



March 7, 2018

Thomas Ragno
King Street Properties
800 Boylston Street, Suite 1570
Boston, MA 02199

Re: **NEXUS at The Allston Innovation Corridor Scoping Determination**

Dear Mr. Ragno:

Please find enclosed the Scoping Determination for the proposed NEXUS project. The Scoping Determination describes information required by the Boston Planning and Development Agency in response to the Project Notification Form. Additional information may be required during the course of the review of the proposals.

If you have any questions regarding the Scoping Determination or the review process, please contact me at (617) 918-4438.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald Autler", written over a horizontal line.

Gerald Autler
Senior Project Manager/Planner

CC: Jonathan Greeley, BPDA
Conor Newman, Mayor's Office of Neighborhood Services

BOSTON PLANNING AND DEVELOPMENT AGENCY

SCOPING DETERMINATION

FOR

NEXUS at The Allston Innovation Corridor

PREAMBLE

In November, 2018 King Street Properties and its partners (“Proponent”) submitted to the Boston Redevelopment Authority d/b/a Boston Planning and Development Agency (“BPDA”) a Project Notification Form (“PNF”) seeking approval of NEXUS at The Allston Innovation Corridor (“Project”) pursuant to Article 80B of the Boston Zoning Code (“Code”).

On November 16, 2018 a Scoping Session was held with public agencies and a series of public meetings and Impact Advisory Group (“IAG”) meetings was held in late 2018. Based on review of the PNF and related comments, as well as the scoping session and public meetings, the BPDA hereby issues its written Scoping Determination (“Scope”) pursuant to Section 80B-5.3 of the Code. The Proponent is requested to respond to the specific elements outlined in this Scope. Comments, included in Appendix 2, are incorporated as a part of this Scope. Written comments constitute an integral part of the Scope and should be responded to in the Draft Project Impact Report (“DPIR”) or in another appropriate manner over the course of the review process. Public agency comments include the following:

- Boston Water and Sewer Commission
- Mayor’s Commission for Persons with Disabilities
- Article 37 Interagency Green Building Committee
- Public Works Department
- Boston Parks and Recreation Commission
- BPDA Transportation and Urban Design

It should be understood that at any point during the public review of the Project, the BPDA and other City agencies may require additional information to assist with that review.

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.
- A separate zoning process would be required both to modify the underlying zoning to allow additional floor area ratio (“FAR”) and to review and approve a Planned Development Area

("PDA") Development Plan for the parcels. This Large Project Review will inform the outcome of any such zoning process but does not substitute for a formal process and consideration by the BPDA Board and Boston Zoning Commission of any changes that would allow greater FAR than currently permitted.

- It is clear in reading through the comment letters that the Project has simultaneously generated excitement and concern. While many of the letters show that there is support for redevelopment of these parcels and the benefits that the Project can bring, there is also considerable concern over some aspects of the specific proposal. Some specific comments are noted below.
 - The scale of the project is viewed by many as excessive and indeed exceeds the allowed dimensional regulations of the zoning.
 - The proposed number of parking spaces has generated concern as a transportation issue, even as the scale and visual impact of the garage at 250-280 Western Avenue has generated concern as an architecture and urban design issue.
 - Housing is an area of intense interest in the Allston-Brighton neighborhood as it is in Boston as a whole. Specifically, there is interest in increasing the amount of owner-occupied housing and in creating more affordable housing.
 - Proposed vehicular circulation patterns that may unduly impact neighborhood streets were the subject of significant comments and require further study and discussion with neighbors.
 - There is a desire to see the Proponent develop a retail strategy that can identify and fill existing gaps in neighborhood supply, with an effort to recruit locally owned retail establishments.

SUBMISSION REQUIREMENTS

FOR

NEXUS at The Allston Innovation Corridor

The Scope requests information required for review of the Project in connection with the Certification of Compliance and approval of the Project pursuant to Section 80B of the Code.

Subsequent to the end of the seventy five (75) day public comment period on the DPIR, the BPDA will issue a Preliminary Adequacy Determination ("PAD") that indicates the additional steps necessary for the Proponent to satisfy the requirements of the Scoping Determination and all applicable sections of Article 80 of the Code. If the BPDA finds that the DPIR adequately describes the Project's impacts and, if appropriate, proposes satisfactory measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements for the filing and review of a Final Project Impact Report ("FPIR") are waived pursuant to Section 80B-5.4(c)(iv) of the Code. Before reaching said findings, the BPDA shall hold a public hearing pursuant to Article 80 of the Code.

Ten (10) hard copies of the full bound report should be submitted to the BPDA, in addition to an electronic version in .pdf format. Hard copies of the document shall also be made available for distribution to the IAG other interested parties in support of the public review process. The report should contain all submission materials reduced to size 8-1/2"x11", except where otherwise specified, and should be printed on both sides of the page. A copy of this Scoping Determination must be included in the report submitted for review.

This Scope focuses on the new information that should be included in the DPIR, or elements that should be updated. The DPIR should contain all the information submitted in the PNF, except where that has changed.

1. GENERAL INFORMATION AND PROJECT DESCRIPTION

- **Applicant/Proponent Information.** The PNF contains much of the following information, which should also be included in the DPIR along with the other items requested:
 1. Development Team
 - Names
 - Proponent (including description of development entity and type of corporation, and the principals thereof)
 - Attorney
 - Project consultants and architects
 - Business address, telephone number, fax number and email, where available for each
 - Designated contact for each

2. Legal Information

- Legal judgments or actions pending concerning the Project
- History of tax arrears on property owned in Boston by Applicant
- Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Project, and the nature of the agreements for securing parcels not owned by the Applicant.

▪ **Project Area.**

1. Project site
2. An area map identifying the location of the Project
3. Description of metes and bounds of Project Site or certified survey of the Project site.
4. Current zoning

▪ **Summary of Required Permits and Approvals.**

- **Disclosure of Beneficial Interests.** Disclosure of Beneficial Interests in the Project pursuant to Section 80B-8 of the Boston Zoning Code.
- **Project Description.** The Project description should conform to the information in the bpda Development Review Guidelines, the information requested below, and information requested over the course of the review by BPDA staff.

2. SITE PLAN ALTERNATIVE

Residents have expressed concerns about the use of Riverdale Street for access and egress, as well as some concerns about traffic entering and exiting Everett Street to and from the Project. Both of these proposed access and egress points will require additional study and conversation with interested neighbors.

Moreover, the Proponent should study a new intersection at Speedway Avenue to enable parking and loading access to the site directly from Western Avenue, combined with either removal or restriction of movements from and onto Riverdale Street and possibly Everett Street.

The Proponent's desire to eliminate most curb cuts from Western Avenue is laudable and also facilitates the creation of a car-free pedestrian plaza, "Artist's Way." Automobile access through a new curb cut on Western Avenue would create drawbacks as well as benefits, but may be more consistent with potential long-term network enhancements, specifically the opportunity to connect Speedway Avenue through to Soldiers Field Road, as was contemplated in earlier eras.

The Proponent should study a site plan that accommodates vehicular access and egress in this location while preserving, to the degree possible, the desirable qualities of the Project made possible by the current site plan, namely reduction of vehicular impacts on the Western Avenue frontage and a pedestrian zone with no vehicular access. A graphic of an alternative to be studied is included in Appendix 1.

3. SCALE ALTERNATIVE

Many members of the public have expressed concern about the scale of the project, particularly the component at 250-280 Western Avenue. The Project currently does not conform to the dimensional regulations of the underlying zoning, and as noted above a rezoning process would have to be undertaken in order to allow a PDA Development Plan with the proposed dimensions. Therefore, it is incumbent upon the Proponent to show why the proposed scale is necessary and appropriate. The DPIR should do the following:

- Discuss the rationale for the proposed scale from a financial and market perspective
- Provide a lower-density alternative
- Articulate the differences between the two alternatives in terms of feasibility as well as mitigation and benefits

4. TRANSPORTATION COMPONENT

Comments by BPDA staff are included in Appendix 2 and are incorporated herein by reference and made a part hereof. The DPIR should respond to all those comments; this Scope only highlights the most significant transportation issues.

The City of Boston has set ambitious targets for mode share improvements and greenhouse gas reductions through GoBoston 2030 and the Climate Action Plan. Underlying these targets is a policy of shifting trips away from single-occupancy vehicles and towards other modes, particularly transit, walking, and bicycling. The rise of new mobility technologies will likely have a profound impact on the transportation system of the future, with Transportation Network Companies (TNCs) such as Uber and Lyft or autonomous vehicles reducing the need for parking even if they do not reduce traffic.

More specific to this area, there is ongoing change occurring in North Allston/North Brighton, which is seeing development on an unprecedented scale in the Western Avenue corridor, in Harvard's academic campus and Enterprise Research Campus, and ultimately in Beacon Yards. Together with significant new transit infrastructure as planned for West Station and the surrounding area, these changes herald a different role for cars and parking in the area's transportation system.

Therefore, it is the position of the BPDA that despite a reduction in the proposed ratio, the Project should continue to explore ways to reduce the amount of parking to the extent feasible while maintaining the viability of the Project. The availability of parking, especially free parking, represents a powerful incentive for employees to drive alone to their destination rather than selecting other modes. The parking goals expressed in Access Boston 2000-2010 are viewed as maxima and, as shown in the table below, call for 1.0-1.5 spaces/1,000 square feet in Allston/Brighton even in locations "distant" from an MBTA station.

Table 10 – Parking Goals by Section of the City outside Boston Proper

PARKING REQUIREMENTS IN EXISTING ZONING	PROPOSED PARKING RATIO GOALS	PUBLIC TRANSPORTATION ACCESS
ALLSTON/BRIGHTON		
<ul style="list-style-type: none"> Office/Retail: 2.0 spaces/1,000 square feet Residential: 0.5-2.0 spaces/unit based on housing type Ongoing North Allston Neighborhood Strategic Plan 	<p><u>Distant from MBTA Station</u></p> <ul style="list-style-type: none"> Non-residential: 1.0-1.5 spaces/ 1,000 square feet Residential: 1.0-1.5 spaces/unit based on housing type <p><u>Near MBTA Station</u></p> <ul style="list-style-type: none"> Cost of parking for employees should be equal to or greater than transit cost Non-residential: 0.75-1.25 spaces/ 1,000 square feet Residential: 0.75-1.25 spaces/unit based on housing type 	<ul style="list-style-type: none"> Green Line Local MBTA bus routes

Source: Access Boston 2000-2010, <https://www.boston.gov/sites/default/files/document-file-09-2017/parking-districts.pdf>

Another nearby project, the Harvard Enterprise Research Campus (ERC), ¾ of a mile away on Western Avenue, proposes a parking ratio ranging from .75 per 1,000 square feet to 1.25 per 1,000 square feet for comparable uses, compared to 1.5 at the Project.

3.2.11 Parking

3.2.11.1 Vehicle

The required vehicle parking supply for the Project was calculated using the guidelines provided by BTB. These guidelines identify proposed vehicle parking ratio goals by land use for each district within the City of Boston. Table 14 summarizes the required vehicle parking ranges for the Project based on the guidelines.

Table 14 Required Vehicle Parking

Land Use	Size	Rate	Parking Supply
Office/Lab	400,000 sf	0.75 – 1.25	300 – 500
Residential	250 units	0.75 – 1.25	188 – 313
<u>Hotel</u>	<u>200 rooms</u>	<u>0.40</u>	<u>80</u>
Total			568 – 893

Source: Guidelines by the Boston Transportation Department for use by the Zoning Board of Appeal, based on Access Boston 2000-2010.

As shown in Table 14, BTB guidelines indicate that the Project should include between 568 and 893 vehicle parking spaces, depending on the level of transit service in the area. The proposed Project would include 800 to 900 parking spaces, to be provided in structured and surface parking areas, which would be consistent with BTB’s guidelines and the level of transit in the area.

Source: Transportation Impact Study for the Harvard Enterprise Research Campus Planned Development Area, 2018

Even the high end of the range proposed by Harvard (1.25) would entail a reduction of 171 parking spaces at NEXUS, from 844 to 673. The Proponent should continue to explore ways to reduce the

parking ratio, with the goal of a maximum of 1.0 per 1,000 square feet of commercial space, in conjunction with more aggressive Transportation Demand Management (TDM) strategies and mitigation measures as described below.

More detailed points and submission requirements for the DPIR are set forth below:

- **Table 3-5, Project Trip Generation.** In order to assist with ongoing review, the DPIR should present an updated and corrected version of Table 3-5, to be developed in consultation with BPDA and BTD staff.
- **Western Avenue Multimodal Improvements.** The City of Boston appreciates the Proponent's gestures to use redevelopment of these parcels to begin the transformation of Western Avenue into a more multimodal street accommodating of all users. The Proponent is expected to continue to work closely with relevant agencies to ensure that the Western Avenue frontage of the Project is consistent with the evolving thinking about the street cross-section and design, as well as to coordinate implementation.
- **Ongoing Mobility Studies.** This review is occurring in parallel to the Allston-Brighton Mobility Study, one of several ongoing initiatives to study potential transit and mobility improvements in the area. The MBTA, City of Boston, and other entities are actively studying transit improvements in Allston-Brighton through a variety of ongoing initiatives. The Proponent should expect to be an active partner in such conversations as appropriate, with the goal of helping to bring about other mobility improvements.
- **Parking**
 - **Designing for Conversion.** [Examples exist of parking structures that have been designed to facilitate conversion to other uses in the future.](#) The DPIR should present an option for designing the parking structure to facilitate conversion of key portions to non-parking uses in the future. This includes provision for HVAC systems, floor heights suitable for office/lab/residential uses, consideration of fire codes for occupied spaces, and flat floor plates.
 - **Parking Density.** The DPIR should study the potential for more efficient utilization of the square footage devoted to parking through use of automated parking, semi-automated parking, technology such as parking lifts, and the use of valets as part of a managed parking system. The goal should be to accommodate the approved parking in a way that minimizes the height, footprint, and floor area of the parking structure. Automatic parking systems are seeing increasing penetration into the U.S. market. [Museum Place](#) in downtown San Jose, California is one example of a large-scale mixed-use project that has incorporated a mixed system of valets and parking lifts. [West Hollywood, California](#) has built a fully automated municipal parking structure. And a growing number of residential projects are incorporating some version of automated parking.
 - **Shared Parking.** The DPIR should present more detail on the potential for shared parking, both with existing and future complementary uses in the area (e.g. residential) and as a service to local residents during snow emergencies. Shared parking might provide an opportunity to minimize the parking supply on site while enabling the provision of parking options nearby.
 - **Smart Parking.** The DPIR should analyze the potential for future "smart parking" features, e.g. displays of availability and pricing.

- **Transportation Demand Management.** A robust Transportation Demand Management (TDM) will be critical to ensuring that the Project is able to meet its mode share targets. The PNF outlines some potential TDM measures and states that the Proponent will work with the City of Boston to develop a complete TDM program. Although the Proponent's transportation commitments will continue to evolve through and beyond any BPDA approval, the DPIR should include additional detail about potential TDM measures, including:
 - **Mode Share Targets.** The Project should set specific mode share targets consistent with the parking ratio and monitor travel patterns in order to ensure compliance with those targets.
 - **Bicycle Parking.** Detail on potential future expansion of bicycle parking, both secure/internal and short-term/external, beyond the minimum commitment in the PNF.
 - **Commuter amenities.** More detail on potential location, capacity, and amenities (e.g. locker rentals) included in shower/changing facilities for commuters.
 - **Pricing.** The DPIR should discuss the Proponent's proposed approach to working with tenants on charging users for on-site parking, possibly in conjunction with subsidies for transit passes and other transportation alternatives.
- **Existing Public Transportation Services.** Section 3.2.4 of the PNF should be updated to include information on current ridership and remaining capacity on the Commuter Rail and bus routes. This analysis is crucial to determining the effect of the Project on transit conditions.
- **Shuttles.** Shuttle buses can be a critical element of transportation to the Project. The DPIR should include an overview of existing and planned private shuttles in the area, including the St. Gabriel's shuttle and Harvard shuttle, the potential to offer service on those systems to employees, and the potential for new shuttle service, perhaps in conjunction with the Allston-Brighton Transportation Management Association and/or with other development projects in the vicinity.
- **Neighborhood Mobility microHUB.** The potential to create a Neighborhood Mobility microHUB, as described in Go Boston 2030¹. Specifically, the DPIR should analyze alternative locations for the array of services that should be facilitated on the Project site. Of particular importance is a realistic approach to pick-up and drop-off, particularly by taxis and ridesharing services, that avoids impacts on the primary roadways surrounding the site and the transit services, buses, and private vehicles that use those roadways. The City of Boston is currently piloting efforts with ridesharing services that would limit users' ability to set pickup and dropoff points to specific locations in the vicinity of major origins and destinations (e.g. transit stations, mobility hubs, major projects).

¹ Neighborhood Mobility microHUBs are designed to provide and identify a range of connected travel choices. Using clearly-branded kiosks or nodes with real-time interactive information displays about transit schedules and shared vehicle availability, people can connect quickly between bus and train service, a Hubway station, secure bike parking, carshare vehicles, ridehailing pick-up spots, and electric vehicle charging stations at every microHUB. Coupled with free Wi-Fi and intuitive wayfinding, these nodes become reliable ways to start, continue, or complete a multimodal journey. Placemaking strategies including plazas or parklets, sidewalk amenities, information signs, shelters, and works of art at each of these hubs will make them places that are worth stopping in when you have the time or if you have to wait.

- **Bicycle Sharing.** Given the number of projected employees and residents in the Project and the vicinity, the Project should be designed to adequately accommodate at least 19 Blue Bikes bicycles (the current minimum station size) in a highly visible and accessible location along the Western Avenue frontage. In addition, the Project should sponsor an additional station of at least the same size in a nearby location. The Proponent should consult with the Boston Transportation Department and BPDA Transportation staff on the details and locations of these stations.
- **TNCs.** The rise of TNCs has created new challenges with curbside use management. The DPIR should present options for moving TNC and taxi pickup and dropoff off Western Avenue to a dedicated area of the Project site. The Proponent should consult further with BPDA and BTM staff regarding potential strategies for managing and enforcing protocols, including geofencing and staff to enforce curbside use regulations.
- **Loading and emergency vehicle access.** The DPIR should review provisions for emergency vehicle access to the Project. Lab and office space differ in terms of projected rates for deliveries. Therefore, they should be separated in the loading and service accommodations to allow for a higher lab space delivery rate.

5. HOUSING

Housing is an area of intense interest in the Allston-Brighton neighborhood, as it is in Boston as a whole. Specifically, there is interest in increasing the amount of owner-occupied housing and in creating more affordable housing.

A number of comments have suggested that the Proponent increase the amount of housing in the Project. Although the BPDA is open to such a modification, it also recognizes that this project is primarily commercial in nature and that there is significant potential for additional housing elsewhere in the neighborhood, including in the Brighton Mills area (see the 2008-9 Community Wide Plan), in the rest of the Western Avenue Corridor, and on Harvard-owned property. Specifically, Harvard has proposed approximately 1,000 units of housing in its Enterprise Research Campus, as well as housing as part of its Basketball/Mixed Use project approved in the Institutional Master Plan. In addition, there are a number of proposals with significant housing under review right now, including the Allston Yards proposal with up to 1,050 residential units, and 40 Rugg Road, with 265 housing units including affordable rental units and affordable artist units.

Regardless of the number of units in the ultimate proposal, the Proponent should strive for the following to the degree feasible:

- Maximizing homeownership opportunities in the on-site housing
- Maximizing the percentage of proposed on-site units that will be income restricted
- Supporting affordability in off-site projects
- Creatively deploying the housing linkage funds that will be generated by the commercial component of the Project. The Proponent should consult with the Neighborhood Housing Trust regarding potential uses for this funding in the North Allston or greater Allston-Brighton neighborhood.

6. ARTISTIC COMPONENT

The inclusion of arts-oriented spaces for creation, display, and performance is a welcome component of the project. The Proponent should continue to consult with the Mayor's Office of Arts and Culture to develop additional concepts regarding programming and management of the space.

Additionally, in conjunction with the housing-related efforts forth in the above section, the Proponent should consult with the BPDA and the Mayor's Office of Arts and Culture regarding models for creating artist housing on site or elsewhere in the neighborhood.

7. URBAN DESIGN

Overall, the designs proposed for the Project include many of the attributes we encourage in our review. The architect has done a good job of creating variety in the look and feel of these buildings, each making a unique contribution to the larger street experience and avoiding a sense of this development as a large complex of like buildings. Meaningful open space and an attractive public realm lined with active uses all contribute to a positive design. In particular, the designs for 250 and 305 Western Ave. have been well received.

That said, there are some aspects of the design that would benefit from further thought and study. The concerns about the size and scale of the Project have been described above and will not be reiterated here although they relate to urban design as well as to other aspects of the Project.

- **Visual Impacts to the South.** Regardless of the ultimate size of the Project, the Proponent needs to continue to explore ways to more effectively buffer the neighbors to the immediate south from undue visual impact while improving site permeability. While efforts have been made to step the building down to a lower height in the rear, recent sectional views have made it clear that the lower "podium" portion of this building still is nearly two full levels taller than the ridge line of these neighboring residences. The portion of this building that is the tallest "tower" is also the portion of the building with the smallest rear setback, which compounds the scale differential. A reduction of the podium height to be more in scale with the neighboring buildings, limiting the depth of the podium element so it no longer extends over the service road, and further setbacks at the tower element are all changes which should be studied further to address these concerns.
- **Site Topography.** It appears that the existing topography of the project site is nearly flat, and at the same elevation as the Everett Square neighbors. The proposed change in grade along the rear of the site appears to be a proposed built condition designed to minimize the visibility of loading and service access. While we certainly agree there are benefits to some level of excavation along the service road, we are concerned that creating such a significant change in grade (up to eight feet) could complicate future connections to Westford Street. This grade change may also create an unattractive terminus to Artists' way, and if Artists' way is to become open to some form of vehicular travel, the connection between it and the service road will need to create a more cohesive experience across the two access drives. The Proponent should further study design options to reduce the depth of the service drive. The DPIR should include full cross sections that show the subterranean relationship between the underground garages at 250/280 Western, the sunken service road, and neighboring

buildings along the rear lot line. These materials are also needed to more fully understand the complex nature of the grade changes being introduced.

