

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
15 WASHINGTON STREET (WHOLE FOODS)**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)**

PROPOSED PROJECT: 15 WASHINGTON STREET (WHOLE FOODS)

PROJECT SITE: 15 WASHINGTON STREET, BRIGHTON

PROPONENT: NEW CREEK LLC
WSP 1725 HOLDING LLC

DATE: APRIL 10, 2019

The Boston Redevelopment Authority (“BRA”) d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5.3 of the Boston Zoning Code (the “Code”) in response to and based on the review of the Project Notification Form (“PNF”) for the 15 Washington Street project (the “Proposed Project”), which New Creek LLC together with WSP 1725 Holding LLC (collectively, the “Proponent”), submitted to the BPDA on October 26, 2018. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on October 26, 2018, which initiated a public comment period which was subsequently extended until February 25, 2019. The Scoping Determination requires the Proponent to respond to comments received from City and State agencies, elected officials, the Mayorally appointed Impact Advisory Group (the “IAG”), and the public.

On July 13, 2018, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. As proposed in the LOI the Proposed Project, “involves the relocation of the Whole Foods and Citizen’s Bank on site (comprising approximately 49,346 square

feet of commercial space), and the addition of approximately 270 multifamily dwelling units, with structured parking.”

On August 10, 2018, letters soliciting nominations to the IAG for the Proposed Project were delivered to State Senator William Brownsberger, State Representative Kevin Honan, and City Councilor Mark Ciommo. Additional letters seeking recommendations were delivered to the Mayor’s Office of Neighborhood Services and the At-Large City Councilors. Nominations were also sought from the BPDA Planning Department.

Ten (10) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of the impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

1. Arena, Chris
2. Bacon, Doug
3. Cohen, Alan
4. Daly, Dan
5. Flanagan, Liam
6. Glikman, Max
7. Gomes, Anabela
8. Houben, Eileen
9. Long, Jim
10. Mead, Tavia

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

The notice of receipt by the BPDA of the PNF and the PNF were sent to the City’s public agencies pursuant to Section 80A-2 of the Code, as well as to the IAG members. Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on November 19, 2018 with the City of Boston’s public agencies at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

The BPDA sponsored a Public Meeting to discuss the PNF on February 6, 2019 at

the Brighton Marine Health Center (77 Warren Street, Brighton MA 02135). The Public Meeting was duly advertised in the *Allston-Brighton TAB* and *Boston Bulletin* newspapers. Additionally, the public meeting was posted to the BPDA calendar, a notification was sent to all subscribers of the BPDA'S Allston/Brighton neighborhood updates, and local City and State elected officials and their staff members received notification via email. In addition, two (2) IAG working sessions were held on November 19, 2018 and February 6, 2019.

Written comments in response to the PNF received by the BPDA from City of Boston agencies and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BPDA from the IAG are included in **Appendix C** and must be answered in their entirety. The Draft Project Impact Report ("DPIR") should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Comments received by the BPDA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are from:

- Boston Transportation Department & Boston Planning and Development Agency: Community Planning, Transportation/Infrastructure Planning, and Urban Design
- Kristen McCosh, Commissioner, Mayor's Commission for Persons with Disabilities
- John P. Sullivan, Chief Engineer and Operations Officer, Boston Water and Sewer Commission
- John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning and Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow, BPDA Smart Utilities
- Carrie Marsh, Executive Secretary, Boston Parks and Recreation Commission

Public comments received by the BPDA during the comment period are included in **Appendix B** and must be answered in their entirety.

Comments from IAG members that were received by the BPDA during the comment period are included in **Appendix C** and must be answered in their entirety.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout the initial phase of review, the Proponent has taken steps to meet with local residents, elected officials, abutters, and City and State agencies. These conversations must continue, ensuring that the project that is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has simultaneously generated excitement and concern. While many of the letters show that there is desire to see the redevelopment of the 15 Washington Street site, numerous individuals request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. In order to minimize and mitigate the Proposed Project's impacts, the BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern.
- Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk. The FAR proposed is close to 3 (approximately 2.8) while underlying zoning allows a FAR of 1.0 and max height of 35 feet.
- It is unfortunate that there is not more open space resulting from the redevelopment of this site, either in the form of a pocket park or small plaza. A further enlargement of the associated outdoor space should be studied to

provide additional activation.

- The BPDA encourages the Proponent to explore options for creating additional income restricted units at the Proposed Project and/or to provide some units at a lower maximum Area Median Income than is required by the Inclusionary Development Policy ("IDP").
- In addition, in recognition of the ongoing interest within Allston/Brighton to increase the homeownership options in the neighborhood, BPDA staff encourage the Proponent to create homeownership opportunities at the site, perhaps through creating a condo association in the East Building, with IDP units within this condominium association.
- The Proponent should investigate transit improvements to mitigate traffic impacts of this project. As noted in the PNF, there is a significant increase in traffic delay at the Washington Street/Commonwealth Ave intersection; a strategy should be developed to ensure fast and efficient service on the Route 65 Bus. Additionally, the Proponent should commit joining the emerging Allston/Brighton Shuttle network to ensure residents have access to transportation services at Boston Landing Station.
- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the project site. A detailed approach to the construction management must be included in the DPIR.
- Special attention should be given to the comment letters. The letters represent the opinions of the active residents, business leaders and elected officials of the community in which the Proponent intends to develop the Proposed Project.

These are just a few of the questions and areas that the Proponent must fully explore in the DPIR.

I. PROJECT SITE AND DESCRIPTION

Project Site

The 15 Washington Street development site is an approximately 2.3-acre site and is bounded by Washington Street to the Southwest, Corey Road to the southeast, residential properties to the northeast and Allston Street to the northwest. The existing site currently consists of an approximately 20,350-square foot Whole Foods and an approximately 7,200-square foot Citizens Bank. Approximately 151 surface parking spaces support these uses (the "Project Site").

Project Description

The 15 Washington Street project is a mixed-use development including new construction of up to 270 dwelling units consisting mostly of multi-family apartments, a new approximately 45,753-square foot Whole Foods grocery store, a new approximately 3,593-square foot Citizen's Bank, and up to 323 structured parking spaces that will support the residential and commercial uses. Both the existing Whole Foods grocery store and Citizens Bank will be reconstructed and relocated into new retail spaces fronting Washington Street.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA, a DPIR that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-5.4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (60) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines

that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BPDA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. GENERAL INFORMATION

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and email, where available for each
 - (3) Designated contact for each

b. Legal Information

- (1) Legal judgments or actions pending concerning the Proposed Project
- (2) History of tax arrears on property owned in Boston by Applicant
- (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of Project Site or certified survey of the Project Site.
- c. Current zoning

3. Project Description and Alternatives

- a. The DPIR shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.

- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

A statement on the applicability of the Massachusetts Environmental Policy Act ("MEPA") should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of

Environmental Affairs, and the proposed schedule for coordination with BPDA procedures.

C. TRANSPORTATION COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code the analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department and BPDA letter, dated March 5, 2019 and included in its entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Transportation Overview

Transportation and site access will be critical factors the future success of this project and the neighborhood as a whole. The City's transportation policy is guided by Go Boston 2030. Go Boston, launched in 2017, lays out the City's planning and policy objectives for transportation, including mode share objectives, mobility goals, and specific projects. Additionally, to understand the neighborhood-specific transportation impact of development projects, the BPDA began the Allston/Brighton Mobility Study in 2018 to assess the impact of development in Allston/Brighton. Thus, when evaluating this project, BPDA and BTD staff will use the goals of Go Boston 2030 and early findings of the Allston/Brighton Mobility Study to inform this project review.

Key transportation findings include:

- The Proponent should carefully consider the mode share goals of Go Boston 2030 to help guide site access, parking supply, and Transportation Demand Management (TDM) strategies. These goals should explicitly referenced in the modeling, site design, and mitigation efforts.
- The Proponent should further examine enhancements to pedestrian realm at the site to ensure pedestrian safety, Accessibility, and quality public realm.
- The Proponent should investigate strategies for improving bike access to the site. This should include a cycle track northbound on Washington Street, inclusion of an off-street BlueBikes Station, and easily accessible bike parking for residents, shoppers, and employees.
- The Proponent should investigate transit improvements to mitigate traffic impacts of this project. As noted in the PNF, there is a significant increase in traffic delay at the Washington Street/Commonwealth Ave intersection; a strategy should be

developed to ensure fast and efficient service on the Route 65 Bus. Additionally, the Proponent should commit joining the emerging Allston/Brighton Shuttle network to ensure residents have access to transportation services at Boston Landing Station.

Additional details on these key issues are as follows. The Proponent should continue to work closely with the City of Boston (City) agencies to determine the most appropriate transportation strategy for the site.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of the Interagency Green Building Committee, letter to follow.

E. OPEN SPACE

*The DPIR must address the comments of the Boston Parks and Recreation Department, dated April 1, 2019 and included in **Appendix A**.*

F. URBAN DESIGN/PLANNING COMPONENT

*In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined in the comments of the Boston Transportation Department and BPDA letter, dated March 5, 2019 and included in its entirety in **Appendix A**. An excerpt of the comments are incorporated herein by reference and made a part hereof and must be addressed in their entirety in the DPIR.*

Urban Design Introduction

This project is emblematic of several projects throughout Boston's neighborhoods currently under review or being contemplated that center on the redevelopment of a local supermarket. These are tricky projects insofar as the leases mandate that the supermarket (in this case, Whole Foods) be kept open and operational throughout construction. The Proponent should be commended for finding a solution to this complicated game of Trading Places. Unlocking the potential of this supermarket site is difficult given the constraints, and the replacement with an enlarged supermarket, significant residential, and the existing bank branch all on site should be applauded as a true mixed-use development.

That said, the primary issues that remain unresolved include density, form, and streetscape. Though the latter will be covered extensively in the Transportation Comments, there are specific urban design streetscape comments included below. Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to reduce the negative impacts of its bulk. The FAR proposed is close to 3 (approximately 2.8) while underlying zoning allows a FAR of 1.0 and max height of 35 feet.

There are some important precedents nearby: most notably, the BPDA Board approved project directly across the street at 5 Washington Street that is poised to break ground later this year. It is an important precedent both in its massing evolution and in its reception by the community.

Streetscape and Public Realm

We appreciate the effort made to downplay the 323 structured above-grade parking spots located in the building. While there are garage exits and entrances on all three street facing sides of the development, the design manages to conceal the large volume of parking from the street through strategic use of lobbies, retail, amenity space, and residential liners. Though not seen, parking uses are nevertheless felt. Parking is clearly impacting the proportions and, by extent, character of the buildings. The girth and stretched proportions are an unmistakable result of the parking plinth. A reduction in that parking belly would result in some welcome cinching and streamlining of the form.

A future-use scenario should be studied that converts the existing parking structure into an alternate use. What uses would the Proponent recommend and how would that function with the design of the existing building?

It is unfortunate that there is not more open space resulting from the redevelopment of this site, either in the form of a pocket park or small plaza. A small plaza to accommodate outdoor seating is a natural fit with the Whole Foods cafe proposed on the ground level. Though the majority of the supermarket program is located on the second floor, the ground floor space devoted to the Whole Foods cafe will help animate the facade. A further enlargement of the

associated outdoor space should be studied to provide additional activation.

The design includes ample provision for street trees on a site that presently has very little landscaping along Washington Street, Allston Street, and Corey Road. As the design evolves, tree placement should be at a 30-foot on center spacing, but should be planned to not interfere with retail or residential lobby entrances, as much as possible. Also, the furnishing zone should be at least 3-feet deep, but as wide as available dimension will allow. The project should also consider sand-based structural soils as the base below the adjacent sidewalks and cycle facilities. This detail would expand opportunities for both stormwater capture and storage (BWSC will require the capture of the first 1-inch of water), as well as passive irrigation and providing additional rooting space for street trees.

The landscape zone must also be carefully situated relative to the proposed cycle track and parking. For more detail, see transportation comments. It is preferable that the landscape zone help to separate the cycle track from the pedestrian sidewalk along Washington Street.

Generally, it is preferred that location design of these elements, as a whole, are organized in such a way where general user zones are maintained for pedestrians, bicycles and vehicles -- a clear pedestrian walk zone, any pedestrian plaza/cafe areas, and the furnishing zones should be co-located and preferably closest to the building, the cycling zone should be opposite the furnishing zone and appropriately buffered from the parking/travel zones of the street. This overall strategy helps to minimize points of conflict between users and creates a more intuitive street zone hierarchy.

The back facade is not unimportant given the inclusion of a pedestrian sidewalk connection from Allston Street to Corey Road. Please ensure that this path be well-lit and safe at all times of day, but especially in the evening.

Building Form and Massing

We strongly support several of the core design principles articulated by the Proponent, namely 1) "Design project size and scale in context with surrounding neighborhood", and 2) "Achieve massing articulation with setbacks and smaller component parts." As previously mentioned, the massing articulation needs to be

further iterated, likely resulting in a reduction in square footage.

On Washington Street, the cantilevered overhang of units above Whole Foods has an undesirable effect on the sidewalk space below. Though several floors up from the sidewalk, the cantilever does appear foreboding as shown in the street level perspective. This is a result of the unarticulated facade which stretches for considerable length along the primary face of the building. It seems that this cantilever is driven in part by the desire to keep the interior courtyard of the West Building sufficiently wide to provide light and air to the lower units. Here, we might recommend that a tightly enclosed courtyard/green roof, though efficient from a residential unit count perspective, does not provide high quality outdoor amenity space for the residents. Reconfiguring the wings of the building - either through a single-loaded residential wing or an elimination of one of the wings altogether, resulting in a C-shaped rather than O-shaped courtyard - is one of many possibilities the Proponent could explore.

One might also explore carving units out of the West Building on levels 4 and 5 to provide better connections between the amenity green roofs for the two buildings. Connecting these two roofscapes into one super-roof might be an interesting strategy. It is unclear whether the units are proposed as all rental or for sale, which may impact this strategy.

On Allston Street, the height of the West Building massing has been brought down to better relate to the scale of the adjacent browntones. The preliminary articulation of facades with bays and balconies could continue to be explored as a more contemporary response to the classic residential typology across the street.

Along Corey Road, the East Building needs further articulation. As currently designed, the building is shown as having a uniform flatness and material expression on both the Washington Street and Corey Road elevations. Though smaller than its western counterpart, this residential building would benefit greatly from some strategic formal moves to provide some visual interest and articulation in its facades.

Alternatives

Standard alternatives for study include a no-build (existing) scenario, which should

include for analysis any projects approved or already in the public review process. An 'as-of-right' build-out should also be studied; in this case FAR 1, with a height of 35'. This alternative will conform to the underlying zoning in this area.

G. INFRASTRUCTURE SYSTEMS COMPONENT

*The DPIR must address the comments of the Boston Water and Sewer Commission, dated November 14, 2018 and included in **Appendix A**.*

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one newspaper of general circulation in the City a Public Notice of the submission of the DPIR to the BPDA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within forty five (45) days of the publication of this Public Notice. A sample form of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

I. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached to **Appendix E**.

APPENDIX A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS, AND ELECTED
OFFICIALS

MEMORANDUM

TO: Casey Hines, Project Manager
FROM: **Boston Transportation Department**
Boston Planning and Development Agency: Community Planning,
Transportation/Infrastructure Planning, and Urban Design
DATE: March 5, 2019
SUBJECT: 15 Washington Street
Project Notification Form
Comments

Project Overview

Located at 15 Washington Street in Brighton, New Creek LLC and WSP 1725 Holding, LLC, (the "Proponent") proposes an Article 80 project, including the redevelopment of an existing Whole Foods Market and Citizens Bank as well as a residential component. The one-parcel proposal consists of 270 residential units, 323 parking spaces for a total of approximately 282,991 square feet (sf) which includes a 45,753 square foot grocery store. This project is located in the Brighton neighborhood, a neighborhood with several other large projects; several projects are nearby along Washington Street, Mount Hood Road, and through the rest of the neighborhood.

These comments represent a joint memorandum between the Boston Transportation Department (BTD), Boston Planning and Development Agency (BPDA) Community Planning, BPDA Transportation and Infrastructure Planning, and BPDA Urban Design.

Urban Design Introduction

This project is emblematic of several projects throughout Boston's neighborhoods currently under review or being contemplated that center on the redevelopment of a local supermarket. These are tricky projects insofar as the leases mandate that the supermarket (in this case, Whole Foods) be kept open and operational throughout construction. The Proponent should be commended for finding a solution to this complicated game of Trading Places. Unlocking the potential of this supermarket site is difficult given the constraints, and the replacement with an enlarged supermarket, significant residential, and the existing bank branch all on site should be applauded as a true mixed-use development.

That said, the primary issues that remain unresolved include density, form, and streetscape. Though the latter will be covered extensively in the Transportation Comments, there are specific urban design streetscape comments included below. Above all, the key to the success of this design will be finding the right scale of the massing. As currently proposed, the project is very dense, and should consider slimming its proportions to

reduce the negative impacts of its bulk. The FAR proposed is close to 3 (approximately 2.8) while underlying zoning allows a FAR of 1.0 and max height of 35 feet.

There are some important precedents nearby: most notably, the BPDA Board approved project directly across the street at 5 Washington Street that is poised to break ground later this year. It is an important precedent both in its massing evolution and in its reception by the community.

Streetscape and Public Realm

We appreciate the effort made to downplay the 323 structured above-grade parking spots located in the building. While there are garage exits and entrances on all three street facing sides of the development, the design manages to conceal the large volume of parking from the street through strategic use of lobbies, retail, amenity space, and residential liners. Though not seen, parking uses are nevertheless felt. Parking is clearly impacting the proportions and, by extent, character of the buildings. The girth and stretched proportions are an unmistakable result of the parking plinth. A reduction in that parking belly would result in some welcome cinching and streamlining of the form.

A future-use scenario should be studied that converts the existing parking structure into an alternate use. What uses would the Proponent recommend and how would that function with the design of the existing building?

It is unfortunate that there is not more open space resulting from the redevelopment of this site, either in the form of a pocket park or small plaza. A small plaza to accommodate outdoor seating is a natural fit with the Whole Foods cafe proposed on the ground level. Though the majority of the supermarket program is located on the second floor, the ground floor space devoted to the Whole Foods cafe will help animate the facade. A further enlargement of the associated outdoor space should be studied to provide additional activation.

The design includes ample provision for street trees on a site that presently has very little landscaping along Washington Street, Allston Street, and Corey Road. As the design evolves, tree placement should be at a 30-foot on center spacing, but should be planned to not interfere with retail or residential lobby entrances, as much as possible. Also, the furnishing zone should be at least 3-feet deep, but as wide as available dimension will allow. The project should also consider sand-based structural soils as the base below the adjacent sidewalks and cycle facilities. This detail would expand opportunities for both stormwater capture and storage (BWSC will require the capture of the first 1-inch of water), as well as passive irrigation and providing additional rooting space for street trees.

The landscape zone must also be carefully situated relative to the proposed cycle track and parking. For more detail, see transportation comments. It is preferable that the landscape zone help to separate the cycle track from the pedestrian sidewalk along Washington Street.

Generally, it is preferred that location design of these elements, as a whole, are organized in such a way where general user zones are maintained for pedestrians, bicycles and vehicles -- a clear pedestrian walk zone, any pedestrian plaza/cafe areas, and the furnishing zones should be co-located and preferably closest to the building, the cycling zone should be opposite the furnishing zone and appropriately buffered from the parking/travel zones of the street. This overall strategy helps to minimize points of conflict between users and creates a more intuitive street zone hierarchy.

The back facade is not unimportant given the inclusion of a pedestrian sidewalk connection from Allston Street to Corey Road. Please ensure that this path be well-lit and safe at all times of day, but especially in the evening.

Building Form and Massing

We strongly support several of the core design principles articulated by the Proponent, namely 1) "Design project size and scale in context with surrounding neighborhood", and 2) "Achieve massing articulation with setbacks and smaller component parts." As previously mentioned, the massing articulation needs to be further iterated, likely resulting in a reduction in square footage.

On Washington Street, the cantilevered overhang of units above Whole Foods has an undesirable effect on the sidewalk space below. Though several floors up from the sidewalk, the cantilever does appear foreboding as shown in the street level perspective. This is a result of the unarticulated facade which stretches for considerable length along the primary face of the building. It seems that this cantilever is driven in part by the desire to keep the interior courtyard of the West Building sufficiently wide to provide light and air to the lower units. Here, we might recommend that a tightly enclosed courtyard/green roof, though efficient from a residential unit count perspective, does not provide high quality outdoor amenity space for the residents. Reconfiguring the wings of the building - either through a single-loaded residential wing or an elimination of one of the wings altogether, resulting in a C-shaped rather than O-shaped courtyard - is one of many possibilities the Proponent could explore.

One might also explore carving units out of the West Building on levels 4 and 5 to provide better connections between the amenity green roofs for the two buildings. Connecting

these two roofscapes into one super-roof might be an interesting strategy. It is unclear whether the units are proposed as all rental or for sale, which may impact this strategy.

On Allston Street, the height of the West Building massing has been brought down to better relate to the scale of the adjacent browntones. The preliminary articulation of facades with bays and balconies could continue to be explored as a more contemporary response to the classic residential typology across the street.

Along Corey Road, the East Building needs further articulation. As currently designed, the building is shown as having a uniform flatness and material expression on both the Washington Street and Corey Road elevations. Though smaller than its western counterpart, this residential building would benefit greatly from some strategic formal moves to provide some visual interest and articulation in its facades.

Alternatives

Standard alternatives for study include a no-build (existing) scenario, which should include for analysis any projects approved or already in the public review process. An 'as-of-right' build-out should also be studied; in this case FAR 1, with a height of 35'. This alternative will conform to the underlying zoning in this area.

Materials for DPIR Submission

The following standard urban design materials for the Proposed Project's schematic design must be included in the DPIR submission:

1. Written description of program elements and space allocation (in square feet) for each element, as well as Project totals.
2. Neighborhood plan, elevations and sections at an appropriate scale (1"=100' or larger as determined by the BPDA) showing relationships of the proposed project to the neighborhood context, regarding:
 - a. massing
 - b. building height
 - c. scaling elements
 - d. open space
 - e. major topographic features
 - f. pedestrian, transportation, and vehicular circulation
 - g. land use
3. Photographs of the site and neighborhood.
4. Sketches and diagrams to clarify design issues and massing options.
5. Eye-level perspectives showing the proposal (including main entries and public areas) in the context of the surrounding area. Views should display a particular emphasis on

important viewing areas such as key intersections, pathways, or public parks/attractions. At least one bird's-eye perspective should also be included. All perspectives should show (in separate comparative images) at least both the build and no-build conditions; any alternatives proposed should be compared as well. The BPDA should approve the view locations before analysis is begun. View studies should be cognizant of light and shadow, massing and bulk.

6. Additional aerial or skyline views of the project, if and as requested.

7. Site sections at 1"=20' or larger (or other scale approved by the BRA) showing relationships to adjacent buildings and spaces.

8. Site plan(s) at an appropriate scale (1"=20' or larger, or as approved by the BPDA) showing:

- a. general relationships of proposed and existing adjacent buildings and open spaces
- b. open spaces defined by buildings on adjacent parcels and across streets, general location of pedestrian ways, driveways, parking, service areas, streets, and major landscape features
- c. pedestrian, handicapped, vehicular and service access and flow through the parcel and to adjacent areas
- d. survey information, such as existing elevations, benchmarks, and utilities
- e. phasing possibilities
- f. construction limits

9. Drawings at an appropriate scale (e.g., 1":16'0", or as determined by BPDA) describing architectural massing, facade design and proposed materials including:

- a. building and site improvement plans
- b. neighborhood elevations, sections, and/or plans showing the development in the context of the surrounding area
- c. sections showing organization of functions and spaces, and relationships to adjacent spaces and structures
- d. preliminary building plans showing ground floor and typical upper floor(s)
- e. phasing, if any, of the Proposed Project

10. A written and/or graphic description of the building materials and its texture, color, and general fenestration patterns is required for the proposed development.

11. Electronic files describing the site and Proposed Project at Representation Levels one and two ("Streetscape" and "Massing") as described in the document Boston "Smart Model": CAD & 3D Model Standard Guidelines, as amended and updated.

12. Full responses, which may be in the formats listed above, to any urban design-related issues raised in preliminary reviews or specifically included in the BPDA scoping determination, preliminary adequacy determination, or other document requesting additional information leading up to BPDA Board action, inclusive of material required for Boston Civic Design Commission review.

13. Proposed schedule for submission of all design or development-related materials.

14. Diagrammatic sections through the neighborhood (to the extent not covered in item #2 above) cutting north-south and east-west at the scale and distance indicated above.

15. True-scale three-dimensional graphic representations of the area indicated above either as aerial perspective or isometric views showing all buildings, streets, parks, and natural features.

Daylight Component

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building(s) and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the 'as-of-right' zoning envelope, and context examples. The areas of interest include Washington Street, Corey Road and Allston Street. Daylight analyses should be taken for each major building facade fronting these public ways. The midpoint of each public accessway or roadway should be taken as the study point.

If the Proponent wishes to substitute a more contemporary computer program for the 1985 BRADA program, its equivalency must first be demonstrated to the satisfaction of BPDA staff before it is utilized for inclusion in the DPIR, and it must be commonly available to BPDA staff.

Infrastructure Systems Component

An infrastructure impact analysis should be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Proposed Project (i.e. 5 Washington Street) build-out figures in the analysis. The standard scope for infrastructure analysis is given below:

Utility Systems and Water Quality

1. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water
2. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems
3. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies
4. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable
5. Description of mitigation measures to reduce or eliminate impacts on water quality
6. Description of impact of on-site storm drainage on water quality
7. Information on how the Proposed Project will conform to requirements of the Ground Water Trust under Article 35 by providing additional recharge opportunities
8. Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction
9. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

Boston Civic Design Commission (BCDC) Comments

The BCDC voted to review the Proposed Project on January 8, 2019 and saw a preliminary presentation. The Project was referred to Design Committee. When sufficient progress in preparation of a Preferred Alternative in the DPIR in response to the Scoping Document has been made on the design pursuant to preliminary BCDC and BPDA staff comments, BCDC Design Committee meetings should be scheduled by contacting Elizabeth Stifel, Executive Director of the BCDC. Minutes from the Parcel 12 portion of the January 8th, 2019 BCDC meeting are available below.

The next item on the agenda was the presentation of 15 Washington Street.

Kent Knight, Elkus Manfredi: The existing conditions onsite include an expansive surface parking lot, Whole Foods, and Citizens Bank. 5 Washington was recently approved across the street from this site. Surrounding uses are predominantly multi-family residential with the exception of the Baldwin Elementary School and a rehabilitation center. Proposed program expands Whole Foods, introduces 72,000 SF of retail, 320 parking spaces, and 270 residential units. Core design principles are to size and scale the project with surrounding context in mind and articulate the massing by means of setbacks and distinguishable

components. Heights around the site are around 4-6 stories. 7- and 9-story building across the street. At 7 stepping down to 5 floors remains in character.

Kirk Sykes (KS): Expanded context information will be important at Design Committee. I think a 5-story building works a lot better than a 7-story building.

LE: There are a lot of great things being done here (surface parking going away, paying attention to the sidewalks), but I am concerned when looking at the model. This feels like a very large building in a more fine-grained neighborhood. This is more than doubling the allowable height.

MK: This is a groundbreaking project for this neighborhood, but there is a scale issue. There is a fragile population across the street and by loading on Washington I don't know that you resolve the pedestrian challenges here.

DH: The overhang of the residential building above Whole Foods is startling. Maybe the projects' scale can change to be more stepped in relation to the hill. This project feels like something typically found downtown but this is a residential neighborhood.

WR: I applaud the hiding of the parking. The residential building's U-shape faces Allston Street; if it faced Washington St it might help resolve the uncomfortable cantilever along Washington Street.

Eva Webster: People in the neighborhood are upset with the massing and weight that this project introduces. There is no green space. Major concerns for the elderly population in the neighborhood.

Transportation Overview

Transportation and site access will be critical factors to the future success of this project and the neighborhood as a whole. The City's transportation policy is guided by Go Boston 2030. Go Boston, launched in 2017, lays out the City's planning and policy objectives for transportation, including mode share objectives, mobility goals, and specific projects. Additionally, to understand the neighborhood-specific transportation impact of development projects, the BPDA began the Allston/Brighton Mobility Study in 2018 to assess the impact of development in Allston/Brighton. Thus, when evaluating this project, BPDA and BTD staff will use the goals of Go Boston 2030 and early findings of the Allston/Brighton Mobility Study to inform this project review.

Key transportation findings include:

- The Proponent should carefully consider the mode share goals of Go Boston 2030 to help guide site access, parking supply, and Transportation Demand Management (TDM) strategies. These goals should explicitly referenced in the modeling, site design, and mitigation efforts.

- The Proponent should further examine enhancements to pedestrian realm at the site to ensure pedestrian safety, Accessibility, and quality public realm.
- The Proponent should investigate strategies for improving bike access to the site. This should include a cycle track northbound on Washington Street, inclusion of an off-street BlueBikes Station, and easily accessible bike parking for residents, shoppers, and employees.
- The Proponent should investigate transit improvements to mitigate traffic impacts of this project. As noted in the PNF, there is a significant increase in traffic delay at the Washington Street/Commonwealth Ave intersection; a strategy should be developed to ensure fast and efficient service on the Route 65 Bus. Additionally, the Proponent should commit joining the emerging Allston/Brighton Shuttle network to ensure residents have access to transportation services at Boston Landing Station.

Additional details on these key issues are as follows. The Proponent should continue to work closely with the City of Boston (City) agencies to determine the most appropriate transportation strategy for the site.

Modeling Methodology & Analysis

In order to present a clear understanding of travel in the project's vicinity, modeling analysis should discuss and model non-traffic transportation. In order to appropriately discuss all mode share goals such as in Go Boston 2030, additional analysis should be done for pedestrians, bicyclists, and transit in the project area.

Additional modeling and analysis for pedestrians, bikes, and transit should be comprehensive and include:

1. Analysis that reflects the 2030 modeshare goals of Go Boston and strategies for this project to attain these modeshare goals. Boston is a fast growing City and, as detailed in Go Boston 2030, continued reliance on automobiles to accommodate this growth will decrease quality of life for residents and contribute to growing congestion issues.
2. Pedestrian Analysis
 - a. Existing Conditions
 - i. Pedestrian Safety (Vision Zero Crash Analysis)
 - Crashes & Fatalities (on roads and intersections, separately, as in Slow Streets), and Safety Concerns Maps
 - High Injury Network
 - ii. Area Walkshed
 - Major pedestrian destinations and route safety/comfort/accessibility analysis
 - iii. Area Sidewalks (within 500 foot range of site)

- Width
- Condition of Asset (refer to PWD statistics)
- ADA Accessibility
- iv. Intersection Conditions (within 1,000 feet) and Transit Connectivity
 - Pedestrian Delay
 - Accessibility
 - Walking Distance between crossing points
- v. Transit (Buses and Subways) and Bikeshare Connectivity for Pedestrians
 - Inventory of Connections within a 10 Minute Walkshed (approximately .5 miles)
 - Major employment centers within 30 minute commute
- b. Description of the mitigated condition for the pedestrian network upon project completion.

3. Bicycle Analysis

- a. Existing Conditions
 - i. Adjusted seasonal bike counts
 - ii. Area Bike Network Inventory
 - Road Network (Existing & Planned)
 - Bikeshare (Existing & Planned)
 - a. Size of existing Bikeshare stations and rightsizing for future growth
 - iii. Comfort/Level of Traffic Stress Analysis
 - iv. Connectivity Analysis
 - Jobs
 - Retail
 - Civic Buildings and Parks
- b. Description of the mitigated condition for the bike network upon project completion.

4. Transit Analysis

- a. Provide analysis of the area's transit network in no build and build conditions. At a minimum, provide information on delay, ridership, and crowding on the Route 65 bus and Green Line B/C services.
- b. Seek guidance from the latest MBTA recommendations on transit analysis to provide a basis for analysis.
- c. Analysis of the mitigated condition for transit services once the project is complete.

The City agrees with the traffic modeling done for traffic. Some of the results for this modeling remain questionable, however. For example, the AM peak change in delay from no-build to build condition at Washington/Comm Ave shows a 21% increase from 82.1 to

100.1 seconds. Although it remains in LOS F, the change in delay is significant. The proponent should continue to work with the City to ensure that the pedestrian, bike, and transit impacts from this delay are eliminated while also accommodating project generated traffic when possible.

Site Access and Design

This section includes comments on parking, site access, and circulation. The City will continue to work with the Proponent to ensure the highest quality public realm and efficient circulation for the project site. The City's goal is to provide efficient and pleasant site access for pedestrians, bicyclists, transit users, and deliveries. Key considerations include:

- Sidewalks
 - There is a wide sidewalk in front of the Site. The Proponent should provide more definition for this space, including cross sections and location of any proposed outdoor cafe seating.
 - Sidewalk-grade crossings should be flush and continuous in front of all garage access points and addition of mountable curbs in key locations around the site. At curb apron, use a maximum of 15 degrees to minimize impact to the pedestrian right-of-way per *Complete Streets* guidelines.
 - Sidewalks should meet Disabilities Commission standards for Accessibility.
 - Minimize garage entrance and curb cut widths - assume a 20' wide maximum to be consistent with Boston Zoning Code standards and minimize impact on pedestrian realm.
- Bike Facilities
 - Designate a location for the BlueBikes Station on the site in an area where it will not have to be removed during the winter and will receive sufficient sunlight for solar panels/batteries. The project should maintain the existing BlueBikes station and assume one more will be added through project mitigation.
 - Incorporation of a northbound sidewalk level cycle track on Washington Street to enable safe bicycle travel in this area. The City is concerned about conflict between bikes and pick up/drop off activity on Washington Street and a cycle track will help to delineate these two uses. There should be landscaping between the cycle track and pedestrian/cafe zone, transitions into/out of the cycle track, plus a scenario where there's no TNC/loading in addition the TNC-only loading. Also, the Proponent should investigate a southbound bike lane on Washington Street.
- Driveways

- The City believes that the two-way driveway onto Washington Street creates poor conditions for pedestrians and bicyclists passing the site. The proponent should include a one-way in from Washington Street to the site.
- All sidewalks should be flush and of consistent material across the entire length of the site, including the driveways, to make pedestrian priority clear to all users of the street. Other pedestrian safety features must be detailed as well, for example daylighting crosswalks that connect to the project site.
- Driveway access locations be carefully considered to minimize conflicts between bikes and vehicles.
- Transit Facilities
 - Incorporation of the existing northbound MBTA bus stop on Washington Street at Corey Road with a floating bus stop.
 - Inclusion of a bus shelter, real time transit information screen, concrete bus pad, and an MBTA AFC 2 fare machine at the rebuilt bus stop.
- Site Parking and Bank Drive-Through:
 - The Proponent suggests a net increase of 172 parking spaces, which brings parking to a total of 323 spaces. With 270 units, this net parking results in a residential parking ratio of 0.64. The City is generally in favor of having this low of a parking ratio, especially with a transit oriented development. Interestingly, the Proponent states that after a parking analysis of existing use that “Therefore, results show that the parking lot never reach maximum capacity, and parking spaces were available.” If this is the case, and the project expects the same customer base as mentioned on page 5-16 of the PNF, then the City recommends reducing the number of parking spaces attributed to the Whole Foods Market.
 - Parking spaces should be built to allow for conversion to non-parking uses. This should include flat floors, parking decks built at sufficient heights to allow HVAC and electrical systems, and other components to enable this conversion process. The Proponent should outline a plan for enabling conversion process.
 - After consulting with the Boston’s Disabilities Commission, determine the appropriate number of Accessible spaces available for the retail and residential components of this project.
 - It is not apparent to the City why there needs to be a drive-through for the Citizens Bank, especially internal to the Site within the parking structure. The existing Citizens Bank does not have a drive-through and this new project has not demonstrated a need for one in a future condition.
- TNCs
 - The internal drop-off/pick-up needs to be carefully considered. It is not clear that the internal TNC drop-off/pick-up will be executed effectively. As of now, it is difficult to get TNCs/taxis to comply with on-street drop-off/pick-up locations, so it might be even more difficult for one internal to a parking structure.

- The Proponent should find a way to include this as a curbside management technique. It would be beneficial to instead have a pick-up/drop-off zone on Washington Street. This type of zone would require a manager to control the flow of TNCs and other transient vehicles.

Transportation Demand Management

Transportation Demand Management (TDM) is a key policy objective of Go Boston 2030 and the City of Boston. TDM programs provide building residents, employees, and visitors with a menu of transportation choices that help to enhance mobility and reduce automobile trips generated as a part of the project.

The City applauds the proponent's commitment to creating a TDM program for the development. The proponent outlined several steps to improving the transportation network through a TDM system, including on-site car sharing, joining the Allston/Brighton Transportation Management Association (TMA), creating a designated transportation coordinator for the site, providing information on public transit and bike options on transit screens, and on-site bike parking. However, more must be done to meet City of Boston goals for reducing single occupancy vehicle use. In addition to these elements, the proponent should consider the following options:

- Demand Reduction Programs for residents and employees
- Installation of designated Mobility microHUBs as described in Go Boston 2030
- Designated Bus / Shuttle / Ride-share pick-up/drop-off areas
- Real-time transit and mobility information within buildings
- Consolidated bicycle parking, showers, and repair facilities for residents and employees
- Providing a transit screen at the retail establishments on the site in addition to the commitment for screens in residential lobbies
- Commitment to a BlueBike Station on the site for use by residents
- Commitment to joining the emerging Allston/Brighton (St. Gabriel's) Shuttle
- Subsidized monthly transit passes for employees and residents or other transit benefits

- Subsidized bike share membership or other financial incentives for bikers and walkers
- Commitment to reducing residents and employees who drive alone to work. This can be measured through annual surveys

These elements will ensure the development has a comprehensive set of transportation options and will help to ease the burden on Allston/Brighton transportation networks. Additionally, TDM measures will be seen as an attractive building amenity for employees and residents and enhance neighborhood mobility.

Transportation Mitigation

The City is committed to working with the proponent on a comprehensive transportation mitigation package for the project generated impacts. In general, mitigation for this project should be expanded to 1) help realize the mode share goals of Go Boston for Allston/Brighton and 2) mitigate the impact of trips that this project will generate. Specific elements should include:

- Given the need to help encourage a mode share shift, the existing Bluebikes station on site should be expanded. If determined with BTM that it should not be expanded, then the Proponent should provide a new Bluebikes station off-site. Further, as mentioned previously, bike facilities in front of the site should be provided to enable access to the new supermarket and for residents of this building and nearby areas.
- Existing conditions and amenities of the nearby bus stops should be examined and improved to encourage transit trips where applicable. Improvements can include concrete pads on the road, improved bus shelters with countdown clocks, and new covered waiting areas with benches.
- Continue to coordinate with BTM regarding new signal equipment being implemented with 5 Washington Street mitigation. Consider installing conduit for adaptive signals from Comm Ave to Corey Road.
- Work with BTM and other City agencies on a long-term strategy for bike, pedestrian, and bus improvements on Washington Street and provide funding to implement key findings in the vicinity of the project site. Washington Street is a corridor identified in Go Boston 2030 as a key bus connector and this mitigation will enable the City to begin understanding what improvements are necessary to facilitate better transit connections.



MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

Martin J. Walsh, Mayor

December 21, 2018

RE: 15-35 Washington Street, Brighton, MA 02135
Project Notification Form
Boston Planning and Development Agency

The Disability Commission has reviewed the Project Notification Form that was submitted for 15-35 Washington Street, in Brighton, MA. Since the proposed project is planned to be a vibrant destination area for housing and retail commercial space, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

▪ **ACCESSIBLE RESIDENTIAL UNITS:**

- We would like to request more details on the location and floor plans for the accessible Group 2 units within the Project. Per 521 CMR Section 9.4.2: *Group 2 Dwelling Units*, Group 2 units shall be proportionally distributed across the total number of units according to number of bedrooms, size, quality, price and location.
 - Per the Inclusionary Development Policy, 15% of the total IDP units would be required to be Group 2 units. This requirement does not increase the required number of Group 2 units in the development, but it does increase the number of Group 2 units that are part of the IDP allocation.
- The PNF describes stoop entries for the residential units on Allston Street. We do not support this as this limits persons with disabilities and those who would like to age-in-place, as well as the visitability to these particular units, even if an accessible entry is given through the interior of the building. We would support that any exterior stoops incorporate an accessible flush condition (ex. sloped walkway, ramp) in order to allow for full and equal participation for persons with disabilities as well as for those who would like to age-in-place.

▪ **ACCESSIBLE BUILDING AMENITIES:**

- Will residents have access to both amenity spaces? If so, will the connection be interior to the building?



- As the Proponent has already chosen future retail tenants, Whole Food Market and Citizens Bank, the Commission would encourage the Proponent to work with the tenant to incorporate the Universal Design principles in the tenant-fit-out design.
 - We would support the inclusion of an accessible family/companion bathroom in the Whole Foods Market Café, even if not required by code.
 - We would support universal design principles be incorporated to the design and layout of service counters and/or checkout aisles. For example, when multiple accessible checkout aisles are provided, the tenant is able avoid operational issues involving accessibility accommodations, in the future.
 - Please consider the use of automatic sliding doors at entrances to ensure that users are able to enter/exit with ease.
- Per 521 CMR Section 19.2: *Recreational Facilities – Water Facilities*, we request that more details be provided on the accessibility of the proposed pool.
- Per 521 CMR Section 35: *Tables and Seating*, we support the inclusion of wheelchair accessible furniture in all common and outdoor patio spaces.
- Per 521 CMR Section 10.5: *Public Use and Common Use Spaces in Multiple Dwellings – Storage* and 521 CMR Section 34: *Storage*, in areas where it is provided, we support the inclusion of accessible personal storage.

