



Raul Duverge <raul.duverge@boston.gov>

East Canton Street Preservation Association Board Comments- Harrison-Albany Project

1 message

Margaret Costa [REDACTED]
To: raul.duverge@boston.gov

Fri, Oct 28, 2016 at 1:51 PM

[REDACTED]
Boston Planning and Development Agency

Raul Duverge, Project Manager

One City Hall Square

Boston, MA. 02201

Dear Mr. Duverge:

Leggat McCall Properties, Boston Development Authority, and the South End Community share the common desire for the Harrison-Albany project ("Project") to be successful. As we all understand, success lies in cooperatively integrating the Project into the South End both through construction, design and, most importantly, matching the needs of the community.

This letter serves to express our support for the Harrison/Albany Block project. As long time South End residents and direct abutters to the Project our buildings include 4 buildings at 79,89,99 and 109 East Canton Street. Over the past year, we have had the opportunity to attend numerous public meetings, as well as one resident presently serving on the IAG team. The interaction with the Proponent, Leggat McCall, has been, to date, responsive to the neighborhood concerns. We, however, encourage the BRA (BP&DA) to approve this project pending careful attention to the below concerns and reasonable mitigation requests.

At the October 17, 2016 East Canton Street Board Meeting, the Board provided the following comments and requests to avoid potential impacts to the hundreds of East Canton Street residents, as follows:

1. Building Monitoring

The East Canton Street Board hereby requests a comprehensive preconstruction phase monitoring program to include the following:

- Preconstruction Condition Surveys (PCS), to include photo and video documentation of existing conditions of accessible exterior building facades (and interior areas of East Canton Street buildings).

- Construction Vibration Monitoring – establish baseline/background/pre-construction vibration levels and monitor vibration levels during demolition and pre-excavation activities.
- Slurry Wall System- should be used rather than the steel sheet pile wall system. The slurry wall will be less disruptive to the neighborhood residents in terms of noise and vibrations.

2. Pest Control

- As a result of direct and inadequate pest control mitigation measures during previous construction at 700 Harrison Avenue, which caused infestation of East Canton Street residences, we are extremely concerned about pest control measures. It is highly anticipated that pests will, during construction, come out and disperse to the neighboring buildings. East Canton Street residents need protection and guarantees that full pest control measures will be implemented at all stages of construction to protect the health and safety of residents in compliance with the public health code.

3. Parking and Traffic

- As you know, traffic and parking in the South End, have and continue to be major concerns. We believe that the City of Boston needs to recognize that the traffic and parking trend here is untenable.
- We also believe that making the developer provide a small mitigation to the traffic problem is not going to provide meaningful relief for residents and demand that adequate on-site parking be provided for residents and additional parking be solely designated "resident only," on East Canton Street and abutting public ways. We need to have representative of appropriate city and state agencies as well as MBTA to resolve the traffic issue. Our streets are already overcrowded with limited resident parking. More parking for South End residents must be provided.
- We demand that parking for both construction vehicles and construction employees be off site at all stages of planning and construction.

4. Height

Although adjustments have been made to the Project regarding the height, some Board members are concerned to be losing all their sunlight and sky views.

5. Landscaping

Since East Canton Street public shade trees have long been designated as a "canopy of mature trees." If the trees on East Canton Street on the right side must be up-rooted due to construction, East Canton Street residents demand that upon completion of the Project the trees be replaced that are removed with the same mature trees that are going to potentially be removed. Such necessary landscaping measures will replace the public shade trees currently on the street. It is axiomatic that both sides of East Canton Street should reflect equal beauty of landscaping.

CONCLUSION

East Canton Street residents acknowledge that the developer has made thoughtful attempts to respond to the residents of East Canton Street during the planning process. As such, East Canton Street Preservation Association looks forward to continuing to work with Leggat-McCall Properties, the City of Boston and the IAG to create a successful project that benefits the South End community for now and the future.

As many of us have been lifelong or long-term residents of East Canton Street, many of whom have been able to thrive, raise our families and experience a quality of life with family and neighbors, we offer our conditional support for the project. This support, as noted herein, is contingent upon the resolution and guarantee of the above-referenced reasonable comments, concerns and requests.

In closing, we would like to thank Casey Hines and Raul Duverge, Project Managers for doing an amazing job throughout the year in coordinating meetings for the community to provide feedback.

Please contact Maggie Costa at [REDACTED] to discuss in further detail.

Thank you for your attention to this matter.

East Canton Street Preservation Association

Maggie Costa,(IAG member), Ralph D'Amico, Frank Howell, Eva Jansky, Rosa Mejia, Rafael Rivera, Annette Rodgers, Carol Ward and Kenneth Woods



Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Comment Letter

1 message

Vadim Kuksin [REDACTED]

To: Raul Duverge <raul.duverge@boston.gov> [REDACTED]

Thu, Dec 1, 2016 at 8:34 PM

Hi Raul,

As I believe you know, I am a Board Member of BFSNA, the Development Chair of the Association, and a member of the IAG for the Harrison Albany Block development. However, I am writing this letter as a resident in the neighborhood of the development and not in my capacity in any of the aforementioned positions.

I would like to voice my support for the development. The development brings vitality to 3 acres of land that is vastly under utilized in the South End.

Many people complain about affordability in Boston. Firstly this project will add 65 affordable units on site with a contribution of roughly \$13 million to the City's housing fund. Second, real estate prices and rental rates are high in Boston because demand is high. As a result, the most logical way to lower prices is to increase supply. Hence the Mayor's 2030 housing plan.

There is no question that this project will impact parking and traffic in the neighborhood. The trade off between density and traffic/parking is the trade off neighborhoods are going to have to consider if they want to see the City become more affordable. I am personally willing to make that trade off. The developer has lowered unit count by almost 10% from their original plan and the FAR proposed is well below the allowable FAR of 6.5 for the PDA.

The developer has listened to many different opinions in regards to the design of the project. I think they have done a remarkable job in listening to the community and coming up with a design that mixes well with the surrounding neighborhood.

If there is one recommendation I would make, it is for the developer to consider for-sale condos for this project at some point. I believe the supply/demand relationship for condos is even more disproportionate than the supply/demand relationship for rental apartments in Boston. As a result, I think the BPDA should urge more developers to consider condos in order to make prices more affordable and increase home ownership in Boston.

Thank you,

Vadim Kuksin

Harrison Albany Block, South End Development

11/30/2016

Resident Comments:

My name is Ken O'Donoghue and I live on E. Brookline St.. I am a trustee in our Condo. Assoc. and I sit on the IAG for this project. All eight unit owners think developing this project is a good idea however the scope and size of this proposed project is way beyond the scale of the four to five story surrounding neighborhood. This area was rezoned to 120ft. height believing a medical building would be constructed on the site. Boston Medical Complex sold the land to a private developer who proposes to construct residential rental units. The two proposed main buildings are to be 11 stories plus a roof structure for mechanicals, basically twice the height of existing buildings. I wouldn't argue against this height on the other side of Albany St. but this project is encroaching into the neighborhood. I would like to see these buildings drop down to seven stories.

At the first public meeting, when Casey Hines was project manager, there was very large turn out, overflowing into the stairwell of area D Police station. Almost everyone was strongly against a project of this size being forced upon our neighborhood. I have been told that there is a number of people in favor of this project but I have been to almost every meeting and the most I've witnessed is the same three people in favor.

We would like to see two HubWay stations on the site to service the new rental units.

Thorn Street is the alley close to and running parallel to Albany St. It is narrow and presently it is hazardous. This alley is the access to parking for buildings on Brookline and Canton. There should be some traffic mitigation so this alley isn't used as a cut through making a bad situation worse.

Thank you for considering our comments.

Ken O'Donoghue



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- Harrison Albany Block, South End- Comment Period Concludes on 12/1/16

1 message

Derek Valentine [REDACTED]

Tue, Nov 29, 2016 at 8:21 PM

To: Raul Duverge <raul.duverge@boston.gov>

Hi Raul-

Thanks again for the opportunity to comment. It has been a pleasure to work with the IAG with the shared goal of getting the best project we can for the neighborhood. I was an early supporter of the higher density proposal but I understand this was not an opinion shared by all. In the intervening months, Leggat McCall has been extremely responsive to community input which has ultimately resulted in a much smaller project, but one that I believe a majority of residents will be proud of.

In my previous letter, I expressed general support, but offered a few comments and suggestions. I found that they have all been adequately addressed. The mitigation package is consistent with what has been provided for other projects throughout the City and directly responds to the anticipated project impacts. I have said numerous times that this part of the South End does not necessarily need new green/open spaces, but rather we need to take better care of the ones we already have. The pledge of \$250,000 for improvements to Franklin Square-is much needed due to its extensive and aging tree canopy and its attractiveness to the homeless and drug recovery communities (both requiring regular policing and park maintenance). An additional \$100,000 is being pledged for improvements within a one mile radius. I would suggest that this radius be tightened to a quarter mile (or even the Harrison/Albany Corridor). Copley Square the the South West Corridor are within a mile of the site and I hardly think that improving either would mitigate the direct impacts of the project.

Additional measures have been taken to minimize single-occupant vehicle trips including the provision of Hubway and abundant on-site bicycle storage, offering MBTA passes for the first 60 days of tenancy, and numerous street scape improvements along the site's street frontage. This host of improvements will offer the resources needed to allow tenant's to live car-free while accomplishing the objectives of a true transit-oriented development.

The design and material selection for the buildings has vastly improved in response to comments from the IAG and others. The use of steel panels has been reduced and many surfaces are instead brick. When combined with the black casement windows, this look is a nod to this area's former industrial past with the more clean line modern upper floors representing more recent construction in the South End.

I greatly look forward to the day that open and underutilized surface parking is replaced with a beautiful and vibrant mixed-use community. I enthusiastically recommend approval of the project as presently proposed.

Best,

-Derek

On Tue, Nov 29, 2016 at 2:39 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon,

This is a friendly reminder that the comment period associated with the Planned Development Area (PDA) Plan and the Draft Project Impact Report (DPIR) for the Harrison Albany Block project proposal concludes on Thursday, December 1, 2016.

Feel free to submit comments to me directly via email or visit the following link to submit comments on the proposed project through the BPDA website: <http://www.bostonplans.org/projects/development-projects/harrison-albany-block>

Please share this information with your fellow neighbors, group members, and other community stakeholders.



Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Block, South End- Comment

1 message

Wed, Nov 30, 2016 at 7:42 PM

Mark Haley [REDACTED]

To: Raul Duverge <raul.duverge@boston.gov>

Dear Raul,

Please find my comments for the PDA area with boundaries of Harrison Avenue, East Dedham Street, East Canton Street and Albany Street.

