

**Boston Water and
Sewer Commission**



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

May 29, 2018

Mr. Tim Czerwienski
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: 72 Burbank Street, Fenway
Small Project Review Application

Dear Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed residential development located at 72 Burbank Street in Fenway. This letter provides the Commission's comments on the SPRA.

The proposed project site consists of an existing 3,575 square foot vacant surface parking lot. The project proponent, Forest Properties Management, Inc. (Forest), proposes to construct a new 20,834 gross square foot, six-story, 36-unit building. The project will include 36 bicycle parking spaces. There will be no on-site vehicular parking.

The Commission water distribution system has a 12-inch Southern Low DICL water main installed in 1977 in Burbank Street.

For sanitary sewer and storm drain service, there is a 30-inch by 36-inch sanitary sewer and a 15-inch storm drain in Burbank Street.

Water usage and sewage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, Forest 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. All new or relocated water mains, sewers and storm drains must be designed and constructed at Forest'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.
3. 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.
4. 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/>
5. The water use and sewage generation estimates were not provided in the SPRA. The Commission requires that these values be calculated and submitted with the Site Plan. Forest should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. Forest should also provide the methodology used to estimate water demand for the proposed project.



6. Forest 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, Forest will be required to apply for a RGP to cover these discharges.
7. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
8. Forest 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.
9. It is Forest'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, Forest 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. Forest 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. Forest should also provide the methodology used to estimate water demand for the proposed project.
2. Forest should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Forest should consider outdoor landscaping which requires minimal use of water to maintain. If Forest 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. Forest 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.



Forest 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, Forest should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. Forest will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Forest 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. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the Forest will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the 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.
 - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
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. Forest 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 Forest 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. Forest 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, Forest will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. Forest 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. 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, Forest 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 Forest 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. Forest should contact the Commission's Operations Division for information regarding the purchase of the castings.



9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. Forest is advised to consult with the Commission's Operations Department with regards to grease traps.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/afh

cc: Anderson Libert, Forest
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



CITY of BOSTON

Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA
From: Zach Wassmouth, PWD
Date: June 15, 2018
Subject: 72 Burbank Street SPRA - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 72 Burbank Street SPRA.

Site Plan:

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

Construction Within The Public Way:

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

Sidewalks:

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

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

Discontinuances:

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

Easements:

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

Landscaping:

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



PUBLIC WORKS DEPARTMENT

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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



CITY of BOSTON

Martin J. Walsh, Mayor

Street Lighting:

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

Roadway:

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

Project Coordination:

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

Green Infrastructure:

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

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

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

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD

**PUBLIC WORKS DEPARTMENT**

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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



June 18th, 2018

Tim Czerwienski
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 72 Burbank Street
Forest Properties Management, Inc.

Dear Mr. Czerwienski,

The Fenway Civic Association (FCA) is the Fenway neighborhood's oldest all-volunteer neighborhood group that accepts no public or developer funds. Founded in 1961, our mission is to promote a safe and vital neighborhood that serves the interest of its residents.

Upon review of Forest Properties Management, Inc.'s (the proponent) Small Project Review Form for 72 Burbank Street (the project) submitted on May 17th, 2018, FCA has several serious concerns with the project in its current form and unsubstantiated requests for zoning relief.

FAR

FCA believes the proposed Floor Area Ratio (FAR) of 6.1 compared to 4.0 permitted by zoning is unjustified on a new construction project on a vacant lot of regular shape. A 52.5% increase over base zoning without a clear and compelling hardship compromises the integrity of the Fenway's zoning, which was established in 2004 following a lengthy consensus based process. Furthermore, if this project were to set precedent for additional FAR, particularly without a clear and compelling hardship or irregular lot, it may lead to rampant speculation and inflation of property values with the presumption every lot in the neighborhood may have 50%+ greater buildable area than allowed by base zoning.

PARKING

Given the scale, unit mix, and location FCA does support the proponent's request to not provide the minimum parking required by zoning. The property is located in close proximity to multiple forms of public transit, bike facilities, shopping and employment centers, and we do not believe lot or building area which could be dedicated to or in support of dwelling units should be sacrificed for the storage of automobiles. That said, we would like to see the proponent provide a commitment in a cooperation agreement to contribute financial support to neighborhood transportation alternatives such as improvements to pedestrian and cycling infrastructure, bike share, car share/ZIP Car, and the like.

Open Space

FCA understands the difficulties of providing the required amount of open space per dwelling unit on an infill lot, and that a developer may require limited relief in the square footage requirement mandated by zoning; however we question why no concerted effort was made provide any open feature such as a setback planted area at the street elevation, a rain garden, a courtyard or patio, a green (vegetated tray) roof over a reflective white heat island effect reducing roof membrane or common deck, balconies or balconettes, which are all typical open space features found throughout the varying typologies or pre and postwar era Fenway buildings. We fail to see the justification for complete relief in variance from providing any open space amenity and FCA does not think carrying concrete hardscape along the façade enhances the neighborhood.

Setbacks

The requested 4' rear setback vs. the 20' required rear set-back is a major life safety and logistics concern. It is dangerous to encroach upon the alley that much due to restricting fire access. If a fire-truck doesn't fit, neither will a garbage truck, which will negatively impact all other buildings receiving service off the alley. As proposed, there is extremely limited area for even the project's trash and recycling pickup and no internal trash and recycling room for storage throughout the week. Additionally by not attempting to abide by the setback requirement, any meters, transformers, or other utility infrastructure later determined to be necessary for the completion of the project will be difficult to locate without causing further detriment. As the project is new construction proposed for a dimensionally regular vacant lot, there is no clear or compelling reason or hardship to justify noncompliance with the rear setback requirements, or at minimum maintain the alley alignment with the majority of abutters; the project would constrict the alley in a manner different than typical existing conditions.

