

## PUBLIC NOTICE

The Boston Redevelopment Authority, d/b/a the Boston Planning & Development Agency ("BRA"), pursuant to Article 80 of the Boston Zoning Code ("Code"), hereby gives notice that a Draft Project Impact Report ("DPIR") for Large Project Review was filed by CCF-BVSHSSF Washington 1 LLC, an affiliate of Cabot, Cabot & Forbes (the "Proponent") on January 11, 2017, for an approximately 11.6-acre site located at 159-201 Washington Street in the Brighton neighborhood of Boston (the "Site").

The Site currently consists of St. Gabriel's Monastery, Church, and an attached dormitory, all of which have been abandoned for years and are in disrepair. The Site also includes a wooded buffer along Washington Street, a private residence, and a cemetery, all of which will be preserved. The Shrine to Our Lady of Fatima at the Site will be maintained in its current location. The Proposed Project includes the construction of approximately 641 units of housing in four new buildings, and within the renovated St. Gabriel's Monastery and Church, as well as approximately 447 parking spaces (the "Proposed Project").

The Proponent is seeking the issuance of a Preliminary Adequacy Determination ("PAD") by the Director of the BRA pursuant to Section 80B-5 of the Code. The PAD may waive further review requirements pursuant to Code Section 80B-5.4(c)(iv), if, after reviewing public comments, the BRA finds that such DPIR adequately describes the Proposed Project's impacts.

The DPIR may be reviewed on the BRA website – [www.bostonplans.org](http://www.bostonplans.org) – or at the office of the Secretary of the BRA, Room 910, Boston City Hall, 9th Floor, Boston, MA 02201, between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, must be submitted in writing to Michael Rooney, BRA Project Assistant, at the address stated above or via email at [Michael.Rooney@Boston.gov](mailto:Michael.Rooney@Boston.gov) within 75 days of this notice, i.e., by March 27, 2017.

BOSTON REDEVELOPMENT AUTHORITY  
Teresa Polhemus  
Executive Director/Secretary

DRAFT PROJECT IMPACT REPORT

# 159-201 Washington Street



Submitted to:  
**Boston Planning and Development Agency**  
One City Hall Square  
Boston, MA 02201

Submitted by:  
**CCF-BVSHSSF Washington 1 LLC**  
c/o Cabot, Cabot & Forbes  
185 Dartmouth Street, Suite 402  
Boston, MA 02143

Prepared by:  
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Maynard, MA 01754

In Association with:  
**CUBE 3 Studio LLC**  
**Bargmann Hendrie + Archetype**  
**Howard Stein Hudson**  
**Bohler Engineering**  
**Shadley Associates**  
**K&L Gates**  
**Dain, Torpy, Le Ray, Wiest & Garner PC**  
**Haley & Aldrich**  
**John Moriarty & Associates**

January 11, 2016

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January 11, 2016

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## Chapter 1.0

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### Project Description

## 1.0 INTRODUCTION/ PROJECT DESCRIPTION

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### 1.1 Introduction

CCF-BVSHSSF Washington 1 LLC, an affiliate of Cabot, Cabot & Forbes (the Proponent), proposes to develop an approximately 11.6-acre site (the Project site) in the Brighton neighborhood of Boston (the Project). The Project site abuts Washington Street to the south, St. Elizabeth's Hospital and associated parking garage to the west, Brighton High School to the north, and St. John's Seminary and multi-family residential buildings to the east. The site currently consists of St. Gabriel's Church, Monastery, and an attached dormitory, all of which have been abandoned for years and are in disrepair. The site also includes a wooded buffer along Washington Street, a cemetery, a Shrine, a private residence, and a large surface parking lot.

On July 18, 2016, the Proponent submitted an Expanded Project Notification Form (PNF) to the Boston Planning and Development Agency (BPDA) outlining a proposal for the site that included four new residential apartment buildings, renovation of the St. Gabriel's Monastery to amenity space and apartments, and demolition of the Church. After submitting the Expanded PNF, the Project team met with the Impact Advisory Group (IAG) and community, as well as with the BPDA, City agencies, and elected officials. Following these meetings, the Project team evaluated the various comments and concerns expressed by the community. In response to these comments and concerns, the Proponent has directed a number of changes to the Project's site plan, program and design.

The resulting Project continues to include four new residential buildings, and now includes the restoration of the Church to be used as amenity space for the residents, and the preservation of the Fatima Shrine in its current location. The Project now includes approximately 641 units of housing, 85 of which will be condominiums, and approximately 447 parking spaces, with approximately 360 spaces dedicated to the rental units and 87 spaces dedicated to the condominium units. The center of the development will focus on the renovation and adaptive reuse of the existing St. Gabriel's Monastery and Church.

The proposed Project serves as a unique opportunity to deliver much needed housing in the City, including affordable housing. In addition to reducing housing pressures in the neighborhood, the Project will restore historic buildings on the site, and respectfully transform an underutilized parcel into an active and engaging development. The Project will both preserve and enhance the existing landscaped spaces along the length of Washington Street and within the entire south and east sides of the Monastery, and create new public open spaces throughout the site. In total, the Project will include approximately 7.3 acres of open space, representing 63% of the site. The Project will also provide Unbound Visual Arts with a gallery space on-site for art exhibits for the local community. In addition to the housing and public realm benefits, the Project will create new construction and permanent jobs, and improved tax revenues for the City.

This Draft Project Impact Report (DPIR) is being submitted to the BPDA in response to the Scoping Determination issued on October 28, 2016.

## 1.2 Project Identification

Address/Location: 159 Washington Street Brighton, MA

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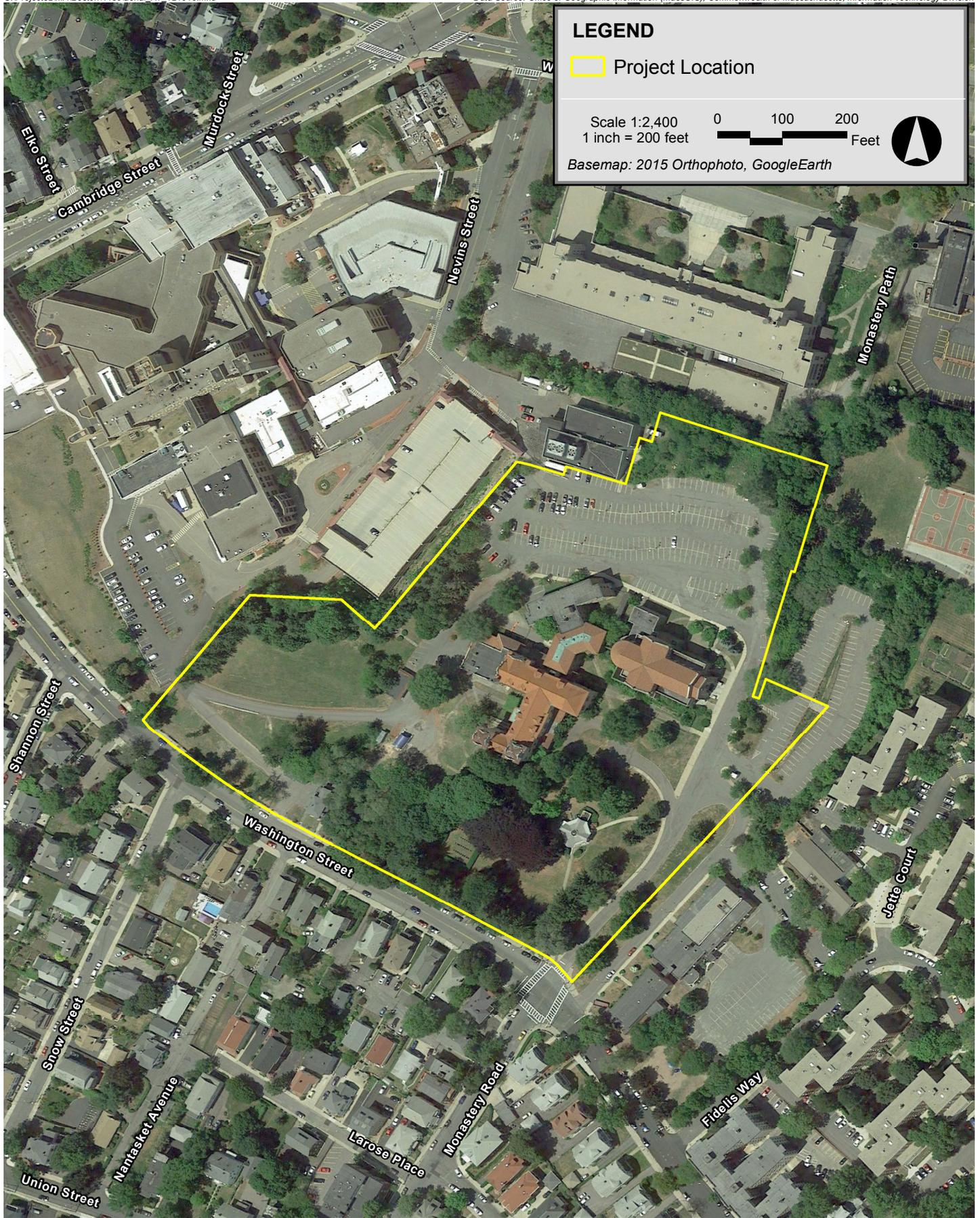
## 1.3 Project Description

### *1.3.1 Project Site*

The Project site is an approximately 11.6-acre lot located in the Brighton neighborhood of Boston. Directly adjacent to the St. Elizabeth's Medical Center on Washington Street, this hilltop site currently includes St. Gabriel's Church, a Monastery, and an attached dormitory, all of which have been abandoned and are in significant disrepair. The site also includes a wooded buffer along Washington Street, a cemetery, shrine, a private residence historically known as the Pierce House, and a large surface parking lot. See Figure 1-1 for an aerial locus map and Figures 1-2 through 1-6 for existing conditions of the Project site and buildings.

### *1.3.2 Area Context*

The immediate neighborhood surrounding the site contains a mixture of institutional, retail and residential uses (see Figure 1-7). St. Elizabeth's Medical Center is adjacent to the western edges of the site, and Brighton High School is located to the north of the site. Beyond the Medical Center along Washington Street and Market Street is the Brighton Center neighborhood, which contains a variety of small retail shops and restaurants on the ground floor with offices above. To the south and east of the site there is a mixture of single family homes, duplexes, and three to five-story multi-family residential buildings.



159-201 Washington Street

Boston, Massachusetts



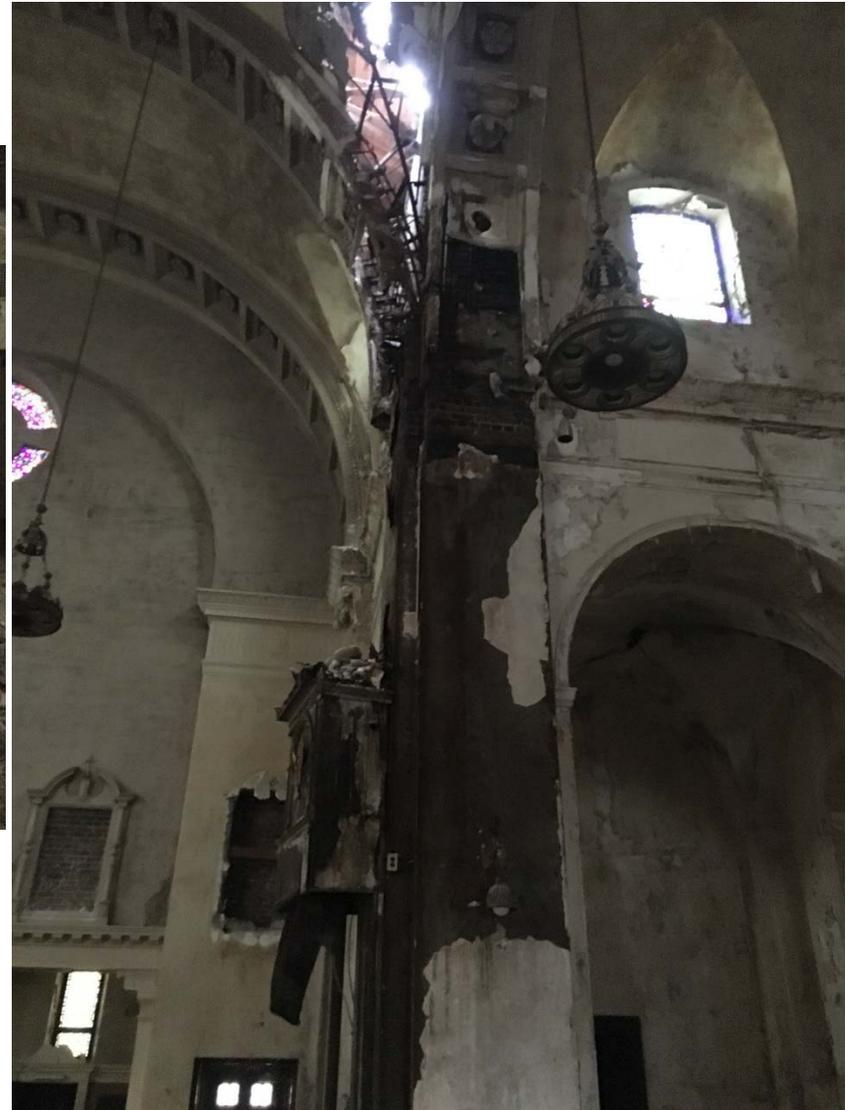
159-201 Washington Street Boston, Massachusetts



159-201 Washington Street Boston, Massachusetts



Figure 1-3  
*Existing Conditions – View of the Church and Monastery*



159-201 Washington Street Boston, Massachusetts



Figure 1-4

*Existing Conditions – Inside the St. Gabriel's Church*



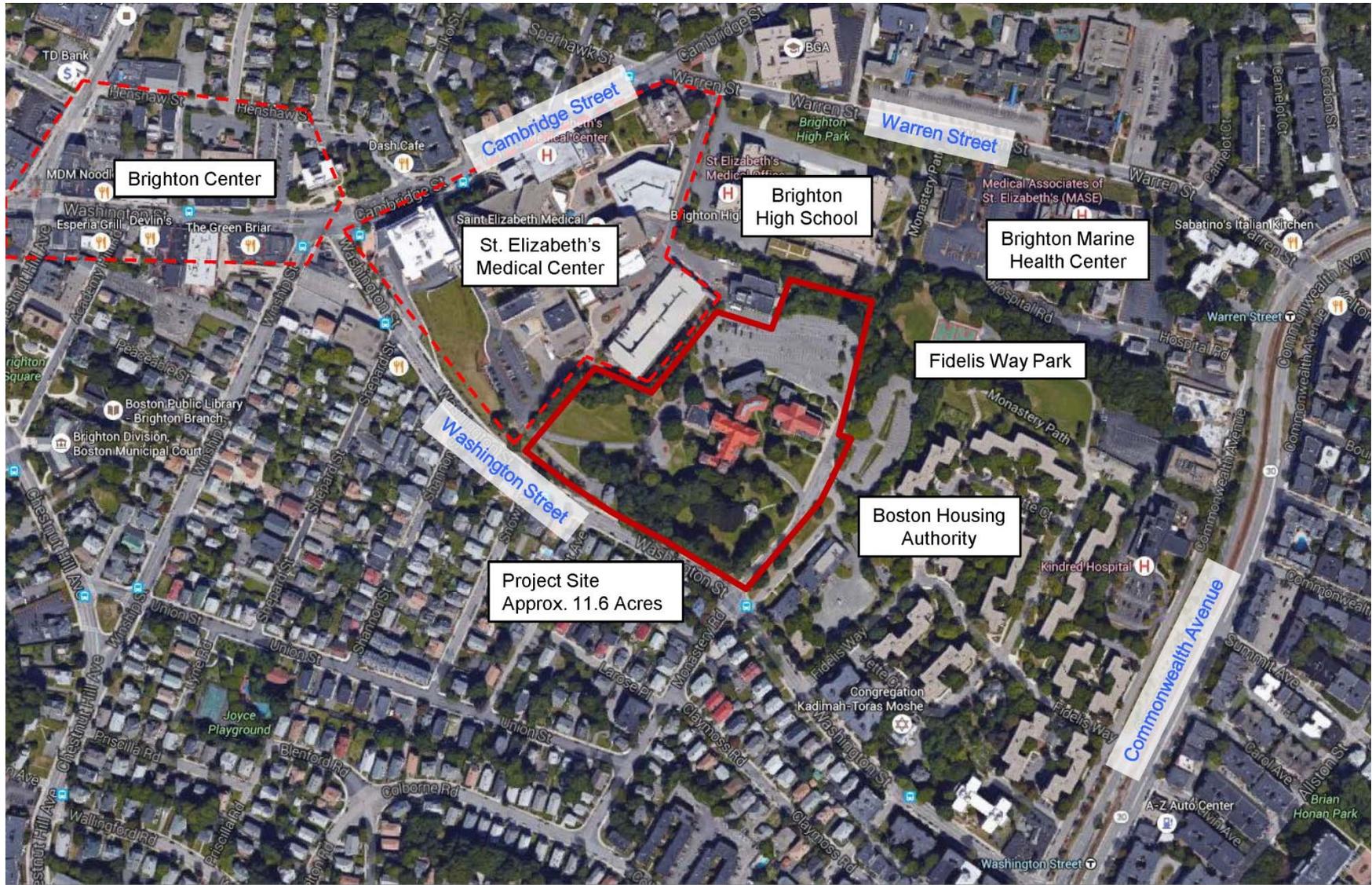
159-201 Washington Street Boston, Massachusetts



**Figure 1-5**  
*Existing Conditions – Inside the Dormitory*



159-201 Washington Street Boston, Massachusetts



159-201 Washington Street Boston, Massachusetts

The site is an ideal location for housing due to its proximity to public transportation, employment and major institutions such as Boston College, Boston University, Harvard, St. Elizabeth's Hospital, the Longwood Medical and Academic area (LMA), etc. From this location, residents are within a half-mile walk of the Washington Street MBTA stop and have access to multiple MBTA bus connections near the site. Important lines include the 65 bus on Washington Street which connects the site to Brighton Center and Kenmore Square, and the 501 bus at the corner of Washington Street and Cambridge Street that provides access to downtown Boston. In addition to these public transit options, the Project will explore including shuttle bus connections to nearby employment centers through a partnership with Bridj, an on-demand mobility service that currently operates in the area. The Project will also become a member of the recently formed Allston-Brighton Transport Management Association, which helps facilitate a number of alternative modes of transportation, including van pool subsidies, guaranteed ride home and transportation coordination with other members in the community. The Project site is also located along major bike routes, which has become an increasingly popular mode of transportation among students and young professionals in recent years.

### ***1.3.3 Proposed Project***

The Project site will be extensively-landscaped and will consist of a mix of new and renovated structures. The Project will restore the St. Gabriel's Monastery, a Boston Landmark Building, which is currently vacant and in disrepair. The St Gabriel's Church, adjacent to the landmarked Monastery, will also be adaptively reused to preserve the historic character of the site. Other important existing features on the site will be retained and restored, including the Pierce House, the Fatima Shrine, and the verdant landscaping along Washington Street which will buffer the Project from nearby residential areas. A large effort is being taken to create public pedestrian connections to Monastery Path and accessible walkways throughout the public realm of the Project site. The public realm will be enhanced with public amenities including generous sidewalks, benches, street lights. The public walkway loops that are created throughout the site will connect a series of publicly accessible open spaces including a formal arrival courtyard highlighting the restoration of the Church and Monastery, a less formal pedestrian courtyard highlighting the complex intersection of the historic buildings and the new buildings activated by the public building entries and amenities, a restored Monastery courtyard landscape, and the restored landscape buffer along Washington Street. In total, the Project will include approximately 7.3 acres of open space, representing approximately 63% of the site.

The Project includes the construction of approximately 641 units of housing in four new buildings, and within the renovated St. Gabriel's Monastery. Approximately 556 of these units will be rental units, and the remaining 85 units will be condominiums. The St. Gabriel's Church will contain leasing and amenity space for the Project. The dormitory structures that connects the Monastery and the Church will be demolished to allow for the

full restoration of the Monastery’s exterior façade, and introduce new open space at the center of the Project. Unbound Visual Arts will be given a gallery space at the southeast corner of Building 3, across the plaza from the Monastery and Church

The Project, as shown in Table 1-1, will provide a variety of unit types designed to accommodate a variety of demographics, including studios, 1-bedroom, 2-bedroom, and 3-bedroom units, as well as a limited number of 4-bedroom units. Studios will comprise approximately 25% of the Project and one-bedrooms will comprise approximately 34% of the Project, while two-bedrooms will comprise approximately 35% of the Project. The remaining 6% will be three-bedroom and four-bedroom units. The Project will include a variety of supporting amenity spaces, which may include a fitness center, common lounges, kitchens, games room, cafés, bike repair areas, communal work spaces, an outdoor pool deck, outdoor grills, and a generous amount of integrated hard and soft landscaped areas. Table 1-2 provides additional details on the amenity space programming.

Within each of these unit types, there will be a variety of unit configurations for both the rental and homeownership units. Rental unit sizes range from approximately 450 – 600 sf for a studio, 500 – 930 sf for a 1-bedroom, 800 – 1,400 sf for a 2-bedroom, and 1,200 – 1,600 sf for a 3-bedroom unit. Condominium unit sizes will range from 475-800 sf for a 1-bedroom/studio, 800-1,200 sf for a 2-bedroom, and 1,275-1,450 sf for a 3-bedroom unit. Unit types within each mix will vary and include options such as balconies, and different bathroom counts. A preliminary sample of potential unit layouts are provided in Appendix A, however, these are subject to change as the design progresses.

**Table 1-1 Project Program**

<b>Project Element</b>	<b>Approximate Dimension</b>
Residential Rental Units	
Building 1	126 Units
Building 2	174 Units
Building 3	231 Units
Monastery	25 Units
<b>Total Rental Units</b>	<b>556 Units</b>
Residential Condominium Units	
Building 4	83 Condominium Units
Pierce House	2 Units
<b>Total Condominium Units</b>	<b>85 Units</b>
St. Gabriel’s Church	
Leasing Office and Amenity Spaces	24,000 sf
Unbound Visual Arts Gallery Space	1,000 sf
Total Units	641 Units
Parking	447 spaces
Total Gross Square Footage*	579,800 GSF
Height	1 – 6 stories
Parcel Area	11.2 acres
Floor Area Ratio	1.14

\* Total Gross Square Footage does not include structured parking, or unoccupied spaces in accordance with the Code.

**Table 1-2 Public and Semi-public Program Elements**

<b>Public and Semi-Public Program Elements</b>	<b>Approximate Dimension</b>
<b>Semi-Public Communal work spaces</b> (conference rooms, business centers, home offices)	
Building 1	+/- 2,100 sf
Building 2	+/- 1,200 sf
Building 3	+/- 2,200 sf
Building 4	n/a
Monastery	300 sf
Church	300 sf
<b>Public Lobby Functions</b> (reception, mail rooms, seating, leasing and management, restrooms)	
Building 1	+/- 2,000 sf
Building 2	+/- 700 sf
Building 3	+/- 700 sf
Building 4	+/- 1,200 sf
Monastery	900 sf
Church	4,000 sf
<b>Semi-Public Communal Lounges</b> (Games rooms, Media Rooms, Barista Counters)	
Building 1	n/a
Building 2	+/- 2,800 sf
Building 3	+/- 1,000 sf
Building 4	+/- 700 sf
Monastery	1,600 sf
Church	3,000 sf
<b>Semi-Public Fitness Rooms</b>	
Building 1	n/a
Building 2	n/a
Building 3	n/a
Building 4	+/- 1,100 sf
Monastery	n/a
Church	6,000
<b>Public Community Spaces</b> (Community Arts, Multi-purpose, TBD)	
Building 1	n/a
Building 2	n/a
Building 3	+/- 1,000 sf
Building 4	n/a
Monastery	n/a
Church	2,000 sf
<b>Semi-Public Storage</b> (bicycle storage, closet storage, and bicycle repair lounges)	
Building 1	+/- 1,100
Building 2	n/a
Building 3	n/a
Building 4	+/- 2,600
Monastery	3,000 sf
Church	2,000 sf

The new construction will be set back from Washington Street, and concentrated along the back and sides of the site, on land that is today primarily used for surface parking. Building 1 will be located on the eastern edge of the Project site, with a portion of the building containing four stories and a portion of the building containing six stories. Buildings 2 and 3 will be located on the northern portion of the Project site and will have two distinct building forms, each containing four to six stories of residential units above one story of podium parking. Building 4, on the southwestern portion of the Project site, will consist of three to five stories of residential units over one level of parking and a lobby. In total the Project will include approximately 447 parking spaces. See Figure 1-8 for a site plan, and Figures 1-9 through 1-19 for floor plans, elevations, and sections.

**1.3.4 Changes Since the PNF**

Since the filing of the PNF, the Project team has made numerous and significant revisions to the Project in response to comments made by the community, Impact Advisory Group (IAG), City agencies, and elected officials.

Changes to the Program are outlined in Table 1-3 and described in further detail below.

**Table 1-3 Program Comparison**

Project Element	PNF	DPIR	Change
Units - Rental	679	556	-123
Units - Condominium	0	85	+85
Parking Spaces	395	447	+52
Parking Ratio – Rental	0.58	0.65	+0.05
Parking Ratio - Condominium	0	1.02	+1.02
Height	50-80 feet	30-70 feet	-10-20 feet
Max Stories	7	6	-1
Open Space	62%	63%	+1.0%
Floor Area Ratio	1.31	1.14	-0.2
Units per Acre	60.6	57.2	-3.4
Min. Setback from Washington	130 feet	160 feet	+30 feet
Historic Preservation	30,800 sf	56,600 sf	+25,800 sf

**Preservation of the St. Gabriel’s Church**

In the PNF, it was proposed that the St. Gabriel’s Church be demolished due to the deteriorated nature of the structure, current building code requirements, programmatic challenges and the anticipated significant rehabilitation costs. The Church will now be restored, and much of the amenity programming has been relocated to the Church’s central location. Much of the bike storage and bike lounge repair space has also been relocated to the Church sub-grade level. This allows for an increase in units within the Monastery, increasing the number of custom, higher-end units within the unique historic building.



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Figure 1-8  
Site Plan



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159-201 Washington Street Boston, Massachusetts



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**Figure 1-11**  
*Building 1 Elevation*



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**Figure 1-12**  
*Building 2 Elevation*



159-201 Washington Street Boston, Massachusetts



**Figure 1-13**  
*Building 3 Elevation*



159-201 Washington Street Boston, Massachusetts



Figure 1-14  
Building 4 Elevation



159-201 Washington Street Boston, Massachusetts



Figure 1-15

Monastery East Elevation – Existing and Proposed



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Figure 1-16

Monastery North Elevation – Existing and Proposed

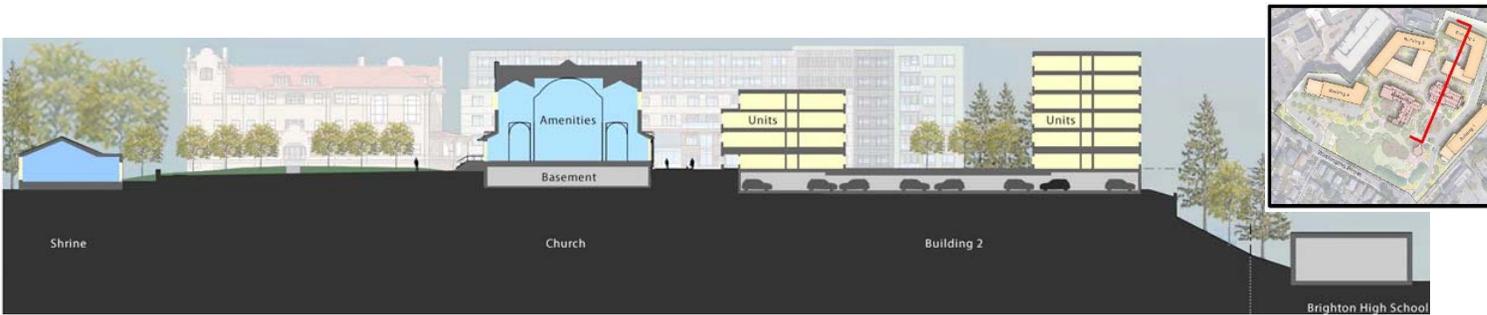


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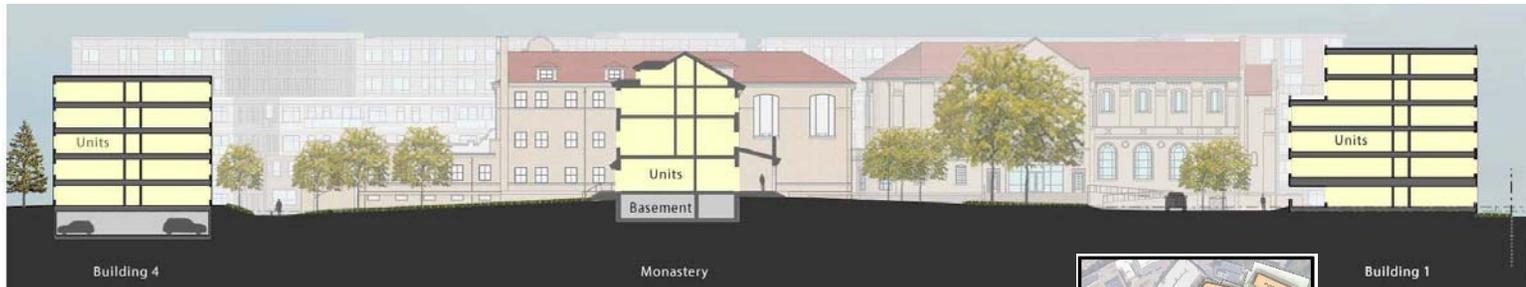


Figure 1-17

Church South Elevation – Existing and Proposed



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159-201 Washington Street Boston, Massachusetts

### *Preservation of the Fatima Shrine*

The Fatima Shrine will now be preserved in its current location.

### *Programmatic Changes*

The total number of units has been reduced from 679 units to 641 units, rental units have been decreased by 123 units from 679 to 556 rental units, and Building 4 has changed to a condominium building rather than a rental building, allowing for a total of approximately 85 condominium units. The west driveway will provide dedicated vehicular access to the condominium building (see Figure 1-8). In addition, the total amount of parking spaces has been increased from 395 spaces to approximately 447 spaces.

### *Site Plan Revisions*

The site plan has been revised in order to accommodate the Church and the Fatima Shrine in their current locations.

- ◆ The Building 1 setback has increased, allowing for more of the historic landscape between the Shrine and Washington Street to be maintained.
- ◆ The parking podium for Buildings 2A (now Building 2) and Building 2B (now Building 3) has been submerged below-grade, reducing the building heights by approximately 12 feet. This provides increased accessibility to the public realm by bringing the public plaza down to grade level. This also provides active uses along the pedestrian upper loop, including: public lobby space, public community art space, semi-public lounge space and private residential units with direct access front doors and stoops.
- ◆ The massing and footprint of Buildings 2 and 3 have been modified in order to accommodate the Church and create an active pedestrian corridor between the Church, Monastery and the new buildings. This also allows for the centralization of the open space between buildings 2 and 3 to create a parallel semi-private layer of outdoor space beyond the public pedestrian corridor that passes through the pedestrian plaza.
- ◆ The massing and footprint of Building 3 (now Building 4) has been reduced to increase the setback of the building edge from Washington Street and to improve the vehicular access to the building.

## 1.4 Public Benefits

The development of the proposed Project will generate a myriad of public benefits for the surrounding neighborhood and the City of Boston as a whole, both during construction and on an ongoing basis upon its completion. These public benefits fall into multiple categories, outlined below.

### *Urban Design Benefits*

- ◆ Include approximately 7.3 acres of open space, representing 63% of the site.
- ◆ Remediation and complete restoration of the St. Gabriel's Monastery and Church, which are currently vacant and in disrepair.
- ◆ Restore and make publically accessible, the landscaped buffer along Washington Street of approximately three acres.
- ◆ Preserve the Fatima Shrine in its current location.
- ◆ Preserve the existing cemetery on the site.
- ◆ Implement a tree repair program to restore many of the historic trees on site.
- ◆ Enhance pedestrian connections to Monastery Path.
- ◆ Transform what is currently a surface parking lot into an active and engaging development.
- ◆ Enhance the existing wooded buffer along Washington Street, with the buildings set back from the street by at least 160 feet. The heights of the new structures will vary, starting with three stories closest to Washington, ranging up to six stories at the back of the site.
- ◆ Comply with Article 37 of the Boston Zoning Code by being Leadership in Energy and Environmental Design (LEED) certifiable anticipated at the Silver level.

### *Economic and Community Benefits*

- ◆ Create approximately 641 new residential units, which will reduce housing impacts on Boston Neighborhoods.
- ◆ Provide Unbound Visual Arts with a gallery space on-site for art exhibits for the local community.
- ◆ Host community events at the Project site to improve connectivity to the community and enhance Brighton Center.

- ◆ Collaborate with the community on the retention of the spiritual elements on the site, and emphasizing the historic nature of the site.
- ◆ Provide publicly accessible space within the restored Church.
- ◆ Provide new affordable housing units on-site, consistent with the Mayor’s Executive Order Relative to Affordable Housing.
- ◆ Create approximately 300 construction jobs and 20 permanent and part-time jobs
- ◆ Create new property tax revenues to the City of Boston through significantly increased property values.

## 1.5 City of Boston Zoning

Map 7A/7B/7C/7D of the Boston Zoning Maps indicates that the Project site is located within two zoning subdistricts established by the Allston Brighton Neighborhood District, Article 51 of the Boston Zoning Code (the “Code”): (1) a Conservation Preservation Subdistrict (“CPS”), and (2) the St. Elizabeth’s Hospital Medical Center Institutional Subdistrict (“IS’). In addition, the site is currently located within the St. Elizabeth’s Medical Center Institutional Master Plan overlay area. The Proponent understands that, through a forthcoming map amendment, this overlay district designation will be deleted from Map 7A/7B/7C/7D as it relates to the Project site. The Project site is not located within any other overlay district.

It is anticipated that the Project will require zoning relief. The Project is also expected to require dimensional relief, principally for the building height of certain Project structures, and from certain setbacks.

## 1.6 Legal Information

### *1.6.1 Legal Judgments Adverse to the Proposed Project*

The Project Proponent is aware of no legal judgments relating to the project.

### *1.6.2 History of Tax Arrears on Property*

The Project Proponent owns no real estate in Boston on which real estate tax payments are in arrears.

**1.6.3 Site Control/ Public Easements**

The site is subject to the following:

1. The original monastery building has been designated a landmark by the Boston Landmarks Commission, as evidenced by a Vote of Designation by the Boston Landmarks Commission as to St. Gabriel’s Monastery, dated January 10, 1989, recorded at Book 19834, Page 22; re-recorded at Book 19906, Page 218.
2. The red tile roof of the Monastery is required to be preserved pursuant to the Preservation Restriction Agreement between the Commonwealth of Massachusetts by and through the Massachusetts Historical Commission, and the St. Elizabeth’s Hospital Foundation, Inc., for St. Gabriel’s Monastery Building, dated October 3, 2002, recorded at Book 31813, Page 52.
3. There is an easement in favor of the Metropolitan District Commission recorded in Book 6952, Page 303 and shown on Plan recorded in Book 16789, End, with allows for “the perpetual sub-surface right and easement to construct, inspect, repair, renew, replace, operate and forever maintain a tunnel for the conveyance of water.” This easement affects 40,278 square feet of the site.

The site is not subject to any additional easements for public use.

See Appendix B for the site survey.

**1.7 Anticipated Permits**

Table 1-4 presents a preliminary list of permits and approvals from governmental agencies that are expected to be required for the Project, based on currently available information. It is possible that only some of these permits or actions will be required, or that additional permits or actions will be required.

**Table 1-4 Anticipated Permits and Approvals**

Agency	Approval
<i>Local</i>	
Boston Civic Design Commission	Design Review
Boston Committee on Licenses	Parking Garage Permit and Fuel Storage License
Boston Employment Commission	Construction Employment Plan
Boston Fire Department	Approval of Fire Safety Equipment; Fuel Oil Storage Permit (if required)
Boston Fire Department – Place of Assembly Permit(s)	Amenity space egress drawing review; Place of Assembly compliance walk-through
Boston Inspectional Services Department	Building Permit; Other construction-related permits; Certificates of Occupancy

**Table 1-4 Anticipated Permits and Approvals (Continued)**

<b>Agency</b>	<b>Approval</b>
<b><i>Local</i></b>	
Boston Landmarks Commission	Article 85 Demolition Delay Review; Design Review
Boston Parks and Recreation	Approval of Construction Within 100 feet of a Park
Boston Public Works Department	Curb Cut Permit(s); Sidewalk Occupancy Permit (as required)
Boston Planning and Development Agency	Article 80B Large Project Review; Article 80C Planned Development Area Review (if required); Cooperation Agreement; Affordable Housing Agreement
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Agreement
Boston Water and Sewer Commission	Site Plan Review; Water and Sewer connection permits
Boston Zoning Commission	Planned Development Area Approval (if required)
Office of Jobs and Community Services	Permanent Employment Agreement (as required)
Public Improvement Commission	Widening and Relocation of an Existing Private Way; Specific Repair Plan
<b><i>State</i></b>	
Department of Environmental Protection	Notification of Demolition and Construction
Massachusetts Architectural Access Board	Variance Application (if required)
Massachusetts Historical Commission	Preservation Restriction Agreement Review
Massachusetts Water Resources Authority	8(m) Permit (if required)
<b><i>Federal</i></b>	
Environmental Protection Agency	NPDES General Construction Permit

## **1.8 Public Participation**

Since the filing of the Expanded PNF, the Proponent has continued to meet with nearby residents and representatives of numerous neighborhood groups, elected officials, and public agencies. Elected officials include Representatives Honan and Moran, City Councilor Ciommo, and Secretary William Galvin. Neighborhood groups include Brighton Main Streets, Allston Brighton Community Development Corporation, Brighton Allston Improvement Association, Brighton Allston Historic Society, Boston Preservation Alliance, Allston Civic Association, Unbound Visual Arts, Our Lady of Fatima Shrine, and Allston Brighton Transport Management Association. The Proponent has also met with the BPDA, the Mayor’s Office of Neighborhood Services, and other City agencies on multiple occasions.

In response to comments made by the above-mentioned groups, the following changes were made to the Project:

- ◆ The Proponent has incorporated home-ownership units after presenting at the Brighton Allston Improvement Association meeting and numerous Public Meetings.
- ◆ The Proponent has agreed to restore the St. Gabriel's Church after meeting with Secretary Galvin, the Brighton Allston Historical Society and the Boston Preservation Alliance.
- ◆ The Proponent has reduced the overall density of the Project after presenting at the Brighton Allston Improvement Association meeting and numerous Public Meetings.
- ◆ The Proponent is working diligently with the Crusaders of Fatima, the users of the Shrine to Our Lady of Fatima, on the site. In the previous proposal, the Shrine was to be moved and rebuilt in another location on the site. It is now being kept in the same location.
- ◆ The Proponent has moved the parking podium for Buildings 2A (now Building 2) and Building 2B (now Building 3) below-grade, reducing the building heights by approximately 12 feet, increasing accessibility to the public realm, and providing active uses along the pedestrian upper loop.
- ◆ The Proponent has agreed to keep the house on 201 Washington Street after meeting with the Brighton Allston Historical Society and Boston Preservation Alliance.
- ◆ The Proponent has agreed to explore hosting community events at the Project site to improve connectivity to the community and enhance Brighton Center, on agreement with Brighton Main Streets.
- ◆ The Proponent is working with Unbound Visual Arts to provide a gallery space for art exhibits within the Project for the local community at the southeastern corner of Building 3.
- ◆ The Proponent will become a member of the Allston Brighton Transport Management Association and is working with them and others to create innovative transportation solutions that will help encourage alternative modes of transportation in the neighborhood.
- ◆ The Proponent has partnered with Co-Urbanize to encourage community engagement throughout the entitlement process.

The Proponent continues to be committed to a comprehensive and effective community outreach and will continue to engage the community to ensure public input on the Project.

## 1.9 Schedule

It is anticipated that construction will begin in mid-2017 and will last approximately 24 months. Figure 1-20 presents a diagram of the construction phasing. Please note this phasing is preliminary and may change as design progresses.



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## Chapter 2.0

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Transportation

## 2.0 TRANSPORTATION

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The Proponent engaged Howard Stein Hudson (HSH) to conduct an evaluation of the transportation impacts of the Project in the Brighton neighborhood of Boston, Massachusetts. This transportation study adheres to the Boston Transportation Department (BTD) *Transportation Access Plan Guidelines* and Boston Redevelopment Authority Article 80 Large Project Review process. A complete transportation study was conducted and included in the July 2016 Expanded Project Notification Form (PNF). The PNF transportation study included an evaluation of the existing conditions, future conditions with and without the Project, projected parking demand, loading operations, transit services, pedestrian and bicycle activity, and construction-period impacts.

Since the filing of the PNF, the building program has been modified to include residential condominiums along with a reduced number of residential apartments. This abbreviated transportation study includes an evaluation of future conditions with the revised Project and transportation mitigation measures that will not only offset the Project impact, but also alleviate existing congestion issues in the area.

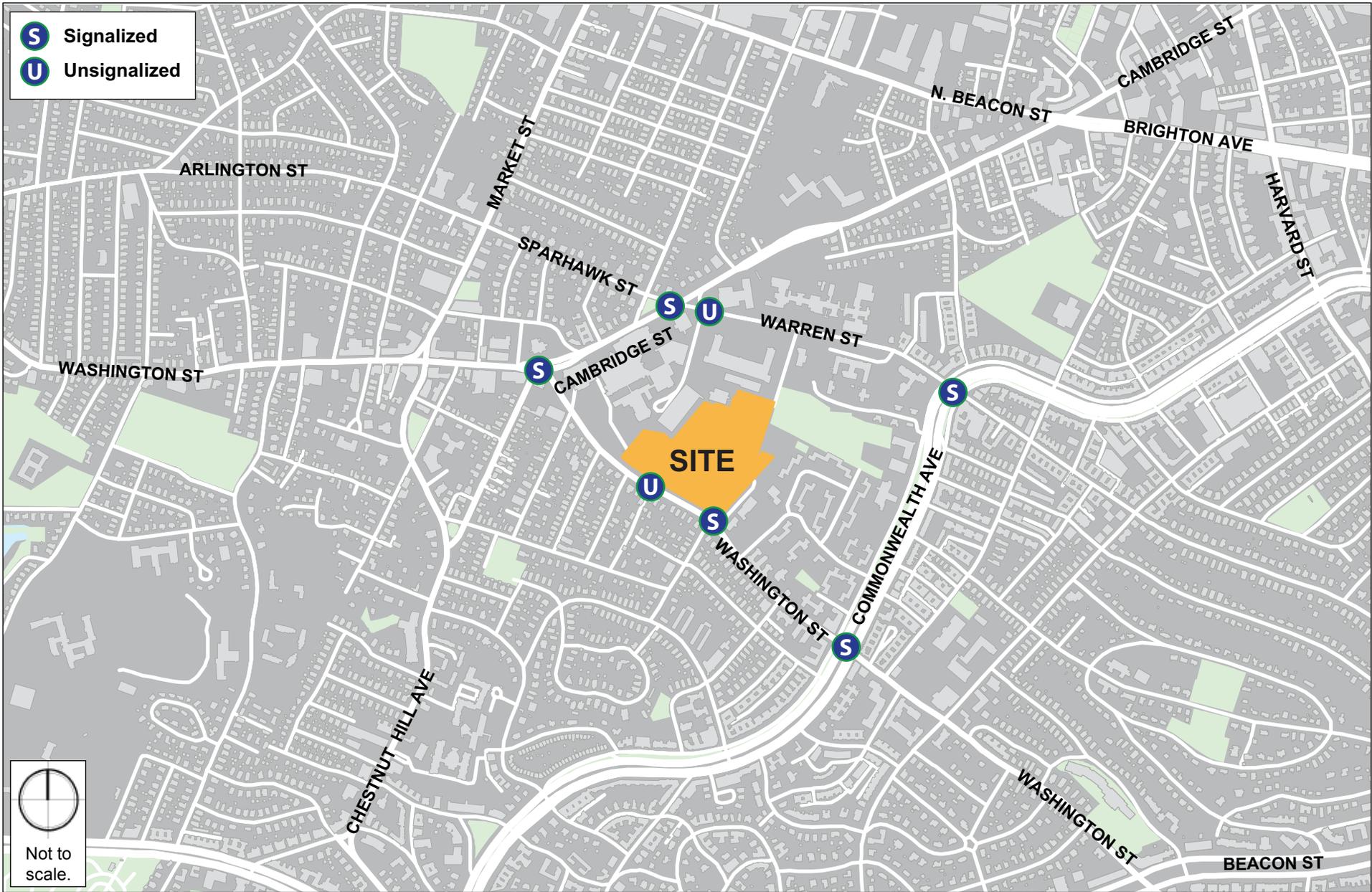
### 2.1 Project Description

The Project includes removal of the existing surface parking spaces and renovation of the St. Gabriel's Monastery and Church. Approximately 641 residential units (556 apartments and 85 condominiums) will be constructed within four new buildings and the Monastery and Church. The Project will include approximately 447 parking spaces. This building program represents a reduction in overall units compared to the PNF building program.

#### 2.1.1 Study Area

The transportation study area is bounded by Washington Street to the southwest, Cambridge Street to the northwest, Warren Street to the northeast, and Commonwealth Avenue to the southeast. The study area consists of the following seven intersections in the vicinity of the Project site, also shown on Figure 2-1:

- ◆ Cambridge Street/Washington Street/Winship Street (signalized);
- ◆ Washington Street/Monastery Road/Site Driveway (signalized);
- ◆ Commonwealth Avenue/Washington Street (signalized);
- ◆ Commonwealth Avenue/Warren Street/Kelton Street (signalized);
- ◆ Cambridge Street/Warren Street/Sparhawk Street (signalized);
- ◆ Warren Street/Nevins Street/Channelized Right Turn (unsignalized); and
- ◆ Washington Street/Nantasket Avenue (unsignalized).



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## 2.2 Build (2023) Condition

The Project includes removal of the existing surface parking spaces and renovation of the St. Gabriel's Monastery and Church. Approximately 641 residential units (556 apartments and 85 condominiums) will be constructed within four new buildings and the Monastery and Church. The Project will include approximately 447 parking spaces.

### *2.2.1 Site Access and Vehicle Circulation*

Vehicular access to the site will be provided via two driveways: the existing driveway to St. Gabriel's Monastery at the Washington Street/Monastery Road intersection that will be realigned, and a new driveway that will form the fourth leg of the Washington Street/Nantasket Avenue intersection. The site plan is shown in Figure 2-2.

### *2.2.2 Project Parking*

The maximum parking goals developed by the BTD for the Allston/Brighton neighborhood are a maximum of 0.75 to 1.25 parking spaces per residential unit. The Project will have approximately 447 parking spaces, including one per unit for the residential condominiums and a parking ratio of 0.65 spaces per residential apartment. Combined, it will result in a parking ratio of 0.70 per residential unit.

### *2.2.3 Loading and Service Accommodations*

Residential units primarily generate delivery trips related to small packages and prepared food. It is anticipated that the majority of these deliveries will occur between 7:00 a.m. and 1:00 p.m. The low number of anticipated deliveries will have minimal impact on the vehicular operations in the study area.

As a large site, loading will be accommodated on the Project site away from any public roadways or sidewalks. Loading for move in/move out processes can be accommodated adjacent to the four proposed buildings and the Monastery.

### *2.2.4 Trip Generation Methodology*

Determining the future trip generation of the Project is a complex, multi-step process that produces an estimate of vehicle trips, transit trips, and walk/bicycle trips associated with a proposed development and a specific land use program. A project's location and proximity to different travel modes determines how people will travel to and from a site.



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To estimate the number of trips expected to be generated by the Project, data published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*<sup>1</sup> were used. ITE provides data to estimate the total number of unadjusted vehicular trips associated with the Project. In an urban setting well-served by transit, adjustments are necessary to account for other travel mode shares such as walking, bicycling, and transit.

To estimate the unadjusted number of vehicular trips for the Project, the following ITE land use codes (LUC) were used:

**Land Use Code 220 – Apartment.** The apartment land use includes rental dwelling units located within the same building with at least three other dwelling units. Calculations of the number of trips use ITE’s average rate per residential unit.

**Land Use Code 230 – Condominium.** Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure.

### ***2.2.5 Mode Share***

BTD provides vehicle, transit, and walking mode split rates for different areas of Boston. The Project is located in the eastern portion of designated Area 10 – Brighton. The daily residential mode shares were based on US Census Journey to Work data. The unadjusted vehicular trips were converted to person-trips by using vehicle occupancy rates published by the Federal Highway Administration (FHWA)<sup>2</sup>. The person-trips were then distributed to different modes according to the mode shares shown in Table 2-1.

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<sup>1</sup> Trip Generation Manual, 9th Edition; Institute of Transportation Engineers; Washington, D.C.; 2012.

<sup>2</sup> Summary of Travel Trends: 2009 National Household Travel Survey; FHWA; Washington, D.C.; June 2011.

**Table 2-1 Travel Mode Share**

Land Use	Walk/Bicycle Share	Transit Share	Auto Share	Vehicle Occupancy Rate
<b>Daily</b>				
In	22%	19%	59%	1.13
Out	22%	19%	59%	1.13
<b>Weekday a.m. Peak Hour</b>				
In	30%	18%	52%	1.13
Out	19%	30%	51%	1.13
<b>Weekday p.m. Peak Hour</b>				
In	19%	30%	51%	1.13
Out	30%	18%	52%	1.13

**2.2.6 Existing Trip Generation**

The existing site is generating trips associated with the parking that is being used by St. Elizabeth’s. These spaces will be removed as part of the proposed Project. St. Elizabeth’s has arranged for parking at other nearby parking facilities to accommodate the relocation of the parked vehicles. For the Build (2023) Condition, those trips have been rerouted in the study area’s roadway network to the replacement parking facilities.

**2.2.7 Project Trip Generation**

The mode share percentages shown in Table 2-1 were applied to the number of person-trips to develop walk/bicycle, transit, and vehicle trip generation estimates for the Project. The trip generation for the Project by mode is shown in Table 2-2. The detailed trip generation information is provided in Appendix C.

**Table 2-2 Project Trip Generation**

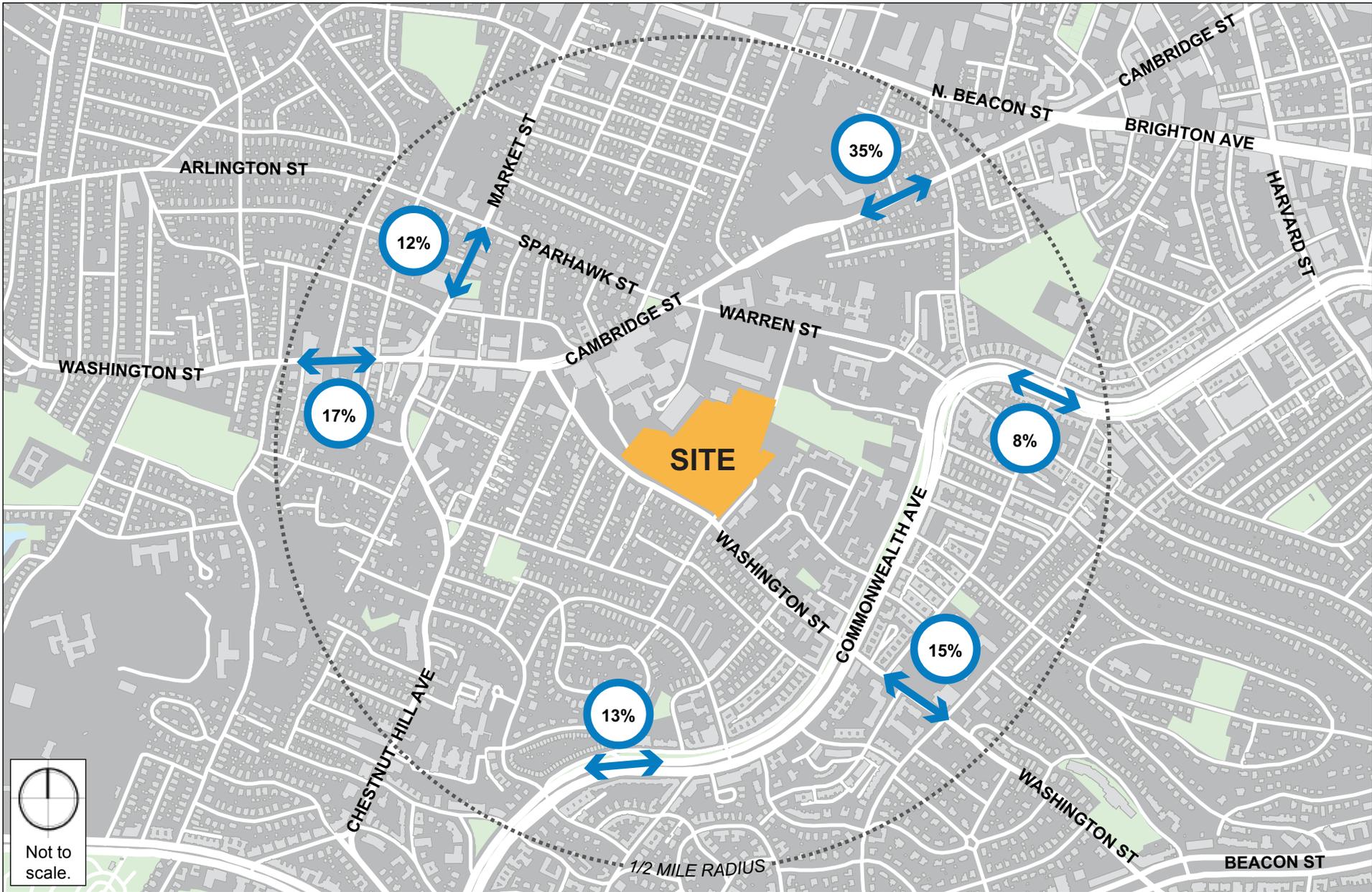
Land Use		Walk/Bicycle Trips	Transit Trips	Vehicle Trips
<b>Daily</b>				
Apartment <sup>1</sup>	In	460	397	1,090
	Out	460	397	1,090
Condominium <sup>2</sup>	In	61	53	146
	Out	61	53	146
Total Net New Project Generated		521	450	1,236
<b>Weekday a.m. Peak Hour</b>				
Apartment <sup>1</sup>	In	19	11	29
	Out	49	76	116
Condominium <sup>2</sup>	In	2	1	4
	Out	7	11	15
Total Net New Project Generated		77	99	164
<b>Weekday p.m. Peak Hour</b>				
Apartment <sup>1</sup>	In	48	76	114
	Out	41	25	63
Condominium <sup>2</sup>	In	7	10	15
	Out	5	3	8
Total Net New Project Generated		101	114	200

1. ITE Trip Generation Rate, 9th Edition, LUC 220 (Apartment), based on 556 units.
2. ITE Trip Generation Rate, 9th Edition, LUC 230 (Condominium), based on 85 units.

**2.2.8 Trip Distribution**

The trip distribution identifies the various travel paths for vehicles associated with the Project. Trip distribution patterns for the Project were based on BTB’s origin-destination data for Area 10 and trip distribution patterns presented in traffic studies for nearby projects. The trip distribution patterns for the Project are illustrated in Figure 2-3.

