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,

RICARDO LAMOTTE
PRINT NAME

61 WELLSMERE RD
ADDRESS

BOSTON
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
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Sincerely,

Dania DiSoua
PRINT NAME

134 Everett St East
ADDRESS

Boston MA. 02128
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,

Joao Rosa
PRINT NAME

102 George St
ADDRESS

Boston MA 02119
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,

Erica Federico
PRINT NAME

300 Brewster Street
ADDRESS

Dorchester, MA, 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,

Christian mitchell
PRINT NAME

111 mount Ida road
ADDRESS

Boston MA 02132
CITY, STATE, ZIP

Christian Mitchell
SIGNATURE

June 12, 2019

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

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Sincerely,

Mabel Cherie
PRINT NAME

28 Norton St
ADDRESS

Dorchester MA 02125
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

Ellen Bard
PRINT NAME

69A Summer St.
ADDRESS

Dorchester MA. 02125
CITY, STATE, ZIP

Ellen Bard
SIGNATURE

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

William de Souza
PRINT NAME

20 Radcliffe Rd Apt 109
ADDRESS

Allston, MA 02134
CITY, STATE, ZIP

WdS
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,

Melissa Saunders
PRINT NAME

34 Mt Ephraim
ADDRESS

Boston
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Carlos M Portillo
PRINT NAME

25 Watts Apt 3
ADDRESS

Chelsea 02150
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

_____
PRINT NAME

_____
ADDRESS

_____
CITY, STATE, ZIP

_____
SIGNATURE

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Sincerely,

Emmitt Perry
PRINT NAME

6 Wayne St
ADDRESS

Dorchester 02121
CITY, STATE, ZIP

Emmitt Perry
SIGNATURE

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

Luis Eu 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
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Sincerely,

Derrick Thompson
PRINT NAME

34 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
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Sincerely,

Rena Stewart
PRINT NAME

42 Ferncroft Rd
ADDRESS

Milton MA 02186
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,

Misaya Montique
PRINT NAME

12 Theodore Street Apt 3
ADDRESS

Dorchester MA 02124
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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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
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Sincerely,

Justin Akins
PRINT NAME

54 marshfield st
ADDRESS

Boston MA 02119
CITY, STATE, ZIP

Justin Akins
SIGNATURE

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

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Sincerely,

David P St. Fort
PRINT NAME

93 Floyd St.
ADDRESS

Dorchester. MA 02124
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Christian Lazarus Ransom
PRINT NAME

86 Ballou Ave
ADDRESS

Boston, MA 02124
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Aariana Johnson
PRINT NAME

341 Park St Dorche
ADDRESS

Dorchester Ma02124
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Dataine Murray
PRINT NAME

34 High St Dorchester
ADDRESS

MA Boston 02122
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Eugenio Gomes
PRINT NAME

42 Walden St
ADDRESS

Jamica Plain MA, 02130
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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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

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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 Heights T #3
ADDRESS

Dorchester 02121
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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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

60 HARVARD AVE
ADDRESS

Boston MA 02134
CITY, STATE, ZIP

SIGNATURE

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

José H Ruiz
PRINT NAME

20A McCREEVEY 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,

Quintin Jones
PRINT NAME

195 Columbia Rd. #1
ADDRESS

Dorchester, MA. 02125
CITY, STATE, ZIP

Quintin Jones
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Louis Gittens
PRINT NAME

LOUIS GITTENS
ADDRESS

Boston Ma ; 02126
CITY, STATE, ZIP

Louis Gittens
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Erick Vallejo
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
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Sincerely,

Antonio Mariners
PRINT NAME

7 Russell
ADDRESS

Everett
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
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Sincerely,

Somal Warren
PRINT NAME

186 Wood Ave
ADDRESS

Hyde Park
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

Jorge Aguirre
PRINT NAME

110 white st
ADDRESS

E. Boston MA 02128
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

Richard Thomas
PRINT NAME

9 Andria Rd
ADDRESS

Hyde Park, MA
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

DONALD ELIE
PRINT NAME

293 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

SIGNATURE

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

Stop and Shop IAG letter

1 message

Anabela Mon, Jun 25, 2018 at 8:10 AM
To: casey.a.hines@boston.gov

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

RE: Stop and Shop

Dear Ms. Hines,

We, the Impact Advisory Board (IAG), have too many unresolved issues that will adversely impact our community with the Stop & Shop proposal. At this time we request the BPDA to issue a scoping determination that will require the developer to submit a draft project impact report. Items of major concern:

- Traffic
- Transportation
- Density
- Height
- Design
- Open Space
- Use
- Housing
- Homeownership condos
- Affordable units
- MBTA drop off size
- Conforming to Guest St Planning

We can not support this project as currently proposed. The proponent needs to make significant changes.

Sincerely,

Anabela Gomes
Colin Akerly
John Bligh
John Cusack
Dan Daly
Rosie Hanlon
Bernadette Lally
Andrea Howard

Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

June 21, 2018

Mr. Guy Stutz
Stop & Shop Supermarket Company
1385 Hancock Street
Quincy, MA 02467

Mr. Stephen Karp
New England Development Company
75 Park Plaza
Boston, MA 02116

Re: Allston Yards PNF Filing – IGBC Comments

Dear Mr. Stutz and Mr. Karp,

The Boston Interagency Green Building Committee (IGBC) has reviewed Allston Yards Project Notification Form (PNF) for compliance with Boston Zoning Article 37, Green Buildings.

Please amend Table 2-1 Anticipated Project Permits and Approvals to include Boston Interagency Green Building Committee, Zoning Article 37 Compliance. Subsequent to your initial filing, the BPDA Climate Resiliency checklist was updated to include additional data points; please provide an updated Climate Resiliency Report by completing the online form.

The PNF indicates that the project will use the LEED v4 New Construction, Core & Shell, and Commercial Interiors rating systems and employ a Master Site approach for all of the buildings. The IGBC accepts the rating system selections for the specific buildings and the Master Site approach for all of the buildings. The proposed specific point commitments (buildings 1, 2 & 3 - 44 points, building 4 – 49 points, and grocery store – 44 points) fall far short of Stop & Shop's and development teams sustainability visions and the measures necessary to reduce the adverse impacts of the proposed development. As an innovated mixed used development, Allston Yards offers a remarkable opportunity for a visionary vibrant and sustainable community.

The IGBC requests the project team commit to at least one LEED Platinum building, no more than one LEED Silver building, and LEED Gold for the remaining buildings and the grocery store. Following are specific credits that the project team should give priority to achieving:

- Reduced Parking Footprint – 40% below ITE Transportation Planning Handbook guidelines (1 point).
- Heat Island Reduction – pursue both non-roof and roof solutions (+1 point).
- Indoor Water Use Reduction – include additional water reduction strategies. (+2 points).

- Enhanced Commissioning, Option 1 - Path 2 and Option 2 – include advance commissioning and envelope commissioning ensure that the completed building performs optimally and often results in immediate savings beyond the commissioning costs (+4 points).
- Optimize Energy Performance – the project anticipates performance only 12% below the ASHRAE 90.1-2013 baseline model. In comparison, recent peer projects are exceeding 21% below the baseline model. The project should identify additional carbon reduction strategies to significantly improve performance beyond the proposed design (+5 points).
- Demand Response – commercial building scale energy storage systems have proven performance benefits and are rapidly progressing. The project should assess both thermal and electrical energy storage and include energy demand response system(s) and equipment (1-2 points).
- Renewable Energy Production – the project identify opportunities for building roof top or integrated solar PV, see below (1-3 points).

In support of the City of Boston's Resiliency and greenhouse gas (GHG) emissions reduction goals including Carbon Neutral 2050 the IGBC requests that the project:

- Please provide the baseline reference building and proposed building model conditions used in the Energy / GHG summaries. Please include proposed envelope performance conditions (see Climate Resiliency Checklist section A.3 Building Envelope).
- Maximize building envelope performance strategies including right-sizing building window to wall ratios, increasing opaque curtain wall insulation, improving glazing Solar Heat Gain Coefficient, and increasing framed wall, roof, and exposed floor insulation levels.
- Access all available utility and state DOE and CEC representatives to maximize utility and state-funding for energy efficiency and clean/renewable energy support. Please provide specific information on any assistance including energy modeling that will be afforded to the project.
- Include solar photovoltaic (PV). At a minimum, the system should be sized to meet common area and load requirements. Please provide the Solar PV evaluation referenced in section 4.4.2 of the PNF including system(s) location, size, and output information.
- Include demand reduction and clean energy systems – see above. Please provide the CHP evaluation referenced in section 4.4.2 of the PNF.

Climate Resiliency Report
Please provide an updated Climate Resiliency Report by completing the online form. The building specific data fields should reflect the proposed conditions for Building 1 assuming this will be the first structure to be constructed.

Please review the Boston Transportation Department's Bicycle Parking Guidelines; the project should exceed the minimum requirements. See attached.

Please follow up on the IGBC comments and requests for additional information including an updated Climate Resiliency Report prior to submission of the Draft Project Impact Report. The

IGBC would be happy to meet with your project team to discuss comments and your potential responses. Please contact your BPDA Project Manager if you would like to schedule a meeting.

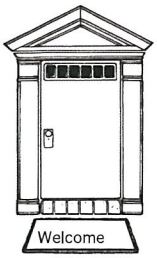
Please let me know if you have any questions or if I or the IGBC can be of any assistance.

Sincerely,

John Dalzell
On behalf of the Interagency Green Building Committee

617-918-4334 / John.Dalzell@Boston.gov

Cc: Casey Hines, BPDA
IGBC



Homeowners Union of Allston- Brighton

HUAB

HomeownersUnionAB@gmail.com

June 15, 2018

By electronic mail

Ms. Casey Hines
Project Manager
Boston Planning and Development Agency
Boston City Hall, Boston, Mass.

Re. Allston Yards Development – public comments

Dear Ms. Hines:

As homeowners and permanent residents in Allston-Brighton, we are very concerned about the proposed magnitude and potential negative impacts of development on the parcel of land in Brighton dubbed "Allston Yards". We do not support the current plan.

The 10.5-acre site is spacious enough to theoretically accommodate a significant amount of development similar to what the New Balance site has become. However, Allston-Brighton's streets were never meant to accommodate, and realistically cannot accommodate, the cumulative volume of traffic that numerous ambitious developments in the area, with more to come, generate.

The existing neighborhood context and traffic conditions make developing the Allston Yards site in an overly ambitious manner a rather risky proposition. Overall, traffic gridlock and an "urban jungle" atmosphere that results from too much random development would inflict irreversible harm on tens of thousands of residents, and might even diminish the area's appeal to employers and workers. Ultimately, overdevelopment and its consequences could be judged as an abysmal failure of Boston planners.

To prevent that, we would like the BPDA project review process for Allston Yards and other nearby projects (such as the multi-building "Allston Square") **to focus heavily on quality of life issues** -- to ensure that all who reside here, and will live, work, and visit destinations around here in the future, find the area attractive and easy to navigate -- not a congested and oppressive urban "beehive" perpetually clogged with traffic, and full of unremarkable, cookie-cutter buildings.

We offer the following specific comments regarding the Allston Yards proposal:

HEIGHT & DENSITY:

It is troubling and disappointing that developers are allowed to file proposals that blatantly violate planning for the Guest Street Area (http://www.bostonplans.org/getattachment/dc935a9c-f754-492c-a07b-baa22f912037), which the BPDA (BRA at that time) sponsored and approved only six years ago -- especially now that the agency has the word "Planning" in its name.

The GSA Plan has a section on "Density and Building Height" (page 45/47). It contains a map-like image (see below) that shows most of the Stop & Shop/Allston Yards site marked in dark blue color -- which indicates that the area should have development ranging from FAR 3.0 to 4.0, and a variety of building heights up to 150 ft. (up to 10-13 stories).

HEIGHT AND DENSITY GUIDELINES ARE PAIRED TO PROMOTE A RICH AND DIVERSE RANGE OF BUILDING FORM AND MASSING.

The remaining portion of the site, marked in a lighter shade of blue, was envisioned to have development with FAR ranging from 1.25 to 3.25, and heights from 60 to 110 ft. (6-12 stories).

Nevertheless, the Allston Yards proposal calls for massive buildings that are much taller and denser than what is recommended by the GSA guidelines. Our position is that the proposed development should adhere to the GSA Plan, or deviate from it only slightly.

Alternatively, the buildings along the Turnpike could be somewhat taller than the recommendation in the GSA Plan – **but only if Building No. 2** (adjacent to the proposed park, and the smallest of the proposed 4 buildings) **is entirely and permanently eliminated** from the plan. This would further enlarge the Park, while also perhaps permitting a modest, low-height structure with park-friendly uses.

RESIDENTIAL PROGRAM:

The currently proposed 960 units of housing amounts to an approx. 100 units per acre (after subtracting 1 acre for the park). This volume of density may be too great, given that the development is also to include an office building and large retail.

Regardless of the number of housing units that will be built, we feel very strongly that the development should have a 50/50 mixture of homeownership and rentals. The homeownership component should be designed for owner-occupancy, and include a generous number of larger units that can accommodate family households.

The condominium documents need to be structured to ensure that 80% of units are owner-occupied.

GREEN SPACE:

It is extremely important that this project includes a generously proportioned public park – a traditional park designed for passive recreation, with a lot of robust vegetation, a place where the area's residents and visitors will be able to decompress by communing with nature. In terms of its size, one acre should be considered the very minimum, and larger would better.

A dog run, or any other green space that would be accommodating active uses, should be provided in addition to the 1-acre park (the dog run should be contiguous with the Park).

NOTE: The ownership of the land allocated for the Park needs to be formally transferred to the Boston Parks Department. We are adamantly opposed to the Park being privately owned.

Also, the development plan should provide for very generous sidewalks that can accommodate LARGE street trees (planted in structural soil, with irrigation), as well as outdoor sitting areas.

The development plan should indicate locations of street trees, and provide sidewalk dimensions.

NON-RESIDENTIAL USES:

We are pleased that the site will continue to have Stop & Shop, but we would like to see the HomeGoods store stay as well, given all of the residential development in the area. We also would like to see a collection of smaller retail establishments.

We are not in a position to judge how much office space, if any, this development should have, but we are concerned that office use has heavier traffic impacts than residential use, even if one factors in the presence of the commuter rail station.

TRAFFIC IMPROVEMENTS:

As was mentioned repeatedly in public meetings for this project, the Everett Street corridor needs

to be redesigned, and not just to improve vehicular traffic, but for pedestrian traffic as well. Also, the development site needs to be fully connected (via two-way traffic) with Braintree Street. The area adjacent to the commuter rail stop needs to be able to accommodate pick-ups and drop-offs, including short-term parking for vans. The City also needs to work with the MBTA to improve public transit.

While we would like to see roadway improvements take place as soon as possible, we are concerned that use by heavy construction trucks while the project is getting built could damage newly installed improvements. Therefore we suggest that roadway improvements be put in place after the excavation and building framing phases are completed.

PARKING:

Residential buildings in this location should have a 1:1 unit-to-parking ratio, or very close to it (and preferably a higher ratio for multi-bedroom units), as well as visitor and service parking.

Adequate parking is necessary to minimize the impact on on-street parking in the neighborhood, and to ensure that the buildings have stable occupancy (residents without a parking space are often forced to move if their employment or other circumstances require that they have a car).

Additionally, this project needs to accommodate all commercial vehicles, including large moving and delivery vehicles, as well as passenger pick-ups and drop-offs in designated off-street areas.

ARCHITECTURE:

We do not appreciate buildings that are overly simplistic, boxy, sterile, minimalist in appearance, while also being oppressive due to heavy massing and a lack of human scale.

We implore BPDA Design Review team to require that this project create buildings that are truly beautiful and have visual interest/complexity. This development should not imitate the "corporate" look of the New Balance site, but have a softer, and even perhaps playful, artistic and whimsical feel that enhances and fits with residential uses.

Please ensure that all our comments are thoughtfully considered in the BPDA internal project review process.

Thank you.

HUAB Executive Committee (on behalf of the Board):
Rollin Crittendon
Eileen Houben
Eric Porter
Kirsten Ryan
Eva Webster

B

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

Allston Yards: Oppose current proposal - added comments

1 message

Eileen Houben Mon, Jun 18, 2018 at 12:48 AM
To: Casey Hines <casey.a.hines@boston.gov>
Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, Warren O'Reilly <warren.oreilly@boston.gov>, mayor@boston.gov

Dear Casey,

First, a correction. In my May letter I thought it was Stop & Shop with one building a hotel, when it's actually an office building. (Evidently it's NB contemplating a hotel on the last vestige of green space they didn't build over.)

I support the BACC letter and the HUAB (enroute) letter, though I personally think that the concession portion would have been more appropriate after a post-comment counter proposal by the developer.

I think that it's important to keep proposals to the article 51 &/or GSA guidelines. This is especially true
since as of a few weeks ago ~30% of approved new units were
in S. Boston/waterfront and ~30% in Allston Brighton.
That leaves only 40% of the mayor's goal for 23 other neighborhoods.
This is not fair for an overcrowded neighborhood without current infrastructure to handle increased traffic and increased need for currently inadequate public transportation.
Requirements for proposals to meet zoning or GSA guidelines **before** filing would be a great step to help cool the overheated AB real estate market and help protect current residents.

Height and Density

The 2 buildings near the Pike need to be of different heights with spacing (cf GSA study) to prevent the 'wall effect' from generating noise reflection to the neighbors across the Pike -
which is already a problem since the NB buildings were built.
NB ignored the acoustic & integrated green plus park advice of the GSA study and neighbors are now impacted with a poorer quality of life. We can't afford to exacerbate that with similar overbuilding on this site. One of the buildings should be maximum 150 feet and the other, with wide spacing between should be at the lower level of the allowed range (~100ft).

We need the proposed park, preferably at least 1.5 acres, and it would work better if the building next to it were removed.

Retail

We need an improved Stop & Shop on the ground floor with accessible parking nearby also on the ground floor. Neighbors are not happy with the 2nd story plan. It is a hardship, inefficient, & time-consuming for the elderly, disabled, parents with small children, and all busy shoppers. The neighbors want to keep the other retail stores, and added stores for weekly needs plus a cafe & or restaurant would be an appropriate addition. If necessary to place some retail on the 2nd floor, it shouldn't be the groceries.

Parking and traffic

They have underestimated the residential and retail parking needs.
We need minimum 1:1 for residential, plus added spaces for larger units, plus a serious number of visitor spaces. There needs to be more space for deliveries, drop offs, Boston Landing drop offs & vans.
Based on a recent count on a quiet day their formula for how many S&S spots are needed most of the day is too low. And spaces need
to be added for retail and the office building. Most office workers can't afford to live here unless plans are changed (though tha twould help the traffic situation) and many won't live where the commuter rail can help. There needs to be more work on improving the T and the road infrastructure for cars & people. Currently, it's overburdened **before** any of the Allston Yard or nearby developments are constructed.

Thank you,
Eileen Houben
Corey Hill

From: Eileen Houben >
Date: Thursday, May 31, 2018
Subject: Allston Yards: Oppose current proposal
To: Casey Hines <casey.a.hines@boston.gov>
Cc: mark ciommo <mark.ciommo@cityofboston.gov>, michelle.wu@boston.gov, Annissa Essaibi-George <annissa.essaibi-george@boston.gov>, Ayanna.Pressley@boston.gov, Michael.Flaherty@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, Warren O'Reilly <warren.oreilly@boston.gov>, mayor@boston.gov

Dear Casey,

The only positive parts of the current proposal are the town houses, the smidgen beginning of a park, and possibly the street & intersection improvements.

Stop and Shop did not pay the current overheated inflated prices for Allston/Brighton land so they should be able to develop the land in a way that meets the needs and budget of the people who live here plus the detail of the Guest St Area Plan.

We are not Manhattan or downtown Boston or Sunny Isles (a spin off from Miami Beach to aid development). The first two are dense and expensive. The latter went from low family motels along the beach to dense, expensive giant towers blocking the view of all the residents behind the beach,where the majority of condos seem to be owned by absentee investors as most of the apartments

are not lit at night, even at the height of winter.

That density is alien to our neighborhoods and if enough housing is built in a price range far above the income of residents and targeted professionals, that's exactly what we'll be left with. Plus an increase in absentee investor owners is a trend we need to stop not encourage. Continuing with allowing any development (as has been happening with too many pnfs) will not succeed in adding units lived in by residents - to ease the housing issues- and those who want to move here and live here.

The BPDA and the mayor's office need to oversee quality and neighborhood fit (in style, need, and cost) if adding the needed housing is going to work and be a positive legacy for the mayor and his administration and the BPDA rather than an embarrassment like 50's urban renewal that cleared houses for an "inner belt" that was never built. I remember that area - my family drove through it weekly to visit my grandmother in Roxbury.

We need to take more time, especially with the larger proposals, so that there is enough time to evaluate it well. Currently, this is not possible. Just in the last 3 years, I've seen the caseload increase for the BPDA staff and watched the change in details and the change in personality that exhaustion and overload bring.

If Boston respected its zoning, and studies like the Guest area plan, and **refused proposals unless they first met zoning with only minor variances**, then the risk would be back where it belonged..on the developers and their investors, and they would need to be efficient and creative so developments met neighborhood needs. This would encourage developers of small and medium projects to work in the neighborhoods and those specializing in large-scale projects to stay & work in more appropriate areas like downtown, rather than pouring too much money into neighborhoods like Allston Brighton, then expecting to build units with Manhattan size rent or cost to recoup their speculative, overpriced investment in a neighborhood of median incomes in the $40 & $50,000 range.

Changing the method this way would also decrease the BPDA workload back to a more normal size, allow residents time for their families and a normal life instead of constant defense against a tsunami of development proposals battering their neighborhood and lifestyle while also adding pressure with multiple meetings most weeks.

We need low height housing with prices that match the residents and people who want to move here, not the unrealistic prices driven by overheated land prices and unrealistic developers.

Also, though the current trend in supermarkets is the 2nd floor store, that is not what we need. Especially for the elderly, the disabled, and those shopping with children, but also to those in between, this and garages add time and inconvenience to the shopping trip - and not in a way that adds to the store's profit (as just shopping longer in the store does).

What we need is a shopping center with the grocery and other stores on the1st floor, possibly 2 stories of housing above them, and liveable townhouses.

A large park (perhaps 2 acres, especially since the integrated green space of the Guest area plan on the NB side was built over) is needed as there are none closeby, which is worsened by the increasing density of the area. The Boston Parks Dept. is very willing to cooperate in this as it is a need for this area. Perhaps a lowscale hotel of 6-7 stories could be added, if not on N. Beacon or Everett - as the streetscapes described in the Guest area plan are low (meeting article 51) and set back.

Stop and Shop needs to go back to the drawing board and design something that truly matches and integrates into the neighborhood and meets the spirit as well as the details (not max. heights plus) of the professional Guest area plan which took so much time, effort(by citizens & BRA), and taxpayer money that it should be respected, not ignored. This parcel needs to be a transition between the unique, alien Boston Landing and the real Allston Brighton across Everett and across N.Beacon and the few houses left between Boston Landing and N Beacon.

Sincerely,
Eileen Houben
Corey Hill Brighton

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

Re: Allston Yards : opposed

1 message

Jeffrey Houben Sun, Jun 17, 2018 at 11:34 PM
To: Casey Hines <casey.a.hines@boston.gov>

Dear Casey,
I just learned of the extended deadline and wanted to add a few more details.

Green Space
The area needs a park, of at least 1 acre, but preferably 1.5-2 acres, to balance the impact of their development and all the development in the area.

Height
The heights and density must comply with the limits and spirit of the GSA plan.
The two buildings on the Pike side need to be well spaced and of different heights, with only one up to 150 ft and the other at the lower end of the limit (dark blue in the study). This will help mitigate the wall effect sending increased sound to neighbors across the Pike, which is already an issue with the NB buildings. (cf GSA plan)

Scope

4 buildings is too many for the site. The one closest to the park should be eliminated.

Stop & Shop & other retail
Grocery shopping is a necessity with heavy bundles and should be on the ground floor, with parking on the ground floor - possibly of the neighboring building if there is no street space within the complex. For the disabled, elderly, parents with infants and toddlers, as well as all busy shoppers, a ground floor store is more convenient, saves time, and is preferred by the neighbors. The current fad for 2nd floor stores is not appropriate for the neighborhood.

This is also a place where more retail would be a good fit - from the existing stores that neighbors would like to see remain, to small stores for weekly needs of residents and workers in the 2 complexes such as laundry/dry cleaner, shoemaker,etc., & cafe or restaurant. If necessary, this other retail would be a better fit for 2nd floor if all won't work on the 1st.

Traffic
The proposed street changes will help, but will not be sufficient without a reduced project, pedestrian improvements on Everett, more off street drop off and delivery zones, expanded drop off and van zones for Boston Landing, and increased service for the commuter rail & local bus routes.

