



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

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

Thu, Jul 7, 2016 at 2:12 PM

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

CommentsSubmissionFormID: 1096

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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: Amy

Last Name: Hanzl

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I was happy to see that the developer reduced the height of the building exceeding 120' but still feel that the density of this project is too large for the neighborhood. This size and scope worked in areas like the NY Streets / Ink Block that were totally undeveloped but something this large changes the character of the neighborhood and brings in way too many people and cars for the neighborhood to be able to support it. Especially knowing that the Flower Market and the parking lot across the street will eventually be developed. In regards to specifics: - this building should not be allowed to get resident parking permits (like the Alteir). There are not enough parking spots for residents as is and as rental units, people will not want to pay on top of the already high market rate rentals for parking. They will be using the parking for others not those living in the building or at least not a lot of them. -the design is pretty uninspired. They should have varying heights to the buildings and varying set backs. What they are proposing is pretty much two duplicate buildings that do not lend to the character of the neighborhood. East Canton will have a residential feel while they are proposing all the retail and entrances on East Dedham. If they put some retail on East Canton and some ground floor access units on East Dedham, it would help blend the streets instead of separating them. -The developer keeps saying that they have to do rentals but does the BRA have to approve this just because this is all they can do? If they were able to do partial condos then maybe they could get more money for them and not have to build as many units. People who purchase homes have greater ties to the neighborhood and are more likely to purchase parking spaces as well which would help with the street parking situation. These are my main concerns with the development - the most being the amount of people that will be brought into the neighborhood. This is also setting precedent for what is going to be developed around it and if they get approved to bring in over 600 units then the other developments will push for that as well. How can you bring in over 1,500-2,000 people on one street in a part of Boston which people consider a neighborhood. This is not the Seaport or downtown but looks like it is going to become that and may cause many long time residents to want to leave the area.



Raul Duverge <raul.duverge@boston.gov>

Harrison Albany Block comment

1 message

Karen Chan [REDACTED]

Fri, Jul 8, 2016 at 2:51 AM

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

Mr. Duverge,

This project is an overdeveloped plan for this area and it is not benefit to our neighbors in South End.

People need to have more a low to moderate and also an affordable housing to live.

People need to have more causal restaurants and shop nearby.

But now there are more over millions dollar new condos and higher class restaurants in here.

Moreover, homeowners are more stable and responsible person than renters.

I like to live in South End as there are lot of parks and gardens, small street and small attractive condos that I can enjoy to walk by, it makes this place more peaceful and livable.

The condos size and style in South End are matching Back Bay area but not like their expensive price. Here is all low block buildings and not like large and tall commercial building in Copley place.

When I came to Boston, it is truly an old city. The old Fenway Park, old subway, old library, old Boston Common, old universities, old Back Bay, and old South End. Here when we celebrate Independent Day few days ago and that what makes Boston so special. And the background of South End is part of the history and we are too. Not this high density project building in this spot. Do not want to have a new tall next to 700 Harrison and if the building I live will be wrapped around by the tall buildings in future.

I do have a special feeling in the July 4th this year. If Gambro building will be added two more stories on top, then I will not able to see the firework from my window. The new addition on top of Gambro will definitely block me to see the view of Downtown through my unit window. The Gambro building is for commercial use but this space I am living is where I can enjoy the incredible view with large window in every moment. So that I am concerning there no more story to be added on Gambro.

This project size of 700+ newcomers that is not suitable to fit into this narrow street at this one block. That will bring more cars pass through both one way street on E. Canton and E. Dedham. I drive to enter into E. Dedham on Harrison all the times, that is the parking lot exit of police station. A few time the police cars drove out of exit from their parking lot too fast and almost hit my car. There also a dangerous spot when driving left turn out of E. Canton to Harrison, I saw a car hit accident at night in this intersection. And cars will block traffic when left turn to E. Brookline on Harrison at traffic light with bus stop at same location and school bus stopping in this area.

The new building will increase traffic jam. Within a few blocks, there a few daycare centers, it is not safe for small children with traffic.

Even though 11-story is still taller than any others condos around. It is also not enough resident parking all year long especially in snow season and street cleaning.

I had a bad experience in a snow day on street parking. My car had a problem to start a few times. The tow truck could not tow my car away to a repair shop as the street not wide enough with the snow and so did not have enough space to tow my car on E. Canton. At that time it was only one car could drive through on E. Canton. I had to wait a few days someone drove away their car to empty spaces in front of my car and across the street of my car at the same time. And while I waited for a tow truck, I had to be sure no more cars to be allowed to park near my car in a freezing weather.