Groundwater Conservation District

Installation of a storm water infiltration system to recharge groundwater tied into roof drain rain leaders is a standard practice throughout the city for new construction and significant renovations. FCA does not consider the provision of such a system to be an unusual hardship or infeasible requirement. Any assertion that the new building makes no greater impact than the existing parking lot is indefensible when the intent of the conservation district and other city initiatives for improving the environment is to improve upon the existing condition and mitigate any existing harm done by the built environment compared to the natural one. Hemenway Street already has issues with groundwater levels and several buildings have required replacement of pile caps, underpinning, and other structural repairs. The proponent, by requesting relief from a requirement to provide a groundwater recharge system, is potentially impacting abutters in a negative manner and squandering an opportunity to provide a neighborhood benefit. The project as currently proposed also does not show any infiltration or storm water catchment improvements, so in addition to maintaining or increasing impermeable area, storm water runoff will continue to be shed onto neighbors' properties. FCA believes it is irresponsible for a project not to make an attempt to manage storm water runoff and infiltration within its own property boundary when reasonably feasible, and we do not see any compelling logic behind why it would not be feasible at 72 Burbank Street.

Design Commentary

Upon review of the plans, we are concerned that despite the project as proposed being already in excess of the legally buildable area and dimensions by zoning, there still may be insufficient space within the building to accommodate necessary infrastructure and compliance with accessibility standards, which

may result in significant plan changes after the Small Project Review process to the point that what is shown doesn't bear sufficient resemblance to the finished product:

With regard to the first concern, the small size of the proposed mechanical room and a lack of support rooms such as telephone/data, electric, fire pump/control, elevator machine, transformer, and the like, indicate that revisions may be necessary to accommodate these areas unless they are largely accommodated with rooftop equipment and penthouses, which themselves are issues.

With regard to the second concern, the unit designs are not all compliant with 521 CMR (Mass Architectural Access Board regulations), which will require modifications. Particularly the project omits the 5% of Group 2A (adaptable to be more accessible) units required in rental dwelling units. The size of the units presents challenges accommodating the lawful dimensional criteria for accessible units, and it is important that the proposal accurately depicts a compliant design to avoid significant changes in unit types and counts and to provide universally designed units as a neighborhood amenity.

As it appears there may be a significant amount of mechanical equipment on the roof or additional mechanical penthouses that are not depicted on the plans or elevations as submitted, FCA would like an accurate accounting and depiction of the proposed rooftop condition. Such an accounting should show any equipment and any proposed rooftop screening, and a clarification of whether roof access is to be provided by an access stair with a roof hatch in lieu of a penthouse.

Some of our top concerns regarding mechanical infrastructure include:

- Is there an emergency generator for a new building over 4 stories with the elevator as an accessible means of egress? If so, where is this generator? Is it in a sound reducing enclosure? Is there a fuel tank? What does it look like?
- If exhaust chases are not to be provided vertically through the building, what will the through wall exhaust caps look like and where they are located on the elevations?
- FCA would also like an accurate depiction of the meter banks as it doesn't appear such space was dedicated internally to the building. Are the meters intended to be on the outside of the building? If so, where and what will that look like?

In addition to these infrastructure concerns, the overall design is inconsistent with the surrounding prewar buildings that define the neighborhood. For example, the building lacks a defined first-floor base, which is characteristic of its immediate neighbors. Please note that this is a critique of the form and how elements should be arranged and NOT of the proposed style of the elements or materials themselves. The entrance is poorly defined and not a distinct feature. Buildings in the Fenway, as originally designed and when in a good state of upkeep, have well-defined entryways with features such as welcoming doors, planters, cast stone ornament, ornamental iron, entry porches, marquees, awnings, or stairs, and lighting, yet this project does not make any effort to create a well-defined and distinct entry sequence from the street. Nor, as already noted, does it make any effort to provide a buffer to the hardscape of the sidewalk. This is similar to the manner in which some neighborhood prewar buildings, in disrepair from their original condition, have economized upkeep to cater to the student market. Any new development should aspire to enhance the intended character of the neighborhood and not pursue extreme economies of space at the expense of well-integrated design.

While “compact living” with new construction units comparable to prewar building offers an alternative to contemporary sized units that may be attractive to young professionals and empty nesters, allowing

30% of the proposed units to be leased to students is counter to the description of “workforce housing”. Furthermore, the project filing states that the developers plan to target a demographic making between \$85,000-120,000 with rents actually higher in cost per square foot than luxury high-rise construction (albeit with lower square footage per unit). This price point is not affordable to young professionals looking for a small, affordable space with building amenities like community rooms as they transition from a college environment to the workforce. Our concern is that at the price point this housing would be unaffordable to young professionals while an attractive option for students financed by their parents, counter to the intent marketed in the filing. To ensure that the project adds to workforce housing, adequate controls must be in place to prevent the operator from renting to full-time undergraduate or graduate students.

While FCA typically supports the creation of new housing within the neighborhood to help alleviate demand, stabilize the market, and provide more universally accessible units to residents, we cannot support this project in its current form. Given that Forest Properties is requesting a host of variances with significant detrimental implications, that the plans and elevations do not appear to be developed sufficiently to reasonably depict the project as it would actually be constructed, and that they are unwilling to implement controls to reduce the risk that the proposed project becomes a student housing complex and not workforce housing as claimed in the filing, we do not see this project as adding to the neighborhood without significant revisions and must state our emphatic opposition.

FCA hopes these comments, concerns, and suggestions will be addressed and have been constructive as part of the Small Project Review process.

Sincerely,

The Fenway Civic Association Board

CC: Josh Zakim, Boston City Council



Improving Lives and Building Community
Fenway Community Development Corporation

June 18, 2018

Tim Czerwinski, Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th floor
Boston, MA 02201

Re: Fenway CDC comments in opposition to the Forest Properties development proposal for 72 Burbank Street.

Fenway Community Development Corporation (Fenway CDC) is a 45 year old community based non-profit organization that builds and preserves affordable housing and promotes projects that engage our full community in enhancing the neighborhood's diversity and vitality. We are submitting this letter in strong opposition to the proposal of Forest Properties develop housing on their current parking lot at 72 Burbank Street.

Forest Properties Management, Inc. proposes to construct a 20,834 square foot, 36-unit, six-story (69 feet) compact rental building on a 20,834 square foot (sf) parcel that is currently used as residential parking for a neighboring building. The proposed building will consist of 17 studios with an average size of 358 sf; 14 one-bedroom units with an average of 407sf and; 5 two bedroom units with an average of 673 sf.