Parking

There needs to be a minimum of 1:1 parking for residential units, plus additional spaces for 2-3 BR units, plus a serious number of visitor spots, an increased number of retail spots and enough office spots if one tower does become an office building.
A stop & Shop rep at the public meeting mentioned that most times only 75 spaces were needed for the Stop & Shop. Last week, on a quiet, **not busy** Fri aft., there were >100 cars in the lot. Their parking estimates are too low and there is ZERO street space.

Thank you,
Jeffrey Houben
Corey Hill

On Fri, May 18, 2018 at 8:05 PM, Jeffrey Houben wrote:
> need 1st floor supermkt better for elderly, disabled, & shoppers w/kids
> fewer less dense blgs

2 acre park

Jeffrey Houben

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

Allston Yards

1 message

John Quatrale Fri, Jun 15, 2018 at 9:06 PM
To: casey.a.hines@boston.gov

Dear Casey,

This is a duplicate of what was submitted through the BPDA website. This email also includes the list of the 116 supporters.

Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, believes that the Allston Yards project include an Art Center for visual and performing arts. The center would be for plays, musicals, exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. We've collected 116 signatures (using a Google form) in the last 2 days and believe that if we had started earlier that we could have gotten 1,000 supporters. The center could be incorporated into the development or included as a community benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. I'll email you the list of the 116 supporters that signed this request. The wording of the petition is as follows:

> **Sign to support an Allston-Brighton Arts Center at the new Allston Yards:**
> The Allston Yards project, at the current Stop & Shop near Boston Landing, is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts. If you believe that the developer of this major real estate development should include the space for such an art center, please add your name below by JUNE 15! All names will be transmitted to the Boston Planning and Development Agency. The proposal includes 1,050 residential units and 300,000 GSF of Office use, 67,000 GSF of Grocery use, 50,000 GSF of Retail/Restaurant use, 0.5 acres Community Green, and up to 1,300 parking spaces. More at http://www.bostonplans.org/projects/development-projects/allston-yards

Many thanks,
John Quatrale

Unbound Visual Arts
320 Washington St., Suite 200
Brighton, MA 02135
UnboundVisualArts.org

Allston Yards Art Center Supporters.xlsx
16K

B

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

Allston Yards Comments 06/15/2018

1 message

Anthony D'Isidoro Fri, Jun 15, 2018 at 6:15 PM
To: Casey Hines <casey.a.hines@boston.gov>
Cc: Anabela Gomes, Andrea Howard, Bernadette Moran Lally, "Bligh, John", Colin Akerly, "Daly, Dan", Emma Walters, Jean Powers, John Cusack, "Leis, Peter", Monica Rodriguez-Hernandez, Rosie Hanlon <Rosie.Hanlon@boston.gov>, Warren O'Reilly <warren.oreilly@boston.gov>

Hi Casey,

Let me say I fully support the positions taken by the Brighton Allston Community Coalition (BACC) in their comment letter dated June 8, 2018.

A few additional thoughts.

The Lantera Building at Boston Landing should be treated as an exception to the rule and not the standard for the site bordered by Everett St, North Beacon St, Market St and the Massachusetts Turnpike. It should never have been approved at 195 feet with a 20-25 foot mechanical penthouse.

The spirit of the Guest Street Planning study should be adhered to. It was a recent study the community worked in good faith with the City to produce. What standing would the City have with the community if they simply choose to not hold potential developers accountable. With additional development coming to the site, if every project "maxed" out their holdings, the outcome would be catastrophic for this community.

Again, Allston Brighton is not a downtown neighborhood. Let's stop approving projects as if it is.

On parking. If the developer is going to charge extra for the .5 parking (except for the supermarket), what assurances do we have that residents and local workers who own cars and don't want to pay the extra fee simply secure a resident parking permit and grab what remaining public spaces exist. Charging for resident parking permits and increasing fines for parking violations will not get it done.

Finally without exaggeration, this project is right up there with Barry's Corner and the Massachusetts Turnpike Extension with its potential to land a devastating blow to a community where others have imposed their will simply because of who we are and where we are located. To this day, those two events, emotions still run deep.

For the residents of Allston Brighton it all about respect for those who came before us, for those who now call this community home and for what we leave behind for those to come.

We look to the Mayor and the Boston Planning & Development Agency to show leadership for the long term, to do what is right and use this historic cycle to help us build a community we all can be proud of.

Tony

33 Brainerd Road, #208
Allston, MA 02134
June 15, 2018

Ms. Casey Hines
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 Ms. Hines:

Thank you to you and to the BPDA for continuing to get input from the community regarding the development of the Stop and Shop property on Everett St. in Allston. This site is of great importance and concern to the residents of Allston-Brighton.

I join with other members of the community in making the following recommendations:

Height/Density Decrease the project's density, including the height of the proposed buildings.

Homeownership Require that at least half of the residential units be condominiums available for homeownership. Most of these condominium units should have a deed restriction to ensure that they remain owner occupied.

Affordability Increase the number of affordable units.

Transportation Make significant improvements in public transportation in an effort to reduce traffic congestion produced by this and other nearby developments.

Housing for Families Offer fewer small residential units and more two- and three-bedroom units that would be appropriate for families.

Green Space Require that a significant amount of green space be included as part of the project. A large portion of this green space could be publicly owned by the city's Parks and Recreation Department. This would ensure that the green space would remain a park for years to come.

It is my hope that the developer will continue to work with the city, the BPDA, and the community to produce an even better project that will enhance and help stabilize our neighborhood.

Sincerely,
Gloria Tatarian
Allston Resident

Ms. Casey Hines
Boston Planning and Development Agency

June 14, 2018

Dear Ms. Hines,

As a member of the Stop and Shop Allston Yards IAG and a resident home owner in Allston. I have sat through every Allston Yards IAG meeting continually expressing my thoughts on this massive project. I have lived in this neighborhood for over 45 years and have been an involved community member. I have been approached by more neighbors with questions about this development project than any other project I have been involved in. They continually ask about the number of new condos being proposed and wonder "how they can possibly fit that many apartments in that location" and "will they ever be able to drive to the grocery store again because the traffic is already so bad around this area".

I believe this project has many issues with density and height and transportation/traffic being at the top of the list.

I am **opposed** to this project as it is now proposed.

The following are a list of issues that most concern me.

1. After asking for a deduction in both **density and height** at every IAG meeting the developer finally deduced the number of units from 1090 to 960 and the height by a few stories. This is just not enough! I suggested that they consider 3 building as opposed to 4 leaving more green space and parking for those who do not want to park in a building garage, Uber/Lift drop off and pick up areas, HUB way etc.

2. **Transportation and traffic** are the biggest issue in this area now. The developer seems to think by adding a traffic signal and removing a wall on the Everett Street Bridge they will solve the traffic issues of this area. They fail to recognize that by adding **1090 addition units of housing** to this area will only make it much more congested. The commuter rail does not run all day and no one can predict what will happen with the MBTA therefore people will need to seek alternative means of transportation. Our neighborhood streets cannot take any more traffic from people trying to avoid the main streets that are already congested. The developer did not even address the safety issue on the other side on the Everett Street Bridge near the now vacant Harvard building. The neighborhood is trying to absorb the increased foot traffic from the new commuter rail riders, the sidewalk are not wide enough to accommodate this amount of people let alone adding more without taking this problem needs to be involved in any new development discussion. With every new building built in Allston Brighton the traffic study becomes obsolete. They suggest that by looping traffic down Arnold Street to North Beacon Street then onto Everett Street that it will solve the traffic issues. This might make sense in solving the present traffic issues but when adding 1090 units of housing, retail, increased commuter riders, bikes, and Uber/Lift drivers along with

pedestrian traffic their solution will not begin to touch the potential traffic nightmare this will create for Allston Brighton.

3. **Parking** in our neighborhood is nonexistent. As part of the Boston Landing development 2 hour parking limit signs were posted and people still park and walk to the train every day causing a loss in street parking. Potential Allston Yards resident's leases and deeds need to have a deed restriction prohibiting tenants from receiving resident parking stickers so they will be discouraged from parking on Allston Brighton streets. This should be part of their deeds and leases and the City of Boston should enforce the program.

4. **Home-ownership** in Allston Brighton is at an all-time low, people have to be invested in their community for it to thrive and the best way to achieve this is having residents own their own homes. The proposed 10% of units for home ownership is not nearly enough, I believe 40-50% would be a good place to start; these units need to be affordable. The rental units also need to have a higher percentage earmarked as affordable housing.

5. **The proposed green space** being expanded to 1 acre is a move in the right direction. I believe the 1 acre green space/park area should be owned by the City of Boston not the developer.

Allston Brighton is overrun by development, we have 17 IAG projects and we cannot support any more large developments. I believe this project is much too large and urge the BPDA to consider all the development that is taking place in Allston Brighton before approving this project as it's currently proposed. I am opposed to the project.

Bernadette Moran Lally
Allston Yards IAG Member
11 Alcott Street
Allston, Ma 02134

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

Allston Yard proposed project

1 message

Farah Cole Fri, May 25, 2018 at 9:02 AM
To: Casey.A.Hines@boston.gov

Dear Mr Hines,

Hope you are well.

I am a resident of Allston / Brighton and am writing to express my thoughts about the proposed project for Allston Yard.

As you are aware, Allston / Brighton neighborhood of Boston is getting clobbered by developments with not much respect for the residents and a livable community. Most proposed developments lack enough green spaces where people can enjoy lives with their families and friends. In addition, most proposed developments are for rentals with absentee owners who do not necessarily have the interest of the community residents in mind.

Therefore, I see necessary as a resident to urge the city to make sure a new Allston Yard project will be with residential units for sale instead of rent and, with a percentage affordable units allowed for low or moderate income people. In addition, there needs to be adequate green space and tree and flowering shrubs lined around the developments.

We are tax payer residents and as people in JP, Beacon Hill, Back Bay, etc.. want and need clean, green and livable neighborhoods and would like the city to pay attention to us.

Thank you for your attention.

Sincerely,

Farah Ravanbakhsh
35 Langley Road
Brighton, Ms. 02135

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

Interest in Allston Yards Development Project

1 message

Connor Schoen Thu, May 24, 2018 at 2:25 PM
To: casey.a.hines@boston.gov
Cc: Tony Shu

Hi Casey,

My name is Connor Schoen, and my friend Tony Shu and I started Breaktime about six months ago. As the attached video describes, Breaktime is a social enterprise that opens cafes to provide second-stage, stable employment alongside vocational training and career advising to at-risk young adults experiencing housing instability.

We are planning on opening a cafe at 290 Western Ave. in Allston on September 15, 2018. After a discussion with Allston CDC, we were wondering if you'd be interested in **partnering with us on a community development package**. According to the folks at Allston CDC and Allston Main Streets, this is something that local developers are required to invest in. We'd love to partner with you on this.

Please reach out if you'd like to connect in talk more. For now, I've attached our business plan. This focuses on our Central Square location, but all the basic logistics/models will be the same for Allston, except we'll be partnering with Crimson Bikes instead.

Best,
Connor

B

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

Allston Yards : opposed

1 message

Jeffrey Houben Fri, May 18, 2018 at 8:05 PM
To: Casey Hines <casey.a.hines@boston.gov>

need 1st floor supermkt better for elderly, disabled, & shoppers w/kids
fewer less dense blgs
2 acre park

Jeffrey Houben

B

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

Allston Yards opposed. we need less blg, large park

1 message

Eileen Houben Fri, May 18, 2018 at 8:03 PM
To: Casey Hines <casey.a.hines@boston.gov>

Casey,

more detail Mon nt after holiday &
new granddaughter naming.

Eileen Houben
Corey Hill

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

Replaces my earlier comment, correcting typo

1 message

Chandler R Fri, May 18, 2018 at 9:51 AM
To: Casey.A.Hines@boston.gov

Dear Ms. Hines:

I am writing as a close abutter to the Allston Yards project to express my deep dissatisfaction with the designs I have seen for one of the largest projects in the City of Boston.

My wife and I have owned our house on Aldie Street for 12 years; we have two small children and are deeply committed to a vibrant and appealing neighborhood. I am a great supporter of investments in the neighborhood and have never opposed any project here. But I am very upset about Allston Yards, which seems unusually ugly and ill-considered.

My chief concern is the design, which seems to be an attempt to squeeze as many apartments onto the available land as cheaply as possible. The buildings proposed are the kinds of faceless blocks that have ruined Kendall Square. There is no attempt to scale the street fronts of these large buildings so that they allow for an attractive pedestrian zone. Instead, Allston Yards seems eager to repeat the mistakes made further west on Guest Street, where the Lantera apartments and the office buildings across the street form a forbidding, sterile canyon of concrete and glass.

This sort of soulless wind tunnel ruins any appeal the buildings might have to tenants and shoppers. We, for example, were very excited when Flatbread Pizza opened on Guest Street; it's easily accessible from our house on foot. But we have not gone back since opening night. Why would we again walk through that gigantic Legoland, with noise from the Pike echoing off its dreary walls of glass?

It's one thing for Kendall Square developers to build sterile office blocks: they never expected their tenants to live there. But I'm amazed that the Allston Yards developers think they are maximizing their returns. As it is now designed, Allston Yards looks like the kind of place that no one could possibly live in for more than a year or two. Are the developers looking for high turnover? Do they want to drive their own tenants away?

If not, I strongly encourage them to invest in much better street-level design, and to include much more green space. If they would like to see what appealing and profitable buildings look like, I strongly encourage them to consider the thoughtful design of Continuum in Barry's Corner. Sadly, what they are prepared to build looks more like the floundering Trac 75 building on Braintree Street.

In conclusion, let me stress that I am not an opponent of development: we want the developers of Allston Yards to earn substantial profits from a great development. I write only to implore them not to waste their money and wreck our neighborhood at the same time.

Yours sincerely,

Chandler Rosenberger
4 Aldie Street
Allston

B

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

Keolis adding 4 more stops at Boston Landing (Bruce Mohl, Commonwealth Magazine: May 15, 2018)Re: Allston Yards Parking Discussion

1 message

Anthony D'Isidoro Thu, May 17, 2018 at 9:39 PM
To: Casey Hines <casey.a.hines@boston.gov>
Cc: Anabela Gomes , Andrea Howard , Bernadette Moran Lally , "Bligh, John" , Colin Akerly , "Daly, Dan" , Emma Walters , Jean Powers , John Cusack , "Leis, Peter" , Monica Rodriguez-Hernandez , Rosie Hanlon <Rosie.Hanlon@boston.gov>

Hi Casey,

The article below raises again the fear of increased drop-off and pickup traffic passing through our neighborhood streets and onto the New Balance/Stop & Shop site, competing with traffic associated with the New Balance and Stop & Shop developments; the fears of many IAG members regarding a staging area for the commuter rail stop that will underserve the demand, pedestrian and bike safety and sidewalks that will not safely accommodate the commuters who choose to enter and exit the station from the Everett St bridge. Will additional signaling as proposed help or bring the whole area to gridlock during rush hour?

With all the development yet to come in close proximity to New Balance and Stop & Shop, the transportation presentations to date have yet to convince me that sustainable mobility is achievable.

Tony

Keolis adding 4 more stops at Boston Landing (Bruce Mohl, Commonwealth Magazine: May 15, 2018)

Increased traffic could have implications for West Station

THE MBTA'S COMMUTER RAIL OPERATOR said that four additional trains will stop at Boston Landing Station starting Monday to accommodate increased passenger traffic, which advocates for a proposed West Station say is a positive sign of customer demand in the area.

Boston Landing, located on the Framingham-Worcester Line, opened a year ago adjacent to a mixed-use development that includes the New Balance headquarters. Traffic estimates have varied dramatically for the station, but officials at Keolis Commuter Services decided passenger growth warranted adding one stop on inbound train 500, which leaves Worcester at 4:45 a.m., and so-called flag stops on the outbound 511, 513, and 515 trains. With flag stops, the train stops if a passenger is waiting on the platform or if an on-board passenger asks to be let off.

Currently, 34 trains stop at Boston Landing every weekday.

Jim Aloisi, a former state secretary of transportation and a board member of TransitMatters, said the need for increased service at Boston Landing is a strong indicator of demand for rail service in the area. "For me, that's an affirmation that if we build a station like West Station you will attract

riders. This is not a theoretical proposition," he said. "I think the demand at West Station would be even greater."

Aloisi and other transit advocates want to build West Station toward the beginning of a massive development initiative being led by Harvard University in the Allston area. By contrast, state officials have suggested holding off on construction of the station until 2040, when Harvard's development will be further along and traffic models forecast 250 daily commuter riders and 2,900 bus riders.

At Boston Landing, Keolis officials estimate 300 passengers a day are passing through the station just a year after it opened. Occasionally, traffic is much higher; Keolis spokesman Justin Thompson said 575 to 600 passengers used the station during one week in April. A large chunk of the 1.75 million square foot development at Boston Landing is already built out.

Keith Craig, director of development at New Balance Development, said in an interview in December that his company did passenger counts during a week in October and found between 700 and 900 daily passenger trips. The state in 2009 forecasted 2,400 boardings eventually at Boston Landing.

In a telephone interview Tuesday evening, Craig said he expects traffic at the station to increase this summer because the prime office space is now fully occupied and units in residential buildings are currently being leased.

Aloisi thinks West Station could be even more attractive to riders than Boston Landing because of its proximity to Harvard and Boston University, as well as its access to a possible rail connection to Kendall Square in Cambridge and North Station. Harvard has offered $8 million toward an interim West Station (basically a commuter rail stop between Boston Landing and Yawkey) and $50 million toward the full buildout.

The Worcester-Framingham Line has made a big turnaround over the last year, going from one of the worst performers in terms of on-time performance to being on time at least 90 percent of the time.

B

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

Allston Yards Project

1 message

Chandler R Thu, May 17, 2018 at 4:59 PM
To: Casey.A.Hines@boston.gov
Cc: mark.ciommo@boston.gov, kevin.honan@mahouse.gov, Michael.Moran@mahouse.gov, HomeownersUnionAB@gmail.com

Dear Ms. Hines:

I am writing as a close abutter to the Allston Yards project to express my deep dissatisfaction with the designs I have seen for one of the largest projects in the City of Boston.

My wife and I have owned our house on Aldie Street for 12 years; we have two small children and are deeply committed to a vibrant and appealing neighborhood. I am a great supporter of investments in the neighborhood and have never opposed any project here. But I am very upset about Allston Yards, which seems unusually ugly and ill-considered.

My chief concern is the design, which seems to be an attempt to squeeze as many apartments onto the available land as cheaply as possible. The buildings proposed are the kinds of faceless blocks that have ruined Kendall Square. There is no attempt to scale the street fronts of these large buildings so that they allow for an attractive pedestrian zone. Instead, Allston Yards seems eager to repeat the mistakes made further west on Guest Street, where the Lantera apartments and the office buildings across the street form a forbidding, sterile canyon of concrete and glass.

This sort of soulless wind tunnel ruins any appeal the buildings might have to tenants and shoppers. We, for example, were very excited when Flatbread Pizza opened on Guest Street; it's easily accessible from our house on foot. But we have gone back since opening night. Why would we again walk through that gigantic Legoland, with noise from the Pike echoing off its dreary walls of glass?

It's one thing for Kendall Square developers to build sterile office blocks: they never expected their tenants to live there. But I'm amazed that the Allston Yards developers think they are maximizing their returns. As it is now designed, Allston Yards looks like the kind of place that no one could possibly live in for more than a year or two. Are the developers looking for high turnover? Do they want to drive their own tenants away?

If not, I strongly encourage them to invest in much better street-level design, and to include much more green space. If they would like to see what appealing and profitable buildings look like, I strongly encourage them to consider the thoughtful design of Continuum in Barry's Corner. Sadly, what they are prepared to build looks more like the floundering Trac 75 building on Braintree Street.

In conclusion, let me stress that I am not an opponent of development: we want the developers of Allston Yards to earn substantial profits from a great development. I write only to implore them not to waste their money and wreck our neighborhood at the same time.

Yours sincerely,

Chandler Rosenberger
4 Aldie Street
Allston

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

support of a 1-acre Allston Yards Public Park.

1 message

Nancy O'Hara Thu, May 17, 2018 at 8:35 AM
To: Casey.A.Hines@boston.gov
Cc: mark.ciommo@boston.gov, kevin.honan@mahouse.gov, Michael.Moran@mahouse.gov, HomeownersUnionAB@gmail.com

I write in support of a 1-acre Allston Yards Public Park. We want this park to be of significant size, and as nicely designed and planted with beautiful vegetation as the Allston Library park.

Currently, the Allston Yards developer proposes to allocate just 0.5 acre for the so-called "community green". This is not enough — it should be 1 acre, given the enormity of the proposed development, and the density that was created by New Balance. This Allston Yards neighborhood needs a REAL BEAUTIFUL NEIGHBORHOOD PARK – a place that can be enjoyed by people of different ages, from children to seniors.

Thank you.

Nancy O'Hara

B

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

Allston Yard Park

1 message

Wayne Webster Thu, May 17, 2018 at 7:45 AM
To: Casey.A.Hines@boston.gov
Cc: mark.ciommo@boston.gov, kevin.honan@mahouse.gov, Michael.Moran@mahouse.gov, HomeownersUnionAB@gmail.com

Dear Ms. Hines,

I would like to weigh in in favor of a substantial public park as part of Allston Yard. In a congested neighborhood that is destined to become more crowded with the new building and development underway, it is very important to preserve some open space for the enjoyment of the community.

Thank you for your consideration regarding this matter. Ellen Webster

May 10th , 2018

Comments on the proposed development at 60 Everett Street / Stop & Shop

Dear Ms Hines,

Thank you for the opportunity to comment on this important development in our neighborhood.

Our opposition to this project relates to serious concerns which are as follows.

1) Density

We fully appreciate that a site of this size located at a commuter rail stop is an ideal location to build a large number of units. However this project is too dense and too high. **The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high.** What happened to the the recommendation of the Guest Street Study? The proposed height and mass of Building #1 is totally out of proportion to the adjacent residential neighborhood across the street at the Honan Apartments.

We are not against developement per se but what is being proposed here is a dormitory community where people just come to sleep. On a site this size there was the potential to build and interesting and inovative "Urban Village" on a human scale, that is economically and demographically diverse.

2) **More Family Units**

The proposal of 1,200 bedrooms in 1050 rental units is not the type of housing we need in Allston Brighton. This configuration means that **the vast majority of units will be studios or one bedrooms with only thirty 3-bedroom units.** Allston Brighton has had 5-7 years of intense development and the vast majority of those thousands of units have been studios and one bedroom rental aparments. We have thousands of over priced studios and one bedrooms and **very few three and four bed units suitable for middle income and working families.** This type of housing further encourages a transient community of young people that is unable afford to stay and but down roots in the neighborhood. This is not good for the long term health and stability of our community. The millenial generation are getting older. They will want to partner up and start families and there will not be housing to meet their needs. (This is already happening in other high demand metro areas, Boston is just a behind the curve.) If Boston wants to attract and keep these talented young people we need to have a plan that makes our community attractive to familes.

3) Affordable Units

With a project of this size there is an opportunity to partner with an affordable housing developer to incorporate **at least 20% affordable units that are more deeply affordable than the 70% AMI.** We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so.

4) More Home Ownership

Building1050 units of exclusively rental housing is an unmitigated disaster for a community that is at a tipping point interms of owner occupancy. Allston's owner occupancy is around 10% and Brighton's owner occupancy has plumetted to 21% from 25% a few years ago. This is well below the city wide average of 35%.

5) No investor units: No Short term rentals

We would like to see restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals. This further destabilizes the neighbordood and adds to the housing shortage.

6) Parking

The developer' assumes that there is no need for more that 0.5 parking spaces per unit because of the close proximity to Boston Landing. So why are there 600 parking spaces allocated to the office building? The residential parking ratio is being justified by comparisons with developments in the West End and Fenway. This is not valid comparison. Apart from the commuter rail which has infrequent service during the day, evenings and on weekends, this location is poorly served by public transit. It is not close to the Green line and the MBTA bus service is over extended and above capacity.

7) Transportation

Public Transit - MBTA buses
There needs to be an intrgrated plan for the MBTA bus service on this site, providing adequate bus stops (pleural!) with bus shelters, a drop off for the commuter rail, and turning circle for MBTA buses an Shuttle buses. The level of anticipated commuter rail ridership drawn from across the neighborhood might justify a permanent mini bus station.

Little attention has been paid to how this project will connect with the rest of the neighborhood especially to the west and on a North/South axis. With the rapid development in Allston Brighton we need to hear more from the MBTA on how they are planning to improve service to this area especially to Cambridge and the Longwood Medical Area.

The present Stop & Shop supermarket is an essential neighborhood amenity and it needs to be well served by a regular, and reliable bus service in addition to adequate parking for customers using cars and vans.

Bike Lane and Pedestrian Access to the Charles River
The bike lane improvements on site are to be applauded. However inprovements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed.

