

**Boston Water and
Sewer Commission**



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

June 7, 2018

Mr. Gary Webster
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 30 Penniman Road (Allston) Project, Small Project Review Application

Dear Mr. Webster:

The Boston Water and Sewer Commission (the "Commission") has reviewed the Small Project Review Application ("SPRA") for the proposed 30 Penniman Road Project in Allston (the "Project"). The Project consists of a new seven (7)-story, 46-unit residential condominium building, including two (2) artists' loft live/work spaces, with ground-level parking for 42 total vehicles utilizing a mechanical parking system.

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

For water service the Project site is served on Penniman Road by a 10-inch southern low pit cast iron water main which was installed in 1916 and rehabilitated in 2009. No estimate of water demand for the Project is provided in the SPRA.

For sewer service the Project site is served on Penniman Road by a 12-inch sanitary sewer main. No estimate of sewage generation for the Project is provided in the SPRA.

The Project site is presently almost entirely impervious. A 12-inch separated storm drain main is located approximately 50 feet south of the site along Penniman Road. This drain ultimately discharges to the Charles River. No existing catch basins are in proximity of the site.

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 residential, irrigation and air-conditioning make-up water for 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. 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.
7. 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/>
8. 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 Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

9. 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.

10. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.
11. 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.
12. The proponent must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's drainage system.
13. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
14. 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.
15. 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.
16. 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.

17. 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

18. 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.
19. 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.
20. 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: Jay Hirsh, Jumbo Capital Management LLC
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

June 8, 2018

RE: 30 Penniman Road, Allston MA 02134
Small Project Review Application
Boston Planning and Development Agency

The Disability Commission has reviewed Small Project Review Application that was submitted for 30 Penniman Road, in Allston MA. Since the proposed project is planned to be a vibrant destination area for housing and artist live/work 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:

- **Accessibility Checklist:**
 - Please provide the requested attachments found in *Section 10: Attachments*.
- **Accessible Residential Units:**
 - Although not required by Massachusetts Architectural Access Board code, would you consider including Group 2 units in the building portfolio?
 - Will the separate entrances to the artist lofts have stoops? If so, we would support that exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for full and equal participation for persons with disabilities.
 - Will the artist lofts have more than one story? If so, we would support a floorplan that allows for the future installation of an accessible elevator without any significant structural modifications.
- **Accessible Building Amenities:**
 - Per *521 CMR Section 35: Tables and Seating*, we would support the inclusion of wheelchair accessible furniture in common and outdoor patio spaces.
- **Accessible Route and Sidewalks:**
 - Please provide floor plans of the building that describe in greater detail the circulation routes within the building (plans that show doors, furniture layouts, relationship to the site context)
 - We would support an accessible pedestrian connection from Penniman Road and building entries to the shared outdoor space.

- We would support the installation of sidewalks that meet the design standards put forth by Boston Complete Streets Design Guidelines, so the site is accessible and functional for residents as well as visitors.
 - We would support the granting of a pedestrian easement to bring the existing sidewalk into compliance with Boston Complete Streets Design Guidelines.
 - We would support the coordination with the proponents of the 20 Penniman Road and 40 Rugg Road development projects to provide an accessible and cohesive pedestrian experience.
- Please provide detail on all walkways and plazas within the Site, including unit paving and decking materials, dimensions and slopes. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
- **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.

Commission's General Statement on Access:

The Mayor's Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting 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 achieve accessibility compliance and to 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
Mayor's Commission for Persons with Disabilities
patricia.mendez@boston.gov
617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
sarah.leung@boston.gov
617-635-3746



CITY of BOSTON

Martin J. Walsh, Mayor

To: Gary Webster, BPDA
From: Zach Wassmouth, PWD
Date: June 14, 2018
Subject: 30 Penniman Road SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 30 Penniman Road SPRA.

Guaranteed Street Requirement:

Please note that Penniman Road is currently listed as a "guaranteed street". Any work within the roadway (i.e. utility cuts) on a guaranteed street will require obtaining special permission from the Public Works Department and full restoration of the roadway to its "guaranteed" state.

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 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:

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 Americans with Disabilities Act (ADA) and 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.

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

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. Any landscape program must accompany a LM&I with 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

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 BPWD 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



Gary Webster <gary.j.webster@boston.gov>

30 Penniman Rd, Allston Comments 06/15/2018

Anthony D'Isidoro [REDACTED]
To: Gary Webster <Gary.J.Webster@boston.gov>

Mon, Jun 18, 2018 at 8:37 AM

Hi Gary,

Height and density are excessive for that location.

Eliminate seventh floor and FAR should not exceed 3.0.

IDP rate should be 20%.

Deed restricted 70% owner occupied with reasonable hardship exemptions.

No students, no short term rentals, no more than three unrelated.

Include parking in the rent.

Parking permit denial for those who say they don't own a car.

Community benefits should include infrastructure spending (complete streets).

Tony

22 June 2018

Mr. Gary Webster
Boston Planning and Development Agency

Dear Mr. Webster:

This letter reflects the views of the Brighton Allston Community Coalition (BACC) regarding the 30 Penniman Road proposed condominium project of 46 units.