▪ **ACCESSIBLE PARKING AND VEHICULAR TRANSPORTATION:**

- Given the neighborhood demographic and potential customer base (shown by existing condition uses) for the Whole Foods Market, we would strongly encourage providing additional accessible parking spaces outside of the requirements of 521 CMR Section 23.2.1: *Parking and Passenger Loading Zones – Number* for this project.
 - We would encourage the Proponent to study the uses of both the residential and Whole Foods Market uses to determine appropriate distribution of these spaces.
 - Please provide updated parking plans that accurately reflect these changes.
- Please confirm that adequate vertical clearance will be provided, per 521 CMR Section 23.4.7: *Parking and Passenger Loading Zones – Parking Spaces*.
- We would support narrowing the entrance curb cut to the parking structure, to provide a safe and enjoyable pedestrian experience on Washington Street.
- Please confirm that the sidewalk adjacent to the all driveway curb cuts will be flush, to provide a safe and enjoyable pedestrian experience across the entire length of the site.
- We would encourage the Proponent to reconsider the location and operation of the proposed interior TNC pick-up / drop-off area, as a consistent on-street location is generally more intuitive for users who have low vision or are blind to get to their destination. Please confirm that these locations will be wheelchair accessible.
- Please consider the installation of an audio/visual garage warning system on the exit approaches from the garage.

▪ **ACCESSIBLE ROUTE AND SIDEWALKS:**

- Between the Bank space and the parking lot entrance, would it be feasible to replace the egress stair with an accessible ramp or sloped walkway?



- At the intersection of Washington Street and Allston Street, landscape plans show the use of unit pavers or alternative materials for a “welcome mat” feature in the pedestrian right-of-way. We do not support this as the difference in material and contrast is a barrier to constituents with low-vision, as it may be perceived as a step or a hole causing hesitation and confusion.
- Please coordinate with the project at 5 Washington Street to study improving the apex pedestrian ramp and crossing conditions at the intersection of Washington Street and Corey Road.
- Please provide detail and dimensioned landscape plans to demonstrate the development’s compliance with Boston Complete Streets.
 - Updated plans should reflect bringing all reciprocal pedestrian ramps into City of Boston reconstruction standards.
 - We would support ensuring that building setbacks allow for the installation of sidewalks that meet or exceed the design standards put forth by Boston Complete Streets Design Guidelines as well as other desired sidewalk uses (retail space, bus shelters or sidewalk cafes), so the site is accessible and functional for residents as well as visitors.
 - Landscape plans describe the project’s interest in sponsoring a BlueBikes Station. Please ensure that proposed locations are taken into consideration when determining streetscape dimensions. For sidewalk-level bike share locations, typically a minimum of 7ft of clear path of travel is recommended to minimize bike and pedestrian conflicts.
 - We support the granting of a pedestrian easement on Washington Street, Corey Road and where required to bring the proposed sidewalk into compliance with Boston Complete Streets Design Guidelines.

▪ **COMMUNITY BENEFITS**

- Accessibility extends past compliance through building code requirements. For example, by providing employment and other opportunities for persons with disabilities, the development becomes an asset to the surrounding community. What opportunities (ex. employment, community support, social) will the development provide for persons with disabilities?

▪ **WAYFINDING**

- Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
 - The Accessibility Checklist refers to *Figure C.2*, which does not provide information regarding signage or wayfinding.

▪ **VARIANCES**

- Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

▪ **CONSTRUCTION**

- Should any City of Boston on-street HP-DV parking spaces be relocated due to construction activities, relocated areas will require approval from the Commissioner. Additionally, the Commission shall be notified before construction starts.



- Modifications to public transit infrastructure including but not limited to, bus shelter locations and operations during and post-construction should be considered and coordinated with the MBTA, before implementation.

COMMISSION'S GENERAL STATEMENT ON ACCESS:

The Mayor's Commission for Persons with Disabilities supports *ideal design for accessibility and inclusion*, which meets as well as exceeds compliance with local, state, and federal building codes, including [the Boston Complete Streets Guidelines](#) , [Massachusetts Architectural Access Board 521 CMR](#), and the [Americans with Disabilities Act](#).

Our priorities for accessibility other than building design and construction include: maintenance of accessible features; signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever “readily achievable” (“*easily accomplishable and able to be carried out without much difficulty or expense*”).

The Commission is available for technical assistance and design review to help ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov

REVIEWED BY:

Patricia Mendez AIA
Architectural Access Specialist
patricia.mendez@boston.gov
617-635-2529

Sarah Leung
Architectural Access Project Coordinator
sarah.leung@boston.gov
617-635-3746



**Boston Water and
Sewer Commission**



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

November 14, 2018

Ms. Casey Hines
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 15 Washington Street PNF

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the above referenced Project (Project), located at 15 Washington Street, in the Brighton neighborhood of Boston. The Project site is bounded by Washington Street to the southwest, Corey Road to the southeast, residential properties to the northeast and Allston Street to the northwest. The Project consists of the redevelopment of an existing retail site with a mixed-use development consisting of new construction of up to 270 dwelling units consisting mostly of multi-family apartments, a new approximately 45,753-square foot Whole Foods grocery store, a new approximately 3,593-square foot Citizens Bank, and up to 323 structured parking spaces that will support the residential and commercial uses. Both the existing Whole Foods grocery store and Citizens Bank will be reconstructed and relocated into new retail spaces fronting Washington Street.

Water, sewer, and storm drain service for the site is provided by the Boston Water and Sewer Commission.

For water service the Project site is served on Allston Street by an existing 12-inch southern high ductile iron cement lined service main installed in 1980; on Washington Street by an existing 12-inch southern high ductile iron cement lined service main installed in 2004; and on Corey Road by a 12-inch southern high cast iron water main installed in 1932 and rehabilitated in 2004. Water demand for the Project is estimated at 47,793 gallons per day (gpd). The existing two buildings on the site are separately serviced from Allston Street and Corey Road. For water service the proponent proposes to connect to the 12-inch water main on Washington Street.

For sewer service the Project site is served on Allston Street by a 10-inch sewer main installed in 1922; on Washington Street by a 12-inch sewer main installed in 1899; and on Corey Road by a 10-inch sewer installed in 1931. Sewage generation from the Project is estimated at 43,448 gpd. For sewer service the proponent proposes to connect to the 12-inch sewer on Washington Street.

For drainage the Project site is served on Allston Street by a 24-inch storm drain which was installed in 1922; on Washington Street by a 24-inch storm drain installed in 1899; and on Corey Road by 18-inch and 24-inch storm drains installed in 1899. Currently site run-off is collected through a series of catch basins throughout the existing parking lot and is sent to an existing underground detention system, with overflow being directed to Washington Street. The drains from the Project site ultimately discharge to the

Charles River. Since most of the Project Site is already impervious, the Project is not expected to result in significant changes in the pattern of stormwater runoff.

The Commission has the following comments regarding the proposed Project:

General

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. Prior to the initial phase of the site plan development the Proponent should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the Project's development.
2. The site plan must show the location of both public and private water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections.
3. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
4. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscape irrigation), wastewater generation, and stormwater runoff for the Project. The Proponent should provide separate estimates of peak and continuous maximum water demand for retail, irrigation and air-conditioning make-up water for the Project. Estimates should be based on full-site build-out of the Project.
5. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
6. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.
7. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (DEP). In order to achieve the reductions in phosphorus loadings required by the TMDL phosphorus concentrations in stormwater discharges to the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus the Commission requires developers of projects in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in accordance with DEP requirements. With the site plan the Proponent must submit a phosphorus reduction plan for the Project.

8. The design of the Project must comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
9. Before the Proponent demolishes any existing structures the existing water, sewer and drain connections that won't be re-used must be cut and capped in accordance with Commission standards. The Proponent must complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission. The completed form must be submitted to the City of Boston's Inspectional Services Department before a Demolition Permit will be issued.

Sewage/Drainage

10. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow added. The Commission will require the Proponent to develop an inflow reduction plan consistent with the regulation. The 4:1 reduction should be addressed at least 90 days prior to activation of water service, and will be based on the estimated sewage generation provided with the Project site plan.
11. Oil traps are required on drainage systems discharging from enclosed parking garages. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
12. Grease traps will be required in any food service facility in the new development in accordance with the Commission's Sewer Use Regulations. The proponent is advised to consult with the Commission before preparing plans for food service facilities.
13. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, if any are to be re-used by the Project, be dye tested to confirm they are connected to the appropriate system.
14. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission and the MWRA. The discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products for example, the Proponent will be required to obtain a Remediation General Permit from the EPA for the discharge.

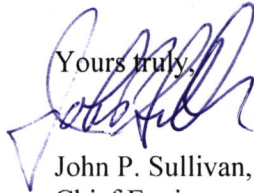
15. The site plan must show in detail how drainage from the building's roof top and from other impervious areas will be managed. Roof runoff and other stormwater runoff must be conveyed separately from sanitary waste at all times.
16. The Proponent must fully investigate methods for infiltrating stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. A feasibility assessment for infiltrating stormwater on-site must be submitted with the site plan for the Project
17. The Massachusetts Department of Environmental Protection (MassDEP) has established Performance Standards for Stormwater Management. The Standards address stormwater quality, quantity and recharge. In addition to Commission standards, the proposed Project will be required to meet MassDEP's Stormwater Management Standards.
18. In conjunction with the site plan and General Service Application the Proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Specifically identify how the Project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
19. The Commission requests that the Proponent install a permanent casting stating: "Don't Dump: Drains to Charles River" next to any new catch basin installed as part of the Project. The Proponent may contact the Commission's Operations Division for information regarding the purchase of the castings.
20. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

Water

21. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
22. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.

23. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,


John P. Sullivan, P.E.
Chief Engineer and Operations Officer

JPS/as

cc: Nicholas Brown, New Creek LLC
Katherine Ronan, Mass. Water Resources Authority
Maura Zlody, Boston Environment Department
Mike Nelson, Boston Water and Sewer Commission
Phil Larocque, Boston Water and Sewer Commission

MEMORANDUM

TO: Casey Hines, Senior Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
DATE: February 22, 2018
SUBJECT: 15 Washington Street - **Smart Utilities Comments**

Summary:

In order to facilitate the review of integration of the Smart Utility Technologies (SUTs) and the Smart Utility Standards (SUS) into new Article 80 Developments, **the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the project review process. Please fill out the parts of the Checklist that apply to your project. Make sure to review this [template](#) first, before submitting the Smart Utilities Checklist. Please include in your next filing with the BPDA a copy of the PDF document generated after submission of the Smart Utilities Checklist.**

Context:

On June 14, 2018 the BPDA Board adopted the [Smart Utilities Policy for Article 80 Development Review](#). The policy (attached) calls for the incorporation of five (5) Smart Utility Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy*, the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities. The *Smart Utility Standards* are currently available in "draft" form and will be finalized soon.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a [Smart Utilities Checklist](#) that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this [template](#) first, before submitting the *Smart Utilities Checklist*.

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use **ONLY** this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project's website: <http://www.bostonplans.org/smart-utilities>.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess "heat" to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect ("island") during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes.

	Significantly reduces the need for street openings to install telecom services.
--	---

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details.**)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25" rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network
Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

Boston Planning & Development Agency

Smart Utilities Policy for Article 80 Development Review - 2018

The Boston Planning & Development Agency (“BPDA”) has worked in close collaboration with numerous internal and external stakeholders – the Mayor’s Office of Streets, Transportation and Sanitation, the Mayor’s Office of Environment, Energy and Open Space (“EEOS”), the City of Boston Department of Information Technology (“DoIT”), the City of Boston Public Works Department (“DPW”), the Public Improvement Commission (“PIC”), the Boston Water and Sewer Commission (“BWSC”), and the City of Boston Transportation Department (“BTD”) – to develop a new model for integrated planning among energy, transportation, water, and communications utilities. The resulting *Boston Smart Utilities Vision* project (“SUV project”) aims to transform and improve the “business-as-usual” model of utility design, planning, and coordination. With coordinated planning and improved technologies, utility services can be made more affordable, resilient, equitable, and sustainable.

Four key products of the two year-long SUV project include a *Baseline Report*, a *Cost Benefit Analysis*, the *Smart Utility Standards*, and a new policy calling for the incorporation of Smart Utility Technologies (“SUTs”) into new developments. The first three of these work products can be found at: <http://www.bostonplans.org/planning/planning-initiatives/boston-smart-utilities-project>. The fourth work product, the *Smart Utilities Policy for Article 80 Development Review*, is contained herein.

The *Baseline Report* analyzes the cost of doing “business-as-usual” – namely, planning and constructing utilities for the analytical pilot project area using conventional approaches

The *Cost Benefit Analysis* evaluates the financial feasibility of multiple SUTs and concludes that many technologies are financially feasible and cost effective at various scales of real estate development under current market conditions. In addition to the *Cost Benefit Analysis*, several local, large scale developers were consulted for their opinions about the feasibility of a variety of SUTs.

The *Smart Utility Standards* set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including ten (10) SUTs and cross-section, lateral, and intersection diagrams of an ideal layout for underground services in 40’ and 60’ right-of-ways. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

The *Smart Utilities Policy for Article 80 Development Review* presented herein describes which SUTs will be required in new developments of certain size thresholds.

Policy Statement

Projects subject to Article 80B – Large Project, Article 80C – Planned Development Area, and/or Article 80D - Institutional Master Plan review shall incorporate SUTs into the infrastructure design and planning process. Utilizing the most recent *Smart Utility Standards* provided by the Boston Planning & Development Agency (“BPDA”) and the City of Boston (“City”) (available at: <http://www.bostonplans.org/planning/planning-initiatives/boston-smart-utilities-project>), the project proponent will be expected to integrate the applicable SUTs into the design and planning of utility infrastructure for water (including but not limited to sewage and stormwater), energy (including but not limited to gas, electricity, and steam), communications, and transportation services. Within two (2) years of adoption of this initial *Smart Utilities Policy for Article 80 Development Review*, the BPDA will evaluate its implementation and consider modifications to the policy both in terms of applicable development thresholds and SUTs.

Definitions

To be clear about what each of the SUTs involves, the following definitions are provided. More detailed standards and specifications will be developed for certain technologies by other City Departments – for example, PIC will adopt standards for the Telecommunications Utilidor.

Adaptive Signal Technology - Adaptive Signal Technology (“AST”) utilizes intelligent signals, traffic cameras, pavement sensors, and visual monitoring equipment to manage traffic flow in real-time of all transportation modes, including buses, pedestrians, and bicycles. These technologies are used to reduce wait time and facilitate throughput and safety at intersections.

District Energy - District Energy systems produce steam, hot water, and chilled water (“thermal services”) at a central plant. The steam or water is then piped underground to individual buildings for space heating, hot water heating, and air conditioning. Buildings served by district energy do not need their own boilers, furnaces, chillers, and/or air conditioners, and thus have lower capital costs and more usable floor area. District energy provides opportunities to reduce energy use, energy cost, and greenhouse gas (“GHG”) emissions.

District Energy Microgrid - An energy system that includes both the thermal services of District Energy (see “District Energy” definition) and the electrical generation and distribution services of a Microgrid (see “Microgrid” definition). One way to achieve a District Energy Microgrid is through a combined heat and power (“CHP”) system. CHP refers to the generation of electricity on-site and the capturing of excess heat of that process (which would otherwise be wasted) to provide useful thermal energy – such as steam or hot water – for space heating, cooling, domestic hot water, and industrial processes. District Energy Microgrid systems can be designed and implemented in a modular form, serving an initial energy load and progressively adding modules as the energy loads increase.

District Energy Microgrid Master Plan – Based on the analysis provided by the Feasibility Assessment, the District Energy Microgrid Master Plan will provide a detailed plan and

conceptual layout illustrating and describing the District Energy Microgrid generation and distribution system that will serve the proposed project at full buildout. The Master Plan shall include the timing and phasing of all District Energy Microgrid system components as they relate to the timing and phasing of the proposed development, including modular buildout of the District Energy Microgrid. Where phasing is appropriate, the Master Plan shall define components of the proposed Article 80 project that should be designed to be District Energy Microgrid Ready. The District Energy Microgrid Master Plan should quantify proposed project benefits in terms of a) energy supply resiliency, b) reduced energy use, c) reduced GHG emissions, and d) cost reduction to end users. The District Energy Microgrid Master Plan shall also describe any potential impacts on the public way due to physical system constraints. The Feasibility Assessment must be signed by a Licensed Professional Engineer with substantial experience designing and constructing District Energy Microgrid systems.

District Energy Microgrid Ready – As established in the District Energy Microgrid Master Plan, where modular phasing of a District Energy Microgrid system is appropriate as it relates to the phasing of a development, District Energy Microgrid Ready design may include a) installing a point of common coupling (“PCC”) within the development to allow “islanding” the District Energy Microgrid from the electric utility grid; b) to the extent that new streets are to be constructed adjacent to the project as part of the requirements for the development, constructing the District Energy Microgrid distribution system that will ultimately traverse these streets; c) installing building heating and cooling systems in all phases of the project that are compatible with a District Energy system; d) designing buildings in the development such that they can easily connect to the District Energy Microgrid system; and e) designing mechanical rooms in all buildings with sufficient space to accommodate for future equipment that will be required either to connect to the larger District Energy Microgrid system and/or to facilitate District Energy Microgrid service within the building.

Feasibility Assessment for District Energy Microgrid – A Feasibility Assessment is a technical and economic evaluation of the applicability, scope, nature, and extent of a District Energy Microgrid for a Article 80 project, including whether District Energy, a Microgrid, or a District Energy Microgrid are appropriate on the project. Factors to be considered in the assessment include, but are not limited to, utility load profiles, business as usual case, definition of economic parameters, physical system constraints, regulatory constraints, screening analysis, construction cost and schedule, operations and maintenance schedule and an economic model. The Feasibility Assessment should describe the proposed project’s goals regarding: a) energy supply resiliency; b) reduced energy use; c) reduced GHG emissions; and d) cost reduction to end users, and explain how the proposed District Energy Microgrid systems can help achieve these benefits. The Feasibility Assessment must be signed by a Licensed Professional Engineer with substantial experience designing and constructing District Energy Microgrid systems.

Green Infrastructure - Green Infrastructure is an approach to water management that includes policies, planning activities, and infrastructure implementation that assist in absorbing, delaying, detaining, and treating stormwater in order to reduce flood risk and pollution downstream. The

Boston Complete Street Guidelines 2013 provide additional information on various green vegetated stormwater management systems (stormwater/bioretention planters, rain gardens, etc.), as well as information on permeable paving materials. Green Infrastructure considered in the SUV project includes: bioretention basins and planters, infiltration chambers, tree pits/trenches, dry wells, and permeable paving.

Microgrid - A Microgrid is an electricity generation and distribution system generally serving multiple buildings that can be operated in a controlled, coordinated way with the main power grid or, as needed, independently when disconnected from the main power grid (in “island mode”). Microgrids are composed of: a) a power source; b) a power management system; c) electricity consuming devices; and d) a utility connection. Microgrids may also include an energy storage system. Microgrids provide opportunities for resiliency in the face of weather or other emergencies that affect the main power grid. Microgrids also present opportunities to improve power quality, flexibility, and reliability by integrating and optimizing various sources of energy, including renewable energy and battery storage.

Telecommunications Utilidor - The Telecommunications Utilidor (“Telecom Utilidor”) is an underground conduit duct bank that will house all telecommunication assets. By unifying all the telecommunication assets in one Telecom Utilidor, street disruptions will be significantly decreased for telecommunication buildout, as well as when subsequent providers want to add assets. Through coordination, buildout can be more cost effective for all stakeholders.

Applicable Development Review Threshold Criteria

SUTs required for Article 80 projects will depend on: (a) the floor area of the project; and/or (b) the project’s required mitigation of traffic, street lighting, and surface water runoff.

For projects at or above 1.5 million square feet of floor area:

1- The BPDA shall, as part of project review, recommend a Feasibility Assessment for a District Energy Microgrid. If the Feasibility Assessment reviewed and approved by the BPDA demonstrates that a District Energy Microgrid is feasible, then a District Energy Microgrid Master Plan shall be prepared. The project will be expected to implement the District Energy Microgrid Master Plan. If, at a later date, the project proponent wishes to amend the approved Article 80 development plans, the corresponding District Energy Microgrid Master Plan must also be amended to reflect any changes in project phasing, configuration, land use mix, and/or intensity of use.

For projects at or above 1.5 million square feet of floor area, and/or adding or altering road surface in excess of 0.5 miles of roadway:

2- The BPDA and PIC shall, as part of their project review, recommend the incorporation of a Telecom Utilidor. If a Telecom Utilidor is not incorporated into the project plan, the project

proponent shall demonstrate to the BPDA and PIC how other technologies to be incorporated into the project will provide comparable or superior benefits in terms of mitigating and/or reducing street disruptions, yielding more efficient use of underground space, and promoting more equitable access to telecom infrastructure.

For all projects at or above 100,000 square feet of floor area:

3 - The BPDA, in consultation with BWSC, shall recommend the use of Green Infrastructure to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the total impervious area, prior to discharge, and in compliance with any applicable BWSC stormwater mitigation requirements.

For projects satisfying other threshold criteria:

4- For all projects where the BTB requires that traffic signals be installed or where existing signal equipment will be fully upgraded, the BPDA, in consultation with BTB, shall recommend the incorporation of Adaptive Signal Technology ("AST") and any related components into the traffic signal system network, consistent with any applicable BTB standards or guidelines. Where there is no existing AST network, new and upgraded signals should be equipped to be linked together in the future, consistent with any BTB standards or guidelines

5- For all projects making right-of-way improvements which are responsible for street light installation or a contribution toward the same, the BPDA and PIC shall recommend that all street lights include additional electrical connection and fiber optic service, consistent with any applicable DPW standards or guidelines.

Timing in the Article 80 Process

The BPDA will publish administrative guidelines concerning the documentation needed at different stages of development review and permitting relative to the *Smart Utilities Policy for Article 80 Development Review* on the SUV project website. Documentation will be reviewed during the following stages:

- A. With the Project Notification Form ("PNF"), Notice of Project Change ("NPC"), or other initial filing,** provide documentation of the integration of applicable SUTs and *Smart Utility Standards* into the design and planning of the project via diagrams, plans, analyses, and descriptions to make clear how these will be integrated into the overall project. Describe all immediate and long-term planning, design, construction, and maintenance strategies that will be employed to avoid, eliminate, or mitigate the adverse impacts of utility construction. Consideration of SUTs does not need to be limited to those described in the *Smart Utility Standards* or *Smart Utilities Policy for Article 80 Development Review*.

- B. During the Article 80 Development Review and prior to Article 80 approval by the BPDA Board,** provide updated documentation of the integration of applicable SUTs and *Smart Utility Standards* into the design and planning of the project via diagrams, plans, analyses, and descriptions to make clear how these will be integrated into the overall project. Describe all immediate and long-term planning, design, construction, and maintenance strategies that will be employed to avoid, eliminate, or mitigate the adverse impacts of utility construction. Consideration of SUTs does not need to be limited to those described in the *Smart Utility Standards* or *Smart Utilities Policy for Article 80 Development Review*.
- C. Prior to filing an application for a building permit,** provide updated documentation of the integration of applicable SUTs and *Smart Utility Standards* into the design and planning of the project via diagrams, plans, analyses, and descriptions to make clear how these will be integrated into the overall project. Describe all immediate and long-term planning, design, construction, and maintenance strategies that will be employed to avoid, eliminate, or mitigate the adverse impacts of utility construction. Consideration of SUTs does not need to be limited to those described in the *Smart Utility Standards* or *Smart Utilities Policy for Article 80 Development Review*.
- D. Prior to applying for a Certificate of Occupancy and final inspection,** provide updated documentation of the integration of applicable SUTs and *Smart Utility Standards* into the construction of the project via diagrams, plans, analyses, and descriptions to make clear how these were integrated into the overall project to avoid, eliminate, or mitigate the adverse impacts of utility construction. Consideration of SUTs does not need to be limited to those described in the *Smart Utility Standards* or *Smart Utilities Policy for Article 80 Development Review*.



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

BPRD Comments for 15 Washington Street, Brighton

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Mon, Apr 1, 2019 at 4:20 PM

To: Casey Hines <casey.a.hines@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Christopher <michael.christopher@boston.gov>

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

The Boston Parks and Recreation Department (BPRD) has reviewed the Article 80 application for 15 Washington Street in Brighton which proposes 270 housing units, a grocery store and a bank. With the exception of roof decks, the project has no onsite open space to serve 270 households. The residents of this building will therefore rely on existing public open space to meet their active recreational needs. However, there is no public open space in Boston within a .25 mile radius of this site - the nearest public park is Overlook Park at Fidelis Way. BPRD respectfully requests that this project provide impact mitigation commensurate with the scale of development to the Fund for Parks to be used for public parks in the Brighton neighborhood. Thank you for this consideration.



CARRIE M. MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 (direct) 617-635-4505 (main)

On Wed, Oct 31, 2018 at 12:39 PM Casey Hines <casey.a.hines@boston.gov> wrote:

Good afternoon,

Linked below for your review is an electronic copy of the [15 Washington Street](#) Project Notification Form ("PNF") received by the Boston Redevelopment Authority ("BRA") d/b/a Boston Planning & Development Agency on October 26, 2018.

- [15 Washington Street- Project Notification Form](#)

The PNF describes New Creek LLC and WSP 1725 Holding LLC's proposal for a new development at [15 Washington Street](#) in Brighton consisting of up to 270 dwelling units, a new approximately 45,753- square foot Whole Foods grocery store, a new approximately 3,593 square foot Citizens Bank, and up to 323 structured parking spaces that will support the residential and commercial uses.

The BPDA solicits comments from public agencies and the public. Written comments on the PNF must be received by the BPDA no later than **November 26, 2018** by 5:00 PM. Please use the contact information below for comments or clarification.

Best,
Casey

--

Casey Ann Hines

Senior Project Manager

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

Date	First Name	Last Name	Organization	Opinion	Comments
2/21/2019	Nancy	Grilk	Ms.	Oppose	<p>Good day, and here are my comments on the 15 Washington Street project. Green space: Buffer plantings; that is it? 16 trees and some private, above grade green space for residents. How does this fit into the Mayor's commitment to counteract the effects of climate change, when this 2.3 acre development will all but completely cover the site, edge to edge with impermeable surfaces? The green building components of the project are all "under consideration"; this does not give us a level of certainty or comfort. How will this promote groundwater recharge? Allston Brighton has one of the lowest open space per resident ratios; we need to improve, not reduce this amount. Significant publicly accessible green space is needed for clean air and for the greater community. We need the support of BPDA to improve and increase our neighborhood's open spaces. Homeownership: A great opportunity for BPDA to bring stability to our neighborhood where homeownership is one of the lowest in the city. We need to see significant homeownership (80%), with deed restrictions. We need affordable housing (20%) on site, not in another neighborhood. Help our neighborhood bring back families. Development: Way too tall for this area. Keep this to 4 stories. Again, open and accessible green space is important. I don't understand the 3 areas of mounted curbs. A brief internet search indicates they are curved curbs to allow trucks and cars to pull up onto the sidewalk. This is a bad idea in many ways. Transit: Without improvements to MBTA service, this project, along with the hundreds of other units under consideration and/or construction along Washington St. on both sides of Comm Ave will overwhelm the B Line and bus lines. It will encourage more ride share, which will increase traffic and therefore pollution. Signal improvements to alleviate congestion; we've been hearing this for years. Too many cars cannot be magically moved by signalization. Thank you for considering these comments in your decision-making. We look forward to your thoughtful changes to make this project neighborhood and family friendly both in home ownership and open space additions. Regards, Nancy Grilk, homeowner and 40 year resident.</p>

2/21/2019	Elizabeth	Breadon	Ms.	Oppose	<p>I am strongly opposed to the 15 Washington Street (Whole Foods) project as it is currently conceived. Our main objections are as follows: 1. This development of mostly seven-story buildings is huge, out of proportion with the surrounding neighborhood. With the additional height of HVAC the building will be over 100 feet in height. It will significantly reduce sky views and light for the surrounding residential buildings. The portions of the buildings along Washington, Corey and Allston Streets should be reduced to 4 stories, with additional stories only in the center of the site. On the corner Corey Road and Washington the building should be set back to create more space. 2. A recent 5-alarm fire across the street in #20 Washington Street further reinforces concern of residents regarding adequate space of emergency vehicles in front of 15 Washington Street. (in the recent emergency the Whole Foods parking lot functioned as a staging area of emergency vehicles). The current plan makes no allowance for an emergency fire lane. The whole structure needs to be set back further to provide for a fire lane on at least two sides of the building. With the anticipated increase in deliveries the exit route for heavy goods vehicles onto Cory road seems problematic given the narrowness of the roadway and the short distance to the traffic light on Washington. 3. Insufficient home ownership opportunities: Due to the precipitous drop in home ownership in the neighborhood a development of this scale should include 50% of the units offered for home ownership, ideally with 20% of those affordable and include family-friendly units with more bedrooms. We are in need of new housing for middle income families who want to put down roots in the neighborhood. 4. This area across the street is zoned for housing for seniors and people with disabilities; young families also live in the area. The Whole Foods should be located on the ground floor to allow ease of access from the street. Escalators can be a disincentive for seniors, people with disabilities and adults with young children. Street crossings should have signal timing that allows adequate time for seniors and people with disabilities to cross safely. 5. For a project of this magnitude there is an abysmal amount of green space. And the "green space" within the complex on the roof is not accessible to the public. The fact that the project is built right out to the edge of the site leaves no possibility of common green space and scope for the growth of mature shade trees along the sidewalk. A 2.3-acre development of this density should provide publicly accessible green space. If the building were setback there is scope for creation of multifunctional green space / civic area with the possibility of such things as open-air café, or performance space that would make the location a destination. This would enhance the quality of urban life in the area and make city living pleasant and convenient. This level of density with the sole objective of maximizing profit is to the detriment of the long-term livability and attractiveness of this development. 6. With Boston Climate goals new projects of this scale should be aiming for Net Zero Carbon ? so the inclusion of much more green space, trees, solar panels, electric car charging stations, heat exchange technology etc would be desirable. Thank you, Elizabeth Breadon Mary A McCarthy 33 Champney Street Brighton, MA 02135</p>
-----------	-----------	---------	-----	--------	--

2/20/2019	Jennifer	Gordon	RESIDENT	Oppose	<p>This project is an attractive way to add housing and fix a retail site that's currently a poor use of space and pretty broken in terms of how cars in and out of the lot affect the surrounding area. I like the way the architects have (re-)visioned the car (and delivery truck) circulation and how it would impact the pedestrian experience in the area. That said, I am constantly stuck in a traffic backup on my way home in that area: specifically on Washington on that strip from Corey to Commonwealth Ave. PART of that is the fault of the Whole Foods customers and how they want to drive in and out of the lot. (When I used to live in Brighton Center and would walk my kids to the Baldwin I was always in a terror crossing those driveways with them because of the aggressive ways the WF drivers pulled in and out. It appears that the architects have addressed pedestrian concerns well.) Some of the traffic, however, is just due to the car load on the area and the poorly-designed intersection up at Washington and Comm. The city and the architects must work together to get the neighborhood's traffic straightened out before adding yet more development to the area. While the WF project, taken alone, would be fine, there are two other residential projects that will add car trips just a couple blocks away: the one where the synagogue is (100 block) and the one at St Gabriel's. All those extra cars, taken together, will be headed either toward Brighton Center which is currently always backed up at rush hour, or toward Comm Ave. Someone needs to study the lights, the lanes, and whether protected lefts and dedicated left-turn lanes should be provided. And how all that will work with the T tracks. It's lovely that the architects envision that residents will walk up to catch the T, but (again considering the other two residential projects in that chunk of Washington St) has someone told the T that they'll need to increase capacity? It's pretty crowded on that platform at rush hour as people wait for trains! Another thing that was unclear to me was how the rideshare loading will work. Those Uber and Lyft drivers pull over willy-nilly all the time. Traffic? Other drivers? Who cares, "it'll just take a second." (Except it doesn't.) Will there be a pull-in? Clear signage alerting rideshare drivers where they should pick up their customers? How will the impact of their pulling back out into traffic be managed? Again, I don't object to the project per se, I actually think it's a good use of the space and the architects have done a good job of thinking THEIR project through, but it'll further mess up the traffic along Washington St and should be considered together with the other two residential developments a block away. I think a solution can be found in straightening out the traffic pattern, particularly for turns and on/off the carriage lanes, at that intersection and then the developers can have their building without making a mess. But that'll take the city, and should be funded by the developers. (If it's not too late, hit up the other developers for the other Washington St projects too.) The comment period on this project is about to close. There is a LOT left to consider about how this project will impact the neighborhood. I've spoken to a number of people who are not residents of the immediate neighborhood --I know a lot of them are horrified by this project's scale-- but who like me drive through there regularly and live further off in Brighton. (To be fair, I'd be out with pitchforks if someone proposed something like this for Oak Square! But the WF site is a mess anyhow, I really don't think this development will make it worse except for the traffic.) PEOPLE HAVE NOT HAD ENOUGH TIME TO REALLY CONSIDER THE PROJECT --PARTICULARLY IN CONTEXT OF THE OTHER DEVELOPMENTS A FEW BLOCKS AWAY ON WASHINGTON ST-- AND MAKE COMMENTS. PLEASE EXTEND THE COMMENT PERIOD TO ENABLE MORE RESIDENTS WHO WILL BE IMPACTED TO BE HEARD. Thanks, Jen Gordon</p>
2/20/2019	Bruce	Kline	BAIA	Oppose	<p>The developers have completely ignored requests for modifications of this project that have been proposed by community members at public meetings.</p>

15 Washington Street Public Comments via website form 2019-02-22

2/20/2019	Mary	Regan		Oppose	As the project stands now, I feel it is too large and does not provide enough parking. The area has a lot of traffic and if residents and shoppers must compete for parking spaces that will add to the traffic woes and tie up more of the on street parking. Brookline has very strict parking regulations and already many of its residents head over to Brighton to park to avoid the Brookline parking problems. There are several senior housing developments and a very popular early learning center that add to the traffic and more importantly to the pedestrians in the area. I worry about people being hit by a vehicle in the constant stream of traffic that is Washington Street today. Cut down the size and add parking and I would support this project. An additional thing that could help this project is if the building was moved back from the sidewalk and more greenery added.
2/20/2019	Frederick A.	Ryder	(Home Owner)	Oppose	The area is already too congested to support another resident building like this.
2/20/2019	Nicholas	Drobot		Oppose	Having lived for many years almost next door to the proposed development, the traffic at and around the crossing of Washington St. with Corey, Allston and Commonwealth is backed up during off hours and an absolute nightmare during rush hour. As there is nowhere to put an extra lane on Washington, Allston or Corey, it is not even remotely possible to handle the huge increase in traffic with such a development. Furthermore, the traffic during construction would be total chaos. Also, given the amount of units and the size of the proposed commercial space, the amount of proposed parking is woefully inadequate. Such situations typically cause people to park illegally in hopes of getting away with it or having someone run in and another one "live park" until the other person returns. This would snarl the traffic even further. Although I don't see any viable solution to this, what is being proposed to address this? Thanks.
2/20/2019	Shangwei	Hu		Oppose	The traffic in this area (especially Washington street) is already very bad during traffic hours and will be a nightmare with another 270 units. It is unfair for the current residents and new possible new residents!
2/20/2019	Ying	Tan		Oppose	Traffic is already very bad right now . It would be even worse after this project.
2/20/2019	Jinming	Hu		Oppose	Worst plan for the current residents!
2/20/2019	Garyfallia	Pagonis		Oppose	The neighborhood is congested as it is with traffic during rush hour, to build this monolithic structure will pose excessive traffic, noise, pollution, possible structural damage to adjacent buildings and properties due to the digging of an underground parking garage associated with this 7 story structure. I am adamantly OPPOSED to it, please put a stop to this!!
2/20/2019	James	Hu	Resident	Oppose	Not in my neighborhood
2/20/2019	Zheng	Zhou		Oppose	The new project will add the extra traffic difficulties to drivers and pedestrians on the block of Washington St between Corey St and Allston St, as well as to that part of Allston St that is already very narrow and very difficult to drive through; I cannot imagine how the residents nearby and the commuters can bear this, especially during its two-year of construction of the project. As a resident on the block, I strongly oppose the project.
2/20/2019	Zheng	Zhou		Oppose	The new project will add the extra traffic difficulties to drivers and pedestrians on the block of Washington St between Corey St and Allston St, as well as to that part of Allston St that is already very narrow and very difficult to drive through; I cannot imagine how the residents nearby, including the senior residents of the nursing home right next to the Whole Food parking lot, and the commuters can bear the difficulties of the traffic, construction pollution during its two-year of construction of the project. As a resident on the block, I strongly oppose the project.
2/19/2019	Anna	Peselman	Condo owner	Oppose	Very upset , a lot of traffic, many elderly people live in this aria and will be very dangerous for them to move around , as a owner of a condo I am worried my property will go down with price
2/19/2019	michael	O'Hara		Oppose	Too dense, too much traffic, not wanted

15 Washington Street Public Comments via website form 2019-02-22

2/19/2019	Molly	Niedbala	350 Massachusetts	Neutral	This project should get its energy from the Sun. Not only is it now cheaper to do so than to use fossil fuels, but it would set an example to nearby builders. We must stop relying on fossil fuels immediately if my generation is to have even a remote chance at health and happiness. Please, please do your part to prevent further climate change. Thank you for taking this concern seriously.
2/19/2019	Robert	Pessek	Allston Civis Assoc./Brighton Allston Community Coalitionn	Oppose	Good Day, I oppose the proposed 15 Washington development for three reasons: 1. Too big/too dense 2. No home ownership 3. No greenspace In other words, this project needs a lot of work before it is acceptable. The density and homeownership go together; 270 units are too many. Reduce that figure to 175 and make them condominiums with deed-restricted homeownership for at least 80% of the units. As has been said over and over, Allston-Brighton has home ownership rates that are lower than most Boston neighborhoods. This must be addressed. Also, eliminate studios and increase three bedroom units to encourage families to move to and stay in our community. At least 10,000 square feet of the site should be given to publicly accessible open space; an area where there can be real trees, shrubs and other plantings to give everyone in the area a place for respite, and frankly, make the project more appealing. In addition to this public green space, there should be all the sidewalk trees currently planned and more. Neighbors have asked for additional time for comments. This is a major project that will impact our neighborhood in a huge way, and people should have sufficient time to thoughtfully comment. Thank you, Bob Pessek
2/19/2019	Marina	Polyakov	Monarch	Oppose	This development project needs to be scaled down, improved design-wise, where parking and traffic issues are properly addressed. Current project presents complete lack of ground level green space and overpowers adjacent streets - huge problem for the neighborhood. 323 parking spaces total (parking allocated to apartments would be 0.6 spaces per unit, which amounts to 162 spaces - this leaves only 161 spaces for all customers and employees of Whole Foods and Citizens Bank - probably insufficient for a store that will be twice as big, and attracts many shoppers from surrounding communities who drive.