- **Artists' Way.** In general the quality of Artists' Way could be improved significantly with the addition of more dimension between the buildings. Additional space would be particularly important if vehicular traffic were to be accommodated. Various cross sections through this space and the neighboring buildings would be helpful in further studying the skewed relationship between the buildings. The Proponent should study the possibility of shifting 250 and 280 Western further apart.
- **Site Permeability.** The Project's proposed and potential connections to the neighborhood are welcome additions to enhance permeability through an area that for many years has been a barrier. Westford Park is an appropriate addition of strategically located neighborhood scale open space, but as has been pointed out in design review meetings, great care must be taken to ensure that the pedestrian connection from Westford Park through the Project to Western Avenue is not unduly impacted by vehicular circulation. A combination of paving treatment and traffic calming will be necessary to ensure the continuity of the connection even as it coexists with vehicular circulation and the garage entrance/exit. Location and treatment of this connection should be carefully studied in conjunction with studies of the site plan, massing, setback, and other features of the Project that have been flagged above.
- **Westford Park.** The DPIR should propose a process for engaging with neighbors and the broader community, as well as with relevant City of Boston agencies, to advance a design for Westford Park.
- **280 Western Avenue and Parking Structure.** Similar to some of the concerns expressed by BCDC, we feel the 280 building still feels much more like a garage employing various facade treatments (front and back) as opposed to a true residential building that includes a garage within it. Because of the call to reduce the overall number of parking spaces, the first place to study reductions is within the garage structure, as this could open up the space necessary for additional active uses or refined screening elements around the perimeter of the building. The impact of the garage should be studied on all sides of the building, with special emphasis on the western and southern façades. The Proponent should explore new ways to incorporate the exterior architecture and materials used for the active parts of the building into the areas where the garage becomes exposed. The current design relies entirely on exterior screening devices to make the garage more attractive, but the lack of a relationship between the active and inactive portions of the building make the overall design feel fragmented and inconsistent for the building as a whole. Designing the garage as a convertible garage would allow for a more streamlined appearance across the building.
- **305 Western Avenue.** The evolved architectural design as shown to BCDC helps break down the mass much more effectively than the original design shown in the PNF. The ground floor uses and setbacks work to create active and inviting spaces. However, the mechanical penthouse doesn't enjoy the same kind of setbacks employed at the other buildings, which contributes to the building feeling taller and bulkier than it otherwise would. Minimizing the overall impact of the penthouse should be a goal for this building. The Proponent should continue to work with BPDA Urban Design staff to continue to refine the design.
- **Design Submission Requirements.** The materials required for submission, including views of the Project, should be determined through consultation with the BPDA's Urban Design Department.

8. ENVIRONMENTAL PROTECTION COMPONENT

- **Nighttime Lighting.** The impact of both interior and exterior lighting on the residents of nearby buildings is a concern. The DPIR should explain, in text or graphics as appropriate:
 - The type of exterior lighting to be used on each façade or other portion of the building and the elements of the design that mitigate nighttime lighting impacts of the building on surrounding areas.
 - Measures being taken to minimize any negative impacts of interior lighting on the surrounding areas.
- **Solid and Hazardous Wastes.** The presence of any contaminated soil or groundwater and any underground storage tanks and above ground storage tanks at the Project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described. Any assessment of site conditions pursuant to the requirements of M.G.L. Chapter 21E that has been or will be prepared for the Project site shall be included in the DPIR (reports may be included in an appendix but shall be summarized in detail, with appropriate tables and figures, within the main text). Materials in the building to be demolished should be characterized and measures to mitigate impacts during demolition should be identified. If asbestos, asbestos-containing materials, lead paint or other hazardous compounds (e.g., PCBs) are identified during the demolition, renovation or removal activities, the handling and disposal must be in compliance with Massachusetts Department of Environmental Protection, the Boston Public Health Commission and the Inspectional Services Department guidelines and requirements. The DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Project. The DPIR shall identify the specific nature of any hazardous wastes that may be generated and their quantities and shall describe the management and disposal of these wastes. In addition, measures to promote the reduction of waste generation and recycling, particularly for paper, glass, plastics, metals, and other recyclable products, and compliance with the City's recycling program, shall be described in the DPIR.
- **Geotechnical Impacts.** A description and evaluation analysis of existing sub-soil conditions at the Project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology, the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, and roadways. A Vibration Monitoring Plan shall be developed prior to commencing construction activities to ensure that impacts from the project construction on adjacent buildings and infrastructure are avoided. Mitigation measures to minimize and avoid damage to adjacent buildings and infrastructure must be described.
- **Groundwater.** The Project site is not located in the Groundwater Conservation Overlay District (GCOD) and is therefore not subject to Article 32 of the City of Boston Zoning Code.
- **Noise.** The DPIR shall establish the existing noise levels at the Project site and vicinity based upon a noise-monitoring program and shall calculate future noise levels after completion of the Project based on appropriate modeling and shall demonstrate compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors and with all other applicable Federal, State, and City of Boston noise criteria and regulations. Any required mitigation measures to minimize adverse noise impacts shall be described. An analysis of the potential noise impacts from the Project's

mechanical and exhaust systems, including emergency generators, and compliance with applicable regulations of the City of Boston shall be required. A description of the Project's mechanical and exhaust systems and their location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the Project itself, from mechanical systems and traffic shall be described. A post-construction noise monitoring program may be required to ensure predicted and modeled noise levels are consistent with all applicable City, State, and Federal noise criteria and regulations. Cooperation Agreements may require commitments to post-construction monitoring on a case-by-case basis

- **Solar Glare.** The PNF states that the use of reflective glass or other reflective materials is not anticipated. As the Project design evolves, the Proponent should confirm with BPDA staff that no solar glare analysis is required. The BPDA reserves the right to request such an analysis in the future, if warranted.
- **Daylight Component. As stated in the PNF, a** daylight analysis for both build and no-build conditions shall be included in the DPIR. This analysis shall be conducted by measuring the percentage of skydome that is obstructed by the Project building(s) and evaluating the net change in obstruction. If the 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.
- **Shadow.** A shadow analysis shall be required for existing and build conditions for the hours 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 autumn. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would not be the same as the vernal equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes.

The shadow impact analysis must include net new shadow as well as existing shadow and must clearly show the incremental impact of the proposed new building. For purposes of clarity, new shadow should be shown in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Project (i.e., at the winter solstice). The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures and street names shall be clearly identified.

Particular attention shall be given to existing or proposed public open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways adjacent to and in the vicinity of the Project. Design or other mitigation measures to minimize or avoid any adverse shadow impact must be identified.

- **Infrastructure Systems Component.** An infrastructure impact analysis must be performed. The discussion of Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the 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 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 Project build-out figures in the analysis. Key components include:

- **Water Systems.**
 - Estimated water consumption and sewage generation from the Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water.
 - Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Project on those systems; sewer and storm drain systems should include a tributary flow analysis as part of this description.
 - Detail methods of protection proposed for infrastructure conduits and other artifacts, including any MBTA tunnels and station structures, and BSWC sewer lines and water mains, during construction.

- **Energy Systems.**
 - Description of energy requirements of the project and evaluation of project impacts on resources and supply .
 - 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.

- **Stormwater Management.** The Proponent shall be required to provide an evaluation of the Project site's existing and future stormwater drainage and stormwater management practices and a description of the Project's impacts on the water quality of the Charles River or other water bodies that could be affected by the Project. The DPIR shall include a narrative of the existing and future drainage patterns from the Project site and shall describe and quantify existing and future stormwater runoff from the site and the Project's impacts on site drainage. The Proponent shall be required to investigate methods to reduce the amount of stormwater discharged from the Project Site. The Project's stormwater management system, including best management practices to be implemented, measures proposed to control and treat stormwater

runoff and to maximize on-site retention of stormwater, measures to prevent groundwater contamination, and compliance with the Commonwealth's Stormwater Management Policies, also shall be described. The Proponent shall describe the Project area's stormwater drainage system to which the Project will connect, including the location of the stormwater drainage facilities and ultimate points of discharge. The Proponent shall be required to submit a General Service Application and site plan to the BWSC for review and approval.

If the project involves the disturbance of one acre or more of land, a National Pollution Discharge Elimination System (NPDES) General Permit for Construction consistent with the requirements of U.S. Environmental Protection Agency, the Massachusetts Department of Environmental Protection and the Boston Water and Sewer Commission will be required. If such permit is required, a storm water pollution prevention plan must be prepared and submitted prior to commencing construction. A copy of the plan should be provided to the BPDA.

This location is particularly sensitive given its proximity to the Charles River and the opportunity, through redevelopment, to prevent phosphorus and other contaminants from entering the city's storm sewer system and flowing to the river. Comments from the Boston Water and Sewer Commission are included in Appendix 2 and incorporated herein by reference. As noted in the letter, the Proponent should incorporate green infrastructure into the design of the Project. There are multiple opportunities to do so, and the DPIR should include careful consideration of green infrastructure, particularly along Western Avenue, where its incorporation will be part of an overall approach to redesign of that corridor according to Complete Streets standards.

- **Wind.** A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the BPDA's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time. For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.
- **Air Quality.** As stated in the PNF, the DPIR will include an air quality analysis. Existing and projected future air quality in the project vicinity is expected to conform to the National Ambient Air Quality Standards (NAAQS) and U.S. Department of Housing and Urban Development (HUD) requirements for residential and other sensitive receptors. However, a microscale air quality (carbon monoxide) analysis is required for any intersection (including the proposed garage entrances/exits) where level of service (LOS) is expected to deteriorate to D and the Project causes a 10 percent increase in traffic, or where the level of service is E or F and the Project contributes to a reduction of LOS. The methodology and parameters of the traffic-related air quality analysis, if required, must be approved in advance by the BRA and the Massachusetts Department of Environmental Protection, and shall be consistent with U.S. EPA guidance (e.g., Guideline For Modeling Carbon Monoxide From Roadway Intersections, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-005; November 1992). The results of the air quality analysis shall be compared to the Massachusetts State Implementation Plan to determine project compliance with the Plan. Mitigation measures to eliminate or avoid any violation of air quality standards must be described.

An indirect source air quality analysis of the operation of the proposed parking garage should be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards, as applicable. Emissions should be estimated using appropriate U.S. EPA guidance. The EPA SCREEN3 model should be used to calculate maximum CO impacts from the garage at the various sensitive receptors. CO monitors shall be required for any enclosed parking garage. A description of the monitors and operation of the monitors is required.

A description of the project's heating and mechanical systems and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical, and exhaust systems, including the building's emergency generator, shall be required. Measures to avoid any violation of air quality standards shall be described, and sidewalk vents for the garages are prohibited.

9. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

As indicated in the PNF, the Project will comply with the Executive Order regarding the Inclusionary Development Policy executed on December 10, 2015 ("IDP"). The DPIR should include the number of units to be created, the incomes of the households, the sizes and locations of the units, and the anticipated unit mix.

10. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Project, available at [this link](#).

11. ENVIRONMENTAL SUSTAINABILITY

Comments from the Article 37 Interagency Green Building Committee are included in Appendix 2 and incorporated herein by reference.

12. HISTORIC RESOURCES COMPONENT

The DPIR should summarize any historic resources that will be affected by the Project, the position of public agencies on those resources (including any necessary regulatory process), and present a plan to minimize the adverse impact of the Project.

13. CONSTRUCTION MANAGEMENT

The DPIR need not contain a detailed construction management plan ("CMP"), but this Scope sets forth the expectation for the content of a future CMP.

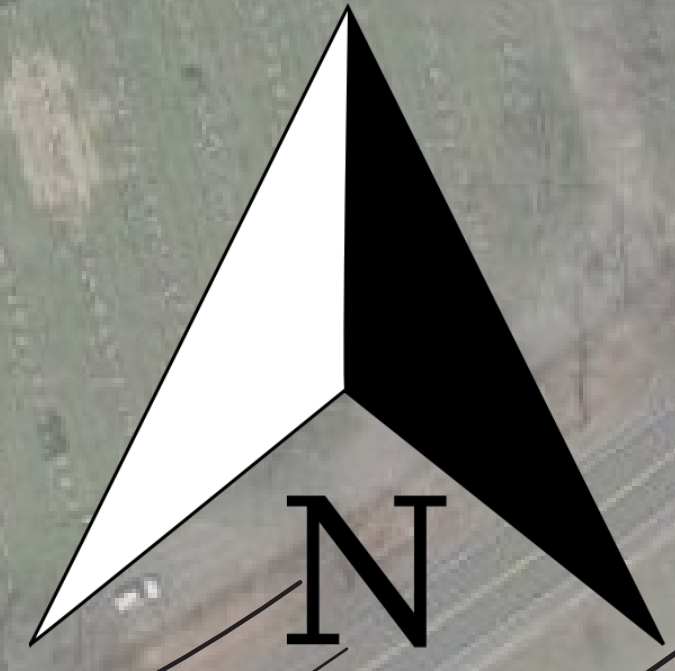
- **Article 80 Construction Management Element.** The Construction Management Element shall, at a minimum:

- Identify the impact from the timing and routes of truck movement and construction deliveries for the Project; proposed street closings; and the need for construction employee parking.
 - Identify, and provide a plan for implementing, mitigation measures that are intended to mitigate, limit, or minimize, to the extent economically feasible, the construction impact of the Project by limiting the number of construction vehicle trips generated by the Project, the demand for construction-related parking (both on-site and off-site), and the interference of building construction with the safe and orderly operation of the transportation network, such measures to include the use of alternative modes of transport for employees and materials to and from the site; appropriate construction equipment, including use of a climbing crane; staggered hours for vehicular movement; traffic controllers to facilitate equipment and trucks entering and exiting the site; covered pedestrian walkways; alternative construction networks and construction planning; and restrictions of vehicular movement.
 - Designate a liaison between the Project, public agencies, and the surrounding residential and business communities.
- **Construction Impacts.** A construction impact analysis shall include a description and evaluation of the following:
- Measures to protect the public safety.
 - Potential dust and pollutant emissions and mitigation measures to control these emissions.
 - Potential noise generation and mitigation measures to minimize increase in noise levels.
 - Any impacts of intended drilling, digging, or blasting.
 - Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
 - Construction schedule, including hours of construction activity.
 - Access routes for construction trucks and anticipated volume of construction truck traffic.
 - Construction methodology (including foundation construction), amount and method of excavation required, storage and disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
 - Schedule and method of demolition of the existing buildings on the Project site and intended method of disposal of the demolition debris.
 - Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or stormwater runoff into the City's drainage system during the construction period.
 - Impact of Project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
 - Potential for the recycling of construction and demolition debris, including asphalt from the existing parking lots. The DPIR should discuss how recycling, reuse and reprocessing will be conducted. Building demolition may offer an opportunity for recycling, reprocessing or donation of construction and building materials (e.g., glass, brick, stone, interior furnishing) to the Building Materials Resource Center ("BMRC"). The Proponent is encouraged to contact the BMRC at the following address regarding disposal and/or acquisition of materials that may be appropriate for use:

Building Materials Resource Center
100 Terrace Street
Roxbury, MA 02120
617-442-8917

For the recycling, reuse and reprocessing of demolition waste and construction debris not suitable for use by the BMRC, we recommend speaking with The Institutional Recycling Network (IRN) at 1-866-229-1962. IRN can divert up to 95 percent of waste from a job site. End markets have been identified for a wide variety of materials.

Appendix 1: Potential Alternative Site Plan and Access



CITY OF CAMBRIDGE
CITY OF BOSTON

Speedway Avenue: Existing NEXUS Proposal



Soldiers Field Road

McDonald Avenue

Everett Street

Speedway Avenue

Proposed
rideshare dropoff

Western Avenue

Riverdale Street

Telford Street

Proposed site access
and internal circulation

Everett Street

Westford Street

N Harvard Street

Athol Street

DRAFT: FOR DISCUSSION PURPOSES ONLY



CITY OF CAMBRIDGE
CITY OF BOSTON

Speedway Avenue: 1935 Connection

Speedway Avenue to
Soldiers Field Road has
historical precedent
as a potential future
neighborhood connection



Western Avenue

Telford Street

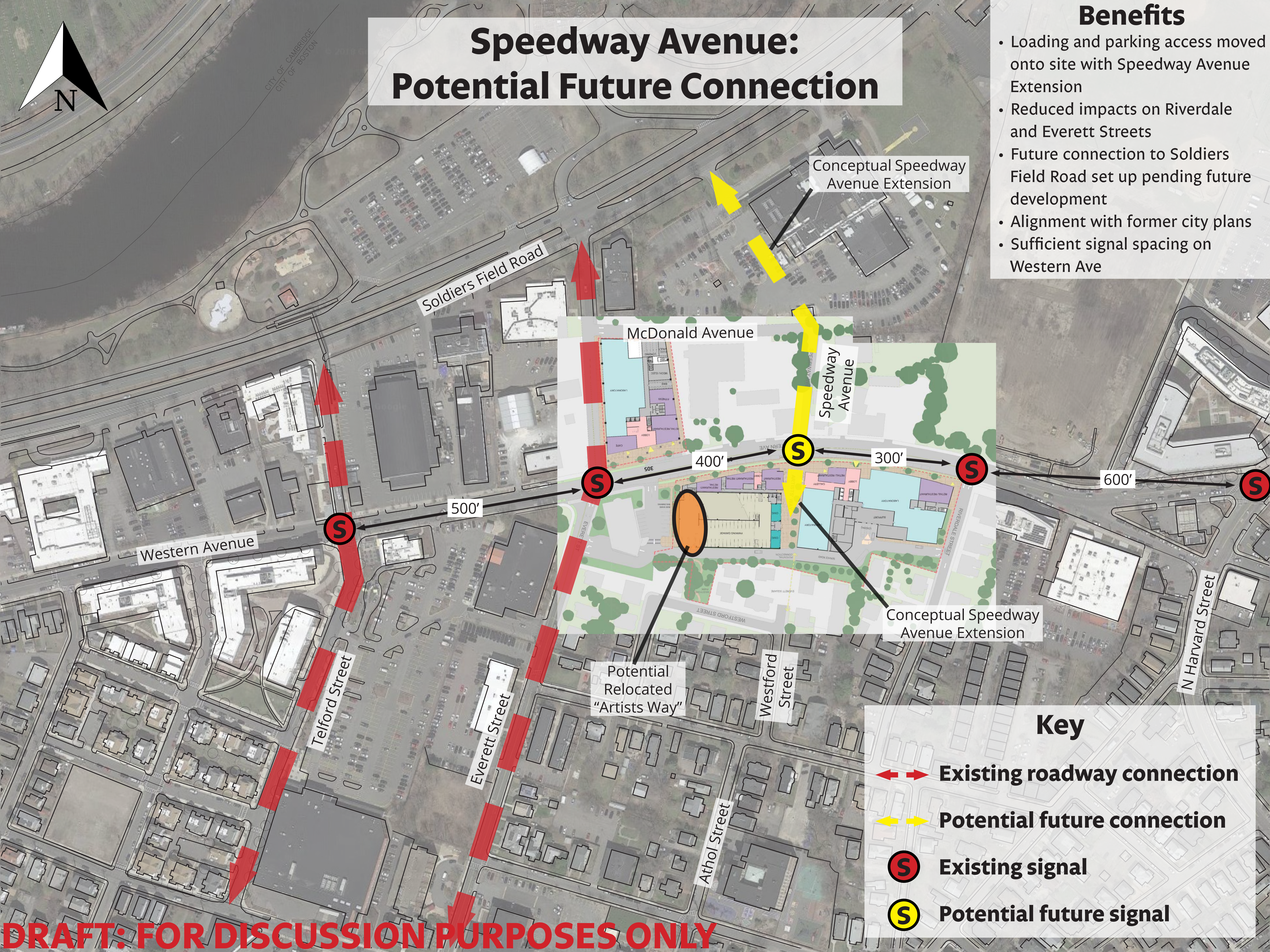
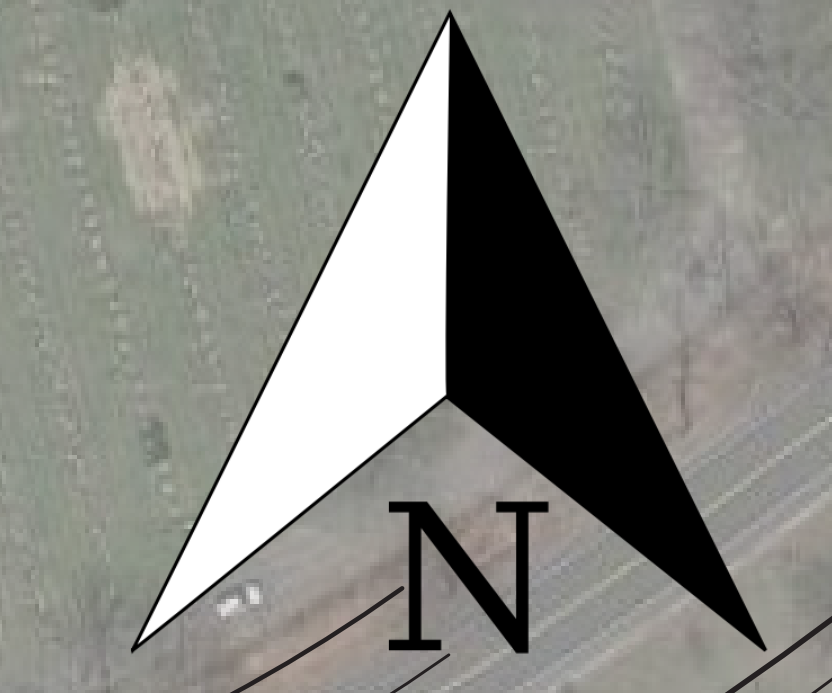
Everett Street

N Harvard Street

DRAFT: FOR DISCUSSION PURPOSES ONLY

Speedway Avenue: Potential Future Connection

- ### Benefits
- Loading and parking access moved onto site with Speedway Avenue Extension
 - Reduced impacts on Riverdale and Everett Streets
 - Future connection to Soldiers Field Road set up pending future development
 - Alignment with former city plans
 - Sufficient signal spacing on Western Ave



Key

- ←→ Existing roadway connection
- ←→ Potential future connection
- Ⓢ Existing signal
- Ⓢ Potential future signal

DRAFT: FOR DISCUSSION PURPOSES ONLY

Appendix 2: Comments

MEMORANDUM

TO: Gerald Autler, Project Manager
FROM: BPDA Transportation Planning Staff and Urban Design Staff
DATE: January 13th, 2018
SUBJECT: NEXUS at The Allston Innovation Corridor
Project Notification Form
Comments

Overview

King Street Properties (the Proponent) proposes an Article 80 project in the Allston Neighborhood including the development of two parcels at 305 Western Avenue and 250-280 Western Avenue. The two-parcel project consists of 539,400 square feet (sf) of lab, research, office, and development space as well as 40 residential units, 21,100 sf of retail and restaurant space, and 1,900 sf of civic space. This project includes 884 parking spaces. This project is located in a growing area of Allston-Brighton; several projects are nearby including the Harvard Allston Campus, projects near the Leo M Birmingham Parkway/Western Avenue intersection, and just across I-90 near Boston Landing. Cumulative transportation impacts, although not the direct responsibility of any one project, are important to consider when analyzing the transportation component of this project.

