

**Boston Water and
Sewer Commission**



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

March 28, 2018

Mr. Lance Campbell
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 40 Mount Hood Road, Project Notification Form

Dear Mr. Campbell:

The Boston Water and Sewer Commission (the "Commission") has reviewed the Project Notification Form ("PNF") for the proposed 40 Mount Hood Road Project (the "Project"). The Project site is located at the corner of Mount Hood Road and Egremont Road, in Boston's Brighton neighborhood. The Project site currently consists of a motel containing 74 hotel rooms in three separate buildings, as well as surface parking spaces. The Project will consist of the development of approximately 163,000 square foot (sf) of residential space containing approximately 64 rental units and 114 condominium units, for a total of 178 units. The Project will also include 142 parking spaces. The parking spaces will be enclosed in a one-story podium, beneath a central courtyard. The Project plans to improve the public realm with approximately 9,000 sf of landscaped space lining the property on both Mount Hood and Egremont road.

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 Mount Hood Road by an existing Southern High 8-inch ductile iron cement lined water main, which was installed 2004. The site also is served on Egremont Road by an existing Southern High 8-inch pit cast iron water main, which was installed in 1910 and rehabilitated in 1984. BWSC records indicate that there are two existing water services at the northeast corner of the Project site that connect to the water main on Mount Hood Road. Record plans do not indicate if there are additional existing water services. Water demand for the Project is estimated at 28,193 gpd. The Project will require a new domestic water service and a new fire protection service. Proposed locations for the domestic water and fire protection services were not provided in the PNF.

For sanitary sewer service the Project site is served on Mount Hood Road by an existing 10-inch sanitary sewer main which decreases to an 8-inch sanitary sewer main, and flows easterly to Corey Road. The Project site is also served on Egremont Road by an existing 8-inch sanitary sewer which flows northerly and connects to the 8-inch sewer main on Mount Hood Road, and then flows easterly to Corey Road. The sewer main on Corey Road flows through the Town of Brookline and is ultimately directed to the MWRA Deer Island Wastewater Treatment Plan. Record plans do not show where existing building sewer services connect to the BWSC sewer mains adjacent to the Project site. Total sewage generation for the Project is estimated at approximately 25,630 gpd, based on 310 CMR 15.203. It is anticipated that the Project will require new building sewer service connections. Proposed locations for the new sanitary sewer connections were not provided in the PNF.

The Project site is currently approximately 80-percent impervious. The proposed design will be approximately 85-percent impervious. For drainage the Project site is served by a 10-inch storm drain which increases to a 12-inch storm drain on Mount Hood Road, which then flows easterly towards Corey Road. There is also a 10-inch storm drain in Egremont Road that flows northerly to Mount Hood Road which then flows easterly toward Corey Road. The drain on Corey Road connects to storm drains in the Town of Brookline, and ultimately to the Charles River via the Muddy 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 the 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, commercial, 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. 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 the existing structure existing water and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

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.

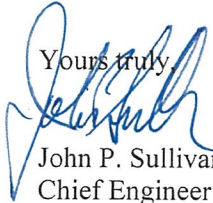
13. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
14. 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.
15. 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.
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: John Matteson, 1650 Commonwealth, 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



Lance Campbell <lance.campbell@boston.gov>

40 Mt.Hood

Annette Pechenick [REDACTED]
To: lance.campbell@boston.gov

Sun, Apr 29, 2018 at 8:27 PM

Dear Lance,

I am definitely opposed to the 40 Mt. Hood Project. We do not need a development of this enormity in our neighborhood. We could use another small hotel in the Brighton area to replace the existing hotel. There are far too many developments in the area already which will severely affect the traffic. I have been living at my present address since 2005, and would like to retain a neighborhood and not just big huge projects that detract from the neighborhood. We need more owner occupied buildings where families can afford to love. Please do not go ahead with the current plans!

Sincerely,

Annette Pechenick

97 Colborne Road

Brighton, MA 02135



40 Mt Hood Road

Elizabeth Egan [REDACTED]

To: lance.campbell@boston.gov

Mon, Apr 30, 2018 at 10:52 PM

Dear Ms. Hines,

I am writing to provide comment on the 40 Mount Hood Road residential project.

While I am pleased and in support of the re-development of the site, I am opposed to the project in it's current form.