2/19/2019	Margarita & Kevin	Montero & Kevin <i>Norton</i>		Oppose	My name is Margarita Montero. I am a 30+ year Brighton resident. My husband, Kevin Norton, is a 20 year resident of Brighton. We live at the intersection of Carol Ave. and Allston St. Our comments follow: - We are opposed to the Whole Foods development as it has been presented. - We have or soon will have 3,000+ new units of housing in Allston Brighton. ? Much or most of the plan development for the next 12 years within the City of Boston will be largely disproportionately built in our neighborhood area. - As proposed there is not public green space. - Per Article 51, there is no demonstrated hardship to the community if the parcel is not varied. Additionally, there is no demonstrated benefit to the community if it is varied. - It is currently zone as a Shopping District only. - The BCDC has correctly rejected this proposal as unacceptable. - Current zoning ordinances call for a 35 ft set back from the street and a 35 ft cap on height. The project's highest point is planned to be approximately 100 ft above ground level. - There is no public green space and the thin plantings around the structure do little to lessen it's impact. ? Traffic in the area is already very heavy and the project will only magnify these problems. Allston St./Melvin St. and Corey Road will be severely affected by ramps in/out of the building. Even Washington St. will be unable to cope with this additional traffic. The management of traffic by traffic signals in the area is fair to poor ? As proposed, the project would turn Allston St. into an oppressive 'canyon' and Corey Road even more so due to the impact of the 5 Washington St. project. - The economic probability of existing Allston Brighton residents being able to occupy the proposed housing units is low. - Even a 'reasonable' number of 'affordable' units would never offset the permanent visual and traffic impacts on the area. - We also wonder about the possible impact to Whole Foods employees during construction and their long term future. - 5 Washington St. has already been issued a variance for mixed use-120 Units of housing and also included an unwanted chain store-CVS. 15 Washington St. should not have a similar variance issued. - If a building in our neighborhood needs tapering with height to lessen it's impact, it is already too big. Tapering is a 'downtown' concept. This is a residential area. Thank you for your attention and hard work regarding this issue. Sincerely,
2/18/2019	marina	kizel		Oppose	Project is too big for the space. Need to keep some breathing room between buildings and the sidewalks.
2/18/2019	Brian	McLaughlin		Oppose	Dear Mr. Golden, I strongly oppose the project at 15 Washington Street in Brighton. I believe the plan is too dense, proposes excessive height and lacks greenspace. The fact that a garage with more three hundred parking spaces to accommodate the proposed build-out indicates a project too large for the site. In fact, the new building is nearly three times the square footage of the property. I live in Brighton Center and shop and bank at the existing commercial establishments frequently. I cannot imagine heading towards this overwhelming, over-built project. I am a past District City Councilor and District 9 went through a re-zoning process due to the large number of projects on the table years ago. Our efforts currently to control excessive building in Allston-Brighton are being ignored. I believe 15 Washington Street is not the type of development Allston-Brighton needs or desires. Please reject this plan and seek a project with decreased density and setbacks. The streetscape should not become cavernous. Thank you for reading my message. Brian McLaughlin Peaceable Street

15 Washington Street Public Comments via website form 2019-02-22

2/18/2019	A	A		Oppose	As a resident of this neighborhood and a member of the climate activist community in Massachusetts, I am very concerned about this project. It is clear to me that the project is far too large, not accessible enough, and not green enough. The developers do not seem to have taken the concerns of the community seriously, and are not setting the example of sustainability that the city of Boston is trying to project. For starters, this project poses serious concerns about gentrification. This neighborhood consists primarily of students and older or disabled folks. We would not be the group benefiting from the development, but in fact would likely be harmed by the increased prices of the housing units. If there is to be housing here, the city must consider requiring 30% of the units to be affordable, whether through housing vouchers or some other way. Suggestions about installing solar panels for this development have been shrugged off. Boston and the developers must follow Watertown's example of requiring all new buildings to run on renewable energy. It is time for Boston and the area's developers to step up and put their money where their mouth is. The time to start taking these initiatives is now. (Remember, too, that green energy is cheaper in the long run.) Another important note is that the number of parking spaces being proposed is frankly excessive for this area. This is a neighborhood of walkers and public transit users. The parking lots will merely take up space. Please also take under consideration concerns that the Whole Foods will not be easily accessible to those with mobility issues--this is not a matter of "getting used to" the new space. It is about equity. I love this neighborhood: its character and its people. But this project threatens those things if the above concerns and those of my fellows are not taken seriously. I trust that if Boston and the developers care about this neighborhood and project, that they will take the time to seriously address the above concerns. Thank you.
2/17/2019	Beverly	Ross		Oppose	15-35 Washington Street in Brighton MA is one more development that is too big and too ugly. Boston needs to stop over developing in all the neighborhoods and cease all new construction until a sensible plan can be created. Stop pandering to the developers and start listening to the community.
2/17/2019	alan	cohen		Oppose	I am not adverse to building new housing in Brighton. I had no real issues with the project on Mt hood road. But I am against 15 Washington street project as is. I own a house and live on Egremont Road. I think the project for the whole foods and bank is too large and too high and too dense. I am not against development but this is a poorly thought out project that does nothing to really improve the neighborhood. My preference would to see more than just whole foods and a bank. space for a few more retail spaces , a restaurant dry cleaner ? The majority of the units , as is my understanding, are to be one bedrooms .Brighton needs to stop being a transient place for people. I would prefer to see less units three bedrooms hopefully to attract some young families. Is there no option to have these units condo's Lastly, while i would like to see some devolpment on the site a new whole foods would be great i would rather see what is currently there than a large building looming over washtington street alan cohen
2/16/2019	Alla	Mostovaya		Support <i>oppose</i>	I live here for a long time. The new project will change for the worse quality of life for all of people living on Allston str. New house will obstruct sun, fresh air not to mention constant traffic and noise. It is necessary to change the project: move a house that faces Allston str farther away and make ways in and out of garage to wider str like Washington. The project has to take into consideration quality of life for people and be environmentally friendly. I hope that you reconsider your project in favor for people and environment. Thank you Alla Mostovaya
2/15/2019	diane	simon	none	Neutral	i would like housing for seniors . Medium rentals.

15 Washington Street Public Comments via website form 2019-02-22

2/13/2019	Christie	Ryder		Oppose	I own a unit at 300 Allston Street and the Whole Foods redevelopment project concerned me when I saw the article pop up a few months ago. I haven't heard anything since then and unfortunately did not see the recent meetings and conversations around this project advertised for 2/6 at Brighton Marine. Otherwise I would have attended. I would like to be made aware of any future meetings discussing the public impact of this project. A project of this size could bring unwanted traffic and access issues for me in getting to my house, as well as blocking sunlight from my unit. I am very concerned about the scope of this project and hope you will consider the neighborhood impact on traffic, T-stop concentration at Washington st, access issues for existing neighbors, increased trash and access for recycling and garbage trucks on an already narrow Allston St, etc.
2/13/2019	Sarah	Chen		Oppose	I live a block away from the Whole Foods, and while it makes sense that the building and parking lot area could be updated, construction of an apartment/condo building seems too big for the infrastructure of the neighborhood. There is already too much traffic at the intersection as it is, and does not seem that extra lanes could be added to the road to help traffic flow. The MBTA bus 65 is already so crowded that it is often unable to pick up passengers at or past the Corey Street stop. Further, the bus is often stuck near the intersection already during peak hours due to the traffic, so this would lead to even more delays. An updated Whole Foods or other stores at that block would already bring in more traffic than now, let alone a residential building.
2/10/2019	lois	weinstein		Oppose	Sent comments to Casey Hines about my negative feelings regarding this monster horrible project. I am not opposed to positive urban renewal. This is not. A huge Unecessary new whole foods. Underground parking is usually very unpleasant. Noise and congestion will also be a bad resultl. live at Arbors. Love where I live and don't want to be miserable because a greedy developer wants to make a lot of money and has no consideration for people in neighborhood. I also have a bad back . The new whole foods would have an impact on me because of its size.
2/9/2019	Madeline	Cyr		Oppose	This plan poses two huge public health risks to the community. 1) Over population: Increased illness due to air quality and increased level of noise. 2) Pedestrian safety: The roads will be lethally dangerous and traffic will be abysmal. I worry that even emergency vehicles wont be able to navigate the traffic. I believe people who live in this neighborhood will be in danger if this plan is approved. PLEASE DO NOT build here.
2/9/2019	Akhanda	Shrestha		Oppose	The construction will affect the health and wellbeing of the entire neighborhood area. The roads around the site, i.e. Allston st, Corey Road, and washington st are pretty narrow for them to handle the traffic around the neighborhood. There are already a lot of kids and pets running around in the neighborhood and this construction will be dangerous to kids and other pedestrians. Please consider opposing this plan.

2/7/2019	Radmila	Levinson		Oppose	<p>We owe an apartment on 311 Allston st that is located right in front of the proposed garage entry/exit into the new Wholefoods building. I am very concerned about air quality and overall pedestrian safety caused by the traffic on Allston st that might get created as a result of this design. Allston street is a very narrow and a densely populated street that has already significant car accumulation at various times of the day. Traffic is much worse during snow days, garbage removal days and poor weather. A garage entrance on Allston st, will result in a constant car traffic throughout the day that will lead to a negative impact on residents living on that street including the new residents moving into the new apartment building. In addition to constant flow of cars, fumes, poor air quality and noise there is also not going to be sufficient sunlight due to the proposed residential building. This will result in a significant impact on residents' quality of life and well being. To alleviate the traffic patterns, there must be at least 3 car entrances and exists from the building accessible to ALL vehicles coming in and out of this new construction. There must be BOTH exit and entrance on Washington st and also an entrance and exit on Corey road that will be accessible to all cars and not just trucks. Please consider an alternative design that will move the garage's entry/exit away from a very narrow and densely populated residential street such as Allston st. I believe that having few entry/exit points on Washington street (similar to current set up) instead of Allston st would make the design much more appealing to residents and will create way less traffic given Washington street is wider and not as densely populated. Perhaps, moving the wholefoods and/or the bank to a different location within the building might need to be considered to achieve this. Also, having more green space is a necessity in this neighborhood and incorporating a larger green area and a kids playground into the design will serve the community very well as many young families are moving into the area. Perhaps by scaling down the number of rental units, you may be able to achieve this. I also think that creating few more retail opportunities and a space for a public gym instead of few additional residential units and/or utility space may also serve the community very well. Thank you for your attention and I truly hope your final design will serve this community very well and will be satisfactory to vast majority of residents who care about their well being.</p>
2/7/2019	Sam	Burgess		Support	<p>I support this project for the housing benefits it will bring to Brighton. The current site is an underutilized parking lot which is a blight on this otherwise dense, urban neighborhood. Boston needs more housing and it is great to see the potential for 270 additional units, especially given the close proximity to transit. I urge the developer to shoot for higher than Boston's IDP minimum, and would like to see the project accommodate a range of below-AMI income levels. My primary criticism of this project results from amount of parking allocated towards the retail uses. I do appreciate the low residential parking ratio (.6 spaces per unit), but this project still means a net increase in parking for the parcel (172 spaces). It is unclear why 137 retail spaces are needed. Currently, the site has 151 surface spaces for the retail-only footprint. The PNF (Section 5.4.7) states peak weekday usage was between 108/109 filled spaces and peak weekend usage was 129, well under the planned 137 retail spaces in the new proposal. We should not be building for peak parking capacity - most of those spaces will sit empty much of the time - and I don't understand why 137 retail spaces are needed if 137 spaces are never filled on the current site. The high retail parking dependency here subsidizes wealthy Brookline drivers. This is a transit-rich development within 1/2 mi. of the B, C, D Green Line branches and the 65 bus drops off right on site. If any project in the city calls for the least amount of parking possible, it's this one. If Boston is serious about addressing climate change, mitigating congestion, and reducing car dependency, it should be consistently advocating for the least number of parking spaces possible. More housing for people - less housing for cars!</p>

15 Washington Street Public Comments via website form 2019-02-22

2/7/2019	Boris	Bloch		Oppose	Hello, We reside on Allston st and are very concerned about the traffic on our street that such design may create. Having an exit/entry on Allston street is a terrible idea that would disturb this neighborhood and negatively impact not only Allston st residents but the entire community. Also, having an entrance to the store on the corner of Allston street and Washington street will create a constant flow of people moving in and out of store and crossing the street from/too buildings across the street, this will lead to traffic accumulation on Washington street and an even heavier back up on Allston st. Additionally, we would like to see less buildings and more green space accessible to the entire neighborhood and not just residents at the new site. The building on Allston street should be moved back from the sidewalk to alleviate clutter on an already very narrow street. Allston st Neighbors in the building across the street will be deprived of any sun light this will significantly impact their quality of life. Please consider scaling down this project to accommodate the green space concern, quality of life concerns and please modify the design to remove garage entry/exit from a very narrow and a heavily populated Allston st. Thank you, Boris
2/6/2019	Raj	Dandage		Oppose	This construction is far too large and imposing for the area. We already have one extremely large building, which will add significant traffic to the area. Now, this one will make a bad situation much worse. There are many days when traffic backs up on Washington Street from Beacon St. to Comm. Ave, totally stopped in both directions. With the additional car traffic, and Uber/Traffic created by this new building, the entire street will be untraversable. Additionally, there are far too many people from Allston who already park illegally in Brookline overnight. There is no effort to manage this problem, which will get much worse with this new building. Finally, the height of the building is absolutely ridiculous considering the previous surroundings. Unfortunately, a decision was made to approve one too large building at 5 Washington St. But this will make that even worse. Are we to expect 20 story buildings here soon due to the tiny percent of units to be sold as "low income"? There needs to be some end to the blatant flouting of zoning rules and safety rules in order to squeeze one more dollar...I hope the city considers this.
2/6/2019	Ash	Nadkarni		Support	Have lived in the neighborhood for 10 years and am very concerned about height of proposed building, traffic it will create and congestion caused by the proposal.
1/30/2019	Tyler	Gabrielski		Oppose	Would be great if we could get a grocery store that I could afford to shop at. Whole Foods are popping up everywhere and don't really serve the parts of the community that aren't on the wealthier side of Brookline, which has more than enough options as it is.

15 Washington Street Public Comments via website form 2019-02-22

1/29/2019	Andrew	Giannino-Curtis		Support	As a member of the Brighton community who lived adjacent to this site on Commonwealth Ave for a number of years I fully support this project and its' development of a site that I have long thought of as a blight on the neighborhood. The existing site usage, while it does provide the community with a grocery store, encourages poor driving behavior and speeding which in turn makes pedestrians on Washington Street unsafe because of the wide open space created by the existing parking lot that lulls drivers into a false sense of security. The lack of street fronting buildings along Washington being corrected by this proposed development, along with the reduction in the number of curb cuts from 3 to 1 would go a long way towards making the street more hospitable to pedestrians. Further, I applaud the reduction of parking spaces reserved for residents of the development in light of the proximity of the Washington Street Green Line stop. The addition of more housing density in this area with the projected improvements to the Green Line over the next few years should go a long way towards making this area of Brighton a little less dependent on cars in the future. However, I would also suggest that the city consider what improvements could be made to the bicycling experience along Washington Street adjacent to the project, given that the current cycling conditions in this area are not the best that they could be. In summary, this is an excellent conversion of what is now simply an underutilized commercial lot into an effective and positive housing and retail project and I am happy to offer my full support to the project.
1/28/2019	James	Magarian	Homeowner (108 Washington)	Support	As a nearby homeowner/resident on Washington St. in Brighton, I am writing to support this development and to offer two constructive/critical comments. In general, I support this project's density and mixed-use concept, and in a housing-crunched city like Boston, believe we should generally support the conversion of surface parking lots (especially near transit) into more productive uses. That said, my two concerns are as follows: 1) Given this project's large physical size and imposing presence, I wish more attention could be paid to its exterior aesthetics. It's tough to tell from the renders, but it looks like some of the facade paneling could have a cheap appearance, and the brickwork appears devoid of any detailing. By comparison, the recently-approved development next door at 5 Washington seems to offer substantially higher quality detailing in its facade. I am concerned that this subject project could detract from the overall appearance of this stretch of Washington, especially as it is sandwiched between the historic apartmenthouse at the corner of Comm/Washington and the new development at 5 Washington. See also, as an example, the facade of the recently approved 101-105 Washington Residences. 2) This project will add a substantial number of residents to this area. I ask that the developer support improvements to the #65 bus route, in terms of both its frequency of service, and to add Sunday service. This bus is fairly full as-is, and this project, along with the 3 others proposed/approved within 0.5 miles along Washington could substantially strain the bus route. I offer this comment because many would point to the nearby Green Line B branch, but perhaps fail to recognize that the #65 bus offers an important commuting connection to the Longwood Medical Area (and is in fact the most direct way to take transit to that jobs center). It is conceivable that numerous residents of this development will work in that area. Improvements to the #65 bus should be tied to this development.
11/25/2018	Diana	Lu		Oppose	I am concerned about the impact the new apartments and supermarket will have on traffic and parking in the area . During rush hour, there is already a traffic jam along Washington Street from Corey Avenue to Commonwealth Avenue. Also, 270 additional apartments in a neighborhood that already struggles with a lack of adequate street parking is very concerning. Currently, if you try to find parking after 4:30 pm, you often have to circle around the neighborhood for 15 minutes, even if you have a residential sticker. Although a new parking lot is planned, it will be even harder to find street parking because some households will have more than one car and if their guests park on the streets when visiting.

11/25/2018	Matthew	Clayman	Melvin Hill Condo Association	Oppose	<p>I own a condo on Melvin Ave, a stones throw from the Whole Foods. As a property owner who is also a resident (vs a property owner who is renting their condo to tenants), I oppose this project as it is currently presented, but would certainly support this project pending consideration of a couple of suggestions. I am completely in favor of rejuvenating this area of Brighton - I feel that this area has been ignored a bit while other neighboring areas of Brighton/Brookline have been improved. Suggestions: - Allston Street is a narrow road, with many one way streets intersecting with it (Carol Ave, Melvin Ave, Commonwealth Terrace, Boulevard Terrace). Allston Street is not an ideal street for the additional traffic that an entrance/exit onto Allston Street would cause. I'd recommend having the majority of the traffic enter/exit through Corey Road or Washington Street, which are wider roads and much better equipped to handle the additional traffic. If there needs to be an entrance/exit onto Allston Street, I'd recommend having it be EITHER an entrance or an exit, but not both. - The building looks as though it will tower over many of the other 2-4 story buildings in the neighborhood. I'd recommend that the building be cut back by 1 story and/or push it back off of the roads a bit and have some additional green space between the sidewalks/roads (Corey Rd, Washington St, and Allston St) and the building. 10 feet of green space between the new construction and the sidewalks would do a lot for the neighborhood. - Similar to my last suggestion, it'd be great to see some additional green-space on the new development. Additional space between the building and the sidewalks/roads would be great, as would some additional green-space built into the middle of the complex. - I'd like to see traffic lights put in where any exits from the parking garage will be. The additional traffic to this area is not ideal as many of the roads are smaller/narrower, and not as well-equipped for added traffic as a Comm Ave or even Washington Street would be. It'll be important to ensure that the flow of traffic doesn't completely congest the area. I appreciate you taking the time to consider my thoughts and would be happy to further discuss if needed. I can be reached at _____ and at _____. Thanks, Matt Clayman</p>
------------	---------	---------	-------------------------------------	--------	---

11/25/2018	May	Lee		Neutral	<p>I own a condo on Melvin Ave, a stones throw from the Whole Foods. As a property owner who is also a resident (vs a property owner who is renting their condo to tenants), I do support this project, but have few concerns. I am completely in favor of rejuvenating this area of Brighton - I feel that this area has been ignored a bit while other neighboring areas of Brighton/Brookline have been improved. Concerns: - Allston Street is a narrow road, with many one way streets intersecting with it (Carol Ave, Melvin Ave, Commonwealth Terrace, Boulevard Terrace). Allston Street is not an ideal street for the additional traffic that an entrance/exit onto Allston Street would cause. I'd recommend having the majority of the traffic enter/exit through Corey Road or Washington Street, which are wider roads and much better equipped to handle the additional traffic. If there needs to be an entrance/exit onto Allston Street, I'd recommend having EITHER an entrance or an exit, but not both on Allston Street. - The building looks as though it will tower over many of the other 2-4 story buildings in the neighborhood. I'd recommend that the building be cut back by 1 story and/or push it back off of the roads a bit and have some additional green space between the sidewalks/roads (Corey Rd, Washington St, and Allston St) and the building. 10 feet of green space between the new construction and the sidewalks would do a lot for the neighborhood and safer for the pedestrian. It'd be great to see some additional green-space built into the middle of the complex on the new development. - I'd like to see more traffic lights put in the area, especially where any exits from the parking garage will be. With additional 270 dwelling of multi-family apartments to the area, automobile and pedestrian traffic will increase substantially. Many of the roads are smaller/narrower in this area, and not as well-equipped for added traffic as a Commonwealth Ave or even Washington Street would be. It'll be important to ensure that the flow of traffic doesn't completely congest the area. - I have concern on the added demand on public transportation and available parking spaces. Currently, the Green Line at Commonwealth Ave is already at full capacity and parking spaces are very scarce in the area.</p>
11/24/2018	Pamela	Reynolds		Support	<p>I am a neighbor to this project on Allston street. While I generally support the project, as the current situation seems like a huge waste of potential, I do have some concerns: 1) I am concerned about the amount of traffic on Allston Street, which has already become a major thoroughfare between Commonwealth Avenue and Washington Street. It is currently frequented by school buses, trucks and commuters. Adding in another entrance to Whole Foods on Allston Street is going to cause ridiculous amounts of congestion on an already busy, narrow street. I think entrances to the parking for the grocery store in particular should be limited to Washington and Corey streets. 2) The public transportation infrastructure and this location is not as superb as the developers would have you believe. Something has to be done to shore up the Green Line T service and the bus service, with this size of a development attracting more shoppers. 3) Most importantly in terms of transit ---- there will be MANY, MANY shoppers who use ride shares like UBER and LYFT to go grocery shopping. It is imperative that such a development provide a dedicated space for ride share pick up and drop off or it will become a total mess on Allston and Washington Streets as Ubers stop in intersections and roadways to let people off and on. I've already seen some accidents happen in situations in which Uber drivers suddenly stop at an intersection or crossing to let passengers off. I think the whole project should be set further back from the street to allow something like this. 4) Finally, I think the project should be limited to three stories as it is already a massive project that will seem only more so at the current height.</p>

11/24/2018	Pamela	Reynolds		Support	I am a neighbor to this project on Allston street. While I generally support the project, as the current situation seems like a huge waste of potential, I do have some concerns: 1) I am concerned about the amount of traffic on Allston Street, which has already become a major thoroughfare between Commonwealth Avenue and Washington Street. It is currently frequented by school buses, trucks and commuters. Adding in another entrance to Whole Foods on Allston Street is going to cause ridiculous amounts of congestion on an already busy, narrow street. I think entrances to the parking for the grocery store in particular should be limited to Washington and Corey streets. 2) The public transportation infrastructure and this location is not as superb as the developers would have you believe. Something has to be done to shore up the Green Line T service and the bus service, with this size of a development attracting more shoppers. 3) Most importantly in terms of transit ---- there will be MANY, MANY shoppers who use ride shares like UBER and LYFT to go grocery shopping. It is imperative that such a development provide a dedicated space for ride share pick up and drop off or it will become a total mess on Allston and Washington Streets as Ubers stop in intersections and roadways to let people off and on. I've already seen some accidents happen in situations in which Uber drivers suddenly stop at an intersection or crossing to let passengers off. I think the whole project should be set further back from the street to allow something like this. 4) Finally, I think the project should be limited to three stories as it is already a massive project that will seem only more so at the current height.
11/24/2018	Pamela	Reynolds		Support	I am a neighbor to this project on Allston street. While I generally support the project, as the current situation seems like a huge waste of potential, I do have some concerns: 1) I am concerned about the amount of traffic on Allston Street, which has already become a major thoroughfare between Commonwealth Avenue and Washington Street. It is currently frequented by school buses, trucks and commuters. Adding in another entrance to Whole Foods on Allston Street is going to cause ridiculous amounts of congestion on an already busy, narrow street. I think entrances to the parking for the grocery store in particular should be limited to Washington and Corey streets. 2) The public transportation infrastructure and this location is not as superb as the developers would have you believe. Something has to be done to shore up the Green Line T service and the bus service, with this size of a development attracting more shoppers. 3) Most importantly in terms of transit ---- there will be MANY, MANY shoppers who use ride shares like UBER and LYFT to go grocery shopping. It is imperative that such a development provide a dedicated space for ride share pick up and drop off or it will become a total mess on Allston and Washington Streets as Ubers stop in intersections and roadways to let people off and on. I've already seen some accidents happen in situations in which Uber drivers suddenly stop at an intersection or crossing to let passengers off. I think the whole project should be set further back from the street to allow something like this. 4) Finally, I think the project should be limited to three stories as it is already a massive project that will seem only more so at the current height.
11/24/2018	Reynolds	Pam	Neighbor	Support	I have already submitted some comments but forgot to add two other comments: 1) The Allston Street side of the development is too tall. It dominates the neighborhood and the lower part facing Allston should be a bigger component. This building should not be so much taller than The Monarch building at 300 Allston Street. The building facing Allston should be no taller than that on Corey. 2) The Allston Street side needs trees, as have the Corey And Washington sides. It feels as if the building is turning its back on Allston Street, which is actually a major street for many of those who frequent the market. 3) If the developer could work with the utility companies to bury all utility lines along Corey and Allston Road, that would be a big help to the aesthetics of the neighborhood.

duplicate

duplicate

11/24/2018	Pamela	Reynolds		Support	I am a neighbor to this project on Allston street. While I generally support the project, as the current situation seems like a huge waste of potential, I do have some concerns: 1) I am concerned about the amount of traffic on Allston Street, which has already become a major thoroughfare between Commonwealth Avenue and Washington Street. It is currently frequented by school buses, trucks and commuters. Adding in another entrance to Whole Foods on Allston Street is going to cause ridiculous amounts of congestion on an already busy, narrow street. I think entrances to the parking for the grocery store in particular should be limited to Washington and Corey streets. 2) The public transportation infrastructure and this location is not as superb as the developers would have you believe. Something has to be done to shore up the Green Line T service and the bus service, with this size of a development attracting more shoppers. 3) Most importantly in terms of transit ---- there will be MANY, MANY shoppers who use ride shares like UBER and LYFT to go grocery shopping. It is imperative that such a development provide a dedicated space for ride share pick up and drop off or it will become a total mess on Allston and Washington Streets as Ubers stop in intersections and roadways to let people off and on. I've already seen some accidents happen in situations in which Uber drivers suddenly stop at an intersection or crossing to let passengers off. I think the whole project should be set further back from the street to allow something like this. 4) Finally, I think the project should be limited to three stories as it is already a massive project that will seem only more so at the current height.
11/15/2018	Daria	O'Connor	Clark Rd Neighborhood	Neutral	As a longtime neighbor to this development I would judge it's success or failure by two major design choices. The most important one being the height of the building. The drawing suggests that there are 7 or 8 floors overall. Even though the building sits on a major road, this height places it above most of the adjacent buildings and creates a new acceptable height for future development. After watching development throughout Boston over the last decade I notice that the higher the building results in other buildings built nearby being granted these new heights and ultimately, a much more urban feel. Developers do not live where they develop and so the city needs to protect what is a neighborhood where families, young working people and students live from becoming too urban and too costly. There are TWO grammar schools within a quarter mile of this development, one in Boston and one over the line in Brookline. The second concern about the design is the street level. What is the right set back to match the area? Where do bikes lock up? How does foot traffic feel approaching the store. Where is the parking for WF? Hopefully, it will be an asset to the area and not just feel like an imposing monster of a building. One last thought, in the drawing it shows that there is already a building built on the opposite corner of Corey and Washington Streets. That series of lots have been stagnant for many years, so I wonder what's up with that development, too. The two projects together will affect the neighborhood, schools, and prices eventually, even more. Thank you.
11/14/2018	Jeffrey	Feldgoise		Oppose	I am fully supportive of a redevelopment of this site with mixed residential and commercial use. I am however, strongly against any structured parking at or above grade level, as shown in the current design. All parking should to be located below grade, with the street level preserved for commercial and public use to enliven/support the public street. I live a few blocks away from the site and regularly walk to and shop at the Whole Foods store. I welcome the doubling of the size of the store. I also encourage the developers to provide space for other commercial businesses such as restaurants or local retail that will further enliven the street and draw pedestrians to the area. Lastly, I would like for the developer to consider the addition of a publicly accessible swimming club/pool at the site that would be available to non-residents for a membership fee. thank you, Jeff Feldgoise

11/12/2018	Thiago	Teixeira	Student	Support	Dear Board, I'm very happy to learn about new developments in our area, increasing the pool of more modern units. I have two concerns, however. First, the number of units seems awfully small for the size of the lot. The renderings show a four-story building, while it could be much taller, say 20 stories, as it is closer to two major avenues (Commonwealth and Beacon) and several transit lines (rail and road). My second concern is affordability. I presume from the renderings that this will be a luxury apartment complex, much like we see everywhere else in Boston. Buildings like this do not include the average middle class that cannot spend \$4,000 a month to rent a two-bedroom apartment. Thus, I would like to hear from the developers why building a 4-story luxury apartment building benefits the overall community better than a 20 or 30-story building that includes luxury units as well as more affordable units. Best, Thiago
11/12/2018	S	O		Support	Getting in and out of the Whole Foods parking lot is already difficult because of back-up traffic from Commonwealth Ave. Have you considered the increased difficulty of accessing the Whole Foods by car with the increased traffic it will bring?
11/9/2018	Sam	Burgess		Neutral	I appreciate this project will bring close to 300 new residential units (including a number of affordable units per Boston's IDP requirements) on the market in Brighton while making a portion of Washington St. much more appealing for pedestrians (by replacing a large surface lot). On the whole, the idea of redeveloping this parcel into a mixed use structure that adds homes while preserving the Whole Foods and Citizens' Bank is a good one. However, I'm hesitant to fully support this project because of the high number of parking spots. The plan as proposed calls for up to 323 spaces for both residential tenants and retail users. This represents an increase from 151 spaces currently, a huge net increase of 172. This parcel has prime potential for true TOD, being located within a 5-10 minute walking distance of both the B and C Green Line branches and directly on the 65 bus line. It is baffling to me why this parcel would require so much parking. It is easily accessible by public transit and Washington St. is already packed with car traffic - if anything, we should be reducing the net number of parking spaces in the area, not increasing them. The city of Boston should not be subsidizing Brookline residents' proclivity for driving to Whole Foods. This parcel could turn into a true public market / space, where the vast majority of visits are on foot. If it goes forward as planned, traffic on Washington St. / Corey Road may increase, in contravention to the City's stated Complete Streets and Climate Action objectives. I obviously have no insight into what Citizens and Whole Foods have requested in terms of parking spaces, but I urge the BPDA and associated IAG to truly push back on the parking assumptions associated with this project. Allston and Brighton are already clogged with vehicles despite being well-served by transit. All that said, I am supportive of the need for new housing in this area - how about adding more residential units to the project and reducing the number of parking spaces?



Whole Foods @ 15-35 Washington St Brighton

1 message

Matt Clayman <mclayman937@gmail.com>

Sun, Nov 25, 2018 at 10:16 AM

To: casey.a.hines@boston.gov

Hi Casey,

I hope you enjoyed Thanksgiving. I noticed that you are listed as the Project Manager for the Whole Foods project at 15-35 Washington Street. I wanted to send you some thoughts.

I own a condo on Melvin Ave and sit on the Board of Trustees for the Melvin Hill Condo Association, which is a stones throw from the Whole Foods. As a property owner who is also a resident (vs a property owner who is renting their condo to tenants), **I oppose this project as it is currently presented, but would happily support the project pending a couple of adjustments.** I am completely in favor of rejuvenating this area of Brighton - I feel that this area has been ignored a bit while other neighboring areas of Brighton/Brookline have been improved.

Suggestions / Adjustments:

- Allston Street is a narrow road, with many one way streets intersecting with it (Carol Ave, Melvin Ave, Commonwealth Terrace, Boulevard Terrace). **Allston Street is not an ideal street for the additional traffic that an entrance/exit onto Allston Street would cause.** I'd recommend having the majority of the traffic enter/exit through Corey Road or Washington Street, which are wider roads and much better equipped to handle the additional traffic. **If there needs to be an entrance/exit onto Allston Street, I'd recommend having it be EITHER an entrance or an exit, but not both.**
- The building looks as though it will tower over many of the other 2-4 story buildings in the neighborhood. **I'd recommend that the building be cut back by 1 story and/or push it back off of the roads a bit and have some additional green space between the sidewalks/roads (Corey Rd, Washington St, and Allston St) and the building.** 10 feet of green space between the new construction and the sidewalks would do a lot for the neighborhood.
- Similar to my last suggestion, **it'd be great to see some additional green-space on the new development.** Additional space between the building and the sidewalks/roads would be great, as would some additional green-space built into the middle of the complex.
- **I'd like to see traffic lights put in where any exits from the parking garage will be.** The additional traffic to this area is not ideal as many of the roads are smaller/narrower, and not as well-equipped for added traffic as a Comm Ave or even Washington Street would be. It'll be important to ensure that the flow of traffic doesn't completely congest the area.

I appreciate you taking the time to consider my thoughts and would be happy to further discuss if needed.

Thanks,
Matt Clayman
mclayman937@gmail.com
508-561-8754



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

15 Washington Street, Brighton

1 message

Joseph Galeota <jgaleota@gmail.com>

Fri, Feb 1, 2019 at 12:38 PM

To: casey.a.hines@boston.gov

This is to object to there being only 323 parking spaces for 270 units: the usual rule-of-thumb in today's society is that the ratio should be 1.5 parking spaces for each unit. Therefore there should be 405 parking space for 270 units. If the developer wants only 323 parking spaces, there should be only 214 units./Joe Galeota



15 Washington st project comments

1 message

Mila Klebanov <mila_kl@yahoo.com>

Thu, Feb 7, 2019 at 12:13 AM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Hello Casey,

We owe an apartment on [311 Allston st](#) that is located right in front of the proposed garage entry/exit into the new Wholefoods building. I am very concerned about air quality and overall pedestrian safety caused by the traffic on Allston st that might get created as a result of this design. Allston street is a very narrow and a densely populated street that has already significant car accumulation at various times of the day. Traffic is much worse during snow days, garbage removal days and poor weather. A garage entrance on Allston st, will result in a constant car traffic throughout the day that will lead to a negative impact on residents living on that street including the new residents moving into the new apartment building. In addition to constant flow of cars, fumes, poor air quality and noise there is also not going to be sufficient sunlight due to the proposed residential building. This will result in a significant impact on residents' quality of life and well being. To alleviate the traffic patterns, there must be at least 3 car entrances and exists from the building accessible to ALL vehicles coming in and out of this new construction. There must be BOTH exit and entrance on Washington st and also an entrance and exit on Corey road that will be accessible to all cars and not just trucks. Please consider an alternative design that will move the garage's entry/exit away from a very narrow and densely populated residential street such as Allston st. I believe that having few entry/exit points on Washington street (similar to current set up) instead of Allston st would make the design much more appealing to residents and will create way less traffic given Washington street is wider and not as densely populated. Perhaps, moving the wholefoods and/or the bank to a different location within the building might need to be considered to achieve this. Also, having more green space is a necessity in this neighborhood and incorporating a larger green area and a kids playground into the design will serve the community very well as many young families are moving into the area. Perhaps by scaling down the number of rental units, you may be able to achieve this.

I also think that creating few more retail opportunities and a space for a public gym instead of few additional residential units and/or utility space may also serve the community very well.

Thank you for your attention and I truly hope your final design will serve this community very well and will be satisfactory to vast majority of residents who care about their well being.

Sincerely,
Mila and Yuriy Levinson



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

Whole Foods Brighton redevelopment project

1 message

Christie Ryder <christie.ryder@gmail.com>

Wed, Feb 13, 2019 at 1:53 PM

To: casey.a.hines@boston.gov

Hi Casey, I own a unit at 300 Allston Street and the Whole Foods redevelopment project concerned me when I saw the article pop up a few months ago. I haven't heard anything since then and unfortunately did not see the recent meetings and conversations around this project advertised for 2/6 at Brighton Marine. Otherwise I would have attended. I would like to be made aware of any future meetings discussing the public impact of this project. A project of this size could bring unwanted traffic and access issues for me in getting to my house, as well as blocking sunlight from my unit. I am very concerned about the scope of this project and hope you will consider the neighborhood impact on traffic, T-stop concentration at Washington st, access issues for existing neighbors, increased trash and access for recycling and garbage trucks on an already narrow Allston St, etc.

Thank you,

Christie Ryder
Christie.ryder@gmail.com

Sent from my iPhone



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

15 Washington: opposed

1 message

Sam Chen <samschen3@gmail.com>

Thu, Feb 14, 2019 at 8:53 PM

To: casey.a.hines@boston.gov

Dear Casey,

I am commenting regarding the proposed project at 15 Washington in Brighton. I live a block away from Whole Foods and as a resident and commuter of this area, I can say for certain that the streets would not be able to support the increased traffic from this project. To travel on Washington from Commonwealth Ave to Corey Road (~0.1 mile) during morning or afternoon rush hour currently takes 10-15 minutes. Adding housing units and more traffic to this would only exacerbate this gridlock. My wife also takes the bus on Washington and on a daily basis, multiple buses will pass her by because they are all at full capacity. Her average wait time is 30-45 minutes to board a bus towards Longwood. This area will not be able to support the addition of many high density apartments.

Thank you for your time,
Sam Chen



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

15 Washington Street -opposition to development as proposed

1 message

barbara morse <morsefamily5@gmail.com>

Fri, Feb 15, 2019 at 7:33 AM

To: Casey.a.hines@boston.gov

Ms. Casey Hines, BRA

My family and I live in Brighton - just a few 3 blocks from the proposed development. We have great concern about the current project - as proposed.

First, you should know that we've been in the neighborhood over a dozen years and had a child attend (and graduate) from a Boston exam school for HS (as I see you did as well as a graduate of BLA).

The proposed development is TOO BIG for this part of Brighton. It is a very small intersection (Corey & Washington). In addition to being too high and way too dense, the traffic and public-transport situation is already bad - and this will make it much, much worse. It will make it impossible to have any quality of life in this part of the city.

I already have to contend with the lopsided development in the Seaport district (where I have worked for over 20 years).

The impact on public transport (which is inadequate, overcrowded), traffic (horrible at rush hour), and housing (no accommodation for working families).

Without support from the city, the neighborhood will face negative impact from development dictated by the developers and without regard to the quality of life of the neighborhood.

Please, please take the neighborhood concerns to heart and urge city officials to have the developers reduce the scale of the development - and work to ensure adequate support for transportation and traffic controls.

Thank you for your consideration.

- Barbara Morse
277 Summit Avenue



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

I am opposed 15 Washington Street DEVELOPMENT/too dense,need grocery on first floor. ONLY HOMEOWNERSHIP

1 message

BARBARA MOSS <barbaramoss1@mac.com>

Sun, Feb 17, 2019 at 7:51 PM

To: casey.a.hines@boston.gov

I was appalled that the Grocery would be put on an escalator, or elevator to the extreme inconvenience of senior as well as mothers with small children.

The building is too dense.
It should only be 3 stories and no higher.

NO MORE RENTALS

I am opposed to rentals.

There is already tremendous disregard for home ownership in Brighton.
These should be townhouses for Homeownership.

The affordability factor should be deeply considered.



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

15 Washington - OPPOSED to current proposal

1 message

jenniferbengel@gmail.com <jenniferbengel@gmail.com>

Sun, Feb 17, 2019 at 7:33 PM

To: Casey.A.Hines@boston.gov, Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

I've lived in Lower Allston for 30 years. I notice that parking and traffic congestion is getting untenable. This project needs:

more parking

more green space

3 floors max

affordable housing for elderly, low income

thank you for thinking about this

Jennifer

Jennifer Engel 📞 617.834.5698

set decorator

Castle Rock Season 2

Bad Robot Productions



15 Washington - OPPOSED to current proposal

1 message

Elizabeth Egan <lizskates@gmail.com>

Sun, Feb 17, 2019 at 7:17 PM

To: casey.a.hines@boston.gov

Dear Ms. Hines,

I am writing to provide comment on the 15 Washington Street residential and retail project.

I am opposed to the project in its current form. The existing proposal does little to enhance the current unwelcoming pedestrian area and mitigate current traffic issues. The current site offers an opportunity to enhance the neighborhood in a meaningful ways. By granting a special permit to the developers to build residential space, the Zoning Board needs to set reasonable requirements for the developer to provide tangible benefits such as greater setbacks to less impact on height, improvement to neighborhood amenities such as maintenance of open space and parks, and assistance for program enhancements targeting neighborhood resident and small businesses.

The community presentation on February 6th, discusses transportation mitigation and demand management. The proposal of additional of a BlueBikes station and improved curb cuts are welcomed, as is a dedicated entrance and exit. Unfortunately, the proposal does nothing to address the impact of increased vehicular traffic in an area that is already maxed out and poised to have a growth of over 1000 residential units.

As a resident, it is often the case when walking across the crosswalk, cars do not stop as they are determined to speed to the traffic light at Commonwealth Ave. As a cyclist, Washington street between Commonwealth Ave and Cory road, poses multiple hazards from double parked and standing cars, buses pulling off and a lack of marked and protected cycling space. As a driver, it is difficult to turn from Washington Street to Allston Street due to lack of signs, difficult turning radius due to narrow street and coming from Alston street, cars pull out and block traffic to make a left turn as you can not see opposing traffic. Raised crosswalks, signaling and visual cues to slow traffic, improved sight lines, dedicated separate bike lanes as well as the addition of a no-standing zone along Washington street will calm traffic and enhance pedestrian and cyclists safety. The current MBTA Bus Route that serve this area (65) is packed to capacity during the morning and evening commutes and stops have limited shelter, the B-line faces similar issues and has difficult supporting the current high demand. Developers need to invest in our community along with their investment in the project, dedicating funding to community benefits.

As with 5 Washington street, 15 Washington is an oversized and dense project. There is little to no setback from the side walk, and limited foliage. A green residential roof deck is a nice addition for residents, but is of little to no benefit to the neighborhood as there is no public access. We as a community need more public greenspace, investment in the current greenspace along Commonwealth Avenue and to existing neighborhood parks, planting that improve the environment and spaces for community members to enjoy. Private space is not a public benefit.

The project design needs to use materials on the exterior of the project that fit with that of the character of the neighborhood. Most building have brick facades and are traditional. For example the 1505 Commonwealth Ave project, which initially proposed a traditional brick facade, was changed to metal paneling and is an eye sore. The developer needs to offer increased affordable homeownership and rental opportunities, units of varying sizes to accommodate singles, roommates or families, as well as accessible units for those who are differently abled or elderly.

Thank you for your time and consideration of my comments and your work to promote development that meets the needs of our community,

Elizabeth Egan

Brighton MA Resident since 2006



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

comment on 15-35 Washington/Whole foods Development

1 message

Ireta Metchik <imetchik@gmail.com>

Sun, Feb 17, 2019 at 5:06 PM

To: Casey.A.Hines@boston.gov

I am a homeowner in Brighton for over 25 yrs and oppose the project as currently proposed. The traffic flow on Washington Street has not been properly considered, the huge amount of rental apts. and the lack of a "green space" component are my objections. In addition, the overall project is just too large for that small residential space. Overall, a bigger Whole foods might serve the community well, but the project has to be re-considered and re-configured.. Thank you, Ireta Metchik



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

15 Washington St, BRIGHTON - OPPOSED to current proposal

1 message

Philip Tackel <ptboston@comcast.net>

Sun, Feb 17, 2019 at 4:11 PM

To: casey.a.hines@boston.gov

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov, Michael.Flaherty@boston.gov

I've lived in Brighton up the street abt from this proposed monster project - since 1977.

It is far too big and will create too much congestion along: Washington Street Corridor, Allston Street, Corey Road. and Commonwealth Avenue.

Currently, there is not enough parking for the Whole Foods and Citizens Bank. How will this 'so called' structured parking of 323 spaces for 270 apartments and customers of the (1) Whole Foods supermarket, (2) Whole Foods Café, (3) Citizens Bank, (4) Amazon Lockers satisfy demand? Keep in mind, that it's highly possible for there to be 4 different customers for these destinations. Not always just 1 customer performing concurrent visits.

This project along with the proposed Avalon project less than 1/2 mile away on Washington street; and the expansion of the Mt. Hood Rd/Egremont Rd project (which is virtually adjacent to the 15 Washington project) - we have a recipe for absolute gridlock, and densification of a once quiet corner of Brighton.

