

MEMORANDUM

BOARD APPROVED

MAY 16, 2019

TO: BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA)*
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
REVIEW/GOVERNMENT RELATIONS
AISLING KERR, PROJECT MANAGER

SUBJECT: 21 QUEEN STREET, DORCHESTER
NEIGHBORHOOD HOUSE CHARTER SCHOOL EXPANSION PROJECT

SUMMARY: This Memorandum requests that the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Authority ("BPDA") authorize the Director to: (1) issue a Certification of Approval for the proposed Neighborhood House Charter School expansion project located at 21 Queen Street in Dorchester ("Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) take any other action and execute any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

PROJECT SITE

The Project Site, and existing home of approximately 450 Neighborhood House Charter School students in grades Pre-Kindergarten through 7th Grade, comprises approximately 2.3 acres at 21 Queen Street in the Pope's Hill area of Dorchester. The Project Site is bounded by Queen Street to the east, and residential abutters on North Munroe Terrace to the south, Train Street to the west, and King Street to the north.

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

DEVELOPMENT TEAM

The development team consists of:

Proponent: Neighborhood House Charter School Foundation
Kate Scott
Lisa Desfosses

Architect: Arrowstreet, Inc.
Laurence Sprang
Jessica Bessette

Consultant: Qroe Preservation Development
Robert Baldwin

Legal Counsel: Sullivan & Worcester, LLP
Victor Baltera

McDermott, Quilty & Miller, LLP
Dennis Quilty

Construction Manager: W.T. Rich Company, Inc.
Brian Santos

Transportation Consultant: MDM Transportation Consultants
Robert Michaud

DESCRIPTION AND PROGRAM

The Neighborhood House Charter School Foundation (the "Proponent") acquired the Project Site at 21 Queen Street in 2004 and undertook an extensive renovation and expansion of the previously existing building. The school moved into the completed space in 2006. The current Neighborhood House Charter School building at 21 Queen Street is a five (5)-story building totaling 68,650 square feet. Within the Project Site there is also an outdoor recreation area (including basketball court, turf field, and playground) and parking for fifty-nine (59) vehicles, which exceeds the current zoning requirement of fifty-five (55) on-site parking spaces.

Upon occupying the building at 21 Queen Street in 2006, the Proponent contemplated and planned further renovations to add a gymnasium and six (6) classrooms. These plans were ultimately postponed to a later date due to funding.

On February 8, 2019, the Proponent filed a Small Project Review Application ("SPRA") with the BPDA for a proposed expansion to the existing Neighborhood House Charter School location at 21 Queen Street, totaling approximately 21,000 gross square feet and containing twelve (12) additional classrooms, a middle school gymnasium, and support spaces (the "Proposed Project"). The Proposed Project also includes reconfiguring the existing parking area on the Project Site to improve traffic flow around and through the campus to bring cars off the road and allow them to queue on site in efforts to improve traffic conditions, especially during drop-off and pick-up times. Additionally, the Proposed Project plans to increase on-site parking from the fifty-five (55) spaces currently required to at least seventy (70) spaces.

ARTICLE 80 REVIEW PROCESS

Following the Proponent's submission of a Small Project Review Application with the BPDA on February 8, 2019, pursuant to Article 80E of the Code, the BPDA sponsored a public meeting on March 6, 2019 at the Leahy Holloran Community Center in Dorchester (1 Worrell Street, Dorchester, MA 02122). This public meeting was advertised in *The Dorchester Reporter*, posted to the BPDA calendar, and email notification was sent to all subscribers of the BPDA's Dorchester neighborhood updates. Local elected officials and their staff also received notification and invitation to the meeting.

The comment period in connection with the Proponent's submission of an SPRA concluded on March 11, 2019.

ZONING

The Project Site is located within a 3F-5000 subdistrict of the Dorchester Neighborhood district, which is governed by Article 65 of the Code.

The Proposed Project anticipates zoning relief inclusive of the following:

1. Conditional Use for School
2. Variance for Floor Area Ratio.
3. Variance for Building Height and Stories.

4. Variance for Parking in the Front Yard and Location of Accessory Use
5. Variance for Parking Lot Screening Requirements.
6. Variances for Minimum Front Yard.
7. Variance for Minimum Number of Loading Spaces.
8. Variance for Minimum Front Yard.

MITIGATION

Mitigation

Proposed Project Site modifications will fully accommodate Neighborhood House Charter School pick-up/drop-off activity within the property, thereby reducing or eliminating queuing impacts that currently occur on Claymont Terrace while also improving school bus operations. The increased on-site parking capacity will also reduce the potential for staff parking on neighborhood streets.

Through continued work with the BPDA, Boston Transportation Department, Boston Public Works Department, and Public Improvement Commission, the Neighborhood House Charter School further commits to the design and implementation of off-site improvements on neighborhood streets aimed at reducing illegal parking that impairs school bus circulation, enhancing traffic capacity and improving pedestrian crossings. Suggested mitigation measures include:

- **King Street at Queen Street:** Improved pavement striping and delineators that clearly define illegal or restricted parking areas within the intersection that currently impair bus turns during peak hours.
- **King Street at Neponset Avenue:** Improved pavement striping that includes separate left-turn and right-turn lanes for the King Street approach and "Do Not Block the Box" markings and associated signs on Neponset Avenue.
- **Neponset Avenue at Claymont Terrace:** Improved pavement striping along the eastbound Neponset Avenue approach to Claymont Terrace that delineates parking restrictions near the intersection. This improvement will reduce the potential for illegal parking that occasionally impairs bus turns onto Claymont Terrace.
- **Pedestrian Crossings:** The pedestrian crossing at King Street/Queen Street will be re-striped and tactile warning strips will be provided where missing at this intersection as well as King Street/Neponset Avenue.

Community Benefits

It is believed that the Proposed Project will be a benefit to the immediate neighborhood, the Dorchester community, and the City of Boston as a whole. Specifically, the community benefits include:

- Increasing educational opportunities in the neighborhood. While there is a lottery for admission, 12% of the students at this school come directly from the Pope's Hill/Neponset neighborhood and 77% more broadly come from Dorchester, Mattapan, and Roxbury.
- Improvement of traffic flow in the immediate area around the property during morning drop-off and afternoon pickup due to new on-site queuing.
- Reduced usage of on-street parking by staff, due to increased capacity of on-site parking.
- Relocation of approximately 9 permanent jobs to this site after completion of construction (jobs currently exist already and are about 1 mile away at 197 Centre St in Dorchester).
- Creation of approximately 72 new full time equivalent prevailing wage construction jobs.

RECOMMENDATIONS

The Proposed Project complies with the requirements set forth in Section 80E of the Code for Small Project Review. Therefore, BPDA staff recommends that the Director be authorized to: (1) issue a Certification of Approval for the proposed Neighborhood House Charter School expansion project located at 21 Queen Street in Dorchester ("Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code (the "Code"); and (2) take any other action and execute any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follow:

VOTED: That the Director be, and hereby is, authorized to issue a Certification of Approval for the proposed Neighborhood House Charter School expansion project located at 21 Queen Street in Dorchester, proposed by Neighborhood House Charter School Foundation, Inc., in order to construct an approximately 21,000 square-foot addition to the existing building at 21 Queen Street, inclusive of twelve (12) additional

classrooms, a middle school gymnasium, support spaces, and expanding outdoor on-site parking to total at least seventy (70) spaces (the "Proposed Project"), in accordance with Article 80E, Small Project Review of the Boston Zoning Code, subject to continuing design review by the Boston Redevelopment Authority; and

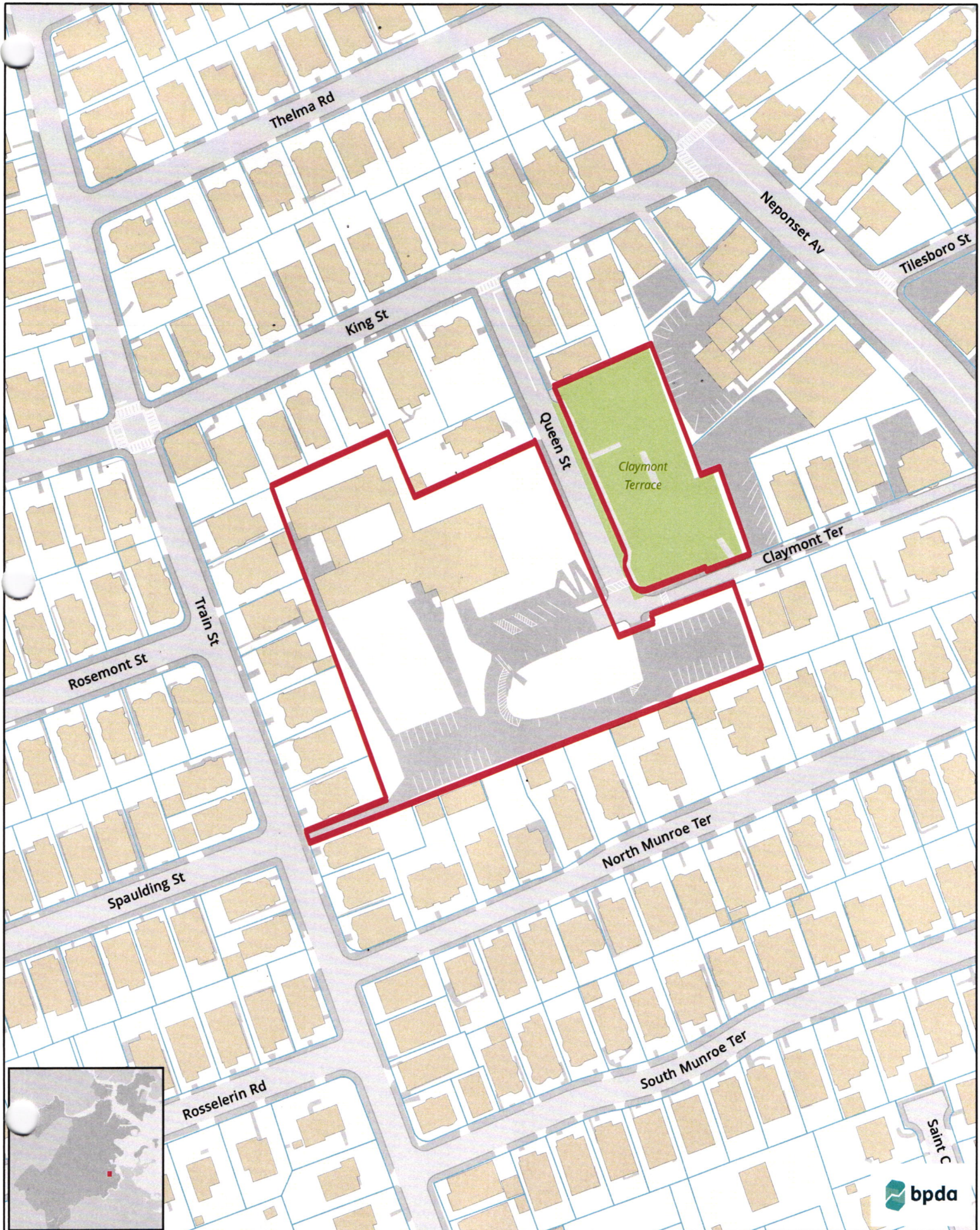
FURTHER

VOTED:

That the Director be, and hereby is, authorized to take any other action and to execute any other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Neighborhood House Charter School Queen Street Expansion

1:1,500



Neighborhood House Charter School Queen Street Expansion

1:1,500





CITY of BOSTON

Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA
From: Zachary Wassmouth, PWD
Date: March 11, 2019
Subject: Neighborhood House Charter School Queen Street Expansion SPRA – PWD Comments

Included here are Boston Public Works Department comments for the Neighborhood House Charter School Queen Street Expansion SPRA.

