

Supplemental Information

5 Washington Street



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

Submitted by:
Five Washington Square Owner LLC
257 Highland Avenue
Needham, MA 02494

Prepared by:
Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754

In Association with:
Stantec Architecture
Mel Shuman Law
Howard Stein Hudson
Bohler Engineering
RW Sullivan Engineering
McPhail Associates, LLC

May 18, 2018

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Table of Contents

Table of Contents

1.0	PROJECT INFORMATION	1-1
1.1	Introduction	1-1
1.2	Development Team	1-1
1.3	Project Description	1-2
	1.3.1 Project Site	1-2
	1.3.2 Proposed Project	1-2
1.4	Public Benefits	1-12
1.5	City of Boston Zoning	1-15
1.6	Legal Information	1-16
	1.6.1 Legal Judgments Adverse to the Proposed Project	1-16
	1.6.2 History of Tax Arrears on Property	1-16
	1.6.3 Site Control/ Public Easements	1-17
1.7	Anticipated Permits	1-17
1.8	Community Process	1-18
2.0	RESPONSE TO COMMENTS	2-1
2.1	Introduction	2-1
2.2	Responses to the Main Concerns Raised in the Public’s Comment Letters	2-1
	2.2.1 Homeownership	2-1
	2.2.2 Density and Height	2-1
	2.2.3 Corey Road Setback	2-2
	2.2.4 Affordable Housing	2-2
	2.2.5 Traffic and Loading	2-2
	2.2.6 Transit Capacity	2-2
	2.2.7 Parking	2-2
	2.2.8 Retail Space	2-3
	2.2.9 Additional Comments	2-3
	2.2.10 Comment Letters Received	2-7
2.3	City of Boston Agency Comments	2-9
2.4	Impact Advisory Group Comments	2-18
2.5	Letters of Support	2-21

List of Appendices

Appendix A	Site Survey	
Appendix B	BPDA Request for Supplemental Submission	
Appendix C	Copies of Comment Letters Received	

List of Figures

Figure 1-1	Aerial Locus Map	1-3
Figure 1-2	Existing Conditions	1-4
Figure 1-3	Existing Conditions	1-5
Figure 1-4	Existing Site Plan	1-6
Figure 1-5	Proposed Site Plan	1-8
Figure 1-6	Second Floor Plan	1-9
Figure 1-7	Third and Fourth Floor Plan	1-10
Figure 1-8	Fifth Floor Plan	1-11
Figure 1-9	View from the Corner of Washington Street and Corey Road	1-13
Figure 1-10	View from Corey Road	1-14

List of Tables

Table 1-1	Project Program	1-7
Table 1-2	Anticipated Permits and Approvals	1-17

Chapter 1

Project Information

1.0 PROJECT INFORMATION

1.1 Introduction

On January 12, 2018, 5 Washington Square Owner LLC (the Proponent) submitted an Expanded Project Notification Form to the Boston Planning and Development Agency (BPDA) outlining a proposal for the approximately 43,500 square foot (sf) site (the Project site) at 5 Washington Street in Brighton. The proposal includes the construction of a new residential building with ground floor retail space (the Project). After submitting the Expanded PNF, the Project team met with the Impact Advisory Group (IAG) and community, as well as with the BPDA, City agencies, and elected officials. On April 25, 2018, the BPDA issued a request for supplemental information. This Supplemental Submission is being submitted in response to that request.

1.2 Development Team

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Civil Engineer:	Bohler Engineering 352 Turnpike Road Southborough, MA 01772 (508) 480-9900 Stephen Martorano Zachary Richards
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Geotechnical Consultant:	McPhail Associates, LLC 2269 Massachusetts Avenue Cambridge, MA 02140 (617) 868-1420 Scott Smith

1.3 Project Description

1.3.1 *Project Site*

The Project site is an approximately 43,500 sf site located in Brighton, and is bound by Bartlett Crescent to the east, Washington Street to the south, and Corey Road to the west. The site currently includes a gas station, a service station, approximately 22,000 sf of office space, and approximately 120 parking spaces. See Figure 1-1 for an aerial locus map and Figures 1-2 and through 1-3 for photographs of the existing conditions on the Project site. Figure 1-4 presents the existing site plan.

1.3.2 *Proposed Project*

The Project, as shown in Table 1-1, is an approximately 131,500 sf, five-story residential building that includes approximately 110 units and approximately 12,500 sf of ground floor retail. It is anticipated that approximately 1,000 square feet of the retail space will be designated as local retail, and leased at a discounted rate. The development team has been



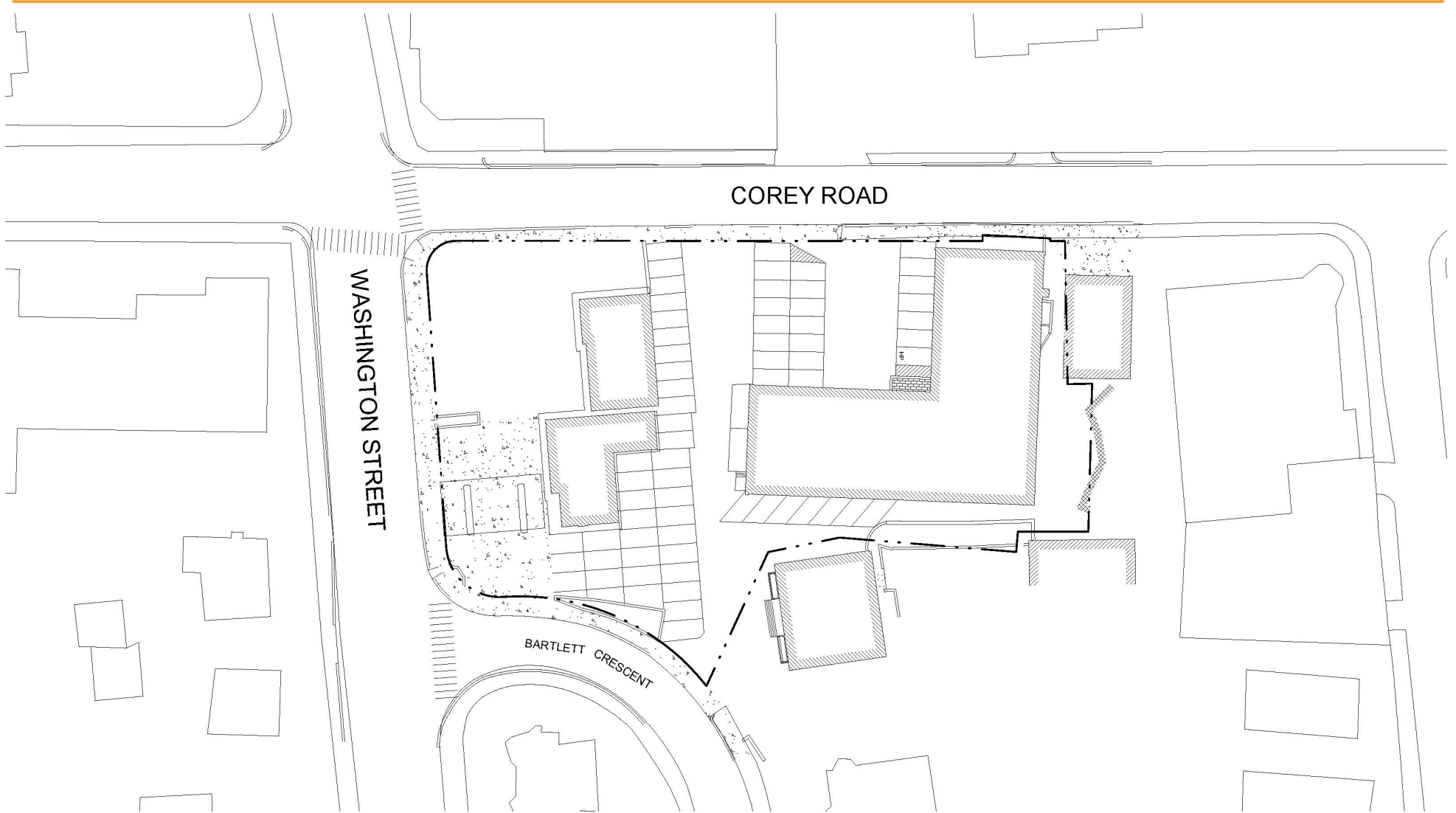
5 Washington Street Boston, Massachusetts



5 Washington Street Boston, Massachusetts



5 Washington Street Boston, Massachusetts



218421037



5 Washington Street Boston, Massachusetts



Figure 1-4
Existing Site Plan

pursuing several retail options, and there is potential for the retail space to be used as a pharmacy. The residential units will contain a mix of studios, one, two and three-bedroom apartments. The Project includes 104 parking spaces with 25 enclosed spaces at grade and 79 spaces below-grade.

Enclosed, secure storage for 110 bicycles will also be provided on the Project site for the residential units, and an additional 4 for the retail space. The Project will also contain a bicycle maintenance facility for the residents that will be conveniently located on the ground floor. Additional outdoor bicycle racks will be provided and will be accessible to visitors to the site. Loading, deliveries and trash collection will take place off the street inside the at-grade level of the parking garage. A ground floor lobby, leasing offices, and common spaces on the second floor of the building that open out to a small landscaped area facing Brookline to the south are also included.

Table 1-1 Project Program

Project Element	Approximate Dimension
Residential	110 units
Retail	12,500 square feet
Floor Area, Gross*	131,500 square feet
Parking	104 spaces
Zoning Height/Stories	70 feet/five stories
Parcel Area	43,500 sf
FAR**	2.55

*Floor Area, Gross as calculated per the Code. In accordance with the Code, the gross floor area excludes the garage space located in the basement, but includes the garage space located at grade.

**FAR as calculated per the Code. In accordance with the Code, floor area required to meet the off-street parking requirements of the Code is excluded for purposes of calculating FAR. Under Section 51-56 of the Code, parking requirements are determined through review of the Project under Article 80. Accordingly, all parking areas, including those located at grade, have been excluded in calculating FAR since the parking ultimately approved for the Project during the Article 80 process will be required to meet the requirements of the Code.

The Project’s parking spaces located in the building will be accessible from Corey Road. The entrance to the retail space will be at the intersection of Washington Street and Corey Road, a convenient and visible location for both pedestrians and automobiles. The residential entrance will be located on Washington Street adjacent to a new landscaped open space. All existing curb cuts on Washington Street will be closed. See Figure 1-5 through 1-8 for a site plan and updated floor plans.

The Project will transform a blighted site currently used for a gas station and offices into a distinctive residential building with ground floor retail space and related sidewalk improvements and landscaping. Rather than the constant flow of cars entering and exiting the site from multiple curb cuts as is typical of a gas station, the Project will result in an active pedestrian environment with a single curb cut, more suitable to this thriving residential



5 Washington Street Boston, Massachusetts



5 Washington Street Boston, Massachusetts



5 Washington Street Boston, Massachusetts



Figure 1-7
Third and Fourth Floor Plan



5 Washington Street Boston, Massachusetts

neighborhood. As part of the Project, the Proponent will bring all abutting sidewalks and pedestrian ramps to the City of Boston standards in accordance with the Boston Complete Streets design guidelines. This will include the reconstruction and widening of the sidewalks where possible, the installation of new, accessible ramps, improvements to street lighting where necessary, planting of street trees, and providing bicycle storage racks surrounding the site, where appropriate.

As a result of the community process, the sidewalks along Corey Road will be increased by approximately two feet, except where the retail spaces extends out at the front corner of the building where Washington Street and Corey Road intersect. The Corey Road setback will reduce the size of the building by approximately 1,000 sf. In addition, the “center bar” of the building will also be set back an additional 2 feet and 4 inches. The setback along the high side of Corey Road will be increased by approximately 2'-0" from 8'-6" to 10'-6". Figures 1-9 and 1-10 present new renderings of the Project.

1.4 Public Benefits

Transforming the site into an approximately 110-unit residential building with ground floor retail space will provide active edges to this busy intersection in Brighton. The Project will include numerous benefits to the neighborhood and the City of Boston, including but not limited to:

- ◆ Creation of approximately 1,000 sf of local retail space to be leased at a discount to market rents with the flexible lease terms needed to support the creation of new local business enterprises;
- ◆ Creation of approximately 110 new residential units proximate to public transportation;
- ◆ Increase the City’s affordable housing stock in accordance with the Mayor’s Executive Order Relative to Affordable Housing. Pursuant to the City of Boston’s Inclusionary Development Policy (IDP), Five Washington Square Owner LLC will exceed the requirement by providing 18 affordable units on the site (16.4% of units will be affordable). Should the unit count change through the community and permitting process, the number of units would be adjusted accordingly. These units will comply with the income levels in the IDP of at or below 70% of the Area Median Income;
- ◆ As part of the Project’s construction, significant environmental remediation will be performed on the site;
- ◆ Creation of approximately 250 construction jobs and fifteen permanent full- and part-time jobs; and
- ◆ Increased property tax revenues to the City of Boston by increasing the assessed value of the Property.



5 Washington Street Boston, Massachusetts



Figure 1-9
View from the Corner of Washington Street and Corey Road



5 Washington Street Boston, Massachusetts



Figure 1-10
View from Corey Road

The proposed Project will provide a variety of urban design benefits to the surrounding neighborhood, including:

- ◆ Provide an improved streetscape with street trees and new lighting that will be activated with new retail space;
- ◆ Provide an outdoor space with benches, lighting, and landscape that is open to the neighboring community;
- ◆ Provide approximately 12,500 square feet of ground-floor retail or space, which will both create pedestrian activity around the site and provide amenities to the neighbors and building residents;
- ◆ Improve the urban design characteristics and aesthetic character of the Project surroundings through the introduction of high-quality architecture to the site; and
- ◆ Comply with Article 37 of the Code by being Leadership in Energy and Environmental Design (LEED) certifiable.

1.5 City of Boston Zoning

As indicated in Maps 7A-7D of the Boston Zoning Maps, the Project site is located within the Washington Street Neighborhood Shopping (NS-1) subdistrict established within the Allston Brighton Neighborhood District established by Code Article 51. The Project site is not located within either the Neighborhood Design Overlay District or the Greenbelt Protection Overlay District areas of Article 51. Since the Project involves a proposal to erect a building having a gross floor area of more than fifty thousand (50,000) square feet, the Project is subject to the Section 80B Large Project Review process in accordance with the Code Section 80B-2.2(a).

Use

The Project's primary use as a multi-family residential building as well as the parking garage use of the Project are conditional uses within the NS subdistrict in which the Project site is located. The Project may also include two parking spaces dedicated to use by Zipcar or another car-sharing service. Such use will require a variance if it is deemed to be a "rental agency for cars".

Project Dimensions

The dimensional zoning requirements applicable to the Project are as follows:

Dimensional Zoning Category	Maximum FAR	Maximum Building Height	Minimum Lot Size	Minimum Lot Area per Dwelling Unit	Minimum Usable Open Space per Dwelling Unit
Required Condition	1.0	35'	None	None	50 sf
Proposed Condition	2.55	69'-11"	43,476 sf	N/a	50 sf
Relief Required?	Yes	Yes	No	No	No

Dimensional Zoning Category	Minimum Lot Width	Minimum Lot Frontage	Minimum Front Yard	Minimum Side Yard	Minimum Rear Yard
Required Condition	None	None	None	None	20'
Proposed Condition	N/a	N/a	N/a	N/a	0'
Relief Required?	No	No	No	No	Yes

Parking and Loading

Code Section 51-56, Off-Street Parking and Loading Requirements, provides that, for any Proposed Project subject to Large Project Review, the number of “required off-street parking spaces and off-street loading facilities shall be determined through such review in accordance with the provisions of Article 80.” The Project proposes to supply 104 off-street parking spaces and one off-street loading bay as shown on the Project plans.

1.6 Legal Information

1.6.1 Legal Judgments Adverse to the Proposed Project

There are no legal judgments adverse to the proposed Project.

1.6.2 History of Tax Arrears on Property

The Proponent does not have a history of tax arrears on property that it owns in the City of Boston.

1.6.3 Site Control/ Public Easements

5 Washington Square Owner LLC entered into a 99-year ground lease with JMD 5 Wash, LLC in June of 2017. The ground lease covers parcels known as 3 Washington Street, 5 Washington Street and 165-167 Corey Road located in the Brighton section of Boston, Massachusetts. The ground lease also includes two small parcels known as 43 and 51 Bartlett Crescent in the Town of Brookline.

The site is subject to sewer easements benefitting the City of Boston.

See Appendix A for a site survey.

1.7 Anticipated Permits

Table 1-2 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that some of these permits or actions will not be required, or that additional permits or actions will be required.

Table 1-2 Anticipated Permits and Approvals

Agency	Approval
<i>Local</i>	
Boston Civic Design Commission	Design Review
Boston Employment Commission	Construction Employment Plan
Boston Inspectional Services Department	Building Permit; Other construction-related permits; Certificates of Occupancy
Boston Landmarks Commission	Article 85 Demolition Delay Review
Boston Public Works Department	Curb Cut Permit(s); Sidewalk Occupancy Permit (as required)
Boston Planning and Development Agency	Article 80B Large Project Review; Cooperation Agreement; Affordable Housing Agreement;
Boston Board of Appeal	Variances; Conditional Use Permits
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Agreement
Boston Water and Sewer Commission	Site Plan Review; Water and Sewer connection permits;
Office of Jobs and Community Services	Permanent Employment Agreement (as required)
Public Improvement Commission	Air and Subsurface Discontinuances; Permits/Canopy Licenses for signs and awnings (as required); Specific Repair Plan
<i>Federal</i>	
Environmental Protection Agency	NPDES General Construction Permit (if required)
Federal Aviation Authority	Determination of No Hazard to Air Navigation

1.8 Community Process

The Proponent has had numerous meetings with stakeholders in the community over the course of the Project's planning. These meetings have included the following:

Brighton Main Streets – December 9, 2017

Brighton Board of Trade – December 12, 2017

Brighton House – January 1, 2018

Baldwin Early Learning Center – January 10, 2018

Aberdeen Architectural Conservation – January 11, 2018

BAIA Presentation – January 11, 2018

Homeowners Union of Allston-Brighton – January 31, 2018

Covenant House Presentation – February 1, 2018

Providence House – February 7, 2018

Baldwin Early Learning Center Governing Board Meeting – February 8, 2018

BPDA-sponsored IAG Meeting #1 – February 26, 2018

BPDA-sponsored Public Meeting – February 28, 2018

Brookline Residents Meeting – March 1, 2018

BPDA-sponsored IAG Meeting #2 – March 28, 2018

Section 2.3.9 includes a list of commenters which the Proponents believe comprises those individuals and groups that are substantially interested in, or would be substantially affected by the Project.

Chapter 2

Response to Comments

2.0 RESPONSE TO COMMENTS

2.1 Introduction

This Chapter provides responses to the BPDA Request for Supplemental Information and the associated comment letters that were received on the Expanded PNF filed with the BPDA on January 12, 2018.

Many of the public's comment letters focused on several main themes, which have been addressed in Section 2.2. In addition, Section 2.2.9 includes responses to comments other than those subject areas discussed in the rest of Section 2.2. Section 2.2.10 provides a list of all comment letters and the themes that are brought up in them, which match the headings of Sections 2.2.1 to 2.2.8. Section 2.3 provides responses to comment letters received from City of Boston Agencies, and Section 2.4 provides responses to comment letters received from the Impact Advisory Group. Section 2.5 provides a list of letters of support for the Project. Appendix C includes the BPDA Request for Supplemental Information, and Appendix D includes the comment letters.

2.2 Responses to the Main Concerns Raised in the Public's Comment Letters

The majority of the public's letters focused on several main themes. In the interest of conciseness, the Proponent has prepared summary responses addressing these topics.

2.2.1 Homeownership

The Proponent controls the Property under a 99-year ground lease, with a 25-year extension. Both construction financing and the sale of home ownership units (condominium) is not viable in the Boston market because a purchaser's ownership is limited to the term of the ground lease, and as a result, lenders cannot provide financing for this type of unit. In addition, the value of the unit diminishes with each year of ownership. As a result, the Project is proposed as rental units which are financeable and financially viable under a ground lease.

2.2.2 Density and Height

The Proponent has made some design changes to the building to balance the requests for less units, more affordable housing units, and larger unit sizes for families. In order to do that, the overall height will remain as proposed, but the Proponent has reduced the unit count to 110 units, and increased the unit sizes to add more family oriented two- and three-bedroom units. The redesign has resulted in revised program numbers as presented in Table 1-1.

2.2.3 Corey Road Setback

The Proponent has redesigned the building footprint increasing the sidewalk widths along Corey Road by approximately 2 feet where possible, increasing sidewalk widths to between 8'-6" and 10'-6" as detailed in the revised Site Plan presented in Figure 1-5. In addition, the "center bar" of the building will also be set back an additional 2 feet and 4 inches. The Corey Road setback will reduce the size of the building by approximately 1,000 sf.

2.2.4 Affordable Housing

The Proponent has agreed to increase its affordable housing units from 15 units to 18 units, providing for three more affordable housing units available to the neighborhood. The percentage of affordable units is now 16.4%, an increase over the initial proposal of 13%.

2.2.5 Traffic and Loading

Although the traffic impacts at the study area intersections are minimal, as shown in the PNF, the Proponent is committed to designing and installing improvements in the area to address resident and agency concerns. The Proponent is proposing to adjust the signal timing and pedestrian phase at Washington Street/Corey Road, reconstruct two pedestrian ramps at the intersection to perpendicular ramps, and continue the bike lane along Washington Street on the northbound side.

Loading and service operations will occur within the Project site in the garage on the ground floor. The loading area can accommodate a 36-foot box truck (SU-36) or smaller. This space can accommodate all deliveries, trash pick-up, and residential move-in/move-out activity without affecting traffic outside of the garage.

2.2.6 Transit Capacity

The Proponent has agreed to provide a \$25,000 contribution to support the proposed shuttle service under consideration for the neighborhood in connection with other approved Projects. In addition, the Proponent will commit to a payment of \$20/month/unit for the first 5-years of stabilized occupancy if the shuttle service has commenced operations.

2.2.7 Parking

The Project is proposing to construct 104 parking spaces in a two story garage with the first floor at grade and the second floor below-grade. The below-grade level will have 79 parking spaces, including 75 standard spaces, three handicapped spaces, and one handicapped van space. The ground floor will have 25 parking spaces, including 24 standard spaces, and one handicapped van parking space. The Proponent is actively working with Zipcar to provide two car-sharing spaces on the site as well as two electric vehicle charging stations that will serve four parking spaces located within the garage.

The parking goals developed by the BTD for this section of Brighton are a maximum of 0.75 to 1.25 parking spaces per residential unit within a ten minute walk of an MBTA station and a maximum of 0.75 to 1.25 parking spaces per 1,000 sf of retail space within a ten minute walk of an MBTA station. The Project is providing a combined parking ratio of 0.85 parking spaces per residential unit/1,000 sf of retail space. This proposed parking ratio is within the BTD guidelines for the neighborhood.

2.2.8 *Retail Space*

Throughout the community process, the Proponent has received comments that some community members view the pharmacy as an amenity for the neighborhood, while some community members prefer to have several smaller retail stores. It is anticipated that the retail space will include a Minute Clinic, which community members have requested. A national pharmacy tenant provides a storefront stability that ensures the ground level retail space will be activated. Smaller retail spaces can be challenging to lease, and can often be vacant for extended periods of time, which would create a void in the public realm. In order to mitigate traffic concerns associated with a large retail space, the Project has been designed to accommodate all loading and service operations for the retail space within the garage on the ground floor.

2.2.9 *Additional Comments*

Green Space. Several commenters requested that there be more landscaping on the Brighton side of the Project. As the design progresses the Project team will work with the BPDA to conform to the Complete Streets guidelines and maximize the accessible sidewalk width while balancing that with landscaping between the sidewalk and street along Corey Road.

Unit Types. Several commenters requested that the Project include larger units suitable for families. The Proponent has revised the unit mix to include five additional three bedroom units by consolidating smaller units.

Zipcar. Two commenters requested that there be Zipcar spaces on site. The Proponent is actively working with Zipcar to provide two car-sharing spaces on the site.

Short-term Parking. The Proponent will encourage residents and visitors to use the garage or Corey Road for pick-up/drop off activities, especially for transportation network companies (TNC's) such as Uber and Lyft. Deliveries for online providers like Amazon will also be specified utilizing one of the two-delivery bays within the garage. The Project will be professionally managed, and detailed protocols for all types of deliveries as well as tenant move-ins will be established before occupancy and strictly enforced by the on-site management.

Corey Road Street Parking. One commenter requested that current street parking be preserved. The Project will not remove any on-street parking spaces along Corey Road or any other streets in the neighborhood.

Corey Road at Westbourne Terrace. According to the MassDOT Transportation Impact and Assessment (TIA) Guidelines, the study area should include intersections where site-generated trips increase the peak hour traffic volume by a) five percent, or b) more than 100 vehicles per hour.

According to the trip generation and trip distribution figures in the PNF (Figure 3-14, Figure 3-15, and Figure 3-16), only 15% of the total Project trips will drive through this intersection. During the weekday a.m. peak hour approximately three vehicles will drive through this intersection and during the weekday p.m. peak hour approximately seven vehicles will drive through this intersection. This results in an increase of about 1% during the peak hour, which is less than the guideline of 5%. Therefore, the intersection of Corey Road at Westbourne Terrace will not be included in the study area.

Whole Foods Driveway. One writer expressed concern that the traffic study did not account for the Whole Foods driveway across Corey Road which is used for trucks or the nursing home entrance that is used for emergency vehicles. The traffic study did not analyze the operations at the driveway for Whole Foods. Unsignalized private driveways are not typically studied as part of the traffic impact study.

Allston and Washington Street Intersection. The issue at Washington Street/Allston Street is an existing problem, and the Project is not expected to worsen this condition. However, the Proponent will explore the feasibility of striping “Don’t Block the Box” pavement markings and supplemental signage.

Construction Impacts. The Proponent will establish a forward-thinking Construction Management Plan which will be submitted to the BPDA before construction commencement to minimize the impact of the Project construction on the neighborhood and Baldwin Academy. Throughout the construction process, the Proponent and the General Contractors on-site representatives will be available to meet with neighboring properties, and in the past has established weekly or bi-weekly meetings with its neighbors to provide updates on what impacts, if any, are foreseen in the coming construction period as well as address any concerns raised during these meetings. The Proponent is also locally based and will be on-site regularly as well as make itself available as needed to insure that the construction impacts are minimized and any complaints or concerns of the neighborhood or public agencies are addressed in an expeditious manner.

Egremont Street Crosswalk. One commenter suggested that the traffic study look at the flow of the Egremont Street crosswalk, which stops traffic in both directions. The crosswalk at Egremont Road allows for safe neighborhood connectivity. Traffic is required by state law to stop for pedestrians in the crosswalk.

Construction Pollution. The construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts, pursuant to this Article 80 approval. These measures are expected to include:

- ◆ Using wetting agents on areas of exposed soil on a scheduled basis;
- ◆ Using covered trucks;
- ◆ Minimizing spoils on the construction site;
- ◆ Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- ◆ Minimizing storage of debris on the site; and
- ◆ Periodic street and sidewalk cleaning with water to minimize dust accumulations.

The Proponent intends to follow the guidelines of the City of Boston and the MassDEP, which direct the evaluation and mitigation of construction impacts.