I do not know how and where to get resident parking with this crowed street in future.

I want to thank you the project manager Raul Duverge in BRA. You are doing the job to put together the feedback for the community in the meeting on June 23. And also thank you the office of City to held the public meetings.

Thank you for your attention,

Karen Chan

Homeowner of 700 Harrison Ave



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

Fri, Jul 8, 2016 at 11:49 AM

CommentsSubmissionFormID: 1101

Form inserted: 7/8/2016 11:48:52 AM

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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: John

Last Name: Hanzl

Organization:

Email: [REDACTED]

Street Address [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: This development project is a critical one for the South End, not only because of the enormous scale and scope of the project, but because it will set the tone and aesthetic for what will be developed in the future in this area. The eventual development of the equally large parking lot on the other side of East Dedham Street will look to this project for design queues and precedence – as will what happens to the Flower Market property on the other side of Albany. Therefore, it is my strong desire to see this project establish a unity and design integration with the existing neighborhood. Not the least because I am one of only four people who currently reside on East Dedham Street, and who will be directly impacted by the project and the path it establishes into the future. With regards to specifics pertaining to this project, the following are my comments: - I like that the developer has taken into consideration the community feedback, and like several aspects of the second pass of the design. I like the addition of height of the Gambro building as that will work well with the neighboring buildings on Harrison Ave. However, I would like to see more massing along the Albany St end with more tapering of mass along the E Dedham / E Canton "corridor". Taken to the ultimate extreme – I'd love to see extreme height right at Albany St (think Millennium Tower) with the rest of the block a mix of open space and residential units more in line with the massing of East Canton St. - The existing design of Building A and Building B places the gentler setbacks and greenspace views all along E Canton while presenting a solid wall of building all along E Dedham. I would propose to rotate the design of the building (I think B?) closer to Harrison 180 degrees to present the opening of the greenspace to E Dedham St. - The overall design of these two buildings should have more of a stepping back / balconies / angles as height increases to ease the sense of mass from the street level on both E Dedham and E Canton. Thank you.

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

Fri, Jul 8, 2016 at 11:45 AM

CommentsSubmissionFormID: 1100

Form inserted: 7/8/2016 11:45:23 AM

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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:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: Please accept our comments regarding the Harrison Albany Block Proposal. My husband Jeff and I live at 72 East Dedham Street on the 3rd floor in the front of the building, directly across from the proposed park and driveway that would become Andrews Street. We are abutters. We have lived in the South End since 1978 and on East Dedham Street since 1996. We raised 3 children here who attended the Boston Public Schools. We attended the IAG meeting on June 8, 2016. Thank you for this opportunity and we look forward to working with the BRA to reach a satisfactory situation that will suit our street. Our Comments on the Harrison Albany Block Proposal There is still not enough change. Lower is good but the revision is not low enough. 7 stories like on East Canton Street is best. More affordable housing is needed in the formula. Find a way. 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. Also, condos need to be included in the project, one of the buildings. Convince the investors that it is what is needed. East Dedham needs to be similar to East Canton in terms of setback and the green courtyards. The inclusion of 2 bedroom units and 3 bedroom units is a must. I would like to see some of the commercial tenants be a daycare center, services such as dry cleaner, tailor, barbershop, shoe repair instead of only cafes, restaurants, and boutiques. A gallery or performance space or recording studio would be a good option at 575 Albany Street. As a long time resident of East Dedham Street, a direct abutter, I am very worried about my family's quality of life during and after construction. Traffic and congestion is a major concern moving so many people into the neighborhood. I am concerned about the safety and integrity of our building during the 8 years of this 2-3 phase construction plan and want the BRA 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. This colonization of Harrison Albany Block, in pioneer terms, if it is to activate this block as Leggatt McCall wishes to do, needs to be more of a settlement as opposed to an invasion. In summary the project is an overload, too tall too dense

7/8/2016

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

too much traffic

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

Fri, Jul 8, 2016 at 4:10 PM

CommentsSubmissionFormID: 1102

Form inserted: 7/8/2016 4:10:13 PM

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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: Jennifer

Last Name: Watson

Organization:

Email: [REDACTED]

Street Address [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone [REDACTED]

