necklace Volunteer Program** which brings over 900 volunteers into the park to accomplish park projects.

Current Conservancy projects and programs in the area of the proposed development include:

- **A multi-year Tree Initiative** to care for the historic trees in the Emerald Necklace. Last year resulted in extensive pruning within the park as well as along the parkways; in 2012 we will deep feed parkway trees and plant 40 new trees along the parkways. We work closely with the DCR arborist and others on this \$90,000 per year initiative.
- **Summer Sundays in the Park**, a series of 6 free movies and musical performances at Jamaica Pond and Olmsted Park; 300-800 attendees per event; budget: \$30,000. Boston Properties has contributed \$10,000 to this initiative to date.
- **Olmsted Park Woodlands Maintenance and Management restoration project**, a demonstration project for woodlands restoration in an urban park; budget: \$50,000.
- **Spring Pond Wildflower Meadow maintenance** in Olmsted Park. Under Conservancy direction, this former skating rink is now maintained as a meadow habitat for butterflies, bees and other pollinators; budget \$25,000.

Additionally, the Conservancy provides visitor services, tours and educational programs at the Shattuck Emerald Necklace Visitor Center and retains active voting membership on the 5-member Management Cabinet for the \$92 million dollar **Muddy River Flood Damage Reduction and Ecosystem Restoration Project**, which will restore the Muddy River from Olmsted Park to the Back Bay Fens.

If selected for a \$25,000 award, 2.7% of our 2012 budget of \$896,000, we propose to apply \$20,000 to the cost of Conservancy maintenance and restoration projects and programs and \$5,000 to our free programming and park visitor services.

Thank you for your consideration of our request.

Sincerely,



Julie Crockford
President



Emerald Necklace

CONSERVANCY

The Emerald Necklace: Chosen as one of America's Top Ten Great Public Spaces for 2011
- American Planning Association

BACK BAY FENS * RIVERWAY * OLMSTED PARK * JAMAICA POND * ARNOLD ARBORETUM * FRANKLIN PARK

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Beth Krudys
Katherine Ramsey
Jane Roy
Greg Selkoe
Wendy Shattuck
Kay Sloan
Linda Edmonds Turner
Marjorie Bakken *Emerita*

Park Overseers

Arborway Coalition
Arnold Arboretum
Boston Committee of the
Garden Clubs of America
Boston Nature Center
of Mass Audubon
Boston Society of
Landscape Architects
Brookline Greenspace Alliance
Emerald Necklace
Greenway Project
The Fenway Alliance
Fenway Civic Association
Fenway CDC
Fenway Garden Society
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Zoo New England
Friends of Jamaica Pond
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Friends of the Muddy River
Garden Club Federation
of Massachusetts
Isabella Stewart Gardner
Museum
Jamaica Hills Association
Jamaica Pond Association
MASCO
Museum of Fine Arts Boston

Boston Redevelopment Authority

Attn: John Fitzgerald
One City Hall Square
Boston, MA 02201-1007

Re: Development at 161 S. Huntington Ave, Jamaica Plain, MA.02130

May 16, 2012

Dear Mr. Fitzgerald:

We are writing to comment on the proposed development at 161 S. Huntington Ave. in Jamaica Plain.

The Project Review Committee of the Emerald Necklace Conservancy has reviewed the project with the developers and their team based on the nine criteria by which we evaluate projects that abut the Emerald Necklace park system for the potential impacts and benefits to the park. Those criteria look at the consistency with Olmsted's vision of a green corridor, effects on the park user's experience, consistency with Emerald Necklace Master Plans, effects on access between and within parks, impacts to air quality and water quality, the creation of new noise, the creation of new shadows, and the benefits provided to the park system. Reserving our comments to areas in which we foresee likely impact, we would like to register the following comments as they relate to the possible impacts of the project on the adjacent Emerald Necklace parkland.

- To lessen the visual effect on the historic character of the Emerald Necklace and the effect on the current and future visitors' experience as intended by original park design, we encourage the developer to reduce the overall massing of the project where feasible and suggest the use of elements such as terraces and balconies as a possible means of achieving this goal.
- With regard to shadows cast by the proposed buildings, we support a design that would reduce the effect of early morning shadows on the parkland and oppose one that would increase them during the winter when shadows reduce snow and ice melt.
- The developer is proposing a number of mitigation items on the west (Jamaicaway) side of the property and we trust that they will follow through with their proposals. They include but are not limited to:

125 The Fenway | Boston, Massachusetts 02115 | Tel: 617-522-2700 | Fax: 617-522-2770
www.emeraldnecklace.org

1. Restoration of the existing fence and brick piers along the west (Jamaicaway) property line with the installation of two new sets of gates for resident access.
2. Maintenance of the trees and sidewalk (including snow and leaf removal) outside of the property line along the adjacent sidewalk of the Jamaicaway.
3. Retention, protection and maintenance of the existing trees along the west side of the property with the addition of new trees and planting where possible.
4. Two new active access points to the property for resident pedestrians and bicyclists from the Jamaicaway sidewalk, thereby increasing activity and public safety along that section of the Jamaicaway.

Thank you for the opportunity to comment on this project. We encourage recognition of the parks as an invaluable amenity to a project in this location and the importance of mitigating any negative impacts as a result of adjacent development.

Sincerely,

A handwritten signature in cursive script, appearing to read "Julie".

Julie Crockford
President

From: Marsha Bennett [marsharuby@yahoo.com]

Sent: Tuesday, May 08, 2012 8:49 PM

To: Fitzgerald, John BRA

Cc: Marsha Bennett

Subject: Apartment project proposed for Home for Little Wanderers site in Jamaica Plain

Dear Mr. Fitzgerald,

As a Jamaica Plain resident, I strongly oppose a residential development of the size proposed for the former Home for Little Wanderers site in Jamaica Plain on S. Huntington Avenue.

Any developer should be required to keep the current historic building and renovate it.

Perhaps 50 units would be more appropriate for that site.

Along with many other problems that such a large development would cause, there is almost traffic gridlock (and packed buses/trolleys) often even before and after rush hour along the section of S. Huntington Avenue that runs by the Home for Little Wanderers location. Adding many more cars and persons who will use public transit will make the traffic problem worse.

The fact that another overly-large development is proposed right down the street should also be taken into consideration. The two projects should be considered together in terms of their impact on Jamaica Plain. Further, a plan for rational use of that section of S. Huntington Avenue should be developed.

Thank you for taking the time to read this.

Sincerely,

Marsha Bennett
18 Pond St., Unit 13
Jamaica Plain, MA 02130

From: freemansherwood@hotmail.com
Sent: Sunday, May 20, 2012 12:50 PM
To: Fitzgerald, John BRA
Subject: Home for Little Wanderers
Dear Mr. Fitzgerald,

I have been reading about the planned development at the Home for Little Wanderers & was at the presentation to the Jamaica Pond Ass'n the first week of May. At that meeting, I commented that while there is much to like about the project (e.g. commitment to protect the Jamaicaway border as a historic parkway with mature trees & greenery, LEED silver, bike parking), I object to the demolition of the 1914 building. The South Huntington Ave. corridor of historic institutions is a character-defining feature of Jamaica Plain. Old buildings such as the Home for Little Wanderers are part of what make Boston special and unique. If they are torn down & replaced, the area will soon look like it could be anywhere - it would be indistinguishable from other locations in the northeast, or other parts of the country - midwest, the south etc. I hope the developers will consult with innovators in adaptive reuse to find a way to preserve the old building while creating additional housing - and perhaps other uses - on this site.

Thank you for the opportunity to comment,
Sarah Freeman
22 Arborway
Jamaica Plain, MA 02130

Sent from my Verizon Wireless Phone

From: Diane Brown [dianemb@yaho.com]

Sent: Monday, May 14, 2012 12:18 AM

To: Fitzgerald, John BRA

Subject: Article 80 comments for 161 South Huntington Ave Project

For almost twenty five years, the historic buildings at 161 South Huntington Ave are what I have seen every time I looked out my window from my residence at 44 Ellingwood St on the back of Mission Hill. The buildings are aesthetically pleasing to the eye. I don't approve of the proposed demolition of 161 South Huntington Ave. Please delay the demolition of 161 South Huntington Ave. Require more meetings on any changes that might affect these important historic buildings. Keep Boston's historic legacy in its historic architecture.

I want the historic buildings at 161 South Huntington Ave to remain. Any additional building at this address should respect the historic building. The nearby HopeLodge building is a good example of respecting our community's wants & needs..

I question the wisdom of the Home for Little Wanderers isolating the children in the suburbs & making it so much more difficult for so many fragile families to stay connected.

My additional concerns for new development are many: 1) design was ugly & tacky 2) non-brick materials did not fit in to the area 3) height 4) shadow 5) traffic 6) may bring down the value of my home 7) increased density 8) lower quality of life.

Diane Brown

From: jenkomatsu@aol.com
Sent: Tuesday, May 08, 2012 7:20 PM
To: Fitzgerald, John BRA
Subject: 161 S. Huntington Project
Dear Mr. Fitzgerald,

I read of the proposed plan to develop the former site of the Home For Little Wanderers into a mammoth 196 unit building. I am writing to clearly state my opposition to this project, and to detail but a few of the many reasons the size of this proposed building would be a detriment to the neighborhood of Jamaica Plain.

First, the amount of traffic going in and out of the building will seriously impede access to the neighborhood. Huntington is a vital passageway into Jamaica Plain. It is heavily used, both by pedestrians and riders, and critically important, it is also a trolley line. Those who drive Huntington Avenue know the delays that already occur riding behind a trolley which stops every block, and is boarded by lines of residents, some handicapped, some needing wheelchair access, some elderly, and so on. Note that it is not possible to pass a trolley legally on this road, although some do out of frustration. Add to the congestion the recently established bicycle lanes, after the death of one bicyclist who was hit by a truck not a block from 161 Huntington Avenue. This area is already known to be dangerous from a traffic point of view. Adding 400 or more new occupants who live directly on the street is not going to help.

Second, would not be enough parking for everyone, despite the 170 or so planned parking spaces that are part of the proposed development. Factoring in households with second cars, visits from girlfriends, boyfriends, family members, visits from friends, deliveries, and so on, and an area that already does not have enough parking will find that current residents are then unable to find parking.

Third, as is well-known to the public, the MBTA is currently in dire financial straits and has proposed serious cutbacks to the green line, including the line that services Huntington Avenue. There are fewer cars and increased crowding on this line already. Many of the green line trains are now only comprised of TWO cars. The number of people that would be brought in by a project of this size will without doubt effect the quality of transportation for those who already use this trolley line (E train).

Fourth, the special character of the Jamaica Way will be compromised by the sheer number of unit windows and visible interiors on what is now known as a leafy and pristine drive and a special element of the Jamaica Plain area. The effect of its loss will be a blow to the neighborhood.

Mr. Fitzgerald, I could go on, but you may already see my and other residents' point. We are OPPOSED to the size of this project. One hundred and ninety-six units is ridiculous and unnecessary. Please join us in a commonsense approach to this project and a dialogue with the developers to outline the need for a more appropriately sized building project, one that does not harm our neighborhood.

Thank you.

Jennifer Komatsu
190 Amory Street
Jamaica Plain, MA 02130

JAMAICA POND ASSOCIATION

May 16, 2012

John M. Fitzgerald
Senior Project Manager, Boston Redevelopment Authority
Boston City Hall
Boston, Massachusetts 02201

Subject: BRG Proposed development at 161 South Huntington Avenue in J.P.

This letter is submitted on behalf of the Jamaica Pond Association Board of Directors (JPA) in compliance with the Article 80 process associated with the development of 161 South Huntington Avenue in Jamaica Plain. It is our understanding that the BRA is to make a recommendation based upon a determination either (a) that there are few if any issues concerned with the development as currently proposed that can easily be resolved or mitigated by the developer or (b) that there are significant issues that will require further review by the BRA and interested parties, including community organizations. In response to the BRA deadline of May 16, 2012, for comments, the JPA strongly encourages the BRA not to approve the project as currently proposed for the reasons detailed below. Based on the current proposal and the unresolved questions and issues, the JPA Board voted at the Annual Meeting on May 7, 2012, to oppose the project as proposed.

Issues:

Preservation: The JPA submitted a letter, dated May 8th, to the Landmarks Commission, in which the JPA supported the invoking of the demolition delay of 90 days to try to support the preservation of the 1914 architecturally significant building that is currently a part of the Home for Little Wanderers complex. While the JPA recognizes that the Landmarks Commission voted on May 8th to order a 90-day demolition delay, the same arguments for preservation are appropriate to include again as a significant issue in the Article 80 process. The JPA's comments in our May 8th letter to the Landmarks Commission are incorporated within this response as an attachment rather than repeating them here. The JPA notes that the development team has been able to incorporate preservation in some of its other projects in the City of Boston. The proposed project falls far short in this regard by seeking complete demolition of the 1914 building without further review based on public opposition,

Zoning Relief: The JPA recognizes that, under current zoning, the project will require at least three zoning variances.

Architectural design: The JPA has, at times, not opposed limited zoning relief where the architectural design of a proposed development has been refined so as to be attractive for the site and beneficial to the neighborhood, especially as to scale, massing, and setbacks. The “long wall” concept of the proposed building is completely inappropriate for the architecture along South Huntington Avenue. This concept obstructs the present sight lines to the Emerald Necklace. While any new proposal may try to eliminate some of the current sight lines, the JPA is opposed to the obliteration of all the present sight lines without further options. The exterior of the building with metal, glass and some brick is not attractive or appropriate to the street or the area and, further, creates a tunnel like effect between the proposed “wall” and the recent addition to the front of the VA Hospital complex

Height: The proposed building is too high given its length. The building is overwhelming.

Proposed Density: The JPA believes that the proposal for 195+ units is too dense for that location. The community has not been shown anything from the developer that supports the need for 195+ units from an economic development point of view. In addition, the JPA is aware of another proposed project at 105 South Huntington Avenue for 195+ residential units so it is likely that there is a potential of 400 total units to be built in close proximity..

Affordable Housing: While the City of Boston requires a 13% ratio for low income housing, the Jamaica Plain Neighborhood Council (JPNC) has publicly supported a level of 25%. The JPA supports the JPNC’s efforts in this and encourages the developer to come to an agreement with the JPNC.

Target rental market: The developer appears to be marketing toward a transient population from the medical area of one or two adults per unit through offering studio, one and some 2 bedroom apartments. The JPA, however, recognizes a need for apartments for families. The project should include more units for families, which would better serve the needs of residents of Jamaica Plain.

Impact on Parking by contractors: The Plan description mentions briefly in two locations that up to 150 workers will be on site for a period of a year plus during construction. There will be very limited parking on-site. The plan listed a few generic options that would be available for the contractors. While the developers are likely aware of a very large number of parking spaces across the street at the VA Hospital complex that also includes a garage, it is unlikely that the BRA is aware that many cars coming to the VA for an appointment may have to drive around on certain days for up to 10-15 minutes waiting for a parking spot to become available. Since the VA complex is actually day appointments only and not a true hospital with beds, it is unfair to veterans to have contractors take some of those spaces. This is further compounded by the VA planning to construct another garage next to the current one where parking spaces are now, and construction will occur over the next 12-18 months so there will be additional construction in the immediate area. In addition, visitors to Sherrill House have to park out on South Huntington

Avenue many times and parking by construction workers on the street would create a hardship. The Development team must come up with a much more definitive and detailed plan that is reviewed, and agreed to, by all abutters including the VA, and not just representatives of the City.

Hours of construction: The plan identifies the hours of construction allowed but does not go into detail about early hours of construction that may significantly impact residents in neighboring facilities. The JPA expects comments from immediate abutters regarding the impact to their residents and clients.

Construction issues: The plan should detail a series of steps the developer will take to mitigate and resolve issues from abutters. This should include weekly meetings with the contractor initially and subsequently monthly so abutters are aware of upcoming work and can identify issues that have arisen for the contractor to resolve in a timely fashion. These meetings should also be open to a representative from the City.

Traffic studies: While there were a number of analyses regarding traffic, the studies appear to suggest a build and no build scenario but appear to not consider any other development or traffic impacts looking forward that one would normally expect to see. For instance, the proposed development of another 195 units at 105 South Huntington Avenue and resulting impact on traffic have not been mentioned and needs to be considered going forward. Lastly, the traffic analyses do not mention the demolition of the Casey Overpass and resulting ground solution which may increase traffic along Centre St. and South Huntington Avenue as it is another alternative roadway to construction delays. In so far as any traffic studies assume subway service at Heath St., it needs to be re-examined due to the MBTA cutback of subway service back to Brigham Circle effective July 1st on weekends.

Other developments: The BRA intentionally is planning to keep the 161 and 105 South Huntington Avenue projects on separate tracks. Based on comments from several speakers, which were endorsed by the JPA at the public meeting under the Article 80 process, it clearly would be more appropriate to recognize that both of these projects, which appear to be on similar time tracks and of similar size, must be considered together given their proximity to one another. In this same regard, the JPA has recently heard of a third potential development on a vacant lot on South Huntington Avenue slightly closer to Huntington Avenue. If this is likely to come along in the near future, South Huntington Avenue may have three developments under construction at the same time. This should be considered in any studies.

Support of Jamaica Pond Park and neighboring parkland: During the JPA meeting on May 7th, the developer was advised of the JPA's position that developers of major projects bordering parkland in this area, make a contribution to the Foundation for Boston Parks and Recreation, an approved 501(c)(3) trust under the direction of the Boston Parks and Recreation Department. In this case, the JPA has asked that the donation be at least fifty thousand dollars. The neighboring

parklands and Jamaica Pond Park provide a great marketing opportunity that benefits its residents and also the developer.

Summary: For the above reasons, the JPA believes it is appropriate that the BRA slow down the proposed development of 161 South Huntington Avenue to allow the community and neighborhood associations to have more input into the project and that additional time be allowed for the developer and all interested parties to resolve the many significant and substantial differences of opinion concerning aspects of this development that exist.. The Jamaica Pond Association wants whatever development is approved for the site to be a project that both the developers and the Jamaica Plain and Mission Hill communities will be proud of. To allow this process to go forward quickly in a very short time period with the number of neighborhood organizations opposed to the project as presented would be both inappropriate and wrong.

Respectfully submitted,



Jack Fay Jr

JPA Chairperson

cc: City Councilor Matt O'Malley
J. Doherty, Mayor's Office of Neighborhood Services
B. Day, JPNC Chairperson
R. Giordano, Back of the Hill Association
C. Kemeny, CEO, Boston Residential Group
L. DiCara, Nixon Peabody Law Firm

Attachment: JPA's letter to Landmarks Commission dated May 8, 2012

JAMAICA POND ASSOCIATION

May 8, 2012

Ms. Ellen Lipsey
Executive Director
Boston Landmarks Commission
1 City Hall Square
Boston, MA 02201

Dear Ms. Lipsey,

As chairperson of the Jamaica Pond Association, I am writing this letter on behalf of the Jamaica Pond Association to request that the Boston Landmarks Commission invoke the Demolition Delay associated with the 1914 building at the Home for Little Wanderers site at 161 South Huntington Avenue, Jamaica Plain. At our monthly meeting of the Board of Directors held this evening, the JPA Board of Directors voted to support the efforts of the Boston Preservation Alliance by submitting this letter.