The BACC is a newly formed community group with more than 260 members, focusing primarily on the need for more affordable housing and more owner-occupancy housing in Allston-Brighton. The BACC unites renters and homeowners, seeking to shape future development in a way that corresponds to the needs of the Allston-Brighton community.

While the BACC commends the developer for advancing a proposal to construct condominium units, we believe this project can be improved to better serve the needs of the Allston-Brighton community.

Currently, the developer proposes that 51% of the proposed condominium be deed restricted to ensure that they are owner-occupied. Given our deep concern about low and declining owner-occupancy rates in Allston-Brighton, we recommend that 80 percent of the units be deed restricted to increase the number of owner-occupied units in the development. In addition, we recommend that 20 percent of these deed-restricted owner-occupied condominium units be designated as affordable.

We emphasize that this site represents an appropriate location for the development of owner-occupied deed-restricted housing, given its proximity to Boston Landing commuter rail station.

Our request for an increase in deed-restricted owner-occupied housing needs to be placed in its proper context. The Penniman Road project is part of the much larger Rugg Road development. The Rugg Road project will produce 265 rental units, with the developer receiving multiple zoning variances to allow construction and with the building height of the Rugg Road project exceeding the planning guidelines of the Guest Street Corridor study.

Significantly, a decisive majority of the Rugg Road IAG initially recommended that 50 percent of the Rugg Road project should have been reserved for owner-occupied condo units. Unfortunately, the developer and, more significantly, the BPDA rejected that recommendation. Thus, the Rugg Road development will further depress Allston's anemic owner-occupancy rate.

Within this context, the recommendation that 80 percent of the Penniman condominium units be deed restricted is entirely appropriate.

In addition, the development of additional deed-restricted owner-occupied housing is a pressing concern in Allston-Brighton. Allston has a troubling 10 percent owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These rates compare unfavorably to the city-wide average of 34 percent. Finally, new and proposed housing developments in Allston-Brighton have overwhelmingly been rental in character, and this will produce further declines in owner-occupancy in the neighborhood. Therefore, the development of deed-restricted home-ownership units in condominium buildings is a significant concern in Allston-Brighton.

Finally, we urge the BPDA to change its current urban planning practices related to Allston-Brighton. The wave of development now occurring has not served to create the affordable housing and the owner-occupied housing that is urgently needed in Allston-Brighton. The combined Rugg Road and Penniman projects continue a troubling trend in BPDA planning practices in Allston-Brighton.

At what point does the BPDA respond to the many Allston-Brighton residents who stress the need to construct more affordable and owner-occupied housing in our community? At what point does the BPDA say no to projects that overwhelmingly produce expensive rental housing?

The BACC highlights the BPDA's urgent need to assess the significant Stop and Shop residential development and other major developments in light of the questions we advanced in the preceding project.

We appreciate your attention to the issues raised in this letter.

Cordially,

Kevin M. Carragee
Brighton Allston-Community Coalition

Cc. Mayor Marty Walsh; Representative Kevin Honan; Representative Michael Moran; Boston Councilor Mark Ciommo; State Senator Will Brownsberger; Brian Golden, Director, Boston Planning and Development Agency (BPDA); Sarah Myerson, Director of Planning, BPDA; Jonathan Greeley, Director of Development Review, BPDA; Michael Christopher, Deputy Director of Development Review, BPDA; Warren O'Reilly, City of Boston, Department of Neighborhood Development



Article 80 Small Project Review – Executive Board Recommendation

30 Penniman Rd, Allston

46 Unit Residential Condominium Building

Height

Proposal: **Seven stories (80 feet)**

Guest St Planning Study (2012): 40 feet up to 4 stories

Article 51 zoning: Maximum 35 feet

Board Guidelines: Five stories (58 feet)

Density

Floor area ratio (FAR) is the ratio of a building's total floor area (zoning floor area) to the size of the piece of land upon which it is built.

Guest St Planning Study (2012): 0.75 – 1.50

Article 51 zoning: Maximum 1.00

Proposal: **4.10**

Board Guidelines: 1.50 – 3.00

Usable Open Space

Article 51 zoning: minimum 50 sf per unit

Proposal: 58 sf per unit

Board Guidelines: Project specific

Parking/Transportation

Proposal: 40 above ground spaces (mechanical system), 2 garage spaces

Board Guidelines: minimum 1 space for each unit (condominiums), minimum .7 space for each unit (apartments)

Unit Mix

Proposal:

2 Artist Live/Work

1 Studio

34 One Bedroom

5 Two bedroom

4 Three Bedroom

Board Guidelines:

No more than 25% of the project should be studios. Unit mix should enable long term residency and family oriented housing.

