

Date	First Name	Last Name	Organization	Opinion	Comments
7/15/2019	Sheila	Quinn	Resident	Neutral	The PNF notes that it is anticipated to have enough sewer capacity in the existing 10" sewer main in Commonwealth Avenue. The project is estimated to generate 49,940 GPD of wastewater. Per the NEIWPCC TP-16 a peak flow factor of 5.6 should be used to evaluate peak sewer flows. This indicates the peak flow from the project would be 0.43 cfs. The sewer mains existing capacity is noted as 4.95 cfs. This means this one project would be using almost 10% of sewer mains capacity. Additionally studies should be required to determine if additional capacity is required in the street to handle this project. If pumps are required for a the buildings a domestic water it should be reviewed if the DEP will require permitting to the modification of public drinking water system.
7/10/2019	Justin	Brown	350Mass Allston-Brighton	Neutral	Greetings — The Boston Climate Action plan is calling for carbon neutrality by 2050. All new construction, therefore, should be designed to reduce greenhouse gas emissions as much as possible. In Boston, buildings account for approximately 70% of emissions. The mayor is fully committed to phasing our construction that relies on natural gas or other fossil fuels for heating and cooling. It is my hope that you have plans for 1515 Commonwealth Ave. that includes the most ambitious net zero construction possible. Best, Justin Brown
7/9/2019	Carol	Boggs	Allston Brighton 350	Oppose	We need to start planning development with an eye to livability. We need to be building toward net zero carbon emissions. We need to be building with way more green space. We need to be thinking how people are going to get around. This is another large project in an already congested area. Anybody who rides the B line, which I do, can tell you that it can't support the current ridership so new people are going to be adding more carbon either with cars or via Uber/Lyft. The city has a Climate Action Plan, but there is a disconnect between the plan and how developers are operating. Are we really serious about carbon neutral by 2050? If not, we better get serious.

7/9/2019	Brian	McLaughlin		Oppose	<p>Dear Director Golden, I am writing to express my strong opposition to the development proposal for 1515 Commonwealth Avenue in Brighton. The site is the former Hahnemann Hospital, located on 2.2 acres of land. The plan proposes 330,000 square feet of residences and garage and is overwhelming in density and height for the property. There is a reason no high-rise buildings are located on Commonwealth Avenue in Allston-Brighton between Packard's Corner (Brighton at Commonwealth Avenues) and Chestnut Hill Avenue. Due to a parkway height restriction approved nearly a century ago, this section of Commonwealth Avenue has a height limit of seventy feet. This requirement is not a rule or a zoning regulation. It is the law! While I appreciate the proposed ratio of this project between homeownership and rental units, a new high-rise is inappropriate for this location. If constructed, the building will cast excessive shadows along the Commonwealth Avenue parkway. I am surprised that The Davis Companies, Epsilon Associates, Inc. and OJB Landscape Architecture are unaware of the height restriction on this property. Also, I am concerned that the Boston Planning and Development Agency has allowed this proposal to reach this stage of community review given the height limitation. I believe the proponents need to go back to the drawing board in accordance with CBC: 7-4.10, Restrictions On Park Frontages. It states "No building or structure or any part thereof hereafter erected or altered on land which abuts on and has an entrance into and is within a distance of one hundred (100') from the following...shall the extreme height of said buildings exceed seventy (70") feet from the mean grade of the edgestone or sidewalk on the front facing said parkway." The section of Commonwealth Avenue in Brighton upon which the proposal is planned is included in a listing of protected parkways in this ordinance. I expect the BPDA will reject this Art. 80B Large Project application and will only consider a development proposal in accordance with the parks frontage ordinance. Sincerely, Brian McLaughlin 16 Peaceable Street, #1 Brighton, MA 02135 cc: Councilor Mark Ciommo Councilor Michele Wu Councilor Michael Flaherty Councilor Althea Garrison Michael Sinatra, Project Manager, BPDA Commissioner Christopher Cook, Chair, Boston Parks and Recreation Commission Liza Meyer, Chief Landscape Architect, BPRD Annabelle Gomes, Brighton-Allston Improvement Association Anthony D'Isidoro, President, Allston Civic Association</p>
7/8/2019	John	Quatrala	Unbound Visual Arts	Neutral	<p>July 8, 2019 Mr. Michael Sinatra Boston Planning and Development Agency One City Hall Square Boston, MA 02201 Re: 1515 Commonwealth Ave., Brighton Dear Michael, Thank you for the opportunity to submit comments for the 1515 Commonwealth Ave. development. Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, has reviewed the 1515 Commonwealth Avenue Project Notification Form, with 330 proposed housing units, and our comments follow. Generally, we are in support of more housing for the community and ask that as much affordable housing be provided. This may include both homeownership and rental housing. Further, based on our review, we encourage the developers and BPDA to incorporate a major art component into the development to serve the neighborhood and the new residents. We believe that every Article 80 and PDA project should include one or more of the following: 1) a designated, secure, and managed art gallery for local art exhibitions; 2) live-work spaces for local artists; 3) work only studio spaces for local artists; 4) outdoor public art; 4) art classroom space; 5) a black box theater; and 6) rehearsal space. We believe that any and of these amenities would be valuable assets to the community, the City and the developer. Thanks again. We are eager to engage the BPDA and the developer on our ideas. Best regards, John Quatrala Executive Director Unbound Visual Arts Unbound Visual Arts 320 Washington St., Suite 200 Brighton, MA 02135 UnboundVisualArts.org cc: Brian Fallon, President, TDC Development Group, LLC Jonathan Greeley, BPDA, Director of Development Review Kara Elliott-Ortega, Chief of Arts and Culture</p>

