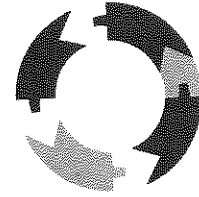


October 28, 2009

John Palmieri
Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201



The Community Builders, Inc.

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RE: Notice of Project Change and Change to PDA No. 75
Charlesview Redevelopment Project, North Allston

Dear Mr. Palmieri:

On July 27, 2009, the proponent of the Charlesview Redevelopment project (the "Project"), Charlesview, Inc., a non-profit organization consisting of three faith-based institutions: Kadimah-Toras Moshe, St. Anthony's Roman Catholic Church and the Community United Methodist Church and its development partner, The Community Builders ("TCB"), (the "Proponent"), filed a Draft Project Impact Report ("DPIR") for BRA review and public comment.

The Project Proposed in the DPIR

The DPIR details the proposed development of two sites on either side of Western Avenue in the North Allston neighborhood of Boston, Massachusetts. The sites are known as the Brighton Mills parcel, approximately 7.93 acres, located on the southerly side of Western Avenue, and the Telford Street parcel, approximately .72 acres, located on the northerly side of Western Avenue

The Project described in the DPIR proposed a mixed use development that consists of the following uses: 1) residential; 2) community; 3) open space; 4) commercial; and 5) accessory parking. The Project intended to construct 260 rental units, including 213 to replace the existing Charlesview apartments, an additional 47 new rental units, and 100 new home ownership units, totaling 469,320 square feet. The Project included approximately 22,952 square feet of commercial/community space, as well as approximately 4 acres of open space. The Project proposed a total 521 parking spaces, including 111 surface spaces and 260 spaces in an underground garage on the Brighton Mills site and 150 spaces in an underground garage on the Telford Street site.

Boston
Albany Chicago
Cincinnati Indianapolis
Louisville New Haven
Pittsburgh Springfield, MA
Washington, DC

Patrick E. Clancy
President & Chief Executive Officer

Public Comments

During the public comment period, which included two public meetings, the BRA received a number of comment letters. Among other comments, a consistent concern is the density of the Project.

Project Density Reduced in Response to Public Comments

In response to the comments, the Proponent proposes to reduce the density of the Project by 1) reducing the total size of the Project by 11,575 square feet; 2) reducing the number of housing units by 20 units; 3) eliminating 31 parking spaces; and 4) maintaining the approximately 23,000 square feet of commercial/community space. The Proponent does not propose any reduction of the newly created open space of approximately 4 acres.


The Project, as now proposed, involves the construction of 240 rental units, including 213 to replace the existing Charlesview apartments with an additional 27 new rental units and 100 new home ownership units, totaling 457,745 square feet. All of the residential units will be LEED certifiable. The Project also includes approximately 23,000 square feet of commercial/community space. The Project will include a total of 490 parking spaces, including 97 surface spaces and 243 spaces in an underground garage on the Brighton Mills site and 150 spaces in an underground garage on the Telford Street site.

Effect of Project Changes

The reduction of density is expected to produce a commensurate reduction of development impacts regarding traffic circulation and other potential impacts. More important, the Project will still provide for 213 LEED certifiable affordable housing units to replace the deteriorating Charlesview units and will still provide substantial public benefits including 1) the reactivation of commercial uses on the Brighton Mills parcel; 2) the creation of new space for community functions; 3) the creation of approximately 4 acres of new open space in accord with the BRA's North Allston Strategic Framework for Planning, including a public square at the intersection of Western Avenue and Telford Street; 4) the re-establishment of pedestrian friendly connections between existing residential neighborhoods and the Charles River; 5) the furtherance of smart growth/transit-oriented development principles; 6) the creation of over 300 construction jobs and 30 permanent jobs upon Project completion; and 7) the generation of substantial tax revenues for the City of Boston.

Please find attached at Attachment A a revised PDA (No. 75) and PDA Fact Sheet for the Project reflecting the above described changes. We look forward to working with the BRA and beginning construction of this badly needed project as soon as possible. Please do not hesitate to call our legal counsel, Louis Miller at (617) 951-1115 or me should you have any questions or require additional information.

Sincerely,



Felicia Jacques
Director of Development
The Community Builders, Inc.

A0723307.DOC;1

ATTACHMENT A

**PLANNED DEVELOPMENT AREA NO. 75
DEVELOPMENT PLAN FACT SHEET
CHARLESVIEW APARTMENTS, ALLSTON-BRIGHTON NEIGHBORHOOD,
BOSTON, MA**

Site Description: The new Charlesview Apartments site (the “Project”) is located on the Brighton Mills parcel, an approximately 7.93 acre parcel located on Western Avenue, and the Telford Street parcel, an approximate .72 acre parcel, also located on Western Avenue, in the Allston-Brighton neighborhood of Boston (the “Site”). The Site is located within the Allston-Brighton District established under Article 51 of the Boston Zoning Code (the “Code”). The site is owned by Harvard University and will be acquired by the Proponent through a land swap negotiated with the University.

Project Description: The Project involves the construction of 240 rental units, including 213 to replace the existing Charlesview apartments and an additional 27 new rental units and 100 new home ownership units, totaling 457,745 square feet. The Project also includes approximately 23,000 square feet of commercial/community space. The Project will include a total of 490 parking spaces, including 97 surface spaces and 243 spaces in an underground garage on the Brighton Mills site and 150 spaces in an underground garage on the Telford Street site.

Developer: The Project Proponent is Charlesview, Inc., a non-profit organization consisting of three faith-based institutions: Kadimah-Toras Moshe, St. Anthony’s Roman Catholic Church and the Community United Methodist Church. The Proponent’s partner and Developer is The Community Builders, a 501(c)(3) organization and the largest non-profit urban housing developer in America.