8) More Green Space

Approximately 30,000 sq' of green space in a 1,900,000 sq' development far from adequate. Allston has the lease amount of greenspace of any Boston neighborhood. This project needs more green space in the form of a well meaintained public park with of least 1 acre, with a committment to planting mature trees. A public park on this site would enhance the quality of life and make it a more desirable.

Thank you for the opportunity to comment.
We look forward to further community dialogue about this improtant development.

Sincerely,

Elizabeth A. Breadon &. Mary A. McCarthy

33 Champney Street,
Brighton
MA 02135

B

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

Allston Brighton Parks

1 message

Leone, Linda Wed, May 16, 2018 at 4:01 PM
To: "Casey.A.Hines@Boston.gov" <Casey.A.Hines@boston.gov>

Good afternoon,

I have been asked to send along my feelings about the onslaught of buildings and lack of green space in the Allston-Brighton area.

With additional high rise buildings being built in Allston Brighton area (see clip below) the need for green space, playground, walking paths, bike paths, etc. is enormous.

Please consider the local residents who have lived here for generations as new development PLOWS into our neighborhoods. Not adding a new park, or several, with a playground area sends a strong message to us, the local residents. I, as a lifelong resident, feel that we are not important & our needs are certainly not part of the big picture". I have lived in 02134/02135 my entire life and am **overwhelmed** with the construction and traffic. Please think of the needs of the residents. Children need a place to run and play with other children outside. Adults and seniors need a place where they can walk, talk and socialize with their friends and neighbors.

We all know change is eminent but we must also remember that the people who made Allston and Brighton wonderful deserve some small piece of their neighborhood to still be cheerful and feel like *home.*

Thank you for your time.

Linda Leone

Bayard Street and now Harriet Street

Taken from the Allston/Brighton group emails.....

Allston Yards, the proposed huge multi-high-rise development project on the Stop & Shop site, with 20-story buildings following in the footsteps of what New Balance built (and more NB buildings are still to come), may bring as many as 4,000 new residents to the area, and an unknown number of workers/employees. This is in addition to other dense projects mushrooming all over the neighborhood, with more in the pipeline.

Many of us are asking ourselves: What is the neighborhood going to get out

of all this rapid densification besides perpetual traffic congestion, darker streets, and loss of open views and mature trees?

Such a great increase in Allston-Brighton¹s population (it looks like it¹s going to be a 30% jump in just a few years) is going to be straining our public resources, including public parks. We need more protected public parkland, especially in areas that are getting lots of development, but lack green/open space. This is critical to public health, and to ensuring Allston-Brighton¹s desirability as a place to live.

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

Allston Yards - Public Park

1 message

Wayne Webster Wed, May 16, 2018 at 1:53 PM
To: Casey.A.Hines@boston.gov
Cc: mark.ciommo@boston.gov, kevin.honan@mahouse.gov, Michael.Moran@mahouse.gov, HomeownersUnionAB@gmail.com

Dear Ms Hines,

As a long time resident of Allston/Brighton (45 years) I wish to offer my strong support to idea of a public park of some size, an acre or so, as part of the Allston Yards project. Living near Oak Square where several public parks exist I know that they have great benefit to the neighborhood. Allston Yards should have that same benefit. When one considers the density of both people and cars that will be created by this project (and other projects in the area) open space will be crucial to the quality of life of the Allston Yards neighborhood. Please consider this request when discussing this project with the many stakeholders. Thank you.

Sincerely,

Wayne L Webster

B

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

Allston Yards

1 message

Peter Kingman Tue, May 8, 2018 at 2:56 AM
To: Casey.A.Hines@boston.gov

Dear Casey A. Hines,

Everett St. is the dividing line between Brighton and Allston. West of Everett St. is Brighton. East of Everett St. is Allston. The only reason that Stop & Shop has a mailing address in Allston is because the nearest post office is in Allston. The old cattle yards were west of Everett St. in Brighton. The old Beacon Park railroad yard was about half a mile east of Everett St. in Allston. The bottom line is that Stop & Shop's property is in Brighton. Ann the name "Allston Yards" is inappropriate.

Peter B. Kingman

BOSTON

Martin J. Walsh, Mayor

May 7, 2018

Ms. Teresa Polhemus
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

RE: Allston Yards at 60 Everett Street

Dear Ms. Polhemus:

Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the Allston Yards at 60 Everett Street, a mix of uses which includes 1050 residential units, and office and retail use.

The plans show open space in the form of roof top terraces as well as a "Community Green" that will be .5 acre in size. This passive use space will be privately owned and controlled rather than truly public. It will be anchored by a restaurant. It is not clear where the restaurant's handicapped and other parking, loading, trash facilities, etc. will be located in relation to the open space.

The proponent should clarify if pets are to be allowed in this development, as a project of this density can create a burden on the public realm unless pets are accommodated on site.

Needs Assessment

Mayor Walsh endorsed the Trust for Public Land's "Ten Minute Campaign" to ensure that all residents live within a 10 minute walk of a public park. The attached map from the City's *Open Space Plan 2015-2021*, shows that the location of this project is beyond any park service area.

Nearby public parks such as Portsmouth Playground and Penniman Park are already in high demand and in need of improvement. The DCR parcel at Leo Birmingham Parkway is under consideration for housing, which could lead to a further deficit of public open space in the area.

The project should address how it is addressing the public open space needs outlined in the City's Imagine Boston 2030, which includes the Open Space and Recreation Plan 2015-2021. The active recreation needs of this new population should be provided onsite or mitigated offsite so as not to impact already overburdened public parks.

Impact Assessment

This mixed use project will include 1050 residential units. The number of anticipated residents was not provided in the PNF, but can be roughly estimated at 1000 – 4000 residents, with additional users of the office, retail and restaurant space.

Boston Parks and Recreation Department
1010 Massachusetts Ave., Boston, MA 02118 / Tel.: 617-635-4505 / Fax: 617-635-3173

This project includes a marginal amount of open space with no active recreation amenities. Residents will rely on existing public open space and impact an underserved neighborhood.

The proponent should provide the maximum projected population of residents and other users. The proponent should also detail the open space acreage that is being provided. Streets, sidewalks, plazas and parking should be counted as public realm, not conflated with park land.

This assessment will inform the demand for park land for active recreation use at buildout, compared to the amount of open space to be provided by the project, the resulting impacts to existing public open space in the neighborhood, and the appropriate mitigation of this impact.

Protection in Perpetuity

The community green will be open to the public but privately owned. The provision of permanently protected public open space is critical to balance development in this neighborhood.

Land that is provided as impact mitigation should be permanently protected through conservation restrictions or through transfer to public ownership. It may be privately managed.

Mitigation

The proponent has initially proposed $15 million in transportation improvements and $4 million for a community and public realm fund for neighborhood projects. However, this proposal does not include a strong commitment to public parks. There is an imbalance between the investment in traffic management and the investment in open space infrastructure.

The Allston neighborhood continues to increase in density, without a commensurate investment in public open space to balance the development, nor serve the existing community.

BPRD respectfully requests that this development make a substantial contribution to the acquisition and creation of a new publicly owned park to serve the active recreational needs of the residents of this neighborhood. This contribution should be at a level commensurate with the impact of over 1000 new households which will otherwise rely on existing public open spaces.

Thank you for your consideration of the above.

Sincerely,

Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

cc: Christopher Cook, Commissioner, BPRD
Liza Meyer, Chief Landscape Architect, BPRD
Jon Greeley, Director of Development Review, BPDA
David Carlson, Deputy Director of Urban Design, BPDA
Casey Hines, Project Manager, BPDA


0 0.2 0.4 0.6 0.8 1 Miles
N
WATERTOWN
CAMBRIDGE
BROOKLINE
NEWTON
Western Avenue
North Beacon Street
Everett Street
Cambridge Street
Harvard Street
Washington Street
Commonwealth Avenue
Access: Park Service Areas
Beyond any park service area
Served by 1 park
Served by 2 parks
Served by 3 or more parks
Neighborhood Boundary
Publicly Accessible Open Space
Other Open Space
Martin J. Walsh, Mayor
Map 10: Park Service Areas
Allston-Brighton
Boston Open Space Plan 2015-2021
December 2014
Prepared by the City of Boston
Parks & Recreation Department

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

Allston Yards

1 message

Gerard Teichman Fri, May 4, 2018 at 6:51 PM
To: Casey.A.Hines@boston.gov

Hi Casey,

I was walking around my neighborhood to find housing developments that are on a humane scale. These pictures were taken off Allston St. In Allston.
Residents don't want high rise development adjacent to traditional wood frame neighborhoods.

The plans call for a gated community. Is this the future for Allston Brighton? Do you want to wall off more of the city for the tax revenue? Don't let the carrot of a grocery store become a factor in a design that is not appropriate for this neighborhood.

Thanks for your time,

Gerard

Gerard Teichman

3 attachments

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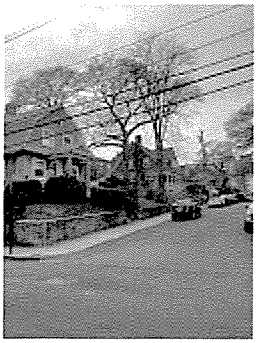

B

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

Allston Yards Comment Letter 05/01/2018

1 message

Anthony D'Isidoro Tue, May 1, 2018 at 4:36 PM
To: Casey Hines <casey.a.hines@boston.gov>

Hi Casey,

I wanted to provide some additional thoughts regarding the issue of parking.

I have serious reservations regarding the current parking ratios for residents and workers.

In the article below, Politico estimates that 52% of millennials in Boston rely on alternative modes of transportation. Therefore 48% of those do not.

I would suspect that the bulk of the 52% includes those with no transportation options primarily due to income and those who do have choices and do the right thing by taking private and public transportation, walking and biking.

I suppose the 48% is primarily those who have transportation choices and pick the car.

The concern I have as I stated last night is as you know I have shared some recent analysis with you that concludes for an individual who wants to rent or own the smallest unit in these new developments they must be earning at least $100,000 (for homeownership, $100,000 down payment as well) or be an empty nester or someone who is downsizing with considerable assets in the bank.

The third of the millennials funneling at least 35% of their income to rent or homeownership in the article, probably fall in the 52% category.

All my tenants are young millennials with good jobs and all of them have cars. The costs to live in these new developments and the people who can comfortably afford it, many of them will want to own a car.

Continued reliance on the MBTA coming to our rescue any time soon is dangerous. Even many of the young people have given up and utilize Uber and Lyft, which by the way is generating a lot of motor vehicle traffic.

Public transit right now can't compete with the car and now that the battery glass ceiling has been shattered (one charge=400 miles, rapid recharging stations), electric cars will also be extremely attractive to those who promote clean energy.

When you move from a studio to a one, two or three bedroom unit and the income/assets that will require, I can't believe car(s) would not factor in, especially for the homeownership units.

On office space, I believe they stated the urban guideline is one car per 1,000 square feet of office space. The general rule of thumb is to allow anywhere between 125 and 225 usable square feet of office space per person. This of course, depends upon the type and style of the business and the workspace layout. That scares me as well. One car for 4-8 office people.

Tony

Boston Has the Second-Most Impactful Millennial Population Nationwide (Hayley Glatter, Boston Magazine: April 30, 2018)

According to new rankings from Politico, the size and productivity of the Hub's 25- to 34-year-olds are second only to San Francisco.

Boston may not be the nation's millennial powerhouse, but at least we've earned the biggest participation trophy.

According to a new study from Politico, the size, composition, and impact of San Francisco's population between the ages of 25 and 34 makes it the country's most millennial-molded metropolis. Meanwhile, Boston's large, dynamic population of young people snagged the Hub the silver.

The rankings are based on several factors aimed at quantifying millennials' impact and productivity across the country. Criteria include the relative size and education level of a city's young population; the robustness of an urban center's economy; the percentage of new arrivals in a metropolis; and how common it is for young people to rely on a city's public transportation system.

Adults ages 25 to 34 make up 23 percent of the Hub's population, and 15 percent of those folks moved to Boston within the last year. Politico noted that the majority of young people—52 percent—rely on alternative modes of transportation like the MBTA or walking to get around the city. The data also paints a picture of Boston's expensive, crowded housing market, finding that nearly a third of millennials funnel at least 35 percent of their income toward rent or homeownership fees.

While the Hub's millennials kept pace with those who call San Francisco home in several demographic categories, the Northern California powerhouse pulled away from us in terms of job growth and median income level. Between 2012 and 2016, the number of jobs in the Hub grew by 12 percent, while in San Francisco, the number of open positions jumped 27 percent. And while the average income level of a millennial-headed household in Boston stands at $74,000, the figure totals $120,000 in San Francisco.

Politico's rankings support the idea that young people are gravitating toward coastal destinations. Aside from Denver, Minneapolis, and Austin, the top 10 cities shaped by millennials all touch either the Atlantic or Pacific Ocean. Along with San Francisco and Boston, Washington, D.C., rounds out the list's top-three, while New York came in at no. 11, and Chicago notched the 19th-place spot.

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

Allston Yards feedback 2

1 message

bobbuchanan1 Thu, Apr 26, 2018 at 2:33 PM
Reply-To: bobbuchanan1
To: casey.a.hines@boston.gov

Casey

- Buildings are 1/3 too tall, height should be between those of the houses to the east and Bruins or New Balance to the west.
- 1000 units better have deeded parking spaces. If there are only going to be 500 spaces for 1000 units then deeded spaces a must.
- Parking spaces need to be set aside for Commuter Rail.
- Stop and Shop looks too crowded in space. If you make it too inconvenient to shop there then, the Star Market on Western Ave will win.
- No playground?
- Location of free parking spaces need to be highlighted and numerated

Robert Buchanan

1 Adamson Street

Allston, MA 02134

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

Fwd: Allston Yards feedback

1 message

bobbuchanan1 Thu, Apr 26, 2018 at 2:26 PM
Reply-To: bobbuchanan1
To: Casey.A.Hines@boston.gov

---------- Original Message ----------
From: bobbuchanan1 <bobbuchanan1@comcast.net>
To:
Date: April 26, 2018 at 2:19 PM
Subject: Allston Yards feedback

Casey

- Buildings are 1/3 too tall, height should be between those of the houses to the east and Bruins or New Balance to the west.
- 1000 units better have deeded parking spaces. If there are only going to be 500 spaces for 1000 units then deeded spaces a must.
- Parking spaces need to be set aside for Commuter Rail.
- Stop and Shop looks too crowded in space. If you make it too inconvenient to shop there then, the Star Market on Western Ave will win.
- No playground?
- Location of free parking spaces need to be highlighted and numerated

Robert Buchanan

1 Adamson Street

Allston, MA 02134

Allston Yard (60 Everett St) Comments

1 message

Mike Thu, Apr 26, 2018 at 10:30 AM
Reply-To: Mike
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>
Cc: "william.conroy@cityofboston.gov" <william.conroy@cityofboston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "mayor@cityofboston.gov" <mayor@cityofboston.gov>, Mark Ciommo <mark.ciommo@cityofboston.gov>

Ms Casey Hines
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA. 02201
casey.a.hines@boston.gov
617.918.4244

Subject:
Allston Yard (60 Everett St) Comments

Ms Casey Hines;

I have cc Boston's Senior Transportation Planner, Bill Conroy as a courtesy because I use him as a reference in my comments.

I am a resident of Portsmouth Street, Brighton, MA. I live on the other side of the Mass Pike near this project.

Noise Pollution
Noise reflected back across the Mass Pike from the tall buildings of the New Balance/Boston Landing project should have been considered during their review stage. An extreme example is the Warrior Ice Arena has multiple stories glass panels tilted downward, focusing the noise back across the Mass Pike onto the residential neighborhoods.

There has always been some noise near the Mass Pike. However now it goes deeper into the neighborhoods and has reach safety hazardous levels, light rain intensifies the sound even more. Even homes near Boston Logan Airport have less noise pollution then we do.

The Allston Yard buildings needs to be design to minimize noise pollution. This could be using materials, shapes, angles, sound phase cancellation techniques, or whatever to stop sound reflections.

In addition, the Allston Yard project needs to fund a sound barrier wall between the Mass Pike and Lincoln Street along the length of Lincoln Street.

Traffic
Traffic is always an issue, however I am encourage by the propose traffic improvements for the

south end of the Everett Street Bridge over the Mass Pike.

The traffic impact from one site impacts many other areas. The traffic at the north end of the Everett Street Bridge also needs to improve traffic flow and safety to and from the "Old" Everett Street section which connects to Lincoln Street.

The Boston Police does not have the manpower to enforce the speed limit along Lincoln Street. Vehicles often **exceed twice the speed limit** along the long, straight, without any traffic controls Lincoln Street.

The intersection of "Old" Everett Street with Lincoln Street is a T with only a stop sign on "Old" Everett Street. I expect this project to increase north traffic over the Everett Street Bridge, then East on Lincoln Street and eventually to the Mass Pike as the alternative is often very congested. The Waze app will have them going this way to the Mass Pike. Making the "Old" Everett Street intersection with Lincoln Street a 3 way stop intersection will greatly increase the present and future safety without impeding the traffic flow. A traffic light would be even better.

Additional, traffic from **all projects** need to be considered together, not just individually. This includes demolition, construction and built. Traffic issues and possible solutions needs to be transparent with community input. Construction vehicles must never use residential streets unless the residential street is on the construction site. The growth rate used to predict future traffic needs to be updated to a realistic number.

There should be a moratorium on building projects should the BPDA be unable to do this in the timely matter.

Parking
Parking should be at least one per bedroom. However this project is unwilling to attempt this goal. The proponent assumes most of the people will be using public transportation, bikes, or walk.

Therefor the proponent will have no issues with a condition for approval that the **BTD commits not to issue street parking permits** to anyone living in the buildings. The precedent has already been set by BTD doing the same for other areas within Boston. Boston's Senior Transportation Planner, Bill Conroy, is my reference.

Additional Comments
Because of all of the above plus the density, height, limited open space among other issues, this project should greatly be modified before consideration.

Thank you for your time and consideration,
Michael Dziedzic
14 Portsmouth St
Brighton, MA

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

April 4th, 2018

Dear Ms. Hines

I look forward to a future public meeting on the Allston Yards development. It would be great to give the developers insight to what people in the neighborhood think about the project. I live on Western Ave., just a 10 minute walk away from the project site, and I work in an office at the 119 Braintree St. office building next door to the development. This project affects both my home and work life, so it means a lot to me. Here are some points I would like to bring up with the developers.

Affordability: We have an affordable housing shortage in the neighborhood and residents who wish to stay in the neighborhood are unable to do so, if their living situations change – such as starting families, or seniors looking to downsize. This section of Allston is being besieged by development, with over 1,800 units of housing currently being proposed within a half mile of Everett Street. A majority of this new housing will be luxury/upper-middle income rentals, with only the minimum required as affordable. With this proposal being over 1,000 units, we feel that the developer of this project can exceed the 13% requirement; 20% of affordable units can be feasible in this size of a project in my opinion. The median income in Allston is around $52,000 a year. Most of us living in Allston can definitely not afford all of the new, luxury developments, and even at 13% of units at 70% AMI, it is tough for us to make ends meet. I live in one of these units at Continuum and know this first hand. We want neighborhood stabilization in Allston, and this will give people the opportunity to call Allston home in the long run. **In order to receive my support as a neighbor, a greater percentage of the overall units need to be affordable**. Additionally, there are not enough family-oriented apartments being built in the neighborhood (mostly studios and one-to-two-bedrooms). **I would like to see three-bedroom units included in the proposal – specifically offered as affordable, so families can continue to stay in the neighborhood.**

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

Homeownership: Similar to the growing affordable housing shortage with rental housing, we are experiencing dwindling opportunities for homeownership in the neighborhood. Allston has less than a 10% homeownership rate, and although developers commit to building condos, these only end up being condos in theory and not in practice. Investors end up purchasing these condos and renting them out – this is currently playing out in the short-term rental market. **In order to receive my support as a neighbor, a percentage of the condos will need to have owner-occupant deed restrictions tied to them, not just the ones set aside as affordable by the BPDA. Additionally, I would like to see a percentage of the condos be affordable.** A condo without a deed restriction is simply a rental by another name. **I would also like to see restrictions within the condo documents limiting investors' ability to rent non-owner-occupied units as short-term rentals.** This further destabilizes the neighborhood and adds to the housing shortage. Studies have shown that short-term rentals through apps like AirBnb or companies like Sonder lead to higher rents in the surrounding area. These investments opportunities would hurt the entire rental market in Allston.

Transit and Traffic: With over 1,800 units of housing in the pipeline, for a such a small area, we need some real investments in transit and efforts in traffic reduction. This section of the neighborhood is already impacted by both congestion, cut-through traffic, and speeding - depending on time of day (North Beacon

Street and Everett Street specifically) and with the influx of housing within the area, this will only get worse! **In order to receive my support as a neighbor, I will need to see streets in-and-around the development be safe for users of all types, specifically pedestrians and those with mobility challenges.** Traffic reports for each of these developments only include the traffic impacts by each development, not all of the developments as a whole. I would be curious to see what all the traffic impacts look like together. It sounds frightening to be honest.

The development must also look to the future. Although it is situated next to the new Commuter Rail stop, people living in the development who don't work a normal 9-5 work schedule will need to get to work on time. I see a lot of these residents using services like Lyft and Uber, and there must be a drop off/pick up loading zone built into the roadways for the development to prevent traffic backups from cars pulling over willy nilly.

Green/Open Space: Allston has one of the lowest ratios of open space per resident anywhere in the city, and the developer's proposal of 0.5 acres for 1,050 units - doesn't come close to enough. **In order to receive my support as a neighbor, a greater percentage of green space needs to be included in the project.** I'm also curious about the programming for this green space. Who is going to manage it? Will the plan be effective? It sounds like a promise not tied to any strings, and the greenspace will essentially become a dog waste mine field for the residents of the development.

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

Thank you for reading my comments on the Allston Yards development. I look forward to learning more about this project and to having the opportunity to discuss these concerns in greater detail with both the developer and the BPDA in future meetings.

Sincerely,
Christine Varriale
219 Western Ave. Apt S317
Allston, MA 02134

Janice S. Bradlee
199 North Harvard Street
#623
Allston, MA 02134

April 3, 2018

Casey Hines
Boston Planning & Development Agency
City of Boston
Boston, MA 02210

Dear Ms. Hines:

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

The Stop & Shop and New England Development team have proposed a transformative, mixed-use project that will bring much needed housing, streetscape and traffic improvements, and open space to our community. The City desperately needs transit-oriented housing options like this, and the phased approach will allow the Stop & Shop to remain open in our neighborhood.

I know the developer will continue to work with our neighborhood to refine the project, but I want to lend my support for the initial plans that are under review.

Thank you,
Jan Bradlee

BRAINTREE STREET REALTY LLC

April 2, 2018

BY EMAIL AND FIRST CLASS MAIL

Ms. Casey Ann Hines
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Allston Yards Project, 60 Everett Street, Allston

Dear Ms. Hines,

On behalf of Braintree Street Realty LLC ("BSR"), I am writing in support of the Allston Yards project.

We are a direct abutter on the northeast corner of the project, where the Braintree Street extension road intersects with Everett Street. We support the important goals of the project to promote a transit-oriented mixed use project in a location that directly abuts the new Boston Landing train station. Inclusion of new housing, along with an affordable housing component, as well as a new Stop & Shop Supermarket improves this community. As such, we wholeheartedly support their development. We believe this is the type of smart growth project that the City should support.

We have reviewed the PNF and wanted to share the following additional observations. The project will result in important transportation improvements to the existing infrastructure, as well as providing substantial housing opportunities and open space. The current configuration of the street grid and supporting street extensions is an important part of the project and results in our full support.

Finally, the project proponent has been responsive to comments we have made on the project's specific impact on our property, and while the positive resolution of these comments may not be of as much concern to the general public, the project proponent's flexibility and cooperation reflects an extremely responsive approach that will bode well for the City and its residents as the project moves forward.

Sincerely,

BRAINTREE STREET REALTY LLC

Michael Blank, Manager

Boston Water and Sewer Commission

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

February 20, 2017

Ms
~~Mr.~~ Casey Hines
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: Allston Yards-Project Notification Form

Dear Ms. Hines:

The Boston Water and Sewer Commission (the "Commission" or "BWSC") has reviewed the Project Notification Form ("PNF") for the proposed Allston Yards Project (the "Project"). The Project site is located at 60 Everett Street in Boston's Allston neighborhood. The Project consists of the redevelopment of the property to include a mixed-use, transit-oriented development consisting of residential, office, restaurant, fitness and retail uses, including a flagship grocery store, and a new approximately 0.5-acre green. The Project is anticipated to be built out over several years.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission. For water service the Project site has an 8-inch private loop that is metered at the corner of Everett Street and Braintree Street Extension. The mains range in size from a 12-inch main on Guest Street and Everett Street, to a 6-inch main in Hichborn Street. Water demand for the Project is estimated at 225,833 gallons per day (gpd).

