

**BOSTON PLANNING & DEVELOPMENT AGENCY**

**REQUEST FOR SUPPLEMENTAL INFORMATION  
40 RUGG ROAD PROJECT**

**SUBMISSION REQUIREMENTS  
FOR SUPPLEMENTAL INFORMATION REQUEST**

**PROPOSED PROJECT:** 40 RUGG ROAD PROJECT

**PROJECT SITE:** 28-32 & 40 RUGG ROAD, 76-78 BRAINTREE STREET, 10-10R & 38-40 PENNIMAN ROAD, ALLSTON

**PROPONENT:** THE MICHAELS ORGANIZATION

**DATE:** DECEMBER 8, 2017

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The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request in response to the Project Notification Form (“PNF”) which the Michaels Organization (the “Proponent”) filed for the 40 Rugg Road project on July 25, 2017. Notice of the receipt by the BPDA of the PNF was published in the [Boston Herald](#) on July 19, 2017 which initiated a public comment period which was extended until October 31, 2017. Comments received since then have subsequently been added as well.

This document is not a Scoping Determination as we are not requesting a Draft Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the PNF and respond to all comments and feedback received during the initial comment period. When the Proponent files a response to this request we will start a new comment period and continue the public review process.

On May 25, 2017, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On July 25, 2017 the Proponent filed a Project Notification Form (“PNF”) pursuant of Article 80 Large Project Review for a proposal which includes the construction of a new residential complex at 40 Rugg Road in Allston comprised of two new 6-story buildings totaling approximately 248,088 square feet. The proposed project will contain 261 rental apartment units, ground floor retail space, residential amenities, and 46,350 square feet of an automated valet parking structure.

On August 24, 2017, the BPDA hosted a publically-advertised community meeting regarding the PNF at WGBH-Yawkey Theater, 1 Guest Street. On September 27, 2017, the BPDA hosted an Impact Advisory Group (“IAG”) meeting at the Jackson Mann Community Center, 500 Cambridge St. On October 17, 2017 the BPDA hosted an additional IAG meeting at the Jackson Mann Community Center, 500 Cambridge St. The public comment period concluded on October 31, 2017.

Written comments in response to the PNF received by the BPDA from agencies of the City of Boston and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments

in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the Impact Advisory Group are included in **Appendix C** and must be answered in their entirety.

Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project. Much of the discussion during the development review process as evidenced in the comment letters has been centered on two main themes: (1) reduction in density; and (2) preference for homeownership. The Agency requests the Proponent address these primary concerns in the Supplemental Information response. Develop and present potential reprogramming alternatives effectively addressing the community feedback. In addition to a written response to the comment letters, in order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.

Supplemental Information is requested that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

## **I. PROJECT DESCRIPTION**

The Michaels Organization proposes to construct a new residential complex at 40 Rugg Road on a 1.89-acre lot, comprised of five parcels (the "Project Site") located in Allston. The Project Site is relatively flat and is currently improved with a surface parking lot containing 45 parking spaces, and four existing industrial buildings.

The Proponent plans to develop two new 6-story buildings totaling approximately 248,088 square feet that will contain 261 rental apartment units, ground floor retail space, residential amenities and 46,350 square feet of automated valet parking structure (the "Proposed Project"). The combined footprint of the residential buildings will total approximately 43,100 square feet and the height of each building will be approximately 69-feet. The parking structure footprint will be 8,500 square feet and its height will be approximately 45 feet. The new parking garage will contain approximately 168 parking spaces and be accessed from Penniman Road.

## **II. PREAMBLE**

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA a filing with supplemental information that meets the requirements of this request by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. After submitting the supplement information filing, the Proponent shall publish notice of such submittal. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA after the public notice has been published. If the BPDA determines that the filing of supplement information adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a

determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

### III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should also be emailed to Casey Hines at Casey.A.Hines@Boston.gov. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this request for supplemental information should be included in the booklet for reference.

#### A. General Information

1. Applicant/Proponent Information
  - a. Development Team
    - (1) Names
      - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
      - (b) Attorney
      - (c) Project consultants and architects
    - (2) Business address, telephone number, FAX number and e-mail, where available for each
    - (3) Designated contact for each
  - b. Legal Information
    - (1) Legal judgments or actions pending concerning the Proposed Project
    - (2) History of tax arrears on property owned in Boston by Applicant
    - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
    - (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site
  - a. An area map identifying the location of the Proposed Project
  - b. Description of metes and bounds of Project Site or certified survey of the Project Site.
  - c. Current zoning
3. Project Description and Alternatives
  - a. The filing of supplement information shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
  - b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.
4. Public Benefits
  - a. Anticipated employment levels including the following:
    - (1) Estimated number of construction jobs
    - (2) Estimated number of permanent jobs
  - b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
  - c. Other public benefits, if any, to be provided.
5. Community Process
  - a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
  - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

## **B. REGULATORY CONTROLS AND PERMITS**

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the filing.

A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

### **C. PUBLIC NOTICE**

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the filing of supplemental information to the BPDA. Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

**APPENDIX A**  
COMMENTS FROM CITY PUBLIC AGENCIES



MARK CIOMMO  
BOSTON CITY COUNCIL  
DISTRICT 9

October 25, 2017

**Re: Proposed Development of 40 Rugg Road**

Dear Ms. Hines,

We, the elected officials representing Allston-Brighton, submit the following comment letter regarding the development of 40 Rugg Road. The project, proposed by the Michaels Organization, is subject to ongoing Large Project Review by the Boston Planning and Development Agency.

A Letter of Intent for this project was filed on May 24, 2017, and a Project Notification Form was submitted on July 7. The community has met with the developers on August 24, September 27, and October 17. At the request of elected officials and the IAG, the comment period was extended to October 31. We would like to thank the IAG and the community for their continued time and input.

The proposed project is located at 40 Rugg Road, between Braintree and Cambridge Streets. It will be sited on a 1.89 acre lot, consisting of five combined parcels. The developer is suggesting 260 rental units for this site.

The community has raised several concerns regarding the proposed development, including homeownership, density, transit and parking. We share these concerns and encourage the BPDA and the Michaels Organization to address them as the process unfolds.

**Homeownership**

Owner-occupancy is an important component of any stable neighborhood. According to the 2010 US Census, homeownership in Allston stands at 9.4%. It is therefore important that any proposed project in Allston-Brighton considers the benefits of owner-occupied units.

The Michaels Organization has stated that homeownership is not feasible for this site. The developer has pledged \$1.5 million in payment to off-site affordable homeownership, totaling five units. This is insufficient for a project of this size, and we encourage them to reconsider. For example, 20 Penniman Road will consist of 36 condominium units, and a proposed project at 46 Hichborn Street will consist of 46 condominium units. Several projects have initially proposed

rental units, but have incorporated homeownership after feedback from elected officials and the community.

### **Density**

At a Floor-to-Area Ratio of 3.6, the proposed project is currently too dense. We ask the developer to reduce the density to match the existing neighborhood. We are typically willing to accept denser projects when they contain a homeownership component.

### **Transit and Parking**

The proposed project will offer on-site surface spaces and garage parking that will utilize a novel automated parking system. This represents a parking ratio of .77, which is too low given the scale of the project.

The site is served by the MBTA's new Boston Landing Station and four bus lines on Cambridge Street. The new commuter rail station is a great addition to our community, and we appreciate the Michaels Organization offering a free commuter rail pass for all residents. However, this is a large project and all adjacent streets are quite narrow with little on-street parking available. For this reason, traffic and parking will remain a concern.

### **Environmental Impacts**

As the existing project contains industrial structures and some abandoned buildings, we are also pleased the Michaels Organization has committed to soil and groundwater cleanup. Over 12,000 cubic yards will be removed. The project will be constructed to LEED Silver specifications.

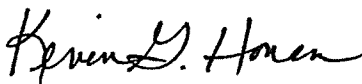
### **Conclusion**

The proposed project is in need of homeownership units, reduced density, traffic mitigation, and increased parking availability. We look forward to working with the community, the Boston Redevelopment Authority, and the Michaels Organization going forward.

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





Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**BPRD Comments on 40 Rugg Road**

1 message

**Carrie Marsh** <carrie.marsh@boston.gov>

Fri, Dec 8, 2017 at 3:26 PM

To: Teresa Polhemus &lt;teresa.polhemus@boston.gov&gt;, Jonathan Greeley &lt;jonathan.greeley@boston.gov&gt;, Casey Hines &lt;casey.a.hines@boston.gov&gt;

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;, "Liza Meyer, ASLA" &lt;liza.meyer@boston.gov&gt;

Please accept this email as comment on the proposed project at [40 Rugg Road](#), which is across the street from Penniman Park in the Allston/Brighton neighborhood. Please share it with the proponent, the IAG, the general public and the BPDA Board.

This project will provide 261 apartment units, with 94 studios, 105 one bedroom units and 62 two bedroom units. The buildings could include 261 - 550 residents.

The project will require zoning relief for density, height (69' is proposed, 25' is allowed) and FAR (3.5 is proposed, 1.0 is allowed). It is not clear what is required for minimum onsite open space, or whether the project meets that requirement. The project will provide a narrow linear open space corridor in the setback along the building, and a roof deck.

The project will cast shadows on Penniman Park in the mornings, year round. The shadow studies begin at 9:00am. However, given that the building at 40 Rugg Road is east of Penniman Park, it is likely that the shadow impacts would be greatest before 9:00am. This should be assessed.