Project Components: The Brighton Mills site will have 25 individual buildings including 20 town houses, two row houses, and three mid-rise buildings, totaling approximately 376,742 square feet. The Brighton Mills site will provide a 243-space underground parking garage and 97 surface spaces. The Telford Street site will house one building of 8 stories of approximately 81,003 square feet, with a 150-space underground parking garage.

Project Dimensions and Density: Building heights on the Brighton Mills site will range from 2.5 stories (35+-feet) for the townhouses to six stories (65+-feet) for the mid-rise buildings project adjacent to Western Avenue. The height of the Telford Street building will be 95+-feet. The Site-wide floor area ratio (“FAR”) for the Project will be approximately 1.22, which conforms to the Maximum FAR for planned development areas pursuant to Article 51 of the Zoning Code.

Project Uses: The Project is planned to contain the following uses: 1) residential; 2) community; 3) commercial; 4) open space; and 5) accessory parking.

Public Benefits: The Project will provide a range of public benefits including the 1) creation of 340 new, high quality, LEED certifiable mixed income residential units, including 213 affordable units relocated from the existing older and physically deteriorating Charlesview Apartments, 27 additional affordable units and 100 new ownership units; 2) reactivation of commercial uses on the Brighton Mills site; 3) creation of new space for community functions; 4) creation of approximately 4 acres of new open space; 5) re-establishment of pedestrian

friendly connections between existing residential neighborhoods and the Charles River; 6) furtherance of smart growth/transit-oriented development principles; 7) creation of over 300 construction jobs and 30 permanent jobs; and 8) generation of substantial tax revenues for the City of Boston.

Green Building: The Project will be “LEED Certifiable” pursuant to Article 37 of the Zoning Code. The Proponent is working with City officials to achieve a sustainable design for the Project.

**DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. 75
CHARLESVIEW APARTMENTS, ALLSTON-BRIGHTON
BOSTON, MA**

Development Plan: Pursuant to Sections 3-1A.a and 51-44 of the City of Boston Zoning Code (the “Zoning Code”), this plan constitutes a Planned Development Area Development Plan (the “Plan”) for the development of two sites on either side of Western Avenue in the North Allston neighborhood of Boston, Massachusetts. The sites are known as the Brighton Mills parcel, approximately 7.93 acres, located on the southerly side of Western Avenue, and the Telford Street parcel, approximately .72 acres, located on the northerly side of Western Avenue (collectively, the “Site”). The Site is depicted on survey plans dated January 23, 2008 prepared by Hancock Associates, copies of which are attached hereto as Exhibit A. The Site is currently owned by Harvard University and will be acquired by the Proponent through a land swap with the University.

The Proponent (described below) proposes the redevelopment of the Site which currently houses various vacant and underutilized retail and office buildings and parking lots to create 340 mixed-income residential units along with new community, commercial and open space, serving to revitalize the area and create a new, lively residential neighborhood linked to the Western Avenue corridor (the “Project”). The Project components on the Brighton Mills parcel include 25 individual buildings including 20 town houses, two row houses, and three mid-rise buildings and accessory parking, and the Telford Street parcel project components are an 8 story building and accessory parking (collectively, the “Project Components”).

Capitalized terms used, but not defined, herein shall have the meanings assigned to such terms in the Zoning Code as in effect on the date hereof, without giving effect to any subsequent amendments to the Code.

This Plan sets forth the proposed location and appearance of structures, open spaces, proposed uses of the Site, densities, parking, access to transportation and transportation goals, and proposed dimensions of the structures with respect to the Project. This Plan consists of 10 pages of text, plus exhibits A through E. All references to this Plan contained herein shall pertain to such pages and exhibits.

This Plan shall constitute permanent zoning for the Site in accordance with Sections 3-1A.a, 51-44 and Article 80C of the Code. The Project is subject to final design and other development review by the Boston Redevelopment Authority (the “BRA”) and other approvals and permits issued by other governmental agencies and authorities, and the Project as described herein may evolve in the course of such review, to the extent consistent with the use and dimensional limitations set forth herein. To the extent that the Director of the BRA certifies that the Project is consistent with this Plan, the Project shall be deemed to be in compliance with the requirements of underlying

zoning, in accordance with Sections 51-45 and 80C-9 of the Zoning Code. In accordance with Section 80C-8 of the Zoning Code, a building, use or occupancy permit for the Project or any Project Component shall not be issued until the BRA shall have issued a Certification of Consistency pursuant to Section 80C-8 of the Zoning Code for the Project or an applicable Project Component.

The Site is located within the Western Avenue/Soldiers Field Road Community Commercial Subdistrict of the Allston-Brighton Neighborhood District established under Article 51 of the Zoning Code, within which a Planned Development Area (“PDA”) may be established. A portion of the Telford Street parcel is also located within a Greenbelt Protection Overlay District. The Allston-Brighton Neighborhood District is shown on Map 7A/7B/7C/7D of the Boston Zoning Maps.

This Plan complies with all requirements of Section 51-44 of the Zoning Code with respect to approval of PDAs, including proposing uses that provide public benefits to the Allston-Brighton community. The public benefits provided to the Allston-Brighton community include the creation of much needed affordable and market rate housing and new job opportunities while encouraging economic development and quality urban design; creation of new community space; creation of approximately 4 acres of new open space; and the re-establishment of pedestrian friendly connections between existing residential neighborhoods and the Charles River. The presence of the Project’s residential occupants will create a new, lively residential neighborhood linked to the Western Avenue corridor while the commercial uses will reactivate commercial use on the former Brighton Mills parcel. Therefore, and as more particularly set forth below, this Plan adequately and sufficiently satisfies all criteria for the establishment of a PDA pursuant to Sections 51-44 and 80C-4 of the Zoning Code.