For sanitary sewer service the Project site is served by an existing 15-inch sanitary sewer which runs through an easement along the back side of the existing building in the Braintree Street Extension area and a 26-inch by 39-inch sewer in Everett Street. Wastewater flow for the Project is estimated at 205,303 gpd. The Project plans to maintain the existing 15-inch sewer on Braintree Street Extension and proposes a new main on Guest Street Extension that will connect to the existing 26-inch by 39-inch sewer in Everett Street.

According to the PNF site run-off is currently collected through a series of catch basins throughout the existing parking lot and are directed through a vortechs water quality unit before discharging to the BWSC drain in Everett Street.

The Commission has the following comments regarding the proposed Project:

General

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

2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.

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

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

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

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

Sewage/Drainage

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

8. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.

9. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.

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

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

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

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

    - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.

    - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.

    - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.

14. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.

15. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

16. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.

17. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.

18. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,

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

JPS/as
cc:
Maura Zlody, Boston Environment Department
Phil Larocque, Boston Water and Sewer Commission

June 12, 2019

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

Dear Mr. Sinatra,

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

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

Sincerely,

JACQUELYN MCGURN
PRINT NAME

26 TOLMAN ST
ADDRESS

DORCHESTER MA 02122
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

Corey Wilson
PRINT NAME

308 Packer St. Apt 3
ADDRESS

Roxbury MA 02120
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

Sean Clifford
PRINT NAME

18 Bruce St.
ADDRESS

Dorchester, MA 02124
CITY, STATE, ZIP

Sean Clifford
SIGNATURE

June 12, 2019

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

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Sincerely,

Michael Belmont
PRINT NAME

351 West St
ADDRESS

Hyde Park, MA, 02136
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

Adam Cont
PRINT NAME

138 Lasell St
ADDRESS

West Roxbury MA 02132
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

Dear Mr. Sinatra,

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Sincerely,

Glenn Vick
PRINT NAME

10 Vesta Rd. Dor, MA 02124
ADDRESS

CITY, STATE, ZIP

Glenn Vick
SIGNATURE

June 12, 2019

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

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Sincerely,

José Chireno
PRINT NAME

P.O. Box 300844
ADDRESS

Jamaica Plain
CITY, STATE, ZIP

José
SIGNATURE

June 12, 2019

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

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Sincerely,

William Owens
PRINT NAME

55 Summer Street #D
ADDRESS

Hyde Park, MA 02136
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

Marc Gordon
PRINT NAME

77 Iroquois st
ADDRESS

Boston MA 02120
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

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Sincerely,

Gennaro Hock
PRINT NAME

82 Plymouth St
ADDRESS

Cambridg MA
CITY, STATE, ZIP

SIGNATURE

8 May 2019

Mr. Michael A. Sinatra
Boston Planning and Development Agency

Dear Mr. Sinatra:

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

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

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

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

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

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

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

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

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

Density and Height

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

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

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

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

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

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

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

Affordability

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

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

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

Owner-Occupancy

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

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

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

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

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

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

Enhancing Affordability

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

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

Characteristics of the Proposed Housing Units

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

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

The Proposed Park and Green Space

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

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

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

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

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

Transportation Issues

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

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

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

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

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

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

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

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

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

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

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

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

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

Seventh, the City needs to commission a third-party traffic study to understand overall traffic patterns. Specifically, this study should identify the number of vans per day likely to be dropping off and picking-up passengers at the Boston Landing station. It has become commonplace for large residential developers to pledge their support for the Allston-Brighton Traffic Management Association as a potential means to reduce traffic congestion. <u>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.</u> Also, the City needs to examine the plans of residential developers in Watertown and other neighboring municipalities to employ vans to bring their residents to the Boston Landing station. The developer presented troubling data related to the departure of vans every 7 to 10 minutes during the morning and evening rush hours from Watertown developments to Boston Landing. This commitment by Watertown-based projects will only add to the traffic congestion in Allston-Brighton.

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

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

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

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

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

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

Conclusion

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

Cordially,

Kevin M. Carragee
Chair, Brighton Allston Community Coalition

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

June 10, 2019

Michael.A.Sinatra@boston.gov

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

Dear Mr. Sinatra,

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

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

Key improvements and benefits from the Project include:

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

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

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

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

Allston Yards project.

1 message

Dominique Chesterfield Thu, Jun 13, 2019 at 4:17 PM
To: "Michael.A.Sinatra@boston.gov" <Michael.A.Sinatra@boston.gov>

6/13/19

Michael.A.Sinatra@boston.gov

Michael Sinatra, Project Manager

Boston Planning and Development Agency

One City Hall Sq., 9th Floor

Boston, MA 02201

Dear Mr. Sinatra,

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- Grocery: A brand new Stop & Shop will be provided.
- Housing: The Project will create much needed housing, including 110 homeownership units.
- Affordable Housing: The Project will create much needed affordable rental and ownership housing.
- Jobs: The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.

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

Sincerely,

Dominique Chesterfield

116 Warren St

Brighton MA, 02135

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

April 19th, 2019

Mr. Sinatra,

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

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

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

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

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

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

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

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

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

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

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

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

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

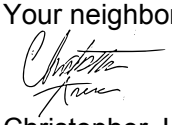
Rail station, several major bus lines, in one of the most walkable and bikeable neighborhoods in the region, and in an Allston-Brighton neighborhood where the vast majority of current residents do NOT use a car as their primary mode of transportation. This is irresponsible, environmentally thoughtless,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

Opportunities for artists: I encourage you to rethink the simple brown paneling, lack of murals, and lack of community art in your proposal. It is a lost opportunity to make something beautiful and at the same time tangibly supporting the local art community. With such a large project on the table, in the heart of one of the most creative and artistic neighborhoods in the region, I encourage the developers to reach out to local artists through the Allston Artist Impact advocacy group, Allston Village Main Streets, Brighton Main Streets, Unbound Visual Arts, and the many art collectives in our neighborhood. I encourage you to talk to these artists and include opportunities to contract them to build murals and artistic elements that beautify your current designs - which pay little-to-no respect to the amazing history of Allston-Brighton.

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

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

Your neighbor,



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

I AM -

@ArenaInAllston
Pod Save Rat City Founder
Allston Civic Association Member
Allston-Brighton Community Development Corporation Committee Member
Allston Board of Trade Member
Brighton Board of Trade Member
GFTB Digital Founder
Artist Impact Member

MARK CIOMMO
BOSTON CITY COUNCIL
DISTRICT 9

June 10, 2019

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

Dear Mr. Sinatra,

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

Project Background

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

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

The Community Process to Date

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

BOSTON CITY HALL • ONE CITY HALL SQUARE • BOSTON, MASSACHUSETTS 02201
617-635-3113 • FAX: 617-635-4203 • Mark.Ciommo@boston.gov

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

Density, Affordability, and Homeownership

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

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

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

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

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

Open Space

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

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

Allston Yards vs. St. Gabriel's

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

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

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

Transportation

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

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

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

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

Conclusion

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

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

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

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

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

Sincerely,

Mark Ciommo
Boston City Council
District 9

Kevin Honan
State Representative
17TH Suffolk District

Michael Moran
State Representative
18th Suffolk District

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

My Allston Yard aka Shop & Shop Comments

Mike Mon, Jun 10, 2019 at 2:44 PM
Reply-To: Mike
To: "Michael.A.Sinatra@Boston.Gov" <Michael.A.Sinatra@boston.gov>
Cc: "conor.newman@boston.gov" <conor.newman@boston.gov>,
"Michael.Moran@mahouse.gov" <Michael.Moran@mahouse.gov>

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

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

Jean Powers
IAG Member

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

Mr. Michael Sinatra,

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

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

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

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

The following is from an October 2017 Noise and Vibration Technical Report for MassDOT.
Paragraph 4.1.5 indicates Lincoln Street noise barriers have been on the MassDOT priority list since 1992, 27 years.
Paragraph 5.2.5 concludes the Lincoln Street noise barriers are feasible and reasonable according to MassDOT noise policy

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

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

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

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

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

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

Mike Dziedzic
14 Portsmouth St
Brighton, MA

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 McGourty
PRINT NAME

38 Colbery Ave
ADDRESS

Roslindale, MA. 02131
CITY, STATE, ZIP

Patrick McGourty
SIGNATURE

June 12, 2019

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

Frederick Albert
PRINT NAME

2836 Washington
ADDRESS

Roxbury ma 02119
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Barbara Surujhally
PRINT NAME

90 Whitford St
ADDRESS

Roslindale MA 02131
CITY, STATE, ZIP

B J
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

PHILLIP RILEY
PRINT NAME

228 POPLAR
ADDRESS

ROSLINDALE MA 02131
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Valencia Haley
PRINT NAME

12 Bailey St #24
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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Sincerely,

Jaron Cho 7/12
PRINT NAME

32 Chestnut AVE
ADDRESS

02130, MA, Boston
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,

Paul T. Vey
PRINT NAME

44 Montvale St.
ADDRESS

Roslindale MA 02131
CITY, STATE, ZIP

Paul T. Vey
SIGNATURE

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

ALAN BRIGGS
PRINT NAME

68 Seaver St. #3
ADDRESS

Boston MA. 02124
CITY, STATE, ZIP

A. Briggs
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,

_____
PRINT NAME

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ADDRESS

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CITY, STATE, ZIP

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SIGNATURE

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Sincerely,

Stephanie Landers
PRINT NAME

55 Sudan 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,

DONATA Wolterding
PRINT NAME

90 Brandywyne
ADDRESS

Boston MA 02128
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,

Gabriel Barragan
PRINT NAME

20 Hysil ave
ADDRESS

Revere
CITY, STATE, ZIP

SIGNATURE

June 12, 2019

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

Donald Milley
PRINT NAME

20 Patterson Way
ADDRESS

So 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,

LLOYD HAYE
PRINT NAME

29 WILDWOOD ST
ADDRESS

BOSTON MA 02124
CITY, STATE, ZIP

L. Haye
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,

Marc Orsi
PRINT NAME

5 G Street
ADDRESS

Boston MA 02127
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,

Asia Tarver
PRINT NAME

114 Bosseter Street
ADDRESS

Boston MA 02121
CITY, STATE, ZIP

Asia Tarver
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,

Joe Caldarelli
PRINT NAME

888A Saratoga St
ADDRESS

East Boston MA 02128
CITY, STATE, ZIP

Joe Caldarelli
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,

JOHN MCDONAGH
PRINT NAME

217 NEPONSET AVE
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,

Bryan Joyce
PRINT NAME

32 Victory Rd Apt 2
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,

Robert McDonagh
PRINT NAME

35 Avenue 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,

Kamari Creech-Gray
PRINT NAME

65 Hutchings Street
ADDRESS

Boston, Mass, 02121
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,

Ray Dimock
PRINT NAME

76 Goodale Rd
ADDRESS

Mattapan MA 02126
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,

Christopher Kenney
PRINT NAME

30 Whitridge St.
ADDRESS

Dorchester 02124
CITY, STATE, ZIP

Christopher Kenney
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,

Paul Litherland
PRINT NAME

207 E 8TH ST
ADDRESS

So. Boston MA 02127
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

Anthony Buckley
PRINT NAME

83 St. Mark's Rd.
ADDRESS

Dorchester, MA, 02124
CITY, STATE, ZIP

A. Buckley
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,

James Clough
PRINT NAME

125 M St
ADDRESS

SOUTH BOSTON
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,

Andrea Bak
PRINT NAME

56 Idaho St
ADDRESS

Boston, MA 02126
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

Matthew Colon
PRINT NAME

487 Saratoga St
ADDRESS

E. 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,

VANIO SIMOES DA SILVA
PRINT NAME

453 FRANKFORT ST
ADDRESS

EAST BOSTON - MA 02128
CITY, STATE, ZIP

SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

Armando Barragán
PRINT NAME

281 Sumner St.
ADDRESS

East Boston Ma. 02128
CITY, STATE, ZIP

SIGNATURE

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Sincerely,

Wayne Nigro
PRINT NAME

23 Bentley St. #1
ADDRESS

~~Boston~~ Brighton, MA, 02135
CITY, STATE, ZIP

Wayne A. Nigro Jr.
SIGNATURE

June 12, 2019

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

Jeffry Tessier
PRINT NAME

11 Hillside St
ADDRESS

Boston, MA
CITY, STATE, ZIP

SIGNATURE

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Sincerely,

Jeffrey Lawhorn
PRINT NAME

47 Iroquois St
ADDRESS

Boston MA 02114
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,

Andrew Brown
PRINT NAME

48 Coffey St. Apt 1C
ADDRESS

Dorchester, MA 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,

Alexis Hidalgo
PRINT NAME

458 Ashmont Street
ADDRESS

Boston, MA 02122
CITY, STATE, ZIP

Alexis Hidalgo
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

SEAN W GRIMES
PRINT NAME

23 KERNA RD
ADDRESS

WEST ROXBURY, MA. 02132
CITY, STATE, ZIP

SIGNATURE

TO: Casey Hines

FROM: Katie Pedersen

DATE: July 31, 2018

RE: Environmental Comments in response to the Allston Yards Project Notification Form

---

Shadow

As the Project Notification Form (the "PNF") includes the results of a "preliminary" shadow impact assessment, the Proponent shall be required to conduct a shadow analysis, reflecting the most current which reflects the proposed development as described in the PNF (or if changes have been made, the most current). The shadow analysis shall evaluate the following conditions:

1. No-Build-the existing site conditions and environs to establish the baseline condition
2. Future Build Condition-the proposed development as described in the Project Notification Form (or the most current design, if changes have been made since the filing of the PNF).
3. Alternative Build Condition-any alternative development concept(s) to the Future Build Condition required to be studied

Shadow analysis shall be conducted for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox and winter solstice and for 6:00 p.m. during the summer and fall. Net new shadows shall have a clear graphic distinction and for purposes of clarity, new shadows shall be shown in a dark, contrasting tone distinguishable from the existing shadows. The shadow impact analysis shall include the existing shadow and incremental effects of the proposed project on existing and proposed open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the proposed project. If deemed necessary, design or other mitigation measures to minimize or avoid any adverse shadow impacts must be identified and

described. The shadow analysis results shall be provided in both animation and graphic representations, so as to best understand the extent to which shadows from the proposed project are anticipated to affect the overall shadow conditions both on the proposed project site as well as within the surrounding area.

Wind

The Proponent shall be required to conduct a quantitative (wind tunnel) analysis of the pedestrian level winds for existing (No-Build) and Build (Future Build and Alternative Build) Conditions. Wind tunnel testing shall be required, as the proposed project, as described in the PNF, includes buildings that are greater than 150 feet in height.

1. No-Build-the existing site conditions and environs to establish the baseline condition.
2. Future Build Condition-the proposed development as described in the Project Notification Form (or the most current design, if changes have been made since the filing of the PNF).
3. Alternative Build Condition-any alternative development concept(s) to the Future Build Condition required to be studied.

The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the proposed project site and shall identify areas where wind velocities are expected to exceed acceptable levels, including the BPDA's guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time. The analysis shall determine the suitability of locations for various activities (walking, sitting, standing, etc.) as appropriate (in accordance with the recognized criteria Melbourne or Lawson comfort categories, or equivalent). Particular attention shall be given to public and other areas of pedestrian use, including, but not limited to, entrances to the proposed project and adjacent buildings, sidewalks adjacent to and in the vicinity of the proposed project buildings and parks and plazas and other open spaces and pedestrian areas near the

proposed project. Winds shall be measured in miles per hour. For areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified and, if appropriate, tested.

The model shall include all buildings within at least 1,600 of the proposed project site and all buildings recently completed, under construction, and planned within 1,500-2,000 feet of the proposed project site. Prior to testing, a revised wind sensor plan shall be submitted to the BPDA for review and approval.

Noise

The Proponent has stated in the PNF that a noise assessment was conducted based on the "preliminary design" and thus the Proponent shall be required to re-analyze the potential noise impacts that may occur during construction as well as during the subsequent occupancy/operation of the proposed project based on the current design. The noise assessment shall include monitoring of the existing sound levels as well as calculations of future sound levels associated with the proposed project's mechanical equipment including, but not limited to exhaust fans, cooling towers and emergency generators. Additionally, an evaluation of the study area shall include sensitive receptor locations, locations with outdoor activities, which may be sensitive to noise associated with the proposed project. The Proponent shall be required to demonstrate that the proposed project, as currently designed, complies with all applicable City of Boston, Commonwealth of Massachusetts and Federal (including Housing and Urban Development noise standards) regulations and guidelines.

Solar Glare

The Proponent shall be required to conduct an analysis of the solar glare impact on potentially affected streets and roadways, including but not limited to the Massachusetts

Turnpike, public open spaces and pedestrian areas, to determine the potential for visual impairment or discomfort due to reflective spot glare

The Proponent shall also be required to conduct an analysis of the potential for solar heat buildup in any nearby buildings receiving reflective from the proposed project.

Air Quality
The Proponent has stated in the PNF that a "preliminary" mobile source assessment was conducted, thus the Proponent shall be required to demonstrate that the proposed project, as currently designed, complies with all applicable regulatory requirements, including, the 1990 Clean Air Act (inclusive of all applicable Amendments), as applied to the City of Boston and the Commonwealth of Massachusetts.

Daylight
(Please see Urban Design comments)

Solid and Hazardous Waste
The Proponent shall be required to submit copies of all environmental site assessment reports (ASTM Phase I, Phase II, etc.).

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

Allston Yards

1 message

Michelle Landers Fri, Jun 14, 2019 at 10:27 AM
To: michael.a.sinatra@boston.gov

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

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

Thank you for your consideration,
Michelle Landers
Brighton Resident

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,

HUNG LAM
PRINT NAME

23 TREADWAY RD. #2
ADDRESS

DORCHESTER. MA. 02125
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,

Robert Le
PRINT NAME

247 Gallivan Blvd #2.
ADDRESS

Dorchester, MA. 02124
CITY, STATE, ZIP

Robert
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,

LIENG Tran
PRINT NAME

255 HANCOCK St
ADDRESS

Dorchester
CITY, STATE, ZIP

MA. 02125
SIGNATURE

June 12, 2019

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

ALAN STREETER
PRINT NAME

ALAN
ADDRESS

39 SHIPTON ST
CITY, STATE, ZIP

Dorchester 02124
SIGNATURE

June 12, 2019

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

Martinho Rodrigues
PRINT NAME

112 George St
ADDRESS

Boston, Ma, 02119
CITY, STATE, ZIP

Martinho Rodrigues
SIGNATURE

June 12, 2019

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Boston Planning and Development Agency
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Boston, MA 02201

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Sincerely,

John Lawton
PRINT NAME

2 Mead St, Apt 1
ADDRESS

Allston Ma, 02134
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,

Kenneth Terry
PRINT NAME

298 Dudley St.
ADDRESS

Boston MA 02119
CITY, STATE, ZIP

K. T
SIGNATURE

June 12, 2019

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

Barbara Sunjbally
PRINT NAME

46 cedarcrest rd
ADDRESS

West Roxbury MA 0213
CITY, STATE, ZIP

B O
SIGNATURE

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

Paul Blen-Ame Jr
PRINT NAME

131 Wilmington Ave
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,

Andral Bobb
PRINT NAME

56 Idaho Street
ADDRESS

Boston, MA 02124
CITY, STATE, ZIP

SIGNATURE

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Sincerely,

Derrick Hobson
PRINT NAME

8 Woodville Park
ADDRESS

Boston MA 02119
CITY, STATE, ZIP

SIGNATURE

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One City Hall Sq., 9th Floor
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Sincerely,

Kenneth Terry
PRINT NAME

298 Dudley St
ADDRESS

Boston, MA, 02119
CITY, STATE, ZIP

K. Terry
SIGNATURE

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Boston Planning and Development Agency
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Sincerely,

John Mallarin
PRINT NAME

556 Park Street
ADDRESS

Dorchester, MA 0124
CITY, STATE, ZIP

SIGNATURE

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Sincerely,

SIANE DEVINE
PRINT NAME

23 HELENA Rd
ADDRESS

DOREH MA 02122
CITY, STATE, ZIP

SIGNATURE

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Sincerely,

Craig Powers
PRINT NAME

9 Elton St.
ADDRESS

Dorchester MA. 02125
CITY, STATE, ZIP

SIGNATURE

INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL & REINFORCING IRON WORKS

MASSACHUSETTS • MAINE **Local 7** NEW HAMPSHIRE • VERMONT

A.F.L. - C.I.O.

DIRECT ALL CORRESPONDENCE TO:

195 COLONY AVENUE • P.O. BOX 7 • SOUTH BOSTON, MASSACHUSETTS 02127 • 617-268-4777 • FAX 617-268-7878

June 12, 2019

Michael.A.Sinatra@boston.gov

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- Jobs: The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- Tax Revenue: The Project will bring substantial net new tax revenue for the City and community.

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

Sincerely,

Name Stuart Souza
Address 1160 Comm Ave
apt B
Allston MA 02134

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Sincerely,

Name Bucha Chbani
Address 14 Durland St.
Brighton MA
02135

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Sincerely,

Name Mike Hagstrom
Address 51 Gerrish St
Brighton MA

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BUSINESS MANAGER
SHAWN NEHILEY

PRESIDENT
MICHAEL DOUCETTE

FINANCIAL
SECRETARY-TREASURER
WILLIAM P. HURLEY

BUSINESS AGENTS
MICHAEL HESS
VINCENT COYLE. JR.
KEVIN COLLINS

BUSINESS AGENT
INDUSTRY ANALYST
WALTER BELMONTE, JR.
STEPHEN WILLIAMS
DANIEL MORGANELLI
FIORE GRASSETTI
MICHAEL SMITH
GRANT PROVOST

June 12, 2019

Michael.A.Sinatra@boston.gov

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Sincerely,

Name Ryan Leonte
Address 46 Sparhawk St
Apt 1
Brighton MA 02135

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

Sincerely,

Name Celina Descoteaux
Address 47 Brackett St. Apt 1
Brighton, Ma
02135

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Sincerely,

Name Alexandra Callahan
Address 147 Foster st Brighton, MA

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Sincerely,

Name Nicholas Sacharok
Address 81 Franklin St, Allston MA 02134

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

Sincerely, Patrick Carrigan

Name

Address 12 Priscilla Rd Brighton MA 02135

INTERNATIONAL ASSOCIATION OF BRIDGE, STRUCTURAL, ORNAMENTAL & REINFORCING IRON WORKS

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Sincerely,

Name Jennifer Espinoza
Address 6 Gould St #3
Brighton MA 02135

MetroBTC

Building & Construction Trades Council of the Metropolitan District

Mark C. Fortune
President

Brian H. Doherty
General Agent & Secretary Treasurer

William D. McLaughlin
Vice President

June 11, 2019

Michael.A.Sinatra@boston.gov

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

Dear Mr. Sinatra,

On behalf of the Building and Construction Trades Council of the Metropolitan District (MetroBTC), we write in support of the Allston Yards project.

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

Key improvements and benefits from the Project include:

- Transportation: The first phase of the project contains $20,000,000 of infrastructure and transportation improvements including the creation of a new, complete street grid providing enhanced multimodal transportation benefits for the community.
- Open Space: The publicly accessible Community Green has been increased in size to 1 acre including a 5,000 square foot dog park. The Project will have other public realm space including new sidewalks and landscaping throughout the site.
- Cyclist improvements: New protected bike lanes will be created along Guest Street and striped bike lanes in other locations. Intersections will be improved for cyclists and pedestrians throughout and adjacent to the site.
- Grocery: A brand new Stop & Shop will be provided.
- Height Reduction: Buildings North of Guest have a variety of heights and better align with the rest of the Guest Street corridor, including stepping back from the neighborhood across Everett Street. Building heights South of Guest have been reduced to between 43 and85 feet.

- Housing: The Project will create much needed housing, including 110 homeownership units.
- Affordable Housing: The Project will create much needed affordable rental and ownership housing.
- Public Realm Fund: The Project will create a $4,000,000 community fund for Allston-Brighton.
- Jobs: The Project will create 2,500 new construction jobs and 2,000 new permanent jobs.
- Linkage: The Project will make Housing and Jobs linkage payments totaling approximately $4,200,000.
- Tax Revenue: The Project will bring substantial net new tax revenue for the City and community.
-

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

Appreciatively,

Brian Doherty

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

Allston Yards Comments

Karen Smith Mon, Jun 10, 2019 at 4:43 PM
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

LOCAL UNION 550 U.A.

