



MARK CIOMMO  
BOSTON CITY COUNCIL  
DISTRICT 9

September 5, 2017

**Re: Redevelopment of 159-201 Washington Street (Saint Gabriel's)**

Dear Mr. Rooney,

We, the undersigned elected officials representing the Allston-Brighton community, offer the following comment letter regarding the Cabot, Cabot and Forbes (CC&F) development at 159-201 Washington Street. While the project has evolved through the community process, there are issues with parking, transit, density, and city services that remain. We feel the proposed BPDA board date of September 14 is premature and does not allow sufficient time to address outstanding concerns.

**The Community Process to Date**

We are thankful to the community, especially the Impact Advisory Group (IAG), for their hard work at over a dozen meetings related to this development during the last year and a half. The proposal has undergone several changes as a result of public and IAG meetings, on-site tours, and open houses. The comparison below between the initial and current proposal demonstrates the evolution of the project through the community process since the Letter of Intent was filed on May 18, 2016.

We appreciate the efforts of CC&F toward preserving Saint Gabriel's Church and Our Lady of Fatima Shrine. These are two important goals of the Allston-Brighton community. The developer has also pledged to preserve green space. Sixty-three percent of the approximately 11.6 acres will remain as green space.

<i>Project Changes to Date</i>			
	Initial Proposal	Current Proposal	<b>Change</b>
Rental Units	680 (small student units)	551 (72 affordable, 479 market rate)	<b>-129 rentals</b>
Density (Gross sq. ft.)	663,000	585,429	<b>-77,751 sq. ft.</b>

Homeownership	0	101 (13 affordable, 88 market rate)	<b>+101 condos</b>
Parking	395	523	<b>+128 spaces (condo ratio 1/unit, rental .8/unit)</b>
Saint Gabriel's Church	Demolish	Preserve	<b>Church preserved</b>

## Parking

The community is particularly concerned with parking used by St. Elizabeth's Medical Center (SEMC). At the July 26th Task Force Meeting, Steward Healthcare stated it will maintain excess parking capacity throughout construction at 159-201 Washington Street by utilizing the Annex and Elk's parking lots. We remain concerned about their assessment for the following reasons:

- A promised parking study demonstrating excess capacity was not provided in a timely manner and did not contain complete methodology
- The Annex parking lot is inaccessible without cooperation from AvalonBay
- There is no guarantee that the Elks lot will be available in the perpetuity
- These solutions may be temporary and may not represent a long-term solution to SEMC's parking needs

At a follow-up meeting on September 11th, SEMC provided additional methodology for their parking study. However, this information is still incomplete and does not account for a potential decrease in parking demand during the summer months. The SEMC Task Force reiterated serious concerns regarding access to the Annex and Elks lots. A contingency plan to expand garage capacity, proposed by SEMC, had been previously dismissed as unfeasible in previous discussions with the Task Force.

The community has suggested a partial restriction on parking in the SEMC lots to demonstrate excess capacity. We would like Steward to respond to this request. We believe partially restricting parking to demonstrate excess capacity would be an act of good faith toward the community and encourage its implementation.

## Transit

The IAG for 159-201 Washington Street has also expressed concerns with the transit plan. The developer has proposed a shared shuttle service to replace the initial transit provider, BRIDJ. This shuttle would be coordinated by the Allston-Brighton TMA. The TMA would work with potential partners to operate the shuttle as efficiently as possible.

While a shared shuttle has been shown to be effective in other cities and neighborhoods, further discussion is needed to evaluate the effectiveness for Allston-Brighton. We feel a deeper discussion of the transportation agreement is warranted with a focus on a contingency plan if necessary.

We appreciate the developer meeting the Inclusionary Development Program's requirement of 13% affordability. However, a reduction in density would reduce the strain of the project on parking, transportation, traffic and the other proposals for the Washington Street corridor.

### Emergency Services

The populations of the neighborhood and the entire city continue to grow more rapidly than prior analysis suggested. In the FY18 budget, the Mayor and City Council increased the Boston EMS budget, adding more units and personnel to address slower response times as a result of increased demand. We need to continue to be proactive in addressing the increased demand on our first responders and basic city services.

### BPDA Board Vote and Next Steps

In consideration of the aforementioned issues, we are unable to support the item being added to the agenda of the September 14, 2017 BPDA board meeting. We believe it is premature as more time is needed to resolve these outstanding issues. CC&F has been a cooperative partner in the community process and we look forward to continued cooperation between the developer, the community, IAG, Steward Healthcare and the city.

Sincerely,



Mark Ciommo  
Boston City Councilor  
District 9



Kevin Honan  
State Representative  
17<sup>th</sup> Suffolk District



Michael Moran  
State Representative  
18<sup>th</sup> Suffolk District

September 8, 2017

Mr. Brian Golden  
Executive Director  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA

Dear Mr. Golden,

**RE: COMMENT ON RESIDENTIAL DEVELOPMENT PROJECT AT 159 WASHINGTON STREET, BRIGHTON, MA AND PDA**

As the Impact Advisory Group (IAG) for 159 Washington Street in Brighton, we are writing this letter to inform you that there are still significant, outstanding issues with the project that have not been settled to the community's satisfaction. **We are not ready to support this project unless these issues are resolved.** They include the following concerns that have been mentioned at meetings and in many comment letters submitted by actual community members.

1. St. Elizabeth's parking issues need to be addressed prior to any development
  2. Less density. There is still too many units at 610.
  3. More homeownership units and less rental units.
  4. An increase of affordable units.
  5. More parking for residents and visitors. This is not a good transit area.
  6. A permanent transportation mitigation program in place.
- The developer, Cabot, Cabot & Forbes bought the land from Stewart Healthcare, which owns and operates St. Elizabeth's Hospital. There are over 350 parking spaces used by the hospital staff on this land, and they have not come up with an adequate plan on how they will replace them. **This is a huge problem for neighbors and businesses because these cars will now spill out into scarce street parking. The IAG representing the Allston Brighton community, cannot support this project until the issues with St. Elizabeth's parking are settled in a realistic and feasible way.** We have been meeting for over a year, and have asked for answers on this over and over again. In the last few weeks, we have finally seen some data, but different analyses are conflicting and none of it looks like it will meet what we know to be the real parking needs of St. Elizabeth's patients, visitors and employees. We have spent too much time as a volunteer group on this, and it is frustrating and disappointing that Stewards Healthcare has not dealt with it in an upfront manner. **We cannot support this project until this is addressed.**
  - The project is still too dense, and would fit into our community better if it had fewer units. The density of this project has not decreased from day one. Nor, has the

developer offered proper mitigation to the community for a project of this size.

