



August 3, 2018

Guy Stutz
The Stop & Shop Supermarket Company, LLC
1385 Hancock Street
Quincy, MA 02467

Re: Scoping Determination for proposed Allston Yards project

Dear Mr. Stutz:

Please find enclosed the Scoping Determination for the proposed Allston Yards project located at 60 Everett Street in the Allston neighborhood of Boston. The Scoping Determination describes information required by the Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency in response to the Project Notification Form, which was submitted under Article 80B of the Boston Zoning Code on January 22, 2018. Additional information may be required during the course of review of the proposal.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918.4244 or Casey.A.Hines@Boston.gov

Sincerely,

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

Casey A. Hines
Senior Project Manager

CC: Brian Golden, BPDA
Sara Myerson, BPDA
Jonathan Greeley, BPDA
Jerome Smith, ONS
Linda Costanzo, Stop & Shop Supermarket Company, LLC
John Twohig, New England Development
Christian Regnier, Goulston & Storrs

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
ALLSTON YARDS**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

PROPOSED PROJECT: ALLSTON YARDS

PROJECT SITE: 60 EVERETT STREET, ALLSTON

PROPONENT: THE STOP & SHOP SUPERMARKET COMPANY, LLC
1385 HANCOCK STREET
QUINCY, MASSACHUSETTS 02467

MASTER DEVELOPER: NEW ENGLAND DEVELOPMENT
75 PARK PLAZA
BOSTON, MASSACHUSETTS 02116

DATE: AUGUST 3, 2018

The Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5.3 of the Boston Zoning Code (the “Code”) in response to and based on the review of the Project Notification Form (“PNF”) for the Allston Yards project (the “Proposed Project”), which The Stop & Shop Supermarket Company, LLC (“Proponent”), together with New England Development (“Master Developer”), submitted to the BPDA on January 22, 2018. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on January 22, 2018, which initiated a public comment period with a closing date of February 21, 2018; the public comment period was subsequently extended until June 15, 2018. The Scoping Determination requires the Proponent to respond to comments received from City and State agencies, elected officials, the Mayorally appointed Impact Advisory

Group (the “IAG”), and the public.

On February 10, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. As proposed in the LOI the Proposed Project, initially, will include a new Stop & Shop grocery store and approximately 360 residential units, 5,000 square feet of retail space, parking, 25,000 square foot publicly accessible open space, and related infrastructure. The first phase infrastructure will support the overall project. The remaining build-out of the Proposed Project is planned to include additional retail and restaurant uses, up to 650 residential units, and Class A office space.

On February 24, 2017, letters soliciting nominations to the IAG for the Proposed Project were delivered to State Senator Sal D. Domenico, State Representative Michael Moran, and City Councilor Mark Ciommo. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood Services and the At-Large City Councilors. Nominations were also sought from the BPDA Planning Department.

Thirteen (13) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of the impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Akerly, Colin
2. Bligh, John
3. Cusack, John
4. Daly, Dan
5. D’Isidoro, Anthony
6. Gomes, Anabela
7. Hanlon, Rosie
8. Howard, Andrea
9. Lally, Bernadette
10. Leis, Peter
11. Powers, Jean
12. Rodriguez-Hernandez, Monica
13. Walters, Emma

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

The notice of receipt by the BPDA of the PNF and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on February 26, 2018 with the City of Boston's public agencies at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

The BPDA sponsored a Public Meeting to discuss the PNF on April 23, 2018 at the Jackson Mann Community Center (500 Cambridge Street, Allston MA 02134). The Public Meeting was duly advertised in the *Allston-Brighton TAB* and *Boston Bulletin* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA'S Allston/Brighton neighborhood updates, and local City and State elected officials and their staff members have received notification via email. In addition, four (4) IAG working sessions were held on March 12, April 30, May 9, and May 29, 2018.

Written comments in response to the PNF received by the BPDA from City of Boston agencies and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety. The Draft Project Impact Report ("DPIR") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Comments received by the BPDA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are from:

- BPDA Urban Design/Planning Staff
- Kathleen Pedersen, Sr. Land Use Planner, Sustainability Specialist &

- Environmental Review, BPDA
- John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning and Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow, BPDA
 - Tim Davis, Housing Policy Manager, BPDA
 - John Dalzell, Interagency Green Building Committee
 - Kara Elliot-Ortega, Director of Planning and Policy, Mayor's Office of Arts and Culture
 - Carrie Marsh, Executive Secretary, Boston Parks and Recreation Commission
 - John P. Sullivan, P.E., Chief Engineer and Operations Officer, Boston Water and Sewer Commission

Public comments received by the BPDA during the comment period are included in **Appendix B** and must be answered in their entirety.

Comments from IAG members that were received by the BPDA during the comment period are included in **Appendix C** and must be answered in their entirety.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout the initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that the project that is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has simultaneously generated excitement and concern. While many of the letters show that there is desire to see the redevelopment of the Allston Yards/60 Everett Street site, numerous individuals request that additional studies occur in order to evaluate the potential impacts of a project of this

magnitude, as well as the potential benefits. In order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.

- The large parcel that the Proposed Project is on is central to the Allston neighborhood and was of critical interest during the 2012 Brighton/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. The DPIR shall include a Brighton/Guest Street Area Planning Study compliant project as an alternative.
- The DPIR shall include a more definitive explanation of the Proposed Project's overall phasing strategy. Provide 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.
- Allston Yards is a significant project with substantial implications for the district transportation network. The Proposed Project's scale and scope require the inclusion of network improvements like the Braintree Street Extension, Guest Street Extension, Guest Street/Arthur Street intersection improvements, the proposed geometric design of the Guest Street/Everett Street intersection, 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.
- Transit will be a key element for the success of the Allston Yards site. Adequate transit upgrades and proper infrastructure have the potential to provide substantial benefits to not only the residents, employees, and visitors of Allston Yards but to the larger Allston/Brighton community. Therefore, the Allston Yards project must facilitate improved connections to the Boston Landing MBTA Commuter Rail Station for pedestrians, bicycles, vehicles, and buses.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related

inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.

- Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project.

These are just a few of the questions and areas that the Proponent must fully explore in the DPIR.

I. PROJECT SITE AND DESCRIPTION

Project Site

The Allston Yards development site is located at 60 Everett Street in the Allston neighborhood of Boston and currently houses approximately 100,000 gross square feet of retail space, including an approximately 65,000-square foot Stop & Shop constructed in 1998 with smaller ancillary retailers in a one-story building with an approximately 450-space surface parking lot (the “Project Site”).