Five members of the Jamaica Pond Association's Board of Directors attended the public meeting held on April 11th, for the Article 80 process along with the Article 85 process relating the proposed development of 161 South Huntington Ave. site in Jamaica Plain. The article 85 process related to the proposed demolition of the three buildings currently on the site of the Home for Little Wanderers. Based on the number of comments at that public meeting in favor of this delay and also at the JPA meeting held with the developer on May 7th, it is appropriate that the Commission invoke this delay to allow time for further review.

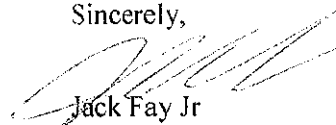
During this first public hearing, there were a number of comments from residents and organizations who spoke on behalf of the preservation of older buildings in the Boston area. The main building at the site was built in 1914 and is part of a group of early 20th century buildings in this area on South Huntington Avenue that brings great character and history to South Huntington Avenue and Jamaica Plain.

It is both appropriate and necessary for the Landmarks Commission to invoke this delay and to require the developer to review the comments about preservation and to come up with an alternative that maintains the character of that site. If the 1914 building is demolished quickly without the requested delay, this would preclude the ability to incorporate the architecture that has existed for nearly 100 years at this location. Many of the institutions along South Huntington Avenue have successfully made improvements and renovations that allowed the ability to maintain some of the older character of South Huntington Avenue. In contrast, the developer of this site has proposed an extremely long "building wall" along South Huntington Ave. with a design of some brick but with metal and glass that does not appear to blend in with any other architecture and is not appropriate for Jamaica Plain.

Notably, the four story hotel that is set to open in June located next to 105 South Huntington Avenue maintained some of the original building.

The JPA respectfully requests the Landmarks Commission to invoke the demolition delay at the site for f the 1914 building. Incorporating the 1914 building into the project will break up the extremely long "street wall" building now being proposed. This delay will allow all parties, and most importantly the community, more time and input to the project. The development team should have another public meeting to discuss its review and other alternatives. In closing, since May is preservation month in the City of Boston as announced by the Mayor, it is only appropriate that the Commission invoke this delay at this time.

Sincerely,



Jack Fay Jr
JPA Chairperson

Jamaica Pond Association, Box 300116, Jamaica Plain, MA, 02130

E-mail: JPA02130@aol.com

From: Pamela Bender [benderpam@msn.com]

Sent: Wednesday, May 16, 2012 4:35 PM

To: Fitzgerald, John BRA

Subject: Proposed development at 161 South Huntington Avenue in J.P.

My name is Pamela Bender and I live at 15 Wayburn Road in Jamaica Plain. I urge the BRA not to approve the proposed development at 161 South Huntington Avenue in Jamaica Plain for the following reasons:

- The size of the rental units proposed is very small and will clearly be marketed to wealthy, single people who will most likely be transient. Families, which are an important part of the fabric of JP will not be able to live in this development.
- The rental price of the units is very high. The rents in this development will be beyond the reach of the majority of people who currently live in JP.
- The design of the building does not fit in with the neighborhood. It will be essentially a gated community within the Emerald Necklace.

In summary I feel that this development will not contribute anything to my community. It will provide housing to wealthy people who will live there for a short period of time while working in the Longwood Medical area or downtown who will not be committed to the long-term well-being of the neighborhood .

I would like to see housing on this part of South Huntington Avenue but it should be housing that is affordable for people who work or who may have family members at the Mt. Pleasant Home or the Sherrill House. I hope the BRA will not approve the current proposed development and work with the community so that we may have a development on this site that will be beneficial to us and the city as a whole.

Thank you for your attention to this matter.

Pam Bender 617/524-8817

From: casinellidaria@gmail.com on behalf of Aria Littlhous [aria@littlhous.net]
Sent: Tuesday, May 15, 2012 10:02 PM
To: Fitzgerald, John BRA
Subject: 161 S. Huntingdon

The proposed development of the former Home For Little Wanderers location into a housing development with no space for children is an ironic testament to the power of the 1%. Occupy JP calls for the space to be filled by owner-occupied triple-deckers, a home-grown remedy to poverty with a proven record. Spread the wealth or find the homeless, orphans, widows and others sleeping on your doorstep.

--

"Our goal is a society that prioritizes the needs of all before the profits of the few." passed by Occupy Boston General Assembly 11/29/11

JPNc Jamaica Plain Neighborhood Council

Friday, May 4, 2012

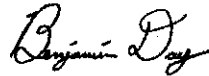
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Brenda McKenzie, Director of Economic Development, and
the Boston Redevelopment Authority (BRA)

I write to you on behalf of the Jamaica Plain Neighborhood Council concerning the Article 80 large project review of 161 South Huntington Street in Jamaica Plain, formerly the Home for Little Wanderers. We ask that the BRA conduct a more extensive community process in the case of this property by hosting additional community meetings that are well-publicized, with the goal of achieving consensus in the neighborhood. Given the scope and importance of this property, we feel it is important that the community has ample opportunities to have a voice in the review process.

Thank you for your consideration,

Sincerely,



Benjamin Day
Chair, Jamaica Plain Neighborhood Council

Benjamin Day, Chair
Jamaica Plain Neighborhood Council
Curtis Hall, 20 South St.
Jamaica Plain, MA 02130

E-Mail: info@jpnc.org
Website: <http://www.jpnc.org>

81 Lawn Street
Roxbury, MA 02120
April 27, 2012

Gary Russell
Boston Landmarks Commission
Boston City Hall
Boston 02201

John Fitzgerald, BRA project manager
Boston City Hall
Boston 02201

Re: 161 South Huntington Avenue

Dear Mr. Russell and Mr. Fitzgerald,

There are alternatives to demolition that should be considered. The residential proposal would be so much more creative and environmentally sensitive if elements from the existing structures were included.

The property has an authentic relationship to the landscape from the parkway but also from South Huntington, the heavily treed and hilly lot offers glimpses of the historic Olmsted Park and visually connects too with the conservation land closer to Heath Street. Instead of a monolith apartment building there could be options providing a variety of residential experiences. The current proposal is clearly based on efficiency of construction with the goal of maximizing the number of units many of which are very small.

Enclosed is a copy of the 1930 frontispiece illustration from *The Advocate*, New England Home for Little Wanderers newsletter. The 1914 façade illustrated appears to be the south wing facing towards Jamaica Plain; interesting that the side view and not South Huntington Avenue would be the organization's public image. This face of the building however was obscured with the 2-story office addition designed by The Architectural Collaborative in 1959.

The enclosed material from NEHLW archives also includes details on the 1959 additions, further research at the Rotch Library special collections gives the information that architects John and Sarah Harkness were the principals in charge. The Feb, 1960 *Advocate* refers to the TAC designed additions, costing \$446,000 [equivalent to approx. \$3.5 mil in 2012]. The masonry and glass horizontal "international" style of the single story dining room wing is like other TAC designed residential spaces of the period and feels integrated into the landscape. Could there be a development that reuses both the TAC dining room wing and the original 1914 south wing - the iconic 1930 NEHLW façade?

There are additional issues with the proposed project, several related to South Huntington Avenue and the pedestrian experience- the loss of so many large trees, the widened driveways adjacent to narrow sidewalks, the parking in the front. The traffic consultants did not study the Heath and South Huntington Avenue intersection, an odd omission.

The Jamaicaway is a very heavily traveled roadway, the bucolic image is deceiving, the daily traffic is very urban and congested. The large trees (the inventory lists dozens) should be preserved, not just for the drive by experience from the Jamaicaway but for the views from South Huntington as well.

Sincerely,



Alison Pultinas

cc: CC Matt O'Malley
Sarah Kelly /BPA
David Carlson/BCDC

Chapter Five
The Human Service Station

Little Wanderers'
ADVOCATE



NEW ENGLAND HOME FOR LITTLE WANDERERS

INCORPORATED 1865

161 South Huntington Ave., Boston, Massachusetts

Member of the Boston Council of Social Agencies

THANKSGIVING NUMBER
November, 1930.

the Advocate

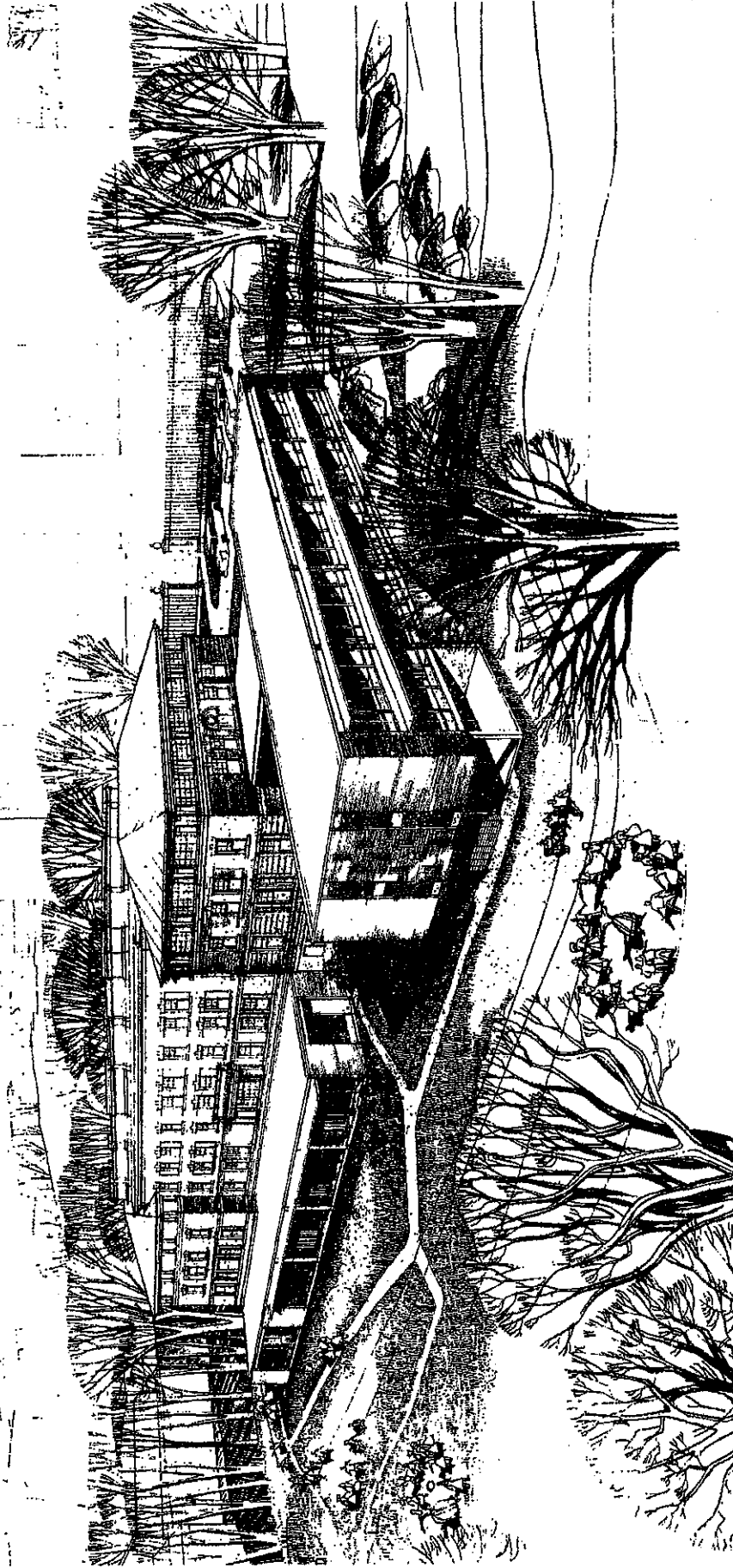
OF THE NEW ENGLAND HOME

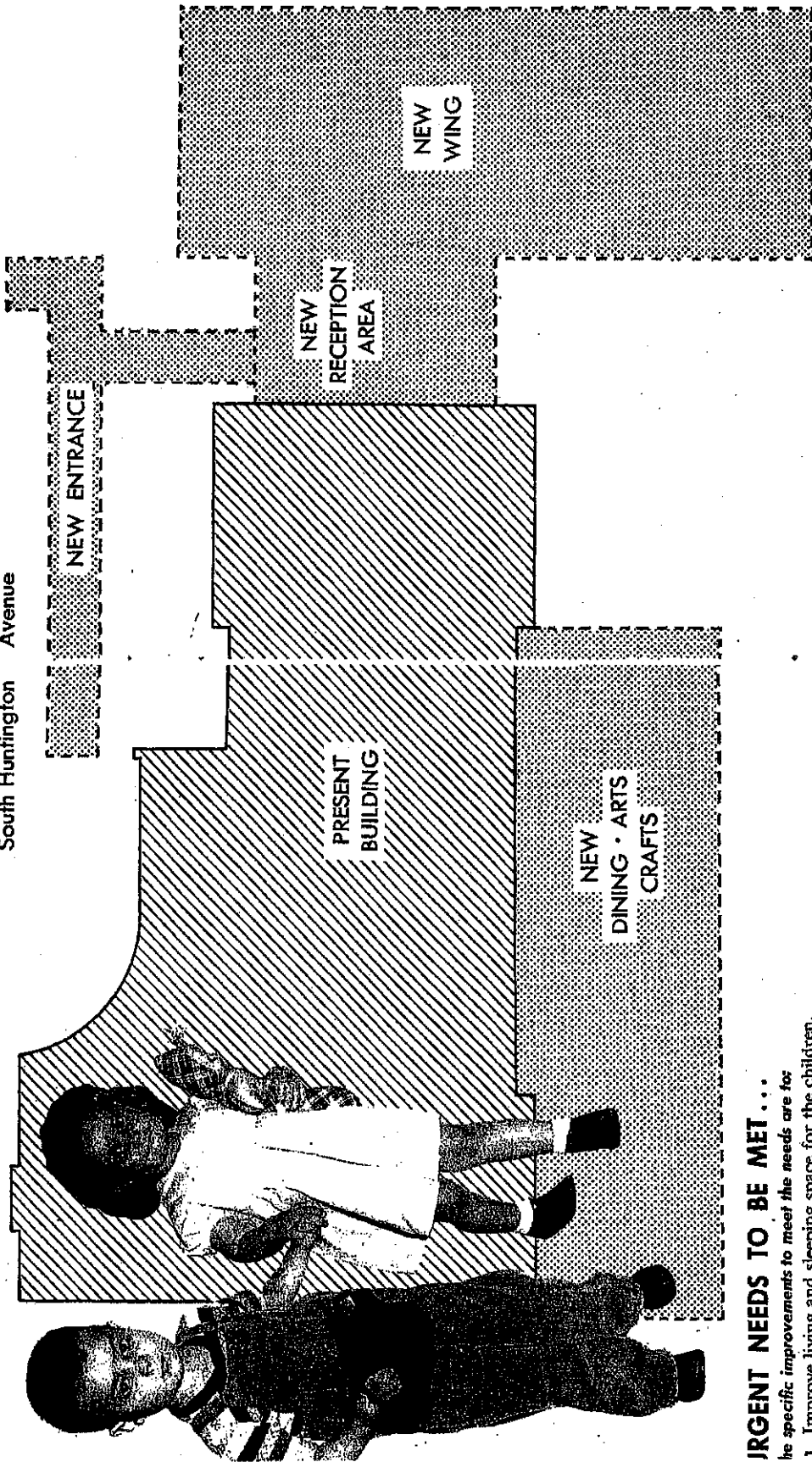
A Challenging Opportunity

For the first time in more than forty years (The New England Home for Little Wanderers is seeking New England's generous support in a non-recurring capital fund campaign. We need to enlarge and modernize the widely known study home on South Huntington Avenue in Boston.

The building that was adequate when constructed in 1914 is now greatly overcrowded. The new building program is essential to enable it to continue the high quality of service and efficient care of children for which it has long been recognized.

To carry out the proposed building program requires the raising of \$418,000. This is a once-in-a-lifetime opportunity for friends of The New England Home to make a capital investment in young people with problems. They are the concern and obligation of the community and each individual. (Gifts may be in budget pledges, payable over a 3-year period.)





URGENT NEEDS TO BE MET . . .

the specific improvements to meet the needs are for:

1. Improve living and sleeping space for the children.
2. Rearrange the Infirmary so as to provide more adequate examination space properly separated from the beds for ill children.
3. Provide a suitable recreation room for activities during inclement weather.
4. Provide a new dining room.
5. Create a place for crafts activity.
6. Provide an anteroom for children's outdoor clothing, thus eliminating the necessity of going through the building.
7. Provide a private room for prospective Adoptive Parents' interviews — Adoption Presentation Room.
8. Provide a nursery for presentation of adoptive children to their prospective parents.
9. Provide a separate room for interviewing of parents and play for children.
10. Provide a modern dental office and laboratory.
 1. Provide improved examination space for use of the psychiatrist and psychologist.
 2. Rearrange resident staff quarters to provide better control of child care.
 3. Provide centralized storage for gift clothing, toys and equipment.
 4. Redecorate the interior.

Memorial Opportunities

Plans for the enlarged Home for Little Wanderers offer ample opportunity to perpetuate the name of a loved one, a friend, a family, or group through a designated construction or equipment Memorial. A selected room or unit may be reserved and the sum pledged which will provide the facility. This method of giving offers a once-in-a-lifetime opportunity to build LIVING MEMORIALS which will last throughout the years.

A wide range of appropriate subjects for memorial gifts is available, either in the new unit or the modernized present building. Memorial gifts may be made in the name of the donor, or another of his or her choice. Bronze plaques will be fittingly placed to mark construction memorials, and a Book of Remembrance will record the names of donors of equipment memorials.

Information concerning available memorial units is provided in the campaign brochure which will be gladly sent upon request.

BOSTON PRESERVATION ALLIANCE

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Catharine Sullivan

Robert Thomas

Richard Wilf AIA

Andrew Ziemmer

Executive Director
Sarah D. Kelly

Old City Hall
45 School Street
Boston, MA 02108
617.367.2458
bostonpreservation.org

May 16, 2012

Mr. John Fitzgerald
Boston Redevelopment Authority
One City Hall Square, Floor 9
Boston, MA 02201

Dear Mr. Fitzgerald:

The Boston Preservation Alliance has reviewed the Project Notification Form for a new 196-unit residential development project by Boston Residential Group at 161 S. Huntington Avenue in Jamaica Plain and we offer the following comments.

Proposed Demolition

The Alliance is greatly concerned about the proposed demolition of the 1914 Knight Children's Center on the New England Home for Little Wanderers campus. The project as proposed would destroy what the Alliance feels is an important part of the area's architectural heritage and replace it with a development that is unsympathetic to the site and to the neighborhood.