Zip: 02118

Comments: We are writing as a group of residents and owners at 64 E. Brookline Street to comment on recent revisions to the proposed Harrison Albany Block project. While we appreciate the willingness of the developer to engage in a dialogue with the community and the attempt to modify the project in response, the proposed changes do not in any substantial way mitigate the serious concerns we submitted during the prior comment period in our April 28, 2016 letter, namely: the overall volume of the project and related massing, light and shadow impacts; traffic and parking impacts; the transient resident population of the buildings; and construction impacts. The project remains, as we stated in our April comments, too much square footage, too many people and too many vehicles on too small a site. Bradley Busino and Michael Rush Allen Carney and Maura Fitzgerald Mike Elder Jennifer Watson and David Stone

PMContact: Raul.Duverge@Boston.gov

64 East Brookline Street, Boston, MA 02118

April 28, 2016

Re: Public comment regarding the "Harrison Albany Block" proposal

As a group of residents and owners at 64 East Brookline Street, we write to express substantial concern about overall impacts of the "Harrison Albany Block" project as currently proposed by Proponent Leggat McCall, while also recording support for a couple of specific items we see as positives. We are among the project's nearest and mostly directly affected residents, but believe the issues we raise here are shared widely across our neighborhood, based on what's been said at the Boston Redevelopment Authority's two public meetings and our own conversations with abutters and neighbors.

The sheer magnitude of the proposed project—upward of three quarters of a million square feet, with 710 residential units, including a structure of 19-stories, and a 745 space parking garage, all concentrated on a single block—represents something wholly new to our part of the city. We think it's too much square footage, too many people and too many vehicles placed onto too small a site. We're concerned not only for this specific proposal's effects but because we believe whatever is approved for the site may set precedent for development on other similar parcels in this part of the South End—in other words, decisions made with respect to this project will have a multiplier effect around our neighborhood. We would like to see the overall volume of the proposed project decreased.

Our specific concerns and comments:

- *Traffic impacts.* As both drivers and T users, we seriously doubt the ability of existing local transportation infrastructure, especially Harrison Avenue and the Silver Line, to accommodate all this project's new vehicles and commuters, let alone those generated by other projects already underway or on the way. In that context, we need neighborhood-wide transportation solutions, not a piecemeal approach. As residents of East Brookline Street, we are also specifically concerned that that ingress/egress to the project's (very large) garage be designed so as to minimize motorists' temptation to use the private alley that abuts our building and other existing low volume cross-block connectors as time-saving cut-throughs, which would be unsafe for the many pedestrians who now use them and disruptive.
 - In this latter context, we view as a positive the Proponent's proposal to locate their Service Road at the Albany Street end of the parcel, designed such that vehicles may enter or exit their garage from either East Canton or East Dedham streets (meaning less reason to circle one way streets or cut through alleys in order to achieve the desired direction of travel).
- *Massing and light and shadow.* The absolute and relative heights of the two principal structures, Buildings A and B, and their setbacks and exact locations on the site matter greatly to us, in that our building and outdoor spaces and garden, and the City of Boston community garden that abuts us, receive much of their sun and light from the direction of the project, as do our immediate neighbors. We find the PNF unpersuasive as to impacts on ambient light levels on East Canton Street and call for greater analysis in this regard.
 - While we believe that the proposed 19-story height for Building A is excessive, we do support the Proponents' decision to locate the bulk of the project's height and square footage at the Albany Street end of the parcel (where its shadow and light impact appears to affect the fewest possible abutters). We would not favor design revisions that shift mass/height off of Building A and onto Building B.

- *A transient population.* The proposal is largely for studio and one-bedroom rental units, a formula that caters to transient and student populations rather than those who would put down roots in our neighborhood so as to start a family and/or own a home. We advocate for a greater share of larger units suitable to families and/or owner occupied units (condominiums), so as to maintain and enhance a sense of community.
- *Construction impacts.* The Proponents describe a timeline that anticipates five years of construction a few hundred feet from us. In that context, it would be critically important that the Boston Redevelopment Authority insist upon stringent mitigation measures, including limits on the hours, days and nature of work, truck traffic and noise and dust, worker parking and rodent control, as well as safeguarding against damage to neighboring structures.
- *On-street parking.* Our corner of the South End has a very high proportion of metered spaces, meaning tenants of the envisioned 700+ new units who have cars but cannot or will not pay hundreds of dollars a month for garaged parking will overtax the constricted supply of resident-only spaces.