Construction: I would request the construction of the area use the technique known as Slurry Walls verse a more intrusive process. Through many meetings, I heard the same concern from the abutting neighbors who will have to live through the building of the project. Out of respect to the existing buildings and people, the less vibrations and noise will be a good neighborly practice to follow. In concern with the inflow of construction vehicles, it would be well received if the Developer supplies designated parking to not take away commercial, residential and meter parking from the immediate neighbors. If the Developer could plan well to have the least amount of Street Closures and blocked parking spaces would be appreciated. I really appreciate the Developer listening to our concerns with the look of the development. I am happy with the overall look of the project since the Brick walls have been added to match existing architect. What I would not want to see is more walls like the back of 27 Wareham, where it is all grey and no structural details.

Parking: I am happy with the amount of parking that will be constructed in the underground parking lot. I would be happy if they made more underground parking since it seems they would like to lease out some to businesses in the area. I would suggest that the Developer be forced to make more parking in their planned 703 space Parking Garage designated for residents. From what I understand, if they do not designate it to residence, and designate the spaces commercial, they can always have residents fill the spaces if they need them. The benefit of increasing the Residential Spaces from 406 to 525 would help with price structure in the favor of getting more cars off the street. The Developer would be forced to drop pricing to attract their residence to park in their garage, hence keeping the already existed street parking for the already existing needs in the neighborhood. They will be increase the number of cars in this neighborhood and should be responsible for supplying off street parking for these cars. The existing structures have always had the existing off street parking.

Use: I am disappointed that this property could go residential but it seems to be out of our control. The last administration wanted this area to be commercial, supplying jobs to the area. Light industry does not always mix well with residential. I would like to see a little more commercial included in the property. There should be metered parking for these new businesses on Albany, East Dedham Street and Harrison, no more residential parking. Metered parking will support the new businesses and help them thrive. As mentioned above, the developer should do its best to supply affordable off street parking to its new residential apartments. I think that at least 50% should be condo. Having owners verse renters brings more accountability to the neighborhood. I would hope there was a way to force this to happen. The overall number of units for residential should be decreased to lessen the impact on everything to this immediate area. I would be happy with any decrease but would hope for 5 to 10 percent with residential units. I

12/1/2016

City of Boston Mail - Harrison Albany Block, South End- Comment

know the Developer wants to maximize their dollar, but for the good of the neighborhood it should decrease the number of residential units.

Affordable Housing: Is there a way to make the developer build all the affordable units on site. I know there is a need in the immediate area for affordable places to live and they should help with this.

Thank you for all your work,

Mark Haley

From: Raul Duverge [mailto:raul.duverge@boston.gov]
Sent: Tuesday, November 29, 2016 2:39 PM
Subject: Friendly Reminder- Harrison Albany Block, South End- Comment Period Concludes on 12/1/16

Good Afternoon,

This is a friendly reminder that the comment period associated with the Planned Development Area (PDA) Plan and the Draft Project Impact Report (DPIR) for the Harrison Albany Block project proposal concludes on Thursday, December 1, 2016.

Feel free to submit comments to me directly via email or visit the following link to submit comments on the proposed project through the BPDA website: <http://www.bostonplans.org/projects/development-projects/harrison-albany-block>

Please share this information with your fellow neighbors, group members, and other community stakeholders.

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12/1/2016

City of Boston Mail - Project Comment Submission: Harrison Albany Block



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

Thu, Dec 1, 2016 at 9:56 AM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1391

Form inserted: 12/1/2016 9:55:31 AM

Form updated: 12/1/2016 9:55:31 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Jamie

Last Name: Curtis

Organization: New York Streets

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: Hello, I am in favor of Leggat McCall's proposed development. Leggat McCall has done a great job addressing community concerns over number of units, unit mix, building height, parking and affordable housing with their Harrison/Albany plans. It is a large site and happy to see high density residential proposed. It will awaken this area of the South End. Local businesses around the site will benefit from this development. The final design is a big improvement over the initial design. The development team listened to concerns of the neighborhood and its evident in this final design. I fully support the community benefit of improved lighting for Franklin/Blackstone Squares. Both parks are very popular for local dog owners and will be used by the residents of this development. I think the immediate abutters should be offered discounted parking in the garage too. The addition of Hubway stations is great but there are no bike lane plans to accommodate bikes coming and going. This is a bigger issue that the city needs to address. There will be in the coming couple years protected bike lanes on Harrison Ave between Herald and E. Berkeley but not continuing down Harrison Ave. Parking on Harrison ave should be eliminated so bike lanes can go in. It's time the city starts taking more action on the interconnectivity for bikes. People over cars needs to be a bigger movement. BTD can only do so much with the timing of signals. They need to be activating more access to 93 from Albany Street and BUMED. There need to be bike lanes on both E Canton and E dedham. These lanes should connect all the way to the wide bike lane on Washington Street until future bike lanes are built on Harrison and Albany. Sincerely, Jamie Curtis

PMContact: raul.duverge@boston.gov

November 30, 2016

Raul Duverge, Project Manager

IAG Member Comment on Harrison Albany Block Project

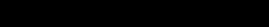
In my comment letter from July 26th, 2016 I made the following objections to the Harrison Albany Block Project:

- 1) more of the affordable units should be located onsite
- 2) more two- and three-bedroom units rather than one-bedroom units
- 3) some of the units should be condos
- 4) the project is far too dense

While the architecture has greatly improved, and some of the mitigations offered are tempting, Leggat McCall has not yielded at all on the first three points, and has barely budged on the fourth and most important point, reducing the units (and parking spaces) from 687 to 650.

The density of the South End is about 80 people per acre (25,000 residents on 300 residential acres). The density of Worcester Square, where I live, is about 200 units on about 3 acres. The density of the closest residential neighborhood to Harrison Albany Block, the block between East Canton and East Brookline, is about 220 units on about 3 acres. Many moved to, or stayed in the South End, as much because of its density as its architecture: in fact, for most of us, the two are inseparable. It is the perfect balance of city and neighborhood, enough people to fill the streets and local businesses without inducing high-rise anonymity and anomie, not to mention the noise, traffic congestion, and all-day shade. As proposed, the Harrison Albany project would triple that density (650 units on 3.1 acres, or 209 units per acre). A project of this size belongs somewhere else, in the Seaport or further up Harrison Albany where there is no recent history of residential neighborhoods. In fact, it is much denser than many the other projects that have been allowed since the recent rezoning. 600 Harrison has only 160 units on about 1.25 acres (127 units per acre), Ink Block has 471 units on 6.2 acres (76 units per acre). Only 345 Harrison exceeds it, and that is bordered on most sides by old industrial and commercial uses. I believe the project should be limited to 500 units, which would still be about double the density of the surrounding neighborhoods, and that by itself would greatly limit the problems with parking, traffic, shade, and noise.

George Stergios



12/1/2016

City of Boston Mail - Harrison-Albany comment



Raul Duverge <raul.duverge@boston.gov>

Harrison-Albany comment

1 message

Joe Wolvek, Gibson Sotheby's Int'l Realty [REDACTED]
To: Raul Duverge <raul.duverge@boston.gov>

Thu, Dec 1, 2016 at 4:32 PM

Raul, here is my comment on the Harrison-Albany Project:

I would like to voice my support for Legatt McCall's design for the Harrison Albany project pending further details. I would like to voice my support for Legatt McCall's design for the Harrison Albany project pending further details.

The evolution of the massing of the project has allayed some of the concerns I had about the physical density as well as the height. Ideally, I would have liked to have seen a smaller project, but I recognize the financial realities involved. I do think the project has an attractive design with respect to basic design elements and its use of open space. I think a good deal of the aesthetic success and appeal of this project will be determined by the specific finishes used, and my support will be conditional upon those details as they are developed.

Once again, my main concern is traffic. The addition of this project to the already daunting array of projects slated for this area does cause concern. I believe that the developers should be paying in to a fund for the purpose of ameliorating the effect of the volume of traffic in this area. I do believe the City and the State need to have their feet held to the fire to be held accountable for the specific measures to be taken and the timeframe for them to be taken in.

I also believe that the public transportation in the area is vastly inadequate and very unreliable, and major improvements need to be made in this area. I understand that the evolution of Boston and development of the city is inevitable and desirable, but the city cannot continue to greenlight every project coming down the road without stopping to think about who, exactly, this development benefits, and the effects on the folks who live here.

With regard to this project, once again, my support is conditional upon an agreed upon construction plan with as little impact to the surrounding inhabitants as is humanly possible. As we've discussed, construction schedule, noise abatement, construction traffic and parking, and dirt and debris disposal will need to be agreed upon.

Best,

Joe Wolvek, IAG member and abutter.

Joe Wolvek, Realtor, SRS, ABR

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Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Project

1 message

Thu, Dec 1, 2016 at 5:00 PM

To: raul.duverge@boston.gov

Hi, Raul

My prior comments should be incorporate into the following to the extent possible.

My chief concerns remain the same. The building is still too dense with 650 units and 2 levels of parking with stacking availability, which I believe is the final proposal, in spite of the fact that the BRA document does not reflect that. This is very disappointing in view of the fact that the developer started out with 500 to 600 units and, apparently with input from the mayor and the BRA, increased it significantly to help the mayor's housing plan. Well, we see from the Boston Foundation's recent report that has not worked out and probably will not help with moderate and low-income housing and with helping to reduce the obscene and astronomical rents in the city and surrounding areas.

I also support the suggestion of Joe Wolvek, one of the IAG members, that 575 Albany Street should go back to more residential units on top and fewer on East Canton and East Dedham in order to reduce the impact of this project on East Canton and East Dedham Streets. I thought this was a good suggestion.

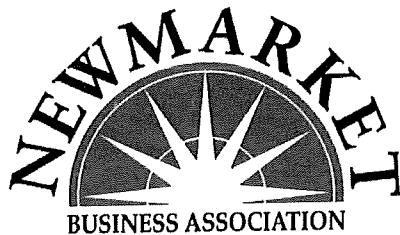
Again, the parking spaces should be bundled with the apartments and residents should not be allowed to get Resident Parking Permits. We are already overtaxed with people having to circle several times to find street parking ending up 4 and 5 blocks away. That may be fine for some, but is not a viable situation for women and the elderly, particularly at night in this troubled neighborhood.

I notice that the proposal says it will add \$3,300,000 to the city taxes. Some of this should be used in some way to alleviate the burden this project is foisting on the neighborhood.

Finally, I assume that the community benefits that the developer is proposing is not part of this, particularly \$250,000 to Franklin Square. I have already spoken to neighbors who see better uses for this money and see it as a way to perhaps tone down some of Blackstone Franklin Neighborhood Association's concerns.

Thanks,

Helaine Simmonds
IAG member.



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November 30, 2016

Mr. Timothy Burke, Chairman
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Attention: Raul Duverge

Re: Harrison-Albany Block Project

Chairman and members,

As the cohesive business organization in the Newmarket area, representing over 200 members, it is regularly standard procedure for individuals to come to the Newmarket Business Association to discuss upcoming projects they are proposing as well as variances or permits they have requested.