The distribution of vehicles between the two site driveways was developed using the parking spaces associated with each land use. The Project-generated trips associated with the apartments were assigned to the Main Site Driveway and the Project-generated trips associated with the condominiums were assigned to Site Driveway opposite Nantasket Avenue.



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### **2.2.9 Build Traffic Volumes**

The net trip generation associated with the rerouted St. Elizabeth's parking and the Project-generated vehicle trips were distributed throughout the study area according to the trip distribution patterns. The resulting net trip assignments at study area intersections are shown for the weekday a.m. peak hour and the weekday p.m. peak hour in Figure 2-4 and Figure 2-5, respectively. The trip assignments were added to the No-Build (2023) Condition vehicular traffic volumes to produce the Build (2023) Condition vehicular traffic volumes. The Build (2023) Condition a.m. and p.m. peak hour traffic volumes are shown in Figure 2-6 and Figure 2-7, respectively.

### **2.2.10 Bicycle Accommodations**

BTD has established guidelines requiring projects subject to Transportation Access Plan Agreements to provide secure bicycle parking for residents and short-term bicycle racks for visitors. Based on BTD guidelines, the Project will supply a minimum of 650 secure bicycle parking/storage spaces within the Project site for the residents.

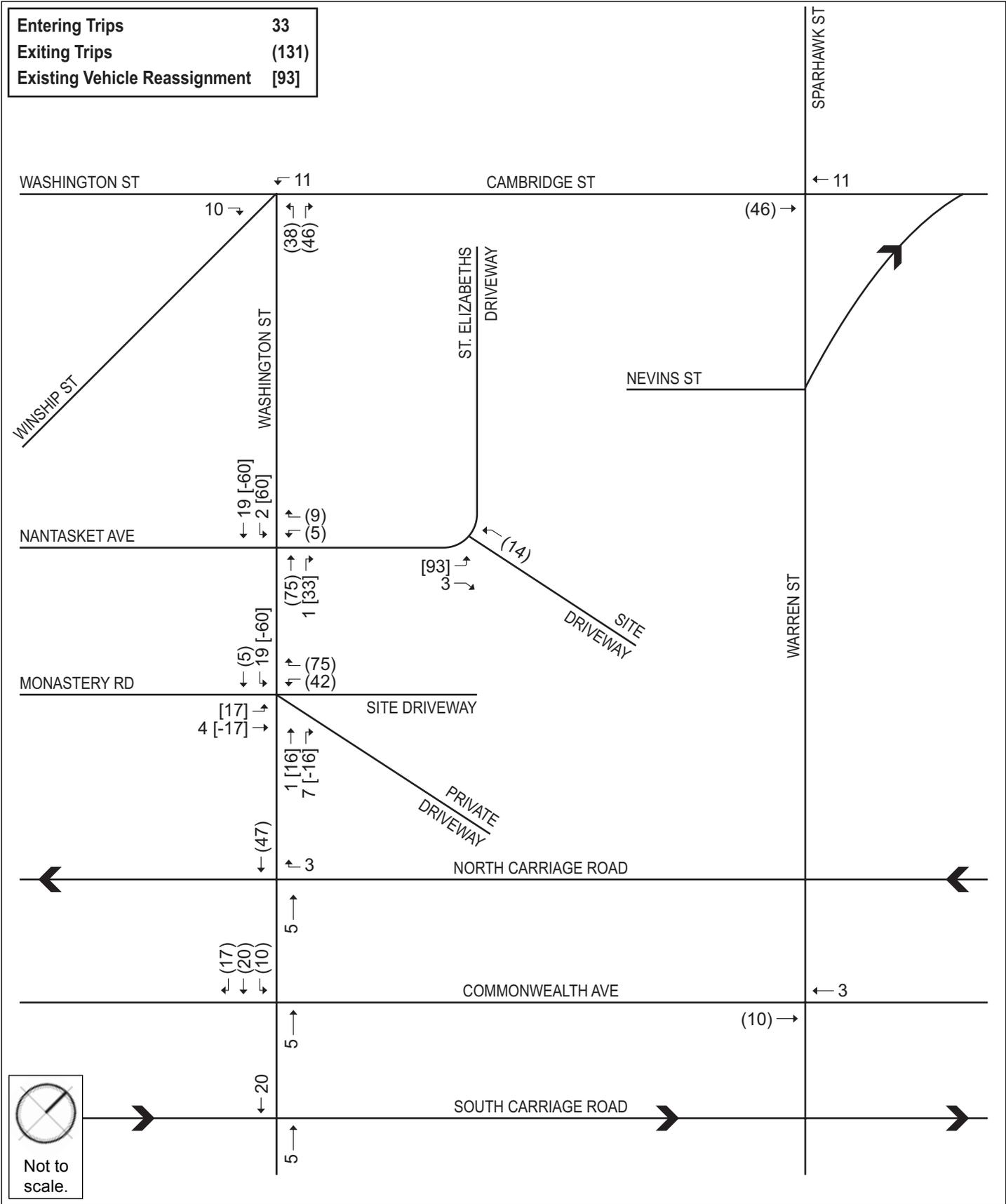
### **2.2.11 TDM/Public Transportation Accommodations**

The Proponent plans a robust Transportation Demand Management (TDM) commitment including all requirements associated with an Article 80 Large Project. This includes on site (or adjacent) Hubway station, car sharing service (such as Enterprise or Zip Car), and bicycle storage for residents.

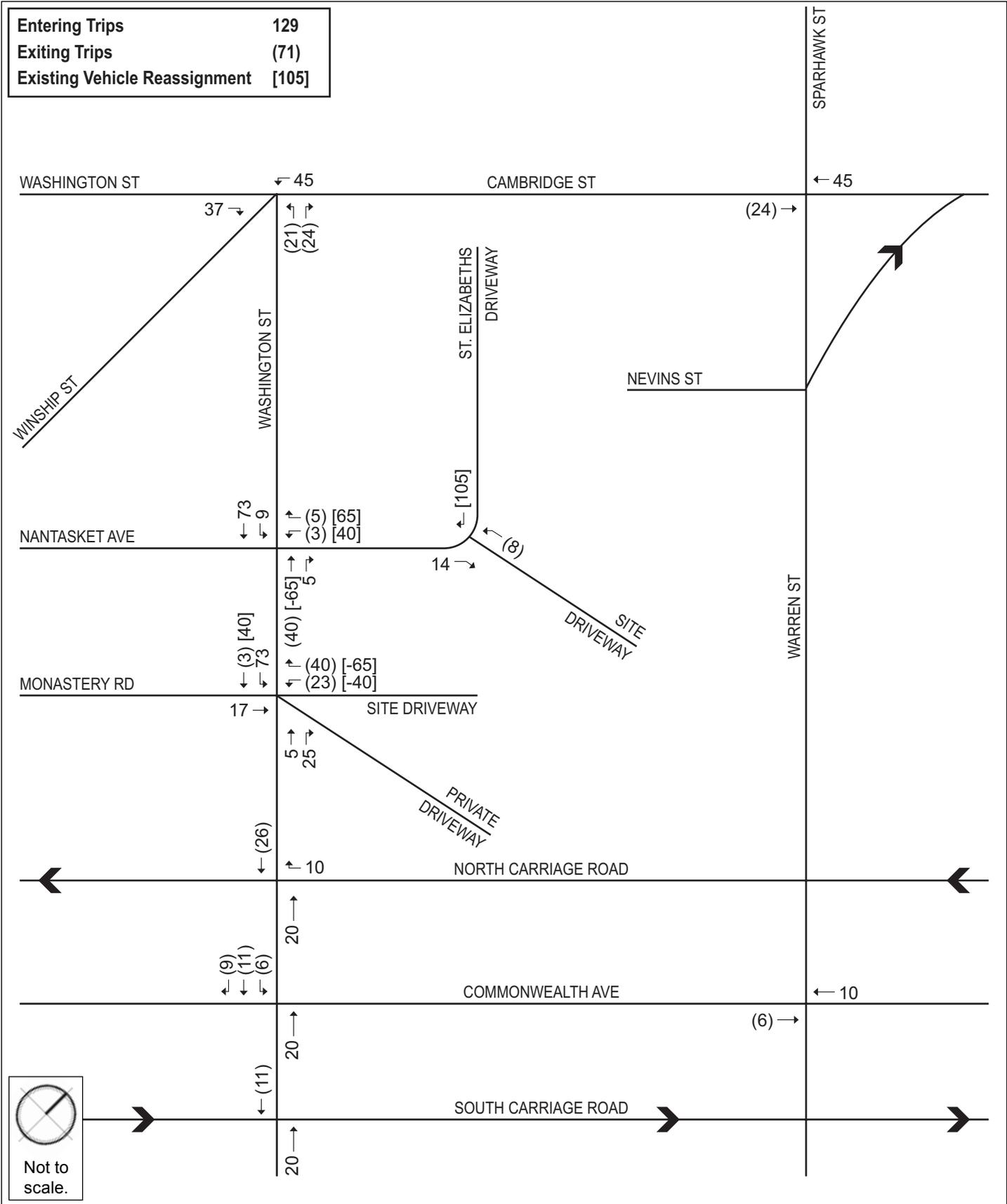
In addition, the Project is working to develop alternative mobility options, such as working with Bridj to provide shuttle bus service in the area. The Bridj service (which provides flexible urban mass transit throughout the Boston area) would help alleviate the capacity constraints on the existing MBTA bus routes and the B line, as well as provide more direct routes between the area residents and places of employment (such as Kendall Square, Longwood Medical Area, Downtown, and South Boston Waterfront). The service would be available to all area residents and not just for the Project residents.

### **2.2.12 Build (2023) Condition Traffic Operations Analysis**

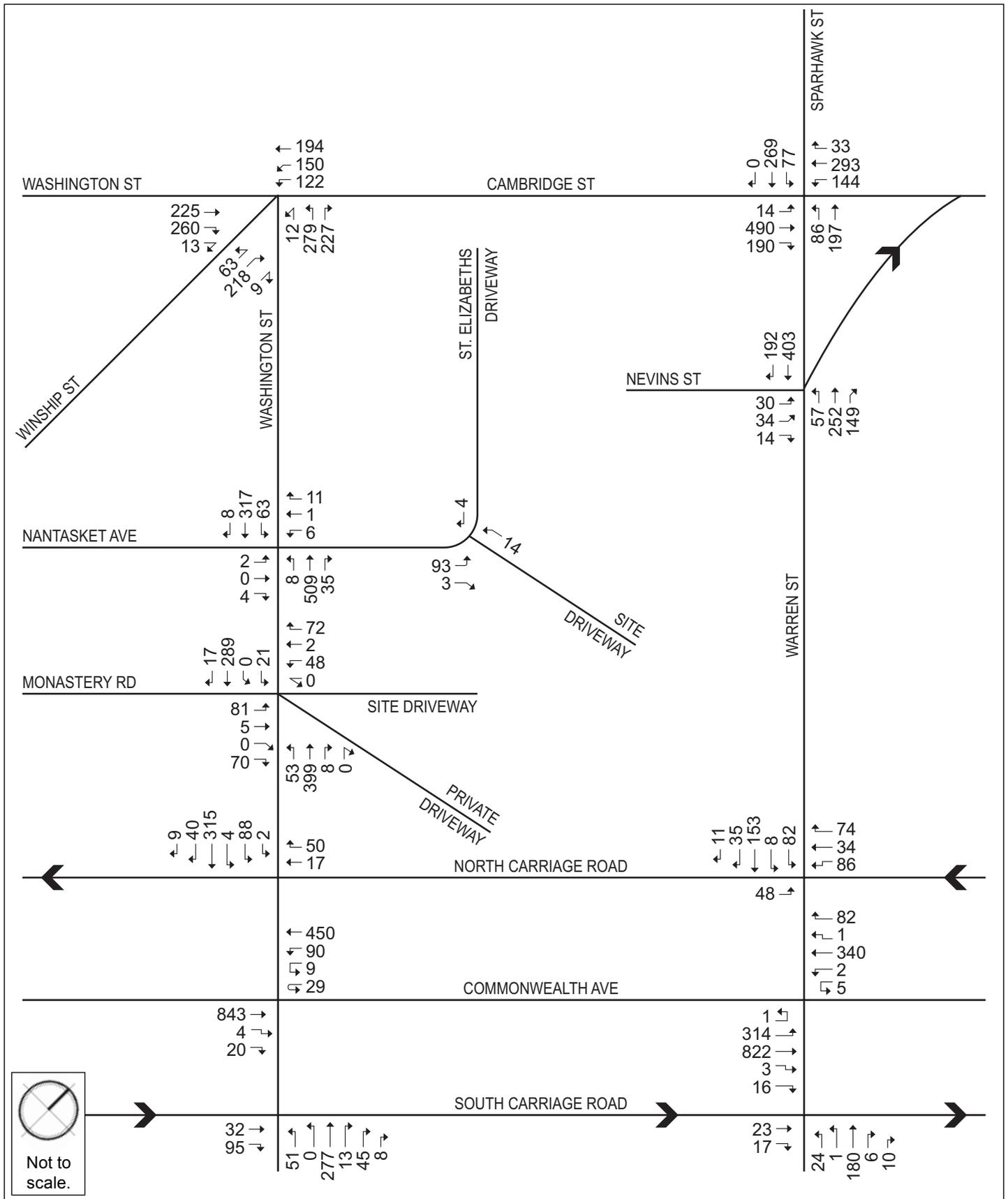
The criterion for evaluating traffic operations is level of service (LOS), which is determined by assessing average delay experienced by vehicles at intersections and along intersection approaches. Trafficware's Synchro (version 9) software package was used to calculate average delay and associated LOS at the study area intersections. This software is based on the traffic operational analysis methodology of the Transportation Research Board's *2000 Highway Capacity Manual* (HCM). Field observations were performed by HSH to collect intersection geometry such as number of turning lanes, lane length, and lane width that were then incorporated into the operations analysis.



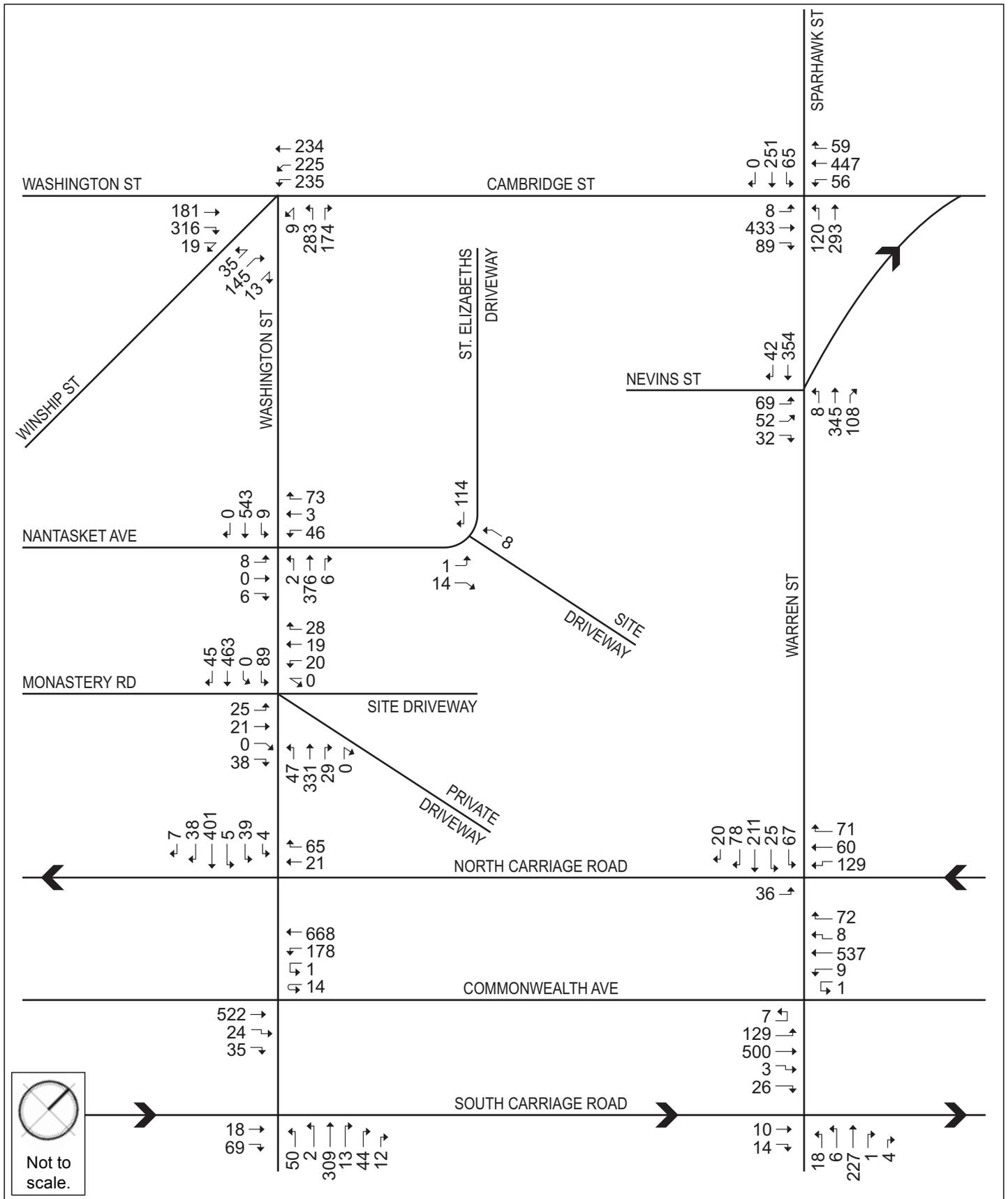
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**159-201 Washington Street Boston, Massachusetts**



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LOS designations are based on average delay per vehicle for all vehicles entering an intersection. Table 2-3 displays the intersection LOS criteria. LOS A indicates the most favorable condition, with minimum traffic delay, while LOS F represents the worst condition, with significant traffic delay. LOS D or better is typically considered desirable during the peak hours of traffic in urban and suburban settings. However, LOS E or F is often typical for a stop controlled minor street that intersects a major roadway and does not necessarily indicate that the operations at the intersection are poor or failing.

**Table 2-3 Vehicle Level of Service Criteria**

Level of Service	Average Stopped Delay (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤10	≤10
B	> 10 and ≤20	> 10 and ≤15
C	> 20 and ≤35	> 15 and ≤25
D	> 35 and ≤55	> 25 and ≤35
E	> 55 and ≤80	> 35 and ≤50
F	> 80	> 50

Source: *2000 Highway Capacity Manual*, Transportation Research Board.

In addition to delay and LOS, the operational capacity and vehicular queues are calculated and used to further quantify traffic operations at intersections. The following describes these other calculated measures.

The volume-to-capacity ratio (v/c ratio) is a measure of congestion at an intersection approach. A v/c ratio below one indicates that the intersection approach has adequate capacity to process the arriving traffic volumes over the course of an hour. A v/c ratio of one or greater indicates that the traffic volume on the intersection approach exceeds capacity.

The 50th percentile queue length, measured in feet, represents the maximum queue length during a cycle of the traffic signal with typical (or median) entering traffic volumes.

The 95th percentile queue length, measured in feet, denotes the farthest extent of the vehicle queue (to the last stopped vehicle) upstream from the stop line. This maximum queue occurs five percent, or less, of the time during the peak hour, and typically does not develop during off-peak hours. Since volumes fluctuate throughout the hour, the 95th percentile queue represents what can be considered a “worst case” condition. Queues at an intersection are generally below the 95th percentile length throughout most of the peak hour. It is also unlikely that 95th percentile queues for each approach to an intersection occur simultaneously.

Table 2-4 and Table 2-5 present the Build (2023) Condition capacity analysis for the a.m. and p.m. peak hours, respectively. The shaded cells in the tables indicate a worsening in LOS to LOS E or F between the No-Build (2023) Condition and the Build (2023) Condition. The detailed analysis sheets are provided in Appendix C.

**Table 2-4 Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Washington St/Winship St</b>	<b>D</b>	<b>45.8</b>	-	-	-
Washington Street EB thru	C	20.6	0.57	87	m145
Washington Street EB right/hard right	A	4.4	0.49	25	m29
Cambridge Street WB left	D	54.3	0.77	94	#172
Cambridge Street WB bear left	F	89.5	0.97	119	#227
Cambridge Street WB thru	B	10.1	0.39	46	65
Washington Street NB hard left/left	F	98.4	1.03	~ 227	#386
Washington Street NB right	C	20.9	0.67	40	124
Winship Street NEB hard left	D	40.6	0.38	37	79
Winship Street NEB bear right/hard right	E	79.5	0.93	152	#298
<b>Washington St/Monastery Rd/Site Driveway</b>	<b>B</b>	<b>19.8</b>	-	-	-
Monastery Road EB left/thru/right	C	23.9	0.51	54	124
Site Driveway WB left/thru/right	C	23.5	0.50	55	90
Washington Street NB left/thru/right	C	20.6	0.70	125	#374
Washington Street SB left/ thru/right	B	14.3	0.49	75	208
<b>Commonwealth Avenue/Washington Street</b>	<b>F</b>	<b>82.7</b>	-	-	-
Commonwealth Ave EB left/thru   thru/right	E	55.8	0.95	373	#495
South Carriage Road EB left/thru	C	29.9	0.07	20	45
South Carriage Road EB right	A	8.1	0.31	0	39
Commonwealth Avenue WB U-turn/left	E	68.4	0.70	98	#193
Commonwealth Avenue WB thru   thru/right	D	40.7	0.48	168	216
North Carriage Road WB left/thru/right	D	39.4	0.32	65	m77
Washington Street NB thru/right	D	45.1	0.81	311	424
Washington Street SB left/thru/right	F	236.9	1.43	~ 567	#726
<b>Commonwealth Ave/Warren St/Kelton St</b>	<b>E</b>	<b>57.8</b>	-	-	-
Commonwealth Avenue EB left/thru   thru/right	E	64.0	0.99	500	#721
South Carriage Road EB left/thru/right	B	10.1	0.06	9	30
North Carriage Road EB left	E	64.5	0.50	53	m75
Commonwealth Ave WB left/thru   thru/right	C	33.1	0.49	153	218
North Carriage Road WB thru/right	D	36.3	0.46	130	223
Kelton Street NB thru/right	E	61.2	0.78	186	#275
Warren Street SB thru/right	F	87.0	0.95	233	#406

**Table 2-4 Build (2023) Condition, Capacity Analysis Summary, a.m. Peak Hour (Continued)**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Warren St/Sparhawk St</b>	F	<b>91.2</b>	-	-	-
Cambridge Street EB left/thru   thru/right	F	123.1	1.17	~ 370	m#444
Cambridge Street WB left	D	48.8	0.78	75	#167
Cambridge Street WB thru/right	C	29.0	0.64	202	#174
Warren Street NB left	C	28.6	0.41	40	78
Warren Street NB thru/right	C	25.8	0.33	97	158
Sparhawk Street SB left/thru/right	F	154.1	1.20	~ 283	#461
<b>Unsignalized Intersections</b>					
<b>Warren St/Nevins St</b>	-	-	-	-	-
Nevins Street EB left	D	30.8	0.24	-	22
Nevins Street EB thru/right	D	31.0	0.34	-	35
Warren Street NB left/thru/right	A	2.0	0.07	-	6
Warren Street SB left <sup>4</sup> /thru/right	-	0.0	0.00	-	0
<b>Washington St/Nantasket Ave</b>	-	-	-	-	-
Nantasket Avenue EB left/thru/right	C	17.9	0.04	-	3
Driveway WB left/thru/right	C	21.8	0.20	-	18
Washington Street NB left/thru/right	A	0.2	0.01	-	1
Washington Street SB left/thru/right	A	2.3	0.08	-	6

Grey Shading indicates a degradation to LOS E or F from the No-Build Condition.

**Table 2-5 Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Washington St/Winship St</b>	D	<b>53.1</b>	-	-	-
Washington Street EB thru	C	29.6	0.44	83	m135
Washington Street EB right/hard right	B	13.1	0.60	48	m136
Cambridge Street WB left	F	116.0	1.09	~ 184	m#276
Cambridge Street WB bear left	F	81.4	0.96	161	m#245
Cambridge Street WB thru	B	13.3	0.39	63	m108
Washington Street NB hard left/left	F	97.5	1.03	~ 242	#367
Washington Street NB right	B	12.2	0.51	13	62
Winship Street NEB hard left	D	35.4	0.21	20	49
Winship Street NEB bear right/hard right	D	52.4	0.70	101	173

**Table 2-5 Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Washington St/Monastery Rd/Site Driveway</b>	<b>C</b>	<b>25.5</b>	-	-	-
Monastery Road EB left/thru/right	B	19.5	0.32	38	62
Site Driveway WB left/thru/right	B	17.9	0.18	20	57
Washington Street NB left/thru/right	B	17.2	0.60	96	#297
Washington Street SB left/ thru/right	C	33.6	0.89	178	#553
<b>Commonwealth Avenue/Washington Street</b>	<b>F</b>	<b>91.5</b>	-	-	-
Commonwealth Ave EB left/thru   thru/right	C	32.6	0.59	167	226
South Carriage Road EB left/thru	C	28.6	0.07	17	25
South Carriage Road EB right	A	8.8	0.36	0	2
Commonwealth Avenue WB U-turn/left	F	83.2	0.93	115	#297
Commonwealth Avenue WB thru   thru/right	C	28.4	0.66	298	165
North Carriage Road WB left/thru/right	C	27.3	0.44	89	m85
Washington Street NB thru/right	D	53.0	0.87	348	#525
Washington Street SB left/thru/right	F	308.0	1.59	~592	#811
<b>Commonwealth Ave/Warren St/Kelton St</b>	<b>D</b>	<b>50.8</b>	-	-	-
Commonwealth Avenue EB left/thru   thru/right	B	17.1	0.69	88	141
South Carriage Road EB left/thru/right	A	8.9	0.06	6	13
North Carriage Road EB left	E	71.1	0.44	46	m54
Commonwealth Ave WB left/thru   thru/right	D	39.8	0.70	245	335
North Carriage Road WB thru/right	D	51.8	0.78	243	297
Kelton Street NB thru/right	E	55.7	0.76	209	#323
Warren Street SB thru/right	F	120.7	1.08	~353	#554
<b>Cambridge St/Warren St/Sparhawk St</b>	<b>E</b>	<b>65.0</b>	-	-	-
Cambridge Street EB left/thru   thru/right	F	80.2	1.02	~248	#349
Cambridge Street WB left	C	25.5	0.24	25	54
Cambridge Street WB thru/right	D	46.9	0.86	328	#551
Warren Street NB left	C	34.1	0.57	63	106
Warren Street NB thru/right	C	29.8	0.53	172	245
Sparhawk Street SB left/thru/right	F	123.4	1.11	~243	#415

**Table 2-5 Build (2023) Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Unsignalized Intersections</b>					
<b>Warren St/Nevins St</b>	-	-	-	-	-
Nevins Street EB left	D	25.6	0.31	-	31
Nevins Street EB thru/right	C	20.9	0.29	-	30
Warren Street NB left/thru/right	A	0.2	0.01	-	1
Warren Street SB left <sup>4</sup> /thru/right	-	0.0	0.00	-	0
<b>Washington St/Nantasket Ave</b>	-	-	-	-	-
Nantasket Avenue EB left/thru/right	D	26.1	0.10	-	9
Driveway WB left/thru/right	D	32.2	0.64	-	103
Washington Street NB left/thru/right	A	0.1	0.00	-	0
Washington Street SB left/thru/right	A	0.2	0.01	-	1

As shown in **Table 2-4** and **Table 2-5**, the following operational deficiencies are expected to occur under the Build (2023) Condition:

- ◆ The signalized intersection of **Cambridge Street/Washington Street/Winship Street** continues to operate at LOS D during both peak hours. However, the Washington Street northbound hard left/left-turn approach lane degrades from LOS E to LOS F during the a.m. peak hour. The Cambridge Street westbound left-turn lane decreases from LOS E to LOS F during the p.m. peak hour.
- ◆ The signalized intersection of **Commonwealth Avenue/Washington Street** decreases from LOS E to LOS F during the a.m. peak hour.
- ◆ The signalized intersection of **Cambridge Street/Warren Street/Sparhawk Street** decreases from LOS E to LOS F during the a.m. peak hour and from LOS D to LOS E during the p.m. peak hour. During the p.m. peak hour, the Cambridge Street eastbound approach declines from LOS D to LOS F.

### 2.3 Transportation Mitigation Measures

Although the traffic impacts associated with the new trips are minimal (generating less than three vehicle trips per minute during the peak hours), the Proponent will continue to work with the City of Boston to ensure that the Project efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The proposed transportation improvements include:

- ◆ Reconstructing the Washington Street sidewalk along the site frontage where necessary.

- ◆ Updating the signal equipment, both vehicular and pedestrian, at the intersection of Washington Street/Monastery Road/Site Driveway. Improvements at the intersection will also include providing ADA compliant ramps where they do not currently exist.
- ◆ Improving the signal operations at the signalized intersection of Cambridge Street/Warren Street/Sparhawk Street. This intersection currently includes an exclusive pedestrian phase which limits the time pedestrians are allowed to cross the street, while also limiting the green time for vehicles. The Proponent will work with BTM to modify the signal timings to include concurrent pedestrian phases. This improvement may require signal equipment upgrades. Signal timing coordination modifications at the adjacent Cambridge Street/Washington Street/Winship Street intersection could further improve operations in the area.
- ◆ Relocating the existing bus stop (and shelter) from the southbound Washington Street approach to Commonwealth Avenue. The bus stop will be relocated to Euston Road (opposite the northbound bus stop). The relocated bus stop will be located closer to more residents on the west side of Washington Street. In addition, the southbound approach to Commonwealth Avenue can be widened to accommodate two travel lanes, improving vehicle operations.

Table 2-6 and Table 2-7 shows the associated operational results for Build (2023) Mitigated Condition capacity analysis for the a.m. and p.m. peak hours, respectively. The detailed analysis sheets associated with the results are provided in Appendix C.

**Table 2-6 Build (2023) Mitigated Condition, Capacity Analysis Summary, a.m. Peak Hour**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Washington St/Winship St</b>	<b>D</b>	<b>48.5</b>	-	-	-
Washington Street EB thru	C	20.6	0.57	87	m145
Washington Street EB right/hard right	A	4.4	0.49	25	m29
Cambridge Street WB left	E	64.0	0.77	69	#166
Cambridge Street WB bear left	F	98.0	0.97	94	#219
Cambridge Street WB thru	C	20.5	0.39	68	140
Washington Street NB hard left/left	F	98.4	1.03	~ 227	#386
Washington Street NB right	C	20.9	0.67	40	124
Winship Street NEB hard left	D	40.6	0.38	37	79
Winship Street NEB bear right/hard right	E	79.5	0.93	152	#298
<b>Washington St/Monastery Rd/Site Driveway</b>	<b>B</b>	<b>19.8</b>	-	-	-
Monastery Road EB left/thru/right	C	23.9	0.51	54	124
Site Driveway WB left/thru/right	C	23.5	0.50	55	90
Washington Street NB left/thru/right	C	20.6	0.70	125	#374
Washington Street SB left/ thru/right	B	14.3	0.49	75	208
<b>Commonwealth Avenue/Washington Street</b>	<b>D</b>	<b>42.9</b>	-	-	-
Commonwealth Ave EB left/thru   thru/right	D	46.4	0.88	373	#495
South Carriage Road EB left/thru	C	29.7	0.06	20	45
South Carriage Road EB right	A	7.9	0.29	0	39
Commonwealth Avenue WB U-turn/left	E	68.6	0.70	98	#193
Commonwealth Avenue WB thru   thru/right	D	38.7	0.44	168	216
North Carriage Road WB left/thru/right	D	38.2	0.30	65	m77
Washington Street NB thru/right	D	51.5	0.86	311	424
Washington Street SB left/thru   thru/right	C	34.5	0.63	171	214
<b>Commonwealth Ave/Warren St/Kelton St</b>	<b>E</b>	<b>58.0</b>	-	-	-
Commonwealth Avenue EB left/thru   thru/right	E	64.4	0.99	503	#721
South Carriage Road EB left/thru/right	B	10.1	0.06	9	30
North Carriage Road EB left	E	64.8	0.50	54	76
Commonwealth Ave WB left/thru   thru/right	C	33.1	0.49	153	218
North Carriage Road WB thru/right	D	36.3	0.46	130	223
Kelton Street NB thru/right	E	61.2	0.78	186	#275
Warren Street SB thru/right	F	87.0	0.95	233	#406

**Table 2-6 Build (2023) Mitigated Condition, Capacity Analysis Summary, a.m. Peak Hour (Continued)**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Warren St/Sparhawk St</b>	<b>C</b>	<b>31.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
Cambridge Street EB left/thru   thru/right	C	31.0	0.84	241	m#331
Cambridge Street WB left	D	39.2	0.72	59	#186
Cambridge Street WB thru/right	C	23.2	0.53	161	261
Warren Street NB left	B	16.1	0.25	31	56
Warren Street NB thru/right	B	16.0	0.25	77	115
Sparhawk Street SB left/thru/right	D	51.5	0.84	216	#373
<b>Unsignalized Intersections</b>					
<b>Warren St/Nevins St</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Nevins Street EB left	D	30.8	0.24	-	22
Nevins Street EB thru/right	D	30.8	0.33	-	35
Warren Street NB left/thru/right	A	2.0	0.07	-	6
Warren Street SB left/thru/right	-	0.0	0.00	-	0
<b>Washington St/Nantasket Ave</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Nantasket Avenue EB left/thru/right	C	17.9	0.04	-	3
Driveway WB left/thru/right	C	21.8	0.20	-	18
Washington Street NB left/thru/right	A	0.2	0.01	-	1
Washington Street SB left/thru/right	A	20.3	0.08	-	6

Grey Shading indicates a LOS improvement due to the proposed mitigation.

**Table 2-7 Build (2023) Mitigated Condition, Capacity Analysis Summary, p.m. Peak Hour**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Washington St/Winship St</b>	<b>D</b>	<b>53.3</b>	-	-	-
Washington Street EB thru	C	29.6	0.44	83	m135
Washington Street EB right/hard right	B	13.1	0.60	48	m136
Cambridge Street WB left	F	118.5	1.09	~ 181	m#333
Cambridge Street WB bear left	F	83.5	0.96	155	m#299
Cambridge Street WB thru	B	13.4	0.39	52	m99
Washington Street NB hard left/left	F	97.5	1.03	~ 242	#367
Washington Street NB right	B	12.2	0.51	13	62
Winship Street NEB hard left	D	35.4	0.21	20	49
Winship Street NEB bear right/hard right	D	52.4	0.70	101	173
<b>Washington St/Monastery Rd/Site Driveway</b>	<b>C</b>	<b>25.5</b>	-	-	-
Monastery Road EB left/thru/right	B	19.5	0.32	38	62
Site Driveway WB left/thru/right	B	17.9	0.18	20	57
Washington Street NB left/thru/right	B	17.2	0.60	96	#297
Washington Street SB left/ thru/right	C	33.6	0.89	178	#553
<b>Commonwealth Avenue/Washington Street</b>	<b>D</b>	<b>38.6</b>	-	-	-
Commonwealth Ave EB left/thru   thru/right	C	31.7	0.57	167	226
South Carriage Road EB left/thru	C	28.6	0.07	17	25
South Carriage Road EB right	A	8.7	0.36	0	2
Commonwealth Avenue WB U-turn/left	F	83.0	0.93	115	#297
Commonwealth Avenue WB thru   thru/right	C	27.1	0.64	298	165
North Carriage Road WB left/thru/right	C	26.7	0.43	90	m87
Washington Street NB thru/right	D	57.2	0.90	347	#525
Washington Street SB left/thru   thru/right	D	35.3	0.63	173	235
<b>Commonwealth Ave/Warren St/Kelton St</b>	<b>D</b>	<b>50.7</b>	-	-	-
Commonwealth Avenue EB left/thru   thru/right	B	17.1	0.69	88	141
South Carriage Road EB left/thru/right	A	8.9	0.06	6	13
North Carriage Road EB left	E	68.0	0.44	44	54
Commonwealth Ave WB left/thru   thru/right	D	39.8	0.70	245	335
North Carriage Road WB thru/right	D	51.8	0.78	243	297
Kelton Street NB thru/right	E	55.7	0.76	209	#323
Warren Street SB thru/right	F	120.7	1.08	~ 353	#554

**Table 2-7 Build (2023) Mitigated Condition, Capacity Analysis Summary, p.m. Peak Hour (Continued)**

Intersection/Approach	LOS	Delay (s)	V/C Ratio	50th Percentile Queue (ft)	95th Percentile Queue (ft)
<b>Signalized Intersections</b>					
<b>Cambridge St/Warren St/Sparhawk St</b>	<b>C</b>	<b>29.6</b>	<b>-</b>	<b>-</b>	<b>-</b>
Cambridge Street EB left/thru   thru/right	C	32.8	0.58	181	219
Cambridge Street WB left	B	15.6	0.19	19	42
Cambridge Street WB thru/right	C	29.9	0.69	254	380
Warren Street NB left	B	19.8	0.38	51	86
Warren Street NB thru/right	B	19.8	0.41	140	199
Sparhawk Street SB left/thru/right	D	40.1	0.72	185	291
<b>Unsignalized Intersections</b>					
<b>Warren St/Nevins St</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Nevins Street EB left	D	25.7	0.31	-	32
Nevins Street EB thru/right	C	20.9	0.29	-	30
Warren Street NB left/thru/right	A	0.2	0.01	-	1
Warren Street SB left <sup>4</sup> /thru/right	-	0.0	0.00	-	0
<b>Washington St/Nantasket Ave</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Nantasket Avenue EB left/thru/right	D	26.1	0.10	-	9
Driveway WB left/thru/right	D	32.2	0.64	-	103
Washington Street NB left/thru/right	A	0.1	0.00	-	0
Washington Street SB left/thru/right	A	0.2	0.01	-	1

As shown in Table 2-6 and Table 2-7, the following intersections and movements improve with the recommended changes:

- ◆ Due to the additional southbound lane, the signalized intersection of **Commonwealth Avenue/Washington Street** improves to an overall LOS D during both the peak hours. The Washington Street approach improves from LOS F to LOS C during the a.m. peak hour and continues to operate at LOS D during the p.m. peak hour but with less delay per vehicle. All other movements continue to operate at the same LOS. These operations are better than the existing operations at the intersection.
- ◆ Due to the proposed signal retimings, the signalized intersection of **Cambridge Street/Warren Street/Sparhawk Street** improves from LOS E to LOS C during the a.m. peak hour and from LOS D to LOS C during the p.m. peak hour. During the a.m. peak hour, the Cambridge Street eastbound approach improves from LOS E to LOS C, the Warren Street northbound movements improve from LOS C to LOS B, and the Sparhawk Street southbound approach improves from LOS F to LOS D. In

addition the Cambridge Street westbound left-turn movement continues to operate at LOS D and the shared through/right movement continues to operate at LOS C but both operate with less delay per vehicle. These operations are better than the existing operations at the intersection.

- ◆ During the p.m. peak hour, the Cambridge Street eastbound approach improves from LOS D to LOS C, the Cambridge Street westbound left-turn movement improves from LOS C to LOS B, the Cambridge Street westbound shared through/right-turn lane improves from LOS D to LOS C, the Warren Street northbound movements improve from LOS C to LOS B, and the Sparhawk Street southbound approach improves from LOS E to LOS D. These operations are better than the existing operations at the intersection.

As shown, the above recommended improvements will not only offset the impacts of the Project, but will help remedy existing operating conditions.

The Proponent is responsible for preparation of the Transportation Access Plan Agreement (TAPA), a formal legal agreement between the Proponent and the BTD. The TAPA formalizes the findings of the transportation study, mitigation commitments, elements of access and physical design, travel demand management measures, and any other responsibilities that are agreed to by both the Proponent and the BTD. Because the TAPA must incorporate the results of the technical analysis, it must be executed after these other processes have been completed. The proposed measures listed above and any additional transportation improvements to be undertaken as part of this Project will be defined and documented in the TAPA.

The Proponent will also produce a Construction Management Plan (CMP) for review and approval by BTD. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the Project.

**Chapter 3.0**

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Environmental Review Component

## 3.0 ENVIRONMENTAL REVIEW COMPONENT

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### 3.1 Wind

#### 3.1.1 *Introduction*

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by Epsilon Associates, Inc. to assess the wind comfort conditions for the proposed Project at 159-201 Washington Street in the Brighton neighborhood of Boston. This qualitative assessment is based on the following:

- ◆ a review of the regional long-term meteorological data from Boston Logan International Airport;
- ◆ design drawings and documents received by RWDI on October 13 and November 8 and 9, 2016;
- ◆ wind-tunnel studies undertaken by RWDI for similar projects in the Boston area;
- ◆ RWDI's engineering judgment, experience and expert knowledge of wind flows around buildings<sup>123</sup>; and,
- ◆ use of software developed by RWDI (Windestimator<sup>2</sup>) for estimating the potential wind conditions around generalized building forms.

This qualitative approach provides a screening-level estimation of potential wind conditions. Conceptual wind control measures to improve wind comfort are being considered, where necessary.

#### 3.1.2 *Site and Building Information*

The proposed Project is located on the north side of Washington Street in Brighton, adjacent to the St. Elizabeth's Medical Center to the west, Brighton High School to the north and a mixture of low and medium size buildings to the east and south, as shown in Figure 3-1. Further surroundings are dense low-rise buildings in all directions.

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<sup>1</sup> C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.

<sup>2</sup> H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004*, Nashville, Tennessee.

<sup>3</sup> H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.

This hilltop site is currently occupied by the St. Gabriel's Church and Monastery with an attached dormitory, a Shrine and a private house together with trees, cemetery and parking lots (Figure 3-1).

The Project consists of four three to six-story buildings (1, 2, 3 and 4 in Figure 3-2), arranged along the perimeter of the site. The south portion of site will remain treed. Two future buildings are proposed by another developer to the immediate east of the site (Figure 3-2).

The currently proposed locations of building entrances are marked by blue triangles in Figure 3-2. Other pedestrian areas of interest include the entrances to the existing buildings, walkways and parking lots on site and public sidewalks along Washington Street.

### **3.1.3        *Meteorological Data***

Wind statistics at Boston-Logan International Airport between 1990 and 2015, inclusive, were analyzed for the spring (March to May), summer (June to August), fall (September to November) and winter (December to February) seasons. Figures 3-3 through 3-5 graphically depict the distributions of wind frequency and directionality for the four seasons and for the annual period. When all winds are considered (regardless of speed), winds from the northwest and southwest quadrants are predominant. Northeasterly winds are also frequent, especially in the spring.

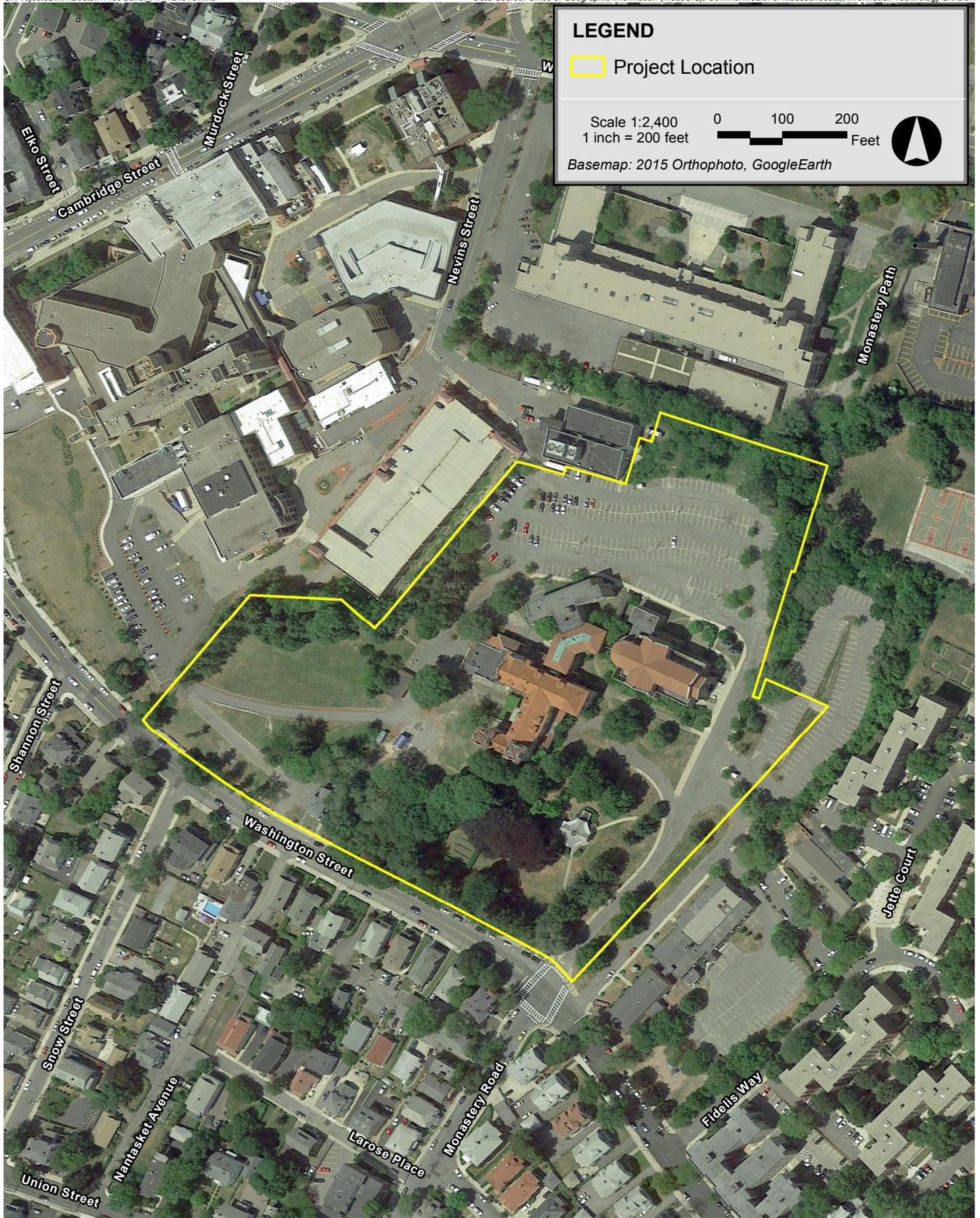
Strong winds with mean speeds greater than 20 mph (red bands in the images) are prevalent from the northwesterly directions throughout the year, while the southwesterly and northeasterly winds are also frequent.

Winds from the northwest, west, southwest and northeast directions are considered most relevant to the current study, although winds from other directions were also considered in this assessment.

### **3.1.4        *BPDA Wind Criteria***

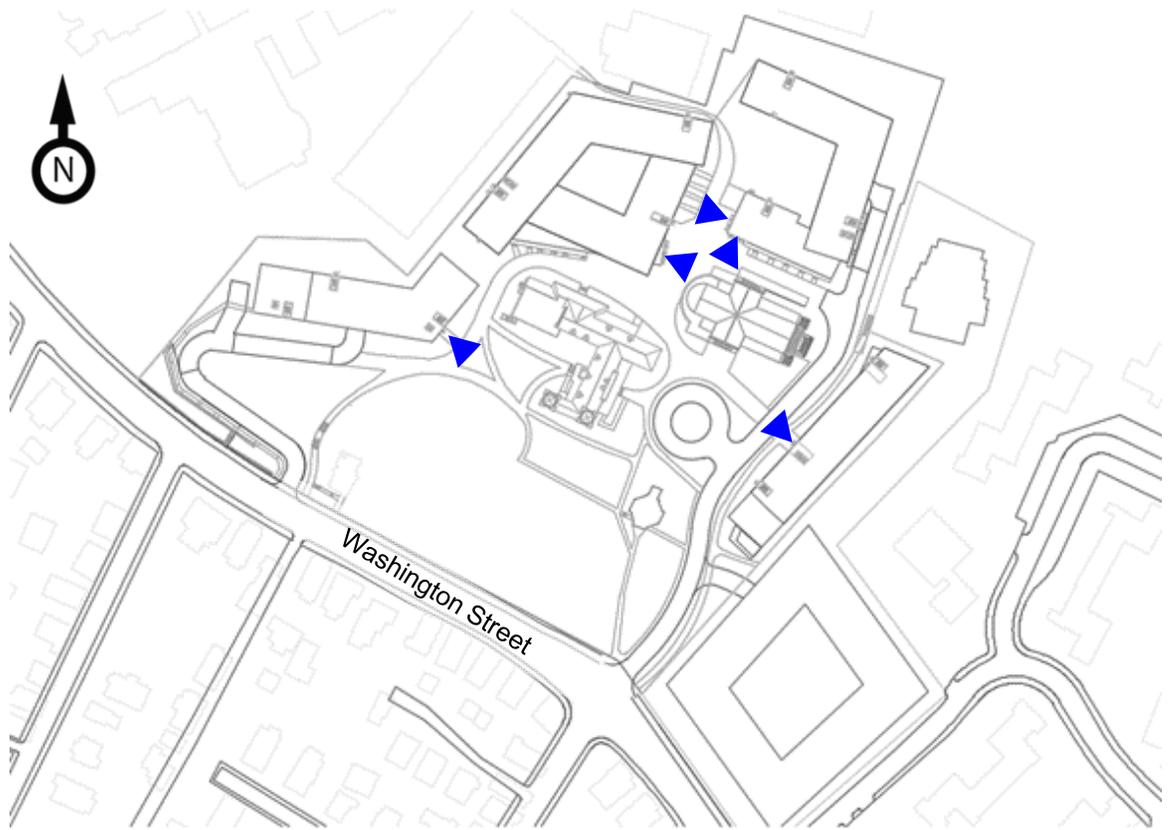
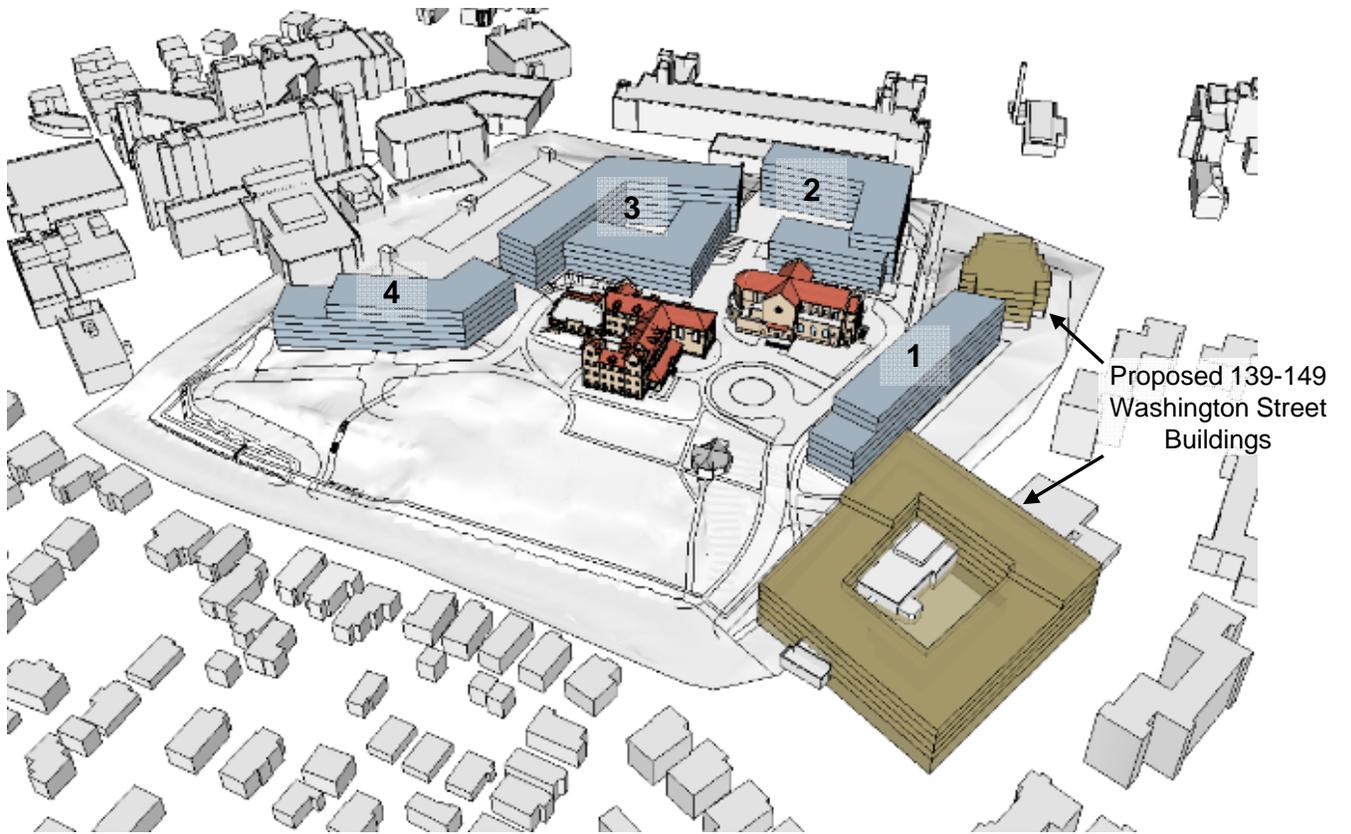
The BPDA has adopted two standards for assessing the relative wind comfort of pedestrians.

First, the BPDA wind design guidance criterion states that an effective gust velocity (hourly-mean wind speed + 1.5 times the root mean square wind speed) of 31 mph should not be exceeded more than one percent (1%) of the time. This criterion is hereby referred to as the gust criterion.



