

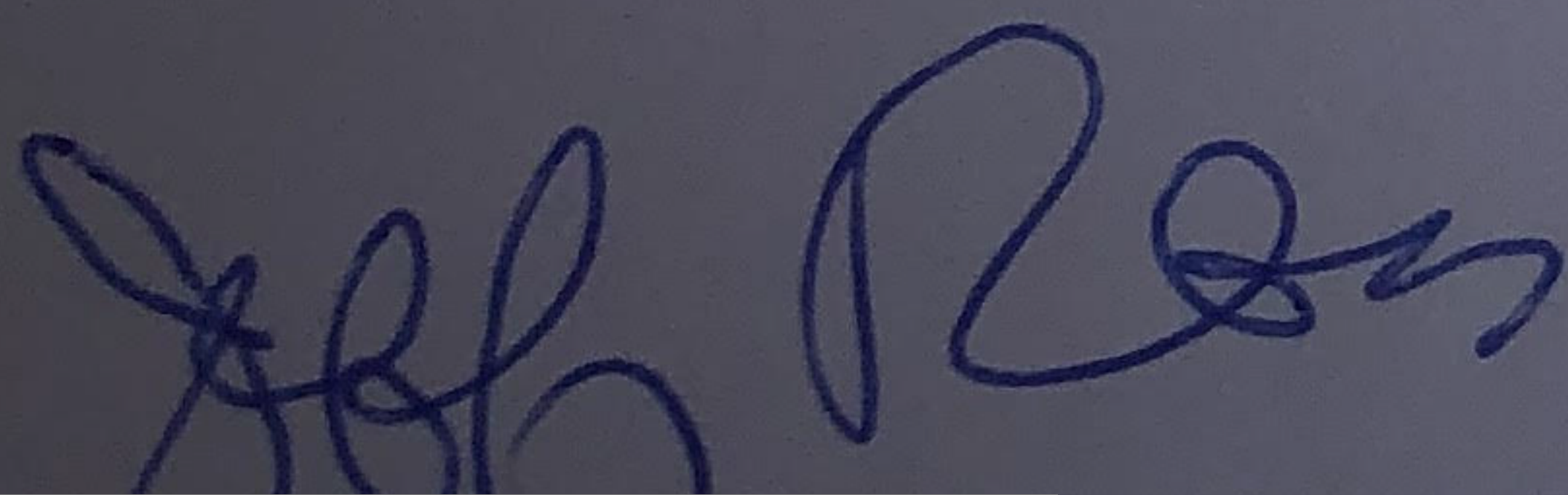

— Jeff —
ROSS
— Boston City —
Council At-Large

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



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

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



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

--

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

BOSTON CITY COUNCIL  **DISTRICT 9**

Jonathan

ALLEN

for ALLSTON & BRIGHTON

REGISTER TO VOTE! **ASAP** 



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

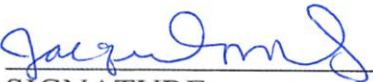
PRINT NAME

26 TOLMAN ST

ADDRESS

DORCHESTER MA 02122

CITY, STATE, ZIP



SIGNATURE

June 12, 2019

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

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Sincerely,

Corey Wilson
PRINT NAME

808 Racker St. Apt B
ADDRESS

Roxbury MA 02120
CITY, STATE, ZIP


SIGNATURE

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

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

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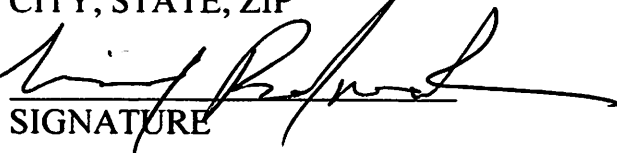
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Sincerely,

Michael Belmont
PRINT NAME

351 West St
ADDRESS

Hyde Park, MA, 02136
CITY, STATE, ZIP


SIGNATURE

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

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Sincerely,

Adam Cont
PRINT NAME

138 Lasell St
ADDRESS

West Roxbury MA 02132
CITY, STATE, ZIP


SIGNATURE

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

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Sincerely,

Glenn Vick
PRINT NAME

10 Vesta Rd. Dor, MA 02124
ADDRESS

CITY, STATE, ZIP\

Glenn Vick
SIGNATURE

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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

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

William Owens
PRINT NAME

55 Summer Street #D
ADDRESS

Hyde Park, MA 02136
CITY, STATE, ZIP


SIGNATURE

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Boston Planning and Development Agency
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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

