

Date	First Name	Last Name	Organization	Opinion	Comments
5/31/2019	joan	Perkins	self	Oppose	Too dense for the area. Too high. Blocks afternoon sun to the neighborhood and creates an unbroken wall along the parkway. No mention of affordable units (20%!), green space, owner-occupancy, density mitigation, etc. What don't you guys understand? Remove two stories, and back down the density, and maybe we can talk. Jeez.
5/31/2019	Vineet	Barot		Support	As an Allston/Brighton resident, I support and welcome this development. Greater Boston area is severely under-developed which has led to a housing crisis. We need to continue building residential apartments like these.
5/9/2019	Paul	Adams		Oppose	I live at 7 Lothrop street with my family and my 90 year old mother lives next door at 7a. I strongly oppose this project, we've been through hell will the Western Ave project the noise, construction workers taking up all the spots on Lothrop street (my mother's nurses could not find parking). Multiple times we were harassed by construction workers. The Western Ave project is almost finished and in the planning meetings it was promised that we would receive Lothrop street only parking, that has not been done. There are 132 apts with 102 parking spaces this already doesn't work-50 Leo has only 50 parking spaces there is no place to park-if this gets approved where are the construction people going to park? My mother has cried because of the noise, this project has totally disrupted our way of life. We have lived here our entire lives it's not fair. I tried to add 1 room to my house, paid \$4000.00 for plans and the City Of Boston said no. This project is trying for 6 stories along with more zoning forgiveness-If this gets approved I will consult with my lawyer. The city of Boston can't say no to one and yes to another that's not fair. The rats and mice are out of control because of the construction if this goes through it will be unbearable. My house is approximately 20 feet away from this proposed project. My mother who worked all her life deserves peace and quiet not noise, dust, etc 7am-7pm 6 days a week. This project is not going to bring in any families, they're just trying to make money and my family has to deal with the disruption. If this gets approved it will block sun from my house and the people living there will be able to see right in my backyard and house that's an invasion of privacy.The building is full of asbestos how are they going to deal with that?In conclusion please don't approve this project it will affect my families way of life negatively. Thank You Paul Adams
5/7/2019	Austin	Grimes		Oppose	This project is more of the same type of development already underway in the area. The lack of deed restrictions promotes investment by those who would buy and rent the property and contribute nothing to the community. The developers are clearly trying to maximize the profit margins by building on a footprint that is close to the entire parcel and seeking variances to sidestep the code restrictions... they likewise planned the square footage total just under 48,000 sf in order to avoid the IAG process, and at the single public meeting about the project it was clear that these type of residences are not aimed at promoting long term residency. They are small and more suitable for short-term and transient populations that add only more density to our neighborhood and streets. What would it be like if they had to stick with the current scale of the buildings on the site? There is no provision made for guest parking, so local streets like Lothrop and Waverly will be coping with more volume of cars with nowhere to park. The lack of green space in the design is predictably justified by the proximity to our little postage stamp of a park. A series of "community benefits" was proposed, all directed at residents of other neighborhoods in Brighton. Also, our neighborhood streets are badly used currently by the construction workers from 530 Western Ave, who often close roads for the trucks, add traffic and use our parking and then take lunch break in their cars and dump their fast food packages on the sidewalks. When will the BPDA send a message to the developers that they bring community minded designs to be considered?

5/6/2019	Patrick	Kennedy		Neutral	<p>I support this project but with one large caveat: Given what we now know about climate change, it is unconscionable to provide parking spots for nearly all the apartment units, effectively encouraging residents to drive. For that matter, in the context of Boston's insane traffic congestion, such a 20th-century, cars-first approach to development would be problematic even if cars emitted nothing but cinnamon smell into the atmosphere. Not to mention it's unnecessary, with a major bus route having a stop steps away from this address (and transit/walkability being one of the major draws to the many newcomers to cities). But the fact is, oil-guzzling, polluting autos are a prime driver of climate change, which is impacting not only little-known animals and plants with odd names in far-off places, but ourselves, the humans who share this planet with said animals, through various chain reactions. This is not some dismissable fringe opinion, though I wish it were. See the coverage in today's New York Times of an exhaustive UN report: <a href="https://www.nytimes.com/2019/05/06/climate/biodiversity-extinction-united-nations.html?action=click&amp;module=Top%20Stories&amp;pgtype=Homepage">https://www.nytimes.com/2019/05/06/climate/biodiversity-extinction-united-nations.html?action=click&amp;module=Top%20Stories&amp;pgtype=Homepage</a> . The time for business-as-usual planning is long past.</p>
4/22/2019	Audrey	Richardson	Friends of BLS Crew, Inc.	Neutral	<p>I am writing on behalf of Friends of BLS Crew, Inc. (FOBLS Crew) to submit a community benefits proposal in connection with the 50-56 Leo M. Birmingham Parkway residential condominium development. FOBLS Crew does not have a substantive position on the development but believes that it is appropriate for the developer to make a meaningful contribution to improvement of the nearby DCR building and surrounding site that is currently being used as the Boston Latin School (BLS) Crew team's boathouse. These improvements will benefit the future residents of the 50-56 Leo M. Birmingham Pkwy project, residents of the Allston-Brighton community and of the City of Boston more generally, and thousand of Boston Public School students who will use the site in coming years to obtain access to the Charles River as members of the BLS Crew team. I will separately email a letter that describes in detail the background of BLS Crew, the use of the DCR building and site, the benefits to the community of upgrading the site, and the proposed community benefits contribution. Thank you for considering this proposal.</p>

