

NORBERT SCHOOL ASSOCIATES  
c/o GLC Development Resources  
20 Park Plaza, 11<sup>th</sup> Floor  
Boston, MA 02116

October 15, 2012

Mr. Peter Meade, Director  
Boston Redevelopment Authority  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Blessed Sacrament Redevelopment Project – Notice of Project Change

Dear Director Meade,

On November 16, 2006 the BRA Board voted to approve the Blessed Sacrament Campus Redevelopment Project at 365 Centre Street in Jamaica Plain (the “Project”). As approved, the Project consists of the adaptive reuse of five historic buildings and complementary new construction in order to create approximately 118 residential units of which 81 would be affordable, approximately 40,000 square feet of educational, retail and office use, 150 parking spaces, and one-acre of landscaped green space.

In support of the plan and project, on December 14, 2006, the Zoning Commission changed the zoning for the area from 1F-3000 to a combination of NS (Neighborhood Shopping) and MFR (multi-family residential) to accommodate the proposed floor area and mixed use proposed.

Since the BRA’s approval of the project in 2006, through difficult economic circumstances and limited funding for affordable housing, Church Square Community Partners LLC (“Church Square”) successfully financed, built, and occupied:

- The Creighton Condominiums, 16 for-sale homes affordable to families at or below 80% AMI;
- The Dona Betsaida Gutierrez Cooperative , 36 apartments and 7,500 sf of retail, affordable to families at or below 60% AMI;
- The Sister Virginia Mulhern House, the conversion of the former rectory building into 28 Single Room Occupancy Units and one live-in respondent’s unit managed by Pine Street Inn;

- The sale of the Cheverus Building to the Hyde Square Task Force for office space and youth programming;
- One acre of open space serving the community and residents

As part of the approved plan, COMPASS, a private non-profit school, intended to remain at the Norbert School building (the "Norbert"), a historic 14,865 three-story English Revival brick building at the corner of Westerly Street and Sunnyside Street. COMPASS was to execute a 99-year ground lease with Church Square for the use of Norbert and its parking spaces, and then lease additional space on the Project site for administrative uses. In 2009, COMPASS relocated to Dorchester, leaving the Norbert vacant.

Norbert has remained vacant since that time and continues to deteriorate. Norbert School Associates proposes to rehabilitate the Norbert into up to 21 loft-style apartments close to transit and intended to meet a strong need in Jamaica Plain for well-designed apartments. The project is designed to conform to underlying zoning and will not require zoning relief, contingent upon the receipt of other necessary approvals.

Please accept this submission as our Notice of Project Change pursuant to Article 80A-6 of the Boston Zoning Code. Described below are primary changes from the Project as approved by the BRA Board in November 2006.

#### Norbert Associates Team

The principals are Matt Kiefer, Nan Porter, Drew Leff, and George Cole. The project architect is Kevin Deabler of RODE Architects of Boston, the project manager is Dave Traggorth of Traggorth Companies LLC, the historic consultant is Maureen Cavanaugh of Epsilon Associates, and the transportation consultant is Jane Howard of Howard/Stein-Hudson Associates.

#### Uses

In lieu of the 14,865 gross floor area of school use, the Norbert will consist of up to 21 residential lofts and resident bike storage within the same gross floor area. The project will not expand the footprint or height of the Norbert. This use is consistent with the MFR zone adopted by the Zoning Commission in 2006.

#### Campus-Wide Housing Plan

The proposed plan for the Norbert is consistent with the original project goal of "creating a project that seeks to provide housing for all income levels." Church Square has created 81 affordable homes on the site which fulfills the requirements of the March 2008 Cooperation Agreement between the BRA and the Developer to create 81 affordable units. Upon completion of the Norbert, 79% of the homes on the Blessed Sacrament campus will be affordable. Moreover, once the proposed conversion of the Blessed Sacrament Church is completed (this will be the subject of

a separate Notice of Project Change), the Blessed Sacrament Campus will still achieve 60% overall affordability, exceeding the goals articulated in 2005 by the Jamaica Plain Neighborhood Council that at least 50% of the housing developed on the Blessed Sacrament campus be affordable to households earning up to 80% of Area Median Income.

#### Transportation and Parking

In conformance with the approved TAPA as amended on April 12, 2010, there will be no change in the number of parking spaces on the site. The Norbert will be allocated 17 spaces, which will provide a parking ratio of 0.8 spaces per DU, and is consistent with the need for residential apartment homes in an urban environment with access to rapid transit service.