We seek that whatever development may be approved to be built on this site acknowledge and honor how our corner of the South End is already a vibrant neighborhood, one that residents like us have chosen and value in large part precisely because it is so eclectic. We, for example, live in a converted factory, on a street that features many classic South End style brick residences but is also home to a parking garage and offices for Boston Medical Center, with everything from Franklin Square, to Cathedral Homes, to recent (comparatively small scale) construction like 700 Harrison around the corner or down the street.

By sharp contrast with Ink Block and The Troy, which were built in a void, this proposal would overpower existing low density residential streets on which a 70-foot height and an FAR of 4 might be more traditionally appropriate. Our neighborhood would be much the worse were the Harrison Albany Block to transform into over-sized, anonymous edifices out of touch with the special fabric and life of our part of this city.

Thank you.

/s/

Bradley Busino and Michael Rush
 Allen Carney and Maura FitzGerald
 Mike Elder
 Jennifer Watson and David Stone

Derek Valentine
[REDACTED]

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

Mr. Duverge,

This letter serves to express my support for the “Harrison/Albany Block” project as a South End resident and abutter with property at 80 East Brookline Street. I have had the pleasure of serving on the IAG as well as interacting with the Proponent, Leggat McCall (hereafter “the developer”) over the past several months. I have found the development team to be very responsive to neighborhood concerns and encourage BRA approval pending attention to a few of shortfalls that will make this good project a great project.

Urban Design

The Project will transform a full city block of surface parking into a vibrant residential community with ground floor retail and publically accessible parkland. The proposed building scale does not mimic that of the traditional four- to five- story South End row house architecture, but does complement it quite nicely. The Developer has drastically reduced the maximum building height to within the confines of the PDA, with special attention to stepping it down where it meets the existing historic fabric on East Canton Street. A lower density development would not do enough to establish the critical mass in this currently desolate corner of the South End. It would also be short-sighted in light of the Mayor’s initiative to add housing on underutilized parcels across the City in an effort to increase affordability though supply.

While I support the conceptual development plans, the Developer still has work to do on the design and finishes of the buildings. The perception of the massing of the buildings will largely be affected by the mix of exterior cladding materials and the quality of the architecture. The finished product should look like it has evolved over time and should reflect the historic and nuanced architectural styles of the South End. The overall quality of the design and materials should be indistinguishable from high quality condominium buildings throughout the neighborhood, although we understand that this project will be rental housing.

Land Use

I am in support of a primarily residential project on the site of the general density and bulk presented during the IAG process. Any efforts to modify the development program to a commercial/industrial use would be vehemently opposed, as I do not believe it is consistent with the

residential surroundings in the area. The residential streets of East Brookline, East Canton, and East Dedham have long felt like part of the Medical Campus and not like a true neighborhood. The development of additional residential units in this area will help to redefine the neighborhood with a residential identity while easing the housing crunch in a neighborhood with notoriously low vacancy rates and high prices. The PDA Guidelines were specifically intended to provide flexibility on larger parcels such as the subject site and implementation of the PDA is essential in maintaining vibrancy in the South End while increasing housing stock in a meaningful way.

That said, I am somewhat concerned about the diversity of the unit types. While the Developer was responsive to neighborhood feedback and did increase the number of one plus- bedroom, two-bedroom, and three-bedroom units, it is my opinion that the unit mix should consist of a majority of these unit types. Buildings comprised mainly of studios and one-bedroom units tend to take on the character of plush off-campus dorms. In a portion of the neighborhood already suffering from low owner occupancy and disinvestment, any additional feeling of transiency can further undermine stability.

Transportation and Parking

There has been much talk by the opposition about the additional traffic that would result from the project. Empirical evidence shows us that the tenants in new construction buildings within the urban core of Boston are a self-selecting group of urbanites; many of whom do not own a car. This is why the BTD has transportation mode split numbers that reflect the true trip generation in each zone of the City. A residential project in the South End will have a much smaller traffic impact than a commercial project of similar size.

Accomplishing the projected mode splits goals will require a robust investment in infrastructure by the Developer. The southern tier of the South End is well removed from subway lines and many bus routes, but does boast the Silver Line and other well-used MBTA bus routes. The Developer should initiate discussions with the MBTA about existing service routes and frequency and should determine what infrastructure might be required to improve service for their tenants. This may be as simple as bus shelters, lighting, and street furniture or as complex as impact fees to increase service frequency and quality.