4/21/2019	Christopher	Arena	Neighbor	Support	<p>CRG team and BPDA team, After following this project for the following year, and attending 3 community meetings and 3 one-on-one meetings directly with the developer, I am incredibly proud to say that my partner - Yuqi Wang - and I support this project wholeheartedly as direct abutters. HOWEVER, we have the following stipulations/community benefits that were discussed in recent neighborhood meetings and coffee meetings with the development team that should be a part of this project: * Additional lighting added to the 50 LMB property to light the park at night. This park has some major issues with lighting in the evenings, especially in the non-summer months. When the ballfields aren't activated, this site is a hotspot for walking one's dog. Naturally, any time after 8PM becomes pitch black with only subtle light from Boston Landing lighting the paths. The neighbors of Portsmouth Street recommend the developers either, A.) Place 2 park-facing lights on the corners of the development facing the running path (but not abutters) or B.) Work with Boston Parks to fund the installation of lighting and emergency call boxes throughout the park. * The developers must place and maintain dog waste bag stations on their property with public access. This is a much needed amenity that the dog owners of Lower Allston have asked for from Boston Parks for well over a year. With this being a dog-friendly building, it is a wonderful opportunity for the CRG team to provide a community benefit that will aid in dog clean-up in the Portsmouth Park/Murray Field - which currently has 0 dog bag stations. * Provide community waste bins on your property that are maintained by the building maintenance. Another issue is the lingering trash around Murray Field. This would help provide more than the 2 receptacles that are now on the park. * Do not cut any units. As I understand it, there were some discussions about cutting more units to potentially provide larger units. As a prospective buyer in the neighborhood, I can tell you that I would MUCH rather the developers create MORE density as a trade-off for more affordable units. This is a parcel that is abutted by all commercial and large residential buildings and is perfectly reasonable to be 5-7 stories as proposed. I do not recommend a further decrease in density, though I would be supportive of a decrease in the parking offered to get closer to a .7 ratio given the proximity to several bus lines and Boston Landing. *One of the major opportunities of this parcel is for affordability. The developers have proposed 13% affordable units. I encourage the developers of this parcel - one that would be a perfect ownership opportunity for workforce housing between 50%-100% AMI - to increase the affordable units from 7 to 10 units. It is a very small change in unit offering but would go a LONG way to encouraging other large-scale developers to make the same commitment to A-B. With some of these minor changes above to an already well-received proposal, this would be an absolutely welcome addition to our neighborhood and I look forward to supporting this development further along the community process. Your neighbor, Christopher J. Arena 14B Portsmouth Street Boston, MA 02135 Yuqi Wang 14B Portsmouth Street Boston, MA 02135</p>
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4/20/2019	Oscar	V.		Neutral	This parcel of land does need to be improved and have people living in it. Boston is a major city in the USA and needs to have up to date buildings. However, six floors is too much for this area. It will cast a big shadow on the park in the back. In addition to this the plans show trees all around this new building. The Radius building down the street promised trees as well all around. You cannot have trees in front of this building as it is not sustainable due to the winter months of snow, so why even bother teasing this just to make your picture look nice. By the looks of the scope of this cement, wood, steel and plastic box there will be no room for any substantial green life except some tiny bushes. This leads to the main point. There are a lot of small wildlife that live in this area. Squirrels, rabbits, raccoons, possums and even woodchucks. This massive new building will annihilate them. The building standing has been there for nearly 100 years and soon there will be nothing but walls to them and any kind of refuge will be gone. Again this is a reality and nothing can stop this from happening. Accommodating human life is priority, no matter what. If there is some heart in someone who is working on this they will plant the right kind of green life and have some tiny spot for small wildlife to seek shelter, and I am not referring to dogs. Dogs are not crossing dangerous streets searching for a home. I realize that you will build on your terms regardless of what anyone who has no power says, but remember the little ones who will be displaced from this and the others coming.
4/11/2019	Sam	Burgess		Support	I support this project. It is great to see more homes going up along Leo Birmingham Parkway, which is currently an underutilized and unpleasant highway without any sort of vibrant streetscape. I am excited to see another 50+ homeownership units come on the market in Allston; it is desperately needed given the neighborhood's population growth and economic development. My only concerns are: (1) please consider lowering the number of parking spaces and increasing the number of housing units. Homes for people, not for cars. Boston won't meet its climate objectives if it continues to cater to car owners; (2) please consider bumping up the IDP set-aside above 13% of units - the community would appreciate it greatly; and (3) please ensure via deed / leasing restrictions that these units are intended for actual homeowners, not absentee landlords or AirBnBs. Otherwise, I urge the BPDA to streamline this small-project review process. Boston needs more housing, and we need it fast. We'll never mitigate this housing crisis if it continues to take 3+ years for projects to go from proposal to completion.
4/1/2019	Renny	McKinney	Mr.	Oppose	This is one UGLY building. It doesn't fit with the existing buildings. It looks trashy compared to the police station, and wildly inappropriate compared to the Dutch Reform style of the building a few buildings down. It looks like Kmart built it. It absolutely needs a substantial setback from the roadway. It is overpowering and makes the area look crowded. The front needs about another 15 back. It should have a setback similar to the police station. Now, it looks awful, it dominates the area, pushing foot traffic into the street, a heavily traveled major highway. A set back would improve the look and fit with the building going in at the corner of Lincoln and Leo B Pkwy. This buildings puts 6 floors of flat, unadorned and ugly building material right out to the street. First, the entire building needs to go back 15 or 20 feet. Then the massive 6 story front needs to be demassified by setting the top two floors back from the shear, flat face of this most unattractive edifice. This is not a look that will improve the area now, and certainly not for the future, which will bring changes that will make this ugly building real disgusting. Get a freaking architect, not some bush league poser. This is the ugliest building I have ever seen in my 50 years in Allston. For a building on such a prominent roadway, it should be beautiful. Try Elkis-Manfredi if you can afford the. The design of this building is awful. Instant slum.



# CITY of BOSTON

Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA  
From: Zachary Wassmouth, PWD  
Date: April 22, 2019  
Subject: 50 Leo Birmingham Parkway SPRA - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the 50 Leo Birmingham Parkway SPRA.

The only public way that appears to be abutting this property is Leo Birmingham Parkway, which is under the care, control, and custody of the Massachusetts Department of Conservation and Recreation (DCR). Any proposed work within the public right-of-way (ROW) on Leo Birmingham Parkway associated with this project must be reviewed and approved by DCR.

**Site Plan:**

The 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.

**Project Specific Considerations:**

The developer should coordinate with the DCR/MBTA to consider improving access to the MBTA 86 bus route at this location. Currently, there appear to be two bus stops within walking a short walking distance of the proposed development site heading outbound toward Sullivan Square, however, there does not appear to be adequate access to a stop near the project in the inbound direction toward Reservoir.

*Comments below are general and shall only apply specifically to any Public Right of Way (ROW) owned by the City of Boston if applicable to this project. Any proposed work within the DCR-owned ROW shall conform to any and all applicable DCR standards and review comments.*

**Construction Within The City of Boston Public ROW:**

Any proposed design and construction within the City of Boston ROW shall conform to Boston Public Works Department (PWD) Design Standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the City of Boston ROW 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:**

The 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 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.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

**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 ROW. 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 ROW. 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](mailto:zachary.wassmouth@boston.gov) or at 617-635-4953.

Sincerely,

**Zachary Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD



**PUBLIC WORKS DEPARTMENT**

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**Boston Water and  
Sewer Commission**



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

April 11, 2019

Aisling Kerr, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 50-56 Leo M. Birmingham Parkway  
Small Project Review Application

Dear Ms. Kerr:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed development at 50-56 Leo M. Birmingham Parkway, located in Brighton.

The Proposed Site is an approximately 16,380 square feet of underutilized property, bounded by a two-story State Police barracks at 46-48 Leo M. Birmingham Parkway and a three-story multifamily residential building at 58 Leo M. Birmingham Parkway. The proponent, City Realty Group, LLC, proposes approximately 53 residential condominium units. Also planned is a total of approximately 50 semi-automated ground floor garage e parking spaces.

The Commission owns and maintains a 12-inch Northern Low DICL water main installed in 2005 in Leo M. Birmingham Parkway. The MWRA owns and maintains a 60-inch Northern Low water main installed in 1931 in Leo M. Birmingham Parkway.

For sewage and storm drainage service, the site is served by one 18-inch sanitary sewer and one 20-inch storm drain in Leo M. Birmingham Parkway.

Water usage and wastewater generation estimates were not stated in the SPRA.

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, City Realty Group, LLC, 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 development.



2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at City Realty Group, LLC'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. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is 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. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section 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. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
5. The design of the project should 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/>

6. City Realty Group, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, City Realty Group, LLC will be required to apply for a RGP to cover these discharges.
7. City Realty Group, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. It is City Realty Group, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, City Realty Group, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. City Realty Group, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. City Realty Group, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. City Realty Group, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, City Realty Group, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If City Realty Group, LLC 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 be considered.
3. City Realty Group, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the



hydrant must be metered. City Realty Group, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.

4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, City Realty Group, LLC should contact the Commission's Meter Department.

#### Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application City Realty Group, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
  - 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 structures or treatment structures to be utilized during the construction.
  - 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.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. City Realty Group, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.