Philip Tackel

8 Kilsyth Terrace

Brighton



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

15 Washington street

1 message

Joseph Sullivan <jcsullasc@hotmail.com>

Sun, Feb 17, 2019 at 3:34 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Opposed to development too much for this area
Sent from my iPhone



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

Washington Street

1 message

Annette Pechenick <arph@rcn.com>

Sun, Feb 17, 2019 at 12:37 PM

To: Casey.A.Hines@boston.gov

Hi,

Our family lives near the proposed building of apartments at Whole Foods. Currently, your project is too big for the allocated space. This area has a very high traffic pattern as is. The plans for the space need severe modifications to better fit the neighborhood.

Sincerely,

Annette Pechenick

617 987 2134

97-99 Colborne Road

Brighton, MA 02135



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

Opposed to Current Whole Foods Development as it is now

1 message

Ireta Metchik <imetchik@gmail.com>

Mon, Feb 18, 2019 at 6:22 AM

To: Casey.A.Hines@boston.gov

I previously wrote to you without "oppose" in subject line. I am re-iterating, as a Brighton homeowner for over 25 yrs, that I oppose the current plans for the Whole Foods development. The traffic on Washington St concerns me, there are way too many rental apts, and the lack of any green space, or sitting areas. The project as it stands is too large for this residential area. Thank you, Ireta Metchik



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

15 Washington street

1 message

Beatrix Thomas <beatrix.thomas@gmail.com>

Mon, Feb 18, 2019 at 6:51 AM

To: casey.a.hines@boston.gov

OPPOSED to current proposal

New proposal should offer 1st floor grocery store, homeowners units, more parking space , some green space and a lower height to the building.

Thank you for your consideration.

Beatrix Thomas

84 Englewood Avenue

Brighton 02135

Sent from my iPad



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

15 Washington - Opposed to Current Proposal

1 message

Tom Kates <tom@tomkatesphotography.com>

Mon, Feb 18, 2019 at 8:46 AM

To: casey.a.hines@boston.gov

Cc: Kathy Kates <kpinklady123@gmail.com>

Dear Ms. Hines,

My family lives within a block (on the Brookline side) of the proposed project at [15 Washington Street](#) in Brighton. We oppose the project as its currently proposed. The scale of the project with its height of 7 stories and its large footprint of nearly the entire site is completely out of scale with the neighborhood. Also, the fact that it offers nearly zero public green space makes it not acceptable to the area.

We feel that the proposal needs to be scaled way down in terms of size and must have a significant green space component to make it work for our neighborhood.

Thanks!

Tom Kates

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

Tom Kates Photography
25 Bartlett Crescent Suite 2
Brookline, MA 02446
T 617-269-3129 F 617-203-9043



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

15 Washington - OPPOSED to current proposal

1 message

Tamar Kaim <tamarkaim@gmail.com>

Mon, Feb 18, 2019 at 9:58 AM

To: casey.a.hines@boston.gov

Cc: coreyhillneighbors@gmail.com

Hello,

Thank you for the opportunity to submit public comments about the proposed development on [15 Washington St](#) (Wholefoods site).

The scale of the proposed project is way too big for this neighborhood. We (like many of our neighbors) are going to be surrounded by several massive and, I assume, overlapping construction projects in the coming years (Driscoll school, Wholefoods, and the one at the old gas station on Washington/Corey). Our primary concerns --both during and after construction--are about NOISE, TRAFFIC, and on-street PARKING in front of our house.

I rely on curb-side parking to get in and out of the house with our toddler during the day since we do not have a parking place in the driveway. Even the relatively minor, two-family house renovations on our street have caused parking congestion due to construction worker vehicles. Traffic is already a problem on Washington at rush hour in front of Wholefoods. I can't imagine how you could possibly avoid worsening the congestion (and noise) with a project this scale, short of adding more driving lanes, which--in the unlikely case where it became feasible--would be out of proportion with the neighborhood.

Thank you.

Sincerely,

Tamar and Jeremy Kaim Doniger

[104 Westbourne Terrace, Brookline](#)



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

Comment deadline re. 15-35 Washington St. (Whole Foods development)

1 message

Michael DeMarco <michaelgdemarco@gmail.com>

Mon, Feb 18, 2019 at 11:23 AM

To: Casey.A.Hines@boston.gov

Cc: Mark Ciommo <Mark.Ciommo@boston.gov>

Casey,

Hi, with regards to a project of this size, there should be an ownership component. I understand rentals are more profitable for developers, but there can be compromises made with other issues if there are a sufficient number of condos built and reserved for primary occupancies.

Thank you,
Mike DeMarco
6 Orkney Road 35



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

OPPOSED to Current Plan for Whole Foods, Washington St., Brighton Development

1 message

Mary Jane Higgins <JAN194tim@hotmail.com>

Mon, Feb 18, 2019 at 2:42 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Casey Hines,

I care about Brighton as a neighborhood for permanent families and other middle and low-income people. I also want our neighborhood to have greenspaces and parks and to look pretty.

(I'm not even stressing here the need for more off-street parking and the problem already with traffic congestion on Washington St. heading north toward Commonwealth Ave., but those issues are important too.)

Please instead of the behemoth suggested create attractive and affordable housing in this lot. Take a look at the lovely affordable townhouse-like dwellings south of Forest Hills on the right heading for Blue Hill Ave. (Morton St., I believe) as one example.

Thank you.

Mary Jane Higgins

[114 Evans Rd.](#)

Brighton



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

(no subject)

1 message

adele m Trytko <amtrytko@gmail.com>

Mon, Feb 18, 2019 at 5:15 PM

To: casey.a.hines@boston.gov

Dear Mr. Golden,

I strongly oppose the project at [15 Washington Street](#) in Brighton.

I believe the plan is too dense, proposes excessive height and lacks greenspace.

The fact that a garage with more than three hundred parking spaces to accommodate the proposed build-out indicates a project too large for the site. In fact, the new building is nearly three times the square footage of property.

I live in Brighton and shop and bank at the existing commercial establishments frequently. I cannot imagine heading there to this overwhelming, over-built project.

Our efforts currently to control excessive building are being ignored.

I believe 15 Washington Street is not the type of development Allston-Brighton needs or wants.

Please reject this plan and seek a project with decreased density and setbacks. The streetscape should not become cavernous.

Thank you for reading my message.

Adele Trytko
[1960 Commonwealth Ave, #11](#)
[Brighton, MA 02135](#)



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

15 Washington - OPPOSED to current proposal

1 message

Carol Boggs <clboggs1@gmail.com>

Mon, Feb 18, 2019 at 5:29 PM

To: casey.a.hines@boston.gov

Why do we even have zoning? Let's just let developers build whatever they want. Oh wait. That's what we already do.

The current proposal, particularly in conjunction with the 5 Washington St. proposal, is just too dense for this area. This is an area with elderly housing and a school. It needs to have fewer units and fewer stories. It also needs to have more affordable units. Affordable for real people who live in Allston Brighton and would like to stay here. I know that an expanded Whole Foods is supposed to make up for everything else, but seriously, I worked at the Baldwin School across the street and probably went to the Whole Foods once every other month, not because it was too small but because it was too expensive. This says to me that this development is not meant to be affordable. And the children at the Boston school can walk to several parks in Brookline. Why can't there be parks, or at least more green space, in Brighton?

My wish for this development is the same as for every development: Less dense, more affordable, green space. Is that too big an ask?

Carol Boggs
5 Ryder Hill Road
Oak Square



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

Opposed - 15-35 Washington St. Brighton

1 message

Andrew Foley <amjat@comcast.net>

Tue, Feb 19, 2019 at 9:03 AM

To: casey.a.hines@boston.gov

Dear Casey Hines,

We are against this project as proposed. It is too big. WILL CAUSE TRAFFIC GRIDLOCK. ALSO THE PLAN TO PUT WHOLE FOODS ON SECOND FLOOR WILL MAKE IT DIFFICULT FOR SENIORS TO NAVIGATE ESCALATORS WITH FOOD BUNDLES.

There must be more discussion with neighbors re the impact of this development.

Sincerely,

Andrew and Marie Foley

56 Windsor Road

Brookline, MA 02445

TEL 617 734 5664

amjat@comcast.net



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

15 Washington

1 message

Andrew Fischer <afischer@jasonandfischer.com>

Tue, Feb 19, 2019 at 9:18 AM

To: casey.a.hines@boston.gov

Dear Ms. Hines,

My wife and I live on Bartlett Crescent within a half block of the proposed project at 15 Washington Street in Brighton. I am also a Brookline Town Meeting member from Precinct 13, representing many other residents of the Corey Hill and Salisbury Farm neighborhood. While I am happy to see development on the large parking area, I oppose the project as it is currently proposed.

The scale of the project is too large and out of proportion for the neighborhood, with its height of 7 stories and its large footprint of nearly the entire site. This is completely out of scale with the neighborhood, creating urban canyons along Washington Street, not just Corey Rd. and Alston St. Additionally, the project as proposed fact offers no setbacks or public green space. This makes it not acceptable to the area.

My neighbors, my constituents and I all favor a project on the site, but one that needs to be scaled back significantly, so that it is in proportion to the size and scale of the neighborhood. The project also should have appropriate setbacks and a significant green space component to make it work for our neighborhood. While we would support an appropriately scaled and designed project, as proposed, 15 Washington Street is not the type of development our neighborhood needs or wants.

Please reject this plan and seek a project with decreased density and setbacks. The streetscape should not become a cavernous urban canyon.

Finally, please extend the comment period for an additional 30 days, so that those families on school vacation and others can have appropriate time to comment.

Andrew Fischer
21 Bartlett Crescent
Brookline, MA 02446
Town Meeting Member Precinct 13
afischer@jasonandfischer.com
617-293-8304



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

15 Washington St Brighton development

1 message

CP Jakab <cpjakab@gmail.com>

Tue, Feb 19, 2019 at 10:11 AM

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

Hello,

While I am happy to see a new, better Whole Foods Market next door, I came to the conclusion that whoever made the traffic analysis is just wrong.

I have a view of the parking lot and I see that supply trucks drive in at the widest middle entrance, then drive toward the parking lot side dock, make a u-turn then back into the dock. They leave using the same exit or the one near the bank.

Why would they circle around the building? I do not have a view of the Corey/Washington St dock. Is it in use at all?

Washington street traffic can be heavy any time of the day. In and out will be hard having one entrance instead of three.

As a lay person, may I suggest that store traffic to be directed toward the Corey/Washington street light with its own green period?

Also having that many new residences, Allston Street will become more prone to gridlock. In my opinion the size of the project is pushing the possibilities beyond reasonable. I am hoping that you will put limits to it.

Best Regards,

Marianna and Peter Jakab

[300 Allston St](#) residents.



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

Proposed development at 15-35 Washington Street, Brighton - Opposed

1 message

Kathy Bell <kmbbell@gmail.com>

Tue, Feb 19, 2019 at 1:31 PM

To: Casey.A.Hines@boston.gov, Earle Williams <ekagww@gmail.com>

Dear Ms. Hines,

We'd like to express our strong opposition to the development under consideration at the current Whole Foods site. As nearby neighbors, our concerns are threefold:

1. Traffic: Washington Street is essentially one lane in each direction and Corey Road and Allston Street, which run perpendicular to Washington and bookend the project, are even more narrow. Adding 270 units of housing plus a bank, offices, a much larger Whole Foods and other businesses to this already congested area is at best without reason and, at worst, ludicrous. Two- and three-light cycle waits are common on the Corey Road-Washington St. intersection (in both directions) throughout the day, and obviously worse during morning and evening rush hour and Baldwin School dismissal times.

2. Plethora of projects: If this were the only development under consideration for this neighborhood perhaps, with significant cutbacks to scale and density, and a general redesign, this project might be manageable. However with large projects planned/underway for 5 Washington St., [139 Washington St. and Mt. Hood Road](#), along with the newly built [1650 Comm. Ave.](#) building, it's irresponsible. There needs to be a comprehensive plan that addresses the impacts of all the proposed projects on the existing infrastructure, especially in regard to vehicular and public transportation, bikes and pedestrian traffic, and overall neighborhood access and livability.

3. Set-backs, massing: The current design is disappointing as it looks like so many other new developments in Boston. Why not come up with something more innovative and something that improves the existing streetscape? A 7-story building with almost no set-back is too obtrusive, especially in an area with significant pedestrian traffic. There needs to be much more green space and functional landscaping both on Washington Street and throughout any project for this site. The current design is too dense and doesn't make sense in this neighborhood. Brighton deserves much better.

Thank you for your consideration.

Very Truly Yours,

Kathy Bell and Earle Williams
[58 Corey Road](#)
[Brookline MA 02445](#)



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

15 Washington Street

1 message

Susan <susiekaim@msn.com>

Tue, Feb 19, 2019 at 4:20 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Cc: "afischer@jasonandfischer.com" <afischer@jasonandfischer.com>, Robert Kaim <RobertKaim@msn.com>

Hello Ms Hines

We live at 762 Washington Street.

It will be great to have something useful on this spot.

But much more modest in size, and much more landscaped and neighborhood friendly.

This proposal looks like an invasion.

Thanks for listening.

Susie



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

15 Washington Street - please extend the deadline for public comments

1 message

Barbara Parmenter <barbara.parmenter@gmail.com>

Tue, Feb 19, 2019 at 4:33 PM

To: casey.a.hines@boston.gov

Dear Ms. Hines,

I am a Brighton resident who is very interested in the proposed development at [15 Washington Street](#). While I generally support transit-oriented new development, I would ask that you extend the deadline for public comments on this very complex project. We need to take a bit more time to understand and think through issues of affordable unit requirements, open space, transportation, and the mix of units. So please EXTEND the deadline for comments by two weeks. It is important to get a major project of this size right and to have public support.

Thank you.

Barbara Parmenter
[77 Harriet St.](#)
[Brighton, MA 02135](#)



Proposed developments on Washington Street, Brighton--We strongly object!

1 message

L. Wallins <pwallins@aol.com>

Tue, Feb 19, 2019 at 5:58 PM

To: casey.a.hines@boston.gov

Cc: brian.golden@boston.gov, Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

To Whom it May Concern:

We have owned and occupied a house in Brighton, at the edge of Brookline, for more than 26 years. We, as well as our neighbors, have raised our children here, and enjoyed the benefits of a stable neighborhood. However, during this time, we have also noted numerous developments in this area, resulting in increasing congestion and traffic. The proposed developments at 5 and 15 Washington Street would effectively destroy any remaining claims that this is a desirable, or even tolerable, neighborhood to live in. (A further insult would be to raise the supermarket at 15 Washington to a second-floor level, which would make it less accessible to the numerous elderly and disabled people in the neighborhood.)

These developments are inappropriate and out-of-scale for the neighborhood. There are enough nearby mid-rise apartment buildings. A better use of the land in question would be for townhouses or other owner-occupied housing, with some green space.

The proposed density of the developments is excessive for an already-crowded area. The adjacent streets are too congested to handle the existing traffic, as it is. The Washington Street-Commonwealth Avenue area is being made to support several other large developments.

You will note that in mid-February, 2019, there was a serious fire at the Patricia White Apartment complex on Washington Street, opposite the 15 Washington Street site. This complex is home to elderly and disabled individuals. It became necessary to block several adjacent streets for emergency vehicles, with substantial traffic disruption. Moreover, within a block's distance is an assisted living facility, as well as a nursing home, both of which are accessed via Washington Street and Corey Road. Both facilities require frequent 911 assistance. It simply does not make sense to congest this area further!

Do not permit the massive proposed developments at 5 and 15 Washington Street! These should be scaled down substantially. They should be revised to include buildings that can be sold to responsible local owners, who will be neighbors.

Paul and Laura Wallins
271 Summit Avenue



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

Re: OPPOSITION to the Proposed 15-35 Washington Street Development Project in Brighton.

1 message

PCBG Inc <pcbginc@mail.com>

Tue, Feb 19, 2019 at 6:10 PM

To: Casey.A.Hines@boston.gov

Cc: Councilor Mark Ciommo <Mark.Ciommo@boston.gov>, Andrea.Campbell@boston.gov, Councilor Michelle Wu <Michelle.Wu@boston.gov>, Councilor Michael Flaherty <Michael.Flaherty@boston.gov>, Annissa Essaibi-George <A.E.George@boston.gov>, William Brownsberger <william.brownsberger@masenate.gov>, "Rep. Kevin Honan" <Kevin.Honan@mahouse.gov>, "Rep. Michael Moran" <Michael.Moran@mahouse.gov>, "Mayor Martin J. Walsh" <Mayor@boston.gov>, Conor.Newman@boston.gov

Re: OPPOSITION to the Proposed 15 - 35 Washington Street Development Project in Brighton.

Dear Ms. Hines,

Please note my opposition to the proposed [15 - 35 Washington Street](#) Development Project in Brighton.

The proposed plans are too dense and do not respectfully fit into the landscape of the surrounding neighborhood.

New housing developments should offer 50% home ownership opportunities, and the design should blend in and compliment not over-burden and over-shadow neighborhoods.

There's also the issue of additional traffic to an already heavily trafficked neighborhood, public accessibility, and the lack of green space.

The present Development plans need to be scaled down.

Since 2nd floor retail space has become a popular design concept, the BPDA should seriously consider the hardship that accessing 2nd floor retail locations imposes on parents shopping with children, strollers, etc., for seniors, and for persons with visual or physical disabilities. While escalator and elevator access designs may look good on paper, the reality is that both pose safety hazards for a multitude of persons who might have difficulty balancing themselves and their bundles, etc., while attempting to safely access or exit 2nd floor retail locations. Please recognize the importance of consumers safety especially re: exiting a 2nd floor retail location in the event of an emergency. Where the proposed 15 - 35 Washington Street Development is directly across the street from a Senior Housing Development, the BPDA should respectfully consider street level locations for all proposed retail as a more viable safe option for consumers.

As stated previously, I oppose the present Development Plans proposed for 15-35 Washington Street in Brighton.

And I sincerely hope that the BPDA will assist the Allston-Brighton Community in our quest for more home ownership opportunities, affordable rental units, and the importance of including accessible public green space areas in all Development Project design plans.

Thank you for your consideration.

Sincerely,

Joan Pasquale, Allston Resident, and Executive Director

The Parents and Community Build Group, Inc. 501(c)3

[1387 Commonwealth Avenue, Suite 402](#)

[Allston, MA 02134](#)

617-254-0632

PCBGinc@Mail.com



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

Comments for 15-35 Washington St., Brighton

1 message

MARGARITA MONTERO <monteronorton@comcast.net>
Reply-To: MARGARITA MONTERO <monteronorton@comcast.net>
To: casey.a.hines@boston.gov

Tue, Feb 19, 2019 at 7:51 PM

Dear Ms. Hines,

I hope this e-mail finds you well. Attached is my & Husband's comments regarding the project at 15-35 Washington St., Brighton.

Best regards,

Margarita Montero & Kevin Norton



15-35 Washington St Comments.docx
16K

February 19, 2019

Casey Hines
Senior Project Manager
Boston Planning & Development Agency
City of Boston
One City Hall Square
Boston, MA 02201

Dear Ms. Hines:

Re.: Comments for 15-35 Washington St. Brighton, MA

My name is Margarita Montero. I am a 30+ year Brighton resident. My husband, Kevin Norton, is a 20 year resident of Brighton. We live at the intersection of Carol Ave. and Allston St.

Our comments follow:

- We are opposed to the Whole Foods development as it has been presented.
- We have or soon will have 3,000+ new units of housing in Allston Brighton.
- Much or most of the plan development for the next 12 years within the City of Boston will be largely disproportionately built in our neighborhood area.
- As proposed there is not public green space.
- Per Article 51, there is no demonstrated hardship to the community if the parcel is not varied. Additionally, there is no demonstrated benefit to the community if it is varied.
- It is currently zone as a Shopping District only.
- The BCDC has correctly rejected this proposal as unacceptable.
- Current zoning ordinances call for a 35 ft set back from the street and a 35 ft cap on height. The project's highest point is planned to be approximately 100 ft above ground level.
- There is no public green space and the thin plantings around the structure do little to lessen it's impact.
- Traffic in the area is already very heavy and the project will only magnify these problems. Allston St./Melvin St. and Corey Road will be severely affected by ramps in/out of the building. Even Washington St. will be unable to cope with this additional traffic. The management of traffic by traffic signals in the area is fair to poor
- As proposed, the project would turn Allston St. into an oppressive "canyon" and Corey Road even more so due to the impact of the 5 Washington St. project.
- The economic probability of existing Allston Brighton residents being able to occupy the proposed housing units is low.
- Even a "reasonable" number of "affordable" units would never offset the permanent visual and traffic impacts on the area.
- We also wonder about the possible impact to Whole Foods employees during construction and their long term future.

- 5 Washington St. has already been issued a variance for mixed use-120 Units of housing and also included an unwanted chain store-CVS. 15 Washington St. should not have a similar variance issued.
- If a building in our neighborhood needs tapering with height to lessen it's impact, it is already too big. Tapering is a "downtown" concept. This is a residential area.

Thank you for your attention and hard work regarding this issue.

Sincerely,

Margarita Montero and Kevin Norton



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

15 Washington-- OPPOSED TO CURRENT PROPOSAL

1 message

Carol Steinman <carolsteinman@comcast.net>

Tue, Feb 19, 2019 at 11:36 PM

To: casey.a.hines@boston.gov

Cc: Mark.ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

To Casey Hines,

This communication expresses our opposition to the current proposal for [15 Washington St.](#) for the following reasons:

1. The density of the project is too large for this space and the scale is entirely too large for the surrounding neighborhood.
- 2 The traffic on Washington St. and Corey Rd. is already heavy and would become overwhelming with the proposed number of units.
- 3.The setbacks and proposed green space are woefully inadequate.

We are not opposed to thoughtful development in our neighborhood, but it must be in keeping with the current size and scale of surrounding structures. Therefore, there should be a three story limit on height. Also, the existing streets are not equipped to handle the significant increase in traffic that would occur with this project.

Please reject this plan.

Carol and Ted Steinman

[85 Salisbury Rd.](#)

[Brookline, MA. 02445](#)



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

15 washington st project

1 message

Ellen Forrester <ln4ster@rcn.com>

Wed, Feb 20, 2019 at 8:05 AM

To: Casey.A.Hines@boston.gov

Good morning Casey

I am against the current plan for the whole foods projuect on Washington St

It is TOO big, does not fit in the neighbordood and adds too many cars, traffic concerns have not properly been addressed

Dumping that many cars on an already clogged and dysfunctional street is a bigger problem than is already happening.

The impact goes beyond the property boundaries.

Thank you

Ellen Forrester

Sent from my iPad



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

15 Washington St - OPPOSED

1 message

Deborah Valianti <dlvalianti@gmail.com>

Wed, Feb 20, 2019 at 1:27 PM

To: casey.a.hines@boston.gov

Dear Casey,

I am opposed to current proposal for 15 Washington Street, because of density issues & the disruption such a large-scale development shall bring to the neighborhood. Whole Foods is valuable to area, as is its large parking lot but a development on the scale proposed is not.

yours,
Deborah Valianti
Oak Square
Brighton



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

15 Washington - OPPOSED to current proposal

1 message

Vitek, Olga <o.vitek@northeastern.edu>

Wed, Feb 20, 2019 at 2:56 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Hello,

My name is Olga Vitek, resident at 108 Westbourne Terrace Unit #2, Brookline MA 02446. I oppose the proposed development at 15 Washington Street in its current form.

Our neighborhood has a lot of traffic (both by car and on foot), especially during rush hours, due to a combination of the Driscoll school area and its one-way streets, the Whole Foods, and the proximity to Commonwealth Avenue. The addition of apartment buildings and parking garages on both side of Corey road will increase the traffic substantially. To make the traffic manageable, it is really important to keep broader sidewalks (with space for benches and planted trees) to keep Corey road inviting to pedestrians, and in particular to family with small children and strollers. The current design on both sides of Corey road leaves no room for that. I hope that the developer can reconsider the design to leave broader sidewalks, add benches, and create space for planted trees to improve the walkability.

Similarly, Corey road is quite narrow and has a steep hill (meaning that drivers have to hit gas pedals to climb the hill). Having two tall buildings on both sides of this narrow road will create a narrow wind tunnel and will contribute to air and noise pollution. Reducing the height of the building (as well as the trees) will allow to mitigate this effect, and maintain the livable and family-friendly quality of the neighborhood.

Sincerely

Olga Vitek

108 Westbourne Terrace Unit #2, Brookline MA 02446



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

Opposition to 15 Washington st development Plan

1 message

Shangwei Hu <hjm511@yahoo.com>

Wed, Feb 20, 2019 at 8:21 PM

To: casey.a.hines@boston.gov

Dear Casey,

As a resident of 300 Allston st, I am very upset with the development plan of 15 Washington street based on following:

1 The traffic of the current Washington street /Allston street area is already very bad and will be terrible if the huge project is done with about 400 new units (with new 5 Washington st building)in this already congested small area. It will be a nightmare for the resident in this area.,especially during winter!

2 The longtime construction of the project will also a nightmare for the current resident in this area. Noise,dust, congested road...

I strongly oppose the development plan and hope you consider our opinions and overturn the development plan!

Thanks,

Sent from my iPhone



15 Washington - OPPOSED to current proposal

1 message

Susan Heideman <sheidema@smith.edu>

Wed, Feb 20, 2019 at 9:13 PM

To: Casey.A.Hines@boston.gov

Cc: Michelle.Wu@boston.gov, Michael.F.Flaherty@boston.gov, Andrea.campbell@boston.gov, Kevin.Honan@mahouse.gov, Michael.Moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov, Mark Ciommo <Mark.Ciommo@boston.gov>, A.E.George@boston.gov, bacommunitycoalition@googlegroups.com

Dear Casey Hines:

I write in strong opposition to this project as currently conceived.
The following are my reasons:

1. This development of mostly seven-story buildings is far too massive for the site. It will significantly reduce light for the surrounding residential buildings and create a sense of over-crowding and oppressiveness. To remediate this, the facades of the buildings along Washington, Corey and Allston Streets MUST be reduced to 4 stories, with additional stories (preferably no more than two) in the center of the site.
2. Insufficient home ownership opportunities: For a development of this scale 50% of the units MUST offer home ownership, ideally with 20% of those affordable, and family-friendly in size and number of bedrooms.
3. Given that the size of the Whole Foods will double, there will be insufficient parking for the higher volume of customers shopping at any given time (no increase parking spaces from what is currently there). Parking spaces must increase to suit the doubling in size of the market.
4. This is an area with lots of housing for the elderly. Since we hope the residential component of the project will also be designed to accommodate and attract young families, the new Whole Foods should be at street level to allow ease of access. Escalators can be a disincentive for seniors and adults with very young children.
5. There is no significant green space, and the tiny amount planned offers no public access. A 2.3 acre development of this density that includes a critical and popular public amenity (Whole Foods) MUST include publicly accessible green space.

Please insist on a redesign of this project that better suits the site, the neighbors, and the shoppers. Consider the quality of life factors that make city living pleasant and convenient rather than oppressive and challenging.

Yours,
Susan Heideman
165 Chestnut Hill Ave.
Unit 7
Brighton



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

Terrible project

1 message

Ying Tan <tanying89@yahoo.com>

Wed, Feb 20, 2019 at 9:18 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Casey,

I am very sad to hear this terrible project is ongoing. I am a resident living in 300 Allston Street. The traffic in Washington Street and Allston Street is already really bad during rush in the morning and evening, especially in winter time. It takes me around 15 minutes (normally less than 5 minutes) from police station to my home along Washington Street during rush hour evening time. I cannot imagine how worse the traffic would be during construction and after the project is completed.

Allston Street is very narrow. It will turn to be one way during snow day considering the bad plow. I cannot imagine all the cars will be stuck on the road.

Please consider my opinion.

Thank you very much for your time.

Best regards!

Ying

[Sent from Yahoo Mail for iPhone](#)



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

Regarding the 15 Washington Street (Whole Foods Block) Project

1 message

Garyfallia Pagonis <acropolis2575@gmail.com>

Wed, Feb 20, 2019 at 9:34 PM

To: casey.a.hines@boston.gov

Dear Casey Hines,

My name is Garyfallia Pagonis and I am a resident of the Monarch Condominium at [300 Allston Street](#), just around the corner from Washington Street and next to Whole Foods.

I am writing to you to please put a STOP to the massive proposed development of the [15 Washington Street](#) (Whole Foods Block) Project. The neighborhood is congested as it is with traffic during rush hour; to build this monolithic structure will pose excessive traffic, noise, pollution, and possible structural damage to adjacent buildings and properties due the digging of an underground parking garage associated with this 7 story structure. I am adamantly opposed to this development, please put a stop to this!!

Sincerely,
Garyfallia Pagonis



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

15 Washington proposal Whole Foods

1 message

Raymond Raposa <rraposa53@gmail.com>

Wed, Feb 20, 2019 at 10:10 PM

To: casey.a.hines@boston.gov, Dorri Raposa <dorri.raposa@gmail.com>, mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, el.Faherty@boston.gov, andrea.campbell@boston.gov, eileenkh@gmail.com, connor.newman@boston.gov, mayor@boston.gov

Hi Casey,

We want to provide you comments on the proposed [15 Washington Street](#) development.

We have attached a letter with our full comments and suggestions.

We are opposed to the the current proposal. We feel with changes it can be positive for the neighborhood and residents of Brighton and the whole City of Boston.

Comments us any question after you have reviewed the attached comments.

Thank you for taking comments from residents and all.

Ray Raposa and Dorri Raposa

[190 Corey Road, Unit 8, Brighton MA](#)

Cell number: 617-694-8225



Comments to Casey Hines.doc

35K

February 20, 2019

To Casey Hines, Project Manager, BPDA

We are writing in reference to the proposed 15 Washington St. development including Whole Foods and residential units at 15 Washington St. in Brighton. We are opposed to the current proposal for a number of reasons. We feel the renovation of the site is needed and support improvements, but changes to the proposal are needed to make it positive benefit for the neighborhood. Our comments below provide specifics.

We live at 190 Corey Road (in the condominium building on the former St. John of God site) and know the traffic and the neighborhood well. The development, with modifications can be positive move for the area, but changes are necessary for the existing plan as follows:

- We request that the proposed development pull back from the edge of Corey Road to provide more open space so that the area remains open, despite two developments on either side of the street - 15 and 5 Washington Street. Green space and open space would enhance the area and make it more inviting for the community, improving the neighborhood.
- Also, a right turn lane from Corey Road on to Washington Street should be part of the plan. Today it can take three or four traffic light changes to get through this intersection and the proposal to have all truck traffic exit on to Corey Road, without some improvement to the intersection, will compound this problem. This suggestion was made at the public meeting and we believe it is a good idea.
- The plan has little concern for the school at the intersection of Corey Rd and Washington St. or the elderly housing across the street from the existing Whole Foods. The traffic safety plans for the public in these two buildings need improvement and betterments.
- We disagree with the traffic consultant, that the Whole Foods parking part is never full. As residents, we experience a full parking lot, especially near holidays. Whole Foods even closes access to Corey Road for several days each during the holidays, specifically Thanksgiving and Christmas.
- There is a lack of public as well as green space. We would like to see the ground floor be a space for the public to be able to use freely. In addition, with such density, the parcel itself lacks any added green space.
- We are requesting an increase in the percentage of residential units to be set aside for low-middle income. Also, a portion of the residential units should be ownership condominiums supporting home ownership opportunities for Allston-Brighton residents.
- We request the affordable housing percentage be raised to 20% as opposed to the required 13%.
- Washington Street is a high traffic area and there appears to be insufficient plans for safe drop off and pick up space for users of the store and residential units. With the increase in popularity of ride share programs, there must be sufficient safe space for cars to pull into the parcel as well as to be able to pick up residents and customers. We feel the bump outs for crossings and to accommodate ride share vehicles is a step in the right direction.

- Other traffic improvements should be investigated, including making Allston Street one-way, in order to improve the traffic flow and limit increased congestion in an already highly congested area. Perhaps the traffic engineer can offer some concrete ideas on how to improve or, at a minimum, mitigate the increased congestion.
- The sidewalk space appears too narrow and we have concerns about the accessibility of the property. The residences directly across the street services seniors, many of whom have disabilities or physical limitations. At this time, the site plans do not appear to accommodate to those with walkers or wheelchairs.
- The bike lane suggestion made at the most recent public meeting suggests that the space to provide for a dedicated lane may be taken from the existing sidewalk. If that is the case, we are vehemently opposed to that. Limiting the sidewalk width to accommodate a bike lane is counter productive. The explanation of that option was vague and unclear. Perhaps the next public meeting can provide more specificity.
- The proposed supermarket would be safer if located on the ground floor without hazardous escalators (for those with physical limitations or disabilities).

We thank you for the opportunity to provide comment. We are hopeful the many comments made in IAG public meetings and via letters will lead to an improved project.

Thank you,
Raymond and Dorothy Raposa
190 Corey Road, Unit 8, Brighton, MA



duplicate

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

15 Washington St - OPPOSED to current proposal

1 message

Christie Ryder <christie.ryder@gmail.com>

Wed, Feb 20, 2019 at 10:34 PM

To: Andrea.campbell@boston.gov, Michael.flaherty@boston.gov, A.E.George@boston.gov, Kathy.carangelo@boston.gov, Timothy.burke@boston.gov, Carol.downs@boston.gov, BPDABoard@boston.gov, Priscilla.Rojas@boston.gov, Casey.A.Hines@boston.gov, Tammy.Donovan.bra@cityofboston.gov, city.council@boston.gov, mark.ciommo@boston.gov, ccc.ep@boston.gov, Matthew.omalley@boston.gov, Michelle.wu@boston.gov, ccc.plandev@boston.gov, frank.baker@boston.gov, Lydia.edwards@boston.gov, Ed.Flynn@boston.gov, ccc.housing@cityofboston.gov, Michael.moran@mahouse.gov, William.brownsberger@masenate.gov, conor.newman@boston.gov, Kevin.honan@mahouse.gov, mayor@boston.gov, constituent.services@state.ma.us

Hello,

I am an owner and resident at the Monarch at [300 Allston Street](#) in Brighton, MA, directly neighboring the [15 Washington Street](#) Whole Foods. I am opposed to the [15-35 Washington Street](#) redevelopment project and I hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants (I am currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at [20 Washington Street](#)) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in and out, blocking emergency vehicles, waste hauling, and recycling. I am very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

I hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. I propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston, such as me and my family. You can reach me directly with any questions or to follow up on my concerns at my contact information below.

Sincerely,

Christie M. Ryder
[300 Allston Street, Unit 208](#)
[Brighton, MA 02135](#)
Christie.Ryder@gmail.com



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

15 Washington St. - OPPOSED to current proposal

1 message

Paula Ryder <pmryder1949@yahoo.com>

Wed, Feb 20, 2019 at 11:09 PM

To: "Andrea.campbell@boston.gov" <Andrea.campbell@boston.gov>, "Michael.flaherty@boston.gov" <Michael.flaherty@boston.gov>, "A.E.George@boston.gov" <A.E.George@boston.gov>, "Kathy.carangelo@boston.gov" <Kathy.carangelo@boston.gov>, "Timothy.burke@boston.gov" <Timothy.burke@boston.gov>, "Carol.downs@boston.gov" <Carol.downs@boston.gov>, "BPDAboard@boston.gov" <BPDAboard@boston.gov>, "Priscilla.Rojas@boston.gov" <Priscilla.Rojas@boston.gov>, "Casey.A.Hines@boston.gov" <Casey.A.Hines@boston.gov>, "Tammy.Donovan.bra@cityofboston.gov" <Tammy.Donovan.bra@cityofboston.gov>, "city.council@boston.gov" <city.council@boston.gov>, "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, "ccc.ep@boston.gov" <ccc.ep@boston.gov>, "Matthew.omalley@boston.gov" <Matthew.omalley@boston.gov>, "Michelle.wu@boston.gov" <Michelle.wu@boston.gov>, "ccc.plandev@boston.gov" <ccc.plandev@boston.gov>, "frank.baker@boston.gov" <frank.baker@boston.gov>, "Lydia.edwards@boston.gov" <Lydia.edwards@boston.gov>, "Ed.Flynn@boston.gov" <Ed.Flynn@boston.gov>, "ccc.housing@cityofboston.gov" <ccc.housing@cityofboston.gov>, "Michael.moran@mahouse.gov" <Michael.moran@mahouse.gov>, "William.brownsberger@masenate.gov" <William.brownsberger@masenate.gov>, "conor.newman@boston.gov" <conor.newman@boston.gov>, "Kevin.honan@mahouse.gov" <Kevin.honan@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "constituent.services@state.ma.us" <constituent.services@state.ma.us>
Cc: "FARyder1948@yahoo.com" <FARyder1948@yahoo.com>

Hello,

We are an owner at the Monarch at 300 Allston Street in Brighton, MA, directly neighboring the 15 Washington Street Whole Foods.

Our daughter is an owner/resident. We are opposed to the 15-35 Washington Street redevelopment project and we hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants. (Our daughter is currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at 20 Washington Street) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in an out, blocking emergency vehicles, waste hauling, and recycling. We are very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

We hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. We propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston. You can reach us directly with any questions or to follow up on our concerns at our contact information below.

Sincerely,

Frederick A. Ryder
Paula M. Ryder
pmryder1949@yahoo.com

faryder1948@yahoo.com



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

15 Washington Street -- OPPOSED

1 message

gary putka <putka@comcast.net>

Wed, Feb 20, 2019 at 11:52 PM

To: casey.a.hines@boston.gov, brian.golden@boston.gov, conor.newman@boston.gov

Dear Ms. Hines,

My wife and I live on Orchard Road, in Brookline, about 50 yards from the Boston border, within a block of the proposed residential and commercial development project at [15 Washington Street](#) in Brighton. Although I generally welcome developments in our neighborhood, I'm opposed to this project as currently planned.

I have two main concerns -- with its border-to-border footprint, seven-story-plus-mechanicals height, no setbacks and green space, the plan is entirely out of scale with the neighborhood. It would be the tallest building on any of the abutted space on streets it fronts, higher than the apartment complex across Washington, which has appreciably more green space and setback. Together with the large project planned at 5 Washington, it would create an urban canyon on narrow Corey Road and Allston Street and along Washington -- unsightly, unfriendly to pedestrians, and not at all fitting in with its environs.

An improvement on this site is welcome, but this project should be scaled back significantly, in proportion to the size and scale of the neighborhood. It needs more green space and setbacks, less shadow and less restricted view of the skydome.

My second concern is the additional traffic and its consequences for Orchard Road residents, and pedestrian and biker safety. The intersection of Orchard and Corey, a block away from the project, is already virtually impassable every workday morning between 6:45 and 7:45-8 for anyone who lives on Orchard because of a backup on Corey from the stoplight at Washington and Corey, and the Boston school buses parked at the corner of Orchard for the Harriet Baldwin School. The backup repeats at the end of the work and schooldays. **The Orchard-Corey intersection was ignored in the traffic assessment provided by the developers in its plans.**

The backup on Washington at Corey going toward Commonwealth from Beacon at those times of the day is almost as bad, and generally makes a left turn off Downing Road onto Washington subject to lengthy delays of up to 10-15 minutes. **The Downing-Washington intersection was ignored in the traffic assessment provided by developers in its plans.** If you add the new traffic that will be generated from the 15 Washington project and the second project across Corey at 5 Washington -- not to mention the coming construction at Driscoll -- it's going to make Orchard, the narrow Corey and Allston Street corridors with parked cars on one or both sides, and the Corey-Washington intersection a nightmare for cars and pedestrian safety, a special problem at this locale because of the proximity of schoolchildren at the Baldwin School and the many seniors in the apartments across from 15 Washington. The Orchard/Corey and Downing/Washington intersections are important access points to larger roads for Orchard Road and the Corey Farms neighborhood that abuts the project site.

In addition to less-residential density and a scale more befitting the neighborhood, there needs to be changes in the project that will reduce auto traffic, and more provisions for pedestrian safety and biking amenities that might reduce auto traffic. The developer could be required to offer a strip of land on its property along the streets it fronts for dedicated bike lanes. I'd suggest many fewer



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

15 Washington - OPPOSED to current proposal

1 message

Gregory Karambelas <gregory.karambelas@gmail.com>

Wed, Feb 20, 2019 at 11:43 PM

To: casey.a.hines@boston.gov

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

Casey, thank you for engaging the public on the referenced project. Please see attached here for my comments in response to the Project's PNF. I look forward to the feedback to my and the community's comments in regards to identifying opportunities for neighborhood enhancement for a project of this scale.

Regards,
Greg

Gregory Karambelas
315 Allston Street
Brighton MA 02135



GK_15 Washington Street Comments.pdf
1195K

Ms. Casey A Hines
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

February 20, 2019

Re: 15 Washington Street PNF & Community Concerns – Oppose

Dear Ms. Hines:

As a neighboring resident to the project, I am writing in response to the 15 Washington Street PNF with the following comments and concerns for your consideration and to be addressed by the appropriate parties of the Proponent below. The concerns are generally with the size of the project and the impact level it will have to the surrounding neighborhood, but are also focused on the west side of the project as I am myself a neighbor and owner occupant within the Washington Square Condominiums facing Allston street. The comments are numbered for reference and are as follows:

1) Main Concerns

A. Setback of project to public areaways

- a) There seems to be minimal setback of the building from the property lines

B. Traffic increases

- a) The results of the Proponent's study outline a significant generation of new and diverted vehicle traffic to the surrounding roadways as a direct result of the built project condition
- b) On Allston St for example, their study concludes the Project will result in a 236% increase of peak hour trips leaving Allston, and 342% increase of peak hour trips entering Allston compared to the No-Build condition in the year 2022

C. Owner occupancy

- a) All of the proposed 270 dwelling units are presented as rental apartments

D. Preservation and creation of green space

- a) The Proponent is proposing to eliminate trees on the site and replace with rental apartments, and according to the Article 80 Accessibility Checklist is providing "no amenity spaces that are open to the general public" and funding for improvements to the surrounding neighborhood are "undetermined at this time"

E. Parking

- a) The Proponent should be incorporating enough parking to accommodate the to-scale square footage increase to the Whole Foods market as well as at least one spot per dwelling unit
- b) Currently, a 0.64 parking ratio is allocated to Residential. How will parking be delineated in the garage for long term residential / short term Whole Foods & Citizens bank use?