159-201 Washington Street

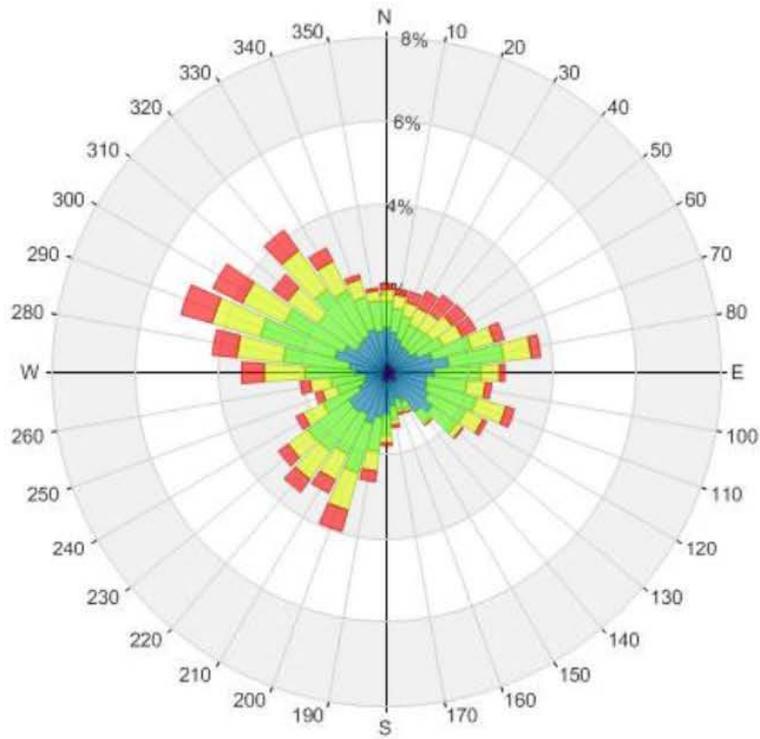
Boston, Massachusetts



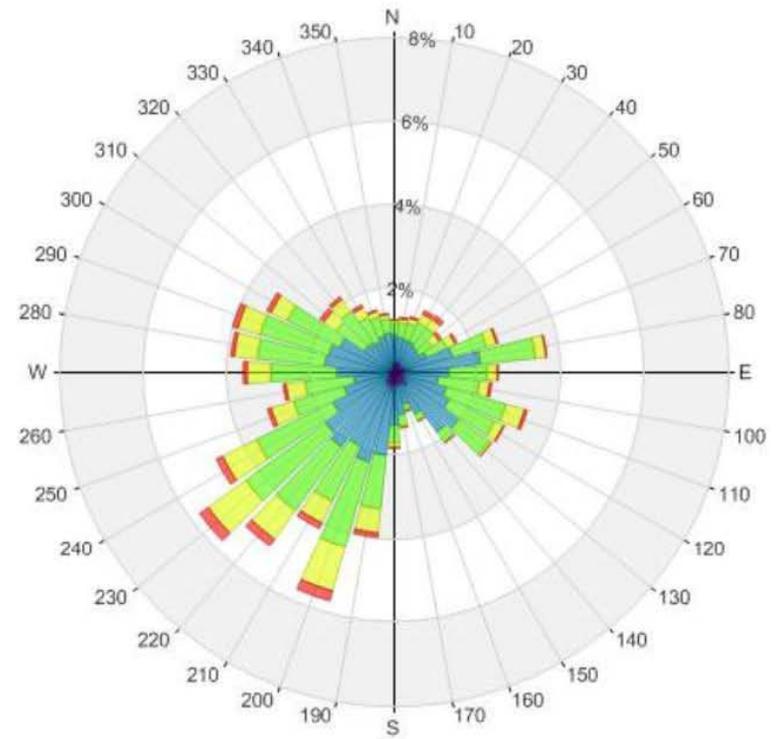
159-201 Washington Street Boston, Massachusetts



Figure 3-2  
Proposed Project with Existing and Future Surroundings



Spring  
(March - May)



Summer  
(June - August)

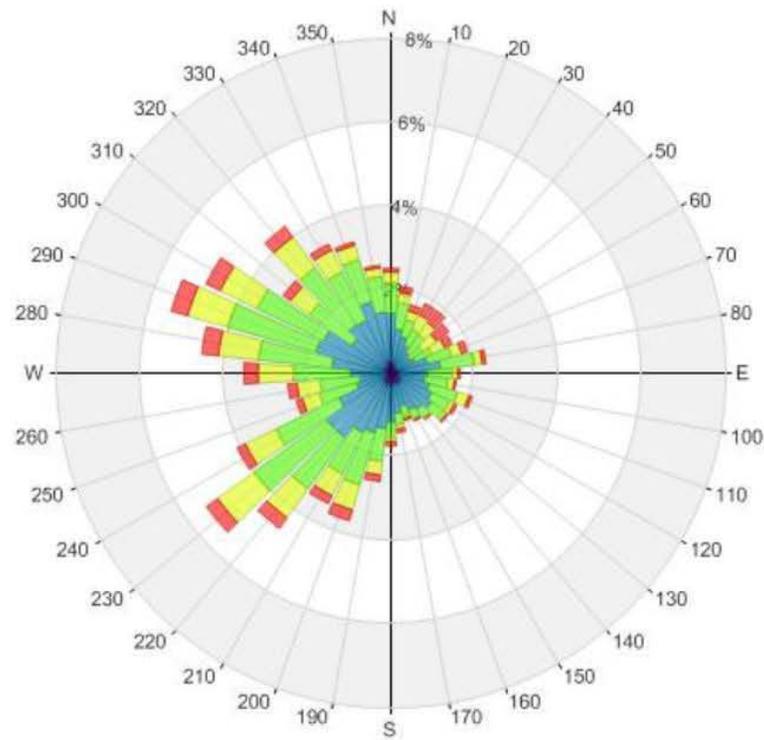
Wind Speed (mph)	Probability (%)	
	Spring	Summer
Calm	2.4	2.7
1-5	6.4	8.9
6-10	28.5	38.1
11-15	32.9	35.1
16-20	19.7	12.6
>20	10.2	2.7

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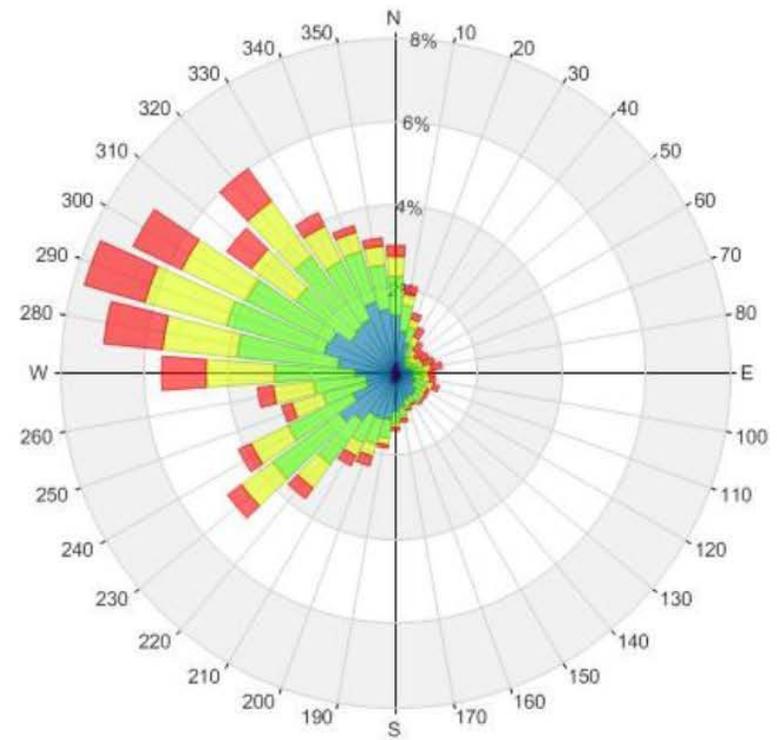


Figure 3-3

Directional Distribution (%) of Winds (Blowing From) Boston Logan International Airport (1990-2015)



Fall  
(September - November)



Winter  
(December - February)

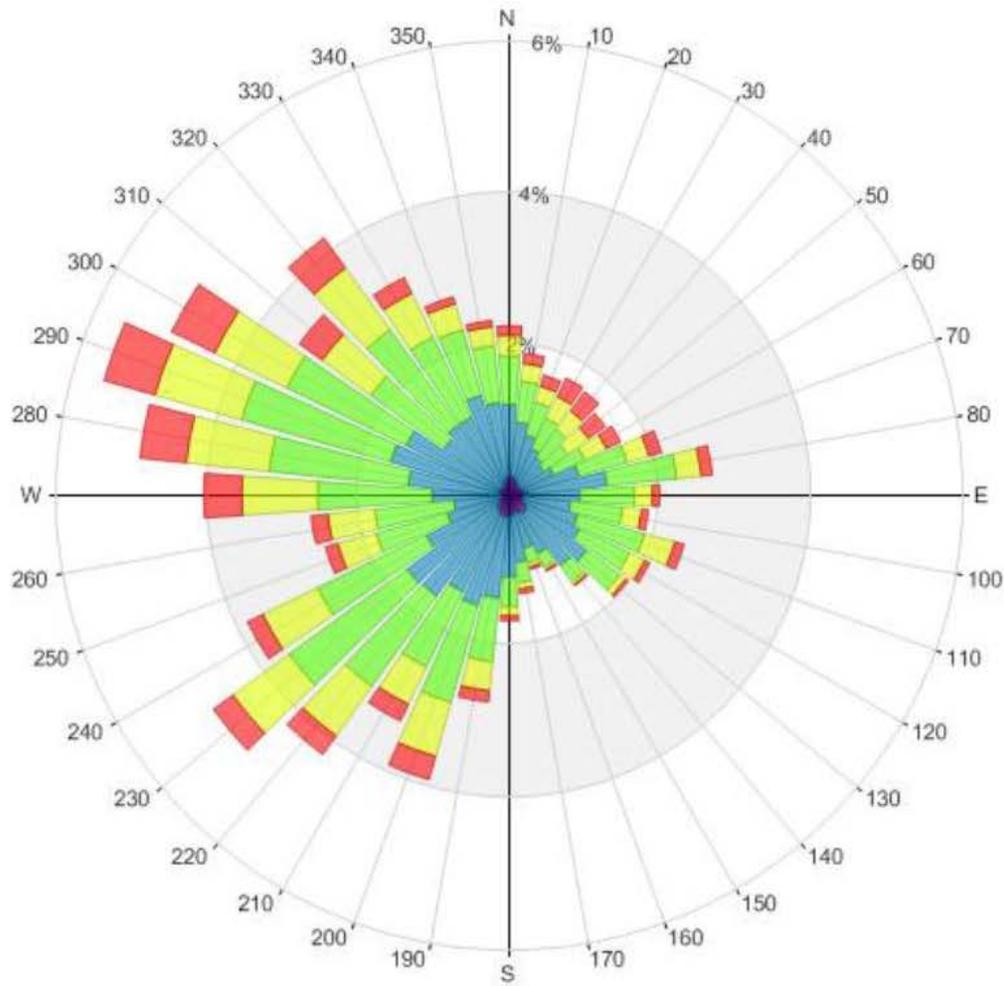
Wind Speed (mph)	Probability (%)	
	Fall	Winter
Calm	2.9	2.3
1-5	8.0	6.2
6-10	34.3	27.5
11-15	32.8	31.1
16-20	15.3	20.1
>20	6.7	12.8

159-201 Washington Street Boston, Massachusetts



Figure 3-4

Directional Distribution (%) of Winds (Blowing From) Boston Logan International Airport (1990-2015)



Wind Speed (mph)	Probability (%)
Calm	2.5
1-5	7.4
6-10	32.1
11-15	33.0
16-20	16.9
>20	8.1

Annual Winds



The second set of criteria used by the BPDA to determine the acceptability of specific locations is based on the work of Melbourne<sup>4</sup>. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are as follows:

**Table 3-1 Boston Planning and Development Agency Mean Wind Criteria\***

Level of Comfort	Wind Speed
Dangerous	> 27 mph
Uncomfortable for Walking	> 19 and < 27 mph
Comfortable for Walking	> 15 and < 19 mph
Comfortable for Standing	> 12 and < 15 mph
Comfortable for Sitting	< 12 mph

\* Applicable to the hourly mean wind speed exceeded one percent of the time.

Pedestrians on sidewalks and parking lots will be active and wind speeds comfortable for walking are appropriate. Lower wind speeds comfortable for standing are desired for building entrances and bus stops where people are apt to linger. For any outdoor amenity at and above grade, low wind speeds comfortable for sitting are desired in the summer, when it is typically in use.

The wind climate found in a typical location in Brighton is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BPDA effective gust velocity criterion of 31 mph at most areas, while windier conditions may be expected near the corners of tall buildings exposed to the prevailing winds. However, without any mitigation measures, this wind climate is likely to be frequently unsuitable for more passive activities such as sitting.

Discussions related to pedestrian wind comfort and safety will be based on the annual wind climate. Typically the summer and fall winds tend to be more comfortable than the annual winds while the winter and spring winds are less comfortable than the annual winds.

### **3.1.5 Results**

Predicting wind speeds and occurrence frequencies involves the assessment of building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind-tunnel

<sup>4</sup> Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions", *Journal of Industrial Aerodynamics*, 3 (1978) 241 - 249.

model studies on pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

#### **3.1.5.1 Wind Conditions around Existing Buildings**

As shown in Figure 3-6, the Project site is surrounded by relatively tall buildings to the northwest and northeast directions, where the prevailing winds are originating from. On the south portion of the site, there are dense coniferous and deciduous trees that provide sheltering for the southwesterly winds.

As a result, wind conditions around the existing buildings are expected to be comfortable for walking or better. On windy days in the winter and spring seasons, strong gusts may blow over the open parking lot to the north, causing occasional uncomfortable conditions around exposed building corners, but these conditions are typical in the area.

The proposed buildings, as shown in Figure 3-2, are expected to provide additional sheltering for winds from the northwest and northeast directions. While localized wind flow accelerations may occur (e.g., between Buildings 1 and 2 and between 3 and 4), the general wind speeds around the restored Monastery and Church are expected to be lower than those that currently exist in the area, including the entrances to the existing buildings.

In addition, the buildings proposed at 139-149 Washington Street are not expected to have a negative effect on the current wind conditions on the site.

The sidewalks along Washington Street are located on the southwest side of the Project, and are separated by dense trees. Therefore, the existing wind conditions on the sidewalks are not expected to be negatively affected.

The existing trees on site will be retained wherever possible. Additional trees may be considered, especially to the northwest and northeast of the site and between the proposed and existing buildings, to the extent practicable. If feasible, coniferous and marcescent tree species may be selected for wind protection throughout the year.

Given the limited height of the proposed buildings, winds at all grade areas on and around the development are expected to meet the effective gust criterion, for both the No-Build and Build configurations.

#### **3.1.5.2 Wind Conditions around Proposed Buildings**

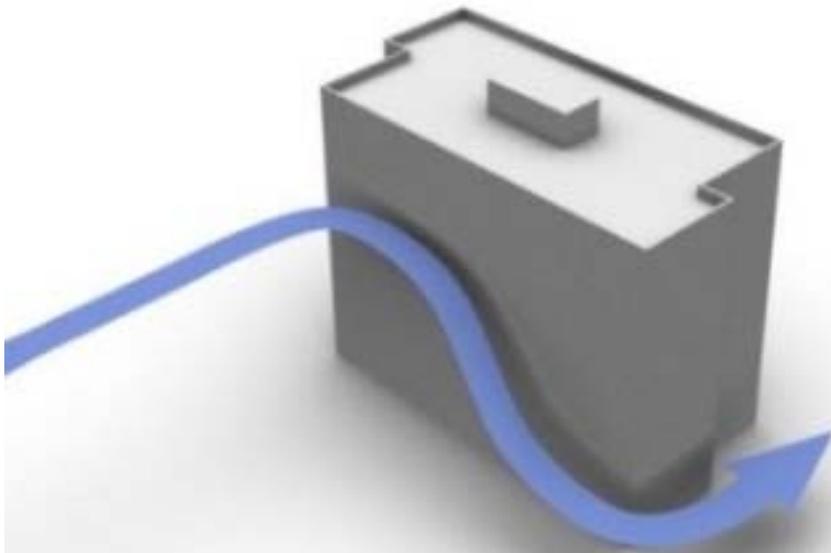
Buildings taller than immediate surroundings may intercept strong winds at high elevations and deflect them down to grade, causing accelerated flows around building corners (Figure 3-7). When two buildings are located side by side, wind flow accelerations are expected to occur in the gap between the buildings due to the channeling effect (Figure 3-7).



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**Figure 3-6**  
*Aerial View of Existing Conditions*



**(a)** Downwashing and Corner Acceleration



**(b)** Channeling Effect

### ***Main Entrances***

As shown in Figure 3-8, the main entrance to Building 1 may be affected by the northwesterly winds over the existing and proposed buildings and by the northeasterly and southwesterly winds accelerating along the driveway. The resultant wind speeds are expected to be higher than desired for a main entrance.

Other entrances shown on Figure 3-8 are sheltered by the proposed and existing buildings for one or more prevailing wind directions. Corner accelerations and channeling flows may affect these entrances to different extents, however, wind speeds are expected to remain comfortable for walking.

For the main entrance to Building 1, a large entrance canopy with planters/screens on both sides of the entrance will be explored.

### ***Walkways and Parking Lots***

Pedestrians on sidewalks and parking lots are typically active and can tolerate relatively high wind speeds. This criterion is predicted to be satisfied throughout the site for all seasons, considering the proposed buildings are only six stories in height and surrounded by dense buildings in all directions.

The landscaped open spaces are anticipated to have wind conditions appropriate for their intended use during the times of the year when they will be most utilized. During the late fall through early spring months, wind conditions could be uncomfortable on some days, however activity in these areas is expected to be minimal during this time.

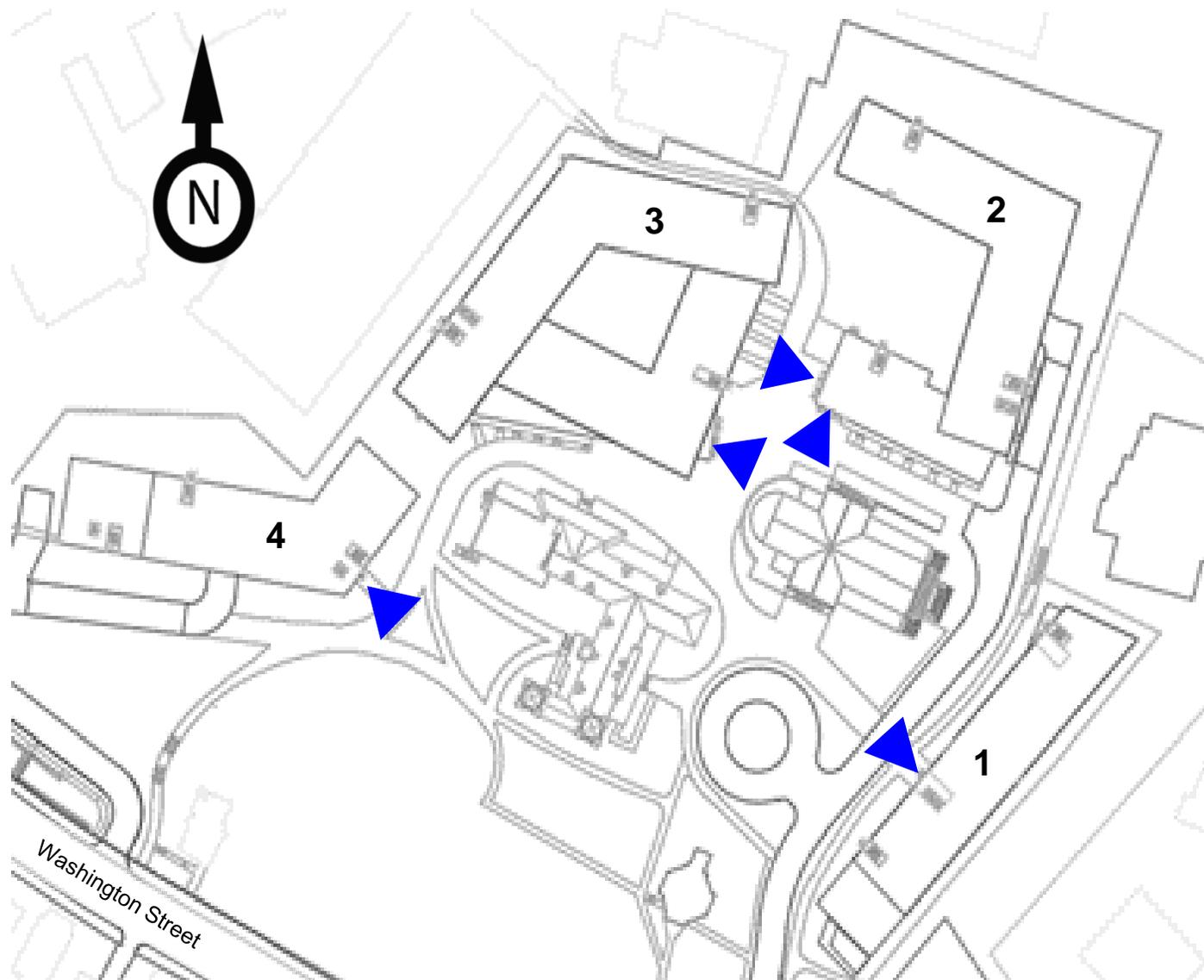
The impact of the Project to the wind conditions at Fidelis Way Park to the northeast of the site is expected to be negligible on an annual basis.

Wind conditions on sidewalks along Washington Street will not be negatively affected by the Project.

### ***3.1.6 Conclusions***

Based on the local wind data, limited building height, information on surroundings and RWDI's experience with similar projects, it is predicted that the Project will not have a negative impact on the wind conditions on the surrounding sidewalks and buildings, or on Fidelis Way Park. Improved wind conditions are expected around the existing buildings on site due to the sheltering offered by the new buildings. Wind speeds at grade on and around the Project are predicted to meet the effective gust criterion.

A more detailed assessment of the wind conditions on and around the development involving scale model wind-tunnel tests is not warranted.



159-201 Washington Street Boston, Massachusetts



**Figure 3-8**  
*Proposed Building Entrances*

### **3.2 Shadow**

A shadow impact analysis was conducted as part of the PNF to investigate shadow impacts from the Project during three time periods (9:00 a.m., 12:00 noon, and 3:00 p.m.) during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21), as well as 6:00 p.m. during the summer solstice and autumnal equinox. The shadow analysis presented the existing shadow and new shadow that would be created by the Project, illustrating the incremental impact of the Project. The analysis focused on nearby open spaces and sidewalks adjacent to and in the vicinity of the Project site. However, the shadow study did not include the numerous large trees surrounding the park, which also cast significant shadows.

The shadow analysis indicated that the Project will cast new shadow onto portions of Fidelis Way Park during the 3 p.m. and 6 p.m. time periods. However, during the March, June, and September 3 p.m. time periods, shadow is limited to a small portion of the western edge of the Park, and is unlikely to extend beyond the existing shadows cast by the large trees surrounding the Park. Most of the new shadow cast onto Fidelis Way Park is from Building 2, located on the northeastern corner of the site adjacent to the park. As described in Section 1.3.4, since the filing of the PNF the height of Building 2 has been reduced by approximately 12 feet, which will reduce the shadow impacts on the Park compared to the Project as presented in the PNF.

### **3.3 Daylight Analysis**

The only public street abutting the Project site is Washington Street, which runs along the southern edge of the Project site. The proposed buildings will be constructed at least 150 feet away from Washington Street, and the existing wooded buffer along the street will be preserved. Given the significant landscaping along the street, the large setback, and the topography of the site, the daylight obstruction resulting from the new construction will be minimal and significantly less than daylight obstruction from buildings within the surrounding area.

### **3.4 Air Quality Analysis**

A microscale air quality analysis was included in Section 3.4 of the Expanded PNF. The microscale analysis showed that all predicted CO concentrations are well below one-hour and eight-hour National Ambient Air Quality Standards. The changes to the Project include a reduction in the total number of residential units, and as a result, a reduction in the number of vehicle trips associated with the Project. Therefore, changes to the Project are not anticipated to change the conclusions of the microscale analysis.

Any new stationary sources will be reviewed by the Massachusetts Department of Environmental Protection (MassDEP) during permitting under the Environmental Results Program, if required.

### 3.5 Stormwater/Water Quality

Please see Section 7.4 for information on stormwater and water quality impacts.

### 3.6 Flood Hazard Zones/ Wetlands

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the site located in the City of Boston - Community Panel Number 25025C0057G indicates the FEMA Flood Zone Designations for the site area. The map shows that the Project is located in a Zone X "Areas determined to be outside the 0.2% annual chance floodplain."

The site does not contain wetlands.

### 3.7 Geotechnical Impacts

This section summarizes existing site conditions, subsurface soil, rock, and groundwater conditions, and planned below-grade construction for the proposed development. Excavation, foundation, and below-grade construction methods, and the potential impacts on adjacent buildings and utilities are also discussed. Subsurface explorations were performed as part of this study.

#### ***3.7.1 Existing Site Conditions***

The site is currently occupied by five main buildings (St. Gabriel's Monastery, Foundation Building, School of Nursing, St. Gabriel's Church, and 201 Washington Street House). Additionally, there is a one story shrine building and a cemetery located on the property. The four main buildings were constructed between 1898 and 1929. The Foundation Building, School of Nursing, and St. Gabriel's Church are all two to four story masonry structures that are believed to have one story basements. The 201 Washington Street property is a two story residence. The shrine is a single story masonry building believed to have been constructed in the 1960's. There is a deep MDC subsurface utility easement running through the property. The site is located on a hill, and existing site grades at the top of the hill where the three main existing structures and associated parking area is located are generally flat between El. 180 and El. 190 and slope down on all sides. Elevations are in feet and referenced to Boston City Base (BCB).

There is a heating and cooling plant for the adjacent hospital located immediately adjacent to the northern portion of the site. The structure is believed to be founded on shallow foundations bearing in the natural glacial soils.

#### ***3.7.2 Subsurface Soil and Bedrock Conditions***

Site subsurface conditions consist of surficial miscellaneous fill and underlain glacial soils, with bedrock at depth. The following subsurface conditions, listed below in order of increasing depth below ground surface, exist at the Project site:

- ◆ **Miscellaneous Fill** – The composition of this stratum is varied, but typically consists of loose to very dense sand and gravel intermixed with silt, bricks, cobbles, old foundations, wood, cinders, concrete, and other miscellaneous materials. The thickness of this stratum is variable and may range up to 29 ft at the site.
- ◆ **Glacial Till** – The glacial till is an unsorted mixture of soil types, typically consisting of dense to very dense silty sand with varying amounts of gravel to a very dense gravel with silt and sand. The thickness of the glacial till is variable and anticipated to be approximately 8 to 40 ft.
- ◆ **Bedrock** – The bedrock below the site is Conglomerate. The bedrock is typically weathered at the top, and increasing in quality with depth. Bedrock is expected to exist at a depths ranging between approximately 10 and 60 ft below existing ground surface.

### **3.7.3**            *Groundwater*

Although indications of the presence of water were detected in some of the recent test borings, stabilized water levels were not observed during the subsurface exploration program. Groundwater levels can be affected by precipitation, snow melt, season and other factors and may differ at other times from those observed during the preliminary evaluation.

### **3.7.4**            *Proposed Foundation Construction*

Development of the Project site will require demolition of some of the existing buildings and construction of four new residential buildings. The new buildings are planned to be constructed with the lowest level slabs at approximately the existing site grades. The foundation system for the new buildings is anticipated to consist of shallow footing foundations bearing on the natural Glacial Soils. In areas where deeper fill is present, ground improvement may be required to facilitate construction of the shallow foundations. The type and final design of the permanent foundation system will provide for adequate support of the structures and utilities, and be compatible with the subsurface conditions. Foundations will be located as to avoid surcharging the adjacent power plant structure or the earth slopes located at the perimeter of the site area.

### **3.7.5**            *Excavation*

#### **3.7.5.1**        *Methodology*

Excavation for all foundations will be completed in-the-dry using conventional earth moving equipment. Excavations for new foundations and utilities are anticipated to be conducted as open-cut excavations and will not require the use of temporary earth support systems (with the exception of some local deeper excavations for utility tie-ins that may require the use of trench boxes).

Construction may require some limited dewatering within the limits of the excavation to facilitate excavation in the dry. Primarily, the dewatering will remove storm water from precipitation.

### **3.7.5.2 Excavation Disposal and Soil Management**

Based on the final site grading, some excavated materials may not be able to be reused onsite, and will be disposed of off-site. Materials generated at the site from the excavations for new foundation construction and utility installations will consist primarily of urban fill (i.e.; containing some concentrations of chemical constituents) and may require regulatory interaction, management, and a premium cost for disposal of natural glacial soils. It is expected that the excavated soils will be transported off-site to appropriate receiving facilities. If, during the course of construction, visual or olfactory evidence of contamination is observed that is inconsistent with previous assessments of the property, these materials will be stockpiled and characterized for the presence of contamination prior to their off-site management.

### **3.7.6 *Mitigation Measures and Monitoring***

The following provisions will be incorporated into the design and construction procedures to limit potential adverse impacts to the existing structures.

- ◆ The design team will conduct studies, prepare designs and specifications, and review contractor's submittals for conformance to the project contract documents with specific attention to protection of the existing adjacent structures.
- ◆ All contractor designs and procedures will be reviewed and accepted by the Project design team prior to implementation.
- ◆ Geotechnical instrumentation will be installed and monitored (as required) to observe the performance of existing adjacent structures.
- ◆ The Project will provide on-site monitoring of the contractor's excavation and foundation construction activities and monitoring of geotechnical instrumentation during the foundation portion of the work. This will enable observation of the contractor's compliance with the construction specifications and to facilitate adjustments to procedures if appropriate based on observed performance.

The proposed construction is not anticipated to adversely impact nearby structures or utilities.

## 3.8 Solid and Hazardous Waste

### 3.8.1 *Hazardous Waste*

A Phase I Environmental Site Assessment (Phase I ESA) using methods consistent with ASTM E1527-13 was previously conducted at the site to identify and recognize environmental conditions associated with site history, existing observable conditions, current site uses, and current and former uses of adjoining properties. At the time of the assessment, no recognized environmental conditions were encountered.

Excavation for the new structures may generate surplus soil and material requiring off-site disposal. Excavated soil is anticipated to consist of miscellaneous fill and naturally deposited glacial till.

Characterization of the environmental soil and groundwater quality at the Project site has not been conducted to date. Chemical testing of soil and groundwater to be generated as a result of construction activity will be conducted at the appropriate stage of the design process to further evaluate site environmental conditions. Management of soil and groundwater will be in accordance with applicable local, state, and federal laws and regulations.

An Asbestos and Universal Waste survey of the existing buildings on-site was also conducted in accordance with Federal, State, and local asbestos-industry standards for building renovation or demolition. Results indicated that there are Asbestos-Containing Building Materials (ACBMs). Prior to demolition activities or other disturbance of these ACBMs, these materials will be abated by a Commonwealth of Massachusetts licensed asbestos abatement contractor.

### 3.8.2 *Operation Solid and Hazardous Waste Generation*

The Project will generate solid waste typical of residential uses. Solid waste is expected to include wastepaper, cardboard, glass bottles and food. Recyclable materials will be recycled through a program implemented by building management.

With the exception of household hazardous wastes typical of residential developments (e.g. cleaning fluids and paint), the Project will not involve the generation, use, transportation, storage, release, or disposal of potentially hazardous materials.

### 3.8.3 *Recycling*

A dedicated recyclables storage and collection program will facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills. A dedicated chute for recyclables will be provided in the trash/recycling rooms on each floor of each

building. Recyclable materials will be collected from comingled recycle containers by a third party service. The recycling program will be fully developed in accordance with LEED standards as described in Chapter 4.

### **3.9 Noise Impacts**

A sound level assessment was included in Section 3.9 of the Expanded PNF.

Baseline noise levels were measured in the vicinity of the Project Site and were compared to predicted noise levels based on information provided by the manufacturers of representative mechanical equipment or estimated from the equipment's capacity. With appropriate mitigation, the Project is not expected to introduce significant outdoor mechanical equipment noise into the surrounding community.

Results of the analysis indicated that typical nighttime noise levels from the Project, as well as noise levels from routine daytime testing of the emergency generator, are expected to remain below the City of Boston Noise Zoning requirements. The assessment noted that the existing ambient background levels at many locations immediately surrounding the Project Site already exceed the City of Boston limits without any contribution from the Project. The results indicated that the Project is not anticipated to significantly impact the existing acoustical environment.

The changes to the Project will result in additional equipment not identified in the Expanded PNF. However, during the final design phase of the Project, the mechanical equipment and noise controls for all of the buildings will be specified to meet the applicable City of Boston noise limits.

### **3.10 Construction Impacts**

#### ***3.10.1 Introduction***

A Construction Management Plan (CMP) in compliance with the City's Construction Management Program will be submitted to the Boston Transportation Department (BTD) once final plans are developed and the construction schedule is fixed. The construction contractor will be required to comply with the details and conditions of the approved CMP.

Proper pre-planning with the City and neighborhood will be essential to the successful construction of the Project. Construction methodologies, which ensure public safety and protect nearby residences and businesses, will be employed. Techniques such as barricades, walkways and signage will be used. The CMP will include routing plans for trucking and deliveries, plans for the protection of existing utilities, and control of noise and dust.

During the construction phase of the Project, the Proponent will provide the name, telephone number and address of a contact person to communicate with on issues related to the construction.

The Proponent intends to follow the guidelines of the City of Boston and the MassDEP, which direct the evaluation and mitigation of construction impacts.

### ***3.10.2 Construction Methodology/Public Safety***

Construction methodologies that ensure public safety and protect nearby tenants will be employed. Techniques such as barricades and signage will be used. Construction management and scheduling will minimize impacts on the surrounding environment and will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and the control of noise and dust.

As the design of the Project progresses, the Proponent will meet with BTM to discuss the specific location of barricades, the need for lane closures, pedestrian walkways, and truck queuing areas. Secure fencing, signage, and covered walkways may be employed to ensure the safety and efficiency of all pedestrian and vehicular traffic flows. In addition, sidewalk areas and walkways near construction activities will be well marked and lighted to protect pedestrians and ensure their safety. Public safety for pedestrians on abutting sidewalks will also include covered pedestrian walkways when appropriate. If required by BTM and the Boston Police Department, police details will be provided to facilitate traffic flow. These measures will be incorporated into the CMP which will be submitted to BTM for approval prior to the commencement of construction work.

### ***3.10.3 Construction Schedule***

The Proponent anticipates that the Project will commence construction in mid-2017 and last for approximately 24 months.

Typical construction hours will be from 7:00 am to 6:00 pm, Monday through Friday, with most shifts ordinarily ending at 3:30 pm. No substantial sound-generating activity will occur before 7:00 am. If longer hours, additional shifts, or Saturday work is required, the construction manager will place a work permit request to the Boston Air Pollution Control Commission and BTM in advance. Notification should occur during normal business hours, Monday through Friday. It is noted that some activities such as finishing activities could run beyond 6:00 pm to ensure the structural integrity of the finished product; certain components must be completed in a single pour, and placement of concrete cannot be interrupted.

### ***3.10.4 Construction Staging/Access***

Access to the site and construction staging areas will be provided in the CMP.

Although specific construction and staging details have not been finalized, the Proponent and its construction management consultant will work to ensure that staging areas will be located to minimize impacts to pedestrian and vehicular flow. Secure fencing and barricades will be used to isolate construction areas from pedestrian traffic adjacent to the site. Construction procedures will be designed to meet all Occupational Safety and Health Administration (OSHA) safety standards for specific site construction activities.

### ***3.10.5 Construction Mitigation***

The Proponent will follow City and MassDEP guidelines which will direct the evaluation and mitigation of construction impacts. As part of this process, the Proponent and construction team will evaluate the Commonwealth's Clean Air Construction Initiative.

A CMP will be submitted to BTD for review and approval prior to issuance of a Building Permit. The CMP will include detailed information on specific construction mitigation measures and construction methodologies to minimize impacts to abutters and the local community. The CMP will also define truck routes which will help in minimizing the impact of trucks on City and neighborhood streets.

"Don't Dump - Drains to Charles River" plaques will be installed at storm drains that are replaced or installed as part of the Project.

### ***3.10.6 Construction Employment and Worker Transportation***

The number of workers required during the construction period will vary. It is anticipated that approximately 300 construction jobs will be created over the length of construction. The Proponent will make reasonable good-faith efforts to have at least 50% of the total employee work hours be for Boston residents, at least 25% of total employee work hours be for minorities and at least 10% of the total employee work hours be for women. The Proponent will enter into jobs agreements with the City of Boston.

To reduce vehicle trips to and from the construction site, minimal construction worker parking will be available at the site and all workers will be strongly encouraged to use public transportation and ridesharing options. The general contractors will work aggressively to ensure that construction workers are well informed of the public transportation options serving the area. Space on-site will be made available for workers' supplies and tools so they do not have to be brought to the site each day.

### **3.10.7 Construction Truck Routes and Deliveries**

Truck traffic will vary throughout the construction period, depending on the activity. The construction team will manage deliveries to the site during morning and afternoon peak hours in a manner that minimizes disruption to traffic flow on adjacent streets. Construction truck routes to and from the site for contractor personnel, supplies, materials, and removal of excavations required for the development will be coordinated with BTM. Traffic logistics and routing will be planned to minimize community impacts. Truck access during construction will be determined by the BTM as part of the CMP. These routes will be mandated as a part of all subcontractors' contracts for the development. The construction team will provide subcontractors and vendors with Construction Vehicle & Delivery Truck Route Brochures in advance of construction activity.

"No Idling" signs will be included at the loading, delivery, pick-up and drop-off areas.

### **3.10.8 Construction Air Quality**

Short-term air quality impacts from fugitive dust may be expected during demolition, excavation and the early phases of construction. Plans for controlling fugitive dust during demolition, excavation and construction include mechanical street sweeping, wetting portions of the site during periods of high wind, and careful removal of debris by covered trucks. The construction contract will provide for a number of strictly enforced measures to be used by contractors to reduce potential emissions and minimize impacts, pursuant to this Article 80 approval. These measures are expected to include:

- ◆ Using wetting agents on areas of exposed soil on a scheduled basis;
- ◆ Using covered trucks;
- ◆ Minimizing spoils on the construction site;
- ◆ Monitoring of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- ◆ Minimizing storage of debris on the site; and
- ◆ Periodic street and sidewalk cleaning with water to minimize dust accumulations.

### **3.10.9 Construction Noise**

The Proponent is committed to mitigating noise impacts from the construction of the Project. Increased community sound levels, however, are an inherent consequence of construction activities. Construction work will comply with the requirements of the City of Boston Noise Ordinance. Every reasonable effort will be made to minimize the noise impact of construction activities.

Mitigation measures are expected to include:

- ◆ Instituting a proactive program to ensure compliance with the City of Boston noise limitation policy;
- ◆ Using appropriate mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- ◆ Muffling enclosures on continuously running equipment, such as air compressors and welding generators;
- ◆ Replacing specific construction operations and techniques by less noisy ones where feasible;
- ◆ Selecting the quietest of alternative items of equipment where feasible;
- ◆ Scheduling equipment operations to keep average noise levels low, to synchronize the noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
- ◆ Turning off idling equipment; and
- ◆ Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

### ***3.10.10 Construction Vibration***

All means and methods for performing work at the site will be evaluated for potential vibration impacts on adjoining property, utilities, and adjacent existing structures. Acceptable vibration criteria will be established prior to construction, and vibration will be monitored, if required, during construction to ensure compliance with the agreed-upon standard.

### ***3.10.11 Construction Waste***

The Proponent will take an active role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the necessary segregation, reprocessing, reuse and recycling of materials when possible. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per MassDEP Regulations for Solid Waste Facilities, 310 CMR 16.00. This requirement will be specified in the disposal contract. Construction will be conducted so that materials that may be recycled are segregated from those materials not recyclable to enable disposal at an approved solid waste facility.

### ***3.10.12 Protection of Utilities***

Existing public and private infrastructure located within the public right-of-way will be protected during construction. The installation of proposed utilities within the public way will be in accordance with the MWRA, BWSC, Boston Public Works, Dig Safe, and the governing utility company requirements. All necessary permits will be obtained before the commencement of the specific utility installation. Specific methods for constructing proposed utilities where they are near to, or connect with, existing water, sewer and drain facilities will be reviewed by BWSC as part of its site plan review process.

### ***3.10.13 Rodent Control***

A rodent extermination certificate will be filed with each building permit application for the Project. Rodent inspection monitoring and treatment will be carried out before, during, and at the completion of all construction work for each phase of the Project, in compliance with the City's requirements.

### ***3.10.14 Wildlife Habitat***

The Project Site is in an established urban neighborhood. There are no wildlife habitats in or adjacent to the Project Site.

## Chapter 4.0

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### Sustainable Design and Climate Change Preparedness

## 4.0 SUSTAINABLE DESIGN AND CLIMATE CHANGE PREPAREDNESS

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### 4.1 Sustainable Design

The Project will be designed and built using construction industry best-practices for sustainability described within, and measured by, the LEED for Homes Mid-Rise rating system. An Integrated Project Team and process have been established to leverage all professional expertise and seek every opportunity to employ Green Building techniques and practices. The Projects' Preliminary Rating shows performance well in excess of the target of LEED Silver Certification with several additional credit opportunities in discussion ensuring no ground is lost toward that goal, and a final performance rating beyond the goal is easily possible.

The Project consists of four new buildings, and the rehabilitation of the existing St. Gabriel's Monastery and Church, and the Pierce House. Separate LEED checklists have been prepared for Buildings 1 and 4, and a combined checklist has been prepared for Buildings 2 and 3, since they will share a foundation. All of the existing buildings are less than 50,000 square feet, therefore a LEED checklist is not required and has not been included. The following is a detailed credit-by-credit analysis of the Project team's approach for achieving LEED certifiability at the Silver level. The preliminary LEED checklists are included at the end of this section. Please note that these are initial credit checklist and applicable credits may change as the building design advances.

#### *Innovation and Design Process (ID)*

ID 1.1 Preliminary Rating (Prerequisite): The Project team has discussed the Preliminary Rating with the Green Rater and completed the Preliminary Checklist, Silver certification is the target goal.

ID 1.2 Energy Expertise for Mid-Rise (Prerequisite): The team has both expertise for Mid-rise systems and experience modeling ASHRAE 90.1 energy simulation for LEED-NC & LEED for Homes Mid-Rise and meets this requirement.

ID 2.1 Durability Planning (Prerequisite): The durability evaluation form has been completed and the durability inspection checklist will be developed as the design advances, meeting all of the LEED requirements.

ID 2.2 Durability Management (Prerequisite): The builder will use the durability inspection checklist throughout construction as both an inspection tool and a project management tool for weekly review, to ensure each measure is completed.

#### *Location and Linkages (LL)*

LL 2 Site Selection (2 credits): The Project site does not trigger any of the listed environmental sensitivity criteria.

LL 3.2 Preferred Locations - Infill (2 credits): 75% or more of the perimeter borders previously developed land.

LL 4 Existing Infrastructure (1 credit): The lot is within ½ mile of existing water and sewer service lines.

LL 5.1 – 5.3 Community Resources/Public Transit (3 credits): The site has outstanding transit options, maximizing credit in this category.

LL 6 Access to Open Space (1 credit): The site will meet the criteria of being proximate to space greater than ¾ acre within ¼ mile.

### ***Sustainable Sites (SS)***

SS 1.1 Erosion Controls during Construction (Prerequisite): The Project team will develop and implement an erosion control plan prior to start of construction which will meet each of the required LEED provisions (a – e).

SS 1.2 Minimize Disturbed Area of Site for Mid-Rise (1 credit): The Project density is approximately 59 units/acre and will be in excess of the 40 units/acre threshold.

SS 2.1 No invasive plants (Prerequisite): No invasive species will be included in the landscape plan.

SS 2.2 Basic Landscape Design (1 credit): Any installed turf will be drought-tolerant, will not be used in densely shaded areas, and will not be placed in areas with a greater than 25% slope. Mulch, or soils amendments will be used as appropriate, and compacted soil will be tilled to at least six inches.

SS 3.2 Reduce Roof Heat Island Effects (1 credit): The roof will be installed with high-albedo material on 75% or more of the roof area.

SS 4.3 Storm Water Quality Control for Mid-Rise (2 credits): The Project will use a storm water management plan designed in accordance with state and local standards.

SS 5 Nontoxic Pest Control (2 credits): The construction style of this Project will meet all of the pest-control alternatives for LEED.

SS 6.1 – 6.3 Compact Development, Very-high Density (4 credits): The Project will have approximately 93 units per acre, meeting the Very High Density threshold.

SS 7.1 Public Transit Mid-Rise (2 credits): The number of transit rides available within ½ mile of the Project is in excess of 60.

SS 7.2 Bicycle Storage for Mid-Rise (1 credit): At least one covered bicycle storage space for each unit will be provided, exceeding the LEED requirement.

### ***Water Efficiency (WE)***

WE 3.1 and 3.2 Indoor water use (5 credits): The Project will select shower heads with 1.75 or less gallons per minute (GPM), lavatory faucets with 0.5 or less GPM, and toilets with under 1.3 gallons per flush.

WE 3.3 Water Efficient Appliances for Mid-Rise (2 credits): The Project will use high-efficiency clothes washers and dishwashers.

### ***Energy and Atmosphere (EA)***

EA 1.1 Minimum Energy Performance for Mid-Rise (Prerequisite): The Project will exceed the 18% minimum reduction in energy use according to the ASHRAE 90.1 simulation: Appendix G, well in excess of the LEED minimum threshold.

EA 1.2 Testing and Verification for Mid-Rise (Prerequisite): The Project intends to comply with Option 1, EPA MFHR Testing & Verification protocol.

EA 1.3 Optimize Energy Performance for Mid-Rise (7 credits): The Project intends to reach at least a 20% better than reference in the ASHRAE with EPA simulation modeling.

EA 7.2 Pipe Insulation (1 credit): All domestic hot water piping will have R4 pipe insulation installed.

EA 11.1 Refrigerant Charge Test (Prerequisite): All refrigerant lines for air conditioning will be charge tested per manufacturer's standards.

EA 11.2 Appropriate HVAC Refrigerants (1 credit): R410A refrigerant will be used on space cooling systems.

### ***Materials and Resources (MR)***

MR 1.1 Framing Order Waste Factor (Prerequisite): A calculation of the wood necessary to frame the building and orders of the amount of wood purchased will be made. Orders will not exceed this calculation by more than 10%.

MR 1.4 Framing Efficiencies (1 credit): Efficient framing practices will be used to minimize excess wood.

MR 2.1 FSC Certified Tropical Woods (Prerequisite): Suppliers will be notified of preference for FSC products and a request for the country of manufacture for each wood product. Any tropical woods used will be FSC Certified.

MR 2.2 Environmentally Preferable Products (min. 3 credits): The Project will select environmentally preferable products in accordance with the EPP table to earn a minimum of 3 credits.

MR 3.1 Construction Waste Management Planning (Prerequisite): The Project will investigate any recycling opportunities in the area and document the waste diverted from the landfill.

MR 3.2 Construction Waste Reduction (2 credits): The Project will limit the total amount of waste that will go to the land fill by targeting a 63% reduction.

### ***Indoor Environmental Quality (EQ)***

EQ 2.1 Basic Combustion Venting Measures (Prerequisite): These requirements are included in the design and are requirements for basic code compliance in Boston. There will be no fireplaces in any of the units.

EQ 4.1 Basic Outdoor Air Ventilation (Prerequisite): Continuous ventilation will be provided to each unit to meet the ASHRAE 62.2 – 2007 ventilation requirement.

EQ 5.1 Basic Local Exhaust (Prerequisite): Bath fans and kitchen area exhaust fans will be ASHRAE 62.2 – 2007 compliant. All of the LEED and ENERGY STAR criteria will be met.

EQ 5.2 Enhanced Local Exhaust (1 Credit): Continuously operating exhaust fans will be used to meet the ventilation requirement.

EQ 6.1 Room by Room Load Calculations (Prerequisite): Room by room load calculations will be provided by the HVAC engineer or responsible party stating the calculations were performed according to ACCA Manual J and D.

EQ 7.2 Air Filtering (prerequisite): MERV 8 filters will be installed on ducted distribution systems.

EQ 8.1 Indoor Contaminant Control During Construction (1 credit): All ductwork will be sealed throughout construction so that debris doesn't contaminate the distribution systems.

EQ 8.2 Indoor Contaminant Control for Mid-Rise (2 credits): The Project will install a central entryway system and in-unit shoe removal and storage near entryways.

EQ 8.3 Preoccupancy Flush (1 credit): The building will be flushed of airborne contaminants per LEED guidance prior to building turnover.

EQ 10.1 No HVAC in Garage (Prerequisite): There will be no unit HVAC equipment in the garage.

EQ 10.2 Minimize Pollutants from Garage (2 Credits): Garages will be tightly sealed from occupied spaces, and the ventilation requirements of ASHRAE 62.2 will be met.

EQ 11 Environmental Tobacco Smoke Control, a) Reduce smoke exposure and transfer (0.5 credit): Restrictions on public smoking will be implemented to reduce smoke exposure and transfer.

EQ 12.1 Compartmentalization of Units (Prerequisite): A thorough air-sealing protocol will be implemented to ensure leakage below .30 CFM50 per sf of enclosure

### ***Awareness and Education (AE)***

AE 1.1 Education of the Homeowner (Prerequisite): An electronic Home Owner's Manual will be created and provided to all occupants and a one hour walk through will be conducted with the occupants in group trainings.

AE 1.3 Public Awareness (1 credit): The Proponent will create a website about the Project, highlighting the benefits of LEED for Homes. The Proponent will work with regional publications on a newspaper article about this Project. The contractor's project sign will include LEED for Homes signage at the exterior of the building site.

AE 2 Education of the Building Manager (1 credit): An operations and training manual will be created and provided to the building manager and a one-hour walk-through will be conducted with the building manager.

## **4.2 Climate Change Preparedness**

### ***4.2.1 Introduction***

The Project team examined two areas of concern related to climate change: drought conditions and increased number of high-heat days. Due to the Project's location, elevation and topography, the Project site is not considered susceptible to the impacts of a reasonably-assumed sea level rise. It is also unlikely to experience extreme flooding in the case of large storms.

A copy of the preliminary Climate Change Checklist is included in Appendix D.

### ***4.2.2 Drought Conditions***

Under a global high emissions scenario that would increase the potential climate change impacts, the occurrence of droughts lasting one to three months could go up by as much as 75% over existing conditions by the end of the century. To minimize the Project's susceptibility to drought conditions the landscape design is anticipated to incorporate native and adaptive plant materials which require low or no irrigation and are known for their ability to withstand adverse conditions. Plumbing fixtures will be specified to achieve a reduction in water use through low-flow water-closets, low-flow showers, and low-flow sinks.

### **4.2.3 High Heat Days**

The Intergovernmental Panel on Climate Change (IPCC) has predicted that in Massachusetts the number of days with temperatures greater than 90°F will increase from the current five-to-twenty days annually, to thirty-to-sixty days annually<sup>1</sup>. Energy conservation and other energy management building systems will be integral components of the Project.

The Project design will incorporate a number of measures to minimize the impact of high temperature events. The buildings will feature a high efficiency building envelope, high performance lighting and controls, and operable windows. The new buildings will specify a high albedo roof and significant landscaping to minimize the heat island effect. Energy modeling for the Project has not yet been completed; however, as indicated on the LEED Checklist, the Proponent will strive to reduce the Project's overall energy demand and GHG emissions that contribute to global warming. The Project's proposed TDM program will also help to lessen fossil fuel consumption.