3. The Commission encourages City Realty Group, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. City Realty Group, LLC is advised that 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, City Realty Group, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. City Realty Group, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their 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. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, City Realty Group, LLC will be required to meet MassDEP Stormwater Management Standards.
7. 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 proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that City Realty Group, LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. City Realty Group, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.



Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/fd

cc: City Realty Group, LLC  
Drago + Toscano, LLP  
K. Ronan, MWRA via e-mail  
K. Pedersen, BPDA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

22 April 2019

Mr. Aisling Kerr  
Project Manager  
Boston Planning and Redevelopment Authority

Dear Ms. Kerr:

This letter reflects the views of the Brighton Allston Community Coalition (BACC) on the proposed development by City Realty at 50 Leo Birmingham Parkway. The BACC, with more than 500 members, unites Allston-Brighton renters and homeowners who desire residential development that produces more affordable and owner-occupied housing in our community.

We begin by praising the developer for proposing condominium units at the site, providing an opportunity for owner-occupied housing. This is important given that Brighton's homeownership rate declined from 26.8 percent in 2010 to 23.2 percent in 2016.

We do, however, advance a number of recommendations to improve the project.

First, given the significant need for more owner-occupied housing in Allston-Brighton, we recommend that 70 percent of the proposed condo units should be deed-restricted, thus ensuring owner-occupancy by preventing them from being used for rental housing

Second, 20 percent of the proposed units should be affordable. This is an especially significant issue given that Brighton's median household income is \$56,729 and Allston's is \$42,722.

Third, the BPDA should ensure that the development has ample space for deliveries, taxis, and Ubers/Lyfts in order to reduce traffic congestion. Currently, the proposed project lacks this space.

We appreciate your attention to this letter.

Cordially,

Kevin M. Carragee  
Chair, Brighton Allston Community Coalition

cell  
home

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





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## Comments for 50 LMB Pkwy

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Mike <[REDACTED]>

Mon, Apr 22, 2019 at 2:02 PM

Reply-To: Mike <[REDACTED]>

To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Cc: "conor.newman@boston.gov" <conor.newman@boston.gov>, "Michael.Moran@mahouse.gov" <Michael.Moran@mahouse.gov>

Aisling Kerr  
BPDA Project Manager  
[aisling.kerr@boston.gov](mailto:aisling.kerr@boston.gov)

Conor Newman  
Neighborhood Services Liaison for Allston-Brighton  
[conor.newman@boston.gov](mailto:conor.newman@boston.gov)

Michael J. Moran  
State Representative  
[Michael.Moran@mahouse.gov](mailto:Michael.Moran@mahouse.gov)

Dear MS Aisling Kerr,

Below are my comments for [50 Leo M Birmingham Pkwy](#). I live on Portsmouth St, a few seconds walk to the Portsmouth St Playground/Park, aka Murray Field. I am an avid user of the park. 50 LMB Pkwy directly abuts the park.

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

### Noise Barrier

The development should earmark funds for a nearby noise barrier between Lincoln St and I-90. Attached is a recent report where;

Paragraph 4.1.5 indicates Lincoln Street noise barriers have been on the MassDOT priority list since 1992, 27 years.

Paragraph 5.2.5 concludes the Lincoln Street noise barriers are feasible and reasonable according to MassDOT noise policy.

### The Private Road

The plan's private road is left over from the 1800's when a housing development was planned for the location of today's Portsmouth St Playground. This private road is presently only a curb cut and small parking for Stuart Glass. It does not intrude next to the park. They will newly extend this directly next to the park on the south and east sides of the 50 LMB Pkwy plot.

This private road will directly abut the park with no room for landscaping to block the view from the park as in the developer's drawing. There is also no room for additional landscaping within the park without major changes to the park.

BPDA needs to verify the legality of the road after all the years without it. They also need to verify the legality of a road running along the border with the park.

If the road is found legal, view of the road and cars needs to be blocked from the playground. There is presently an 11 foot 8 inch (approximate) chain link fence between on the south and east side of where the private road is proposed. A replacement needs to block the view of the road and vehicles from the park. It needs to be opaque, graffiti resistance, same high or higher as the present chain-link fence, not an eyesore as view from the park, and a life expectancy of at least 100 years.

### **Entrance to the park**

They plan an access the park directly with 50 LMB Pkwy. There is police activity in the park including after dark. Adding a third access will increase the difficulty of police work. They should not add this new access. Residents of 50 LMB Pkwy should use the very close Centola St entrance to access the park.

### **Parking**

More parking is required. Parking for the area is already over burden. Residents of the area already need to resort to overnight parking in the nearby bank's parking lot. See attached photo. Zoning code for the proposed size requires parking for 106 but they only proposed 50. Additionally, BTM should not give street parking permits to people living in the building. BTM has already done this for other areas of Boston.

### **Traffic**

Traffic in the area is already at a Level of Service of F, the most congested level. However this project does not appear to provide any spaces for vehicles making deliveries of any kind (such as Fedex, UPS, Amazon, Peapod, Whole Foods, etc.) or for vehicles making pickups or drop-offs such as Uber, Lyft, friends of residents.

### **Family Friendly**

The developer needs to add additional two bedrooms to be family friendly.

### **Deed Restrictions**

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

Sincerely,  
Michael Dziedzic  
[14 Portsmouth St](#)  
[Brighton, MA 02135](#)

---

#### **4 attachments**



**50LMBPkwy\_PortsmouthPark.jpg**  
6886K

**50LMBPkwy\_PortsmouthParkMap.png**





614K



**50LMBPkwyPlot.png**

323K



**Appendix H Noise and Vibration Technical Report-compressed.pdf**

6738K



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## Fwd: Portsmouth Playground aka Murray Field

---

**Carrie Marsh** <carrie.marsh@boston.gov>

Thu, Jun 13, 2019 at 11:30 AM

To: "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Cc: Jill Zick <jill.zick@boston.gov>, Michael Cannizzo <michael.cannizzo@boston.gov>, Aisling Kerr <aisling.kerr@boston.gov>

Hello - Below please find a letter from a constituent about the design impacts of [50 Leo M. Birmingham](#) on Portsmouth Playground.

----- Forwarded message -----

From: **Mike** <[REDACTED]>

Date: Wed, Jun 12, 2019 at 4:15 PM

Subject: Portsmouth Playground aka Murray Field

To: [carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov) <[carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov)>

Carrie Marsh  
Executive Secretary  
Boston Parks and Recreation Commission  
[carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov)  
617-635-4505

RE: Portsmouth Street Playground aka Murray Field & 50 Leo M Birmingham Pkwy

Dear Ms Carrie Marsh:

I live on Portsmouth St, a few seconds walk to the Portsmouth St Playground/Park. I am an avid user of the park. I am concern about the impact the development for [50 Leo M Birmingham Pkwy](#) will have on park. This development will directly abut the playground on both the west and north sides of the park.

### **The Private Road**

A private road is planed for the development. It is left over from the 1800's when a housing development was planned for the location of today's Portsmouth St Playground. This private road is presently only a curb cut and small parking for Stuart Glass. It does not intrude next to the park. They will newly extend this directly next to the park on both the south and east sides of the 50 LMB Pkwy plot.

This private road will directly abut the park with no room for landscaping to block the view from the park as in the developer's drawing. There is also no room for additional landscaping within the park without major changes to the park.

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present chain-link fence, not an eyesore as viewed from the park, and a life expectancy of at least 100 years.