2) Recommendations

A. Setbacks

- a) All 4 sides should be addressed to minimize and/or eliminate the significant increases on shadow effect and obstructions to the existing skydome on the adjacent streets and sidewalks.

B. Traffic Increases

- a) On the Allston St side, the following design changes should be considered to remediate the calculated traffic increases:
 - (1) Widen Allston street from Washington to the Proponent's northwest property line
 - (2) Eliminate the project's garage entrance/exit on Allston Street
 - (3) Make Allston street one way from Summit to Washington with parking on the opposite east side available as well
 - (4) With widened street, provide separate right and left turning lanes exiting Allston Street onto Washington Street
 - (5) Add a streetlight to the Allston Street / Washington Street corner
 - (6) Create a median and a separate entrance exit driveway parallel to Allston street that would sweep in front of the proposed residences to help alleviate delivery / move in / ride share drop-offs to residents on both sides of the street, since no drop-off areas have been identified according to the Article 80 Accessibility Checklist #6
 - (7) Within the median could be public benches and treescapes and also allow for an area for snow to be plowed on in the winter where currently there is none

C. Owner Occupancy

- a) The Proponent should consider a large portion of these units as for sale condominiums to promote the family environment of the neighborhood and longer term residents

D. Green Spaces

- a) Preserve the mature trees that currently exist on Allston street or install new trees that line Allston street to match the current aesthetic of the visual corridor looking north on Allston street from the Washington Street corner in accordance with Boston Complete Street Guidelines

E. Parking

- a) Additional parking can be created without increasing the footprint or height of the proposed design by adding another level of parking below grade. This below grade level would not characterize the project as an underground building since those requirements apply to buildings where the lowest level of human occupancy is more than 30 feet below the lowest level of exit discharge

Thank you for consideration of these concerns,

Gregory Karambelas

Gregory.Karambelas@gmail.com

315 Allston Street

Brighton MA 02135

Appendix A - Comments on PNF by Section Number to be addressed by Proponent:

- 1) 3.2 - "apartments at 319 Allston Street"
 - A. This reference should be renamed to the "Washington Square Condominiums of 311 - 319 Allston Street" to recognize the owner occupancy of the 5 walkup addresses across the street from the project's west boundary
- 2) 3.3 - "A mix of apartments and affordable housing"
 - A. The project should consider a significant portion of the dwelling units to be for sale condominiums
 - B. "Public Realm improvements"

3) 3.4.1 - "49 foot height along Allston Street"

- A. This height is greater than the height of the condominiums directly across the street, and ideally would not exceed the neighboring height

4) 3.5 - "12 ft wide sidewalk along Allston Street"

- A. Can this sidewalk be widened? Whenever there are delivery, maintenance, postal, utility, dropoff vehicles etc. parked up on this side of the street, the road becomes a one vehicle road (see image below taken from front steps of 315 Allston). The existing condition is insufficient for the usage of the road. With any traffic increase to this capacity there should certainly be extended road work done to accommodate the load



5)

6) 3.5.2 - "A series of large mature existing hardwoods along the northeast side of the Project Site at Allston Street will be protected during construction to be preserved once the new development is completed"

- A. The northeast side of the Project Site has been defined in the PNF to be the Corey Road side opposite Washington Street, please clarify
- B. Which hardwoods specifically are these in reference to? On the renderings on the Allston street side there are no trees shown on Fig 3.3b, Fig 3.3d, or Fig 3.4b. There is also a discrepancy on which trees will remain near Allston on the north side on Fig. 3.2a and Fig 3.2b. Please clarify which hardwoods are to be preserved and remain
- C. It is important that the existing mature hardwoods along Allston street either be preserved, or replaced in kind with equal hardwoods along the same streetscape to maintain the aesthetic of the street, and improve wherever possible

- 7) Fig 3.2i - This figure shows the preliminary rooftop mechanical equipment
 - A. Please submit dB at all 8 octave bands at 100, 200, and 300 ft away, NC levels of ERU, AHU's, cooling towers, and generator
 - B. What is the code required generator testing schedule that will be implemented?
 - C. Where are chillers, boilers, and pumps located within the project site? Will the cooling for the project be entirely served by heat pumps?
 - D. What sound levels are the acoustical consultant holding the project to for the surrounding neighborhood?

- 8) 4.3.1 – Location and Transportation - "This Project includes wide sidewalks and bike lanes"
 - A. Please clarify which streets the wide sidewalks and bike lanes, and if not on certain streets the reason why

- 9) 4.4.2 – Geothermal – "The Proponent will explore the application of geothermal systems for the project"
 - A. Is geothermal still being studied? What is the extent of the system footprint below grade in relation to the neighborhood?

- 10) 4.5.3 – LEED v4 Project Checklist – "Acoustic Performance"
 - A. Why is the LEED IEQ credit for acoustic performance in the "no" category?

- 11) 5.5.1 – "2022 No-Build Condition Project-Generated Trips"
 - A. According to the study, when AM and PM peaks are added up (1 hour window each time) no build adds about 6 trips leaving Allston, and 22 trips entering Allston from Washington side in the year 2022
 - B. This represents a 3% increase of peak hour trips leaving Allston, and 19% increase of peak hour trips entering Allston in a no project build condition

- 12) 5.5.2 – "2022 Build Condition Project-Generated Trips"
 - A. With considering the same AM & PM peak window totals, the build project will divert 58 trips leaving Allston, and 138 trips entering Allston (give or take some until an omission is resolved, see below comment E). It will also add 259 trips leaving Allston and 279 trips entering Allston
 - B. These trips add to the existing condition 190 leaving Allston and 115 entering Allston during peak hours as per Fig. 5.3a and Fig. 5.3b which is then a total of 449 trips leaving Allston, and 394 entering Allston during the 1-hour peak windows of AM & PM
 - C. This represents a 236% increase of peak hour trips leaving Allston, and 342% increase of peak hour trips entering Allston as a direct result of the project
 - D. As a reminder, these numbers don't quantify the increased number of project generated trips outside of the one hour windows that are considered for this study
 - E. As a note, the study seemingly omits trips diverted from Washington Street turning left onto Allston Street during PM peak hour on Fig. 5.10b and should be corrected
 - F. Also to be considered with the added vehicle trips is a top peak hour total of 140 pedestrians and 11 cyclists crossing the same Allston street in that evening PM hour

- 13) 5.6.2 – "Washington Street at Allston Street"
 - A. Table 5-12 indicates the Level of Service at Washington/Allston intersection will degrade from an existing 20 second delay in AM peak hour to a 28 second delay (LOS C to D)

- B. Table 5-13 indicates the Level of Service at Washington/Allston intersection will degrade from an existing 48 second delay in AM peak hour to a 181 second delay (LOS E to F)
 - C. The Proponent points out in the summary that in the evening peak hour the intersection remains LOS F from 2022 No-Build condition to a 2022 Build condition, but what they don't highlight in the study is that the difference in delay time between the No-Build and built project is more than double (89 seconds in No-Build and 181 second delay in Build condition)
- 14) Fig. 5.10a – “Trips diverted from Allston Site Driveway”
- A. This is showing 21 trips diverted onto Allston heading south, but 0 north. What does this mean that no trips will be diverted north out of this driveway, but 21 trips in the south direction?
- 15) 6.1 – “Shadow impacts have been minimized to the maximum extent practicable to avoid any noticeable effect on pedestrian use patterns”
- A. The shadow impacts can certainly be further lowered by scaling back the height and size of the project, and increasing the setbacks accordingly
- 16) 6.1 – “Such changes are consistent with the Project's urban context and will be offset by improvements to the public realm that are anticipated to improve the overall pedestrian experience as compared to existing conditions”
- A. Many in the neighborhood would remind the Proponent that the site is surrounded by a suburban community to downtown Boston and 'urban context' would be a mischaracterization, especially since the Proponent is also electing to use the “Neighborhood Connector” street type within the Boston Complete Street Guidelines, and not any of the Downtown options in the Article 80 Accessibility Checklist form
 - B. Many would also point out that eliminating three large mature hardwoods on Allston street, increasing vehicle trips by 236% leaving Allston and 342% entering Allston St compared to the 2022 No-Build, increasing the skydome obstruction by 52.6% and increasing the shadow by 100% in the AM hours is not an “improvement to the overall pedestrian experience as compared to the existing condition”
- 17) 6.6.6 – “Based on preliminary design, the proposed Project's operations will have no adverse noise impacts at nearby sensitive receptor locations”
- A. How can this conclusion be reached without sound data of mechanical equipment and then analyzed by an acoustical consultant?

parking spaces on Allston and Corey -- compensated one for one by dedicated overnight parking for the public provided by the developers onsite.

In light of the added traffic and lack of signaled intersections nearby, the suggestion by the developer to get rid of the exclusive pedestrian phase at the Corey Washington intersection is unacceptable for pedestrian mobility and safety reasons.

Gary Putka
18 Orchard Road
Brookline MA 02445



Duplicate

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

Fwd: 15 Washington St - OPPOSED to current proposal

1 message

Joyce Armstrong <joyce.armstrong@boston.gov>

Thu, Feb 21, 2019 at 9:23 AM

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

Hi Casey,

Please see below:

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

From: **Christie Ryder** <christie.ryder@gmail.com>

Date: Wed, Feb 20, 2019 at 10:39 PM

Subject: [15 Washington St](#) - OPPOSED to current proposal

To: <elizabeth.pimentel@boston.gov>, <joyce.armstrong@boston.gov>

Hello,

I am an owner and resident at the Monarch at [300 Allston Street](#) in Brighton, MA, directly neighboring the [15 Washington Street](#) Whole Foods. I am opposed to the [15-35 Washington Street](#) redevelopment project and I hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants (I am currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at [20 Washington Street](#)) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in and out, blocking emergency vehicles, waste hauling, and recycling. I am very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

I hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. I propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston, such as me and my family. You can reach me directly with any questions or to follow up on my concerns at my contact information below.

Sincerely,

Christie M. Ryder
[300 Allston Street, Unit 208](#)

Brighton, MA 02135
Christie.Ryder@gmail.com



**boston planning &
development agency**

Joyce Armstrong

Public Records Assistant

617.918.4366 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org



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

15 Washington proposal: Opposed

1 message

Ann dePierro <lawwon95@aol.com>

Thu, Feb 21, 2019 at 9:34 AM

To: casey.a.hines@boston.gov

This planned development is too large and insensitive to the neighborhood. It is too dense and will create more traffic and parking problems. There is no public green space nor are there any significant setbacks. Brighton is not downtown Boston. Large buildings should have setbacks.



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

Fwd: 15 Washington St - OPPOSED to current proposal

1 message

Colin Donnelly <colin.donnelly@boston.gov>
To: Casey Hines <casey.a.hines@boston.gov>

Thu, Feb 21, 2019 at 10:53 AM

FYI



**boston planning &
development agency**

Colin T. Donnelly

Special Assistant to the Director

617.918.4204 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square, 9th Floor | Boston, MA 02201

bostonplans.org

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

From: **Christie Ryder** <christie.ryder@gmail.com>

Date: Thu, Feb 21, 2019 at 8:42 AM

Subject: [15 Washington St](#) - OPPOSED to current proposal

To: <brian.golden@boston.gov>

Hello,

I am an owner and resident at the Monarch at [300 Allston Street](#) in Brighton, MA, directly neighboring the [15 Washington Street](#) Whole Foods. I am opposed to the [15-35 Washington Street](#) redevelopment project and I hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants (I am currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at [20 Washington Street](#)) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in an out, blocking emergency vehicles, waste hauling, and recycling. I am very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

I hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. I propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and

congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston, such as me and my family. You can reach me directly with any questions or to follow up on my concerns at my contact information below.

Sincerely,

Christie M. Ryder
300 Allston Street, Unit 208
Brighton, MA 02135
Christie.Ryder@gmail.com



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

BPDA 15 Washington St., Brighton

1 message

John Cusack <jcusack@nercc.org>

Thu, Feb 21, 2019 at 11:00 AM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Cc: Richard Pedi <rpdi@nercc.org>, Mynor Perez <mperez@nercc.org>

Ms. Hines-

As a representative for hundreds of carpenters in Allston, Brighton and the rest of the City of Boston, as well as being a Washington Street, Brighton resident, I am writing concerning the proposed project at [15 Washington Street](#) in Brighton.

This project offers a unique opportunity to turn a decades-long underutilized city block into a vibrant mixed-use development with active store fronts on the street level. It will create a larger, updated grocery store with parking, store off-load and trash operations within the building, public realm improvements including wider sidewalks and crosswalk bump-outs, and 270 new residential units in the neighborhood.

For the reasons stated above, I am in support of the [15 Washington Street](#) project.

Thank you.

-John

John Robert Cusack

Business Representative / Organizer

Carpenters Local Union # 328

[10 Holworthy Street](#)

[Cambridge MA 02138](#)

T: 617-547-8511

C: 617-590-4772

F: 617-547-0371

E: jcusack@nercc.org



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

15 Washington Letter of Support

1 message

Dominique C <dominique.chesterfield@gmail.com>

Thu, Feb 21, 2019 at 11:09 AM

To: Casey.A.Hines@boston.gov

2/21/19

Casey.A.Hines@boston.gov

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
One [City Hall Sq.](#), 9th Floor
Boston, MA 02201

Dear Ms. Hines,

As a resident, I write in support of the [15 Washington Street](#) project in Brighton. This project offers a unique opportunity to transform the site from an undersized grocery store, oversized bank, and surface parking lot into an active mixed-use development. It will create a larger, updated grocery store, an appropriately sized bank, public realm improvements, and 270 new residential units to the neighborhood.

Of the many improvements the project will offer residents like myself; those of greatest interest to me are the additional housing units which will ease the rental strain and provide affordable units for low-income people who have a right to live in the area. I am also excited about the proposed expansion of the pedestrian walkway and the creation of a bike lane. That area of Washington street is very car centric and these changes will make it easier and safer to access the new Whole Foods. Lastly, I am thrilled that something will be done to improve the appearance of the area; currently the site is home to deteriorating parking lot and has a general appearance of neglect. It will be great to improve the view and vibe of the area with a new and beautiful building! I think this project is an important step towards the much-needed development in Alston/Brighton and reflects the positive direction the city is heading towards!

For the reasons stated above, I support the 15 Washington Street Project.

Sincerely,

Dominique Chesterfield
[116 Warren Street](#)
[Brighton MA, 02135](#)

33 Brainerd Road, #208
Allston, MA 02134
February 21, 2019

Ms. Casey Hines
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Modifications to Development Proposal for 15-35 Washington St., Brighton (Whole Foods)

Dear Ms. Hines:

Thank you to you and to the BPDA for continuing to get input from the community regarding the development of the property at 15-35 Washington St. in Brighton. While I am not opposed in general to new construction on this site, I think that the current proposal **needs significant modifications** in order to be a better fit for our community.

I join with other members of the neighborhood in making the following recommendations:

Height/Density Decrease the project's density, including the height of the proposed buildings. Reduce excessive shading on adjacent properties by capping the height at 4 stories and creating a larger setback from the curb.

Homeownership Require that at least 50% of the residential units be condominiums available for homeownership. Most of these condominium units should have a deed restriction to ensure that they remain owner occupied.

Green Space Include a substantial amount of ground-level, publicly accessible green space.

Parking/Traffic Increase the number of customer parking spaces to accommodate the larger Whole Foods market. Be sure there is sufficient space for large trucks to make deliveries and to turn around without creating traffic jams on the narrow abutting streets.

Housing for Families Offer a significant number of two- and three-bedroom residential units that would be appropriate and affordable for families.

It is my hope that the developer will continue to work with the city, the BPDA, and the community to produce an even better project that will enhance and help stabilize our neighborhood.

Sincerely,
Gloria Tatarian
Allston Resident



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

15 Washington St. Proposal: Modifications Needed

1 message

Gloria Tatarian <get33@earthlink.net>

Thu, Feb 21, 2019 at 1:26 PM

To: Casey Hines <Casey.A.Hines@boston.gov>

Cc: Mark Ciommo <Mark.Ciommo@boston.gov>, Michelle Wu <michelle.wu@boston.gov>, A.E.George@boston.gov, Conor Newman <Conor.Newman@boston.gov>, Kevin Honan <Kevin.Honan@mahouse.gov>, Will Brownsberger <William.Brownsberger@masenate.gov>

Dear Ms. Hines:

Attached please find my comment letter regarding the proposed development at 15-35 Washington St. in Brighton. I am hoping that the current design proposal will be modified in significant ways before it is approved.

Thank you for your consideration.

Sincerely,
Gloria Tatarian
Allston, MA



15 Washington St. BPDA Comments_2.21.19.pdf

41K



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

From Dr. Brenda Gael McSweeney: 15 Washington St. - OPPOSED to Current Proposal

1 message

Brenda Gael McSweeney <gael444@gmail.com>

Thu, Feb 21, 2019 at 1:58 PM

To: Casey.A.Hines@boston.gov

Cc: Mayor@boston.gov, Michelle.Wu@boston.gov, Michael.F.Flaherty@boston.gov, Andrea.campbell@boston.gov, Kevin.Honan@mahouse.gov, Michael.Moran@mahouse.gov, William.Brownsberger@masenate.gov, Mark.Ciommo@boston.gov, A.E.George@boston.gov, Conor.Newman@boston.gov, Brenda Gael McSweeney <gael444@gmail.com>

Dear Colleagues,

I am strongly OPPOSED to the proposal as currently sketched out for 15 Washington St., Brighton.

I suggest the following:

1. Since the project is currently far too massive and overwhelming for the site, it needs to be cut back dramatically, with a height of no more than two stories;
2. Home ownership of the housing components must be boosted to at least 50% (guaranteed owner-occupied, preferably townhouse condos);
3. Parking must increase to be commensurate with the doubling of the footprint of Whole Foods; as a shopper there, I would avoid the hassle of any future underground or otherwise jammed parking options, as would many others;
4. Public green space, with a small community park, must be incorporated to minimize negative environmental impact and offset in part the deleterious effects on the immediate neighborhood;
5. Finally, in the essential redesign, would it not behoove the developers and architects to plan an attractive, even award-eligible set of buildings and site?!

Looking forward to your support for a vastly improved and reasonable redesign of the proposed development for the 15 Washington St. property,

Your sincerely,

Dr. Brenda Gael McSweeney,
Condo Owner in the Historic Oak Square School Landmark Building,
Brighton - 02135



RE: 15 Washington St. - OPPOSED to Current Proposal

1 message

Ronni Komarow <rkomarow@yahoo.com>

Thu, Feb 21, 2019 at 3:18 PM

Reply-To: Ronni Komarow <rkomarow@yahoo.com>

To: "Casey.A.Hines@boston.gov" <Casey.A.Hines@boston.gov>, "Mayor@boston.gov" <Mayor@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "Andrea.campbell@boston.gov" <Andrea.campbell@boston.gov>, "Kevin.Honan@mahouse.gov" <Kevin.Honan@mahouse.gov>, "Michael.Moran@mahouse.gov" <Michael.Moran@mahouse.gov>, "William.Brownsberger@masenate.gov" <William.Brownsberger@masenate.gov>, "Mark.Ciommo@boston.gov" <Mark.Ciommo@boston.gov>, "A.E.George@boston.gov" <A.E.George@boston.gov>, "Conor.Newman@boston.gov" <Conor.Newman@boston.gov>, Brenda Gael McSweeney <gael444@gmail.com>

Dear Colleagues,

I, too, am strongly OPPOSED to the current proposal for [15 Washington St.](#), Brighton.

I suggest the following:

1. Since the project is currently far too massive and overwhelming for the site, it needs to be drastically cut back, with a height of no more than two stories;
2. Consideration MUST be given to elders and children in the immediate area since the site is directly across from a public school and from senior housing. Impacts of traffic and construction are a serious potential danger.
3. Home ownership of housing components must be boosted to at least 50% (guaranteed owner-occupied); AFFORDABLE family-friendly units should be offered
4. Parking must increase to be commensurate with the doubling of the footprint of Whole Foods
5. Public green space, with a small community park, must be incorporated to minimize negative environmental impact and offset in part the negative impacts on the immediate neighborhood;

Looking forward to your support for a vastly improved and reasonable redesign of the proposed development for the 15 Washington St. property,

Your sincerely,

Ronni Komarow,
Sect'y Brighton Allston Historical Society/Friends of the Faneuil Library
[21 Hobson St.](#)
[Brighton - 02135](#)



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

Washington Street Development Project

1 message

Omar De Paolis <birba@comcast.net>

Thu, Feb 21, 2019 at 3:23 PM

To: casey.a.hines@boston.gov

Hi Casey,

My name is Omar De Paolis and I have lived in the Brighton/Allston area for 18 years.

Like many of my neighbors, I'm very concerned about the development project planned on Washington Street. It would change the fabric of the community in several negative ways.

The structure that is going to be built seems to be quite massive and 7 story high. It would tower over my building (the monarch condominiums). It would dramatically block sun light exposure and air flow quality. Additionally, air quality will be terrible for the duration of construction, which will take at least 2 years. The level of noise and congestion that such massive structure would bring with it would be very difficult to bear, and it would dramatically lower our general quality of life. I have enjoyed this particular neighborhood for so many years because is relatively quiet and lacks congestion.

Many of us have lived in this neighborhood for a very long time, including many seniors who plan to spend the rest of their retirement lives here. I don't believe this project can be considered a good fit for our neighborhood.

Best Regards,
Omar De Paolis



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

15 Washington Street (Whole Foods) Development Proposal

1 message

Diane Daria <redpepperdoggie1@outlook.com>
To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Thu, Feb 21, 2019 at 3:30 PM

Sent from [Outlook](#) I am concerned about the proposed elimination of the open space (existing parking lot) and the trucks (esp. 18 wheelers) on Corey Road and Washington Street. Corey Road is a narrow street and a steep hill and would cause serious problems for pedestrians (esp. elderly, which are many) and local vehicles with the delivery trucks negotiating turns at Whole Foods.

I am in favor of the Whole Foods at this location being expanded, but not with the loss of the ground level parking lot. Although having two or more floors would be a nuisance for shopping, I would rather have the store built upwards and retain the parking lot as is.

I am also concerned that there is no guarantee to keep the market open during construction. There are many elderly shoppers in the immediate vicinity w/o cars who would be seriously challenged to have to shop elsewhere during construction. I shop almost exclusively at Whole Foods and the nearest one is way down at St. Mary's Street--not at all convenient--and the transportation costs would add to the burden of living on a Social Security budget. Many seniors would find the walk down to the Green Line, and then the Green Line trip itself, daunting, esp. with a shopping cart in tow.

Although my apt. would not be affected lightwise by the height of the bldg., as it is on the other side, It would affect our view from the solarium and many apts. *would* lose light. It would also make sitting in the garden in front of our bldg. much less pleasant with the density of the proposed project and less light. Some of the apartments are said to be "affordable", not low-income. "Affordable" is not affordable on a low income. We need more low-income apartments here as there is a long waiting list for the 2 low-income senior bldgs. here, Covenant House and Patricia White.

There was recently a fire at Patricia White and the fire trucks were able to make use of the ground level parking lot while working on extinguishing the fire. If the parking lot was not there the fire vehicles would have seriously impaired traffic flow much more than it was as there is only one lane in either direction.

Please reconsider how to expand the Whole Foods at [15 Washington Street](#) with the above concerns in mind.

Respectfully,

Diane Daria

[30 Washington Street, Apt. 101](#)

[Brighton, Massachusetts 02135](#)



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

15 Washington - OPPOSED to current proposal

1 message

Wetterstrom, Wilma E <wetterst@fas.harvard.edu>

Thu, Feb 21, 2019 at 4:14 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Cc: "Mark.Ciommo@boston.gov" <Mark.Ciommo@boston.gov>, "A.E.George@boston.gov" <A.E.George@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "Michael.Flaherty@boston.gov" <Michael.Flaherty@boston.gov>, "andrea.campbell@boston.gov" <andrea.campbell@boston.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, Senator Will Brownsberger <William.Brownsberger@masenate.gov>, "mayor@boston.gov" <mayor@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, "conor.newman@boston.gov" <conor.newman@boston.gov>

Dear Ms Hines,

I am vehemently opposed to this project in its current form.

The project is too dense and grossly out of scale with the site and the area. Seven stories is too high and far exceeds zoning. The massive buildings will block sunlight from neighboring homes and businesses. The building facades looming right above the sidewalk will feel oppressive and turn Washington Street and Corey Road into canyons.

The project must be reduced in scale to no more than four stories, stepped, with the facades scaled down to no more than two or three stories.

The lack of vegetation is especially depressing and bad for the environment. The project must include setbacks and attractive landscaping between the building and the sidewalk. Beacon Street in Brookline presents an especially attractive streetscape because the buildings are set back and the areas in front landscaped.

The project in its current form will create a traffic nightmare. Washington Street and Corey Road are already terribly congested during rush hour. The proposed 270 rental units will add an unbearable amount of additional traffic to the mix.

The project should not be exclusively rentals. A good proportion of the units should be condos that would attract owner-occupants.

Finally, there is too little green-space. Besides landscaping along the street, the green-space in back should be enlarged and also opened to the public. Trees and shrubs are essential for mitigating some of the environmental impacts of the project.

Please reject this project and direct the developers to come back with a design that is smaller and less dense, with more green-space; one that fits in the neighborhood.

Thank you for considering my concerns.

Wilma Wetterstrom
9 Glenley Terrace
Brighton, MA 02135



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

15 Washington - OPPOSED to current proposal

1 message

Leland Webster <leland.webster@alum.mit.edu>

Thu, Feb 21, 2019 at 4:32 PM

To: casey.a.hines@boston.gov

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, "Brownsberger, William (SEN)"

<William.Brownsberger@masenate.gov>, conor.newman@boston.gov, mayor@boston.gov, andrea.campbell@boston.gov

Casey,

I am opposed to the proposed development at 15-35 Washington St. in Brighton as currently configured. It's clear to anyone reviewing the plans that it is over-sized and needs to be scaled down significantly, both in terms of (1) height (the current seven story maximum should be brought down to at most five, with the height decreasing proportionally as it approaches the street) and (2) set-back to provide some much needed green space. We also need more owner-occupants in our area, and I would like to see a significant percentage of the proposed housing units marketed as condos rather than as 100% rentals. The housing portion of the program should represent a variety of configurations - with townhouse-style residences in addition to standard city apartments.

As someone who frequents the Whole Foods store currently on the site, I am interested in a more spacious Whole Foods, but the proposed second floor location will be a nuisance and I ask that the developer explore ways to bring the store down to the ground level.

In sum, this development is currently so massive that it will be oppressive and a detriment to the neighborhood instead of the asset that it could be. While I applaud well-designed and correctly scaled development on the site, we do not need or want massive densification in our neighborhood, which seems to be thrust on us by developers at every turn. Please assist us in making sure this project is brought down to a scale that is more respectful of the neighborhood and enhances the quality of life of the people who live, work and shop in that area.

Kind regards,
Leland Webster, Ph.D., M.B.A.

15 Orkney Road
Brighton, MA 02135



two superblocks

1 message

P Jakab <cpjakab@gmail.com>

Thu, Feb 21, 2019 at 6:25 PM

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

Hello,

Another day I was walking near Fenway. You think having two new superblocks will make Washington street in Brighton to look like Boylston street? I don't. There never be idyllic scenery like the ones shown for the proposed development at [15-35 Washington Street](#) in Brighton. Washington street is just not wide enough.

Best,
Peter Jakab
300 Allston Street resident.

ps:here is the article I picked the word: superblock.

<https://www.bloomberg.com/opinion/articles/2019-02-21/america-s-rise-of-the-boxy-stumpy-apartment-buildings?srnd=premium>

The Fowler is clad in "iron-washed brick and troweled stucco," in case you were wondering. Its innards consist of five wood-framed stories over two stories of concrete. The five wood-framed stories indicate that, in building code language, it's a Type III rather than a Type V. The latter is the building category traditionally devoted to stick construction and is limited to four stories. You can go up to five stories with Type III, which used to be referred to as "ordinary masonry construction" but now simply requires that the exterior walls be made of noncombustible materials. It was architect Tim Smith's discovery in the early 1990s that fire-retardant-treated wood could be used in the outer frames of such buildings (a story recounted in more detail in the Businessweek article) that led to what was probably the first five-over-one building — Casa Heiwa, an affordable housing complex in Los Angeles's Little Tokyo neighborhood — which in turn established stick buildings as a viable alternative to high-rises in urban apartment construction.

To achieve densities of 100 units or more per acre, these buildings can't leave much of the land they're on uncovered — which, along with a preference for very big projects among the institutional investors who now finance most multifamily developments, results in what Senden and several other people I talked to described as "superblocks." But there's a limit to how wide the buildings can be and still have apartments that get enough sunshine to be marketable. As a result, a typical stumpy will meander around in a right-angled U or C or E or S.



15-35 Washington Street - Opposed

1 message

Jocelyn Silvester <jocelyn_silvester@yahoo.co.uk>

Thu, Feb 21, 2019 at 9:57 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Cc: "conor.newman@boston.gov" <conor.newman@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, "bpdaboard@boston.gov" <bpdaboard@boston.gov>, "mark.ciommo@boston.gov" <mark.ciommo@boston.gov>, "a.e.george@boston.gov" <a.e.george@boston.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "michael.flaherty@boston.gov" <michael.flaherty@boston.gov>, "andrea.campbell@boston.gov" <andrea.campbell@boston.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "william.brownsberger@masenate.gov" <william.brownsberger@masenate.gov>

I am writing to express my strong opposition to the proposed expansion of Whole Foods and construction of 270 residential units at 15-35 Washington Street. As a resident of the neighborhood, I am very familiar with the challenges that we already face related to traffic congestion as well as a rapidly expanding community that requires more services in the local neighborhood. The proposal is grossly inappropriate for the neighborhood and requires multiple zoning variances that effectively convert space designated to support the community to private space, thereby depriving the community of the services needed to support the increased density in projects already proposed/under review within a ¼ mile radius. Furthermore, the project as proposed is far too large for this area Brighton which does not have adequate infrastructure to support it. I also note that I and many of my neighbors only recently learned of this proposal as there has been very little effort to notify the community about the project. The lack of communication means that many are unaware or unable to comment and the comment period should be extended.

1. Proposal requests multiple zoning variations that do not promote development of a sustainable community.

The property is zoned NS1 (Neighborhood Shopping Center) – a category that encompasses the grocery store, bank, libraries, health services, places of worship and other uses. It does not include residential space. The current zoning should be respected (including the height limit) as other projects that have already been approved in the neighborhood will increase the demand for services that can be provided in the shopping center. Additional residential units without additional services will only increase traffic as residents must venture outside the community to access services and does not promote a sustainable community. Rather than luxury apartments, this location should be used for the prescribed uses that will support the community, e.g., daycare, gym/recreational facilities open to the community, health clinic/services.

2. Project too large, not appropriate for neighborhood. This area of Washington Street is a primarily residential neighborhood in which the proposed building with a significantly expanded footprint and increased height will overshadow surrounding buildings. The project as proposed has a footprint that extends to the limits of the property in all directions. This is in sharp contrast to surrounding properties which have preserved green spaces and community spaces. Whatever project is approved should be recessed from the street (e.g., 300 Allston Street, 20 [Washington Street](#), 170 [Corey Road](#), 180 [Corey Road](#)) and height restricted. A traditional sidewalk with two rows of trees and plantings would create a front yard experience that is a better match to the neighborhood context on Washington Street.

3. Current transportation infrastructure is unable to support the project. The proposal for a larger grocery store as well as 270 residential units (with a maximum of 172 additional parking spaces) will significantly increase traffic of all sorts to an area that already suffers from significant congestion. This project must also be considered in the context of other projects that have been approved or are currently under review on Washington Street: 5 Washington St (145 units; 105 parking spots); [101-105 Washington St](#) (70 units; 82 parking spots); 139-149 Washington St (220 units; 220 parking spaces); 159-201 Washington St (660 units; 510 parking spots). There are also several projects in the neighborhood on adjacent streets that share the same transportation infrastructure: 40 Mt Hood (178 units; 142 parking spots; replacing 74 room hotel); [1650 Commonwealth Ave](#) (40 units; 40 parking spots) and 77 Warren Street (101 units; 101 parking spots). This is an additional 1414 units (1684 if you include the current project as proposed) with only 1351 parking spaces. Most of these developments do not include visitor parking in a neighborhood that already has a shortage of on-street parking for residents and non-residents. Implicit in the current proposal is the assumption that 40% of renters of the proposed units and supermarket customers will not require vehicle parking and will rely upon ride services, buses, subway, cycling and walking.

Vehicle Traffic: The current proposal assumes that most of the other approved or proposed projects in the area will not affect background traffic and traffic to the loading dock is excluded from the traffic analysis for the proposed project. The developers conclude: "The surrounding traffic network can accommodate the Project without substantial impacts". This is an area that is anticipated to decline to the lowest rating for traffic conditions even in the "No build" scenario! Notably, all

additional traffic from the Project will be accommodated on Corey Road and Washington Street, which are already congested. Proposals to improve conditions through elimination of the pedestrian signals at Washington St and Corey Road require more consideration. While pedestrians may walk in the direction of the vehicles, one of the reasons for the congestion is that a high proportion of vehicles turn at this intersection, which would create a potentially dangerous situation for pedestrians. This is a particular concern given the location adjacent to a school (there is a crossing guard at peak times) and the high number of local residents with impaired mobility who would be put at risk from turning vehicles failing to yield to pedestrians.

Public Transportation: It is disingenuous to suggest that the D line serves this area as B and C line both have multiple stations that are a shorter walking distance from the project than Beaconsfield which is at the boundary of the ½ mile radius. In addition, Washington Street is the main corridor for the 65 bus route. As a user of this service, I can attest that it is already unable to manage the current passenger volume (before other approved projects that were planned on the basis of residents utilizing this route are completed). During peak times, the bus is often full and frequently passengers are unable to board between Beacon Street and the Longwood Medical Area, where the majority of riders get off. This service is unable to support the current ridership and cannot absorb more. Weekend service is also limited (Saturdays) or non-existent (Sundays), which limits the extent to which residents can rely upon this service (as opposed to personal vehicles for which there is no parking space!). The Washington Street and Washington Square stops are similarly unable to accommodate increased passenger volumes during peak times.

Bicycle traffic: The Project relies upon assumptions that residents/clients will use bicycles; however, it does not provide adequate infrastructure. The current sharrows contribute to dangerous conditions, particularly entering and exiting the Whole Foods parking lot (which is not proposed to change). A dedicated cycle lane separated from the street with a floating bus stop is a much safer option and there is ample space available to facilitate this.

Goods deliveries: The Project includes an internal loading dock. While this will help mitigate traffic issues, the use of online shopping by the residents means that the number of deliveries to the residential units is likely to exceed those to the bank and supermarket. It is unclear that this loading dock will be accessible during the extended hours that residential deliveries are made in this neighborhood (including on weekends). This is of particular concern because the location of the residential lobby adjacent to the bus stop risks rendering use of the bus stop or Corey Road for deliveries to the residential apartments a preferred option. This will only exacerbate existing and future congestion problems at this intersection.

4. Project includes residential units that require a zoning variance and do not provide the housing type needed in the neighborhood. Brighton has one of the lowest rates of owner-occupancy in the city and there is a shortage of family-appropriate units and of affordable housing. The proposed project includes primarily studio and 1-bedroom apartments that are 100% rental units with the minimum number of affordable units. This further exacerbates the distorted housing mix in the neighborhood and does not provide what is needed. This is particularly crucial at the present site which is adjacent to a school. Recommend that a majority of units are owner occupied and affordable housing exceeds minimum requirements. Rather than increasing the number of residents and strain on transportation, additional square footage should be devoted to providing services to support existing residents of the community and potentially reduce traffic, e.g., childcare or recreation facilities, rather than adding yet more luxury rental units an area which has seen a marked increase in this housing type.

Redevelopment of 15-35 Washington Street is an opportunity to improve our neighborhood and life in our community. Unfortunately, a large grocery store with hundreds of rental units (many without parking and all requiring a zoning variance) is unsuited to the neighborhood context and exacerbates existing transportation challenges. A smaller building offset from the road with more public green space, owner occupied units (and fewer of them) with childcare or recreational facilities that support the community is more appropriate for our neighborhood. Above all, more consideration needs to be given to innovative solutions to address the above problems – e.g., a green roof could supply produce to Whole Foods that does not require vehicle deliveries, reduce the heat island effect, reduce and delay stormwater run-off and improve air quality.

Sincerely

Jocelyn Silvester
300 Allston Street
Brighton, MA 02135

Corey Hill Neighborhood Association

February 20, 2019

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
City Hall, One City Hall Square
Boston, MA 02201

Subject: 15 Washington St. project: OPPOSED

Dear Casey,

A few days before the public community meeting, neighbors began reviving the long dormant neighborhood association due to the serious negative impact this proposed project would bring to the neighborhood and our quality of life. It is way out of scale, does not fit our neighborhood, and is unacceptable. While many neighbors have sent their individual and more detailed comments, as a group we wished to send the most frequently voiced joint concerns.

Also, we wish to request an extension of the comment period as many neighbors are just learning of the project and need time to respond, some neighbors are still displaced from last week's 20 Washington fire, and the proposed local meeting at Providence house has not yet been scheduled.

1. The proposed project is too tall (up to 100 ft. vs. the zoned 35ft.) and too dense (FAR ~2.8 vs 1.0). The setbacks are not sufficient. There would be a canyon effect on Corey, Washington, and Allston. Plus there would be a dramatic decrease in skydome area and also less light for current residents on those 3 streets. (PNF Table 6-2)

-2-

2. Many variances are requested despite no hardship or community need. To the contrary, the housing is the opposite of the affordable

(of all sizes), more family-sized, and more owned units this neighborhood and all of Brighton desperately needs. The proposed units are all rentals and mostly small. There is the minimum 13% of affordable units, but with Brighton's median \$56,000 income even those are a stretch for current residents.

3. There is no ground level/public green space.
4. The **transportation infrastructure is inadequate for the existing needs**. Traffic is congested, the T is maxed out during peak hours, and safety is a serious issue for bikes, pedestrians, and the very young children going to the Baldwin school @ Corey & Washington. Parking is a problem **now** with existing residents and visitors (no matter which side of the 'build for fewer cars to decrease usage' debate proves accurate), and a larger Whole Foods will attract more shoppers in cars, yet there are no additional spaces. This is true BEFORE the impact of the 1300+ units under construction, approved, or at the end of the review process in just the ½ mile of Washington from 5 Washington to Monastery, plus the Mt. Hood/Commonwealth units 2 blocks away. Only 40 of these units are completed so the main impact has not yet been felt, and that's without this project.
5. A second floor grocery store is more time-consuming for all and a serious burden and a safety issue for seniors, the disabled, and parents with strollers and/or older children, regardless of how many escalators and elevators are there.
6. The plans for loading bays, deliveries & tractor trailers are inadequate &/or ignore the reality of current delivery and car service habits. The large trucks can only turn from Washington

-3-

where they still block the street for the turn, and to leave they need to circle most of the parking lot.

7. Last week's fire has raised neighborhood concerns about emergency access to all parts of the residential & retail buildings plus evacuation safety.

8. The fire dept. spokesman at the fire was concerned about the 2-3 years of construction vehicles endangering emergency vehicle access.

Sincerely,
The Corey Hill Neighborhood Association Members



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

15 Washington St project - Opposed

1 message

Corey Hill Neighborhood Association <coreyhillneighbors@gmail.com>

Thu, Feb 21, 2019 at 11:39 PM

To: casey.a.hines@boston.gov, dnewman@strategygroupinc.com

Cc: Mark.Ciommo@boston.gov, a.e.george@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov, Brian Golden <brian.golden@boston.gov>

Dear Casey,

The letter of the newly revived Corey Hill Neighborhood group is attached.
Thank you.



Corey Hill2.21commentletter15Wash.doc

20K



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

Opposed 15 Washington st. Brighton

1 message

Patricia Nunez <sanunezp@gmail.com>

Fri, Feb 22, 2019 at 11:33 AM

To: casey.a.hines@boston.gov

Cc: Mark.Ciommo@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

I strongly oppose to this project for all the consequences in this neighborhood. Health, traffic and number of affordable units.

Sincerely,

Patricia Nuñez-Salas [LDN.MS.](#)



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

Fwd: From Dr. Brenda Gael McSweeney: 15 Washington St.-OPPOSED to current proposal

1 message

Colin Donnelly <colin.donnelly@boston.gov>
To: Casey Hines <casey.a.hines@boston.gov>

Fri, Feb 22, 2019 at 1:12 PM

FYI



**boston planning &
development agency**

Colin T. Donnelly

Special Assistant to the Director

617.918.4204 (o)

Boston Planning & Development Agency (BPDA)

One City Hall Square, 9th Floor | Boston, MA 02201

bostonplans.org

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

From: **Brenda Gael McSweeney** <gael444@gmail.com>

Date: Thu, Feb 21, 2019 at 11:47 PM

Subject: From Dr. Brenda Gael McSweeney: [15 Washington St.](#)-OPPOSED to current proposal

To:

Cc: <brian.golden@boston.gov>

Dear Colleagues,

I am strongly OPPOSED to the proposal as currently sketched out for [15 Washington St.](#), Brighton.