It is quite disappointing to see that the majority of green space (15,000 sq) is positioned internally to the project. Community benefits such as attractive and abundant green space, proper set-backs and shade cover are desperately needed. We as a community need more public greenspace and enhancement of our street scape. The entrance would benefit from a welcoming view to the neighborhood and the addition of benches or seating features would help support resident interaction and enjoyment. All of this is featured internally for the benefit of a few. This should not be included in a public benefit proposal.

The down scaling of height from Commonwealth ave down Mt Hood road along with brick siding appear to be appropriate features that fit the neighborhood. Unfortunately, the current rendering shows little to no set back, landscaping or green space along the public walk. This is concerning and unsightly, as a community and city we should be expecting development to allow for rain water to natural return to the ground, follow the Mass DEP standards and provide space for trees to develop and provide shade.

As our neighborhood continues to develop it is imperative that all development enhance and improve transportation in a multi-modal way. Currently, Commonwealth ave is treated as a highway. The project needs to include road features that promote safety for all users, especially as they traverse to the "transit rich" options in the neighborhood. It would be of benefit to residents to see traffic calming features, improved lighting and crosswalks, and as well as promotion of alternative transportation sources such as a community accessible bike maintenance and zip car. The current MBTA Bus Route that serve this area (65) is packed to capacity during the morning and evening commutes and stops have limited shelter, the B-line faces similar issues. We must not settle for projects that only provide parking as a transportation solution for residents.

I am in support of development that promotes affordable homeownership and rental opportunities that seek to support existing Brighton residents as well as those opportunities that expand access to affordable quality housing in the City of Boston. It is imperative that projects foster community roots and provide access to individuals and families across the income spectrum both through project based vouchers, tax credits and access to lending for those seeking to be first time owner occupants. An independent study of traffic impact must be done to obtain a neutral option, a study provided by a client of the developer poses a conflict.

The addition of housing units including affordable owner occupied opportunities mixed with and rental options that seek to house families, in a transit rich and conveniently located space coupled with a quality property management company is what our community needs.

Elizabeth Egan
Brighton Resident since 2006



Lance Campbell <lance.campbell@boston.gov>

40 Mount Hood Road

Yehuda R [REDACTED]

Fri, Apr 20, 2018 at 10:08 AM

To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

I strongly oppose this project. This is an area with narrow one way streets which even now barely adequate to serve the existing population, and it will get significantly worse when people move into the almost finished building on the corner of Mt. Hood and Commonwealth. And now you want to build another huge building, much larger than the one I just mentioned?! And the construction period will be a nightmare, just as or much worse than during the construction of the much smaller building on the corner of Mt. Hood and Commonwealth.

VERY BAD IDEA! WE WILL FIGHT IT UNTIL IT STOPS!



Lance Campbell <lance.campbell@boston.gov>

Opposition to Proposed Project at 140 Mount Hood Road

Shmuel Septimus [REDACTED]
To: Lance.Campbell@boston.gov

Wed, Apr 18, 2018 at 6:25 PM

Good evening Lance Campbell,

Thank you for your service to the Greater Boston Community.

I wanted to share with you my concerns regarding the proposed project at 140 Mount Hood Road in Brighton, MA.

Living with my family in the area, and having studied for several years at the Kollel of Greater Boston, I'm concerned for the following reasons:

- With the additional units in the area and the additional traffic, parking will be even more difficult to find in that area. As it is, parking is a real challenge because of all the multi-unit buildings in the area. With the addition of these units, this will only worsen the situation.
- There are families with small children that attend services at The Kollel Of Greater Boston, as well as other synagogues in the area. Having small children walking on the sidewalks of these streets with the extra traffic that will occur, is a safety concern for me.