It will need extensive variances from Article 66 of the Boston Zoning Code. The Inspectional Services Department has ruled that off street parking is insufficient – .75 spaces per unit is required, none is provided and in fact the proposal eliminates current residential off street parking; the Floor Area Ratio (FAR) is excessive as the allowed is 4.0 and the proposed is 6.11; the rear yard space is insufficient as allowed is 20' while proposed is 4' and; the usable open space is insufficient as required is 100 sf per units and the proposed is no open space provided.

This proposal does not meet the needs of the Fenway neighborhood and in fact will exacerbate its current problems. As Boston Planning and Development Agency (BPDA) data indicates, the Fenway is disproportionately inhabited by students and transients. The Fenway is in need of affordable apartments that will allow young working people to move in, raise families and remain for the long term. However, by size and spatial design these units will promote transiency and will not be conducive to raising a family.

The proponent tries to justify the small size of the units by saying that this will allow them to bring down their costs and charge lower rents than comparable units. At the BPDA public meeting of 6/7 the proponent stated that studios would rent for approximately \$2,400 a month, one-bedroom units for \$2,600 and two bedroom units for approximately \$3,400 per month. The price point justification for micro units is specious since the proposed rents are in fact comparable to new apartments on Boylston

Street in such buildings as the Van Ness, the Viridian and the Trilogy complex. In fact the rent per sf in the proposed micro units is even higher than those in the buildings just listed.

In response to public criticisms that these units would be conducive to student rentals the proponent offered to agree that 75% of the units would not be rented out to undergraduates and would put this stipulation in a deed restriction. That is of no consequence since the proponent will be the owner and can simply remove a deed restriction at will. In addition the proponent's past history is relevant here. Forest Properties previously purchased the entire block of approximately 114 apartments on Clearway Street. Those units were of approximately the same size as the proposed units at 72 Burbank. The proponent has been engaged in an extensive rehabilitation project there adding an additional bedroom in each unit by knocking down and reconfiguring the walls, thus making small units even smaller and increasing the head count and the rents accordingly. Longer term residents have been priced out and replaced by students and transients.

In addition to all these concerns, we also submit this comment letter as the direct abutter to this proposed development. We have serious concerns that the construction for this project will negatively impact our abutting wall and that the excavation and foundation work could cause settlement and undermine the structural integrity of our buildings at 68-70 Burbank Street. The construction process and the configuration of the building once it is completed will also constrict on access to the public alleyway fronting on Burbank Street and the internal private alley behind our buildings. This alley system is how we service our buildings on Burbank Street and Westland Avenue. The construction and the building may make it impossible for our workers to park and for garbage trucks to pick up trash in our internal alley.

In conclusion, Fenway CDC strongly opposes the Forest Properties development proposal for 72 Burbank Street and urges the BPDA to reject the application outright.

Sincerely yours,

Richard Giordano

Richard Giordano
Director of Policy and Community Planning
Fenway Community Development Corporation
70 Burbank St., Lower Level
Boston MA 02115

P. [REDACTED]

F. [REDACTED]

E. [REDACTED]

W. <http://www.fenwaycdc.org>

Mr. Tim Czerwienski
Project Manager
Boston Planning & Development Agency

Via Web Form and email to: tim.czerwienski@boston.gov

RE: 72 Burbank Street

Dear Tim,

As Trustees of the 82-unit Symphony Court Condominiums located at 44 Burbank Street, and on behalf of the unit owners, we write with our specific request to **not** grant any of the Developer's five (5) requests for variances from the established and thoughtfully promulgated City of Boston Zoning Code, based on their current proposal. As you know, the project, as currently outlined in the Developer's application for Small Project Review under Article 80E of the Boston Zoning Code, seeks variances on: 1) Floor Area Ratio (it is too massive for the site); 2) Open Space (there is none); 3) Rear Yard (20 feet required, only 4 feet proposed); and 4) Parking (27 spots required, none proposed). The requested variances are not minor; each one significantly violates established requirements.

Symphony Court is exceedingly close to the proposed development, separated by only a few buildings on Burbank Street.

There should be an exceptionally high hurdle for variances to be approved from the thoughtfully adopted Boston Zoning Code for good reason. This project (as currently proposed), consisting of "Micro Rental Apartments," should have an even higher hurdle as it packs in a tremendous number of residents in a very small number of building square feet, and will significantly tax the neighborhood in numerous ways. More specific thoughts on each Variance Request follows:

- 1) FAR Variance: A denser building should not be permitted as there will be 36 units in that much denser building, significantly exacerbating the impacts. While the exemption would allow the developer to further profit, it would allow for a tightly-packed, heavy building with many occupants (likely to be mostly students) to impact the neighborhood, while eliminating one of the few remaining parking lots. The Variance should not be granted.
- 2) Open Space Variance: Given the building's impact generally, and because of "micro apartments", to have no open space whatsoever further impacts the neighborhood. It would not provide residents living in exceedingly small apartments any access to open space—again putting additional burden on the limited, existing neighborhood parks. The Variance should not be granted.
- 3) Rear Yard Variance: A denser building should not be permitted as there will be 36 units in that much denser building, exacerbating the impacts. While the exemption would allow the developer to further profit, it would allow for a large, heavy building with many occupants to impact the neighborhood. The Variance should not be granted.
- 4) Parking Variance: To have many units of "micro apartments" on a very small lot without meeting the .75 spot requirement – in fact, not having any parking at all – will unreasonably tax parking, street traffic, pedestrian safety, etc. in an already very dense neighborhood. The Variance should not be granted.