Key findings of the BPDA transportation team include:

- The City appreciates inclusion of a cycle track on Western Avenue and provision for a flexible bus/parking lane in the future.
- **The Proponent should consider a new intersection at Speedway Street to enable parking and loading access to the site.** The proponent should study removal or restriction of loading and access from Riverdale Street and possibly Everett Street in conjunction with site access/egress on Western Avenue. A new intersection will improve connections to the site, remove traffic from surrounding neighborhood streets, and fit in with long-term network enhancements.
- The City appreciates the inclusion of a TDM program. **The Proponent should further refine this program and provide a robust TDM program that includes joining the future Allston/Brighton Shuttle** currently being evaluated by Cabot, Cabot, and Forbes for the St. Gabriel's site.
- The Proponent should consult with Boston Transportation Department regarding the **inclusion of two BlueBikes stations on the site or nearby** to provide a robust bike share connection to the site and serve as part of the transportation

infrastructure for residents/employees of the site. As the design evolves, siting for the station(s) should be considered in consultation with BPDA and BTD staff.

- **The proponent should reduce the parking ratio.** The parking ratio is too high and out of scale with similar recent developments in Allston which tend to be closer to 1 space per 1,000 square feet of commercial space.
- **The Proponent should study ways to better mask the parking structure to mitigate the visual impact on neighbors.** Also, the above ground garage should be fully convertible to another use if parking demand is not sufficient - this provision for future HVAC systems and floors that are flat.
- **Additional analysis should help to fully evaluate the bike and pedestrian realm** through a full review of existing conditions of bike and pedestrian facilities in the vicinity of the property.

Transportation & Site Access

Transportation and site access will be critical factors for determining the future success of this project and the neighborhood as a whole. Existing transportation networks in the Allston-Brighton neighborhood are burdened by overall growth and site access may become constrained as roads get more congested. Additionally, the BPDA has launched the Allston-Brighton Mobility Study; it will be imperative for this project to set an early example for transportation network contributions and effective mitigation to ensure the success of this planning initiative.

Aside from the Allston-Brighton Mobility Study, the City has identified goals for Allston-Brighton through Go Boston 2030. Overall, the project should reference Go Boston 2030 when discussing mode share goals and how the project can reach those goals. BPDA Transportation Planning would like to see these goals explicitly referenced and mitigation efforts directly tied to those goals. This will be discussed in detail further on in this response.

The following comments submitted by the transportation planning team are grouped by subject area. The transportation team looks forward to further discussing comments with the Proponent.

Modeling Methodology

Generally, the proposed methodology is sufficient for this project. The intersections included are relatively comprehensive, except for two omissions. The Proponent should include the intersections of North Harvard Street/Cambridge Street and Everett Street/Holton Street for key connections to the rest of Allston-Brighton. This is crucial not only for traffic monitoring, but also for the greater bicycle network.

Modeling Analysis

The mode shares assumed in the analysis of this project were found to be erroneous during a meeting between BPDA Transportation and the Proponent's transportation team. The PNF included errors in appropriate mode shares, which should be clarified and published for further discussion.

Additional modeling and analysis for bikes and pedestrians should be comprehensive and include:

1. Pedestrian Realm

a. Existing Conditions

- i. Pedestrian Safety (Vision Zero Crash Analysis)
 - Crashes & Fatalities (on roads and intersections, separately, as in Slow Streets), and Safety Concerns Maps
 - High Injury Network
- ii. Area Walkshed
 - Major pedestrian destinations and route safety/comfort/accessibility analysis
- iii. Area Sidewalks (within 500 feet range of site)
 - Width
 - Condition of Asset (refer to PWD statistics)
 - ADA Accessibility
- iv. Intersection Conditions (within 1,000 feet) and Transit Connectivity
 - Pedestrian Delay
 - Accessibility
 - Walking Distance between crossing points
- v. Transit (Buses and Subways) and Bikeshare Connectivity for Pedestrians
 - Inventory of Connections within a 10 Minute Walkshed (approximately .5 miles)
 - Major employment centers within 30 minute commute

b. Description of Mitigated Conditions

2. Bicycle Analysis

a. Existing Conditions

- i. Adjusted seasonal bike counts
- ii. Area Bike Network Inventory
 - Road Network (Existing & Planned)
 - Bikeshare (Existing & Planned)
 - a. Size of existing Bikeshare stations and rightsizing for future growth

- iii. Comfort Analysis
- iv. Connectivity Analysis
 - Jobs
 - Retail
 - Civic Buildings and Parks
3. Future Build/No Build Conditions
4. Future Mitigated Conditions

Urban Design

First, it should be stated that this project has generally been supported by BPDA Urban Design for fitting in with the neighboring project at Harvard and for contributing to the vision for a vibrant future Western Avenue. The Proponent suggests removing 20 curb cuts, which the City of Boston appreciates. However, through discussions between BPDA Urban Design, BPDA Transportation, and the Proponent, some significant urban design elements have become of critical concern. The BPDA Transportation Team hopes that through further conversations between relevant parties, that agreeable resolutions can be reached for the following topics:

- Parking is concern for many different stakeholders. Through discussions, the Proponent has actively compared the location of this project to Watertown in order to justify a high parking ratio of 1.5/1,000 sf of office. However, the City does not generally compare projects to those in nearby cities with so many nearby examples. Similar land use typologies are used on Harvard property near this project site that have ratios of 1/1,000 sf or lower. Improvements to transportation infrastructure for modes other than vehicular will decrease the need for this high parking ratio.
- The parking garage does not fit into the urban environment it abuts and will be a detrimental visual element for the surrounding neighborhood. The parking structure should be fully masked by office or residential space or moved underground.
- If an above ground parking structure is built, the above ground parts of parking structure should be designed in such a way as to allow for future conversion to non-garage uses. This includes provision for HVAC systems, floor heights suitable for office/lab/residential uses, consideration of fire codes for occupied spaces, and flat floor plates.
- TNC/taxi pick-up and drop-off should be moved onto the project site and off of Western Avenue.
- Additional curbside elements should be included on the street, including a new bus stop for the inbound 70 bus, a wayfinding element for those new to the site and

neighborhood, and no vertical barriers in the roadway to preclude future bus lanes/flexible parking.

- The cross-section scenarios should be laid out more clearly as per discussions between BPDA Transportation and the Proponent. Additionally, there is some ambiguity between the only cross-section and site plans. The only suggested cross-section is Figure 1-9, which shows both a proposed eastbound cycle track and a “future” westbound cycle track. The new cross-sections supplied by the Proponent should only show a proposed condition at all sections of the roadway.

Following early discussions between the Proponent, BPDA transportation/urban design, and BTD, the Proponent should also evaluate alternatives to the current proposed site plan. The nature of these alternatives would provide a vehicular connection from Western Avenue into the site, perhaps at the currently proposed Artist Way. This connection could be the foundation of a future continuation of Speedway Street. There are several reasons for adding access at this point including and not limited to:

- Provision of pick-up/drop-off internal to the site
- Reduction of vehicular traffic along Riverdale Street and Everett Street
- Creating a more walkable, urban feel to the southern portion of the site
- Street corner activation adjacent to the new connection

Mitigation

In general, the mitigation proposed for this site should be more robust considering the emphasis being placed on vehicular trips. Improving other modes of transportation would help decrease the incentive for vehicular trips and help to mitigate traffic impacts. The following are suggestions for improving the mitigation package for this project:

- Inclusion of two Bluebikes stations on the site per BTD standards. This will help to increase multimodal access to the site and provide an amenity for residents/employees. This should be placed in a publicly accessible location on the project site so that it may remain open during the winter months. The Proponent should continue conversations with BTD and BPDA Transportation to determine an appropriate location for this station.
- As previously mentioned, the Proponent should establish a strategically placed, onsite multi-modal hub for bus service, bike share, and TNC pick-up/drop-off. This should follow guidelines outlined in Go Boston 2030 for Mobility microHUBs.
- The Proponent should include subsidized transit passes in the TDM plan for this project. The proximity of MBTA bus, urban rail, and commuter rail service should be emphasized to tenants.

- The Proponent should consider joining a future coordinated shuttle in Allston-Brighton. The St. Gabriel's project in Brighton will be establishing a private shuttle service through their ongoing shuttle study, with a foreseeable purpose of accessing Boston Landing Station. Several other projects in Allston-Brighton are planning to join a coordinated shuttle system should this one expand further.

Building Design

Overall the various building designs proposed for the Nexus project include many of the attributes we encourage in our review. The architect has done a good job of creating real variety in look and feel of these buildings, each making a unique contribution to the larger street experience and avoiding the sense of this development as a large complex of like buildings. Meaningful open space and an attractive public realm lined with active uses all contribute to a positive project design. In particular the designs for 250 and 305 Western Ave. have been well received. That said, there are some aspects of the design that would benefit from further thought and study.

Site Related Issues

It appears that the existing topography of the project site is nearly flat, and at the same elevation as the Everett Square neighbors. The proposed change in grade along the rear of the site appears to be a proposed built condition designed to minimize the visibility of loading and service access. While we certainly agree there are benefits to some level of excavation along the service road, we are concerned that creating such a significant change in grade (up to 8') could make future connections to Westford street impossible. This barrier also creates an unattractive terminus to Artists way, and if Artists way is to become open to some form of vehicular travel, the connection between it and the service road will need to create a more cohesive experience across the two streets. Design options to reduce the depth of the service road should be studied further, and full cross sections that show the subterranean relationship between the underground garages at 250/280 Western, the sunken service road and neighboring buildings along the rear lot line are also needed to more fully understand the complex nature of the grade changes being introduced.

In general the quality of Artists Way could be improved significantly with the addition of more dimension between the buildings. Additional space will be particularly important in order to accommodate vehicular traffic here. Various cross sections through this space and the neighboring buildings would be helpful in further studying the skewed relationship between the buildings. Shifting 250 and 280 Western further apart may be possible if additional space is made available within the parking field of the neighboring building at 300 Western Ave. This possibility should also be further studied.

280 Western Avenue

Similar to some of the concerns expressed by BCDC, we feel the 280 building still feels much more like a garage employing various facade treatments (front and back) in order to

distract from its reading as a garage, as opposed to a true residential building that includes a garage within it. Because of the call to reduce the overall number of parking spaces, the first place to study reductions is within the garage structure, as this could open up the space necessary for additional active uses around the perimeter of the building. The addition of more residential units to screen the garage on the Western facade and even potentially to some extent at the rear facade would certainly help in this effort. The impact of the garage should be studied on all sides of the building, with special emphasis on the Western facade.

The architect should explore new ways to incorporate the exterior architecture and materials used for the active parts of the building into the areas where the garage becomes exposed. The current design relies entirely on exterior screening devices to make the garage more attractive, but the lack of a relationship between the active and inactive portions of the building make the overall design feel fragmented and inconsistent for the building as a whole. Designing the garage as a convertible garage would allow for a more streamlined appearance across the building.

250 Western Avenue

A chief concern we've heard from neighbors is focused around the height, scale and setbacks between your building and those that exist in and around Everett Square. While efforts have been made to step the building down to a lower height in the rear, recent sectional views have made it clear that the lower "podium" portion of this building still is nearly 2 full levels taller than the ridge line of these neighboring residences. The portion of this building that is tallest "tower" is also the portion of the building which has the least rear setback, which compounds the scale differential. A reduction of the podium height to be more in scale with the neighboring buildings, limiting the depth of the podium element so it no longer extends over the service road, and further setbacks at the tower element are all changes which should be studied further to address these concerns.

305 Western Avenue

This building overall is well scaled and the current architectural design helps break down the mass much more effectively than the original design shown in the PNF. The ground floor uses and setbacks all work to create active and inviting spaces. One detail that should receive further study is the size and setbacks of the mechanical penthouse. This penthouse doesn't enjoy the same kind of setbacks employed at the other buildings, which contributes to the building feeling taller and bulkier than it otherwise would. Minimizing the overall impact of the mechanical penthouse should be a goal for this building.

**Boston Water and
Sewer Commission**



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

December 7, 2018

Mr. Gerald Autler
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: NEXUS at The Allston Innovation Corridor

Dear Mr. Autler:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the above referenced Project (Project). The Project site consists of two parcels located at 305 Western Avenue and 250-280 Western Avenue in the Allston neighborhood of Boston. One parcel, 305 Western Avenue, is located at the northeasterly corner of Western Avenue and Everett Street and consists of approximately 1.05 acres. The second parcel, 250-280 Western Avenue, extends along Western Avenue from Riverdale Street west to the Century Bank building at 300 Western Avenue and south to Westford Street and consists of approximately 3.24 acres. All existing buildings on the Project site will be demolished.

The Project is comprised of three buildings containing approximately 539,400 square feet (sf) of laboratory/research and development/office space, approximately 21,200 sf of ground floor retail space, 40 residential units, and 1,900 sf of civic space, which may include art uses. The amount of ground floor retail/restaurant space is subject to refinement, and will be determined based on market conditions at the time of construction. The Project also will include approximately 884 parking spaces. A portion of the parking supply allocated to employees in the 305 Western Avenue building will be located in the structured parking garage at 280 Western Avenue.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission.

For water service both Project sites are served on Western Avenue by an existing 16-inch northern low pit cast iron service main installed in 1900 and rehabilitated in 1997. The Project site at 305 Western Avenue is also served on Everett Street by a 12-inch northern low cast iron service main installed in 1930 and rehabilitated in 2006. The Project site at 250-280 Western Avenue also is served on Riverdale Street by an existing 8-inch northern low ductile iron cement lined pipe installed in 2002. Water demand for the Project is estimated at 91,168 gallons per day (gpd). For water service the proponent proposes to connect to the 16-inch water main on Western Avenue.

For sewer service both Project sites are served on Western Avenue by an existing 10-inch sewer main installed in 1931 located on the southern (eastbound) side of Western Avenue; and by an existing 10-inch sewer main installed in 1931 located on the northern (westbound) side of Western Avenue. 305 Western Avenue is also served on Everett Street by an existing 10-inch sewer main installed in 1936. The site at 250-280 Western Avenue is served also on Riverdale Street by an existing 12-inch sewer installed in 1889.

It is anticipated that sanitary wastewater from 250 Western Avenue will be directed to the 10-inch pipe on the northerly side of Western Avenue; sanitary wastewater from 280 Western Avenue will be directed to the 10-inch pipe on the northerly side of Western Avenue; and sanitary wastewater from 305 Western Avenue will be directed to the 10-inch pipe on the southerly side of Western Avenue. Sanitary wastewater flow from the Project is estimated at 82,880 gpd.

For drainage both Project sites are served on Western Avenue by existing 18-inch and 24-inch storm drains which were installed in 1897; and on the southern (eastbound) side of Western Avenue by an existing 12-inch storm drain installed in 1931. There is also on Everett Street an existing 12-inch storm drain installed 1936. A majority of the existing Project site is comprised of impervious surfaces. Storm drains from the Project site ultimately discharge to the Charles River.

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. Prior to the initial phase of the site plan development the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.
2. The site plan must show the location of both public and private water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections.
3. 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.
4. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for retail, irrigation and air-conditioning make-up water for the Project. Estimates should be based on full-site build-out of the Project.
5. 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.
6. 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.

7. 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. With the site plan the Proponent must submit a phosphorus reduction plan for the Project.
8. The design of the Project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
9. Before the Proponent demolishes any existing structures the existing water, sewer and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Cut and Cap General Services Application Form, available from the Commission.

Sewage/Drainage

10. 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.
11. 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.
12. Grease traps will be required in any food service facility in the new development in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
13. Sanitary sewage must be kept separate from stormwater at all times and separate sanitary sewer and storm drain service connections must be provided. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer. The Commission requires that existing stormwater and sanitary sewer service connections, if any are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.

14. 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.
15. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project.
16. 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.
17. 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.
18. 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.
19. 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.

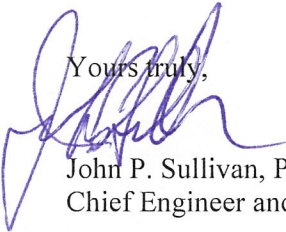
Water

20. 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.
21. 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.

22. 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: Thomas Ragno, King Street Properties
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Mike Nelson, Boston Water and Sewer Commission
Phil Larocque, Boston Water and Sewer Commission



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

December 7, 2018

**RE: 250-280 Western Avenue & 305 Western Avenue (NEXUS at The Allston Innovation Corridor), Allston, MA 02134
Project Notification Form
Boston Planning and Development Agency**

The Disability Commission has reviewed Project Notification Form that was submitted for 250–280 Western Avenue & 305 Western Avenue (NEXUS at The Allston Innovation Corridor), in Allston, MA. Since the proposed project is planned to be a vibrant destination area for housing and laboratory space, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- Will the building have apartments for rent or condominiums for sale?
 - If residential units are for rent, we would like to request more details on the number, location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - If residential units are for sale, would you consider including Group 2 units in the building portfolio, although not required by Massachusetts Architectural Access Board?

▪ **ACCESSIBLE BUILDING AMENITIES:**

- As the Proponent has already chosen the general use for laboratory and office space, the Commission would encourage the Proponent to work with the tenant to incorporate the Universal Design principles in the tenant-fit-out design.
 - We would support universal design principles be incorporated to the design and layout of the laboratory spaces, including but not limited to wide aisles between counters, heights of counters, storage and equipment locations.



For example, when multiple accessible counters are provided, the tenant is able to avoid operational issues involving accessibility accommodations, in the future.

- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.

▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- In the 280 Building, will residents have access from the parking lot to the residential units? We would support an interior connection to allow residents and visitors to access their parking spaces without having to exit the building.
- In Building 250, would it be feasible relocate the accessible parking so users do not have to cross a drive aisle to get to the elevator lobby?
- Please confirm that adequate vertical clearance will be provided, per 521 CMR Section 23.4.7: *Parking and Passenger Loading Zones – Parking Spaces*.
- Please confirm that the sidewalk adjacent to all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.
- Please consider the installation of an audio/visual garage warning system on the exit approaches from the garage.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- We would support an accessible connection between the project site and the proposed Westford Park.
 - Renderings show that stairs connect a significant change in level between the Artists' Way and the back of the site. We would support an integrated and accessible route from Artists' Way to the back of the site to provide an equitable and universal path of travel.
 - We would support an established sidewalk with pedestrian crossing to connect the back of the buildings with the park.
- Please provided detailed and dimensioned landscape plans demonstrate the development's compliance with Boston Complete Streets.
 - Updated plans should reflect bringing reciprocal pedestrian ramps into City of Boston reconstruction standards.
- We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Landscape plans describe the project's interest in sponsoring a BlueBikes Station. Please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.



▪ **COMMUNITY BENEFITS**

- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.
- Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#) , [Massachusetts Architectural Access Board 521 CMR](#), and the [Americans with Disabilities Act](#).

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever "readily achievable" ("*easily accomplishable and able to be carried out without much difficulty or expense*").

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
sarah.leung@boston.gov
617-635-3746





Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

November 26th, 2018

Thomas Ragno and Michael DiMinico
King Street Properties
800 Boylston Street, Suite 1570
Boston, MA 02199

Re: NEXUS at The Allston Innovation Corridor – 250, 280, and 305 Western Avenue:
Article 37 Comment Letter

Dear Mr. Ragno and Mr. DiMinico,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings. This letter contains our comments that we request to be addressed in preparation for your design and construction Green Building Report.

The PNF indicates that the project will use the LEED v4 for Core and Shell rating system for 250 and 305 Western Ave, and LEED v4 for New Construction for 280 Western Avenue. Additionally, the project team has committed to achieving a minimum green building outcome of LEED Silver, with 50 points for each building.

The IGBC accepts the rating system selection for all three buildings.

Given the importance of this project and the imperative to reduce environmental impacts related to the built environment, and considering the 28 “Maybe” credits indicated for each building, the IGBC requests the project team pursue LEED Platinum and identify any obstacles to earning the necessary credits. Our recommendations for achieving an exemplary green building that we request you address include:

- Commit to achieving a minimum of 9 points for the Optimize Energy Performance credit for each building through improved envelope and energy systems.
- Install solar PV system to achieve the Renewable Energy Production credit for each building.
- Pursue the Green Vehicles and Reduced Parking Footprint credit for each building.
- Pursue the Rainwater Management credit in-line with the BPDA’s Smart Utilities Policy that will require projects to retain onsite the first 1.25" of rainfall.

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

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

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

Please respond to IGBC comments within three weeks including timing for the provision of the requested information and items. This information and items should include:

- Updated LEED Checklist including additional credits being actively pursued.
- Solar system location, size, and output information for each building.
- Separate preliminary energy models for each of the project buildings.
- Updated Climate Resiliency Checklists. Separate Checklists should be prepared for the three buildings considering their different use characteristics. These updated Checklists must include the following currently missing information:
 - Annual Building GHG Emissions
 - Building Envelope
 - Loads and Performance
 - Back-up / Emergency Power System

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

Sincerely,

Benjamin Silverman, LEED AP: BD+C. On behalf of the Interagency Green Building Committee

Cc: Gerald Autler, BPDA Project Manager
IGBC



CITY *of* BOSTON

Martin J. Walsh, Mayor

To: Gerald Autler, BPDA
From: Zach Wassmouth, PWD
Date: December 5, 2018
Subject: NEXUS PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the NEXUS PNF.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks and Pedestrian Access within the Public Way:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

Specifically, the project should include the reconstruction of the entire sidewalk on the south side of Western Avenue between Everett Street and Riverdale Street as well as on the north side of Western Avenue between Everett Street and the project limits.