The Alliance does not object to new residential development at this location. We also do not oppose demolition of the other buildings that make up the campus or the 1950s addition to the historic building. However, we strongly oppose the developer's rush to demolish the historic Knight Children's Center without fully exploring alternatives that would preserve it and sensitively integrate it into the proposed new development. For this reason, we urge the Boston Redevelopment Authority not to approve the Project Notification Form as submitted.

For over 100 years the west side of South Huntington Avenue has been home to a group of non-profit charitable institutions that have contributed greatly to the city's quality of life. With their backs to Frederick Law Olmstead's leafy Jamaicaaway, these four to five story brick buildings were designed in a dignified Colonial Revival style to complement each other and provide a graceful transition to the denser settlement of central Jamaica Plain. Known locally as "institution row," most of these buildings are still intact or have been adaptively repurposed to serve new uses in a historically sensitive and appropriate way. The AstraZeneca Hope Lodge Center attractively incorporated the 1907 Vincent Memorial Hospital into its new facility with great success. Sherrill House, the one institution that was required to demolish its original building due to changed code requirements for nursing homes, has rebuilt on site in the same materials and scale as the adjoining structures. The Mt. Pleasant Home recently completed a LEED Gold rated renovation and expansion,

Mr. John Fitzgerald
May 16, 2012
Page 2

keeping the original buildings intact while improving their environmental performance dramatically.

The New England Home for Little Wanderers was constructed in 1914 according to designs by the architects Brainerd and Leeds of Boston. Like its neighbors, it is a sturdy brick building of human scale that is eminently adaptable for residential use.

Alternatives to Demolition

The Alliance believes that the original building can be re-used, with adjacent elements of new construction that connect to it carefully in such a way as to preserve the majority of the developer's proposed program. However, it should be noted that the proposal's Floor Area Ratio and height exceeds that allowed by right.

Representatives of the Alliance met with the developer several times to discuss what we believe to be viable alternatives. At the most recent meeting the Alliance presented a specific proposal that preserves the 1914 building with only a modest reduction in the number of units, and with comparable construction costs. While our proposal was by no means intended to resolve all issues for the project, we believe it is a starting point for a conversation about how the developer can make a good faith effort to preserve the building. The developer told us in that meeting that he would not further consider this alternative due to its cost implications, but he has not shared with us financial information to support this claim.

At the May 8 Boston Landmarks Commission hearing, the Commission unanimously and enthusiastically voted to invoke, and not waive, demolition delay. Several Commissioners spoke eloquently in support of the Alliance's position that this piece of Jamaica Plain's history should not be demolished if that can be avoided.

Need for More Community Input

A great deal of alarm and dismay has been expressed by Jamaica Plain residents and community groups about the speed with which construction plans are moving forward. The Article 80/85 community meetings were compressed into a single event that was attended by about 40 people, not one of whom spoke in favor of the project.

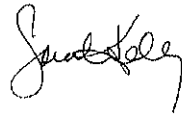
In light of this, the BRA must ensure that there is adequate time to review viable alternatives that are more respectful of the architectural heritage of

BOSTON PRESERVATION ALLIANCE

Mr. John Fitzgerald
May 16, 2012
Page 3

the site and its context. For this reason, we ask that you do not approve the PNF as currently drafted and to facilitate the additional planning and community input that this project clearly needs

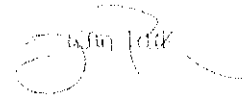
Sincerely,



Sarah D. Kelly
Executive Director



Peter Roth
Chair



Susan Park
President

cc: City Council President, Stephen Murphy
City Councilor Felix Arroyo
City Councilor Ayana Pressley
City Councilor John Connolly
City Councilor Matt O'Malley
City Councilor Michael Ross
Ms. Brona Simon, Massachusetts Historical Commission
Ms. Ellen Lipsey, Boston Landmarks Commission
Mr. Kairos Shen, Boston Redevelopment Authority
Mr. Michael Cannizzo, Boston Redevelopment Authority
Mr. David Carlson, Boston Redevelopment Authority
Ms. Gretchen Grozier, President, Jamaica Plain Historical Society
Ms. Alison Pultinas, Friends of Historic Mission Hill

APPENDIX 4
EXAMPLES OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority (BRA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review was submitted by _____

(Name of Applicant)

for _____
(Brief Description of Project)

proposed at _____
(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BRA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to John Fitzgerald, Senior Project Manager, Boston Redevelopment Authority, Boston City Hall, Boston, MA 02201, within sixty (60) days of this notice or by _____. Approvals are requested of the BRA pursuant to Article 80 for _____.

The BRA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BRA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON REDEVELOPMENT AUTHORITY
Brian Golden, Executive Secretary

APPENDIX 5
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT
AND CONTRACT DOCUMENTS SUBMISSIONS

Phase II Submission: Design Development

1. Written description of the Proposed Project.
2. Site sections.
3. Site plan showing:
 - a. Relationship of the proposed building and open space and existing adjacent buildings, open spaces, streets, and buildings and open spaces across streets.
 - b. Proposed site improvements and amenities including paving, landscaping, and street furniture.
 - c. Building and site dimensions, including setbacks and other dimensions subject to zoning requirements.
4. Dimensional drawings at an appropriate scale (e.g., 1" = 8') developed from approved schematic design drawings which reflect the impact of proposed structural and mechanical systems on the appearance of exterior facades, interior public spaces, and roofscape including:
 - a. Building plans
 - b. Preliminary structural drawings
 - c. Preliminary mechanical drawings
 - d. Sections
 - e. Elevations showing the Proposed Project in the context of the surrounding area as required by the Authority to illustrate relationships or character, scale and materials.
5. Large-scale (e.g., 3/4" = 1'-10") typical exterior wall sections, elevations and details sufficient to describe specific architectural components and methods of their assembly.
6. Outline specifications of all materials for site improvements, exterior facades, roofscape, and interior public spaces.

7. Eye-level perspective drawings showing the Proposed Project in the context of the surrounding area.
8. Samples of all proposed exterior materials.
9. Complete photo documentation (35 mm color slides) of above components including major changes from initial submission to the Proposed Project approval.

Phase III Submission: Contract Documents

1. Final written description of the Proposed Project.
2. A site plan showing all site development and landscape details for lighting, paving, planting, street furniture, utilities, grading, drainage, access, service, and parking.
3. Complete architectural and engineering drawings and specifications.
4. Full-size assemblies (at the project site) of exterior materials and details of construction.
5. Eye-level perspective drawings or presentation model that accurately represents the Proposed Project, and a rendered site plan showing all adjacent existing and proposed structures, streets and site improvements.
6. Site and building plan at 1" = 100' for Authority's use in updating its 1" = 100" photogrammetric map sheets.

Phase IV Submission: Construction Inspection

1. All contract addenda, proposed change orders, and other modifications and revisions of approved contract documents, which affect site improvements, exterior facades, roofscape, and interior public spaces shall be submitted to the BRA prior to taking effect.
2. Shop drawings of architectural components, which differ from or were not fully described in contract documents.

Appendix B

Existing Site Photos



1. Home for Little Wanderers, 1914 Building (east elevation)



2. Home for Little Wanderers, 1914 Building (east elevation)

161 South Huntington Avenue, Boston



3. Home for Little Wanderers, 1914 Building (east elevation)



4. Home for Little Wanderers, 1914 Building (south and east elevations)

161 South Huntington Avenue, Boston



5. 1950s addition to south pavilion (south and east elevations)



6. 1950s addition to south pavilion (north elevation)



7 1914 Building and 1950s addition (west elevation)



8. 1914 Building and 1950s addition (west elevation)

161 South Huntington Avenue, Boston



9. 1987 Residential Building (north elevation)



10. 1987 Residential Building (north and west elevations)

161 South Huntington Avenue, Boston



11. 1991 Gymnasium (south and east elevations)



12. 1991 Gymnasium (west and south elevations)

161 South Huntington Avenue, Boston



13. Iron picket fence on South Huntington Avenue



14. Iron picket fence on the Jamaica Way

Appendix C

Transportation

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 1

Groups Printed- Cars - Trucks

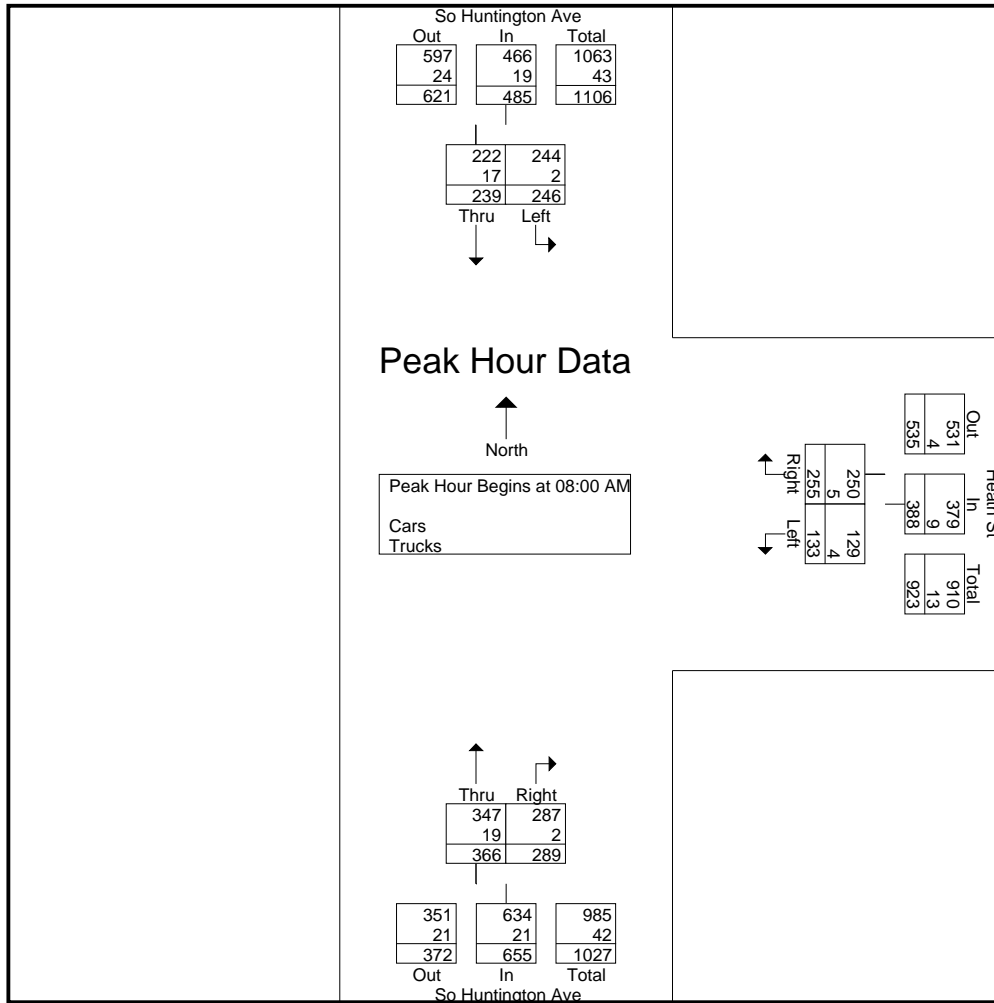
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	45	48	23	41	64	48	269
07:15 AM	55	54	19	50	71	52	301
07:30 AM	53	66	36	57	90	62	364
07:45 AM	54	62	26	71	70	69	352
Total	207	230	104	219	295	231	1286
08:00 AM	70	57	36	59	95	65	382
08:15 AM	55	63	27	56	88	75	364
08:30 AM	56	54	39	70	94	82	395
08:45 AM	65	65	31	70	89	67	387
Total	246	239	133	255	366	289	1528
Grand Total	453	469	237	474	661	520	2814
Apprch %	49.1	50.9	33.3	66.7	56	44	
Total %	16.1	16.7	8.4	16.8	23.5	18.5	
Cars	444	440	229	464	624	518	2719
% Cars	98	93.8	96.6	97.9	94.4	99.6	96.6
Trucks	9	29	8	10	37	2	95
% Trucks	2	6.2	3.4	2.1	5.6	0.4	3.4

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	70	57	127	36	59	95	95	65	160	382
08:15 AM	55	63	118	27	56	83	88	75	163	364
08:30 AM	56	54	110	39	70	109	94	82	176	395
08:45 AM	65	65	130	31	70	101	89	67	156	387
Total Volume	246	239	485	133	255	388	366	289	655	1528
% App. Total	50.7	49.3		34.3	65.7		55.9	44.1		
PHF	.879	.919	.933	.853	.911	.890	.963	.881	.930	.967
Cars	244	222	466	129	250	379	347	287	634	1479
% Cars	99.2	92.9	96.1	97.0	98.0	97.7	94.8	99.3	96.8	96.8
Trucks	2	17	19	4	5	9	19	2	21	49
% Trucks	0.8	7.1	3.9	3.0	2.0	2.3	5.2	0.7	3.2	3.2

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2



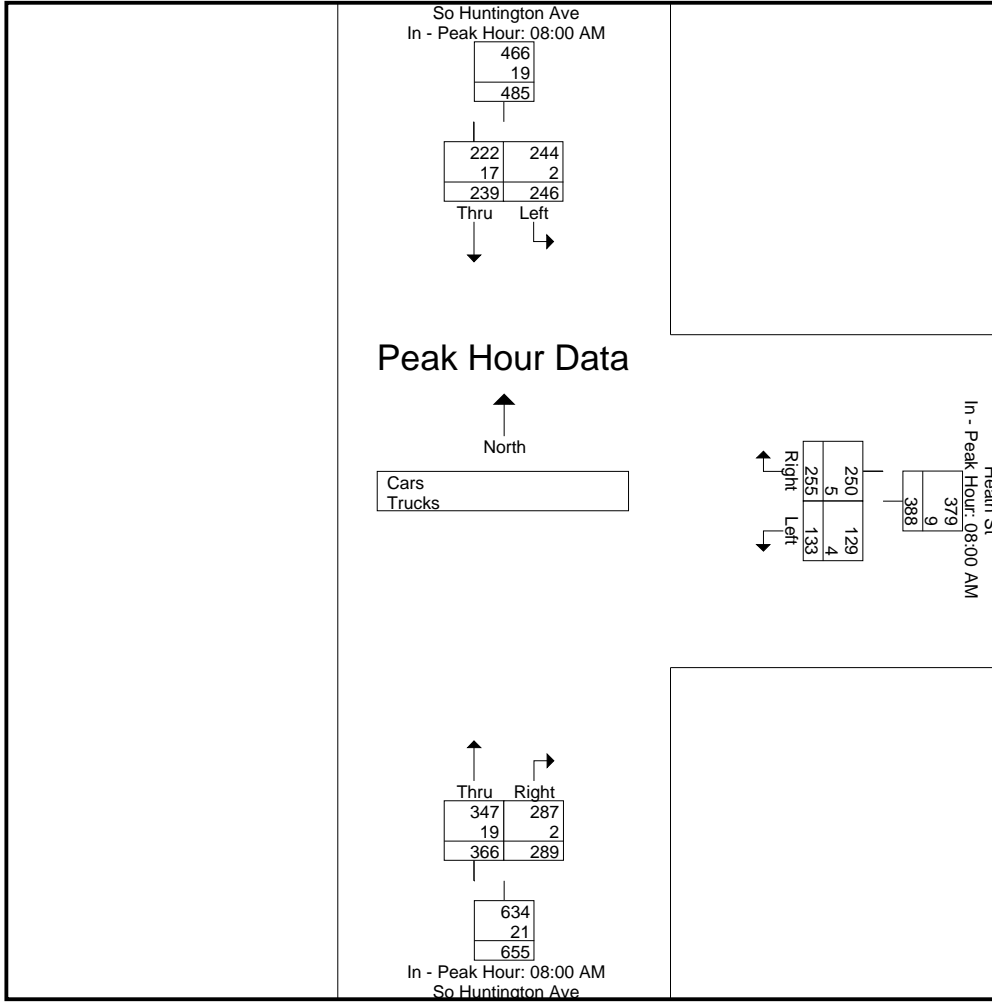
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	70	57	127	36	59	95	95	65	160
+15 mins.	55	63	118	27	56	83	88	75	163
+30 mins.	56	54	110	39	70	109	94	82	176
+45 mins.	65	65	130	31	70	101	89	67	156
Total Volume	246	239	485	133	255	388	366	289	655
% App. Total	50.7	49.3		34.3	65.7		55.9	44.1	
PHF	.879	.919	.933	.853	.911	.890	.963	.881	.930
Cars	244	222	466	129	250	379	347	287	634
% Cars	99.2	92.9	96.1	97	98	97.7	94.8	99.3	96.8
Trucks	2	17	19	4	5	9	19	2	21
% Trucks	0.8	7.1	3.9	3	2	2.3	5.2	0.7	3.2

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 1

Groups Printed- Cars

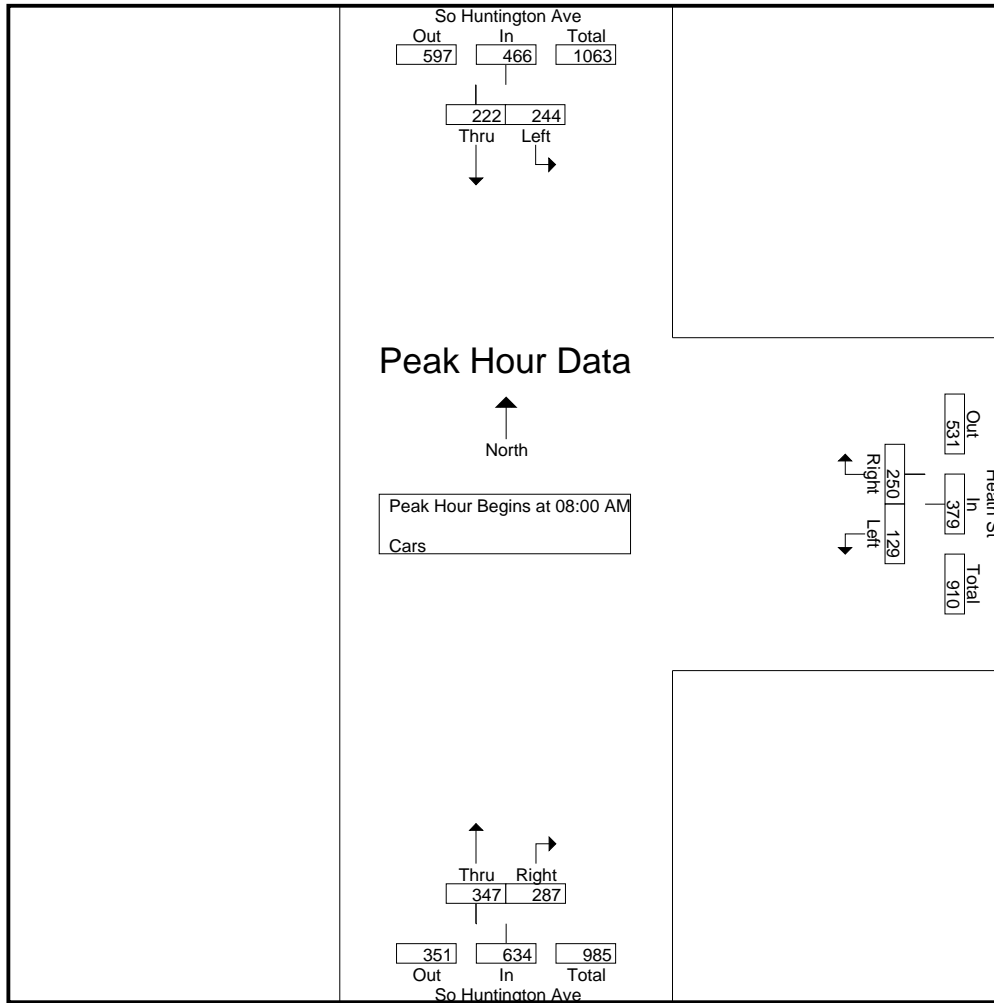
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	43	46	22	40	60	48	259
07:15 AM	53	52	18	48	68	52	291
07:30 AM	50	63	34	55	85	62	349
07:45 AM	54	57	26	71	64	69	341
Total	200	218	100	214	277	231	1240
08:00 AM	69	53	34	57	89	65	367
08:15 AM	55	59	26	54	84	74	352
08:30 AM	55	50	38	69	90	82	384
08:45 AM	65	60	31	70	84	66	376
Total	244	222	129	250	347	287	1479
Grand Total	444	440	229	464	624	518	2719
Apprch %	50.2	49.8	33	67	54.6	45.4	
Total %	16.3	16.2	8.4	17.1	22.9	19.1	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	69	53	122	34	57	91	89	65	154	367
08:15 AM	55	59	114	26	54	80	84	74	158	352
08:30 AM	55	50	105	38	69	107	90	82	172	384
08:45 AM	65	60	125	31	70	101	84	66	150	376
Total Volume	244	222	466	129	250	379	347	287	634	1479
% App. Total	52.4	47.6		34	66		54.7	45.3		
PHF	.884	.925	.932	.849	.893	.886	.964	.875	.922	.963