Other concerns:

- 1) As discussed at the recent community meeting, we believe there is simply no place for micro-units in the East Fenway neighborhood. While we recognize there can be benefits to that design, it simply can't work as planned in our neighborhood because of the student factor. Any micro-apartment building will become a de-facto dorm. Additionally, micro-apartments can only work when there is sufficient open space, parking & services in the neighborhood to support such small units. These conditions do not exist in the East Fenway neighborhood.
- 2) Also discussed at the meeting, there was apparently no planning or thought regarding the garbage trucks that use the alley between Westland Avenue & Burbank Street daily. If this building were built as proposed, garbage trucks would not be able to drive down the alley due to this building's protrusion, meaning that garbage for all buildings on both Westland Ave & Burbank street would have to drop garbage on the sidewalks for pickup. In addition to being impractical, it would be a massive sanitary issue for the neighborhood.
- 3) As discussed at the community meeting, Burbank Street is a beautiful, historic street comprised entirely of red and yellow brick & white stone buildings, depending on the section of the street. For 72 Burbank to not match the brick & stone of its neighbor, 70 Burbank, would be a terrible mistake. Our recently-built building used multiple colors of brick so that it matched the existing structures on either side of our building.
- 4) Neighborhoods should have a mix of ownership and rental opportunities. This area of the Fenway is nearly all rental apartments, which results in a more transient population less committed to the neighborhood. Given this, the project should not be rental apartments.

Suggested alternate approaches:

- 1) The owner & developer never reached out to our building which is dismaying from a process perspective. We only learned of the project and the when it was raised by a concerned resident who read about it on Universal Hub. Sadly, there are likely other neighbors who are still unaware of this possible development and likely also have strong thoughts about micro-units in our neighborhood.
- 2) We are not anti-development and would encourage the developer to amend their proposal to firmly address the above concerns. A building with a smaller number of units meant for home ownership would deal with many of the above concerns and make our 82-unit owners more amenable to the project and, potentially, supporting future variance requests.

Thank you.

Sincerely,

The Trustees of Symphony Court

Mike Jantzen
Steven Moore
Sean Riley

Tim Czerwienski, Project Manager
Boston Planning and Development Authority
One City Hall Square
Boston MA 02201

Re: 72 Burbank Street Small Project Review Application
via E-mail: Tim.Czerwienski@boston.gov

June 14, 2018

Dear Tim:

I am writing as a 33-year East Fenway resident, community advocate, and homeowner to comment on the Forest Properties' Small Project Review application for [72 Burbank Street](#).

I attended the public meeting held at Morville House on June 7, 2018, and have viewed the project documents. While I appreciate the Project's stated goal to fill the demand for housing for young professionals and retirees through the provision of compact-unit apartments that are affordable for those who are working in the city and not eligible for subsidies, there are multiple and strenuous objections I have with the Project as proposed:

1) Project premise: The Project purports to offer housing in a needed sector for the neighborhood and the City – compact units for working households & families who cannot afford luxury units and are ineligible for subsidies. Yet, the Proponent refuses to commit to an enforceable mechanism that would prevent units from being leased by parents of students, and will not commit to anything less than a 30% cap on student rentals. If our community is told that the goal of the project is to provide needed housing supply to those who work in the city and want to be able to live here, we deserve more. This community has worked arduously on its consensus zoning, and with our local universities & their institutional master planning processes, with the agreement that students should be increasingly housed on campus; specifically to free up housing stock for residential use. To be told by the developer that his father recommended the 30% limit because students live in the Fenway was offensive; if developers create housing that invite conditions for student use, small units with no enforceable mechanism to prevent student rental, it fosters and feeds that narrative. The Fenway and its residents have fought long and hard to maintain and grow a residential base in the face of unprecedented institutional growth. While supporting the idea of modest living and the concepts of the Boston Housing Innovation Lab, I object to this Project being touted as a smart housing development for young professionals while refusing a commitment to ensure that it be used *solely* to fill this need. There needs to be more than a promise to this neighborhood to assure this project's use as non-student housing. Should future proposals in the community include compact housing proposals, I encourage the BPDA to develop mechanisms to absolutely ensure that the goals for this housing - to provide affordable housing for working residents - are a mandate of such developments.

Similarly, the Project's goals to market to households earning between \$85-120,000 at \$3,500 for a 650 s.f. unit does not meet the need for housing in the Fenway for those earning between

80 and 120% AMI (single households from \$60,400-90,550 and 2 member households from \$69,000-103,500). For a project built on a parking lot owned by the developer for decades, the great number of units proposed seem to come with rental costs that would prohibit emerging professionals from living there; again inflating student use of Fenway housing stock – contrary to what residents and institutions have fought so long to develop plans against.

On review with board members at Fenway Civic Association several concerns are evident. Unit designs are not all compliant with state accessibility requirements. The roof plan and elevations do not show rooftop equipment; we also do not see any air or exhaust design. Similarly, locations for major mechanical and electric equipment typically shown on plans such as fire pumps, alarm centers, and meters are not displayed. Given the limited space for infrastructure within the building, it is important for the community to understand where the plans for these items lie; their later additions on the exterior envelope or site could well change the project proposal beyond what was presented during the community meeting. The overall design of the project also does not clearly define the entry and provide street level features that distinguish it as in keeping with the neighborhood character

2) Project variances: A number of variances were reviewed at the public meeting, including Groundwater Overlay Conditional Use, Off-Street Parking and Loading, Floor to Area Ratio, Open Space, and Rear Yard. My overall impression is that the variances are not justified, some are potentially dangerous, and that without a presentation of hardship, that allowing these variances will weaken the very hard fought zoning that the neighborhood created.

Groundwater is an important issue to the community, with most all buildings built on infill on wood pilings, and readings and repair work at several neighborhood buildings in the past decade indicate ongoing issues along Burbank and Hemenway Streets. The incorporation of recharge in this area should be a requirement and is standard for new construction.

The FAR of the proposed project is 52.5% over the base zoning. As stated above, with no substantive case for hardship, this type of variance without a reason poses a dangerous precedent for future development and real estate speculation. The city has conducted studies on neighborhoods and housing needs; the Fenway is known for its dearth of stable housing supplies for working residents.

The lack of any open space provided by the Project is disappointing. Buildings in the Fenway typically have, or original had, front yards to buffer them from the sidewalk. It was during the period of mid-century neighborhood decline that many front yards were infilled with concrete by landlords unwilling to commit to the maintenance of these vital open green spaces. I believe that existing properties should be encouraged to restore their front yards as planted open spaces and that all new development should incorporate and maintain a buffer of open green space between their building and the sidewalk. A front yard implies a residence which is cared for while concrete projects the character of a low maintenance student building.