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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

[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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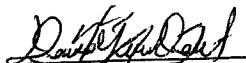
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Sincerely,

Dania DISCUA
PRINT NAME

134 Everett St East
ADDRESS

Boston MA 02128
CITY, STATE, ZIP


SIGNATURE

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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

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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

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Boston Planning and Development Agency
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Sincerely,

Christian Mitchell

PRINT NAME

111 Mount Ida Road

ADDRESS

Boston MA 02122

CITY, STATE, ZIP

Christian Mitchell

SIGNATURE

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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

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,

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

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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

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Boston Planning and Development Agency
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Boston, MA 02201

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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

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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

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

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Sincerely,

Rena Stewart

PRINT NAME

42 Ferncroft 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

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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

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

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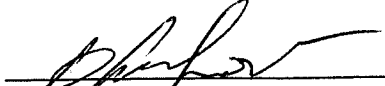
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Sincerely,

David P. St. Fort
PRINT NAME

93 Floyd St.
ADDRESS

Dorchester, MA 02124
CITY, STATE, ZIP


SIGNATURE

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

Christian Lazarus Benson
PRINT NAME

86 Ballou Ave
ADDRESS

Boston, MA, 02124
CITY, STATE, ZIP


SIGNATURE

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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

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

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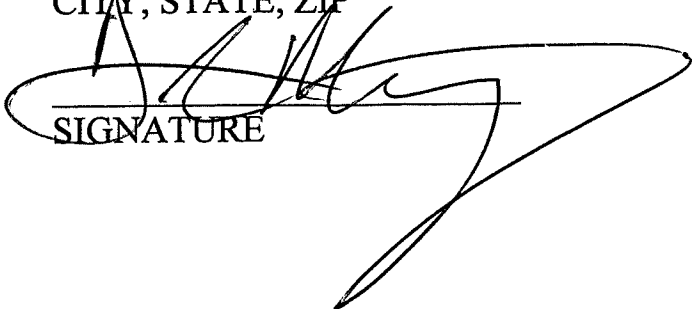
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Sincerely,

Doraine Murray
PRINT NAME

34 High St Dorchester
ADDRESS

MA Boston 02122
CITY, STATE, ZIP


SIGNATURE

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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

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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
Boston, MA 02201

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Sincerely,

Olson Thibou
PRINT NAME

7 Green Keys St
ADDRESS

Dorchester #3
CITY, STATE, ZIP

[Signature]
SIGNATURE

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Boston Planning and Development Agency
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Boston, MA 02201

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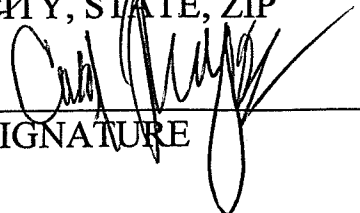
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Sincerely,

Carol Rogers
PRINT NAME

30 Nightingale St
ADDRESS

Dorchester 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,

Tyrone Allen
PRINT NAME

6 HARVARD AVE
ADDRESS

Boston MA 02121
CITY, STATE, ZIP

[Signature]
SIGNATURE

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

JOSE H RUIZ
PRINT NAME

20A MCCORREEVEY WAY APT "A"
ADDRESS

ROXBURY, MA 02120
CITY, STATE, ZIP


SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Quentin Jones
PRINT NAME

2195 Columbia Rd. #1
ADDRESS

Dorchester, MA. 02125
CITY, STATE, ZIP

Quentin Jones
SIGNATURE

June 12, 2019

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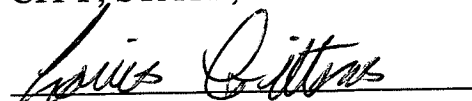
PRINT NAME



ADDRESS



CITY, STATE, ZIP



SIGNATURE

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Sincerely,

Enck Vallego
PRINT NAME

668 Bennington St.
ADDRESS

East Boston MA 02128
CITY, STATE, ZIP


SIGNATURE

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

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Sincerely,

Antonio Marinero

PRINT NAME

7 Russell

ADDRESS

Everett

CITY, STATE, ZIP

Samuel Corrao

SIGNATURE

Samuel Corrao

June 12, 2019

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

Somal Warren
PRINT NAME

186 Wood Ave
ADDRESS

Hyde Park
CITY, STATE, ZIP

[Handwritten Signature]
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,

Jorge Aguirre
PRINT NAME

110 white st
ADDRESS

E. Boston MA 02128
CITY, STATE, ZIP

Jorge Aguirre
SIGNATURE

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

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Sincerely,

Richard Thomas

PRINT NAME

9 Andria Rd

ADDRESS

Hyde Park, MA

CITY, STATE, ZIP

[Handwritten Signature]