Thank you for listening to my concerns,

Shmuel Septimus

40 Mount Hood Road Public Comments submitted via website form

Date	First Name	Last Name	Organization	Opinion	Comments
3/8/2018	Jason	Kaplan		Support	Boston is in the midst of one of the worst housing shortages in the country. In order to prevent displacement and stabilize real estate prices for buyers at all economic levels, we need to build as many houses as possible. This development's proximity to public transit will discourage added car usage and 23 income-restricted units are a welcome and necessary addition. I support this project.
4/2/2018	Jordan	Meehan		Support	I've lived at 35 Mount Hood for about 4 years. The hotel that currently occupies the proposed 40 Mount Hood Rd site has long been a bit of an eyesore. This site is an excellent location for more housing and I believe that the proposed development will be very beneficial to our neighborhood.
4/2/2018	Jordan	Meehan		Support	I've lived at 35 Mount Hood for about 4 years. The hotel that currently occupies the proposed 40 Mount Hood Rd site has long been a bit of an eyesore. This site is an excellent location for more housing and I believe that the proposed development will be very beneficial to our neighborhood.
4/2/2018	Jacob	Gilbertson		Oppose	More housing in this neighborhood only catering to the higher end of the housing market. For real, how many more of these things can they build? Just use some bricks! These types of buildings are ruining the unique character of the area and driving up costs for low income people further. Not all new housing is housing that is good for the community. If nobody but the wealthiest can afford it, it's not doing the housing crisis any good. Please start to get really real about some actual affordable housing! If developers get free reign the costs will only go up. Come on and do the right thing! Also, the city should consider buying and subsidizing some property in this area for artists and musicians, as the existing practice and performance areas are threatened by the development in the area. If the city wants to keep some performing arts and independent artists living in the area it should really consider this! Would go a long way towards solving a significant problem.
4/13/2018	Pawel	Latawiec		Support	I am writing in strong support of the proposal at 40 Mount Hood Road. This project presents an excellent opportunity to replace an outdated, sprawling motel with a vibrant community. The apartment building is set to an appropriate scale and density, especially given the surrounding neighborhood context. The pressure of Boston's housing crisis should encourage more development such as this, as both the affordable and market-rate units are sorely needed. This project should have minimal impact on traffic and congestion, being both well-served by public transit and removing the old burden the motel placed on the location.
4/16/2018	Moshe	Kaufman		Oppose	Having lived in the neighborhood for a few years, this is just another example of over development. Currently, it is extremely difficult to find parking in the area. Such a development will create a nearly impossible situation and will destroy the character of the formerly residential neighborhood
4/16/2018	Yosef	Kornbluth		Oppose	Mt. Hood and Ergemont are already narrow streets with too much traffic for the development. Let's wait to see how 1650 Commonwealth affects the neighborhood before rushing into more!
4/16/2018	Aaron	Frager		Oppose	A project of this magnitude will greatly change the landscape of the neighborhood, greatly restricting parking and access to my religious home, the Kollel of Greater Boston.
4/17/2018	Aron	Rosenberg	1975	Oppose	The streets surrounding this property are narrow, and due to one way flows require full circuits around the property. There is never sufficient parking on the surrounding streets and during multiple snow events the streets become impassible. The buildings are much larger (both in height and closeness to street) than existing. This neighborhood cannot tolerate the significant influx of residents without widening all roads in the area and adding public parking.

40 Mount Hood Road Public Comments submitted via website form

4/17/2018	Michael	Greene		Oppose	I oppose this proposed project because this region of Brighton is already extremely crowded, and there are too few parking spaces already. A project of this magnitude--with less than 0.8 parking spaces proposed per residential unit!--would exacerbate an already greatly overburdened neighborhood. It is very difficult already to park in the region of this proposed project in the evenings, even with a Brighton residential parking sticker. This project should not be approved as proposed, unless at least 1.5 parking spaces per unit are provided by the developer, and the number of residential units is drastically reduced. Furthermore, there are existing rodent problems in this neighborhood, with rats frequently seen running across the street and along sidewalks. This is a health and safety issue, as well as an issue detrimental to the beauty and quality of life in the neighborhood. The increased density of this proposed project -- and especially the additional large numbers of garbage cans or dumpsters concentrated in a tight area that this proposed residential complex will undoubtedly require -- will only increase that rodent problem. Please do not approve a project of this density in this neighborhood. Thank you.
4/17/2018	Jared	Greenblatt	JPulse	Oppose	Parking in the area is already a nightmare. This would adversely affect it.
4/17/2018	Tzvi	Gluckin	-	Oppose	I don't actually oppose this project, but there was no other option. My concern, specifically, is parking. 142 spaces for 178 units is simply not enough, especially since rental units are part of the proposal (which will obviously include students sharing apartments and multiple cars per unit). I would like to see two things to make this proposal acceptable: - 200 parking spaces to accompany the proposed 178 units - Additional spaces (5-10) made available for free to local businesses and institutions These extra spaces would address my concerns and help relieve current and anticipated congestion. Thank you
4/17/2018	David	Liberman		Oppose	The Kollel of Greater Boston trains and develops some of the greatest minds in our generation. These are devout, modest people, of modest means, who need the area to be accessible and available for street parking. As a result, I oppose this proposed development. Thank you.
4/17/2018	N Debra	Cohen		Oppose	Many people visit the Boston Kollel, a center for Jewish learning, daily. This project would majorly impact, negatively, the ability of users of the Kollel to find parking. If you can suggest an alternative parking plan that would serve the needs of users of the Kollel, you would have more support from the community.
4/17/2018	JOSEPH	SHAYANI		Support	I am writing in opposition of the project. I greatly benefit from the services of the Kollel of Greater Boston, which is across the street from the site of the proposed plan. I am concerned that the project will restrict access and parking to the Kollel.
4/17/2018	JOSEPH	SHAYANI		Oppose	I am writing in opposition of the project. I greatly benefit from the services of the Kollel of Greater Boston, which is across the street from the site of the proposed plan. I am concerned that the project will restrict access and parking to the Kollel.
4/17/2018	Benjamin	Mermelstein		Oppose	We are pleased that we are able to visit the Kollel building at 62 Cummings which is a major gathering for Jewish learning all hours of the day due to the parking available at Hotel Boston which they graciously give. This new site will further crowd the area ruining the parking as well as access to facilities such as the Kollel. We respectfully request that you consider stopping this project if they don't provide significant community parking options for the community. Respectfully, Ben
4/17/2018	J	Aaron		Oppose	Regarding the Hotel Boston proposed development - A project of this magnitude will have a negative impact on the residents and locals who enjoy this neighborhood. Parking, as it is, is difficult; the proposed expansion will make it almost impossible and/or costly. The proposed development will negatively impact the nature and charm of the neighborhood.

