



361 Belgrade Avenue, Roslindale MA

Roxbury Prep Charter High School

Small Project Review Application

January 8, 2019

Submitted Pursuant to Article 80E of the Boston Zoning Code

SUBMITTED BY:

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c/o Uncommon Schools
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In Coordination with:

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January 8, 2019

Mr. Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: Ms. Aisling Kerr, Project Manager

**RE: Small Project Review Application (“SPRA”)
Proposed Roxbury Preparatory Charter High School Development
361 Belgrade Avenue, Roslindale**

Dear Director Golden:

On behalf of Roxbury Prep Belgrade Avenue, LLC (the “Proponent”), as developer of 43,014 square feet (approximately 1-acre) of real property located at 361 Belgrade Avenue in the Roslindale neighborhood of Boston (the “Project Site”), we are pleased to submit this Small Project Review Application (“SPRA”) to the Boston Planning and Development Agency (“BPDA”) in accordance with the Article 80E - Small Project Review Requirements of the Boston Zoning Code.

The Proponent envisions revitalizing this under-utilized, former automotive sales and services site in the Roslindale neighborhood, with the construction of a new charter high school facility for the long-existing and well-managed Roxbury Preparatory Charter High School. In particular, the Proposal involves the demolition of the existing uses and site redevelopment for a new structure with approximately 49,520 gross square feet (gsf) of floor area, including a three-story classroom wing, cafeteria, a gymnasium, administrative offices and storage space, two second-level exterior occupiable rooftop courtyards, and 30 spaces of valet-assisted surface parking and 46 below-level garage spaces (the “Proposed Project”). The Proposed Project has been carefully designed to include certain on-site vehicular drop-off, receiving, pedestrian safety and vehicular circulation measures to mitigate potential traffic impacts on the neighborhood.

The Project Site offers excellent transit access to downtown Boston via the adjacent MBTA Commuter Rail Bellevue Station. In addition, bus service along Belgrade Avenue will connect the high school students to Forest Hills and other Boston neighborhoods.

The Proponent has engaged in continuous community engagement over the past two-years including the following key activities:

- Hosted numerous community gatherings in Roslindale and West Roxbury for neighbors to learn more about the project and ask questions directly to school leaders and project planners;
- Participated weekly at the Roslindale Farmer's Market to provide information to neighbors and answer questions from June - October, 2018;
- Appeared at an interfaith meeting in August, 2018 at the Theodore Parker Church to meet with school leaders and respond to questions about the project;
- Presented the Proposed Project in September, 2018 to Roslindale's Longfellow Area Neighborhood Association, and received a favorable letter from this neighborhood association;
- Held informational house gatherings at the homes of Roxbury Prep supporters in Roslindale and West Roxbury;
- Roxbury Prep supporters canvassed their neighbors with students from the school to provide more information about the Proposed Project; and
- In addition, Roxbury Prep students marched in the Roslindale Parade in October, 2018.

As a result of its continued outreach and community engagement, public support for the Proponent's proposal has expanded significantly in the immediate community and across the City, as follows:

- There has been a 302% increase in local support since filing the Letter of Intent for the original project with the BPDA in May, 2018;
- There has been a total of 813 recorded supporters from the immediate Roslindale and West Roxbury community;
- There have been 2,319 recorded supporters from across the City, registered by petition to the BPDA;
- There have been 18 Letters to the Editor sent by local residents and supporters across the City;
- The Boston Globe published an editorial in support of the project; and
- The proposal received favorable reviews from WBUR Public Radio and the Dorchester Reporter.

The Proposed Project will exceed the 20,000 square foot size threshold of Article 80E for a project within a Boston neighborhood, and, therefore, requires filings with the BPDA pursuant to Small Project Review procedures.

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Roxbury Prep Belgrade Avenue, LLC

In support of the Article 80 Small Project Review process, the Proponent continues to conduct community outreach with neighbors and abutters of the Project Site, including meetings and discussions with elected representatives and other officials.

On behalf of the entire project team, we would like to thank you and the BPDA staff assigned to the Proposed Project, particularly the Project Manager, Aisling Kerr, and the reviewing BPDA Urban Designers, Michael Cannizzo and Matthew Martin, for their invaluable assistance to date in assisting the development team in shaping the Proposed Project.

We believe that the Proposed Project will constitute a significant positive addition to the Roslindale and West Roxbury neighborhoods, by revitalizing this under-utilized site with an attractive and thoughtfully designed building. We look forward to continuing the Small Project Review process and advancing the Proposed Project through public review with the cooperation of the BPDA, other City officials, and the Roslindale and nearby West Roxbury communities.

In accordance with BPDA requirements, please find attached eight (8) copies of the SPRA plus an electronic SPRA file that can be uploaded to the BPDA's online portal for public review.

Very truly yours,

ROXBURY PREP BELGRADE AVENUE, LLC



Ahkilah Z. Johnson, Authorized Representative
Roxbury Prep Belgrade Avenue, LLC
Senior Director of Facilities, Uncommon Schools

Attachment:

361 Belgrade Avenue, Roxbury Prep Charter High School
Small Project Review Application

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

This Small Project Review Application (“SPRA”) is being submitted by **Roxbury Prep Belgrade Avenue, LLC** (the “Proponent”) in accordance with Article 80, Section 80E, of the Boston Zoning Code (“the Code”) for a new Uncommon Schools Charter High School (“Roxbury Prep”). The real estate property to be referred to as “361 Belgrade Avenue” includes several Belgrade Avenue properties on an approximately 43,014 square foot (approximately 1-acre) site bounded by the West Roxbury Parkway, the MBTA Needham Branch Commuter Line, and Anawan Avenue in the Roslindale neighborhood of Boston (the “Project Site”).

1.1.1 *Uncommon Schools and Roxbury Prep*

Uncommon Schools is a nonprofit organization whose mission is to start and manage outstanding urban public charter schools that close the achievement gap and prepare low-income students to enter, succeed in, and graduate from college. Located in six regions across the Northeast, Uncommon manages 53 high-performing schools serving over 19,000 students and will ultimately grow to include over 60 schools serving over 22,000 students by 2020.

Roxbury Prep is a part of the Uncommon Schools network and was founded in 1999 by former Uncommon Schools CEO Evan Rudall, and U.S. Secretary of Education John King. The mission of Roxbury Prep is to prepare its students to enter, succeed in, and graduate from college. Roxbury Prep is free and open to all families living in the City of Boston and, in accordance with state law, accepts students by random, public lottery. Its existing middle-school enrollment already includes students from the Roslindale and West Roxbury neighborhoods, along with students from the Hyde Park, Roxbury, Dorchester and Mattapan neighborhoods.

1.1.2 *Development Proposal*

The Proponent envisions revitalizing this under-utilized, former automotive sales and services site in the Roslindale neighborhood with the construction of a new high school facility for the long-existing and well-managed Roxbury Prep Charter High School. In particular, the Proposed Project involves the demolition of the existing uses and site redevelopment for a new structure with approximately 49,520 gross square feet (gsf) of floor area plus an approximately 14,990 gsf garage.

The Proposed Project includes a 3-story classroom wing, cafeteria, a gymnasium, administrative offices and storage space, two second-level exterior occupiable rooftop courtyards and up to 30 valet spaces of surface parking and 46 below-level garage spaces. The Proposed Project has been carefully designed to include certain on-site vehicular drop-off, receiving, pedestrian safety and vehicle circulation measures to mitigate potential traffic impacts.

At the time of occupancy for the 2020 academic year, the school will have enough classrooms to accommodate freshman thru senior high school years, and 67 teachers and administrator staff. The new school will benefit students by creating a high functioning campus environment with state-of-the-art classrooms, multi-use performance/gymnasium space, common areas and recreational amenities. The charter high school currently operates under the name Uncommon Schools Roxbury Prep High School at two sites within Hyde Park and Roxbury, where it has been in operation for several years. Uncommon Schools seeks to consolidate the two existing operations into a single unified site with sufficient space and facilities to ensure the long-term success of the school.

This proposal has many important and unique characteristics. Most significant is the creation of a new charter high school facility to serve not only existing students from several Boston neighborhoods, but also increasing number of students from Roslindale and nearby West Roxbury neighborhoods.

The Project will substantially improve the existing site, replacing the existing, underutilized structures with a new active use that will improve the streetscape and surrounding properties. The Project will also improve access to the existing commuter rail drop-off activities on Anawan Avenue and the existing site's parking lot overlooking West Roxbury Parkway. The proposed new school will consist of approximately three floors across the eastern side of the Site. There also will be a new accessible pedestrian circulation path at the north side of the site providing access to the West Roxbury Parkway via the surface multi-use parking lot. While the western side of the Site will remain in use for a combination of an outdoor courtyard with permeable pavers for surface parking, new landscaping improvements will help to buffer the surface area and parking from the adjacent West Roxbury Parkway.

The new school will face Belgrade Avenue and Anawan Avenue. The building will step back from Belgrade Avenue to minimize the impact of the building massing on the street. The upper two floors are articulated to help minimize impact and create a pleasing massing for the building.

1.1.3 Project Site and Surroundings

Consisting of approximately 43,014 square feet of combined land area (approximately 1-acre), the immediate area is a mix of commercial and residential uses, with an active transportation node that includes several of the MBTA's major bus lines and the adjacent MBTA Bellevue Commuter Rail Station at the rear of the Project Site (partially accessed from Anawan Avenue). Surrounded by several abutting and nearby structures of three to four stories, the context of the surrounding neighborhood is well-suited for the scale and scope of the Proposed Project.

The Site generally slopes from a high point along West Roxbury Parkway to a low point near Anawan Avenue, a grade change of approximately of 15 to 17 feet. The Site is currently occupied by two single-story buildings occupied by the Clay Automobile Center and National Tire Brand. There is an open parking lot on the west side of the Site adjacent to West Roxbury Parkway.

To the east of the Site, across Anawan Avenue, is a recently constructed mixed-use residential/commercial building with ground level retail uses and upper floor residential condominiums. To the north of the Site are the existing MBTA commuter rail tracks and a residential neighborhood of single-family homes.

Please see See **Figure 1-1**. Project Locus, **Figure 1-2**. USGS Map, **Figure 1-3**. Existing site conditions, and **Figures 1-4** through **1-8**. Site and Surrounding Area Context Photographs.



**Figure 1-1. Project Locus
361 Belgrade Avenue, Roslindale**



Figure 1-2. USGS Map-
361 Belgrade Avenue, West Roxbury



View of Existing Buildings from Anawan Avenue.



View of Existing Buildings from Belgrade Avenue.

Figure 1-4 Site and Surrounding Area Photographs



View of Mixed-Use Building on other side of Anawan Avenue



View of Anawan Avenue and MBTA Commuter Rail Stop

Figure 1-5 Site and Surrounding Area Photographs



View of Lot Adjacent to West Roxbury Parkway



View of MBTA Commuter Rail Track at Rear of Site

Figure 1-6 Site and Surrounding Area Photographs



View of Rear of 361 Belgrade Avenue Site



View of Rear of Site and MBTA Bellevue Stop

Figure 1-7 Site and Surrounding Area Photographs



View of Buildings Along Belgrade Avenue and Anawan Avenue



View of Buildings Along Belgrade Avenue Across from Site

Figure 1-8 Site and Surrounding Area Photographs

1.2 Changes to the Proposed Project

1.2.1 Original Proposed Project

On May 8, 2018, the Proponent filed a Letter of Intent (“LOI”) to File a Project Notification Form with the BPDA, pursuant to Article 80B - Large Project Review of the Boston Zoning Code (the “Code”), for the proposed revitalization of an under-utilized former automotive sales and services site in the Roslindale neighborhood with the construction of a new high school facility for the long-existing and well-managed Roxbury Prep Charter School (operated by Uncommon Schools). In particular, the proposal contemplated by the LOI involved the demolition of a former automobile dealership and the construction of a new three-story academic facility of approximately 92,000 gross square feet, including a three-story classroom wing, cafeteria, gymnasium, administrative and storage space, second-level outdoor pedestrian courtyard and approximately 66 on-site parking spaces, with 20 surface spaces and 46 spaces in a below-grade garage structure of approximately 11,600 gross square feet (the “Original Proposed Project”).

Prior to filing its LOI on May 8, 2018 for the Original Proposed Project, the Proponent engaged in over 16-months of preliminary outreach with abutting and area residents, nearby business owners and institutions, local elected and appointed officials, and other interested parties, including the following actions:

- Organized two initial abutter meetings in January and March 2017, with participation by the Mayor’s Office of Neighborhood Services;
- Made an initial presentation at the Bellevue Hill Improvement Association’s community meeting in October, 2017;
- Conducted door-to-door canvassing and local interaction with abutting and nearby residents;
- Hosted a publicly-advertised open house forum in the neighborhood with attendance by over 500 members of local community and surrounding areas; and,
- Received written support from over 200 residents from the immediate area and 1,600 residents from within Boston.

As a result of the input received, the Proponent integrated certain project modifications and mitigation measures into its Original Proposed Project (as contemplated by the May 8, 2018 LOI), which was then the subject of the Elected Officials Letter to the BPDA. In particular, the Letter (see **Appendix B**) identified the “size, transportation access and parking” as the “issues of most concern.”

1.2.2 Further Public Support and Review

After filing its LOI, the Proponent's continued community engagement for the Original Proposed Project, with the following key activities:

- Hosted numerous community gatherings in Roslindale and West Roxbury for neighbors to learn more about the project and to ask questions directly to school leaders and project planners;
- Participated weekly at the Roslindale Farmer's Market to provide information to neighbors and answer questions from June-October, 2018;
- Presented at an interfaith meeting in August, 2018 at the Theodore Parker Church to meet with local residents and activists and respond to questions about the project;
- Presented a revised proposed project in September, 2018 to Roslindale's Longfellow Area Neighborhood Association;
- Roxbury Prep students marched in the Roslindale Parade in October, 2018;
- Roxbury Prep held informational house gatherings at the homes of supporters in Roslindale and West Roxbury; and
- Roxbury Prep supporters canvassed their neighbors with students from the school to share information about the project.

As a result of its continued outreach and community engagement, public support for the Original Proposed Project has expanded significantly in the immediate community and across the City, as follows (see also **Appendix C- Record of Community Support**):

- There has been a 302% increase in local support since filing the original Letter of Intent;
- There is a total of 813 recorded supporters from the immediate Roslindale and West Roxbury community;
- There are 2,319 recorded supporters from across the City, registered by petition to the BPDA;
- There have been 18 Letters to the Editor submitted by local residents and supporters across the City.
- The Boston Globe published an editorial in support of the proposed project;
- The proposed project received favorable reviews by WBUR Public Radio and the Dorchester Reporter; and
- Roslindale's Longfellow Area Neighborhood Association issued a favorable letter regarding the project.

1.2.3 Resulting Revised SPRA Project

In an effort to productively address the concerns enumerated in the Elected Officials Letter to the BPDA, as well as in response to comments and feedback from the City of Boston Transportation Department and Public Works Department, and the BPDA Planning Department (see **Appendix B** for May 13, 2018 letter), the Proponent is now proposing to significantly reduce the size and scope of its Original Proposed Project, along with a number of further design enhancements, in the following areas outlined by the Letter (as the main concerns):

1. **Proposed Size – Building Scale, Height and Student Population**

- Reduction of anticipated student population to 562 total pupils (from its original 860).
- Reduction of the building size by approximately 40%, to approximately 49,950 gross square feet (significantly reduced from the original 92,000 gross square foot building);
- Reduction of building height to 2-to-3 stories and only 39 feet (with less height than its original 3-to-4 stories at 45 feet); and,
- Substantial increase in the amount of the school’s outdoor green space.

2. **Parking – On-Site Allocation for Original-Proposed Size and Scope**

- Increased amount of on-site parking to an even greater number, combined with reduction in the new building size, scope and much smaller student population with valet parking;
- Total on-site parking spaces could increase with valet parking to 76 spaces (from its original 66 spaces); and,
- Total parking results in one of highest parking ratios for charter schools across the City, including the past three charter schools approved by the BPDA!

3. **Transportation Access – Existing Infrastructure for Original Proposed Project**

- Recently improved distribution of expanded MBTA bus routes, including four (4) lines running every 6-minutes between the site and Forest Hills MBTA node;
- Lessened demand/usage with reduced project size, scale and smaller student population, in addition to optimal MBTA commuter rail service with ample available seats;
- Reverse commute direction for MBTA which currently has excess capacity of over 400% for the incremental demand from the school;
- Improved plaza design and integration with the Bellevue MBTA commuter platform with additional access points into the building to further facilitate safe and efficient egress by students; and
- Addition of direct pedestrian access to the Bellevue Commuter Line Station either from West Roxbury Parkway or via the surface multi-use parking/recreation area between the Parkway and the school facility to further commuter access for ALL residents and businesses along the Centre Street corridor (not just students).

As a result of its significant reduction in size and scale, the currently reduced scale and size proposed project is now subject to Small Project Review pursuant to Article 80E of the Code, and Large Project Review requirements are no longer required. Similarly, the extent of zoning relief is also lessened to the minimal necessary under the circumstances.

Please see **Table 1-1** below for summary information on the Proposed Project.

Table 1-1. 361 Belgrade Avenue, Approximate Project Dimensions

Lot Area:	43,014 sf (0.987 Acres)
Gross Square Feet:	14,990 gsf Garage (Non-FAR Space) 49,520 gsf Building (FAR Space)
FAR:	1.15
Floors:	2-3 Floors
Height:	39.25 feet
Parking:	76 Spaces (46 in Garage + 20* Surface Parking Spaces/30 valet-style spaces)

*With valet service, surface parking could increase to 30-spaces, bringing overall parking to 76 spaces.

The Site circulation plan is designed to create a safe and pleasant entry to the Proposed Project with two entrances, a pedestrian entrance from Belgrade Avenue and an automobile drop-off entrance from Anawan Avenue, which will also serve arriving commuter students and faculty from the MBTA Bellevue commuter rail stop at the rear of the site.

1.3 Existing Zoning

The Proposed Project is regulated by the Article 67 and other pertinent sections of the Code, which Allow the proposed Secondary School Use in the Neighborhood Shopping (NS) and 2F-5000 Subdistricts of the Roslindale Neighborhood Zoning District, which encompasses the land area at the Project Site (with the smaller 2F-5000 Subdistrict located on the surface parking lot along the West Roxbury Parkway). The Project Site is also located within a Greenbelt Protection Overlay District as well as subject to Parks Design Review Ordinance 7.4-11. Due to certain dimensional limitations and related conditions unique to the Property Site, however, it is anticipated that the Proposed Project will likely require certain zoning relief from the Floor Area Ratio, Building Height, and other possible requirements of the Code. Thus, the

Proponent intends to seek approvals from the City of Boston Zoning Board of Appeal (the “Board of Appeal”), as required and necessary for enforceable permitting of the Proposed Project.

1.4 Project, Site and Design Benefits

When completed, the new high school will provide the following improvements and public benefits to the Site and surrounding neighborhood:

- The existing commercial/ light industrial building will be replaced with a new and vibrant use that will contribute to the active streetscape of Belgrade Avenue and the surrounding neighborhood;
- The building will feature two new pedestrian terraces overlooking the street, creating multiple active edges for the building;
- The cafeteria will be designed with large storefront windows to create an active and exciting building frontage, helping to create dialogue between the school and the community;
- The end of Anawan Avenue will be reconfigured to improve automobile access, helping to create an active pick-up and drop-off for users of the MBTA Bellevue Commuter Rail Station;
- The building will have a staff and student entrance on the northeast corner nearest to the commuter rail stop, improving oversight of the rail station and limiting the impact of arriving students and staff on the adjacent residential neighbors; and
- The existing surface parking along West Roxbury Parkway will be improved with landscaping to help minimize the impact of the existing use on the Parkway.

1.5 Community and Public Benefits

The Proposed Project, with the relocation of the Uncommon Charter High School (“Roxbury Prep”), will generate a range of public benefits for the surrounding community, as discussed below:

- Currently, Roxbury Prep has had over 1,500 students enrolled across four campuses: Roxbury Prep High School; Roxbury Prep – Mission Hill; Roxbury Prep – Lucy Stone Campus; and Roxbury Prep – Dorchester Campus. All three of the middle schools serve grades 5–8 and Roxbury Prep High School currently serves grades 9-12. The proposed relocated, high school will grow to serve approximately 550 students in grades 9-12.
- The six-year college graduation rate among Boston Public Schools is 22.5%. Of the students who entered the Boston Public School system as 9th graders in 2012, 11.1% dropped out over the next five years. With a track record of success for current Roxbury Prep middle school alumni — including a five-year high school graduation rate of 95% and a six-year college graduation rate of 38% (over 3.5x times the national average for low-income students) — Roxbury Prep opened RPHS to extend its exceptional program to students in grades 9-12.