The residents of the building will need to seek active recreation in existing and limited public open spaces such as Penniman Park. This is the only open space within the one mile corridor from Ringer Park to Smith Field. This is a park which is in desperate need of renovation

BPRD respectfully requests that the applicant mitigate its impacts to Penniman Park through a contribution to the Fund for Parks for the renovation and maintenance of that open space. This contribution should be commensurate with the density of users and should further mitigate the shadow impacts on the park. A capital renovation of the park would cost between \$1-2 million depending on the scope of work.

BPRD further requests that if pets are allowed, that the project include a dog recreation space, so that the needs of pets are accommodated onsite, and not in the neighborhood's public open spaces.

Thank you for your consideration.

**Boston Water and  
Sewer Commission**



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

August 21, 2017

Ms. Casey Ann Hines  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 40 Rugg Road, Allston  
Project Notification Form

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed 40 Rugg Road project located at 40 Rugg Road in the Allston neighborhood of Boston.

The proposed project is located on an approximately 1.89 acre site. The site currently contains a four buildings and a surface parking lot. The proponent, The Michaels Organization, proposes to construct two new mixed use buildings with approximately 261 residential units, 2,700 square feet (sf) of commercial space, approximately 168 garage parking spaces and 12 surface spaces. The site is bounded to the north by Braintree Street, to the south by industrial buildings, to the west by Penniman Road and to the east by Rugg Road.

According to the PNF, the proposed water demand is approximately 41,833 gallons per day (gpd). The Commission owns and maintains an 8-inch Southern Low water main in Rugg Road, a 10-inch Southern Low water main in Penniman Road and a 12-inch Southern Low water main in Braintree Street.

According to the PNF, the proposed sewage generation is 38,030 gpd. For sewage and storm drain service, the site is served by a 12-inch sanitary sewer and a 15-inch storm drain in Rugg Road, a 12-inch sanitary sewer in Penniman Road and a 15-inch sanitary sewer and an 18-inch storm drain in Braintree Street.

The Commission has the following comments regarding the PNF:

General



1. 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 then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at The Michaels Organization'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. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. 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.
4. 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/>

5. The Michaels Organization 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, The Michaels Organization will be required to apply for a RGP to cover these discharges.
6. The Michaels Organization 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.
7. The Commission will require The Michaels Organization to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction.
8. It is The Michaels Organization's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, The Michaels Organization 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. The Michaels Organization 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. The Michaels Organization should also provide the methodology used to estimate water demand for the proposed project.
2. The Michaels Organization should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In



particular, The Michaels Organization should consider outdoor landscaping which requires minimal use of water to maintain. If The Michaels Organization 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. The Michaels Organization 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. The Michaels Organization 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, The Michaels Organization 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. The Michaels Organization will be required to submit with the site plan a phosphorus reduction plan for the proposed development. The Michaels Organization 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 Michaels Organization 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. The Michaels Organization 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 The Michaels Organization 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. The Michaels Organization 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, The Michaels Organization will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
  5. The Michaels Organization 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.
  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, The Michaels Organization 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 The Michaels Organization install a permanent casting stating “Don’t Dump: Drains to Charles River” next to any catch basin created or modified as part of this project. The Michaels Organization 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. The Michaels Organization 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,

John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

cc: Kristina Vagen, The Micheals Organization  
M. Connolly, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

**APPENDIX B**  
COMMENTS FROM THE PUBLIC





Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road Comments

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:29 PM

----- Forwarded message -----  
From: [REDACTED]  
Date: Sun, Oct 29, 2017 at 9:38 PM  
Subject: 40 Rugg Road Comment  
To: Casey.A.Hines@boston.gov

M Hine ,

I seem to have sent the wrong copy of my letter.

Please delete the previous copy and accept this one.

Sorry for any inconvenience.

Thank you,

Liz Breadon  
33 Champney Street,  
Brighton MA 02135

### Casey Ann Hine

Senior Project Manager  
617.918.4244

### Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



**40 Rugg Road (1).doc**

29K

Ms Casey, A. Hines

Boston Planning and Development Agency

Regarding: 40 Rugg Road Development, Allston, 02134

Thank you for the opportunity to comment on this project. I have attended several community and IAG meetings for this development.

In opening I would like to address some comments directly to the BPDA. I am a long time resident and community activist in Allston Brighton. I have attended numerous development meetings for the past 10 years and we continue to be confronted with the same issues over and over again. For the past decade the residents of the neighborhood have consistently raised need for more home ownership. We need affordable deed restricted condos and affordable rentals, including rentals for families. Yet the situation has not improved but gone from bad to worse. The Mayor's IDP for workforce housing with an AMI of 70% is just not affordable for the vast majority of Allston Brighton residents. If this trend is not reversed home ownership in Allston - Brighton will decrease even further with disastrous effects of the social fabric of our neighborhood. To reverse this trend new developments need to be 50/50 condo/rental. I urge the BPDA to start to really listen to what the neighborhood wants and needs and to convey this to prospective developers.

With regard to the 40 Rug Road development there are several issues that are of concern.

**Affordability:**

It is of concern that almost every project that comes up for review in Allston Brighton has the standard 70% AMI ( 13% IDP). This level of affordability is out of reach for most young professionals wishing to rent in our neighborhood where the actual median income is around \$35K. This project is an opportunity to build a mix of affordable rental units and deed restricted affordable condos.

**Homeownership:**

With every new development that is built in Allston Brighton that is exclusively rental our already low homeownership levels are depressed further. This is happening at an accelerated rate. Allston has 10% homeownership and Brighton has 22% down from 26% in 2010. The city's homeownership rate is 35%. This is hugely detrimental to the long-term economic and social stability of our community.

This is an issue that the BPDA needs to address with some urgency. Any development of this scale should be requires to have at least 50% deed restricted condos to address the pressing issues of owner occupancy.

**Density:**

The massing and density of this project leaves very little scope for green space and wide sidewalks with trees that would add to the general appeal of the location. These

260 units in addition to the other new development next door will create additional pressure of the adjacent Pennimann Park.

Sincerely,

Elizabeth A. Breadon  
33 Champney Street,  
Brighton, MA 02135



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Proposed development at 40 Rugg Road

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: **Bernie Toale** [REDACTED]  
Date: Sat, Oct 28, 2017 at 11:11 AM  
Subject: Proposed development at 40 Rugg Road  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Casey,

We have owned a home at 45 Hano Street for over 40 years and for many years rented studio space at the former Rugg Road studios at 40 Rugg Road. We are concerned about the proposed development at that location. Our primary concern is it's size - 6 stories,

--  
Bernie Toale  
[REDACTED]

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



**Fwd: proposed development at 40 Rugg Road, Allston**

1 message

Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: Bernie Toale [REDACTED]  
Date: Sat, Oct 28, 2017 at 12:45 PM  
Subject: proposed development at 40 Rugg Road, Allston  
To: casey.a.hines@boston.gov  
Cc: Emma Walters [REDACTED], "Carol Ridge Martinez, Executive Director" [REDACTED]

Casey Ann Hines

Boston City Hall

1 City Hall Ste 242

Boston, Massachusetts, 02201

October 26, 2017

Dear Ms Hines,

We have owned a home at 45 Hano Street in Allston for over 40 years and for many years we were artists who rented studio space at 40 Rugg Road, formerly Rugg Road Artists Studios.

We are concerned about the proposed re-development of this building for 261 rental units, retail space and indoor parking. It is also to be 6 stories high. Under this proposal there are no units for sale and a very limited affordable rental units.

As residents with a great deal of history in our neighborhood I can tell you that this building is too tall and has too many units for the neighborhood. This particular area (4 short residential streets) is hemmed in by the Mass Pike, Cambridge Street and the Everett Street Bridge. Currently there is no available parking most of the time. Recently an 80 unit student housing building, Trac 75 (the leases are for 9 months) was built on a property adjoining this proposed development. That building has already been resold in less than one year as student housing to this very same developer - the Michaels Organization. The addition of 260+ units to this very small neighborhood will guarantee that there is never any available parking and other services will also be affected. The developers of this property state on their website that they build student and military housing. **This will be student housing as most units are designed at 500 square feet.** There is no proposed option for home ownership so there will be no incentive for the tenants to maintain the property or neighborhood in any way. You may know that Allston is already called Rat City and the tenants in our neighborhood have been very actively working with the city on the rat infestation that occurred with the demolition and new construction of the New Balance Headquarters. There is also a proposal to build 1000 units on the Stop and Shop location, 2 blocks from Rugg Road. Our neighborhood is under seige for developers.

The impact on traffic and safety plus the general chaos can not be overlooked. The city of Boston must expand their vision of the future and develop better neighborhood environments by providing more green space, park services, playground area. Our existing park services are already poorly managed and will be severely impacted by adding more people, traffic and pets on the existing footprint. Although there is probably a token amount of money set aside for "neighborhood improvements", I'm fairly confident that this will be forgotten in the process as it has in the past. And as a dog owner, I can tell you that the small park on Penniman street has become the dumping ground for the recent increase

in dogs to the neighborhood due to Trac 75. 261 more units will make that park extremely soiled and unusable for people meaning we desperately need a dog walking area - the next closest green space is the Charles River, one mile away.

In order to add more housing to this area, the City also needs to seriously reconsider the playground/basketball court/community garden/Penniman park. Monies were once allocated, and used to redesign this area but the project was never completed. Lighting and water were brought to the site but never connected. Currently there is no lighting within the play area, although the power source is there. This is a safety issue. This should be a part of the master plan if this is to become the vibrant neighborhood that it has been for the past 100+ years.