6/28/2019	Sam	Burgess		Support	I support this project. It would bring much-needed rental and homeownership units on the Comm Ave corridor and help revitalize what is currently a very underutilized parcel. I would love to see the buildings go even higher to accommodate more units. Additionally, given the parcel's proximity to a Green Line stop, Blue Bikes station, and several bus routes, it would be great to reduce the # of parking spaces even further. Allston Square has parking ratios ranging from .4 ~ .5; it would be great to get this project down to .5 or lower as well. All in all, though, Boston needs more housing and every new unit helps. Please approve this project.
6/25/2019	Gerhard	Mullican		Support	Glad to see competent and appealing use of this property. Looking forward to seeing the project progress!
6/24/2019	Anna	Leslie	Allston Brighton Health Collaborative	Neutral	The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests. Increased development in Allston and Brighton is straining the neighborhood's existing infrastructure and public transit opportunities. Meanwhile the neighborhood has unique and diverse transportation needs that include the highest percentage of cyclists per total vehicles of any neighborhood in the city, according to City of Boston 2017 counts; and two of the MBTA's 15 total key priority bus routes. Developers, including The Davis Companies, are increasingly relying on the existing functionality of our transportation infrastructure without investing in its upkeep or growth; by building near public transit, developers can claim their housing is "transit-oriented" without contributing to its improvement. Developers are increasingly funding transportation mitigations that solely benefit their future residents or their immediate geographic area, like private shuttle services. Allston and Brighton do not exist in isolation and neither do transportation systems. The health and success of our neighborhoods depends on integrated and connected systems that provide safe, equitable, and accessible transportation to all people. This developer cannot claim transit oriented development unless it actively invests in current and future multi-model mobility improvements. continued

					<p>We request that these transportation improvements be integrated into the project's Transportation Access Plan Agreement: 1. Developer must adopt the City of Boston's Complete Streets guidelines for the development. Anything that is done on the street that does not follow these guidelines should apply for exemption from the City. 2. Developer must work with the MBTA and Boston Transportation Department to improve the public transportation network before entertaining the creation or funding of an independent shuttle service. Transit improvements include things such as bus lanes, bus shelters, signal replacement to allow for transit signal priority, etc. 3. Developer partner with Boston Bikes to assess the need of at least one additional Bluebikes bike-sharing station anywhere in Allston or Brighton. 4. For any additional developments occurring near the development that do not require an IAG (i.e. those falling under Small Project Review) , developer meet with those projects to assess their collective impact, needs, and mitigations. 5. Developer adopt parking maximums. 6. Within the parking maximum, developer contract with and provide space for car-sharing vehicles (e.g. Zipcar). 7. Within the parking maximum, developer contract with and provide space for Electric Vehicle rentals with charging stations on-site and additional charging stations for private vehicles. 8. Developer provide covered and secured spots and charging capabilities for bikes and micro-mobility devices (eg. e-scooters, e-bikes). 9. Developer provide discounts or free monthly MBTA passes and Bluebikes yearly passes to residents who do not use their parking spots. Please let us know if you have any questions or concerns regarding these recommendations. We welcome the opportunity to speak with the developer. Anna Leslie, MPH Director Allston Brighton Health Collaborative Committee member organizations include: Allston Civic Association Allston Brighton CDC Charlesview Inc. MassBike Livable Streets Alliance --- The Allston Brighton Health Collaborative (ABHC) is a collaboration of organizations devoted to working together to promote and improve the health and wellbeing of the Boston neighborhoods of Allston and Brighton. We maintain broad goals and an inclusive strategy in order to: Understand neighborhood social determinants of health and their impacts Through ABHC members, engage with residents in dialogue and strategic planning around the assessment and response to unmet community needs Support the assessment of and response to unmet community health and wellness needs Support and promote the work of individual ABHC members and their constituents to reduce health disparities and increase healthy living.</p>
6/14/2019	Jacob	Oppenheim		Support	more of this! we have a housing crisis. no need for this much parking!
6/13/2019	Colin	Harrington	SUNY Oswego	Support	This is an amazing project. However I do think that the building height of the 6-9 story buildings are too short. To combat with soaring real estate prices and to make the city of Boston acquire more wealth in tax revenue, we need to build a little higher than the surrounding parcels. Also please do not let a few NIMBYs get in the way of this project. It is much needed!
6/12/2019	Leanne	Scorzoni		Oppose	Until the developers and realtors can guarantee at least 50% of the units are for low income residents of Boston (NOT international college students, out of state med students, or foreign investors that don't live here), but truly low income housing for the elderly, handicapped, the mentally ill, and long-term residents of Boston, this project is only going to continue to benefit the rich. Low income does not mean \$3000 or more a month on rent. Stop turning Boston into Manhattan or San Francisco. The poor and the working poor cannot survive here any longer, and homeless shelters are at capacity because of new buildings like this. If the developers truly support Boston and the economy of Massachusetts, they will do the right thing and create affordable housing here. Studios in the same area are going for \$1500 a month and up. Do what's right and start providing affordable housing. That doesn't mean one or two units and thinking you're being generous. Boston should be a city for all, not just the 1%.