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2



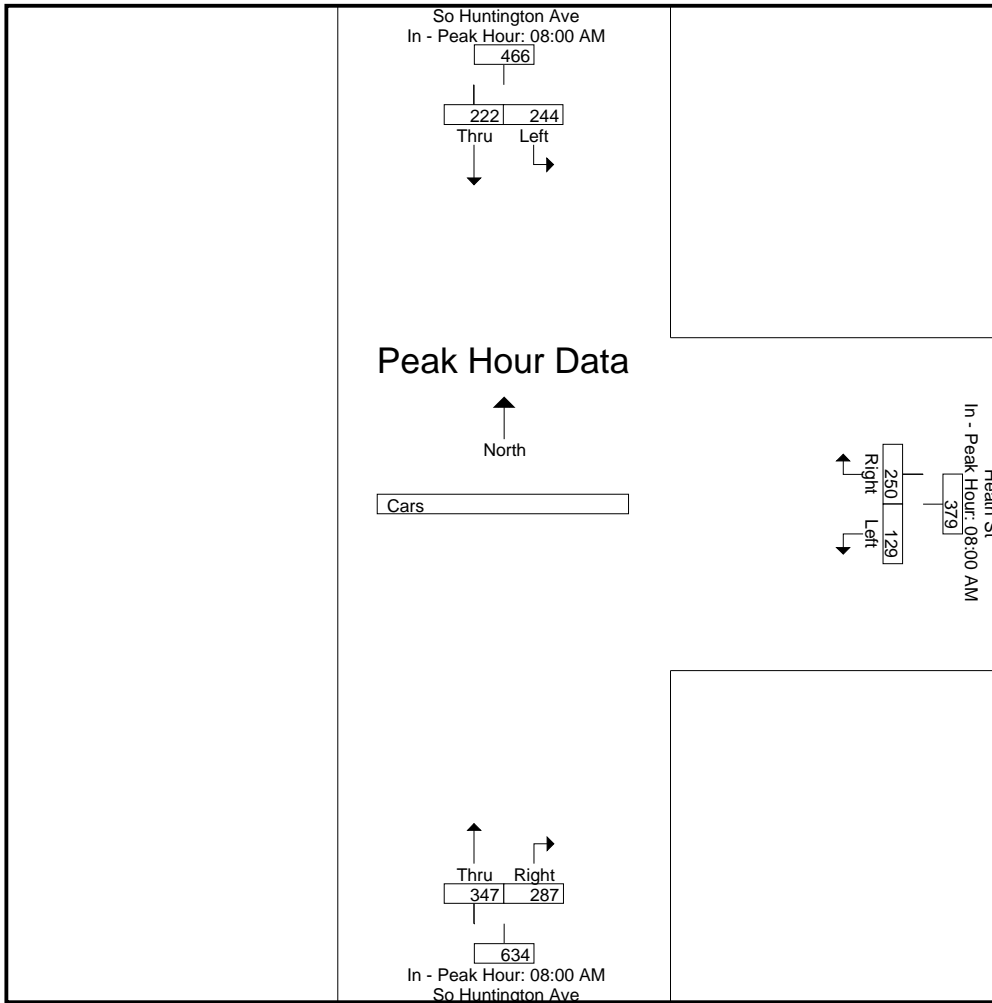
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	69	53	122	34	57	91	89	65	154
+15 mins.	55	59	114	26	54	80	84	74	158
+30 mins.	55	50	105	38	69	107	90	82	172
+45 mins.	65	60	125	31	70	101	84	66	150
Total Volume	244	222	466	129	250	379	347	287	634
% App. Total	52.4	47.6		34	66		54.7	45.3	
PHF	.884	.925	.932	.849	.893	.886	.964	.875	.922

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 1

Groups Printed- Trucks

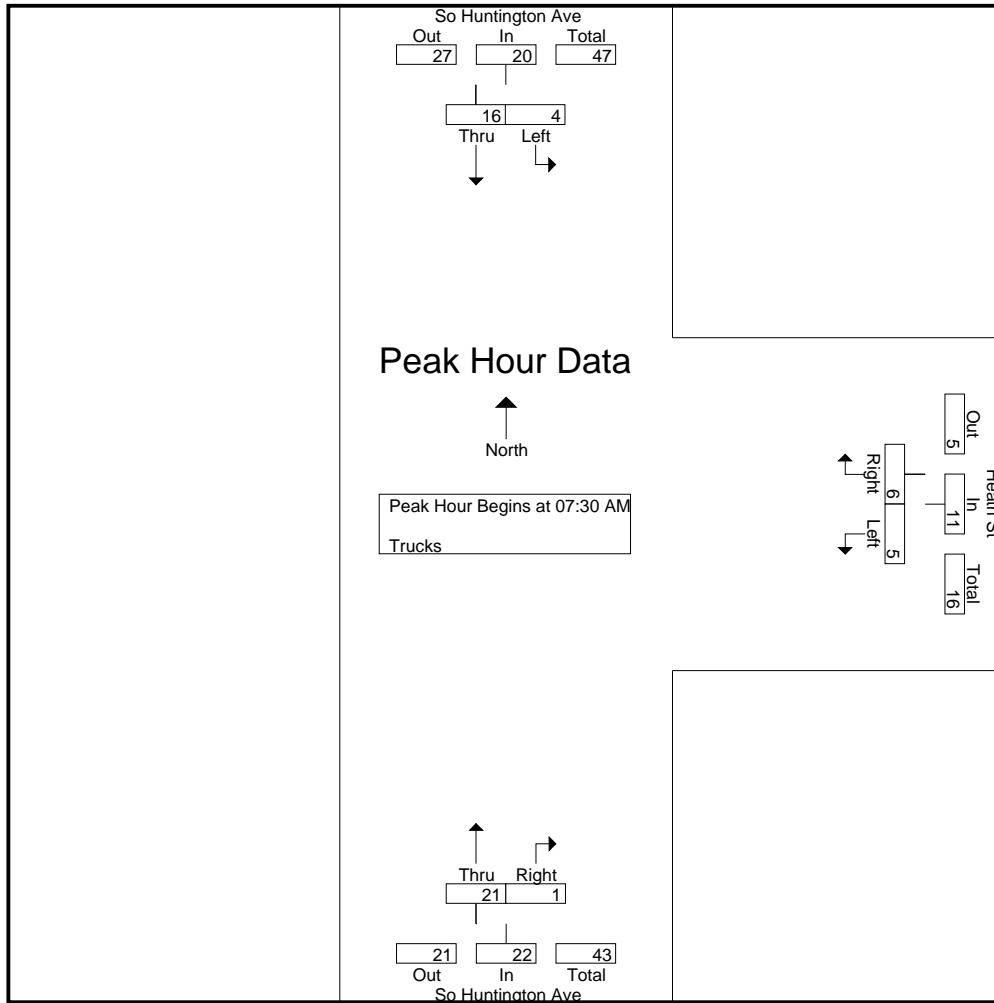
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	2	2	1	1	4	0	10
07:15 AM	2	2	1	2	3	0	10
07:30 AM	3	3	2	2	5	0	15
07:45 AM	0	5	0	0	6	0	11
Total	7	12	4	5	18	0	46
08:00 AM	1	4	2	2	6	0	15
08:15 AM	0	4	1	2	4	1	12
08:30 AM	1	4	1	1	4	0	11
08:45 AM	0	5	0	0	5	1	11
Total	2	17	4	5	19	2	49
Grand Total	9	29	8	10	37	2	95
Apprch %	23.7	76.3	44.4	55.6	94.9	5.1	
Total %	9.5	30.5	8.4	10.5	38.9	2.1	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	3	3	6	2	2	4	5	0	5	15
07:45 AM	0	5	5	0	0	0	6	0	6	11
08:00 AM	1	4	5	2	2	4	6	0	6	15
08:15 AM	0	4	4	1	2	3	4	1	5	12
Total Volume	4	16	20	5	6	11	21	1	22	53
% App. Total	20	80		45.5	54.5		95.5	4.5		
PHF	.333	.800	.833	.625	.750	.688	.875	.250	.917	.883

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2



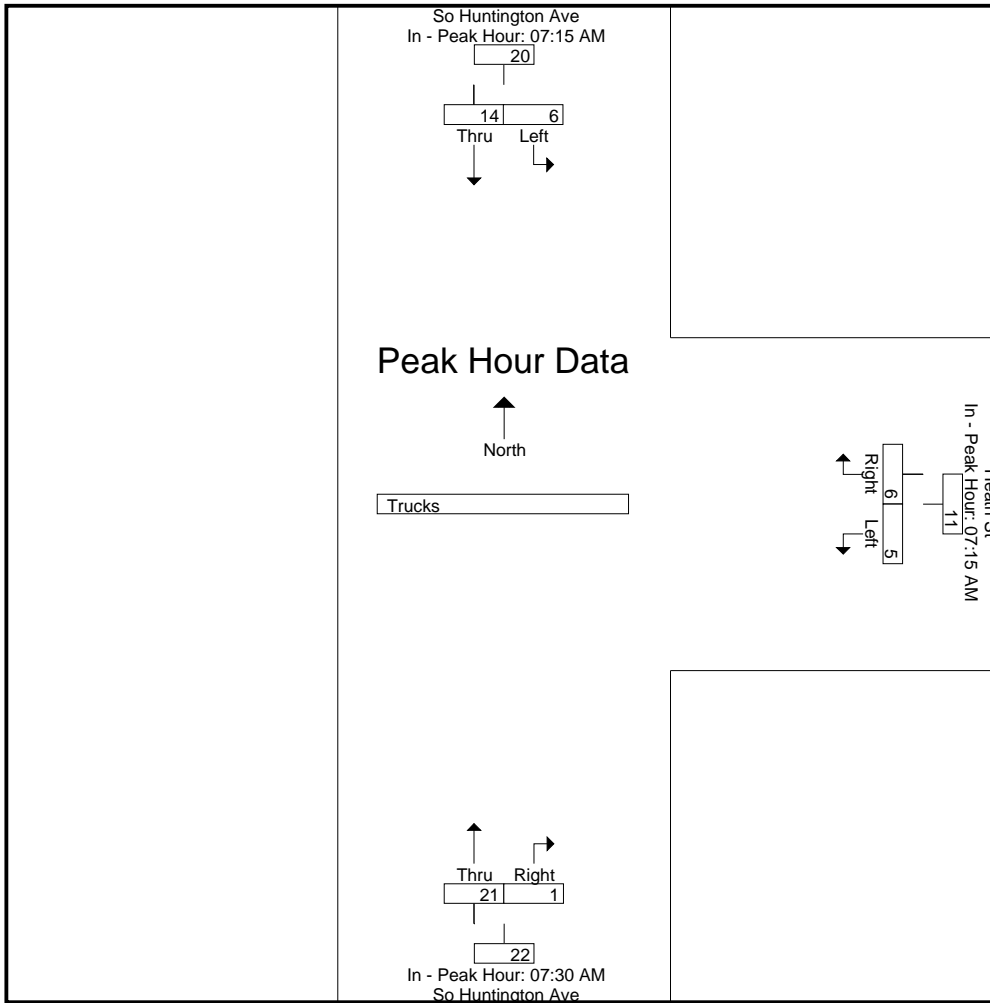
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	2	2	4	1	2	3	5	0	5
+15 mins.	3	3	6	2	2	4	6	0	6
+30 mins.	0	5	5	0	0	0	6	0	6
+45 mins.	1	4	5	2	2	4	4	1	5
Total Volume	6	14	20	5	6	11	21	1	22
% App. Total	30	70		45.5	54.5		95.5	4.5	
PHF	.500	.700	.833	.625	.750	.688	.875	.250	.917

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 1

Groups Printed- Trains

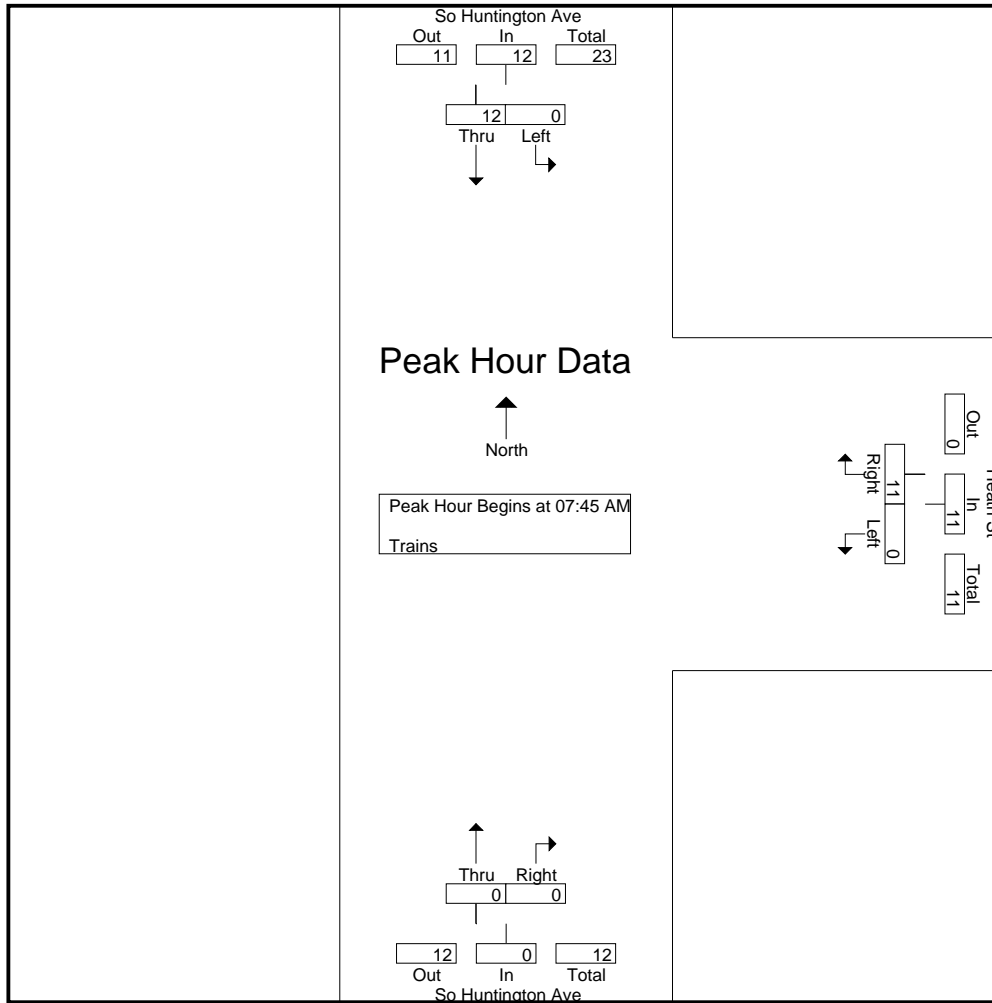
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
07:00 AM	0	4	0	4	0	0	8
07:15 AM	0	1	0	2	0	0	3
07:30 AM	0	3	0	2	0	0	5
07:45 AM	0	3	0	2	0	0	5
Total	0	11	0	10	0	0	21
08:00 AM	0	3	0	3	0	0	6
08:15 AM	0	2	0	3	0	0	5
08:30 AM	0	4	0	3	0	0	7
08:45 AM	0	1	0	1	0	0	2
Total	0	10	0	10	0	0	20
Grand Total	0	21	0	20	0	0	41
Apprch %	0	100	0	100	0	0	
Total %	0	51.2	0	48.8	0	0	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	3	3	0	2	2	0	0	0	5
08:00 AM	0	3	3	0	3	3	0	0	0	6
08:15 AM	0	2	2	0	3	3	0	0	0	5
08:30 AM	0	4	4	0	3	3	0	0	0	7
Total Volume	0	12	12	0	11	11	0	0	0	23
% App. Total	0	100		0	100		0	0		
PHF	.000	.750	.750	.000	.917	.917	.000	.000	.000	.821