Project Description

The Stop & Shop Supermarket Company, LLC, together with New England Development, proposes to transform an underutilized urban site currently consisting of big box retail with a vast surface parking lot into a vibrant mixed-use neighborhood focused on healthy living and eating. The uses considered in the PNF include: Residential, Office, Grocery, Retail, Restaurant, Fitness, Open space and programmed open space, Community gathering space, and Parking.

The Proponent and Master Developer envision Buildings 1-4 will be developed through a long-term multiphased approach over several years. A phased demolition and construction plan allows the existing Stop & Shop to remain open and continuously serve its neighbors and customers during construction of the initial development of Building 1. The full build development program for the Proposed Project includes: (1) up to 1,050 residential units; (2) 300,000 GSF of Office use; (3) 67,000 GSF of Grocery use; (4) 50,000 GSF of Retail/Restaurant use; (5) 0.5 acres Community Green; and (6) up to 1,300 parking spaces.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be

printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. GENERAL INFORMATION

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

Applicant.

- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of Project Site or certified survey of the Project Site.
- c. Current zoning

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

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

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

C. TRANSPORTATION COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the BPDA Urban Design and Planning Department letter, dated July 18, 2018 and included in **Appendix A**. These comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

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 is 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 BTB 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-foot 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 BTM 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 BTM bicycle parking guidelines to serve both the general public and specific site uses, as well as facilities for future employees to

accommodate cycling.

D. ENVIRONMENTAL PROTECTION COMPONENT

*The DPIR must address the comments of the Kathleen Pedersen, Sustainability Specialist & Environmental Review, BPDA, dated July 31, 2018 and the Interagency Green Building Committee, dated June 21, 2018 and included in **Appendix A**.*

E. OPEN SPACE

*The DPIR must address the comments of the Boston Parks and Recreation Department, dated May 7, 2018 and included in **Appendix A**.*

F. URBAN DESIGN/PLANNING COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Urban Design and Planning Departments, included in **Appendix A**. These comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

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.

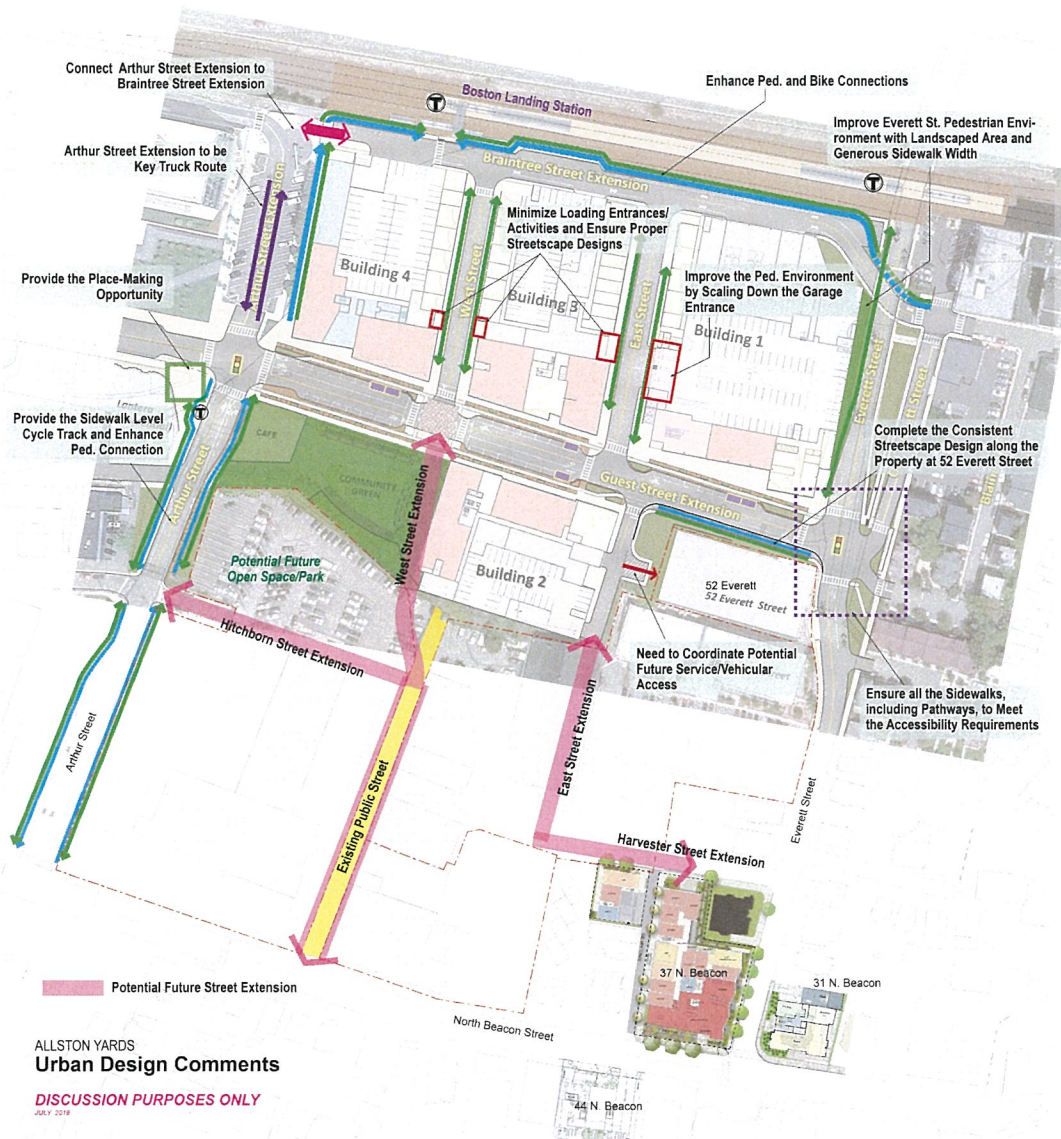
The intersection of Arthur and the Guest Street Extension should be more fully considered, including the area to the west of the intersection where the 64 bus stop is. Opportunities to add street trees to Arthur Street should be advanced. While the earlier idea of a boulevard may not be right for this 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 YARDS 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 be laid out and paved like a street and the 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 encouraged 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.

Daylight Component

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. Energy Systems

- 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.

G. INFRASTRUCTURE SYSTEMS COMPONENT

*The DPIR must address the comments of the Boston Water and Sewer Commission, dated February 20, 2017 and included in **Appendix A**.*

H. DEVELOPMENT IMPACT PROJECT COMPONENT

Based on the square footage and uses outlined in the Project Notification Form, the Proposed Project will be subject to and be required to enter into a Development Impact Project (“DIP or Linkage”) agreement. A full analysis of square footage and uses should be submitted in the DPIR.

I. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one newspaper of general circulation in the City a Public Notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within seventy five (75) days of the publication of this Public Notice. A sample form of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

J. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

*The DPIR must address the comments of the Tim Davis, BPDA Housing Policy Manager, dated July 18, 2018 and included in **Appendix A**.*

K. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed

Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached to **Appendix E**.

APPENDIX A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS, AND ELECTED OFFICIALS

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 is 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 BTM standards in their trip generation methodology. The 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

City of Boston Allston Yards Transportation and Urban Design Comments

- 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

City of Boston Allston Yards Transportation and Urban Design Comments

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-foot 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.

City of Boston Allston Yards Transportation and Urban Design Comments

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 BTM 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 BTM 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

City of Boston Allston Yards Transportation and Urban Design Comments

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.

City of Boston Allston Yards Transportation and Urban Design Comments

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.

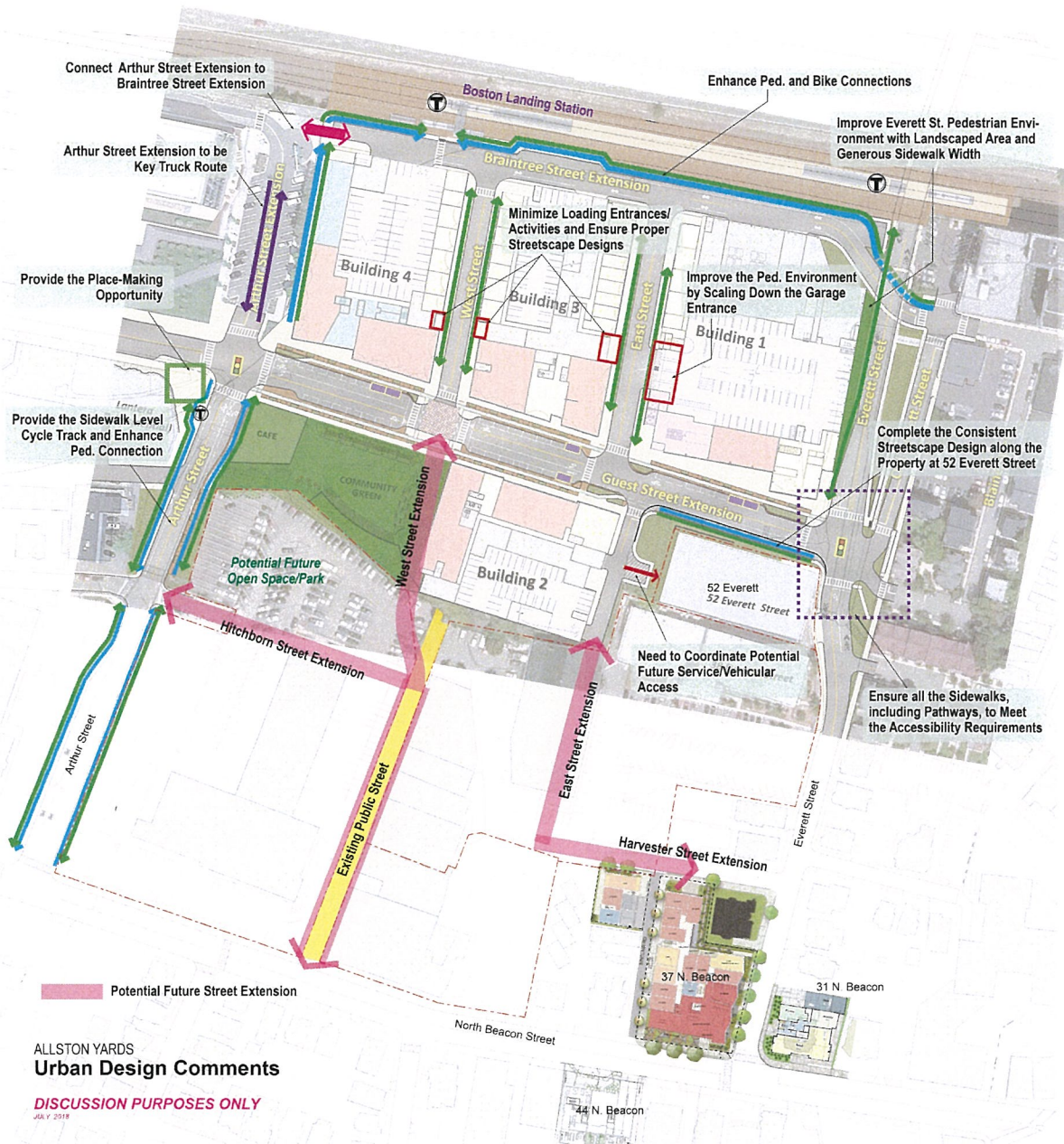
City of Boston Allston Yards Transportation and Urban Design Comments

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:

City of Boston Allston Yards Transportation and Urban Design Comments



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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 be 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.

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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.

Daylight Component

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. Energy Systems

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.

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.).

MEMORANDUM

TO: Casey Hines, Senior Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
DATE: July 11, 2018
SUBJECT: Allston Yards - **Smart Utilities Comments**

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUTs.

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

Specific to the District Energy Microgrid policy, the BPDA has prepared outlines of the minimum required contents of the District Energy Microgrid Feasibility Assessment and the District Energy Microgrid Master Plan. The outline of the District Energy Microgrid Feasibility Assessment (attached) consists of Part A and Part B. Part A should be submitted with any initial filing (i.e., PNF, NPC) or early during the Article 80 development review process. Part B should be submitted with any major filing during the Article 80 development review (i.e., DPIR) prior to project approval by the BPDA Board.

In conjunction with the policy, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the [Smart Utility Standards](#) ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The *Smart Utility Standards* are currently available in "draft" form and will be finalized soon after adoption of the *Smart Utilities Policy for Article 80 Development Review*.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, and further information regarding the Boston Smart Utilities Vision project are available on the project's website:

<http://www.bostonplans.org/planning/planning-initiatives/boston-smart-utilities-project>.

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

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

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

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

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor



July 18, 2018

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

Re: Allston Yards Scoping

Dear Ms. Hines,

With approximately 1,000 residential units (with over a 100 that would be income restricted) across multiple buildings, the Allston Yards proposal presents a unique opportunity to address a variety of housing needs in Allston/Brighton. In this respect, I am pleased that the proponent is seeking to provide both rental and homeownership units.

