

Date	First Name	Last Name	Organization	Opinion	Comments
10/19/2017	Bruce	Kline	Radnor Neighborhood Association	Oppose	The proposed project is excessive in height and density. It fails to provide adequate parking and has no provision for guest parking or delivery vehicles. It is out of proportion to the adjacent houses in the neighborhood and will cast shadows over the nearby playground causing restrictions to its use in late afternoon. The excess traffic will also be detrimental to the safety of children using this playground. There is no provision for affordable units. There appears to be little setback which will create a hazardous situation at a busy intersection due to a lack of visibility. The FAR appears to be greatly in excess of the area's zoning as is the height of the proposed development.
10/25/2017	Ray	Sleeper	none	Oppose	Please no more building in my neighborhood. We are trapped with the building going up on the corner of Leo Birmingham & Waverly Street. Now you want to lock us in with another building going up on the corner of (again) on Leo Birmingham & Lincoln Street. Why is the city allowing this? We are losing our community.
11/6/2017	Kathleen	Clifford		Oppose	More parking. At least 1-1.
12/26/2017	Joanne	Olivares	Brighton Resident Only	Support	Would like very much to know When and how much (Condo). Thanks Joanne
12/26/2017	Emily	Hanson		Support	I support the revitalization of this site and the construction of residential units on this strip of otherwise underutilized land. I would, however, urge the builders to consider adding one or more three-bedroom units to their plans. The building is next to a park/ball field and in walking distance to several local childcare facilities and schools (St. Columbkille, The German International School, Pine Village, and Yal-Day-New), and it would be ideal to offer housing that would function for a growing family. Boston sorely needs more children if it will be successful, and we should encourage urban families wherever possible. Thank you.
1/17/2018	Sarah	Rodrigo		Oppose	This is FAR too much building for that site, and far too close to the playground and park that represents some of the only greenspace in this neighborhood. Additionally the traffic issues on Portsmouth are already dangerous and difficult, which will be exacerbated by the other major developments on this block. Is anyone at City Hall even trying to look at this neighborhood holistically or is the brief for Brighton to approve as many large apartment+ retails developments as possible regardless of the traffic, aesthetic, and quality of life impacts?
1/17/2018	George	Kunerth		Oppose	Our neighborhood is already jammed packed with people and cars, lincoln st. is a cut thru for the mass pike . Also all of our side strteets are completly packed with cars from the waverly apartments , when we leave for work in the morning we are lucky to get a parking spot on our st. or when my wife goes to the grocery store it very hard for her to carry packages a long distance because we can not park in front of our house because of waverly apartments, now you want to add more condo's / apartments along with the ones being built on the corner of western ave, and leo birmingham parkway. Am wondering why the meeting for this project is in allston not in brighton i have to think it is because there is no parking at that venue and it will benefit your project because less people will attend. I have an idea why don't you build it in marty walsh's or mark ciommo's neighborhood they might have the space. We are just to crowded here now as it is , people just do not care about the people that live in this neighborhood . I OPPOSE THIS PROJECT AND ANY MORE IN THIS AREA.
1/21/2018	Jacob	Gilbertson		Oppose	How much affordable housing will this project generate? I believe it will only serve to exacerbate the wealth inequality in this area. Unless folks who live here now and need a place to go can afford it, I am against this development. Why not approve some ownership units in a normal looking and affordable development? It would be a lot more helpful.

1/22/2018	Bernadette	Lally		Oppose	As a life long resident and home owner of Allston Brighton and someone who drive up and down Lincoln Street daily. I live the traffic nightmare that Lincoln Street has become. I am opposed to the planed development at 70 Leo M. Birmingham Pkwy for the following reasons. 1. There is not enough parking, less than one spot per unit is not enough. At a minimum 1 spot per unit plus additional parking for guest is a good starting point. 2. Allston/Brighton resident parking sticker should be given to residents of this new development, this will stop them from parking on the street and giving their spot to someone else. The have done this in other parts of the city. 3. The traffic on Lincoln Street is ridiculous , it should be made a 2 way street from beginning to end . Also, no parking should be allowed from Portsmouth St to the Leo Birmingham Pkwy, this would help traffic flow more efficiently. 4. No curb cuts should be issued for Lincoln Street, see #3. All you have to do is drive down Lincoln St at 5pm any weekday to see how bad the traffic flow is at that intersection. 5 The proposed building is to large, it will shadow the Portsmouth park . I am unable to attend the meeting and would like to submit my comments. Thank you, Bernadette M. Lally
1/23/2018	Jane	McHale		Oppose	I am not opposed to a residential development at this site, I am opposed to the density, height, front and side yards and the lack of green space around the building. I was on the IAG for 530 Western Ave as well as 180 Telford St. Shame on me for not fighting for greater set backs from the streets around the building and the more green space not only for occupants but visual impact for anyone passing on the street. Now I see how close the building will be to the sidewalks and I regret not paying attention to this. 82 units on this site is too many units. They use Portsmouth Park as their green space and propose variances for set backs all around the building. The density should be reduced by 25% and decrease the number of 1 bedroom units proposed to many more 2-3 bed units so owners will stay and participate in the neighborhood. We are trying to increase owner-occupied units in the neighborhood - the developers should place a deed restriction on these units so investors don't lock out those that want to make Brighton their home. 22% owner occupancy in Brighton and 10% in Allston is far below what it should be! I attended the IAG meeting and the parking has been increased to 82 (from 65 still listed on your site) but I don't see any spaces for visitor parking. Visitor parking should be added because Lincoln Street and Leo Birmingham are not appropriate streets for parking and traffic is getting denser by the day. I foresee with Harvard's building earmarked for residential/office development at 149 Lincoln and many other small industrial buildings to be developed, Lincoln Street will be clogged with traffic. With the addition of the commuter rail stop at Boston Landing and significant impact of the I 90 interchange redevelopment, residents has been asking the BPDA for a master plan for this area since 2008 but this has been either ignored or dismissed for some reason. I feel that the master plan is in the hands of the developers more than the BPDA . Its never too last to create a master plan with our future in mind. I appreciate the opportunity to comment as I will not be able to attend the Public meeting on 1/24/18.
1/30/2018	Kevin	Cleary	North Brighton Resident	Support	Good afternoon, I'm writing today in support of the project. This site has been underutilized for many years and as a result the intersection of Leo Birmingham Pkwy, as well as The Portsmouth Street Playground located directly behind, are poorly lit and not safe after dark. By approving this project I feel that the neighborhood will not only be safer, but far more attractive to look at which will make North Brighton feel less industrial and more like a livable area. Respectfully, Kevin Cleary