Traffic Counts. One commenter expressed concern that the traffic study counts were taken in July. Traffic volumes were collected in July 2015 and November 2017. The traffic volumes from November 2017 were used in this study. The seasonal adjustment factor indicates that in the month of November, traffic volumes are typically 3% higher than average. Traffic volumes were not adjusted downward to reflect the average traffic conditions. This indicates that the traffic study used a conservatively high baseline for traffic volumes.

Westbourne Terrace. One commenter expressed concern that when Corey Road is backed up, drivers will turn onto Westbourne Terrace as a shortcut, and that this would be dangerous as many students walk to and from school on this street. Westbourne Terrace does appear to be a cut through for drivers that want to avoid the intersection of Washington Street/Corey Road. The Proponent can explore the feasibility of traffic calming measures to reduce this desire line.

Pedestrian Safety. Pedestrian safety is of the utmost importance to the Project. As previously mentioned, the Proponent will improve the signal timing at the intersection, converting the exclusive pedestrian phase to a concurrent pedestrian phase with a leading pedestrian interval. This improvement will give pedestrians 4-6 seconds of walk time, before the light turns green for vehicles, allowing pedestrians to establish a visible position in the crosswalk before vehicles begin to move. This improvement also allows for a shorter cycle length, leading to increased capacity for vehicles.

Traffic Study. The traffic study was based on traffic counts collected on November 16, 2017. The traffic study uses typical methodologies accepted by municipalities throughout the region.

Accident Reports. HSH has access to two data sources for crash records. Based on EMS data provided through the Vision Zero Boston portal between 2015-2017 and the Massachusetts State Police Crash Portal between 2012-2016, there were no crashes reported along Corey Road between Washington Street and Westbourne Terrace. If there were collisions in this area, they went unreported.

Snow Management. The Project will be professionally managed, and the management will clear snow from the sidewalks along Corey Road and Washington Street, and during periods of heavy snow, when snow banks impair visibility or accessibility, the management team will move excess snow from Corey Road and Washington Street via a Bobcat to the open space along Bartlett Crescent, which has a 20,000 gallon retention basin capable of handling run-off even in years of historically high snowfalls.

Corey Road Visibility. The setback along the high side of Corey Road has been increased from 8'-6" to 10'-6". The balance of clear sidewalk (5'-0" minimum), tree bed depth, and tree sizing will be evaluated and adjusted as the design progresses (refer to Section 2.2.8 Green Space). The existing overhead wires are the responsibility of utility companies and agencies within Boston. The Project is not responsible for repairing overhead wires. The wires were likely damaged due to a storm and in rare occasions damage around the City occurs from storms. These are emergency situations and typically get resolved within a day. Corey Road can safely accommodate two-way traffic under typical conditions.

Malone Court. Malone Court was a private way formerly located on the Project site. The public has never had any right to use Malone Court.

Design. The design for the commercial space shows openings of storefront glazing in between brick pilasters. For the intended type of retail tenant, storefront glazing provides transparency and openness along the sidewalks.

Construction Parking. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a Construction Management Plan (CMP) to be filed with BTM in accordance with the City's transportation maintenance plan requirements. To minimize transportation impacts during the construction period, the following measures will be considered for the CMP:

- ◆ Limited construction worker parking on-site;
- ◆ Encouragement of worker carpooling;
- ◆ Consideration of a subsidy for MBTA passes for full-time employees; and
- ◆ Providing secure spaces on-site for workers' supplies and tools so they do not have to be brought to the site each day.

HVAC Noise. The Project will be designed to comply with City of Boston Zoning District Noise Standards, and it is anticipated that the Project will operate without significant impact on the existing acoustical environment.

Pest Control. A rodent extermination certificate will be filed with each building permit application for the Project. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for each phase of the Project, in compliance with the City’s requirements. After construction, trash storage will be in the building and will not attract rodents.

Baldwin School Shadow. One commenter expressed concern that the development of the Project will prevent students from being able to see sun from within the Baldwin School windows. As shown in the shadow study in Section 3.2 of the PNF, the Project does not cast new shadow on the school and will not impact the amount of sunlight reaching the windows.

2.2.10 Comment Letters Received

The table below provides a list of all comment letters and the themes that are brought up in them, which match the headings of Sections 2.2.1 to 2.2.9.

Name	Concerns
Brighton Allston Improvement Association	Density; homeownership; affordability; setbacks; retail use; traffic
Homeowners Union of Allston Brighton	Height; density; setbacks; parking; retail use
Betty Allan	Traffic
Sharman Andersen	Density; parking; setbacks; retail size and use
Marcia Armstrong	Height; density; setbacks; parking; homeownership; retail use
Andrew Belt	Building size; traffic
Dustina Bennett	Height; density; setbacks; Brighton landscaping; traffic; unit types; parking; retail traffic
Elizabeth Breadon	Height; density; short-term loading; retail loading; retail use; parking; homeownership; affordability; unit types; traffic
Marsha Brecher	Traffic
Courtney Carroll	Density
Jade Chin	Transit capacity; traffic; density; homeownership;
Phoebe Compton	Height; density; retail use; setbacks; traffic
Ray Dandage	Density; traffic; height; setbacks
David Danesh	Traffic; setbacks
Ann DePierro	Retail use; density; height; parking; street parking; traffic study; setbacks; construction impacts
Elizabeth Egan	Setbacks; Zipcar; transit capacity; retail use
Jeff Feldgoise	Retail use; parking
Bob Feldman	Community benefits; traffic study; Egremont Street crosswalk; transit capacity; construction pollution
Andrew Fischer	Height; density; setbacks; retail use
Jeff Garmel	Height; density
Jennifer Goldsmith	Traffic; parking spaces; retail traffic; traffic study; Westbourne Terrace traffic
Mary Hill	Trucks; traffic; visibility; setbacks; unit types

Name	Concerns
Rick Holahan	Density; homeownership; affordability
Eileen Houben	Density; unit types; traffic; parking; setbacks; driveway
Jeffrey Houben	Traffic; traffic study; accident reports; visibility; snow removal; setbacks; Corey Road hazards
Mimi Iantosca	Density; setback; traffic
Kathy Jantzen	Traffic; parking; improvements
Linda Jason	Height; density; traffic; setback; retail use
Tom Kates	Height; density; setbacks; homeownership; Malone Court
Diane Kline	Density; homeownership; setback; parking; traffic
James Long	Design; setbacks; density; retail use; parking; resident parking sticker; construction parking; height; traffic
Bradley MacDonald	Traffic; density; setback; HVAC noise;
Kelly McGrath	Affordable housing; setbacks
Ron Michaels	Traffic; parking; setbacks; density
Ashwini Nadkarni	Height; density; setbacks
Tina Ni Riain	Traffic; pollution and rodents; homeownership; height; density; retail use; unit types; setbacks
Nancy O'Hara	Height; density; traffic
Fearghal O'Riain	Height; density; setback; homeownership; retail use; traffic; transit capacity; parking
Erin Parsons	Setback; traffic; shadows; green space; height
Bob Pessek	Height; density; homeownership; affordable housing; green space; setback
Kornelia Polyak	Density; traffic; parking
Ruth Rieffanaugh	Parking; setbacks; retail use
Kirsten Ryan	Density; traffic; height; setbacks; green space
Avi Shainhouse	Density; traffic; parking; Zipcar
Kristina Stefanini	Setbacks; affordable housing; retail use
Philip Tackel	Traffic; density; setback; parking; retail size;
Mary Ann Urban	Setback; parking; retail use
Paul Wallins	Traffic; parking
Steven Watson	Density; setback; trash and pest control
Eva Webster	Malone Court



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

February 9th, 2018

Epsilon Associates, Inc
3 Mill & Main Place
Suite 250
Maynard, MA 01754

Re: Washington Street, Brighton- Project Notification Form

Good day,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings on January 19, 2018.

The PNF indicates that the project will use the LEED v4 BD+C rating. Additionally, the project team has committed to:

1. Achieving a minimum green building outcome of LEED Certified, with 47 points, though 50 is the number of points indicated in the body of the PNF.
2. Reducing carbon impacts by improving the performance of the all buildings 10% beyond code.

The IGBC accepts the rating system selection. There is a discrepancy in your green building commitments as the number of Credits you state you are pursuing in the LEED Checklist of 47 does not match the number indicated in the body of PNF. Please fix this discrepancy.

IGBC 01

While a LEED score of either 47 or 50 is compliant with Article 37, a higher score is preferable. This project should strive for being an exemplary building of LEED Gold or better. To that end it is encouraged that the credits Renewable Energy Production, Demand Response, Advance Metering, Rainwater Management, and additional Optimize Energy Performance credits be pursued.

IGBC 02

The project should make full use of utility- and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts. Please engage the utilities as soon as possible and provide information on any energy efficiency assistance and support afforded to the project.

IGBC 03

In support of Boston's Carbon Neutral 2050 GHG goal, please include the following additional strategies for reducing GHG emissions: **IGBC 04**

- Prioritize passive strategies such as improved building envelope performance by increasing building envelope air tightness and insulation.
- Ensure active building systems are appropriately sized for improved passive performance and cost savings are fully captured.
- Include solar PV and provide system(s) location, size, and output information along with any related analysis.

Please check the [Article 37 Green Building and Climate Resiliency Guidelines](#) page for updated information. Projects must demonstrate compliance with Zoning Article 37 prior to obtaining building permits. The following documents must be submitted to your BPDA Project Manager and the IGBC for review and approval: **IGBC 05**

- Design / Building Permit Green Building Report, including an update LEED Checklist, final building energy model, and supporting information as need to demonstrate how each prerequisite and credit will be achieved.
- An Excel (.xls) version of the updated LEED Checklist.
- Updated Climate Change Checklist (please note that new Climate Change Checklist was approved in October 2017 and should be used for your next filing).
- Signed Design Affidavit.

Please respond to IGBC comments within three weeks including timing for the provision of the requested information and items. Please let me know if you have any questions or if I can be of any assistance.

Sincerely,
Benjamin Silverman, LEED Green Associate
On behalf of the Interagency Green Building Committee

Cc: Casey Hines, BPDA Project Manager
IGBC

2.3 City of Boston Agency Comments

ARTICLE 37 INTERAGENCY GREEN BUILDING COMMITTEE

IGBC 01 Number of Credits

The Project currently anticipates achieving at least 47 points. An additional 54 credits will be studied to determine achievability as the design progresses.

IGBC 02 Encouraged Credits

The suggested credits are each discussed below:

- ◆ **Renewable Energy Production:** A significant portion of the roof space will be occupied by mechanical equipment, leaving limited space for a solar PV system. As the design progresses and the MEP systems are refined, the Proponent will evaluate the potential for a PV system, and the availability of grants and renewables funding. The feasibility of installing a solar PV system will depend on the incentives at the time of construction. It is anticipated that the building will be PV-ready so that a solar array can be installed at a later date if it becomes feasible.
- ◆ **Demand Response:** As the MEP systems are refined, the Proponent will evaluate the feasibility of having these systems be demand-response ready.
- ◆ **Advance Metering:** The Project team will consider pursuing this credit as the design progresses.
- ◆ **Rainwater Management:** The Project is not considered a zero-lot line project, so in order to pursue the rainwater management credits, the requirement would be to manage on-site the runoff for the 95th percentile of local rainfall events. Although the Project will implement stormwater best management practices (BMPs) to improve the quality of stormwater runoff discharged from the Project site, promote infiltration to groundwater, and reduce the peak flows to be at or below existing levels, it will be difficult for the Project to achieve these credits.
- ◆ **Optimize Energy Performance:** The Project team will continue to evaluate measures and actions to reduce energy use in an economically feasible manner, and acknowledges that the LEED energy optimization requirements refer to a reduction in energy cost rather than energy use. The Project team plans to evaluate many energy conservation measures during the design of the building, and completing an energy model for the Project to help determine what feasible measures will have the most impact on energy use reduction, as well as show compliance with the Stretch (Energy) Code provisions of the Massachusetts State Building Code and determine the number

of credits achieved in regard to the LEED certification process. When the energy model is completed, the Project team will be able to determine how many credits will be achievable.

IGBC 03 Utility Programs

As the Project progresses, the Project team will review utility and state-funded energy efficiency and renewable energy programs and will utilize any applicable programs to minimize energy use. Since these programs change regularly, the Project team will contact the appropriate parties when the Project is at a design stage to be able to take advantage of the programs available at that time.

IGBC 04 GHG Emission Reduction Strategies

The following additional energy efficiency strategies are being studied as the design progresses:

- ◆ **Building Shell:** Improvements to the building shell will be the primary focus for reducing energy use by the Project. As the design progresses, the building envelope will be analyzed on a façade-by-façade basis for optimal configuration of, for example, glazing areas, opaque wall area, shading devices, and overhangs to determine economic feasibility and impact on energy reduction. A high-efficiency building shell includes enhanced insulation values of walls and roof that are cost-effective. It also includes glazing that combines functionality and increased insulating properties while reducing solar heat gain and simultaneously providing adequate natural lighting adds to the shell's performance.
- ◆ **High-Efficiency Cooling and Heating:** The Project will study HVAC system options with increased heating and cooling efficiencies including: variable refrigerant volume (VRF) heating and cooling which provide only the heating or cooling needed at any given time and have high part-load efficiencies, and aquatherm heating and cooling systems utilizing condensing gas boilers and condensing units with increased energy efficiency ratios (EERs).
- ◆ **Lighting Reductions:** The Project team will study reducing the lighting power density (LPD) in the Amenity Spaces and Corridors (up to 10% LPD reduction), and include occupancy sensors in the amenity spaces.
- ◆ **Variable or Multispeed Ventilation:** Variable or multispeed fans may be used for kitchen and bath exhaust fans to better match fan speed with ventilation needs.

- ◆ **Energy Recovery Ventilation:** Energy recovery ventilators (ERVs) recover energy from building exhausts, transferring it to the inlet air and thus minimizing energy losses associated with ventilation. ERVs recover sensible and latent heat. ERVs will be studied for common corridors to maintain the temperature while also dehumidifying outside air and controlling overall building positive pressure to minimize infiltration.
- ◆ **Variable Refrigerant Flow Systems:** Variable Refrigerant Flow (VRF) will be studied as an alternative to the traditional split system HVAC.

IGBC 05 Article 37 Compliance

The Project team has read and understands the Article 37 Green Building and Climate Resiliency Guidelines, including the new Climate Change Checklist, and will provide all the necessary documentation prior to receiving the building permit.

**Boston Water and
Sewer Commission**



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

February 12, 2016

Casey Hines
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 5 Washington Street, PNF

Dear Ms. Hines:

The Boston Water and Sewer Commission (the “Commission” or “BWSC”) has reviewed the Project Notification Form (“PNF”) for the proposed 5 Washington Street Project (the “Project”). The Project site is located near the intersection of Washington Street and Corey Road in Boston’s Brighton neighborhood. The Project consists of the construction of a five-story residential building, including approximately 115 units and approximately 12,500 square feet of ground floor retail. The residential units will contain a mix of studios, one, two and three-bedroom apartments. The Project includes 104 parking spaces with 25 enclosed spaces at grade and 79 spaces below ground.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission. For water service the Project is served by an existing 12-inch water main Corey Road and an 8-inch water main on Washington Street. Water demand for the Project is estimated at 17,628 gallons per day (gpd).

For sanitary sewer service the Project site is served by an existing 10-inch sanitary sewer on Corey Road and a 12-inch sanitary sewer on Washington Street. It is anticipated that the proposed building’s sanitary services will tie into the 12-inch sanitary sewer main on Washington Street. Wastewater flow from the Project is estimated at 16,025 gpd.

For drainage the Project site is served by an existing 15-inch drain flowing southwest in Corey Road, from City View Road, increasing to an 18-inch drain and connecting to BWSC manhole 21EMH61. On Washington Street, there is a 24-inch drain flowing southeast towards the intersection of Corey Road where it converges with a 10-inch drain flowing northeast on Corey Road, from Orchard Road. From the intersection of Washington Street and Corey Road, the drainage flows in a 24-inch drain and also connects to BWSC manhole storm 21EMH61. The BWSC system then flows southeast via a 24-inch drain through the Project site, into Brookline, and is discharged into a Brookline 1foot 7-1/4-inch x 2foot 7-1/4-inch brick culvert. Ultimately, the storm drainage system discharges to the Charles River.

The Proponent proposes to relocate the existing 24-inch drain pipe that bisects the property as part of the Project. It is anticipated that this will be accomplished by removing and replacing the existing drainage manhole within Corey Road fronting the Project site, including the removal of 125 feet of existing 24-inch drain pipe to the intersection of Washington Street and Corey Road. The manhole at this junction point may also be removed and replaced with a larger manhole. The proposed drainage system is intended to reroute the BWSC stormwater system around the site by means of a new 30-inch drainage pipe, running from Corey Road to the intersection of Washington Street and southeast on Washington Street and finally to connect back to the existing brick culvert behind the Project site.

The Commission has the following comments regarding the proposed Project:

General

1. The 24-inch storm drain that bisects the Project site currently serves an upstream area of approximately 80 acres. The Proponent will be required to coordinate closely with the Commission regarding the relocation of this drain to ensure that there is no disruption of storm drain service. **BWSC 01**

2. The Proponent is responsible for coordinating with the Town of Brookline regarding relocation of the 24-inch storm drain that connects to the drainage system in Brookline. **BWSC 02**

3. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections. To assure compliance with the Commission's requirements, the Proponent should submit the site plan and General Service Application to the Commission's Engineering Customer Service Department for review when the design for the Project is at 50 percent complete. **BWSC 03**

4. All new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent'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. **BWSC 04**

5. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project. **BWSC 05**

6. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems. **BWSC 06**

7. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction. **BWSC 07**

8. Before the Proponent demolishes the existing structure existing water and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued. **BWSC 08**

Sewage/Drainage

9. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans. **BWSC 09**

10. Grease traps will be required in any food service facility in the new facility in accordance with the Commission's Sewer Use Regulations. The Proponent is advised to consult with the Commission before preparing plans for food service facilities. **BWSC 10**

11. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are 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. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation 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 added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan. **BWSC 11**

12. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. 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 for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge. **BWSC 12**

13. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times. **BWSC 13**

14. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. The Proponent must submit with the site plan a phosphorus reduction plan for the Project. **BWSC 14**

15. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards. **BWSC 15**

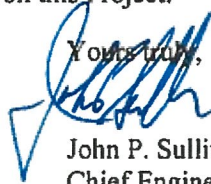
16. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must: **BWSC16**

- Specifically identify how the Project will comply with the Department of Environmental Protection’s Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission’s drainage system when 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.
17. The Commission requests that the Proponent install a permanent casting stating: “Don’t Dump: Drains to Charles River” next to any new catch basin installed as part of the Project. The Proponent may contact the Commission’s Operations Division for information regarding the purchase of the castings. **BWSC 17**
18. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers. **BWSC 18**

Water

19. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission’s Operations Department for information on obtaining a Hydrant Permit. **BWSC 19**
20. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission’s Meter Installation Department. **BWSC 20**
21. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent 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 also be considered. **BWSC 21**

Thank you for the opportunity to comment on this Project.



John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Justin D. Krebs, 5 Washington Square Owner LLC
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Phil Larocque, Boston Water and Sewer Commission

BOSTON WATER AND SEWER COMMISSION

BWSC 01 Storm Drain Relocation

The Proponent will work closely with the Commission on the design of the relocated drain. The Project team expects reviews at multiple phases of design.

BWSC 02 Brookline Storm Drain

The Proponent will coordinate with the Town of Brookline for all work in that municipality.

BWSC 03 Site Plan and General Service Application

The Proponent will submit plans in accordance with the BWSC General Services Application process. The plans will show existing and proposed water, sewer and storm lines serving the Project. The plans will go through a full review with BWSC and will be submitted at the 50% level along with the General Service Application to start the process.

BWSC 04 New or Relocated Water Mains, Sewers, and Storm Drains

The Proponent agrees to construct and finance all new or relocated water mains, sanitary sewers and storm drains.

BWSC 05 Detailed Estimates

Detailed estimates of peak and continuous maximum water, irrigation, wastewater and stormwater demand for the Project will be prepared and submitted to BWSC during the Site Plan Application process.

BWSC 06 Capacity Analysis

Detailed capacity and impact analyses for the existing and proposed water, sewer and storm drain systems serving the Project site will be prepared and submitted to BWSC during the Site Plan Application process.

BWSC 07 NPDES General Permit for Construction

The Project's construction activities will disturb greater than one acre and thus will require a NPDES General Permit for Construction under the EPA 2017 Construction General Permit. The Proponent will prepare a site specific Stormwater Pollution Prevention Plan (SWPPP) for the Project and apply for a NPDES General Permit for

Construction prior to the commencement of construction activities. This plan will also be submitted to BWSC for their records prior to commencement of construction activities.

BWSC 08 Existing Water and Drain Connections

Prior to demolition of any buildings, the Proponent will obtain a General Service Application (GSA) from the BWSC and upon issuance of the GSA, will cap all existing water, sewer and drain connections from the existing building. The Proponent will submit a Termination Verification Approval Form and submit to ISD for issuance of a demolition permit.

BWSC 09 Oil Traps

The Proponent will provide an oil and grease separator for enclosed parking garage connection prior to connection into the municipal sanitary sewer system.

BWSC 10 Grease Traps

The Proponent will install grease traps for all Project uses that include food service and consult with BWSC with regard to such grease traps.

BWSC 11 Infiltration and Inflow (I/I)

The Proponent will continue to work with BWSC as the design progresses to determine the final sewer flow and fee that will be paid to BWSC in lieu of identifying and constructing I/I improvements. The final agreed upon fee will be paid at least 90 days prior to activation of water service.

BWSC 12 Dewatering Drainage

All dewatering discharges will be properly permitted and managed in compliance with BWSC and MWRA requirements as well as other state and federal requirements.

BWSC 13 Stormwater Runoff

The Project will direct the runoff from the impervious areas of the Project site to separated storm sewer systems owned and operated by BWSC. Prior to discharge, stormwater runoff will be collected and treated on-site and will be routed to subsurface infiltration systems sized in accordance with BWSC regulations and the Massachusetts Stormwater handbook in an effort to reduce the impact on the BWSC drainage system. Further details of the proposed stormwater management system will be provided to BWSC during the Site Plan Application process.

BWSC 14 Phosphorous Reduction Plan

During the Site Plan Application process, the Proponent will submit a phosphorous reduction plan to the BWSC for review and approval. The Project will infiltrate the required amount of stormwater from the impervious areas of the site in accordance with the Massachusetts Stormwater handbook.

BWSC 15 MassDEP Stormwater Management Standards

In addition to BWSC standards, the Project will comply with MassDEP Stormwater Management Standards. Further details on the proposed stormwater management system will be provided during the Site Plan Application process.

BWSC 16 Stormwater Pollution Prevention Plan

The Proponent will prepare a site specific Stormwater Pollution Prevention Plan (SWPPP) for the Project complying with the MassDEP standards and submit to BWSC for their records prior to commencement of construction activities.

BWSC 17 Don't Dump Castings

The Proponent will obtain "Do Not Dump: Drains to Charles River" plaques from BWSC for installation adjacent to all proposed catch basin inlets.

BWSC 18 Stormwater Quality

The Project will provide structured parking in lieu of the existing surface lots thereby reducing the overall needs for sanding and deicing. Typical sanding and deicing will occur on Project drive aisles and paved pedestrian areas. The Proponent is committed to minimizing use of pesticides and fertilizers through selection of native, drought resistant plantings.

BWSC 19 Hydrant Permit

The Proponent will contact the Meter Department and obtain a hydrant permit from BWSC prior to the commencement of construction activities.

BWSC 20 Meter Transmitter Unit

The Proponent will contact the BWSC's Meter Department during the design process to determine MTU installation guidelines and configurations.

BWSC 21 Water Conservation

The Proponent will explore a variety of water conservation measures including sensor operated faucets and toilets in common areas and irrigation systems with soil moisture and rainfall sensors.



BPRD comments for 5 Washington Street, Brighton

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Thu, Mar 8, 2018 at 2:14 PM

To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Casey Hines <casey.a.hines@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Hello - BPRD has reviewed the proposed project at 5 Washington Street and Corey Road in Brighton. Please share this email with the proponent, IAG and community members.

The proposed mixed use project will provide 115 units of housing as studio, one, two and three bedroom units. The PNF does not specify how many units there will be of each size. BPRD estimates that the project could accommodate approximately 115-500 residents.

Onsite open space will be passive use and will be provided in the form of roof decks and a small landscaped area in the rear along Washington Street. The amount of open space required under zoning is not specified, nor is the amount that will be provided. The PNF notes that there will not be a need for zoning relief for onsite open space.

The residents of this project will rely on public open spaces for their active recreational needs. Public open spaces in the Brighton neighborhood are already heavily utilized.

BPRD respectfully requests that the project mitigate its impacts to public open space through a community contribution to Hardiman Playground that is commensurate to the scale of development.

BPRD 01

Further, a pet recreation space should be provided on the site if pets are to be allowed.

BPRD 02

Thank you for your consideration.



CARRIE MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 (direct) 617-635-4505 (main)

On Fri, Jan 19, 2018 at 5:01 PM, Casey Hines <casey.a.hines@boston.gov> wrote:

Good afternoon,

Linked below for your review is an electronic copy of the 5 Washington Street Project Notification Form ("PNF") received by the Boston Planning & Development Agency ("BPDA") on January 12, 2018.

- 5 Washington Street, Brighton- PNF

The PNF describes [5 Washington Square](#), LLC's ("Proponent") proposal to construct approximately 132,500 square feet of gross floor area in a five-story residential building that includes approximately 115 units and approximately 12,500 square feet of ground floor retail.

The BPDA solicits comments from public agencies and the public. Written comments on the attached PNF must be received by the BPDA no later than **February 12, 2018 by 5:00 PM**. Please use the contact information below for comments or clarification.

Best,

Casey

--

Casey Ann Hines
Senior Project Manager
617.918.4244

Boston Planning & Development Agency (BPDA)
One City Hall Square | Boston, MA 02201
bostonplans.org

BOSTON PARKS AND RECREATION DEPARTMENT

BPRD 01 Hardiman Playground Contribution

The Proponent has agreed to make a contribution of \$5,000 towards the Hardiman Playground.

BPRD 02 Pet Recreation Space

The Project includes a landscaped open space at the corner of Washington Street and Bartlett Crescent, which may include recreation space for pets. In addition, the Project will include pet grooming areas as well as outdoor space on the second floor outdoor space.



CITY OF BOSTON

THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

March 20, 2018

Casey Hines
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square, 9 Floor
Boston, MA 02210

Re: 5 Washington Street Development Letter of Support

Dear Mr. Hines:

The Boston Landmarks Commission (BLC) has briefly reviewed the plans for the site at 5 Washington Street, Brighton and is supportive of the project. The site is located just outside of the Aberdeen Architectural Conservation District and thus, neither staff nor the Aberdeen Commission have purview over the design of the development; however, are supportive of the design in concept as it will enhance the heavily-trafficked intersection. The design takes its cues from Art Deco and Moderne buildings in the area whilst distinguishing itself as a “new construction” which is typically preferred in cases like this. The project will be required to meet all City of Boston code requirements, and policies from other city departments. **BLC 01**

This letter is not an approval from the Boston Landmarks Commission nor the Aberdeen Architectural District Commission.