6/12/2019	Adam	Maley		Oppose	This development does not include enough parking spaces. There should be a minimum of one parking space per unit. 200 spaces for 330 units is too few. I live one block from this site and street parking is at capacity at all times. There is no additional street parking available in the immediate blocks for 100 plus vehicles from residents and visitors that will come from this development.
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Michael Sinatra <michael.a.sinatra@boston.gov>

Re: 1515 Commonwealth Ave

John Bligh

Thu, Aug 1, 2019 at 2:47 PM

To: "jonathan.greeley.BRA@cityofboston.gov" <jonathan.greeley.BRA@cityofboston.gov>, "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

BRIGHTON ALLSTON IMPROVEMENT ASSOCIATION
c/o 76 Undine Rd., Brighton, MA 02135

July 30, 2019

Michael Sinatra, Project Manager
BPDA
One City Hall Square
Boston, MA 02201RE: [1515 Commonwealth Ave](#)

Dear Mr. Sinatra,

The developer presented to the Brighton Allston Improvement Association on July 11, 2019. After hearing the proposal for the project the BAIA has several concerns.

- The height and density of the project is excessive for the proposed site.
- The height of the building casts shadows on park land and neighboring residential buildings.
- The site is located on the B-line that is currently at capacity and alternative options to transportation needs to be addressed
- The parking is inadequate for the development of this size and .6 is not acceptable for this location.
- The affordable units need to be increased with work force housing
- The Park area in front of property needs to clarify allowed use, hours open, maintenance, and protection from condo association changing the use in the future
- The traffic impact on that carriage lane will drastically be changed for the worse
- There is many more concerns after the major concerns have been addressed.

At this time we have too many concerns and ask the BPDA to do full scope of this project. The impacts of this project will forever negatively change our community. Currently this project has too many negative impacts.

The BAIA was formed in 1981 and is a civic group dedicated to the betterment of the Brighton/Allston neighborhood. It was established to address issues of importance to the stability and progress of the Brighton and Allston community, with a goal of obtaining a greater degree of control for the residents of Brighton and Allston in the improvement and development of the community.

Sincerely,

Anabela Gomes, Zoning Chair
John Bligh, President
Brighton Allston Improvement Association

On Wednesday, July 31, 2019 01:32:39 AM EDT, Anabela

wrote:

BRIGHTON ALLSTON IMPROVEMENT ASSOCIATION
c/o 76 Undine Rd., Brighton, MA 02135

July 30, 2019

Michael Sinatra, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

RE: [1515 Commonwealth Ave](#)

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Sincerely,

Anabela Gomes, Zoning Chair
John Bligh, President
Brighton Allston Improvement Association

Boston Planning & Development Agency MEMORANDUM

TO: Michael Sinatra

FROM: Katie Pedersen

DATE: July 5, 2019

RE: 1515 Commonwealth Avenue
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated June 10, 2019 and submit the following comments for the Environmental Protection component. DIV 1515 Commonwealth, LLC (the “Proponent”) is proposing the construction of an approximately 340,000 square foot (sf) residential building containing approximately 330 residential units, comprised of both rental apartments and condominium units, together with approximately 200 parking spaces (the “Proposed Project”).