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<sup>1</sup> IPCC (Intergovernmental Panel on Climate Change), 2007. *Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change* [Solomon, S., D. Qin, M. Manning, Z. Chen, M. Marquis, K. B. Avery, M. Tignor, and H. L. Miller (eds.)]. Cambridge University Press, Cambridge, UK, and New York, 996 pp.



for Homes

# LEED for Homes Mid-rise Simplified Project Checklist

Builder Name:	Cabot, Cabot & Forbes
Project Team Leader (if different):	Michele Quinn, CUBE3
Home Address (Street/City/State):	Washington Street, Boston (Brighton), MA

**Project Description:**

Building type: **Mid-rise multi-family** # of stories: **6**  
 # of units: **126** Avg. Home Size Adjustment: **-7.5**

**Adjusted Certification Thresholds**

Certified: **37.5** Gold: **67.5**  
 Silver: **52.5** Platinum: **82.5**

<b>Project Point Total</b>	<b>Final Credit Category Total Points</b>				
Prelim: 54.5 + 28 maybe pts	Final: 13	ID: 0	SS: 4	EA: 7	EQ: 0
<b>Certification Level</b>		LL: 0	WE: 0	MR: 2	AE: 0
Prelim: Silver	Final: Not Certified	<i>Minimum Point Thresholds Not Met for Final Rating</i>			

date last updated :  
 last updated by :

		Max Pts	Project Points				
			Preliminary	Final			
			Y/Pts	Maybe	No	Y/Pts	
<b>Innovation and Design Process (ID)</b> (No Minimum Points Required)		Max	Y/Pts	Maybe	No	Y/Pts	
<b>1. Integrated Project Planning</b>	1.1 Preliminary Rating	Prereq	Y			Y	
	1.2 Energy Expertise for MID-RISE	Prereq	Y			Y	
	1.3 Professional Credentialed with Respect to LEED for Homes	1	0	0	N	0	
	1.4 Design Charrette	1	0	1		0	
	1.5 Building Orientation for Solar Design	1	0	0	N	0	
	1.6 Trades Training for MID-RISE	1	0	1		0	
<b>2. Durability Management Process</b>	2.1 Durability Planning	Prereq	Y			Y	
	2.2 Durability Management	Prereq	Y			Y	
	2.3 Third-Party Durability Management Verification	3	0	3		0	
<b>3. Innovative or Regional Design</b>	3.1 Innovation #1 _____	1	0	0.5		0	
	3.2 Innovation #2 _____	1	0	0.5		0	
	3.3 Innovation #3 _____	1	0	0	N	0	
	3.4 Innovation #4 _____	1	0	0	N	0	
<i>Sub-Total for ID Category:</i>		<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	
<b>Location and Linkages (LL)</b> (No Minimum Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
<b>1. LEED ND</b>	1 LEED for Neighborhood Development	LL2-6	10	0	0	N	0
<b>2. Site Selection</b>	2 Site Selection		2	2	0		0
<b>3. Preferred Locations</b>	3.1 Edge Development		1	0	0	N	0
	3.2 Infill	LL 3.1	2	2	0		0
	3.3 Brownfield Redevelopment for MID-RISE		1	0	0	N	0
<b>4. Infrastructure</b>	4 Existing Infrastructure		1	1	0		0
<b>5. Community Resources/ Transit</b>	5.1 Basic Community Resources for MID-RISE		1	0	0	N	0
	5.2 Extensive Community Resources for MID-RISE	LL 5.1, 5.3	2	0	0	N	0
	5.3 Outstanding Community Resources for MID-RISE	LL 5.1, 5.2	3	3	0		0
<b>6. Access to Open Space</b>	6 Access to Open Space		1	1	0		0
<i>Sub-Total for LL Category:</i>			<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Sustainable Sites (SS)</b> (Minimum of 5 SS Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Site Stewardship</b>	1.1 Erosion Controls During Construction	Prerequisite		Y			Y
	1.2 Minimize Disturbed Area of Site for MID-RISE	1		1	0		0
<b>2. Landscaping</b>	2.1 No Invasive Plants	Prerequisite		Y			Y
	2.2 Basic Landscape Design	SS 2.5	1	1	0		0
	2.3 Limit Conventional Turf for MID-RISE	SS 2.5	2	0	1		0
	2.4 Drought Tolerant Plants for MID-RISE	SS 2.5	1	0	1		0
	2.5 Reduce Overall Irrigation Demand by at Least 20% for MID-RISE		3	0	0	N	0
<b>3. Local Heat Island Effects</b>	3.1 Reduce Site Heat Island Effects for MID-RISE		1	0	1		0
	3.2 Reduce Roof Heat Island Effects for MID-RISE		1	1	0		0
<b>4. Surface Water Management</b>	4.1 Permeable Lot for MID-RISE		2	0	2		0
	4.2 Permanent Erosion Controls		1	0	0	N	0
	4.3 Stormwater Quality Control for MID-RISE		2	2	0		0
<b>5. Nontoxic Pest Control</b>	5 Pest Control Alternatives		2	2	0		0
<b>6. Compact Development</b>	6.1 Moderate Density for MID-RISE		2	0	0	N	0
	6.2 High Density for MID-RISE	SS 6.1, 6.3	3	0	0	N	0
	6.3 Very High Density for MID-RISE	SS 6.1, 6.2	4	4	0		4
<b>7. Alternative Transportation</b>	7.1 Public Transit for MID-RISE		2	2	0		0
	7.2 Bicycle Storage for MID-RISE		1	1	0		0
	7.3 Parking Capacity/Low-Emitting Vehicles for MID-RISE		1	0	1		0
<i>Sub-Total for SS Category:</i>			<b>22</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>4</b>

## LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

						Max Pts	Project Points			
							Y/Pts	Maybe	No	Y/Pts
						Max	Y/Pts	Maybe	No	Y/Pts
<b>Water Efficiency (WE)</b> (Minimum of 3 WE Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Water Reuse</b>	<input checked="" type="checkbox"/>	1	Water Reuse for MID-RISE			5	0	0	N	0
<b>2. Irrigation System</b>	<input checked="" type="checkbox"/>	2.1	High Efficiency Irrigation System for MID-RISE	<b>WE 2.2</b>		2	0	0	N	0
	<input checked="" type="checkbox"/>	2.2	Reduce Overall Irrigation Demand by at Least 45% for MID-RISE			2	0	0	N	0
<b>3. Indoor Water Use</b>		3.1	High-Efficiency Fixtures and Fittings			3	1	0		0
		3.2	Very High Efficiency Fixtures and Fittings			6	4	0		0
		3.3	Water Efficient Appliances for MID-RISE			2	2	0		0
<i>Sub-Total for WE Category:</i>						<b>15</b>	<b>7</b>	<b>0</b>		<b>0</b>
<b>Energy and Atmosphere (EA)</b> (Minimum of 0 EA Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Optimize Energy Performance</b>		1.1	Minimum Energy Performance for MID-RISE			Prereq	Y			Y
		1.2	Testing and Verification for MID-RISE			Prereq	Y			Y
		1.3	Optimize Energy Performance for MID-RISE			34	7	0		7
<b>7. Water Heating</b>	<input checked="" type="checkbox"/>	7.1	Efficient Hot Water Distribution			2	0	0	N	0
		7.2	Pipe Insulation			1	1	0		0
<b>11. Residential Refrigerant Management</b>		11.1	Refrigerant Charge Test			Prereq	Y			Y
		11.2	Appropriate HVAC Refrigerants			1	1	0		0
<i>Sub-Total for EA Category:</i>						<b>38</b>	<b>9</b>	<b>0</b>		<b>7</b>
<b>Materials and Resources (MR)</b> (Minimum of 2 MR Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Material-Efficient Framing</b>		1.1	Framing Order Waste Factor Limit			Prereq	Y			Y
		1.2	Detailed Framing Documents	<b>MR 1.5</b>		1	0	0	N	0
		1.3	Detailed Cut List and Lumber Order	<b>MR 1.5</b>		1	0	0	N	0
		1.4	Framing Efficiencies	<b>MR 1.5</b>		3	1	1		0
		1.5	Off-site Fabrication			4	0	0	N	0
<b>2. Environmentally Preferable Products</b>	<input checked="" type="checkbox"/>	2.1	FSC Certified Tropical Wood			Prereq	Y			Y
	<input checked="" type="checkbox"/>	2.2	Environmentally Preferable Products			8	3	2		0
<b>3. Waste Management</b>		3.1	Construction Waste Management Planning			Prereq	Y			Y
		3.2	Construction Waste Reduction			3	2	1		2
<i>Sub-Total for MR Category:</i>						<b>16</b>	<b>6</b>	<b>4</b>		<b>2</b>
<b>Indoor Environmental Quality (EQ)</b> (Minimum of 6 EQ Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>2. Combustion Venting</b>		2	Basic Combustion Venting Measures			Prereq	Y			Y
<b>3. Moisture Control</b>		3	Moisture Load Control			1	0	1		0
<b>4. Outdoor Air Ventilation</b>	<input checked="" type="checkbox"/>	4.1	Basic Outdoor Air Ventilation for MID-RISE			Prereq	Y			Y
		4.2	Enhanced Outdoor Air Ventilation for MID-RISE			2	0	2		0
		4.3	Third-Party Performance Testing for MID-RISE			1	0	1		0
<b>5. Local Exhaust</b>	<input checked="" type="checkbox"/>	5.1	Basic Local Exhaust			Prerequisite	Y			
		5.2	Enhanced Local Exhaust			1	1	0		0
		5.3	Third-Party Performance Testing			1	0	1		0
<b>6. Distribution of Space Heating and Cooling</b>	<input checked="" type="checkbox"/>	6.1	Room-by-Room Load Calculations			Prereq	Y			Y
		6.2	Return Air Flow / Room by Room Controls			1	0	1		0
		6.3	Third-Party Performance Test / Multiple Zones			2	0	2		0
<b>7. Air Filtering</b>		7.1	Good Filters			Prereq	Y			Y
		7.2	Better Filters	<b>EQ 7.3</b>		1	0	1		0
		7.3	Best Filters			2	0	0	N	0
<b>8. Contaminant Control</b>	<input checked="" type="checkbox"/>	8.1	Indoor Contaminant Control during Construction			1	1	0		0
		8.2	Indoor Contaminant Control for MID-RISE			2	2	0		0
	<input checked="" type="checkbox"/>	8.3	Preoccupancy Flush			1	1	0		0
<b>9. Radon Protection</b>	<input checked="" type="checkbox"/>	9.1	Radon-Resistant Construction in High-Risk Areas			Prereq	N/A			N/A
	<input checked="" type="checkbox"/>	9.2	Radon-Resistant Construction in Moderate-Risk Areas			1	0	1		0
<b>10. Garage Pollutant Protection</b>		10.1	No HVAC in Garage for MID-RISE			Prereq	Y			Y
		10.2	Minimize Pollutants from Garage for MID-RISE	<b>EQ 10.3</b>		2	2	0		0
		10.3	Detached Garage or No Garage for MID-RISE			3	0	0		0
<b>11. ETS Control</b>		11	Environmental Tobacco Smoke Reduction for MID-RISE			1	0.5	0		0
<b>12. Compartmentalization of Units</b>		12.1	Compartmentalization of Units			Prereq	Y			Y
		12.2	Enhanced Compartmentalization of Units			1	0	1		0
<i>Sub-Total for EQ Category:</i>						<b>21</b>	<b>7.5</b>	<b>11</b>		<b>0</b>
<b>Awareness and Education (AE)</b> (Minimum of 0 AE Points Required)						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Education of the Homeowner or Tenant</b>	<input checked="" type="checkbox"/>	1.1	Basic Operations Training			Prereq	Y			Y
	<input checked="" type="checkbox"/>	1.2	Enhanced Training			1	0	1		0
		1.3	Public Awareness			1	1	0		0
<b>2. Education of Building Manager</b>	<input checked="" type="checkbox"/>	2	Education of Building Manager			1	1	0		0
<i>Sub-Total for AE Category:</i>						<b>3</b>	<b>2</b>	<b>1</b>		<b>0</b>



for Homes

# LEED for Homes Mid-rise Simplified Project Checklist

Builder Name:	Cabot, Cabot & Forbes
Project Team Leader (if different):	Michele Quinn, CUBE3
Home Address (Street/City/State):	Washington Street, Boston (Brighton), MA

**Project Description:**

Building type: **Mid-rise multi-family** # of stories: **6**  
 # of units: **405** Avg. Home Size Adjustment: **-7**

**Adjusted Certification Thresholds**

Certified: **38.0** Gold: **68.0**  
 Silver: **53.0** Platinum: **83.0**

<b>Project Point Total</b>	<b>Final Credit Category Total Points</b>				
Prelim: 54.5 + 28 maybe pts	Final: 13	ID: 0	SS: 4	EA: 7	EQ: 0
<b>Certification Level</b>	Final: Not Certified	LL: 0	WE: 0	MR: 2	AE: 0
Prelim: Silver		<i>Minimum Point Thresholds Not Met for Final Rating</i>			

date last updated :  
 last updated by :

		Max Pts	Project Points				
			Preliminary	Final			
			Y/Pts	Maybe	No	Y/Pts	
<b>Innovation and Design Process (ID)</b> (No Minimum Points Required)		Max	Y/Pts	Maybe	No	Y/Pts	
<b>1. Integrated Project Planning</b>	1.1 Preliminary Rating	Prereq	Y			Y	
	1.2 Energy Expertise for MID-RISE	Prereq	Y			Y	
	1.3 Professional Credentialed with Respect to LEED for Homes	1	0	0	N	0	
	1.4 Design Charrette	1	0	1		0	
	1.5 Building Orientation for Solar Design	1	0	0	N	0	
	1.6 Trades Training for MID-RISE	1	0	1		0	
<b>2. Durability Management Process</b>	2.1 Durability Planning	Prereq	Y			Y	
	2.2 Durability Management	Prereq	Y			Y	
	2.3 Third-Party Durability Management Verification	3	0	3		0	
<b>3. Innovative or Regional Design</b>	3.1 Innovation #1 _____	1	0	0.5		0	
	3.2 Innovation #2 _____	1	0	0.5		0	
	3.3 Innovation #3 _____	1	0	0	N	0	
	3.4 Innovation #4 _____	1	0	0	N	0	
<i>Sub-Total for ID Category:</i>		<b>11</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	
<b>Location and Linkages (LL)</b> (No Minimum Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
<b>1. LEED ND</b>	1 LEED for Neighborhood Development	LL2-6	10	0	0	N	0
<b>2. Site Selection</b>	2 Site Selection		2	2	0		0
<b>3. Preferred Locations</b>	3.1 Edge Development		1	0	0	N	0
	3.2 Infill	LL 3.1	2	2	0		0
	3.3 Brownfield Redevelopment for MID-RISE		1	0	0	N	0
<b>4. Infrastructure</b>	4 Existing Infrastructure		1	1	0		0
<b>5. Community Resources/ Transit</b>	5.1 Basic Community Resources for MID-RISE		1	0	0	N	0
	5.2 Extensive Community Resources for MID-RISE	LL 5.1, 5.3	2	0	0	N	0
	5.3 Outstanding Community Resources for MID-RISE	LL 5.1, 5.2	3	3	0		0
<b>6. Access to Open Space</b>	6 Access to Open Space		1	1	0		0
<i>Sub-Total for LL Category:</i>			<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Sustainable Sites (SS)</b> (Minimum of 5 SS Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Site Stewardship</b>	1.1 Erosion Controls During Construction	Prerequisite		Y			Y
	1.2 Minimize Disturbed Area of Site for MID-RISE	1		1	0		0
<b>2. Landscaping</b>	2.1 No Invasive Plants	Prerequisite		Y			Y
	2.2 Basic Landscape Design	SS 2.5	1	1	0		0
	2.3 Limit Conventional Turf for MID-RISE	SS 2.5	2	0	1		0
	2.4 Drought Tolerant Plants for MID-RISE	SS 2.5	1	0	1		0
	2.5 Reduce Overall Irrigation Demand by at Least 20% for MID-RISE		3	0	0	N	0
<b>3. Local Heat Island Effects</b>	3.1 Reduce Site Heat Island Effects for MID-RISE		1	0	1		0
	3.2 Reduce Roof Heat Island Effects for MID-RISE		1	1	0		0
<b>4. Surface Water Management</b>	4.1 Permeable Lot for MID-RISE		2	0	2		0
	4.2 Permanent Erosion Controls		1	0	0	N	0
	4.3 Stormwater Quality Control for MID-RISE		2	2	0		0
<b>5. Nontoxic Pest Control</b>	5 Pest Control Alternatives		2	2	0		0
<b>6. Compact Development</b>	6.1 Moderate Density for MID-RISE		2	0	0	N	0
	6.2 High Density for MID-RISE	SS 6.1, 6.3	3	0	0	N	0
	6.3 Very High Density for MID-RISE	SS 6.1, 6.2	4	4	0		4
<b>7. Alternative Transportation</b>	7.1 Public Transit for MID-RISE		2	2	0		0
	7.2 Bicycle Storage for MID-RISE		1	1	0		0
	7.3 Parking Capacity/Low-Emitting Vehicles for MID-RISE		1	0	1		0
<i>Sub-Total for SS Category:</i>			<b>22</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>4</b>

## LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

						Max Pts	Project Points			
							Y/Pts	Maybe	No	Y/Pts
Water Efficiency (WE) (Minimum of 3 WE Points Required) OR						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Water Reuse</b>	<input checked="" type="checkbox"/>	1	Water Reuse for MID-RISE			5	0	0	N	0
<b>2. Irrigation System</b>	<input checked="" type="checkbox"/>	2.1	High Efficiency Irrigation System for MID-RISE	<b>WE 2.2</b>		2	0	0	N	0
		2.2	Reduce Overall Irrigation Demand by at Least 45% for MID-RISE			2	0	0	N	0
<b>3. Indoor Water Use</b>	<input checked="" type="checkbox"/>	3.1	High-Efficiency Fixtures and Fittings			3	1	0		0
		3.2	Very High Efficiency Fixtures and Fittings			6	4	0		0
		3.3	Water Efficient Appliances for MID-RISE			2	2	0		0
<i>Sub-Total for WE Category:</i>						<b>15</b>	<b>7</b>	<b>0</b>		<b>0</b>
Energy and Atmosphere (EA) (Minimum of 0 EA Points Required) OR						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Optimize Energy Performance</b>	<input checked="" type="checkbox"/>	1.1	Minimum Energy Performance for MID-RISE		Prereq		Y			Y
		1.2	Testing and Verification for MID-RISE		Prereq		Y			Y
		1.3	Optimize Energy Performance for MID-RISE		34	7	0		7	
<b>7. Water Heating</b>	<input checked="" type="checkbox"/>	7.1	Efficient Hot Water Distribution			2	0	0	N	0
		7.2	Pipe Insulation			1	1	0		0
<b>11. Residential Refrigerant Management</b>	<input checked="" type="checkbox"/>	11.1	Refrigerant Charge Test		Prereq		Y			Y
		11.2	Appropriate HVAC Refrigerants		1	1	0		0	
<i>Sub-Total for EA Category:</i>						<b>38</b>	<b>9</b>	<b>0</b>		<b>7</b>
Materials and Resources (MR) (Minimum of 2 MR Points Required) OR						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Material-Efficient Framing</b>	<input checked="" type="checkbox"/>	1.1	Framing Order Waste Factor Limit		Prereq		Y			Y
		1.2	Detailed Framing Documents	<b>MR 1.5</b>	1	0	0	N	0	
		1.3	Detailed Cut List and Lumber Order	<b>MR 1.5</b>	1	0	0	N	0	
		1.4	Framing Efficiencies	<b>MR 1.5</b>	3	1	1		0	
		1.5	Off-site Fabrication		4	0	0	N	0	
<b>2. Environmentally Preferable Products</b>	<input checked="" type="checkbox"/>	2.1	FSC Certified Tropical Wood		Prereq		Y			Y
		2.2	Environmentally Preferable Products		8	3	2		0	
<b>3. Waste Management</b>	<input checked="" type="checkbox"/>	3.1	Construction Waste Management Planning		Prereq		Y			Y
		3.2	Construction Waste Reduction		3	2	1		2	
<i>Sub-Total for MR Category:</i>						<b>16</b>	<b>6</b>	<b>4</b>		<b>2</b>
Indoor Environmental Quality (EQ) (Minimum of 6 EQ Points Required) OR						Max	Y/Pts	Maybe	No	Y/Pts
<b>2. Combustion Venting</b>	<input checked="" type="checkbox"/>	2	Basic Combustion Venting Measures		Prereq		Y			Y
<b>3. Moisture Control</b>	<input checked="" type="checkbox"/>	3	Moisture Load Control			1	0	1		0
<b>4. Outdoor Air Ventilation</b>	<input checked="" type="checkbox"/>	4.1	Basic Outdoor Air Ventilation for MID-RISE		Prereq		Y			Y
		4.2	Enhanced Outdoor Air Ventilation for MID-RISE		2	0	2		0	
		4.3	Third-Party Performance Testing for MID-RISE		1	0	1		0	
<b>5. Local Exhaust</b>	<input checked="" type="checkbox"/>	5.1	Basic Local Exhaust		Prerequisite		Y			
		5.2	Enhanced Local Exhaust		1	1	0		0	
		5.3	Third-Party Performance Testing		1	0	1		0	
<b>6. Distribution of Space Heating and Cooling</b>	<input checked="" type="checkbox"/>	6.1	Room-by-Room Load Calculations		Prereq		Y			Y
		6.2	Return Air Flow / Room by Room Controls		1	0	1		0	
		6.3	Third-Party Performance Test / Multiple Zones		2	0	2		0	
<b>7. Air Filtering</b>	<input checked="" type="checkbox"/>	7.1	Good Filters		Prereq		Y			Y
		7.2	Better Filters	<b>EQ 7.3</b>	1	0	1		0	
		7.3	Best Filters		2	0	0	N	0	
<b>8. Contaminant Control</b>	<input checked="" type="checkbox"/>	8.1	Indoor Contaminant Control during Construction			1	1	0		0
		8.2	Indoor Contaminant Control for MID-RISE			2	2	0		0
		8.3	Preoccupancy Flush			1	1	0		0
<b>9. Radon Protection</b>	<input checked="" type="checkbox"/>	9.1	Radon-Resistant Construction in High-Risk Areas		Prereq		N/A			N/A
		9.2	Radon-Resistant Construction in Moderate-Risk Areas		1	0	1		0	
<b>10. Garage Pollutant Protection</b>	<input checked="" type="checkbox"/>	10.1	No HVAC in Garage for MID-RISE		Prereq		Y			Y
		10.2	Minimize Pollutants from Garage for MID-RISE	<b>EQ 10.3</b>	2	2	0		0	
		10.3	Detached Garage or No Garage for MID-RISE		3	0	0		0	
<b>11. ETS Control</b>	<input checked="" type="checkbox"/>	11	Environmental Tobacco Smoke Reduction for MID-RISE			1	0.5	0		0
<b>12. Compartmentalization of Units</b>	<input checked="" type="checkbox"/>	12.1	Compartmentalization of Units		Prereq		Y			Y
		12.2	Enhanced Compartmentalization of Units		1	0	1		0	
<i>Sub-Total for EQ Category:</i>						<b>21</b>	<b>7.5</b>	<b>11</b>		<b>0</b>
Awareness and Education (AE) (Minimum of 0 AE Points Required)						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Education of the Homeowner or Tenant</b>	<input checked="" type="checkbox"/>	1.1	Basic Operations Training		Prereq		Y			Y
		1.2	Enhanced Training		1	0	1		0	
		1.3	Public Awareness		1	1	0		0	
<b>2. Education of Building Manager</b>	<input checked="" type="checkbox"/>	2	Education of Building Manager			1	1	0		0
<i>Sub-Total for AE Category:</i>						<b>3</b>	<b>2</b>	<b>1</b>		<b>0</b>



for Homes

# LEED for Homes Mid-rise Simplified Project Checklist

Builder Name:	Cabot, Cabot & Forbes
Project Team Leader (if different):	Michele Quinn, CUBE3
Home Address (Street/City/State):	Washington Street, Boston (Brighton), MA

**Project Description:**

**Adjusted Certification Thresholds**

Building type: **Mid-rise multi-family** # of stories: **6** Certified: **39.0** Gold: **69.0**  
 # of units: **83** Avg. Home Size Adjustment: **-6** Silver: **54.0** Platinum: **84.0**

<b>Project Point Total</b>	<b>Final Credit Category Total Points</b>				
Prelim: 54.5 + 28 maybe pts	Final: 13	ID: 0	SS: 4	EA: 7	EQ: 0
<b>Certification Level</b>		LL: 0	WE: 0	MR: 2	AE: 0
Prelim: Silver	Final: Not Certified	<i>Minimum Point Thresholds Not Met for Final Rating</i>			

date last updated :  
last updated by :

		Max Pts	Project Points			
			Preliminary	Final		
			Y/Pts	Maybe	No	Y/Pts
<b>Innovation and Design Process (ID)</b> (No Minimum Points Required)		Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Integrated Project Planning</b>	1.1 Preliminary Rating	Prereq	Y			Y
	1.2 Energy Expertise for MID-RISE	Prereq	Y			Y
	1.3 Professional Credentialed with Respect to LEED for Homes	1	0	0	N	0
	1.4 Design Charrette	1	0	1		0
	1.5 Building Orientation for Solar Design	1	0	0	N	0
	1.6 Trades Training for MID-RISE	1	0	1		0
<b>2. Durability Management Process</b>	2.1 Durability Planning	Prereq	Y			Y
	2.2 Durability Management	Prereq	Y			Y
	2.3 Third-Party Durability Management Verification	3	0	3		0
<b>3. Innovative or Regional Design</b>	3.1 Innovation #1 _____	1	0	0.5		0
	3.2 Innovation #2 _____	1	0	0.5		0
	3.3 Innovation #3 _____	1	0	0	N	0
	3.4 Innovation #4 _____	1	0	0	N	0
<i>Sub-Total for ID Category:</i>		<b>11</b>	<b>0</b>	<b>6</b>		<b>0</b>
<b>Location and Linkages (LL)</b> (No Minimum Points Required)		Max	Y/Pts	Maybe	No	Y/Pts
<b>1. LEED ND</b>	1 LEED for Neighborhood Development <b>LL2-6</b>	10	0	0	N	0
<b>2. Site Selection</b>	2 Site Selection	2	2	0		0
<b>3. Preferred Locations</b>	3.1 Edge Development	1	0	0	N	0
	3.2 Infill <b>LL 3.1</b>	2	2	0		0
	3.3 Brownfield Redevelopment for MID-RISE	1	0	0	N	0
<b>4. Infrastructure</b>	4 Existing Infrastructure	1	1	0		0
<b>5. Community Resources/ Transit</b>	5.1 Basic Community Resources for MID-RISE	1	0	0	N	0
	5.2 Extensive Community Resources for MID-RISE <b>LL 5.1, 5.3</b>	2	0	0	N	0
	5.3 Outstanding Community Resources for MID-RISE <b>LL 5.1, 5.2</b>	3	3	0		0
<b>6. Access to Open Space</b>	6 Access to Open Space	1	1	0		0
<i>Sub-Total for LL Category:</i>		<b>10</b>	<b>9</b>	<b>0</b>		<b>0</b>
<b>Sustainable Sites (SS)</b> (Minimum of 5 SS Points Required)		Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Site Stewardship</b>	1.1 Erosion Controls During Construction	Prerequisite	Y			Y
	1.2 Minimize Disturbed Area of Site for MID-RISE	1	1	0		0
<b>2. Landscaping</b>	2.1 No Invasive Plants	Prerequisite	Y			Y
	2.2 Basic Landscape Design <b>SS 2.5</b>	1	1	0		0
	2.3 Limit Conventional Turf for MID-RISE <b>SS 2.5</b>	2	0	1		0
	2.4 Drought Tolerant Plants for MID-RISE <b>SS 2.5</b>	1	0	1		0
	2.5 Reduce Overall Irrigation Demand by at Least 20% for MID-RISE	3	0	0	N	0
<b>3. Local Heat Island Effects</b>	3.1 Reduce Site Heat Island Effects for MID-RISE	1	0	1		0
	3.2 Reduce Roof Heat Island Effects for MID-RISE	1	1	0		0
<b>4. Surface Water Management</b>	4.1 Permeable Lot for MID-RISE	2	0	2		0
	4.2 Permanent Erosion Controls	1	0	0	N	0
	4.3 Stormwater Quality Control for MID-RISE	2	2	0		0
<b>5. Nontoxic Pest Control</b>	5 Pest Control Alternatives	2	2	0		0
<b>6. Compact Development</b>	6.1 Moderate Density for MID-RISE	2	0	0	N	0
	6.2 High Density for MID-RISE <b>SS 6.1, 6.3</b>	3	0	0	N	0
	6.3 Very High Density for MID-RISE <b>SS 6.1, 6.2</b>	4	4	0		4
<b>7. Alternative Transportation</b>	7.1 Public Transit for MID-RISE	2	2	0		0
	7.2 Bicycle Storage for MID-RISE	1	1	0		0
	7.3 Parking Capacity/Low-Emitting Vehicles for MID-RISE	1	0	1		0
<i>Sub-Total for SS Category:</i>		<b>22</b>	<b>14</b>	<b>6</b>		<b>4</b>

## LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

						Max Pts	Project Points			
							Y/Pts	Maybe	No	Y/Pts
						Max	Y/Pts	Maybe	No	Y/Pts
<b>Water Efficiency (WE)</b> (Minimum of 3 WE Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Water Reuse</b>	<input checked="" type="checkbox"/>	1	Water Reuse for MID-RISE			5	0	0	N	0
<b>2. Irrigation System</b>	<input checked="" type="checkbox"/>	2.1	High Efficiency Irrigation System for MID-RISE	<b>WE 2.2</b>		2	0	0	N	0
	<input checked="" type="checkbox"/>	2.2	Reduce Overall Irrigation Demand by at Least 45% for MID-RISE			2	0	0	N	0
<b>3. Indoor Water Use</b>		3.1	High-Efficiency Fixtures and Fittings			3	1	0		0
		3.2	Very High Efficiency Fixtures and Fittings			6	4	0		0
		3.3	Water Efficient Appliances for MID-RISE			2	2	0		0
<i>Sub-Total for WE Category:</i>						<b>15</b>	<b>7</b>	<b>0</b>		<b>0</b>
<b>Energy and Atmosphere (EA)</b> (Minimum of 0 EA Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Optimize Energy Performance</b>		1.1	Minimum Energy Performance for MID-RISE			Prereq	Y			Y
		1.2	Testing and Verification for MID-RISE			Prereq	Y			Y
		1.3	Optimize Energy Performance for MID-RISE			34	7	0		7
<b>7. Water Heating</b>	<input checked="" type="checkbox"/>	7.1	Efficient Hot Water Distribution			2	0	0	N	0
		7.2	Pipe Insulation			1	1	0		0
<b>11. Residential Refrigerant Management</b>		11.1	Refrigerant Charge Test			Prereq	Y			Y
		11.2	Appropriate HVAC Refrigerants			1	1	0		0
<i>Sub-Total for EA Category:</i>						<b>38</b>	<b>9</b>	<b>0</b>		<b>7</b>
<b>Materials and Resources (MR)</b> (Minimum of 2 MR Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Material-Efficient Framing</b>		1.1	Framing Order Waste Factor Limit			Prereq	Y			Y
		1.2	Detailed Framing Documents	<b>MR 1.5</b>		1	0	0	N	0
		1.3	Detailed Cut List and Lumber Order	<b>MR 1.5</b>		1	0	0	N	0
		1.4	Framing Efficiencies	<b>MR 1.5</b>		3	1	1		0
		1.5	Off-site Fabrication			4	0	0	N	0
<b>2. Environmentally Preferable Products</b>	<input checked="" type="checkbox"/>	2.1	FSC Certified Tropical Wood			Prereq	Y			Y
	<input checked="" type="checkbox"/>	2.2	Environmentally Preferable Products			8	3	2		0
<b>3. Waste Management</b>		3.1	Construction Waste Management Planning			Prereq	Y			Y
		3.2	Construction Waste Reduction			3	2	1		2
<i>Sub-Total for MR Category:</i>						<b>16</b>	<b>6</b>	<b>4</b>		<b>2</b>
<b>Indoor Environmental Quality (EQ)</b> (Minimum of 6 EQ Points Required) <span style="float: right;">OR</span>						Max	Y/Pts	Maybe	No	Y/Pts
<b>2. Combustion Venting</b>		2	Basic Combustion Venting Measures			Prereq	Y			Y
<b>3. Moisture Control</b>		3	Moisture Load Control			1	0	1		0
<b>4. Outdoor Air Ventilation</b>	<input checked="" type="checkbox"/>	4.1	Basic Outdoor Air Ventilation for MID-RISE			Prereq	Y			Y
		4.2	Enhanced Outdoor Air Ventilation for MID-RISE			2	0	2		0
		4.3	Third-Party Performance Testing for MID-RISE			1	0	1		0
<b>5. Local Exhaust</b>	<input checked="" type="checkbox"/>	5.1	Basic Local Exhaust			Prerequisite	Y			
		5.2	Enhanced Local Exhaust			1	1	0		0
		5.3	Third-Party Performance Testing			1	0	1		0
<b>6. Distribution of Space Heating and Cooling</b>	<input checked="" type="checkbox"/>	6.1	Room-by-Room Load Calculations			Prereq	Y			Y
		6.2	Return Air Flow / Room by Room Controls			1	0	1		0
		6.3	Third-Party Performance Test / Multiple Zones			2	0	2		0
<b>7. Air Filtering</b>		7.1	Good Filters			Prereq	Y			Y
		7.2	Better Filters	<b>EQ 7.3</b>		1	0	1		0
		7.3	Best Filters			2	0	0	N	0
<b>8. Contaminant Control</b>	<input checked="" type="checkbox"/>	8.1	Indoor Contaminant Control during Construction			1	1	0		0
		8.2	Indoor Contaminant Control for MID-RISE			2	2	0		0
	<input checked="" type="checkbox"/>	8.3	Preoccupancy Flush			1	1	0		0
<b>9. Radon Protection</b>	<input checked="" type="checkbox"/>	9.1	Radon-Resistant Construction in High-Risk Areas			Prereq	N/A			N/A
	<input checked="" type="checkbox"/>	9.2	Radon-Resistant Construction in Moderate-Risk Areas			1	0	1		0
<b>10. Garage Pollutant Protection</b>		10.1	No HVAC in Garage for MID-RISE			Prereq	Y			Y
		10.2	Minimize Pollutants from Garage for MID-RISE	<b>EQ 10.3</b>		2	2	0		0
		10.3	Detached Garage or No Garage for MID-RISE			3	0	0		0
<b>11. ETS Control</b>		11	Environmental Tobacco Smoke Reduction for MID-RISE			1	0.5	0		0
<b>12. Compartmentalization of Units</b>		12.1	Compartmentalization of Units			Prereq	Y			Y
		12.2	Enhanced Compartmentalization of Units			1	0	1		0
<i>Sub-Total for EQ Category:</i>						<b>21</b>	<b>7.5</b>	<b>11</b>		<b>0</b>
<b>Awareness and Education (AE)</b> (Minimum of 0 AE Points Required)						Max	Y/Pts	Maybe	No	Y/Pts
<b>1. Education of the Homeowner or Tenant</b>	<input checked="" type="checkbox"/>	1.1	Basic Operations Training			Prereq	Y			Y
	<input checked="" type="checkbox"/>	1.2	Enhanced Training			1	0	1		0
		1.3	Public Awareness			1	1	0		0
<b>2. Education of Building Manager</b>	<input checked="" type="checkbox"/>	2	Education of Building Manager			1	1	0		0
<i>Sub-Total for AE Category:</i>						<b>3</b>	<b>2</b>	<b>1</b>		<b>0</b>

## Chapter 5.0

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Urban Design

## 5.0 URBAN DESIGN

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### 5.1 Project Context

The Project site is an approximately 11.6-acre lot located in the Brighton neighborhood of Boston. The immediate neighborhood surrounding the site contains a mixture of institutional, retail and residential uses. St. Elizabeth's Medical Center is adjacent to the western edges of the site, and Brighton High School is located to the north of the site. Beyond the Medical Center along Washington Street and Market Street is the Brighton Center neighborhood, which contains a variety of small retail shops and restaurants on the ground floor with offices above. To the south and east of the site there is a mixture of single family homes, duplexes, and three to five-story multi-family residential buildings. The neighborhood is truly a blend of uses, styles and architecture.

### 5.2 Urban Design Strategy

In analyzing the site and its role in the neighborhood context, the planning and design approach utilizes the following strategies:

#### ***Maintain green space along Washington Street***

Along the length of Washington Street and within the entire south and east sides of the Monastery, the landscape will be retained essentially as is, with the handsome stone wall at the edge and the many existing mature trees remaining amidst the open rolling lawn in the center.

The main Project entry at the intersection of Monastery Road and Washington Street Intersection will be enhanced as a gateway into the site as well as an extension of Monastery Path by expanding the sidewalk into a radial plaza that is activated by seat walls and/or benches, security lighting, and populated with some signage identifying the historical significance of the site as well as a public pathways map.

See Section 5.3 for further detail on the landscape design.

#### ***Reinforce the St. Gabriel's Monastery and Church as focal points of the site***

The Project will include the substantial rehabilitation of the Monastery and Church to be used for both residential and amenity spaces. These buildings, along with the renovated Shrine, will face onto a historically reminiscent arrival courtyard that is centered on the front door entry of the Monastery, and the re-envisioned Main Entry to the Church at the end of the transept. The Church entry will be relocated to the south elevation, reinforcing the history of this space as a key identifying feature of this new residential community (see Figure 5-1).



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Figure 5-1

*View Facing West Towards the Church and Monastery*

Building 1 takes a simplified stance across from the Monastery's front facade to become a counter point to the historic buildings and to add an activated edge along the extended Monastery Path (see Figure 5-2). The building has a recessed entry that respectfully recedes into the face of the building and is offset from the axial alignment of the plaza but intelligently links to the pedestrian circulation. The edge of this building, and the adjacent accessible sidewalk, will be articulated to create a thoughtfully landscaped edge with pedestrian amenities including ample site lighting to provide security, benches for comfort and to provide vantage points of the historic courtyard, and an activated ground floor level of residential apartments.

Beyond this formal front courtyard, the other new buildings have been oriented and separated from the historic buildings in an intentional manner to frame a set of pedestrian open spaces connected by a series of pedestrian walkways. This pedestrian zone serves to further reinforce the historic buildings as the focal point of the site.

### ***Scale and position the buildings to respond to the existing context***

The existing buildings in the neighborhood south of Washington Street are primarily two-story residential buildings. The existing buildings along the north side of Washington Street are larger in scale, with St. Elizabeth's complex ranging from a few stories up to nine stories, and the residential buildings southwest of the site predominantly containing five to six-story residential buildings with a few low-rise buildings mixed in.

In addition to considering the existing context surrounding the Project site, the Monastery and the Church informed the development of the new buildings' massing and positioning. The Monastery ranges in height from 1.5 – 4 stories at the eave lines, and the Church eave line is approximately 4 stories in height.

The proposed new buildings will be setback a minimum of 170 feet from Washington Street to respect the residential scale south of Washington Street, as well as to maintain the hierarchy of the Monastery as the most significant piece of architecture on the site. The new building development area has been restricted north of an imaginary line parallel with the south face of the Monastery to reinforce and preserve the perception of the Monastery within the historic landscape. This site holds a meaningful place in the community perspective and maintaining and reinforcing the existing Monastery-to-landscape relationship along Washington Street is important to creating a project that fits the needs of the community of Brighton.

The two buildings closest to Washington Street (Building 1 and Building 4) will respond to the proximity to the low-scale residential neighborhood with lowered masses that step down toward Washington Street and up to their full heights further into the site (see Figure 5-3).



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Figure 5-2

View Facing North Towards Building 1 and the Church



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Buildings 2 and 3 are the largest buildings in the Project, and will be located on the northern portion of the Project site. The massing of these buildings follow the same strategy: a 6-story L-shaped wing frames the northern edges of the site to capture the Project as a place, and a 4-story wing or L line frames the pedestrian zone to the north of the Church and the Monastery. Buildings 2 and 3 sit on an adjoined parking structure with vehicular access east of Building 2; this building structure is submerged below grade so that the at grade condition of the new buildings adjacent to the historic buildings is comprised of a combination of residential units and public lobby spaces (see Figures 5-4 and 5-5). The exposed elevations of the parking structure along the northern edges of the property line will be screened from the neighboring properties and the Fidelis Way Park with landscaping on the regraded hill, and will not be visible from below.

Axially offset from the formal arrival courtyard, through a gateway between the Church and the Monastery, is the less formal pedestrian plaza highlighted by high canopied deciduous trees. This is the location within the Project in which the new and the historic buildings converge, and has been intentionally formed as less centered and more complex to slow down the visual and physical movement to and through the space and to act as a public place of rest. Informal elements such as offset building entries, asymmetrical seating areas, and the irregular spiraled ground treatment encourage a relaxed, comfortable interaction space. To create a consistent, comfortably scaled walking environment on either side of the plaza, the new buildings are oriented parallel to the historic building faces and within 60' so that no single line of sight can read from one end of the Project site to the other. While the pedestrian experience is intentionally complex in layout, the new buildings responses in height are directly relatable to the historic roof overhangs and eaves to create a comfortable scale (see Figure 5-6).

Supporting the design intent of the complex urban space, the public entries to both Buildings 2 and 3 are located at offset corners of this pedestrian plaza along with a ground level entry to the Church for community access to the fitness center, lounges and leasing center.

Building 4, the condominium building, is located on the slope of a particularly steep hill that happens to be the tallest point of the site (see Figure 5-7). The building roof line follows the slope of the hill by stepping down closer to Washington Street to reduce the scale of the building. To prioritize accessible pedestrian access to Brighton Center, there is a pedestrian lobby located below the parking level. The first-floor level of the building has been placed perpendicular to and offset from the west elevation of the Monastery to frame the rear courtyard of the Monastery on three sides, leaving the long south edge permeable to the landscape with views out over the landscaped buffer and Brighton Center to the southwest. The offset of Building 4 from the Monastery provides ample room for the pedestrian loop north of the Monastery and Church to wrap around, into, and through the



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**Figure 5-4**  
*View Facing West Towards Building 2 and the Church*



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**Figure 5-5**  
*View Facing West Towards Building 3 and the Monastery*



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Figure 5-6  
Pedestrian Plaza



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space. This rear courtyard is home to a mature Copper Beech tree that will be the focus of the space and will define this space as a landscaped transition to the historic wooded landscape south of the Monastery.

### ***Extend Monastery Path through the site***

Monastery Path is a public way that connects Warren Street to Fidelis Way Park which ends abruptly at the Project site, and then re-starts at the Monastery Way/Washington Street intersection. Building 1 has the unique condition of being both perpendicular to Washington Street and being the public edge to the extension of Monastery Path across the Project site. Closest to Washington Street the building form is simple, with slight massing moves at the lower levels that uncover semi-public outdoor sitting areas and private residential patios. Within the formal arrival courtyard, the building form simplifies to guide pedestrians along the edge with an activated ground level of residential apartments, directly to the head of the Monastery Path in front of the east elevation of the Church. Projecting balconies on the upper residential floors help to keep eyes on the path extension to reinforce a sense of security beyond the ground level pedestrian amenities. Moving north past the formal courtyard, Building 1 once again begins to undulate at the lower levels to reinforce the path head at the top of Monastery Path as a sense of place parallel to and across from the Church steps.

### ***Building design and materials***

The Project site aims to create a series of varied pedestrian experiences that respond to each of the existing conditions throughout site. The new architecture is being designed to complement the existing buildings.

The Monastery was designed and built in Mission style and the Church in a Renaissance Revival style. The Monastery was built in 1909, and the Church completed two decades later in 1929. The mass of the Monastery is treated simply, with light tan stucco as the singular building material. The classic red-tile terracotta hipped roofs are articulated with eaves and large overhangs all in copper that has had time to patina over the years. Above the eave line, several hipped gable windows break the plane of the steep red tile roof, and at unique corners curved towers take over the roofline by breaking the strong eaves and projecting taller than even the tallest ridgelines to create vertical focal points. The simple plane of the building is articulated by vertical rain leaders and horizontal water courses at several locations in relation to the first floor level and third floor window line, breaking up the upper levels. Designed and built to be a partner on the site with the Monastery, the Church incorporated some mission style detailing, including cast and wrought iron detailing, copper gutter and eaves, and the classic red tile roof.

Each new building has a unique relationship to the existing conditions, to the historic buildings, and to the series of pedestrian experiences developed throughout the site. Like the Monastery and the Church, the goal of the new buildings is for them to speak a

language that is responsive to the existing conditions. The material of the new buildings, including scale, texture and color, compliments but does not intend to mimic the historic buildings, enhancing the sense of this site as a congruous extension of the historic nature of the Project site. The materials have not yet been finalized, but may include cast-stone masonry, factory finished fiber-cement panels with concealed fasteners in shades of tan, buff, beige and taupe intermixed to create a gradient of warmth in a smooth material application, charcoal concrete masonry, and James Hardie Vertical Fiber Cement Panels with anodized aluminum reveals and color matched fasteners, and/or accentuated board and batten.

The articulation of the residential openings including balconies, windows and some of the front doors have been defined in relationship to the pedestrian spaces being framed in terms of size, scale layout and patterning. The goal of the architecture is to support an active pedestrian experience lined with active uses that rejuvenate the site for the community.

The organizational detailing and small pedestrian scale massing reinforces or intentionally contrasts the eaves, rooflines, towers, and porches of the existing buildings to highlight and engage the pedestrian experience further.

Please refer to the elevations in Chapter 1 for more information regarding the materials, articulation and detailing that are proposed for each new building. Please also refer to the rendered perspective views for further information regarding how the building materials, articulation and detailing are proposed to be applied in direct relationship to different locations, and open spaces within the Project.

### **5.3 Landscape Design**

The Project will continue to benefit from the generous amount of green space on the property (see Figure 5-8 for a landscape plan). The landscape design will respond to two major site influences:

First, along the length of Washington Street and within the entire south and east sides of the Monastery, the landscape will be retained essentially as is, with the handsome stone wall at the edge and the many existing mature trees remaining amidst the open rolling lawn in the center.

The main Project entry at the intersection of Monastery Road and Washington Street Intersection will be enhanced as a gateway into the site as well as an extension of Monastery Path by expanding the sidewalk into a radial plaza that is activated by seat walls and/or benches, security lighting, and populated with some signage identifying the historical significance of the site as well as a public pathways map.



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At the western portion of the site, where an accessible pedestrian access is not appealing due to the upward slope of the site, there has been a site stair incorporated for a more direct line of travel for those wishing to access Brighton Center from within the site, or for those in Brighton Center wishing to gain access across the site to reach Monastery Path or Fidelis Way Park beyond. At the top of the stair is a look-out plaza built into the slope of the hill granting views toward Brighton Center. This plaza is accessible to all pedestrians from atop the hill.

The landscaping around the Fatima Shrine will be renovated in its current location to be retained as the southern edge of the formal arrival courtyard and as a gateway into the historic landscape.

This entire landscape along Washington Street is an important community resource which will be enjoyed by the new residents of the development but which also remains completely accessible to the entire surrounding neighborhood. It will have maintenance that has been deferred for decades, such as the plants being pruned and fertilized and the deteriorated paths being refurbished. New trees and drifts of naturalized shrub plantings at the edges will infill the existing voids, particularly at the west end of the site near the Hospital. All new introductions to the landscape on this portion of the site will be informed by the site's Olmstedian history, and have an informal and naturalistic character.

The second type of landscape is located at the more internal spaces of the Project, and will engage with the newer architecture in the setting. It will also be an informal and welcoming passive green "garden space", but may not be as directly referential to the Olmstedian legacy of the property, and instead it may have some contemporary elements, such as green screens rather than clipped hedges. Overall it may have a more timeless ambience.

The pedestrian plaza at the intersection of the Monastery and the Church, and the two new buildings at the center of the site is a unique opportunity to create a complex and non-centered open space, reminiscent of a European piazza with radiating spokes of views, entries, and exits, while also acting as node along a larger pedestrian site loop. To gain another level of perspective in the plaza, an offset terrace is built around the nave of the church that offers a continuous seat wall as well as raised furniture seating area. (See Figure 5-2)

Sustainable design practices will be employed throughout the landscape, such as adding native planting for pollinators and increasing wildlife habitat, and utilizing sustainable stormwater management practices. The new landscape will also incorporate ADA accessibility throughout the site, to all buildings and all landscape areas. There will also be opportunities on the site for neighborhood community members to utilize landscape amenities, such as providing access to the existing Monastery Path.

## Chapter 6.0

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### Historic and Archaeological Resources

## 6.0 HISTORIC AND ARCHAEOLOGICAL RESOURCES

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As noted in the PNF, the Project site includes numerous historic structures and features, including the St. Gabriel's Monastery, St. Gabriel's Church, the Passionist Cemetery, landscape elements and the Pierce House and carriage house. Several other structures of less significance include the Retreat House, Our Lady of Fatima Shrine and a garage.

The following includes brief descriptions of the existing resources and others within the Project's vicinity and discusses potential Project-related impacts.

### 6.1 Historic Resources on the Project Site

#### *6.1.1 St. Gabriel's Monastery*

Built in 1909 based on the designs of Boston architect T. Edward Sheehan, St. Gabriel's Monastery feature numerous Mission style inspired design elements including its red clay tile roof, arcaded entry porch, overhanging eaves, curvilinear gable parapets, corner towers and flush stucco wall surfaces. The plain stucco wall surface is also a characteristic feature of the Mission style. A portion of the arcaded porch along the north elevation was removed at an unknown date, likely to accommodate the construction of the Retreat House in the late 1920s.

The Monastery building was designated an individual City of Boston landmark in 1988; thereby affording the Boston Landmarks Commission (BLC) design review authority over exterior alterations to the structure. In addition, the roof of the Monastery is the subject of a preservation restriction held by the Massachusetts Historical Commission (MHC). As a result of the preservation restriction, any repairs or alterations to the roof are subject to review by the MHC. As a result of the landmark designation and preservation restriction, the Monastery building is individually listed in the State Register of Historic Places.

#### *6.1.2 St. Gabriel's Church*

Completed in 1929, the Church of St. Gabriel was designed in a Neo-Renaissance style. Designed by the Boston architecture firm of Maginnis and Walsh, the Church features exterior elevations of buff-colored brick and limestone below a red clay tile roof.

The gabled, east-facing front elevation of the Church is expressed as a projecting entry pavilion whose flight of granite steps leads to a deep apsidal alcove in which a pair of double-leaf doors is centered between a pair of Doric columns. These support an entablature of the same order, on which rests an ornamental window with decorative iron balcony surmounted by a broken scroll pediment and flanked by obelisk-like finials. Opening to the side aisles of the interior is a pair of secondary entries flanking the central entrance.

The north and south elevations feature three large round-headed window openings containing stained glass windows. The clerestory level is punctuated by segmental arched window openings and articulated with brick buttresses capped by limestone ornamentation. The side walls are topped by a simple, corbelled brick cornice.

### **6.1.3**        *Passionist Cemetery*

A Passionist Cemetery is located near the front of the property. The Cemetery is rectangular in plan, with symmetrical rows of gravestones lining the site. The granite grave markers are identical in style, each incised with the name of a Passionist Brother who died while in residence at St. Gabriel's.

### **6.1.4**        *Landscape*

Completed in 1914 by of the Olmsted Brothers, Frederick Law Olmsted's successor firm, the surviving landscape elements include a paved entrance drive lined with mature lindens and evergreens. The entrance drive follows a slight grade, curving to the front of the Monastery where it terminates in a circular drive. To the west of the drive, are the Rosary Walk and Passionist Cemetery.

Formerly a meadow, the rear (northern) side of the property is now paved for use as surface parking. Monastery Path, a concrete-paved walkway from Warren Street, forms part of the eastern boundary of the property.

### **6.1.5**        *Pierce House and Carriage House*

The residential dwelling at 201 Washington Street, historically known as the Pierce House is a Second Empire style cottage with a slate-clad mansard roof; the associated freestanding carriage house is similar in design. Dating from the third quarter of the 19<sup>th</sup> century the two structures feature a late 20<sup>th</sup> century exterior stucco wall treatment.

### **6.1.6**        *Retreat House*

Modest in design, the 1927 Retreat House features several Mission-style elements. Its buff colored brick exterior and red tile roof are similar to those of the adjacent Monastery and Church. Originally, the footprint of the Retreat House was L- shaped with a clipped corner. The main elevation features a modest central entrance whose hooded roof is covered in red Spanish tile. A substantial four story, flat roof addition lacking any significant architectural detailing was added to the rear of the Retreat House in the 1950s.

### **6.1.7**      *Our Lady of Fatima Shrine*

The Shrine to Our Lady of Fatima is the most recent addition to the St. Gabriel's campus. The small, one-story, hexagonal building commemorates the apparition of the Virgin Mary to a group of Portuguese peasant children in the early 20<sup>th</sup> century. Completed in 1966 the tan brick shrine is contemporary in design with large plate-glass windows on its five sides.

### **6.1.8**      *Garage*

Located at the rear of the Monastery, the ca. 1960, two bay garage features north and east elevations covered in stucco and tile shed roofs. The south and west elevations feature wood shingle siding.

## **6.2**      **Historic Resources within the Project's vicinity**

### **6.2.1**      *Washington-Warren Institutions Area*

As noted in the PNF, the Project site is located within the Washington-Warren Institutions Area, an area included in the MHC's *Inventory of Historic and Archaeological Assets of the Commonwealth* ("the Inventory"). The Washington-Warren Institutions Area is among the largest, most densely developed collections of late 19<sup>th</sup> and early 20<sup>th</sup> century institutional buildings in the city. In addition to the St. Gabriel's campus, the area includes the 1890s William Howard Taft School, the 1930s Brighton High School complex, the former 1940s Kennedy Memorial Hospital and the 1940s Brighton Marine Hospital complex. While included in the Inventory, the Washington-Warren Institutions Area is not listed in the State or National Registers of Historic Places.

### **6.2.2**      *Brighton Center Historic District*

Located northwest of the Project site, the National Register-listed Brighton Center Historic District represents the linear commercial development of mid-19<sup>th</sup> to mid-20<sup>th</sup> century buildings lining Washington Street between Foster and Winship Streets. The District includes examples of frame and masonry construction in the Federal, Greek Revival, Italianate, Queen Anne, Georgian Revival and Craftsman styles.

Figure 6-1 identifies the State and National Register listed properties and historic district located within a quarter mile radius of the Project site.



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## 6.3 Archaeological Resources

As noted in the PNF, there are no known recorded archaeological sites located on the Project site or within the immediate vicinity. Previous ground disturbance activities associated with the construction of the existing buildings, driveways, walkways, parking areas and other site improvements have likely impacted the potential for the site to yield significant archaeological resources. No Project-related impacts to significant archaeological resources are anticipated...

## 6.4 Impacts to Historic Resources

### 6.4.1 *Urban Design*

As discussed in further detail in Section 5: Urban Design, the intent of the Project design is to compliment the site's most significant historic resources – the Monastery and the Church, which will continue to serve as the focal point of the site.

The Monastery and the Church influenced the new buildings' massing and positioning. The Monastery ranges in height from 1.5 – 4 stories at the eave lines, and the Church eave line is approximately 4 stories in height. The new buildings will maintain the hierarchy of the Monastery as the most significant piece of architecture on the site. The new building development area will be set back from the south facade of the Monastery to maintain the perception of the historic landscape.

The material of the new buildings, including scale, texture and color, is intended to compliment but not mimic the historic buildings, enhancing the historic nature of the Project site. While the materials have not yet been finalized, they may include cast-stone masonry, factory finished fiber-cement panels with concealed fasteners in shades of tan, buff, beige and taupe intermixed to create a gradient of warmth in a smooth material application, charcoal concrete masonry, and James Hardie Vertical Fiber Cement Panels with anodized aluminum reveals and color matched fasteners, and/or accentuated board and batten.

The organizational detailing and small pedestrian scale massing reinforces or intentionally contrasts the eaves, rooflines, towers, and porches of the existing buildings to highlight and engage the pedestrian experience further.

The underutilized Retreat House and deteriorated Pierce carriage house and garage will be demolished to accommodate the new construction, open space, and site access. Alternatives for retaining and incorporating the Retreat House and Pierce carriage house into the Project have been studied and considered, but ultimately were determined infeasible. The Retreat House is of modest architectural significance. In addition, due to the physical constraints it imposes on reuse of the Monastery and the site, it is deemed a poor candidate for retention and reuse.

## 6.5 Historic Rehabilitation Tax Credits

The Project will include the substantial interior and exterior rehabilitation of the Monastery for residential uses and the Church for amenity uses. The exterior rehabilitation of the Monastery will be subject to review and approval by the BLC as a result of its landmark designation. The proposed repairs to the clay tile roof will be subject to review and approval by MHC per the preservation restriction. In addition, the interior and exterior rehabilitation of the Monastery and Church will be subject to review and approval by MHC as a result of the Proponent's efforts to secure historic tax credits to assist in the Project's financing. The pursuit of historic tax credits will ensure that the rehabilitation of the Monastery and Church will comply with the Secretary of the Interior's *Standards for the Rehabilitation of Historic Properties* (the Standards). The availability of historic rehabilitation tax credits is critical to the successful rehabilitation of the Monastery and Church.

## 6.6 Status of Project Review with Historical Agencies

### *6.6.1 Massachusetts Historical Commission*

As a result of the preservation restriction held by MHC, the Proponent will be filing materials related to the proposed roof repairs with MHC for review and approval. As mentioned above, the Proponent will be pursuing historic tax credits for the substantial rehabilitation of the Monastery and the Church. As the state agency which administers the historic tax credit program, MHC will have the opportunity to review and approve the plans for the Monastery and the Church and ensure compliance with the Standards.

### *6.6.2 Boston Landmarks Commission*

As noted above, the Monastery building is a designated City of Boston landmark subject to review by the BLC. In May 2016, the BLC conducted an Advisory Review hearing on the proposed work to the Monastery. The Proponent will be filing a formal Design Review application for the Monastery with the BLC in the coming weeks and anticipates a BLC Design Review hearing in January 2017.

The proposed demolition activities of the Retreat House, Pierce carriage house and garage are subject to BLC's review in accordance with Article 85 (Demolition Delay) of the Boston Zoning Code. The Proponent has filed an Article 85 application with the BLC and anticipates holding an Article 85 community meeting to inform the public about the proposed demolition activities and to present the alternatives to demolition that have been considered. A BLC Article 85 hearing is scheduled to take place in January 2017.

## Chapter 7.0

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Infrastructure

## 7.0 INFRASTRUCTURE

### 7.1 Introduction

The existing infrastructure surrounding the Project site is anticipated to be of adequate capacity to service the need of the Project. The Project site consists of approximately 11.6 acres of land within the City of Boston located in the Brighton neighborhood. The Project abuts Washington Street to the south, St. Elizabeth's Hospital and associated parking garage to the west, Brighton High School to the north, and residences to the east. As shown on Figures 7-1, 7-3 and 7-5 there are existing utilities in the adjacent street. In Washington Street, there are existing sanitary sewer, storm drainage, water, gas, electric, and telecommunications lines. It is notable that an MWRA deep rock water tunnel crosses the site under a 50-foot wide easement as further described below in Section 7.9.

Approval of Site Plans and a General Service Application are required from Boston Water and Sewer Commission (BWSC) for construction and activation of sewer, water, and storm drainage service connections. The sewer and water connections, as well as the Project's stormwater management systems, will be designed in conformance with BWSC's design standards, Requirements for Site Plans, Regulations Governing the Use of Sanitary and Combined Sewers and Storm Drains, and Regulations Governing the Use of the Water Distribution Facilities of the Boston Water and Sewer Commission. The gas, electric and telecommunication utilities will be coordinated with the individual providers.