**Entrance to the park**

They plan an access the park directly with 50 LMB Pkwy. There is police activity in the park including after dark. Adding a third access will increase the difficulty of police work. They should not add this new access. Residents of 50 LMB Pkwy should use the very close Centola St entrance to access the park.

I appreciate the Boston Parks and Recreation Department's input about my concerns to Aisling Kerr, BPDA Project Manager, [aisling.kerr@boston.gov](mailto:aisling.kerr@boston.gov).

Sincerely,  
Michael Dziedzic  
[14 Portsmouth St](#)  
[Brighton, MA 02135](#)



To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

I'm writing this letter in support of City Realty Group's proposal at 50-56 Leo Birmingham Parkway in Brighton. This project will create badly needed homeownership opportunities in an underserved part of our neighborhood.

This project will help bring new residents to our community, provide affordable housing opportunities, and replace a dilapidated commercial building with an attractive new development that improves the streetscape, as well as the back corner near Murray Field & Portsmouth Playground in the rear.

The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.

Thanks,

ZANNA SUKAKA



370 Chestnut Hill Ave, # A, Brighton, MA

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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Thanks,

Matt 

370 Chestnut Hill Ave

Brighton, MA

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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Thanks,

A handwritten signature in blue ink, consisting of a large, stylized initial 'A' followed by a long horizontal line that tapers to the right.

92 Gordon St.  
Brighton MA 02135

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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Thanks, Nick Lamart

A handwritten signature in black ink, appearing to read 'Nick Lamart', with a large, sweeping underline that extends across the width of the signature.

2154 Harvard Ave  
Allston, MA 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

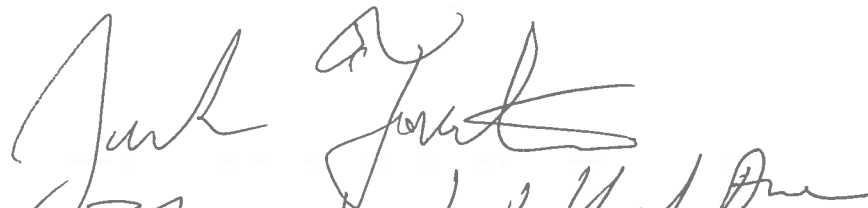
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Thanks,

  
370 Chestnut Hill Ave  
Brighton, MA.



To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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Thanks,



Zach Conley

370 Chestnut Hill Ave  
Boston, MA 02135.

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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Thanks,

Oscar Silva

1243 Commonwealth Ave  
Allston, MA 02134



To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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Thanks,



ZISA Hanan Ave Allston, MA 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.

Thanks,

Brook Brown  
215A Harvard Avenue, Allston, MA 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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Thanks,

Sheng Wu

1243 Commonwealth Ave  
Allston MA 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

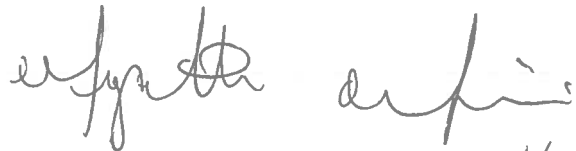
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Thanks,

  
1243 Commonwealth Ave  
Allston, MA. 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.

Thanks,

A handwritten signature in blue ink that reads "Peter Nassif". The signature is written in a cursive style with a large, sweeping initial "P".

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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Thanks,

A handwritten signature in black ink, appearing to read "Nathaniel". The signature is fluid and cursive, with a large initial "N" and a long, sweeping tail.

215A Harvard Ave. Allston MA



To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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Thanks,

Yen Ju Lai

1243 Commonwealth Ave

Allston MA 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

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Thanks,

A handwritten signature in black ink, appearing to be "R. O. C. A." with a long horizontal line extending to the right.

1243 Commonwealth Ave. Boston 02134

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

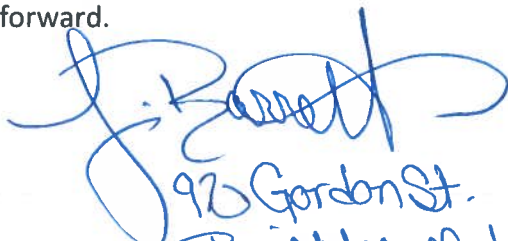
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Thanks,



92 Gordon St.  
Brighton, MA

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

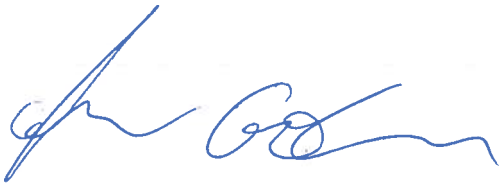
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Thanks,

A handwritten signature in blue ink, appearing to read "John G. O'Connell".

370 Chestnut Hill Ave  
Brighton, MA 02135

To  
Aisling Kerr  
Boston Planning & Development Agency  
One City Hall Square, Boston, MA 02201

50-56 Leo Birmingham Parkway

Dear Aisling Kerr & Boston Planning & Development Agency,

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The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.

Thanks,

Ronald Washington  
1243 Commonwealth Ave,  
Allston, MA 02134



---

## Comments in Support of 50 Leo M Birmingham Parkway Proposal

1 message

---

Christopher Arena <[REDACTED]>

Sun, Apr 21, 2019 at 9:44 PM

To: aisling.kerr@boston.gov

Cc: Yuqi Wang <[REDACTED]>, josh.fetterman@cityrealtyboston.com, jacob.simmons@cityrealtyboston.com

CRG team and BPDA team,

After following this project for the following year, and attending 3 community meetings and 3 one-on-one meetings directly with the developer, **I am incredibly proud to say that my partner - Yuqi Wang - and I support this project wholeheartedly as direct abutters.**

HOWEVER, we have the following stipulations/community benefits that were discussed in recent neighborhood meetings and coffee meetings with the development team that should be a part of this project:

\* **Additional lighting added to the 50 LMB property to light the park at night.** This park has some major issues with lighting in the evenings, especially in the non-summer months. When the ballfields aren't activated, this site is a hotspot for walking one's dog. Naturally, any time after 8PM becomes pitch black with only subtle light from Boston Landing lighting the paths. The neighbors of Portsmouth Street recommend the developers either, A.) Place 2 park-facing lights on the corners of the development facing the running path (but not abutters) or B.) Work with Boston Parks to fund the installation of lighting and emergency call boxes throughout the park.

\* **The developers must place and maintain dog waste bag stations on their property with public access.** This is a much needed amenity that the dog owners of Lower Allston have asked for from Boston Parks for well over a year. With this being a dog-friendly building, it is a wonderful opportunity for the CRG team to provide a community benefit that will aid in dog clean-up in the Portsmouth Park/Murray Field - which currently has 0 dog bag stations.

\* **Provide community waste bins on your property that are maintained by the building maintenance.** Another issue is the lingering trash around Murray Field. This would help provide more than the 2 receptacles that are now on the park.

\* **Do not cut any units.** As I understand it, there were some discussions about cutting more units to potentially provide larger units. As a prospective buyer in the neighborhood, I can tell you that I would MUCH rather the developers create MORE density as a trade-off for more affordable units. This is a parcel that is abutted by all commercial and large residential buildings and is perfectly reasonable to be 5-7 stories as proposed. I do not recommend a further decrease in density, though I would be supportive of a decrease in the parking offered to get closer to a .7 ratio given the proximity to several bus lines and Boston Landing.