Proponent: The Project Proponent is Charlesview, Inc., a non-profit organization consisting of three faith-based institutions: Kadimah-Toras Moshe, St. Anthony’s Roman Catholic Church and the Community United Methodist Church. The Proponent’s partner and Developer is The Community Builders (“TCB”), a 501(c)(3) organization and the largest non-profit urban housing developer in America. The Project Team members are listed at Exhibit B.

Project Site: The Brighton Mills parcel is located on the south side of Western Avenue and comprises a parking lot and vacant retail buildings (formerly Frugal Fannies, Office Max, undemised retail space, Bank of America and K-Mart) in the Brighton Mills Shopping Center. The site is roughly bounded by Western Avenue to the north, Shaw’s supermarket and its parking lot to the east, Holton Street to the south and Litchfield Street to the west. The existing vacant retail buildings on the Brighton Mills parcel will be demolished to accommodate the Project.

The Telford Street parcel is located on the northern side of Western Avenue, lying between Western Avenue and Soldiers Field Road on the west side of Telford Street, opposite The Skating Club of Boston ice rink. The site is currently occupied by three small office buildings (one is currently vacant) and accessory parking lots. The small office buildings will be demolished to accommodate the Project.

Project: The Project is planned to contain the following uses: 1) residential; 2) community; 3) commercial; 4) open space; and 5) accessory parking. The Project involves the construction of 240 rental units, including 213 to replace the existing Charlesview apartments and an additional 27 new rental units, and 100 new home ownership units, totaling 457,745 square feet. The Project also includes approximately 23,000 square feet of commercial/community space. The Project will include a total of 490 parking spaces, including 97 surface spaces and 243 spaces in an underground garage on the Brighton Mills parcel and 150 spaces in an underground garage on the Telford Street parcel (see Exhibit C).

The Project Components on the Brighton Mills parcel include 25 individual buildings including 20 town houses, two row houses, and three mid-rise buildings, consisting of 240 rental units and 26 home ownership units totaling approximately 376,742 square feet. The Brighton Mills parcel will provide a 243-space underground parking garage and 97 surface spaces. The Telford Street parcel Project Component is one 8 story building consisting of 74 home ownership units totaling approximately 81,003 square feet, with a 150-space underground parking garage.

Building heights on the Brighton Mills parcel will range from 2.5 stories (35+-feet) for the townhouses to six stories (65+-feet) for the mid-rise buildings adjacent to Western Avenue. The height of the Telford Street building will be 95+-feet (see Exhibit D). The Site-wide floor area ratio ("FAR") for the Project will be approximately 1.22, which is less than the maximum FAR for planned development areas pursuant to Article 51 of the Zoning Code.

In the future, one or more of the Project Components may be subdivided into one of more separate parcels which may be under separate ownership, or a condominium ownership structure may be created for all or part of the Project. This Plan seeks approval for any zoning nonconformity created or increased by the separation of ownership of individual Project Components, or by the subdivisions, re-subdivisions, or submission to condominium ownership or Project Components, provided that the use requirements of this Plan with respect to each Project Component are met by the resulting parcel or parcels.

The public benefit obligations required by this Plan and any other agreements entered into by the Proponent as a condition of the BRA's Article 80 approval of the Project are not to be modified, nor their implementation changed, without the prior written consent of the BRA, and the scope of the public benefit obligations required by this Plan and any other agreements entered into by the Proponent as a condition of the BRA's Article 80 approval of the Project are not diminished.

Notwithstanding anything set forth herein or in the Code to the contrary, for purposes of this Plan, compliance of the individual Project Components with the requirements of this Plan and/or any applicable requirements of underlying zoning shall be determined on an individual Project Component, rather than a Site-wide, basis, except as otherwise expressly provided in this Plan. The compliance or non-compliance of any one Project Component shall not affect the compliance of any other Project Component.

In the event the Site is divided into additional Project Components, a Certification of Consistency may be issued for any such Project Component.

Planning Context/Objectives: This Plan and the Project will comport with state, regional and planning initiatives applicable to the Allston-Brighton neighborhood as described below.

Executive Order 385: Executive Order 385, “Planning for Growth” (“EO 385”), seeks to promote sustainable economic development in the Commonwealth. The Project will meet the objectives of the Order which are to promote economic activity while protecting resources and minimizing environmental impacts. The Project, as a mixed-use urban redevelopment, represents a sustainable approach to growth and development. The Project will rehabilitate and revitalize a previously developed, but currently vacant urban site, which is well served by existing infrastructure, including roads, water/sewer, and public transportation.

The Project will be designed, constructed, and managed to minimize adverse environmental impacts, conserve natural resources, and enhance the quality of life in the community. The Project will be a LEED certifiable green development and meet the requirements of Article 37 of the City’s Zoning Code concerning green buildings. The Project will not result in any adverse impacts on any endangered or threatened natural resources.

Metropolitan Area Planning Council Metro Future Plan: The MetroFuture Plan (“MFP”) is the new regional plan produced by the Metropolitan Area Planning Council. The MFP sets up a vision for the region in regard to land use and development. The MFP provides 65 goals in six categories: Sustainable Growth Patterns; Housing Choices; Community Vitality; Prosperity; Getting Around; and Energy, Air, Water and Wildlife. The Project is consistent with these goals by building on previously developed urban land in Boston, enhancing the pedestrian environment, developing a LEED certifiable project, and locating proximate to existing transportation infrastructure.