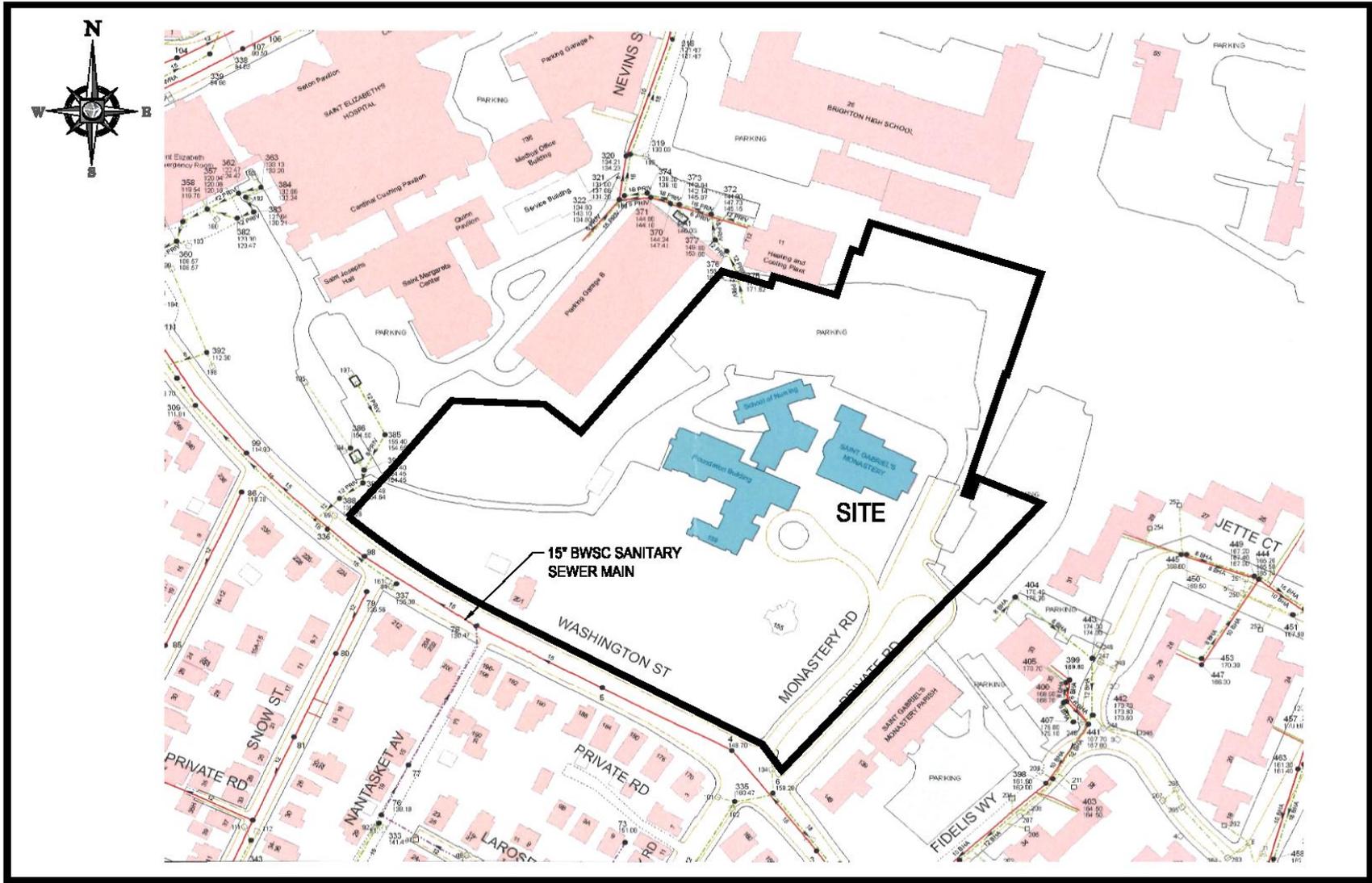
### 7.2 Wastewater

#### 7.2.1 Existing Sewer System

BWSC owns, operates, and maintains the sanitary sewer mains in the vicinity of the Project site. Per available record information from BWSC there are separated sewer mains in Washington Street, adjacent to the Project site. The sewer in Washington Street is a 15-inch main that flows to the northwest along the frontage of the site to Cambridge Street. There are several existing sewer manholes that service the Project site. The existing sanitary sewer system in Washington Street is shown on Figure 7-1. The sanitary sewer ultimately flows to the Massachusetts Water Resources Authority's (MWRA's) Deer Island Wastewater Treatment Plant, where it is treated and discharged to Massachusetts Bay.

Table 7-1 Existing Sewer Flow Capacity (Washington Street – 15 inch main)

MH (BWSC)	Distance (ft)	Invert El. (up)	Invert El. (down)	Slope (%)	Diameter (in.)	Manning's Number	Flow Capacity (cfs)	Flow Capacity (MGD)
4 to 5	220	148.7	142.5	2.8	15	0.013	10.8	6.98
5 to 78	214	142.5	136.6	2.8	15	0.013	10.8	6.98
78 to 98	198	136.6	127.1	4.8	15	0.013	14.1	9.11



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### 7.2.2 *Project Generated Sanitary Sewer Flow*

The Massachusetts Department of Environmental Protection (MassDEP) establishes sewer generation rates for various types of establishments in a section of the State Environmental Code Title V (Title V), 310 CMR 15.203. Based on an estimate of the Project's building program, Table 7-2 gives the estimated proposed sanitary sewer flows expected to be generated by the Project. Based on these Title V sewer generation rates, the Project is expected to produce approximately 103,510-gallons/day of sewer flow.

**Table 7-2 Sewer Generation**

<b>Unit Type</b>	<b>Program</b>	<b>Sewer Generation Rate</b>	<b>Sewer Flow (gpd)</b>
Residential	941 bedrooms	110 gallons/day/bedroom	103,510
<b>Total Sewer Generation (gpd)</b>			<b>103,510</b>
<b>Total Sewer Generation (MGD)</b>			<b>0.10 MGD</b>

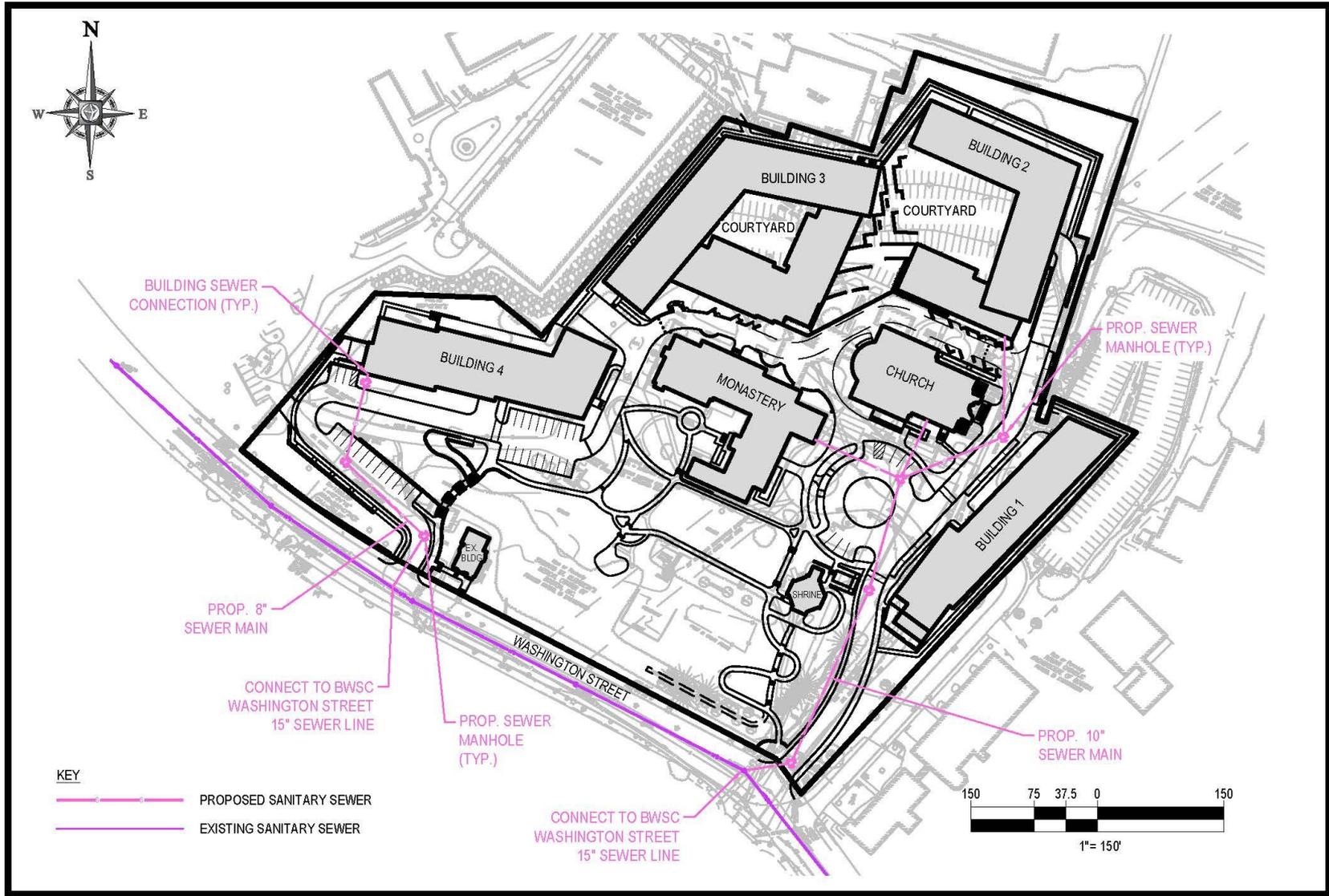
In accordance with revisions to 314 CMR 7.00 Sewer Extension and Connection Permitting regulations, promulgated June 20, 2014, the Project is no longer required to obtain a DEP Sewer Connection Permit for a sanitary sewer discharge greater than 50,000 gpd, therefore the sanitary sewer service connection approval and notification of completion will be through BWSC.

Based on preliminary calculations and discussions with BWSC, there are no expected sewer capacity problems in the vicinity of the Project site. The Project's engineer will coordinate final, proposed sewer flows and available capacity with BWSC during the Site Plan Review.

### 7.2.3 *Sanitary Sewer Connection*

Given the size of the Project, it is initially estimated that one 8-inch and one 10-inch sewer service connections to the existing 15-inch BWSC sanitary sewer main in Washington Street will be constructed to service the proposed development. The proposed sanitary sewer system is shown on Figure 7-2. The proposed connections are expected to be made at the existing sewer manholes along the Project frontage. Floor drains from the structured parking will be collected and routed through an approved oil/grease separator prior to discharge into the sanitary sewer system.

The sewer connection will be constructed so as to minimize effects on adjacent streets, sidewalks, and other areas within the public right-of-way and will be kept separate from storm drain connections in accordance with BWSC requirements.



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### 7.2.3.1 Sewer System Mitigation

The Project will be LEED certifiable in accordance with the BRA's Article 37 Green Building program. As such, various measures for water conservation and wastewater reduction such as low-flow toilets and urinals, restricted flow faucets, and sensor operated sinks, toilets, and urinals may be incorporated in order to meet the LEED requirements. Specific water conservation and wastewater reduction measures to be included in the Project will be more fully defined as the building designs develop.

Since the Project proposed sewer generation exceeds 15,000 gpd, it is anticipated that the Project will be subject to BWSC inflow and infiltration (I/I) requirements, at a rate of 4-gallons for every 1-gallon of new sewer flow, initially calculated at 414,040-gallons/day. Currently, the BWSC calculates the monetary amount required to fulfill the 4:1 Inflow Reduction requirement by multiplying the estimated wastewater flow by 4 and then by \$2.41. The Proponent will continue to work with BWSC to determine the final payment which will be utilized to fund inflow and infiltration reduction projects within the City.

## 7.3 Water System

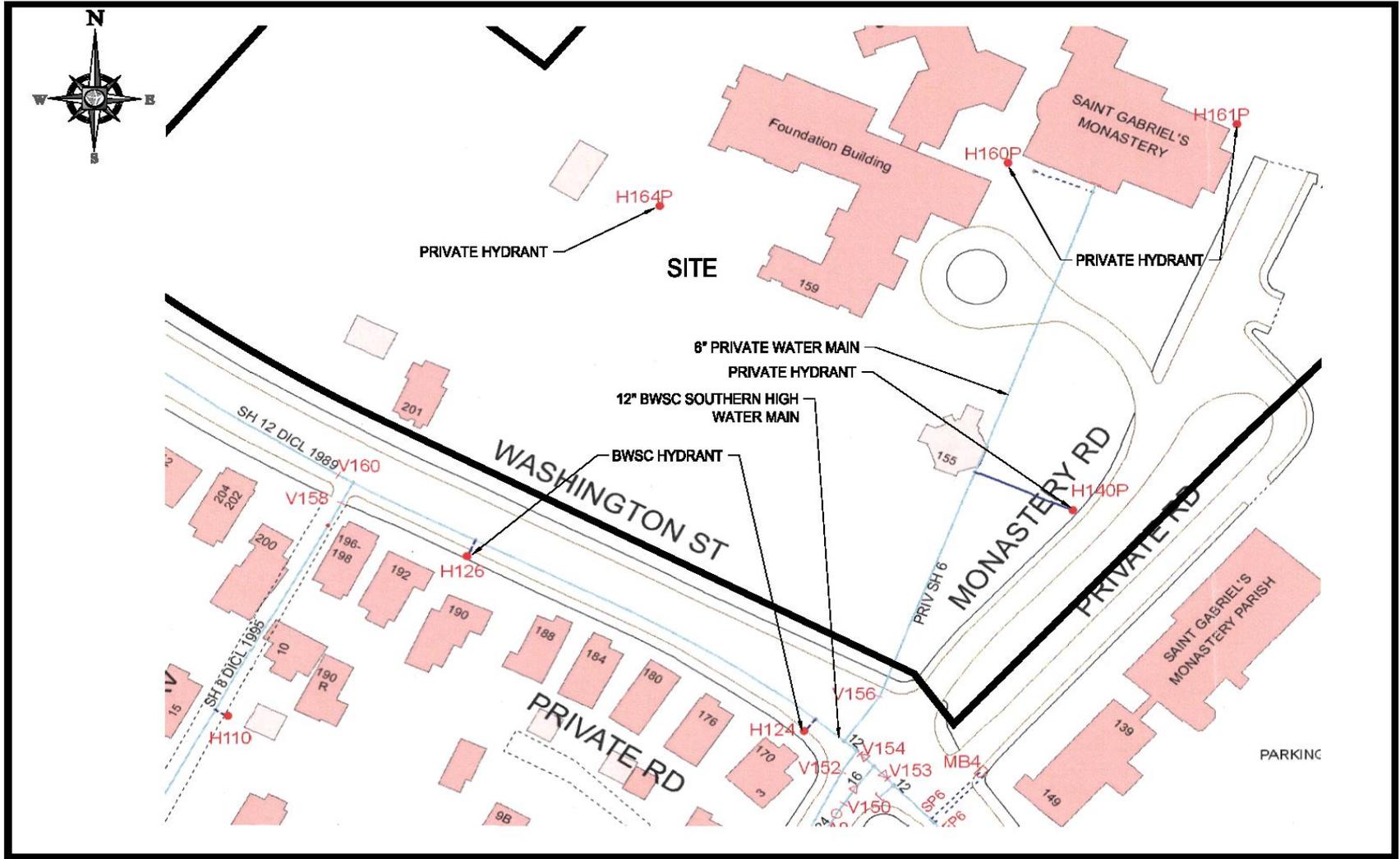
### 7.3.1 *Existing Water Service*

BWSC owns, operates, and maintains the water distribution systems in the vicinity of the Project site. According to available record plans from BWSC, there is an existing 12-inch ductile iron (DI) cement lined high pressure water main in Washington Street fronting the Project site on the southwest side of the street that was built in 1989. There are three existing fire hydrants adjacent to the Project site on the southwest side of Washington Street, all of which are connected to the 12-inch water main. The existing water distribution in the vicinity of the Project site is shown on Figure 7-3.

### 7.3.2 *Anticipated Water Consumption*

The estimated proposed water demand for the Project is based on the estimated sanitary sewer flow (see Table 7-2), with a factor of 1.1 applied to account for consumption and other losses. Based on this formula, the Project's estimated peak water demand for domestic use is 113,861 gallons per day. Domestic water will be supplied by the BWSC water system.

Based on initial discussions with BWSC, there are no expected water capacity problems in the vicinity of the Project site. Prior to full design, this will be confirmed via flow testing by BWSC. The Project's engineer will coordinate water demand and availability with BWSC during the Site Plan Approval process to ensure the Project needs are met while maintaining adequate water flows to the surrounding neighborhood.



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### **7.3.3 Proposed Water Service**

It is initially anticipated that the Project will be served by a single 10-inch water main connection from the 12-inch main in Washington Street. This 10-inch connection will tie into a master meter located within Building 1 nearest the street. The water main will be metered in accordance with BWSC requirements including the installation of meter transmission units (MTU's) to comply with BWSC's automatic meter reading system. Appropriate gate valves and backflow prevention devices will also be installed to prevent potential backflow of non-potable water or other contaminants into the public water supply. The proposed water system is shown in Figure 7-4.

The Project anticipates a 10-inch looped water main which will provide service connections to each building and ties into the master meter. If required, the Project will include internal booster pumps to ensure adequate water pressure to all standpipes and sprinkler systems. Fire hydrants are proposed across the site, in addition to the three existing hydrants located along Washington Street. The proposed hydrants will be connected to the 10-inch looped main via 6-inch water connections. Final locations will be coordinated with the Boston Fire Department Fire Prevention Division.

The above described water system is based on early schematic designs and will be refined as the Project advances. During the BWSC Site Plan Review process, final sizing of domestic and fire protection service connections will be identified, along with water meter sizing, backflow prevention devices, and locations of fire protection connections.

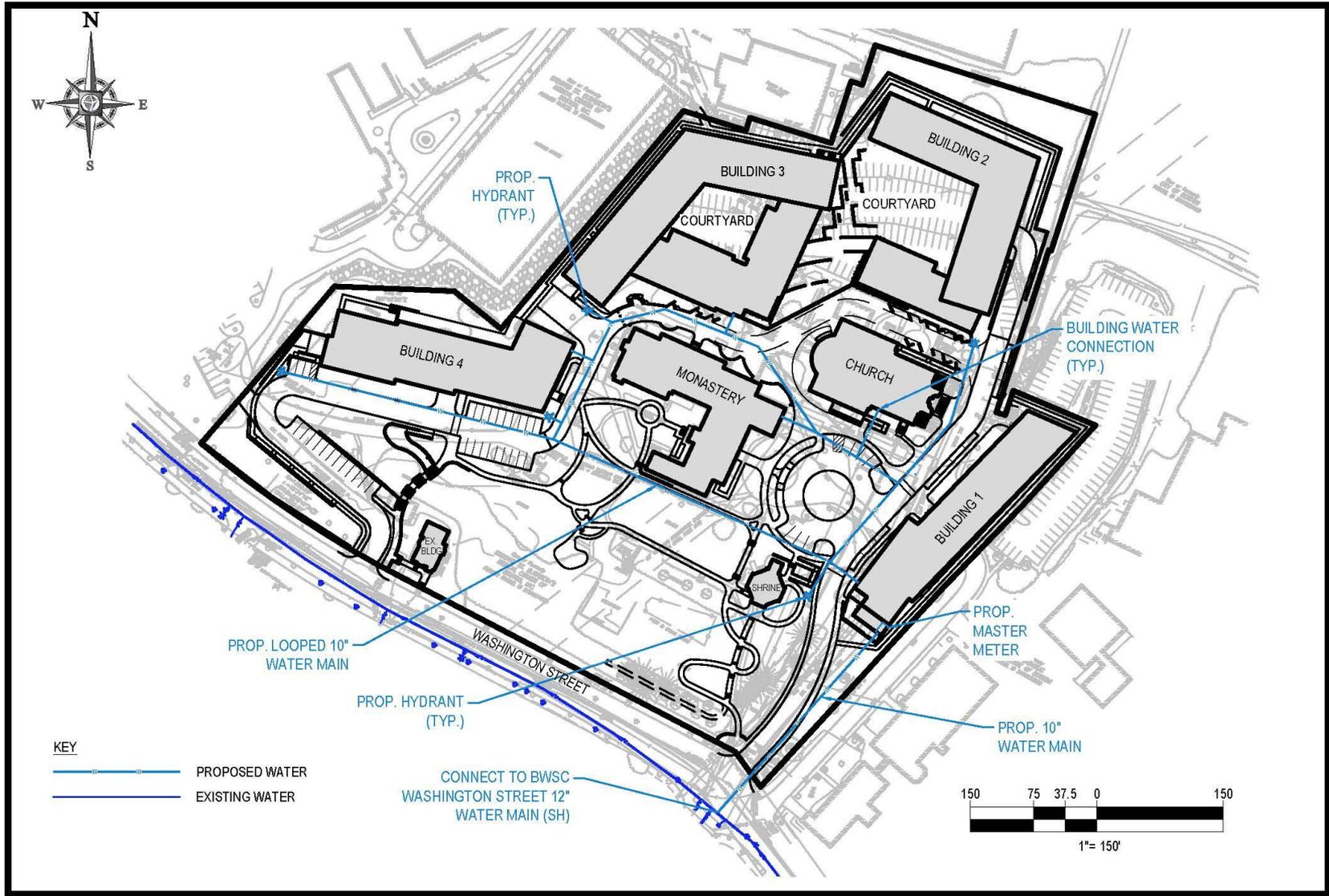
#### **7.3.3.1 Water Supply Conservation and Mitigation**

As previously stated, the Project will be LEED certifiable in accordance with the BRA's Article 37 Green Building program. As such, various water conservation measures such as low-flow toilets and urinals, restricted flow faucets, and sensor operated sinks, toilets, and urinals may be incorporated in order to meet the LEED water conservation requirements. Specific water conservation measures to be included in the Project will be more fully described as the building designs develop.

## **7.4 Storm Drainage System**

### **7.4.1 Existing Storm Drainage System**

BWSC owns, operates, and maintains the storm sewer mains in the vicinity of the Project site. Available records show an existing 12-inch main flowing northeast in Monastery Road to BWSC MH #335, increasing to a 15-inch main in the Monastery Road and Washington Street intersection and connecting to BWSC MH #6. From BWSC MH #6 the main increases to an 18-inch main and flows southeast before connection to BWSC MH #7. On Washington Street, along the western end of the Project site frontage, a 15-inch main begins at BWSC MH #337 flowing northwest and connects to BWSC MH #336. Ultimately, the storm drainage system discharges to the Charles River.



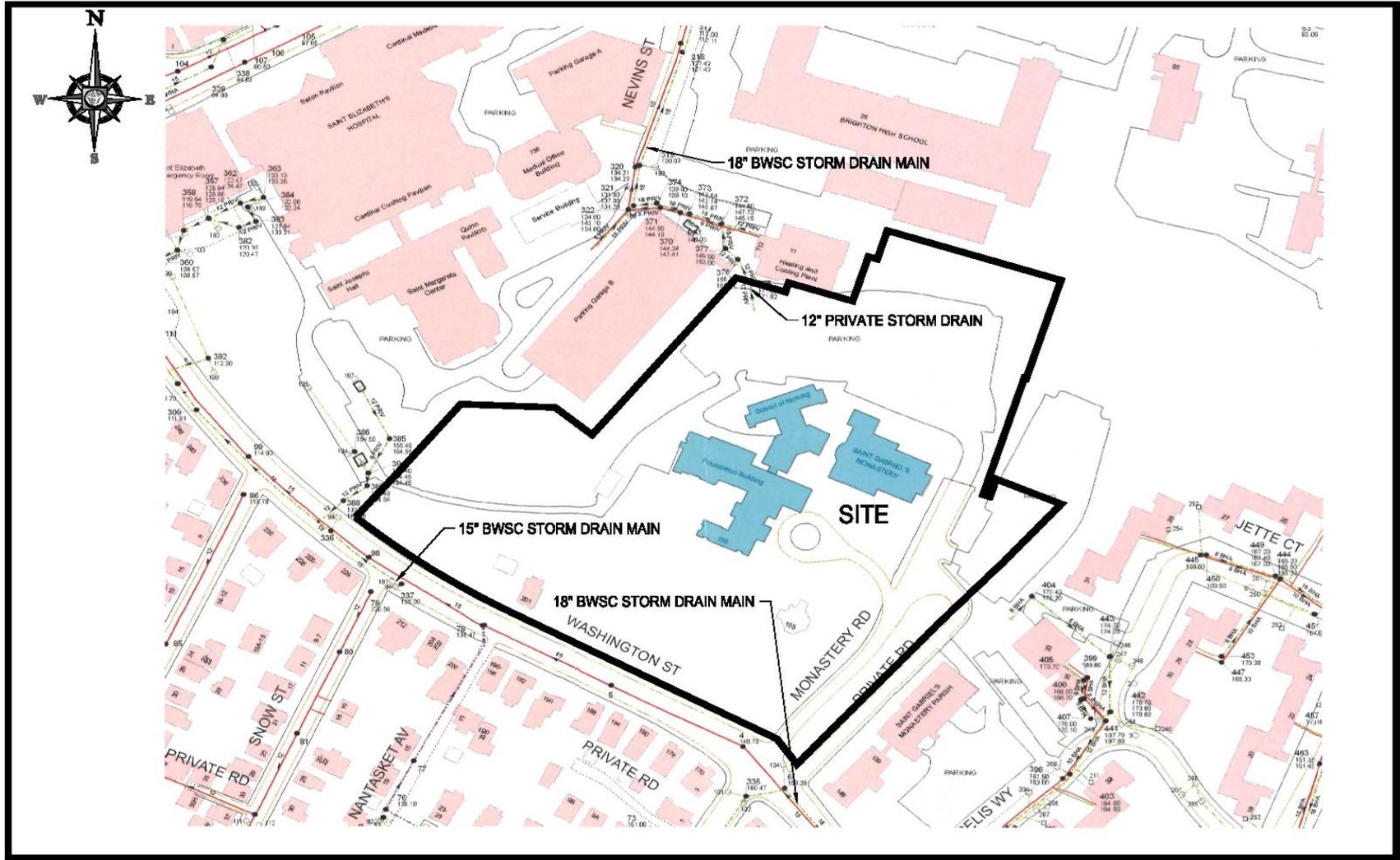
159-201 Washington Street Boston, Massachusetts

The existing Project site is covered by a combination of private paved roads and parking lots, buildings, and grassed and wooded areas. The three large buildings in the center of the site represent the high point, with steep slopes directing the majority of the runoff to the north and south. Runoff from the buildings appear to outlet at grade via downspouts. No records of the roof drain connections were available at BWSC and will need to be confirmed during the Site Plan approval process. Approximately 2/3 of the site flows overland into Washington Street, while the remainder of the site flows northerly to the rear parking lot. The rear parking lot located on the northern portion of the site directs stormwater to one of two catch basins. Runoff is then directed through a utility and drain easement via a series of drain manholes (BWSC MH #375, #376, #377, #372, #373, #374, #321), with drain pipe size increasing from 12-inch to 18-inch, before connecting to BWSC MH #319 where an 18-inch main then flows north along Nevins Street. The existing drainage system in the vicinity of the Project site is shown on Figure 7-5.

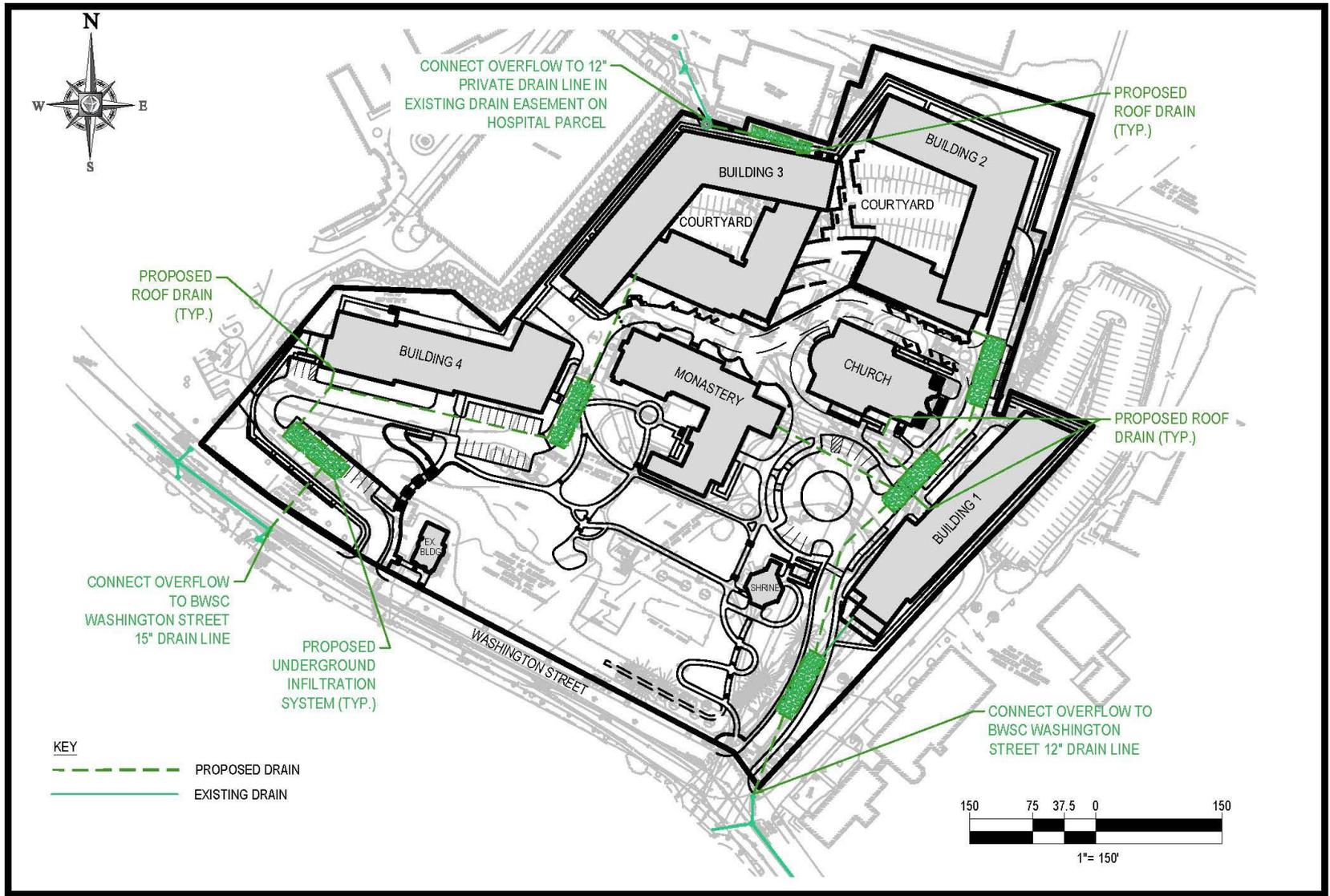
#### **7.4.2 Proposed Storm Drainage System**

Stormwater runoff at the site will be managed in a manner that will imitate existing drainage patterns. Post development peak discharge rates from the site will be at or below existing peak discharge rates for the 2, 10, 25 and 100-year rainfall events based on a 24-hour duration. Typically, BWSC requires a new project to provide an infiltration system with a volume equal to 1-inch of rainfall over the project's impervious area. Stormwater runoff will be collected and treated, as necessary, on-site, and will be routed to infiltration systems to the maximum extent practicable in an effort to reduce the impact on the surrounding drainage system. Catch basins that are utilized will be deep sumo hooded catch basins to provide pre-treatment. Appropriate stormwater best management practices (BMP's) will be included in the Project to improve the quality of stormwater runoff discharged from the Project site, to promote infiltration to groundwater, and to reduce the peak flows to be at or below existing levels. It is currently anticipated that the site will incorporate underground infiltration systems to detain, treat, and infiltrate stormwater. Overflow from the underground infiltration areas due to larger, less frequent storm events will be routed to the BWSC drain system. Specific BMP's proposed for the Project will be described in more detail in the Site Plan application to BWSC. It is anticipated that phosphorous removal BMP's will be incorporated into the design in response to the TMDL requirements set on discharges to the Charles River.

The drainage system will be designed with the intent of maintaining general pre-development drainage patterns at the Project site. It is currently anticipated that the site will incorporate three drain pipe connections. One overflow connection will be made near the intersection of Monastery Road and Washington Street. A second connection will be made in Washington Street near the southwest corner of the property. Finally, a connection will be made to the existing drain manhole located on the edge of the utility and drainage easement on the northwest corner of the site. The proposed drainage system is shown in Figure 7-6.



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### ***7.4.3 State Stormwater Standards***

Specific details of the proposed storm water management for the Project and its compliance with the DEP's Stormwater Management Standards (the Standards) are as follows:

#### **Standard 1 - New Stormwater Conveyances**

The Project will comply with this Standard. Per Massachusetts Stormwater Management Standard #1, no new outfalls may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth. No new outfalls are proposed.

#### **Standard 2 – Stormwater Runoff Rates**

The Project will comply with this Standard. Post development peak discharge rates from the Project site will be at or below existing peak discharge rates for each of the analyzed storm events.

#### **Standard 3 – Groundwater Recharge**

The Project will comply with this Standard to the maximum extent practicable. The site does not fall within the City's defined Groundwater Conservation Overlay District; therefore the proposed stormwater management system will be designed to comply with BWSC design requirements.

#### **Standard 4 – Water Quality**

The Project will comply with this Standard to the maximum extent practicable. The proposed development is covered predominantly by building roof with some private paved roads, parking and pedestrian areas. Efforts will be made to preserve existing trees and vegetation to the maximum extent practicable, particularly along Washington Street and in front of the Monastery. As necessary, runoff will be appropriately treated, most likely by underground water quality structures, prior to discharge to the BWSC storm drainage system.

#### **Standard 5 – Land Uses With Higher Potential Pollutant Loads (LUHPPL)**

It is not anticipated that the Project will be subject to Standard 5.

#### **Standard 6 – Stormwater Discharges to a Critical Area**

The Project is not subject to Standard 6. There are no discharges to any Critical Areas as defined by DEP's Massachusetts Stormwater Handbook.

#### **Standard 7 – Redevelopment Project**

The Project is not subject to Standard 7.

**Standard 8 – Sedimentation and Erosion Control Plan**

The Project will comply with this Standard. Site appropriate sedimentation and erosion controls will be included in the final design documents and implemented during construction. Since the Project will involve the disturbance of more than one acre of land, a National Pollution Discharge Elimination System (NPDES) General Permit for Construction consistent with the requirements of U.S. Environmental Protection Agency, the Massachusetts Department of Environmental Protection and the BWSC will be obtained. As such, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented prior to commencing construction. A copy of the SWPPP will also be provided to the BPDA.

**Standard 9 – Long Term Operation and Maintenance Plan**

The Project will comply with this Standard. A long-term operation and maintenance plan will be prepared as part of the final design documents.

**Standard 10 – Illicit Discharges to the Stormwater Management System are prohibited**

The Project will comply with this Standard. There are no known illicit discharges to the proposed Stormwater Management System and none are proposed.

**7.5 Electrical Service**

Eversource record plans show underground electric distribution lines adjacent to the Project site in Washington Street. It appears that 3-phase service is proximate to the site, due to its location near St. Elizabeth’s hospital and evidence of approximately 8 existing manholes on the site. Based on the size of the proposed development, Eversource estimates a 12 month project planning and design timeframe. The proponent will work with Eversource to confirm the system has adequate capacity to support the proposed building demands as the design advances.

**7.6 Telecommunication Systems**

Telecommunication systems are located in the vicinity of the Project site. The Proponent will work with each provider to determine the appropriate services and connection locations to support the proposed development.

**7.7 Gas Systems**

National Grid owns and maintains the gas distribution system in the vicinity of the Project site. The Proponent will work with National Grid to confirm the system has adequate capacity as the design advances.

## 7.8 Utility Protection During Construction

The contractor will notify utility companies and call “Dig-Safe” prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations and construction staging as required. The construction contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The construction contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the construction contractor will be required to coordinate the shutdown with the utility owners and project abutters to minimize impacts and inconveniences.

## 7.9 MWRA Deep Rock Tunnel

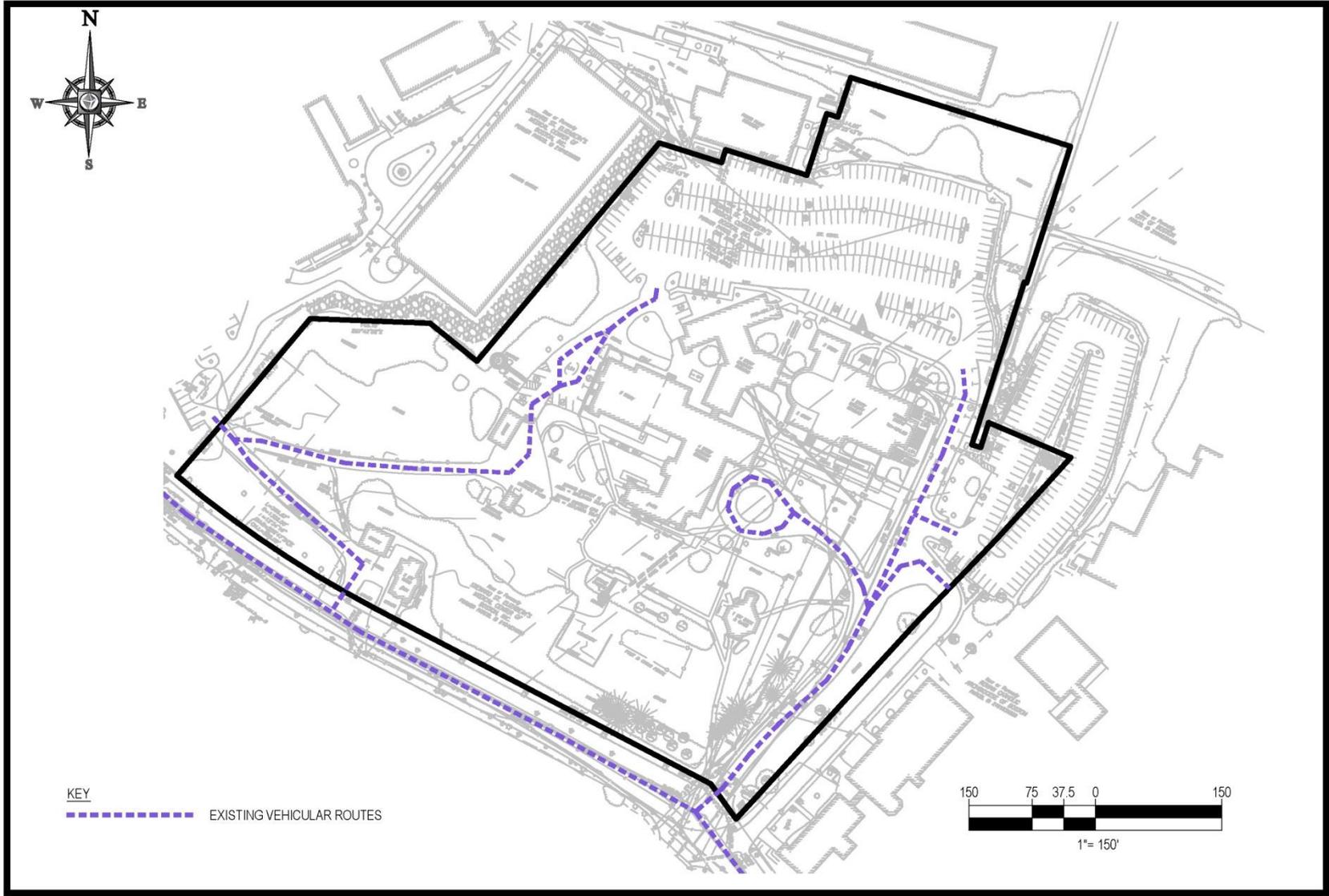
Per initial conversations with the MWRA, an MWRA deep rock water tunnel crosses the middle of the site under a 50-foot wide easement. The MWRA maintains subsurface rights only therefore the issuance of an MWRA 8m permit is not required for regular surface construction. The MWRA does require review and approval for the use of deep rock drilling and blasting over this tunnel. The Proponent will work with MWRA to obtain any required permits if it is determined that deep rock drilling, blasting or similar construction is required.

## 7.10 Roadway/Driveway Network

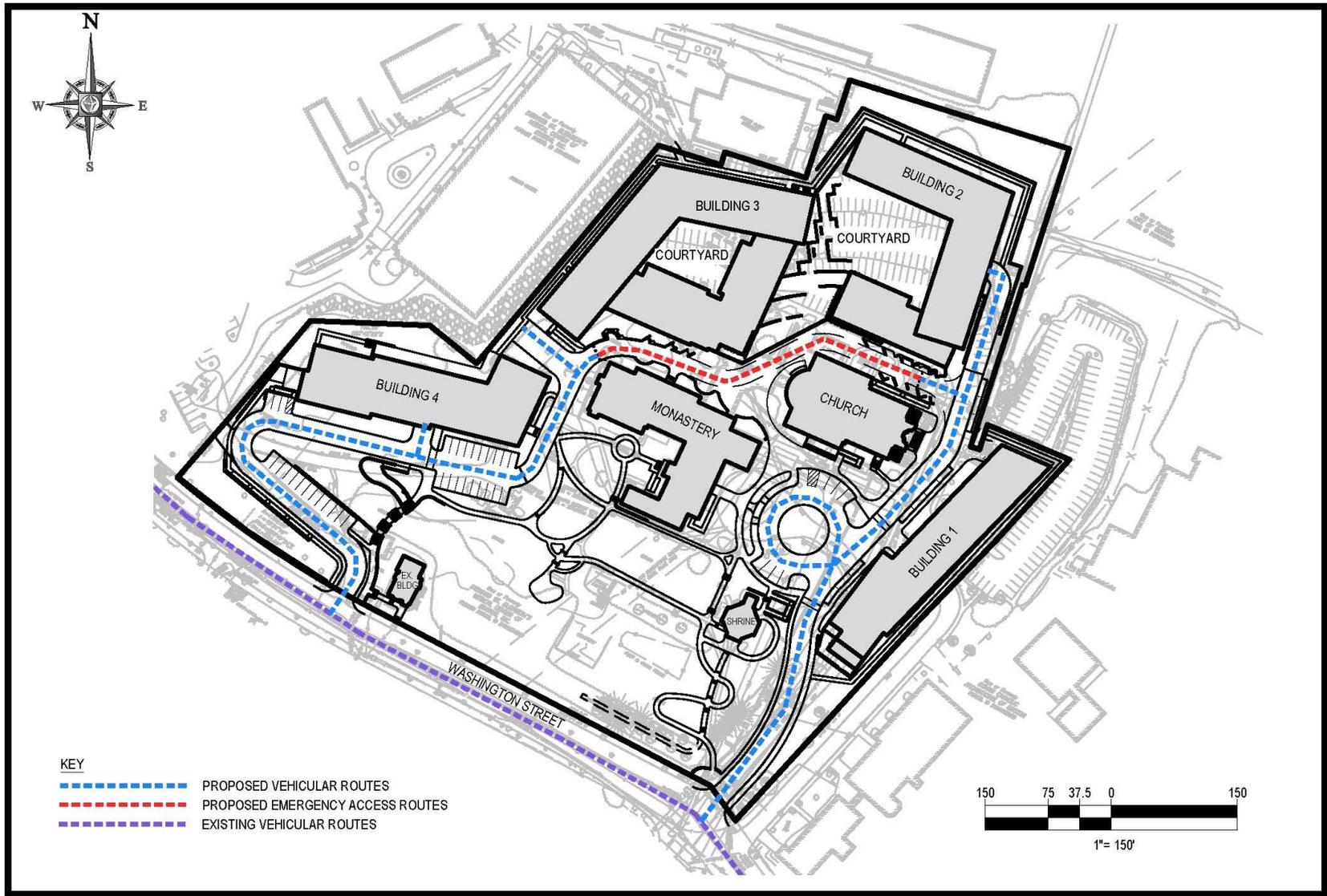
The Project site is bound on the southwest by Washington Street, a major public roadway of variable width running generally in a southeast to northwest direction from Boylston Street (Route 9) to the Massachusetts Turnpike (Interstate 90) through Brookline and Boston, Massachusetts. Monastery Road, a public road which becomes a private driveway north of Washington Street, intersects with Washington Street at the southern corner of the site and provides the Projects’ southeast boundary. An existing signalized intersection manages traffic at the Washington Street and Monastery Road intersection. Access to the Project site is also provided on Washington Street via a private driveway located between Nantasket Avenue and Snow Street. The existing vehicular routes at the Project site are depicted on Figure 7-7.

To provide access to and circulation around the Project site, two new internal site driveways are proposed. The existing curb cut for the driveway at the Monastery Road intersection will be maintained. A cul-de-sac will be provided at the end of the drive, near the center of the Project site. The other driveway will replace the existing drive between Nantasket Avenue and Snow Street. The general orientation, and secondary rear access to St. Elizabeth’s Hospital via an easement through the Project site, will be maintained, but the drive will be widened and will provide larger radii turns to accommodate passenger and emergency vehicles.

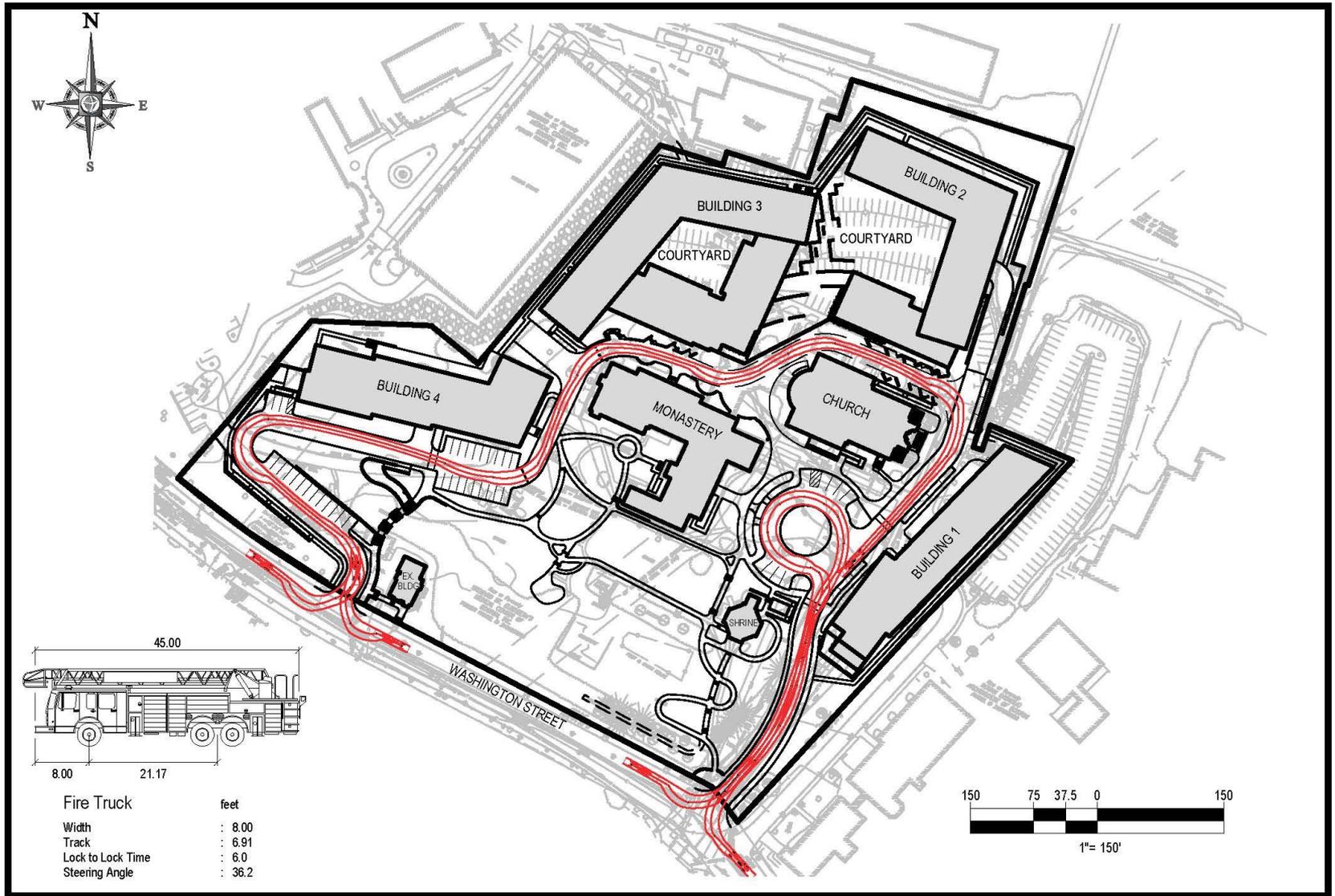
The existing and proposed roadway/driveway networks as described above are shown on Figures 7-7 and 7-8. A turning template showing Boston specific fire truck circulation throughout the proposed development is provided on Figure 7-9.



159-201 Washington Street Boston, Massachusetts



159-201 Washington Street Boston, Massachusetts



159-201 Washington Street Boston, Massachusetts

## Chapter 8.0

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### Coordination with other Governmental Agencies

## **8.0 COORDINATION WITH OTHER GOVERNMENTAL AGENCIES**

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### **8.1 Architectural Access Board Requirements**

The Project will, to the extent practicable, comply with the requirements of the Massachusetts Architectural Access Board and will be designed to comply with the standards of the Americans with Disabilities Act. The Accessibility Checklist is included as Appendix E.

### **8.2 Massachusetts Environmental Policy Act (MEPA)**

The Proponent does not expect that the Project will require review by the Massachusetts Environmental Policy Act (MEPA) Office of the Massachusetts Executive Office of Energy and Environmental Affairs. Current plans do not call for the Project to receive any state permits, state funding or involve any state land transfers.

### **8.3 Massachusetts Historical Commission**

The Massachusetts Historical Commission (MHC) holds a preservation restriction on the Monastery roof; thereby affording MHC review and approval authority over repairs or alterations to the roof. The Proponent will be filing materials related to the proposed roof repairs with MHC for review and approval per the preservation restriction.

In addition, the Proponent pursuit of historic tax credits for the substantial rehabilitation of the Monastery and the Church, will allow MHC the opportunity to review and approve the proposed plans for the Monastery and the Church and ensure compliance with the Secretary of the Interior's *Standards for the Rehabilitation of Historic Properties*.

### **8.4 Boston Landmarks Commission**

The Monastery building is a designated City of Boston landmark subject to review by the Boston Landmarks Commission (BLC). In May 2016, the BLC conducted an Advisory Review hearing on the proposed work to the Monastery. The Proponent will be filing a formal Design Review application for the Monastery with the BLC in the coming weeks and anticipates a BLC Design Review hearing in January 2017.

The proposed demolition activities of the Retreat House, Pierce carriage house and garage are subject to BLC's review in accordance with Article 85 (Demolition Delay) of the Boston Zoning Code. The Proponent has filed an Article 85 application with the BLC and anticipates holding an Article 85 community meeting to inform the public about the proposed demolition activities and to present the alternatives to demolition that have been considered. A BLC Article 85 hearing is scheduled to take place in January 2017.

## 8.5 Boston Civic Design Commission

The Project will comply with the provisions of Article 28 of the Boston Zoning Code. This PNF will be submitted to the Boston Civic Design Commission by the BRA as part of the Article 80 process.

## Chapter 9.0

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Response to Comments

## 9.0 RESPONSE TO COMMENTS

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### 9.1 Introduction

This Chapter provides responses to the BPDA Scoping Determination and the associated comment letters that were received on the Expanded PNF filed with the BPDA on July 15, 2016. The letters have been reproduced and individual comments coded in the margins. Responses to the comments follow each individual letter and can be matched using the comment code numbers. Table 9-1 provides a list of letters received and the section of this chapter where responses are provided for each letter.

**Table 9-1 BPDA Scoping Determination and Comment Letters Received**

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#### *Section 9.3 BPDA Scoping Determination and City Comments*

Boston Planning and Development Agency Scoping Determination	BPDA
Boston Planning and Development Agency Urban Design	UD
Boston Transportation Department	BTD
Article 37 Interagency Green Building Committee	IGBC
Annissa Essaibi-George, Boston City Councilor	AEG
Elected Officials Mark Ciommo, Kevin Honan and Michael Moran	EO
Katie Pedersen, Boston Planning and Development Agency	KP
Mayor's Commission for Persons with Disabilities	CPD
Boston Parks and Recreation Department	BPRD

#### *Section 9.4 Impact Advisory Group Comments on the Expanded PNF*

James P. Long	JL
John Bligh	JB
IAG – Abigail Furey, Anabela Gomes, Athena Laines, Carol Martinez, Dan Daley, Diane Kline, James Long, John Bligh, Joanne LaPlante, and Rock Hollohan	IAG

#### *Section 9.5 Public Comments on Expanded PNF*

Boston Preservation Alliance	BPA
Richard Salvucci	RS
Eva Webster, Leland Webster, and Ludwik Gorzanski	EW
Mary Regan	MR
Emma Hawes	EH
Diane Kline	DK
Lisa Lieberman	LL
Daniel Aldrich	DA
Gloria Tatarian	GT

Susan Heideman	SH
Kevin Carragee	KC
David Rothberg	DR
James Fitts	JF
Neal Klinman	NK
Christina Clamp	CC
Mimi Iantosca	MI
Redmond Walsh	RW
Michael and Nancy O'Hara	MO
Leslie Bordonaro	LB
The Parents and Community Build Group, Inc.	PCBG
Bruce Kline	BK
Michael Dorgan	MD
Marisa Angilletta	MA
Liz Breadon	LB
SH	SH
Kathryn Markham	KM
Samantha Pajak	SP
Annette Pechenick	AP
Paula Dewar	PD
Mary Jane Higgins	MJH
Bob Pessek	BP
Nancy Grilk	NG
Lauren Kreisberg	LK
Neal Shanske	NS
Marisa M	MM
Ann dePierro	AD
Mike Panichas	MP
Nunziato Antonellis	NA
Joanne D'Alcomo	JD

*Section 9.6 Letters of Support*

Ed Foley	Ruth Segaloff
Edward Greene	Diane Brown
Unbound Visual Arts	Christine Winship
Anne Silber	Pauline Lim
Tsun Ming Chmielinski	Anita Cohen
Susanna Hilfer	Lynda Goldberg

Richard Salvucci	Sheet Metal Workers' International Association Local Union No. 17
Linda Clave	Karen Smigliani
SEB, LLC	Shajaur Rehman
Usama Muhamed	Abdul Rahaman
Masood Bhatti	Fazal Sandar
Mucohit Gunay	Saima Saleem
M. A. Abbasi	Shamlan Sheikh
Ashfaq Rafiq	Kha
Iqbal Khan	Ali Sert
Riaz Hussain	Abdelhafid
Rudi Gomez	Samsul Mahmood
Fatima Bajwa	Hani Hasan
Thomas Watt	Safwan Eid
Vijay Mohan	Abdessahim Jnous
Tanvir Hossain	Mohamed Abubaker
Riaz Uddin	Malek Oaugued
Ishfaq Ahmad	Nabil Elkrimi
Ahmed Boudjarane	Tahir Hussain
Temitayu Tijani	Mohammad Salah
Daniel Keith	Salman Rahan
Mohamed Alahddin	Abdallah Elkhouchi
Bassam Karaagh	Mahmoud Mohamed
Dalosta Yassine	Tunaid Sheth
Ahmed Abdillahi	Mansoor Asif
Michael Williams	Walsh Wine
Sajjad Haider	Bess Slamin
Allston Auto Brokers	Winship Spa
Jake Gagliardi	Keith Boisvert
Rock City Pizza	Cheema Market
Kevin Whelan	Paul Dwyer
Jordan Knight	Brickhouse Pizza
Myearyhan Yu	Brighton Town Cleaners
Abbott's Frozen Custard	Turan Karakus
Julia Roberto	Monica mcAlpine

## 9.2 Responses to the Main Concerns Raised in the Public's Comment Letters

The majority of the public's letters focused on several main themes, such as the size and variety of residential units, the amount of parking, and traffic. Therefore, in the interest of conciseness, the Proponent has prepared summary responses addressing three topics, which it believes will address the great majority of issues and concerns raised in the public comment letters. Additional comments are responded to in the next section of this chapter. These main topics, which are discussed fully in the following section, include the following:

### 9.2.1 *Project Size/Density*

The proposed density of the Project is a reflection of the careful evaluation of the Project's goals, discussions with the BPDA, discussions with the community, current open space on-site today, and feasibility analyses by the Project team. Since the filing of the PNF, the total number of units has been reduced from 679 units to 641 units, with the rental units decreased by 123 units from 679 to 556 rental units. Overall height has also been reduced, and buildings fronting Washington Street have been setback further from the street.