The project should also be responsible for the installation of ADA/AAB compliant pedestrian ramps on all corners of the intersections of Western Avenue at Everett Street and Western Avenue at Riverdale Street. Perpendicular pedestrian ramps shall be installed unless design constraints do not allow per 521 CMR 21. Curb extensions and geometric changes at these intersections should be considered where feasible to improve pedestrian safety and intersection functionality. The developer shall also work with the Boston Transportation Department (BTD) to determine and incorporate any necessary upgrades to the traffic signal systems at these intersections in conjunction with any sidewalk improvements. The current skewed/diagonal crosswalk across Western Avenue at Riverdale Street should be evaluated to determine if a shorter more perpendicular crossing can be installed.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

Driveway Curb Cuts:

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



CITY of BOSTON

Martin J. Walsh, Mayor

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements associated with this project must be processed through the PIC.

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



Gerald Autler <gerald.autler@boston.gov>

BPRD comments for the NEXUS Western Avenue PNF

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Fri, Dec 21, 2018 at 5:20 PM

To: Gerald Autler <gerald.autler@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>, Cathy Baker Eclipse <cathy.baker-eclipse@boston.gov>

BPRD has reviewed the *NEXUS* project at 250-280 and [305 Western Avenue](#). Smith Playground is immediately across the street from the proposed project, and will provide significant active recreational amenity to the residents, employees and other users of the development. BPRD respectfully requests that impact mitigation commensurate with the scale of the development be provided to the City's Fund for Parks for Phase Two of the improvements to the playground. Major elements of this phase include a dog recreation space and baseball fields. Thank you.

**CARRIE MARSH**

Executive Secretary

Boston Parks and Recreation Commission

[1010 Massachusetts Avenue, 3rd floor](#)[Boston, Massachusetts 02118](#)

617-961-3074 (direct) 617-635-4505 (main)

On Thu, Nov 8, 2018 at 3:17 PM Gerald Autler <gerald.autler@boston.gov> wrote

Please note that King Street Properties have filed a Project Notification Form for the *NEXUS* project, a proposed redevelopment of 250-280 and 305 Western Avenue with approximately 4.3 acres total. The site currently contains an auto body shop along with industrial and auto-related uses and other uses. The Project includes the construction of three new buildings containing approximately 539,400 square feet (sf) of laboratory/research and development/office space, 40 residential units, up to 21,100 sf of retail/restaurant space, and 1,900 sf of civic/art space. The Project also will include approximately 884 parking spaces.

The filing is available online [here](#). Please let me know if you require a hard copy.

There is a Scoping Session scheduled for **Friday, November 16, from 10:00-11:00** in BPDA Room 937. Please attend or send a representative.

The comment period ends December 7.

Please let me know if you have any questions.

Best,

Gerald



319 Washington st. Brighton , Ma. 02135

617-254-6007

allbrandsboston@gmail.com

Gerald.Aulter@boston.gov

Gerald Aulter Senior project manager

Boston planning and development agency

One city hall sq. 9th floor

Boston ,Ma 02201

Dear Mr. Alder ,

As a Business owner for over 30 years in Brighton as well as a person who was born and raised in Brighton I would like to write to you to show my support for the NEXUS project on Western Ave. As a business owner I have enjoyed the growth and development to the Allston Brighton area over the last 20 years . There has been so much improvement to the buldings ,roads storefronts ect because of it as well as all the additional people living in the area has given growth to small businesses like myself . As a born and raised Brightonian I look at streets that were not good to walk around and lack of community businesses 30 years ago and what I see know makes me proud for my community . For these reasons and many others I would like to support the NEXUS Project

All Brands Corp

319 Washington st

Brighton ,Ma 02135

Robert Violette

----- Original message -----

From: "Joseph P. Umbro" [REDACTED]

Date: 12/12/18 7:24 AM (GMT-05:00)

To: GeraldAutler@Boston.gov

Subject: Nexus Project

Dear Mr. Autler,

My name is Joseph Umbro, I am a resident closely abutting the Nexus project and also a business owner in the city. I am writing you in support of the Nexus project. It is in my opinion that the street improvements, shopping and offices will be of great benefit for the neighborhood and provide great opportunities for the revitalization of this area. I am a lifelong resident of this specific neighborhood and welcome the scope of this project.

Sincerely

Joseph Umbro

12/16/2018

I am a resident of Allston, Everett Street, MA. My home is close to the future location of NEXUS at The Allston Innovation Corridor. I liked this idea/project very much when Mr. Joe Distefano introduced it to me. I believe it will benefit our Western Ave and Everett St neighborhood, making it a better place to live, work and visit.

I have known Mr. Joe Distefano since my family bought our home at 287 Everett St, Unit 3, Allston MA from him in July, 2017. Mr. Distefano has chaired the 287 Everett HOA committee for his many year dedication. He has been known as a very responsible, friendly, and trustworthy neighbor and landlord. We appreciate his valuable and continuous support for this neighborhood and community.

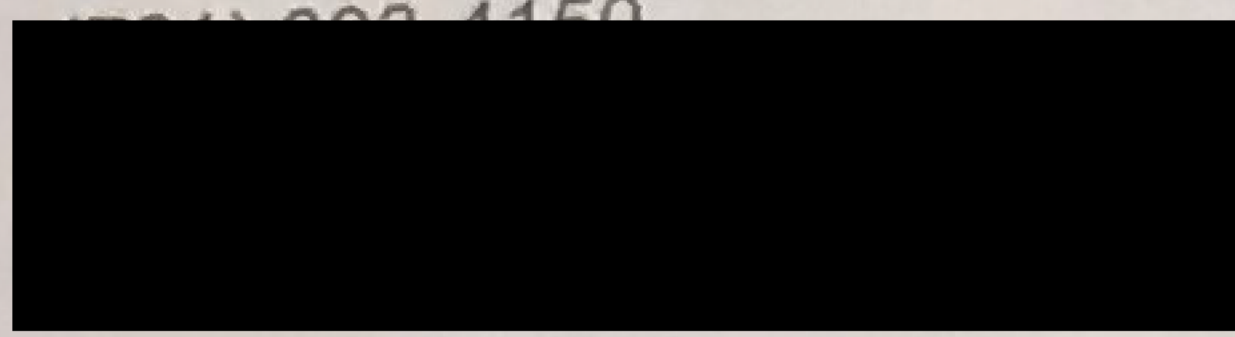
Best Wishes,

Niu Family
Allston MA

Century Bank.

Our family's bank. And yours.

BARRY R. SLOANE
President and Chief Executive Officer



December 28, 2018

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Autler:

As a business owner, I write in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto related uses to an active mixed-use development. It will create a substantial amount of new job opportunities with diverse skillsets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

Key improvements will include:

- Pedestrian streetscape improvements: wider sidewalks, major reduction in curb cuts, new street trees and lighting along Western Avenue.
- Expand the sidewalk on Everett Street northbound to facilitate and encourage pedestrian connections to Herter Park.
- Cyclist improvements: creation of a new protected bike lane along the property.
- Ground floor retail along Western Avenue.
- Mixed use development that includes research space, retail, and 40 units of housing.
- Artists' Way, an approximately 8,000 square foot open space, which will include outdoor seating and potential art installations.
- Westford Park, an approximately 5,000 square foot pocket park.
- Life Science research companies with a diversified employment base with opportunities at all levels from vocationally trained technicians to those with advanced degrees.
- Innovative biotechnology research companies, working to discover lifesaving therapies and cures for diseases that affect the global population.

For the reasons stated above, as a 30-year business in the neighborhood, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

48 years
of family
values

Century Bank | 400 Mystic Avenue, Medford, MA 02155-6316 | TEL 866 8 CENTURY | CenturyBank.com

Equal Housing Lender/Member FDIC



Gerald Autler <gerald.autler@boston.gov>

NEXUS Project Support

1 message

Nancy Wang [REDACTED]
To: gerald.autler@boston.gov

Tue, Dec 18, 2018 at 4:22 PM

Dear Mr. Autler,

I am a resident of Allston and I am writing to you in support of the NEXUS project on Western Avenue. This project offers an amazing opportunity to transform the site from auto related uses to an active mixed use development. I am very excited that it will create a substantial amount of new job opportunities with diverse skillsets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

One particular improvement that is really dear to my heart is the creation of a new project bike lane along the property. My husband was recently bumped by a bus when he was biking to work. He sustained cuts and bruises on his arms and sides. He nearly fell into some pedestrians on the sidewalk and hurt them too. In the same month, two of my friends were hit by cars. Both of them walked away with minor injuries, but it made me realize how unfriendly the roads are for cyclists. Something needs to change to protect our community.

Another improvement that I am very excited about is potential ground floor retail along Western Avenue. Recent years, more businesses have come into the area, allowing young families like ours to have much more to do on the weekends and improving our quality of life.

I strongly support the NEXUS PROJECT and I hope that you will too. If you have any questions, please feel free to contact me at any time.

Nancy Wang
[REDACTED]

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

ATTN: Gerald Autler, Project Manager
Re: NEXUS Development

Dear Mr. Golden and Mr. Autler,

First and foremost, I would like to thank you for the opportunity you have given me by inviting me to be a part of this IAG. My passion and involvement in civics and neighborhood development has increased dramatically over the last few years, and being a contributing voice in the growth of something of this scale is an honor. I'm happy to have a seat at a table where it seems people are listening to what I have to say, and I hope that my perspective shines a light on some issues that are far too often overlooked. The NEXUS Innovation Corridor, while appearing to be largely beneficial in a vacuum, is unfortunately guilty of such oversight in its current proposed form, so on behalf of the artist population of Allston-Brighton I would like to elaborate on how this sort of project will be mostly harmful to the demographic it's attempting to uplift.

Initially, I'd just like to summarize my opinions on the shared concerns of much of the IAG. The majority of the conversations at the meetings thus far have revolved very much around size, design, and traffic patterns. At this point, I find myself empathizing with the opinions of most of the abutters in regards to such a large facility being erected in their backyards. No matter how the architects attempt to disguise it, it is clear that the current size of NEXUS sticks out like a sore thumb, even amongst all the current and proposed buildings rapidly rising in the neighborhood. While Stage 1 of the project clearly has had a lot of thought put into its' aesthetic, it seems much less thought was put into the design of Stage 2 on Everett St. In addition, the current proposed traffic patterns seem like they are simply not enough to curb the impact of the sheer volume of employees/residents/guests. The parking garage design is quite brutish and insensitive to the neighboring houses, and overall the construct seems like it will be a wall between the neighborhood and the river/park. In my opinion, **the collection of these issues alone are enough of a reason to overturn this development entirely and restructure its' goals, and that is only the tip of the iceberg.** Personally, my greatest concerns have more to do with the concept of "Artists' Way" and the residential aspect of NEXUS

The core reason I am writing an independent letter alongside the agreed upon group letter has to do with why I believe I was invited to be a part of this IAG in the first place. In my twelve years as a working musician, performer, and business owner, I have watched as this city has shrugged off its responsibility to the working artist population, and the way in which NEXUS has tried to create opportunities for artists with their concepts for Artists Way are actually perpetuating the creeping disregard that now echoes through Allston with every large,

inaccessible high-rise added to its quickly exploding skyline, and this goliath is no different. All it takes is one conversation with a young professional Allston artist to hear about the constant fear that the place they have invested so much into creatively and financially is slowly forcing them out. This is why I have put so much of my focus in meetings on affordable housing because at the end of the day, a corridor of walls to hang art does next to nothing for a local artist who has no place to live.

The message that Artist's Way is transmitting currently is loud and clear. The developers would like to use the art of local talent to make their eyesore look trendy while people walk in between their crippling architecture, without actually making a long-term investment in the working artist population. They want to utilize little of their residential space to meet the bare-minimum requirement for affordable housing, and get a pat on the back by the neighborhood for the thinly-veiled attempt at adding an artistic element to their science lab.

I can no longer just sit back and watch as the artists of this city are taken advantage of left and right while our rents increase unsustainably year by year. **To the sentiment of having an 'Artist's Way' without an enthusiastic commitment to creating affordable live and work space for the artists, I feel I can safely speak for the entirety of Allston artists when I say; "Thanks, but no thanks".** There are countless better ways that 550,000 square feet can be utilized by a neighborhood in desperate need for such support. Now if you want tell me that the whole point is to have a laboratory of this size be what funds such support, I'd say: You can do better. Show us more, because there's no question that we need it.

I conclude with a thought that arose from the second IAG meeting. King Street Properties and the associated parties stated that they had chosen Allston, and this location specifically, because it is what they refer to as a "Rising Node". I feel it is necessary to remind you, and them, what made it rise in the first place: A diverse, passionate, hard-working population of creative minds making the most of what they had to turn an under-utilized section of the city into an affordable, dynamic, and supportive home for arts and music. We have committed all of our being into sustaining our livelihood in this city and have asked for very little in return. It's long overdue for the city, and specifically the developers to invest back into the population that made it desirable for them from the start, and I cannot in good faith support any sort of project that is not prepared to take dramatically larger steps towards nurturing the artists they wish to decorate their walls. I can only hope that my plea leads to future solutions to make this project a more respectful home for artists and their art, and I am more than happy to continue to lend myself towards efforts to do so.

Thank you for your time and patience.

-Nick Grieco

December 21, 2018

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq, 9th Floor
Boston, MA 02201

Dear Mr. Autler,

I am writing to support the NEXUS project on Western Avenue. This project will transform the Western Ave corridor into a vibrant commercial and residential neighborhood that promotes the growth of Allston into a stronger community.

I have spoken with Joe DiStefano and seen the plans for the new project. I am so happy to know that the neighborhood will continue to develop into a bustling community and there will be increased foot traffic, to the benefit of all of the businesses in the area.

As a business owner on Western Ave, I fully support the NEXUS project and look forward to the benefits the neighborhood will experience due to the project.

Sincerely,

Lilia Weisfeldt
Owner, Ballroom in Boston
300 Western Ave.
Allston, MA 02134



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Melissa Landry [REDACTED]
To: Gerald.Autler@boston.gov

Thu, Dec 27, 2018 at 2:15 PM

Dear Mr. Autler,

As a resident of the Allston community, I am emailing you in support of the NEXUS project. In addition to the numerous jobs the project will attract to the area, I am also excited by the new community space included in the project. The new Artists' Way and park will bring vibrancy to our neighborhood.

Thank you for accepting my feedback on the project.

Sincerely,

Melissa Landry



Gerald Autler <gerald.autler@boston.gov>

Nexus comments

1 me age

Jessica Robertson [REDACTED]
To: Gerald Autler <Gerald.Autler@boston.gov>

Fri, Dec 21, 2018 at 9:34 PM

Hi Gerald,

Squeaking in under the wire to send you some very brief comments on the Nexus proposal for [Western Ave. 884](#) parking spaces for 600,000sf of development in an urban location is completely preposterous in terms of urban design, climate impact, and traffic. The proposal should be revised with a dramatically lower parking ratio.

Also, the Breakfast Club is a beloved neighborhood institution and I would hope that they would be included as a ground floor tenant in the new development, should it come to fruition.

Thank and happy holiday ,
Jessica Robertson
[59 Aldie Street #1](#)
[Allston MA 02134](#)



Gerald Autler <gerald.autler@boston.gov>

Fwd: Allston Innovation corridor

1 message

Michael Price [REDACTED]
To: Gerald.Autler@boston.gov

Mon, Dec 24, 2018 at 11:48 AM

Begin forwarded message:

I sent this on Friday, 12/21/18 but it came back as I didn't have the right address.

From: Michael Price [REDACTED]**Subject:** All ton Innovation corridor**Date:** December 21, 2018 at 6:01:33 PM EST**To:** Grald.Autler@Boston

Dear Mr. Autler

I am a resident on Westford St. and enjoy its quiet, its peace and lack of traffic. It is one of the few areas left with these qualities this close to Boston and should not be sacrificed to more commercial development.

The above proposal will affect both peacefulness and quiet negatively: increased traffic: 800 space underground parking plus 200 more for the other worker and the heavy truck, delivery and traffic, with their inevitable noise with the loading docks facing in our direction. Please put a limit on the number or deliveries made and only at only certain times, (not when we are sleeping, at 5 PM).

Though you have added a small park as a buffer it does not seem large enough to truly act as such or as a space creating a sense of quiet. It should be larger (See the park behind the Honan Allston Library for an imaginative design.) Moreover the park won't have enough sun to grow plants and trees with such a large building next to it blocking the sun. Please reduce the height on those buildings close to the Westford residences to mitigate the sense we will have of us backing up to a large commercial development which will take away our sense of privacy and of a quiet retreat from city life.

Thank you,

Michael Price



Gerald Autler <gerald.autler@boston.gov>

Destefano/Western ave project

1 message

Jamie McLaughlin [REDACTED]
To: "Gerald.Autler@Boston.gov" <Gerald.Autler@boston.gov>

Fri, Dec 21, 2018 at 7:28 PM

I am the owner of [8 everett square](#) . I strongly disagree with the plans for this development and the potential chaos regarding traffic , deliverie , noi e level not to mention it would hade my view from the treet and bring the rodent problem back were Harvard began in upper Western Ave. The lay out and vision is totally impossible . Proposal Too big and shops will not bring in anything new we don't have already. Anyone who knows Art are will definitely find themselves in the southend Galleries. Or did you mean affordable studio space for starving artist hmm not sure what there trying to ell to u here Science lab not appropriate for the only mall re idential neighborhood left that till ha real familie not renting students who come and go.

Thankyou Jamie mclaughlin



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- Tile Installation
- Bath/Kitchen Remodeling

December 12, 2018

Gerald Autler, Senior Project Manager
 Boston Planning and Development Agency
 One City Hall Sq., 9th Floor
 Boston, MA 02201

Dear Mr. Autler,

As a business owner, I write in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto related uses to an active mixed-use development. It will create a substantial amount of new job opportunities with diverse skill sets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

This project is designed to attract Life Science research companies with a diversified employment base with opportunities at all levels from vocationally trained technicians to those with advanced degrees. Innovative biotechnology research companies, working to discover lifesaving therapies and cures for diseases that affect the global population.

Developments of this nature improve the economy and the overall Allston Brighton area.

For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project

Sincerely,

David Barrett, President

280 Lincoln Street, Allston, MA 02134 • (617) 787-5800 • Fax (617) 782-8877

OR CALL (617) 45-CLEAN

www.rcmservices.net



Gerald Autler
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston MA 02201

December 17, 2018

Mr. Autler,

As a resident of Allston/Brighton and a business owner, I would like to send my complete support for the Stadium Auto Body, Nexux Project at 250-305 Western Ave, Allston.

I own and operate O'Shea Towing Company for nearly 30 years, in Allston and Stadium was one of my competitors. I have built a personal relationship with the family members over the years and have tremendous respect and admiration for them.

I have reviewed the plans and the proposed improvements to the area, new bike paths, walkways, green space and a beautiful building. This project will enhance the neighborhood greatly, offer more job opportunities and connect this project with the community.

Sincerely,



Brendan O'Shea

December 19, 2018

Gerald Autler
Senior Project Manager / Planner
One City Hall Square
Boston, MA 02201

Re: NEXUS at The Allston Innovation Corridor

Dear Mr. Autler:

I own the 8-unit apartment building located at 16 Westford Street in Allston. My building sits at the turn in Westford Street, abutting the proposed NEXUS project on Western Avenue. I am generally excited to see the neighborhood developed and revitalized with new employment opportunities and amenities, especially if there is direct pedestrian access to the neighborhood. However, I have concerns with some issues related to the proposed project, and their negative impact on my investment property. My primary concerns are:

- **Access to 250 and 280 Western Ave:** As proposed, there will be a new service road that starts off Everett Street behind the Century Bank building, and continuing through to Riverdale Street. My understanding is that the proposed road will be the only access to the garage for 703 parking spaces for the lab and residential components, as well as for deliveries and rubbish removal. I am extremely concerned about the increased noise, traffic, and circulation this will create, especially as my residents overlook the area behind the Century Bank building. The proposed landscape buffers will be insufficient to offset the issues that this new service road, and its associated traffic, will create.
- **Duration of Construction:** The 2-year estimated duration of the construction project, and the noise, congestion, and general inconvenience associated with it, will create a substantial decrease in the quality of life for my tenants during this time.
- **Garage Design:** The design of the back of the garage is shown on the plans as a less-than-desirable façade facing the residential neighborhood. Recognizing that there is some massing that is required to make the project financially viable, I urge the BPDA and the development team to consider the views, property values, and quality of life of the residents in the abutting neighborhood.
- **Environmental Issues:** Could you please provide any documentation that has been submitted relating to any environmental hazards (or lack thereof) related to the contemplated life sciences uses of the development? What safeguards are in place to assure that the neighbors are safe?

Although I am conceptually supportive of the project for the neighborhood, I am concerned that it will reduce the value of my property due to the above. I respectfully request that you require the developer to mitigate the negative impacts that the above issues will have on my building. Thank you in advance for your consideration. Please feel free to contact me with any questions.

Sincerely,



Stephen Gladstone
Owner
16 Westford Street, Allston
Cell – [REDACTED]

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

As a resident, I write in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto-related uses to an active mixed-use development. It will create a substantial amount of new job opportunities with diverse skillsets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

Key improvements will include

Pedestrian streetscape improvements: wider sidewalks, major reduction in curb cuts, new street trees and lighting along Western Ave.

Expand the sidewalk on Everett Street northbound to facilitate and encourage pedestrian connections to Herter Park.

Creation of a new protected bike lane along the property for cycling.

Ground floor retail along Western Ave.

Mixed use development that includes research space, retail, and 40 units of housing.

Artists' Way, an approximately 8,000 square foot open space, which will include outdoor seating and potential art installations

Westford Park, an approximately 5,000 square foot pocket park

Life Science research companies with a diversified employment base with opportunities at all levels from vocationally trained technicians to those with advanced degrees.

Innovative biotechnology research companies, working to discover lifesaving therapies and cures for diseases that affect the global population.

For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

Kyle McLaughlin
Kyle McLaughlin
#8 Everett Sq Allston MA

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

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For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

Frederick Louis-Jeune

9 Winton Street, Apt 1

Roslindale, MA 02131

Local 327

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

*Kevin M. Gannon Kevin M. Gannon
7 Everett Sq Allston ma, 02134*

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Corey Wilson Local 327

808 Parkers St.
Roxbury MA 02119

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Tremaine Fung


26 Walton Street Apt 2
Boston

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

RAFAEL WALLACE
Rafael Wallace
194 Walnut Ave
Rox. Mass 02121

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Gregory Poole



72 TREMONT ST.
BOSTON, MA 02109

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Kevin Coyne



44 Wilmington Ave
Dorchester, MA 02124

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

GERALD E GORDON
Gerald E Gordon
71 TOWER STREET
JONICA PLAIN MASS
02130

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Jim Nee
81 Thompson St
Hyde Park Ma 02136

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Sincerely,

Daniel Mariano

12 Falkland St Brighton mg

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

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Creation of a new protected bike lane along the property for cycling.