Site Plan:

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

Construction Within The Public ROW:

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

Sidewalks:

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

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

Driveway Curb Cuts:

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

Discontinuances:

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

Easements:

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

Landscaping:

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

**PUBLIC WORKS DEPARTMENT**

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

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

Project Coordination:

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

Green Infrastructure:

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

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

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

**Boston Water and
Sewer Commission**



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

March 7, 2019

Ms. Aisling Kerr, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Neighborhood House Charter School Expansion at 21 Queen Street
Small Project Review Application

Dear Ms. Kerr:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed expansion at Neighborhood House Charter School Expansion located at 21 Queen Street, Dorchester. This letter provides the Commission's comments on the SPRA.

The project site consists of approximately 2.3 acres. The site is bounded by Queen Street to the east and residential neighbors on the remaining three sides. Claymont Terrace ends at the 21 Queen Street property. Currently the location of the expansion appears to be on vacant space. The project proponent, Neighborhood House Charter School Foundation, Inc., proposes to build an expansion of approximately 21,000 square feet containing 12 additional classrooms, a middle school gymnasium, and support spaces. The project also includes reconfiguring the parking area to accommodate a minimum of 78 parking spaces and improve traffic flow on the property.

The Commission water distribution system has an 8-inch Southern High CI and cement lined pipe installed in 1951 in Queen Street and Claymont Terrace and a 6-inch Southern High DI hydrant service line installed in 2009 in the Claymont Terrace cul-de-sac.

For sanitary sewer and storm drain service, there is a 12-inch sanitary sewer and a 12-inch storm drain in Queen Street and a 12-inch sanitary sewer in Claymont Terrace.

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

The Commission has the following comments regarding the SPRA:



General

1. Prior to the initial phase of the site plan development, Neighborhood House Charter School Foundation, Inc. should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. If any demolition of any buildings is proposed or part of the restoration, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains/pipes, sewers and storm drains must be designed and constructed at Neighborhood House Charter School Foundation, Inc.'s expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
5. The design of the project should comply with the City of Boston's Complete Streets



Initiative, which requires incorporation of “green infrastructure” into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City’s website at <http://bostoncompletestreets.org/>

6. The water use and sewage generation estimates were not submitted with the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Neighborhood House Charter School Foundation, Inc. should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Neighborhood House Charter School Foundation, Inc. should also provide the methodology used to estimate water demand for the proposed project.
7. Neighborhood House Charter School Foundation, Inc. should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Neighborhood House Charter School Foundation, Inc. will be required to apply for a RGP to cover these discharges.
8. Neighborhood House Charter School Foundation, Inc. is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission’s water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is Neighborhood House Charter School Foundation, Inc.’s responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Neighborhood House Charter School Foundation, Inc. must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission’s water, sewer and storm drainage systems.

Water

1. Neighborhood House Charter School Foundation, Inc. must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with



the site plan. Estimates should be based on full-site build-out of the proposed project. Neighborhood House Charter School Foundation, Inc. should also provide the methodology used to estimate water demand for the proposed project.

2. Neighborhood House Charter School Foundation, Inc. should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Neighborhood House Charter School Foundation, Inc. should consider outdoor landscaping which requires minimal use of water to maintain. If Neighborhood House Charter School Foundation, Inc. plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Neighborhood House Charter School Foundation, Inc. is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Neighborhood House Charter School Foundation, Inc. should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Neighborhood House Charter School Foundation, Inc. should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Neighborhood House Charter School Foundation, Inc. will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.

Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.



2. The Commission encourages Neighborhood House Charter School Foundation, Inc. to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Neighborhood House Charter School Foundation, Inc. is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, Neighborhood House Charter School Foundation, Inc. will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. Neighborhood House Charter School Foundation, Inc. must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Neighborhood House Charter School Foundation, Inc. will be required to meet MassDEP Stormwater Management Standards.
6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
7. The Commission requests that Neighborhood House Charter School Foundation, Inc. install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Neighborhood House Charter School Foundation, Inc. should contact the Commission's Operations Division for information regarding the purchase of the castings.



Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: Neighborhood House Charter School Foundation, Inc.
Robert Baldwin, Qroe Preservation Development
K. Ronan, MWRA via e-mail
K. Pedersen, BPDA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

Comments to Neighborhood House Charter School's proposed expansion

Remorenko, Alexandra <[REDACTED]>
 To: "Aisling.Kerr@Boston.gov" <Aisling.Kerr@boston.gov>
 Cc: [REDACTED]>

Thu, Mar 7, 2019 at 10:11 AM

Dear Ms. Kerr,

My name is Alexandra Remorenko and I am the owner and resident of [REDACTED] Train Street, [REDACTED] Pope's Hill, Dorchester. When I moved from Washington, DC in the summer of 2013, I selected Pope's Hill as the place to make my home for the many positives Dorchester offers – diversity, neighborhood pride, affordability, amenities (public parks, access to transit, locally owned businesses), and, in the case of Pope's Hill specifically, the lack of crime due to it being a predominantly residential neighborhood. In my view, the fact that my home directly abuts the Neighborhood House Charter School (NHCS) is a plus, as it lends an additional layer of (perceived) personal safety, which, as a single woman, is incredibly important. With that said, I do have some significant concerns about the proposed expansion of NHCS and the impact the project could have on the quality of life for residents, especially abutters, in the neighborhood.

Unfortunately, I arrived late to last night's meeting to see the presentation but I was there for the question/comment and answer portion. Below are my thoughts and concerns.

To date, abutters have attended eight meetings about the proposed expansion with NHCS and their project representative; the first few meetings were unproductive, as the suggested expansion-ideas were wholly unsatisfactory. After voicing concerns, the School did revise and amend their proposal, which was much more acceptable, though raises the concern of setting a precedent for the neighborhood that is grossly outside the scale of other projects and may set standards that Popes Hill and the surrounding neighborhoods are unable to support, solely from an infrastructure, safety, and security view point.

Since late 2017, the abutters have been working in good faith with NHCS by participating in their meetings and providing feedback, ideas, and concerns to their proposed plans. But this good faith has not always been reciprocated, with changes made to their plans after our last abutters meeting and prior to submission to the BDPA. Another example is that in 2015, without any notice to the neighborhood, even as a courtesy, NHCS sought permission from the state to expand their K-8 grades from 400 to 524 (33% increase). They are now requesting that the neighborhood accommodate their population expansion by means of a building expansion, when the existing school has already been a nuisance (traffic, noise, parking, etc) to the neighborhood. And by proposing an expansion, further exceeding the zoning regulations, which were implemented to protect the residential character of our neighborhood.

The NHCS was granted Zoning relief in 2003 to allow its use of the existing building with specific limitations. This exception grant was predicated on a population of 400 students (this was stipulated in the decision but Zoning does NOT regulate the size of the population of the users just the floor area ratio, setbacks, height, parking and uses). The existing NHCS already exceeds the zoning regulations for allowable floor area ratio and height restriction, and the proposed expansion seeks special consideration to allow parking on part of its property, which is legally a separate lot. Additionally, a school use and/or an expansion of a school use is a "conditional use" in terms of the zoning regulation and any expansion of a "conditional use" requires a finding that the expansion will not be a nuisance to the neighborhood, which is an impossibility. I can only speak to the last five years of ownership and residency, but we all have experienced, to one degree or another, a repetitive daily nuisance to our residential quality of life. As abutters and residents, our objection is not to the quality of the education that the school provides; but the daily influx of 400+ (and proposed increase of up to 524) students that has an adverse impact on our residential enjoyment of life. Any expansion will be a further expedient to our quality of life and, therefore, a nuisance.

The NHCS pays no property taxes to the City of Boston, whereas residents have experienced property tax increases. Is it reasonable or fair for those of us who pay property taxes to have the resale value of our properties negatively impacted as a result of an increase in a non-residential daily population, parking, traffic, longer school operational hours, and the loss of views, quality of life and enjoyment, due to a non-residential and non-zoning conforming expansion of a facility that pays no taxes?

This is not a case of "not in my backyard." The NHCS opened in 2006 and the neighborhood has experienced the reality of living with it for more than 11 years. It appears to be a well-run school, with polite and generally well-behaved students (though, over the last five years, I have experienced students in my front yard, leaning on neighborhood cars, loitering in front of homes that do not face the school in anyway – treating their non-residential neighborhood with little

respect). These types of student activities, along with increased traffic, safety concerns, increased parking issues along King and Train, increased noise due to mechanical systems, etc. due to the school's existence in our neighborhood have been a nuisance on a repetitive daily basis and any expansion of the school can only make these nuisances worse. Prior to NHCS's occupancy on this site, the previous buildings were dormitory facilities that did not generate the problems associated with the daily arrival and departure of 400 students and the additional necessary faculty; residents did not freely roam the neighborhood. A 33% increase in the daily arrivals and departures in a residential area that was never intended to have such a huge transient population is unacceptable to our neighborhood. Additionally, significant and inappropriate zoning relief that would be out of character with the residential quality of the zoning district, as well as specifically detrimental to the immediate abutters, would be necessary and if granted would be appealed by the neighborhood collectively.

As the BPDA considers the proposal by NHCS, I ask that you also consider the quality of life for those of us who have chosen to live in this neighborhood and the impact that this proposed expansion will have on our quality of life 100% of the time (in comparison to the students' quality of life while enrolled at NHCS).

Thank you for your time.

Respectfully,
Alexsandra Remorenko
[REDACTED] Train Street, [REDACTED]
Cell: [REDACTED]

Alexsandra Remorenko, CRCP® | [Director, Compliance](#)

SVB Leerink | One [Federal Street](#), 37th Floor | Boston, MA 02110

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(no subject)

Asia Poles <[REDACTED]>

Wed, Mar 27, 2019 at 7:01 PM

To: aisling.kerr@boston.gov

Dear Aisling, I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project. Sincerely, Asia poles

[REDACTED] [glenrose road](#) [REDACTED] [dorchester ma 02124](#)



NHCS Proposed Expansion

Brad Watkins <[REDACTED]>
To: Aisling.kerr@boston.gov

Mon, Mar 11, 2019 at 10:00 PM

Hi Aisling,

Thanks for hosting the meeting last week and listening to concerned neighbors and abutters complaints and opposition to the proposed expansion.

This expansion would obviously affect everyone differently, but the main issue is the student population and the school wanting to increase that number beyond the 2003 variance decision of 400. The specific number of 400 was put in the variance decision for a reason, just like what we are dealing with now, overpopulation. It protects everyone. The scope and intent was 400. This increase would create many additional hazards and safety issues that the school is failing to address. Furthermore affecting the neighbors quality of life while creating additional nuisances. The school was never upfront and honest with neighbors about their intention to petition the Dept. of Education for additional 400 seats and expanding to a high school as well. Nor do I believe that additional seating they would be granted in any way should apply to the Queen St site, who's population was already maxed out at the time. But when the informal meeting went along and Kate mentioned high school kids using Queen St it really opened up a lot of eyes.

Where does this all end, build 12 more classrooms and possibly have 800 students on Queen St. NHCS again is not being upfront and honest with the neighbors. The neighborhood has already made major concessions when the school entered the neighborhood 13 years ago.

12 classrooms for 56 additional students, something does not add up. Nevermind the overall mass of building.