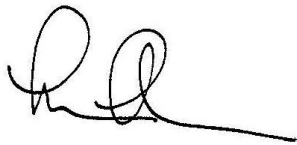
The rear yard setback was mentioned as problematic at the meeting, and is a topic of concern across the community. Restriction of fire access and service vehicles compromise safety and waste hauling service to several buildings that rely on alley access.

Allowing these conditions, particularly those which increase total project area and lot coverage, contribute to the speculative inflation of property values, which again, lend to student use, exactly the opposite of what this project purports to present itself as a solution to – the affordability of housing for working residents.

The BPDA should recognize the very real needs of communities in its evaluation of projects, and the impact these projects have on these needs, to ensure that determinations contribute to, and not further diminish, neighborhood stability and quality of life.

In closing, despite my support for the goals of the city to provide housing for working professionals, I do not believe this project as proposed should be allowed, and voice my opposition.

Thank you for this opportunity to comment,

A handwritten signature in black ink, appearing to be 'Marie Fukuda', with a long horizontal line extending to the right.

Marie Fukuda
120 Norway St. #14
Boston, MA 02115



Tim Czerwienski <tim.czerwienski@boston.gov>

72 Burbank Street project proposal

Conrad Ciszek

Fri, Jun 15, 2018 at 4:46 PM

Reply-To:

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Cc: Richard Giordano, Andre Jone, JUANITA REID

>, Holly Berry

Sarah Jenness

, Mia

Jean-Sicard

Robert Case

, Leah Camhi

Brenda Lew

Andre Jones

, Colleen Fitzpatrick

, "Helen Fenway\WYMCA Co"

John LaBella

Rob Folan-Johnson

, "Darnell L. Johnson"

, Rosaria Salerno

Eduardo Gonzalez

Eric Daniels

, Iola Key

, Tracey Hunt

Mathew Thall

"City Life\WVida Urbana Steve Meacham"

, Ming Chang

Dear Tim:

Thank you for providing me and my fellow Fenway residents with the opportunity to express our thoughts and opinions regarding Forest properties' proposal to build apartment units on Burbank Street directly adjacent to the Fenway CDC offices and one of their affordable buildings.

As you may recall at the meeting many of the residents in attendance along with myself were critical of the project and pretty much are urging a reconsideration or disapproval of the project.

First and foremost, the Proposal made by Forest properties with regards to affordability is not accurate. The quoted amount of \$3,500 for a two bedroom apartment is NOT affordable for a middle class working family! Realistically, that figure is the lower end of a luxury rate for what essentially are not Luxury Apartments with the size dimensions that they are proposing and the lack of amenities. Again the claim by Forest properties that this is Affordable is utter nonsense and should be considered.

There is also a concern with regards to density. The reduced square footage is also concerning with regards to the safety. There may be a fire hazard and code violations with regards to the rationed space and the number of residents who may be living in the building in close tight quarters. The proposed square footage is not in the best interest not just in safety, but also financially. First, low and moderate-income families are not going to be able to afford what Forest properties is claiming to be affordable. Second, those professionals who are fortunate enough to have income earnings that are above the moderate income category are not going to spend what are essentially luxury rates for what are essentially "prison size third world shoe boxes." Third, families are not going to live what are again essentially third world shoe boxes being offered at luxury First World prices. I along with myself and current residents are fully aware of what the prices are for units in the Fenway and Forest presentation and their projection of rates with regards to affordability for moderate income individuals and families is not accurate. Their projections are deceptive or an accurate to say the least.

There is also an issue with regards to density. Many of the residents have expressed that the construction of that building on that current lot of land May pose logistical problems for Public Safety access as well as sanitation and other access with regards to that property and the adjacent properties. This is indeed concerning because sanitation trucks and Public Safety Vehicles routinely access those alleyways and those alleys are already minuscule causing logistical challenges with regards to Vehicles accessing those areas to performing the necessary sanitation and Public Safety duties and functions. If a fire truck needed to access those buildings from behind and that building were to be an obstacle there could be significant fatalities. Also, there will be a loss of private parking which many Fenway residents do use! While a majority of Fenway residents do not currently own cars there is a good population of Fenway residents who do own cars as they need to travel to places of employment that are outside of the city or are in conveniently-located away from public transportation.

In summation, the project should be denied! It should be denied based on the density safety issues, the inaccuracies of the perceived affordability by Forest properties for which is not true! Also, as stated by many of the attendees, when this building is not successfully occupied to by moderate income professionals and families who cannot afford those rates, the building will essentially turn this into another student building which counters the goals and objectives of Fenway residents, activists, and the city who are unilaterally trying to create affordable housing in the Fenway neighborhood and other neighborhoods that are hemorrhaging stock of housing that is Affordable for low and moderate-income residents.

6/18/2018

City of Boston Mail - 72 Burbank Street project proposal

Therefore, I urge the bpda to disapprove of this project. There is no benefit to the community or the city. The only people who would benefit from this project are Forest properties comprising of unnamed deep-pocketed investors who are from out of the city or out of the state if not out of the country. Thank you for your time and attention.

I am carbon copying my fellow neighbors and activist on this letter just to indicate that I have submitted my comments.

Thank you for your time and attention and have a great weekend ahead.

Sincerely,

Conrad Ciszek
Fenway resident

[Sent from Yahoo Mail on Android](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Burbank Street comment

Eduardo Gonzalez [REDACTED]

Fri, Jun 15, 2018 at 4:15 PM

To: Tim Czerwienski <Tim.Czerwienski@boston.gov>, "William.Brownsberger@masenate.gov" <William.Brownsberger@masenate.gov>, "byron.rushing@mahouse.gov" <byron.rushing@mahouse.gov>, Jay Livingstone <JayLivingstone@mahouse.gov>, Jo h Zakim <Jo h Zakim@boston.gov>, Yi el Guerrero <yi el guerrero@boston.gov>

Dear Mr. Czerwienski,

I'm writing to express my opposition to Forest Properties proposed building at [72 Burbank Street](#).