- We appreciate that the developer is creating 105 homeownership units, but we believe the market can support more and want to see a higher number of units built as condominiums, at least 150. The developer has committed to creating condominium documents that require a certain amount of the units be owner-occupant. We don't have final information on the percentage, but we believe 85% owner-occupancy is reasonable. We also want a commitment that 95% of all condominium owners would have to approve any changes in this percentage.
- The developer is reviewing the possibility of creating more "affordable" units than required in the City of Boston for the Inclusionary Development Program, (IDP). The community has been asking for more affordable units be added to this huge project for the past year. We expect an answer and commitment from the developer prior to supporting this project.
- The developer's final commitment to onsite parking was a ratio of .75:1 with additional "valet" parking that would raise the ratio to .95:1. There was no disclosure of what arrangements had been made to secure the "valet" parking spaces or where they would be located suggesting the spaces are speculative. This is unacceptable to the IAG considering the parking issues surrounding St. Elizabeth's discussed in the first bullet point. The developer will be charging a \$150 per month parking fee the IAG feels strongly that residents of the project will be incentivized to obtain resident parking stickers. This is the exact opposite result the IAG expects from this developer. The IAG feels that the parking ratio should be at least 1:1 and that the parking fee should either be included in the rent or charged at a nominal rate of \$25-\$50.
- Cabot, Cabot & Forbes has made strides in mitigating the traffic and car issues by contributing to the Allston Brighton TMA to study potential shuttle routes, but it needs to be clear that they will provide the shuttle service even if it costs more than \$100,000 annually with or without the TMA. We need to see this agreement in writing along with the other TMA issues he agreed to do prior to supporting this project.
- The "community benefits" list that has been provided to us includes \$200,000 for an art gallery, that was negotiated before any discussions were held at public meetings and IAG meetings about the needs of the community. We are very concerned about this process and want to have a Request for Proposals (RFP) that solicits funds to meet the many possible needs of Brighton residents. WGBH, Brainerd Road, BC and Harvard have used RFPs for their community benefits and this seems like a fair approach. The developer has also stated he would sponsor some Hubway stations, but we fail to see any mention of that. We also feel that the developer should be contributing to the community and we see no mention of that. The renovation of the monastery and church is great but not a community benefit. The impact of this project will be huge on our

community and we need the community benefits spelled out and acceptable prior to project approval.

- The IAG feels strongly that we cannot support the PDA without the above concerns being resolved and a protection clause be put in the PDA for the Church. The impacts of this project are huge. The developer is pretty much building a new neighborhood with this project. The community concerns are real and must be heard and addressed prior to rezoning and moving forward.

**At this time, the IAG cannot support the PDA or this project. The community concerns have not been addressed.**

Sincerely,

Anabela Gomes  
Athena Laines  
Diane Kline  
Abby Furey  
John Bligh  
Joanne LaPlant  
Rick Holahan  
Carol Martinez  
James Long  
Dan Daly

September 8, 2017

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been made to secure the “valet” parking spaces or where they would be located suggesting the spaces are speculative. This is unacceptable to the IAG in light of the parking issues surrounding St. Elizabeth’s discussed below. In light of the fact that the developer will be charging a \$150 per month parking fee the IAG feels strongly that residents of the project will be incentivized to obtain resident parking stickers. This is the exact opposite result the IAG expects from this developer. The IAG feels that the parking ratio should be at least 1:1 and that the parking fee should either be included in the rent or charged at a nominal rate of \$25-\$50.

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- I also feel that most of what the developer has listed as community benefits for this project are necessities based on the existing site they purchased and not true community benefits.

At this time, the IAG cannot support the PDA or this project. The community concerns have not been addressed.

Sincerely,

John Bligh

Dear Mike:

The St. Gabriel's project has received consistent input from the IAG and many concerned members of the community over the past several months.

### **Parking ~ St. Elizabeth Employees**

The IAG insists that a detailed parking plan for St. Elizabeth's employees be provided. It is unconscionable that approval be given to this massive project before this issue is resolved.

### **Concerns Addressed**

St. Gabriel's now includes home ownership with 101 condominium units to be built.

CC&F has assured IAG members and the community that they will fund a transportation study and provide a shuttle service to connect 159 Washington Street to Harvard Square and Boston Landing. It was indicated that the TMA will grow over time to include other developments and businesses.

The PDA will provide a permanent conservation easement for the landscaped buffer adjacent to Washington Street.

The BPDA has advised that additional covenants will be provided in the PDA to protect the Church from future demolition.

### **Unresolved Issues**

St. Gabriel's is still too dense. With a total of approximately 660 residential units, this site will be populated by well over 1,000 people--adding to the drain on City services and infrastructure.

While one parking space will be available for each condominium unit, only 0.7 spaces will be provided for rental units. CC&F has stated that if additional parking is needed valet parking will be added, and that would bring the parking ratio to 0.9. There is still concern in the community that this is insufficient.

The developer proposes 28 visitor parking spaces, which will include parking for two zip cars initially. IAG members and neighbors expressed concern that there is not enough guest parking, and residents of St. Gabriel's will park in the street to allow their guests use of their spaces.

A development of this size should include more than 13% IDP. Neighbors and IAG members repeatedly requested 20% IDP to bring this project in line with affordability requirements for similar projects in Cambridge and Somerville.

### **Community Benefits**

Thank you for forwarding the Mitigation/Community Benefits Package. The list includes "Remediating and restoring St. Gabriel's Monastery, a Boston Landmark building, which is currently vacant and in disrepair." When CC&F purchased this property, they were aware of the Landmark Status of the Monastery, and this should not be included as a benefit. The developer does not have to restore the Monastery, but it is in poor condition and would not attract renters and homeowners to the development without this renovation. It is mainly of benefit to the developer.

In conclusion, I do not look forward to the City signing off on this project. The development of St. Gabriel's added to the many proposed and ongoing projects in Brighton will dramatically change our neighborhood. Increased traffic, lack of parking, an overwhelmed transportation system, and decrease in diversity are only a few of the things that will negatively affect the quality of our lives.

**Diane Kline, IAG Member**

The Board of Directors should not vote AT THIS TIME to approve the plan for the St. Gabriel's site because there are missing pieces and missing information.

**Nancy O'Hara**

Dear Ladies and Gentlemen:

My husband and I live on 9 Oakland Street in Brighton Center. We have lived in Brighton since 2000 and owned our 2-family house there since 2002. We are members of the newly formed Homeowner's Union of Allston Brighton (HUAB).

We continue to be deeply disappointed by the BPDA "Planning" process in our neighborhood. In our experience from the BRA and continuing with the BPDA, it pays merely lip service to the community - wasting our precious time with meetings and then never holding the developers accountable to their promises that we fought so hard for.

To be perfectly blunt: We and our neighbors don't trust you to have anything but developers' best interests at heart. We saw this with Boston College; we've seen this on our own street at 72 Oakland (which destroyed an historic showpiece of the neighborhood) and we've seen it with countless other projects.

The St. Gabriels massive development proposal is just too big and important AND HAS TOO MANY MISSING PIECES of information for you to approve at this time.

We want 'teeth' in any approval to force the project to deliver on its promises and commitments.

We want to be assured that the details of a Cooperation Agreement are worked out and are actually included in a written agreement. We want occupancy permits to be contingent on delivering agreed to details.

**We urge the BPDA Board of Directors to vote against the Planned Development Area for the St. Gabriel's site at its meeting on September 14<sup>th</sup>.**

Thank you.

Kirsten & Henry Ryan, 9 Oakland St Brighton.



Dear Sirs:

The proposal for a Planned Development Area for the St. Gabriel's site should be rejected at the BPDA Board of Directors' meeting on September 14. It is too early for a vote. The PDA is only part of the project. Another major piece is a Cooperation Agreement, and that's too important to leave for later. The community needs to see the details of a Cooperation Agreement before it can support a PDA. The Board must take into consideration the overwhelming number of small rental units resulting in transient, non-invested tenants; the scale overburdening all services including roads and transit, and the agreement itself that will confer total control to the builder.