It would be nice to see the city get involved to help NHCS secure another site that would be appropriate to fulfill their expansion needs.

FAR allowed .50
FAR currently .67
FAR proposed .88

Thank Aisling

Brad Watkins
[REDACTED] Queen St

I have attached a copy of the petition opposing any further expansion

 petition.pdf
1603K

Proposed Expansion Of The Neighborhood House Charter School

Breton Kelly <[REDACTED]>

Thu, Mar 7, 2019 at 2:26 PM

To: "Aisling.Kerr@Boston.gov" <Aisling.Kerr@boston.gov>

Hi Aisling,

Hope all is well. I just wanted to follow up on last night's meeting at the Murphy school in regards to the proposed 21,000 sq ft expansion of the Neighborhood House Charter School. First off, thank you for your time and your patience, I can't imagine your night being too enjoyable after listening to 2.5 hours of people bitching and complaining. With that being said, I think the neighborhood made it pretty clear that they are not in favor of this project as it stands right now. With the exception of the planted Union Carpenter who was there to support the project, I think everybody else in the meeting was there to voice their opposition to it.

My wife and I live on North Munroe Terrace, and feel the effects of the morning and afternoon traffic woes. I could not imagine being a resident on Claymont Ter or Queen or King St, those poor people are basically held hostage in their own homes for 2 hours every day between the morning drop offs and the afternoon pick ups. The project is too big in size and scope for those streets, the neighborhood is already inundated with heavy traffic in the morning from the school buses and drop offs from the NHH Charter School, the Murphy and Pope John Paul Academy.

Unless there is some type of compromise, new gym but no new classes, or new classes and no gym, I don't see how this project works for the community. The school has already asked a lot of the neighborhood, and the neighborhood has sacrificed a lot of quality of life. Not to mention the fact that the school has already failed to live up to many of their pledges and promises of the past, they are now coming back to us again, asking for more, but giving nothing in return. Seems like a great deal for the school and just more headaches for the neighborhood. I sincerely hope that the Mayors Office, BPDA and other city agencies listen to their constituents and value their wishes and concerns in regards to this project.

Regards,
Breton Kelly

**145 Neponset Avenue
Condominium Trust**

145 Neponset Avenue
Dorchester, MA 02122

857•212•9648

Roger Moore
President, Trustee

Edie Colettie
Treasurer, Trustee

Isabelle Flanders
Secretary, Trustee

Aisling Kerr, Project Manager
Boston Planning & Developing Agency
Once City Hall Square
Boston, MA 02201

March 10, 2019

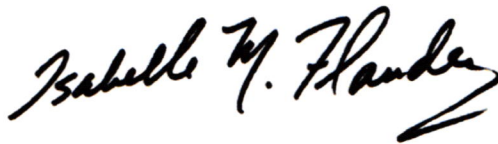
Dear Ms. Kerr,

re: BPDA/NHCS public hearing 5/6/2019

The attached pages outline the comments and suggestions of the 145 Neponset Avenue Condominium Trust. These are in regard to both the current traffic and damage problems associated with NHCS as well as how the proposed expansion will magnify the current problems and create new ones.

The document is also accompanied by copies of the photographs that were presented at the meeting. They are collected in the form of an bookmarked PDF.

Sincerely,

A handwritten signature in black ink, reading "Isabelle M. Flanders". The signature is written in a cursive, flowing style with a long, sweeping underline.

Isabelle M. Flanders
Secretary

The expansion of school and 31% increase in student population will have a significant negative impact on both abutters and city property

CONCERNS SPECIFIC TO 145 NEPONSET AVENUE (145), LOCATED DIRECTLY AT THE CORNER OF CLAYMONT TERRACE AND NEPONSET AVENUE.

TRAFFIC & SAFETY CONCERNS THAT CURRENTLY EXIST ON CLAYMONT AND HAVE YET TO BE ADDRESSED

- Traffic routed up the hill impinges on the abutter's right to freely enter and leave their property
- Private cars que up bumper to bumper in front of our driveways and will not move to allow us to even turn up the street
- We have to plan our day around the bus schedule, and a longer line of traffic will cause more problems
- All the drives on Claymont are blind drives.
- The 145 drive enters at 90°. At our own expense we placed a mirror on the closest telephone pole, but we can't see enough of the entrance to Claymont to determine if a vehicle is turning up
- Increased traffic will interfere emergency response vehicles, both for headed to the school and neighboring homes
- The Fire Department has not yet been contacted for input. 145 was told that step was not needed at this time. We disagree. Reaching out to the Fire Department now, during the hearing and proposal process could help inform the design of traffic flow
- Buses run over the sidewalk every day. The curb cuts installed for accessibility have been crushed to gravel twice
- The City has had to sink steel plates into the sidewalk
- That the City is aware of the bus and traffic problems is evidenced by their sinking those steel plates
- That the City is aware of of busses not being able to make that turn is evidenced in their multiple repairs to the curb cuts
- The increased traffic volume and weight will cause increased wear and tear on Claymont Terrace
- Any repairs will be done at taxpayer expense
- Buses repeatedly hit the corner of the 145 concrete retaining wall, damaging it. The damage is cumulative
- One serious accident has already occurred when a bus hit the wall. Fortunately no children were hurt
- Since the 145 retaining wall is remaining in place, further accidents can be expected
- Since hitting the wall is a regular occurrence, it would make sense to run smaller buses that can make that corner without so much danger involved

THE ADDITION OF 124 STUDENTS, 12 CLASSROOMS, AND A LARGE GYM WILL MAKE CURRENT PROBLEMS WORSE AND CREATE NEW ONES

- The proposed new traffic plan indicates that ALL CARS AND BUSES will be routed up Claymont Terrace
- The traffic study must be redone, as it did not take into account the increased car and bus traffic that would result from the building of a gymnasium.
- The traffic study must be redone, as it did not take into account the increased car and bus traffic that would result from extending the hours of the school's use of Claymont Terrace until at least 6:00 p.m., if not longer.
- As some classrooms have obstructed views and are were never meant to be classrooms, we are not opposed to having 6 more classrooms built, as stated in the original MOU.
- A small gymnasium, just large enough for a regulation middle school basketball court, typical locker rooms with 1/2 lockers, along with public rest rooms, with passages and stairways conforming to the current fire codes, would be acceptable. This especially for the little ones in the winter.
- A large number of expanding bleachers is not desirable, as they increase the footprint of the gym to accommodate the space they need when pulled out. Four rows, each side, should suffice
- After school foot traffic will become a danger, especially during the winter. The sidewalks are narrow, and many students will be coming from other facilities on foot from the T.

WATER DAMAGE DURING THE CONSTRUCTION

Whatever the final building turns out to be, great care must be taken during the construction period to control water flow and prevent flooding. We understand that runoff will ultimately be handled in concert with Boston Water & Sewer. However, until the water control system is completely installed, 145 may sustain damage.

- Leveling, digging, and soil removal done without mitigation will make it worse during the construction phase.
- Water now backs up behind our retaining wall, making parts of our lawn spongy
- Had to landscape with moisture absorbing and water tolerant plants
- The first round of expansion of the school significantly increased water flow down the Claymont Terrace side of the hill.

MAY SEEM LUDICROUS, BUT NEED TO BE NOTED – THE DEVIL'S IN THE DETAILS

- Neponset Ave is designated one of the city's evacuation routes
- The runoff down Claymont fans out when it hits Neponset, much of it goes down a street drain labelled "No Dumping - Drains to Harbor." The winter runoff is salt-saturated, pushing sand and carrying the daily detritus of school life.

Photographs Presented at NHCS/PBDA Public Hearing
6:30 pm, March 6, 2019

Isabelle Flanders
iflanders@pantsondesign.com

























Aisling Kerr <aisling.kerr@boston.gov>

NHCS on Popes Hill Dorchester

[REDACTED] <[REDACTED]>
To: Aisling.Kerr@boston.gov

Mon, Mar 11, 2019 at 7:14 AM

Please do not ruin our neighborhood with the proposed expansion plans at the NHCS.

We as a neighborhood do not want it. We live here and many of us have been here for many years making this our home. Please DO NOT disrupt that. Keep Popes Hill at it is.

Sincerely
Dan Howe
[REDACTED] Train Street (school abutter)



NHCS Queen Street / Popes Hill / Dorchester

[REDACTED] >
To: Aisling.Kerr@boston.gov

Cc: howedan@aol.com

Fri, Mar 8, 2019 at 6:58 AM

Aisling,

I am an abutter to the NHCS on Popes Hill in Dorchester. I am against the plans the school has to expand. I've been living it this neighborhood for over 20 years and it is a great place to be in Dorchester. Expanding this school is only going to create a nuisance. The school should look for other locations to move into or grow. They are maxed out right now with the population they have. There is not enough space to do what they want to do without having a major/huge impact on the Neighborhood. Alternative locations need to be examined. Popes Hill is not the place for this. 99.9% of the Neighbors here are opposed and do not want to see the expansion. It is only going to disrupt the neighborhood and be nothing but a NUISANCE.

I live right behind the school on [REDACTED] [Train Street](#). I oppose these plans. Don't let them destroy this Neighborhood. I appreciate your understanding. Thank You.



Aisling Kerr <aisling.kerr@boston.gov>

Support for Neighborhood House Charter School expansion project.

Diem N Pham [REDACTED]

Thu, Mar 28, 2019 at 10:03 AM

To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Dear Aisling,

My name is Diem Pham, and I'm a resident of the Pope's Hill neighborhood and a parent of an NHCS student. I'm writing this email to support the Queen Street expansion project for the Neighborhood House Charter School. I believe that this project will be good for the neighborhood, and will make NHCS be more stronger, steady and better. Please help the school, students and all of us be happy to see this project happen.

Sincerely,

Diem N Pham.

[REDACTED] Parkman Street

Dorchester, MA 02122.

Train Street on School Days

Eric Conover [REDACTED]
To: Aisling.Kerr@boston.gov

Mon, Mar 11, 2019 at 6:19 PM

Dear Aisling,

I wanted to throw in my 2 cents regarding the twice-daily traffic jam that happens in front of my house every school day.

I live on the first floor of [REDACTED] [Train St, Dorchester, MA 02122](#), and I have been self-employed for many years here. My work area is just inside the bow windows at the front of my flat facing the street.

If I should have such bad timing as to leave or return during these times, I generally have to wait for the picker-uppers or dropper-offers to finish and leave. It's not that big a deal sometimes, and at other times it is a large PITA. These other times have a cumulative effect.

I went on the school's website and read the school bylaws (unlike most of the parents of students, I'm guessing) and it turns out that Train Street picking up and dropping off is forbidden in that document. It doesn't stop anyone, though, and I've even seen teachers parking out here all day.

Here's the kicker, though: In all my years of witnessing this, I have never seen or heard a single school employee enforcing the school's own rules. They weren't trying at all, and the number of drop offs / pick ups has remained consistent.

Mostly the kids are good, and there's usually not too much screaming and yelling, but the school was clearly aware of their promises to the neighborhood when they set the rules and didn't see fit to actually follow through with making them actually happen.

If you ask me whether the school is likely to make good on promises surrounding *future* conduct in the neighborhood, I'd bet big against it.

BTW, the noisiest times are the kids going to the park for gym class and coming back, and I agree the kids need a gym. However, I should leave it at that and not increase the enrollment.

That's my 2 cents. Thanks for listening. Call if you have questions.



Eric Conover
Consultant, All 3 Web
617-446-3505
Eric@All3Web.com
101 Train Street, Suite 1, Boston, MA 02122-->

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Be smart: Give your business a raise!