Wind

The Proposed Project is designed to be up to 180 feet in height, the Proponent is required to conduct a quantitative (wind tunnel) analysis for both existing (no-build) and build conditions. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Boston Planning & Development Agency guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating) as appropriate. Particular attention shall be given to public and other areas of pedestrian use, including but, not limited to, entrances to the Proposed Project and adjacent buildings, sidewalks adjacent to and in the vicinity of the Proposed Project and parks, plazas, and other open spaces and pedestrian areas near the Proposed Project. For areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact shall be identified and, if appropriate, tested.

The Proponent shall be required to generate a wind sensor plan and submit to the Boston Planning & Development Agency (“BPDA”) for review and approval prior to conducting a quantitative analysis.

Shadow

The Proponent was required to conduct a shadow analysis for both existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

Results of the shadow analysis indicate that new shadow will be cast on the Fidelis Way Park during the vernal equinox at 9:00 am and during the winter solstice at 9:00 am and 12:00 pm. However, the results also demonstrate that the majority of the new shadow will be cast on the streets and sidewalks adjacent to the Proposed Project. Accordingly, the Proponent shall not be required to conduct additional studies.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design is not anticipated to include the use of reflective glass or other reflective materials. Thus, it is not anticipated that the Proposed Project will result in adverse impacts from reflected solar glare. The Proponent shall be required to provide the results of the future analysis.

Air Quality

The Proponent shall be required to conduct microscale analysis predicting localized carbon monoxide concentrations, including identification of any locations predicted to exceed the National or Massachusetts Ambient Air Quality standards, if: 1) Proposed Project traffic would impact intersections or roadway links currently operating at Level of Service ("LOS") D, E, or F or would cause the LOS to decline to D, E, or F; 2) Proposed Project traffic would increase traffic volumes on nearby roadways by 10% or more.

Emissions from the Proposed Project's parking facility as well as from the heating and mechanical systems shall be estimated. In addition carbon dioxide monitors shall be installed in all enclosed parking facilities and a description of the proposed ventilation system shall be provided. Building/garage air intake and exhaust systems and specifications and an analysis of the impact of exhausts on pedestrians and any sensitive receptor must be identified and described. Mitigation measures required to minimize or avoid and violation of state or federal ambient air quality standards must be described.

Noise

Noise impacts from the Proposed Project must be analyzed, including rooftop mechanical equipment and other noise sources (e.g., emergency generators) and a determination made of compliance with City of Boston noise regulations and applicable state and federal regulations and guidelines.

As this is a residential project, noise levels shall be evaluated to determine conformance with the Interior Design Noise Level (not to exceed 45 decibels) established by the U.S. Department of Housing and Urban Development (24 CFR Part 51, Subpart B). Mitigation measures to reduce excessive noise levels to acceptable limits must be described.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: July 1, 2019
SUBJECT: 1515 Commonwealth Ave - **Smart Utilities Comments - PNF**

Summary:

In order to facilitate the review of integration of the Smart Utility Technologies (SUTs) and the Smart Utility Standards (SUS) into new Article 80 Developments, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the project review process. Please fill out the parts of the Checklist that apply to your project (check the Policy and Policy Summary on our website). Make sure to review this [template](#) first, before submitting the Smart Utilities Checklist. Please include in your next filing with the BPDA a copy of the PDF document generated after submission of the Smart Utilities Checklist. Let us know if the project team would like to schedule a meeting to go over any aspects of the Smart Utilities Policy that apply to your project.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the [Smart Utility Standards](#) ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to

your project. Make sure to review this template first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project’s website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess “heat” to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect (“island”) during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.

Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.
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Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the Smart Utilities Policy for Article 80 Development Review (Note: This table is only for informational purposes. Please refer to the complete Smart Utilities Policy for Article 80 Development Review to review the details.)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

**Boston Water and
Sewer Commission**



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

July 2, 2019

Mr. Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 1515 Commonwealth Avenue
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed project located at 1515 Commonwealth Avenue in Brighton.

The project site is approximately 2.2-acres and located on the west side of Commonwealth Avenue. The Project Site currently contains a vacant, approximately 58,000 square-foot, four-story building most recently used as a 59-bed long-term acute-care hospital. The building occupies only a small portion of the Project Site, and the remainder of the Project Site contains a surface parking lot containing approximately 70 spaces. The proponent, DIV 1515 Commonwealth, LLC, proposes a new five-story building, approximately 41,000 square feet, containing 43 units of affordable, age restricted dwelling units and nine off street parking spaces.

According to the PNF, the proposed water demand is approximately 54,934 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High PCI water main installed in 1899 and relined in 2000 in Commonwealth Avenue.