40 Mount Hood Road Public Comments submitted via website form

4/18/2018	Rachel	Faibish		Oppose	Thank you for the efforts to improve our neighborhood. However, I'm concerned about the impact this development will have on the Kollel of Greater Boston, located directly across the street on Cummings Rd. Accessibility to that vital and vibrant community center is already difficult (parking and traffic). I'm worried that construction, huge population influx and fewer parking spots will impact my community for the worst. Thank you for the opportunity to voice my concerns.
4/18/2018	Judith	L	1982	Oppose	I do NOT support this expansion project as it will greatly change the landscape of the neighborhood, greatly restricting parking and access to the long standing members of the neighborhood. Please do right by the citizens and community and do not grant permission to this project.
4/18/2018	Abigail	Ossip		Oppose	The Hotel Boston currently located at this address has been incredibly useful to my husband and me, as well as other neighbors and members of the Jewish community in Brighton. As Orthodox Jews who do not drive on our Sabbath and Holidays, this hotel provides a much-needed option for accommodations within walking distance of several of the synagogues in Brighton. This hotel also allows Brighton residents with small apartments to host friends and family visiting from out of town. My parents and in-laws have both used the hotel while visiting us. In addition to the loss of the hotel, the proposed project would increase traffic and parking congestion in an already congested area. I urge you to consider these factors in your evaluation of this proposal.
4/18/2018	Elana	Kahn		Oppose	Please do not take away the only walking distance hotel from Brighton! Also, while building more units could be a great idea, if they are not going to be affordable (meaning less than \$1400 for a 1 bed apartment and less than \$1800 for a 2 bed) then there is no point to building more housing that no one can live in.
4/18/2018	Hillel	Alpert		Oppose	The proposed site would severely compromise already minimal parking available to the community institutional and residential inhabitants of the neighborhood. The effects could be extremely deleterious to normal activities there and beyond.
4/18/2018	Shmuel	Septimus		Oppose	I strongly oppose this project for the following reason: This project will greatly interfere with Kollel Of Greater Boston's ability to operate and function properly. Parking is already an acute challenge in that area and with the addition of this project to the area, this will only get increasingly worse. Additionally, there are young children who attend services at the Kollel of Greater Boston as well as other local synagogues in the area, and the added congestion can create a real safety concern for them. Thank you for listening :)
4/18/2018	Jessica	Ross		Oppose	As a property owner in Brighton, there is already too many apts. Please don't allow this. Parking is hard enough.
4/19/2018	Neil	Kowall		Oppose	This massive development will disrupt the local community
4/20/2018	Rivka	Halpern		Oppose	I work and live in this neighborhood for 14 years and I have been watching its change. At this point the neighborhood is becoming congested and crowded and losing its beauty . There is no end in sight with all these apartment buildings - housing hundreds of people going up - bringing more traffic to the area.
4/20/2018	Igor	Stolarov		Oppose	This project will add significant number of residents. This will have major repercussions: - significant traffic congestion in surrounding streets - significant addition of pupils to the Brookline school system that's already under huge strain.
4/21/2018	Emilia	Keselman		Oppose	I often come to study at Kollel of Greater Boston which offers many classes and programs. A project of this magnitude will greatly change the landscape of the neighborhood, greatly restricting parking and access to the Kollel.
4/22/2018	Aaron	Rackoff		Oppose	The proposed development will make parking even harder. The development plan for 178 units needs to include no less than 240 parking spots. -Aaron