Respectfully,

**Pamela Manolakis**

2400 Beacon Street, Unit 508

Chestnut Hill, MA 02467

Dear Mr. Rooney:

Once again, I join with many other Allston-Brighton neighbors in raising concerns regarding the proposed St. Gabriel's development and changes to the St. Elizabeth's Institutional Master Plan. Among other things, I continue to look to the BPDA to

- Have St. Elizabeth's provide a concrete proposal for how they are going to deal with the loss of parking for their employees through the sale of parking areas to the developers of St. Gabriel's and Avalon Bay.
- Insist that the St. Gabriel's project increase the number of condo units, including deed restrictions that will require owner occupancy.
- Insure that the St. Gabriel's land now protected as conservation area green space stays that way for years to come.
- Be sure that the city will provide additional emergency services (EMT, police, fire) to accommodate all the new development in our neighborhoods.
- Mandate that Cabot, Cabot and Forbes provide adequate transportation and parking for both residents and guests.

As more and more developers come into our community and home ownership continues to decline here, I would especially like to urge the BPDA to take steps now to increase residential stability in Allston-Brighton before it is too late!

Sincerely,  
Gloria Tatarian  
Allston, MA

The Saint Gabriel Planned Development at 159-201 Washington Street will have a negative impact on current residents of this neighborhood who depend on Resident Permit Parking. To resolve this issue, City of Boston officials should implement a policy that restricts new residents of this development from obtaining Resident Parking Permits. Here's why:

1. Resident parking in the neighborhood is already at a premium. Many residents do not have driveways, and are completely dependent on street parking. As of now, it is difficult to find a parking space, especially in the evenings and on weekends. Bringing several hundred residential units to the neighborhood can only bring the street parking situation from difficult to impossible.
2. The developers are providing on-site parking for their residents. However, residents are not required to take advantage of these parking spaces, and must pay a substantial fee for on-site parking in addition to what they will pay for rent. Also, the availability of on-site parking does not restrict or prevent residents from obtaining a Resident Parking Permit from the City.
3. The developers have consistently stated that they expect many of the residents to be "Millennials and graduate students" who will probably not have cars. This is a questionable assumption, since many of the twenty-something residents who already live in the neighborhood do indeed have cars. And if they do have cars, these development residents are less likely to pay an additional fee for on-site parking, and will be more likely to instead opt for obtaining a free Resident Permit.
4. Even if residents can afford to have an on-site parking space, they are likely to also obtain a Resident Parking Permit. These residents will most likely park in their on-site spaces during the week. But when they have guests on the weekend, they will park their cars on the street, and give their on-site space to their guests.
5. Restricting residents in new housing developments from obtaining a Resident Parking Permit has already happened in the South End neighborhood. It has been proposed that while this same policy could be an option for the St. Gabriel project, it might not be viable since the policy may not be legal, and could be challenged by these residents. The City of Boston officials need to resolve this issue through the Boston Transportation Department and the City Council, so that this policy can indeed become a genuine tool for resolving the Resident Parking dilemma which the St. Gabriel project will bring to the neighborhood.

**Mike Panichas**

Please take into consideration the community for not just this disturbing proposal of St Gabriel's, but for future proposals that are impacting the community of Allston Brighton.

As a homeowner in the Brighton community for 30 years, my commitment has not been for naught. I have been honored with the "Unsung Hero Award" for community service. I am the founder and past President of the Brighton Garden and Horticulture Society. I am one of the original developers of the Brighton Heritage Museum. Passed President of the Friends of the Brighton Library, supporting and actively participating in the shut down and two year renovation to a 5 million dollar overhaul, bringing the Library into the technology of the 20th Century. The vibrant sculpture that stands in front of the library was a five year relationship with the city of which I worked to receive a Ninety-Thousand dollar grant from the "Brown Fund", as well as my personal estate contribution to create this public art.

I am also a founding member and sit on the board of the Waterworks Museum. I have spent 30 years saving a Victorian House which I proudly call my home.

The community of Brighton has lived quietly for generations and are now facing enormous challenges to it's quality of life, threatened at the hands of a few empowered developers who are being handed permits, without any care to our quality of life.

The lack of consideration and threat to the quality of life in this community wrecks of the "West End" of the 1950's. An entire community and culture was thrown to a cement heap. Families, and ethnic cleansing swept clean for a developer. Will it happen to us?

Parking, roadways, enormous traffic patterns that have not been studied, absentee landlords, and tremendous transient renters, students, and people who do not have a stake in the community or in the interest of neighborhood health are already having a grievous affect. The lack of ownership is of deep concern. There are few provisions for families to purchase, children to thrive, and seniors to be included.

It is imbalanced as to who will live here. The city is running amuck, allowing developers to get permits, build on the cheap with no consideration of the homeowners that have lived for generations in this important and historical part of Boston. It is limiting opportunities to purchase condos that families would be interested in owning.

Where are the water sources, the increased fire departments, improved roadways, open green space, parks, amenities for children and seniors that balance community? Where are the plans for upgraded transit systems to support the enormous development infiltrating our community?

I appeal to your sensibility in requiring these essential pieces to be addressed and put in place before you crush the citizens of Allston Brighton.

The proposal for a Planned Development Area for the St. Gabriel's site should be rejected at the BPDA Board of Directors meeting on September 14th. It is too early for a vote. The PDA is only part of the project. Another Major piece is a Cooperation Agreement, and that's too important to leave for later. The community must see the details of a Cooperation Agreement before it can support a PDA. It's unfair for the Board to take a vote on the PDA, and then leave the community without any

bargaining power on the Cooperation Agreement. I implore you to take a stand, take a risk, stand up for what is right rather than the “party line”.

**Barbara Moss**  
**Brighton**

I am writing this note to let you know how displeased I am about Cabot and Cabot's proposition to build apartments and very few condos for home ownership. There needs to be more opportunities for home ownership with any new development so that we can remain a "neighborhood" and not to be just buildings that nobody cares about. The other big enormous problem is parking or the lack thereof. The people who would live in St. Gabriel's need to be fully independent of neighborhood street parking since it is already more than congested. We owner occupied houses like to be able to park near our own home! Parking has NOT been addressed adequately and we cannot go forward with this development without having this concern met. I know the time for comments is coming to an end and I want to be sure that Cabot and Cabot's development does not happen until these needs are addressed. Along with parking, we need to make sure that there is adequate emergency responders from firehouses to be able to handle any and all needs of this enlarged neighborhood. Safety is always forefront in my mind and there needs to be a quick response time from first responders, police, and firemen.

**Annette Pechenick**

To BPDA Board Members:

Brighton residents who follow development in this neighborhood see the St. Gabriel project as the most important project of all. Its open green space, historic architecture, handsome chapel, and central location combine to make it a unique and critical parcel in Brighton that behooves all of us to develop in the right way. There is strong neighborhood consensus that the Cabot Cabot and Forbes plan is far from what we want. It is deeply premature to approve this plan before more information that has long been requested be made available. I and everyone I know involved in the planning process deplore the way neighborhood concerns have been ignored. Moreover we are NOT interested in giving this developer or any other developers free reign to do as they please, which a PDA designation would facilitate. **NO TO APPROVAL AT THIS TIME, NO TO A PDA, AND NO TO THE CURRENT COLLUSION OF BPDA AND THE MAYOR WITH THE CURRENT DEVELOPERS OF THIS SITE.** If CC&F say they would walk away without a PDA, so be it. Many of us would be glad to see them go. We have no interest in making things easy for them, or for essentially giving them carte blanche.

