

Allston Yards Venture LLC
 c/o New England Development
 75 Park Plaza
 Boston, MA 02116

October 24, 2019

HAND DELIVERY

Brian P. Golden, Director
 Boston Redevelopment Authority
 d/b/a Boston Planning & Development Agency
 One City Hall Square, 9th Floor
 Boston, MA 02201-1007

Re: **Allston Yards Project—Response to Comments to Draft Project Impact Report, Planned Development Area Master Plan, and Individual Planned Development Area Development Plans**

Dear Director Golden:

Stop & Shop Supermarket Company LLC with New England Development as Master Developer (together, the “**Proponent**”), are pleased to submit the enclosed Response to Comments to the Draft Project Impact Report dated February 22, 2019 (“**DPIR**”) for the proposed redevelopment of the existing 10.6-acre retail center located at 60 Everett Street in the Allston neighborhood of Boston for a mixed-use transit-oriented project known as Allston Yards (the “**Project**”). In addition to the benefits and mitigation commitments detailed in the DPIR, based on the comments received and other community feedback, the Proponent has further refined the Project to reduce Project height and density and increase mitigation commitments described below:

<u>Concept</u>	<u>Additional Commitment Since Filing DPIR</u>
Density	<ul style="list-style-type: none"> • Eliminate 25,000 sq. ft. of office space • Eliminate an entire level of parking from Building B • Eliminate approximately thirty (30) residential units
Height	<ul style="list-style-type: none"> • Reduce Building B height to 188 feet and podium height to 40 feet • Reduce Building D height to 167 feet
Affordability and Homeownership	<ul style="list-style-type: none"> • Increase the total number of income restricted units to 17% project-wide (adding 35 middle-income units for a total of approximately 148 income restricted units) • Require 70% of ownership units be owner-occupancy • Commit \$2,000,000 of the Public Realm Fund to the first-of-its-kind Allston-Brighton Homeowner Fund for down payment assistance, homeownership programs with affordability components, home repair loans, and Homebuyer 101 classes • Target the required \$3,300,000 DIP Neighborhood Housing Trust payment to Allston Brighton Projects
Transportation	<ul style="list-style-type: none"> • Commit \$1,200,000 of the Public Realm Fund to Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. • Provide a \$2,500,000 MBTA Operational Subsidy, targeted to Allston-Brighton projects and investments

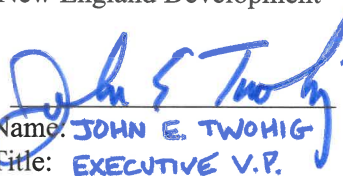
Parks	<ul style="list-style-type: none">• Grant a permanent restriction on development of the Community Green via an easement of public rights• Contribute \$160,000 to nearby parks, focusing on Ringer Park
Sustainability	<ul style="list-style-type: none">• Install Electric Vehicle (EV) charging stations in 10% of non-short-term parking spaces with an additional 15% of such spaces RV-ready (25% total)
Community/Artist Space	<ul style="list-style-type: none">• Convert 10 residential units to 7,000 sq. ft. of community/artist space
Other Monetary Contributions	<ul style="list-style-type: none">• Contribute \$1,100,000 to Boston Water and Sewer Commission as I/I mitigation payment.

We have provided ten (10) copies of the Response to Comments and have also submitted an electronic copy of the Response to Comments concurrently with the delivery of the enclosed hard copies. This Response to Comments is submitted together with a draft Planned Development Area (“**PDA**”) Master Plan for the Project and four individual PDA Development Plans for each of the four Buildings in the Project.

In accordance with Section 80C-5 of the Boston Zoning Code (the “**Code**”), and on behalf of the Proponent, enclosed for filing are ten (10) copies of (i) a Master Plan for the Planned Development Area for the Allston Yards project (the “**PDA Master Plan**”); (ii) Building A Development Plan; (iii) Building B Development Plan; (iv) Building C Development Plan; (v) Building D Development Plan; and (vi) a Fact Sheet for each of the foregoing. Also enclosed is a copy of the public notice that the Proponent will place in the Boston Herald within the next five (5) days, as required by Section 80A-2 of the Code. We have also submitted an electronic copy of the PDA Master Plan, each of the Development Plans and Fact Sheets to you by e-mail concurrently with delivery of the enclosed hard copies.

We look forward to continuing to work with you toward the BPDA’s approval of the Project including PDA Master Plan and associated four PDA Development Plans.

Very truly yours,
ALLSTON YARDS VENTURE LLC
c/o New England Development

By: 
Name: JOHN E. TWOHIG
Title: EXECUTIVE V.P.

Enclosures

cc: (with enclosures; by e-mail)
Ms. Casey Hines
Mr. Michael Sinatra
Matthew Fitzgerald, Esq.
Mr. Guy Stutz, Stop & Shop Supermarket Company
Mr. Michael Barelli, New England Development
Christian Regnier, Esq., Goulston and Storrs
Ms. Lauren DeVoe, VHB

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Brian P. Golden, Director
Boston Planning & Development Agency
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Boston, MA 02201

Re: Allston Yards Project —Response to Comments to DPIR

Dear Director Golden:

Stop & Shop Supermarket Company LLC with New England Development as Master Developer (together, as appropriate, the “**Proponent**”), are pleased to submit this Response to Comments to the Draft Project Impact Report dated February 22, 2019 (“**DPIR**”) for the proposed redevelopment of the existing 10.6-acre retail center located at 60 Everett Street (the “**Project Site**”) in the Allston neighborhood of Boston (the “**Project**”). This Response to Comments is submitted together with a draft Planned Development Area (“**PDA**”) Master Plan and individual PDA Development Plans for each of the Buildings in the Project. The Project and Project mitigation are described in more detail in such Master Plan and Development Plans. Capitalized terms used herein and not defined shall have the definitions provided in the Master Plan or Development Plans, as appropriate.

Large Project Review History

In support of the Project, the Proponent filed a Project Notification Form (the “**PNF**”) with the Boston Planning & Development Agency (the “**BPDA**”) on January 22, 2018. The BPDA issued a Scoping Determination for the Project under Section 80B of the Code on August 3, 2018 (the “**Scoping Determination**”). A joint Expanded Environmental Notification Form and DPIR for the Project was filed with the BPDA on February 22, 2019 (the “**DPIR**”). The DPIR comment period ended on May 10, 2019; however, the Proponent, at the request of the BPDA, agreed to extend the DPIR comment period until June 10, 2019 and has continued to review comments that were submitted on the DPIR. The comment letters that were received on the DPIR are included as **Attachment D** (the “**Comment Letters**”).

The Project has been the subject of six (6) IAG meetings and four (4) public meetings.¹ The design of the Project has also been refined over time based on input from elected officials, the BPDA, Boston Civic Design Commission, Boston Transportation Department, the Public Improvement Commission, the Boston Parks and Recreation Department (the “**Parks Department**”), MEPA Office, Massachusetts Department of Transportation, Massachusetts Bay Transportation Authority, Massachusetts Department of Energy Resources, the Project’s Impact Advisory Group (“**IAG**”), abutters and members of the community.

¹ IAG meetings were held on (i) March 12, 2018, (ii) April 30, 2018, (iii) May 9, 2019, (iv) May 29, 2018; (v) March 25, 2019, and (vi) June 12, 2019. Public meetings were held on (a) March 14, 2018, (b) April 23, 2018, (c) April 23, 2019, and (d) May 29, 2019.

The Proponent appreciates the feedback, input and thoughtfulness these various commenters and stakeholders have provided. In addition to responding to the Comment Letters, the revisions to the Project and Project mitigation presented in this Response to Comments reflect this feedback and input.

DPIR Project

The Project Site is located within the area of the Guest Street Planning Study, which was adopted in 2012 (the “**Guest Street Planning Study**”), and the Project has been designed in accordance with the Guest Street Planning Study, as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit-oriented redevelopment of the Project Site. The Project will also provide significant housing, and affordable housing, to the neighborhood and City, in support of the 2018 Update of the Housing Boston 2030 plan. The 2018 Update increased the City’s housing goals to create 69,000 new units of housing at a variety of income levels across the City, including nearly 16,000 new units of income-restricted housing.

At the time of filing the PNF, the Project was significantly denser with less open space. In response to comments received on the PNF, the Proponent modified and revised the Project to reduce density, reduce building heights, increase ownership housing, increase open space and provide other increased benefits (the “**DPIR Project**”).

Comment Letters

The Comment Letters included approximately 151 letters from various elected officials, agencies and the public. Numerous comments were also submitted from members of the public via the BPDA website. Many Comment Letters were supportive of the Project, while others provided constructive criticism or opposition to certain aspects of the Project. Table 1 below presents a list of the Comment Letters that were available on the BPDA’s website for the Project.

Table 1 List of Comment Letters Received on the DPIR

Commenters	Affiliation	Date Received
City Councilor Mark Ciommo, State Rep. Kevin Honan, State Rep. Michael Moran	Boston City Council (BCC)/Massachusetts General Court (MGC)	June 10, 2019
City Councilor Althea Garrison	Boston City Council	June 28, 2019
City Councilor Annissa Essaibi-George	Boston City Council	July 18, 2019
City Councilor Michelle Wu	Boston City Council	August 26, 2019
John (Tad) Read	BPDA (Smart Utilities Steering Committee)	June 10, 2019
Carrie Marsh	Boston Parks and Recreation Commission (BPRC)	July 8, 2019
Anabela Gomes, John Bligh, Bernadette Lally, Daniel Daly, Colin Akerly, John Cusack, Peter Leis, Emma Walters, Anthony D’Isidoro, Rosie Hanlon	Impact Advisory Group (IAG)	July 1, 2019

Kevin Carragee	Brighton Allston Community Coalition (BACC)	May 8, 2019 July 13, 2019
John Quatralo	Unbound Visual Arts, Inc.	April 4, 2019 April 9, 2019
Public commenters	Various	Various

Many of the Comment Letters expressed similar concepts or themes to which responses are provided by theme below. The themes included the following:

1. Building height and density
2. Housing affordability and home ownership
3. Open space/Community Green
4. Public transportation improvements (capacity and connection) and traffic impacts
5. Opportunities for artists and community space
6. Sustainability and Resiliency

The Proponent has worked to address these comments, as feasible, while maintaining a viable project that will redevelop an underutilized site and bring significant benefits such as increased housing and affordable housing, increased open space, a reconstructed street grid, new jobs, new tax revenues, and other benefits.

Comment Themes

1. Building Height and Density

In response to comments on the PNF, the Proponent reduced the height of Building A by 100 feet, set the taller element of Building B significantly back from Everett Street and introduced a range of building height components and design features to introduce a sense of variety and separation in taller building elements while enhancing air, light and transparency.

In response to the DPIR, further comments were received seeking a reduction in density, in particular of the Office use, as well as a reduction in building heights to those described in the Guest Street Planning Study’s guidelines. In response to these comments, the Proponent has modified the Project to:

- Eliminate 25,000 sf of Office use
- Eliminate approximately 30 Residential units
- Eliminate an entire level of the Building B parking garage
- Reduce the Building B height by 10 feet to 188 feet
- Reduce the Building B podium height to 40 feet
- Reduce the Building D height by 30 feet to 167 feet

As noted above, the Project has been designed in accordance with the Guest Street Planning Study, as informed by the height, massing, parking and uses of the adjacent Boston Landing project and

the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit-oriented redevelopment of the Project Site.

As called for by the guidelines in the Guest Street Planning Study, the Project provides (i) active street edges and mixed uses; (ii) a connected street grid and smaller blocks; (iii) approximately fifty percent (50%) active/open space uses south of Guest Street; and (iv) a Project FAR lower than specified in the Guest Street Planning Study. The Project provides a building height south of Guest Street (Building A) approximately twenty-five (25) feet below the maximum height recommended in the Guest Street Planning Study's guidelines (Building A is approximately 85' in height; the Guest Street Planning Study guidelines described a height of up to 110' south of Guest Street).

As noted in the Guest Street Planning Study, the Article 80 development review process has the ability to be flexible with such guidelines, if significantly greater public benefits are provided by a developer that support the goals of the Planning Study. As set forth on Exhibit I to the draft PDA Master Plan filed together with this Response to Comments, the Project provides such significantly greater public benefits including (i) affordable units, distributed between rental and for sale units, above Inclusionary Development Policy requirements, as discussed below; (ii) ownership units; (iii) approximately \$20,000,000 of initial phase, "upfront" infrastructure commitments; (iv) enhanced connections to the Boston Landing Station; (v) substantial new bicycle and pedestrian accommodations; (vi) a new approximately one-acre, publicly accessible Community Green; (vii) a Public Realm Fund of \$4,000,000 (including Public Realm funding, homeownership program assistance and shuttle capital commitments, as described below); (viii) a \$160,000 payment to the Parks Department for maintenance, upkeep and programming for parks in the Allston/Brighton community, as discussed below; (ix) an approximately 7,000 SF artist/community space; and (x) an approximately \$2,500,000 subsidy payment to the MBTA to enhance bus and commuter rail operations, as discussed below. In addition, based on design feedback received during the Article 80 development review process, the buildings north of Guest Street have incorporated various setbacks from Everett Street and the Massachusetts Turnpike and have a variety of narrow, taller elements, and shorter elements to add design variety and separation from abutting uses. As a result, the weighted average building heights, which may be altered subject to final design review for each building, north of Guest Street range from 86' (Building D) to 99' (Building C) to 100' (Building B).

As noted above, the Project has further reduced height and density from the DPIR Project and provides significantly greater public benefits warranting flexibility in the Guest Street Planning Study building height guidelines north of Guest Street.

2. Housing Affordability and Homeownership

Comments were received concerning housing including a request to increase total affordable units to 20%, explore workforce housing, ensure more homeownership units and more family-oriented units (2- or 3-bedroom units); and restrict ownership units for owner-occupancy. Other comments were supportive of the creation of housing and affordable housing at this transit-oriented development site.

Increase in Affordable Units. The Proponent has worked diligently to increase the amount of affordable housing to be provided by the Project, understanding that there are other mitigation requests and commitments to be accommodated by the Project, and also comments requesting lower density. In order to increase affordable housing, the Proponent has increased the percentage

of affordable housing at the Project to 17% income-restricted units project-wide. The increased affordable units will total an additional 35 middle-income (workforce) units at 80-120% Area Median Income. With the additional 35 income-restricted units, the Project will provide approximately 148 income-restricted units, which is a number of income-restricted units larger than many projects provide in total. These income-restricted units, and market rate units, will help meet the housing production goals of the 2018 Update of the Housing Boston 2030 plan.

On-Site Ownership and Owner-Occupancy. The Proponent is also committed to restrict ownership units for owner-occupancy through recording a restriction that at least 70% of the ownership units at the Project must be owner-occupied. Any ownership units that are leased (subject to the 70% owner-occupancy requirement) will be required to have a lease term of at least one-year to protect against short term, investor rentals.

Family-Sized Units. With respect to family-sized units, the Proponent anticipates that approximately 20% of the total residences in the Project will consist of 2- and 3-Bedroom layouts. The proposed residential buildings are also anticipated to include 1-Bedroom + Den layouts, which appeal to families with young children. These family-sized layouts will be incorporated into each residential phase of the Project.

Affordable Homeownership Funding and Housing Stabilization. The Proponent also has worked to identify creative ways to increase and stabilize ownership housing in the neighborhood and community. The Proponent will establish a first-of-its-kind Allston Brighton Community Ownership Housing Affordability and Stabilization Fund (the “**Allston Brighton Homeowner Fund**”). The Proponent will provide \$2,000,000 (\$500,000 per Building) of its Public Realm Fund payment to the Allston Brighton Homeowner Fund to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs, home repair loans, and/or Homebuying 101 classes for income qualified individuals, families and seniors to support ownership housing availability, affordability and stability.

The funds will be held and managed by local partners including the Allston-Brighton Community Development Corporation (“**CDC**”) and Brighton Marine, in coordination with programs run by the City of Boston Department of Neighborhood Development’s Boston Home Center. This funding will assist income-qualified first-time homebuyers in acquiring a home by providing down payment assistance on a grant basis. The funding also will complement existing Allston-Brighton CDC homeownership programs to create an affordability component. These grants will assist first-time homebuyers by reducing the effective gross purchase price of the home and also by helping raise the initial down payment amount, which is often difficult. The Allston Brighton Homeowner Fund will require homeowners repay to Brighton Marine or Allston Brighton CDC, as appropriate, the funds received if such homeowner “flips” the home acquired through use of such funds within two years of receipt. In such case, the funds will be returned to the Allston Brighton Homeowner Fund to be redeployed to other future first-time homebuyers.

A portion of the Allston Brighton Homeowner Fund will be provided to income-qualified homeowners in the Allston-Brighton community that are faced with unexpected repair bills to use such funds to stay in their home, as well as to income-qualified senior citizen homeowners that need financial assistance to replace their home heating system. This use of the Fund will help stabilize homeownership and senior homeownership in the community.

The Proponent also will allocate a portion of the Allston Brighton Homeowner Fund to the Allston Brighton CDC to cover the registration fee for first-time homebuyers attending “Homebuying 101”

and to offset programming costs. Homebuying 101 is a prerequisite to receiving down payment assistance from the Boston Home Center and the Allston Brighton Homeowner Fund.

The Proponent anticipates these funds and program assistance may further goals of increasing homeownership rates more quickly and more effectively than other mechanisms to increase homeownership, and anticipates evaluating such effectiveness over time with an ultimate goal of increasing homeownership in the community.

3. Open Space/Community Green

In response to comments on the PNF, the Proponent doubled the size of the Community Green (from .5 acres to 1.0 acre), eliminated a proposed restaurant in the Community Green and proposed an approximately 2,200 sf dog park within such Community Green. This will significantly increase open space on the Project Site, which today is almost entirely impervious with limited landscaped areas.

The Proponent received feedback about the Community Green in the Comment Letters including support for the increase in size from 0.5 acres to 1.0, with some comments requesting more open space. Other comments and feedback focused on different issues, including making sure the Community Green is permanently protected as open space, questions about Community Green programming, requests for open space mitigation for the neighborhood and wi-fi accessibility. The Proponent has worked diligently to address these comments as follows.

In response to the request for more open space, the Proponent has increased the size of the proposed dog park to approximately 5,250 sf. This will provide an amenity for Project residents (so that area open spaces are not overwhelmed by dogs), but also for residents in the neighborhood. The Proponent will ensure that wi-fi access is available in the Community Green. The current conceptual Community Green design is depicted on **Attachment A**. The Proponent has also worked to include in the building program approximately 5,000 to 7,000 sf per Building of private rooftop amenity areas. These will total approximately 0.5 acres of additional landscaped and hardscaped outdoor space. Providing this rooftop space to Project residents and tenants will reduce Project demand on the 1.0-acre Community Green (which is open to use by members of the public) and other area open spaces. The Project also includes approximately 1.5 acres of public realm improvements, urban open space and buffer space in addition to the Community Green and rooftop space, for a total of approximately 3 acres of publicly-accessible open space, private amenity space and public realm space.

The Community Green has been located in the southwesterly corner of the Project Site. This will allow the Community Green to be expanded, when and if the neighboring property owner redevelops its property and if it locates open space in this area. The Proponent will agree to support and cooperate with any future Community Green expansion and connection to the Community Green, which could cost approximately \$400,000.

The Proponent is also committed to protecting the Community Green, in perpetuity, from future development, through granting a public access easement to the BPDA that restricts future development of this area. The Proponent will form a Common Area Entity (“CAE”) that will be responsible for maintaining and programming the Community Green (subject to the permanent restriction prohibiting further development). Each Building in the Project will be a member of such CAE and the CAE will be responsible for assessment of the approximately \$100,000 annual

Community Green maintenance cost to such Buildings and managing the maintenance and programming for the Community Green.

In order to ensure that the publicly-accessible Community Green is programmed appropriately, the Proponent or CAE, as appropriate, is committed to cooperate with the Parks Department to develop a programming agreement that will ensure Parks Department participation in the programming of the Community Green, in addition to the programming provided by the Proponent. If desired, the Proponent is open to engaging with the BPDA, Parks Department and community on a “visioning” study and process to further develop and refine the programming of the Community Green.

The Proponent will also provide new open space mitigation including a cash contribution of \$160,000 (\$40,000 per Building) to the Boston Parks and Recreation Department to support Allston-Brighton parks. In response to comments, and in recognition that Penniman Park is receiving funding from other projects subject to review under Article 80B of the Boston Zoning Code, the funding will be provided to the Parks Department with a desire that such funding be used to support other Allston-Brighton parks such as Ringer Park.

4. Public Transportation and Traffic Impacts

The DPIR Project included substantial public transportation and traffic improvements. The Project includes significant traffic mitigation to support not only the Project, but also future development at Boston Landing and other adjoining properties. The traffic mitigation and improvements presented in the DPIR were peer reviewed by two traffic engineering firms (one of which did the traffic studies for the Boston Landing Project) and also were reviewed by the Boston Transportation Department and MassDOT.

Feedback in the Comment Letters on public transportation and traffic impacts included such themes as increasing capacity and frequency of stops at the Boston Landing station and local bus lines, the need to fast track transportation measures to mitigate traffic, concerns regarding increased traffic congestion and parking capacity, and comments that were supportive of the Project’s anticipated traffic mitigation.

In response to these comments:

- The Proponent has worked with the MBTA to commit to an approximately \$2,500,000 MBTA Operational subsidy that can be targeted to Allston-Brighton projects and investments². As noted above, the Project’s traffic study and mitigation were reviewed and refined based on the input of two other traffic engineer firms and two agencies;
- The Proponent will advance \$20,000,000 of transportation and traffic improvements in the initial phase of the Project;
- The Proponent will provide, as part of its Public Realm Fund, \$1,200,000 (\$300,000 per Building) to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. Proponent will work with the Allston-Brighton TMA to identify shuttle services that may be made available to the general community.

² The Proponent also notes the MBTA recently committed to buy 80 new bi-level train coaches which will increase capacity on the entire commuter-rail system by about 14,000 seats a day once the new coaches are rolled out and replace more of the single-level coaches still in use. The MBTA expects to begin taking delivery of the new cars in September, 2022.

- The Proponent is committed to funding and implementing a connection between Braintree Street extension and Arthur Street extension when necessary parties agree;
- The Proponent has carefully studied the amount of parking necessary for the Project and in response to agency comments has reduced the office parking spaces by approximately 163 spaces; and
- The Proponent has committed to installing EV charging stations in 10% of non-short terms parking spaces (e.g. residential and office spaces), with an additional 15% of such parking spaces EV ready (for a total of 25%). This will ensure that the Project provides adequate parking for the anticipated future demand.

5. Artist and Community Space

Comments were received requesting the Project provide an artist and/or community space. The Proponent has redesigned Building B to provide for an approximately 7,000 sf artist and/or community space that can be programmed with input from the BPDA and community.

6. Sustainability and Resiliency

The Proponent also received questions and comments regarding the sustainability and resiliency measures included in the Project. Working through the Article 80B process, the Proponent has developed a robust sustainability and resiliency program as follows:

- (i) **Green Building.** The Project will incorporate sustainable/green building design, construction, and operational measures so that each Building in the Project is LEEDv4 certifiable at a Silver Level, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities for Building B (office building) to achieve the LEED Core & Shell Gold or Platinum level, the grocery store to achieve the LEED Commercial Interior Gold level, and one or more of the three residential buildings (Building A, C, and D) to achieve the LEED New Construction Gold level. Specifics on LEED commitments will be described in the individual PDA Development Plans for each Building.
- (ii) **Stormwater.** The Project will capture and infiltrate a volume of rainwater equal to 1.25” of rainwater over the impervious area of the applicable Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.
- (iii) **Energy Conservation/GHG Emissions Reductions.** The Project will undertake various energy conservation and GHG emission reduction strategies:
 - a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO2 emissions when compared to a building design that meets the minimum building code requirements.
 - b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
 - c) As noted above, provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such space will be EV ready (for a

total of 25%), to further reduce GHG emissions associated with vehicles. The project's Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how many, of the EV charging stations should be installed.

d) Continue to evaluate building design and alternative energy options throughout design.

e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options, including the use of fuel cell for the new grocery store in Building A.

f) The Proponent will evaluate the feasibility of implementing passive housing principles into the design of Buildings A, B, C and D.

g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready for those roofs for which Solar PV is feasible. Install rooftop Solar PV on Building A.

These sustainability measures, including the use of the fuel cell for the new grocery store and LEED certifiable building design, construction, and operational measures, coupled with the Project Site being located outside of a flood zone enhance the Project's sustainability and resiliency against severe weather events (e.g. a flood or blizzard).

PDA Project

An overview of the changes made to the project and Project mitigation is provided at **Attachment B** and is depicted on the plans at **Attachment C**. The Project, as revised based on the Comment letters and other input, reflects the following:

	<u>Project as described in DPIR</u>	<u>Project as described in PDA Master Plan</u>
Residential Units	895	868
Office Use	375,000 sf	350,000 sf
Grocery	67,000 sf	67,000 sf
Retail Use (excludes Grocery)	50,000 sf	50,000 sf
Community Green (acres)	1.0	1.0, plus 2.0 acres of other private and public realm space
Parking Spaces	Up to 1,400	+/- 1,210

Mitigation Summary

The Proponent is committed to delivering +/- \$20,000,000 of infrastructure improvements and public benefits in the first phase of the Project and over \$140,000,000 in total infrastructure, mitigation, and public benefits over the course of the full development of the Project. As detailed below, the Proponent has pledged to provide significant benefits with respect to housing, public realm and community funds, open space and parks, transportation and infrastructure, MBTA connections, pedestrian and bicycle access, and sustainability.

Housing	Increase income-restricted percentage to 17% for the project (from 13%)
	13% of units will be low-income (70% AMI) income-restricted housing
	4% of units will be middle-income (80-120% AMI) income-restricted housing
	\$2,000,000 (\$500,000/Building) of the Public Realm Fund to be dedicated to the Allston Brighton Homeowner Fund as provided herein
	110 units of ownership housing, prohibiting short term rentals/Airbnb, 70% owner-occupancy level
	\$3,300,000 required DIP Housing contributions targeted to Allston-Brighton projects
Public Realm & Community Fund	\$4,000,000 (\$1,000,000/Building) Public Realm Fund to go to Allston-Brighton organizations and development, with \$3,200,000 (\$800,000/Building) of funding allocated to the Allston Brighton Homeowner Fund and shuttle programs and \$800,000 (\$200,000/ Building) allocated for public realm funding
	\$4 million DIP payment (\$3.3 M Neighborhood Housing Trust, \$700,000 Neighborhood Jobs Trust)
Open Space/Parks	1-acre Community Green with expanded 5,000 SF dog park and wi-fi access
	1.5 acres of sidewalk, planting zone, cycle tracks and new roadways
	Permanent restriction on development of Community Green through permanent easement to the BPDA
	Continually maintaining the Community Green, as a cost of at least \$100,000 annually
	\$160,000 (\$40,000/Building) cash contribution to Parks Department for nearby parks, focusing on Ringer Park
Transportation and Infrastructure	New public street grid: new Everett/Guest intersection, new Arthur/Guest intersection, new Guest St. extension, Braintree St. extension, new East and West Streets, new municipal water, sewer, stormwater, lighting, and other infrastructure, enhanced connections to Boston Landing, future Braintree St. connection
	\$2,500,000 MBTA Operational Subsidy to be applied locally
	Enhanced bus stops for 64 bus and signal priority
	Membership in Allston-Brighton TMA
	\$1,200,000 (\$300,000/Building) of Public Realm Fund to be dedicated to Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA as provided herein
	Install Electrical Vehicle (EV) charging stations in 10% of non-short-term spaces (e.g. residential and office spaces), with an additional 15% of such spaces EV-ready (for a total of 25%)
Boston Landing Commuter Rail Connection	Pedestrian and two-way bike access along entire Braintree frontage
Bikes	Guest Street: Complete street
	Arthur Street: separated cycle track
	Braintree Street: continuous bike lanes across entire site
	Everett Street: shared bike lane
	Secured bike parking at MBTA station

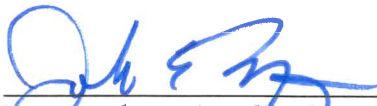
Pedestrian	Everett Street: 13-23 foot sidewalk to abutment, providing for future expansion on west side of street
	Guest Street: complete street, continuous Braintree street sidewalks, roadway safety audits at key intersections
Sustainability	LEED Silver certifiable for all buildings, explore one or more residential buildings at LEED Gold certifiable, explore Building B Core & Shell at LEED Gold or Platinum certifiable, and explore grocery store commercial interior at LEED Gold certifiable
	High-performance building envelope
	On-site generation (Solar PV) study and roofs constructed PV-ready, with Building A to include rooftop solar
	Fuel cell for Stop & Shop
	\$1,100,000 contribution for BWSC system upgrades

As described herein, the Project presented in the PDA Master Plan and individual PDA Development Plans has benefitted from a cooperative effort among the Proponent, BPDA, the City and State agencies listed above, elected officials, and members of the community, including the IAG. In responding to the comments from each of these interested parties, the Proponent has agreed to significant design modifications that reduce the scale and density of the Project and, at the same time, proposed additional mitigation and public benefits.

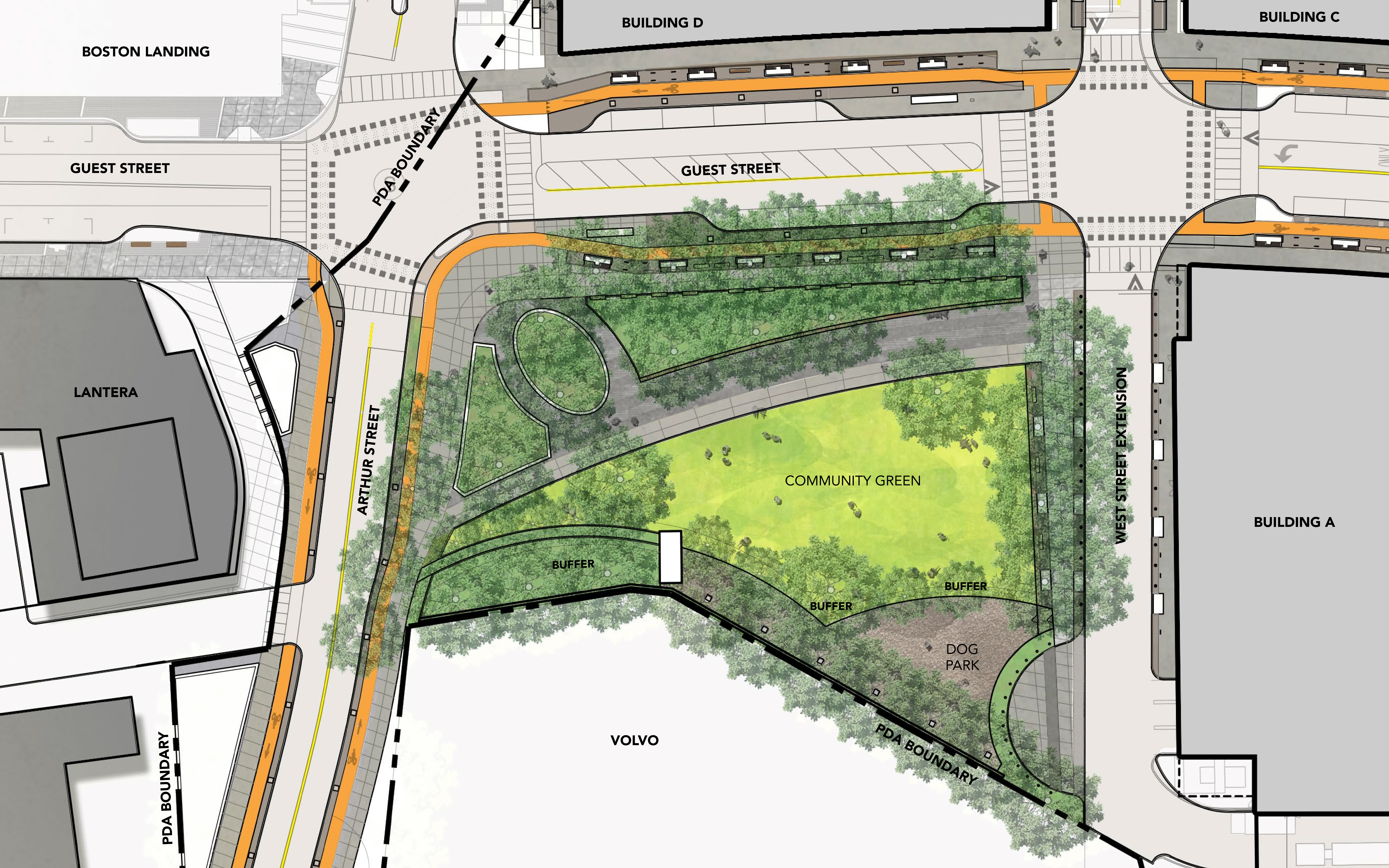
We look forward to continuing to work with the BPDA, Boston and State agencies, the IAG, elected officials, and the community on the continued review of the Allston Yards Project. In connection therewith, the Proponent requests the BPDA issue a Preliminary Adequacy Determination for the DPIR, as supplemented by this Response to Comments, which may include a Preliminary Adequacy Determination Waiving Further Review pursuant to Section 80B-5.4 of the Zoning Code.

Sincerely,

ALLSTON YARDS VENTURE LLC
c/o New England Development

By: 
Name: JOHN E. TWOHIG
Title: EXECUTIVE V.P.

Attachment A
Community Green



*The final design of the Community Green and public realm improvements associated with the Building A Project are subject to refinement based on review and approval of the BPDA and appropriate regulatory authorities.

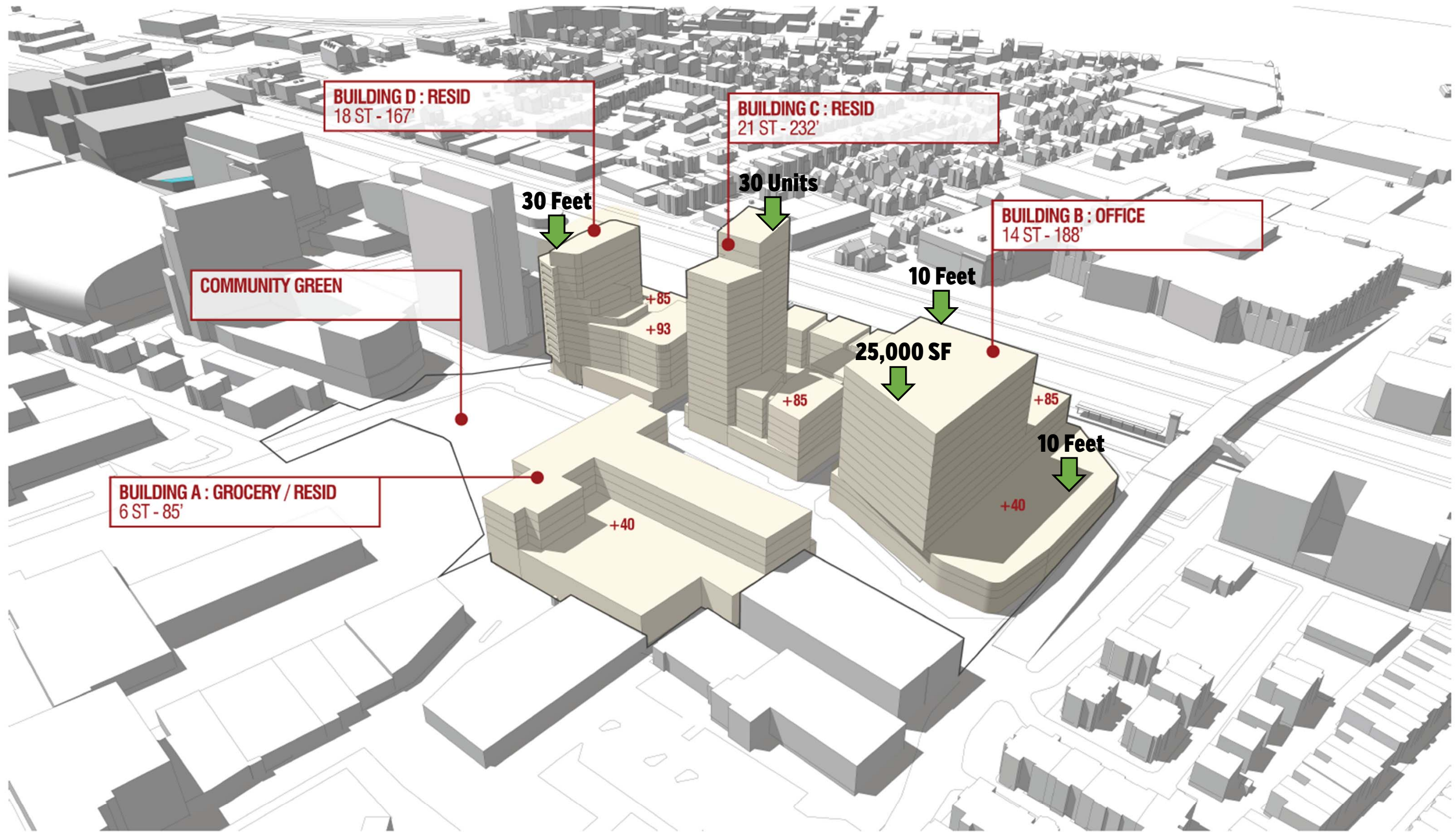
Attachment B

Overview of Changes and Project Mitigation

Concept	DPIR [Filed February 2019]	Additional Commitments since Filing
Density	<ul style="list-style-type: none"> 375,000 sf Office 895 Residences 117,000 sf Retail 	<ul style="list-style-type: none"> Eliminate 25,000 sf Office ↓ Eliminate entire level of Building B parking garage Eliminate approximately 30 units ↓
Height	<ul style="list-style-type: none"> Reduced height by 115 feet closest to North Beacon (to 85 feet) Eliminated tall element adjacent to Everett Created 100-foot setback above 50 feet along Everett 	<ul style="list-style-type: none"> Reduce Building B height to 188 feet ↓ Reduce Building B podium height to 40 feet ↓ Reduce Building D height to 167 feet ↓
Affordability	<ul style="list-style-type: none"> 13% income-restricted per IDP requirements 	<ul style="list-style-type: none"> 17% income-restricted project-wide ↑ Additional 35 middle-income units (80-120% AMI)
Homeownership	<ul style="list-style-type: none"> 110 homeownership units 	<ul style="list-style-type: none"> 1-year minimum lease term 70% owner-occupancy requirement ↑ Allston-Brighton Homeowner Fund [see below for details]
Parks	<ul style="list-style-type: none"> Doubled size of Community Green to 1 acre 	<ul style="list-style-type: none"> Continually maintain Community Green, at a cost of at least \$100,000 annually Permanent restriction on development via easement of public rights to the City \$160,000 (\$40,000/parcel) cash contribution to nearby parks, focusing on Ringer Park Support and cooperate with any future Community Green expansion Coordinate programming with Parks, and monitor and update as needed Free WiFi in Community Green
Community/Artist Space	<ul style="list-style-type: none"> Not Included 	<ul style="list-style-type: none"> Convert 10 residences into 7,000 SF of community/artist space
Transportation	<ul style="list-style-type: none"> New connections to Boston Landing Station New bus stops for 64 bus Transit Signal Priority at 3 intersections 	<ul style="list-style-type: none"> Commitment to the Allston-Brighton TMA for shuttles and shuttle services [see below for details] \$2,500,000 MBTA Operational Subsidy, targeted to Allston-Brighton projects and investments MBTA Easement Fee Safety Audit-related improvements Membership in Allston-Brighton TMA
BTD	<ul style="list-style-type: none"> New, unified street grid with Complete Streets bicycle and pedestrian infrastructure Enhanced Guest & Everett intersection Enhanced Guest & Arthur intersection 	<ul style="list-style-type: none"> Fund and implement Braintree Street connection Reduce office parking ratio to 1.56 per 1,000 sf ↓ 163 parking spaces (22%) Install EV charging stations in 10% of non-short-term spaces, with an additional 15% of such spaces EV-ready (for a total of 25%), and usage monitoring memorialized in TAPA
Sustainability	<ul style="list-style-type: none"> Voluntary participation in City of Boston Smart Utilities District Energy Microgrid Feasibility Study LEED v4 Certifiable Silver Fuel Cell for Stop & Shop 	<ul style="list-style-type: none"> Rooftop Solar PV on Building A Study on-site Solar PV generation Construct roofs Solar PV-ready Commitment to Electric Vehicle Charging Spaces
Public Realm Fund	<ul style="list-style-type: none"> \$4,000,000 Public Realm Fund 	<ul style="list-style-type: none"> \$2,000,000 of Fund to be dedicated to the Allston-Brighton Homeowner Fund for down payment assistance, support for CDC homeownership programs, home repair loans, and Homebuying 101 classes \$1,200,000 of Fund to be dedicated to shuttles and shuttle services in coordination with the Allston-Brighton TMA \$800,000 to local non-profits, organizations, and individuals for public realm initiatives
DIP Payment	<ul style="list-style-type: none"> \$4,000,000 Total DIP Payment [required] 	<ul style="list-style-type: none"> \$3,300,000 DIP Neighborhood Housing Trust payment targeted to Allston-Brighton projects \$700,000 DIP Neighborhood Jobs trust payment
Other Monetary Commitments	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> \$1,100,000 BWSC I/I Contribution

Total Mitigation & Commitments: ~\$140,000,000

Attachment C
PDA Project Plans



Attachment D
Comment Letters



MARK CIOMMO
BOSTON CITY COUNCIL
DISTRICT 9

June 10, 2019

Michael Sinatra
Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

We, the elected officials representing the Allston-Brighton community, submit the following comment letter regarding the proposed Allston Yards project. This development will have a transformative impact on our neighborhood. It is important that community concerns be acknowledged and addressed. Therefore, we do not support the project as it's currently proposed.

Project Background

The 10.6-acre site, located at 60 Everett Street, is currently owned by the Stop & Shop Supermarket Company, and is the location of a Stop & Shop Supermarket, Home Goods, and Dollar Tree. Part of the surrounding neighborhood has seen steady growth in recent years, transforming from what was formerly Barry Control Warehouse and Crystal Bus Terminal into a place where residents can live, work, and shop. This growth is largely due to investments made by Jim Davis and NB Development, including the Boston Landing Commuter Rail Station.

The project is proceeding through the Article 80 Project Review (outlined below), with numerous meetings with city departments, public meetings, and comment letters submitted by residents. We are thankful to all those who have participated, especially the members of the Impact Advisory Group (IAG). They have volunteered their time and offer great insight in an effort to make this project one that benefits the community at large.

The Community Process to Date

February 10, 2017: Letter of Intent (LOI) submitted
January 22, 2018: Project Notification Form (PNF) submitted
March 12, 2018: Impact Advisory Group (IAG) meeting
March 14, 2018: Public Meeting

April 23, 2018: Public Meeting
April 30, 2018: Impact Advisory Group (IAG) meeting
May 9, 2018: Impact Advisory Group (IAG) meeting
May 29, 2018: Impact Advisory Group (IAG) meeting
August 3, 2018: Scoping Determination issued by Boston Planning and Development Agency
February 22, 2019: Draft Project Impact Report (DPIR) submitted
March 25, 2019: Impact Advisory Group (IAG) meeting
April 23, 2019: Public Meeting
May 29, 2019: Public Meeting
June 12, 2019: IAG Meeting

Density, Affordability, and Homeownership

The developer has made changes from the initial proposal, including reducing total square footage by 200,000 sq. ft and reducing residential density by 155 units. These reductions bring the total number of residential units to 895 with a FAR of approximately 3.1, and are accompanied by improved massing and setbacks. Height has been reduced by 115 feet south of Guest Street, and on Everett Street, the developer has implemented an additional 100 ft upper-level setback. Included in the proposal is 375,000 sq. ft of office space with 117,000 sq. ft of retail space.

Although the developer has taken some steps to respond to community concerns regarding density, affordability and homeownership, we feel there is still room for improvement. While new transit options have allowed for greater density, it is important to consider the context of the neighborhood. We would like the city and the developer to focus attention on the impact of the proposed amount of office space and residential units, especially in regards to traffic.

To date, the developer has committed to 116 affordable units and 110 homeownership units. The number of affordable units complies with the requirements set out by the City's Inclusionary Development Policy (IDP). However, given the size of this project and the resources available to the owner and developer, we feel it is appropriate that the developers overall goal should be to reach 20% affordable units.

Regarding homeownership, it is encouraging to see the developer recognize the need for owner-occupied units in Allston-Brighton. We feel the number of homeownership units is insufficient and must be increased. Going forward, it will be necessary to ensure that these units are occupied by residents and not investors. This will require a percentage of units to maintain deed restrictions on ownership establishing minimum owner-occupancy levels.

Despite the size of the project, the developer has only allocated 0.5 parking spaces per residential unit. Although the proximity to the commuter rail and the 64 and 86 buses will provide residents alternatives to driving, it will not necessarily preclude them from owning a car. Parking in the area is already scarce, upcoming development on Guest Street is unlikely to alleviate this issue, and much of this project is replacing what is currently a large surface parking lot. We would like the developer to address concerns about the number of parking units and the likelihood that incoming residents will be priced out of parking spaces and choose instead to park on the street.

Open Space

Of particular concern to the community is the issue of open space. The developer has allocated 1.5 of 10.6 acres to community open space, primarily through a 1-acre community green. While this is an increase of half an acre from its initial proposal, we find that it is insufficient to serve community needs.

This development will introduce thousands of residents, workers and visitors to the site. It is necessary to provide adequate recreational space. It is also necessary to ensure that this land remains as open space and is properly maintained in perpetuity. We believe Allston's Ray Mellone Park should serve as a model for an agreement to have the park publicly owned but privately maintained. Our concerns about the garage under the park have been allayed by assurances by the landscape architect, Copley Wolff, that trees will be given 3 ½ to 5 ft of soil underneath.

Allston Yards vs. St. Gabriel's

It is important to understand how Allston Yards compares to similar projects in the Allston-Brighton area, particularly St. Gabriel's project, located along the Washington Street corridor of Brighton. While we understand there are substantial differences between the two locations, and that Allston Yards has an opportunity to become a transit-oriented development, some telling comparisons can be made.

	St. Gabriel's	Allston Yards
Acres	11.6	10.6
FAR	1.2	3.1
Units	660	895
Affordable Units	85	116
Affordable % of Total	13%	13%
Homeownership Units	105	110
Homeownership % of Total	16%	12%
Commercial/Retail	n/a	492,000 sq ft. (375,000 sq ft. of office and 117 sq ft. of retail)
Open Space	7.3 acres	1.5 acres
Open Space % of Total	63%	14%

It is important to note that St. Gabriel's Project has spent approximately \$12.5 million in remediating and restoring St. Gabriel's Church. They have also worked to create a 1,200 sq. ft multipurpose function room within St. Gabriel's Church that will be accessible for public events. Furthermore, at a cost of approximately \$18 million, the project team has committed to remediating and restoring St. Gabriel's Monastery, a Boston Landmark Building, which is also currently vacant and in disrepair.

Transportation

The Boston Landing Commuter Rail Station has proven to be a catalyst for change to the surrounding area, enabling us to envision a neighborhood that, while guided by the 2012 Brighton/Guest Street Area Planning Study, is not unduly restricted by it.

The developer has committed to various upfront improvements to both city and privately-owned roadways. While framed as a community benefit, it is important to note that these improvements are necessary to the viability of any redevelopment of the site, and therefore serve only the feasibility and function of the site.

We are encouraged by the proponent's commitment to the Guest Street extension, including substantial improvements to the intersection at Everett Street. These improvements are necessary given the size of the project, and they help reduce the impact of traffic on local residents.

The connection of the site with the nearby New Balance development remains problematic. In particular, Braintree Street terminates at the border of the two sites. We are calling on the developer and New Balance to work together to reach a solution that not only benefits both sites, but the community as well. The 2012 Brighton/Guest Street Area Planning Study was clear that making Braintree Street a true full street would be critical for future development of the area. Additionally, as new development will inherently cause an increase in the amount of people travelling in and out of the area, data needs to be collected regarding the potential need for increased capacity and frequency of stops at the Boston Landing Commuter Rail Station, as ridership to date has already reached 2024 projections, as well as for local bus lines.

Conclusion

Stop & Shop Supermarket Company is a subsidiary of a multinational company headquartered in Amsterdam that enjoys annual net-profits in the billions of dollars. Since first establishing themselves in the community years ago, the value of its land has increased exponentially, in large part due to investments made by Jim Davis and NB Development.

At this site, the developer has proposed a dense mixed-use project that has the opportunity to give a substantial return on investment. However, this project also will have a substantial impact on the surrounding community that has not been fully addressed by the developer. The amount of residential units, office space, parking, and limited open space will negatively impact the neighborhood unless the neighborhood receives substantial benefits in return. These benefits include an increase in the percentage of affordable and homeownership residential units, an

increase in the amount of open space, and an increase in the amount of space that benefits the community as a whole. St. Gabriel's project can serve as a guideline for some of the minimum requirements a development needs in order to be a net positive for the neighborhood. Additionally, in order to truly be a transit-oriented development, more work needs to be done to connect roads and determine if sufficient public transportation capacity can be provided.

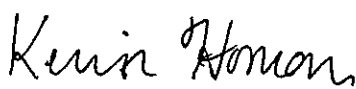
The 2012 Brighton/Guest Street Area Planning Study called for a maximum of 10-13 stories for development in the area, a Braintree Street connection, and the area south of Guest Street to be 40-50% open space. While we do not necessarily believe the developer must adhere to every aspect of this study, we believe any development that exceeds the recommendations of this study should be accompanied by substantial mitigation and benefits provided to the community.

We hope that the developer maintains transparency and is attentive to community voices throughout the remainder of this process. Again, we would like to thank the Impact Advisory Group for volunteering to analyze a proposal of this magnitude.

Sincerely,



Mark Ciommo
Boston City Council
District 9



Kevin Honan
State Representative
17TH Suffolk District



Michael Moran
State Representative
18th Suffolk District



Boston City Council

ALTHEA GARRISON
Councilor At-Large

28 June 2019

Mr. Michael Sinatra
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a Boston City Councilor At-Large I recently met with some leaders from the Brighton Allston Community Coalition (BACC) in regards to the Stop & Shop development at Allston Yards. With more than 800 members, the BACC strives to unite renters and homeowners who seek to ensure that new residential housing corresponds to the needs of the overall Allston-Brighton community. In particular, the BACC seeks to create more affordable housing and more owner-occupied housing in Allston-Brighton. The proposed Stop & Shop development has particular significance for the future of their neighborhood, given its scale/density and because it would serve as a template for future large scale development in Allston-Brighton. Currently, the developer proposes a mixed-use development featuring 895 residential units (including 110 condominiums), retail space (including a supermarket), a very large office building (375,000 square feet), and a community green of 1 acre. The proposed project includes three buildings of considerable height: 22 stories, 18 stories, and 15 stories.

BACC is advocating for some significant modifications to the proposed development so that it would better meet the needs of Allston-Brighton residents. Some of these recommendations include increasing the number of affordable rental and homeownership units to 20 percent, increasing the number of deed-restricted condominium units, a reduction in the height of the buildings proposed in the development, an increase in the amount of green space in the proposed development, and also major improvements in public transportation in order to reduce traffic congestion produced by this development.

It is my sincere hope that the developers and the Boston Planning and Development Agency will listen to the concerns and recommendations of the residents of Allston-Brighton in order to better meet the needs of the community.

Sincerely,


Althea Garrison
Boston City Councilor At-Large
617-635-4217

Cc: Kevin M. Carragee, Chair, BACC
Anthony D'Isidoro



ANNISSA ESSAIBI-GEORGE
BOSTON CITY COUNCILOR AT-LARGE

July 18, 2019

Michael Sinatra
Project Manager, BPDA
1 City Hall Plaza, 9th Floor
Boston, MA 02201

RE: Proposed “Allston Yards” Development, 60 Everett Street, Allston

Dear Mr. Sinatra:

I write today to express my opposition to the “Allston Yards” development in its current proposed form. I stand with the Allston-Brighton community and urge the BPDA to work with the IAG and the project proponent, as well as with local civic groups and the public, to address concerns. Numerous parties have pointed me to the BPDA’s extensive Guest Street Planning Study, and asked that this study be used as a reference point when bringing the project more into line with neighborhood needs.

I acknowledge and appreciate the changes the proponent has made to the proposal in response to public feedback, particularly in expanding income-restricted and middle-income units; decreasing overall density; providing artist space, granting a permanent easement on the Green (see below); and some decrease and variation on building heights and massing.

I ask that the proponent commits to IAG and community recommendations, including but not limited to:

- Increasing the overall income-restricted units to 20% over the three phases of the project.
- Working with the MBTA and BTD to improve public transit in the impact area.
- Increase residential parking spots to 1:1 space per unit and decrease office parking spots.
- Increase the number of deed-restricted homeownership units as recommended by the community.
- Continue to work with the community and IAG on height and density issues.
- Continue to work to resolve open space issues. One acre is not sufficient for a development of this scale in this location; the Guest Street Planning Study calls for more than twice that amount of open/active space. The “Community Green” is a benefit to the proponent as well as to the community and should be expanded and made a permanent City park with no possibility of future development.
- Be forthright and transparent about all aspects of the project. In particular, my office has received complaints that the proponent has claimed that “DIP” payments (linkage fees) and the MBTA operational subsidy of \$2.5m are part of the voluntary “community benefits” and can be earmarked for Allston-Brighton use. These fees are required by law for projects of this size and are not able to be restricted to a certain neighborhood.

I look forward to seeing the next phase of this project proposal and extend my thanks to the BPDA for its oversight, to the proponent for their continued efforts, and to the IAG for their time and commitment to this project.

Sincerely,

Annissa Essaibi-George, Boston City Councilor At-Large



MICHELLE WU
BOSTON CITY COUNCIL

August 26, 2019

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

Dear Mr. Sinatra,

I am writing today to express my opposition to the current proposal for the Allston Yards development project. This project as currently proposed does not address feedback from, and significant concerns of, residents in the neighborhood and as the largest residential development ever proposed in this area, it must be done correctly.

The first and most prominent issue I have with this development plan is the minimal amount of affordable housing. Boston is a costly market and the small amount of affordable units in the current project will only worsen this situation. Boston's housing crisis is an issue that requires a proactive approach and helping combat this issue is a commitment that should come from both public and private entities. In particular, because Allston-Brighton is not a blighted area, but an area that is very much in demand in terms of development, it is sound public policy for residents and city officials to insist that the developer provide more than the bare minimum of affordable housing required in order to obtain city approvals. The 20 percent figure for onsite affordable housing at the location that has been advocated by some residents and by the community advocacy group the Brighton Allston Community Coalition is a percentage that seems reasonable in these circumstances. (While I understand that

Allston-Brighton is a distinct Boston community that is attempting not only to grow homeownership opportunities but is attempting to prevent the continued erosion of owner-occupancy in that area. The mere construction of a condominium does not create the likelihood of owner-occupancy in Allston-Brighton. It is well-known that absentee investors often buy condos in Allston-Brighton and simply treat them as rentals. Therefore, by not proposing significant homeownership opportunities – particularly homeownership with a high percentage of required owner-occupancy -- the development is overwhelmingly likely to inject into Allston-Brighton's housing market more of the same type of housing that perpetuates the housing crisis and the decline of owner-occupancy in that area.

I understand that the developer has offered to increase the affordable units to 17% overall, but that 17% is not meaningful here because the developer has stated that the affordability percentage would only rise above the city-mandated 13% after the first 200 units are built, and, significantly, I understand the developer *has no plans to build more than 193 units for the next several years, if ever*. Consequently, that offer is not meaningful and does not address residents' concerns.

BOSTON CITY HALL, ONE CITY HALL SQUARE, BOSTON, MASSACHUSETTS, 02201
617-635-3115 • FAX: 617-635-4203 • MICHELLE.WU@BOSTON.GOV

Lastly, this project does not align with the BPDA's previous planning study of the area. One of the proposed buildings is nearly 55% taller than the study guidelines specified. Two other of the four proposed buildings are 196 and 198 feet, considerably taller than the 150-foot height restriction contained in the study. The residents of Allston-Brighton participated in good faith in this planning study, and ignoring their contributions and hard work will make planning and public participation more difficult in the future and harm public confidence in the integrity of the city's planning and review process.

My staff and I will continue to monitor this process as it moves forward and will continue to advocate for the residents in the neighborhood. If you have any questions or concerns, please don't hesitate to contact me at 617-635-3115 or michelle.wu@boston.gov.

Sincerely,

A handwritten signature in black ink that reads "Michelle Wu". The signature is written in a cursive, flowing style.

Michelle Wu
Boston City Councilor-At-Large

From: Michael Sinatra <michael.a.sinatra@boston.gov>
Sent: Monday, July 8, 2019 11:36 AM
To: Christian Regnier- Goulston & Storrs <cregnier@goulstonstorrs.com>; Barelli, Michael <Mbarelli@nedevlopment.com>
Subject: Fwd: Revised email re: Allston Yards - Updated Open Space Needs Assessment

Chris/Mike,

Please see below.

Boston Parks submitted a revised letter reflecting the change from .5 acres to 1 acre. It's mostly the same asks though.

Thanks!

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

From: Carrie Marsh <carrie.marsh@boston.gov>
Date: Mon, Jul 8, 2019 at 11:32 AM
Subject: Revised email re: Allston Yards - Updated Open Space Needs Assessment
To: Michael Sinatra <michael.a.sinatra@boston.gov>

BPRD has reviewed the *Allston Yards Updated Open Space Needs Assessment* which was provided by the proponent on June 25, 2019. In sum:

- The project is estimated to create approximately 375,000 sf of office, 67,000 sf of grocery, and 50,000 sf of retail and restaurant, and 895 housing units.
- There is expected to be about 1900 employees. The projected number of clients, and shoppers at the grocery store and retail and restaurant space was not provided.
- The proponent is estimating 1.55 persons per unit for 1388 residents total.
- The resident population is projected to be 70% young couples, families, and professionals.
- It is estimated that 6% of the units will have children, with 100 children total in an even distribution of ages infant to 17 years old.
- The project will provide a one acre publicly accessible green space (with a garage underneath), .5 acres of private rooftop space, and 1.5 acres of public realm

Proposed mitigation:

- The proponent has offered \$160,000 (in four payments) to the Fund for Parks for maintenance and programming of parks in Allston/Brighton. This is about \$178 per unit.
- The proponent will create language in the PDA, or an easement to the BPDA to ensure that the one acre community green remains open space.

BPRDs response:

The development will provide 47 sf per person of open space via the community green and private roof top amenity. That does not include the projected 1900 employees and other visitors who will also utilize the development. The one acre passive use community green shared by 1900 employees and 1388 residents results in 13 sf of open space per person.

It can be presumed that the residents of this project will rely on public parks in the neighborhood for their active recreational needs. BPRD respectfully requests that Allston Yards provide impact mitigation at a rate that is commensurate with the scale of the development to the Fund for Parks. Recent projects in this neighborhood have provided up to \$1000 per unit, and more.

A half acre community green is proposed as mitigation for the zoning relief in the PDA. If permanent protection of this negotiated open space is the goal, then a conservation restriction is the only means to ensure its protection in perpetuity. The PDA does not provide permanent protection of open space as it can be amended at any time, and deed restrictions are limited in term.

Thank you.

	<p>CARRIE MARSH DIXON Executive Secretary Boston Parks and Recreation Commission 1010 Massachusetts Avenue, 3rd floor Boston, Massachusetts 02118 617-961-3074 (direct) 617-635-4505 (main)</p>
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Michael Sinatra, MPA

Project Manager

617-918-4280

michael.a.sinatra@boston.gov

Boston Planning & Development Agency (BPDA)

One City Hall Square, 9th Floor | Boston, MA 02201

bostonplans.org

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: June 10, 2019
SUBJECT: Allston Yards - **Smart Utilities Comments - DPIR**

Summary:

Thank you for providing information on Smart Utilities in your DPIR. After reviewing the information, the Smart Utilities Steering Committee has the following requests at this stage:

1. Checklist submission: Please submit the details mentioned in the DPIR, as well as the additional information requested below, through the Smart Utilities Checklist form available online. This [template](#) has been made available to support project proponents in preparation for a Checklist submission.
2. Green Infrastructure: Please provide quantification of the impervious area of your development site along with quantification of the volume of storm water to be retained to meet the 1.25" requirement. Please identify the types of Green Infrastructure (GI) that the project is considering at this point. Please provide a diagram of where the GI will be installed.
3. Telecom Utilidor: Please provide the information requested in the Checklist, including a diagram of where a Telecom Utilidor would be installed.
4. Smart Street Lights: Please provide a diagram that shows how additional electrical and fiber optics connection would be provided at a representative light pole. This would be similar to a lateral diagram for a building.
5. Smart Utility Standards:
 - a. Cross Section Diagrams: Please provide cross section diagrams for the streets which will require.
 - b. Lateral Diagrams: Provide lateral diagrams that show where utilities will be extended into each building. If multiple locations are possible for a particular building, please identify all of them.

Please include the PDF copy of the submitted Smart Utilities Checklist in your next filing with the BPDA. This PDF copy is generated after submission of the Smart Utilities Checklist and emailed to you. Let us know if the project team would like to schedule a meeting to go over any aspects of the Smart Utilities Policy that apply to your project.

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs.

Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

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

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

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this template first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

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

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

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

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

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

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

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.**)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network

Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

DeVoe, Lauren

From: Michael Sinatra <michael.a.sinatra@boston.gov>
Sent: Monday, July 1, 2019 9:46 AM
To: Regnier, Christian; Barelli, Michael
Subject: Fwd: Allston Yards

Chris/Mike,

Please see below for the comment letter that was just submitted by the IAG.

Thanks!

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

From: **Anabela** <bela@mail.com>
Date: Mon, Jul 1, 2019 at 9:41 AM
Subject: Allston Yards
To: <michael.a.sinatra@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>

Michael Sinatra, Project Manager
Boston Planning and Development Agency
Boston City Hall
1 City Hall Square
Boston, MA 02201

RE: Allston Yards

Dear Mr. Michael Sinatra,

This letter is in response to the proposed project Allston Yards from the majority members of the IAG. At this time we do not feel this project should move forward. The developer has made some improvements, but not enough to move a project of this size forward.

There are substantial changes that need to be made in order to address community concerns height, density, connectivity, traffic, transportation, and affordability.

The height and density of the buildings proposed in this project exceed the height/density requirements of the BPDA's Guest Street Corridor Study. Exceptions can be made, but currently the negative impacts of this project are too many for it to be considered.

The office building brings the most negative impacts on our community and the developer made it bigger from the original filing. The project went backwards with this decision. The traffic the office building will generate can not be supported by our streets. Everett Street will have two large office buildings on each end with the proposed Nexus development on Western Ave. This is a huge problem since we already have a traffic problem with out the the two projects. The proposed office building needs to be scaled down enormously or simply eliminated.

Building D needs to be made smaller or be eliminated. This needs to be done in order to address issues with connectivity, transportation, traffic and also lowering the density. At this location the Arthur Street extension should be made to Braintree Street along the building D site, which will also open up the proposed dead end on Braintree St. The kiss and ride needs to be expanded at that location. The current kiss and ride is too small and will not address future population growth in our community and neighboring communities that also use it. We strongly believe that Braintree Street should not stop at each end of the kiss and ride. It should be fully connected to improve the flow of traffic.

The developer has offered to give the MBTA 2.5 million dollars. We have grave concerns that it will not be used to fix our transportation issues and will be lost to other mbta projects. What we need is the fast track that was to be put in place with in five years of the Boston Landing station opening. The train stop was built as a center platform to accommodate a fast track.

The fast track would greatly improve transportation for the community as a whole and truly connect Allston/Brighton to downtown Boston. We believe the developer can work with the state and federal government to raise more funds slated for transportation and make the fast track happen.

The fast track along with a community shuttle would greatly remove cars off our streets and improve traffic. This is why the participation in the proposed AB shuttle is also critical. The ability to have community members, workers, shoppers, and building residents be able to take a shuttle instead of driving is how traffic and transportation gets addressed.

The density of the residential part can be lowered by the making building D smaller or eliminated. We strongly advocate for more homeownership units with a mandatory home owner percentage of at least 70%. The developer has increased the affordability to 17% from the standard city required 13%. The percentage could be increased more to address the much needed work force housing in our community if the city and developer work outside the city guidelines for the 13% affordable. We believe we can address the desperately need work force housing by lowering the city required affordable and having a higher percentage be workforce housing with all the same terms the city requires. This could achieve 20% of combined affordable and much needed work force housing.

There are many other items such as designating ownership/maintenance of the one acre park, sidewalks, etc... that will need to be addressed once the major impacts are resolved.

At this time we can not support this project and ask the BPDA to have the developer address our concerns in order to move forward. Thank you.

Sincerely,

Anabela Gomes
John Bligh
Bernadette Lally
Daniel Daly
Colin Akerly
John Cusack
Peter Leis
Emma Walters

Anthony D'Isidoro
Rosie Hanlon

--



Michael Sinatra, MPA

Project Manager

617-918-4280

michael.a.sinatra@boston.gov

Boston Planning & Development Agency (BPDA)

One City Hall Square, 9th Floor | Boston, MA 02201

bostonplans.org



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

Allston Yards w/11 IAG

Anabela

Tue, Jul 2, 2019 at 10:53 AM

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

Michael Sinatra, Project Manager
Boston Planning and Development Agency
Boston City Hall
1 City Hall Square
Boston, MA 02201

RE: Allston Yards

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At this time we can not support this project and ask the BPDA to have the developer address our concerns in order to move forward. Thank you.

Sincerely,

Anabela Gomes
John Bligh
Bernadette Lally
Daniel Daly
Colin Akerly
John Cusack
Peter Leis
Emma Walters
Anthony D'Isidoro
Rosie Hanlon
Jean Powers

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

My name is Bernadette Moran Lally I am a member of the Allston Yards IAG. I have attended every one of the IAG meetings as well as some of the community meetings. My comment letter reflects my opinions as well as the comments and thoughts of my neighbors and friends in Allston Brighton.

The developers of the Allston Yards project have made very few changes to the project they first proposed a year and a half ago. They have overwhelmingly ignored the suggestions of the IAG and the voices of the people in the Allston Brighton neighborhood where they are proposing to build their project.

I am against the Allston Yards development, I have listed the major reasons why below.

Transportation:

Everett Street cannot support this expansion. The commuter rail has already increased foot traffic to the point that people are walking in the streets. The traffic on Everett Street at rush hour is backed up to the entrance of the Stop & Shop parking lot. The developers expect this same road to support even more traffic created by 895 units of housing, retail stores and office spaces. At the AIG meeting on 6/12/19

the traffic expert admitted that there were no solutions to this problem. You cannot make the Everett St. Bridge or the sidewalks wider. There is no room to expand.

We have not heard any concrete plans for a Fast Track or improved connections for the commuter rail station. Shuttle service for the elderly has not been address.

The parking proposed is inadequate.

North Beacon Street as well a Union Square, Market Street, Western Ave and all the side streets cannot handle any more traffic.

Any monies [2.5M] should be earmarked for transportation improvements in Allston/Brighton.

Height & Density:

The heights of the buildings proposed in this project exceed the recommended heights recommended by the BPDA's Guest Street Corridor Study. Four of the five buildings proposed are too tall going by the BPDA study.

The streets of Allston Brighton cannot support this project as proposed.

The developers decreased the number of residential from 960 to 895 but increased retail/office space. **The developer's proposal at our last meeting is the opposite of what the IAG asked for with regards to density. We asked that there be less retail space but instead they increased the retail space which would create more traffic.**

The density created by the 895 residential units plus the retail/office/supermarket will overwhelm the Allston/Brighton neighborhood that is already dealing with so many other developments. I cannot imagine the traffic issues that this development will create if this project is allowed to proceed as currently proposed.

Decreasing the total number of units by decreasing the heights of the buildings as well as decreasing the amount of retail space will go a long way in making this development more acceptable.

Kiss & Ride:

The kiss & ride that is proposed is not adequate with the volume of pedestrians expected from such a large project. The developer could accomplish this by eliminating building “D” to create a two lane street both coming and going with drop-off / pick-up area on both sides for the kiss & ride. Adding this road with greenery, wide sidewalks and sheltered waiting areas would be an impactful improvement to this project.

Green Space:

The 1-acre of green space offered by the developers is inadequate. It is insulting for them to say that this is a community benefit. This is not enough green space for the 895 units of housing proposed let alone a community benefit.

The Developer could add more Green Space with the elimination of Building “D” this would also allow for wider sidewalks throughout the proposed project as well as the much needed room for the Kiss & Ride.

I have sat in meetings on the Allston Yards development for over a year and a half and there are so many unresolved issues with this project. Many of which the developers do not have the answers to or we have not had the time to fully discuss at our IAG meetings. The people of Allston Brighton fill every seat at our IAG & Community meetings, they are all upset that this development is moving forward and feel like no one is listening to them.

Thank you,

Bernadette Moran Lally

Allston Yards IAG Member

8 May 2019

Mr. Michael A. Sinatra
Boston Planning and Development Agency

Dear Mr. Sinatra:

This letter reflects the views of the Brighton Allston Community Coalition (the BACC) regarding the proposed Stop & Shop development, “Allston Yards”. The BACC is a newly formed community group with more than 500 members, focusing primarily on the need for more affordable housing and more owner-occupancy housing in Allston-Brighton. The BACC unites renters and homeowners, seeking to shape future development in a way that corresponds to the needs of our community.

Before addressing significant limitations in the project, we recognize that the Stop & Shop site is an appropriate location for residential housing development, given the new Boston Landing commuter rail stop.

Unfortunately, the developer’s newly revised proposal fails to seize upon the considerable potential of the location. Moreover, it fails to respond to widespread community opposition to multiple features of the proposed development.

The BACC highlights the fact that the developer of this project has considerable resources (for example, its parent company realized \$2.5 billion dollars in profits last year) and expertise. These resources and expertise have not resulted in a creative project that would serve the compelling needs of both the Allston-Brighton community and the City of Boston as a whole.

Our discussion below raises many issues that demand the attention of the BPDA, the City of Boston, the MBTA, and the Commonwealth of Massachusetts. We recommend that the BPDA take a comprehensive approach to residential and commercial development in Allston-Brighton. Currently, the BPDA’s approach has focused on single projects rather than strategic planning, ignoring the wave of development sweeping our neighborhood. The BPDA has neglected widely expressed community concerns related to inadequate urban planning concerning the following pressing issues in Allston-Brighton: the need for affordable housing; the need for owner-occupied housing; the need for improvements in public transportation to accommodate large, new residential developments.

Within this context, we emphasize that the BPDA’s Guest Street Corridor Study (2012) provides an effective template for a well-conceived urban plan for the Stop & Shop site. Informed by considerable community input, this study should inform the specific design of the Stop & Shop development.

We intend to mobilize the Allston-Brighton community so that in the future we and the BPDA can point to the Stop & Shop development with pride and use it as a model of proper urban planning that serves the needs of our community.

We stand ready to work cooperatively with the City and the developer to achieve this goal. We also stand ready to oppose this project if it ill-serves our community.

We recommend the following significant improvements in the project, dividing our discussion into major areas of concern.

Density and Height

The developer has made very modest changes in the density of the project and in the height of the buildings. For example, the developer has reduced the number of residential units from 960 to 895. Significantly, however, the developer has proposed increasing the office/high tech/research space by 25 percent. The BACC advocates for a higher percentage of residential development rather than office space – we believe this will have a positive impact on our community and address Boston’s urgent need for more mixed income housing.

The BACC remains very concerned about the proposed height and density of the development based on the planned uses, a concern repeatedly expressed by community residents. The proposed building heights, with one building at 6 stories and three ranging from 16 to 18 stories, dramatically exceed the heights recommended by the BPDA’s Guest Street Corridor Study. In our view, building heights in this proposed development should be equivalent to the heights defined by the Guest Street Corridor Study (the maximum recommended height was 13 stories); thus, prior planning would inform subsequent development.

The heights of the building contribute to a development far too dense for its site. The BACC recognizes that a certain level of density can be a characteristic of good urban planning, especially at a location, like this one, very close to public transportation. However, the density proposed by the developer in this project is simply excessive, especially since access to the site is rendered difficult because of its close proximity to the Mass Pike. As a result, cars and other vehicles (vans, buses, taxis, Ubers, delivery trucks etc) only can enter and depart from the site through a limited number of relatively narrow streets, including North Beacon, an expanded Guest Street, and Everett Street. Moreover, it would be foolish indeed to assume that all residents in the proposed housing units and all employees in the proposed office building will rely on commuter rail to reach the site.

A reduction in density and height of the project, therefore, would significantly reduce the traffic congestion that would be an inevitable product of the current proposal. The BACC recommends that the proposed office building be excluded from the development, reducing the height, scale and density of the project. This would reduce the vehicular traffic to and from the site. We recommend that the office building be replaced by an owner-occupied condominium building (please see below for our discussion of the need for more owner-occupied housing as part of this development). By removing the office building from the proposed development and replacing it with a residential building, the

developer can significantly reduce the height of all of the residential buildings that are part of the site and still achieve the target number of units. In so doing, the development would be consistent with the BPDA's Guest Street Corridor Study.

We also highlight the fact that the developer's proposal to construct an office building devoted to high tech and lab space duplicates a similar, albeit much larger, project proposed for Western Avenue, less than a mile away from the Stop & Shop site. This duplication of uses within a limited area will ill-serve the Allston-Brighton community, given concerns related to excessive density and dramatically increased traffic congestion.

Given the proposed density of the project, we subsequently discuss transportation issues in detail in this letter, including the need to improve public transportation and bicycling infrastructure.

Affordability

In keeping with its mission statement, BACC recommends that 20 percent of the rental units be designated affordable. The development of affordable housing is a pressing need in Allston- Brighton. We are also recommending that 50 percent of the housing developed be condominium units (see discussion of owner-occupancy below). Furthermore, the BACC is advocating for 20 percent of the condos developed to be affordable to moderate and middle-income residents (80-120 percent of Area Median Income, or AMI), creating new ownership opportunities in the neighborhood.

The need for more affordable housing is an acute problem for our community because Brighton's median family income is \$56,729 and Allston's is \$42,722; for rents or mortgage payments to be considered affordable, they must be less than or equal to 30 percent of household income. Brighton's median family income is \$56,729 and Allston's is \$42,722. Clearly, the majority of housing on the current market is unaffordable for these income levels.

The developer's financial resources provide an opportunity to realize the 20 percent goal of affordable housing in this project. Cambridge and Somerville currently mandate this level of affordability for large projects.

Owner-Occupancy

Reflecting widespread community concerns about low and declining home-ownership in Allston-Brighton, we recommend that 50 percent of the housing at the site be condominium units. Furthermore, we recommend that the majority of the condominium units be two- and three-bedroom units. Boston's current housing market does not provide many homeownership opportunities for families at most income levels; larger households are pushed outside of the City (and often outside of the region) in order to find affordable options. The Stop & Shop project can help fill this gap in the market and encourage ownership for Allston-Brighton families. The location of this development, next to the

Boston Landing station, makes it an ideal location for badly needed owner-occupied housing.

Of these units, we recommend that 80 percent be deed-restricted to ensure that they will be owner-occupied.

Currently, the developer has proposed only 110 homeownership units and failed to respond to repeated requests by Allston-Brighton residents, including members of the BACC, to mandate that 80 percent of these units be deed-restricted. Without deed restrictions in place, investors likely will purchase the units and use them as rentals or Airbnb units.

The development of additional deed-restricted owner-occupied housing is a pressing concern in Allston-Brighton. Allston has a troubling 10 percent owner-occupancy rate. Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These rates compare unfavorably to the city-wide average of 34 percent. Deed restricted owner-occupancy also would address widespread absentee ownership in Allston-Brighton and a housing market that is inaccessible for the vast majority of current Boston residents and families.

New and proposed housing developments in Allston-Brighton have overwhelmingly been rental in character, and this will produce further declines in owner-occupancy in the neighborhood. This alarming trend needs to be reversed by the Stop & Shop project, which can include a mix of rental and ownership housing types.

Enhancing Affordability

Current definitions of affordability exclude many Allston-Brighton and Boston residents from renting or purchasing new affordable units in our neighborhood, given that these Area Median Income (AMI) definitions are based on income levels in greater Boston, including the city's more affluent suburbs.

We request that the developer commit to create both affordable rental and condominium units. Residents of mixed-income developments typically have longer tenancy and more financial mobility, especially in high-cost cities like Boston. This project should include low-, moderate-, and middle-income apartments in addition to market rate. We encourage the developer to build housing at a cost that is more consistent with the incomes of most Allston-Brighton and Boston residents. In order to create housing at a range of types and income tiers, we recommend that the developer work with a local nonprofit affordable housing developer to better define the affordability mix that will be financially feasible and also meet the neighborhood's housing needs.

Characteristics of the Proposed Housing Units

The BACC also recommends that percentage of studio units in the overall project be decreased, while the percentage of two and three bedroom units should be increased in

the development. This recommendation reflects a significant need for more family-oriented development in Allston-Brighton and would produce more residential stability.

The Proposed Park and Green Space

Given the density and scale of the proposed project, we recommend that the amount of green space be increased in order to create an attractive residential and retail area.

We stress that significance of creative landscape planning in the creation of this park. We also emphasize that most of the park should be green space, with attractive trees and plantings, not hard surfaces. This will have a more positive impact on the environment, reducing site runoff and the heat island effect, as well as providing residents with access to a healthy natural environment.

The BACC notes that the Boston Parks Department sharply criticized the developer's original proposal for open space and also characterized nearby parks as "overburdened." In our view, the developer's revised project has not adequately responded to the Boston Parks Department's critical assessment.

Significantly, we recommend that the park should be owned by the City of Boston's Parks and Recreation Department, ensuring that this area will be a park in perpetuity. In short, the proposed park should not be "privately owned public space." **Public space should be publicly owned.** This ownership structure does not preclude the developer's ability to provide funds for the upkeep of the park or to financially support programming in the park.

This green space should be augmented by wide sidewalks throughout the development that include appropriate plantings and trees.

Transportation Issues

The developer and the BPDA need to devote considerably more time and care to proper urban planning related to transportation issues, particularly public transportation. While its very close proximity to the Boston Landing commuter rail stop makes this location appropriate for residential and commercial development, the site has other characteristics that indicate that the currently proposed density is inherently problematic, particularly because the Mass Pike makes it difficult to access the site and because existing streets, for example, North Beacon and Everett Street, already are congested with traffic.

Given our desire for brevity, we only will sketch the difficult transportation issues confronting the proposed project.

The developer's intentions to extend Guest Street to Everett Street and to improve the intersection of Braintree and Everett Street makes sense. Taken alone, however, they are simply not enough, even given current traffic congestion on these streets and North Beacon Street. In addition, the Boston Landing commuter rail stop will not fully remedy

traffic and access related difficulties associated with developing this site. Clearly, not everyone working or living in the proposed development or living or working in the adjacent Guest Street corridor, which includes, for example, New Balance and WGBH, will rely on this commuter rail station to reach this location. Moreover, we can expect other residential developments along North Beacon Street in the future. Proper transportation planning needs to consider current and future residential and commercial development in this area.

Given the significant concerns briefly discussed above, we sketch a number of integrated recommendations to ease access to the proposed development.

First, as mentioned previously, a decrease in the density of the project will produce far fewer problems related to transportation and traffic congestion. As noted previously, the removal of the proposed office building from the proposal would reduce vehicular traffic in a major way.

Second, improvements need to be made in the reliability and frequency of the commuter rail serving Boston Landing in order to accommodate the Stop & Shop development. Currently, the commuter rail service is plagued by delays, characterized by infrequent service, and often commuter trains do not even stop at Boston Landing because they are overcrowded. Therefore, the MBTA needs to make major improvements in this service.

Given the reality of future development along Western Avenue and North Beacon Street, there is a compelling need to replace the current commuter rail service at Boston Landing with service that resembles subway-like frequency. This could be accomplished by running trains that would run in a circle-like pattern to and from Boston Landing to South Station. This dramatic increase in service would accommodate current and planned development near the Stop & Shop site and, therefore, significantly reduce traffic congestion.

Third, the developer should supply residents of the planned apartments and condominiums free T passes to promote the use of public transportation. The company or companies in the planned office building should take the same step.

Fourth, working with the MBTA, the developer and the City of Boston need to take significant steps to improve the reliability of bus transportation to the site. We agree with the developer that routing the 64 bus directly on Guest Street makes sense, allowing bus passengers easy access to the supermarket and the commuter rail stop. However, the frequency and reliability of the following bus lines need to be significantly improved: the 57, 64, 66, 86 and 70. These buses provide vital links to multiple locations, including Oak Square, Central Square, Kenmore Square, Harvard Square, and Watertown. The integration of better bus service with the expansion of the number of trains serving Boston Landing is much needed. Finally, in regard to bus transportation, we urge the MBTA to: 1. eliminate some bus stops in the surrounding area in order to speed bus service; some stops are in close proximity to each other; 2. study the possibility of

implementing traffic lanes exclusively for buses on the wider portions of Cambridge Street (this would enhance bus service on the 66 and 64 buses).

Fifth, we applaud the developer's plans to include protected bike lanes on Arthur and Guest Streets. However, bike safety remains a significant concern along North Beacon and Everett Streets, for example. We recommend that the developer connect with Hubway or a similar bike share provider to create a station near commuter rail stop, and provide sufficient public bike racks at this location and near the supermarket.

Sixth increased attention needs to be devoted to pedestrian safety. A major deficiency in this regard is sidewalk widths on the Everett Street Bridge, an important point of access to the site. This bridge has 7 (the elevator side of the bridge) and 5 (bridge and commuter rail access) foot sidewalks. The 5-foot side is inherently problematic and raises significant safety concerns for pedestrians. Currently (that is, before the residential development on the Stop & Shop site), people walk on the road because the sidewalk is too crowded. We, therefore, ask the developer to work with the City and Commonwealth as well as with other affected developers to expand the width of this sidewalk.

Seventh, the City needs to commission a third-party traffic study to understand overall traffic patterns. Specifically, this study should identify the number of vans per day likely to be dropping off and picking-up passengers at the Boston Landing station. It has become commonplace for large residential developers to pledge their support for the Allston-Brighton Traffic Management Association as a potential means to reduce traffic congestion. However, we know of no effort by the City to study how these vans, combined with Ubers, Lyfts and taxis, will influence vehicular traffic in the narrow streets surrounding this development. Also, the City needs to examine the plans of residential developers in Watertown and other neighboring municipalities to employ vans to bring their residents to the Boston Landing station. The developer presented troubling data related to the departure of vans every 7 to 10 minutes during the morning and evening rush hours from Watertown developments to Boston Landing. This commitment by Watertown-based projects will only add to the traffic congestion in Allston-Brighton.