I suggest the following:

1. Since the project is currently far too massive and overwhelming for the site, it needs to be cut back dramatically, with a height of no more than two stories;
2. Home ownership of the housing components must be boosted to at least 50% (guaranteed owner-occupied, preferably townhouse condos);
3. Parking must increase to be commensurate with the doubling of the footprint of Whole Foods; as a shopper there, I would avoid the hassle of any future underground or otherwise jammed parking options, as would many others;
4. Public green space, with a small community park, must be incorporated to minimize negative environmental impact and offset in part the deleterious effects on the immediate neighborhood;
5. Finally, in the essential redesign, would it not behoove the developers and architects to plan an attractive, even award-eligible set of buildings and site?!

Looking forward to your support for a vastly improved and reasonable redesign of the proposed development for the 15 Washington St. property,

Your sincerely,

Dr. Brenda Gael McSweeney,

Condo Owner in the Historic Oak School Landmark Building,
Brighton - 02135



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Fri, Feb 22, 2019 at 8:42 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5427

Form inserted: 2/22/2019 8:42:15 PM

Form updated: 2/22/2019 8:42:15 PM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/15-35 Washington Street

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: Raluca

Last Name: Zelinschi

Organization:

Email: ralu14@gmail.com

Street Address: [300 Allston St Apt 412](#)

Address Line 2:

City: brighton

State: MA

Phone: (617) 974-5930

Zip: 02135

Opinion: Oppose

Comments: This project is too large for this area which already has significant traffic congestion. This project does not fit with the rest of the neighborhood due to it size. This project does not offer any public amenities. This project endangers the structural integrity of existing buildings nearby. This project endangers the safety of current residents. I strongly oppose this project. I doubt that there will be sufficient renters willing to pay the rents required to make this project worthwhile.

PMContact: casey.a.hines@boston.gov

Project ID: 3139



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

15 Washington St (Whole Foods Project) - Brighton Allston Community Coalition (BACC) letter

1 message

Barbara Parmenter <barbara.parmenter@gmail.com>

Sat, Feb 23, 2019 at 9:43 AM

To: casey.a.hines@boston.gov

Cc: Mark.Ciommo@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov, brian.golden@boston.gov, a.e.george@boston.gov

Dear Ms. Hynes,

I have attached a letter from the Brighton Allston Community Coalition (BACC) concerning the proposed development at the Whole Foods site on Washington Street. The letter highlights the BACC's significant concerns relating to this project.

To provide additional context relating to the BACC's views on housing and related issues in Allston-Brighton, we also have attached our detailed letter of 24 October to Mayor Walsh and Director Golden.

We hope that significant improvements can be made to the Whole Foods project so that it better serves the needs of the Allston-Brighton community.

Cordially,
Barbara Parmenter
Steering Committee, Brighton Allston Community Coalition

2 attachments



BACC letter-Whole Foods Project Washington Street Feb 23 2019.pdf

71K



BACC Allston-Brighton housing letter October 2018.pdf

301K

February 23, 2019

Dear Ms. Hynes,

This letter reflects the views of the Brighton Allston Community Coalition (the BACC) regarding the proposed residential development at the current Whole Foods site on Washington Street. The BACC is a newly formed community group with almost 500 members, focusing primarily on the need for more affordable housing and more owner-occupancy housing in Allston-Brighton. The BACC unites renters and homeowners, seeking to shape future development in a way that corresponds to the needs of the Allston-Brighton community.

The recommendations we advance in this letter are consistent with the views we advanced on development and transportation issues in our October letter to Mayor Walsh and Director Golden. We have attached that letter.

Until the developer addresses our significant concerns, we do not support the present proposal.

We advance a number of recommendations to enhance the project.

BACC recommends that 20 percent of the proposed rental units be designated affordable. The development of more affordable housing is a pressing need in Allston-Brighton.

Reflecting widespread community concerns about low and declining home-ownership in Allston-Brighton, we recommend that 50 percent of the proposed units be designed for home ownership. We also recommend that 70 percent of these condominium units be deed restricted to ensure that they will be owner-occupied units. In addition, we recommend that 20 percent of these deed-restricted owner-occupied condominium units be designated as affordable.

The development of additional deed-restricted owner-occupied housing is a pressing concern in Allston-Brighton. Allston has a troubling 10 percent owner-occupancy rate, while Brighton's owner-occupancy rate has declined from 26.8 percent in 2010 to 22 percent in 2017. These rates compare unfavorably to the city-wide average of 34 percent. Finally, new and proposed housing developments in Allston-Brighton have overwhelmingly been rental in character, and this will produce further declines in owner-occupancy in the neighborhood.

We emphasize that this site represents an important location for the development of owner-occupied deed-restricted housing, given its proximity to the B line trolley on Commonwealth Avenue and the C line trolley on Beacon Street.

We recommend a significance increase in the amount of green space in the project; the creation of green space can be accommodated by a reduction in the density of the project. We also stress that the green space created by the project needs to be accessible to the public.

We have concerns about the density impact of the project. We highlight the need for better public transportation in order to better serve the proper housing density on the site. Please see our discussion of issues relating to transportation below.

Although we recognize that the site is a favorable one for some density given its proximity to two trolley lines, improvement in public transportation are needed to accommodate higher residential density. First, the MBTA needs to enhance service on the B and C lines through signalization of these lines, allowing for faster transportation. Second, the MBTA needs to increase bus service along Washington Street to reduce traffic congestion caused by additional auto traffic.

The BACC also advances the following recommendations related to transportation. The developer should supply residents with free T passes as a means to promote the use of public transportation. The developer should join the Allston-Brighton Traffic Management Association. The developer should fund one Hubway Bike station near the proposed residential property. These steps would reduce community concerns about traffic and parking by encouraging the use of public transportation and bikes.

We also raise safety concerns related to the project, highlighting the need for careful planning to allow pedestrians, including seniors to cross the very busy Washington Street. In addition, there appears to be no space for drop off and pick up of people coming to the site by car. With the increase in popularity of ride share programs, there must be a larger space for cars to pull into the property as well as to be able to pick up residents and customers.

Finally, care should be taken to make the property, including the supermarket, easily accessible for individuals with disabilities and for seniors. In this regard, we particularly have concerns about potentially hazardous escalators.

We appreciate your attention to the issues raised in this letter. We hope the developer works cooperatively with the community to produce a better project.

Sincerely,

Kevin M. Carragee
Steering Committee Chair, BACC
617.218.7483 cell
617.254.4462

Cc: City of Boston Mayor Walsh; BPDA Director Brian Golden; Representative Kevin Honan; Representative Michael Moran; District City Councilor Mark Ciommo; State Senator Will Brownsberger; Conor Newman, City of Boston, Allston-Brighton Liaison, Neighborhood Services; City Council President Andrea Campbell; City Councilor Annissa Essaibi-George; City Councilor Michael Flaherty; City Councilor Michelle Wu;

24 October 2018

Hon. Martin J. Walsh
Boston City Hall, Suite 500
1 City Hall Square
Boston, MA 02201-2013

Brian P. Golden, Director
Boston Planning and Development Agency
Boston City Hall, Ninth Floor
1 City Hall Square
Boston, MA 02201-2013

Dear Mayor Walsh and Director Golden:

This letter reflects the views of the Brighton Allston Community Coalition (BACC) articulating our deep concerns related to the surge of residential housing development in Allston-Brighton. The BACC is a newly formed community group with more than 350 members – all residents of Allston or Brighton -- focusing primarily on the need for more affordable housing and more owner-occupancy housing in Allston-Brighton. The BACC unites renters and homeowners, seeking to shape future development in a way that corresponds to the needs of our community.

Reflecting the views of BACC membership, we have significant reservations concerning the Mayor's support of, and the BPDA's resulting approval of, housing developments that do not reflect the interests and desires of Allston-Brighton residents. This has occurred despite the BPDA's frequently emphasized assertion that its planning processes seek to be responsive to community concerns. Sadly, our members define the BPDA's actions in approving housing development proposals, and the Mayor's support of such proposals, as far more responsive to developers rather than Allston-Brighton residents.

A striking example of this tendency was the approval of a largely rental development on the former site of St. Gabriel's Church, despite widespread community opposition as well as the opposition of Councilor Ciommo, Representative Moran, and Representative Honan. The St. Gabriel's site was a prime opportunity for the construction of much needed owner-occupied housing in Brighton. Sadly, the BPDA, under the direction of the Mayor, squandered this opportunity.

We stress that Allston-Brighton is a **community at risk**, with an increasing transient character and with a low and perceptibly declining level of owner-occupied housing. Absentee investors are purchasing owner-occupied homes almost as soon as they come on the market, and prices of condominiums and single and two-and-three-family homes have been driven up so much by eager investors that individuals, couples and families are barred simply by price from purchasing property in Allston or Brighton. Moreover, the housing built since the election of Mayor Walsh is simply not affordable for the overwhelming majority of Allston-Brighton residents. Given escalating rents and home prices, working and middle-class residents of our community

*Hon. Martin J. Walsh
Brian Golden, Director
October 24, 2018
Page 2 of 10*

increasingly are displaced from our neighborhood, despite their desire to stay and contribute to Allston-Brighton's vitality.

Unfortunately, the BPDA has not taken a comprehensive approach to recent residential development in Allston-Brighton, and the Mayor has not directed the BPDA to do so. Instead, the approach has focused on single projects, ignoring the wave of development sweeping our neighborhood. Sadly, the BPDA consistently has neglected widely expressed community concerns related to inadequate urban planning concerning the following pressing issues in Allston-Brighton: the need for affordable housing; the need for owner-occupied housing; and the need for improvements in public transportation to accommodate large, new residential developments.

This pattern of inadequate and poorly conceived urban planning needs to stop. We intend to mobilize the Allston-Brighton community to oppose housing developments that ill-serve our neighborhood.

Before defining our major concerns, we stress that we are not a NIMBY group. We recognize the need to build more housing in our community and in the city as a whole. We also stress that a comprehensive approach to Greater Boston's housing crisis needs to include a commitment by suburban communities to sharply increase their construction of new housing, including affordable housing. The striking disparity between the number of new housing units being constructed in Allston-Brighton in particular and Boston in general compared to the number of units being constructed in suburban communities represents a social justice issue that demands attention.

We organize our subsequent discussion into four main categories, focusing first on the current situation and the failure of the Walsh Administration's approach to housing in Allston-Brighton, followed by the need to create more owner-occupied housing, more affordable housing, and on the need to integrate significant improvements in public transportation to accommodate the current wave of residential housing development in Allston-Brighton.

The Stark Failure of the Walsh Administration's Theory of "Trickle Down" Affordability and Availability of Housing in Allston-Brighton

We understand that the Walsh administration had/has a theory that the mere building of more rental housing -- no matter how expensive the rents may be -- will have what can only be described as a "trickle down" effect on the Allston-Brighton rental market as a whole and result in more affordable rentals and more available rentals for residents and for those middle income workers and families who want to move to Allston and Brighton. We have heard this theme at meetings. But now we are past the theory stage and well into the reality, and the Walsh Administration's "trickle down" theory for housing in Allston-Brighton has been as much of a failure as "trickle down" economics nationally.

Hon. Martin J. Walsh
Brian Golden, Director
October 24, 2018
Page 3 of 10

All but a small percentage of new housing units built, or approved to be built, in Allston-Brighton under the Walsh Administration have been rentals. Hundreds and hundreds of new rental units already have been built in Allston-Brighton under a Walsh Administration BPDA. But these rental units, rather than creating a trickle or ripple of more affordable housing opening up in Allston and Brighton, have merely created building after building of expensive (and not necessarily luxury) rentals. Agents report that some developer/owners have been resorting to various incentives, such as free rent for a month or two, to try to induce people to move into these expensive apartments. Continuum, for example, at Barry's Corner at 219 Western Avenue in Allston, faced serious vacancy issues and finally turned to short-term rentals to boost vacancy.

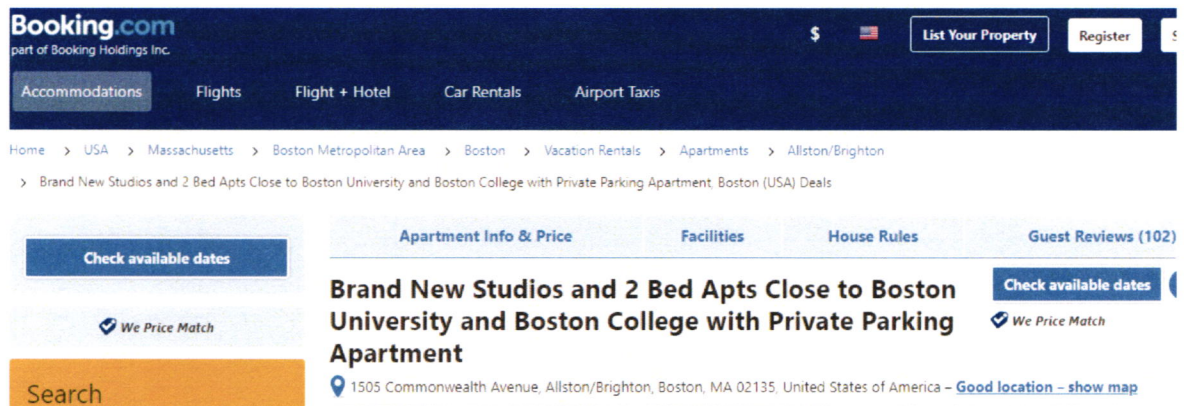
Nova – a newly constructed apartment building at 1505 Commonwealth Avenue in Brighton– is openly listing its apartment units for travelers on Booking.com and Agoda.com, travel-booking sites. Here is a partial screen capture from October 21 from Agoda.com:

The image shows a partial screen capture of the Agoda.com website for the 'Nova Brighton Apartment'. At the top, there is a search bar with 'Nova Brighton' entered, and filters for dates (22 Oct 2018 Monday to 23 Oct 2018 Tuesday) and guests (2 adults, 1 room). Below the search bar, there are tabs for 'Rooms', 'Facilities', 'Guest policies', 'Reviews', and 'Map'. The main heading is 'Nova Brighton Apartment' with a location pin icon and the address '1505 Commonwealth Avenue, Allston-Brighton, Boston (MA), United States, 02135 - View on map'. To the right, there is a rating of 'Excellent 8.5' based on '89 reviews' and a 'Very good location' badge. Below this, there is a 'Good to know' section with a table of ratings and information. At the bottom, there is a 'Things you'll love' section with icons for public transportation, air conditioning, fitness center, and elevator.

Good to know	
Value for money	6.0
Location rating	7.5
Nearest airport	Logan International Airport (BOS)
Distance to airport	10.5 Km

Things you'll love			
180 meters to public transportation	Air conditioning	Fitness center	Elevator

On Booking.com, Nova uses its address of 1505 Commonwealth rather than the name “Nova Brighton” and says it has been “welcoming Booking.com guests since February 6, 2018.” The apartment building has been rented out so frequently to travelers through Booking.com that as of October 21, it had 102 guest reviews on the site. Here is a partial screen capture:



While the upcoming restrictions on such rentals (if they are effectively enforced, and that remains an open question) may curb the practice of Nova and others treating new rental units as hotel rooms, the underlying situation remains: the BPDA's and the Mayor's support for the building of new expensive rentals are not creating a trickle-down effect on affordable housing, or on housing availability in general for middle income and low income wage earners in Allston and Brighton.

To summarize, there is a significant mismatch between the residential housing being approved by the Walsh administration and the compelling need for more affordable and owner-occupied housing in Allston-Brighton.

The Need for More Owner-Occupied Housing in Allston-Brighton

Despite widespread community concerns about low and declining home-ownership in Allston-Brighton, concerns repeatedly reflected in BACC letters on individual housing developments in Allston-Brighton, the BPDA approval process has produced new housing in our community that is, as pointed out above, overwhelmingly rental in character.

Owner-occupied housing would help stabilize an increasingly transient neighborhood. According to the latest available statistics, Allston's owner-occupancy rate as of 2016 – before many of the BPDA-approved apartment complexes opened – was already one of the lowest in the city at 11.3 percent. Brighton's owner-occupancy rate fell from 26.8 percent in 2010 to 23.2 percent in 2016, before hundreds and hundreds of new rentals approved by the City entered the market. These owner-occupancy rates are significantly lower than the citywide average of 35 percent. The BPDA approvals of large-scale rental housing developments over the last several years will only continue to worsen Allston-Brighton's troubling owner-occupied rates.

BACC's Recommendation on the Creation of More Owner-Occupied Housing in Allston-Brighton

- Given Allston-Brighton's low and declining percentage of owner-occupied housing, the BACC recommends a significant increase in home-ownership units in new developments, with new condominium projects required to have high percentages of owner-occupancy to prevent them from being treated solely as rental housing. We call for deed-restricted units in these developments, preventing investors from purchasing these units as a means to generate rental income.
- Our discussion of new initiatives to create additional affordable housing in our community also contains proposals related to the creation of affordable home-ownership opportunities in Allston-Brighton (please see below).

The Need for More Affordable Housing in Allston-Brighton: the Mayor's stated goal of 23% income-restricted units on new production is doomed to failure in Allston-Brighton unless the outdated 13% onsite rate under the Inclusionary Development Policy for Allston-Brighton is increased now, while the neighborhood is in the midst of a tidal wave of housing development

In the latest 2030 housing report, the Mayor specifically stated:

"The City is committed to continuing to target 23% of the new production as income-restricted units."

But Allston-Brighton, faced with thousands of new units constructed and approved, is falling far short of this explicit 23% income-restricted goal. There is a path to achieving this goal, but the city must act to achieve it.

The creation of more affordable units is an acute concern in Allston-Brighton, given that Brighton's median income is \$56,729 and Allston's is \$42,722. Given the high cost of rental and home ownership, increasing numbers of working and middle class people have been forced to leave our neighborhood.

Allston-Brighton's problems associated with affordable housing and owner-occupied housing are linked, in part, to a decades-long failure of Boston universities and colleges to house their undergraduates on campus. This failure has made Allston-Brighton a magnet for investor/absentee landlords who purchase two-and-three-family homes in our community, thus reducing owner-occupancy rates, and who charge rapacious rents to undergraduate students, thus significantly reducing the supply of affordable housing. Consequently, the continuing failure of Boston University and Boston College, for example, to house their undergraduate students has contributed to our neighborhood's housing crisis.

The city's current goal to reduce in half the currently estimated 36,000 undergraduate students living in off-campus housing by 2030 is both inadequate and timid.

Similarly, the rapid expansion in the number of graduate students attending Boston universities and college has placed additional pressure on the city's residential housing stock, increasing rents and home prices.

BACC's Recommendation on the Creation of More Affordable Housing in Allston-Brighton

- The City of Boston should mandate that all new residential housing developments in Allston-Brighton make 20 percent of their on-site units affordable, rather than the now required 13 percent under the Inclusionary Development Policy. The current 13 percent figure, instituted many years ago, is outdated and woefully out of sync with an area such as Allston-Brighton where development is booming.
- Current definitions of affordability exclude many Allston-Brighton and Boston residents from renting or purchasing new affordable units in our neighborhood, given that these definitions are based on income levels in greater Boston, including the city's more affluent suburbs. We, therefore, recommend that developers proposing large-scale residential projects (for example, the Stop and Shop development) agree to increase subsidies for 20 percent of the affordable rental and deed-restricted owner-occupied condominium units. These increased subsidies would create affordable units at a price far more consistent with the incomes of most Allston-Brighton residents.
- The City needs additional financial resources to spur the construction of *affordable* rental **and** owner-occupied housing. Therefore, the BACC endorses the following proposals to secure new tax revenue for the creation of affordable housing. We join other housing advocates and groups, including the Institute for Policy Studies, in proposing a modest tax surcharge on new high-end residential and commercial properties that exceed \$3 million in value. We also endorse the Institute of Policy Studies' recommendation that a 1 percent surcharge on the taxable assessed value of luxury condominiums be applied when these units are used as second or third homes (and, as a consequence are empty most of the year) or when these units are investment properties used for rental housing. A recent study by the Institute for Policy Studies revealed that only 36 percent of owners of luxury condominium units in Boston applied for the city's residential property tax exemption. In response to similar trends, Vancouver implemented this proposal and has now raised \$30 million for the creation of affordable housing. The BACC also recommends that the City assess a "flip tax" on large multi-unit residential developments when these properties are sold within a short period of time. This proposed tax would exclude single-family homes and individual condominium units. Revenue from this tax would be directed toward the creation of affordable rental and owner-occupied housing. Vancouver has implemented such a tax and San Francisco is considering this tax. The need for such an initiative is underscored by a recent "flip" of a large rental development

in Allston, Trac 75. Marketed in May 2017, this development cost \$26 million to build, with an additional cost of \$3.25 million for land acquisition. Despite the developer's often-expressed commitment to Allston over a prolonged period of time, this development was flipped only 15 months later for a profit of \$13.25 million. This type of tax would discourage real-estate speculation that fuels escalating rents and home prices.

- The BACC recommends that the BPDA secure binding commitments from Boston University and Boston College to house their entire undergraduate student populations on their campuses by 2030 as a means to alleviate our neighborhood's housing crisis. Both universities have the resources (ample endowments) and land to accomplish this goal. Boston University has multiple surface parking lots that could accommodate undergraduate housing. Boston College could replace its modular housing, created in the 1970s as *temporary* housing, with taller dormitories and, when the college opens its new recreation center, it has the ability to construct new student housing on the current site of the Flynn Recreation Center.
- The BACC also urges the BPDA to work with Boston universities and colleges to spur the construction of housing for their graduate students. The creation of housing for graduate students by Harvard University and other universities would help alleviate our neighborhood's housing crisis.

The Need for Significant Improvements in Public Transportation in Allston-Brighton

Despite the unprecedented wave of residential housing development in Allston-Brighton, there has been a profound failure to engage in an urban planning process that ensures improvements in public transportation in order to accommodate new residents. As a consequence, our streets increasingly are clogged with traffic, slowing commuting times and increasing air pollution. Moreover, given the lack of improvements in public transportation, we have witnessed an increasing reliance on Uber and Lyft, producing even more traffic congestion.

The need for dramatic improvements in public transportation in Boston as a whole is underscored by the fact that Boston is the world's 14th most congested city in the world in terms of traffic and the 7th worse in the United States.

We also are deeply concerned about the potential reliance on private van services as a major transit option. It has become commonplace for large residential developers to pledge their support for the Allston-Brighton Traffic Management Association as a potential means to reduce traffic congestion. However, there is no actual transportation being provided or arranged by the Allston-Brighton TMA as far as we know. Beyond that, and even more serious: we know of no effort by the City to study how private vans, to the extent they may be provided at some point, combined with Ubers, Lyfts and taxis, will influence vehicular traffic in our neighborhood. Also, the City needs to examine the plans of residential developers in Watertown to employ vans to bring their residents to the Boston Landing commuter rail station. For example, the developer for the proposed Stop and Shop project presented troubling data related to the departure of vans

every 7 to 10 minutes during the morning and evening rush hours from Watertown developments to Boston Landing. This commitment by Watertown-based projects will only add to the traffic congestion in Allston-Brighton.

Significantly, we have deep concerns that -- to the extent that private vans do indeed provide transportation from various housing developments -- reliance on these vans will produce a two-tiered transportation system, especially if the MBTA does not improve the frequency and reliability of its bus services. Briefly put, we fear that the residents of these new and expensive residential buildings will have access to a form of transportation unavailable to other Allston-Brighton residents who depend on publicly financed buses. This outcome would produce a class-based transportation system, and this needs to be avoided by proper urban and transportation planning.

BACC's Recommendations Concerning Improvements in Public Transportation

Given the above concerns, there is an urgent need for the Mayor and the BPDA to work with, and push, the MBTA to dramatically improve public transportation in our neighborhood. The recent initiative, the Allston-Brighton Mobility Study, has potential promise, but unfortunately this initiative related to improving public transportation is just beginning and it followed rather than preceded the wave of residential housing development in our community.

We intend in the near future to send a comprehensive definition of BACC's recommendations concerning improvement in public transportation in Allston-Brighton to the MBTA. Given this, we simply identify some of our major priorities in the following discussion, sketching our vision of a significantly improved public transportation system that would effectively respond to significant residential housing development in our neighborhood:

- An increase in the number of commuter trains serving the Boston Landing station to accommodate current and future residential and commercial development in this area. Although this train service is repeatedly cited by the BPDA and developers in pushing for developments in our area, the reality is that the train service is so infrequent at times during the day that it cannot seriously be regarded as regular reliable transportation in an urban setting. For example, on the fall schedule that is about to take effect on October 29, there is an inbound train at 7:54 am, and not another one until more than 35 minutes later, at 8:30 am. After the inbound train at 8:40 am, a rider would have to wait 43 minutes to board the next train at 9:23 am. Midday, the inbound schedule has only occasional runs. There is a train at 1:23 pm, but then a rider would be stuck waiting nearly 1 hour and 45 minutes for the next train at 3:07, and if that were missed, the next train does not come for nearly two hours later (5:07 pm). This is not a schedule for meaningful urban transportation.
- An enlarged and improved "kiss and ride" drop-off area at the Boston Landing station to accommodate increased use of this station. The current area is clearly inadequate given the planned developed in the immediate area;

- The construction of a multi-modal transportation hub at West Station in Allston *prior* to the construction of Harvard's new Allston campus and *prior* to other residential or commercial developments in this area. The current traffic congestion in the Seaport District serves as a reminder of the severe negative consequences of large-scale development occurring prior to adequate public transportation being built;
- Improvements in trolley service on the B and C lines through traffic light signalization, dramatically improving travel times for trolleys along these heavily used lines;
- Large-scale residential projects should supply residents of the planned apartments and condominiums free T passes to promote the use of public transportation.
- The City should accelerate its efforts to enhance pedestrian and bike safety in Allston-Brighton. For example, there is a compelling need to create additional bike lanes, particularly protected bike lanes. In addition, more bike racks are needed at major transit hubs, including Boston Landing.

In addition, we urge the City, the Boston Transportation Department and the MBTA to engage in a **complete re-design of bus lines** that serve Allston-Brighton; this re-design should be informed by bottom-up planning, providing ample opportunity for Allston-Brighton residents to inform this planning. BACC urges that the following issues be considered as part of this re-design:

- The re-routing of existing bus lines or the creation of new bus lines to reflect current and planned housing developments in our neighborhood. For example, there is an urgent need for additional bus service to the Boston Landing commuter rail station, including bus service from Watertown, given the extensive new and planned housing development there. These enhanced bus services would reduce the need for private van service to Boston Landing, while simultaneously increasing the number of people served per trip, and, thereby, reducing traffic congestion.
- A review by the BTD and the MBTA of streets in Allston-Brighton that can accommodate bus-only lanes in an effort to significantly reduce bus travel times;
- A review of all bus stops throughout Allston-Brighton in an effort to significantly reduce the number of unnecessary stops. Some buses have stops on consecutive streets. The reduction in stops would have multiple benefits, including decreasing travel times for buses, reducing air pollution and creating additional on-street parking;
- The creation of a 57 Express bus service connecting Kenmore Square and Watertown. The 57 bus service is heavily used, but it suffers from slow travel times and overcrowding. We propose a 57 express bus with the following *limited stops*: Kenmore Square, Packard's Corner, Allston Village, Union Square, St. Elizabeth's Hospital,

*Hon. Martin J. Walsh
Brian Golden, Director
October 24, 2018
Page 10 of 10*

Brighton Center, Oak Square, Newton Corner and Watertown Square. This express service would significantly reduce travel times for passengers to these locations.

Conclusion

We hope this letter provides you with a detailed sense of BACC's vision for Allston-Brighton's future. We underscore our view that Allston-Brighton is a community at risk. We need to create an urban planning process that reflects the needs and interests of Allston-Brighton residents. Sadly, we are far from that goal.

Cordially,

Kevin M. Carragee
Chair, BACC
617.218.7483 cell
617.254.4462

Cc: Representative Kevin Honan; Representative Michael Moran; District City Councilor Mark Ciommo; State Senator Will Brownsberger; State Senator Sal DiDomenico; Sarah Myerson, Director of Planning, BPDA; Jonathan Greeley, Director of Development Review, BPDA; Michael Christopher, Deputy Director of Development Review, BPDA; Jerome Smith, Director of Neighborhood Services and Chief of Civic Engagement; Warren O'Reilly, City of Boston, Allston-Brighton Liaison, Neighborhood Services; City Council President Andrea Campbell; City Councilor Annessa Essaibi-George; City Councilor Michael Flaherty; City Councilor Michelle Wu; City Councilor Ayanna Pressley



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

Development Proposal

1 message

Diora Dalimova <diora101@gmail.com>

Sat, Feb 23, 2019 at 8:22 PM

To: casey.a.hines@boston.gov

To whom it may concern,

Let me start by saying this "proposal" to remove Whole foods is an absolute NO from me. Why? Because it is located in a convenient location not only to me but most residents especially the elderly who live across the street. They have their independence knowing they can walk down and cross the street to do their grocery shopping instead of relying on rides, time, etc. Not only will it block their view from looking at the window it'll turn the area into a compact street where mind I remind you, that its already a busy street with never ending traffic. It is absolutely a bad idea to build over Whole Foods. We should leave it as it is and move on. Please, I repeat please do not change the area. We are used to having Whole foods as is and don't need changes. Thank you.

-Diora



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Sun, Feb 24, 2019 at 11:13 AM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5437

Form inserted: 2/24/2019 11:12:41 AM

Form updated: 2/24/2019 11:12:41 AM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/15-35 Washington Street

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: Isabella

Last Name: Bennett

Organization:

Email: bellabennett2@gmail.com

Street Address: [55 Litchfield St](#)

Address Line 2:

City: Brighton

State: MA

Phone: (508) 989-0868

Zip: 02135

Opinion: Oppose

Comments: To BPDA Project manager Casey Hines and the 15 Washington (Whole Foods block) developers: We are very concerned as your proposed project does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life. I am concerned about the gentrification of this area and the fact that this development will push many low income people/families out of this area. The percentage of "affordable" housing included in this project, while in line with current regulations, is not nearly significant enough for this construction project to be merited. First, affordable housing is calculated in a way that this type of housing is still unaffordable for the people that need it most. Second, 13% of a new project is not nearly significant enough to warrant this use of resources. Third, the intended plan of construction is not nearly in line with the radical shift necessary in construction techniques to slow climate change. For this project to be at all worthwhile, the plans for construction would need to be focused on zero emission building strategies compliant with the ideals set out in the Green New Deal and actually affordable housing would need to be a priority to avoid the continuous gentrification and shutting out of low income community members. To put it simply, my community believes that this proposed building is too big- both too high & too dense. Safety-Emergency access would be difficult. The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods. The building would block over 55% of our sky view & thus some of our light (your table 6-2). A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities, mobility problems, or strollers and children. Furthermore, a recent Oxfam study notes the inhumane nature of supermarket chains such as Whole Foods. One small quote from this report follows: "Human suffering should never be an ingredient in our food, yet millions of people producing the food we buy at supermarkets like Stop & Shop, Giant, and even socially-

conscious Whole Foods, are working in appalling and unsafe conditions for shockingly little pay," said Irit Tamir, Director of Oxfam America's Private Sector Department. "Working in dangerous conditions, earning low wages, and living in poverty, these workers can hardly feed their families all while supermarket giants are capturing an increasing share of the money we spend at the check-out and supermarket executives are enjoying big profits. It's time for the biggest supermarkets to respect the rights of the people who produce our food." (The full report can be found at <https://www.oxfamamerica.org/press/poverty-and-inequality-are-ingredients-in-supermarket-supply-chains-even-at-socially-conscious-whole-foods/>) We should not be further promoting this type of inhumane treatment of our community members. Please feel free to reach out for further comments. Sincerely, Isabella Bennett

PMContact: casey.a.hines@boston.gov

Project ID: 3139



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Sun, Feb 24, 2019 at 1:05 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5438

Form inserted: 2/24/2019 1:05:05 PM

Form updated: 2/24/2019 1:05:05 PM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/15-35 Washington Street

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: Nina

Last Name: Ma

Organization:

Email: jl600500@gmail.com

Street Address: [300 Allston street](#)

Address Line 2:

City: Brighton

State: MA

Phone: (323) 605-7650

Zip: 02135

Opinion: Oppose

Comments: The project is far too big for the small and narrow streets surrounding that block. I would be particularly worried about Allston Street that reduces in size particularly during the winters when two cars cannot readily pass one another without slowing down or stopping. The project will significantly increase car and pedestrian traffic that the neighborhood (including elementary school) is not designed to safely accommodate.

PMContact: casey.a.hines@boston.gov

Project ID: 3139



15 Washington St (Whole Foods)- Opposed

1 message

Susan Podziba <susan@podziba.com>

Sun, Feb 24, 2019 at 5:29 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>, "dnewman@strategygroupinc.com"

<dnewman@strategygroupinc.com>

Cc: "Mark.Ciommo@boston.gov" <Mark.Ciommo@boston.gov>, "a.e.george@boston.gov" <a.e.george@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "Michael.Flaherty@boston.gov" <Michael.Flaherty@boston.gov>, "andrea.campbell@boston.gov" <andrea.campbell@boston.gov>, "kevin.honan@mahouse.gov" <kevin.honan@mahouse.gov>, "michael.moran@mahouse.gov" <michael.moran@mahouse.gov>, "William.Brownsberger@masenate.gov" <William.Brownsberger@masenate.gov>, "conor.newman@boston.gov" <conor.newman@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>

Dear Ms. Hines,

Thank you for extending the comment period.

My husband and I live on Orchard Road within one block of the proposed project at [15 Washington Street](#) in Brighton. While we support a higher and better use for the site, we oppose the project as currently proposed.

The project appears to treat the site and its immediately adjacent roads as an island unto itself. In its traffic study, it has failed to account for existing car, bicycle, and foot traffic on the roads across the street, and **the Corey Road-Orchard Road and Downing Road-Washington St. intersections are not included in its study areas at all.**

The Corey Road-Washington St. intersection is mostly gridlocked at peak times as well as at other times throughout the day. *The Baldwin* Early Learning Center at this intersection is a *Boston Public School* full-time program for three to seven year olds. It enrolls 195 children. Student dropoff occurs during the morning rush hour and pickup occurs during evening rush hour. Both include parents in private cars (who often must park illegally) and approximately 7 buses that unload and load at or near Corey Road, one block before the intersection with Washington Street. As a resident of Orchard Road, (the street at the back of the Baldwin School), it is already extremely difficult to turn onto or off of Corey Road, which backs up for blocks during rush hours as cars wait to get through the traffic signal at Washington St. With parking on both sides, a single car turning left means that often only one car gets through the traffic light per cycle. Washington St. is often gridlocked, which means that the left turning car may wind up stuck in the middle of the intersection. When the buses are parked on Orchard Road, it is impossible to pass onto our street from Corey Road and we already must divert to Williston St. or Downing St. In addition, turning left onto Washington St. from Downing Road can require a 10 or 15-minute wait during rush hours. It is also an area with heavy bicycle traffic.

Across the street from the proposed development are three elderly housing developments. There are ambulances at these developments multiple times per week, which often park on the southbound side of Washington St., thereby blocking that side of the road. This month there was a four-alarm fire in one the elderly developments that completely shut down Washington St. from Beacon St. to Commonwealth Ave. during the morning rush hour as residents were evacuated via fire ladders.

The current plan suggests that the two exits from the Whole Foods parking lot will be reduced to one, with only a right turning lane onto Washington St. This would cause the entire Salisbury Road / Corey Farm neighborhood to have to turn right onto Washington St. with no direct way to get back into our immediately adjacent neighborhood.

Before even contemplating a second major development at Corey Road and Washington Street, a comprehensive traffic study of volume during rush hours and off peak travel times, when school is in session, must be undertaken and shared with the community.

The scale of the project is too large for the neighborhood and too dense at 7 stories and a footprint covering nearly the entire site. It is cynical that the developer's presentation states that the proposed development: "creates a more inviting environment for pedestrians." As proposed, it will create urban tunnels. There are no setbacks, no green space, no space for the existing bus stop, and no acknowledgement that existing foot traffic includes residents of the senior housing developments, who are slow moving when crossing the street, with many dependent on walkers, wheel chairs, and motorized scooters.

We would support a reasonably scaled development with significant setbacks, green space, and green storm control strategies. However, we oppose the proposed development for 15 Washington St. The current proposal should not be considered a starting point for negotiations. **It should be rejected, and the proponents should be instructed to propose anew, with less density, lower height, and wide setbacks, all within the context of an area wide traffic study.**

Thank you for the opportunity to provide comments.

Susan Podziba

[21 Orchard Road](#)

[Brookline, MA 02445](#)

--

Susan Podziba

Public Policy Mediator

Podziba Policy Mediation

susan@podziba.com

tel: 617-738-5320

mobile: 617-510-8870

<http://www.podziba.com>

<http://www.civicfusionbook.com>



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Sun, Feb 24, 2019 at 5:31 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5439

Form inserted: 2/24/2019 5:30:52 PM

Form updated: 2/24/2019 5:30:52 PM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/[15-35 Washington Street](#)

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: Susan

Last Name: Podziba

Organization: 1960

Email: susan@podziba.com

Street Address: [21 Orchard Road](#)

Address Line 2:

City: Brookline

State: MA

Phone: (617) 510-8870

Zip: 02445

Opinion: Oppose

Comments: Dear Ms. Hines, Thank you for extending the comment period. My husband and I live on Orchard Road within one block of the proposed project at [15 Washington Street](#) in Brighton. While we support a higher and better use for the site, we oppose the project as currently proposed. The project appears to treat the site and its immediately adjacent roads as an island unto itself. In its traffic study, it has failed to account for existing car, bicycle, and foot traffic on the roads across the street, and the Corey Road-Orchard Road and Downing Road-Washington St. intersections are not included in its study areas at all. The Corey Road-Washington St. intersection is mostly gridlocked at peak times as well as at other times throughout the day. The Baldwin Early Learning Center at this intersection is a Boston Public School full-time program for three to seven year olds. It enrolls 195 children. Student dropoff occurs during the morning rush hour and pickup occurs during evening rush hour. Both include parents in private cars (who often must park illegally) and approximately 7 buses that unload and load at or near Corey Road, one block before the intersection with Washington Street. As a resident of Orchard Road, (the street at the back of the Baldwin School), it is already extremely difficult to turn onto or off of Corey Road, which backs up for blocks during rush hours as cars wait to get through the traffic signal at Washington St. With parking on both sides, a single car turning left means that often only one car gets through the traffic light per cycle. Washington St. is often gridlocked, which means that the left turning car may wind up stuck in the middle of the intersection. When the buses are parked on Orchard Road, it is impossible to pass onto our street from Corey Road and we already must divert to Williston St. or Downing St. In addition, turning left onto Washington St. from Downing Road can require a 10 or 15-minute wait during rush hours. It is also an area with heavy bicycle traffic. Across the street from the proposed development are three elderly housing developments. There are ambulances at these

developments multiple times per week, which often park on the southbound side of Washington St., thereby blocking that side of the road. This month there was a four-alarm fire in one the elderly developments that completely shut down Washington St. from Beacon St. to Commonwealth Ave. during the morning rush hour as residents were evacuated via fire ladders. The current plan suggests that the two exits from the Whole Foods parking lot will be reduced to one, with only a right turning lane onto Washington St. This would cause the entire Salisbury Road / Corey Farm neighborhood to have to turn right onto Washington St. with no direct way to get back into our immediately adjacent neighborhood. Before even contemplating a second major development at Corey Road and Washington Street, a comprehensive traffic study of volume during rush hours and off peak travel times, when school is in session, must be undertaken and shared with the community. The scale of the project is too large for the neighborhood and too dense at 7 stories and a footprint covering nearly the entire site. It is cynical that the developer's presentation states that the proposed development: "creates a more inviting environment for pedestrians." As proposed, it will create urban tunnels. There are no setbacks, no green space, no space for the existing bus stop, and no acknowledgement that existing foot traffic includes residents of the senior housing developments, who are slow moving when crossing the street, with many dependent on walkers, wheel chairs, and motorized scooters. We would support a reasonably scaled development with significant setbacks, green space, and green storm control strategies. However, we oppose the proposed development for [15 Washington St.](#) The current proposal should not be considered a starting point for negotiations. It should be rejected, and the proponents should be instructed to propose anew, with less density, lower height, and wide setbacks, all within the context of an area wide traffic study. Thank you for the opportunity to provide comments. Susan Podziba 21 Orchard Road Brookline, MA 02445

PMContact: casey.a.hines@boston.gov

Project ID: 3139



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Sun, Feb 24, 2019 at 7:19 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5440

Form inserted: 2/24/2019 7:18:41 PM

Form updated: 2/24/2019 7:18:41 PM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/15-35 Washington Street

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: Ethan

Last Name: Long

Organization:

Email: eth.mlong@gmail.com

Street Address: [40 Hooker Street](#)

Address Line 2:

City: Boston

State: MA

Phone: (203) 314-8403

Zip: 02134

Opinion: Oppose

Comments: As a resident of Allston-Brighton, I am opposed to this project as it is currently proposed. With such a dense project, I see no reason (other than return on investment) as to why this project doesn't include 20% IDP units. In addition, because of Allston-Brighton's frighteningly low owner-occupancy rate, it would be extremely beneficial to the community if the developers increased the number of condominium units to at least half of all units. Making sure that a significant amount of units are deed restricted is important. New buildings just a few doors down from me are ALREADY on AirBnB for an ungodly amount PER NIGHT. This is a neighborhood! Back to the drawing board for this one.

PMContact: casey.a.hines@boston.gov

Project ID: 3139



Comment on 15 Washington St, Brighton project

1 message

Diana Belman <db_05@hotmail.com>

Sun, Feb 24, 2019 at 8:58 PM

To: "casey.a.hines@boston.gov" <casey.a.hines@boston.gov>

Dear Ms. Hines and BPDA Board,

I am writing to you to STRONGLY OPPOSE the enormous residential and retail project proposed by Kimco Realty at [15-35 Washington street](#) in Brighton (at the site of current Whole Foods/Citizens bank and the parking lot). My elderly parents live in the building next door to the proposed development and they and many other elderly residents in the adjacent area will be very negatively affected by the project. The project size that includes 270 apartments in 7-story building, 323 underground parking spots in three level underground garage, as well as enlarged Whole Foods is simply too large for the area and for the 2 acre lot. The project of this size could be built in downtown Boston or on a large lot near highway, however, it is clearly out of proportion in this nearly suburban area of Brighton. Nearby apartment buildings are 3-4 story high and there are mostly 2 story single or two/three family homes in the area, particularly along Corey Rd and Allston St and one block up Washington st in neighboring Brookline. In addition to being out of place and out of character in this relatively quiet nearly suburban neighborhood, the project, if built as proposed, will threaten the quality of life for residents during its 2+ years of construction and for many years after.