You should all be ashamed of the way the BPDA has conducted itself.

Regretfully,

**Susan Heideman**

165 Chestnut Hill Ave. #7

Brighton

The proposal for a Planned Development Area for the St. Gabriel's site should be rejected at the BPDA Board of Directors' meeting on September 14. It is too early for a vote. The PDA is only part of the project. Another major piece is a Cooperation Agreement, and that's too important to leave for later. The community needs to see the details of a Cooperation Agreement before it can support a PDA. It's unfair for the Board to take a vote on the PDA, and then leave the community without any bargaining power on the Cooperation Agreement.

Thank you,

**Marisa Angilletta**

Brighton longtime resident.



8 September 2017

Dear Mr. Rooney:

We write to indicate our strong opposition to the current plan for housing development on the former St. Gabriel's site. For multiple reasons explained below, the Boston Planning and Redevelopment Agency (BPDA) should reject the application for a Planned Development Area (PDA) at the location.

We write as members of the Homeowners Union of Allston-Brighton, an organization that seeks to improve the quality of life in our community in multiple ways, including by increasing owner-occupancy in order to address the transient character of much of the neighborhood.

We oppose the current plans by Cabot, Cabot and Forbes and the request for a PDA for a number of reasons, including widespread community opposition to the current proposal, the failure of the developer to seize upon an opportunity to create housing suitable to both the site and community needs, the current plan's failure to include significantly more owner-occupied housing and affordable housing on the site, the inadequacy of current planning related to parking and public transportation, and the need for the BPDA to engage in more systematic planning for Allston-Brighton as a whole.

We have attended multiple meetings examining the developer's proposal concerning the St. Gabriel's location. A fair appraisal of the character and tone of resident responses to this proposal indicates widespread opposition to this proposed project. Despite this repeated opposition, the developer has done little to alter its plans for the site, indicating a lack of responsiveness to community concerns, concerns briefly mentioned in the second paragraph of this letter and defined in more detail in the discussion that follows.

Sadly, Cabot, Cabot and Forbes has failed to seize a tremendous opportunity to develop this attractive and historically significant site in ways that would serve both Allston-Brighton and the City of Boston as a whole. The St. Gabriel's site represents one of the most significant opportunities to create quality housing in a strikingly beautiful setting, a setting that includes much green space and attractive views of the Boston skyline. While the developer deserves praise for preserving green space and for agreeing to maintain the exterior of the former St. Gabriel's church, Cabot, Cabot and Forbes has failed to develop housing that is suitable to the site. To put it simply and directly, the St. Gabriel's site is an ideal location for the development of owner-occupied housing, a compelling need in Allston-Brighton (this need is documented in a subsequent paragraph). Instead the developer has proposed a project overwhelmingly dominated by rental units. This squanders an opportunity to create much needed owner-occupied housing and represents a significant failure of vision on the part of Cabot, Cabot and Forbes.

The need for the creation of more owner-occupied housing in Allston-Brighton is compelling. The neighborhood long has suffered from a transient character, making it difficult to build and maintain a sense of community. Cabot, Cabot and Forbes indicated

in an initial community meeting about the project that it had done research on the community and its needs prior to developing its proposal; it is stunning, therefore, that the developer's initial proposal sought to construct rental housing exclusively. In meeting after meeting, many residents have called for the creation of more owner-occupied units. The current proposal, however, does not represent an adequate response to these calls, with the current proposal seeking to construct 555 rental apartments and only 105 condos. We call for a **significant increase** in the number of condo units and for restrictions to be put in place that mandate the condo units be owner-occupied. By significantly increasing the number of owner-occupied condo units, the developer would address a significant problem and need in Allston-Brighton.

The dramatic need for more owner-occupied housing in Allston-Brighton is clear and supported by impressive evidence. Allston-Brighton has one of the lowest owner-occupancy rates in the city. Allston's owner occupancy rate is an anemic 10 percent, while Brighton's owner-occupancy rate is 22.5 percent; significantly, Brighton's owner-occupancy rate actually has declined in recent years, falling 4 percent since 2010. The Allston-Brighton owner-occupancy rates compare unfavorably to the city-wide average of 34 percent. Housing developments already approved by the BPDA in Allston-Brighton are overwhelmingly rental in character; this will further depress the neighborhood's owner-occupancy rate. Social scientific research repeatedly has found a strong association between owner-occupancy, voting and other significant forms of civic engagement. The transient character of Allston-Brighton makes it very difficult to create and maintain community. Appropriate housing development on the St. Gabriel's site would help create additional residential stability in a fragile neighborhood by producing more owner-occupied housing.

Similarly, Cabot, Cabot and Forbes could enhance its proposal by creating more affordable rental and owner-occupied housing on the site. The need for additional affordable units in Allston-Brighton is clear, with most current Allston-Brighton residents unable to afford the newly constructed housing built in the neighborhood. Impressive research evidence exists that cities and neighborhoods are best served by the creation of mixed income housing.

The current plan also has inadequacies related to parking and public transportation options for the anticipated residents. Cabot, Cabot and Forbes has not provided enough information and detail concerning the impact of this development on traffic and congestion. Like all other projects proposed in Allston-Brighton, no effort has been made to include representatives of the MBTA at meetings, despite the fact that developments the size proposed by Cabot, Cabot and Forbes have clear transportation implications in a dense urban neighborhood. Thus, for example, there is no discussion at public meetings concerning sizeable housing developments in Allston-Brighton of improving bus transportation in the neighborhood or improving the B or C lines of the MBTA (perhaps, for example, we could move into the modern age by having traffic signals along Commonwealth Avenue and Beacon Street timed to accommodate trolleys, thus dramatically reducing commuting times). Higher density housing proposals, like this one and others approved or proposed for Allston-Brighton, demand improvement in public

transportation. This basic principle of effective urban planning has not been employed by the BPDA and other related government agencies. Moreover, the parking situation at the St. Gabriel's site is made more complex by the loss of 314 spaces currently used by St. Elizabeth employees at the Cabot, Cabot and Forbes planned development.

The problems associated with Cabot, Cabot and Forbes's proposal underscore the need for more comprehensive planning by the BPDA. Unfortunately, the current planning process is piecemeal, with projects reviewed by the BPDA in isolation. Impact Advisory Groups, intended to represent the neighborhood, are under-resourced and focus on individual projects. What is needed is an approach that is broader and more comprehensive, focusing on the nature and impact of multiple developments in the neighborhood as a whole and parts of the neighborhood in particular. Sadly, however, the Cabot, Cabot and Forbes proposal is viewed in isolation from the Avalon Bay development, despite the fact that they are adjoining sites.

Given the above significant concerns, it would be a significant error and premature for the BPDA to approve the Cabot, Cabot and Forbes project and to grant a PDA to the developer. We should note that residents have raised concerns that PDAs grant too much discretion to developers and the BPDA by lifting zoning restrictions. Residents also have voiced concerns that PDAs limit the ability of neighborhood residents to influence subsequent development. These are meaningful concerns and they need to be addressed in substantive ways by the BPDA. At some meetings, BDPA representatives have been unable to provide detailed information about PDAs and have been unable to respond adequately to the concerns raised in this paragraph. This provides another reason for the BPDA to reject the current Cabot, Cabot and Forbes plan and to deny their request for a PDA.