\***One of the major opportunities of this parcel is for increased affordability.** The developers have proposed 13% affordable units, but that should be 20%. I encourage the developers of this parcel - one that would be a perfect ownership opportunity for workforce housing between 50%-100% AMI - to increase the affordable units from 7 to 10 units. It is a very small change in unit offering but would go a LONG way to encouraging other large-scale developers to make the same commitment to A-B.

With some of these minor changes above to an already well-received proposal, this would be an absolutely welcome addition to our neighborhood and I look forward to supporting this development further along the community process.

Your neighbor,

Christopher J. Arena  
14B Portsmouth Street  
Boston, MA 02135  
[REDACTED]

Yuqi Wang  
14B Portsmouth Street  
Boston, MA 02135  
[REDACTED]



---

## 50-56 Leo Birmingham Pkwy

---

Cera Adams <[REDACTED]>  
To: Aisling Kerr <aisling.kerr@boston.gov>

Thu, May 2, 2019 at 6:40 PM

Hi Aisling,

Thanks for your email. I would prefer to give you a run down of my concerns and comments here by email.

We live diagonally behind the property for the proposed building at 50 Leo. We are the closest and only owner occupied home next to them.

We just spent the last year plus living through the construction of the building at the corner of Leo and Western Ave.

From that experience and because this construction will be next to us I have these concerns:

1. The noise. Exactly 7 am every morning the trucks start beeping and people are yelling to each other. At 9:45 the canteen truck comes with its horn. During construction there is constant truck noise, banging, nailing and sawing. Including while I write this there is beeping.
2. Rats. The rat problem that started from the construction is gross. They are everywhere, in my yard and squished in the street.
3. The house shaking. When they place the support beams for the structure, they must pound them in with some machine. Our house shook to the point that things fell off our shelves. This project is closer and would be worse.
4. Privacy. Both during construction and after. Right now there are many trees and a chain link fence behind the current building at 50-56 Leo. I can't even see the building now. The new building proposes to remove those trees. The residents both behind the building and on the upper floors will have full view of our house and yard through their windows and on their balconies.
5. Tree removal. There are not a lot of trees in this area, except for this patch of trees in the back of 50 Leo. I am not in favor of removing these trees.
6. Shade. Per the shade analysis our house and yard will be directly shaded more.
7. Families. Who will buy these properties and will they rent them out or live in them. They seem small and pricey for a family to consider living in.
8. PARKING. Starting with construction. At this moment our neighborhood is filled with construction workers by 6:30 am. I leave at 6:05 am to drop our son at the train and in the 6 minutes it takes me to come back, my space is gone. Sometimes they park on our sidewalk or too close to our driveway. Then the residents, with not enough parking spaces for all of the residence to have one or 2 cars, where will they park? Considering the construction of the other new building, and potentially others in the neighborhood, it will be impossible to find parking. If they have guests over, where will they park? At the meeting, there were some people that said, we should be moving away from cars and using bikes and public transit, I agree that we should when we can, but families need a car. Having a child who has gone to school in Brighton and Boston since pre-K it would be impossible for us to get places in a reasonable time without a car.
9. Asbestos. We know this building at least has asbestos, being so close we have concerns about this affecting us.
10. The current building is 2 stories. The proposed building is 6 stories. How is that allowed?
11. Park entrance and "features". At the meeting, the developer said they spoke with the city parks department and they want to work with them to enhance the park. Some suggestions were, more lights (I do not want lights behind my house), an entrance to the park next to the building (there is an entrance one building over, why have another), a seating area with benches and

common space behind the building. I adamantly do not want benches, a water feature, a statue or anything that will encourage people to gather behind our house.

In the past we hired an architect to design a single room to add to our house. We proposed it to the city and they said no. Last year I asked the city to cut the trees in the park that had grown over onto our house and roof, they did not come and help us. I don't understand how the current residents who have lived here for over 40 years cannot get help or approval from the city, but the city is considering another building that is too tall, does not have parking, will be too expensive, and will not promote families.

Thanks.

Let me know if you would like more information about my concerns.

Cera Adams [REDACTED]

[Quoted text hidden]



Friends of BLS Crew, Inc.  
% Terence Dougherty, President  
57 Dent St.  
Boston, MA 02132

April 22, 2019

Aisling Kerr, Project Manager  
Boston Planning & Development Agency  
1 City Hall Square  
Boston, MA 02201

Re: Community Benefits Proposal for 50-56 Leo M. Birmingham Parkway, Brighton

Dear Ms. Kerr,

I am writing on behalf of Friends of BLS Crew, Inc., to submit this community benefits proposal in connection with the proposed 50-56 Leo M. Birmingham Parkway residential condominium development.

We request that the developer make a meaningful contribution to a nearby project to make improvements to the small building and surrounding landscape located at 1345 Soldier's Field Road. This building is currently used at the Boston Latin School (BLS) Crew team's boathouse, with the permission of the Department of Conservation and Recreation (DCR). As described below, we believe that the developer's financial support for this project would bring significant benefits to the future residents of 50-56 Leo M. Birmingham Parkway, to residents of the Allston-Brighton community and the City of Boston more broadly, and to the thousands of Boston Public School students who will use the site in coming years to obtain access to the Charles River as members of the Boston Latin School Crew team.

**Background: The BLS Crew Program**

BLS Crew is a club sport that provides a student-athlete experience to Boston Latin School middle and high school-aged students. Although BLS had a boys' crew team from the 1890s to the mid-1970s, the current BLS Crew program was established as a girls' team in 2006, with a boys' team added in 2015. The program has grown dramatically over the past several years, with 125 BLS students now participating during the primary Spring rowing season, and about 90 students participating during the Fall season. Each season, between 15-25 percent of BLS Crew rowers are Allston-Brighton residents.

BLS Crew strives to provide a traditional yet inclusive student-athlete experience, with an emphasis on commitment, teamwork, and sportsmanship. There are no tryouts, and

participation requires no prior experience, and all students who commit to attending practices and participating in training will get a chance to row. At the same time, the team has had significant competitive success, with both girls' and boys' boats winning at local, statewide, and regional regattas. BLS Crew represents Boston as one of the few public school teams rowing in the Head of the Charles every October.

While BLS Crew is affiliated with and supported in some ways by Boston Latin School, it is a club sport entirely operated and funded by an independent 501(c)(3) organization, Friends of BLS Crew, Inc. (FOBLS Crew). FOBLS Crew's Board of Directors is comprised of active parent and parent alumni volunteers. It does not receive staffing or funds from the Boston Public Schools or Boston Latin School, apart from an annual contribution from the BLS alumni association, which provides only about 4 percent of the program's annual budget. Coaching staff, equipment, regatta entry fees, insurance, and other costs are funded through rower fees paid by families and additional fundraising events and donations. All administration, organizational, maintenance, and other functions are performed by parent and other volunteers.

BLS Crew has had success in bringing racial, ethnic, and socio-economic diversity to a sport not historically known for such diversity. The team actively works to identify and recruit students who may benefit from the experience, regardless of their family's ability to contribute financially. Thus, while the team is funded in large part by rower fees, it has an active and generous financial aid program to ensure that participation is affordable for all and that cost is not a barrier to any BLS student who would like to participate. Through providing this access, BLS Crew is able to help make sure that the opportunity to row and to gain access to the Charles River is not solely a privilege of wealthy private clubs, schools, and universities but also accessible to the students of the City of Boston.