40 Mount Hood Road Public Comments submitted via website form

4/24/2018	DAVID	BERLOVE		Oppose	way too big and will suck up parking that is already very tight in this area making things much worse for those trying to live or work without off street parking.
4/24/2018	Uri	Feldman	Yeshiva Ohr Yisrael High School for Boys	Oppose	This neighborhood is currently densely populated with an abundance of apartment units along Mt. Hood and Egremont Rd. There is scarce street parking at all hours of the day and night. Additional rental and condominium units will most certainly make this area overcrowded and congested. I strongly oppose this project.
4/25/2018	Michael	Clark		Support	I'd like to offer my enthusiastic support for the 40 Mount Hood Road project. This project will bring much needed renter and owner-occupied housing units to the neighborhood. Housing projects like these offer new residents the opportunity to enjoy the amenities Brighton has to offer, allow renters the ability to stay rooted in the neighborhood, and provide ownership opportunities for those eager to become long-term members of the community. Particular credit should be given for the context-sensitive design of this development. The buildings conform well with the slope present on the site, and the frontages along Egremont Road and Mount Hood Road towards Commonwealth Avenue are appropriate given the surrounding properties. Not every project hits it out of the park on design, but this one does. Thank you for the opportunity to provide comments.
4/25/2018	Sam	Burgess		Support	I urge the BPDA to approve and streamline this project. It is no secret that Boston is starved for housing and any new projects are welcome. Allston-Brighton (and the city as a whole) is experiencing tremendous growth. Medium-sized projects like this are a great way to help ensure our neighborhoods can accommodate new residents while minimizing displacement of existing ones! This parcel is in a prime location along the B Line and would strengthen ridership and increase pedestrian traffic in the area. Currently, the parcel is underutilized as it is home to a run-down low-rise motel. My only qualm with the project is that it includes 142 parking spaces, which seems high given the number of units and its location near the B Line. It'd be great to see a more economical and healthy parking spot - unit ratio, say .5 (e.g. 89 spots instead of 142). That's the ratio proposed for the residential portion of the Allston Yards project, another Allston TOD project. We definitely want to minimize the number of new cars being brought into the neighborhood. Overall, though, I support this project, and urge the BPDA to approve it. We want more housing in Allston-Brighton and we want it as quickly as possible!
4/26/2018	Eric	Metchik	Homeowner	Support	I strongly oppose this project on Mount Hood Road. It will greatly congest the neighborhood and cause of host of related problems. Please do not implement this project. Sincerely, Eric Metchik, Ph.D.
4/26/2018	Aryeh	Schwebel		Oppose	Mr. Campbell, My family and I have lived in Brighton for nearly five years. It's a great place to live, but parking is a challenge at best (except for those who have designated spots). We've noticed how even those with assigned parking spots often park in the street when street parking is available (since that is often more convenient). Adding the proposed number of units/residents to the already-crowded area, even with the proposed parking 'solutions,' would only exacerbate the issue. In particular, there are institutions in the vicinity that residents benefit greatly, and we believe that access would be restricted by the proposed project - both during the execution stage and once complete. We would greatly appreciate if you would consider these points when making your decision. Respectfully, Aryeh Schwebel
4/26/2018	Ronit	Armin		Oppose	Our neighborhood is already saturated with vehicles looking for parking on a nightly basis. Adding a project on that magnitude will only make it impossible for us to find a spot to park our vehicles.
4/27/2018	Andrew	Kzakoff		Oppose	It will decrease hotel supply and create more congestion in an already congested neighborhood. It will take away parking options from institutions in the area like the Greater Boston College. Oppose.