East Brookline Street and East Canton Street have long been a bastion for free and easy parking for South End residents (and others). When I moved to East Brookline Street, it was a rare day when I couldn't find a parking space in front of my building. The realist should acknowledge that this is not sustainable. Land is far too valuable to allow it to sit fallow as unused surface parking. Will it get tougher to park on East Brookline Street when 700 units are added to the neighborhood? Well, yes. But it is far too easy now and this is having the unintended consequence of encouraging the use of single-occupant autos at the expense of other modes. I would vastly prefer to have 700+ new neighbors over an endless expanse of surface parking, even if it means circling the block a few more times.

Please accept the above as support, with conditions, for the Harrison/Albany Block project being pursued by Leggat McCall.

Sincerely,

Derek Valentine, IAG Member/Abutting Property Owner



Raul Duverge <raul.duverge@boston.gov>

Leggat McCall Harrison Albany Project

1 message

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

Fri, Jul 8, 2016 at 11:07 PM

raul.duverge@boston.gov

Dear Mr. Duverge:

Please see the attached letter from abutters and concerned neighbors.

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 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. 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

Ken O'Donoghue, IAG Member, Abutter

Helaine Simmons, IAG Member

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

<http://www.mysouthend.com/opinion/letters/news/200615/issues REGARDING THE LEGGAT MCCALL HARRISON ALBANY PROJECT>

 **Harrison Albany Itr 616 Final.docx**
25K



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

Fri, Jul 8, 2016 at 8:26 PM

CommentsSubmissionFormID: 1103

Form inserted: 7/8/2016 8:26:12 PM

Form updated: 7/8/2016 8:26:13 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: Byrne

Organization: Carpenters Union

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2: [REDACTED]

City: South Boston

State: MA

Phone: [REDACTED]

Zip: 02127

Comments: On behalf of the Boston Carpenters Local 33 I would like to speak in favor of the Harrison/Albany Street Project. I personally attended many community meetings and I do believe the developer has modified the project in order to reflect what the neighborhood has asked of them. It will create jobs for our 10,000 members in Boston by replacing a parking lot with much needed housing including some affordable units. The area is also in dire need of some new retail and restaurant space as it is many blocks away from 'Restaurant Row' on Tremont Street. For these reasons I sincerely ask the board to approve this project. Thank you for your consideration, Joe Byrne Business Representative Carpenters Local 33 617-259-4812

PMContact: Raul.Duverge@Boston.gov



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

July 8, 2016

Raul Duverge, Project Manager
Boston Redevelopment Authority
1 City Hall Square, 9th Floor
Boston, MA 02201

RE: Second Public Comment Regarding Harrison Albany Block Project

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However, we continue to have concerns with a number of major Project elements that remain unaddressed.

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The question of where to locate much needed affordable housing creates tension between two important policy considerations. On the one hand, preserving affordable housing on site and in the neighborhood achieves the important goal of maintaining a diverse community. On the other hand, allowing affordable housing to be built off-site in areas with lower construction costs potentially allows for the creation of a greater number of units to meet the housing needs of a greater number of individuals or families. Both are worthy goals. We cannot say which goal is more important, but we offer some guidelines that take into consideration the cost to the Proponent.

The Proponent has stated that it is not economically feasible to construct all affordable units on-site as their construction costs will exceed revenues. We request verification through a ***financial statement*** before accepting that claim on its face. Absent such verification, we request that all affordable units be constructed on site, as part of the 500 to 600 units the Proponent originally committed to building in its revised Project.

It is well understood that economic incentive is essential to construct a project that can give life to a vacant block. *In recognition of the need for a profitable development, we recommend that if the Proponent plans to construct a project at the high end of the unit range—e.g., 600 units—then all affordable units should remain on-site. If the Proponent is willing to construct a project at the low end of the range—e.g., 500 units—then it is reasonable for a portion of the units to be constructed off-site but in the South End, owing to the expense of building less profitable units.* This sliding scale strikes a balance between two important policy goals while taking into consideration the Proponent's economic needs and the community's desire for a project of appropriate density.

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We vehemently reiterate our 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 urge the BRA to use all available tools at its disposal to ensure that condos are a component of this project.*

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Finally, *we call on Boston Transportation Department to conduct a series of neighborhood meetings concerning traffic impact and mitigation, including presenting a timeline to implement recommendations in the Strategic Plan, in light of the numerous residential construction projects completed or proposed in the South End.* Such a meeting was offered by William Conroy at the June 23 public meeting.

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 look forward to continuing to work with the Proponent to ensure that the Project will activate and enhance the Back Streets area of the South End while ensuring harmony with the existing neighborhood. 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, BHA
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
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Blackstone/Franklin Square Neighborhood Association Board



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Jennifer Effron
Executive Director

July 8, 2016

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.