SPRINKLER FITTERS and APPRENTICES OF BOSTON AND VICINITY

46 ROCKLAND STREET • BOSTON, MASSACHUSETTS 02132
TELEPHONE 617-323-0474
FAX 617-323-1373

MARK FORTUNE
BUSINESS AGENT

PETER GIBBONS
BUSINESS MANAGER
SECRETARY-TREASURER

MATTHEW JONES
ORGANIZER

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

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

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

Sincerely,

Peter Gibbons

Peter Gibbons
Business Manager
Secretary-Treasurer

MEMORANDUM

TO: Casey Hines, Project Manager

FROM: UD/Planning Staff

DATE: July 18th, 2018

SUBJECT: Allston Yards Redevelopment

Allston Yards

Project Notification Form

Scoping Comments

BACKGROUND

This project site is proposed to be developed by the Stop & Shop Supermarket Company LLC ("Stop & Shop") with New England Development as the Master Developer. This project is intended to replace the existing retail center at 60 Everett Street in the Allston neighborhood of Boston. The existing retail center contains a Stop & Shop location that will be expanded upon and the new development will be mixed-use and transit oriented. This 1.9 M square foot development is expected to be phased in over the next several years. The Proposed Project will include residential, office, grocery, restaurant, fitness and retail uses, as well as new activated open space for community use.

The large parcel that this Proposed Project is on is central to the Allston neighborhood and was of critical concern during the Brighton/Guest Street

Planning Study. The PNF outlines an emphasis on mobility and connections while referencing the Brighton/Guest Street Planning Study. It will be important to continue to build upon these past studies and planning initiatives in order to properly address the needs of this crucial area.

Note that these scoping comments directly address the filed Project Notification Form. Some of the issues included in these comments have been addressed in the continuing development of the project since the filing, particularly through meetings with the community and BPDA staff.

TRANSPORTATION

Allston Yards is a significant project with substantial implications for the district transportation network. The project's scale and scope require the extension of an existing street (Guest Street), creation of new streets and intersections, and improvements to bike and transit access. Due to the importance of transportation for this project, transportation elements will need to be addressed early in the project phasing to account for a cumulative impact with other developments.

The project must also be viewed in the context of the 2012 Brighton/Guest Street Planning Study, which anticipated substantially less development on this site than the proponent is advocating. This study suggested that the amount of long-term development the area would be able to handle without significant changes to transportation infrastructure would be 1.35-1.75 M square feet. Before this project and after the study there has been almost 3.8 M square feet of development

approved in the study area, meaning this development will add on to the transportation challenges shared by others that need to be resolved. While the study was completed prior to the opening of the Boston Landing MBTA Commuter Rail Station, this level of development will present significant challenges to the surrounding site; therefore, the Allston Yards development in a position to contribute a great deal to transportation improvements for the area.

The City's comments are a detailed analysis of technical issues, incorporate comments from community feedback, and provide context for the next round of public review. The sections are divided between Transportation/Site Access and Urban Design/Architecture; however, there are points of overlap between the two sections.

Transportation & Site Access

Transportation and site access will be critical factors for determining the future success of the Allston Yards project. Existing transportation networks in the Allston neighborhood are burdened and site access is constrained by existing congested roadways. However, the site also represents the potential to improve neighborhood connectivity to the rest of the Allston/Brighton neighborhood.

The Transportation and Site Access chapter includes sections on modeling methodology, Transportation Demand Management (TDM), Site Access and Internal Circulation, Parking and Loading, Transit Network and Accommodations, and Bike Network and Accommodations. Additional transportation related elements related to the City's Complete Streets design guidelines including pedestrian network

design, public realm design, and building design features are included in the Urban Design and Architecture chapter.

Modeling Methodology

The Proponent uses BTD standards in their trip generation methodology. They Proponent's analysis claims an overestimation of traffic generation and impacts which could be beneficial for accommodating actual future impacts. This will be important given the surrounding developments and further-reaching connections that may be made through this area.

In addition to the intersections previously counted for this project, several other intersections will provide critical data for the BPDA/BTD review of this project. The additional traffic counts should include:

- Cambridge Street at Gordon Street
- Cambridge Street at Eleanor Street
- Cambridge Street at Dustin Street

Transportation Demand Management Overview

The proponent has outlined a comprehensive plan for implementing a TDM program which includes traditional commuter and residential-oriented measures and also measures for the grocery and retail use of the development. In addition to the diverse elements suggested by the proponent, the proponent should also consider the following options:

- The creation of Mobility MicroHUBs (Go Boston 2030)
- Designated Bus / Shuttle / Ride-share pick-up/drop-off areas
- Real-time transit and mobility information within all buildings
- Transit pass subsidies for employees and residents

- Contracted or site managed car share services and accommodations
- Electric Vehicle (EV) charging per BTD guidelines
- Joining the Allston/Brighton TMA
- Providing a subsidy for the emerging Allston/Brighton Shuttle program and/or MBTA bus service per an agreement with the MBTA.

These elements will ensure the Allston Yards community has a comprehensive set of transportation options and will help to ease the burden on the Allston neighborhood and broader Allston-Brighton area.

Site Access, Internal Circulation & Off-site Network Impacts

The proponent outlines a comprehensive system of internal streets and improvements to surrounding streets which include new and improved intersections and signals as well as pedestrian/bicycle accommodations. The inclusion of network improvements like the Braintree Street Extension, Guest Street Extension, Guest Street/Arthur Street intersection improvements, and the proposed geometric design of the Guest Street Extension/Everett Street intersection are important elements for the early stages of this project.

Key considerations as the project is refined include:

- The proponent should be commended for their upfront on a well designed roadway network, in particular their solution for the Guest Street Extension/Everett Street intersection. The proponent will need to continue to work with the City and the New Balance Development Team on designing a

connection to the proposed Braintree Street Extension and the existing Arthur Street extension that works for all parties.

- The other proposed on-site street network and its integration with the surrounding off site/public street network is generally well designed. A long term goal of the City is the continuation of West Street out to North Beacon Street. All discussions with the proponent about allowing for the future extension of this street through abutting properties has been acknowledged and agreed to, however, the proponent should provide further advanced design of this extension between the proposed "Building 2" and "Community Green" to ensure its ease of feasibility and limit impacts on the existing site design and open space.

- The approach to the MBTA station headhouse on Everett Street is a key pedestrian connection for the project and existing community. Therefore, design of this street should include robust sidewalks to provide for both pedestrian access to the station and sufficient space for a street furnishing zone. The City recommends that Everett Street between Guest Street and the MBTA station entrance should be built to include a 8-foot sidewalks plus a 3-food furnishing zone for a total of 11-feet from the curb to fence/wall. This should be done in a way that does not impact the existing roadway width.

Working with the City, a package of off-site operational improvements to heavily impacted and poorly performing intersections will be determined as part of the project's transportation mitigation package. This may include signal timing and

phasing improvements, pavement markings, signage and signal equipment upgrades and interconnect.

Parking & Loading

Parking and loading are key considerations for internal circulation, access to city streets, and pedestrian/bike networks. The proponent has outlined a plan for keeping loading on the north end of the Site via the Braintree Street Extension. The City recognizes this as a key component that needs to be confirmed. Aside from the work put forth by the proponent thus far, key consideration should be given to the following items:

- The proponent should use a more aggressive parking ratio than stated for the office space usage for this project. Currently, it is listed as 2.0 spaces per 1,000 square feet, while the district-based goal for Allston/Brighton is 0.5 spaces per 1,000 square feet.

Transit Network & Accommodations

Transit will be a key element for the success of the Allston Yards site. Additionally, adequate transit upgrades have the potential to provide substantial benefits to the project and surrounding neighborhood. The transit section describes primarily key bus improvements to the Site. The Proponent mentions that “a substantial portion of the Proposed Project-generated trips is expected to use the MBTA transit system…” This highlights the significance that bus service will have in the area, especially with the 64 bus running adjacent to the site.

The transit improvements that should be included in the Allston Yards program include:

- MBTA Bus Stations - Where existing, the proponent should analyze upgrading bus stops to bi-directional enhanced bus stations with real time countdown clocks, covered waiting areas, public art, and sufficient space to allow for multiple buses to pick up passengers. They should be designed to serve both MBTA and shuttle buses. Where not existing, such stations should be constructed in identified locations.
    - Existing stops at Arthur Street and Guest Street intersection should be upgraded to better serve users.
    - New stops should be considered throughout the site along the Guest Street Extension. The Proponent mentions conversations with the MBTA about extending service through this area and possibly shifting routes to better serve those getting to the project site; this conversation should be continued going forward.

- MBTA Bus Services - Efficient and frequent bus services to the site will enable residents, employees, and visitors to quickly access the development site. Additionally, expanded bus services will potentially allow additional transportation mobility options for Allston residents. The Proponent should consider the following in reference to bus services improvements:
    - The 64 bus runs adjacent to the site at Guest Street and Arthur Street. The proponent should, in partnership with the MBTA, evaluate the feasibility and effectiveness of shifting bus service to be on all of Guest

Street, possibly extending from Market Street on the West to Everett Street on the East.

- The proponent should, in partnership with the MBTA, evaluate restructuring of service schedules primarily for the 64 bus and trains that serve the Boston Landing MBTA stop to better accommodate transfer connections and new residents/employees of the development site. This rescheduling should place emphasis on service during evenings and weekends in order to improve upon the existing headways for MBTA service in the area.

- MBTA Bus Equipment - The proponent should work with the MBTA on the potential to provide funds for additional bus equipment for the MBTA to service the Allston Yards development site, primarily for the #64 route.

- Working with the City and the Allston Brighton TMA, the proponent should evaluate and consider joint shuttle services with nearby property owners and development teams. This should include considerations for expanding upon the new shuttle service to be operated by the Cabot, Cabot and Forbes team that will service their St Gabriel's development. Other potential partners include proponents of proposed development in the Everett Street corridor and north of I-90.

Bicycle Network & Accommodations

Proper bike infrastructure will enable residents, employees, and visitors to access the site by bicycle. This will enable users to have access to an active transportation

mode that is safe, reliable, and convenient. The proponent has outlined measures to improve the bicycle network in the area that are consistent with current BTD guidelines. Key elements for further consideration include:

- The proponent should prepare a plan for providing a connection through a larger area than just the project site for bicycle access, on par with suggestions in the Brighton/Guest Street Planning Study. This development should continue regional bike connectivity.

- The proponent should investigate a wayfinding solution for both bicyclists and pedestrians through and around the project area. This can be done in conjunction with an improved TDM plan. The scope of this wayfinding initiative should be considered along Guest Street from Market Street to Everett Street.

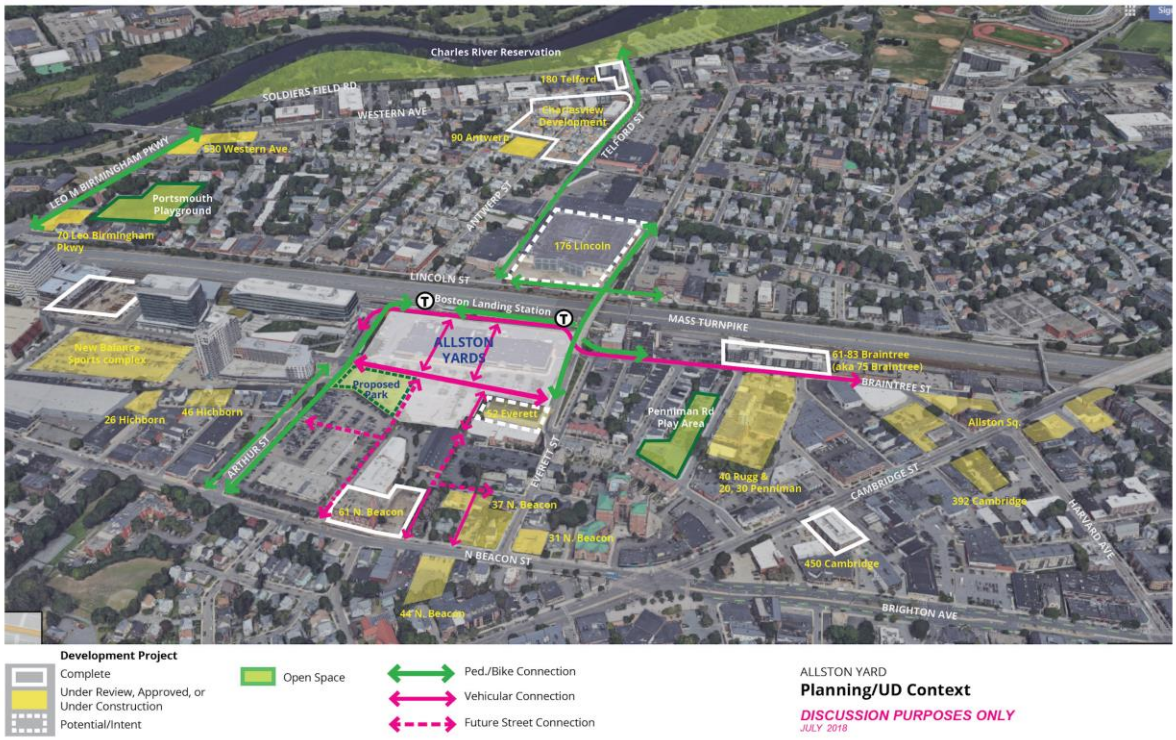
- Expansion of the BLUEbikes network into Allston Brighton to supplement the existing public transit network is a priority of Boston Bikes. The proponent should work with that team to locate stations or provide other support for the network in this area. Connecting the Boston Landing station to BLUEbikes will be a key to continuing improvement of transit in this area.
- Compliance with BTD bicycle parking guidelines to serve both the general public and specific site uses, as well as facilities for future employees to accommodate cycling.

URBAN DESIGN AND ARCHITECTURE

The site of the proposed Allston Yards project is currently occupied by a 100,000 square foot retail shopping center anchored by a Stop & Shop supermarket and a large surface parking lot. It is appreciated that this is not the best use of space within the city, particularly as Boston confronts the need for additional housing. The site is also adjacent to the 15 acre Boston Landing development and the anticipated development at the five acre Boston Volvo Village. It is also near the burgeoning developments in the area between North Beacon, Cambridge, and Braintree Streets. Close to three million square feet of new construction are anticipated in the immediate neighborhood. The design, density, and connectivity of this site are reviewed in the context of the rapid expansion of the area along with significant improvements in transit through the Boston Landing commuter rail stop.

Part of understanding how this project will interact with other developments in the area requires more in depth understanding of the phasing of the project. Provide phasing diagrams to show when the different elements of the project will be delivered and how the parcels will be programmed/managed before they are developed. Surface parking is discouraged as an interim use, excepting construction parking. More documentation on the specifics of Phase 1 will also be needed if approval of that phase is anticipated with approval of the PDA. This should include the standard Article 80 large project review documentation like wind and shadow studies and more detailed information on architecture. An initial plan for utilities, including transformers, gas trains, and gas meters should be developed. All of these items should be interior to the buildings.

See the following Planning/UD Context showing nearby projects and transit connections:



We reserve the right to add additional comments and concerns during the course of the process of combined BPDA and BCDC review, which may affect the responses detailed in the DPIR.

Zoning

The proposed project is located near the center of the 2012 Guest Street Area Planning Study. This study has been instrumental in guiding the development in the area, and is the result of a significant community planning process.

Basing this large proposed development in a significant transportation improvement, the extension of Guest Street and reconfiguration of the

Guest/Everett intersection, is a good place to start. See the transportation section for more comments, but note that a clear understanding of how the proposed additional people in this area will impact the commuter rail, bus network, bicycle and pedestrian movement, automobile traffic and appropriate mitigation will be key to the success of the project.

Alternatives

The DPIR should include thoughtful alternatives to the proposed project. At a minimum there should be a Guest Street Area Planning Study compliant project.

Neighborhood Context and Scale

As has been noted in preliminary meetings, the proposal for four buildings over 200' is challenging in this area. In the Guest Street Area Planning Study a height of 150' was contemplated along the the turnpike stepping down to the neighborhood. The height on Building 1 should move away from Everett Street (as has been shown in subsequent presentations). Building 2 should be stepping down in height towards the smaller scale neighborhoods to the south and east.

Additionally, more variety in height should be explored. The adjacent PDA 87 area has a variety in height and massing, which creates an interesting and lively skyline from the neighborhood and turnpike. This idea of variety of height and massing should be extended into the Allston Yards area.

Site Access and Circulation

Braintree Street needs to be designed with full, comfortable sidewalks and a separated bike path at the north side at a minimum. People coming from the east

will likely use Braintree Street as access to the commuter rail. Additionally, explore the possibility of connecting the Arthur Street Extension to Braintree Street Extension. This would improve connectivity and simplify the route of shuttle buses and delivery trucks.

The massing of Building 2 should be adjusted (pull the south corner in) to allow a clearer potential connection to North Beacon Street along the side of 61 North Beacon Street. Options for this future connection should be explored in the DPIR.

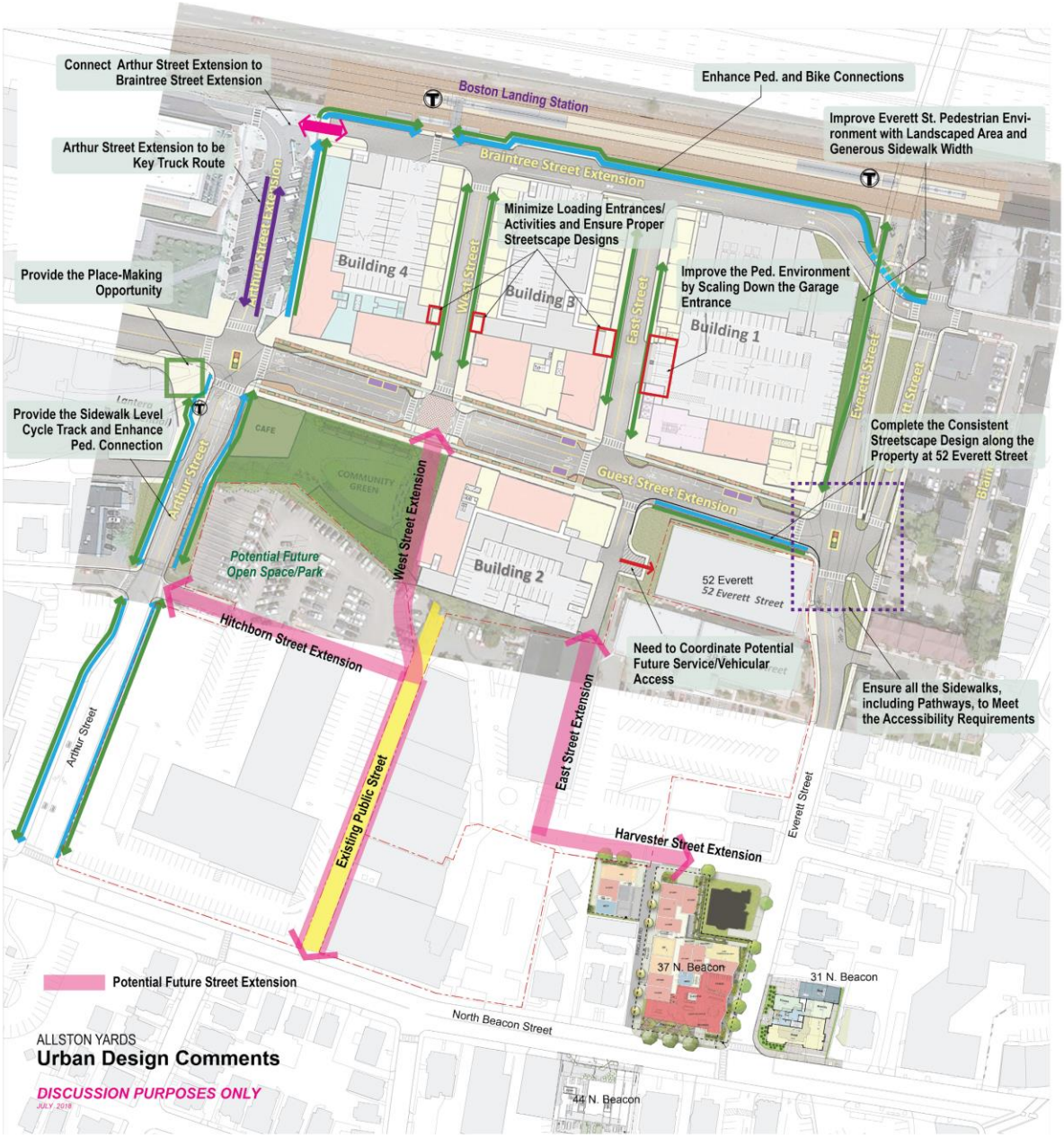
The intersection of Arthur and the Guest Street Extension should be more fully considered, including the area to the west of the intersection where the 64 bus stop is. Opportunities to add street trees to Arthur Street should be advanced. While the earlier idea of a boulevard may not be right for this street, providing it with a generous tree canopy will make it a much more pleasant and functional approach to Boston Landing and Allston Yards for all modes of transportation, and adding tree canopy, wherever possible, works toward dissipating heat island effect.

The last block of the south side of the Guest Street Extension where it meets Everett Street appears narrow and less conforming with Complete Streets. Is there a way to set this up so that there is space for a sidewalk similar to the ones in the other blocks. For example, understanding that the slope issues in the adjacent intersection are complicated, could that block swing north slightly to reduce the unused sidewalk in front of Building 1 and increase the needed sidewalk on the south side of the street.

Evaluate the sidewalks from the Guest Street extension to the Everett Street Bridge. This should meet Complete Streets Guidelines in the reconstructed portions, particularly on the west side of the street. See comments in the Architecture section on the relationship of Building 1 to Everett Street for more information.

The new crosswalk at the north side of the Guest Street Extension and Everett Street appears to have accessibility issues created by grade issues. Provide larger scale drawings of the proposal at this intersection including grading information.

See UD Comments diagram below:



Open Space

The proposed restaurant at the corner of Arthur Street and the Guest Street extension should be eliminated to allow that corner to fully function as open space

and extend the streetscape along the eastern edge of Arthur Street. Consider the relationship of this space with the smaller area across Arthur Street.

The open space at the corner of Arthur and Guest Streets should be designed to anticipate the possible future West Street extension. So rather than using that area as a focus of landscape design (as has been shown in recent meetings), it should laid out and paved like a street and program currently proposed there should be moved into the body of the park, so that the future street extension is not perceived as a loss of open space.

Similarly, the southern edge of the park should be designed so that the park could be readily expanded into the adjacent Volvo Village site.

Include street cross sections showing the detail of the sidewalks and planted edge. Consider infilling between Building 1 and Everett Street to better allow a complete street sidewalk and a row of trees between the sidewalk and the building. The connection across the turnpike on Everett is going to be increasingly important to the development of the larger area and it needs to work for pedestrians and bicycles as well as cars and trucks.

Architecture

Note that if Building 1 is anticipated to be reviewed and approved concurrently with the PDA, the typical Article 80 large project review documentation for that project. Of particular importance in this review is the relationship to Everett Street.

While a particular style of building is not needed for a development, it is encouraged that this architecture have variety in color and form across the buildings. The Boston Landing PDA Master Plan has a fairly cohesive design language. This area should not be an extension of that, rather there should be variety in the materials and details of the buildings. The north-south orientation of the tower portions of the buildings is not ideal for energy use, so perhaps that leads to some design solutions that help manage energy while giving some form/detail to the towers. Smaller, punched openings and creative use of facade material shapes and forms could be explored.

Signage will be reviewed and approved with each individual building. An area signage master plan is encourage in addition to building specific signage plans. Note that retail and residential signage is generally located at entrances to those establishments.

As the redesign of the Everett Street abutment advances to accommodate the relocated intersection at the Guest Street Extension and the steeper grades that will be required to meet the existing bridge, efforts should be made to reuse the granite that currently comprises the abutment walls, particularly where they land in areas that are visible from or immediately adjacent to public realm. Alternatively, the granite should be salvaged and incorporated into the public realm.