40 Mount Hood Road Public Comments submitted via website form

4/27/2018	Andrew	Ledewitz		Oppose	The neighborhood is very crowded as is. Parking is difficult. Please do not move forward with this project. Thank you.
4/27/2018	Jeffrey	Mintzes	None	Oppose	I feel that this project will add to the congestion of the neighborhood and reduce the amount of parking available due to the increase in residents and guests visiting the area. It will also eliminate the availability of affordable hotel accommodations for those visiting residents in the area when the visitors cannot be housed with their hosts.
4/28/2018	Leland	Webster		Oppose	I am opposed to this project as currently proposed due to its excessive height. Buildings of such scale belong on wide arterial roads, not on narrow neighborhood streets. The impacts of this proposal are too severe on abutters. This project needs to be scaled down, and not just by a bit. Thank you. Leland Webster Brighton
4/28/2018	Adam	gelernter		Oppose	I think that this project will cause major volume and overcrowding in this area. Parking will be IMPOSSIBLE for the surrounding houses and buildings. Just not fair to all of us neighbors!!!!
4/29/2018	Annette	Pechenick		Oppose	This area is too dense a neighborhood to subject it to such a gigantic development. The area streets are too congested already without the development. We could use another hotel instead.
4/30/2018	Nancy	O?Hara		Oppose	Too tall , too dense, casting shadows .
4/30/2018	Barbara	Morse		Oppose	My family and I reside just a few blocks from the development at the former motel site. Also, I work in the seaport district for almost 20 years and see what happens with unrestrained development (try to catch the sliver-line at rush hour - you need to wait for 2-3 full buses to pass before you can board one). The Mt Hood project as proposed is too large for this residential area. Too many units are contemplated and the multiple buildings are too tall. It is not fair to allow such a dense project to be squeezed into this small area. The intersection at Washington St and Corey Road will get worse with traffic not to mention the influx of riders on the "b" green line which is already packed at rush hour. please, please, please require developers to propose development that fits the neighborhood! sincerely Barbara Morse
4/30/2018	Kirsten	Ryan		Oppose	I oppose this project in its current form. The unprecedented heights of some of the buildings will overwhelm this neighborhood block with its quiet and narrow streets. The potential impacts need more study and change for mitigation of impacts once better understood. The neighbors are very concerned about the shadows on the existing 3 story residences on Mt. Hood Rd. and Egremont Rd. The physical model that was shown to the IAG does not accurately convey how much taller the proposed long building wall along Egremont Rd. would be in relationship to the existing buildings on Egremont Rd. which are 3 stories high. The proposed long building wall would be effectively 6 stories (5 stories on a hill that amounts to one story). From the model one would never know that the proposed long building on Egremont St. is twice as tall as other structures on that street. The BPDA must require further analysis and making of changes to lessen impacts on this neighborhood. Thanks you.
4/30/2018	Yaakov	Bier	Kollel	Oppose	Opposed as currently proposed- we need more parking on site, at least one spot per unit. Additionally adding street parking on Egremont from Mount Hood would also help the situation to alleviate a general parking issue in the neighborhood. Thank you.
4/30/2018	MaryAnn	Urban	HAUB	Oppose	The project on Mt Hood road is overwhelming for this neighborhood. It seems that all of Brighton and Allston is being redeveloped with only the developers interest in mind. How many people can we squeeze in...we don't need parking spaces....bikes and bike repair shops. After all...only young people will live here. That is the theme.. We do not want Brighton to look like Southie....overrun with new buildings that all look the same. All of Southie character stripped away. Please stop and think of the people that have already chosen Boston as their home. Give us more say then the developers. Thank you.