1/30/2018	Leigha	Cleary	Neighbor	Support	I'm very excited about this project and just want to voice my support. I'm glad that they will be developing a space in our neighborhood I think is very underutilized right now. With the low income units with the deed restrictions, and the amenities offered I think the building will have a high owner occupancy. I think it will also have a positive impact on the playground it overlooks, which right now is down right scary... I bring mace with me when I walk my dog. On a personal level, Mr. Maloney bought the 3-decker next to me a few years ago and has invested a lot of time and money to improve the property. It's immaculately maintained with landscaping and snow removal. His management of this small rental property has had a positive impact on the street and I think this larger development will do the same for the neighborhood as a whole. Thanks for all the work you do BPDA!
1/31/2018	Michael	bucelewicz	Bucelewicz Family	Oppose	Re: Proposed Project at 70 Leo M. Birmingham Parkway, Brighton, and its effects on the neighborhood bounded by said parkway, Western Avenue, Mackin St., Waverly St., Portsmouth St and Lincoln Street. Traffic on these streets is currently at or near capacity. Lincoln Street residents often are unable to drive their cars out of their yards. These narrow streets were not laid out for motorized vehicular traffic, having been laid out in the late 19th Century or earlier. The fact that this project is being built within the confines of the current zoning is, by itself, not beneficial to the neighborhood. It is true that, from historic perspective, the population density of this area is a small percentage of what the density was up until the early 1950's, when numerous three-story wooden tenement houses compactly occupied this area. However, the poor inhabitants who occupied those tenements had no cars, and the street level of those long ago demolished tenement buildings contained various small businesses: two barber shops, dry-goods store, package store, four grocery stores, butcher shop, ice cream counter, news paper-magazine vendor, appliance store, dry cleaner store, three restaurants, bakery, all of which served the daily living needs of those people and others of this neighborhood and surrounding area. Although a goodly number of parking spaces is being proposed for the 79 units in the proposed building, those alone will not be very helpful in making this a project which benefits the existing neighborhood or even the city as a whole. The existing traffic problem will be compounded many times over when the neighboring parcels along said parkway are developed and the project down at the corner of Western Ave. is fully built and occupied. What the currently planned building and projected residential developments require is street level business space to service the new inhabitants, thereby minimizing their need to drive their cars out of the planned parking spaces within those buildings. A ground level cityscape needs to be developed. Otherwise, this neighborhood's late twentieth century acquired suburban character will be convoluted into a dense faux-urban neighborhood that will initially serve the interests of the developers, but not serve the needs and best interests of the neighborhood's present inhabitants, nor serve well the best interests of the new inhabitants or, for that matter, the needs of the broader Brighton-Allston neighborhood. Michael C. Bucelewicz, neighborhood resident since 1941
1/31/2018	Michael	bucelewicz	Bucelewicz Family	Support	I heartily approve locating on Leo M. Birmingham Parkway the entrance to and exit from this proposed building, and the elimination of any entry or exit on Lincoln Street.
2/1/2018	Yaakov	Bier	Kollel of Greater Boston	Support	Great housing option and helps free up other units in the Brighton Neighborhood



BPRD Comments re: 70 Leo M. Birmingham Highway

Carrie Marsh <carrie.marsh@boston.gov>

Thu, Oct 19, 2017 at 2:16 PM

To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Lance Campbell <lance.campbell@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

BPRD has reviewed the Article 80 application for the proposed development at 70 Leo M. Birmingham Highway, and provides the comments below to be shared with the proponent, the IAG and the public.

This project will provide 82 units of housing that will likely accommodate 105 - 210 residents. It is located immediately adjacent to Portsmouth Street Playground and shares its rear/east property line with the park. This playground is currently in need of improvement but has the potential to serve as a great amenity to the residents of 70 Leo M. Birmingham and the neighborhood as a whole.

The project is subject to approval of the Boston Parks and Recreation Commission prior to the issuance of building permits, under Municipal Code Section 7-4.11. The project is also subject to GPOD review.

The development straddles two zoning districts (Community Commercial and SF-4000). The proposed height of 76' is more than twice the 35' that is allowed under zoning for either designation. The project will require relief from zoning for density, onsite open space and rear yard setback.

It is desired that the issues below be resolved during Article 80 review:

- Zoning - relief for height and massing impose the building on the park, though the building does step down from in height along the park.
- Shadows – the building will create significant shadow on the playground, including the playing field year round in the afternoon and evening.
- Construction Impacts - Construction impacts (noise, dust, traffic, etc.) should be detailed. All construction shall be accommodated onsite - no access will be allowed through the park. No parking associated with the construction will be allowed on park property.
- The fenestration of the parking level opens to the park and should be appropriately screened (it appears to be glazed in the renderings but would likely be open).
- A dog recreation space should be provided onsite, if pets will be allowed, so as not to impact the public open space.
- Any public shade trees in the vicinity of the site will need to be protected from impacts.

The zoning and shadow impacts, as well as the impact of 82 households (likely up to 210 residents) using the park as an active recreational amenity should be appropriately mitigated during Article 80 review. BPRD respectfully requests that a community contribution commensurate with the scale of the development, be provided for the planning and implementation of improvements to the park.

Thank you.



CARRIE MARSH

Executive Secretary

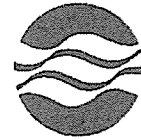
Boston Parks and Recreation Commission

1010 Massachusetts Avenue, 3rd floor

Boston, Massachusetts 02118

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

**Boston Water and
Sewer Commission**



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

November 16, 2017

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

Re: 70 Leo M. Birmingham Parkway Project, PNF

Dear Mr. Campbell:

The Boston Water and Sewer Commission (the "Commission") has reviewed the Project Notification Form ("PNF") for the proposed 70 Leo M. Birmingham Parkway Project (the "Project"). The Project site is located at 70 Leo M. Birmingham Parkway and 6-8 Lincoln Street in Boston's Brighton neighborhood. The Project includes the construction of a new six-story residential condominium building measuring approximately 82,000 square feet (sf), including 82 units of homeownership housing, with on-site garage parking for 65 vehicles and related open space, sidewalks and site improvements.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission. For water service the Project is served by an existing 8-inch water main on Centola Street, an existing 8-inch main on Lincoln Street, and an existing 12-inch main on Leo M. Birmingham Parkway. MWRA separately owns and maintains a 60-inch main on the far side of Leo M. Birmingham Parkway. The site currently has existing water services tying into the 8-inch water main on Centola Street. It is anticipated that water and fire protection services for the Project will be directly tapped from the 8-inch water main on Centola Street. Water demand for the Project is estimated at 11,700 gallons per day (gpd).

For sanitary sewer service the Project site is served by an existing 10-inch sanitary sewer running northwest along Centola Street to the north of the Project site, an existing 15-inch sanitary sewer running north along Leo M. Birmingham Parkway to the west of the Project site, and an existing 12-inch sanitary sewer running southeast along Lincoln Street to the south of the Project site. It is anticipated that the proposed building's sanitary services will tie into the 10-inch sanitary sewer main on Centola Street. Wastewater flow from the Project is estimated at 10,560 gpd.

For drainage the Project site is served by an existing 10-inch storm drain on Centola Street and an existing 15-inch storm drain on Leo M. Birmingham Parkway.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections. To assure compliance with the Commission's requirements, the Proponent should submit the site plan and General Service Application to the Commission's Engineering Customer Service Department for review when the design for the Project is at 50 percent complete.

2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
6. Before the Proponent demolishes the existing structures existing water and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

7. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
8. Grease traps will be required in any food service facility in the new facility in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
9. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to

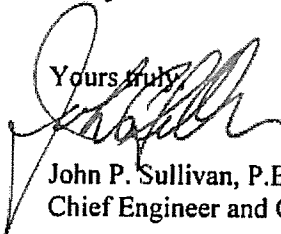
activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.

10. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.
11. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
12. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. The Proponent must submit with the site plan a phosphorus reduction plan for the Project.
13. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
14. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
15. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
16. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

17. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
18. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
19. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,

John P. Sullivan, P.E.

Chief Engineer and Operations Officer

JPS/as

cc: Barry S. Polack, Residences at Birmingham Condominium LLC
Marianne Connolly, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Phil Larocque, Boston Water and Sewer Commission



Lance Campbell <lance.campbell@boston.gov>

70 Leo Birmingham Parkway

Joseph Hanley <JHanley@mqmlp.com>

Fri, Dec 8, 2017 at 11:48 AM

To: Lance Campbell <lance.campbell@boston.gov>, Kevin McLaughlin <kevin.mclaughlin@boston.gov>, Warren O'Reilly <warren.oreilly@boston.gov>

Cc: Joseph Hanley <JHanley@mqmlp.com>, Mitch Fischman <[REDACTED]>, Nicholas Zozula <nzozula@mqmlp.com>

Dear Lance (Kevin and Warren) –

Just keeping you informed that, since last week's IAG meeting, we have followed-up (again) and are now in direct contact with our residential abutter at the rear (Ms. Logan), to arrange a suggested site walk-through together and provide the information below and attached as clarification of the land conditions, our responsive design/site measures and respectful Zoning compliance with the set-back requirements along the shared property line.

We will continue to pursue this with diligence and neighborly respect, in order to get better understanding of any remaining concerns and how we might try to address them in a positive manner (together as neighbors).

Thanks. Joe

From: Joseph Hanley
Sent: Thursday, December 07, 2017 6:09 PM
To: EWA LOGAN <[REDACTED]>
Cc: Joseph Hanley <JHanley@mqmlp.com>
Subject: RE: 70 Leo Birmingham Parkway

Hi Ewa –

Thanks for your review and response.

As detailed during our many preliminary and recent community presentations (which you have attended), the attached sketch shows that my client's proposed building has been specially designed to respect your property by **complying with the required side and rear yard set-back requirements of the Zoning Code (for this section of the new building along your property line)**. In this regard, a 5 foot set-back is required from the shared property line at the side (Side Set-Back) and a 20 foot set-back is required from our rear lot line at the back (Rear Set-Back).

In further deference and respect to you and your property, the attached sketch also shows the following measures meant to address your input and concerns expressed to-date, as we understand them:

1. **NO WINDOW OPENINGS on the side of our new building facing directly at your house or deck.** Rather, in response, we specifically eliminated any window opens from this area, and our first window opening at this section

along your property is beyond the area facing the end of your garage.

2. Due to the new building's compliance with the 20 foot rear yard set-back, **all views from the side section of your house remain essentially unobstructed, to look over open space (not blocked by new building structure).** This should also be clear from the notations on the attached sketch, where your final side window is located.
3. I also note that, while a portion of my client's proposed new building runs along the rear side of your existing side deck, **the back of the new building actually steps down to ONLY TWO (2) STORIES, before stepping up to its taller sections. Coupled with the fact that your deck is also elevated (see attached photo of your site looking over the rear of my client's property), the result of this additional responsive design measure is to further respect and respond to your property conditions, with a two-story rear building section that is actually LESS THAN the Zoning Code's 35 foot height requirement for this particular section of the new building.**

As discussed over the telephone when we discussed meeting for a site walkthrough, this simple sketch was meant to show the dimensional set-backs of the proposed building at rear and side yards (abutting you). It is a starting point for our discussions. My hope is that we can still walk the site together, so I may get better sense of the abutting areas of concern and how we might further address them as part of the City's review project for the proposed project (which only just started). Please let me know if this is of interest to you, and thanks again.

Joe

Joseph P. Hanley, Esq. - Partner

McDERMOTT

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JHANLEY@MQMLLP.COM

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From: EWA LOGAN [REDACTED]
Sent: Thursday, December 07, 2017 2:41 PM
To: Joseph Hanley <JHanley@mqmllp.com>
Subject: Re: 70 Leo Birmingham Parkway

I hope this is mistake!

Sent from my iPhone

On Dec 7, 2017, at 12:59 PM, Joseph Hanley <JHanley@mqmllp.com> wrote:

Hi Ewa –

Per your request is the attached.

Please let me know when we can meet on site together.

Thanks. Joe

Joseph P. Hanley, Esq. - Partner

McDERMOTT

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From: EWA LOGAN [REDACTED]
Sent: Wednesday, December 06, 2017 1:58 PM
To: Joseph Hanley <JHanley@mqmlp.com>
Subject: Re: 70 Leo Birmingham Parkway

Hi Mr. Hanley;

Please send me a detailed description of the location and distance from my property.

Thank you.

Ewa Logan

Sent from my iPhone

On Dec 6, 2017, at 1:25 PM, Joseph Hanley <JHanley@mqmlp.com> wrote:

Hi Eva –

Thanks for taking my call this morning, and for agreeing to make time to meet me for a site walk with you and your selected neighbors.

As discussed, I look forward to seeing how we might integrate your input and address any concerns into my client's plans for the rear section of the proposed development along your home. Attached is the basic sketch of that area, which I would like to use to fill in with any responsive measures which might result from our site meeting together.

As suggested, I am available to come and meet during the day or even on Saturday, and it would be great to do so in the next week or so. Thus, I will await to hear back from you.

Thanks again, for your time and willingness to meet and discuss this together. Joe

Joseph P. Hanley, Esq. - Partner

McDERMOTT

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From: Joseph Hanley

Sent: Wednesday, November 15, 2017 7:34 PM

To: Kevin McLaughlin <kevin.mclaughlin@boston.gov>; [REDACTED]

Cc: Lance Campbell <lance.campbell@boston.gov>; Joseph Hanley <JHanley@mqmlp.com>

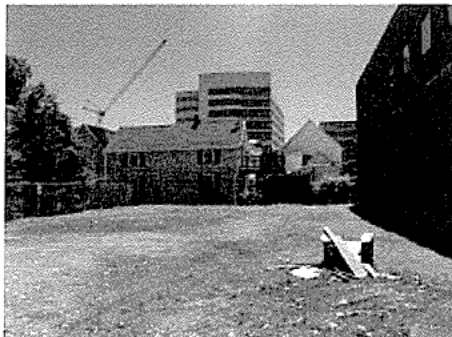
[Quoted text hidden]

[Quoted text hidden]

<Relationship of House to windows (002).JPG>

<Property Line Sketch with Abutter.pdf>

2 attachments



Rear Lot at 70 Leo Birm.jpg
3195K

 Property Line Sketch with Abutter.pdf
72K

After attending meetings and reviewing design documents, I would like to make comments about 70 Leo Birmingham Parkway (LBM) development as follows:

Overall:

- 1) The time allowing the public to comment in meetings should be longer and less restricted in order to serve the purpose of public participations.
- 2) The materials presented at each meeting should be available online. A hardcopy should be available at the library near the project site for public viewing.
- 3) It is the perfect timing for city to take a strip of land from 70 LBM to make the intersection wider for two-way traffic.
- 4) 1:1 parking ratio should be achieved as the currently street parking situation is saturated.
- 5) A few lighting poles along the Portsmouth Park fence will improve residents and neighborhood safety.
- 6) Ownership restriction should be a part of condo bylaws to avoid this development become a rental driven property.
- 7) Suggest the developer contributing funds to build a sound/noise barrier along I-90 for quieter community
- 8) Replace the aging outdoor exercise equipment in the park.