Massachusetts Smart Growth Policy: The Project is consistent with Massachusetts Smart Growth Policy since it will provide a mix of uses proximate to existing public transportation, expand housing opportunities, and increase business and job opportunities.

North Allston-Brighton Community Wide Plan: Starting in 2008, the BRA conducted a community wide planning initiative exploring options for streets, open space and land use in the Holton Street Corridor. The Holton Street Corridor encompasses Western Avenue, Everett Street, the Massachusetts Turnpike and Litchfield Street. Much of this area is owned by Harvard University. The Project is consistent with the concepts of the Community Wide Plan.

North Allston Strategic Framework for Planning (“NASFP”): In 2004 the BRA completed a strategic planning process in the North Allston Neighborhood. The planning process grew out of an agreement with Harvard University to engage the community in a

planning effort to address the future of North Allston as it relates to land use, housing, economic development, transportation, and open space. The goal of the strategic planning process was to articulate a consensus-based, attainable vision for the North Allston neighborhood.

Specifically, the goals of the NASFP are: 1) preserving the character of Allston's residential areas; 2) expanding affordable housing options; 3) transitioning new development in terms of scale, vehicular circulation, and design between existing residential neighborhoods and new development; 4) increasing open spaces and expanding the number of neighborhood parks; and 5) converting Western Avenue into an amenity-rich, pedestrian-friendly commercial district.

The Project is in keeping with all of the NASFP's goals. The Project includes mostly small scale 2.5 to 3.5-story houses that are in keeping with the character of the surrounding residential neighborhood, transitioning to three mid-rise buildings toward Western Avenue. The Project will provide 27 additional affordable rental units beyond the 213 units that will replace the existing Charlesview Apartments, as well as 100 homeownership units. Western Avenue will be greatly improved by the Project through the introduction of the new on-street commercial uses, improved pedestrian conditions, and improved streetscaping. A new public square at the corner of Telford Street and Western Avenue will provide a new public gathering space.

Specifically related to the Brighton Mills parcel, the NASFP envisioned a mixed use area having local streets that knit the area to the adjoining neighborhoods. This vision will be realized by the Project, which will be mixed use and divided into blocks similar in scale to the surrounding North Allston neighborhood, approximately 200 to 250 feet long.

Public Benefits: The Project will provide a range of public benefits including:

- 1) the creation of 340 new, high quality, LEED certifiable mixed income residential units, including 213 affordable units relocated from the existing older and physically deteriorating Charlesview Apartments, 27 additional rental units and 100 new ownership units;
- 2) the reactivation of commercial uses on the Brighton Mills parcel;
- 3) the creation of new space for community wide functions;
- 4) the creation of approximately 4 acres of new open space;
- 5) the re-establishment of pedestrian friendly connections between existing residential neighborhoods and the Charles River;
- 6) the furtherance of smart growth/transit-oriented development principles;
- 7) the creation of over 300 construction jobs and 30 permanent jobs upon Project completion; and

8) the generation of substantial tax revenues for the City of Boston.

Project Approvals: The Project is being reviewed by the BRA pursuant to Article 80 of the Zoning Code. The project has also been reviewed at the state level pursuant to the Massachusetts Environmental Policy Act (“MEPA”).

Pursuant to Article 80, the Proponent filed a Project Notification Form (“PNF”) for the Project on February 11, 2008. The BRA held public meetings to take comment on the PNF on March 10 and 24, 2008. The comment period on the PNF closed on March 31, 2008. On April 25, 2008, the BRA issued a Scoping Determination requiring the preparation of a Draft Project Impact Report.

Pursuant to MEPA, the Proponent filed an Environmental Notification Form (“ENF”) for the Project on February 15, 2008, and was noticed in the *Environmental Monitor* on February 20, 2008. The comment period on the ENF was extended beyond the customary time and ended on April 1, 2008. On April 11, 2008, the Secretary of the Executive Office of Energy and Environmental Affairs (“EEA”) issued a Certificate finding that the Project did not require the preparation of an Environmental Impact Report (EIR).

Zoning: The Site is located within the Western Avenue/Soldiers Field Road Community Commercial Subdistrict of the Allston-Brighton Neighborhood District established under Article 51 of the Zoning Code. A portion of the Telford Street parcel of the Site is also located within a Greenbelt Protection Overlay District.

Under Article 51 of the Code, most retail, office and service uses are allowed as of right at the project site. Multi-family residential is a conditional use; accordingly, the Project’s permitted uses will be established in this Plan (see Exhibit E).

Within the Western Avenue/Soldiers Field Road Community Commercial Subdistrict, the maximum allowed height is 35 feet. For PDA projects, Article 51 provides that dimensional requirements, including height, will be as set forth in the PDA plan for the project. Therefore, the Project’s height is established pursuant to this Plan. On the Brighton Mill site, the Project will be approximately 65 feet high at the highest occupiable floor. On the Telford Street parcel, the Project will be approximately 95 feet at the highest occupiable floor. The as-of-right FAR for a project within the Western Avenue/Soldiers Field Road Community Commercial Subdistrict is 1.0; PDA projects, however, may have a FAR of 1.75. The FAR for the Project, as measured on a Site-wide basis, will not exceed 1.75.

Design requirements applicable to the Project regarding building materials, location of buildings on their sites, building facades, and landscaping are set forth in Section 51-51 of the Code. The Project has been designed to comply with these requirements to the greatest extent practicable.