--

Bernie Toale and Joseph Zina, 45 Hano Street, Allston, MA 02134  
[REDACTED]

--

**Casey Ann Hines**

*Senior Project Manager*

617.918.4244

**Boston Planning & Development Agency (BPDA)**

One City Hall Square | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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**Fwd: HUAB's comment letter re. 40 Rugg Rd. Allston**

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:22 PM

----- Forwarded message -----

From: **Homeowners Union of A-B** [REDACTED]  
Date: Thu, Oct 5, 2017 at 3:34 PM  
Subject: HUAB's comment letter re. 40 Rugg Rd. Allston  
To: Casey Hines <Casey.A.Hines@boston.gov>  
Cc: warren.oreilly@boston.gov, jerome.smith@boston.gov, Brian Golden <brian.golden@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Mark Ciommo <mark.ciommo@boston.gov>, Kevin Honan <kevin.honan@mahouse.gov>, Michael Moran <Michael.Moran@mahouse.gov>, Will Brownsberger <william.brownsberger@masenate.gov>


Attached please find a comment letter from the Homeowners Union of Allston-Brighton regarding proposed development project at 40 Rugg Rd. in Allston.

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**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)

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Monday, October 23, 2017

Dear Members of the 40 Rugg Road IAG,

We are writing this letter on behalf of the residents of the Brian J. Honan Apartments and the Hano Homes regarding the Michaels Organization's proposal for 40 Rugg Road. The Brian J. Honan Apartments and the Hano Homes are 70 units of low-to-moderate income housing owned by Allston Brighton CDC. Many of us have lived in the Hano Street neighborhood for the past 10 years and have seen the neighborhood change for the better—and for the worst. We have appreciated having the opportunity to meet with representatives from the Michaels Organization directly to have dialogue around the potential impacts and benefits that this development will bring to this section of the neighborhood.

Since our initial meeting with the developer on October 3<sup>rd</sup> and the following IAG meeting on October 17<sup>th</sup>, we were pleased to hear that some initial commitments have been made, specifically:

- **Additional public safety measures:** *Cameras, improved lighting on Penniman Road, and some traffic calming measures.* The Penniman Park area is problematic due to substance use, sleeping, and fighting—the installation of cameras and improved lighting would make the neighborhood much safer. Also, we would like to see these traffic calming measures along Penniman Road and Hano Street, as many of our children cross the street at the intersection of Hano and Penniman to use the basketball court and playground.
- **The inclusion of 12 guest spaces:** With on-street parking at a premium, anything that can be done to reduce the spillover of parking into the adjacent neighborhood is appreciated.
- **Improvements to Penniman Park:** Penniman Park is an asset to this neighborhood, but usage of the park is difficult due to the safety concerns mentioned previously mentioned. We were pleased to hear that the developer is dedicating some money to make improvements to the park and look forward to working with them to design and activate a park that truly reflects the neighborhood.
- **Additional money dedicated to the development of affordable homeownership:** Many of us who live in the Brian J. Honan apartments are ready to buy homes and establish our piece of the American Dream, but with the development of mostly market rate/luxury rentals and investors purchasing housing stock with cash—there is very little opportunity for those of us who are ready to purchase homes, to do so. We feel that this would allow us the opportunity to fully plant roots in a community that we have called home for many, many years.

With the appreciation we have towards the Michaels Organization for including us in the community process, we have some concerns as well, largely dealing with rodent control and construction mitigation (noise, debris, construction parking). We would like to request that the developer continues to build upon their relationship with us and notify residents of construction timelines and their rodent control plan. We are already overrun by rats with the development of the condos on Penniman and the construction along Rugg Road would only intensify this problem.

We are submitting this preliminary comment letter with the expectation of our continued dialogue with the Michaels Organization to remedy any outstanding concerns and the efficient delivery of any community benefits.

Thank you,

The residents of Brian J. Honan Apartments and the Hano Homes.



Ms. Casey Ann Hines  
Boston Planning and Development Agency

Dear Ms. Hines:

We write on behalf of the Homeowners Union of Allston-Brighton (HUAB).

We ask for an extension of the comment period related to the proposed housing development at Rugg Road in Allston.

We ask for this extension for a number of reasons:

- first, only two community meetings have been held to discuss this project and one was conducted in late August, timing that prevented many people from attending;
- second, the Impact Advisory Group appointed to review this project has met only once;
- third, Allston-Brighton residents have advanced a number of criticisms of the proposal, indicating the need for more public discussion of the project;
- fourth, the proposed project on Rugg Rudd will set an important precedent for future housing development in Allston-Brighton.

The Homeowners Union also advances the following comments concerning the proposal.

In keeping with our objective to increase owner-occupancy in Allston-Brighton, we recommend that the proposed project be re-designed so that it provides opportunities for owner-occupied housing.

We propose that the project's housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units. The inclusion of condominiums would respond directly to Allston-Brighton's declining owner-occupancy rate. Allston has a troubling 10% owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent. To put it simply, Allston-Brighton would benefit significantly from enhanced residential stability.

We also stress that this project will set an important precedent for future housing development in Allston-Brighton. The neighborhood would be ill served by the current proposal for exclusively rental housing.

Our recommendation for the inclusion of condo units in the Rugg Road development also would complement the 20 Penniman Road project, an exclusively condominium project that is now under construction.

Finally, with the expectation that the comment period will be extended, HUAB will advance a more detailed appraisal of the project in the near future.

We thank you for your attention to this letter.

Sincerely,

Eileen Houben  
Secretary  
Homeowners Union of Allston-Brighton

cc. Warren O'Reilly, Mayor's Office of Neighborhood Services, Allston-Brighton  
Liaison



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: Development at 40 Rugg Rd, Allston, comment period

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Laura Bethard** [REDACTED]  
Date: Tue, Oct 3, 2017 at 12:19 PM  
Subject: Development at 40 Rugg Rd, Allston, comment period  
To: "Casey.A.Hines@Boston.gov" <Casey.A.Hines@boston.gov>  
Cc: Anthony D'Isidoro [REDACTED]

Dear Ms. Hines,

Please extend the deadline for commentary due to the lack of sufficient time for the community review process to be completed. Unfortunately, the site is an awfully large jump in height for that area, and it doesn't appear that the development contains any housing appropriate for families.

Best regards,

Laura Bethard

Yf thou were a latyn treti e ich wolde putte thee in the vernacular

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road -- request to extend comment period

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Joanne D'Alcomo** [REDACTED]  
Date: Tue, Oct 3, 2017 at 12:10 PM  
Subject: 40 Rugg Road -- request to extend comment period  
To: Casey.A.Hines@boston.gov

Dear Casey Hines –

I am a longtime resident of the Allston-Brighton area, and I am writing to request that the BPDA take steps to extend the comment period for the major development proposed for 40 Rugg Road. As far as my notices reflect (and I am on the BPDA list for meeting notices), only two public meetings have occurred to address the development: one on August 24<sup>rd</sup> that I attended (during a heavy summer vacation period), and a single IAG meeting on September 27<sup>th</sup> that I was not able to attend.

This is a major proposed development and additional time is needed for the public to be able to evaluate the impact and make meaningful comments. Also, it is unrealistic for the Impact Advisory Group – which is supposed to be acting as the public's surrogate – to make meaningful comments and give meaningful feedback after only a single meeting!

Thank you.

Joanne D'Alcomo, 48 Leamington Road

--

**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road - Urban Planning?

1 message

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**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:31 PM

----- Forwarded message -----

From: **Eric Porter** [REDACTED]  
Date: Tue, Oct 3, 2017 at 10:34 AM  
Subject: 40 Rugg Road - Urban Planning?  
To: Casey.A.Hines@boston.gov

Ms. Hines,

As a 20 year resident of Allston I am frustrated that the ONLY urban planning of Allston Brighton is coming from various outside developers, rather than a proper urban planning department of the City of Boston.

Nearly 0% of the 6000-7000 apartments that have been built or proposed to be built have any homes that can be purchased. This is a great way to require what will be 21,000-28,000 new residents of Allston/Brighton to be under the age of 35 who don't want to own a home, nor have children and maybe have a car if they are lucky. Hardly a realistic long term plan in my opinion especially considering what you are talking about adding 30% more population to A/B.

40 Rugg Road is another one of these fiascos where the out of state developer gets what they want and Allston/Brighton could massively suffer for it for the next 50-100 years. 261 apartments is 750-1000 people on a 1.9 acre of land. This is an LI-1 zoning which I believe no apartments are allowed be built here (?).

I strongly feel that you need to extend the comment period beyond the October 9th date for this very large proposed building at 40 Rugg Rd. and really consider the impact that this building and all of the other buildings are going to have on Allston/Brighton for the extended future.

Thank you,

Eric Porter

--

**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road comment to the BPDA

1 me age

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Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:30 PM

----- Forwarded message -----

From: **Eva Webster** [REDACTED]  
Date: Tue, Oct 3, 2017 at 2:59 PM  
Subject: 40 Rugg Road comment to the BPDA  
To: Casey Hines <Casey.A.Hines@boston.gov>  
Cc: Brian Golden <brian.golden@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, "David Carlson, BRA" <david.carlson@boston.gov>, Viktorija Abolina <viktorija.abolina@boston.gov>

Dear Ms. Hines:

The proposed 261 unit development at 40 Rugg Rd. is another example where the BPDA has decided to give a green light to developers to file a project that proposes whatever will generate greatest profits for them with inexpensive wood-frame construction — while it completely disregards the neighborhood's needs. The parcel of land in question is not properly zoned for residential development, so the issues of FAR, setbacks, open space, etc. are left up to the developer's self-serving interpretation.