We conclude by stressing the significance of both this proposal and this site. Approving the current proposal by Cabot, Cabot and Forbes would represent an ill-advised precedent for future housing development in Allston-Brighton. We also underscore the fragile nature of Allston-Brighton as a neighborhood. The stakes could not be higher.

Cordially,

Kevin M. Carragee  
Ellen M. McCrave  
58 Cresthill Road  
Brighton, MA

cc

Brian Golden, Director of the BPDA  
City Councilor Mark Ciommo  
State Representative Kevin Honan  
State Representative Michael Moran  
State Senator Will Brownsburger

Ladies and Gentlemen,

My husband and I have lived in Brighton for more than 35 years and have owned a home for 22 years. We care deeply about our community and are very troubled by the ugly, rampant development steamrolling across Brighton.

The proposal for the St Gabriel's site is especially egregious. It's way too large and has far too many rental units. The developer has not yet provided adequate information about parking, environmental impacts, and other issues the community has raised.

The plan to vote on a Planned Development Area for the St. Gabriel's site at the BPDA Board of Directors' meeting on September 14 is premature. It would leave numerous concerns unaddressed while giving the developers much leeway. The proposal should be rejected. It is too early for a vote. The community needs more information before the site is given a PDA designation. It's unfair for the Board to take a vote on the PDA, and then leave the community without any bargaining power on the Cooperation Agreement.

**I urge the BPDA Board of Directors to vote against the Planned Development Area for the St. Gabriel's site at its meeting on September 14th.**

Wilma Wetterstrom  
9 Glenley Ter  
Brighton, MA 02135

Dear Mr. Rooney,

I want to express my opposition to approval of the Planned Development Area proposed by Cabot, Cabot & Forbes at this time, because of missing information. I urge the BPDA board of directors to reject the plan at its September 14<sup>th</sup> meeting. I want the community to have more information about parking issues, and without such information, a vote is premature.

Sincerely,

**Lauren McGrath**

--

*Lauren McGrath, MS*

Boston College Lynch School of Education

Counseling Developmental and Educational Psychology

Campion Hall 309

Chestnut Hill, MA 02467

 (Fax)

## **159-201 Washington Street, Brighton (St Gabriel's)**

Mr. Rooney,

Thank you for the opportunity to comment on the proposed development of the 159-201 Washington Street, Brighton.

### **Proposed Planned Development Area**

The proposal for a Planned Development Area for the St. Gabriel's site should be rejected at the BPDA Board of Directors' meeting on September 14. It is too early for a vote. The PDA is only part of the project. Another major piece is a Cooperation Agreement, and that's too important to leave for later. The community needs to see the details of a Cooperation Agreement before it can support a PDA. It's unfair for the Board to take a vote on the PDA, and then leave the community without any bargaining power on the Cooperation Agreement.

I am personally opposed to a PDA for this site as it removes community zoning protections. In the event of Cabot, Cabot and Forbes selling the property, future owners would have free reign to develop the site as they please. A PDA without a negotiated Cooperation Agreement that meets community approval is a non-starter.

### **Need for a comprehensive neighborhood planning process**

When considering a development of this size in a neighborhood it is of critical importance to not view this as an isolated project. There are three large residential developments in the pipeline all within a few hundred yards.

In addition, Saint Elizabeth's Hospital divested themselves of approx 30% of their available parking and they are not forthcoming on how they plan to accommodate their staff, patients and visitors. Steward Heath Care is being very illusive in disclosing their financials to the State so it is unclear how they plan to implement their IMP. What happens next door at Saint Elizabeth's has a ripple effect in the surrounding neighborhood.

### **Owner Occupancy**

This project does not address the dire need to increase the levels of owner occupancy, which stands at 19% in Allston Brighton. There is a false perception that there is no demand for condominiums in Allston Brighton are wrong. With thousands of new rental units being built or in the pipeline the levels of owner occupancy will drop even further. This situation is unacceptable and we need more condo units and fewer rentals in this development. This has been a

concern for more than a decade but the neighborhood is now at a tipping point from which it will be difficult to recover if we do not make a serious effort to increase owner occupancy.

**A missed opportunity to do something significant!**

This proposal represents a missed opportunity to develop an innovative project that would enhance the neighborhood by creating a housing community that is multi-generational, economically diverse, and includes homeowners and renters.

The demographic make up of the neighborhood is out of balance. Transient residents who are here for a few years are not invested here and tend not to be engaged in civic life. Many young people would like to put down roots here and stay but the lack of affordable housing options forces them to relocate to the suburbs; this is detrimental to the long-term stability of our community, and needs to be addressed.

Sincerely,

Liz Breadon

33 Champney Street

Brighton MA 02135

[REDACTED]



To Whom It May Concern,

As I state now and have stated before for the record 2 years ago, on the Washington Street project, all destructive big development and anything that is not Zero Net Energy and/or Net Positive in Allston/Brighton should be stopped.

The BRA has said publicly on the Dan Rea show, WBZ 1030am radio, that they are going to do what the residence want.

That being said, "We want you to stop further progress on this and all other projects until the Allston/Brighton Home Owners Union and/or any of its members that want to has had a chance to make a final recommendation."

Based on what the BRA has publicly stated I thank you in advance for your concern and cooperation in this and all other matters.

We have a perfect opportunity to rebuild the most advanced Community of the 21st Century in Allston-Brighton.

All the most important people in the World come from, live/lived, go to school, or hung out in Allsotn-Brighton. Including everyone that has or will go to: Harvard, MIT, Boston College, Boston University, Berklee College of Music, and others.

We are wasting a huge opportunity by not thinking and going about this in the right way. Right now the Baby Boomers are Producers and Consumers. If we don't build a Net Positive self sustaining System now the Baby Boomers will only be Consumers and it will be to late. We only have about 15-20 years to do this and enjoy the benefits because between 15 and 40 years from now the majority of the Baby Boomers will not be with us but their mistakes and debt will remain the burden of the next generations...

The good news we all should know by now is that all the technology and all the people are here and want to fix this problem.

If we do it the right way everyone can still get what they want and the entire community and World will benefit.

Again watch the [40PointPlan.com](http://40PointPlan.com) its free. Do some research come up with more ideas and a better plan that helps and benefits everyone for Centuries to come.

Also as others have stated:

The proposal for a Planned Development Area for the St. Gabriel's site should be rejected at the BPDA Board of Directors' meeting on September 14. It is too early for a vote. The PDA is only part of the project. Another major piece is a Cooperation Agreement, and that's too important to leave for later. The community needs to see the details of a Cooperation Agreement before it can support a PDA. It's unfair for the



Board to take a vote on the PDA, and then leave the community without any bargaining power on the Cooperation Agreement.

Sincerely,  
Orpheo  
Best regards,  
[Orpheo](#)

C.Orpheo Lyder  
Cellular [REDACTED]  
Office [REDACTED]  
Skype Name [REDACTED]  
[TheBestForMyKid.com](#)  
[SkyTran High Speed Rail Systems](#)  
[SolarRoadways.com](#)  
[40PointPlan.com](#)  
[Cure4Hunger.com](#)

September 8, 2017

Board of Directors,  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA

Dear Mr. Chairman and Members of the Board of Directors:

I am a longtime owner (along with my husband) of a single-family home in Brighton. I also recently purchased the house next door (to prevent it from being bought by an absentee investor) and I rehabbed it and turned it into a high-quality two-family home. I live very near the site on which Cabot, Cabot & Forbes (“CC&F”) proposes to build a massive 660-unit development. Several times a week, and often once or twice a day at different times of day, my husband and I enter or leave Monastery Road opposite the entrance to the proposed development, and drive on Washington Street. As a result, I am familiar with the high level of congestion and traffic in the particular location, as well as in the area. I am also familiar with the density of the area.