Ground floor retail along Western Ave.

Mixed use development that includes research space, retail, and 40 units of housing.

Artists' Way, an approximately 8,000 square foot open space, which will include outdoor seating and potential art installations

Westford Park, an approximately 5,000 square foot pocket park

Life Science research companies with a diversified employment base with opportunities at all levels from vocationally trained technicians to those with advanced degrees.

Innovative biotechnology research companies, working to discover lifesaving therapies and cures for diseases that affect the global population.

For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

WILLIAM COEN

William Coen

20 HARRIET ST

BRIGHTON MA 02135

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

As a resident, I write in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto-related uses to an active mixed-use development. It will create a substantial amount of new job opportunities with diverse skillsets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

Key improvements will include

Pedestrian streetscape improvements: wider sidewalks, major reduction in curb cuts, new street trees and lighting along Western Ave.

Expand the sidewalk on Everett Street northbound to facilitate and encourage pedestrian connections to Herter Park.

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For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

Dennis Ambrose
Dennis Ambrose
20 Hansborough St
Dorchester, MA 02124

12/21/18

Gerald.Autler@boston.gov

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

As a resident, I write in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto-related uses to an active mixed-use development. It will create a substantial amount of new job opportunities with diverse skillsets, increase housing stock, create public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

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For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

JOHN R. CUSACK



126 WASHINGTON ST.,

BRIGHTON, MA

02135

Northern Light Productions
Interactive + Immersive + Inspired

300 Western Avenue
Boston, MA 02134

ph: 617.789.4344
fx: 617.789.4744

www.nlprod.com

December 14, 2018

To whom it may concern,

Please accept this letter of support for Joe DiStefano, and the NEXUS at the Allston Innovation Corridor 250-280 & 305 Western Ave. Our company, Northern Light Productions remains the first tenant of the second floor at 300 Western for the last 17 years.

Since I first met Joe when we were looking for space to move our growing small business 18 years ago, I distinctly remember his low key, unobtrusive character which I've learned over nearly two decades is his own very effective way of operating. Beginning when we renovated the space, to the present; whether addressing building related issues from hvac to maintaining parking space order. Joe is always quick to respond with a solution even when on vacation with his family.

Northern Light Productions has been in business for over 35 years, changing offices a few times as we've grown beginning in the Back Bay, then Commonwealth Ave in Brighton prior to our present address, and I can say unequivocally that our experience as a tenant at 300 Western Ave has been better than the rest, and exceptional in every way. Joe clearly takes pride in maintaining the building often going beyond the expected norm to make Northern Light Productions a comfortable tenant.

Joe is proud of what his dad created on Western Avenue, and now Joe is following in his footsteps as a hands-on innovator securing a bright future for the Allston neighborhood.

I remain available anytime to further discuss this project and our company's relationship with Joe DiStefano.



Lenny Rotman
Senior Producer+General Manager

Northern Light Productions
truth+consequences

300 Western Ave. + Boston, MA + 02134

www.nlprod.com



Gerald Autler <gerald.autler@boston.gov>

' Huge Building Project Coming In Our Back Yard'

1 message

Nua Tran [REDACTED]
To: Gerald.Autler@boston.gov

Mon, Dec 17, 2018 at 8:43 PM

I am asking for the following

- . Truck and car traffic should enter and exit on Wester Ave.
 - . No noisy loading docks facing our homes and neighbors
 - . No left hand turns from the new service road to Everett St.
 - . A restriction on the height of the new building
 - . Thoughtful plans around the paltry green spaces they are being forced to give us .
- Thank you very much for your help .



Gerald Autler <gerald.autler@boston.gov>

15946: NEXUS project in Allston

1 message

Steve Yang [REDACTED]

Thu, Dec 20, 2018 at 3:44 PM

To: "alexander.strysky@state.ma.us" <alexander.strysky@state.ma.us>, "gerald.autler@boston.gov" <gerald.autler@boston.gov>

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq 9th Floor
Boston, MA 02201

Alexander Strysky, Environmental Analyst
MEPA Office
[Commonwealth of Massachusetts](#)
100 Cambridge St. Suite 900
Boston, MA 02114

Dear Mr. Strysky and Mr. Autler,

I am writing you to express my strong support to the proposed NEXUS project in Allston, Reference Number: 15946.

I am the owner of [26R-28R Westford Street](#) and my property is directly abuts the proposed site. After study the proposed plan, I truly believe it will benefit the neighborhood and create job opportunities for many. More important, the project will be allied to other new developments on the Western Ave and make street curb appeal more complete.

This particular area has become a vibrant neighborhood ever since Harvard acquired many commercial properties in the area. Many new buildings have been erected. However, the open space where the Stadium Towing is using for parking lot seems the only missing jewel from a necklace.

There is no doubt, upon completion of the new project, the neighborhood will get better living environment with less air and ground pollution, as well, a safer streets with better lighting and upgraded road condition. Furthermore, the residential area behind the project will be shield from the street noise that people have been suffering for years.

Thank you very much for your consideration and
Happy Holidays!

Sincerely,

Steven S. Yang
[REDACTED] Cell



Gerald Autler <gerald.autler@boston.gov>

Abutting Neighbor concerns for NEXUS project

1 message

Peggy lafrate [REDACTED]

Mon, Dec 10, 2018 at 5:27 PM

To: Gerald Autler <gerald.autler@boston.gov>

Cc: Frank lafrate [REDACTED]

Gerald

On behalf of my husband, Frank, and our brother Rico and his wife Ann that co own [25 27 Riverdale Street, All ton](#), I would like to submit our official concern regarding this proposed construction project.

Though we appreciate the progress and positive aspect of the project, we are most concerned with first and foremost the proposed access to the property from Riverdale Street, and adamantly opposed to making Riverdale Street a 2 way street at a convenience to the project. I am sure you are hearing similar concern from everyone in the neighborhood, but this is especially concerning to us as our home about the proposed building project.

~Riverdale Street is the primary walk way for everyone getting off the 70 and 66 bus line, and walking back into the neighborhood.

~The Riverdale Street intersection at We tern Ave is at the primary entrance to Smith park, and when the park is open again it is already a tremendously busy intersection for both pedestrian and auto traffic.

~Riverdale Street resident permit parking is already scarce for everyone, and taking away the proposed parking spot from the corner to our home would cause an incredible hardship to the neighborhood.

~We are owner occupied, with 3 generations of family living in the home. This includes my 89 year old mother in law that needs daily care by home aid provider and we just absolutely can not risk the chance of them not having access to our home due to a bottleneck from this building project.

Please let us know if there are next steps we need to take to ensure our voice is heard to stop this proposed component to the construction. Though the idea of an 'artistic way' is fantastic, it seems to me that the traffic flow for this project will need to come on and off We tern ave and that looks like the right location for this to happen.

Additionally, we are very concerned with the size and scope of the building. I don't think any of us have been able to visualize our neighborhood post construction. When looking at some of the rendering, and when Teele Hall seems dwarfed by the proposed structure, we would like our voice to be heard that this IS A RESIDENTIAL NEIGHBORHOOD. Existing zoning and restrictions should be held in place to keep a balance for those of us living right next door. I repeat. We live right next to this proposed construction. Can we propose that there is a limit to the height of this new construction to mirror Teele Hall or only exceed that height by a conservative amount? Not 4 more stories. Overall I believe this construction will be a positive addition to our neighborhood but the size and scope seem unreasonable for such a quiet residential area.

Thank you for hearing my concern. Please let us know what actions we need to take if necessary to protect our neighborhood.

--

Peggy lafrate

CEO/Founder

Strega Entertainment Group

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



Gerald Autler <gerald.autler@boston.gov>

Building Project in Lower Allston: Resident Concerns/Comments

1 message

Eva Koronios [REDACTED]
To: Gerald.Autler@boston.gov

Wed, Dec 19, 2018 at 11:29 PM

Cc: Julio Marcone [REDACTED] Monique Peyreau [REDACTED]
[REDACTED]

Dear Gerald,

I hope this email finds you well.

Your information was passed on to me by our neighbors at 269 Everett Street. I, as well as my roommates (cc'ed on this email), live at [22 Everett Square](#), and we are extremely concerned by the plans as they stand regarding the big construction project coming to our neighborhood in the near future. We would like to ask for the following:

- That truck and car traffic should enter and exit on Western Ave only
- No noisy loading docks that would face our homes and those of our neighbors
- No left-hand turns from the new service road to Everett Street
- A restriction on the height of the new buildings so as to somewhat preserve the look of the neighborhood
- Thoughtful plan around the green space that remain in this neighborhood, as we do not have much green space as is and would like to keep as much as we can

We are, in particular, most concerned about noisy construction that would begin at 5am and continue on through 7am/onwards. I, as well as my roommates, think it would be absolutely unacceptable for construction to begin that early in the morning. My apartment specifically discussed this, and we touched base with some of our neighbors as well; we think that construction occurring from midmorning (like 10am) through to the early evening (like 5/6pm) is okay, but construction at very early hours and at very late hours would be massively disruptive to our lives and routines.

We realize that we may not have very much say over this as residents, but we fervently hope that any new construction companies bringing their business to this area would be kind enough to first consider how their impending actions will affect those living in this neighborhood every single day.

I appreciate your time and consideration, and would love updates on this situation as it unfolds.

Best,
Eva Koronios, a concerned resident of [22 Everett Square](#)



Gerald Autler <gerald.autler@boston.gov>

Comments for the NEXUS project

1 message

Scott Johnston [REDACTED]

Tue, Dec 11, 2018 at 12:27 AM

To: gerald.autler@boston.gov

Cc: Frédérique Garnier Johnston [REDACTED]

Hi Gerald,

I attended the meeting tonight; thanks for the respectful and open way you run these projects. My name is Scott Johnston, and I live with my young family in a house we own at 269 Everett Street. Here are our comments for the NEXUS Western Ave project. Since you mentioned it tonight, I presume it is OK to submit them via e-mail rather than through the Web site.

Thank you,
Scott
[REDACTED]

Comments for NEXUS Development
December 2018

Construction Phase

- Due to the close proximity to residences, it is essential that construction hours are tightly limited to regular business hours. After-hours construction that creates any noise would be a strain on the neighborhood.
- Likewise, construction deliveries must also operate with tightly restricted hours. Significantly, be posted informing all contractors of these rules, and a 24-hour phone number should be provided for neighbors to complain.
- It is desirable that construction trucks are explicitly prohibited by the project from traveling on Everett St south of the project site, which has a high number of residential units including families with small children.
- The developer must commit funds to repair or replace road and sidewalk adjacent to the development after construction has completed. The developer of the nearby 180 Telford project destroyed the street and sidewalks adjacent to the site (particularly the access to the pedestrian bridge across the street) through the routine on-sidewalk parking of heavy vehicles; those thoroughfares remain in deep disrepair today.

Design of Project

- Proposed Western Ave ride share drop-off area should be designed to ensure that vehicles can approach and stop without blocking the bike lane. Attention to this detail is particularly important for cyclist safety due to high bus & truck traffic on Western Ave. You can observe that other Western Ave projects such as Continuum have led to frequent obstacles to bicycle traffic nearby.
- The routine use of small ventilation openings in the facade (such as for dryer air or combustion intake and exhaust) should not be permitted. While such openings are not pictured in the rendering available today, the developer of other recent area projects, such as at 180 Telford and [530 Western Ave](#) chose to cover the sides of their buildings with exhaust openings even though they are not pictured in any of the drawings presented for public approval. They are ugly. Our neighborhood deserves more respectful architecture.
- The proposed service road connecting Riverdale Street and Everett Street should not be permitted. A designed Truck traffic on Everett Street and Riverdale Streets (both of which are home to many residences) should not be permitted. Furthermore, left-turning traffic from Everett St to the proposed service road would lead to obvious traffic backups in a congested area. The project should be redesigned so that all routine truck traffic for [250-280 Western Ave](#) come and go via Western Ave, which is a primarily commercial street. Any drivable corridor behind the building (facing the residential part of the neighborhood) required by the design should be blocked to traffic (especially trucks) by bollards or gates during most of the day and certainly at night. Furthermore, it is implausible that the proposed changes to the light timing at the Western Ave / Everett St intersection would be sufficient to mitigate the added traffic of an entire parking garage coming and going via an Everett Street driveway.
- The [280 Western Ave](#) project does not need above-ground parking. Any parking added should ideally be located below ground to minimize visual impact to the neighborhood and allow for better transparency of the building.
- The proposal mentions the existing level of industrial noise from rooftop ventilators at Stadium Auto Body, but it does not address the added noise of powerful laboratory exhaust ventilators. A near certainty for a large laboratory space other

than to say that they will “meet local noise standards.” Given the close proximity to residences, the proposal should provide specific design targets and a plan for validating their compliance with a third party.

Urban Improvement Opportunities

- The developer should commit funding for the study and construction of raised pedestrian crossings and/or other active traffic calming provision (not sign) along Everett Street and other high traffic corridor that will be experienced an increase in traffic due to this project. This commenter owns a fence along Everett Street that has been struck twice in 2018 by out-of-control vehicles and the dangers to pedestrians will only increase if no action is taken by the developer.
- The proposed height of the structures in this project result in significant impact to the area skyline. The developer should commit funding to move overhead power line underground not just in the immediate vicinity of the project but all along the affected streets to offset the visual impact of the new buildings.
- The design of the proposed pocket park should include features of interest to small children and perhaps a fountain to offset the psychological impact of the added noise in the area. Too much of the amenities afforded by recent development is directed at single twenty something. The lower Allston area is full of young children and families, and they are nowhere to be seen in the many renderings of hip professionals working out, dining in glass-walled cafes, and drinking in outdoor beer gardens.

Business Impact

- The loss of the Breakfast Club diner will be heavily felt by local residents, not just as a dining option, but as a charming, affordable, locally-owned business that employs many nearby. The developers should be compelled to require that a large number (preferably 100%) of the ground floor retail and restaurant space in the project are locally owned businesses, with preference given to Allston-Brighton-area entrepreneurs. We do not need another Starbucks or another Petco.



Gerald Autler <gerald.autler@boston.gov>

Development in Allston

1 message

Amelia Patton [REDACTED]
To: Gerald.Autler@boston.gov

Tue, Dec 18, 2018 at 1:53 PM

Dear Mr. Autler,

My name is Amelia Patton, and I am writing with some concerns about the proposed Nexus Project in Allston. I own property in the neighborhood, and would appreciate the project's consideration of the following requests.

1. I would prefer the proposed loading docks be located on the on the Western Ave side of the project to minimize noise for the residents.
2. I request that left hand turn are NOT permitted out of the new service road onto Everett street
3. I request a smaller scale parking garage on the north side of Western Ave., and instead request that the majority of the parking be directed to an alternative site.
4. Lastly, I would encourage consideration to guarantee a percentage of the commercial space be reserved for local businesses.

Thank you,

Amelia Patton

Amelia Patton
Assistant Coach, MIT Lightweight Rowing

[REDACTED]
<http://www.mitathletics.com>



Gerald Autler <gerald.autler@boston.gov>

My Personal Comment Letter on the NEXUS IAG

1 message

Christopher Arena [REDACTED]
To: Gerald Autler <gerald.autler@boston.gov>

Thu, Nov 29, 2018 at 2:21 PM

Gerald and BPDA Representative,

I have several thoughts that I would like to convey based on the initial presentation from the development team for the NEXUS proposal on Western Avenue. The following represents my perspective, but it was formed with my community in mind. I've heard echoes of the sentiment from many of my neighbors who I have discussed this project with.

First, I will preface this letter by saying that I think a redevelopment of this underutilized site would be a wonderful addition to this community. This site - covered in asphalt and old buildings - is prime to address some of the core needs of our community including a desperate need for affordable housing, accessible and public green space, and energy efficient buildings with an active ground floor. Also, on a positive note, I do think a proposal that harnesses the power of live-work space and lab space in the same parcel is on trend with modern urban development. It would be wonderful to create a community where researchers and other employees can live, work, raise families, and solve some of our world's greatest health problems.

However, I have a great deal of concern around this proposal and cannot in good faith support it in the current iteration - regardless of any minor tweaks that may come about. I believe it is in the best interest of the development team and the community to make some immediate changes to the proposal.

Here are the core things that I believe represent either a component of the project that needs to be changed or a benefit to the community that is neglected from this proposal:

- This is a grave lost opportunity for housing. 40 units is not sufficient for a project of this size.
- There is zero "open-to-the-sky" green space included in this proposal on Western Avenue as a way to connect this parcel to the river. No large project should be approved that does not include thoughtful green space. While the pocket park behind the parcel is appreciated, it is not a clear connection between the neighborhood and the river. Perhaps if Artist Way was fully open to the sky, widened, and green this could alleviate part of this concern.
- This proposal has an unacceptable amount of parking. Adding 1,000 employees and a new tax base to the neighborhood is wonderful. Adding 884 parking spots encourages these folks to live outside our community and contribute nothing to the neighborhood. To encourage only 40 new residents and encourage nearly every employee to drive to work is an affront to our community and our environment. I refuse to support a development with a standalone parking structure that is multiple stories high. This ratio needs to be SERIOUSLY altered. I would recommend the developers reconsider the structure of this to be live-work space with at least 100 units of housing and decreasing the parking by at least several hundred spots. Using the reclaiming parking spots for housing will go a long way to alleviating two of Allston-Brighton's greatest issues - we have a housing shortage and are FAR too reliant on automobiles. You say yourself that this development is very accessible by the 70 bus and Boston Landing. Put your money where your mouth is and encourage employees to live in the neighborhood, or in the development, and walk/bike/carpool to work.
- The units in this parcel will likely be either homeownership or rental, but I would encourage you to introduce a mix of units - ownership condos and rentals - if you increase the unit count to over 100. I strongly urge the developers to have courage and introduce at least 25% of units as affordable housing and limit luxury units to 25% of the development.
- I want to see a hardline commitment for this development to be built by union workers, A-B residents, and local artists. Projects like this should provide work to local artists as A-B is one of the most creative communities in Massachusetts.
- There needs to be at least a slightly more efficient parking idea. A parking structure one you would typically see built in the 60s and 70s - has no place in modern urban design. Please consider lifts and below grade development. In general, as a direct neighbor, I know first hand that you can get around this neighborhood without the need of a car.
- The developer of this project needs to make a direct commitment to the city and to Smith Field. This project will likely bring a massive increase in foot traffic to Smith Field during the day - an increase that the Traffic assessment missed the mark on due to the parks renovation. As such, the developer must commit to upkeep funds or some sort of tangible partnership with the Park.

- A new traffic assessment must be done. Adding 1,000 cars a day in those 3 curb cuts is a recipe for absolute disaster - especially given the feedback from neighbors on Riverdale Street. The traffic assessment was conducted at a time when Smith Park is off line for renovation to the entire study, and the count, is null and void

With all of that stated, I hope the developers will heed the feedback of the nearly 4 dozen residents that spoke at the first two IAG meetings. There was near consensus in this community that this development at this time solves no community need and provide little to no community benefit

Best,



Christopher Arena

Founder & CEO

GFTB Digital

m: [REDACTED]

w www.gftbdigital.com e [REDACTED]





Gerald Autler <gerald.autler@boston.gov>

NEXUS Allston

1 message

Catherine Snedeker [REDACTED]
 To: "Bruno, John A" [REDACTED], Gerald Autler <gerald.autler@boston.gov>
 Cc: Brian Golden <brian.golden@boston.gov>

Wed, Dec 19, 2018 at 7:21 AM

Hi John and Gerald:

Please accept this email in support of the NEXUS Allston Project, and the DiStefano family's great efforts to redevelop this section of [Western Avenue \(4+ acre\)](#).

I'm a resident of North Allston, and like the IAG and residents in the audience, I try to look carefully at myriad elements of Allston-Brighton development projects: potential consequences once a project is under construction, and effects once finally built and occupied.

- I haven't seen a project or heard from a development team that was more thoughtful than NEXUS: the DiStefano's, Mugar's and the rest of the development team. Not dismissive. Open to ideas. Polite and prepared. Listening carefully. I look forward to seeing more.
- A project team being open to modifying its project on size or elements like height. Just: thank you?
- I really appreciate that residents on Westford Street and Everett Square will keep a curb near the back exit of the site to protect their home from cut through traffic during and after the project. Again, thoughtful, practical and what a developer really SHOULD do.
- My neighbors have had to live through excessive construction hours, including early evenings and Saturdays, that have really unfairly disturbed their home lives. One family has autistic children. Others care for senior parents, or simply want to have a quiet evening or weekend. Importantly, construction trucks over a certain weight and size are illegally using North Harvard Street from Cambridge Street as well as Lincoln Street and making illegal turns on Cambridge to enter North Harvard Street near the gas station instead of continuing down towards the Windom area.. It's been hard for people. And, loud.
- In comparison, the NEXUS project seems to have a well managed, thoughtful truck and materials plan that's both reasonable and exits on to Western Avenue--- the area's designated industrial / trucking route. Well done.
- Labs are a proper and reasonable for the area (within a certain bio level). The parking garage for employees with a graphically designed privacy screen is a great thought. For example, Mass General has a garage privacy screen near their Yawkey Center and it was beautiful to look at as you drive onto Cambridge Street from Storrow Drive. I appreciate that NEXUS developers are now open to free parking for Smith Field uses and other retail uses --- extremely generous. The garage also had space for bikes designed in: seems like a reasonable win for all sides.
- Even more green space is always welcome ----- this project/s has some of the most use of green space that I've heard of in the area. Well done! Ground (grass, planting, trees) as well as considering green roof are in line with what we need in the neighborhood --- and fits the Mayor's climate initiatives. More green would help tremendously for quality of life and climate control.

Anything Joe DiStefano and his family does is top shelf. For example, their bank building on the corner of Western Ave and Everett Street is impeccably maintained, the brickwork is beautifully pointed, there's grass and attractive fencing and two exits in the parking lot --- a lot that neighbors are free to cut through. It's nice to see a good local family be able to do a project as significant as NEXUS.