We reserve the right to add additional concerns during the course of the process of combined BPDA Staff, IAG, and BCDC review, which may affect the responses detailed in the DPIR. The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR:

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections (in multiple directions) at an

appropriate scale (1"=100' or larger as determined by the BPDA) showing relationships of the proposed project to the neighborhood context:

a. Massing
b. Building height
c. Scaling elements
d. Open space
e. Major topographic features
f. Pedestrian and vehicular circulation
g. Land use

3. Color, or black and white 8"x10" photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.
5. Eye-level perspective (reproducible line or other approved drawings) showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on important viewing areas such as key intersections, pathways, or public parks/attractions. A few of such viewpoints have already been used in presentations to the public. Long-ranged (distanced) views of the proposed project must also be studied to assess the impact on the skyline or other view lines. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative sketches) at least both the build and no-build conditions; any alternatives proposed should be compared as well. The BPDA should approve the view locations before analysis is begun. We suggest at least the following viewpoints: up and down Everett, Arthur, and Guest Streets including from outside of the project site by several blocks; from across the turnpike and the crest of the Everett Street overpass; the crest of the Cambridge Street overpass; any visibility from the southern crests of Dustin or Cambridge Streets. View studies should be cognizant of light and shadow, massing and bulk.
6. Additional aerial or skyline views of the project, if and as requested.
7. Site sections at 1"=20' or larger (or other scale approved by the BPDA) showing relationships to adjacent buildings and spaces. Multiple sections through the site and the surrounding context (two to three blocks on all sides) should be provided.
8. Site plan(s) at an appropriate scale (1”=20’ or larger, or as approved by the BPDA) showing:

a. General relationships of proposed and existing adjacent buildings and open spaces
b. Open spaces defined by buildings on adjacent parcels and across streets
c. General location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
d. Pedestrian, handicapped, vehicular and service access and flow through the

parcel and to adjacent areas
e. Survey information, such as existing elevations, benchmarks, and utilities
f. Phasing possibilities
g. Construction limits
9. Massing model (ultimately in basswood) at 1":40'0" for use in the Agency's Downtown Model.
10. Study model(s) at 1" = 16' or 1" = 20' showing preliminary concept of setbacks, cornice lines, fenestration, facade composition, etc. are recommended.
11. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BPDA) describing architectural massing, facade design and proposed materials including:
a. Building and site improvement plans. Include any exterior utilities like transformers.
b. Neighborhood elevations, sections, and/or plans showing the
c. Development in the context of the surrounding area
d. Sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
e. Preliminary building plans showing ground floor and typical upper floor(s).
f. Phasing, if any, of the Proposed Project
12. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.
13. Electronic files describing the site and Proposed Project.
14. Full responses, which may be in the formats listed above (and more), to any urban design-related issues raised in preliminary reviews or specifically included in the BPDA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BPDA Board action, inclusive of material required for Boston Civic Design Commission review.
15. Proposed schedule for submission of all design or development-related materials.
16. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.
17. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

<u>Daylight Component</u>

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project

building(s) and evaluating the net change in obstruction. If alternative massing studies are requested (which see above) or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' massing, and context examples. The areas of interest include Federal and Devonshire Streets, and Winthrop Square itself. Daylight analyses should be taken for each major building facade fronting these public ways / spaces. The midpoint of each public roadway, and a reasonably centered point in the Winthrop Square space, should be taken as the study points. The BRADA program must be used for this analysis.

If a Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BPDA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to Boston development team users.

Infrastructure Systems Component

An infrastructure impact analysis must be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Proposed Project build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

a. Estimated water consumption and sewage generation from the Proposed

Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water

b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems; sewer and storm drain systems should include a tributary flow analysis as part of this description

c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies, including green roofs

d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable

e. Description of mitigation measures to reduce or eliminate impacts on water quality

f. Description of impact of on-site storm drainage on water quality

g. Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 32, if applicable, by providing additional recharge opportunities

h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including the MBTA tunnels and station structures, and BSWC sewer lines and water mains, during construction

i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. <u>Energy Systems</u>

a. Description of energy requirements of the project and evaluation of project impacts on resources and supply

b. Description of measures to conserve energy usage and consideration of the

feasibility of including solar energy provisions or other on-site energy provisions, including wind, geothermal, and cogeneration.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief.

The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. If necessary, storm drain and sewage systems should be separated or separations provided for in the design of connections.

The Proponent should investigate energy strategies that take advantage of this scale of construction, including those that incorporate green roof strategies as well as solar orientation and materials/systems that maximize efficiencies, daylighting strategies, wind, solar, and geothermal systems, and cogeneration.

UNBOUND VISUAL ARTS

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info@unboundvisualarts.org

May 29, 2019

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

Dear Mr. Sinatra,

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

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

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

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

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

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

Many thanks,

John Quatrale
Executive Director
Unbound Visual Arts, Inc.

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

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

April 19th, 2019

Dear Mr. Sinatra,

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

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

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

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

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

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

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

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

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

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

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

April 19, 2019

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

Dear Mr. Sinatra,

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

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

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

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

space), and local environmental groups.

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

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

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

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

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

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

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

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

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

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

Your neighbor,

Yuqi Wang

14 Portsmouth Street
Boston, MA 02135

Date	First Name	Last Name	Organization	Opinion	Comments
6/10/2019	Lee	Nave		Oppose	The project needs to be 20% affordable. Anything less with so many units doesn't help the community. Also every condo needs to be deed restricted. Otherwise it may as well be one giant rental space.
6/10/2019	Laura	Bethard		Oppose	The project as proposed lacks sufficient affordable and workforce housing options. Too few of the units are reasonable accommodations for families. In order for Allston Brighton to be a sustainable community we need to serve people beyond their early career "young urban professional" phase, and slow the post-baby flight to the suburbs many young couples face when they start looking to expand their families. To a similar end, I think we need some sort of deed-restrictions to ensure that these condos are owner-occupied and not more of Allston Brighton's plentiful absentee landlord or AirBnB properties.
6/10/2019	Lisa	Hirsh	BACC	Oppose	I am opposed to the planned development of Allston Yards as it current stands for the following reasons: 1. There are insufficient units of affordable housing 2. Most of units are either one-bedroom or studio; not enough for families 3. There are insufficient number of parking places for both Stop & Shop and residences. 4. There does not appear to be adequate transportation planned for this new commercial area especially linking cars and busses to the T. 5. There is a minimum of green space and the small piece that is planned is partially shaded by the adjacent tall building. 6. The scale of proposed building development is not in keeping with the character of the neighborhood.
6/10/2019	Deborah	Reiff	BACC	Oppose	I strongly oppose this project because: While community was told it would be 895 units, Stop & Shop says it could be as much as 1230. That extra 300 apartments means too much uncertainty for decision-making as well as too much lee way for even higher density. S&S refuses to commit to 20% affordability, which the community has asked for. It refuses to commit to provide home-ownership opportunities by making more than 12% of the units condos, which the community has asked for. It refuses to agree to protect the community from ever higher investor-owned housing through deed restrictions, which the community has asked for. It refuses to commit to more green space to balance the emissions of several hundred thousand cubic feet of building and parking for 1,400 cars, which the community has asked for. The BPDA traffic studies did not include the next door 5,000 seat Track at New Balance with 25,000 sq. ft. of retail space. Ignoring this renders the traffic studies moot, if not misleading. It is also misleading to sell this as transit-oriented development since no T or bus routes are near it and the much ballyhooed commuter rail train often is too full to even stop at the station. Most of all, community members are almost unanimous in rejecting this project in its current state. Approving it will hurt both Allston and the reputation of the BPDA.
6/7/2019	Bruce	Kline	BAIA	Oppose	Objections of our community have been made at public meetings and have been consistent - the city and the developers need to pay attention and respond , not just pay lip service to our concerns.

6/6/2019	Diane	Redmond	BACC	Oppose	This development is too large for this site. The largest problem is the impact in traffic to the neighborhoods. It is already difficult to travel on North Beacon, Market and Everett St. Many mornings we have to wait up to 10 minutes to pull out of our street. WGBH has traffic staff who stop traffic for individuals to cross the street or come out of the parking garage. This impacts traffic on Market St. There is currently no parking for train station which means that people have to be driven and dropped off there. The idea that extending New Braintree St. without an egress at the train station will make for a traffic nightmare. Traffic entering and exciting Everett St. will be a colossal mess. Having the delivery trucks pass between the grocery store and the "open space" is an accident waiting to happen. Placing Stop and Shop on the second floor with limited on street parking does nothing to entice neighbors to visit the store. Having to park underground, grab a shopping cart and ride an elevator to the second floor discourages individuals with challenges and families with infants and toddlers from shopping there. The open space does not appear to be adequate for that size development. With the odd boundaries of the open space sight, there will not really be areas for playgrounds for children. The cost of the units make it unaffordable to families of Brighton. There is no proviso that the condos have to be owner occupied. With all of the recent construction in this area (Western Ave and Market, Market St across from CVS and 3 potential more sites in this area (Stuart Glass, Lincoln St @ Market and the Meineke Property) I don't know how the area can sustain another influx of 900+ residents. The buses and trains are already overloaded. Thank you for providing an opportunity to express my opinions. However, in the long run, the city will build this project anyway despite local neighbors concerns.
6/4/2019	Diane	Kline		Oppose	The Allston Yards development remains too dense, and I believe the number of units should be further decreased. The Guest Street Plan limits building height to 13 stories. This project proposes 22, 18 and 15 stories for Buildings B, C and D. I do not believe this project should be allowed variances that exceed the Guest Street Plan guidelines. The number of affordable units in any project this large should be 20% or greater. Units beginning at 50% AMI would provide an opportunity for lower income residents to be included. This development currently proposes 110 home ownership units. I believe that number is far too low and either Building C or D should be designated as condos only, with 75% of them deed restricted so our neighborhood is not faced with even more absentee landlords. I cannot approve this project as it is currently presented.
6/3/2019	Kathryn	Phillipson	N/A	Oppose	We already are overcrowded. There needs to be improved public transportation as streets have apresado increased in congestion. MORE green space is requested. MORE affordable housing as long term residents can’t afford to stay.

6/1/2019	Ian	Fox		Oppose	Dear Council I write to you, regretfully, not as a current but a former neighbor. I love Allston. I've worked on Western Ave for years, I lived on Holman St, and I spend much of my free time in Brighton. It's a neighborhood that I cherish. So when I looked to move from Holman Street last year I was certain I would stay in the neighborhood. I toured nearly two dozen houses, group houses, and apartments but found none that were reasonable living situations or reasonably priced. Unfortunately I had to look elsewhere and now live in Somerville. (Yes that's right; in order to find something CHEAPER I had to move to Somerville.) I would have loved to stay in Allston and I tried hard to. And that's me, a 27 year old white, college educated/student-loan-paying man with a desk job that, I am fortunate to say, pays squarely in the ballpark of Allston's median income of $47k. If I can't make it work, how might other folks who are similarly being priced out from "up-and-coming" areas like Lower Allston, etc? Or folks with service jobs? Or senior citizens? Or growing families? Or artists (a population that has helped Allston/Brighton's vibrant community thrive), who can't find housing within reason, let alone studio space? Or, maybe more notably, the huge working class population who built Allston/Brighton and called it their home for decades? In principle I am not opposed to Allston Yards; in fact, if done properly, I believe it could help bolster Allston as a bustling area that attracts people to the neighborhood and encourages them to stay in the neighborhood. I'm also unopposed to attracting a wide swath of new Allston-ites, including those who make a bunch of money. I appreciate the new green space, the new retail opportunities, and the inclusion of 110 homeownership residences (a number that I would certainly welcome to grow) that the current Allston Yards plan proposes. But I am very discouraged to see such little emphasis on making it affordable for the community. I'm disappointed in the lack of specificity and commitment to making affordable units, beyond "a range." And, respectfully, I'm struck that affordability is presented as such an afterthought when one explicit goal of the project is "planning that is respectful to neighbors and abutters." I won't pretend to know the financial structure of Allston Yards but, based on my lived experience and my hopes for the community I hope to return to, I encourage the developers to commit to well exceeding the 13% minimum affordable units. Thank you for your kind attention -- I look forward to the ongoing conversation with the developers, BPDA, and the neighbors of Allston/Brighton. Sincerely yours, Ian Fox
5/31/2019	Austin	Grimes		Oppose	After attending the public meetings on this project I am strongly opposed. The mayor needs to pay attention to what is happening as this will be part of his legacy. It is clear that the motivation for making the project so large is not to meet the needs of housing demand but to maximize profits. The idea that some percentage of condo units is going to translate to owner occupancy is a joke, this neighborhood is already teeming with investors and absentee landlords/owners. Public transit is already overburdened and the additional density here will make the area more un-livable The paltry amount of green space included in the design makes sense if the object is to find the bare minimum amount of space to dedicate and then something like “trust us, we won’t develop it later” was said at the meeting. Also, “trust us, we will endeavor to complete the new Braintree Street” which is planned as a dead end. Where are you Mayor Walsh?
5/31/2019	DAVID	DUFAULT	Studio 52	Oppose	I am against any sort of luxury condos pricing people out and destroying artistic communities. This would result in the death of the space I practice at across the street (Studio 52), by building ugly housing for rich people. We need more triple deckers and less luxury condos!

5/30/2019	Nick	Block		Oppose	I went to the Allston Yards AIG meeting last night, and from all the proposals made, I am most in favor of deed restrictions on owner-occupied units. I have been renting a 3-bedroom unit for three years in Brighton and am moving in two weeks into another 3-bedroom apartment to rent on Market St. I have been looking for a condo/house to buy, but the market is hard here with all the investors. Owner occupancy should be a priority in Allston-Brighton. Deed restrictions seem like a reasonable request. I am in favor of the buildings adhering to the Guest St. study that said the area should not develop buildings higher than 13 floors. Lastly, I am also in favor of the proposed green space being given to the city as a show of good faith. I am not opposed to the project on the whole. I just heard last night that the community wants to be listened to, and the above three suggestions that I made would quell a lot of the neighborhood's frustration.

5/29/2019	John	Quatrale	Unbound Visual Arts	Support	5-29-19 Dear Mr. Sinatra, Unbound Visual Arts, the only 501(c)(3) community-based visual arts non-profit organization in Allston-Brighton, has reviewed the latest filings and continues to believe that the Allston Yards project should include an Allston-Brighton Art Center for the Visual and Performing Arts, which is extremely important for the future of Allston-Brighton. The lack of such bona fide space, that would be addressed in an art center, is a severe detriment to the cultural and civic growth of the neighborhood. We believe that local performing and visual art is a major contributor to the local economy and will enhance the livability for all the residents for Allston-Brighton. Such art centers have become the center of community life all across the State and the region and have proven to be economic and artistic stimuli for enriching all aspects of daily life. The intent is for the art center to be managed by one new or existing non-profit and supported by other non-profits in specific areas. We provided nearly 150 names in support for the Art Center that were collected in less than 2 weeks last year. The center would be for plays, musicals, art exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. The center could be incorporated into the development or included as a public benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. If the BPDA determines that the Art Center cannot be located at Allston Yards, the proposed ‘public realm fund” should be used to conduct a feasibility study to review 2-3 possible sites (land or buildings) in Allston-Brighton for an Art Center for Performing and Visual Arts and determine which sites are most feasible from a legal, design, financial, management, and programmatic perspective. Though we appreciate the developer’s proposal to include “public art exhibits” on the community green, this should be in addition to the real need for indoor “public art” in secure and dedicated space and that the programming for both be managed by an experienced non-profit. The feasibility analysis for the Art Center should be conducted by an experienced firm selected via a “request for qualifications” process. The programmatic review should include the following: professional performance theater with audience seating, rehearsal spaces for music and theater, professional dedicated, designated, enclosed, secure and managed art exhibition galleries for local art, theater and music storage spaces, art making studios, classroom and meeting spaces, and office space. The art center would be intended for both children and adults and would be for plays, musicals, concerts, art exhibits and art-related classes and workshops all in one building or closely attached buildings. Unbound Visual Arts, incorporated in 2012, has over 200 members. It’s Board of Directors has a wide array of planning, financial, design, real estate, and programmatic experiences on a number of physical public improvement projects. In addition, the Board of Directors knows the cultural and artistic needs of the Allston-Brighton community. Unbound Visual Arts (UVA), governed by a 15-person Board of Directors and Council of Advisors, enriches its communities with educational and inspiring exhibitions and programs for cultural enhancement. UVA’s independently curated exhibitions are meaningful yet still provide a strong learning environment as well as providing opportunities for the local artists. The exhibitions may promote passion, purpose, issues, ideas and solutions, social change and justice, and memories. Unbound Visual Arts (UVA) has organizational memberships in the Americans for the Arts, New England Museum Association, Boston Preservation Alliance, and MASSCreative and has received competitive grants from the Boston Cultural Council the last four years. It also received two Massachusetts Cultural Council (MCC) Festival Grants and the Berkshire Bank Foundation to support its annual Mardi Gras & Carnival Celebration of the Arts and its Art Expo at the Prudential Center. It has also partnered with many local organizations including Brighton Main Streets, Allston Village Main Streets, and Allston Open Studios. Many thanks, John Quatrale Executive Director Unbound Visual Arts, Inc.

5/23/2019	Anna	Leslie	Allston Brighton Health Collaborative	Oppose	The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests. Increased development in Allston and Brighton is straining the neighborhood's existing infrastructure and public transit opportunities. Meanwhile the neighborhood has unique and diverse transportation needs that include the highest percentage of cyclists per total vehicles of any neighborhood in the city, according to City of Boston 2017 counts; and two of the MBTA's 15 total key priority bus routes. Developers, including that of Allston Yards, are increasingly relying on the existing functionality of our transportation infrastructure without investing in its upkeep or growth; by building near public transit, developers can claim their housing is "transit-oriented" without contributing to its improvement. Developers are increasingly funding transportation mitigations that solely benefit their future residents or their immediate geographic area. Allston and Brighton do not exist in isolation and neither do transportation systems. The health and success of our neighborhoods depends on integrated and connected systems that provide safe, equitable, and accessible transportation to all people. This developer cannot claim transit oriented development unless it actively invests in current and future multi-model mobility improvements. We request that these transportation improvements be integrated into the project's Transportation Access Plan Agreement: 1. Developer must adopt the City of Boston's Complete Streets guidelines for the development. Anything that is done on the street that does not follow these guidelines should apply for exemption from the City. 2. Developer must work with the MBTA to improve the public transportation network before entertaining the creation or funding of an independent shuttle service. Transit improvements include things such as bus lanes, bus shelters, signal replacement to allow for transit signal priority, etc. 3. Developer partner with Boston Bikes to assess the need of at least one additional Bluebikes bike-sharing station anywhere in Allston or Brighton. 4. For any additional developments occurring near the development that do not require an IAG (i.e. those falling under Small Project Review) , developer meet with those projects to assess their collective impact, needs, and mitigations. 5. Developer adopt parking maximums. 6. Within the parking maximum, developer contract with and provide space for car-sharing vehicles (e.g. Zipcar). 7. Within the parking maximum, developer contract with and provide space for Electric Vehicle rentals with charging stations on-site and additional charging stations for private vehicles. 8. Developer provide covered and secured spots and charging capabilities for bikes and micro-mobility devices (eg. e-scooters, e-bikes). 9. Developer provide discounts or free monthly MBTA passes and Bluebikes yearly passes to residents who do not use their parking spots. Please let us know if you have any questions or concerns regarding these recommendations. We welcome the opportunity to speak with the developer. Anna Leslie, MPH Director Allston Brighton Health Collaborative Committee member organizations include: Allston Civic Association Allston Brighton CDC Charlesview Inc. MassBike Livable Streets Alliance --- The Allston Brighton Health Collaborative (ABHC) is a collaboration of organizations devoted to working together to promote and improve the health and wellbeing of the Boston neighborhoods of Allston and Brighton. We maintain broad goals and an inclusive strategy in order to: Understand neighborhood social determinants of health and their impacts Through ABHC members, engage with residents in dialogue and strategic planning around the assessment and response to unmet community needs Support the assessment of and response to unmet community health and wellness needs Support and promote the work of individual ABHC members and their constituents to reduce health disparities and increase healthy living.

5/13/2019	Megan	Markov		Oppose	In a perfect world, all major development in Allston/Brighton would stop until a master plan for the area was developed. Recognizing that the city has no plans to approach the neighborhood as a whole in a thoughtful way, I stand with the Brighton Allston Community Coalition in their pursuit of the following for this project: -- a reduction in the project's density by eliminating the large office building and by reducing building heights so that they correspond with the BPDA's Guest Street Corridor Study; -- a binding commitment from the developer that 20 percent of all residential units will be affordable. Allston-Brighton has an acute need for affordable housing. -- a binding commitment from the developer that 50 percent of the units will be condominiums, and that 80 percent of these units be deed-restricted, ensuring that they will be owner-occupied. These recommendations address Allston-Brighton's low owner-occupancy rates; -- a transfer in the ownership of the community green from the developer to the Boston Parks and Recreation Department. Public space should be publicly owned. This transfer in ownership will prevent future development of this green space; -- significant improvements in public transportation, including more frequent and reliable rail and bus service, to the site as well as major enhancements in biking infrastructure. These improvements, combined with reducing the project's density, will reduce traffic congestion related to the development. In addition, I would like to see the green space expanded even further, with a fair amount of tree planting to offset the great number of trees in the area that have been lost to construction.
5/8/2019	Samantha	Pajak		Oppose	Hi, I am submitting my opposition to the sheer number of proposed residences proposed for Allston Yards. I understand that the land will be re-developed and I've accepted that. I am both a condo owner in the Allston area and work in the New Balance complex next to this proposed project. While I understand the developers want to aim high with their ability to make profits by initially proposing 1,050 residential units which is now down to approx. 850 units, this is still far to many for the density of the area. On average if 850 units have an average occupancy of 2.5 people that is approx. 2,125 people who will add to the area. On average at least half of those people will have cars. Where will they park them? And an additional 500-600 cars driving through this area (estimating half of people with cars use them to get to work) in the morning/evening on top of what is already added with the Lantera (which isn't even at full occupancy) would just be too much for the area traffic and density wise. These small back streets and more main roads are already gridlocked at rush hours and often outside of rush hours. Simply put, I know the project will be approved, housing is needed, but the proposed 850 units is simply far too many for this area to handle. Please reduce the number of units for this project by at least a few hundred prior to approving. Thanks you for your time, Samantha Pajak Owner of an Allston Condo as well as a person who works in the immediate area of the proposed project.
5/5/2019	Zach	Jones		Oppose	While there are certainly some upsides to adding more housing to Allston, all of it is completely useless without a firm commitment to the housing being affordable. As currently planned, this is just going to make median incomes in Allston skyrocket, in turn raising rents everywhere, telling developers that Allston can be flipped for their own benefit, displacing the working class and student populations that have made Allston what it is today. No housing without affordable housing. Allston for all!
6/15/2018	Connie	Glore		Support	The Allston Yards project is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts.

6/15/2018	Karen	Smith		Oppose	The proposed Allston Yards project greatly exceeds tolerable height and density standards for this area. The standards set with community input for the Guest street area must be incorporated. In addition, I am opposed to the limited amount of home ownership proposed for this development. We should have at least 30% home ownership, with deed restrictions, for new projects in order to mitigate the decline in home ownership in Allston Brighton. This proposal would accelerate a serious decline in home ownership and create additional barriers for building community. This proposal has not adequately address many important design features in addition to the basic problems with height and density. *Inadequate greenspace *inadequate walkability for the expected foot traffic related to businesses and residences. *inadequate plans for resident parking. The city should prohibit resident parking permits for residents of buildings that have received variances related to parking requirements *inadequate planning for the traffic related to deliveries and rideshare services for residents and business patrons *inadequate consideration of the impact of limited public transportation; the Boston Landing schedule is not the solution for all commutes and commuters The access to Allston Yards from Everett St is likely to be very problematic for even a portion of the projected traffic. Everett St is already a cut through between Allston Village and Soldiers' Field Road, and traffic back ups now occur regularly Monday- Friday. This is a serious issue for residents in the current Honan apartments who cross Everett at that end of the bridge regularly, and commuters on the bridge as the access the commuter rail. This added traffic is an issue for the streets already accommodating morning and afternoon traffic related to the opening and closing transportation for two local grammar schools: 1.The German International School on the cornier of Everett and Holton, with traffic issue related to accessing the Everett St entrance to the school parking area 2. The Gardner Pilot Academy on the corner of Athol and Brentwood, accessed by Everett and Holton St. I am also concerned that this proposal does not reflect the added residential and business activity on North Beacon St, which has been approved or under review. These projects will have a compound effect on the ability to have a pedestrian friendly and safe area, and reasonable traffic patterns for cars and bicycles. Please do not approve this proposal, or any amended proposal for Allston Yards, that does not adequately address these concerns and provide a set of community benefits in addition to the mitigation, which are commensurate with the value to the developer. Thank you
6/15/2018	John	Quatrale	Unbound Visual Arts	Support	Dear Casey, Unbound Visual Arts, the only 501(c)(3) community-based visual arts organization in Allston-Brighton, believes that the Allston Yards project include an Art Center for visual and performing arts. The center would be for plays, musicals, exhibits, art studios, rehearsal spaces, and classrooms for children and adults. Allston Yards is at the crossroads of Allston and Brighton and as such is the perfect location for this center. We've collected 116 signatures (using a Google form) in the last 2 days and believe that if we had started earlier that we could have gotten 1,000 supporters. The center could be incorporated into the development or included as a community benefit. In both cases, the fundraising and build-out could be accomplished by a new non-profit entity if the developer provides the needed space. I'll email you the list of the 116 supporters that signed this request. The wording of the petition is as follows: Sign to support an Allston-Brighton Arts Center at the new Allston Yards: The Allston Yards project, at the current Stop & Shop near Boston Landing, is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts. If you believe that the developer of this major real estate development should include the space for such an art center, please add your name below by JUNE 15! All names will be transmitted to the Boston Planning and Development Agency. The proposal includes 1,050 residential units and 300,000 GSF of Office use, 67,000 GSF of Grocery use, 50,000 GSF of Retail/Restaurant use, 0.5 acres Community Green, and up to 1,300 parking spaces. More at http://www.bostonplans.org/projects/development-projects/allston-yards Many thanks, John Quatrale

6/15/2018	Tom	Jackson		Support	This is an extremely important feature and project for the people and for the reputation of the community
6/14/2018	Anne	Silber		Support	I strongly support including an ARTS CENTER at Allston Yards!!
6/13/2018	Nadia	Parsons	Inbound Visual Arts	Support	We need this in our community. Ian a long time resident and artist.
6/4/2018	Steven	Bernstein	Self	Oppose	My concern is about infrastructure. There are limited roads to provide access to an area that has had no road additions for the most recent building.
6/1/2018	Jake	Dempsey	Homeowners Union of Allston-Brighton	Oppose	The size and scale of these projects are out of character for the rest of the neighborhood and are exacerbating already overloaded roadways and infrastructure. I welcome more opportunities for renting and buying in the neighborhood and also the retail options these projects bring, but I would rather that this development not come at the expense of the quality of life for the neighborhood. I live on the other side of the everett street corridor, just over the highway. For the past seven years I've driven over that bridge twice daily to take my kids to and from daycare, and over time the traffic has only gotten worse. Adding more than a thousand new units, not even factoring the new developments east of Everett street or on North Beacon, will only make that worse. Being a former industrial/commercial zone, this area is sorely lacking in greenspace. I would like to see more of it included in the plans.
5/30/2018	Donna	McIsaac	Resident of Brighton	Oppose	Dear Ms. Hines: As a resident of Brighton, I strongly oppose the Allston Yards project as planned. Adding 1050 units (likely 2000 residents) to an already congested area in addition to the more than 20 other development projects within 1 mile of this proposed project that will bring approximately 1500 more units (likely 2500 residents) will make it impossible to travel Market St, North Beacon St and Western Av. Those numbers don't include the private developments that are too small to be on the radar of the BPDA as in my neighborhood where a developer wants to put 6 units/10 parking on 10,000 sq ft of land. The developers are trying to maximize their profit at the expense of the existing community. The Developer can still make a profit on their investment with a scaled-down project. The size of this project is not right for this location or for Allston/Brighton. Thank you. Donna Mcisaac
5/30/2018	Joel	Shaw		Oppose	How many more luxury apartments are you going to allow in Brighton?
5/30/2018	Deborah	Baye		Oppose	Opposed for some of this. 60 Everett Street, Allston 1) 0.5-acre community green is way too small for the amount of building going on in this area to combat the pollution that is created by the highway alone, not to mention the lack of trees highway side alread. 2) 1,050 residential units seem excessive and a % should be low income, designated for artists and or handicapped 3) 300,000 GSF of office use also seems excessive 4) 1,300 parking spaces needs to be addressed- I am assuming in a building-or underground?
5/30/2018	Max	Rome		Oppose	This is a great location for dense transit-oriented housing. However with added density we need to be extra careful to make sure the developments enhance the neighborhood by providing housing for an income diverse group of long-term residents and making improvement to the public realm. Owner occupancy and Affordability: 50% of the housing should be condos and of those 70% should be deed restricted owner occupied. 20% of units should be designated affordable for an average family currently living in the Allston or Brighton. Height: The building should conform to the height guidelines of the recent guest street study. Public space and green space: The development should create complete streets and increase pedestrian access over the bridge and to the river. Robust street tree planting should be part of this project as was done throughout the New Balance project.