Sincerely,

Eric Hill

Eric Hill
Preservation Planner
Aberdeen Architectural Conservation District Commission

BLC 01 Design

The Proponent appreciates this support of the design concept.



5 Washington Street Comment Submission

1 message

Ryan Gleysteen <Ryan.Gleysteen@bozzuto.com>
To: Casey Hines <casey.a.hines@boston.gov>

Sun, Apr 1, 2018 at 11:12 PM

To Whom It May Concern:

Please accept this letter of support for the development project which has been proposed for 5 Washington St. in Brighton.

As a homeowner in Brighton since 2006, I have long felt that the parcel of land upon which the proposed project would be developed is a terrible blight for the community. The existing buildings are rundown and lack basic maintenance, which creates significant safety concerns, not to mention aesthetic concerns. The proposed development would add much-needed housing in the neighborhood, and the planned retail (pharmacy and small, local retail) would provide members of the local community with walkable options which don't exist currently. This is especially true for the elderly and assisted-living housing facilities in the area.

While I strongly support the project as proposed, through the public review process several considerations were raised which I believe should be incorporated into the final design:

- **Facilitation of Alternative Transportation Methods:** The final design should be modified to include a Hubway station to encourage bicycle transportation. In addition, consideration should be given to opening up a portion of the on-site bike storage to local residents. Finally, I would strongly encourage the implementation of a commuting shuttle service for residents, similar to what has been adopted at other developments in the area. **RG 01**
- **Implementation of Interior Passenger Loading/Unloading:** One of the aspects of the proposed design that I appreciate the most is the interior loading area for both residential moving activity, as well as retail deliveries. I would encourage the developers to find a way to further utilize this space for daily passenger loading/unloading (i.e. taxis, ride shares, etc.) in order to minimize the frequency of vehicles stopping on Washington Street for this purpose. **RG 02**
- **Increase Upper Floor "Step-back" Along Corey Road:** While the proposed design includes a "step-back" on floors 2-5, through the public review & comment process it was made clear that significant concerns exist about having a five-story building so close to the sidewalk. To alleviate these concerns, the developers should be requested to increase the depth of the proposed step-back, which will help to lessen the impact of the buildings height and reduce the shadows cast by the structure. **RG 03**
- **Slight Reduction in Unit Count:** While it is clear that the creation of additional housing in the neighborhood is critical, through the public review & comment process several members of the neighborhood raised concerns related to density. To this end, a slight reduction in the number of units should be considered. **RG 04**

In closing, the development of the parcel of land at 5 Washington Street it not only long overdue but is critical for the betterment of the neighborhood which I have called home for more than a decade. While I was not directly involved in the previous iteration of this project, it seems to me that the developers have taken much of the feedback which was generated in previous design review process and used it to create a scaled-down project which is more suitable for the neighborhood. It is my sincere belief that this new design, if modified as suggested above, will benefit the community for years to come.

Regards,

Ryan Gleysteen

IAG Member

2.4 Impact Advisory Group Comments

RYAN GLEYSTEN

RG 01 Alternative Transportation Methods

The Proponent has agreed to establish a Hubway Station on the site as well as participate in the shuttle service adopted by other developments in the area.

RG 02 Interior Loading/Unloading

The garage design and resulting traffic enables the Proponent to establish designated drop-off locations for taxi's and Uber type services. Deliveries for online providers like Amazon will also be specified utilizing one of the two-delivery bays within the garage. The Project will be professionally managed, and detailed protocols for all types of deliveries as well as tenant move-ins will be established before occupancy and strictly enforced by the on-site management.

RG 03 Upper Floor "Step-back"

The sidewalks along Corey Road will be increased by approximately two feet, except where the retail spaces extends out at the front corner of the building where Washington Street and Corey Road intersect. In addition, the "center bar" of the building will also be set back an additional 2 feet and 4 inches. This center bar set back will affect floors 2 thru 5 of the building, and will reduce the size of the building

RG 04 Unit Count

Please see Section 2.2.2.



5 Washington IAG CParisi feedback

1 message

chris parisi <cfparisi@verizon.net>
To: Casey Hines <casey.a.hines@boston.gov>

Sun, Apr 1, 2018 at 11:15 PM

Hi Casey,

I appreciate everybody on the IAG, as well as residents and others, sharing their opinions and perspectives.

Respectfully, while I agree with the need to increase housing in the Brighton area, and believe that there is much potential for the development of this location, at this time I find myself against this project as its currently proposed.

Appropriate density, the prospect of ownership, traffic and parking are my highest priorities, and are the areas where I have the highest concerns.

I think the project is too dense and I would like to see the actual number of units reduced. I do fully understand and appreciate the **CP 01** need and desire to get more housing in this neighborhood, and I understand that the project scope has come down in size since the initial proposal. I feel that it still needs to be reduced in scale, especially as it's all rentals.

Having rented for much of my adult life, and knowing the scarcity of ownership opportunities in Brighton, I strongly believe in **CP 02** providing as much opportunity as possible to own in this neighborhood. My personal opinion is that I feel owners might be inclined to stay longer, contribute more and actively participate in improving the health of the neighborhood.

I also favor an increase in the % of affordable units. I believe that an increase from the minimum % required, thus increasing the **CP 03** number of affordable units, could also begin to satisfy some of the same attributes as ownership.

I would like to see some kind of collaboration producing both short-term and long-term plans between the various developers for **CP 04** alternative transportation options like shuttles, as I think the cumulative effect of all these developments on the traffic and public transportation infrastructure could prove overwhelming. There will be no additional car lanes. The MTBA will probably not be adding additional runs to accommodate passenger increase. This will be the 4th development on Washington Street alone, St. Gabriel's among them, that would be under construction and becoming occupied at the same time, and this does not take into account other nearby development projects in the immediate vicinity.

I also feel the parking is inadequate for the density. I believe that there will be, on average, at least one car per unit, and as currently proposed, there would be some substantial overflow into the neighborhood that is now mitigated in part by the existing space's **CP 05** usage.

I'd rather not see a CVS in the retail space, or any large chain for that matter, and I would like to hear other options for that space, to see if there was something other than a chain that would better compliment the neighborhood. **CP 06**

To summarize, for my support of this project, I would need the following items addressed:

- Lower density
- Increased affordable housing
- Increase in parking
- Collaboration for shared rider services
- Alternate uses for retail spaces

A nice-to-have would be an alternate for the retail space usage.

Regards,

Chris Parisi

Member, 5 Washington Street IAG

CHRIS PARISI

CP 01 Density

Please see Section 2.2.2.

CP 02 Homeownership

Please see Section 2.2.1.

CP 03 Affordable Units

Please see Section 2.2.4.

CP 04 Alternative Transportation Options

Please see Section 2.2.6.

CP 05 Parking

Please see Section 2.2.7.

CP 06 Retail Use

Please see Section 2.2.8.

April 1, 2018

Ms. Casey A. Hines
Senior Project Manager
Boston Redevelopment Authority
Boston City Hall

Re. IAG comments concerning 5 Washington Street, Brighton

Dear Casey:

We, the undersigned, are a majority of the 5 Washington Street Impact Advisory Group, and are submitting this joint letter to be on record that **we are unable to support** the current version of the proposal.

We feel that the current plan has problems that have not been properly mitigated. The parcel in question directly abuts an established, stable neighborhood of 2-3 story homes with long-term residents, and if the project were to be approved without addressing the outstanding issues, we are concerned that this would result in strong dissatisfaction among the abutters and other neighbors, which would put the project in jeopardy.

Therefore, we recommend the following changes to the current proposal:

DENSITY/NUMBER OF UNITS:

We recommend that the number of units be reduced to 85, and no more than 85 (with some being made larger to partly compensate for unit reduction).

IAG 01

Rationale: The proposed density is too much given the existing very difficult traffic conditions on Washington St. and Corey Rd. Both streets have only one lane of traffic in each direction, and they get gridlocked, which affects thousands of people, incl. Baldwin School parents, children, and employees, and poses public safety issues. Additionally, new large/dense development is certain to come to the very next block (Whole Foods & Citizens Bank parcels), which will further exacerbate traffic problems.

When leases turn, the proposed 115-unit market-rate rental building could have

as many as 100-120 moving trucks (two for each turning unit), which would be paralyzing to the neighborhood. While the building provides an interior loading area for two delivery vehicles, moves are usually clustered around the same time – so a moving truck overflow is a given. A meaningful reduction in the number of units would reduce the disruptions that will be caused by dozens of moving vehicles, deliveries, and pick-ups and drop-offs to the new building.

IAG 02

BLDG. HEIGHT:

We recommend removal of one floor, thereby reducing the number of stories from 5 to 4. (With the footprint of the building remaining quite large, and floors 2, 3 and 4 each accommodating approx. 30 units, we feel that the project can withstand the reduction in height.)

IAG 03

Rationale: By trying to accommodate 4 levels of apartments in the rear (which is on higher ground than Washington St.), the proposed building's first floor on Washington St. is 21ft. 6 in. high – as shown in section drawing on page 156 in the EPNF -- and the total height on Washington St. is just two inches short of 70 feet (almost equivalent to a 7 story building – taller than any building around the intersection, and along Washington St. east of Corey Rd., or anywhere along Corey Rd.).

The proposed height is just too much given the immediate proximity of smaller, owner-occupied homes. This building should have a height that transitions from the heights found in the Comm. Ave. corridor to the smaller homes along Corey Rd. in Brighton, and Westbourne Terrace and Bartlett Crescent in Brookline.

BLDG. MASSING:

The middle part of the building comes too close to Corey Road, and should be moved toward Brookline.

IAG 04

Rationale: The goal is to make the second floor decks of approx. the same size on both the Brookline and Brighton sides of the building. This will lessen the building's shading impact on Corey Rd., reduce the long, wall-like appearance along that street, and improve the quality of life in many units (by recessing them away from Corey Road's traffic, incl. Whole Foods deliveries).

HOMEOWNERSHIP & TYPE OF UNITS:

We are aware that the current owner of the site is offering just a 99-year lease, which precludes development of homeownership units. However, we believe very strongly that this project should be providing homeownership.

IAG 05

Also, we feel that units should be generally larger, appropriate for families, for long-term living, and for residents who wish to reduce their housing costs by sharing their apartments with roommates.

IAG 06

Rationale: Allston-Brighton's homeownership/owner-occupancy rates are disturbingly low as compared with other Boston neighborhoods, which has many negative implications. The current building boom is creating a glut of run-of-the-mill rental units. We think that people need to be given the opportunity to own homes in this neighborhood.

Therefore, we would like the developer and the BPDA to explore a strategic approach that might make it possible to create homeownership on this site (for example, a hybrid project which would have 50% rentals, and 50% as condos – or make the affordable units homeownership units).

Addendum note re. affordable units: One IAG member requests that the project be required to provide more than 13% of affordable units, but within a lower than currently proposed density and unit count. Another IAG member favors density and unit reduction over any increase in the percentage of affordable units. The remaining IAG members have not taken a position on this issue.

SETBACKS & GREEN/OPEN SPACE:

The proposed setback along Corey Road is grossly insufficient – it violates the street's consistent character/order in that regard. The setback should be made significantly more generous - to allow for a wider sidewalk that can comfortably accommodate two-way pedestrian traffic, full-shape tree varieties along the street (as are found along the Baldwin School property and beyond), as well as some landscaping along the building.

IAG 07

Rationale: The project's only green space, and not much, is tucked away in Brookline, and will make things nicer for Brookline neighbors. At the same time,

the current plan grossly shortchanges the more public, Brighton side of the project in terms of green/open space.

PARKING FOR RESIDENTS OF THE BUILDING:

IAG 08

We feel very strongly that a 1:1 parking to unit ratio is necessary due to a very difficult parking situation in the area. This is achievable by reducing the number of units to 85 (as recommended above), and possibly by adding a few parking spaces at the expense of the large, 11,000 SF retail.

Parking spaces allocated to retail cannot be counted toward the 1:1 residential parking ratio, but could serve at night as visitor parking.

Rationale: Difficulties with parking in the vicinity of the development site amount to a major quality of life issue for local residents. It is not unusual for parked vehicles to obstruct driveways and block fire hydrants due to the lack of space. Also, employees, parents and guardians of the Baldwin School often struggle to find temporary stopping place to drop off and pick up children.

Additionally, this project is unique because it is located on the border with Brookline where overnight parking is prohibited. Consequently, the amount of on-street night-time parking is severely diminished (while at the same time, density is much greater as compared to more central parts of Brighton).

Increasing the number of residents in the neighborhood without planning for adequate parking would be highly detrimental to the neighborhood – and that is why the number of units in the project needs to be reduced to match available on-site parking. Any unused parking spaces on site can be easily rented out to area residents.

PARKING FOR DELIVERIES, SERVICE VEHICLES, and MOVING TRUCKS/VANS:

There is a need for an independent evaluation (by the BTB and the BPDA design review team) of the ground floor garage plan, to determine if the planned accommodations for deliveries, moving vehicles, and trash pick-up, as shown on the plan, are dimensionally adequate to serve that purpose.

RETAIL USE:**IAG 09**

We do not support a large CVS, or another large chain drugstore use. A smaller pharmacy would be acceptable. We are asking for a reduction in the size of the retail space to prevent a large drugstore -- or for a configuration of the ground level plan in a way that would create permanently separate, smaller retail spaces that cannot be combined into a larger space down the road.

Rationale: Large chain drugstores function as busy general purpose stores that attract many motorized customers, require frequent deliveries in very large vehicles, and generate copious amounts of packaging trash. This corner is too burdened with traffic to accommodate that.

ARCHITECTURAL DESIGN:**IAG 10**

The building's overall character should be more classical in appearance to better fit with its surroundings. We recommend a more traditional/symmetrical pattern of window muntins, and for the colors on the body to be neutral, in a medium range of intensity (not too dark, and not too light).

Rationale: We feel that this building should be deferential to the adjacent older homes, the Baldwin School which dates back to the 1920s, and the Aberdeen Architectural Conservation District which borders Washington Street. The current design calls for windows with off-center muntins, which are stylistically discordant with the character of the neighborhood.

Thank you for the opportunity to provide this feedback.

Sincerely,

5 Washington Street IAG members:

Liam Flanagan
Anabela Gomes
Osmin Montero
Chris Parisi
Eva Webster

Cc: Councilor Mark Ciommo, Representative Kevin Honan, Representative Mike Moran, Director Brian Golden, David Carlson, Michael Cannizzo, Warren O'Reilly

IAG 01 Density

Please see Section 2.2.2.

IAG 02 Move-in/Move-out

The Proponent has reviewed tenant retention rates at recent projects, and anticipates an approximately 50-60% tenant ratio. In addition, the leases will be staggered between April to September. The tenant turnover rate is anticipated to be approximately 9-12 units per month on average. These moves will be scheduled by the professional building management team to ensure that all move-in/move-out activity can be accommodated by the internal loading dock.

IAG 03 Height

Please see Section 2.2.2.

IAG 04 Massing

Please see Section 2.2.3.

IAG 05 Homeownership

Please see Section 2.2.1.

IAG 06 Unit Types

The Proponent has reduced the unit count to 110 units, and increased the unit sizes to add more family oriented two- and three-bedroom units.

IAG 07 Setbacks

Please see Section 2.2.3.

IAG 08 Parking

Please see Section 2.2.7.

IAG 09 Retail Use

Please see Section 2.2.8.

IAG 10 Design

The design reflected in the PNF submission was approved during the BCDC review process. During the BCDC reviews of a prior iteration of this project, a “classical” façade design and materials pallet was explored, but ultimately rejected by the committee. The design team will study/evaluate alternate window designs – muntins and double hung windows – as well as facade colors as the design progresses.

2.5 Letters of Support

The BPDA received 25 comments in support of the Project, as well as a petition in support of the Project with 16 signatories.

Peter Cullen	Dave Monheit
Amanda O’Grady	Christian Fernandez
Amaziah Ademulegun	Randy Barrett
Brian Kitchens	Gretchen Devine
Sasha Walsh	Patrick Gallagher
Michael Clark	Jeffrey Ross
Caroline Greenwood	Casey Valente
Nathaniel Hansen	Adam Ernst - Brighton House
Richard Bane - BaneCare	Steve Conroy
Chris Joyce	Mark Joyce
Luke Conroy	Mario Kulu
Danielle Sheehan	B’Nai B’rith Housing
Petition of Support signed by 16 residents	Jim McGrath

February 28, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

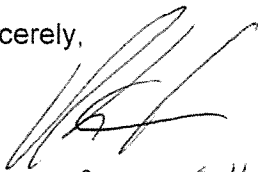
Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

As a member of the neighborhood we are familiar with the proposed 115-unit apartment and retail pharmacy development proposed at 5 Washington Street, in Brighton, MA. As a member of the Brighton-Allston community I am supportive of the project.

The proposed project will eliminate the blighted site, and as result enhance the neighborhood, adding needed high quality apartments, a pharmacy and an attractive pocket park. The consolidation of the site 6 curb cuts on the site down to one entrance on Corey Street, should also enhance traffic at this congested intersection. Providing affordable units to the City of Boston is also a benefit I can support. We assume the projected will be approved by the City of Boston meeting code requirements, and policies from other city departments.

Sincerely,



Name: Peter Cullen

Address: 99 Brainerd Rd #7
Allston MA 02134



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 2:41 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: 2746

Form inserted: 3/5/2018 2:41:00 PM

Form updated: 3/5/2018 2:41:00 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/5 Washington Street

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Dave

Last Name: Monheit

Organization: 1981

Email: [REDACTED]

Street Address: [22 Fairbanks St](#)

Address Line 2: 2

City: Brookline

State: MA

Phone: [REDACTED]

Zip: 02446

Opinion: Support

Comments: I think this is a fantastic building that will allow me to move back into Brighton where I had spent the majority of the past 10 years. I imagine that other folks in their 30s who are looking to start a family are looking for something like this as well.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 3:46 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2747

Form inserted: 3/5/2018 3:45:42 PM

Form updated: 3/5/2018 3:45:42 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/5 Washington Street

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Amanda

Last Name: O'Grady

Organization:

Email: [REDACTED]

Street Address: [2 Oakland Street](#)

Address Line 2:

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: There are many reasons I support this project. 1. I love the commercial spaces, I think having a pharmacy will be very convenient (is also thoughtful considering there are many seniors in the community) and I like that they are adding a local shop to the community. 2. I appreciate the consideration of widening the sidewalks and lowering the entrance from 5 to 1, I think this makes a much safer and more enjoyable environment for all, especially for the children attending school across the street. 3. I believe this new building will attract new people into Brighton that will support local businesses and be a great addition to the neighborhood. 4. The current neighbor doesn't bother to properly dispose of there snow, I will be happy to have a professionally managed building as a neighbor that has promised to take better care of the property. I could keep going with a few more reasons but I am sure there is many of these to read. I believe this build will add great value to our Brighton community.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 4:07 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: 2748

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Form updated: 3/5/2018 4:06:18 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Christian

Last Name: Fernandez

Organization: Self Employed

Email: [REDACTED]

Street Address: [20 Carver Rd](#)

Address Line 2:

City: Watertown

State: MA

Phone: [REDACTED]

Zip: 02472

Opinion: Support

Comments: I lived and drive through Brighton everyday. I believe this project will bring a lot of life to the community. It will make the environment less contaminated, removing the decaying old gas station, and help with the storm water issues in the area. This development shouldn't be a question. This is something Brighton needs to help drive the economy and to help with further development. Please let me know when everything is complete. I would love to be one of the first to live there.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 5:10 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

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Form inserted: 3/5/2018 5:09:34 PM

Form updated: 3/5/2018 5:09:34 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Amaziah

Last Name: Ademulegun

Organization:

Email: [REDACTED]

Street Address: [22 senders ct](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02136

Opinion: Support

Comments: I think this will be great for the community of Brighton!

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 5:41 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: 2750

Form inserted: 3/5/2018 5:40:52 PM

Form updated: 3/5/2018 5:40:52 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/5 Washington Street

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Randy

Last Name: Barrett

Organization:

Email: [REDACTED]

Street Address: [77 Bennett St.](#)

Address Line 2:

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: I think the project looks great. Boston is growing and Brighton needs to grow right along with it!

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 5:56 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: 2751

Form inserted: 3/5/2018 5:55:36 PM

Form updated: 3/5/2018 5:55:36 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/5 Washington Street

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Brian

Last Name: Kitchens

Organization:

Email: k [REDACTED]

Street Address: [1245 Adams Street #307](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02124

Opinion: Support

Comments: I am very supportive of this project. The building design is gorgeous and thoughtful. Also, this housing is great to help supply renters who want to live in this area where there is already a shortage of rentals. The pharmacy here will provide local folks with a great amenity and I love that the developer will offer a commercial space inside the building to a local business. I have lived in Boston since 2002 and I am clear that the city is expanding and it's critical that we continue to provide housing options to working professionals. This project is great for the community and the surrounding areas alike. Thank you for your time.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 6, 2018 at 7:34 AM

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: 2754

Form inserted: 3/6/2018 7:33:17 AM

Form updated: 3/6/2018 7:33:17 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Gretchen

Last Name: Devine

Organization: Madhouse Motors

Email: [REDACTED]

Street Address: [8 Rugg Rd.](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02134

Opinion: Support

Comments: As a local business manager who is looking to upgrade from my current apartment, this building is exactly what I am looking for to start the later years of my 20's. I want to start my adult life in Brighton and start to invest in that community while also living in a high quality apartment. I love the design, and I really appreciate the dedication to local retailers.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 6, 2018 at 12:38 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: 2758

Form inserted: 3/6/2018 12:37:49 PM

Form updated: 3/6/2018 12:37:49 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Sasha

Last Name: Walsh

Organization: Sasha Walsh Designs

Email: [REDACTED]

Street Address: [450 Harrison Ave](#)

Address Line 2: #307

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Opinion: Support

Comments: I think the overall design of the new building looks beautiful. The current state of the lot is not appealing to any local traffic and is an eye sore for the neighbors. With a new pharmacy, this project will bring convenience and elevate the current state of the area making it more desirable. I think it is a well executed plan with a bit of something old something new, brick facades with contemporary flare makes it very appealing.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 6, 2018 at 5:22 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaq64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2763

Form inserted: 3/6/2018 5:21:49 PM

Form updated: 3/6/2018 5:21:49 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Patrick

Last Name: Gallagher

Organization:

Email: [REDACTED]

Street Address: [84 Kilsyth Road](#)

Address Line 2: Unit 2

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: I'm writing in support of the 5 Washington Street project, as a resident of nearby Kilsyth Road for the past five years. My wife and I are recent grads with a 1.5-year-old and another on the way, who would be hard-pressed to afford to live in Boston if not for the generosity of our current landlords, who offer us below-market rent. I'm a huge proponent of new development, because every new unit helps relieve some of the pressure of the demand that's building up exponentially in this neighborhood. Moreover, the project has been really tastefully designed and represents a major upgrade over the existing gas station, which is a blight on the neighborhood. Replacing it with a pharmacy will go a long way toward serving a busy neighborhood where an undersized and overburdened Whole Foods is really the only show in town. This neighborhood needs a full-service pharmacy, particularly given the large population of seniors coupled with a growing population of families with young kids and the corresponding laundry list of medical needs that a pharmacy can help serve.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Wed, Mar 7, 2018 at 10:25 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureaou.na30.apex.salesforce.com

CommentsSubmissionFormID: 2770

Form inserted: 3/7/2018 10:25:09 PM

Form updated: 3/7/2018 10:25:09 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Michael

Last Name: Clark

Organization: Neighborhood Resident/IAG member

Email: [REDACTED]

Street Address: [11 Commonwealth Court](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: I'm writing to express my support for the [5 Washington Street](#) project in Brighton and offer the following comments: 1. Adding 115 housing units to the neighborhood won't solve Boston and Brighton's rental crisis, but projects like this do make an impact. Boston's booming jobs market and high quality of life will continue to attract young renters and aspiring homeowners. These new residents (many of whom will be earning more than the median household income) will outbid current residents for housing – if they are forced to do so. By adding to the housing stock, incentive is removed from landlords to raise the rents of individuals like myself, allowing us to save for future homeownership and continue to contribute to the Brighton economy. 2. More than just adding units, the best outcomes are achieved when new units aren't marketed for high-end renters with amenities such as larger square footage and dedicated parking. This project addresses one of these concerns – new construction will surely be priced above the neighborhood median but the apartment sizes won't be mistaken for luxury housing. Unfortunately, by including 104 parking spaces, residents will be paying for a parking spot whether they use it or not. I understand the desire for the community to preserve free on-street parking, but this desire must be balanced with the pressing need to reduce housing costs. I hope the City will continue to encourage reduced parking provisions in new housing developments in Brighton and throughout the City. 3. I continue to encourage the proponent to engage Brighton Main Streets, local elected officials, and other community groups to best utilize the smaller ground-floor retail space. When we spend our money at a local business, which can be owned, managed by, and employed by local residents, that money stays in Brighton. Thank you for the opportunity to serve on this project's Impact Advisory Group, and I look forward to this project's inclusion in the neighborhood. Michael Clark [11 Commonwealth Court](#)

PMContact: casey.a.hines@boston.gov

Project ID: 2644

March 15, 2018

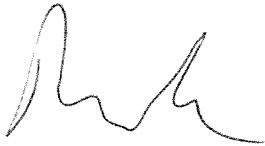
Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

As a member of the Brighton-Allston community I am supportive of the project and the replacement of the blighted gas station and office building. The proposed project will enhance the neighborhood, adding needed high quality residential units, a full-service pharmacy and an attractive pocket park. We ask the project be required to meet all City of Boston code requirements, and policies from other city departments.

Sincerely,



Jeffrey Ross

52 Bellamy St

Brighton MA 02135



Project Comment Submission: 5 Washington Street

1 message

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

Fri, Mar 16, 2018 at 10:14 AM

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: 2802

Form inserted: 3/16/2018 10:13:16 AM

Form updated: 3/16/2018 10:13:16 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Caroline

Last Name: Greenwood

Organization:

Email: [REDACTED]

Street Address: [110 Evans Rd](#)

Address Line 2: Apt 1

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: Hi, I'm excited to hear about the development at [5 Washington Street](#) in Brighton. I'm definitely all in favor of this. A couple of things I want to mention: It would be great if the Zip Car spots that are currently behind the gas station could be included in the new development. Also, a liquor store or one that just sells wine and beer would be very useful. Thanks for considering these points, and best of luck with the development! Caroline

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 19, 2018 at 1:28 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: 2804

Form inserted: 3/19/2018 1:28:50 PM

Form updated: 3/19/2018 1:28:50 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/5 Washington Street

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Casey

Last Name: Valente

Organization: JW Higgins Realty Co.