Project Elements:

Open Space and Landscaping: The City of Boston's Park's Department Open Space Plan 2008-2012 ("Open Space Plan") is the current plan that guides the City's efforts to identify open space needs, goals, and opportunities. The Open Space Plan guides the development of an improved open space system, while reducing the effects development may have on our environment.

The Open Space Plan identifies a number of opportunities for Allston in the coming five years. Among them are the following:

- Support implementation of the DCR's Charles River Reservation Master Plan, including improving bicycle and pedestrian access to the Reservation from Allston neighborhoods to the south, especially at the Telford Square and Everett Street crossings.
- Support implementation of open space recommendations of the BRA's North Allston Strategic Framework for Planning (see Planning Context/Objectives section above) such as strengthening links to Herter Park.
- Urge the provision of open space amenities in future developments on Harvard University land to reduce impacts on existing public resources. Provide community and public realm benefits from new University developments to mitigate impacts and to better integrate these new developments with the surrounding community. Work with the University to insure better access to the Charles River from the residential neighborhood.
- Preserve the parkway landscape character of Soldiers Field Road/Storrow Drive through zoning setbacks and height limitations of properties along their edge. Seek preservation of open space along the parkway's inboard edge, especially at Soldiers Field.

The Project will support the Open Space Project and its goals. First and foremost, the Project will improve access to the Charles River Reservation's Herter Park and Artesani Playground. The proposed Telford Street Extension will create a pleasant tree-lined street (including the buffer park on Telford Street), connecting Holton Street and the residential area to the south with Soldiers Field Road, and the existing pedestrian bridge that provides access to the Charles River Reservation at Herter Park.

The Project includes a great deal of open space, including a new .5 acre park at New Street and the Telford Street Extension, open courtyards in the "D" and "E" blocks, the public square at the southwest corner of the Telford Street/Western Avenue intersection, and the new buffer park on the west side of Telford Street. In total, approximately 46 percent of the Site will be dedicated to open space.

Sidewalks/Streetscape: The BRA feels it important to create a public square at the intersection of Western Avenue and Telford Street. The current design responds to this desire. The proposed Buildings of E1 on Western Avenue and E2 on the Telford

Street Extension will frame a public square at this corner, providing the potential for a retail use on Western Avenue that would provide outdoor seating. The Telford Street square will be open on the east and south and will enjoy morning sunlight, while being shaded and protected from the afternoon sun in the summer. The openness of the Telford Street square contrasts nicely with the gateway formed at Antwerp Street by the flanking buildings. The main entrance to the community center, the public park, and houses lining both sides of the street make Antwerp Street a center of community activities, more inward focus complementing the outward focus of the Telford Street square.

Building on the concept of the public square at the intersection of Telford Street and Western Avenue, the BRA Scoping Determination also asked the Proponent to investigate a concept that would create a “legible center of neighborhood activity comprising retail, residential, cultural, and park uses at the intersection.” While the Telford/Western Avenue Intersection will be designed to create an open public space, it is more likely that the Antwerp Street-New Street intersection will serve as the epicenter of new neighborhood facilities. The Community Center with activity and meeting space will be located in building E1 on Antwerp Street. The adjacent public park will provide a venue for both organized and informal outdoor activities. The nexus of public uses creates a center for both the development and the surrounding neighborhood which will be active 16 hours a day 7 days a week. The pedestrian entry to the garage for the rowhouse and townhouse residents will also be located at the community space for access to cars and bicycle storage.

Parking and Loading Facilities: The Project will include a total of 490 parking spaces, including 97 surface spaces and 243 spaces in an underground garage on the Brighton Mills parcel and 150 spaces in an underground garage on the Telford Street parcel.

Whenever possible, recycling, trash collection, and loading will occur on-site during off-peak hours. Permanent “No Idling” signs will be posted in the loading and parking areas. A Transportation Coordinator will be appointed by the Project Team to manage loading activity and coordinate move-in/move-out activities.

Public Transportation Access: The Project is served by several MBTA bus lines. MBTA bus routes #70, #70A, and #86 operate along Western Avenue serving stops directly adjacent to the site. Bus route #66 runs on North Harvard Street, within a 10 to 15 minute walk (1/2 mile) of the Project site.

These bus services provide convenient connections to other bus and rapid transit services, transfer stations, and the regional transportation network. Route #66, which operates every 9 to 10 minutes during rush hours, provides direct connection to Harvard Square, where passengers can access the Red Line and other bus services, and runs through Allston-Brighton and Brookline, providing connections to other bus services and rapid transit services on the Green and Orange lines. Bus routes #70 and #70A, which operate every 10 to 13 minutes during rush hours, provide connections to the Red Line at Central Square in Cambridge and other major bus transfer points in Watertown and

Waltham. Bus route #86 runs crosstown from Sullivan Station (Orange Line) to Reservoir Station (Green Line) via Harvard Square (Red Line).

Traffic Circulation: The Project will create a new roadway along its eastern edge (“Telford Street Extension”) that will replace the existing Brighton Mills Center Drive and form a four-way intersection with Telford Street and Western Avenue. As proposed, this new roadway will extend from Western Avenue to Holton Street between the Brighton Mills parcel and the existing Brighton Mills Shopping Plaza.

The Project will also construct two other new streets at the Brighton Mills parcel that will complete a grid layout that is now blocked by the shopping center parking lot. The new streets are New Street, which will run east-west between Litchfield Street and the Telford Street Extension, and a reconstructed private, paper Gould Street running one-way eastbound from Litchfield Street to the Telford Street Extension. Additionally, Antwerp Street will be realigned between Western Avenue and Gould Street.