In addition, given the challenges artists are having in finding artist live/work and artist work space citywide, and especially in Allston, where an established artist community is facing rapid market changes, I would like the proponent to consider options for incorporating artist housing and artist work spaces within the development. Options to consider include taking a portion of the expected IDP/income restricted rental units and creating a group of artist live/work units within the project, or consider providing some of the first floor space (especially in location where retail may be less viable) as artist work space. For either the live/work or the work space, the proponent could consider how they are using the ground floor space on Building 1 on the Everett Street side of the building, though there may be other areas of the project to consider.

Overall, I am pleased to see a development that preserves the existing Stop & Shop, while bringing much needed housing, density, and vibrancy to a location adjacent to upgraded transit.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Davis".

Tim Davis
Housing Policy Manager



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



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

Allston Yards Follow Up

1 message

Kara Elliott-Ortega <kara.elliott-ortega@boston.gov>
To: Casey Hines <casey.a.hines@boston.gov>

Tue, Jun 26, 2018 at 6:13 PM

Hi Casey,

I sat in on the meeting today but the conversation was mostly about massing and traffic - it didn't seem like the program of the buildings was too thought through other than where the grocery store is located.

Could you communicate to the development team some of our comments re: artist live/work housing and artist work space? It seems like there is potential to locate some artist commercial space or live/work space in the first building with the Stop and Shop or along Guest St or Everett St. They should consider clustering any live/work units so that they create more of an artist community. Lastly, in buildings of this size there may be some opportunities to repurpose less desirable areas around parking/the grocery store/service areas to create artist work spaces.

There were a couple of constituent comments along these lines, so I think it's appropriate for the development team to explore these options as they continue to specify building program.

Thanks!
Kara

--



Kara Elliott-Ortega
Director of Planning and Policy
Mayor's Office of Arts and Culture, City of Boston
[617.635.2437](tel:617.635.2437) (w)

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



NEWTON

WATERTOWN

CAMBRIDGE

BROOKLINE

- 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

Map 10: Park Service Areas
 Allston-Brighton
 Boston Open Space Plan 2015-2021
 December 2014



**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.

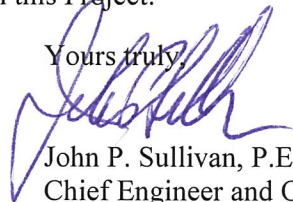
9. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products 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

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

Allston Yards Public Comments via website form

Date	First Name	Last Name	Organization	Opinion	Comments
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.
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
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.
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.
3/7/2018	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.

Allston Yards Public Comments via website form

3/12/2018	Jacob	Gilbertson		Oppose	Housing inequity in Allston Brighton is getting out of control. All the new developments are vastly overpriced and 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 proposed 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.
3/28/2018	Gerhard	Mullican	Resident	Support	Cheaper housing with no income restriction. CHEAPER HOUSING WITH NO INCOME RESTRICTION. should I say it again?
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 do a project of this size on the MBTA lot in JP.
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.
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

4/4/2018	John	Quatrale	Unbound Visual Arts	Neutral	<p>Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c)(3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise the needed money and build it out. This art center would eventually have a dedicated and secure art exhibition space, and space for classes, seminars, and workshops. The total space should be at least 3,000 s.f. The formal exhibition space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135</p>
4/9/2018	John	Quatrale	Unbound Visual Arts	Neutral	<p>These are revised comments that add a performing arts space into the proposed art center. These are general suggestions, that we hope to have an opportunity to expand on as the impacts of this development are considered by the Impact Advisory Group. 4-9-18 Dear Casey, Thanks for the opportunity to submit comments. Unbound Visual Arts, is the only 501c)(3) community-based visual arts organization in Allston-Brighton. As such, we'd like to strongly suggest, that one of the major needs for the Allston neighborhood is an art center for the visual and the performing arts. Though we don't expect the developer to build and outfit a complete art center, we'd like to propose that this development is the perfect size and location for creating the space, where an experienced non-profit could raise money and build it out. This art center would eventually have a dedicated and secure art exhibition space, space for classes, seminars, and workshops. The total space should be at least 2,500 s.f. This formal space, managed by an experience non-profit, would have limited or no outdoor sunlight from windows or doors, four full floor to ceiling walls, painted a neutral white, approximately equal linear length walls; heights of at least 9 feet or 10 feet, and professional moveable and dimmable ceiling track lighting for all the walls and the center space. There are other elements that can also be discussed with the developer once the non-profit gallery manager is selected. Allston-Brighton does not currently have an art center and there has very limited dedicated, secure gallery spaces and this development, located in such a key location, would be a great location for such an art center. As such, this space should be for training artist and exhibiting art featuring artists from throughout Allston-Brighton. The art center should also have additional space sufficient for the performing arts for local musical and theatrical productions, with seating for approximately 100 guests and rehearsal space. This could be managed by another non-profit or by the same visual arts non-profit. Best regards, John Quatrale Unbound Visual Arts 320 Washington St. Suite 200 Brighton, MA 02135</p>

Allston Yards Public Comments via website form

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.
4/17/2018	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.
4/22/2018	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!!

Allston Yards Public Comments via website form

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.
4/24/2018	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.

Allston Yards Public Comments via website form

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.
4/25/2018	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 homes for the region, without needing to add additional stress to our roads.
4/25/2018	Jason	Hamner	1976	Support	While I live in Somerville, I believe all of the Boston area needs more housing units so that more people can live and work in its many great neighborhoods. The inclusion of affordable housing units and green space in the plan addresses any concerns that accompany real estate development.
4/25/2018	Alex	Kennedy		Oppose	Do we really need another building of luxury apartments? I think this is too much, especially with so many other things in the neighborhood that need attention.
4/28/2018	Elizabeth	McGuire		Oppose	This project needs 20% or more affordable housing for the Boston community being displaced. Should also provide more benefits to the local culture with artist and green space.