I assume you know what is happening across the street, at 75 Braintree Street — thanks to the BPDA, those investors are about to get obscenely rich at the expense of renters who will be paying very high rents to the next set of investors, while the neighborhood is stuck with a cheap and ugly building:

**Fwd: Grossman/Waypoint to Sell Trac 75 Apartments; 80 New Units Could Hit \$43M - The Real Reporter**  
[https://therealreporter.com/article/grossman\\_waypoint\\_to\\_sell\\_trac\\_75\\_apartments\\_80\\_new\\_units\\_could\\_hit\\_43m](https://therealreporter.com/article/grossman_waypoint_to_sell_trac_75_apartments_80_new_units_could_hit_43m)

And with respect to 40 Rugg Rd., once again, residents of Allston-Brighton — exhausted from relentless development pressures and never ending public meetings where we can only plead to be heard — are asked to accept a massive, overly dense cash-cow rental development that later in the process will be likely value-engineered to resemble a stack of shipping containers with windows punched into them (like the Braintree St. project).

Allston-Brighton desperately needs attractive, well-designed, quality homeownership housing (Allston has only 9% owner-occupancy!) with adequate amount of ground open space to accommodate normal size trees — housing that lends itself to comfortable, peaceful long-term living — not revolving door-like, soulless, transient, dormitory-like developments that developers prefer to build because that's what makes most money for them.

It is up to the city to ensure that new development projects provide what is needed in the neighborhood — not just facilitate what allows developers to make a killing.

The October 9 deadline for comments re. 40 Rugg Rd. is premature, and I implore you to have it extended.

Sincerely,

Eva Webster  
Brighton resident, homeowner and neighborhood activist for over two decades

--

**Casey Ann Hines**

*Senior Project Manager*

617.918.4244

**Boston Planning & Development Agency (BPDA)**

One City Hall Square | Boston, MA 02201

[bostonplans.org](http://bostonplans.org)

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

As an abutter to the proposed development of 40 Rugg Road, there are some concerns that my neighbors and I share:

**Affordability:** I am pleased to see that the developer is including 34 affordable apartments as part of their proposal, however, this is only the bare minimum. We are seeing a lot of luxury and higher-end apartments being proposed and built in Allston Brighton. In order to receive my support as an abutter, I would like to see more affordable units included in this development. Additionally, there are not enough family-oriented apartments being built in the neighborhood, this proposal does not include any three-bedroom units. We would like to see more family-oriented apartments included in this proposal.

**Parking and Traffic:** There are 261 units being proposed, but only 168 parking spaces. Parking is tight in this area as it is and adding this development will only make parking harder for those of us who have to find on-street parking close to home. Additionally, Hano Street and Penniman Road are very narrow and consideration should be given to how traffic will move through these streets, without causing massive delays and backups into the neighborhood—a neighborhood densely settled by families with children.

**Construction:** With all of the development happening on Penniman Road, Braintree Street, and North Beacon Street, we are seeing an increase of rats in the neighborhood. The developer should make a commitment to reduce the influx of rodents in the neighborhood (as a result from their development), as well as plans to reduce construction noise and debris/dust.

**Community Benefits:** Community benefits for this project should benefit those most impacted by this development. Abutters to this project would like to see investments made in Penniman Park (both the Playground and green space areas). With all of the development slowly creeping in, Penniman Park is our escape from overdevelopment. We also would like improved lighting, not only along Rugg Road, but along Penniman Road as well. These streets are problematic during the evening and overnight areas with substance use and drug dealing. This project will bring more “eyes” to the area, which will benefit us all, but investments in Penniman Park and lighting improvements are necessary.

Best,

*Therapy Junk*  
*57 Everett St*  
*Allston, MA 02134*



Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

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Best,

*Ja Ferrme Balaban*  
25 HANO ST. ALLSTON, MA

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

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Best,

*Carole M. Puran*  
5 HANO street  
ALLSTON MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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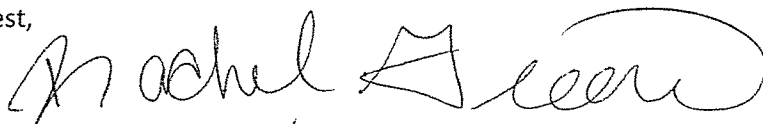
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Best,

  
Rachel Green  
33 Hano St.

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

Dear Ms. Hines,

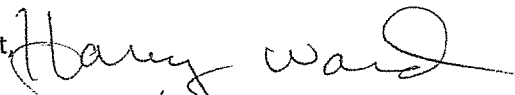
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Best,  
  
21 Hano St  
Allston Ma  
02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

Bessie Harris  
39 Hano St  
Allston Ma  
02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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21 HANO ST.  
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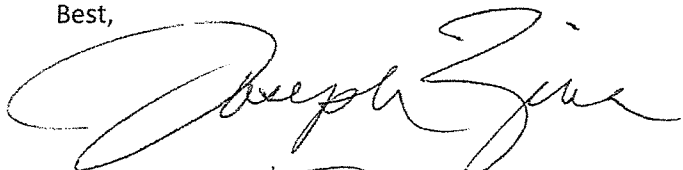
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Joseph ZINA

45 HANO ST ALLSTON  
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Jaling Kuang

19 hano street

Boston MA 02134



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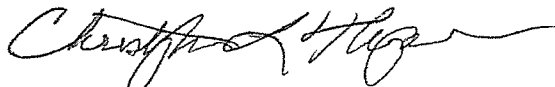
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57 Everett St unit k Allston, ma 02134

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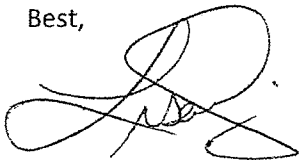
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LISA SMITH  
57 EVERETT ST.  
Unit L.  
Allston, MA 02134

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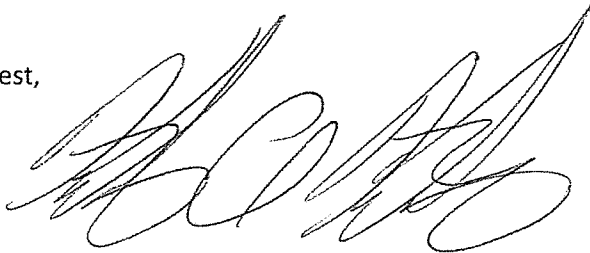
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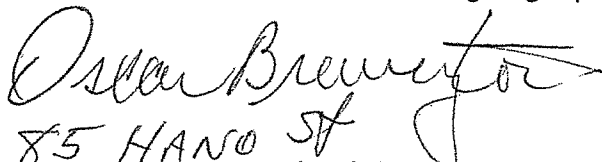
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Lily Lin



75 HANO STREET

ALLSTON



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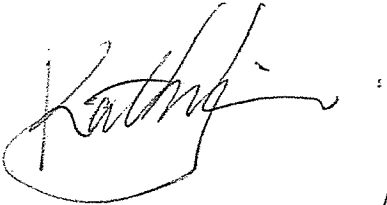
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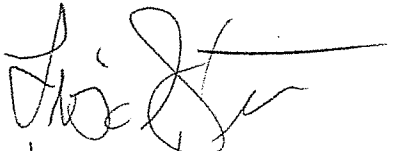
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636 Hano St

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Best,

  
63 D Everett St, Allston MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Tracy Mangham  
59 Everett St  
Allston, MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

  
28 Blaine St Allston

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

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Best,

Rafael Chan 51 HANO ST.  


Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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Best,

Galvez R Berrios  
34 Hano St  
Allston MA 02134

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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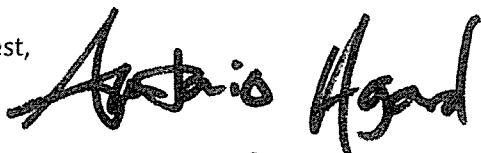
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53 Everett



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72 Hano Street  
H15M 02134

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16 Cleaveland Ave Allston MA 02134  
Casonya Harper

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Senior Project Manager, Development Review  
Boston Planning and Development Agency  
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Best,

Maria Bonilla

16 Hano Street

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Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

August 24, 2017

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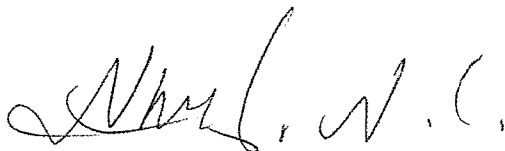
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16 HANO ST

ALLSTON

Casey Hines  
Senior Project Manager, Development Review  
Boston Planning and Development Agency  
One City Hall Square, Boston, MA 02201

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Best,

Sean Iv.

26 Blaine St., Allston, MA

SMorab



Emily Wieja <emily.wieja@boston.gov>

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## Fwd: 40 Rugg Road public meeting follow up

1 me age

Casey Hines <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:23 PM

----- Forwarded message -----

From: Joe Zina [REDACTED]  
Date: Thu, Aug 24, 2017 at 9:32 PM  
Subject: 40 Rugg Road public meeting follow up  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>, "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Hi Casey

We all met Michael Rooney at last night's meeting.

We are willing and able to be involved as property owners at 45 Hano Street, Allston as abutters with concerns for all the new development projects on Rugg Road, Braintree, Penniman, Emery streets.... as well as Stop and Shop future 1000 units

The developers and city need to know we have big concerns for allowing the creation of rental units vs. mixed and owner occupied units. Small 500 sq feet rental units for college and young professionals vs affordable owner occupied seems to be a trend that is flying through the approval of the city. At 40 Rugg Road the proposal to build 260+ units with 167 parking spaces is ridiculous for our existing neighborhood. Unrealistic planning for green space and dog walking areas is unacceptable. The infestation of RATS when demolition of old buildings to create new buildings happens and how badly it impacts the neighborhood is a growing problem here.