Unit Size

Proposal;

Studio: 535 sf – 535 sf

One Bedroom: 627 sf - 763 sf

Two Bedroom: 949 sf – 949 sf

Three Bedroom: 1203 sf – 1356 sf

Board Guidelines:

Studio: Minimum 500 sf

One Bedroom: Minimum 700 sf

Two Bedroom: Minimum 900 sf

Three Bedroom: Minimum 1100 sf

Inclusionary Development Policy (IDP) Units (Affordable)

Proposal: 13%

Board Guidelines: minimum 20%

Owner Occupancy Rate

Proposal: 51% deed restricted

Board Guidelines: minimum 70% deed restricted with reasonable and appropriate hardship exemptions

Additional Considerations

Proposal: Unknown

Board Guidelines:

No undergraduate students

No short term rentals

No more than three unrelated

Include parking in the rent

Parking permit denial for those who say they don't own a car.

Community benefits should include infrastructure spending (complete streets, etc.)

Additional Comments

Building Height to Street Width Ratio

Proposal: 80 feet:26 feet (3:1 Ratio)

Shading

The site is directly opposite Penniman Park. The proposed structure would be facing west.

Denotes areas of concern.

Board Recommendation: Ought Not To Pass

Last Updated: 06/25/2018 14:00

Date	First Name	Last Name	Organization	Opinion	Comments
5/20/2018	Sam	Burgess		Support	I write in support of this project and urge the BPDA to approve it and provide zoning relief to allow the proposed 80 foot height and a reduced number of parking spaces. The 2.0 spaces per unit for 10+ developments is an absurdly high minimum parking requirement anyway and not needed in such a transit rich environment, with close proximity to Boston Landing and the 57 bus line. Allston is starved for housing. More and more people are moving in as other areas of the city have grown more expensive. It's great to see more people looking to move to Allston, but we have to keep up the pace of housing supply to accommodate everyone! Thankfully, there is a lot of underutilized land (e.g. parking lots, sprawl) in the area that is prime for redevelopment. This parcel is a great example - a damaged building that will be revitalized and provide more housing availability and beautification of the streetscape on Penniman Road. My only additional comment is that I think the development could do with even less allocated parking - as Allston/Brighton already have way too many cars on the streets. It'd be great to see the city doing more to disincentivize car use in general (i.e. charging way more for residential on-street parking permits, taxing ride-sharing companies), but I also recognize that is not within the purview of the BPDA. Nevertheless, this is a great project and one that Allston could use. We want more housing and we want it as quickly as possible!
5/31/2018	Patrick	Kennedy		Neutral	As a Boston native, a longtime resident of Allston-Brighton, and a musician who practiced and recorded in studios in the Penniman Road neighborhood not so long ago, I am pleased to see that this proposal carries any mention of artist and affordable spaces at all. However, 2 artist spaces is simply not enough for a traditionally arts-friendly neighborhood like Allston. And 6 affordable units is certainly not enough to address the grave affordability crisis in Boston. An ordinary couple working two middle-class jobs can not realistically afford market rate housing in the city at this point. This is having ripple effects on the region's infrastructure and economy, as people move out and commute times lengthen. Eventually, it will affect the quality of life for even the well-to-do who are driving this crisis, as they will find it more and more difficult to hire tradesmen, employees, etc. In addition, on the Penniman Road development specifically, I question how many of the well-to-do will even want to live in this somewhat run-down location. For all this reasons, the project should include significantly more workforce/affordable units as well as at least a few more artist live/work spaces.
6/5/2018	Susan	Rutkiewicz		Oppose	Your proposed building seems to be colossal for Alston. It seems that it would increase traffic in an already congested area
6/13/2018	Deb	Baye		Support	I request more green space, more trees, given the size of the place.
6/13/2018	Bruce	Kline	BAIA	Oppose	With all the construction in this area being approved this project is too large. It has inadequate parking for condominiums, no provision for guest parking in an area that has little parking as is and does not provide any facility for delivery vehicles or trucks involved in moving. The density will contribute to an already overpopulated area which has poor transportation and inadequate infrastructure to deal with the explosive development that already has been approved and is currently under consideration. There is little greenspace and the height of the building is excessive.

30 Penniman Road Public Comments submitted via website form

6/14/2018	Pawel	Latawiec		Support	(I may have already submitted a comment in support, but I would like to add additional commentary) I strongly support the height and density of the proposed project, and think it would make an excellent addition to this developing corner of Allston. However, I would like to take this opportunity to make a suggestion. As it stands, the number of parking spaces is much too high, especially given the building's proximity to Boston Landing, the green line, and a number of bus routes (66, 64, etc.). Furthermore, the placement of the handicap spaces as shown in the garage level end up creating a blank wall on the Penniman Road street level, which sterilizes the pedestrian experience. I wonder about the possibility of reducing the number of parking spaces and reconfiguring the garage level so that, where there is currently handicap parking/a blank wall, another artist's loft or studio/1-bedroom/townhome-style unit is placed instead, with a private entry facing Penniman. I think this would significantly enhance the ground-level environment.
6/15/2018	Cyrus	Tehrani		Support	I support this project as proposed. This project brings much needed market rate, IDP and artist housing to market. We need to be building dense housing near transit, and this project does just that. The building next door (Penniman on the Park) sold out its condos 6 months before construction completion. There are thousands of jobs coming to Boston Landing and across the city. If we want to control housing costs then we need to be building projects like the one proposed to meet demand. Please approve this project as proposed.
6/15/2018	Thomas	Farley	BAO	Support	I support this project