### **The DCR Brighton Bathhouse/BLS Crew Boathouse Structure and Site**

Since 2012, BLS Crew has used as its boathouse the former "Brighton Bathhouse," a small building next to Northeastern's Henderson Boathouse and a short distance from Christian Herter Park. BLS Crew has used this structure and the site with the full permission and support of DCR, which had previously used the building for storage. In 2017, when the Brookline High School (BHS) crew team lost its access to the river at another boathouse site, BLS Crew also agreed, with the full support and encouragement of DCR, to host BHS's crew team at the boathouse.

In 2014, the legislation governing the state's execution of leases with "yacht clubs" that occupy location on the City's waterfront was amended to include Friends of BLS Crew, <https://malegislature.gov/Laws/SessionLaws/Acts/2014/Chapter282>. Although the process of finalizing a long-term agreement has taken some time to get underway, recently both BLS Crew and DCR have been actively working on it and expect to finalize very soon a long-term agreement for BLS Crew to continue to use the site as its boathouse.

Once finalized, the long-term agreement with DCR will allow BLS Crew to make much-needed improvements to the building and to the site landscaping around the building. The building itself, while interesting historically given its role as a bathhouse for use of the Charles River for swimming, is a simple concrete block building that frequently floods and has structural and aesthetic deficiencies that need to be addressed in order to maintain the building and improve its appearance. Moreover, the land around the building is in serious need of drainage and landscaping work. It is frequently extremely muddy. The mud, water, and/or ice (depending on the season) that collects at the site often spreads across the path that bicyclists and pedestrians use to travel alongside the Charles River. The current conditions at the site are a significant practical and aesthetic problem not only for the BLS rowers who use the site to obtain access to the river, but for all members of the public that use the path and the site.

FOBLS Crew has been working to develop plans, in consultation with DCR, Northeastern University, and BHS, for the much-needed improvements. FOBLS Crew already has architectural and structural plans for improvements to the building itself, with the basic and modest goal of making it a clean, dry, safe, and externally attractive place to store rowing equipment and for students to leave their belongings while out on the river. FOBLS Crew also is actively working with DCR, and hopes to collaborate with Northeastern University, to make the much-needed landscaping and drainage improvements that overlap the Northeastern Boathouse site and the BLS Boathouse site.

Based on estimates we have already received and other information, we anticipate that the cost to FOBLS Crew of the needed basic improvements will be between \$150,000 and \$200,000. We are in the planning stages of a significant fundraising campaign for this project, but we anticipate that funding is likely a substantial barrier to our ability to do this work.

### **Benefits of Upgrading the BLS Boathouse Structure and Site**

The planned upgrades to the BLS Boathouse structure and site will have significant public benefits, even beyond the obvious benefits to the Boston Public School students who use the site to obtain access to the Charles River through participation in the BLS Crew.

Hundreds of residents of the Allston-Brighton community pass the boathouse on any given day. The boathouse site is very close to the Artesani Playground, currently being rebuilt, which will increasingly attract families to the area. All of the users of the area must grapple with the practical implications of the unappealing mud and water frequently present at the site, and across the path along the river, but also surely (and unfortunately) find the site to be an eyesore. Thousands of visitors encounter the same when participating in many of the walk-a-thons hosted at Christian Herter Park. Upgrades to the area and the building would significantly improve both the aesthetics and function of the area for all members of the community who use it.

Moreover, the boathouse area, and the path that runs in front of it, are of critical importance to the future residents of 50-56 Leo M. Birmingham Parkway. This area is where the future residents of the development will walk and bike shortly after crossing over to the river, either via the intersection of Leo M. Birmingham Parkway and Soldier's Field Road, or using the footbridge across Soldier's Field Road a short ways down.

With the BLS Crew floating docks at the river's edge, the site also allows both future residents of the 50-56 Leo M. Birmingham Parkway, and members of the broader community, to obtain direct access to the waters of the Charles River.

### **Community Benefits Proposal**

Given the significant need for upgrades to the BLS boathouse building and site, the benefits to the larger community and to the future residents of 50-56 Leo M. Birmingham Parkway, and the benefits to the many current and future Boston Public School students, we ask that the developer make a meaningful contribution to this project. We believe that an appropriate amount would be between \$30,000 and \$50,000.

I am happy to answer any questions or provide more detailed information. I can be reached at [audrey@blscrew.org](mailto:audrey@blscrew.org) or [REDACTED].

Thank you for your consideration.

Sincerely,

Audrey Richardson  
Vice President, Friends of BLS Crew, Inc.

Cc: Terence Dougherty, President, Friends of BLS Crew, Inc.  
Jennifer Norwood, Director of External Affairs and Partnership,  
MA Department of Conservation and Recreation  
City Councilor Mark Ciommo  
City Councilor Matt O'Malley  
Representative Kevin Honan  
Representative Michael Moran



Aisling Kerr <aisling.kerr@boston.gov>

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## BLS Crew Community Benefits Proposal (50-56 Leo Birmingham Parkway)

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Carmela Fazzino [REDACTED] >

Wed, Jun 19, 2019 at 2:19 PM

To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Cc: "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, "matthew.omalley@boston.gov"

<matthew.omalley@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "a.e.george@boston.gov"

<a.e.george@boston.gov>, "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "althea.garrison@boston.gov"

<althea.garrison@boston.gov>

Dear Ms. Kerr,

I am a Boston resident and the parent of a Boston Latin School student who rows on the BLS Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at 50-56 Leo Birmingham Parkway.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Carmela Fazzino-Farah  
[17 Monument Square](#), 1  
Charlestown, MA 02129





Aisling Kerr <aisling.kerr@boston.gov>

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## 50vBirmingham Pkway

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Eileen Houben <[REDACTED]>

Fri, May 31, 2019 at 4:59 PM

To: aisling.kerr@boston.gov

Cc: mark ciommo <mark.ciommo@cityofboston.gov>, Michael.Moran@mahouse.gov, Kevin.Honan@mahouse.gov, conor.newman@boston.gov

Dear Ms. Kerr,

I am concerned that this project is not ready for approval. There are many serious items that are of concern to close neighbors. Fellow BACC member Michael Diedzic has outlined them very clearly so I refer to his letter.

Thank you,  
Eileen Houben  
Brighton

Dear MS Aisling Kerr,

Below are my comments for [50 Leo M Birmingham Pkwy](#). I live on Portsmouth St, a few seconds walk to the Portsmouth St Playground/Park, aka Murray Field. I am an avid user of the park. 50 LMB Pkwy directly abuts the park.

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

### Noise Barrier

The development should earmark funds for a nearby noise barrier between Lincoln St and I-90. Below is from a October 2017 Noise and Vibration Technical Report for MassDOT where;

Paragraph 4.1.5 indicates Lincoln Street noise barriers have been on the MassDOT priority list since 1992, 27 years. Paragraph 5.2.5 concludes the Lincoln Street noise barriers are feasible and reasonable according to MassDOT noise policy.

### The Private Road

The plan's private road is left over from the 1800's when a housing development was planned for the location of today's Portsmouth St Playground. This private road is presently only a curb cut and small parking for Stuart Glass. It does not intrude next to the park. They will newly extend this directly next to the park on the south and east sides of the 50 LMB Pkwy plot.

This private road will directly abut the park with no room for landscaping to block the view from the park as in the developer's drawing. There is also no room for additional landscaping within the park without major changes to the park.

BPDA needs to verify the legality of the road after all the years without it. They also need to verify the legality of a road running along the border with the park.