Given the enormous size of the project and three level underground garage, the project will require heavy equipment and significant excavation work which will impact air quality through the release of asbestos, debris and other harmful contaminants trapped under the current parking lot. Further the noise from the excavation/building process will be intolerable for the residents of nearby elderly housing, nursing home, apartments and condominiums – and they will need to live through this nightmare for 2+ years! The traffic during construction will be unbearable for the residents as large construction vehicles/cranes will be constantly entering and exiting the worksite. Construction workers will take up all available on street parking making it impossible for residents and guests to find any parking. Given the unprecedented three level underground garage proposed on the site, excessive excavation could put structural integrity of nearby buildings at risk.

The project as proposed will be a massive monolithic structure, up to 7 story high taking up the whole block along Washington St from Corey Rd to Allston St and towering over the neighborhood. The building will be larger than all the other buildings in the neighborhood and the developers are not offering to provide any public amenities, such as a small park/green space or playground to break up the proposed “sea of concrete”. It is clear that New York-based developer chooses to ignore the character and nearly suburban nature of this neighborhood, as well as the needs of current residents, many of them elderly.

I am calling on BPDA to consider the existing traffic congestion around this stretch of Washington St, particularly between Commonwealth Avenue, Allston St and Corey Rd. Allston St is very narrow and is already difficult to navigate as is with two way traffic while Corey Rd is also narrow and already congested. The addition of hundreds of underground parking spaces in this block will create impossible congestion for vehicles as well as unsafe walking conditions for residents, many of them elderly as well as families with children. Under no circumstances the developer should be allowed to build parking entrance from Allston St given how narrow the street is. Recently BPDA approved 5 story project at [5 Washington st \(corner of Corey Rd and Washington St\)](#) including 108 rental units, 104 parking spaces and retail – the simultaneous construction of these two projects will make traffic/noise/pollution/air quality unbearable for residents. During and post construction excessive vehicular traffic from these two projects will create unsafe conditions for pedestrians and vehicles.

I call on BPDA to request alternative and much scaled down project proposal from the developer. One option is to build a second story to the existing Whole Foods structure to add retail space. Another option is to build an apartment building of reasonable size (up to 100 units and 3-4 story high) and with reasonable number of parking spaces (up to 150). Developer needs to allow ample setbacks filled with green space/lawn/trees along the sidewalks and the whole perimeter of the project. Further a pocket park/green plaza/playground should be built on site for the neighborhood residents to enjoy. Under no circumstances should any existing trees be removed. Further developer needs to ensure pedestrian safety and good air quality during construction. BPDA should allow additional time for

public comments and community meetings on these redesigned plans and notify all the affected residents promptly of such meetings.

Sincerely,

Diana Belman



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

Whole Foods Project Washington Street Brighton

1 message

Linda Jason <ljason@gmail.com>

Sun, Feb 24, 2019 at 9:12 PM

To: Casey.A.Hines@boston.gov

Dear Ms. Hines:

I am a Brookline neighbor of the Whole Foods project. The project as currently conceived is much too large for the site, has no open space and fills the lot completely providing little in the way of setback from Washington Street. While we can all appreciate the need for additional housing in Boston, cramming in many too many units on a site makes no sense. As of this moment, there are three overly large projects planned for Washington Street in Brighton without adequate thought to the overburdening of the two lane Washington Street access. The excess height and density and lack of setback of these projects is out of proportion to the neighborhood.

Linda Jason
Bartlett Crescent
Brookline

--

Linda Jason



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

Support for the 15 Washington Street Project in Brighton

1 message

Bruce Berman <bruce@bostonharbor.com>
Reply-To: bruce@bostonharbor.com
To: Casey.A.Hines@boston.gov
Cc: bruce@bostonharbor.com

Mon, Feb 25, 2019 at 5:06 AM

Bruce Berman

2003 Commonwealth Avenue, Apt 26

Brighton, MA 02135

February 21, 2019

Casey.A.Hines@boston.gov

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
One [City Hall Sq.](#), 9th Floor
Boston, MA 02201

Dear Ms. Hines,

As a longtime resident of Brighton and patron of Whole Foods, I am writing in support of the [15 Washington Street](#) project in Brighton.

This project offers a unique opportunity to transform the site from an undersized grocery store, oversized bank, and poorly planned surface parking lot into an active mixed-use development, adding 270 new residential units (including more than 25 units of affordable housing), which the neighborhood and the city surely needs.

When it is completed, this innovative project will improve the pedestrian experience on the site and on Washington Street and Corey Road., and turn an underutilized city block into a vibrant, mixed use development with active store

fronts on the street level adjacent to the green line.

Thanks for your attention to this project, which will strengthen our neighborhood.

Please feel free to call me with any questions at 617-293-6243

Sincerely,

Bruce Berman

Bruce Berman

2003 Commonwealth Avenue, Apt 26

Brighton, MA 02135

--
..>(((e>..
>(((e>`.,.,.~>(((e>..
.., . >(((e>`.,.,.~>(((e>

E. Bruce Berman, Jr.
Director of Strategy & Communications
Save the Harbor / Save the Bay
[212 Northern Avenue, Suite 304](#) West
Boston, MA 02210
1-617-293-6243

 **Support for 15 Washington Street.pdf**
56K

Bruce Berman
2003 Commonwealth Avenue, Apt 26
Brighton, MA 02135

February 21, 2019

Casey.A.Hines@boston.gov

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Ms. Hines,

As a longtime resident of Brighton and patron of Whole Foods, I am writing in support of the 15 Washington Street project in Brighton.

This project offers a unique opportunity to transform the site from an undersized grocery store, oversized bank, and poorly planned surface parking lot into an active mixed-use development, adding 270 new residential units (including more than 25 units of affordable housing), which the neighborhood and the city surely needs.

When it is completed, this innovative project will improve the pedestrian experience on the site and on Washington Street and Corey Road., and turn an underutilized city block into a vibrant, mixed use development with active store fronts on the street level adjacent to the green line.

Thanks for your attention to this project, which will strengthen our neighborhood.

Please feel free to call me with any questions at 617-293-6243

Sincerely,

Bruce Berman

Bruce Berman
2003 Commonwealth Avenue, Apt 26
Brighton, MA 02135



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

Fwd: 15 Washington St - OPPOSED to current proposal

1 message

Tammy Donovan <tammy.donovan@boston.gov>

Mon, Feb 25, 2019 at 12:12 PM

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

FYI



**boston planning &
development agency**

Tammy Donovan

Special Assistant to the Executive Director/Secretary

617-918-4388

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

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

From: **Christie Ryder** <christie.ryder@gmail.com>

Date: Wed, Feb 20, 2019 at 10:34 PM

Subject: **15 Washington St - OPPOSED to current proposal**

To: <Andrea.campbell@boston.gov>, <Michael.flaherty@boston.gov>, <A.E.George@boston.gov>, <Kathy.carangelo@boston.gov>, <Timothy.burke@boston.gov>, <Carol.downs@boston.gov>, <BPDAboard@boston.gov>, <Priscilla.Rojas@boston.gov>, <Casey.A.Hines@boston.gov>, <Tammy.Donovan.bra@cityofboston.gov>, <city.council@boston.gov>, <mark.ciommo@boston.gov>, <ccc.ep@boston.gov>, <Matthew.omalley@boston.gov>, <Michelle.wu@boston.gov>, <ccc.plandev@boston.gov>, <frank.baker@boston.gov>, <Lydia.edwards@boston.gov>, <Ed.Flynn@boston.gov>, <ccc.housing@cityofboston.gov>, <Michael.moran@mahouse.gov>, <William.brownsberger@masenate.gov>, <conor.newman@boston.gov>, <Kevin.honan@mahouse.gov>, <mayor@boston.gov>, <constituent.services@state.ma.us>

Hello,

I am an owner and resident at the Monarch at [300 Allston Street](#) in Brighton, MA, directly neighboring the [15 Washington Street](#) Whole Foods. I am opposed to the [15-35 Washington Street](#) redevelopment project and I hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants (I am currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at [20 Washington Street](#)) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in an out, blocking emergency vehicles, waste hauling, and recycling. I am very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

I hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. I propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston, such as me and my family. You can reach me directly with any questions or to follow up on my concerns at my contact information below.

Sincerely,

Christie M. Ryder
300 Allston Street, Unit 208
Brighton, MA 02135
Christie.Ryder@gmail.com



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

Fwd: 15 Washington St. - OPPOSED to current proposal

1 message

Tammy Donovan <tammy.donovan@boston.gov>

Mon, Feb 25, 2019 at 12:13 PM

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

FYI



**boston planning &
development agency**

Tammy Donovan

Special Assistant to the Executive Director/Secretary

617-918-4388

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

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

From: **Paula Ryder** <pmryder1949@yahoo.com>

Date: Wed, Feb 20, 2019 at 11:10 PM

Subject: 15 Washington St. - OPPOSED to current proposal

To: Andrea.campbell@boston.gov <Andrea.campbell@boston.gov>, Michael.flaherty@boston.gov <Michael.flaherty@boston.gov>, A.E.George@boston.gov <A.E.George@boston.gov>, Kathy.carangelo@boston.gov <Kathy.carangelo@boston.gov>, Timothy.burke@boston.gov <Timothy.burke@boston.gov>, Carol.downs@boston.gov <Carol.downs@boston.gov>, BPDABoard@boston.gov <BPDABoard@boston.gov>, Priscilla.Rojas@boston.gov <Priscilla.Rojas@boston.gov>, Casey.A.Hines@boston.gov <Casey.A.Hines@boston.gov>, Tammy.Donovan.bra@cityofboston.gov <Tammy.Donovan.bra@cityofboston.gov>, city.council@boston.gov <city.council@boston.gov>, mark.ciommo@boston.gov <mark.ciommo@boston.gov>, ccc.ep@boston.gov <ccc.ep@boston.gov>, Matthew.omalley@boston.gov <Matthew.omalley@boston.gov>, Michelle.wu@boston.gov <Michelle.wu@boston.gov>, ccc.plandev@boston.gov <ccc.plandev@boston.gov>, frank.baker@boston.gov <frank.baker@boston.gov>, Lydia.edwards@boston.gov <Lydia.edwards@boston.gov>, Ed.Flynn@boston.gov <Ed.Flynn@boston.gov>, ccc.housing@cityofboston.gov <ccc.housing@cityofboston.gov>, Michael.moran@mahouse.gov <Michael.moran@mahouse.gov>, William.brownsberger@masenate.gov <William.brownsberger@masenate.gov>, conor.newman@boston.gov <conor.newman@boston.gov>, Kevin.honan@mahouse.gov <Kevin.honan@mahouse.gov>, mayor@boston.gov <mayor@boston.gov>, constituent.services@state.ma.us <constituent.services@state.ma.us>
Cc: FARyder1948@yahoo.com <FARyder1948@yahoo.com>

Hello,

We are an owner at the Monarch at 300 Allston Street in Brighton, MA, directly neighboring the 15 Washington Street Whole Foods.

Our daughter is an owner/resident. We are opposed to the 15-35 Washington Street redevelopment project and we hope you will take a bit of time out of your busy day to understand why. The scale of this project, covering 2.3 acres, is much too large for the lot and does not allow for any public amenities. A project of this size (2-story grocery store, 7 story residence with 270 rental units and 3-level underground parking garage for 323 vehicles) and the 2 year construction period threaten environmental integrity, including airborne dust, asbestos and other contaminants. (Our daughter is currently pregnant and live with asthma); increases skydome obstruction of sunlight from an existing 11% to a whopping 64% on Allston Street alone; brings 270 temporary apartment residents to an already congested pedestrian area that is in need of one- to three-family homes and would need to incorporate improved T-stop services at Washington St station to

accommodate increased population; risks structural damage to my home and neighboring homes during underground parking garage construction, along with bringing hundreds of new vehicles causing traffic and access issues for emergency vehicles (as evident during the Thursday 2/14 fire at 20 Washington Street) and residents accessing their homes in the area; newly created vehicle entrance on Allston street causes issues with traffic on an already narrow road and hundreds of vehicles coming in and out, blocking emergency vehicles, waste hauling, and recycling. We are very concerned about the scope of this project and the unwanted noise, air pollution, traffic, pedestrian impact, sunlight blockage, and possible structural damage.

We hope you will consider the neighborhood impact and that you demand that developers, Kimco Realty Corp based on New York, reduce the scale of this project. We propose more owner-resident units (as opposed to rental units) in the form of town homes, reduced number of stories for owner occupied and rental units (maximum 3 floors), a 1-story grocery store, reduced number of vehicle parking spaces, no new entrance on an already narrow and congested Allston Street, added public park or green space in the plans, and improvements to public transportation like the Washington Street T-Stop.

Thank you for your time and consideration for the homeowners, residents and taxpayers of the city of Boston. You can reach us directly with any questions or to follow up on our concerns at our contact information below.

Sincerely,

Frederick A. Ryder
Paula M. Ryder
pmryder1949@yahoo.com
faryder1948@yahoo.com



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

Fwd: 15-35 Washington Street - Opposed

1 message

Tammy Donovan <tammy.donovan@boston.gov>
To: Casey Hines <casey.a.hines@boston.gov>

Mon, Feb 25, 2019 at 12:41 PM



**boston planning &
development agency**

Tammy Donovan

Special Assistant to the Executive Director/Secretary
617-918-4388

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org

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

From: '**Jocelyn Silvester**' via **BPDA Board** <bpdaboard@boston.gov>

Date: Thu, Feb 21, 2019 at 9:58 PM

Subject: 15-35 Washington Street - Opposed

To: casey.a.hines@boston.gov <casey.a.hines@boston.gov>

Cc: conor.newman@boston.gov <conor.newman@boston.gov>, mayor@boston.gov <mayor@boston.gov>, brian.golden@boston.gov <brian.golden@boston.gov>, bpdaboard@boston.gov <bpdaboard@boston.gov>, mark.ciommo@boston.gov <mark.ciommo@boston.gov>, a.e.george@boston.gov <a.e.george@boston.gov>, michelle.wu@boston.gov <michelle.wu@boston.gov>, michael.flaherty@boston.gov <michael.flaherty@boston.gov>, andrea.campbell@boston.gov <andrea.campbell@boston.gov>, michael.moran@mahouse.gov <michael.moran@mahouse.gov>, kevin.honan@mahouse.gov <kevin.honan@mahouse.gov>, william.brownsberger@masenate.gov <william.brownsberger@masenate.gov>

I am writing to express my strong opposition to the proposed expansion of Whole Foods and construction of 270 residential units at [15-35 Washington Street](#). As a resident of the neighborhood, I am very familiar with the challenges that we already face related to traffic congestion as well as a rapidly expanding community that requires more services in the local neighborhood. The proposal is grossly inappropriate for the neighborhood and requires multiple zoning variances that effectively convert space designated to support the community to private space, thereby depriving the community of the services needed to support the increased density in projects already proposed/under review within a ¼ mile radius. Furthermore, the project as proposed is far too large for this area Brighton which does not have adequate infrastructure to support it. I also note that I and many of my neighbors only recently learned of this proposal as there has been very little effort to notify the community about the project. The lack of communication means that many are unaware or unable to comment and the comment period should be extended.

1. Proposal requests multiple zoning variations that do not promote development of a sustainable community.

The property is zoned NS1 (Neighborhood Shopping Center) – a category that encompasses the grocery store, bank, libraries, health services, places of worship and other uses. It does not include residential space. The current zoning should be respected (including the height limit) as other projects that have already been approved in the neighborhood will increase the demand for services that can be provided in the shopping center. Additional residential units without additional services will only increase traffic as residents must venture outside the community to access services and does not promote a sustainable community. Rather than luxury apartments, this location should be used for the prescribed

uses that will support the community, e.g., daycare, gym/recreational facilities open to the community, health clinic/services.

2. Project too large, not appropriate for neighborhood. This area of Washington Street is a primarily residential neighborhood in which the proposed building with a significantly expanded footprint and increased height will overshadow surrounding buildings. The project as proposed has a footprint that extends to the limits of the property in all directions. This is in sharp contrast to surrounding properties which have preserved green spaces and community spaces. Whatever project is approved should be recessed from the street (e.g., 300 [Allston Street](#), 20 [Washington Street](#), 170 Corey Road, 180 Corey Road) and height restricted. A traditional sidewalk with two rows of trees and plantings would create a front yard experience that is a better match to the neighborhood context on Washington Street.

3. Current transportation infrastructure is unable to support the project. The proposal for a larger grocery store as well as 270 residential units (with a maximum of 172 additional parking spaces) will significantly increase traffic of all sorts to an area that already suffers from significant congestion. This project must also be considered in the context of other projects that have been approved or are currently under review on [Washington Street](#): 5 [Washington St](#) (145 units; 105 parking spots); 101-105 [Washington St](#) (70 units; 82 parking spots); 139-149 [Washington St](#) (220 units; 220 parking spaces); 159-201 [Washington St](#) (660 units; 510 parking spots). There are also several projects in the neighborhood on adjacent streets that share the same transportation infrastructure: 40 [Mt Hood](#) (178 units; 142 parking spots; replacing 74 room hotel); 1650 [Commonwealth Ave](#) (40 units; 40 parking spots) and 77 [Warren Street](#) (101 units; 101 parking spots). This is an additional 1414 units (1684 if you include the current project as proposed) with only 1351 parking spaces. Most of these developments do not include visitor parking in a neighborhood that already has a shortage of on-street parking for residents and non-residents. Implicit in the current proposal is the assumption that 40% of renters of the proposed units and supermarket customers will not require vehicle parking and will rely upon ride services, buses, subway, cycling and walking.

Vehicle Traffic: The current proposal assumes that most of the other approved or proposed projects in the area will not affect background traffic and traffic to the loading dock is excluded from the traffic analysis for the proposed project. The developers conclude: "The surrounding traffic network can accommodate the Project without substantial impacts". This is an area that is anticipated to decline to the lowest rating for traffic conditions even in the "No build" scenario! Notably, all additional traffic from the Project will be accommodated on Corey Road and Washington Street, which are already congested. Proposals to improve conditions through elimination of the pedestrian signals at Washington St and Corey Road require more consideration. While pedestrians may walk in the direction of the vehicles, one of the reasons for the congestion is that a high proportion of vehicles turn at this intersection, which would create a potentially dangerous situation for pedestrians. This is a particular concern given the location adjacent to a school (there is a crossing guard at peak times) and the high number of local residents with impaired mobility who would be put at risk from turning vehicles failing to yield to pedestrians.

Public Transportation: It is disingenuous to suggest that the D line serves this area as B and C line both have multiple stations that are a shorter walking distance from the project than Beaconsfield which is at the boundary of the ½ mile radius. In addition, Washington Street is the main corridor for the 65 bus route. As a user of this service, I can attest that it is already unable to manage the current passenger volume (before other approved projects that were planned on the basis of residents utilizing this route are completed). During peak times, the bus is often full and frequently passengers are unable to board between Beacon Street and the Longwood Medical Area, where the majority of riders get off. This service is unable to support the current ridership and cannot absorb more. Weekend service is also limited (Saturdays) or non-existent (Sundays), which limits the extent to which residents can rely upon this service (as opposed to personal vehicles for which there is no parking space!). The Washington Street and Washington Square stops are similarly unable to accommodate increased passenger volumes during peak times.

Bicycle traffic: The Project relies upon assumptions that residents/clients will use bicycles; however, it does not provide adequate infrastructure. The current sharrows contribute to dangerous conditions, particularly entering and exiting the Whole Foods parking lot (which is not proposed to change). A dedicated cycle lane separated from the street with a floating bus stop is a much safer option and there is ample space available to facilitate this.

Goods deliveries: The Project includes an internal loading dock. While this will help mitigate traffic issues, the use of online shopping by the residents means that the number of deliveries to the residential units is likely to exceed those to the bank and supermarket. It is unclear that this loading dock will be accessible during the extended hours that residential deliveries are made in this neighborhood (including on weekends). This is of particular concern because the location of the residential lobby adjacent to the bus stop risks rendering use of the bus stop or Corey Road for deliveries to the residential apartments a preferred option. This will only exacerbate existing and future congestion problems at this intersection.

4. Project includes residential units that require a zoning variance and do not provide the housing type needed in the neighborhood. Brighton has one of the lowest rates of owner-occupancy in the city and there is a shortage of family-appropriate units and of affordable housing. The proposed project includes primarily studio and 1-bedroom apartments that are 100% rental units with the minimum number of affordable units. This further exacerbates the distorted housing mix in the neighborhood and does not provide what is needed. This is particularly crucial at the present site which is adjacent to a school. Recommend that a majority of units are owner occupied and affordable housing exceeds minimum requirements. Rather than increasing the number of residents and strain on transportation, additional square footage should be devoted to providing services to support existing residents of the community and potentially reduce traffic, e.g.,

childcare or recreation facilities, rather than adding yet more luxury rental units an area which has seen a marked increase in this housing type.

Redevelopment of [15-35 Washington Street](#) is an opportunity to improve our neighborhood and life in our community. Unfortunately, a large grocery store with hundreds of rental units (many without parking and all requiring a zoning variance) is unsuited to the neighborhood context and exacerbates existing transportation challenges. A smaller building offset from the road with more public green space, owner occupied units (and fewer of them) with childcare or recreational facilities that support the community is more appropriate for our neighborhood. Above all, more consideration needs to be given to innovative solutions to address the above problems – e.g., a green roof could supply produce to Whole Foods that does not require vehicle deliveries, reduce the heat island effect, reduce and delay stormwater run-off and improve air quality.

Sincerely

Jocelyn Silvester
[300 Allston Street](#)
[Brighton, MA 02135](#)



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

22 comments on 15 Washington:Opposed

1 message

Eileen Houben <eileenkh@gmail.com>

Mon, Feb 25, 2019 at 3:31 PM

To: Casey Hines <casey.a.hines@boston.gov>, Dave Newman <dnewman@strategygroupinc.com>

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

Dear Casey,

Attached are 22 comments from residents & staff of 20 Washington St. which were organized by the Corey Hill Neighborhood Assoc. and delivered to me to scan & send.

Thank you, Eileen



22OpposedCommentsRe15Wash.from20WashResidents.staff.pdf

2091K

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the
neighborhood. If built, it would have a severe negative
impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry
after last week's fire.

The area streets & transit cannot sustain the added traffic
from the cars, deliveries, pick-ups & drop-offs, etc. generated by
270 units and a double size Whole Foods.

The building would block 55% of our sky view
& thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult,
especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of 20 Washington St.-Patricia White Bldg

Paula G. Shreeve MSA, (SA) Mary Stannucci
Mary Magner Sandra Fernandez
Helen McNamee Olivia Richard
Margaret O'Connor SANDY ROSEN
Oscar Linda Colave
Haynes Patricia Alden Danso
Al Blake

(from anonymous 20 Washington resident)

THURSDAY FEB. 21 IS THE LAST DAY TO COMMENT
on the 15 Washington (Whole Foods)
Development Proposal

Please either:

email your comments to BPDA project manager
Casey Hines at casey.a.hines@boston.gov

OR sign the joint letter which will be sent to Casey
(if you agree with these points)

OR write your comment and leave it with the joint letter
Too big it will overwhelm us & make
parking & traffic even more
impossible

Thank You

Corey Hill Neighborhood Association

NOTE:

All paper comments & letters will be collected Thursday
afternoon, and scanned & emailed to Casey Thursday nt.

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

Michael F. Flanders

Neha R. Rana

Pamela Gull (dup. signature)

SIGN Below X

15-35 Washington St. Proposal: **OPPOSED**

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

- X 1. Debra Clarke
2. Kevin Clarke
3.
4.
5.
6.
7.
8.

READ & SIGN Below

15-35 Washington St. Proposal: **OPPOSED**

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

1. *Patricia White*
2. *Dana Redman*
3. *SHX-UP*
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

Elizabeth Cassmann
Apt-343



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

13 Covenant House responses re15 Wash: opposed

1 message

Eileen Houben <eileenkh@gmail.com>

Mon, Feb 25, 2019 at 3:34 PM

To: Casey Hines <casey.a.hines@boston.gov>, Dave Newman <dnewman@strategygroupinc.com>

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

Dear Casey,

Here are the Covenant House signatures , comments & responses that came to me for scanning.

Eileen



13OpposedCommentsRe15Wash.fromCovenantHseResidents.staff.pdf

2699K

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is **too big**- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Patricia LoBue

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

E. Wicczorek

15-35 Washington St. Proposal **OPPOSED**

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Jean Carter
30 WASHINGTON ST. (APT. 518)
BRIGHTON, MA 02135
617 731-7876

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Natalia Cox (30 Washington st. #2D)
Brighton

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of ³⁰~~20~~ Washington St.-Patricia White Blg

A handwritten signature in black ink, appearing to read "Patricia White", written over the printed name.

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Bonnie Caldwell Apt. 94

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Nina Fein-Barsegayan
Grigori Barsegian

15-35 Washington St. Proposal: **OPPOSED**

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,
the undersigned residents & staff of Covenant House

Jessyca Greene #2F
Janet K Osgood #613

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult. This is a big worry after last week's fire.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities and mobility problems.

Sincerely,

the undersigned residents (& staff) of 20 Washington St.-Patricia White Blg

Arakcheeva Raissa 707 apt
Cregunkova (SREDNikova) 510 apt
Tiraspol'skaya - 218 apt

(SREDNikova) *Непрежнувал*



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

3 responses from Oak Sq meeting re15 Washington : opposed

1 message

Eileen Houben <eileenkh@gmail.com>

Mon, Feb 25, 2019 at 3:37 PM

To: Casey Hines <casey.a.hines@boston.gov>, Dave Newman <dnewman@strategygroupinc.com>

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

Dear Casey,

3 residents of Oak Sq asked to sign a comment letter which I have scanned in.
I believe one later wrote her own detailed letter.

Thank you,
Eileen



3OpposedCommentRe15Wash.fromOakSqResidents.pdf

464K

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block over 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities, mobility problems, or strollers and children.

Sincerely,

Susan Rutkinowitz Brighton resident
Sandra A Wheeler Brighton resident

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the neighborhood. If built, it would have a severe negative impact on our quality of life.

It is too big- both too high & too dense.


Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic from the cars, deliveries, pick-ups & drop-offs, etc. generated by 270 units and a double size Whole Foods.

The building would block over 55% of our sky view & thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult, especially for those with disabilities, mobility problems, or strollers and children.

Sincerely,

 24 Feb 19
Deborah Valianti, Brighton



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

15 Washington Street Brighton MA OPPOSED

1 message

Parmie Polk <pj.polk@gmail.com>

Mon, Feb 25, 2019 at 7:53 PM

To: casey.a.hines@boston.gov

Cc: mayor@boston.gov, warren.oreilly@boston.gov, brian.golden@boston.gov, BPDABoard@boston.gov, connor.newman@boston.gov, Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, andrea.campbell@boston.gov, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, coreyhillneighbors@gmail.com

Dear Casey,

I strongly agree with the points of the Corey Hill Neighborhood letter (as well as the joint letter from [20 Washington Street](#)).

I am sharing '20480.doc' with you as an attachment.

Regards,
Parmie Polk

Shared from Word for Android
<https://office.com/getword>

"Not everything that is faced can be changed, but nothing can be changed until it is faced."
~ James Baldwin



20480.doc

18K

Corey Hill Neighborhood Association

February 20, 2019

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
City Hall, One City Hall Square
Boston, MA 02201

Subject: 15 Washington St. project: OPPOSED

Dear Casey,

A few days before the public community meeting, neighbors began reviving the long dormant neighborhood association due to the serious negative impact this proposed project would bring to the neighborhood and our quality of life. It is way out of scale, does not fit our neighborhood, and is unacceptable. While many neighbors have sent their individual and more detailed comments, as a group we wished to send the most frequently voiced joint concerns.

Also, we wish to request an extension of the comment period as many neighbors are just learning of the project and need time to respond, some neighbors are still displaced from last week's 20 Washington fire, and the proposed local meeting at Providence house has not yet been scheduled.

1. The proposed project is too tall (up to 100 ft. vs. the zoned 35ft.) and too dense (FAR ~2.8 vs 1.0). The setbacks are not sufficient. There would be a canyon effect on Corey, Washington, and Allston. Plus there would be a dramatic decrease in skydome area and also less light for current residents on those 3 streets. (PNF Table 6-2)

2. Many variances are requested despite no hardship or community need. To the contrary, the housing is the opposite of the affordable (of all sizes), more family-sized, and more owned units this neighborhood and all of Brighton desperately needs. The proposed units are all rentals and mostly small. There is the minimum 13% of affordable units, but with Brighton's median \$56,000 income even those are a stretch for current residents.
3. There is no ground level/public green space.
4. The **transportation infrastructure is inadequate for the existing needs**. Traffic is congested, the T is maxed out during peak hours, and safety is a serious issue for bikes, pedestrians, and the very young children going to the Baldwin school @ Corey & Washington. Parking is a problem **now** with existing residents and visitors (no matter which side of the 'build for fewer cars to decrease usage' debate proves accurate), and a larger Whole Foods will attract more shoppers in cars, yet there are no additional spaces. This is true BEFORE the impact of the 1300+ units under construction, approved, or at the end of the review process in just the ½ mile of Washington from 5 Washington to Monastery, plus the Mt. Hood/Commonwealth units 2 blocks away. Only 40 of these units are completed so the main impact has not yet been felt, and that's without this project.
5. A second floor grocery store is more time-consuming for all and a serious burden and a safety issue for seniors, the disabled, and parents with strollers and/or older children, regardless of how many escalators and elevators are there.
6. The plans for loading bays, deliveries & tractor trailers are inadequate &/or ignore the reality of current delivery and car service habits. The large trucks can only turn from Washington

where they still block the street for the turn, and to leave they need to circle most of the parking lot.

7. Last week's fire has raised neighborhood concerns about emergency access to all parts of the residential & retail buildings plus evacuation safety.
8. The fire dept. spokesman at the fire was concerned about the 2-3 years of construction vehicles endangering emergency vehicle access.

Sincerely,

The Corey Hill Neighborhood Association Members



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

15-35 Washington St, Brighton — OPPOSED

1 message

Marciajarm <marciajarm@aol.com>

Tue, Feb 26, 2019 at 12:01 AM

To: Casey.A.Hines@boston.gov

Cc: eileenkh@gmail.com

Dear Casey,

I would like to add my voice of concern about the project proposed at 15-35 Washington St at the Whole Foods Market site.

The size of the project is too large for the site and out of scale for the surrounding neighborhood.

-It is excessively tall (100 ft in an area zoned for 3 stories or about 35 ft).

-The footprint extends to the edges of the property and does not have sufficient clearance or egress for emergency vehicles.

-There seems to be poor planning for large tractor trailer deliveries to the grocery store.

-Further traffic concerns on Washington St, etc, as the many apartment buildings being planned are built.

-No opportunities for owner occupancy since these are planned to be rental units.

Excessive size of the building will lead to loss of sky dome in all directions and make the streets into unpleasant canyons.

Please have a redesign of the project. Heights should be 4 stories with a potential 5th story setback as has been approved for 5 Washington. Possibly 135-150 units?

I live just over the line in Brookline, the 4th house on Bartlett Crescent. We live in 3 story mostly owner occupied houses.

Thank you for your consideration of our concerns.

Best regards,

Marcia Armstrong

Marcia Armstrong

617-947-4717

marciajarm@aol.com

25 Bartlett Crescent

Brookline, MA 02446

Sent from my iPad

Homeowners Union of Allston- Brighton



HomeownersUnionAB@gmail.com

February 21, 2019

Director Brian Golden
Ms. Casey Hines, Project Manager
Boston Planning and Development Authority
Boston City Hall

Re. 15-35 Washington Street, Brighton

Dear Ms. Hines and Director Golden:

This letter is to express our strong opposition to the current development proposal for 15-35 Washington Street (Whole Foods site).

Washington Street is a very important transportation and pedestrian route with severe traffic problems. Those problems are especially acute between Comm. Ave. and the Brookline border, where existing commercial, residential, community, healthcare and educational uses converge, and will be further expanded when 5 Washington St. (a rather massive rental apartment building with a large CVS on the ground floor) is built.

None of the streets that surround the proposed project were built to handle high-density development. The distances from the project site to existing residences – ranging from senior housing apartments, to condominiums, to traditional free-standing homes — are quite short, which means that developing this site puts many people's quality of life on the line. We hope that the developer and the project review team keep this in mind, and view all aspects of the project through that lens.

The current plan is unequivocally excessive and inappropriate. The proposed concept could possibly work well in the Seaport District, perhaps on the Stop & Shop site next to New Balance, or along a wide boulevard like Comm. Ave. — but not where it is being proposed.

Below, our comments have been grouped into several key categories:

OPEN SPACE

The image below illustrates that the project has no ground-level green/open space that would soften the look of the building and improve the pedestrian environment (the sliver of green space in the center is a private roof deck). This is unacceptable in a development that encompasses 2.3 acres of land.

A development parcel of this size should provide a pocket park (which could include an outdoor eating area for Whole Foods customers), as well as green setbacks along facades that have no ground-level retail. (Green setbacks in front of residential buildings are essential to Brighton's neighborhood character and should always be required.)



HEIGHT & MASSING

Most of the building's massing is pushed out to the outermost parts of the site. As a result, the building appears oppressive — there is a canyon-like effect along adjacent streets, leading to excessive shading of sidewalks and structures. This would have a negative impact on the pedestrian environment and the quality of life in all residential buildings that overlook the site.

The table pasted in below (from the PNF) illustrates the significant loss of light that would result if the proposed structure were to be built:

Table 6-2 Existing/No-Build and Build Daylight Conditions

Viewpoint	Existing/No-Build Condition Skydome Obstruction	Build Condition Skydome Obstruction
Washington Street	4.5%	59.7%
Corey Road	47.7%	68.3%
Allston Street	11.2%	63.8%

The building should be scaled down and redesigned to reduce the percentage numbers in the "Build Condition/Skydome Obstruction" column heading. This could be achieved by increasing setbacks and reducing heights along the outer perimeter of the site to 35', as allowed in the zoning code.

LOCATION OF THE WHOLE FOODS STORE

It is welcome news that the store will double in size, but many people feel very strongly that the store needs to be located on the ground level. The current plan, which places the store on the second level, would be forcing all customers, including many elderly people and parents with small children, to use an escalator or an elevator. It is very inconvenient, and wastes people's time.

NATURE OF HOUSING UNITS

The project is trying to cram hundreds of basic, cookie-cutter rental units on the site, and as such, they are extremely likely to become revolving door-like, transient housing. Allston-Brighton already has an oversupply of such housing — including in the upcoming four large projects along Washington Street.

Lantera on Guest Street appears to be only 1/3 occupied. Brighton and Allston now have a relatively large vacancy rate, approx. 7% and 9% respectively. It appears that people do not want to pay top dollar for units that can't be comfortably shared with spouses/partners, children, siblings, parents, or roommates — and where it is difficult to host guests, cook meals, celebrate holidays, cultivate hobbies, store belongings, or work (for those who need to work from home).

Boston neighborhoods need to have a diverse housing stock to accommodate people of all classes and demographics. This development is an opportunity to bring homeownership in new construction to the area (especially since 5 Washington St. is going to be 100% rentals) and provide large enough units to allow people to establish family households, and continue to live in the neighborhood long-term, as they go through different stages of life.

For that reason, it would be great if all housing on site, or a good portion of it, was designed as townhouses or duplexes geared primarily to owner-occupants. (There is a precedent for that — since the recently approved condominium project at 40 Mt. Hood Road includes townhouses.)

TRAFFIC

Washington Street's traffic processing capacity (just one lane of traffic in each direction) has effectively reached its limit — and that is before four other large development projects on Washington Street, and other projects elsewhere in Allston-Brighton, start contributing to congestion in the near future.

Traffic problems are a source of great aggravation to thousands of people every day, most of them motorists (incl. local residents who find themselves unable to get out of their driveways).

While pedestrian and bicyclist safety is important, the City and the developer need to find a way to increase capacity and improve vehicular circulation in the immediate vicinity of the project. This is possible by creating turning lanes, improving signalization, and directing the project's traffic to appropriate ingress and egress points on the site.

A community meeting should be held with the representatives of the Boston Transportation Dept. and the developer's traffic consultant to discuss those potential improvements as soon as possible (prior to any new version of the project emerging).

PARKING

It is clear by now that in a neighborhood like ours (located on the outer edges of the city), elimination or excessive reduction of parking does not reduce traffic — since people simply use Uber, Lyft, taxis and ZipCars. Additionally, servicing and maintaining high density buildings brings a lot of delivery/utilities/service vehicles. To mitigate congestion, it is the density that needs to be reduced.

Since the parking situation in this area is already very challenging, please do not pressure the developer to reduce parking in this project.

The enlarged Whole Foods store will be attracting many more shoppers from surrounding communities -- and those people need to be able to park, so the store can have a high volume of sales and remain successful.

The residential component also needs to have adequate parking to attract long-term residents and to accommodate visitors.

DESIGN

The proposed development is esthetically reminiscent of the Lantera building on the New Balance site — a formerly industrial area where a sterile, un-inspiring modern look may be more palatable.

However, this project site is in a long-established residential neighborhood where practically all structures have traditional design. As a result, the neighborhood has a mostly harmonious character, which should not be disturbed by a humongous, esthetically alien building that doesn't fit.

While every new building will look modern, there are ways to ensure that the overall design reflects the prevailing esthetics, is contextually appropriate, and respects the neighbors by trying to minimize the impact on their views. The current design does not accomplish that.

* * *

In closing — we believe that the surest way to improve this project is to significantly reduce its density. When that happens, most problems of the current proposal could disappear or be greatly alleviated.

Sincerely,

On behalf of HUAB's Board of Directors

Acting Executive Committee:

Rollin Crittendon

Sharon Daley

Eileen Houben

Eva Webster



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

15-35 Washington Street, Brighton, MA

1 message

Marilyn Hilliard <mdhilliard@icloud.com>

Wed, Feb 27, 2019 at 11:32 AM

To: casey.a.hines@boston.gov

Greetings! I live at [300 Allston St.](#) I would like to know where all the additional traffic from this project will go? Washington Street is the only major north/south thoroughfare in this are. Vehicles already create traffic jams trying to enter Washington from Allston. The #65 bus which is the only bus nearby, carries hospital workers and patients to and from their destinations, runs on Washington St. This project seems to have the potential of creating an unmitigated nightmare. There was nothing in the presentation that addressed this. Where will I find information on how these transportation issues will be managed?

Marilyn Hilliard



comment letter from 300 Allston St. (the Monarch) attached

1 message

Eileen Houben <eileenkh@gmail.com>

Sat, Mar 2, 2019 at 11:43 PM

To: Casey Hines <casey.a.hines@boston.gov>, Dave Newman <dnewman@strategygroupinc.com>

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov, Brian Golden <brian.golden@boston.gov>

Dear Casey & Dave,

Tonight I met three of my neighbors from The Monarch (300 Allston St.). Two are elderly, non-native speakers of English and have no internet access, their neighbor upstairs was born here and does. I was rather bowled over. They took the neighborhood letter I had left, arranged it with clipboard, pen, and an 'attention' sign in the mailroom, also spoke to just a few neighbors, and HALF the buildings' residents were concerned enough to sign - in one week.

In this age of 'instant' communication, we think we are reaching everyone, but we're not.

Often a small number of comment letters or a low meeting attendance is interpreted as no interest &/or acceptance of a proposal, when it really means you haven't *actually* reached

or notified the neighbors. I think this is especially true in areas with large numbers of elderly, immigrants & others

with limited English, and disabled. Your '4 month' comment period was more like 3-4 weeks...

the time from notice of the public meeting to the official end of the comment period. And this was not sufficient.

As I wrote you last week that I would, I have attached the signed pages from the Monarch residents.

Thank you,
Eileen Houben
617-734-9595

On Thu, Feb 28, 2019 at 12:28 PM Eileen Houben <eileenkh@gmail.com> wrote:

Dear Casey and Dave,

During several communications problems trying to return a call to a Monarch resident without her #, I was able to leave a note for her near the mailbox on Thursday.

I also left a neighborhood flyer requesting comments & listing the new deadline, and a letter written by the Neighborhood Association for those who couldn't comment the normal way and agreed with the letter.

I just heard from her this evening. I don't know what happened to the flyer, but she saw my note and the letter and has been speaking to many of her neighbors. She expects to finish over the weekend and asked me to send the letter then. So far she has over 20 signatures. She sounds both elderly & a non-native English speaker....

so this reflects the difficulty and time involved to actually get information to the neighbors. Her call on Tuesday was a response to the meeting flyer posted there a few days before the community meeting. So the past 3 weeks has just begun to raise the awareness of neighbors that there exists a proposed project. The more aware have sent numerous comment letters,

Regards,
Eileen Houben

(sorry- I sent this last nt, I thought, but it ended in drafts)



15Wash.Monarch.pdf

3379K

15-35 Washington St. Proposal: OPPOSED

P.1

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the
neighborhood. If built, it would have a severe negative
impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic
from the cars, deliveries, pick-ups & drop-offs, etc. generated by
270 units and a double size Whole Foods.

The building would block over 55% of our sky view
& thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult,
especially for those with disabilities, mobility problems, or strollers and
children.

Sincerely,

the undersigned residents of The Monarch, 300 Allston St.