Keep me informed and I can voice my concerns at community meetings.

Joe Zina  
[REDACTED]

Bernie Toale  
[REDACTED]

--  
Joe Zina

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)



Emily Wieja <emily.wieja@boston.gov>

---

## Fwd: Rugg road public comment

1 me age

---

**Casey Hines** <casey.a.hines@boston.gov>  
To: "emily.wieja@boston.gov" <emily.wieja@boston.gov>

Sun, Oct 29, 2017 at 10:23 PM

----- Forwarded message -----

From: **Jacob Gilbertson** [REDACTED]  
Date: Wed, Aug 23, 2017 at 12:52 PM  
Subject: Rugg road public comment  
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Hello. This email is to address the proposed development in the Rugg Road area of Allston. I am very disturbed by the proposed development and the larger amount of development in the Allston Brighton area happening right now. The Rugg Road area in particular has long been a haven for the arts and music community in Allston and I believe the development should allow for some kind of a space within it to address the loss of the Rugg Road building before being allowed to move forward. Developments like this are exactly the kind of thing that kill arts and music in urban areas, and if the city keeps allowing development in such a way it will soon be a cultural wasteland. The lack of care for current residents in allowing such a development is maddening as well. The paltry number of "affordable" units proposed in this development will do nothing to offset the trends of rising rent and proliferating luxury developments at the expense of the vast majority of people who live in this area and don't want or need luxury apartments. They need normal, safe, and affordable housing. If this development has the word luxury in it, it should not be allowed to move forward. Luxury developments serve the wants of very few outside the community at the expense of the vast majority within it who are in desperate need of middle class, market rate or below housing. It makes me sick the complete absence of care that the city has shown this area by letting luxury developers run roughshod over the community here. You are selling us out to benefit the city coffers at the individual expense of many thousands of people in Allston Brighton and all over the city. I beg of you, don't sell the soul of this city to real estate speculators and developers! We love this neighborhood and want to stay. Please do the right thing.

-Jacob Gilbertson  
115 Franklin Street  
Allston MA

--  
**Casey Ann Hines**  
*Senior Project Manager*  
617.918.4244

**Boston Planning & Development Agency (BPDA)**  
One City Hall Square | Boston, MA 02201  
[bostonplans.org](http://bostonplans.org)

40 Rugg Road Public Comments via website form 2017-10-30

Date	First Name	Last Name	Organization	Opinion	Comments
8/2/2017	John	Powell	Allston Civic Association	Neutral	<p>This is a very large development with marginal parking imbedded in a site that is not well served by local streets or larger roadways. Brighten Avenue is already at maximum usage for approximately 16 of 24 hours. Rugg Road can hardly be called a street. The indicated parking is marginal for the occupancy specified. This building will be "over occupied." The history of the site and the adjacent schools and recent site development (New Balance) all indicate enormous pressure to over occupy individual units within this development.</p>
9/18/2017	John	Quatrala	Unbound Visual Arts	Neutral	<p>Since this site replaces what was for many years the Rugg Road Art Studios, and part of the Allston Arts District Arts District, it would be very fitting if some of the affordable units could become live/work spaces for artists. At one time the building was filled with emerging and accomplished artists and was the focal point of Allston Open Art Studios. As a non-profit arts organization, based in Allston-Brighton, we hear all time from artists looking for affordable work and living spaces. Perhaps those units could all be clustered together and a small public dedicated exhibit space also be included. Retaining artists in Allston-Brighton is one of the goals of Boston Creates and as such would be an excellent and fitting community benefit for this real estate development, if it is approved. Unbound Visual Arts would be pleased to be involved further as the review gets underway. Thank you.</p>



10/10/2017	Tim	Calderwood		Neutral	I would like to hear the plans to accommodate the increase in traffic and parking in Allston Village that will surely come with this large of a project. Additionally, what if any, improvements to outdoor community spaces will be made. Thank you.
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Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Project Comment Submission: 40 Rugg Road**

1 message

**kentico@boston.gov** <kentico@boston.gov>

Mon, Oct 30, 2017 at 5:51 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment\_email\_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2245

Form inserted: 10/30/2017 5:51:25 PM

Form updated: 10/30/2017 5:51:25 PM

Document Name: 40 Rugg Road

Document Name Path: /Development/Development Projects/40 Rugg Road

Origin Page Url: /projects/development-projects/40-rugg-road

First Name: Bob

Last Name: Pessek

Organization: Allston Civic Assoc., Homeowners Union of Allston-Brighton

Email: [REDACTED]

Street Address: 9 High Rock Way

Address Line 2: 1

City: Allston

State: MA

Phone: [REDACTED]

Zip: 02134

Opinion: Oppose

Comments: Good Day, There are two major deficiencies in the 40 Rugg Road: 1. It is too large (see the zoning violations), at a total of 262 units. The total number should be reduced to 200 units or less. This would reduce general congestion and afford more area for green space. 2. Equally damning is the total lack of homeownership opportunities--something sorely needed in Allston-Brighton. Thus, half of the units--100 or less--should be condos with deed restrictions that require owner occupancy. This is not some radical, untried suggestion, but what is being done in Boston and other cities. Also, the owner-occupied condos should have 3-bedroom units added to the mix. The design/style of the current plans suggest an over-sized shoebox. Homes should be welcoming; not bland structures that remind one of military barracks or student dorms. Finally, take a look at the steel-framed and concrete structure being completed on Penniman Road adjacent to the 40 Rugg Road proposals. Well-built, this is the kind of place where people will want to make a home. So, too big, no homeownership, time to get back to the drawing board.

PMContact: casey.a.hines@boston.gov

Project ID: 2564

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

We write on behalf of the Homeowners Union of Allston-Brighton (HUAB). The purpose of this letter is to provide comments concerning the above-referenced proposal.

HUAB does not believe this project should be approved as proposed. It needs significant modifications in order to have it correspond with the interests and needs of the Allston-Brighton community.

Below are our recommendations, with a rationale to support those points.

- We recommend a reduction in the density and scale of the project.

We advance this view because the current planned two buildings occupy almost the entire site. Reducing the density, massing and scale of the project would result in a number of improvements, including wider sidewalks, more green space between the buildings, and the planting of more and larger trees.

We recommend that the proposed buildings be reduced by one floor and that the upper floors of the buildings be setback from the street. This would produce a more attractive development, one that would promote residential stability.

- In keeping with our objective to increase owner-occupancy in Allston-Brighton, we recommend that the proposed project be changed so that it provides opportunities for owner-occupied housing.

We propose that the project's housing units be evenly divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units. The inclusion of condominiums is eased by the fact that the current proposal calls for two separate buildings at the site, and their size and massing can be easily adjusted to enable a mixed project (ownership and rental).

The inclusion of owner-occupied condominiums would respond directly to Allston-Brighton's declining homeownership rate. Allston has a troubling 10% owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent. To put it simply, Allston-Brighton would benefit significantly from enhanced residential stability.

To achieve the goal of increasing owner-occupancy housing in Allston-Brighton, we also recommend that the condominium units be deed restricted or otherwise legally structured to prevent them from being acquired by investors and turned into rentals. This provision for deed restricted condo units also will make the building more attractive to individuals/families who want to put down roots in Allston-Brighton; this corresponds to one of HUAB's central goals.

We also stress that this project will set an important precedent for future housing development in Allston-Brighton. The neighborhood would be ill served by the current proposal for exclusively rental housing.

Our recommendation for the inclusion of condo units in the Rugg Road development would complement the adjoining 20 Penniman Road project, an exclusively condominium project that is now under construction.

The current proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site is an inadequate response to the current crisis relating to owner-occupied housing in Allston-Brighton. As the developer noted, this commitment would produce just 5 owner-occupied units. An acceptance of this proposal by the BPDA and City would produce the following negative outcome: the creation of 261 rental units and the creation of 5 owner-occupied units at some point in the future. As a consequence, this proposal actually reduces Allston's troubling 10 percent owner-occupancy rate. Therefore, we do not support the creation of a \$1.5 million fund to create 5 units of owner-occupied housing at another location.

- In keeping with our focus on residential stability, we recommend that the developer enter into an agreement with the BPDA that would prevent renters or condo owners from using their units primarily or exclusively for short-term rentals associated with services like Airbnb.
- We ask that the BPDA project reviewers ensure there is a pick-up/drop-off area for taxis, Ubers etc. as well as off-street access to the project by moving trucks, delivery trucks, and garbage trucks. The current proposal lacks attention to this important issue.
- We ask the BPDA and the developer to devote attention to traffic calming measures on the surrounding streets, and especially near the adjacent public park.
- We ask the BPDA to take the appropriate steps to ensure that the developer place all utility lines underground at the site, so public sidewalks are free of utility poles.

We thank you for your attention to this letter.

Sincerely,

October 31, 2017

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. **As such, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

Sincerely,

Mary Taylor  
116 Franklin Street #2  
Allston, MA 02134



Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**40 Rugg Rd proposal**

1 message

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**Nancy O'Hara** [REDACTED]  
To: "Casey A. Hynes" <Casey.A.Hines@boston.gov>

Tue, Oct 31, 2017 at 1:55 PM

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

We do not believe this project should be approved as proposed. It needs significant modifications in order to have it correspond with the interests and needs of the Allston-Brighton community.

We are in agreement with the points made by our civic group HUAB re the problems with this 40 Rugg Rd Development.