Architect:

- 1) The building renderings shown on Jan. 24, 2018 meeting was very much different from the ones shown in the IAG meeting on Nov 29, 2017, which were more appealing and attractive. The glass wall and rounded corner made the architecture more tasteful and the neighborhood better looking. The recent change looks very heavy and chunky, worse than the original design. The sudden changes without holding a neighborhood meeting before the public meeting is inappropriate and deceiving. My neighbors and I disapprove the design shown in the Jan. 24, 2018 meeting.
- 2) What is the total square footage change from the previous design presented on Nov 29, 2017? It appears a significant increase with the new design.
- 3) Please provide the dimensions of building step downs in the back facing the park.
- 4) The building is too tall casting shadows in the park and blocking the sunset view. The tall building does not conform with the building heights surrounding the park, which are mostly two to three stories. The tall building changes vision dynamic and makes people feel heavy, less relaxed and being confined in the valley. The proposed building height should not exceed the Samia building height as both of them forms the gateway to the park. Please provide a close-look rendering from the center of the park showing the true height difference between the proposed building and Samia building, and provide height difference in numbers.

Traffic:

1) Intersection of Lincoln St and LBM

As a part of arterial corridor, Lincoln St continues along with Leo Birmingham Pkay, North Beacon St and Nonantum St carrying traffic on and off highways I-90, Storrow Drive, and Memorial Drive to Allston, Brighton and Newton. This designed as a high traffic volume corridor was interrupted by a few hundred yards of one-way section on Lincoln St between Portsmouth St and LBM. Even worse, the two-sided parking along the one-way section forms a bottle neck chocking daily traffic flows. It becomes common that traffic has to wait as many as 6 cycles to get though during rush hours, the worst delay comparing to major intersections in the vicinity. The one-way arrangement on Lincoln has caused community suffering from through traffic invasion as commuters cut through residential roads to get on Lincoln St. Our community has outcried for many years for Lincoln St to return back to two-way and to resume its normal function as designed. It required joint efforts from the City and State. The Lincoln St intersection at LBM will be much worse when 5 residents development, approximately 600 units, within two blocks of the community, and Boston Landing finish developments.

The traffic study shows the intersection of LBM and Lincoln St. currently has Level of Service(LOS) F, the maximum delay in traffic engineering measurement . The Market St. left/thru traffic will change from LOS D to LOS F with 141.6 sec delay. It is worse than major intersections along Market street, Western Ave, and the Brighton town center. The cause of this delay is due to short signal timing for Lincoln st, and the most important, the parking situation on Lincoln. The two sided parking of Lincoln street should be eliminated.

The 70 LBM devotement provides a good opportunity to open Lincoln to two-way traffic. A strip of land can be available to make the intersection wider and add one more lane on Lincoln St at the intersection. Also LBM southbound at Lincoln St should provide a left turning lane to accommodate traffic making left turns to Lincoln. This change will help to keep the commute traffic on main streets and reduce cut through traffic into the community. Traffic will be more efficient and streamlined.

2) Portsmouth Street and community roadways

Portsmouth St. is one of the community streets that suffers the most from cut through traffic as a result of one-way Lincoln St arrangement. According to the 2015 traffic counts, 199 veh/hr with 98% southbound traffic cut through to Lincoln during 8am-9am, vs. 330 veh/hr on Lincoln st. This shows Portsmouth carries 38% of the Lincoln St traffic. It is too much burden for a residential road to carry arterial volume. Portsmouth St with less than 21 ft in width and one side street parking simply does not have the capacity for through traffic to get on highways.

Portsmouth St also has an access to the Portsmouth Playground. Many people use it daily. We often see people with disability and toddlers walking along Portsmouth to the Park.

With currently design, an estimated more than 50% of resident trips at 70 LBM will take Portsmouth St. or other street in our community for their round trips.

Portsmouth St. traffic has been overwhelmingly increased each year as the Boston landing being developed last few years. With 5 more resident developments, approximately 600 units will be built next few years. Our community probably has less than 300 households. The population will be double of tripled in the near future.

To prevent traffic invasion from various developments, the neighborhood residents formed the Portsmouth Street Traffic Task Force Committee. 95% of households showed the support to make Portsmouth St one-way northbound as Portsmouth suffers the most cut-through traffic than other streets in the community. For the whole community, we suggest to set up short circuit breaks of one-way sections in various locations to prevent the through traffic. Many streets are not wide enough to accommodate two-way traffic in the first place. Therefore the one-way traffic setting will be improve the safety and most important to keep the through traffic on main streets.

Do not Enter signs along with Resident Exempt are most efficient way to eliminate the through traffic invasion at least cost.

In conclusion, it is not fair and inappropriate for residential roadways carrying traffic belonging to arterial roadways and main streets. Keep Lincoln street traffic away from us. **NO TAFFIC INVASION!!!**

3) Ban trucks on Portsmouth St.

Not enough radii to make turns and who wants trucks going though residential streets.

4) Sight distance at Portsmouth St and Lincoln St.

Accidents happened many times at the intersection of Portsmouth St and Lincoln St. due to parking vehicles blocking the sight distance when cars turning left from Portsmouth St onto Lincoln St.

5) Driveway Location of 70 LBM

Given the already much complicated and traffic burdened intersection of LBM and Lincoln (LOS F), 20ft wide Centola St. is the ideal location of driveway access in/out of the property.

6) LBM signals at Lothrop St and the exit ramp of Soldier's Field Road

It happens in late evenings that LBM traffic sitting at red lights at Lothrop and exit ramp of Soldier's Field Road intersections when no vehicles on those streets. Suggest installing sensors and change pre-timed settings.

7) Synchronize intersections

To improve the efficiency, a consideration of synchronizing the traffic signals on LBM from Guess St to Western Ave.

8) Traffic Study

Traffic counts were collected in 2015, 2016 and 2017, respectively. Except the hand counts in the summer of 2017 at the intersection of Portsmouth and Lincoln, when traffic was typically less and not representable as schools were off and people took vacations, most of the counts are 2.5 and 1.5 years old. For this rapid changing area, traffic increases each year. I would suggest updating counts and collect them systemically unlike piecemeal from 3 different years resulting in data inconsistency.

- a) Portsmouth St. traffic data were collected on 9/15/15 and 6/22/17 by two companies. The traffic study uses 9/15/15 counts for one end of Portsmouth and 6/22/17 for the other end. Data do not balance.
- b) We know there are 5 new developments, approximately 600 units to be built in the area. Plus the on-going construction at Boston Landing. A 0.5 growth factor being used in the study does not reflect the area. An adjustment should be considered.
- c) The study shows only 15% of trips from 70 LBM will use Portsmouth St. It will be much higher if Lincoln remains one way.

Thank you for your time and consideration. We are open to meet with officials and design team for further discussion.