Tejinder

Joseph Kolaczek

Jeff Lugin

Gabi Chung

Michael

William

Andrew Kim

Mike

Michael

Larrie Polyn

Larisa Umanusky

Ed. Umanusky

A. FISHMAN

Shanguee Hu

Shanguee Hu

Shanguee Hu

Shanguee Hu

Larisa Umanusky

Christie M. Ryd

Michael Ko

P2

15-35 Washington St. Proposal: OPPOSED

To BPDA Project manager Casey Hines and
the 15 Washington (Whole Foods block) developers:

We are very concerned as your proposal does not fit the
neighborhood. If built, it would have a severe negative
impact on our quality of life.

It is too big- both too high & too dense.

Safety-Emergency access would be difficult.

The area streets & transit cannot sustain the added traffic
from the cars, deliveries, pick-ups & drop-offs, etc. generated by
270 units and a double size Whole Foods.

The building would block over 55% of our sky view
& thus some of our light (your table 6-2).

A 2nd floor Whole Foods would make shopping more difficult,
especially for those with disabilities, mobility problems, or strollers and
children.

Sincerely,

the undersigned residents of The Monarch, 300 Allston St.

(continue)

Charles [signature]

Ellen Stein

Paul [signature]
[signature]

Kathleen [signature]

[signature]

Bob [signature]

Jimmy [signature]

Geno [signature]

Nigel [signature]

Ma'ine [signature]

M. TANDON
Larry [signature]

Anna Babayan

Joy [signature]

Yulan Davidson
Irene Belostotski

Anna Peselman

[signature]

[signature]



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

15-35 Washington Street

1 message

Alex Davies <alex786@gmail.com>
To: casey.a.hines@boston.gov

Sun, Mar 3, 2019 at 8:10 PM

Hi Casey,

I am a resident of Brighton that lives nearby the purposed development at 15-35 Washington Street. I see that this project is listed as under review currently. Is there any way voice my disapproval if I choose to do so before it is decided if the project can move forward?

-Thank You

2/25/19

Casey,

KIMCO is working with Collrbanize to provide an online resource for the 15 Washington Street project. Enclosed is a compilation of the comments to date that we wanted to share with you.

Thanks,

Dave Newman
617-263-3322

Online Outreach Report | Generated on 2/22/19 by coUrbanize

PROJECT NAME | coub.co/15wash

Audience Reached

190 Website Visitors

20 Followers

63 Total Comments

Letters of Support

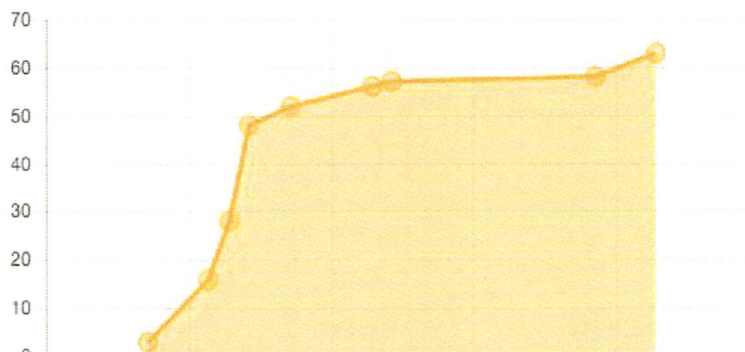
1 Collected

Engagement Over Time

The cumulative number of comments and replies on coUrbanize over the project's online engagement period

63

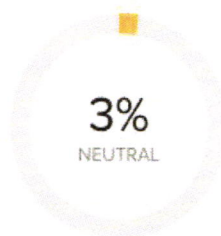
▲ 69 LAST
30 DAYS



Community Sentiment

coUrbanize's system analyzes key words and phrases in each comment to determine its overall sentiment

Sentiment



coUrbanize is an online platform connecting real estate developers & municipal planners with the community.

coubanize.com | 33 Arch Street, Boston, MA 02110 | support@coubanize.com



coUrbanize is the only **online community engagement solution**
purpose-built for real estate developers and municipal planners.

coUrbanize verifies all participants, supports two-way communication, and automatically generates comprehensive reports. With coUrbanize, companies are able to gain control of the engagement process and preventing the surprises and miscommunication that lead to project delays.

The goal of coUrbanize is to encourage inclusive and constructive conversations and information sharing between community members, real estate developers, and municipal planners. Our community guidelines are designed to ensure that conversations are constructive, even when commenters don't agree with each other.

Comment Report

What else do you, as a valuable community member, want us to know? It could be anything related to the project or questions you have for us.



Dominique C

Jan 28, 2019

I'm looking forward to the prepared foods section as a quick but healthy option as opposed to fast food.

👍 2 Supporters



Kyra Hankin

Jan 28, 2019

I agree- it is hard to find quick, healthy options in the area

👍 1 Supporter



Kimco Realty Corporation

Jan 29, 2019

Thank you for your comments. The expanded Whole Foods will allow for a vastly improved selection of healthy offerings. Please also join us at our upcoming meeting on Feb 6 at the Brighton Marine, 77 Warren Street, Brighton - we'd love to hear your feedback on the project in person.



Bruce Bermann

Jan 30, 2019

Boston needs more housing - including both market rate and affordable units. Projects like this one need to be a part of our future plans. Please keep the community involved and informed. Your willingness to listen is refreshing.

👍 1 Supporter



Kimco Realty Corporation

Feb 5, 2019

Great feedback, thanks Bruce. As you know, we're in the middle of a public process and look forward to working with the community to make this a special project for the Allston and Brighton community.



Kyra Hankin

Jan 28, 2019

Once designed, would love to see the interior of the housing units! Parking and modern appliances would be a plus!



Kimco Realty Corporation

Jan 29, 2019

Thanks for your feedback, Kyra. We are planning on sharing interior imagery once design on the units is complete.



Mary Tocci Regan

Jan 29, 2019

I think the project is too big and more parking spaces are needed. Every time I do go to Whole Foods, the lot is always full. Where are the tenants going to park? I know it is the current trend to say millennials do not drive but in my experience that is not true. x



Kimco Realty Corporation

Feb 5, 2019

Thanks for sharing your thoughts, Mary. We'll pass on your concerns to our traffic consultants. It's important for the success of this project to have the right balance of parking to serve the residents and customers.



Margo Romanowski

Feb 19, 2019

I am worried about the traffic on Allston St. It's down to one lane in the winter when we get a lot of snow. I am also worried about the style of apartments being created, and if they would price out the existing residents. There is no reason to pay over \$1900 for a one bedroom apartment and then parking on top of it. We need more affordable housing for \$1200 - \$1300 for one bedroom and \$1500 - \$1800 for two bedroom. The size of the development will be very imposing, and not right for the area. I am also worried about the parking situation, and how it will be more difficult to get in and out quickly.

Are there are any other benefits you'd like to see?



Bruce Bermann

Jan 30, 2019

This is a very innovative take on a traditional and successful approach. Housing above renewed retail is a proven winner.

👍 1 Supporter



Kimco Realty Corporation

Feb 5, 2019

Thanks for your comment Bruce. We're excited to create a lively, mixed use development at this currently underutilized parking lot and constrained retail site.



Dominique C

Jan 28, 2019

Id love for there to be some kind of outdoor space. Maybe a bench or two.



Kimco Realty Corporation

Jan 29, 2019

Thanks, Dominique. We're continuing to work with our design team to improve the public realm and will have more to share soon. Specific suggestions are always welcome.



Kyra Hankin

Jan 28, 2019

I think it would be great to have an outdoor space for eating when the weather is nice!



Desiree Pelletier

Jan 29, 2019

It would be nice to see some moderately priced housing units added to the area, while increasing the aesthetic appeal of the lot.



Kimco Realty Corporation

Feb 5, 2019

Thanks Desiree. We're excited that we can create 270 new residential units with 13% affordable.

We hear you! We want to be able to provide as many community benefits as we can, what would make this neighborhood even better?



coUrbanizer via Text

Feb 6, 2019

Why the project on 15 Washington so tall?

What attracted you to this area to live/work/visit?

Poll Choice	Responses	Percentage
I commute past the site	1	7.7%
I live near the site	10	76.9%
I work near the site	2	15.4%

Replies to Poll Choices

How often would you visit a Whole Foods grocery store?

Poll Choice	Responses	Percentage
Monthly	3	25.0%
Multiple Times per Week	3	25.0%
Once in a Blue Moon	1	8.3%
Weekly	5	41.7%

Replies to Poll Choices

We hear you! We want to be able to provide as many community benefits as we can, what would make this neighborhood even better?

Poll Choice	Responses	Percentage
35 New Affordable Housing Units	5	55.6%
Enhanced sidewalks	1	11.1%
Up to 270 New Housing Units	3	33.3%

Replies to Poll Choices

What new amenities at the Whole Foods would you like to see?

Poll Choice	Responses	Percentage
Expanded Café Area	2	20.0%
Greater Options for Fresh and Prepared Foods	7	70.0%
Indoor Parking	1	10.0%

Replies to Poll Choices



Dom Chest

Jan 28, 2019

Expanded Café Area



Kimco Realty Corporation

Jan 29, 2019

Thanks for your comment, Dom. The expansion of the cafe area is one of the major proposed improvements to the Whole Foods, and it will also offer great views out to the improved streetscape. We are also looking forward to improving the shopping experience through more generous aisles, a wider selection of healthy natural offerings, and partnerships with local food vendors.

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP

Mr. Brian P. Golden, Director
Boston Planning and Development Agency
One City Hall Square, Ninth Floor
Boston, MA 02201

ATTN: Casey Hines, Project Manager
Re: 15 Washington Street, Whole Foods Development, Neutral stance

Dear Mr. Golden,

As a key member for the IAG for the proposed Whole Foods/15 Washington Street Development project in Brighton, I would like to share my thoughts after several initial community meetings. Through these meetings and many hours of community feedback, developer insight, traffic studies, and incredibly productive conversations, our IAG has not come to a unified consensus on this project, but I do believe there are some overlying themes the proponent should consider. It is my perspective that the IAG is divided on this project and has a wide range of concerns. We did not come to a consensus, but I do feel strongly that the development will not be approved as currently constituted. This letter comes from comments I've received from my neighbors and friends, my own perspective on the project, and feedback from other residents and immediate abutters.

Before I share my thoughts, I'd like you to know that I truly believe a redevelopment of this underutilized site would be a wonderful addition to the community. This parcel sits on a sea of asphalt - an ode to an archaic design trend that prioritized cars over people. This is a prime example of a site that would benefit from a forward thinking, human-centric development in a part of our neighborhood that has not adopted modern architectural trends and urbanist development. I can see that this project will certainly aim to address some of the core needs of our community including, but not limited to, a desperate need for affordable housing, accessible and public green space, and energy efficient buildings with an active and vibrant ground floor.

With that said, I am only willing to support this project conditionally and I currently am in a state of neutral/conditional support of the project. I believe it is in the best interest of the development team and the community to come together and find a way for this proposal to address several of the community concerns outlined below and present a comprehensive and thorough community benefit.

- **MULTIMODAL TRANSPORTATION AND TRAFFIC MANAGEMENT/PARKING:** This proposal contains major issues with the proposed increase in parking. While the grocery store will still maintain the perfectly adequate 151 parking spaces, another 172 spaces have been proposed in the new development for up to 270 housing units. 323 total

parking spaces is simply too many parking spaces for such a multimodal transit-rich area. I ask all of our new developments to consider the impact of increased cars in the neighborhood, especially against the best wishes of urban planners, and I would like to see this project promote multimodal development. As someone who has been to this store many times, I have never seen an overwhelmed lot. There is no need to encourage public parking and to waste this space for parking cars. A parking ratio of approximately .63 spots per unit has been proposed. I recommend the developers consider decreasing the current parking ratio to .5 (a subtraction of approximately 37 spaces for 286 total spaces) and/or increase the units offered to offset the environmental impact of the new parking spaces. I would like to see more transportation management in this project as well. There has been little to no conversation about alternative transportation, bus subsidies for residents, bike share, etc. While I understand the market demands of this development, I do not want to encourage new employees, employers, and residents of Allston-Brighton to increase emissions and carbon footprint by offering over 300 parking spots in one building. Many of your prospective employees will live right here in Allston-Brighton. You will have hundreds of new Brighton residents and a great deal of foot traffic. Most of the pressing concerns for this project have been based around all the cars it may bring to the neighborhood. You can solve that problem by being forward thinking and encouraging less car ownership. As for the proposed parklet and protected bike lane options presented in the designs, it is clear that Design Alternative #2 is the best option to provide added greenspace and fully protect bikers with a fully buffered bike lane. In addition, the drive lane should be kept at 13 feet maximum and this proposal should work with the BTD to implement traffic calming measures as this area has a high proportion of seniors, disabled residents, and foot traffic. This is a high risk area for accidents and this project should aim to calm traffic to the fullest extent.

- **HOME OWNERSHIP AND AFFORDABLE HOUSING:** There should be a greater commitment to home ownership and affordable housing from this development. As you know, our current IDP only encourages developers to propose a minimum of 13% affordable units in new developments. That is woefully inadequate for the needs of Allston-Brighton. As a development in the unique position of being able to provide housing and stable, large-scale commercial space with long-lease tenants such as Whole Foods, your team should commit to one or all of the following:
 - Provide a minimum of 20% permanently affordable units on-site of the final development
 - Commit more funds to affordable development projects in Allston-Brighton by organizations such as the Allston-Brighton CDC through the linkage funding program
 - Increase the units offered in this proposal and decrease the commercial space and parking.

I recommend you consider all options with your team and will be happy to discuss each with you.

I believe the creation of these units is a fantastic benefit for the community, but in order to solve a core community problem - generating stable housing and homeownership opportunities at an affordable rate - the developers must propose a greater mix of deed-restricted home ownership in this parcel. I ask the developers to reconsider the current mix of housing and commercial space to produce more homeownership opportunities this project. It is certainly acceptable for this parcel to still contain rental units, as there is a desperate need for housing in the area, but the development team should consider an opportunity to have mixed opportunities for ownership and rental.

- **PUBLIC REALM AND GREEN SPACE:** I believe this project does not provide adequate public realm space or green space. While the current area is a sea of asphalt, the proposed development does not allow for any "to-the-sky" public realm on site. This project should increase the green space and public realm by creating a "to-the-sky" green space between the Allston Street and Corey Road sides of the development. This project could, and should, be built higher and accommodate for more public realm - not aim to cram many units into a shorter building with little to no publicly accessible ground floor courtyard/public way/public realm space. The entrance on Washington Street leading to Corey Rd should be expanded and open air if at all possible. If this is not possible in the redesign, the courtyard on the top of this passageway should be expanded, publicly accessible, and considerably more green than initially rendered.

I hope the development team will seriously consider the above recommendations from concerned Allston-Brighton residents. I appreciate your consideration of this letter, and I look forward to remaining involved in this process.

Sincerely,

Christopher J. Arena - IAG Member and Neighbor in Allston

James P. Long
39 Mount Hood Rd. #5
Brighton, MA 02135
jamesplong.mhr@gmail.com

February 25, 2019

Ms. Casey Hines
Boston Planning & Development Agency
Boston City Hall
Boston, MA
Casey.A.Hines@Boston.gov

RE: 15 Washington St. (Whole Foods Project)

Dear Ms. Hines:

I am submitting this position paper as a member of the IAG, and as resident who lives two blocks from the proposed development site. While I am in agreement with the redevelopment of the site, I do not find the proposed use of the site by the developer to be appropriate. My principal objection to this proposal is that is centered on the expansion of the Whole Foods to nearly 46,000 square feet. The housing component of the project is designed around the requirements of the Whole Foods store. As a result the size and design of the project are far too massive. This proposal should not be approved and the developer should be required to submit a new proposal more in line with the neighborhood this project will be located in. The specific issues I have with this proposal follow.

1. Density

Currently the site contains a 20,300 s.f. Whole Foods and a 7,200 s.f. Citizens Bank separated by a large open air parking lot. In addition to the 45,753 s.f. Whole Foods this proposal seeks to build a 3,600 Bank space and 270 residential apartments on the 2.3 acre site. As proposed the building footprint would cover 100% of the site. This is far too dense for this long established location in the neighborhood.

At its current size the Whole Foods is larger than most of the Whole Foods locations in nearby neighborhoods including: Beacon Street Brookline; Austin Street Charlestown; Westland Ave. Fenway; Beacon Street Somerville; and Prospect Street Cambridge. The developer's position that Whole Foods needs a larger store at this site or it will leave is simply untrue. This location is very busy at all hours of the day and the sales per square foot compare favorably with all other locations and size stores. The community does not need a new Whole Foods store that is more than twice the size of the current store.

Within a quarter mile of the intersection of Washington Street and Commonwealth Avenue there are more than 2,000 new residential units which have been built, are under construction, or are already approved by the city. This dramatic increase is putting a strain on the neighborhood and the people who already live here. Directly across Corey Road from the project site is the 5 Washington Street development which will replace a gas station and small office building with 250 new residential units. This proposal will significantly increase the density of the immediate section of Washington Street as well as the neighborhood at large.

The redevelopment plan for this site needs to be rethought and scaled back. The Whole Foods floor plan should be limited to not more than 25,000 s.f. The residential apartments should be limited to not more than 175.

2. Parking

The developer's current plan includes a total of 323 enclosed parking spaces. 151 of the spaces are allocated to the Whole Foods and the remaining 172 are allocated to the residential units. As a result the parking ratio for the residential units is .65. This is grossly insufficient. Any development at this site requires a 1:1 parking ratio for the residential units. The neighborhood does not have sufficient parking now for the existing residents. Even a small increase of 2 or 3 vehicles imposes a burden on the neighborhood.

The increasing number of units being added to this small neighborhood is making the parking problem worse, at an increasing rate. The neighborhood is right now experiencing a significant increase for on street parking, which currently do not exist. Right now there are no extra spaces available in this neighborhood for residents overnight parking. It is not uncommon for me and presumably everyone else to park up to a half mile away from my home. The prospect of adding to this problem is very concerning.

I would point out that this project would not be built in isolation. Within a quarter mile of this site there are three new projects on Commonwealth Avenue, two projects under construction on Washington Street, a project on Mount Hood Road which will start construction shortly and the 5 Washington Street project which will start in the near future. In total these six projects will be adding at least 2,000 new units to this neighborhood. As a result the neighborhood cannot accept anything less than a 1:1 parking ratio at this site.

In the PNF the developer states that it conducted a parking utilization study of the existing lot. That study found the maximum daytime utilization of the lot was 110 spaces. There is no reason to assume that the parking needs of the Whole Foods will increase significantly regardless of the size of the store. If the parking allocation under the current proposal were revised to be 120 for the Whole Foods/Citizens Bank it would leave 203 spaces for the residential units, guest parking, visitor parking and deliveries. In a scaled down proposal the developer should seek to achieve comparable ratios.

The existing parking lot currently provides a significant community benefit. The Baldwin School is located at the corner of Washington Street and Corey Road. This school serves a K-3 student population. Since the children are so young they have to be brought to school by a parent which in most cases involves finding a temporary parking space and then walking the child to the school door. This fact also contributes to the backup at the intersection which is discussed below as adults and children are getting in and out of cars on Corey Road. Many more parents however use the Whole Foods lot because it provides them with a convenient and safe parking space. Whatever size and shape this project takes this neighborhood amenity needs to be preserved.

3. Project Design

The proposed exterior design of this project is completely out of character with this neighborhood. It reflects the design considerations being used in the buildings being built in the Ink

Block section of the South End. There are no set backs to the building, no green spaces, no landscaping, no open space and no easing of the building mass. The result of the current design is to create a fortress not a building which is compatible with the existing streetscape. This design accommodates the needs of an expanded Whole Foods, not the community. It is in need of a complete redesign. The redesign needs to include significant neighborhood benefits such as set backs, landscaping and lessening of the mass of the building.

4. Transportation Issues

Regardless of the size of this project its impact on the existing transportation systems and the neighborhood will be significant because of where it is located. Washington Street intersects with Corey Road, Allston Street, and Commonwealth Avenue to form the busiest stretch of road way in all of Brighton. At this time the Whole Foods lot contributes to the congestion because of the cars exiting the site. Traffic delays at the intersection of Corey Road and Washington Street is already a serious problem. The addition of 5 Washington Street and 15 Washington Street will only make a bad situation worse.

Weekday rush hour traffic at the intersection of Corey Road and Washington Street is a twice daily nightmare. It can easily take 3 light cycles to cross Washington Street and two light cycles to cross Corey Road. These backups are caused because both Corey Road and Washington Street are the primary streets for people transiting through the neighborhood.

As noted above there are multiple vehicles stopping for drop offs at the Baldwin school, primarily on Corey Road. Each one of these vehicles disrupts traffic when it stops to park and then again when it pulls out of the space. This is a much greater impact on traffic circulation than merely the whole number of vehicles.

The project as presently conceived does not adequately address traffic issues. In particular the plan fails to address on site availability for deliveries and ride share pick ups and drop offs. The developers suggestion that some number of on street parking spaces on Washington Street be resigned to allow for transitory parking purposes. This would result in a direct loss of resident parking spaces which is a major imposition on the community without any offsetting benefit.

5. Affordable Units

The projected rents for the units proposed at this site are at the highest levels for Brighton units and are in line with the amounts being charged by other new developments. They are considerably higher than rents for existing units so it is extremely unlikely that current Brighton residents will be moving into this project. The developer needs to commit to making 20% of the units in this project affordable to Brighton residents.

Sincerely,

James P. Long

James P. Long

February 24, 2019

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
City Hall, One City Hall Square
Boston, MA 02201

15 Washington IAG letter/Eileen Houben/opposed to current proposal

Dear Casey and members of the development team,

As a neighborhood member of the IAG, I have spoken with and worked with many of the neighbors on Corey Hill during the last 3 weeks, making them aware of the project and what was proposed, and I feel the responsibility to represent their views and concerns in my letter. As more people become aware of the project, the concerns and distress are escalating. Many have sent me copies of their comments, and in this letter I will include the major concerns that have been repeated countless times as well as some localized concerns. Several letters you have received include excellent research and/or details with research type precision.

Some letters include constructive alternatives and limits. Some drop-in sessions of the Corey Hill neighbors generated some very creative ideas for what *should* be built. I will address these ideas soon in a different letter.

SIZE/VIEW/GREEN

The project is too big: too dense & too high.

1 neighbor pointed out that with the mechanicals modules on the roof, the heights will be up to 100 ft vs the zoned 35'.

It does not fit the size or style of the neighborhood,
which is mainly 1-3 story wood, siding, or brick houses,
& low brick condos & apartments.

The size and layout would make emergency access to some apt.s difficult. The Feb. fire at 20 Washington started in a unit overlooking Washington. This made containing the fire and rescuing residents simpler.

It completely fills the parcel with no ground level/public green space.

Allston residents were concerned about keeping mature trees. While I believe I saw a paragraph on protecting trees, the diagrams were not consistent with text so the PNF wasn't clear.

UNIT TYPE/AFFORDABILITY

The project has only rental, no ownership, and limited affordable units.

Allston Brighton has one of the lowest homeownership rates in the city, which will be declining even further with the 1300+ units in the pipeline *just within ½ mile* of the site. Most of these are rentals and smaller units. We are losing families and need to attract them with affordable, family-size units.

Even more than increasing the % of affordable units from the minimum- and AB residents with an avg. median income 50% of the Boston \$100,000 median often can't afford even that - we need to think creatively.

We need efficient lower cost design (think Ayn Rand's Fountainhead) and support from the city to cool the market to a more responsible level.

(2 initial ways might be 1. to support our zoning laws and enforce the required reasons for variances- hardship or community need and

2. require that any project with >10% variance may not be filed with the BPDA, but must go to discussions with the neighborhood to work together to design a project that fits the neighborhood.

CONSTRUCTION ISSUES

Construction will exacerbate the existing and future traffic congestion and safety issues for pedestrians, bikes, and cars.

There are health & safety concerns.

Some Allston St residents were concerned with **structural issues** if there is **blasting** for an underground garage level, and **environmental hazards** from demolition.

There was concern that **demolition would release a large rat population** unless the latest preventive measures were taken (such as net surrounds) and these were ensured in writing and the neighbors were kept aware of scheduling.

When I spoke to the fire dept. spokesperson at the fire, pointing out how the parking lot was used for staging of auxiliary vehicles, he said what we should be concerned with is the daily blockage of emergency access by construction vehicles over a 2-3 year time span.

TRAFFIC AND PARKING

Congestion at peak & other times already gives the key intersections grades of below C and heading to F, even in a no-build scenario.

The proposed bike lane & slowing proposals don't solve the current situation, no less the impact of more. The proposals leave conflicts of pedestrian vs bike vs car safety.

This proposal, with a larger Whole Foods and increased delivery/car service, etc. trips generated by residents will generate more traffic than now, and more than the surveys anticipate.

It cites public transportation which is already maxed out.

The studies did not include the intersections of Washington/Downing & Corey/Orchard which are basically blocked during Baldwin drop-off & pick up from cars &/or schoolbusses.

There is no holistic approach by the city or the developer to solving the issues BEFORE building and to prevent overbuilding. (The AB Mobility study will be like closing the barn door after the horse has left.)

WHOLE FOODS ISSUES

We need a **first floor** store, especially for the many elderly & disabled, and for parents with small children. That is a safety issue.

For others, perhaps it is convenience, but when people start finding it's too complicated to stop here, and takes too long to get in/out of the store (which some people have already been feeling due to traffic), sales will suffer and that would jeopardize the store remaining here.

The store is being doubled with no increase in parking, yet it will draw more customers with cars. Plus the cafe and Amazon locker will draw additional customers.

PARKING

This neighborhood is not urban or downtown. It is a transition between true urban and true suburb. It is at the western edge of the city, and people come here to work either in the city, or off the surrounding highways where there is no public transit. Even when they commute by T for work, they are not just city-centric, and use cars for going other places during leisure, or family shopping or school or sports car pools.

Plus we are on the town line. Brookline has no overnight street parking, so many driveways, lots (like 5 Washington/167 Corey that's disappearing) are rented out. So we have not only Brighton residents who don't have parking but Brookline residents who need places.

Even 1:1 ratio for units and some increase in retail (which you don't have) is not sufficient in this specific neighborhood for the pre-build condition. That is true even if the decrease in cars theory should prove true in general.

There is no visitor parking.

And visitors to you and to surrounding buildings have no where to go. Your parking lot is the current 'release valve' and there is no where else left.

IN CLOSING

This project needs to restart from scratch, hopefully after holding consultation meetings with neighbors **in the neighborhood**.

It needs to be scaled down at least to zoning levels (some letters suggested only 2 stories.)

There needs to be a green park area at street level.

Setbacks need to be larger and green.

A serious solution to Washington traffic issues might involve additional setback of buildings (some of your land for public use & improvements) to provide more bike/car or turning lane access.

Any housing needs to include affordable, family-sized units, perhaps townhouses.

Casey, thank you for your hard work,
Eileen Houben, IAG neighborhood member
Corey Rd. Brighton



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

Liam Flanagan: 15 Washington IAG letter - opposed

1 message

Eileen Houben <eileenkh@gmail.com>

Sun, Feb 24, 2019 at 11:04 PM

To: Casey Hines <casey.a.hines@boston.gov>, Dave Newman <dnewman@strategygroupinc.com>

Cc: Mark.Ciommo@boston.gov, A.E.George@boston.gov, Michelle.Wu@boston.gov, Michael.Flaherty@boston.gov, "City Council Pres." <andrea.campbell@boston.gov>, kevin.honan@mahouse.gov, michael.moran@mahouse.gov, William.Brownsberger@masenate.gov, conor.newman@boston.gov, mayor@boston.gov

Dear Casey,

Liam has problems with his accessibility software,
so I typed his dictation on my computer, where I can also see
to add all the cc addresses he wanted, but the attached document is his letter.

EKH



Liam.IAG.Feb.doc

25K

February 24, 2019

Casey Hines, Senior Project Manager
Boston Planning and Development Agency
City Hall, One City Hall Square
Boston, MA 02201

IMPACT of proposed 15 Washington project on the neighbors

Dear Casey,

IMPACT!

This is mostly about the impact it is going to have in my neighborhood. By the way, I feel the IAG should be comprised predominantly of people who actually reside near the project and are thus the most **impacted** by the project.

So this is the perspective from the **human** side not the bottom line/ business view. Speaking of view, I'm sitting in the Covenant House solarium looking across the "sea of asphalt" to Corey Hill, enjoying what is now the view: the wide open sky, the top of Corey Hill, all the trees on the higher hill over there in Brookline, and if I weren't losing my vision I could just about see Eileen Houben's house. That won't be true, if this project is built as proposed.

I was sitting on a bench outside Whole Foods looking across the parking lot...oh, *excuse me*, "*the sea of asphalt*". Well, there are a lot of boats in that sea. A lot around the edge seem like they'll be there all day, perhaps, the rest of them are coming and going frequently. It's a busy place, very important to the neighborhood. This is not just a vacant lot or an empty building, not a static entity but a vibrant dynamic property, much used and valued by the neighborhood and people in the area.

So I may not say too much about the details I'm not going to spend too much time on the issues of overwhelming height, density, and size, others have detailed it clearly. I think everyone knows, including those with some support for this, that this does not belong here, and the city knows this too. In fact, in the developers' hearts, if they can put aside their dreams of maximum profit, even *they* know this doesn't belong here. This is supposed to be a

neighborhood, a residential district it does not belong here.

I sit in this room from time to time, and I certainly walk the streets of this neighborhood quite a bit, every day of the week, and as I said, I often sit on the benches outside of Whole Foods. I am really quite aware of the density of the traffic here and the congestion that takes place. It is just unimaginable what it is going to be like during the construction and even after the construction. What this place is going to be like. I'm trying to imagine all this traffic entering and exiting from Allston and Corey - *I don't think so*. And 18-wheelers??!! Onto Corey Rd.? No. They cannot do that turn onto Corey (and they currently don't - even with a parking lot not a building opposite.)

It can be a very dangerous place, as it is, for most of the pedestrian population here, who are elderly or disabled or both. While I am saying this, one comment about the store. A second floor store would be extremely difficult for these people. We need a first floor store.

With the proposed plan, all the quick and easy access would be gone for neighbors, for dropping off children at the school, and for shoppers coming by car for a quick stop on the way home. And I do not like hearing "it's a learning curve" and "they will adjust to it" about things that are going to be of great concern to the people here. The developers who said that don't plan to live here and "adjust". To them I say, "your external "sea of asphalt" will now be an internal, isolated lagoon. I don't believe any of your studies can accurately predict or anticipate the effect of what this is going to do to this area, to the streets, to the traffic, to the people. All you see when you see an empty space is the potential to make a bundle of money." What some of us see is what may be the last open space in this area. I do, by the way, hope that I see some solar panels &/or windows on this construction, if I do choose to look out this window any more in the future.

And of course for a year or two I'll have to be looking at construction. The construction itself is going to be devastating to this neighborhood and it's going to go on for a long time. It's also a big safety issue. The fire department spokesman at the 20 Washington fire this month was extremely concerned with construction trucks blocking emergency access. Plus, in the current proposal, emergency access to some apartments would be extremely difficult.

I also have friends in the store who are concerned about their livelihood. They need a guarantee that there will be a continuity of the Whole Foods retail during this period. I spoke to someone in my building whose apartment faces the street. She was frantic both about the construction and about losing her job at Whole Foods. If you want to see a serious wave of protest, perhaps literally in the streets with signs, try telling the region that you are going to close that store for a while.

There is also construction concern about a huge population of rats being disturbed. We need reassurance that the best preventative methods will be used.

Right now, I'm looking at a filled parking lot. Some of those cars are not from Whole Foods but are there because there is already too little parking in the neighborhood. Building units with less than a minimum 1:1 ratio does not work here, where there is already a serious lack of space. And in addition, you are eliminating an existing parking lot.

So in summary, as I said earlier, the human impact is going to be enormous. If this were built as proposed, together with the 5 Washington project, this neighborhood would never be the same again. It's not even going to resemble what it is now. No longer will we look across to open space and trees on the hill, just a tall, looming, non-aesthetic building which doesn't even blend into the neighborhood's look. Walking down the street will be walking down an urban canyon.

Also, future meetings should be in the neighborhood, so that more neighbors can come. A lot of people here have no idea that it's even planned, let alone how to make their voices heard. And they can't get to the Marine building. And the amount of past notice has not been enough for most of the neighbors to learn about it in time to be able to come. This, I believe, needs to be addressed as well.

So, in closing, imagine living here opposite this monstrous building, without a financial interest in it. Would you want to live here? It's too big. Scale it down. Back to the drawing board.

With great concern,
Liam Flanagan



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

Re: 15 Washington Street IAG

1 message

Doug Bacon <doug@redpaintgroup.com>
To: Casey Hines <casey.a.hines@boston.gov>

Tue, Feb 19, 2019 at 3:28 PM

Casey-

I am a member of the IAG for the proposed development project at [15 Washington Street](#).

This site is in Brighton, a neighborhood in which I have very deep roots. Although I don't live in the neighborhood any more, I lived in Brighton for more than 15 years, and have owned multiple restaurant businesses in the neighborhood since 1990. For a couple of years I lived on Melvin Avenue, which is directly adjacent to the subject Site.

I also own a house and commercial property nearby.

Please accept this email as my record of STRONG SUPPORT for this project.

This project provides a much needed expansion of the Whole Foods grocery store, as well as more than 250 units of housing.

The new project will offer the same number of parking spaces as the site currently offers for grocery shoppers, as well as additional parking for use by residents.

The one change I would hope to request in this project is fewer crosswalks across Washington Street.

4 Crosswalks in a short stretch of the street is too many and will slow down traffic too much.

I am hopeful this might be reduced to 2 or 3 crosswalks.

Thank you for the opportunity to provide input on this worthy project.

Doug Bacon

President
Red Paint Hospitality Group
[116 Brighton Ave](#)
Allston, MA 02134

doug@redpaintgroup.com
617-254-5151 office
617-783-9672 fax

"Paint the Town Red"

The Westland, Fenway
Hopewell Bar & Kitchen, Allston
Avenue Bar, Allston
The Last Drop, Brighton
Harry's Bar & Grill, Brighton
The Corner Tavern, Back Bay
White Horse Tavern, Allston

On Fri, Feb 8, 2019 at 3:34 PM Casey Hines <casey.a.hines@boston.gov> wrote:

Good afternoon IAG members,

I wanted to take a moment to thank all of you who attended our back to back meetings on Wednesday evening (I know it was a long night!). In addition to sacrificing your time- your thoughtful observations and feedback on the proposal are greatly appreciated.

As a reminder, we discussed closing the comment period on **February 21st** and having the IAG members all write **individual** comment letters rather than a joint comment letter. Your comments will be packaged with the comments from BPDA staff, city agencies, elected officials and the public- which will all be included in the Scoping Determination we intend on issuing to the Proponent. They will be charged with responding to the comments in their next filing.

If you have any questions please do not hesitate to contact me.

The IAG presentation on transportation/public realm that was shown as the meeting can be downloaded [here](#).

Thank you again- have a nice weekend!

Best,
Casey

--

Casey Ann Hines

Senior Project Manager

617.918.4244

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org



Project Comment Submission: 15-35 Washington Street

1 message

kentico@boston.gov <kentico@boston.gov>

Sun, Feb 17, 2019 at 8:33 PM

To: BRAWebContent@cityofboston.gov, casey.a.hines@boston.gov, jeff.ng@boston.gov, comment_email_processor@o-2zlaqa64yog14nfnqlzmbbrpfox00q4is2vvlpd3irp6a8fovy.36-1heureao.na30.apex.salesforce.com

CommentsSubmissionFormID: 5154

Form inserted: 2/17/2019 8:31:59 PM

Form updated: 2/17/2019 8:31:59 PM

Document Name: 15-35 Washington Street

Document Name Path: /Development/Development Projects/15-35 Washington Street

Origin Page Url: /projects/development-projects/15-35-washington-street

First Name: alan

Last Name: cohen

Organization:

Email: alanfromboston@aol.com

Street Address: [8 egremont road](#)

Address Line 2: 1

City: brighton

State: MA

Phone: (617) 686-7397

Zip: 02135

Opinion: Oppose

Comments: I am not adverse to building new housing in Brighton. I had no real issues with the project on Mt hood road. But I am against 15 Washington street project as is. I own a house and live on Egremont Road. I think the project for the whole foods and bank is too large and too high and too dense. I am not against development but this is a poorly thought out project that does nothing to really improve the neighborhood. My preference would to see more than just whole foods and a bank. space for a few more retail spaces , a restaurant dry cleaner ... The majority of the units , as is my understanding, are to be one bedrooms .Brighton needs to stop being a transient place for people. I would prefer to see less units three bedrooms hopefully to attract some young families. Is there no option to have these units condo's Lastly, while i would like to see some devolpment on the site a new whole foods would be great i would rather see what is currently there than a large building looming over washtington street alan cohen

PMContact: casey.a.hines@boston.gov

Project ID: 3139

APPENDIX D
EXAMPLE OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority d/b/a Boston Planning & Development Agency ("BPDA"), acting pursuant to Article 80 of the Boston Zoning Code ("Code"), hereby gives notice that a Draft Project Impact Report ("DPIR") for Large Project Review has been received from _____

(Name of Proponent)

for _____

(Brief Description of Proposed Project)

proposed at _____.

(Location of Proposed Project)

The DPIR may be reviewed on the BPDA website – www.bostonplans.org - or at the Office of the Secretary of the BPDA at Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Casey Hines, Senior Project Manager, BPDA, Boston City Hall, Boston, MA, 02201 or via email at Casey.A.Hines@Boston.gov within forty five (45) days of this notice or by _____.

The Proponent is seeking issuance of a Preliminary Adequacy Determination ("PAD") by the Director of the BPDA pursuant to Section 80B-5 of the Code. The PAD may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if, after reviewing public comments, the BPDA finds such DPIR adequately describes the Proposed Project's impacts.

Teresa Polhemus, Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/csl/building-codebbrs.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visitability** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILITY CHECKLIST

1. Project Information:

If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.

Project Name:	
Primary Project Address:	
Total Number of Phases/Buildings:	
Primary Contact (Name / Title / Company / Email / Phone):	
Owner / Developer:	
Architect:	
Civil Engineer:	
Landscape Architect:	
Permitting:	
Construction Management:	

At what stage is the project at time of this questionnaire? Select below:

	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? <i>If yes</i> , identify and explain.			

2. Building Classification and Description:

This section identifies preliminary construction information about the project including size and uses.

What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No

Article 80 | ACCESSIBILITY CHECKLIST

What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i>				
Is the development site within a historic district? If yes , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

Article 80 | ACCESSIBILITY CHECKLIST

<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</p>	
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

Will any portion of the Project be going through the PIC? If yes , identify PIC actions and provide details.	
6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i>	
What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?	
What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?	
Will any on-street accessible parking spaces be required? If yes , has the proponent contacted the Commission for Persons with Disabilities regarding this need?	
Where is the accessible visitor parking located?	
Has a drop-off area been identified? If yes , will it be accessible?	
7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i>	
Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:	
Are the accessible entrances and standard entrance integrated? If yes , describe. If no , what is the reason?	

Article 80 | ACCESSIBILITY CHECKLIST

<p><i>If project is subject to Large Project Review/Institutional Master Plan,</i> describe the accessible routes way-finding / signage package.</p>	
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development,</i> how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</p>	
<p><i>If a residential development,</i> how many accessible Group 2 units are being proposed?</p>	
<p><i>If a residential development,</i> how many accessible Group 2 units will also be IDP units? <i>If none,</i> describe reason.</p>	
<p><i>If a hospitality development,</i> how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? <i>If yes,</i> provide amount and location of equipment.</p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. <i>If yes,</i> provide reason.</p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? <i>If yes,</i> describe:</p>	

<p>9. Community Impact: <i>Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.</i></p>	
<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as "Family"/"Companion" restrooms? If no, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

-
-
-
-

This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

accessibility@boston.gov | patricia.mendez@boston.gov | sarah.leung@boston.gov | 617-635-3682

APPENDIX F
BROADBAND READY BUILDINGS QUESTIONNAIRE

ARTICLE 80 DESIGN REVIEW BROADBAND READY BUILDINGS QUESTIONNAIRE

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Project Notification Form will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include this PDF in the Project Notification Form packet submitted to BPDA.

SECTION 1: GENERAL QUESTIONS

Project Information

- Project Name:
- Project Address Primary:
- Project Address Additional:
- Project Contact (name / Title / Company / email / phone):
- Expected completion date

Team Description

- Owner / Developer
- Architect
- Engineer (building systems):
- Permitting:
- Construction Management

SECTION 2: RIGHT OF WAY TO BUILDING

Point of Entry Planning

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes
- No
- Unknown

SECTION 3: INSIDE OF THE BUILDING

Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers
- Distance between risers (if more than one)
- Dimensions of riser closets
- Riser or conduit will reach to top floor
- Number and size of conduits or sleeves within each riser
- Proximity to other utilities (e.g. electrical, heating)
- Other information/comments

Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room?
- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)
- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- Will the telecom room be climate controlled?
 - Yes
 - No
 - Unknown

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
 - Yes
 - No
 - Unknown
- Will the telecom room be located on a floor where water or other liquid storage is present?
 - Yes
 - No
 - Unknown
- Will the telecom room contain a flood drain?
 - Yes
 - No
 - Unknown
- Will the telecom room be single use (telecom only) or shared with other utilities?
 - Telecom only
 - Shared with other utilities
 - Unknown
- Other information/comments

Delivery of Service Within Building (Residential Only)

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- Unknown

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- Unknown

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES

Cellular Reception

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- Unknown

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- Unknown

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- Unknown

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- Carrier
- Neutral host provider
- Self-installing

Rooftop Access

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- Unknown

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- Unknown

SECTION 5: TELECOM PROVIDER OUTREACH

Supporting Competition and Choice

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- Unknown

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- Unknown

SECTION 6: FEEDBACK

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.