- With its high school launch, Roxbury Prep is now able to ensure a seamless, high-quality, 5th-12th grade public education continuum that prepares its students for success in college and beyond. Each Roxbury Prep campus is proving that low-income minority students in Boston can defy the odds and close the achievement gap.
- With convenient access to public transportation, the proposed site is immediately adjacent to the Bellevue Station stop on the MBTA commuter rail line as well as being serviced by several bus routes for the approximately 90% of the students to arrive by public transportation.
- The Proposed Project will create approximately 160-200 full-time construction jobs and approximately 70 permanent jobs for teachers, administrators and support staff.
- Roxbury Prep's gymnasium and cafeteria will provide space for community events outside of regular school hours. The community will also have the opportunity to enjoy the site's outdoor gathering spaces.
- The Project will replace the existing automobile dealership and repair uses with new community-oriented activities. The existing dilapidated buildings will be replaced with a new, active building designed to enhance the streetscape and improve the surrounding properties.
- The Project will also include improvements to the end of Anawan Avenue which will benefit users of the MBTA Bellevue Commuter Rail Station.

1.6 Summary of Project Impacts and Mitigation

1.6.1 Architectural Design

The overall design for the new Roxbury Prep is intended to reflect the educational vision, core values, and academic goals of the Uncommon Schools System: to start and manage outstanding urban charter public schools that close the achievement gap and prepare low-income students to graduate from college. The new building will support the educational goals of the school while contributing to the improvements of Belgrade Avenue and the surrounding neighborhood.

The proposed building design will be sensitive in both massing and material to the neighborhood. It will capitalize on the existing slope of the site to minimize the impact of the building. The major volumes of the building will be stepped and separated, replicating the adjacent commercial uses on Belgrade Avenue, while remaining sensitive to the adjacent residential streets.

A small surface visitor parking lot will be provided on the west side of the Site. The existing surface parking lot at this location will be reduced in size and improved with landscaping to screen parked cars from West Roxbury Parkway. The visitor lot will be designed and paved in a multi-use manner so as to provide an outdoor courtyard space for student and community use, yet also have the ability to be modified through the use of movable street furniture to function as a parking lot for overflow event and additional visitor parking. A larger underground garage will provide parking for the

majority of the faculty and staff. The garage will be located under the southeast portion of the building with access from Anawan Avenue.

Entries to the school will be located to create sensible adjacencies from parking, drop-off areas, and access from public transportation along Belgrade Avenue and the commuter rail stop at the end of Anawan Avenue. As further described below, approximately 90% of students are expected arrive via public transportation or walk to the Site. The main entrance will be located on Belgrade Avenue, providing access to students and staff arriving by foot or from the bus routes along Belgrade Avenue. A new pedestrian terrace will face the street, providing a gathering place for students and visitors. The cafeteria will face the pedestrian terrace with large storefront windows, helping to create an active edge for the building.

A staff and student entrance will be located on the northeast corner of the building at the end of Anawan Avenue. This entrance will be available to staff and students in the morning and afternoon to help facilitate access to the commuter rail station and the pick-up / drop-off activity at the end of Anawan Avenue. This side entrance will provide oversight to the rear of the building and will be activated with storefront glazing and landscaping. A new sloped walkway will also be provided along the northern side of the building from the northeast corner entrance up to the multi-use outdoor courtyard and visitor surface parking area on the western side of the site. This new pathway will provide an alternative circulation route around the building for students and the community.

The character of the school will be both welcoming and inclusive, achieved through building massing and organization and the placement of fenestration which allows for a clear understanding of the building's function and neighborhood hierarchy. The exterior walls of the school will include durable masonry veneer, high-density cement board and metal panels for the major materials. These will combine with metal canopies, windows, and bays to give the building a contemporary, civic, and contextual appearance. Classroom windows on all elevations allow for a high degree of transparency in the envelope, reinforcing the program of the building.

Given the sustainable goals for the project, materials selected for the project will be considered from both a first-cost and life-cycle cost perspective, employing an optimal balance between those two considerations.

1.6.2 Landscape Design and Accessibility

The site landscaping design will take cues from the established Roxbury Parkway green zone and provide areas of respite for the students and public alike. Despite an existing non-compliant grade along Belgrade Avenue, the new building will be fully accessible and will use the grade-responsive stepping of the building to provide varied accessible entries to the building.

1.6.3 Sustainable Design

Sustainability informs every design decision. Enduring and efficient buildings conserve embodied energy and preserve natural resources. The Proponent is working to minimize energy use as much as possible by evaluating every possible efficiency measure.

1.6.4 Wind

The Proposed Project is similar in massing to the nearby mixed-use apartment/office building and other buildings along Belgrade Avenue. Although the proposed 39.25-foot building height will exceed the existing zoning allowed of 35 feet, the Project is separated by the MBTA commuter rail tracks at the rear of the site, and by a major and wide roadway (Belgrade Avenue) at the building's front entrance. Therefore, the overall wind environment is not expected to change as a result of the Proposed Project.

1.6.5 Shadow

New shadow is generally limited to the streets surrounding the Site and the commuter rail tracks. Late afternoon and evening shadows will extend in a northeasterly direction toward the commuter rail station and the residential building across Anawan Avenue. Overall, the Proposed Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project Site and surrounding area.

See **Section 4.1** for a more complete shadow study analysis graphically depicting the anticipated new shadow impacts from the Project compared to shadows from existing buildings. The study presents the existing and built conditions for the Project for the hours 9:00 AM, 12:00 Noon, and 3:00 PM for the vernal equinox, summer solstice, autumnal equinox, and winter solstice. In addition, shadows are depicted for 6:00 PM during the summer solstice and autumnal equinox.

1.6.6 Daylight

The Proposed Project will cause a slight increase in daylight obstruction when compared to the existing condition of the 2-story building on the site. The Project has been designed to be of a similar massing to existing buildings along Belgrade Avenue. Even though the Project would have reached a maximum of 39.25 feet in height, which is slightly higher than the existing abutting buildings along Belgrade Avenue as well as the existing zoning, daylight obstruction values from the Project are expected to be consistent with, and typical to, the surrounding neighborhood.

1.6.7 Solar Glare

It is not expected that the Proposed Project will include the use of reflective glass or other reflective materials on the building facades that would result in adverse impacts from reflected solar glare.

1.6.8 Noise Analysis

It is expected that the operation of the Proposed Project will comply with the Massachusetts DEP Noise Policy and City of Boston Noise Regulations.

Nighttime ambient baseline sound level (L_{90}) monitoring was conducted at four locations deemed to be representative of the nearby residential areas, during the time period when human activity is at a minimum and any future noise would be most noticeable. The lowest nighttime L_{90} measured in the Project area was 36 dBA.

The mechanical systems for the Proposed Project are in the early design stage. Typical sound power data for the equipment of the expected size and type for the Project have been used in the acoustic model to represent the Project's mechanical equipment.

The design for the Proposed Project is expected to require no more than approximately 220 tons of cooling load, and no more than (2) garage exhaust fans. Included in the acoustic modeling analysis completed by Tech Environmental of the building rooftop is a single 140-ton cooling tower, a 60-ton unit, and two 10-ton units, as well as two parking garage exhaust fans. An acoustic barrier (parapet wall or acoustic screen) with a minimum height of six feet is assumed around the noise generating equipment on the building roof. The anticipated mechanical equipment layout will comply with both the Massachusetts DEP noise regulations and City of Boston noise ordinances.

1.6.9 Stormwater Management and Water Quality

The Proposed Project will improve the quality of stormwater leaving this site. Under existing conditions, there are no known stormwater treatment features. The Proposed Project will occupy almost the entire Project site, however, there is an opportunity at the east side of the property to infiltrate stormwater. The overflow from the infiltration system will discharge to the 51-inch storm drain in Belgrade Avenue.

Stormwater runoff from vehicular surfaces will be collected by deep sump, hooded catch basins, and routed through proprietary water quality structures. The project will retain stormwater on site as required by the BWSC. Stormwater retention will be achieved using subsurface stormwater retention systems.

After construction, the Proposed Project will continue to consist primarily of impervious surfaces, associated with building roofs and the paved sidewalks surrounding the Site. The existing drainage patterns will not change significantly as the runoff will continue to drain to surrounding municipal storm drain systems.

All storm drain system improvements will be designed in accordance with BWSC's design standards and the BWSC "Requirements for Site Plans." A Site Plan will be submitted for BWSC approval and a General Service Application will be completed prior to any off-site storm drain

work. Any storm drain connections terminated as a result of construction will be cut and capped at the storm drain in the street in accordance with BWSC standards.

Erosion and sediment controls will be used during construction to protect adjacent properties and the municipal storm drain system. An operation and maintenance plan will be developed to support the long-term functionality of the proposed stormwater management system. All necessary dewatering will be conducted in accordance with applicable EPA, MWRA, and BWSC discharge permits. Once construction is complete, the Proposed Project will be in compliance with BWSC Site Plan requirements.

1.6.10 Solid and Hazardous Waste

Solid Waste

The Site includes two existing buildings, asphalt and concrete paving, and miscellaneous other materials. During the preparation of the Site, debris including asphalt, trash, and demolition debris will be removed from the Project Site. The Proponent will ensure that waste removal and disposal during construction and operation will be in conformance with City and DEP's Regulations for Solid Waste.

The Proposed Project will have a solid waste and single-stream dumpsters on site. The solid waste dumpster is expected to be emptied 5 times / weekly and the single stream dumpster will be emptied twice weekly. Once the commingled recyclables in the single stream dumpster are removed from the Project, they will be sorted at a Materials Recovery Facility where the recyclable materials will be separated and sent to various markets to be used in the manufacturing of new products. Roxbury Prep requires that all Commonwealth of Massachusetts and City of Boston regulations applicable to recycling and waste management must be strictly adhered to by the vendor selected to provide the waste management services to the school.

Hazardous Waste

Lightship Engineering, LLC ("Lightship Engineering") completed an ASTM Phase I Environmental Site Assessment and II Limited Site Investigation (the "Phase I and Phase II LSI Report"), on behalf of Upton + Partners, for the property located at 355 and 361 Belgrade Avenue, West Roxbury, Massachusetts ("Subject Property"). As part of the Phase I and Phase II LSI Report, Lightship Engineering reviewed the report titled *M.G.L 21E Assessment Report*, prepared by Kurz Associates, Inc. and dated December 3, 1986. No other environmental assessments were available for the property.

1.6.11 Geotechnical/Groundwater Impacts Analysis

Based on a Preliminary Geotechnical Summary for the Subject Property completed by KMM Geotechnical Consultants, LLC and dated November 9, 2016, the fill soils (approximately three to ten feet below-grade) needs to be more fully evaluated for their suitability for foundation bearing support due their poor strength and compressibility issues. If determined unsuitable, removal and replacement with structural fill are viable given the shallow depth of the excavation. Groundwater was encountered in the geotechnical borings at depths ranging from 12 to 15 feet below grade. The soils below the fill (“parent soils”) were considered compact and stable.

1.6.12 Construction Impacts Analysis

Construction methodologies and scheduling will aim to minimize impacts on the surrounding environment. The Proponent will insure that the general contractor will be responsible for developing construction phasing and staging plans and for coordinating construction activities with all appropriate regulatory agencies. The Project’s geotechnical consultant will also provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the construction contractor's proposed procedures.

The construction period for the Proposed Project is expected to extend for approximately 14 to 18 months, beginning in the third quarter 2019 and reaching completion in the third quarter of 2020.

1.6.13 Wetlands/Flood Hazard Zone

There are no wetlands within 500 feet of the Project Site. The Site is also located outside of the boundary of the 100-year floodplain. According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Map (F.I.R.M.), for Suffolk County, Massachusetts, Panel 25025C0067G, Panel 67 or 151, dated September 25, 2009, the Property is above the 100-year flood level.

1.6.14 Rodent Control

The City of Boston has declared that the infestation of rodents in the City is a serious problem. In order to control this infestation, the City enforces the requirements established in the Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550 and the State Building Code, Section 108.6 Policy Number 87-4 (City of Boston). These regulations established that extermination of rodents should be required for issuance of permits for demolition, excavation, foundation, and basement rehabilitation. The Proponent will develop a rodent control program prior to construction commencement.

1.6.15 Historic Resources

The site uses includes a used car lot, a former automobile dealership building and NTB National Tire & Battery. Abutting the site is the West Roxbury Parkway to the west, residential buildings to the south and the MBTA Bellevue Commuter Rail Station to the north.

The Proposed Project site is located within one-quarter mile of some historically significant residential and other properties. The West Roxbury Parkway, itself a Historic National Register District, abuts the Project site to the west.

The West Roxbury Parkway Historic National Register District is certified by the National Park Service within the Metropolitan Park System of Greater Boston and runs southeast to northwest in the West Roxbury neighborhood of Boston and Brookline, Massachusetts. Its northwestern terminus is the Horace James Circle, where it converges with other roadways including the Hammond Pond Parkway. Its southern terminus is Washington Street at the northern edge of the Stony Brook Reservation. It spans approximately 12-acres and runs 3-miles long, was constructed between 1919 and 1929 and designed by architects Charles Eliot and the Olmsted Brothers. Its historic and current functions are characterized as outdoor recreation and culture, landscape including parks and a conservation area, and road related transportation. It is significant as an intact example of a connecting parkway designed for the Metropolitan Parks Commission, designed and built to provide a connection between the Stony Brook, Fowl Meadows and Blue Hills Reservations and the Arnold Arboretum, Franklin Park and Jamaica Pond. The district was certified as a National Historic District in 2005.

No known archaeological resources were located within the Project site during the review of Massachusetts Historic Commission files and MACRIS; therefore, no impacts to archaeological resources are anticipated. In addition, a report on the West Roxbury Parkway references a low potentiality for Native American archaeological sites located within the adjacent West Roxbury Parkway National Historic District, but none have been identified at this time.

1.6.16 Infrastructure Systems

The Project's Civil and MEP Engineers will coordinate with the City agencies and private utility companies responsible for the area's utility systems as the design progresses. Utility connections will be designed to minimize impacts to the surrounding area and all appropriate permits and approvals will be acquired prior to construction.

The Boston Water and Sewer Commission (BWSC) owns and operates the sanitary sewer, storm drain, and water distribution systems in the City of Boston. A BWSC approved Site Plan and General Service Application is required for the construction of proposed sewer, storm drain, and water connections to the mains. The Proponent will submit the General Service Application and Site Plans to BWSC for review and approval prior to construction. The Site Plans will indicate the existing and proposed sewer lines, storm drain lines, and water mains within the site and in the abutting public ways. The proposed connections to the sewer, storm drain, and water distribution

systems will be designed in conformance with the BWSC's Site Plan requirements. The Site Plans will show any existing utilities to be abandoned, the locations of proposed connections, and the limit of work to be performed in the public ways. Abandoned services will be cut and capped at the main line according to BWSC standards.

The following items will be coordinated with the respective city agencies and utility companies:

- The Boston Fire Department reviews projects with respect to fire protection measures such as fire department connections, standpipes and hydrants.
- Energy and telecommunication system sizing and connections will be coordinated with the respective utility providers.
- New utility connections are authorized by the City of Boston Public Works Department through the street opening permit process.

1.6.17 Transportation

Appendix D presents the comprehensive transportation study completed by Howard Stein Hudson for the proposed Project in conformance with the *BTD Transportation Access Plan Guidelines* (2001). The study analyzes existing conditions within the Project study area, as well as conditions forecast to be in place under the seven-year planning horizon of 2023.

Howard Stein Hudson (HSH) has conducted an evaluation of the transportation impacts of a proposed charter high school to be located at 361 Belgrade Avenue (the "Project" and/or "Site") in Boston's Roslindale neighborhood. The transportation study adheres to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and the Boston Planning and Development Agency's (BPDA) Article 80 development review process. The study includes an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, transit services, and pedestrian and bicycle activity, as well as conditions forecast to be in place under the seven-year planning horizon of 2023.

Vehicular access/egress will be provided in two locations. Access to a 46-space parking garage will be provided by a new curb-cut along the west side of Anawan Avenue. A second point of access will be provided along the north side of Belgrade Avenue to a courtyard that can accommodate up to an additional 30 valet-assisted vehicles for event and overflow parking. Anawan Avenue, north of Belgrade Avenue, will be reconstructed to provide a new time-restricted short-term pick-up/drop-off area that will serve both the school and the Bellevue Commuter Rail station. The Proponent is also exploring potential modifications to the curb usage along Belgrade Avenue, adjacent to the Site, to allow for additional pick-up/drop-off or other school related activity. All changes to the public right-of-way, including the reconstruction of Anawan Avenue, and changes to parking regulations will require BTD review and approval.

The Project is expected to generate approximately 262 vehicular trips on a typical school day, with 53 staff trips entering the school in the morning and exiting the school in the afternoon, and 39 vehicles completing pick-up/drop-off maneuvers during both the weekday a.m. and p.m. peak hours.

Many students are expected to utilize the bus from Forest Hills Station. A significant percentage of students that currently attend the Roxbury Prep High School are from the neighborhoods of Dorchester, Dudley, Mattapan, Hyde Square, and Roslindale. These students are expected to take one of many bus lines or the Orange Line that serve Forest Hills, and then transfer to a bus that serves the Project. Students from South Boston, Charlestown, and Back Bay that have access to South Station or Back Bay Station are expected to utilize the Needham Line to travel to Bellevue Station, adjacent to the Project. In addition, some students might transfer to the Needham Line at Forest Hills instead of transferring to a bus route.

Based on the residential zip codes of the existing student population, it is estimated that 75% of the students will use the bus and 25% of the students will use the Needham Line.

The Proponent is committed to implementing a transportation demand management (“TDM”) program that supports the City’s efforts to reduce dependency on the automobile by encouraging alternatives to driving alone, especially during peak travel periods. Proposed measures include, but are not limited to, providing transit information (schedules, maps, and fare information) to students and staff, providing on-site bicycle storage, providing a transit pass program to the students, and designating a transportation coordinator for the school. The transportation coordinator will oversee all transportation issues including managing vehicular operations, service and loading, parking, and TDM programs.

1.6.18 Response to City of Boston Accessibility Guidelines

The Proponent’s response to the City of Boston Accessibility Guidelines is contained in **Appendix A**. When completed, the Project will be fully in conformance with state and federal guidelines for accessibility, including the requirements of 521 CMR Architectural Access Board and the Americans with Disabilities Act (ADA).

2.0 GENERAL INFORMATION

2.1 Applicant Information

2.1.1 *Project Proponent and Developer*

Uncommon Schools is a nonprofit organization whose mission is to start and manage outstanding urban public charter schools that close the achievement gap and prepare low-income students to enter, succeed in, and graduate from college. Located in six regions across the Northeast, Uncommon manages 53 high-performing schools serving over 19,000 students and will ultimately grow to include over 60 schools serving over 22,000 students by 2020.

Uncommon actively works to close the racial and socioeconomic achievement gap. With that in mind, Uncommon offers a rigorous, engaging academic system which ensures that students meet the network's high standards and are prepared for college. Academic programs are based on practices and approaches that have proven effective in producing significant academic gains across the Uncommon portfolio — some of the highest-performing urban public schools in the country. Each school exhibits the following key attributes: 1) a college preparatory mission; 2) high standards for academics and character; 3) an academically-focused learning environment; 4) a longer school day and a longer school year; 5) a focus on accountability and data-driven instruction; and 6) a faculty of committed and talented leaders and teachers.

Year after year, Uncommon Schools have consistently proven that they can defy the odds with students reversing the racial and economic achievement gaps on state exams. Although students typically enter Uncommon scoring on average two years below grade level, by their second year at an Uncommon School these same students have closed or are close to closing the academic achievement gap.

Upton + Partners, LLC is a real estate development company focused on executing development projects in the Boston Metropolitan area with unique and award-winning projects. Through clear vision and sound management, Upton + Partners have successfully created projects both for our own account and for select clients. Its unique portfolio consists of commercial mixed-use, residential, retail, cultural, medical, office, sports and entertainment facilities.