Thank CMS

.....
Boston Police

CATHERINE M. SNEDEKER
 30 Aldie Street



Gerald Autler <gerald.autler@boston.gov>

Nexus at Allston

1 message

Heidi Chase [REDACTED]
To: Gerald.Autler@boston.gov

Thu, Dec 20, 2018 at 4:17 PM

Hi Gerald,

I am contacting you with the understanding that you are working with developers associated with the proposed Nexus Construction Project in Allston. I am an **owner occupied resident at 3 Westford Ave** and I wanted to email you regarding my concern and disapproval with this development. **Not only do I find the proposed building overwhelming and excessive, I am very concerned about the many disruptions its installment will have on my neighborhood and home.**

Traffic is already a growing issue in the area. We are a community with 3 schools (2 German School Building and the Garner) and a church. This building will exacerbate the road's capacity. With no plan to expand the roadway to two lanes, traffic and delays coming in and out of neighborhood will be unbearable and dangerous for those children and their parents walking the streets each day to go to and from class and church. **Any truck or car traffic associated with this development absolutely must only enter and exit through Westford Ave alone. I am adamantly against the inclusion of Left Hand Turns entering from the new service road to Everett.**

Noise has never been an issue for our community thanks to the respectful distance our neighboring businesses have kept from our residential habitat. **This project effectively infiltrates our privacy in that regard. The proposed noisy loading docks facing our homes and neighbors with a 5am - 7am scheduled pick up time is disruptive and self-serving with no regard to those within the community. Not to mention daily deliveries which are scheduled during the full business day.**

I am also strongly against the proposed development of the "Westford Park." One of the many reasons why I purchased my home was because of the "cul-de-sac" feel that Westford Ave offered myself and all my neighbors. **While aesthetically, this park can be sold as a green space to beautify our street, what it really is - is a community privacy breach with glorified view to a rear facing parking garage, No Thank!** If this park is really a consolation prize gifted to the neighborhood, then build it with a giant wall and sound barrier against the length of your services road and minimize access to our streets to be used as a cut-through to future employees during their lunch break, not to mention increased foot traffic at the day's end to the commuter train.

I'm all for the development and continued growth of lower Allston. It is a wonderful location with many unique and undervalued features. But to "Kendall Square" it up and completely disregard the safety, sounds and spirit of place our neighborhood already celebrates? At what length (and HEIGHT for that matter) are we willing to go?

Please keep Allston great. Please use your voice to make sure ours are heard.

Heidi Chase
Owner and Resident of 3 Westford Street, Allston MA 02134

--
Heidi Chase, MPH
email: [REDACTED]
cell: [REDACTED]



Gerald Autler <gerald.autler@boston.gov>

Nexus at the Allston innovation corridor project

1 message

JENNIFER CAMPBELL [REDACTED]
To: alexander.stryisky@state.ma.us, gerald.autler@boston.gov

Thu, Dec 20, 2018 at 4:40 PM

To whom it may concern

As a home owner in the area for 30+ years, I write in support the Nexus project. This site would improve the area so much. More jobs will come to the area, shopping in our own area instead of going to neighboring towns to shop and just how it would make the area so much more welcoming

I hope for this to be built. It would make Allston a more inviting town to visit.

Sincerely

Mancini Family



Gerald Autler <gerald.autler@boston.gov>

NEXUS Project at the Allston Innovation Corridor Project.

1 message

Rita Marrocchio [REDACTED]
To: Gerald.Autler@boston.gov

Wed, Dec 12, 2018 at 9:40 AM

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq. 9th Floor
Boston, MA 02201

Dear Mr. Autler,

As a resident and business owner located at [16 Shepard Street, Brighton](#), I am writing in support of the Nexus project on Western Avenue, Allston. This project is an opportunity to transform the property from an industrial to a active development that will benefit the entire community. It will create new jobs opportunities in many levels of skills set, increasing housing, and create much needed public open space.

To mention a few of the opportunities that will benefit our community

1. Pedestrian walk way, lighting on Western Ave, reduced curb cut ,
2. A protected bike lane that will increase safety on Western Ave.
3. Ground floor retailing, that will bring jobs and encourage local shopping
4. An addition of a 5, 000 square foot park for our children
5. Life Science research companies that will bring employment to a wide based of residents including vocationally trained individuals to those with advanced degrees.
6. NEXUS has a proven record of being a community based and supporting company.

For these reasons, among unstated others, I support the NEXUS Project at the Allston Innovation Corridor Project.
Sincerely,

Rita and Tony Marrocchio



Gerald Autler <gerald.autler@boston.gov>

NEXUS PROJECT AT THE ALLSTON INNOVATION CORRIDOR

1 message

Carol Flaherty [REDACTED]

Tue, Dec 18, 2018 at 12:00 PM

To: "gerald.autler@boston.gov" <gerald.autler@boston.gov>

I am writing this letter in support of the Nexus Project in Allston. My parents, both in their late 80's have resided in Brighton their entire lives as well as myself and my 2 daughters. Our roots run deep in the Brighton/Allston neighborhood since my Irish immigrants grandparents bought our home over a 100 years ago, on Morrow Road in Brighton.

It is an exciting time for my family and the Allston/Brighton area residents to see the recent development of Harvard and the Guest Street Project. Now the newest proposal in Allston/ Nexus Project on Western Ave, where Stadium Auto body, a diner, sub shop, parking lots, and a few houses will be torn down to create a Biotechnology Hub. This undertaking appears to be huge however will only improve the pace and create a new neighborhood. The benefits for the Allston/Brighton local residents is amazing, it will transform the area and bring it "new life"!

Lastly it is important to note I am available to speak with anyone in your office regarding my thoughts on the impact of this project and how I see "new life" and "energy" being added once this development is completed! Again exciting times for Brighton/Allston.

Carol Regan Flaherty
[9 Morrow Road](#)
[Brighton, Mass. 02135](#)

Cell [REDACTED]



Gerald Autler <gerald.autler@boston.gov>

NEXUS Project on Western Avenue

1 message

Lynne Hussein [REDACTED]

Sun, Dec 16, 2018 at 4:19 PM

To: "Gerald.Autler@boston.gov" <Gerald.Autler@boston.gov>

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

As owners of several residential properties in the Allston/Brighton neighborhood of Boston, we wish to express our support for the NE US Project along Western Avenue.

Having lived and worked in the area for many years, we observed firsthand the need for revitalization of the Western Avenue corridor and adjacent streets. We believe this new proposed development will afford substantial new job opportunities, new housing, public open space and much needed improvements along the street for pedestrians (wider sidewalks, trees and lighting), cyclists (protected bike lanes) and vehicle. The proposed enhancements to adjacent streets to enable access to retail stores and open spaces are greatly needed.

Western Avenue is a main thoroughfare in the Allston/Brighton neighborhood and home to many businesses, residents and access to nearby major educational and research institutions which makes it a vital connection for all who work, live, go to school and do business along this corridor.

For all the reasons we have stated above we support the NE US at the Allston Innovation Corridor Project

Sincerely,

Shafi and Lynne Hussein
Owners of 22-24 Everett Square
Allston 02134



Gerald Autler <gerald.autler@boston.gov>

NEXUS Project Support

1 message

Kyle Emory [REDACTED]
To: Gerald.Autler@boston.gov

Fri, Dec 14, 2018 at 1:41 PM

Dear Mr. Autler,

I am writing to you, as a resident of Allston, in support of the NEXUS project. This project offers a unique opportunity to transform the neighborhood. The project will create new job opportunities attracting individuals with diverse skillsets to the Allston community, and make much needed improvements to the pedestrian streetscape. For these reasons, I support the NEXUS project at the Allston Innovation Corridor.

Sincerely,
Kyle Emory

 **NEXUS Support Letter doc**
15K



Gerald Autler <gerald.autler@boston.gov>

NEXUS Project Support

1 message

Austin Sutherland [REDACTED]
To: "gerald.autler@boston.gov" <gerald.autler@boston.gov>

Tue, Dec 18, 2018 at 11:41 AM

Dear Mr. Autler,

My wife, Holly, and I are writing to you in support of the NEXUS project at the Allston Innovation Corridor. As residents of the community, we are thrilled about the potential impact this project will have on the neighborhood. Transforming this land from its current auto-related uses to a mixed-use space will attract new businesses and residents to our community, while greatly enhancing the appeal of the neighborhood. The recent development in the area has been really exciting, as it's made our neighborhood more lively, convenient and walkable. We'd love to see the NEXUS project move forward so that we can have more retail options, some great public space, and a more pleasant/safe walk down to Herter Park along Everett Street. Thank you for considering our support.

All our best,

Austin Sutherland & Holly Mawn



Gerald Autler <gerald.autler@boston.gov>

Nexus project

1 message

Ralph Tenaglia [REDACTED]
To: Gerald.Autler@boston.gov

Wed, Dec 12, 2018 at 9:45 PM

Ralph Tenaglia
[REDACTED]

December 12, 2018

I, Ralph Tenaglia, owner of property at 114-116 Dustin Street, Brighton support the Nexus project on Western Avenue.

I have had the opportunity to work with the DiStefano family at Stadium Auto Body, Inc for over 40 plus years.

I came to this country from Italy and worked with Ferrante when he established Stadium Auto Body I have watched his family grow over the years and watched his children continue his legacy. The DiStefano family has been a great neighbor for over fifty years and has helped many people in our community, we are blessed to have them continue to be part of this community, within the project.

I have had an opportunity to review the plans and the proposed improvements to the area, new bike paths, walkways and green space and a beautiful building.

This project will enhance the neighborhood greatly, offer more job opportunities and connect with the community.

Sincerely,

Ralph Tenaglia



Gerald Autler <gerald.autler@boston.gov>

Reference: 15946 - Nexus @ the Allston Innovation Corridor

1 message

Serena R Wong [REDACTED]
To: Gerald.Autler@boston.gov

Mon, Dec 17, 2018 at 4:46 PM

Good afternoon,

I wanted to write to you in support of the proposed Nexus project on Western Ave in Allston/Brighton. Although I'm a young, new resident to the area I feel it is of great importance to bring a more sustainable lifestyle to the area. Allston/Brighton has been long regarded as a "residential" or "college" neighborhood for as long as I can remember. Even the nickname of "Rat City" makes me cringe at times but also opens my eyes that this neighborhood needs revitalization and reform.

When I look around my neighborhood now I see on one side a new life and innovation, the other I see decay. Many homes that have gone long neglected and unkempt for so long I'm unsure if people still inhabit them safely. With the neighborhood changing with the opportunity to bring back a well-a-living quarter NOT controlled by Harvard or another university is welcome in my mind for all of the transient and permanent residents alike. I believe the future of Allston-Brighton lies in innovation and creation and I hope to one day look back and hope to think that my email helped bring this neighborhood into the new age.

Serena Wong
Sent from my iPhone



Gerald Autler <gerald.autler@boston.gov>

Resident concerned about current plans for Allston Innovation Corridor

1 message

J S [REDACTED]
To: Gerald.Autler@boston.gov

Sun, Dec 16, 2018 at 2:02 PM

Hello Mr. Autler,

I am a resident of Everett Street, near Western Avenue, and I have a couple of concerns about the project.

During commuting hours it is already extremely difficult for me to back out onto Everett Street. Cars heading to Western Avenue can be backed up to Raymond Street, and any cars trying to get in or out of the Century Bank parking lot add to the chaos. The current building plan have a new service road cutting through that very spot, with presumably far more vehicles. This whole bottom section of Everett Street has many problems. The building currently occupied by PETCO, and Spring Shabu Shabu was built too close to the street, and delivery trucks have a very hard time getting in and out of the narrow driveway to the loading dock, which also ties up traffic. The intersection of Everett Street and Western Avenue need new traffic light. If you are in the middle of the intersection, trying to make a left turn onto Everett, you can't tell whether the lights have turned red, because of where they are situated. The walk lights have not always worked, over the years, and the intersection could benefit at least from being painted clearly and fully as a crosswalk. The crosswalk and lights between Riverdale Street and the Smith field playground work so well that we've often walked down there to cross, in stead.

My other two concerns are more for my neighbors abutting the plan site. The projected height of the proposed buildings seems excessive. Perhaps the new buildings don't need residences. Or perhaps they don't need retail/restaurant space. The retail/restaurant spaces have not worked well further up Western, after the McDonalds, possibly because of the lack of parking. And, secondly, I would just want to ensure that neighborhood would be consulted on any green spaces to be built as part of the project.

Thank you for your time.

Johanna Shea



Gerald Autler <gerald.autler@boston.gov>

Stadium Auto Body Development on Western Avenue

1 message

Thu, Dec 20, 2018 at 5:14 PM


To: Gerald Autler <gerald.autler@boston.gov>**To: Gerald Autler****From: Paula Torrone**
18 Litchfield Street
Brighton, MA 02135**Date: December 19, 2018**

I would like to write a letter on the proposed development of the Stadium Auto Body parcels on Western Avenue in Brighton, Mass. I grew up in Brighton down the street from Stadium Auto Body and my family still lives there. I also have worked in the community my whole life. I have known the DeStefano family for decades including their father when he was living. They have always been very helpful to me and my family throughout the years.

Recently, I have attended IAG meetings regarding the proposal that Joe DeStefano has submitted to develop their parcels. I have heard Joe present his plans and also the concerns from the public. The DeStefano's are a family who has had their business in the community for decades and now would like to further their business in the community with a new adventure. I know land is being developed everywhere in the community that is large enough or where something can be torn down to bring new development. I heard the concerns of the public, and knowing the DeStefano family and their good reputation in the community, I think it would be fruitful to work with them on a design that can financially work for them and their investors while also listening to the residents to address their concerns. No one likes change, but change is inevitable. I think it is better that we have the DeStefano's develop the area for the future as they are already part of the community's past and present.

Thank you.

Please note our new email address is: 



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Ivan Moura [REDACTED]
To: Gerald.Autler@boston.gov

Tue, Dec 18, 2018 at 9:30 AM

Dear Mr. Autler,

I am writing to you, as a resident of the Allston community, in support of the NEXUS project. In addition to the many other project benefits, I am most excited about the number of jobs this project will bring to our community. It will go a long way in enhancing the neighborhood. It is for the reason that I support the project, and look forward to its positive impact on our community.

Sincerely,
Ivan Moura



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS project

1 message

Kathy Fang [REDACTED]
To: Gerald.Autler@boston.gov

Sat, Dec 15, 2018 at 7:00 AM

Dear Mr. Autler,

As a resident of the Allston community, I am emailing you in support of the NEXUS project. In addition to the numerous jobs the project will attract to the area, I am also excited by the new community spaces included in the project. The new Artist Way and park will bring vibrancy to our neighborhood.

Thank you for accepting my feedback on the project.

Sincerely,
Kathy Fang



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Chris Kissel [REDACTED]
To: Gerald.Autler@boston.gov

Mon, Dec 17, 2018 at 8:53 PM

Dear Mr. Autler,

I am currently living just a few blocks away from the location of the proposed NEXUS project and as an Allston resident, I am emailing to show my support for it. I feel that this project has the potential to be transformative to the neighborhood by improving pedestrian and cyclist access, bringing new businesses to the community and creating public spaces. Moreover, I have seen a positive transformation in the surrounding community as a result of recent property development in the neighborhood. For these reasons, I support the NEXUS project at the Allston Innovation Corridor.

Thank you for listening to my support for NEXUS.

Sincerely,
Christopher Kissel



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Sam Mason [REDACTED]
To: Gerald.Autler@boston.gov

Wed, Dec 12, 2018 at 1:09 PM

Dear Mr. Autler,

As residents of Allston, my wife and I are writing to you in support of the NEXUS project on Western Avenue. This project offers a unique opportunity to transform the site from auto related uses to an active mixed-use development. It will create space for new retail outlets along Western Ave, new public open space, and improve the streetscape for pedestrians, cyclists, and vehicles alike.

For the reasons stated above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

George & Haley Mason



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Eerik Helmick [REDACTED]
To: Gerald.Autler@boston.gov

Tue, Dec 18, 2018 at 10:57 PM

Dear Mr. Autler,

I am emailing you, as a resident of the Allston community, in support of the NEXUS project. I am excited about the number and diversity of jobs this project will bring to our community. Additionally the key land improvements including a new bike lane, 8000 square foot open space, 5000 square foot pocket park, and retail business space will be welcome additions for all Allston community members. For these reasons, I support the NEXUS project in the Allston Innovation Corridor.

Sincerely,
Eerik Helmick



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Ramani, Abhinav [REDACTED]
To: "Gerald.Autler@boston.gov" <Gerald.Autler@boston.gov>

Thu, Dec 13, 2018 at 1:43 PM

Hello Mr. Autler:

I am emailing you in support of the NEXUS project. As a resident of Allston, I am excited about the prospect of this project and its transformative impact on the community. As someone who works in the healthcare industry, I am motivated by the project's focus on attracting life science companies to the area. Being able to attract life science research companies will provide employers with a diversified employment base with opportunities at all levels from vocationally trained technicians to those with advanced degrees. Most importantly, it will be an opportunity to make Allston home to innovative biotechnology research companies, working to discover life-saving therapies and cures for diseases that affect the global population. The presence of these companies will redefine and extend the reputation of the Allston/Brighton community as a hub of healthcare innovation. For these reasons, I support the NEXUS project at the Allston Innovation Corridor.

Sincerely,

Abhinav Ramani



Gerald Autler <gerald.autler@boston.gov>

Support for the NEXUS Project

1 message

Kunal Ahuja [REDACTED]
To: Gerald.Autler@boston.gov

Sat, Dec 15, 2018 at 4:53 PM

Dear Mr. Autler

I am emailing you to show my support for the NEXUS project on Western Avenue.

Along with the many other benefits of the project, I feel the project will have significant benefits for cyclists like me specifically with the creation of a new bike lane along the property. Additionally, there would be improvements for pedestrians with wider sidewalks and reduction in curb cuts which would greatly improve safety of pedestrians. I am also really excited about the overall improvement in the drastic appeal of the neighborhood.

In addition, I think the project would attract several new retail options to the area and which would be great for local businesses and residents.

It is for the reason that I am in favor of the project, and look forward to its positive impact on the community.

Sincerely,
Kunal Ahuja

M: [REDACTED]



Gerald Autler <gerald.autler@boston.gov>

support NEXUS in Allston...

1 message

Jian Jiang [REDACTED]
To: gerald.autler@boston.gov

Wed, Dec 12, 2018 at 3:27 PM

Jian Jiang
[12 Everett Sq.](#)
[Allston, MA 02134](#)Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

December 12, 2018

Dear Mr. Autler,

I am writing to you in support of the NEXUS project on Western Avenue as a twenty-year resident and abutter. Over the years, I have witnessed the neighborhood's stunning transformation from a quiet traditional blue-color residential area to an upcoming vibrant heartthrob mixed with Harvard expansion, new residential and commercial developments. Under this promising backdrop, the proposed NEXUS project will further beautify the neighborhood's main street by replacing its old industrial look with a modern appearance with streetscape welcoming pedestrian and cyclist traffic and enrich the neighborhood fabric by encouraging installments of local small businesses and hence job opportunities with diverse skillsets. The locale of the project perfectly bridges up the developing gap between the Harvard expansion and the recent completed project at the old Kmart site. I applaud the Di Stefano family meeting the challenge and taking on this project as a long-term business owner in the neighborhood, appreciate their thoughtfulness to add the Westford Park to aid the foot traffic access to Western Avenue for abutters and believe they will do a good job just like their Century Bank project a few years ago.

For the reasons above, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

Jian Jiang



Gerald Autler <gerald.autler@boston.gov>

Western Ave - Nexus development / Distefano Family

1 message

Tony Barbera [REDACTED]

Thu, Dec 20, 2018 at 11:11 AM

To: gerald.autler@boston.gov

Cc: [REDACTED]

Dear Mr. Autler ,

I am writing to you in support of the above proposed development.

As a longtime Brighton commercial property AND business owner , I am in favor of positive development in our Allston-Brighton neighborhood

I have know the Distefano family for over 50 years. They have been nothing but a positive bright light for our business community - creating jobs, commerce and generating taxes for the City of Boston.

As our local economy continues to change, it is imperative that Allston - Brighton be positioned with the proper commercial development to en ure that our neighborhood are not left behind

Please let them build it !

Sincerely ,

Tony Barbera
Barbera Insurance
175 Market St
Brighton MA 02135
[REDACTED]



Gerald Autler <gerald.autler@boston.gov>

Western Avenue Stadium Project

1 message

Fri, Dec 21, 2018 at 3:26 PM

[REDACTED]
To: Gerald Autler <gerald.autler@boston.gov>

**VETERANS OF FOREIGN WARS
ALLSTON POST 669
ALLSTON, MA 02134**

Date: December 21, 2018**To: Gerald Autler**

I have attended the IAG meetings regarding the proposed DeStefano project on Western Avenue so I know what is being proposed in my neighborhood. I have known the DeStefano family for years and know them to be very supportive of the community. The DeStefano's have been there for the veteran community in Allston and Brighton by supporting the VFW organization on youth activities. For over 50 years they have had a sign on their building recognizing Veterans with the words Veterans Make America #1, truly a moving sign for all who have served their country.

On behalf of the Veterans of Foreign Wars Post 669 Allston, I would like to pledge my support for the new proposed development that the DeStefano family is initiating on their land on Western Avenue in Allston.

The family has supported our organization which I was a member of all my adult life and now I would like to support them.

Thank you.

Robert M Dunn
30 Aldie Street
Allston, MA

Please note our new email address is: [REDACTED]



Gerald Autler <gerald.autler@boston.gov>

Western Avenue--- The Riverdale to Near Everett St Proposal

1 message

Paul Creighton [REDACTED]
To: gerald.autler@boston.gov

Wed, Dec 19, 2018 at 4:03 PM

Gerald

Thanks for your forbearance in guiding this project to date through your agency's weighty planning process.

This site is critical in the evolution of this stretch of Western Avenue. This development will shape the future of the neighborhood over to the River' edge

Boston needs to stay competitive not just with our friends on the Cambridge side but with the various nodes of scientific creativity across the country. Allston could very well be the destination of importance to a world beyond those that know and appreciate it long standing intrinsic value for commerce transportation and joie de vive

The integration of the historic Coleman Place into the design concept as an artsy venue attenuating the massing is outstanding and ought serve as a guidon for the rest of the boulevard on both sides of Western Ave up to CharlesView.