If the road is found legal, view of the road and cars needs to be blocked from the playground. There is presently an 11 foot 8 inch (approximate) chain link fence between on the south and east side of where the private road is proposed. A replacement needs to block the view of the road and vehicles from the park. It needs to be opaque, graffiti resistance, same high or higher as the present chain-link fence, not an eyesore as view from the park, and a life expectancy of at least 100 years.

### Entrance to the park

They plan an access the park directly with 50 LMB Pkwy. There is police activity in the park including after dark. Adding a third access will increase the difficulty of police work. They should not add this new access. Residents of 50 LMB Pkwy

should use the very close Centola St entrance to access the park.

**Parking**

More parking is required. Parking for the area is already over burden. Residents of the area already need to resort to overnight parking in the nearby bank's parking lot. See attached photo. Zoning code for the proposed size requires parking for 106 but they only proposed 50. Additionally, BTD should not give street parking permits to people living in the building. BTD has already done this for other areas of Boston.

**Traffic**

Traffic in the area is already at a Level of Service of F, the most congested level. However this project does not appear to provide any spaces for vehicles making deliveries of any kind (such as Fedex, UPS, Amazon, Peapod, Whole Foods, etc.) or for vehicles making pickups or drop-offs such as Uber, Lyft, friends of residents.

**Family Friendly**

The developer needs to add additional two bedrooms to be family friendly.

**Deed Restrictions**

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

Sincerely,  
Michael Dziedzic  
[14 Portsmouth St](#)  
[Brighton, MA 02135](#)



Aisling Kerr <aisling.kerr@boston.gov>

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## Community benefits request submitted by Friends of BLS Crew, Inc.

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Heidi Brewster [REDACTED] >  
To: aisling.kerr@boston.gov  
Cc: audrey@blscrew.org

Wed, Jun 19, 2019 at 9:05 AM

Dear Ms. Kerr,

I am an Allston-Brighton resident and the parent of a Boston Latin School student who rows on the BLS Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at [50-56 Leo Birmingham Parkway](#).

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Heidi Brewster

[1686 Washington Street](#)

[Boston MA 02118](#)







Aisling Kerr <aisling.kerr@boston.gov>

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## 50-56 Leo Birmingham Parkway: Bus Lane, Street Trees, Bus Shelter for Centola St. / Lothrop Street?

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Keegan Dougherty <[REDACTED]>  
To: "Aisling.Kerr@Boston.Gov" <Aisling.Kerr@boston.gov>

Mon, May 20, 2019 at 6:49 PM

Hi Aisling!

I would like to make a public comment that I support the proposal for 53 condominium units at [50-56 Leo Birmingham Pkwy](#). I work and live in 02135, and walk or bus past the site every day. I would be most pleased to see City Realty Group help cover a redesign of Leo Birmingham Pkwy including bus/bike lanes, street trees with bioswales, and/or pay for a bus shelter at Centola St or Lothrop St. The area is hideous and they should help to improve it if they have the capital to build on it.

Thanks,

Keegan  
[REDACTED]



Aisling Kerr <aisling.kerr@boston.gov>

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## Boston Latin Boat House

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McGrath-Adams, Linda <[REDACTED]>  
To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>

Tue, Jun 18, 2019 at 10:33 PM

Dear Ms. Kerr,

I am a Boston resident and the parent of a Boston Latin School student who rows on the BLS Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at 50-56 Leo Birmingham Parkway.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at 1345 Soldier's Field Road, as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of 50-56 Leo Birmingham Parkway.

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of 50-56 Leo Birmingham Parkway would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Linda McGrath-Adams  
[REDACTED]

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Aisling Kerr <aisling.kerr@boston.gov>

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## community benefits contribution for BLS boathouse

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Paul Wilcox <[REDACTED]>  
To: aisling.kerr@boston.gov

Wed, Jun 19, 2019 at 9:31 AM

Dear Ms. Kerr,

I am the parent of a Boston Latin School student who rows on the BLS Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at 50-56 Leo Birmingham Parkway.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at 1345 Soldier's Field Road, as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of 50-56 Leo Birmingham Parkway.

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of 50-56 Leo Birmingham Parkway would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Paul Wilcox P'21  
380 Columbus Ave #1  
Boston MA 02116  
[REDACTED]



Aisling Kerr <aisling.kerr@boston.gov>

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## BLS boathouse

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Roberta Upton <[REDACTED]>  
To: aisling.kerr@boston.gov

Wed, Jun 19, 2019 at 9:56 AM

Dear Ms. Kerr,

I am an Allston-Brighton resident and the parent of a Boston Latin School student who rows on the BLS Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at 50-56 Leo Birmingham Parkway.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at 1345 Soldier's Field Road, as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of 50-56 Leo Birmingham Parkway.

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of 50-56 Leo Birmingham Parkway would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,  
Roberta and Benjamin Upton  
[96 Goodenough St](#)  
[Brighton MA 02135](#)  
[REDACTED]

Sent from my iPhone



Aisling Kerr <aisling.kerr@boston.gov>

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## potential funding for BLS boathouse

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Colleen McGuire [REDACTED]

Mon, Jul 1, 2019 at 3:17 PM

To: aisling.kerr@boston.gov, mark.ciommo@boston.gov, "Moran, Michael - Rep. (HOU)" <Michael.Moran@mahouse.gov>

Dear Ms. Ker,

I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at [50-56 Leo Birmingham Parkway](#).

I was excited to read that a request has been submitted to support the BLS boathouse. I am an Allston resident with three children who attended BLS. My middle child rowed with the crew team for two years before graduating. The Friends of the BLS Crew are a dedicated group of parents supporting their children to row. Parents put in hours supporting not only their children, but the physical and equipment needs of this sport. This team is supported by fundraising and family paid fees to make rowing possible for BLS students. Addressing drainage needs that benefit both the rowers and the public using the pathways are beyond what families can provide.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of 50-56 Leo Birmingham Parkway would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request!

Sincerely,

Colleen McGuire  
[35 Windom Street, Allston, MA 02134](#)





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## Public Health Implication and Community Benefits 50-56 Leo Birmingham Pkwy

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Jasmine Howard [REDACTED]

Tue, Jun 25, 2019 at 10:31 AM

To: aisling.kerr@boston.gov

Cc: mark.ciommo@boston.gov, matthew.omalley@boston.gov, michelle.wu@boston.gov, a.e.george@boston.gov, michael.f.flaherty@boston.gov, althea.garrison@boston.gov

Dear Ms. Kerr,

I am a part time Boston Latin School crew coach, full time attorney in Boston. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at [50-56 Leo Birmingham Parkway](#). I lived in Brighton for 12 years, up until this year, and believe the area needs improving that expand beyond the proposed Northeastern landscaping plan. That plan fails to address the issues effecting the community and the public health ramifications of standing water.

As you will see by the photos attached, the funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. Currently, any time it rains, the path and area around the boathouse becomes a series of small ponds. These ponds range from a few inches to a foot deep. Ducks can swim in them, and often do. The bigger issue that has emerged since I began working with BLS Crew in 2013, is these large puddles are becoming a mosquito breeding ground. The length of time in which these puddles exist have gone from non existent to lasting for weeks at a time. This was a direct result of the Northeastern re-pitching their roof. There is not proper drainage and the runoff accumulates on the BLS Boathouse site. From the time we get the kids on land until they leave the site, they're lucky to walk away with only a few mosquito bites. This is becoming a disturbing trend. Given the increase in disease carrying mosquitoes in the Commonwealth, this is a public health issue that needs to be addressed.