In addition, the proposed use will generate less traffic than the COMPASS use. For further information, see the attached Howard/Stein-Hudson letter dated October 8, 2012.

#### Re-Use of Architecturally Significant Buildings

One of the original project goals was to restore, stabilize, and reuse the significant historic buildings on site. Church Square fully restored and rehabilitated two into housing. With the departure of COMPASS, the Norbert remains vacant and is in need of significant structural repairs. The proposed re-use and rehabilitation will completely restore the façade to a standard that will be approved by the Boston Landmarks Commission. In addition, as part of the rehabilitation, the remaining asbestos-containing material will be completely and safely removed.

#### Site Design & Accessibility

The pedestrian entrance onto the site at Sunnyside Street will be enhanced with a new entry door and repaired walkway, and landscaping along Sunnyside Street and Westerly Street will be professionally landscaped and maintained.

In addition, a ramp and new entrance to the ground floor will be installed along the southern façade in order to provide improved accessibility to the building and residences.

#### Wastewater

The existing sanitary sewer connection from Sunnyside Street will be maintained or upgraded, in kind, based on the projected loadings rates for the new building use. The proposed design will be in compliance with Boston Water and Sewer Commission (BWSC) standards, and subject to Site Plan Review approval.

#### Stormwater

The proposed development will include an upgraded stormwater management system to collect and treat site runoff from the rear parking area, areas surrounding

the building, and discharge from building roof drains. The proposed development will not change the amount of impervious surface, or grading on the site. Collected rainwater will be treated to meet applicable quality standards prior to discharge to the drainage public system. Treatment is anticipated to include reduction of total suspended solids (TSS) and total phosphorus (TP), and oil & water separation. The design will also include creating an Operation & Maintenance Plan to aid the site owner/operator in scheduling inspections and maintenance tasks. The proposed design will be in compliance with Boston Water and Sewer Commission (BWSC) standards, and subject to Site Plan Review approval.

#### Sustainability

Each home at the Norbert will be built to meet or exceed an Energy Star for Homes standard consistent with the original goal for all housing on the Project site.

#### Solid Waste

There will be no significant difference in the amount of solid waste demands due to the new use. Trash storage will remain interior to the building.

#### Schedule

We expect to commence the rehabilitation of the Norbert in the first quarter of 2013 and to complete the renovation in the third quarter of 2013.

In conclusion, the proposed project is consistent with the original project goals of a vibrant mixed-income neighborhood that preserves important buildings in Jamaica Plain's history. Residents of the Norbert will also provide new customers for the Centre Street and Jackson Square restaurants, shops, and business.