Significantly, we have deep concerns that the reliance on private vans will produce a two tiered transportation system, especially if the MBTA does not improve the frequency and reliability of bus service to the Stop & Shop location. Briefly put, we fear that the residents of these new and expensive residential buildings will have access to form of transportation unavailable to other Allston-Brighton residents who depend on publicly financed buses. This outcome would produce a class-based transportation system, and this needs to be avoided by proper urban and transportation planning.

Eighth, given the previously discussed issues, the developer and the City need to study ways to enlarge the current "kiss and ride" area at the Boston Landing station, given the need to accommodate the inevitable increased ridership at Boston Landing due to new development.

These above steps would reduce community concerns about traffic and parking by encouraging the use of public transportation and bikes.

A More Creative Approach the Project, Including an Expansion in the Amount of Planned Retail Development

Despite its scale and scope, we do not find the current project particularly creative. Instead, we envision a development that maximizes the transit-oriented location and better responds to community need for more affordable housing and ownership opportunities. Ideally, the developer should build an urban village of appropriate density. In our view, this would mean the removal of the office building from the development and including more green space. It also would mean that the developer increases the retail options in the planned development so that residents would be able to walk to an appropriate mix of stores, restaurants, and other businesses, reducing the need to drive to shop at other locations. For example, we hope the new supermarket includes a bank.

Finally, we commend the City of Boston's efforts to build sustainability and resiliency into our urban fabric, and we are confident that this approach will be applied to the Stop & Shop development.

Conclusion

We appreciate your attention to the many complex issues raised in this letter. We hope the developer works cooperatively with the community and the City to produce a better project.

Cordially,

Kevin M. Carragee
Chair, Brighton Allston Community Coalition

Cc. Mayor Marty Walsh; Representative Kevin Honan; Representative Michael Moran; Boston Councilor Mark Ciommo; State Senator Will Brownsberger; Brian Golden, Director, Boston Planning and Development Agency (BPDA); Sheila Dillon, Director of Neighborhood Development; Lauren Shurtleff, Interim Director of Planning, BPDA; Jonathan Greeley, Director of Development Review, BPDA; Michael Christopher, Deputy Director of Development Review, BPDA; Tim Davis, Housing Policy Manager; John Read, Senior Deputy Director of Transportation and Infrastructure Planning, BPDA; Conor Newman, City of Boston, Office of Neighborhood Services

8 July 2019

Mr. Michael A. Sinatra
Boston Planning and Development Agency

Dear Mr. Sinatra:

This letter reflects the current views of the Brighton Allston Community Coalition (BACC) regarding the proposed Stop & Shop development, "Allston Yards." The BACC sent you a previous letter on this project on 8 May. This letter updates our previous letter given some project modifications recently presented by the developer.

The BACC does not support the project as currently proposed.

The BACC is a newly formed community group with more than 800 members, focusing primarily on the need for more affordable housing and more owner-occupancy housing in Allston-Brighton. The BACC unites renters and homeowners, seeking to shape future development in a way that corresponds to the needs of our community.

Before addressing significant limitations in the project, we recognize that the Stop & Shop site is an appropriate location for residential housing development, given the new Boston Landing commuter rail stop, and is an opportunity to address our local need for more affordable housing options.

Unfortunately, the developer's current proposal fails to seize upon the considerable potential of the location. Moreover, it fails to respond to widespread community opposition to multiple features of the proposed development. This widespread community opposition was evident in a community meeting, organized by the Boston Planning and Development Agency (BPDA), in May 2019. At this meeting attended by more than 150 people, no community resident voiced support for the project as is.

The BACC highlights the fact that the developer of this project has considerable resources (for example, its parent company realized \$2.5 billion dollars in profits last year) and expertise. In contrast to most other development projects, we also note that no land acquisition costs are associated with this project, given Stop & Shop's longstanding ownership of the property. Despite these facts, the developer has not advanced a creative project that would serve the urgent housing needs of both the Allston-Brighton community and the City of Boston as a whole.

Our discussion below raises many issues that demand the attention of the BPDA, the City of Boston, the MBTA, and the Commonwealth of Massachusetts. We recommend that the BPDA take a comprehensive approach to residential and commercial development in Allston-Brighton. Currently, the BPDA's approach has focused on single projects rather than strategic planning, ignoring the wave of development sweeping our neighborhood. In our recent experience, the BPDA has neglected widely expressed community concerns related to inadequate urban planning concerning the following pressing issues in Allston-

Brighton: the need for affordable housing; the need for owner-occupied housing; and the need for improvements in public transportation to accommodate large, new residential developments.

Within this context, we emphasize that the BPDA's Guest Street Corridor Study (2012) provides an effective template for a well-conceived urban plan for the Stop & Shop site. Informed by considerable community input, this study should inform the specific design of the Stop & Shop development.

We intend to mobilize the Allston-Brighton community so that in the future we and the BPDA can point to the Stop & Shop development with pride, providing a model of proper urban planning that serves the needs of our community.

We continue to stand ready to work cooperatively with the City and the developer to achieve this goal. We also continue to stand ready to oppose this project if it does not serve our community.

We urge the following significant improvements in the project:

1) Density and Height

The developer has made very modest changes in the density of the project and in the height of the buildings. For example, the developer has reduced the number of residential units from 960 to 895. Significantly, however, the developer has proposed increasing the office/high tech/research space by 25 percent. The BACC advocates for a higher percentage of residential development rather than office space – we believe this will have a positive impact on our community and address Boston's urgent need for more mixed income housing.

The BACC remains very concerned about the proposed height and density of the development based on the planned uses, a concern repeatedly expressed by community residents. The proposed heights of three buildings (232 feet, 198 feet and 196 feet), dramatically exceed the 150-foot height recommended by the BPDA's Guest Street Corridor Study. In our view, building heights in this proposed development should conform to the heights defined by the Guest Street Corridor Study (the maximum recommended height was 150 feet, which at the time reflected 10-13 stories. Prior planning should inform this development.

The collective building heights contribute to a development too dense for this site. The BACC recognizes that a certain level of density can be a characteristic of good urban planning, especially at transit-oriented locations. However, the density proposed by the developer in this project is excessive, especially since access to the site is rendered difficult because of its close proximity to the Mass Pike. As a result, cars and other vehicles (e.g. buses, Ubers, delivery trucks) only can enter and depart from the site through a limited number of relatively narrow streets, including North Beacon, an

expanded Guest Street, and Everett Street. Moreover, it is unrealistic to expect all residents and employees to rely on commuter rail to reach the site.

A reduction in density and height of the project would limit the traffic related to the proposed development.

The BACC proposes that the office building be reduced in height so that it corresponds to the limits in the Guest Street Corridor Study. We also advocate that this building be re-purposed to include housing units as well as office space, with the building divided equally between commercial and residential uses.

This would reduce commuter traffic and, by re-purposing some of the building for residential units, the developer can significantly reduce the height of residential buildings that are part of the site and still achieve a significant number of housing units. In so doing, the development would be more consistent with the BPDA's Guest Street Corridor Study.

We do support the developer's revised proposal for its relocation of the supermarket to a location closer to North Beacon Street and for proposing a six-story residential building at this location. This revision is consistent with the conclusions of the Guest Street Corridor Study, which highlighted the need to reduce building heights closer to North Beacon Street and the existing neighborhood.

2) Enhancing Affordability

In keeping with its mission statement, BACC recommends that 20 percent of the rental units be designated affordable. Affordable housing is a pressing need in Allston-Brighton. The BACC is also recommending that 20 percent of units be condos and 20 percent of these condos be affordable to moderate and middle-income residents (80-120 percent of Area Median Income, or AMI), creating new ownership opportunities in the neighborhood (see discussion of ownership and owner-occupancy below). We believe that the developer's financial resources enable it to meet the 20 percent affordability goal in this project. Cambridge and Somerville currently mandate this level of affordability for large projects and development has not slowed in these cities; Boston should also reconsider their inclusionary requirement.

BACC endorses the developer's commitment to include workforce housing within the project and appreciates the talk of increasing affordability from 13 percent to 17 percent overall in the revised proposal. But a closer look at the details of this plan reveals that the details fall far short of a meaningful contribution to affordability. The developer proposes not a single affordable unit above the city-mandated 13% until AFTER it builds 200 residential units – and since it has no plan to build more than 200 for several years, Allston-Brighton has no assurance that these much-needed affordable units will be built (developer has projected an 8-to-10 year buildout). According to Stop & Shop's plan, the first building scheduled to be constructed is Building A, which is to contain 176

apartments, and the next on the schedule would likely be the office building, Building B, with 17 units, for a total of 193 units in the next several years.

We continue to advocate for 20 percent affordability at every phase of this project. The 13% affordability proposed by the developer for the next several years is not enough.

The need for more affordable housing is an acute problem for our community. Allston's median family income is \$42,722 and Brighton's is \$56,729; for rents or mortgage payments to be considered affordable, they must be less than or equal to 30 percent of household income. Therefore, an affordable rent is between \$1,068 and \$1,418 per month. Clearly, the majority of housing on the current market is unaffordable for these income levels.

We seek to have the developer commit to a significant number of both affordable rental and condominium units. Residents of mixed-income developments typically have longer tenancy and more financial mobility, especially in high-cost cities like Boston. This project should include a mix of low, moderate, and middle-income apartments in addition to market rate. We encourage the City to require the developer to commit to build housing at rents that are affordable to more Allston-Brighton and Boston residents as a prerequisite for the city's endorsement before the Board of Directors of the Boston Redevelopment Authority and the Zoning Commission. In order to create housing at a range of types and income tiers, we recommend that the developer work with a local nonprofit affordable housing developer to better define the affordability mix that will be financially feasible and also meet the neighborhood's housing needs.

3) Owner-Occupancy

Reflecting widespread community concerns about low and declining home-ownership in Allston-Brighton, we urge the City to require – again, as a condition of receiving the BPDA's endorsement before the Board of Directors and the Zoning Commission -- that 20 percent of the housing at the site be condominium units. Furthermore, we advocate that the majority of the condominium units be two- and three-bedroom units. Currently, the developer has proposed only 110 condominium units out of the 895 proposed in the project – and the developer has not even committed to build any of those few condominium units in the next several years. As pointed out above, as currently proposed the first building planned to be built would be Building A with all apartments, and the next building in sequence would, in all likelihood, be Building B, the office building with 17 residential units –but the developer has not even committed to make those 17 units condominiums. This means that homeownership opportunities at this large site are – in the developer's current plan – several years away.

Boston's current housing market does not provide many homeownership opportunities for families at most income levels; larger households are pushed outside of the City (and often outside of the metro area) in order to find affordable options. The Stop & Shop project can help fill this gap in the market and encourage ownership for Allston-Brighton families.

Of these units, we propose that 70 percent be deed-restricted to ensure that they will be owner-occupied. In the revised proposal, the developer has included only 110 homeownership units, with 66 percent of these units deed-restricted. Without deed restrictions in place, investors will likely use them as short-term rentals or Airbnb units.

The development of additional deed-restricted owner-occupied housing is a pressing concern in Allston-Brighton. Allston has a troubling 10 percent owner-occupancy rate, and Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These rates are far lower than the city-wide average of 34 percent. Deed-restricted owner-occupancy would help address widespread absentee ownership in Allston-Brighton and provide Boston residents and families with more ownership opportunities.

Rental housing developments in Allston-Brighton is significantly outpacing condo development, creating a further decline in local owner-occupancy rates. By including a mix of rental and ownership housing types, the Stop & Shop project can help reverse this trend.

4) Characteristics of the Proposed Housing Units

The BACC recommends that percentage of studio units in the overall project be decreased, while the percentage of two and three bedroom units should be increased in the development. This recommendation reflects a significant need for more family-oriented development in Allston-Brighton and would produce more residential stability.

5) The Proposed Park and Green Space

Given the density and scale of the proposed project, we urge that the amount of green space be substantially increased. There is no green space of consequence in the entire Guest Street corridor apart from the community green proposed in this development. The only corner of green space that currently exists in the entire nearly half-mile stretch of this intensely developed Guest Street area is a small corner park with three benches near the New Balance headquarters – and that is slated to be eliminated and replaced with a high-rise hotel. Trees on sidewalks are not a substitute for true green space, and the community green as currently configured is disproportionately small for the intensity of the development in the area. Therefore, we advocate that the proposed “community green” be increased from 1 acre to 1.5 acres. The developer has committed to carving out an area of approximately 5,000 square feet of the community green as a dog park, which would mean a reduction of 11 percent for purely human use, including a play area.

We stress the significance of creative landscape planning for this park. We also emphasize that most of the park should be permeable, with attractive trees and plantings, not hard surfaces. This will have a more positive impact on the environment, reducing site runoff and the heat island effect, as well as providing residents with access to a healthy natural environment.

The BACC notes that the Boston Parks Department sharply criticized the developer's original proposal for open space and also characterized nearby parks as "overburdened." In our view, the developer's revised project has not adequately responded to the Boston Parks Department's critical assessment.

Significantly, we recommend that the park should be owned by the City of Boston's Parks and Recreation Department, ensuring that this area will be a park in perpetuity. In short, the proposed park should not be "privately owned public space." Public space should be publicly owned. BACC also believes that the developer is responsible for funding the construction, maintenance, and programming of the park space at this site.

This green space should be augmented by wide sidewalks throughout the development that include appropriate plantings and trees, increasing accessibility and walkability.

6) Transportation Issues

We begin this section of our letter by emphasizing the need for the Commonwealth of Massachusetts to commit significant financial resources to improve MBTA public transportation. Providing adequate public transportation is a **state responsibility**, which is made more pressing given both the increase in traffic congestion in greater Boston and increasing residential and commercial development in both Allston-Brighton and Boston as a whole. Sadly, the Commonwealth has not committed the necessary financial resources to transform the MBTA into a first-class public transportation system.

The developer and the BPDA need to devote considerably more time and care to proper urban planning related to transportation issues, particularly public transportation. While its very close proximity to the Boston Landing commuter rail stop makes this location appropriate for residential and commercial development, the site has other characteristics that indicate that the currently proposed density is inherently problematic, particularly because the Mass Pike makes it difficult to access the site and because existing streets, for example, North Beacon and Everett Street, already are congested with traffic.

The developer's intentions to extend Guest Street to Everett Street and to improve the intersection of Braintree and Everett Street is helpful, but are simply not enough (particularly due to current traffic congestion on these streets and North Beacon Street). The Boston Landing commuter rail stop cannot solve traffic and access issues at this site, and we must plan for future development along North Beacon Street. Proper transportation planning needs to consider current and future residential and commercial growth in this area.

Given the significant concerns briefly discussed above, we sketch a number of integrated recommendations to ease access to the proposed development:

- a. A decrease in the density of the project will produce far fewer problems related to transportation and traffic congestion. Specifically, the reduction in the size of the office building would reduce vehicular traffic during peak travel times.
- b. Improvements need to be made in the reliability and frequency of the commuter rail serving Boston Landing in order to accommodate the Stop & Shop development. Currently, the commuter rail service is plagued by delays and infrequent service; often commuter trains do not even stop at Boston Landing because they are overcrowded. The MBTA needs to make major improvements in this service, and city officials and public officials should work together to formulate a targeted, forceful political and public strategy to accomplish this at the state level.

Given the reality of future development along Western Avenue and North Beacon Street, there is a compelling need to replace the current commuter rail service at Boston Landing with service that resembles subway-like frequency. This could be accomplished by running trains in a circle-like pattern to and from Boston Landing to South Station. Unfortunately, the Commonwealth abandoned its commitment to providing diesel multiple units service from Boston Landing to downtown Boston. The BACC advocates for this type of service, which could accommodate current and planned development near the Stop & Shop site and significantly reduce traffic congestion.

- c. The developer should be required as part of its development plan supply residents of the planned apartments and condominiums free T passes to promote the use of public transportation. The companies in the planned office building should take the same step.
- d. Working with the MBTA, the developer and the City of Boston need to take significant steps to improve the reliability of bus transportation to the site. We agree with the developer that routing the 64 bus directly on Guest Street makes sense, allowing bus passengers easy access to the supermarket and the commuter rail stop. However, the frequency and reliability of the following bus lines need to be significantly improved: the 57, 64, 66, 86 and 70. These buses provide vital links to multiple locations, including Oak Square, Central Square, Kenmore Square, Harvard Square, and Watertown. The integration of better bus service with the expansion of the number of trains serving Boston Landing is much needed. We urge the developer and the City to work with the MBTA to: eliminate some bus stops in close proximity to each other, streamlining service, and study the possibility of implementing traffic lanes exclusively for buses on the wider portions of Cambridge Street. (This collaboration with the MBTA would enhance bus service on the 66 and 64 buses).
- e. We appreciate the current plans to include protected bike lanes on Arthur and Guest Streets. However, bike safety remains a significant concern along North

Beacon and Everett Streets. We commend the developer for the commitment to establish a bike share station near the commuter rail stop. We also advocate for sufficient public bike racks at this location and near the supermarket.

- f. More focus on pedestrian safety, particularly through increasing sidewalk widths on the Everett Street Bridge. This bridge has 7 (the elevator side of the bridge) and 5 (bridge and commuter rail access) foot sidewalks. The 5-foot side is inherently problematic and raises significant safety concerns for pedestrians. People currently walk on the road because the sidewalk is too crowded. Therefore, we urge the developer, the City, and other stakeholders to work together to expand the width of this sidewalk.
- g. The City should commission a third-party traffic study to understand overall traffic patterns. Specifically, this study should identify the number of vans per day likely to be dropping off and picking-up passengers at the Boston Landing station. It has become commonplace for large residential developers to pledge their support for the Allston-Brighton Traffic Management Association as a potential means to reduce traffic congestion. However, we know of no effort by the City to study how these vans, combined with Ubers, Lyfts and taxis, will influence vehicular traffic in the narrow streets surrounding this development. Also, the City needs to examine the plans of residential developers in Watertown and other neighboring municipalities to employ vans to bring their residents to the Boston Landing station. The developer presented troubling data related to the departure of vans every 7 to 10 minutes during the morning and evening rush hours from Watertown developments to Boston Landing. This commitment by Watertown-based projects will only add to the traffic congestion in Allston-Brighton.

Significantly, we have deep concerns that the reliance on private vans will produce a two-tiered transportation system, especially if the MBTA does not improve the frequency and reliability of bus service to the Stop & Shop location. Briefly put, we fear that the residents of these new and expensive residential buildings will have access to form of transportation unavailable to other Allston-Brighton residents who depend on publicly financed buses. This outcome would produce a class-based transportation system, and this needs to be avoided by proper urban and transportation planning.

- h. Given the previously discussed issues and the need to accommodate the inevitable increased ridership at Boston Landing due to new development, the developer and the City must study ways to enlarge the current “kiss and ride” area at the Boston Landing station.

These steps would reduce community concerns about traffic and parking by encouraging the use of public transportation and bikes.

7) A More Creative Approach to the Project, Including an Expansion in the Amount of Planned Retail Development

Despite its scale and scope, we do not find the current project particularly creative. Instead, we envision a development that maximizes the transit-oriented location and better responds to the community need for more affordable housing and ownership opportunities. Ideally, the developer should build an urban village of appropriate density.

In our view, this would mean reducing the size of the office building and including more green space. We commend the developer for expanding the amount of retail space in the revised proposal so that residents would be able to walk to an appropriate mix of stores, restaurants, and other businesses, reducing the need to drive to shop at other locations. For example, we hope the new supermarket includes a bank.

Finally, we appreciate the City of Boston's efforts to build sustainability and resiliency into our urban fabric, and we are confident that this approach will be applied to the Stop & Shop development.

We appreciate your attention to the many issues raised in this letter. The current plan is vigorously opposed by many in the Allston-Brighton community. In addition, the local District City Councilor, Mark Ciommo, and the two State Representatives from Allston-Brighton, Michael Moran and Kevin Honan, have written to the BPDA to express their opposition. We urge the City to make sure that the developer works cooperatively with the community and the City to produce a project plan that is compatible with the needs of the community and responsible city planning and is worthy of approval. We urge the BPDA and the Mayor to withhold any endorsement of this project before the BRA Board of Directors and Zoning Commission until there is such a plan - as it stands now, the plan is not worthy of such endorsement.

Cordially,

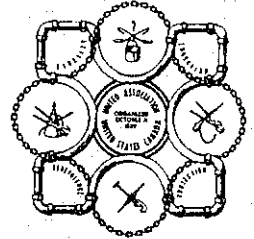
Kevin M. Carragee
Chair, Brighton Allston Community Coalition

Cc. Mayor Marty Walsh; Representative Kevin Honan; Representative Michael Moran; Boston Councilor Mark Ciommo; State Senator Will Brownsberger; State Senator Sal DiDomenico; Brian Golden, Director, Boston Planning and Development Agency (BPDA); Sheila Dillon, Director of Neighborhood Development; Lauren Shurtleff, Interim Director of Planning, BPDA; Jonathan Greeley, Director of Development Review, BPDA; Michael Christopher, Deputy Director of Development Review, BPDA; Tim Davis, Housing Policy Manager; John "Tad" Read, Senior Deputy Director of Transportation and Infrastructure Planning, BPDA; Conor Newman, City of Boston, Office of Neighborhood Services



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SPRINKLER FITTERS and APPRENTICES OF BOSTON
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SECRETARY-TREASURER

MATTHEW JONES
ORGANIZER

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

June 12, 2019

Dear Mr. Sinatra,

As a Business Manager for Sprinkler Fitters Local 550, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines and will enhance the neighborhood as a whole.

Key improvements and benefits from the Project include:

- **Transportation:** The first phase of the project contains \$20,000,000 of infrastructure and transportation improvements including the creation of a new, complete street grid providing enhanced multimodal transportation benefits for the community.
- **Open Space:** The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- **Cyclist improvements:** New protected bike lanes will be created along Guest Street and striped bike lanes in other locations. Intersections will be improved for cyclists and pedestrians throughout and adjacent to the site.
- **Grocery:** A brand new Stop & Shop will be provided.
- **Height Reduction:** Buildings North of Guest have a variety of heights and better align with the rest of the Guest Street corridor, including stepping back from the neighborhood across Everett Street. Building heights South of Guest have been reduced to between 43 and 85 feet.
- **Housing:** The Project will create much needed housing, including 110 homeownership units.
- **Affordable Housing:** The Project will create much needed affordable rental and ownership housing.
- **Public Realm Fund:** The Project will create a \$4,000,000 community fund for Allston-Brighton.
- **Jobs:** The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- **Linkage:** The Project will make Housing and Jobs linkage payments totaling approximately \$4,200,000.
- **Tax Revenue:** The Project will bring substantial net new tax revenue for the City and community.

For the reasons stated above, I support the Allston Yards Project.

Sincerely,

Peter Gibbons
Business Manager
Secretary-Treasurer



320 Washington Street, Suite 200
Brighton, Massachusetts 02135

Educational exhibitions and programs

617.657.4278

www.unboundvisualarts.org
info@unboundvisualarts.org

May 29, 2019

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

Dear Mr. Sinatra,

Unbound Visual Arts, the only 501(c)(3) community-based visual arts non-profit organization in Allston-Brighton, has reviewed the latest filings and continues to believe that the Allston Yards project should include an **Allston-Brighton Art Center for the Visual and Performing Arts**, which is extremely important for the future of Allston-Brighton. The lack of such bona fide space, that would be addressed in an art center, is a severe detriment to the cultural and civic growth of the neighborhood. We believe that local performing and visual art is a major contributor to the local economy and will enhance the livability for all the residents for Allston-Brighton. Such art centers have become the center of community life all across the State and the region and have proven to be economic and artistic stimuli for enriching all aspects of daily life. The intent is for the art center to be managed by one new or existing non-profit and supported by other non-profits in specific areas.

We provided nearly 150 names in support for the Art Center that were collected in less than 2 weeks last year. The center would be for plays, musicals, art exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. The center could be incorporated into the development or included as a public benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. If the BPDA determines that the Art Center cannot be located at Allston Yards, the proposed 'public realm fund' should be used to conduct a feasibility study to review 2-3 possible sites (land or buildings) in Allston-Brighton for an **Art Center for Performing and Visual Arts** and determine which sites are most feasible from a legal, design, financial, management, and programmatic perspective.

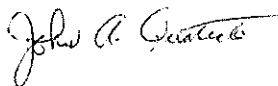
Though we appreciate the developer's proposal to include "public art exhibits" on the community green, this should be in addition to the real need for indoor "public art" in secure and dedicated space and that the programming for both be managed by an experienced non-profit.

The feasibility analysis for the Art Center should be conducted by an experienced firm selected via a "request for qualifications" process. The programmatic review should include the

following: professional performance theater with audience seating, rehearsal spaces for music and theater, professional dedicated, designated, enclosed, secure and managed art exhibition galleries for local art, theater and music storage spaces, art making studios, classroom and meeting spaces, and office space. The art center would be intended for both children and adults and would be for plays, musicals, concerts, art exhibits and art-related classes and workshops all in one building or closely attached buildings.

Unbound Visual Arts, incorporated in 2012, has over 200 members. It's Board of Directors has a wide array of planning, financial, design, real estate, and programmatic experiences on a number of physical public improvement projects. In addition, the Board of Directors knows the cultural and artistic needs of the Allston-Brighton community. Unbound Visual Arts (UVA), governed by a 15-person Board of Directors and Council of Advisors, enriches its communities with educational and inspiring exhibitions and programs for cultural enhancement. UVA's independently curated exhibitions are meaningful yet still provide a strong learning environment as well as providing opportunities for the local artists. The exhibitions may promote passion, purpose, issues, ideas and solutions, social change and justice, and memories. Unbound Visual Arts (UVA) has organizational memberships in the Americans for the Arts, New England Museum Association, Boston Preservation Alliance, and MASSCreative and has received competitive grants from the Boston Cultural Council the last four years. It also received two Massachusetts Cultural Council (MCC) Festival Grants and the Berkshire Bank Foundation to support its annual Mardi Gras & Carnival Celebration of the Arts and its Art Expo at the Prudential Center. It has also partnered with many local organizations including Brighton Main Streets, Allston Village Main Streets, and Allston Open Studios.

Many thanks,



John Quatrone
Executive Director
Unbound Visual Arts, Inc.

cc:

City Council Mark Ciommo
City Councilor Michelle Wu
City Councilor Michael Flaherty
City Councilor Annissa Essaibi George
City Councilor Althea Garrison
Kara Elliott-Ortega, Chief, Mayor's Office of Arts & Culture

Michael A. Sinatra
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, Boston, MA 02201

April 19th, 2019

Dear Mr. Sinatra,

Thank you to the Allston Yards development team and the BPDA for taking our feedback from the initial first announcement of the plans for Allston Yards. The team has made some great improvements including the **increased green space** that are setting this development on the right track. A year later, I think the developer should still make some changes before I can confidently approve this project.

Affordability: We have an affordable housing shortage in the neighborhood and residents who wish to stay in the neighborhood are unable to do so, if their living situations change – such as starting families, or seniors looking to downsize. This section of Allston is being besieged by development, with over 1,800 units of housing currently being proposed within a half mile of Everett Street. A majority of this new housing will be luxury/upper-middle income rentals, with only the minimum required as affordable. With this proposal being just under 1,000 units, I feel that the developer of this project can exceed the 13% required minimum (let me say it again – **minimum**); 20% of affordable units can be feasible in this size of a project in my opinion. The median income in Allston is around \$47,000 a year and in Brighton, \$62,000. Most of us living in Allston can definitely not afford all of the new, luxury developments, and even at 13% of units at 70% AMI, it is tough for us to make ends meet. I would like to see the developer use the 20% IDP units to offer a tiered mix of affordable and workforce housing. Most can be at 70% AMI, but please also include a few at 30% AMI and some at 110% AMI. 31.1% of Allston and 19.9% of Brighton live under the poverty line, and several thousand people are on wait lists at privately owned low income housing developments like Charlesview and the ABCDC properties.

We want neighborhood stabilization in Allston, and this will give people the opportunity to call Allston home in the long run. **In order to receive my support as a neighbor, a greater percentage of the overall units need to be affordable.**

On top of the affordability of the apartments, I want reassurance from the developers that when the new Stop & Shop is built, **the prices of groceries will not be affected.** When I read “state of the art, urban grocery store,” I read “price increases.” This grocery store is a close and affordable option for people who live nearby, and we need to keep it that way. The Dollar Tree and Home Goods losses will also affect affordable shopping options for neighbors.

Homeownership: Similar to the growing affordable housing shortage with rental housing, we are experiencing dwindling opportunities for homeownership in the neighborhood. As of the reports the BPDA sent out earlier this year, Allston has a 9.8% homeownership rate and Brighton’s declined to 23.7%, and although developers commit to building condos, these only end up being condos in theory and not in practice. Investors end up purchasing these condos and renting them

out – this is currently playing out in the short-term rental market. **In order to receive my support as a neighbor, a percentage of the condos will need to have owner-occupant deed restrictions tied to them, not just the ones set aside as affordable by the BPDA. Additionally, I would like to see a percentage of the condos be affordable.** A condo without a deed restriction is simply a rental by another name. **I would also like to see restrictions within the condo documents limiting investors' ability to rent non-owner-occupied units as short-term rentals.** This further destabilizes the neighborhood and adds to the housing shortage. Studies have shown that short-term rentals through apps like AirBnb or companies like Sonder lead to higher rents in the surrounding area. These investments opportunities would hurt the entire rental market in Allston.

Transit and Traffic: Thank you for all of the improvements to the surrounding streets and walkways as laid out in the plans. I also liked seeing that there was a specific rideshare drop off zone laid out in the plan. The bike lanes look great.

Green/Open Space: Thank you again for increasing the amount of green space in the development and adding a public dog park.

Parking: Why are there 1400 proposed parking spaces in the development? That is simply too much. Boston Landing already has two garages for their offices and retail. If you truly want to build a transit-oriented apartment and condo complex, then put your efforts into improving and increasing transit instead of giving residents so much parking. Only 25% of Allston residents and 49.3% of Brighton residents commute by car. Offer free or discounted MBTA passes to residents who do not have a car. Put money into increasing trips on the Boston Landing commuter rail stop. I'm glad to see there is a plan to improve the 64 bus on site, but the 57 bus that also runs near the development is hugely over crowded during peak hours as well. The developers should put direct money into improving that bus service as well. Offer discounts on rent to residents who don't have a car and have a bike. There are ways to live in a city without a car, and we should be encouraging that.

Opportunities for artists: With such a large project on the table, I would love to see some opportunities for local artists brought into the mix. The developers of 40 Rugg Rd. were very open to having live/work spaces within their development, and it would be great for the Allston Yards project to have the same since it will be such a large development. **I would also love to see an art gallery/event space somewhere within the ground floor retail area that an outside organization can manage to bring some more art and music programming to Allston.** I am heavily involved in the art and music community here in Allston, and we are running out of affordable and open spaces for us to showcase our work. It would be great to have another space here.

Thank you for reading my comments on the Allston Yards development. I look forward to continuing the conversation with the developers and the BPDA moving forward.

April 19, 2019

Michael A. Sinatra
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, Boston, MA 02201

Dear Mr. Sinatra,

I first want to thank the Allston Yards development team and the BPDA for conducting the public process around the Allston Yards development. There has been a lot of great improvements to the development over the past year, including more green space which I highly appreciate. I also appreciate the inclusion of the proposed walkways and the specific rideshare drop-off zones.

That being said, I cannot further lend my support to the Allston Yards project until the developers have intentionally and thoughtfully addressed the following concerns.

- **Increase the number of proposed housing.**

I am highly disappointed to find that the developers have actually decreased the number of housing that will be built, and increased office and parking spaces. This is egregious considering, as you know, that Allston-Brighton has an extreme housing shortage, particularly around affordable housing. Boston Landing is an excellent location that can accommodate more density of housing and it would be remiss of the developers to heed the voices of small but vocal groups of homeowners who do not want to see increased density in Boston Landing while the majority of Allston-Brighton residents welcome the opportunity to have more housing options.

- **Engage the community more during the development process.**

I am concerned by the fact that the developers have done little outreach to Allston-Brighton residents beyond those who attend the IAG and BAIA. People who attend the IAG and BAIA represent only a small subset of the larger Allston-Brighton community. The responses developers receive by just listening to this small subset may be biased or skewed towards one particular perspective. To gain a more accurate understanding of the community's need, the developers **must** make an intentional effort to engage more community groups and members. The developers should consider reaching out to groups such as the Allston Civic Association, Artist Impact, the Allston-Brighton CDC, the Allston Board of Trade (given the increased commercial

space), and local environmental groups.

- **Provide more affordable housing for rentals and homeownership.**

As I have mentioned earlier, and as you know, Allston-Brighton - like Boston itself - has an extreme affordable housing shortage. What's more, developments in the past decade have done little to address this affordability crisis. While there have been several developments in Allston-Brighton, at least 90 percent of these new housing units are positioned at "luxury" and "upper-middle income" price points, with only the minimum required 13 percent of units set aside as affordable.

The median income in Allston is approximately \$47,000 a year and \$62,000 a year in Brighton. This means that the vast majority of residents in Allston-Brighton - including renters who have grown up in the neighborhood or have lived here for decades - cannot afford these luxury apartments should they find themselves in need of a new home. I implore the developer to use the increase in IDP units to offer a tiered mix of affordable and workforce housing at a varied level of AMI from 30 percent to 120 percent of AMI. Almost one-third (31 percent) of Allston residents and 20 percent of Brighton residents live under the poverty line. You must acknowledge this in your development before further exacerbating the affordability crisis.

If developers make no effort to increase affordability in this project, then I vehemently oppose this project and will organize my neighbors to block the progress of this development until these concerns are adequately addressed.

Similar to the growing affordable housing shortage with rental housing, Allston-Brighton is experiencing dwindling opportunities for homeownership. As of the reports the BPDA sent out in early 2019, Allston has a 10 percent homeownership rate and Brighton has a 24 percent rate. In order to receive my support as a neighbor, a majority percentage of the condos in this project will need to have owner-occupant deed restrictions tied to them, not just the ones set aside as affordable by the BPDA. Additionally, I would like to see a percentage of these condos be affordable at a rate of 20 percent and a range of AMIs, similar to the above proposal around rental affordability. A condo without a deed restriction is simply a rental by another name. I would also like to see restrictions within the condo documents limiting investors' ability to rent non-owner-occupied units as short-term rentals. This further destabilizes the neighborhood and adds to the housing shortage. Studies show that short-term rentals such as the ones AirBnb offers lead to higher rents in the surrounding area. These investments opportunities would hurt the entire rental market in Allston-Brighton and counter any positive community benefits the developers may propose.

- **Include fully protected bike lanes.**

I encourage the developers to continue to include fully protected bike lanes in any further iterations of their plan.

- **Ensure all public realm and green spaces are publicly accessible and ADA compliant.**

I urge the developers to continue to make all public realm and green space in this project completely publicly accessible and ADA compliant.

- **Decrease the amount of space designated for parking.**

It makes no sense for the developers to design so many parking spaces when Boston Landing is, and will become more of, a transit hub. They have already proposed to improve the 64 bus on site, and I urge them to focus on improving the public transportation service that runs near this project even more.

- **Include local artists in the building design process.**

It would be remiss to ignore the fact that this development is in the heart of one of the most creative and artistic neighborhoods in Boston. I therefore encourage the developers to include opportunities to work with local artists. The artists can build murals and other artistic elements that beautify the developers' current designs, which currently pay little to no respect to the amazing artistic history of Allston-Brighton. Potential groups to reach out to include the Allston Artist Impact advocacy group, Allston Village Main Streets, Brighton Main Streets, and Unbound Visual Arts.

The developers have the opportunity to really shape the future of Allston-Brighton. What they will do with this development will impact current and future residents of Allston-Brighton for decades to come, for good or for bad. Please do not take this responsibility lightly. For the sake of the future of the neighborhood, I urge them to stand on the right side of history and engage in more of an intentional, inclusive and thoughtful development process.

I would be more than happy to chat should you or the developers have further questions or comments.

Your neighbor,

Yuqi Wang

14 Portsmouth Street
Boston, MA 02135

Michael A. Sinatra
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, Boston, MA 02201

April 19th, 2019

Mr. Sinatra,

I appreciate the efforts of the Allston Yards development team and the BPDA to conduct a thorough public process around the Allston Yards proposal. Between the first proposal of this project and the second iteration, the Allston Yards development team has made some positive improvements to the plans including a doubling of the initially proposed green space and substantial transit improvements on the eastern portion of the project that bring the development much closer towards matching the needs of my community.

However, I cannot in good faith support this development until the developers solve the following inadequacies in their proposal:

Housing Mix: This project moved in the wrong direction between the first proposal and second proposal in regards to housing mix. In the community meeting on March 25th, the developers touted the fact that they had DECREASED the housing density of this project and INCREASED the office space and parking. 85% of Allston-Brighton commutes by bike, walking, and public transportation (BPDA data, 2019). To add more parking spots and less housing to your calculus tells me you want to build a development that doesn't welcome neighbors to this neighborhood - but instead welcomes employees. This is not carbon neutral development, and this does not build a neighborhood... it builds an office park. Given the immense office space already offered in Boston Landing, I would encourage the developers to revert to a housing mix that favors affordable homeownership options and not an increase in parking and commercial space. This was a steep move in the wrong direction driven by the feedback of a small (but vocal) group of neighbors who are generally opposed to development. The vast majority of Allston-Brighton residents ask you to consider a development that meets our need for affordable housing, multimodal transit developments, and increased green space. Ultimately, the initial density along the Mass Pike in this project was completely acceptable and in fact could accommodate more density if accompanied by an increased percentage of affordability and thoughtful design. Density, where appropriate, is a good thing that helps us solve our housing crisis. Boston Landing is a prime location for increased density - just as it is a prime location to get creative around Boston's affordability crisis. Ultimately, Buildings B, C, and D should be able to accommodate more density and significantly more affordability to make the numbers work for you and the community.

Community Input: Developers for this project have made little outreach to their neighbors in Allston beyond the IAG process and attending the BAIA meeting. Groups like the Allston Civic Association, Artist Impact, the Allston-Brighton CDC, the Allston Board of Trade (given the increased commercial space), local environmental groups, and various other community groups have received

little-to-no correspondence from the developer. We encourage developers to reach out beyond the IAG process in Allston-Brighton, especially given the scale of this project. Some of the greatest community benefits in Boston come from these types of meetings and I strongly urge you to invite more stakeholders to the table. It would be a welcomed request if these developers took the time to meet with individual activists and community groups to assess their needs given that this is proposed to be the largest development in the history of our neighborhood. I have highlighted some groups that I serve through in the signature of this letter and I welcome the chance to be the conduit between some of these groups by meeting with the development team.

Affordability: We have an extreme affordable housing shortage in Allston-Brighton and developments in the past decade have done little to address the affordability crisis - particularly the urgent need for workforce housing. This section of Allston currently has over 1,800 units of housing proposed through BPDA within a half mile of Everett Street. Given the PNFs of each of those projects, at least 90% of these new housing units have been billed at “luxury” and “upper-middle income” price points, with only the minimum required 13% of units set aside as affordable. This echoes the trend of the last 10 years from publicly available data through the BPDA/BRA where at least 90% of the units developed in Allston-Brighton over the decade are affordable only to those earning 120% or more of the Boston AMI (Area Median Income), given current rates. This is calculated using the “30% ratio” recommendation by many housing advocacy groups that says a person is rent/mortgage-burdened if they spend more than 30% of their net income on housing needs. Given that the current Boston AMI as deemed by the BPDA for a 3-person household is \$97,050, a rent-burdened family of 3 will be burdened at any rental cost over approximately \$2,426.25 per month. Will Allston Yards offer two or three bedroom units anywhere that rate? I find that to be quite unlikely. For comparison sake, your close neighbor and similar luxury housing development Lantera Boston Landing is currently offering 2 bedroom apartments starting at \$4,350 per month and 3 bedroom apartments starting at \$5,561 per month. I implore you to build for the middle class, lest we lose any semblance of it in our neighborhood. I understand the value and need for luxury housing, but no development is providing housing that meets the rest of the unmet need in the community. **In order to afford those prices and not be rent burdened, that same family looking at Lantera would need to find a way to earn over \$200,000 per year. The vast majority of Allston-Brighton families do not earn over \$200,000 per year.**

The median income in Allston is approximately \$47,000 a year and \$62,000 a year in Brighton. Given those numbers and the expected luxury rents, the vast majority of my friends, neighbors, and colleagues will not be able to live here. I myself, a relatively successful small business owner, would be rent-burdened living here. I implore the developer to use the possible increase in IDP units to offer a tiered mix of affordable and workforce housing at a varied AMI levels from 30% to 120% of AMI. 31.1% of Allston and 19.9% of Brighton live under the poverty line. You must acknowledge this in your development before further exacerbating the affordability crisis.

With this proposal proposing just under 1,000 units - *and I'm fully in support of that unit number rising if accompanied by more affordability* - I feel that the developer of this project can exceed the 13% required minimum IDP. A project of this size and this profitability should absolutely start with a minimum affordable unit percentage of 20%. **If the developer makes no effort to increase affordability in this project given all of the reasons above, I will vociferously oppose it and**

organize with my neighbors until these concerns are offered the respect they deserve. This is my single greatest concern.

Homeownership: Similar to the growing affordable housing shortage with rental housing, we are experiencing dwindling opportunities for homeownership in the neighborhood. One of the great quotes I've heard over the last 2 years is "affordable housing is recession-proof". Given that you are intending to build this project in a phased approach, you must consider the potential of market downturn. As of the reports the BPDA sent out in early-2019, Allston has a 9.8% homeownership rate and Brighton has a 23.7% rate. In order to receive my support as a neighbor, a majority percentage of the condos in this project will need to have owner-occupant deed restrictions tied to them, not just the ones set aside as affordable by the BPDA. Again, this is a small ask if you believe in stabilizing this neighborhood. A deed restriction is never going to be a negative on the part of the buyer, unless they do not intend to be good neighbors. Help us build community and restrict investor speculation in the Boston market. Additionally, I would like to see a percentage of these condos be affordable at a rate of 20% and a range of AMIs, similar to the above proposal around rental affordability. A condo without a deed restriction is simply a rental by another name. I would also like to see restrictions within the condo documents limiting investors' ability to rent blocks of non-owner-occupied units as short-term rentals. This further destabilizes the neighborhood and adds to the housing shortage. Studies have shown that short-term rentals through apps like AirBnb or companies like Sonder lead to higher rents in the surrounding area. These investments opportunities would hurt the entire rental market in Allston and counter any positive community benefits you may have proposed.

Transit and Traffic: The improvements to accessibility and the public ways on the surrounding streets and walkways as laid out in the plans is exceptional. This is a beautifully walkable urban design and it feels inviting from the perspective of a biker and pedestrian - which are my primary modes of transportation. I appreciate the wide sidewalks and limited curb cuts - decreasing a pedestrian or bikers friction with automobiles. As someone who also drives occasionally and frequently takes Lyft, I also appreciate the inclusion of specific rideshare drop off zones. I encourage the developers to continue to include fully protected bike lanes in any further iterations of your plan.

Green/Open Space: This is one of the most positive outcomes of the community process thus far; the green space from the first proposal to the modified proposal doubled. The public realm as a whole more than doubled. This is much needed in this area. I urge you to continue to make ALL public realm and green space in your project completely publicly accessible and ADA compliant. Please continue to consider a public, fully-fenced, with a running water source, and double-entry dog park as part of this project. I have a great deal of experience with dog park advocacy and would welcome a conversation with the developers on the design of the public dog park as there are many nuances to that process. A public dog park has been promised for Boston Landing throughout the process but has yet to come to fruition yet it is an urgent need for this area. I urge you to FULLY comply with the master Complete Streets plan throughout this process as well.

Parking: It is an affront to common-sense modern urban planning to propose 1,484 parking spaces in a development with less than a thousand units directly abutting a major Commuter

Rail station, several major bus lines, in one of the most walkable and bikeable neighborhoods in the region, and in an Allston-Brighton neighborhood where the vast majority of current residents do NOT use a car as their primary mode of transportation. This is irresponsible, environmentally thoughtless, and against everything you are taught in a post-graduate Urban Planning and Design 101 course. Boston Landing already has two garages for their offices and retail. If you truly want to build a transit-oriented apartment and condo complex as you claim, then put your efforts into improving and increasing transit instead of giving residents so much parking. Only 25% of Allston residents and 49.3% of Brighton residents commute exclusively by car. If you build parking, people will commute by car. If you create a walkable neighborhood and encourage alternative transportation and activate the streetscapes, people will be thrilled to move on from their fossil fuel guzzling cars. Offer free or discounted MBTA passes to residents who do not have a car. Propose a parking ratio of .5 and significantly less for the commercial and office space. Put money into increasing trips on the Boston Landing commuter rail stop. I'm glad to see there is a plan to improve the 64 bus on site, but the 57 bus that also runs near the development is hugely over crowded during peak hours. The developers should put direct money into improving that bus service as well. Offer discounts on rent to residents who don't have a car and have a bike. It's very easy to propose this many parking spaces... but are you willing to do this the easy way or the right way? Be creative, hire talented multimodal transportation engineers and architects, and see this through to be a truly future-forward multimodal development.

Opportunities for artists: I encourage you to rethink the simple brown paneling, lack of murals, and lack of community art in your proposal. It is a lost opportunity to make something beautiful and at the same time tangibly supporting the local art community.

With such a large project on the table, in the heart of one of the most creative and artistic neighborhoods in the region, I encourage the developers to reach out to local artists through the Allston Artist Impact advocacy group, Allston Village Main Streets, Brighton Main Streets, Unbound Visual Arts, and the many art collectives in our neighborhood. I encourage you to talk to these artists and include opportunities to contract them to build murals and artistic elements that beautify your current designs - which pay little-to-no respect to the amazing history of Allston-Brighton.

I believe there is quite a bit to be excited about with your development proposal. I'm encouraged by the community process, and I hope you will reach out to the community and take our words to heart.

I welcome your direct outreach to me to further discuss these points, and I ultimately would love to see this project approved and built after taking into account the changes above. I look forward to continuing the conversation with the developers and the BPDA moving forward.

Your neighbor,



Christopher J. Arena
christopherjarena@gmail.com
14 Portsmouth Street
Boston, MA 02135

I AM -

[@ArenalInAllston](#)

[Pod Save Rat City](#) Founder

[Allston Civic Association](#) Member

[Allston-Brighton Community Development Corporation](#) Committee Member

Allston Board of Trade Member

Brighton Board of Trade Member

[GFTB Digital](#) Founder

[Artist Impact](#) Member

June 10, 2019

Michael.A.Sinatra@boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a resident and business owner, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines and will enhance the neighborhood as a whole.

Key improvements and benefits from the Project include:

- **Transportation:** The first phase of the project contains \$20 million of infrastructure and transportation improvements including the creation of a new, complete street grid providing enhanced multimodal transportation benefits for the community.
- **Open Space:** The publicly accessible Community Green has been increased in size to 1 acre including a 5,000-square-foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- **Grocery:** A brand new Stop & Shop will be provided.
- **Height Reduction:** Buildings North of Guest have a variety of heights and better align with the rest of the Guest Street corridor, including stepping back from the neighborhood across Everett Street. Building heights South of Guest have been reduced to between 43 and 85 feet.
- **Housing:** The Project will create much needed housing, including 110 homeownership units.
- **Public Realm Fund:** The Project will create a \$4 million community fund for Allston-Brighton.
- **Jobs:** The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.

For the reasons stated above, I wholeheartedly support the Allston Yards Project.

Sincerely,
Janice S. Bradlee
199 North Harvard St.
N-623
Allston, MA 02134



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

My Allston Yard aka Shop & Shop Comments

Mike Mon, Jun 10, 2019 at 2:44 PM

Reply-To: Mike

To: "Michael.A.Sinatra@Boston.Gov" <Michael.A.Sinatra@boston.gov>

Cc: "conor.newman@boston.gov" <conor.newman@boston.gov>, "Michael.Moran@mahouse.gov" <Michael.Moran@mahouse.gov>

Michael A. Sinatra
BPDA Project Manager
Michael.A.Sinatra@Boston.Gov

Conor Newman
Neighborhood Services Liaison for Allston-Brighton
conor.newman@boston.gov

Jean Powers
IAG Member

Michael J. Moran
State Representative
Michael.Moran@mahouse.gov

Mr. Michael Sinatra,

Below are my comments for Allston Yard aka Shop & Shop. I live on the other side of I-90 on a road off of Lincoln Street.

I CC State Representative Michael J. Moran because of his involvement with the noise barrier along Lincoln St and I-90 across from the Allston Yard project.

Noise Barrier

The development of Boston Landing have greatly impact the neighborhood on the north side of I-90. The noise from the tall buildings now reflect across I-90 deeply into the residential streets. I live closer to Western Avenue then Lincoln Street, the noise has greatly increased because of the new tall buildings.

The development should earmark funds to help pay for nearby noise barriers wall between Lincoln St and I-90.

The following is from an October 2017 Noise and Vibration Technical Report for MassDOT.

Paragraph 4.1.5 indicates Lincoln Street noise barriers have been on the MassDOT priority list since 1992, **27 years**.

Paragraph 5.2.5 concludes the Lincoln Street noise barriers are feasible and reasonable according to MassDOT noise policy

Density

The density is way too great for the area such not conforming to the Gest Street plan. Building Heights is only one of the many non-conformities.

Traffic

The traffic improvements for the south end of the Everett Street Bridge are promising. However no improvement are planed to the north end of the bridge, apparently because the project does not have control of that area. Traffic at the north end of the bridge will greatly increase because of the project as people will use Lincoln Street instead of Cambridge Street when traveling from the west. This is because Lincoln Street has no traffic controls. Traffic on Lincoln Street presently travels over twice its speed limit. There is also a dangerous U-Turn from old Everett Street to cross the bridge.

Parking

More parking is required. Parking for the area is already over burden. BTM should not give street parking permits to people living in the building. BTM has already done this for other areas of Boston.

Family Friendly

The developer needs additional two and three bedroom units to be family friendly.

Deed Restrictions

Deed restrictions are required to prevent investors turning the function into more rentals in Allston-Brighton.

Open Green Space

The open Green Space should be given to the city to prevent it from being developed later in time.

Mike Dziedzic
[14 Portsmouth St](#)
[Brighton, MA](#)



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

Allston Yards project.

1 message

Dominique Chesterfield

Thu, Jun 13, 2019 at 4:17 PM

To: "Michael.A.Sinatra@boston.gov" <Michael.A.Sinatra@boston.gov>

6/13/19Michael.A.Sinatra@boston.gov

Michael Sinatra, Project Manager

Boston Planning and Development Agency

One [City Hall Sq.](#), 9th Floor

Boston, MA 02201

Dear Mr. Sinatra,

As a resident, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines and will enhance the neighborhood as a whole.

Key improvements and benefits from the Project include:

- **Open Space:** The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- **Grocery:** A brand new Stop & Shop will be provided.
- **Housing:** The Project will create much needed housing, including 110 homeownership units.
- **Affordable Housing:** The Project will create much needed affordable rental and ownership housing.
- **Jobs:** The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.

For the reasons stated above, I support the Allston Yards Project.

Sincerely,

Dominique Chesterfield

[116 Warren St](#)

[Brighton MA, 02135](#)



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

Allston Yards

1 message

Michelle Landers

Fri, Jun 14, 2019 at 10:27 AM

To: michael.a.sinatra@boston.gov

Dear Michael,

As a 10-year Brighton resident, I was pleased to attend the IAG meeting on Wednesday, June 12th. I would like to voice my support for the Allston Yards project which adds badly need housing units to the neighborhood and city. The transit oriented nature of this project makes it an appropriate location to add such a large number of units.

I was especially pleased with the resiliency components of the project including the community green and tree cover. This area is currently a heat island, but the proposed changes can help mitigate those effects in the future.

Thank you for your consideration,
Michelle Landers
Brighton Resident

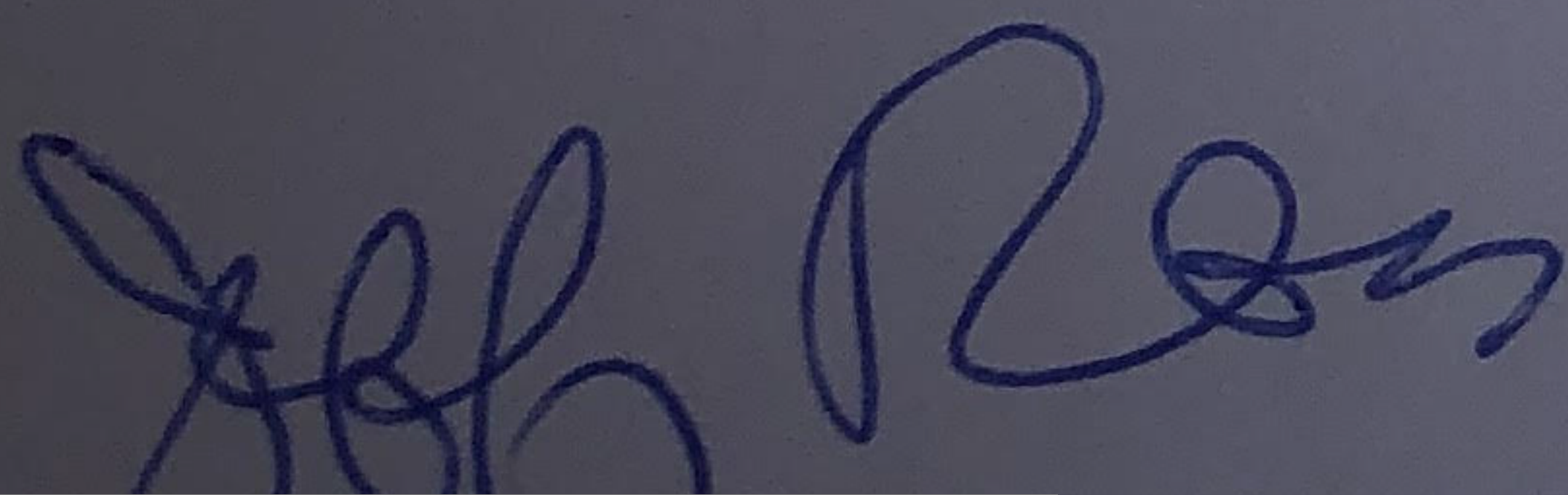
— Jeff —
ROSS
— Boston City —
Council At-Large

Dear Mr. Michael A. Sinatra,

As a candidate for Boston City Council At-Large, I write on behalf of our support for the BACC, the Brighton Allston Community Coalition, a community group with more than 500 members, to support their efforts to stabilize families in Boston, create economic opportunities, and challenge systemic inequities. We support BACC's efforts to fight for more affordable housing, owner occupied housing, and more green space in the proposed Allston Yards development in Allston Brighton. We support and endorse the BACC's calls for modifications, and are writing this letter to urge certain considerations be taken into account. We support the BACC's following efforts:

- An increase in affordable units, based on neighborhood income levels rather than AMI, at all phases of development beyond the current proposal of the city mandated 13% for the initial units developed, with an increase to 15% to 20% in both the first phase, and in the future construction of the project.
- Required owner-occupancy of a greater number of units, to inject more affordable *types* of housing into the Allston Brighton area, to discourage the practice of absenteeism from investors, as well as manage the homeownership deficiency in the neighborhood.
- A greater ratio of public green space to developed space, with a deed restriction on the green space into perpetuity.
- A decrease in the proposed height of the building, more in line with the previous suggestions in the Guest Street Corridor Study, as opposed to being almost 55% taller than the study's suggestion in the case of one building, at nearly 50 feet larger in the case of two of the other proposed buildings.
- Greater transparency and accountability in the community benefits and all aspects of the project.

Jeff Ross



Jeff Ross





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

I strongly oppose the Allston Yards proposal in its current form

Daniel Aldrich

Tue, Jul 16, 2019 at 1:00 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Michael and colleagues here in Boston,

As a home owner in Brighton and a long term resident, I strongly oppose the current form of the Allston Yard project proposal for a number of reasons:

- 1) The project lacks sufficient affordable homes for purchase. Our community has a very high percentage of renters and not enough home owners.
- 2) All condos in the project need owner occupancy requirements to keep out of town investors from using these to generate revenue rather than build community
- 3) The building is too high
- 4) The project needs more open and green space
- 5) We need more investment in bus, commuter rail, bicycle, and other non-car focused infrastructure in the area

I hope that you will listen to the voices of residents and require that the project be changed before being approved.

Sincerely,

Daniel Aldrich

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Check out my books BLACK WAVE, BUILDING RESILIENCE and SITE FIGHTS
<https://www.amazon.com/author/danielpaldrich>

Professor and Director of the Security and Resilience Studies Program,
Northeastern University

<http://daldrich.weebly.com/> Twitter: DanielPAldrich



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

Beckoning your Support for Changes to Stop & Shop "Allston Yards" Project

Jonathan Allen

Fri, Jul 19, 2019 at 9:34 AM

To: michael.a.sinatra@boston.gov

Cc: Martin Walsh <mayor@boston.gov>, brian.golden@boston.gov, connor.newman@boston.gov, Kevin.Honan@mahouse.gov, mark.Ciommo@boston.gov, michael.moran@mahouse.gov, Sal.Di.Domenico@masenate.gov, michael.f.flaherty@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, althea.garrison@boston.gov, william.brownsberger@masenate.gov,

To All Leaders Involved,

As you all know, the rising costs of housing in our community is moving at lightning speed. Home-ownership is a far-fetched reality for too many who wish to live and thrive in Allston-Brighton. By now you have received overwhelming correspondence from members of our community pleading for most of the positions listed below. Given the Allston Yards project's historic magnitude, members of the community have mobilized to urge you to ensure several changes are implemented immediately.

Collectively, we request:

- **an increase in the number of committed affordable rental and home-ownership units** (*to address the significant need for more affordable housing in our neighborhood.*);
- **a significant increase in the number of deed-restricted condominium units, ensuring that 80% of these units will be owner-occupied** (*responding to the dire need to create more owner-occupied housing in Allston-Brighton.*);
- **a reduction in the height of the building proposed in the development so that the three building heights correspond to the conclusions of the BPDA's Guest Street Corridor Study;**
- **an increase in the amount of green space in the proposed development** (*I support the request that Parks & Rec. Dept. own the public park to ensure it remains a park (green space). My input has to do with effective contractual obligations that ensure uninterrupted funding for maintenance and programming in the park. Such obligation would need to be inherited as a covenant running with the land by any subsequent owners of the contractually bound properties.*);
- **and major improvements in public transportation to reduce traffic congestion produced by this development** (*Expanding rail service to include direct and continuous service to South Station from Boston Landing could very well help to support the growing demand for more efficient and accessible public transportation in this area of the district.*).

I recognize and support the Brighton Allston Community Coalition's effort to mobilize our community to advocate for changes to Stop & Shop's massive proposed "Allston Yards" project at [60 Everett Street](#).

We must ensure that development occurring in our neighborhoods is affordable, accessible, environmentally efficient, and both positively and equitably support the existing culture and community. We must continue putting **People Over Politics** and working **Together**. Thank you for your service to our community.

With hope,

Jonathan L. Allen

Candidate for Boston City Council - District 9

--

Committee To Elect Jonathan Allen

www.JonathanForBoston.com

A campaign graphic for Jonathan Allen. The top section has an orange background with the text "BOSTON CITY COUNCIL" followed by a small map of Boston and "DISTRICT 9". Below this, "Jonathan" is written in white on a red rectangular background, and "ALLEN" is written in large, bold, blue letters. Underneath "ALLEN" is the text "for ALLSTON & BRIGHTON". The bottom section has a dark blue background with the text "REGISTER TO VOTE" in white, "ASAP" in white script, and a yellow arrow pointing right. To the right of the arrow is a QR code with the text "SCAN ME" overlaid on it.

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a **Resident**, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines, and over all I believe the project will enhance the neighborhood for the betterment.

Sincerely,

JACQUELYN MCGURN

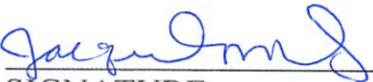
PRINT NAME

26 TOLMAN ST

ADDRESS

DORCHESTER MA 02122

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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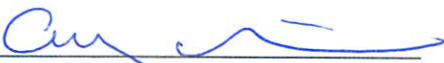
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Sincerely,

Corey Wilson
PRINT NAME

808 Racker St. Apt B
ADDRESS

Roxbury MA 02120
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Sean Clifford

PRINT NAME

18 Bruce St.

ADDRESS

Dorchester, MA 02124

CITY, STATE, ZIP

Sean Clifford
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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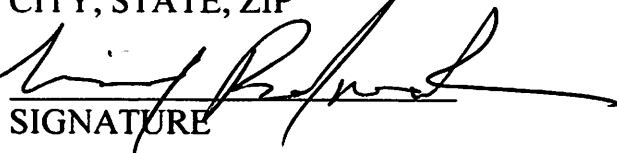
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Sincerely,

Michael Belmont
PRINT NAME

351 West St
ADDRESS

Hyde Park, MA, 02136
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Sincerely,

Adam Cont
PRINT NAME

138 Lasell St
ADDRESS

West Roxbury MA 02132
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

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Sincerely,

Glenn Vick
PRINT NAME

10 Vesta Rd. Dor, MA 02124
ADDRESS

CITY, STATE, ZIP
Glenn Vick
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Jose' Chireno

PRINT NAME

P.O. Box 300844

ADDRESS

Jamaica Plain

CITY, STATE, ZIP

Jose' Chireno

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

William Owens
PRINT NAME

55 Summer Street #D
ADDRESS

Hyde Park, MA 02136
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Marc Gordon

PRINT NAME

77 Irving St

ADDRESS

Boston MA 02120

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Gennaro Hock
PRINT NAME

82 Plymouth St
ADDRESS

Cambridg MA
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

RICARDO LAMOTTE

PRINT NAME

61 Wells Ave #P

ADDRESS

ROSLINDALE

CITY, STATE, ZIP

[Handwritten Signature]

SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Dania DISCUA


PRINT NAME

134 Everett St East

ADDRESS

Boston MA 02128

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

B. Joao Rosa
PRINT NAME

102 George St
ADDRESS

Boston MA 02119
CITY, STATE, ZIP

[Signature]
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Erico Frederico
PRINT NAME

300 Bowdoin Street
ADDRESS

Dorchester, MA, 02122
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Christian Mitchell

PRINT NAME

111 Mount Ida Road

ADDRESS

Boston MA 02122

CITY, STATE, ZIP

Christian Mitchell

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

M Sel Cherie
PRINT NAME

28 Newton St
ADDRESS

Dorchester MA 02125
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

ELMER BAYL

PRINT NAME

69A SUMNER ST.

ADDRESS

DORCHESTER MA 02125

CITY, STATE, ZIP

Elmer Bayl

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

William de Souza

PRINT NAME

20 Radcliffe Rd APT 109

ADDRESS

Allston, MA 02134

CITY, STATE, ZIP

WS

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Melany SAUNDER
PRINT NAME

24 Mt Pleasant St
ADDRESS

Boston
CITY, STATE, ZIP

Melany Saunderson
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Carlos M Portillo
PRINT NAME

25 WATTS APO 3
ADDRESS

Chelsea 02150
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

PRINT NAME

ADDRESS

CITY, STATE, ZIP

SIGNATURE

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Sincerely,

Emmitt Perry
PRINT NAME

6 WAYNE ST
ADDRESS

Dorchester 02121
CITY, STATE, ZIP

Emmitt Perry
SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Luis ^{UE} GARCES
PRINT NAME

12 ATHERTON ST. # 2
ADDRESS

ROXBURY MAS. 02119
CITY, STATE, ZIP

Luis Garces
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Derrick Thompson
PRINT NAME

374 Holiday St
ADDRESS

Dorchester, MA, 02122
CITY, STATE, ZIP

Derrick Thompson
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Rena Stewart

PRINT NAME

42 Fenwick Rd

ADDRESS

Milton MA 02186

CITY, STATE, ZIP

Rena Stewart

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

MBOWA MONTIQUE

PRINT NAME

12 THEODORE STREET Apt 3

ADDRESS

DORCHESTER MA 02124

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Junior Lynch
PRINT NAME

31 Duke St
ADDRESS

Mattapan MA 02126
CITY, STATE, ZIP

Junior Lynch
SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Justin Adams

PRINT NAME

54 marshfield st

ADDRESS

Boston MA 02119

CITY, STATE, ZIP

Justin Adams

SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

David P. St. Fort
PRINT NAME

93 Floyd St.
ADDRESS

Dorchester, MA 02124
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Christian Lazarus Benson
PRINT NAME

86 Ballou Ave
ADDRESS

Boston, MA, 02124
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Aariana Johnson

PRINT NAME

34 Park St Dorche

ADDRESS

Dorchester MA 02124

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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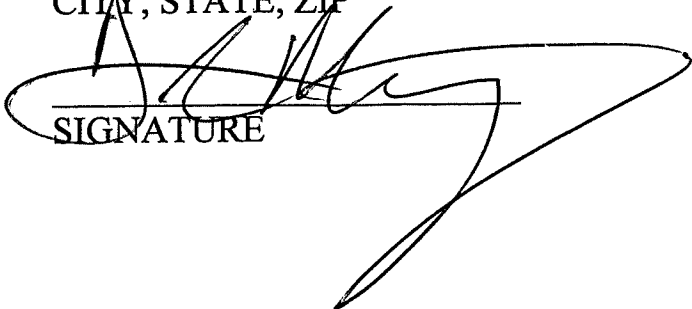
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Sincerely,

Doraine Murray
PRINT NAME

34 High St Dorchester
ADDRESS

MA Boston 02122
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Eugenio Games
PRINT NAME

42 Walden St
ADDRESS

Jamica Plain MA, 02130
CITY, STATE, ZIP


SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Jesus Rios
PRINT NAME

209 Chelsea St Apt 2
ADDRESS

East Boston MA 02128
CITY, STATE, ZIP

[Signature]
SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
One City Hall Sq., 9th Floor
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Olson Thibou
PRINT NAME

7 Green Keys St
ADDRESS

Dorchester #3
CITY, STATE, ZIP

[Signature]
SIGNATURE

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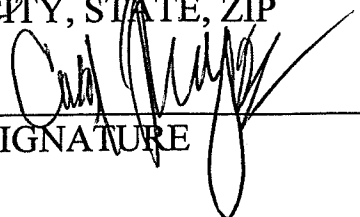
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Carol Rogers
PRINT NAME

30 Nightingale St
ADDRESS

Dorchester 02124
CITY, STATE, ZIP


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Tyrone Allen
PRINT NAME

6 HARVARD AVE
ADDRESS

Boston MA 02121
CITY, STATE, ZIP

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JOSE H RUIZ
PRINT NAME

20A MCCORREEVEY WAY APT "A"
ADDRESS

ROXBURY, MA 02120
CITY, STATE, ZIP


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Justin Jones
PRINT NAME

295 Columbia Rd. #1
ADDRESS

Dorchester, MA. 02125
CITY, STATE, ZIP

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SIGNATURE

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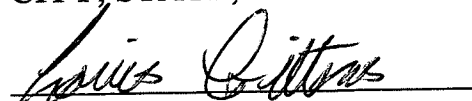
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Enck Vallego
PRINT NAME

668 Bennington St.
ADDRESS

East Boston MA 02128
CITY, STATE, ZIP


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Antonio Marinero

PRINT NAME

7 Russell

ADDRESS

Everett

CITY, STATE, ZIP

Samuel Corrao

SIGNATURE

Samuel Corrao

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Somal Warren
PRINT NAME

186 Wood Ave
ADDRESS

Hyde Park
CITY, STATE, ZIP

[Handwritten Signature]
SIGNATURE

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Jorge Aguirre
PRINT NAME

110 white st
ADDRESS

E. Boston MA 02128
CITY, STATE, ZIP

Jorge Aguirre
SIGNATURE

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Sincerely,

Richard Thomas

PRINT NAME

9 Andover Rd

ADDRESS

Hyde Park, MA

CITY, STATE, ZIP

[Handwritten Signature]

SIGNATURE

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Sincerely,

DONALD ELZE
PRINT NAME

R 93 WOOD AVE
ADDRESS

BOSTON, MA 02136
CITY, STATE, ZIP


SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Jerry Jacques
PRINT NAME

43 Fairmount St
ADDRESS

Dorchester MA 02124
CITY, STATE, ZIP

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Sincerely,

Judith Espinoza
PRINT NAME

60 Westminster St
ADDRESS

Hyde Park 02136
CITY, STATE, ZIP

~~XXXXXXXXXX~~
SIGNATURE



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Boston Planning and Development Agency
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Sincerely,

Joseph Staso

PRINT NAME

227 West 5th St

ADDRESS

S. Boston, MA, 02127

CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Jada Tavares

PRINT NAME

25 Mt. Pleasant Ave Apt. 2

ADDRESS

Roxbury MA, 02119

CITY, STATE, ZIP

Jada Tavares

SIGNATURE

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Yarmi Cofield

PRINT NAME

66 Hudson St

ADDRESS

Chinatown MA 02118

CITY, STATE, ZIP


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Michael Melaugh
PRINT NAME

42 Park St Apt. 615
ADDRESS

Chadestown, MA 02129
CITY, STATE, ZIP


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Alonso Martinez

PRINT NAME

18 Marion St

ADDRESS

Boston, MA 02128

CITY, STATE, ZIP

Alonso Martinez

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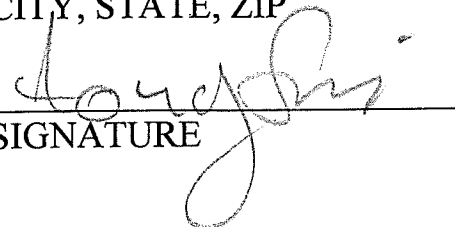
PRINT NAME

21 Hecla St. #3

ADDRESS

Dorchester MA 02122

CITY, STATE, ZIP



SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

DA NGUYEN
PRINT NAME

53 Church St
ADDRESS

Braintree MA 02184
CITY, STATE, ZIP

[Signature]
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Anthony Caputo
PRINT NAME

39 Lonsdale Street 2nd F
ADDRESS

Boston, MA 02124
CITY, STATE, ZIP

Anthony Caputo
SIGNATURE

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JANICE MURPHY
PRINT NAME

8 CRAWELL ST #3
ADDRESS

Orchester MA 02124
CITY, STATE, ZIP

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60 Westminster St
ADDRESS

Hyde Park 02136
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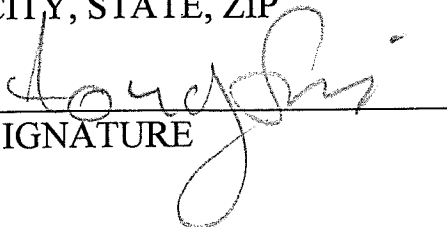
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Sincerely,

John Russell

PRINT NAME

247 Savin Hill Ave

ADDRESS

Boston, MA, 02125

CITY, STATE, ZIP

JL Russell

SIGNATURE

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Boston Planning and Development Agency
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ADDRESS



CITY, STATE, ZIP



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Dear Mr. Sinatra,

As a *Resident*, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines, and over all I believe the project will enhance the neighborhood for the betterment.

Sincerely,

Evan Buczynski
PRINT NAME

47 Zeller St
ADDRESS

Boston Ma 02131
CITY, STATE, ZIP

Evan Buczynski
SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a *Resident*, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines, and over all I believe the project will enhance the neighborhood for the betterment.

Sincerely,

ALANA GEORGE

PRINT NAME

3 MASCOT STREET

ADDRESS

DORCHESTER MA 02124

CITY, STATE, ZIP


SIGNATURE

June 12, 2019

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

As a *Resident*, I write in support of the Allston Yards project.

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-use development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines, and over all I believe the project will enhance the neighborhood for the betterment.

Sincerely,

Pat McGarty
PRINT NAME

38 Colberg Ave
ADDRESS

Roslindale MA 02131
CITY, STATE, ZIP

P. McGarty
SIGNATURE



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

Opposed to Allston Yards proposal in current form

Ross Alter

Sun, Jul 14, 2019 at 8:52 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov,

To whom it may concern,

I am a resident of Brighton, MA and am writing to indicate that I oppose Stop and Shop's proposed Allston Yards project in its current form. I support changes to the project, including:

- More affordable housing
- More homeownership opportunities
- Owner-occupancy requirements for the vast majority of the condos that are built
- Height reduction in the buildings proposed
- More open space and green space
- Major improvements in public transportation in the area

Thank you very much for your consideration.

Best regards,
Ross Alter



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

Allston Yards feedback

Priscilla Anderson

Thu, Jul 18, 2019 at 10:05 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, Michael.Moran@mahouse.gov, Michael.F.Flaherty@boston.gov, A.E.George@boston.gov

Dear Michael Sinatra,

My name is Priscilla Anderson. I'm a resident of Allston at [30 Windom Street 02134](#). I and my family shop at Stop and Shop, we travel frequently on the 66 bus that serves the neighborhood near the proposed project, and we patronize Allston restaurants and businesses. If the proposed Allston Yards project goes through as written, it will have a painfully negative effect on my family and my neighbors.

I oppose the proposed Allston Yards project in its current form. Allston is a neighborhood, not a business district, and not a tourist trap.

I support the following changes to the project:

1. More affordable housing. I have good neighbors who are being pushed out of their long-term rental units because of gross rent increases. They can't find any housing in Allston they can afford, and then have to leave the city altogether, pull their kids out of the wonderful Gardner Pilot Academy, and waste time and energy commuting to their jobs from the distant suburbs. I want these neighbors to stay in Allston! I am particularly concerned by the loss of ethnic and racial diversity on which Allston has long stood as a model community. More affordable housing will help preserve the balance.
2. Increase in homeownership opportunities. I and my homeowner neighbors have a long-term investment in the community, we take care of each other, we respect public spaces and try to keep them tidy, and we support local institutions and businesses to stabilize our neighborhood. Some renters also do these things, but they are the long-term renters, not the college students or Air-BnB clients.
3. Owner-occupancy requirements for the majority of condos that are made available. I oppose high-priced condos being bought by absentee landlords who make them into short-term rentals, which increase traffic, parking problems, and trash waste while not providing any of the local supports stated in #2.
4. Height reduction in the buildings proposed: the building heights should conform to the conclusions of the detailed planning study that the city did -- with community participation-- called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study. The proposed heights dramatically increase the density of the population, without any proposed concurrent improvements in transportation, traffic control, or adequate green space with oxygen- and shade-producing trees.
5. I want to see either a green or a solar roof on every building built in Boston from now on. It's time to take the CO2 problem seriously. Every Boston project should be carbon positive.
6. More open space/green space: Increase the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. The developer must commit to construct, maintain and financially support the green space. Not only is more green space healthier for all of us, but it also counteracts the heat sink of all the concrete making it quicker and cheaper to cool in the summer nights.
7. Major improvements in public transportation. Traffic congestion and transit problems will dramatically increase caused by the additional residents and use of the office space and retail areas in this project and nearby. Transportation improvements, especially to the MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop's corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the existing neighborhood, much less the proposed project as well.

I vote with this issue as one of my top concerns.

8. Proactive oversight of safety concerns during construction: daily dust control, noise control, time-of-day restrictions, and enforced construction vehicle routes are necessary to prevent undue harm to the abutting and nearby neighbors who have to live through these construction projects. A mitigation hotline with receptive and empowered personnel on the other end of the line helps. A weekly email and posted flier with details of planned activities and possible hazards keeps residents informed. Frequent and regular meetings among the city, the residents and the developer also help to share information, and to prevent accidents, diseases, and lawsuits.

Thank you for your kind attention to this matter.

Sincerely,
Priscilla Anderson
[30 Windom Street](#)
[Allston MA 02134](#)



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

proposed stop n shop project

Paige Arcidy

To: michael.a.sinatra@boston.gov

Cc:

Fri, Jul 12, 2019 at 9:45 PM

Dear Mr. Sinatra,

I'm writing in regards to the proposed Stop n Shop project. In its current state, I oppose many of its components.

First off, I would like to see an increase in the number of affordable rental units/condos. Stop n Shop has agreed to the city requirement, but they also promised to increase the percentage after a certain number of units were built. I don't see the point in waiting to do this as, frankly, they can afford to do so now and it would greatly benefit the people in our community. It is increasingly becoming more expensive to live in the Brighton/Allston area (and in Boston in general). The Brighton/Allston community has identified multiple reasons for this opposition - we need more affordable units, more home ownership opportunities, reduction of the building's height, a definite need for more open and green space and given the transportation problems already facing this community, we must have major improvements in public transportation.

Residents of this community, as with other Boston communities, run from one meeting to another trying to grapple with a multitude of developments. Sadly the mayor and the BPDA, when it determined that the city needed 50,000 units of housing, did so without any planning considerations relative to the communities which would be impacted thus leading to the displacement of longtime residents who can no longer afford to live in communities where many grew up and hoped to raise their own families. It is a sad commentary of a city who considers itself a sanctuary city but seem to neglect its longtime residents

--

Paige Arcidy



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

Allston Yards Comments

Liz Breadon

Fri, Jun 28, 2019 at 1:36 PM

To: michael.a.sinatra@boston.gov, brian.golden@boston.gov

Cc: mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, william.brownsberger@masenate.gov

June 28, 2019

Dear Mr. Sinatra,

I am a candidate for Boston City council – District 9 and I write to voice my opposition to the Allston Yards project as it is currently presented.

The proposed Allston Yards development has particular significance for the future of our neighborhood, given its scale/density and given that it will serve as a template for future large scale development in Allston-Brighton. Currently, the developer proposes a mixed-use development featuring 895 residential units (including 110 condominiums), retail space (including a supermarket), a very large office building (375,000 square feet), and a community green of 1 acre. The proposed project includes three buildings of considerable height: 22 stories, 18 stories, and 15 stories.

I support the Brighton Allston Community Coalition's advocacy for the following significant modifications in the proposed development so that it better meets the needs of Allston-Brighton residents:

- The number of affordable rental and homeownership units should be increased to 20 percent to address the significant need for more affordable housing in our neighborhood.
- There should be a significant increase in the number of deed-restricted condominium units, ensuring that most of these units will be owner-occupied. The BACC proposes that 20 percent of the overall housing units be condominium units, with 70 percent of these units being deed-restricted. This will respond to the need to create more owner-occupied housing in our community.
- There should be a reduction in the height of the buildings proposed in the development so that that building heights correspond to the conclusions of the BPDA's Guest Street Corridor Study, a study that called for building heights that did not exceed 13 stories.
- Given the scale of this project and anticipated number of residents, the amount of green space in the proposed development should be increased to 1 and a half-acre. This green space should be publicly owned, with the developer agreeing to construct, maintain and financially support programming for the park.
- There needs to be major improvements in public transportation in order to reduce traffic congestion produced by this development. These improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts. Improvements to public transportation are needed to support the housing density proposed at the Stop & Shop site.

Sincerely,

Liz Breadon

6/28/2019

City of Boston Mail - Allston Yards Comments

33 Champney Street,
Brighton, 02135



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

Opposition to Mega Project "Allston yards"

Loretta Cedrone

Fri, Jul 12, 2019 at 10:37 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, Mark Ciommo <mark.ciommo@boston.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, Sal.DiDomenico@masenate.gov, "william.brownsberger@masenate.gov" <william.brownsberger@masenate.gov>, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov,

In concert with the community, I write to **oppose** this project in its current form. The community has identified multiple reasons for this opposition - we need more affordable units, more home ownership opportunities, reduction of the building's height, a definite need for more open and green space and given the transportation problems already facing this community, we must have major improvements in public transportation.

Residents of this community, as with other Boston communities, run from one meeting to another trying to grapple with a multitude of developments. Sadly the mayor and the BPDA, when it determined that the city needed 50,000 units of housing,, did so without any planning considerations relative to the communities which would be impacted thus leading to the displacement of longtime residents who can no longer afford to live in communities where many grew up and hoped to raise their own families. It is a sad commentary of a city who considers itself a sanctuary city but seem to neglect its longtime residents.

Loretta Cedrone
[29 Nantasket Avenue, Brighton, MA](#)



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

Allston Yards

Linda Clave

To: michael.a.sinatra@boston.gov

Sat, Jul 20, 2019 at 4:56 PM

Dear Michael,

I support Unbound Visual Arts' proposal for an art center at Allston Yards with art studios, an art gallery, a black box theater, storage and office space.



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

Allston Yard

Farah Cole

To: Michael.A.Sinatra@boston.gov

Thu, Jun 27, 2019 at 3:38 PM

Dear Michael,

Hope you are well.

Just wanted to add to all those comments about the Allston Yard development.

I, like many more are very concerned about the environmental impact of such humongous project not only in Allston/Brighton but beyond. I was amazed to see how little is allocated for green spaces, children outdoor activities spaces or tree planting. I noticed the development in the corner of Western Ave and Market alsobhas no green space around it. Just cutting the sidewalk and planting some grass and a few bushes is not an answer to our need for green spaces an mitigating the advance of global warming. We need to hold developers responsible and stop them to contribute to global warming by such irresponsible projects for greed only.

Thank you for listening to the concerns of the community.

Best,

Farah Ravanbakhsh
[35 Langley Road](#)
[Brighton](#)



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

Allston Yards

Gina Crandell

Mon, Jul 15, 2019 at 8:45 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, bacommunitycoalition@gmail.com

Dear Michael Sinatra,

To address housing issues in Boston in regard to the Allston Yards project, please

- **Raise the percentage of affordable rental and condo units to 20% of the total.**
- **Increase the opportunities for home ownership.**
- **Require a high percentage of condos to be owner-occupied.**

sincerely,

Gina Crandell

Stedman Street 02446



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

improvement of the Stop & shop development proposal

STEPHEN ELMAN

Thu, Aug 1, 2019 at 3:18 PM

Reply-To: STEPHEN ELMAN

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Mr. Sinatra:

I write as a concerned resident of Brighton to express my opposition to the current plans for redevelopment of the Stop & Shop site off Everett Street.

I urge you, the mayor, and the administration team responsible for supervision of the project to withhold endorsement of this idea until the developers amend their proposal to address concerns that have been repeatedly raised by responsible voices in the neighborhood.