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2



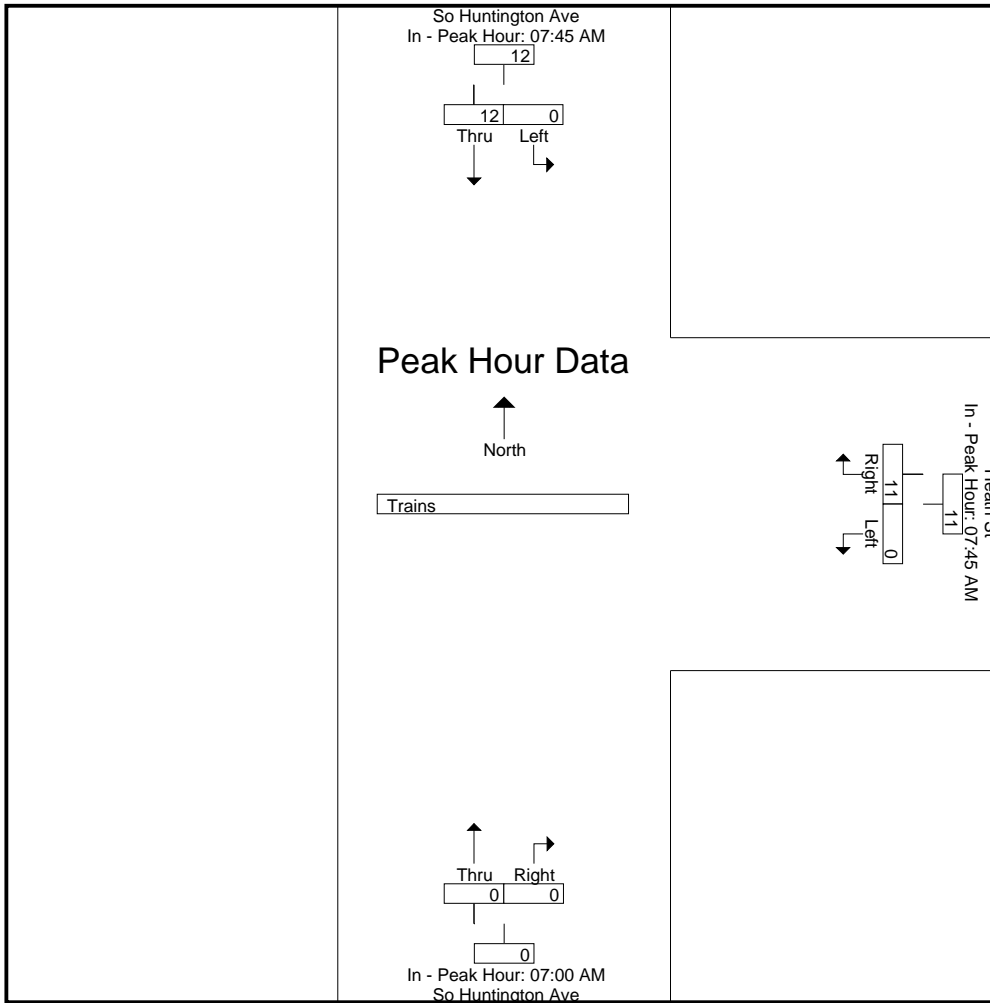
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:00 AM		
+0 mins.	0	3	3	0	2	2	0	0	0
+15 mins.	0	3	3	0	3	3	0	0	0
+30 mins.	0	2	2	0	3	3	0	0	0
+45 mins.	0	4	4	0	3	3	0	0	0
Total Volume	0	12	12	0	11	11	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.750	.750	.000	.917	.917	.000	.000	.000

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



Accurate Counts

978-664-2565

N/S Street : South Huntington Avenue
 E/W Street : Heath Street
 City/State : Boston, MA
 Weather : Clear

File Name : 11196001
 Site Code : 11196001
 Start Date : 7/11/2012
 Page No : 1

Groups Printed- Bikes Peds

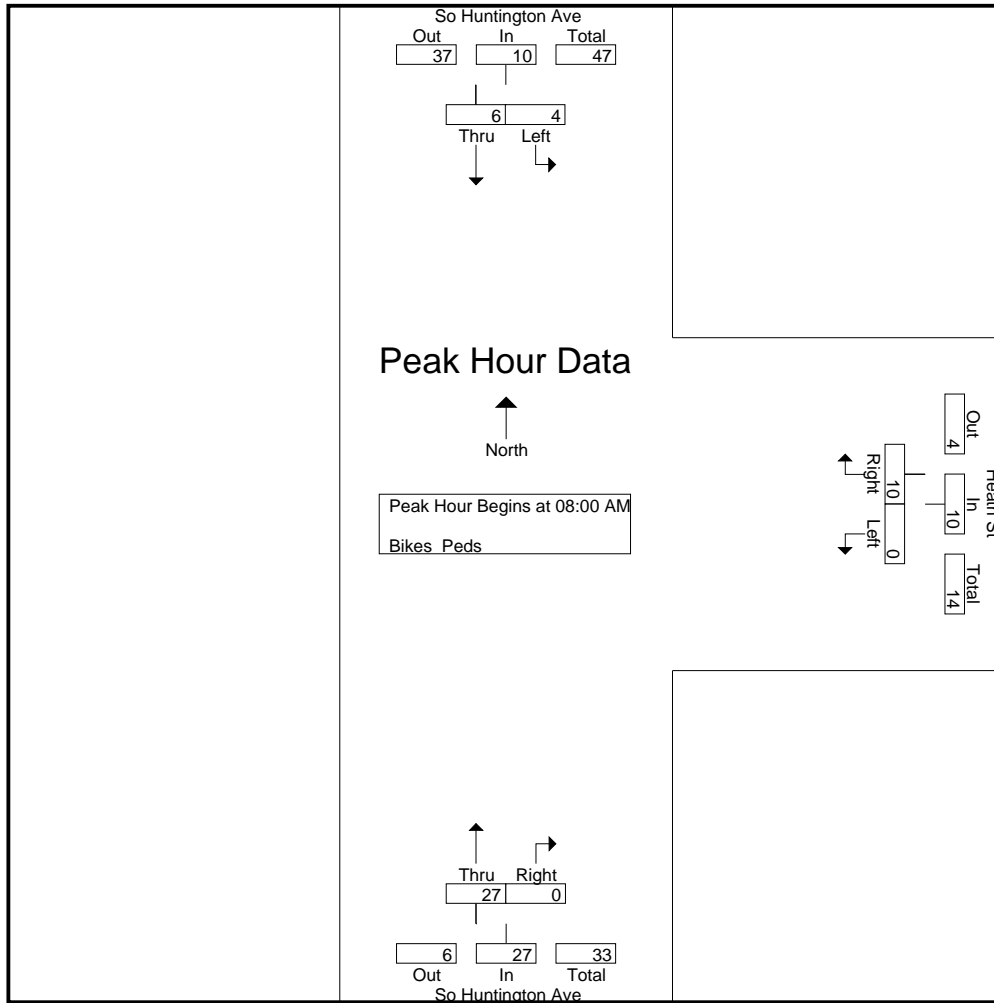
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	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
07:00 AM	0	1	0	0	5	5	1	0	3	8	7	15
07:15 AM	0	1	0	0	2	4	3	0	2	6	6	12
07:30 AM	0	1	1	0	0	5	4	0	2	8	5	13
07:45 AM	2	3	0	0	3	4	6	1	1	5	15	20
Total	2	6	1	0	10	18	14	1	8	27	33	60
08:00 AM	0	1	0	0	1	9	0	0	0	9	2	11
08:15 AM	2	2	0	0	6	5	6	0	3	8	16	24
08:30 AM	0	0	0	0	2	5	10	0	4	9	12	21
08:45 AM	2	3	0	0	1	6	11	0	3	9	17	26
Total	4	6	0	0	10	25	27	0	10	35	47	82
Grand Total	6	12	1	0	20	43	41	1	18	62	80	142
Apprch %	33.3	66.7		0	100		97.6	2.4				
Total %	7.5	15		0	25		51.2	1.2		43.7	56.3	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	0	1	1	0	0	0	2
08:15 AM	2	2	4	0	6	6	6	0	6	16
08:30 AM	0	0	0	0	2	2	10	0	10	12
08:45 AM	2	3	5	0	1	1	11	0	11	17
Total Volume	4	6	10	0	10	10	27	0	27	47
% App. Total	40	60		0	100		100	0		
PHF	.500	.500	.500	.000	.417	.417	.614	.000	.614	.691

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



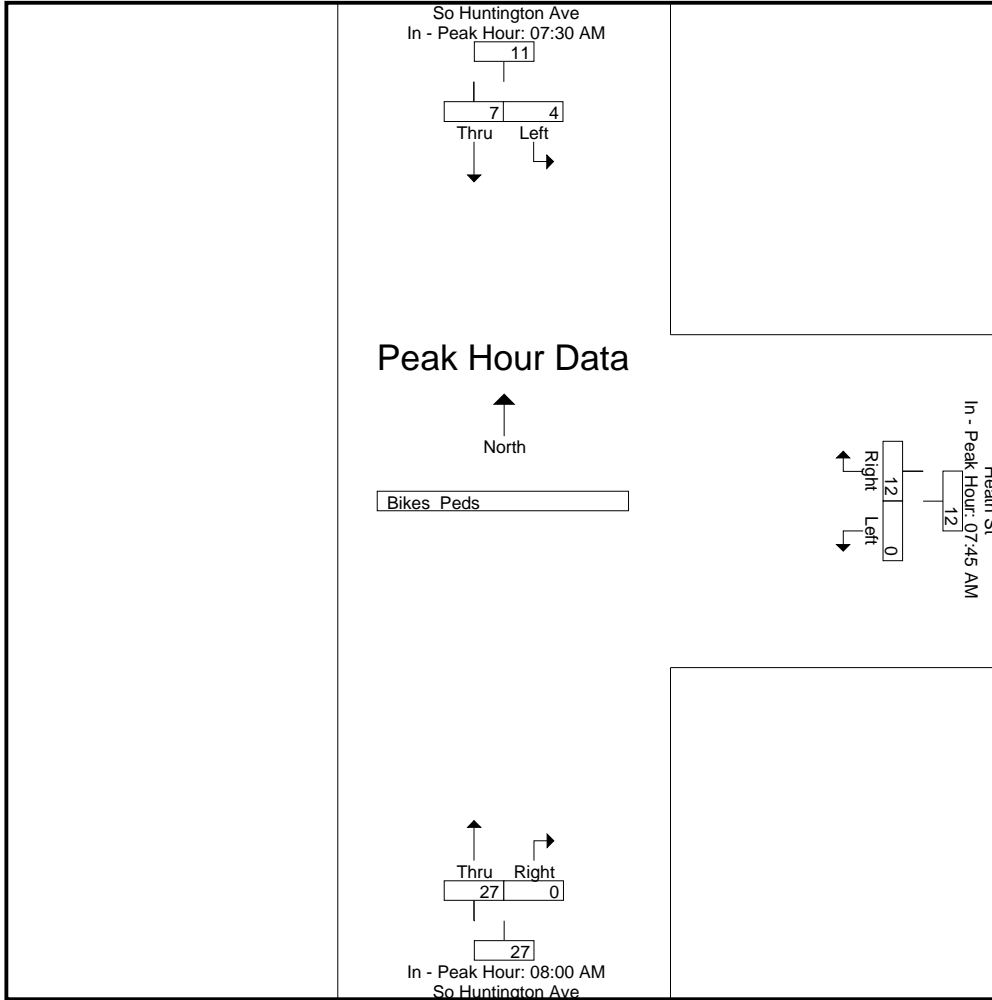
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:45 AM			08:00 AM		
+0 mins.	0	1	1	0	3	3	0	0	0
+15 mins.	2	3	5	0	1	1	6	0	6
+30 mins.	0	1	1	0	6	6	10	0	10
+45 mins.	2	2	4	0	2	2	11	0	11
Total Volume	4	7	11	0	12	12	27	0	27
% App. Total	36.4	63.6		0	100		100	0	
PHF	.500	.583	.550	.000	.500	.500	.614	.000	.614

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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Groups Printed- Ped Light

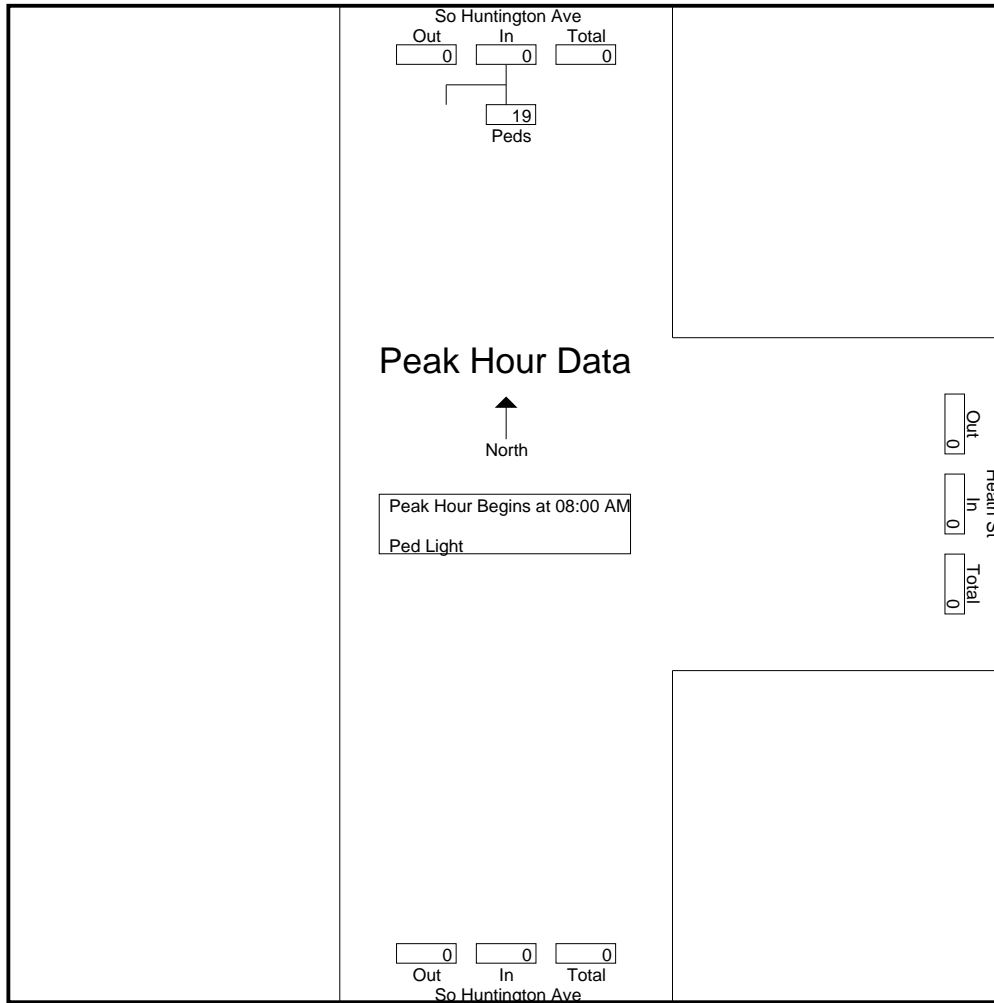
		So Huntington Ave From North		
	Start Time		Peds	Int. Total
	07:00 AM		1	1
	07:15 AM		2	2
	07:30 AM		3	3
	07:45 AM		2	2
	Total		8	8
	08:00 AM		5	5
	08:15 AM		6	6
	08:30 AM		4	4
	08:45 AM		4	4
	Total		19	19
	Grand Total		27	27
	Apprch %		100	
	Total %		100	

Start Time	So Huntington Ave From North		From East	From South	Int. Total
	Peds	App. Total	App. Total	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 08:00 AM					
08:00 AM	5	5	0	0	5
08:15 AM	6	6	0	0	6
08:30 AM	4	4	0	0	4
08:45 AM	4	4	0	0	4
Total Volume	19	19	0	0	19
% App. Total	100				
PHF	.792	.792	.000	.000	.792

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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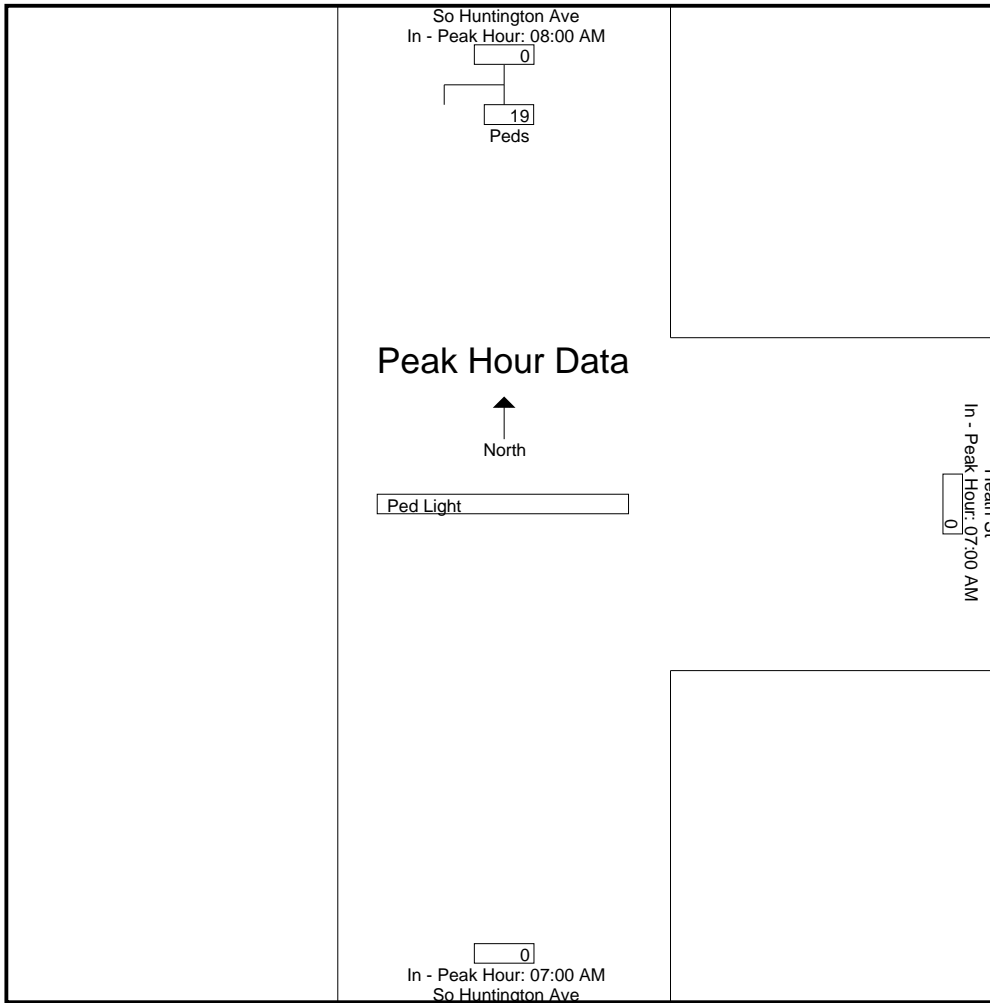
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM		07:00 AM	07:00 AM
+0 mins.	5	5	0	0
+15 mins.	6	6	0	0
+30 mins.	4	4	0	0
+45 mins.	4	4	0	0
Total Volume	19	19	0	0
% App. Total	100			
PHF	.792	.792	.000	.000

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

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Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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Groups Printed- Cars - Trucks

Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	69	92	54	63	84	33	395
04:15 PM	70	82	55	48	88	37	380
04:30 PM	61	71	59	53	65	30	339
04:45 PM	58	65	53	60	73	32	341
Total	258	310	221	224	310	132	1455
05:00 PM	69	71	47	47	59	29	322
05:15 PM	107	75	47	55	69	22	375
05:30 PM	75	91	41	56	65	30	358
05:45 PM	68	71	42	48	65	27	321
Total	319	308	177	206	258	108	1376
Grand Total	577	618	398	430	568	240	2831
Apprch %	48.3	51.7	48.1	51.9	70.3	29.7	
Total %	20.4	21.8	14.1	15.2	20.1	8.5	
Cars	567	609	393	422	555	234	2780
% Cars	98.3	98.5	98.7	98.1	97.7	97.5	98.2
Trucks	10	9	5	8	13	6	51
% Trucks	1.7	1.5	1.3	1.9	2.3	2.5	1.8

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	69	92	161	54	63	117	84	33	117	395
04:15 PM	70	82	152	55	48	103	88	37	125	380
04:30 PM	61	71	132	59	53	112	65	30	95	339
04:45 PM	58	65	123	53	60	113	73	32	105	341
Total Volume	258	310	568	221	224	445	310	132	442	1455
% App. Total	45.4	54.6		49.7	50.3		70.1	29.9		
PHF	.921	.842	.882	.936	.889	.951	.881	.892	.884	.921
Cars	253	306	559	218	220	438	303	129	432	1429
% Cars	98.1	98.7	98.4	98.6	98.2	98.4	97.7	97.7	97.7	98.2
Trucks	5	4	9	3	4	7	7	3	10	26
% Trucks	1.9	1.3	1.6	1.4	1.8	1.6	2.3	2.3	2.3	1.8

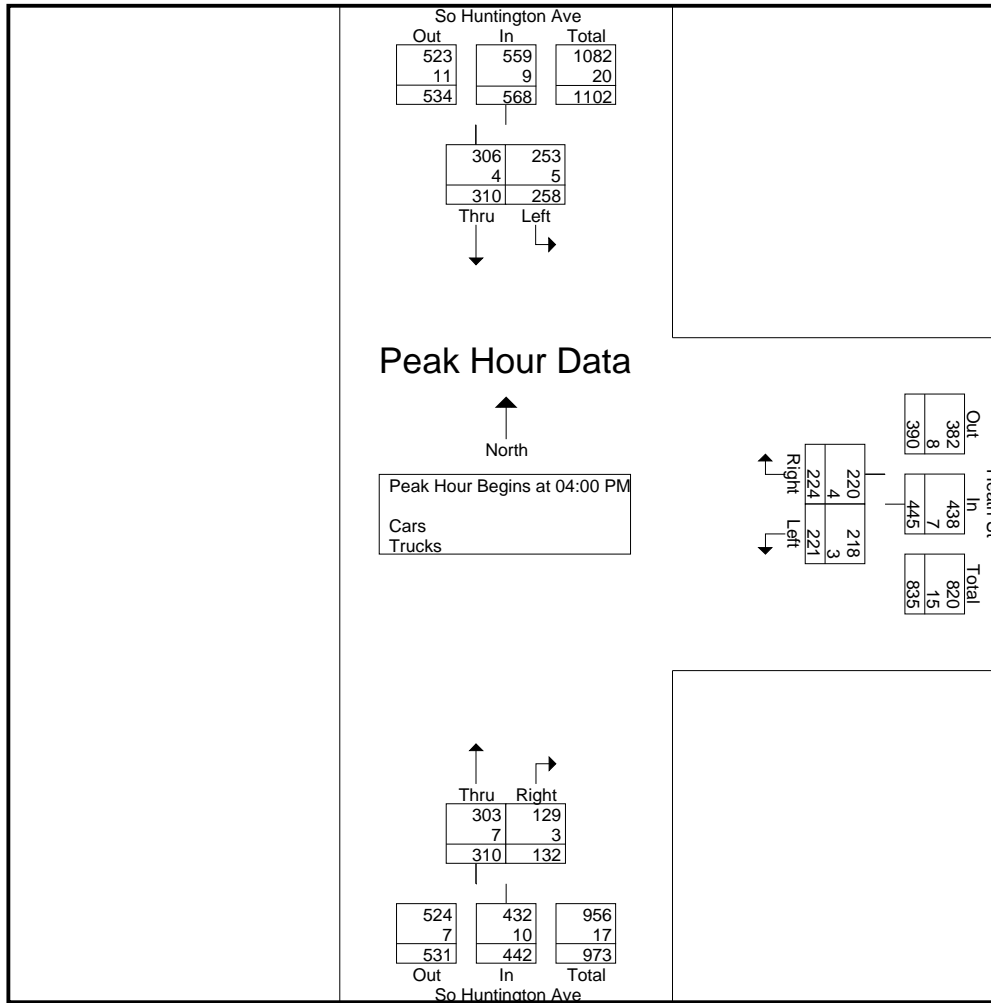
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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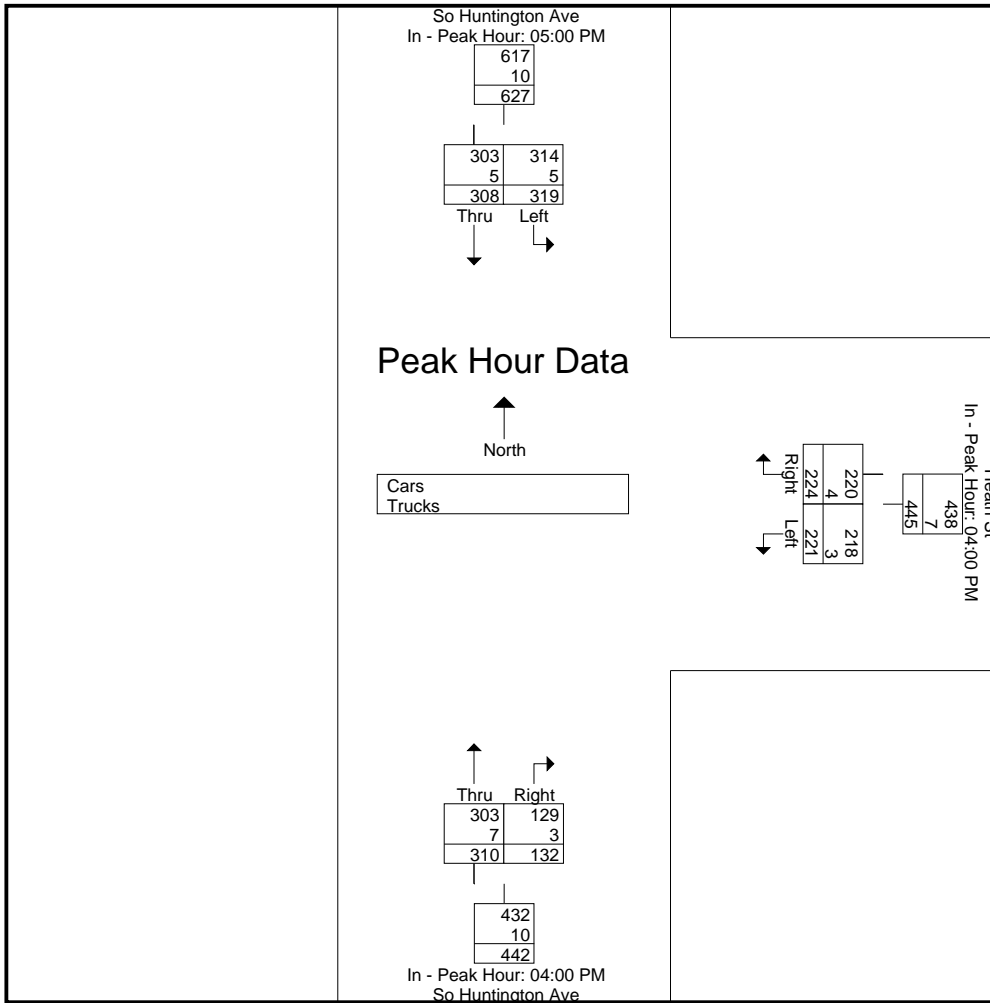
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	69	71	140	54	63	117	84	33	117
+15 mins.	107	75	182	55	48	103	88	37	125
+30 mins.	75	91	166	59	53	112	65	30	95
+45 mins.	68	71	139	53	60	113	73	32	105
Total Volume	319	308	627	221	224	445	310	132	442
% App. Total	50.9	49.1		49.7	50.3		70.1	29.9	
PHF	.745	.846	.861	.936	.889	.951	.881	.892	.884
Cars	314	303	617	218	220	438	303	129	432
% Cars	98.4	98.4	98.4	98.6	98.2	98.4	97.7	97.7	97.7
Trucks	5	5	10	3	4	7	7	3	10
% Trucks	1.6	1.6	1.6	1.4	1.8	1.6	2.3	2.3	2.3

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

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Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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Groups Printed- Cars

Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	67	91	53	62	82	32	387
04:15 PM	68	82	54	48	87	36	375
04:30 PM	61	69	58	51	63	30	332
04:45 PM	57	64	53	59	71	31	335
Total	253	306	218	220	303	129	1429
05:00 PM	69	69	47	45	58	29	317
05:15 PM	104	74	47	54	67	21	367
05:30 PM	74	89	40	56	64	29	352
05:45 PM	67	71	41	47	63	26	315
Total	314	303	175	202	252	105	1351
Grand Total	567	609	393	422	555	234	2780
Apprch %	48.2	51.8	48.2	51.8	70.3	29.7	
Total %	20.4	21.9	14.1	15.2	20	8.4	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	67	91	158	53	62	115	82	32	114	387
04:15 PM	68	82	150	54	48	102	87	36	123	375
04:30 PM	61	69	130	58	51	109	63	30	93	332
04:45 PM	57	64	121	53	59	112	71	31	102	335
Total Volume	253	306	559	218	220	438	303	129	432	1429
% App. Total	45.3	54.7		49.8	50.2		70.1	29.9		
PHF	.930	.841	.884	.940	.887	.952	.871	.896	.878	.923

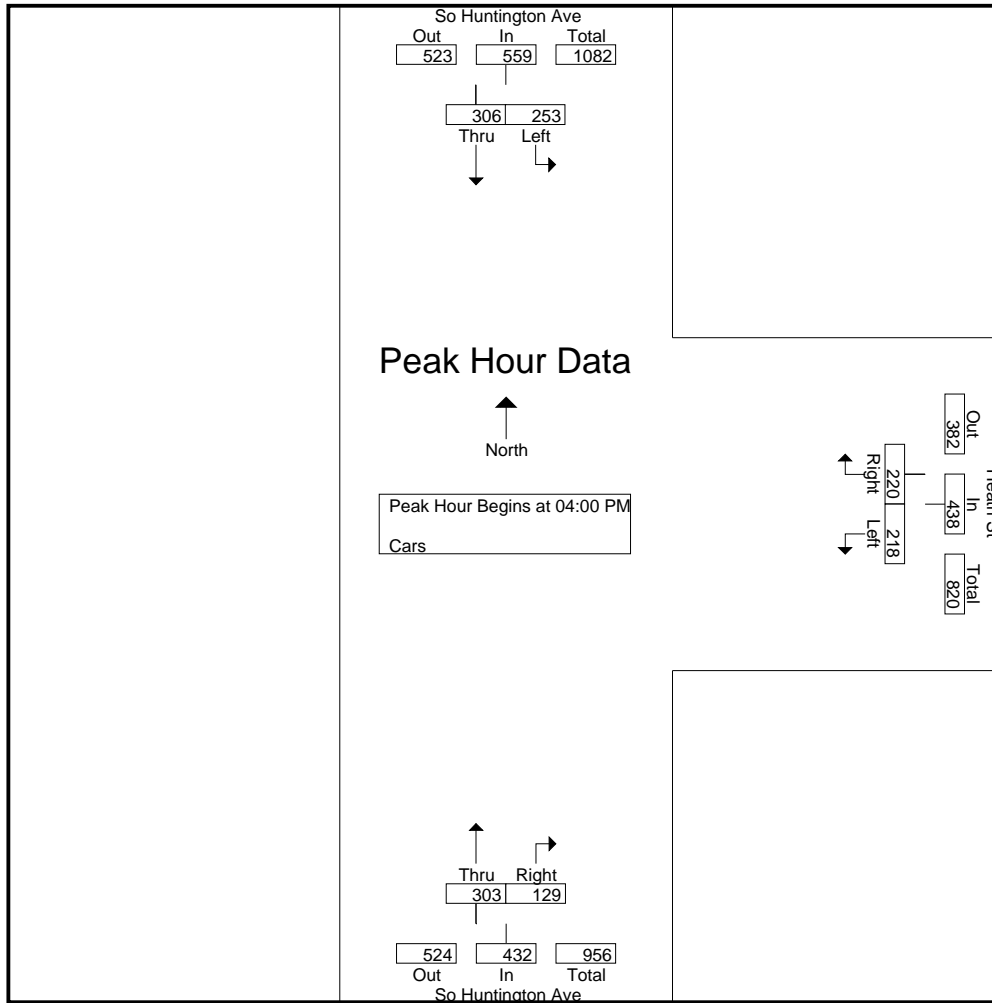
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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Start Date : 7/11/2012
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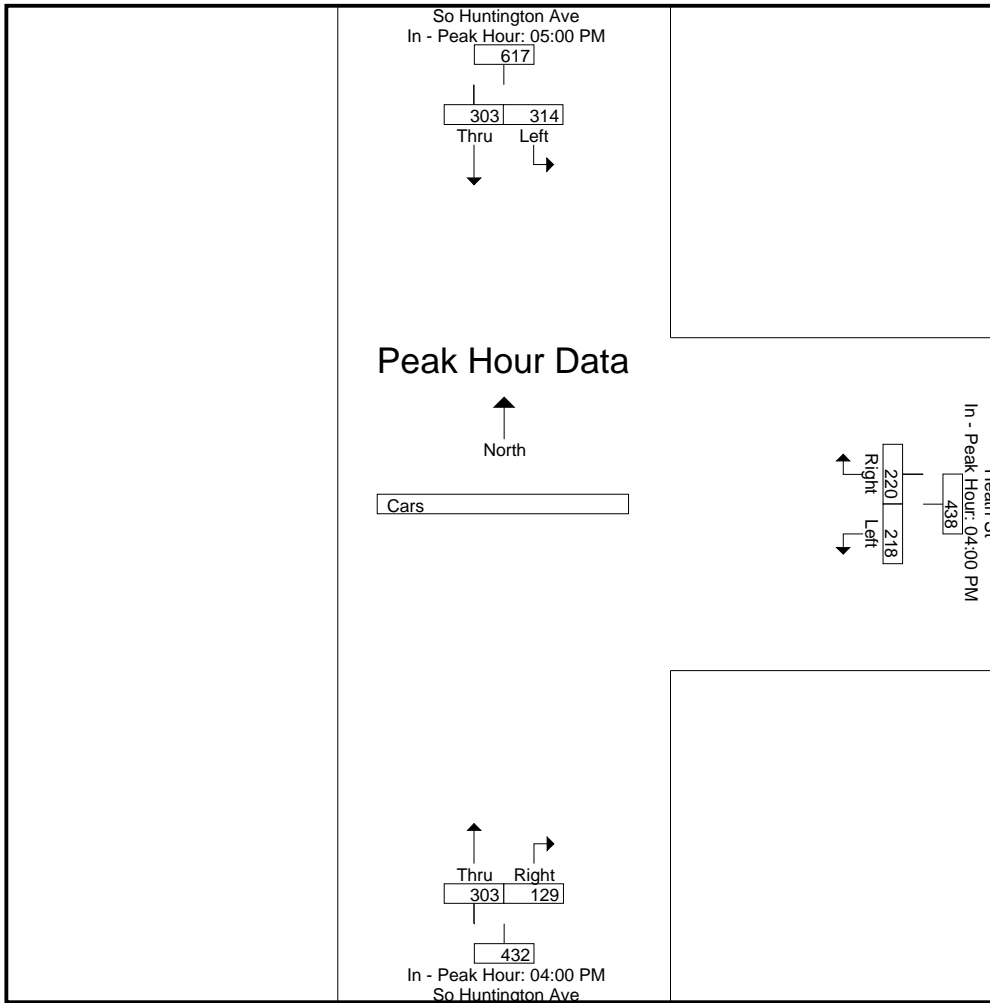
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:00 PM			04:00 PM		
+0 mins.	69	69	138	53	62	115	82	32	114
+15 mins.	104	74	178	54	48	102	87	36	123
+30 mins.	74	89	163	58	51	109	63	30	93
+45 mins.	67	71	138	53	59	112	71	31	102
Total Volume	314	303	617	218	220	438	303	129	432
% App. Total	50.9	49.1		49.8	50.2		70.1	29.9	
PHF	.755	.851	.867	.940	.887	.952	.871	.896	.878

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

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Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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Groups Printed- Trucks

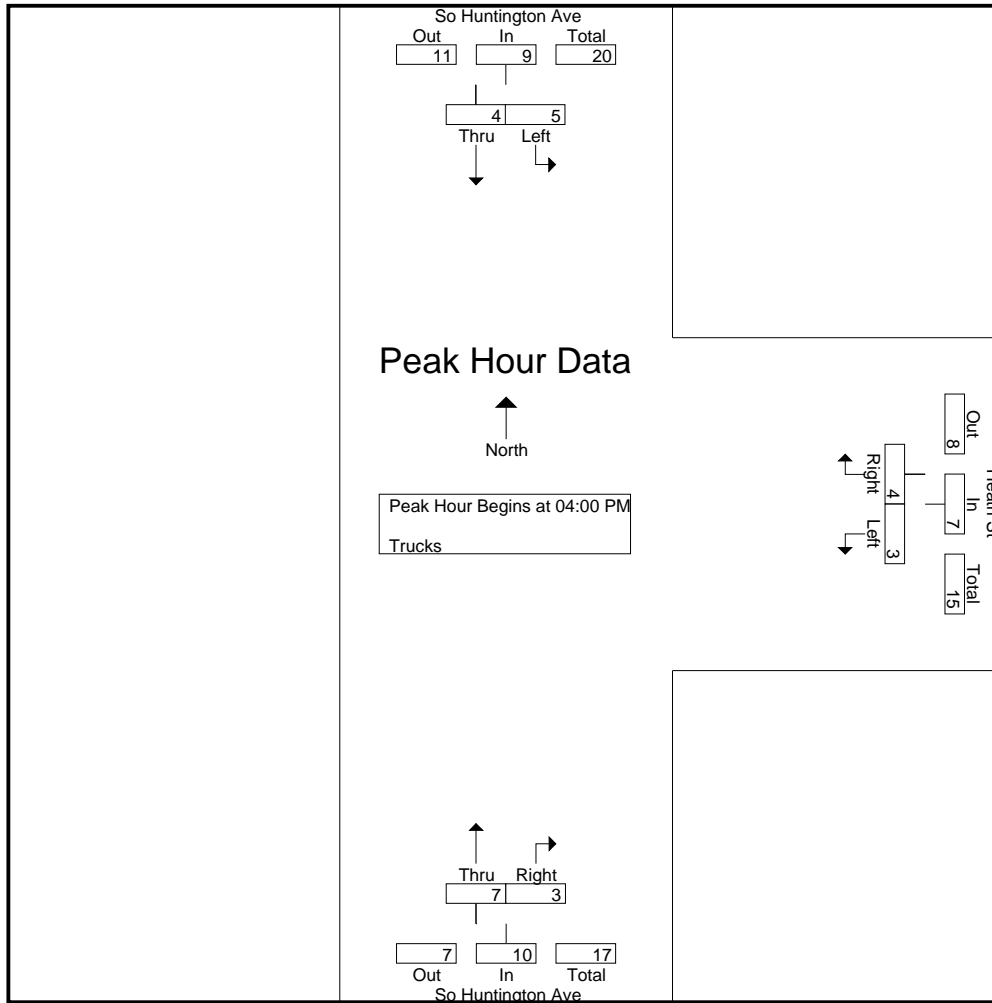
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	2	1	1	1	2	1	8
04:15 PM	2	0	1	0	1	1	5
04:30 PM	0	2	1	2	2	0	7
04:45 PM	1	1	0	1	2	1	6
Total	5	4	3	4	7	3	26
05:00 PM	0	2	0	2	1	0	5
05:15 PM	3	1	0	1	2	1	8
05:30 PM	1	2	1	0	1	1	6
05:45 PM	1	0	1	1	2	1	6
Total	5	5	2	4	6	3	25
Grand Total	10	9	5	8	13	6	51
Apprch %	52.6	47.4	38.5	61.5	68.4	31.6	
Total %	19.6	17.6	9.8	15.7	25.5	11.8	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	1	3	1	1	2	2	1	3	8
04:15 PM	2	0	2	1	0	1	1	1	2	5
04:30 PM	0	2	2	1	2	3	2	0	2	7
04:45 PM	1	1	2	0	1	1	2	1	3	6
Total Volume	5	4	9	3	4	7	7	3	10	26
% App. Total	55.6	44.4		42.9	57.1		70	30		
PHF	.625	.500	.750	.750	.500	.583	.875	.750	.833	.813