The proponents of the Harrison Albany Block project proposal, Leggat-McCall, have met with the NBA for this purpose. In addition, the Association's Executive Director, Sue Sullivan, is a member of the Impact advisory Group for this project.

The owners seek to develop a large, multi-use project that includes residential and retail space, and a garage.

The Association, has had some concerns with the Project over the past several months, particularly on issues revolving around traffic mitigation. Clearly, this project combined with other similar projects has the potential for negative traffic impacts on the surrounding community.

Through the IAG process and discussions with Leggat McCall and the Boston Transportation Department, the NBA has determined that mitigation of these issues is vital to the well-being of the neighborhood.

The Newmarket Business Association is pleased to offer its support for this project. The proponents have proven to be willing community partners and have been open to the neighborhood's requests and site plan changes. In addition, the development will add vibrancy to the area.

As a note, **our support is contingent** on the following...

1. a revised traffic management plan for the area. Even before this project and other upcoming projects in the area, traffic along Albany Street and Massachusetts Avenue is

strangled at best during many parts of the day. Harrison Avenue also experiences significant delays. It is imperative that the City and State Transportation Departments work together with the neighbors/stakeholders in the area form a working group to create a viable traffic management plan. This working group should begin meeting prior to construction of this Project.

2. the signing of a contractual agreement by the proponents to a mitigation package agreed upon by Leggat McCall and the Harrison-Albany Block IAG.

We applaud the owners for investing in the area and look forward to their membership in the Newmarket Business Association.

Should there be any questions or concerns, I can be contacted at 617-233-7565

Sincerely,

A handwritten signature in black ink that reads "Susan L. Sullivan". The signature is fluid and cursive, with "Susan" on the first line and "L. Sullivan" on the second line.

Susan L. Sullivan
Executive Director
Newmarket Business Association



Design Review
Committee

December 1, 2016

Sheila Grove, Chair

Jim McQueen

Suzi Parks

Tom Parks

Sue Weil

Bob Wells

Jennifer Ettron
Executive Director

Raul Duverge
Boston Planning and Development Agency

Re: Leggat McCall, Harrison Albany Development

Dear Raul,

Leggat McCall has put in much time and attention to its proposed Harrison Albany project (Project). And, while it has a lot to recommend it, Washington Gateway Main Street's Design Committee believes that some changes would improve the Project's marketability and its relationship to the surrounding neighborhood.

Design

The mixed materials of the buildings' facades, loft-like windows, some private balconies, underground parking, and off-street loading are some of the very thoughtful design elements of this Project. We are also happy that both sides of E. Dedham and E. Canton will have similar streetscape improvements.

The amount of street level open space included in the project is also commendable. However, having entrances to only 8 apartments from East Canton Street and the lack of doors on the open spaces, particularly the Pedestrian Green, pose a safety concern. Safe city streets are busy city streets. And the same can be said for open spaces. Criminal activity and vagrants are attracted to places where there are no eyes on the street.

We suggest:

- Place entrances to the entirety of the residential buildings on, or in close proximity to, East Canton Street.
- Include residential entrances along the Pedestrian Green.
- Retail/restaurant should be confined to Albany St and Harrison Ave.
- Commercial space on E. Dedham should be activity-generating non-retail/restaurant uses such as a gym, palates studio, theater or the community workspace.

Density, Traffic and Transportation

The Mass Ave and Herald Street entrances to I93 and the Mass Pike, which will be used by The Project, are already unacceptably congested. These are the same entrances that will be used by the massive South Bay Project,

46 Waltham Street, 304A

Boston, MA 02118

617-542-1234 wgms.director@gmail.com



BOSTON
MAIN STREETS
FOUNDATION



developments at Andrews Square and parcel 3 as well as potentially thousands of units in the New York Streets area and the Flower Market. The Silver Line is at capacity and bus service on Albany Street is inadequate. All of these issues should be addressed in conjunction with development.

While we appreciate that Leggat has reduced the number of units and the number of parking spaces, it is already evident that existing conditions of neither the streets and highway entrances, nor transportation can accommodate this project and the ones to come.

The Project is about three times denser than nearby residential blocks. In order to have less of an impact on the burdened infrastructure, we suggest:

- Reducing the number of units and parking spaces to no more than 500 each. (More two and three bedroom units and larger units could recoup potential loss of rental income due to fewer units while providing more-needed couple and family housing.)
- The number of parking rented to non-residents should not exceed the number of spaces currently rented by Boston Medical Center.
- Neighborhood residents should be given priority to rent parking spaces. This will help alleviate resident parking concerns while freeing up spaces for visitors and business customers. (Discounted rent might be a community benefit.)
- Implement the transportation and traffic recommendations of the Harrison Albany Strategic Master Plan.

Thank you for your consideration.

Very truly yours,

Sheila Grove
Design Committee Chair



Blackstone/Franklin Square Neighborhood Association
PO Box 180940
Boston, MA 02118
bfsna@blackstonefranklin.org

December 1, 2016

Raul Duverge, Project Manager
Boston Planning & Development Agency
1 City Hall Square, 9th Floor
Boston, MA 02201

RE: Third Public Comment Regarding Harrison Albany Block Project

On behalf of Blackstone/Franklin Square Neighborhood Association (the “Neighborhood Association”), I submit this third letter of comments regarding revisions to the development proposal by Leggat McCall (the “Proponent”) known as Harrison Albany Block in the South End (the “Project”). This letter supplements, and does not replace, our comment letter dated June 3, 2016 regarding the original version (710 units) of the Project and our letter dated July 8, 2016 regarding the initially revised version (687 units) of the Project. All comments from our prior letters are incorporated into this letter.

The comments below are based on feedback gathered from (1) the Planned Development Area Development Plan (the “PDA Plan”) dated October 14, 2016, and addressed to the Boston Area Development Plan (the “PDA Plan”) dated October 14, 2016, and addressed to the Boston Planning & Development Agency (the “BPDA”), (2) a presentation to the general public on November 14, 2016 that members of the Neighborhood Association attended, (3) a presentation at a Neighborhood Association meeting on November 15, 2016, and (4) a presentation to the Impact Advisory Group on November 16, 2016 that members of the Neighborhood Association attended.

We applaud the Proponent on numerous improvements in the revised Project. Specifically, we are pleased with the reduction of units, which has consequently lowered the FAR; increased proportion of multiple bedroom units; improved architectural design; and activation of the corner of Harrison Avenue and East Dedham Street with commercial space instead of open space. However, we continue to have concerns with a number of major Project elements that require refinement.

Scale, Density, and Massing

Despite the welcome reduction in the number of apartments to 650, a reduction of 60 units from the 710 in the original proposal, the Project is still larger than what was represented to the neighborhood. We continue to insist that that total number of units in the Project remain between 500 and 600, per the Proponent’s well-documented representations at our March 17

meeting, and as extensively discussed in our prior letter. We find it unconvincing that the Proponent intended for that number to refer to the number of units in Buildings A and B only. No one attending our meeting came away with that impression. *In light of these representations, we urge that the Proponent revise the Project to conform to its committed reduction to 500 to 600 units.* We note that other neighborhood groups and organizations have demanded even greater reductions to 500 units or less. We do not. Instead, we respectfully come down between that number and the Project's number as a reasonable middle ground to mitigate density.

While we appreciate the Proponent's attempt to lower building heights, we believe that lowering the height on Buildings A and/or B would be more appropriate than reducing the majority of the height on the 575 Albany building. The 575 Albany building is furthest away from residential properties; lowering building heights closer to Harrison Avenue would have the most positive impact to abutters and keep the height of the Project more uniform with the rest of the neighborhood. Throughout the community engagement process, neighbors have consistently stated a preference for massing to focus on Albany Street.

Naturally, the Neighborhood Association is concerned with the impact of such a large development in light of so many other developments. *We recommend the targeted adjustments in massing as described above to result in a Project more compatible with the existing scale of the neighborhood and that is more in character with other developments recently built or under construction.*

Design

We applaud the refined architectural design of the Project. It is really quite impressive and demonstrates thoughtful consideration of the neighborhood's concerns. The Project has an appropriate balance between design elements that relate to neighboring buildings as well as architecture that is more modern in style. Additionally, we believe the improvements to the streetscape will create a pedestrian friendly environment.

We reiterate again that private open space on the ground level reserved exclusively for residents could be better utilized to improve massing in the ways we have recommended.

Affordable Housing

Members of the Neighborhood Association have urged that all affordable housing be built on site or in the greater South End neighborhood. The South End has had a long history of providing affordable housing options to residents of Boston. However, in recent years, much of development has served a luxury market. Given the rise in real estate prices in the Boston market, affordability continues to be of grave concern for the neighborhood. The Proponent has stated that building all of the affordable units on site would be cost prohibitive. *We request that the maximum number of affordable units be constructed on site and any funds going to the City's Affordable Housing Fund be earmarked for South End projects so that the this neighborhood can continue to serve an economically diverse community*

Condos vs. Apartments

We continue to request that the Project contain a mix of condos and apartments.

Ownership opportunities are essential to balance the housing needs of more transient populations with the needs of those who intend to settle down and invest in the neighborhood for the long term. Given a project of this magnitude, a mix of unit types is the right approach to create opportunities for both renting and owning, and to allow South End renters to become South End first-time homeowners. We greatly appreciated that the Proponent briefly considered a scenario in which the 575 Albany building could consist of condos, but were disappointed that this idea became unfeasible. We encourage the Proponent to keep making all efforts to incorporate a condo component into the Project.

Parking and Traffic

Parking and traffic continue to be major concerns by members of the community. We reiterate our recommendations in our prior letters. The latest proposal decreases parking spots from 700 to 450 spaces by removing a level of parking, and reserves the ability to install stacking units to create an additional 200 spaces in the future based on the Proponent's analysis of the demand. *We support removing a floor of parking as a reasonable cost mitigation measure, but we request that the stacking equipment for maximizing parking capacity be installed during the first phase of construction and that this requirement be in the Transportation Access Agreement with the Boston Transportation Department.*

Throughout various presentations, the Proponent has stated that surplus parking spaces not used by Project residents "may" be used by Boston Medical Center employees (which are currently being displaced by the Project), other South End residents, and during snow emergencies. (In past letters, we requested that the Proponent *promise* that South End residents will be eligible to rent available spaces in the parking garage. We understand that this has evolved from a *consideration* to a *commitment* by the Proponent, for which we are thankful.) Prior versions of the Project contained a parking ratio of about 1.0, increasing the likelihood that surplus parking could be available for such uses. At 450 spaces for 650 units, the parking ratio of 0.7 puts at risk the availability of surplus parking for these scenarios.

