



December 14, 2016

Brian P. Golden, Director  
Boston Planning and Development Agency  
Boston City Hall, 9<sup>th</sup> Floor  
Boston, MA 02201

**Re: NOTICE OF PROJECT CHANGE  
89 Brighton Avenue Redevelopment Project**

Dear Director Golden:

Brighton Gardner Properties LLC (the "Proponent") submits this Notice of Project Change related to the transit-oriented redevelopment project on a site consisting of three (3) adjoining parcels located at 89-95 Brighton Avenue and 41 Gardner Street in Allston Village. The Project previously received Article 80 Large Project Review Approval from the Boston Redevelopment Authority Board ("BRA") on February 11, 2016 and was the subject of a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code on February 23, 2016.

#### PROJECT BACKGROUND

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The Proponent submitted a Project Notification Form ("PNF") on June 26, 2015 that included a program consisting of 138 apartments, 7,100sf of retail space, 69 parking spaces, predominately studio apartments (83 studios), and covered bike storage for 142 bicycles. In response to feedback from the Impact Advisory Group and community members, the Proponent submitted a Supplemental Filing on January 16, 2016 with a revised program that included 130 apartments, 7,500sf of ground floor retail space, 69 parking spaces, covered bike storage for 140 bicycles, and no more than 54 studio apartments. As stated above, the BRA Board granted Article 80 Large Project Review Approval on February 11, 2016 and the Director issued a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code on February 23, 2016.

#### PROPOSED PROJECT CHANGES

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In response to feedback from the Boston Zoning Board of Appeal ("ZBA") and others, the Proponent proposes further adjustments to the BRA-approved program and building design. The proposed project now includes 129 apartments, 79 parking spaces, 7,500sf of ground floor retail space, covered bike storage for 140 bicycles, and an on-site bicycle repair station. In addition, as this Project is oriented to Boston's workforce, the Proponent will not market to undergraduates and has agreed that no more than one third of the dwelling units will be leased to undergraduates at any one time. Lastly, the revised proposal sets back the Project's sixth floor approximately ten (10) feet from the parapet, lessening height and shadow impacts, eliminating one residential unit, and reducing the Project's Floor Area Ratio. A summary of the proposed programmatic changes are listed below.



Program	PNF	Article 80 Approved	Current Plan	Difference
Square Feet	124,300sf	121,857sf	120,052sf	-1,805sf
Apartments (studios)	138 (83)	130 (54)	129 (54)	-1unit (No Change)
Parking Spaces	69	69	79	+10 spaces
Retail	7,100sf	7,500sf	7,500sf	No Change
Bicycle Parking	142	140	140	No Change
Sixth Floor	Situated at the building face on Brighton Ave & extended back along Linden & toward Gardner	Situated at the building face on Brighton Ave	Setback over 10' from the building edge along Brighton Ave	-10 feet

The Project will enhance the pedestrian environment with a vibrant streetscape by closing existing curb cuts and infilling underutilized parking lots at the corner of Brighton Avenue and Linden Street with wider sidewalks and by populating the ground floor with contextual and stable retail uses that will enhance this important street corner, signaling to long-time residents, visitors, and other business owners that it is an integral and valued block in the neighborhood. Allston Village is a thriving neighborhood with great access to public transportation, diverse and culturally vibrant businesses, and a renowned music scene. The Project will offer quality transit-oriented housing at moderate prices with the privacy and access to neighborhood amenities that residents desire. Furthering the goals of the Boston 2030 Housing Plan, the building offers professionally established neighborhood residents the opportunity to stay and put down roots, increasing neighborhood stability in Allston Village.

The Project includes the demolition of three (3) buildings to clear the underutilized site for the construction of a single mixed-use structure with two (2) to five (5) floors of mixed income housing over the first floor of at grade parking tucked behind new on-street retail. The site's former use as a car rental parking lot will make way for ground floor retail with inspired ground floor facades to add liveliness to the sidewalk and energize the block creating a welcoming gateway into Allston Village. The Project will capitalize on its urban setting and its design and operation will encourage the use of alternative methods of transportation by providing a series of site amenities such as dry and secure bike storage and repair station, a loaner bike program, transit screens in the lobby displaying up to date schedules of local transportation services, and creating financial incentives for non-car owners. The goal of the Project's aggressive Transportation Demand Management measures is to make it easy for residents not to own cars which will limit the impact of the Project on surrounding roadways, and help Boston and Allston grow responsibly near existing infrastructure without the need to add vehicles.

#### TRANSPORTATION IMPACT ANALYSIS

The Transportation Engineer calculated new trip generation numbers for the updated program for 89 Brighton Avenue. Pages 3-16 and 3-17 in the original PNF show the Project Trip Generation. With the change since the original PNF filing from 138 Units and 7,100sf Retail to 129 Units and 7,500sf Retail, the net-new vehicle trips are shown below. In summary, the updated Project will generate a difference of one



(1) less vehicle exiting during the weekday evening. The transit and walk trips change slightly in the total program trip generation, as shown in the table below.

As for parking, the previous ratio was 0.5 spaces/unit, and with the slight decrease in the number of units and increase in parking supply, the new parking ratio is 0.6 spaces/unit. The Boston Transportation Department recommends a maximum parking ratio of 0.75-1.25 spaces per residential unit, so the Project remains below the maximum ratio.

**Previous & New Program Total Project Trip Generation Comparison (no credits for existing site)**

Time Period / Direction	Previous Program			New Program		
	Public Transportation	Walk/Bike/Other	Vehicle Trips	Public Transportation	Walk/Bike/Other	Vehicle Trips
<b>Weekday</b>						
Enter	149	247	299	144	241	290
Exit	<u>149</u>	<u>247</u>	<u>299</u>	<u>144</u>	<u>241</u>	<u>290</u>
Total	298	494	598	288	482	580
<b>Weekday</b>						
Enter	4	8	8	4	7	8
Exit	<u>14</u>	<u>24</u>	<u>25</u>	<u>13</u>	<u>22</u>	<u>25</u>
Total	18	32	33	17	29	33
<b>Weekday</b>						
Enter	18	31	33	18	30	33
Exit	<u>12</u>	<u>20</u>	<u>22</u>	<u>11</u>	<u>19</u>	<u>21</u>
Total	30	51	55	29	49	54
<b>Saturday</b>						
Enter	14	24	25	13	24	25
Exit	<u>14</u>	<u>23</u>	<u>24</u>	<u>13</u>	<u>23</u>	<u>24</u>
Total	28	47	49	26	47	49

Attached hereto are the new perspective drawings and floor plans that detail the proposed changes to the Project. The purpose of this submission is to notify the Boston Planning and Development Agency (“BPDA”) of the proposed changes and request review and approval by the Board of Directors. The Proponent looks forward to working with BPDA and Impact Advisory Group to discuss the proposed changes. Thank you for your consideration. If there is any additional material required or if there are any questions, please do not hesitate to contact me.



Thank you for assistance throughout the Article 80 Process. Please let me know if you need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Samuels'.

Michael Samuels  
Eden Properties

Cc: Noah Maslan, Eden Properties  
Doug Husid, Goulston & Storrs