1. Boston PDA should not encourage development of transient-friendly tiny units. This does NOT foster long term community or residents. It simply serves to turn a quick profit to greedy landowners eager to cash in on lowest of hanging fruit (students).
2. Building is ugly. The architects claim the building fits in to its surroundings. This is a lie. The character of all residential buildings surrounding it is very different and they know it. The design is lazy, uninspiring, out of proportion, inconsistent with the neighborhood's vernacular, and visually jarring.
3. Developer has not shown a genuine good will effort to mitigate any possible negative effects this building may have on the neighborhood.

Therefore, as a longtime resident of this neighborhood and a concerned Bostonian, I would like to see this project die.

Sincerely

Eduardo Gonzalez



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to proposal by Forest Properties to build at 72 Burbank Street

Danisha Reddick [REDACTED]
Bcc: Tim.Czerwienski@boston.gov

Fri, Jun 15, 2018 at 5:57 PM

I am writing to oppose the proposal to build at 72 Burbank St.

Thank you,

Dani ha A Reddick

5 attachments



image001.jpg
8K

Improving Lives and Building Community
Fenway Community Development Corporation



image002 gif
2K



image003 gif
2K



image004 gif
2K



image005.jpg
9K



Tim Czerwienski <tim.czerwienski@boston.gov>

Fw: 72 Burbank Street

Case, Robert [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Sat, Jun 16, 2018 at 2:33 PM

Dear Tim,

As a longtime resident of the Fenway, I have witnessed, to my dismay, that the preponderance of new housing has been economically out of reach of the ordinary residents of Boston.

The Forest Properties proposal for [72 Burbank Street](#) takes this trend even further in the wrong direction by proposing luxury prices for what will be cramped spaces.

Public meetings have featured strong and unanimous opposition to this project.

Please register my opposition to the Forest Properties proposal for [72 Burbank Street](#).

Thank you.
Robert Case
[149 Mass. Ave](#)
[Boston](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Comment letter opposing the Forest Properties Development on 72 Burbank St Lot

John LaBella [REDACTED]

Sat, Jun 16, 2018 at 11:07 AM

Reply-To: [REDACTED]

Cc: Tim Czerwienski <Tim.Czerwienski@boston.gov>, William.Brownsberger@masenate.gov, Byron Rushing
 Byron Rushing@mahou e gov , Jay Living tone Jay Living tone@mahou e gov , Jo h Zakim
 <Josh.Zakim@boston.gov>, Yissel Guerrero <yissel.guerrero@boston.gov>

Dear BPDA and State Representatives, and City Councilors.

It is with great dismay that I learned recently that the BPDA doesn't seem to count neighborhood input from its community meetings.

It only seems to be counting input if written. Before I write opposing this ludicrously sham project, I want to record an official statement that the BPDA is deliberately sabotaging its own process by holding community meetings and then ignoring the testimony. I

know this is true because we have just heard that there 'wasn't enough opposition to the OTO hotel project on Boylston'.

And yet I

personally attended three community and IAG meetings with 98% opposition was vociferously expressed because there would be no living

wage guarantees. The same is true for all the other projects that went ahead despite 100% opposition due to the lack of real

community benefits or due to the displacement those developments contributed to or did not mitigate.

Clearly the BPDA process is a sham. Nonetheless, I wish to go on written record as opposing this 72 Burbank St development. It

should not be allowed unless the units replace very low income and extremely low income units lost in the Fenway in recent years,

due to it having been handed a disproportionate amount of luxury and Upper END "Workforce" housing in comparison with other

neighborhoods. This project and the BPDA's entire process has almost completely destroyed what once was the most diverse

neighborhood in the city.

I submit this not believing the BPDA has any interest in community testimony,

John LaBella

P.O. Box 231104
 Boston, MA 02123



"This is what it means to be part of a marginalized group:
 Politeness is met with a refusal to listen, and
 Anger is met with demands for politeness." - A. M. Liebowitz

THE THREE LAWS of HEALTHY NEIGHBORHOODS:

1. *SOCIAL CAPITAL* is where people have
 TIME, MONEY and WILLPOWER
 to invest in neighborhood improvement.
2. THE BEST WAY to increase social capital is

to build *AFFORDABLE HOUSING*, but...

3. ... *MIXED-INCOME HOUSING* creates even more Social Capital than AFFORDABLE HOUSING that is just one income category.

WANT TO UNSUBSCRIBE? In most cases, you can!

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<https://www.avast.com/antivirus>

Thomas Bakalars
30 Fenway
Boston, MA 02215

June 18, 2018

Tim Czerwienski, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 72 Burbank: Proposed 36 Units.

By: Email

Tim;

I have been a resident at 30 Fenway since 1993. I attended the public meeting for this project and have reviewed the materials submitted by the development team.

I am in favor of the development of an infill project at this location but I am opposed to the project submitted. The project is a dormitory cloaked in en vogue planning principles. It is socially and environmentally irresponsible; the design is not thoroughly studied and doesn't fit the neighborhood. It is too much of everything while offering too little. It does this at the expense of the neighborhood.

SOCIAL RESPONSIBILITY

The Owner and their team tout this project as a response to Mayor Walsh's goal of 53,000 housing units and supposedly part of the City plan to assimilate growth into the fabric of the neighborhoods. This project makes a mockery of that statement. All it delivers is unit count under the guise of meeting planning objectives.

The project has 36 units and 43 bedrooms. The building code calculated occupancy is 104 people on a 3,558 sq. ft. lot. For comparison, my building around the corner has a 3,360 sq. ft. lot, 5 units, the equivalent of 12 bedrooms and occupancy of 50. This proposal is a dormitory. Despite assurances that the student occupancy would be capped and deed restricted there is no mechanism that can regulate this effectively. The sole design goal for this project is unit count and it succeeds by violating numerous dimensional requirements and by creating miserable little units with the majority having poor natural light and no open space.

The Owner's cited \$3,750 as a competitive market rate 650 sq. ft. 2 bedroom. This amounts to \$5.77 per sq. ft. per month or \$69.23 per sq. ft. per year. This is equal to the rents achieved in high rise construction projects around town at somewhere between one half to one third of the hard cost with none of the mitigation.