The Project will significantly improve the pedestrian environment with new sidewalks, handicapped-accessible ramps, street trees, bicycle racks, and the creation of the public open spaces. The new public open spaces on the Brighton Mills and Telford Street parcels will provide enhanced pedestrian connections between the Holton Street Corridor and the Charles River.

Vehicular access to the Brighton Mills below-grade parking garage will be provided by a new driveway on Telford Street Extension. Vehicular access for the parking garage on the Telford Street parcel will be provided by a new driveway on Telford Street. The design of the new driveways will be coordinated with the appropriate City agencies, including the Boston Transportation Department and the Public Works Department. The Project’s final roadway design will be codified in the Transportation Access Plan Agreement and approved by the Public Improvement Commission, as necessary.

Development Schedule and Phasing of the Project: Construction and completion of the Project, or any Project Component, will depend upon continued market demand for the uses contemplated the availability of construction labor and materials, and stability in the larger economy. It is anticipated that construction will commence in either the second or third quarter of 2010 and will last for approximately 30-36 months. As construction sequencing plans are more fully developed, they shall be submitted to the BRA for confirmation.

This Plan approves: (i) construction of the Project Components in multiple phases or sub-phases, which phases or sub-phases may proceed sequentially or simultaneously, depending on market demand, construction sequencing strategies, and other factors; (ii) interruptions between completion of such phases or sub-phases and commencement of construction of the next phases or sub-phases; and (iii) construction of the infrastructure improvements, including portions of the Project’s garages, in phases as the Project proceeds.

Applicability: Consistency of the Project with this Plan constitutes compliance with the dimensional, use and other requirements of the Code, in accordance with Sections 51-45 and 80C-9 of the Code.

Amendment of Plan: Any owner of an individual Project Component may seek amendment of this Plan as to such Project Component in accordance with the procedures prescribed by the Code without the consent of any other owner of a Project Component. In the event that any amendment affects the overall compliance of the Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan without requiring any modifications of the requirements of this Plan as to any of the other Project Components.

Proponent's Obligation to Proceed with Project: Notwithstanding anything set forth herein to the contrary, under no circumstances shall the Proponent be obligated to proceed with all or any portion of the Project. If the Proponent proceeds with the Project, the Proponent shall satisfy the public benefit obligations described above.

EXHIBIT A – SURVEY PLANS

EXHIBIT B – PROJECT TEAM MEMBERS

Address/Location: The Brighton Mills Shopping Center on
Western Avenue and west side of Telford
Street

Proponent: Charlesview, Inc.
51 Stadium Way
Allston, MA 02134
(617) 782-2404
Abraham Halbfinger

Developer: The Community Builders, Inc.
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Felicia Jacques

Architect: Childs Bertman Tseckares, Inc.
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Chris Hill

Legal Counsel: Rackemann, Sawyer & Brewster
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Louis C. Miller

Transportation and Parking Consultants
and Civil Engineer: Howard Stein Hudson
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Joseph SanClemente
Thad Berry

Structural Engineer: McNamara/Salvia, Inc.
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Joe Salvia

MEP Consultant:

C3/Commercial Construction Consulting
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Doug Aghjayan

Permitting Consultants:

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3 Clock Tower Place, Suite 250
Maynard, MA 01754
(978) 897-7100
Dave Hewett

EXHIBIT C – SITE PLAN

RESIDENTIAL OWNERSHIP
 RESIDENTIAL RENTAL
 COMMUNITY
 RETAIL

plan
 0' 10' 20'



charlesview development

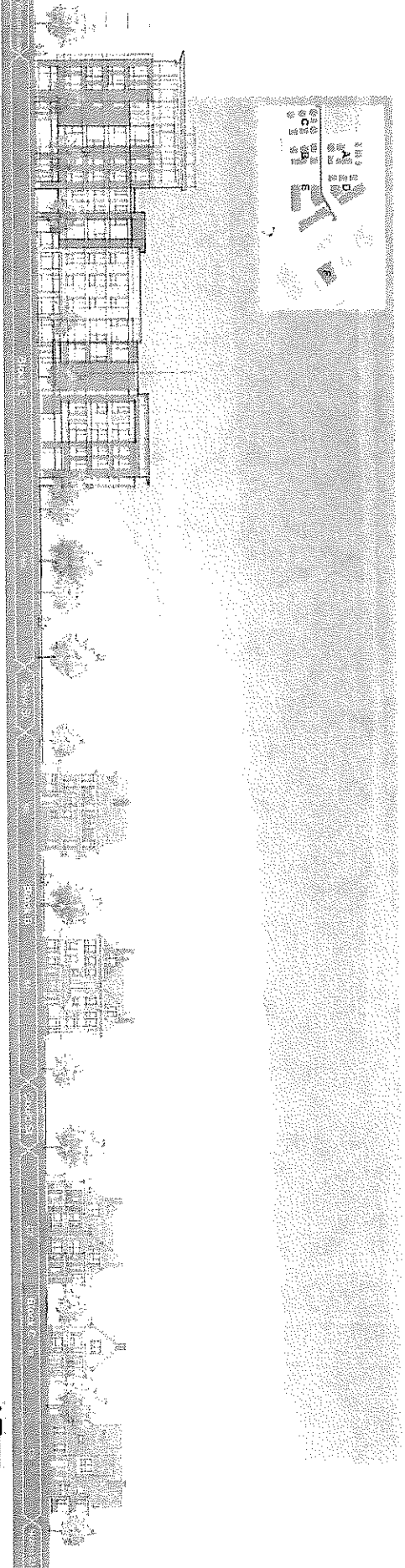
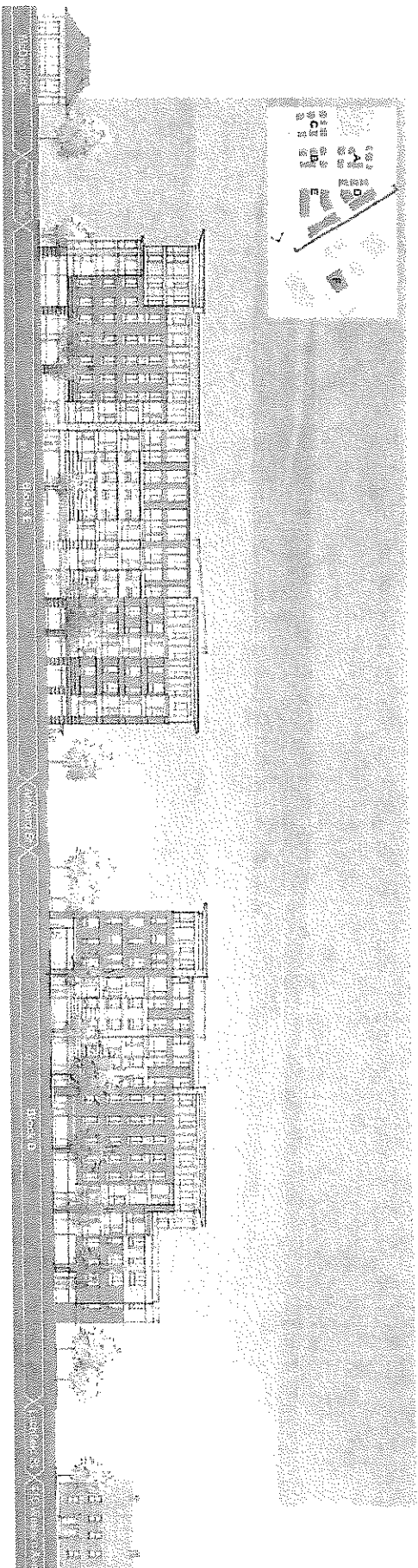
allston, massachusetts