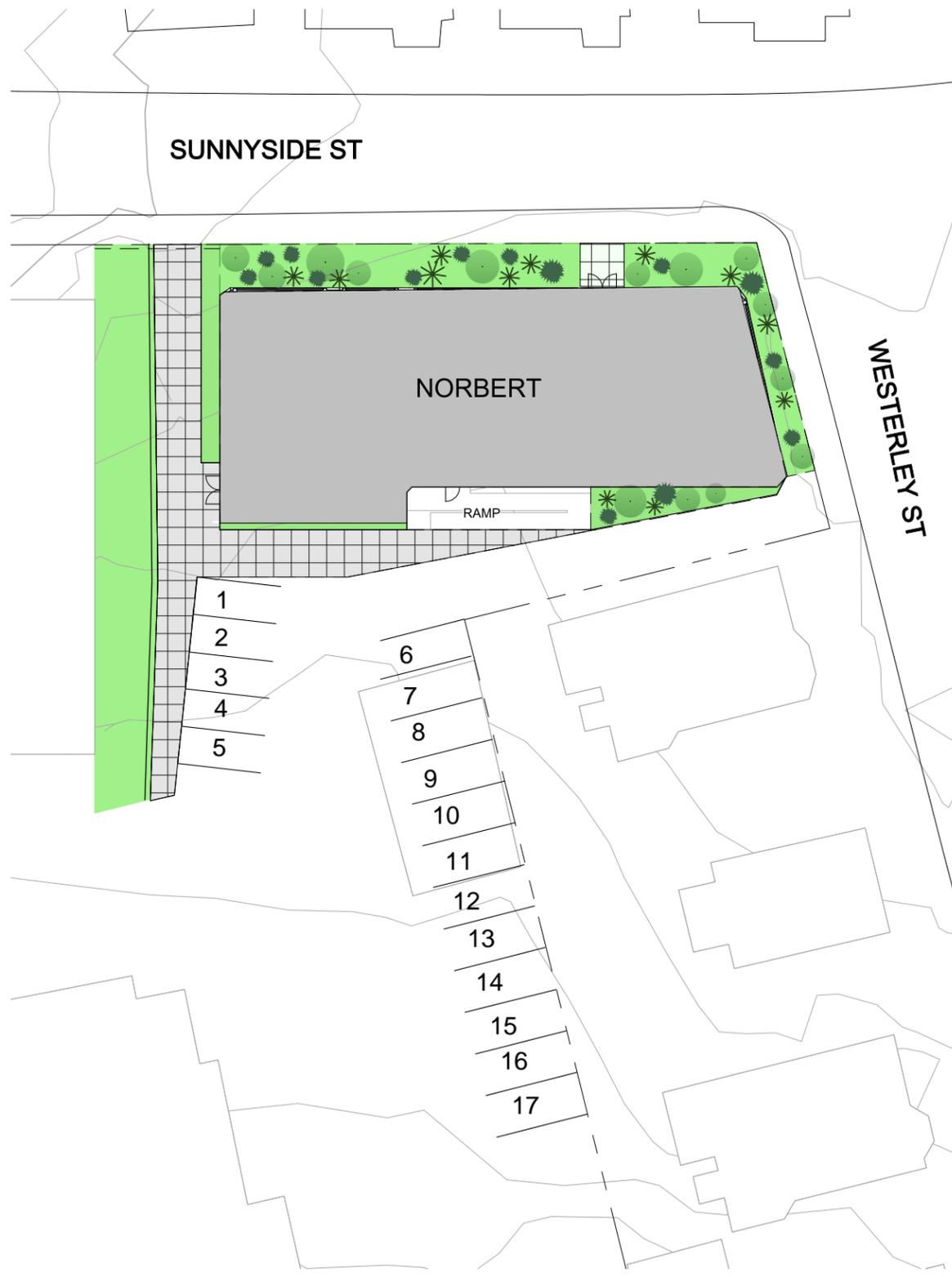
Consistent with Section 80A-6.2 of the code, the project change does not significantly increase the impacts of the Project that are within the scope of required review. We accordingly seek the Authority's determination that no further review is required, with the exception of ongoing BRA design review.

We look forward to working with the BRA and to commencing the Norbert School renovations as soon as possible. Please do not hesitate to contact me at 617-817-2520 should you have any questions or require additional information.

Sincerely,



Dave Traggorth  
Project Manager



\* Parking locations subject to designation by the Church Square Master Condominium.





October 8, 2012

Mr. Drew Leff  
Norbert School Associates  
c/o GLC Development Resources  
20 Park Plaza, Suite 1115  
Boston, Massachusetts 02116

**Re: Norbert School Development Notice of Project Change**

Dear Mr. Leff:

Norbert School Associates is seeking to redevelop the former Norbert School in Hyde Square, Jamaica Plain, into studio and one-bedroom apartments. Until the past several years, the school building had been occupied by the COMPASS School, which offers programs for troubled adolescents. Prior to their move, the COMPASS School was to have leased the building on a long-term lease as part of the Blessed Sacrament Campus Redevelopment project. At this time, Norbert School Associates proposes to build a Transit-Oriented-Development of up to 21 dwelling units in the building with 17 surface parking spaces. An Expanded Project Notification Form was filed with the Boston Redevelopment Authority (BRA) by Church Square Community Partners, LLC, a joint venture of Jamaica Plain Neighborhood Development Corporation and New Atlantic Development Corporation in July 2006, in accordance with the Article 80 development review process. A Supplemental Information Submission was made in October 2006 and a Transportation Access Plan (TAPA) was submitted in January 2008. The TAPA was amended in April 2010. Norbert School Associates is now filing a Notice of Project Change with BRA. As part of that effort, Howard/Stein-Hudson Associates has conducted a transportation study to accompany this filing. The study findings are presented in the sections of this letter below.

## Trip Generation

The prior project anticipated continuation of the COMPASS School in the Norbert School building. For this reason, the NPC analysis compares the new residential use to what would have been generated by the school, as described below.