The area should remain a Back Street.

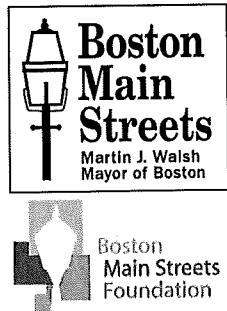
First and foremost, The Project is contrary to the vision of the Harrison Albany Corridor Strategic Plan. Its location at the intersection of the two highways serving Boston, I93 and I90, as well as its proximity to the airport, make it ideally suited for Back Streets businesses (those businesses serving other businesses.) This is why the Strategic Plan and zoning designated this area for affordable commercial and industrial space. Residential and Back Street uses that frequently operate during the night and early morning hours and involve noisy machinery as well trucking, do not easily mix, so allowing residential at this site endangers future and existing commercial uses in this area.

Great cities are the HUB of business activities, a major source of jobs. If we lose our Back Street businesses, our economy will suffer. Before we consider residential development for this area, it should be demonstrated that the area is not suitable for commercial/industrial uses and/or sufficient other areas in downtown Boston equally suitable for these uses have been set aside to accommodate them.

Residential concept and design

However, if LMC is allowed to proceed with residential on the site, there are several issues with the concept and design of this project that need to be addressed:

Project does not comply at all with the 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. In addition, 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 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. 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.

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

If LMC is permitted to persist with a residential project it must still make significant changes to the current plan. As presently configured, The Project is too dense and too tall, overwhelming the neighborhood while introducing a completely incompatible and jarring aesthetic. 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 expensive 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

46 Waltham Street, 304A

Boston, MA 02118

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



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:

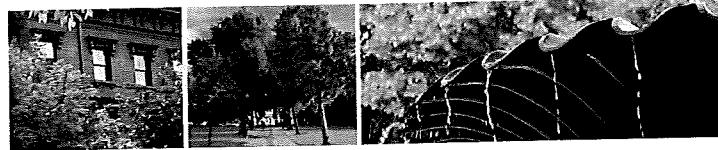
Designed as a grouping of six-story buildings and four-story townhouses surrounding a central park, the complex fosters a sense of community while allowing for a range of diverse domestic environments varying in size from one-bedroom apartments to three-bedroom duplexes...

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 the desired approach to The Project any better.

Very truly yours,

Sheila Grove
Design Review Committee Chair



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

July 8, 2016

Raul Duverge, Project Manager
Boston Redevelopment Authority
1 City Hall Square, 9th Floor
Boston, MA 02201

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Very truly yours,



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

cc: Casey Hines, BHA
William Gause, Leggat McCall
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Michael Flaherty, Annissa Essaibi-George, Bill Linehan, Ayanna Pressley, and Michelle Wu, Boston City Councilors
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George Stergios, President, Worcester Square Area Neighborhood Association
Blackstone/Franklin Square Neighborhood Association Board



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

Thu, Jun 30, 2016 at 9:06 PM

CommentsSubmissionFormID: 1086

Form inserted: 6/30/2016 9:05:55 PM

Form updated: 6/30/2016 9:05:55 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: Toni

Last Name: Elka

Organization: Future Chefs

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: Dear BRA, I am writing in my role as the Executive Director of Future Chefs. Future Chefs is pursuing an opportunity to be an anchor community program in one of the buildings. Despite our interest in securing space I believe that the project is good for the city and the community for the following reasons: There is an opportunity for affordable artist housing and new cultural space, it will create a lively street culture through retail and restaurant use where there is currently a parking lot and it will also provide much needed rental housing in an area where professionals can live and work, hopefully mitigating traffic coming into and out of the community during rush hours. I've sat in on all of the meetings and feel that the developers are responding to the community concerns in a respectful and considerate way, especially given the emotion of some long term residents who are grieving changes that seem inevitable. I've witnessed mutual respect in the conversations and cooperative review process. The developers came down on the height of one of the tall buildings in response to the community concern (although some people thought the original design was more interesting at the skyline) and are almost doubling the 20% requirement for open space. They are proposing improvements to the street design internal to the development and have added family sized units in response to the community residents' request. I do hope that the developers will continue to demonstrate respect towards those who will be inconvenienced by the construction, perhaps by maintaining a transparent process for vetting the inevitable issues that will arise, maybe by setting up ombudsperson for processing complaints. I also hope that the residents continue to stay engaged as thought partners who are empowered to help the project move ahead with integrity. Finally, I hope to see some community gardening :) and/or a community greenhouse on one of the roofs...