Allston Yards Public Comments via website form

5/3/2018	Megan	Markov		Oppose	<p>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.</p>
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5/8/2018	Carrie	Marsh	Boston Parks and Recreation Commission	Neutral	<p>May 7, 2018 Ms. Teresa Polhemus Boston Planning and Development Agency One City Hall Square Boston, MA 02201 RE: Allston Yards at 60 Everett Street Dear Ms. Polhemus: Boston Parks and Recreation Department (BPRD) has reviewed the PNF for the Allston Yards at 60 Everett Street, a mix of uses which includes 1050 residential units, and office and retail use. The plans show open space in the form of roof top terraces as well as a "Community Green" that will be .5 acre in size. This passive use space will be privately owned and controlled rather than truly public. It will be anchored by a restaurant. It is not clear where the restaurant's handicapped and other parking, loading, trash facilities, etc. will be located in relation to the open space. The proponent should clarify if pets are to be allowed in this development, as a project of this density can create a burden on the public realm unless pets are accommodated on site. Needs Assessment Mayor Walsh endorsed the Trust for Public Land's "Ten Minute Campaign" to ensure that all residents live within a 10 minute walk of a public park. The attached map from the City's Open Space Plan 2015-2021, shows that the location of this project is beyond any park service area. Nearby public parks such as Portsmouth Playground and Penniman Park are already in high demand and in need of improvement. The DCR parcel at Leo Birmingham Parkway is under consideration for housing, which could lead to a further deficit of public open space in the area. The project should address how it is addressing the public open space needs outlined in the City's Imagine Boston 2030, which includes the Open Space and Recreation Plan 2015-2021. The active recreation needs of this new population should be provided onsite or mitigated offsite so as not to impact already overburdened public parks. Impact Assessment This mixed use project will include 1050 residential units. The number of anticipated residents was not provided in the PNF, but can be roughly estimated at 1000 - 4000 residents, with additional users of the office, retail and restaurant space. This project includes a marginal amount of open space with no active recreation amenities. Residents will rely on existing public open space and impact an underserved neighborhood. The proponent should provide the maximum projected population of residents and other users. The proponent should also detail the open space acreage that is being provided. Streets, sidewalks, plazas and parking should be counted as public realm, not conflated with park land. This assessment will inform the demand for park land for active recreation use at buildout, compared to the amount of open space to be provided by the project, the resulting impacts to existing public open space in the neighborhood, and the appropriate mitigation of this impact. Protection in Perpetuity The community green will be open to the public but privately owned. The provision of permanently protected public open space is critical to balance development in this neighborhood. Land that is provided as impact mitigation should be permanently protected through conservation restrictions or through transfer to public ownership. It may be privately managed. Mitigation The proponent has initially proposed \$15 million in transportation improvements and \$4 million for a community and public realm fund for neighborhood projects. However, this proposal does not include a strong commitment to public parks. There is an imbalance between the investment in traffic management and the investment in open space infrastructure. The Allston neighborhood continues to increase in density, without a commensurate investment in public open space to balance the development, nor serve the existing community. BPRD respectfully requests that this development make a substantial contribution to the acquisition and creation of a new publicly owned park to serve the active recreational needs of the residents of this neighborhood. This contribution should be at a level commensurate with the impact of over 1000 new households which will otherwise rely on existing public open spaces. Thank you for your consideration of the above. Sincerely, Carrie Marsh, Executive Secretary Boston Parks and Recreation Commission cc: Christopher Cook, Commissioner, BPRD Liza Meyer, Chief Landscape Architect, BPRD Jon Greeley, Director of Development Review, BPDA David Carlson, Deputy Director of Urban Design, BPDA Casey Hines, Project Manager, BPDA</p>
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Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

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

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

Allston Yards Public Comments via website form

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
5/23/2018	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
5/29/2018	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.
5/30/2018	Donna	Mclsaac	Resident of Brighton	Oppose	Dear Ms. Hines: As a resident of Brighton, I strongly oppose the Allston Yards project as planned. Adding 1050 units (likely 2000 residents) to an already congested area in addition to the more than 20 other development projects within 1 mile of this proposed project that will bring approximately 1500 more units (likely 2500 residents) will make it impossible to travel Market St, North Beacon St and Western Av. Those numbers don't include the private developments that are too small to be on the radar of the BPDA as in my neighborhood where a developer wants to put 6 units/10 parking on 10,000 sq ft of land. The developers are trying to maximize their profit at the expense of the existing community. The Developer can still make a profit on their investment with a scaled-down project. The size of this project is not right for this location or for Allston/Brighton. Thank you. Donna Mclsaac

Allston Yards Public Comments via website form

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 ahead. 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.

Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

5/30/2018	Paul	Dixon	Mr.	Oppose	<p>This development is simply too large for the area. It will negatively worsen an ever-increasing traffic problem in the area, drawing more cars onto streets that are too full as it is. Additionally, it consists, in part, of a huge residential that the neighborhood simply cannot accommodate. Yes, you can construct the building. However, where are all those people going to park, which forms of public transportation are they going to take and how will that affect the ride for all? Yes, the train station is there. First, who wants to live near train tracks? I live a mile from tracks now, and in the summer, when the windows are open, we can't hear the television. And that's a mile away. Second, those train tracks serve only those who want to go into the city or possibly out to Newton, Framingham, or Worcester. What about everyone else who just wants to get around the city as a whole? What if you want to take the train, but because there's no RELIABLE OR REGULAR public transportation to get there, you need to drive. But there's nowhere to park. All in all, developments are not like mountains. You don't just build them because the land is there. This is the wrong plan at the wrong time, and as a long-time resident of Allston-Brighton, I oppose as an attempt to maintain the quality of life for all of us in the 02134 and 02135.</p>
5/30/2018	Liz	Breadon		Oppose	<p>I oppose this project as it stands on the following grounds: 1) Density The project is too dense and too high. The Guest Street Plan calls for buildings 110 - 150 feet high - this project is proposing 200- 235 feet high. The proposed height and mass of Building #1 is totally out of proportion to the adjacent residential neighborhood across the street at the Honan Apartments. Cumulative impact: At this time the immediate neighborhood has approximately 1800 housing units under review (with more to come in the future). The impact of this rapidly increased density on traffic, utilities, green space, transportation, public safety etc need to be considered in aggregate. 2) More Family Units The proposal for 1,200 bedrooms in 1050 rental units is not what we need in Allston Brighton. We need a variety of housing types at different price points to make this an economically inclusive community. This configuration means that the vast majority of units will be studios or one bedrooms with only thirty 3-bedroom units. in Recent development Allston Brighton has produced thousands of over priced studios and one bedroom rental apartments. We need more three and four bed units suitable for middle income and working families. 3) Affordable Units A project of this size should have at least 20% affordable units that are more deeply affordable than the 70% AMI. We have an affordable housing shortage in the neighborhood and residents who wish to stay in their community are unable to do so. Studio and one bedroom units renting for \$2400 - \$28,00 is totally unaffordable for the vast majority of the young professionals who live in Allston Brighton. We need housing that reflects the economic reality of the people who live here. The developer could partner with an affordable housing developer to build 200-300 affordable units suitable for a more diverse demographic (including families) and priced at different price points (not just 70% of AMI) to help create a diverse and inclusive urban community. (See the 1550 Soldiers Field Road development) We need housing that is affordable for middle class workers, our firefighters, school teachers, administrative assistants, healthcare workers. 4) More Home Ownership We have a home ownership crisis in the neighborhood Allston?s owner occupancy is around 10% and Brighton?s owner occupancy has plummeted to 21% from 25% a few years ago. This is well below the city wide average of 35%.</p>