40 Mount Hood Road Public Comments submitted via website form

4/30/2018	Sholom	Fine		Oppose	This project is WAY too large for the neighborhood and is entirely out of scale with existing structures. This project calls for a 7 story and 5 story buildings containing a total of 178 units. On the opposite side of Mount Hood Rd. there is a condominium which consists of 4 identical buildings which are 3 ½ stories high and have 14 units, 56 total. On the opposite side of Egremont there are 3 identical 3 ½ story buildings with 6 units, 18 total and 3 identical buildings with 8 units in each, 24 total. The remainder of Mount Hood and Corey Rd. is made up of 3 ½ story buildings with 3 ? 8 units in each. If you look at just the immediate abutters on Mt. Hood and Egremont you have a total of 98 units on a significantly larger land area compared to the proposal for 178 units. Specific issues: ?Parking is already a problem in the area, and this will only exacerbate the situation. ?The project introduces Commonwealth Ave.-like heights on quiet narrow neighborhood streets (a precedent). ?Shadows will be cast onto the existing residences on Mt. Hood Rd. and Egremont Rd. ?The physical model that was shown to the IAG does not accurately convey how much taller the proposed long building wall along Egremont Rd. would be in relationship to the existing buildings on Egremont Rd. which are 3 stories high. The proposed long building wall would be effectively 6 stories (5 stories on a hill that amounts to one story). From the model one would never know that the proposed long building on Egremont St. is twice as tall as other structures on that street.
4/30/2018	Neal	Shanske	Usenio	Oppose	This is yet another inappropriate project being forced on a neighborhood that does not want it. There is far too little parking in an area that already suffers from a paucity of parking. There are too many units for the space. The one-way nature of the streets in the area will lead to excessive traffic. In addition the fact that most of these will be rental units and that they are not sized for families means the project will attract more transients and not long time residents who will build community. The mayor has made clear that he does not care what the people of Brighton want. Despite the opposition of Councillor Ciommo, the Zoning Board approved the abominable Monestary project after dozens of Union laborers who do not live in our community showed up in support of this project. The thousands of units that have been approved and are being approved will irrevocably change the character of the neighborhood and negatively impact the quality of life of those of us who are long time residents. Please do not allow this project to go forward and wreck our neighborhood. In addition, the loss of the only hotel in our neighborhood is a huge blow. This has been an important resource, to have a hotel with walkable access to the neighborhood and to public transit.
4/30/2018	Rollin	Crittendon	Homeowners Union of Allston/Brighton	Oppose	I oppose the current form of this proposal. I live very close to this area and walk by it quite a bit. This sort of development, sort of monolithic, I think it will mess with the back streets there a bunch. Those are challenged streets today from what I see. From what I have heard it sounds like the developer has played tricks with perspective etc to obfuscate the massive difference in height.
4/30/2018	Thomas	Farley		Support	I support this project. As a Brighton resident as well as a student right out of college it is VERY difficult to find affordable housing especially off a starting salary. It discourages people to move out of their parents homes and move into the area.
4/30/2018	Bob	Pessek	Allston Civic Assoc., HUAB	Oppose	Good Day Lance, Like a lot of projects currently in Allston-Brighton, 40 Mt. Hood Rd., has potential. But in its current rendition, the proposed development is too large, too high and does not have sufficient homeownership. Take two stories off of the tallest section and take one floor off the five-floor section and double the homeownership piece; that would be a good start for a project that would fit the neighborhood and garner community support. Thank you, Bob Pessek

40 Mount Hood Road Public Comments submitted via website form

4/30/2018	Wilma	Wetterstrom		Oppose	I vehemently oppose this project. The scale is so far out of line with the neighborhood, I'm appalled that that the developer who even dare come up with this plan. The project is on a side street, not a main thoroughfare. The buildings abutting the project property are at most 3.5 stories high. Some are smaller. The proposed project is twice the height of the tallest neighboring structures. It will cast a massive shadow over neighboring homes. This project would change the character of the neighborhood for the worse; the quiet side streets flanking the project cannot remain quiet with the volume of traffic that this project would generate. The project would also set a very bad precedent. Should I brace myself for a 7-story building springing up next door to my 2-family house on a quiet side street? Is this to become the norm in Boston: anything goes?
4/30/2018	Christina	Clamp		Oppose	I have reviewed the materials here and am very concerned that this proposal is too tall and will be inappropriate on the side facing the residential street. While it shows a setback from Commonwealth Avenue. It is completely oversized for its location in relationship to the neighbors.
4/30/2018	Marsha	Brecher		Oppose	I am very concerned about the height and density of the proposed project at 40 Mt Hood Rd in Brighton. Commonwealth Avenue and Washington Street are also very congested with cars and I am very concerned about traffic. During rush hour, it can take a long time to get through the traffic lights.
4/30/2018	Cyrus	Tehrani		Support	I want to express my full support for this project as proposed. This project will create much needed housing, which will replace a motel and a parking lot. Included will be 23 income-restricted affordable homes that provide a huge public benefit to house low-moderate income Boston households. This is also transit-oriented development, which will bring housing density on Green Line. We need to be building dense housing along public transit to both discourage car usage as well as raise funds for the MBTA. Dense housing near transit is mutually beneficial to transit reliability and housing affordability. There should not be any additional parking since it will just increase the cost of development and make these homes less affordable. We need to be prioritizing space for people, not cars. Please approve the project as proposed.