PMContact: Casey.A.Hines@Boston.gov



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

Tue, Jun 28, 2016 at 9:37 PM

CommentsSubmissionFormID: 1083

Form inserted: 6/28/2016 9:37:21 PM

Form updated: 6/28/2016 9:37:21 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: Brian

Last Name: Halley

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: I oppose this project as a nearby South End resident due to the developer's refusal to put all affordable units on site. We value diversity in this neighborhood, and we are struggling under the weight of over-priced housing. The BRA should not be letting developers like this one opt out of this requirement by paying into a fund. A development of this massive scale should include ample affordable housing - certainly 20% as required, at a bare minimum.

PMContact: Casey.A.Hines@Boston.gov



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

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

Thu, Jun 23, 2016 at 4:03 PM

To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1077

Form inserted: 6/23/2016 4:03:32 PM

Form updated: 6/23/2016 4:03:32 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: Heather

Last Name: Buechler

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: The south end is zoned for buildings to be no more than seven stories high. This construction will overwhelm the south end and as community members we prefer owner occupied units versus rentals

PMContact: Casey.A.Hines@Boston.gov



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

Wed, Jun 22, 2016 at 7:25 PM

CommentsSubmissionFormID: 1074

Form inserted: 6/22/2016 7:25:38 PM

Form updated: 6/22/2016 7:25:38 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: Alvin

Last Name: Lee

Organization: Tidewater Research

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone [REDACTED]

Zip: 02118

Comments: As is, the current zoning for the Albany Harrison block is regulated at 7 stories--which is appropriate for what the residential area could bear. Reducing the total unit count by a few units in the project does not change the overall impact of the increase in population density that comes with the new proposed 11 story buildings. Despite a revision, the new proposal is less interesting than the original proposal and the developers haven't address what mitigating effects they will employ to reduce the impact of road traffic and pollution the project will draw into the area. The meager reduction in the total number of units is not sufficient enough to offset the negative impacts a project of its caliber would cause in the area. The increased retail space is a nice change in place of the open space on the corner of Harrison Ave and East Dedham St. Given that residential street parking is more limited now due to the addition of new meters on E. Canton St., residential parking is a greater issue within the scope of the new development. The proposal and its immensity does not fit the current residential landscape unless it is scaled back even further. A final note, the trees that line E. Canton are what gives the street its character and killing them because of construction would be a travesty.

PMContact: Casey.A.Hines@Boston.gov



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

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

Tue, Jun 21, 2016 at 11:15 AM

To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

CommentsSubmissionFormID: 1069

Form inserted: 6/21/2016 11:15:05 AM

Form updated: 6/21/2016 11:15:05 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: Sarah

Last Name: Chang

Organization:

Email: [REDACTED]

Street Address: 700 Harrison Ave

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: The current zoning of the Harrison Albany project space is 7 stories. Building three 11 story towers overwhelms this neighborhood and creates an overcrowded and dense population. The Harrison Albany project spans 3 acres with 691 units, while the Ink Block project spans 6 acres with 475 units. That's a lot of people you are moving into the area! This project should harmonize with the existing cityscape without overwhelming the nearby residents, current open space, facilities, and need for parking. Also, PLEASE DO NOT RIP UP THE BEAUTIFUL TREES on E. CANTON. They are they most beautiful strip of street in the South End. What a shame to remove the canopy of mature trees.

PMContact: Casey.A.Hines@Boston.gov



Casey Hines <casey.a.hines@boston.gov>

Project Comment Submission: Harrison Albany Block

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, Casey.A.Hines@boston.gov

Thu, Jun 16, 2016 at 10:48 AM

CommentsSubmissionFormID: 1047

Form inserted: 6/16/2016 10:48:17 AM

Form updated: 6/16/2016 10:48:17 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: Kyle

Last Name: Szary

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: Three 11 stories towers still overwhelms this neighborhood; there should absolutely be no variation from the current zoning of 7 stories. Density of the Harrison Albany project (3 acres with 691 units) is still larger than Ink block (6 acres with 475 units). As a good neighbors, a project should harmonize with the existing cityscape without overwhelming it. Additionally, the parking situation has NOT been addressed. Without adequate incentives for residents to use underground spaces, the streets will be flooded with additional residential permits. Just TODAY the City, without notice, made all of one side of E. Canton Street metered. Where in the world are those of us who can't afford \$85,000 for a parking space supposed to go? Serious question.