### COMPASS School Trips

The existing site comprises the former COMPASS School. As part of the Blessed Sacrament Church and rectory redevelopment project, HSH counted vehicle trips to and from the

COMPASS School when it was in operation on the site. HSH documented that the trips to and from the school were 194 trips daily, including 29 in the AM peak hour and 6 in the PM peak hour, as shown in **Table 1**. It should be noted that the vehicle trips associated with the COMPASS School during the p.m. peak hour were very low, since the afternoon peak for the school occurs in the mid-afternoon, typically 2:00 to 3:00 p.m., prior to the evening traffic peak period for which the existing site trips were counted. **Table 1** also presents the future COMPASS School trips projected in the July 2006 *Project Notification Form*. The PNF analysis reflected a 15% increase in school activity

**Table 1. Former COMPASS School Trips**

|                  | Former COMPASS School<br>Vehicle Trips | COMPASS School Trips<br>Forecast in PNF |
|------------------|--|---|
| <b>Daily</b>     |  |   |
| In               | 97                                     | 114                                     |
| Out              | 97                                     | 114                                     |
| <b>Total</b>     | <b>194</b>                             | <b>228</b>                              |
| <b>a.m. Peak</b> |  |   |
| In               | 23                                     | 27                                      |
| Out              | 6                                      | 7                                       |
| <b>Total</b>     | <b>29</b>                              | <b>34</b>                               |
| <b>p.m. Peak</b> |  |   |
| In               | 0                                      | 7                                       |
| Out              | 6                                      | 0                                       |
| <b>Total</b>     | <b>6</b>                               | <b>7</b>                                |

## Current Project Trip Generation

Trip generation data were derived from the Institute of Transportation Engineers (ITE) Trip Generation, 7th edition (2003). Trip generation for the proposed land uses is presented in detail in **Table 2**. The ITE rates produce vehicle trip estimates, which are converted to person trips. Using BTB's mode split data, described in the following section, the person trips are then reallocated to vehicle, transit, and walk/bike trips. The land use code used in this analysis was ITE Land Use Code 220, Apartment. Apartments are defined as rental dwelling units located within the same building with at least three other dwelling units—for example, quadruplexes and all types of apartment buildings.

## Project Mode Split

Mode split is the proportion of persons who travel to a site via auto, transit, and walk/other modes. The mode split for the Project's residential, retail, and office uses was estimated using BTB guidelines based on the 2000 Census and the Central Transportation Planning Staff (CTPS) household survey. The project falls within Area 5 in the City of Boston, as defined by BTB.

## Norbert School Redevelopment Transportation Study

Vehicle occupancy rates were derived from Year 2000 Census Data. For the residential uses, mode split is as follows:

- Walk: 29%
- Transit: 19%
- Auto: 52%
- Local vehicle occupancy rate: 1.2

Transit, walking and net new vehicle trip generation for the proposed development is summarized in **Table 2**. Although the transit share for the overall district in which this project is located is 19%, it is expected that transit use for this site will account for an even larger percentage of trips, due to the proximity of the site to the Jackson Square MBTA station, the Route 41 crosstown bus that runs on Centre Street in front of the site, connecting with JFK UMass Station and the Monument at Eliot Street via Dudley Square, and the Route 39 bus on Huntington Avenue.

**Table 2. Norbert School Project Trip Generation**

| <i>Period</i>       | <i>Direction</i> | <i>Walk Trips</i> | <i>Transit Trips</i> | <i>Project Vehicle Trips*</i> |
|---------------------|------------------|-------------------|----------------------|-------------------------------|
| <b><i>Daily</i></b> | Total            | 96                | 64                   | 142                           |
|                     | In               | 48                | 32                   | 71                            |
|                     | Out              | 48                | 32                   | 71                            |
| <b><i>a.m.</i></b>  | Total            | 16                | 6                    | 11                            |
|                     | In               | 3                 | 1                    | 2                             |
|                     | Out              | 13                | 5                    | 9                             |
| <b><i>p.m.</i></b>  | Total            | 7                 | 4                    | 6                             |
|                     | In               | 2                 | 1                    | 2                             |
|                     | Out              | 5                 | 3                    | 4                             |

\*person trips by vehicle divided by 1.2 vehicle occupancy rate

As shown in the two tables, the project will generate significantly fewer daily and AM peak hour trips and about the same PM peak hour trips, although more evenly distributed by direction than the volumes forecast for continued operations of the COMPASS School in the building.

## Parking

The 17 surface parking spaces provided for the 21 dwelling units yield a parking ratio of 0.8 spaces per unit, in line with recommended BTD guideline ratios of 0.75 to 1.25 spaces per unit for residential projects near transit in Jamaica Plain. Twenty surface spaces had been proposed to serve the continued operation of the COMPASS School on the site.

## Conclusions

As shown above, the proposed project will generate less traffic and parking demand than the former proposal for continued operation of the COMPASS School. The site is convenient to both MBTA subway stations and bus routes. No significant impacts are thus projected for this redevelopment project.