A significant majority (at least 60%) of the condominium units to be built should mandate occupancy by their owners. Brighton is awash in properties that are bought by investors and then rented out at exorbitant cost – or worse, pitched to the short-term market via AirBnB and similar services. We need to buck this trend. The city should take a firm stand on the side of the community and responsible planning, using this project as an example. You should set similar limits for other major projects that are pending and in the future.

In addition, at least 20% of the units in the proposed project should be set aside as affordable, priced so that ordinary earners can afford to live in them. The same percentage of condos should be similarly priced. They will be feasible options for first-time homeowners who want to live in the city and contribute to its vitality.

The site should have more green space or open space than is currently proposed. As you no doubt know, the huge parcel of land between Market Street and Everett Street has for many decades been almost exclusively devoted to large buildings, parking spaces, and (until recently) unimproved gravelly lots. This project ought to remedy this grim prospect with at least an acre and a half of greenery, with significant tree plantings to provide some shade and pump some oxygen into the atmosphere.

The developers also need to make a strong effort to work with the city so that the site will be more friendly to public transportation. The new commuter rail station is all well and good, but it does little for neighborhood business. Why shouldn't the developers at least cooperate with the city and the MBTA to develop a shuttle bus route that will take residents to nearby commercial areas where they can easily find the services they need? For example, a circular route could conveniently connect the area with Brighton Center, Cleveland Circle, Washington Square, and Union Square in Allston. Incidentally, such a route would give more options to people with handicaps and help reduce congestion on the neighborhood's roadways.

So far, the city's embrace of the building boom in Allston and Brighton has hardly been what I would call citizen-oriented stewardship. Boston is a great city, and it needs to remain a livable one. Its strength for visitors and residents alike is its human scale, its harmonious blend of the old and the new. Development cannot be short-sighted and solely devoted to

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City of Boston Mail - improvement of the Stop & shop development proposal

profit for investors. The city needs to stand up for its constituents and its taxpayers, and there is no better opportunity to establish citizen-oriented priorities than in the oversight of this project, the largest residential development that has ever been proposed for Allston-Brighton.

Please stand up for the people who live in Boston now and for people who want to make their homes in Boston in the years ahead.

Sincerely yours,

Steve Elman, a longtime resident of Brighton and perennial voter



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

I OPPOSE Stop & Shop's proposed "Allston Yards" project in its current form

Fri, Jul 12, 2019 at 7:28 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

I support changes being made to the proposed stop and shop project:

■ **More affordable housing.** An increase in the number of affordable rental units and condos to **20% of the total units** to help address the major need for more affordable housing in our community.

■ **More homeownership opportunities** A large increase in the number in the number of homeownership opportunities, specifically condominiums

■ **Owner-occupancy requirements for the vast majority of the condos that are built.**

■ **Height reduction in the buildings proposed.** [There are four buildings and the building heights should conform to the conclusions of the detailed planning study that the city did, with community participation, called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study.

■ **More open space/green space.** An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the green space in the form of a "community green" proposed by Stop & Shop for this intensely developed area is a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut Hill Ave.in Brighton].

■ **Major improvements in public transportation.** Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These

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City of Boston Mail - I OPPOSE Stop & Shop's proposed "Allston Yards" project in its current form

transportation improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop's corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the proposed project.

Jennifer Engel 
set decorator
Castle Rock Season 2
Bad Robot Productions



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

NO on Allston Yards project as currently proposed

Amy Fallon

Mon, Jul 22, 2019 at 8:54 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, Mark Ciommo <mark.ciommo@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, State Senator Will Brownsberger <william.brownsberger@masenate.gov>, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Mr. Sinatra,

I would like to strongly state my opposition to the Allston Yards project in the current form. I have been a resident of Brighton for almost 20 years. My husband and I bought a wonderful home near Oak Square 12 years ago and we are happy to be raising our children in a very special neighborhood. We fear that this project in the current form will hurt both the feel of our community and the logistics of living here. We support a development that respects the feel of the community it is joining, which to me means a reduction in the height of the buildings and the addition of more open green space. We need more opportunities for families to buy and settle down, meaning that we need more affordable housing than is currently planned and more owner-occupancy requirements. Lastly, the current public transportation system is not equipped to handle the traffic that exists now, let alone with the addition of hundreds of units of people. I think that this needs to be completed before such a project is started, not after.

Thank you very much for your time and attention to this email.

Sincerely,
Amy Fallon
[11 Corinne Road](#)
[Brighton](#)



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

Opposed to Allston Yard in it's current form. For sure!!!

Celeste Finison

Sun, Jul 14, 2019 at 2:45 PM

Reply-To:

To: michael.a.sinatra@boston.gov, Mayor@boston.gov, conor.newman@boston.gov, kevin.honan@mahouse.gov, Sal.DiDomenico@masenate.gov

For Heavens sake get over there and walk around. It is already an urban wasteland...no trees, no greenery, opportunity being squandered...stop it now from becoming worse. Yes, more housing is needed in Boston!!!!..for PEOPLE...not to satisfy developers, not to meet quotas, not for mayors and councilmen to claim bragging rights but for PEOPLE to live in and enjoy....look around at the successful neighborhoods in Boston and the surrounding areas and then go build it!!!

Best Regards;
Celeste Finison
[48 Summit Ave.](#)
[Brookline](#)



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

I OPPOSE Stop & Shop's proposed "Allston Yards" project in its current form

Bailey Fulton

Mon, Jul 15, 2019 at 8:55 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, bacommunitycoalition@gmail.com

Hello,

My name is Bailey, and I've lived in Allston/Brighton for 13 years. I am writing at the encouragement of Brighton Allston Community Coalition. I am 31, and I often feel discouraged by the opportunities available to me for housing in this area I've come to think of as home. I wonder how much longer I'll be able to afford the area and frankly, I feel pretty ignored when I see all the brand-new impossibly expensive buildings going up in the area. Besides taking away from what I consider the awesome historic feel of the neighborhood it is blatant evidence that myself and people in my socioeconomic situation are not cared about by the city.

I'm not sure why the city would want to cultivate neighborhoods of discouraged, bitter citizens but that's essentially what's happening when we are pushed aside in the interest of increasing cashflow - unless I am missing something.

I think it's pretty awesome to have the power to make choices that will make the area more livable, breathable, more welcoming to folks who already live here or are considering it, who are seeking some refuge in green spaces, in not panicking over the cost of rent, who are invested in building community as we are - or obviously we wouldn't be making the effort to have our voices heard. You have that power - neat, right? Please consider what a wise use of that power might be for the people living with the consequences.

As a reminder, here is what the Brighton Allston Community Coalition is asking for:

1. More affordable housing. An increase in the number of affordable rental units and condos to 20% of the total units to help address the major need for more affordable housing in our community. [Currently, Stop & Shop agrees only to the city-required 13% for the first 200 units to be built – promising to increase the percentage after 200. But that would mean that for years there would be no more than 13% since Stop & Shop only plans to build 193 units in the next several years! Only at some point in the future, if it decides to build the remainder of 895 units, does it say it would exceed the 13% and go to 17% overall. Stop & Shop plans to build 895 units overall]
2. More homeownership opportunities A large increase in the number in the number of homeownership opportunities, specifically condominiums
3. Owner-occupancy requirements for the vast majority of the condos that are built. [This is needed because we don't want all the condos to simply be bought by absentee investors and turned into rentals. We want a high percentage of any condos built to be required to be occupied by the buyers. This is aimed at the need for more owner-occupied housing in our community.]
4. Height reduction in the buildings proposed. [There are four buildings and the building heights should conform to the conclusions of the detailed planning study that the city did, with community participation, called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study. One of the proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of the remaining three buildings are also dramatically higher, at 196 and 198 feet]
5. More open space/green space. An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green

space. [Right now, the green space in the form of a "community green" proposed by Stop & Shop for this intensely developed area is a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut Hill Ave.in Brighton].

6. Major improvements in public transportation. Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop's corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the proposed project.



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

"Allston Yards" project proposal: Concerned neighbor feedback

Freddie Garnier

Fri, Jul 12, 2019 at 9:44 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Greetings Mr. Sinatra,

I am a resident of Allston on Everett street who has serious concerns about the proposed "Allston Yards" project. As a single-family home owner, I am wary of adding such a tremendous strain on our already busy neighborhood roads. I am especially wary of added large truck traffic that the project will bring both in the construction phase and then in the maintenance of such a massive property, as well as all the other strains on our infrastructure that adding such a massively large project would impose. In this day and age, it is incomprehensible to me that measures to encourage the use of public transportation (ie: not building huge parking garages, not properly investing in the scaling of public transportation in the area) are not an obvious part of every new development plan.

It is critically important that neighborhoods be allowed to grow at a reasonable pace--not in jumps and fits such as currently being proposed. The fact that owner-occupancy, local business guarantees, and green space inclusion are not being sufficiently provided for makes me very worried for the future peace and character of the place my children, husband, and I call home. Please do not allow the developers to put their bottom-line profits ahead of the well being of the residents who actually live and work here.

I will watch with great interest as you decide the fate of my neighborhood and hope you will keep my family and my neighbors in mind as you evaluate each aspect of the project.

Sincerely,

Frédérique Garnier-Johnston
[269 Everett Street, Allston MA 02134](#)



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

Allston Yards project

Marjorie Glick

Thu, Jul 11, 2019 at 1:35 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear City and State Decision-Makers:

I am writing to voice concerns regarding the Allston Yards project as it is currently being proposed. I have lived in Allston since 1979 and have been a homeowner here in Allston since 1987. I have always valued the diversity of Allston-Brighton and my daughter grew up here and went to school at Boston Latin. The diversity in our neighborhood and in Allston has shaped the person she is today. I fear that the trend in development of high-end housing will force out all but the affluent and forever change the character of our neighborhoods.

In addition, I am a senior and will need to downsize and I not be ale to afford to continue to live in Allston unless there is more affordable housing available. I have loved living here and would hope to continue to do so.

I am not opposed to development but feel that the City of Boston is allowing too much development with the short-term goal of revenue for the City without enough long-term vision of consequences. The implications for diversity, affordable housing, traffic, noise pollution and the environment should get equal attention to the need for revenue.

My specific concerns are as follows: The percentage of Affordable units proposed at Allston Yards is too low. There should be 20% affordable units available or we are just basically selling our neighborhood to the developers. There may be a short-term profit but the long term loss of diversity and character (and fairness!) is not what we want or need.

We also do not need high-rise buildings changing the sightlines of the area. I believe that 10 stories are more than adequate and the buildings should not exceed that height.

There should also be more opportunities for home-ownership. Renters do not have the same investment in a community as homeowners (I've been both). I would also like to see regulation insuring a high percentage of owner-occupied units.

Otherwise, the units are still occupied by renters. The current rents for recently constructed buildings in this area are staggeringly high and only the highly affluent can afford them. Owners who occupy their homes are inherently more invested in the concerns of an area.

The amount of open/green space should be increased from an acre to an acre and a half. Human beings need green space and so does our environment.

And finally, there needs to be major additions to the Public Transportation options serving this area. What currently exists is highly inadequate now and will be ridiculously inadequate with additional development. Also, the impact on local traffic will be staggering. Guest Street and Everett Street are local streets which were not designed to handle this volume of cars. Traffic is already an issue and will become a nightmare with additional development.

While I know that city officials have to think about revenue and about the future of our city, I urge you to also step back and realize that you may be changing the quality of life and character of our neighborhoods irreparably.

I always enjoy seeing the murals at Logan airport that tout the unique character of our neighborhoods and feel proud that I live in Allston-Brighton.

Don't sell our neighborhoods to the highest bidder. Build in some safeguards now while you can.

Thank you.

Sincerely,

Marjorie Glick



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

STOP AND SHOP PROJECT OPPOSITION

Fri, Jul 12, 2019 at 6:55 PM

To: michael.a.sinatra@boston.gov

DEAR OFFICIALS OF THE STOP AND SHOP PROJECT.

As a long time resident of Brighton, who's Grandfather purchased a house here in 1929 I am appalled to see this neighborhood so disrespected. I do not oppose development but this project is an insult.

The changes proposed by the BACC are imperative to moving forward with this project.

I do not need to list them all, but I do request the 20% affordable housing, less density, more open green space, and transportation in and out of our community with clean efficiency is imperative.

You all know what is being requested. Do the right thing and use this opportunity to make a difference in supporting a healthy, energized community with respect.

Edward J. Griffith



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

Proposed Allston Yards development

Nancy and Bob

Mon, Jul 1, 2019 at 7:29 PM

To: Brian Golden <brian.golden@boston.gov>, michael.a.sinatra@boston.gov

Cc: Mark Ciommo <mark.ciommo@boston.gov>, Kevin Honan <Kevin.Honan@mahouse.gov>, Michael Moran <Michael.Moran@mahouse.gov>, Will Brownsberger <William.Brownsberger@masenate.gov>

As long time neighborhood residents, we oppose the development of the Stop and Shop site in Allston as currently proposed. We support the changes to this development as outlined by the Brighton Allston Community Coalition. Items that need to be addressed:

- Reduce the project's density by eliminating the large office building and by lowering building heights so that they correspond with the BPDA's Guest Street Corridor Study.
- Obtain a binding commitment from the developer that 20 percent of all residential units will be affordable. Allston-Brighton has an acute need for affordable housing.
- Obtain a binding commitment from the developer that 50 percent of the units will be condominiums, and that 80 percent of these units be deed-restricted, ensuring that they will be owner-occupied. Since this project was launched more than one year ago, the community has consistently requested more homeownership, but the developer has not increased home ownership by one single unit; this is unacceptable. These recommendations address Allston-Brighton's low owner-occupancy rates.
- Transfer ownership of the community green from the developer to the Boston Parks and Recreation Department. Public space should be publicly owned, or publicly protected. This transfer in ownership will prevent future development of this green space.
- In addition to protecting the green space, the developer must include a new street tree program that puts trees around and throughout the entire development, not just in the green space.
- Significant improvements in public transportation, including more frequent and reliable rail and bus service to the site as well as major enhancements in biking and walking infrastructure are critically needed. These improvements, combined with reducing the project's density, will reduce traffic congestion related to the development.
- The development must have permeable surfaces throughout to allow for groundwater recharge including rain gardens that will also enhance the site as was done next door at the New Balance development.
- Finally, the developer should provide historical background of the site through displays, artwork, and signage. The Brighton Allston Historical Society has excellent examples throughout the neighborhood.

This development has the opportunity to enhance the quality of life in Allston Brighton and bring much needed homeownership to our community at an affordable cost, provide green and open spaces, and a place residents will be proud to call home.

Sincerely,

Bob Pessek and Nancy Grilk
[9 High Rock Way, #1](#)
[Allston, MA. 02134](#)



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

Stop and Shop proposed development.

Julie Handley

Mon, Jul 15, 2019 at 12:37 PM

To: michael.a.sinatra@boston.gov

Cc: "mayor@cityofboston.com" <mayor@cityofboston.com>, conor.newman@boston.gov, bacommunitycoalition@gmail.com

Dear Mr Sinatra,

I am a 65 yo, 40 plus year resident of Brighton, living up the hill from Stop and Shop at 44 Murdock Street. I thought it important to express my sincere concerns about the magnitude of the proposed "Allston Yards " development, particularly in light of the rapid ,current and continuing, development in the neighborhood.

I respectfully urge you to reject this proposal in its current form ,so as to mitigate the negative impact in the neighborhood. The proposed plans should be significantly scaled back and the guidelines laid out by the Brighton Allston Community Coalition should be honored.

I support the foollowing:

*A 20 % increase of affordable rental and condo units and some percentage of owner occupied units should be enforced .

* Heights of the buildings should be significantly reduced to conform to the "Guest Street Corridor Study" of no more than 150 feet or 10-13 stories.

*Attention to environmental health should be a priority today. I have been distraught by the amount of trees, including old growth trees, that have been removed in my area, due to recent development. I agree with an increase at least from 1 acre to 1.5 acres of green/open space . This area should be publicly owned , as a community benefit, which might also prevent future development of that space .

*Traffic and parking is increasingly congested in the area. I have been noticing that the streets that currently go to and from the current Stop and Shop are more congested , such as Arthur and Life Street, that flow between Guest St and North Beacon St. Perhaps a traffic study has already been done to deal with the flow of traffic that this large scale development will bring. Likewise, public transportation needs improvement to accommodate to increased traffic that will be magnified by this project.

Don't get me wrong, I think that a lot of the recent development has brought revitalization to that area, such as New Balance, WGBH and other retail businesses .

However, This Allston Yards proposal needs significant scaling back to avoid numerous negative impacts .

Thank you for your time and your efforts on this matter,

Sincerely, Julie Handley. 617-782-1855

Sent from my iPad



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

"Allston Yards" Is a terrible idea

Bree Herne

Mon, Jul 22, 2019 at 2:07 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, bacommunitycoalition@gmail.com

Hello,

The allston yards project is a terrible idea, in its current form.

It is going to lead to vast increase in congestion. Because the transit hub is not enough. Bus do not run frequently enough as it is. and the commuter rail has not lighted the pressure on the already strapped public transit in the area. I have lived in the Union Square area of Allston Brighton for the last 15 years. Public transit has always been a bit difficult but now its almost to the point of unbearable. I quite literally changed my work hours to deal with it.

Owner occupied requirements need to be in place. It is well known in the community that the new condos that arrive onto the market are unaffordable to the people who have been long time residence, and they are either being rented out at ridiculously high rates (putting strain on existing rents) or sitting unoccupied which again puts strain on rents.

--

**Bree Herne**



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

Opposed to current proposal for Allston Yards

Eileen Houben

Wed, Jul 17, 2019 at 3:14 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, Brian Golden <brian.golden@boston.gov>, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Michael, Mayor Walsh & Conor, Dir. Golden, Councillors, Rep.s Honan & Moran, and Senators Brownsberger & DiDomenico,

For a hundred years we were part of the successful "streetcar suburbs", where the transportation infrastructure was developed FIRST, then neighborhoods were built...housing plus well spaced store groupings for neighborhood needs. Now this has been turned upside down, and the Allston & Brighton neighborhoods are being destroyed.

(cf attached letter to the Mayor written for his Brighton coffee hour visit)

That such a complex project as Allston Yards had 1 IAG and 1 public meeting for the 2nd review stage is a scandal! This project was planned 'top down' with the developers' ideas but no consideration for the actual neighborhood needs joined with the zoning & Guest St Study as a **basic foundation** to the plans (vs using the anomaly next door as a model instead of leaving it as a unique exception to the rest of Allston Brighton).

This is in contrast to the successful new Charlesview which took close to 10 years to plan & complete (including the long land swap negotiations). Charlesview planning included Harvard, the board from the communities of faith which originated it in the 60's, the tenants and other community input. The other project which could be a good model for it is the Hamilton Realty project, on land they've owned for many years, where they are building housing in the price range of local residents.

The city needs to reject this plan, and **require** the

following:

1. a moratorium on development approvals until the state & city have a coordinated plan & funding in place for a transportation infrastructure that can handle existing traffic plus new commuters from both the approved and proposed balance of the 53,000 new units -and similar development in other towns (including Watertown, which has vans planned to shuttle between their new housing and the inadequate service at Boston Landing.)

2. Stop and Shop to begin new plans from scratch that **begin with respecting zoning with the overlay of the Guest St. area study, and addressing the needs of the local**

residents-

houses, deed-restricted condos, and rentals the local residents can afford, plus an easily accessible supermarket on the ground floor.

When those needs, related parking ratios, and green space in the integrated park proportions of the Guest St. study are met, additional retail can be added, then office space if there is room left. The project should blend with the neighboring buildings on Everett, the Honan project, and the **older** housing on N. Beacon.

3. New Balance to work with Stop and Shop on improving & expanding the commuter rail drop-off area, including any necessary land swaps, so that there is no dead end as in the current plan, and so that there is an acceptable, efficient traffic flow and access.

4. Parking to meet the **reality** of current needs and lack of neighborhood parking for residents, visitors, & retail. Planning could include **future** usage change of some of the parking at a time (20-40 years) (if &) when there are **actually** fewer cars and more use of an improved public transportation system.

Please note that I agree with all the concerns stated in the BACC letter, but feel their proposed changes may not be sufficient. In this case and many other developments, it feels like adding band-aids to a plan that did not start with respect for city zoning and community needs.

Also, there should **not** be a PDA for whatever plan is ultimately approved.

Thank you,

Eileen Houben

195 Corey Rd Brighton

member HUAB, BACC, Corey Hill Neighborhood Associations



MayorCoffeeHourletter.6.5.19.doc
24K



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

Allston Stop and Shop Project

Noreen Hurley

Sat, Jul 6, 2019 at 10:40 AM

Reply-To: Noreen Hurley

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov,

Hello Mr. Sinatra,

I hope you are enjoying the long holiday weekend. I am a long time resident of Allston. For 15 years I rented one half of a two family home on Ridgemont Street, and 26 years ago next month I purchased the home where I reside and rent out the other half at what I believe is a reasonable rent. During the past 41 years, I have married and raised two children who attended Boston Public Schools. I am now 68 and still working. I have been active in various community organizations including the Jackson Mann Community School.

I am writing to express some concerns about the proposed project at the current Stop and Shop site. As you know, there is an amazing amount of development in the Allston/Brighton area, and much of it is terrific - who ever thought we would be home to both the Bruins and Celtics! It is important, however, that we work to maintain the character of the community. I chose many years ago not to move to the suburbs because I greatly value the diversity of this neighborhood. Here are some of my concerns.

1. Ownership/affordability: There needs to be more opportunity for ownership and more reasonable rents. One of the dynamics that I see growing is people buying homes and then not living in them. In my neighborhood, the home next door (corner of Gordon/Ridgemont) and the one across the street have been sold following the deaths of long time residents and have been replaced by absentee landlords who don't care about the neighborhood and barely care about the houses. I think the top floor of the one across the street is an AirBNB - not sure. Various people come and go. No communication, no interest in what happens. This lessens our community.
2. More green space, please. This is so critical to the life of a city. I have read extensively about Frederick Olmstead, and it is a fascinating story. I walk my dog most days in Ringer Park and it brings people together to have that sort of space. We see children going to school, older people walking, jousts on occasion and different cultures executing various movements. This enriches all of us. If you look at the entire Brighton landing we need more of that space. Have you ever seen the young children running up and down the hill next to the Rail Stop - they just love it! We need more of that or this whole section will lack vibrancy and just appeal to suburbanites coming to have dinner and leave.
3. Transportation. It is great we have a commuter rail stop there, but it needs to be enhanced.
4. Watch the height. I understand that this is an investment, but there have been rules established about heights in this area and they should be respected. The proposal currently in front of you is not a modest increase, it is an ENORMOUS increase. It is not acceptable.

Thank you for your attention.

Noreen Hurley

Allston, Massachusetts

Phone:



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

stop & shop project

Kevin M. Carragee

Sat, Jul 13, 2019 at 2:42 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Cc: "Mark.Ciommo@boston.gov" <Mark.Ciommo@boston.gov>, "Kevin.Honan@mahouse.gov" <Kevin.Honan@mahouse.gov>, "Michael.Moran@mashouse.gov" <Michael.Moran@mashouse.gov>

Dear Mr. Sinatra:

This brief email underscores my opposition to the current Stop and Shop proposed development.

As the chair of the Brighton Allston Community Coalition, I helped develop a lengthy letter detailing our reservations concerning the project. I will not repeat the key arguments developed in that letter in this email.

I will stress the following points:

1. there is widespread community opposition to the project, as indicated by the public comments at community meetings regarding the project;
2. the BACC letter regarding the project reflects the views of our more than 800 members;
3. our local elected officials-- Councilor Ciommo, State Representative Horan and State Representative Moran -- have advanced a detailed letter opposing the project.

I stand ready, as does the BACC as a whole, to work with the developer and the BPDA to work on major modifications in the project so that it better serves the needs of Allston-Brighton residents. This project will be a model for future large scale development projects in Allston-Brighton. **We need to get this project right, in order to establish an effective template for the future.**

Finally, I appreciate your the time and care you have devoted to community meetings on the project.

Cordially,

Kevin M. Carragee



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

Allston Stop & Shop Project - Opposed

Gregory Karambelas

Thu, Jul 18, 2019 at 11:42 AM

To: Mayor@boston.gov, brian.golden@boston.gov, jonathan.greeley@boston.gov, michael.a.sinatra@boston.gov, mark.ciommo@boston.gov, Michael.Moran@mahouse.gov, Kevin.Honan@mahouse.gov, "Brownsberger, William (SEN)" <William.Brownsberger@masenate.gov>, Sal.DiDomenico@masenate.gov, andrea.campbell@boston.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, conor.newman@boston.gov

Cc: Brighton Allston Community Coalition

I oppose this project as it currently stands. To create more stake holders in the community for family neighborhood stability, there needs to be a significantly larger percentage of for sale condo units, affordable units, and more multi bedroom units than studio apartments. This will help make the Allston/Brighton community a home, and not just a section of the city. There also needs to be a more significant commitment from the developer for community green space. 1 acre for the 10+ acre site is far insufficient for the future residents as well as the current adjacent residents. The green space should also be significantly increased to accompany the sidewalk trees in alignment with Boston Complete Streets guidelines. The green space should also be owned by the Parks Department. A current commitment from the developer to "maintain the green space in perpetuity" will hold less weight come future generations when decisions are made without any legal requirement for the developer to keep the space green. A commitment that would mean something to us community members and take the developer seriously would be turning over the land to the Parks & Rec Department for their ownership, maintenance, and upkeep.

Thank you for considering all this feedback from the community. As residents of Allston/Brighton we feel that our representatives are listening to us when these suggestions get implemented into feedback to the developer's proposals.

Regards,
Gregory Karambelas
Allston Street Resident



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

Stop & Shop project

Wed, Jul 17, 2019 at 12:02 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, Kevin.Honan@mahouse.gov, michael.f.flaherty@boston.gov, Sal.DiDomenico@masenate.gov,

Dear Michael Sinatra,

This massive project is an insult to the Brighton Allston Community. many residents have expressed opposition as it was presented to the community. Personally I'm disappointed in Mayor Walsh even considering this in light of the fact that there are many other housing projects currently in construction in Brighton. There is a need for affordable income housing which your project fails to recognize and in fact wants to limit the occupancy only to 13% affordable. As for traffic, was there any thought about the upcoming massive restructuring of the Mass Turnpike in Allston. Driving is becoming a nightmare and would certainly get much worse. So much of the project design is undesirable.

At the very least, I hope you consider all the recommended changes presented by the Brighton Allston Community Collision as follows:

More affordable housing; More ownership; Owner-occupancy requirements for most of condos built; Height reduction in proposed buildings; More open/green space; Public transportation improvements.

I appreciate the opportunity to express my concerns but mainly I want you to take responsibility of the tremendous impact the Stop & Shop project will have on our beautiful Brighton Allston Community.

Thank you

S. Kilbride (a resident since "1942")



Dear Michael Sinatra,

This massive project is an insult to the Brighton-Allston community. Many, many residents have expressed opposition as it was presented to the community. Personally I'm extremely disappointed in Mayor Walsh considering this, in view of the many other housing projects currently in construction in Brighton. First of all there is a need for affordable income housing, which your project doesn't recognize and wants to limit occupancy to only 13% affordable. As for traffic; was there any thought about the upcoming massive restructuring of the Mass Turnpike through Allston. Driving is becoming a nightmare now and will be getting worse. So much is undesirable in the project's current design.

At the very least please consider the recommended changes presented by the Brighton Allston Community Collision:

More affordable housing

More ownership

Owner occupant requirements for most of condos built

Height reduction in proposed buildings

More open/green space

Public Transportation improvements



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

I am opposed to the Allston Yards project in its current proposed form

Juliette Landesman

Mon, Jul 15, 2019 at 11:15 AM

To: michael.a.sinatra@boston.gov

Dear Mr Sinatra,

As a nearby resident, I am concerned about the size of the proposed Stop & Shop's "Allston Yards" project at 60 Everett Street in Allston.

The proposed building is too high & too dense. Boston needs more green space, not a mega project. In addition, there will be the unfortunate opportunity for real estate investors who will abandon their properties. There should be an encouragement of owner-occupied units.

In addition, the percentage of low-income housing should be built should be increased from 13% to 20%.

Please consider the effect of the largest proposed project in the Allston-Brighton area & downsize this project.

Thank you for your consideration,

Juliette Landesman
Brookline, MA 02446
Have a nice day!
Sent from my iPhone



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

Stop & Shop Allston Yards Project

AM0722

Fri, Jul 12, 2019 at 10:26 PM


Reply-To: AM0722


To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>


Cc: "Mayor@boston.gov" <Mayor@boston.gov>, "conor.newman@boston.gov" <conor.newman@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, "Sal.DiDomenico@masenate.gov" <Sal.DiDomenico@masenate.gov>, "william.brownsberger@masenate.gov" <william.brownsberger@masenate.gov>, "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "a.e.george@boston.gov" <a.e.george@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "althea.garrison@boston.gov" <althea.garrison@boston.gov>


Dear Mr. Sinatra,


I am writing to say that I oppose the Stop & Shop "Allston Yards" project in its current form and that I support the following changes:


 **More affordable housing.** An increase in the number of affordable rental units and condos to **20% of the total units** to help address the major need for more affordable housing in our community. [Currently, Stop & Shop agrees only to the city-required 13% for the first 200 units to be built – promising to increase the percentage after 200. But that would mean that for years there would be no more than 13% since Stop & Shop only plans to build 193 units in the next several years! Only at some point in the future, if it decides to build the remainder of 895 units, does it say it would exceed the 13% and go to 17% overall. Stop & Shop plans to build 895 units overall]

 **More homeownership opportunities** A large increase in the number in the number of homeownership opportunities, specifically condominiums

 **Owner-occupancy requirements for the vast majority of the condos that are built.** [This is needed because we doesn't want all the condos to simply be bought by absentee investors and turned into rentals. We want a high percentage of any condos built to be required to be occupied by the buyers. This is aimed at the need for more owner-occupied housing in our community.]

 **Height reduction in the buildings proposed.** [There are four buildings and the building heights should conform to the conclusions of the detailed planning study that the city did, with community participation, called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study. One of the proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of the remaining three buildings are also dramatically higher, at 196 and 198 feet]

 **More open space/green space.** An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the green space in the form of a “community green” proposed by Stop & Shop for this intensely developed area is a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut Hill Ave.in Brighton].

 **Major improvements in public transportation.** Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop’s corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the proposed project.

Thank you,

Alma MacLellan



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

Stop & Shop project

Ellen M.

Sun, Jun 23, 2019 at 4:53 PM

To: michael.a.sinatra@boston.gov, Mark Ciommo <Mark.Ciommo@boston.gov>

Cc: brian.golden@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, "Brownsberger, William (SEN)" <william.brownsberger@masenate.gov>

Mr. Sinatra:

I am writing to indicate my opposition to the Stop & Shop development project as it is currently proposed. I strongly advocate for the following: more affordable rental and home ownership units (affordable units should comprise 20 percent of the overall housing units); a significant increase in deed-restricted condominium units, ensuring that they will be owner-occupied; an expansion of green space and public ownership of the community green proposed by the developer.

I was a member of the Impact Advisory Group that worked with the BPDA on the Guest Street Corridor Study.

I strongly endorse building heights (10 to 13 stories) that are consistent with the conclusions of that study.

In this case, the BPDA's prior planning should shape development in this area.

Finally, I need to point out that public transportation to the Stop & shop site needs to be dramatically improved, and this is a responsibility of the Commonwealth and the MBTA. Current bus service to the site is inadequate, and the MBTA community rail service to Boston Landing is far too infrequent, and often is unable to pick-up more riders because the trains are filled. Dense urban development needs excellent public transportation and currently the MBTA system as a whole falls far short of that standard. Without significant improvements to public transportation, our traffic-clogged streets will only become more congested.

Sincerely,
Ellen McCrave
[58 Cresthill Road.](#)
[Brighton, MA 02135](#)



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

oppose Allston yards as currently designed

Jane's Email

Tue, Jul 16, 2019 at 9:29 AM

To: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov, michael.a.sinatra@boston.gov

To our decision makers, we have participated in many public meetings on this project over the last 2 years and the feedback from the community has been consistent and unified. This project could be helping to solve some of the larger issues in Boston rather than creating more problems in a neighborhood inundated with density and lack of affordability.

I agree with Brighton Allston Community Coalition BACC and endorse these recommendations.

More affordable housing. An increase in the number of affordable rental units and condos to **20% of the total units** to help address the major need for more affordable housing in our community. [Currently, Stop & Shop agrees only to the city-required 13% for the first 200 units to be built – promising to increase the percentage after 200. But that would mean that for years there would be no more than 13% since Stop & Shop only plans to build 193 units in the next several years! Only at some point in the future, if it decides to build the remainder of 895 units, does it say it would exceed the 13% and go to 17% overall. Stop & Shop plans to build 895 units overall]

n **More homeownership opportunities** A large increase in the number in the number of homeownership opportunities, specifically condominiums

n **Owner-occupancy requirements for the vast majority of the condos that are built** [This is needed because it would be harmful for the community if all the condos can simply be bought by absentee investors and turned into rentals. We want a high percentage of any condos built to be required to be occupied by the buyers. This is aimed at the need for more owner-occupied housing in Allston and Brighton. Brighton has a low owner-occupancy rate, and Allston's is so low that it ranks one of the lowest among all the neighborhoods in the city]

n **Height reduction in the buildings proposed.** [There are four proposed building in the project, and the building heights should conform to the conclusions of the detailed planning study that the city did -- with community participation-- called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study. One of the proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of the remaining three buildings are also dramatically higher, at 196 and 198 feet]

n **More open space/green space.** An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the green space in the form of a "community green" proposed by Stop & Shop for this intensely developed area is a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut Hill Ave.in Brighton].

n **Major improvements in public transportation.** Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to the MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop's corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the proposed project.

Jane McHale
102 Litchfield Street
Brighton, Ma. 02135



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

Stop and shop

siobhan mc hugh

Tue, Jul 16, 2019 at 6:26 AM

To: michael.a.sinatra@boston.gov

Michael, my name is Siobhan Mc Hugh and I live in an already over crowded and over developed Brighton. I own a daycare and last year alone lost 8 families to a move, on to a cheaper town to live in. Stop n shop is the worst to come in. Way too many units. Building are too high with too little green space. Yes we need to see 20% affordable units. We need to keep families here. We need 3 bed units. I'm not opposed to development with thought towards the community. Please let our voices be heard, Siobhan.



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

Allston Yards

Brenda Gael McSweeney

Sun, Jul 21, 2019 at 3:45 PM

To: michael.a.sinatra@boston.gov

Cc: Bgm BU , Brenda Gael McSweeney

Dear Michael,

I strongly support Unbound Visual Arts' proposal for an art center at Allston Yards with art studios, an art gallery, a black box theater, storage and office space. This would constitute a unique, visible contribution towards educational and creative activity by and for our community.

Thanking you in advance for your positive consideration,

All the best --

Brenda Gael McSweeney, PhD
35 Nonantum St., Brighton



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

Allston Yards Proposal

Monahan, Griffin Patrick

Thu, Jul 25, 2019 at 11:39 AM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

Hello,

I am writing to urge changes to the current version of plans for Allston Yards. As the housing situation in the city has become more challenging for regular folks, the need for thoughtful development has grown in importance. There are several areas of the current proposal that need change to best support the Allston, Brighton, and Boston. These changes include:

An increase in the number of affordable rental units and condos to 20%. The current plans for 13% and later 17% are insufficient for truly supporting the community.

Greater homeownership opportunities. Without an opportunity to buy folks are locked out of the opportunity to start building equity and some financial security.

Owner-occupancy requirements for the vast majority of the condos that are built. Too much of the city is becoming owned by landlords who do not live in the area. Their only concern is renting the property at a high rate. Their consideration for the community is limited as they have almost no stake in improving the area.

More open space/green space. An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. recent studies have found significant associations between green space maintenance and certain types of crime in Philadelphia, Baltimore, and Youngstown, Ohio. The exact mechanism is not yet known, but one theory harkens back to Jane Jacobs' notion of "eyes on the street": well-kept lawns and community plots encourage more people to spend time outside in those spaces, leading to a greater degree of informal surveillance of the area and deterring crime.
<https://www.citylab.com/solutions/2016/04/vacant-lots-green-space-crime-research-statistics/476040/>

Improvements in public transportation are needed. Building more parking spaces or widening the roads will not solve the problem of congestion. Greater assistance for the MBTA by building and maintaining infrastructure like a bus shelter is needed. Supporting and maintaining bike lane will also reduce the impact of heavy auto traffic.

Thank you for your time and consideration. I hope you can revise the current proposal to best aid an ever changing city.

Best,

Griffin Monahan

Brighton



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

Opposing Allston Yards proposed STOP AND SHOP PROJECT

BARBARA MOSS

Sat, Jul 13, 2019 at 1:54 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, Mark Ciommo <mark.ciommo@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

DEAR MR. SINATRA:

As you are aware as well as all of the other emails on this list, the Brighton-Allston community is not happy with the continuous pandering to minimally rectify the voiced community concerns.

We are not opposed to good community development here but are vehemently concerned with the overwhelming proposal for this project. The community requests that are not being addressed, will have a detrimental affect on the health and vibrancy of this community at large.

Ignoring the need for limited affordable housing, density, deed restriction, larger green space for people to breathe, the footprint addressing climate change, as well as the massive need to address the horrendous transportation issue will set a negative precedent to the rest of this fine city.

The proposal serves none of the hard working people who's families have been here for generations and were hoping to retire in the community they were born and grew up in.

There are also a great many renters who wish to stay and grow families in this community who will never have that chance without addressing the fundamental principles that enliven a balanced and growing community.

The developer has an opportunity to create "GOOD" practices in working to address the needs of the community which has laid out requests that are not outrageous. Simple requests for keeping those who live here, as well as inviting and embracing those who wish to live here are essential to the growth of Boston.

To hear that a huge conglomerate with enormous financial backing say that they can't afford to honor the community requests seems laughable.

The proposed project as it stands is not in line with what is trully needed. The developer will build and leave the community with sticky residue for the rest to clean up. That cannot happen.

This community might not be as affluent as those other hamlets that surround us, but rest assured, we have a strong bond to our town and will continue to raise ourselves up to be sure we are heard with honorable intention in order to move forward.

Barbara Moss
Oak Square Ave.
Brighton

■ **More homeownership opportunities.** A large increase in the number of homeownership opportunities – condominiums -- along with a high percentage of deed-restrictions on those condos to ensure that most of the units will be owner-occupied. [This is aimed at the need to create more owner-occupied housing our community, rather than having condos bought by investors and treated as rentals.]

■ **Height reduction.** A reduction in the height of the buildings proposed in the development so that that building heights (and density) correspond to the conclusions of the planning study done by the city, with community participation, called the “Guest Street Corridor Study.” This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. One of the Stop & Shop proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of remaining three buildings are also higher, at 196 and 198 feet.

■ **More open space/green space.** An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the amount of green space in the form a “community green” proposed by Stop & Shop for this intensely developed area amounts to a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut hill Ave.in Brighton].

■ **Major improvements in public transportation.** Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but public officials need to act now and push for better transportation to address the increased transportation needs of our area, including this site. The transportation is currently inadequate to service the proposed project.



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

My Opposition to the Current Allston Yards Project

Lee Nave

Fri, Jul 5, 2019 at 10:54 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, "Brownsberger, William (SEN)" <william.brownsberger@masenate.gov>, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov,

Dear Mr. Sinatra,

I hope this email finds you well.

As a resident of Allston-Brighton and as an advocate for equitable housing, I am opposed to the current Allston Yards project.

I've attended several IAG meetings, public hearings, and heard several presentations from the team currently working on the project. I've found the entire process, insulting in some cases to the residents of Allston-Brighton.

You see, the community has seen major developments in the past decade that have transformed its very landscape. The Allston Yards project promises to be the largest ever recorded in our small parcel of Boston. This project will set the tone of all future developments. Therefore if it is to lead by example, full community input must be valued.

Therefore the following changes have to occur for a community vision to be reached:

More Homeownership Opportunities: Our community needs to be one where families can come and grow in. We as a community grow tired of outside investors buying units to merely rent them out, flip, and make a profit on the backs of us who actually live here. Though the BACC has proposed 50% deed restriction to ensure at least half of the already small number of condos be owner occupied, I would personally press for a full 100%. This project needs to be one that offers permanency in a community where transitions are far too common.

More Affordable Housing Options: The project team originally sought to only match the city's basic level of affordability at 13%. Finally after months of protest by community, the team has agreed to 17%. That however is still not enough. Less than 20% should not be considered for such a massive project. When we look at 20% affordability, we need to ensure workforce housing based off the median income of AB residents is considered as well. We need folks who live here now to have the ability to live in this new project.

Larger Green Space: In order to draw families to the areas, a large and robust green space is needed. Children need the opportunity to grow and thrive. Also a well made green space with trees can help decrease the second hand pollution that residents of the development would take in due to being so close to the highway. This dual benefit increases public health as well as builds community.

Better public transportation options: With the building of this massive project, we must be wary of the obvious: additional traffic congestion. The staff of the project have mentioned they are working with the MBTA on a plan but we'd like those decisions set in stone. Getting cars off the road is fundamental to improving our massive transportation issues. The lure of a close highway shouldn't be the single motivation for someone to move into Allston Yards. Also the Boston Landing Station shouldn't be seen as a sole option for public transportation.

Height Reduction: Recently, a report came out that stated developers would like to turn Allston into a new Kendall Square. I am confident the people of Allston-Brighton will oppose such a move to the best of their abilities. Part of that opposition is density. Referencing the Guest Street Corridor Study, three of the proposed buildings have already been projected to exceed the 150ft recommendation. Such a variance of nearly 55% on one building in particular ignores the importance of having height restrictions. This building will be larger than the Lantera project adjacent to it, which in my opinion is already an eye sore (Not sure who actually lives there but I know very few residents can afford to). Once more, this project (Allston Yards) sets the tone of the neighborhood and future developments.

Taking all of these factors into account, I am in opposition of the current Allston Yards project. The benefits for Allston-Brighton residents are limited yet the cost are substantial. A project of this magnitude needs additional time to process. This project will mold Allston and Brighton for years to come. Such implications exist beyond the years the developers will spend here before they leave for their next venture with us citizens left the feel the burden after the developers have

7/8/2019

City of Boston Mail - My Opposition to the Current Allston Yards Project

made their millions and moved on. Therefore it must be done right, with real thoughtful concessions that really show the project developers value the future of Allston-Brighton...not an attempt to create a Kendall Square 2.0...

Best regards,

Lee Nave Jr.
Brighton resident
Boston City Council Candidate, District 9



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

Allston Yards

Boston Home

Sat, Jul 20, 2019 at 11:13 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Mr. Sinatra,

I have been the owner of a single-family home in Allston for many years and it is the place that I have lived in for many years. I am very much opposed to the current development plan of Stop & Shop that City Hall is reviewing for the Stop & Shop location in Allston.

Over the years, I have seen how Allston has lost residents who own and live in their own homes, and we need more people in Allston who actually own where they live. It is not good for the health of a neighborhood to have so few people who own their own places to live.

I oppose the current plan of Stop & Shop because it is mostly rentals, and has only a small number of condos that people can buy and live in. Also, I oppose it because there should be restrictions on most of the condos so that they must be bought by people who are going to live in them and not by investors who will buy them and turn them into more rentals.

I support the changes that the Brighton Allston Community Coalition is pushing for, including :

1. More affordable rentals and condos
2. More condos that would provide opportunities for people to buy their own homes
3. Requirements for the condos that most of them be bought by people who must live there
4. Lowering the height of the buildings
5. More open space and green space.

The City should not approve of this project unless these changes are made.

Thank you.

Elena Nefedova

[30 Blaine St., Allston](#)



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

Opposition to the Stop and Shop proposal in Brighton

Nancy O'Hara

Thu, Jul 18, 2019 at 7:02 AM

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

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Mr. Sinatra,

We Oppose Stop & Shop's proposed "Allston Yards" project *in its current form and we support the changes to the project that are being pushed by the Brighton Allston Community Coalition*.

We want more **affordable housing**. We ask for an increase in the number of affordable rental units and condos to **20% of the total units** to help address the major need for more affordable housing in our community.

We want **More homeownership opportunities**. A large increase in the number in the number of homeownership opportunities, specifically condominiums

We want **Owner-occupancy requirements for the vast majority of the condos that are built**. [This is needed because it would be harmful for the community if all the condos can simply be bought by absentee investors and turned into rentals. We want a high percentage of any condos built to be required to be occupied by the buyers. This is aimed at the need for more owner-occupied housing in Allston and Brighton. Brighton has a low owner-occupancy rate, and Allston's is so low that it ranks one of the lowest among all the neighborhoods in the city]

We want **Height reduction in the buildings proposed**. [There are four proposed building in the project, and the building heights should conform to the conclusions of the detailed planning study that the city did -- with community participation-- called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. The Allston Yards project ignores this study. One of the proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of the remaining three buildings are also dramatically higher, at 196 and 198 feet]

We want **More open space/green space**. An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future.

We want **Major improvements in public transportation**: Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to the MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but Stop & Shop's corporate management and public officials need to act now to push for and lobby for better transportation. The transportation is currently inadequate to service the proposed project.

Sincerely yours,

Michael and Nancy O'Hara



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

Opposition to the Stop and Shop development proposal in Brighton Allston

Nancy O'Hara

Fri, Jul 5, 2019 at 8:37 AM

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

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear Mr Sinatra,

I concur with the BACC's analysis of the Stop and Shop's current development proposal for Brighton Allston.

This project is too dense, too tall, not enough home ownership and does not have enough green space.

Btw, your last meeting at Channel 2 had just one microphone to serve the committee, the presenters and the audience. This is ridiculous. This just slows the meeting and does not provide enough time for the community to speak.

The slides and information relative to height were intentionally misleading.

We call a meeting like this "smoke and mirrors."— another truly frustrating evening for all members of the community.

Mike and Nancy O'Hara



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

oppose Allston Yards as proposed

Barbara Parmenter

Fri, Jun 28, 2019 at 3:12 PM

To: michael.a.sinatra@boston.gov

Cc: william.brownsberger@masenate.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, brian.golden@boston.gov

Dear Mr. Sinatra,

I am writing to express my opposition to the Allston Yards project as proposed. While I support new and more dense development, and am most definitely not a NIMBY, the community needs to benefit from new development in terms of increased availability of housing that is affordable. This means an increase in affordable units to what is proposed (17% currently, though only 13.5% in the first stage, at 70% AMI). Given how the owners of this property have benefitted from the increased land values over the last 20 years, especially from the construction of a new commuter rail station, and the size of the proposed project (895 units), this developer can both do more affordable units as a percentage and go deeper in terms of AMI. Setting up a tiered AMI is important - for a mix of units at 50% AMI and 70% AMI, with 20% of all units in one of these tiers.

Also, as a bus rider traveling to Medford every day for work, and for evening and weekend events, I can tell you that CURRENT capacity in this area of the community is not sufficient at rush hour or later in the evenings. A development of this size needs MORE CAPACITY in terms of buses in the short term and in the long term more frequent commuter rail and a link to Kendall Square (the West Station proposal). As proposed this development, on top of something like 20 other large developments in the area is going to bring both car traffic and transit to a standstill. This is not sustainable for Boston's economic health or our health as a neighborhood.

Regards, Barbara Parmenter



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

No to Allston Yards as currently proposed

Alisa P

Mon, Jul 15, 2019 at 2:42 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Mr. Sinatra -

I am writing to express my opposition to the Allston Yards project in its current form due to its scale and lack of vision for the long-term needs of the neighborhood. At a minimum, the City of Boston should insist on the following changes to the overall design:

Less massing - the scale of the proposed buildings is overwhelming, inconsistent with the neighborhood, and vastly exceed the 150 ft. maximum height set forth in the City's planning study, "Guest Street Corridor Study."

More green space - this project needs more green space, both for residents and to help mitigate the impact of climate change

Owner-occupancy requirements - with owner-occupancy requirements, this project could promote the type of long-term community that has historically been a hallmark of other Boston neighborhoods. Allston does not need more transience - it is already overwhelmed with absentee landlords and fleeting college students whose lack of long-term engagement in the neighborhood leads to a disregard for the community (noise, trash). Further, speculative investing drives up housing costs for those who wish to make roots in the City.

More affordable units - for a thriving community, Boston needs to be able to support people at a range of economic levels. Therefore, no zoning concessions should be made with the developer committing to an increase in the number of affordable housing units

Enhanced public transportation - the project as currently proposed seems premised on the continued dominance of private automobiles as a primary means of transportation, which is very short-sighted. Instead, this project should be accompanied by investments in public transportation that support car-free living.

In sum, a project of this scale demands vision, which the current design decidedly lacks. Please reject the current plan and insist on changes that will enhance the livability of Allston through lower density, affordable housing, owner occupancy, green space and better public transportation options.

Thank you.

Alisa Plazonja
152 Naples Rd.
Brookline, MA. (abutting Packards Corner)



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

Allston Yards Development

Dorri Raposa

Wed, Jul 24, 2019 at 4:18 PM

To: mayor@boston.gov, michael.a.sinatra@boston.gov, brian.golden@boston.gov, connor.newman@boston.gov, mark.Ciommo@boston.gov, Kevin.Honan@mahouse.gov, michael.moran@mahouse.gov, Sal.Di.Domenico@masenate.gov, michael.f.flaherty@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, althea.garrison@boston.gov, william.brownsberger@masenate.gov,

As a resident of Brighton for the past 5 1/2 years, I would like to express my opposition to the Stop and Shop project called Allston Yards in its current form as proposed by the Developer. I have reviewed the information and agree with many residents that the project needs several key modifications to provide the optimal balance of new opportunities for housing and economic development.

Below are the key issues that I believe need to be addressed by the City in order to create a balanced project that will keep the City of Boston growing and vibrant in its uniquely diverse neighborhoods.

Affordability. An increase in the number of affordable rental units and condos to 20% right from the start to help address the major need for more affordable housing in our neighborhood [Currently, Stop & Shop agrees only to city-required 13% for the first 200 units to be built – promising to increase the percentage after 200. But that would mean that for years there would be no more than 13% since Stop & Shop only plans to build 193 units in the next several years! Only at some point in the future, if it decides to build the remainder of 895 units, does it say it would exceed the 13% and go to 17% overall.]

Home ownership opportunities. A large increase in the number in the number of home ownership opportunities – condominiums -- along with a high percentage of deed-restrictions on those condos to ensure that most of the units will be owner-occupied. [This is aimed at the need to create more owner-occupied housing our community, rather than having condos bought by investors and treated as rentals.]

Height reduction. A reduction in the height of the buildings proposed in the development so that that building heights (and density) correspond to the conclusions of the planning study done by the city, with community participation, called the “Guest Street Corridor Study.” This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. One of the Stop & Shop proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of remaining three buildings are also higher, at 196 and 198 feet.)

Open space/green space. An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the amount of green space in the form a “community green” proposed by Stop & Shop for this intensely developed area amounts to a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut hill Ave.in Brighton].

Major improvements in public transportation. Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but public officials need to act now and push for better transportation to address

7/25/2019

City of Boston Mail - Allston Yards Development

the increased transportation needs of our area, including this site. The transportation is currently inadequate to service the proposed project.

Thank you for your time and consideration of these concepts.

--

Dorri Giles Raposa
[2400 Beacon Street, Unit 512](#)
[Boston, MA 02467](#)



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

Fwd: [Brighton Allston Community Coalition] ● ALERT: Email needed by JULY 15 ON STOP & SHOP'S PROPOSED MEGA-PROJECT, "ALLSTON YARDS"—largest in Allston-Brighton history

Raymond Raposa

Tue, Jul 16, 2019 at 5:36 PM

To: Martin Walsh <mayor@boston.gov>, michael.a.sinatra@boston.gov, brian.golden@boston.gov, connor.newman@boston.gov, mark.Ciommo@boston.gov, Kevin.Honan@mahouse.gov, michael.moran@mahouse.gov, Sal.Di.Domenico@masenate.gov, michael.f.flaherty@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, althea.garrison@boston.gov, william.brownsberger@masenate.gov,

Hi Mayor Walsh and Elected representatives, senators and city staff,

I am writing to register my opposition to the Stop & Shop project under consideration in its present form. I have reviewed the information and agree with many residents that the project needs significant changes. I agree the following need to be addressed to improve the project. I recognize and agree a strong project will better the city. However, it needs to build on the planning to improve the neighborhood.

The following items need to be addressed to make this project a success for the community.

OPPOSING THE STOP & SHOP PROJECT IN ITS CURRENT FORM

■ **More affordability.** An increase in the number of affordable rental units and condos to 20% right from the start to help address the major need for more affordable housing in our neighborhood [Currently, Stop & Shop agrees only to city-required 13% for the first 200 units to be built – promising to increase the percentage after 200. But that would mean that for years there would be no more than 13% since Stop & Shop only plans to build 193 units in the next several years! Only at some point in the future, if it decides to build the remainder of 895 units, does it say it would exceed the 13% and go to 17% overall.]

■ **More homeownership opportunities.** A large increase in the number in the number of homeownership opportunities – condominiums -- along with a high percentage of deed-restrictions on those condos to ensure that most of the units will be owner-occupied. [This is aimed at the need to create more owner-occupied housing in our community, rather than having condos bought by investors and treated as rentals.]

■ **Height reduction.** A reduction in the height of the buildings proposed in the development so that that building heights (and density) correspond to the conclusions of the planning study done by the city, with community participation, called the "Guest Street Corridor Study." This study called for building heights on the Stop & Shop location of no more than 150 feet, or 10-13 stories. One of the Stop & Shop proposed buildings is 232 feet – exceeding the height limit by nearly 55%. Two of the remaining three buildings are also higher, at 196 and 198 feet.)

■ **More open space/green space.** An increase in the amount of green space in the proposed development from one-acre to 1 ½ acres, and assurance that this green space will be publicly owned, not privately owned, so that it could not be developed in the future. A requirement that the developer commit to construct, maintain and financially support the green space. [Right now, the amount of green space in the form a "community green" proposed by Stop & Shop for this intensely developed area amounts to a size less than twice the size of the small Brighton Common next to the Veronica Smith Center on Chestnut Hill Ave. in Brighton].

■ **Major improvements in public transportation.** Major improvements in public transportation are needed in order to reduce traffic congestion to be generated at this site as well as worsening transit problems caused by the additional residents and use of the office space and retail areas in this project and nearby. These transportation

7/17/2019

City of Boston Mail - Fwd: [Brighton Allston Community Coalition] ● ALERT: Email needed by JULY 15 ON STOP & SHOP'S PROPOS...
improvements, especially to MBTA commuter rail and bus transportation serving Boston Landing, are the responsibility of the Commonwealth of Massachusetts, but public officials need to act now and push for better transportation to address the increased transportation needs of our area, including this site. The transportation is currently inadequate to service the proposed project.

Sincerely,

Raymond Raposa

2400 Beacon Street

Unit 512

Boston, MA 02467



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

Allston Yards

Amy Sicairos

To: michael.a.sinatra@boston.gov

Thu, Jul 18, 2019 at 11:03 PM

Dear Sir,

As a 35 year resident of Brighton who has brought up 4 children in this neighborhood, I have a few things to say about this project:

It is too big for the area.

There is not enough green space for the size (One acre? Who are you kidding?)

We need more affordable housing, not luxury condos.

We need more opportunities for ownership - my own children can't afford to live here (renting or owning).

Thank you,

Amy Sicairos

[5 Leamington Rd, Brighton, MA 02135](#)



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

Amanda Smart

amanda

Mon, Jul 1, 2019 at 3:32 PM

Reply-To: amanda <amanda@asmartboston.com>

To: michael.a.sinatra@boston.gov, brian.golden@boston.gov

Cc: william.brownsberger@masenate.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov

Dear Mr. Sinatra,

My name is Amanda Smart. I am a resident of Brighton, and I am running for a City Council seat in District 9 (Allston-Brighton). I have attended to a few of your meetings regarding the Allston Yards Development project. I actually get off the Commuter Rail at Boston Landing when I take the train to work in Westborough. I am in support of the modifications that BACC (Brighton-Allston Community Coalition) is asking of you.

1. To increase the number of affordable apartments that you will have. To make sure that people who already live here, are able to afford to live in this development.
2. An increase in the number of deed-restricted condominium units.
3. Reduction in the height of the building.
4. An increase of green space.
5. Improvements in public-transportation that will reduce traffic congestion.

I hope that you are able to follow through with these, so that we can keep Allston-Brighton as beautiful, family oriented, and convenient as possible.

Thanks so much,

Amanda Smart
Asmartboston.com



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

Oppositor to the Proposed Allston Yards

Karen Smith

Mon, Jun 24, 2019 at 5:11 PM

To: Mark Ciommo <mark.ciommo@boston.gov>, Michelle Wu <michelle.wu@boston.gov>, Michael Flaherty <Michael.flaherty@boston.gov>, Althea Garrison <althea.garrison@boston.gov>, a.e.george@boston.gov
Cc: kevin.honan@mahouse.gov, Michael Moran <michael.moran@mahouse.gov>, "Brownsberger, William (SEN)" <william.brownsberger@masenate.gov>, michael.a.sinatra@boston.gov

Good afternoon all—

Most of you received my letter in opposition to the [Allston Yards](#) proposal . After watching the very informative [May 11, 2019 City Council hearing](#) on appointments to the Zoning Board of Appeals (ZBA,) I thought it worth sending again. Their statements on standards used, or not, by members of the ZBA and their approach to incorporating neighborhood priorities were timely.

I have great respect and gratitude for citizens that contribute their personal time to many city boards and commissions, such as the ZBA. However, they are not the only community members actively planning and committed to good development in neighborhoods across the City. I appreciate their commitment to site visits for certain projects, that is not a substitute for local expertise on development impact and opportunity in a neighborhood. The countless hours many citizens commit to preserving and improving their neighborhoods should be recognized and weigh very heavily in decisions about variances and project approvals, particularly when it is an official process such as the one that produced the [Guest St. Area Planning Study and Recommendations](#)

The proposed development for Allston Yards goes too far beyond the well thought out and balanced development standards proposed for this community. I hope you will be able to actively oppose the Allston Yards proposal as it currently stands, and insist on a plan that is aligned with the larger community vision.

Thank you for your consideration.

Karen Smith
[70 Athol St, Allston](#)

Begin forwarded message:

From: Karen Smith

Subject: Allston Yards Comments

Date: June 10, 2019 at 4:43:55 PM EDT

To: michael.a.sinatra@boston.gov

Cc: Mark Ciommo <mark.ciommo@boston.gov>, Michelle Wu <michelle.wu@boston.gov>, Michael Flaherty <Michael.flaherty@boston.gov>, Althea Garrison <althea.garrison@boston.gov>, a.e.george@boston.gov

Dear Mr Sinatra,

I am one of many neighbors in Allston Brighton who **oppose** this massive proposal for quite a few reasons. Please note that I support the reasons outlined by Kevin Carragee in the recent BACC letter.

I would also like to reiterate the fact that the Guest Street Corridor Study provides ample feedback from this community on the terms of acceptable development. Many neighbors put in countless hours, and now this study appears to largely ignored by developers based on the proposals we are seeing with some regularity. Of concern, there is absolutely no indication that BPDA is advising them that they have little chance of variances that go beyond the recommendations in that study.

In sum, please note that

- I see no compelling reason to allow the proposed height and density in excess of the Guest Street Study.
- The proposed green space is entirely insufficient in proportion to the size of the parcels in consideration.
- The mix of housing types, the lack of home ownership and the shortage of affordable units are unacceptable. This is an opportunity to contribute to real improvements in the Allston Brighton housing market, not just an increase in the number of units.
- The transportation approach for this project is unrealistic at best. Until the transportation options and capacity in Allston Brighton are enhanced and expanded to meet the demand of all currently approved projects, no further pressure on the transportation can be incurred. Yes, I do mean no further project approvals until transportation is seriously and measurably addressed.

Thank you for your consideration.
Karen Smith



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

Dear Mr. Sinatra, re Stop & Shop project (Allston Yards)

JOHN SPRITZLER

To: michael.a.sinatra@boston.gov

Mon, Jun 24, 2019 at 11:26 AM

Mr. Sinatra,

The housing should ALL be affordable in the Stop & Shop project; the only argument against this, given the terrible gentrification that is going on in Allston-Brighton, is GREED. And everybody knows it.

How long do you think people are going to tolerate the greediest people being in control? Not forever, that's for sure.

John Spritzler

114 Strathmore Rd. #101

Brighton, MA 02135



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

Stop and shop

Joseph Sullivan

Tue, Jul 16, 2019 at 2:25 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

The project is too big too dense too expensive the terrible toos

Sent from my iPhone



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

Stop n Shop Development

Loretta Talios

To: michael.a.sinatra@boston.gov

Tue, Jun 25, 2019 at 10:36 AM

Dear Mr. Sinatra:

I am writing to you to oppose the Stop & Shop development as it is currently proposed. I have lived in Brighton for 38 years and raised my family here.

I strongly advocate for many changes in the project so that it better serves the needs of Allston-Brighton residents.

These changes include: a reduction in the density of the project; an increase in the number of affordable housing units so that they represent 20 percent of the residential units; a significant increase in the number of deed-restricted condominium units to make sure that they are owner-occupied; and an expansion in the amount of green space that is being proposed.

I am particularly concerned that younger adults, including my children, will never be able to afford to live in Allston-Brighton, either to rent or more importantly to own and be able to raise their own families here, given rapidly escalating rents and home prices. This makes it particularly important to increase the percentage of affordable units in the Stop and Shop project.

Sincerely,

Loretta Talios
[33 Falkland Street](#)
[Brighton MA 02135](#)

33 Brainerd Road, #208
Allston, MA 02134
July 15, 2019

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

RE: Allston Yards Project (Stop & Shop) at 60 Everett Street, Allston

Dear Mr. Sinatra:

Thank you to you and to the BPDA for your ongoing efforts to include input from the community regarding the development of the Stop and Shop property on Everett St. in Allston. I join with other members of the Brighton Allston Community Coalition (BACC) as well as several of our elected officials in asking for some significant modifications to the current proposal:

Decreased Height/Density Decrease the project's density, including the height of the proposed buildings.

More Homeownership Opportunities with Deed Restrictions Increase the number of condominiums available for homeownership. Most of these condominium units should have a deed restriction to ensure that they remain owner occupied.

Increased Open, Green Space Require that a minimum of 1 ½ acres of green space be included as part of the project. This green space should be publicly owned to prevent the possibility of future development.

More Affordable Units Increase the number of affordable rental and condo units to 20%.

Improved Transportation Make significant improvements in public transportation in an effort to reduce traffic congestion produced by this and other nearby developments.

It is my hope that the developer will continue to work with the city, the BPDA, and the residents of Allston-Brighton to produce an improved project that will better meet the needs of the community.

Sincerely,
Gloria Tatarian
Allston Resident and Home Owner



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

Allston Stop and Shop

Mary Ann Urban

Tue, Jul 16, 2019 at 4:13 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, Mark.Ciommo@boston.gov

There are just so many things wrong with the project which I assume you already know from the emails you have received.

My complaint is the minuscule amount of green space being allowed for a project this size. We are losing more and more green space in Allston/Brighton with each new project.

Please have some concern about the environment and mandate more open space that is maintained by the developers.

Thank you,

Mary Ann Urban
75 Oakland St
Brighton, MA 02135



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

Allston Yards

Deborah Valianti

To: michael.a.sinatra@boston.gov

Sun, Jul 14, 2019 at 11:06 PM

Dear Mr. Sinatra:

I am very much opposed to the Allston Yards proposal as it now stands. I am especially concerned with the height of the buildings, some of which exceed the limitations on the site's development by many stories, and the density of units, which will put added congestion on our already overburdened intersections. Also the loss of several retail outlets, which I, as a disabled member of the community rely on, would be another severe blow to us. I have lived in Brighton for 33 years and would like to stay here but the pace of new, "high-end" developments is making that extremely difficult, as my children cannot afford to buy anything in the neighborhood they grew up in, so have ended up moving to the suburbs. This is a serious problem for our older residents, as we can no longer count on our families to be near at hand.

Please take our concerns seriously before moving forward with this project.

yours truly,
Deborah Valianti
Brighton, MA



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

Allston Yards proposal in current form--not a good idea for Allston or surrounding area

L. Wallins

Sun, Jul 14, 2019 at 6:59 PM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

The proposed Allston Yards project is too big, too tall, doesn't include opportunities for home ownership (which should be a high priority for stable neighborhoods!), and does not include enough green space.

There have been numerous projects initiated in Brighton and Allston. Few of them include enough affordable housing or the opportunity for home ownership.

Unrestricted development, with poor planning concerning the consequences, should be stopped! There has been a huge increase in building that may benefit those who profit from their projects, but the emphasis should be on benefits for those who will be affected by development.

Paul and Laura Wallins
[271 Summit Avenue](#)
[Brookline, MA 02446](#)

We live on the border of Brookline and Brighton. The Post Office insists on a Brookline address, but we pay our property taxes to Boston.



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

Stop and Shop Project

Dieter Weslowski

Tue, Jul 16, 2019 at 7:50 PM

To: Mayor@boston.gov, conor.newman@boston.gov, william.brownsberger@masenate.gov, mark.ciommo@boston.gov, michelle.wu@boston.gov, michael.a.sinatra@boston.gov

I am opposed to the Stop & Shop building project for the following reasons: insufficient affordable housing, meager green space, unimaginative design that does not foster the use of green spaces on the buildings themselves for hanging gardens.

Dieter Weslowski
Brighton, MA 02135



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

Allston Yards

Wetterstrom, Wilma E

Mon, Jul 15, 2019 at 4:52 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>
Cc: "Mayor@boston.gov" <Mayor@boston.gov>, "conor.newman@boston.gov" <conor.newman@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, Mark Ciommo <mark.ciommo@boston.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, "Sal.DiDomenico@masenate.gov" <Sal.DiDomenico@masenate.gov>, "william.brownsberger@masenate.gov" <william.brownsberger@masenate.gov>, "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "a.e.george@boston.gov" <a.e.george@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "althea.garrison@boston.gov" <althea.garrison@boston.gov>

Dear Mr. Sinatra,

I vehemently oppose this project in its present form and urge the BPDA to reject it for the following reasons:

1) The project is far too massive and too tall. The buildings should conform to the height restrictions set in the Guest Street Corridor Study. One of the proposed buildings is an appalling 232 feet high, nearly 55% taller than the height limit in the study.

2) Green space is sorely lacking. The one acre in the Allston Yards proposal is minuscule compared with the bulk of this development. These massive, densely packed buildings with a meager suggestion of green space will offer a poor quality of life to the residents, particularly since this area does not have adequate public parks for the current population, as pointed out by the Boston Parks Department.

Also, the lack of open space with plantings is particularly troubling given global warming. Large buildings are a significant source of carbon dioxide, a major cause of global warming. The buildings, depending on the exterior finishes, are likely to be a great heat sink, making the immediate area that much hotter. The BPDA must require the developer to leave more open space, both in a court and between buildings, and plant those areas with trees, which clean the air, generate oxygen, and sequester carbon. Indeed, trees are considered to be one of the best and most important means of removing CO2 from the air and keeping it locked up. In addition, a tree's canopy shades the ground and keeps ground temperatures as much as 10° cooler in hot weather. The courtyard space must be deeded to the city to assure that it is not developed in the future. Allston Yards, however, should be responsible for maintenance.

3) The project offers far too little affordable housing. Far more could be incorporated in this project if it were designed with the green engineering practices. Just look at a project in Queens, NY, using green engineering practices: a seven-story 100-unit affordable rental apartment building. The rents range from \$635 per month for a studio to \$1,597 for a three-bedroom, in NY! (This comes from the New York Times: <https://www.nytimes.com/2019/07/12/realestate/counting-down-to-a-green-new-york.html?searchResultPosition=1>). Why can't such buildings be constructed in Boston?

4) The project offers no opportunity for home ownership. With only rentals, the buildings will see frequent turn-over of tenants. But Allston-Brighton has no shortage of renters. It needs more owner occupants, people who plant their roots in the community, are committed to the community, care about its future and quality of life. Residents who use Allston-Brighton as a temporary stop on their way elsewhere do little to create community. Allston-Brighton has been rapidly losing home owners as housing prices have shot up. Much of the old housing stock has become all rentals because investors are buying two-family homes and turning the apartments into four- and five-bedroom units that only roommate groups can afford (at \$1000 a head or more). And new construction is nearly all rental apartment buildings, also at very high prices. Allston Yards must include condos. And these must be owner-occupied, a condition enforced by a deed restriction. Without such a restriction, condos could well be bought up by investors who rent out the units.

5) The residents of the proposed development will overburden the already overburdened public transit system and roads. The buses in this area are already full to capacity during rush hour. The roads are clogged and at a near standstill during rush hour, which now seems to extend through much of the day. The developer must commit funds to improving our transit system and our roadways.

6) The owner of Stop and Shop is a foreign corporation, the Dutch retailer Ahold. Why is the city allowing a company 3,500 miles from Boston to plan Allston-Brighton's future? Why is the BPDA not taking the lead in planning for the city, with input from other city agencies and the residents? Why is the city allowing a company in the Netherlands to dictate the look, feel, environmental impact, shape, and quality of life in this corner of Allston-Brighton? Please, let's see the BDPA and the city take action and, working with residents, develop a master plan, rather than waiting for developers to reshape

7/16/2019

City of Boston Mail - Allston Yards

our city. We are the ones who will endure the effects of the Allston Yards project, as well as the other rental buildings cropping up throughout this area, for decades to come.

Please reject the Allston Yards project.

Sincerely yours,

Wilma Wetterstrom
[9 Glenley Ter](#)
[Brighton](#)



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

Allston Yards project

Linda Wolfson

Thu, Jul 11, 2019 at 11:11 AM

To: michael.a.sinatra@boston.gov

Cc: Mayor@boston.gov, conor.newman@boston.gov, brian.golden@boston.gov, mark.ciommo@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, Sal.DiDomenico@masenate.gov, william.brownsberger@masenate.gov, michael.f.flaherty@boston.gov, a.e.george@boston.gov, michelle.wu@boston.gov, althea.garrison@boston.gov

Dear City and State Decision-Makers:

I am writing to voice concerns regarding the **Allston Yards** project as it is currently being proposed. I have lived in Brighton since 1979 and am fortunate enough to own a home in Oak Square since 1994. I have always valued the diversity of Allston-Brighton and fear that the trend in development of high-end housing will force out all but the affluent and forever change the character of our neighborhoods. I am not opposed to development but feel that the City of Boston is allowing too much development with the short-term goal of revenue for the City without enough long-term vision of consequences. The implications for diversity, affordable housing, traffic, noise pollution and the environment should get equal attention to the need for revenue.

My specific concerns are as follows: The percentage of Affordable units proposed at Allston Yards is too low. There should be 20% affordable units available or we are just basically selling our neighborhood to the developers. There may be a short-term profit but the long term loss of diversity and character (and fairness!) is not what we want or need.

We also do not need high-rise buildings changing the sightlines of the area. I believe that 10 stories are more than adequate and the buildings should not exceed that height.

There should also be more opportunities for home-ownership. Renters do not have the same investment in a community as homeowners (I've been both). I would also like to see regulation insuring a high percentage of owner-occupied units. Otherwise, the units are still occupied by renters. The current rents for recently constructed buildings in this area are staggeringly high and only the highly affluent can afford them. Owners who occupy their homes are inherently more invested in the concerns of an area.

The amount of open/green space should be increased from an acre to an acre and a half. Human beings need green space and so does our environment.

And finally, there needs to be major additions to the Public Transportation options serving this area. What currently exists is highly inadequate now and will be ridiculously inadequate with additional development. Also, the impact on local traffic will be staggering. Guest Street and Everett Street are local streets which were not designed to handle this volume of cars. Traffic is already an issue and will become a nightmare with additional development.

While I know that city officials have to think about revenue and about the future of our city, I urge you to also step back and realize that you may be changing the quality of life and character of our neighborhoods irreparably. I always enjoy seeing the murals at Logan airport that tout the unique character of our neighborhoods and feel proud that I live in Allston-Brighton. Don't sell our neighborhoods to the highest bidder. Build in some safeguards now while you can.

Thank you.

Sincerely,

Linda Wolfson

INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL & REINFORCING IRON WORKS

MASSACHUSETTS • MAINE

Local 7

A.F.L. - C.I.O.

NEW HAMPSHIRE • VERMONT

DIRECT ALL CORRESPONDENCE TO:

195 COLONY AVENUE • P.O. BOX 7 • SOUTH BOSTON, MASSACHUSETTS 02127 • 617-268-4777 • FAX 617-268-7878

June 12, 2019

BUSINESS MANAGER
SHAWN NEHILEY

Michael.A.Sinatra@boston.gov

PRESIDENT
MICHAEL DOUCETTE

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

FINANCIAL
SECRETARY-TREASURER
WILLIAM P. HURLEY

Dear Mr. Sinatra,

BUSINESS AGENTS
MICHAEL HESS
VINCENT COYLE, JR.
KEVIN COLLINS

As a Resident, I write in support of the Allston Yards Project.

BUSINESS AGENT
INDUSTRY ANALYST
WALTER BELMONTE, JR.
STEPHEN WILLIAMS
DANIEL MORGANELLI
FIORE GRASSETTI
MICHAEL SMITH
GRANT PROVOST

Through the public process, the project has undergone several changes to better align with the community's vision for the site. This project offers a unique opportunity to transform the site from a suburban grocery and retail site with a large parking lot, to an active mixed-used development including housing, office, retail, public open space, and a new grocery store. The project is consistent with the Guest Street Planning Guidelines and will enhance the neighborhood as a whole.

Key improvements and benefits from the Project include:

- Open Space: The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- Grocery: A brand new Stop & Shop will be provided.
- Housing: The Project will create much needed housing, including 110 homeownership units.
- Affordable Housing: The Project will create much needed affordable rental and ownership housing.
- Public Realm Fund: The Project will create \$4,000,000 community fund for Allston-Brighton.
- Jobs: The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- Tax Revenue: The Project will bring substantial net new tax revenue for the City and community.

For the reasons stated above, I support the Allston Yards Project

Sincerely,

Name *Stuart Souza*
Address *1160 Comm Ave*
apt B
Allston MA 02134

INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL & REINFORCING IRON WORKS

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NEW HAMPSHIRE • VERMONT

DIRECT ALL CORRESPONDENCE TO:

195 COLONY AVENUE • P.O. BOX 7 • SOUTH BOSTON, MASSACHUSETTS 02127 • 617-268-4777 • FAX 617-268-7878

June 12, 2019

BUSINESS MANAGER
SHAWN NEHILEY

Michael.A.Sinatra@boston.gov

PRESIDENT
MICHAEL DOUCETTE

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

FINANCIAL
SECRETARY-TREASURER
WILLIAM P. HURLEY

Dear Mr. Sinatra,

BUSINESS AGENTS
MICHAEL HESS
VINCENT COYLE, JR.
KEVIN COLLINS

As a Resident, I write in support of the Allston Yards Project.

BUSINESS AGENT
INDUSTRY ANALYST
WALTER BELMONTE, JR.
STEPHEN WILLIAMS
DANIEL MORGANELLI
FIORE GRASSETTI
MICHAEL SMITH
GRANT PROVOST

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Key improvements and benefits from the Project include:

- **Open Space:** The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- **Grocery:** A brand new Stop & Shop will be provided.
- **Housing:** The Project will create much needed housing, including 110 homeownership units.
- **Affordable Housing:** The Project will create much needed affordable rental and ownership housing.
- **Public Realm Fund:** The Project will create \$4,000,000 community fund for Allston-Brighton.
- **Jobs:** The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- **Tax Revenue:** The Project will bring substantial net new tax revenue for the City and community.

For the reasons stated above, I support the Allston Yards Project

Sincerely,

Name
Address

Boucha Chbarani
14 Durland St.
Brighton MA
02135

INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL & REINFORCING IRON WORKS

MASSACHUSETTS • MAINE

Local 7

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Name

Address

Mike Hogstrom
51 Gerrish St
Brighton MA

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Yante Ante
116 Sparhawk St
got 1
Brighton MA
02135

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Sincerely,


Name Celina Descoteaux
Address 47 Brackett St. Apt 1
Brighton, Ma
02135

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Sincerely,

Name
Address

Alexandria Gibbons
147 Foster St Brighton, MA

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Sincerely,

Name *Nicholas Sacharuk*
Address *81 Franklin St, Allston MA 02134*

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Sincerely,

Patrick Corrigan

Name

Address *12 Priscilla Rd Brighton MA 02135*

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Sincerely,

Name

Address

Jennifer Espinosa
6 Gould St
#B
Brighton Ma
02135

MetroBTC

Building & Construction Trades Council of the Metropolitan District

Mark C. Fortune
President

Brian H. Doherty
General Agent & Secretary Treasurer

William D. McLaughlin
Vice President

June 11, 2019

Michael.A.Sinatra@boston.gov

Michael Sinatra, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Sinatra,

On behalf of the Building and Construction Trades Council of the Metropolitan District (MetroBTC), we write in support of the Allston Yards project.

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Key improvements and benefits from the Project include:

- **Transportation:** The first phase of the project contains \$20,000,000 of infrastructure and transportation improvements including the creation of a new, complete street grid providing enhanced multimodal transportation benefits for the community.
- **Open Space:** The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- **Cyclist improvements:** New protected bike lanes will be created along Guest Street and striped bike lanes in other locations. Intersections will be improved for cyclists and pedestrians throughout and adjacent to the site.
- **Grocery:** A brand new Stop & Shop will be provided.
- **Height Reduction:** Buildings North of Guest have a variety of heights and better align with the rest of the Guest Street corridor, including stepping back from the neighborhood across Everett Street. Building heights South of Guest have been reduced to between 43 and 85 feet.

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- Jobs: The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- Linkage: The Project will make Housing and Jobs linkage payments totaling approximately \$4,200,000.
- Tax Revenue: The Project will bring substantial net new tax revenue for the City and community.
-

For the reasons stated above, we support the Allston Yards Project.

Appreciatively,

A handwritten signature in blue ink, appearing to read 'Brian Doherty', with a long horizontal flourish extending to the right.

Brian Doherty

April 19, 2019

Michael A. Sinatra
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, Boston, MA 02201

Dear Mr. Sinatra,

I first want to thank the Allston Yards development team and the BPDA for conducting the public process around the Allston Yards development. There has been a lot of great improvements to the development over the past year, including more green space which I highly appreciate. I also appreciate the inclusion of the proposed walkways and the specific rideshare drop-off zones.

That being said, I cannot further lend my support to the Allston Yards project until the developers have intentionally and thoughtfully addressed the following concerns.

- **Increase the number of proposed housing.**

I am highly disappointed to find that the developers have actually decreased the number of housing that will be built, and increased office and parking spaces. This is egregious considering, as you know, that Allston-Brighton has an extreme housing shortage, particularly around affordable housing. Boston Landing is an excellent location that can accommodate more density of housing and it would be remiss of the developers to heed the voices of small but vocal groups of homeowners who do not want to see increased density in Boston Landing while the majority of Allston-Brighton residents welcome the opportunity to have more housing options.

- **Engage the community more during the development process.**

I am concerned by the fact that the developers have done little outreach to Allston-Brighton residents beyond those who attend the IAG and BAIA. People who attend the IAG and BAIA represent only a small subset of the larger Allston-Brighton community. The responses developers receive by just listening to this small subset may be biased or skewed towards one particular perspective. To gain a more accurate understanding of the community's need, the developers **must** make an intentional effort to engage more community groups and members. The developers should consider reaching out to groups such as the Allston Civic Association, Artist Impact, the Allston-Brighton CDC, the Allston Board of Trade (given the increased commercial

space), and local environmental groups.

- **Provide more affordable housing for rentals and homeownership.**

As I have mentioned earlier, and as you know, Allston-Brighton - like Boston itself - has an extreme affordable housing shortage. What's more, developments in the past decade have done little to address this affordability crisis. While there have been several developments in Allston-Brighton, at least 90 percent of these new housing units are positioned at "luxury" and "upper-middle income" price points, with only the minimum required 13 percent of units set aside as affordable.

The median income in Allston is approximately \$47,000 a year and \$62,000 a year in Brighton. This means that the vast majority of residents in Allston-Brighton - including renters who have grown up in the neighborhood or have lived here for decades - cannot afford these luxury apartments should they find themselves in need of a new home. I implore the developer to use the increase in IDP units to offer a tiered mix of affordable and workforce housing at a varied level of AMI from 30 percent to 120 percent of AMI. Almost one-third (31 percent) of Allston residents and 20 percent of Brighton residents live under the poverty line. You must acknowledge this in your development before further exacerbating the affordability crisis.

If developers make no effort to increase affordability in this project, then I vehemently oppose this project and will organize my neighbors to block the progress of this development until these concerns are adequately addressed.

Similar to the growing affordable housing shortage with rental housing, Allston-Brighton is experiencing dwindling opportunities for homeownership. As of the reports the BPDA sent out in early 2019, Allston has a 10 percent homeownership rate and Brighton has a 24 percent rate. In order to receive my support as a neighbor, a majority percentage of the condos in this project will need to have owner-occupant deed restrictions tied to them, not just the ones set aside as affordable by the BPDA. Additionally, I would like to see a percentage of these condos be affordable at a rate of 20 percent and a range of AMIs, similar to the above proposal around rental affordability. A condo without a deed restriction is simply a rental by another name. I would also like to see restrictions within the condo documents limiting investors' ability to rent non-owner-occupied units as short-term rentals. This further destabilizes the neighborhood and adds to the housing shortage. Studies show that short-term rentals such as the ones AirBnb offers lead to higher rents in the surrounding area. These investments opportunities would hurt the entire rental market in Allston-Brighton and counter any positive community benefits the developers may propose.

- **Include fully protected bike lanes.**

I encourage the developers to continue to include fully protected bike lanes in any further iterations of their plan.

- **Ensure all public realm and green spaces are publicly accessible and ADA compliant.**

I urge the developers to continue to make all public realm and green space in this project completely publicly accessible and ADA compliant.

- **Decrease the amount of space designated for parking.**

It makes no sense for the developers to design so many parking spaces when Boston Landing is, and will become more of, a transit hub. They have already proposed to improve the 64 bus on site, and I urge them to focus on improving the public transportation service that runs near this project even more.