Upton + Partners' direct knowledge of the interrelationships of the differing real estate disciplines (investment, design, entitlement, finance, construction, operations) enable the company to execute unique real estate solutions to deliver distinctive projects that achieve superior results to their stakeholders. Upton + Partners' philosophy is to focus on opportunities that are selective and uniquely innovative, and have the prospect of contributing innovative solutions to communities.

2.1.2 Project Team

Project Name	361 Belgrade Avenue, Roslindale (Boston)
Project Proponent	<p>Roxbury Prep Belgrade Avenue LLC c/o Uncommon Schools 826 Broadway, 9th Floor New York, NY 10003</p> <p>Ahkilah Z. Johnson Senior Director of Real Estate & Facilities ajohnson@uncommonschoools.org Tel: 916-583-7548 Cell</p>
Property Developer (Based on a 99-Year Lease)	<p>Upton + Partners 191 Lowder Street, 2nd Floor Dedham, MA 02026</p> <p>Jake Upton, Partner j.upton@uptonpartners.com Tel: 781-326-9997 Direct</p>
Article 80 Permitting Consultant	<p>Mitchell L. Fischman Consulting LLC (“MLF Consulting”) 41 Brush Hill Road Newton, MA 02461</p> <p>Mitchell Fischman mitchfischman@gmail.com Tel: 781-760-1726</p>
Media Consultants	<p>Dot Joyce 20 Park Plaza, Suite 447 Boston, MA 02116 Tel: 617-592-2967 dotjoyce1@gmail.com</p> <p>Northwind Strategies 55 Court Street, Suite 340 Boston, MA 02108 Tel: 617-367-0300</p> <p>Autumn McLaughlin autumn@northwindstrategies.com</p> <p>Rosy Gonzalez Speers rosy@northwindstrategies.com</p>

<p>Local Counsel</p>	<p>McDermott Quilty & Miller LLP 28 State Street, Suite 802 Boston, MA 02109</p> <p>Joseph Hanley, Esq. - Partner jhanley@mqmlp.com Tel: 617-946-4600, Ext. 4438</p> <p>Nicholas Zozula, Esq. nzozula@mqmlp.com Tel: 617-946-4600 Ext. 4440</p>
<p>Architect</p>	<p>SMMA / Symmes Maini & McKee Associates 1000 Massachusetts Avenue Cambridge, MA 02138</p> <p>Matthew Rice, Project Architect, AIA Tel: 617-520-9489 mrice@smma.com</p>
<p>Transportation Planner</p>	<p>Howard Stein Hudson 11 Beacon Street, Suite 1010 Boston, MA 02108 Tel: 617-482-7080</p> <p>Brian Beisel bbeisel@hshassoc.com</p> <p>Michael Littman mlittman@hshassoc.com</p>
<p>Civil Engineer</p>	<p>Nitsch Engineering, Inc. 2 Center Plaza, Suite 430 Boston, MA 02108 Tel: 617-338-0063</p> <p>Chelsea Christenson, PE cchristenson@nitscheng.com</p>
<p>Landscape Architect</p>	<p>Terraink, Inc 7 Central Street, Suite 150 Arlington, MA 02476</p> <p>Jade Cummings, RLA, President</p>

MEP Engineer	<p>SMMA / Symmes Maini & McKee Associates 1000 Massachusetts Avenue Cambridge, MA 02138 Tel: 617-520-9489</p> <p>Andrew K. Oldeman, PE</p>
Construction Management	<p>A construction manager will be selected for the project in accordance with the State required Ch. 149A Construction Manager at Risk process.</p>
Construction Estimator	<p>PM&C 20 Downer Avenue, Suite 1C Hingham, MA 02043</p> <p>Peter Bradley, BSCQ.S, LEED AP peterbradley@pmc-ma.com Tel: 781-740-8007</p> <p>Eileen Curto eileencurto@pmc-ma.com Tel: 781-740-8007</p>
Environmental/ Geotechnical Engineer	<p>Lightship Engineering LLC 39 Industrial Park Road Plymouth, MA 02360 Tel: 508-830-3344</p> <p>Timothy Condon tcondon@lighshipengineering.com Tel: 617-291-8916 Cell</p>

Project Schedule	361 Belgrade Avenue
Construction Commencement	3 rd Quarter 2019
Construction Completion	3 rd Quarter 2020
Status of Project Design	Schematic
Estimated Project Cost	\$23,000,000

2.2 Legal Information

Legal Judgments or Actions Pending Concerning the Proposed Project:

None.

History of Tax Arrears on Property Owned in Boston by the Applicant:

There are no tax arrears on property owned by the Proponent.

Nature and Extent of Any and All Public Easements and Deed Restrictions:

The Project Site which will be leased to the development entity for 99-years is bounded by streets containing sewer, electric, telephone, and gas utilities. There is a deed restriction for a portion of the site along the West Roxbury Parkway restricting the use to parking spaces, as proposed.

2.3 Regulatory Controls and Permits

2.3.1 **Compliance with Boston Zoning Code - Use and Dimensional Requirements**

The Proposed Project is regulated by the Article 67 and other pertinent sections of the Code, which Allow the proposed Secondary School Use in the Neighborhood Shopping (NS) and 2F-5000 Subdistricts of the Roslindale Neighborhood Zoning District, which encompasses the land area at the Project Site (with the smaller of the three parcels, the surface parking lot along the West Roxbury Parkway, located in the 2F-5000 Subdistrict). The Project Site is also located within the West Roxbury Parkway Greenbelt Protection Overlay District, as referenced in Section 67-25 of Article 67 as well as subject to Parks Design Review Ordinance 7.4-11. Due to certain dimensional limitations and related conditions unique to the Property Site, however, it is anticipated that the Proposed Project will likely require certain zoning relief from the Floor Area Ratio, Building Height, and other possible requirements of the Code. Thus, the Proponent intends to seek approvals from the Board of Appeal, as required and necessary for enforceable permitting of the Proposed Project (see **Table 2-1. NS and 2F-5000 Subdistricts- Zoning Compliance**).

Specifically, relief will be required from the Board of Appeal as the proposed structure exceeds the maximum allowable floor-area-ratio (1.0 is allowed and 1.15 is proposed). It also slightly exceeds the height limitations for the district (39.25 ft is proposed and 35 feet is allowed). Relief may also be required for front and/or rear yard setbacks, depending on interpretation by the Inspectional Services Department upon initial review of the Proposed Project plans.

2.3.2 **Compliance with Parking and Off-Street Loading Requirements**

The Project provides 46 below-grade and 20 at-grade surface parking spaces in a garage for a total of 66 spaces (with up to 76 spaces with valet services). The school has estimated that it expects there will be approximately 67 teachers, administrators and other staff at the facility, and that the

proposed parking will be sufficient to accommodate them as 79% of this group will arrive by individual car or carpool.

It is proposed that a portion of the entry drive from Anawan Avenue serve as a loading area as the drive can accommodate a 40-foot long truck. Nevertheless, more formal relief may be required from the Board of Appeal to recognize this area for both access and loading purposes.

Table 2-1. NS and 2F-5000 Subdistricts (Article 67) – Zoning Compliance

Dimensional Element	NS Subdistrict	2F-5000 Subdistrict	Proposed Project (1)	Conditional Use Permits/ Variance(s) Required?
Minimum Lot Size	None	8,000 SF	43,014 SF	No
Lot Area for Each Additional Unit	N/A	N/A	N/A	No
Maximum Floor Area Ratio	1.0	0.5	1.15	Yes
Maximum Building Height	35-Feet / 3-Stories	35 -Feet / 2-1/2 Stories	39.25 Feet / 3-Stories	Yes
Minimum Lot Width	None	50 Feet	124.22 Feet	No
Minimum Lot Frontage	None	50 Feet	122.67 Feet	No
Minimum Usable Open Space per Dwelling Unit	None	1,750 sf	N/A	No
Minimum Front Yard	10 Feet	20 Feet	19.11 Feet (2)	Yes
Minimum Side Yard	10 Feet (3)	10 Feet	2.75 Feet	Yes
Minimum Rear Yard	10 Feet	40 Feet	58 Feet (2)	No

Dimensional Element	NS Subdistrict	2F-5000 Subdistrict	Proposed Project (1)	Conditional Use Permits/ Variance(s) Required?
Minimum Number of Parking Spaces	35 (0.7 spaces per 1,000sf of gross floor area)	35 (0.7 spaces per 1,000sf of gross floor area)	76 Spaces (46 in Garage + 20 Surface Parking Spaces or 30 Valet-Style Spaces)	No
Minimum Number of Loading Bays	1	1	1	Yes (based on potential location/access)

- (1) The dimensions described in this table may change as the Proposed Project undergoes design review with the BPDA.
- (2) Finalizing Front and Rear Yard setbacks will be determined after access to the building is finalized.
- (3) In a Neighborhood Business Subdistrict, no side yard is required except in the case of a lot with a side lot line abutting a Residential Subdistrict, which shall have side yards as if it were in such abutting district.

Table 2-2. Preliminary List of Permits or other Approvals Which May Be Sought

Agency Name	Permit or Action*
Federal and State Agencies	
U.S. Environmental Protection Agency	Notice of Intent for EPA Construction Activities General Discharge Permit with associated SWPPP, If Required
MA Department of Transportation	Chapter 40, Section 54A Clearance, If Required
MA Department of Conservation and Recreation (DCR)	Due to Proximity to West Roxbury Parkway, may require DCR site planning review
MA Department of Environmental Protection, Division of Water Pollution Control	Sewer Connection Self-Certification (if sewage generation is less than 50,000 gpd)
MA Department of Environmental Protection, Division of Air Quality Control	Fossil Fuel Permit, If Required
Local Agencies	
Boston Planning and Development Agency	Article 80E- SPRA Review; Certificate of Completion
Boston Transportation Department	Construction Management Plan
Boston Parks Commission	Proposed Project is within 100 feet of Greenbelt Overlay District and Subject to Parks Commission Review
Zoning Board of Appeal	Variances and/or Conditional Use Permits, If Required
Boston Landmark Commission	Possible Article 85 Demolition Delay – Subject to Article 85 if buildings are at least 50-years of age or greater
Boston Public Safety Commission Committee on Licenses	License to Store Flammables; Garage License, if Garage is proposed

Local Agencies (Continued)	
Boston Fire Department	Approval of Fire Safety Equipment
Boston Water and Sewer Commission	Review of Utility Easement thru Site; Approval for Sewer and Water and Connections; Site Plan Review; Construction Site Dewatering; and Storm Drainage
Boston Department of Inspectional Services	Initial Denial of Building Permit and Issuance of Turndown Letter for ZBA Filing; Issuance of Building Permits; Certificates of Occupancy; Other Construction-Related Permits

*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

2.4 Community Engagement and Agency Coordination

Prior to submitting this Small Project Review Application, the Proponent engaged in over two years of extensive and continuous outreach with abutting and area residents, nearby business owners and institutions, local elected and appointed officials, and other interested parties, including the following actions:

- Organized two initial abutter meetings in January and March 2017, with participation by the Mayor’s Office of Neighborhood Services;
- Made an initial presentation at the Bellevue Hill Improvement Association’s community meeting in October, 2017;
- Hosted a publicly-advertised open house forum in the neighborhood with attendance by over 500 members of local community and surrounding areas;
- Hosted numerous community gatherings in Roslindale and West Roxbury for neighbors to learn more about the project and ask questions directly to school leaders and project planners;
- Participated weekly at the Roslindale Farmer’s Market to provide information to neighbors and answer questions from June - October, 2018;
- Appeared at an interfaith meeting in August, 2018 at the Theodore Parker Church to meet with school leaders and respond to questions about the project;
- Presented the Proposed Project in September, 2018 to Roslindale’s Longfellow Area Neighborhood Association, and received a favorable letter from this neighborhood association;
- Held informational house gatherings at the homes of Roxbury Prep supporters in Roslindale and West Roxbury;
- Roxbury Prep supporters canvassed their neighbors with students from the school to provide more information about the Proposed Project; and
- In addition, Roxbury Prep students marched in the Roslindale Parade in October, 2018.

As a result of the input received, the Proponent has integrated certain project modifications and mitigation measures into the Proposed Project.

The Proponent will continue to meet with public agencies, neighborhood representatives, local business organizations, abutting property owners, and other interested parties, and will follow the requirements of Article 80 pertaining to the public review process.

3.0 DESIGN

3.1 Architectural Design Concept

The new Roxbury Prep High School has been designed to reflect the educational vision, core values, and academic goals of the Uncommon Schools System: to start and manage outstanding urban charter public schools that close the achievement gap and prepare low-income students to graduate from college. The new building will support the educational goals of the school while contributing to the improvements of Belgrade Avenue and the surrounding neighborhood.

The proposed building design will be sensitive in both massing and material to the neighborhood. It will capitalize on the existing slope of the site to minimize the impact of the building. The major volumes of the building will be stepped and separated, replicating the adjacent commercial and industrial uses on Belgrade Avenue, while remaining sensitive to the adjacent residential streets.

A small visitor parking lot will be provided on the west side of the Site. The existing surface parking lot at this location will be reduced in size and improved with landscaping to screen the cars from West Roxbury Parkway. The visitor parking lot will be designed to function as an outdoor pedestrian courtyard for the majority of the time, but will incorporate movable street furnishings that will allow cars to enter at controlled times for overflow parking during events. A larger underground garage will provide parking for the faculty and staff. The garage will be located under the southern portion of the building with access from Anawan Avenue.

Entries to the school will be located to create sensible adjacencies from parking, drop-off areas, and access from public transportation along Belgrade Avenue and the commuter rail stop at the end of Anawan Avenue. As further described below, approximately 90% of students walk to the Site or arrive via public transportation. The main entrance will be located on Belgrade Avenue, providing access to students and staff arriving by foot or from the bus routes along Belgrade Avenue. A new pedestrian terrace will face the street, providing a gathering place for students and visitors. The cafeteria will face the pedestrian terrace with large storefront windows, helping to create an active edge for the building.

A staff and student entrance will be located on the northeast corner of the building at the end of Anawan Avenue. This entrance will be available to staff and students in the morning and afternoon to help facilitate access to the commuter rail station and the pick-up / drop-off activity at the end of Anawan Avenue. This side entrance will provide oversight to the rear of the building and will be activated with storefront glazing and landscaping.

A new connecting pedestrian pathway will be constructed on the northern side of the school between the new building and the MBTA right-of-way. This new sloped walkway will connect the staff and student entrance located in proximity to the commuter rail station to the new pedestrian courtyard that will double as the visitor parking area at the western side of the site. It will offer a secondary method of accessible circulation across the site and will help mitigate the density of pedestrians moving along Belgrade Avenue.

3.2 Materials and Finishes

The character of the school will be both welcoming and inclusive, achieved through building massing and organization and the placement of fenestration which allows for a clear understanding of the building's function and neighborhood hierarchy. The exterior walls of the school will include durable masonry veneer, metal panels and high-density cement board for the major materials. These will combine with metal canopies, windows, and bays to give the building a contemporary, civic, and contextual appearance. Classroom windows on all elevations allow for a high degree of transparency in the envelope, reinforcing the program of the building.

Given the sustainable goals for the project, materials selected for the project will be considered from both a first-cost and life-cycle cost perspective, employing an optimal balance between those two considerations.

3.3 Landscape Design

The building is surrounded on four sides by landscaping of varying character, and the landscape approach addresses each of these sides differently.

The site landscaping design will take cues from the established West Roxbury Parkway green zone and provide areas of respite for the students and public alike. Despite an existing non-compliant grade along Belgrade Avenue, the new building will be fully accessible and will use the grade-responsive stepping of the building to provide varied accessible entries to the building.

Along Belgrade Avenue, the building fronts the sidewalk for practically the entire length of the property frontage with little opportunity for greenscape within the property. From the back of curb to face of building is approximately 8 feet. As a result, the Proponent intends to improve the streetscape along this edge by following Boston Complete Streets guidelines; creating a furnishings zone, installing decorative paving along the curb edge and planting street trees in a 4-foot wide planting strip or in tree grates. The rhythm of the street tree planting strip is only interrupted by the mid-block short term parking space for functional purposes.

The trees help to create a pedestrian zone, bring scale to the building, reduce the heat island effect (as this is the southern exposure of the site), and create a buffer between cars and pedestrians. Signage and other site furnishings such as benches or bicycle racks may be added between the trees to help strengthen the separation between traffic and pedestrians. The trees will meet City of Boston standards for species selection for under utility lines since there are existing overhead wires that will remain in place.

The proposed terracing and stairs along Belgrade Avenue are intended to resolve the sloping site and allow an opportunity to create interesting pedestrian spaces between the sidewalk and building entry, with seating, lighting and raised or freestanding planters.

At the west end of the site, the existing paved parking area will be removed, the area re-graded, and improved to create a new 20 space surface parking lot. The edge of the new parking lot will be further from both West Roxbury Parkway and Belgrade Avenue, allowing for improved and expanded landscaped edges.

There are existing mature Zelkova trees in the West Roxbury Parkway right of way that will not be disturbed and that provide an effective green buffer to the site. By increasing the green space by 8-10 feet and regrading the parking lot, cars will be shielded from view from the Parkway with a retaining wall and shrubs plantings on top of the wall.

The northern edge of the site borders the MBTA commuter rail right of way and is currently characterized by volunteer vegetation consisting of a variety of deciduous trees and undergrowth. The volunteer vegetation along the northern edge of the site will be removed and replaced by the sloped pedestrian walkway that will connect the eastern and western ends of the site. The edge of the walkway will incorporate protective safety fencing that will prevent access to the rail right of way from the walkway itself.

At the east end of the site, Anawan Avenue, a dead-end street, will be improved by re-aligning the intersection with Belgrade Ave. and an expanding the turnaround to provide a vehicular drop off/pick up space that will serve both the school and the commuter rail station. Because many students, staff, and guests will be utilizing the commuter rail station, this is an important pedestrian space. An attractive landscaped entry plaza will be built at the northeast corner of the building, with seating, lighting and special paving. Special design consideration for safety in this area is paramount due to the proximity of cars, trucks and trains to pedestrians. This will take the form of curbing, bollards, fencing and hedge plantings. The proposed loading area and garage access will be screened from view with a site wall or fence and plantings.

Finally, if funding permits, there will be a pair of rooftop courtyards at the second-floor level of the building. These occupiable roof spaces are anticipated to include seating, tables and raised planters for social and educational uses, and appropriate perimeter guards to accommodate all rooftop safety requirements, and appropriate perimeter guards to accommodate all rooftop safety requirements.

Discussion of design elements for the proposed new building is provided in the sections below, and is illustrated on the plans, perspectives, and photographs that are included at the end of this section (see **Figures 3-1 through 3-12**).

3.4 Response to Article 80 Accessibility Guidelines

See **Appendix A**.