Comment for PBDA Article 80E Small Project Review for proposed NHCS 21,000 sf expansion 621 Queen Street, Dorchester, MA

Henry Wessmann <[REDACTED]>
 Reply-To: Henry Wessmann <[REDACTED]>
 To: "Aisling.Kerr@Boston.gov" <Aisling.Kerr@boston.gov>

Fri, Mar 8, 2019 at 7:02 PM

Dear Ms Kerr:

My name is Henry Wessmann and my wife and I purchased our house at [REDACTED] Train Street, Dorchester in November of 1979. We have lived here since then and have raised our two daughters here. We are proud to be part of this neighborhood. My entire family is united in our opposition to this proposed expansion due to the **increased nuisance** and substantial negative impacts that it will have on the residential quality of our life here.

I have already submitted a comment regarding the proposed expansion of the Neighborhood House Charter School where I registered my opposition to the proposal, which remains, and my written comments included with that posting mainly addressed the site plan which was included with the school's submission to BPDA that had never been shown to the abutters/neighbors and was unacceptable. I am now submitting this supplemental comment to address the more salient points of my objection which were also voiced at the BPDA Small Project Review public hearing for this proposal of March 6, 2019 at the Leahy Holloran school. The neighborhood opposition to this proposal is universal within the neighborhood and it is mainly due to the **nuisance** that the school has created by the increase in traffic and parking from the daily arrival and departure of 400 students, staff, and related services from its inception in 2006. The school now wants to expand the building to accommodate an increase of their student population to 524 for K-8 by 124 students which is a 31% increase and will necessarily create a **greater nuisance** to the neighborhood mainly as a result of the additional traffic and parking. The existing daily coming and going of 400 students and staff is already a **nuisance** to our residential neighborhood and there is no reasonable doubt that a 31% increase of the population will be a greater nuisance and therefore more unacceptable to the neighborhood.

In 2003, after considerable negotiations, a Memo of Understanding (MOU) was agreed to by the school that specifically defined by means of architectural drawings and additional written requirements the conditions that were acceptable for the school's entry to the neighborhood and the MOU was incorporated by reference into Boston's Zoning Board of Appeal (ZBA) decision BZC-23852 (attached).

In retrospect, The ZBA "findings" as noted in the granted variance on page 5 significantly erred in the following ways:

Page 5- BZC-23852

(b) The ZBA concluded that the proposed educational use "will not adversely affect the neighborhood" since ... "An educational use has been operating at the Property for many years without ill effect". The board's finding failed to consider that the "educational" use of many years was of a dormitory nature and thus the traffic and parking resulting from the non-dormitory nature of the present educational use would have been a daily and significant nuisance to the neighborhood.

(c) The ZBA concluded that "there will be no serious hazard to vehicles or pedestrians from the extension of the use" as may be concluded from the "Appellant's traffic study shows King and Queen Street are appropriate to accommodate traffic from faculty members and any students who may be driven to school in the morning or picked up in the afternoon". The appellant's traffic study failed to include the dropping off and picking up of students at the alleyway from the school to Train Street and the entire neighborhood's experience for the past 13 years is evidence that the board's finding were based on erroneous conclusions promulgated by the proponent's paid consultants.

(d) The ZBA concluded that "No nuisance will be created by the extension of the use. The existing school has operated for many years without adverse impact on the neighborhood". The board's finding failed to consider that the "educational" use of many years was of a dormitory nature and thus the traffic and parking resulting from the non-dormitory nature of the present educational use would have been a daily and significant nuisance to the neighborhood.

Among other things, the ZBA's variance allowed the school to alter the building to add classrooms and to construct a **small size gym** (note Page 6 (b) "Given the layout of the existing structure and the constraints of the parcel, the proposed enlargement is the minimum needed to accommodate an **appropriately** sized gym, assembly area and performance area" for a school whose student population as noted in the variance that was granted was 400. When the school finished the construction in 2006 that was allowed by the variance of 2003 it did not include six classrooms nor the small size gym.

The school opened in 2006 with a student population of 400 and continued along until 2015 when the school, unbeknownst to any neighbors, sought permission to increase the K-8 population to 524. Since day one of the school's opening in 2006 all of us abutters and neighbors have experienced the enormity of the daily nuisance in parking and traffic that result from the daily comings and goings of 400 students and staff in our residential neighborhood that had never previously existed and whose streets were never intended for the associated volume of vehicles. The daily traffic **nuisance** to the immediate neighborhood from NHCS has also significantly contributed to the broader traffic regular congestion resulting from the Leahy Holloran and Pope John Paul schools. Related dangers

resulting from all this congestion includes vehicles cars that speed through side streets such as Train Street to avoid the impassable delays that occur on King Street, Neponset Ave, and Popes Hill Terrace. NHCS student parents quickly learned that the alleyway from the school to Train Street can be used as a morning drop off and afternoon pick up spot. This access point was never addressed in the school's coming to the Queen Street site and was finally closed on a trial basis on March 5, 2019 by the school. It is noteworthy that a NHCS student was hit by a vehicle at this uncontrolled access point to the school on September 24, 2019. In short, the neighborhood has become subjected and is presently subjected to a major daily nuisance from the arrival and departure of so many students on roads and in a residential neighborhood that had always been residential in nature and this adversely affects the neighborhood.

In 2016 the Department of Education granted NHCS a K-8 student population increase to 524 in 2016 and it has been necessary for NHCS to relocate their 8th grade students to their newly created high school facility at Saint Marks in Dorchester since their gradual expansion of K-8 could not be accommodated in their existing facility at Queen Street. They now seek to add 12 classrooms and a full sized junior high school gym (suitable for interscholastic games) for their Queen Street campus to accommodate their expansion goals. Their present proposal includes 6 more classrooms and a significantly larger gym than what was originally agreed to and allowed by the zoning variance of 2003 and they want to bring back the 8th grade to their Queen Street campus. The student population would thereby be increased from 400 to 524 and this would necessarily make the neighborhood existing traffic and parking **nuisance** a **bigger nuisance**. The proposed full size junior high school gym and its interscholastic activities will also further increase the **nuisance** from this transient educational use by bringing more students as well as their parents and friends at hours beyond the school's normal hours of operation and there has been no studies of this issue by the school's paid traffic consultants.

My objections to the NHCS's expansion is not related to the operation of the school. The school appears to generally be a well run organization and the neighborhood as well as myself support their educational goals. The issue is the existing **nuisance** that the school has been to the neighborhood mainly resulting from traffic and parking and that an expansion of the size of the building to accommodate an increase in the student population as well as bring other students to the site for gym usage can only be a further **nuisance** to the neighborhood, abutters, and greater area and affect the neighborhood in yet a more adverse way and therefore should not be allowed. It is not reasonable to expect a neighborhood to welcome or accept an adverse impact on the residential quality of life when there are alternatives such as the relocation of the 8th grade to the high school facility which NHCS has already employed. Perhaps, more to the point, there is no basis for this expansion in Mass General Laws Title VII, Section 40A, Section 10: Variances, and, furthermore that in order to grant a variance the Boston ZBA under Section 6-3 regarding the expansion of a "conditional" use would have to have a finding that all of the following conditions were met: (a) the specific site is an appropriate location for such use, (b) the use will not adversely affect the neighborhood; (c) there will be no serious hazard to vehicles or pedestrians from the use; (d) no nuisance will be created by the use. The findings by the ZBA in the granting of the variance of 2003 as to the acceptability of conditions (b), (c), and (d) have already been addressed in the fourth paragraph of this document as being flawed and I don't believe that there would be anyone in the neighborhood that would support the proposed expansion as meeting the reference required findings for a "conditional" use expansion based on the past 13 years of experience with the school in the neighborhood.

Despite my perception that the majority of the neighborhood is opposed to this proposed expansion and perhaps any expansion, and, my belief that the ZBA erred in its legally necessary findings necessary for the granting of the variance in 2003, there may be a compromise solution for a limited expansion of the school that was strictly limited to the square foot areas and some of the other provisions of the 2003 Memo of Understanding. The MOU was an agreement by NHCS with the neighborhood for what it honestly needed to build based on a K-8 student population of 400. But the proposal before the BPDA for review under Article 80E and for which this document is written is not that, and, this proposed expansion is all predicated on an unacceptable expansion of the student population as well as related activities that can only exacerbate a significant and major existing **nuisance** that negatively impacts the residential quality of our neighborhood and therefore I am opposed.

Thank you for patience and efforts in reaching a recommendation to submit to the Director of the BPDA and I pray that you will recommend a denial of support for this proposed expansion.

Most sincerely yours,

Henry Wessmann



Aisling Kerr <aisling.kerr@boston.gov>

Katherine 's Mom

jade Nguyen <[REDACTED]>
To: aisling.kerr@boston.gov

Wed, Mar 27, 2019 at 8:56 PM

Dear Aisling, I'm writing to you in support for the Queen Street expansion project for Neighborhood House Charter School. We really need to bring our 3th graders back to join the lower school and middle school campus. We also really need a gym so our kids can get exercise year-round without having to do gym in our hallways. Please help us make this project happen! Sincerely, Giao Nguyen.

[REDACTED] Adams st , [REDACTED] Boston, Ma 02122.

Sent from my iPhone



NHCS expansion

Jay Richards <[REDACTED]>
To: aisling.kerr@boston.gov

Fri, Mar 29, 2019 at 12:54 PM

Dear Aisling,

As a resident of Popes Hill I am writing to you in support of the expansion project for Neighborhood House Charter School. As a parent of three NHCS students I can tell you that this project would be a very welcoming addition to our neighborhood . Creating a much needed gym and bringing the 8h grade back to Queen st would make a positive impact on the future of my children and the students of NHCS !

Sincerely,

Jay & Karen Richards

[REDACTED] Ashmont Street
Dorchester Ma 02122

Support of NHCS' building application

Jeimy Sosa <[REDACTED]>

Thu, Mar 28, 2019 at 2:59 PM

To: aisling.kerr@boston.gov

Dear Aisling, I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project. Sincerely,

Jeimy Sosa [REDACTED]



Aisling Kerr <aisling.kerr@boston.gov>

(no subject)

Jen Ryan [REDACTED]
To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Fri, Mar 29, 2019 at 11:16 AM

Dear Aisling,

I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project.

Sincerely,

Jennifer Ryan

[REDACTED] St. Marks Rd.
Dorchester, MA 02124

Opposition to the proposed expansion of Neighborhood House Charter School

Jessica Babine <[REDACTED]>
To: Aisling.Kerr@boston.gov

Mon, Mar 11, 2019 at 4:24 PM

Good Afternoon Ms. Kerr,

I write to support my neighbors in opposition of the proposed expansion of the Neighborhood House Charter School ("NHCS"), as it will create a greater nuisance than exists already, and one that would further negatively affect the neighborhood. I am an indirect abutter owning and residing at [REDACTED] N Munroe Terrace for over four (4) years.

On Wednesday, March 6, 2019, I attended the meeting where the proposed expansion of the NHCS was addressed. Prior to that time, I have informally discussed the same with fellow neighbors at the Pope Hill Neighborhood Association ("PHNA") meetings. During that time, my neighbors have strongly opposed the expansion of NHCS given that the school already causes a nuisance and negatively impacts the neighborhood and the quality of life therein. Currently, and without consideration to the proposed expansion, NHCS has caused excessive traffic in the area, and damage to homes that surround the school, without NHCS addressing the same.