According to the PNF, the proposed sewage generation is 49,940 gpd. For sewage service, the site is served by a 10-inch sanitary sewer located in Commonwealth Avenue. The Boston Housing Authority owns and maintains a 15-inch storm drain located to the west of the site on Jette Court that is connected to a 21-inch storm drain in Fidelis Way.

The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development, DIV 1515 Commonwealth, LLC should meet with the Commission's Design and Engineering Customer Services



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



landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

6. For any proposed masonry repair and cleaning DIV 1515 Commonwealth, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit DIV 1515 Commonwealth, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. DIV 1515 Commonwealth, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. DIV 1515 Commonwealth, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, DIV 1515 Commonwealth, LLC will be required to apply for a RGP to cover these discharges.
8. DIV 1515 Commonwealth, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is DIV 1515 Commonwealth, LLC responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, DIV 1515 Commonwealth, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.



Water

1. DIV 1515 Commonwealth, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. DIV 1515 Commonwealth, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. DIV 1515 Commonwealth, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, DIV 1515 Commonwealth, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If DIV 1515 Commonwealth, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. DIV 1515 Commonwealth, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. DIV 1515 Commonwealth, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, DIV 1515 Commonwealth, LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. DIV 1515 COMMONWEALTH, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. DIV 1515 COMMONWEALTH, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge



stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the DIV 1515 Commonwealth, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
 - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. DIV 1515 Commonwealth, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
 3. The Commission encourages DIV 1515 Commonwealth, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. DIV 1515 Commonwealth, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge



Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, DIV 1515 Commonwealth, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

5. DIV 1515 Commonwealth, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, DIV 1515 Commonwealth, LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that DIV 1515 Commonwealth, LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. DIV 1515 Commonwealth, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. DIV 1515 Commonwealth, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.



Thank you for the opportunity to comment on this project.

Yours truly,

A handwritten signature in black ink, appearing to read 'John P. Sullivan', written over the text 'Yours truly,'.

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: DIV 1515 Commonwealth, LLC
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Comm Ave IAG

Phoebe Cusack

Tue, Jul 16, 2019 at 1:05 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Cc: Andrew Yosinoff, James Long, Justin Young,
Colin Parmalee, Anabela Gomes, Leslie Sterling,
Nathalie Assens

Dear Michael,

Thank you for running an excellent meeting, the presentation about the project was very informative. I wanted to share my initial thoughts with yourself and the other members of the IAG.

I am generally supportive of development and have been on three IAGs in the last four years: this one, Boston Marine, and Allston Square. I am interested in beginning discussion about community benefits for this project. I feel that this project does not have much to offer the community in comparison to the other two projects on whose IAG's I have served. It's a big development and a very tall building and the only community improvement being discussed is the walkway to Overlook park. They did not even mention improvements to the park itself or a contribution to the Parks Department to do so. Considering that Overlook could really use more and improved lighting I think this is the first place to start.

When compared to Brighton Marine, which is not as tall and is a not-for-profit providing housing for local veterans, and Allston Square, which is revitalizing two iconic and long abandoned buildings, including the significant expense of preserving the historic facades, this project is bland, modern and has very little to offer the community. Like Lantera, these condos and apartments are likely to be prohibitively expensive for anyone currently in the neighborhood and yet they are doing the bare minimum of 13% affordable units. The parking ratio, well below what would be standard for the area, and Mr. Davis's clear desire to avoid committing to using responsible contractors also concern me.

While I am not on the IAG for the Whole Foods expansion, I attended a community meeting for that a few weeks ago and was very impressed with the project and the the developers (KIMCO) clear consideration for the how the project would impact and benefit the neighbors and surrounding community. I am very much in support of the many creative, beautiful and innovative projects that have so much to add to our neighborhood. I'm sure this will be a very lucrative investment for Mr. Davis, yet I felt from his presentation he had put little thought into how he could contribute to the community in exchange for the many variances he will require in order to build.

Best,

Phoebe

[Quoted text hidden]



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

July 25, 2019

**RE: 1515 Commonwealth Avenue,
Brighton, MA 02135
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed the Project Notification Form that was submitted for 1515 Commonwealth Avenue, in Brighton, MA. Since the proposed project is planned to be a vibrant destination area for transit-oriented housing, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation
- The development is also described to have condominium units. Please consider including Group 2 units in the condominium portfolio, although not required by Massachusetts Architectural Access Board.
 - We would support the overlap of Group 2 unit and Inclusionary Development Policy units, to create access to affordable housing opportunities for persons with disabilities. This does not increase the number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation



▪ **ACCESSIBLE BUILDING AMENITIES:**

- Please consider the use of automatic sliding doors at entrances to ensure that entering and exiting the building will be accessible and straightforward to all users.
- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.
- Will there be a pool? Per 521 CMR Section 19.2: *Recreational Facilities – Water Facilities*, we request that more details be provided on the accessibility of the pool.
- Per 521 CMR Section 10: *Public Use and Common Use Spaces in Multiple Dwellings*, in areas where it is provided, we support the inclusion of accessible trash areas.

▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- We would encourage the Proponent to consider addressing the building off of the same street as the location of TNC pick-up / drop-off area, as a consistent on-street location is more intuitive for users who have low vision or are blind to orient themselves when they get to their destination. Please confirm that these locations will be wheelchair accessible.
- Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- We would support a building entrance that relates closer to the carriage road to provide a pedestrian path of travel to the entrance of the building that minimizes potential conflicts with vehicles.
- We would support the installation of handrails at all stairs/steps.
- We support the use of cast-in-place concrete, in pedestrian areas, to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
- Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
- We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Should the Proponent have an interest in sponsoring a BlueBikes Station, please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.

▪ **COMMUNITY BENEFITS**

- Have you considered providing funding for accessibility improvements to and within Warren Street Station or Washington Street Station and bus stops adjacent to the project?
- Have you considered providing funding for accessibility improvements to and within Fidelis Way Park?
- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- We would support the installation of wayfinding signage to Fidelis Way Park from the MBTA Green Line, including audible wayfinding strategies for users who are blind or have low vision.

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
- Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#), [Massachusetts Architectural Access Board 521 CMR](#), and the [Americans with Disabilities Act](#).

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
sarah.leung@boston.gov
617-635-3746



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Commonwealth Ave Comment

Elizabeth Egan

Thu, Aug 1, 2019 at 1:44 PM

To: Michael.A.Sinatra@boston.gov

Dear Mr. Sinatra,

I am writing to provide comment on the [1515 Commonwealth Ave](#). I am in general support of the project at this time and hope to see clarification around some of the details as this proposal moves through the development process.

Transportation:

The existing proposal does little to mitigate current traffic issues and does not address the significant strain on current public transportation in the area. I am pleased to see the special access for uber/lift as well as off street loading. To be frank, this area is on an area of the carriage way that currently has limited traffic, but the intersection of Warren and Commonwealth as well as Washington and Commonwealth suffer from major issues. The data provided of 33 and 36 are low considering the size of this project. By having a reasonable parking ratio and bike spaces, the hope is that residents would take public transportation (a good thing). It would be benefit to the development and to the neighborhood residents to direct funding to improving traffic safety and implementing vehicular calming measures at the major cross roads as well as supporting improvements to bus and T lines. Raised crosswalks, signaling and visual cues to slow traffic, improved sight lines, dedicated separate bike lanes as well as the addition of a no-standing zone along Commonwealth will calm traffic and enhance pedestrian and cyclists safety (shelter improvements, right of way lights, trash removal and landscaping) The current MBTA Bus Route that serve this area (65) is packed to capacity during the morning and evening commutes and stops have limited shelter, the B-line faces similar issues and has difficult supporting the current high demand. Developers need to invest in our community along with their investment in the project, dedicating funding to community benefits.

Density and Building Height

This area has a mix of building heights and as developments on Washington Street (#5 and #15) are dense, this project due to it's set back and position on the topography does not feel as looming. There is setback from the side walk enhances the residential feel of the neighborhood. Additionally, for high density provides opportunity for the developer to increase density without sacrificing open space.

Green Space

There is a fair amount of set back from the side walk with a plan for a frontward facing greenspace. There needs to be commitment from the developer that this space is unrestricted and can be of use to the community. We as a community need more public greenspace, investment in the current greenspace along Commonwealth Avenue and to existing neighborhood parks, plantings, the proposed accessible walkway to Overlook park is much appreciated.

Design

The project design needs to use materials on the exterior of the project that fit with that of the character of the neighborhood. Most building have brick facades and are traditional. For example the [1505 Commonwealth Ave](#) project, which initially proposed a traditional brick facade, was changed to metal paneling and is an eye sore. The developer needs to offer increased affordable homeownership and rental opportunities, units of varying sizes to accommodate singles, roommates or families, as well as accessible units for those who are differently abled or elderly. Deed restricted units for larger spaces would help to promote keeping units available for families.

Thank you for your time and consideration of my comments and your work to promote development that meets the needs of our community,

Elizabeth Egan

Brighton MA Resident since 2006



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Comm. Ave.