october 26, 2009



overall site plan

EXHIBIT D – PROJECT ELEVATIONS

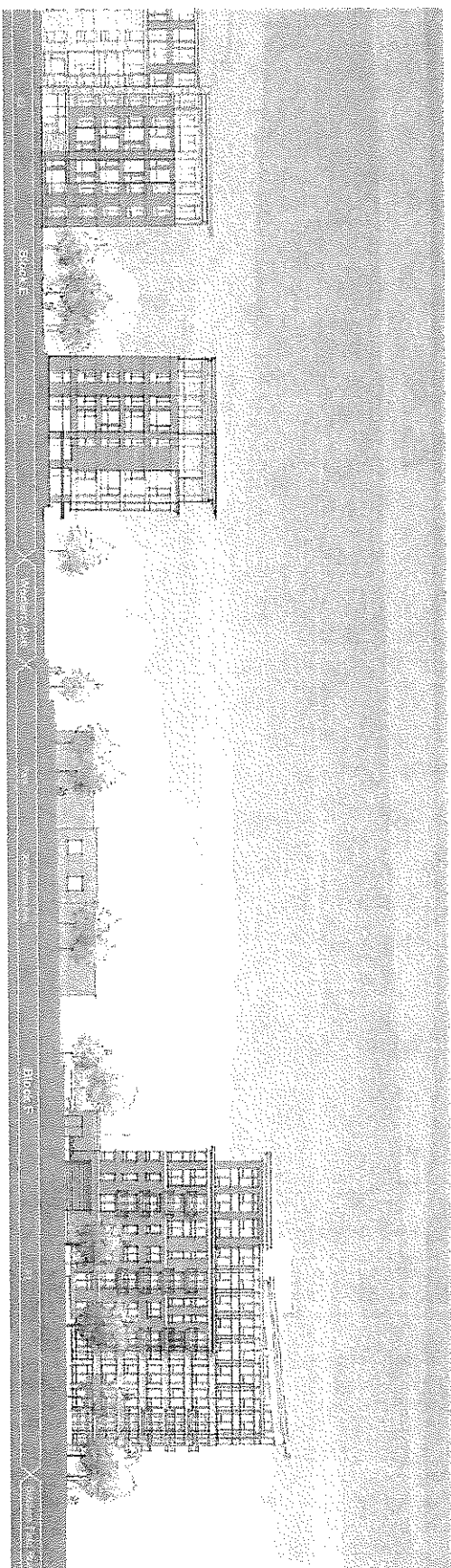
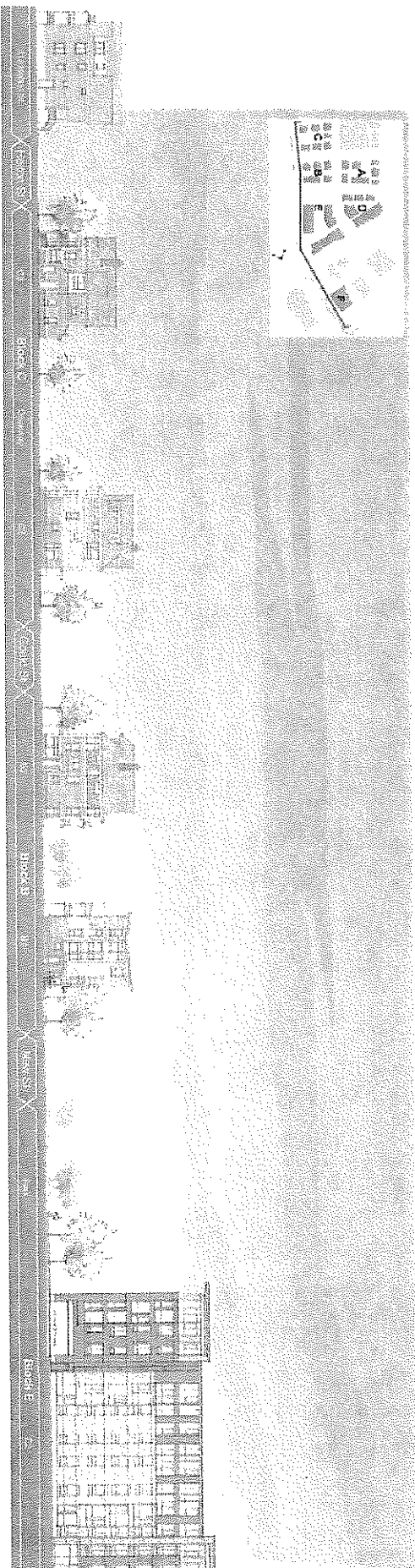