Lance Campbell <lance.campbell@boston.gov>

70 Leo Birmingham Parkway

John Harold Miner [REDACTED]

Tue, Jan 30, 2018 at 7:02 AM

To: Lance.Campbell@boston.gov

Cc: austing2 [REDACTED], Mike <[REDACTED]>

Dear Mr. Campbell:

I would like to comment on the proposed exit and entrance and think that having both on the Parkway (rather than the exit on Lincoln) would be better, as the Parkway is wider than Lincoln and can thus accommodate more traffic flow. Lincoln St, as it is now, is often backed up with traffic, especially because it is narrow and the timing of the traffic light is quite brief.

john



70 LBP project

John Harold Miner <[REDACTED]>

Sun, Feb 4, 2018 at 9:28 AM

To: Lance Campbell <lance.campbell@boston.gov>

Cc: Mike [REDACTED], Austing2 [REDACTED] T W [REDACTED]

allstonbrighton2006@googlegroups.com

Dear Lance:

I heartily concur with the comments offered by Mr and Mrs McHale (below). I hope that you will consider all their points very carefully, as the development is the second of several future ones to be constructed in our community. We do not want the look to become cheap, generic, or out-of-proportion, as so many new constructions are. The building on the corner of Western and LBW, fortunately, will be very appealing when finished and offers a good example of sensitive planning. Similarly, the old MDC Speedway building across the street will offer an aesthetic gateway into our community. I can't imagine 80 units of housing to be squeezed into the site, which will add to the over-crowding of a small residential neighborhood.

Thank you for your attention to our request.

John Miner
10 Portsmouth Street
Brighton, MA

Dear Lance:

This is to comment on the project at 70 Leo Birmingham Parkway (LBP) in Brighton.

1. The site is ripe for redevelopment and it is good that a developer is in play .
2. **Architecture and Siting:** It is a critical corner, aesthetically and announcing that one is entering a different neighborhood in Brighton. I believe the developer had it right in initially designing such a building. It was bold, interesting, and provocative. It was disclosed at the January 24, 2018 community meeting that the Boston Civic design Commission suggested an altogether different approach, which the developer followed. This new scheme, which the community saw for the first time on January 24, looks to be the equivalent of a cinder block set next to a park. It has no articulation to the elevations, no cornice, no interesting fenestration, no connection to the surroundings via balconies or landscaped setbacks, and no exterior materials highlighted. It looks like a warehouse. Frankly, it is a disrespectful attempt at shoehorning a building into a site that deserves notoriety. This building sits adjacent to our largest park and will also be a moniker of the new development to follow along the LBP. It needs to express dignity and creativity to every on looker entering North Allston Brighton. I spoke with two of the developers consultants after the meetings and even they agreed this building is sub standard.
3. **Changes and Extension:** Given the likelihood that this building will undergo future changes (hopefully major ones) and that the building was only reviewed once by the community, it seems fair that the comment period be extended to two weeks after a credible design is submitted and reviewed at a community meeting.
4. **Not on BPDA Website:** The new design submitted and reviewed for the first time is not even up on the BPDA website. It seems confusing that people who are commenting on the building and looking at the one on the website are commenting on a project not even under review.
5. **What is the Hardship?** The two parcels that the developer assembled for this project total approximately 22,000 sf. Given current zoning this would allow for reasonably 5 - 10 units of housing. The proponent is asking for 80 +/- units of housing. For a variance to increase this density, the developer must show a substantial hardship. What is their reasoning? A variance need not be given if it is detrimental to the neighborhood. A building going up against North Brighton's largest and only park needs to be one with character, integrity, and one that we are proud of experiencing. The building is also the lead architectural experience as the LBP is developed.

6. **Open and Space and Setbacks:** The community would benefit from more green space, larger setbacks from the sidewalks and abutting homes. The building is jammed into the site. These are variances requested and need not be issued as currently filed.
7. **Variety:** Every successful neighborhood enjoys a variety of architectural styles, the proponent needs to strive to be different.
8. **Sales Price:** The proponent needs to advise on the sales prices of the units.
9. **Deed Restriction:** With Allston/Brighton's current occupancy statistics - 80/90% rental, 10/20% owner occ., the pendulum must swing to home ownership. The proponent is applauded for creating these home ownership units but can do more to guarantee owner occupancy. It is typical for investors to buy units and rent them out. Given the location of this building up against the Mass Pike and the noise it generates, it is likely that this building would become rental. Deed restrictions need to be put in place to mitigate the absentee landlord syndrome we live with in AB. The master deed can reflect this.
10. **Traffic:** The ingress and egress of the buildings auto traffic can be limited to LBP.
11. **Third lane:** A legal sized third lane can be created at the head of Lincoln Street to accommodate the three options of turning traffic. The cycling of the traffic light needs to be adjusted. Bus stops can be adjusted to fit the project.

This project is a great development opportunity for the right building. My comments are suggested to bring the best building into focus. I believe the developer can make positive changes to the building and site to achieve a landmark development. We look forward to the next iteration!

Respectfully submitted,

Jane and Tim McHale
102 Litchfield Street
Brighton



Lance Campbell <lance.campbell@boston.gov>

70 Leo Birmingham Parkway

Mike [REDACTED] Tue, Jan 30, 2018 at 11:18 AM
Reply-To: Mike [REDACTED]
To: Lance.Campbell@boston.gov, John Harold Miner <j[REDACTED]>
Cc: austing2 <[REDACTED]>

John and Mr Campbell:

John, you make a good point about the exit ramp onto Lincoln St. However the reason 70 LMB Pkwy project wants to have the exit onto Lincoln St is so the project residents will be able to turn left on Market street (and return) or go straight across heading west (and return) without going around local streets, namely Portsmouth St.

There are 6 typical round trips for project's residents. With the present road design, all 6 typical round trips will use Portsmouth St on either the outbound or return when the exit/entrance is on LMB Pkwy. Putting the exit ramp on Lincoln Street, 4 out of 6 typical round trips will use Portsmouth Street either on the outbound or the return. Still a large number.

The 70 LMB Pkwy project has not kept the public properly informed of all the changes nor kept the public records up to date. They also have not done a good job explaining why they keep changing the parking access. The only public BPDA meeting did not have the time to discuss or understand many of the issues. Comments are do only 2 days after the BPDA public meeting about possible traffic changes in the area.

Because of all the above, the public is unable to give informed comments.

I am requesting the comment period be extended, public records updated, and additional BPDA public meetings be held so the public can give informed comments.

Michael Dziedzic
14 Lincoln St
Brighton, MA. 02135

On Tuesday, January 30, 2018, 7:02:54 AM EST, John Harold Miner <[REDACTED]> wrote:

Dear Mr. Campbell:

I would like to comment on the proposed exit and entrance and think that having both on the Parkway (rather than the exit on Lincoln) would be better, as the Parkway is wider than Lincoln and can thus accommodate more traffic flow. Lincoln St, as it is now, is often backed up with traffic, especially because it is narrow and the timing of the traffic light is quite brief.

john



Urban Street-Scape needed

Michael Bucell <z@bucell.com>
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 9:05 AM

Re: Proposed Project at 70 Leo M. Birmingham Parkway, Brighton, and its effects on the neighborhood bounded by said parkway, Western Avenue, Mackin St., Waverly St., Portsmouth St and Lincoln Street.

Traffic on these streets is currently at or near capacity.
Lincoln Street residents often are unable to drive their cars out of their yards.