Joseph Galeota

To: michael.a.sinatra@boston.gov

Thu, Jun 20, 2019 at 9:47 PM

Ridiculous! The developer wants 330 residential units with only 200 parking spaces! Using the well-established ratio of 1.5 parking spaces to each unit, there should be 495 parking spaces even tho the trolley is nearby. If the developer wants only 200 parking spaces, there should be only 133 units./Joseph Galeota



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Comm. ave IAG letter

Anabela

Thu, Aug 1, 2019 at 2:25 PM

To: michael.a.sinatra@boston.gov, Jonathan Greeley <jonathan.greeley@boston.gov>, brian.golden@boston.gov

>
> Michael Sinatra, Project Manager
> Boston Planning and Development Agency
> Boston City Hall
> 1 City Hall Square
> Boston, MA 02201
>
> RE: 1515 Commonwealth Ave
>
> Dear Mr. Michael Sinatra,
>
> This letter is in response to the proposed project 1515 Commonwealth Ave from the majority members of the IAG. At this time we do not feel this project should move forward and request a full scoping determination for this project.
> There are substantial changes that need to be made in order to address community concerns height, density, shadows, use, safety, parking, traffic, transportation, and affordability/work force housing.
> The proposed density and height is excessive for this location. With such density and height our concerns are:
> •The density will impact the traffic on that carriage lane permanently and the two intersections(warren and Washington)
> •The current means of transportation being the B-line is already at capacity.
> Transportation for the site and community needs to addressed.
> •The parking ratio is not acceptable. The site has limitations on street parking and currently there is not enough. The Condo units need to have at least one space per unit and visitor parking is required for that location. This would leave hardly any spaces for the rentals and that is not acceptable.
> •The height of the building is excessive and will forever change our skyline. The height of the building casts shadows on current residential buildings and on park land. That is not acceptable.
> •We also have concerns on the safety of such a tall building being built on bedrock and on a hill. This leads us to even more safety concerns on making sure the most qualified contractor will be used. Not too far down Comm Ave sits 2000 Commonwealth Ave which is about the same height proposed. This building collapsed due to improper management, safety and shoring. We do not want a repeat.
> •The affordable units are only at the city requirement of 13%. We can not support a project of this size without it providing a higher percentage. We as a community need more work force housing desperately for the people who work in our community to also live in it.
> •The condo units should have a condo/deed % requirement for home owners.
> •The public use of the private land needs to be clarified and protected from future changes.
> •The developer must also have a parking plan in place for the construction workers. We don't feel it works when they tell them no parking provided. The end result is our streets are filled with contractor vehicles and that makes it very difficult for residents.
>
> At this time we need more information, changes to be made and for the developer to address our concerns. Thank you.
>
> Sincerely,
>
> Anabela Gomes
> James Long
> Pheobe Cusack
> William Coen
> Andrew Yosinoff
> Leslie Sterling
>
>
>
>



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Commonwealth Avenue Article 37

Interagency Green Building Committee (IGBC) <igbc@boston.gov>
To: Michael Sinatra <michael.a.sinatra@boston.gov>

Mon, Jul 8, 2019 at 3:18 PM

Mike,
Good afternoon, hope you are well.

The Interagency Green Building Committee (IGBC) has reviewed the [1515 Commonwealth Avenue](#) project team's initial submission and offer the attached comment letter in response. The IGBC requests that you please forward this email together with the attached comment letter to the most appropriate project team member for review and response.

--

City of Boston Interagency Green Building Committee (IGBC)
Alison Brizius, Environment Department, 617-635-2931
John Dalzell, Boston Planning & Development Agency, 617-918-4334
Kathleen Pedersen, Boston Planning & Development Agency, 617-918-4294
Benjamin Silverman, Environment Department, 617-635-4452
Maura Zlody, Environment Department, 617-635-4421

When contacting us by email, please help us to be more efficient by using the IGBC mailbox - IGBC@boston.gov - rather than our individual mailboxes. Thank you.



1515 Commonwealth Ave., Initial Comment Letter.docx

39K



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

July 8, 2019

Mr. Stephen Davis
DIV 1515 Commonwealth, LLC
c/o The Davis Companies
125 High Street, Suite 2111
Boston, MA 02110

Re: 1515 Commonwealth Avenue - Article 37 Green Building – Comment Letter

Dear Mr. Davis,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use LEED v4 for BD+C: New Construction and Major Renovation rating system and commits the project to earning 52 points for a LEED Silver rating. The IGBC accepts the rating system selection and green building LEED point commitment.

The project team is encouraged to demonstrate leadership in sustainability by achieving a LEED Platinum rating. Additionally, the IGBC requests that project team contact utility and state DOE representatives as soon as possible and to maximize utility and state-funding for energy efficiency and clean/renewable energy support of the project.