Email: [REDACTED]

Street Address: [225 Northern Ave](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02210

Opinion: Support

Comments: I am a long-time Boston resident and would like to acknowledge my support for this project. There is a strong need for apartments in the immediate area, specifically due to the increasing number of college students and large corporations relocating here. This is a prime location for apartments with close proximity to public transportation and Whole Foods. Additionally, KIG Real Estate Advisors are experienced real estate developers/executives and certain this project will positively contribute to the growth our community needs.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 19, 2018 at 1:54 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: 2806

Form inserted: 3/19/2018 1:54:11 PM

Form updated: 3/19/2018 1:54:11 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Nathaniel

Last Name: Hansen

Organization: dot. Creative

Email: [REDACTED]

Street Address: [171 Corey Road](#)

Address Line 2:

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: Dear Mrs. Hines: As new members of the neighborhood we have been following with interest the proposed 115-unit apartment and retail pharmacy development at [5 Washington Street](#), in Brighton, MA. We are pleased with the changes from the previous iteration and feel the development team has made positive efforts to make the building a more integral part of the community. We believe the project will benefit the neighborhood, especially aesthetically, and will also provide sorely needed residential units, and the addition of a pharmacy and adjacent park will be a wonderful addition. We do ask the project be required to meet all City of Boston code requirements, and policies from other city departments.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



March 19, 2018

Casey Hines
Senior Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02210

Dear Ms. Hines:

I am writing to express my support for the proposed redevelopment at Five Washington Street in Brighton. The development team originally submitted a proposal for this property about one year ago, and the proposal was met with some opposition from the area's most active and vocal residents. As a result, the developers went back to the drawing board and incorporated the community's feedback and offered a significantly altered development proposal that addresses many of the concerns raised by the community.

The development team reduced the number of units to 115, increasing the range of studios, one, two and three bedroom units. The parking ratio also improved as a result of additional spaces and reduction of number of units; with the added creative solution of leasing spaces at a nearby lot if the need arises from the new residents. The building was completely redesigned, with a diverse package of materials that breaks up the massing, making the one building seem like multiple. Further, the community expressed concerns over height and as a result, the building's height was decreased, giving the appearance of a four and five story building from the street.

Boston has set a goal of more housing to support our growing economy, to house a diverse audience: our young professional brain trust, young families with a desire to live in the city and the burgeoning population of empty nesters. In a land poor city like Boston, we need to embrace new housing projects conveniently located near public transit and especially proposals that respond so thoughtfully to community concerns. We need to encourage projects that will assist in revitalizing neighborhoods with multiple amenities including wide, pedestrian friendly sidewalks, community green space, local and active first floor retail uses and additional residents that will frequent area restaurants and retail.

This development proposal carefully balances the needs of the community with the economic feasibility of this project. I hope that the BRA considers the goals set by Mayor Walsh in creating more housing and the inevitable fiscal challenges of development and approves this project as currently proposed.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam Ernst", is written over a horizontal line.

Adam Ernst
Executive Director – Brighton House



March 19, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines,

Banecare, as the ownership of the Brighton House, is writing in support of the development at 5 Washington Street. After meeting with the developer for the proposed 115-unit apartment and retail pharmacy, we have concluded that project and replacement of the blighted gas station and office building, located adjacent our property, will help to enhance the neighborhood by adding needed high quality residential units, a full-service pharmacy as well as an attractive pocket park. The consolidation of the site 6 curbs cuts on the site down to one entrance on Corey Street should also enhance traffic at this congested intersection. Providing affordable units to the City of Boston is a benefit we can support. It is our belief that the developers have done their due diligence in their formation of this project and we are confident that they will see it through in a professional manner. We ask the project be required to meet all City of Boston code requirements, and policies from other city departments.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Bane".

Richard Bane
BaneCare President



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 20, 2018 at 5:39 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: 2813

Form inserted: 3/20/2018 5:38:36 PM

Form updated: 3/20/2018 5:38:36 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Steve

Last Name: Conroy

Organization: Lug Away

Email: [REDACTED]

Street Address: [31 Hobson Street](#)

Address Line 2:

City: Brighton

State: MA

Phone: [REDACTED]

Zip: 02135

Opinion: Support

Comments: This would be a great addition to the neighborhood!

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 20, 2018 at 7:03 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: 2815

Form inserted: 3/20/2018 7:03:16 PM

Form updated: 3/20/2018 7:03:16 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Chris

Last Name: Joyce

Organization:

Email: [REDACTED]

Street Address: [320 D Street](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02127

Opinion: Support

Comments: This project would be an excellent addition to the neighborhood.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Fri, Mar 23, 2018 at 10:50 AM

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: 2830

Form inserted: 3/23/2018 10:49:43 AM

Form updated: 3/23/2018 10:49:43 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Mark

Last Name: Joyce

Organization: Old Grove Partners, LLC

Email: [REDACTED]

Street Address: [74 F Street](#)

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02127

Opinion: Support

Comments: I think this project would be great for the area.

PMContact: casey.a.hines@boston.gov

Project ID: 2644

March 20, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

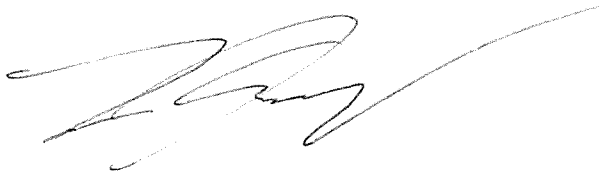
Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

The consolidation of the site 6 curb cuts on the site down to one entrance on Corey Street, should also enhance traffic at this congested intersection. This old gas station needs being redeveloped. Providing affordable units to the City of Boston is important to the City of Boston. The community retail space will be a great contribution to the neighborhood.

Sincerely,

Luke Conroy
52 Bellamy St
Brighton, MA 02135



March 19, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

As a Brighton resident I am familiar with the site next to wholefoods. I think this would be a great addition to the neighborhood. It would be convenient to have a CVS in the area. Providing affordable units to the City of Boston is something the City needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario Kula". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Mario Kula

52 Bellamy st
Brighton MA 02135

March 24, 2018


Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

As a member of the neighborhood we are familiar with the proposed 115-unit apartment and retail pharmacy development proposed at 5 Washington Street, in Brighton, MA. As a member of the Brighton-Allston community I am supportive of the project and the replacement of the blighted gas station and office building. The proposed project will remove large amounts of environmental contamination which will be good for the area. I look forward to having a small park to sit and enjoy the outdoors. The community retail space is a benefit to the local businesses that are starting out and looking to expand. I also believe the affordable units are needed in Boston.

Sincerely,



Danielle Sheehan
1411 Comm Ave #501



B'NAI B'RITH HOUSING

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Gilbert Winn *WinnCompanies*

March 20, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

B'nai B'rith Housing operates 242 units of housing at 30 Washington Street—a property also known as the Covenant House properties.

As a result, we are familiar with the 5 Washington Street property where a 115-unit apartment and retail pharmacy development is being proposed.

Over the years we have seen many iterations of a redevelopment plan for this property. At this time, we are supportive of the development as proposed, and in particular the replacement of the blighted gas station including an anticipated \$1.5 million environmental remediation. Overall, the proposed project will enhance the neighborhood, adding needed high quality residential units-- including 15 units of affordable housing. It will also include a full-service pharmacy and an attractive pocket park.

Congestion on Washington Street is a long standing issue in the neighborhood, and the consolidation of the site 6 curb cuts on the site down to one entrance on Corey Road is projected to enhance traffic at this difficult intersection. We understand that, in all other respects, the development will meet or exceed all City of Boston code requirements as well as policies from other city departments.

Thank you for the opportunity to comment on this effort. Should you have any questions or need further information, please do not hesitate to contact me at 617 731-5291.

Sincerely,

Susan Gittelman
Executive Director



Casey Hines <casey.a.hines@boston.gov>

Brookline building development (Washington St. / Corey Rd.)

1 message

Jim McGrath <jimroks1@gmail.com>
To: casey.a.hines@boston.gov

Fri, Mar 30, 2018 at 1:02 PM

Casey,

Hi! I'm a Brookline resident who recently received an informal mailing criticizing a developer's plans to build at the intersection of Washington St. and Corey Rd., and your name and email address were listed as the project's Boston liaison. I just wanted to say that my partner and I support development projects that would bring more affordable housing units to the area, as well as work that keeps issues of accessibility and snow removal in mind in terms of sidewalk access. Provided those are priorities for the developer, I'm happy to support new building work, for what that's worth.

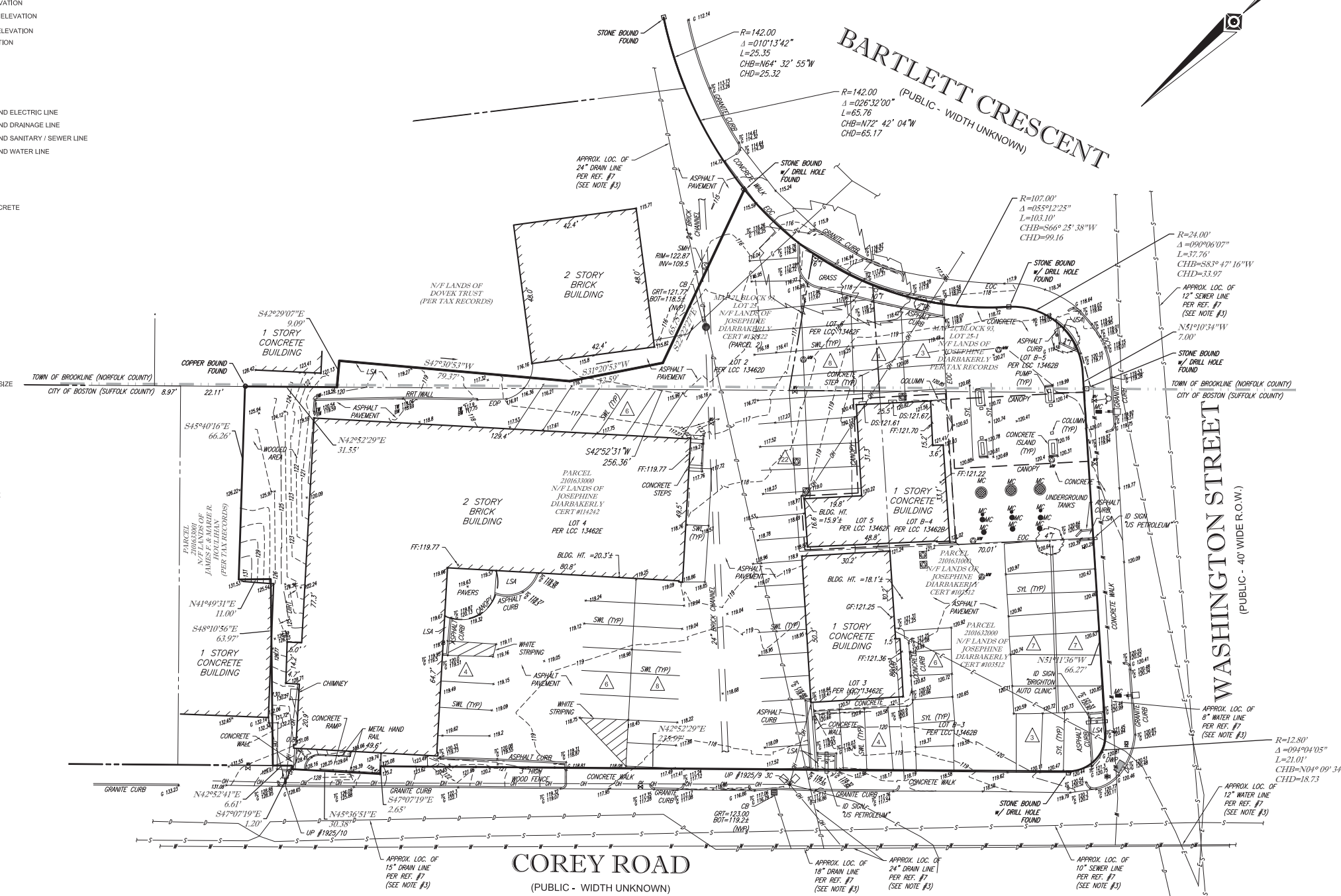
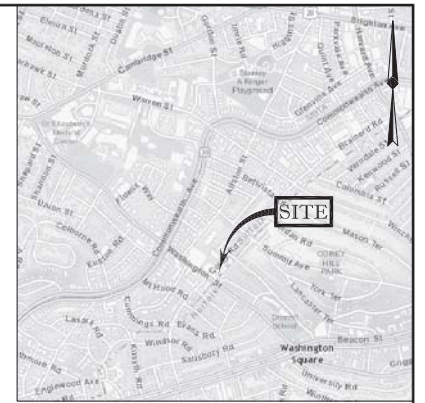
Thanks, and have a nice weekend!

-Jim

Appendix A

Site Survey

LEGEND	
---	EXISTING CONTOUR
X	EXISTING SPOT ELEVATION
X TC	EXISTING TOP OF CURB ELEVATION
X G	EXISTING GUTTER ELEVATION
X TW	EXISTING TOP OF WALL ELEVATION
X BW	EXISTING BOTTOM OF WALL ELEVATION
X FF	EXISTING FINISHED FLOOR ELEVATION
X OS	EXISTING DOOR SILL ELEVATION
⊕	HYDRANT
⊕	WATER VALVE
⊕	GAS VALVE
OH	OVERHEAD WIRES
E	APPROX. LOC. UNDERGROUND ELECTRIC LINE
D	APPROX. LOC. UNDERGROUND DRAINAGE LINE
S	APPROX. LOC. UNDERGROUND SANITARY / SEWER LINE
W	APPROX. LOC. UNDERGROUND WATER LINE
UP	UTILITY POLE
⊕	TRAFFIC SIGNAL
MW	MONITORING WELL
⊕	MONITORING WELL ON CONCRETE
⊕	AREA LIGHT
⊕	SIGN
⊕	BOLLARD
DC	DEPRESSED CURB
EOP	EDGE OF PAVEMENT
LSA	LANDSCAPED AREA
MC	METAL COVER
RRT WALL	RAILROAD TIE WALL
(TYP)	TYPICAL
SMH	SANITARY/SEWER MANHOLE
CB	CATCH BASIN OR INLET
FLOW ==>	FLOW DIRECTION
⊕	DECIDUOUS TREE & TRUNK SIZE
⊕	PARKING SPACE COUNT
DWP	DETECTABLE WARNING PAD
SWL	SOLID WHITE LINE
SYL	SOLID YELLOW LINE
HT	HEIGHT
BLDG	BUILDING
NVP	NO VISIBLE PIPE
SBH	STONE BOUND w/ DRILL HOLE
INV	INVERT ELEVATION
GRT	GRATE ELEVATION
BOT	BOTTOM ELEVATION



- NOTES:
- PROPERTY KNOWN AS PARCELS 2101631000, 2101632000 & 2101633000 AS SHOWN THE CITY OF BOSTON ONLINE GIS & LOTS 25 & 25-01 OF BLOCK 93 AS SHOWN ON THE TOWN OF BROOKLINE TAX ASSESSORS MAP# 21.
 - AREA = 43,476 SQ. FT. OR 0.998 AC.
 - LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE AS-BUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES, CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.
 - THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREIN.
 - THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN.
 - BY GRAPHIC PLOTTING ONLY PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER REF. #2
 - ELEVATIONS REFER TO THE BOSTON CITY BASE VERTICAL DATUM, BASED ON A CONVERSION FACTOR OF 6.457 BELOW NAVD '88.
 - THE OFFSETS SHOWN ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

- REFERENCES:
- THE TAX ASSESSOR'S MAP OF CITY OF BOSTON, SUFFOLK COUNTY, MASSACHUSETTS, SHEET #XX.
 - MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, SUFFOLK COUNTY, MASSACHUSETTS, (ALL JURISDICTIONS), PANEL 59 OF 151," MAP NUMBER 25025C0059G, EFFECTIVE DATE: SEPTEMBER 25, 2009.
 - MAP ENTITLED "SUBDIVISION PLAN OF LAND IN BROOKLINE," PREPARED BY SCHOFIELD BROTHERS, CIVIL ENGINEERS, DATED SEPTEMBER 25, 1951, FILED IN THE NORFOLK REGISTRY OF DEEDS AS BOOK 223, PAGE 106.
 - MAP ENTITLED "SUBDIVISION OF LOT B2 SHOWN ON PLAN, FIELD WITH CENT. OF TITLE NO. 13508 REGISTRY OF NORFOLK COUNTY LAND IN BROOKLINE," PREPARED BY HENRY F. BRYANT & SON, DATED AUGUST 8, 1953, FILED IN THE NORFOLK REGISTRY OF DEEDS AS BOOK 320, PAGE 161.
 - MAP ENTITLED "PLAN OF LAND IN BROOKLINE," PREPARED BY HENRY F. BRYANT & SON, ENGINEERS, DATED JUNE 8, 1927, FILED IN THE NORFOLK REGISTRY OF DEEDS AS BOOK 681, PAGE 108.
 - MAP ENTITLED "SUBDIVISION PLAN OF LAND IN BROOKLINE," PREPARED BY SCHOFIELD BROTHERS, CIVIL ENGINEERS, DATED APRIL 17, 1957, FILED IN THE NORFOLK REGISTRY OF DEEDS AS BOOK 317, PAGE 2.
 - WATER, DRAINAGE & SEWER FACILITY MAPPING PROVIDED BY BOSTON WATER AND SEWER, DATED SEPTEMBER 10, 2014.
 - ELECTRIC FACILITY MAPPING PROVIDED BY NSTAR ELECTRIC.

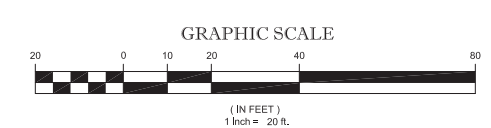
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UTILITY COMPANY	PHONE NUMBER
VERIZON	1-800-544-3900
COMCAST - REMBROKE	617-564-3859
CROWN CASTLE NG NETWORKS	855-892-4733
VERIZON	800-837-4966
RCN	877-576-7000
NSTAR ELECTRIC	800-692-2000
NATIONAL GRID GAS-BOSTON	800-233-5325
ON TARGET LOCATION	508-429-1002
INNOVATIVE DATA MANAGEMENT	888-604-5577



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THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.
NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR STAMPED WITH A BLUE INK SEAL

A. JOHN LLOYD
MASSACHUSETTS PROFESSIONAL LAND SURVEYOR #38385

DATE

1	REVISED OWNER'S NAME IN TITLE BLOCK	N/A	J.L.L.	A.J.L.	9-25-14
No.	DESCRIPTION OF REVISION	FIELD CREW	DRAWN	APPROVED	DATE
FIELD DATE	BOUNDARY & TOPOGRAPHIC SURVEY				
FIELD BOOK NO.	FIVE WASHINGTON STREET, LLC				
FIELD BOOK PG.	#3 & #5 WASHINGTON STREET & #165 COREY ROAD				
FIELD BOOK PG.	PARCEL ID 2101631000, 2101632000 & 2101633000				
FIELD BOOK PG.	CITY OF BOSTON, SUFFOLK COUNTY				
FIELD BOOK PG.	MAP 21, BLOCK 93, LOTS 25 & 25-01				
FIELD BOOK PG.	TOWN OF BROOKLINE, NORFOLK COUNTY				
FIELD BOOK PG.	COMMONWEALTH OF MASSACHUSETTS				
FIELD CREW	CONTROL POINT ASSOCIATES, INC.				
DRAWN	353 TURNPIKE ROAD				
INDO	SOUTHBOROUGH, MA 01772				
INDO	508-545-3900 - 508-545-3903 FAX				
INDO	WARREN, NJ 908.668.0099				
INDO	CHALFONT, PA 215.712.9800				
REVIEWED:	APPROVED:	DATE	SCALE	FILE NO.	DWG. NO.
J.L.L.	A.J.L.	9-24-14	1"=20'	CM14135	1 OF 1

Appendix B

BPDA Request for Supplemental Submission



April 25, 2018

Justin Krebs
5 Washington Square Owner LLC
257 Highland Avenue
Needham, MA 02494

Re: Request for Supplemental Information- 5 Washington Street, Brighton

Dear Mr. Krebs:

Please find enclosed the Request for Supplemental Information for the proposed 5 Washington Street project located in the Brighton neighborhood of Boston. The Request for Supplemental Information describes information required by the Boston Redevelopment Authority d/b/a Boston Planning & Development Agency in response to the Expanded Project Notification Form which was submitted under Article 80B of the Boston Zoning Code on January 12, 2018. Additional information may be required during the course of review of the proposal.

If you have any questions regarding the Request for Supplemental Information or the review process, please contact me at 617.918.4244 or Casey.A.Hines@Boston.gov.

Sincerely,

A handwritten signature in black ink that reads "Casey A. Hines".

Casey A. Hines
Senior Project Manager

CC: Brian Golden, BPDA
Sara Myerson, BPDA
Jonathan Greeley, BPDA
Lauren Shurtleff, BPDA
Jerome Smith, Mayor's Office of Neighborhood Services
Matthew Faris, 5 Washington Square Owner LLC
Andrew Tibma, 5 Washington Square Owner LLC

BOSTON PLANNING & DEVELOPMENT AGENCY

**REQUEST FOR SUPPLEMENTAL INFORMATION
5 WASHINGTON STREET PROJECT**

**SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL INFORMATION REQUEST**

PROPOSED PROJECT: 5 WASHINGTON STREET PROJECT

PROJECT SITE: 5 WASHINGTON STREET, BRIGHTON

PROPONENT: 5 WASHINGTON SQUARE OWNER LLC

DATE: APRIL 25, 2018

The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request in response to the Expanded Project Notification Form (“PNF”) which 5 Washington Square Owner LLC (the “Proponent”) filed for the 5 Washington Street project on January 12, 2018. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on January 12, 2018 which initiated a public comment period which was extended until April 1, 2018. 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 (“DPIR”). 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.

On November 20, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On January 12, 2018 the Proponent filed an Expanded Project Notification Form (“PNF”) pursuant of Article 80 Large Project Review for a proposal which includes the construction of a new residential complex at 5 Washington Street in Brighton comprised of a five-story building totaling approximately 132,500 square feet. The proposed project will contain approximately 115 rental units, 104 parking spaces, and approximately 12,500 square feet of ground floor retail.

On February 26, 2018 and March 28, 2018 the BPDA hosted Impact Advisory Group (“IAG”) meetings at the Baldwin Early Learning Pilot Academy, 121 Corey Road.

On February 28, 2018 the BPDA hosted a publically-advertised community meeting regarding the PNF at Baldwin Early Learning Pilot Academy, 121 Corey Road. The Proponent voluntarily extended the comment period which concluded on April 1, 2018.

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 the following themes: need for homeownership, reduction in density/number of units, request for wider sidewalks on Corey Road, request for increased set-back of 'bar' massing along Corey Road, increased overall affordability, traffic/loading concerns related to the proposed pharmacy on the ground floor. The BPDA 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

5 Washington Square Owner LLC proposes an approximately 132,500 sf, five-story residential building that includes approximately 115 units and approximately 12,500 sf of ground floor retail ("Proposed Project") at 5 Washington Street in Brighton ("Project Site"). It is anticipated that approximately 1,000 square feet of the retail space will be designated as local retail, and leased at a discounted rate. The development team has been pursuing several retail options, and there is potential for the retail space to be used as a pharmacy. The residential units will contain a mix of studios, one, two and three-bedroom apartments. The Project includes 104 parking spaces with 25 enclosed spaces at grade and 79 spaces below-grade.

Enclosed, secure storage for 115 bicycles will also be provided on the Project Site for the residential units, and an additional 4 for the retail space. The Proposed Project will also contain a bicycle maintenance facility for the residents that will be conveniently located on the ground floor. Additional outdoor bicycle racks will be provided and will be accessible to visitors to the site. Loading, deliveries and trash collection will take place off the street inside the at-grade level of the parking garage. A ground floor lobby, leasing offices, and common spaces on the second floor of the building that open out to a small landscaped area facing Brookline to the south are also included.