Sincerely,

Mike and Nancy O'Hara

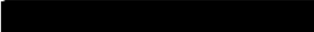


Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Allston Housing**

1 message

**matthew woellert** 

Tue, Oct 31, 2017 at 2:56 PM

To: casey.a.hines@boston.gov

Dear Ms. Hines,

My name is Matthew Woellert, I am an Artist and Musician who has lived in Allston for the past 9 years. I have worked as an artist for years I taught in public schools, traveled the country teaching/performing puppetry, as well as playing music. Allston has been a wonderful place to call my home for the past 9 years, and as much as I enjoy seeing the neighborhood grow and flourish it also brings with it a handful of negative things: the spikes in rent, as well as the loss of long standing community art spaces. It is so very unfortunate that as an artist the number one threat to your ability to live in a neighborhood is when people start spending money to fix up old buildings or cracked sidewalks. I have been priced out of every apartment I have lived in in this city, and I know it is only a matter of time before it happens again.

I am writing to you regarding the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. **As such, we recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

Sincerely,

Matthew Woellert

53 Brentwood St.

Allston Ma 02134

October 31, 2017

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston, with the Rugg Road Studios at 40 Rugg Road, and community artist space at 28-32 Rugg Road.

Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live.

Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing.

**As such, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

Thank you,



Ross Miller  
107 Franklin Street,  
Allston, MA 02134  
[www.rossmiller.com](http://www.rossmiller.com)

**Additional Note:** Currently my work is as a public artist. Local project include: Original Shoreline between City Hall and Faneuil Hall; Harbor Fog on the Greenway; and the annual net starlight winter decorations (for 30 years) in Downtown Crossing.

As a young artist, just beginning my career, I had a studio at 40 Rugg Road for 14 years. (1982-1996) At that time the building supported a community of working artists, designers, photographers, writers, and theater professionals.

Affordable working and live-work studios are essential in the diverse mix of housing needs in Allston, and contribute greatly to the vitality, safety and stability of the community.





Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Rugg Road development, Allston**

1 message

**Chris Fitch** [REDACTED]

Tue, Oct 31, 2017 at 4:41 PM

To: casey.a.hines@boston.gov

October 31, 2017

Casey Hines

Boston City Hall

1 City Hall Ste 242

Boston, MA 02201

Dear Ms. Hines,

I am writing to you in regard to the proposed development at 40 Rugg Road. The Rugg Road area has long been a haven for artists and musicians in Allston with the Rugg Road Studios at 40 Rugg Road and community artist space at 28-32 Rugg Road. Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development.

Although we appreciate the developers' inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a stronger effort to provide physical artist space in the project to replace the space they are removing. **As an alumnus of such a rich hive of creative activity, I am recommending that there be dedicated affordable live-work units on-site and that they permanently remain dedicated to artists.**

Sincerely,

Chris Fitch

23 Jason Street

Arlington, MA, 02476

CF Design

[www.chrisfitchdesign.com](http://www.chrisfitchdesign.com)  
[REDACTED]

Sent via satellite....



161 Harvard Avenue, Suite 11  
Allston, Massachusetts 02134  
Telephone: 617.254.7564  
Fax: 617.254.2442  
mainstreets@allstonvillage.com  
www.allstonvillage.com

October 31, 2017

Casey Hines  
Boston City Hall  
1 City Hall Ste 224  
Boston, MA 02201

Dear Ms. Hines,

I am writing this letter on behalf of Allston Village Main Streets and our Board of Directors. We are a local non-profit dedicated to protecting and promoting the vitality Allston Village, serving the needs of the community, and assisting the businesses of Allston in their success. We view this development as a significant project that will shape further development in this section of our neighborhood. In this comment letter you will find a number of suggestions that we hope will be addressed in this proposal so that this development can live up to its potential and so our neighborhood can continue to thrive.

- **We recommend that 25% of the affordable units be live-work spaces for artist and that they be permanently dedicated to arts.** Arts and culture has been an integral part of this community, especially on Rugg Road. This project includes builds that were once artist spaces and there needs to be a stronger effort to provide physical artist space to replace what they are removing.
- **We recommend that the green space be redesigned to be more public facing and less hidden within the development.** Allston Village, especially this industrial corner of the neighborhood, is severely lack in green open space. It's essential to building healthy, livable cities and great improves the quality of life for all residents and neighbors. We appreciate the public access, but as currently designed is simply a visual amenity for their private residents.
- **We request that the developer commit to working with AVMS to find a commercial tenant that fits the need of the residents and the community and one that will set a precedent to enliven an up-and-coming corridor.** We also ask that the commercial tenant be one that values hiring locally.
- **We request that the developer designate on-site parking for employees and business owners.** This is crucial in helping to alleviate parking availability strains in the neighborhood.
- **We would like to see a designated loading dock on-site for commercial vehicles.** The surrounding streets are far too narrow. It is unsafe for pedestrians, cyclists, and motorists to have commercial vehicles parking on the street.

Allston Village Main Streets looks forward to continuing a dialogue on this development and working in partnership with the developer to ensure the best possible outcome for the neighborhood.

Sincerely,

A handwritten signature in black ink that reads "Emma Walters".

Emma Walters  
Executive Director



Casey Hines &lt;casey.a.hines@boston.gov&gt;

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**Comments on 40 Rugg Road Allston Proposal**

1 message

Paula Alexander [REDACTED]

Tue, Oct 31, 2017 at 5:45 PM

To: Casey Hines &lt;Casey.A.Hines@boston.gov&gt;

Cc: Kevin Honan &lt;kevin.honan@mahouse.gov&gt;, Michael Moran &lt;Michael.Moran@mahouse.gov&gt;, Mark Ciommo &lt;mark.ciommo@boston.gov&gt;, "warren.oreilly@boston.gov" &lt;warren.oreilly@boston.gov&gt;, [REDACTED]

October 31, 2017

Ms. Casey Ann Hines  
Boston Planning and Development Agency

Re: 40 Rugg Road development proposal

Dear Ms. Hines:

I am writing to provide comments on this proposed development in Allston. As a long-time resident of Allston, I vote for this proposal to not be approved in this form. It is much too dense and will further make traffic even more of a problem in the Allston-Brighton neighborhood. I suggest that a detailed traffic study be done to provide further information and suggestions for improvement in this area. Just adding more buses will not solve the problem. As it stands now, following the Route 66 MBTA bus line from Dudley, to Harvard Ave, Cambridge Street, North Harvard Street, through Harvard Square, multiple buses, autos, trucks, construction vehicles are stacked up on this route with nowhere to go. I can see the cause of this problem on the streets in our community is the result of allowing real estate companies to over-build with no regard to these adverse consequences.

The design and architecture leaves much to be desired. There are no attractive features on the exterior of the buildings and a re-design should be made to improve the appearance and not detract from the neighborhood.

The Homeowners Union of Allston Brighton have provided a number of excellent suggestions to improve on this over-development. Careful consideration and action should be taken in order to provide a better quality of life for the residents and businesses in the neighborhood.

Thank you for your consideration.

Sincerely,

Paula Alexander  
Allston resident

cc: Eileen Houben, Secretary, Homeowners Union of Allston-Brighton  
Representative Kevin Honan, Representative Michael Moran, Senator Will Brownsberger, City Councilor Mark Ciommo and Warren O'Reilly, Mayor's Office of Neighborhood Services, Allston-Brighton Liaison

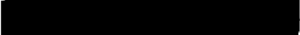


Casey Hines &lt;casey.a.hines@boston.gov&gt;

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## 40 Rugg Road comments

1 message

**Kirsten Ryan** 

Tue, Oct 31, 2017 at 9:07 PM

To: Casey.A.Hines@boston.gov

Cc: Mark Ciommo &lt;mark.ciommo@boston.gov&gt;, warren.oreilly@boston.gov

Dear Ms. Hines

I'm writing to echo my strong support for the comments of the Homeowner's Union of Allston-Brighton (attached letter) on this development.

The pace and scale of developments in our neighborhoods is unprecedented and alarming.

Homeownership promotes strong neighborhoods and A-B is fighting a losing battle. We need the city and the BPDA to slow this progression. This project should provide significant owner-occupied deed restricted units-- on site- not off site at some future date and place.

Furthermore the height, density is overwhelming and should be scaled back to allow for wider sidewalks and street trees. Lastly, I'm concerned about affordable housing and I think the project % affordable units should be raised to 20%.

Thank you

Kirsten Ryan

9 Oakland Street Brighton

**huab-Rugg Rd final.doc**

34K



Casey Hines &lt;casey.a.hines@boston.gov&gt;

## "Allston Residents want homeownership for 40 Rugg Road" (Allston Bulletin)

1 message

Eva Webster

Wed, Nov 1, 2017 at 12:25 AM

To: Casey Hines &lt;Casey.A.Hines@boston.gov&gt;

Cc: Brian Golden <brian.golden@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Rooney <Michael.Rooney@boston.gov>, Jerome Smith <jerome.smith@boston.gov>, Warren O'Reilly <warren.oreilly@boston.gov>, Mark Ciommo <mark.ciommo@boston.gov>, Tony Disidoro, Pete Leis, HUAB-BOARD, Bill Conroy <william.conroy@boston.gov>

Dear Casey —

There was an article in the Allston Bulletin newspaper a while ago that reported on the BPDA public meeting regarding 40 Rugg Rd. that was held late last summer. I thought I would forward you the link (see below). I also pasted the article in its entirety farther down, and highlighted in yellow some key passages (what seemed most important to me).

I hope the BPDA takes this information into account when decisions about the 40 Rugg Rd. proposal are made.

