



## 45 Townsend Street

### Article 80: Impact Advisory Group/Public Meeting #1

Thursday, August 17<sup>th</sup>, 2017 – 6:00 PM

Central Boston Elder Services

## GENERAL NOTES + SENSE OF THE MEETING\*

### Notes from Development Team's Presentation:

- Traffic (developer's traffic/transportation consultant):
  - Proposed Project will result in an approximately 13% increase in traffic on Townsend Street during morning rush hour
  - Proposed Project will result in an approximately 5% increase in traffic on Townsend Street during afternoon/evening rush hour
  - Figures used in the traffic/transportation study come from national averages and are then adjusted to be Boston-specific (based on data/information from Boston Transportation Department)
    - BTD figures: transportation in Roxbury is approximately 55% driving, 30% MBTA/public transport, and the remainder is walking
- Service and loading:
  - Trash area will be indoors, building management will take trash out right before pick-up (which will occur three times per week)
  - Most trucks (besides 18-wheelers) will be able to pull into the garage and conduct activity there (move ins/outs, deliveries, etc.)
- Minimizing ledge removal:
  - New building will be built on two locations on the site: where the buildings currently are and on top of some ledge area
  - Necessary ledge removal will not be done by blasting
  - Development team will provide due notices to neighborhood advising of noisy and bothersome ledge removal dates and times during construction
  - The method of ledge removal that will be used typically does not cause cracking in ledge
- Density:
  - Current zoning, for a community building, allows for an FAR (floor area ratio) of 2.0 (this reflects the relationship between the total amount of usable floor area in a building and the total area of the lot on which the building sits)
  - Obviously the current zoning is for a different use than what the new building will be, but the Proposed building and density will result in an FAR of 1.54

- Affordable Housing – Offsite home ownership:
  - Development has proposed to construct 45 off-site affordable home ownership units at the development at Bartlett Station
  - 42 affordable units already planned for Bartlett Station, Kensington Investment Company will add an additional 45 units for a total of 87 affordable units at Bartlett Station
  - Breakdown of 45 affordable units proposed by development team:
    - 21 units at 80% AMI
    - 24 units at 100% AMI
- Wealth creation package (three-part):
  1. Providing opportunities for minority and women-owned businesses/firms
    - Current pre-construction development team has 50% diversity (women/minorities)
    - Development team is currently looking at additional opportunities to include women and minority-owned firms/individuals in the construction and post-construction phases
  2. Affordable home ownership units
  3. Jobs
    - Development teams estimates there to be approximately 500 construction jobs and approximately 19 permanent jobs created through this Proposed Project

Questions/Comments from IAG Members:

- Question on the density of this Proposed Project relative to other development projects of similar density that have been approved in the City: How can the development team explain/justify this level of density in a non-transit oriented area?
  - Development team's response: Density is relative to the feasibility of the project in a great location and difficult/expensive site to work with
- Question: Are less than 300 units financially feasible for this Proposed Project?
  - Development team's response: Not yet sure. It is too soon to know the exact numbers and financial requirements. The building design is expensive because of the format/layout (heard from early stage meetings and community process that the community did not want to see large, stacked, buildings; wanted something spread out across the site, which makes construction and building design more expensive)
- Question: Has the traffic/transportation consultant and development team considered visitors to the site and people coming in and out of the building to use the café/office space/community space/etc. in their traffic studies? Have the people already living there been considered? Parking is bad as is and that is with the building having been abandoned for years.
  - Development team's response: The Proposed Project includes 10 visitor parking spaces at the top of Townsend Street. The café/community space/office space is intended to be dynamic, the developer envisions these spaces as being

somewhere that people in the neighborhood will walk to. The development team noted that they understand that traffic and parking are two major concerns and they are not exactly sure yet what the solution may be, but wanted to assure the public that they are listening to these concerns and actively working to try to come up with other solutions.

- Traffic consultant's response: The traffic study did include the café and office/community spaces. Shared parking will be available in the garage during the day (when many of the residents who park in the garage are at work there will be additional spaces available in the garage during the day for visitor parking). The current residential parking ratio of the Proposed Project is 0.73; Boston Transportation Department's *maximum* residential parking ratio per guidelines is 0.75.
- Question: The Zoning Code states that parking requirements in Roxbury are one space per unit at a minimum, how is the proposed parking even possible under the Zoning?
  - Traffic consultant's response: Article 80 Large Project Review supersedes the Zoning byelaws. The Zoning sets out parking minimum ratios, but Boston Transportation Department has maximum guidelines that projects under Article 80 Large Project Review become subject to.
- Comment: Concern about the width of Harrishof Street
- Comment: Concern about the grading of the hill on the site. The development team has stated their desire/intent for this to be a walkable, pedestrian-friendly site. They will need to consider the grading in order to do make the site as such.

#### Questions/Comments from the Public:

- Comment: Request for future design meetings (to further discuss specifically shadows, building design, etc.).
- Comment: Design of the building really stands out, does not fit into the neighborhood.
- Question: What will the development team do to help prepare members of the Roxbury community to purchase the affordable home ownership units that will be created under this Proposed Project?
- Comment: Traffic and parking for residents near the site is already bad. Development team needs to consider a plan to improve parking and traffic for them as well, not just for their development.
- Question: What will the unit prices be?
- Comment: Permitted parking for the neighboring streets around the development site may be a best option for those residents already living there.
- Question: Has the development team considered the privacy of residents on the neighboring streets whose backyards/homes will now be overlooked by the top floors of the Proposed Project?
- Comment: Request for the development team and IAG members, during their review process, to consider efforts to encourage the new residents of this Proposed Project (if the project is approved) to be active and engaged members of the Roxbury community.

\*General Notes are intended to reflect salient points/questions raised during the course of the meeting to provide a sense of the discussion. They are not intended as a verbatim record.

- Next scheduled meeting for this Proposed Project: September 21<sup>st</sup> (location and time to be confirmed)