- **Include local artists in the building design process.**

It would be remiss to ignore the fact that this development is in the heart of one of the most creative and artistic neighborhoods in Boston. I therefore encourage the developers to include opportunities to work with local artists. The artists can build murals and other artistic elements that beautify the developers' current designs, which currently pay little to no respect to the amazing artistic history of Allston-Brighton. Potential groups to reach out to include the Allston Artist Impact advocacy group, Allston Village Main Streets, Brighton Main Streets, and Unbound Visual Arts.

The developers have the opportunity to really shape the future of Allston-Brighton. What they will do with this development will impact current and future residents of Allston-Brighton for decades to come, for good or for bad. Please do not take this responsibility lightly. For the sake of the future of the neighborhood, I urge them to stand on the right side of history and engage in more of an intentional, inclusive and thoughtful development process.

I would be more than happy to chat should you or the developers have further questions or comments.

Your neighbor,

Yuqi Wang

14 Portsmouth Street
Boston, MA 02135

Date	First Name	Last Name	Organization	Opinion	Comments
6/10/2019	Lee	Nave		Oppose	The project needs to be 20% affordable. Anything less with so many units doesn't help the community. Also every condo needs to be deed restricted. Otherwise it may as well be one giant rental space.
6/10/2019	Laura	Bethard		Oppose	The project as proposed lacks sufficient affordable and workforce housing options. Too few of the units are reasonable accommodations for families. In order for Allston Brighton to be a sustainable community we need to serve people beyond their early career "young urban professional" phase, and slow the post-baby flight to the suburbs many young couples face when they start looking to expand their families. To a similar end, I think we need some sort of deed-restrictions to ensure that these condos are owner-occupied and not more of Allston Brighton's plentiful absentee landlord or AirBnB properties.
6/10/2019	Lisa	Hirsh	BACC	Oppose	I am opposed to the planned development of Allston Yards as it current stands for the following reasons: 1. There are insufficient units of affordable housing 2. Most of units are either one-bedroom or studio; not enough for families 3. There are insufficient number of parking places for both Stop & Shop and residences. 4. There does not appear to be adequate transportation planned for this new commercial area especially linking cars and busses to the T. 5. There is a minimum of green space and the small piece that is planned is partially shaded by the adjacent tall building. 6. The scale of proposed building development is not in keeping with the character of the neighborhood.
6/10/2019	Deborah	Reiff	BACC	Oppose	I strongly oppose this project because: While community was told it would be 895 units, Stop & Shop says it could be as much as 1230. That extra 300 apartments means too much uncertainty for decision-making as well as too much lee way for even higher density. S&S refuses to commit to 20% affordability, which the community has asked for. It refuses to commit to provide home-ownership opportunities by making more than 12% of the units condos, which the community has asked for. It refuses to agree to protect the community from ever higher investor-owned housing through deed restrictions, which the community has asked for. It refuses to commit to more green space to balance the emissions of several hundred thousand cubic feet of building and parking for 1,400 cars, which the community has asked for. The BPDA traffic studies did not include the next door 5,000 seat Track at New Balance with 25,000 sq. ft. of retail space. Ignoring this renders the traffic studies moot, if not misleading. It is also misleading to sell this as transit-oriented development since no T or bus routes are near it and the much ballyhooed commuter rail train often is too full to even stop at the station. Most of all, community members are almost unanimous in rejecting this project in its current state. Approving it will hurt both Allston and the reputation of the BPDA.
6/7/2019	Bruce	Kline	BAIA	Oppose	Objections of our community have been made at public meetings and have been consistent - the city and the developers need to pay attention and respond , not just pay lip service to our concerns.

6/6/2019	Diane	Redmond	BACC	Oppose	This development is too large for this site. The largest problem is the impact in traffic to the neighborhoods. It is already difficult to travel on North Beacon, Market and Everett St. Many mornings we have to wait up to 10 minutes to pull out of our street. WGBH has traffic staff who stop traffic for individuals to cross the street or come out of the parking garage. This impacts traffic on Market St. There is currently no parking for train station which means that people have to be driven and dropped off there. The idea that extending New Braintree St. without an egress at the train station will make for a traffic nightmare. Traffic entering and exiting Everett St. will be a colossal mess. Having the delivery trucks pass between the grocery store and the "open space" is an accident waiting to happen. Placing Stop and Shop on the second floor with limited on street parking does nothing to entice neighbors to visit the store. Having to park underground, grab a shopping cart and ride an elevator to the second floor discourages individuals with challenges and families with infants and toddlers from shopping there. The open space does not appear to be adequate for that size development. With the odd boundaries of the open space sight, there will not really be areas for playgrounds for children. The cost of the units make it unaffordable to families of Brighton. There is no proviso that the condos have to be owner occupied. With all of the recent construction in this area (Western Ave and Market, Market St across from CVS and 3 potential more sites in this area (Stuart Glass, Lincoln St @ Market and the Meineke Property) I don't know how the area can sustain another influx of 900+ residents. The buses and trains are already overloaded. Thank you for providing an opportunity to express my opinions. However, in the long run, the city will build this project anyway despite local neighbors concerns.
6/4/2019	Diane	Kline		Oppose	The Allston Yards development remains too dense, and I believe the number of units should be further decreased. The Guest Street Plan limits building height to 13 stories. This project proposes 22, 18 and 15 stories for Buildings B, C and D. I do not believe this project should be allowed variances that exceed the Guest Street Plan guidelines. The number of affordable units in any project this large should be 20% or greater. Units beginning at 50% AMI would provide an opportunity for lower income residents to be included. This development currently proposes 110 home ownership units. I believe that number is far too low and either Building C or D should be designated as condos only, with 75% of them deed restricted so our neighborhood is not faced with even more absentee landlords. I cannot approve this project as it is currently presented.
6/3/2019	Kathryn	Phillipson	N/A	Oppose	We already are overcrowded. There needs to be improved public transportation as streets have apresado increased in congestion. MORE green space is requested. MORE affordable housing as long term residents can't afford to stay.

6/1/2019	Ian	Fox		Oppose	<p>Dear Council I write to you, regrettfully, not as a current but a former neighbor. I love Allston. I've worked on Western Ave for years, I lived on Holman St, and I spend much of my free time in Brighton. It's a neighborhood that I cherish. So when I looked to move from Holman Street last year I was certain I would stay in the neighborhood. I toured nearly two dozen houses, group houses, and apartments but found none that were reasonable living situations or reasonably priced. Unfortunately I had to look elsewhere and now live in Somerville. (Yes that's right; in order to find something CHEAPER I had to move to Somerville.) I would have loved to stay in Allston and I tried hard to. And that's me, a 27 year old white, college educated/student-loan-paying man with a desk job that, I am fortunate to say, pays squarely in the ballpark of Allston's median income of \$47k. If I can't make it work, how might other folks who are similarly being priced out from "up-and-coming" areas like Lower Allston, etc? Or folks with service jobs? Or senior citizens? Or growing families? Or artists (a population that has helped Allston/Brighton's vibrant community thrive), who can't find housing within reason, let alone studio space? Or, maybe more notably, the huge working class population who built Allston/Brighton and called it their home for decades? In principle I am not opposed to Allston Yards; in fact, if done properly, I believe it could help bolster Allston as a bustling area that attracts people to the neighborhood and encourages them to stay in the neighborhood. I'm also unopposed to attracting a wide swath of new Allston-ites, including those who make a bunch of money. I appreciate the new green space, the new retail opportunities, and the inclusion of 110 homeownership residences (a number that I would certainly welcome to grow) that the current Allston Yards plan proposes. But I am very discouraged to see such little emphasis on making it affordable for the community. I'm disappointed in the lack of specificity and commitment to making affordable units, beyond "a range." And, respectfully, I'm struck that affordability is presented as such an afterthought when one explicit goal of the project is "planning that is respectful to neighbors and abutters." I won't pretend to know the financial structure of Allston Yards but, based on my lived experience and my hopes for the community I hope to return to, I encourage the developers to commit to well exceeding the 13% minimum affordable units. Thank you for your kind attention -- I look forward to the ongoing conversation with the developers, BPDA, and the neighbors of Allston/Brighton. Sincerely yours, Ian Fox</p>
5/31/2019	Austin	Grimes		Oppose	<p>After attending the public meetings on this project I am strongly opposed. The mayor needs to pay attention to what is happening as this will be part of his legacy. It is clear that the motivation for making the project so large is not to meet the needs of housing demand but to maximize profits. The idea that some percentage of condo units is going to translate to owner occupancy is a joke, this neighborhood is already teeming with investors and absentee landlords/owners. Public transit is already overburdened and the additional density here will make the area more un-livable The paltry amount of green space included in the design makes sense if the object is to find the bare minimum amount of space to dedicate and then something like "trust us, we won't develop it later" was said at the meeting. Also, "trust us, we will endeavor to complete the new Braintree Street" which is planned as a dead end. Where are you Mayor Walsh?</p>
5/31/2019	DAVID	DFAULT	Studio 52	Oppose	<p>I am against any sort of luxury condos pricing people out and destroying artistic communities. This would result in the death of the space I practice at across the street (Studio 52), by building ugly housing for rich people. We need more triple deckers and less luxury condos!</p>

5/30/2019	Nick	Block		Oppose	<p>I went to the Allston Yards AIG meeting last night, and from all the proposals made, I am most in favor of deed restrictions on owner-occupied units. I have been renting a 3-bedroom unit for three years in Brighton and am moving in two weeks into another 3-bedroom apartment to rent on Market St. I have been looking for a condo/house to buy, but the market is hard here with all the investors. Owner occupancy should be a priority in Allston-Brighton. Deed restrictions seem like a reasonable request. I am in favor of the buildings adhering to the Guest St. study that said the area should not develop buildings higher than 13 floors. Lastly, I am also in favor of the proposed green space being given to the city as a show of good faith. I am not opposed to the project on the whole. I just heard last night that the community wants to be listened to, and the above three suggestions that I made would quell a lot of the neighborhood's frustration.</p>
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5/29/2019	John	Quatrale	Unbound Visual Arts	Support	<p>5-29-19 Dear Mr. Sinatra, Unbound Visual Arts, the only 501(c)(3) community-based visual arts non-profit organization in Allston-Brighton, has reviewed the latest filings and continues to believe that the Allston Yards project should include an Allston-Brighton Art Center for the Visual and Performing Arts, which is extremely important for the future of Allston-Brighton. The lack of such bona fide space, that would be addressed in an art center, is a severe detriment to the cultural and civic growth of the neighborhood. We believe that local performing and visual art is a major contributor to the local economy and will enhance the livability for all the residents for Allston-Brighton. Such art centers have become the center of community life all across the State and the region and have proven to be economic and artistic stimuli for enriching all aspects of daily life. The intent is for the art center to be managed by one new or existing non-profit and supported by other non-profits in specific areas. We provided nearly 150 names in support for the Art Center that were collected in less than 2 weeks last year. The center would be for plays, musicals, art exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. The center could be incorporated into the development or included as a public benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. If the BPDA determines that the Art Center cannot be located at Allston Yards, the proposed "public realm fund" should be used to conduct a feasibility study to review 2-3 possible sites (land or buildings) in Allston-Brighton for an Art Center for Performing and Visual Arts and determine which sites are most feasible from a legal, design, financial, management, and programmatic perspective. Though we appreciate the developer's proposal to include "public art exhibits" on the community green, this should be in addition to the real need for indoor "public art" in secure and dedicated space and that the programming for both be managed by an experienced non-profit. The feasibility analysis for the Art Center should be conducted by an experienced firm selected via a "request for qualifications" process. The programmatic review should include the following: professional performance theater with audience seating, rehearsal spaces for music and theater, professional dedicated, designated, enclosed, secure and managed art exhibition galleries for local art, theater and music storage spaces, art making studios, classroom and meeting spaces, and office space. The art center would be intended for both children and adults and would be for plays, musicals, concerts, art exhibits and art-related classes and workshops all in one building or closely attached buildings. Unbound Visual Arts, incorporated in 2012, has over 200 members. It's Board of Directors has a wide array of planning, financial, design, real estate, and programmatic experiences on a number of physical public improvement projects. In addition, the Board of Directors knows the cultural and artistic needs of the Allston-Brighton community. Unbound Visual Arts (UVA), governed by a 15-person Board of Directors and Council of Advisors, enriches its communities with educational and inspiring exhibitions and programs for cultural enhancement. UVA's independently curated exhibitions are meaningful yet still provide a strong learning environment as well as providing opportunities for the local artists. The exhibitions may promote passion, purpose, issues, ideas and solutions, social change and justice, and memories. Unbound Visual Arts (UVA) has organizational memberships in the Americans for the Arts, New England Museum Association, Boston Preservation Alliance, and MASSCreative and has received competitive grants from the Boston Cultural Council the last four years. It also received two Massachusetts Cultural Council (MCC) Festival Grants and the Berkshire Bank Foundation to support its annual Mardi Gras & Carnival Celebration of the Arts and its Art Expo at the Prudential Center. It has also partnered with many local organizations including Brighton Main Streets, Allston Village Main Streets, and Allston Open Studios. Many thanks, John Quatrale Executive Director Unbound Visual Arts, Inc.</p>
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5/23/2019	Anna	Leslie	Allston Brighton Health Collaborative	Oppose	<p>The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests. Increased development in Allston and Brighton is straining the neighborhood's existing infrastructure and public transit opportunities. Meanwhile the neighborhood has unique and diverse transportation needs that include the highest percentage of cyclists per total vehicles of any neighborhood in the city, according to City of Boston 2017 counts; and two of the MBTA's 15 total key priority bus routes. Developers, including that of Allston Yards, are increasingly relying on the existing functionality of our transportation infrastructure without investing in its upkeep or growth; by building near public transit, developers can claim their housing is "transit-oriented" without contributing to its improvement. Developers are increasingly funding transportation mitigations that solely benefit their future residents or their immediate geographic area. Allston and Brighton do not exist in isolation and neither do transportation systems. The health and success of our neighborhoods depends on integrated and connected systems that provide safe, equitable, and accessible transportation to all people. This developer cannot claim transit oriented development unless it actively invests in current and future multi-model mobility improvements. We request that these transportation improvements be integrated into the project's Transportation Access Plan Agreement:</p> <ol style="list-style-type: none"> 1. Developer must adopt the City of Boston's Complete Streets guidelines for the development. Anything that is done on the street that does not follow these guidelines should apply for exemption from the City. 2. Developer must work with the MBTA to improve the public transportation network before entertaining the creation or funding of an independent shuttle service. Transit improvements include things such as bus lanes, bus shelters, signal replacement to allow for transit signal priority, etc. 3. Developer partner with Boston Bikes to assess the need of at least one additional Bluebikes bike-sharing station anywhere in Allston or Brighton. 4. For any additional developments occurring near the development that do not require an IAG (i.e. those falling under Small Project Review) , developer meet with those projects to assess their collective impact, needs, and mitigations. 5. Developer adopt parking maximums. 6. Within the parking maximum, developer contract with and provide space for car-sharing vehicles (e.g. Zipcar). 7. Within the parking maximum, developer contract with and provide space for Electric Vehicle rentals with charging stations on-site and additional charging stations for private vehicles. 8. Developer provide covered and secured spots and charging capabilities for bikes and micro-mobility devices (eg. e-scooters, e-bikes). 9. Developer provide discounts or free monthly MBTA passes and Bluebikes yearly passes to residents who do not use their parking spots. <p>Please let us know if you have any questions or concerns regarding these recommendations. We welcome the opportunity to speak with the developer. Anna Leslie, MPH Director Allston Brighton Health Collaborative Committee member organizations include: Allston Civic Association Allston Brighton CDC Charlesview Inc. MassBike Livable Streets Alliance --- The Allston Brighton Health Collaborative (ABHC) is a collaboration of organizations devoted to working together to promote and improve the health and wellbeing of the Boston neighborhoods of Allston and Brighton. We maintain broad goals and an inclusive strategy in order to: Understand neighborhood social determinants of health and their impacts Through ABHC members, engage with residents in dialogue and strategic planning around the assessment and response to unmet community needs Support the assessment of and response to unmet community health and wellness needs Support and promote the work of individual ABHC members and their constituents to reduce health disparities and increase healthy living.</p>
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5/13/2019	Megan	Markov		Oppose	In a perfect world, all major development in Allston/Brighton would stop until a master plan for the area was developed. Recognizing that the city has no plans to approach the neighborhood as a whole in a thoughtful way, I stand with the Brighton Allston Community Coalition in their pursuit of the following for this project: -- a reduction in the project's density by eliminating the large office building and by reducing building heights so that they correspond with the BPDA's Guest Street Corridor Study; -- a binding commitment from the developer that 20 percent of all residential units will be affordable. Allston-Brighton has an acute need for affordable housing. -- a binding commitment from the developer that 50 percent of the units will be condominiums, and that 80 percent of these units be deed-restricted, ensuring that they will be owner-occupied. These recommendations address Allston-Brighton's low owner-occupancy rates; -- a transfer in the ownership of the community green from the developer to the Boston Parks and Recreation Department. Public space should be publicly owned. This transfer in ownership will prevent future development of this green space; -- significant improvements in public transportation, including more frequent and reliable rail and bus service, to the site as well as major enhancements in biking infrastructure. These improvements, combined with reducing the project's density, will reduce traffic congestion related to the development. In addition, I would like to see the green space expanded even further, with a fair amount of tree planting to offset the great number of trees in the area that have been lost to construction.
5/8/2019	Samantha	Pajak		Oppose	Hi, I am submitting my opposition to the sheer number of proposed residences proposed for Allston Yards. I understand that the land will be re-developed and I've accepted that. I am both a condo owner in the Allston area and work in the New Balance complex next to this proposed project. While I understand the developers want to aim high with their ability to make profits by initially proposing 1,050 residential units which is now down to approx. 850 units, this is still far too many for the density of the area. On average if 850 units have an average occupancy of 2.5 people that is approx. 2,125 people who will add to the area. On average at least half of those people will have cars. Where will they park them? And an additional 500-600 cars driving through this area (estimating half of people with cars use them to get to work) in the morning/evening on top of what is already added with the Lantera (which isn't even at full occupancy) would just be too much for the area traffic and density wise. These small back streets and more main roads are already gridlocked at rush hours and often outside of rush hours. Simply put, I know the project will be approved, housing is needed, but the proposed 850 units is simply far too many for this area to handle. Please reduce the number of units for this project by at least a few hundred prior to approving. Thanks you for your time, Samantha Pajak Owner of an Allston Condo as well as a person who works in the immediate area of the proposed project.
5/5/2019	Zach	Jones		Oppose	While there are certainly some upsides to adding more housing to Allston, all of it is completely useless without a firm commitment to the housing being affordable. As currently planned, this is just going to make median incomes in Allston skyrocket, in turn raising rents everywhere, telling developers that Allston can be flipped for their own benefit, displacing the working class and student populations that have made Allston what it is today. No housing without affordable housing. Allston for all!
6/15/2018	Connie	Glore		Support	The Allston Yards project is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts.

6/15/2018	Karen	Smith		Oppose	<p>The proposed Allston Yards project greatly exceeds tolerable height and density standards for this area. The standards set with community input for the Guest street area must be incorporated. In addition, I am opposed to the limited amount of home ownership proposed for this development. We should have at least 30% home ownership, with deed restrictions, for new projects in order to mitigate the decline in home ownership in Allston Brighton. This proposal would accelerate a serious decline in home ownership and create additional barriers for building community. This proposal has not adequately address many important design features in addition to the basic problems with height and density. *Inadequate greenspace *inadequate walkability for the expected foot traffic related to businesses and residences. *inadequate plans for resident parking. The city should prohibit resident parking permits for residents of buildings that have received variances related to parking requirements *inadequate planning for the traffic related to deliveries and rideshare services for residents and business patrons *inadequate consideration of the impact of limited public transportation; the Boston Landing schedule is not the solution for all commutes and commuters The access to Allston Yards from Everett St is likely to be very problematic for even a portion of the projected traffic. Everett St is already a cut through between Allston Village and Soldiers' Field Road, and traffic back ups now occur regularly Monday- Friday. This is a serious issue for residents in the current Honan apartments who cross Everett at that end of the bridge regularly, and commuters on the bridge as the access the commuter rail. This added traffic is an issue for the streets already accommodating morning and afternoon traffic related to the opening and closing transportation for two local grammar schools: 1.The German International School on the corner of Everett and Holton, with traffic issue related to accessing the Everett St entrance to the school parking area 2. The Gardner Pilot Academy on the corner of Athol and Brentwood, accessed by Everett and Holton St. I am also concerned that this proposal does not reflect the added residential and business activity on North Beacon St, which has been approved or under review. These projects will have a compound effect on the ability to have a pedestrian friendly and safe area, and reasonable traffic patterns for cars and bicycles. Please do not approve this proposal, or any amended proposal for Allston Yards, that does not adequately address these concerns and provide a set of community benefits in addition to the mitigation, which are commensurate with the value to the developer. Thank you</p>
6/15/2018	John	Quatrala	Unbound Visual Arts	Support	<p>Dear Casey, Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, believes that the Allston Yards project include an Art Center for visual and performing arts. The center would be for plays, musicals, exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. We've collected 116 signatures (using a Google form) in the last 2 days and believe that if we had started earlier that we could have gotten 1,000 supporters. The center could be incorporated into the development or included as a community benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. I'll email you the list of the 116 supporters that signed this request. The wording of the petition is as follows: Sign to support an Allston-Brighton Arts Center at the new Allston Yards: The Allston Yards project, at the current Stop & Shop near Boston Landing, is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts. If you believe that the developer of this major real estate development should include the space for such an art center, please add your name below by JUNE 15! All names will be transmitted to the Boston Planning and Development Agency. The proposal includes 1,050 residential units and 300,000 GSF of Office use, 67,000 GSF of Grocery use, 50,000 GSF of Retail/Restaurant use, 0.5 acres Community Green, and up to 1,300 parking spaces. More at http://www.bostonplans.org/projects/development-projects/allston-yards Many thanks, John Quatrala</p>

6/15/2018	Tom	Jackson		Support	This is an extremely important feature and project for the people and for the reputation of the community
6/14/2018	Anne	Silber		Support	I strongly support including an ARTS CENTER at Allston Yards!!
6/13/2018	Nadia	Parsons	Inbound Visual Arts	Support	We need this in our community. I am a long time resident and artist.
6/4/2018	Steven	Bernstein	Self	Oppose	My concern is about infrastructure. There are limited roads to provide access to an area that has had no road additions for the most recent building.
6/1/2018	Jake	Dempsey	Homeowners Union of Allston-Brighton	Oppose	The size and scale of these projects are out of character for the rest of the neighborhood and are exacerbating already overloaded roadways and infrastructure. I welcome more opportunities for renting and buying in the neighborhood and also the retail options these projects bring, but I would rather that this development not come at the expense of the quality of life for the neighborhood. I live on the other side of the everett street corridor, just over the highway. For the past seven years I've driven over that bridge twice daily to take my kids to and from daycare, and over time the traffic has only gotten worse. Adding more than a thousand new units, not even factoring the new developments east of Everett street or on North Beacon, will only make that worse. Being a former industrial/commercial zone, this area is sorely lacking in greenspace. I would like to see more of it included in the plans.
5/30/2018	Donna	Mclsaac	Resident of Brighton	Oppose	Dear Ms. Hines: As a resident of Brighton, I strongly oppose the Allston Yards project as planned. Adding 1050 units (likely 2000 residents) to an already congested area in addition to the more than 20 other development projects within 1 mile of this proposed project that will bring approximately 1500 more units (likely 2500 residents) will make it impossible to travel Market St, North Beacon St and Western Av. Those numbers don't include the private developments that are too small to be on the radar of the BPDA as in my neighborhood where a developer wants to put 6 units/10 parking on 10,000 sq ft of land. The developers are trying to maximize their profit at the expense of the existing community. The Developer can still make a profit on their investment with a scaled-down project. The size of this project is not right for this location or for Allston/Brighton. Thank you. Donna Mclsaac
5/30/2018	Joel	Shaw		Oppose	How many more luxury apartments are you going to allow in Brighton?
5/30/2018	Deborah	Baye		Oppose	Opposed for some of this. 60 Everett Street, Allston 1) 0.5-acre community green is way too small for the amount of building going on in this area to combat the pollution that is created by the highway alone, not to mention the lack of trees highway side already. 2) 1,050 residential units seem excessive and a % should be low income, designated for artists and or handicapped 3) 300,000 GSF of office use also seems excessive 4) 1,300 parking spaces needs to be addressed- I am assuming in a building-or underground?
5/30/2018	Max	Rome		Oppose	This is a great location for dense transit-oriented housing. However with added density we need to be extra careful to make sure the developments enhance the neighborhood by providing housing for an income diverse group of long-term residents and making improvement to the public realm. Owner occupancy and Affordability: 50% of the housing should be condos and of those 70% should be deed restricted owner occupied. 20% of units should be designated affordable for an average family currently living in the Allston or Brighton. Height: The building should conform to the height guidelines of the recent guest street study. Public space and green space: The development should create complete streets and increase pedestrian access over the bridge and to the river. Robust street tree planting should be part of this project as was done throughout the New Balance project.

5/30/2018	A	B	Resident	Oppose	More overpriced modernity designed to stamp out cultural diversity, flush out low-income residents, and decimate the arts and small businesses? I urge the city to do more to keep long term residents and those that add to the vitality and health of the city. Boston and the surrounding areas are flooded with cookie-cutter luxury properties. It is disappointing to see the city continue to turn its back on the history and the people. Please reconsider this project. Or at least require all residential & retail units go to hard working families, long term residents that have been priced out of everywhere else, and to small local businesses. Thank you.
5/30/2018	Joseph	Zina		Oppose	As it is proposed I feel the City of Boston is not demanding more concern for the neighborhood. There is little regard for community building with a new large park for children to play, elders to sit under trees, indoor winter exercise gym and pool for the community. The developers have also forgotten that tenants will have dogs and there needs to be a dog park. New Balance and Lantera have not provided any community benefits that they should have and now Allston Yards has not adequate community concern. The city of Boston needs to be more demanding and responsible for the future of a habitable community. With ten other development projects in the Allston area the city is not concerning to require owner occupied units and allowing for high priced rentals for small spaces for transients and rental units that will be used as AirBNB's. The city must rearrange their priorities and concern for overbuilding.
5/30/2018	Sarah	Rodrigo		Oppose	This project is far too dense and does not include enough green space. On a broader note, the BPDA needs to start looking at Allston Brighton holistically rather than treating each individual project as though there is no surrounding context. When considered in context, it is obvious that this project does not forward any of the goals of the community, which have been clearly and formally identified over and over and over again. Please do not approve this project as-is. Please.
5/30/2018	Shelley	Bialka	Ms.	Neutral	The proposed project is both exciting and frustrating. Yes, it's nice to see a planned mixed use space, but there is not enough parking - 1900 for 1500 units, a large retail space and commuter rail stop! .5 ac green space? What happened to the "playing field for residents" promised in orig. New Bal plan and diminished to a much smaller sloping landscape feature will surely happen here. Why can't developers scale the projects so that there is mass, say the retail/ residential space, lower buildings nearby, green space - bike and pedestrian paths, smaller but multiple parking areas, with overall more spaces, underground garages. What about bringing more public tran to this area? Buses,if not transit. Can the roads accomodate the increased traffic? I know I am not going to bus it or uber it to Stop and Shop. Will I compete for space with residents? If any of the planners and officials involved in this project come to the public meetings by public transportation, I think they will see the impracticality of relying on public transportation, especially lugging maps and plans (read groceries, children, work papers, etc for the rest of us).
5/30/2018	Wilma	Wetterstrom		Oppose	I vehemently oppose this project. It is far too high and too dense and will have too little green space. The additional 4,000 or so new residents will exacerbate the traffic congestion that already plagues our community and further burden an overtaxed bus and T system. Parking problems will only get worse. All of this will further diminish our air quality as well as quality of life. Nor does the project offer many home ownership opportunities, thus only exacerbating the decline in long-term residents in A-B. In addition, the developer offers as public green space a measly plot—the equivalent of a residential city lot. This must be much larger to offer any respite from the oppressive hardscape and provide any environmental benefits. Moreover, it should be deeded to the city for use of its residents in perpetuity. And it should contribute to the mayor's plan to plant 100,000 trees in the city by 2020; this is, landscaped with native trees along with shrubs. Without the change in greenspace, the number of units and the height of the buildings, this project will only diminish the quality of life in A-B.

5/30/2018	Deborah	Reiff		Oppose	Anyone attending the community meeting on this project would have no doubt that, except for those who stand to gain from construction or other work, the community was united and strongly opposed to this project. Brighton needs development to help redevelop families with community ownership. Brighton needs green space. No one who lives here wants 4 high rise buildings with 1,050 mostly 1BR or studio units. We are all painfully aware that within a 1.5 mile radius of this project there are at least 20 other projects in various stages of approval/construction that are bringing an additional 1500+ units to that area. Does anyone at BPDA give a damn about Allston/Brighton?
5/30/2018	Susan	Kearns	private citizen	Oppose	The increase in density that will be added to this particular area is overwhelming. I have strong concerns about safety, traffic flow and potential for pedestrian and automobile accidents due to the colossal size of the entire project. I strongly oppose this project. Susan J. Kearns - homeowner in Brighton since 1983 Ward 21/13
5/30/2018	Paul	Dixon	Mr.	Oppose	This development is simply too large for the area. It will negatively worsen an ever-increasing traffic problem in the area, drawing more cars onto streets that are too full as it is. Additionally, it consists, in part, of a huge residential that the neighborhood simply cannot accommodate. Yes, you can construct the building. However, where are all those people going to park, which forms of public transportation are they going to take and how will that affect the ride for all? Yes, the train station is there. First, who wants to live near train tracks? I live a mile from tracks now, and in the summer, when the windows are open, we can't hear the television. And that's a mile away. Second, those train tracks serve only those who want to go into the city or possibly out to Newton, Framingham, or Worcester. What about everyone else who just wants to get around the city as a whole? What if you want to take the train, but because there's no RELIABLE OR REGULAR public transportation to get there, you need to drive. But there's nowhere to park. All in all, developments are not like mountains. You don't just build them because the land is there. This is the wrong plan at the wrong time, and as a long-time resident of Allston-Brighton, I oppose as an attempt to maintain the quality of life for all of us in the 02134 and 02135.

5/30/2018	Liz	Breadon		Oppose	<p>I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent residential neighborhood across the street at the Honan Apartments. Cumulative impact: At this time the immediate neighborhood has approximately 1800 housing units under review (with more to come in the future). The impact of this rapidly increased density on traffic, utilities, green space, transportation, public safety etc need to be considered in aggregate. 2) More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community. This configuration means that the vast majority of units will be studios or one bedrooms with only thirty 3-bedroom units. in Recent development Allston Brighton has produced thousands of over priced studios and one bedroom rental apartments. We need more three and four bed units suitable for middle income and working families. 3) Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% AMI. We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for \$2400 - \$28,00 is totally unaffordable for the vast majority of the young professionals who live in Allston Brighton. We need housing that reflects the economic reality of the people who live here. The developer could partner with an affordable housing developer to build 200-300 affordable units suitable for a more diverse demographic (including families) and priced at different price points (not just 70% of AMI) to help create a diverse and inclusive urban community. (See the 1550 Soldiers Field Road development) We need housing that is affordable for middle class workers, our firefighters, school teachers, administrative assistants, healthcare workers. 4) More Home Ownership We have a home ownership crisis in the neighborhood Allston's owner occupancy is around 10% and Brighton's owner occupancy has plummeted to 21% from 25% a few years ago.</p>
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5/29/2018	Lisa	Smith	Resident	Oppose	<p>Good day: There are more pressing issues with Everett Street that have not been addressed. 1. Mounting traffic on Everett Street posing a hazard for existing children in the neighborhood and for the newly increased traffic from Boston Landing Station. 2.***** No mechanical crosswalk unit for blind individual living adjacent to Stop & Shop at Brian Honan Apartments. He waits for the sound of no traffic or for someone to blow their horn (which can be misconstrued). 3. There is only a one directional outlet to this parking lot. The entrance on Braintree Street needs to be a two-way exit/entrance for safety/evacuation purposes, as well as, for traffic flow. the exit on Arthur Street is always congested because of the short light. 4. Additional residents from the 1000 unit apartments will congest the area even more. Luxury apartments may bring high prices at Stop & Shop hurting the existing population of families. 5. The continued influx of luxury apartments will continue to push out existing long-time residents who can afford to live in Allston with increasing rents. 6. Builders are building condos and not including enough affordable housing, not enough home ownership or single family houses/townhomes for families, while reducing green space. 7. Implementation of housing for individuals looking to put roots in Allston are not being considered but housing for short-term money making units are on the rise. With such plans, proven increased crime is inevitable. 8. Additional public bus routes for Stop & Shop 9. Trash & rodent control plans. There is still a high infestation of BIG RATS 10. A Braintree Street ramp is needed, as well 11. Direct informational materials/correspondence to residents to keep us abreast of progress or lack there of. 12. Allston residents get first dibs on project jobs 13. Residents did not receive any correspondence of Boston Landing Construction. Immediate area residents need mailings preparing them for any projects. 14. Money for community parks, green space, and preserving housing for current residents/low income residents. 15. Promise to keep the community diverse. Public announcement against gentrification and visible action.</p>
5/23/2018	barbara	moss		Oppose	<p>This proposal is deeply concerning both to the abutters as well as the overall community that is already burdened by incredible traffic. Where are all these cars going to go coming in and out of the community. The buses are already broken in our infrastructure. we do not have a t stop. There are no plans for that or any further way to move people around. There are old and narrow streets. How will they get from point a to point b? Guest street is overburden. How will they get in and out? What traffic studies have been done and research to see what the community can bare? This project is an affront to a community that has thrived fo hundreds o years. The building is too tall, casting tremendous shadows. The structure is architecturally institutional. The .5 acre is a joke for green space. Where are the trees? Walking paths. Park? Where is the homownership.? Is this built for transients? Who will choose to live there and for how long. It is not affordable to anyone who wishes to remain in the community. This project is shameful. Barbara Moss</p>
5/22/2018	Dorothy	Fleishman		Support	<p>I strongly suggest that the developer be required to include a new community center as part of this development. Jackson Mann is in terrible shape and is not sufficiently updated to handle the needs of our community. This is a small addition to the developer's cost that would truly benefit the citizens of Allston/Brighton</p>

5/18/2018	Thomas	Nunan	Saint Joseph Prep	Support	<p>May 17, 2018 To Whom It May Concern: As a vital member of our vibrant Allston-Brighton neighborhood, Saint Joseph Prep, sponsored by the Sisters of St. Joseph of Boston, is committed to providing an education marked by academic excellence, authentic relationship, meaningful engagement, and dynamic innovation. Saint Joseph Prep offers a Catholic, co-ed, college prep experience that is both exceptional and accessible. Our richly diverse learning community is comprised of students from the City of Boston, from the surrounding towns, and from across the world; these young women and men, and the teachers who serve them, are inspiring. We are pleased to support the Allston Yards Project. We understand and appreciate the concerns raised by some regarding the following: • Need for Affordable (and family-oriented) Housing • Need for Additional Green Space • Worry about Traffic Congestion • Worry about Scope/Scale (height/density) We certainly want to see improved pedestrian, bike, car, and bus flow in our neighborhood; we believe, as a matter of justice, that housing should be affordable; and we are committed to working with all partners to increase green space and to maintain a community “feel” to this wonderful part of Boston. We strongly believe that the Allston Yards Project should move forward, and we are pleased to support the owners and developers in their magnificent vision for the site at 60 Everett Street. First, we commend the team for addressing the major challenges facing this part of the neighborhood regarding the street grid. The proposal demonstrates clearly an effective and efficient reworking of Guest Street, Arthur Street, Everett Street, and all the related avenues. These major upgrades will provide much better—and much safer—transportation routes for everyone in the area, including our students. Indeed, many of our scholars are already using the commuter rail to come to SJP. Second, we support the project’s collaboration with New Balance, the MBTA, and a whole host of other community partners in developing the site as part of a comprehensive, creative, thoughtful, and intentional vision for Allston/Brighton. We need to bring everyone together in designing and dreaming a future filled with opportunity and prosperity for this part of Boston. Third, we are excited to work with Stop & Shop in addressing the concerns noted above, particularly in regard to green space. We will explore how Saint Joseph Prep might create additional green space, particularly related to parks and playing fields. Working together to advance this mixed-use development plan and to provide the accompanying green space, we can bring more families to our area. Thank you for your consideration of this public comment letter. We are pleased to support the Allston Yards Project and we look forward to partnering with Stop & Shop in creating a better and brighter future for everyone in our community. Take care. Sincerely, Tom Nunan, Jr. Head of School</p>
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5/18/2018	Barbara	Parmenter	self	Oppose	<p>Dear Ms. Hines, As a resident of Allston/Brighton, I am writing to oppose the Allston Yards development proposal as it now stands. Our metropolitan region is experiencing a major crisis in affordable housing. The new development proposal does very, very little to seriously address that issue while having a tremendous impact now and decades into the future for this area of Allston/Brighton. This is such an opportunity to do things right, yet the development as proposed is wrong in so many ways, but affordability is the main issue. The proposed development will have 1050 apartments, and around 1300 bedrooms according to the developers' answers at the last public meeting. They also said that the target market is people making about 15% higher than area median income, although they didn't say which area (typically this is the larger MSA area) and for what apartments. But this seems to be in line with current apartments next door at Lantera Boston Landing where studio apartments of between 450 and 550 square feet are renting for between \$2400 and \$2800 a month. To be affordable, a person renting this apartment would have to make between \$86,000 and \$100,000 a year. According to the Bureau of Labor Statistics 2017 data for the Boston-Newton-Cambridge area (https://www.bls.gov/oes/current/oes_71654.htm#25-0000), only 25% of employees in region could afford even a STUDIO apartment in the Lantera complex. Allston Yards is planning to build many more of these. Even the so-called "affordable" set-asides will not be affordable to many workers in our region, much less the neighborhood. Yet who making \$86,000-\$100,000 a year would want to live in a tiny studio apartment? These 25% are highly paid professionals, most of whom would at least have spouses and/or other family, so they will not be renting these apartments. Given these facts, it seems to me as if the real market for these apartments is investors, not owners or renters. And the hope of many of these investors would be to use them for short-term rentals. At a minimum, the city should require that there be ZERO short-term rental units allowed. And that at least 20% of units be affordable at 70% the Boston (not MSA) median income. And that at least 50% are owner-occupied. And to contribute to Boston's housing crisis, there should be a much higher mix than currently planned of family-size units. A development of this size, that would change the character of this area for decades to come, needs to PART OF THE SOLUTION FOR THE AFFORDABLE HOUSING CRISIS, NOT PART OF THE PROBLEM. As currently proposed, it will be a major part of the problem and do nothing to contribute to a true solution. The development also does nothing to address transit. The developers are benefiting from our taxpayer investment in creating the Boston Landing commuter rail station, and will presumably get the state subsidy for transit-oriented development, reaping a large profit for contributing nothing to our transit system. We need to have the developer make major contributions to the existing bus system in the area so that we can get more frequent and reliable service, not just tout the commuter rail station for which the service is very limited. The developer also needs to come up with a plan for connectivity for bicylists and pedestrians to existing bike/ped paths to the river and help improve bike/ped infrastructure around the neighborhood of Allston, not just in the development itself. On top of that, the community green space as proposed is completely inadequate. It's a tiny quarter of an acre that sits at the foot of a 17 story building on its EAST side – a tiny space that will be in the shadow of a tall building much of the day, and will face gale-force winds from the surrounding structures. And I did the mapping – it's the equivalent to two rows of the current parking at Stop and Shop. This is simply ludicrous. Higher density development is necessary but it must be development that truly works to solve multiple issues, not just impose more burdens on the community. For those reasons and more, I oppose the development as proposed. Thank you for your work on this project and for this opportunity to convey my comments, Barbara Parmenter 77 Harriet St. Brighton, MA 02135</p>
5/18/2018	Mouna	Mahassine	1977	Support	great project that will transform the neighborhood, looking forward to the completion!

5/17/2018	Mary	Burns	- None -	Oppose	<p>Hi Casey, I am a life-time Brighton resident (not too many of us left). I remember Brighton as a thriving community of families and 3 active Catholic parishes. I've watched as my street has become a dormitory for BC students, as out-of-town folks have bought up homes that used to hose families, and stuff them full of young guys working in the financial district. Sometimes I feel like I live in a frat house. What I do know is that I don't know my neighbors, the community fabric has frayed, and a development like Allston Yards only exacerbates, not helps that. The development is totally out of scale to the rest of the community and simply amplifies the disconnectedness that plagues our community. It doesn't help the housing affordability crisis; it adds to it. I envision hundreds of Air BnB units and rental unit investments like the ones now that plague my neighborhood. I agree that that area needs to be developed--but this is not the way. Allston-Brighton has the lowest owner-occupied rate in the city--and I believe because of this--the lowest rate of representation. Allston Yard, again adds to this.</p>
5/17/2018	Kevin & Margarita	Norton & Montero		Oppose	<p>Dear Ms Hines, I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent 2-3 story residential neighborhood across the street at the Honan Apartments. More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community with people of all ages and backgrounds. This proposal only has thirty 3-bedroom apartments the rest are studios and one bedroom units. Recent development Allston Brighton has produced thousands of these over priced studios and one bedrooms . We need more three and four bed units suitable for middle income and working families. Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% Area Median Income (AMI). We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for \$2400 - \$28,000 are totally unaffordable for the vast majority of the young professionals who live here. We need housing that reflects the economic reality of the people who live in Allston Brighton More Home Ownership We have a home ownership crisis in the neighborhood Allston's owner occupancy is around 10% and Brighton's owner occupancy has plummeted to 21% from 25% a few years ago. This is well below the city wide average of 35%. This project should have 30-50% home ownership opportunities with 20% affordable at different price points. No investor units: No Short term rentals Short term rentals destabilize the neighborhood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals such as Airbnb. 6) Transportation Mass Transit - MBTA buses In addition to the commuter rail which has a limited schedule, this location needs to have an integrated MBTA bus service, adequate bus stops, bus shelters. Drop off and pick up locations are needed at the commuter rail stop and especially at the Stop & Shop super market. MBTA improvements are needed to connect this project to surrounding neighborhoods especially on the North/South axis. Given the level of development in the immediate area the MBTA needs to have a hands on approach to ensuring an affordable, reliable and efficient mass transit service in Allston Brighton. This included a plan to improve service from Allston Yards and environs to Cambridge and the Longwood Medical Area. Bike Lane and Pedestrian Access to the Charles River Improvements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed. 8) More Green Space Green space is essential to mental health and well being. The proposed community green is only 30,000 sq' of green space for an almost 2 million square foot development. Allston has the least amount of green space of any neighborhood in Boston. This project needs more green space in the form of a well maintained public park which would be open to all and enhance the quality of life. Thank you for the opportunity to comment.</p>

5/17/2018	Betty	Cawley, CSJ	Sisters of St. Joseph of Boston	Support	I attended the meeting at the Jackson Mann, and some of the concerns of the B-A residents I heard were: -size and density of the project; -affordability, especially for current residents or people in the same economic bracket; -lack of family-size units. I share these concerns, and in particular support the suggestion that 20% affordable would be a good target. Thank you.
5/17/2018	Arthur J.	Downey Jr	PCAB	Oppose	Dear Ms. Hines, I oppose this project for the following reasons: 1) Lack of Family Units. 2) The Density and. Height of the project. 3) Not enough affordable units Arthur J. Downey Jr.
5/17/2018	Maximilian	Kreisky	Mr	Oppose	Dear Ms Hines, I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent 2-3 story residential neighborhood across the street at the Honan Apartments. More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community with people of all ages and backgrounds. This proposal only has thirty 3-bedroom apartments the rest are studios and one bedroom units. Recent development Allston Brighton has produced thousands of these over priced studios and one bedrooms . We need more three and four bed units suitable for middle income and working families. Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% Area Median Income (AMI). We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for \$2400 - \$28,00 are totally unaffordable for the vast majority of the young professionals who live here. We need housing that reflects the economic reality of the people who live in Allston Brighton More Home Ownership We have a home ownership crisis in the neighborhood Allston's owner occupancy is around 10% and Brighton's owner occupancy has plummeted to 21% from 25% a few years ago. This is well below the city wide average of 35%. This project should have 30-50% home ownership opportunities with 20% affordable at different price points. No investor units: No Short term rentals Short term rentals destabilize the neighborhood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals such as Airbnb. 6) Transportation Mass Transit - MBTA buses In addition to the commuter rail which has a limited schedule, this location needs to have an integrated MBTA bus service, adequate bus stops, bus shelters. Drop off and pick up locations are needed at the commuter rail stop and especially at the Stop & Shop super market. MBTA improvements are needed to connect this project to surrounding neighborhoods especially on the North/South axis. Given the level of development in the immediate area the MBTA needs to have a hands on approach to ensuring an affordable, reliable and efficient mass transit service in Allston Brighton. This included a plan to improve service from Allston Yards and environs to Cambridge and the Longwood Medical Area. Bike Lane and Pedestrian Access to the Charles River Improvements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed. 8) More Green Space Green space is essential to mental health and well being. The proposed community green is only 30,000 sq' of green space for an almost 2 million square foot development. Allston has the least amount of green space of any neighborhood in Boston. This project needs more green space in the form of a well maintained public park which would be open to all and enhance the quality of life. Thank you for the opportunity to comment. Max Kreisky 2 Imrie Rd, Apt 3, Allston MA 02134

5/17/2018	Margaret	O'Connell		Oppose	<p>I live in Allston very near by this project. I have lived here 20 years and in nearby Brighton another 10 more. I am opposed to this project as it is currently designed for these main reasons: 1. Allston already has a parking shortage and the number of parking places being lost (in the Stop and Shop lot) and then added (.5 per unit is my understanding) will add to this existing problem. Many (most?) houses in Allston do not include driveways for their car parking. This means that many of the residents are parking on the street. My little street is already tight for parking and I expect that the many cars which can not park at Allston Landing will now be added to our existing major on-street parking shortage problem. This issue is not evident in most parts of Brighton. It is is very unfortunate that Boston population density information always includes Brighton and Allston together so that Allston's acute parking problem in its high density population area can not be properly recognized. 2. The cost of the new units is much too high compared to the income levels in the area. As the pricing stands now, these units will not be an option for people who want to stay in our area. This means that new higher income people will arrive and force the cost of everything in the area to rise - the income levels of the new people will attract higher-charging stores and restaurants which also regrettably means the rents go up for businesses and drive out long-time business owners. The character of our area will go "upscale" which will greatly lower my comfort level in living here. 3. I do not want to lose Stop & Shop, an affordable regular super market. I hear the new version will be tailored towards the new people which I hear means more things like prepared meals (pricey) and less things like rice and beans and basic staple ingredients. I'll change to Market Basket in Waltham but, once I'm no longer able to drive, that kind of option will be unavailable. Currently, I can walk to Stop and Shop from my house.</p>
5/17/2018	Naomi	Rubin		Oppose	<p>Allston ALREADY has a serious parking shortage. For me personally, this is the biggest of all the many reasons why I oppose this project as it is now planned, so very close to our home. And no, Uber and biking certainly do not solve our nightly parking crisis. Uber actually makes the traffic worse since the cars have to come into the area for pickup before the trip itself. However, this project only supplies .5 of a parking space per unit. These units are too small for most families and too expensive. I understand the new supermarket will be too expensive for us local people, too. Allston needs a higher rate of home ownership, not condos bought by investors to rent out on a short-term basis. These new condos need to have owner-occupant restrictions tied to them. Please consider changing the plan for this project. We already have a shortage of housing that regular families can afford, even the families of professionals. I work at a library at Boston College, and people like me, let alone people who work waiting tables and so on, are having an increasingly hard time affording to live in our own neighborhood that we love.</p>

5/16/2018	Nancy and Bob	Grilk and Pessek		Oppose	<p>This is a massive, transformative project. Let's make sure that it becomes a neighborhood, one where people establish their home, use our schools, libraries, community centers, senior centers, and frequent our business districts. Let's not pretend that a neighborhood is having people rent for a year or two, enjoy the community room, gym, and private spaces and then settle elsewhere. Let's get this right and have development that people will look back at in 25 - 50 years and say; "yes, this was excellent urban planning". Let's make this the example for future developments to follow in providing a stable neighborhood, with affordable homeownership, great community amenities, including beautiful, public green spaces for all to enjoy, and excellent public transportation, including great sidewalks, bike paths, and sensible roadway configurations to accommodate the increased number of cars. The BPDA should not entertain any buildings exceeding the height established by your agency for the Guest Street Plan of 110-150 feet. All proposed buildings are 200 to 235 feet. Your agency is keenly aware that the Allston Brighton neighborhood is at a low point in owner occupancy; 10%. That is unacceptable. We need BPDA to make increasing affordable, owner occupied, deed restricted condominiums at a minimum of 30% of total units the starting point with developers. We need stability in our neighborhood; we are squandering every opportunity to provide good, stable homeownership. Be the hero; help us build a neighborhood that people want to set down roots and stay for years to come, not just rent for a year or two and move on. Traffic on Everett and North Beacon streets is gridlocked almost all day and night. It is frustrating to drivers, and horrible for the air quality. A single lane in each direction with hundreds of new vehicles added is unworkable. We cannot signalize our way out of this. The traffic studies do not include traffic from the new apartments at Boston Landing. Make no mistake, people who set down roots will want a car. The new train station has taken some of the burden away, but that is only works for Boston commuters. Not everyone works in downtown Boston. The neighborhood desperately needs an independent, comprehensive traffic study. We cannot hope for the best. BPDA needs to look at this proposed development and comprehensively at developments (yes, plural for each of the following) Everett Street, Penniman/Rugg Road, North Beacon Street and the intersection of Harvard and Brighton avenues. We are at capacity now. MBTA service is inadequate. Finally, we need to increase green space. Use this as an opportunity to vastly increase and improve open, public spaces. It is imperative that we use long range planning to improve and add to our neighborhood housing stock; more affordable home ownership, more attractive buildings, better transit, and beautiful inviting green spaces. We have one of the lowest ratios of green space to residents of any neighborhood. Let's work to insure that people move here and want to stay. This area is transforming, and that is good, but we need it to be a neighborhood, not just a canyon of tall buildings for people to rent an apartment for a year. Let's create a real neighborhood; let's create a neighborhood that others will look at as a template of good, neighborhood planning. There are a lot of smart, talented people at the BPDA and in our own community that can make this work for the neighborhood and the city. Let's do it. Thank you. Nancy Grilk and Bob Pessek</p>
5/14/2018	Colin	Roald		Support	Boston needs new, dense housing.
5/13/2018	Daniel	Smith		Support	We desperately need more housing. Please build.
5/9/2018	Philippe	Maigret		Support	This project is great and will beautifully accompany and extend to Allston the current growth of Lower Allston brought by Harvard. As a new resident of Allston I'm looking forward to see this open and running. Philippe

5/8/2018	Carrie	Marsh	Boston Parks and Recreation Commission	Neutral	<p>May 7, 2018 Ms. Teresa Polhemus Boston Planning and Development Agency One City Hall Square Boston, MA 02201 RE: Allston Yards at 60 Everett Street Dear Ms. Polhemus: Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the Allston Yards at 60 Everett Street, a mix of uses which includes 1050 residential units, and office and retail use. The plans show open space in the form of roof top terraces as well as a "Community Green" that will be .5 acre in size. This passive use space will be privately owned and controlled rather than truly public. It will be anchored by a restaurant. It is not clear where the restaurant's handicapped and other parking, loading, trash facilities, etc. will be located in relation to the open space. The proponent should clarify if pets are to be allowed in this development, as a project of this density can create a burden on the public realm unless pets are accommodated on site. Needs Assessment Mayor Walsh endorsed the Trust for Public Land's "Ten Minute Campaign" to ensure that all residents live within a 10 minute walk of a public park. The attached map from the City's Open Space Plan 2015-2021, shows that the location of this project is beyond any park service area. Nearby public parks such as Portsmouth Playground and Penniman Park are already in high demand and in need of improvement. The DCR parcel at Leo Birmingham Parkway is under consideration for housing, which could lead to a further deficit of public open space in the area. The project should address how it is addressing the public open space needs outlined in the City's Imagine Boston 2030, which includes the Open Space and Recreation Plan 2015-2021. The active recreation needs of this new population should be provided onsite or mitigated offsite so as not to impact already overburdened public parks. Impact Assessment This mixed use project will include 1050 residential units. The number of anticipated residents was not provided in the PNF, but can be roughly estimated at 1000 – 4000 residents, with additional users of the office, retail and restaurant space. This project includes a marginal amount of open space with no active recreation amenities. Residents will rely on existing public open space and impact an underserved neighborhood. The proponent should provide the maximum projected population of residents and other users. The proponent should also detail the open space acreage that is being provided. Streets, sidewalks, plazas and parking should be counted as public realm, not conflated with park land. This assessment will inform the demand for park land for active recreation use at buildout, compared to the amount of open space to be provided by the project, the resulting impacts to existing public open space in the neighborhood, and the appropriate mitigation of this impact. Protection in Perpetuity The community green will be open to the public but privately owned. The provision of permanently protected public open space is critical to balance development in this neighborhood. Land that is provided as impact mitigation should be permanently protected through conservation restrictions or through transfer to public ownership. It may be privately managed. Mitigation The proponent has initially proposed \$15 million in transportation improvements and \$4 million for a community and public realm fund for neighborhood projects. However, this proposal does not include a strong commitment to public parks. There is an imbalance between the investment in traffic management and the investment in open space infrastructure. The Allston neighborhood continues to increase in density, without a commensurate investment in public open space to balance the development, nor serve the existing community. BPRD respectfully requests that this development make a substantial contribution to the acquisition and creation of a new publicly owned park to serve the active recreational needs of the residents of this neighborhood. This contribution should be at a level commensurate with the impact of over 1000 new households which will otherwise rely on existing public open spaces. Thank you for your consideration of the above. Sincerely, Carrie Marsh, Executive Secretary Boston Parks and Recreation Commission cc: Christopher Cook, Commissioner, BPRD Liza Meyer, Chief Landscape Architect, BPRD Jon Greeley, Director of Development Review, BPDA David Carlson, Deputy Director of Urban Design, BPDA Casey Hines, Project Manager, BPDA</p>
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5/3/2018	Megan	Markov		Oppose	As a standalone project, this is one that is far, far, far too large. There are too many units, the buildings are too tall (far exceeding the agreed upon Guest St. development plan), the gradation of building size is the opposite of what should happen (tallest should be pike side) and it brings nothing of value to the existing members of the community, rather catering to the needs and wants of the imagined tenants. The greenspace is a joke -- in the shadow of the too-tall construction, off the beaten path of the residents of the neighborhood, and far too small to be meaningful. Taken in context of the many, many, many projects being proposed in the surrounding neighborhood, this project is even more offensive. The neighborhood cannot support or sustain such a large influx of residents. If housing is to be built in Allston/Brighton, it should be affordable, owner-occupied homes, built in quantity and scale with the rest of the residential neighborhood. Enough with the large buildings of overpriced residence. Stop Allston Yards.
4/28/2018	Elizabeth	McGuire		Oppose	This project needs 20% or more affordable housing for the Boston community being displaced. Should also provide more benefits to the local culture with artist and green space.
4/25/2018	Brendan	Keegan		Support	Boston needs more housing near transit to provide existing residents with greater options for living and not being car dependent. As our region continues to attract talent, and seeks to retain it, we need to slow the rise in housing costs. Providing more housing units that include affordable units will help us to remain competitive.
4/25/2018	Jeff	Bynes	Somerville YIMBY	Support	Somerville YIMBY supports this excellent, transit-oriented project. It will add much-needed income-restricted & market-rate homes for the region, without needing to add additional stress to our roads.
4/25/2018	Jason	Hamner	1976	Support	While I live in Somerville, I believe all of the Boston area needs more housing units so that more people can live and work in its many great neighborhoods. The inclusion of affordable housing units and green space in the plan addresses any concerns that accompany real estate development.
4/25/2018	Alex	Kennedy		Oppose	Do we really need another building of luxury apartments? I think this is too much, especially with so many other things in the neighborhood that need attention.
4/24/2018	Lauri	Wolff		Oppose	I very much oppose the plan to develop large buildings leaving little sidewalk space, little space for parks in the area and a large increase in the traffic in the area. I very much hope none of this goes through as it will be a clear disruption to the community. Thank you. Lauri
4/24/2018	Adam	Ballent	employed in Boston	Support	Atrociously sky high rents due to very limited supply hurt the local economy and keep those who would want to plant roots, such as myself, from being able to afford to do so. The solution is to build more housing. I support the project.
4/24/2018	Jacob	Oppenheim		Support	1000 new apartments, many affordable is going to help ease housing costs pressure in the city and allow many new people to live here. Working at a rapidly growing Boston biotech, expensive housing makes it harder for us to grow and retain our workforce. This project is vital to our future.
4/24/2018	Amy	Parzych		Support	I love the increased residential development, and the reduction in parking, but there should be a larger amount of green space dedicated to the sizable number of residential units. Also, open space should incorporate active playgrounds/fields in addition to passive green space.
4/24/2018	Jameson	Brown		Support	This is an excellent place for new development, and the city needs as much housing as we can build so my rent can go down. There's probably too much parking but whatever.

4/24/2018	Cyrus	Tehrani		Support	<p>I attended the public meeting last night at the Jackson Mann Community Center and after hearing the development team's presentation I wanted to express my full support for this project as proposed. Jobs are pouring into Boston Landing and across the city and we need to be building housing to accommodate these new residents. If we don't build housing to accommodate job growth then we will turn into San Francisco. This area is already extremely competitive with students and we need to give people more options of places to live, or else current residents will be priced out. The density of this project is crucial and is a huge positive. We need to be building dense housing near transit. Dense housing will increase Commuter Rail ridership and funding that will be used to increase transit reliability and benefit the entire nearby community. It would be a complete waste of space if the density of this project was lowered. Any lowering of the 1,050 homes currently proposed just makes the neighborhood more competitive to live in. The density also means at least 135 IDP units will be created, which is infinitely more affordable units than what is currently on the site-a strip mall. Please keep the density of the project. Lastly, please keep the bedrooms mix of the project. We have an extreme shortage of supply of 1 bedrooms and studios in Boston (according to Sheila Dillon). This shortage inflates the prices of 1 bedrooms and studios across the city and forces single people to room together and take up 3/4 bedroom apartments. Families can't compete with 3/4 incomes to afford these larger units. If we want to create more housing for families, we need to make it more affordable for single people to live in their own units and that means building more 1 bedrooms and studios. This project improves housing affordability for residents across the city. Please approve this project as proposed and do not make any changes in the Expanded PNF filing.</p>
4/23/2018	Michael	Clark		Support	<p>I am writing to express my wholehearted support for the Allston Yards project. This project will help alleviate two significant issues affecting the Allston and Brighton neighborhoods, the City of Boston, and the Greater Boston region. 1. Boston is facing an acute housing affordability crisis. Time and again, other cities and regions have shown that simply increasing the housing stock available for residents desiring an apartment or home works to moderate housing price appreciation. In 2018, a staggering number of young professionals are either unable to pursue a decent job in economically-vibrant areas due to the shortage of apartments available at a reasonable rent, or unable to become homeowners at ages previous generations were allowed due to an inability to save money for a downpayment at the prices homes today command. The scale of the issue, and the scale of new housing needed to address it, is great, and not capitalizing on a site like Allston Yards to introduce over 1,000 new housing units would be a gigantic lost opportunity. Few will claim that our most housing-dependent populations will be able to live in developments like this - this is a highly-desirable location and prices will reflect that - but better those who can pay for new housing live here than displace others in the community. 2. The new Boston Landing Commuter Rail location has thus far been a modest success - successful in that it is well-utilized by workers and residents nearby, and modest in that it could be utilized much better. A one-story, auto-oriented shopping center is wholly inappropriate to be situated next to a rail station offering easy access to downtown Boston. Introducing new jobs and residents in proximity to transit services allows us to better capture the value of our public transit investments, and facilitates further investment in a mode of transportation which is safer and more environmentally-friendly than traveling by car, along with being less expensive at a household level. High-density housing and employment opportunities near our transit nodes serves an instrumental role in lessening our dependence on carbon-emitting travel, helping reduce and hopefully (along with other projects like this) reverse our warming atmosphere, perhaps the greatest challenge facing our society today. Please do not accede to demands to reduce the size of this development or remove housing and employment opportunities to devote more space for parking. Approve this project. Thank you for the opportunity to comment.</p>

4/23/2018	Jason	Kaplan		Support	Thanks to developments around the Boston Landing commuter rail stop, this section of Allston is ripe with thousands of new jobs. The young residents drawn to these jobs need places to live. Proposals like Alston Yards address Boston's housing shortage and provide options that drive down housing prices for hopeful owners at all levels of income. My only critique is that there is too much parking for a development so close to public transportation. This is not forward thinking. How many more homes could be built in the spaces we're dedicating to cars? I adamantly support this project as proposed.
4/22/2018	Noreen	Kennedy		Oppose	This project is simply to large!! You are talking about a development that will permanently damage this neighborhood. Max housing units should be 500. Think about those of us who live here!!
4/17/2018	Gerard	Teichman		Oppose	My concern is the emphasis on luxury rental housing and plans for office space. In Boston, this appears to be the default development plan. I suggest considering space that allows for light manufacturing, small startups, and boutique retail. Also, consider the need for artist live/work space. A loft areas such as Fort Point used be places for low rent space, then they became unaffordable. The related concerns are how the city expects to control the amount of student congregate living and short term rentals. These residents do not support strong communities. The scale of the apartment buildings seem out of character with the scale around the Guest Street development. Do we need another Assembly Sq. type of development?? This basically creates a gated community. I do not think that is appropriate for Allston Brighton The proposed urban green space inadequate. The neighborhood already suffers from inadequate park and playground space. People need trees, shrubs, benches and views, not more deep shadows, brick and concrete. How about taking down the scale of all the buildings and doubling or tripling the undeveloped space, making open space the focal point of the development, not high-rise buildings reserved for the financial elite? Is this the way to build a new neighborhood?? Transportation to Boston is also an issue. The frequency of the Commuter Rail is inadequate. The commuter rail does not make routine stops at the Brighton Station stop. Riders will put more pressure on the 57 bus or the B line trolley.
4/13/2018	Pawel	Latawicz		Support	I am writing in enthusiastic support for the "Allston Yards" project. The proposal gets so much of what is needed in this stage of Boston's development right - It weaves an urban fabric, replaces wasteful parking lots, transforms concrete into green public space, increases density, and provides living and work space right next to where infrastructure can support it at an appropriate scale. If anything, the stated goal of 1,000+ residential units can and should be made more ambitious. Only with such far-sighted vision can the scale of Boston's housing crisis be met. I encourage the developers to continue with their excellent work, and not shy away from providing even more units or a more urban experience. I particularly enjoy the proposed height of the buildings and the resulting streetwall. Concerns of open space are more than offset by the thoughtfully planned park and restaurant. I'm looking forward to when the construction is done and outdoor seating opens. Please pursue this transit-oriented project as expediently as possible.

4/9/2018	John	Quatrale	Unbound Visual Arts	Neutral	<p>These are revised comments that add a performing arts space into the proposed art center. These are general suggestions, that we hope to have an opportunity to expand on as the impacts of this development are considered by the Impact Advisory Group. 4-9-18 Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c(3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center for the visual and the performing arts. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise money and build it out. This art center would eventually have a dedicated and secure art exhibition space, space for classes, seminars, and workshops. The total space should be at least 2,500 s.f. This formal space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. The art center should also have additional space sufficient for the performing arts for local musical and theatrical productions, with seating for approximately 100 guests and rehearsal space. This could be managed by another non-profit or by the same visual arts non-profit. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135</p>
4/4/2018	John	Quatrale	Unbound Visual Arts	Neutral	<p>Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c(3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise the needed money and build it out. This art center would eventually have a dedicated and secure art exhibition space, and space for classes, seminars, and workshops. The total space should be at least 3,000 s.f. The formal exhibition space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135</p>
4/3/2018	Gavin	McCarthy		Oppose	<p>Hello. First of all, without a public meeting, the public comment period CANNOT end. However, I have seen the PNF given to the IAG and it is concerning to say the least. An 8-10 year construction project in an already heavily trafficked area is untenable! From what I can see, the developer has done little to no due diligence, has not reached out to the community, nor have they addressed appropriate traffic issues. The 'community benefits' proposal is totally inadequate given the scope of the project. Thank you, Gavin McCarthy</p>

3/30/2018	Jason	Kaplan		Support	As a Boston resident, I'm concerned about the displacement of my neighbors and skyrocketing real estate prices. I believe the only way to fix this is by adding to the city's small housing supply. This proposal adds over 1000 much-needed homes and promises over 100 income restricted units (under the city's IDP rule). I support this project as proposed.
3/29/2018	Connor	Ebsary		Support	I strongly support this project. The city of Boston and the greater Boston area require much more housing than we are currently producing. Too many hardworking residents are rent burdened because the supply of housing is artificially low. This project will bring more affordable housing to the city and is extremely important.
3/29/2018	Sam	Burgess		Support	I urge the BPDA to approve this project and streamline the review process as quickly as possible! I am an Allston resident who wants to see this project go forward! Boston needs more housing ASAP, and the 1,050 units in this wonderful mixed-use, TOD project would help mitigate the housing crunch currently hitting Allston and Brighton. The area is prime for new housing, given its location next to the booming Boston Landing development and commuter rail station (as well as the planned new neighborhood that will be built out as part of the I-90 Interchange project)! Allston as a whole still has a great deal of underutilized industrial space and parking fields that could be put to better use housing people. This project is a great example of such a use.
3/29/2018	Zack	Declerck		Support	This is a great project. It is crucial that we add thousands of residential units in the city where thousands have already moved. I would say that the parking ratio is a bit high for a new development. We should be putting in far less parking and replacing that space with more units. We'll be kicking ourselves in 20 years if we add this much parking in a time when personal vehicle ownership in cities like Boston is shrinking. Now if only we could a project of this size on the MBTA lot in JP.
3/28/2018	Gerhard	Mullican	Resident	Support	Cheaper housing with no income restriction. CHEAPER HOUSING WITH NO INCOME RESTRICTION. should I say it again?
3/12/2018	Jacob	Gilbertson		Oppose	Housing inequity in Allston Brighton is getting out of control. All the new developments are vastly overpriced an unattainable for most of the people that live in the neighborhood. Clearly the new development in general is not being targeted towards current residents. In addition, the shopping center as it currently is serves many low class and low income people from the surrounding area. Clearly the propose development Is meant to target the wealthy. The development taking place in Austin and Brighton and is egregious in the fact that it harms low income and longtime residents for the benefit of real estate developers and the wealthy. Please pull your heads out and start working on some sustainable development targeted towards lower and middle-class people. They are the ones that need new housing, not those who can already afford to live where ever they wish. Additionally, the arts and music community in Allston Brighton continues to be harmed by the further development. I believe that if developers want to continue building in this area, they should be required to establish, find, and maintain new arts and music spaces to compensate for the ones that they are forcing out. Very disappointed to see that the city continues to push for development that only benefits a very few.
3/7/2018	Robert	Chapman	None	Support	Build as much housing and retail as you can along this corridor as it can become the next mass transit oriented area of the city. With the construction of Boston Landing/West Station/Fenway/Back Bay/South Station, we have the chance to build a strong transit corridor. As few parking spaces as possible and where needed put them underground.

3/6/2018	Dan	Hartel	none	Neutral	I am here to express my concern over this development and my desire to see further developments in Allston be made with particular focus given to low and middle income families and individuals. This particular development is just one of a recent flurry that appears to continue the trend of luxury apartment units. As a resident of Allston, I'd like to see more developments for working class people who drive the vibrant culture of the Allston-Brighton neighborhood; particularly, more developments for artists and low and middle income families and individuals. I want to see developments that will attract people who intend to call the Allston-Brighton neighborhood 'home,' rather than pandering to a high-income demographic that is likely to relocate in a few years. Boston and Allston proper have more than enough luxury units, but have a significant lack of affordable and safe housing.
3/5/2018	Harry	Mattison		Support	This project will bring considerable new traffic to Everett Street. Many people use Everett Street to walk between destinations including the Star Market supermarket, Charles River parkland, McNamara House senior housing, Gardner school, German school, and St Anthony's Church. Everett Street's pavement is badly cracked near the Stop & Shop. It needs to be repaved ASAP. There should also be a full set of traffic calming improvements including multiple raised crosswalks (or speed tables) from Western Ave to North Beacon Street to make Everett Street safer.
2/21/2018	Cyrus	Tehrani	Resident	Support	I support this project as proposed. This project provides a huge benefit to the entire city adding over 1,000 homes to the housing market, including 13% being income-restricted affordable homes. Keeping at least this housing density should be a crucial part of this project, especially considering it's proximity to the Boston Landing Commuter Rail Station, re-affirming the city's commitment to transit-oriented development.
2/21/2018	Jason	Kaplan		Support	I support this project
2/3/2018	Rollin	Crittendon		Oppose	I happen to work at 20 Guest Street, right near where the proposed development is. My main concern has to do with traffic in that area. For example the address I work at just added about 10-20% additional capacity in terms of floors occupied. That change, in just that one building, has changed the parking garage there a bunch. In the evening they need security directing the traffic flow due to the increased utilization of that one garage. I am also concerned about making sure the neighborhood has a chance to be a community. Will the development be a figurative dormitory, or something where people can attain ownership, grow a community? The trend recently seemed to be Millennial focus. I have read that Boston went peak-Millennial ~2 years ago. What big need does the development solve for the area today and tomorrow? I think a discussion with the community could guide us all to a really good result.

FACT SHEET

**PLANNED DEVELOPMENT AREA
MASTER PLAN
FOR
PLANNED DEVELOPMENT AREA NO. ___
ALLSTON YARDS PROJECT**

This Article 80C Submission documents the Planned Development Area Master Plan process under Article 80C, and provides a background for the Planned Development Area Master Plan (“**Master Plan**”) for the Allston Yards Project. A copy of the application for the Master Plan for the Allston Yards Project is submitted herewith.

PROPONENT: The Proponent is Stop & Shop Supermarket Company LLC with New England Development, 75 Park Plaza, Boston, MA 02116 as Master Developer and their successors and assigns (the “**Proponent**”).

PDA OVERLAY DISTRICT AND PROJECT SITE: The area to be governed by the Master Plan is located in the Allston neighborhood of Boston. The Master Project will be developed on a Project Site within the PDA Overlay District. The PDA Overlay District will consist of approximately 10.6 acres, generally bounded by the Massachusetts Turnpike and the Boston Landing commuter rail station to the north; the Everett Street bridge and Everett Street to the east; the Boston Volvo Village dealership and a mix of other uses that front on North Beacon Street to the south; and Arthur Street and the Boston Landing project to the west.

MAP OF AREA: A map of the Project Site is attached as Attachment A.

GENERAL DESCRIPTION OF DEVELOPMENT CONCEPT: The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented, mixed-use development consisting of residential, office, restaurant, grocery, and retail uses and a new approximately one-acre public open space and other public amenities (the “**Master Project**”).

COMMUNITY BENEFITS: Development of the Master Project will provide substantial public benefits to the Allston neighborhood and the City of Boston, including +/- \$20,000,000 of infrastructure improvements and public benefits in the first phase of the Master Project and over \$140,000,000 in total infrastructure, mitigation, and public benefits (including housing, affordable housing, open space, transportation and public transportation benefits) over the course of the full development of the Master Project as detailed in the Master Plan.

UNDERLYING As shown on Map 7A/7B/7C/7D of the City of Boston Zoning

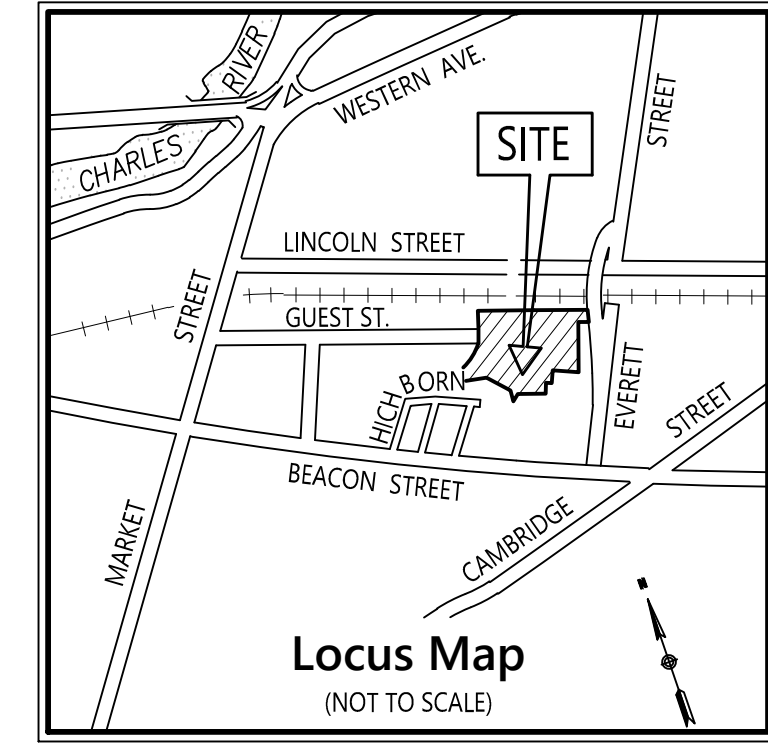
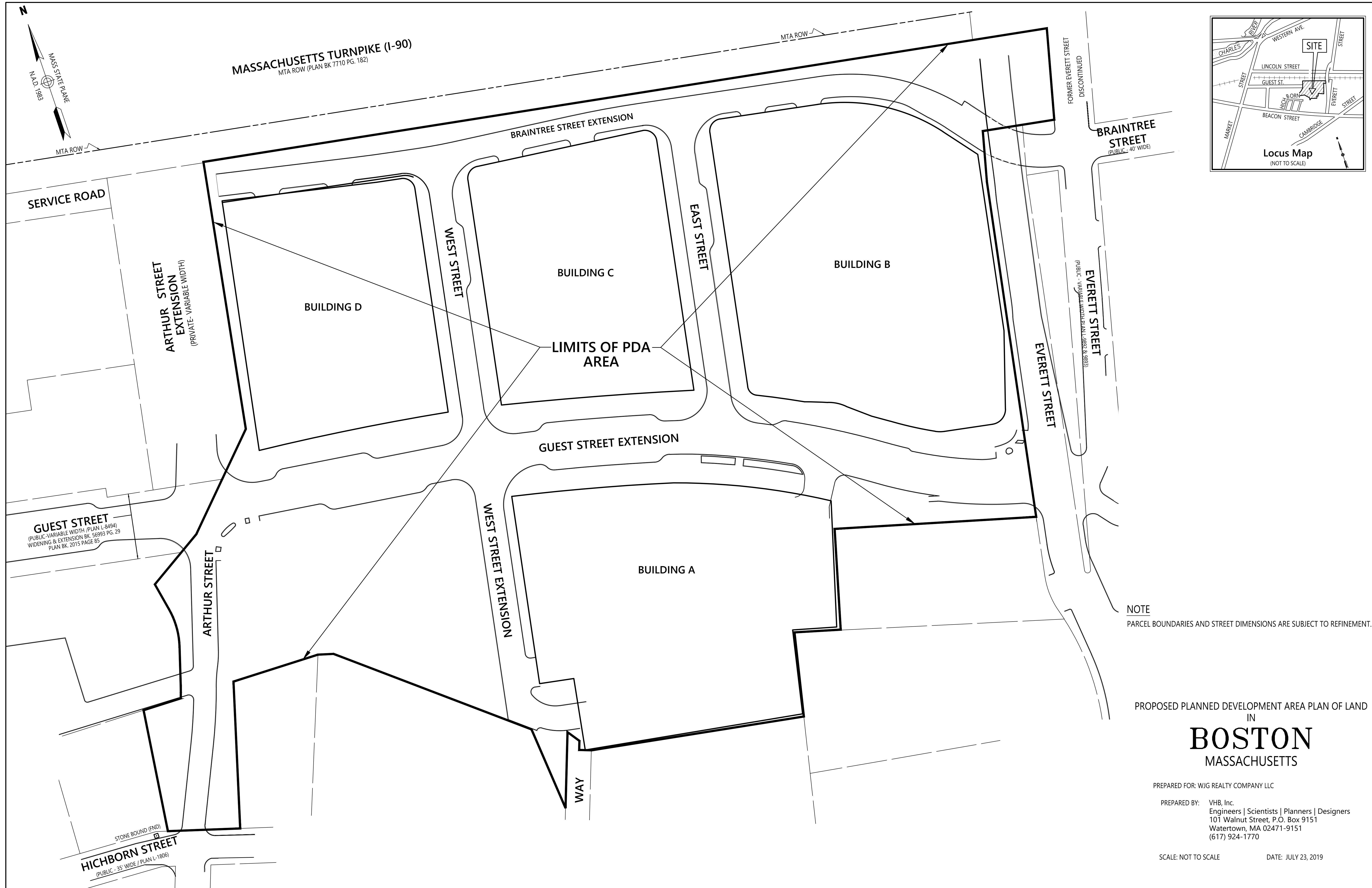
ZONING:

Maps, the Project Site is located within the Guest Street Local Industrial (LI-2) Sub-district within the Allston-Brighton Neighborhood District governed by Article 51 of the Code. Pursuant to Sections 3-1A.a. and 51-44 of the Code, Planned Development Areas and Master Plans are permitted within the area that includes the Project Site. A companion map amendment to the Master Plan will establish the boundaries of the proposed PDA Overlay District in a manner consistent with this Master Plan.

Attachment A

Map of Area

[see attached]



NOTE
PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT.

PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
IN
BOSTON
MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC
PREPARED BY: VHB, Inc.
Engineers | Scientists | Planners | Designers
101 Walnut Street, P.O. Box 9151
Watertown, MA 02471-9151
(617) 924-1770

SCALE: NOT TO SCALE DATE: JULY 23, 2019

_____, 2019

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**MASTER PLAN
FOR
PLANNED DEVELOPMENT AREA NO. []**

ALLSTON YARDS, 60 EVERETT STREET, ALLSTON

DATED: [_____], 2019

1. Master Plan. In accordance with Section 3-1A, Sections 51-44 through 51-49, and Article 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), this plan constitutes the Master Plan for Planned Development Area No. [] (the “**Master Plan**”), for the proposed redevelopment (the “**Master Project**”) of an existing site commonly known as 60 Everett Street in the Allston neighborhood of Boston (the “**Project Site**”). The Project Site is referred to herein as the “**PDA Area**,” and includes approximately 10.6 acres (460,026 square feet). The PDA Area is described in more detail below and in the legal description attached as Exhibit A hereto, and is shown on the plan attached hereto as Exhibit B.

This Master Plan contemplates the construction of four (4) buildings and related infrastructure and open space, as part of a phased redevelopment, and sets forth a statement of the development concept for the PDA Area, including the planning objectives and character of the development, the proposed uses of the PDA Area, the range of dimensional requirements contemplated for buildings to be developed as part of the Master Project, the proposed phasing of construction, and the anticipated public benefits of the Master Project.

This Master Plan consists of [] ([]) pages of text and Exhibits [A-I]. All references herein to this Master Plan refer to such pages and exhibits.

This Master Plan describes four (4) phases of development to be located within the PDA Area (each a “**Building**” and collectively the “**Buildings**”), which may be developed together with or independently of and in differing sequences. The Buildings, which are discussed in more detail below, will also be the subject of one or more Planned Development Area Development Plans (as defined in the Code, each such plan, a “**PDA Development Plan**”) to provide more specific information about the various Buildings and the components thereof. A conceptual site plan of the Master Project, including the approximate layout of building lots within the Master Plan and public realm areas, is shown on Exhibit C attached hereto.

2. The Proponent. The proponent of this Master Plan is Stop & Shop Supermarket Company LLC (“**Stop & Shop**”) with New England Development as Master Developer (together, as appropriate, and collectively with its affiliates and their respective successors and assigns, the “**Proponent**”). An affiliate of Stop & Shop, WJG Realty Company LLC, is the current owner of the PDA Area.

3. PDA Area Description. The PDA Area is an approximately 10.6-acre area within the Allston neighborhood bounded by the Massachusetts Turnpike and the Boston Landing commuter rail station to the north; the Everett Street bridge and Everett Street to the east; Arthur Street and the Boston Landing project to the west; and the Boston Volvo Village dealership and a mix of other uses that front on North Beacon Street to the south. The PDA Area is currently improved by a building containing approximately 100,000 square feet of Gross Floor Area (“GFA,” as defined in Article 2A and below) of retail uses, including a Stop & Shop supermarket as well as approximately 450 parking spaces, loading bays, access drives, signage and related accessory uses (collectively, the “**Existing Interim Uses**”).

4. Zoning. The PDA Area is located within the Guest Street Local Industrial Sub-district within the Allston-Brighton Neighborhood District, which is governed by Article 51 of the Code. Section 51-44 of the Code identifies the PDA Area as a location for a potential Planned Development Area. The PDA Area is not located within a zoning district designated as residential; accordingly, this Master Plan is permissible under Article 3-1A.a of the Code.

In connection with the development of the Master Project in accordance with this Master Plan, and to facilitate separate ownership and financing, it is anticipated that the PDA Area will be subdivided and that new legal lots will be created and held under separate ownership and new public and private ways will be created.

5. Development Concept.

The development concept of the Master Project is to create a new neighborhood at the intersection of Allston and Brighton. The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented development consisting of residential, office, restaurant, fitness and retail uses and a new approximately one-acre public open space (“**Community Green**”) and other public amenities. The Master Project is consistent with the Guest Street Planning Study (defined below) and the adjacent Boston Landing Project.

The Master Project will include up to 868 residential units; approximately 350,000 square feet (“SF”) of GFA of office use; approximately 67,000 SF of grocery use; approximately 50,000 SF of retail/entertainment/restaurant/service uses and may include approximately 7,000 SF of community and/or artist uses.

The Master Project will include the publicly-accessible Community Green and a significant amount of public realm space including separated bike lanes, landscaped sidewalks and streets. The Master Project will be built in phases, with the first phase (Building A) including up to 176 residential units, approximately 87,200 SF of GFA for a new Stop & Shop and other retail, entertainment, restaurant or service space. The first phase of the Project will include the Community Green and significant “up front” transportation and infrastructure improvements totaling approximately \$20,000,000.00, as well as other mitigation. Future phases will be built as the market demands on an approximately 8-10 year schedule.