The area around NHCS is a thickly settled area, which is mainly comprised of one way streets. I have seen and heard my neighbors struggle with traffic issues, which are already severe without the proposed expansion. I myself have witnessed cars speeding down N Munroe during school hours (without regard for the children and adults that live on the street) during these times and have had to deal with the virtually impossible traffic on Neponset Avenue during the same time period, as that Neponset Avenue supports all three of the local schools in the area.

I also understand that the increase of the gym to a full sized junior high school gym would make it suitable for interscholastic games, which would allow for use of the gym during all hours (i.e. not just school hours), which would increase traffic and parking issues to all times of day, on all seven (7) days of the week. In an area already suffering from traffic and parking issues, this would, once again, exacerbate an already existing issue, creating a greater nuisance. It is clear that the traffic is already creating a danger (which is not surprising given that cars are forced to drive up on the sidewalk - below), and this would only increase the danger to the neighbors as well as the students.

At the meeting on Wednesday, March 6, 2019, pictures taken by a neighbor obviously show that vehicles must drive up onto the sidewalk in order to pass each other during the drop-off time (and I assume pick-up time as well, but pictures were of drop-off). Clearly the size of the road is not adequate to handle the traffic that is already taking place in the area. Additionally, at the meeting it was quite clear that NHCS doesn't have a plan to address the traffic as it presently exists, nor does it have a plan to address the traffic after the proposed expansion. Given the lack of a plan, it is doubtful that an approval of the expansion project will do anything but exacerbate and already underlying issue. The proposal increases the student population by 31%, which is no small increase.

During the March 6, meeting my neighbors expressed the damage that has been done to their private property as a result of the school's actions. Damage to a retaining wall was discussed. The school did not state that any resolution of this issue was being attempted. Thereafter, I learned that the school damaged a driveway and parking lot to at least one neighbor, that this damage occurred over four (4) years ago, and the school has taken no steps in those four (4) years to address the situation. The school has only begun discussions to repair the lot, but ONLY if and when the construction on the expansion begins. This shows a lack of respect for the neighbors surrounding the school. NHCS is basically trying to hold this neighbor hostage - in order to fix problem(s) they caused years ago, the neighbor must agree to the proposed expansion.

Additionally, the plans that were submitted online prior to the March 6 meeting, were different than those reviewed at the meeting (which was acknowledged by NHCS at the beginning of the meeting). This prevented the neighborhood from having a truly meaningful review of the plans in advance, and instead causing everyone to have to fly by the seat of their pants. Regardless, the "updated" plans, still did not address any of the concerns as already presented by the neighborhood, and in fact, I am informed, the new plans worsened many of the issues with the proposed expansion.

I also understand that NHCS has broken many of the promises it made to the neighborhood during negotiations in 2003. That NHCS, without discussion with the neighborhood, sought permission to increase its population after it opened. That NHCS has not addressed the outstanding issues or come to the neighborhood until it wanted something. Further, there is no legal way to enforce any alleged promises made by NHCS to the neighborhood (in the past or present), which given the history of NHCS's relationship with the neighborhood, is troubling.

I understand that the opposition to the proposed expansion is universal (I have not personally heard one neighbor come out in support of the proposed expansion). I stand with my neighbors and support them in opposition to the proposed expansion. It would create a further nuisance in the neighborhood.

I respectfully request that you recommend a denial of support for this proposed expansion.

Thank you.

Jessica Babine



Aisling Kerr <aisling.kerr@boston.gov>

Support Neighborhood house charter school

jessegrl [REDACTED] >
To: aisling.kerr@boston.gov

Wed, Mar 27, 2019 at 7:05 PM

Dear Aisling,

I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project.

Sincerely, Jessica Burke

[REDACTED] Florida st
Dorchester ma

Sent from my Verizon, Samsung Galaxy smartphone

Joseph Hallissey
[REDACTED] Claymont Terrace
Dorchester, MA 02122
[REDACTED]

3/11/2019

Dear Ms. Kerr

Thank you for the opportunity to express our concerns about the Neighborhood House Charter School (NHCS) expansion project. I am writing on behalf of myself and the McCarthy family who have owned the property at 11 and 15 Claymont Terrace for nearly the past fifty years. While we understand the desire for the NHCS to expand and provide adequate space for the children who attend NHCS, we feel this expansion will be a detriment to the "neighborhood".

I have worked in public safety as a firefighter and as a registered nurse specializing in trauma surgery for the past twenty years. I have been witness to many tragic events in these careers. As a result, I have an awareness that many times tragedies are not just accidents but that measures are not put into place to prevent such events. I believe by allowing for expansion you will compromise the safety of the children of the school as well as the residents and children of the neighborhood.

I would invite those with the power to decide on the expansion of the NHCS to watch a morning or afternoon of school traffic on Claymont Terrace. The areas of major safety concerns are:

- Buses that must drive onto the sidewalk to negotiate the tight turn from Neponset Ave to Claymont Terrace
- School Crossing Guards that are risking their lives to direct traffic
- Telephone poles obstructing sidewalks making them impassible to foot traffic
- Close proximity of houses to the street
- Speeding motor vehicles up Claymont Terrace
- Dead-locked traffic preventing emergency response vehicles
- Lack or ability for a bicycle lane or traffic

I am a father of a six-year-old child and help with the care of a physically impaired elderly resident. By allowing for the NHCS to expand you will be adding congestion to an already congested area in which a school was not meant or designed. Please consider the safety of the residents of the neighborhood as well as the children of NHCS who are at risk.

Sincerely,

Joseph Hallissey



Aisling Kerr <aisling.kerr@boston.gov>

NHCS

John Ryan <[REDACTED]>
To: aisling.kerr@boston.gov

Mon, Apr 1, 2019 at 12:38 PM

Dear Aisling, I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project.

Sincerely,
Sean Ryan
[REDACTED] St Mark's Rd
Boston 02124.



Neighborhood House Charter School Application for Article 80 Small Project Review

Schilling, Juliann [REDACTED] >
To: "Aisling.Kerr@Boston.gov" <Aisling.Kerr@boston.gov>
Cc: [REDACTED] >

Mon, Mar 11, 2019 at 2:46 PM

I am writing in opposition to the proposed expansion of the Neighborhood House Charter School and the requested variances. I have resided at [REDACTED] Neponset Avenue for over 30 years, and am a direct abutter of the school. The parking lot of our townhouse complex abuts the school's playground and the three fences and retaining wall built by the school.

The proposed expansion of 2100 square feet for a gymnasium, 12 additional classrooms and 124 additional students is simply too large for the small residential neighborhood.

There are major safety concerns. Buses have difficulty turning onto Claymont and onto King Street. Some parents and bus drivers drop children off in the street. This presents a major safety issue for the school children as well as other pedestrians and drivers. Young students playing on the playground often lose balls and other toys over the three types of wall that separate the playground from 135 and 129 Neponset. On a fairly regular basis, young children climb the fence and walk along the narrow wall and then jump into our parking lot or the one at 135 Neponset to retrieve the items. This presents a huge safety concern to the property owners in our complex.

The proposed expansion will bring an increase in the already burdensome traffic. The congestion will be worsened by the additional student capacity and additional drop-offs and pick-ups. There will also be an increase in people parking in the limited amount of parking currently available to neighbors. As it is now, it is often difficult for people to leave our property to get to work in the morning. The traffic that may be alleviated on Train Street due to the closure of the pedestrian gate will now be borne by residents of Claymont Street and Neponset Avenue. As it is, Neponset Avenue is like a parking lot between approximately 8:00 and 8:45 a.m. I and many neighbors are deeply concerned about the difficulty the Fire Department, ambulances and other emergency vehicles could experience in accessing the streets surrounding the school (Claymont, Train, Queen, King and Neponset).

The proposed expansion will increase the continuing nuisance the school presents, and will have a significant negative impact on abutters and other neighbors. The potential use of the gymnasium for practices and games will result in increased traffic and noise that will be borne by the abutters. The Floor Area Ratio as set by the original Memorandum of Understanding was .5. The FAR of the existing structures is .67, and the proposed expansion would result in .88 FAR. This is unacceptable.

The abutters and neighbors have no assurances the school will not seek to expand further in the future. NHCS has a long history of non-transparency, backing out of prior agreements, and general neglect of the neighbors' concerns. For all of the above reasons, I ask that you not grant the variances sought by NHCS. Thank you for your attention.

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(no subject)

karen richards [REDACTED]

To: aisling.kerr@boston.gov

Thu, Mar 28, 2019 at 9:12 AM

Dear Aisling, I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of an NHCS student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project. Sincerely, The Richards family Ashmont st Dorchester



Neighborhood Charter House School expansion

Kevin Lalli <[REDACTED]>
To: Aisling.Kerr@boston.gov

Sun, Mar 3, 2019 at 10:49 AM

Ms. Kerr,

I live at [REDACTED] Train Street [REDACTED], and purchased it in 2009. I am writing in regard to the proposed expansion of the Neighborhood Charter House School, to which I am an abutter. I am unfortunately unable to attend the meeting scheduled this week with the BPDA but wanted to share my thoughts and was told you were our contact at the BPDA.

I think the NCHS has done its best and as much as it could have to ensure our neighborhood that the expansion would not increase issues we already have with the school. They've really tried to design a plan that would improve traffic flow in and around the school and place the expansion on a part of their property that would distance it as best possible from the abutters.

However, the fact remains that they they want to add over 200 students to a school placed in a congested neighborhood. Even when they were originally approved to expand several years ago (but didn't have the funds), they were only approved to add 6 classrooms and a small gym. Now they want to add 12 classrooms and a very large gym, along with a larger number of students. I understand what their goal is for their students (I work at a school myself), but that doesn't mean the existing site of NCHS can meet this vision.

During the week, traffic and congestion is very bad, and our roads/infrastructure are not going to be improved in order to accommodate this expansion. While the parking lot of the school and its traffic flow patterns may change, that is not enough for such an increase in student body. Again, this is not a small school and its not built on a lot that allows for some cushion between it and its neighbors.

My sincere hope is that the BPDA closely examines what this neighborhood truly can handle in terms of the size of a school within it. If this isn't done correctly and within reason, the neighborhood will suffer. Pope's Hill has improved a lot since I moved here, with more owner occupancy leading to more pride in the area. Owners care about what's going on here, their daily quality of life, and of course the value of their homes.

As of now, I do not favor an expansion the size the NCHS as proposed since it has shown little ability to handle the school as is when it comes to its impact on the neighborhood.

Sincerely,
Kevin Lalli

[REDACTED] Train Street [REDACTED]



NHCS project

Kristin Driscoll <[REDACTED]>
To: aisling.kerr@boston.gov

Thu, Mar 28, 2019 at 9:05 PM

Dear Aisling,

I'm writing to you in support for the Queen Street expansion project for Neighborhood House Charter School. My son is a first grader there and we will have a k1 student as well next year. NHCS has been a great school for our family- it's walkable from our home and makes it possible for my husband to walk our son to school most days.

I would love to see the school on Queen St as a true K1-8 campus and the students really need a gym so our kids can get exercise year-round without having to do gym in our hallways. Please help us make this project happen!

Thanks,
Kristin

Kristin Moul Driscoll

[REDACTED] [Auriga St, Dorchester](#)

C: [REDACTED]

E: [REDACTED]



Neighborhood House Charter School

Walsh, Kristin (BIDMC - Emergency Medicine) [REDACTED]
To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Sun, Mar 31, 2019 at 1:56 AM

Dear Aisling,

I'm writing to support the Queen Street expansion project for Neighborhood House Charter School. As a parent of two NHCS students and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for the neighborhood. It is extremely hard to get a spot in the BPS system in this neighborhood and the NHCS gives kids in this neighborhood a great opportunity to go to a school with in walking distance to there house. NHCS has been a strong, steady and positive force in the neighborhood and I am excited to see it expand in this way. Please approve the project.