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 Scoping Determination will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.3 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, 10 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 C

Copies of Comment Letters Received



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Feb 5, 2018 at 3:33 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: 2673

Form inserted: 2/5/2018 3:32:16 PM

Form updated: 2/5/2018 3:32:16 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: </projects/development-projects/5-washington-street>

First Name: Bradley

Last Name: MacDonald

Organization:

Email: bmacdonald.esq@gmail.com

Street Address: [248 Summit Avenue](#)

Address Line 2:

City: Brookline

State: MA

Phone: [\(617\) 686-6020](tel:(617)686-6020)

Zip: 02446

Opinion: Oppose

Comments: This corner needs improvement, but this is not the answer. It will add immensely to traffic on Corey Road and Washington Street, which already backs up from Commonwealth Avenue during rush hours. It is too dense and lacks set back, canyonizing the Corey Road side in particular. My biggest concern is the rooftop where mechanical equipment e.g. HVAC units may be placed but are not shown on the rendering. Those units are a source of noise pollution particularly to those whose homes are on the hill behind it, as the noise ends up being at the same height as the backyards. We already live with condenser noise from St. John of God and don't need more.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Wed, Feb 21, 2018 at 11:09 AM

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: 2709

Form inserted: 2/21/2018 11:09:41 AM

Form updated: 2/21/2018 11:09:41 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)?utm_source=Neighborhoods&utm_campaign=20dc7353f0-5_Washington_IAG_Public_Meeting2_21_2018&utm_medium=email&utm_term=0_bccda74844-20dc7353f0-174677449

First Name: Betty

Last Name: Allen

Organization: Tufts University

Email: bjnallen@verizon.net

Street Address: 34 Orchard Road

Address Line 2:

City: Brookline

State: MA

Phone: (617) 731-4735

Zip: 02445

Opinion: Neutral

Comments: Hello: The major concern for all neighbors is the congestion. The neighborhood is already congested, and it is difficult to imagine that such a building would not contribute further to that problem. Where will the traffic enter the flow? Corey Road? Washington Street? Already backed up two or three times per day. Unfortunately, I will not be able to attend the meeting because of being out of town. I hope you will give careful consideration the the problem of congestion.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Wed, Feb 21, 2018 at 11:14 AM

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: 2710

Form inserted: 2/21/2018 11:13:29 AM

Form updated: 2/21/2018 11:13:29 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street?utm_source=Neighborhoods&utm_campaign=20dc7353f0-5_Washington_IAG_Public_Meeting2_21_2018&utm_medium=email&utm_term=0_bccda74844-20dc7353f0-137689021

First Name: david

Last Name: DANESH

Organization:

Email: DAVIDDANESH@GMAIL.COM

Street Address: [156 DEAN RD](#)

Address Line 2:

City: BROOKLINE

State: MA

Phone: [\(617\) 251-9569](tel:(617)251-9569)

Zip: 02445

Opinion: Oppose

Comments: I COULD NOT OPPOSE THIS PROJECT WITH MORE DISAPPROVAL!! I DRIVE BY THIS SITE EVERYDAY ON THE WAY BACK FROM WORK AND COREY ROAD AND WASHINGTON CAN NOT HOLD THIS KIND OF TRAFFIC. BOTH STREETS ARE NOT WIDE ENOUGH FOR THIS SIZE OF PROJECT! THIS COULD BE THE WORST PROJECT EVER PRESENTED IN BRIGHTON EVER! THERE ALREADY IS A MAJOR TRAFFIC PROBLEM IN THAT INTERSECTION ALL THE TIME AND IN THE WINTER BECAUSE OF THE SNOW ITS NEARLY IMPOSSIBLE! THIS PROJECT CAN NOT AND SHOULD NOT BE APPROVED AT THIS SIZE AND WITHOUT SIGNIFICANT SETBACKS ON CORY RD AND WASHINGTON ST.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Sat, Feb 24, 2018 at 5:19 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: 2716

Form inserted: 2/24/2018 5:18:43 PM

Form updated: 2/24/2018 5:18:43 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street?utm_source=Neighborhoods&utm_campaign=20dc7353f0-5_Washington_IAG_Public_Meeting2_21_2018&utm_medium=email&utm_term=0_bccda74844-20dc7353f0-50075837](#)

First Name: Kornelia

Last Name: Polyak

Organization:

Email: kornelia_polyak@dfci.harvard.edu

Street Address: 11 Orchard Rd

Address Line 2:

City: Brookline

State: MA

Phone: (617) 277-2785

Zip: 02445

Opinion: Oppose

Comments: The proposed building and the number of units looks too large for this area. It will increase the already bad traffic congestion on Washington St., which will likely lead to overflow traffic taking over the neighboring smaller streets with lots of pedestrian traffic (many kids and elderly usually walk on the road due to bad sidewalks and poorly lit streets) opening the possibility of traffic accidents. The commercial lower level with no parking available is also a bad idea. People will use the streets or Whole Foods parking, which are again already pretty congested.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Fri, Mar 2, 2018 at 2:35 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2741

Form inserted: 3/2/2018 2:35:05 PM

Form updated: 3/2/2018 2:35:05 PM

Document Name: [5 Washington Street](#)Document Name Path: /Development/Development Projects/5 [Washington Street](#)

Origin Page Url: /projects/development-projects/5-washington-street

First Name: Jennifer

Last Name: Goldsmith

Organization: neighbor

Email: ijk1mail@yahoo.comStreet Address: [148 Jordan Road](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 285-5397

Zip: 02446

Opinion: Neutral

Comments: Thank you for seeking feedback on 5 Washington. The project proposal is much improved from its first iteration but invites consideration of the overall Corey x Washington traffic pattern. The new building's single entry/exit onto Corey will invariably worsen already dense traffic. The real challenge there is absence of turning lanes on Washington which results in heavy backup in particular at rush hours. Traveling on Corey from Beacon Street to the west of Washington, it's not unusual for only one car to pass through the traffic signal if that car is turning left against oncoming Corey road traffic. This, coupled with Baldwin dropoff double parking, can result in a backup of nearly two blocks at rush hour. Similarly, coming on Corey from the east, it's typical for only a single pass through the signal if that car is turning left, and so a build up of traffic can extend to westborne terrace and beyond. This is the buildup into which [5 Washington Street](#) traffic will enter and exit. It's easy to envision a car turning left out of 5 Washington blocking traffic coming from the west while wedging into the backed up cars. This is an excellent time to consider improving the pattern overall, removing the 5 parking spots on Corey behind Whole Foods and the five adjacent to Baldwin School on Corey. These exclusions would create viable turning lanes and allow for turning arrows in both directions. The improved flow would surely lessen the impact of 5 Washington and improve the baseline situation as well. The current traffic study, while helpful, doesn't consider the added vehicle traffic at an active pharmacy. With typical shoppers staying less than 15 minutes, there is a great deal of in and outflow from a parking lot. A study of traffic at the 10 car lot at CVS [1266 Comm Ave](#) would offer a better picture of what increased volume could be expected just from the commercial store front. That's what should be considered overlaying onto current patterns. (the existing Corey lot seems to be used for longer term rental parking. The pharmacy traffic will be significant even before factoring in tenant traffic, fedex, amazon and food deliveries, garbage and recycling pick up, and uber and lyft pick ups and drop offs. A flaw to the current study was the July date-- all traffic factors are denser on school days with dropoff at the Baldwin, and at times of year people are not likely on vacation. It is important to follow traffic not on average but at the times of day that are most challenging. Finally, a risk of not improving this traffic pattern is overflow traffic traveling on Westborne Terrace. At the end of Westborne sits the Driscoll K-8 school. Most students walk to school based on Public School of Brookline studies. It seems like a disaster to have frustrated drivers backed up on Corey, turning on Westborne as a shortcut at just the time of day when several hundred students on foot are traveling on Westborne. I am happy to discuss this proposal and I imagine my suggestion exceeds the scope of the 5 Washington comments, but this is a perfect moment to really improve a poorly functioning intersection that is about to get a lot worse. Many thanks for your consideration. Jennifer Goldsmith

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Mon, Mar 5, 2018 at 11:45 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: 2753

Form inserted: 3/5/2018 11:45:13 PM

Form updated: 3/5/2018 11:45:13 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Bob

Last Name: Feldman

Organization:

Email: feldcan@yahoo.com

Street Address: [30 Washington Street](#)

Address Line 2:

City: Brighton

State: MA

Phone: (617) 232-4363

Zip: 02135

Opinion: Oppose

Comments: Unless an actual benefit for people who live and work in Boston is created by a proposed construction project, a zoning variance allowing construction of a nearly 70-foot high building in a neighborhood which currently limits a building's height to 35 feet should not be granted. Since over 80 percent of 115 residential units in proposed project will be market rate and unaffordable to Boston residents most in need of affordable housing--low-income and moderate-income elderly tenants, families and homeless individuals--proposed project does not create enough of a public benefit to merit a zoning variance. Under City of Boston's 1970s urban renewal plan, the racially-integrated Brighton neighborhood along Washington St. between Fidelis Way and Corey Road was specifically designated by BRA as an urban renewal area in which low-income elderly tenants and families of all racial backgrounds would find affordable rental apartments. Yet over 86 percent of rental units at 5 Washington St.--with monthly rents of between \$1,500 and \$3,000--will be unaffordable to low-income tenants of all racial backgrounds. The traffic study only measured Washington St. traffic flow on Weds., Nov. 16, 2017 for just 4 hours (between 7 and 9 a.m. and between 4 and 6 p.m.), on a day many of Whole Foods' regular shoppers may have already left town for their Thanksgiving family visit vacations during the following week. A more complete traffic study is needed of daily traffic flow on each weekday (including hours between 10 a.m. and 4 p.m. when Whole Foods customers are shopping or purchasing lunches there and when post-3 o'clock rush-hour cars increase traffic on Washington St.) on a day when Whole Foods' shoppers are not likely to have left town for holiday family visits. The traffic study also failed to factor in the impact on traffic flow of Egremont St. crosswalk which stops traffic in both ways every time a pedestrian crosses Washington St. from either Egremont St. or the Whole Foods parking lot. The transit study also underestimates how long the actual time neighborhood residents wait at the Corey Rd. and Washington St. bus stop between arrival of overcrowded 65 buses during rush hour after 8:30 a.m. and after 5:15 p.m.; and transit study fails to examine whether 65 buses have future passenger capacity to provide rush hour service in inclement weather for commuters who are expected to ride bicycles to work from the [5 Washington Street](#) apartment building. Since this neighborhood already has a drugstore on Comm Avenue next to Green Line B stop nearest proposed project, including a CVS retail store within the luxury apartment building does not represent a "public benefit" that would merit granting of a zoning variance; or to merit granting permission to disturb the quality of life in the neighborhood between 7 a.m. and 6 p.m. on weekdays for 18 months, while the 250 construction workers (50 percent of whom may not be Boston residents) are building the 70-foot high structure. In addition, since "air quality impacts from fugitive dust may be expected during demolition, excavation and early phases" of construction on the site of what was a gasoline station, according to the January 18, 2018 Project Notification Form, increased breathing difficulties for both elderly neighborhood residents and children with asthma who attend the learning center across the construction site may result from this project. For the above reasons, the proposed [5 Washington Street](#) construction project in Brighton should not be approved by the Boston Planning and Development Agency and the City of Boston.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Casey Hines <casey.a.hines@boston.gov>

5 Washington St.

1 message

Liam Flanagan <liamflanagan09@gmail.com>

Thu, Mar 8, 2018 at 12:03 PM

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

Hi,

It would be very much appreciated if we were given an extension of time for the comment., At least another week.

We as a group need some time to convene, as well of some people who I am in contact with who live with me or very close by, and want to make comments also.

Anyway, this project has been deadlocks for so long, that another few days is not going to matter very much at all in the grand scheme of things



Casey Hines <casey.a.hines@boston.gov>

Please extend 5 Washington comment period & 2nd public meeting

1 message

Eileen Houben <eileenkh@gmail.com>

Thu, Mar 8, 2018 at 12:34 PM

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

Dear Casey,

Please extend the 5 Washington comment period until at least 1 week after the 2nd community meeting which you are arranging for those who had a religious conflict last Wed. (plus all those neighbors who were completely unaware that this project is back.)

I will try to find out by Mon if we can use Providence house, and when, and will also try to contact several neighbors by then about their calendars. So I will be in touch then.
Eileen



Casey Hines <casey.a.hines@boston.gov>

5 Washington - asking for extension of the comment period

1 message

Eva Webster <evawebster@comcast.net>
To: Casey Hines <Casey.A.Hines@boston.gov>

Thu, Mar 8, 2018 at 2:06 PM

Hello Casey —

A week-and-a-half long comment period for 5 Washington St. (counting from the BPDA public meeting last week) is just too short for most people with jobs, families and other responsibilities.

The IAG members also have other commitments, and we will be unable to provide our comments by tomorrow. Please arrange for an extension — an extra week is needed (and ideally including the weekend of March 17-18).

Comment deadlines should not be on Fridays — because no one is analyzing comments on weekends (while weekends is the time when community people have more time to write) — so having the deadline on Sunday or Monday would make it easier for everyone to fit writing a comment into their schedule.

Thank you.

Eva



Project Comment Submission: 5 Washington Street

1 message

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

Thu, Mar 8, 2018 at 8:56 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: 2778

Form inserted: 3/8/2018 8:56:30 PM

Form updated: 3/8/2018 8:56:30 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)?utm_source=Neighborhoods&utm_campaign=20dc7353f0-5_Washington_IAG_Public_Meeting2_21_2018&utm_medium=email&utm_term=0_bccda74844-20dc7353f0-50075837

First Name: Fearghal

Last Name: O'Riain

Organization:

Email: fearghaloriain@gmail.com

Street Address: [789 Washington St](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 308-8335

Zip: 02446

Opinion: Oppose

Comments: I would prefer it to be 100 units or less and one floor lower to reduce community impact. Not having retail on the ground floor would allow this. Also, the corey sidewalk setback should be larger for safety and snow management. Ownership vs. renters would also support deeper community roots. I think more families locally bring stability to the community and larger units would support this, particularly since the building would be lead-free. There are several CVS stores within a mile radius and I fail to see the need for another, worsening traffic on an already busy street. The developers have said that traffic would be lessened by people parking in Whole Foods, shopping there and then going to CVS. Whole Foods is unlikely to agree to this. Thank you.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Thu, Mar 8, 2018 at 9:16 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: 2779

Form inserted: 3/8/2018 9:16:31 PM

Form updated: 3/8/2018 9:16:31 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Tina

Last Name: Ni Riain

Organization:

Email: tina.niriain@gmail.com

Street Address: [789 Washington Street](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 233-9038

Zip: 02446

Opinion: Oppose

Comments: I am opposed to the proposed development for 5 Washington. The proposal as is does not benefit the surrounding community and will increase traffic on an already very busy street. I also believe the development will increase pollution and bring in more rats and pests into the neighborhood. Also, we currently have a neighborhood that is mostly owner occupied and I am against having a development here that is full of rentals and transients who will not care about our neighborhood or take care of it. Really, if there is a development, it should be at least 50% owner occupied/condos and not just rental units in order to benefit this community and insure that we have people coming in who will actually be invested in the property and the neighborhood. I believe the building should be 80 units maximum and at least one floor lower. The units should be owner occupied and not rental units. Also the units should be much bigger and have at least 3 bedroom for families since this is new construction and lead free. That would be a real benefit for the community to have larger units available for families. Also there should not be a CVS or anything like a CVS there as there are already too many CVS stores in the neighborhood. Another CVS would just bring in more traffic and cause congestion. If the developers really wanted to build a development that would be valuable to the community, then build out a smaller building with larger units for families and make it affordable. Otherwise, the development is full of small units that have only one or two bedrooms for people who will only stay a few years and leave making this become more of a transient neighborhood which would harm our community. Please consider building a development that would give more housing to families and have three bedroom units. Also, build a development with 80 units or less. Also, the building should be set back much further on Corey, Washington and Bartlett so that it's safer for people walking around, and easier for snow management.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street, Brighton, MA

1 message

Rick Holahan <holahanr@yahoo.com>
Reply-To: Rick Holahan <holahanr@yahoo.com>
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Fri, Mar 9, 2018 at 12:45 PM

Hi Casey,

As a longtime Brighton resident, I felt compelled to write about the proposed development at 5 Washington Street.

I take umbrage with the size/FAR/density of the project given that it's a rental-only building. If the developer were to offer homeownership opportunities, I would accept the higher density/FAR. But we're to shoulder this dense, dense project with rentals only? At the very least, the affordable percentage should be increased if the proponents insist on maintaining it as a rental-only project.

5 Washington Street, as the number suggests, is very close to Brookline. This is an opportunity to have nice homeownership units and help increase Allston Brighton's owner-occupant percentage, which stands as one of the lowest in the city. Let's work with the developer to tweak the project and offer carrots to switch to homeownership. As it stands? I don't feel comfortable upzoning the parcel simply to get more rentals in the neighborhood.

All the best,
Rick Holahan



5 Washington Street Brighton, MA

1 message

kelly mcgrath <kelly9175@gmail.com>
To: Casey.A.Hines@boston.gov

Fri, Mar 9, 2018 at 1:20 PM

Dear Ms. Hines,

I am writing in response to the development at 5 Washington Street Brighton, MA. It has been brought to our attention that this project has made no concessions as far as having any type of home ownership and will be all rental units. I am aware that nothing can be done to change this. In lieu of this, I am asking that consideration be given to possibly increasing the percentage of low income units from 13%. This does not mean more units but increasing the 13% of the 115 units that have been proposed.

Also the setbacks on Corey Road really need to be addressed. The community regardless of the development still need to be able to navigate our streets comfortably and safely and I am sure the developers can appreciate this and would be willing to address this major concern.

I am a lifelong Brighton resident and a member of the BAIA board. I always try to remain open minded about all projects that are proposed and I do believe as a community we have been very patient with what is currently being developed and what is also being planned for the future.

My hope is that your developer would also continue to be open minded and to this end work with all of us to develop a project that is beneficial to all of us.

Best Regards,

Kelly McGrath



Casey Hines <casey.a.hines@boston.gov>

5 WASHINGTON STREET, BRIGHTON

1 message

Diane Kline <klineopa@msn.com>

Fri, Mar 9, 2018 at 3:37 PM

To: "Casey.A.Hines@Boston.gov" <Casey.A.Hines@boston.gov>

Dear Ms. Hines:

I have several concerns regarding the project at 5 Washington Street in Brighton.

*Density ~ With 115 rental units, the project is too dense.

*Home ownership ~ There is no opportunity for home ownership.

*Setback ~ There is an insufficient setback on Corey Road and a larger sidewalk is needed.

*Parking ~ There is insufficient parking and additional traffic is also a concern.

I am opposed to this project as it is currently presented.

Thank you,
Diane Kline
Radnor Road, Brighton



5 Washington St. : 1. please extend comments + 2. comments against proposal in current form

1 message

Eileen Houben <eileenkh@gmail.com>
To: Casey Hines <casey.a.hines@boston.gov>

Fri, Mar 9, 2018 at 4:29 PM

Dear Casey,

I hope to comment in more detail during the extended comment period the neighborhood needs (as I noted yesterday). In addition to those with conflicts last week, many within 1-2 blocks of the project are unaware of it.

Basically, the project proposal in its current form has many areas that need negotiation with the neighbors and then the IAG, before it would be ready for even considering at the BPDA board. Without some of these changes, it should only be rejected.

The height and FAR need to be closer to the zoning - the current version is too dense & too high for the actual neighborhood quadrant.

The neighborhood needs more larger, family size apartments and fewer studio -1 BR. Many of the quoted statistics about millennials and cars assume similarity with previous decades of people that age and do not take into account the delay in life plans & families & car affordability from student loans and the difficulty saving when living in such an overheated RE market as Boston.

This also means there are problems with the traffic assumptions in a neighborhood with too much traffic and too few parking spaces BEFORE the 750+ approved units (within<1 mile) are finished and without the 1000+ units in the pipeline which will also affect Washington St traffic.

There are problems with the lack of setback of the building from Corey Rd., giving a city canyon effect, especially opposite the back of Whole Foods.

The driveway plan is dangerous and not viable.

My neighbor John of the 185 building (he has no computer) is concerned about diesel fumes... his expertise is classic cars.

Height and shadow issues may be misleading from the drawings, as they are not to scale (not accurately to scale according to the developer, at one of the meetings.)

The current developer seems a welcome improvement over those from the last 2-3 iterations. However, this is still building on the previous projects, especially the last. All these buildings had a max profit focus down rather than a community fit focus and up to a reasonable profit.

This project needs several months of negotiated changes to be even a reasonable compromise that could fit the neighborhood & the community infrastructure, rather than the current fast-track schedule of the developer which the BPDA seems to be supporting.

Yes, a good development would be a wonderful improvement over what some consider the blight of the gas station lots, but a mistaken one would not. This has some potential, but only after major changes.

Thank you,
Eileen Houben
abutter, 195 Corey Rd

(also, member of HUAB)



Casey Hines <casey.a.hines@boston.gov>

5 Washington St-BAIA letter

1 message

Anabela Gomes <BELA@mail.com>

Fri, Mar 9, 2018 at 5:05 PM

To: Jonathan Greeley <jonathan.greeley@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, Casey Hines <casey.a.hines@boston.gov>

Casey Hines, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: [5 Washington St](#)

Dear Casey Hines,

The developer presented to the Brighton Allston Improvement Association on January 4, 2018. It was very disappointing to be presented a project that was pretty much the same project from 2015. Repackaging the same project with a new developer is an insult to community members that gave up their valuable time to review the project the first time. The BAIA can not support this project as presented.

We have great concerns on density, affordability, homeownership and traffic. In the 1400 to 1600 block of Commonwealth Ave and 5 to 159 block of Washington St there is 1,516 new units (built, under construction and proposed). Of that 1,516 units only 314 are slated for homeownership. There are also two more projects coming in the pipeline [1515 Comm. Ave](#) and talks of [15 Washington Street](#), those numbers are not included. This also does not include the very large number of units being built/proposed in the rest of Brighton/Allston. We are clearly not a community that is against development, but we need our concerns addressed by the BPDA and developer.

The project was too dense in 2015 and is still too dense. The number of units needs to be substantially lowered. The area is becoming too dense with all the projects being built and proposed. The B-line is already at capacity and only getting worse.

As you can see the number of homeownership units being built are dramatically lower. We need to build stability with homeownership and affordable units. We must promote and increase long term residents. If the developer can not find a way to build homeownership then he must come with a proposal that offers a much higher percentage of affordable units. This does not mean adding more units, but within the lowered count.

The building needs to be set back on Corey Rd to allow for a bigger sidewalk and trees. It is important to build properly as a future development on the other side of street will also add to pedestrian use. We still have grave concerns of allowing a large CVS type store and need better traffic information. It would be more acceptable if it was a CVS centered on being a pharmacy and minute clinic versus one that sells everything under the sun. As for parking for the CVS and residence we would like to address that after the unit count is lowered.

At this time, we would like to go on record against the project.

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

Sincerely,

Anabela Gomes

Brighton Allston Improvement Association

ANN dePIERRO
306 Summit Avenue
Brighton, MA 02135

March 9, 2018

Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: 5 Washington Street Project

Dear Ms. Hines:

As a resident of the Corey Hill Neighborhood in which this project is located, I oppose the planned development at 5 Washington Street Brighton. Unfortunately I was unable to attend the community meeting. The project as proposed in the PNF is not suitable and should not be approved by the BPDA. Three years ago the community expressed its concerns with the previous development proposal and the present proposal is very similar and does not address the community's valid concerns. The proposed development is still too large, too dense, and insensitive to the Brighton neighborhood. Further modifications need to be made and presented to the public who should be given an opportunity to further comment either through a revised PNF or a Draft Project Impact Report. This project will greatly impact the surrounding neighborhood and must undergo more stringent open review with the opportunity for input from those most affected. For clarity, comments have been broken down into various categories

USE

The proposed large retail use of the site particularly as a pharmacy should be rejected. Such a retail use will increase the traffic and parking issues exponentially. The neighborhood is already well served by existing pharmacies. Smaller retail uses that will not generate large amounts of truck and vehicle traffic should be substituted.

DENSITY AND HEIGHT

The project is still too dense and too tall. To fit the large amount of units and retail space on a one acre site, a portion of which is in Brookline, a 70 foot, five story building with a FAR of 2.58 is being proposed. To avoid dealing with the City of Brookline the developers are cramming an oversized building onto a relatively small site and placing the only at grade green space on the Brookline portion of the site. Both the FAR and height greatly exceed the allowed zoning and there are no special circumstances or conditions or demonstrable and substantial hardship that would justify the granting of such substantial variances for this project.

As shown by the PNF, a five story building will increase daylight obstruction and increase shadows on nearby residences and public streets.

The height should be limited to no more than 4 stories. Although the PNF points out that there are other existing buildings in the area that are taller, those buildings were built many years ago, are substantially set back from the lot line and are situated on considerably larger lots.

PARKING

The lack of available parking in the neighborhood is a major issue. Our neighborhood is already very dense. Overcrowding has overloaded the infrastructure. The demand for parking has resulted in cars continually parked on corners and too close to hydrants which severely hampers the ability of emergency vehicles to respond quickly and adversely affects the function of the intersections and streets. In addition, many of the residential lots in this area have paved over green area to maximize parking.

The parking requirement for this project should be 1 space for each unit plus additional spaces for any retail. Although the number of units has been reduced to 115, there are 140 bedrooms. As it stands, the 104 proposed spaces do not allow even one car per unit. The number of spaces also includes spaces that will be used by both the retail uses and the residences. The expectation is that the residents will use public transportation, particularly to commute to work, however many of the residents may leave their cars onsite while at work which will conflict with the proposed retail use of the same spaces. There is also no provision for guest parking.

Adequate onsite parking is needed as there is no space for overflow parking on the streets. The Town of Brookline does not allow overnight parking on its street so any overflow parking will end up on the already overcrowded Brighton streets. This project will also eliminate 25 or more parking spaces that currently exist on the site and which are used by residents who cannot find street spaces.

The City must ensure that all current on street parking on Corey Road must be preserved including that directly across from the site.

TRAFFIC

The traffic information in the PNF is insufficient. No study was done at the intersection of Corey Road and Westbourne Terrace which is a heavily used feeder road for 2 schools and is located up Corey Road just a very short distance from the only project entrance and exit. Neither was a study done of the Summit Avenue and Corey Road intersection. Both of these intersections will see increased traffic from this project, particularly as it is likely that residents and customers will choose to turn right to avoid the already existing problems at the Washington and Corey intersection and along Washington Street in general.

The current traffic review does not appear to take into account the effects of the following: the existing drive directly across Corey Road which is used by trucks servicing the Whole Food dumpsters; the Whole Foods loading dock at the corner of Corey Road and Washington; the nursing home entrance directly across from the project site which accommodates emergency vehicles; or the site lines and topography of Corey Road which is narrow and hilly.

Traffic exiting the existing drive on Corey Road currently blocks traffic on Corey Road and this will be exacerbated when the existing alternate entrance and exit at Bartlett Crescent is eliminated.

The PNF does not adequately discuss delivery trucks for the proposed retail space. There is real concern with the ability of trucks to access the site from Corey Road without adversely affecting traffic. Promises made pre construction as to size of delivery trucks are often forgotten when the retail space is actually operating. If trucks cannot easily access the interior loading zone, they will wind up blocking the street. This is more reason to limit the size of the retail use and to limit it to uses that do not require large amounts of inventory and delivery as a pharmacy would.

In connection with the St John of God development, BTD assured the neighborhood that steps would be taken to alleviate the Washington Street traffic problem. A camera was placed at the Washington Street/ Corey road intersection ostensibly to allow BTD to monitor and adjust lights at Commonwealth to alleviate traffic issues. This camera is no longer there and the traffic problems are worse.

The intersection at Allston and Washington also needs further mitigation. With the St John of God project a Do Not Block Intersection sign was placed at this intersection but more must be done to allow the movement of traffic. Cars exiting Allston Street often simultaneously use both lanes to try to get out of Allston Street faster making a turn from Washington onto Allston impossible. Cars on Washington Street heading to Commonwealth Avenue routinely block the turn from Washington onto Allston. This intersection is dangerous for pedestrians as cars trying to get out block the crosswalk. At a minimum more should be done to stripe and box out an area on Washington Street to allow turns.

SETBACKS AND OPEN SPACE

Brighton is not downtown Boston. Buildings should be set back from the lot line to allow green space. There is very little at grade open space on this site and what little green space is provided is on the Brookline side only. Any building on this site needs to be setback more as are the other buildings in this area.

The latest plan provides spacious sidewalks on the Brookline side but places the long side of the building along Corey Street on the Brighton side right at or very close to the lot line and only provides minimal 8.6 foot sidewalks in places.

CONSTRUCTION IMPACTS

Existing parking and traffic concerns will be worsened during construction. Care must also be taken that the developer and its contractors closely adhere to and go beyond the minimum requirements to protect the neighbors and the Baldwin School against any adverse affects during construction particularly as this is a site which contains hazardous materials and is the subject of an existing activity use limitation. Given the existing shortage of landfill sites accepting cover, prior arrangements must be made to ensure materials are not stored on site for long periods.

CONCLUSION

Our neighborhood has lost a number of owner occupants in the neighborhood due to issues with parking, traffic, overcrowding etc. If this trend continues, the neighborhood will lose its core of owner occupants who help maintain the neighborhood. It is very important that the proposed development not exacerbate already existing problems.

The BPDA should not approve this project and should require that any modified project contain a less tall, less dense project with a more realistic number of units and reduced retail with sufficient parking and traffic mitigation measures.

Sincerely,
Ann dePierro



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street Comments

1 message

Kristina Stefanini <kstef4378@gmail.com>
To: casey.a.hines@boston.gov

Fri, Mar 9, 2018 at 9:45 PM

Dear Ms. Hines,

I hope this email finds you well. I am writing in concern of the proposed project on [5 Washington Street](#). I live down the street from the project, and I frequently commute via the 65 bus stop across the street. I went to the BAIA meeting 2 weeks ago to hear the new proposal. I had a few concerns over their proposal:

1. The amount of proposed side walk is not enough. Because of the steep hill, that intersection already feels congested. A new CVS would introduce new traffic, which could become hazardous and make the intersection feel even more congested. There is just going to be more development in the coming years, so I would like the intersection to be planned accordingly. There is little green space in the neighborhood, and I think expanding the sidewalks would also help retain the residential feel.
2. I am disappointed that the units will not be condos, but I understand the lease constraints. I hope that the developers can compensate for this somehow - perhaps by increasing the percentage of affordable units.
3. I would prefer a different retail option than CVS. Again, the CVS will cause more foot traffic, and there are already plenty of nearby pharmacy options. I don't know how much influence there can be on this topic.

Thank you for hearing my concerns.