5/30/2018	A	B	Resident	Oppose	More overpriced modernity designed to stamp out cultural diversity, flush out low-income residents, and decimate the arts and small businesses? I urge the city to do more to keep long term residents and those that add to the vitality and health of the city. Boston and the surrounding areas are flooded with cookie-cutter luxury properties. It is disappointing to see the city continue to turn its back on the history and the people. Please reconsider this project. Or at least require all residential & retail units go to hard working families, long term residents that have been priced out of everywhere else, and to small local businesses. Thank you.
5/30/2018	Joseph	Zina		Oppose	As it is proposed I feel the City of Boston is not demanding more concern for the neighborhood. There is little regard for community building with a new large park for children to play, elders to sit under trees, indoor winter exercise gym and pool for the community. The developers have also forgotten that tenants will have dogs and there needs to be a dog park. New Balance and Lantera have not provided any community benefits that they should have and now Allston Yards has not adequate community concern. The city of Boston needs to be more demanding and responsible for the future of a habitable community. With ten other development projects in the Allston area the city is not concerning to require owner occupied units and allowing for high priced rentals for small spaces for transients and rental units that will be used as AirBNB's. The city must rearrange their priorities and concern for overbuilding.
5/30/2018	Sarah	Rodrigo		Oppose	This project is far too dense and does not include enough green space. On a broader note, the BPDA needs to start looking at Allston Brighton holistically rather than treating each individual project as though there is no surrounding context. When considered in context, it is obvious that this project does not forward any of the goals of the community, which have been clearly and formally identified over and over and over again. Please do not approve this project as-is. Please.
5/30/2018	Shelley	Bialka	Ms.	Neutral	The proposed project is both exciting and frustrating. Yes, it's nice to see a planned mixed use space, but there is not enough parking - 1900 for 1500 units, a large retail space and commuter rail stop! .5 ac green space? What happened to the "playing field for residents" promised in orig. New Bal plan and diminished to a much smaller sloping landscape feature will surely happen here. Why can't developers scale the projects so that there is mass, say the retail/ residential space, lower buildings nearby, green space - bike and pedestrian paths, smaller but multiple parking areas, with overall more spaces, underground garages. What about bringing more public tran to this area? Buses,if not transit. Can the roads accomodate the increased traffic? I know I am not going to bus it or uber it to Stop and Shop. Will I compete for space with residents? If any of the planners and officials involved in this project come to the public meetings by public transportation, I think they will see the impracticality of relying on public transportation, especially lugging maps and plans (read groceries, children, work papers, etc for the rest of us).
5/30/2018	Wilma	Wetterstrom		Oppose	I vehemently oppose this project. It is far too high and too dense and will have too little green space. The additional 4,000 or so new residents will exacerbate the traffic congestion that already plagues our community and further burden an overtaxed bus and T system. Parking problems will only get worse. All of this will further diminish our air quality as well as quality of life. Nor does the project offer many home ownership opportunities, thus only exacerbating the decline in long-term residents in A-B. In addition, the developer offers as public green space a measly plot—the equivalent of a residential city lot. This must be much larger to offer any respite from the oppressive hardscape and provide any environmental benefits. Moreover, it should be deeded to the city for use of its residents in perpetuity. And it should contribute to the mayor's plan to plant 100,000 trees in the city by 2020; this is, landscaped with native trees along with shrubs. Without the change in greenspace, the number of units and the height of the buildings, this project will only diminish the quality of life in A-B.

5/30/2018	Deborah	Reiff		Oppose	Anyone attending the community meeting on this project would have no doubt that, except for those who stand to gain from construction or other work, the community was united and strongly opposed to this project. Brighton needs development to help redevelop families with community ownership. Brighton needs green space. No one who lives here wants 4 high rise buildings with 1,050 mostly 1BR or studio units. We are all painfully aware that within a 1.5 mile radius of this project there are at least 20 other projects in various stages of approval/construction that are bringing an additional 1500+ units to that area. Does anyone at BPDA give a damn about Allston/Brighton?
5/30/2018	Susan	Kearns	private citizen	Oppose	The increase in density that will be added to this particular area is overwhelming. I have strong concerns about safety, traffic flow and potential for pedestrian and automobile accidents due to the colossal size of the entire project. I strongly oppose this project. Susan J. Kearns - homeowner in Brighton since 1983 Ward 21/13
5/30/2018	Paul	Dixon	Mr.	Oppose	This development is simply too large for the area. It will negatively worsen an ever-increasing traffic problem in the area, drawing more cars onto streets that are too full as it is. Additionally, it consists, in part, of a huge residential that the neighborhood simply cannot accommodate. Yes, you can construct the building. However, where are all those people going to park, which forms of public transportation are they going to take and how will that affect the ride for all? Yes, the train station is there. First, who wants to live near train tracks? I live a mile from tracks now, and in the summer, when the windows are open, we can't hear the television. And that's a mile away. Second, those train tracks serve only those who want to go into the city or possibly out to Newton, Framingham, or Worcester. What about everyone else who just wants to get around the city as a whole? What if you want to take the train, but because there's no RELIABLE OR REGULAR public transportation to get there, you need to drive. But there's nowhere to park. All in all, developments are not like mountains. You don't just build them because the land is there. This is the wrong plan at the wrong time, and as a long-time resident of Allston-Brighton, I oppose as an attempt to maintain the qualify of life for all of us in the 02134 and 02135.

5/30/2018	Liz	Breadon		Oppose	I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent residential neighborhood across the street at the Honan Apartments. Cumulative impact: At this time the immediate neighborhood has approximately 1800 housing units under review (with more to come in the future). The impact of this rapidly increased density on traffic, utilities, green space, transportation, public safety etc need to be considered in aggregate. 2) More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community. This configuration means that the vast majority of units will be studios or one bedrooms with only thirty 3-bedroom units. in Recent development Allston Brighton has produced thousands of over priced studios and one bedroom rental apartments. We need more three and four bed units suitable for middle income and working families. 3) Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% AMI. We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for $2400 - $28,00 is totally unaffordable for the vast majority of the young professionals who live in Allston Brighton. We need housing that reflects the economic reality of the people who live here. The developer could partner with an affordable housing developer to build 200-300 affordable units suitable for a more diverse demographic (including families) and priced at different price points (not just 70% of AMI) to help create a diverse and inclusive urban community. (See the 1550 Soldiers Field Road development) We need housing that is affordable for middle class workers, our firefighters, school teachers, administrative assistants, healthcare workers. 4) More Home Ownership We have a home ownership crisis in the neighborhood Allston’s owner occupancy is around 10% and Brighton’s owner occupancy has plumetted to 21% from 25% a few years ago.

					This is well below the city wide average of 35%. This project should have 50% homeownership opportunities with 20% affordable at different price points. 5) No investor units: No Short term rentals Short term rentals destabilize the neighborhood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals such as Airbnb. 6) Transportation Mass Transit - MBTA buses In addition to the commuter rail which has a limited schedule, this location needs to have an intergrated MBTA bus service, adequate bus stops, bus shelters. Drop off and pick up locations are needed at the commuter rail stop and especially at the Stop & Shop super market. MBTA improvements are needed to connect this project surrounding neighborhoods especially on the North/South axis. Given the level of development in the immediate area the MBTA needs to have a hands on approach to ensuring an affordable, reliable and efficient mass transit service in Allston Brighton. This included a plan to improve service from Allston Yards and environs to Cambridge and the Longwood Medical Area. 7) Bike Lane and Pedestrian Access to the Charles River Improvements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed. 8) More Green Space Green space is essential to mental health and wellbeing. The proposed community green is only 30,000 sq' of green space for an almost 2 million square foot development. Allston has the least amount of greenspace of neighborhood in Boston. This project needs more green space in the form of a well meaintained public park which would enhance the quality of life. 9) Pedestrian Infrastructure - not adequate for the growing density in this neighborhood. The Everett St Bridge has 7 (elevator side) and 5 (bridge & commuter rail access) foot sidewalks. The widths of the sidewalks on the Everett Street Bridge a major problem. Compared to the Market St Bridge which has 8 foot sidewalks, the Cambridge St Bridge has 7 and 8 foot sidewalks. This is exacerbated at rush hour, especially on the 5 foot side, people are walking on the street and crossing the street on the bridge because the sidewalk is full. This is a recipe for disaster. We need a safe sidewalk experience that will keep people moving north or south to the crosswalks. The problem is only going to get worse as demand increases.

5/29/2018	Lisa	Smith	Resident	Oppose	Good day: There are more pressing issues with Everett Street that have not been addressed. 1. Mounting traffic on Everett Street posing a hazard for existing children in the neighborhood and for the newly increased traffic from Boston Landing Station. 2.******** No mechanical crosswalk unit for blind individual living adjacent to Stop & Shop at Brian Honan Apartments. He waits for the sound of no traffic or for someone to blow their horn (which can be misconstrued). 3. There is only a one directional outlet to this parking lot. The entrance on Braintree Street needs to be a two-way exit/entrance for safety/evacuation purposes, as well as, for traffic flow. the exit on Arthur Street is always congested because of the short light. 4. Additional residents from the 1000 unit apartments will congest the area even more. Luxury apartments may bring high prices at Stop & Shop hurting the existing population of families. 5. The continued influx of luxury apartments will continue to push out existing long-time residents who can afford to live in Allston with increasing rents. 6. Builders are building condos and not including enough affordable housing, not enough home ownership or single family houses/townhomes for families, while reducing green space. 7. Implementation of housing for individuals looking to put roots in Allston are not being considered but housing for short-term money making units are on the rise. With such plans, proven increased crime is inevitable. 8. Additional public bus routes for Stop & Shop 9. Trash & rodent control plans. There is still a high infestation of BIG RATS 10. A Braintree Street ramp is needed, as well 11. Direct informational materials/correspondence to residents to keep us abreast of progress or lack there of. 12. Allston residents get first dibs on project jobs 13. Residents did not receive any correspondence of Boston Landing Construction. Immediate area residents need mailings preparing them for any projects. 14. Money for community parks, green space, and preserving housing for current residents/low income residents. 15. Promise to keep the community diverse. Public announcement against gentrification and visible action.
5/23/2018	barbara	moss		Oppose	This proposal is deeply concerning both to the abutters as well as the overall community that is already burdened by incredible traffic. Where are all these cars going to go coming in and out of the community. The buses are already broken in our infrastructure. we do not have a t stop. There are no plans for that or any further way to move people around. There are old and narrow streets. How will they get from point a to point b? Guest street is overburden. How will they get in and out? What traffic studies have been done and research to see what the community can bare? This project is an affront to a community that has thrived fo hundreds o years. The building is too tall, casting tremendous shadows. The structure is architecturally institutional. The .5 acre is a joke for green space. Where are the trees? Walking paths. Park? Where is the homownership.? Is this built for transients? Who will choose to live there and for how long. It is not affordable to anyone who wishes to remain in the community. This project is shameful. Barbara Moss
5/22/2018	Dorothy	Fleishman		Support	I strongly suggest that the developer be required to include a new community center as part of this development. Jackson Mann is in terrible shape and is not sufficiently updated to handle the needs of our community. This is a small addition to the developer's cost that would truly benefit the citizens of Allston/Brighton

5/18/2018	Thomas	Nunan	Saint Joseph Prep	Support	May 17, 2018 To Whom It May Concern: As a vital member of our vibrant Allston-Brighton neighborhood, Saint Joseph Prep, sponsored by the Sisters of St. Joseph of Boston, is committed to providing an education marked by academic excellence, authentic relationship, meaningful engagement, and dynamic innovation. Saint Joseph Prep offers a Catholic, co-ed, college prep experience that is both exceptional and accessible. Our richly diverse learning community is comprised of students from the City of Boston, from the surrounding towns, and from across the world; these young women and men, and the teachers who serve them, are inspiring. We are pleased to support the Allston Yards Project. We understand and appreciate the concerns raised by some regarding the following: • Need for Affordable (and family-oriented) Housing • Need for Additional Green Space • Worry about Traffic Congestion • Worry about Scope/Scale (height/density) We certainly want to see improved pedestrian, bike, car, and bus flow in our neighborhood; we believe, as a matter of justice, that housing should be affordable; and we are committed to working with all partners to increase green space and to maintain a community “feel” to this wonderful part of Boston. We strongly believe that the Allston Yards Project should move forward, and we are pleased to support the owners and developers in their magnificent vision for the site at 60 Everett Street. First, we commend the team for addressing the major challenges facing this part of the neighborhood regarding the street grid. The proposal demonstrates clearly an effective and efficient reworking of Guest Street, Arthur Street, Everett Street, and all the related avenues. These major upgrades will provide much better—and much safer—transportation routes for everyone in the area, including our students. Indeed, many of our scholars are already using the commuter rail to come to SJP. Second, we support the project’s collaboration with New Balance, the MBTA, and a whole host of other community partners in developing the site as part of a comprehensive, creative, thoughtful, and intentional vision for Allston/Brighton. We need to bring everyone together in designing and dreaming a future filled with opportunity and prosperity for this part of Boston. Third, we are excited to work with Stop & Shop in addressing the concerns noted above, particularly in regard to green space. We will explore how Saint Joseph Prep might create additional green space, particularly related to parks and playing fields. Working together to advance this mixed-use development plan and to provide the accompanying green space, we can bring more families to our area. Thank you for your consideration of this public comment letter. We are pleased to support the Allston Yards Project and we look forward to partnering with Stop & Shop in creating a better and brighter future for everyone in our community. Take care. Sincerely, Tom Nunan, Jr. Head of School

5/18/2018	Barbara	Parmenter	self	Oppose	Dear Ms. Hines, As a resident of Allston/Brighton, I am writing to oppose the Allston Yards development proposal as it now stands. Our metropolitan region is experiencing a major crisis in affordable housing. The new development proposal does very, very little to seriously address that issue while having a tremendous impact now and decades into the future for this area of Allston/Brighton. This is such an opportunity to do things right, yet the development as proposed is wrong in so many ways, but affordability is the main issue. The proposed development will have 1050 apartments, and around 1300 bedrooms according to the developers' answers at the last public meeting. They also said that the target market is people making about 15% higher than area median income, although they didn't say which area (typically this is the larger MSA area) and for what apartments. But this seems to be in line with current apartments next door at Lantera Boston Landing where studio apartments of betweeh 450 and 550 square feet are renting for between $2400 and $2800 a month. To be affordable, a person renting this apartment would have to make between $86,000 and $100,000 a year. According to the Bureau of Labor Statistics 2017 data for the Boston-Newton-Cambridge area (https://www.bls.gov/oes/current/oes_71654.htm#25-0000) , only 25% of employees in region could afford even a STUDIO apartment in the Lantera complex. Allston Yards is planning to build many more of these. Even the so-called "affordable" set-asides will not be affordable to many workers in our region, much less the neighborhood. Yet who making $86,000-$100,000 a year would want to live in a tiny studio apartment? These 25% are highly paid professionals, most of whom would at least have spouses and/or other family, so they will not be renting these apartments. Given these facts, it seems to me as if the real market for these apartments is investors, not owners or renters. And the hope of many of these investors would be to use them for short-term rentals. At a minimum, the city should require that there be ZERO short-term rental units allowed. And that at least 20% of units be affordable at 70% the Boston (not MSA) median income. And that at least 50% are owner-occupied. And to contribute to Boston's housing crisis, there should be a much higher mix than currently planned of family-size units. A development of this size, that would change the character of this area for decades to come, needs to PART OF THE SOLUTION FOR THE AFFORDABLE HOUSING CRISIS, NOT PART OF THE PROBLEM. As currently proposed, it will be a major part of the problem and do nothing to contribute to a true solution. The development also does nothing to address transit. The developers are benefiting from our tax-payer investment in creating the Boston Landing commuter rail station, and will presumably get the state subsidy for transit-oriented development, reaping a large profit for contributing nothing to our transit system. We need to have the developer make major contributions to the existing bus system in the area so that we can get more frequent and reliable service, not just tout the commuter rail station for which the service is very limited. The developer also needs to come up with a plan for connectivity for bicylists and pedestrians to existing bike/ped paths to the river and help improve bike/ped infrastructure around the neighborhood of Allston, not just in the development itself. On top of that, the community green space as proposed is completely inadequate. It's a tiny quarter of an acre that sits at the foot of a 17 story building on its EAST side – a tiny space that will be in the shadow of a tall building much of the day, and will face gale-force winds from the surrounding structures. And I did the mapping – it's the equivalent to two rows of the current parking at Stop and Shop. This is simply ludicrous. Higher density development is necessary but it must be development that truly works to solve multiple issues, not just impose more burdens on the community. For those reasons and more, I oppose the development as proposed. Thank you for your work on this project and for this opportunity to convey my comments, Barbara Parmenter 77 Harriet St. Brighton, MA 02135
5/18/2018	Mouna	Mahassine	1977	Support	great project that will transform the neighborhood, looking forward to the completion!

5/17/2018	Mary	Burns	- None -	Oppose	Hi Casey, I am a life-time Brighton resident (not too many of us left). I remember Brighton as a thriving community of families and 3 active Catholic parishes. I've watched as my street has become a dormitory for BC students, as out-of-town folks have bought up homes that used to hose families, and stuff them full of young guys working in the financial district. Sometimes I feel like I live in a frat house. What I do know is that I don't know my neighbors, the community fabric has frayed, and a development like Allston Yards only exacerbates, not helps that. The development is totally out of scale to the rest of the community and simply amplifies the disconnectedness that plagues our community. It doesn't help the housing affordability crisis; it adds to it. I envision hundreds of Air BnB units and rental unit investments like the ones now that plague my neighborhood. I agree that that area needs to be developed--but this is not the way. Allston-Brighton has the lowest owner-occupied rate in the city--and I believe because of this--the lowest rate of representation. Allston Yard, again adds to this.
5/17/2018	Kevin & Margarita	Norton & Montero		Oppose	Dear Ms Hines, I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent 2-3 story residential neighborhood across the street at the Honan Apartments. More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community with people of all ages and backgrounds. This proposal only has thirty 3-bedroom apartments the rest are studios and one bedroom units. Recent development Allston Brighton has produced thousands of these over priced studios and one bedrooms . We need more three and four bed units suitable for middle income and working families. Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% Area Median Income (AMI). We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for $2400 - $28,00 are totally unaffordable for the vast majority of the young professionals who live here. We need housing that reflects the economic reality of the people who live in Allston Brighton More Home Ownership We have a home ownership crisis in the neighborhood Allston's owner occupancy is around 10% and Brighton's owner occupancy has plummeted to 21% from 25% a few years ago. This is well below the city wide average of 35%. This project should have 30-50% home ownership opportunities with 20% affordable at different price points. No investor units: No Short term rentals Short term rentals destabilize the neighbordood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals such as Airbnb. 6) Transportation Mass Transit - MBTA buses In addition to the commuter rail which has a limited schedule, this location needs to have an integrated MBTA bus service, adequate bus stops, bus shelters. Drop off and pick up locations are needed at the commuter rail stop and especially at the Stop & Shop super market. MBTA improvements are needed to connect this project to surrounding neighborhoods especially on the North/South axis. Given the level of development in the immediate area the MBTA needs to have a hands on approach to ensuring an affordable, reliable and efficient mass transit service in Allston Brighton. This included a plan to improve service from Allston Yards and environs to Cambridge and the Longwood Medical Area. Bike Lane and Pedestrian Access to the Charles River Improvements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed. 8) More Green Space Green space is essential to mental health and well being. The proposed community green is only 30,000 sq' of green space for an almost 2 million square foot development. Allston has the least amount of green space of any neighborhood in Boston. This project needs more green space in the form of a well maintained public park which would be open to all and enhance the quality of life. Thank you for the opportunity to comment.