These narrow streets were not laid out for motorized vehicular traffic, having been laid out in the late 19th Century or earlier

The fact that this project is being built within the confines of the current zoning is, by itself, not beneficial to the neighborhood. It is true that, from historic perspective, the population density of this area is a small percentage of what the density was up until the early 1950's, when numerous three-story wooden tenement houses compactly occupied this area.

However, the poor inhabitants who occupied those tenements had no cars, and the street level of those long ago demolished tenement buildings contained various small businesses: two barber shops, dry-goods store, package store, four grocery stores, butcher shop, ice cream counter, news paper-magazine vendor, appliance store, dry cleaner store, three restaurants, bakery, all of which served the daily living needs of those people and others of this neighborhood and surrounding area.

Although a goodly number of parking spaces is being proposed for the 79 units in the proposed building, those alone will not be very helpful in making this a project which benefits the existing neighborhood or even the city as a whole. The existing traffic problem will be compounded many times over when the neighboring parcels along said parkway are developed and the project down at the corner of Western Ave. is fully built and occupied.

What the currently planned building and projected residential developments require is street level business space to service the new inhabitants, thereby **minimizing their need to drive their cars out of the planned parking spaces** within those buildings. A **ground level cityscape needs to be developed**. Otherwise, this neighborhood's late twentieth century acquired suburban character will be convoluted into a dense faux-urban neighborhood that will initially serve the interests of the developers, but not serve the needs and best interests of the neighborhood's present inhabitants, nor serve well the best interests of the new inhabitants or, for that matter, the needs of the broader Brighton-Allston neighborhood.

Michael C. Bucelewicz, neighborhood resident since 1941



70 LMB Pkwy Comments

3 messages

Mike [REDACTED] Wed, Jan 31, 2018 at 2:07 PM
Reply-To: Mike [REDACTED]
To: Lance Campbell <lance.campbell@boston.gov>
Cc: "william.conroy@cityofboston.gov" <william.conroy@cityofboston.gov>

Mr. Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA. 02201
T: 617.918.4311

Mr. Lance Campbell:

I am a somewhat new resident of Portsmouth St near the Portsmouth Street Playground and am directly impacted by the 70 Leo M Birmingham Parkway (70 LMB Pkwy) project. This is the first time I am experiencing such a large project near my home.

Past meetings and designs for 70 LMB Pkwy

There have been two abutter meetings then one IAG meeting. I am not an IAG member. The fourth meeting on January 24, 2018 was the first official public BPDA meeting for this project. The meetings were mostly about traffic because traffic is a major issue and because of the hardships the immediate neighborhood has suffered with cut-through traffic. Please see the 2016 video of typical traffic for Portsmouth St below. This project will add even more cut-through traffic. Because of this, there was little time to discuss other issues and they took a back seat.

A third design was presented at the January 24 BPDA public meeting. The overview presented to the public needed additional details. They should also explain what is different in this design as to what is available for the public to review. No hard copies were available. The public does not know if the information on the website is up-to-date with the latest changes. It is very difficult to remember everything in a presentation. I request hard copies with the latest design be available at the Allston/Brighton libraries for public review.

I am not fully familiar with the process. If the process allows time for the public to consider all the issues and copies for the design changes are available to the public, then so be it.

Driveway Accesses

I thank the proponent for investigating different options for the driveway accesses. They came up with 3 versions for the locations.

Version 1. The initial design had the entrance/exit on Lincoln Street.

Version 2. The second design had the entrance/exit on LMB Pkwy.

Version 3. The third design given at the BPDA public meeting on January 24 has the exit on

Lincoln St and the entrance on LMB Pkwy. The proponent stated the BPDA prefers Version 2 location but did not explain why.

The three versions for the exit/entrance for the parking requires maps to fully understand their impact. The proposed traffic improvement further complicates understanding the issues.

The location of the parking exit/entrance cannot be decoupled from the Traffic Improvements proposed for the area as has been suggested. It determines where the parking entrance/exit should be.

Without the LMB Pkwy improvements:

Version 1. Impacts Lincoln St. Will direct 100% of roundtrip trip destinations to use Portsmouth St, either outbound or on the return.

Version 2. Will also direct 100% of the roundtrip trip destinations to use Portsmouth St, either outbound or on the return.

Version 3. Impacts Lincoln St. Will direct 2/3 of roundtrip trip destinations to use Portsmouth St.

The obvious Choice is version 3.

I will gladly explain the above with a pointer and maps of the area

With the LMB Pkwy improvements.

Assuming my current understanding for the improvements are correct:

Version 1. Impacts Lincoln St. Will direct 2/3 of roundtrip destinations to use Portsmouth St, either outbound or on the return.

Version 2. Will direct 2/3 of roundtrip destinations to use Portsmouth St, either outbound or on the return.

Version 3. Impacts Lincoln St. Will direct 2/3 of roundtrip destinations to use Portsmouth St, either outbound or on the return.

The obvious Choice is version 2.

I will again gladly explain the above with a pointer and maps of the area

Note on LMB Pkwy improvements. It has the potential to further improve traffic.

However should the improvements not be implemented, have a long time and/or delayed in implementation and 70 LMB Pkwy commits to the Version 2, 100% of round trip traffic from 70 LMB Pkwy along with the 50 LMB Pkwy and 40 LMB Pkwy (present Santander Bank) projects will use Portsmouth St once for each round trip, either during the outbound or the return until the traffic improvements are finished.

BTD needs to insure the Portsmouth St area will not suffer further should the above occur. They need to grant the Portsmouth St ongoing petition for one-way north. 95% of the households sign the petition, far more than required. They should implement traffic circuit breakers to mitigate traffic overflow to other areas. Actually they should grant the Portsmouth St ongoing petition for one-way north regardless of delays in the implantation of the traffic impartments.

Traffic and Parking Studies

The traffic study uses an annual traffic growth rate of 0.5%. This is an old and outdated growth rate. With 70 LMB Pkwy, 50 LMB Pkwy, 530 Western Ave, and the Speedway projects, around 350 units are expected to be built within one block of Portsmouth St. Future development in the area, such as the Soldiers Field Rd PI, Boston Landing area, 40 LMB Pkwy project (current site of Santander Bank), Stop & shop, and the Harvard Technology Building on Lincoln St will contribute

to even more traffic.

The under-construction 530 Western Ave project with second story parking ramp empties onto the one-way Waverly St leading into the neighborhood. This adds traffic to the already over-stressed neighborhood.

I request a realistic growth rate be use for the traffic studies.

The parking maps and possibly others out-of-day maps and data are obsolete and incorrect. For example, a map shows unrestricted parking on Lothrop St next to the State Police. This area of Lothrop St is reserved for the State Police. I request any studies using these outdated maps be disregarded.

Parking

Current parking in the neighborhood is extremely limited with people resorting to using the Santander Bank parking lot for overnight parking. When new development occurs on that site, this parking option will be eliminated.

I don't remember the latest ratio between units and parking spots as the developers never provided handouts when they changed them. However, with limited parking in the area, the project's parking needs to be at least one spot per unit with additional on-site parking for guests.

I am requesting the BPDA contact BTM and request residents of this project not be given street parking permits. The precedent has already been set by BTM doing the same for other areas within Boston. Boston's Senior Transportation Planner, Bill Conroy, is my reference.