Warm regards,

Kristina Stefanini
[233 Kelton Street](#)
[Boston, MA 02134](#)



Casey Hines <casey.a.hines@boston.gov>

5 Washington St Development

1 message

Jeff Feldgoise <jeff@feldgoise.com>
To: Casey.A.Hines@boston.gov

Sun, Mar 11, 2018 at 6:03 PM

Hi Casey,

I am writing to ask you to reject the current plans for development at [5 Washington St](#). I live on Windsor Road in the Corey Hill neighborhood and have been here for the past 19 years. I am encouraged that the site is being considered for development and am generally in favor of thoughtful development in our neighborhood. My opposition to the developer's current plans is based on two main issues that I would think can be fairly easily addressed:

1. I am strongly opposed to the use of the retail space being a CVS Pharmacy. We have an abundance of pharmacies in the neighborhood, with a CVS literally just down the road. I ask that a restriction be put on the property development that all retail leasers be non-chain stores, with preference for local business owners. I am fine with the spaces being rented for retail commerce, restaurants, cafes, and many other uses, so long as it is not a national chain store.

2. I am opposed to street level real estate being allocated to parking. The ground floor spaces should be common or retail spaces that are of a public nature. In the next 5 to 10 years, the number of tenants and people in general who own cars will be significantly lower than today. We should reflect this change in how we allocate parking to new developments. I am strongly in favor of keeping the underground parking as planned and removing all street-level parking spaces.

thank you for your consideration of my comments.

Jeff Feldgoise
[15 Windsor Road](#)
[Brookline, MA 02445](#)

J e f f F e l d g o i s e

jeff@feldgoise.com
617.594.8855

March 8, 2018

Ms Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: 5 Washington Street Project

Dear Ms. Hines:

Thank-you of the opprotunity to comment on this project.

As a long time resident of Brighton I am opposed the proposed development at 5 Washington Street, Brighton. It is very discouraging that the project presented to the community in January is almost identical to the proposal that was rejected by the community in 2015. Concerned residents and neighbors take time to attend meetings, review PNF's and write letters and all that community input seems to have totally disregarded.

The project as proposed in the PNF is not suitable and should not be approved by the BPDA. Concerns are related to the following issues:

Height and density

With a total of 5 stories with ground floor retail space and 115 residential units this project is still too dense and too hight for a small site on a very busy roadway. It is ironic that to avoid dealing with the City of Brookline the developers are massing an over sized building onto a relatively small site and placing all of the at grade green space on the Brookline portion of the site. Both the FAR and height greatly exceed the allowed zoning and there are no special circumstances conditions or demonstrable and substantial hardship that would justify the granting of such substantial variances for this project.

The height should be limited to no more than 4 stories. Although the PNF mentions other existing buildings in the area that are taller, those buildings are substantially set back from the lot line and are situated on considerably larger lots.

Setbacks and Green Space

The latest plan provides spacious sidewalks on the Brookline side but places the long side of the building along Corey Street on the Brighton side right at or very close to the lot line and only provides minimal 8.6 foot sidewalks in places. The building needs to be set back on Corey Rd to allow for a bigger sidewalk and trees. It is important to build properly as a future development on the other side of street will also add to pedestrian use.

Pick-up and Drop-off Short Term Parking

Brick and mortar retail stores are losing business to online retail. A huge volume of retail purchases are made on line and delivered to our homes via Amazon, Fedex, or UPS. All new buildings such as this need to have a short-term parking / loading for delivery trucks to the residential units, otherwise they will park in the streets.

Apart from residential deliveries the PNF does not adequately discuss delivery trucks for the proposed retail space. There is real concern with the ability of trucks to access the site from Corey Road without adversely affecting traffic. If trucks cannot easily access the interior loading zone, they will wind up blocking the street. This is more reason to limit the size of the retail use and to limit it to uses that do not require large amounts of inventory and delivery as a pharmacy would.

Retail

The proposed large retail use of the site as a large CVS type store that sells a full range of products would greatly increase traffic and should be rejected. Such a retail use will increase the traffic and parking issues exponentially. The neighborhood is already well served by existing pharmacies. Smaller retail uses that will not generate large amounts of truck and vehicle traffic should be substituted.

Parking

The lack of available parking in the neighborhood is a major issue. The neighborhood is already very dense. The parking requirement for this project should be 1 space for each unit plus additional spaces for any retail. Although the number of units has been reduced to 115, there are 140 bedrooms. As it stands, the 104 proposed spaces do not allow even one car per unit.

The number of spaces also includes spaces that will be used by both the retail uses and the residences. The expectation is that the residents will use public transportation, particularly to commute to work, however many of the residents may leave their cars onsite while at work which will conflict with the proposed retail use of the same spaces. There is also no provision for guest parking.

Adequate onsite parking is needed as there is no space for over flow parking on the streets. The Town of Brookline does not allow overnight parking on its street so any overflow parking will end up on the already overcrowded Brighton streets. This project will also eliminate 25 or more parking spaces that currently exist on the site and which are used by local residents who cannot find street spaces.

Homeownership and Affordability

Allston Brighton has an owner occupancy crisis Allston has 10% and Brighton has dropped to 22% from 26% a few years ago. This has a detrimental impact

on community stability and our civic life. We are at a tipping point that needs to be urgently addressed. New developments of this size should be offering significantly more **deed-restricted owner occupancy** opportunities, including affordable home ownership. We must promote and increase long term residents. If the developer can not find a way to build homeownership then he must come with a proposal that offers a much higher percentage of affordable units. The level of **affordability needs to more accurately reflect the earnings of middle income workers in the City of Boston** (not the area median income). This does not mean adding more units, but within the lowered count.

Family Units

We need fewer studios and one-bedroom apartments and more 3 and 4 bedroom units suitable for “modern families” in all there permutations.

Traffic

The traffic information in the PNF is insufficient. In the 1400 to 1600 block of Commonwealth Ave and 5 to 159 block of Washington St there is 1,516 new units (built, under construction and proposed). There are at least three other new developments on the horizon in this corner of Brighton. There are too many assumptions being made about the capacity of our crumbling mass transit system to handle the exponential growth in ridership. If residents in these new units do not have cars but use Uber or Lyft instead this will in no way decrease the numbers of cars on our roadways. The traffic intersections in the immediate area are already problematic without the increased number for cars generated by this new development.

Thank you for the opportunity to comment on this project.

Sincerely,

Elizabeth Breadon



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street

1 message

Tom Kates <tom@tomkatesphotography.com>
To: Casey.A.Hines@boston.gov

Tue, Mar 13, 2018 at 12:53 PM

Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: [5 Washington Street Project](#)

Dear Ms. Hines:

As a neighbor in close proximity to the proposed project at [5 Washington Street](#), I want to register my objection to the size and scale of the proposal. While a redevelopment of the site is something desirable to both my family and our neighborhood, the proposal as it stands should be rejected unless scaled back substantially.

On the Brookline side of this project (a mere few feet from the boundary of the proposed property) sits a residential neighborhood. It consists mostly of 3 story houses and a 4 story apartment building. Creating a property of the proposed height which would be the equivalent of nearly six stories (due to the extra height of the 1st story) far exceeds the height of the area. Its true that other buildings exist on the Boston side of similar heights, but those are far removed from the sidewalk and do not seem to loom over our neighborhood as this one inevitably would. Further, the proposal to take the building extremely close to the sidewalks on the Corey Road side, creates an uncomfortable tunnel feeling to the street and area.

This project is not unwanted, but needs to be altered to reduce the height by at least one story and also needs increased set-backs from the street to allow of more sidewalk access as well as trees and greenery. I am sure there is pressure to increase residential housing in Boston, but it should not be done at the sacrifice of residential feeling neighborhoods. In addition, I would add that this particular proposal, is only for renters. I would hope that some or all of a project such as this could include an owner occupancy component.

Please feel free to reach out to me at any time should you have questions for me about this proposed building.

Thanks!

Tom Kates

<http://www.tomkatesphotography.com/>

Tom Kates Photography
25 Bartlett Crescent Suite 2
Brookline, MA 02446
T 617-269-3129 F 617-203-9043



Re: 5 Washington Street

1 message

Andrew Fischer <afischer@jasonandfischer.com>
To: Casey.A.Hines@boston.gov

Tue, Mar 13, 2018 at 6:57 PM

Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: [5 Washington Street](#) Project

Dear Ms. Hines:

As you know, I live at [21 Bartlett Crescent](#), with a few hundred yards of the proposed [5 Washington Street](#) project. I am also a town meeting member in Brookline, representing this neighborhood. In these roles, particularly as an almost abutter to the proposed project at [5 Washington Street](#), I write to express several concerns. First and foremost, I, as are most of my neighbors, am troubled by the size and scale of the proposal. While a redevelopment of the site is something we all desire, the proposal as it stands remains too big.

The slope of Corey Hill and the larger institutional buildings across Washington Street allow a 3-4 story building to fit in nicely, as a transition from the larger and more urban Brighton, on the Brookline side, where the project site extends into Brookline. The project here abuts a quiet residential neighborhood of two and three family and single family homes. At five stories, a good project becomes an overly large project, especially where the first floor is the height of two stories to accommodate the proposed retail. Thus the project is really the equivalent of nearly six stories (due to the extra height of the 1st story).

This is out of proportion to the adjoining neighborhood, and should be rejected unless scaled back appropriately. While the senior housing on the Boston side is of similar height, the two buildings are set back from the sidewalk, with pedestrian accommodations, including trees and benches. Thus these buildings do not loom over our neighborhood as this one inevitably would. Moreover, the setbacks leave ample public space to create a pleasant experience on Washington Street. This leads me to my second concern: a multi-story building not just built to the sidewalk's edge, but overhanging the sidewalk, which is already too narrow to serve as a suitable public space.

The same problem exists on Corey Rd. where the height of the building, combined with the lack of any setback whatsoever turns Corey Rd into a canyon until the end of the property, where the hill has ascended 30-40 feet. Again, the property will support four stories and a significant number of units, but it remains too large and needs to be scaled back and, more critically, set back from the public way, like the neighboring building of like size.

Third, the neighborhood is strongly opposed to the use of the retail space as a CVS — or, indeed, any chain pharmacy. We have an abundance of pharmacies in the neighborhood, at least 5 CVS stores within a one mile radius and a Walgreen's not much further away. The neighbors vastly prefer that the retail space be subdivided and made available to local merchants or artists.

This project is not unwanted. Indeed all of us in the neighborhood would like to see this run down and poorly kept property turned in to much needed housing, but it needs to be done at a scale consistent with both the high rise senior housing, with its significant setbacks, and the single family and 2 and 3 families on its other side. The requires reducing the height by at least one story as well as increased set-backs from the street to allow of more sidewalk access as well as trees and greenery. The project can support a significant amount of new residential housing that will serve both Boston and the neighborhood, but it should not be done at the sacrifice of residential feeling in the neighborhoods. Reducing the scale from 115 to 80 or 85 units would allow this.

Please feel free to contact me at any time should I be able to provide further information or assistance.

Andrew Fischer
21 Bartlett Crescent
Town Meeting Member
Precinct 13
afischer@jasonandfischer.com
617-293-8304



Casey Hines <casey.a.hines@boston.gov>

Re: 5 Washington Street

1 message

Phoebe Compton <phoebecompton@gmail.com>
To: Andrew Fischer <afischer@jasonandfischer.com>
Cc: Casey.A.Hines@boston.gov

Tue, Mar 13, 2018 at 7:38 PM

Dear Andrew..

I know the area well . As you know, I live very close to the proposed area for development. Yes, please scale the # of units way down, eliminate a proposed CVS on ground floor and replace with local artisans shops.

Plseases include me in on supporting a greatly scaled down development.

Phoebe

Phoebe Compton
415-671-9393

On Mar 13, 2018, at 6:57 PM, Andrew Fischer <afischer@jasonandfischer.com> wrote:

Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: [5 Washington Street](#) Project

Dear Ms. Hines:

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The slope of Corey Hill and the larger institutional buildings across Washington Street allow a 3-4 story building to fit in nicely, as a transition from the larger and more urban Brighton, on the Brookline side, where the project site extends into Brookline. The project here abuts a quiet residential neighborhood of two and three family and single family homes. At five stories, a good project becomes an overly large project, especially where the first floor is the height of two stories to accommodate the proposed retail. Thus the project is really the equivalent of nearly six stories (due to the extra height of the 1st story).

This is out of proportion to the adjoining neighborhood, and should be rejected unless scaled back appropriately. While the senior housing on the Boston side is of similar height, the two buildings are set back from the sidewalk, with pedestrian accommodations, including trees and benches. Thus these buildings do not loom over our neighborhood as this one inevitably would. Moreover, the setbacks leave ample public space to create a pleasant experience on Washington Street. This leads me to my second concern: a multi-story building not just built to the sidewalk's edge, but overhanging the sidewalk, which is already too narrow to serve as a suitable public space.

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Third, the neighborhood is strongly opposed to the use of the retail space as a CVS — or, indeed, any chain pharmacy. We have an abundance of pharmacies in the neighborhood, at least 5 CVS stores within a one mile radius and a Walgreen's not much further away. The neighbors vastly prefer that the retail space be subdivided and made available to local merchants or artists.

This project is not unwanted. Indeed all of us in the neighborhood would like to see this run down and poorly kept property turned in to much needed housing, but it needs to be done at a scale consistent with both the high rise senior housing, with its significant setbacks, and the single family and 2 and 3 families on its other side. The requires reducing the height by at least one story as well as increased set-backs from the street to allow of more sidewalk access as well as trees and greenery. The project can support a significant amount of new residential housing that will serve both Boston and the neighborhood, but it should not be done at the sacrifice of residential feeling in the neighborhoods. Reducing the scale from 115 to 80 or 85 units would allow this.

Please feel free to contact me at any time should I be able to provide further information or assistance.

Andrew Fischer
21 Bartlett Crescent
Town Meeting Member
Precinct 13
afischer@jasonandfischer.com
617-293-8304



Re: 5 Washington Street

1 message

Steven Watson <stevewatson@gmail.com>
To: Andrew Fischer <afischer@jasonandfischer.com>
Cc: Casey.A.Hines@boston.gov, Grace Watson <gywatson@gmail.com>

Tue, Mar 13, 2018 at 8:15 PM

Hi, Ms. Hines,

I'm one of the neighbors Andrew alludes to. We are also the owners of the property - 817 Washington Street - that directly abuts the proposed [5 Washington Street](#) development. In fact, we may be the only residential property that abuts the project.

My wife Grace and I share most of Andrew's comments and concerns. The size of the proposed development and the lack of setback will adversely impact sunlight, traffic, and crowding in the neighborhood, all of which is a concern.

On the other hand, Grace and I do not share the concern about a chain pharmacy. We see the retail that the development rents to as the concern of the developer. While we don't think our neighborhood needs another chain pharmacy, we are not particularly concerned about this. Our larger concern is crowding, trash, and pest control.

All the best,
Steve Watson
Co-Owner, with my wife Grace, of [817 Washington Street, Brookline, MA](#)

On Tue, Mar 13, 2018 at 6:57 PM, Andrew Fischer <afischer@jasonandfischer.com> wrote:

Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: [5 Washington Street](#) Project

Dear Ms. Hines:

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Please feel free to contact me at any time should I be able to provide further information or assistance.

Andrew Fischer
[21 Bartlett Crescent](#)
Town Meeting Member
Precinct 13



Casey Hines <casey.a.hines@boston.gov>

5 Washington St development

1 message

Jade Chin <jmchin@suffolk.edu>

Fri, Mar 16, 2018 at 9:02 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Ms. Hines,

I am writing to you regarding the planned development at 5 Washington St.

As a young professional and a Brighton resident I am opposed to the project as it is.

I have lived on Washington street and Brainerd road, as have several of my friends. I know the area well and may live there again. I am concerned that the project will put undue strain on public transport, adding to overcrowding on the T at peak hours. It will also add to the already heavy car traffic in the area, increasing gridlock, particularly with the widespread use of ride hailing services.

We need places to live but I would prefer if the project was smaller in scale, with less units so it would have less impact on the community. If some of the units could be for sale as owner occupied only, that would help as housing to own and live in Brighton becomes harder and harder to find.

Yours,
Jade Chin



Casey Hines <casey.a.hines@boston.gov>

5 Washington St

1 message

fearghal O'Riain <fearghaloriain@gmail.com>

Fri, Mar 16, 2018 at 10:33 PM

To: Casey.A.hines@boston.gov

Dear Ms. Hines,

I live at 789 Washington St, close to the proposed 5 Washington St. project, which I oppose in its current form.

The building is lower than before but I would like to see it lowered another floor so it does not dominate the surrounding residential neighborhood on Corey Rd and Washington St.

The proposed number of units is barely less than before. There should be fewer units instead of greater size to accommodate families who would benefit from knowing there is no lead paint. 80 units would make much more sense. Also, there are no owner-occupied units which means more turnover and less stability for the neighborhood.

The impact on traffic in the area will add to the already over-congestion and also worsen overcrowding on the MBTA service. Considering there less parking spots for the unit ,overnight parking will only become worse in the surrounding Brighton area.

The building facing onto Corey Rd should be set back further from the sidewalk, giving less of a footprint to the building to give more space to pedestrians and allow for easier snow removal.

I am also concerned about the proposed CVS. There is no need for another CVS in the immediate area. Traffic will increase substantially. The existing gas station/parking lot would not cause as much traffic building up as a CVS and once the parking lot is full, customer parking will spill onto the surrounding streets as Whole foods will likely not welcome CVS customers using their lot for parking.

Best,

Fearghal O'Riain



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street

1 message

Tina Ni Riain <tina.niriain@gmail.com>

Sun, Mar 18, 2018 at 3:12 PM

To: Casey.A.hines@boston.gov

Dear Ms. Hines,

I am a long time Brookline resident and I have lived at 789 Washington Street since I was a toddler. My family and I are very close to 5 Washington St. project. I am opposed to the project at 5 Washington in its current form.

As a very involved community member who has lived here for over 30 years, I would like to see the building be lower another floor otherwise it'll not be in context with the surrounding residential neighborhood on Corey Road and Washington Street.

The number of units should not exceed 80 and at least half should be of greater size to accommodate families of at least 3 to 4 members. This would make keep with the neighborhood being long term residents who would care for the units/building and the surrounding neighborhood rather than become a transient neighborhood of people who only stay in the units for a year or two, cause a lot of wear and tear and just begin to destroy the beautiful neighborhood. Transient renters of only 1-2 years will not care for the neighborhood or any of the buildings as they are not invested.

This would damage the stability, safety and beauty of the community and neighborhood so I am opposed to a building with units that are only studios and only 1-2 bedrooms. You need to have more 3 and 4 bedrooms to accommodate families and renters/tenants who need larger units and who would be more invested in the neighborhood and the community. Ideally, half the units would be owner occupied condos instead rather than all rental units. This would greatly improve the project as then you would be bringing in people who are actually invested in the neighborhood.

Having fewer units and fewer people in the building would be better on the traffic. The current form of your opposed project at 5 Washington would greatly impact traffic in a negative way by causing over-congestion with too many cars. Also, I am deeply concerned about having a CVS or any similar type retail store at 5 Washington as that would increase traffic and negatively impact the community. There are already many CVS stores and similar type stores around the neighborhood so there is NO need for another one.

Also, the building should be set back much further on both the Corey Road side and on Washington Street to give more space for pedestrians and to allow for easier snow removal.

Best,
Tina Ni Riain

Tina Ni Riain
tina.niriain@gmail.com
(617) 233-9038



Casey Hines <casey.a.hines@boston.gov>

5 Washington St. Advisory Group

1 message

Linda Jason <ljason@gmail.com>

Tue, Mar 27, 2018 at 9:15 AM

To: Casey.A.Hines@boston.gov

I am writing in opposition to the current plan for the property at 5 Washington St.. The plans details a building too tall for the location, with too many units for neighborhood (check out rush hour on Washington Street currently), creates a dark tunnel along Corey Road with minimal set back from the street and invites a chain store tenant by creating a large commercial space. The location calls for housing and commercial development to be designed and constructed a less intense, intrusive and dense manner.

Linda Jason
ljason@gmail.com



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 27, 2018 at 10:34 AM

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: 2844

Form inserted: 3/27/2018 10:33:34 AM

Form updated: 3/27/2018 10:33:34 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-137689021

First Name: david

Last Name: danesh

Organization:

Email: daviddanesh@gmail.com

Street Address: [156 dean rd](#)

Address Line 2:

City: brookline

State: MA

Phone: [\(617\) 251-5969](tel:(617)251-5969)

Zip: 02445

Opinion: Oppose

Comments: This project is way too large for this site!!! The traffic at the intersection is already a problem and adding 115 units is just stupid! When it snows there is a 20 min traffic hold up! There is no way the mayor can approve this! I strongly oppose this and will whatever it takes to make sure this project does not go through!!!!!!

PMContact: casey.a.hines@boston.gov

Project ID: 2644



B'NAI B'RITH HOUSING

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Gilbert Winn *WinnCompanies*

March 20, 2018

Casey Hines, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: 5 Washington Street Development Letter of Support

Dear Mrs. Hines:

B'nai B'rith Housing operates 242 units of housing at 30 Washington Street—a property also known as the Covenant House properties.

As a result, we are familiar with the 5 Washington Street property where a 115-unit apartment and retail pharmacy development is being proposed.

Over the years we have seen many iterations of a redevelopment plan for this property. At this time, we are supportive of the development as proposed, and in particular the replacement of the blighted gas station including an anticipated \$1.5 million environmental remediation. Overall, the proposed project will enhance the neighborhood, adding needed high quality residential units-- including 15 units of affordable housing. It will also include a full-service pharmacy and an attractive pocket park.

Congestion on Washington Street is a long standing issue in the neighborhood, and the consolidation of the site 6 curb cuts on the site down to one entrance on Corey Road is projected to enhance traffic at this difficult intersection. We understand that, in all other respects, the development will meet or exceed all City of Boston code requirements as well as policies from other city departments.

Thank you for the opportunity to comment on this effort. Should you have any questions or need further information, please do not hesitate to contact me at 617 731-5291.

Sincerely,

Susan Gittelman
Executive Director



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: 5 Washington Street

1 message

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

Wed, Mar 28, 2018 at 10:35 AM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-zzlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2853

Form inserted: 3/28/2018 10:34:51 AM

Form updated: 3/28/2018 10:34:51 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-50075837](#)

First Name: Phoebe

Last Name: Compton

Organization: Neighbor /landlord

Email: Phoebecompton@gmail.com

Street Address: [1760 Beacon St.](#)

Address Line 2: Apt. 2

City: Brookline

State: MA

Phone: [\(415\) 671-9393](tel:(415)671-9393)

Zip: 02445

Opinion: Oppose

Comments: I do not approve of the design as is. The building needs to be at least one story lower (fewer # of units /fewer # of cars) .. the building needs to be set back considerably on the Corey Road side.. and no.. we don't need yet one more CVS located there I drive that part of Washington St and particularly on Corey road every day. Already much congestion of cars ... tight passing on Corey. Phoebe Compton, 3 family home owner in the neighborhood

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Tue, Mar 27, 2018 at 11:10 AM

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: 2846

Form inserted: 3/27/2018 11:10:20 AM

Form updated: 3/27/2018 11:10:20 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-174677449

First Name: Betty

Last Name: Allen

Organization: Neighborhood Resident

Email: bjnallen@verizon.net

Street Address: 34 Orchard Road

Address Line 2:

City: Brookline

State: MA

Phone: (617) 731-4735

Zip: 02445

Opinion: Neutral

Comments: Our greatest concern is the traffic and congestion that already exists and will be amplified by the new building. Please bear in mind that this is a neighborhood, and that the residents deserve consideration in the planning. Thank you.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Wed, Mar 28, 2018 at 10:35 AM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbrrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2853

Form inserted: 3/28/2018 10:34:51 AM

Form updated: 3/28/2018 10:34:51 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-50075837](#)

First Name: Phoebe

Last Name: Compton

Organization: Neighbor /landlord

Email: Phoebecompton@gmail.com

Street Address: [1760 Beacon St.](#)

Address Line 2: Apt. 2

City: Brookline

State: MA

Phone: (415) 671-9393

Zip: 02445

Opinion: Oppose

Comments: I do not approve of the design as is. The building needs to be at least one story lower (fewer # of units /fewer # of cars) .. the building needs to be set back considerably on the Corey Road side.. and no.. we don't need yet one more CVS located there I drive that part of Washington St and particularly on Corey road every day. Already much congestion of cars ... tight passing on Corey. Phoebe Compton, 3 family home owner in the neighborhood

PMContact: casey.a.hines@boston.gov

Project ID: 2644



5 Washington development: please oppose this & others that would overwhelm neighborhood

1 message

Eileen Houben <eileenkh@gmail.com>

Wed, Mar 28, 2018 at 4:38 PM

To: mark.ciommo <mark.ciommo@cityofboston.gov>, a.e.george@boston.gov, ayanna.pressley@boston.gov, Michael.f.flaherty@boston.gov, michelle.wu@boston.gov

Cc: Casey Hines <casey.a.hines@boston.gov>, Brian Golden <brian.golden@boston.gov>, Warren O'Reilly <warren.oreilly@boston.gov>, Kevin.Honan@mahouse.gov, Will Brownsberger <willbrownsberger@gmail.com>, Michael.Moran@mahouse.gov, Brian McLaughlin <bmcl1621@gmail.com>

Dear Councilors,

I am the closest Boston homeowner abuttor to 5 Washington.

Disturbing trends

5 Washington is one of at least 5 or 6 Allston Brighton projects whose comment deadlines end by mid-April. Every residential one is a proposal with height and density well beyond the zoning that was worked on so hard during the last development wave. (The commercial one wants to turn a Honda dealership into a Jaguar dealership in a Honda neighborhood.) They were not zoning for the 90's but for the future, yet now that there is development pressure, the city & BPDA are ignoring the zoning that was put in place to allow neighborhood appropriate development. Please help the neighborhoods by pressuring the BPDA and the mayor to oppose these proposals until they are redesigned or reduced to fit the neighborhoods better. I feel like it's a parallel *deja vue* to the Glass-Steagall Act which was repealed just when it was needed. Here, our zoning is being ignored by city & developers just when the situation it was designed for arises, and the impact may be as devastating to current and future residents.

History

This is about the 4th development proposal from this site since 2002. During the last one, in 2014-15, our former councilor who sat on the IPOD for 100's of hours with other dedicated residents and BRA staff, shared this with a neighborhood list serve (and this was 2 yrs before 700+ units were approved within a mile just on Washington St with 250 more under review, plus a few 1000 all over AB plus Allston Yards):

Whatever happened to the 3 story height limit for Allston Brighton?

The IPOD (Interim Planning Overlay District) Committee was established by the BRA because of overdevelopment in the 1980's in our neighborhood. The Committee worked very hard to establish uniform zoning - height, parking requirements, etc. - which all have fallen by the wayside.

Now, I see development proposals over the 35 foot height limit. In addition to the Washington/Corey plan, height is excessive at the Washington Allston school site on Cambridge Street one block from Harvard Avenue, the elderly housing addition at the old American Legion Post on Chestnut Hill Avenue, a street with moderate building heights (except for Reservoir Towers, which was a political deal) and the Western Avenue at Market Street proposal.

The three story limit set decades ago was intended to retain a human scale to new projects. The heights and densities of these proposals seem to me out of control.

Brian McLaughlin
Peaceable Stree

The last proposal was unfortunately passed by the BPDA board despite community opposition, then fell apart for the developer. The new developer, with the same architect, has mainly improved the old plan slightly, and the materials & architectural look, and slightly reduced square footage. Between the 2 plans, the owner tried to sell the site in May 2016,

but the highest bid of 12 million did not meet his auction reserve, so this developer has a 99 year lease.