5/17/2018	Betty	Cawley, CSJ	Sisters of St. Joseph of Boston	Support	I attended the meeting at the Jackson Mann, and some of the concerns of the B-A residents I heard were: -size and density of the project; -affordability, especially for current residents or people in the same economic bracket; -lack of family-size units. I share these concerns, and in particular support the suggestion that 20% affordable would be a good target. Thank you.
5/17/2018	Arthur J.	Downey Jr	PCAB	Oppose	Dear Ms. Hines, I oppose this project for the following reasons: 1) Lack of Family Units. 2) The Density and. Height of the project. 3) Not enough affordable units Arthur J. Downey Jr.
5/17/2018	Maximilian	Kreisky	Mr	Oppose	Dear Ms Hines, I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent 2-3 story residential neighborhood across the street at the Honan Apartments. More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community with people of all ages and backgrounds. This proposal only has thirty 3-bedroom apartments the rest are studios and one bedroom units. Recent development Allston Brighton has produced thousands of these over priced studios and one bedrooms . We need more three and four bed units suitable for middle income and working families. Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% Area Median Income (AMI). We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for $2400 - $28,00 are totally unaffordable for the vast majority of the young professionals who live here. We need housing that reflects the economic reality of the people who live in Allston Brighton More Home Ownership We have a home ownership crisis in the neighborhood Allston's owner occupancy is around 10% and Brighton's owner occupancy has plummeted to 21% from 25% a few years ago. This is well below the city wide average of 35%. This project should have 30-50% home ownership opportunities with 20% affordable at different price points. No investor units: No Short term rentals Short term rentals destabilize the neighbordood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting investors ability to rent non-owner occupied units as short term rentals such as Airbnb. 6) Transportation Mass Transit - MBTA buses In addition to the commuter rail which has a limited schedule, this location needs to have an integrated MBTA bus service, adequate bus stops, bus shelters. Drop off and pick up locations are needed at the commuter rail stop and especially at the Stop & Shop super market. MBTA improvements are needed to connect this project to surrounding neighborhoods especially on the North/South axis. Given the level of development in the immediate area the MBTA needs to have a hands on approach to ensuring an affordable, reliable and efficient mass transit service in Allston Brighton. This included a plan to improve service from Allston Yards and environs to Cambridge and the Longwood Medical Area. Bike Lane and Pedestrian Access to the Charles River Improvements in pedestrian and cycle access to the Charles river and the surrounding neighborhood are much needed. 8) More Green Space Green space is essential to mental health and well being. The proposed community green is only 30,000 sq' of green space for an almost 2 million square foot development. Allston has the least amount of green space of any neighborhood in Boston. This project needs more green space in the form of a well maintained public park which would be open to all and enhance the quality of life. Thank you for the opportunity to comment. Max Kreisky 2 Imrie Rd, Apt 3, Allston MA 02134

5/17/2018	Margaret	O'Connell		Oppose	I live in Allston very near by this project. I have lived here 20 years and in nearby Brighton another 10 more. I am opposed to this project as it is currently designed for these main reasons: 1. Allston already has a parking shortage and the number of parking places being lost (in the Stop and Shop lot) and then added (.5 per unit is my understanding) will add to this existing problem. Many (most?) houses in Allston do not include driveways for their car parking. This means that many of the residents are parking on the street. My little street is already tight for parking and I expect that the many cars which can not park at Allston Landing will now be added to our existing major on-street parking shortage problem. This issue is not evident in most parts of Brighton. It is is very unfortunate that Boston population density information always includes Brighton and Allston together so that Allston's acute parking problem in its high density population area can not be properly recognized. 2. The cost of the new units is much too high compared to the income levels in the area. As the pricing stands now, these units will not be an option for people who want to stay in our area. This means that new higher income people will arrive and force the cost of everything in the area to rise - the income levels of the new people will attract higher-charging stores and restaurants which also regrettably means the rents go up for businesses and drive out long-time business owners. The character of our area will go "upscale" which will greatly lower my comfort level in living here. 3. I do not want to lose Stop & Shop, an affordable regular super market. I hear the new version will be tailored towards the new people which I hear means more things like prepared meals (pricey) and less things like rice and beans and basic staple ingredients. I'll change to Market Basket in Waltham but, once I'm no longer able to drive, that kind of option will be unavailable. Currently, I can walk to Stop and Shop from my house.
5/17/2018	Naomi	Rubin		Oppose	Allston ALREADY has a serious parking shortage. For me personally, this is the biggest of all the many reasons why I oppose this project as it is now planned, so very close to our home. And no, Uber and biking certainly do not solve our nightly parking crisis. Uber actually makes the traffic worse since the cars have to come into the area for pickup before the trip itself. However, this project only supplies .5 of a parking space per unit. These units are too small for most families and too expensive. I understand the new supermarket will be too expensive for us local people, too. Allston needs a higher rate of home ownership, not condos bought by investors to rent out on a short-term basis. These new condos need to have owner-occupant restrictions tied to them. Please consider changing the plan for this project. We already have a shortage of housing that regular families can afford, even the families of professionals. I work at a library at Boston College, and people like me, let alone people who work waiting tables and so on, are having an increasingly hard time affording to live in our own neighborhood that we love.

5/16/2018	Nancy and Bob	Grilk and Pessek		Oppose	This is a massive, transformative project. Let's make sure that it becomes a neighborhood, one where people establish their home, use our schools, libraries, community centers, senior centers, and frequent our business districts. Let's not pretend that a neighborhood is having people rent for a year or two, enjoy the community room, gym, and private spaces and then settle elsewhere. Let's get this right and have development that people will look back at in 25 - 50 years and say; "yes, this was excellent urban planning". Let's make this the example for future developments to follow in providing a stable neighborhood, with affordable homeownership, great community amenities, including beautiful, public green spaces for all to enjoy, and excellent public transportation, including great sidewalks, bike paths, and sensible roadway configurations to accommodate the increased number of cars. The BPDA should not entertain any buildings exceeding the height established by your agency for the Guest Street Plan of 110-150 feet. All proposed buildings are 200 to 235 feet. Your agency is keenly aware that the Allston Brighton neighborhood is at a low point in owner occupancy; 10%. That is unacceptable. We need BPDA to make increasing affordable, owner occupied, deed restricted condominiums at a minimum of 30% of total units the starting point with developers. We need stability in our neighborhood; we are squandering every opportunity to provide good, stable homeownership. Be the hero; help us build a neighborhood that people want to set down roots and stay for years to come, not just rent for a year or two and move on. Traffic on Everett and North Beacon streets is gridlocked almost all day and night. It is frustrating to drivers, and horrible for the air quality. A single lane in each direction with hundreds of new vehicles added is unworkable. We cannot signalize our way out of this. The traffic studies do not include traffic from the new apartments at Boston Landing. Make no mistake, people who set down roots will want a car. The new train station has taken some of the burden away, but that is only works for Boston commuters. Not everyone works in downtown Boston. The neighborhood desperately needs an independent, comprehensive traffic study. We cannot hope for the best. BPDA needs to look at this proposed development and comprehensively at developments (yes, plural for each of the following) Everett Street, Penniman/Rugg Road, North Beacon Street and the intersection of Harvard and Brighton avenues. We are at capacity now. MBTA service is inadequate. Finally, we need to increase green space. Use this as an opportunity to vastly increase and improve open, public spaces. It is imperative that we use long range planning to improve and add to our neighborhood housing stock; more affordable home ownership, more attractive buildings, better transit, and beautiful inviting green spaces. We have one of the lowest ratios of green space to residents of any neighborhood. Let's work to insure that people move here and want to stay. This area is transforming, and that is good, but we need it to be a neighborhood, not just a canyon of tall buildings for people to rent an apartment for a year. Let's create a real neighborhood; let's create a neighborhood that others will look at as a template of good, neighborhood planning. There are a lot of smart, talented people at the BPDA and in our own community that can make this work for the neighborhood and the city. Let's do it. Thank you. Nancy Grilk and Bob Pessek
5/14/2018	Colin	Roald		Support	Boston needs new, dense housing.
5/13/2018	Daniel	Smith		Support	We desperately need more housing. Please build.
5/9/2018	Philippe	Maigret		Support	This project is great and will beautifully accompany and extend to Allston the current growth of Lower Allston brought by Harvard. As a new resident of Allston I'm looking forward to see this open and running. Philippe

5/8/2018	Carrie	Marsh	Boston Parks and Recreation Commission	Neutral	May 7, 2018 Ms. Teresa Polhemus Boston Planning and Development Agency One City Hall Square Boston, MA 02201 RE: Allston Yards at 60 Everett Street Dear Ms. Polhemus: Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the Allston Yards at 60 Everett Street, a mix of uses which includes 1050 residential units, and office and retail use. The plans show open space in the form of roof top terraces as well as a “Community Green” that will be .5 acre in size. This passive use space will be privately owned and controlled rather than truly public. It will be anchored by a restaurant. It is not clear where the restaurant's handicapped and other parking, loading, trash facilities, etc. will be located in relation to the open space. The proponent should clarify if pets are to be allowed in this development, as a project of this density can create a burden on the public realm unless pets are accommodated on site. Needs Assessment Mayor Walsh endorsed the Trust for Public Land's “Ten Minute Campaign” to ensure that all residents live within a 10 minute walk of a public park. The attached map from the City’s Open Space Plan 2015-2021, shows that the location of this project is beyond any park service area. Nearby public parks such as Portsmouth Playground and Penniman Park are already in high demand and in need of improvement. The DCR parcel at Leo Birmingham Parkway is under consideration for housing, which could lead to a further deficit of public open space in the area. The project should address how it is addressing the public open space needs outlined in the City’s Imagine Boston 2030, which includes the Open Space and Recreation Plan 2015-2021. The active recreation needs of this new population should be provided onsite or mitigated offsite so as not to impact already overburdened public parks. Impact Assessment This mixed use project will include 1050 residential units. The number of anticipated residents was not provided in the PNF, but can be roughly estimated at 1000 – 4000 residents, with additional users of the office, retail and restaurant space. This project includes a marginal amount of open space with no active recreation amenities. Residents will rely on existing public open space and impact an underserved neighborhood. The proponent should provide the maximum projected population of residents and other users. The proponent should also detail the open space acreage that is being provided. Streets, sidewalks, plazas and parking should be counted as public realm, not conflated with park land. This assessment will inform the demand for park land for active recreation use at buildout, compared to the amount of open space to be provided by the project, the resulting impacts to existing public open space in the neighborhood, and the appropriate mitigation of this impact. Protection in Perpetuity The community green will be open to the public but privately owned. The provision of permanently protected public open space is critical to balance development in this neighborhood. Land that is provided as impact mitigation should be permanently protected through conservation restrictions or through transfer to public ownership. It may be privately managed. Mitigation The proponent has initially proposed $15 million in transportation improvements and $4 million for a community and public realm fund for neighborhood projects. However, this proposal does not include a strong commitment to public parks. There is an imbalance between the investment in traffic management and the investment in open space infrastructure. The Allston neighborhood continues to increase in density, without a commensurate investment in public open space to balance the development, nor serve the existing community. BPRD respectfully requests that this development make a substantial contribution to the acquisition and creation of a new publicly owned park to serve the active recreational needs of the residents of this neighborhood. This contribution should be at a level commensurate with the impact of over 1000 new households which will otherwise rely on existing public open spaces. Thank you for your consideration of the above. Sincerely, Carrie Marsh, Executive Secretary Boston Parks and Recreation Commission cc: Christopher Cook, Commissioner, BPRD Liza Meyer, Chief Landscape Architect, BPRD Jon Greeley, Director of Development Review, BPDA David Carlson, Deputy Director of Urban Design, BPDA Casey Hines, Project Manager, BPDA

5/3/2018	Megan	Markov		Oppose	As a standalone project, this is one that is far, far, far too large. There are too many units, the buildings are too tall (far exceeding the agreed upon Guest St. development plan), the gradation of building size is the opposite of what should happen (tallest should be pike side) and it brings nothing of value to the existing members of the community, rather catering to the needs and wants of the imagined tenants. The greenspace is a joke -- in the shadow of the too-tall construction, off the beaten path of the residents of the neighborhood, and far to small to be meaningful. Taken in context of the many, many, many projects being proposed in the surrounding neighborhood, this project is even more offensive. The neighborhood cannot support or sustain such a large influx of residents. If housing is to be built in Allston/Brighton, it should be affordable, owner-occupied homes, built in quantity and scale with the rest of the residential neighborhood. Enough with the large buildings of overpriced residence. Stop Allston Yards.
4/28/2018	Elizabeth	McGuire		Oppose	This project needs 20% or more affordable housing for the Boston community being displaced. Should also provid more benefits to the local culture with artist and green space.
4/25/2018	Brendan	Keegan		Support	Boston needs more housing near transit to provide existing residents with greater options for living and not being car dependent. As our region continues to attract talent, and seeks to retain it, we need to slow the rise in housing costs. Providing more housing units that include affordable units will help us to remain competitive.
4/25/2018	Jeff	Byrnes	Somerville YIMBY	Support	Somerville YIMBY supports this excellent, transit-oriented project. It will add much-needed income-restricted & market-rate hones for the region, without needing to add additional stress to our roads.
4/25/2018	Jason	Hamner	1976	Support	While I live in Somerville, I believe all of the Boston area needs more housing units so that more people can live an work in its many great neighborhoods. The inclusion of affordable housing units and green space in the plan addresses any concerns that accompany real estate development.
4/25/2018	Alex	Kennedy		Oppose	Do we really need another building of luxury apartments? I think this is too much, especially with so many other things inthe neighborhood that need attention.
4/24/2018	Lauri	Wolff		Oppose	I very much oppose the plan to develop large buildings leaving little sidewalk space, little space for parks in the area and a large increase in the traffic in the area. I very much hope none of this goes through as it will be a clear disruption to the community. Thank you. Lauri
4/24/2018	Adam	Ballent	employed in Boston	Support	Atrociously sky high rents due to very limited supply hurt the local economy and keep those who would want to plant roots, such as myself, from being able to afford to do so. The solution is to build more housing. I support the project.
4/24/2018	Jacob	Oppenheim		Support	1000 new apartments, many affordable is going to help ease housing costs pressure in the city and allow many new people to live here. Working at a rapidly growing Boston biotech, expensive housing makes it harder for us to grow and retain our workforce. This project is vital to our future.
4/24/2018	Amy	Parzych		Support	I love the increased residential development, and the reduction in parking, but there should be a larger amount of green space dedicated to the sizable number of residential units. Also, open space should incorporate active playgrounds/fields in addition to passive green space.
4/24/2018	Jameson	Brown		Support	This is an excellent place for new development, and the city needs as much housing as we can build so my rent can go down. There's probably too much parking but whatever.

4/24/2018	Cyrus	Tehrani		Support	I attended the public meeting last night at the Jackson Mann Community Center and after hearing the development team's presentation I wanted to express my full support for this project as proposed. Jobs are pouring into Boston Landing and across the city and we need to be building housing to accommodate these new residents. If we don't build housing to accommodate job growth then we will turn into San Francisco. This area is already extremely competitive with students and we need to give people more options of places to live, or else current residents will be priced out. The density of this project is crucial and is a huge positive. We need to be building dense housing near transit. Dense housing will increase Commuter Rail ridership and funding that will be used to increase transit reliability and benefit the entire nearby community. It would be a complete waste of space if the density of this project was lowered. Any lowering of the 1,050 homes currently proposed just makes the neighborhood more competitive to live in. The density also means at least 135 IDP units will be created, which is infinitely more affordable units than what is currently on the site-a strip mall. Please keep the density of the project. Lastly, please keep the bedrooms mix of the project. We have an extreme shortage of supply of 1 bedrooms and studios in Boston (according to Sheila Dillon). This shortage inflates the prices of 1 bedrooms and studios across the city and forces single people to room together and take up 3/4 bedroom apartments. Families can't compete with 3/4 incomes to afford these larger units. If we want to create more housing for families, we need to make it more affordable for single people to live in their own units and that means building more 1 bedrooms and studios. This project improves housing affordability for residents across the city. Please approve this project as proposed and do not make any changes in the Expanded PNF filing.
4/23/2018	Michael	Clark		Support	I am writing to express my wholehearted support for the Allston Yards project. This project will help alleviate two significant issues affecting the Allston and Brighton neighborhoods, the City of Boston, and the Greater Boston region. 1. Boston is facing an acute housing affordability crisis. Time and again, other cities and regions have shown that simply increasing the housing stock available for residents desiring an apartment or home works to moderate housing price appreciation. In 2018, a staggering number of young professionals are either unable to pursue a decent job in economically-vibrant areas due to the shortage of apartments available at a reasonable rent, or unable to become homeowners at ages previous generations were allowed due to an inability to save money for a downpayment at the prices homes today command. The scale of the issue, and the scale of new housing needed to address it, is great, and not capitalizing on a site like Allston Yards to introduce over 1,000 new housing units would be a gigantic lost opportunity. Few will claim that our most housing-dependent populations will be able to live in developments like this - this is a highly-desirable location and prices will reflect that - but better those who can pay for new housing live here than displace others in the community. 2. The new Boston Landing Commuter Rail location has thus far been a modest success - successful in that it is well-utilized by workers and residents nearby, and modest in that it could be utilized much better. A one-story, auto-oriented shopping center is wholly inappropriate to be situated next to a rail station offering easy access to downtown Boston. Introducing new jobs and residents in proximity to transit services allows us to better capture the value of our public transit investments, and facilitates further investment in a mode of transportation which is safer and more environmentally-friendly than traveling by car, along with being less expensive at a household level. High-density housing and employment opportunities near our transit nodes serves an instrumental role in lessening our dependence on carbon-emitting travel, helping reduce and hopefully (along with other projects like this) reverse our warming atmosphere, perhaps the greatest challenge facing our society today. Please do not accede to demands to reduce the size of this development or remove housing and employment opportunities to devote more space for parking. Approve this project. Thank you for the opportunity to comment.

4/23/2018	Jason	Kaplan		Support	Thanks to developments around the Boston Landing commuter rail stop, this section of Allston is ripe with thousands of new jobs. The young residents drawn to these jobs need places to live. Proposals like Alston Yards address Boston's housing shortage and provide options that drive down housing prices for hopeful owners at all levels of income. My only critique is that there is too much parking for a development so close to public transportation. This is not forward thinking. How many more homes could be built in the spaces we're dedicating to cars? I adamantly support this project as proposed.
4/22/2018	Noreen	Kennedy		Oppose	This project is simply to large!! You are talking about a development that will permanently damage this neighborhood. Max housing units should be 500. Think about those of us who live here!!
4/17/2018	Gerard	Teichman		Oppose	My concern is the emphasis on luxury rental housing and plans for office space. In Boston, this appears to be the default development plan. I suggest considering space that allows for light manufacturing, small startups, and boutique retail. Also, consider the need for artist live/work space. A loft areas such as Fort Point used be places for low rent space, then they became unaffordable. The related concerns are how the city expects to control the amount of student congregate living and short term rentals. These residents do not support strong communities. The scale of the apartment buildings seem out of character with the scale around the Guest Street development. Do we need another Assembly Sq. type of development?? This basically creates a gated community. I do not think that is appropriate for Allston Brighton The proposed urban green space inadequate. The neighborhood already suffers from inadequate park and playground space. People need trees, shrubs, benches and views, not more deep shadows, brick and concrete. How about taking down the scale of all the buildings and doubling or tripling the undeveloped space, making open space the focal point of the development, not high-rise buildings reserved for the financial elite? Is this the way to build a new neighborhood?? Transportation to Boston is also an issue. The frequency of the Commuter Rail is inadequate. The commuter rail does not make routine stops at the Brighton Station stop. Riders will put more pressure on the 57 bus or the B line trolley.
4/13/2018	Pawel	Latawiec		Support	I am writing in enthusiastic support for the "Allston Yards" project. The proposal gets so much of what is needed in this stage of Boston's development right - It weaves an urban fabric, replaces wasteful parking lots, transforms concrete into green public space, increases density, and provides living and work space right next to where infrastructure can support it at an appropriate scale. If anything, the stated goal of 1,000+ residential units can and should be made more ambitious. Only with such far-sighted vision can the scale of Boston's housing crisis be met. I encourage the developers to continue with their excellent work, and not shy away from providing even more units or a more urban experience. I particularly enjoy the proposed height of the buildings and the resulting streetwall. Concerns of open space are more than offset by the thoughtfully planned park and restaurant. I'm looking forward to when the construction is done and outdoor seating opens. Please pursue this transit-oriented project as expediently as possible.

4/9/2018	John	Quatrale	Unbound Visual Arts	Neutral	These are revised comments that add a performing arts space into the proposed art center. These are general suggestions, that we hope to have an opportunity to expand on as the impacts of this development are considered by the Impact Advisory Group. 4-9-18 Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c) (3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center for the visual and the performing arts. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise money and build it out. This art center would eventually have a dedicated and secure art exhibition space, space for classes, seminars, and workshops. The total space should be at least 2,500 s.f. This formal space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. The art center should also have additional space sufficient for the performing arts for local musical and theatrical productions, with seating for approximately 100 guests and rehearsal space. This could be managed by another non-profit or by the same visual arts non-profit. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135
4/4/2018	John	Quatrale	Unbound Visual Arts	Neutral	Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c)(3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise the needed money and build it out. This art center would eventually have a dedicated and secure art exhibition space, and space for classes, seminars, and workshops. The total space should be at least 3,000 s.f. The formal exhibition space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135
4/3/2018	Gavin	McCarthy		Oppose	Hello. First of all, without a public meeting, the public comment period CANNOT end. However, I have seen the PNF given to the IAG and it is concerning to say the least. An 8-10 year construction project in an already heavily trafficked area is untenable! From what I can see, the developer has done little to no due diligence, has not reached out to the community, nor have they addressed appropriate traffic issues. The 'community benefits' proposal is totally inadequate given the scope of the project. Thank you, Gavin McCarthy

3/30/2018	Jason	Kaplan		Support	As a Boston resident, I'm concerned about the displacement of my neighbors and skyrocketing real estate prices. I believe the only way to fix this is by adding to the city's small housing supply. This proposal adds over 1000 much-needed homes and promises over 100 income restricted units (under the city's IDP rule). I support this project as proposed.
3/29/2018	Connor	Ebsary		Support	I strongly support this project. The city of Boston and the greater Boston area require much more housing than we are currently producing. Too many hardworking residents are rent burdened because the supply of housing is artificially low. This project will bring more affordable housing to the city and is extremely important.
3/29/2018	Sam	Burgess		Support	I urge the BPDA to approve this project and streamline the review process as quickly as possible! I am an Allston resident who wants to see this project go forward! Boston needs more housing ASAP, and the 1,050 units in this wonderful mixed-use, TOD project would help mitigate the housing crunch currently hitting Allston and Brighton. The area is prime for new housing, given its location next to the booming Boston Landing development and commuter rail station (as well as the planned new neighborhood that will be built out as part of the I-90 Interchange project)! Allston as a whole still has a great deal of underutilized industrial space and parking fields that could be put to better use housing people. This project is a great example of such a use.
3/29/2018	Zack	Declerck		Support	This is a great project. It is crucial that we add thousands of residential units in the city where thousands have already moved. I would say that the parking ratio is a bit high for a new development. We should be putting in far less parking and replacing that space with more units. We'll be kicking ourselves in 20 years if we add this much parking in a time when personal vehicle ownership in cities like Boston is shrinking. Now if only we could a project of this size on the MBTA lot in JP.
3/28/2018	Gerhard	Mullican	Resident	Support	Cheaper housing with no income restriction. CHEAPER HOUSING WITH NO INCOME RESTRICTION. should I say it again?
3/12/2018	Jacob	Gilbertson		Oppose	Housing inequity in Allston Brighton is getting out of control. All the new developments are vastly overpriced an unattainable for most of the people that live in the neighborhood. Clearly the new development in general is not being targeted towards current residents. In addition, the shopping center as it currently is serves many low class and low income people from the surrounding area. Clearly the propose development Is meant to target the wealthy. The development taking place in Austin and Brighton and is egregious in the fact that it harms low income and longtime residents for the benefit of real estate developers and the wealthy. Please pull your heads out and start working on some sustainable development targeted towards lower and middle-class people. They are the ones that need new housing, not those who can already afford to live where ever they wish. Additionally, the arts and music community in Allston Brighton continues to be harmed by the further development. I believe that if developers want to continue building in this area, they should be required to establish, find, and maintain new arts and music spaces to compensate for the ones that they are forcing out. Very disappointed to see that the city continues to push for development that only benefits a very few.
3/7/2018	Robert	Chapman	None	Support	Build as much housing and retail as you can along this corridor as it can become the next mass transit oriented area of the city. With the construction of Boston Landing/West Station/Fenway/Back Bay/South Station, we have the chance to build a strong transit corridor. As few parking spaces as possible and where needed put them underground.

3/6/2018	Dan	Hartel	none	Neutral	I am here to express my concern over this development and my desire to see further developments in Allston be made with particular focus given to low and middle income families and individuals. This particular development is just one of a recent flurry that appears to continue the trend of luxury apartment units. As a resident of Allston, I'd like to see more developments for working class people who drive the vibrant culture of the Allston-Brighton neighborhood; particularly, more developments for artists and low and middle income families and individuals. I want to see developments that will attract people who intend to call the Allston-Brighton neighborhood 'home,' rather than pandering to a high-income demographic that is likely to relocate in a few years. Boston and Allston proper have more than enough luxury units, but have a significant lack of affordable and safe housing.
3/5/2018	Harry	Mattison		Support	This project will bring considerable new traffic to Everett Street. Many people use Everett Street to walk between destinations including the Star Market supermarket, Charles River parkland, McNamara House senior housing, Gardner school, German school, and St Anthony's Church. Everett Street's pavement is badly cracked near the Stop & Shop. It needs to be repaved ASAP. There should also be a full set of traffic calming improvements including multiple raised crosswalks (or speed tables) from Western Ave to North Beacon Street to make Everett Street safer.
2/21/2018	Cyrus	Tehrani	Resident	Support	I support this project as proposed. This project provides a huge benefit to the entire city adding over 1,000 homes to the housing market, including 13% being income-restricted affordable homes. Keeping at least this housing density should be a crucial part of this project, especially considering it's proximity to the Boston Landing Commuter Rail Station, re-affirming the city's commitment to transit-oriented development.
2/21/2018	Jason	Kaplan		Support	I support this project
2/3/2018	Rollin	Crittendon		Oppose	I happen to work at 20 Guest Street, right near where the proposed development is. My main concern has to do with traffic in that area. For example the address I work at just added about 10-20% additional capacity in terms of floors occupied. That change, in just that one building, has changed the parking garage there a bunch. In the evening they need security directing the traffic flow due to the increased utilization of that one garage. I am also concerned about making sure the neighborhood has a chance to be a community. Will the development be a figurative dormitory, or something where people can attain ownership, grow a community? The trend recently seemed to be Millennial focus. I have read that Boston went peak-Millennial ~2 years ago. What big need does the development solve for the area today and tomorrow? I think a discussion with the community could guide us all to a really good result.