The Proponent recognizes the prominent location of the Project site, and seeks to develop a Project that provides much needed housing for Boston while being sensitive to the adjacent neighborhood, existing open space, and the historic resources. Due to the deteriorated nature of the historic structures, current building code requirements, and programmatic challenges, the anticipated rehabilitation costs are significant. The size of the Project allows the Proponent to remediate and restore both the St. Gabriel's Monastery and the St. Gabriel's Church, both of which are currently vacant and in disrepair.

The updated site plan also maintains approximately the same amount of open space that exists on the site today. By generally restricting new construction to paved parking surfaces, the open space on the site is 63% for the proposed plan compared to 64% today.

In addition to allowing for the preservation of the Monastery and Church, and maintaining the same amount of open space, the density proposed allows for numerous community benefits that the Project will provide, including:

- ◆ Restore, enhance and make publically accessible, the landscaped buffer along Washington Street.
- ◆ Improve and make publically accessible sidewalk to Monastery Path and with wayfinding signs clearly demarcating access throughout the site, including access to the Overlook Park, which has been added to the updated plan.
- ◆ Retain the Our Lady of Fatima Shrine in its current location.
- ◆ Implement a tree repair program to restore many of the historic trees on site.

- ◆ Provide affordable housing units on-site.
- ◆ Host community events at the Project site to improve connectivity to the community and enhance Brighton Center.
- ◆ Provide Unbound Visual Arts with a gallery space on-site for art exhibits for the local community.

### ***9.2.2 Variety of Residential Units***

The Project will provide a variety of unit types designed to accommodate a variety of demographics including families, young professionals, empty nesters, graduate students and other university affiliates such as residents, faculty and staff. Studios will comprise approximately 29% of the project, one-bedrooms will comprise approximately 30% of the Project, while two-bedrooms will comprise approximately 35% of the Project. The remaining 6% will be three-bedroom and four-bedroom units. There will be a variety of layouts and sizes for each of the unit types to allow the Project to cater to various demographics. Some unit layout samples are provided in Appendix A.

### ***9.2.3 Homeownership***

The Proponent has responded to community feedback requesting homeownership units by converting Building 4, located on the western edge of the Project site, along with the Pierce House, to condominium buildings. The PNF did not originally contemplate homeownership, however after extensive discussion with the community the Proponent has converted one of the buildings to condominiums. Initially 40 units were proposed, but this has been increased even further to approximately 85 units after discussion with the community. This location was chosen because this building has its own entry drive, is closest to the Olmstead Grounds, and being located at the highest point of the site, has impressive views and easy access out to Brighton Center. The Proponent will also commit to at least 75% of the condominiums being restricted to owner occupied units.

### ***9.2.4 Transportation Study***

This DPIR includes an updated transportation section (Please see Chapter 2) that includes an update on the impacts of this Project due to the building program change, updated parking ratios, and proposed mitigation measures that will not only offset the impacts of this project, but also help alleviate existing congestion. Also included in Chapter 2 is a discussion of potential mobility alternatives for residents instead of using single occupancy vehicles or the existing public transportation network in the area.

### 9.3 Responses to BPDA Scoping Determination and City Comments

#### **BOSTON PLANNING AND DEVELOPMENT AGENCY SCOPING DETERMINATION**

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##### **BPDA 01 Community Meetings**

The Proponent continues to be committed to a comprehensive and effective community outreach and will continue to engage the community to ensure public input on the Project. To help with this effort, the Proponent has established a webpage to engage the public in real-time and respond to comments as they come in on CoUrbanize.com. The website includes all public filing documents and presentations from public meetings. This platform has helped communicate with the community effectively to get feedback and share progress in real time.

##### **BPDA 02 Project Impacts**

The Proponent will continue to work with the IAG and the community in order to minimize and mitigate the Project impacts.

##### **BPDA 03 Homeownership**

As discussed in section 9.2.3, the Proponent has responded to community feedback requesting homeownership units by converting Building 4, located on the western edge of the Project site, along with the Pierce House, to condominium buildings. Initially 40 units were proposed, but this has been increased even further to approximately 85 units after discussion with the community. This building has its own entry drive, is closest to the Olmstead Grounds, and has views and easy access out to Brighton Center.

##### **BPDA 04 Density**

As discussed in section 9.2.1, the proposed Project density allows the Proponent to provide numerous community benefits as part of the Project.

##### **BPDA 05 St. Elizabeth's Medical Center Parking**

The Proponent will continue to work with St. Elizabeth's Medical Center on the relocation of their parking spaces. St. Elizabeth's is currently in the process of filing a renewal of their Institutional Master Plan, which will include a plan to relocate their parking spaces. They will be filing an update to the IMP shortly which will have further details.

**BPDA 06 St. Gabriel's Rectory Site**

The Proponent will continue to work with the property owners of the adjacent St. Gabriel's Rectory site.

**BPDA 07 Public Open Spaces**

The Proponent will continue to work with the IAG, community, and City Agencies on ways to improve the public open spaces and ensure that they are accessible.

**BPDA 08 Unit Types**

As discussed in section 9.2.2, the Project will provide a variety of unit types designed to accommodate a variety of demographics including families, young professionals, empty nesters, graduate students and other university affiliates such as residents, faculty and staff. For the rental units, studios will comprise approximately 29% of the units, one-bedrooms will comprise approximately 30% of the units, while two-bedrooms will comprise approximately 35% of the units. The remaining units, approximately 6%, will be three-bedroom and four-bedroom units. The homeownership units will comprise of a variety units as well, including one-bedroom, one-bedroom plus den, two-bedroom and three-bedroom units. For both the rental and homeownership buildings, there will be a variety of layouts and sizes for each of the unit types. The Proponent has changed unit type from what was proposed in the PNF to larger units, increasing the number of two and three-bedroom units to allow for more families and longer term tenants. Additionally, as suggested by the IAG, the unit mix for the Monastery now has more variety with larger units, eliminating studios entirely, and having a greater number of two to four-bedroom units.

**BPDA 09 Coordination with BTM**

The proponent will continue to work with BTM regarding the access and egress to and from the site and appropriate mitigation measures for the project through the Transportation Access Plan Agreement (TAPA) process.

**BPDA 10 Fidelis Way Park Access**

The Project setbacks from Washington Street have increased from 130 feet to 160 feet, improving site lines. Monastery Path has also been extended across the site, becoming an accessible pedestrian path through the site, marked with wayfinding signs. Proponent will continue to work with the Parks and Recreation Department, along with the IAG and community to address site access through Monastery Path and access to Fidelis Way Park.

- BPDA 11**      **Parking Spaces**
- Please see Section 2.2.2 and 2.2.11.
- BPDA 12**      **Construction Management**
- Please see Section 3.10.
- BPDA 13**      **Development Team**
- The development team is identified in Section 1.2.
- BPDA 14**      **Legal Information**
- The legal information is provided in Section 1.6.
- BPDA 15**      **Area Map**
- An area map is included as Figure 1-1.
- BPDA 16**      **Survey**
- A survey is included as Appendix B.
- BPDA 17**      **Zoning**
- The zoning information is included in Section 1.5.
- BPDA 18**      **Project Description**
- Please see Section 1.3 for an updated Project description.
- BPDA 19**      **Alternatives**
- As discussed in Section 1.3.4, the Proponent has made numerous changes to the Project since the filing of the PNF in order to address comments from the IAG, community, City agencies and elected officials.
- BPDA 20**      **Public Benefits**
- Public Benefits are discussed in Section 1.4.
- BPDA 21**      **Community Process**
- The community process to date is described in Section 1.8.

**BPDA 22      Anticipated Permits**

A list of anticipated permits and approvals is provided in Table 1-4.

**BPDA 23      Applicability of MEPA**

The applicability of MEPA is discussed in Section 8.2.

**BPDA 24      Transportation Component**

An updated transportation study is included in Chapter 2.

**BPDA 25      Shadow**

Shadow impacts are discussed in Section 3.2.

**BPDA 26      Wind**

A wind study is included in Section 3.1.

**BPDA 27      Daylight**

Daylight impacts are discussed in Section 3.3.

**BPDA 28      Solar Glare**

The Project is not anticipated to use highly reflective glass that would create solar glare issues.

**BPDA 29      Air Quality Microscale**

A microscale air quality analysis was included in Section 3.4 of the Expanded PNF. The microscale analysis showed that all predicted CO concentrations are well below one-hour and eight-hour National Ambient Air Quality Standards. The changes to the Project include a reduction in the total number of residential units, and as a result, a reduction in the number of vehicle trips associated with the Project. Therefore, changes to the Project are not anticipated to change the conclusions of the microscale analysis.

**BPDA 30      Stationary Sources**

Any new stationary sources will be reviewed by the Massachusetts Department of Environmental Protection during permitting under the Environmental Results Program, if required.

- BPDA 31 Hazardous Waste**  
A discussion of hazardous wastes on the site is included in Section 3.8.
- BPDA 32 Solid Waste**  
A discussion of solid waste is included in Section 3.8.2.
- BPDA 33 Noise**  
A noise analysis was included in Section 3.9 of the Expanded PNF. A summary of the sound level assessment is included in Section 3.9 of this DPIR.
- BPDA 34 Stormwater Management**  
A discussion of stormwater management is included in Section 7.4.
- BPDA 35 NPDES General Permit**  
A NPDES permit will be required, and a stormwater pollution prevention plan will be prepared and submitted to the BPDA prior to commencing construction.
- BPDA 36 Geotechnical Impact**  
A discussion of geotechnical conditions is included in Section 3.7.
- BPDA 37 Groundwater**  
A discussion of groundwater is included in Section 3.7.3.
- BPDA 38 Construction Impacts**  
Construction impacts are discussed in Section 3.10.
- BPDA 39 Rodent Control**  
Rodent control measures are discussed in Section 3.10.13.
- BPDA 40 Sustainable Design**  
A discussion of climate change resilience is included in Chapter 4. The Climate Change Preparedness and Resiliency Checklist is included in Appendix D.
- BPDA 41 Urban Design Component**  
Urban design is discussed in Chapter 5.

**BPDA 42      Infrastructure Systems Component**

Infrastructure systems are discussed in Chapter 7.

**BPDA 43      Public Notice**

A public notice will be published in the Boston Herald notifying the submittal of the DPIR to the BPDA.

**BPDA 44      Inclusionary Development**

The proposed Project will have 13% affordable units in accordance with rents set as dictated by the Mayor's Executive Order relative to Inclusionary Development.

**BPDA 45      Accessibility Checklist**

The Accessibility Checklist is included as Appendix E.

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

**SCOPING DETERMINATION  
159-201 WASHINGTON STREET (ST. GABRIEL'S)**

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

**PROPOSED PROJECT:** 159-201 WASHINGTON STREET (ST. GABRIEL'S)

**PROJECT SITE:** 159-201 WASHINGTON STREET, BRIGHTON,  
DIRECTLY ADJACENT TO THE ST. ELIZABETH'S  
MEDICAL CENTER TO THE WEST AND BRIGHTON  
HIGH SCHOOL TO THE NORTH.

**PROPONENT:** CABOT, CABOT & FORBES

**DATE:** OCTOBER 28, 2016

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The Boston Redevelopment Authority ("BRA"), d/b/a The Boston Planning & Development Agency ("BPDA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code") in response to a Project Notification Form ("PNF"), which Cabot, Cabot & Forbes (the "Proponent") filed on July 18, 2016 for the proposed 159-201 Washington Street project (the "Proposed Project"). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on July 18, 2016, which initiated a public comment period with a closing date of August 19, 2016. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City's public agencies/departments and elected officials on July 21, 2016. The initial public comment period was subsequently extended until October 14, 2016, through mutual consent between the BPDA and the Proponent.

On May 18, 2016, the Proponent filed a Letter of Intent ("LOI") in accordance with the Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of the former St. Gabriel's Monetary Site located at 159-201 Washington Street in the Brighton neighborhood of Boston.

On May 19, 2016, letters soliciting Impact Advisory Group ("IAG") nominations for the Proposed Project were delivered to City Councilor Mark Ciommo, State Representative Kevin Honan, State Representative Michael Moran, and Senator William Brownsberger. Additional letters seeking recommendations were delivered to the office of Neighborhood Services and the City Councilors At-Large. Nominations were also sought from the BPDA.

Twelve (12) individuals were appointed to the IAG and have been invited to participate in advising BPDA staff on the determination and consideration of impacts and appropriate mitigation regarding the Proposed Project. The following is a list of the IAG members:

1. Richard Holahan
2. Carol Ridge Martinez
3. Dan Daly
4. Anabella Gomes
5. Athena Laines
6. Patrick Murphy
7. Michael Lombardi
8. Diane Kline
9. Abigail Furey
10. John Bligh
11. James Long
12. Joanne La Plant

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 the receipt by the BPDA of the PNF along with 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 80B5.3 of the Code, a scoping session was held on August 10, 2016 with the City of Boston's public agencies/ departments at which time the Proposed Project was reviewed and discussed. Members of the IAG were also invited to attend the scoping session.

Publicly advertised public meetings were conducted on August 12, 2016 at the Brighton Marine Health Center and September 27, 2016 at St. Elizabeth's Health Center. IAG working session meetings were also held on August 8, 2016 at the Brighton Marine Health Center and September 29, 2016 at the Jackson/Mann Community Center. The IAG and the community will continue to have an opportunity to give input regarding the Proposed Project during the Article 80 review process.

Comments received by the BPDA during the comment period are included in **Appendices A, B and C**. The 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.

Written Comments received from BPDA staff, public agencies/ departments, and elected officials are included in **Appendix A** and must be answered in their entirety.

Specifically, they are:

- Katie Pederson, Boston Planning & Development Agency
- Michael Cannizzo, Boston Planning & Development Agency
- Viktorija Abolina, Boston Planning & Development Agency
- Kristen McCosh, Mayor's Commission for Persons with Disabilities
- William Conroy, Boston Transportation Department

- Carrie Marsh and Liza Meyer, Boston Parks and Recreation Department
- Councilor Mark Ciommo
- State Representative Kevin Honan
- State Representative Michael Moran
- Councilor Annissa Essaibi-George

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 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 this 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 what is presented in the DPIR is beneficial to the adjacent neighborhoods and the City of Boston as a whole. **BPDA 01**
- 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 desire to see the redevelopment of the St Gabriel’s Monetary Site, numerous letters request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. The BPDA encourages the Proponent to continue to work with those parties, including the IAG and community, who have expressed concern in order to minimize and mitigate the Proposed Projects impacts. **BPDA 02**
- The Public along with the IAG has shown concerns in regard to the number of condominium units compared to the number of apartment units, and also the height and density of the buildings throughout the site. The BPDA encourages the Proponent to continue to work with the community to address the concerns in regards to adding more home ownership opportunities while taking into account the density of the overall project. **BPDA 03  
BPDA 04**
- The BPDA encourages the Proponent to continue to work with St. Elizabeth’s Medical Center as they look to move the parking spaces currently on the St. Gabriel’s site; and with the property owners of the adjacent St. Gabriel’s Rectory site to work on issues in regards to site access points, pedestrian connections, building footprints, and other impacts that may arise from both projects. **BPDA 05  
BPDA 06**
- The Proponent has taken steps to preserve and enhance open space throughout the site. 7.3 acres or 62% of the site will be public open space. The Olmsted Brothers landscaped

buffer will be enhanced as a 3-acre public park, which will include a rosary walk, garden, and paths around the Monastery, forming a quarter-mile loop with scenic views, lighting, and benches. The BPDA encourage the Proponent to continue to work with the IAG, Community and City Agencies on ways to improve the public open spaces and how the community at large can easily access these spaces.

**BPDA 07**

- The Proposed Project features a variety of unit types ranging from 1- to 4-bedroom units. The Proponent intends to include all of the required affordable units on site. The BPDA encourages the Proponent to continue to work with the IAG and community on the unit mix to help meet the demands of the neighborhood.

**BPDA 08**

- The Proponent has been working with the Boston Transpiration Department (“BTD”) to address concerns regarding site access and egress, along with the internal circulation of traffic throughout the site and potential traffic impacts along Washington St. The BPDA encourage the Proponent to continue to work with BTD on these issues.

**BPDA 09**

- The Proponent has been working with the City of Boston’s Parks and Recreation Department to address site access through Monastery Path and access to Fidelis Way Park, which is adjacent to the site. The BPDA encourages the Proponent to continue to work with the Parks and Recreation Department, along with the IAG and community to address access points from both Washington Street and Warren Street.

**BPDA 10**

- As stated in the PNF, the Proponent intends to provide approximately 395 parking spaces. A better understanding of how these spaces will be allocated must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site.

**BPDA 11**

- All development projects have construction impacts. As with any urban development there needs to be a balance of constructions 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 PDIR

**BPDA 12**

## **I. PROJECT SITE**

The site of the Proposed Project is an approximately 11.6-acre lot located in the Brighton neighborhood of Boston (the “Project Site”). Directly adjacent to the St. Elizabeth’s Medical Center on Washington Street, the Project Site currently includes St. Gabriel’s Church, a Monastery, and an attached dormitory, all of which have been abandoned and are in significant disrepair. The Project Site also includes a wooded buffer along Washington Street, a cemetery, shrine, a private residence historically known as the Pierce House, and a large surface parking lot.

## **II. PROJECT DESCRIPTION**

According to the PNF the Project Site will be extensively-landscaped and will include new construction and renovations. The Proposed Project will restore St. Gabriel’s Monastery, a

Boston Landmark Building, which is currently in disrepair. Other important existing features on the Project Site will be retained and restored, including the Pierce House, and the verdant landscaping along Washington Street, which will serve as a buffer between the Proposed Project and the nearby residential area. The Fatima Shrine (the "Shrine") will be relocated to a new building that can better accommodate the Shrine's functions. The relocation of the Shrine will be coordinated with the Crusaders of Fatima, a non-profit organization that currently uses the Shrine. Public pedestrian connections to Monastery Path and areas throughout the site will be enhanced with new sidewalks, benches, and street lights. A new approximately 16,700 square-foot raised courtyard space will provide the public with views of Boston and Cambridge.

The Proposed Project includes the construction of approximately 679 units of housing in three new buildings and within the renovated St. Gabriel's Monastery. The St. Gabriel's Church and attached dormitory structures will be demolished. The Proposed Project will provide a variety of unit types including studios, 1-bedroom, 2-bedroom, and 3-bedroom units. Unit sizes will range from approximately 450 - 600 square feet for a studio, 500 - 1,000 square feet for a 1-bedroom, 800 - 1,300 square feet for a 2-bedroom, and 1,200 - 1,600 square feet for a 3-bedroom unit. The Proposed Project will include a variety of supporting amenity spaces, which may include a fitness center, indoor basketball court, common lounges, kitchens, games room, café, outdoor pool, outdoor grills, and a significant amount of hard and soft landscaped areas.

The new construction component of the Proposed Project will be set back from Washington Street, and concentrated at the back and sides of the Project Site, on land that is today primarily used for surface parking. Building 1 will be located on the eastern edge of the Project Site, with a portion of the building containing three to four stories and a portion of the building containing five stories. Building 2 will be located on the northern portion of the Project Site and will have two distinct buildings, Building 2A and 2B, each containing six stories of residential units above a one-story podium that will contain parking. Building 3, on the southwest portion of the Project Site, will consist of one to five stories of residential units over two split levels of parking. In total, the Proposed Project will be 663,000 square feet and will include approximately 395 parking spaces.

This Scoping Determination is based on the Proposed Project as described in the PNF, but due to feedback from the community, the BPDA and other City agencies the project has evolved from its original design. The Proposed Project will now feature the renovation of St Gabriel's Church and Monastery at its core. The Church will incorporate public community space on the ground floor, while the Monastery will be rehabilitated into residences. Public pedestrian connections around and through the site to Monastery Path will be enhanced with new sidewalks, benches, and street lights. A new, approximately 16,700 square-foot, raised public plaza will provide the public with views of Boston and Cambridge. The Proponent has also decreased the number of apartment units from 679 to 578, and added a separate building, which will contain 40 condominium units, bringing the total unit count to 618. Additional changes include the increased setback of Building 1; the separation of Building 2 to now be two separate buildings, which have been reduced in height; and the reduction in mass of Building 3 (The Proponent also created a website, <http://www.courbanize.com/projects/saint-gabriels/information>, on which the presentation on each of the community meetings can be downloaded).

### III. 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 applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report (“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-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within ninety (90) 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, propose 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.

### IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (10) 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 booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of this scoping determination should be included in the booklet for reference. The electronic copy should be submitted to the BRA via the following website:  
<https://attachments.bostonredevelopmentauthority.org/>

#### 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)

**BPDA 13**

- (b) Attorney
- (c) Project consultants and architect(s)

(2) Business address, telephone number, FAX number and e-mail, where available for each

(3) Designated contact person for each

b. Legal Information

**BPDA 14**

(1) Legal judgements 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 area, 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 Area

a. An area map identifying the location of the Proposed Project

**BPDA 15**

b. Description of metes and bounds of project area or certified survey of the project area.

**BPDA 16**

c. Current zoning

**BPDA 17**

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 clearly illustrate the Proposed Project shall be required.

**BPDA 18**

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.

**BPDA 19**

4. Public Benefits

BPDA 20

- 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 programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

BPDA 21

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, elected officials, businesses 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.

BPDA 22

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 procedure.

BPDA 23

**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 Proponent must also refer to the Boston Transportation Department ("BTD") "Transportation Access Plan Guidelines" and BTD's comment letter, included in **Appendix A** in preparing its studies. Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

BPDA 24

**D. ENVIRONMENTAL PROTECTION COMPONENT**

The DPIR must address the comments of Katie Pedersen, Senior Land Use Planner/Sustainability Specialist, BPDA, dated August 18, 2016 included in **Appendix A**. The DPIR should also include the most up to date Article 37/Interagency Green Building Committee ("IGBC") documentation.

## Shadow

**BPDA 25**

A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would not be the same as the vernal equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes.

The shadow impact analysis must include net new shadow as well as existing shadow and must clearly show the incremental impact of the proposed new building. For purposes of clarity, new shadow should be shown in a dark, contrasting tone distinguishable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project (i.e., at the winter solstice). The build condition(s) shall include all buildings under construction and any proposed buildings anticipated to be completed prior to completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown. A North arrow shall be provided on all figures and street names shall be clearly identified.

Particular attention shall be given to existing or proposed public open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the Proposed Project. Design or other mitigation measures to minimize or avoid any adverse shadow impact must be identified.

The above shadow analysis shall be required for any alternative required to be studied in accordance with Scoping Determination as well as the preferred development option.

## Wind

**BPDA 26**

A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the Authority's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time.

The qualitative analysis shall evaluate the effects of the major winds for the Boston area, including northwest, southwest, and easterly storm (northeast, east, southeast) winds, as well as annual winds. The evaluation shall include, in addition to the BPDA's effective gust criterion, an analysis of the Melbourne comfort criteria for the locations tested. Tables presenting the wind analysis data and maps clearly indicating analysis locations, anticipated wind flow patterns, existing and future anticipated Melbourne comfort categories and actual wind speeds shall be included in the assessment.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

## Daylight

**BPDA 27**

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of sky dome that is obstructed by the Proposed Project building and evaluating the net change in obstruction. If alternative massing studies are requested as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat the following elements as controls for data comparison: existing conditions, the context of the area, and the as-of-right background zoning envelope.

## Solar Glare

**BPDA 28**

An evaluation of potential solar glare impact is required, if the project incorporates the substantial use of glass-facades.

As applicable, this analysis must measure potential reflective glare from the building onto potentially affected streets and public open spaces in order to determine the potential for visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare must be identified. Technical data used for the analysis must be included.

## Air Quality

Existing and projected future air quality in the project vicinity is expected to conform to the National Ambient Air Quality Standards (NAAQS) and U.S. Department of Housing and Urban Development (HUD) requirements for residential and other sensitive receptors.

**BPDA 29**

However, a microscale air quality (carbon monoxide) analysis is required for any intersection (including the proposed garage entrances/exits) where level of service (LOS) is expected to deteriorate to D and the Proposed Project causes a 10 percent increase in traffic, or where the level of service is E or F and the Proposed Project contributes to a reduction of LOS. The methodology and parameters of the traffic-related air quality analysis, if required, must be approved in advance by the BRA and the Massachusetts Department of Environmental Protection, and shall be consistent with U.S. EPA guidance (e.g., *Guideline For Modeling Carbon Monoxide From Roadway Intersections*, US Environmental Protection Agency, Office of Air Quality Planning and Standards, Technical Support Division; Research Triangle Park, NC; EPA-454/R-92-005; November 1992). The results of the air quality analysis shall be compared to the Massachusetts State Implementation Plan to determine project compliance with the Plan. Mitigation measures to eliminate or avoid any violation of air quality standards must be described.

An indirect source air quality analysis of the operation of the proposed modular system parking garage should be prepared to determine potential air quality impacts on nearby sensitive receptors and compliance with air quality standards, as applicable. Emissions should be estimated using appropriate U.S. EPA guidance. The EPA SCREEN3 model should be used to calculate maximum CO impacts from the garage at the various sensitive receptors. CO monitors shall be required for any enclosed parking garage. A description of the monitors and operation of the monitors is required.

A description of the project's heating and mechanical systems and of the parking garage ventilation system, including location of intake and exhaust vents and specifications, and an analysis of the impact on pedestrian level air quality and on any sensitive receptors from operation of the heating, mechanical, and exhaust systems, including the building's emergency generator, shall be required. Measures to avoid any violation of air quality standards shall be described, and sidewalk vents for the garages are prohibited.

**BPDA 30**

#### Solid and Hazardous Wastes

The presence of any contaminated soil or groundwater and any underground storage tanks at the project site shall be evaluated and remediation measures to ensure their safe removal and disposal shall be described.

**BPDA 31**

If asbestos, asbestos-containing materials, lead paint or other hazardous compounds (e.g., PCBs) are identified during the demolition, renovation or removal activities, the handling and disposal must be in compliance with Massachusetts Department of Environmental Protection, the Boston Public Health Commission and the Inspectional Services Department guidelines and requirements.

In addition, the DPIR shall quantify and describe the generation, storage, and disposal of all solid wastes from the construction and operation of the Proposed Project. In addition, measures to promote the reduction of waste generation and encourage recycling, particularly for paper, plastics, glass, metals, and other recyclable products, and compliance with the City's recycling program, shall be described.

**BPDA 32**

#### Noise

The DPIR shall establish the existing noise levels at the project site and vicinity based upon a noise-monitoring program. Calculations of future noise levels after project completion (based on appropriate modeling), and demonstrated compliance with the Design Noise Levels established by the U.S. Department of Housing and Urban Development for residential and other sensitive receptors, and with all other applicable Federal, State, and City of Boston noise criteria and regulations shall be required.

**BPDA 33**

An analysis of the potential noise impacts from project-generated traffic, from the project's mechanical and exhaust systems, as well as the effects of aircraft flyover noise (from Logan Airport), and compliance with applicable regulations of the City of Boston and Commonwealth of Massachusetts shall be required. A description of the project's mechanical and exhaust systems and their proposed location shall be included. Measures to minimize and eliminate adverse noise impacts on nearby sensitive receptors, including the project itself, from traffic noise and mechanical systems shall be described.

#### Storm Water Management

The DPIR shall contain an evaluation of the Project Site's existing and future storm water drainage and storm water management practices. The DPIR shall illustrate existing and future

**BPDA 34**

drainage patterns from the project site and shall describe and quantify existing and future storm water runoff from the site and the Proposed Project's impacts on site drainage. The analysis should be performed based on 2-, 10-, 25- and 100- year rainfall events based on a 24-hour duration. The Proposed Project's storm water management system, including best management practices to be implemented, measures proposed to control and treat storm water runoff and to maximize on-site retention of storm water, measures to prevent groundwater contamination, measures to prevent harbor pollution, and compliance with the Commonwealth's Storm Water Management Policies, also shall be described. The DPIR shall describe the project area's storm water drainage, to which the project will connect, including the location of storm water drainage facilities and ultimate points of discharge.

**BPDA 35**

If the project involves the disturbance of one acre or more of land, a National Pollution Discharge Elimination System (NPDES) General Permit for Construction consistent with the requirements of U.S. Environmental Protection Agency, the Massachusetts Department of Environmental Protection and the Boston Water and Sewer Commission will be required. If such permit is required, a storm water pollution prevention plan must be prepared and submitted prior to commencing construction. A copy of the plan should be provided to the BRA.

#### Geotechnical Impact/Groundwater

**BPDA 36**

To the extent not provided in the PNF, an analysis of existing sub-soil conditions at the project site, groundwater levels, potential for ground movement and settlement during excavation and foundation construction, and potential impact on adjacent buildings, utility lines, and the roadways shall be required. This analysis shall also include a description of the foundation construction methodology (e.g., underground garage if applicable, pier pilings), the amount and method of excavation, and measures to prevent any adverse effects on adjacent buildings, utility lines, roadways and the harbor.

**BPDA 37**

Maintaining groundwater levels in the City of Boston is required. Consultation with the Boston Groundwater Trust regarding potential groundwater impacts in areas influenced by tidal fluctuations is recommended. Measures to ensure that groundwater levels will be maintained and will not be lowered during or after construction shall be described. If on-going pumping is required, the metering of discharge must be conducted with oversight by the Boston Water and Sewer Commission. Levels reported shall be based on Boston City Base (BCB).

#### Construction Impacts

**BPDA 38**

As applicable, construction impact analysis shall include a description and evaluation of the following:

- (a) Potential dust and pollutant emissions and mitigation measures to control these emissions, including participation in the Commonwealth's Clean Construction Initiative.
- (b) Potential noise generation and mitigation measures to minimize increase in noise levels.

- (c) Location of construction staging areas and construction worker parking; measures to encourage carpooling and/or public transportation use by construction workers.
- (d) Construction schedule, including hours of construction activity.
- (e) Access routes for construction trucks and anticipated volume of construction truck traffic.
- (f) Construction methodology (including foundation and piling construction), amount and method of excavation required, disposal of the excavated material, description of foundation support, maintenance of groundwater levels, and measures to prevent any adverse effects or damage to adjacent structures and infrastructure.
- (g) Method of demolition of existing buildings on the site and disposal of the demolition waste, as applicable.
- (h) Potential for the recycling of construction and demolition debris, including asphalt from existing parking lots.
- (i) Identification of best management practices to control erosion and to prevent the discharge of sediments and contaminated groundwater or storm water runoff into the City's drainage system during the construction period.
- (j) Coordination of project construction activities with other major construction projects being undertaken in the project vicinity at the same time, including scheduling and phasing of individual construction activities.
- (k) Impact of project construction on rodent populations and description of the proposed rodent control program, including frequency of application and compliance with applicable City and State regulatory requirements.
- (l) Measures to protect the public safety.

#### Rodent Control

**BPDA 39**

Compliance with city and state rodent control program requirements must be ensured. Rodent inspection monitoring and treatment, if necessary, should be carried out before, during and at the completion of the construction period. Extermination for rodents shall be required for issuance of permits for demolition, excavation, foundation and basement rehabilitation. Licensed exterminators shall indicate before and during construction activity whether or not rodent activity is identified. Compliance with this policy will be monitored by the Rodent Control Unit of the Inspectional Services Department.

#### Sustainable Design

**BPDA 40**

The Proponent must analyze project impacts on the surrounding environment that are attributable to forecasted climate conditions over the full duration of the expected life of the

project. Utilizing the best available science, identify changes in the climate and environment and how such changes will affect the project's environmental impacts including the survivability, integrity and safety of the project and its inhabitants. Climate change conditions may include, but not be limited to, sea-level rise, higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe freezing rain and heavy rainfall events, and increased wind gusts. Include analysis of secondary and cascading impacts including more frequent and longer interruptions of utility services including electrical, gas, and telecommunication systems, and disruptions of transportation systems and networks.

The Proponent must incorporate Climate Change Preparedness and Resiliency strategies into all relevant components of the project such as Transportation, Infrastructure Systems, Environmental Protection, Urban Design, Landscape, Sustainable Development, Historic Resources, and Tidelands.

The Proponent must submit an updated and final Climate Change Preparedness and Resiliency Checklist along with a written response to the IGBC. The Final Climate Change Preparedness and Resiliency Checklist and Response must be submitted in conjunction with the submittal of the Final Design and Approval package for review by the IGBC. No Final Design Approval/ Article 80 documents shall be authorized by the BRA until the final Climate Change Preparedness and Resiliency Checklist and Response have been reviewed by the IGBC.

#### **E. URBAN DESIGN COMPONENT**

**BPDA 41**

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 by the BPDA's Urban Design Planning Departments, included in **Appendix A**.

#### **F. INFRASTRUCTURE SYSTEMS COMPONENT**

**BPDA 42**

An infrastructure impact analysis must be performed. Please continue to work with the Boston Water and Sewer Commission ("BWSC") and the Boston Groundwater Trust on Infrastructure impacts.

#### **G. PUBLIC NOTICE**

**BPDA 43**

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a public notice of the submission of the DPIR to the BRA as required by Section 80A-2. This 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 Seventy Five (75) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

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

## H. INCLUSIONARY DEVELOPMENT POLICY/ AFFORDABLE HOUSING COMPONENT

BPDA 44

As indicated in the PNF, the Proposed Project will comply with the Executive Order regarding the Inclusionary Development Policy executed on December 10, 2015 ("IDP") and the affordable housing requirements that will be required for a Planned Development Areas that governs this development site. The Proponent intends to meet its affordable housing obligation on-site. The DPIR should include the number of units to be created, the incomes of the households, the sizes and locations of the units, and the anticipated unit mix.

## I. ACCESSIBILITY CHECKLIST

BPDA 45

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 as **Appendix E**.

**To:** Cabot, Cabot & Forbes

**From:** BPDA Urban Design and Community Planning

**Date:** November 7, 2016

**RE:** 159 - 201 Washington Street EPNF (received 07.18.2016) Scoping Comments

**ATTACHMENTS:** Urban Design Diagram

Cabot, Cabot & Forbes proposes a project on 11.6 acre site that includes the construction of approximately 679 units of housing, adaptive reuse of the St. Gabriel's monastery, restoration and enhancement of the existing landscape and mature trees along Washington Street, and relocation of an existing Shrine on the site. The proposal is geared towards a demographic that is affiliated with the institutions in the area, including but not limited to graduate students, young professionals, and other university affiliates such as residents, faculty and staff.

BPDA Planning and Urban design have appreciated working thus far with the Cabot, Cabot & Forbes development team on their proposal for St. Gabriel's monastery site in Brighton. The project's scale and historically significant and scenic location will be transformative for the neighborhood. The scoping comments below are accompanied by an urban design diagram and reflect some of the early issues pertaining to site design, access and circulation, and urban design. Due to the scale of the proposal and its' historically significant location the BPDA will continue to provide feedback throughout an iterative and collaborative process with development team, the community, and other City agencies.

#### Urban Design and Planning Comments

We would like to note that we will expect detailed design drawings for the DPIR stage in order to provide in-depth comments on site, landscape, and architectural design, as well as access and circulation. Issues listed below are grouped by topic area:

**UD 01**

#### *Zoning*

The site is currently located in two zoning districts: Conservation Protection Subdistrict (CPS) and Institutional Subdistrict (IS). The IS area was part of the St. Elizabeth's Hospital Medical Center institutional master plan. The IS portion of the site will be rezoned and map amendment made in a separate public process sponsored by BPDA. The rezoning and subsequent map amendment of the IS area of the site is necessary to reflect that the land is no longer under institutional ownership.

The intent of the CPS is described in Article 51-10 of the Boston Zoning Code: *"The CPSs are established to promote the most desirable use of land and siting of development in areas with special natural or scenic features in accordance with well considered plan, and to protect and enhance the natural and scenic resources of Allston-Brighton."* The proposal describes a good initial understanding of the zoning intent and we encourage a continued development of the site plan to preserve, enhance, and add to the scenic nature of the St. Gabriel's Monastery CPS.

### *Site Design*

- The project has demonstrated early ideas for the restoration and preservation of the existing landscape south of the monastery along Washington St. Detailed landscape plan, illustrating existing and proposed trees, (including planned tree removal), and topography should be provided. **UD 02**
- The primary objective of the site design should focus on enhancing the existing historic landscape and creating an environment that is open to the public. **UD 03**
- A site design that puts focus on the public realm, hierarchy of public and private open spaces and the pedestrian connections on the site with respect to programming of the ground floor of all proposed and existing buildings is encouraged. **UD 04**
- Location of buildings should help frame the monastery and create a public plaza that would be accessible and welcome to both current and future residents of the neighborhood. **UD 05**
- The buildings should relate to each other on the site, creating various scale plazas and open spaces for the public enjoyment. **UD 06**
- Building 1 should be reduced in scale to provide a view corridor to the Monastery path to Warren Street and Fidelis Way Park. **UD 07**
- Development footprint should be consolidated to areas identified in the diagram to create people-centric places and to minimize the impact on the existing landscape and the monastery. **UD 08**

### *Site Access and Circulation*

- Provide safe and visually clear access to Monastery path towards Fidelis Way Park. **UD 09**
- Vehicular and pedestrian access at the Monastery Road and Washington Street intersection should be improved to create efficient and safe operations. This primary site access location should be well visible and welcoming to the public. **UD 10**
- Monastery Road entrance should be designed in such a way so as to anticipate future access from the adjacent parcel as an alternative to its existing adjacent access driveway on Washington Street which currently complicates this intersection. **UD 11**
- Vehicular circulation should not interrupt pedestrian activities at grade. **UD 12**
- There should be clear signage and wayfinding for all publicly accessible spaces within the proposal. **UD 13**
- Pedestrian paths should provide safe, well lit, and welcoming access throughout the site; the proposal should prioritize access to the Shrine, Monastery and the pedestrian plaza adjacent to buildings 2A and 2B. **UD 14**
- Allow pedestrian access to St. Elizabeth hospital, which is currently accessed through a parking lot at the northern end of the site. **UD 15**

### *Urban Design*

- Reduce the scale of the building podiums for buildings 2A and 2B in order to prioritize at-grade vitality and creation of open space for residents and the public. **UD 16**
- Locate active uses in buildings at-grade and screen any at-grade parking with active uses such as lobbies, shared spaces, and uses open to the public. **UD 17**
- Provide a view corridor from the public plaza between Building 2A and 2B. **UD 18**

- Architectural expression of all facades should be clarified. **UD 19**
- Provide alternatives for mitigating the scale of the proposal with design features, such as setbacks, articulation in the façade, and materials. **UD 20**

We reserve the right to add additional comments and concerns during the course of the process of combined BPDA and BCDC review, which may affect the responses detailed in DPIR. The following urban design materials for the Proposed Project's schematic design must be submitted for the DPIR:

- Written description of program elements and space allocation for each element including space allocation in the monastery. **UD 21**
- Detailed site plan with topography, circulation both pedestrian and vehicular, existing and proposed buildings, and all open space. **UD 22**
- Detailed landscape plan, illustrating existing and proposed trees, (including planned tree removals), and topography. **UD 23**
- Elevations, sections and 3D views illustrating the relationships of the proposed structures to the neighborhood, especially Washington Street. **UD 24**
- Eye-level perspectives showing the proposal, including public areas and plazas. **UD 25**
- Project phasing diagram. **UD 26**

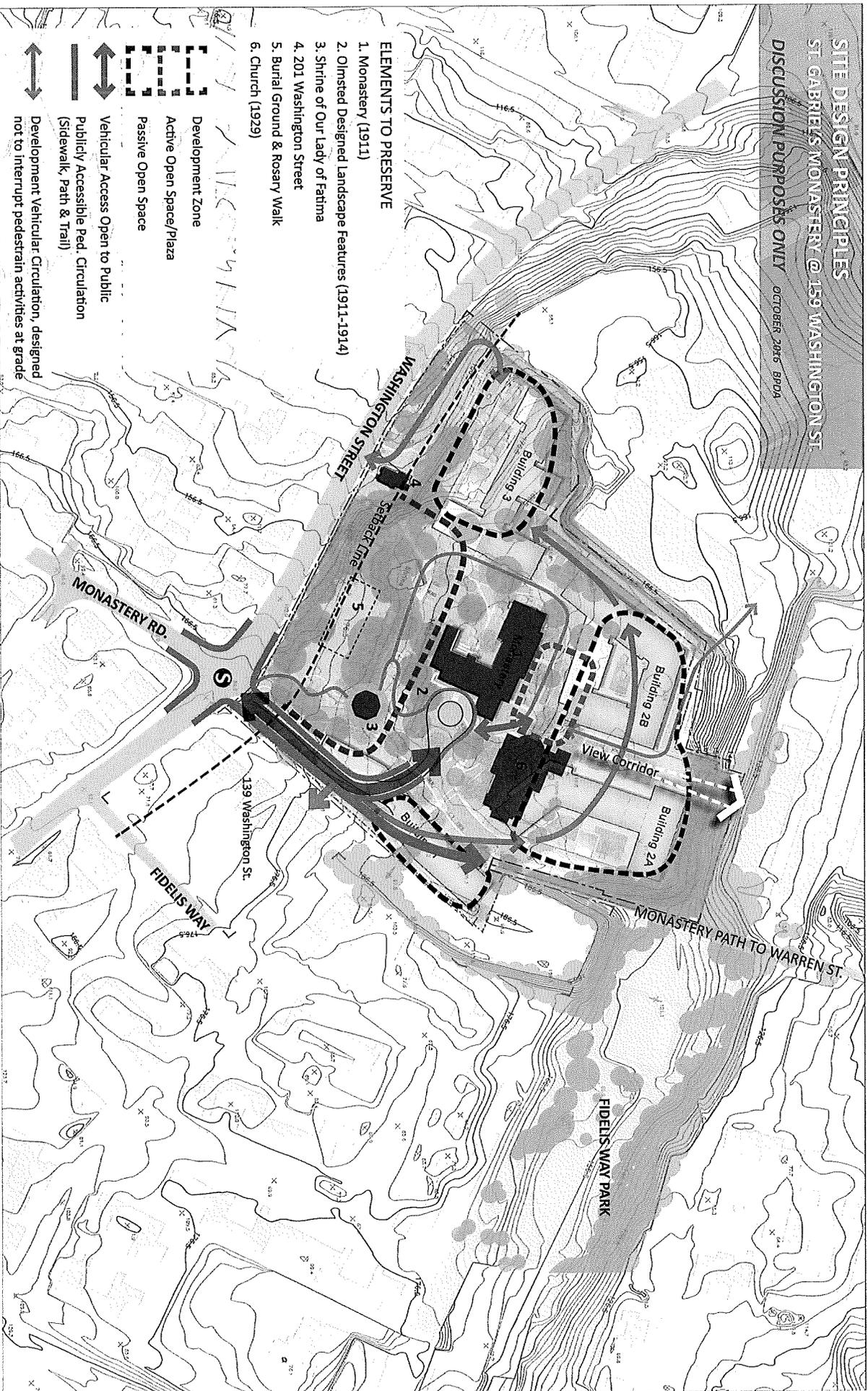
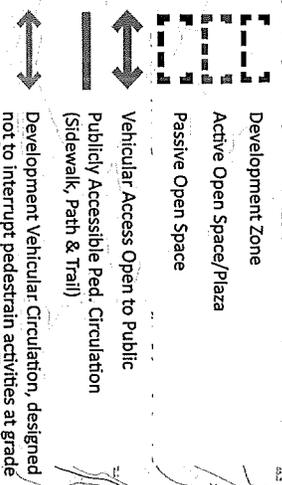
# SITE DESIGN PRINCIPLES

ST GABRIEL'S MONASTERY @ 159 WASHINGTON ST

DISCUSSION PURPOSES ONLY OCTOBER 2016 BPOA

## ELEMENTS TO PRESERVE

1. Monastery (1911)
2. Olmsted Designed Landscape Features (1911-1914)
3. Shrine of Our Lady of Fatima
4. 201 Washington Street
5. Burial Ground & Rosary Walk
6. Church (1929)



**UD 01      Design Drawings**

New design drawings are included in Chapter 5.

**UD 02      Landscape Plan**

A detailed landscape plan is provided in Section 5.3.

**UD 03      Enhancing Existing Landscape**

Please see Chapter 5 for a discussion of how the new site design supports an inviting and active pedestrian public experience.

**UD 04      Public Realm**

The site plan has been revised to accommodate the Church, which is now being restored. A series of outdoor urban plazas have been added to the plan and the new buildings have been developed to support the intent of the use of those spaces. Please refer to Chapter 5.0 for a more detailed description of the approach to the public and semi-public spaces within the Project.

**UD 05      Building Locations**

Please see Chapter 5.0 to understand how Building 1 helps frame St. Gabriel's Monastery and Church in the formal arrival courtyard, how Buildings 2 and 3 frame the pedestrian courtyard as the intersection of the Project, how Building 4 frames the back courtyard of the Monastery, and how together the locations of all of the buildings frame a continuous and interconnected accessible pedestrian loop that serves as an extension of Monastery Path for the current and future residents and neighbors.

**UD 06      Building Scales**

Please refer to Chapter 5.0 to understand how the new buildings relate to each other and the historic buildings to create a variety of pedestrian scaled open spaces and walkways in the public realm. Please also refer the Massing Diagram and Site Sections for relative building heights and topographic information.

**UD 07      Building 1 Scale**

The development team is dedicated to providing an accessible path that links Washington Street and Warren Street via the existing Monastery Path that begins at Warren Street, leads through the Fidelis Way, and dead-ends on the Project site

almost directly across from the St. Gabriel's Church. The Landscape Architect and Civil Engineers have worked to create an accessible path that traverses the rather extensive grade of the hill while respecting and responding to the Olmstedian landscape features and design landscape. While a direct line of site from Washington Street to the Path head is not possible given the site's topography, signage identifying the accessible route will be provided to encourage the neighborhood to use the meandering path up the hill that—once it reaches the top elevation near the Shrine—does have a direct line of sight to the Monastery Path head, which is emphasized further by the architectural articulation of Building 1.

See "Scale and position the buildings to respond to the existing context" section of Chapter 5.0 to understand how the Building 1 footprint has been adjusted to highlight and support the extension of Monastery Path across the site.

**UD 08      Development Footprint**

Please refer to Section 1.3.4 and Chapter 5.0 to understand the revised site plan and building footprint locations. Please see the site plan for reference.

**UD 09      Access to Monastery Path**

Please see response to comment UD 07.

**UD 10      Vehicular and Pedestrian Access**

Please see Chapter 5.0 to understand how the driveway will feel at the Monastery Road and Washington Street intersection.

Please see Section 2.3 to understand the proposed improvements to the pedestrian signaling, crosswalk design, etc. at this intersection.

**UD 11      Monastery Road Entrance**

Building 1 has been set back from the entrance at Monastery Road in the new site plan to allow for potential access to the adjacent parcel should the need arise.

**UD 12      Pedestrian Activities**

Please refer to Figure 7-8 identifying the proposed roadway network and Appendix E identifying the site accessible routes.

The intent of the vehicular network and the pedestrian networks is to overlap as little as possible, and when they do intersect, for the priority to be clearly given to the pedestrian through crosswalks, increased lighting, and traffic calming measures.

The majority of the pedestrian network exists between the two vehicular access points from Washington Street. Crossing of the vehicular paths is only required to access Building 1 and to access Monastery Path from the accessible Monastery Path Extension built into the landscape buffer.

**UD 13 Signage and Wayfinding**

There will be clear signage and wayfinding on public paths throughout the site with clearly marked walking trails comprising a loop around the open space and the urban plaza spaces.

Please see Section 5.3 to understand how the wayfinding will be incorporated into the main Project entry at the intersection of Monastery Road and Washington Street.

**UD 14 Pedestrian Paths**

Please see Section 5.2 to understand how the pedestrian paths will be designed and amenitized.

**UD 15 Pedestrian Access to St. Elizabeth's**

Pedestrian access to the existing bridge to the St. Elizabeth's Garage B will be maintained through the Project site.

**UD 16 Building Podiums**

Please see Section 5.2 to understand how the parking podium below Buildings 2 and 3 has been submerged to prioritize at grade vitality within the Project.

**UD 17 Active Uses**

Please see Section 5.2 to understand how the parking podium below Buildings 2 and 3 has been submerged to prioritize at grade vitality within the Project.

Building 4 sits on a complex hill, with a lower level lobby at elevation 164', parking accessed at elevation 178' and the residential condominiums with a first-floor elevation at 190'. Much of the parking level is located below grade and completely hidden from view, and the portions of the parking level that will be exposed will be screened by a combination of public uses within the building and landscaping included in the +160' setback from the right of way.

**UD 18 Public Plaza View**

Please see Figure 5-5.

**UD 19**

**Facades**

Please see Section 5.2 to understand the Building Materials and Design. Please refer to perspectives in Chapter 5 and elevations in Chapter 1 to get a better understanding of the materials, articulation and detailing being proposed for each building.

**UD 20**

**Mitigating Scale**

Please see Section 5.2 to understand how the Project has been developed to mitigate the scale of the proposal. Please also refer to the site sections for relative building heights and topographic information.

**UD 21**

**Program Elements**

The program elements are described in Section 1.3.

**UD 22**

**Site Plan**

Please see Figure 1-8.

**UD 23**

**Landscape Plan**

Please see Figure 5-8 for a proposed landscape plan. A tree removal plan is attached below, however, please note that this plan is preliminary.

**UD 24**

**Elevations, Sections and 3D Views**

Please see elevations and sections in Chapter 1, and renderings in Chapter 5.

**UD 25**

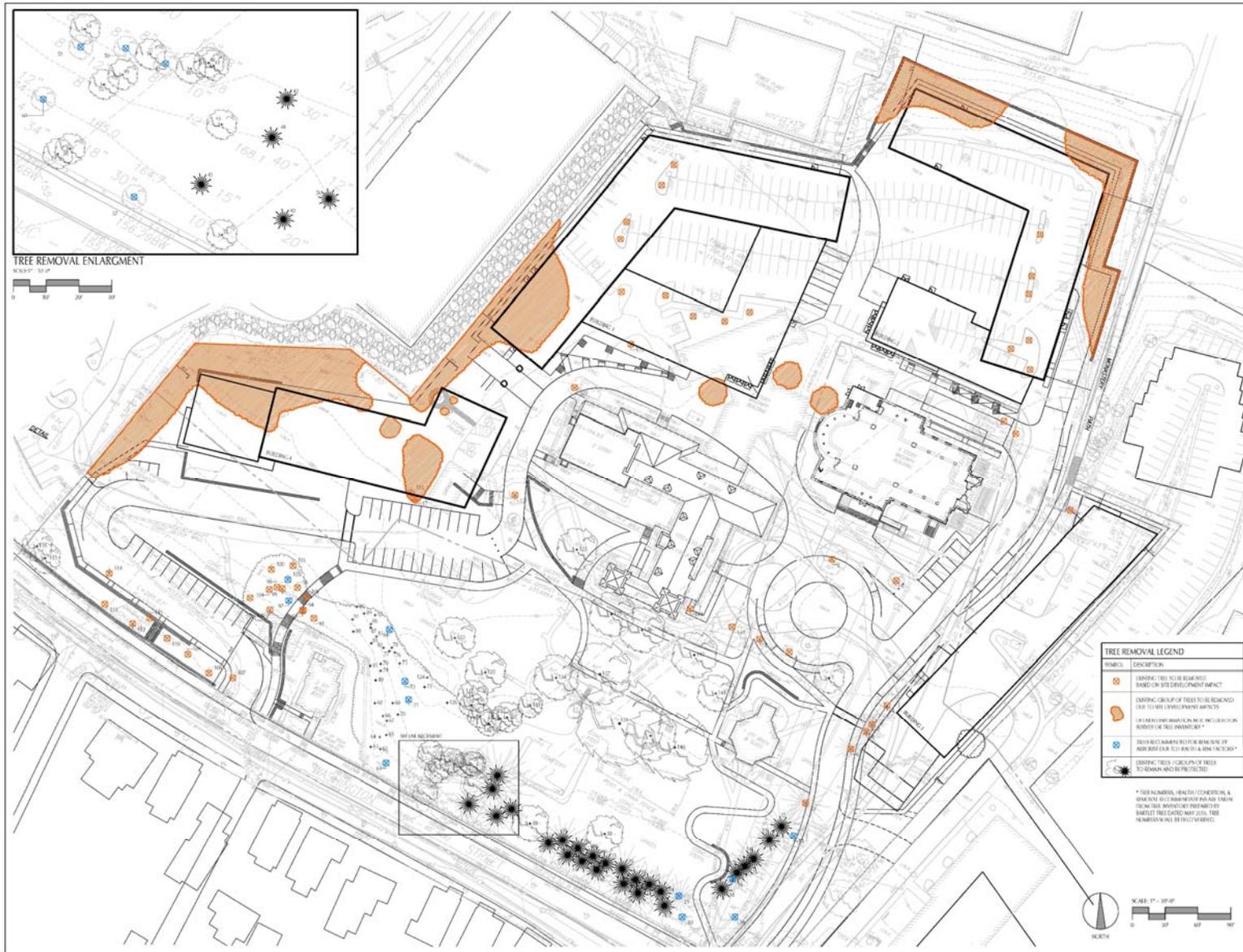
**Eye Level Perspectives**

Please see Figures 5-1 through 5-7.

**UD 26**

**Project Phasing Diagram**

Please see Figure 1-20.



159-201 Washington Street Boston, Massachusetts



BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721  
BOSTON, MASSACHUSETTS 02201  
617-635-4680 • FAX 617-635-4295

October 25, 2016

Michael Rooney, Project Assistant  
Boston Planning and Development Agency  
Boston City Hall, 9<sup>th</sup> Floor  
Boston, MA 02201

RE: St. Gabriel's ("EPNF")

Dear Michael:

Thank you for the opportunity to comment on the St. Gabriel's Expanded Project Notification Form July 18, 2016. The Project Notification Form is initiating a review of the following proposed Project:

The St. Gabriel's Project is located at 159-201 Washington Street in Brighton MA. The Project involves the construction of approximately 679 units of housing in three new buildings, and within the renovated St. Gabriel's Monastery. The Project will consist of studios, one bedroom, two bedroom, and 3 bedroom units. The Project will also consist of a fitness center, indoor basketball court, common lounges, kitchens, game room, café, outdoor pool, outdoor grills, and landscaped areas. The Project will also consist of 395 parking spaces.

At the time of drafting this letter this Project has recently changed from:

- a) all graduate housing
- b) to some graduate housing and rentals
- c) to recently some condominiums and rental
- d) keeping the monastery removing the church
- e) to recently keeping the monastery and the church

Although the Proponent seems to be in flux as outlined above, The Boston Transportation Department (BTD) has reviewed the EPNF and BTD has identified some concerns in the EPNF below which BTD looks forward in resolving with the proponent.