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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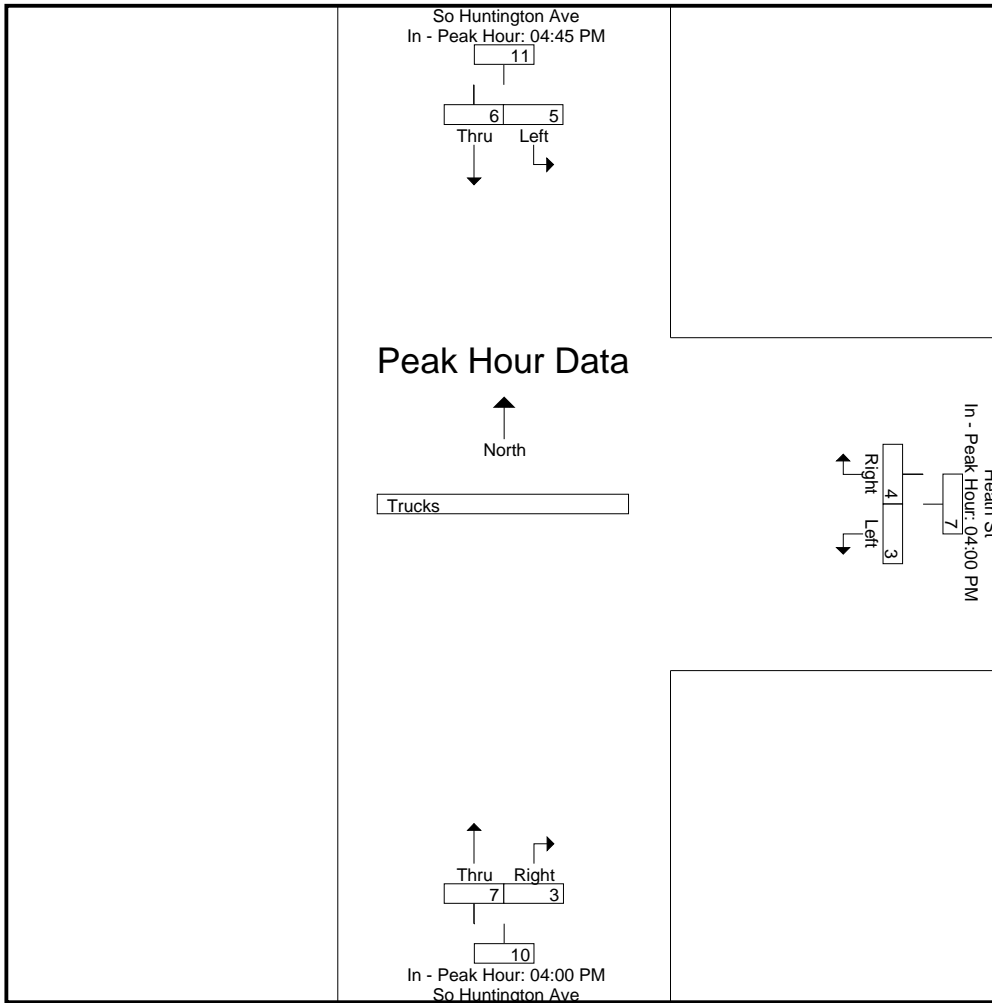
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:00 PM		
+0 mins.	1	1	2	1	1	2	2	1	3
+15 mins.	0	2	2	1	0	1	1	1	2
+30 mins.	3	1	4	1	2	3	2	0	2
+45 mins.	1	2	3	0	1	1	2	1	3
Total Volume	5	6	11	3	4	7	7	3	10
% App. Total	45.5	54.5		42.9	57.1		70	30	
PHF	.417	.750	.688	.750	.500	.583	.875	.750	.833

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

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Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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Groups Printed- Trains

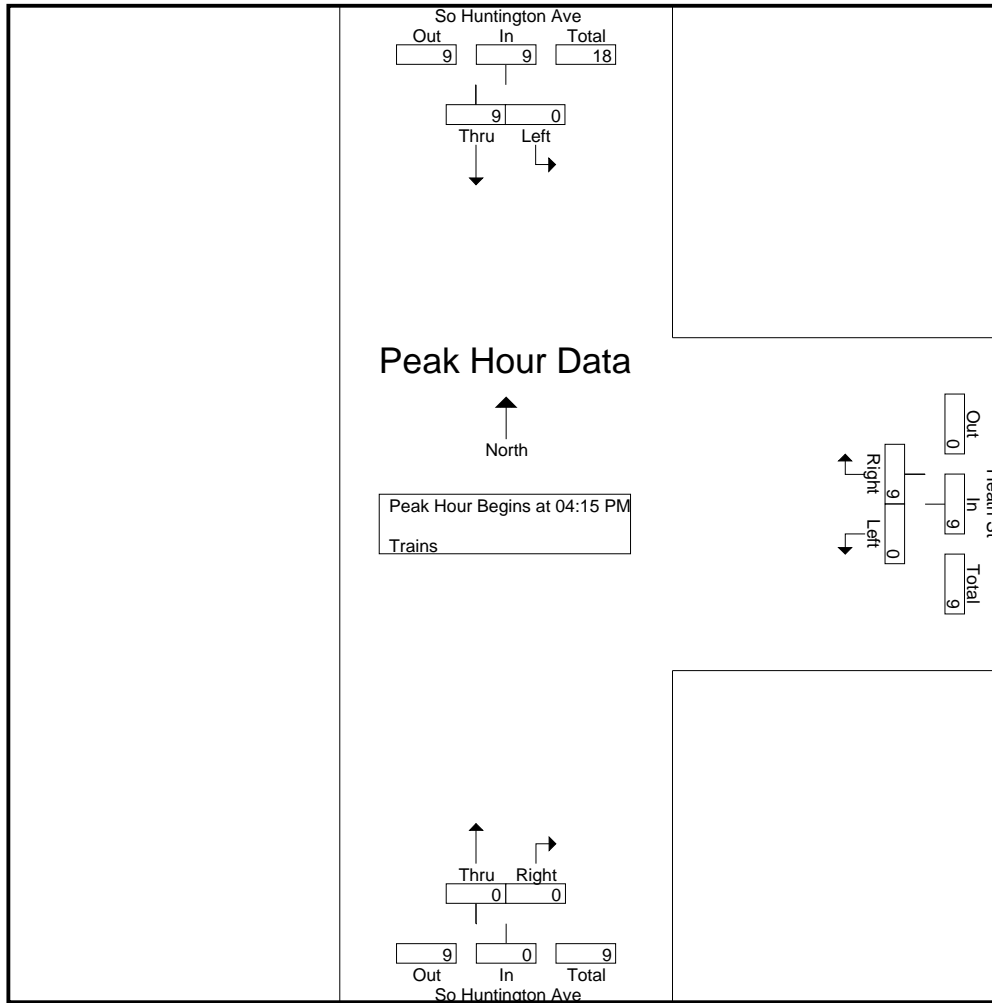
Start Time	So Huntington Ave From North		Heath St From East		So Huntington Ave From South		Int. Total
	Left	Thru	Left	Right	Thru	Right	
04:00 PM	0	1	0	1	0	0	2
04:15 PM	0	3	0	2	0	0	5
04:30 PM	0	2	0	4	0	0	6
04:45 PM	0	2	0	1	0	0	3
Total	0	8	0	8	0	0	16
05:00 PM	0	2	0	2	0	0	4
05:15 PM	0	1	0	1	0	0	2
05:30 PM	0	1	0	1	0	0	2
05:45 PM	0	1	0	2	0	0	3
Total	0	5	0	6	0	0	11
Grand Total	0	13	0	14	0	0	27
Apprch %	0	100	0	100	0	0	
Total %	0	48.1	0	51.9	0	0	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	3	3	0	2	2	0	0	0	5
04:30 PM	0	2	2	0	4	4	0	0	0	6
04:45 PM	0	2	2	0	1	1	0	0	0	3
05:00 PM	0	2	2	0	2	2	0	0	0	4
Total Volume	0	9	9	0	9	9	0	0	0	18
% App. Total	0	100		0	100		0	0		
PHF	.000	.750	.750	.000	.563	.563	.000	.000	.000	.750

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
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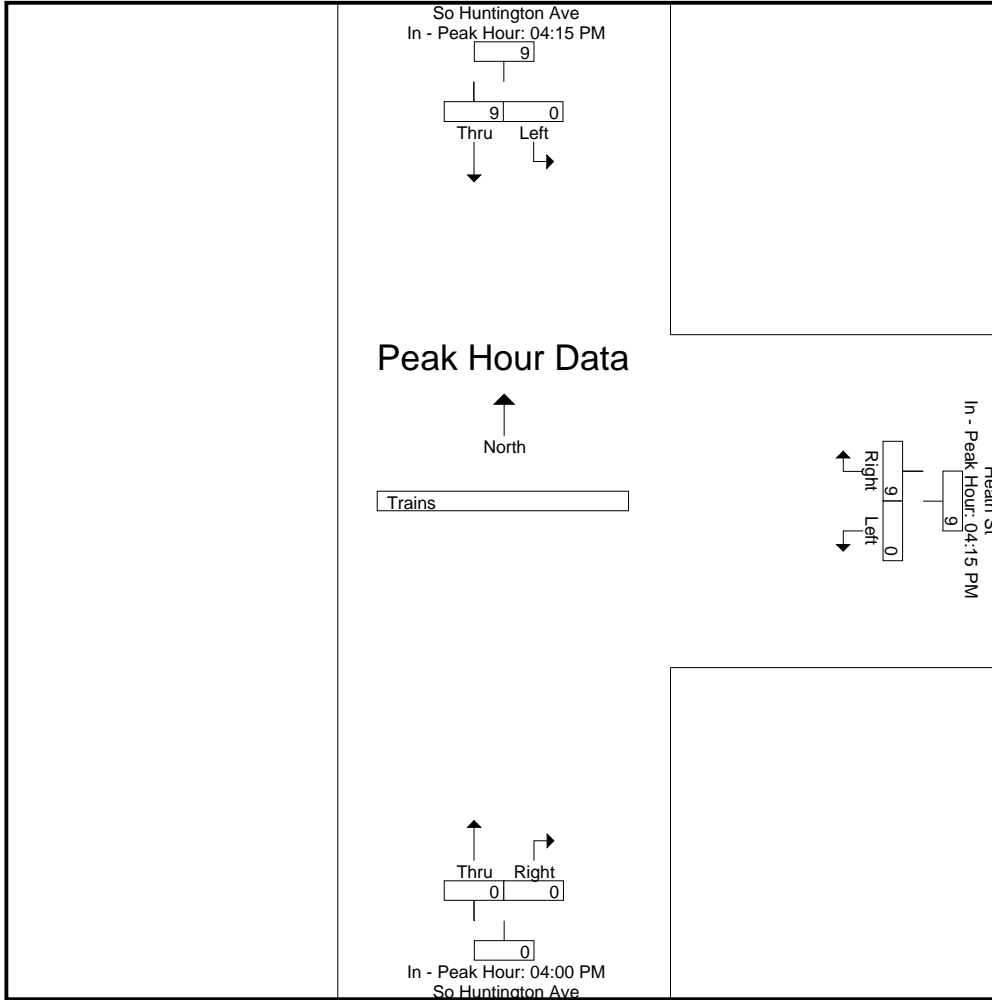
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:00 PM		
+0 mins.	0	3	3	0	2	2	0	0	0
+15 mins.	0	2	2	0	4	4	0	0	0
+30 mins.	0	2	2	0	1	1	0	0	0
+45 mins.	0	2	2	0	2	2	0	0	0
Total Volume	0	9	9	0	9	9	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.750	.750	.000	.563	.563	.000	.000	.000

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

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Accurate Counts

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N/S Street : South Huntington Avenue
 E/W Street : Heath Street
 City/State : Boston, MA
 Weather : Clear

File Name : 11196001
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Groups Printed- Bikes Peds

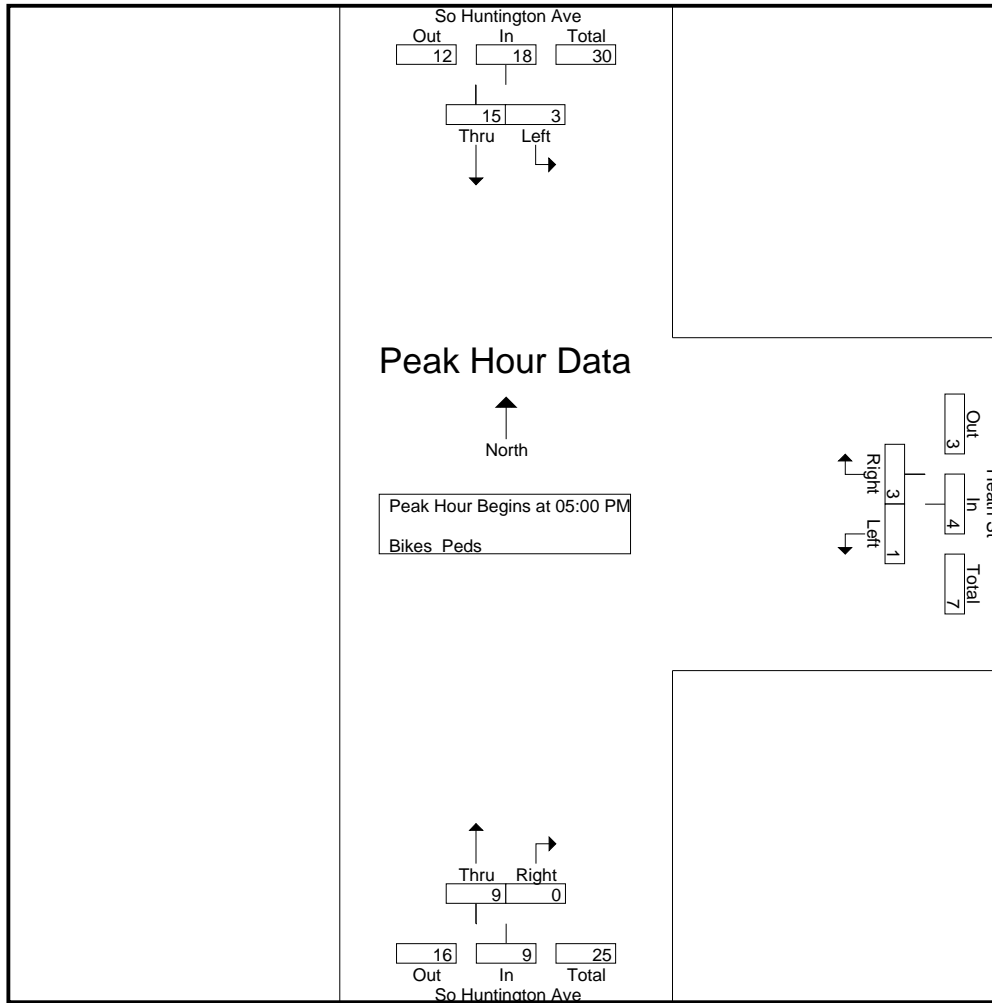
Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds			
04:00 PM	1	4	0	0	0	8	3	0	2	10	8	18
04:15 PM	2	3	0	0	1	9	2	0	0	9	8	17
04:30 PM	0	2	1	0	1	6	4	0	0	7	7	14
04:45 PM	1	3	0	0	0	7	1	0	1	8	5	13
Total	4	12	1	0	2	30	10	0	3	34	28	62
05:00 PM	1	3	0	0	1	4	2	0	0	4	7	11
05:15 PM	1	3	0	0	1	6	3	0	1	7	8	15
05:30 PM	0	4	1	1	1	7	2	0	1	9	8	17
05:45 PM	1	5	0	0	0	6	2	0	1	7	8	15
Total	3	15	1	1	3	23	9	0	3	27	31	58
Grand Total	7	27	2	1	5	53	19	0	6	61	59	120
Apprch %	20.6	79.4		16.7	83.3		100	0				
Total %	11.9	45.8		1.7	8.5		32.2	0		50.8	49.2	

Start Time	So Huntington Ave From North			Heath St From East			So Huntington Ave From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	1	3	4	0	1	1	2	0	2	7
05:15 PM	1	3	4	0	1	1	3	0	3	8
05:30 PM	0	4	4	1	1	2	2	0	2	8
05:45 PM	1	5	6	0	0	0	2	0	2	8
Total Volume	3	15	18	1	3	4	9	0	9	31
% App. Total	16.7	83.3		25	75		100	0		
PHF	.750	.750	.750	.250	.750	.500	.750	.000	.750	.969