Current problems requiring opposition if not changed

This means that the units **can't be sold to homeowners -the housing we most need** to stabilize the neighborhood. The 'improved' plan still has a **2.68 FAR in a 1.0 FAR zone, 70' (-1") in a 35' height zone, and no back yard setback vs. the required 20'** in zoning. There are 115 units with studio, 1BR, 1BR+ forming the majority, and a small # of 2BR 2BR+ and 3BR. The larger size is the family friendly size we need .

The developer's categorizing the Brighton part of the neighborhood as 'urban' with comparisons to nearby larger buildings is inaccurate and misleading. This building would actually set a height and density precedent for this neighborhood. The Corey/Washington intersection is where 4 neighborhoods meet. The quadrant with the Baldwin school has a few 2 families, and mainly 1 families including one of the nicest neighborhoods in Brookline. The quadrant with the gas stations (5 Wash.) goes up over the hill and has 1-3 story houses except 2 or 3 3 story apt.s on Washington (Brookline) and 2 buildings in the hill on Westbourne extending back from the Beacon corridor. That is, this is a neighborhood of homes in BOTH Brookline and Brighton, not 7-10 story buildings. The 3rd quadrant is also mainly homes up to Allston St. (exc. 3 story apt buildings on Vinal) after the ST John of Gd development. It is only the 4th quadrant -a different neighborhood- which has taller buildings, and 2 of those (20 Wash. and Covenant House) received those variances with community approval because of a community need for elderly housing.

Other 5 Wash issues for the community include that it

- is too close to Corey sidewalk (still too narrow) with no greenery on Brighton side-again only on Brookline side
- has **only one driveway, into Corey on blind hill where traffic backs up** at light
- <1:1 unit parking space ratio for each unit
- has chain store (CVS) planned for larger part of retail, which would generate too much car and delivery traffic area can't handle, plus area has enough pharmacies

-would eliminate existing overnight parking for 20-40 (no. has varied) cars that have no alternate place (st. parking is overcrowded now & Brookline has no overnt st. parking and all possible alt. spaces within a mile are under development with less than a 1:1 ratio for *new* residents. One gas station is currently used as parking lot)

- that no. included up to 10 zip cars (proposal has 2 zip spaces)

Developer says not his responsibility, but it is the city responsibility to make sure there is infrastructure including space for existing cars, and that development doesn't destroy a neighborhood's liveability. Already, neighbors without driveways don't go places at night with their cars because they couldn't park when they returned.

Conclusion

I believe that development should be thought out by city & others and proceed slowly enough to ensure that the impact will be liveable. At the turn of the last century, when the streetcars of the future A,B, & C lines were built, the streetcars (infrastructure) came first, **then** the building of homes and apartments in what became known as the "streetcar suburbs". Now we have the reverse. The local T is already overcrowded at rush hour BEFORE any of the several thousand approved units in AB are finished and in use. This developer, and the many others I've met, all blithely talk about bicycles and T and Uber (and maybe a shuttle for the TMA), and how millenials don't use cars (what about when they start their delayed families?). But Uber for so many new people causes traffic too. Corey is already backed up 3 lights several times a day (where the single driveway exits), and Washington is often backed up 3-4 lights at Corey and Commonwealth. The adjustments, including using a camera, promised at the time of St John of Gd development, have disappeared. So this means increasingly bad traffic (some is already an F on studies) on a main corridor for ambulances & fire trucks in the only part of the city that does not have a center for trained paramedics in its own neighborhood.

Please oppose the current proposal as it cannot fit the size and nature of the neighborhood without a serious overhaul.

The mayor's 53000 Boston units will last longer and be a positive legacy only if this process is slowed. One way would be to require developers to bring proposals at least close to the zoning (vs paying anything for a lot, then discovering the existing house is in a historic district and can't be razed) OR meet with the community before they have spent serious money on a plan they will then be wedded to. This could be done just as affordable housing %s are required, or green regulations, etc. Otherwise, we are turning into downtown, but without a nearby Boston Garden or Emerald Necklace. Who will live here? And existing homeowners & tenants will be forced out by higher taxes from the over-inflated prices in neighboring parcels that increases theirs.

Zoning that developers respect because you stand by it is one way to slow this trend. It's not a coincidence that the Brookline portion of this parcel is designed as green space so they don't have to meet the more exacting Brookline zoning which developers mainly respect.

Thank you,

Enjoy a happy holiday weekend with your families,

Eileen Houben

Corey Hill resident 41 years



5 Washington Street Project

1 message

Kathy Jantzen <kathy.jantzen@gmail.com>

Wed, Mar 28, 2018 at 9:51 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Hi,

I am writing with concern about the proposed building project at 5 Washington Street. We live at 10 City View Rd, a block and a half from the proposed project. This is a very congested area and the traffic on both Corey and Washington is already unbearable. Monday at 4:00 the traffic on Washington was over 25 cars in each direction trying to get through the intersection. There is a school with preschool children across the street. I have not read anything in the proposal to address the traffic issue related to an additional 115 residential units and a number of new retail stores. To make this workable there would need to be parking for the residential units as well as the current Zip Car and Maven car parking sites. In addition the traffic concern should be addressed. Perhaps widening the road, creating left turn lanes for both streets, perhaps increasing the number of lanes for all the roads. I do not think variance should be granted without these issues being addressed completely and totally!

Please keep me posted on the plans for this property.

Thank you,

Kathy Jantzen

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Project Comment Submission: 5 Washington Street

1 message

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

Wed, Mar 28, 2018 at 10:31 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: 2865

Form inserted: 3/28/2018 10:31:06 PM

Form updated: 3/28/2018 10:31:06 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-206325121](#)

First Name: Kirsten

Last Name: Ryan

Organization: Member - Homeowners Union of Allston Brighton

Email: knryan264@gmail.com

Street Address: [9 Oakland St](#)

Address Line 2:

City: Brighton

State: MA

Phone: (617) 939-3801

Zip: 02135

Opinion: Oppose

Comments: I oppose this project in its current form. As a long time Brighton resident and homeowner, I am concerned about the complete disregard for zoning posed by this project and a scale that is oversized. The density of the development will exacerbate an existing traffic problem. The height should be no more than 4 stories to reduce shading on neighboring structures and avoid a canyon type feeling. The setbacks need to be significantly increased and provide turnouts for dropoff / pickup and delivery trucks. There should be significantly more green space by adding a pocket on the Brighton side.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



5 Washington Street Brighton development

1 message

Kirsten Ryan <knryan264@gmail.com>

Wed, Mar 28, 2018 at 10:39 PM

To: Casey.A.Hines@boston.gov, Mark Ciommo <mark.ciommo@boston.gov>, warren.oreilly@boston.gov, brian.golden@boston.gov

Cc: kevin.honan@mahouse.gov, michael.moran@mahouse.gov, HUAB-BOARD <huab-board@googlegroups.com>

I oppose this project in its current form. As a long time Brighton resident and homeowner, I am concerned about the complete disregard for zoning posed by this project and a scale that is oversized. The density of the development will exacerbate an existing traffic problem. The height should be no more than 4 stories to reduce shading on neighboring structures and avoid a canyon type feeling. The setbacks need to be significantly increased and provide turnouts for dropoff / pickup and delivery trucks. There should be significantly more green space by adding a pocket on the Brighton side.

I also will note that a number of commenters supporting the project appear to reside in places as distant from the project as Watertown, South Boston, and Dorchester and appear to have some connection to real estate and design professions.

I expect and trust that the BPDA does and will weigh the opinions of close neighbors (in this case some of which are located in Brookline) and A-B residents most heavily when making a decision that will directly impact the quality of life of those residents.

Kirsten Ryan
[9 Oakland Street Brighton](#)

HUAB, member



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street Brighton/Brookline project

1 message

Marsha Brecher <marshabrecher@gmail.com>

Wed, Mar 28, 2018 at 11:24 PM

To: casey.a.hines@boston.gov, michelle.wu@boston.gov, michael.f.flaherty@boston.gov

To whom this may concern,

I live on Summit Avenue near Corey Rd in Brighton.

I am very concerned about the plans for this project.

I sit in traffic daily during the morning rush hour and late afternoon waiting for cars to get through the traffic lights by the Washington Street and Corey Rd intersection. There is often grid lock at that intersection and the light can change 4 times before cars can pass through it.

My children attend a school on Williston Rd and it should take us 5 minutes to drive to school, but it can easily take twenty minutes with all the congestion of cars.

I'm concerned that putting more cars on these already very narrow and congested streets will create a very difficult and frustrating situation.

Please take these concerns into account before moving forward with this project.



Casey Hines <casey.a.hines@boston.gov>

5 Washington St Brighton

1 message

Mary Ann Urban <timo75@aol.com>

Thu, Mar 29, 2018 at 5:24 AM

To: casey.a.hines@boston.gov

Please consider the following:

1. Placement of building so close to road...leaving very little sidewalk for pedestrians.
2. 1 parking place per person...not having that just causes congestion in rest of neighborhood.
3. Consider a smaller pharmacy in the building.

Please think of the tax paying residents of Brighton and consider their wishes over outside developers.

Mary Ann Urban
75 Oakland St
Brighton. MA 02135



Project Comment Submission: 5 Washington Street

1 message

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

Thu, Mar 29, 2018 at 7:14 AM

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: 2866

Form inserted: 3/29/2018 7:14:17 AM

Form updated: 3/29/2018 7:14:17 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-206325121](#)

First Name: Erin

Last Name: Parsons

Organization: 1976

Email: eeparsons@gmail.com

Street Address: [97 Williston Rd](#)

Address Line 2:

City: Brookline

State: MA

Phone: (813) 919-9410

Zip: 02445

Opinion: Oppose

Comments: WHY does this keep happening? Please remember who you are here to protect. You are already making these developers rich(er). They don't need to build a monstrosity again in our neighborhood to make millions of dollars in profit. They will do that (make plenty of profit) EVEN if they follow the rules. And guess what - you are there to make them follow the rules and protect what is left of our neighborhood. As one of the FEW homeowners in Brighton, I am saddened to see every last bit of land bulldozed and built out to the max just so they can squeeze one more tiny 1 bedroom apartment. It is shameful. The building needs to be SET BACK - I walk my FAMILY all the time on Corey Road and nearly get swiped by the passing cars now. A building that close to the road will make it worse. And we already have major traffic problems at this intersection. Please come stay at my house a few days and you can see for yourself. My son went to Baldwin across the street and enjoyed being able to see the sun through the windows that face WASHINGTON. But this building - which is slated to be TALLER than the Baldwin, which is one of the taller buildings on that corner - will block that sun for sure. PLEASE PLEASE PLEASE consider the neighborhood too as you are doing all these favors for the developers. The building must be set back more, it must have more green space, and it must be lower. Even with some of these adjustments, I bet they will still make a sweet profit. Haven't the developers taken enough of our neighborhoods? Sincerely, Erin Parsons

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street, Brighton

1 message

Philip Tackel <ptboston@comcast.net>
To: casey.a.hines@boston.gov

Thu, Mar 29, 2018 at 8:33 AM

Dear Mr. Hines,

I live in the neighborhood where this oversized project (as currently proposed) is planned.

I once owned a condominium down the Street in Brighton on Corey Road for 28 years. So I'm very familiar with the traffic and density issues. Plus I still live in the neighborhood so I am a victim of the current traffic and density issues due to the expansion of the senior housing buildings and Whole Foods over the past 10 years or so.

I object to the lack of setback, on Corey Road, and lack of landscaping. The density is too much and there is a lack of parking for residents and commercial visitors.

The planned very large commercial space on ground floor (e.g. CVS) is too great.

Currently, at rush hour there is a major bottleneck at this corner. It currently sometimes takes me 3 light cycles to get from one side of Corey Road (coming from Beacon Street) heading toward Brainerd Road (an extension of Corey Road leading to Allston).

The City should be doing the transportation studies. NOT rely on the development team's consultants who may have a bias.

I say, NO, NO, NO to the current project as proposed. The BPDA will fail the neighborhood and all residents of Brighton if this project as currently proposed is approved.

Sincerely,

Philip Tackel

8 Kilsyth Terrace

Brighton



Opposition to Current Project for 5 Washington Street, Brighton

1 message

Sharman Andersen <sharman.andersen@gmail.com>

Thu, Mar 29, 2018 at 8:39 AM

To: casey.a.hines@boston.gov

To the Attention of Casey Hines:

As a 1731 Beacon Street, Brookline, resident and homeowner living in the neighborhood of 5 Washington Street in Brighton, I am in opposition to the current proposed project because it is overly dense for the area.

The project needs an improved parking ratio (1 to 1), and, most important, increased setback on Corey Road. (Overnight parking is not permitted in Brookline and Boston streets around the building are overcrowded.) Currently there is no practical setback on Corey, and the sidewalk on the side of the 5-story building along traffic-heavy Washington, which connects Beacon and Commonwealth, is too narrow and leaves no room for trees or sufficient landscaping to mitigate the overly long building's impact.

The gas station which now occupies the site serves as a parking spot for many area residents plus the very efficient Zip car spots. Removal of that capability necessitates more, not less, parking space.

There are two grade schools in the immediate area, Brookline's Driscoll School (with its popular playground, basketball court, and field), and Boston's Harriet Baldwin School, both on Washington, plus senior housing. The blind hill that Corey climbs on its way to Harvard Street is already dangerous for pedestrians so an adequate sidewalk is a necessity. A lot of pedestrians live in the area; therefore, the sidewalks must be safe for and conducive to walking—even when snow is piled up.

The section of the building along Corey should be pushed back in order to provide a more open appearance along the street and provide more light. I would also hope that an entrepreneurial local business—not just another big chain store, of which there are already too many—will be encouraged to move into the building

As a neighborhood resident, I would like to see a development that improves the area and offers more than the old gas station, which was (and still is) an eyesore.

Sincerely,

Sharman Andersen
1731 Beacon Street #219
Brookline, MA 02445



Casey Hines <casey.a.hines@boston.gov>

5washington street

1 message

Joseph Sullivan <jcsullasc@hotmail.com>

Thu, Mar 29, 2018 at 9:19 AM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

The plan stinks,the city is ruining A-B with crazy over development.I had a forest in my back yard,Vermont like,now it looks like the titanic has settled off the edge of my yard.Menino would not let this go on.

Sent from my iPad



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street Plan

1 message

Ron Michaels <jantzenmichaels@gmail.com>
To: casey.A.Hines@boston.gov

Thu, Mar 29, 2018 at 10:25 AM

Dear Mr. Hines,

I am very concerned about the current plan for [5 Washington Street](#).

I live in the neighborhood, and it is already congested. There is a very large amount of pedestrian traffic in the area, (inclusive of seniors and a pre-school), already put in jeopardy by the congestion. Cars line up at the corners of Washington/Corey throughout the day. In winter, with the large Corey Hill things become even more difficult.

There is very little parking in the area. Streets are narrow in adjoining Brookline. I have great concern that the added traffic of commerce on the first floor, residents without parking, and visitors to the building will make things dangerous.

My sense of the plan is that it is 'greedy'. There are no setbacks along Corey. The 5 story leveled building without 1:1 parking is too dense for the area.

Surely we in the neighborhood deserve better; development that adds to the housing stock, but does not overwhelm and create problems for us all. I am counting on you and BPDA to fairly represent our interests and concerns.

Thank you.

Ron Michaels City View Road

James P. Long
39 Mount Hood Rd. #5
Brighton, MA 02135
jamesplong.mhr@gmail.com

March 24, 2018

Ms. Casey Hines
Senior Project Manager
Boston Planning and Development Authority
One City Hall Plaza
Boston, MA 02201

Re: 5 Washington Street Project

Dear Ms. Hines:

I am submitting this paper in opposition to the current proposal for the development of the 5 Washington Street property. I am very familiar with this site since I live two blocks from the project site and drive or walk past this site at least twice a day. The issues and objections that I have with this proposal are also reflective of the issues and concerns raised throughout the community and at the public hearings.

This is the second time this project has been submitted by the developer. With the exception of a small reduction in the total number of units this submission resembles the one made exactly three years ago. Indeed the project architect stated that the building design was exactly the same, they simply reduced the height by one story. As a result the objections and issues raised this time are the same as they were to the last proposal. It is very concerning that the developer has chosen not to accept any of the input from the community or the IAG about this project.

Building Design

The overall impact of the building's design is a hulking nondescript box without any exterior features to minimize the fortress like nature of its design. At the street level the design is dominated by the commercial space which is apparently slated for another CVS or Walgreens. The 20 foot high glass wall design for the commercial space is inconsistent with the neighborhood streetscape. The building needs to be redesigned so as to make it more consistent with the existing neighborhood appearance.

The current design has zero setbacks on all four sides. This is inconsistent with all of the residential and commercial buildings in this neighborhood. On the Brighton side of the project the residential structures are primarily 3 and 3 1/2 story structures which are set back 10 - 12 feet from the sidewalk. On the Brookline side there are single family and three story residences which are set back at least 15 feet from the sidewalk. The building should be redesigned to comply with these neighborhood criteria.

Project Density

The density of this project is a major concern of mine as well as the entire community. I feel that the project should be reduced in size to 60 - 80 units. This project is not being considered in isolation. Within two blocks of this site there is a project which is going to be finished in a few months which has over one hundred units. A new project has been proposed for the property on the adjacent property which is directly across the street from me, will have even more units. As you are aware the Washington Street Commonwealth Ave. intersection is already under intense development pressure with nearly 2,000 new units completed or in various stages of development. The 5 Washington St. project is exasperating the negative impact of this development.

Commercial Use

This site is unsuited for any large commercial use, especially one that requires a large parking area to be successful. In this neighborhood on street parking for any purpose is at a premium. As currently proposed this project would allocate a significant number of the onsite spaces to a parking area for the CVS/Walmart. This will result in significant additional vehicles using on-site parking.

Within one mile of 5 Washington Street there are already five national brand drugstores. Each of them has its own dedicated parking area. In addition within one quarter mile of the site there are two long time independent pharmacies. They would be put out of business if a new large chain was allowed into the neighborhood.

I don't think this site is suitable for any commercial use. If the developer is allowed to have a retail use on the first floor it should be limited and geared towards pedestrian customers.

Parking

Proposed onsite parking for this project is a major concern of mine and also for the entire community. The developer is proposing to allocate many of the above ground parking spaces for the exclusive use of the retail tenant. This will reduce the parking ratio substantially below the 1:1 ratio which is unacceptable. The project site is simply not large enough to accommodate parking for the commercial space regardless of the number of residential units.

Even if all of the parking was dedicated to the residential units there would still be up to far too many cars needing on street parking. This would have an extremely adverse impact on the community. Currently the resident parking spaces are insufficient to meet current demand. Existing residents are now forced to look for parking well outside the neighborhood. At times those spaces are at least one mile away. I know this from personal experience. As presently conceived this proposal will make a bad situation much worse.

I also think that cars registered at this address should not be allowed to get a resident parking sticker. The developer should be required to make alternative arrangements for any vehicles that can't be parked onsite.

Construction Parking

The developer should be required to present a parking plan for the duration of construction. Since there is no place on site for the construction workers to park they will wind up using on street parking spaces. Most of the on street spaces in this neighborhood are designated for resident parking. From my own experience I can tell you the construction workers on the projects done in this neighborhood use the resident spaces. Multiple times when I have come home during the day there are no parking spaces available to me. They will have to find spaces and then make arrangements for the workers to get to the site.

Setbacks

This neighborhood is characterized by residential structures that are 3 1/2 to 4 stories above grade and approximately 40 - 50 feet high. The buildings are set back from the sidewalks by 8 - 15 feet and that space is used for landscaping. The proposed building is built right to the sidewalk on its two public facing sides. The lack of setback

heightens the negative visual and physical impact of the building. A setback on the public facing street would help to mitigate the negative impact created by the proposed structure.

Building Height

The proposed building height is a major concern of mine as it is out of scale with the neighborhood. The building height should not exceed 55 feet.

Traffic

The impact on traffic caused by the proposed project is a major concern of and the community. The proposed project does not take into account the existing traffic patterns and will result in serious traffic congestion. This site is located at an intersection of two main streets that serve as arterial streets for cars transiting through the neighborhood. These streets are busy throughout the day and at rush hour are extremely busy with long delays at the traffic lights.

The intersection where the project is located has several long established properties. There is a busy Whole Foods market on one corner. A pre K - 1st school is situated on another corner. In addition there is a K - 8 school one block to the south on Washington Street. The proposed vehicle access to the property is by a single driveway located on Corey Rd. At that point Corey Rd. is 3 car widths wide with two way traffic and parking on the side across from the project. The proposed vehicle access and traffic generation will have a negative impact on existing traffic patterns. The proposed project does not make use of the sites Bartlett Crescent frontage which has a curb cut.

Sincerely

James P. Long



Casey Hines <casey.a.hines@boston.gov>

5 Washington Square LLC - Comment

1 message

Elizabeth Egan <lizskates@gmail.com>

Thu, Mar 29, 2018 at 7:19 PM

To: casey.a.hines@boston.gov

Dear Ms. Hines,

I am writing to provide comment on the 5 Washington Street residential and retail project (5 Washington Square LLC).

While I am pleased and in support of the development of the site, I am opposed to the project in it's current form. The existing proposal does little to enhance the current unwelcoming pedestrian area and mitigate current traffic issues. The current site is a blight and this is an opportunity to enhance the neighborhood in a meaningful way. The addition of housing units including affordable and owner occupied in a transit rich and conveniently located space coupled with a quality property management company is what our community needs.

It is quite disappointing to see that the community benefits such as the pocket park and set backs all face the Brookline side of the project and fail to provide a similar level of greenery on the Corey road/Brighton side of the project. We as a community need more public greenspace. This oversized and dense project will be set directly on Corey road and has no rear setback. I appreciate the effort to use the rear for surface parking but this should also include consideration for it's impact on traffic as well as for it's visual impact on the space. This is concerning and unsightly, as a community and city we should be expecting development to allow for rain water to natural return to the ground, follow the Mass DEP standards and provide space for trees to develop and provide shade. As the Boston Interagency Green Building Committee points out in it's comment letter, there is a discrepancy in the PNF. I am in agreement and support of their comment letter.

As our neighborhood continues to develop it is imperative that all development enhance and improve transportation in a multi-modal way. While the project does have a .69 ratio of residential parking, it would be of benefit to residents to see additional zip car spaces, as well as promotion of alternative transportation sources. The current MBTA Bus Route that serve this area (65) is packed to capacity during the morning and evening commutes and stops have limited shelter, the B-line faces similar issues. The retail space proposed is a benefit but not as proposed. Giving priority to a woman or minority owned business or independent/small chain should be prioritized for the space. We do not need another CVS - there are multiple small independent pharmacies within walking distance and a CVS located within less than a mile and two independent pharmacies within a quarter mile.

I am in support of the "brick inspiration" that includes large windows and based on the preliminary renderings it appears visually pleasing and would fit in with the historical character of the neighborhood.

Thank you for your time and consideration of my comments,
Elizabeth Egan
Brighton Resident since 2006



Project Comment Submission: 5 Washington Street

1 message

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

Thu, Mar 29, 2018 at 9:32 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: 2874

Form inserted: 3/29/2018 9:32:41 PM

Form updated: 3/29/2018 9:32:41 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)?utm_source=Neighborhoods&utm_campaign=e188c27149-5_Washington_IAG_Meeting3_27_2018&utm_medium=email&utm_term=0_bccda74844-e188c27149-206325121

First Name: Dustina

Last Name: Bennett

Organization:

Email: dustinabennett@gmail.com

Street Address: Hobson St

Address Line 2:

City: Brighton

State: MA

Phone: (617) 962-5812

Zip: 02135

Opinion: Oppose

Comments: I strongly oppose this project, because: 1. too dense (2.68 times the zoned density) 2. too high (2x the zoned height) 3. has no rear setback (0 vs zoned 20' req.) 4. this developer expects to receive a variance as a matter of course even though there is supposed to be a hardship requiring the variance and neighborhood support for it - as a member of this community, I OPPOSE this variance request. 5. is too close to Corey sidewalk (still too narrow) with no greenery on Brighton side 6. has only one driveway, into Corey on blind hill where traffic backs up at light 7. most units are studio, 1BR, 1BR+, with a few 2 & 3BR versus a larger number of family friendly units 8. <1:1 unit parking space ratio for each unit 9. has chain store (CVS) planned for larger part of retail, which would generate too much car and delivery traffic area can't handle 10. a 5 story building does not fit this Corey/Washington quadrant neighborhood which is 1-3 story mainly 1-2 family houses in both Brookline & Brighton.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Fri, Mar 30, 2018 at 7:57 AM

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: 2876

Form inserted: 3/30/2018 7:56:54 AM

Form updated: 3/30/2018 7:56:54 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Jeff

Last Name: Garmel

Organization: Home Owner

Email: jeffgarmel@gmail.com

Street Address: [126 Westbourne Terrace](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 645-0581

Zip: 02446

Opinion: Oppose

Comments: My house on Westbourne Terrace overlooks the proposed building. A five story structure will limit the light to my home and neighborhood. There are two other multi-story buildings (possibly 10 stories each) across Washington street, one adjacent to Corey Road. Combined with these two buildings, the proposed 5 story building will create too much density of people and structure. Jeff Garmel

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Casey Hines <casey.a.hines@boston.gov>

Letter opposing development plan at Washington St. Brighton

1 message

Nancy O'Hara <nohara3@verizon.net>

Fri, Mar 30, 2018 at 8:49 AM

To: casey.a.hines@boston.gov

Dear Ms Hines,

This project at 5 Washington St is too massive, too tall and too dense for this particular location; it has a number of design flaws, and will have a heavy impact on traffic (CVS deliveries, moving trucks, pick-ups and drop-offs) in an area notorious for traffic problems.

(Additionally, several other large projects — amounting to thousands of units — are slated for development in the Washington St. corridor and vicinity in Brighton, so the area cannot be accused of not pulling its weight in terms of embracing housing creation.)

Please do everything in your power to help eliminate the Problems with this current plan.

Thank you.

Nancy O'Hara
704 Washington St
Brighton, Ma 02135



5 Washington Street Question of Ownership

1 message

Tom Kates <tom@tomkatesphotography.com>

Fri, Mar 30, 2018 at 9:10 AM

To: Casey.A.Hines@boston.gov

Cc: ms@melshumanlaw.com

Dear Ms. Hines,

This note is not really a comment on the project but a question about a possible public way that runs through the proposed property. When this Project last came up a couple of years ago, it was pointed out that there was a street with a city street sign that runs directly through what will be the middle of the building they are proposing. As soon as this was brought up, the street sign was removed.

I am attaching photos of the street sign as it existed as well as a screen shot of some maps that clearly show "Malone Court" as some sort of street, going right through this property!!!

Are we 100% sure that these developers have the rights to what looked like a public street?

Please see my attached photos and map.

Thanks

Tom Kates

<http://www.tomkatesphotography.com/>

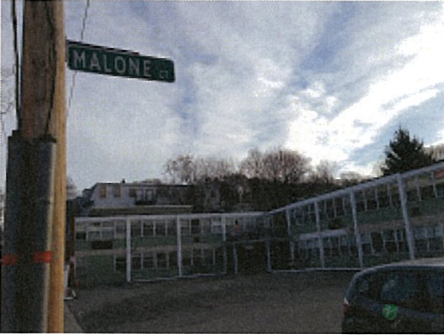
Tom Kates Photography
25 Bartlett Crescent Suite 2
Brookline, MA 02446
T 617-269-3129 F 617-203-9043

4 attachments



IMG_1548.JPG
639K

IMG_1549.JPG
516K



IMG_1550.JPG
561K

 **Official MapQuest - Maps, Driving Directions, Live Traffic.pdf**
129K



Casey Hines <casey.a.hines@boston.gov>

NO ... 5 Washington St. (the gas station), where a very large project is proposed (115 units).