Therefore, given the number of new cars coming to neighborhood, the displacement of the BMC cars, and the already tight street parking situation, we do not believe it is appropriate that the implementation of stacking units be a decision solely made by the Proponent. We believe the investment in parking should be made from the outset given the negative impact the Project will have in regards to street parking. (As discussed in prior letters, it is inevitable that many Project residents will forgo renting a parking spot to utilize street parking instead, negatively impacting existing South End residents.) *Ensuring capacity for non-Project resident uses is an important community benefit for offsetting this expected impact to street parking. Relatedly, we reiterate from prior letters that surplus parking should not be reserved for BMC commuter use, as such users should be encouraged to use alternative parking garages or seek public transportation instead.*

Our comments and recommendations are not exhaustive and we reserve the right to provide additional comments as future versions of the Project arise and as minor elements of the Project come into focus. We conclude by saying that the community engagement process with the Proponent has been a positive one. Broadly speaking, the Proponent listens to neighborhood concerns and attempts to address them. We believe this Project is “almost there” and we are confident that refinement of the issues above will result in a project that will activate and enhance the Back Streets area of the South End, ensure harmony with the existing neighborhood, and will be one which we can all be proud to embrace. Please do not hesitate to contact me via email at bfsna@blackstonefranklin.org if you have any questions or need any additional information.

Very truly yours,



Eric J. Huang
President, Blackstone/Franklin Square Neighborhood Association

cc: Casey Hines, Boston Planning & Development Agency
William Gause, Leggat McCall
Susan Tracy, The Strategy Group
Martin J. Walsh, Mayor, City of Boston
Michael Flaherty, Annissa Essaibi-George, Bill Linehan, Ayanna Pressley, and Michelle Wu, Boston City Councilors
Samuel Chambers, South End Neighborhood Liaison
Sheila Dillon, City of Boston Chief of Neighborhood Development
Gina Fiandaca, Commissioner, Boston Transportation Department
Jennifer Effron, Executive Director, Washington Gateway Main Street
Steve Fox, Chair, South End Forum
George Stergios, President, Worcester Square Area Neighborhood Association
Blackstone/Franklin Square Neighborhood Association Board

12/1/2016

City of Boston Mail - Project Comment Submission: Harrison Albany Block



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

Thu, Dec 1, 2016 at 3:54 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1393

Form inserted: 12/1/2016 3:54:25 PM

Form updated: 12/1/2016 3:54:25 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Deborah and Jeff

Last Name: Hull

Organization: Abutters

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: We are appreciative of the developer, Leggatt McCall Properties, having listened to the community and altered the height appearance and lessened the density. However do not completely support the project for many reasons. We would still like one building rental, one building condo or co-op to populate the Harrison Albany Block with residents who have a stake in the neighborhood, as opposed to transient housing. Honestly, we wish the buildings were still not as tall. The buildings will still dwarf and shadow the surrounding neighborhood. We like how the building designs incorporate more of the red brick of the neighborhood townhouses, apartment buildings, and warehouses, reflecting the character of the South End. We appreciate that the staggered height on East Canton, though different, is now in the design on East Dedham so that East Dedham side no longer resembles a corporate park. We are glad that more 2 and 3 bedroom units are included and hope it will encourage families as tenants. There is a need in the city for units of that size. There should be 20% affordable housing instead of the 10% onsite, 10% offsite formula. The South End needs to remain a varied income neighborhood. Young people of lower to mid income who wish to live in Boston in the South End are unable to afford the market rate units being built. The artist space segment is now more defined. It is important to not force the artist community out of a neighborhood they brought to notice. Clustering the proposed 8 live/work spaces adjacent or around the proposed affordable cultural space would be wise in that the needs and amenities will be similar. Extreme soundproofing will make management easier and lessen animosity between artist and non-artist tenants (the good fences makes good neighbors philosophy). Neighborhood artists are excited about the developer's open-mindedness to an arts component and have met with Kara Elliott-Ortega of the Mayor's Office of Arts & Culture to have a voice. The hope is "to configure, with the Development Team's help and counsel, a flexible artist working/community space combining teaching, collaboration and creativity, with the goal of furthering the artistic development of residents and the community, along with providing affordable working and performance space for the artists of the South End. The layout plan will consist of dedicated artist working spaces with a flexible maker, gallery, teaching,

12/1/2016

performing and meeting place that can be adapted to serve the changing needs of residents and the community." Also, when including artwork in the interior and exterior design, consideration of local artists would be a plus. The relocation of Andrews Street to the driveway outside of the dialysis center and needs to be very wide and be able to accommodate the congestion of ambulances and patient's vehicles that are present from early morning into early evening 7 days a week. Parking for employees will be necessary also. The open space connector/corridor should be well lit with security guard(s) and cameras for safety of the community and the Harrison Albany tenants. Benches would be great also. I would like to see some of the commercial tenants be a daycare center, services such as dry cleaner, tailor, barbershop, and shoe repair in addition to cafes, restaurants, and boutiques. This sort tenant is more community oriented. We are very worried about the idea of extending East Dedham Street to Frontage Road and making our little street a major throughway. We feel that Malden Street has better potential; it already is a direct road in and out of Back Bay. The fact that the bulk of the Harrison Albany Block drivers will be moving in and out closer to Albany Street was a consoling idea. A portion of metered parking and non-residential spaces is needed for businesses and visitors to the area. Community mitigation – we are a community of so many worthy non-profit groups that if a one mile radius is the defining factor, the funds would be spread too thin. We feel that a smaller amount of money (\$100,00 instead of \$250,000) should be allocated to the Blackstone Franklin Square parks and more money to other community groups. In particular one whose workday will be most disturbed during this 5-8 year construction period is Wediko Children's Services, a direct abutter at 72 East Dedham Street. They should not have to apply and compete with groups that are geographically more distant, though equal in need. The funds allocated for Tpasses to tenants of Harrison Albany Block as incentive would better serve the community groups in the area that deal with. Also, the basketball court at Harrison and Plympton Street could use some funds and maintenance. It is used by the youth of the abutting Cathedral Housing Development. As a long time residents of East Dedham Street, a direct abutter, we are frightened and worried about our family's quality of life during and after construction. Traffic and congestion is a major concern moving so many people into the neighborhood. We are concerned about the safety and integrity of our building during the 5-8 years of this 2-3 phase construction plan and want the BPDA and other officials to assist us and other abutters to enforce that Leggat McCall Properties and the construction company are respectful to our needs and concerns.

PMContact: raul.duverge@boston.gov



November 29, 2016

Raul Duverge, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As an abutter and South End nonprofit organization, I write on behalf of Wediko Children's Services in support of the mixed-use Harrison Albany Project to be developed between East Canton and East Dedham Streets.

Established in 1934, Wediko Children's Services provides life-saving mental health services to vulnerable children and families in the greater Boston area. Headquartered in the South End, Wediko's main office building is located at 72-74 East Dedham Street directly across from the Harrison Albany Project and employs more than 220 people, approximately 70 of whom work in the South End.

The South End has experienced great change since Wediko purchased this property in 1998. Change can be anxiety producing and frustrating for many; however, change can be revitalizing as well. The Harrison Albany Project provides our neighborhood with an exciting opportunity to grow and thrive. It also offers the potential of developing strong community partnerships among building development leaders and those of us, like Wediko, who serve the City's most disenfranchised. That potential is being realized through strong collaboration between Leggat McCall and Wediko.

Leggat McCall reached out to Wediko early in the development process and has remained in touch over the last year. Leggat recently shared details of their Draft Project Impact Report with our site leadership; those plans include several positive changes, including improvement in architectural design and height reduction of the two residential buildings. The design is consistent with the style of the neighborhood, yet presents an updated, refreshed look to an area that has not always been maintained fastidiously. Leggat McCall offers much needed green space, refreshed sidewalks, increased trash bins, and artistic and architectural interest Wediko's community. Leggat McCall offers opportunities for our staff to live and work in the same community through affordable housing options.

Finally, Leggat McCall representatives have been thoughtful about the impact of construction may have on Wediko's daily operations. They have been flexible about parking needs and street access for Wediko's high volume time periods. They have listened carefully to our descriptions of client needs and have been respectful of the value Wediko has for those in our community.

In short, Wediko expects continued strong collaboration with Leggat McCall through Construction Management Plan and a much improved community atmosphere at the completion of construction. On behalf of Wediko Children's Services, I ask the City of Boston to advance the Harrison Albany Project.

If you have questions about Wediko or our support for the Harrison Albany Project, please do not hesitate to contact me: (617) 292-9200 or asousa@wediko.org.

Sincerely,



Amy C. Sousa, Ph.D.
Executive Director



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

Wed, Nov 16, 2016 at 4:46 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1337

Form inserted: 11/16/2016 4:45:42 PM

Form updated: 11/16/2016 4:45:42 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Kim

Last Name: Green

Organization: East Canton Street Apartments

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: As the Managing Partner of East Canton Street Apartments, the abutting property most impacted by the proposed development for the Harrison Albany Block, I want to register our strong opposition to the project as proposed. The four buildings comprising the East Canton St Apartments, as individually listed properties on the National Register of Historic Places, are very important assets for the South End and the City of Boston. While the proponents of the Harrison Albany Block project in Section 6.2.3 of the DPIR material posted in September 2016 claim the buildings now have a "rhythm and scale of the neighborhood" in 6.2.3, if you simply look at the material provided, the opposite is the case. The scale and height of the proposed buildings overwhelm our four buildings. This hard to see because the proponent did not provide a clear rendering/perspective of the buildings down East Canton street to the north that shows the difference in heights between the two sides of the street. The rational from the developers that they need such height to justify the development is not believable. This neighborhood is booming and a smaller shorter development would work just fine. The South End's historic resources should not be run over by the path egregious development. We object to the project as designed and support any BRA opposition to the project as designed.

PMContact: raul.duverge@boston.gov

11/16/2016

City of Boston Mail - Project Comment Submission: Harrison Albany Block



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

Wed, Nov 16, 2016 at 11:14 AM

CommentsSubmissionFormID: 1334

Form inserted: 11/16/2016 11:14:07 AM

Form updated: 11/16/2016 11:14:07 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Kimberly

Last Name: Green

Organization: HallKeen Management

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: HallKeen Management is very concerned about the proposed project and the direct impact it will have on our residents and the neighborhood. We would like to remain in contact regarding the project, involved in meetings about the project, etc.

PMContact: raul.duverge@boston.gov



Raul Duverge <raul.duverge@boston.gov>

BFSNA interim comment regarding Harrison Albany Block

1 message

Eric Huang

To: [REDACTED]

Thu, Nov 10, 2016 at 11:42 AM

Hi Bill,

I'm writing on behalf of Blackstone/Franklin Square Neighborhood Association to provide brief interim comments on the Harrison Albany Block Project in advance of your presentation to the neighborhood association on November 15. These comments are based on the October 13 public meeting and will be supplemented by a full comment letter by the comment deadline. The comments are based on deliberations by our development committee—including several abutters—and reflect how we believe the neighborhood association would respond to the project.