I urge you not to approve the PDA at the Board meeting on September 14<sup>th</sup>. The PDA is inadequate, and a vote in its current state -- particularly in the context of missing information -- is premature.

Here are the main reasons for my opposition at the current time:

- **The Impact Advisory Group that represents the community was put in the unfortunate position of repeatedly having to seek – and not yet obtain -- information about major neighborhood parking issues associated with St. Elizabeth’s Medical Center resulting from its sale of the site to CC&F; that diversion interfered with the IAG’s ability to focus on other key aspects of the development, some of which are referenced below**

Because the CC&F development means that 314 parking spaces now used by St. Elizabeth’s will soon no longer be available (St. E’s access to the site ends November 22), the site is about to have a major parking impact on the neighborhood. The IAG has been attempting to assess the parking implications on the neighborhood as it considers the proposed parking at the CC&F site, and has been pushing for information about what St. E’s plans to do. This quest has consumed much time at IAG meetings. As a result, many other aspects of this proposed development have not been the subject of the IAG’s limited time, and the IAG needs additional time to consider them and push for any changes it deems appropriate on behalf of the community.

- **There have been no meetings on the project for general public comment since February 2017, even though there have been IAG meetings and the project seems to have evolved**

In the past several months, general public meetings on the project conducted by the BPDA – in contrast with IAG meetings -- have centered on “zoning” issues. That was the identified subject of the meetings. Other meetings were not scheduled on the project in particular – separate from zoning. That means that the community has not been able to, in a focused and effective way, gain answers to questions about the development and seek modifications to the development.

- **There is too much mass and density: if approved, this housing development would be (a) more than twice as large as the largest non-dormitory housing complex approved for Brighton or Allston in many years and (b) more than 2 1/3 times the size of the biggest public housing development in Allston or Brighton, which is so close that it is a two-minute walk from the St. Gabriel’s site**

The proposal by CC&F is to build 660 housing units. If this were approved by the BPDA Board, it would be the largest housing complex approved in Brighton or Allston in many years. Approved projects listed on the BPDA website for this area go back to the early 2000s, and there is nothing even close to the size proposed by CC&F.

If approved, it would also be more than twice as large as any non-dormitory housing development approved for Brighton or Allston in that period. The largest housing development approved for Brighton or Allston in the years on the BPDA website is Barry’s Corner, a 325-unit apartment complex a short walk from Harvard Square.

The proposed development is so large that it is more than 2 1/3 times the size of the largest public housing development in Brighton or Allston – the Commonwealth public housing development, informally known as “Fidelis Way.” This 277-unit public housing development is so close to the CC&F proposed development that it takes one minute to walk from the entrance to Fidelis Way, which is at 135 Washington Street, Brighton, to the entrance of the CC&F site located at 159 Washington Street. The first unit of the Commonwealth housing development is less than a minute walk from the entrance of Fidelis Way.

The proposed development is more than 2 ½ times the size of another public housing project in Brighton, Faneuil Gardens, which has 254 units.

The number of housing units that CC&F seeks to build in its development would dwarf the number of units in other large developments in Brighton, and also in Allston. For example, the recently approved Boston Landing housing development at 125 Guest Street is for 295 units. A development around the corner from the CC&F site, 1505 Commonwealth Avenue, which about to be completed, has 80 units. Adjacent to that project is another new development, 1501 Commonwealth Avenue, “Charing Cross,” with

55 units. Also around the corner from the CC&F site is a new development under construction at 1650 Commonwealth Avenue, with 40 units. Also near the CC&F site, a 102-unit project has been approved for the Brighton Marine Center at 77 Warren Street. A project recently approved a block away from the CC&F site, 101-105 Washington Street, has 70 units, along with a synagogue and mikvah. The complex approved, and built at 75 Brainerd Road, Allston, is 104 units, and the complex at 60-66 Brainerd Road, is 79 units. Even the older massive housing brutalist-style housing complex known as Reservoir Towers, at 1925 Commonwealth Avenue in Brighton, has only 245 units --- 37 percent of the number sought to be built by CC&F.

- **Since a PDA would force the community to give up the high-value community benefit of the parcel's existing Conservation Protection Subdistrict zoning, the proposed PDA should be rejected at this time; the 13 "community benefits" listed by CC&F do not justify forfeiture of that treasured zoning**

The parcel for which the PDA is proposed is currently entirely zoned as Conservation Protection Subdistrict.<sup>1</sup> However, if a PDA is adopted for this site, the protections of CPS zoning are wiped out – indeed, virtually all limitations on height, floor area ratio and number of dwelling units per acre are wiped out – as a result of wording that the Board and the Zoning Commission added to a footnote earlier this year.

As the Board well knows, CPS zoning is a special, treasured protection, and there are careful restrictions on density, building height, floor area ratio in such districts. If the community is to lose that protection granted for this site, it should receive substantial community benefits in return. The community benefits should be so substantial as to outweigh on an objective basis – measured from the perspective of a reasonable member of the community – the value of the CPS protection.

The CPS zoning has a high value to the community on that site because it is located in a highly congested area adjacent to St. Elizabeth's Medical Center and Brighton High School, and in the midst of a densely populated area as well the commercial area of Brighton Center. With CPS zoning, the site provides a respite, a relief from the density of the area.

The current list of 13 "community benefits" on pages 6 and 7 in the PDA – and those are the only "community benefits" that may be properly considered since they are in the official PDA on file – do not outweigh the value of the CPS zoning designation of the site, with its limits on density and development.

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<sup>1</sup> Although the Washington Street side of the parcel was zoned CPS for many years, the BPDA Board and the Zoning Commission this year re-zoned the remaining portion of the parcel – which had been zoned institutional – to CPS earlier this year.

What follows is an analysis of the 13 “community benefits” identified by the developer, and comments on the value of each such benefit. The analysis demonstrates that the “community benefits” are wholly insufficient to justify the loss of the CPS zoning, and offset the massive development proposed for this site:

1. *“Through a permanent deeded easement, enhancing and maintaining public access to the approximately 3-acre Olmsted Brothers-designed landscaped buffer along Washington Street”*

2. *“Providing enhanced pedestrian access through the site by extending Monastery Path to Washington Street, connecting Washington Street to Fidelis Way Park, providing ongoing maintenance, and installing new benches and lighting along this walkway;”*

**COMMENT:** This is only a minor community benefit since there is unlikely to be any major reason or incentive for the community to be drawn to the site after the massive development is completed. There is no park planned (although “walkways” are referenced with no greater specificity on the plan in the PDA), and the bulk of the site – according to the plan shown on Exhibit D of CC&F’s PDA submission -- is going to be covered with buildings, asphalt or pavers, and outdoor sites clearly only for residents, such as a pool and barbecue grills (PDA at pg. 6 and Ex. D). Moreover, to the extent any public space may be appealing, the community’s access to it will be limited since the public parking would be extremely limited.