ENVIRONMENT / ENERGY

The project ignores climate change flood protection measures and no special environmental or energy use measures were presented. The basement includes building mechanical equipment and 4 units.

The Boston Harbor Association "Preparing for the Rising Tide" February 2013 clearly shows the vulnerability of the East Fenway at MHHW +7.5 ft. This implies that both the ground floor and basement level are vulnerable to flooding. Since the alley is a full story below the street grade, it is also vulnerable to storm drain failures in conditions that are less than MHHW + 7.5 ft.

The proposed project does not address these issues yet 2 levels and 25% of the proposed units are vulnerable to flooding.

BUILDING DESIGN

Besides the density I do not believe that this project has been studied enough. The elevations are weak and there should be more 3d development of the form and the facades as well as refining the projects contextual relationships beyond basic massing.

The window size and pattern and the brick color are foreign to the context. The canted elevation calls too much attention to itself. While the architects have an elaborate methodology addressing the change in building plane the design is awkward at best and doesn't fit the context as well as other new construction in the area. Perhaps the idea belongs on a larger building that controls more of the visual spectrum of its block, as presented this cant is and always will be an odd little and unfortunate architectural mistake.

The project should recognize and embrace its role as an infill building, not unnecessarily call attention to itself by being different for the sake of being different.

FAR

The FAR exceeds that allowed by 50%. The only reason to exceed the FAR is to build more units. This is an infill project and it should infill within the existing zoning dimensional requirements.

PARKING

There are 8 existing spaces on the lot configured with some tandem spaces. Displacing these 8 cars will exacerbate the already impossible parking situation in the East Fenway.

Add an occupancy of 104 with 43 bedrooms. If only 10% of the occupants have cars that will put an additional 10 cars (total of 18) on the street that aren't there now. If 20% of the occupants have cars then it's 29 cars.

Numerous local parking lots and garages have been converted to new construction and all of the remaining East Fenway parking lots have projects proposed that will eliminate all of the remaining parking. There are numerous local residents who need their cars for work. Parking is already more than challenging. All of the other new non-dormitory residential developments in the Fenway have included parking. This is not the place or the project to make an exception. The reasons to not provide parking for this project are to allow additional units and to save construction costs.

This project will destroy the residential parking balance for the entire surrounding neighborhood.

OPEN SPACE

No exterior open space is provided. There are no balconies, roof decks or outdoor green space. A common room of 600 sq. ft. is located indoors on the ground floor. The same building code provision that defines the occupancy of the building at 104 defines the occupancy of the 600 sq. ft. Common room as 3 people. The reason for not including open space is to allow additional units and to save construction costs.

REAR YARD SETBACK

The design and setback dimension exacerbate an already difficult alley that is used by garbage, service and emergency vehicles. The reason to violate the rear yard setback is to add additional units.

CONCLUSION

This project is about maximizing unit count and it achieves this at the expense of the well-being of the neighborhood. The project is irresponsible in multiple ways and I urge the BPDA to deny the application.

Thank You;

Thomas Bakalars



Tim Czerwienski <tim.czerwienski@boston.gov>

72 Burbank Street Project Comments and Questions

Brenda Lew [REDACTED]
To: Tim.Czerwienski@boston.gov

Mon, Jun 18, 2018 at 4:04 PM

To: Tim Czerwienski
Project Manager
Boston Planning and Development Agency

From: Brenda Lew
Fenway Resident

Re: [72 Burbank Street](#) Project Comments and Questions

At the June 7 community meeting, one lady had a question about the location of the basement because of the danger of flooding. There is concern about the proposed basement apartments and mechanical space. An example is St. Cecilia House built on Kilmarnock Street. In 1996 heavy rains, in the Fenway, flooded its basement. Tenants had to evacuate the building. The mechanical equipment was later relocated to the roof and ground level. Basements of older buildings may have gotten wet floors but did not cause evacuations. The apartments and mechanical should be removed from the proposed basement. It could still be used for bicycle storage, maintenance or laundry room. What is the level of the basement and how does it compare with the basement levels of adjacent buildings? Does it meet the groundwater and flooding requirements?

The photos of the back alleyway show trash bins at the back of the existing buildings. The rear of the building should align with the adjacent buildings so that trash and recycle trucks will have room to negotiate the back alleyway.

No parking spaces will encourage use of alternative means of transportation available in the area.

The upper two floors as shown in the street elevation look like they were plunked on top on the building almost like mechanical equipment. The design and color are not in compatible with the proposed building. The roof deck and setback on the 5th and 6th floors should be eliminated and incorporated with the apartments.

What is the level LEED certification that they are aiming for? Platinum, Gold? Mentioned at the meeting, solar panels on the roof?

As others advocated at the community meeting, the project should have "affordable" apartments that provide housing not for undergraduate students, but long-term tenants who will be part of the community. There should be more one and two bedrooms for professionals, couples and families with only a few studios.



Tim Czerwienski <tim.czerwienski@boston.gov>

Burbank St. Infill

Jack Train [REDACTED]

Sat, Jun 23, 2018 at 4:28 PM

To: Tim.Czerwienski@boston.gov

Tim,

Thanks for taking my question at the meeting regarding Forest Properties' proposed infill building on Burbank Street. It was probably out of line since it didn't relate directly to the proposed building, but rather to one of the very large issues making middle income housing production unaffordable, the lack of competitive labor alternatives.

Regarding the Burbank St. proposal, as a citizen of Boston, and Fenway neighborhood, in particular, the idea of small apartment units strikes me as a creative way to bring rental costs down. We're seeing small apartment concepts take hold in other growing, highly desirable cities, and much to my surprise, it's working. It's not the answer for many, but to the degree it is able to accommodate the needs of a certain demographic that chooses to live in the City (or will ultimately relocate to a city that is more affordable), it creates a housing opportunity that's currently not in our housing stock.

Will overall housing costs diminish because small apartments get build...? I doubt it, but we'll have more housing because of these units and working people will be able to afford them. ...and, regarding Burbank St, the missing teeth in the urban fabric will be filled by condos for rich folks in the absence of solutions like small apartments. That's what happened at our end of the block.