Best Regards,

Kristin Walsh

[REDACTED] Rosemont St.

Dorchester, MA

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21 Queen St Campus for NHCS

Lynne Guerard <[REDACTED]>
To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Thu, Mar 28, 2019 at 12:40 PM

Dear Aisling,

I recently learned that Neighborhood House Charter School is working to expand its campus at 21 Queen Street to include 12 classrooms and a gym. As a parent of an NHCS high school student and a resident of the Pope's Hill neighborhood, I can tell you that this project will be good for everyone, the neighborhood included. The 8th graders really need to go back to join the lower school and middle school campus. It will create better classrooms for the kids, create gym space for the kids to be active and for our school community to gather.

This is a project that is good for our kids, our families, and our city.

Best,

Lynne and Paul Guerard

[REDACTED] Humes Rd
Dorchester, MA
02122
[REDACTED]

Lynne Guerard

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NHCS expansion

Chris_Andrea MacIsaac <[REDACTED]>
To: aisling.kerr@boston.gov

Wed, Mar 27, 2019 at 7:17 PM

Dear Ms. Kerr,

We are reaching out in support of the NHCS expansion in Dorchester. Our daughters got seats in NHCS in kindergarten and we have been very happy there. We live on the corner of Train St. and Westglow St. in Dorchester, walking distance to the school. It has been a boon for our family since they did not get seats in our neighborhood BPS schools. The community is very welcoming and wants to work with our neighbors. They have recently closed off the Train St. access to the school after complaints from abutters. It has made our lives more difficult as a family who likes to walk to and from school when the weather allows. Our hope is that more classrooms would allow more children from the neighborhood to gain admittance to the school.

Thank you very much for reading and we hope you support the NHCS expansion.

Andrea & Chris MacIsaac

[REDACTED] Train St.
Dorchester, MA 02122



NHCS

Michael Lally [REDACTED]
To: Aisling.Kerr@boston.gov

Fri, Mar 1, 2019 at 3:06 PM

This project is in violation of zoning laws. It will also be a major impact on safety EMS fire can not properly respond.

The Neighborhood Charter School proposed 21,000 Sq. Ft. Expansion

robert cusick [REDACTED] >
To: Aisling.Kerr@boston.gov

Mon, Mar 11, 2019 at 4:20 PM

Dear Ms Kerr

Thanks for listening to our complaints about traffic, noise and other concerns that are getting worse as the school attempts to move forward with its expansion plans. I at this time oppose the project and commend City Councilor at Large Althea Garrison for attending the BPDA Meeting on 3/6/19 and listening to our complaints regarding the School and having the good conscience to oppose the expansion proposal.

Since I have been an abutter to the School since its inception I would like to speak to the history that brought us to this point. On June 24th 2003 the Neighborhood Charter School seeking a new location at 21 Queen St in the Pope's Hill Neighborhood of Dorchester entered into a compact with surrounding neighbors. This compact now known as the 2003 "Memorandum of Understanding (MOU)" gave the School the right to move to the 21 Queen St address under certain conditions with those conditions being 1) to build a small gym and 2) construct 18 additional classrooms. Construction began in 2006 but was not completed because of budget constraints. No gym was ever built and only 12 of the 18 proposed class rooms were ever completed. They also cut down all trees on the east abutters property line and because all trees were removed by the root the School without consulting the east side abutters built a retaining wall to the extent of 9 Ft in height from Claymont Terrace to just before King St. to prevent mudslides and flooding to east abutters below the School. Being good neighbors at 129 Neponset Ave our trustees allowed the construction crew's heavy equipment on to our property to complete the wall.. The wall was built but our parking lot was damaged by the weight of the heavy equipment. After repeated requests to repair the damage to the parking lot no action was ever taken by the School. A good neighbor policy would be to have fixed it sending the message to us that the School didn't care about surrounding abutters as far as I can remember this wall was not included in the MOU in 2003.

I believe as an abutter at the time that the neighborhood felt that the MOU was a binding agreement between the School and the Neighborhood giving the School limited rights to expand but also bound the School to no further expansion.

However, the good will and trust that developed between the community and the School was further broken when the School approached the Dept. of Education without consulting surrounding neighbors and got approval to expand the the student population from 400 to 524 thus presenting the Neighborhood a fait accompli when they began to roll out there expansion plans at Neighborhood meetings. This going forward to DOE clouded all subsequent meetings with abutters and other concerned neighbors who were having concerns about the unacceptable levels of traffic in the neighborhood. The streets leading leading up to the school are too narrow to accommodate the large volume of traffic that drops off and picks up during the school week. This also creates access issues for fire, police and ambulance affecting the neighborhood and school safety. **Health** No amount of traffic studies can address the volume of cars, buses and trucks that clog our streets at ever increasing levels. But expanding the population of the school is not the answer. You could once park on Neponset Ave with no problem but not any more.

The School already has problems with children running unsupervised into our parking lots on the east side shagging balls thrown over the fence from their adjacent playground but when it's brought to the attention the School it still continues creating a liability for children, the School and our property owners. Problems with rocks and trash being thrown onto our property. Incidents of windshields being broken over the years have been endured but by adding to that a 31 per cent population increase will only serve to exacerbate the problems and create a greater nuisance

Thus all I can say is no. The quality of life here is diminishing as more cars more development and population contribute to clogging our streets. But adding more students to a school that is already overburdening our streets contributing to threats of health and safety and increasing nuisance is not the answer.

Thanks Aisling and all concerned for reading this.

Bob Cusick

Sent from my iPhone

Response to NHCS Expansion: Pope's Hill Neighborhood Association Opposition

Robert Genduso <[REDACTED]>

Mon, Mar 11, 2019 at 4:54 PM

To: Aisling.Kerr@boston.gov, Patrick Fandel <patrick.fandel@boston.gov>

Cc: John Schneiderman <[REDACTED]>, Pat Costello <[REDACTED]>, Janice Schneiderman <[REDACTED]>

Dear Aisling,
Happy Monday!

I am writing to voice the Pope's Hills Neighborhood Association (PHNA) position on the expansion of the NHCS. Without repeating everything you heard last Wednesday and what you received by email since, the PHNA stands with the Abutters and strongly opposes the expansion proposal. Before I provide a summary of the issues, it is very important to note that the NHCS plan at its inception some 16+years ago, was already a significant "tight fit" into a small residential pocket of the Neponset community. As you are aware, the single road access in and out, the street size and limitations of the surrounding infrastructure given the proximity to major intersections and two other large school makes the existing NHCS already burdensome on the greater community. Combine this with the neighborhood development trajectory especially the on-going developments^[1] that abut the area in question, burdensome will soon be replaced by crippling from an impact perspective.

In summary, we at the PHNA feel the following points are the keys to why there is strong opposition:

- The abutters who must live with this day in day out are opposed to any expansion due to the current strains on the community. These residents are a mix of legacy and New Boston residents from very different backgrounds and ethnicities, but all aligned on the negative impact assessment.
- Original scope and neighborhood impact assessment of current NHCS was grossly underestimated
 - The NHCS model in its current state is functional but at the detriment of the abutters and the surrounding neighborhood. To plan an expansion without acknowledging and or addressing existing issues offers insights on the optics of the NHCS administration.
- Scope of development exceeds infrastructure capabilities
 - One road in and out both of which are small Dorchester side streets
 - Both streets require intersection with a busy main street (Neponset Ave)
 - Same intersections are utilized by BPS for Murphy School and Pope John Academy Drop off/pick up
 - The existing traffic has already saturated the road capacity. An expansion results in a bad to worse situation for 2+hours a day
 - All traffic mitigations to attempt to ease burdens result in stress to the greater community, with loss of street parking, new cross-walks and newly proposed traffic lights.
- Expansion is out of trend with BPS, where schools that were zoned and built as schools, are closing. The community has encouraged the NHCS to evaluate other areas of the city for potential relocation due to first point above.

Although the community supports the charter school mission it must be noted that there has been a cost already: resident quality of life. We feel any expansion will contribute to additional burden to an already burdensome project.

If there are additional questions or concerns, please feel free to contact me directly.

Robert Genduso

[REDACTED]
Chair of Development Committee PHNA

^[1] 102 Neponset Ave-Single Demolished for 6 new units and 138 Neponset Ave-two singles demolished for 9 units. Both developments are within feet of King St and Claymont Terrace respectively



Neighborhood opposition to expansion of the Neighborhood House Charter School

Sara Dillan <[REDACTED]>

Sat, Mar 9, 2019 at 5:27 PM

To: Aisling.Kerr@boston.gov

Cc: Michelle.Wu@boston.gov, Michael.F.Flaherty@boston.gov, A.E.George@boston.gov, AltheaGarrison@boston.gov, Daniel.Hunt@mahouse.gov, Linda.DorcenaForry@masenate.gov, ahopkins@doe.mass.edu, lydia.edwards@boston.gov, ed.flynn@boston.gov, Andrea.Campbell@boston.gov, Timothy.McCarthy@boston.gov, matthew.omalley@boston.gov, kim.janey@boston.gov, Josh.Zakim@boston.gov, Mark.Ciommo@boston.gov

Hello Ms Kerr and to all the representatives included on this email-

I am writing to voice my opposition to the NHCS. I live at [REDACTED] Neponset Ave and have been a participant in almost all of the hosted neighborhood meetings to discuss this proposed expansion plan.

I have a few take-aways from those meetings that I would like to briefly address with you all.

The first and most serious situation the neighborhood faces is the traffic. We are completely surrounded by schools, and this is a thickly settled residential neighborhood, almost exclusively comprised of one way streets. The current traffic issues are severe: the NHCS is not currently in a school zone, and there isn't proper infrastructure to support the current school and its existing population. Buses and parent drop-offs cause massive traffic issues on Queen St, King St, Train St, Neponset Ave, and more. Because it's not a proper school zone, there aren't reduced speed limits, proper cross walks, or any traffic lights at any of the entry or exit streets that flow either from or back to Neponset Ave. We have voiced this concern loudly at all community meetings, and the response we've received about this situation has been troubling: that the traffic scenario will ONLY be addressed once the school expands.

I find this to be an insufficient response. The concerns we have voiced in regards to the proposed expansion are for future problems. The concerns we have voiced about the traffic are CURRENT problems that our elected representative is failing to properly address. Forcing this neighborhood which is already stressed by the current school population to accept a massive increase in population is unfair to the tax paying residents of this city.

Other issues I have with the proposal are that most of the neighborhood which is directly affected by the school and its population will not even benefit from this expansion as we do not currently follow a district plan for attendance. I know a number of my neighbors who have young children, none of which attend the school which is literally in our backyard.

The school damaged our driveway and parking lot when they built the retaining wall for the playground, which directly abuts my property to the west. This damage happened over 4 years ago and they have only now begun discussions with our trustees about repaving the lot, and once again, they will only do so IF and WHEN construction begins on the expansion. We are once again being forced into allowing for the expansion of the school in order to have our current concerns and issues addressed. Where I come from, that doesn't sound like compromise. It also highlights a lack of respect for the current residents of the neighborhood, who have already made concessions, compromises, and allowances for the school with little to nothing in return.