BLS Crew is willing to undertake ownership of the project and make these improvements but funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Thank you for considering BLS Crew's request. I am also a Northeastern Law alum and harbor no ill will, but think the facts should be well detailed that the issues that have arisen are a direct result of improvements Northeastern has done on their boathouse and has caused issues to the adjacent public property.

I am happy to provide additional photographs of the issues and/or provide a site tour with members of the BLS Crew board. This area is heavily trafficked via commuters and would greatly benefit from improvements and your support.

Sincerely,  
Jasmine Howard

[REDACTED]

Supported by the Morrissey Family  
[56 Greycliff Rd](#)  
[Brighton, MA 02135](#)

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2 attachments

**Boathouse 1.jpeg**  
1583K



**Boathouse2.jpeg**  
1457K



Aisling Kerr <aisling.kerr@boston.gov>

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## Boston Latin School Boathouse improvements

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Jeffrey [REDACTED]

Sun, Jun 30, 2019 at 7:32 PM

To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>, "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, "matthew.omalley@boston.gov" <matthew.omalley@boston.gov>, "Michelle.wu@boston.gov" <Michelle.wu@boston.gov>, "a.e.george@boston.gov" <a.e.george@boston.gov>, "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "althea.garrison@boston.gov" <althea.garrison@boston.gov>, "Michael.Moran@mahouse.gov" <Michael.Moran@mahouse.gov>

Dear Ms. Kerr,

I am an Allston-Brighton resident and a coach for the Boston Latin School Crew team. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at 50-56 Leo Birmingham Parkway.

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Jeffrey Schafer  
[65 Hopedale St](#)  
Allston, MA 02134  
[REDACTED]





Aisling Kerr <aisling.kerr@boston.gov>

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## Benefits Request for 50 - 56 Leo Birmingham Parkway development

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Julia Eskew <[REDACTED]>

Tue, Jun 25, 2019 at 5:48 PM

To: aisling.kerr@boston.gov

Cc: Rita Vaidya <[REDACTED]>, mark.ciommo@boston.gov, matthew.omalley@boston.gov, michelle.wu@boston.gov, a.e.george@boston.gov, michael.f.flaherty@boston.gov, althea.garrison@boston.gov

Dear Ms. Kerr,

We are long-time North Allston-Brighton residents and the parents of a 9th grade Boston Latin School student who rows on the BLS Crew team, as well as the parents of a BLS recent graduate who was also on the team. We are writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at [50-56 Leo Birmingham Parkway](#).

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldiers Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Julia Eskew  
Rita Vaidya  
[11 Raymond St](#)  
[Allston, MA 02134](#)





Aisling Kerr <aisling.kerr@boston.gov>

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## BLS Crew proposed development at 50-56 Leo Birmingham pkwy

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Lisa Kunze [REDACTED]

Sun, Jun 30, 2019 at 7:44 PM

To: "aisling.kerr@boston.gov" <aisling.kerr@boston.gov>, "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, Micheal Moran <michael.moran@mahouse.gov>, "audreyrr23@gmail.com" <audreyrr23@gmail.com>

Dear Ms. Kerr,

I am an Allston-Brighton resident, my husband is a rowing coach for the Boston Latin School Crew team, and some of my neighbors have had children on the rowing team. The BLSCrew is a very inclusive sport that develops teamwork and rewards both teamwork and individual talents. I have been a rower and supporter of rowing for 43 years and have seen the benefits of crew for people of all ages. I am writing in support of the community benefits request submitted by Friends of BLS Crew, Inc., in connection with the proposed development project at [50-56 Leo Birmingham Parkway](#).

The funds that BLS Crew requests would be used for much-needed improvements to the "BLS Boathouse," the small DCR building located at [1345 Soldier's Field Road](#), as well as the surrounding landscape. These improvements would greatly benefit the Boston Public Schools students who are able to gain access to the Charles River through participation on the BLS Crew team, as well as members of the Allston-Brighton community and others who use the path along the river that passes the boathouse. The mud and water along this path, and the condition of the boathouse itself, are problematic. Basic fixes to the drainage and landscaping of the area, as well as to the boathouse structure, would substantially improve the experience of both the BLS rowers and the surrounding community, including the future residents of [50-56 Leo Birmingham Parkway](#).

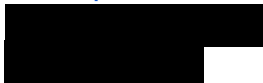
Funding is a major barrier to making the necessary improvements. A community benefits contribution from the developer of [50-56 Leo Birmingham Parkway](#) would make a significant difference in BLS Crew's financial ability to make the improvements.

Thank you for considering BLS Crew's request.

Sincerely,

Lisa Kunze

[65 Hopedale St](#)





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## Fwd: Portsmouth Playground aka Murray Field

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Carrie Marsh <carrie.marsh@boston.gov>

Thu, Jun 13, 2019 at 11:30 AM

To: "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Cc: Jill Zick <jill.zick@boston.gov>, Michael Cannizzo <michael.cannizzo@boston.gov>, Aisling Kerr <aisling.kerr@boston.gov>

Hello - Below please find a letter from a constituent about the design impacts of [50 Leo M. Birmingham](#) on Portsmouth Playground.

----- Forwarded message -----

From: **Mike** <[REDACTED]>

Date: Wed, Jun 12, 2019 at 4:15 PM

Subject: Portsmouth Playground aka Murray Field

To: [carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov) <[carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov)>

Carrie Marsh  
Executive Secretary  
Boston Parks and Recreation Commission  
[carrie.marsh@boston.gov](mailto:carrie.marsh@boston.gov)  
617-635-4505

RE: Portsmouth Street Playground aka Murray Field & 50 Leo M Birmingham Pkwy

Dear Ms Carrie Marsh:

I live on Portsmouth St, a few seconds walk to the Portsmouth St Playground/Park. I am an avid user of the park. I am concern about the impact the development for [50 Leo M Birmingham Pkwy](#) will have on park. This development will directly abut the playground on both the west and north sides of the park.

### The Private Road

A private road is planed for the development. It is left over from the 1800's when a housing development was planned for the location of today's Portsmouth St Playground. This private road is presently only a curb cut and small parking for Stuart Glass. It does not intrude next to the park. They will newly extend this directly next to the park on both the south and east sides of the 50 LMB Pkwy plot.

This private road will directly abut the park with no room for landscaping to block the view from the park as in the developer's drawing. There is also no room for additional landscaping within the park without major changes to the park.

BPDA needs to verify the legality of the road after all the years without it. They also need to verify the legality of a road running along the border with the park.

If the road is found legal, view of the road and cars needs to be blocked from the playground. There is presently an 11 foot 8 inch (approximate) chain link fence between on the south and east sides of where the private road is proposed. A replacement needs to block the view of the road and vehicles from the park. It needs to be opaque, graffiti resistance, same high or higher as the

present chain-link fence, not an eyesore as viewed from the park, and a life expectancy of at least 100 years.

**Entrance to the park**

They plan an access the park directly with 50 LMB Pkwy. There is police activity in the park including after dark. Adding a third access will increase the difficulty of police work. They should not add this new access. Residents of 50 LMB Pkwy should use the very close Centola St entrance to access the park.

I appreciate the Boston Parks and Recreation Department's input about my concerns to Aisling Kerr, BPDA Project Manager, [aisling.kerr@boston.gov](mailto:aisling.kerr@boston.gov).

Sincerely,  
Michael Dziedzic  
[14 Portsmouth St](#)  
[Brighton, MA 0213](#)