I would ask that the structure when viewed in the round is simpatico with the existing residential area behind by not necessarily looking too much like the back of something. The sun's path lends that neighborhood great solar benefits.

Every indication has been that the development team listens and digests the community' input with the respect that usually result in worthy projects.

Please let us know if anything significant changes so we might comment.

Respectfully,
Paul Creighton

Nina Sayles
Resident, 14 Westford Street, Lower Allston

Dear Gerald Autler and BPDA,

As an abutter to the NEXUS at the Allston Innovation Center proposal, I am writing to voice my opinions on the projects' impact on my neighborhood.

Regarding the proposed housing and green space as part of the development project, I believe:

- The developers should be more transparent about the fate of the residential building(s) currently within the project site, and promise to not displace any current residents
- New residential development should include more than the required percentage of affordable units and market rate units should be planned with financial accessibility, rather than luxury, in mind
- Proposed green and open spaces are, in general, an asset to both physical and environmental health
- However, as proposed in the PNF, “Westford Park” and “Artists Way” may feel hostile to youth and marginalized communities, as they are tucked into a white-collar, technology-centered landscape. In a 2016 youth-participatory action study on barriers to wellness, Boston youth between the ages of 16 and 21 observed the following:
“Youth reflections on their images tell a story about the creation of a new and enriched community for higher-income White people at the expense of current residents, lower-income people of color. Meanwhile, their reflections on newly developed areas describe feelings of marginalization; for example, ‘I am the only Black person here; I am uncomfortable; people are looking at me.’”¹

If the green space that is to become “Westford Park” is expanded and/or included opportunities for active recreation, it may be more inviting to youth and better benefit the existing Allston community. Thoughtful development of the green space provided is a concern echoed by other neighbors as well.

I hope that all construction and final plans will consider making the least impact possible on the character of the Westford St neighborhood, including keeping traffic and congestion to a minimum. Westford, Everett, and Raymond Streets are characterized by creative holiday decorations, thoughtful landscaping and gardens, and friendly, outdoor pets. Many neighbors hope to stay long term, and eventually buy homes in Allston. This will only be possible if the NEXUS development is planned thoughtfully, with current residents in mind.

Thank you for taking the time to consider my feedback and all of that from the Westford Street neighborhood,

Nina Sayles

¹ Center for Promise (2016). *Barriers to Wellness: Voices and Views from Young People in Five Cities*. Washington, DC: America's Promise Alliance.

December 19, 2018

Gerald Autler
Senior Project Manager / Planner
One City Hall Square
Boston, MA 02201

Re: NEXUS at The Allston Innovation Corridor

Dear Mr. Autler:

I own the 8-unit apartment building located at 16 Westford Street in Allston. My building sits at the turn in Westford Street, abutting the proposed NEXUS project on Western Avenue. I am generally excited to see the neighborhood developed and revitalized with new employment opportunities and amenities, especially if there is direct pedestrian access to the neighborhood. However, I have concerns with some issues related to the proposed project, and their negative impact on my investment property. My primary concerns are:

- **Access to 250 and 280 Western Ave:** As proposed, there will be a new service road that starts off Everett Street behind the Century Bank building, and continuing through to Riverdale Street. My understanding is that the proposed road will be the only access to the garage for 703 parking spaces for the lab and residential components, as well as for deliveries and rubbish removal. I am extremely concerned about the increased noise, traffic, and circulation this will create, especially as my residents overlook the area behind the Century Bank building. The proposed landscape buffers will be insufficient to offset the issues that this new service road, and its associated traffic, will create.
- **Duration of Construction:** The 2-year estimated duration of the construction project, and the noise, congestion, and general inconvenience associated with it, will create a substantial decrease in the quality of life for my tenants during this time.
- **Garage Design:** The design of the back of the garage is shown on the plans as a less-than-desirable façade facing the residential neighborhood. Recognizing that there is some massing that is required to make the project financially viable, I urge the BPDA and the development team to consider the views, property values, and quality of life of the residents in the abutting neighborhood.
- **Environmental Issues:** Could you please provide any documentation that has been submitted relating to any environmental hazards (or lack thereof) related to the contemplated life sciences uses of the development? What safeguards are in place to assure that the neighbors are safe?

Although I am conceptually supportive of the project for the neighborhood, I am concerned that it will reduce the value of my property due to the above. I respectfully request that you require the developer to mitigate the negative impacts that the above issues will have on my building. Thank you in advance for your consideration. Please feel free to contact me with any questions.

Sincerely,



Stephen Gladstone
Owner
16 Westford Street, Allston
Cell - [REDACTED]



Educational exhibitions and programs

617.657.4278

320 Washington Street, Suite 200
Brighton, Massachusetts 02135

www.unboundvisualarts.org
info@unboundvisualarts.org

December 21, 2018

Gerald Autler, Sr. Project Manager
Boston Planning and Development Agency
One City Hall Plaza
Boston, MA 02201

Re: NEXUS at the Allston Innovation Corridor (250-280 & 305 Western Ave.)

Dear Gerald,

The NEXUS proposal to include an Artist Way that also has a 1,900 s.f of indoor civic space (*“Approximately 1,900 sf of civic space, which may be artist space”*) is a tremendous opportunity to include a local art gallery for local art that would contribute to and enhance the local economy. We also suggest that a portion of the 40 residential units be reserved for working artists.

As the development team noted, there has always been a strong connection between science and art, as both fields rely on creativity, imagination, and innovation. An art gallery, of at least 1,000 s.f., should be designated, dedicated, secure, enclosed and professionally managed. At the present time, no gallery in Allston meets that definition.

Unbound Visual Arts, Inc. (UVA) is a six-year-old local 501c3 art organization for Allston-Brighton and is the only non-profit visual arts organization based in Allston-Brighton. We have over 180 members and have organized over 65 thematic educational exhibitions all curated with local art. Nearly 70% of the 9-person Board of Directors reside in Allston-Brighton. Due to the lack of designated, dedicated, secure, and managed art galleries in Allston- Brighton, Unbound Visual Arts has had to search for galleries in neighboring communities, such as Cambridge, Newton, Watertown and Brookline for its educational curated exhibitions.

If NEXUS is approved with an art gallery, Allston, which is named for famed artist Washington Allston, will help many local artists present their creative talents to the community and will be a jewel for the neighborhood, and provided without public funds. Further, a professional venue for presenting local art exhibitions will greatly enhance the livability for everyone in our neighborhood and provide more opportunities for artists for attracting customers to our local establishments. Art exhibitions are a means to stimulate the local community and provide inspiration, creativity, and thoughtful dialogue on meaningful issues.

So, Unbound Visual Arts is very excited by this proposal and we urge the BPDA and IAG to recommend its approval.

We believe that the gallery at NEXUS should be for well-planned art exhibitions and related programming featuring local art and for the gallery to be open to the public free of charge and leased to an experienced local non-profit organization for 5-year terms that are extendable for additional 5-year terms with the consent of both parties. The lease amount should be \$1 per year and should include all utilities and building fees. Further, as proposed, the gallery should be designated,

dedicated, enclosed, and secure. If Unbound Visual Arts is selected as the non-profit leasee, Unbound Visual Arts would propose to organize regular curated exhibitions using local art related to social and cultural issues and lasting from 4-8 weeks each. These exhibitions would all have opening receptions with live music (usually acoustic, jazz or classical) short artist talks and some additional educational component, such as a slide presentation, poetry or prose. Further, Unbound Visual Arts would organize additional events related to the specific exhibitions. Finally, here are some additional suggestions related to the design of the gallery:

Physical design

- The main doors should double entry, transparent and lockable; the second exit door can be a single door;
- The windows should provide for shades that can limit the amount of time that the artwork is exposed to sunlight or indirect light;
- All walls should be full floor to ceiling, painted a neutral white with approximately equal linear length walls with heights of at least 9 feet or 10 feet;
- Professional moveable and dimmable ceiling track lighting for all the walls and the center space with approximately 35 light heads;
- Additional overhead artificial lighting for special events;
- Solid flooring throughout (as opposed to carpeting);
- Ceiling grid for approximately 40% of the ceiling capable for hanging art up to 25 pounds;
- Separate lockable art storage area of approximately 200 s.f.
- A small closet for cleaning and painting supplies;
- Full HVAC with programmable thermostat;
- The gallery should be wired for Wi-Fi and cable;
- There should be extra electrical and computer outlets and jacks;
- Humidity and temperature indicators;
- De-humidifier that drains outside the gallery;
- Access to a loading dock and/or entry door with parking for easy access into the gallery with art;
- Movable walls (3 larger ones and 3 smaller ones); the larger ones should be approximately 8 linear feet and 7 feet height; the smaller ones should be 4 linear feet and 7 feet height; the smaller panels that can be connected; all of the walls should be capable of hanging artwork that weighs 25 pounds;
- If there is to be signage for the outdoor of the building, the gallery be also identified;
- Signage for the entry door to the gallery;
- Restrooms in close proximity;
- A small greeting desk and 2 chairs for when the gallery is staffed;
- Access to off-street parking for events for 20 automobiles.

Furniture, equipment, and related Items (provided by the developer or the non-profit)

- Sitting/resting movable seats (approximately 6-8 seats for visitors) that remain in the gallery during exhibitions;
- Folding or stackable chairs (15-20) and 2 six-foot tables that can be used for events and stored outside the gallery;
- Two (2) lockable display cases of approximately 12 s.f. each that can be lit;
- A security system for artwork (See <https://www.artguard.net>);
- A digital television monitor, ceiling projector, a microphone, and speakers;
- Access to a coat rack;
- Ladders (step stool, 6 foot and 10 foot);
- Exhibit installation cart;
- Movable humidifier.

Best regards,



John Quatralo
Executive Director
Unbound Visual Arts, Inc.
320 Washington Street, Suite 200
Brighton, MA 02135

██
██

102 Litchfield St
Brighton, MA 02135

12-20-18 (by email)

Gerald Autler
BPDA Senior Planner
Boston, MA

Dear Gerald:

This is to comment on the Nexus project on Western Ave. as proposed by the King/Mugar/DeStefano Team in their 11-6-18 PNF to the BPDA. First off, I am grateful for the proponent's courage and risk to develop this site. It is a nest of sites that beg to be developed and occupied. The proponent's and neighborhood's goals are the same in this condition. We both want a successful project to land on this site. I am grateful for the opportunity to comment on this project as a member of the Impact Advisory Group and a neighborhood resident of 44 years. Herein are my comments:

1. The three buildings are too massive for our neighborhood. Their scale is overpowering the adjacent structures and residential neighborhood. They need to be scaled down, stepped back, and horizontal facades broken up. Respect and sensitivity to the rear abutters is especially absent. These buildings are more appropriately suited for Harvard's ERC location or Route 128.
2. The five story, 500 car garage abutting an existing neighborhood is completely out of touch with this neighborhood (or any other neighborhood for that matter). The proposed garage is enormous and out of character with the scale and essence of our community.
3. The transportation plan is inadequate. The intersections that surround the site all have failing grades and this project will only exacerbate the problem. The transportation consultant spoke of a project value that they want to decrease autos and increase bike and pedestrians. Where is the evidence of that in the 884 parking spaces proposed?

4. The housing component of the project is inadequate. The affordable home ownership housing in this neighborhood is nearly nonexistent. With only a 10% home ownership in our neighborhood, it would seem that the BPDA would leverage a greater contribution from developers who want to build such huge projects. Burying the housing along two sides the proposed five story parking structure speaks to the gross insensitivity of the design.
5. The proposed two way Riverdale Street plan to make a vehicle in/out for the project annihilates the existing parking, security, safety and essence of that neighborhood's peace and quiet. Alternate means of ingress and egress to the project needs to be developed.
6. The mode share target of approximately 50% does not fit with 1,000 employees and 884 parking spaces. The overall parking numbers are bombastic to the existing neighborhood's traffic conditions.
7. Open space and public realm issues have been addressed, mildly. The Artist's Way concept is good however comparing it to the overall scale with the size of the buildings, the open space is inadequate. Sidewalk areas should not be considered in open space calcs. And the rear park that abuts the parking structure is an out of phase condition that puts a concrete wall up against green space. Green space and open space should be separate calcs. Why isn't Everett Sq connecting to the Artist's Way via a relocated Westford Park?
8. Connectivity: This project is called *The Nexus*. By definition, a nexus is a core, a center of connectivity. Prior to this project, some of us have referred to this site as the "glue" between the community's residential/retail face and Harvard's Institutional expansion. This project as proposed looks just like another massive Harvard building, only this one is in the middle of our neighborhood, instead of on the outskirts. Connection points need to be established. A building of this size and magnitude needs to consider the different points of interest and through puts needed to access those points. Connecting schools, Smith Field, the River, the residential community, and Brighton Mills – through *The Nexus* is appropriate. The site should be permeable, welcoming and beautiful.
9. Community Benefits: The project requires a series of community benefits. Some considerations could be:
 - Contribute to the completing of Smith Field, principally the creating of four ball fields, walks, dog park and Soldier's Field Road Crossing to the Boating Center at the River

- Off-site affordable housing dedicated to AB residents only
- Better, dedicated connections to the River
- Everett Street walk to the River Crossing – assist in widening the street to accommodate turn lanes, bike lanes, and river walk
- Herter Amphitheater and Park, help beautify and increase functionality
- Job training, internship and job opportunities for neighborhood residents and students
- Open meeting and community space to the AB residents for meetings and gatherings. A roof top deck/patio would be a suggestion
- Artists and musicians could benefit from a work/display space that is affordable and central to a core mission to make “arts alive” in Allston Brighton

I am hopeful that this project can be redesigned to better fit into our amazing neighborhood. This too, is an amazing proposed development and I believe that the two bodies can co-exist and benefit from each other’s contributions for a long time.

Thank you very much,

Tim McHale



December 20, 2018 (by email)

Gerald Autler, Senior Planner
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

Re: NEXUS at The Allston Innovation Corridor

Dear Gerald,

This letter is to offer comments in addition to those expressed in the letter submitted by the IAG. As a member of the IAG and a representative of Charlesview, I am happy to see that there is interest in developing these several parcels of property. That said, I have concerns about the current proposal, some of which I have expressed in person to the proponents.

First, whatever iteration of this project receiving approval will set a precedent for the development of the rest of Western Ave. much of which is owned by Harvard University. I can envision a wall of buildings along Western Ave. creating a wind tunnel right down to Barry's Corner with Smith Field the only break. We have seen first-hand what happens when a project of significant height or density gets approved how difficult it is to hold other development proposals to smaller scale, height or density (development on N. Beacon and Everett Streets is an example).

Second, while the IAG letter discusses neighborhood aesthetic, the buildings and parking garage dwarf the residential neighborhood abutting the proposal. I will hope to see much more thought regarding how the buildings can be creatively scaled to the neighborhood with increased permeability to increase connection to the neighborhood.

Third, as affordable, family friendly housing is pretty much non-existent in the Allston/Brighton community I would encourage the proponents to explore creative ways to partner and leverage funds to support this critically needed housing resource in our community.

Forth, I am concerned by the "build it and they will come" approach to the amount of space proposed. As an IAG member I would like to gain a better understanding of how easy the space would be to lease and a plan should things change such as they did with the Stem Cell Research building Harvard proposed several years ago.

Finally, it is never too early to begin the discussion of community benefits, so I would encourage the proponents to use their knowledge of the neighborhood and community to propose and/or creatively respond to suggestions from community residents on ways to increase the livability of the neighborhood.

I am pleased to be a part of this IAG and development process. Please know that the IAG is a committed and thoughtful group of people who want what is best for the neighborhood and who are willing to work collaboratively with the proponent as we move through the redesign process.

Thank you.

Jo-Ann Barbour
Executive Director, Charlesview, Inc.



Cicconi & Sons Construction Co., Inc.

38 Eatonia St., Boston, MA 02134

www.cicconi.net

December 13, 2018

Gerald Aulter, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Aulter,

As a former resident and current business owner in the Allston / Brighton section of Boston I want to give my support to the NEXUS project. For over 40 years my business, Cicconi and Sons Construction Co., Inc., has been a part of this community. I have enjoyed the growth and development of this area. My company has been a part of the renewal to this area by doing work for the City of Boston. My contracts with the city include major roadway reconstruction and sidewalk improvements. This project will add new housing, open space and improve pedestrian and vehicular traffic. Western Ave will become a vibrant and inviting place for the residents.

For these reasons and many others I again offer my support to the NEXUS project.

Joseph A Cicconi, Jr

A handwritten signature in black ink, appearing to read "Joseph A. Cicconi, Jr.", written over the typed name.

Cicconi and Sons Construction Co., Inc.
38 Eatonia Street
Allston, M 02134

December 17, 2018

Gerald Autler, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Autler,

I manage and operate the city of Boston Enterprise and National car rental facilities. I have done so for the past 13 years and I have partnered with many other business owners. I can tell you the partners of the NEXUS project are people I would stand behind 100%. As a business that is directly impacted by the project I know how much it will add to the area. The project will add new job opportunities to those with diverse skillsets, increase the supply of available housing and create public open spaces, while improving the neighborhood for pedestrians, cyclist and vehicles alike.

I have seen first hand how the family of the NEXUS project turned an idea of a one stop shop for all automotive needs into a successful multi generation family run operation. I have seen first hand their attention to detail, patience and willingness to provide the best quality, every time. This project will improve the area in many ways and is something the neighborhood will appreciate, enjoy and grow with for many more generations to come.

I am excited for my employees who work and live in the area to take advantage of a higher quality of amenities this will provide including improved sidewalks, bike lanes, retail options, parks and new business to potentially partner with for car rental needs.

For these reasons, I support the NEXUS at the Allston Innovation Corridor Project.

Sincerely,

Christopher Harrington
Rental Operations
Boston, MA

292 Western Avenue
Allston MA 02134

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

ATTN: Gerald Autler, Project Manager
Re: NEXUS Development

Dear Mr. Golden and Mr. Autler,

We, the members of the IAG for the proposed NEXUS Development project along Western Avenue, would like to share our thoughts after several initial community meetings. Through nearly seven hours of community feedback, developer insight, traffic studies, and incredibly productive conversations, we have come to a consensus on several key issues related to your proposal. Our consensus is informed by numerous personal letters from our own neighbors and friends, as well as discussions we have had with other residents and immediate abutters.

Before we share our consensus, we truly believe a redevelopment of this underutilized site would be a wonderful addition to the community. This parcel could also be a key development to seamlessly connect the Allston community to Smith Field and the Charles River. In fact, the Western Avenue corridor could be comprised of several projects that successfully address some of the core needs of our community including, but not limited to, a desperate need for affordable housing, accessible and public green space, and energy efficient buildings with an active and vibrant ground floor. We also recognize that this location is prime real estate for a high tech building such as a research lab or live/work space. It would be wonderful if we can ensure Allston is known nationally as a place where researchers and other employees can live, work, raise families, and solve some of our world's greatest health problems.

With that said, **we cannot in good faith support this current iteration of the proposal without some core changes by the development team.** We believe it is in the best interest of the development team and the community to come together and find a way for this proposal to address community concerns and present a comprehensive and thorough community benefit.

Listed below are our recommendations in response to the proposed project. They represent either a component of the project that needs to be revised or a benefit to the community that the proposal did not consider fully.

- **TRAFFIC MANAGEMENT:** The development team must consider an alternative plan for vehicles to enter and exit this site. Riverdale Street cannot turn into a two-way street. This is, perhaps, the most dangerous component to the proposal. If the presumed 800 or more cars commuting to this building daily will use Riverdale Street as an entrance and exit, then there will not be enough vehicular infrastructure on the surrounding streets to support this heavy flow of traffic - even if the street is modified to function as a two-way street. This aspect of the proposal caused the most amount of concern among residents at our meetings. Allowing Riverdale Street to be the core exit for this development is a non-negotiable, non-starter for many residents, including a majority of the IAG. In addition, many of the figures from the traffic study included in the PNF were taken at a time where Smith Field was (and still is) going through major renovations. When Smith

Field does come back online, we will have completely different patterns of pedestrian and vehicular access to this area and it will behoove the development team to reconsider traffic access in and out of the site.

- **HOME OWNERSHIP AND AFFORDABLE HOUSING:** There should be a greater commitment to home ownership and affordable housing from this development. As a development in the unique position of being able to provide housing and stable, large-scale commercial space with long-lease tenants, your team should commit to one or all of the following:
 - Provide a minimum of 20% affordable units on-site of the final development,
 - Commit more funds to affordable development projects in Allston-Brighton by organizations such as the Allston-Brighton CDC through the linkage funding program
 - Increase the units offered in this proposal and decrease the commercial space.

We recommend you consider all options with your team and will be happy to discuss each with you.

- **HOUSING MIX:** We believe the creation of 40 units in a parcel this size does little to address one of the greatest issues in our community - generating stable housing and homeownership opportunities at an affordable rate. We ask the developers to reconsider the current mix of housing and commercial space to produce more housing in this project. Given the many rental developments on and around Western Avenue that are online, or under development, we encourage you to commit to making this housing 100% ownership to make for a better mix in the Allston-Brighton housing marketplace.
- **DENSITY AND NEIGHBORHOOD AESTHETIC:** We believe that this project does not meet the aesthetic of the neighborhood and are most concerned with the rear of the building in Phase 1 on the southern side of Western Avenue. To be clear, the height of this development is not in line with any other large-scale development in Allston directly abutting residential buildings of three-or-fewer stories. Given that the commercial lab space requires floors that are 15 feet in height, the setbacks do not match the primarily three story neighborhood directly abutting this project. We ask the developers to consider alternative aesthetic designs on the southern side of this building to mitigate the perceived enormity of the development in comparison to the neighborhood.
- **MULTIMODAL TRANSPORTATION MANAGEMENT AND PARKING:** We would like to see more transportation management in this project and we urge you to decrease the proposed parking. While we understand the market demands of this development, we do not want to encourage new employees, employers, and residents of Allston-Brighton to increase emissions and carbon footprint by offering over 800 parking spots in one building. Many of your prospective employees will live right here in Allston-Brighton. Some employees may live in your building. It is up to your team to encourage them to find alternative transportation such as biking, walking, or using public transportation. Given that your first presentation highlighted how accessible this site is by public

transportation, we encourage you to truly support a multimodal Allston-Brighton by committing to significantly decreasing the parking proposed in the first iteration of this project. This also highlights the core concern that the standalone parking structure in this project stands out as an eyesore in an otherwise beautiful neighborhood. We see no community benefit to floors-upon-floors of concrete and parked cars in place of potential housing, retail, or other beneficial community space.