1. We applaud the refined architectural design of the Project. The design demonstrates thoughtful consideration of the neighborhood's concerns, and we thank you.
2. At the public meeting, you mentioned privately that you were considering constructing 87 of the 687 units as condos in the 575 Albany building. In light of your position to date that condos in this Project were impossible due to the requirements of MEPT, this was a very welcome development. The neighborhood would greatly welcome condos in the Project and we urge you to follow through with this consideration.
3. We continue to insist that the total number of units — whether apartments, condos, or both — in the project remain between 500 and 600, per your well documented representations at our March 17 meeting. We find it unconvincing that you intended that number to refer to the number of units in Building A and B only. No one attending our meeting came away with that impression. We demand that you stand by this commitment. (Please note that other neighborhood groups are demanding even greater reductions.)
4. We want the Project to be financially viable. Therefore, we would be prepared to support the existing height and square footage of the Project, provided that the number of residential units is reduced to 500 to 600. In exchange for the decrease in residential units, we would be supportive of this square footage being converted to commercial use instead, maintaining the same total square footage of the Project. We are aware that commercial use has a different impact to transportation. We recognize, however, that the Back Streets area specifically contemplated commercial and industrial use, with residential use as an exception. Thus, the potential transportation impact caused by a modest increase in commercial use in this Project would pale in comparison to the potential impact by a primarily commercial project contemplated under the zoning. We believe the trade off will result in a net benefit to the neighborhood.

To summarize, we believe the neighborhood association would be more supportive of the Project with its current design, including heights and square footage, if it included the condo component, and reduced residential use offset by an equal increase in commercial space.

Regards,

Eric Huang
President, Blackstone/Franklin Square Neighborhood Association

10/6/2016

City of Boston Mail - Harrison-Albany Block mitigation for impacts on open space



Raul Duverge <raul.duverge@boston.gov>

Harrison-Albany Block mitigation for impacts on open space

1 message

Wed, Oct 5, 2016 at 11:34 AM

Carrie Marsh <carrie.marsh@boston.gov>
To: Raul Duverge <raul.duverge@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>, Teresa Polhemus <teresa.polhemus@boston.gov>
Cc: Christopher Cook <christopher.cook@boston.gov>

Hello - I am not able to attend the scoping session tomorrow for the Harrison-Albany project, so submit this comment. This mixed use development will provide 700 new units with some passive open space provided on the site. However, the active recreational needs of 700 new households will put significant pressure on the already over-utilized open spaces in the South End. Therefore, BPRD respectfully requests that the impacts of this development be mitigated through a contribution to the Fund for Parks for beautification of South End Parks in general. Thank you for this consideration.



Carrie Marsh, Executive Secretary
Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 / carrie.marsh@boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

Tue, Oct 11, 2016 at 11:41 AM

CommentsSubmissionFormID: 1221

Form inserted: 10/11/2016 11:41:43 AM

Form updated: 10/11/2016 11:41:43 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Stacey

Last Name: Cannon

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: Given the current character of the area, it could present a welcome change to the environment. However, the density of the living space is especially troubling, and will potentially have adverse affect on not only the parking in the area, but the general "feel" of the neighborhood. The Lodge Houses are an important element in our neighborhood and the juxtaposition of an expensive high rise, with low income housing, given the Victorian designation of our area seems both out of character and a heavy burden to the facilities around it. The children who now play out on the street will have tremendous pressure not to do so, because our quaint street will be a thoroughfare for all the people living there. Lastly, the beautiful trees that have stood the test of a few storms recently will likely be taken down. GREEN is something our neighborhood needs, and it too will be lost in the quest for \$\$\$ improvement.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

Thu, Oct 13, 2016 at 10:11 AM

CommentsSubmissionFormID: 1226

Form inserted: 10/13/2016 10:11:26 AM

Form updated: 10/13/2016 10:11:26 AM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Kenda

Last Name: Kuncaitis

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I'm excited more development is coming to the neighborhood, especially commercial space. Would be a huge upgrade over the parking lot, office building, and dialysis center that there currently. However, I'm very concerned about this current plan and what it means for the neighborhood. Many of my concerns have been echoed by my neighbors so I'll list them here. First, traffic! Have you driven down Harrison ave or Albany lately? Then let's talk. I've been t-boned driving out of E Canton and onto Harrison by a speeding car. And we're talking about 1000 more people living there. I haven't seen any plan to help abate the traffic. Secondly, community. I bought in this neighborhood because I saw the start of a budding community. I know you aren't building condos where people (and their families) will buy to become a part of our community, and luxury apartments were your deal instead. However, I want to see the number of affordable units onsite increase to the new standard. I don't understand how you can skirt Marty's ruling on that one. I also want to see more 2/3 bedrooms. As far as the rest of it, I don't care. Thanks for developing our neighborhood. Go high, make it look good. The Ink Block looks cheap- if you're going luxury prices, at least make it look nice like the Girard building is turning out to look. Thanks for your consideration.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Oct 11, 2016 at 5:55 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 1224

Form inserted: 10/11/2016 5:55:18 PM

Form updated: 10/11/2016 5:55:18 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Peiyeh

Last Name: Tsai

Organization: Harrison Albany Alliance

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I disagree with the building height. Zone allows 70 ft in the area, the building is way over the limit. This zone is an older landfill. It might effect the surrounding buildings' structure when you dig a deeper base for the new building.

PMContact: Raul.Duverge@Boston.gov

12/2/2016

City of Boston Mail - Comment



Raul Duverge <raul.duverge@boston.gov>

Comment

1 message

Harrison Albany Alliance <harrisonalbanyalliance@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Thu, Dec 1, 2016 at 10:34 PM

Raul Duverge
Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As an abutter to the Harrison Albany project, we write in support of the Harrison Albany project to meet the zoning guidelines of the project without a PDA at 7 stories. We do not believe the 3.7% (52' by 97') of public green space in the pedestrian greenway nor the 10% affordable units on site (which is already required without a PDA) is enough community benefits to justify the relief from current zoning that Leggat is requesting.

We have expressed our concerns about the density of the Leggat McCall during multiple community meeting. The current configuration of 650 units on 2.14 acre (95k sqft) yields a density of 303 units per acre in an area of the South End that is already inhabited. According to Boston Transportation Department (BTD) Planner Bill Conroy on Nov 14th public meeting, "traffic and parking are likely at their max", thus the increase density will only serve to overwhelm the neighborhood without providing long term solutions to existing traffic, public transportation, and shared public green space concerns.

Again, we do not support the current project plans to seek a PDA designation.

Thanks,

Natalie Truong

Date: 12-11-16

Re: Leggat McCall Harrison Albany Project

Leggat McCall Properties (LMC), Boston Redevelopment Authority, and the South End Community share the common desire for the Harrison-Albany project (The Project) to be successful. Success lies in integrating the project into the South End both through design and matching the needs of the community.

There are several issues with the concept and design of this project that need to be addressed. The Project does not comply at all with the "as of Right- 70 ft" zoning for the area and the proposed height and density for the residential use being put forth do not fit with the surrounding neighborhood. The unit-size, type and affordability do not fulfill the community's needs either. Further, the open spaces and commercial spaces are ill placed. And finally, the already failing traffic flow and lack of parking will be even worse as a result of this development.

To get the Project back on track, we suggest the following:

The Project should better reflect the intended zoning

The Project is contrary to the vision of the Harrison Albany Corridor Strategic Plan. While the Strategic Plan and zoning envisioned new residential and related uses in the New York Streets area, its vision for the Back Streets is for affordable commercial and industrial space. The PDA designation with its increased height and FAR was meant to coordinate with the heights of the nearby medical neighborhood and facilitate Back Streets uses. PDA guidelines never were intended to be the standard for residential development in this area, and thus we do not support this project being awarded a PDA status. The location of The Project is not suitable for the creation of a new residential neighborhood and the design does not fit in with the nearby residential neighborhood. As presently configured, The Project is too dense and too tall, overwhelming the neighborhood while introducing a completely incompatible and jarring aesthetic.

The Project should be physically reconfigured to fit in with the surrounding neighborhood.

If LMC persists with a residential project it must make significant changes. The project's design and configuration is very similar to the New York Streets, but lacks the location and amenities to compete with it. LMC is providing units of the same size and at the same price point in an already saturated and very competitive market. LMC claims its target population is graduate students who are already housed in the neighborhood, but we have serious doubts that such students will choose to live in the less affordable proposed housing.

Density

The Project is more than two and a half times denser than comparably sized residential areas in the neighborhood. The maximum number of units on a totally

residential South End street is about 250. LMC is seeking to put in 700 units plus retail and commercial. East Brookline, the nearest residential street located parallel to The Project between Harrison Avenue and Albany Street accommodates a maximum of 174 units in 35 attached buildings.

Unit Affordability and Size

The project should be required to build all of the affordable housing on-site. Further, the South End needs more middle income housing. There is already a glut of high-end market rate studio and one-bedroom units. (70% of the rentals, 1,000 units, already approved or constructed in the NY Streets area are either one bedrooms or studios, and more are in the works.) There are not enough two and three bedroom units to satisfy a wide range of tenants – singles willing to share to save money, dual income couples or families, and empty nesters. Homeownership is also an important component. Homeowners provide stability that is needed in this area, which is surrounded by institutional uses.

Transportation and Parking Issues need to be addressed

Transportation presents huge challenges in this area. Already, the Berkeley Street and Mass Ave. entrances to the Mass Pike and I 93 have traffic backups that are rated unacceptable. And these entrances will be further strained by other developments nearby including projects in the New York Streets, South Bay and Flower Market. In addition, the Silver Line, the project's closest transportation to downtown, is already strained and overcrowded during peak. Before this project (or any new project) is approved, LMC must work with the City to better accommodate the huge influx of new residents on our roads, highways and public transportation. A transportation plan is needed that demonstrates how increased demand for vehicle flows (including cycling), parking and public transit will be accommodated. Any new projects of this size create a significant impact that cannot be ignored.

Further, any spaces over and above the 205 currently on the property (which we assume can be handled under existing conditions) should be reserved for residents of The Project and other South End residents. Only about 25% of South End residents drive to work. As a consequence, they use their cars less thereby contributing less to traffic problems. In addition, as more residents move their cars indoors, on-street parking is freed up for retail customers. (This was a successful and profitably strategy at Washington Street projects such as Rollins Square, Wilkes Passage, and Gateway Terrace.)

Doing it right . . .

In the late 1990s The Project's architects, CBT, redesigned and reconfigured Rollins Square, a mixed income, award-winning project that was commended for its collaboration with the community. This is CBT's description of it on their website:

Designed as a grouping of six-story buildings and four-story townhouses surrounding a central park, the complex fosters a sense of community

while allowing for a range of diverse domestic environments varying in size from one-bedroom apartments to three-bedroom duplexes... The project's design is informed by the Victorian architectural traditions of the South End, as well as three existing row houses that were located on the site and integrated with the new construction. Because the project is broken down into a series of smaller parts, Rollins Square harmonizes with the existing cityscape without overwhelming it.