3.5 Design Drawings and Perspectives

The 361 Belgrade Avenue design drawings and perspectives are contained in the following section and include:

Figure 3-1. Proposed Site/Landscape Plan

Figure 3-2. Proposed Lower Level Plan

Figure 3-3. Proposed Level 1 Plan

Figure 3-4. Proposed Level 2 Plan

Figure 3-5. Existing Aerial

Figure 3-6. Proposed Aerial

Figure 3-7. Belgrade Avenue View

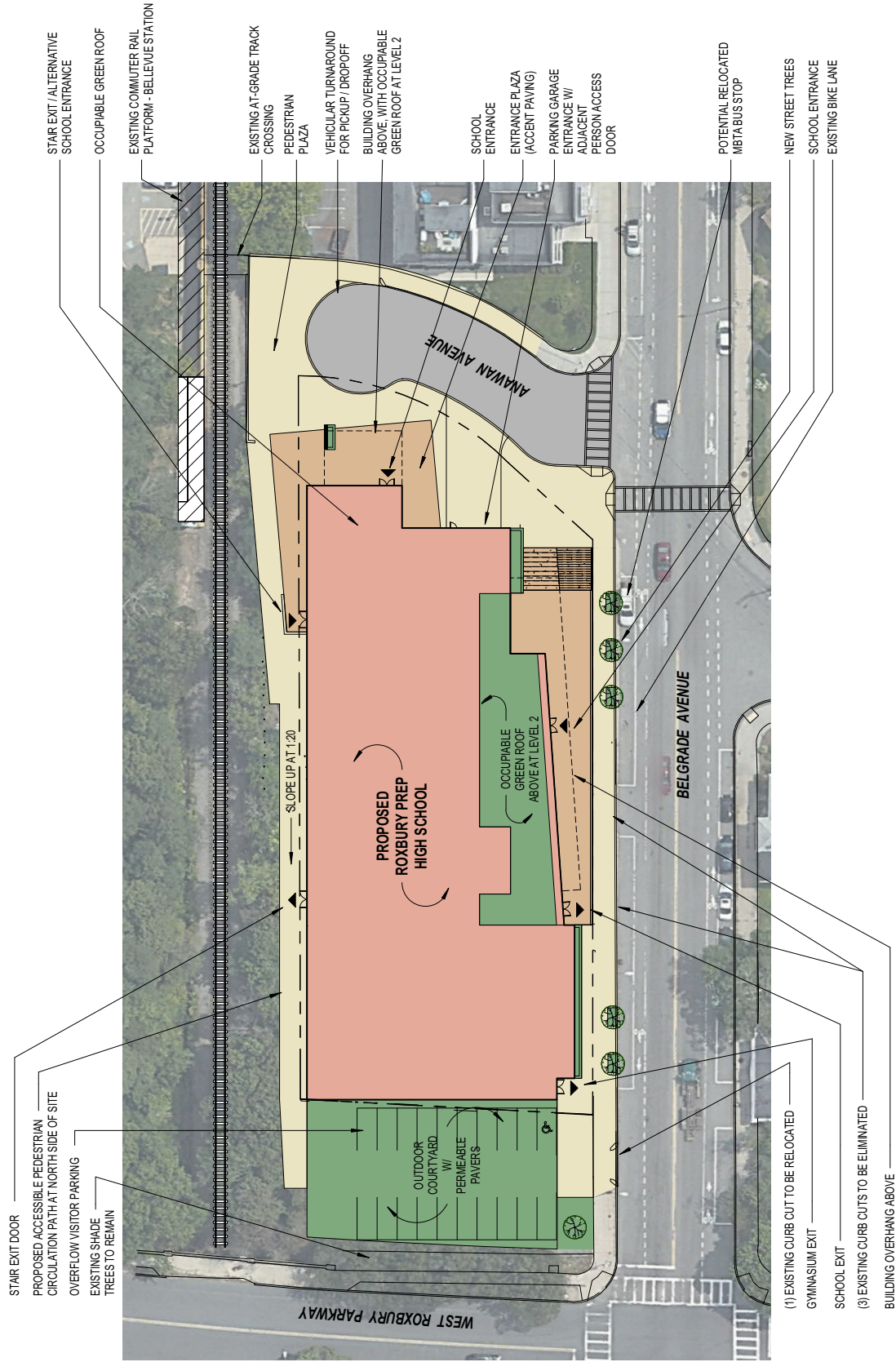
Figure 3-8. Bellevue Station View

Figure 3-9. West Roxbury Parkway View

Figure 3-10. Rendering From Across Belgrade Avenue/East of Anawan Avenue

Figure 3-11. Rendering From West Roxbury Parkway

Figure 3-12. Rendering From Across Belgrade Avenue at Anawan Avenue



STAIR EXIT
 PROPOSED ACCESSIBLE PEDESTRIAN CIRCULATION PATH AT NORTH SIDE OF SITE
 OVERFLOW VISITOR PARKING
 EXISTING SHADE TREES TO REMAIN

STAR EXIT / ALTERNATIVE SCHOOL ENTRANCE
 OCCUPIABLE GREEN ROOF
 EXISTING COMMUTER RAIL PLATFORM - BELLEVUE STATION

EXISTING AT-GRADE TRACK CROSSING
 PEDESTRIAN PLAZA
 VEHICULAR TURNAROUND FOR PICKUP / DROPOFF
 BUILDING OVERHANG ABOVE WITH OCCUPIABLE GREEN ROOF AT LEVEL 2

SCHOOL ENTRANCE
 ENTRANCE PLAZA (ACCENT PAVING)
 PARKING GARAGE ENTRANCE W/ ADJACENT PERSON ACCESS DOOR

POTENTIAL RELOCATED MBTA BUS STOP
 NEW STREET TREES
 SCHOOL ENTRANCE
 EXISTING BIKE LANE

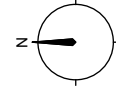
AMMAN AVENUE

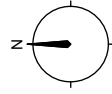
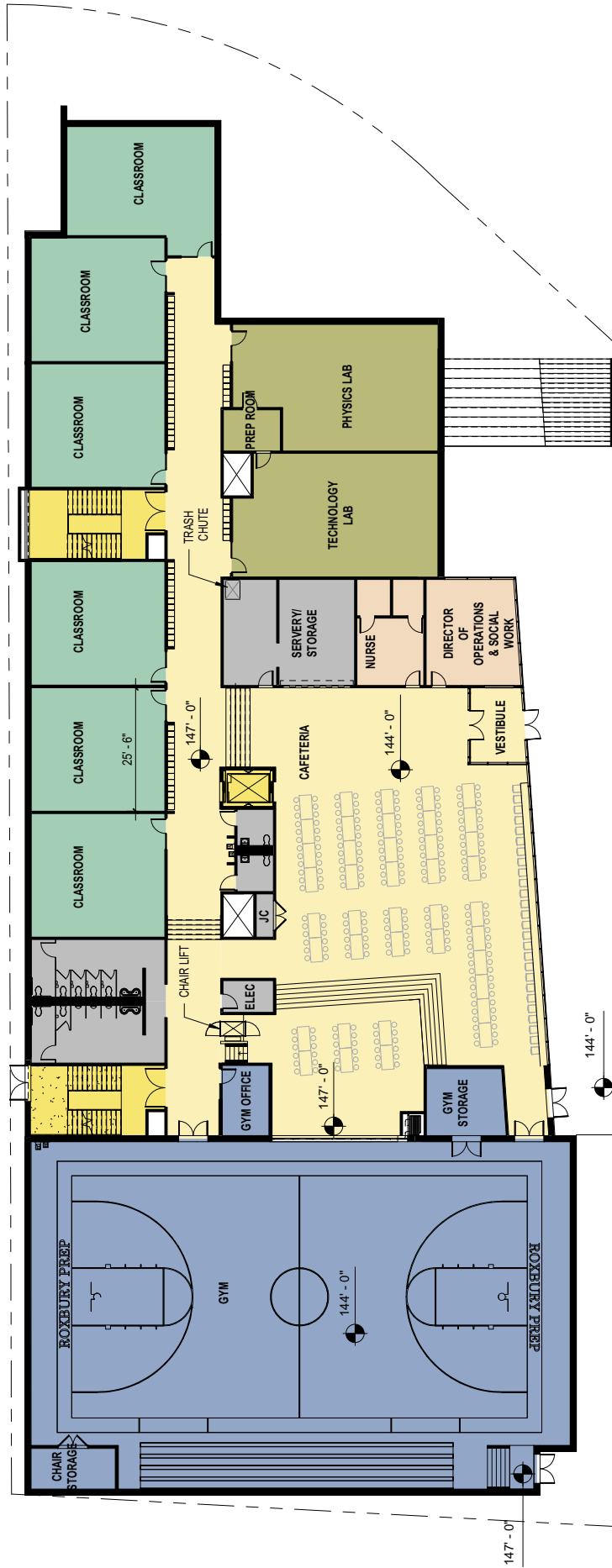
BELGRADE AVENUE

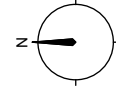
WEST ROXBURY PARKWAY

- (1) EXISTING CURB CUT TO BE RELOCATED
- GYMNASIUM EXIT
- SCHOOL EXIT
- (3) EXISTING CURB CUTS TO BE ELIMINATED
- BUILDING OVERHANG ABOVE

PROPOSED SITE/LANDSCAPE PLAN
 1" = 40'-0"



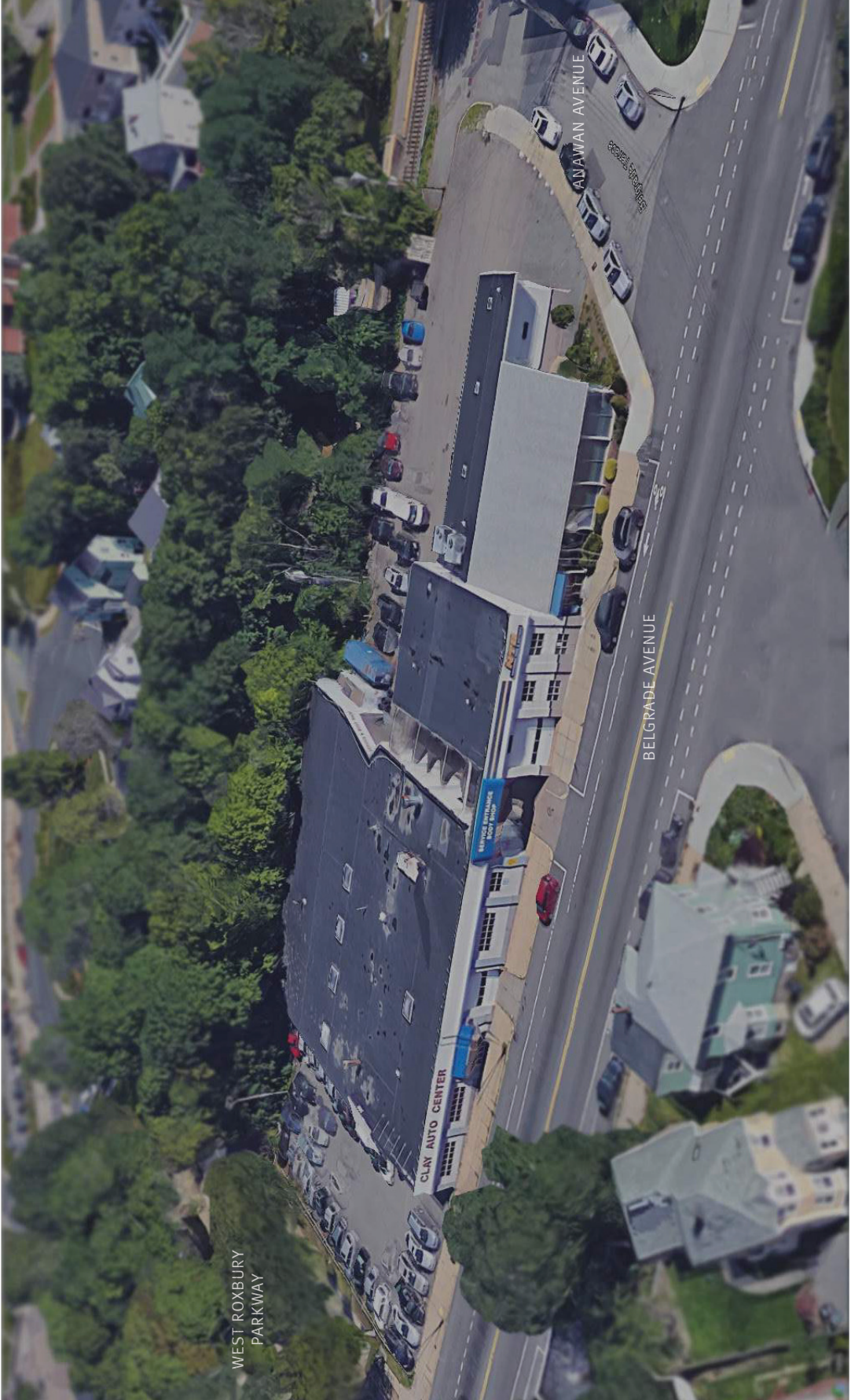




PROPOSED FLOOR PLAN - SECOND FLOOR
1" = 20'-0"

ROXBURY PREP HS
NOVEMBER 17, 2018

SECTION 3.5 FIGURE 3-4



WEST ROXBURY
PARKWAY

BELGRADE AVENUE

KANAWAN AVENUE

EXISTING AERIAL

SECTION 3.5 FIGURE 3-5

ROXBURY PREP HS
NOVEMBER 17, 2018

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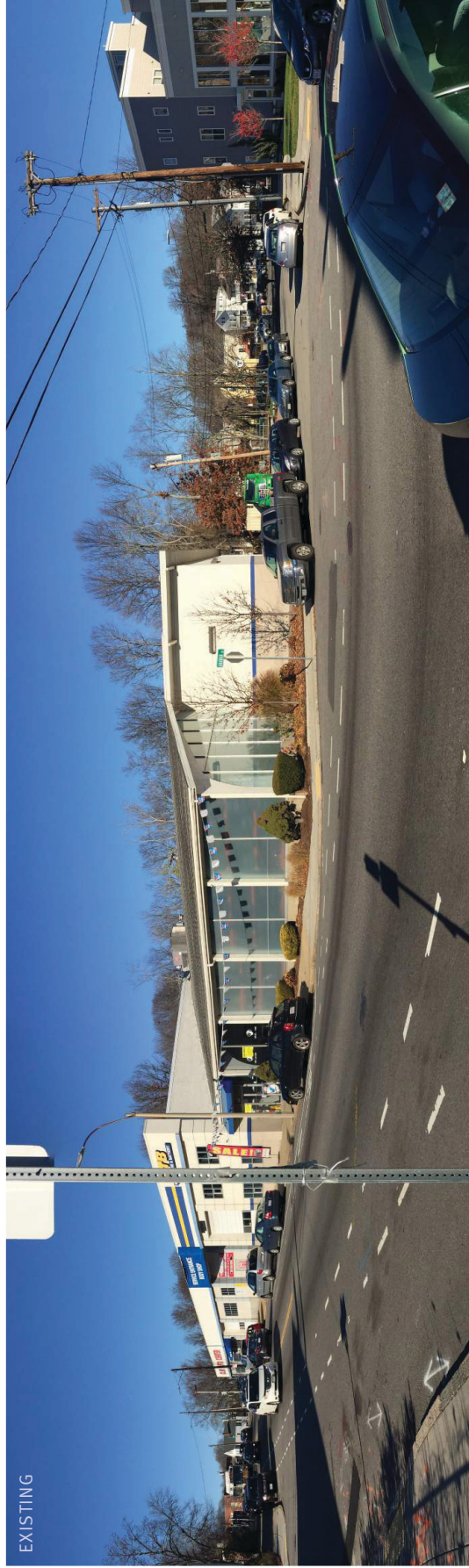


PROPOSED AERIAL

SECTION 3.5 ROXBURY PREP HS **FIGURE 3-6**

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EXISTING

BELGRADE AVENUE VIEW - EXISTING

ROXBURY PREP HS
NOVEMBER 17, 2018

SECTION 3.5 FIGURE 3-7

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BELLEVUE STATION VIEWS - EXISTING

ROXBURY PREP HS
NOVEMBER 17, 2018

SECTION 3.5 FIGURE 3-8

EXISTING





RENDERING FROM ACROSS BELGRADE AVENUE / EAST OF ANAWAN AVENUE
SECTION 3.5 **FIGURE 3-10**

ROXBURY PREP HS
NOVEMBER 17, 2018

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RENDERING FROM WEST ROXBURY PARKWAY
3/64" = 1'-0"

ROXBURY PREP HS
NOVEMBER 17, 2018

SECTION 3.5 **FIGURE 3-11**

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RENDERING FROM ACROSS MBTA COMMUTER RAIL STATION

3/64" = 1'-0"

SECTION 3.5

FIGURE 3-12

ROXBURY PREP HS
NOVEMBER 17, 2018

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4.0 SHADOW IMPACT ANALYSIS

4.1 Shadow Impacts Analysis

The following shadow analysis describes and graphically depicts anticipated new shadow impacts from the Proposed Project on the surrounding neighborhood. The following times and dates were studied as a sample representative of the shadow cycle throughout a year.

Time of Year/ Date	Time of Day
Vernal Equinox (March 21)	9:00am, 12:00pm, 3:00pm
Summer Solstice (June 21)	9:00am, 12:00pm, 3:00pm, 6:00pm
Autumnal Equinox (September 21)	9:00am, 12:00pm, 3:00pm, 6:00pm
Winter Solstice (December 21)	9:00am, 12:00pm, 3:00pm

4.1.1 Vernal Equinox (March 21)

Figures 4-1 through 4-3 depicts shadows on March 21 for three time periods.

At 9:00 AM, shadows are cast in a northwesterly direction onto portions of the adjacent MBTA Commuter railroad tracks and adjacent surface parking lot. (Figure 4-1).

At 12:00 Noon, shadows are cast in the northerly direction onto portions of the adjacent MBTA Commuter railroad tracks (Figure 4-2).

At 3:00 PM, shadows from the project are cast northeasterly across the Anawan Avenue cul-de-sac and MBTA Commuter railroad. (Figure 4-3)

4.1.2 Summer Solstice (June 21)

Figures 4-4 through 4-7 depict shadow impacts on June 21 for four time periods.

At 9:00 AM, shadows are cast in a westerly direction onto portions of the adjacent surface parking lot. (Figure 4-4).

At 12:00 Noon, shadows are cast in the northerly direction, remaining on the project site. (Figure 4-5).

At 3:00 PM, shadows from the project are cast northeasterly across the Anawan Avenue sidewalk, and a small portion of the Anawan Avenue cul-de-sac. (Figure 4-6)

At 6:00 PM, shadows from the project are cast easterly across the Anawan Avenue and casts a shadow on the west façade of the adjacent structure across Anawan. (Figure 4-7)

4.1.3 Autumnal Equinox (September 21)

Figures 4-8 through 4-11 depict shadow impacts on September 21 depicts shadows on September 21 for four time periods.

At 9:00 AM, shadows are cast in a northwesterly direction onto portions of the adjacent MBTA Commuter railroad tracks and adjacent surface parking lot. **(Figure 4-8).**

At 12:00 Noon, shadows are cast in the northerly direction onto portions of the adjacent MBTA Commuter railroad tracks **(Figure 4-9).**

At 3:00 PM, shadows from the project are cast northeasterly across the Anawan Avenue cul-de-sac and MBTA Commuter railroad. **(Figure 4-10)**

At 6:00 PM, the entire site is in shade at this time. **(Figure 4-11)**

4.1.4 Winter Solstice (December 21)

Figures 4-12 through 4-14 depict shadow impacts on December 21 for three time periods. Winter sun casts the longest shadows of the year.

At 9:00 AM, shadows are cast in a northwesterly direction onto portions of the adjacent MBTA Commuter railroad tracks, adjacent surface parking lot, and trees located north of the Site. **(Figure 4-12).**

At 12:00 Noon, shadows are cast in the northerly direction onto portions of the adjacent MBTA Commuter railroad tracks, and trees located north of the Site. **(Figure 4-13).**

At 3:00 PM, shadows from the project are cast northeasterly across the Anawan Avenue cul-de-sac and MBTA Commuter railroad. **(Figure 4-14)**

4.1.5 Summary

New shadow is generally limited to the streets surrounding the Site and the commuter rail tracks. Late afternoon and evening shadows will extend in a northeasterly direction toward the commuter rail station and the residential building across Anawan Avenue. Overall, the Project's shadow impacts will be consistent with current patterns and will not adversely impact the Project Site and surrounding areas.