- **PUBLIC REALM AND GREEN SPACE:** We believe this project does not provide adequate public realm space or green space. While Artist's Way is a wonderful concept, 22% public realm at a project of this scale is insufficient. The development team should consider an expansion of Artist's way, and the sidewalks on Everett Street leading to the Charles River, to truly connect this development and the rest of the Allston-Brighton community to the natural beauty of the river.

We hope the development team will seriously consider the above recommendations from concerned Allston-Brighton residents. We appreciate your consideration of our letter, and we look forward to remaining involved in this process.

Sincerely,

All 15 of the IAG Members nominated to advise this development agree in principle with the majority of the content of this letter.

Christopher J. Arena - IAG Member and Author

Nick Grieco - IAG Member

Jo-Ann Barbour - IAG Member

John P. Jenkins - IAG Member

Kevin Mclaughlin - IAG Member

Cindy Marchando - IAG Member

Troy Brogan - IAG Member

Will Luzier - IAG Member

Thomas P. Lally - IAG Member

Tim McHale - IAG Member

Jan Saragoni - IAG Member

Richard Magee - IAG Member

John Bruno - IAG Member

Megan Wells - IAG Member

Jeff Jones - IAG Member

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

ATTN: Gerald Autler, Project Manager
Re: NEXUS Development

Dear Mr. Golden and Mr. Autler,

I would like to share my thoughts after several community meetings. Through nearly seven hours of community feedback, developer insight, traffic studies, and many productive conversations, I have come to a consensus on several key issues related to your proposal. My consensus is informed by numerous conversations from our own neighbors and friends, as well as discussions I have had with other residents and immediate abutters.

Before I share my consent, I believe a redevelopment of this underutilized site would be a positive addition to the community. This parcel could also be a key development to seamlessly connect the Allston community to Smith Field and the Charles River. In fact, the Western Avenue corridor could be comprised of several projects that successfully address some of the core needs of our community including, but not limited to, a need for affordable housing, accessible and public green space, and energy efficient buildings with an active and vibrant ground floor. I also recognize that this location is suitable real estate for a high-tech building such as a research lab or live/work space. Labs are proper and reasonable for the area (within a certain bio level) It would be pleasing if we can ensure Allston is known nationally as a place where researchers and other employees can live, work, raise families, and solve some of our world's greatest health problems.

With that said, I **cannot support this current iteration of the proposal without some core changes by the development team**. I believe it is in the best interest of the development team and the community to come together and find a way for this proposal to address community concerns and present a comprehensive and thorough community benefit.

Listed below are my recommendations in response to the proposed project. They represent either a component of the project that needs to be revised or a benefit to the community that the proposal did not consider adequately.

- **TRAFFIC MANAGEMENT:** The development team should consider an alternative plan for vehicles to enter and exit this site. Riverdale Street cannot be turned into a two-way street. This is, perhaps, the most dangerous component to the proposal. If the presumed 800 or more cars commuting to this building daily will use Riverdale Street as an entrance and exit, then there will not be enough vehicular infrastructure on the surrounding streets to support this heavy flow of traffic - even if the street is modified to function as a two-way street. This aspect of the proposal caused the most amount of concern among residents at our meetings. Allowing Riverdale Street to be the core exit for this development is a non-negotiable, non-starter for many residents, including a majority of the IAG. In addition, many of the figures from the traffic study included in the PNF were taken at a time where Smith Field was (and still is) going through major

renovations. When Smith Field does come back online, we will have completely different patterns of pedestrian and vehicular access to this area and it will behoove the development team to reconsider traffic access in and out of the site.

- **HOME OWNERSHIP AND AFFORDABLE HOUSING:** There should be a greater commitment to home ownership and affordable housing from this development. As a development in the unique position of being able to provide housing and stable, large-scale commercial space with long-lease tenants, your team should commit to one or all of the following:
 - Provide a minimum of 20% affordable units on-site of the final development,
 - Commit more funds to affordable development projects in Allston-Brighton by organizations such as the Allston-Brighton CDC through the linkage funding program
 - Increase the units offered in this proposal and decrease the commercial space.

I suggest you consider all options with your team and I will be available to discuss each with you.

- **HOUSING MIX:** I believe the creation of 40 units in a parcel this size is insufficient to address one of the most pressing concerns in our community - generating stable housing and homeownership opportunities at an affordable rate. I ask the developers to reconsider the current mix of housing and commercial space to produce additional housing in this project. Given the many rental developments on and around Western Avenue that are online, or under development, we encourage you to commit to maximizing home ownership opportunities.

- **DENSITY AND NEIGHBORHOOD AESTHETIC:** I feel that the project does not meet the aesthetic of the neighborhood and I am concerned with the rear of the building in Phase 1 on the southern side of Western Avenue. The height of this development is not in line with other large-scale developments in Allston directly abutting residential buildings of three-or-fewer stories. Given that the commercial lab space requires floors that are 15 feet in height, the setbacks do not match the primarily three-story neighborhood directly abutting this project. I ask the developers to consider alternative aesthetic designs on the southern side of this building to mitigate the perceived enormity of the development in comparison to the neighborhood.

- **MULTIMODAL TRANSPORTATION MANAGEMENT AND PARKING:** I would like to see a more detailed comprehensive transportation study that addresses ample parking and not excessive parking for both the residential and commercial space. This is concerning that an 800-car parking structure is daunting and needs to be addressed. We would assume that if the development was to be reduced in size and scale that the need for parking would also be decreased. We encourage your team to find alternative transportation such as biking, walking, shuttles, or using public transportation. Given that your first presentation highlighted how accessible this site is by public transportation, I encourage you to support a multimodal Allston-Brighton by committing to decreasing the

parking proposed in the first iteration of this project. This also highlights the core concern that the standalone parking structure in this project stands out as a daunting structure in an otherwise beautiful neighborhood. There is no aesthetic value to the adjoining residential neighborhood to see view a massive parking structure.

- **PUBLIC REALM AND GREEN SPACE:** I'm concerned that the project does not provide adequate public realm space or green space. While Artist's Way is a promising concept, 22% public realm at a project of this scale is insufficient. The development team should consider an expansion of Artist's way, and the sidewalks on Everett Street leading to the Charles River, to truly connect this development and the rest of the Allston-Brighton community to the natural beauty of the Charles River. In addition, the development team should take a closer look at Everett Street. Explore the opportunity to extending the setback to perhaps accommodate an addition car lane for a left hand turn from Everett Street to Western Avenue.

It is my expectation that the development team will seriously consider the above recommendations from the me, the IAG and the many concerned Allston-Brighton residents.

Sincerely,

John A. Bruno - IAG Member

William D. Luzier, Esq.
26 Riverdale Street
Allston, Massachusetts 02134
bostonjp@earthlink.net
617-584-1650

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

ATTN: Gerald Autler, Project Manager
Re: NEXUS Development

Dear Mr. Golden and Mr. Autler,

As a member of the Impact Advisory Group for the project denominated Nexus at 250, 280 & 305 Western Avenue I write to express my concerns.

For orientation my home of 19 years is located across the street from the southwest corner of this property.

My major concern is the proposal to make Riverdale Street two ways to the southwest corner of the property and its impact on traffic and parking. With over a thousand employees expected to work at the proposed facility, making Riverdale Street two ways would create a traffic nightmare in my neighborhood. The concomitant loss of parking would exacerbate an already overparked area.

My other concerns are:

The project is massive and should be scaled back, particularly on the neighborhood side.

There is not enough affordable and workforce housing included in the project.

The parking of 880 vehicles in a residential neighborhood is unprecedented. A different solution would be to offer offsite parking with a shuttle to Nexus, similar to what is done in the Longwood Medical area.

Please ensure that the developers address these concerns and the concerns expressed in the IAG joint letter

Sincerely,

William D. Luzier

NEXUS at The Allston Innovation Corridor public comments via website form 2018-12-21

Date	First Name	Last Name	Organization	Opinion	Comments
11/11/2018	Kathy	Clifford	None.	Neutral	I'm interested in being part of the lan on this project. Is there room? Also can you tell me who is part of the group. Many thanks.
11/13/2018	JENNIFER	ENGEL	Ms	Oppose	please please please! Can these building have AT LEAST as many parking spaces as apartments?! there is only the 2 bus routes around here. PLEASE?!?!?!
11/20/2018	Len	Trinidad		Support	This is a welcome development! I hope you can provide a fenced park for dogs and enough parking for tenants and employees of the companies leasing your office spaces.
11/28/2018	Vineet	Barot	1987	Neutral	I love the well-thought out plan, specifically regarding improved sidewalks and roads for bicyclists. I'm curious as to why only 40 residential units are being built? There's a severe housing shortage in the Boston area and creating a large office space with only a small number of residential units will mean either a) area housing prices and rent will go up and/or b) much more congestion and traffic as vehicles drive in from the suburbs each morning. I appreciate the detailed planning and understand that an innovation center like this, particularly in the growing biotech industry, will lead to a growth in the local economy. But i'm not in full support of this development as it will worsen the existing housing shortage in the Allston/Brighton area.
11/29/2018	Christopher	Arena	1990	Oppose	Gerald and BPDA Representatives, I have several thoughts that I would like to convey based on the initial presentation from the development team for the NEXUS proposal on Western Avenue. The following represents my perspective, but it was formed with my community in mind. I've heard echoes of these sentiments from many of my neighbors who I have discussed this project with. First, I will preface this letter by saying that I think a redevelopment of this underutilized site would be a wonderful addition to this community. This site - covered in asphalt and old buildings - is prime to address some of the core needs of our community including a desperate need for affordable housing, accessible and public green space, and energy efficient buildings with an active ground floor. Also, on a positive note, I do think a proposal that harnesses the power of live-work space and lab space in the same parcel is on trend with modern urban development. It would be wonderful to create a community where researchers and other employees can live, work, raise families, and solve some of our world's greatest health problems. However, I have a great deal of concern around this proposal and cannot in good faith support it in the current iteration - regardless of any minor tweaks that may come about. I believe it is in the best interest of the development team and the community to make some immense changes to the proposal. Here are the core things that I believe represent either a component of the project that needs to be changed or a benefit to the community that is neglected from this proposal: This is a grave lost opportunity for housing. 40 units is not sufficient for a project of this size. There is zero "open-to-the-sky" green space included in this proposal on Western Avenue as a way to connect this parcel to the river. No large project should be approved that does not include thoughtful green space. While the pocket park behind the parcel is appreciated, it is not a clear connection between the neighborhood and the river. Perhaps if Artist Way was fully open to the sky, widened, and green this could alleviate part of this concern. continued

					<p>This proposal has an unacceptable amount of parking. Adding 1,000 employees and a new tax base to the neighborhood is wonderful. Adding 884 parking spots encourages these folks to live outside our community and contribute nothing to the neighborhood. To encourage only 40 new residents and encourage nearly every employee to drive to work is an affront to our community and our environment. I refuse to support a development with a standalone parking structure that is multiple stories high. This ratio needs to be SERIOUSLY altered. I would recommend the developers reconsider the structure of this to be live - work space with at least 100 units of housing and decreasing the parking by at least several hundred spots. Using the reclaiming parking spots for housing will go a long way to alleviating two of Allston-Brighton's greatest issues - we have a housing shortage and are FAR too reliant on automobiles. You say yourself that this development is very accessible by the 70 bus and Boston Landing. Put your money where your mouth is and encourage employees to live in the neighborhood, or in the development, and walk/bike/carpool to work. The units in this parcel will likely be either homeownership or rental, but I would encourage you to introduce a mix of units - ownership condos and rentals - if you increase the unit count to over 100. I strongly urge the developers to have courage and introduce at least 25% of units as affordable housing and limit luxury units to 25% of the development. I want to see a hardline commitment for this development to be built by union workers, A-B residents, and local artists. Projects like this should provide work to local artists as A-B is one of the most creative communities in Massachusetts. There needs to be at least slightly more efficient parking ideas. A parking structure - one you would typically see built in the 60s and 70s - has no place in modern urban design. Please consider lifts and below grade development. In general, as a direct neighbor, I know first hand that you can get around this neighborhood without the need of a car. The developers of this project need to make a direct commitment to the city and to Smith Field. This project will likely bring a massive increase in foot traffic to Smith Field during the day - an increase that the Traffic assessment missed the mark on due to the parks renovation. As such, the developer must commit to upkeep funds or some sort of tangible partnership with the Park. A new traffic assessment must be done. Adding 1,000 cars a day in those 3 curb cuts is a recipe for absolute disaster - especially given the feedback from neighbors on Riverdale Street. The traffic assessment was conducted at a time when Smith Park is off line for renovations so the entire study, and the count, is null and void. With all of that stated, I hope the developers will heed the feedback of the nearly 4 dozen residents that spoke at the first two IAG meetings. There was near consensus in this community that this development at this time solves no community need and provides little-to-no community benefit. Best, Christopher J Arena</p>
12/8/2018	Kathy	McNair		Oppose	The building is too big for the scope of the neighborhood. There isn't enough parking. It will bring too much traffic to the area.
12/9/2018	Annie	Burton		Support	This is such a great proposal! I recently moved to the Allston/Brighton area and work in the life science industry! Right now all the jobs are in Cambridge but it would be so great to be able to work closer to home. Can't wait for buildings like these to start being built!
12/10/2018	Frank	lafrate		Oppose	My home directly abuts the proposed building at the corner of Riverdale St. It would sit 50 ft from my property. The height of the building would be 90ft. I'm NOT ok with this. Also the plan of making Riverdale a two-way up to my house shows a lack of regard for the residents of Riverdale and Raymond St. There must be changes made to these two plans.
12/11/2018	Mark	Castel	AEI	Support	This project will help redevelop the area and give an overdue "face lift" to this somewhat run down section of Allston. It would be nice to have new retail space and apartments since finding a place to live around here is becoming a challenge.

NEXUS at The Allston Innovation Corridor public comments via website form 2018-12-21

12/12/2018	Anthony	Barbera	Barbera Insurance Agency	Support	As a Brighton commercial property AND business owner , I am in favor of positive development in our Allston - Brighton neighborhoods. I have known the Distefano family for over 50 years. They have been nothing but a positive bright light for our business community creating jobs, commerce and generating taxes for the City of Boston. As our local economy continues to change, it is imperative that Allston - Brighton be positioned with the proper commercial developments to ensure that our neighborhoods are not left behind. Let them build it !
12/16/2018	Diane	Kline		Oppose	Gerald: The IAG stated at their December 10 meeting that Phase 1 for the NEXUS project on Western Avenue is too large as proposed, and I agree. I believe that the height on the buildings is excessive and there is insufficient green space. With over 600 parking spaces proposed, traffic concerns should be should be addressed before this project moves forward. Thanks, Diane
12/20/2018	Jane	McHale		Oppose	<p>I have reviewed the plans and have attended the community meetings held recently. Although I am please to see the development of commercial biotech labs at these sites, I have serious concern with the following design elements:</p> <ul style="list-style-type: none"> • Density - Too big overall. Heights and encroachment on adjacent residential area on Riverdale and Westford Streets is far too large. Heights should not be higher than Teele Hall due to the precedent it sets for further development. This project is totally out of scale for the neighborhood. Set backs do not match the 3 story residential neighborhood on the south side due to the 6-7 story at 12 - 15 ft per story. One of the building is almost 130 ft. The building facing the residents should be stepped way down and green space between should be larger and include tall trees/shrubs to screen the building. • Traffic Management - 882 parking spots - too many - it should be more mass transit oriented to reduce car traffic. Shuttles to Boston Landing and Central Square T. Bike lanes and bike parking with shower facilities etc for employees. There could be a dedicated bus lane at traffic time but they need to ensure they leave space for oick up and drop off (Uber etc.). • Riverdale Street as access for deliveries is unacceptable. Intersection of Western and Everett clogged and dangerous with small sidewalks and single lane traffic without bike paths - access to the river needs to be coordinated with DCR and the city (DPW salt yard should be moved) • More workforce housing, live / work space 40 units is too few. Location of residential units besides the garage seems like an afterthought. The neighborhood needs to raise the home ownership so these units be primarily deed-restricted condos. If some rentals are added, they should be affordable units - up to 20% or more. • Public Realm/Open Space - 22% of public realm (including sidewalks, bike paths etc.) is insufficient. Consider expansion of Artist Way and Everett Street leading to the river to be in line with earlier community planning schemes (CWP 2008) developed with Harvard's expansion. 5000 ft park is insufficient for the scale of the project. Connection with the park area and Westford Street needs to evaluated closely with abutters.

NEXUS at The Allston Innovation Corridor public comments via website form 2018-12-21

12/20/2018	Liz	Breadon	Ms.	Oppose	<p>Comments regarding the Nexus Project on Western Ave. Having attended two of the IAG meetings so far, I am opposed to the current proposal for the following reasons:</p> <p>Density - Too big overall. The building heights are too high when located adjacent to the residential area on Riverdale and Westford Streets. Heights should be no higher than Teele Hall due to the precedent it sets for further development. This project is totally out of scale for the neighborhood. A 6-7 story building with 12 - 15 ft per story results in one of the buildings being almost 130 ft. This is out of keeping with the locality in close proximity to a residential neighborhood. This is not Kendal Square.</p> <p>Traffic Management - 882 parking spots - too many - it should be more mass transit oriented to reduce car traffic. Shuttles to Boston Landing and Central Square T. Bike parking with shower facilities etc..... There could be a dedicated bus lane at traffic time but they need to ensure they leave space for it. Given that there are probably tens of thousands of potential workers within a 3 mile radius bicycle infrastructure and smart - transit oriented development is called for.</p> <p>Riverdale Street as access for deliveries is unacceptable. Intersection of Western and Everett clogged and dangerous with small sideways and single lane traffic without bike paths - access to the river needs to be coordinated with DCR and the city (DPW salt yard should be moved)</p> <p>More workforce housing, live / work space 40 units is too few. The neighborhood needs to raise the home ownership so these units should be primarily deed-restricted condos. If some rentals are added, they should be affordable units - up to 20% or more.</p> <p>Public Realm/Open Space - 22% of public realm (including sidewalks, bike paths etc.) is insufficient. The proposed 'park' is too small for the scale of the project, 5000 sq' for a 500,000 sq' is totally inadequate.</p> <p>Liz Breadon 33 Champney Street Brighton MA 02135</p>
12/21/2018	John	Jenkins		Oppose	<p>Mr. Autler, and members of the BPDA, Please accept this comment letter which expresses my personal views of the proposal for the Nexus development at 250-280 & 305 Western Avenue. I am a Lower Allston resident and homeowner whose property is located about ¼ mile from the proposed site. I recognize that the Lower Allston neighborhood is changing. I'm genuinely excited by the opportunities that redevelopment of disused lots could bring to our often overlooked corner of Boston. New jobs, additional housing, improved streetscapes and public spaces, restored and expanded retail and dining options, safer pedestrian and bicyclist paths...these are all much needed benefits that the proposal laudably attempts to address, but ultimately falls short in providing when compared to the over-sized impact a project of this size would have on the neighborhood. My concerns are primarily focused on the proposed structures at 250 & 280 Western Avenue. I find myself less concerned about the structure on the northern side of Western Avenue, likely due to its distance from residential structures, and the the commercial nature of existing abutters. Until the development team address the issues and missed opportunities present in this project proposal I can not offer my support: Scale and Massing - The buildings proposed are simply not on scale with the rest of neighborhood. I agree with the opinion of many others that I've talked to that this building looks like a "wall" between the neighborhood and the Charles River. Please find a way to lower or vary building heights to create a smoother transition to the neighboring residential buildings I think the physical and visual buffer between homes and labs need to be increased a well, especially where the structure will sit so close to houses. Permeability - I'd like to see additional paths for connection, preferably channels open to the sky, through the property from Westford Street to Western avenue, and ultimately to the Charles River and Smith Field I would also like assurances that currently proposed routes, like Artists Way, be accessible 24 hrs a day. The Parking Garage - No one wants their bedroom window that close to the noise, fumes, and visual unattractiveness of a 24 hr. parking garage. continued</p>

					<p>Please reduce the amount, or relocate completely, the above ground parking so the garage can be removed. We should be encouraging more people to take public transportation anyway! More green space, not just paved sidewalks. The proposed park is nice, but I'd like to see more green. Allston gardens and green spaces host an abundance of birds, insects, and other wildlife. It would be a shame to simply replace the old parking lots with more hardscape, instead of providing a stronger natural bridge to Smith Field and the Charles River. Traffic Plan and Riverdale St. - The current proposal calls for a significant portion of the traffic to enter and exit the site via Riverdale Street. I, and everyone that I've talked to, have identified this as the single biggest issue with the design. The infrastructure in the neighborhood simply can't accommodate the vehicular traffic that would inevitably cut through North Allston's streets, and Western Avenue can't handle the additional volume. The proposal should call for fewer car trips. The traffic plan should actively direct the remaining cars onto major arteries, not narrow neighborhood streets where pedestrians often have to walk in the street to pass trash bins, and other obstacles on the sidewalk. Smith Field Crossing - We need a more robust street crossing at Smith Field. There will be a lot of foot traffic heading to the park, and a lot of kids. For safety, I think we'll need a larger crosswalk, and will need to preserve the "exclusive actuated pedestrian phase" on the signal. Housing - As proposed, the Nexus development will add a net 30 units of housing. This number needs to be increased. There should be more opportunities for home ownership offered as part of this proposal. Find a way to preserve Ted's Diner (aka the Breakfast Club). Lastly, some thoughts on opportunities for street level amenities and tenants: With the departure of the Bus Stop Pub, and the Boyne, this stretch of Western Avenue is in need of some nightlife. Something that my neighbors and I can walk to, and afford. A small music venue would be in keeping with Allston culture too. I'd like to see a commitment that some retail tenants be locally owned or operated. I'd like to see opportunities for small "pocket" retailers, artists, or artisan's shops. Reduced rent for reduced floor space would allow more interesting, but likely less profitable businesses to survive. Eg. Bow Market in Somerville. Active programming in the public spaces. Area 3 (across the street) has been very successful with it's Aeronaut Brewery pop-up and performances. Maybe the Allston farmer's market would move to this site from the awkward SwissBaker parking lot? Would the DiStefano Family be interested in sponsoring an on-site location for vocational training for laboratory technicians? It would be amazing if local residents could be retrained for jobs in the laboratories above. Thank you for for attention, John Jenkins</p>
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