1 message

Ruth Rieffanaugh <oneruthie@hotmail.com>

Fri, Mar 30, 2018 at 9:23 AM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

I do not support this project as is.
Needs be better PArking parking parking!!!!

1. parking ratio, it is way too congested!
2. better conditions for pedestrians (currently, there is NO SETBACK on Corey Rd. along this very long 5-story building, so the wall of the building comes all the way to the narrow sidewalk, too tight for people to navigate comfortably (right next to a busy road), and leaving no room for landscaping.
3. Additionally, push back section of the building above the first floor away from Corey Rd., in order to have a more open feel along the street, and less shading
4. a large CVS in the building — it's just too much for this congested corner on Washington St. (a smaller pharmacy or other neighborhood-oriented retail would be OK).

Ruth
Owner on Corey road.

Get [Outlook for Android](#)



Casey Hines <casey.a.hines@boston.gov>

5 Washington street development project

1 message

courtney carroll <courtneyestellecarroll@yahoo.com>
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Fri, Mar 30, 2018 at 4:01 PM

Hi Casey,

I have lived on Westbourne Terrace near Corey road for three years. My favorite part about this neighborhood is the quiet, the trees, the birds and the serene family vibe you experience while still being in the city. Adding such a large building will disrupt ALL of these things. It will create more congestion and devalue the homes that currently reside on the hill. Please reconsider the space and environmental impact this residential building will have on this neighborhood.

Thanks,
Courtney Carroll



Project Comment Submission: 5 Washington Street

1 message

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

Fri, Mar 30, 2018 at 5:42 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: 2882

Form inserted: 3/30/2018 5:42:03 PM

Form updated: 3/30/2018 5:42:03 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Avi

Last Name: Shainhouse

Organization:

Email: shainhouse@hotmail.com

Street Address: [127 Westbourne Terrace](#)

Address Line 2: 2

City: Brookline

State: MA

Phone: (617) 694-8241

Zip: 02446

Opinion: Oppose

Comments: While I want to see this site developed the proposed development is too dense for the land. The plan calls for way too many units and will change the neighborhood through traffic, loss of sunlight. Traffic in the morning is impassable due to all the parked cars. Putting more people without providing adequate parking will only exacerbate this problem. I am also very concerned that we will lose our Zipcars! I use the larger vans when my family visits and that allows me to own a smaller efficient car for my regular commute. Please develop responsibly- not this oversized crowded monstrosity!

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Comments on Development 5 Washington St, Brighton

1 message

Mary Hill <mhilledit@comcast.net>
To: casey.a.hines@boston.gov

Sat, Mar 31, 2018 at 12:53 PM

Hi Casey,

I live just a short distance from this site and generally visit the Whole Foods on the opposite corner 2 to 3 times a week. I often walk but will also drive. I get the impression from the proposed development for [5 Washington Street](#) that the developers don't really have a good sense of what the traffic patterns are, both human and vehicular, on any given day.

First, understand that Corey Road, that crosses Washington St. at that site, is very narrow. And on the side toward Brookline has cars always parked on both sides. This makes passage somewhat tricky when large trucks or buses pass through, to the point where often cars have to pull out of the way to let trucks pass. If it's true that a large CVS is planned for the ground floor, then this will significantly exacerbate this situation.

Second, it is not uncommon to have traffic back up from the Washington Street intersection with Commonwealth Avenue, all the way to the light at Corey Road. This is especially true of mornings, noon, mid-afternoon (with schools letting out), and evening. A large development here would significantly add to the volume of traffic on an already busy street.

Third, there is a fair amount on pedestrian traffic here, with Whole Food shoppers, families going to and from school, and people getting off/on the bus just in front of Whole Foods. The heavy traffic near the Corey Road light often means that drivers trying to get on to Washington Street will try to move quickly onto the street with limited visibility given parked cars. This can be dangerous for pedestrians. Adding to this volume just adds to the problem.

Also, the current configuration for this property looks like it will overwhelm the area and it does not appear that the developers have allowed enough set back to enable drivers to be able to see cross traffic coming and going. It also appears to be a plan to put as many people in that building (1- and 2-bedroom units) as they can fit in, rather than being family friendly.

Please reconsider the effect this development will have on the neighborhood. It needs to be scaled back to keep everyone safe.

Mary Hill

Mary Hill
[1887 Beacon St. #3](#)
[Brookline, MA 02445](#)

mhilledit@comcast.net
617-734-0504 (land line)
781-366-4638 (cell)



Casey Hines <casey.a.hines@boston.gov>

5 Washington St. development

1 message

Mimi lantosca <bostonmimster@aol.com>

Sat, Mar 31, 2018 at 1:59 PM

To: casey.a.hines@boston.gov

I am writing to express my opposition to the development planned for 5 Washington St. at Corey Rd. The building is too large for the area, having no setback from the sidewalk on the Brighton side, and being too dense for the neighborhood. That is a busy intersection as it is now. The planned development will make it impossible.

Sincerely,

Mimi lantosca

Brighton resident

Sent from my iPhone



Project Comment Submission: 5 Washington Street

1 message

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

Sun, Apr 1, 2018 at 11:17 AM

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: 2888

Form inserted: 4/1/2018 11:17:19 AM

Form updated: 4/1/2018 11:17:19 AM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Raj

Last Name: Dandage

Organization:

Email: raj@dandage.com

Street Address: [131 Westbourne Ter](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 383-9725

Zip: 02446

Opinion: Oppose

Comments: I am writing to express my concern about the size of the 5 Washington St development. As a resident of Westbourne Terrace, I am well aware of the traffic on Washington St. Washington St routinely backs up from Comm Ave Rd all the way to Beacon. I have included pictures of Washington St on a typical afternoon. The first picture is taken from Washington St at Driscoll school, facing Corey. Washington street is backed up all the way. The second is an image of the Corey/Washington intersection. <http://postimg.org/image/3rlrpu0zx/> <http://postimg.org/image/98k07ex91/> In addition, I feel that the building height is far in excess of what it should be. At 4 stories, the building would be taller than zoning, but still reasonable. Currently, it blocks 72% of the light. The sidewalk on Corey road is another major issue. I have a relative that uses a wheelchair, and I am very concerned about how we will get around when he comes to visit. The sidewalk is not nearly big enough to be safe. Thank you for your hard work. I know it must be difficult to balance the needs of the community with those of the developer. But I hope you take the concerns of the neighborhood into consideration before approving the project as is. Sincerely, Raj Dandage

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Sun, Apr 1, 2018 at 7:29 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: 2891

Form inserted: 4/1/2018 7:29:04 PM

Form updated: 4/1/2018 7:29:04 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Ashwini

Last Name: Nadkarni

Organization:

Email: asnadkar1@gmail.com

Street Address: [131 westbourne ter](#)

Address Line 2:

City: brookline

State: MA

Phone: (617) 383-7095

Zip: 02446

Opinion: Oppose

Comments: Although I would like to see a residential development with commercial space built at the proposed site, I DO NOT want to see the proposed development go through. First, the building is simply too dense. The number of units need to be reduced, which can be accomplished by reducing the number of floors to 4. Second, as indicated above, the building is TOO high. The floors need to be reduced to a total of 4 floors (including the floor with commercial space) in order to improve the facade of the building, reduce overcrowding of the area and ensure that the shadow created by the height of the building is not too great. Finally, the building needs to be set back further and the existing setbacks are too narrow. This is important, since people who are disabled or who have strollers will not be able to walk alongside pedestrians on the existing plans for the walkway.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Sun, Apr 1, 2018 at 8:23 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbrrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 2892

Form inserted: 4/1/2018 8:23:50 PM

Form updated: 4/1/2018 8:23:50 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Bob

Last Name: Pessek

Organization: Homeowners Union of Allston Brighton

Email: grilkpessek@verizon.net

Street Address: [9 High Rock Way](#)

Address Line 2: 1

City: Allston

State: MA

Phone: (617) 562-0390

Zip: 02134

Opinion: Oppose

Comments: We are Allston residents of 38 years and homeowners for 21 of them. We oppose this development as proposed. Along a few blocks of Washington Street of this proposal, there are 4 developments in various stages of approval with a total of 1,036 units of housing. This level of development is unsustainable without an overall planning component. There has been no consideration of the traffic impacts to our community due to these and the many, many other projects throughout the community. An independent traffic and public transit study is urgently needed. The streets are clogged and the B Line is over capacity. This project is too large and disregards zoning. Four stories, including retail is the maximum that should be considered. It also does not include any home ownership or affordable rental housing; our community has one of the lowest homeownership rates of any neighborhood. This project must include deed-restricted homeownership to encourage long-term residents to make their homes here. The project, as presented, does nothing to stabilize our community. Our community needs more green space; Allston Brighton has one of the lowest ratios of green space to residents of all Boston neighborhoods. This project needs to be set back and provide significant street-level green/open space; not balconies or roof decks on individual units. Those of us who call Allston-Brighton home are concerned that the immense amount of development being built, planned and proposed here serve mostly a transient population. In order to maintain a strong community, we need more affordable home ownership and family rental housing to meet that goal. As it now stands, this project is too big, too dense with no homeownership or significant street-level green space, and fails the test. Bob Pessek and Nancy Griik

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Project Comment Submission: 5 Washington Street

1 message

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

Sun, Apr 1, 2018 at 8:58 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: 2893

Form inserted: 4/1/2018 8:57:14 PM

Form updated: 4/1/2018 8:57:14 PM

Document Name: [5 Washington Street](#)

Document Name Path: /Development/Development Projects/[5 Washington Street](#)

Origin Page Url: /projects/development-projects/[5-washington-street](#)

First Name: Andrew

Last Name: Belt

Organization:

Email: andrewbelt@comcast.net

Street Address: [55 Williston Road](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 835-9159

Zip: 02445

Opinion: Oppose

Comments: We live in the neighborhood of this planned development, and only heard about this evening at the end of the window for public comment. Our family OBJECTS! Why were we not informed this project has come back to life! It cannot be allowed to proceed on the scale proposed: a gigantic, ugly block out of keeping with the surrounding area. Redundant retail. Dense, unattractive design with virtually no landscaping. 5 stories high? Really?! NO!!! And the traffic in the area is already a complete mess.

PMContact: casey.a.hines@boston.gov

Project ID: 2644



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street

1 message

MARGERY EAGAN <margeryeagan@comcast.net>
Reply-To: MARGERY EAGAN <margeryeagan@comcast.net>
To: Casey.a.hines@boston.gov, MargeryEagan@comcast.net

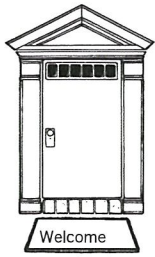
Sun, Apr 1, 2018 at 10:30 PM

I am just learning today of this sizable project planned for my block. I received no notice from the developer, the City of Boston or the Town of Brookline. Until I get more information, I must oppose it.

Margery Eagan

90 Westbourne Terrace

Brookline



Homeowners Union of Allston- Brighton



HomeownersUnionAB@gmail.com

April 1st, 2018

Ms. Casey A. Hines
Sr. Project Manager
Boston Redevelopment Authority
Boston City Hall, Boston MA

Re. 5 Washington Street, Brighton

Dear Ms. Hines:

We are an established grassroots advocacy group, two years old, that was formed to look after the interests of homeowners in Allston-Brighton. We have an elected Board and 250 committed members throughout the neighborhood – people who consider Allston-Brighton their permanent home. Our membership continues to grow.

We are writing to let you know that at this time HUAB is **opposed** to the proposed development at 5 Washington Street because we believe that the current plan has problems that have not been resolved.

Specifically, we think that the height and density (number of units) need to be reduced. A four-story building would be much more appropriate at this location.

We feel that the sidewalk and setback along Corey Road need to be made wider, so that traditional full-shape street trees can be planted and survive. Additionally, since all of Corey Rd. has green setbacks, a decent landscaping strip along that side of the building is needed.

We also ask that the project provide a 1:1 residential parking to unit ratio, and separate parking for retail customers and employees.

Last but not least, we ask that the ground level retail space not be used for a large chain drugstore.

Thank you for your attention to our comments.

Sincerely,

HUAB Board

Paula Alexander, Paul Berkeley, Liz Breadon, Ken Crasco, Rollin Crittendon, Sharon Daley, Jake Dempsey, Eileen Houben, Orpheo Lyder, Bob Pessek, Eric Porter, Susan Rufo, Kirsten Ryan, Angela Tang, Charlie Vasiliades, Eva Webster, Joseph Zina



Casey Hines <casey.a.hines@boston.gov>

5 Washington St Brighton project

1 message

Marciajarm <marciajarm@aol.com>

Mon, Apr 2, 2018 at 1:10 AM

To: Casey.A.Hines@boston.gov

Cc: Andy Fischer <afischer@jasonandfischer.com>, Tom Kathy Kates <tom@tomkatesphotography.com>, fearghaloriain@gmail.com, evawebster@comcast.net

Dear Casey,

I live at 25 Bartlett Crescent, within just a few hundred feet of the proposed project at 5 Washington Street. The project as proposed, even in this latest version, remains too large, too tall and too dense for the location. I would like to state my objection to the size and scale of the project as proposed. While a redevelopment of the run down and deteriorated site is desirable, the current proposal should not be accepted until scaled back.

The residential neighborhood at the Brighton-Brookline border consists primarily of 2-3 story houses, and a 4 story apartment building. There are somewhat larger institutional buildings removed from the project site. The visual mass of these buildings is reduced through generous green space setbacks from the streets. The height proposed for the current project is equivalent to a six-story building, or approximately 2x the currently allowed zoned height.

The neighborhood would like to see a project with:

1. Reduced numbers of apartments, 80-90 rather than the proposed 115
2. Reduce the height from 5 stories (66 feet) to 4 stories (52 feet)
3. Increase the width of the sidewalk on Corey Rd to allow for trees and safe passage of wheelchairs and strollers
4. Improved setback on backside and on Washington St.
5. Keep the 90 residential parking spaces
6. Inclusion of an owner occupancy component
7. A large retail space that is not a CVS or similar type store.

Please feel free to contact me at any time should I be able to provide further information or assistance.

Marcia Armstrong
617-947-4717
marciajarm@aol.com

Sent from my iPad



Re: 5 Washington Street Question of Ownership

1 message

Eva Webster <evawebster@comcast.net>

Mon, Apr 2, 2018 at 3:04 AM

To: Casey.A.Hines@boston.gov

Cc: Andrew Fischer <afischer@jasonandfischer.com>, Marcia Armstrong <marciajarm@aol.com>, Tom Kates <tom@tomkatesphotography.com>, Fearghal O'Riain <Fearghaloriain@gmail.com>, Walter Young <walteryoungis@gmail.com>, Anabela Gomes <belamail.com>, Osmin Montero <omontero06@gmail.com>, Chris Parisi <CFParisi@verizon.net>, Eileen Houben <eileenkh@gmail.com>

Hello Casey —

Regarding the mysterious “Malone Court” that cuts through the 5 Washington St. site, there was a whole discussion about it in early January 2015 — it can be seen here <https://groups.google.com/forum/#!topic/allstonbrighton2006/y0kO6M8eeKA>

This is an important issue — because if there is a permanent public easement that splits the development parcel (it could have been granted by the original owner, or one of the early owners, to avoid being taxed on that roadway) it could mean that no one can build a building on that easement. This would not prevent a development altogether — but it might require that two smaller buildings be built, instead of one big one, with Malone Court running between them. (Those buildings could share one underground garage though.)

Below is a quote from someone who sent me a message about it back in 2015 (I don't remember who — I used that quote in my then posting, but I can't find the source it came from). That person makes sense. Can the BPDA ask the owner of the site, or the developers, to provide a title report and survey — to ensure they have a right to build on Malone Court?

- > Eva, a title report and survey would be definitive. It will show the legal
- > property lines. There might be a street; it might be public; it might be
- > private; it might be private with a public easement - it's hard to say without
- > the title report and survey. The developers will have had to order an ALTA
- > survey and title report in order to get financing. You may want to ask them to
- > show it in order to settle the question.

Back in 2015 the neighbors were contemplating doing some research about it, but I don't think anyone got around it — maybe this time someone will have time to look into it.

Thanks,

Eva

On 3/30/18, 9:10 AM, "Tom Kates" <tom@tomkatesphotography.com> wrote:

Dear Ms. Hines,

This note is not really a comment on the project but a question about a possible public way that runs through the proposed property. When this Project last came up a couple of years ago, it was pointed out that there was a street with a city street sign that runs directly through what will be the middle of the building they are proposing. As soon as this was brought up, the street sign was removed.

I am attaching photos of the street sign as it existed as well as a screen shot of some maps that clearly show "Malone Court" as some sort of street, going right through this property!!!

Are we 100% sure that these developers have the rights to what looked like a public street?

Please see my attached photos and map.

Thanks

Tom Kates

<http://www.tomkatesphotography.com/>

Tom Kates Photography
25 Bartlett Crescent Suite 2
Brookline, MA 02446
T 617-269-3129 F 617-203-9043



5 Washington St Brighton proposed project

1 message

fearghal O'Riain <fearghaloriain@gmail.com>

Mon, Apr 2, 2018 at 4:14 AM

To: Casey.A.hines@boston.gov, Andrew Fischer <andrewmfischer@gmail.com>, Tom Kates <tom@tomkatesphotography.com>, Eva Webster <evawebster@comcast.net>, Marcia Armstrong <marciajarm@aol.com>

Dear Casey,

I attended the public and IAG meetings regarding the proposed development at 5 Washington St.

I voiced my concerns both in writing via email and verbally at the most recent meeting about the size and scale of the project and why I loose it as currently proposed.

It's proposed at almost 70 feet tall with 115 units. Something a story shorter is more in keeping with the neighborhood and will block significantly less light to nearby residents.

80 units will have far less impact on the area in terms of congestion and strain on local resources and transportation. A larger provision for sidewalks on Corey road and a larger setback on Washington street is also desirable for safety and alleviating congestion.

A reduction in parking spaces will add to street crowding and competition for spaces as those currently parking there have to find overnight parking elsewhere.

Like other residents, I do not see the need for a another CVS in the area. Another CVS will further add to traffic and worsen parking if the building is unable to accommodate customers inside or they choose to park on Washington street rather than negotiate the Corey road entrance.

I was not aware that Boston is the third most dense city in the US for a city with over half a million people.

https://en.wikipedia.org/wiki/List_of_United_States_cities_by_population_density

With all the projects springing up around Brighton, including this one, I am concerned what the overall impact will be on the city and surrounding area in terms of quality of life, traffic and other infrastructure strain.

In addition, at the most recent meeting on Wednesday March 28th IAG member Eva Webster commented that the developers had enlisted the help of a realtor/realtors to show support for the proposed project at the public meetings. Rather than deny it, developer Justin Krebs answered along the lines of, and this is not an exact quote, 'you bring your supporters to this kind of thing, I bring mine.'

I was very disappointed and concerned to hear that people with an economic motive for the project rather than members of the community with a long term interest, either for or against, may have been incentivized to attend for possible future gain.

I had noted a large number of young people attended both public meetings. I was surprised as my understanding is that public and town meetings are predominantly attended by older members of the public. I assumed that they were there to support housing in which they hoped to one day live. Listening to their comments, quite a few rang hollow and to put it plainly, felt staged to me and I couldn't figure out why. I witnessed one of the developers shaking hands with an attendee who sat beside me before the meeting, thanking him for all his help. During the meeting, the attendee spoke out in favor of the project, saying three times that he applauded the project, but not much else. In the light of Ms. Webster's comment and Mr. Kreb's reply, it became clear to me why these and other comments didn't seem quite natural. I regard those statements of support to be misleading at best as they did not disclose a possible financial motive.

Whenever a neighbor wishes to build or make changes to their home locally and applies for a permit, I have received notice of the proposal in the mail. I became aware of this project only due to a local town representative. The city of Boston has a great website on developments, but unless you know of an event already or know of the website and sign up, you remain in the dark as a young couple living on Westbourne Terrace noted at the Wednesday 28th meeting. They were in attendance for the first time and complained about not being informed ahead of time. They also stated they were involved in opposing the prior proposed project on the same site some years ago and were eager to be involved in the public process had they been informed.

Best,

Fearghal O'Riain
[789 Washington St Brookline MA](#)



#5 Washington Street Brighton Project: public/abutters' comments

1 message

Jeffrey Houben <jl.houben@gmail.com>

Tue, Apr 3, 2018 at 4:42 PM

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


Cc: brian.golden@boston.gov, mayor@boston.gov, warren.oreilly@boston.gov, Mark Ciommo <mark.ciommo@cityofboston.gov>, Annisssa Essaibi George <A.E.George@boston.gov>, Michelle Wu <Michelle.Wu@boston.gov>, Michael Flaherty <Michael.F.Flaherty@boston.gov>, Ayanna Pressley <Ayanna.Pressley@boston.gov>, Kevin Honan <kevin.honan@mahouse.gov>, Michael Moran <michael.moran@mahouse.gov>, William Brownsberger <william.brownsberger@masenate.gov>

For Casey Hines regarding the #5 Wash. St. development in Brighton, MA from J.Houben

I am the home-resident and office-tenant closest to the projected apartment building, just one corner away uphill at Westbourne Terr. These are my concerns:

1. Corey Road is an essential artery. There already exist three driveways feeding into Corey Road in one and a half blocks near the project up the slope and towards Summit Ave. Two of them serve employees and deliveries both in and out for Nursing Home and Providence House assisted living residence. The third is for Whole Foods immediately opposite # 5 Wash. St. across Corey Rd. It includes the W. F. dumpsters making the driveway both narrow and smelly. Frequently emergency vehicles are summoned to Prov. Hse. too and they have only one way in and out. The expected increase in vehicle traffic from the construction, residents, and retail trade of #5 Wash. is likely to cause a day-long bottleneck. There is no outlet.
2. The traffic studies which were reported to neighbors by the developer's committee in a local parlor meeting last month were both inaccurate and misleading. We were told they were based on under-used, prior function garage/gas station traffic and zip-car parking. These do not reflect either the current flow, capacity, or the dangers of sloping Corey Road.
3. Indeed I could not even write you on April 1st after the Passover holiday because of the fourth accident (on our corner, Westbourne Terr., or near it) on adjacent Corey Rd. in the past four months. The cars remained in precarious positions blocking both Corey Rd. and Westbourne Terr. for quite a while as the drivers argued. Furthermore the corner of Wash. St. and Corey Rd. has been the scene of numerous accidents causing traffic-light interruptions too directly opposite the retail location planned for #5 Wash. St. The police and insurance/ accident reports for this short stretch of Corey Rd. must be collected and analyzed before the project constructs another driveway based on dreamy data about the capacity of two-way Corey Rd.
4. Also the developer admitted that the artists' drawings of Corey Rd. on the driveway access for #5 Wash. St. were not to scale. They depicted a wider pavement going uphill past a ground-level building. They showed trees and lightposts graduated up the street. These would obstruct any foot traffic, strollers, or wheelchairs and their presence would become a hazard to trucks traveling towards Harvard Ave.
5. The downhill side of Corey Rd. towards Wash. St. houses crucial residential parking for about twenty cars between Summit Ave. and Wash. St. near Whole Foods. When snow accumulates the road is narrower with plowed snow against these cars. Until now the parking lot of 167 Corey Rd. has provided a snow removal site and a turn-around outlet. Neither sidewalk of Corey Road has ever been completely cleaned of snow. Nor has crossing access for Corey Road ever been provided for pedestrians shopping or seeking the bus in front of Whole Foods. Often I have had to walk down the slope to Wash. St. where it is clean for cars (in the road itself) because I could not negotiate the icy, piled sidewalks. The increase in passenger vehicles, turning delivery vehicles, and foot traffic one can imagine for this downhill stretch of Corey Rd. from Providence Hse. to Whole Foods is likely to cause dangerous crowding and obstruction conditions especially in winter. Who will clean the streets when Corey is plowed? Where will the plows push the snow? How can turning access be safely provided for a new driveway in and out of Corey Rd.? And where will the street lights or public lighting be placed to make the street safe and viable? Is there a setback provided for the wall of the #5 Wash. St. garage along the slope of Corey Rd.? None appears in the pictures provided. I have watched how one postal truck parked on the side of Corey Rd. completely obstructs both space and vision in the middle of an otherwise quiet afternoon. The future projection defies the imagination with retail foot traffic plus daily deliveries and in and out movement of residents all concentrated onto Corey Road.

6. During former projects, while building Providence Hse. and The Nursing Home, neighbors proposed warning signs and/or mirrors for the slope of Corey Rd.both uphill and downhill. The street is so steep that a car driving uphill towards Harvard Ave. cannot see another car turning into or out of Westbourne Terr. Nor can a driver coming from Summit Ave. see a vehicle coming up from Wash. St. until he has reached the intersection of Westbourne Terr. This is the cause of many accidents. The more trucks venturing onto the hill, the more hazard from narrow space when two vehicles suddenly confront one another traveling in opposite directions. There also are overhead wires on the upper part of Corey Rd. as well as trees. One day this past fall I could not drive up and over the hill because someone or something had pushed a tree onto the wiring. Corey Rd. was closed for half a day. And when there was constuction on Westbourne Terr. The police forwarded cars through a private driveway if they did not wish to travel to Beacon St. to reach Whole Foods. This is a congested, narrow space in at least two parts of the day. Yet Corey Rd. is the only two-way, through access from Wash. St. to Harvard Ave. between Beacon St. and Commonwealth Ave. The proposed project must take these hazards seriously and soon.

 **J's letter to C. Hines.odt**
30K



Casey Hines <casey.a.hines@boston.gov>

5 Washington Street, Brighton

1 message

Paul Wallins <pwallins@gmail.com>
To: casey.a.hines@boston.gov

Tue, Apr 3, 2018 at 8:51 PM

Dear Mr. Hines:

Our family lives by the corner of Summit Avenue and Corey Road in Brighton. This is a block-and-a-half from the proposed building at 5 Washington Street. We are writing to express our grave concerns about the impact this building will have on our neighborhood and our community.

We live in an area with very heavy, bad traffic as it is. Within the recent past, the multi-functional development at the old St. John of God hospital has caused a noticeable increase in traffic, especially in the morning. However, even in mid-day, traffic can be backed up from Commonwealth Avenue to Corey Road or beyond. The proposed project at [5 Washington Street](#) will, of course, make a bad situation even worse.

Parking is very difficult in our area as is. I am fortunate to have a driveway in which to park. But I am nonetheless affected, since cars tend to be parked (illegally) across the street from our house, making it difficult to leave the driveway. We have had little help from the authorities (police or parking) in causing illegally parked cars to be ticketed or towed.

I would hope, in considering the feasibility of a new development--particularly one as big as the one proposed--serious attention would be given to the current problems. Adding on to these issues to the extent proposed will not only add tremendously to what are already serious problems, but it will add many new hazards and issues. The proposed development is much too large for our area! Please take action to stop, or at the very least, limit this project.

Paul and Laura Wallins