Tim, if the City is unable to make available affordable land; is unwilling to lead in finding alternative approaches to lowering the cost of labor for residential units; and material cost remains high; the only way to get more housing is to encourage creative housing solutions like small apartments or to subsidize middle class housing the way affordable housing is created.

Sorry for rehearsing what you already know and struggle with every day. Suffice it to say, that as a citizen of Boston, I'd like to see the concept Forest Properties is proposing given a chance.

Thanks,

Jack



Tim Czerwienski <tim.czerwienski@boston.gov>

letter for 75 Burbank Street Boston MA 02115

hassan katerji [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Jun 27, 2018 at 4:03 PM

Dear Mr. Czerwienski,

I am writing to you regarding the Forest Properties new construction proposal for the Fenway area at [75 Burbank Street Boston MA 02115](#). My name is Hassan Katerji and I have been doing real estate rentals for over twenty years in the Fenway Area, Throughout these years I have gained a great amount of experience with property managements.

Forest Properties is one of the largest and most well known in the area. They have one of the best track records in the Fenway for their units which are always clean, well-managed, and are regularly renovated while not being overpriced. I have done business with almost all of the property managements in the area and I would consider Forest Properties to be one of the best by far. Unlike other managements, Forest Properties does not over price their units to make them unaffordable, even for their newer units. Also, the management cares deeply about its tenants and the wellbeing of their properties; they always put in the extra effort to make sure their properties have a good reputation for being well kept.

One issue around the Fenway is that there is a constant shortage of apartments. More housing is desperately needed in this area. I believe that more units constructed by Forest Properties would be a great, and much-needed, edition to the neighborhood. This management will be the best fit for this project due to the way they treat not only their tenants but the units themselves.

Thank you in advance for your consideration and attention on this project.

Sincerely,

Hassan Katerji
[REDACTED]

Strictly Apartment Rentals

[115 Saint Stephen St. Boston, Ma 02115](#)

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
5/20/2018	Jacob	Oppenheim		Support	More of this everywhere please
5/23/2018	Sam	Burgess		Support	I write in support of this project and urge the BPDA to approve it. The BPDA should welcome and encourage more alternative forms of housing (such as microunits and SROs). This project is great for a few reasons. First, it features no parking. Boston is already overclogged with cars, and we should be encouraging more TOD and dis-incentivizing car ownership and use through our housing and land use policies. Second, the development repurposes an underutilized parcel (parking lot). Surface parking represents a terrible use of urban land from an environmental, financial, and aesthetic standpoint. This new property will facilitate additional tax revenues for the city when compared to a parking lot. Finally, the design of the development is tasteful and will be a nice addition to this densely-packed neighborhood! Once again, I support this project. Although I do not live in Fenway, new housing anywhere in the Boston area benefits all Boston residents- we have to increase the aggregate supply of new housing coming online or we will become the next San Francisco.
5/24/2018	Randy	Kreie		Neutral	I have no issue with the concept of locating a building on the missing tooth of the neighborhood. I do have a concern based on the experience of some neighbors on St Stephen Street. The narrowness of the alley at the turn where the alley turns toward the street may not allow garbage trucks to make the turn while backing down the alley to pick up dumpster. I'd hate to see this built and discover that all of those buildings now will require garbage pickup in front rather than in the rear. I suspect that currently the garbage trucks use the vacant lot to help make that turn and a modification of that back corner of this proposed building may resolve this potential issue in a way much like NEC did for alley access behind Huntington Theater.
6/15/2018	TRACEY	HUNT	1970	Oppose	I am opposing this project due to we already have buildings with high-cost rents and most of them usually end up vacant or being used as Airbnd. This project will also cause issues for residents who rely on the very little resident parking there is in this neighborhood. Not to mention the traffic that comes in and out of this already dense neighborhood. I also noticed the very little amount of affordable units that this project will offer. We need in this neighborhood MORE affordable units for all income groups. I live close by and I will be impacted by this project by the noise, traffic, lack of parking, and etc.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
6/18/2018	Kyle	Bertoli	Fenway Civic Association	Oppose	<p>Tim, I submitted comments in opposition to this project as a member of the Fenway Civic Association board, but I also wanted to send my personal comments. This is a project that I was excited about when I first heard about it - an innovative way to increase density without going higher and while also building community through common areas for residents to share. I had heard about such compact living at an Imagine Boston 2030 talk, and I understand that there are already some similar units in Seaport. This sounded like the kind of place I might have looked for right out of college, if it were around then. Given our demographics in the Fenway (in contrast to the Seaport), there is a high risk that these units would become an extension of our area universities, which are already crowding out residents and raising housing costs. A 30% cap on student rentals is not sufficient - for one, I don't know whether that covers undergrads only or graduates as well, and secondly, universities need to step up and provide adequate housing for their students rather than co-opting Boston's strained infrastructure to support their own expansion. In the proposed project, a private developer would be profiting from local universities' negligence and setting a bad precedent for the further expansion of student housing into residential neighborhoods. Even if the housing were truly intended to serve the local workforce, it is priced to be affordable for individuals making \$80,000-120,000. Compact living will be most attractive to individuals fresh out of college - already accustomed to small spaces and shared common areas and looking for a similar experience as they enter the workforce. Few of these people will be making enough out of the gate to afford these apartments, but again, there will be plenty of parents who are able to put their children up in these luxury dorms. While compact living can be an innovative part of the housing solution in Boston, this particular project goes about it in the wrong way. Just as concerning, the project seeks a number of variances without any compelling justification and, as far as I am concerned, no neighborhood benefit. These are enumerated in the separate letter from the FCA board. I will not recount them here but will only emphasize that even if this were a by-right project, I do not believe it would be a good fit for Fenway. Given that it would also ride roughshod over our zoning, I am even more strongly opposed. Thanks, Kyle Bertoli</p>
6/18/2018	Cyrus	Tehrani		Support	<p>I support this project as proposed. The housing provided in this project is critical to aiding Boston's affordability. Smaller units provide a more affordable option than new standard sized units. We also should not be building parking in areas such as this where transit is so accessible. Smaller unit sizes and no parking are two keys to creating more affordable new construction housing. Please approve this project as proposed.</p>