MARTIN J. WALSH, Mayor

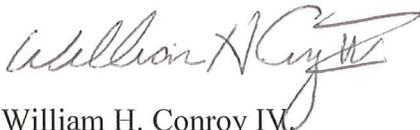


- |   |               |
|---|---------------|
| 1. The proposed egresses of the Project                                     | <b>BTD 01</b> |
| 2. How one proposed egress works with another adjacent Project (Avalon Bay) | <b>BTD 02</b> |
| 3. Internal traffic circulation within the site                             | <b>BTD 03</b> |
| 4. Loading and unloading within the site                                    | <b>BTD 04</b> |
| 5. Traffic Impacts to Washington Street                                     | <b>BTD 05</b> |
| 6. TDM commitments  | <b>BTD 06</b> |

The Proponent will also be responsible in the preparation of a Transportation Access Plan Agreement (TAPA). The TAPA is a formal legal agreement between the project proponent and the BTM. The TAPA formalizes the findings of the Transportation Access Plan, mitigation commitments, elements of access and physical design, and any other responsibilities that agreed to by both the proponent and the BTM. Since the TAPA must incorporate the results of the technical analysis, physical design, and assessment of mitigation requirements, it must be executed after these processes have been completed. However, the TAPA must be executed prior to approval of the project's design through the City of Boston's Public Improvements Commission (PIC). An electronic copy of the basic TAPA form is available from BTM. It is the proponent's responsibility to complete the TAPA so that it reflects the specific findings and commitments for the project, and to get BTM review and approval of the document.

BTM looks forward in working with the proponent's from the St. Gabriel's Project and the BPDA in developing a Draft Impact Report (DIR) that will help minimize traffic impacts and improve transportation conditions in the area.

Sincerely,



William H. Conroy IV  
Senior Planner

- Cc: Vineet Gupta, Director of Policy and Planning
- John DeBenedictis, Director of Engineering

## BOSTON TRANSPORTATION DEPARTMENT

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**BTD 01      Proposed Egresses**

Please see section 2.3 for the proposed improvements at the Site Driveway intersection.

**BTD 02      Coordination with Adjacent Project**

Building 1 has been set back from the entrance at Monastery Road in the new site plan to allow for potential access to the adjacent parcel should the need arise. The Proponent will continue to coordinate with the adjacent site in this regard.

**BTD 03      Internal Traffic Circulation**

Please see Figure 9-2, which presents the internal vehicular traffic circulation.

**BTD 04      Loading and Unloading**

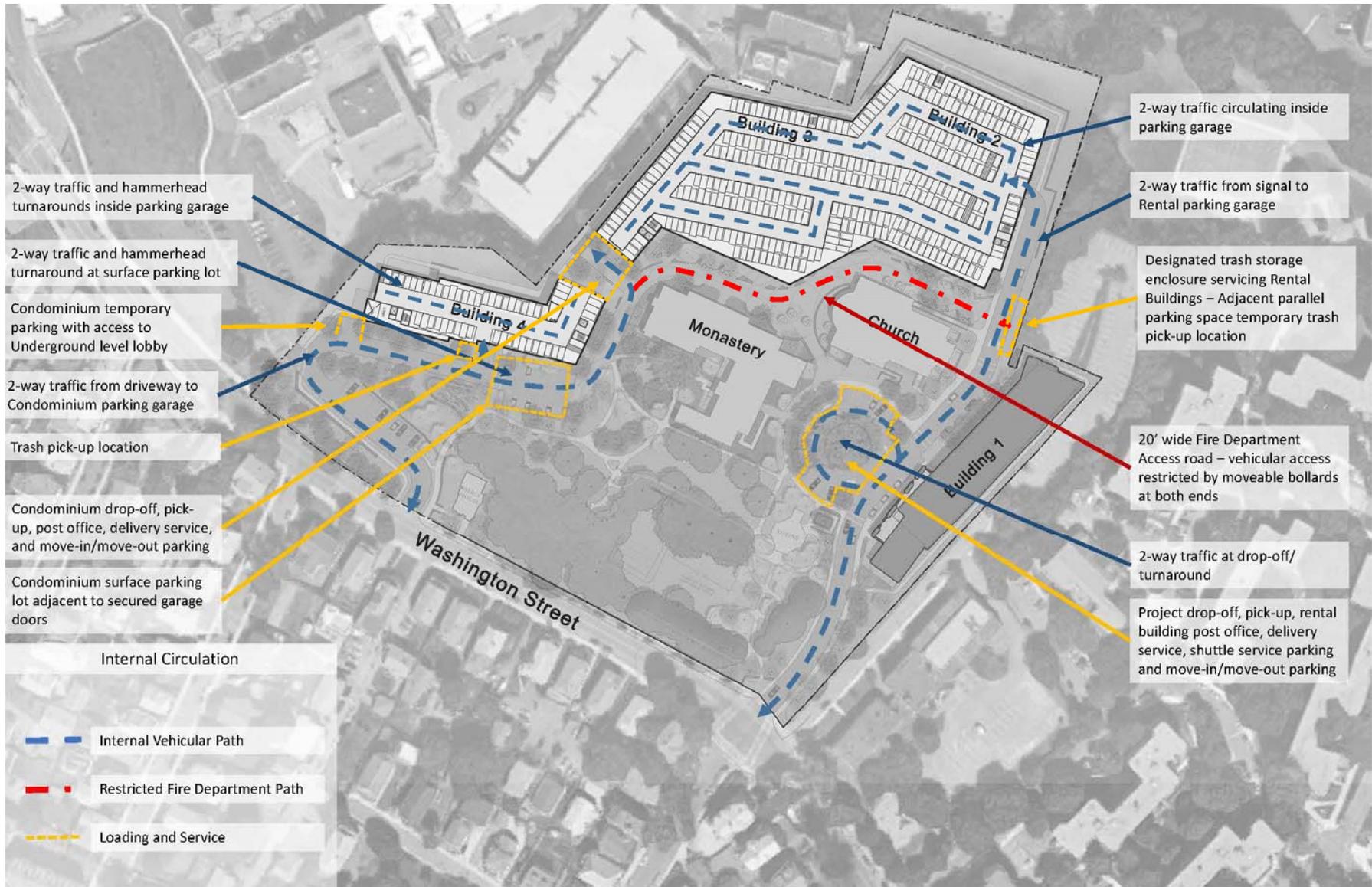
Please see Figure 9-2.

**BTD 05      Traffic Impacts to Washington Street**

Please see Section 2.3 for the proposed improvements along Washington Street.

**BTD 06      TDM Commitments**

Please see Section 2.2.11 for a TDM discussion.



159-201 Washington Street Boston, Massachusetts



Martin J. Walsh  
Mayor

## Article 37 Interagency Green Building Committee

October 14, 2016

Mr. Jay Doherty  
CCF-BVSHSSF Washington 1 LLC  
c/o Cabot, Cabot & Forbes  
185 Dartmouth Street, Suite 402  
Boston, MA 02143

Re: 159-201 Washington Street, Brighton  
Boston Zoning Code Article 37, Green Buildings

Dear Mr. Doherty:

The Boston Interagency Green Building Committee (IGBC) has reviewed for compliance with Boston Zoning Article 37, Green Buildings, your July 18, 2016 Expanded Project Notification Form (EPNF) with LEED Checklist, Sustainability Narrative and Climate Change Preparedness and Resiliency Checklist.

The EPNF indicates that the project will use the LEED for Homes Mid-Rise rating system, the intent to achieve LEED Silver with 54.5 points.

The IGBC accepts the rating system selection and encourages the project team to continue to pursue additional LEED credits and strive to achieve LEED Gold or better.

In support of the City of Boston's Greenhouse (GHG) emissions reduction goals, the IGBC requests that **IGBC 01** the project make full use of utility and state-funded energy efficiency and clean/renewable energy programs designed to minimize energy use, GHG emissions and adverse environmental impacts.

The IGBC encourages the exploration of the utilization of onsite combined heat and power systems to **IGBC 02** meet building emergency power requirements; the IGBC can assist in coordinating related engineering and permitting discussions.

The Boston Redevelopment Authority (BRA) and the City of Boston plan to update the performance criteria for climate change based projections presented in the recently released *Climate Change and Sea Level Rise Projections for Boston (2016)*, a report prepared by the Boston Research Advisory Group for the Climate Ready Boston project. The projections have a higher upper range for sea-level rise than the current set of performance criteria.

Article 37 Interagency Green Building Committee

Please note that prior to the Inspectional Services Department's (ISD) issuance of a building permit, all projects must demonstrate compliance with Article 37 and have obtained approval of the requisite submissions from the IGBC. In order to demonstrate compliance, the IGBC requires that you provide an updated submission including a Design Green Building Report (Design Report). The Design Report shall provide a comprehensive narrative describing in detail proposed strategies and paths that will be used to meet LEED prerequisites and achieve the selected credits.

**IGBC 03**

Please refer to the Boston Redevelopment Authority's Article 37 Green Building and Climate Resiliency Guidelines for information on submission requirements and review procedures.

(<http://www.bostonredevelopmentauthority.org/planning/planning-initiatives/article-37-green-building-guidelines>).

Sincerely,

Article 37 Interagency Green Building Committee

## ARTICLE 37 INTERAGENCY GREEN BUILDING COMMITTEE

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**IGBC 01      Energy Efficiency Programs**

The Proponent will make full use of any energy efficiency incentives available for the Project.

**IGBC 02      Combined Heat and Power**

As the design progresses, the Proponent will explore the feasibility of a combined heat and power system.

**IGBC 03      Article 37 Compliance**

An updated submission, including a Design Green Building Report, will be provided prior to obtaining a building permit.



**ANNISSA ESSAIBI-GEORGE**  
**BOSTON CITY COUNCILOR**  
**AT-LARGE**

October 14, 2016

Boston Planning and Development Agency  
Michael Rooney  
One City Hall Plaza  
Boston, MA 02108

Dear Mr. Rooney;

Below please find my comments regarding the Cabot, Cabot, and Forbes development at 159-201 Washington Street in Brighton, often referred to as St. Gabriel's.

I have been following this community process closely and I've been heartened by the progress that has been made thus far to improve the project. However, there are still outstanding concerns from constituents regarding the density, traffic impacts, parking and homeownership of the proposed project that need to be addressed.

As Boston grows and thrives we work to preserve affordability, owner occupancy and the character of our neighborhoods. The addition of the condo units and the announcement that Cabot, Cabot and Forbes will comply with the city's inclusionary zoning policy and create on-site affordable housing are steps in the right direction, but we can go further. I hope that careful thought is given to promoting owner occupancy in condo units and that this housing will be accessible to a diversity of income levels.

**AEG 01**  
**AEG 02**

Adding such a significant amount of housing to this area has brought up a number of concerns regarding the surrounding transportation infrastructure. It is paramount that these concerns be addressed in a reasonable way.

**AEG 03**

I have been very impressed by the commitment to the historic restoration of the St. Gabriel's Monastery and church. These are beautiful historic assets that should be cherished.

Thank you for your work on this project and I look forward to continuing to be a part of this process.

Sincerely,

Annissa Essaibi-George  
Boston City Councilor At Large

**AEG 01      Owner Occupancy**

Please see Section 9.2.3.

**AEG 02      Diversity of Income Levels**

Through a variety of unit types the rental and home ownership housing provided will be affordable to a diversity of income levels. Approximately 13% of each unit type will be affordable in both the condominium and rental buildings at levels dictated by the Mayor's Executive Order Relative to Inclusionary Development.

**AEG 03      Transportation Infrastructure**

Please see Section 2.3 for proposed improvements to the surrounding transportation infrastructure.



MARK CIOMMO  
BOSTON CITY COUNCIL  
DISTRICT 9

**October 13, 2016**

**Re: Saint Gabriel's Redevelopment at 159-201 Washington Street**

Dear Michael,

We, the undersigned elected officials representing the Allston-Brighton community, offer the following comment letter regarding the Cabot, Cabot and Forbes (CC&F) development at 159-201 Washington Street. The project, also known as Saint Gabriel's, is notable due to its size and presence in a family-oriented residential neighborhood.

The 11.6-acre site features a historic monastery and panoramic views of our city's skyline. The site directly abuts Saint Elizabeth's Medical Center, Brighton High School, Commonwealth Development, Fidelis Way Park, and several residential properties. In a broader context, the redevelopment of Saint Gabriel's will take place alongside other large projects on Washington Street.

The community has presented several concerns regarding this development, including: homeownership, density, traffic and parking. We present these concerns to the Boston Planning and Development Agency (BPDA) so that they may be addressed by the developer. Cabot, Cabot and Forbes should be responsive to the concerns outlined in this letter and all those raised by the community.

**Homeownership**

In several community meetings involving CC&F and the BPDA, residents have emphasized the importance of balancing home ownership and rental housing. This particular section of Brighton has a high level of owner-occupied properties. While CC&F's addition of 40 condos is a step in the right direction, it represents only 6% of the 618 total units.

EO 01

The developer has stated current market conditions are not favorable for condo units. We encourage the CC&F team to reconsider and to recognize the success of condos in the Allston-

Brighton area. With a safe neighborhood climate, beautiful views, and proximity to schools, this site is particularly suited for home ownership.

### **Traffic**

The addition of 618 units will contribute to what is already challenging congestion in the neighborhood. The developer has stated many renters rely on public transportation and so will not contribute to traffic. We challenge this assumption for two important reasons.

First, the MBTA's Green Line (B) already struggles to address the needs of Allston-Brighton, and the addition of more units will strain B Line service to an even greater extent.

**EO 02**

Second, while younger renters may rely on public transit, many families rely on cars. A development cannot serve the needs of a family-oriented neighborhood without a plan to relieve traffic in an already congested area of Brighton.

**EO 03**

We ask the Boston Transportation Department to conduct a comprehensive study of the effects this development may have on the neighborhood, while noting this project is only part of several proposed developments totaling over 1,000 new units on Washington Street.

### **Parking and Access**

The site, combined with the adjacent 139 Washington Street site, has space for roughly 400-450 cars. Steward Health Care should provide a detailed plan for accommodating these cars before CC&F begins construction.

**EO 04**

Regarding the parking ratio for the eventual development, it is our understanding that CC&F will continue to work with BPDA and the community to reach an acceptable parking ratio. Given the transit options available to residents of this neighborhood, we feel a 1:1 parking ratio is most appropriate.

**EO 05**

It is also important to review access to the site. The developer must explore all means of access and egress to provide an alternative to Washington Street. We suggest Warren Street as a potential option to explore. Pedestrian access on Washington Street should be inviting to the community and access to Fidelis Way Park must be maintained.

**EO 06**

**EO 07**

### **Density and Green Space**

At 11.6 acres, Saint Gabriel's is a very large site with a prominent position overlooking Boston. We are pleased to see 62% of the site (7.3 acres) will remain as green space. The developer has also committed to construction that will meet LEED Silver standards at a minimum.

## Historic Preservation

Saint Gabriel's Monastery is one of five landmarked buildings in Allston and Brighton. The monastery, built in 1911, is characteristic of the Mission Revival architectural style. Cabot, Cabot and Forbes has informed the community that they prefer rental units in the monastery so as to maintain control over the building's preservation.

We are pleased to see the developer has committed to preserving the church as well. While not designated as historically significant, the church has the support of the community and the devotion of former parishioners, and will continue to be a central feature of the site.

## Conclusion

Although this development presents many challenges to the neighborhood, we feel it offers a unique opportunity to provide homeownership in Allston-Brighton, to preserve a historic landmark, and to retain green space. Cabot, Cabot and Forbes should address all concerns presented by the community.

Sincerely,



Mark Ciommo  
Boston City Councilor  
District 9



Kevin Honan  
State Representative  
17<sup>th</sup> Suffolk District



Michael Moran  
State Representative  
18<sup>th</sup> Suffolk District

**EO 01 Homeownership**

Please see Section 9.2.3.

**EO 02 Green Line Capacity**

Please see Section 2.2.11.

**EO 03 Traffic**

Please see Section 2.3.

A comprehensive transportation study and traffic analysis has been conducted as part of the Article 80 permitting. This traffic study includes existing traffic volumes (including vehicles, bicycles, and pedestrians), a future condition with projected traffic volumes (not including this Project), and a future condition with projected traffic volumes associated with the proposed Project. As with all traffic studies that comply with the BTD “Transportation Access Plan Guidelines”, the transportation study for this Project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Thus, the developments are not reviewed in isolation of each other and a cumulative impact has been determined. Any future potential development that begins the permitting process will include all previously considered development projects for the area.

**EO 04 Steward Healthcare Parking**

The Proponent will continue to work with St. Elizabeth’s Medical Center on the relocation of their parking spaces. St Elizabeth’s is currently in the process of filing a renewal of their Institutional Master Plan, which will include a plan for relocating their parking spaces. They will be filing an update to the IMP shortly which will have further details.

**EO 05 Parking Ratio**

Please see 2.2.2.

**EO 06 Alternative Access Options**

The Project has a second entry on Washington Street which connects through Nevins Street out to Warren Street behind the St Elizabeth’s campus. This is a possible exit from the site that will help alleviate traffic on Washington Street.

**EO 07****Pedestrian Access**

Please see Chapter 5.0 to understand how the pedestrian gateway into the site will feel at the intersection of Monastery Road and Washington Street. Please also refer to this section to understand how a pedestrian stair at the west end of the site will offer a more direct line of travel to those wishing to cross the site from Monastery Way to reach Brighton Center.

## BRA MEMORANDUM

TO: Michael Rooney

FROM: Katie Pedersen

DATE: August 18, 2016

RE: 159-201 Washington Street  
Boston, Massachusetts  
Expanded Project Notification Form

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I have reviewed the Expanded Project Notification Form (the "EPNF") dated July 18, 2016 and submit the following comments for the Environmental Protection component. CCF-BVSHSSF Washington 1 LLC, an affiliate of Cabot, Cabot & Forbes (the "Proponent") proposes to redevelop an approximately 11.6-acre site, which will include the creation of 679 units of housing and 395 parking spaces (the "Proposed Project"). The Proposed Project includes the construction of three new buildings and the renovation of the existing St. Gabriel's Monastery.

### Wind

The Proponent has stated that none of the Proposed Project buildings will be greater than 80 feet in height and thus a quantitative wind analysis of the pedestrian-level wind impacts from both existing (no-build) and build conditions shall not be required. However, the Proponent shall be required to perform a qualitative analysis of the pedestrian level winds (PLW) conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project, and existing and proposed open spaces in the vicinity of the Proposed Project.

KP 01

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

### Shadow

The Proponent conducted a shadow analysis for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis included net shadow as well as existing shadow (with the exception of the shadow cast onto the Fidelis Way Park, as described below).

The Proponent stated that at 3:00 p.m. during the Vernal Equinox (March 21), Summer Solstice (June 21) and Autumnal Equinox (September 21) new shadow from the Proposed Project will be cast to the northeast onto a small portion of the Fidelis Way

Park, limited to the northwestern corner of the Park. However, the shadow study does not include landscaping, and it is likely that this area is already under shadow due to the numerous large trees surrounding the Park. As a result, the Proponent shall be required to explain why the shadow study did not include landscaping as well as provide a detailed description of the anticipated impact on Fidelis Way Park.

**KP 02**

### Daylight

(Please refer to Urban Design's comments)

### Solar Glare

**KP 03**

The Proponent has indicated materials are still being studied and glazing of the windows will be determined as the design progresses. If it is determined that a significant amount of glass will be included in the Proposed Project design, the Proponent shall be required to conduct a solar glare analysis. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

### Air Quality

**KP 04**

The Proponent shall be required to conduct a future analysis of the carbon monoxide levels if any of the intersections studied is anticipated to have a level of service (LOS) that is projected to deteriorate to D and cause a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS. The Proponent shall be required to demonstrate that Proposed Project does not create an adverse impact on air quality and demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

### Noise

The Proponent conducted a noise analysis of the existing noise levels at the Proposed Project site as well as future noise levels, after the Proposed Project is completed. The Proponent also included a description of the Proposed Project's mechanical systems and their location as well.

The Proponent demonstrated that the Proposed Project will be in compliance with the sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and HUD's Residential Site Acceptability Standards and but, if anything should change, the Proponent shall be required to include measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)

**KP 01          Wind**

Please see Section 3.1 for a qualitative wind analysis.

**KP 02          Shadow**

Please see Section 3.2 for a discussion of shadow impacts on Fidelis Way Park.

**KP 03          Solar Glare**

The Project materials are still being studied and glazing of the windows will be determined as the design progresses. Due to the type of potential glass and glazing proposed, solar glare impacts are not currently anticipated.

**KP 04          Air Quality**

A microscale analysis was included as Section 3.4 of the PNF. Results of the microscale analysis show that all predicted CO concentrations are well below one-hour and eight-hour NAAQS. The revised Project program had reduced the number of residential units, and as discussed in Chapter 2, is anticipated to result in less project-generated trips than previously studied. Therefore, it can be concluded that there are no anticipated adverse air quality impacts as a result of changes to the Project.



## Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

August 18, 2016

**RE: 159-201 Washington Street (St. Gabriel's Development), Brighton MA 02135  
Expanded Project Notification Form  
Boston Redevelopment Authority**

The Disability Commission has reviewed the Expanded Project Notification Form that was submitted for 159-201 Washington Street (St. Gabriel's Development), in Brighton. Since the proposed project is planned to be a vibrant destination area with multiple uses, including open public space and housing. 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 Parking:**
  - We would like to request more information on accessible parking spaces within Building 2A/2B and Building 3, including details about amount, location and how van accessible spots will be distributed. **CPD 01**
  - In the Accessibility Checklist, it states that 13 accessible parking spaces are provided, on-site. Does this figure take into account on-street accessible parking spaces, as show in the provided "Accessible Parking & Drop-Off Locations" diagram? **CPD 02**
  - We will continue to work with the Boston Transportation Department to determine appropriate locations for possible on-street accessible parking spaces.
  
- **Accessible Residential Units:**
  - We would like to request more information on accessible units (Group 2) within the Project, including details about the amount, location, types and floor plans. If not provided, please explain. **CPD 03**
  - Will any of the accessible units be deemed affordable? If not, please explain. **CPD 04**
  - Are all provided common use spaces and amenities designed to be fully accessible? **CPD 05**
  
- **Accessible Route and Sidewalks:**
  - We support the use of concrete for all accessible walkways, ramps and sidewalks within the site to ensure a smooth and continuous path of travel from building to building. **CPD 06**
  - We support the use of concrete for all components of any pedestrian ramps that will be reconstructed, as well as the use of composite yellow detectable warning surfaces. **CPD 07**

- **Central Courtyard:**
  - The Central Courtyard (courtyard located between Building 2A and 2B) is described the central gathering space and focal point for the development and surrounding community, however it is not represented as accessible, in the provided “Site Accessible Routes” diagram. Will this area be accessible from the exterior, for easy public access? If so, please elaborate on the grade negotiation strategies that will be implemented to provide accessibility to this courtyard. If not, please explain. CPD 08
  - Will all courtyards, located within buildings, be fully accessible? CPD 09
  
- **Monastery:**
  - We would like to request more information on programming intentions for the Monastery portion of the development, including intended uses and types of amenities. CPD 10
  - Will the restoration project allow for the Monastery to be fully accessible? If not, please explain. CPD 11
  
- **Construction:**
  - Do you anticipate any portion of the Project going through the Public Improvement Commission? If so, please identify and provide details. CPD 12
  
- **Community Benefits:**
  - Accessibility extends past compliance through building code requirements. For example, by providing employment opportunities and an overall scheme that allows full and equal participation of 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? CPD 13
  
- **Wayfinding:**
  - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project? CPD 14
  
- **Variances:**
  - We are aware of several landscape and site-related variances that are anticipated to be filed with the Massachusetts Architectural Access Board and reserve further comment on these variances pending ruling from the Board.
  - Are any building-related variances anticipated to be filed with the Massachusetts Architectural Access Board, as well? If so, please identify and explain. CPD 15

***Commission’s General Statement on Access:***

The Mayor’s Commission for Persons with Disabilities supports barrier-free design and construction in all buildings throughout Boston, including renovation projects as well as new structures. We work with City departments and developers to ensure compliance with local, state, and federal building codes including Boston Complete Streets, Massachusetts Architectural Access Board (MGL, 521 CMR) and the Americans with Disabilities Act (ADAAG, 28 CFR). Designing or constructing structures that are non-compliant with these requirements is a violation of the law unless it can be demonstrated that it would be structurally infeasible to do so.

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting 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 achieve accessibility compliance and to 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](mailto:kristen.mccosh@boston.gov)  
617-635-3682

*Reviewed by:*

Patricia Mendez, Architectural Access Specialist  
Mayor's Commission for Persons with Disabilities  
[patricia.mendez@boston.gov](mailto:patricia.mendez@boston.gov)  
617-635-252

Sarah Leung, Architectural Access Project Coordinator  
Mayor's Commission for Persons with Disabilities  
[sarah.leung@boston.gov](mailto:sarah.leung@boston.gov)  
617-635-3746

## MAYOR'S COMMISSION FOR PERSONS WITH DISABILITIES

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### CPD 01      **Accessibility Parking within Buildings**

The Building 2/3 parking podium provides 336 parking spaces, at least 8 of which will be handicapped accessible. These spaces will be distributed to serve both buildings evenly, with 1 van and 3 handicap spaces at each elevator lobby.

Building 4 provides 50 interior parking spaces, and 20 dedicated exterior parking spaces, and at least 3 of the interior spaces will be handicapped accessible. The spaces will be located adjacent to the elevator core that services all the residential levels.

### CPD 02      **On-street Accessible Spaces**

The updated accessible parking space count is 13, this includes two spaces at the drop-off.

### CPD 03      **Accessible Units**

The program contains: 531 new construction rental units, 25 renovation rental units (Monastery), 83 new-construction condominium units, and 2 renovation condominium units.

Per Massachusetts Architectural Access Board, Section 9.4 Multiple Dwellings, 95% of the rental units and 100% of the new construction condominiums are required to be provided as Group 1 units. As defined by the State, Group 1 units are "units that have features that can be modified without structural change to meet the specific needs of an occupant with a disability."

The rental portion of the Project is required to provide 5% of the units as Group 2A units, which will be at least 28 units. The Project contains a variety of unit types, including studio units, 1-bedroom units, 2-bedroom units, 3-bedroom units, and 4-bedroom units. The number of Group 2A units of each type will be directly proportional to the actual number included in the Project.

The locations of the units have not yet been determined, but the intent is for the group 2A units to be evenly distributed throughout the new-construction buildings to cover all representative floor levels, views, and amenities.

The designs of the Group 2A units is not confirmed, but the intent of the Group 2A units is to meet or exceed the MAAB requirements for kitchens, bathrooms, and bedrooms (see MAAB Sections 521 CMR § 44.00, 45.00 and 47.00 for minimum accessible amenities intended to be met). As defined by the State, Group 2A units

are “units that have features similar to Group 1, but have the additional feature of greater floor space to accommodate the needs of occupants who need such space due to their disability.”

The renovation condominiums in the house are exempt from MAAB accessibility requirements.

**CPD 04      Affordable Accessible Units**

The affordable units will be representative of the overall unit mix, including 5% Group 2A units.

**CPD 05      Accessible Common Spaces and Amenities**

All provided common use spaces are intended to be designed to meet or exceed the accessibility requirements identified by 521 CMR Massachusetts Architectural Access Board Rules and Regulations.

**CPD 06      Accessible Walkways, Ramps and Sidewalks**

On the private property, it is anticipated that main entry driveways will incorporate 5-foot-wide poured cement concrete walkways, sidewalks and ramps, where required, in order to ensure a smooth and continuous path of travel. The site has many plazas and alternate routes around the property that may include a combination of permeable pavers, asphalt and other hardscape materials that will be constructed to AAB and ADA standards. Any sidewalk work within the Washington Street public way will be a minimum of 5 feet wide and will be poured cement concrete.

**CPD 07      Pedestrian Ramps**

Any ramps within the public right of way will include composite yellow detectable warning surfaces. On-site ramps will also include detectable warning panels that will be composite, metal, or a comparable material.

**CPD 08      Central Courtyard Accessibility**

Please see Chapter 5.0 to understand how the site plan has been revised to bring this central courtyard down to an accessible level with the adjacent pedestrian plaza and walkways.

**CPD 09      Accessibility of Internal Courtyards**

Yes, all interior semi-private courtyards will be fully accessible.

**CPD 10 Monastery Programming**

The first floor of the Monastery will include rental apartments, as well as a lobby and some small common/amenity spaces off the front entry porch. The second floor will contain apartments, with the original chapel converted to a lounge. The third floor will contain apartments, some of which will be duplex units that extend into the attic.

The Church will be renovated to contain an amenity facility for the entire Project. The program will include leasing offices, lounge and common areas, a fitness facility, a business center, storage for bicycles, and other functions that might be appropriate for a communal building.

**CPD 11 Monastery and Church Accessibility**

The renovated Monastery will be fully accessible, in compliance with MAAB and other accessibility requirements. Ramps will be added at exterior entries in a way that does not compromise the historic appearance of the building. An elevator will be added at the interior, so access to all portions of the building (basement through third floor) will be provided.

The Monastery will contain approximately 25 apartments, at least one unit of which will be fully accessible.

The Church will also be made fully accessible. A new main entry with a ramp will be added at the south, with the existing, non-accessible main entry no longer used. All building entries will be accessible. There will be an elevator in the building, and the building will be fully compliant with MAAB and other accessibility requirements.

**CPD 12 Public Improvement Commission**

It is anticipated that the Project will go through the Public Improvement Commission for a Specific Repair Plan and for the widening and relocation of an existing private way.

**CPD 13 Employment Opportunities**

The Project will create multiple employment opportunities and is expected to create approximately 300 construction jobs and 20 permanent and part-time jobs.

**CPD 14      Wayfinding Package**

The Project will have a variety of public spaces interspersed throughout the site. A wayfinding system will be established with walking paths leading through the Olmsted gardens and the public plaza, with directions to Monastery Path and Overlook Park.

**CPD 15      Variances**

At this time, building-related variances are not anticipated to be filed with the Massachusetts Architectural Access Board.



Michael Rooney <michael.rooney@boston.gov>

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## Fwd: Comments due for St. Gabriel's today (or soon thereafter)

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Carrie Marsh <carrie.marsh@boston.gov>

Mon, Aug 22, 2016 at 5:35 PM

To: michael.rooney@boston.gov, Jonathan Greeley <jonathan.greeley@boston.gov>, Teresa Polhemus <teresa.polhemus@boston.gov>

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

Hello -

The proposed redevelopment at St. Gabriel's will provide about 700 housing units adjacent to Overlook Park which will serve as a significant active recreational open space amenity to the project. BPRD is interested in the potential to strengthen the physical connection between that project and the park (please see the email below from Liza Meyer). These design issues should be resolved with the BRA and the developer during the Article 80 review.

BPRD further respectfully requests that a community contribution be considered as appropriate, toward the future planning for improvements and maintenance to this park.

**BPRD 01**

Thank you.



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

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

From: **Liza Meyer** <liza.meyer@boston.gov>

Date: Mon, Aug 22, 2016 at 1:03 PM

Subject: Re: Comments due for St. Gabriel's today (or soon thereafter)

To: Carrie Marsh <carrie.marsh@boston.gov>

Carrie

The big goal is to improve the connection to the park and through the St. Gabriel's property from the park back out to the street. The property configuration for Overlook Park is really odd and a park without meaningful street frontage is far from ideal. Opportunities with the St. Gabriel's project include improving public access from Washington St up to the park access stair between their property and the one next door. Improving the staircase itself to increase accessibility (might not be possible to do a ramp though) and make that a more comfortable and inviting stair. Improving wayfinding to and through the park. I don't know yet what we'll be able to achieve given the grades out there - but we certainly want to make the most of the opportunity with both adjacent sites undergoing redevelopment. **BPRD 02** **BPRD 03**

The developer sent me some info right before vacation showing the challenges of building a ramp in place of the stair. Next step will be a follow up meeting w them and probably the BRA regarding site design solutions to improve access.

Liza

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**Liza Meyer**

Chief Landscape Architect  
Boston Parks and Recreation

1010 Massachusetts Ave. 3rd Floor  
Boston, MA 02118

## BOSTON PARKS AND RECREATION DEPARTMENT

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### **BPRD 01      Community Contribution**

The Proponent is working actively with the local community to provide amenities for the neighborhood. Community benefits include:

- ◆ Provide approximately 7.3 acres of open space, representing 63% of the site.
- ◆ Restore and make publically accessible, the landscaped buffer along Washington Street., including the addition of Overlook Park.
- ◆ Improve and make publically accessible the sidewalk to Monastery Path and with wayfinding signs clearly demarcating access to Overlook Park.
- ◆ Retain the Our Lady of Fatima Shrine in its current location.
- ◆ Implement a tree repair program to restore many of the historic trees on site.
- ◆ Provide affordable housing units on-site.
- ◆ Host community events at the Project site to improve connectivity to the community and enhance Brighton Center.
- ◆ Provide Unbound Visual Arts with a gallery space on-site for art exhibits for the local community.

### **BPRD 02      Open Space Access**

The development team is dedicated to providing an accessible path that links Washington Street and Warren Street via the existing Monastery Path that begins at Warren Street, leads through the Fidelis Way, and dead-ends on the Project site almost directly across from the St. Gabriel's Church. The Landscape Architect and Civil Engineers have worked to create an accessible path that traverses the rather extensive grade of the hill while respecting and responding to the Olmstedian landscape features and design landscape along Washington Street. While a direct line of site from Washington Street to the path head is not possible with the site topography, signage identifying the accessible route will be provided to encourage the neighborhood to use the meandering path up the hill that—once it reaches the top elevation near the Shrine—does have a direct line of sight to the Monastery path head, which is emphasized further by the architectural articulation of Building 1.

See “Scale and position the buildings to respond to the existing context” section of Chapter 5.0 to understand how the Building 1 footprint has been adjusted to highlight and support the extension of Monastery Path across the site.

**BPRD 03      Open Space Wayfinding**

Wayfinding signs will be established on the site, to clearly demarcate access to Monastery Path and throughout the proposed open space.

James P. Long  
39 Mount Hood Rd.  
Brighton, MA 02135  
jamesplong.mhr@gmail.com

October 14, 2015

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

159-201 Washington Street, Brighton

Dear Mr. Rooney:

As you know I am a member of the Impact Advisory Group for the proposed project at 159-201 Washington Street. This is my personal evaluation of the amended project that was presented to the members of the IAG on September 27, 2016. /1

#### **Summary Statement**

While the redevelopment of this site would be a welcome addition to the neighborhood, as presently proposed the revised project is not an appropriate reuse of the site based on the negative impacts on the community. Based on the reactions and comments expressed at the public meetings this proposed development is strongly opposed throughout the community.

The overall problem with the proposed project is that it is too large for the site and the neighborhood. Creating 618 new units of housing on this size is unreasonable and would impose a significant negative impact on the neighborhood. Among the significant negative impacts are: a lack of onsite parking spaces; overburdening the existing public transportation system; a substantial increase in the neighborhood density; and a failure to account for the total impact of this project in light of the other residential developments that have been built recently or are at different stages of the post approval development.

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1/ *I live on Mount Hood Road which is three blocks from the project site.*

## **Parking**

As a neighbor of the proposed property the lack of onsite parking for this project is a major concern to me. This neighborhood already has a significant lack of on street parking spaces such that on most evenings there are no spaces left within a 1/4-1/2 mile of your home. When it snows this problem increases geometrically. The developer is proposing to add to this problem by not providing a parking space for every proposed unit.

The developer's prior experience seems to be with developments that are in suburban areas that have ample space for parking. They are not in well-established urban neighborhoods such as Brighton Center.

The developer is only providing 432 spaces for the 618 units. Of those units at least 250 will have two or more bedrooms. This means that 186 units will not have onsite parking. I disagree with the developer's assumption that none of these units will have a car. That is an unreasonable assumption. Even if you were to allow for only 10% of the units having a car that means there will be 19 cars looking for on street parking every day. Currently there is no place for these cars to park. This alone would be a reason to oppose the project.

**JL 01**

What the developer's proposal also overlooks is the fact that within a quarter mile of this site there are two projects that have recently come on line and a third that is about to start construction. The developer has made no allowance for the negative impact that these new development will have on the community. Instead the developer intends to exacerbate the situation.

**JL 02**

## **Project Density**

The density of the revised project remains a major concern that is ignored by the developer. As proposed the project would have a total of 953 bedrooms. The total number of new residents would therefore likely exceed 1,000 people. They would impose a substantial strain on the all means of transportation on both Washington Street and Cambridge Street.

**JL 03**

The project should be redesigned so that there are no more than 400 units distributed along the same percentages as proposed for the 618 units. In addition the number of new structures should be reduced by one building.

**JL 04**

**JL 05**

## 9.4 Impact Advisory Group Comments on the Expanded PNF

JAMES P. LONG

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### JL 01      **Parking**

Please see Section 2.2.2 regarding the parking supply.

### JL 02      **Other Developments**

A comprehensive transportation study and traffic analysis has been conducted as part of the Article 80 permitting. This traffic study includes existing traffic volumes (including vehicles, bicycles, and pedestrians), a future condition with projected traffic volumes (not including this Project), and a future condition with projected traffic volumes associated with the proposed Project. As with all traffic studies that comply with the BTD "Transportation Access Plan Guidelines", the transportation study for this project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Thus, the developments are not reviewed in isolation of each other and a cumulative impact has been determined. Any future potential development that begins the permitting process will include all previously considered development projects for the area.

### JL 03      **Transportation Impacts**

Please see Section 2.3 regarding proposed transportation mitigation.

### JL 04      **Project Size**

Please see Section 9.2.1.

### JL 05      **Number of Structures**

The number of rental buildings has been reduced overall. Rental units are now concentrated in to three buildings, with Building 2 and 3 atop the hill at the back of the site now having below grade parking at a maximum of six stories compared to the previous seven story height. Building 4 has now been converted from rental to condominium units. The reduced height and massing of the new structures makes the Project feel more open and aligned with the Church and Monastery.

To whom it may concern,

I am a member of the IAG for the St Gabriel's Project. Since going to the meetings, I have heard two major concerns continually addressed above all others.

First, people in this neighborhood are tired of developers coming in and building only apartment with no condominium units. Long term this will be detrimental to our community because it maintains a transient base rather than with people who have a stake in the community. I am aware they changed the original plans to add some condo units (which I was very happy to see). However, I think that they should have more condo units. In addition, the placements of condos are not appealing, crammed into the front of the development without any views of the city. The better the location, the better sell and resell in the future. In my opinion, the present location would be a difficult sell because they will be completely surrounded by this development basically a "dorm without affiliation to a college". I also believe it is important write into the condo docs that they must be owner occupied. If not, we might as well let the developer rent the units and make the money on them.

**JB 01**  
**JB 02**

**JB 03**

The second major concern I have heard at every meeting is the parking/transportation issues. As a member of the St. Elizabeth Task Force, I'm confused by the sale of the back parking lot because I thought that it was locked into their institutional master plan. Aside from that, the new development is low on its parking ratio which would be a concern on its own. We also need to account for all the cars that are going to be relocated from the St. Elizabeth's lot. It's been expressed in the public meetings that the green line is already past capacity which begs the question of how people will get to and from this development. The Cabot group has posted some information about traffic studies online that hasn't been presented to the IAG. I know they have pushed back this comment period more than once and that they have made changes to their plans but I still feel that there is a lot of work to be done before we get to the point of approval.

**JB 04**  
**JB 05**  
**JB 06**

There are other issues associated with this development including density and final building size. I think the first two issues I laid out are critically and need to be addressed before tackling the rest of the project, to a degree that I think it's premature to be even talking about them.

**JB 07**

Thank You,

John Bligh (IAG Member)

**JB 01          Condominium Units**

Please see Section 9.2.3 regarding the number of condominiums.

**JB 02          Placement of Condominium Building**

The revised site plan has eliminated the Building 5 that was presented as an option at the second IAG meeting. The condominium count since that meeting has been increased to 85 and they have been relocated to a dedicated Building 4, which has separated vehicular access at the west driveway, maintains a 1:1 parking ratio, and contains self-sustaining programming. The location on the site provides views to the west over Brighton Center, which is emphasized by the number of balconies included along the south face of the building.

**JB 03          Condominium Documents**

The Proponent will make 75 percent of the condominium units owner-occupied only.

**JB 04          Parking**

Please see Section 2.2.2 regarding the parking supply.

**JB 05          Relocation of St. Elizabeth's Parking**

The Proponent will continue to work with St. Elizabeth's Medical Center on the relocation of their parking spaces. St Elizabeth's is currently in the process of filing a renewal of their Institutional Master Plan, which will include a plan for the relocation of their parking spaces. They will be filing an update to the IMP shortly which will have further details.

**JB 06          MBTA Capacity**

Please see Section 2.2.11.

**JB 07          Size and Density**

Please see Section 9.2.1.

## St. Gabriel's - 159-201 Washington Street IAG Comment Letter

Michael Rooney  
Project Assistant  
Boston Planning And Development Agency  
One City Hall Square  
Boston, MA 02201

October 14, 2016

Dear Michael:

Re: St. Gabriel's property – 159-201 Washington St project, Brighton

This letter is to provide feedback from a majority of IAG members for the above referenced project. We have attended IAG and community meetings, and reached out to area residents and stakeholders.

We oppose further advancement on this project until our concerns are addressed, and real, substantive changes and improvements have been made to the proposal. Items of particular concern include size and density, need for increased home ownership opportunities, and the ongoing issue with St. Elizabeth's IMP and legality of their sale of the parking lot as a building site for this project.

### Comments and concerns:

1. IAG seeks clarification of the St. Elizabeth's parking lot issue before further advancing this project or process. We expect a full legal explanation as to how St. E's was arbitrarily able to sell the parking lot, a requirement within their IMP, to Cabot & Cabot. If St E's was not legally allowed to do so, the entire project is moot. **The precedence created by allowing this type of a deal to take place has huge implications for our neighborhood given the number of IMPs in the area, and will influence our view of any past or future IMP agreements.** Last week Steward announced the sale of the remaining hospital property raising even more concerns on future plans at the location, implications of the prior sale, and status of the IMP. IAG 01
2. This property is a jewel in Brighton and in a sensitive area that transitions from Brighton Center, through a stable neighborhood and connects to Fidelis Way. What is built here needs to increase community stability, provide diverse housing options and fit with the neighborhood, not IAG 02

accelerate the transient aspects of Brighton. We believe the number of units proposed, the building quality and size of units, and the targeted market will not support this goal.

3. Size and massing of buildings: While we appreciate the developer adding condos to the project, this building is an additional structure at the complex, so is increasing number of buildings, not reducing. Also, the church is now being kept (a plus, but still more buildings). This means we have the original 4 high rises, the mansard style house and Monastery, plus the church, and the condo building. This is too much. IAG 03
4. Density: At the public meetings, residents were clear: this project is too big and too dense. The original plan was 679 units with approximately 1000 bedrooms. The updated plan includes 953 bedrooms. While the unit mix has been improved, the decrease in density is miniscule. IAG 04
5. Home ownership: While we appreciate the developer's willingness to include condominium opportunities, he has added them by including an additional structure, instead of making part of the originally proposed units condos. We continue to believe this project is too geared to transient residents and will be detrimental to the stability of the neighborhood. IAG 05

#### Recommendations:

If and when Cabot & Cabot, BPDA and St. E's provide satisfactory proof that that the parking lot can (and has been) legally severed from the St. E's IMP, we would like to see the following incorporated into the plan:

1. Reduce project size by approximately 1/3. Possible ways to accomplish:  
a) Remove one of the high rise buildings all together  
b) Remove one floor from each building IAG 06
2. **Increase home ownership opportunities/condos to a minimum of 25% of final project. This can be accomplished by making one of the high rise structures into condos.** IAG 07
3. Reduce height of building one and increase upper floor setbacks to better blend with neighborhood. IAG 08
4. Increase parking ratio. Planning and developers continue to ignore the makeup, commuter paths, lifestyle, driving habits and overcapacity public transit options in Brighton. If even 10% of the proposed new residents without designated parking spaces have cars, that will increase parking demand in the immediate area approx 25 spaces; 20% would be 50 more cars on that block. IAG 09

5. Planning study for this area: IAG members believe it is impossible to evaluate this project without understanding the rest of the development proposed for the Washington and Commonwealth corridor. We need a comprehensive study of that area in order to ensure our infrastructure (open space, streets, public transit) are sufficient to handle the increased capacity of all these units, we are unable to sufficiently determine these issues absent this type of comprehensive review.

A high quality development, with home ownership opportunities, geared towards families, professionals and long term residents would be a transformative project for Brighton. The current proposal does none of these things and will negatively impact and destabilize the community.

Sincerely,

The following 159-201 IAG Members

Abigail Furey  
Anabela Gomes  
Athena Laines  
Carol Martinez  
Dan Daley  
Diane Kline  
James Long  
John Bligh  
Joanne LaPlante  
Rick Hollohan

cc: City Councilor Mark Ciommo  
City Councilor President Michelle Wu  
City Councilor at Large Annisa Assabi George  
City Councilor at Large Ayana Pressley  
City Councilor at Large Michael Flaherty  
State Representative Kevin Honan  
State Representative Michael Moran  
State Senator William Brownsberger

## IMPACT ADVISORY GROUP

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### **IAG 01      Legality of Sale by St. Elizabeth's**

The sale of the former St. Gabriel's Monastery site to the Proponent complied with all applicable legal requirements. Ensuring conformity with parking obligations remains an ongoing responsibility of the St. Elizabeth's Medical Center. St. Elizabeth's is currently in the process of filing a renewal of their Institutional Master Plan, which will set out their planned use of current and any future parking facilities. We understand that they will be filing an update to the IMP shortly, which will have further details.

### **IAG 02      Community Stability**

By adjusting the unit mix and sizes, offering a greater variety of unit types, as well as including condominiums in the current plan, the Proponent hopes this will appeal to families and longer term tenants and add to stability within the community.

### **IAG 03      Number of Buildings**

Please see the revised site plan for updated building layout. The condominium building as presented at the second IAG meeting has been eliminated. The condominium count since that meeting has been increased to 85 and they have been relocated to a dedicated Building 4.

### **IAG 04      Density**

Please see Section 9.2.1 regarding the density of the Project.

### **IAG 05      Homeownership**

Please see Section 9.2.3.

### **IAG 06      Project Size**

As discussed in Section 9.2.1, the proposed density of the Project has been reduced, and is a reflection of the careful evaluation of the Project's goals, discussions with the BPDA, discussions with the community, current open space on-site today, and feasibility analyses by the Project team.

### **IAG 07      Increase Homeownership**

The Proponent added 85 condominium units to the plan as per the recommendation of the IAG and members of the community.

**IAG 08      Building Heights**

Multiple recommendations have been made to improve the relationship of Building 1 to the neighborhood, please Chapter 5.0 to understand why the footprint of Building 1 was reduced, and how the setbacks have changed accordingly.

**IAG 09      Parking Ratio**

The Parking ratio has increased from 0.6 to 0.65 spaces per unit, with 1.02 spaces per unit for the condominium units.

# BOSTON PRESERVATION ALLIANCE

October 12, 2016

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Peter Roth

Regan Shields Ives AIA

Catharine Sullivan

Peter Vanderwarker

Rita Walsh

## Executive Director

Gregory J. Galer, Ph.D.

Mr. Michael Rooney  
Project Manager  
Boston Redevelopment Authority  
Via email: [Michael.Rooney@Boston.gov](mailto:Michael.Rooney@Boston.gov)

Re: 159-201 Wastington Street - St. Gabriel's Monastery, Brighton

Dear Mr. Rooney,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 94 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to continue to offer comments on projects that impact the historic character of the city.

The Landmarked St. Gabriel's Monastery building as well as the prominent site (in part initially designed by the famed Olmsted Brothers firm), and the adjacent church are important elements of the Allston-Brighton neighborhood. However, the St. Gabriel's campus, given its large size and open space, presents a unique opportunity for development to meet the serious housing shortage in Boston, while demonstrating that such growth can be done in a manner sensitive to the adjacent neighborhood and historic resources.

The Preservation Alliance and the development team from Cabot, Cabot and Forbes have met on several occasions to review the evolving proposal and for the Alliance to offer comments and feedback. I am pleased to report that the CCF team has welcomed a healthy dialog and responded well to our comments and concerns. While the project is actively evolving and we are not yet able to offer clear and complete support until more details are available, we do wish the BRA to know that the evolution we have seen in the plan is quite positive.

After initially proposing to demolish the church on the site and new construction that we felt somewhat crowded the Landmark Monastery, we are pleased the team is now planning on retaining the church and allowing

The Otis House  
141 Cambridge Street  
Boston, MA 02114  
617.367.2458  
[bostonpreservation.org](http://bostonpreservation.org)

the monastery and church to act as focal points for the project. We look forward to continued dialog and development of the project. If the progress so far is any indication we feel this can be an important project for the neighborhood and the city that successfully blends unique historic resources with new construction, both creating much needed housing while preserving characteristics that make Boston unique.

Please note that the Monastery is not only a Boston Landmark (and therefore changes to it need to be approved by the Boston Landmarks Commission), but also the Massachusetts Historical Commission hold a Preservation Restriction on the property and they therefore must approve changes to the Monastery as well. We encourage the proponent to keep **BPA 01** both agencies fully informed as their planning progresses.

Thank you,

A handwritten signature in black ink, appearing to be 'GA', written in a cursive style.

Greg Galer  
Executive Director

CC:

Rosanne Foley, Boston Landmarks Commission  
Brona Simon, Massachusetts Historical Commission  
Charlie Vasilliades, Brighton-Allston Historical Society  
John Sullivan, Cabot, Cabot & Forbes

## 9.5 Public Comments on the Expanded PNF

### BOSTON PRESERVATION ALLIANCE

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**BPA 01**      **BLC and MHC**

The Proponent will keep both agencies informed as planning progresses.



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's

1 message

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Richard Salvucci <richardmt66salvucci@gmail.com>  
To: michael.rooney@boston.gov

Mon, Aug 8, 2016 at 5:59 PM

Dear Mr. Rooney,

I'm sure you'll be receiving a number of these E-mails concerning the possibility of creating a gallery space at the St. Gabriel's development. As well as a gallery space is there any possibility of there being a space where art classes could be taught as well? **RS 01**  
I'm a lifelong resident of Brighton and an artist. I've taught classes at the Brighton Branch library but a designated area would be great also. An 'Art Center' per say. Just a thought...

Thank you...

Richard Salvucci

As a member of Unbound Visual Arts and a lifelong resident of Brighton. I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

Richard Salvucci

**RS 01      Art Classes**

Cabot, Cabot & Forbes is partnering with Unbound Visual Arts to provide a public art gallery for the Project. Unbound Visual Arts intends to hold events such as lectures in the space and is exploring the possibility of classes as well.

10/11/2016

City of Boston Mail - Comment re. 159-201 Washington Street (St. Gabriel's)



Michael Rooney <michael.rooney@boston.gov>

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## Comment re. 159-201 Washington Street (St. Gabriel's)

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Eva Webster <evawebster@comcast.net>  
To: Michael Rooney <Michael.Rooney@boston.gov>

Tue, Oct 11, 2016 at 3:02 AM

To the BPDA Development Review Team:

We would like to register our strong objection to the proposed project at 159-201 Washington Street (St. Gabriel's site) due to its predominantly transient nature.

Allston-Brighton is too transient as it is. We think that this site should be used to build high-quality owner-occupied housing. **EW 01**

Thank you.

Eva Webster  
Leland Webster  
Ludwik Gorzanski

15 Orkney Road  
Brighton

EW 01      Homeownership

Please see Section 9.2.3.

10/3/2016

City of Boston Mail - St. Gabriel's Development



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's Development

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Maryreg@comcast.net <Maryreg@comcast.net>  
To: Michael.Rooney@boston.gov

Sun, Oct 2, 2016 at 11:34 AM

Dear Mr. Rooney,

I am writing to let you know how pleased I am about the developers saving St. Gabriel's Church and putting it to use. This is wonderful news. I am also please that the developer is going to reduce the number of units and add a small number of condos. While this is good news the development is still too dense and more opportunities of home ownership are needed. I hope that the Boston Planning and Development Authority will take these two things into to consideration before issuing the final approval. **MR 01**  
**MR 02**

Thank you.

Mary Regan  
189 Lake Street  
Brighton, MA 02135  
Maryreg@comcast.net

## MARY REGAN

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**MR 01      Density**

Please see Section 9.2.1 regarding the Project density.

**MR 02      Homeownership**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Comments on St. Gabriel's Development (159-201 Washington St)

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Emma Hawes <ebhawes@gmail.com>  
To: Michael.Rooney@boston.gov

Tue, Aug 30, 2016 at 9:24 AM

Hello Mr. Rooney,

My name is Emma Hawes, and I spoke at the August 10th BRA meeting regarding the development at the St. Gabriel's monastery location. First, I wanted to thank you and the rest of the BRA staff for keeping the meeting running fairly smoothly. The gentleman with the microphone (and I apologize, I failed to write down his name) handled a passionate crowd with aplomb, and he certainly deserves many compliments for his efforts. If you could pass along my praise I would greatly appreciate it.

I am writing to encourage the BRA to do two things: first, to organize a special committee to develop an overarching visionary plan for development in the Allston/Brighton area, particularly Washington Street; second, to reject the St. Gabriel's plan as it currently stands.

My first item seems like it should be easy to accomplish, and with at least three active development plans in the works right now for the same small stretch of Washington Street, also seems necessary. For example, the traffic analyses performed now for any one of those developments can't yet take into account the traffic that will be created by the other two developments. I'm personally new to involvement with community action and with the BRA, so I don't know what form this committee or plan would take, but I'm under the impression that such plans have been created for other neighborhoods and developments. Allston-Brighton needs an analysis of what will best serve the neighborhood in the long run, and talking about each development piecemeal seems inefficient and likely not to produce the best results.

My second point ties into one of the reasons I feel we need active, intentional planning in Allston-Brighton. I'm fairly young, all things considered. I live in Allston, and in the years since I graduated, I've watched as many of my college friends, hoping to build wealth by buying property, were forced to move out of the city to find homes in their price range. These are friends who had lived in Allston-Brighton, and who had enjoyed the city life and all it had to offer. Friends who are making plans to start families. Friends with solid middle-class jobs. These friends wanted to stay in Allston-Brighton, and would have been happy with a two-bedroom condominium. Unfortunately, the current real estate market offers few opportunities for young families.

My husband and I were very lucky in that we were able to scrape together a down payment on a tiny condo just as the real estate bubble was popping. Our building, at 244 Brighton Avenue, had been an industrial building, but was renovated to create condos. In our building, there is a mix of owner-occupants and renters. This highlights one of the best parts of condo buildings that seems to be ignored by many people who advocate for apartments: a condo can be rented out, but an apartment can never be owned. A multi-bedroom condo can be occupied by a family or multiple adults for a much more reasonable price than they would pay to rent micro-units. Our building is better maintained than many rental properties in Boston, simply because, for some of us, it's literally our home. Many recent proposed (and approved) developments treat Allston-Brighton not as a place where people can live and put down roots, but as a place where profits can be generated for landlords. That's not what I want to see in my neighborhood. It doesn't promote an involved neighborhood or happy neighbors.

The monastery site is one of the loveliest bits of green property left in Allston-Brighton. That green space is vital to attracting middle-class families back to the city. A development in that space could provide reasonably priced condominiums, with layouts large enough for families. Certainly some of those would be purchased by investors intending to rent them out; I'm not naive enough to deny the likelihood of that. But at least some of them could be purchased by young families hoping to live there.

EH 01

At the meeting, the feedback from the developer made it seem that he was far more receptive to adding additional parking than he was to changing the development to condominiums. I do feel that additional parking spaces would be a draw for the development, and that those cars wouldn't necessarily all be driven every day (my husband and I have one car, but we use it to leave the city, not to go to work everyday). However, the issue of home ownership is far more important to me than the issue of parking. Currently, it seems as though CCF has an investment partner that has only focused on dorm-like developments in the past. That does not mean that it is impossible for them to build condos, or to change their partnership to a company more amenable to condominiums.