3. *“Granting a permanent easement to the Shrine of our Lady of Fatima to enable this facility to remain on the Site in perpetuity;”*

**COMMENT:** The easement for this shrine built in 1957, while a nice gesture, cannot fairly be described as having a widespread community benefit. This easement was the result of negotiations apparently conducted privately between CC&F and a small group of devout Roman Catholics who, in their reverence for Our Lady of Fatima, operate the shrine.

4. *“Incorporating approximately 105 home ownership units;”*

**COMMENT:** This has a community benefit because the community is clamoring for home-ownership opportunities so that the housing built in Brighton and Allston is not all for transients. However, this is not exclusively a community benefit since it is revenue-generating as well. On the other hand, if CC&F were to add a greater number of home-ownership units, such as including the 25 planned units in the Monastery building, coupled with a condominium documents requiring a high level of owner occupancy, that would advance the showing of true “community benefits.” .

5. *“Complying with the Mayor’s Executive Order Relative to Affordable Housing, by creating a total of approximately 85 new onsite affordable rental and condominium units;”*

**COMMENT:** Compliance with a legal obligation is NOT a community benefit and it is entirely inappropriate to attempt to characterize it that way. If, on the other hand, CC&F were to exceed the mandatory percentage of affordable rental and condominium units – such as providing 20 percent – that would be a showing of a “community benefit.”

6. *“Remediating and restoring St. Gabriel’s Monastery, a Boston Landmark Building, which is currently vacant and in disrepair;”*

**COMMENT:** Since the Monastery is a registered landmark, and had that status when CC&F bought the property, the developer has known all along that there was no choice but to restore and maintain it. In addition, the PDA states that the developer intends to put 25 housing units in the Monastery, which will make it a revenue-generator.

7. *“Remediating and restoring St. Gabriel’s Church, which is also currently vacant and in disrepair;”*

**COMMENT:** Remediation and restoration of this church, which was heavily pushed by longtime Brighton resident Secretary of State William Galvin, has some community benefit. It also has a benefit to the developer because it adds to the architectural interest of the site and will help with marketing the units.

8. *“Providing an approximately 1,000 square-foot, publicly-accessible art gallery space to feature local art and artists;”*

**COMMENT:** This has some community benefit depending on how it is managed, the access provided, the frequency of rotation of the art works, etc.

9. *“Creating a multipurpose function room within the Church;”*

**COMMENT:** There is no description of the size of the room proposed – it is unclear whether it would be the size of a large conference room holding a dozen people or a larger room that would hold a couple of hundred. But, in any event, the larger the room, the less of a meaningful community benefit it is likely to be simply because of the limited public parking that is planned at the site. Community meetings in Brighton and Allston can draw 50 to 200 people in the evening – and there does not appear to be any place to accommodate parking for such capacity.

10. *“Creating a gallery space within the Church illustrating the history of the site;”*

**COMMENT:** A slight community benefit.

11. *“Transforming what is currently a surface parking lot into an extensively landscaped, visually engaging development;”*

**COMMENT:** Since the surface parking lot with 314 spaces is heavily used and provides substantial parking for St. Elizabeth's, and there is no accounting for where those cars will go, it is hard to characterize this as a "community benefit" by itself. If those cars end up in the neighborhood, it most assuredly will not be a community benefit.

12. *"Restoring and creating approximately 7.3 acres of open space, representing more than 60 percent of the site."*

**COMMENT:** The extent of this benefit depends on the public's ability to access it, and how it is handled and its true measurements. Some of the open space in the plan at Exhibit D and based on the PDA text merely appears to be for the residents, or consist of pavers, or just space between buildings.

13. *"Locating a transit-oriented development in an area supported by extensive transportation infrastructure, thereby minimizing effects on the environment and helping maximize the effectiveness of investments in public transportation and other infrastructure in the area;"*

**COMMENT:** These are conclusory statements, not statements of community benefits.

12. *"Bringing a substantial, formerly nonprofit-owned, parcel onto the City tax rolls, and adding significantly to its assessed value, thereby generating significant new property tax revenues to the City."*

**COMMENT:** The property was NOT owned by a non-profit before CC&F bought it – and so this is based on an inaccurate premise. CC&F bought the property from Steward Health Care, a privately held, profit-making operation. While it is true that large buildings generate taxes, they also create a drain on community resources. In this particular case, the easily-more-than 1,000 new residents will create more congestion, more parking issues in the neighborhood, more demands on the MBTA green line and bus transportation, more demand on police services, etc.

13. *"Creating construction and permanent full-time and part-time employment through the development of a high-quality multifamily residential development, which will result in an anticipated 300 construction jobs as well as 30 permanent positions"*

**COMMENT:** As a practical matter, any new construction creates construction work, even construction of a sewage treatment plant or a meat-packing plant, so this element by itself is not particularly meaningful in performing a qualitative analysis of a proposed development. Beyond that, construction jobs can only be said to create a "community" benefit if members of the community are hired. No such local hiring plan has been articulated. Moreover, any construction jobs are temporary – CC&F projects the construction will take 24 months. For the impact that such a development will have on traffic, congestion, density on a CPS-zoned site for decades to come, a two-year spate of construction jobs – even if half the workers were hired from the community -

- is only a relatively small community benefit. Moreover, the estimated 30 permanent jobs that would be created is not fairly characterized as a “community” benefit because there is not the slightest indication that members of the community will be hired or that the jobs will provide wages sufficient for the workers to be able to afford to live in the community.

- **Approval of this PDA is premature because the proposed development would indisputably have a huge impact on congestion in the community, and yet the details of the plan now before the Board and the community are vague; there are simply too many details missing for the community to be able to support this PDA**

In today’s lifestyle, home deliveries – frequent home deliveries – are a regular occurrence. People often receive more than one package a day from Amazon, or through other internet shopping outlets, whether delivered by Amazon itself, USPS, UPS, FedEx, or other sources. It is common for people living in urban areas such as Brighton to receive other types of deliveries frequently as well: meals from restaurants and groceries.

Nevertheless, in Exhibit D of the proposed PDA, there do not appear to be clean, uncongested ways for numerous delivery vehicles to be able to get to and from, and -- most important – stop at for purposes of dropping off packages or meals or groceries -- each of the residential buildings. There would be at least 1,000 residents – easily – in this development, and if even a quarter of them receive one delivery each day, that would amount to considerable congestion and drop offs. There should be a clear place to handle this volume of stops and unloading at ground level.

Similarly, there do not appear to be areas at each of the residential buildings where vehicles from the popular ride-sharing services Uber and Lyft, or even taxis, can easily – without congestion -- wait for passengers. It would not be unexpected for there to be considerable pickup or drop off activity on a weekend night, for example, and it is unclear from the diagrams how such stopped vehicle traffic would be accommodated. Those are major questions.

- **The PDA should not be approved because the community needs to see a detailed Cooperation Agreement, with provisions protecting the community**

This is such a major project that it is unfair for the IAG and the community to take a position until there is a negotiated Cooperation Agreement –negotiated with community input – ready. The vote now scheduled for September 14 before the Board of the BPDA should be postponed. The Cooperation Agreement will be an integral part of this large project. It should not be left for later. Nothing that is submitted to the BPDA Board or the Zoning Commission by way of background information is legally enforceable -- and the



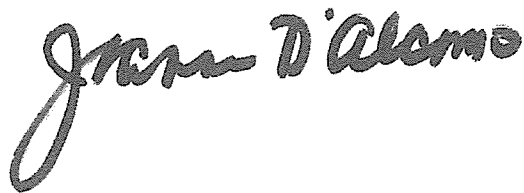
community should not be in the position of merely *hoping* that what is promised will find its way into an enforceable Cooperation Agreement

In addition, the community needs particular protections in the agreement. For example, the community cannot take the risk that a developer (either CC&F or a subsequent developer that may acquire the property) will build revenue-generating parts of the project and leave the Monastery and the Church in disrepair. Therefore, there should be a provision in the Cooperation Agreement in which the developer agrees not to seek, and the City agrees not to issue, any occupancy permit unless and until those two components are complete.