Allston Yards Public Comments via website form

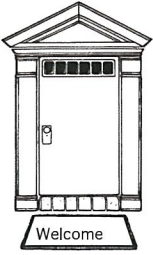
					<p>This project should have 50% homeownership opportunities with 20% affordable at different price points. 5) No investor units: No Short term rentals Short term rentals destabilize the neighborhood and adds to the housing shortage. These units need to have restrictions within the condo documents limiting 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.</p>
6/1/2018	Jake	Dempsey	Homeowners Union of Allston-Brighton	Oppose	<p>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.</p>
6/4/2018	Steven	Bernstein	Self	Oppose	<p>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.</p>
6/13/2018	Nadia	Parsons	Inbound Visual Arts	Support	<p>We need this in our community. Ian a long time resident and artist.</p>
6/14/2018	Anne	Silber		Support	<p>I strongly support including an ARTS CENTER at Allston Yards!!</p>
6/15/2018	Connie	Glore		Support	<p>The Allston Yards project is the ideal location for an Allston-Brighton Arts Center for the visual and performing arts.</p>

Allston Yards Public Comments via website form

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

Allston Yards Public Comments via website form

6/15/2018	Tom	Jackson		Support	This is an extremely important feature and project for the people and for the reputation of the community
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Homeowners Union of Allston- Brighton



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.

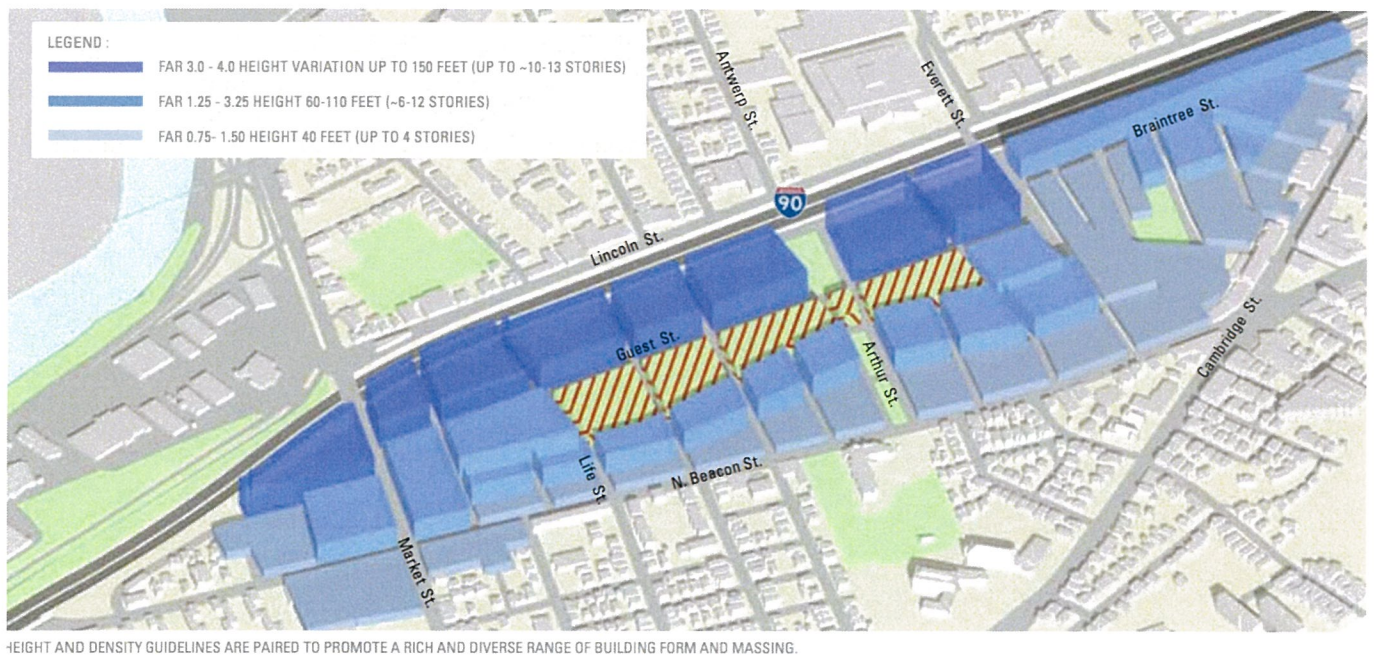
To prevent that, we would like the BPDA project review process for Allston Yards and other nearby projects (such as the multi-building “Allston Square”) **to focus heavily on quality of life issues** -- to ensure that all who reside here, and will live, work, and visit destinations around here in the 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).



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 be 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



Allston Yards: Oppose current proposal - added comments

1 message

Eileen Houben <eileenkh@gmail.com>

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 that would 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 <eileenkh@gmail.com>

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 pnf's) 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 the 1st 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



Re: Allston Yards : opposed

1 message

Jeffrey Houben <jl.houben@gmail.com>
To: Casey Hines <casey.a.hines@boston.gov>

Sun, Jun 17, 2018 at 11:34 PM

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 <jl.houben@gmail.com> 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 <John.Quatrale@unboundvisualarts.org>

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
617-657-4278

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Allston Yards Comments 06/15/2018

1 message

Anthony D'Isidoro <AnthonyDIsidoro@msn.com>

Fri, Jun 15, 2018 at 6:15 PM

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

Cc: Anabela Gomes <bela@mail.com>, Andrea Howard <ahoward@westendhouse.org>, Bernadette Moran Lally <birdlal@yahoo.com>, "Bligh, John" <johnjoe75@yahoo.com>, Colin Akerly <cakerly@gmail.com>, "Daly, Dan" <dd103@comcast.net>, Emma Walters <emma@allstonvillage.com>, Jean Powers <jean.powers@gmail.com>, John Cusack <jcusack@nercc.org>, "Leis, Peter" <peteleis@gmail.com>, Monica Rodriguez-Hernandez <jacqueline98@yahoo.com>, 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 <farahcole@gmail.com>