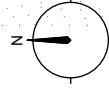
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

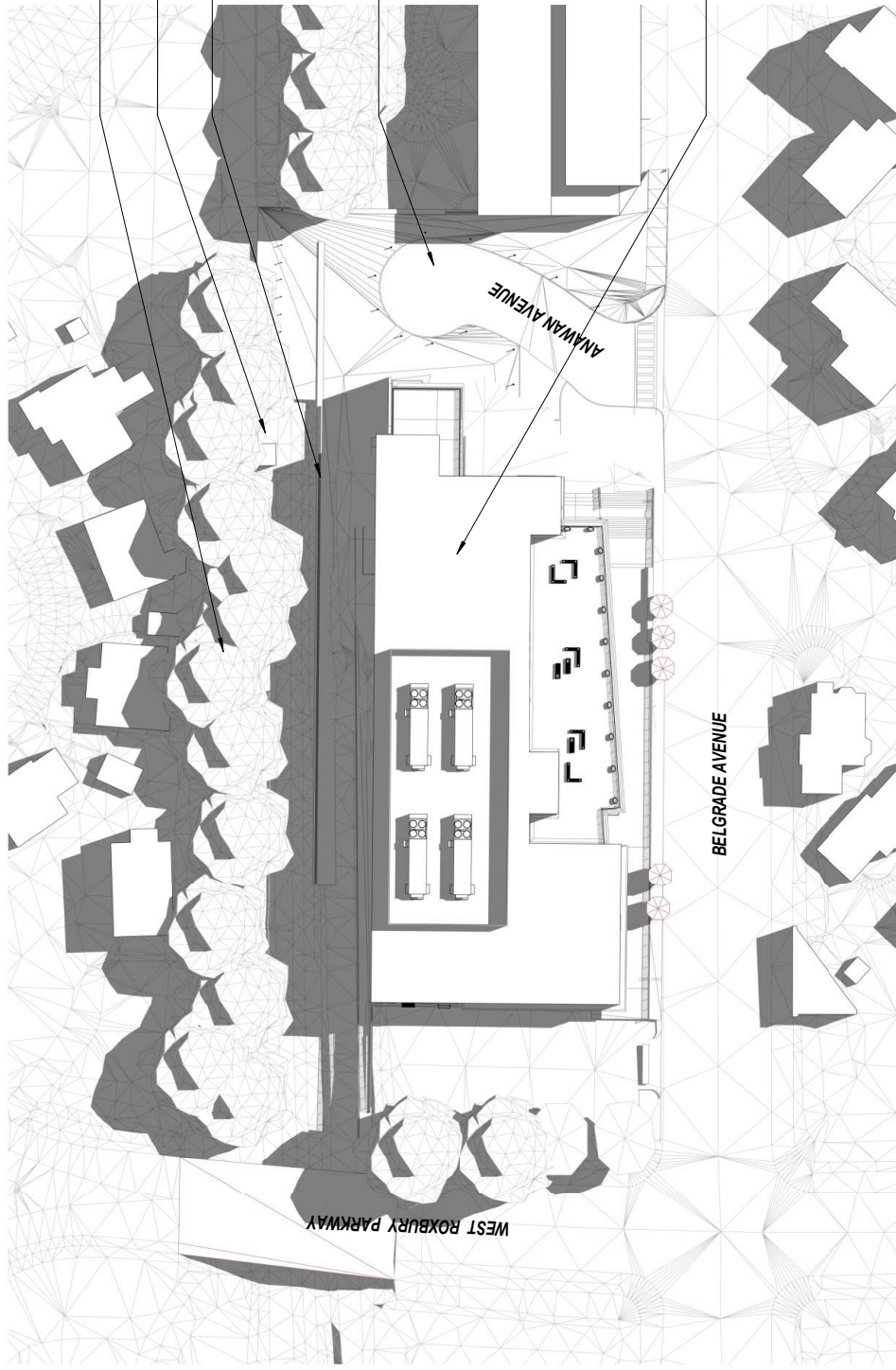
EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAMAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



AZIMUTH: 112.6°
ALTIMITUDE: 23.4°



AZIMUTH: 161.0°
 ALTITUDE: 46.5°

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SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - MARCH 21, 12 PM - NOON
 1" = 50'-0"

ROXBURY PREP HS



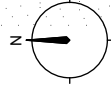
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

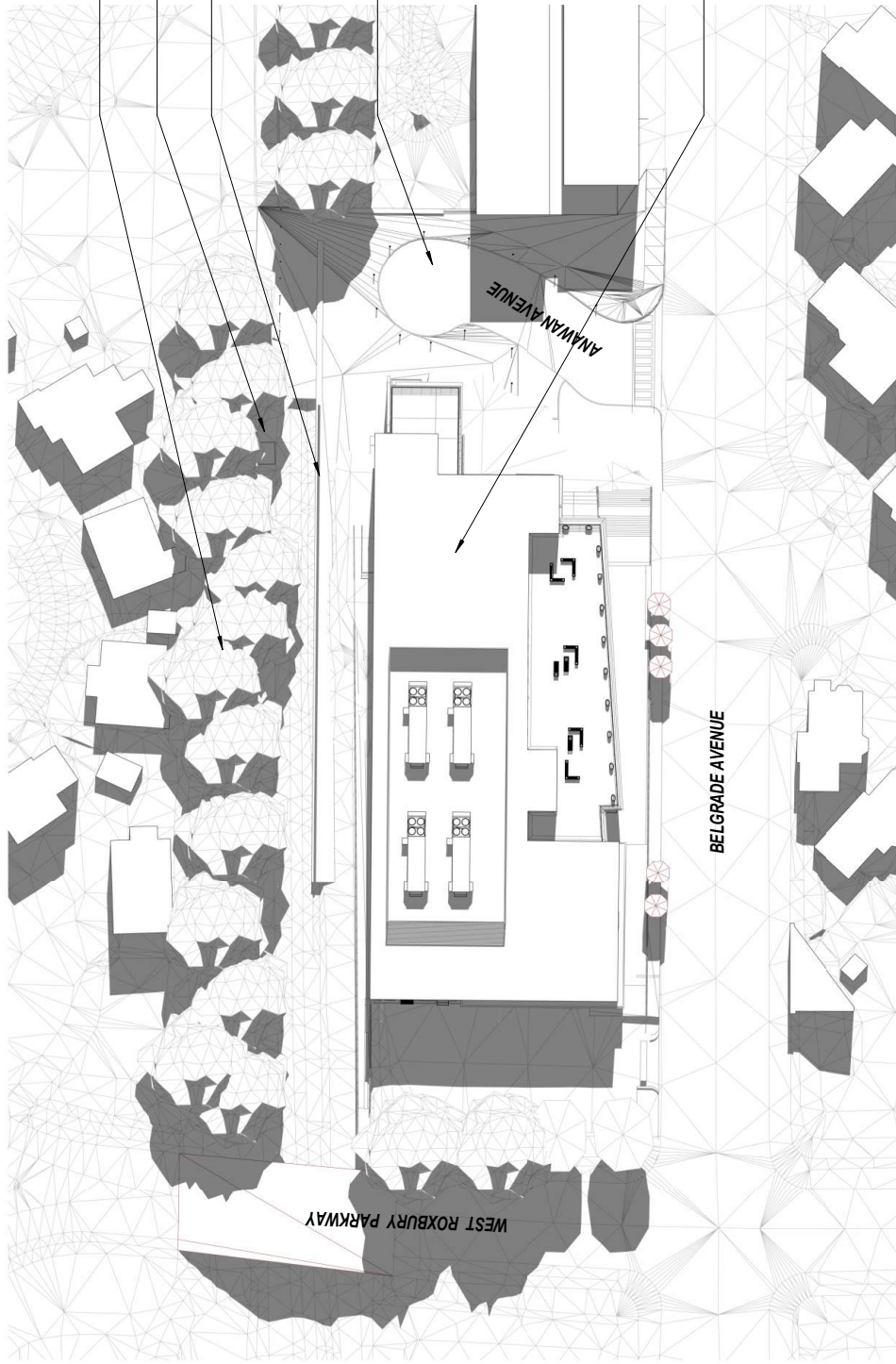
EXISTING MBTA COMMUTER RAIL TRACKS

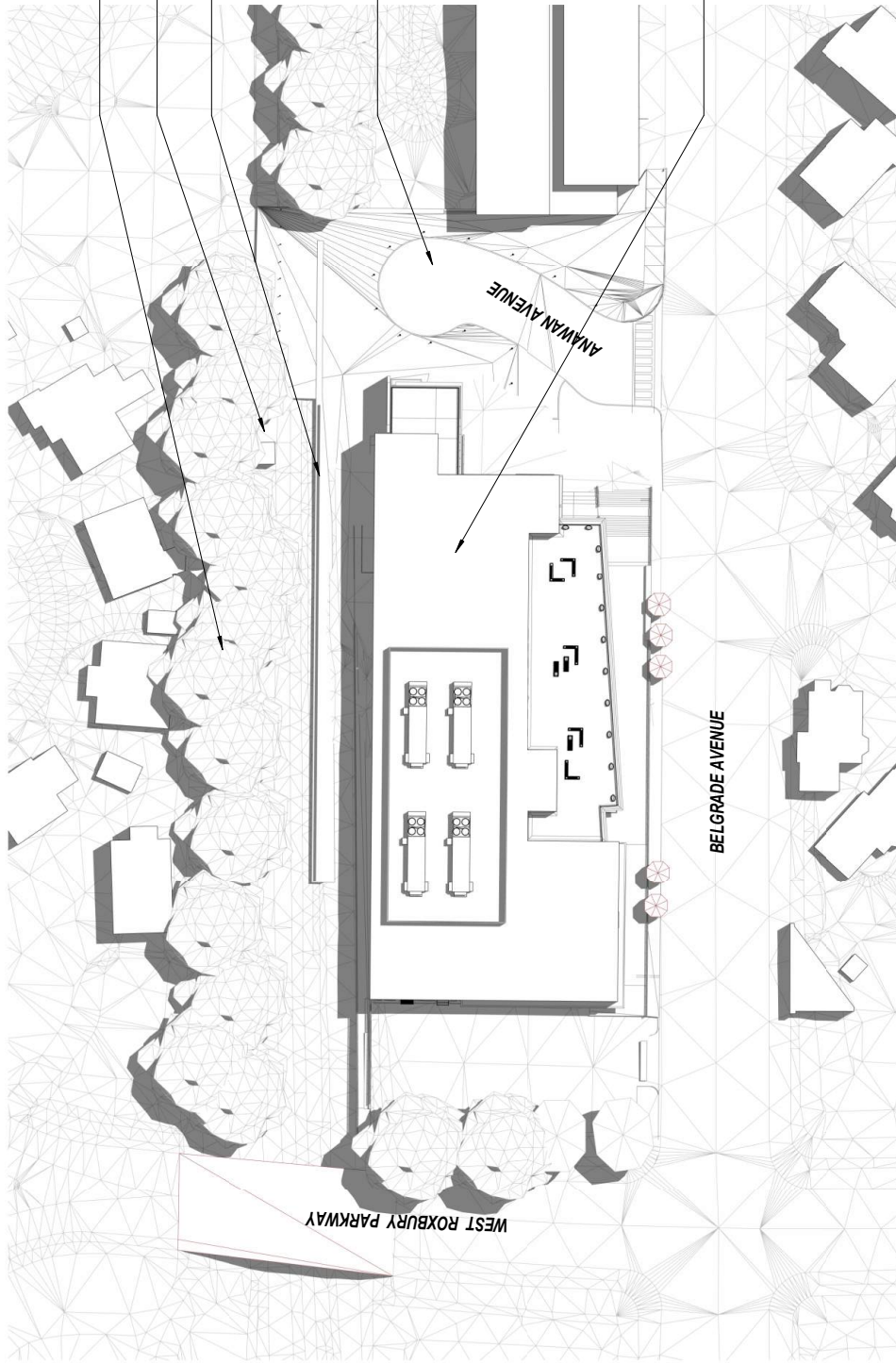
PROPOSED TURNAROUND AT THE END OF ANWAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



AZIMUTH: 223.3°
ALTIMITUDE: 39.2°





EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

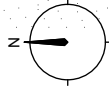
EXISTING MBTA COMMUTER RAIL PLATFORM

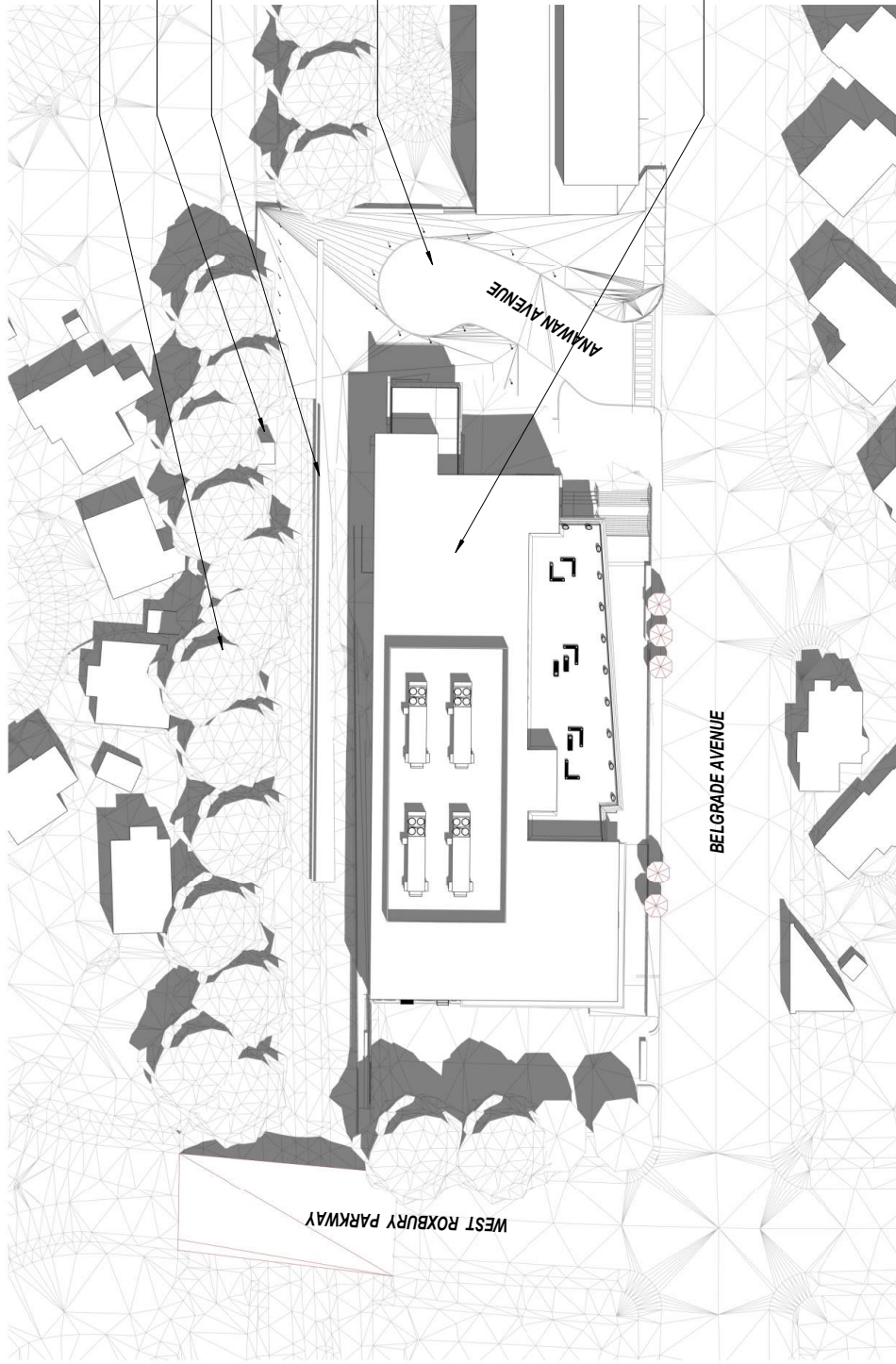
EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAMAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE

AZIMUTH: 149.3°
ALTIMITUDE: 68.8°





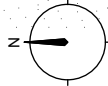
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAMAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



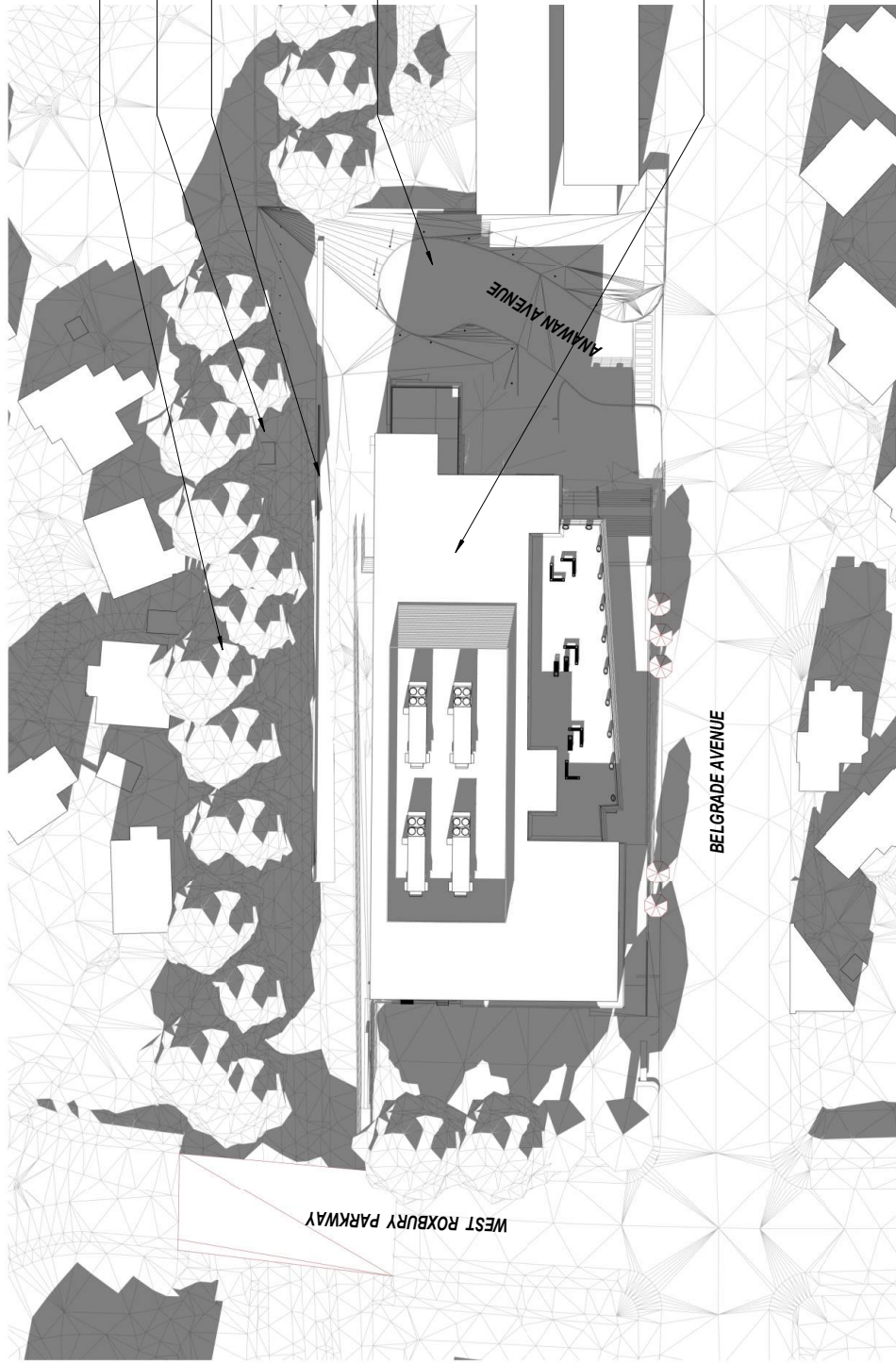
AZIMUTH: 246.3°
 ALTITUDE: 56.6°

SMMA

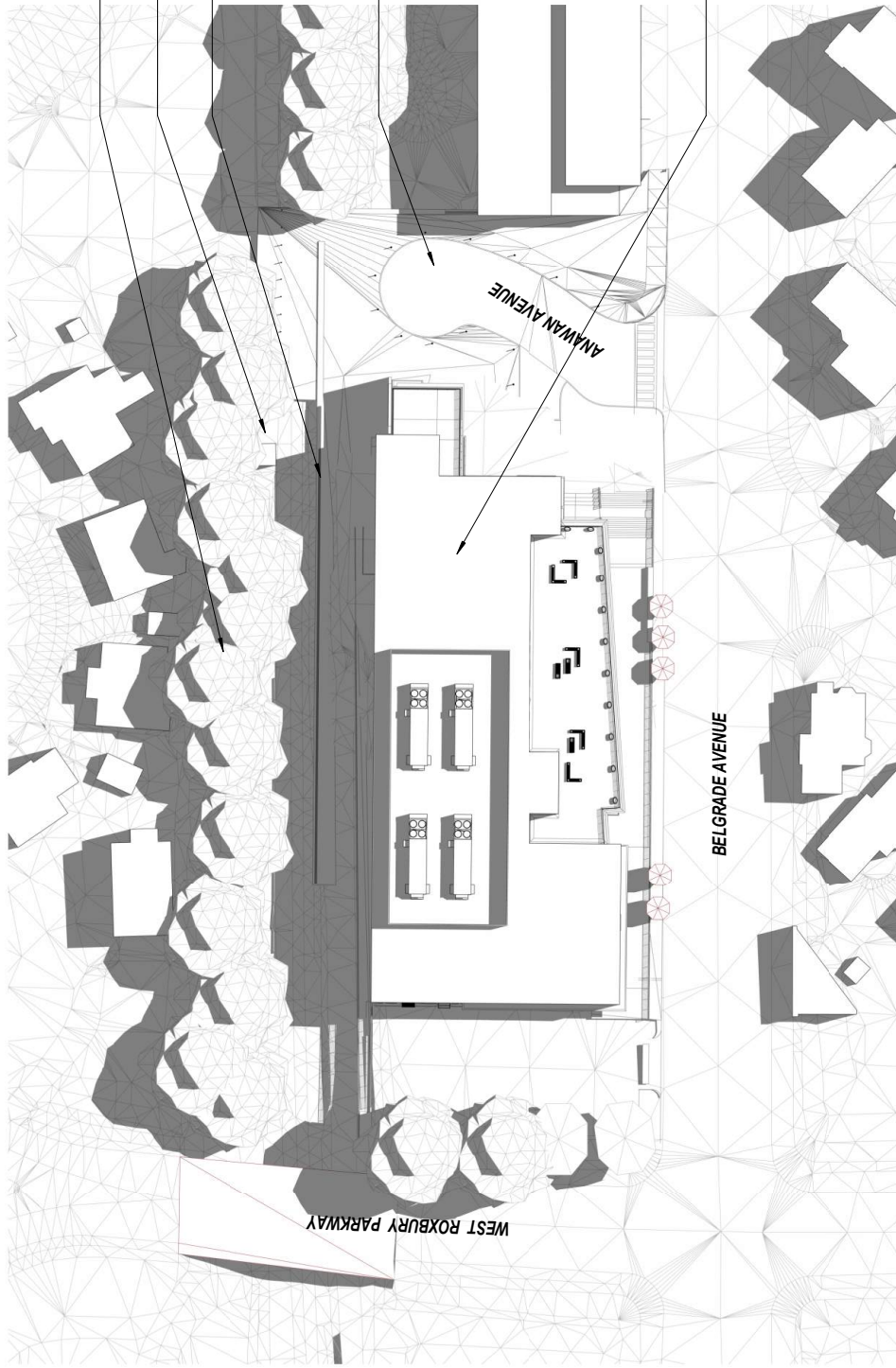
Uncommon Schools | **ROXBURY PREP**

SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - JUNE 21, 3 PM

1" = 50'-0"