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
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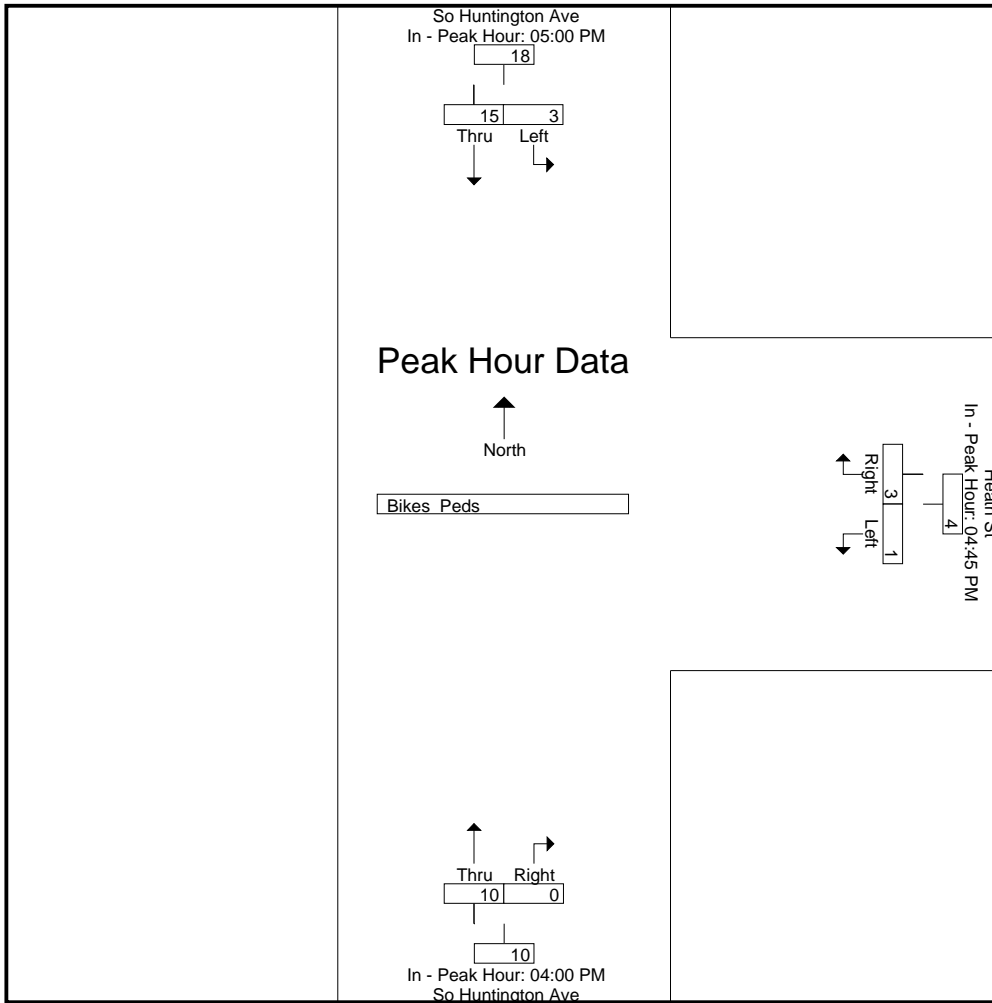
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:00 PM		
+0 mins.	1	3	4	0	0	0	3	0	3
+15 mins.	1	3	4	0	1	1	2	0	2
+30 mins.	0	4	4	0	1	1	4	0	4
+45 mins.	1	5	6	1	1	2	1	0	1
Total Volume	3	15	18	1	3	4	10	0	10
% App. Total	16.7	83.3		25	75		100	0	
PHF	.750	.750	.750	.250	.750	.500	.625	.000	.625

Accurate Counts
978-664-2565

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear



Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 1

Groups Printed- Ped Light

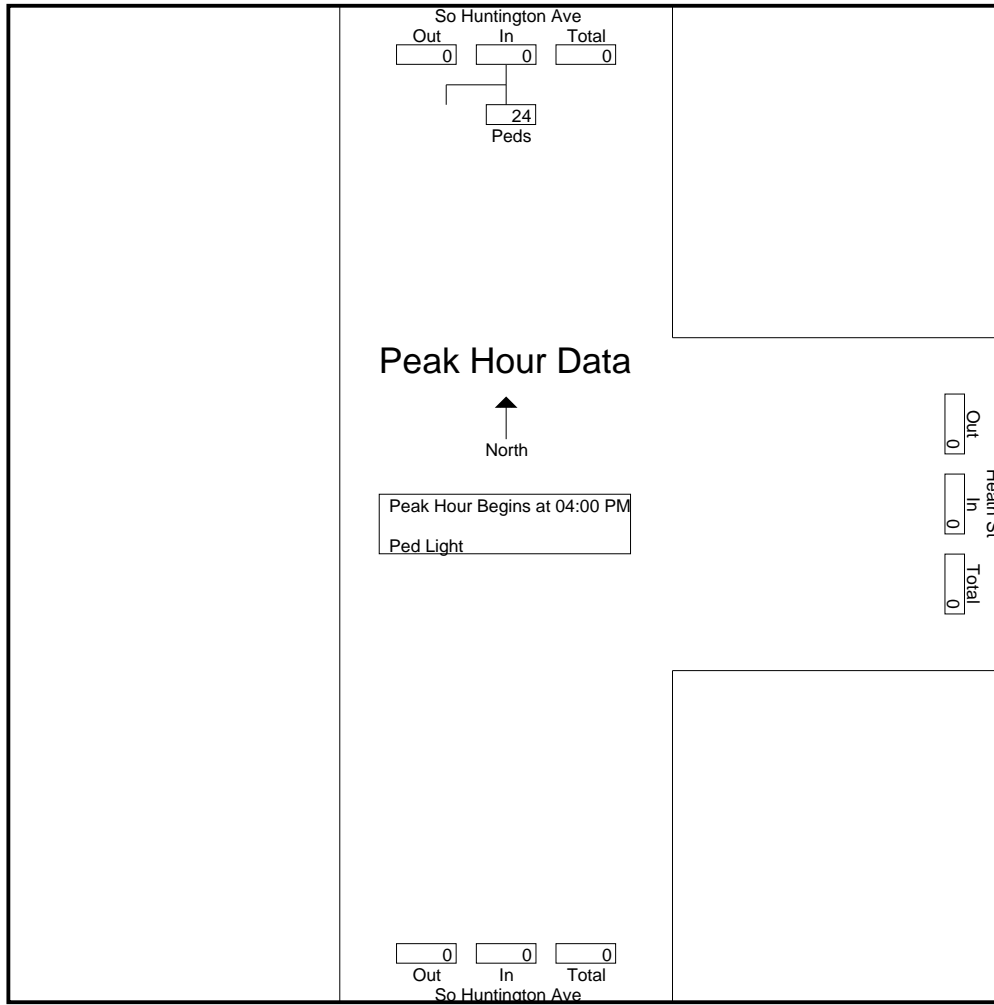
		So Huntington Ave From North		
	Start Time	Peds		Int. Total
	04:00 PM	6		6
	04:15 PM	6		6
	04:30 PM	7		7
	04:45 PM	5		5
	Total	24		24
	05:00 PM	3		3
	05:15 PM	5		5
	05:30 PM	4		4
	05:45 PM	3		3
	Total	15		15
	Grand Total	39		39
	Apprch %	100		
	Total %	100		

Start Time	So Huntington Ave From North		From East	From South	Int. Total
	Peds	App. Total	App. Total	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 04:00 PM					
04:00 PM	6	6	0	0	6
04:15 PM	6	6	0	0	6
04:30 PM	7	7	0	0	7
04:45 PM	5	5	0	0	5
Total Volume	24	24	0	0	24
% App. Total	100				
PHF	.857	.857	.000	.000	.857

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 2



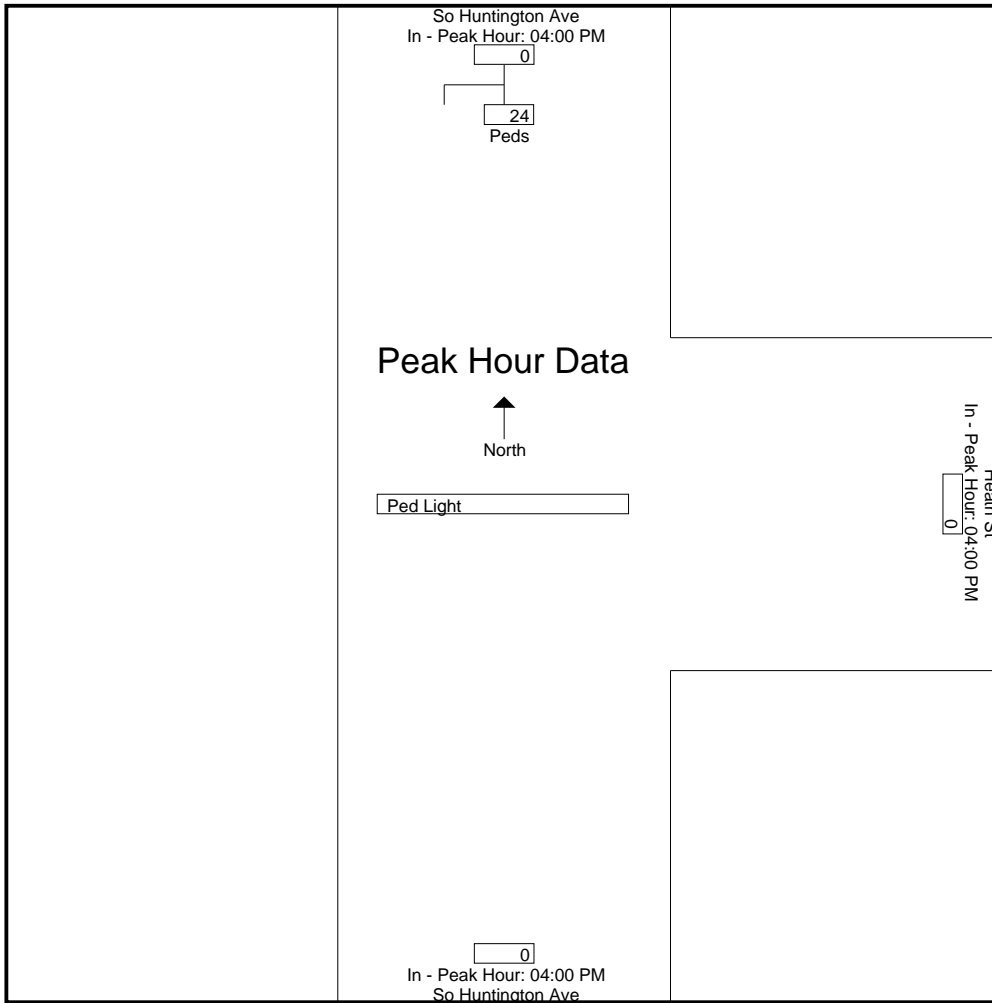
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM		04:00 PM	04:00 PM
+0 mins.	6	6	0	0
+15 mins.	6	6	0	0
+30 mins.	7	7	0	0
+45 mins.	5	5	0	0
Total Volume	24	24	0	0
% App. Total	100			
PHF	.857	.857	.000	.000

Accurate Counts
978-664-2565

N/S Street : South Huntington Avenue
E/W Street : Heath Street
City/State : Boston, MA
Weather : Clear

File Name : 11196001
Site Code : 11196001
Start Date : 7/11/2012
Page No : 3



HCM Unsignalized Intersection Capacity Analysis
2: South Huntington Avenue & Heath Street

2012 Existing Conditions
Weekday a.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	366	289	246	239	133	255
Peak Hour Factor	0.98	0.93	0.76	0.80	0.91	0.92
Hourly flow rate (vph)	373	311	324	299	146	277
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			684		1320	373
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			684		1320	373
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			64		0	58
cM capacity (veh/h)			895		108	662
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	373	311	324	299	146	277
Volume Left	0	0	324	0	146	0
Volume Right	0	311	0	0	0	277
cSH	1700	1700	895	1700	108	662
Volume to Capacity	0.22	0.18	0.36	0.18	1.35	0.42
Queue Length 95th (ft)	0	0	42	0	253	52
Control Delay (s)	0.0	0.0	11.3	0.0	278.9	14.3
Lane LOS			B		F	B
Approach Delay (s)	0.0		5.9		105.7	
Approach LOS					F	
Intersection Summary						
Average Delay			28.0			
Intersection Capacity Utilization			50.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: South Huntington Avenue & Heath Street

2012 Existing Conditions
Weekday p.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	310	132	258	310	221	224
Peak Hour Factor	0.89	0.74	0.79	0.96	0.81	0.90
Hourly flow rate (vph)	348	178	327	323	273	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			527		1324	348
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			527		1324	348
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			69		0	64
cM capacity (veh/h)			1040		119	690
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	348	178	327	323	273	249
Volume Left	0	0	327	0	273	0
Volume Right	0	178	0	0	0	249
cSH	1700	1700	1040	1700	119	690
Volume to Capacity	0.20	0.10	0.31	0.19	2.30	0.36
Queue Length 95th (ft)	0	0	34	0	590	41
Control Delay (s)	0.0	0.0	10.0	0.0	670.5	13.1
Lane LOS			B		F	B
Approach Delay (s)	0.0		5.0		356.9	
Approach LOS					F	
Intersection Summary						
Average Delay			111.6			
Intersection Capacity Utilization			52.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: South Huntington Avenue & Heath Street

2017 No-Build Conditions
Weekday a.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	377	296	256	249	136	262
Peak Hour Factor	0.98	0.93	0.76	0.80	0.91	0.92
Hourly flow rate (vph)	385	318	337	311	149	285
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			703		1370	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			703		1370	385
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			62		0	56
cM capacity (veh/h)			881		98	652
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	385	318	337	311	149	285
Volume Left	0	0	337	0	149	0
Volume Right	0	318	0	0	0	285
cSH	1700	1700	881	1700	98	652
Volume to Capacity	0.23	0.19	0.38	0.18	1.53	0.44
Queue Length 95th (ft)	0	0	45	0	285	55
Control Delay (s)	0.0	0.0	11.6	0.0	359.9	14.7
Lane LOS			B		F	B
Approach Delay (s)	0.0		6.0		133.5	
Approach LOS					F	
Intersection Summary						
Average Delay			34.7			
Intersection Capacity Utilization			51.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: South Huntington Avenue & Heath Street

2017 No-Build Conditions
Weekday p.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	323	135	269	322	227	235
Peak Hour Factor	0.89	0.74	0.79	0.96	0.81	0.90
Hourly flow rate (vph)	363	182	341	335	280	261
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			545		1379	363
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			545		1379	363
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		0	61
cM capacity (veh/h)			1024		107	677
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	363	182	341	335	280	261
Volume Left	0	0	341	0	280	0
Volume Right	0	182	0	0	0	261
cSH	1700	1700	1024	1700	107	677
Volume to Capacity	0.21	0.11	0.33	0.20	2.62	0.39
Queue Length 95th (ft)	0	0	37	0	644	45
Control Delay (s)	0.0	0.0	10.3	0.0	820.4	13.6
Lane LOS			B		F	B
Approach Delay (s)	0.0		5.2		431.2	
Approach LOS					F	
Intersection Summary						
Average Delay			134.4			
Intersection Capacity Utilization			54.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: South Huntington Avenue & Heath Street

2017 Build Conditions
Weekday a.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	385	303	256	252	137	262
Peak Hour Factor	0.98	0.93	0.76	0.80	0.91	0.92
Hourly flow rate (vph)	393	326	337	315	151	285
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			719		1382	393
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			719		1382	393
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			61		0	56
cM capacity (veh/h)			869		95	645
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	393	326	337	315	151	285
Volume Left	0	0	337	0	151	0
Volume Right	0	326	0	0	0	285
cSH	1700	1700	869	1700	95	645
Volume to Capacity	0.23	0.19	0.39	0.19	1.58	0.44
Queue Length 95th (ft)	0	0	46	0	293	56
Control Delay (s)	0.0	0.0	11.7	0.0	382.9	14.9
Lane LOS			B		F	B
Approach Delay (s)	0.0		6.1		142.2	
Approach LOS					F	
Intersection Summary						
Average Delay			36.5			
Intersection Capacity Utilization			52.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: South Huntington Avenue & Heath Street

2017 Build Conditions
 Weekday p.m. Peak Hour

	↑	↗	↘	↓	↖	↙
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗	↘	↑	↖	↗
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Volume (veh/h)	327	136	269	325	229	235
Peak Hour Factor	0.89	0.74	0.79	0.96	0.81	0.90
Hourly flow rate (vph)	367	184	341	339	283	261
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				432		
pX, platoon unblocked						
vC, conflicting volume			551		1387	367
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			551		1387	367
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		0	61
cM capacity (veh/h)			1019		105	673
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1	NW 2
Volume Total	367	184	341	339	283	261
Volume Left	0	0	341	0	283	0
Volume Right	0	184	0	0	0	261
cSH	1700	1700	1019	1700	105	673
Volume to Capacity	0.22	0.11	0.33	0.20	2.68	0.39
Queue Length 95th (ft)	0	0	37	0	655	46
Control Delay (s)	0.0	0.0	10.3	0.0	847.1	13.7
Lane LOS			B		F	B
Approach Delay (s)	0.0		5.2		447.0	
Approach LOS					F	
Intersection Summary						
Average Delay			139.0			
Intersection Capacity Utilization			54.8%		ICU Level of Service	A
Analysis Period (min)			15			

Appendix D

LEED Checklist



LEED 2009 for New Construction and Major Renovations

Project Checklist

161 S Huntington, Boston, MA 02130-4885

2012.07.10

22 3 1 Sustainable Sites Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
	1		Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or Restore Habitat	1
1			Credit 5.2	Site Development—Maximize Open Space	1
1			Credit 6.1	Stormwater Design—Quantity Control	1
	1		Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
		1	Credit 8	Light Pollution Reduction	1

2 6 2 Water Efficiency Possible Points: 10

Y	?	N			
	4		Prereq 1	Water Use Reduction—20% Reduction	
		2	Credit 1	Water Efficient Landscaping	2 to 4
2	2		Credit 2	Innovative Wastewater Technologies	2
			Credit 3	Water Use Reduction	2 to 4

9 5 21 Energy and Atmosphere Possible Points: 35

Y	?	N			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
5		14	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
	3		Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2

4 4 6 Materials and Resources Possible Points: 14

Y	?	N			
		3	Prereq 1	Storage and Collection of Recyclables	
		1	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
	1		Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1

9 3 3 Indoor Environmental Quality Possible Points: 15

Y	?	N			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
		1	Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
		1	Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
	1		Credit 7.1	Thermal Comfort—Design	1
		1	Credit 7.2	Thermal Comfort—Verification	1
	1		Credit 8.1	Daylight and Views—Daylight	1
1			Credit 8.2	Daylight and Views—Views	1

5 1 1 Innovation and Design Process Possible Points: 6

Y	?	N			
1			Credit 1.1	Innovation in Design: Exemplary Performance SS4.1	1
1			Credit 1.2	Innovation in Design: Energy Star Appliances	1
1			Credit 1.3	Innovation in Design: Exemplary Performance SS7.1	1
1			Credit 1.4	Innovation in Design: Green Housekeeping	1
	1		Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

3 1 1 Regional Priority Credits Possible Points: 4

Y	?	N			
1			Credit 1.1	Regional Priority: SS7.1	1
1			Credit 1.2	Regional Priority: SS7.2	1
1			Credit 1.3	Regional Priority: SS6.1	1
	1		Credit 1.4	Regional Priority: SS3	1

54 23 33 Total Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110