We can't express guidelines for The Project any better.

Very truly yours,

Washington Gateway Main Street Design Committee Chair	Sheila Grove
Harrison Albany Alliance	Natalie Truong, Abutter
Resident	Helaine Simmons, IAG Member
Resident	Ken O'Donoghue, IAG Member, Abutter

First Name	Last Name	Street Number	Street Name	Apartment Number
Hoang	Nguyen	700	Harrison	308
Jianhua	Tang	700	Harrison	302
Amitabh	Gautam	700	Harrison	511
Sarah	Chang	700	Harrison	210
Adm	Stern	700	Harrison	406
Paul	Cotto	700	Harrison	516
Tricia	Azzarello	85	East Brookline	#1
Geoffrey and Megan	Whitley	408	Harrison	408
Kenda	Kuncaitis	700	Harrison	306
Bryan	Guarnier	605	Harrison	
Emmanuelle	Nunes	3	East Brookline	
Heather	Burchler	700	Harrison	313
Russell	Hansen	735	Harrison	W403
Tachin	Chang	700	Harrison	113
Jack	Gantos	38	West Newton Street	
Jasun	Mahaffey	204	Harrison	204
Jen	Roy	735	Harrison	W403
Hi Wan	Chuek	700	Harrison	402
Heather	Williams	735	Harrison	402
Peter	Houston	85	East Brookline	1

Timothy	Lambe	700	Harrison	314
Pei	Tsai	612	Harrison	612
Jay	Japra	601	Albany	504
Eugene	Ho	700	Harrison	205
Rosa	Lopez	79	East Canton	6
Renee	Blocker	42	Harrison Archways	4208
Patrick	French	88	East Brookline	2
Kyle	Szary	412	Harrison	700
Henry	Hornblower	700	Harrison	109
Henry	Zeng	700	Harrison	311
Kit	Pyne	108	East Brookline	2
Juan Carlos	Ramirez-Tapia	700	Harrison	209
Alan	Artenstein	700	Harrison	307
Mary	Bertin	700	Harrison	212
enrique	mejia	700	Harrison	201
Deborah	Hull	72	East Dedham	3A
Jeffrey	Hull	72	East Dedham	3a
Rasha	Al-Aswad	700	Harrison	415
Amy	Hanzl	72	East Dedham	3b
John	Hanzl	72	East Dedham	3b
Brad	Busino	64	East Brookline	8
Michael	Robinson	700	Harrison	514
Lawrence	Zhao	700	Harrison	203
Helen	Fassil	700	Harrison	204
Max	Ehrsam	700	Harrison	412
Li Hong	Lei	700	Harrison	214
Michael	Jackson	64	East Brookline	3
Maura	FitzGerald	64	East Brookline	7
Stephanie	Shapiro Berkson	70	East Brookline	#3
Helaine	Simmonds	49	East Springfield St.	1
Allen	Carney	64	East Brookline	7
David	Meguerdichian	103	East Brookline	4
Karen	Chan	700	Harrison	411
Hong Lei	Li	700	Harrison	214

Comments/ Concerns from Petition Signers:

Signer 1:

I'm a Boston Public School teacher. Please invest in our families, children, and our city's school system by providing housing that can support long-term family and community life.

Signer 2:

This project does not fit in with the spirit of a south end residential area. It will overwhelm the neighbourhood with congestion and there is not enough research and thought that has been put into the project about the quality of life for everyone, including the residents that would live in the new development. I would love to see that area developed, however, 700 rental units is excessive for that street and the area. More thought and revisions need to be in place. You can't expect the current infrastructure and community to handle that influx of population without any significant changes. That's just irresponsible.

Signer 3:

I agree with the above letter. In short, the project needs to scale down its contemporary design to better fit the existing dimensions of our historic architecture while keeping in mind traffic flow, mass transport, and quality of life.

Signer 4:

This area of the south end is extremely congested with far too many rental units without parking. The buildings with parking charge exorbitant rates that renters aren't willing to pay, leading home owners to pay for parking. We really cannot afford any additional housing in this area at this time.

Please comply with regulations designed to keep our neighborhood great!!!

Signer 5:

Agree with the concerns outlined in the letter.

Signer 6:

That it is going to be more of a traffic nightmare for the residents that already exist and this project does not represent low income units

Signer 7:

700 Harrison Condo. Assoc.

Needs to smaller, with parks, and plenty of onsite parking. We do not need anything close to or resembling the size and scope of the Ink Block.

Signer 8:

Couldn't agree more. Dreading the prospect of another yet larger boxy overpriced ink block towering over the brownstones. It makes no sense and will have a hugely negative impact on parking, transportation, and aesthetic.

Signer 9:

Too tall, too dense, too downtown -- lower for building B, no higher than the height of the existing apartment buildings on East Canton and 700 Harrison.

Too tall too many people too much this isn't NYC keep the SE the SE enough of this carpet bagging

Signer 10:

I agree with this letter. The project has way too many units for the area and is way too high to compliment the existing buildings.

This project is way too large for the neighborhood. We already have major issues with traffic & parking and do not see how the neighborhood can handle this additional number of people and cars.

Signer 11:

I am not opposed to the project, but am opposed to number of stories of the buildings that are not consistent the area. I would be supportive to six story and a ten story building on Albany street.

Thank you.

Signer 12:

I am very concerned that parking and traffic will be a nightmare not to mention general congestion

in the neighborhood

Signer 13:

Project density, parking and traffic issues

Signer 14:

I echo the sentiment in the letter. Any new construction in the South End must reflect the South End--architecturally and most importantly reflect the South End's values and its commitment to affordable housing. Rollins Square and 700 Harrison are excellent models that if emulated would receive the support of this group and the South End community.

Signer 15:

These small streets E. Canton, E. Brookline and Harrison are not designed for large capacity amount of 700+ more tenants to driving in and out everyday. The size of the 2 large new buildings are conflict with the other townhouses and condo buildings in the surrounding. The huge size of new buildings would like to be squeezed into this block. It is just not going to fit the tall buildings. And it also block the sunlight and the view around the area. The size of project is too big and too heavy to absorb in the neighborhood, it is too much to handle such as parking, noise and traffic. The acceptable size should be cut in half because there will be more buildings behind us at Exchange Flower on Albany Street. There will be overcrowd and over-packed here if this one is a too large the size of Albany Harrison Block.

WORCESTER SQUARE AREA NEIGHBORHOOD ASSOCIATION

George Stergios, President c/o 35 Worcester Square, Boston, Massachusetts 02118

November 30, 2016

Boston Redevelopment Authority
Attn: Raul Duverge
Project Manager
1 City Hall Square
Boston, MA 02201

RE: Harrison Albany Block

Dear Mr. Duverge:

WSANA discussed and voted on the latest revisions to the Harrison Albany Block plan at its September 23rd, 2016 meeting, following several presentations by Leggat McCall, the proponent, at our own meetings and public meetings that were accessible to our residents.

The project does not fall into the WSANA area but on its northern edge, East Canton Street, but we fear that such a large project will have grave effects on abutters who do reside in WSANA and on our neighborhood as a whole.

While we appreciate the efforts of Leggat McCall to reach out and listen to the neighborhood and we acknowledge that that process has resulted in significant improvements in the project, we strongly believe that the remaining flaws and detrimental effects on the neighborhood all stem from the size and density of the project, 650 residential units and parking spaces on 3.1 acres. That is more than three times the density of Worcester Square (about 200 units) and about three times the density Harrison Albany Block's nearest residential neighbor, the block between East Canton and East Dedham (about 220 units), both of comparable size. While we do not insist on uniformity in building styles, sizes, or residential density, and we recognize that we all need to do our part to alleviate the housing crisis in Boston, we believe that that allowing Leggatt McCall to double the average density of the South End and surrounding neighborhoods to 500 units is doing our part, and as much as we can do without overwhelming the neighborhood with cement, shadow, people, noise, and traffic. It is also more in line with the 500-600 units Leggat McCall initially proposed.

Thanks for taking our opinions into consideration.

Respectfully yours,

George Stergios, President, Worcester Square Area Neighborhood Association



EXCEPTIONAL CARE. WITHOUT EXCEPTION.

The primary teaching affiliate of the
Boston University School of Medicine.

Raul Duverge
Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As a business owner and neighbor in the South End, I am writing to you in support of the mixed use Harrison Albany project.

This project will transform the existing site, an under-utilized surface parking lot, into an active mixed-use block of the South End. Bringing new residents to the area promises to increase the vitality of this South End neighborhood. The project will add newly-designed streetscapes, pedestrian-friendly sidewalks, small local retail, and a mid-block green connection open to the public. The architecture fits well into the area, and will enhance the overall quality of life for surrounding neighbors and businesses. And a significant development like this will stimulate retail activity and strengthen the overall quality of the block. As a business in this neighborhood, the Harrison Albany project represents real economic opportunity.

The proposed development of the Harrison Albany Block will improve our South End neighborhood in a variety of ways, and bring residential, commercial, cultural and retail opportunities. I ask that the BPDA and City advance the project, and encourage residents and business owners of the Harrison Albany Block area to continue to work together as the public process proceeds.

Thank you for your time,

Robert Biggio

A handwritten signature in black ink, appearing to read "R. Biggio".

Vice President of Facilities and Support Services
Boston Medical Center
750 Albany St, Boston MA 02118

12/5/2016

City of Boston Mail - Albany project comment



Raul Duverge <raul.duverge@boston.gov>

Albany project comment

1 message

Sarah Chang

To: raul.duverge@boston.gov

Fri, Dec 2, 2016 at 9:13 PM

Hi Raul,

I'm a resident abutter for the Albany Harrison block project and I would like to say that the trees lining East Canton Street is an integral part of The Neighbourhood. It's one of the most beautiful streets in the South End come spring winter and fall. Hearing that the developers are going to remove at least half of the trees on East Canton Street is very disheartening because the canopy of trees is just a spectacular sight to see. In the spring it's like driving through a tunnel of white flowers. The developers also said that the trees were on its way out but I would beg to differ. Please consider saving the trees on East Canton Street. Thank you.

Sincerely,

Sarah Chang

**Raul Duverge <raul.duverge@boston.gov>**

Albany Harrison Block comment

1 message

Alvin Lee : [REDACTED]
To: raul.duverge@boston.gov

Fri, Dec 2, 2016 at 8:23 PM

Hi Raul,

My name is Alvin and I'm currently a resident of 700 Harrison Ave. I just want to say that the sheer size of the project will draw in a tremendous amount of traffic and the roads around the neighborhood have not been scaled to address the influx of population density that is being proposed. As a resident and a parent, the new concentration of air pollution and traffic congestion that the project will generate will adversely affect air quality and subsequently the health of young residents in the area.