The Master Project has completed review under Article 80B of the Code (Large Project Review) for the full-build project. A Project Notification Form for the Master Project was filed

with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (the “BPDA”) on January 22, 2018. The BPDA issued a Scoping Determination for the Master Project under Section 80B of the Code on August 3, 2018. A joint Expanded Environmental Notification Form and Draft Project Impact Report (“DPIR”) for the Master Project was filed with the BPDA on February 22, 2019. A response to comments on the DPIR was filed with the BPDA on October 24, 2019. A Preliminary Adequacy Determination waiving the requirement for a Final Project Impact Report was issued by the BPDA on _____, 2019.

Based upon the approval of this Master Plan, including the conceptual plan attached hereto as **Exhibit C**, and approval of one or more PDA Development Plans, final plans and specifications for each building will be submitted to the BPDA pursuant to Articles 80B and 80C of the Code for final design review approval and certifications as to consistency and compliance with this Master Plan and the applicable PDA Development Plan. The development of the Master Project is intended to begin with Phase 1 and may proceed in multiple, sequential or concurrent phases or sub-phases either in or out of numerical order. Individual PDA Development Plans will provide more detail on each of the phases. The Proponent presently anticipates that the Master Project will include the following phases, subject to modifications that may be made in accordance with this Master Plan:

- a. Phase 1. Phase 1 includes the construction of Building A, which is intended to contain a total of approximately 250,000 sf of GFA of the uses described herein, including residential units, a new Stop & Shop, retail, entertainment, restaurant and/or service space or other space for uses and accessory uses. Building A will include up to 300 parking spaces in an off-street parking and loading facility to meet the parking and loading requirements described herein and as set forth in the Building A PDA Development Plan. The first phase of the Project also will include construction of the Community Green and significant “up front” transportation and infrastructure improvements totaling approximately \$20,000,000.00, as well as other mitigation as specified herein.
- b. Phase 2. Phase 2 includes the construction of Building B which is intended to contain a total of approximately 370,500 SF of GFA of the uses described herein, including but not limited to office and research uses (approximately 352,000 SF of GFA inclusive of approximately 2,000 SF of elevator space) with retail, entertainment, restaurant and/or service uses, and accessory uses. Building B may include community and/or artist space and will include up to 550 parking spaces in an off-street parking and loading facility to meet the parking and loading requirements described herein and as set forth in the Building B PDA Development Plan.
- c. Phase 3. Phase 3 includes the construction of Building C which is intended to contain a total of approximately 342,000 SF of GFA of the uses described herein, including but not limited to residential units, retail, entertainment, restaurant and/or service uses, and accessory uses. Building C will include up to 200 parking spaces in an off-street parking and loading facility to meet the parking and loading requirements described herein and as set forth in the Building C PDA Development Plan.

d. Phase 4. Phase 4 includes the construction of Building D which is intended to contain approximately 266,000 SF of GFA of the uses described herein, including but not limited to residential units, retail, entertainment, restaurant and/or service uses, and accessory uses. Building D will include up to 150 parking spaces in an off-street parking and loading facility to meet the parking and loading requirements described herein and as set forth in the Building D PDA Development Plan.

The currently proposed layout of the Master Project, including the Buildings, is shown on **Exhibit C**, and may be modified over time as provided in this Master Plan to meet market demand, capitalize on economic opportunities, and respond to the changing needs and desires of residents, employees and visitors. Construction of the Master Project is anticipated to begin with Phase 1 and Building A; however, as noted above, phases and Buildings may be developed together with or independently of and in differing sequences.

The specific requirements for land, buildings, streets and open space included in each Phase, and their location and use, shall be as set forth in the PDA Development Plan applicable to each Phase and may be modified as set forth in such PDA Development Plan. In the event of any conflict between this Master Plan and a PDA Development Plan, the provisions of the PDA Development Plan shall govern, provided however, that this Master Plan shall govern the uses, dimensions, parking and loading for the Existing Interim Uses, as set forth below in Section 19.

6. Planning Objectives and Character of Redevelopment. The Proponent's planning objective for the Master Project is to create a vibrant, mixed-use, transit-oriented community that will offer an active, lively, and appropriate mix of uses (including office, lab, retail, residential, parking, and other uses), connected and supported by new publicly accessible open space and significant infrastructure improvements.

The Master Project has been designed in accordance with the guidelines of the Guest Street Planning Study adopted in 2012 (the "**Guest Street Planning Study**"), as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit-oriented redevelopment of the PDA Area.

7. Proposed Uses.

The Master Project is being developed as a mixed-use project. **Exhibit D** lists the uses that this Plan approves for each Building. **Exhibit E** lists the allowed uses and use categories for the PDA Area, which uses are allowed as either main, accessory, ancillary or interim uses, provided that the uses are approved pursuant to **Exhibit D** or as otherwise provided in this paragraph. The Accessory and Ancillary Uses listed on **Exhibit E** are allowed for individual blocks (each a "**Block**"). The placement and maintenance of rooftop wireless communications and other telecommunications equipment such as antennae, dishes, equipment mounting, and equipment mounting structures and rooftop energy equipment such as solar panels and equipment shall be allowed, subject only to design review by the BPDA.

8. Location and Appearance of Structures. The location of the buildings in the PDA Area will be generally consistent with the plans attached hereto as **Exhibit C**, but the architectural details of each building will be presented as part of the BPDA's design review. Final plans and specifications for the Master Project, through the Building then being reviewed, will be submitted to the BPDA for certification as to consistency with this Master Plan.

The architectural design of the Project will continue to strive to achieve a balance of neighborhood cohesion, design diversity, and architectural quality that is imperative to the organic development of a neighborhood. The design of each building will employ a variety of scales, materials, and massing compositions.

9. Range of Density and Dimensions. The Master Project consists of the buildings depicted on **Exhibit C**. **Exhibit F** lists the dimensional requirements applicable to each Building, including maximum Building Heights and maximum GFA, for each of the blocks comprising the Master Project and maximum FAR for the entire Master Project.

In acknowledgement of the likelihood that parking demand may decrease over the life of the Master Plan project buildings, in the event that the Proponent converts space within parking garages to uses described in **Exhibit D** constituting GFA, the maximum GFA shown on **Exhibit F** for the Building in which such garage is located shall be deemed automatically increased by the area of such converted space, and the total permitted GFA for the PDA Area shall be increased accordingly, without being limited by the Master Plan project FAR, which shall be similarly adjusted.

Notwithstanding the foregoing, this Master Plan provides for the Proponent to have a degree of flexibility in the allocation of dimensions in order to effectively respond to future changes in the course of market demands, economic opportunities, and the needs and desires of residents, employees, and visitors. At the Proponent's request, with the approval of the BPDA through issuance of a Certification of Consistency, unused GFA may be reallocated from one Building to another Building, provided that the Total GFA in any Building may not be increased by more than 10% without an amendment of this Master Plan and of the applicable PDA Development Plan as may be determined by the BPDA. Overall Master Plan project GFA will not exceed 1,228,500 SF of GFA nor a Floor Area Ratio ("FAR") for the full Master Project of up to 2.67, except as affected by the conversion of garage space to usable space as provided herein. "**Gross Floor Area**" (or GFA as used herein) shall have the meaning set forth in Article 2A of the Code.

This Master Plan and each applicable PDA Development Plan shall supersede the otherwise applicable dimensional, design and other requirements of the Code (including without limitation the provisions set out in Sections 51-19 to 21 and 51-51 to 57) which shall not be applicable to the Master Project and the PDA Area.

10. Open Space and Landscaping.

The Master Project will provide a substantial amount of open space and landscaping, which will help create a continuous public realm and an increase in publicly accessible open space. The Master Plan includes construction of an approximately one-acre publicly-accessible

Community Green. The Community Green includes a dog park, wi-fi accessibility and a green buffer along its southern edge that provides a flexible design edge which could be incorporated into future expansions of open space. The Community Green will be restricted from further development, except for the limited emergency egress stairs and other elements depicted on the plans to be approved for Building A providing egress from the Building A below-grade garage which will be built below the Community Green. The Community Green will be maintained and programmed by the Proponent or a common area entity consisting of owners of the various Buildings comprising the Master Project, which Buildings will be responsible for the costs to maintain and program the Community Green. The Proponent, or developer of Building A, as appropriate, will grant an easement to the BPDA prohibiting further development of the Community Green, ensuring public access to the Community Green, describing maintenance and repair obligations, and allowing for the adoption of reasonable rules and regulations by the grantor.

The Master Plan also includes public realm space including separated bike lanes, landscaped sidewalks and streets. Each of the Master Project's four (4) Buildings may include private-use rooftop amenity areas, subject to final design.

Taken together, a significant amount of the overall PDA Area (approximately 2.5 acres) will be developed by the Proponent as publicly-accessible open space and public realm space. An illustrative site plan depicting the open space and programming, landscaping, public realm improvements, urban open space and buffer space is attached as **Exhibit G**. The final design and specific materials of all public improvements, including but not limited to the Community Green will be subject to the approval of the BPDA.

11. **Transportation and Pedestrian and Bicycle Circulation**. The Master Project will involve the improvement of existing and construction of new streets, intersection, sidewalks, bicycle paths, and pedestrian walkways to serve the residents, employees and visitors to Allston Yards. The streets and sidewalks within the PDA Area shall be constructed to comply with standards that are generally consistent with the City of Boston's Complete Streets standards and requirements, including requirements for accessibility and bicycle lanes. In addition, the creation of the roadway, bike lane and pedestrian system by the Master Project will result in enhanced accessibility of the PDA Area, and adjacent intersections, to pedestrians and vehicles alike, including increased accessibility to the Boston Landing commuter rail station and enhanced MBTA bus stops. The Master Project's proposed vehicular, bicycle and pedestrian circulation patterns are depicted on the circulation plan attached as **Exhibit H**.

The extension of the local street and sidewalk grid into the PDA Area will provide pedestrian and bicycle access throughout the PDA Area. As shown on **Exhibit H**, pedestrian and bicycle improvements, including protected bicycle lanes, striped bicycle lanes, generous, wide sidewalks and landscaped and hardscaped elements will be provided in certain areas and will provide enhanced connections to the Boston Landing commuter rail station. The Master Project will also provide bicycle racks and a Bluebike station. At the Proponent's request, the BPDA may approve changes in the location, number, design and/or dimensions of the proposed roadways and bicycle and pedestrian paths provided that such changes are consistent with the character of the Master Project. Specific road, sidewalk and bicycle lane dimensions and layouts will be developed in consultation with the Boston Transportation Department, BPDA and Public

Improvement Commission for each Building and, once approved, will be deemed consistent with this Master Plan.

The Draft Project Impact Report (“**DPIR**”) sets forth a proposed program of transportation mitigation and infrastructure improvements to be implemented in connection with the Master Project, including construction of key new roadway connections, transit mitigation funding, a robust traffic demand mitigation program, and bike-sharing facilities, all to be provided as part of the Master Project. The traffic mitigation and improvements to be implemented by the Master Project mitigate and support the Master Project’s trip generation. Consistent with the transportation mitigation and infrastructure improvements described in the DPIR, the Proponent shall work with the City of Boston and the Massachusetts Department of Transportation to finalize the details of the traffic mitigation and transportation improvements to be implemented in connection with each Building of the Master Project and the Proponent shall enter into a Master Transportation Improvement Agreement for the Master Project with the Boston Transportation Department (“**BTD**”) specifying the traffic mitigation and transportation improvements required for the Master Project. The Master Transportation Improvement Agreement shall provide that, prior to the commencement or construction of each building in the Master Project, and prior to the issuance of a Certification of Compliance and a Certification of Consistency, the owner of the applicable Building shall enter into a Transportation Access Plan Agreement for such Building with the BTD specifying the traffic mitigation and transportation improvements required for such building. The Master Transportation Improvement Agreement shall require that individual Transportation Access Plan Agreements executed for each Building in the Master Plan provide annual monitoring for five (5) years from and after issuance of a Certificate of Occupancy for such Building including traffic monitoring of the building’s garage driveways, transit ridership, and occupancy monitoring as appropriate for assessing traffic and transit impacts of the Master Project in the PDA Area. If the amount of daily or peak-hour traffic generated by an individual building within the Master Project shall exceed the amount of traffic that would be expected to be generated by that building (as calculated following the same procedures used in the DPIR) by ten percent (10 %) or more, and such traffic is attributable to the Master Project and not growth from other projects, the proponent of the Building submitting such annual report shall work with the City of Boston to implement additional traffic demand management efforts for that building to help reduce the amount of traffic to the projected level.

12. Parking and Loading. It is anticipated that there will be approximately 1,200 parking spaces (approximately 1 parking space per 1,000 square feet of GFA) provided to serve the entire Master Project. Adequate loading facilities will be provided. The number and location of the required parking and loading components for each Building will be included in the PDA Development Plan for each Building, as applicable. Parking and loading demand and requirements may be satisfied, including for interim parking needs, through the construction of new parking facilities, use of existing surface parking lots, use of shared parking facilities among one or more Buildings in the Master Project, and parking on the lots to be created for future Buildings B, C and D to serve, on an interim basis, the uses in any of the buildings in the Master Project.

13. Public Transportation. The PDA Area is adjacent to the Boston Landing commuter rail station and is served by the Route 64 MBTA bus. The PDA Area is proximate to other bus routes including Routes 51, 57, 57A, 66, 70, 70A, 86, 501 and 503. Subject to the approval of the MBTA and other public agencies, the Master Project will include the slight rerouting of the Route

64 bus down Guest Street extension to Everett Street and the construction of two new bus shelters. Weekday commuter rail and bus service is provided between approximately 5:00 a.m. and 11 p.m. Actual service times vary by route or line. As described in Section 15, subject to approval by the MBTA, the Proponent will make a transit subsidy payment to the MBTA to enhance commuter rail and bus route operations in the Allston/Brighton neighborhood, as described further in each individual PDA Development Plan.

14. Public Realm Improvements. The Master Project will provide the following public realm improvements in conjunction with the development of individual Buildings, as shown on Exhibit C, and as specified in more detail in the individual PDA Development Plans for each Building. The final dimensions, design, and construction of each of the improvements described below shall be subject to the BPDA's Design Review and the final approvals and issuance of permits from other public agencies as required:

a. Open Space

(i) Community Green. The design of the Community Green includes a dog park and landscaping, including a green buffer along its southern edge that provides a flexible design edge which could be incorporated into future expansions of open space by adjacent property owners. The Community Green is anticipated to be programmed by both passive and active uses, with the active uses including materials to allow for unstructured, creative play by children of all ages as well as adults.

b. Local Streets and Public Transit. The Master Project will include significant, "up front" transportation and infrastructure improvements estimated at approximately \$20,000,000.00 to facilitate redevelopment of the PDA Area and surrounding sites with an interconnected, multi-modal street grid and will also include improvements and subsidies to public transit:

(i) Guest Street Extension. The Master Project includes plans to extend Guest Street from its current terminus at Arthur Street to Everett Street and new, signalized intersections at Arthur Street/Guest Street and at Everett Street/Guest Street. When constructed, Guest Street extension will be built to Complete Streets requirements and will include a separate bicycle lane, new MBTA bus stops and shelters and generous sidewalks including landscaping and hardscaping.

(ii) East Street and West Street. As shown on Exhibit H, East and West Streets will connect Guest Street Extension and Braintree Street Extension. East and West Streets will include narrow roadway widths, defined pickup/drop-off zones and generous sidewalks including landscaping and hardscaping when constructed. East and West Streets will be renamed prior to construction in coordination with applicable agencies.

(iii) West Street Extension. West Street Extension will be constructed from Guest Street Extension southward to the Project Site's boundary

with Boston Volvo Village. West Street Extension initially will be used as a private access drive serving Building A, and has been designed to operate as a street in the future if necessary and appropriate.

(iv) Braintree Street Extension. Braintree Street will be extended from its current terminus at the Everett Street overpass along the rear of the PDA Area. Braintree Street extension will contain a protected bicycle lane and will also feature sidewalks providing enhanced connections to the Boston Landing commuter rail station. The Master Project will also provide bicycle racks and a Bluebike station.

(v) Braintree Street Connection. The Master Project will fund and implement, when appropriate and subject to receipt of necessary permits and approvals, including from third parties, a connection from Braintree Street Extension to the easterly curb of Arthur Street Extension at the northwesterly corner of the Project Site.

15. Other Public Benefits. The following public benefits will be provided with the construction of each Building, as applicable and set forth in the individual PDA Development Plans for each Building:

a. Housing. As described in this Master Plan and each of the PDA Development Plans, the Master Project includes the development of up to 868 residential units, including both for-sale and rental units. The Master Project intends to set aside units (for-sale and rental) as affordable units pursuant to, and the Master Project will be governed by, the Mayor's Inclusionary Development Policy as amended through the Mayor's Order Relative to Inclusionary Development dated December 9, 2015, (the "IDP"). Pursuant to the IDP, the Master Project is required to provide 13% on-site IDP Units. In addition to such 13% on-site IDP units, and as specified on Exhibit I, the Master Project will provide income restricted units in the Buildings so that the Master Project will have a blended affordable unit percentage in excess of the IDP requirement. Such additional income restricted units will be distributed between rental and for-sale units and will have income limits of 80%-120% of AMI, as described in more detail in the PDA Development Plans for each phase that includes residential units. Subject to the approval of the BPDA, the Proponent may satisfy the affordable housing requirement for individual residential buildings in whole or in part through the construction of income-restricted units reserved for BPDA-certified artists.

The Proponent shall enter into a Master Affordable Housing Agreement with the BPDA for the entire Master Project, which shall provide for a separate Affordable Housing Agreement to be executed by the owner of each building containing residential units prior to issuance of a building permit for that building. Each building that includes residential uses shall provide the affordable housing units on site as required by the IDP, or subject to the approval of the BPDA, the Proponent may redistribute the affordable housing units to other buildings within the Master Project.

The individual PDA Development Plan(s) for a Building containing for-sale units will require that the Master Deed for such units have a recorded restriction requiring at least 70% owner-occupancy.

In order to address the concern for increased homeownership opportunities in the Allston-Brighton community, the Proponent will make a contribution, as further defined below, to the City of Boston Department of Neighborhood Development's Boston Home Center, or local partners which may include Brighton Marine and the Allston-Brighton Community Development Corporation ("CDC"). This contribution will deliver ownership housing opportunities on an expedited basis and will be evaluated over time with an ultimate goal of increasing homeownership in the community.

b. Community/Artist Space. The Proponent will include an approximately 7,000 sf space within Building B to be used as community and/or artist space.

c. Contribution to Parks Department. As set forth in each individual PDA Development Plan, each Building in the Master Project will contribute \$40,000.00 to the Parks Department (for a total of \$160,000.00) for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood such as Ringer Park.

d. Public Realm Fund. As set forth in each individual PDA Development Plan, each Building in the Master Project will contribute \$1,000,000.00 (for a total of \$4,000,000.00 Master Project-wide) to programs and initiatives to advance improvements to the Allston/Brighton community including;

(i) Public Realm Fund. \$200,000.00 per Building (for a total of \$800,000.00 Master Project-wide) to a Public Realm Fund managed by an entity comprised of representatives from the BPDA, Master Project and community, with funds made available on a grant basis to local non-profits, organizations or governmental entities, or individuals or families for public realm improvements and programs (which may include programs to support housing availability and affordability) in the Allston/Brighton community (the "**Public Realm Fund Management Entity**"). The Public Realm Fund Management Entity shall be formed prior to the issuance of a full building permit for the first building of the Master Project to be constructed;

(ii) Allston Brighton Homeowner Fund. \$500,000.00 per Building (for a total of \$2,000,000.00 Master Project-wide) to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income-qualified individuals and families to support ownership housing availability, affordability and stability (the "**Allston Brighton Homeowner Fund**"). The Allston Brighton Homeowner Fund is a first-of-its-kind fund that will be run by the City of Boston Department of Neighborhood Development's Boston

Home Center or local partners which may include Brighton Marine and the Allston-Brighton CDC.

(iii) Allston-Brighton TMA Commitment. \$300,000 per Building (for a total of \$1,200,000 Master Project-wide) to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. The Proponent will work with the Allston-Brighton TMA to identify shuttle services that may be made available to the general community.

e. MBTA Subsidy Payments. The Proponent will make an approximately \$2,500,000 (Master Project-wide) subsidy payment to the MBTA to enhance bus and commuter rail operations for adjacent and nearby bus routes and the commuter rail.

f. Economic Benefits. The Master Project will generate significant economic activity and will create specific economic benefits to the City of Boston:

(i) New Tax Revenue. At full build-out, the Master Project is expected to generate approximately \$5,000,000 in annual property taxes, and approximately \$700,000 in annual sales taxes.

(ii) Jobs. The Master Project is anticipated to create approximately 2,500 new construction jobs and more than 2,000 new permanent jobs.

(iii) Linkage. The Master Project is expected to generate approximately \$4,000,000.00 in housing and jobs linkage funds to the City of Boston as currently designed. The Proponent will enter into a Master Development Impact Project Agreement with the BPDA and individual Building developers will enter into individual Development Impact Project Agreements, if such Building contains Development Impact Project Uses, as defined in Section 80B-7 of the Code, above 100,000 SF of GFA (such 100,000 SF of GFA exemption to be applicable once to the entire Master Project) to effectuate the terms of the Master Development Impact Project Agreement. As set forth in the Master Development Impact Project Agreement, the Housing Contribution Grant rate and the Jobs Contribution Grant rate shall be \$9.03 and \$1.78 per square foot of Gross Floor Area of Development Impact Uses, respectively. As required and allowed by Section 80B-7.4(a)(ii) of the Code, no less than twenty (20%) of the Housing Contribution Grant shall be reserved by the Neighborhood Housing Trust for use in the area surrounding the Master Project, provided that the Neighborhood Housing Trust finds proposals for feasible housing projects that can be developed in such area and the Proponent will work with the Neighborhood Housing Trust and appropriate entities to direct up to one hundred percent (100%) of such money to feasible housing project in the Allston-Brighton neighborhood.

16. Other Requirements.

a. Sustainable Design/Green Building

(i) Green Building. The Master Project will incorporate sustainable/green building design, construction, and operational measures so that each Building in the Master Project is LEEDv4 certifiable at a Silver Level, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities for Building B (office building) to achieve the LEED Core & Shell Gold or Platinum level, the grocery store to achieve the LEED Commercial Interior Gold level, and one or more of the three residential buildings (Building A, C, and D) to achieve the LEED New Construction Gold level. Specifics on LEED commitments will be described in the individual PDA Development Plans for each Building.

(ii) Stormwater. The Master Project will capture and infiltrate a volume of rainwater equal to 1.25” of rainwater over the impervious area of the applicable Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.

(iii) Energy Conservation/GHG Emissions Reductions. The Master Project will undertake various energy conservation and GHG emission reduction strategies:

- a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO₂ emissions when compared to a building design that meets the minimum building code requirements.
- b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
- c) Provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such spaces will be EV ready (for a total of 25%), to further reduce GHG emissions associated with vehicles. The project’s Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how many, of the total 25% EV charging stations should be installed.
- d) Continue to evaluate building design and alternative energy options throughout design.
- e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options, including the use of fuel cell for the new grocery store in Building A.
- f) The Proponent will evaluate the feasibility of implementing passive housing principles into the design of Buildings A, B, C and D.

- g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready for those roofs for which Solar PV is feasible. Install rooftop Solar PV on Building A.

In addition to the above listed benefits, a comprehensive list of the specific mitigation measures for the Master Plan Project, noting the measures to be provided for each Building, is attached as **Exhibit I**.

17. **Development Review Procedures**. The Master Project is subject to Large Project Review under Section 80B of the Code. Final plans and specifications for any portion of the Master Project shall be subject to review and approval by the BPDA in accordance with its Development Review Procedures. At the time of review and approval of final plans and specifications for Buildings B, C and D, the developer of such buildings shall provide updates to the noise, wind and shadow studies included in the Draft Project Impact Report for review by the BPDA. If such updated studies require different or additional mitigation, such mitigation will be included in the Cooperation Agreement to be entered into for such Building. Because the Master Project is a phased project on which design development may proceed sequentially or simultaneously for certain Buildings, it is anticipated that final development review will occur at different times for separate Buildings.

The BPDA has approved the conceptual plan attached hereto as **Exhibit C**. The BPDA's approval of final plans and specifications shall confirm their consistency with this Master Plan and the applicable individual PDA Development Plan. Given the scope of the proposed Master Project, and in light of the various reviews of the Master Project necessary to secure all required permits and approvals, the Proponent may seek to modify the Master Project. Proposed minor modifications to Master Project, including, but not limited to, minor modifications to site improvements, exterior facades, roofscapes, dimensions, massing, architectural features, public spaces, roadway and transit mitigation, or parking and loading will be subject only to the approval of the BPDA's Director under this Master Plan through issuance of a Certification of Consistency, without an amendment of this Master Plan or further BPDA action, unless the Director determines that the changes are not consistent with this Master Plan. Changes to the amounts and/or timing of the funding contributions described in Section 15, or to the initiatives that those contributions will fund, shall be subject to the approval of the BPDA but shall not require an amendment to this Plan.

18. **Other Approvals**. The design of the individual buildings will be subject to review by the Boston Civic Design Commission, and, as noted above, to further review by the BPDA of the schematic design, design development and construction drawings, pursuant to the BPDA's Development Review Guidelines and Article 80B of the Zoning Code. Aspects of the Master Project may also require approvals of other governmental agencies or other entities and implementation of the improvements and mitigation described herein is subject to the receipt of necessary permits, approvals and agreements. No permits for any elements of the Master Project included in this Master Plan, as the same may be amended, shall be required from the Zoning Board of Appeals. In addition, each of the Buildings and improvements to be incorporated in them, will be subject to one or more PDA Development Plans submitted and approved in accordance with Article 80C of the Zoning Code.

19. Existing Interim Uses. Notwithstanding anything to the contrary in this Master Plan or in any PDA Development Plan adopted pursuant to this Master Plan, the PDA Area may be used for Interim Uses and may continue to be used for the Existing Interim Uses, including the building dimensions, number of parking spaces and loading bays that currently exist as depicted on **Exhibit J**, as may be modified during construction, until the later of (a) completion of (i) Building A and (ii) the public realm improvements associated with Building A, including but not limited to the extension of Guest Street and Braintree Street and the construction of East Street and West Street, or (b) demolition of the existing retail building. Upon approval of the BPDA, the existing retail building may be modified from time to time to accommodate construction of the Master Project, provided the existing building shall not increase in size above the existing approximately 100,000 SF of GFA.

Upon approval of the BPDA, the size, location and design of the parking areas and access thereto and number of existing parking spaces and loading bays may similarly be modified from time to time, relocated, and reduced in size or number. The existing or modified parking spaces may serve Building A uses during construction of subsequent phases. Upon approval of the BPDA, signage for the Existing Interim Uses may be modified from time to time to facilitate the modification of the existing building, uses, parking and access areas. Issuance of a Certificate of Consistency pursuant to Section 80C-8 of the Code shall conclusively establish consistency with this Master Plan notwithstanding any provision in Article 51 of the Code to the contrary and the provisions of this Master Plan shall be the only use, dimensional, parking, loading, design, and signage provisions applicable to the Existing Interim Uses or, as applicable, Interim Uses.

20. Effect of the Master Plan. This Master Plan sets forth the zoning for all elements of the Master Project for the PDA Area. Upon approval by the BPDA, each PDA Development Plan within the PDA Area that is consistent with this Master Plan will be presumed to be compliant and consistent with underlying zoning and all other provisions of the Code to the extent that such requirements have been addressed in this Master Plan or a subsequent PDA Development Plan.

Upon issuance of a Certification of Compliance and Certification of Consistency or partial certificates pursuant to Sections 80B-6 and 80C-8 of the Code, the buildings and other improvements subject to the same shall be deemed to be in compliance with the dimensional, design and environmental requirements applicable to the Master Project as set forth in this Master Plan and the applicable PDA Development Plan and such Certification of Consistency constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Master Plan. In order to implement the Master Project, new legal lots may be created and one or more may be leased or conveyed to be in separate ownership. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, each separate Building shall be eligible for and may receive a Certification of Compliance and a Certification of Consistency. Noncompliance of any Building shall not affect compliance of any other Building for which a Certificate of Consistency has been issued, or the right to construct any other Building contemplated by this Plan.

21. Amendment of Master Plan. Any owner of an individual lot within the PDA Area may seek amendment of this Master Plan only as to such lot in accordance with the procedures prescribed by the Code without the consent of any other owner of land within the PDA Area, provided, however, that no such amendment shall affect the rights or obligations of any other

owner of land in the Master PDA Area under this Master Plan or any agreements between the Proponent and the BPDA or other City agencies.

22. Miscellaneous. Unless otherwise set forth herein, all references to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter, as affected herein.

Exhibit A

Legal Description

[see attached]

Legal Description –Allston Yards Total Parcel

A certain parcel of land, consisting of five lots, both registered and unregistered, owned now or formerly WJG Realty Company LLC, located north of North Beacon Street and west of Everett Street in the City of Boston (Allston), in the County of Suffolk, and the Commonwealth of Massachusetts, bounded and described as follows:

Beginning at a point on the southerly sideline of widened Guest Street and the westerly sideline of the described parcel; thence

N 58°59'34" E a distance of Twenty Three and Twenty Two Hundredths feet (23.22') to a point; thence

N 44°35'05" E a distance of One Hundred Fifteen and Twenty Seven Hundredths feet (115.27') to a point; thence

N 10°23'05" E a distance of Two Hundred Sixty Eight and No Hundredths feet (268.00') by Arthur Street Extension, to a point; thence

S 79°36'55" E a distance of Eight Hundred Forty Five and Ninety Nine Hundredths feet (845.99') by land Now or formerly Commonwealth of Massachusetts to a point; thence

S 14°44'23" W a distance of Ninety and Eighty Eight Hundredths feet (90.88') to a point; thence

N 79°36'55" W a distance of Seventy One and Seventy One Hundredths feet (71.71') to a point; thence

S 14°44'23" W a distance of Fifty and Fifteen Hundredths feet (50.15') to a point; thence

S 11°01'37" W a distance of Three Hundred Thirty Five and Seventy Nine Hundredths feet (335.79') to a point, the last two courses by the westerly sideline of Everett Street; thence

N 74°02'44" W a distance of Two Hundred and No Hundredths feet (200.00') to a point; thence

S 15°57'16" W a distance of One Hundred and No Hundredths feet (100.00') to a point, the last two courses by land now or formerly 52 Everett Street LLC; thence

N 74°00'19" W a distance of Forty Five and Eighty Eight Hundredths feet (45.88') to a point; thence

S 13°02'49" W a distance of Eighty Three and Eighty Five Hundredths feet (83.85') to a point; thence

N 79°38'38" W a distance of Two Hundred Thirteen and Nineteen Hundredths feet (213.19') to a point, the last three courses by now or formerly Red Line Limit LLC; thence

N 69°06'58" W a distance of Twelve and No Hundredths feet (12.00') to a point; thence

N 20°53'02" E a distance of Nine and No Hundredths feet (9.00') to a point; thence

N 34°19'46" W a distance of Fourteen and Sixty One Hundredths feet (14.61') to a point, thence

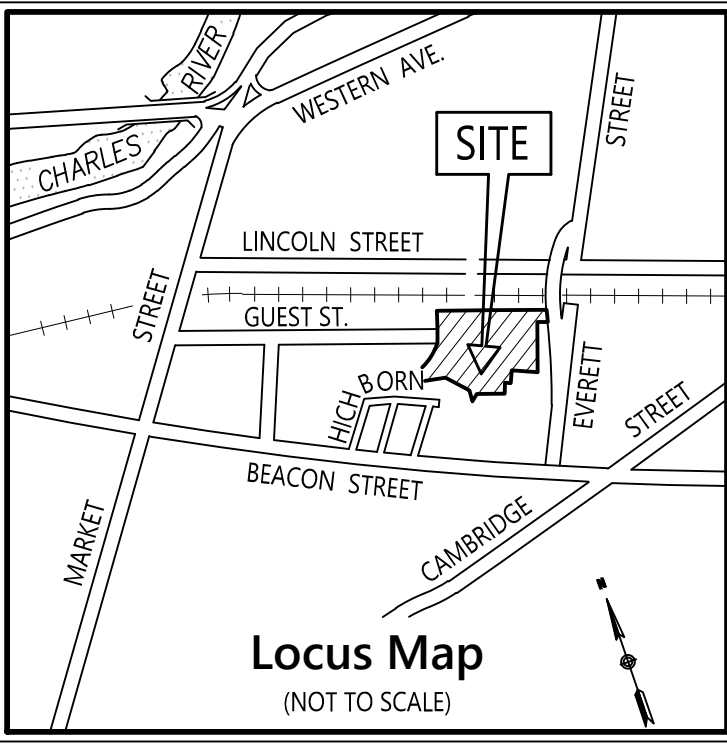
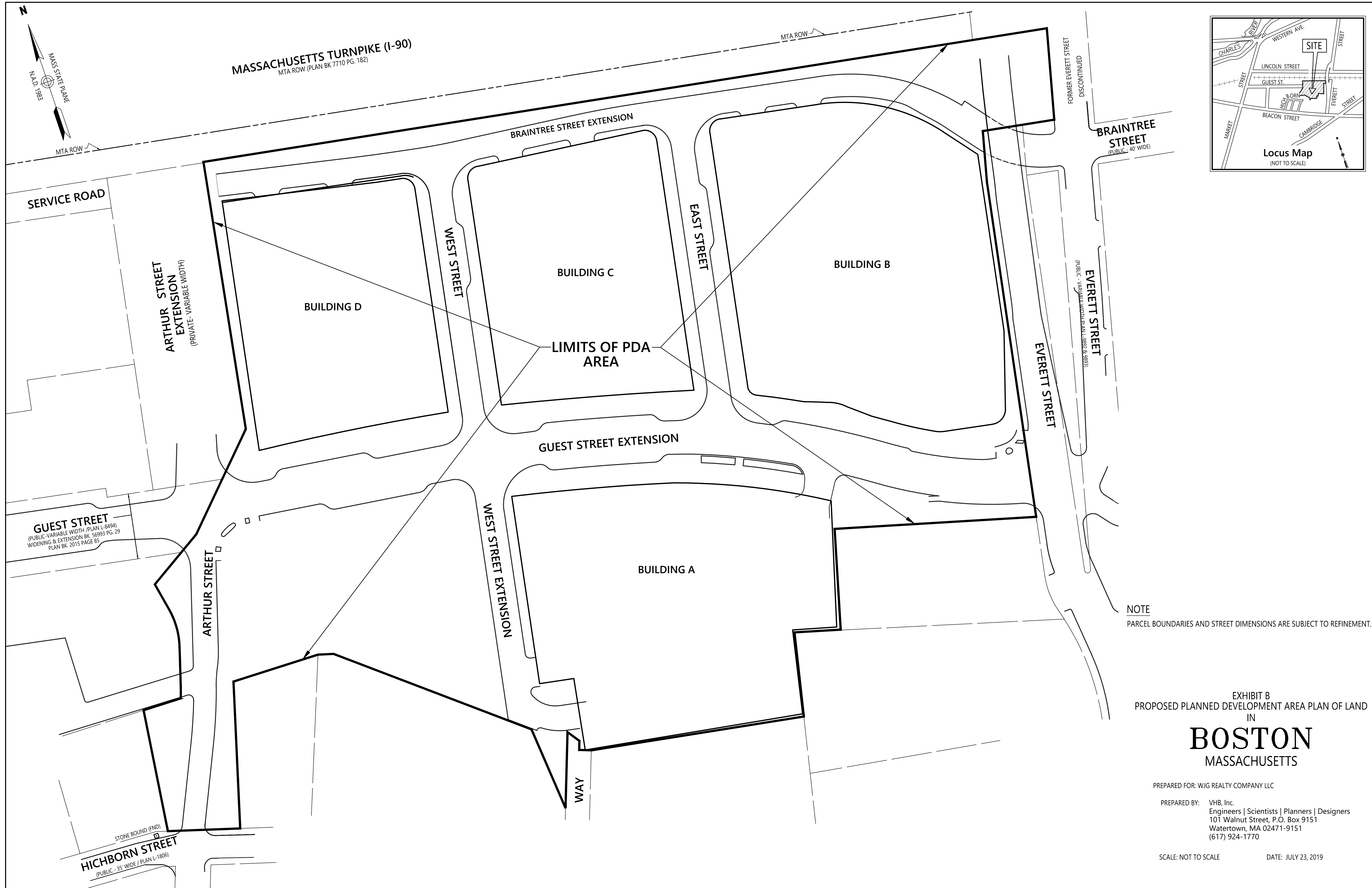
- S 20°53'02" W a distance of Seventy Five and Thirty Hundredths feet (75.30') to a point, the last four courses by a "WAY"; thence
- N 03°59'25" W a distance of Eighty Four and Ninety Nine Hundredths feet (84.99') to a point; thence
- N 49°43'56" W a distance of Two Hundred Nine and Eighty Seven Hundredths feet (209.87') to a point; thence
- N 73°17'02" W a distance of Fifteen and Fifty Hundredths feet (15.50') to a point; thence
- N 88°17'21" W a distance of Eighty Seven and Eighty One Hundredths feet (87.81') to a point; thence
- S 16°47'08" W a distance of One Hundred Forty Five and Seventy Two Hundredths feet (145.72') to a point, the last five courses by now or formerly Hichborn Beacon LLC ; thence
- N 72°43'31" W a distance of Seventy One and Seventy Hundredths feet (71.70') by Hichborn Street to a point; thence
- N 08°01'44" E a distance of One Hundred Twenty Two and Twenty One Hundredths feet (122.21') by land now or formerly GPS Holdings LLC, to a point; thence
- S 88°17'21" E a distance of Thirty Eight and Sixty Nine Hundredths feet (38.69') to a point; thence
- Northerly and curving to the left along the arc of a curve having a radius of Two Hundred and No Hundredths feet (200.00'), a length of Eleven and Fifty One Hundredths feet (11.51') and a chord length of Eleven and Fifty One Hundredths feet (11.51') with a chord bearing of N 19°17'08" E to a point; thence
- N 17°38'13" E a distance of Thirty Nine and Sixty Hundredths feet (39.60') to a point; thence
- Northerly and curving to the left along the arc of a curve having a radius of Eighty and No Hundredths feet (80.00'), a length of Thirty Eight and Eighty Six Hundredths feet (38.86') to a point; thence
- N 10°11'53" W a distance of Twenty Eight and Fifty One Hundredths feet (28.51') to a point; thence
- N 58°59'34" E a distance of Forty One and Ten Hundredths feet (41.10') to the point of beginning, the last five courses by land now or formerly Railyard Residential, LLC.

Said parcel contains 460,026 square feet or 10.561 acres more or less.

Exhibit B

PDA Area

[see attached]



NOTE
PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT.

EXHIBIT B
PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
IN
BOSTON
MASSACHUSETTS

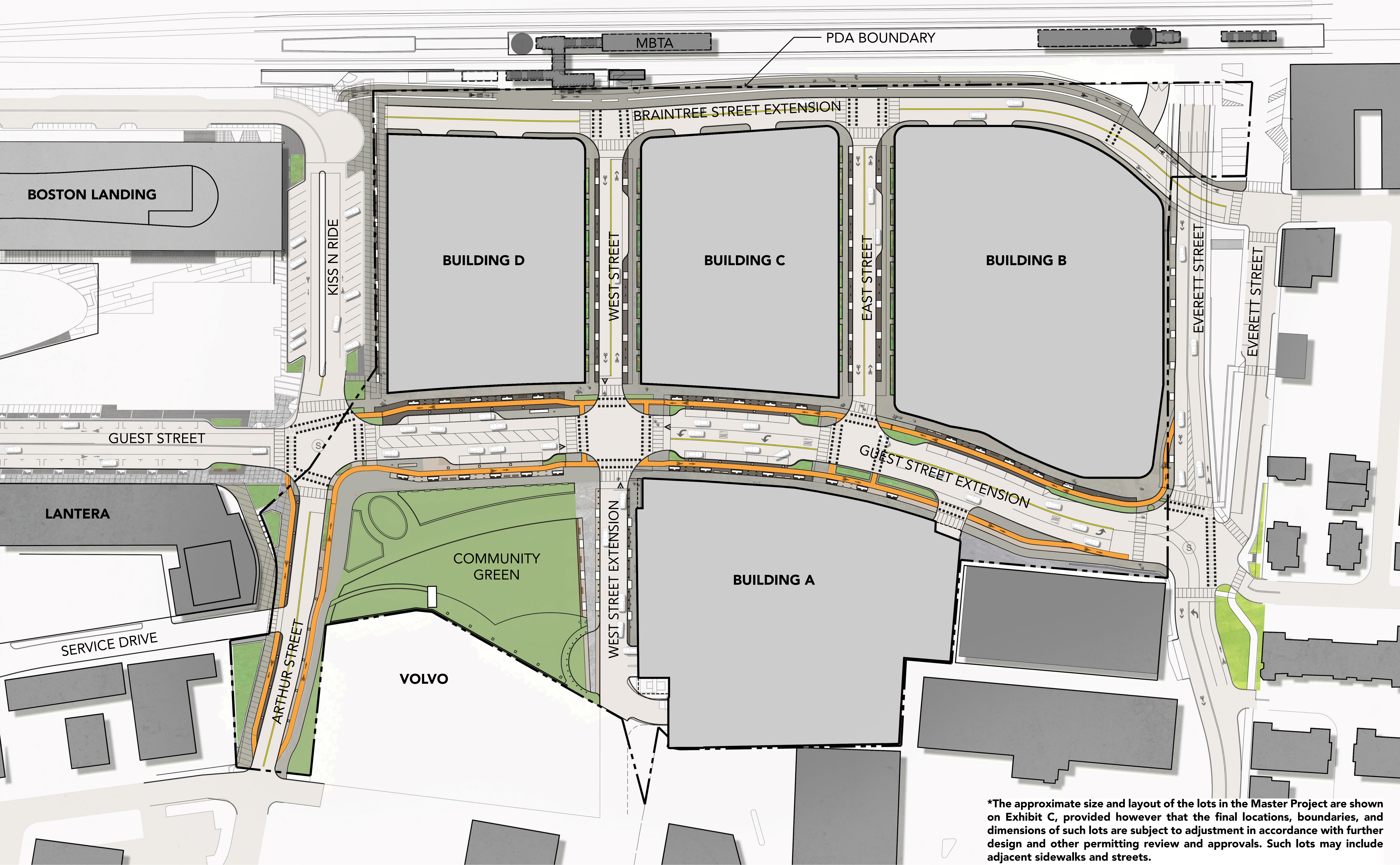
PREPARED FOR: WJG REALTY COMPANY LLC
PREPARED BY: VHB, Inc.
Engineers | Scientists | Planners | Designers
101 Walnut Street, P.O. Box 9151
Watertown, MA 02471-9151
(617) 924-1770

SCALE: NOT TO SCALE DATE: JULY 23, 2019

Exhibit C

Conceptual Site Plan

[see attached]



*The approximate size and layout of the lots in the Master Project are shown on Exhibit C, provided however that the final locations, boundaries, and dimensions of such lots are subject to adjustment in accordance with further design and other permitting review and approvals. Such lots may include adjacent sidewalks and streets.

Exhibit D

Approved Uses for Each Phase

<u>Building</u>	<u>Approved Uses¹</u>
Building A	<ul style="list-style-type: none">• Residential Uses• Retail/Entertainment/Restaurant/Service Uses• Civic/Community Uses and Cultural Uses• Open Space Uses• Parking Uses
Building B	<ul style="list-style-type: none">• Office and Research Uses• Residential Uses• Retail/Entertainment/Restaurant/Service Uses• Civic/Community Uses and Cultural Uses• Open Space Uses• Interim Uses• Parking Uses
Building C	<ul style="list-style-type: none">• Office and Research Uses• Residential Uses• Retail/Entertainment/Restaurant/Service Uses• Civic/Community Uses and Cultural Uses• Open Space Uses

¹ For the purposes of this Exhibit D, the Approved Uses listed below may include Accessory and Ancillary Uses listed on Exhibit E. Uses may be reallocated among the Buildings subject to the unit and sq. ft. maximums set forth herein.

	<ul style="list-style-type: none"> • Open Spaces • Interim Uses • Parking Uses
<p>Building D</p>	<ul style="list-style-type: none"> • Office and Research Uses • Residential Uses • Retail/Entertainment/Restaurant/Service Uses • Civic/Community Uses and Cultural Uses • Open Space Uses • Interim Uses • Parking Uses

Exhibit E

List of Allowed Uses in the PDA Area

Office and Research Uses

Office Uses

- Office of professional persons, not accessory to a main use;
- Real estate, insurance, financial service institution, or other agency or government office;
- Office building, post office, bank or similar establishment;
- Medical office, which includes walk-in clinic and/or urgent care
- Office/High-Tech/Research & Development/Lab including
 - Laboratories, small business incubators, and/or facilities for teaching and for theoretical, basic and applied research, product development and testing, prototype fabrication or production of experimental products; vivarium; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use
 - Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repairing, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses or light industrial
- Flexible, communal, or short-term office space
- Incubator or maker space

Provided, however, that no laboratory classified by the U.S Centers for Disease Control as Biosafety Level 3 or 4 (“BSL-3” or “BSL-4”) shall be permitted.

Residential Uses

Residential Uses

- Multi-family residential uses (which may include compact units); townhouses.
- Artists’ live-work use, which may include smaller unit sizes, flexible unit layouts, combined living and working spaces, and common space shared by residents occupying different units.
- Compact units, which may be included in any other type of residential use.

Retail/Entertainment/Restaurant/Service Uses

Local Retail/Services Uses

- Store primarily serving the local retail business or service needs of the neighborhood, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop, hand laundry;

- Store retailing one or more of the following, but not limited to: food, baked goods, groceries, drugs, tobacco products, CBD products, beer/wine/liquor, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.
- Fitness Center, health club, gymnasium, tennis courts, swimming pool, or other recreational or fitness uses.
- Bank branch, post office.
- Off-premises advertising, signage, billboards.
- Sales office for Retail/Entertainment/Restaurant/Service Uses or Residential Uses allowed on the same Block or another Block.

General Retail Uses

- Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- Grocery store, including e-commerce grocery uses such as but not limited to pick-up facilities, distribution facilities (i.e., Peapod) or wareroom uses.

Restaurant Uses

- Lunchroom, restaurant, cafeteria, brew-pub and brewery, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;
- Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing, live music, entertainment or all three;
- In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out (other than drive-in restaurants).
- Pushcart food vendors.
- Alcoholic Beverage Manufacturing: including breweries, distilleries, wineries and attendant tasting rooms, bars, brew pubs or other on-premise or off-premise alcoholic beverage retail uses, with or without food service.

Entertainment Uses

- Movie theater
- Bowling alley
- Ice or roller skating rink
- Live music performance
- Recorded music performance
- Theatre
- Video game lounge
- Sports bar

Civic/Community Uses and Cultural Uses

Civic/Community Uses and Cultural Facilities

- Museum, gallery, concert hall, theater, auditorium, exhibition space, performance space, aquarium, or historical exhibit open to public generally;
- Community center, community service facility, visitors' center;
- Daycare center.
- Exhibition hall, conference center, meeting facilities, auditorium.
- Place of Worship; monastery; convent; parish house.
- Artist's studio, Art Uses, Artists' Mixed Use.
- Library
- Community garden
- Adult education uses

Open Space Uses

Open Space/Recreational Uses

- Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to parks, public gardens, dog parks and playgrounds; public recreational facilities; publicly accessible garden conservatories or botanical gardens.
- Parks, esplanades, boardwalks, and other pedestrian facilities that promote public use and enjoyment of the water and are located at or near the water's edge;
- Cultural, educational, research, or training facilities focused on open space uses;
- Pavilions open to the public and containing uses accessory to open space uses;
- Sale of food, beverage, and other products accessory to open space uses;
- Art, graphics, sculpture, and signage installations accessory to open space uses;
- Recreational events and other programming accessory to open space uses including fitness classes, movie screenings, music concerts, theatre performances, pop-up retail and restaurant uses and public market.

Interim Uses

Interim Uses: After demolition of the Existing Interim Uses, the following interim uses are allowed:

- Parking to serve other Buildings in the Master Plan, which may exist pending redevelopment of a Building on the land which such parking is located.
- Construction/laydown space to facilitate construction of other Buildings in the Master Plan
- Temporary event activation uses, including
 - Markets
 - Pop-Up Events, Retail and Restaurant Uses

- Temporary Signage
- Open Space Uses

Public Infrastructure Uses

Infrastructure Uses

- One or more co facilities for the generation of electricity, heat, and/or cooling.
- Public Services Uses
- Public service substation, automatic telephone exchange, fire station, police station;
- Cable conduit, pipeline crossing, stormwater outlet, or other similar utility structure.
- Transportation Uses
- Public transportation facility, bus station, subway or trolley station.

Parking Uses

- Public parking
- Parking garage, including car-sharing and or bicycle-sharing service
- Parking to serve other Buildings in the Master Plan, notwithstanding the limitations and restrictions of Article 10

Accessory and Ancillary Uses

- Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:
 - any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory;
 - an office, within a main building, of an accountant, architect, attorney, dentist, physician, real estate agent, or other professional person who resides in such building;
 - an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise;
 - the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use;
 - as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
 - as accessory uses to office uses, restaurants, cafeterias, conference or meeting facilities for use by employees, visitors, and others and incidental to the operation of the office use;
 - as accessory to residential uses, leasing, maintenance, recreational or entertainment facilities for use by residents, visitors, and others and incidental to the operation of the residential use.
 - the storage of flammable liquids and gases incidental to a lawful use;

- permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use;
- day care center;
- health club facility, tennis court, swimming pool;
- roof deck or outdoor terrace;
- Non-Electronic or Electronic sign use, if such signs meet the following requirements: complete design review approval by the BRA; do not project more than five (5') feet from the face of the building or the width of the sidewalk, whichever is less; are limited to hours of operation between 7:00 AM and 2:00 AM, except that between 2:00 AM and 7:00 AM the sign shall be either off or on sleep mode, displaying abstract imagery that is non-commercial in nature; and have a luminance at night that does not exceed 500 cd/m². If the above requirements are met and such electronic sign(s) have received BRA approval, then such electronic signs: (i) shall not be required to obtain a conditional use permit from the Board of Appeal and shall have no time limitation in terms of years of operation/use, except as set forth in a written license agreement with the BRA, which license agreement shall also include fees to be paid to the BRA for existence of such electronic signs, other than for signs located on the Innovation Center; and (ii) shall not have an illuminated side facing a residential zoning district listed in Section 3-1.(a) of the Code if located within one hundred fifty (150') feet of such a residential zoning district.
- Storage lockers, bike storage, parcel pick-up areas.
- Parking garage, including car-sharing and/or bicycle-sharing service.
- On-street parking.
- Valet parking operations.
- Ancillary parking.

Exhibit F

Building	Maximum Build Out (SF of GFA)*	Maximum Building Height (ft)**	Maximum FAR***
A	250,000	85	N/A
B	370,500	188	N/A
C	342,000	232	N/A
D	266,000	167	N/A
Total	1,228,500	N/A	2.67

* The approximate SF of GFA by use in each Building shall be set forth in the individual PDA Development Plan for each Building and excludes SF for required parking and loading described herein. However, uses may be reallocated among Buildings and the GFA of uses may be increased or lowered in each Building subject to the overall Maximum Build Out for each Building, as affected by Section 9 of this Master Plan.

** Maximum Building Height shall be measured in accordance with Article 2A of the Code. Roof structures, decks, penthouses, penthouse mechanicals and equipment may be located on the roof of buildings (including for the purpose of implementing solar and green energy concepts such as solar panels and green roof areas) above the Maximum Building Height notwithstanding if they cover more than 33 1/3 of the total of all roof areas, measured horizontally, of such Building, subject to design review by the BPDA.

*** When calculating maximum FAR, the denominator shall be the PDA Area as described herein as of the approval of the Master Plan and the numerator shall be the GFA on the entire Master Project Site calculated excluding parking and loading areas required to meet the parking and loading requirements described herein which shall be required parking and excluded in the calculation of FAR.

Exhibit G

Open Space and Programming, Public Realm Improvements,
Urban Open Space and Buffer Space

[see attached]

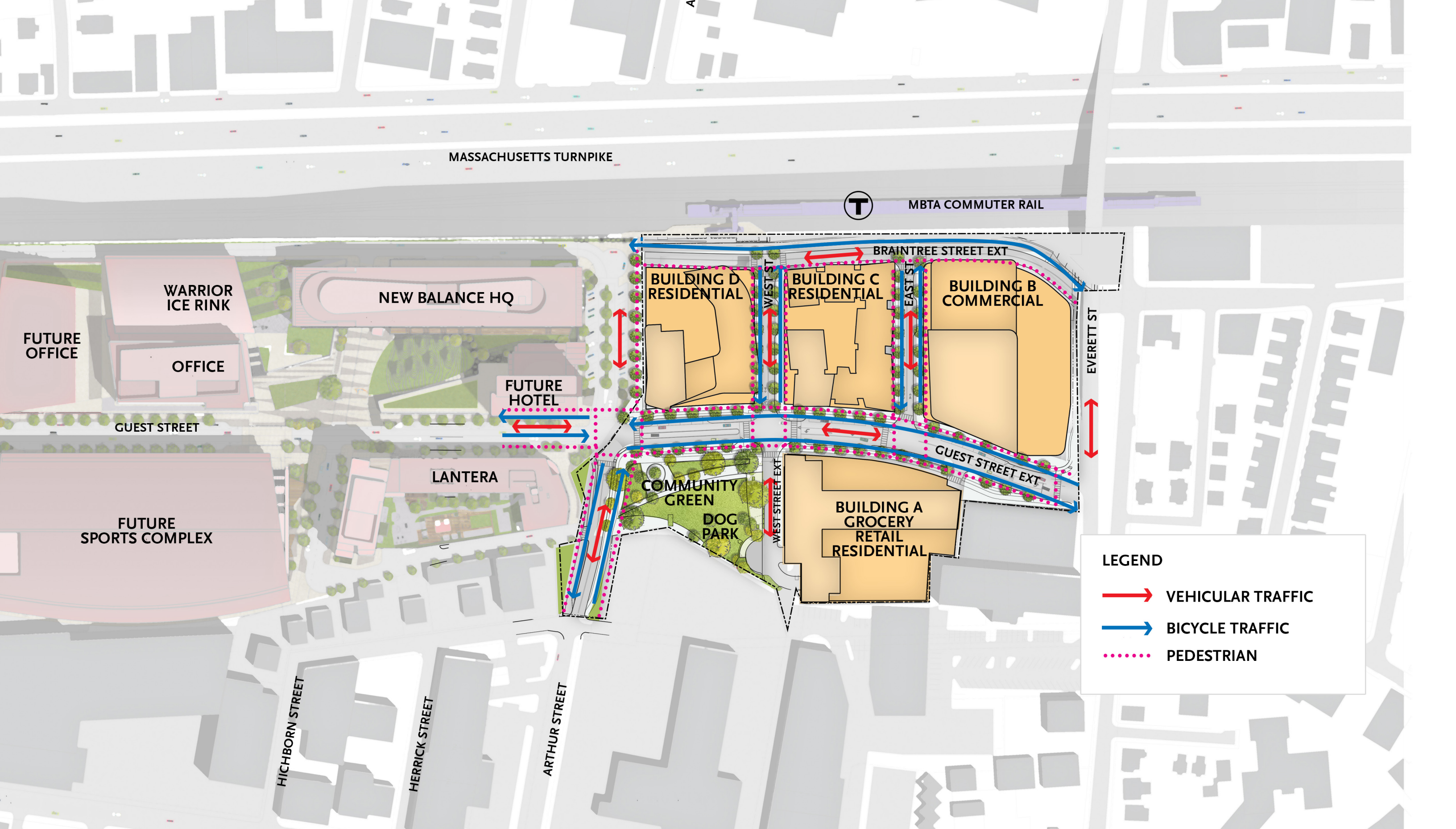


*The final design of the Community Green and public realm improvements associated with the Building A Project and subject to refinement based on review and approval of the BPDA and appropriate regulatory agencies.

Exhibit H

Vehicular, Bicycle and Pedestrian Circulation Patterns

[see attached]



NOTE:
 THE NUMBER, LOCATION, DIMENSIONS AND LAYOUT OF THE STREET, PUBLIC REALM, AND OPEN SPACE AREA ARE CONCEPTUAL AND SUBJECT TO REFINEMENTS IN EACH PDA PLAN AND BASED ON REVIEW AND APPROVAL OF THE BPDA AND APPROPRIATE REGULATORY AUTHORITIES.

Exhibit I

Mitigation Measures Provided for Each Phase

Building	Mitigation
Building A	<ul style="list-style-type: none"> • 13% on-site affordable IDP units • Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project) • New Public Street Grid² <ul style="list-style-type: none"> • New Everett/Guest Intersection • New Arthur/Guest Intersection • New Guest Street Extension, Braintree Street Extension, New East and West Streets, including bicycle and pedestrian infrastructure • Widened sidewalk on the west side of Everett Street adjacent to Building B parcel • New municipal water, sewer, stormwater, lighting and other infrastructure • Enhanced connections to Boston Landing Station • New bus stops for Route 64 bus and transit signal priority • Bluebike Station • Total MBTA Operational Subsidy of approximately \$288,393 commencing upon issuance of building permit payable over 15 years • Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below • Electric Vehicle Spaces as described in Section 16(a)(iii)(c)

² The New Public Street Grid and Community Green are estimated to cost approximately \$20,000,000.00 to construct.

	<ul style="list-style-type: none"> • Approximately one-acre Community Green with dog park and wi-fi access • Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood. • Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton Community as follows: <ul style="list-style-type: none"> ○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy ○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability ○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. • Fuel cell for Stop & Shop • I/I payment to BWSC estimated at \$288,805
Building B	<ul style="list-style-type: none"> • 13% on-site affordable IDP units, if and to the extent Building B contains residential units • In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building, if and to the extent Building B contains residential units

	<ul style="list-style-type: none"> • Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project) • Total MBTA Operational Subsidy of approximately \$726,206 commencing upon issuance of building permit payable over 15 years • Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below • Electric Vehicle Spaces as described in Section 16(a)(iii)(c) • Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood • Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton Community as follows: <ul style="list-style-type: none"> ○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy ○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability ○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. • I/I payment to BWSC estimated at \$319,566
Building C	<ul style="list-style-type: none"> • 13% on-site affordable IDP units

	<ul style="list-style-type: none"> • In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building • Unless constructed as part of a prior phase, and if the final residential Building, units in the Building (if any) will be designated as for-sale units in the amount of the lesser of 110 units or 12% of the total units previously constructed and/or planned for the Master Project. The PDA Development Plan for Building C will require that the Master Deed for for-sale units have a recorded restriction requiring at least 70% owner-occupancy. • Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project) • Total MBTA Operational Subsidy of approximately \$752,967 commencing upon issuance of building permit payable over 15 years • Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below • Electric Vehicle Spaces as described in Section 16(a)(iii)(c) • Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood • Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton Community as follows: <ul style="list-style-type: none"> ○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy ○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability
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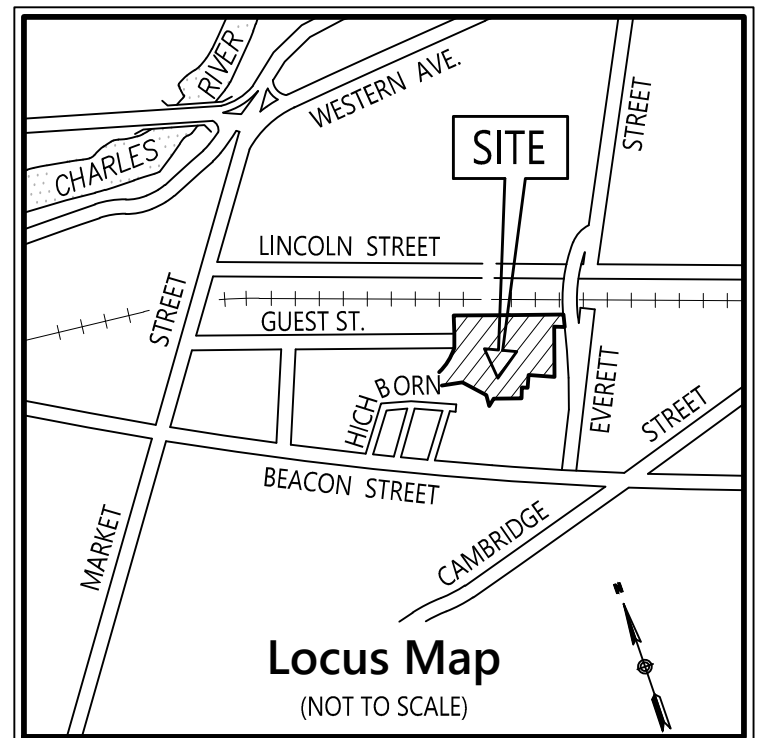
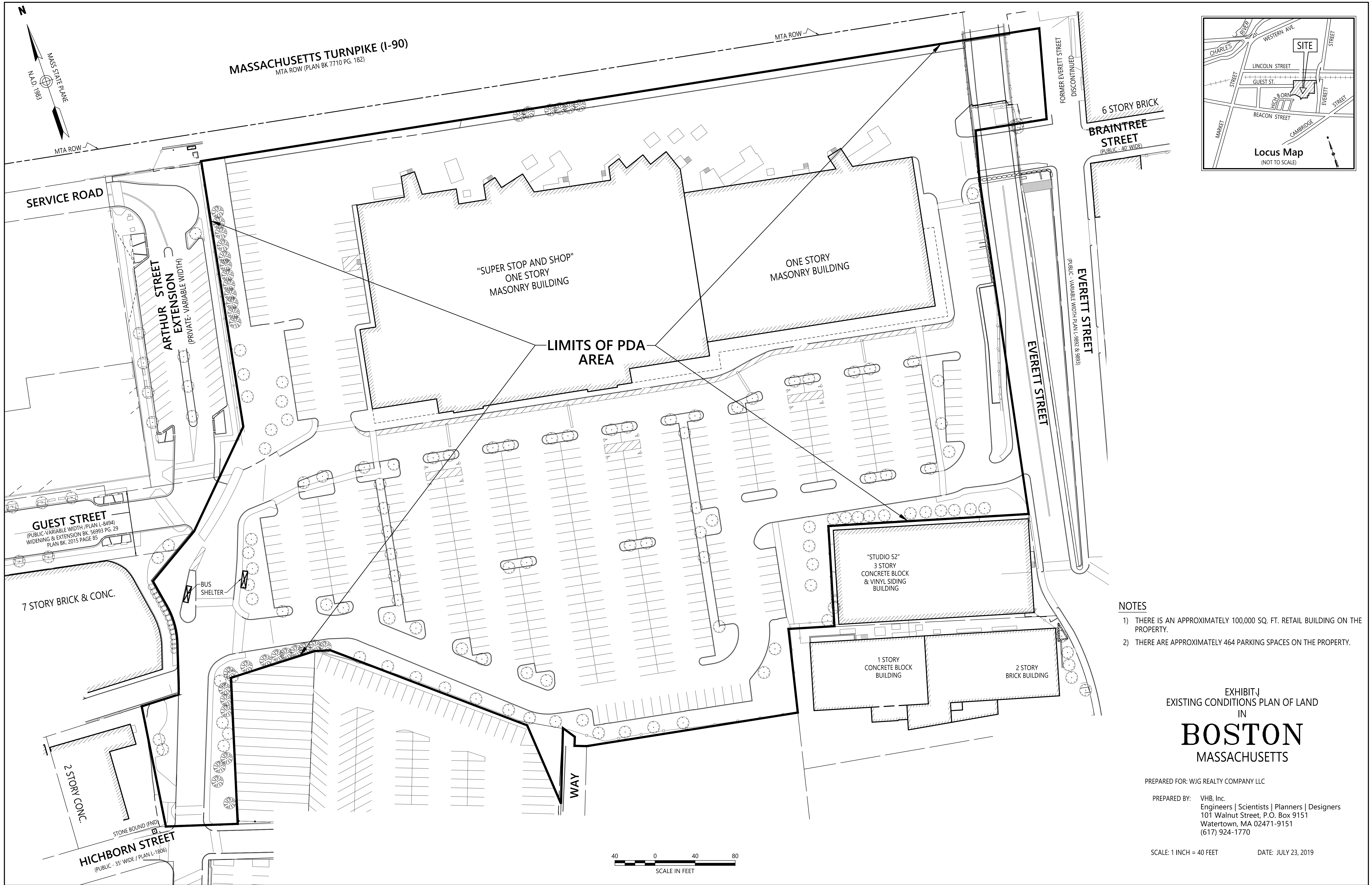
	<ul style="list-style-type: none"> ○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. ● I/I payment to BWSC estimated at \$626,793
<p>Building D</p>	<ul style="list-style-type: none"> ● 13% on-site affordable IDP units ● In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building ● Unless constructed as part of a prior phase, and if the final residential Building, units in the Building (if any) will be designated as for-sale units in the amount of the lesser of 110 units or 12% of the total units previously constructed and/or planned for the Master Project. The PDA Development Plan for Building D will require that the Master Deed for for-sale units have a recorded restriction requiring at least 70% owner-occupancy. ● Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project) ● Total MBTA Operational Subsidy of approximately \$624,786 commencing upon issuance of building permit payable over 15 years ● Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below ● Electric Vehicle Spaces as described in Section 16(a)(iii)(c) ● Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood

	<ul style="list-style-type: none">• Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton Community as follows:<ul style="list-style-type: none">○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. • I/I payment to BWSC estimated at \$488,603
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Exhibit J

Existing Interim Uses

[see attached]



- NOTES**
- 1) THERE IS AN APPROXIMATELY 100,000 SQ. FT. RETAIL BUILDING ON THE PROPERTY.
 - 2) THERE ARE APPROXIMATELY 464 PARKING SPACES ON THE PROPERTY.

EXHIBIT J
 EXISTING CONDITIONS PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC

PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

SCALE: 1 INCH = 40 FEET DATE: JULY 23, 2019



FACT SHEET

**DEVELOPMENT PLAN
FOR PLANNED DEVELOPMENT AREA NO. __
BUILDING A
ALLSTON YARDS PROJECT**

This Article 80C Submission documents the Planned Development Area process under Article 80C, and provides a background for the Development Plan for Building A of the Allston Yards Project. A copy of the application for the Development Plan for Building A at the Allston Yards Project is submitted herewith. This Development Plan is for a component of the Allston Yards Planned Development Area Master Plan (“**PDA Master Plan**”).

PROPONENT: The Proponent is Stop & Shop Supermarket Company LLC with New England Development, 75 Park Plaza, Boston, MA 02116 as Master Developer and their successors and assigns (the “**Proponent**”).

PDA OVERLAY DISTRICT AND PROJECT SITE: The area to be governed by the PDA Master Plan is located in the Allston neighborhood of Boston. The Building A Project will be developed on an approximately 127,620 sq. ft. (2.93 acres) site within the Allston Yards PDA Master Plan PDA Overlay District (the “**Building A Project Site**”).

MAP OF AREA: A map of the Building A Project Site is attached as Attachment A.

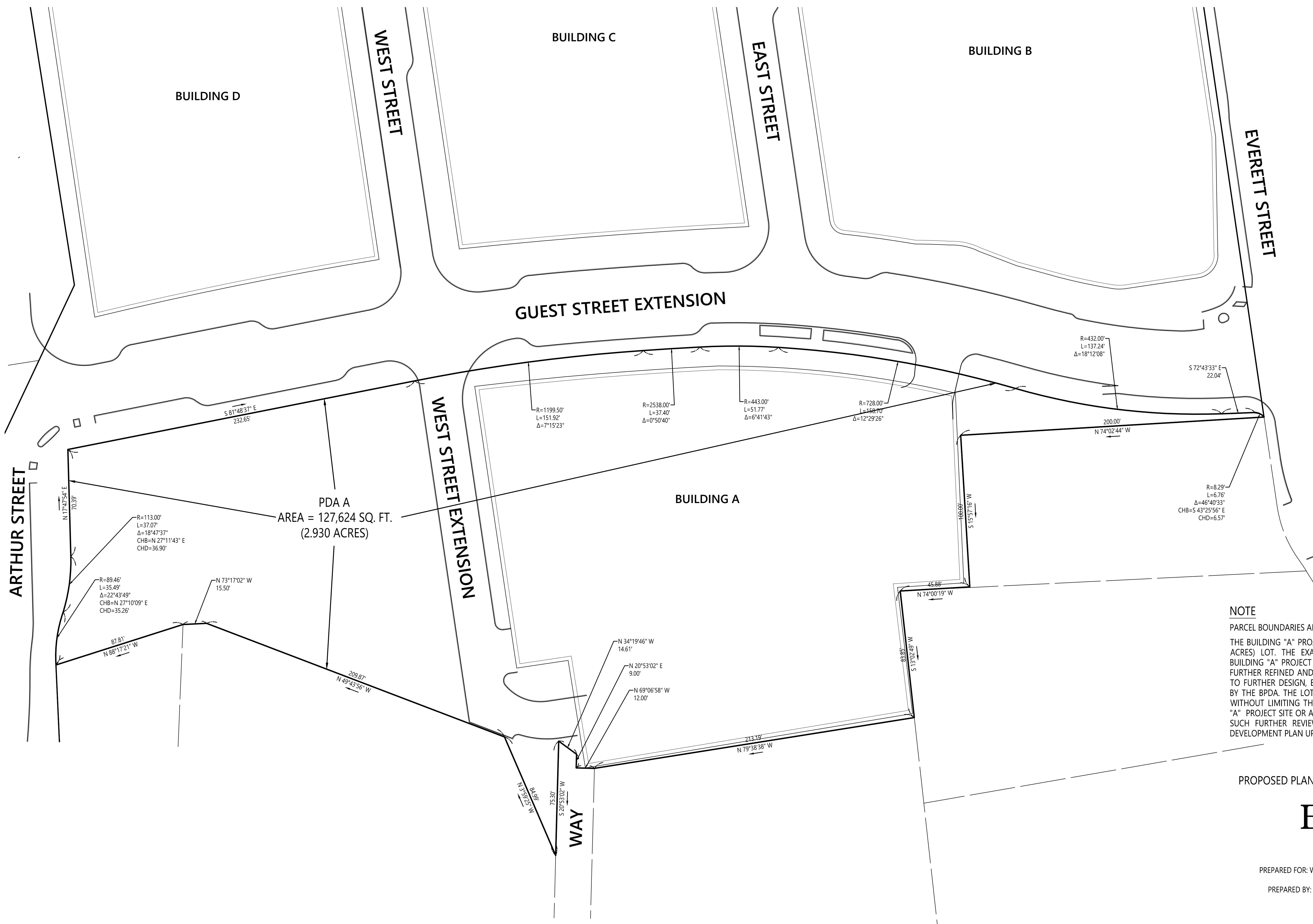
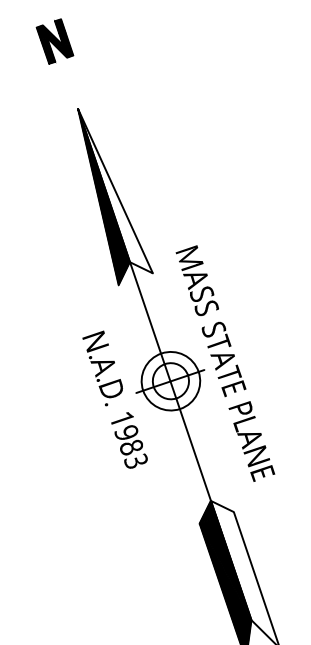
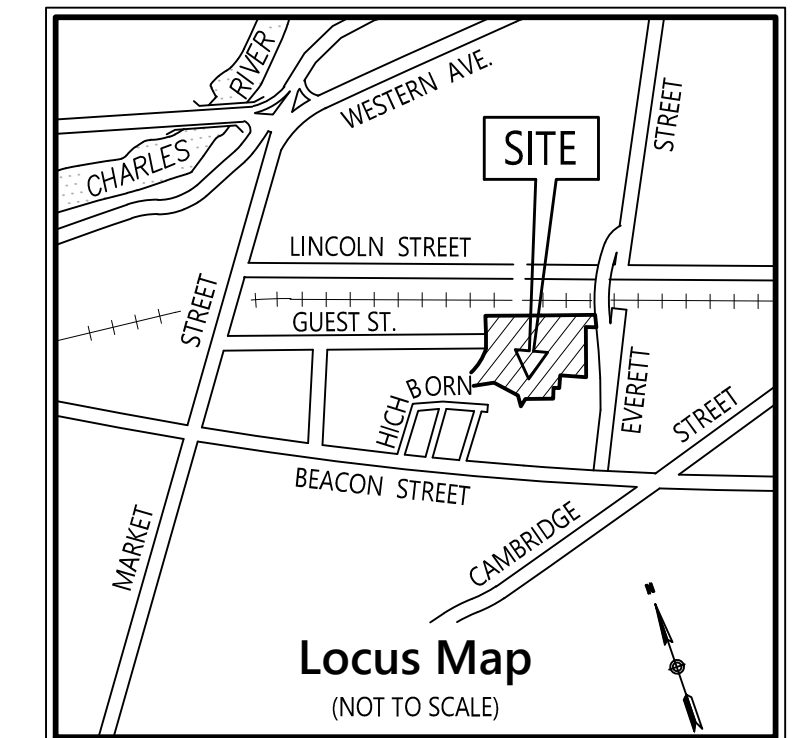
GENERAL DESCRIPTION OF BUILDING A PROJECT: The Proponent intends to construct approximately 176 residential units, plus approximately 87,200 sq. ft. of Gross Floor Area for a new Stop & Shop and other retail, entertainment, restaurant and/or service space within the Building A Project Site (the “**Building A Project**”). The Building A Project will include other accessory uses, including parking, as well as the construction of a new approximately 1-acre Community Green.

UNDERLYING ZONING: As shown on Map 7A/7B/7C/7D of the City of Boston Zoning Maps, the Building A Project Site is located within the Guest Street Local Industrial (LI-2) Sub-district within the Allston-Brighton Neighborhood District governed by Article 51 of the Code. Pursuant to Sections 3-1A.a. and 51-44 of the Code, Planned Development Areas are permitted within the area that includes the Building A Project Site. A companion map amendment to the PDA Master Plan for the Allston Yards Project will establish the boundaries of the proposed PDA Overlay District including the Building A Project Site in a manner consistent with this Development Plan.

Attachment A

Map of Area

[see attached]



NOTE
 PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "A" PROJECT SITE IS AN APPROXIMATELY 127,624 SQ. FT. (2.93 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "A" PROJECT SITE MAY CHANGE AS THE BUILDING "A" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "A" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC
 PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

_____, 2019

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**BUILDING A DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. []**

ALLSTON YARDS, 60 EVERETT STREET, ALLSTON

DATED: _____, 2019

1. Development Plan. In accordance with Section 3-1A, Sections 51-44 through 51-49, and Article 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), and that certain Master Plan for Planned Development Area No. [] (the “**Master Plan**”), for the proposed redevelopment (the “**Master Project**”) at an existing site commonly known as 60 Everett Street in the Allston neighborhood of Boston (the “**Master Plan PDA Area**”), this Development Plan for Planned Development Area No. [] (the “**Development Plan**”) sets forth the proposed location and appearance of structures, densities and dimensions of structures, proposed uses, open spaces and landscaping, proposed traffic circulation, parking and loading facilities, and access to public transportation for Building A of the Master Project (the “**Building A Project**”) within an approximately 127,600 sq. ft. (2.93 acres) portion of the larger Master Plan PDA Area, which includes a new approximately one-acre Community Green (as defined in Section 3) (the “**Building A Project Site**”) as described in the legal description attached as Exhibit A hereto, and as shown on the plan attached hereto as Exhibit B. This Development Plan also describes proposed public benefits, sustainability measures and green building designs, and signage for the Building A Project.

The Master Project, including the Building A Project, has completed review under Article 80B of the Code and will follow the Development Review Procedures outlined in Section 15 of this Development Plan. A Project Notification Form for the Master Project was filed with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (the “**BPDA**”) on January 22, 2018. The BPDA issued a Scoping Determination for the Master Project under Section 80B of the Code on August 3, 2018. A joint Expanded Environmental Notification Form/Draft Project Impact Report for the Master Project was subsequently filed with the BPDA on February 22, 2019 (the “**DPIR**”). A response to comments on the DPIR was filed with the BPDA on October 24, 2019. A Preliminary Adequacy Determination waiving the requirement for a Final Project Impact Report was issued by the BPDA on [_____, 2019]. Following the public review process and the BPDA’s approval of the Master Project pursuant to Article 80B of the Code, and based upon that process and the approval of this Development Plan, final plans and specifications for the Building A Project will be submitted to the BPDA pursuant to Sections 80B and 80C of the Code for final design review approval and certification as to consistency and compliance with this Development Plan.

This Development Plan consists of [] ([]) pages of text and Exhibits []. All references herein to this Development Plan refer to such pages and exhibits.

2. The Proponent. The proponent of this Master Plan is Stop & Shop Supermarket Company LLC (“**Stop & Shop**”) with New England Development as Master Developer (together, as appropriate, and collectively with its affiliates and their respective successors and assigns, the “**Proponent**”). An affiliate of Stop & Shop, WJG Realty Company, LLC is the current owner of the PDA Area and the entire Master Project.

3. General Description of the Project. This Development Plan sets forth information regarding the Building A Project, which includes construction of the uses described herein including up to 176 residential units, (which may include compact units as described in the City’s Compact Living Policy dated October 11, 2018), approximately 87,200 square feet (“**SF**”) of Gross Floor Area (“**GFA**”) for a new Stop & Shop and other retail, entertainment, restaurant and/or service space or other space for uses or accessory uses. Building A will also include an off-street parking and loading facility space to meet the parking and loading requirements described herein). The Building A Project will include a new approximately one-acre public open space (“**Community Green**”) and significant “up front” transportation and infrastructure improvements totaling \$20,000,000.00, as well as other mitigation, as set forth herein.

The Building A Project is anticipated to be the first phase of the Master Plan which has been reviewed and approved by the BPDA. The Master Plan contemplates the construction of four (4) buildings and related infrastructure, as part of a phased redevelopment of the Master Plan PDA Area. The Building A Project is anticipated to be constructed in phases, each of which may have subphases, as more particularly described on Exhibit I. The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented development consisting of residential, office, restaurant, fitness and retail uses and the Community Green and other public amenities. The Master Project is consistent with the Guest Street Planning Study (defined below) and the adjacent Boston Landing Project.

4. Consistency with Planning. The Building A Project Site is located within the area of the Guest Street Planning Study adopted in 2012 (the “**Guest Street Planning Study**”) as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit-oriented redevelopment of the Building A Project Site. The long-term vision of the Guest Street Planning Study is to create an urban mixed-use district featuring vibrant community uses and residential development resulting in an area that will become a transit-oriented mixed-use destination with a blend of workplaces, homes, and neighborhood amenities. The Building A Project aligns with the principles and goals set forth in the Guest Street Planning Study, also as described in the Master Plan, including the specific principles and goals set forth with respect to building height and massing, diversity of uses, open space, and connectivity.

5. Proposed Location and Appearance of Structure. The location and appearance of the building that will be constructed as part of the Building A Project (“**Building A**”) will be generally consistent with the schematic plans attached hereto as Exhibit C, but the architectural details of Building A will be presented as part of the BPDA’s design review as described in Section 15. Final plans and specifications for the Building A Project will be submitted to the BPDA for certification as to consistency with this Development Plan.

Building A is influenced by its unique location and relationship both to Guest Street Extension and the Community Green. Building A is broken into two expressions including a retail podium and residential bar above it. The podium architecture follows the gentle curve of Guest Street Extension and is articulated allowing views into and out of the retail spaces. Entries to the retail tenants occur mid-block and at the corner of Guest Street Extension and West Street Extension. The residential lobby is located directly across from the Community Green, creating an active yet quiet liner use fronting the Community Green.

The upper residential floors are set back from the Guest Street Extension podium, allowing the retail to engage the sidewalk and allow more sun to reach the ground along the north side of the building. The massing is flush along West Street Extension and the Community Green, allowing residents on the upper levels to have views and a clear relationship to the public open space. The Community Green-facing façade will be expressed through a variety of design elements.

6. Densities and Dimensions of Structure. The Building A Project consists of Building A as shown on Exhibit C, which shall have the maximum building height and Gross Floor Area as more specifically set forth in Exhibit D. In acknowledgement of the likelihood that parking demand may decrease over the life of Building A, in the event that the Proponent converts space within the parking garage to uses described in Exhibit F constituting Gross Floor Area, or uses accessory thereto, the maximum Gross Floor Area shown on Exhibit D for the Building A Project shall be deemed automatically increased by the area of such converted space, and the total permitted Gross Floor Area for the Building A Project Site and for the Master Plan PDA Area shall be increased accordingly.

Exhibit E shows the anticipated locations of planned streets and sidewalks, but the final dimensions and design of such streets and sidewalks, and other publicly-accessible improvements, will be subject to BPDA Design Review and the approval required of the City of Boston and other public agencies.

At the Proponent's request, with the approval of the BPDA through issuance of a Certification of Consistency, unused Gross Floor Area allowed as part of any other phase of the Master Project may be included in the Building A Project and any unused Gross Floor Area of the Building A Project may be reallocated to and included as part of any other phase of the Master Project, provided that the Total GFA in any Building may not be increased by more than 10% above the Maximum Build Out shown on Exhibit D without an amendment of the Master Plan and this PDA Development Plan as may be determined by the BPDA. Building A shall be in compliance with this Plan provided that the Gross Floor Area of Building A does not exceed by more than ten percent (10%) the maximum Gross Floor Areas approved by this Plan. Overall PDA Area-wide Gross Floor Area will not exceed 1,228,500 SF nor a Floor Area Ratio ("FAR") for the full Master Project of up to 2.67, except as affected by the conversion of garage space to usable space as provided herein or in the Master Plan. Proposed changes to Gross Floor Area that exceed the above-referenced 10% for the Building A Project will require an amendment to this Plan. "**Gross Floor Area**" (or GFA as used herein) shall have the meaning set forth in Article 2A of the Code. This Development Plan shall supersede the otherwise applicable dimensional, design and other requirements of the Code (including without limitation the provisions set out in Sections 51-19 to 21 and 51-51 to 57), which shall not be applicable to the Building A Project Site.