AZIMUTH: 280.7°
 ALTITUDE: 23.88°



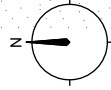
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

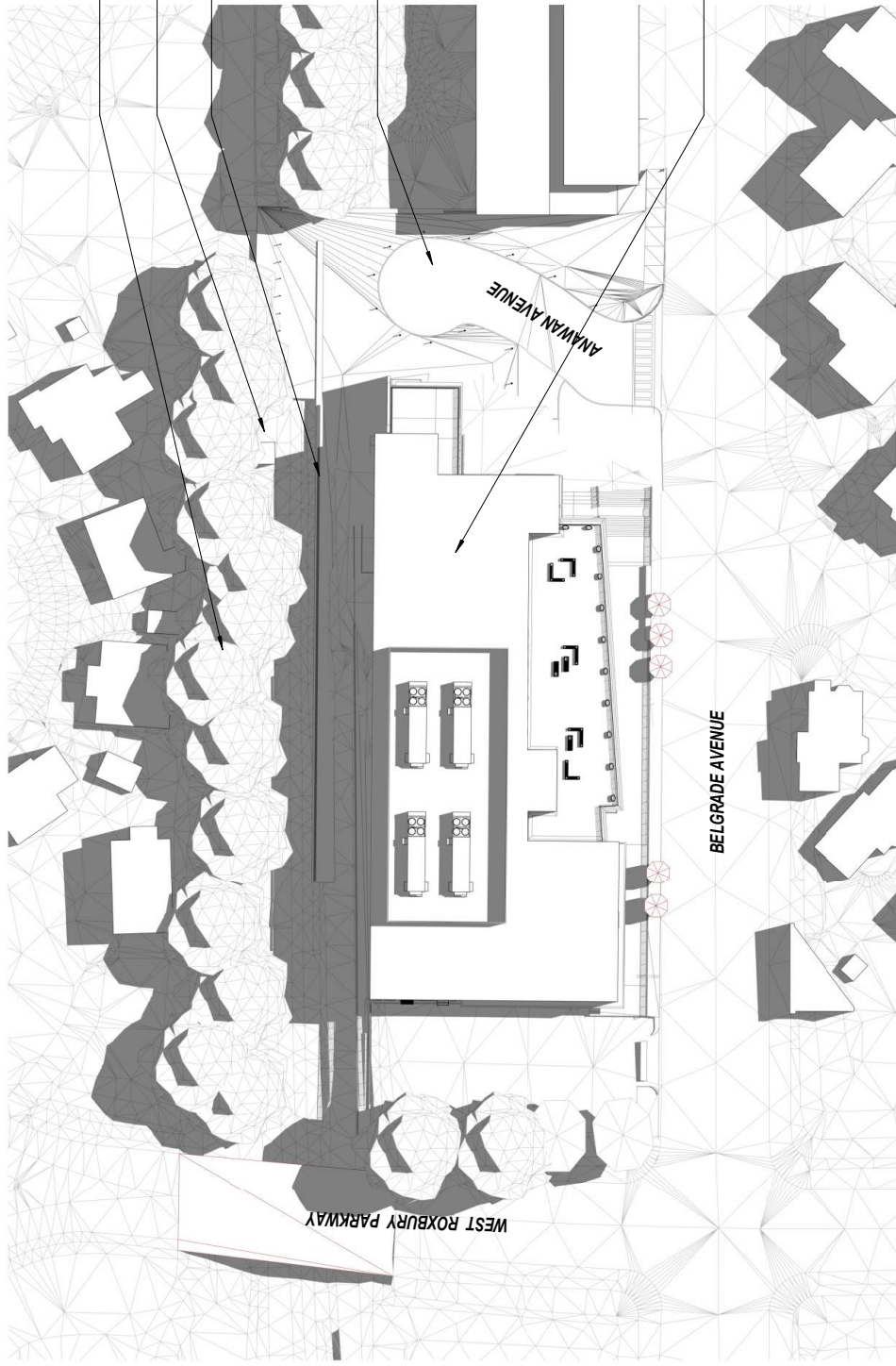
EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAWAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



AZIMUTH: 115.3°
ALTIMITUDE: 26.0°



EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

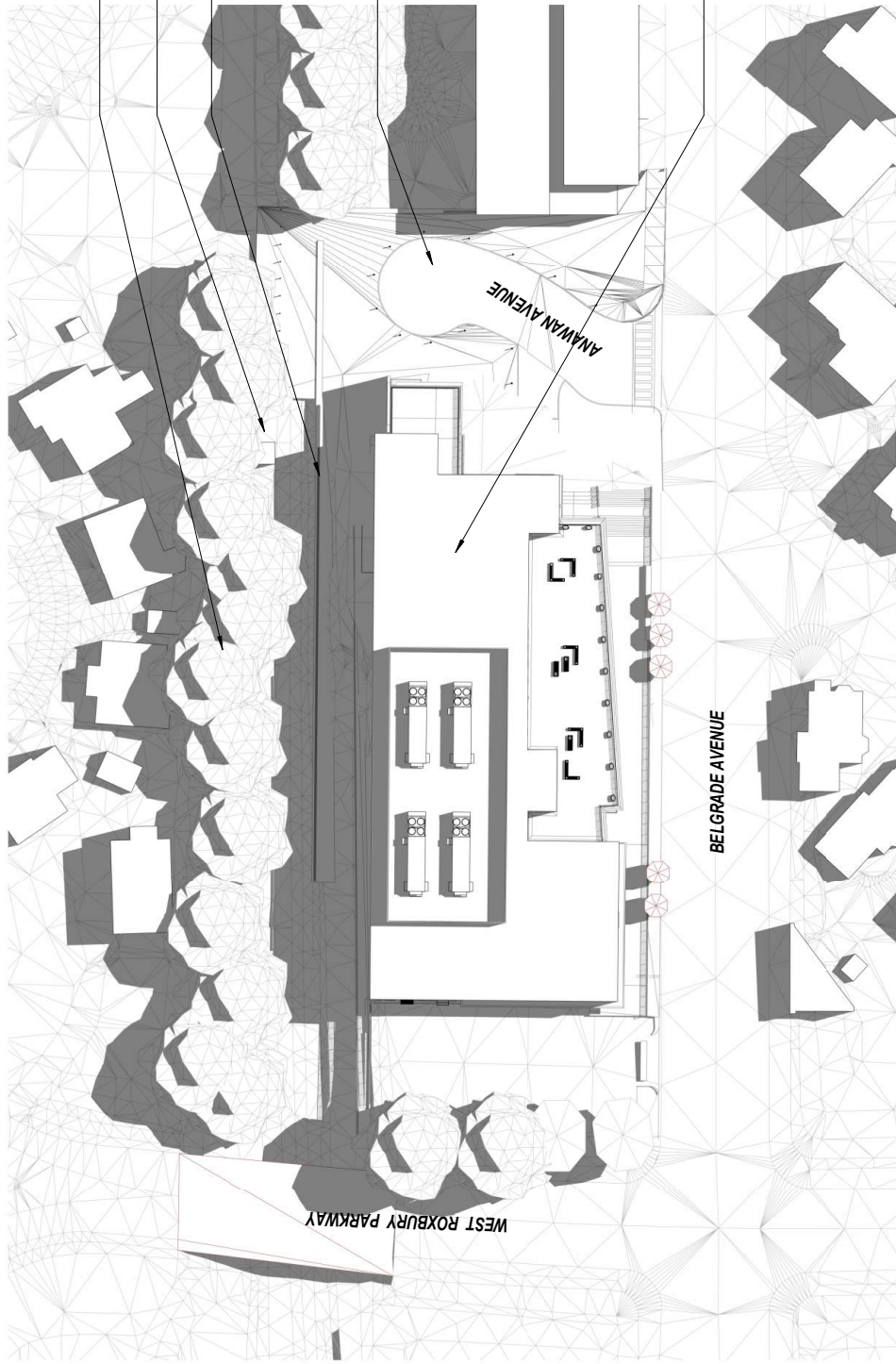
EXISTING MBTA COMMUTER RAIL PLATFORM

EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAMAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE

AZIMUTH: 166.0°
ALTIMITUDE: 47.4°



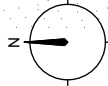
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAWAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



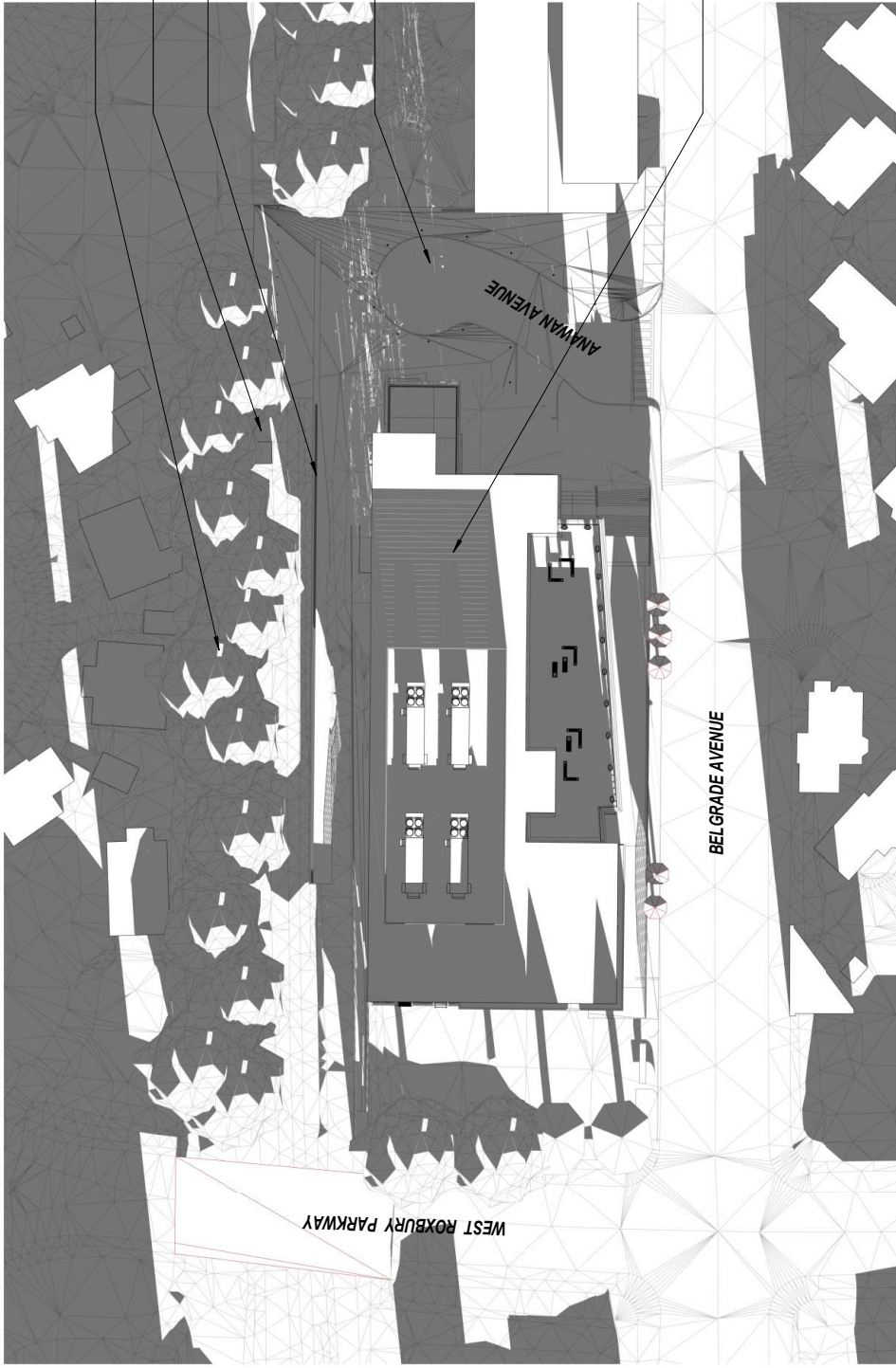
AZIMUTH: 227.1°
ALTIMITUDE: 37.4°

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ROXBURY PREP HS

SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - SEPT 21, 3 PM
1" = 50'-0"



EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

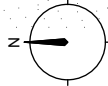
EXISTING MBTA COMMUTER RAIL PLATFORM

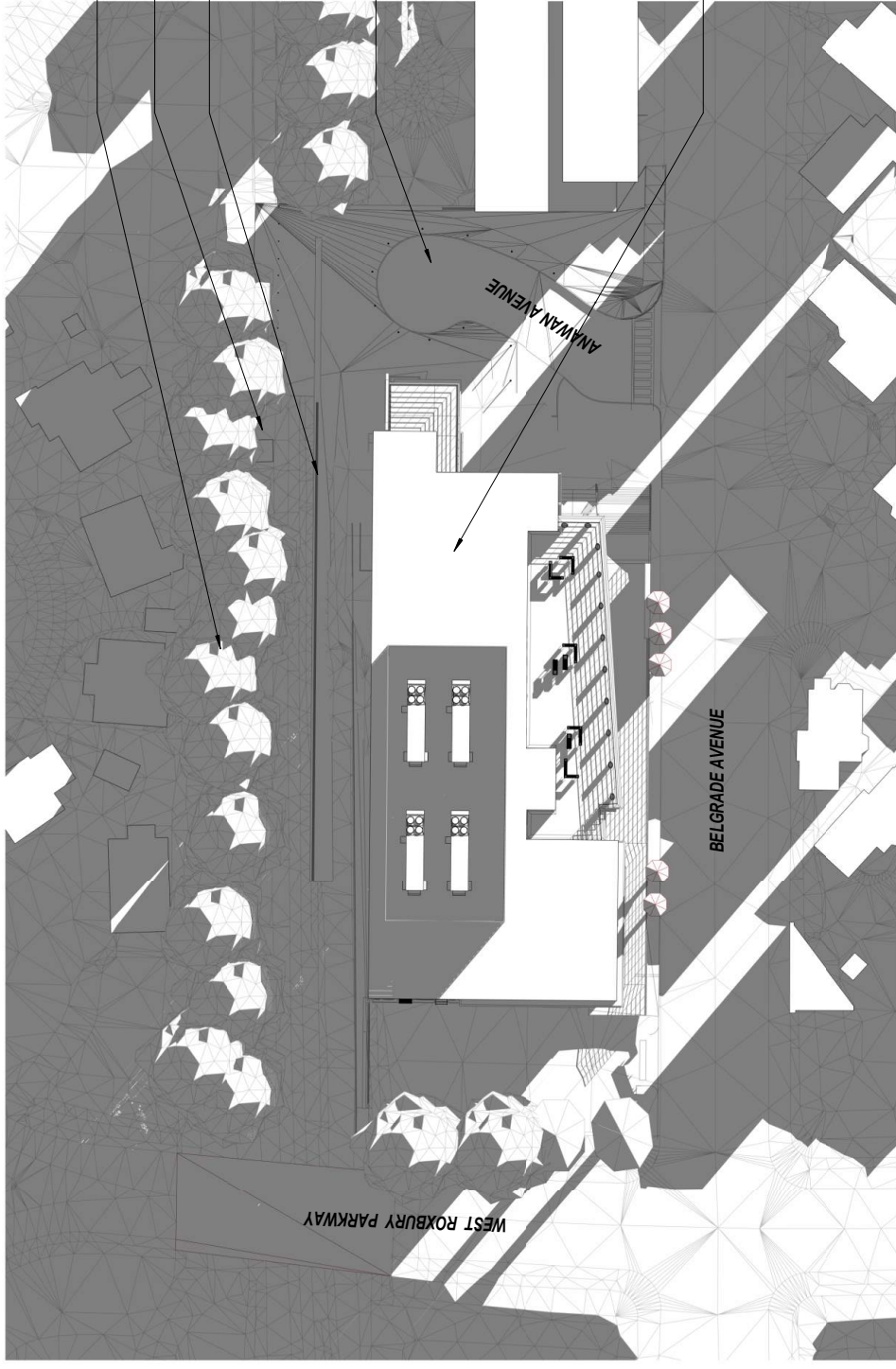
EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAWAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE

AZIMUTH: 264.0°
ALTIMITUDE: 7.4°





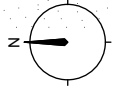
EXISTING TREE LINE AT NORTHERN EDGE OF MBTA RIGHT OF WAY TO REMAIN

EXISTING MBTA COMMUTER RAIL PLATFORM

EXISTING MBTA COMMUTER RAIL TRACKS

PROPOSED TURNAROUND AT THE END OF ANAMAN AVENUE

PROPOSED NEW BUILDING AT 361 BELGRADE AVENUE



AZIMUTH: 141.9°
 ALTITUDE: 14.4°

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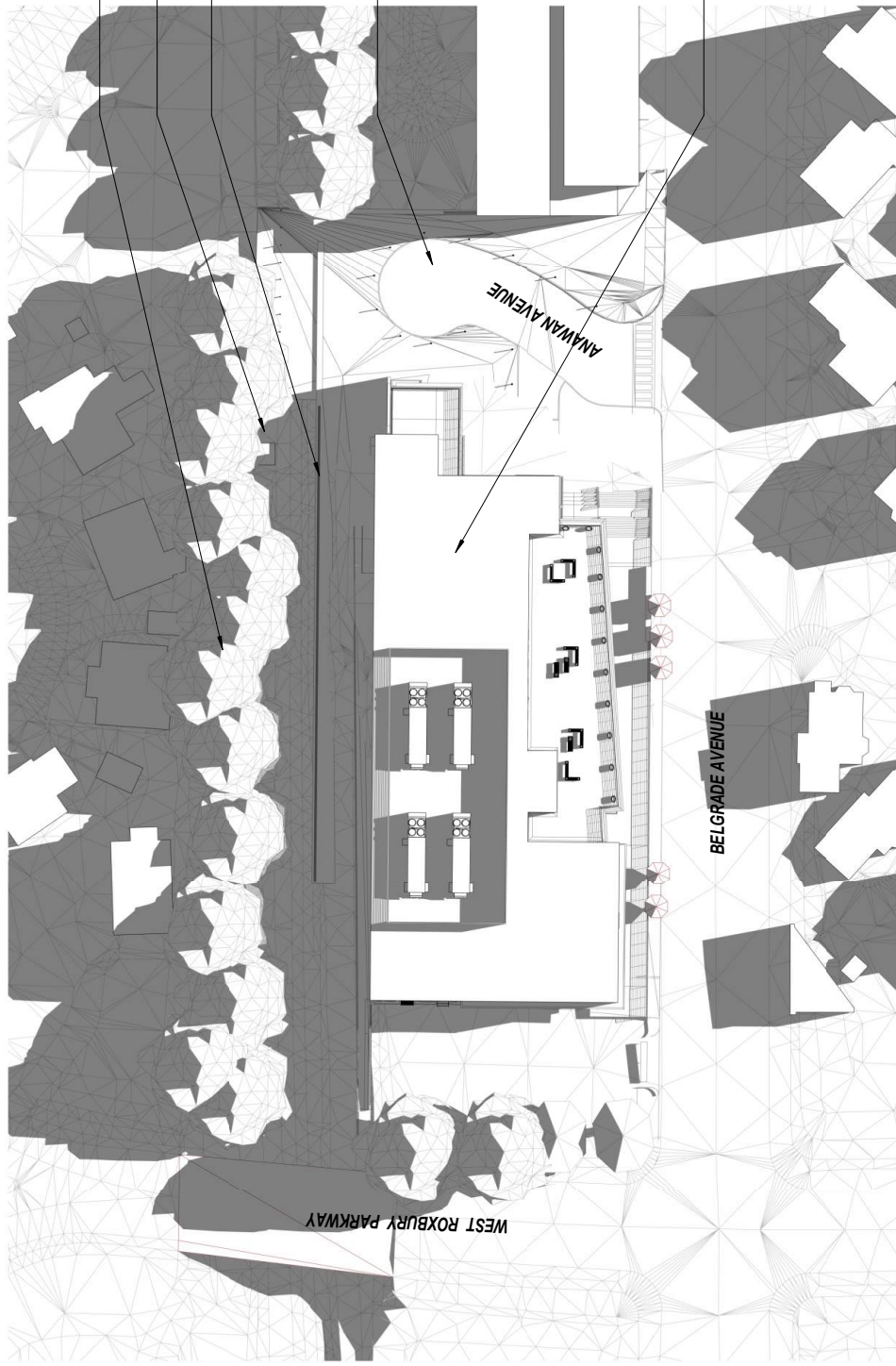
ROXBURY PREP