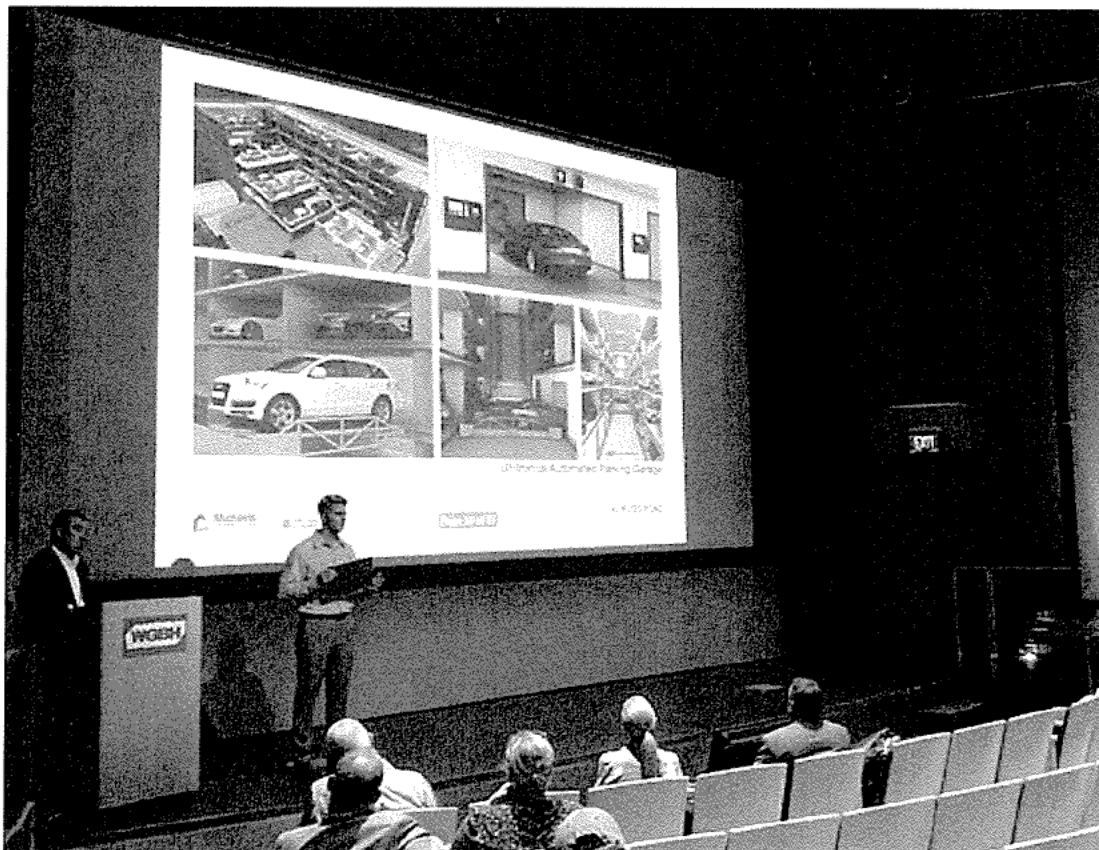
Sincerely,

Eva Webster

### Fwd: Allston Residents want homeownership for 40 Rugg Road

<http://bulletinnewspapers.com/23513/298301/a/allston-residents-want-homeownership-for-40-rugg-road>

August 30, 2017 | By Jeff Sullivan



*Allston and Brighton residents both said they don't want more rentals in their respective neighborhoods until more homeownership is created.*

About 30 residents came by last week's Boston Planning and Development Agency (BPDA) meeting for the proposed redevelopment of 40 Rugg Rd.

The project would have significant hurdles to cross on its own – due to its required change of use from industrial zoning to residential and various other zoning variances – but residents are also concerned that this project is all rentals, with no home ownership component.

“I see no homeownership we which we really need out here, desperately I'd say,” said resident Bob Pessek. “I see all we've gotten before, land boxes, and I think it's a little too big.”

The proposal calls for 261 rental units, and would take up an envelope of 248,088 square feet, with an automated parking structure of 46,350 square feet. The automated parking structure – which would use a lift system similar to what is currently happening in New York City – would also have 168 spaces.

The project would require variances for the parking structure, since it is not considered regular parking by the zoning code. The building is also too high for the zoning code at 60 feet, and has a floor to area ratio (FAR) of 3.6 in an area zoned for 1.0 (though it was mentioned in the Project Notification Form that a recent planning study from the city recommended that the FAR be in the range of 1.25 to 3.25) and a height limit of 60 to 110 feet (whereas the zoning code stipulates a height of 35 feet). The project would, at a height of 69 feet, also need a variance for height.

Allston Brighton Community Development Corporation (ABCDC) board member Anthony D'Isidoro pointed out that while the community has its own problems with this particular project, the fact that it has been piled on to so many other projects in the area has them concerned about traffic safety.

“My biggest concern, and this isn't really directed at this development team specifically, it's more a question to the BPDA,” he said. “Unlike the New Balance development, where you had a pretty substantial site with one developer as part of that project, the community did a great job of insisting taking a commercial area and transforming it into a residential/office area and with the extra pedestrian traffic, bicycling and car traffic what have you, there was a need to transform the streets that were built primarily for commercial to a more residential use. The dilemma we have here is we have a site area Braintree Street, Everett Street, Cambridge Street, Franklin Street, that is undergoing transformative change.”

D'Isidoro went on to say that the entire area would need to be changed, as there is also a development within the property (20 Penniman) already under construction, with many nearby developments.

“More than ever with this site this is going to be a primarily residential location and what assurances does the community have that the city is going to look at the entire street grid of this large site and ensure that a complete street strategy is implemented based on sidewalks, roads, turn radiuses, bump-outs, you name it, to make it safe?”

Boston Transportation Department (BTD) Senior Transportation Planner Bill Conroy was at the meeting, and said the department is looking intensely at the area.

“We know there've been massive changes along that corridor,” he said. “So we're looking at how we're going to reform that streetscape and we're working with the different developers on that.”

For instance, Conroy said they are looking at the intersection of Denby and Braintree streets to see if making Cambridge a one-way street down to Denby makes sense. He added that the proposed 1,000-unit development at 60 Everett St. at the former Stop and Shop had not been in their plans before it was proposed.

“We thought it was going to be a supermarket there, not a small town,” he said. “So we really have to roll up our sleeves and think how the whole street grid is going to work... We have a map showing all of the projects coming together, so it's not going to be a perfect storm.”

Residents were also concerned about the affordability aspect of the project. Representative for the development team Daniel Cence said they would be adhering to Boston Mayor Marty Walsh's inclusionary development policy (IDP) to have 13 percent of the units be designated affordable within 70 percent of the area median income (AMI). But resident Christine Varriale pointed out that the AMI of the area is skyrocketing, and many cannot afford the affordable units.

“Who do you think this development is for?” she said. “Who do you think are the people who are going to live here, because

it's definitely not the people of Allston Brighton. People are going to move because they can't afford to stay in developments like this, how are we going to have neighborhood stability if everyone's going to move?"



City of Boston mail - RE: 40 Rugg Rd. Development proposal  
Casey Hines <casey.a.hines@boston.gov>

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## RE: 40 Rugg Rd. Development proposal

1 message

Eileen Houben [REDACTED]

Fri, Nov 3, 2017 at 5:09 PM

To: casey.a.hines@boston.gov

Cc: Kevin.Honan@mahouse.gov, Michael.Moran@mahouse.gov, Will Brownsberger [REDACTED], mark ciommo <mark.ciommo@cityofboston.gov>, warren.oreilly@boston.gov, brian.golden@boston.gov

Dear Ms. Hines:

We feel the current proposal is not good for Allston-Brighton or Boston.

It is too dense, too high, too large an FAR & footprint. It is adding apt.s when there is a much greater need (and the current market supports this) for condos and owner-occupied homes in Allston & Brighton. There is not enough green space - we need more, not less, for quality of life.

The current development proposals & construction, even before this one, are adding to the congestion not only in AB but in all of Boston <cf Senator Brownsberger's website> and no one has been willing to plan first what's needed, and then invite developers to meet those needs. Instead, the community is fighting a losing battle on countless fronts against what developers ask for. Their plans go into the BPDA system and then we're always on defense. Instead, there should be planning what's needed & having developers go to the community before a lot of money has been put into plans. Or the BPDA should **maintain** the carefully worked on zoning of our community by rejecting proposals that require major variances, especially when there is no exceptional need shown (as required by the article 51 zoning) but has not been the case for most of the granted variances of the past 2-3 yrs of projects.

Thank you,  
Eileen & Jeffrey Houben  
residents of Corey Rd >40 yrs



**APPENDIX C**  
COMMENTS FROM THE IMPACT ADVISORY GROUP

Casey Hines  
Boston City Hall  
1 City Hall Ste 242  
Boston, MA 02201

October 31, 2017

Dear Ms. Hines,

The 40 Rugg Road Impact Advisory Group (IAG) views this as a significant project that will shape future residential development within this former industrial area of Allston. As such, the BPDA and other city agencies, for example the BTDA, need to devote considerable care in evaluating the merits of this proposal. This project will set an important precedent for future development in this area and should conform to the guidelines of the Guest Street Area Planning Study. A properly designed building that meets the needs of the Allston-Brighton community, therefore, has the potential to lead to a well planned residential district in this part of Allston.

Given significant concerns that are developed in our subsequent discussion, **the IAG does not support the project as it is currently proposed.** We hope our comments help to inform a planning process that produces a project that better reflects the needs and interests of the Allston-Brighton community. We remain committed to working with the developer and the BPDA to produce this outcome.