The last issue I have is a bit different, but equally disturbing. Our elected Councillor Frank Baker has been present at most of these meetings. His longtime friendship with the mayor is well known, as he spoke about it at length during the elections. Mayor Walsh is on the Board of Directors for the NHCS. Frank Baker was elected to represent the constituents of this neighborhood, and to advocate for their needs and wishes in Boston City Hall. He has failed to do this, getting contentious and accusatory towards the very constituents who elected him during these community meetings. He is simultaneously trying to take credit for delaying the construction plans, while telling us at the neighborhood meetings to 'stop delaying the inevitable' and to 'stop fighting' for our voices to be heard. If our own elected official can't put his personal relationships and opinions aside to properly represent the will of his constituents, then our democratic process has failed us all. I called Frank Baker last summer to address these concerns directly with him and was met with further contention and accusations. I am now calling on the other elected officials of this city to do what my own district official is refusing to do: your job. Please represent the tax paying constituents of this neighborhood by opposing this expansion. I'd like to express my personal gratitude to Althea Garrison for already voicing this opposition.

Thank you all for your time and consideration in this matter.

Thanks-
Sara

Sara Dillan

Fine Homes Specialist
COMPASS Lyons Group
126 Newbury Street | Boston, MA 02116

cell: 617.680.7634 | fax: 617.977.9717
SaraSellsBoston.com

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Comments for the proposed project of the Neighborhood Charter School

Steve Gigliotti <[REDACTED]>
To: Aisling.Kerr@boston.gov

Sun, Mar 10, 2019 at 7:27 PM

My name is Steven Gigliotti. I live on King Street and I am a direct abutter to the proposed project. I am writing in strong opposition to this proposed project from the Neighborhood Charter School. I was abroad during the March 6th meeting and was unfortunately unable to attend. I have participated in meetings with the school and fellow direct abutters from the beginning and I have come to the conclusion that this project will have a direct negative impact on the quality of life for myself and all fellow abutters, and the neighborhood as a whole. The main areas that will be impacted are:

- 1.) Increased traffic from an already congested traffic situation caused by the school.
- 2.) Increase noise from an increased student population, and traffic.
- 3.) Many annoyances during the construction period with a project of this scale in such a small location.
- 4.) Negative changes to my property; view, natural light, traffic and value.
- 5.) Increased traffic and issues caused with a new gym being used after hours.

Abutters have stressed the current congestion of traffic that we have today. Living on King street and seeing the backed up traffic every morning I can attest that the vast majority of congestion in the neighborhood is a direct result of the Neighborhood Charter School. This traffic will only get worse as the school attempts to increase their population. This will become even more exasperated during the construction period of this project.

There is a noise factor with any school. As this population attempts to be increased in a space that in my opinion can not accommodate this increase, noise will undoubtedly increase as well. This population will also increase traffic which will increase noise in the form of honking horns (already happening) and frustrated drivers.

One has addressed the EXTREME hardship on abutters that we will have to endure during the construction phase of this project. Heavy equipment coming in and out of two small streets (Claymont Terr. and Queen St). There will be heavy noise generated during the construction and no one has addressed where the construction workers will park. Parking is already impossible to find on King and Queen and I am sure Train street is no exception. Unlike other schools that undergo construction on more main streets, this school is a small island in a densely residential community with only two small access streets.

As a tax payer and property owner I am concerned as to the negative impact on my property, my investment, and my home. Shade will be cast on my back yard where there was once natural light. Views will be negatively impacted, and most importantly the value of my home, is at risk of being negatively impacted by the scope of this project.

Finally having new gym for the students physical education is one thing. Building one used to host games for other schools in such a small location in such a small neighborhood is another. All of the aforementioned problems will be increased when this gym is used at a new set of hours increasing these already existing problems further.

If not 100% in opposition I have found that the direct abutters are close to that in its voice in not having this proposal go forward. It is not that neighbors oppose any construction or the needs proposed by the school, it is simply the scale, the subsequent increase in population of a student body after this construction is completed, and the strain it will cause on our neighborhood. Given this plot of land, this project is simply trying to fit a square peg in a round hole at the expense of the community that surrounds it on all sides.

The name of this school: the "Neighborhood" Charter School is proposing to alienate and create a hardship for the very "Neighborhood" in which it resides. There has been the opening premise from the school that the education needs of the students dictate that this project move forward. I find this flawed. I feel that the crux of the matter is simply that this plot of land can not accommodate an increase in student population. Actually I don't feel that the space can accommodate more than the original student population number.

If the school wants to benefit the students AND have support from the neighborhood, the direct abutters that surround it, they should consider reducing the size of the student population to the originally intended size and propose a more modest construction plan in scope that supports THOSE students physical and classroom education needs. Give THESE students the education they deserve in a location and plot of land that can accommodate them.

This plot of land simply can not handle this proposed project without having a severe negative impact on the direct abutters and the community at large. That said I am in strong opposition to this proposal.

Kind Regards,
Steven Gigliotti

We are strongly opposed to any expansion outside the current footprint at 21 Queen St, the Neighborhood House Charter School. Any further expansion must comply with the current zoning laws and not require any additional zoning relief. We are in opposition to any further expansion of the school beyond the permitted 400 pupils. Furthermore we respectfully request The City of Boston Inspectional Services Department to issue zoning enforcement orders to bring the school back into compliance with the original Variance and Permit dated JUNE 24, 2003 Permit #2518/03. Paragraph 3 of Page #2 specifically states a student population of 400 pupils. NHCS is clearly in violation of the scope and intent of the written conditions.

NAME	ADDRESS
1. Philip Stelling	129 Neponset Ave. Dorchester
2. Tom Mulcahy	74 Train St Dorchester, MA
3. Greg Chiffo	129 Neponset Ave, #5, Dorchester, MA
4. Dan Howe	82 TRAIN ST #1, DORCHESTER MA
5. Raymond L. Poitras	1 Queen St Dorchester, MA 0227
6. Alexandra Remozan	78 Train St, #2 Boston MA 02122
7. Ray Butler	16 CLAYMONT Terrace
8. Sara Dillan	129 Neponset Ave #7 Boston, MA 02122
9. Brad Wetters	9 Queen St.
10. Bob Cusick	129 NEPONSET AVE DORCH, MA
11.	
12.	
13.	
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18.	

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NAME	ADDRESS
1 Anthony	1 Queen St, Dorchester MA
2 Melera Jones	1 Queen St. Dorchester, MA.
3 Robert McDonald	6 Queen St Dorchester MA
4 Anna Simmons	6 Queen St. Dorchester MA
5 Alivia Misher	6 Queen St, Dorchester MA
6 Ben Riley	6 Queen St Dorchester MA
7 Dan Boyle	155 King St. #2 Dorchester MA
8 Lauren Boyle	155 King St #2 Dorchester MA
9 Steven Sybilski	135 KING ST #2 DORCHESTER MA
10 Rui zhen	135 king st dorchester MA
11 Jennifer Wvey	133 King St. Dorchester, MA
12 Jason Maynard	133 King st. Dorchester MA
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We are strongly opposed to any expansion outside the current footprint at 21 Queen St, the Neighborhood House Charter School. Any further expansion must comply with the current zoning laws and not require any additional zoning relief. We are in opposition to any further expansion of the school beyond the permitted 400 pupils. Furthermore we respectfully request The City of Boston Inspectional Services Department to issue zoning enforcement orders to bring the school back into compliance with the original Variance and Permit dated JUNE 24, 2003 Permit #2518/03. Paragraph 3 of Page #2 specifically states a student population of 400 pupils. NHCS is clearly in violation of the scope and intent of the written conditions.

NAME	ADDRESS
1 JAMES SMITH	119 KING ST.
2 Jesse Gorman	82 Train St.
3 Aviv Madjar	82 Train St. #2
4 Renee Taylor	84 Train St #1
5 Michael LALLY	88 TRAIN #3
6 John Lally	97 Train St
7 Zack Stone	82 TRAIN ST #3
8 Elaine Miller	70 Train St #3
9 Kaitlyn Mottag	70 Train St #2
10 Kathleen Dennis	127 King St
11 Daniel Prude	127 King St
12 John F. M. R.	6 Queen St.
13 Sarah Margulies	84 Train St #2
14 Nathan Cook	84 Train St #3
15 Kristen Cook	84 Train St #3
16	
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We are strongly opposed to any expansion outside the current footprint at 21 Queen St, the Neighborhood House Charter School. Any further expansion must comply with the current zoning laws and not require any additional zoning relief. We are in opposition to any further expansion of the school beyond the permitted 400 pupils. Furthermore we respectfully request The City of Boston Inspectional Services Department to issue zoning enforcement orders to bring the school back into compliance with the original Variance and Permit dated JUNE 24, 2003 Permit #2518/03. Paragraph 3 of Page #2 specifically states a student population of 400 pupils. NHCS is clearly in violation of the scope and intent of the written conditions.

NAME	ADDRESS
1 Amy Palmieri	9 Queen Street, Dorchester MA 02122
2 Jay L.	132 King Street #1 Dorchester, MA 02122
3 John Yoon	20 CLAYMONT TERRACE, DORCHESTER, MA 02122
4 Andy Fodor	18 Claymont Terrace, Dorchester, MA 02122
5 Kay Butler	16 Claymont Terrace, Dorchester, MA, 02122
6 Orlan Tillian	155 King St #3, Dorchester, MA 02122
7 Molly Mackay	155 King St #3 Dorchester MA 02122
8 Stephanie Miller	16 Claymont Terrace Dorchester MA 02122
9 Mary Marie McCarthy	11 Claymont Ter Dorchester, MA 02122
10 Mary McCarthy	11 Claymont Ter Dorchester MA 02122
11 De Hallissey	11 Claymont Terrace Dorchester MA 02122
12 Jean Mangan	9 Claymont Terrace Dorchester MA 02122
13 Patricia Sanguinetti	1 Claymont Terr Dor MA 02122
14 Brenda Lopez	35 North Munroe Ter #2 Dorchester MA 02122
15 Jen Kelly	35 North Munroe Ter #2 " "
16	
17	
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Date	First Name	Last Name	Organization	Opinion	Comments
3/11/2019	Amy	Palmacci	Direct Abutter	Oppose	My thought is the school has become overpopulated over the past few years with no notice to the people who live here. I love the neighborhood and choose to stay here and start a family, while knowing I do live next to a school. The traffic and my commute to work in the am has already been impacted. A major expansion of 12 classrooms right next to my bedroom extending to the street would create issues that i would be very uncomfortable with. Adding another entrance on Queen St would create an additional hazard. Any increase in the student population is another major concern.
3/1/2019	Jennifer	Covey		Oppose	The neighborhood and direct abutters oppose this addition to the school as it is a nuisance due to the increase the volume of cars & people in the neighborhood, as well as eliminating the green space that currently exists in this owner occupied neighborhood.
2/21/2019	Cheryl	Conley	Abutter	Oppose	I am a long term resident here on Train Street. There are numerous issues that are very concerning that have never been addressed since the school has been built. Parking, safety and liability is a major issue. There is and always has been too much congestion during morning and afternoon hours in this already over populated neighborhood. Now with the proposal of a new gym/12 new classrooms this will definitely be a major impact on the quality of life for all residents. This Project has been a huge problem from day one. Disclosure of what is really planned for this expansion has been withheld. THEY are going to do what THEY want to do regardless of what the zoning laws are that the city has to abide by. I apologize if this isn't clearly stated.
2/21/2019	Henry	Wessmann		Oppose	The BPDA Small Project Review parking plan that was included as part of the submission was never presented to any members of the neighborhood prior to this submission despite the applicant's claim that they have gone through an intensive neighborhood review process. It included several aspects that will have significant negative impacts on abutters including but not necessarily limited to: relocation of the trash dumpster to the unacceptable most south westerly corner of the most south westerly wing, eliminating a host of mature trees and eliminating the parking buffer both of which shield Train Street abutters from the conditional use of a school in a residentially zoned area, ignores existing mature tree locations & therefore makes no effort to save them, does not account for snow removal management, and is not of the configuration shown previously to the neighborhood. The plan should be revised to address these issues for this significant expansion of the school which requires multiple zoning variances