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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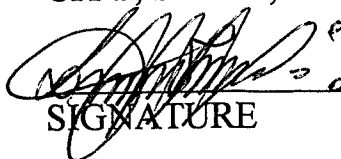
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Sincerely,

DONALD ELZE
PRINT NAME

R 93 WOOD AVE
ADDRESS

BOSTON, 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

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Sincerely,

Jerry Jacques
PRINT NAME

43 Fairmount St
ADDRESS

Dorchester MA 02124
CITY, STATE, ZIP

[Handwritten Signature]
SIGNATURE

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

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Sincerely,

Judith Espinoza
PRINT NAME

60 Westminster St
ADDRESS

Hyde Park 02136
CITY, STATE, ZIP

~~_____~~ [Signature]
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,

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
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Jada Tavares

PRINT NAME

25 Mt. Pleasant Ave Apt. 2

ADDRESS

Roxbury MA, 02119

CITY, STATE, ZIP

Jada Tavares

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Yarmi Cofield

PRINT NAME

66 Hudson St

ADDRESS

Chinatown MA 02118

CITY, STATE, ZIP


SIGNATURE

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

Michael Melaugh
PRINT NAME

42 Park St Apt. 615
ADDRESS

Chadestown, MA 02129
CITY, STATE, ZIP


SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Alonso Martinez

PRINT NAME

18 Marion St

ADDRESS

Boston, MA 02128

CITY, STATE, ZIP

Alonso Martinez

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,

TONY LAI

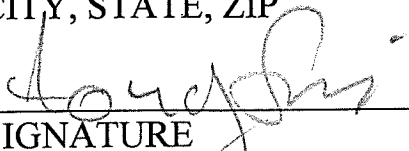
PRINT NAME

21 Hecla St. #3

ADDRESS

Dorchester MA 02122

CITY, STATE, ZIP



SIGNATURE

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Boston, MA 02201

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Sincerely,

Ph NGUYEN
PRINT NAME

53 Church St
ADDRESS

Braintree MA 02184
CITY, STATE, ZIP


SIGNATURE

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

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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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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

JANICE MURPHY
PRINT NAME

8 CRAWELL ST #3
ADDRESS

Orchester MA 02124
CITY, STATE, ZIP

[Handwritten Signature]
SIGNATURE

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Sincerely,

Judith Espinoza
PRINT NAME

60 Westminster St
ADDRESS

Hyde Park 02136
CITY, STATE, ZIP

~~_____~~ [Signature]
SIGNATURE

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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
One City Hall Sq., 9th Floor
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Sincerely,

Jada Tavares

PRINT NAME

25 Mt. Pleasant Ave Apt. 2

ADDRESS

Roxbury MA, 02119

CITY, STATE, ZIP

Jada Tavares

SIGNATURE

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Sincerely,

Yarmi Cofield

PRINT NAME

66 Hudson St

ADDRESS

Chinatown MA 02118

CITY, STATE, ZIP


SIGNATURE

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

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Sincerely,

Michael Melaugh
PRINT NAME

42 Park St Apt. 615
ADDRESS

Chadestown, MA 02129
CITY, STATE, ZIP


SIGNATURE

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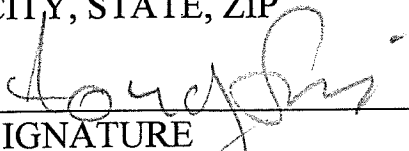
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53 Church St
ADDRESS

Braintree MA 02184
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[Signature]
SIGNATURE

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8 CRAWELL ST #3
ADDRESS

Orchester MA 02124
CITY, STATE, ZIP

[Handwritten Signature]
SIGNATURE



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

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
Jean Powers



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

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



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](#)



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



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 following:

- *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, jousters 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>

Allston Yards

Anabela

Mon, Jul 1, 2019 at 9:41 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

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 <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

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



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

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,

John Russell

PRINT NAME

247 Savin Hill Ave

ADDRESS

Boston, MA, 02125

CITY, STATE, ZIP

JR

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.

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Sincerely,



PRINT NAME



ADDRESS



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,

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>

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

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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 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

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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