Charlesview Redevelopment DP1R Allston, Massachusetts



Epsilon cbt

Figure 2.3-5
Site Elevation along Western Avenue and Antwerp Street

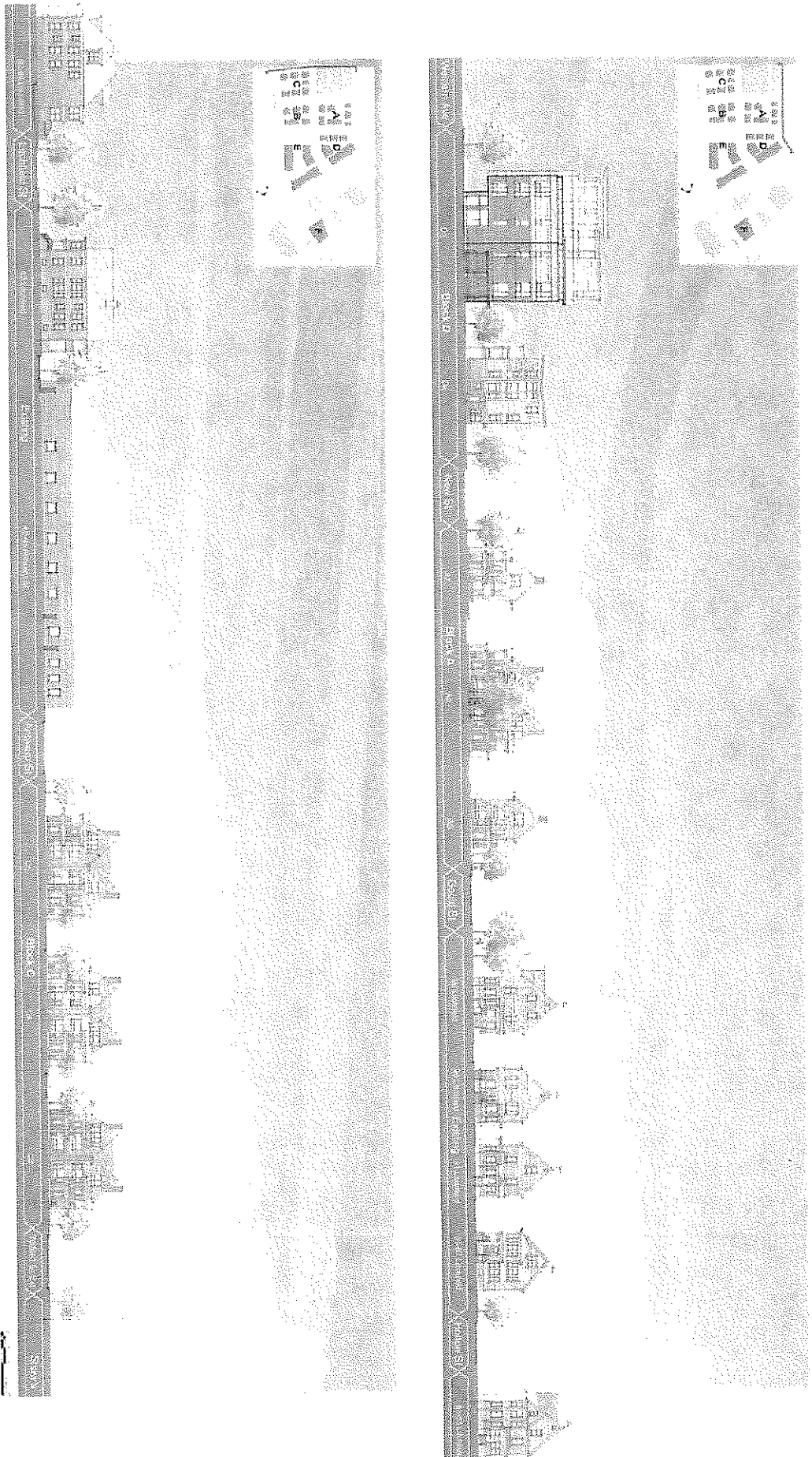


Charlesview Redevelopment DPIR Allston, Massachusetts



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Figure 2.3-6
Site Elevation along Telford Street and Telford Street Extension



Charlesview Redevelopment DPR Allston, Massachusetts



Figure 2.3-8
Site Elevation along Litchfield Street and Holton Street

EXHIBIT E – PROPOSED USES

- 1) Multi-Family Residential;
- 2) Community;
- 3) Commercial;
- 4) Open Space; and
- 5) Accessory Parking