The Climate Resiliency Checklist was deemed incomplete. Please address the following issues:

- Energy Loads and Performance
- Back-up / Emergency Power System
- Emergency and Critical System Loads
- GHG Emissions - Design Conditions

Greenhouse Gas Emissions

In support of the City of Boston's Resiliency and GHG emissions reduction goals including Carbon Neutral Boston 2050 the IGBC requests the project team prepare a project specific Zero Carbon Building Assessment by modeling a Low Carbon Building with an enhanced envelope

and optimized systems strategies, Maximized Solar Energy Systems, and determine any amount of off-site renewable energy required for zero carbon performance including:

- Enhanced Building Envelope – reduced air infiltration (ACH below 0.6), increased opaque curtain wall insulation (below U-0.05), improved vision curtain wall performance (below U-0.20), improved window performance (below U-0.20), tuned glazing with Solar Heat Gain Coefficient (below SGHC 0.30), and increased insulation levels for roof (R-60 c.i.), wall (R-30+ with c.i.), and slab (R-7.5 c.i.) conditions.
- Optimized Building Systems – smaller, more efficient and alternative heating, cooling, dedicated fresh air with ERV (better 80% with MERV 8 filter), and hot water systems that fully consider the improved envelope performance.
- Including an all electrical building and campus solution(s).
- Maximized Solar Energy System – optimize roof design and install Solar PV systems.
- Renewable Energy Procurement – green energy, credits, and carbon offsets.

Please follow up within three weeks (of the date of this letter) with your BPDA Project Manager in responding to IGBC comments and the provision of the requested information and items.

Please let me know if you have any questions or if I can be of any assistance.

Sincerely,

Katie Pedersen
On behalf of the Interagency Green Building Committee

Cc: Michael Sinatra, BPDA
IGBC



Michael Sinatra <michael.a.sinatra@boston.gov>

1515 Comm Ave IAG

Colin Parmalee

Tue, Jul 16, 2019 at 12:34 PM

To: Michael Sinatra <michael.a.sinatra@boston.gov>

Hi Michael,

I wanted to thank you for running the IAG meeting yesterday. This is my first IAG so I am still learning as I go, but I thought the meeting was very informative.

I know you encouraged us to reach out to you to make public comments, and I would like to do so as I didn't speak up yesterday, although I be sure to speak up at the next meeting. My comment is below:

While several members of the group expressed concern about the height of the development, I would like to go on record as saying that I see no issue with the density or height of either building. There are a number of 7 and 8 story buildings around the structure, and other buildings in Brighton (eg. Lantera and [2000 Commonwealth Ave](#)) are in the 16-18 story range. The site is directly between 2 MBTA stops, along with car rentals, bikeshare, and key bus routes, and in my opinion is the perfect place to locate a structure of this height. If we wish to make Boston (and Brighton) more affordable and accessible to all, and wish to encourage more multi-modal trips and fewer carbon emissions, we should encourage more developments of this density and height.

Lastly, I was curious if you had any preliminary ideas for when the next IAG meeting might be. I know our main goal is to discuss possible mitigation and improvement efforts the developer could make in the process of developing this, and I already have a few ideas so I am looking forward to discussing that portion of the proposal!

Thank you,
Colin

[Quoted text hidden]



UNBOUND VISUAL ARTS
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617.657.4278

320 Washington Street, Suite 200
Brighton, Massachusetts 02135

www.unboundvisualarts.org
info@unboundvisualarts.org

July 8, 2019

Mr. Michael Sinatra
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 1515 Commonwealth Ave., Brighton

Dear Michael,

Thank you for the opportunity to submit comments for the 1515 Commonwealth Ave. development. Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, has reviewed the 1515 Commonwealth Avenue Project Notification Form, with 330 proposed housing units, and our comments follow.

Generally, we are in support of more housing for the community and ask that as much affordable housing be provided. This may include both homeownership and rental housing.

Further, based on our review, we encourage the developers and BPDA to incorporate a major art component into the development to serve the neighborhood and the new residents. We believe that every Article 80 and PDA project should include one or more of the following: 1) a designated, secure, and managed art gallery for local art exhibitions; 2) live-work spaces for local artists; 3) work only studio spaces for local artists; 4) outdoor public art; 4) art classroom space; 5) a black box theater; and 6) rehearsal space. We believe that any and of these amenities would be valuable assets to the community, the City and the developer.

Thanks again. We are eager to engage the BPDA and the developer on our ideas.

Best regards,

A handwritten signature in black ink that reads "John A. Quatralo". The signature is written in a cursive style with a long horizontal flourish extending to the right.

John Quatralo
Executive Director
Unbound Visual Arts

Unbound Visual Arts
320 Washington St., Suite 200
Brighton, MA 02135
UnboundVisualArts.org

cc: Brian Fallon, President, TDC Development Group, LLC
Jonathan Greeley, BPDA, Director of Development Review
Kara Elliott-Ortega, Chief of Arts and Culture