7. Proposed Uses. All or portions of the Building A Project Site are currently used for surface parking, access drives and signage, and such uses on Building A Project Site will be allowed until development commences on the Building A Project Site in accordance with this Plan. Notwithstanding anything herein to the contrary, the Existing Interim Uses, as such term is defined in Section 19 of the Master Plan, shall be allowed as set forth in such Section.

The Project is being developed as a mixed-use project. **Exhibit F** lists the approved uses for the Building A Project. **Exhibit G** lists the allowed uses and use categories for the Master Plan PDA Area, which uses are allowed as either main, accessory, ancillary or interim uses, provided that the uses are approved pursuant to **Exhibit F** or as otherwise provided in this paragraph. The Accessory and Ancillary Uses listed on **Exhibit G** are allowed for the Building A Project. The placement and maintenance of rooftop wireless communications and other telecommunications equipment such as antennae, dishes, equipment mounting, and equipment mounting structures and rooftop energy equipment such as solar panels and equipment shall be allowed, subject only to design review by the BPDA.

8. Open Space and Landscaping. The Building A Project includes the construction of an approximately one-acre Community Green as shown on **Exhibit H**, which includes a dog park, wi-fi accessibility and a green buffer along its southern edge that provides a flexible design edge which could be incorporated into future expansions of open space. The Community Green will be restricted from further development, except for the limited emergency egress stairs and other elements depicted on the plans to be approved for Building A providing egress from the Building A below-grade garage which will be built below the Community Green. The Community Green will be maintained and programmed by the Proponent or a common area entity consisting of owners of the various Buildings comprising the Master Project, which Buildings will be responsible for the costs to maintain and program the Community Green. The Proponent, or developer of Building A, as appropriate, will grant an easement to the BPDA prohibiting further development of the Community Green, ensuring public access to the Community Green, describing maintenance and repair obligations, and allowing for the adoption of reasonable rules and regulations by the grantor. The Building A Project may contain private-use rooftop amenity areas, subject to final building design.

9. Traffic Circulation. The Building A Project includes the construction of a multi-modal street grid that will connect the Building A Project, the Master Project and the adjacent Boston Landing Project to one another and to the larger Allston neighborhood. In order to create this street grid as shown on **Exhibit B** and connect these areas, Guest Street and Braintree Street will be extended, East Street and West Street will be constructed, the intersection of Arthur Street and Guest Street will be completed and a new intersection at Everett Street and Guest Street will be constructed. The phasing and sub-phasing of such improvements is described in **Exhibit I**.

Guest Street will be extended to provide an east-west street that runs across the Master Plan PDA Area and connects the Building A Project, the Master Project and Boston Landing to the larger Allston neighborhood. Braintree Street will also be extended to accommodate connections to Cambridge Street to the east. As shown on **Exhibit E**, New East Street and West Street will provide north-south streets that connect Guest Street to Braintree Street, enhance pedestrian area, and provide enhanced access to the Boston Landing MBTA commuter rail station. Completion of the Arthur Street and Guest Street intersection and construction of the Everett Street and Guest

Street intersection require construction of new traffic signals, installation of new ADA-compliant pedestrian signals and implementation of transit signal priority measures included in signal operation at both locations in order to enhance the pedestrian, bicycle and vehicle experience. West Street Extension will be constructed from Guest Street southward to the Project Site's boundary with Boston Volvo Village. West Street Extension initially will be used as a private access drive serving Building A, and has been designed to operate as a street in the future if necessary and appropriate. At the Proponent's request, the BPDA may approve changes in the location and/or dimensions of the proposed roadways and bicycle and pedestrian paths provided that such changes are consistent with the character of the Master Project. Specific road, sidewalk and bicycle lane locations and layouts will be developed in consultation with the Boston Transportation Department, BPDA and Public Improvement Commission for Building A and, once approved, will be deemed consistent with this Development Plan and the Master Plan.

Pursuant to the Master Transportation Improvement Agreement to be entered into by the Proponent and BTM, the owner of Building A shall enter into a separate Transportation Access Plan Agreement with BTM prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B and 80C.

10. Proposed Parking and Loading. As currently contemplated, the Building A Project's parking garage will include capacity for the parking of up to 300 vehicles. As part of the traffic circulation improvements, the Proponent will construct approximately 24 parking spaces along the streets to be constructed together with the Building A Project although such 24 on-street parking spaces shall not be required parking for the Building A Project or any other building within the Master Project. Such on-street parking will be publicly available and used to support the retail, restaurant and other uses in the Master Plan. The location, design and number of such on-street parking spaces is subject to the approval of the BPDA. Building A will have its own loading areas and loading bays. The Building A Project's required parking and loading facilities, including number of parking spaces applicable to uses in the Building consistent with the Master Plan and Article 80B filings, and traffic circulation shall be subject to design review and approval by the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency, and the parking and loading facilities, including bicycle facilities, number of parking spaces and traffic circulation approved for Building A as part of such review shall be deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. All other traffic, parking, loading and circulation requirements of the Code shall not be applicable to the Building A Project and the Building A Site and are superseded by this Development Plan.

11. Access to Public Transportation. The Master Plan PDA Area and Building A Project Site are currently well served by ten (10) Massachusetts Bay Transportation Authority ("MBTA") bus routes and the Boston Landing MBTA commuter rail station. Subject to the approval of the MBTA and other public agencies, the Building A Project will include the slight rerouting of the Route 64 bus down Guest Street extension to Everett Street and the construction of two new bus shelters. As part of development of the Master Project, the Proponent has agreed to install transit signal priority improvements, construct new connections to the Boston Landing MBTA commuter rail station, including a new BlueBike station and secure bike rack along Braintree Street, and participate in the Allston-Brighton TMA. These improvements will benefit the residents and employees of the Building A Project, Master Project, Boston Landing, and the

larger Allston neighborhood that utilize the Boston Landing MBTA commuter rail station, the 64 bus route, and other public transportation serving the area. Subject to approval by the MBTA, the Proponent will make a transit subsidy payment to the MBTA to enhance commuter rail and bus route operations in the Allston/Brighton neighborhood.

12. Housing. The Building A Project includes the development of up to 176 new residential units (which may include compact units as described in the City’s Compact Living Policy dated October 11, 2018), including thirteen (13%) affordable units under the Mayor’s Inclusionary Development Policy housing program under the Mayor’s Order Relative to Inclusionary Development dated December 9, 2015 (the “**IDP**”). Pursuant to the Master Affordable Housing Agreement to be entered into by the Proponent and the BPDA with respect to the Master Project, the owner of Building A shall enter into a separate Affordable Housing Agreement with the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B. The required affordable housing units may be provided on-site as required by the IDP, or subject to the approval of the BPDA may be redistributed to other buildings within the Master Plan PDA Area.

13. Signage. The signage program for the Building A Project shall be subject to design review by the BPDA, and any “Sign” that is approved by the BPDA shall be deemed to be in compliance with this Development Plan.

14. Public Benefits.

The following public benefits will be provided with the construction of the Building A Project.

- a. Public realm improvements including open space and transportation infrastructure improvements described in Section 14.a of the Master Plan.
- b. Contribution to Parks Department. Building A will contribute \$40,000 to the Parks Department for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood such as Ringer Park.
- c. Public Realm Fund. Building A will contribute \$1,000,000.00 to programs and initiatives to advance improvements to the Allston/Brighton community including:
 - (i) Public Realm Management Fund: \$200,000.00 to a Public Realm Fund managed by the Public Realm Fund Management Entity, as defined in the Master Plan, with funds made available on a grant basis to local non-profits and organizations or governmental entities for public realm improvements and programs in the Allston/Brighton community;
 - (ii) Allston Brighton Homeowner Fund. \$500,000.00 to the Allston Brighton Homeowner Fund to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or

Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability. The Allston Brighton Homeowner Fund is a first-of-its-kind fund that will be run by the City of Boston Department of Neighborhood Development's Boston Home Center or local partners which may include Brighton Marine and Allston Brighton Community Development Corporation; and

- (iii) Allston Brighton TMA Commitment. \$300,000.00 to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. The Proponent will work with the Allston-Brighton TMA to identify shuttle service that may be made available to the general community.

d. Sustainable Design/Green Building

- (i) Green Building. The Building A Project will incorporate sustainable/green building design, construction, and operational measures so that the Building A Project is LEEDv4 Silver certifiable, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities for the grocery store to achieve the LEED Commercial Interior Gold level, and one or more of the three residential buildings (Building A, C, and D) to achieve the LEED New Construction Gold level.
- (ii) Stormwater. The Building A Project will capture and infiltrate a volume of rainwater equal to 1.25" of rainwater over the impervious area of the Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.
- (iii) Energy Conservation/GHG Emissions Reductions. The Building A Project will undertake various energy conservation and GHG emission reduction strategies:
 - a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO2 emissions when compared to a building design that meets the minimum building code requirements.
 - b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
 - c) Provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such spaces will be EV ready (for a total of 25%), to further

reduce GHG emissions associated with vehicles. The project's Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how many, of the total 25% EV charging stations should be installed.

- d) Continue to evaluate building design and alternative energy options throughout design.
- e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options, including the use of fuel cell for the new grocery store in Building A.
- f) The Proponent will evaluate implementation of passive housing principles into the design of Building A.
- g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready.
- h) Install rooftop Solar PV on Building A.

In addition to the above listed benefits, a comprehensive list of specific mitigation measures for the Building A Project is attached as **Exhibit J**.

15. **Development Review Procedures**. The Building A Project is subject to Large Project Review under Section 80B of the Code. Final plans and specifications for any portion of the Building A Project shall be subject to review and approval by the BPDA in accordance with its Development Review Procedures.

The BPDA has approved the schematic plans attached hereto as **Exhibit C**. The BPDA's approval of final plans and specifications shall confirm their consistency with this Development Plan. Proposed minor modification to the Building A Project, including but not limited to, minor modifications to improvements, exterior façades, roofscapes, dimensions, massing, architectural features, public spaces, roadway and transit mitigation, or parking and loading, are allowed subject only to BPDA Design Review approval, without requiring an amendment to this Development Plan or further BPDA action, unless the Director determines that the changes are not consistent with this Development Plan. Changes to the amounts and/or timing of the funding contributions described in Section 14, or to the initiatives that those contributions will fund, shall be subject to the approval of the BPDA but shall not require an amendment to this Plan.

16. **Applicability**. Upon issuance of a Certification of Compliance and Certification of Consistency or partial certificates pursuant to Sections 80B-6 and 80C-8 of the Code, the buildings and other improvements subject to the same shall be deemed to be in compliance with the dimensional, design and environmental requirements as set forth in this Development Plan and constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Plan. To the extent that any aspect of proposed uses and proposed structures addressed in this Plan are in conflict with any requirement of the Code or Master Plan, this Plan shall govern.

In order to implement the Building A Project, new legal lots in the area constituting the Master Plan PDA Area may be created and one or more may be leased or conveyed to be in separate ownership. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, each separate Building shall be eligible for and may receive a Certification of Compliance and Certification of Consistency. Noncompliance of any Building in the Master Plan PDA Area shall not affect compliance of any other Building for which a Certificate of Consistency has been issued, or the right to construct any other Building contemplated by this Plan. A Certificate of Occupancy for Building A can issue upon the completion of Phase IA as described on **Exhibit I**.

17. Amendment of Plan. The owner of the Building A Project may seek to amend this Plan in accordance with the procedures prescribed by the Code without the consent of any other owner of land within the Master Plan PDA Area, provided, however, that no such amendment shall affect the obligations of any other owner of land within the Master Plan PDA Area under the Master Plan or any agreements between the Proponent and the BPDA or other City agencies. In the event that any amendment to this Plan proposed by the owner of Building A is approved, and such amendment affects the overall compliance of the Building A Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan.

18. Miscellaneous. Unless otherwise set forth herein, all references to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter, as affected herein.

Exhibit A

Legal Description of Building A Site

[see attached]

Legal Description –Allston Yards PDA “A”

A certain PDA parcel “A” over land, consisting of five lots, both registered and unregistered, owned now or formerly WJG Realty Company LLC, located north of North Beacon Street and west of Everett Street in the City of Boston (Allston), in the County of Suffolk, and the Commonwealth of Massachusetts, bounded and described as follows:

N 74°02'44" W a distance of Two Hundred and No Hundredths feet (200.00') to a point; thence

S 15°57'16" W a distance of One Hundred and No Hundredths feet (100.00') to a point; thence

N 74°00'19" W a distance of Forty Five and Eighty Eight Hundredths feet (45.88') to a point;
thence

S 13°02'49" W a distance of Eighty Three and Eighty Five Hundredths feet (83.85') to a point;
thence

N 79°38'38" W a distance of Two Hundred Thirteen and Nineteen Hundredths feet (213.19') to a
point; thence

N 69°06'58" W a distance of Twelve and No Hundredths feet (12.00') to a point; thence

N 20°53'02" E a distance of Nine and No Hundredths feet (9.00') to a point; thence

N 34°19'46" W a distance of Fourteen and Sixty One Hundredths feet (14.61') to a point; thence

S 20°53'02" W a distance of Seventy Five and Thirty Hundredths feet (75.30') to a point; thence

N 03°59'25" W a distance of Eighty Four and Ninety Nine Hundredths feet (84.99') to a point;
thence

N 49°43'56" W a distance of Two Hundred Nine and Eighty Seven Hundredths feet (209.87') to a
point; thence

N 73°17'02" W a distance of Fifteen and Fifty Hundredths feet (15.50') to a point; thence

N 88°17'21" W a distance of Eighty Seven and Eighty One Hundredths feet (87.81') to a point, the
last thirteen (13) courses by existing parcel boundary; thence

Northeasterly and curving to the right along the arc of a curve having a radius of Eighty Nine
and Forty Six Hundredths feet (89.46'), a length of Thirty Five and Forty Nine
Hundredths feet (35.49') and a chord length of Thirty Five and Twenty Six
Hundredths feet (35.26') with a chord bearing of N 27°10'09" E to a point; thence

Northeasterly and curving to the left along the arc of a curve having a radius of One Hundred
Thirteen and No Hundredths feet (113.00'), a length of Thirty Seven and Seven

Hundredths feet (37.07') and a chord length of 36.90 feet (36.90') with a chord bearing of N 27°11'43" E to a point; thence

N 17°47'54" E a distance of Seventy and Thirty Nine Hundredths feet (70.39') to a point, the last three (3) courses by the easterly sideline of Arthur Street; thence

S 81°48'37" E a distance of Two Hundred Thirty Two and Sixty Five Hundredths feet (232.65') to a point; thence

Easterly and curving to the right along the arc of a curve having a radius of One Thousand One Hundred Ninety Nine and Fifty Hundredths feet (1199.50'), a length of One Hundred Fifty One and Ninety Two Hundredths feet (151.92') to a point; thence

Easterly and curving to the right along the arc of a curve having a radius of Two Thousand Five Hundred Thirty Eight and No Hundredths feet (2538.00'), a length of Thirty Seven and Forty Hundredths feet (37.40') to a point; thence

Easterly and curving to the right along the arc of a curve having a radius of Four Hundred Forty Three and No Hundredths feet (443.00'), a length of Fifty One and Seventy Seven Hundredths feet (51.77') to a point; thence

Southeasterly and curving to the right along the arc of a curve having a radius of Seven Hundred Twenty Eight and No Hundredths feet (728.00'), a length of One Hundred Fifty Eight and Seventy Hundredths feet (158.70') to a point; thence

Southeasterly and curving to the left along the arc of a curve having a radius of Four Hundred Thirty Two and No Hundredths feet (432.00'), a length of One Hundred Thirty Seven and Twenty Four Hundredths feet (137.24') to a point; thence

S 72°43'33" E a distance of Twenty Two and Four Hundredths feet (22.04') to a point; thence

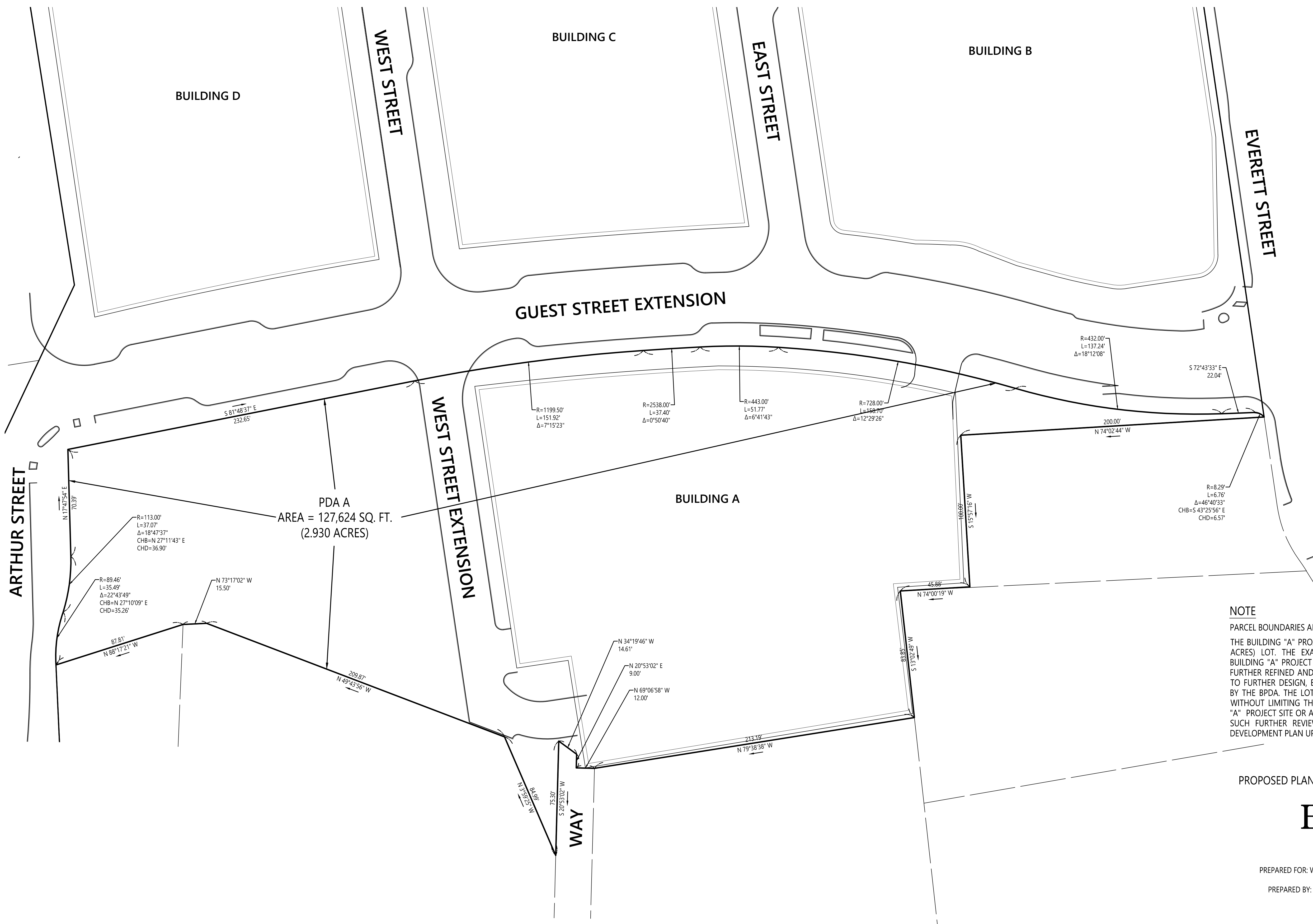
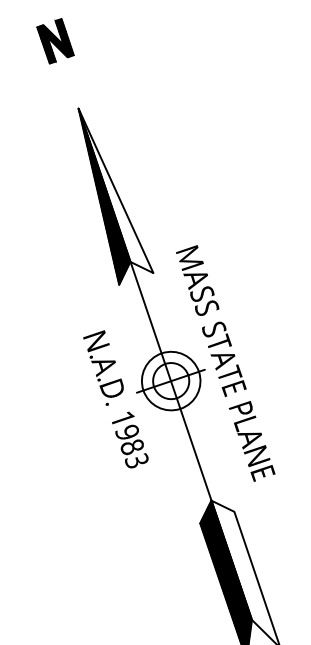
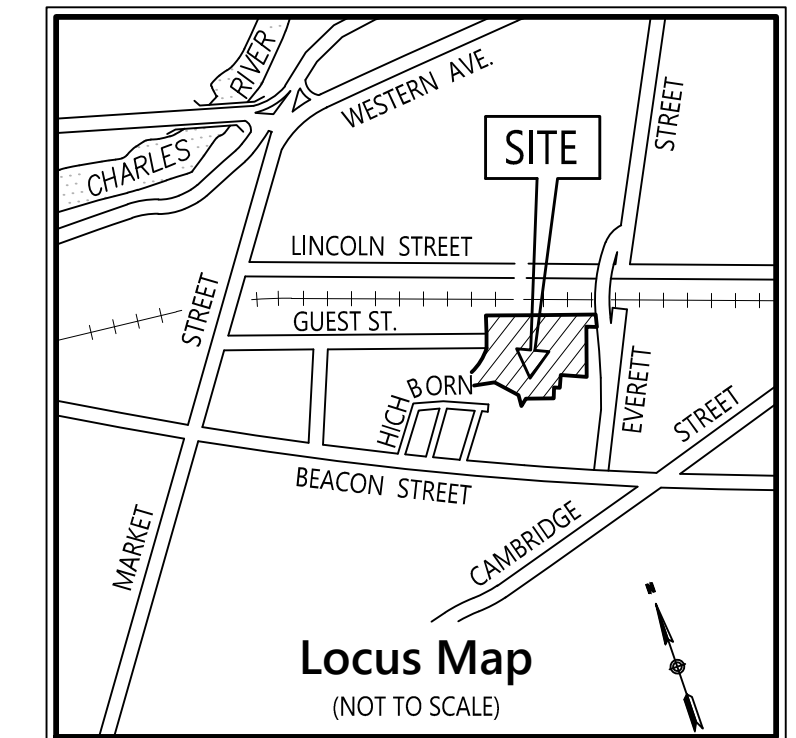
Southeasterly and curving to the right along the arc of a curve having a radius of Eight and Twenty Nine Hundredths feet (8.29'), a length of Six and Seventy Six Hundredths feet (6.76') and a chord length of Six and Fifty Seven Hundredths feet (6.57') with a chord bearing of S 43°25'56" E to the point of beginning. The last seven (7) courses by the southerly sideline of Guest Street Extension.

Said PDA parcel "A" contains 127,624 square feet or 2.930 acres more or less.

Exhibit B

Building A Project Site Plan

[see attached]



NOTE
 PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "A" PROJECT SITE IS AN APPROXIMATELY 127,624 SQ. FT. (2.93 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "A" PROJECT SITE MAY CHANGE AS THE BUILDING "A" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "A" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

EXHIBIT - BUILDING A
 PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC
 PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

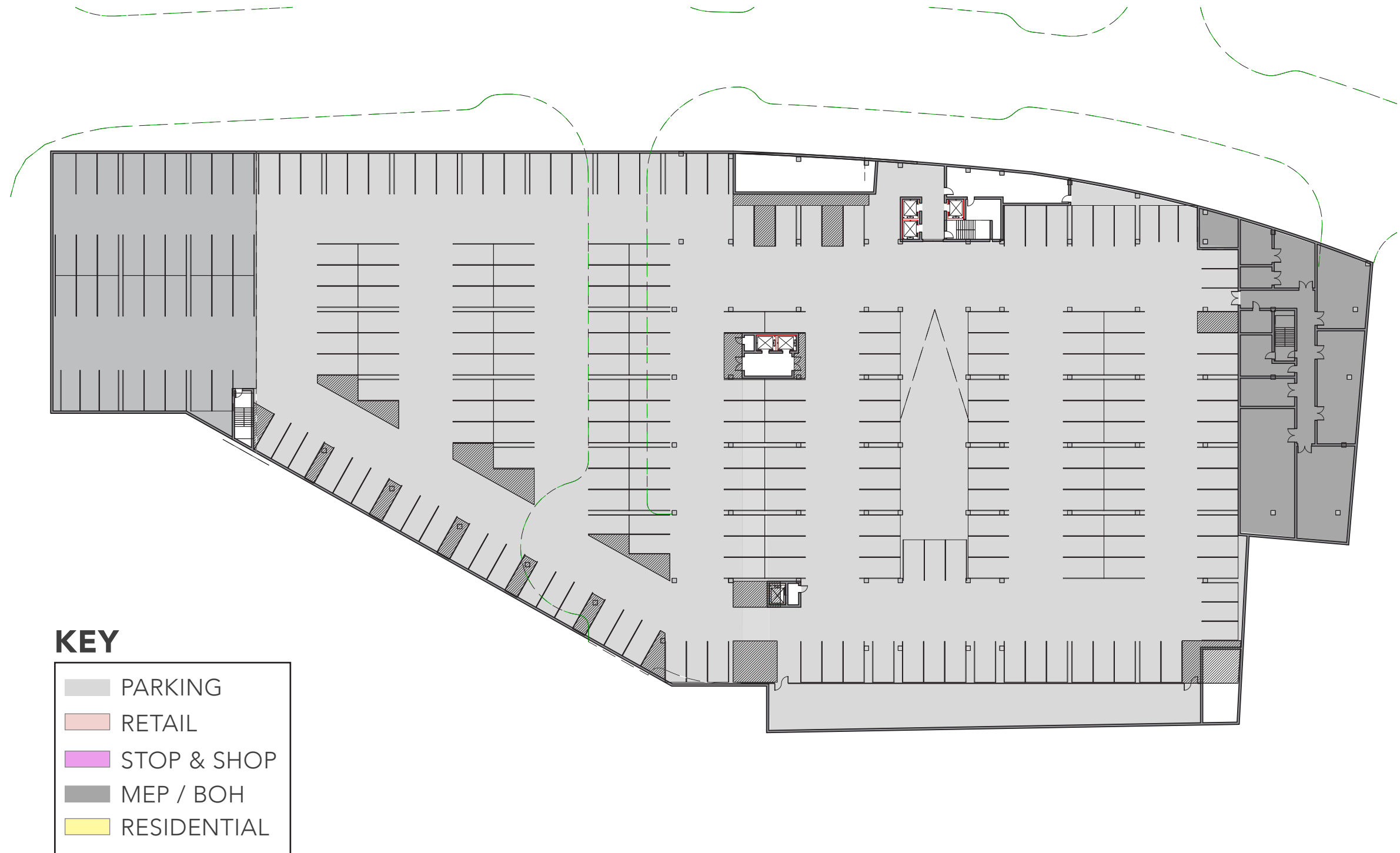
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Exhibit C

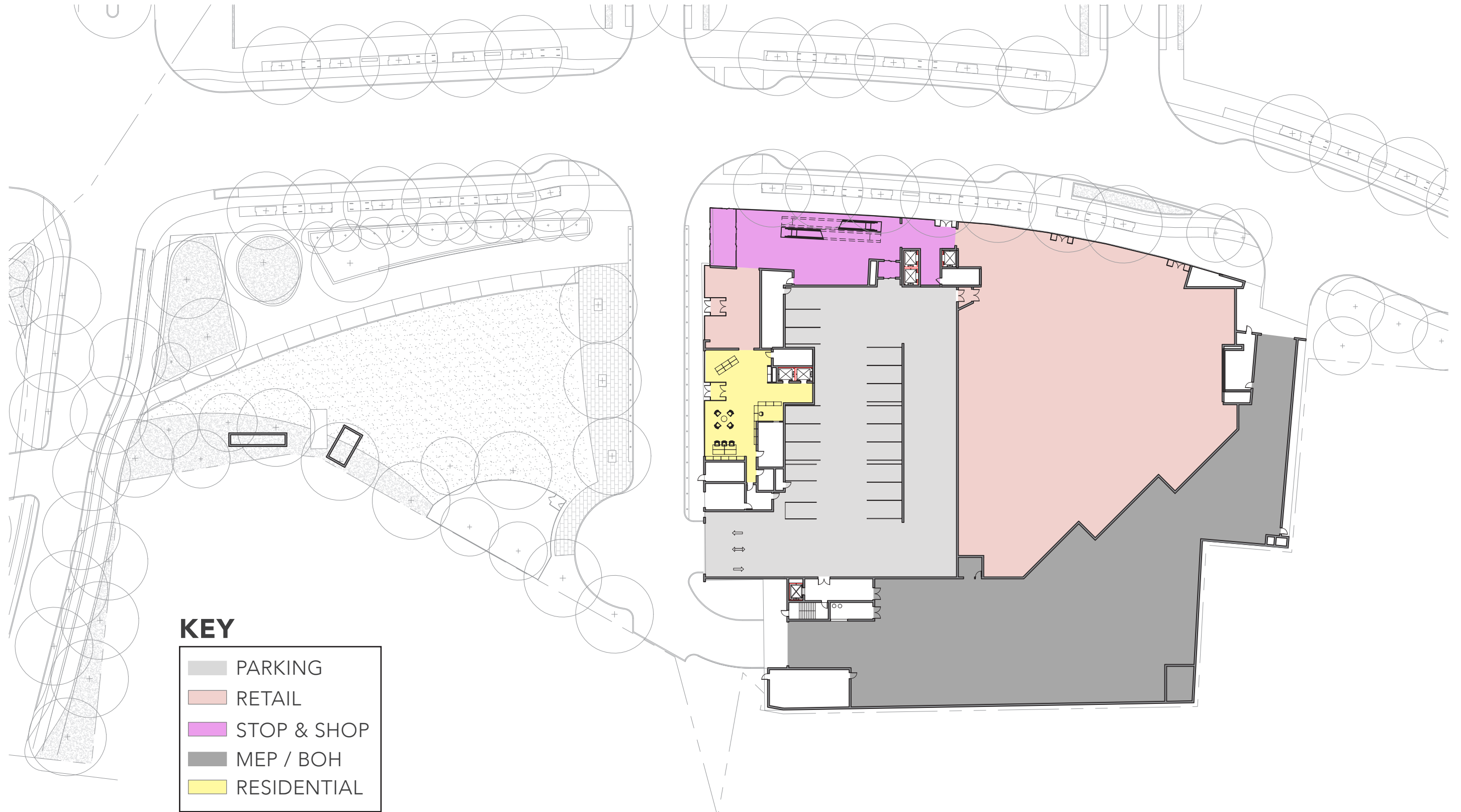
SCHEMATIC PLANS

[see attached]

BUILDING A LEVEL P1








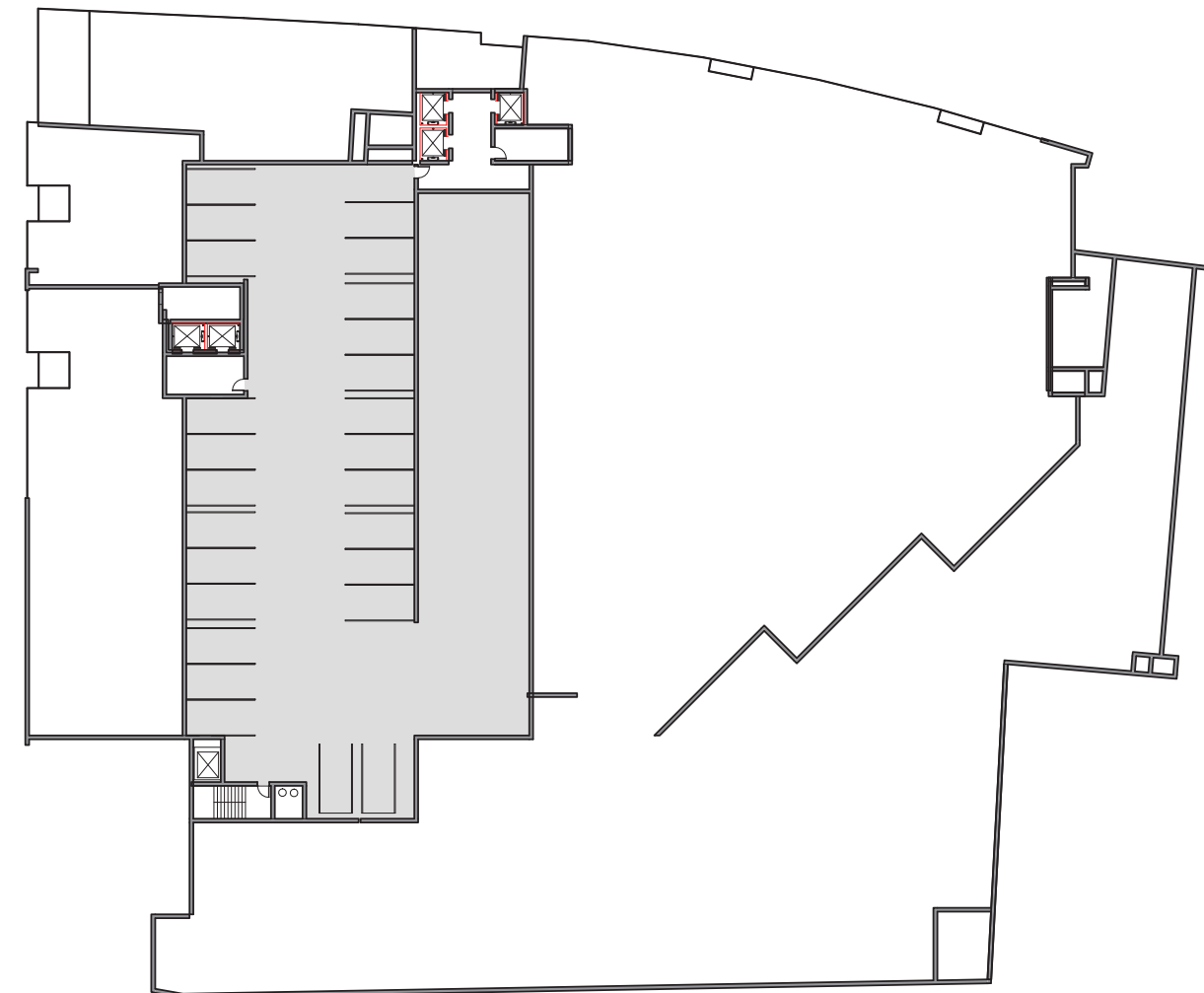
BUILDING A LEVEL 01



BUILDING A LEVEL M1






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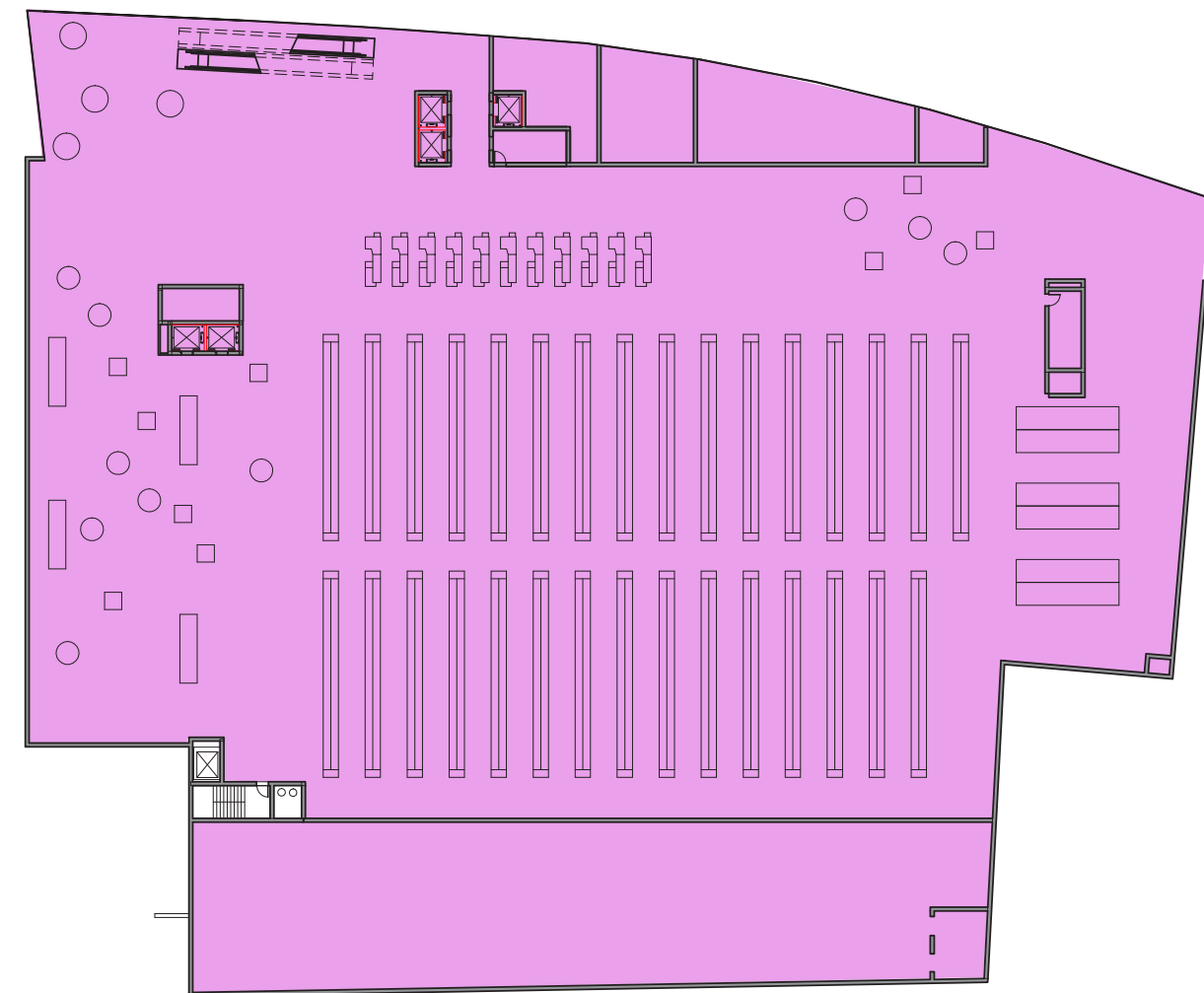
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	RETAIL
	STOP & SHOP
	MEP / BOH
	RESIDENTIAL



BUILDING A LEVEL 02






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	RETAIL
	STOP & SHOP
	MEP / BOH
	RESIDENTIAL



BUILDING A LEVEL 03






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	RETAIL
	STOP & SHOP
	MEP / BOH
	RESIDENTIAL



BUILDING A LEVEL 04 - 06






KEY

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	RETAIL
	STOP & SHOP
	MEP / BOH
	RESIDENTIAL



BUILDING A ROOF

KEY

	PARKING
	RETAIL
	STOP & SHOP
	MEP / BOH
	RESIDENTIAL

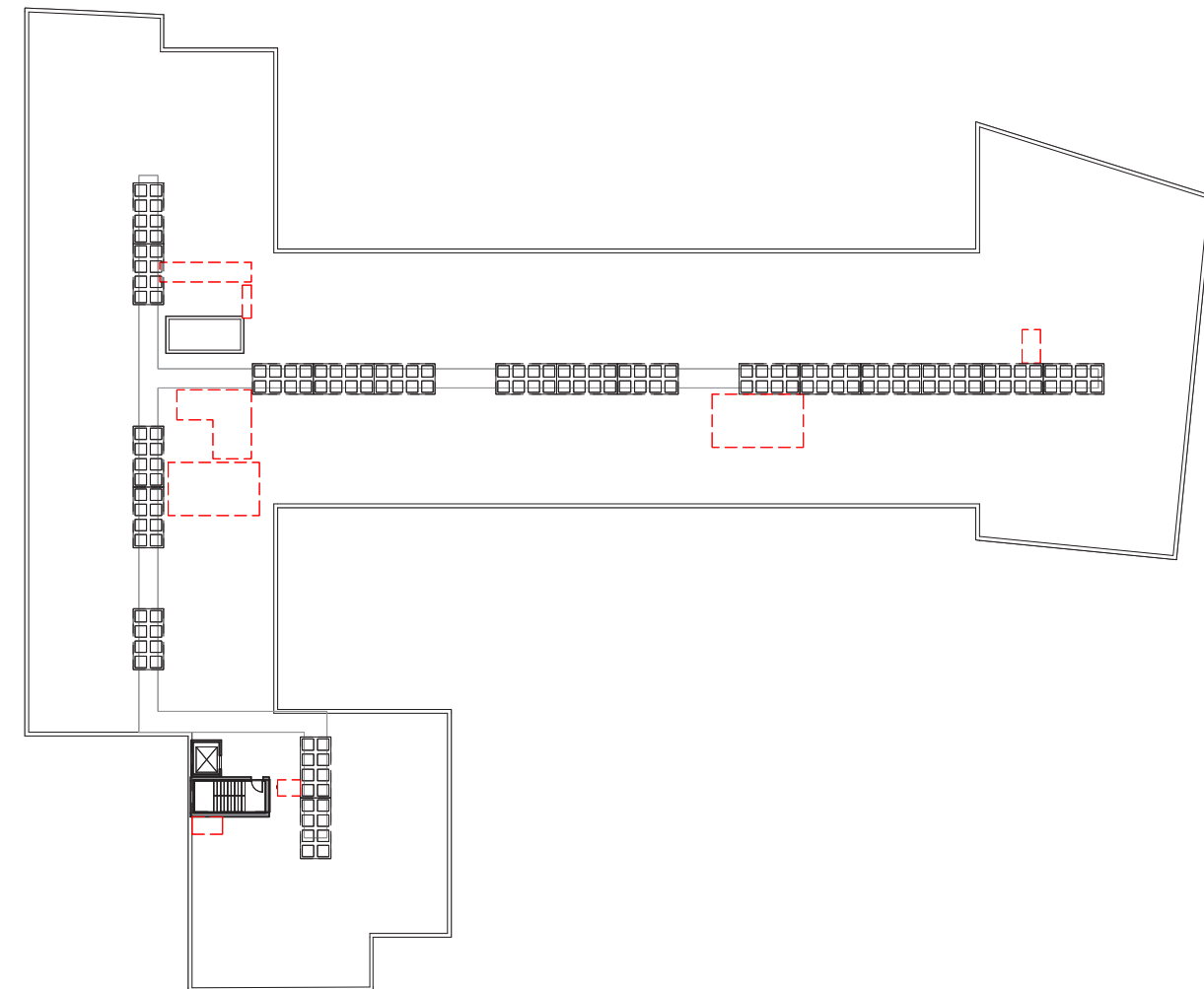


Exhibit D

Max. Build Out (sf of GFA) and Maximum Height

Building	Maximum Build Out (SF of GFA)	Maximum Building Height (ft)**	Maximum FAR***
A	250,000*	85	N/A

*The approximate SF of GFA by use in Building A, excluding SF of required parking and loading are as follows:

- Residential use 162,800 SF of GFA
- Retail/Entertainment/Restaurant/Service Uses: 87,200 SF of GFA (of which approximately 67,000 SF of GFA is grocery store use)

The uses may be reallocated among Buildings in the Master Project and the GFA of uses may be increased, lowered or reallocated in each Building subject to the Maximum Build Out as affected by Section 6 of this Plan.

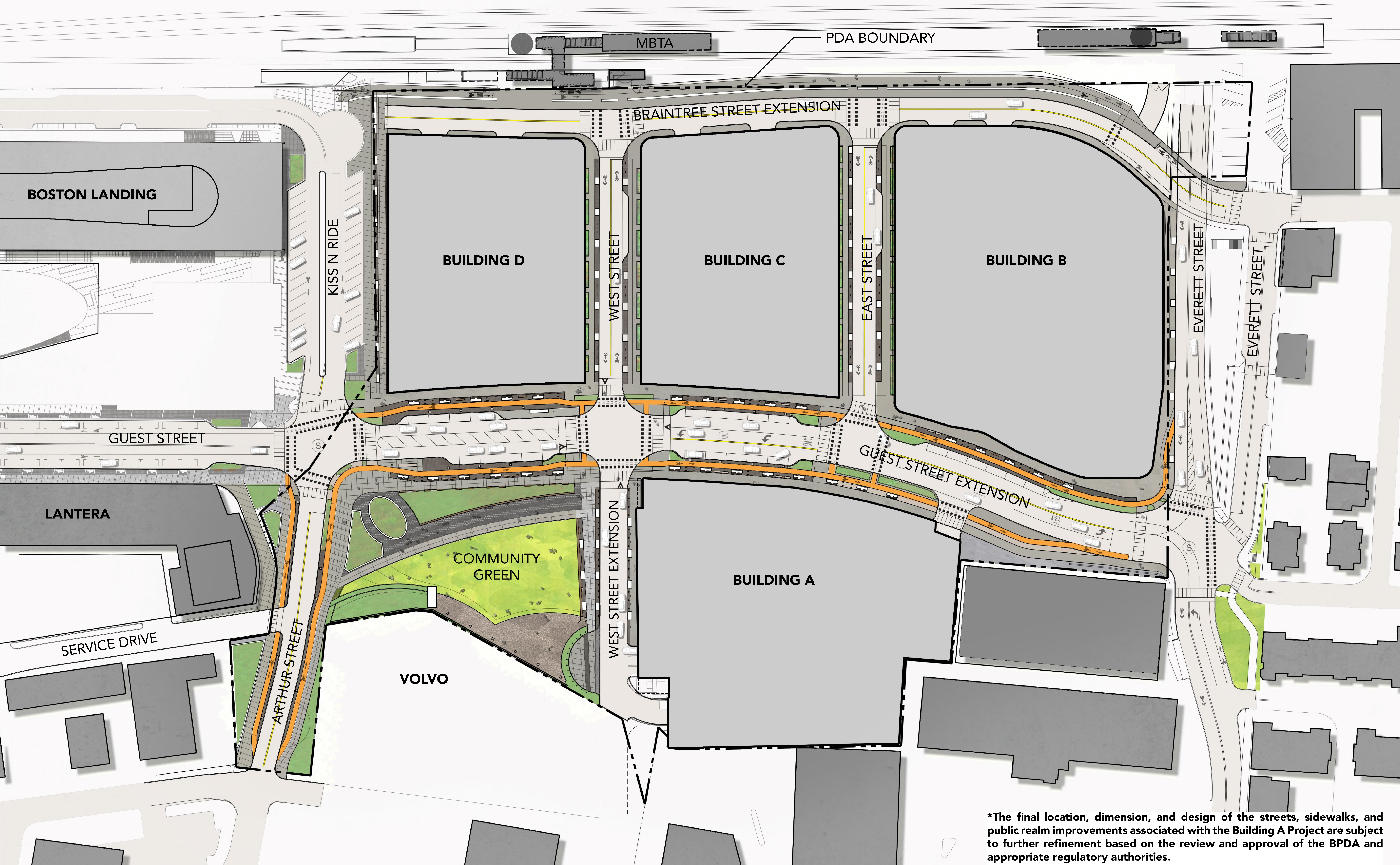
** Maximum Building Height shall be measured in accordance with Article 2A of the Code. Roof structures, decks, penthouses, penthouse mechanicals and equipment may be located on the roof of buildings (including for the purpose of implementing solar and green energy concepts such as solar panels and green roof areas) above the Maximum Building Height notwithstanding if they cover more than 33 1/3 of the total of all roof areas, measured horizontally, of such Building, subject to design review by the BPDA.

*** When calculating maximum FAR, the denominator shall be the PDA Area as described in the Master Plan and the numerator shall be the GFA on the entire Master Project Site calculated excluding parking and loading areas consistent with the final construction plans approved by the BPDA which shall be required parking and excluded from the calculation of FAR.

Exhibit E

Planned Streets and Sidewalks

[see attached]



*The final location, dimension, and design of the streets, sidewalks, and public realm improvements associated with the Building A Project are subject to further refinement based on the review and approval of the BPDA and appropriate regulatory authorities.

Exhibit F

Approved Uses for Building A Project

<u>Building</u>	<u>Approved Uses¹</u>
Building A	Residential Uses
	Retail/Entertainment/Restaurant/Service Uses
	Civic/Community Uses and Cultural Uses
	Open Space Uses
	Parking Uses

¹ For the purposes of this Exhibit F, the Approved Uses listed below may include Accessory and Ancillary Uses listed on Exhibit G. This Exhibit F governs the Allowed Uses for Building A.

Exhibit G

List of Allowed Uses in the PDA Area

Office and Research Uses

Office Uses

- Office of professional persons, not accessory to a main use;
- Real estate, insurance, financial service institution, or other agency or government office;
- Office building, post office, bank or similar establishment;
- Medical office, which includes walk-in clinic and/or urgent care
- Office/High-Tech/Research & Development/Lab including
 - Laboratories, small business incubators, and/or facilities for teaching and for theoretical, basic and applied research, product development and testing, prototype fabrication or production of experimental products; vivarium; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use
 - Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repairing, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses or light industrial
- Flexible, communal, or short-term office space
- Incubator or maker space

Provided, however, that no laboratory classified by the U.S Centers for Disease Control as Biosafety Level 3 or 4 (“BSL-3” or “BSL-4”) shall be permitted.

Residential Uses

Residential Uses

- Multi-family residential uses (which may include compact units); townhouses.
- Artists’ live-work use, which may include smaller unit sizes, flexible unit layouts, combined living and working spaces, and common space shared by residents occupying different units.
- Compact units, which may be included in any other type of residential use.

Retail/Entertainment/Restaurant/Service Uses

Local Retail/Services Uses

- Store primarily serving the local retail business or service needs of the neighborhood, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop, hand laundry;

- Store retailing one or more of the following, but not limited to: food, baked goods, groceries, drugs, tobacco products, CBD products, beer/wine/liquor, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.
- Fitness Center, health club, gymnasium, tennis courts, swimming pool, or other recreational or fitness uses.
- Bank branch, post office.
- Off-premises advertising, signage, billboards.
- Sales office for Retail/Entertainment/Restaurant/Service Uses or Residential Uses allowed on the same Block or another Block.

General Retail Uses

- Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- Grocery store, including e-commerce grocery uses such as but not limited to pick-up facilities, distribution facilities (i.e., Peapod) or wareroom uses.

Restaurant Uses

- Lunchroom, restaurant, cafeteria, brew-pub and brewery, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;
- Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing, live music, entertainment or all three;
- In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out (other than drive-in restaurants).
- Pushcart food vendors.
- Alcoholic Beverage Manufacturing: including breweries, distilleries, wineries and attendant tasting rooms, bars, brew pubs or other on-premise or off-premise alcoholic beverage retail uses, with or without food service.

Entertainment Uses

- Movie theater
- Bowling alley
- Ice or roller skating rink
- Live music performance
- Recorded music performance
- Theatre
- Video game lounge
- Sports bar

Civic/Community Uses and Cultural Uses

Civic/Community Uses and Cultural Facilities

- Museum, gallery, concert hall, theater, auditorium, exhibition space, performance space, aquarium, or historical exhibit open to public generally;
- Community center, community service facility, visitors' center;
- Daycare center.
- Exhibition hall, conference center, meeting facilities, auditorium.
- Place of Worship; monastery; convent; parish house.
- Artist's studio, Art Uses, Artists' Mixed Use.
- Library
- Community garden
- Adult education uses.

Open Space Uses

Open Space/Recreational Uses

- Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to parks, public gardens, dog parks and playgrounds; public recreational facilities; publicly accessible garden conservatories or botanical gardens.
- Parks, esplanades, boardwalks, and other pedestrian facilities that promote public use and enjoyment of the water and are located at or near the water's edge;
- Cultural, educational, research, or training facilities focused on open space uses;
- Pavilions open to the public and containing uses accessory to open space uses;
- Sale of food, beverage, and other products accessory to open space uses;
- Art, graphics, sculpture, and signage installations accessory to open space uses;
- Recreational events and other programming accessory to open space uses including fitness classes, movie screenings, music concerts, theatre performances, pop-up retail and restaurant uses and public market.

Interim Uses

Interim Uses: After demolition of the Existing Interim Uses, the following interim uses are allowed:

- Parking to serve other Buildings in the Master Plan, which may exist pending redevelopment of a Building on the land which such parking is located.
- Construction/laydown space to facilitate construction of other Buildings in the Master Plan
- Temporary event activation uses, including
 - Markets
 - Pop-Up Events, Retail and Restaurant Uses

- Temporary Signage
- Open Space Uses

Public Infrastructure Uses

Infrastructure Uses

- One or more co facilities for the generation of electricity, heat, and/or cooling.
- Public Services Uses
- Public service substation, automatic telephone exchange, fire station, police station;
- Cable conduit, pipeline crossing, stormwater outlet, or other similar utility structure.
- Transportation Uses
- Public transportation facility, bus station, subway or trolley station.

Parking Uses

- Public parking
- Parking garage, including car-sharing and or bicycle-sharing service
- Parking to serve other Buildings in the Master Plan, notwithstanding the limitations and restrictions of Article 10

Accessory and Ancillary Uses

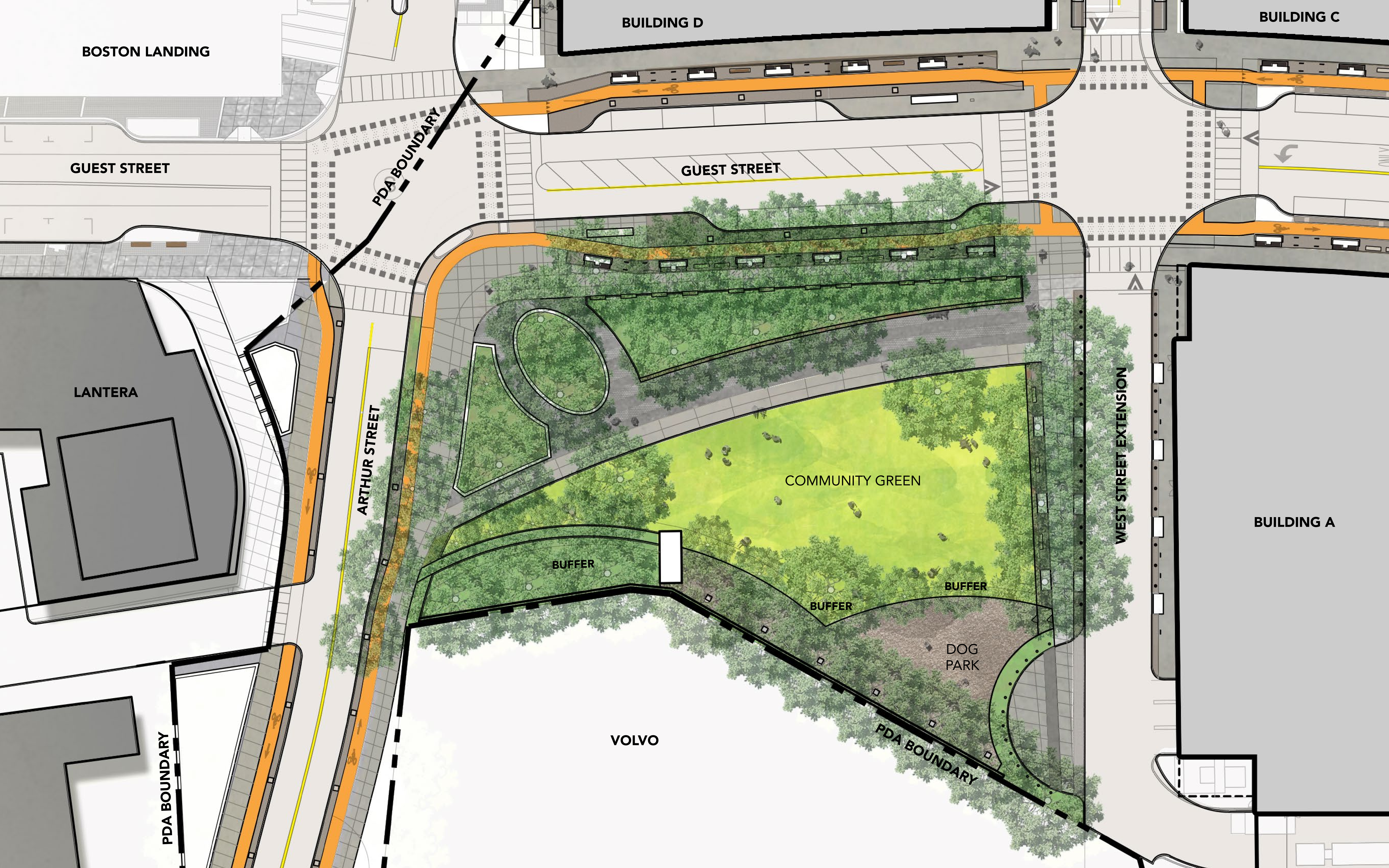
- Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:
 - any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory;
 - an office, within a main building, of an accountant, architect, attorney, dentist, physician, real estate agent, or other professional person who resides in such building;
 - an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise;
 - the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use;
 - as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
 - as accessory uses to office uses, restaurants, cafeterias, conference or meeting facilities for use by employees, visitors, and others and incidental to the operation of the office use;
 - as accessory to residential uses, leasing, maintenance, recreational or entertainment facilities for use by residents, visitors, and others and incidental to the operation of the residential use.
 - the storage of flammable liquids and gases incidental to a lawful use;

- permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use;
- day care center;
- health club facility, tennis court, swimming pool;
- roof deck or outdoor terrace;
- Non-Electronic or Electronic sign use, if such signs meet the following requirements: complete design review approval by the BRA; do not project more than five (5') feet from the face of the building or the width of the sidewalk, whichever is less; are limited to hours of operation between 7:00 AM and 2:00 AM, except that between 2:00 AM and 7:00 AM the sign shall be either off or on sleep mode, displaying abstract imagery that is non-commercial in nature; and have a luminance at night that does not exceed 500 cd/m². If the above requirements are met and such electronic sign(s) have received BRA approval, then such electronic signs: (i) shall not be required to obtain a conditional use permit from the Board of Appeal and shall have no time limitation in terms of years of operation/use, except as set forth in a written license agreement with the BRA, which license agreement shall also include fees to be paid to the BRA for existence of such electronic signs, other than for signs located on the Innovation Center; and (ii) shall not have an illuminated side facing a residential zoning district listed in Section 3-1.(a) of the Code if located within one hundred fifty (150') feet of such a residential zoning district.
- Storage lockers, bike storage, parcel pick-up areas.
- Parking garage, including car-sharing and/or bicycle-sharing service.
- On-street parking.
- Valet parking operations.
- Ancillary parking

Exhibit H

Community Green

[see attached]



*The final design of the Community Green and public realm improvements associated with the Building A Project are subject to refinement based on review and approval of the BPDA and appropriate regulatory authorities.

Exhibit I

Building A Project Phasing

The Building A Project and associated infrastructure improvements as depicted on **Exhibit E**, are anticipated to be constructed with the following phasing, each of which phases may have sub-phases. Each phase and, if applicable, sub-phase, is subject to adjustment based on the review and approval of project plans by the BPDA and other regulatory agencies.

1. Phase IA: Construct Building A; Guest Street Extension; Guest Street and Everett Street intersection; Guest Street and Arthur Street intersection; West Street Extension; and new Braintree Street and Old Everett Street intersection.
2. Phase IB: Construct Community Green; landscaping, sidewalks and multi-use path along Arthur Street; and sidewalk and multi-use path along the northerly PDA Area lot line with the MBTA. Construction of Phase IB shall commence within sixty (60) days of issuance of a Certificate of Occupancy for Building A, subject to force majeure and provided it is the appropriate construction season to commence construction (i.e., if such 60 days would end between November 1st and March 15th, the construction commencement shall be March 15th).
3. Phase IC: Construct Braintree Street Extension; East Street and West Street when the Existing Interim Uses are demolished and the next Master Project phase is to commence.

Exhibit J

Mitigation Measures for Building A

Building	Mitigation
Building A	<ul style="list-style-type: none"> • 13% on-site affordable IDP units • Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project) • New Public Street Grid² <ul style="list-style-type: none"> • New Everett/Guest Intersection • New Arthur/Guest Intersection • New Guest Street Extension, Braintree Street Extension, New East and West Streets, including bicycle and pedestrian infrastructure • Widened sidewalk on Everett Street on the West Side of Everett Street adjacent to the Building B parcel • New municipal water, sewer, stormwater, lighting and other infrastructure • Enhanced connections to Boston Landing Station • New bus stops for Route 64 bus and transit signal priority • Bluebike Station • Total MBTA Operational Subsidy of approximately \$288,393 commencing upon issuance of building permit payable over 15 years • Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below

² The New Public Street Grid and Community Green are estimated to cost approximately \$20,000,000.00 to construct.

	<ul style="list-style-type: none">• Electric Vehicle Spaces as described in Section 14(d)(iii)(c)• Approximately one-acre Community Green with dog park and wi-fi• Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood• Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton community as follows:<ul style="list-style-type: none">○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy.• Fuel cell for Stop & Shop• I/I payment to BWSC estimated at \$288,805
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FACT SHEET

**DEVELOPMENT PLAN
FOR PLANNED DEVELOPMENT AREA NO. ___
BUILDING B
ALLSTON YARDS PROJECT**

This Article 80C Submission documents the Planned Development Area process under Article 80C, and provides a background for the Development Plan for Building B of the Allston Yards Project. A copy of the application for the Development Plan for Building B at the Allston Yards Project is submitted herewith. This Development Plan is for a component of the Allston Yards Planned Development Area Master Plan (“**PDA Master Plan**”).

PROPONENT: The Proponent is Stop & Shop Supermarket Company LLC with New England Development, 75 Park Plaza, Boston, MA 02116 as Master Developer and their successors and assigns (the “**Proponent**”).

PDA OVERLAY DISTRICT AND PROJECT SITE: The area to be governed by the PDA Master Plan is located in the Allston neighborhood of Boston. The Building B Project will be developed on an approximately 84,430 sq. ft. (1.94 acres) site within the Allston Yards PDA Master Plan PDA Overlay District (the “**Building B Project Site**”).

MAP OF AREA: A map of the Building B Project Site is attached as Attachment A.

GENERAL DESCRIPTION OF BUILDING B PROJECT: The Proponent intends to construct approximately 370,500 sq. ft. of Gross Floor Area, including but not limited to office and research uses (approximately 350,000 SF of GFA) with retail, entertainment, restaurant and/or service uses, community and artist uses within the Building B Project Site (the “**Building B Project**”). The Building B Project will include other accessory uses, including parking.

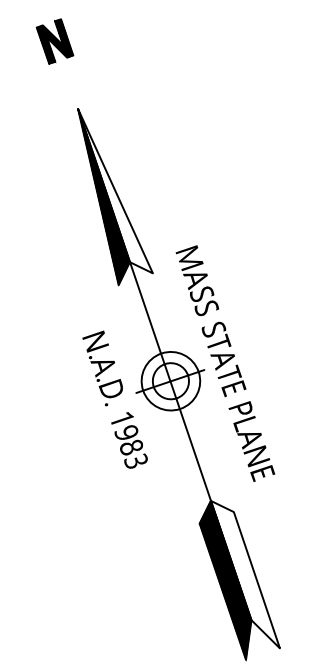
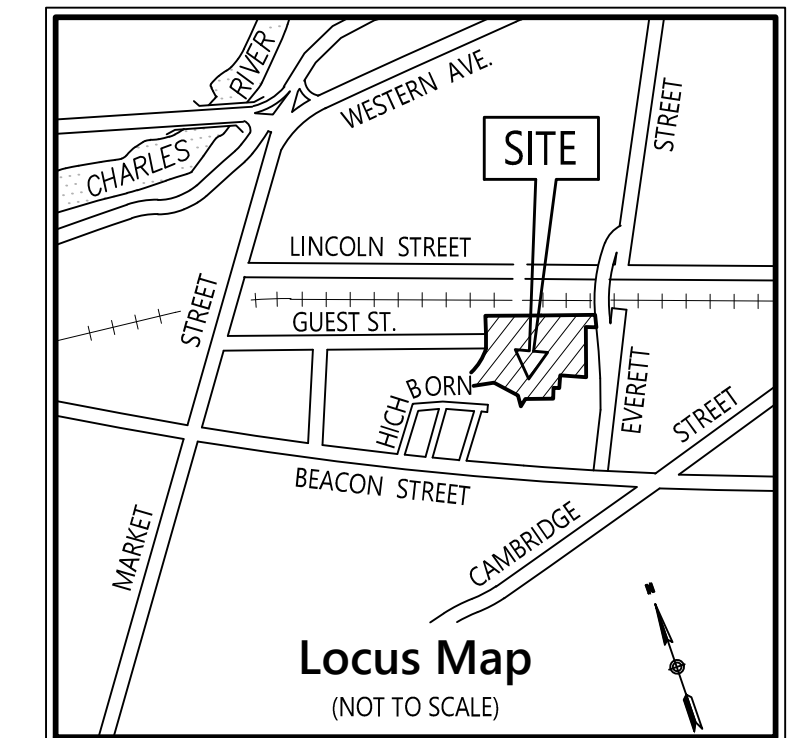
UNDERLYING ZONING: As shown on Map 7A/7B/7C/7D of the City of Boston Zoning Maps, the Building B Project Site is located within the Guest Street Local Industrial (LI-2) Sub-district within the Allston-Brighton Neighborhood District governed by Article 51 of the Code. Pursuant to Sections 3-1A.a. and 51-44 of the Code, Planned Development Areas are permitted within the area that includes the Building B Project Site. A companion map amendment to the PDA Master Plan for the Allston Yards Project will establish the boundaries of the proposed PDA Overlay District including the Building B Project Site in a manner consistent with this Development Plan.

Attachment A

Map of Area

[see attached]

MASSACHUSETTS TURNPIKE (I-90)
 MTA ROW (PLAN BK 7710 PG. 182)



BRAINTREE STREET EXTENSION

BRAINTREE STREET
 (PUBLIC - 40' WIDE)

FORMER EVERETT STREET
 DISCONTINUED

EVERETT STREET
 (PUBLIC - VARIABLE WIDTH PLAN L 9892 & 9893)

WEST STREET

BUILDING C

EAST STREET

**BUILDING B
 PDA B
 AREA = 84,394 SQ. FT.
 (1.937 ACRES)**

EVERETT STREET

GUEST STREET EXTENSION

WEST STREET EXTENSION

BUILDING A

S 79°05'17" E
 L=97.88'
 R=15.00'
 L=23.27'
 Δ=88°52'21"

R=179.00'
 L=129.98'
 Δ=41°36'20"

S 37°28'56" E
 L=32.42'
 S 39°33'35" E
 L=16.65'
 S 14°44'23" W
 L=22.99'

N 105°74' E
 L=266.55'

R=10.00'
 L=9.95'
 Δ=57°00'26"

R=793.00'
 L=138.23'
 Δ=9°59'15"

R=367.00'
 L=108.44'
 Δ=16°55'47"

R=25.00'
 L=42.55'
 Δ=97°31'11"

NOTE

PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "B" PROJECT SITE IS AN APPROXIMATELY 84,394 SQ. FT. (1.937 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "B" PROJECT SITE MAY CHANGE AS THE BUILDING "B" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "B" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC
 PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

_____, 2019

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**BUILDING B DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. []**

ALLSTON YARDS, 60 EVERETT STREET, ALLSTON

DATED: _____, 2019

1. Development Plan. In accordance with Section 3-1A, Sections 51-44 through 51-49, and Article 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), and that certain Master Plan for Planned Development Area No. [] (the “**Master Plan**”), for the proposed redevelopment (the “**Master Project**”) at an existing site commonly known as 60 Everett Street in the Allston neighborhood of Boston (the “**Master Plan PDA Area**”), this Development Plan for Planned Development Area No. [] (the “**Development Plan**”) sets forth the proposed location and appearance of structures, densities and dimensions of structures, proposed uses, open spaces and landscaping, proposed traffic circulation, parking and loading facilities, and access to public transportation for Building B of the Master Project (the “**Building B Project**”) within an approximately 84,400 sq. ft. (1.94 acre) portion of the larger Master Plan PDA Area, (the “**Building B Project Site**”) as described in the legal description attached as Exhibit A hereto, and as shown on the plan attached hereto as Exhibit B. This Development Plan also describes proposed public benefits, sustainability measures and green building designs, and signage for the Building B Project.

The Master Project, including the Building B Project, has completed review under Article 80B of the Code and will follow the Development Review Procedures outlined in Section 15 of this Development Plan. A Project Notification Form for the Master Project was filed with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (the “**BPDA**”) on January 22, 2018. The BPDA issued a Scoping Determination for the Master Project under Section 80B of the Code on August 3, 2018. A joint Expanded Environmental Notification Form/Draft Project Impact Report for the Master Project was subsequently filed with the BPDA on February 22, 2019 (the “**DPIR**”). A response to comments on the DPIR was filed with the BPDA on October 24, 2019. A Preliminary Adequacy Determination waiving the requirement for a Final Project Impact Report was issued by the BPDA on [_____, 2019]. Following the public review process and the BPDA’s approval of the Master Project pursuant to Article 80B of the Code, and based upon that process and the approval of this Development Plan, final plans and specifications for the Building B Project will be submitted to the BPDA pursuant to Sections 80B and 80C of the Code for final design review approval and certification as to consistency and compliance with this Development Plan.

This Development Plan consists of [] ([]) pages of text and Exhibits []. All references herein to this Development Plan refer to such pages and exhibits.

2. The Proponent. The proponent of this Master Plan is Stop & Shop Supermarket Company LLC (“**Stop & Shop**”) with New England Development as Master Developer (together, as appropriate, and collectively with its affiliates and their respective successors and assigns, the “**Proponent**”). An affiliate of Stop & Shop, WJG Realty Company, LLC is the current owner of the PDA Area and the entire Master Project.

3. General Description of the Project. This Development Plan sets forth information regarding the Building B Project, which includes construction of the uses described herein, including approximately 370,500 square feet (“**SF**”) of gross floor area (“**GFA**”) including but not limited to office and research uses (approximately 352,000 SF of GFA inclusive of approximately 2,000 SF of elevator space) with retail, entertainment, restaurant and/or service uses, and accessory uses. Building B may include community and/or artist space and will include an off-street parking and loading facility to meet the parking and loading requirements described herein.

The Building B Project is anticipated to be a phase of the Master Plan which has been reviewed and approved by the BPDA. The Master Plan contemplates the construction of four (4) buildings and related infrastructure, as part of a phased redevelopment of the Master Plan PDA Area. The Building B Project may be constructed in phases, each of which may have subphases. The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented development consisting of residential, office, restaurant, fitness and retail uses and the Community Green and other public amenities. The Master Project is consistent with the Guest Street Planning Study (defined below) and the adjacent Boston Landing Project.

4. Consistency with Planning. The Building B Project Site is located within the area of the Guest Street Planning Study adopted in 2012 (the “**Guest Street Planning Study**”) as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit oriented redevelopment of the Building B Project Site. The long-term vision of the Guest Street Planning Study is to create an urban mixed-use district featuring vibrant community uses and residential development resulting in an area that will become a transit-oriented mixed-use destination with a blend of workplaces, homes, and neighborhood amenities. The Building B Project aligns with the principles and goals set forth in the Guest Street Planning Study, also as described in the Master Plan, including the specific principles and goals set forth with respect to building height and massing, diversity of uses, open space, and connectivity.

5. Proposed Location and Appearance of Structure. The location and appearance of the building that will be constructed as part of the Building B Project (“**Building B**”) will be generally consistent with the schematic plans attached hereto as **Exhibit C**, but the architectural details of Building B will be presented as part of the BPDA’s design review as described in Section 15. Final plans and specifications for the Building B Project will be submitted to the BPDA for certification as to consistency with this Development Plan.

6. Densities and Dimensions of Structure. The Building B Project consists of Building B as shown on **Exhibit C**, which shall have the maximum building height and Gross Floor Area as more specifically set forth in **Exhibit D**. In acknowledgement of the likelihood that parking demand may decrease over the life of Building B, in the event that the Proponent converts space

within the parking garage to uses described in **Exhibit E** constituting Gross Floor Area, or uses accessory thereto, the maximum Gross Floor Area shown on **Exhibit D** for the Building B Project shall be deemed automatically increased by the area of such converted space, and the total permitted Gross Floor Area for the Building B Project Site and for the Master Plan PDA Area shall be increased accordingly.

At the Proponent's request, with the approval of the BPDA through issuance of a Certification of Consistency, unused Gross Floor Area allowed as part of any other phase of the Master Project may be included in the Building B Project and any unused Gross Floor Area of the Building B Project may be reallocated to and included as part of any other phase of the Master Project, provided that the Total GFA in any Building may not be increased by more than 10% above the Maximum Build Out shown on **Exhibit D** without an amendment of the Master Plan and this PDA Development Plan as may be determined by the BPDA. Building B shall be in compliance with this Plan provided that the Gross Floor Area of Building B does not exceed by more than ten percent (10%) the maximum Gross Floor Areas approved by this Plan. Overall PDA Area-wide Gross Floor Area will not exceed 1,228,500 SF nor a Floor Area Ratio ("FAR") for the full Master Project of up to 2.67, except as affected by the conversion of garage space to usable space as provided herein or in the Master Plan. Proposed changes to Gross Floor Area that exceed the above-referenced 10% for the Building B Project will require an amendment to this Plan. "Gross Floor Area" (or GFA as used herein) shall have the meaning set forth in Article 2A of the Code. This Development Plan shall supersede the otherwise applicable dimensional, design and other requirements of the Code (including without limitation the provisions set out in Sections 51-19 to 21 and 51-51 to 57), which shall not be applicable to the Building C Project Site.

7. **Proposed Uses.** All or portions of the Building B Project Site are currently used for surface parking, access drives and signage, and such uses on Building B Project Site will be allowed until development commences on the Building B Project Site in accordance with this Plan. Notwithstanding anything herein to the contrary, the Existing Interim Uses, as such term is defined in Section 19 of the Master Plan, shall be allowed as set forth in such Section.

The Project is being developed as a mixed-use project. **Exhibit E** lists the approved uses for the Building B Project. **Exhibit F** lists the allowed uses and use categories for the Master Plan PDA Area, which uses are allowed as either main, accessory, ancillary or interim uses, provided that the uses are approved pursuant to **Exhibit E** or as otherwise provided in this paragraph. The Accessory and Ancillary Uses listed on **Exhibit F** are allowed for the Building B Project. The placement and maintenance of rooftop wireless communications and other telecommunications equipment such as antennae, dishes, equipment mounting, and equipment mounting structures and rooftop energy equipment such as solar panels and equipment shall be allowed, subject only to design review by the BPDA.

8. **Open Space and Landscaping.** The Building B Project is part of the Master Project, which includes the construction of an approximately one-acre Community Green in connection with Building A, as described in the Master Plan. The Building B Project may contain private-use rooftop amenity areas, subject to final building design. The Building B Project may provide landscaping within the hardscaped plazas and sidewalks adjacent to the Building B Project site. Specific improvements within such areas, if proposed by the Building B Project, will be developed in connection with the Boston Transportation Department, BPDA and Public Improvement

Commission and, once approved, will be deemed consistent with the Development Plan and the Master Plan.

9. Traffic Circulation. The Building B Project will be accessed via Guest Street Extension, East Street and Braintree Street Extension. Parking and loading access is anticipated to be provided off of Braintree Street Extension. These roadways are anticipated to be constructed by the Building A Project developer, however, certain aspects of such roadways and sidewalks may be constructed, modified or completed by the Building B Project. In connection with this, at the Proponent's request, the BPDA may approve changes in the location and/or dimensions of the proposed roadways and bicycle and pedestrian paths provided that such changes are consistent with the character of the Master Project. In such case, specific road, sidewalk and bicycle lane locations and layouts will be developed in consultation with the Boston Transportation Department, BPDA and Public Improvement Commission and, once approved, will be deemed consistent with this Development Plan and the Master Plan.

Pursuant to the Master Transportation Improvement Agreement to be entered into by the Proponent and BTM, the owner of Building B shall enter into a separate Transportation Access Plan Agreement with BTM prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B and 80C.

10. Proposed Parking and Loading. As currently contemplated, the Building B Project's parking garage will include capacity for the parking of up to 550 vehicles. The Building B Project will have its own loading areas and loading bays internal to the Building. The Building B Project's required parking and loading facilities, including number of parking spaces applicable to uses in the Building consistent with the Master Plan and Article 80B filings, bicycle facilities and traffic circulation shall be subject to design review and approval by the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency, and the parking and loading facilities, including bicycle facilities, number of parking spaces and traffic circulation approved for Building B as part of such review shall be deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. All other traffic, parking, loading and circulation requirements of the Code shall not be applicable to the Building B Project and the Building B Site and are superseded by this Development Plan.

11. Access to Public Transportation. The Master Plan PDA Area and Building B Project Site are currently well served by ten (10) Massachusetts Bay Transportation Authority ("MBTA") bus routes and the Boston Landing MBTA commuter rail station. Subject to the approval of the MBTA and other public agencies, the Building A Project will include the slight rerouting of the Route 64 bus down Guest Street extension to Everett Street and the construction of two new bus shelters. As part of development of the Building A Project, the Building A Project Proponent has agreed to install transit signal priority improvements and construct new connections to the Boston Landing MBTA commuter rail station, including a new BlueBike station and secure bike rack along Braintree Street. These improvements are not the obligation of the Building B Project but will benefit the residents and employees of the Building B Project, Master Project, Boston Landing, and the larger Allston neighborhood that utilize the Boston Landing MBTA commuter rail station, the 64 bus route, and other public transportation serving the area. Subject to approval by the MBTA, the Proponent will make a transit subsidy payment to the MBTA to

enhance commuter rail and bus route operations in the Allston/Brighton neighborhood. The Proponent will also join the Allston-Brighton TMA.

12. Housing. The Building B Project is not anticipated to include any housing units. If and to the extent Building B is modified to include the development of any new residential units (which may include compact units as described in the City’s Compact Living Policy dated October 11, 2018), it will then include thirteen percent (13%) affordable units under the Mayor’s Inclusionary Development Policy housing program under the Mayor’s Order Relative to Inclusionary Development dated December 9, 2015 (the “**IDP**”). In addition to thirteen percent (13%) affordable IDP units, five percent (5%) of the residential units will be affordable units at 80%-120% of Area Median Income. Pursuant to the Master Affordable Housing Agreement to be entered into by the Proponent and the BPDA with respect to the Master Project, if the Building B Project is modified to include housing units, the owner of Building B shall enter into a separate Affordable Housing Agreement with the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B. The required affordable housing units may be provided on-site as required by the IDP, or subject to the approval of the BPDA may be redistributed to other buildings within the Master Plan PDA Area.

13. Signage. The signage program for the Building B Project shall be subject to design review by the BPDA, and any “Sign” that is approved by the BPDA shall be deemed to be in compliance with this Development Plan.

14. Public Benefits.

The following public benefits will be provided with the construction of the Building B Project.

- a. Contribution to Parks Department. Building B will contribute \$40,000 to the Parks Department for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood such as Ringer Park.
- b. Public Realm Fund. Building B will contribute \$1,000,000.00 to programs and initiatives to advance improvements to the Allston/Brighton community including:
 - (i) Public Realm Management Fund. \$200,000.00 to a Public Realm Fund managed by the Public Realm Fund Management Entity as defined in the Master Plan, with funds made available on a grant basis to local non-profits and organizations or governmental entities for public realm improvements and programs in the Allston/Brighton community;
 - (ii) Allston Brighton Homeowner Fund. \$500,000.00 to the Allston Brighton Homeowner Fund to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and

stability. The Allston Brighton Homeowner Fund is a first-of-its-kind fund that will be run by the City of Boston Department of Neighborhood Development's Boston Home Center or local partners which may include Brighton Marine and Allston Brighton Community Development Corporation; and

- (iii) Allston Brighton TMA Commitment. \$300,000.00 to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. The Proponent will work with the Allston-Brighton TMA to identify shuttle service that may be made available to the general community.

c. Sustainable Design/Green Building

- (i) Green Building. The Building B Project will incorporate sustainable/green building design, construction, and operational measures so that the Building B Project is LEEDv4 Silver certifiable, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities for Building B to achieve the LEED Core and Shell Gold or Platinum level certifiability.
- (ii) Stormwater. The Building B Project will capture and infiltrate a volume of rainwater equal to 1.25" of rainwater over the impervious area of the Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.
- (iii) Energy Conservation/GHG Emissions Reductions. The Building B Project will undertake various energy conservation and GHG emission reduction strategies:
 - a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO2 emissions when compared to a building design that meets the minimum building code requirements.
 - b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
 - c) Provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such spaces will be EV ready (for a total of 25%), to further reduce GHG emissions associated with vehicles. The project's Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how

many, of the total 25% EV charging stations should be installed.

- d) Continue to evaluate building design and alternative energy options throughout design.
- e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options.
- f) The Proponent will evaluate implementation of passive housing principles into the design of Building B.
- g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready.

In addition to the above listed benefits, a comprehensive list of specific mitigation measures for the Building B Project is attached as **Exhibit G**.

15. **Development Review Procedures**. The Building B Project is subject to Large Project Review under Section 80B of the Code. Final plans and specifications for any portion of the Building B Project shall be subject to review and approval by the BPDA in accordance with its Development Review Procedures.

The BPDA has approved the schematic plans attached hereto as **Exhibit C**. The BPDA's approval of final plans and specifications shall confirm their consistency with this Development Plan. Proposed minor modification to the Building B Project, including but not limited to, minor modifications to improvements, exterior façades, roofscapes, dimensions, massing, architectural features, public spaces, roadway and transit mitigation, or parking and loading are allowed subject only to BPDA Design Review approval, without requiring an amendment to this Development Plan or further BPDA action, unless the Director determines that the changes are not consistent with this Development Plan. Changes to the amounts and/or timing of the funding contributions described in Section 14, or to the initiatives that those contributions will fund, shall be subject to the approval of the BPDA but shall not require an amendment to this Plan.

16. **Applicability**. Upon issuance of a Certification of Compliance and Certification of Consistency or partial certificates pursuant to Sections 80B-6 and 80C-8 of the Code, the buildings and other improvements subject to the same shall be deemed to be in compliance with the dimensional, design and environmental requirements as set forth in this Development Plan and constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Plan. To the extent that any aspect of proposed uses and proposed structures addressed in this Plan are in conflict with any requirement of the Code or Master Plan, this Plan shall govern.

In order to implement the Building B Project, new legal lots in the area constituting the Master Plan PDA Area may be created and one or more may be leased or conveyed to be in separate ownership. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, each separate Building shall be eligible for and may receive a Certification of Compliance and Certification of Consistency. Noncompliance of any Building in the Master Plan PDA Area shall not affect compliance of any other Building for which a Certificate of Consistency has been issued, or the right to construct any other Building contemplated by this Plan.