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 <connorschoen@college.harvard.edu>

Thu, May 24, 2018 at 2:25 PM

To: casey.a.hines@boston.gov

Cc: Tony Shu <tonyshu@college.harvard.edu>

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



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

Allston Yards : opposed

1 message

Jeffrey Houben <jl.houben@gmail.com>

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



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

Allston Yards opposed. we need less blg, large park

1 message

Eileen Houben <eileenkh@gmail.com>

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



Replaces my earlier comment, correcting typo

1 message

Chandler R <chandler814@gmail.com>

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



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 <AnthonyDIsidoro@msn.com>

Thu, May 17, 2018 at 9:39 PM

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

Cc: Anabela Gomes <bela@mail.com>, Andrea Howard <ahoward@westendhouse.org>, Bernadette Moran Lally <birdlal@yahoo.com>, "Bligh, John" <johnjoe75@yahoo.com>, Colin Akerly <cakerly@gmail.com>, "Daly, Dan" <dd103@comcast.net>, Emma Walters <emma@allstonvillage.com>, Jean Powers <jean.powers@gmail.com>, John Cusack <allstoncusacks@yahoo.com>, "Leis, Peter" <peteleis@gmail.com>, Monica Rodriguez-Hernandez <jacqueline98@yahoo.com>, 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.



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

Allston Yards Project

1 message

Chandler R <chandler814@gmail.com>

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 <nohara3@verizon.net>

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



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

Allston Yard Park

1 message

Wayne Webster <twoifbyc@gmail.com>

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

Building 1050 units of exclusively rental housing is an unmitigated disaster for a community that is at a tipping point in terms of owner occupancy. 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%.

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 neighborhood and adds to the housing shortage.

6) Parking

The developer assumes that there is no need for more than 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 integrated plan for the MBTA bus service on this site, providing adequate bus stops (plural!) with bus shelters, a drop off for the commuter rail, and turning circle for MBTA buses and 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 improvements 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 least amount of greenspace of any Boston neighborhood. This project needs more green space in the form of a well maintained public park with of least 1 acre, with a commitment 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 important development.

Sincerely,

Elizabeth A. Breadon & Mary A. McCarthy

33 Champney Street,
Brighton
MA 02135



Allston Brighton Parks

1 message

Leone, Linda <LINDA.LEONE@childrens.harvard.edu>
To: "Casey.A.Hines@Boston.gov" <Casey.A.Hines@boston.gov>

Wed, May 16, 2018 at 4:01 PM

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-Brighton's population (it looks like it's 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-Brighton's desirability as a place to live.



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

Allston Yards - Public Park

1 message

Wayne Webster <twoifbyc@gmail.com>

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



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

Allston Yards

1 message

Peter Kingman <pkingman@earthlink.net>
To: Casey.A.Hines@boston.gov

Tue, May 8, 2018 at 2:56 AM

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



Allston Yards

1 message

Gerard Teichman <gteichman08@gmail.com>
To: Casey.A.Hines@boston.gov

Fri, May 4, 2018 at 6:51 PM

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

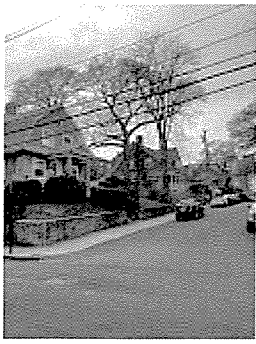


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Allston Yards Comment Letter 05/01/2018

1 message

Anthony D'Isidoro <AnthonyDIsidoro@msn.com>

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 <bobbuchanan1@comcast.net>
Reply-To: bobbuchanan1 <bobbuchanan1@comcast.net>
To: casey.a.hines@boston.gov

Thu, Apr 26, 2018 at 2:33 PM

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](#)



Fwd: Allston Yards feedback

1 message

bobbuchanan1 <bobbuchanan1@comcast.net>
Reply-To: bobbuchanan1 <bobbuchanan1@comcast.net>
To: Casey.A.Hines@boston.gov

Thu, Apr 26, 2018 at 2:26 PM

----- 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 <mike_email@yahoo.com>

Thu, Apr 26, 2018 at 10:30 AM

Reply-To: Mike <mike_email@yahoo.com>

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.

Therefore 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 Dzedzic
14 Portsmouth St
Brighton, MA



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 store,” I read “price increases.” This grocery store is a close and affordable option for people who live nearby, and we need to keep it that way. The Dollar Tree and Home Goods losses will also affect affordable shopping options for neighbors.

Homeownership: Similar to the growing affordable housing shortage with rental housing, we are experiencing dwindling opportunities for homeownership in the neighborhood. 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. Bradley
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 Bradley



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

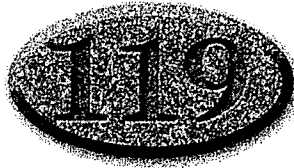
Dear Ms. Hines,

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.



BRAINTREE STREET REALTY LLC

Page 2

Sincerely,

BRAINTREE STREET REALTY LLC

A handwritten signature in black ink, appearing to be 'Michael Blank', written over a horizontal line.

Michael Blank, Manager

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



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

Revised Stop and Shop IAG letter

1 message

Anabela <bela@mail.com>
To: casey.a.hines@boston.gov

Tue, Jun 26, 2018 at 8:23 AM

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
- Noise Impact on N. Brighton
 - 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

APPENDIX D
EXAMPLE OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority d/b/a Boston Planning & Development Agency (“BPDA”), acting pursuant to Article 80 of the Boston Zoning Code (“Code”), hereby gives notice that a Draft Project Impact Report (“DPIR”) for Large Project Review has been received from _____

(Name of Proponent)

for _____
(Brief Description of Proposed Project)

proposed at _____.
(Location of Proposed Project)

The DPIR may be reviewed on the BPDA website – www.bostonplans.org - or at the Office of the Secretary of the BPDA at Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Casey Hines, Senior Project Manager, BPDA, Boston City Hall, Boston, MA, 02201 or via email at Casey.A.Hines@Boston.gov within seventy five (75) days of this notice or by _____.

The Proponent is seeking issuance of a Preliminary Adequacy Determination (“PAD”) by the Director of the BPDA pursuant to Section 80B-5 of the Code. The PAD may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if, after reviewing public comments, the BPDA finds such DPIR adequately describes the Proposed Project’s impacts.