2/20/2019	William "Dan"	Howe	Self	Oppose	I am opposed to the expansion plans at the Neighborhood Charter School on Popes Hill in the Neponset Section of Dorchester. I live at 82 Train Street and the School is physically right behind my home; in my backyard. We as a neighborhood have attended many many meetings discussing the proposed plans and we oppose them. I speak on behalf of Myself here, but I also can say greater than 95% of the abutters are of the same opinion that I am. Expanding the school only creates a nuisance to the neighborhood. There are already issues that we've discussed at the numerous meetings and expanding the School is only going to exasperate those issues and create nothing but more but a far greater nuisance to the neighborhood. I DO NOT Support their plans at all. I've been vocal at all the meetings we've had and always have clearly stated the impact of expanding the school would have on this great neighborhood here where we live. Popes Hill is a great neighborhood today and people love it here; creating more of nuisance with any expansion is going to be detrimental to this area of Dorchester. Other areas need to be explored to grow the size of the NHCS. Popes Hill does not want and does not need such an expansion. I oppose their plans. * I also noticed that there have been some changes that appear to be occurring after reviewing the new architectural plans/diagrams that were NEVER discussed at the many meetings we've had. * It now appears that the plan is to place the huge dumpster for trash immediately behind my house at the corner of the current cafeteria building. That is right in my backyard basically and this was NEVER discussed or brought up in any meeting we've had. I strongly oppose this and very annoyed that this was never part of any discussion we've had at all the meetings. * I also note another item that was never discussed at our meetings...that is the changes made to the parking lot. It appears now the layout of the parking lot that was discussed with all of us at the meetings has now been changed in the architectural drawings. The Parking lot closest to Train Street has now been 'twisted' around some to a new layout which was never discussed and will have an impact on existing trees that are living there now. They will have to be destroyed/cut down. We object to this plan and again, this was never mentioned in our meetings. Lets leave Popes Hill Neighborhood alone as it is a GREAT Neighborhood here. Alternative plans need to be evaluated if NHCS wants to expand. Leave things as they are here. There is plenty of alternative solutions that can be looked at. Thanks for listening. Dan Howe; residing at 82 Train Street on Popes Hill.
2/20/2019	James	McCarthy		Neutral	I have major concerns around traffic flow and the overall negative affects this expansion will have on the neighborhood. I have not been'vehemently involved in the neighborhoods opposition of this expansion because I struggle with the idea that I would be fighting against a school that ultimately benefits our city's youth (if it were not for that, I would be fighting tooth and nail). HOWEVER, with all the space in Dorchester, I do not think this lot is suitable for a growing charter school. Parking HAS to be addressed for employees and students families who park along King Street. The school should also address public how they plan to contribute to this neighborhood in a positive way. My biggest concern is what the school plans to do with the gym, my biggest concern and what I will have the biggest issue with is if they plan to rent the space out for events that would take place at night or on the weekends (loitering/parking), if that is the case then I will quickly move from neutral to oppose.
2/20/2019	Brad	Watkins	DIRECT ABUTTER	Oppose	Hi Aisling, I Strongly oppose the project along with 50 other direct abutters who don't want any further expansion, this is a small neighborhood that the school has already maxed out and currently operating well over the 400 students which was the scope and intent back in 2005. I waited untill 2006 when the school was complete, no extensions of time on the permit or foundations to be buit at a later date. I then went ahead and purchaced my home, I was ok with the student population of 400 and current size of the building, knowing that the zoning laws would protect my investment moving forward. WE cannot bear this additional nuisance and burden that another expansion at this site would create.

2/20/2019	Sara	Clancy		Oppose	<p>There is a massive traffic issue already related to the number of schools in this neighborhood. We are completely surrounded by schools. The Neighborhood Charter School isn't even in a legal school zone, so it doesn't have any neighborhood infrastructure that most schools do (reduced speed limits, cross walks, traffic lights, speed bumps, etc). It is surrounded by one-way streets without any infrastructure to support the current student population and resulting traffic. Traffic gets backed up every morning beyond belief, on all of the surrounding streets, which are all one-way streets with no traffic lights to help move that traffic onto major roads. The closest major road, Neponset Ave, doesn't have any designated crosswalks or lights for foot traffic. This current school already has a huge impact on the surrounding neighborhood. Expanding the school and increasing the student population would only add to the problems that currently exist and plague the neighborhood today. Keep in mind, none of the abutting neighbors actually go to this school, as its student population is done by lottery. So not only do we not benefit from this school in our neighborhood, we are now being forced to deal with a massive addition and population increase? NO. We have asked our councilor (Frank Baker) to address the traffic at the many community meetings that have been held regarding this project. The answer we've been given is that the school must be built FIRST and THEN the traffic issues will be addressed. That's absurd. The traffic needs to be addressed TODAY, REGARDLESS of whether the school expands. Our representative has failed us in these meetings, and I feel it is my right to demand a re-evaluation of the current infrastructure before any new expansions are even discussed.</p>
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Neighborhood House Charter School Expansion Project Public Comments via website form 2019-05-13

2/20/2019	Justin	Yentile		Oppose	<p>As a direct abutter of the NHCS for the last 12.5 years, I vehemently oppose the plans currently proposed by the school, and I'd like to tell you why. I bought my property on Claymont Terrace over a decade ago. I am part of Mayor Walsh's "New Boston"--I bought into the dream of helping to revitalize an old neighborhood that hasn't changed in ages. I support my community, I cherish my neighbors. I love my city. For over a decade, I've been a neighbor of the NHCS. I've watched the school change, the landscape change, and my neighborhood change. Unfortunately, not all change is good. When I bought my home, the neighborhood felt very residential--it was quiet, street parking was ample, there were trees. Over the past decade, however, all of that has changed. It may not be fair to attribute the entirety of the change to the NHCS, but a very significant portion of it can be directly associated with a school that has already outgrown its current footprint. Student and teacher population over the period has continually increased--and along with that came increased traffic and street parking woes. About 8 or so years ago, the NHCS made significant grounds changes: an aging playground was replaced, and in the process tremendous amounts of greenery and old growth (mature) trees were removed. Despite promises to the contrary, those trees and greenery were never replaced. The only thing separating my property from the NHCS parking lot is a stockade fence--one that has been pushed over nearly every year by the school's snow removal efforts, and one that fails to contain weekly bagfuls of litter that blows into my backyard with the strong easterly winds we see at the top of Popes Hill--the size of the trash issue has grown proportionally to the school population. I have, in good faith, attended the majority of meetings regarding the school's plans--both those hosted by the school, as well as neighborhood association meetings. I have listened to the school's desires, the concerns of my other neighbors, and the needs of the community. In full consideration of all factors, I strongly urge you to see through the rhetoric that the school has put forth with this proposal. We are dealing with a school that serves less than 15% percent of the actual community in which it resides, that has already grown too large for this neighborhood, and desires to expand even further. Such an effort will undoubtedly negatively impact the quality of life, the property value, or (very likely) BOTH for a significant number of abutters and neighbors. This is a school that promised to improve things like greenery, grounds maintenance, traffic, and parking over the past decade and has done the opposite by all notable metrics. Any expansion of this school at it's current location atop Popes Hill is too much. Perhaps it's time for the NHCS to look at alternative real estate.</p>
2/20/2019	Thomas	Mulcahy		Oppose	<p>HI as an abutter on train st i feel like the additional size and population increase of this project is way to big for the size of lot and this residential neighborhood (which is a residential neighborhood first) experience from the previous remodel where the project ran out money and failed to live up to it promises to the neighbors and is a nuisance we live with ,the added (nuisance) additions will effect the quality of or life's as neighbors to the school ,and also the value of or properties to say the least</p>

2/20/2019	Otilia	Castro		Oppose	<p>Hello, I am a relatively new resident of Popes Hill. I moved in with my boyfriend in October of 2018. I have listened to his stories about how much the neighborhood has changed over the years, and I have grave concerns about the impact that the changes the NHCS wishes to make and how they will further impact the community. Since I moved here, we have had problems with parking and traffic. This is a neighborhood that can't afford greater density of vehicles. My boyfriend and I both work from home. With our home-office a mere 10 feet from the NHCS parking lot, this often translates into undesired noise even today. The NHCS plans for expansion would re-route traffic in a way that will bring even more vehicles even closer to our home. We are all open to something that would benefit EVERYONE, but we fail to see how this plan would benefit the greater neighborhood in the slightest. To respond to NHCS' suggested "community benefits": - NHCS has stated that 12% of their students come from the Popes Hill/Neponset neighborhood--this is hardly a school that serves the public affected by it's operation. - The school claims that the plan will improve traffic flow, but offers no evidence to support that. As far as we are aware, there has not been a traffic study done. With more students/teachers there will be more cars, and the plans as described do not show any obviously drastic improvement for traffic flow! - Regarding off street parking--adding a few more staff parking spaces (which will be utilized by...additional staff) will not mitigate on-street parking woes in any notable fashion. - 9 permanent new jobs is supposed to be a benefit to the community? Is NHCS going to hire from the Popes Hill/Neponset unemployed pool? I don't mean to sound snide, but 9 jobs that aren't even guaranteed to the community ... does not benefit us. - Construction jobs: Boston is changing, growing, healthy. Construction is everywhere, and if the construction were not happening on the NHCS current grounds--it'd happen elsewhere. Perhaps that's exactly where it should happen. All in all, there are just too many negatives and not enough positives to support moving this project forward. This proposed project ONLY serves to benefit the NHCS. Please do not approve this! Thank you.</p>
2/20/2019	mark	lally	abutter	Oppose	<p>First and foremost the new plans were never shown to the abutters. The dumpster being moved closer to our houses already rats are around it. The smell is able to be detected and it is 50 yards away now will get much worse when moved almost in our back yards.also the parking will abut our property when they cut down Gods creations the trees. They are currently over there capacity for parking they park on the grass,block fire lanes ect. Traffic on train st is out of control when parents drop off and pick i cannot even park by my house because the parents take all spots(I cannot park by my house because of this problem. I need to park on Daly St. by the top of the park after work) these parents or their rides do not pay property taxes like us abutters. WE shouldn't have to walk 2 blocks to our homes after work!!</p>
2/19/2019	Elizabeth	Davis		Oppose	<p>I believe that the proposed expansion is unsafe and unnecessarily takes away green space. The current location is surrounded by one way streets and fire truck access is difficult. Claymount Terrace is a narrow 2 way street. King is slightly less narrow one way street. Both streets are easily blocked by illegally parked cars, and current enforcement is lax. Increasing the amount of children at the the school, increases the potential need for emergency services. The street problem will not be addressed under the current plan. The current plan appears to rip apart the island and tear down the existing trees. There are benches and a sundial with a view of the harbor. Even if this expansion is approved, the parking lot should not be expanded. This school has outgrown this site. The building is already the largest building on Pope's Hill. The building was expanded 10 years ago. These plans do not sufficiently address the negative effects on the neighbors. Why not go to an existing empty school building in Dorchester? The William E Endicott is sitting empty. It has a parking lot as big as proposed in this plan. It has an inside gym. It has been leased to other charter schools in the past. It is across the street from Franklin Park and the Zoo.</p>