17. Amendment of Plan. The owner of Building B Plan may seek to amend this Plan in accordance with the procedures prescribed by the Code without the consent of any other owner of land within the Master Plan PDA Area, provided, however, that no such amendment shall affect the obligations of any other owner of land within the Master Plan PDA Area under the Master Plan or any agreements between the Proponent and the BPDA or other City agencies. In the event that any amendment to this Plan proposed by the owner of Building B is approved, and such amendment affects the overall compliance of the Building B Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan.

18. Miscellaneous. Unless otherwise set forth herein, all references to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter, as affected herein.

Exhibit A

Legal Description of Building B Site

[see attached]

Legal Description –Allston Yards PDA “B”

A certain PDA parcel “B” over land, consisting of five lots, both registered and unregistered, owned now or formerly WJG Realty Company LLC, located north of North Beacon Street and west of Everett Street in the City of Boston (Allston), in the County of Suffolk, and the Commonwealth of Massachusetts, bounded and described as follows:

- | | |
|---------------|--|
| S 14°44'23" W | a distance of Twenty Two and Ninety Nine Hundredths feet (22.99') to a point; thence |
| S 11°01'37" W | a distance of Two Hundred Thirty Nine and Twenty Hundredths feet (239.20') to a point, the last two (2) courses by the westerly sideline of Everett Street; thence |
| Southwesterly | and curving to the right along the arc of a curve having a radius of Twenty Five and No Hundredths feet (25.00'), a length of Forty Two and Fifty Five Hundredths feet (42.55') to a point; thence |
| Northwesterly | and curving to the right along the arc of a curve having a radius of Three Hundred Sixty Seven and No Hundredths feet (367.00'), a length of One Hundred Eight and Forty Four Hundredths feet (108.44') to a point; thence |
| Northwesterly | and curving to the left along the arc of a curve having a radius of Seven Hundred Ninety Three and No Hundredths feet (793.00'), a length of One Hundred Thirty Eight and Twenty Three Hundredths feet (138.23') to a point; thence |
| Northerly | and curving to the right along the arc of a curve having a radius of Ten and No Hundredths feet (10.00'), a length of Nine and Ninety Five Hundredths feet (9.95') to a point, the last four (4) courses by the northerly sideline of Guest Street Extension; thence |
| N 10°57'44" E | a distance of Two Hundred Sixty Four and Fifty Five Hundredths feet (264.55') by the easterly sideline of East Street to a point; thence |
| Northeasterly | and curving to the right along the arc of a curve having a radius of Fifteen and No Hundredths feet (15.00'), a length of Twenty Three and Twenty Seven Hundredths feet (23.27') to a point; thence |
| S 79°05'17" E | a distance of Ninety Seven and Eighty Eight Hundredths feet (97.88') to a point; thence |
| Southeasterly | and curving to the right along the arc of a curve having a radius of One Hundred Seventy Nine and No Hundredths feet (179.00'), a length of One Hundred Twenty Nine and Ninety Eight Hundredths feet (129.98') to a point; thence |

S 37°28'56" E a distance of Thirty Two and Forty Two Hundredths feet (32.42') to a point;
thence

S 39°33'35" E a distance of Sixteen and Sixty Five Hundredths feet (16.65') to the point of
beginning. The last five (5) courses by the southerly sideline of Braintree Street
Extension.

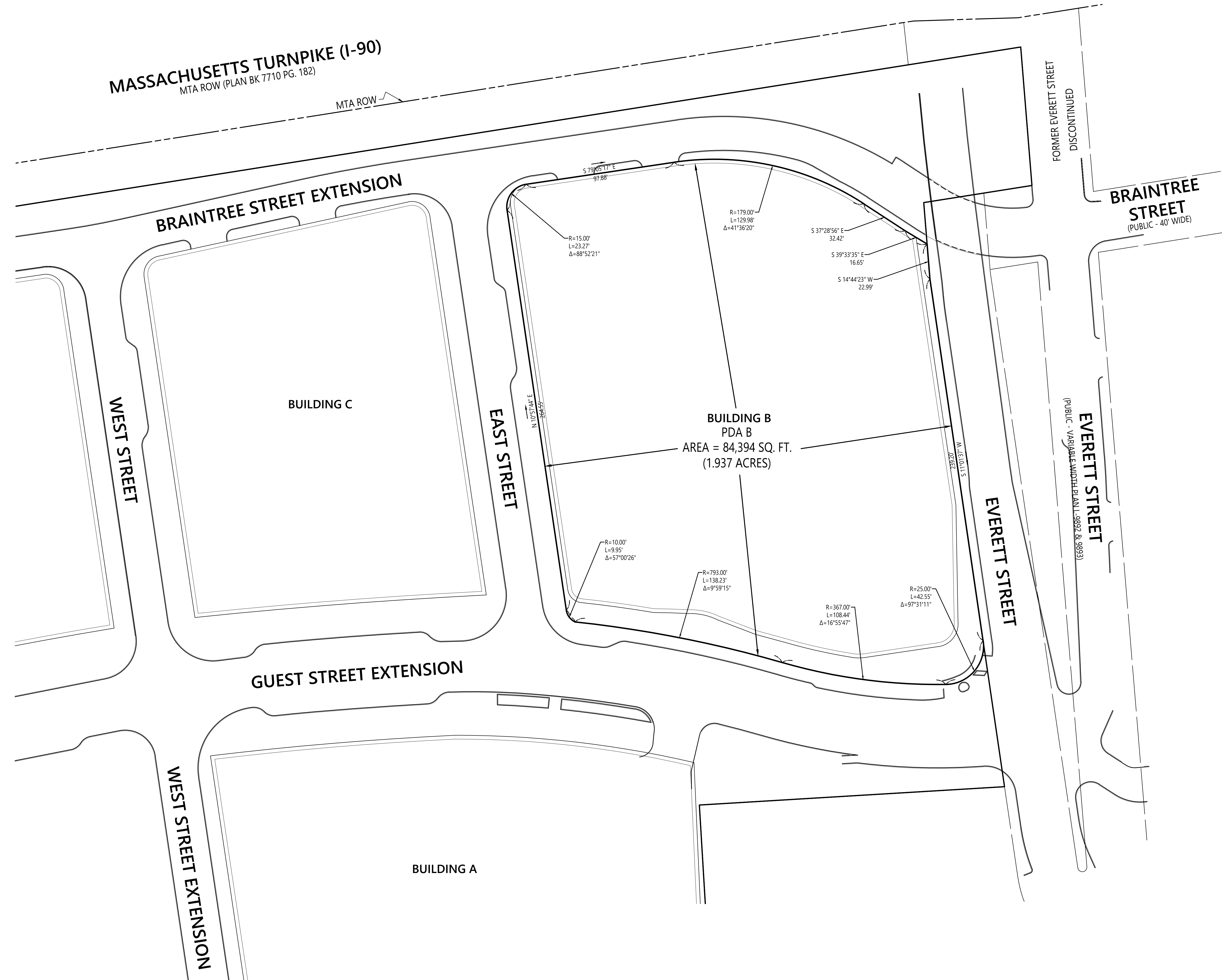
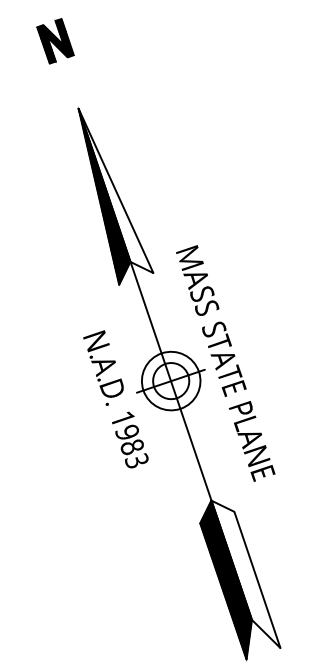
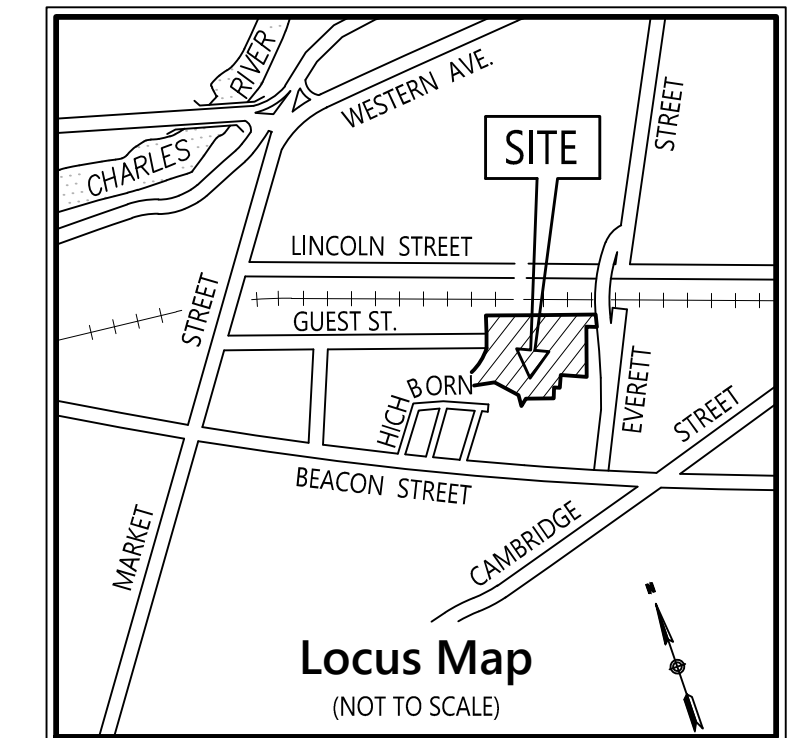
Said parcel "B" contains 84,394 square feet or 1.937 acres more or less.

Exhibit B

Building B Project Site Plan

[see attached]

MASSACHUSETTS TURNPIKE (I-90)
 MTA ROW (PLAN BK 7710 PG. 182)



NOTE
 PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "B" PROJECT SITE IS AN APPROXIMATELY 84,394 SQ. FT. (1.937 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "B" PROJECT SITE MAY CHANGE AS THE BUILDING "B" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "B" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

EXHIBIT - BUILDING B
 PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC

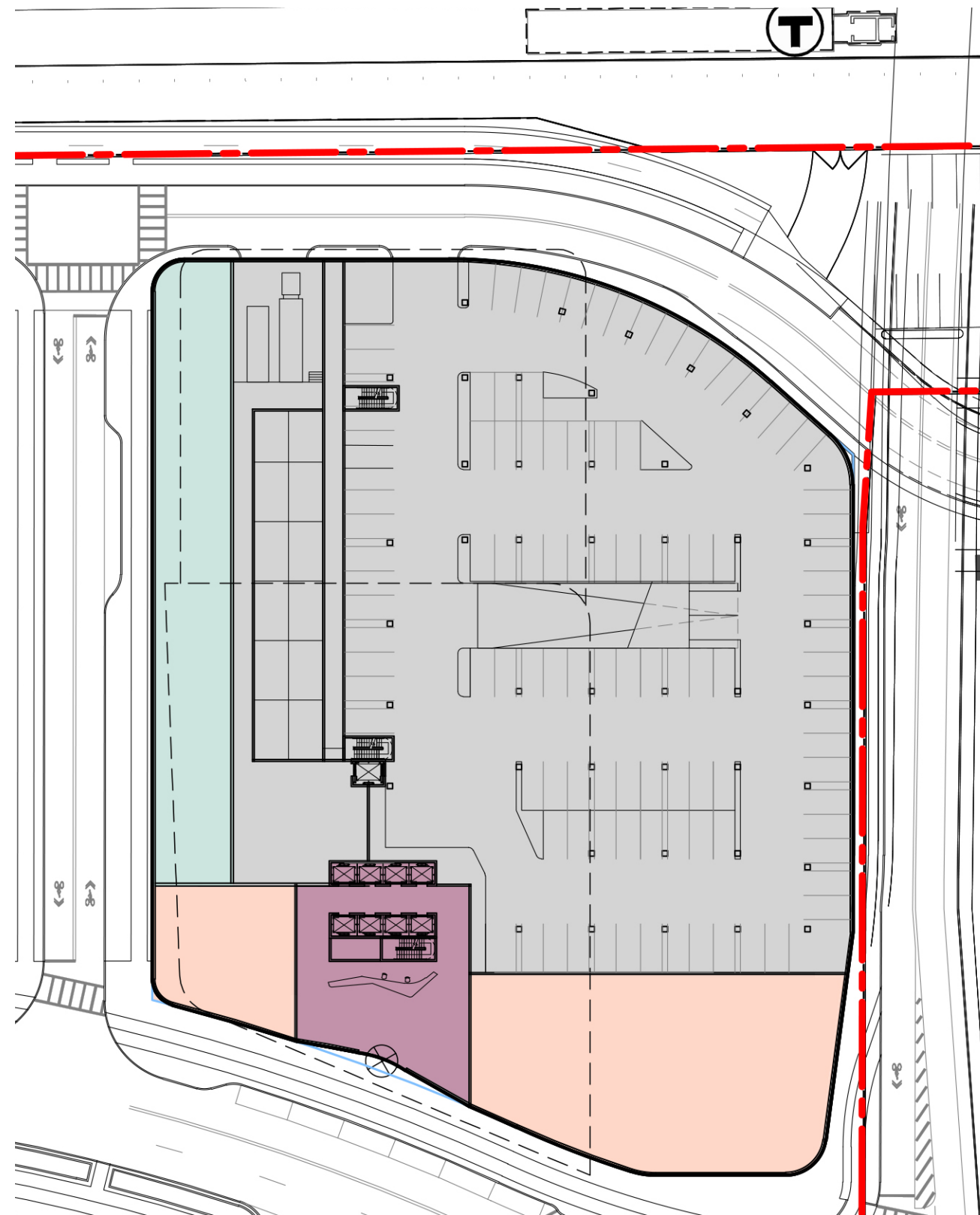
PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

Exhibit C

SCHEMATIC PLANS

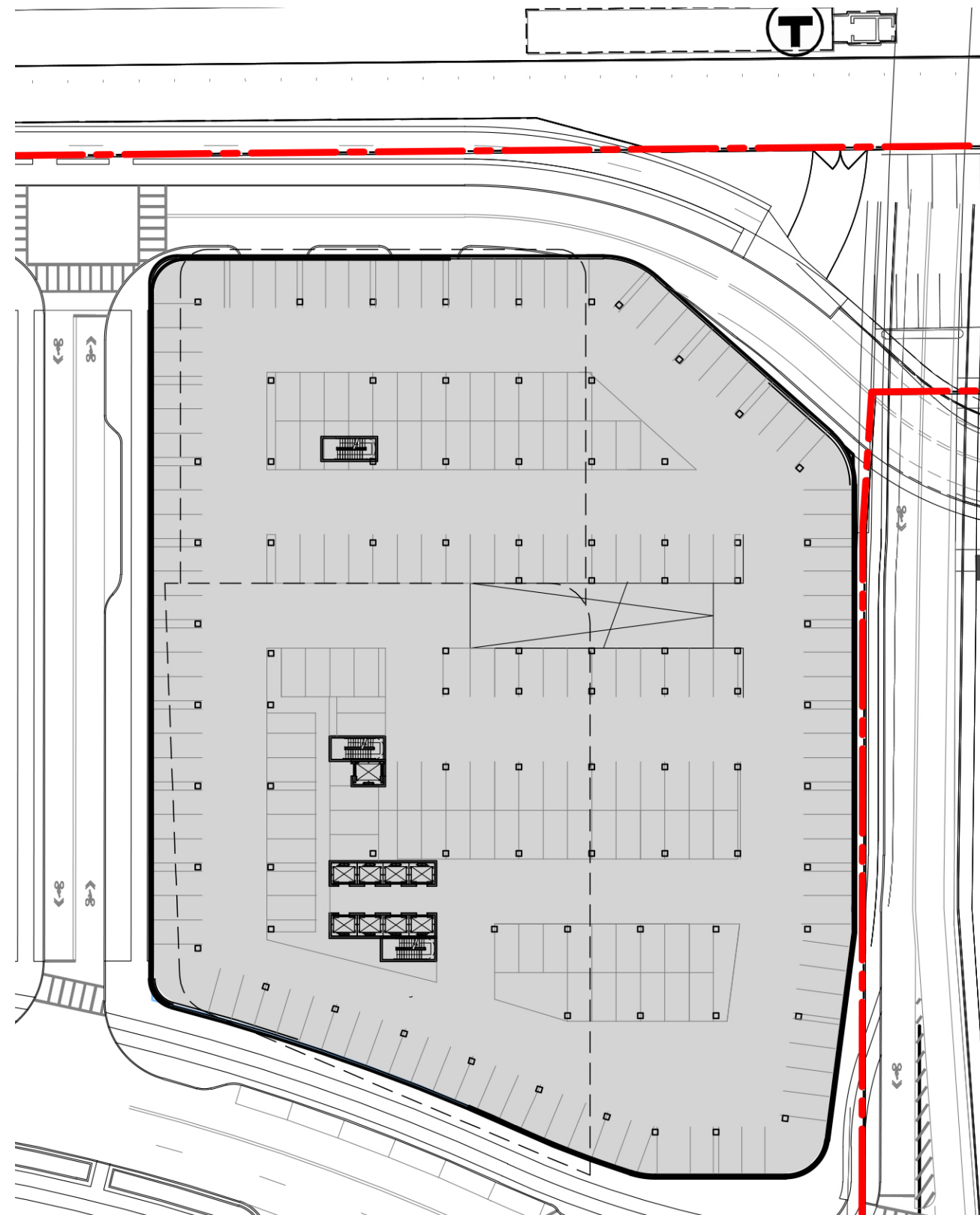
[see attached]



- LEGEND**
- RESIDENTIAL
 - OFFICE / LAB
 - RETAIL
 - ARTIST COMMUNITY
 - PARKING

NOTE:
 THE APPROXIMATE SIZE AND LAYOUT OF THE LOTS IN THE MASTER PROJECT ARE SHOWN ON EXHIBIT C, PROVIDED HOWEVER THAT THE FINAL LOCATIONS, BOUNDARIES AND DIMENSIONS OF SUCH LOTS ARE SUBJECT TO ADJUSTMENT IN ACCORDANCE WITH FURTHER DESIGN AND OTHER PERMITTING REVIEW AND APPROVALS. SUCH LOTS MAY INCLUDE ADJACENT SIDEWALKS AND STREETS.



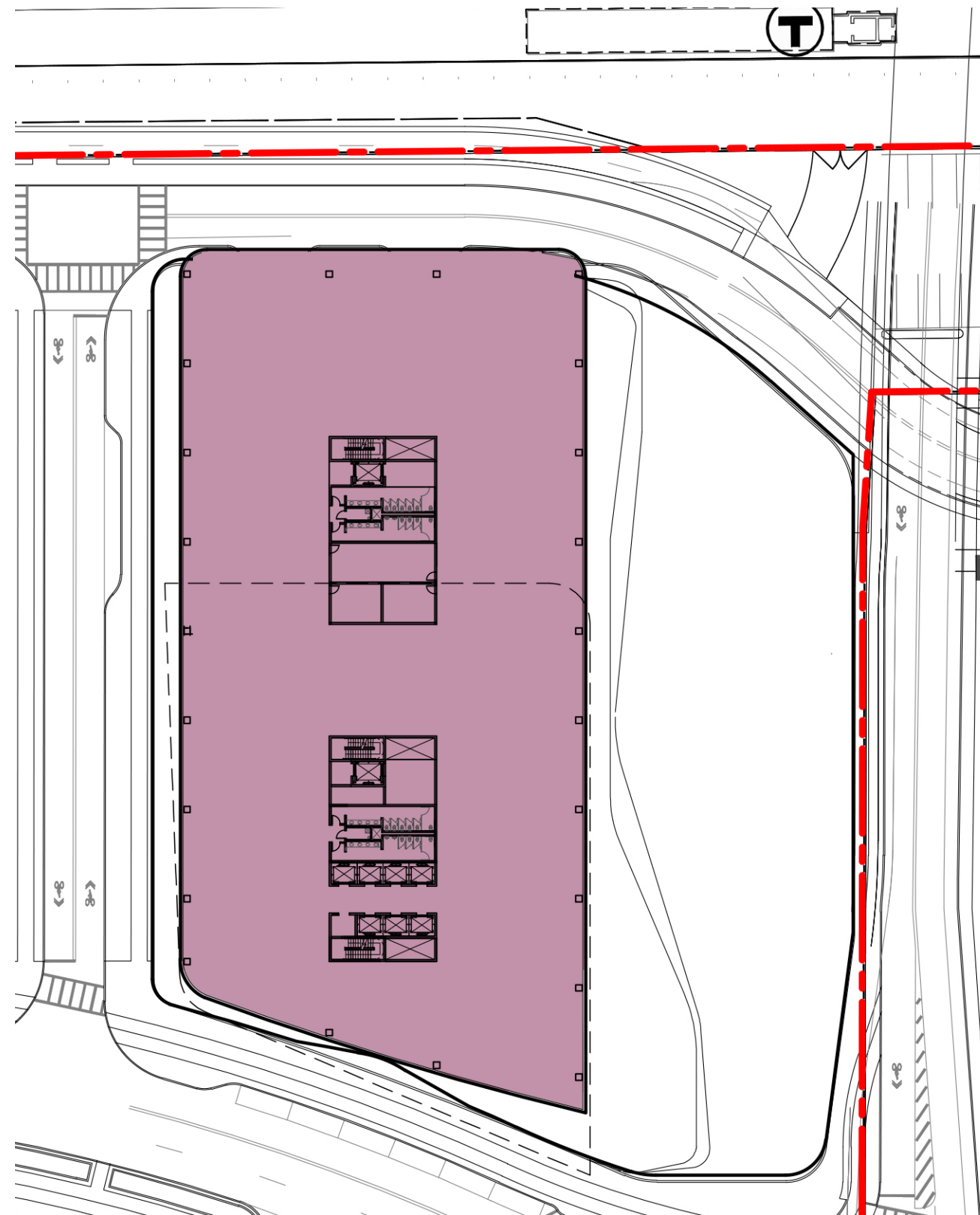


LEGEND

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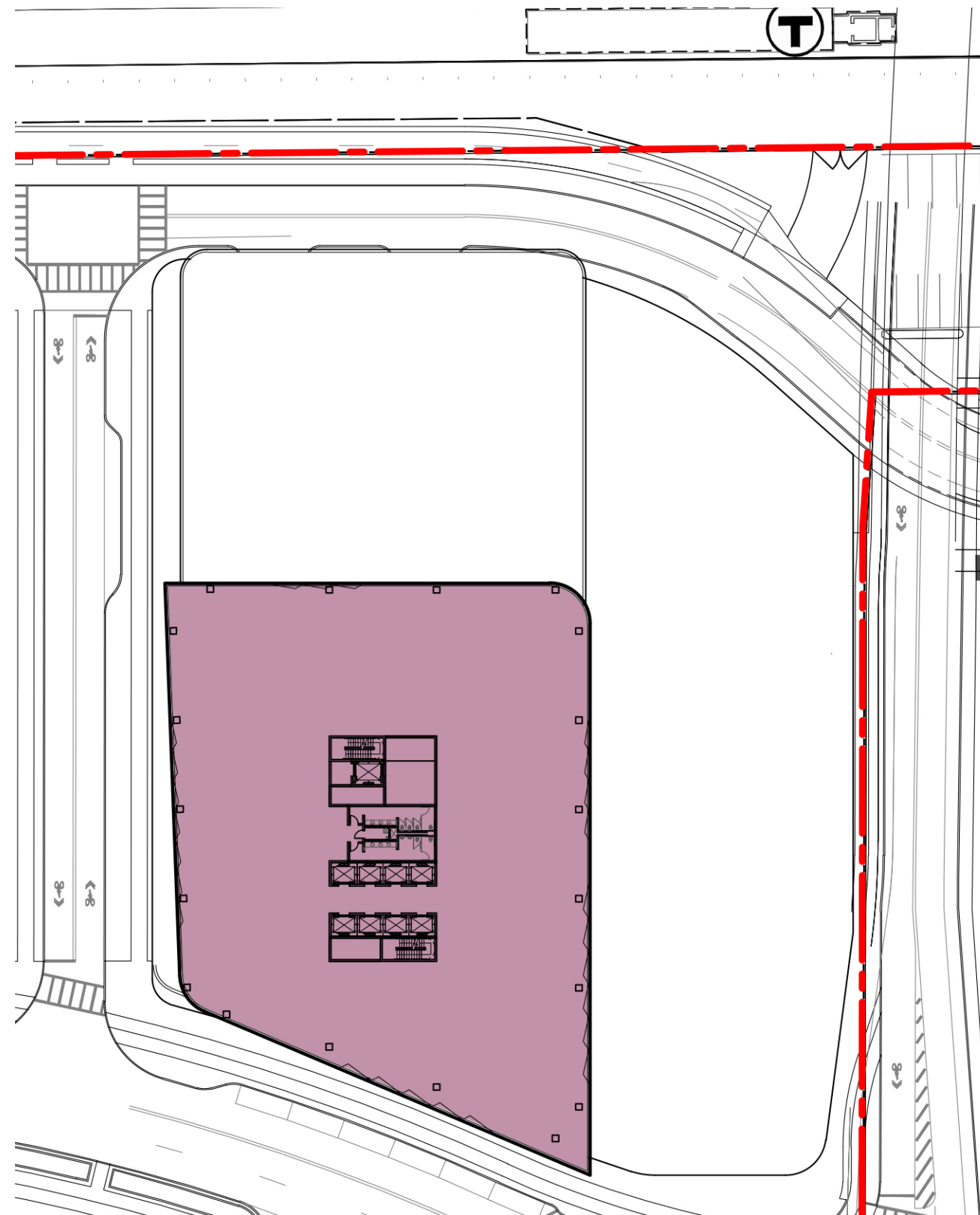


LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
- RETAIL**
- ARTIST COMMUNITY**
- PARKING**

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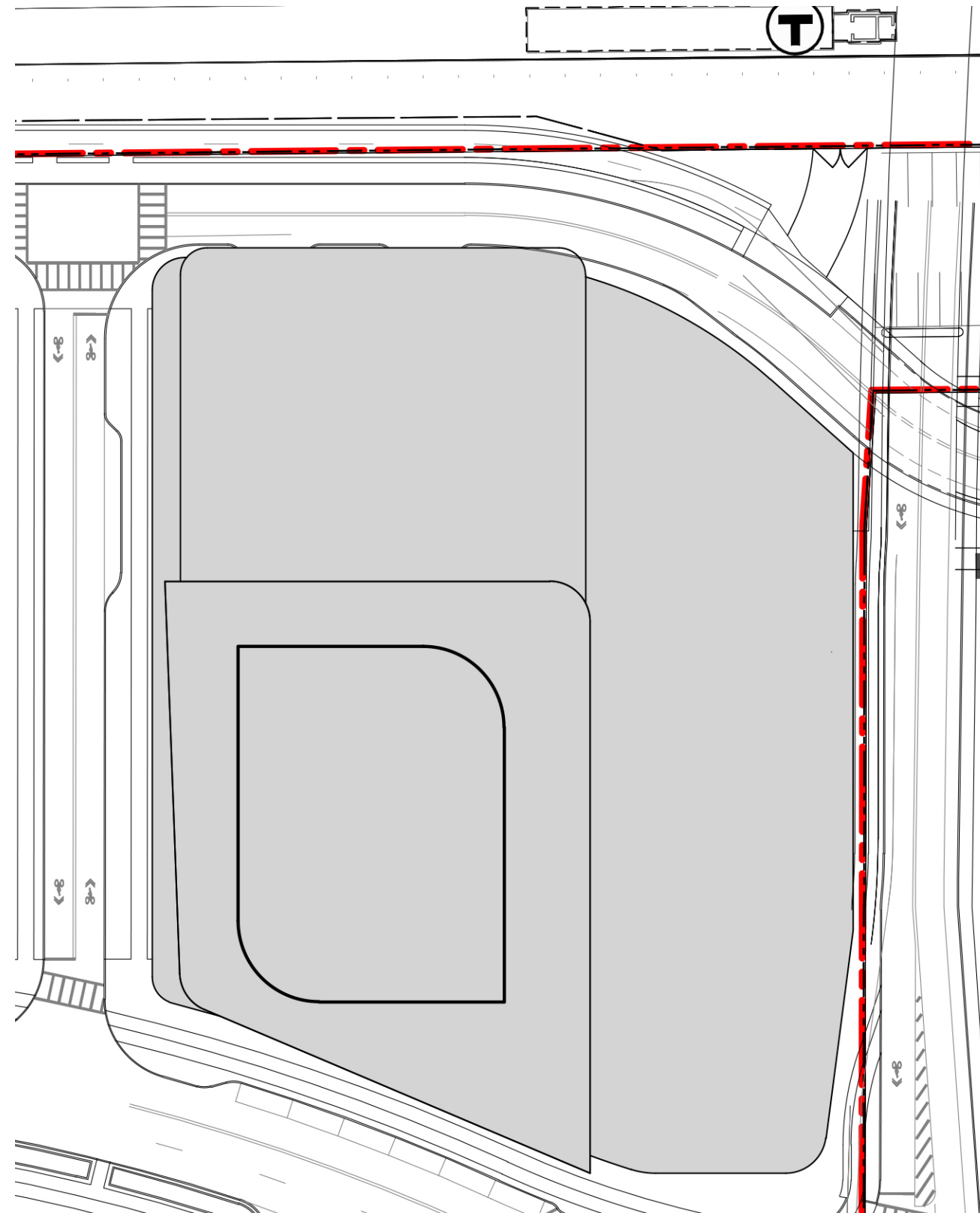




- LEGEND**
- RESIDENTIAL
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- LEGEND**
- RESIDENTIAL
 - OFFICE / LAB
 - RETAIL
 - ARTIST COMMUNITY
 - PARKING

NOTE:
 THE APPROXIMATE SIZE AND LAYOUT OF THE LOTS IN THE MASTER PROJECT ARE SHOWN ON EXHIBIT C, PROVIDED HOWEVER THAT THE FINAL LOCATIONS, BOUNDARIES AND DIMENSIONS OF SUCH LOTS ARE SUBJECT TO ADJUSTMENT IN ACCORDANCE WITH FURTHER DESIGN AND OTHER PERMITTING REVIEW AND APPROVALS. SUCH LOTS MAY INCLUDE ADJACENT SIDEWALKS AND STREETS.



Exhibit D

Max. Build Out (sf of GFA) and Maximum Height

Building	Maximum Build Out (SF of GFA)	Maximum Building Height (ft)**	Maximum FAR***
B	370,500*	188	N/A

*The approximate SF of GFA by use in Building B, excluding SF of required parking and loading are as follows:

- Office and Research Uses: 352,000 SF of GFA (inclusive of 2,000 SF of elevator space)
- Retail/Entertainment/Restaurant/Service; Education/Cultural Uses/Place of Worship: 18,500 SF of GFA

The uses may be reallocated among Buildings in the Master Project and the GFA of uses may be increased, lowered or reallocated in each Building subject to the Maximum Build Out as affected by Section 6 of this Plan.

** Maximum Building Height shall be measured in accordance with Article 2A of the Code. Roof structures, decks, penthouses, penthouse mechanicals and equipment may be located on the roof of buildings (including for the purpose of implementing solar and green energy concepts such as solar panels and green roof areas) above the Maximum Building Height notwithstanding if they cover more than 33 1/3 of the total of all roof areas, measured horizontally, of such Building, subject to design review by the BPDA.

***When calculating maximum FAR, the denominator shall be the PDA Area as described in the Master Plan and the numerator shall be the GFA on the entire Master Project Site calculated excluding parking and loading areas consistent with the final construction plans approved by the BPDA which shall be required parking and excluded from the calculation of FAR.

Exhibit E

Approved Uses for Building B Project

<u>Building</u>	<u>Approved Uses¹</u>
Building B	Office and Research Uses
	Residential Uses
	Retail/Entertainment/Restaurant/Service Uses
	Civic/Community Uses and Cultural Uses
	Open Space Uses
	Interim Uses
	Parking Uses

¹ For the purposes of this Exhibit E, the Approved Uses listed below may include Accessory and Ancillary Uses listed on Exhibit F. This Exhibit E governs the Allowed Uses for Building B.

Exhibit F

List of Allowed Uses in the PDA Area

Office and Research Uses

Office Uses

- Office of professional persons, not accessory to a main use;
- Real estate, insurance, financial service institution, or other agency or government office;
- Office building, post office, bank or similar establishment;
- Medical office, which includes walk-in clinic and/or urgent care
- Office/High-Tech/Research & Development/Lab including
 - Laboratories, small business incubators, and/or facilities for teaching and for theoretical, basic and applied research, product development and testing, prototype fabrication or production of experimental products; vivarium; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use
 - Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repairing, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses or light industrial
- Flexible, communal, or short-term office space
- Incubator or maker space

Provided, however, that no laboratory classified by the U.S Centers for Disease Control as Biosafety Level 3 or 4 (“BSL-3” or “BSL-4”) shall be permitted.

Residential Uses

Residential Uses

- Multi-family residential uses (which may include compact units); townhouses.
- Artists’ live-work use, which may include smaller unit sizes, flexible unit layouts, combined living and working spaces, and common space shared by residents occupying different units.
- Compact units, which may be included in any other type of residential use.

Retail/Entertainment/Restaurant/Service Uses

Local Retail/Services Uses

- Store primarily serving the local retail business or service needs of the neighborhood, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop, hand laundry;

- Store retailing one or more of the following, but not limited to: food, baked goods, groceries, drugs, tobacco products, CBD products, beer/wine/liquor, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.
- Fitness Center, health club, gymnasium, tennis courts, swimming pool, or other recreational or fitness uses.
- Bank branch, post office.
- Off-premises advertising, signage, billboards.
- Sales office for Retail/Entertainment/Restaurant/Service Uses or Residential Uses allowed on the same Block or another Block.

General Retail Uses

- Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- Grocery store, including e-commerce grocery uses such as but not limited to pick-up facilities, distribution facilities (i.e., Peapod) or wareroom uses.

Restaurant Uses

- Lunchroom, restaurant, cafeteria, brew-pub and brewery, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;
- Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing, live music, entertainment or all three;
- In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out (other than drive-in restaurants).
- Pushcart food vendors.
- Alcoholic Beverage Manufacturing: including breweries, distilleries, wineries and attendant tasting rooms, bars, brew pubs or other on-premise or off-premise alcoholic beverage retail uses, with or without food service.

Entertainment Uses

- Movie theater
- Bowling alley
- Ice or roller skating rink
- Live music performance
- Recorded music performance
- Theatre
- Video game lounge
- Sports bar

Civic/Community Uses and Cultural Uses

Civic/Community Uses and Cultural Facilities

- Museum, gallery, concert hall, theater, auditorium, exhibition space, performance space, aquarium, or historical exhibit open to public generally;
- Community center, community service facility, visitors' center;
- Daycare center.
- Exhibition hall, conference center, meeting facilities, auditorium.
- Place of Worship; monastery; convent; parish house.
- Artist's studio, Art Uses, Artists' Mixed Use.
- Library
- Community garden
- Adult education uses.

Open Space Uses

Open Space/Recreational Uses

- Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to parks, public gardens, dog parks and playgrounds; public recreational facilities; publicly accessible garden conservatories or botanical gardens.
- Parks, esplanades, boardwalks, and other pedestrian facilities that promote public use and enjoyment of the water and are located at or near the water's edge;
- Cultural, educational, research, or training facilities focused on open space uses;
- Pavilions open to the public and containing uses accessory to open space uses;
- Sale of food, beverage, and other products accessory to open space uses;
- Art, graphics, sculpture, and signage installations accessory to open space uses;
- Recreational events and other programming accessory to open space uses including fitness classes, movie screenings, music concerts, theatre performances, pop-up retail and restaurant uses and public market.

Interim Uses

Interim Uses: After demolition of the Existing Interim Uses, the following interim uses are allowed:

- Parking to serve other Buildings in the Master Plan, which may exist pending redevelopment of a Building on the land which such parking is located.
- Construction/laydown space to facilitate construction of other Buildings in the Master Plan
- Temporary event activation uses, including
 - Markets
 - Pop-Up Events, Retail and Restaurant Uses

- Temporary Signage
- Open Space Uses

Public Infrastructure Uses

Infrastructure Uses

- One or more co facilities for the generation of electricity, heat, and/or cooling.
- Public Services Uses
- Public service substation, automatic telephone exchange, fire station, police station;
- Cable conduit, pipeline crossing, stormwater outlet, or other similar utility structure.
- Transportation Uses
- Public transportation facility, bus station, subway or trolley station.

Parking Uses

- Public parking
- Parking garage, including car-sharing and or bicycle-sharing service
- Parking to serve other Buildings in the Master Plan, notwithstanding the limitations and restrictions of Article 10

Accessory and Ancillary Uses

- Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:
 - any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory;
 - an office, within a main building, of an accountant, architect, attorney, dentist, physician, real estate agent, or other professional person who resides in such building;
 - an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise;
 - the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use;
 - as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
 - as accessory uses to office uses, restaurants, cafeterias, conference or meeting facilities for use by employees, visitors, and others and incidental to the operation of the office use;
 - as accessory to residential uses, leasing, maintenance, recreational or entertainment facilities for use by residents, visitors, and others and incidental to the operation of the residential use.
 - the storage of flammable liquids and gases incidental to a lawful use;

- permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use;
- day care center;
- health club facility, tennis court, swimming pool;
- roof deck or outdoor terrace;
- Non-Electronic or Electronic sign use, if such signs meet the following requirements: complete design review approval by the BRA; do not project more than five (5') feet from the face of the building or the width of the sidewalk, whichever is less; are limited to hours of operation between 7:00 AM and 2:00 AM, except that between 2:00 AM and 7:00 AM the sign shall be either off or on sleep mode, displaying abstract imagery that is non-commercial in nature; and have a luminance at night that does not exceed 500 cd/m². If the above requirements are met and such electronic sign(s) have received BRA approval, then such electronic signs: (i) shall not be required to obtain a conditional use permit from the Board of Appeal and shall have no time limitation in terms of years of operation/use, except as set forth in a written license agreement with the BRA, which license agreement shall also include fees to be paid to the BRA for existence of such electronic signs, other than for signs located on the Innovation Center; and (ii) shall not have an illuminated side facing a residential zoning district listed in Section 3-1.(a) of the Code if located within one hundred fifty (150') feet of such a residential zoning district.
- Storage lockers, bike storage, parcel pick-up areas.
- Parking garage, including car-sharing and/or bicycle-sharing service.
- On-street parking.
- Valet parking operations.
- Ancillary parking

Exhibit G

Mitigation Measures for Building B

Building	Mitigation
Building B	<ul style="list-style-type: none">• 13% on-site affordable IDP units, if and to the extent Building B contains residential units• In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building, if and to the extent Building B contains residential units• Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project)• Total MBTA Operational Subsidy of approximately \$726,206 commencing upon issuance of building permit payable over 15 years• Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below• Electric Vehicle Spaces as described in Section 14(d)(iii)(c)• Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood• Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton community as follows:<ul style="list-style-type: none">○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified

	<p>individuals and families to support ownership housing availability, affordability and stability</p> <ul style="list-style-type: none">○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy.● I/I payment to BWSC estimated at \$319,566
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FACT SHEET

**DEVELOPMENT PLAN
FOR PLANNED DEVELOPMENT AREA NO. __
BUILDING C
ALLSTON YARDS PROJECT**

This Article 80C Submission documents the Planned Development Area process under Article 80C, and provides a background for the Development Plan for Building C of the Allston Yards Project. A copy of the application for the Development Plan for Building C at the Allston Yards Project is submitted herewith. This Development Plan is for a component of the Allston Yards Planned Development Area Master Plan (“**PDA Master Plan**”).

PROPONENT: The Proponent is Stop & Shop Supermarket Company LLC with New England Development, 75 Park Plaza, Boston, MA 02116 as Master Developer and their successors and assigns (the “**Proponent**”).

PDA OVERLAY DISTRICT AND PROJECT SITE: The area to be governed by the PDA Master Plan is located in the Allston neighborhood of Boston. The Building C Project will be developed on an approximately 52,730 sq. ft. (1.21 acres) site within the Allston Yards PDA Master Plan PDA Overlay District (the “**Building C Project Site**”).

MAP OF AREA: A map of the Building C Project Site is attached as Attachment A.

GENERAL DESCRIPTION OF BUILDING C PROJECT: The Proponent intends to construct approximately 386 residential units, plus 9,600 sq. ft. of Gross Floor Area of retail, entertainment, restaurant and/or service uses within the Building C Project Site (the “**Building C Project**”). The Building C Project will include other accessory uses, including parking.

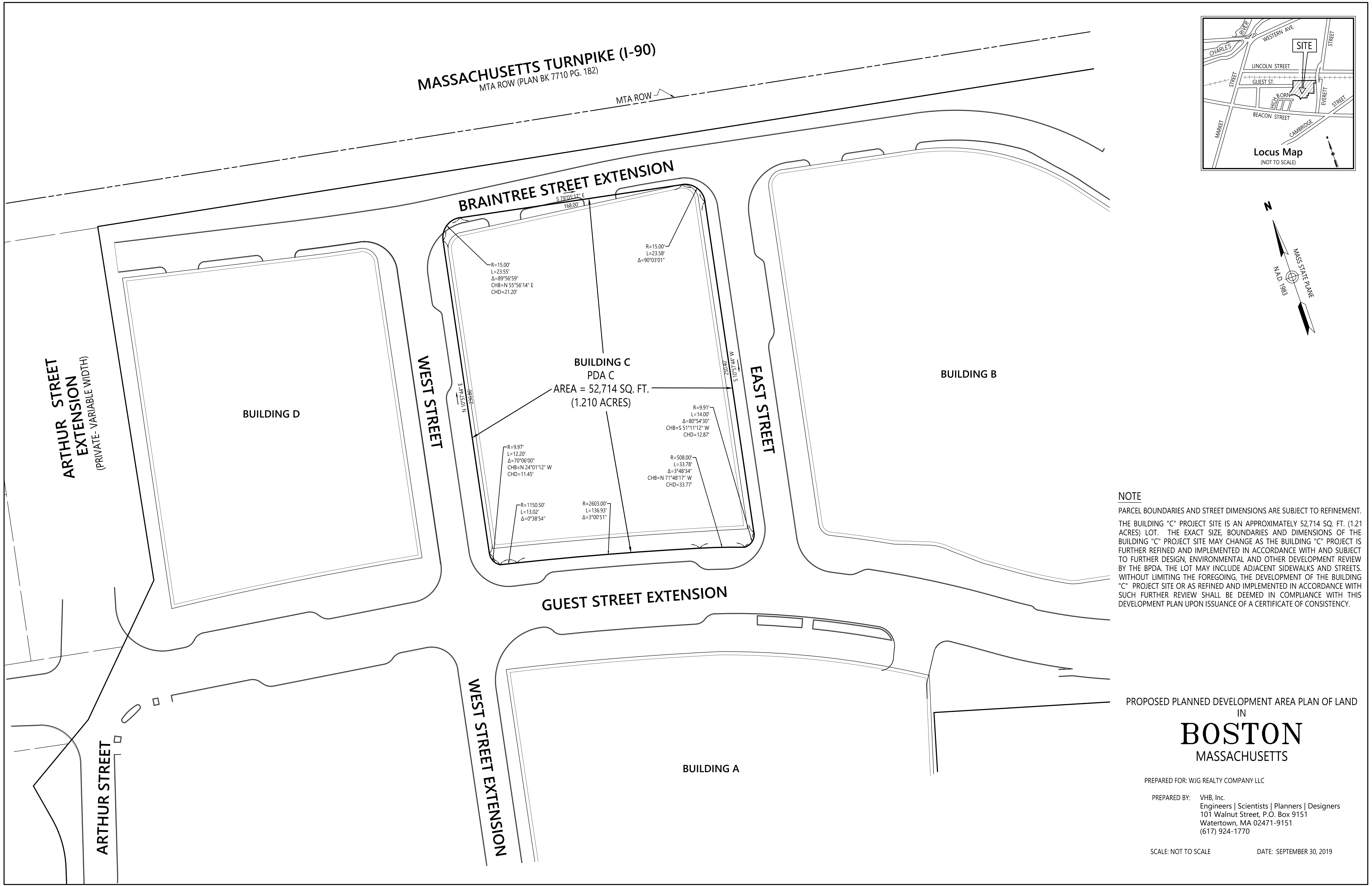
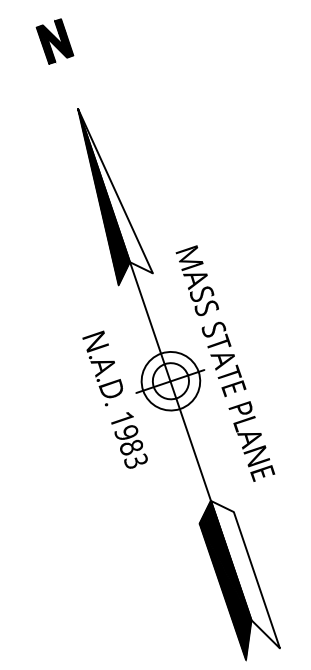
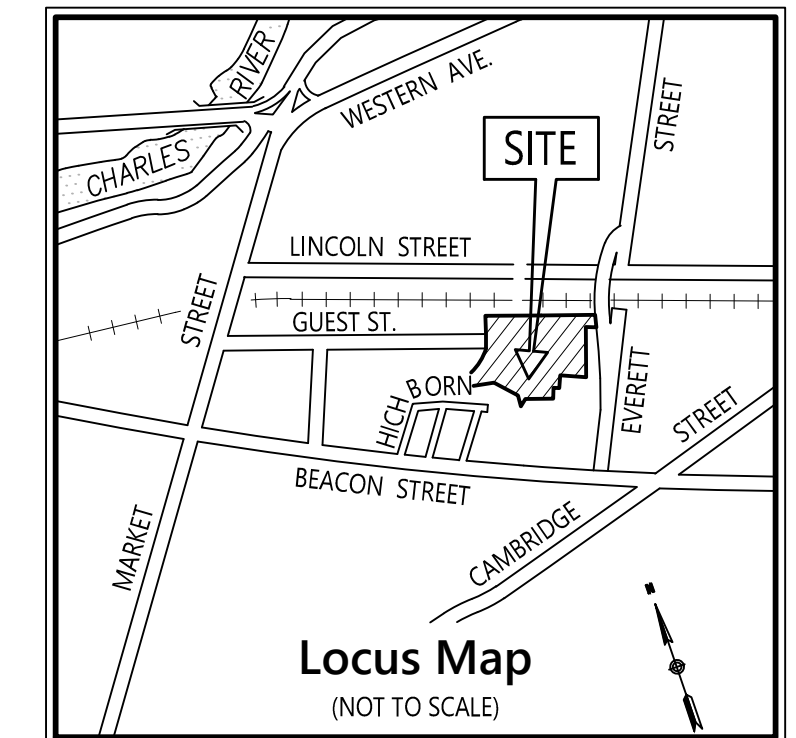
UNDERLYING ZONING: As shown on Map 7A/7B/7C/7D of the City of Boston Zoning Maps, the Building C Project Site is located within the Guest Street Local Industrial (LI-2) Sub-district within the Allston-Brighton Neighborhood District governed by Article 51 of the Code. Pursuant to Sections 3-1A.a. and 51-44 of the Code, Planned Development Areas are permitted within the area that includes the Building C Project Site. A companion map amendment to the PDA Master Plan for the Allston Yards Project will establish the boundaries of the proposed PDA Overlay District including the Building C Project Site in a manner consistent with this Development Plan.

Attachment A

Map of Area

[see attached]

MASSACHUSETTS TURNPIKE (I-90)
MTA ROW (PLAN BK 7710 PG. 182)



NOTE
 PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT.
 THE BUILDING "C" PROJECT SITE IS AN APPROXIMATELY 52,714 SQ. FT. (1.21 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "C" PROJECT SITE MAY CHANGE AS THE BUILDING "C" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "C" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
 IN
BOSTON
 MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC
 PREPARED BY: VHB, Inc.
 Engineers | Scientists | Planners | Designers
 101 Walnut Street, P.O. Box 9151
 Watertown, MA 02471-9151
 (617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

_____, 2019

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**BUILDING C DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. []**

ALLSTON YARDS, 60 EVERETT STREET, ALLSTON

DATED: _____, 2019

1. Development Plan. In accordance with Section 3-1A, Sections 51-44 through 51-49, and Article 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), and that certain Master Plan for Planned Development Area No. [] (the “**Master Plan**”), for the proposed redevelopment (the “**Master Project**”) at an existing site commonly known as 60 Everett Street in the Allston neighborhood of Boston (the “**Master Plan PDA Area**”), this Development Plan for Planned Development Area No. [] (the “**Development Plan**”) sets forth the proposed location and appearance of structures, densities and dimensions of structures, proposed uses, open spaces and landscaping, proposed traffic circulation, parking and loading facilities, and access to public transportation for Building C of the Master Project (the “**Building C Project**”) within an approximately 52,700 sq. ft. (1.21 acre) portion of the larger Master Plan PDA Area, (the “**Building C Project Site**”) as described in the legal description attached as Exhibit A hereto, and as shown on the plan attached hereto as Exhibit B. This Development Plan also describes proposed public benefits, sustainability measures and green building designs, and signage for the Building C Project.

The Master Project, including the Building C Project, has completed review under Article 80B of the Code and will follow the Development Review Procedures outlined in Section 15 of this Development Plan. A Project Notification Form for the Master Project was filed with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (the “**BPDA**”) on January 22, 2018. The BPDA issued a Scoping Determination for the Master Project under Section 80B of the Code on August 3, 2018. A joint Expanded Environmental Notification Form/Draft Project Impact Report for the Master Project was subsequently filed with the BPDA on February 22, 2019 (the “**DPIR**”). A response to comments on the DPIR was filed with the BPDA on October 24, 2019. A Preliminary Adequacy Determination waiving the requirement for a Final Project Impact Report was issued by the BPDA on [_____, 2019]. Following the public review process and the BPDA’s approval of the Master Project pursuant to Article 80B of the Code, and based upon that process and the approval of this Development Plan, final plans and specifications for the Building C Project will be submitted to the BPDA pursuant to Sections 80B and 80C of the Code for final design review approval and certification as to consistency and compliance with this Development Plan.

This Development Plan consists of [] ([]) pages of text and Exhibits []. All references herein to this Development Plan refer to such pages and exhibits.

2. The Proponent. The proponent of this Master Plan is Stop & Shop Supermarket Company LLC (“**Stop & Shop**”) with New England Development as Master Developer (together, as appropriate, and collectively with its affiliates and their respective successors and assigns, the “**Proponent**”). An affiliate of Stop & Shop, WJG Realty Company, LLC is the current owner of the PDA Area and the entire Master Project.

3. General Description of the Project. This Development Plan sets forth information regarding the Building C Project, which includes construction of the uses described herein, including approximately 342,000 square feet (“**SF**”) of gross floor area (“**GFA**”) including but not limited to residential uses with retail, entertainment, restaurant and/or service uses, and accessory uses. Building C will include up to 386 residential units and an off-street parking and loading facility to meet the parking and loading requirements described herein.

The Building C Project is anticipated to be a phase of the Master Plan which has been reviewed and approved by the BPDA. The Master Plan contemplates the construction of four (4) buildings and related infrastructure, as part of a phased redevelopment of the Master Plan PDA Area. The Building C Project may be constructed in phases, each of which may have subphases. The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented development consisting of residential, office, restaurant, fitness and retail uses and the Community Green and other public amenities. The Master Project is consistent with the Guest Street Planning Study (defined below) and the adjacent Boston Landing Project.

4. Consistency with Planning. The Building C Project Site is located within the area of the Guest Street Planning Study adopted in 2012 (the “**Guest Street Planning Study**”) as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit oriented redevelopment of the Building C Project Site. The long-term vision of the Guest Street Planning Study is to create an urban mixed-use district featuring vibrant community uses and residential development resulting in an area that will become a transit-oriented mixed-use destination with a blend of workplaces, homes, and neighborhood amenities. The Building C Project aligns with the principles and goals set forth in the Guest Street Planning Study, also as described in the Master Plan, including the specific principles and goals set forth with respect to building height and massing, diversity of uses, open space, and connectivity.

5. Proposed Location and Appearance of Structure. The location and appearance of the building that will be constructed as part of the Building C Project (“**Building C**”) will be generally consistent with the schematic plans attached hereto as **Exhibit C**, but the architectural details of Building C will be presented as part of the BPDA’s design review as described in Section 15. Final plans and specifications for the Building C Project will be submitted to the BPDA for certification as to consistency with this Development Plan.

6. Densities and Dimensions of Structure. The Building C Project consists of Building C as shown on **Exhibit C**, which shall have the maximum building height and Gross Floor Area as more specifically set forth in **Exhibit D**. In acknowledgement of the likelihood that parking demand may decrease over the life of Building C, in the event that the Proponent converts space within the parking garage to uses described in **Exhibit E** constituting Gross Floor Area, or uses

accessory thereto, the maximum Gross Floor Area shown on **Exhibit D** for the Building C Project shall be deemed automatically increased by the area of such converted space, and the total permitted Gross Floor Area for the Building C Project Site and for the Master Plan PDA Area shall be increased accordingly.

At the Proponent's request, with the approval of the BPDA through issuance of a Certification of Consistency, unused Gross Floor Area allowed as part of any other phase of the Master Project may be included in the Building C Project and any unused Gross Floor Area of the Building C Project may be reallocated to and included as part of any other phase of the Master Project, provided that the Total GFA in any Building may not be increased by more than 10% without an amendment of the Master Plan and this PDA Development Plan as may be determined by the BPDA. Building C shall be in compliance with this Plan provided that the Gross Floor Area of Building C does not exceed by more than ten percent (10%) above the Maximum Build Out shown on **Exhibit D** the maximum Gross Floor Areas approved by this Plan. Overall PDA Area-wide Gross Floor Area will not exceed 1,228,500 SF nor a Floor Area Ratio ("FAR") for the full Master Project of up to 2.67, except as affected by the conversion of garage space to usable space as provided herein or in the Master Plan. Proposed changes to Gross Floor Area that exceed the above-referenced 10% for the Building C Project will require an amendment to this Plan. "**Gross Floor Area**" (or GFA as used herein) shall have the meaning set forth in Article 2A of the Code. This Development Plan shall supersede the otherwise applicable dimensional, design and other requirements of the Code (including without limitation the provisions set out in Sections 51-19 to 21 and 51-51 to 57), which shall not be applicable to the Building C Project Site.

7. Proposed Uses. All or portions of the Building C Project Site are currently used for surface parking, access drives and signage, and such uses on Building C Project Site will be allowed until development commences on the Building C Project Site in accordance with this Plan. Notwithstanding anything herein to the contrary, the Existing Interim Uses, as such term is defined in Section 19 of the Master Plan, shall be allowed as set forth in such Section.

The Project is being developed as a mixed-use project. **Exhibit E** lists the approved uses for the Building C Project. **Exhibit F** lists the allowed uses and use categories for the Master Plan PDA Area, which uses are allowed as either main, accessory, ancillary or interim uses, provided that the uses are approved pursuant to **Exhibit E** or as otherwise provided in this paragraph. The Accessory and Ancillary Uses listed on **Exhibit F** are allowed for the Building C Project. The placement and maintenance of rooftop wireless communications and other telecommunications equipment such as antennae, dishes, equipment mounting, and equipment mounting structures and rooftop energy equipment such as solar panels and equipment shall be allowed, subject only to design review by the BPDA.

8. Open Space and Landscaping. The Building C Project is part of the Master Project, which includes the construction of an approximately one-acre Community Green in connection with Building A, as described in the Master Plan. The Building C Project may contain private-use rooftop amenity areas, subject to final building design. The Building C Project may provide landscaping within the hardscaped plazas and sidewalks adjacent to the Building C Project site. Specific improvements within such areas, if proposed by the Building C Project, will be developed in connection with the Boston Transportation Department, BPDA and Public Improvement

Commission and, once approved, will be deemed consistent with the Development Plan and the Master Plan.

9. Traffic Circulation. The Building C Project, will be accessed via Guest Street Extension, East Street, West Street and Braintree Street Extension. Parking and loading access is anticipated to be provided off of Braintree Street Extension. These roadways are anticipated to be constructed by the Building A Project developer, however, certain aspects of such roadways and sidewalks may be constructed, modified or completed by the Building C Project. In connection with this, at the Proponent's request, the BPDA may approve changes in the location and/or dimensions of the proposed roadways and bicycle and pedestrian paths provided that such changes are consistent with the character of the Master Project. In such case, specific road, sidewalk and bicycle lane locations and layouts will be developed in consultation with the Boston Transportation Department, BPDA and Public Improvement Commission and, once approved, will be deemed consistent with this Development Plan and the Master Plan.

Pursuant to the Master Transportation Improvement Agreement to be entered into by the Proponent and BTM, the owner of Building C shall enter into a separate Transportation Access Plan Agreement with BTM prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B and 80C.

10. Proposed Parking and Loading. As currently contemplated, the Building C Project's parking garage will include capacity for the parking of up to 200 vehicles. The Building C Project will have its own loading areas and loading bays internal to the Building. The Building C Project's required parking and loading facilities, including number of parking spaces applicable to uses in the Building consistent with the Master Plan and Article 80B filings, bicycle facilities, and traffic circulation shall be subject to design review and approval by the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency, and the parking and loading facilities, including bicycle facilities, number of parking spaces and traffic circulation approved for Building C as part of such review shall be deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. All other traffic, parking, loading and circulation requirements of the Code shall not be applicable to the Building C Project and the Building C Site and are superseded by this Development Plan.

11. Access to Public Transportation. The Master Plan PDA Area and Building C Project Site are currently well served by ten (10) Massachusetts Bay Transportation Authority ("MBTA") bus routes and the Boston Landing MBTA commuter rail station. Subject to the approval of the MBTA and other public agencies, the Building A Project will include the slight rerouting of the Route 64 bus down Guest Street extension to Everett Street and the construction of two new bus shelters. As part of development of the Building A Project, the Building A Project Proponent has agreed to install transit signal priority improvements and construct new connections to the Boston Landing MBTA commuter rail station, including a new BlueBike station and secure bike rack along Braintree Street. These improvements are not the obligation of the Building C Project but will benefit the residents and employees of the Building C Project, Master Project, Boston Landing, and the larger Allston neighborhood that utilize the Boston Landing MBTA commuter rail station, the 64 bus route, and other public transportation serving the area. Subject to approval by the MBTA, the Proponent will make a transit subsidy payment to the MBTA to

enhance commuter rail and bus route operations in the Allston/Brighton neighborhood. The Proponent will also join the Allston-Brighton TMA.

12. Housing. The Building C Project includes the development of any new residential units (which may include compact units as described in the City’s Compact Living Policy dated October 11, 2018), including thirteen (13%) affordable units under the Mayor’s Inclusionary Development Policy housing program under the Mayor’s Order Relative to Inclusionary Development dated December 9, 2015 (the “IDP”). In addition to thirteen percent (13%) affordable IDP units, five percent (5%) of the residential units will be affordable units at 80%-120% of Area Median Income. Pursuant to the Master Affordable Housing Agreement to be entered into by the Proponent and the BPDA with respect to the Master Project, the owner of Building C shall enter into a separate Affordable Housing Agreement with the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B. The required affordable housing units may be provided on-site as required by the IDP, or subject to the approval of the BPDA may be redistributed to other buildings within the Master Plan PDA Area.

13. Signage. The signage program for the Building C Project shall be subject to design review by the BPDA, and any “Sign” that is approved by the BPDA shall be deemed to be in compliance with this Development Plan.

14. Public Benefits.

The following public benefits will be provided with the construction of the Building C Project.

- a. Contribution to Parks Department. Building C will contribute \$40,000 to the Parks Department for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood such as Ringer Park.
- b. Public Realm Fund. Building C will contribute \$1,000,000.00 to programs and initiatives to advance improvements to the Allston/Brighton community including:
 - (i) Public Realm Management Fund. \$200,000.00 to a Public Realm Fund managed by the Public Realm Fund Management Entity as defined in the Master Plan, with funds made available on a grant basis to local non-profits and organizations or governmental entities for public realm improvements and programs in the Allston/Brighton community;
 - (ii) Allston Brighton Homeowner Fund. \$500,000.00 to the Allston Brighton Homeowner Fund to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability. The Allston Brighton Homeowner Fund is a first-of-its-

kind fund that will be run by the City of Boston Department of Neighborhood Development's Boston Home Center or local partners which may include Brighton Marine and Allston Brighton Community Development Corporation; and

- (iii) Allston Brighton TMA Commitment. \$300,000.00 to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. The Proponent will work with the Allston-Brighton TMA to identify shuttle service that may be made available to the general community.

c. Sustainable Design/Green Building

- (i) Green Building. The Building C Project will incorporate sustainable/green building design, construction, and operational measures so that the Building C Project is LEEDv4 Silver certifiable, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities one or more of the three residential buildings (Building A, C and D) to achieve the LEED New Construction Gold level certifiability.
- (ii) Stormwater. The Building C Project will capture and infiltrate a volume of rainwater equal to 1.25" of rainwater over the impervious area of the Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.
- (iii) Energy Conservation/GHG Emissions Reductions. The Building C Project will undertake various energy conservation and GHG emission reduction strategies:
 - a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO2 emissions when compared to a building design that meets the minimum building code requirements.
 - b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
 - c) Provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such spaces will be EV ready (for a total of 25%), to further reduce GHG emissions associated with vehicles. The project's Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how

many, of the total 25% EV charging stations should be installed.

- d) Continue to evaluate building design and alternative energy options throughout design.
- e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options.
- f) The Proponent will evaluate implementation of passive housing principles into the design of Building C.
- g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready.

In addition to the above listed benefits, a comprehensive list of specific mitigation measures for the Building C Project is attached as **Exhibit G**.

15. **Development Review Procedures**. The Building C Project is subject to Large Project Review under Section 80B of the Code. Final plans and specifications for any portion of the Building C Project shall be subject to review and approval by the BPDA in accordance with its Development Review Procedures.

The BPDA has approved the schematic plans attached hereto as **Exhibit C**. The BPDA's approval of final plans and specifications shall confirm their consistency with this Development Plan. Proposed minor modification to the Building C Project, including but not limited to, minor modifications to improvements, exterior façades, roofscapes, dimensions, massing, architectural features, public spaces, roadway and transit mitigation, or parking and loading are allowed subject only to BPDA Design Review approval, without requiring an amendment to this Development Plan or further BPDA action, unless the Director determines that the changes are not consistent with this Development Plan. Changes to the amounts and/or timing of the funding contributions described in Section 14, or to the initiatives that those contributions will fund, shall be subject to the approval of the BPDA but shall not require an amendment to this Plan.

16. **Applicability**. Upon issuance of a Certification of Compliance and Certification of Consistency or partial certificates pursuant to Sections 80B-6 and 80C-8 of the Code, the buildings and other improvements subject to the same shall be deemed to be in compliance with the dimensional, design and environmental requirements as set forth in this Development Plan and constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Plan. To the extent that any aspect of proposed uses and proposed structures addressed in this Plan are in conflict with any requirement of the Code or Master Plan, this Plan shall govern.

In order to implement the Building C Project, new legal lots in the area constituting the Master Plan PDA Area may be created and one or more may be leased or conveyed to be in separate ownership. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, each separate Building shall be eligible for and may receive a Certification of Compliance and Certification of Consistency. Noncompliance of any Building in the Master Plan PDA Area shall not affect compliance of any other Building for which a Certificate of Consistency has been issued, or the right to construct any other Building contemplated by this Plan.

17. Amendment of Plan. The owner of Building C Plan may seek to amend this Plan in accordance with the procedures prescribed by the Code without the consent of any other owner of land within the Master Plan PDA Area, provided, however, that no such amendment shall affect the obligations of any other owner of land within the Master Plan PDA Area under the Master Plan or any agreements between the Proponent and the BPDA or other City agencies. In the event that any amendment to this Plan proposed by the owner of Building C is approved, and such amendment affects the overall compliance of the Building C Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan.

18. Miscellaneous. Unless otherwise set forth herein, all references to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter, as affected herein.

Exhibit A

Legal Description of Building C Site

[see attached]

Legal Description –Allston Yards PDA “C”

A certain PDA parcel “C” over land, consisting of five lots, both registered and unregistered, owned now or formerly WJG Realty Company LLC, located north of North Beacon Street and west of Everett Street in the City of Boston (Allston), in the County of Suffolk, and the Commonwealth of Massachusetts, bounded and described as follows:

- S 10°57'44" W a distance of Two Hundred Fifty and Forty Hundredths feet (250.40') by the westerly sideline of East Street to a point; thence
- Southwesterly and curving to the right along the arc of a curve having a radius of Nine and Ninety One Hundredths feet (9.91'), a length of Fourteen and No Hundredths feet (14.00') and a chord length of Twelve and Eighty Seven Hundredths feet (12.87') with a chord bearing of S 51°11'12" W to a point; thence
- Westerly and curving to the left along the arc of a curve having a radius of Five Hundred Eight and No Hundredths feet (508.00'), a length of Thirty Three and Seventy Eight Hundredths feet (33.78') and a chord length of Thirty Three and Seventy Seven Hundredths feet (33.77') with a chord bearing of N 71°48'17" W to a point; thence
- Westerly and curving to the left along the arc of a curve having a radius of Two Thousand Six Hundred Three and No Hundredths feet (2603.00'), a length of One Hundred Thirty Six and Ninety Three Hundredths feet (136.93') to a point; thence
- Westerly and curving to the left along the arc of a curve having a radius of One Thousand One Hundred Fifty and Fifty Hundredths feet (1150.50'), a length of Thirteen and Two Hundredths feet (13.02') to a point; thence
- Northwesterly and curving to the right along the arc of a curve having a radius of Nine and Ninety Seven Hundredths feet (9.97'), a length of Twelve and Twenty Hundredths feet (12.20') and a chord length of Eleven and Forty Five Hundredths feet (11.45') with a chord bearing of N 24°01'12" W to a point , the last five (5) courses by the northerly sideline of Guest Street Extension; thence
- N 10°57'44" E a distance of Two Hundred Thirty Six and Eighty Six Hundredths feet (236.86') by the easterly sideline of West Street to a point; thence
- Northeasterly and curving to the right along the arc of a curve having a radius of Fifteen and No Hundredths feet (15.00'), a length of Twenty Three and Fifty Five Hundredths feet (23.55') to a point; thence
- S 79°05'17" E a distance of One Hundred Sixty Eight and No Hundredths feet (168.00') to a point; thence
- Southeasterly and curving to the right along the arc of a curve having a radius of Fifteen and No Hundredths feet (15.00'), a length of Twenty Three and Fifty Eight Hundredths

feet (23.58') to the point of beginning. The last three (3) courses by the southerly sideline of Braintree Street Extension.

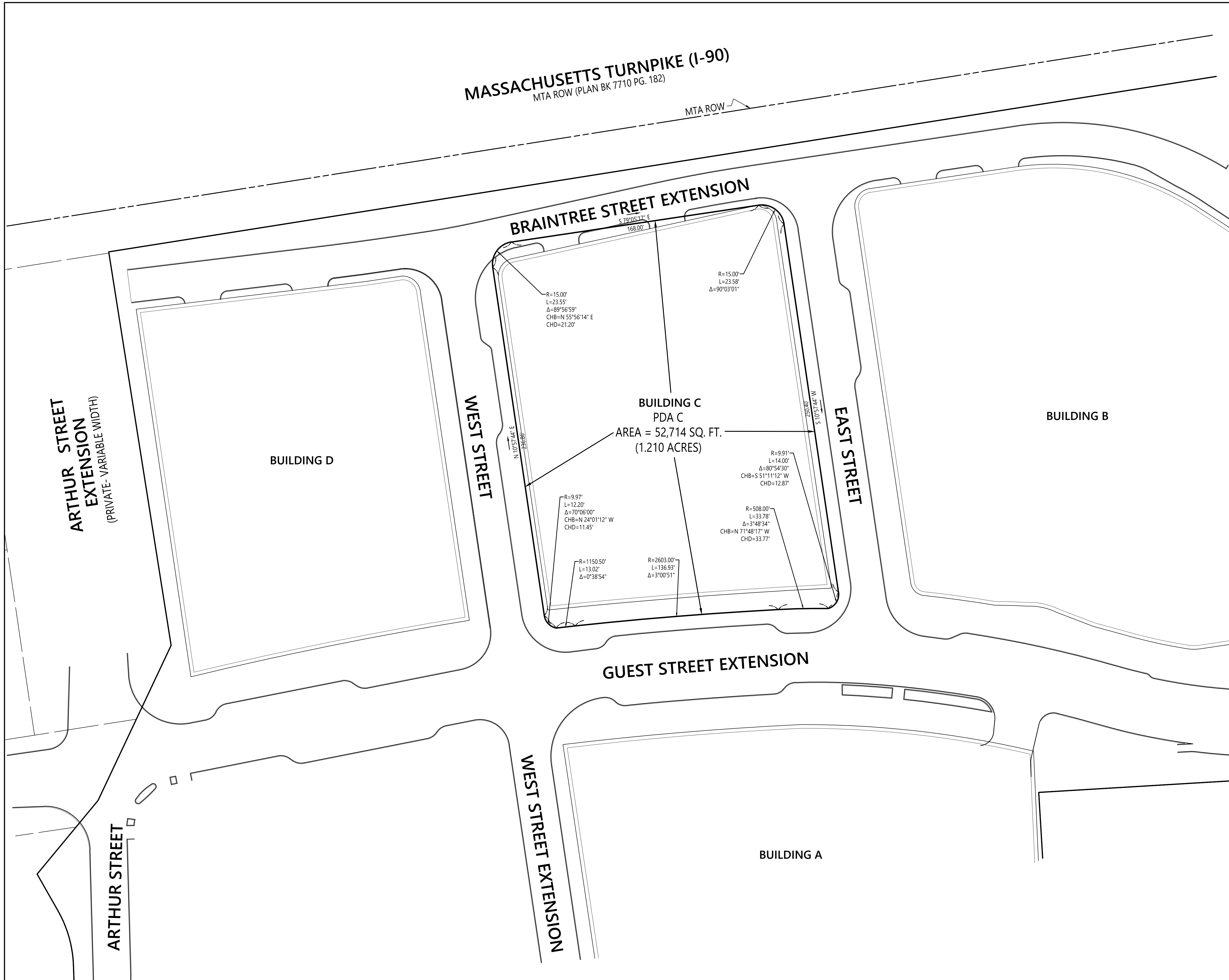
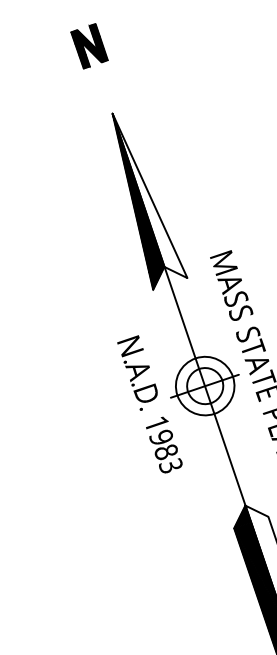
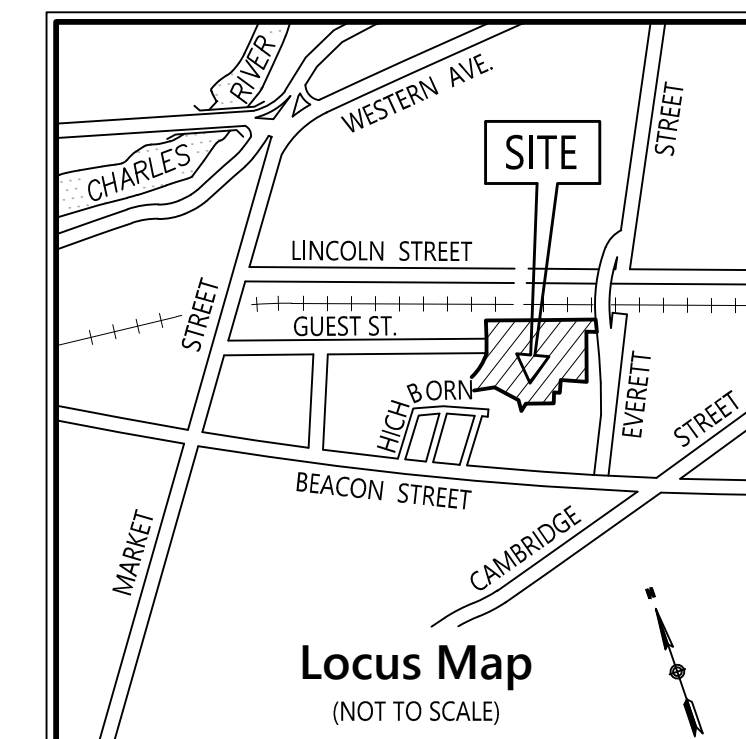
Said parcel "C" contains 52,714 square feet or 1.210 acres more or less.

Exhibit B

Building C Project Site Plan

[see attached]

MASSACHUSETTS TURNPIKE (I-90)
MTA ROW (PLAN BK 7710 PG. 182)



NOTE
PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "C" PROJECT SITE IS AN APPROXIMATELY 52,714 SQ. FT. (1.21 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "C" PROJECT SITE MAY CHANGE AS THE BUILDING "C" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "C" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

EXHIBIT - BUILDING C
PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
IN
BOSTON
MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC

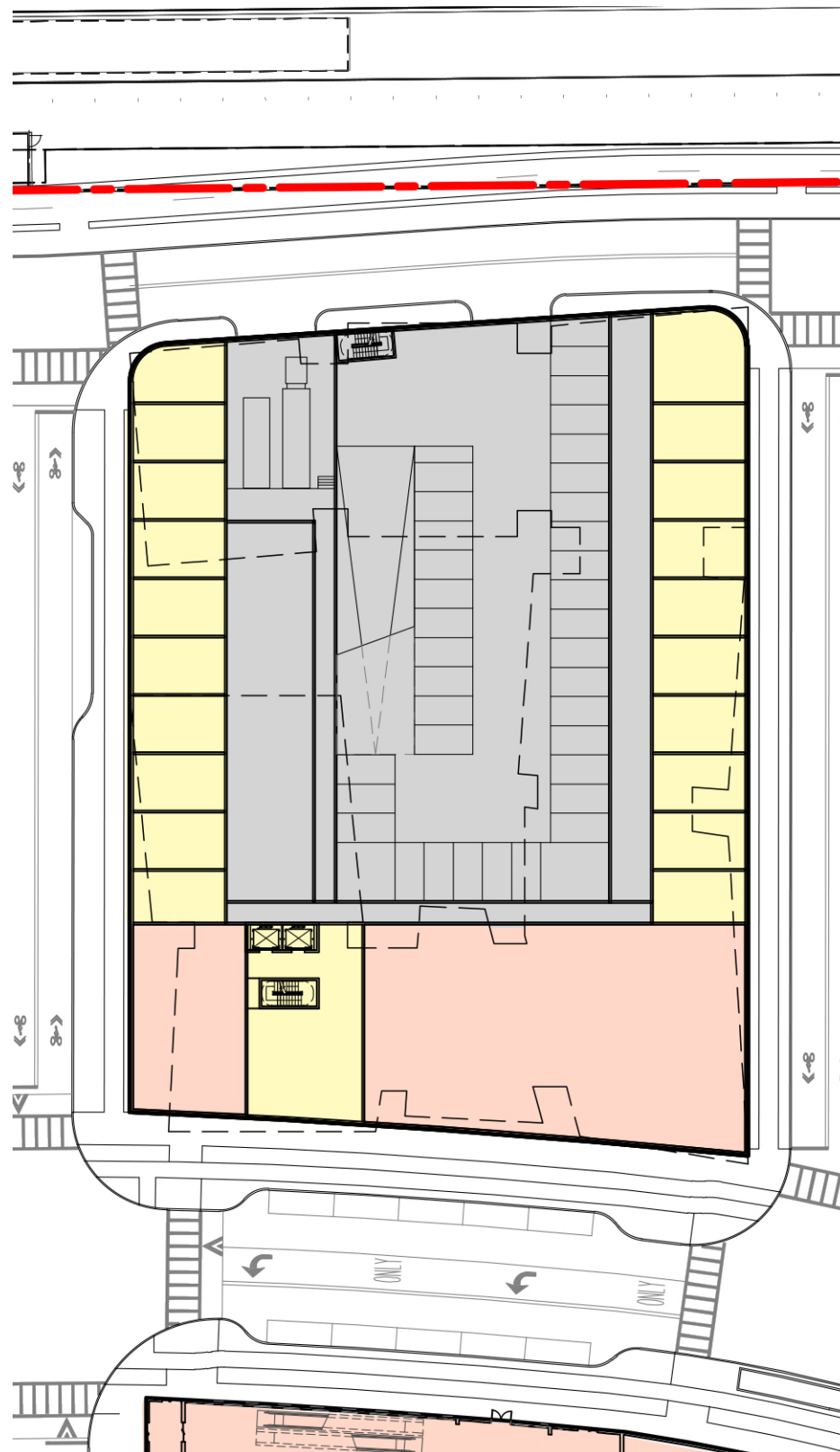
PREPARED BY: VHB, Inc.
Engineers | Scientists | Planners | Designers
101 Walnut Street, P.O. Box 9151
Watertown, MA 02471-9151
(617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

Exhibit C

SCHEMATIC PLANS

[see attached]

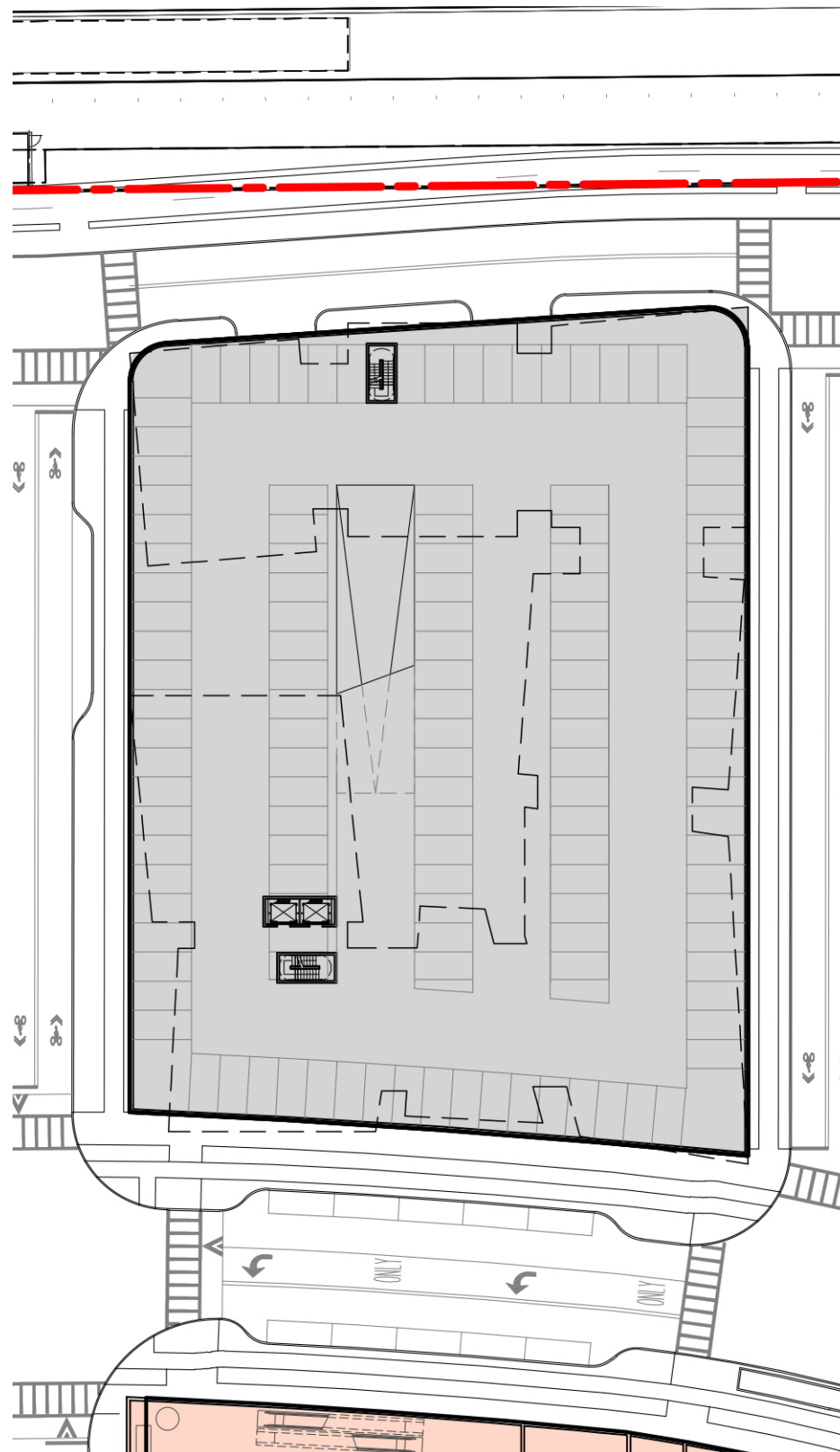


LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
- RETAIL**
- ARTIST COMMUNITY**
- PARKING**

NOTE:
 THE APPROXIMATE SIZE AND LAYOUT OF THE LOTS IN THE MASTER PROJECT ARE SHOWN ON EXHIBIT C, PROVIDED HOWEVER THAT THE FINAL LOCATIONS, BOUNDARIES AND DIMENSIONS OF SUCH LOTS ARE SUBJECT TO ADJUSTMENT IN ACCORDANCE WITH FURTHER DESIGN AND OTHER PERMITTING REVIEW AND APPROVALS. SUCH LOTS MAY INCLUDE ADJACENT SIDEWALKS AND STREETS.