PMContact: Casey.A.Hines@Boston.gov

[REDACTED]
Boston, MA 02118

April 22, 2016

Casey A. Hines
Senior Project Manager
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Re: Opposed to Harrison Albany Block

Dear Casey,

Ink Block is bad enough! And the Flower Exchange development is looming up. Why do we need another huge project designed to end the South End as I, at least, know it? Why isn't it possible to build a human-scale development with practical uses? No matter what, the Lawrence model homes on East Canton St. and the remaining building on East Dedham will be overwhelmed. And, if there is a mix of people—races, ages, etc.—at Harrison Albany, I will be very surprised. Should I start packing?

Sincerely,



Alison Barnet

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119
617-989-7000
Fax: 617-989-7718



April 19, 2016

Ms. Casey Ann Hines, Senior Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Harrison Albany Block Expanded PNF

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (ExPNF) for the Harrison Albany Block. The project site, approximately 3 acres, is bounded by East Dedham Street, Harrison Avenue, East Canton Street and Albany Street. The proponent is proposing a mixed use development that includes residential units, retail space, office space and a parking garage. The project site contains five buildings; a vacant residential building, a vacant commercial building, three actively-used buildings and a large surface parking lot.

The project proposes to construct two new apartment buildings and renovate the vacant building at 575 Albany Street. The two new apartment buildings will contain 710 units along with retail space at the street level. Under these buildings, the proponent plans to construct a parking garage to accommodate 745 spaces. The two new buildings, the renovated 575 Albany Street building along with the Gambr Building will comprise 745,000 square feet of floor space.

The proponent estimates that the project will generate about 101,723 gallons per day (gpd) of wastewater, which represents an increase of 93,342 gpd from the existing estimated flows. The ExPNF indicates that the proponent plans to direct this flow into the Commission's combined sewer in Albany Street.



The proponent plans to direct stormwater from the site into storage tanks within the project site which will be able to overflow in the Commission's storm drains on either East Dedham Street or East Canton Street. These drains convey stormwater to a drain on Albany Street which discharges in the Commission's East Brookline storm drain. The proponent has acknowledged his responsibility to infiltrate at least one inch of runoff from the site. The proponent is encouraged to contact Mr. Phil Larocque before submitting the site plan so the appropriate measures for storing runoff and overflowing into the Commission's drainage system are contained in the plan.

The project includes over 41,000 square feet of open space, representing over 30 % of the site. The proponent is encouraged to investigate opportunities for Green Stormwater Infrastructure, see Item No. 4 in the General Comments.

The proponent will be required to participate in the Commission's program to mitigate the impact of the additional wastewater since the estimated sewage flow exceed 15,000 gpd, see Item No. 3 in General Comments.

The following pages contain general comments as well as specific comments for water, wastewater and stormwater concerns:

General Comments

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued. The proponent should provide verification of cut and capping if applicable.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval. To assure compliance, these documents should be submitted when the new water and wastewater systems and the proposed service connections designs are 50



percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.

3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green Stormwater Infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. The proponent should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, the proponent will be required to apply for a RGP to cover these discharges.
6. If the project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to



include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.

7. The proponent is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. It is the proponent's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, the proponent must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

9. The proponent is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. The proponent should contact the Commission's Operations Division for information on how to obtain a Hydrant Permit.
10. The proponent must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. The proponent should also provide the methodology used to estimate water demand for the proposed project.
11. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal water. If the proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.
12. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department.



Wastewater and Stormwater

13. The proponent fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
14. In conjunction with the site plan and General Service Application, the proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
15. The proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.

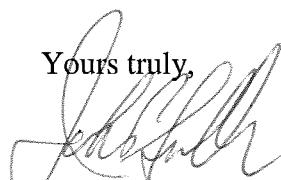
If one acre of land or more is disturbed, then the proponent will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. The proponent is responsible for determining if such a permit is required and for obtaining the permit.

If such a permit is required, then a copy of the permit and any pollution prevention plan prepared pursuant to that permit should be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified above.



16. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
17. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with the Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen.
18. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Boston Harbor" castings next to any new or modified catch basin installed as part of this project.
19. If the proponent seeks to discharge dewatering drainage to the Commission's collection system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/pwk

c.

William Gause – Leggat McCall Properties LLC
M. Zlody – Boston Environment
P. Laroque, BWSC