Below we have listed a number of concerns and suggestions related to the building itself, the impact on the immediate community, and the impact on the broader Allston-Brighton neighborhood.

## **Building Structure and Occupancy**

### **1) Density:**

This project has a Floor Area Ratio of 3.6, which is above the Brighton Guest Street Area Planning Study recommendations of 1.25 to 3.5 (and well above the current zoning of maximum FAR of 1.0). **We recommend the FAR be no more than 3.0**, which would allow density without placing as much of a burden on the lot and limit the population increase on the surrounding neighborhood and existing streetscape and traffic. We believe the current design will create an imposing presence on this corner, and while understanding the motives of the developer to maximize their development for efficiency and profit, we also view this corner as a crucial component of how Braintree Street will function. When compared with the current proposal, a FAR of no more than 3.0 will lessen strain on a neighborhood that was never designed for such density.

To achieve a more balanced FAR that is closer to the ideals of the neighborhood, **we would like to see this project decreased in height by one story across the whole project, and to have setbacks in the final story to lessen the perception of an overbuilt lot.** The current design of six stories is out of step with the surrounding neighborhood of three-story townhouses along Hano Street. The current design is also one-story higher than the adjacent condo building at 20 Penniman, and two-and-one-half stories higher than the adjacent project at 30 Penniman. A shorter building would cast shorter shadows on the neighboring city park and homes in the Hano Street neighborhood.

Furthermore, the proposed building's edges comes up against the sidewalks on Penniman Rd, Rugg Rd, and Braintree St to create a narrow sidewalk, specified by the developer as a 5' pedestrian zone and 1'6" furnishing zone. This is the **minimum** pedestrian zone as defined in the City of Boston's

Complete Streets Guidelines for a Neighborhood Connector road. Instead, **the IAG would like to see the preferred guidelines for pedestrian zone be met, with significant setbacks from the sidewalk to create a 15'6" preferred sidewalk zone**, which includes a 8' pedestrian zone, a 2' frontage zone, and a 5' greenscape/furnishing zone. Since the developer plans to rebuild the sidewalks along these streets to make them ADA compliant, we see no reason for the developer not to build to the preferred standard.

To accomplish a greater setback from the sidewalk, we also recommend **increasing the accessible green space on the surrounding landscaping, which may require redesigning the public green space to be facing the streets** rather than being hidden within the development. This whole lot, and indeed this former-industrial corner of Allston as a whole, deserves to be "greened" through the **addition of substantial street trees** while still allowing for 5' of passable sidewalk. The developer should also improve the condition of the sidewalk by **incorporating street lighting** into the streetscape redesign.

### **2) Affordability**

The median income of Allston/Brighton is \$52,362. Given the current market rate for housing and the proposed rent for this development, most neighbors in Allston/Brighton would be spending more than 50% of their annual income on this housing. As we experience one of the region's most expensive housing markets, **we recommend that the developers increase the percentage of their affordable units to 20% of the development.** This inclusion rate has worked successfully in Cambridge without discouraging development.

### **3) Artist Space**

Arts and culture has been an integral part of this community for several decades and is one of the main reasons our neighborhood is such a dynamic and attractive place to live. Unfortunately, given the desirability of our neighborhood, artists in our community continue to be displaced by climbing real estate prices, rent, and demolition of artist space for residential development. Although we appreciate and applaud the developers inclusion of public art in the proposal and their collaboration with Artists for Humanity, there needs to be a better effort in providing actual physical artist space in the development to replace the space they are removing. **We recommend that 25% of the affordable units be live-work spaces for City of Boston certified artists and that they be permanently dedicated to artists.**

### **4) Unit composition**

The development as proposed includes 94 studio, 105 one-bedroom, and 62 two-bedroom apartments. With the majority of units being 1-bedroom units or fewer, **we recommend a significant increase in the number of 2-bed apartments as well as the addition of 3-bed apartments.** Apartment size, number of bedrooms, and apartment layout should be conducive for family living. There should be an option for families and those interested in creating roots and stability in this neighborhood.

### **5) Homeownership**

**We recommend that the project's housing units be divided into 50 percent condominium units designed for owner-occupants and 50 percent rental units.** The fact that the current proposal calls for two separate buildings at the site makes it easier to include condominium units.

This recommendation responds directly to Allston-Brighton's declining owner-occupancy rate. Allston has a very low 10 percent owner-occupancy rate, while Brighton's owner-occupancy rate has declined

from 26.8 percent in 2010 to 22 percent in 2017. These owner-occupancy rates compare unfavorably to the city-wide average of 34 percent.

To ensure the goal of increasing owner-occupancy housing in Allston-Brighton, **we also recommend that the condominium units be deed restricted.** This would produce owner-occupied units rather than condominiums units purchased as an investment. The provision for deed restricted condo units also will make the building more attractive to individuals/families who want to live in Allston-Brighton for an extended period of time.

The proposal by the developer to commit \$1.5 million to fund owner-occupied housing at another site, while well intentioned, is an **inadequate response to the lack owner-occupied housing in Allston-Brighton.** As the developer noted, this commitment would produce 5 owner-occupied units. An acceptance of this proposal by the City would produce the following negative result: the creation of 261 rental units and the creation of 5 owner-occupied units at some point in the future. As a consequence, this current proposal, if accepted, would actually reduce Allston's troubling 10 percent owner-occupancy rate.

6) Environmental Standards. **We encourage the developer to attain LEED gold status** which further demonstrates commitment to building residents and A-B environment.

## Immediate Neighborhood

### 1) *Parking*

Though the parking ratio of 0.64 is in-keeping with the current demographic of car ownership amongst renters in Allston, this project seems to have no disincentive for its car-owning residents to obtain a free on-street permit from the City of Boston and park on city streets. Adding on-street parkers will create an undue burden along Penniman Rd and Hano St, a neighborhood already strained for current residents who have no access to a private parking garage. If this is deemed to be the case, the developer should offer certain parking amenities, such as space in their private parking garage, to the surrounding neighbors of the Hano St neighborhood at a subsidized rate. **After the building attains full occupancy, we recommend that the developer track and share usage and occupancy rates for the onsite garage and work with the BPDA and BTM to offer available garage parking to the neighborhood residents.**

The main vehicle access points to the development should be designed in a way that minimizes trips taken down Penniman Rd and through the Hano St neighborhood. To this end, **the entrance/exit to the parking garage should be relocated away from Penniman Rd, and we recommend that all vehicle trips to the development occur either directly from Braintree St or from Rugg Rd/ Denby Rd.** The current proposal has the parking garage access immediately adjacent to the city park, which will bring excessive car traffic to an (neighborhood) area where children play.

### 2) *Penniman Park*

The IAG appreciates the developer has offered to dedicate \$60,000 for improvements of Penniman Park and we agree that updating this park would benefit the residents of this community. After some research, needed improvements to a city park could cost \$200K to \$400K including ongoing maintenance. An initial fund of \$85,000 with an additional \$20,000 a year for a maintenance and improvements fund for Penniman Park is more realistic.

Two examples of much-needed safety-related improvements in the park include a) the addition of a police call box and b) lighting improvements in and around the park would be highly appreciated. These improvements would significantly decrease drug dealing and increase the quality of life for this community.

These improvements will help demonstrate the developer's commitment to the A-B community and to the residents of the area. Please keep in mind new and old residents would greatly appreciate and benefit from all these improvements.

### 3) Rodent Mitigation

The IAG assumes the developer will perform the normal rodent abatement procedures during construction. Additionally, the **IAG encourages the developer to perform ongoing rodent mitigations** in the neighborhood (defined by Braintree-Cambridge-Hano-Everett Strs) such as professional abatements and purchasing appropriately constructed trash and recycle bins for all non-commercial residents.

## Allston Brighton

### 1) Transportation

**We recommend the developer become a member of the Allston-Brighton Transportation Management Association (ABTMA)**, which is an organization that provides transportation alternatives and facilitates non-single-occupancy-vehicle trips for its members. By becoming a member, the developer will bolster transportation improvements throughout Allston and Brighton, and will also gain access to the amenities provided by the ABTMA, such as shuttle buses, investment in public transit, bicycle education and repair services, and other mode-sharing opportunities.

However, the IAG also acknowledges that the ABTMA is a private, third-party organization which can only fill some of the gaps we face in our public transit, and the developer should not rely solely on any private organization to provide transportation solutions to our congested streets without also making significant investments in the MBTA. **The developer should also financially support specifically the 57, 86, and 64 MBTA bus routes, the Green Line B-Branch, and the Framingham/Worcester Commuter Rail Line.** We realize the failings of the MBTA are a greater problem that cannot be solved by one development, however, we hope to inspire the City of Boston to follow the lead of nearby examples such as Kendall Square by creating a standard where all developments must financially support local public transit in order to improve service throughout the neighborhood, thereby, increasing capacity and quality of service.

The developer should also have public ZipCars (or other public car-sharing) available on-site. The current proposal does accommodate car-sharing, but only for its residents which does little to benefit the greater Allston neighborhood.

### 2) Jobs for A/B residents.

The IAG reminds the developer and the BPDA of the importance of creating construction jobs that provide a working-wage for Allston-Brighton residents. **We also recommend that 2 of the 4 permanent jobs created by the development go to Allston-Brighton residents.**

Thank you for the consideration of this letter. We look forward to working with the developer, the BPDA and other city groups to create a project of which we can all be proud.

Signing Members of the 40 Rugg Road Impact Advisory Group

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