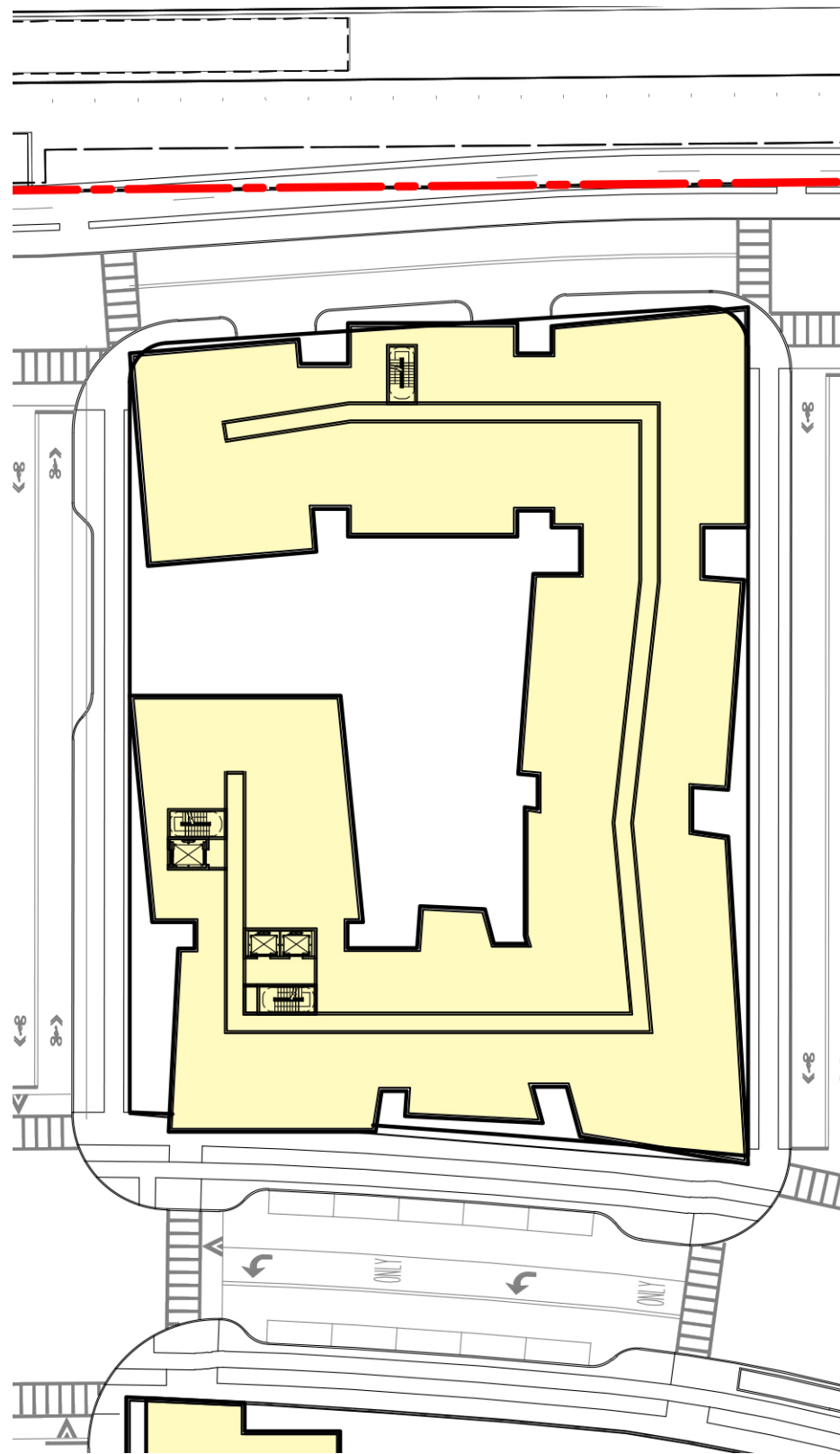


LEGEND

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- PARKING**

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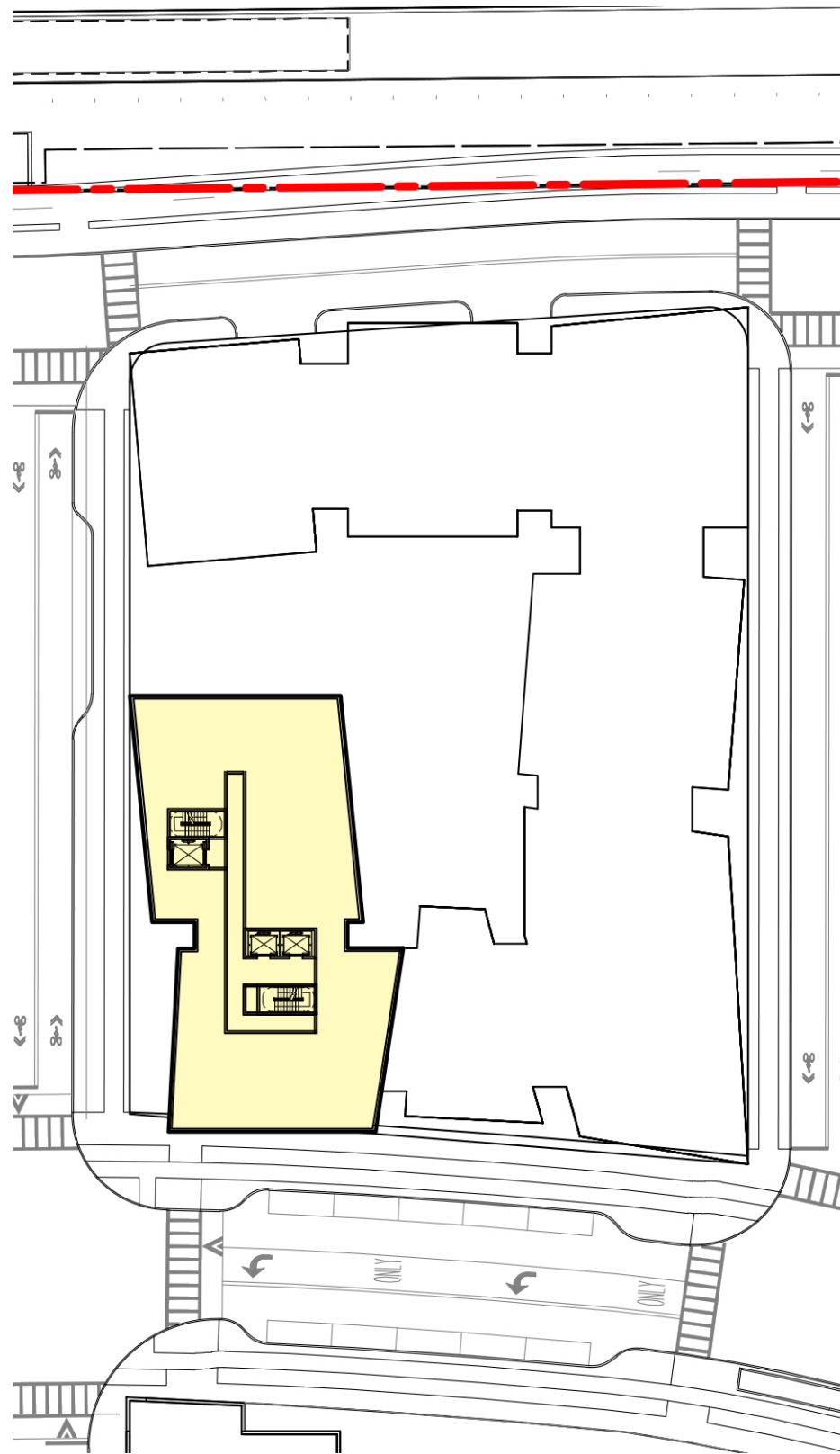




- LEGEND**
- RESIDENTIAL**
 - OFFICE / LAB**
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 - PARKING**

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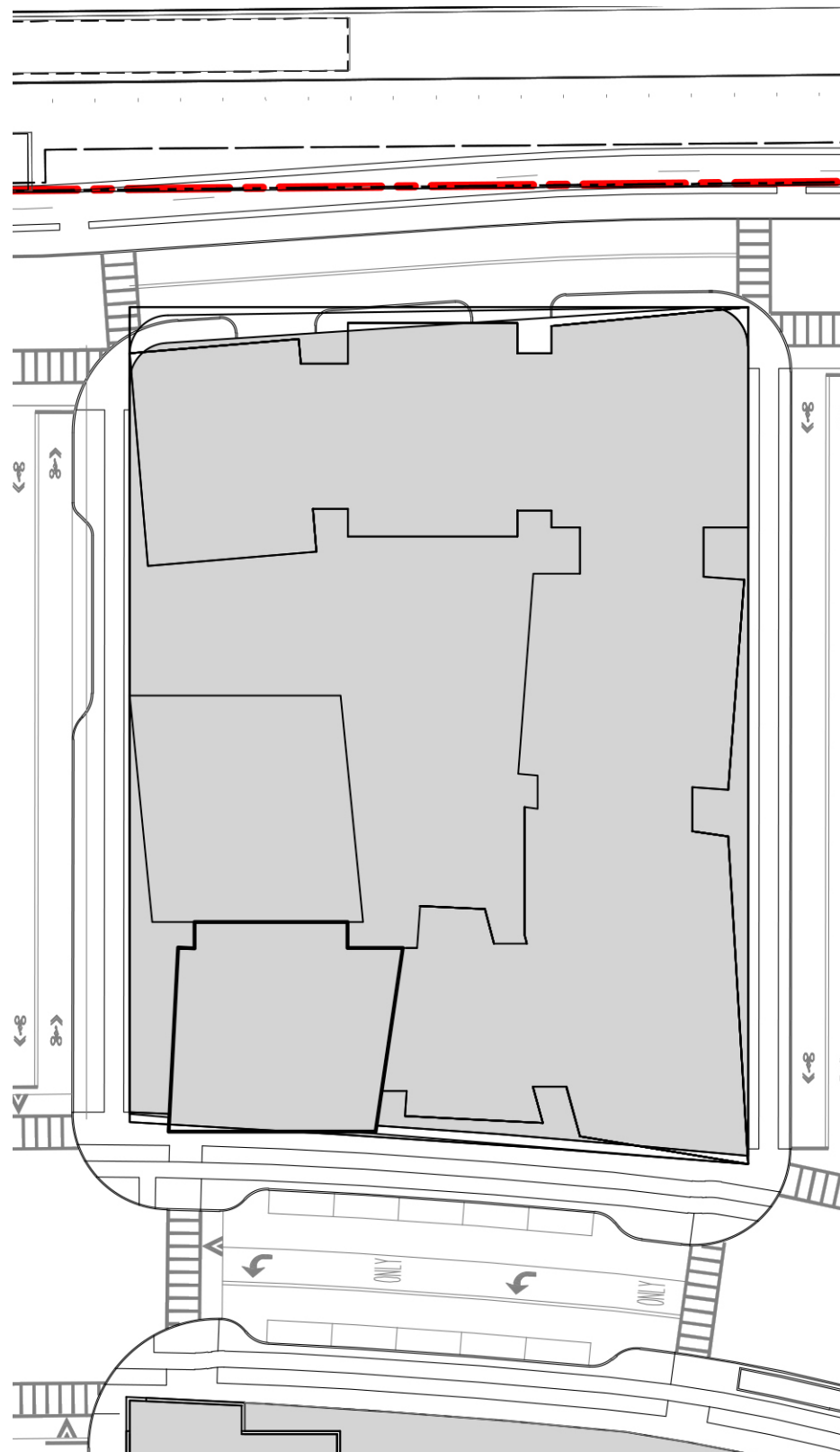


LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
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- PARKING**

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LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
- RETAIL**
- ARTIST COMMUNITY**
- PARKING**

NOTE:
 THE APPROXIMATE SIZE AND LAYOUT OF THE LOTS IN THE MASTER PROJECT ARE SHOWN ON EXHIBIT C, PROVIDED HOWEVER THAT THE FINAL LOCATIONS, BOUNDARIES AND DIMENSIONS OF SUCH LOTS ARE SUBJECT TO ADJUSTMENT IN ACCORDANCE WITH FURTHER DESIGN AND OTHER PERMITTING REVIEW AND APPROVALS. SUCH LOTS MAY INCLUDE ADJACENT SIDEWALKS AND STREETS.



Exhibit D

Max. Build Out (sf of GFA) and Maximum Height

Building	Maximum Build Out (SF of GFA)	Maximum Building Height (ft)**	Maximum FAR***
C	342,000*	232	N/A

*The approximate SF of GFA by use in Building C, excluding SF of required parking and loading are as follows:

- Residential Uses: 332,400 SF of GFA
- Retail/Entertainment/Restaurant/Service and Accessory Uses: 9,600 SF of GFA

The uses may be reallocated among Buildings in the Master Project and the GFA of uses may be increased, lowered or reallocated in each Building subject to the Maximum Build Out as affected by Section 6 of this Plan.

** Maximum Building Height shall be measured in accordance with Article 2A of the Code. Roof structures, decks, penthouses, penthouse mechanicals and equipment may be located on the roof of buildings (including for the purpose of implementing solar and green energy concepts such as solar panels and green roof areas) above the Maximum Building Height notwithstanding if they cover more than 33 1/3 of the total of all roof areas, measured horizontally, of such Building, subject to design review by the BPDA.

***When calculating maximum FAR, the denominator shall be the PDA Area as described in the Master Plan and the numerator shall be the GFA on the entire Master Project Site calculated excluding parking and loading areas consistent with the final construction plans approved by the BPDA which shall be required parking and excluded from the calculation of FAR.

Exhibit E

Approved Uses for Building C Project

<u>Building</u>	<u>Approved Uses¹</u>
Building C	Office and Research Uses
	Residential Uses
	Retail/Entertainment/Restaurant/Service Uses
	Civic/Community Uses and Cultural Uses
	Open Space Uses
	Interim Uses
	Parking Uses

¹ For the purposes of this Exhibit E, the Approved Uses listed below may include Accessory and Ancillary Uses listed on Exhibit F. This Exhibit E governs the Allowed Uses for Building C.

Exhibit F

List of Allowed Uses in the PDA Area

Office and Research Uses

Office Uses

- Office of professional persons, not accessory to a main use;
- Real estate, insurance, financial service institution, or other agency or government office;
- Office building, post office, bank or similar establishment;
- Medical office, which includes walk-in clinic and/or urgent care
- Office/High-Tech/Research & Development/Lab including
 - Laboratories, small business incubators, and/or facilities for teaching and for theoretical, basic and applied research, product development and testing, prototype fabrication or production of experimental products; vivarium; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use
 - Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repairing, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses or light industrial
- Flexible, communal, or short-term office space
- Incubator or maker space

Provided, however, that no laboratory classified by the U.S Centers for Disease Control as Biosafety Level 3 or 4 (“BSL-3” or “BSL-4”) shall be permitted.

Residential Uses

Residential Uses

- Multi-family residential uses (which may include compact units); townhouses.
- Artists’ live-work use, which may include smaller unit sizes, flexible unit layouts, combined living and working spaces, and common space shared by residents occupying different units.
- Compact units, which may be included in any other type of residential use.

Retail/Entertainment/Restaurant/Service Uses

Local Retail/Services Uses

- Store primarily serving the local retail business or service needs of the neighborhood, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop, hand laundry;

- Store retailing one or more of the following, but not limited to: food, baked goods, groceries, drugs, tobacco products, CBD products, beer/wine/liquor, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.
- Fitness Center, health club, gymnasium, tennis courts, swimming pool, or other recreational or fitness uses.
- Bank branch, post office.
- Off-premises advertising, signage, billboards.
- Sales office for Retail/Entertainment/Restaurant/Service Uses or Residential Uses allowed on the same Block or another Block.

General Retail Uses

- Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- Grocery store, including e-commerce grocery uses such as but not limited to pick-up facilities, distribution facilities (i.e., Peapod) or wareroom uses.

Restaurant Uses

- Lunchroom, restaurant, cafeteria, brew-pub and brewery, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;
- Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing, live music, entertainment or all three;
- In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out (other than drive-in restaurants).
- Pushcart food vendors.
- Alcoholic Beverage Manufacturing: including breweries, distilleries, wineries and attendant tasting rooms, bars, brew pubs or other on-premise or off-premise alcoholic beverage retail uses, with or without food service.

Entertainment Uses

- Movie theater
- Bowling alley
- Ice or roller skating rink
- Live music performance
- Recorded music performance
- Theatre
- Video game lounge
- Sports bar

Civic/Community Uses and Cultural Uses

Civic/Community Uses and Cultural Facilities

- Museum, gallery, concert hall, theater, auditorium, exhibition space, performance space, aquarium, or historical exhibit open to public generally;
- Community center, community service facility, visitors' center;
- Daycare center.
- Exhibition hall, conference center, meeting facilities, auditorium.
- Place of Worship; monastery; convent; parish house.
- Artist's studio, Art Uses, Artists' Mixed Use.
- Library
- Community garden
- Adult education uses.

Open Space Uses

Open Space/Recreational Uses

- Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to parks, public gardens, dog parks and playgrounds; public recreational facilities; publicly accessible garden conservatories or botanical gardens.
- Parks, esplanades, boardwalks, and other pedestrian facilities that promote public use and enjoyment of the water and are located at or near the water's edge;
- Cultural, educational, research, or training facilities focused on open space uses;
- Pavilions open to the public and containing uses accessory to open space uses;
- Sale of food, beverage, and other products accessory to open space uses;
- Art, graphics, sculpture, and signage installations accessory to open space uses;
- Recreational events and other programming accessory to open space uses including fitness classes, movie screenings, music concerts, theatre performances, pop-up retail and restaurant uses and public market.

Interim Uses

Interim Uses: After demolition of the Existing Interim Uses, the following interim uses are allowed:

- Parking to serve other Buildings in the Master Plan, which may exist pending redevelopment of a Building on the land which such parking is located.
- Construction/laydown space to facilitate construction of other Buildings in the Master Plan
- Temporary event activation uses, including
 - Markets
 - Pop-Up Events, Retail and Restaurant Uses
- Temporary Signage
- Open Space Uses

Public Infrastructure Uses

Infrastructure Uses

- One or more co facilities for the generation of electricity, heat, and/or cooling.
- Public Services Uses
- Public service substation, automatic telephone exchange, fire station, police station;
- Cable conduit, pipeline crossing, stormwater outlet, or other similar utility structure.
- Transportation Uses
- Public transportation facility, bus station, subway or trolley station.

Parking Uses

- Public parking
- Parking garage, including car-sharing and or bicycle-sharing service
- Parking to serve other Buildings in the Master Plan, notwithstanding the limitations and restrictions of Article 10

Accessory and Ancillary Uses

- Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:
 - any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory;
 - an office, within a main building, of an accountant, architect, attorney, dentist, physician, real estate agent, or other professional person who resides in such building;
 - an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise;
 - the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use;
 - as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
 - as accessory uses to office uses, restaurants, cafeterias, conference or meeting facilities for use by employees, visitors, and others and incidental to the operation of the office use;
 - as accessory to residential uses, leasing, maintenance, recreational or entertainment facilities for use by residents, visitors, and others and incidental to the operation of the residential use.
 - the storage of flammable liquids and gases incidental to a lawful use;
 - permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use;
 - day care center;
 - health club facility, tennis court, swimming pool;
 - roof deck or outdoor terrace;

- Non-Electronic or Electronic sign use, if such signs meet the following requirements: complete design review approval by the BRA; do not project more than five (5') feet from the face of the building or the width of the sidewalk, whichever is less; are limited to hours of operation between 7:00 AM and 2:00 AM, except that between 2:00 AM and 7:00 AM the sign shall be either off or on sleep mode, displaying abstract imagery that is non-commercial in nature; and have a luminance at night that does not exceed 500 cd/m². If the above requirements are met and such electronic sign(s) have received BRA approval, then such electronic signs: (i) shall not be required to obtain a conditional use permit from the Board of Appeal and shall have no time limitation in terms of years of operation/use, except as set forth in a written license agreement with the BRA, which license agreement shall also include fees to be paid to the BRA for existence of such electronic signs, other than for signs located on the Innovation Center; and (ii) shall not have an illuminated side facing a residential zoning district listed in Section 3-1.(a) of the Code if located within one hundred fifty (150') feet of such a residential zoning district.
- Storage lockers, bike storage, parcel pick-up areas.
- Parking garage, including car-sharing and/or bicycle-sharing service.
- On-street parking.
- Valet parking operations.
- Ancillary parking

Exhibit G

Mitigation Measures for Building C

Building	Mitigation
Building C	<ul style="list-style-type: none">• 13% on-site affordable IDP units• In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building• Unless constructed as part of a prior phase, and if the final residential Building, units in the Building (if any) will be designated as for-sale units in the amount of the lesser of 110 units or 12% of the total units previously constructed and/or planned for the Master Project. The Master Deed for for-sale units shall have a record restriction requiring at least 70% owner-occupancy.• Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project)• Total MBTA Operational Subsidy of approximately \$752,967 commencing upon issuance of building permit payable over 15 years• Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below• Electric Vehicle Spaces as described in Section 14(d)(iii)(c)• Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood• Total \$1,000,000 contribution to programs and initiatives to advance improvements in the Allston/Brighton community as follows:<ul style="list-style-type: none">○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy

	<ul style="list-style-type: none">○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. <ul style="list-style-type: none">• I/I payment to BWSC estimated at \$626,793
--	--

FACT SHEET

**DEVELOPMENT PLAN
FOR PLANNED DEVELOPMENT AREA NO. ___
BUILDING D
ALLSTON YARDS PROJECT**

This Article 80C Submission documents the Planned Development Area process under Article 80C, and provides a background for the Development Plan for Building D of the Allston Yards Project. A copy of the application for the Development Plan for Building D at the Allston Yards Project is submitted herewith. This Development Plan is for a component of the Allston Yards Planned Development Area Master Plan (“**PDA Master Plan**”).

PROPONENT: The Proponent is Stop & Shop Supermarket Company LLC with New England Development, 75 Park Plaza, Boston, MA 02116 as Master Developer and their successors and assigns (the “**Proponent**”).

PDA OVERLAY DISTRICT AND PROJECT SITE: The area to be governed by the PDA Master Plan is located in the Allston neighborhood of Boston. The Building D Project will be developed on an approximately 54,890 sq. ft. (1.26 acres) site within the PDA Overlay District (the “**Building D Project Site**”).

MAP OF AREA: A map of the Building D Project Site is attached as Attachment A.

GENERAL DESCRIPTION OF BUILDING D PROJECT: The Proponent intends to construct approximately 306 residential units, approximately 8,700 sq. ft. of gross floor area for retail, entertainment, restaurant and/or service space within the Building D Project Site (the “**Building D Project**”). The Building D Project will include other accessory uses, including parking.

UNDERLYING ZONING: As shown on Map 7A/7B/7C/7D of the City of Boston Zoning Maps, the Building D Project Site is located within the Guest Street Local Industrial (LI-2) Sub-district within the Allston-Brighton Neighborhood District governed by Article 51 of the Code. Pursuant to Sections 3-1A.a. and 51-44 of the Code, Planned Development Areas are permitted within the area that includes the Building D Project Site. A companion map amendment to the PDA Master Plan for the Allston Yards Project will establish the boundaries of the proposed PDA Overlay District including the Building D Project Site in a manner consistent with this Development Plan.

Attachment A

Map of Area

[see attached]

BRAINTREE STREET EXTENSION

ARTHUR STREET
EXTENSION
(PRIVATE- VARIABLE WIDTH)

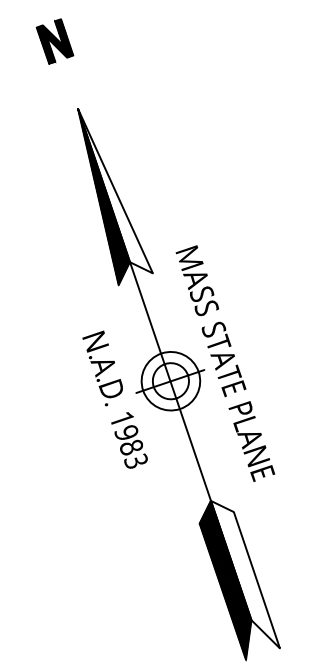
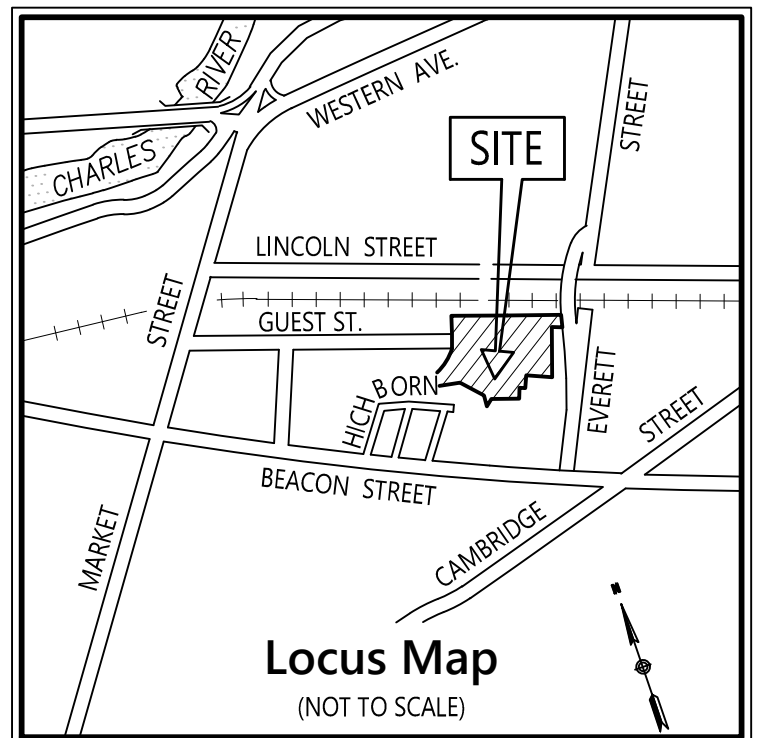
WEST STREET

EAST STREET

GUEST STREET EXTENSION

BUILDING D
PDA D
AREA = 54,886 SQ. FT.
(1.260 ACRES)

BUILDING C



NOTE
PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "D" PROJECT SITE IS AN APPROXIMATELY 54,886 SQ. FT. (1.26 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "D" PROJECT SITE MAY CHANGE AS THE BUILDING "D" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "D" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
IN
BOSTON
MASSACHUSETTS

PREPARED FOR: WJG REALTY COMPANY LLC

PREPARED BY: VHB, Inc.
Engineers | Scientists | Planners | Designers
101 Walnut Street, P.O. Box 9151
Watertown, MA 02471-9151
(617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

_____, 2019

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**BUILDING D DEVELOPMENT PLAN
FOR
PLANNED DEVELOPMENT AREA NO. []**

ALLSTON YARDS, 60 EVERETT STREET, ALLSTON

DATED: _____, 2019

1. Development Plan. In accordance with Section 3-1A, Sections 51-44 through 51-49, and Article 80C of the Boston Zoning Code (as in effect on the date hereof, the “**Code**”), and that certain Master Plan for Planned Development Area No. [] (the “**Master Plan**”), for the proposed redevelopment (the “**Master Project**”) at an existing site commonly known as 60 Everett Street in the Allston neighborhood of Boston (the “**Master Plan PDA Area**”), this Development Plan for Planned Development Area No. [] (the “**Development Plan**”) sets forth the proposed location and appearance of structures, densities and dimensions of structures, proposed uses, open spaces and landscaping, proposed traffic circulation, parking and loading facilities, and access to public transportation for Building D of the Master Project (the “**Building D Project**”) within an approximately 54,900 sq. ft. (1.26 acre) portion of the larger Master Plan PDA Area, (the “**Building D Project Site**”) as described in the legal description attached as Exhibit A hereto, and as shown on the plan attached hereto as Exhibit B. This Development Plan also describes proposed public benefits, sustainability measures and green building designs, and signage for the Building D Project.

The Master Project, including the Building D Project, has completed review under Article 80B of the Code and will follow the Development Review Procedures outlined in Section 15 of this Development Plan. A Project Notification Form for the Master Project was filed with the Boston Redevelopment Authority, doing business as the Boston Planning & Development Agency (the “**BPDA**”) on January 22, 2018. The BPDA issued a Scoping Determination for the Master Project under Section 80B of the Code on August 3, 2018. A joint Expanded Environmental Notification Form/Draft Project Impact Report for the Master Project was subsequently filed with the BPDA on February 22, 2019 (the “**DPIR**”). A response to comments on the DPIR was filed with the BPDA on October 24, 2019. A Preliminary Adequacy Determination waiving the requirement for a Final Project Impact Report was issued by the BPDA on [_____, 2019]. Following the public review process and the BPDA’s approval of the Master Project pursuant to Article 80B of the Code, and based upon that process and the approval of this Development Plan, final plans and specifications for the Building D Project will be submitted to the BPDA pursuant to Sections 80B and 80C of the Code for final design review approval and certification as to consistency and compliance with this Development Plan.

This Development Plan consists of [] ([]) pages of text and Exhibits []. All references herein to this Development Plan refer to such pages and exhibits.

2. The Proponent. The proponent of this Master Plan is Stop & Shop Supermarket Company LLC (“**Stop & Shop**”) with New England Development as Master Developer (together, as appropriate, and collectively with its affiliates and their respective successors and assigns, the “**Proponent**”). An affiliate of Stop & Shop, WJG Realty Company, LLC is the current owner of the PDA Area and the entire Master Project.

3. General Description of the Project. This Development Plan sets forth information regarding the Building D Project, which includes construction of the uses described herein, including approximately 266,000 square feet (“**SF**”) of gross floor area (“**GFA**”) including but not limited to residential uses with retail, entertainment, restaurant and/or service uses, and accessory uses. Building D will include approximately 306 units and an off-street parking and loading facility to meet the parking and loading requirements described herein.

The Building D Project is anticipated to be a phase of the Master Plan which has been reviewed and approved by the BPDA. The Master Plan contemplates the construction of four (4) buildings and related infrastructure, as part of a phased redevelopment of the Master Plan PDA Area. [The Building D Project may be constructed in phases, each of which may have subphases. The Proponent intends to redevelop a site currently occupied by a Stop & Shop and other retail uses, approximately 450 parking spaces and no open space with a transit-oriented development consisting of residential, office, restaurant, fitness and retail uses and the Community Green and other public amenities. The Master Project is consistent with the Guest Street Planning Study (defined below) and the adjacent Boston Landing Project.

4. Consistency with Planning. The Building D Project Site is located within the area of the Guest Street Planning Study adopted in 2012 (the “**Guest Street Planning Study**”) as informed by the height, massing, parking and uses of the adjacent Boston Landing project and the construction and opening of the Boston Landing Commuter Rail Station, which allows for a transit-oriented redevelopment of the Building D Project Site. The long-term vision of the Guest Street Planning Study is to create an urban mixed-use district featuring vibrant community uses and residential development resulting in an area that will become a transit-oriented mixed-use destination with a blend of workplaces, homes, and neighborhood amenities. The Building D Project aligns with the principles and goals set forth in the Guest Street Planning Study, also as described in the Master Plan, including the specific principles and goals set forth with respect to building height and massing, diversity of uses, open space, and connectivity.

5. Proposed Location and Appearance of Structure. The location and appearance of the building that will be constructed as part of the Building D Project (“**Building D**”) will be generally consistent with the schematic plans attached hereto as **Exhibit C**, but the architectural details of Building D will be presented as part of the BPDA’s design review as described in Section 15. Final plans and specifications for the Building D Project will be submitted to the BPDA for certification as to consistency with this Development Plan.

6. Densities and Dimensions of Structure. The Building D Project consists of Building D as shown on **Exhibit C**, which shall have the maximum building height and Gross Floor Area as more specifically set forth in **Exhibit D**. In acknowledgement of the likelihood that parking demand may decrease over the life of Building D, in the event that the Proponent converts space within the parking garage to uses described in **Exhibit E** constituting Gross Floor Area, or

uses accessory thereto, the maximum Gross Floor Area shown on **Exhibit D** for the Building D Project shall be deemed automatically increased by the area of such converted space, and the total permitted Gross Floor Area for the Building D Project Site and for the Master Plan PDA Area shall be increased accordingly.

At the Proponent's request, with the approval of the BPDA through issuance of a Certification of Consistency, unused Gross Floor Area allowed as part of any other phase of the Master Project may be included in the Building D Project and any unused Gross Floor Area of the Building D Project may be reallocated to and included as part of any other phase of the Master Project, provided that the Total GFA in any Building may not be increased by more than 10% above the Maximum Build Out shown on **Exhibit D** without an amendment of the Master Plan and this PDA Development Plan as may be determined by the BPDA. Building D shall be in compliance with this Plan provided that the Gross Floor Area of Building D does not exceed by more than ten percent (10%) the maximum Gross Floor Areas approved by this Plan. Overall PDA Area-wide Gross Floor Area will not exceed 1,228,500 SF nor a Floor Area Ratio ("FAR") for the full Master Project of up to 2.67, except as affected by the conversion of garage space to usable space as provided herein or in the Master Plan. Proposed changes to Gross Floor Area that exceed the above-referenced 10% for the Building D Project will require an amendment to this Plan. "**Gross Floor Area**" (or GFA as used herein) shall have the meaning set forth in Article 2A of the Code. This Development Plan shall supersede the otherwise applicable dimensional, design and other requirements of the Code (including without limitation the provisions set out in Sections 51-19 to 21 and 51-51 to 57), which shall not be applicable to the Building D Project Site.

7. Proposed Uses. All or portions of the Building D Project Site are currently used for surface parking, access drives and signage, and such uses on Building D Project Site will be allowed until development commences on the Building D Project Site in accordance with this Plan. Notwithstanding anything herein to the contrary, the Existing Interim Uses, as such term is defined in Section 19 of the Master Plan, shall be allowed as set forth in such Section.

The Project is being developed as a mixed-use project. **Exhibit E** lists the approved uses for the Building D Project. **Exhibit F** lists the allowed uses and use categories for the Master Plan PDA Area, which uses are allowed as either main, accessory, ancillary or interim uses, provided that the uses are approved pursuant to **Exhibit E** or as otherwise provided in this paragraph. The Accessory and Ancillary Uses listed on **Exhibit F** are allowed for the Building D Project. The placement and maintenance of rooftop wireless communications and other telecommunications equipment such as antennae, dishes, equipment mounting, and equipment mounting structures and rooftop energy equipment such as solar panels and equipment shall be allowed, subject only to design review by the BPDA.

8. Open Space and Landscaping. The Building D Project is part of the Master Project, which includes the construction of an approximately one-acre Community Green in connection with Building A, as described in the Master Plan. The Building D Project may contain private-use rooftop amenity areas, subject to final building design. The Building D Project may provide landscaping within the hardscaped plazas and sidewalks adjacent to the Building D Project site. Specific improvements within such areas, if proposed by the Building D Project, will be developed in connection with the Boston Transportation Department, BPDA and Public Improvement

Commission and, once approved, will be deemed consistent with the Development Plan and the Master Plan.

9. Traffic Circulation. The Building D Project will be accessed via Guest Street Extension, West Street and Braintree Street Extension. Parking and loading access are anticipated to be provided off of Braintree Street Extension. These roadways are anticipated to be constructed by the Building A Project developer, however, certain aspects of such roadways and sidewalks may be constructed, modified or completed by the Building D Project. In connection with this, at the Proponent's request, the BPDA may approve changes in the location and/or dimensions of the proposed roadways and bicycle and pedestrian paths provided that such changes are consistent with the character of the Master Project. Specific road, sidewalk and bicycle lane locations and layouts will be developed in consultation with the Boston Transportation Department, BPDA and Public Improvement Commission and, once approved, will be deemed consistent with this Development Plan and the Master Plan.

Pursuant to the Master Transportation Improvement Agreement to be entered into by the Proponent and BTM, the owner of Building D shall enter into a separate Transportation Access Plan Agreement with BTM prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B and 80C.

10. Proposed Parking and Loading. As currently contemplated, the Building D Project's parking garage will include capacity for the parking of up to 150 vehicles. The Building D Project will have its own loading areas and loading bays internal to the Building. The Building D Project's required parking and loading facilities, including number of parking spaces applicable to uses in the Building consistent with the Master Plan and Article 80B filings, bicycle facilities, and traffic circulation shall be subject to design review and approval by the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency, and the parking and loading facilities, including bicycle facilities, number of parking spaces and traffic circulation approved for Building D as part of such review shall be deemed to be in compliance with this Development Plan upon issuance of a Certification of Compliance and Certification of Consistency pursuant to Sections 80B-6 and 80C-8 of the Code, respectively. All other traffic, parking, loading and circulation requirements of the Code shall not be applicable to the Building D Project and the Building D Site and are superseded by this Development Plan.

11. Access to Public Transportation. The Master Plan PDA Area and Building D Project Site are currently well served by ten (10) Massachusetts Bay Transportation Authority ("MBTA") bus routes and the Boston Landing MBTA commuter rail station. Subject to the approval of the MBTA and other public agencies, the Building A Project will include the slight rerouting of the Route 64 bus down Guest Street extension to Everett Street and the construction of two new bus shelters. As part of development of the Building A Project, the Building A Project Proponent has agreed to install transit signal priority improvements, construct new connections to the Boston Landing MBTA commuter rail station, including a new BlueBike station and secure bike rack along Braintree Street. These improvements are not the obligation of the Building D Project but will benefit the residents and employees of the Building D Project, Master Project, Boston Landing, and the larger Allston neighborhood that utilize the Boston Landing MBTA commuter rail station, the 64 bus route, and other public transportation serving the area. Subject to approval by the MBTA, the Proponent will make a transit subsidy payment to the MBTA to

enhance commuter rail and bus route operations in the Allston/Brighton neighborhood. The Proponent will also join the Allston-Brighton TMA.

12. Housing. The Building D Project includes the development of any new residential units (which may include compact units as described in the City’s Compact Living Policy dated October 11, 2018), including thirteen (13%) affordable units under the Mayor’s Inclusionary Development Policy housing program under the Mayor’s Order Relative to Inclusionary Development dated December 9, 2015 (the “**IDP**”). In addition to thirteen percent (13%) affordable IDP units, five percent (5%) of the residential units will be affordable units at 80%-120% of Area Median Income. Pursuant to the Master Affordable Housing Agreement to be entered into by the Proponent and the BPDA with respect to the Master Project, the owner of Building D shall enter into a separate Affordable Housing Agreement with the BPDA prior to the issuance of a Certification of Compliance and a Certification of Consistency pursuant to Article 80B. The required affordable housing units may be provided on-site as required by the IDP, or subject to the approval of the BPDA may be redistributed to other buildings within the Master Plan PDA Area.

13. Signage. The signage program for the Building D Project shall be subject to design review by the BPDA, and any “Sign” that is approved by the BPDA shall be deemed to be in compliance with this Development Plan.

14. Public Benefits.

The following public benefits will be provided with the construction of the Building D Project.

- a. Contribution to Parks Department. Building D will contribute \$40,000.00 to the Parks Department for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood such as Ringer Park.
- b. Public Realm Fund. Building D will contribute \$1,000,000.00 to programs and initiatives to advance improvements to the Allston/Brighton community including:
 - (i) Public Realm Management Fund. \$200,000.00 to a Public Realm Fund managed by the Public Realm Fund Management Entity as defined in the Master Plan, with funds made available on a grant basis to local non-profits and organizations or governmental entities for public realm improvements and programs in the Allston/Brighton community.
 - (ii) Allston Brighton Homeowner Fund. \$500,000.00 to the Allston Brighton Homeowner Fund to be used in the Allston-Brighton community to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability. The Allston Brighton Homeowner Fund is a first-of-its-

kind fund that will be run by the City of Boston Department of Neighborhood Development's Boston Home Center or local partners which may include Brighton Marine and Allston Brighton Community Development Corporation; and

- (iii) Allston Brighton TMA Commitment. \$300,000.00 to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA. The Proponent will work with the Allston-Brighton TMA to identify shuttle service that may be made available to the general community.

c. Sustainable Design/Green Building

- (i) Green Building. The Building D Project will incorporate sustainable/green building design, construction, and operational measures so that the Building D Project is LEEDv4 Silver certifiable, in compliance with Article 37, Green Buildings of the Code. The Proponent has developed pathways to potentially achieve higher levels of LEED certifiability, and intends to continue exploring the opportunities for one or more of the three residential buildings (Building A, C and D) to achieve the LEED New Construction Gold level certifiability.
- (ii) Stormwater. The Building D Project will capture and infiltrate a volume of rainwater equal to 1.25" of rainwater over the impervious area of the Block, in compliance with the BPDA Smart Utilities Policy and Boston Water and Sewer Commission requirements.
- (iii) Energy Conservation/GHG Emissions Reductions. The Building D Project will undertake various energy conservation and GHG emission reduction strategies:
 - a) Reduction of overall annual energy consumption through the implementation of energy optimizing building design and systems, which would result in a reduction in stationary source CO2 emissions when compared to a building design that meets the minimum building code requirements.
 - b) Compliance with the Massachusetts Stretch Energy Code requirement to be 10% better than ASHRAE 90.1-2013.
 - c) Provide 10% Electric Vehicle (EV) charging stations for non-short term parking spaces. An additional 15% of such spaces will be EV ready (for a total of 25%), to further reduce GHG emissions associated with vehicles. The project's Transportation Access Plan Agreement will incorporate annual monitoring that informs when, and how

many, of the total 25% EV charging stations should be installed.

- d) Continue to evaluate building design and alternative energy options throughout design.
- e) Study the feasibility of a District Energy Microgrid system and incorporation of alternative energy options.
- f) The Proponent will evaluate implementation of passive housing principles into the design of Building D.
- g) On-Site Generation (Solar PV) Study and Roofs Constructed PV-Ready.

In addition to the above listed benefits, a comprehensive list of specific mitigation measures for the Building D Project is attached as **Exhibit G**.

15. **Development Review Procedures**. The Building D Project is subject to Large Project Review under Section 80B of the Code. Final plans and specifications for any portion of the Building D Project shall be subject to review and approval by the BPDA in accordance with its Development Review Procedures.

The BPDA has approved the schematic plans attached hereto as **Exhibit C**. The BPDA's approval of final plans and specifications shall confirm their consistency with this Development Plan. Proposed minor modification to the Building D Project, including but not limited to, minor modifications to improvements, exterior façades, roofscapes, dimensions, massing, architectural features, public spaces, roadway and transit mitigation, or parking and loading are allowed subject only to BPDA Design Review approval, without requiring an amendment to this Development Plan or further BPDA action, unless the Director determines that the changes are not consistent with this Development Plan. Changes to the amounts and/or timing of the funding contributions described in Section 14, or to the initiatives that those contributions will fund, shall be subject to the approval of the BPDA but shall not require an amendment to this Plan.

Applicability. Upon issuance of a Certification of Compliance and Certification of Consistency or partial certificates pursuant to Sections 80B-6 and 80C-8 of the Code, the buildings and other improvements subject to the same shall be deemed to be in compliance with the dimensional, design and environmental requirements as set forth in this Development Plan and constitutes compliance with the requirements of the Code to the extent such requirements have been addressed in this Plan. To the extent that any aspect of proposed uses and proposed structures addressed in this Plan are in conflict with any requirement of the Code or Master Plan, this Plan shall govern.

In order to implement the Building D Project, new legal lots in the area constituting the Master Plan PDA Area may be created and one or more may be leased or conveyed to be in separate ownership. Notwithstanding that legal lots may be in separate legal ownership and/or separated by streets, each separate Building shall be eligible for and may receive a Certification of Compliance and Certification of Consistency. Noncompliance of any Building in the Master Plan PDA Area shall not affect compliance of any other Building for which a Certificate of Consistency has been issued, or the right to construct any other Building contemplated by this Plan.

16. Amendment of Plan. The owner of Building D Plan may seek to amend this Plan in accordance with the procedures prescribed by the Code without the consent of any other owner of land within the Master Plan PDA Area, provided, however, that no such amendment shall affect the obligations of any other owner of land within the Master Plan PDA Area under the Master Plan or any agreements between the Proponent and the BPDA or other City agencies. In the event that any amendment to this Plan proposed by the owner of Building D is approved, and such amendment affects the overall compliance of the Building D Project with this Plan, this Plan shall be deemed amended with respect to the Project as a whole to the extent necessary for the overall Project to comply with this Plan.

17. Miscellaneous. Unless otherwise set forth herein, all references to terms set forth in the Code shall have the meaning set forth in the Code, as amended to the effective date hereof, and not as the same may be amended hereafter, as affected herein.

Exhibit A

Legal Description of Building D Site

[see attached]

Legal Description –Allston Yards PDA “D”

A certain PDA parcel “D” over land, consisting of five lots, both registered and unregistered, owned now or formerly WJG Realty Company LLC, located north of North Beacon Street and west of Everett Street in the City of Boston (Allston), in the County of Suffolk, and the Commonwealth of Massachusetts, bounded and described as follows:

- S 79°05'17" E a distance of One Hundred Ninety Two and Fifty Two Hundredths feet (192.52') to a point; thence
- Southeasterly and curving to the right along the arc of a curve having a radius of Fifteen and No Hundredths feet (15.00'), a length of Twenty Three and Fifty Eight Hundredths feet (23.58') to a point, the last two (2) courses by the southerly sideline of Braintree Street Extension; thence
- S 10°57'44" W a distance of Two Hundred Thirty Six and Fifty Nine Hundredths feet (236.59') by the westerly sideline of West Street to a point; thence
- Southwesterly and curving to the right along the arc of a curve having a radius of Ten and No Hundredths feet (10.00'), a length of Twelve and Twenty One Hundredths feet (12.21') to a point; thence
- Westerly and curving to the left along the arc of a curve having a radius of One Thousand One Hundred Fifty and Fifty Hundredths feet (1150.50'), a length of Twenty Nine and Ninety Eight Hundredths feet (29.98') and a chord length of Twenty Nine and Ninety Eight Hundredths feet (29.98') with a chord bearing of N 81°03'50" W to a point; thence
- N 81°48'37" W a distance of One Hundred Sixty and Fifty One Hundredths feet (160.51') to a point; thence
- Northwesterly and curving to the right along the arc of a curve having a radius of Twenty and No Hundredths feet (20.00'), a length of Twelve and Seventy Hundredths feet (12.70') and a chord length of Twelve and Forty Nine Hundredths feet (12.49') with a chord bearing of N 63°36'46" W to a point; thence
- N 45°24'55" W a distance of Fourteen and Forty Five Hundredths feet (14.45') to a point, the last five (50 courses by the northerly sideline of Guest Street Extension; thence
- N 44°35'05" E a distance of Twenty Eight and Forty Seven Hundredths feet (28.47') to a point; thence
- N 10°23'05" E a distance of Two Hundred Thirty Four and Sixty Two Hundredths feet (234.62') to the point of beginning. The last two (2) courses by existing parcel boundary.

Said parcel “D” contain 54,886 square feet or 1.260 acres more or less.

Exhibit B

Building D Project Site Plan

[see attached]

BRAINTREE STREET EXTENSION

ARTHUR STREET
EXTENSION
(PRIVATE- VARIABLE WIDTH)

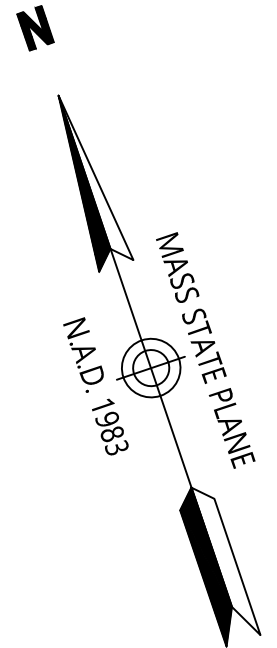
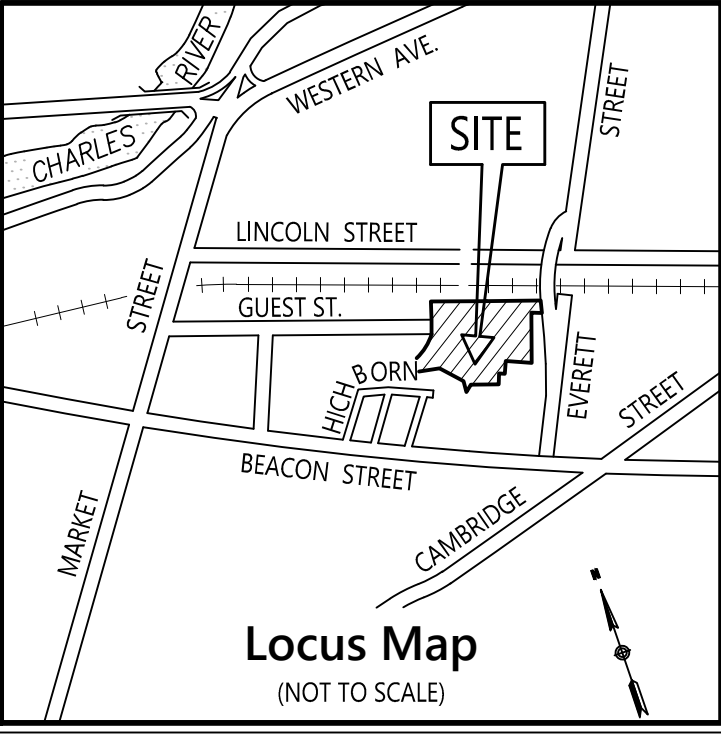
WEST STREET

EAST STREET

GUEST STREET EXTENSION

BUILDING C

BUILDING D
PDA D
AREA = 54,886 SQ. FT.
(1.260 ACRES)



NOTE
PARCEL BOUNDARIES AND STREET DIMENSIONS ARE SUBJECT TO REFINEMENT. THE BUILDING "D" PROJECT SITE IS AN APPROXIMATELY 54,886 SQ. FT. (1.26 ACRES) LOT. THE EXACT SIZE, BOUNDARIES AND DIMENSIONS OF THE BUILDING "D" PROJECT SITE MAY CHANGE AS THE BUILDING "D" PROJECT IS FURTHER REFINED AND IMPLEMENTED IN ACCORDANCE WITH AND SUBJECT TO FURTHER DESIGN, ENVIRONMENTAL AND OTHER DEVELOPMENT REVIEW BY THE BPDA. THE LOT MAY INCLUDE ADJACENT SIDEWALKS AND STREETS. WITHOUT LIMITING THE FOREGOING, THE DEVELOPMENT OF THE BUILDING "D" PROJECT SITE OR AS REFINED AND IMPLEMENTED IN ACCORDANCE WITH SUCH FURTHER REVIEW SHALL BE DEEMED IN COMPLIANCE WITH THIS DEVELOPMENT PLAN UPON ISSUANCE OF A CERTIFICATE OF CONSISTENCY.

EXHIBIT - BUILDING D
PROPOSED PLANNED DEVELOPMENT AREA PLAN OF LAND
IN
BOSTON
MASSACHUSETTS

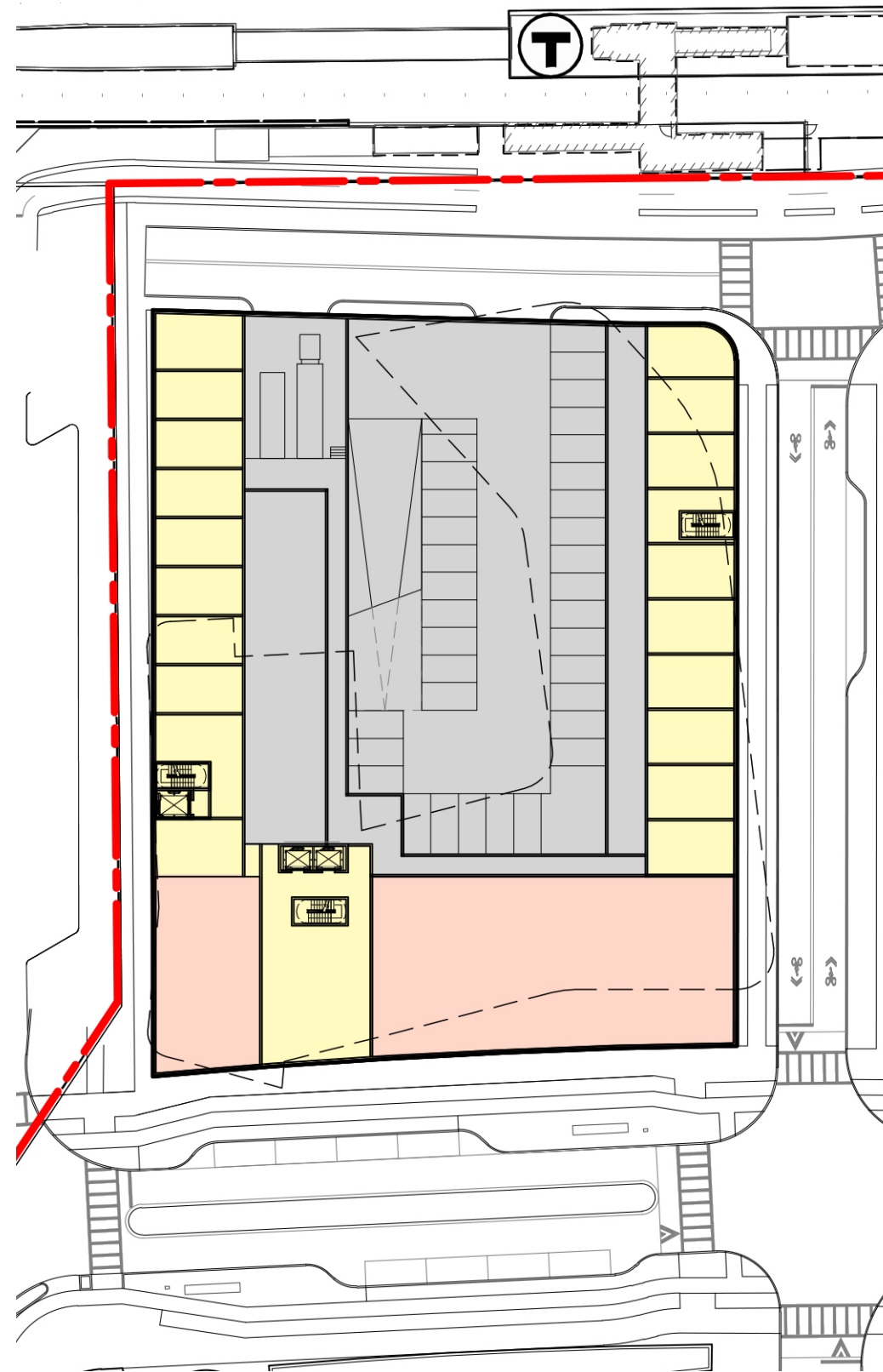
PREPARED FOR: WJG REALTY COMPANY LLC
PREPARED BY: VHB, Inc.
Engineers | Scientists | Planners | Designers
101 Walnut Street, P.O. Box 9151
Watertown, MA 02471-9151
(617) 924-1770

SCALE: NOT TO SCALE DATE: SEPTEMBER 30, 2019

Exhibit C

SCHEMATIC PLANS

[see attached]

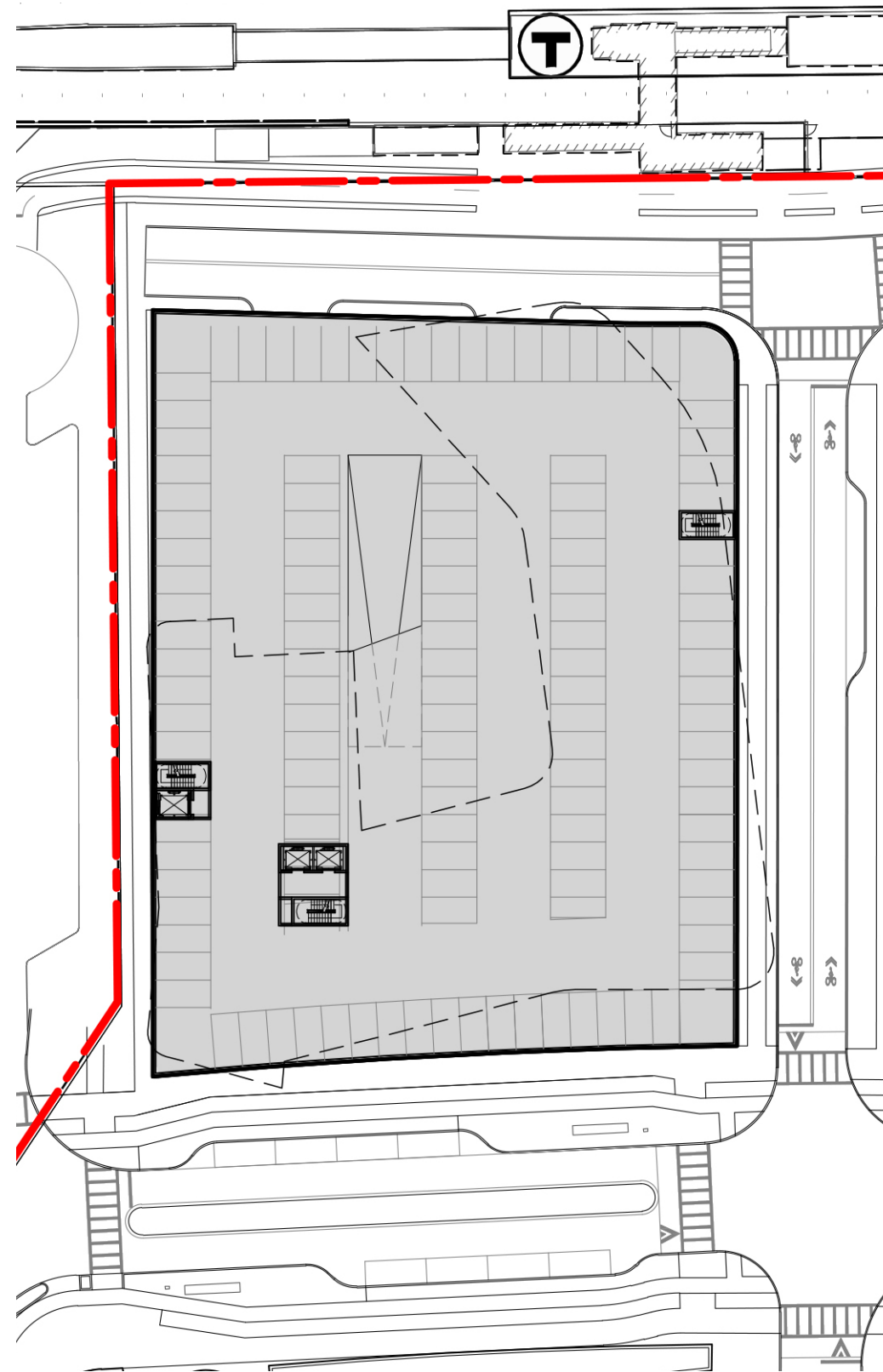


LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
- RETAIL**
- ARTIST COMMUNITY**
- PARKING**

NOTE:
 THE APPROXIMATE SIZE AND LAYOUT OF THE LOTS IN THE MASTER PROJECT ARE SHOWN ON EXHIBIT C, PROVIDED HOWEVER THAT THE FINAL LOCATIONS, BOUNDARIES AND DIMENSIONS OF SUCH LOTS ARE SUBJECT TO ADJUSTMENT IN ACCORDANCE WITH FURTHER DESIGN AND OTHER PERMITTING REVIEW AND APPROVALS. SUCH LOTS MAY INCLUDE ADJACENT SIDEWALKS AND STREETS.

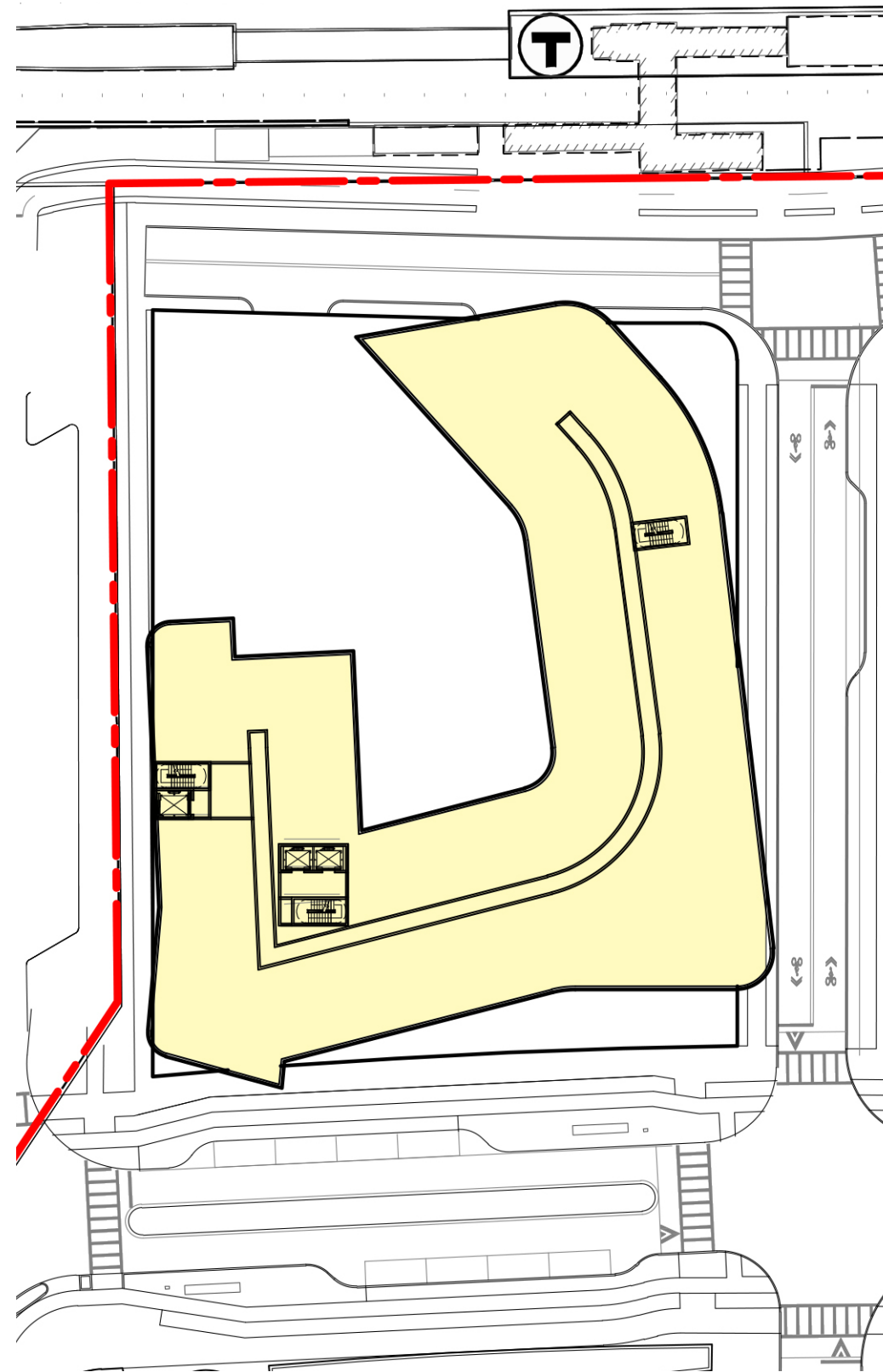




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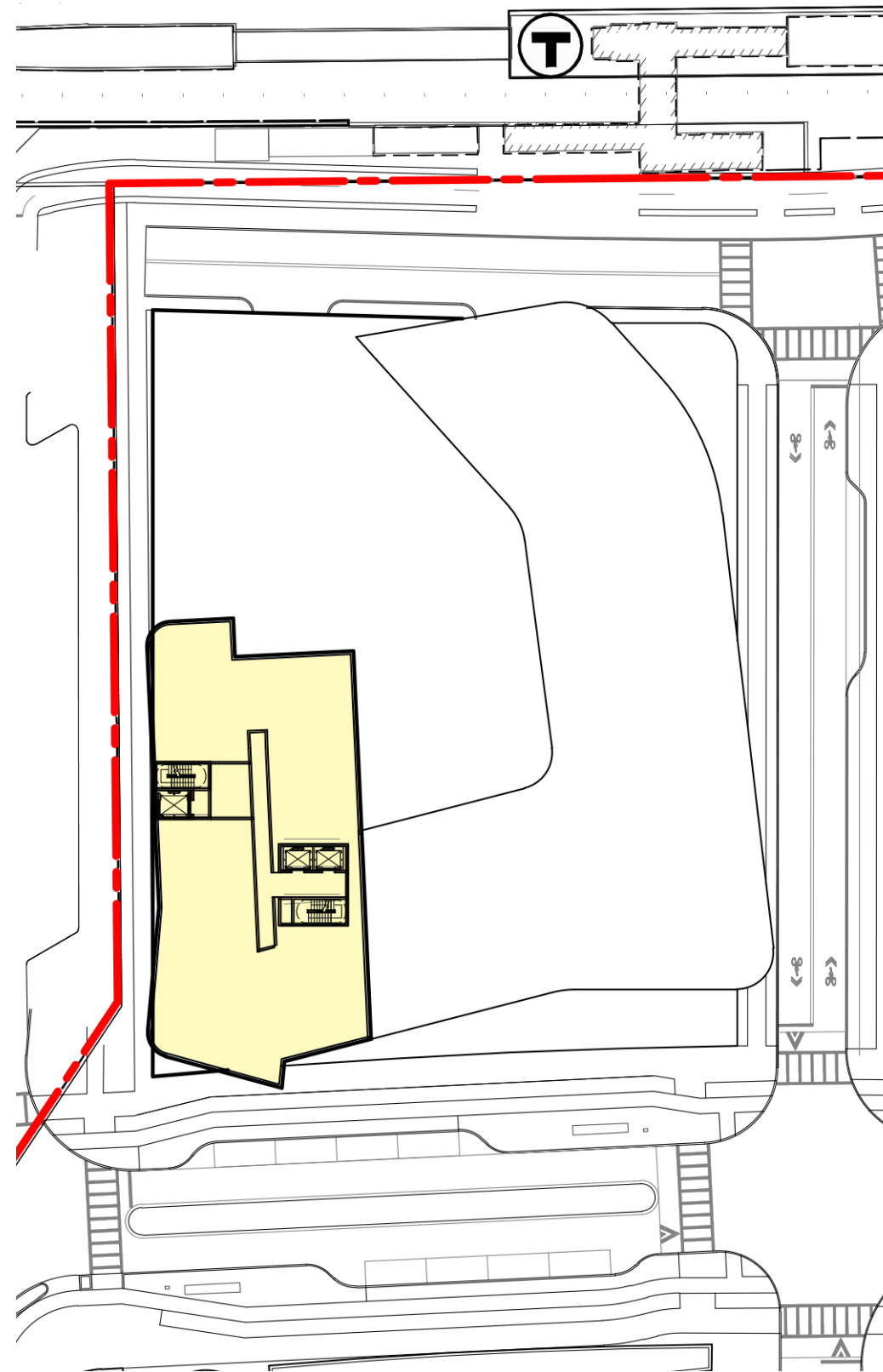


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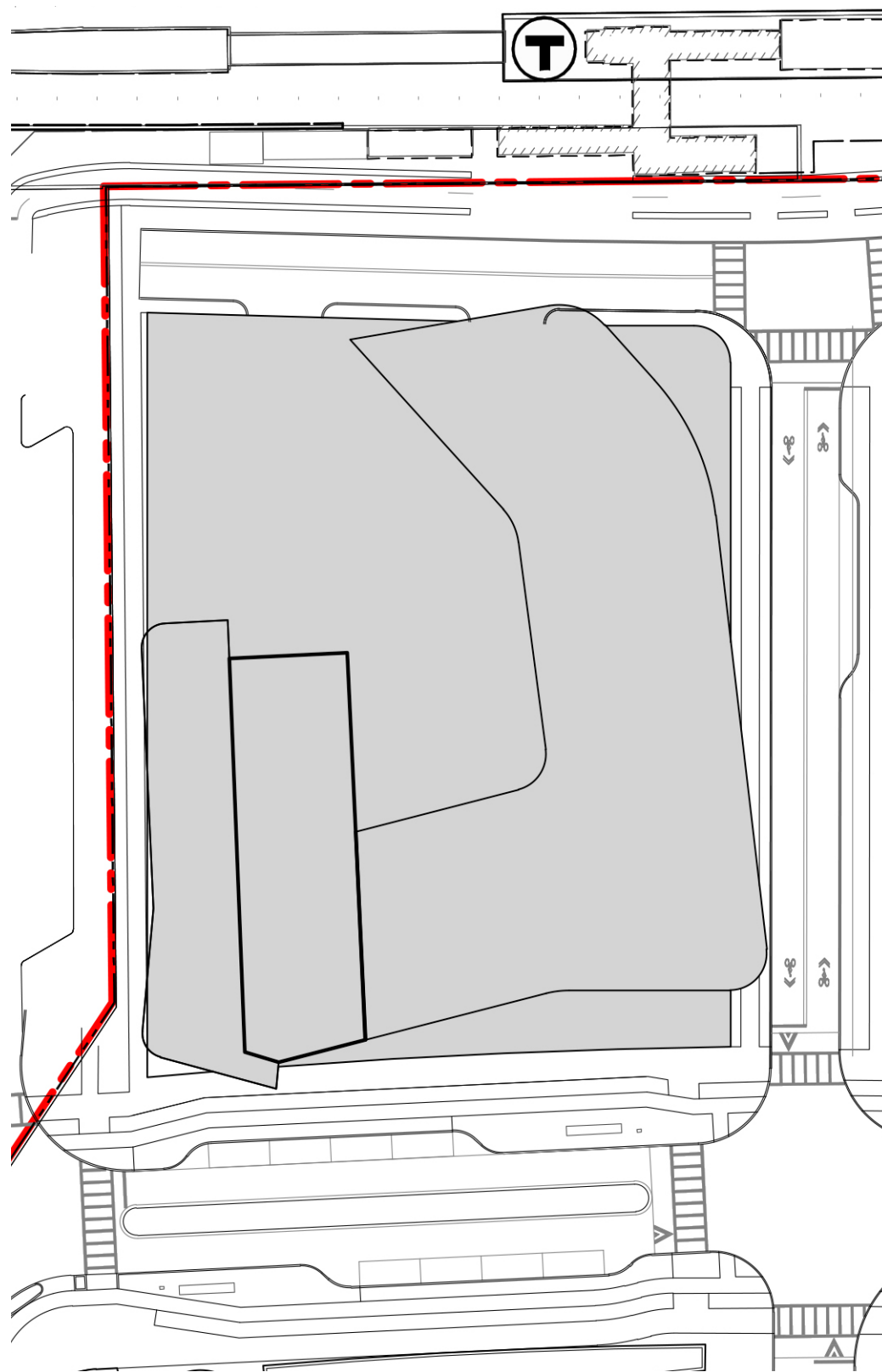


LEGEND

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LEGEND

- RESIDENTIAL**
- OFFICE / LAB**
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- ARTIST COMMUNITY**
- PARKING**

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Exhibit D

Max. Build Out (sf of GFA) and Maximum Height

Building	Maximum Build Out (SF of GFA)	Maximum Building Height (ft)**	Maximum FAR***
D	266,000*	167	N/A

*The approximate SF of GFA by use in Building D, excluding SF of required parking and loading are as follows:

- Residential Uses: 257,300 SF of GFA
- Retail/Entertainment/Restaurant/Service and Accessory Uses: 8,700 SF of GFA

The uses may be reallocated among Buildings in the Master Project and the GFA of uses may be increased, lowered or reallocated in each Building subject to the Maximum Build Out as affected by Section 6 of this Plan.

** Maximum Building Height shall be measured in accordance with Article 2A of the Code. Roof structures, decks, penthouses, penthouse mechanicals and equipment may be located on the roof of buildings (including for the purpose of implementing solar and green energy concepts such as solar panels and green roof areas) above the Maximum Building Height notwithstanding if they cover more than 33 1/3 of the total of all roof areas, measured horizontally, of such Building, subject to design review by the BPDA.

***When calculating maximum FAR, the denominator shall be the PDA Area as described in the Master Plan and the numerator shall be the GFA on the entire Master Project Site calculated excluding parking and loading areas consistent with the final construction plans approved by the BPDA which shall be required parking and excluded from the calculation of FAR.

Exhibit E

Approved Uses for Building D Project

<u>Building</u>	<u>Approved Uses¹</u>
Building D	Office and Research Uses
	Residential Uses
	Retail/Entertainment/Restaurant/Service Uses
	Civic/Community Uses and Cultural Uses
	Open Space Uses
	Interim Uses
	Parking Uses

¹ For the purposes of this Exhibit E, the Approved Uses listed below may include Accessory and Ancillary Uses listed on Exhibit F. This Exhibit E governs the Allowed Uses for Building D.

Exhibit F

List of Allowed Uses in the PDA Area

Office and Research Uses

Office Uses

- Office of professional persons, not accessory to a main use;
- Real estate, insurance, financial service institution, or other agency or government office;
- Office building, post office, bank or similar establishment;
- Medical office, which includes walk-in clinic and/or urgent care
- Office/High-Tech/Research & Development/Lab including
 - Laboratories, small business incubators, and/or facilities for teaching and for theoretical, basic and applied research, product development and testing, prototype fabrication or production of experimental products; vivarium; the keeping of marine life or laboratory animals incidental to a research or development use; storage and office use accessory to a research or development use
 - Design, development, manufacture, compounding, packaging, processing, fabrication, altering, assembly, repairing, servicing, renting, testing, handling, or transfer of products as would be included in research and development uses or light industrial
- Flexible, communal, or short-term office space
- Incubator or maker space

Provided, however, that no laboratory classified by the U.S Centers for Disease Control as Biosafety Level 3 or 4 (“BSL-3” or “BSL-4”) shall be permitted.

Residential Uses

Residential Uses

- Multi-family residential uses (which may include compact units); townhouses.
- Artists’ live-work use, which may include smaller unit sizes, flexible unit layouts, combined living and working spaces, and common space shared by residents occupying different units.
- Compact units, which may be included in any other type of residential use.

Retail/Entertainment/Restaurant/Service Uses

Local Retail/Services Uses

- Store primarily serving the local retail business or service needs of the neighborhood, including but not limited to chandlery, barber shop, beauty shop, shoe repair shop, self-service laundry, pick-up and delivery station of laundry or dry cleaner, tailor shop, hand laundry;

- Store retailing one or more of the following, but not limited to: food, baked goods, groceries, drugs, tobacco products, CBD products, beer/wine/liquor, clothing, dry goods, books, film, video, art, flowers, paint, hardware, and small household appliances.
- Fitness Center, health club, gymnasium, tennis courts, swimming pool, or other recreational or fitness uses.
- Bank branch, post office.
- Off-premises advertising, signage, billboards.
- Sales office for Retail/Entertainment/Restaurant/Service Uses or Residential Uses allowed on the same Block or another Block.

General Retail Uses

- Department store, furniture store, general merchandise mart, or other store serving the general retail business needs of a major part of the city, including accessory storage.
- Grocery store, including e-commerce grocery uses such as but not limited to pick-up facilities, distribution facilities (i.e., Peapod) or wareroom uses.

Restaurant Uses

- Lunchroom, restaurant, cafeteria, brew-pub and brewery, or other place for the service or sale of food or drink for on-premises consumption, including outdoor cafes;
- Place for sale and consumption of food and beverages (other than drive-in restaurants) providing dancing, live music, entertainment or all three;
- In a structure, sale over the counter, not wholly incidental to a local retail business or restaurant use, of food or drink prepared on premises for off-premises consumption or for on-premises consumption if, as so sold, such food or drink is ready for take-out (other than drive-in restaurants).
- Pushcart food vendors.
- Alcoholic Beverage Manufacturing: including breweries, distilleries, wineries and attendant tasting rooms, bars, brew pubs or other on-premise or off-premise alcoholic beverage retail uses, with or without food service.

Entertainment Uses

- Movie theater
- Bowling alley
- Ice or roller skating rink
- Live music performance
- Recorded music performance
- Theatre
- Video game lounge
- Sports bar

Civic/Community Uses and Cultural Uses

Civic/Community Uses and Cultural Facilities

- Museum, gallery, concert hall, theater, auditorium, exhibition space, performance space, aquarium, or historical exhibit open to public generally;
- Community center, community service facility, visitors' center;
- Daycare center.
- Exhibition hall, conference center, meeting facilities, auditorium.
- Place of Worship; monastery; convent; parish house.
- Artist's studio, Art Uses, Artists' Mixed Use.
- Library
- Community garden
- Adult education uses.

Open Space Uses

Open Space/Recreational Uses

- Open space for active or passive recreational use or dedicated to the conservation of natural resources, including but not limited to parks, public gardens, dog parks and playgrounds; public recreational facilities; publicly accessible garden conservatories or botanical gardens.
- Parks, esplanades, boardwalks, and other pedestrian facilities that promote public use and enjoyment of the water and are located at or near the water's edge;
- Cultural, educational, research, or training facilities focused on open space uses;
- Pavilions open to the public and containing uses accessory to open space uses;
- Sale of food, beverage, and other products accessory to open space uses;
- Art, graphics, sculpture, and signage installations accessory to open space uses;
- Recreational events and other programming accessory to open space uses including fitness classes, movie screenings, music concerts, theatre performances, pop-up retail and restaurant uses and public market.

Interim Uses

Interim Uses: After demolition of the Existing Interim Uses, the following interim uses are allowed:

- Parking to serve other Buildings in the Master Plan, which may exist pending redevelopment of a Building on the land which such parking is located.
- Construction/laydown space to facilitate construction of other Buildings in the Master Plan
- Temporary event activation uses, including
 - Markets
 - Pop-Up Events, Retail and Restaurant Uses

- Temporary Signage
- Open Space Uses

Public Infrastructure Uses

Infrastructure Uses

- One or more co facilities for the generation of electricity, heat, and/or cooling.
- Public Services Uses
- Public service substation, automatic telephone exchange, fire station, police station;
- Cable conduit, pipeline crossing, stormwater outlet, or other similar utility structure.
- Transportation Uses
- Public transportation facility, bus station, subway or trolley station.

Parking Uses

- Public parking
- Parking garage, including car-sharing and or bicycle-sharing service
- Parking to serve other Buildings in the Master Plan, notwithstanding the limitations and restrictions of Article 10

Accessory and Ancillary Uses

- Any of the following uses accessory or ancillary to an allowed use, subject to the limitations and restrictions of Article 10:
 - any use accessory or ancillary to, and ordinarily incident to, a lawful main use; provided that such use is not specifically forbidden in the district; and provided further that any such use shall be subject to the same restrictions, conditions, limitations, provisos and safeguards as the use to which it is accessory;
 - an office, within a main building, of an accountant, architect, attorney, dentist, physician, real estate agent, or other professional person who resides in such building;
 - an occupation for profit customarily carried on in a dwelling unit by a person residing therein provided that such occupation is carried on in a main building and requires only equipment ordinarily incident to a dwelling unit and that no nonresident help is employed and that there is no trading in merchandise;
 - the keeping of marine life or laboratory animals incidental to a lawful educational, research center, aquarium, or institutional use;
 - as accessory uses to hotel uses, restaurants, conference facilities, retail and service establishments serving guests and visitors and other uses incidental to the operation of a hotel;
 - as accessory uses to office uses, restaurants, cafeterias, conference or meeting facilities for use by employees, visitors, and others and incidental to the operation of the office use;
 - as accessory to residential uses, leasing, maintenance, recreational or entertainment facilities for use by residents, visitors, and others and incidental to the operation of the residential use.
 - the storage of flammable liquids and gases incidental to a lawful use;

- permanent dwellings for personnel required to be resident on a Lot for the safe and proper operation of a lawful main use;
- day care center;
- health club facility, tennis court, swimming pool;
- roof deck or outdoor terrace;
- Non-Electronic or Electronic sign use, if such signs meet the following requirements: complete design review approval by the BRA; do not project more than five (5') feet from the face of the building or the width of the sidewalk, whichever is less; are limited to hours of operation between 7:00 AM and 2:00 AM, except that between 2:00 AM and 7:00 AM the sign shall be either off or on sleep mode, displaying abstract imagery that is non-commercial in nature; and have a luminance at night that does not exceed 500 cd/m². If the above requirements are met and such electronic sign(s) have received BRA approval, then such electronic signs: (i) shall not be required to obtain a conditional use permit from the Board of Appeal and shall have no time limitation in terms of years of operation/use, except as set forth in a written license agreement with the BRA, which license agreement shall also include fees to be paid to the BRA for existence of such electronic signs, other than for signs located on the Innovation Center; and (ii) shall not have an illuminated side facing a residential zoning district listed in Section 3-1.(a) of the Code if located within one hundred fifty (150') feet of such a residential zoning district.
- Storage lockers, bike storage, parcel pick-up areas.
- Parking garage, including car-sharing and/or bicycle-sharing service.
- On-street parking.
- Valet parking operations.
- Ancillary parking

Exhibit G

Mitigation Measures for Building D

Building	Mitigation
Building D	<ul style="list-style-type: none">• 13% on-site affordable IDP units• In addition to 13% on-site affordable IDP units, 5% on-site affordable units at 80%-120% AMI for any residential units located in such Building• Unless constructed as part of a prior phase, and if the final residential Building, units in the Building (if any) will be designated as for-sale units in the amount of the lesser of 110 units or 12% of the total units previously constructed and/or planned for the Master Project. The Master Deed for for-sale units shall have a record restriction requiring at least 70% owner-occupancy.• Development Impact Project Exactions (if and to the extent 100,000 SF of Development Impact Project Uses have previously been constructed in the Master Project)• Total MBTA Operational Subsidy of approximately \$624,786 commencing upon issuance of building permit payable over 15 years• Membership in Allston-Brighton TMA, including shuttle and shuttle service commitments noted below• Electric Vehicle Spaces as described in Section 14(d)(iii)(c)• Contribution of \$40,000.00 to the Parks Department at issuance of the Certificate of Occupancy for the operation, maintenance and programming of parks in the Allston/Brighton neighborhood• Total \$1,000,000.00 contribution to programs and initiatives to advance improvements in the Allston/Brighton community as follows:<ul style="list-style-type: none">○ \$200,000 contribution to Public Realm Fund payable over 10 years commencing upon issuance of the Certificate of Occupancy

	<ul style="list-style-type: none">○ \$500,000.00 contribution to the Allston Brighton Homeowner Fund to fund down payment assistance, homeownership programs with affordability components, home repair loans and/or Homebuyer 101 classes for income qualified individuals and families to support ownership housing availability, affordability and stability○ \$300,000 contribution to fund Allston-Brighton shuttles and shuttle services in coordination with the Allston-Brighton TMA upon issuance of the Certificate of Occupancy. This capital and operational commitment will be paid out over ten (10) years commencing upon issuance of the Certificate of Occupancy. <ul style="list-style-type: none">● I/I payment to BWSC estimated at \$488,603
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