Uncommon Schools

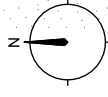
ROXBURY PREP HS

SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - DEC 21, 9 AM

1" = 50'-0"



AZIMUTH: 184.3°
 ALTITUDE: 24.2°



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ROXBURY PREP

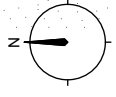
Uncommon
 Schools

ROXBURY PREP HS

SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - DEC 21, 12 PM - NOON
 1" = 50'-0"



AZIMUTH: 224.9°
 ALTITUDE: 10.2°



SMMA

Uncommon Schools | ROXBURY PREP

ROXBURY PREP HS

SHADOW STUDY PLAN - 361 BELGRADE AVE, ROSLINDALE MA - DEC 21, 3 PM
 1" = 50'-0"

5.0 TRANSPORTATION, PARKING AND ACCESS

5.1 Introduction

Howard Stein Hudson (HSH) has conducted an evaluation of the transportation impacts of the proposed charter high school to be located at 361 Belgrade Avenue (the “Project” and/or “Site”) in Boston’s Roslindale neighborhood. This transportation study adheres to the Boston Transportation Department (BTD) Transportation Access Plan Guidelines and the Boston Planning and Development Agency’s (BPDA) Article 80 development review process. The study includes an evaluation of existing conditions, future conditions with and without the Project, projected parking demand, transit services, and pedestrian and bicycle activity. The complete Transportation Study is presented in **Appendix D**.

The Project will include the construction of a new charter school expected to have a maximum student enrollment of approximately 562 students and 67 staff at full capacity. Staff parking will be provided on site and Anawan Avenue will be reconstructed to provide a circular short-term pick-up/drop-off area that will serve both the school and the nearby MBTA Bellevue commuter rail station.

5.2 Trip Generation

5.2.1 Trip Generation Methodology

Determining the future trip generation of the Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, walk trips, and bicycle trips associated with a proposed development and a specific land use program. A project’s location and proximity to regional roadways and different travel modes determines how people will travel to and from a project site.

The trip generation is based on information provided by the Proponent as well as field observations at the existing school located at 86 Wachusett Street, and at 5 Maywood Street. According to the proponent there will be approximately 562 students and 67 staff at the new location. The trip patterns observed at the existing schools as well as the student enrollment and staffing needs have been used to develop the trip generation estimates.

5.2.2 Mode Share

The mode share is the percentage of students and staff that expected to travel to the site by driving, public transportation, or walking/biking. The mode share for this Project have been developed through site observations of existing mode share, student and staff zip code data provided by the school, and additional information provided by the Proponent. Mode shares were developed for

students and staff separately, since there will be no student parking permitted. The student mode vehicle mode share includes parent pick-up/drop-off activity, while the staff vehicle mode share includes drive along as well as carpool estimates. The student and staff mode share projections are shown in **Table 5-1**.

Table 5-1. Travel Mode Shares

Time Period	Vehicle Share			Walk/Bike Share	Transit Share
	Drive Alone	Carpool	Parent Pick-up/Drop-Off		
Students	N/A	N/A	7%	3%	90%
Staff	60%	19%	N/A	1%	20%

5.2.3 Project Vehicular Trip Generation

The vehicle mode share percentages shown in **Table 5-1** were applied to the number of person trips to develop vehicle trip generation estimate, as shown in **Table 5-2**. The vehicle trip generation consist of staff drive alone vehicle trips, staff carpool vehicle trips, and parent pick-up/drop-off vehicle trips.

Table 5-2. Vehicle Trip Generation Summary

Time Period	Staff Drive Alone	Staff Carpool	Parent Pick-up/Drop-Off	Total Auto Trips
a.m. Peak Hour	In	41	12	39
	Out	<u>0</u>	<u>0</u>	<u>39</u>
	Total	41	12	78
p.m. Peak Hour	In	0	0	39
	Out	<u>41</u>	<u>12</u>	<u>39</u>
	Total	41	12	78

As shown in **Table 5-2**, during both the a.m. and p.m. peak hour, the Project is estimated to generate 131 total vehicle trips including 41 staff drive alone trips (entering during arrival and exiting during dismissal) 12 staff carpool trips (entering during arrival and exiting during dismissal), and 78 parent pick-up/drop-off vehicle trips (39 entering and exiting during both the arrival and dismissal).

5.3 Public Transportation

The Project is located adjacent to the MBTA Commuter Rail Needham Line and along four MBTA bus routes. The nearby public transit services are summarized in **Figure 5-1** and **Table 5-3**.

Table 5-3. Public Transportation Services

Route	Description	Peak-hour Headway (mins)*
<i>Commuter Rail</i>		
Needham Line	South Station – Needham Heights	45
<i>Local Bus Routes</i>		
35	Dedham Mall/Stimson Street – Forest Hills Station	12-25
36	Charles River Loop or VA Hospital – Forest Hills Station	8-12
37	Baker and Vermont Streets – Forest Hills Station	15-30
38	Wren Street – Forest Hills Station	22-25

* Headway is the scheduled time between trains or buses. Headways are approximate.

5.3.1 MBTA Commuter Rail

The Needham Line of the MBTA commuter rail system is located along the northern edge of the Project site, with the Bellevue Station located adjacent to the Project site. The Needham Line runs between South Station in downtown Boston to the east and Needham Heights in Needham to the west. There are 16 daily inbound and outbound trips. There are three reverse commuter trains (outbound in the morning and inbound in the afternoon) during the potential school arrival and dismissal periods. Any one of these trains could accommodate the expected commuter rail demand of the school.

5.3.2 MBTA Bus Routes

There are four MBTA bus routes that provide service to the Project site. The Nos. 35, 36, and 37 MBTA bus routes provide service between the Project and Forest Hills Station via Belgrade Avenue and Washington Street, including the recently installed a.m. bus-only lane between Roslindale and Forest Hills Station. Additionally, the No. 38 MBTA Bus route also provides service between the Project site and Forest Hills Station via Centre Street and West Roxbury Parkway.

The existing available capacity of 10 buses would meet the expected demand of the school the local buses. Of the four routes serving the site, there are approximately 15 to 20 buses traveling past the site in the hour before school start and school dismissal.



Figure 5-1.
Existing Public Transportation

5.3.3 *Public Transportation Services and Capacity*

As discussed, there are multiple public transportation options students and staff can take to Project site including four MBTA bus lines, the MBTA 35, 36, 37 and 38 bus routes, or the Needham Line of the commuter rail. Most students that utilize public transportation are expected to reverse commute, meaning that students will travel outbound in the morning to arrive at school and inbound in the evening to leave school, opposite of most commuters.

Many students are expected to utilize the bus from Forest Hills Station. A significant percentage of students that currently attend the Roxbury Prep High School are from the neighborhoods of Dorchester, Dudley, Mattapan, Hyde Square, and Roslindale. These students are expected to take one of many bus lines or the Orange Line that serve Forest Hills, and then transfer to a bus that serves the Project. Students from South Boston, Charlestown, and Back Bay that have access to South Station or Back Bay Station are expected to utilize the Needham Line to travel to Bellevue Station, adjacent to the Project. In addition, some students might transfer to the Needham Line at Forest Hills instead of transferring to a bus route.

Based on the residential zip codes of the existing student population and the frequency of the buses compared to the commuter rail, it is estimated that 75% of the students will use the bus and 25% of the students will use the Needham Line. The detailed ridership data is provided in the technical appendix to **Appendix D**.

As shown in **Appendix D**, there is capacity for over 500 passengers on each of the reverse commute MBTA commuter rail trains. In order to encourage students to take the commuter rail, which would lower the demand on the bus routes, the school has agreed to fund the difference in price to account for Zone 1A costs so that students are able to take the Needham Line to Bellevue Station. The school will also coordinate the school start and end times to align with the Needham Line schedule.

5.4 Site Access and Parking

5.4.1 Vehicle Site Access and Circulation

The site plan is shown in **Figure 5-2**. The Project site is located on the north side of Belgrade Avenue. There are two main pedestrian entrances; one on the southern edge of the building along Belgrade Avenue that will be used by pedestrians and visitors utilizing the MBTA buses. The second one is at the northeast corner of the building along Anawan Road and will be used by vehicular pick-up and drop-off as well as visitors utilizing the commuter rail.

The parking garage is accessed from Anawan Avenue. An existing curb cut along Belgrade Avenue will access the shared courtyard that can be used for parking when needed during events. Three existing curb cuts along Belgrade Avenue will be closed.

5.4.2 Parking

The project will construct 46 parking spaces in an underground garage. The parking garage will accommodate 30 vehicles in tandem parking spaces, and the remaining 16 spaces in regular perpendicular parking spaces. The garage will include two handicapped parking spaces.

A courtyard will be located to the west of the site for overflow parking during school events. While parking spaces will not be marked, it is estimated that approximately 20 vehicles will be able to park in the courtyard. During events with additional parking demand, such as school plays or graduation, the Project will hire a valet operator or park 10 additional vehicles in the courtyard as well as the underground parking garage to reduce the impact on the neighborhood. The courtyard will be used as a playground for outside activities when overflow vehicle parking is not needed.

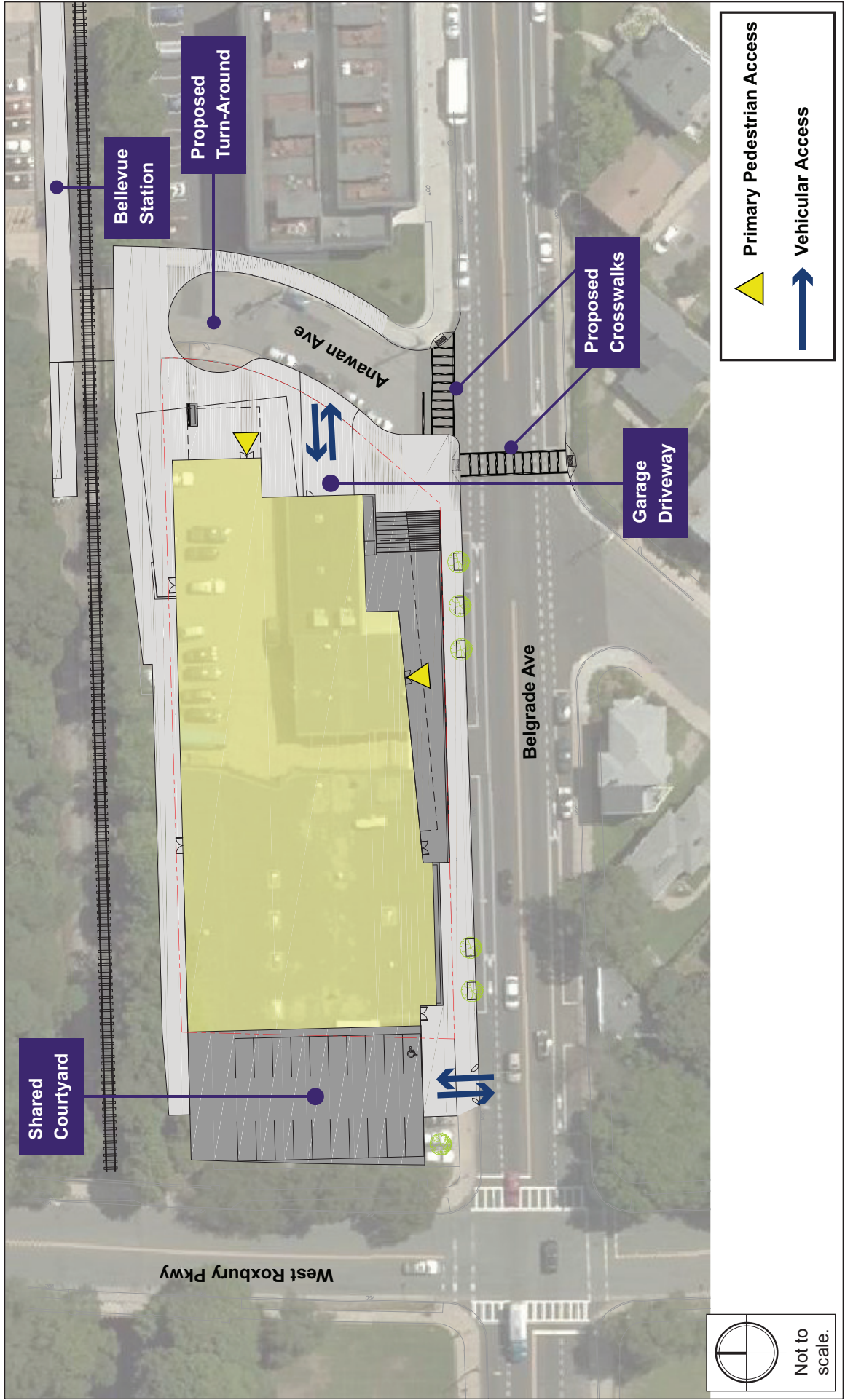
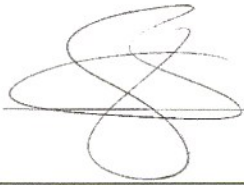


Figure 5-2.
Site Access Plan

6.0 PROJECT CERTIFICATION

This SPRA form has been circulated to the Boston Planning and Development Agency as required by Article 80E of the Boston Zoning Code.

Roxbury Prep Belgrade Avenue LLC

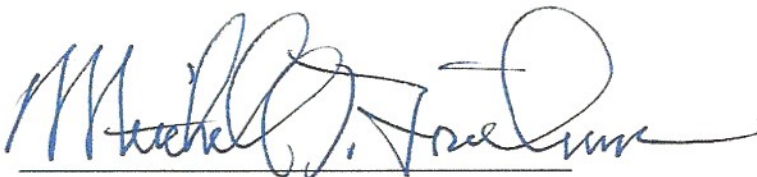


Signature of Proponent

01/08/19

Date

Mitchell L. Fischman ("MLF") Consulting LLC



Signature of Proponent's
Representative

01/08/19

Date

Mitchell L. Fischman, Principal

7.0 APPENDICES

7.1 Appendix A. Response to Article 80 - Accessibility Guidelines

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's-built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%20200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:	Roxbury Prep Charter High School		
Primary Project Address:	361 Belgrade Avenue, Roslindale, MA		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	Uncommon Schools 826 Broadway, 9 th Floor New York, NY 10003 <u>Contact:</u> Ahkilah Z. Johnson, Senior Director of Real Estate & Facilities ajohnson@uncommonschoools.org Tel: 916-583-7548 Cell		
Developer:	Upton + Partners 191 Lowder Street, 2nd Floor Dedham, MA 02026 <u>Contact:</u> Jake Upton, Partner j.upton@uptonpartners.com Tel: 781-326-9997 Direct		
Architect:	SMMA / Symmes Maini & McKee Associates		
Civil Engineer:	Nitsch Engineering, Inc.		
Landscape Architect:	Terraink, Inc.		
Permitting:	Mitchell L. Fischman ("MLF") Consulting LLC		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	Small Project Review Application Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:

Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	No.		
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	43,014 SF	Building Area:	49, 520 GSF
Building Height:	39.25 FT	Number of Stories:	2-3 Flrs.
First Floor Elevation:	EL. 144.0 FT	Is there below grade space:	Yes
What is the Construction Type? (Select most appropriate type)			
	Wood Frame	Masonry	Steel Frame Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)			
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional Educational
	Business	Mercantile	Factory Hospitality
	Laboratory / Medical	Storage, Utility and Other	
List street-level uses of the building:	Educational, Assembly (Cafeteria & Gymnasium), Parking Garage		
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>			
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	Mixed-Use: Residential, Commercial		
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	Bellevue MBTA Commuter Rail Station, Needham Line – immediately adjacent to the project site. Four MBTA bus routes travel near the project site. The 35, 36 & 37 all travel along Belgrade Avenue through Forest Hills Station via Washington St. The 38 travels along Centre Street and West Roxbury Parkway with stops adjacent to the Project site		

<p>List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:</p>	<p>Holy Name Church Elementary School</p>
<p>List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:</p>	<p>Holy Name Parish, Boston Police District: E-5 West Station</p>
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>	
<p>Is the development site within a historic district? <i>If yes</i>, identify which district:</p>	<p>No</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>Yes, an existing sidewalk abuts the project along Belgrade Avenue and Anawan Avenue.</p> <p>The existing sidewalk material is concrete. The physical condition of the existing sidewalk is good.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>Some of the existing sidewalks and pedestrian ramps are to remain as is, primarily along Belgrade Avenue. The sidewalks and ramps along Anawan Avenue will be replaced and improved to provide ADA / MAAB compliant pathways.</p> <p>No, the existing sidewalks and pedestrian ramps have not been verified as being in compliance, but will be verified during the project design. Due to the existing grade of Belgrade Avenue, it is assumed that the existing sidewalk along that street are not ADA / MAAB compliant.</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	

<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>It is the project’s intent to be consistent with the Boston Complete Street Guidelines. The street type will be identified as part of the project design.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>The proposed sidewalk along Belgrade Ave is sloped at the existing non-compliant gradient of the street. The width of the sidewalk is approximately 9 feet 4 inches typically. Where street trees are planned to be added the available sidewalk width is reduced to 5 feet wide 4 inches for the length of the tree grate. The plaza area that is being planned adjacent to Anawan Ave is wide enough to comfortably accommodate students arriving and departing school. The tightest area of the plaza has a 15-foot width, but most areas are more than double that width.</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>Proposed sidewalk materials include both concrete and concrete unit pavers, and will be located both on private property and on City of Boston pedestrian right-of-ways.</p>
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>Only site furnishings such as benches may be programmed for the pedestrian right-of-way. If present, these would be located in the new plaza area adjacent to the Anawan Ave entrance and drop-off area, and in no cases would the benches reduce the right-of-way clearance to less than 8 feet.</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>Ongoing review</p>

<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>Yes. Curb-cut revisions and modifications to the perimeter of Anawan Ave to accommodate a new turnaround & drop-off will be reviewed by the PIC.</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>A total of 66 parking spaces will be provided at the development site. 46 spaces will be located in a garage. 20 spaces will be located in a surface parking lot.</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	<p>A total of 3-accessible spaces has been provided, one of which will be van accessible.</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>No on-street accessible parking will be required.</p>
<p>Where is the accessible visitor parking located?</p>	<p>The accessible visitor parking will be located in the visitor parking area towards the western side of the site.</p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>Yes – the drop-off area located at the terminus of Anawan Ave will be accessible.</p>
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability-with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	<p>Flush entry condition at two different grade elevations. Internal full-service stretcher-compliant elevator.</p>