Moreover, as an abutter to the project, we feel that the predominantly rental unit project would only encourage transients and divest from the fabric of the neighborhood. Therefore it is important to me and other neighbors that the project offer units that are affordable and be able to be purchased. As for the 3.7% of green space being allocated for public use, I believe that the assessment of the percentage includes the former alleyway called Andrew St. Pass through ways should not be included in the public green space calculation and should be designated separately. As is, I do not support the current proposed project based on the concerns I listed above. Please take my feedback into consideration.

Thank you.

Sincerely,

-Alvin Lee



Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Block comment

1 message

Karen Chan [REDACTED]

Thu, Dec 1, 2016 at 9:55 PM

To: "Raul.Duverge@Boston.gov" <raul.duverge@boston.gov>

The projected unit 650 is way over the unit size of the surrounding community.

Gambro building is for commercial use and the plan for the additional floor is not need to be taller than what it is now. We already have Boston Medical Center in this area near by Mass Ave. It is now enough medical floors space for Gambro. Adding more floors on Gambro will take away the view of Cathedral Church and it should be stand out in this area but not blocking it. Therefore, if the plan is not adding more floors, both new building B and 700 Harrison will have beneficial to see the view whose facing Harrison.

I already see the stressful for residential parking. I parked my car near the entrance of 700 Harrison parking garage on East Canton. I got a notice on my windshield. Please see attached scanned notice from my neighbor. I did not understand as I only parked 1 space, there is no way I can block or park too close to the entrance /exit.

Definitely, the crowed from the new building will going to fight for a space. There is no where you can find a parking space on East Canton. It will compete each other for a space to park. The block is not that long and wide, it is impossible to squeeze my car in for street parking. People can get angry to get a parking spot, they can do something to my car next time that I don't even know who they are.

Therefore, I strongly believe the 650 massive number of units do not fit in to the area.

Thank you for your attention.

Regards,

Karen Chan
[REDACTED]

14
We're ready for you
with you in Japan
and we are the best
traveling and shopping
place.
Yours very truly
John

notice parking.jpg
159K

Hi,

It'd be really nice if you
could park in 1 space
and not 2. We have
limited street space!

(esp w/ street sweeping)

Thanks,

Your neighbors



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

Wed, Nov 30, 2016 at 1:24 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1388

Form inserted: 11/30/2016 1:24:35 PM

Form updated: 11/30/2016 1:24:35 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joe

Last Name: Donlavay

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I was unable to attend the hearing on Nov 14 but wanted to add me comments to the process. As much as I applaud the effort to redevelop the Harrison Street area this development is simply TOO LARGE. 650 residential units is absurd for this neighborhood. I would say 150 -200 would be all the that the area can support. If you haven't driven down in at either morning or evening rush hour then I suggest you do and see what it's like. We do NOT want this area to turn into another Seaport District where there was no thought of a cohesive plan for the whole neighborhood just one high density building after another. It seems to be all about the money that can be made then for the developer to move on. With retail and office space included in this plan there is simply NOT ENOUGH parking allocated for this development. I am totally against this plan in it's current state. Please go back to the drawing board and come up with something realistic that compliments the neighborhood and isn't all about the money that can be made from such a massive development. Where is the open space to see the sky and a park for everyone to enjoy?

PMContact: raul.duverge@boston.gov

United Brotherhood of Carpenters and Joiners of America
NEW ENGLAND REGIONAL COUNCIL
CARPENTERS LOCAL 33, BOSTON, MASSACHUSETTS

1252 MASSACHUSETTS AVENUE
DORCHESTER, MA 02125



TEL: 617/350-0014
FAX: 617/282-2330

JOHN P. MURPHY, JR.
BUSINESS REPRESENTATIVE/ORGANIZER

JOSEPH BYRNE
BUSINESS REPRESENTATIVE/ORGANIZER

RILE RHODES
BUSINESS REPRESENTATIVE/ORGANIZER

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As a Boston resident, I am writing to you in support of the mixed use Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

Leggat McCall's recently filed a Draft Project Impact Report (DPIR) includes several positive changes: the architectural design is visibly improved, and the proposed height of the two residential buildings has been lowered to fully satisfy the Harrison Albany Strategic Plan Zoning under a Planned Development Area (PDA). The developer has openly communicated their plans with the South End community and many of the concerns raised over the past several months have been addressed. It's a great project that will clearly improve the area.

We are encouraged that the recent changes will provide the community with several benefits such as:

- The creation of 650 housing units will attract new residents to the neighborhood, increase the vibrancy and diversity of the area, and deliver much-needed market-rate housing to the South End
- The project includes an on-site affordable housing component, as well as significant resources for the construction of off-site affordable housing
- New retail and local cultural space will revitalize the area with additional pedestrians and visitors
- The portion of the site dedicated to publicly-accessible open space exceeds 20%, the minimum requirement under city zoning regulations
- The latest architectural design of the buildings is much-improved and fits in nicely with the surrounding buildings and history of the area
- The entire project adheres to the Harrison/Albany PDA zoning requirements set forth in the Harrison Albany Strategic Plan
- All surface parking will be replaced with a below-grade parking garage
- All loading, and trash & recycling operations will be internal to the buildings

This project provides our City with an exciting opportunity to grow and thrive with a vibrant mixed-use development that will benefit the neighborhood. We ask the City to advance the project.

Thank you
Joseph Byrne
Business Agent



November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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Thank you

Jamal Brunner

[REDACTED] Boston MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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Thank you

Wen Chen

[REDACTED] Boston, MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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Thank you

Angel DeJesus
[REDACTED] Boston, MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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Thank you

Miquel Familia
Roxbury MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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- The project includes an on-site affordable housing component, as well as significant resources for the construction of off-site affordable housing
- New retail and local cultural space will revitalize the area with additional pedestrians and visitors
- The portion of the site dedicated to publicly-accessible open space exceeds 20%, the minimum requirement under city zoning regulations
- The latest architectural design of the buildings is much-improved and fits in nicely with the surrounding buildings and history of the area
- The entire project adheres to the Harrison/Albany PDA zoning requirements set forth in the Harrison Albany Strategic Plan
- All surface parking will be replaced with a below-grade parking garage
- All loading, and trash & recycling operations will be internal to the buildings

This project provides our City with an exciting opportunity to grow and thrive with a vibrant mixed-use development that will benefit the neighborhood. We ask the City to advance the project.

Thank you

Kurtis Henderson
[REDACTED] Boston MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As a Boston resident, I am writing to you in support of the mixed use Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

Leggat McCall's recently filed a Draft Project Impact Report (DPIR) includes several positive changes: the architectural design is visibly improved, and the proposed height of the two residential buildings has been lowered to fully satisfy the Harrison Albany Strategic Plan Zoning under a Planned Development Area (PDA). The developer has openly communicated their plans with the South End community and many of the concerns raised over the past several months have been addressed. It's a great project that will clearly improve the area.

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Thank you

Joe Hogan
110 Warren Street, Boston MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

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This project provides our City with an exciting opportunity to grow and thrive with a vibrant mixed-use development that will benefit the neighborhood. We ask the City to advance the project.

Thank you

Greg Price

[REDACTED] Roxbury MA

November 30, 2016

Raul Duverge, Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As a Boston resident, I am writing to you in support of the mixed use Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

Leggat McCall's recently filed a Draft Project Impact Report (DPIR) includes several positive changes: the architectural design is visibly improved, and the proposed height of the two residential buildings has been lowered to fully satisfy the Harrison Albany Strategic Plan Zoning under a Planned Development Area (PDA). The developer has openly communicated their plans with the South End community and many of the concerns raised over the past several months have been addressed. It's a great project that will clearly improve the area.

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This project provides our City with an exciting opportunity to grow and thrive with a vibrant mixed-use development that will benefit the neighborhood. We ask the City to advance the project.

Thank you

Marcia Williams-White
Roxbury MA

11/30/2016

City of Boston Mail - Project Comment Submission: Harrison Albany Block



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

Wed, Nov 30, 2016 at 2:31 PM

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1389

Form inserted: 11/30/2016 2:30:01 PM

Form updated: 11/30/2016 2:30:01 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Joshua

Last Name: Lakin

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I still have concerns with the height and density of the project

PMContact: raul.duverge@boston.gov

11/30/2016

City of Boston Mail - Comments on the Leggat McCall's Harrison-Albany Project



Raul Duverge <raul.duverge@boston.gov>

Comments on the Leggat McCall's Harrison-Albany Project

1 message

Wed, Nov 30, 2016 at 2:42 PM

Kit Pyne [REDACTED]

To: raul.duverge@boston.gov

Hello Raul and the Boston Planning and Development Agency,

My name is Kathryn Pyne. I live at 108 E Brookline St. Boston. I am very concerned over the proposed plan for the Leggat McCall Harrison-Albany Project.

Firstly, the building height is still too tall for our quaint 4 - 5 story neighborhood. The building design has improved, except for its height. The area was originally zoned for 70 ft but then it was wrongly assumed that it would be used for medical purposes in the future. The plan is now residential which works nicely in our residential neighborhood but this ridiculous height does not fit. The tall buildings should be across the street on the highway side of Albany St. The 120 ft height of this project will destroy the quaint, historic charm that the South End is so famous for.

To accommodate this large size residential population they should have 2 on site Hubway stations. We really need to encourage biking for an alternative mode of transportation.

Thorn St is the alley street running next to our building. It comes in from E Dedham Street and out E Brookline St. It will be located directly across from this project's driveway exit. This alley street is so narrow that recently, a delivery truck backed into the corner of our building causing quite a bit of damage. We can not take any more truck traffic so I am hoping you can do something to discourage the traffic from cutting through here.

I am very worried about the increase of traffic in our area and how it will flow through our neighborhood.

These are my major concerns over this project. The design of the overall project is nice minus the height. I hope you will consider my comments.

Thank you.

Best regards,
Kathryn Pyne

Sent from my iPhone

November 29, 2016

Dear Mr. Duverge,

My name is Duggan Hill. I am the full time volunteer director of Boston City Lights, a free performing arts training center serving hundreds of South End children. City Lights has been operating in the South End since 1979 and at its present site (1154 Washington Street) since 1986. As a South End non-profit, I am writing in support of the Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

We train children in singing, dancing and acting. We prepare them to compete in the professional entertainment world; without our help they could not receive this education. City Lights has had quite a few students who have gone on to great things. These students include Jordan and Jonathan Knight, Braun Duggan, Cisco Olivera, Mally Smith and Russell Ferguson.

Our Center is in walking distance of the mixed use Harrison Albany project that is being developed. I have been to three meetings concerning this project where the details of the Draft Project Impact Report (DPIR) were shared, and have seen a true commitment to reflect the community's needs, wishes and concerns, become a reality. Leggat McCall has worked with the community during the review process and has designed a strong project for the site, modifying height and design to adapt to the South End. As the Hospital grows and expands, new housing in this area will be greatly needed and appreciated.