Building High & FAR

70 LMB Pkwy is very unique as it abuts the Portsmouth St Park Playground on the west side. This park is small but locals use it for exercise and other things. It is a nice way to make informal friends in the neighborhood.

At 6 stories, the height and the FAR of 3.6, the 70 LMB Pkwy building greatly exceed the dimensions of other buildings in the neighborhood. Only the Samia building abutting the playground approaches that height but is only 4 stories tall with the fourth story inside a gable roof, which softens its height. The Samia building is next to the 70 LMB Pkwy project and the gateway to the park. 70 LMB Pkwy should conform to the Samia building. All of the other buildings are 3 stories or less including their gable roofs.

The proponent likes to compare their project to the WGBH office. That is an inappropriate comparison, as WGBH is on the other side of I-90 and not in a residential neighborhood. Also, it does not abut a playground.

The proponent also likes to compare their project to the 530 Western Ave Apartments under construction. It is a distance away, the Samia building is a better comparison as stated above. Also, 530 Western is 6 stories only at the intersection on Western Ave & LMB Pkwy. Shortly after the intersection, the building lowers to 5 stories and remains 5 stories until the end at Waverly St. However the road (LMB Pkwy) inclines as it goes toward Waverly St. Thus, at Waverly St, the 530 Western Ave Apartments is only about 4 stories above street level where it abuts the residual area of the neighborhood. The attached photo shows this.

The renderings in the Project Notification Form comparing 530 Western Ave with 70 LMB Pkwy

and an apparent model, inflates the height of 530 Western Ave by approximately 20% as it makes it one story higher at the level of 70 LMB Pkwy. I request possibility redoing them or the BPDA team be made aware of this along with my explanation they are not considering the steep incline on LMB Pkwy at the 530 Western Ave site. Most important, 530 Western Ave does not abut a playground.

Allowing 70 LMB Pkwy to build so high next to the Portsmouth St Playground sets a bad precedent for future developments along LMB Pkwy, 70 LMB Pkwy abuts the playground on the west end of the playground. The 50 LMB Pkwy project will abut the playground on the west and north side of the playground. Being in the playground will be like being in a **pothole**. Not to mention both will block the beautiful sunsets. Tiering the building from front to back still blocks the western view of the sky. 530 Western tiers the building from left to right and the elevation change of LMB Pkwy tiers it even more.

Building Design

This is the third design for the building and the ugliest of them all. To me, the second design with its curves at the corner was most pleasing aesthetically. I request BPDA consider recommending that 70 LMB Pkwy be somewhat a mirror image of the 530 Western Ave design from LMB Pkwy view (i.e., the south end of 70 LMB Pkwy will be curved as the north corner as 530 Western Ave.) Further, to promote some conformity of style, the height of 70 LMB Pkwy should be 5 stories at Lincoln St then reduce to 4 stories along the rest of LMB Pkwy, which would conform to the Samia building and to 530 Western Ave eye view along LMB Pkwy. They will be like bookends with new between projects conforming to the height between the two. I also request an additional setback of 70 LMB Pkwy from Lincoln St to reduce the congestion at that intersection. This is regardless of Lincoln being one- or two-way. The project has a great location abutting the playground with and fantastic view of Boston's skyline. This is an opportunity and a sign of good will by helping the traffic congestion in the area.

Home Ownership

Home ownership needs to be better insured. Deed restriction needs to be in place to prohibit renting the units by investors. Additional storage for the units should also be added.

Winter use of the park

Many people use the walking track within the park year-round as I do. The shadows from the project will slow or prevent the ice and snow at the west end of the park from melting. This will be a safety hazard and prevent the neighborhood from using the park as they do now.

Thank you for your time and consideration.

Michael Dziedzic
14 Portsmouth St
Brighton, MA 02135

2016 YouTube video of traffic on Portsmouth St.

<https://youtu.be/mncshvv6S7>
Drivers using Portsmouth St as a shortcut to I-90



Drivers using Portsmouth St
as a shortc...

Photo of 530 Western Ave second floor driveway access at Waverly Street level.



530WesternAveSeconfFloorAtStreetLevel.jpg
2531K

Lance Campbell <lance.campbell@boston.gov>
To: Mike [REDACTED]

Wed, Jan 31, 2018 at 2:14 PM

Hello Mike: I will share your comments with the BPDA Board, the Director and the Developer.

Thank you

Lance

[Quoted text hidden]

BPDA_Identity_RGB_Hor_Pri_DB.png

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA. 02201
T: 617.918.4311

Lance Campbell <lance.campbell@boston.gov>

Wed, Jan 31, 2018 at 2:18 PM

To: Warren O'Reilly <warren.oreilly@boston.gov>, Mark Ciommo <mark.ciommo@cityofboston.gov>, Kevin McLaughlin <kevin.mclaughlin@boston.gov>

FYI:

[Quoted text hidden]

BPDA_Identity_RGB_Hor_Pri_DB.png

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA. 02201
T: 617.918.4311

530WesternAveSeconfFloorAtStreetLevel.jpg
2531K





Lance Campbell <lance.campbell@boston.gov>

70 Leo M Birmingham Parkway: Objections and concerns

Karen Smith [REDACTED]

Thu, Feb 1, 2018 at 8:52 PM

To: Lance Campbell <lance.campbell@boston.gov>

Cc: Mark Ciommo <mark.ciommo@boston.gov>, Kevin Honan <kevin.honan@mahouse.gov>, Michael Moran <michael.moran@mahouse.gov>

Re: Proposed Building at 70 Leo M Birmingham Parkway

Dear Lance,

I have several concerns about the proposed building at 70 Leo M Birmingham Parkway. My comments have been a bit difficult to articulate given the significant last minute changes to the proposal. The overall design, traffic flow into and out of the proposed building, and lack of owner occupancy deed restrictions are serious drawbacks to this project. This building is located in a prominent location; any building there should be suitably designed for the entry to this section of the neighborhood.

The intersection of Lincoln St. and Market St and Leo M Birmingham Parkway is increasingly busy, and I find the traffic data in the proposal difficult to believe for current conditions; I drive through that intersection almost daily during commuting hours and regularly experience more traffic than the developer reports. With the planned development at the intersection of Western Ave, the traffic information in the proposal will be increasingly understated.

The developer is requesting a number of variances, but I do not see the hardship that warrants granting these variances, nor is there a design and project plan that warrants any variances. That should still be possible, but the neighborhood should have an opportunity to see the plan that really is being proposed and the one likely to be built, with an adequate period of time to have a community meeting and an adequate comment period. Unveiling a substantially changed proposal a week before the end of the comment period is completely unreasonable.

Thank you.

Karen Smith

70 Athol St.

Allston, MA 02134



70 Leo Birmingham Comment Letter

Tim & Jane Mchale [REDACTED]

Thu, Feb 1, 2018 at 12:17 PM

To: lance.campbell@boston.gov

Cc: allstonbrighton2006@googlegroups.com

Dear Lance:

This is to comment on the project at 70 Leo Birmingham Parkway (LBP) in Brighton.