<p>Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i></p>	<p>Yes. Both of the main entrances to the school will accommodate all students, and both are fully accessible.</p>
<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	<p>Small Project Review Application (SPRA)</p>
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	<p>Zero – the proposed project is not a housing development nor hotel.</p>
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	<p>Not applicable.</p>
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	<p>Not applicable</p>
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	<p>Not applicable</p>
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	<p>Not applicable</p>

<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes</i>, provide reason.</p>	<p>Not applicable</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes</i>, describe:</p>	<p>Not applicable</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>The urban neighborhood improvements are limited to the immediate site perimeter and include those elements noted above.</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>All occupiable spaces within the proposed school will be fully accessible, providing an inclusive educational environment. Common spaces include the cafeteria and gymnasium which are located at the first level. Outdoor courtyard spaces on the second level will allow access via a stretcher-compliant elevator, and doors leading out to the courtyard will be provided in a barrier-free manner.</p>
<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p>Yes. Restrooms that are typically used by students during the course of the school day will be accessible from common public spaces for event usage, as will the single user staff restrooms. All restrooms in the building will feature MAAB/ADA compliant stalls/configurations, and the staff restrooms will be single stall and viable to function as family or companion restrooms.</p>

<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>Ongoing review</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>Ongoing review</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. SEE ATTACHED ACCESS DIAGRAMS</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. SEE ATTACHED ACCESS DIAGRAMS</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) SEE ATTACHED ACCESS DIAGRAMS</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. NOT APPLICABLE</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p>	

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

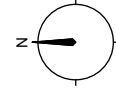
Architectural Access staff can be reached at:

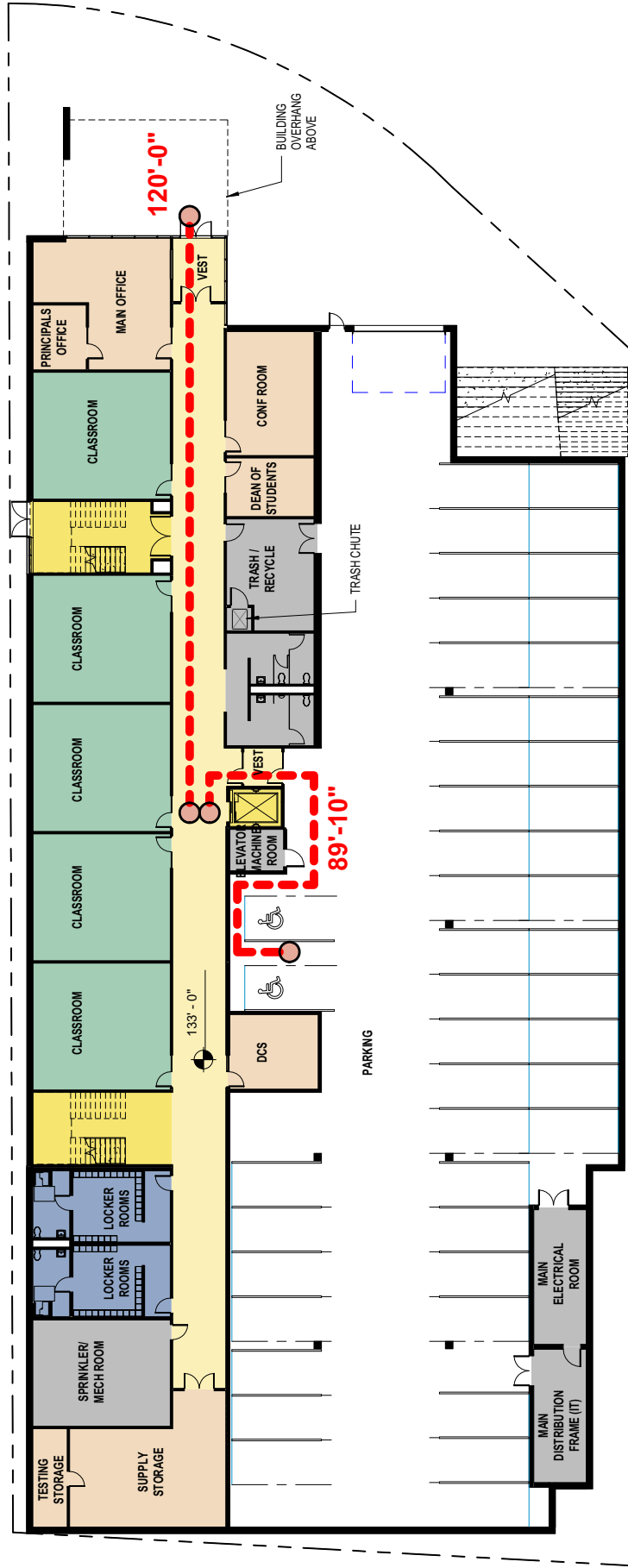
accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682



ACCESSIBLE ROUTE DIAGRAM LEGEND:

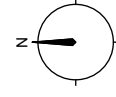
- END POINT OF ACCESSIBLE ROUTE DISTANCE MEASUREMENT
- LINE OF ACCESSIBLE ROUTE
- XX'-X" ACCESSIBLE ROUTE DISTANCE





ACCESSIBLE ROUTE DIAGRAM LEGEND:

- END POINT OF ACCESSIBLE ROUTE DISTANCE MEASUREMENT
- LINE OF ACCESSIBLE ROUTE
- XX'-X" ACCESSIBLE ROUTE DISTANCE



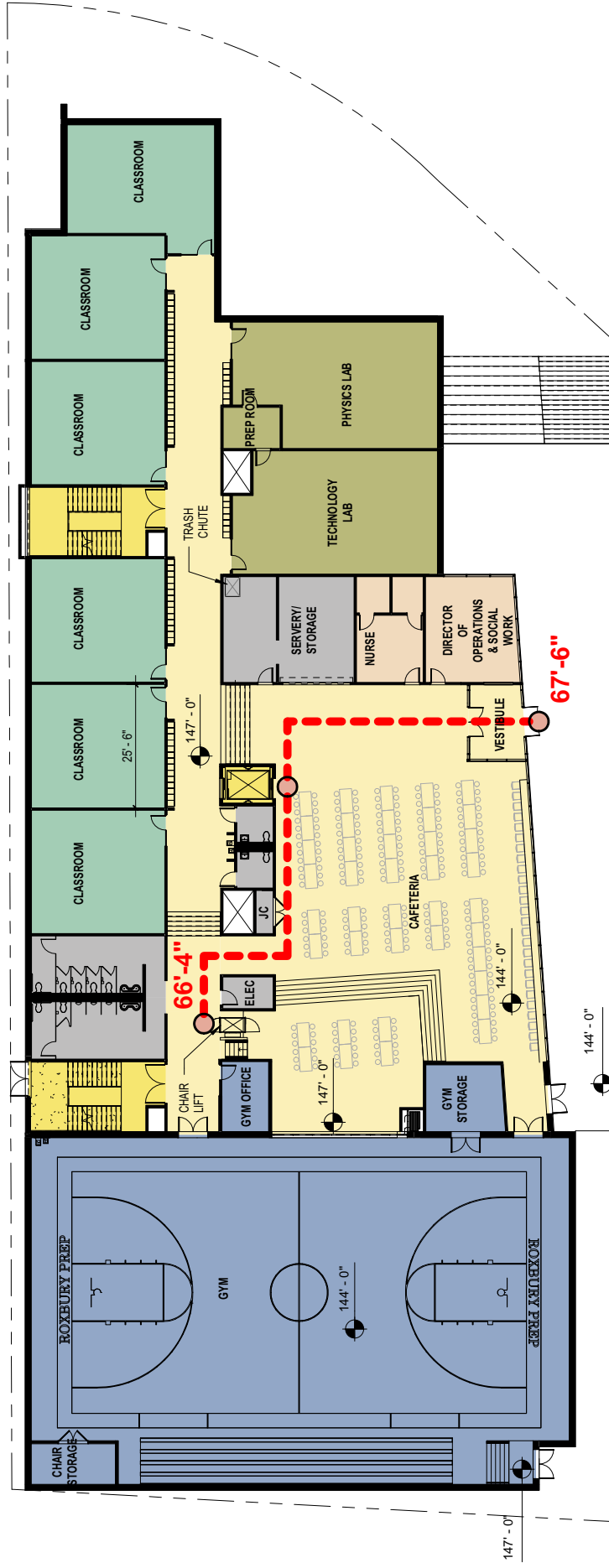
SMMA

ROXBURY PREP

Uncommon Schools

ROXBURY PREP HS
NOVEMBER 17, 2018

DIAGRAM OF ACCESSIBLE ROUTE - LOWER LEVEL PLAN
1" = 20'-0"
APPENDIX A **FIGURE A-2**



ACCESSIBLE ROUTE DIAGRAM LEGEND:

-  END POINT OF ACCESSIBLE ROUTE DISTANCE MEASUREMENT
-  LINE OF ACCESSIBLE ROUTE
- XX'-X"** ACCESSIBLE ROUTE DISTANCE

Uncommon Schools | **ROXBURY PREP** | SMMA

DIAGRAM OF ACCESSIBLE ROUTE - LEVEL 1 PLAN
1" = 20'-0"



ACCESSIBLE ROUTE DIAGRAM LEGEND:

-  END POINT OF ACCESSIBLE ROUTE DISTANCE MEASUREMENT
-  LINE OF ACCESSIBLE ROUTE
-  ACCESSIBLE ROUTE DISTANCE



ROXBURY PREP

Uncommon Schools

SMMA

ROXBURY PREP HS
NOVEMBER 17, 2018

DIAGRAM OF ACCESSIBLE ROUTE - LEVEL 2 PLAN
1" = 20'-0"

APPENDIX A **FIGURE A-4**

**7.2 Appendix B. BPDA May 4, 2018 Letter from the Electeds and the Proponents
November 19, 2018 Response to the BPDA and The Electeds**

McDERMOTT
QUILTY &
MILLER LLP

28 STATE STREET, SUITE 802
BOSTON, MA 02109

30 ROWES WHARF, SUITE 600
Boston, MA 02110

November 19, 2018

Via In-Hand Delivery

Mr. Brian Golden, Director
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201
Attn: Aisling Kerr, Project Manager

RE: 361 Belgrade Avenue, Roslindale – Project Status Update

Dear Director Golden:

I am writing to provide you with an update of the Proponent's continued community engagement and suggested project modifications for 361 Belgrade Avenue in response to the input provided by the local elected delegation for this project site. Specifically, in response to the written correspondence of certain local elected officials for the Roslindale and/or nearby West Roxbury neighborhoods (the "Elected Officials Letter"), the Proponent is pleased to address the main areas of concern enumerated in their Letter, with a reduced-sized project to be filed with the Boston Planning and Development Agency ("BPDA") later this month and reviewed pursuant to Article 80E- Small Project Review requirements. *See attached hereto a copy of the Elected Officials Letter to the BPDA.*

ORIGINAL PROPOSED PROJECT

On May 8, 2018, the Proponent filed a Letter of Intent ("LOI") to File a Project Notification Form with the BPDA, pursuant to Article 80B- Large Project Review of the Boston Zoning Code (the "Code"), for the proposed revitalization of an under-utilized former automotive sales and services site in the Roslindale neighborhood with the construction of a new high school facility for the long-existing and well-managed Roxbury Preparatory Charter School (operated by Uncommon Schools). In particular, the proposal contemplated by the LOI involved the demolition of a former automobile dealership and the construction of a new three-story academic facility of approximately 92,000 gross square feet, including a three-story classroom wing, cafeteria, gymnasium, administrative and storage space, second-level outdoor pedestrian courtyard and approximately 66 on-site parking spaces, with 20 surface spaces and 46 spaces in a below-grade garage structure of approximately 11,600 gross square feet (the "Original Proposed Project").

Prior to filing its LOI for the Original Proposed Project, the Proponent engaged in over 16-months of preliminary outreach with abutting and area residents, nearby business owners and

institutions, local elected and appointed officials, and other interested parties, including the following actions:

- Organized two initial abutter meetings in January and March of 2017, with participation by the Mayor's Office of Neighborhood Services.
- Made an initial presentation at the Bellevue Hill Improvement Association's community meeting, in October, 2017.
- Conducted door-to-door canvassing and local interaction with abutting and nearby residents.
- Hosted a publicly-advertised open house forum in the neighborhood with attendance by over 500 members of local community and surrounding areas.
- Received written support from over 200 abutting and nearby residents and 1,600 Boston residents.

As a result of the input received, the Proponent integrated certain project modifications and mitigation measures into its Original Proposed Project (as contemplated by its LOI), which was then the subject of the Elected Officials Letter to the BPDA. In particular, the Letter identified the "size, transportation access and parking" as the "issues of most concern."

FURTHER PUBLIC REVIEW AND MAJOR SUPPORT

After filing its LOI, the Proponent's continued community engagement for the Original Proposed Project, with the following key activities:

- Hosted numerous community gatherings in Roslindale and West Roxbury for neighbors to learn more about the project and ask questions directly to school leaders and project planners.
- Participated weekly at the Roslindale Farmer's Market to provide information to neighbors and answer questions, from June-October, 2018.
- Presented at an interfaith meeting in August, 2018 at Theodore Parker Church to meet with local residents and activists and respond to questions about the project.
- Presented a revised proposed project in September, 2018 to the Longfellow Area Neighborhood Association.
- Roxbury Prep students marched in the Roslindale Parade in October, 2018.
- Held informational house gatherings at the homes of supporters in Roslindale and West Roxbury.
- Supporters canvassed neighbors with students from the school to share information about project.

As a result of its continued outreach and community engagement, public support for the Original Proposed Project has expanded significantly in the immediate community and across the City, as follows:

- 302% increase in local support since filing the LOI.
- 813 recorded supporters from the immediate Roslindale and West Roxbury community.
- 2,319 recorded supporters from across the City, registered by petition to the BPDA.
- 18 Letters to the Editor were submitted by local residents and supporters across the City.
- Boston Globe published an editorial in support of the project.
- Received favorable reviews by WBUR Public Radio and the Dorchester Reporter.

- Longfellow Area Neighborhood Association in Roslindale issued a favorable letter regarding the project.

RESULTING REVISED PROJECT

In an effort to productively address the concerns enumerated in the Elected Officials Letter to the BPDA, as well as comments and feedback from City of Boston Traffic Department, Department of Public Works and urban planning, the Proponent is now proposing to significantly reduce the size and scope of its Original Proposed Project along with a number of further design enhancements, in the following areas outlined by the Letter (as the main concerns):

1. Proposed Size – Building Scale, Height and Student Population

- Reduction of anticipated student population to 562 total pupils (from its original 860).
- Reduction of the building size by approximately 40%, to approximately 49,950 gross square feet (significantly reduced from the original 92,000 gross square foot building).
- Reduction of building height to 2-to-3 stories and only 39 feet (with less height than its original 3-to-4 stories at 45 feet).
- Substantial increase in the amount of the school’s outdoor green space.

2. Parking – On-Site Allocation for Original-Proposed Size and Scope

- Increased amount of on-site parking to an even greater number, combined with reduction in the new building size, scope and much smaller student population with valet parking.
- Total on-site parking spaces could increase with valet parking to 76 spaces (from its original 66 spaces).
- Total parking results in one of highest parking ratios for charter schools across the City, including the past 3 charter schools approved by the BPDA!

3. Transportation Access – Existing Infrastructure for Original Proposed Project

- Recently improved distribution of expanded MBTA bus routes, including four (4) lines running every 6-minutes between the site and Forest Hills MBTA node.
- Lessened demand/usage with reduced project size, scale and smaller student population, in addition to optimal MBTA commuter rail service with ample available seats.
- Reverse commute direction for MBTA currently has excess capacity of over 400% of the incremental demand from school.
- Improved plaza design and integration with Belview MBTA commuter platform with additional access points into the building to further facilitate safe and efficient egress by students.
- Addition of direct pedestrian access to the Belview Commuter Line from West Roxbury Parkway to further facilitate commuter access for ALL residents and business along the Centre Street corridor (not just students).

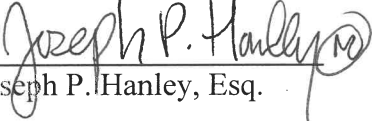
Director Golden, BPDA
November 19, 2018

As a result of its significant reduction in size and scale, the currently proposed project, expected to be under review by the BPDA by the end of this month, is now subject to Small Project Review pursuant to Article 80E of the Code, and Large Project Review requirements are no longer required. Similarly, the extent of zoning relief is also lessened to the minimal necessary under the circumstances.

In furtherance of the BPDA's continued review, as referenced, the Proponent is prepared to file the now-required Small Project Review Application with the BPDA by the end of this month.

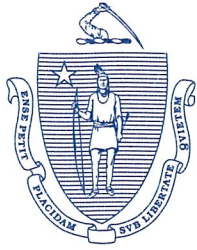
Thank you for your time and attention, and I look forward to continuing to work with you and your appointed staff at the BPDA, the area's local elected officials, abutters, neighbors and the community at large on this responsive project modification for the future Roxbury Prep High School at this location. Please also do not hesitate to contact me with if you have any questions, or if I can provide any additional information.

Very truly yours,


Joseph P. Hanley, Esq.

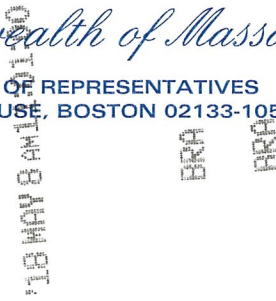
Enclosure: Elected Officials Letter to the BPDA

cc: Jonathan Greeley, BPDA Director of Development Review and Policy
Michael Christopher, Deputy Director of Development
District City Councilor McCarthy
District City Councilor O'Malley
Jerome Smith, Chief of Neighborhood Services and Director of Civic Engagement
Jack Duggan, Mayor's Office of Neighborhood Services, West Roxbury
Joseph Coppinger, Mayor's Office of Neighborhood Services, Roslindale
State Senator Rush
State Representative Scaccia
State Representative Coppinger



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON 02133-1054



EDWARD F. COPPINGER
STATE REPRESENTATIVE
10TH SUFFOLK DISTRICT

STATE HOUSE, ROOM 26
TEL. (617) 722-2080

Committee:
Chair
Joint Committee on Community Development
and Small Businesses

May 4, 2018

Brian P. Golden, Director
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

RE: Roxbury Preparatory Charter School Proposal in Roslindale

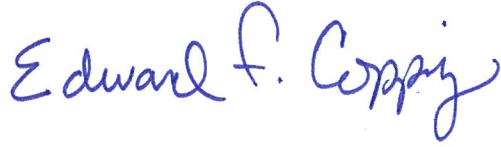
Dear Director Golden,

We, the undersigned State Senator, State Representatives, and Boston City Councilors, are writing today in response to the recently submitted proposal for the Roxbury Preparatory Charter School at 361 Belgrade Avenue in Roslindale. After meeting with community members, stakeholders, and proponents, we feel as though this proposal does not take into consideration or address the concerns raised by the community throughout the process to date.

The proposed size, transportation access, and parking continue to be the issues of most concern to the community. The proposal submitted to build a three-story school on this property—with classrooms, science and computer labs, a full-sized gym, cafeteria, theater, and rehearsal space—is inconsistent with the scale of the neighborhood. Roxbury Preparatory anticipates that many students will use the MBTA bus lines and the Commuter Rail to travel to and from school, but we do not feel that the transportation required to do so can be met with the existing infrastructure. Furthermore, the proposed parking spaces seem insufficient to accommodate the teachers, school staff, parents, and visitors attending sports games or extracurricular events in an already congested neighborhood. Additionally, the recently approved mixed-use building at 317 Belgrade Avenue further adds to our concerns regarding adequate parking space and traffic access in the neighborhood.

Because Roxbury Preparatory Charter School has insufficiently addressed these concerns, we remain in opposition to this proposal.

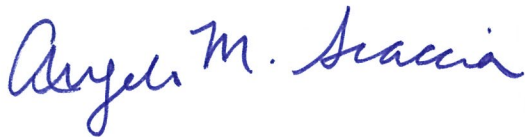
Sincerely,



Edward F. Copping
State Representative
10th Suffolk District



Michael F. Rush
State Senator
Norfolk and Suffolk Districts



Angelo M. Scaccia
State Representative
14th Suffolk District



Timothy McCarthy
Boston City Councilor
District 5



Matthew O'Malley
Boston City Councilor
District 6