In closing, I urge you NOT to approve the proposed PDA at this time.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Joanne D'Alcomo". The signature is written in a cursive style with a large, looping initial "J".

Joanne D'Alcomo  
46 Leamington Road, Brighton

To all concerned:

Jeffrey and I have lived at 195 Corey Rd. Brighton for over 40 years. We are very concerned that the **BPDA is trying to approve each stage** involved in this development review **prematurely**. Whether parking issues, traffic, density, unit size, amount of ownership, to whom this development is targeted, or many other issues, there have not been definite answers to key questions which need definitive answers before a PDA or any zoning changes are approved.

I sat in at 2 IAG meetings this spring-summer. At both meetings, IAG members said to the BPDA reps present & Cabot reps that they had been getting inadequate answers to the same questions that had been asked repeatedly over more than a year. The answers to the questions are not specific enough to address the many concerns of abutters, neighbors, and the community. Cabot et al have made many good faith changes, but some critical issues cannot yet be answered in a way that legally reassures the community.

*One* of those issues is parking and the St Elizabeth parking that will move off the site in Nov. St E's/Steward has not cooperated with the city or the community (or Cabot or Avalon) and their IMP should also NOT be approved. Cabot et al bought this site taking the risk that various unresolved issues could be settled as they want it with St E and with the city. This should remain THEIR risk, not the community's until we have real answers to serious questions about one of the last serious green spaces in our neighborhood.

Brighton has been swamped with development proposals, and with each one we have begged to have serious city PLANNING for Allston & Brighton as a whole that takes a wholistic view of the neighborhood, its needs, added safety needs with each added 1000 units (e.g.), traffic flow, where development should go & how much in each area so that there is a thoughtful balance for the needs of existing residents, having ways for families and others to progress from renting to owning, and other issues that will keep and improve our neighborhood instead of destroying it - as speedy piecemeal approval of projects plus allowing (partly through those projects) an alarming increase in investor owners at the expense of owner occupied houses is currently doing.

I was born when the mayor sent a note to parents welcoming their child to family-friendly Boston. But I also remember driving weekly through the areas

razed for the never-built inner belt (only now being restored) and passing the West End and watching the wreckers' balls progress.

The current tsunami of proposed Allston-Brighton development cannot be looked at project by project if we are to survive. The current methods have left us seriously distrustful of the BRA/BPDA and the elected officials who seem to support developers & the current system over a serious look at the future for Allston-Brighton (Boston 2030 does not seem to deal with A-B adequately or be a vision for us).

Thank you for your attention,  
Eileen & Jeffrey Houben  
Corey Hill neighborhood, Brighton

(note- Eileen is also acting clerk of the new Homeowners Union of Allston Brighton which was founded by a *spectrum* of people across A-B)

Hi Michael,

We were dismayed to hear that the Saint Gabriel's PDA is up for a vote on Thursday Sept 14th. We are holding our District 9 Candidates Forum on that evening and were hoping to not have conflicting meetings for this event.

The community has many concerns and unanswered questions about the Saint Gabriel's PDA. We would like more time to work out the details, especially in light of the unresolved parking situation at Saint Elizabeth's Hospital next door. This project cannot be considered in isolation from what is happening at Saint Elizabeth's and the other proposed developments in the immediate area.

We respectfully request that the Board of Directors not vote AT THIS TIME to approve the plan for the St. Gabriel's site because there are missing pieces and missing information.

Sincerely,

Liz Breadon



Dear Mr. Greeley,

I want to express my opposition to approval of the Planned Development Area proposed by Cabot, Cabot & Forbes at this time, because of missing information. I urge the BPDA board of directors to reject the plan at its September 14<sup>th</sup> meeting. I want the community to have more information about parking issues, and without such information, a vote is premature.

Sincerely,

Lauren McGrath

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*Lauren McGrath, MS*

Boston College Lynch School of Education

Counseling Developmental and Educational Psychology

Campion Hall 309

Chestnut Hill, MA 02467

 (Fax)





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Brighton, Massachusetts 02135

Educational exhibitions and programs

617.657.4278

[www.unboundvisualarts.org](http://www.unboundvisualarts.org)  
[info@unboundvisualarts.org](mailto:info@unboundvisualarts.org)

August 31, 2017

Michael Rooney, Project Manager  
Boston Planning and Development Agency  
One City Hall Plaza  
Boston, MA 02201

Dear Michael,

Unbound Visual Arts, a local 501(c)(3) non-profit based in Brighton, supports the Planned Development Area proposal submitted by Cabot, Cabot & Forbes for St. Gabriel's in Brighton.

The proposal addresses many needs and priorities for the Brighton community. These include the historic preservation of the landmark Monastery and the historic church, the protection and enhancement of a significant amount of landscaped open space that will be available to the public, the inclusion of much needed homeownership and rental housing including a significant number of affordable units, and the inclusion of many public community uses in the community center in the rehabilitated church. These community uses include a dedicated art exhibit space and a community function room, both of which are currently lacking in Allston and Brighton. Presently, there are only two dedicated art exhibit spaces, both in Allston. There is also a lack of community event venues in both Allston and Brighton and the ones that are available are in very strong demand.

We would also like to commend Cabot, Cabot & Forbes for making many significant changes to their initial proposal which has resulted in a proposal with many benefits to the community.

Thank you for the opportunity to comment on this proposal.

[Unbound Visual Arts](http://UnboundVisualArts.org) (UVA), incorporated in 2012, is the only community-based 501(c)(3) visual arts non-profit organization in Allston-Brighton. UVA enriches the community with educational and inspiring exhibitions and programs. UVA has over 140 artist and art enthusiast members. It has organized over 60 curated exhibitions related to cultural and/or contemporary social themes with a learning experience with interpretation for the audience. The exhibitions feature local fine art by living artists and an independent curator and exhibition designer. Past exhibitions, which are on [UnboundVisualArts.org](http://UnboundVisualArts.org), have included Rejuvenation, Beasts of Burden, Context of Community, Earned: Women in Business and Labor, EPIC Heroism, Healthful, Olympic SPIRIT, Song Cycles, Temptation of the Mind and Body, and Unlimited. UVA also organizes and presents and participates in other art related events, such as the City Heart Art Show and Sale and Allston and Brookline Open Art Studios, and other art learning experiences. UVA has organizational memberships in the Americans for the Arts, New England Museum Association and MASSCreative and has received competitive grants from the Boston Cultural Council the last two years. It also received a Massachusetts Cultural Council (MCC) Festivals Grant to support its annual Mardi Gras & Carnival Celebration of the Arts.

Best regards,

A handwritten signature in black ink, appearing to read "John Quatralo". The signature is fluid and cursive, with a long horizontal stroke extending to the right from the end of the name.

John Quatralo  
Executive Director  
Unbound Visual Arts, Inc.