The inclusion of cultural space and the affordable housing element in this project is of great value to the neighborhood and should be commended as well.

We have watched our South End grow and develop quite a bit in the past 30 years, and this project is a marvelous addition to this effort and to our neighborhood. It's great that parking—a real issue for us all—is taken into careful consideration. City Lights thinks that this is a well thought out project and we support it and wish every success in its completion.

I also understand that support for local non-profits such as City Lights will be part of the mitigation for the project. Financial support for neighborhood nonprofits, most of which have been here far longer than the new developments, is essential to maintaining the unique fabric of the South End, and I feel strongly that it should be part of this project's approval.

[[[Not to brag, but no one gets more done with donations than we do.

We are in the process of reinventing our film and recording studio, I hope you come and visit our space.]]]

We look forward to remaining in touch in the months ahead, and if asked would speak in the project's favor. We believe that a vibrant mixed-use development at this site will benefit the neighborhood, and ask the City to advance the project.

Thank you,

Duggan Hill

Boston City Lights

[REDACTED] Boston, MA 02118



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Nov 30, 2016 at 5:18 PM

To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1390

Form inserted: 11/30/2016 5:18:05 PM

Form updated: 11/30/2016 5:18:05 PM

Document Name: Harrison Albany Block

Document Name Path: /Development/Development Projects/Harrison Albany Block

Origin Page Url: /projects/development-projects/harrison-albany-block

First Name: Alan

Last Name: Naylor

Organization: BFSNA

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I do support development of this parcel. Although the developer has provided an attractive addition for the four buildings, I do feel that a more integrated percentage between the residential and commercial components of the four buildings would be my preference. I feel that the two of the buildings that directly abut Albany and Harrison would serve better usage as being solely commercial rather than just the one on Harrison. In addition, I would also prefer having one of the buildings on East Dedham Street be condominiums rather than having both buildings in the current proposal being entirely rental units. I also think sidewalk bump outs at all three intersections in this project needs to be included in the final plans. This is very important for pedestrian safety. I was recently hit by a vehicle turning right onto East Dedham Street from Harrison Ave on 11/14/15 coming home from an evening project meeting on this project. Luckily I was not injured from my fall to the street after vehicle contact with me. I still think favorable changes should be required to make this parcel more attractive prior to granting approval to the developer. Thank you for taking my comments into consideration.

PMContact: raul.duverge@boston.gov

November 30, 2016

From:
Artists of EDA South

To:
The Harrison Albany Project Team
Raul Duverge, project manager, Boston Planning & Development
Agency (BPDA)

RE: The "affordable cultural space" for the proposed Harrison Albany block project

We, the undersigned, wish to propose the creation of a collaborative arts working, learning, exhibition and performance space for the Project's affordable cultural space, as described in Section 64-29 of the Zoning Code. Collectively, we represent several centuries of professional working experience in the vibrant artist community of EDA South. We wish to share that experience with the community and hope the selection process for the occupant of the cultural space will be a transparent one.

Our plan seeks to configure, with the Development Team's help and counsel, a flexible artist makerspace combining teaching, collaboration and creativity, with the goal of furthering the artistic development of residents and the community, along with providing affordable working and performance space for the artists of the South End community. The layout plan will consist of dedicated artist working spaces with a flexible maker, gallery, teaching, performing and meeting place that can be adapted to serve the changing needs of residents and the community.

We're motivated to help the Project Team find a partner or non-profit entity to manage the space and the gallery, and we look forward to discussions of possible solutions.

In order to meet this goal of community and artistic development, a representative group will meet with the Development Team to configure the layout and utility details in accordance with their stated offer to configure the space to suit, and to negotiate timeline goals and final lease terms.

Our first choice is to locate the affordable cultural space in Building A, in proximity to the clustered artist live/work spaces, but we remain open to the Building B location because it is first to be constructed.

Harrison Albany Affordable Cultural Space proposal - Artists of EDA South

The signatories to this proposal comprise 40 professional artists who encompass a wide range of disciplines and practices, all working within two blocks of the proposed Harrison Albany Project: 72 E. Dedham St., 535 Albany Street, 35-59 Wareham Street.

Respectfully submitted,

Jo Ann Rothschild
www.joannrothschild.com/

Walter Kopec
[Walter Kopec Studio](http://WalterKopecStudio.com)

Anne Neely
<http://www.anneneely.com/>

Jane Kamine
[Jane Kamine Studio](http://JaneKamineStudio.com)

Duncan Hughes
[Duncan Hughes Interiors](http://DuncanHughesInteriors.com)

Nancy Simonds
<http://www.nancysimonds.com/>

Mark Tortorella
[Mark Tortorella Studio](http://MarkTortorellaStudio.com)

Laura Evans
www.lauraevansart.com

Don Schaefer
<http://artsouthend.com>

Bill Horsman
[Bill Horsman Photography](http://BillHorsmanPhotography.com)

Jeffrey Hull
[http://jeffhullartist.com/](http://jeffhullartist.com)

Dan Weldon
[Sedia Inc.](http://SediaInc.com)

Jessica Burko
www.jessicaburko.com

Corinne Champagne
<http://corichampagne.co/>

Deborah Kamy Hull
www.deborahkamyhull.com/

Michael Eder
<http://www.michaelderart.com/>

Luanne E Witkowski
www.lewstudio.com

Heather Greenwood
heathergreenwooddesigns.com

Marsha Nouritza Odabashian
<http://marshaodabashian.com>

Michael Costello
<http://michaelcostelloartist.com>

Shoshana Ernst
[http://www.shoshernst.com/](http://www.shoshernst.com)

Donna Pomponio
<http://donnapomponio.com/>

Liette Marcil
www.liettemarcil.com

Annie Zeybekoglu
[http://www.anniezey.com/](http://www.anniezey.com)

Matthew Hull

<http://www.matthullmusic.com/>

Cristi Rinklin

<http://www.cristirinklin.com/>

Stewart Clements

[Clements Photography & Design](#)

Heidi Whitman

<http://www.heidiwhitman.com/>

Andrew Tavarelli

<http://andrewtavarelliart.com/>

Cheryl Schainfeld

<http://www.cherylschainfeld.com>

Susan Jane Belton

Susanjanebelton.com

Bruce Bemis, Artist &

Supporter of South End Arts

Education for Children

Rose Leitner

<http://www.roseleitner.com/>

Jenn Sherr

www.jennsherrdesign.com

Michele Lauriat

<http://www.michelelauriat.com/>

Karen Lee Sobol

<http://www.karenleesobol.com/>

Ellen Rich

<http://ellenrichart.com/>

Maria Malatesta

<http://mariamalatesta.com>

Elizabeth Zeldin

<http://www.elizabethzeldin.com/>

Linda Olstein

<https://www.facebook.com/linda.olstein>

Edward J Farley

Boston, MA 02118

Raul Duverge
Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As a resident in the South End, I am writing to you in support of the mixed use Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

Leggat McCall's recently filed a Draft Project Impact Report (DPIR) includes several positive changes: the architectural design is visibly improved, and the proposed height of the two residential buildings has been lowered to fully satisfy the Harrison Albany Strategic Plan Zoning under a Planned Development Area (PDA). I understand the developer's ongoing efforts to openly communicate their plans with the South End community and many of the concerns raised the past several months have been addressed. It's a great project that will clearly improve the area.

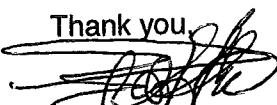
I am encouraged that the recent changes that will provide the community with several benefits such as:

- The creation of 687 housing units will attract new residents to the neighborhood, increase the vibrancy and diversity of the area, and deliver much-needed market-rate housing to the South End
- The project includes an on-site affordable housing component, as well as significant resources for the construction of off-site affordable housing
- New retail and local cultural space will revitalize the area with additional pedestrians and visitors
- The portion of the site dedicated to publicly-accessible open space exceeds 20%, the minimum requirement under city zoning regulations
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- The entire project adheres to the Harrison/Albany PDA zoning requirements set forth in the Harrison Albany Strategic Plan
- All surface parking will be replaced with a below-grade parking garage
- All loading, and trash & recycling operations will be internal to the buildings

In my opinion, this project provides our neighborhood with an exciting opportunity to grow and thrive.

I believe that a vibrant mixed-use development at this site will benefit the neighborhood and ask the City to advance the project.

Thank you,


Edward J Farley
Resident in the Southend



HUMAN HEALTH | ENVIRONMENTAL HEALTH

PerkinElmer, Inc.
549 Albany Street
Boston, MA 02118

Phone 617-350-9075
www.perkinelmer.com

November 29, 2016

Raul Duverge
Project Manager
BPDA
One City Hall Square
Boston, MA 02201

Dear Mr. Duverge:

As an abutter and South End business, we write in support of the mixed use Harrison Albany project, to be developed between Harrison and Albany Streets, and East Canton and East Dedham Streets.

Perkin Elmer has been in the neighborhood for more than 60 years and employs 150 people at our Albany Street site. Leggat McCall reached out to us early in the process and has remained in touch over the last year. Maintaining our operations while the Albany Harrison project is developed is our primary concern. We have a direct line of communication with the Leggat team and expect that connection to remain during construction.

Leggat recently shared details of their Draft Project Impact Report (DPIR) with our site leadership, and the plans include several positive changes: the architectural design is visibly improved, and the proposed height of the two residential buildings has been lowered to fully satisfy the Harrison Albany Strategic Plan Zoning under a Planned Development Area (PDA). It's a great project that will clearly improve the area.

The project will bring several key benefits to our neighborhood including:

- 650 housing units for new residents, increased vibrancy and diversity in the area, and much-needed market-rate housing to the South End
- An on-site affordable housing component, as well as significant resources for the construction of off-site affordable housing
- New retail and local cultural space with significant publicly-accessible open space
- Quality architectural designs that fits in nicely with the surrounding buildings
- Adherence to the Harrison/Albany PDA zoning requirements set forth in the Harrison Albany Strategic Plan
- All surface parking will be replaced with a below-grade parking garage
- All loading, and trash & recycling operations will be internal to the buildings

The project provides our neighborhood with an exciting opportunity to grow and thrive. We have no reservations or concerns with the project moving forward under the existing scope and expect to be included in the Construction Management Plan and have the ability to comment should there be any significant changes in scope. We believe that a vibrant mixed-use development at this site will benefit the neighborhood and fully support and ask the City to advance the project.

Thank you,

Anthony Catalano
Sr. Site Leader Boston/Billerica

PerkinElmer Inc.
HUMAN HEALTH | ENVIRONMENTAL HEALTH
549 Albany Street | Boston, MA 02118
Office: (617) 350.9075
Mobile: (978) 930.4099