Teresa Polhemus, Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor’s Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city’s built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BDPA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor’s Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place’s ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILTY CHECKLIST

<p>1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i></p>			
Project Name:	Herb Chambers Jaguar Land Rover of Boston		
Primary Project Address:	1186 -1192 Commonwealth Avenue, Boston MA 02134		
Total Number of Phases/Buildings:	1		
Primary Contact (Name / Title / Company / Email / Phone):	Owner: John Welch, The Herb Chambers Cos. 259 McGrath Highway, Somerville, MA 02143 jwelch@herbchambers.com 617-666-8333		
Owner / Developer:	The Herb Chambers Cos.		
Architect:	Regent Associates, Inc. Architects		
Civil Engineer:	CHA Consulting, Inc.		
Landscape Architect:	Clara Batchelor		
Permitting:	Don Wiest		
Construction Management:	TBD		
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.	NO		
<p>2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i></p>			
What are the dimensions of the project?			
Site Area:	81,589 SF	Building Area:	142,282 GSF
Building Height:	59'-6"	Number of Stories:	3 Floors

Article 80 | ACCESSIBILITY CHECKLIST

First Floor Elevation:	At sidewalk level	Is there below grade space:	No	
What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential—One—Three Unit	Residential—Multi-unit, Four+	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory/ Medical	Storage, Utility and Other		
List street-level uses of the building:	Automobile Dealership (Sales and Service)			
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:	1186-1192 Commonwealth Avenue is located in the Allston/Brighton Neighborhood of Boston, Massachusetts. The Site lies within the Harvard Avenue Community Commercial zoning subdistrict. The exterior of the Site is crowned in the center with a high point of 102.25 pitching to the front and back property lines where the topography drops to 95 and 97 respectively.			
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:	The subway's green line runs parallel to Commonwealth Avenue and has two (2) stops within a quarter mile of the Site. The Harvard Ave stop is 500 feet to the west, while the Packards Corner stop is 1,300 feet to the northeast. The Site is also within 400 feet of the nearest bus stop.			
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:	The Site is surrounded by the following institutions. Boston University West Campus, and Match Charter School are approximately ¾ of a mile northeast, and Bay Cove Academy is approximately 500 feet to the east in the Town of Brookline. There is also a Planned Parenthood Health Center 2,000 feet to the northeast.			
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:	There is a Post Office 2,000 feet to the northwest, Ringer Park and the West End House Boys and Girls Club 2,000 feet to the west, and Boston Sports Club 1,000 feet to the southwest.			
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				

Article 80 | ACCESSIBILITY CHECKLIST

<p>Is the development site within a historic district? <i>If yes</i>, identify which district:</p>	<p>NO</p>
<p>Are there sidewalks and pedestrian ramps existing at the development site? <i>If yes</i>, list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:</p>	<p>As it exists, the interior of the Site does not contain any sidewalks or pedestrian ramps. There is an existing sidewalk in the Commonwealth Ave Right-of-Way which runs parallel to the Site, abutting the storefront, and curb cuts/sidewalk aprons lead to both building entrances as well as the service entrance.</p>
<p>Are the sidewalks and pedestrian ramps existing-to-remain? <i>If yes</i>, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? <i>If yes</i>, provide description and photos:</p>	<p>The existing sidewalk within the Commonwealth Ave Right-of-Way is to remain.</p>
<p>5. Surrounding Site Conditions – Proposed <i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? <i>If yes</i>, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	<p>There are no proposed sidewalks outside of the Site limits. All existing sidewalks in the City Right-of-Way adjacent to the street are to remain.</p>
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	<p>The sidewalks on site will meet ADA & MAAB standards.</p>
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	<p>The proposed sidewalks for the Site improvements will be positioned around the building, completely on private property. The sidewalks are to be concrete.</p>

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<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? <i>If yes</i>, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	<p>NO</p>
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	<p>NO</p>
<p>Will any portion of the Project be going through the PIC? <i>If yes</i>, identify PIC actions and provide details.</p>	<p>NO</p>
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	<p>59 Exterior, 320 Interior</p>
<p>What is the total number of accessible spaces provided at the development site? How many of these are "Van Accessible" spaces with an 8 foot access aisle?</p>	<p>Two parking spaces on site will be accessible, both being Van Accessible.</p>
<p>Will any on-street accessible parking spaces be required? <i>If yes</i>, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	<p>NO</p>
<p>Where is the accessible visitor parking located?</p>	<p>The accessible parking spaces are located at the north end of the parking area, adjacent to Commonwealth Ave, in front of an accessible ramp & entrance.</p>
<p>Has a drop-off area been identified? <i>If yes</i>, will it be accessible?</p>	<p>No.</p>

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<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visibility with neighbors.</i></p>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	<p>Main Entrance: Concrete apron to transition from street to sidewalk East Entrance (within Site): Accessible ramp</p>
Are the accessible entrances and standard entrance integrated? <i>If yes, describe. If no, what is the reason?</i>	The two (2) main entrances are accessible. The rest of the entrances are to be used primarily by employees.
<i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i>	Accessible parking with signage is located in direct view of vehicles entering the property.
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
What is the total number of proposed housing units or hotel rooms for the development?	None.
<i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i>	N/A
<i>If a residential development, how many accessible Group 2 units are being proposed?</i>	N/A
<i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i>	N/A

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<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	<p>N/A</p>
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. If yes, provide reason.</p>	<p>N/A</p>
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes, describe:</p>	<p>There will be one passenger elevator which will provide access to all three floors.</p>
<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	<p>TBD</p>
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	<p>Customer amenity areas provided will be semi-private work carrells, TV Lounge and Coffee Bar with café style seating, all of which will be accessible. No outdoor seating areas have been planned.</p>

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<p>Are any restrooms planned in common public spaces? <i>If yes</i>, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? <i>If no</i>, explain why not.</p>	<p>Yes. Both the Ground Floor and Second Floor have toilet rooms for staff and customers, which will be fully accessible. “Family/Companion” separate rest rooms have not been included. All Customer Toilet Rooms will have diaper changing stations located within the handicapped stalls.</p>
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? <i>If yes</i>, did they approve? <i>If no</i>, what were their comments?</p>	<p>No.</p>
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? <i>If no</i>, what recommendations did the Advisory Board give to make this project more accessible?</p>	<p>No.</p>
<p>10. Attachments <i>Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.</i></p>	
<p>Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances. See Attached.</p>	
<p>Provide a diagram of the accessible route connections through the site, including distances. See Attached.</p>	
<p>Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable) N/A</p>	
<p>Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry. N/A</p>	
<p>Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.</p> <ul style="list-style-type: none"> • See Attached. • • 	

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

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