1. The site is ripe for redevelopment and it is good that a developer is in play .
2. **Architecture and Siting:** It is a critical corner, aesthetically and announcing that one is entering a different neighborhood in Brighton. I believe the developer had it right in initially designing such a building. It was bold, interesting, and provocative. It was disclosed at the January 24, 2018 community meeting that the Boston Civic design Commission suggested an altogether different approach, which the developer followed. This new scheme, which the community saw for the first time on January 24, looks to be the equivalent of a cinder block set next to a park. It has no articulation to the elevations, no cornice, no interesting fenestration, no connection to the surroundings via balconies or landscaped setbacks, and no exterior materials highlighted. It looks like a warehouse. Frankly, it is a disrespectful attempt at shoehorning a building into a site that deserves notoriety. This building sits adjacent to our largest park and will also be a moniker of the new development to follow along the LBP. It needs to express dignity and creativity to every on looker entering North Allston Brighton. I spoke with two of the developers consultants after the meetings and even they agreed this building is sub standard.
3. **Changes and Extension:** Given the likelihood that this building will undergo future changes (hopefully major ones) and that the building was only reviewed once by the community, it seems fair that the comment period be extended to two weeks after a credible design is submitted and reviewed at a community meeting.
4. **Not on BPDA Website:** The new design submitted and reviewed for the first time is not even up on the BPDA website. It seems confusing that people who are commenting on the building and looking at the one on the website are commenting on a project not even under review.
5. **What is the Hardship?** The two parcels that the developer assembled for this project total approximately 22,000 sf. Given current zoning this would allow for reasonably 5 - 10 units of housing. The proponent is asking for 80 +/- units of housing. For a variance to increase this density, the developer must show a substantial hardship. What is their reasoning? A variance need not be given if it is detrimental to the neighborhood. A building going up against North Brighton's largest and only park needs to be one with character, integrity, and one that we are proud of experiencing. The building is also the lead architectural experience as the LBP is developed.
6. **Open and Space and Setbacks:** The community would benefit from more green space, larger setbacks from the sidewalks and abutting homes. The building is jammed into the site. These are variances requested and need not be issued as currently filed.
7. **Variety:** Every successful neighborhood enjoys a variety of architectural styles, the proponent needs to strive to be different.
8. **Sales Price:** The proponent needs to advise on the sales prices of the units.
9. **Deed Restriction:** With Allston/Brighton's current occupancy statistics - 80/90% rental, 10/20% owner occ., the pendulum must swing to home ownership. The proponent is applauded for creating these home ownership units but can do more to guarantee owner occupancy. It is typical for investors to buy units and rent them out. Given the location of this building up against the Mass Pike and the noise it generates, it is likely that this building would become rental. Deed restrictions need to be put in place to mitigate the absentee landlord syndrome we live with in AB. The master deed can reflect this.
10. **Traffic:** The ingress and egress of the buildings auto traffic can be limited to LBP.
11. **Third lane:** A legal sized third lane can be created at the head of Lincoln Street to accommodate the three options of turning traffic. The cycling of the traffic light needs to be adjusted. Bus stops can be adjusted to fit the project.

This project is a great development opportunity for the right building. My comments are suggested to bring the best building into focus. I believe the developer can make positive changes to the building and site to achieve a landmark development. We look forward to the next iteration!

Respectfully submitted,

Jane and Tim McHale
102 Litchfield Street
Brighton

February 2, 2018

Mr. Brian Golden
Executive Director
Boston Planning and Development Agency
Boston City Hall
Boston, MA

Dear Mr. Golden,

RE: COMMENT ON 70 Leo M Birmingham Parkway

As A Member of Impact Advisory Group (IAG) for 70 Leo Birmingham Parkway, and a Brighton resident, I am writing to express concerns I have about some of the details of the project.

- **Density:** The developer is replacing several small buildings with a massive development. While the developer has changed the design of the building in response to concerns, they have made no adjustments to the density. With a pipeline of other projects slated for the neighborhood, this project's density should be viewed in light of additional projects and their impact, as a whole, on current residents.
- **Proximity to Existing Houses:** Furthermore the project is right up against other houses with hardly any setback; the windows and outdoor decks of the new development will overlook the existing homes too closely and encroach on their privacy. Also, according to the current design, the development's driveway exit is right up against one of the abutters. I would assume there would be warning klaxons when cars are leaving the development. I think we really have to have a close look at how this development is going to affect the people living in these houses.
- **Lack of Visitor Parking:** This project has no visitor parking and even with the elimination of extra curb cuts there is not enough parking in the area for the amount of apartments in this project. This issue will be compounded by a number of similar projects that are either underway or planned in the area including construction at the corner of Leo Birmingham Pkwy & Western Ave (also a low on parking project) and 2 additional projects in the pipeline between these two buildings. We need to make sure that this project is built responsibly, with respect to handling the additional cars that it's going to add to the neighborhood.
- **Lack of Deed Restrictions for Condos:** The biggest potential asset to the neighborhood that this project offers is the fact that all units are designed to be condos. In a neighborhood with a large student and young adult population, increasing a sense of permanence with home-and condominium-ownership is a priority. That being said, in

the meetings I've attended it seems that they do not want to deed restrict these condos as home owner occupied units. Without the deed restriction these condo will be bought up and rented out. Deed Restriction is extremely important.

- **Building Design:** Finally I would like to discuss the design of the building. I know that there has been a lot of back and forth about the design of the building. Although I wasn't crazy about the original design I think the most recent look was very unimpressive. This is a big intersection and a big building. It would be nice to see something less geometric (it is basically a box at present) and with a bit more character.

Sincerely,

John Bligh



70 Leo M Birminham Parkway Comment Letter

Anthony D'Isidoro [REDACTED]
To: Lance Campbell <lance.campbell@boston.gov>

Fri, Feb 2, 2018 at 1:12 PM

Hi Lance,

It is unfortunate that an additional document was not posted on the BPDA website detailing the latest changes by the proponents and BTDA.

Those changes are welcomed.

I appreciate the elimination of studios. I would prefer that the one bedroom units be a minimum of 600-700 sf and the two bedroom units be a minimum of 900-1000 sf. If that results in a reduction of the total number of units so be it.

I prefer a 15% IDP rate.

Landscaping including screening and buffering and the optimization of open space be reasonable and appropriate

Preferred minimum sidewalk width of 10 feet along Birmingham Parkway, 8 feet along Lincoln St.

Community benefits must be targeted for transportation infrastructure improvements.

Although I appreciate the home ownership opportunities being presented, owner occupancy is still a critical issue in our community. I understand the reluctance with deed restricted owner occupancy given financing and marketing concerns. I am also keenly aware that BPDA will go ahead and approve projects without such assurances.

However below I offer up what I think is a fair compromise for the proponent's consideration:

Components of the master deed:

- Changes to the restrictions on use requires the approval of all the Condominium Trustees
- No Unit may be occupied by more than three (3) people unrelated by blood, marriage, or adoption
- Cap investment units at 35% (excluding the affordable units)
- In the units that are leased, the lease must be in writing for the entire unit and be for a term not less than twelve (12) months and not to an undergraduate student who is unrelated to the unit by blood, marriage, or adoption
- No unit shall be used or rented for hotel, motel or transient purposes
- Amendments to the master deed require at least a 67% vote of approval from unit owners

Anthony P D'Isidoro
80 Raymond St, Allston