EH 02

EH 03

10/3/2016

City of Boston Mail - Comments on St. Gabriel's Development (159-201 Washington St)

I believe that the BRA has a responsibility to encourage home ownership in Boston. This has been a stated goal of the mayor, and was vociferously demanded by the people attending the 8/10 meeting about St. Gabriel's. The current St. Gabriel's plan does nothing to help increase stability in Allston-Brighton. It builds wealth only for the developer, not for community residents.

Please reject the current proposal for the St. Gabriel's development, and work to create an over-arching plan for Washington Street in Allston-Brighton that encourages home ownership.

Thank you very much,  
Emma Hawes

**EH 01          Condominiums**

Please see Section 9.2.3.

**EH 02          Parking**

Please see Section 2.2.2 regarding the parking supply for the Project.

**EH 03          Investment Partner**

Cabot, Cabot & Forbes has partnered with investment firm Blue Vista to acquire the property. Blue Vista is structured as a Real Estate Investment Trust (REIT), with a long-term hold proposition, which does not align with the short-term hold period of condominium development. The Proponent has agreed to include condominiums in the plan nonetheless, and will continue to work with its partners on the appropriate investment structure to deliver them.

10/3/2016

City of Boston Mail - ST. GABRIEL'S



Michael Rooney <michael.rooney@boston.gov>

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## ST. GABRIEL'S

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Diane Kline <klinelopa@msn.com>  
To: Michael Rooney <michael.rooney@boston.gov>

Sat, Oct 1, 2016 at 4:07 PM

Hi Mike:

CC&F has made modest changes to the project by slightly decreasing density and incorporating 40 condominium units. While I'm personally delighted that the church will be repurposed, my concerns about the project's density and the lack of significant home ownership remain. These concerns were also reflected in the comments from community members at the public meeting last Thursday night, and I hope they can be successfully resolved. **DK 01**  
**DK 02**

Thanks,  
Diane

**DIANE KLINE**

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**DK 01      Density**

Please see Section 9.2.1 regarding the Project density.

**DK 02      Homeownership**

Please see Section 9.2.3.

8/9/2016

City of Boston Mail - 159-201 Washington St.



Michael Rooney <michael.rooney@boston.gov>

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## 159-201 Washington St.

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Lisa <lisalieberman@aol.com>  
To: Michael.Rooney@boston.gov

Sun, Aug 7, 2016 at 8:17 PM

The St. Gabriel's project as currently proposed is without merit and will serve to further destroy a neighborhood already crushed by the weight of colleges and a transient population. We need housing for families, who will have an investment in the community. The city would be remiss to allow this type of housing to be built where housing could be built to attract renters and/or homeowners who would contribute to the vitality of Brighton. The density of this project will cause traffic problems both vehicular and foot and will overload the public transportation system. This is a primo piece of land and should be put to better use. A successful city needs more than just micro-housing, universities, hospitals, and commercial enterprises, it needs people who can establish roots and can call the city home. **LL 01**  
**LL 02**

Lisa Lieberman  
21 Kirkwood Rd.  
Brighton, Ma  
Sent from my iPad

**LL 01      Family Housing**

Please see Section 9.2.2 regarding the unit types.

**LL 02      Transportation Impacts.**

Please see Section 2.2.11 and 2.3 regarding transportation impacts.



Michael Rooney <michael.rooney@boston.gov>

## St. Gabriel Rectory proposal feedback

1 message

Daniel Aldrich <daniel.aldrich@gmail.com>

Wed, Aug 10, 2016 at 7:01 PM

To: Tim Davis <tim.davis@boston.gov>, Katelyn Sullivan <katelyn.sullivan@boston.gov>, Michael Rooney <michael.rooney@boston.gov>

Dear BRA / city of Boston,

I remain concern about the proposal for the renovation of the site at St. Gabriel Rectory for two main reasons.

1) As it stands now, the firm has yet to specify if it will provide homes for purchase within this development. Given that only 1/5 of Brighton residents own their homes, I feel that this dormitory-style development is not helping our community. For me to support the development I'd need to see homes for purchase for lower income and middle class families, not just rentals for students.

DA 01

2) This proposal, with .58 parking spaces per unit, will result in at least 290 people needing to park their cars on local streets. As of now - and we own our condo on Union Street, just a block away - on street parking is at capacity. Where will these additional cars be parked? Washington Street is already full of cars.

DA 02

Sincerely,

Dr. Daniel Aldrich

--

Check out my books BUILDING RESILIENCE and SITE FIGHTS

<https://www.amazon.com/author/danielpaldrich>

Professor and Director of the Security and Resilience Studies Program, Northeastern University

<http://daldrich.weebly.com/> Twitter: DanielPAldrich

## DANIEL ALDRICH

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**DA 01      Development Style**

Please see Section 9.2.2 regarding the unit types, and Section 9.2.3 regarding homeownership.

**DA 02      Parking**

Please see Section 2.2.2 regarding the parking supply.

33 Brainerd Road, #208  
Allston, MA 02134  
October 10, 2016

Mr. Michael Rooney  
Project Assistant  
Boston Planning & Development Agency

RE: St. Gabriel's and Washington St. Corridor, Brighton

Dear Mr. Rooney:

Thank you for the recent public meeting you held regarding the development of the St. Gabriel's property on Washington St. in Brighton. I share the concerns expressed at that meeting by the many Allston-Brighton residents in attendance. And I hope that the BPDA will address these issues that were raised as the project moves forward:

**Homeownership:** Our Allston-Brighton community is concerned about dwindling opportunities for homeownership. The developer of St. Gabriel's has proposed 555 new rental units and only 40 condominiums. There should be a better mix, with a large increase in the number of condos.

GT 01

**Demographic Imbalance:** The mayor's recent housing report indicates that Allston-Brighton has the largest student population in Boston, by far! The new St. Gabriel's units should NOT be marketed to students. What we need instead is housing that is affordable and appealing to working adults, retirees, and families. That means providing additional larger units for those who want to stay in the neighborhood or establish roots here.

GT 02

**Planning the Washington St. Corridor:** There is currently new development being proposed on four sites along a small section of Washington St. These sites stretch from 5 Washington St. to St. Gabriel's. Because there are more than 1000 new residential units in the pipeline, the entire corridor should be carefully considered and planned as a whole, particularly with regard to the impact on parking, traffic, and public transportation.

**St. Gabriel's:** As several people mentioned at the public meeting, St. Gabriel's is a unique site that offers the possibility for building something really wonderful. This opportunity should not be wasted by erecting a lot of small, standard apartments that simply increase the density of our community. I hope the BPDA will consider building something that will really enhance the neighborhood and support our local businesses. Also, the current proposal does not yet adequately address the need for parking or have a workable traffic pattern within the site.

GT 03

Thank you for your consideration. My greatest concern is that the BPDA be responsive to Allston-Brighton residents by supporting housing that promotes long-term residency, thereby helping to stabilize our community.

Sincerely,  
Gloria Tatarian

**GT 01 Homeownership**

Please see Section 9.2.3.

**GT 02 Target Demographics**

The target demographic for the Project has been expanded with a greater variety of unit types and sizes, along with the inclusion of condominium. Greater variety has been added to the unit mix with more two and three-bedroom units. The target market now includes families, existing residents, empty nesters, professionals, as well as graduate students, faculty and staff at neighboring institutions.

**GT 03 Parking and Traffic**

Please see Figure 9-2, provided in response to the Boston Transportation Department comment letter, which presents internal vehicular traffic circulation and addresses locations and access to parking.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**St. Gabriel's**

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Susan Heideman <sheidema@smith.edu>  
To: Michael.Rooney@boston.gov

Mon, Oct 10, 2016 at 7:44 PM

Dear Mr. Rooney,

I have lived in Brighton for 12 years. I live in a condominium that was developed by Hamilton in 2003-4, consisting of one renovated muffler factory of 12 loft units and one brand new four-story bldg. of 24 apt. units. We have considerable land surrounding our two buildings with handsome landscaping. As a trustee of the condo association, I am apprised of the details of all the sales of units in these two buildings.

I have seen the value of these condo units skyrocket. During the last year three units, (one loft unit and two apt. units) have garnered multiple above-asking price offers within a day or two of their crowded open-houses. We have a very restrictive rental policy, and all three of the buyers now live in their units.

On the basis of these sales, I KNOW there is a large and eager population interested in BUYING high-quality condo units in Brighton. Our units are described as "luxury," although with the exception of some of our owners having renovated beyond what the developer offered, the average unit is probably a modest step below those in the Waterworks condo development.

We desperately need more long-term, stake-holder residents in Brighton. Creating high-quality condo developments is one way to do it. PLEASE MAKE THE ST. GABRIEL PARCEL A DEVELOPMENT THAT OFFERS HANDSOME, HIGH-QUALITY CONDO UNITS OF VARYING SIZES, FROM STUDIOS TO THREE BEDROOMS. Buyers are being turned away from Brighton owing to fierce competition over the limited number of high-quality condo units available.

**SH 01**

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

SH 01      **Condominiums**

Please see Section 9.2.3.



Michael Rooney <michael.rooney@boston.gov>

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## st. gabriel's development

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Kevin Carragee <kcarragee@suffolk.edu>  
 To: "Michael.Rooney@boston.gov" <Michael.Rooney@boston.gov>

Mon, Oct 10, 2016 at 3:03 PM

Michael Rooney

Dear Mr. Rooney:

The email indicates my strong opposition of the current development proposal concerning the former St. Gabriel's property in Brighton. I have attended three major community meeting relating to this project and my perspective on the proposal is shaped by the interaction that occurred between the developer and community residents at these meetings.

The current proposal relating to the former St. Gabriel's property represents a significant lost opportunity. The St. Gabriel's property, given its size and attractiveness, provides the City of Boston with an outstanding opportunity to gain a significant number of owner-occupied housing units in a community, Allston-Brighton, that has a very low level of owner-occupied housing. The most significant problem confronting Allston-Brighton is its transient character, a character that directly threatens the development and preservation of a sense of community.

Sadly, the developer proposes a project that would only increase the transient character of the neighborhood, neglecting the potential of the St. Gabriel site. The current proposal, according to the developer, would largely attract graduate students to rental housing; these graduate students likely would not remain in Allston-Brighton for a lengthy period of time as residents. I also should note that I recognize the need to construct additional housing for graduate students in the City of Boston, but this housing should be primarily constructed on university campuses and/or at locations with superb public transportation. The St. Gabriel's site lacks these two significant characteristics.

At all the meetings I attended concerning this project, Allston-Brighton residents repeatedly called for the construction of owner-occupied housing at this location. **I am strongly in favor of the construction of condominiums at this location; these condos should be deed-restricted for owner-occupants.** In my view, the **majority of the units** should be owner-occupied condos, with some units reserved for rental housing.

KC 01  
 KC 02

This housing mix would help increase the number of owner-occupied units in Allston-Brighton, while also producing an attractive mix of housing at the St. Gabriel's location. This mix also would produce the needed, but elusive goal of constructing mixed-income housing in Boston.

The current controversy relating to the St. Gabriel's site needs to be placed within a broader context. Recent housing developments in Allston-Brighton and current proposals for housing development in the neighborhood have been overwhelmingly designed as rental housing. As such, these developments and proposed developments do nothing to increase the owner-occupancy rate in the neighborhood.

We need to seize the opportunity that the St. Gabriel's site represents. Sadly, the current proposal squanders that opportunity. We need to do better to safeguard the Allston-Brighton community.

Cordially,

Kevin M. Carragee  
 58 Cresthill Road  
 Brighton, MA 03135  
 617-254-4462

**KC 01          Condominiums**

Please see Section 9.2.3.

**KC 02          Owner-occupied Condominiums**

The Proponent will make 75% of units in the condominiums owner-occupied only.

10/11/2016

City of Boston Mail - St Gabriel's Development



Michael Rooney <michael.rooney@boston.gov>

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## St Gabriel's Development

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David Rothberg <dlr1213@yahoo.com>  
To: Michael.Rooney@boston.gov

Sun, Oct 9, 2016 at 8:58 PM

Dear Mr. Rooney:

As homeowners and invested, concerned citizens of Brighton, we strongly urge you to examine more closely the devastating long term impacts of yet another multi- hundred unit rental development project scheduled for the St. Gabriel's site.

Please instead consider the many ways in which owner occupied condominiums would benefit our community.

**DR 01**

Thank you.  
David & Marilyn Rothberg  
2400 Beacon Street

Sent from my iPhone

DR 01      Condominiums

Please see Section 9.2.3.



Michael Rooney <michael.rooney@boston.gov>

**The Saint Gabriel development**

Sun, Oct 9, 2016 at 5:42 PM

James Fitts <jfitts20@comcast.net>

To: michael.rooney@boston.gov

Cc: mark.ciommo@boston.gov, warren.oreilly@boston.gov, kevin.honan@mahouse.gov, "jfitts20@comcast.net" <jfitts20@comcast.net>

Dear Mr. Rooney,

I have owned and lived in my condominium in Allston for 27 years, and I am writing to voice my concerns regarding the Saint Gabriel development project.

I have seen my neighborhood go downhill due to developments where the quality of life for the neighborhood was not correctly considered. In order for the Allston-Brighton area to continue to have an acceptable quality of life for the people who live here, the neighborhood's needs to be considered in total.

That means fewer new projects targeted to students and more projects targeted only to people who plan to own and live in the area. Traffic and parking have deteriorated drastically over the last few years due to developments that have added cars to the neighborhood without adding the correct amount of parking spaces.

**JF 01**

I have read the information about the Saint Gabriel development and I believe it is yet another large-scale development that will have an adverse effect on people like me that have made a lifelong commitment to my neighborhood. We do not need another development primarily tailored to students. We need developments that are primarily focused on families that will make a commitment, like myself, to living in the neighborhood for a very, very long time.

**JF 02**

Promises from developers in the past have meant very little and the results have been consistently negative.

Regards,

Jim Fitts  
jfitts20@comcast.net

**JF 01          Parking**

Please see Section 2.2.2 regarding the parking supply.

**JF 02          Target Demographics**

The target demographic for the Project has been expanded with the inclusion of condominium units and change in unit types and sizes. Greater variety has been added to the unit mix with more two and three-bedroom units. The target market now includes families, existing residents, empty nesters, professionals, as well as graduate students, faculty and staff at neighboring institutions.

10/11/2016

City of Boston Mail - Saint Gabriels development.



Michael Rooney <michael.rooney@boston.gov>

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## Saint Gabriels development.

---

Neal Klinman <nklinman247@gmail.com>

Sun, Oct 9, 2016 at 5:38 PM

To: Michael.Rooney@boston.gov

Cc: evawebster@comcast.net, cleveland-circle-community@googlegroups.com

Are you folks out of your minds? I believe the community has spoken out against this kind of development. We are being railroaded by our elected officials, city agencies, and moneyed developers who are laughing at our zoning laws as well as the desires of those committed to creating a stable base in our community. This proposal should be blocked or altered. We should not have to fight so hard over and over again to advocate responsible stewardship of our lands and resources. Please work with us and for us to create more owner-occupied opportunities in our community by rejecting the dense development proposal for transient housing at the Saint Gabriel's site. **NK 01**

Thank you.

-Neal Klinman

**NK 01      Homeownership**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**St. Gabriel's development**

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Clamp, Christina <C.Clamp@snhu.edu>  
To: "Michael.Rooney@Boston.gov" <Michael.Rooney@boston.gov>

Sun, Oct 9, 2016 at 4:59 PM

I am writing to express my disapproval of the plan for development on the St. Gabriel's site. What Brighton needs is the development of family oriented and senior housing – not more student housing. Students do not have our commitment to the community and the city. Transients create an environment that is vulnerable to fostering higher crime. As a long term resident of the city and a home owner, I recognize that students are and have been a part of the residential pattern here. But the balance has shifted in a way that can lead to a deterioration of this area as an attractive neighborhood for both renters and homeowners. The city does not need more investor owned properties of this sort. We do need more housing that is affordable and attractive to families. Also as my husband and I are approaching retirement, we would like to remain in the neighborhood but may have to leave once we need senior housing. A development that incorporates serves both families and seniors would add value to this neighborhood. Also, given the location and open space on the St. Gabriel's site, preservation of the green space should be an important consideration in any development design.

CC 01  
CC 02

Sincerely,

A handwritten signature in cursive script that reads "Christina A. Clamp".

Christina A. Clamp  
Professor, School of Arts and Sciences  
Director, Center for Co-operatives & CED  
Southern New Hampshire University  
2500 N. River Rd.  
Manchester, NH 03106  
<http://www.snhu.edu>  
[c.clamp@snhu.edu](mailto:c.clamp@snhu.edu)  
(603)644-3154

Please consider the environment before printing this e-mail.

**CC 01 Families and Seniors**

The target demographic for the project has been expanded with the inclusion of condominium units and change in unit types and sizes. Greater variety has been added to the unit mix with more two and three-bedroom units. The target market now includes families, existing residents, professionals, graduate students, faculty and staff at neighboring institutions, as well as seniors who are looking to downsize and would prefer a professionally managed apartment community with full amenities. Any person can rent in the Project; it is marketed to but not restricted to any specific demographic.

**CC 02 Open Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.

10/11/2016

City of Boston Mail - St. Gabriel's development



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's development

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bostonmimster <bostonmimster@aol.com>  
To: Michael.Rooney@boston.gov

Sun, Oct 9, 2016 at 10:40 AM

Dear Mr. Rooney,

I'm writing to tell you how much I disagree with the proposal put forth to build housing that would attract transient residents instead of families and others who would like to call this neighborhood home. Allowing this development is to allow the building of a ghetto which would benefit investors and not home owners. It's time to promote home ownership in this area and stop proposing and building overcrowded rental boxes suitable for investment but not living. Let home owners become part of this neighborhood. **MI 01**

Thank you for your attention.

Sincerely,

Mimi Iantosca  
registered voter in Ward 21

**MI 01      Homeownership**

Please see Section 9.2.3.

10/11/2016

City of Boston Mail - St. Gabriels



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriels

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Redmond Walsh <redmondcw@aol.com>  
To: Michael.Rooney@boston.gov

Sun, Oct 9, 2016 at 10:14 AM

St. Gabriels site is way to big for this area. We need owner occupied homes not more rentals.

**RW 01**  
**RW 02**

Redmond C Walsh Jr

## REDMOND WALSH

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**RW 01      Size**

Please see Section 9.2.1 regarding the size of the Project.

**RW 02      Homeownership**

Please see Section 9.2.3.

10/11/2016

City of Boston Mail - St. Gabriel's Development



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's Development

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nohara3@verizon.net <nohara3@verizon.net>  
To: Michael.Rooney@boston.gov

Sun, Oct 9, 2016 at 9:52 AM

Dear Mr. Rooney,

We are happy that the St. Gabriel Church will be repurposed but we are still unhappy about the density and the lack of significant home ownership opportunities in this proposed development. **MO 01**

Our community is united in our hope that the beautiful and St. Gabriel's site be developed to provide stable, attractive, long-term, mixed-income homeownership — the kind of housing that is needed in A-B, but remains in such short supply. **MO 02**

Please do what is right for our home town of Brighton.

Sincerely,

Michael and Nancy O'Hara

**MICHAEL AND NANCY O'HARA**

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**MO 01      Density**

Please see Section 9.2.1.

**MO 02      Homeownership**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Comments on the 159-201 Washington St-St Gabriel's Brighton development

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Leslie Bordonaro <bordonaro\_lz@hotmail.com>  
To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Fri, Oct 7, 2016 at 10:23 AM

Hi Michael,

I couldn't find a way to put my comments on the Boston Planning & Redevelopment site as noted on our handout for the 159-201 Washington St. Saint Gabriel's in Brighton. I called the office and was given your email. Please let me know if you have received this as this is the last day for comments. Thank you. Comments below.

Leslie Bordonaro

61R Union St.

Brighton, MA 02135

I have some major concerns with this housing project.

1. **TRAFFIC:** The traffic along Washington St is already pretty horrendous. I'm afraid that I won't be able to get anywhere when I leave my home after this project is built. We already have to build in 5-10 minutes just to cross Comm Ave, or get past St. Elizabeth in the other direction. The cars are often backed up all the way to Monastery from Comm. Ave, and going the other way, the light at Washington/Cambridge street is always backed up. **LB 01**

In addition, the entrance from the driveway is sure to be dangerous and problematical, but the last thing we need on this stretch is ANOTHER traffic light. We have to take special care every time we come out of Shannon on to Washington. Cars turning left from that driveway will endanger everyone, as it's on a curve and hard to see. I already experience that from crossing the street on foot when getting off the bus. **LB 02**

2. **PUBLIC TRANSPORTATION:** The idea that people will take public transit more than drive from this development is impossible to guarantee. But if 1000 new people are taking the B line at Washington street during rush hour there won't be space to breath on the train. I already had to start going to the stop before Washington to guarantee a seat because I have a long trip in. What's going to happen to us commuters when this development, and maybe two or three others, all funnel into the B train? It's already the worst line in the city. Less service, crowded trains, SLOW trips. **LB 03**

3. **OPEN SPACE:** It's admirable that the developers say they want to leave the landscape along Washington street alone. But I'm not entirely sure I can believe all they promised (see below). And it brings up the fact that Brighton is woefully short of open space and trees. There is not one street tree along the street I live on, Union. Even the one little park along it has recently been renovated -

which is nice, but we currently only have small trees, and no shade along Union there now because the mature pines were cut down. It was the only patch of shade along the street. I would much prefer this St. Gabriel's area be designated a permanent open space for quality of life issues for the whole neighborhood - for Brighton Ctr even. We have almost NO PARKS of any size in this part of town. We desperately NEED our tree lungs to keep this town liveable! **LB 04**

4. APARTMENTS vs CONDOMINIUMS: The idea of nearly 600 apartments being put up in this already apartment heavy/student and transient heavy area is really upsetting. Everyone in Brighton who tries to make a home here is already sick of being at the mercy of the student migration and living with young people who have NO idea how to treat neighbors and live as if they were in their own little bubble. Even counting apartments at 500 units, there would very likely be at least 4 people living there plus 4 guests visiting often. If you just count the people living there, that's 2000 more people. **LB 05**

5. TRUST: Finally I have to say I'm not sure I trust these developers. The main speaker from them acted like he had no idea of the value of condominiums. I find this highly unlikely, so I wonder what his deal is. Also, after touting the pedestrian walkway around the buildings they mentioned putting a road through that. Which is it?

**LB 01      Traffic**

Please see Section 2.3 regarding proposed transportation mitigation.

**LB 02      Site Driveway**

The proposed site plan does not have a driveway across from Shannon Street. The main driveway will be the currently signalized Washington Street/Monastery Road/Site Driveway intersection. A secondary driveway will provide access to the condominium units at the existing driveway opposite Nantasket Avenue. This intersection will remain unsignalized. There are not any intersections that are proposed to be signalized as part of this Project.

**LB 03      MBTA Capacity**

Please see Section 2.2.11.

**LB 04      Open Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.

**LB 05      Condominiums**

Please see Section 9.2.3.

# *The Parents and Community Build Group, Inc.*

*Working To Build and Strengthen the Community Through Fundraising, Events and Education  
Advocacy - Stewardship - Education - Community Growth*



October 11, 2016

Re: 159 – 201 Washington Street – St. Gabriel's, Brighton

Michael Rooney, Project Assistant  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Dear Mr. Rooney,

This correspondence serves as public opposition to the proposed development plan for the St. Gabriel's Site located at 159 – 201 Washington Street in Brighton.

The Boston Planning and Development Agency should be committed to representing and respecting the desires of each Boston Neighborhood. The Allston-Brighton Community has repeatedly expressed a need for more Home Ownership Opportunities. Although 40 condo units are presently being proposed, the historic and scenic St. Gabriel's Site location presents a prime opportunity for a large Condo Complex versus 40 condo units in an oversized rental development complex.

PCBG 01

The Allston-Brighton Community needs mixed-income home ownership opportunities.

The St. Gabriel's site would provide multiple Home Ownership opportunities if transformed into a large Condo Development. Please respect the desired needs of the Allston-Brighton Community by not approving the proposed Rental Development for the St. Gabriel's, Brighton site.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Joan Pasquale".

Joan Pasquale, Executive Director  
The Parents and Community Build Group, Inc.  
PCBGinc@Mail.com

**THE PARENTS AND COMMUNITY BUILD GROUP, INC.**

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**PCBG 01      Condominiums**

Please see Section 9.2.3.

10/14/2016

City of Boston Mail - St. Gabriel's Development Brighton



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's Development Brighton

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Bruce Kline <bklineloma@gmail.com>  
To: Michael.Rooney@boston.gov

Thu, Oct 13, 2016 at 5:26 PM

Dear Mr. Rooney,

While it was encouraging to note some movement on the part of the developer to reduce some density and provide some opportunity for ownership, this should be considered to be a BABY step in the right direction. Traffic issues have yet to be addressed, the density is still excessive and the opportunity for ownership is minuscule. This project is on the right track but needs a lot more adjustment before it is acceptable. **BK 01**  
**BK 02**  
**BK 03**

Regards,

Bruce Kline

**BRUCE KLINE**

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**BK 01      Traffic**

Please see Section 2.3.

**BK 02      Density**

Please see Section 9.2.1.

**BK 03      Homeownership**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

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no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Mon, Sep 19, 2016 at 5:31 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1167

Form inserted: 9/19/2016 5:30:39 PM

Form updated: 9/19/2016 5:30:39 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Michael

Last Name: Dorgan

Organization: Homeowner

Email: michael.dorgan@genzyme.com

Street Address: 16 High Rock Way

Address Line 2:

City: Allston

State: MA

Phone: (617) 782-9576

Zip: 02134

Comments: I am opposed to this plan as it is currently defined. The scale is too large for the neighborhood. The approval must be subject to the resolution of the parking elimination for St. Elizabeths that this plan calls for. Looking at the overhead picture, I counted about 340 cars that are currently parked on the 11.6 acre space. These cars need a home that is not on the street. Post development, the available parking must be at least 1 space per unit for each unit developed. The plans call for heights of up to 7 stories, most structures in this area are 2 to 3, with the max being 5 stories. The mix of unit size discourages families from settling/staying and increases the car and transportation needs of the overall development. Should be fewer studios and 1 beds. Traffic study is too limited. 1 day and mixed with 2014 data and 2011 seasonal adjustments. Also, don't believe the assumptions on transportation and the mitigating actions are largely meaningless. Also, I don't think any assumptions were made for visitors to the residences which will be high revenue the target demographic. Lastly the proposal is 100% rental. This creates a transit population that is not invested in the community. It is in the interest of the community to make these saleable units. Owners will drive the key decisions and the likely tax base will be significantly higher as individual owned units.

MD 01

MD 02

MD 03

MD 04

MD 05

MD 06

MD 07

PMContact: Michael.Rooney@Boston.gov

**MD 01      Scale**

Please see Section 9.2.1.

**MD 02      St. Elizabeth's Parking**

The Proponent will continue to work with St. Elizabeth's Medical Center on the relocation of their parking spaces. St Elizabeth's is currently in the process of filing a renewal of their Institutional Master Plan, which will include a plan for relocating their parking spaces. They will be filing an update to the IMP shortly which will have further details.

**MD 03      Project Parking**

Please see Section 2.2.2.

**MD 04      Unit Mix**

Please see Section 9.2.2.

**MD 05      Traffic Study Limitations**

The transportation studies complies with the BTD "Transportation Access Plan Guidelines" as required as part of the Article 80 Large Project review process.

**MD 06      Traffic Assumptions for Visitors**

The trip generation for the Project includes all traffic (vehicular, bicyclist, and pedestrian) that is expected to visit the site. This includes not only the residents, but visitors and deliveries as well.

**MD 07      Homeownership**

Please see Section 9.2.3.



Michael Rooney <michael.rooney@boston.gov>

### Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

1 message

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

Thu, Sep 22, 2016 at 6:57 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1177

Form inserted: 9/22/2016 6:57:07 PM

Form updated: 9/22/2016 6:57:07 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street?utm\_source=Neighborhoods&utm\_campaign=a51a611329-159-201\_Washington\_St\_IAG\_Public\_Meeting9\_22\_2016&utm\_medium=email&utm\_term=0\_bccda74844-a51a611329-137477573

First Name: Marisa

Last Name: Angilletta

Organization:

Email: Miaomi@aol.com

Street Address: 64 Nottinghill Rd

Address Line 2:

City: Brighton

State: MA

Phone: (617) 782-1326

Zip: 02135

Comments: 1-This project is just to massive, 769 unit is outrages!!! 2-This project will effect all the people who own two family's in the neighborhood, we won't be able to rent our own units. Look around and see how many "for rent signs are out" after Sept1 (that alone says a lot). 3-This project will effect Traffic first. Washington St in the morning & afternoon is bumper to bumper add another 400 + cars? Even if they add parking traffic now is unbearable. 4-This project is #1 out of #4. Just across from the shrine that is also going to be more apartments, plus the temple, plus land after Whole Foods all on Washington St. How many apartments do these developers need? 5- Who are we kidding ? They started with this is for Grad students ? There won't be enough students to fill these units therefore they will rent to whomever. 6- Crime will increase. 7- Your driving out us, the families that have lived here for 50+ years. 8- I appreciate everything they say about relocating the shrine but, it about land, the trees and all that surrounds this once beautiful property. To the Boston redevelopment authority what are u doing to our community & neighborhood ? PLEASE THINK OF THE IMPACT IN JUST 5-10 years!!! This is a massive mistake. Thank you~ On 9/22/16, 3:05 PM, "Development Review at the BRA" wrote: Public Meetings hosted by BRA View this email in your browser 159-201 Washington Street (St. Gabriel's) Impact Advisory Group Meeting Description: Second Meeting of the 159-201 Washington Street Impact Advisory Group ("IAG") to discuss the Proposed Project. Although the Public is welcome to attend IAG meetings and listen to the discussion, the public meeting on September 29, detailed below, is the more appropriate forum for the broader public to provide feedback about the project. [more] Time: 09/27/2016 6:00 PM - 8:00 PM Location: St. Elizabeth's Medical Center, 736 Cambridge Street, Brighton, MA 02135 Public Meeting Description: On July 18, 2016 a Project Notification Form ("PNF") was submitted pursuant to Section 80B-5 of the Code by Cabot, Cabot & Forbes to the Boston Redevelopment Authority. The PNF describes the construction of 680 units of housing for young professionals, families, graduate

MA 01  
MA 02  
MA 03  
MA 04  
MA 05

10/17/2016

City of Boston Mail - Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

students and other university affiliates such as residents, faculty and staff. The PNF also describes the rehabilitation of St. Gabriel's Monastery and a Shrine to Our Lady Fatima. The public comment period for the PNF ends on October 7, 2016. [more] Time: 09/29/2016 6:00 PM - 8:00 PM Location: Jackson/Mann Community Center, 500 Cambridge Street, Allston, MA 02134 Michael Rooney Michael.Rooney@Boston.gov 617.918.4237 Submit Your Comments Share Tweet Forward Copyright © 2016 Boston Redevelopment Authority, All rights reserved. You are receiving this email because you signed up in person or opted in on the BRA website. Our mailing address is: Boston Redevelopment Authority One City Hall Square Boston, MA 02201 Add us to your address book subscribe to this list unsubscribe from this list update subscription preferences -- To post to this group, send email to AllstonBrighton2006@googlegroups.com For more options, visit this group at <http://groups.google.com/group/AllstonBrighton2006?hl=en> --- You received this message because you are subscribed to the Google Groups "AllstonBrighton2006" group. To unsubscribe from this group and stop receiving emails from it, send an email to [allstonbrighton2006+unsubscribe@googlegroups.com](mailto:allstonbrighton2006+unsubscribe@googlegroups.com). For more options, visit <https://groups.google.com/d/optout>.

PMContact: Michael.Rooney@Boston.gov

**MA 01      Density**

Please see Section 9.2.1.

**MA 02      Impact on other Rental Properties**

Independent market studies and research reports show demand in the area for the rental housing proposed by the Proponent. According to the City of Boston's Department of Neighborhood Development Report titled *'Student Housing Trends: 2015-2016 Academic Year'*, there is currently a shortage of housing supply in Brighton. The current market is under-supplied leading to overcrowding, as well as health and safety issues, created by rental housing meant for single-family occupancy. This puts significant upward pressure on the neighborhood housing market. The Project will provide housing at a scale that will help alleviate the excess demand and crowding in the housing market today.

**MA 03      Traffic Impacts**

Please see Section 9.2.4.

**MA 04      Tenant Demographics**

The target demographic for the Project has been expanded with the inclusion of condominium units and change in unit types and sizes. Greater variety has been added to the unit mix with more two and three-bedroom units. The target market now includes families, existing residents, professionals, graduate students, faculty and staff at neighboring institutions, as well as seniors who are looking to downsize and would prefer a professionally managed apartment community with full amenities. Any person can rent in the Project; it is marketed to but not restricted to any specific demographic.

**MA 05      Open Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

1 message

no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Tue, Sep 27, 2016 at 10:14 AM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1181

Form inserted: 9/27/2016 10:14:04 AM

Form updated: 9/27/2016 10:14:04 AM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Liz

Last Name: Breadon

Organization:

Email: lizbreadon@aol.com

Street Address: 33 Champney Street

Address Line 2:

City: BRIGHTON

State: MA

Phone: (617) 702-4925

Zip: 02135

Comments: 159-201 Washington Street, Brighton (St Gabriel's) Mr. Rooney, Thank you for the opportunity to comment on the proposed development of the 159-201 Washington Street, Brighton. The Saint Gabriel's site is outstanding location on the edge of the commercial district in Brighton Center and it behooves us to take great care to ensure that it's development is beneficial to the commercial, cultural and social life of our community. The St Gabriel's location is an historic and beloved community space with architectural, spiritual and cultural significance to many in our community. It is also one of the few remaining areas of green space in an already densely developed neighborhood of Boston. We have a population of 74,997 people in an area of 4.4 square miles. (2010 Census) I have several areas of concern with regard to this project 1. Need for a comprehensive neighborhood planning process. Allston-Brighton as been subject to decades of piece-meal projects presented by institutions and developers without any consideration of the "big picture" and long term needs of the community. Without a comprehensive neighborhood plan we has seen an exponential increase in density without commensurate improvements in affordable housing, home ownership, public transit, traffic management, safe cycle routes, emergency services, green space, and quality of life. An integrated planning process is essential to identify the problems and come up with creative solutions to all of theses issues. 2. We do not need a "dormitory village". This proposed development of 679 units of housing " designed built and marketed to serve ... graduate students, young and other university affiliates, professionals, staff and faculty" does not reflect the needs of our community. Over the course of many years community activists and housing advocates have highlighted the need to increase owner occupancy, and preserve affordable housing for low and middle-income households. What is proposed for this wonderful location is a dormitory village this does not have any real connection or relationship with the surrounding neighborhood. It is targeted at a very narrow demographic and is not what we need in Allston Brighton. Looking at the 23 recently completed, in process or pending housing developments in the neighborhood the majority of the units were studios and one-bedrooms with a very small percentage of 3 bedroom units, and almost no disabled

LB 01

accessible units. 3) A missed opportunity to do something significant! This proposal represents a missed opportunity to develop an innovative project that would enhance the neighborhood by creating a housing community that is multi-generational, economically diverse, and includes homeowners and renters. The demographic make up of the neighborhood is out of balance. Transient residents who are here for a few years are not invested here and tend not to be engaged in civic life. Many young people would like to put down roots here and stay but the lack of affordable housing options forces them to relocate to the suburbs; this is detrimental to the long-term stability of our community, and needs to be addressed. 4) Owner Occupancy This project does not address the need to increase the levels of owner occupancy, which stands at 19% in Allston Brighton. There is a false perception that there is no demand for condominiums in Allston Brighton are wrong. In July 2016 Brighton, Allston, and Dorchester all tied for the fastest-selling neighborhood at 24 days. The average selling price was \$450,000. If they build it they will come. In summary, I urge the BRA to undertake a comprehensive neighborhood planning process. We need to increase home ownership; preserve green space; provide more affordable rental accommodation for middle-income families and people with disabilities. Sadly the current proposal falls far short of that. Sincerely, Liz Breadon 33 Champney Street Brighton MA 02135  
lizbreadon@aol.com 617-702-4925

**LB 02**

PMContact: Michael.Rooney@Boston.gov

**LB 01**      **Dormitory Village**

The target demographic for the Project has been expanded with the inclusion of condominium units and change in unit types and sizes. Greater variety has been added to the unit mix with more two and three-bedroom units. See unit layout samples in Appendix A. Units are designed as typical apartments and are not dormitory style housing.

The target market now includes families, existing residents, professionals, graduate students, faculty and staff at neighboring institutions, as well as seniors who are looking to downsize and would prefer a professionally managed apartment community with full amenities. Any person can rent in the Project; it is marketed to but not restricted to any specific demographic.

**LB 02**      **Homeownership**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**Project Comment Submission: 159-201 Washington Street (St. Gabriel's)**

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no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Sun, Oct 2, 2016 at 8:13 AM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1193

Form inserted: 10/2/2016 8:12:33 AM

Form updated: 10/2/2016 8:12:33 AM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: S

Last Name: H

Organization:

Email: sh857@yahoo.com

Street Address: Washington

Address Line 2:

City: Brighton

State: MA

Phone: (617) 111-1111

Zip: 02135

Comments: As will all the structures being built and all the "plans" about what will happen - this will not free up existing rentals for families - this will bring MORE people to Brighton. With the project in Brighton Center and the existing over-population and traffic, the area will become even more congested. Green spaces are also dwindling and this will take away natural space. I grew up in Brighton and am disgusted at the takeover by students and universities. **SH 01**  
**SH 02**

PMContact: Michael.Rooney@Boston.gov

## S H

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### SH 01      **Population Increase**

The Project will preserve over 70% of the green space on the site. It will bring a variety of demographics to the area, and will bring much needed economic activity to Brighton Center.

### SH 02      **Open Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**Project Comment Submission: 159-201 Washington Street (St. Gabriel's)**

1 message

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

Mon, Oct 3, 2016 at 11:20 AM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1194

Form inserted: 10/3/2016 11:19:58 AM

Form updated: 10/3/2016 11:19:58 AM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Kathryn

Last Name: Markham

Organization:

Email: kmarkham6046@gmail.com

Street Address: 18 Union Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 782-9419

Zip: 02135

Comments: I am concerned about this project adding to the traffic woes already existing on Union Street. for many years **KM 01** Union Street was Resident Only parking 7 days a week/24 hours. Then the City for some reason changed it to Resident Parking 8 a.m. - 6 p.m. Monday-Friday. the problem is that after 6:00 p.m. and on weekends we have cars parking that the drivers (a) do not live in the area and/or (b) are carrying out of state plates. This also applies to other surrounding streets such as Washington Street at Monastery Road; Shepard, Shannon and Snow Streets. Now you want to add housing, etc. and not allow for ample parking that won't interfere with the neighborhoods surrounding it. Why were the streets changed?

PMContact: Michael.Rooney@Boston.gov

**KM 01      Union Street Parking and Traffic**

Typically BTD implements Resident Permit Parking (RPP), or makes changes to existing RPP signage based on community feedback. This Project was not involved in the RPP signage change.

The proposed Project is not expected to increase the existing cut through traffic volume traveling along Union Street.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

2 messages

**no-reply@boston.gov** <no-reply@boston.gov>  
 To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

Tue, Oct 4, 2016 at 2:59 PM

CommentsSubmissionFormID: 1199

Form inserted: 10/4/2016 2:58:44 PM

Form updated: 10/4/2016 2:58:44 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street?utm\_source=Neighborhoods&utm\_campaign=22c806ffe2-St\_Gabriels\_Project\_Update10\_3\_2016&utm\_medium=email&utm\_term=0\_bccda74844-22c806ffe2-118094873

First Name: Samantha

Last Name: Pajak

Organization:

Email: smpajak@gmail.com

Street Address: 85 Brainerd Rd

Address Line 2: Apt 213

City: Allston

State: MA

Phone: (585) 737-6564

Zip: 02134

Comments: Good afternoon, I am writing to let the city know that I feel this project at St. Gabriel's has simply too many units. It was noted that only an additional 4 cars will be at each intersection during rush hours. I travel through this area and can say that an extra 4 cars at each intersection each hour may not seem like a lot but when everything is already grid-locked in the area especially on Comm and Washington there is no way that there won't be a perceived impact. There are over 600 units. At least half of those units will likely participate in rush hour. And with the nature of students will cause an overall impac on the area at all hours of the day and night. And that is only counting the cars the building has spots for. There is currently a strain on all street parking for at least 2 miles in ALL directions. In addition, given that the city has decreased the number of B line trains there will be stress added to an already stressed B line. This needs to be addressed as the cars are already packed two stops farther inbound. Where will these people fit on trains? The MBTA needs to add support to the B line if almost 700 units will be added as there will be at least 1400 people added to a small area if each is a 2 bedroom. Also keep in mind students like to pack into units which will increase numbers in this location even further. This are simply can not handle a project of this size. I am all for land use however adding at least 1400 people to an already dense area is just unreasonable and will have a very negative impact on the neighborhood's. If this project is to be approved it should be significantly downsized. While I currently live on Brainerd Rd I used to rent on Random Rd. The traffic 4 years ago was awful and now it is worse. This project needs to be downsized significantly. Thanks, Samantha Pajak

SP 01

SP 02

SP 03

SP 04

PMContact: Michael.Rooney@Boston.gov

**SP 01 Perceived Impact**

Please see Section 2.3.

**SP 02 Parking**

Please see Section 2.2.2.

**SP 03 MBTA Capacity**

Please see Section 2.2.11.

**SP 04 Occupancy in Units**

Units are rented to a specific number of people according to the number of bedrooms available, unless there are couples or families sharing bedrooms. Overcrowding, such as that seen in single-family housing being rented in Brighton today, will not be common in the Project.

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

Tue, Oct 4, 2016 at 11:29 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1200

Form inserted: 10/4/2016 11:29:08 PM

Form updated: 10/4/2016 11:29:08 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street?utm\_source=Neighborhoods&utm\_campaign=22c806ffe2-St\_Gabriels\_Project\_Update10\_3\_2016&utm\_medium=email&utm\_term=0\_bccda74844-22c806ffe2-198158669

First Name: Annette

Last Name: Pechenick

Organization:

Email: arph@rcn.com

Street Address: 97 Colborne Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 987-2134

Zip: 02135

Comments: There are still too many apts. and very few condos. The scale of the project needs to be reduced and should include at least two parking spots for each 2 bedroom apt/condo 3 parking spots for 3 bedroom apt/condo and 4 parking spots for each 4 bedroom apt/condo. The traffic to the neighborhood will be too much for the Washington Street exit. There should be an exit on the Warren side of the complex and the developer should include a shuttle from the complex to the medical area in Longwood as well as a shuttle to the downtown area and a shuttle to Kendall Square/Harvard Square. The project as it is currently puts tremendous strain on already overburdened Washington Street. Also there still needs to be more condo's on the property perhaps like the Waterworks where there are fewer apartments but excellence in living area.( a good spot for this would be converting the St. Gabriel's church into exclusive condo ownership. The developer does not need to have excessive apartments for rent when there is such a need for family living and families that want to stay in the area. Please don't let this project get too ahead of itself and instead let it be a source of pride for families that want to live in the area. Also no buildings should be more than 3.5 stories so that the wonderful skyline view can be seen by all.

**AP 01**

**AP 02**

**AP 03**

**AP 04**

**AP 05**

PMContact: Michael.Rooney@Boston.gov

**AP 01          Scale**

Please see Section 9.2.1.

**AP 02          Parking**

Please see Section 2.2.2.

**AP 03          Warren Street Exit**

The Project has a second entry on Washington Street which connects through Nevins Street out to Warren Street behind the St Elizabeth's campus. This is a possible exit from the site that will help alleviate traffic on Washington Street.

**AP 04          Shuttle**

Please see Section 2.2.11.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

2 messages

no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Fri, Oct 7, 2016 at 4:27 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1209

Form inserted: 10/7/2016 4:26:47 PM

Form updated: 10/7/2016 4:26:47 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Paula

Last Name: Dewar

Organization: Abutter

Email: dianed19@yahoo.com

Street Address: 196 Washington Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 782-6550

Zip: 02135

Comments: RE: 159-201 Washington Street Project 1. There are not enough parking spaces planned with the project. **PD 01**  
 Currently there is no parking available on Washington Street in the evenings and overnight. With up to 555 units and only  
 .7 parking spaces per unit (which may have numerous residents in one unit each having cars) the neighborhood can not  
 accommodate the additional vehicles that will be looking for parking spaces. 2. The access road that is currently used **PD 02**  
 by St Elizabeth's is in the plans as a route both in and out of this project. It is a very dangerous exit trying to get onto  
 Washington Street. The opposite St is Nanatasket Avenue which is a private way with no sidewalks. It is very  
 dangerous for the residents of this street to come out of their houses and go to their cars with the increased traffic now  
 with St Elizabeth's use it will only become increasingly dangerous with this road being used as an entry and exit way to  
 the project. The residents of this new project will be going through the neighborhood streets to avoid the traffic lights at **PD 03**  
 Monastery Rd and Cambridge St. Also, the increase in headlights and car noise on the houses that are surrounding the  
 project road will affect the quality of life for the residents. One suggestion would be to have the project road be one way **PD 04**  
 going into the project and have the exit point be on Monastery Rd with the signal light. I think this would be a better  
 traffic flow pattern and help alleviate the concerns of congestion and safety with the surrounding residents. Also, this  
 would have the least impact on the safe passageway of emergency vehicles going to the hospital and police station. 3.  
 At the meetings the accessibility to public transportation has been a key point of this project. As it stands today both the **PD 05**  
 57 and 65 buses are at capacity during the rush hours. I have heard the same about the green line. Has there been any  
 discussion with the MBTA to increase the number of runs on each route to accommodate the increased ridership? Thank  
 you and I look forward to future meetings about this project. Paula Dewar 196 Washington Street Brighton, MA. 02135  
 dianed19@yahoo.com 617-782-6550

10/17/2016

City of Boston Mail - Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

PMContact: Michael.Rooney@Boston.gov

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**no-reply@boston.gov** <no-reply@boston.gov>  
To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

Fri, Oct 7, 2016 at 5:10 PM

CommentsSubmissionFormID: 1210

Form inserted: 10/7/2016 5:09:32 PM

Form updated: 10/7/2016 5:09:32 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Paula

Last Name: Dewar

Organization: Abbuter

Email: dianed19@yahoo.com

Street Address: 196 Washington Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 782-6550

Zip: 02132

Comments: One additional comment I would like to make re: 159-201 Washington Street Project Is there a plan with the **PD 06** City of Boston regarding the rodent population that is currently residing in the house on 201 Washington Street and on the land that is going to be developed. There has been increased rat activity this past summer in the surrounding neighborhood. I would think that the developer should have a detailed plan to address the rat population that will be looking for new places to live once they begin demolition of garage and disturb the land on this project site. Thank you, Paula Dewar

PMContact: Michael.Rooney@Boston.gov

**PD 01      Parking**

Please see Section 2.2.2.

**PD 02      St. Elizabeth's Access Road**

This driveway will only provide access to the condominium units. Most of the traffic to and from the site will be through the signalized Site Driveway.

**PD 03      Neighborhood Streets**

Please see Section 2.3 for proposed transportation mitigation measures that will help alleviate the need for cut through traffic on the residential streets.

**PD 04      Exit Point**

The second entry will be limited as most vehicles from the Project are in the main garage in the back which enters and exits through Monastery Road. There is no flow of traffic through the site, further limiting exit at the second entry as the road behind the Monastery is fire-access only. Hence, the only cars that would use the second entry are those parked in the condominium building. Access to Nevins and Warren Street through the St. Elizabeth's campus will also be maintained.

**PD 05      Bus Capacity**

Please see Section 2.2.11.

**PD 06      Rodent Population**

The Proponent has a Rodent Management Plan in place to exterminate any rodents that may appear during construction. The Property will also have management in place during operations to address rodent issues should anything arise.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**Project Comment Submission: 159-201 Washington Street (St. Gabriel's)**

1 message

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

Sat, Oct 8, 2016 at 6:49 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1212

Form inserted: 10/8/2016 6:49:31 PM

Form updated: 10/8/2016 6:49:31 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Mary Jane

Last Name: Higgins

Organization: Brighton resident, Evans Rd.

Email: jan194tim@hotmail.com

Street Address: 114 Evans Rd.

Address Line 2: Apt. 1

City: Brighton

State: MA

Phone: (617) 232-1344

Zip: 02135

Comments: Dear Sirs, Brighton/Allston is a dense community with a large number of rental units, most of which are inhabited by students and 20-somethings. Parking in my neighborhood, which borders Brookline (no overnight parking), **MJH 01** is very difficult already and almost impossible when any kind of construction is under way. Our Brighton/Allston community would greatly benefit from the availability of more condominiums, including three-bedroom units that would **MJH 02** attract permanent residents and families. Please make the St. Gabriel's development a condo development that includes at least one parking space per unit. Thank you. M. J. Higgins

PMContact: Michael.Rooney@Boston.gov

## MARY JANE HIGGINS

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**MJH 01      Parking**

Please see Section 2.2.2.

Due to the size of the site, on street parking restrictions during the construction period will be very limited and should only be impacted when work along Washington Street is being conducted (updated signal equipment and reconstructed sidewalk along the site frontage).

**MJH 02      Condominiums**

Please see Section 9.2.3.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

3 messages

no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Sun, Oct 9, 2016 at 2:13 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1214

Form inserted: 10/9/2016 2:13:00 PM

Form updated: 10/9/2016 2:13:00 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Bob

Last Name: Pessek

Organization: Allston Civic Assoc.

Email: grilkpessek@verizon.net

Street Address: 9 High Rock Way #1

Address Line 2:

City: Allston

State: MA

Phone: (617) 562-0390

Zip: 02134

Comments: The proposed housing at 159-201 Washington St., Brighton, fails for two important reasons: It is planned for the wrong residents and it is too big. Some 618 units (including 40 condos) are too many on that site. Just look at the illustration on this web site. Most of the housing will be rental; Allston-Brighton has a low percentage of owner-occupied housing and needs more. Thus, the project should be reduced to something less than 500 units total and at least 400 of them should be owner-occupied condos with deed restrictions to ensure compliance. In addition, two buildings at the edge of the site, overlooking Brighton High School, should be steel framed structures of ten or twelve stories. This would give them a smaller foot print while providing views for the residents. For inspiration, the developer should visit 1501 Commonwealth Ave. and the Waterworks. Attempting to place small, boxy, high turn-over rentals at this site is a disgrace and a failure of planning. As has been said many time at public meetings concerning this site, the developer has disrespected the site and the needs of the community with this proposal. On another, related matter: Some 15 or 20 years ago Cabot, Cabot and Forbes developed the former Casey and Hayes storage building at the intersection of the Mass. Pike and Everett St., It was a bust. The building still sits empty, now owned by Harvard University. Thus a suggestion: Cabot, Cabot and Forbes should work with Harvard University to develop graduate student housing in this large and unused building. As stated above, the St. Gabriel's site should be developed as a place where people can make a home and become a part of the Allston-Brighton community instead of a property that will join the September 11 churn of transient residents. Allston-Brighton already has more than enough of such housing. Thank you, Bob Pessek

BP 01

BP 02

BP 03

BP 04

BP 05

PMContact: Michael.Rooney@Boston.gov

**BP 01 Homeownership**

Please see Section 9.2.3.

**BP 02 Density**

Please see Section 9.2.1.

**BP 03 Owner-occupied Condominiums**

The Proponent will make 75% percentage of units in the condominiums owner-occupied only.

**BP 04 Building Footprints**

Please see the revised site plan for updated building layout. The revised plan reduces the overall amount of new building footprint by over 20,000 square feet by creating more efficient construction layouts. Unfortunately, the feasibility of the Project declines drastically once the construction type changes from wood framed construction to steel framed construction.

**BP 05 Casey & Hayes Storage Building**

Cabot, Cabot & Forbes no longer owns the Casey & Hayes Storage building, which is currently contemplated for the relocation of the Boston Skating Club.

10/17/2016

City of Boston Mail - Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

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

Sun, Oct 9, 2016 at 2:50 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1215

Form inserted: 10/9/2016 2:49:57 PM

Form updated: 10/9/2016 2:49:57 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Nancy

Last Name: Grilk

Organization:

Email: grilkpessek@verizon.net

Street Address: 9 High Rock Way #1

Address Line 2:

City: Allston

State: MA

Phone: (617) 562-0390

Zip: 02134

Comments: This project is too big and needs to be deed restricted owner-occupied condominiums that prohibit "flipping" **NG 01** as is the case with the Waterworks development. Visit the Waterworks for the resident stability and the beautiful re-use of the buildings in addition to newly built if you need any convincing this is the best and most stabilizing option for housing. The St. Gabriel's site is a gem; it is one of the last, large undeveloped tracts of green space for development in Brighton. Do not squander it with short-term residential rentals. This development must be looked at with the whole neighborhood in mind. As with your agency's new name, planning is key, and with your motto, transparency is also important. Immediately, adjacent are 2 developments that will add, with these 680 units, 1,003 new units of housing, add nearby 5 Washington brings the total to 1,181, and add the additional two newly proposed Washington St. developments in Brighton Center (former Minihane's and McNamara's), brings the total to 1,251 NEW UNITS. All totaled, additional new parking for cars, 1,054. Additional street parking will be prohibitive. These developments need to have independent **NG 02** traffic studies (not hired by the developers). Traffic is backed up throughout the day. A study of all the MBTA transit modes in this area is critically needed . These transit modes are jammed with riders; adding more than 2,000 new riders **NG 03** without any additional service is unsustainable. These developments must not be looked at separately. As a community, we are relying on the BPDA to represent what is the best for the neighborhood. Thank you, Nancy Grilk

PMContact: Michael.Rooney@Boston.gov

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

Sun, Oct 9, 2016 at 5:24 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1217

Form inserted: 10/9/2016 5:24:04 PM

Form updated: 10/9/2016 5:24:04 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

**NG 01      Owner-occupied Condominiums**

The Proponent will make 75% percentage of units in the condominiums owner-occupied only.

**NG 02      Parking**

A comprehensive transportation study and traffic analysis has been conducted as part of the Article 80 permitting. This traffic study includes existing traffic volumes (including vehicles, bicycles, and pedestrians), a future condition with projected traffic volumes (not including this Project), and a future condition with projected traffic volumes associated with the proposed Project. As with all traffic studies that comply with the BTD "Transportation Access Plan Guidelines", the transportation study for this project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Thus, the developments are not reviewed in isolation of each other and a cumulative impact has been determined. Any future potential development that begins the permitting process will include all previously considered development projects for the area.

**NG 03      MBTA Capacity**

Please see Section 2.2.11.

10/17/2016

City of Boston Mail - Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Lauren

Last Name: Kreisberg

Organization:

Email: lrnsemail@gmail.com

Street Address: 62 Murdock Street

Address Line 2: Unit 1

City: Brighton

State: MA

Phone: (617) 438-6481

Zip: 02135

Comments: I've been involved with this project since early this year, going to meetings at the Fatima Shrine. They've been more than gracious, offering at the beginning to rebuild the shrine. Wajeha was wonderful, keeping us up to date via email, and always open to phone calls. That being said, it of great concern to me that this projects seeks to build rental units in a section of the city that is already over dense with temporary housing. I know this opinion has been echoed by other community members. Also of concern, is the impact on traffic and public transportation. Again, repeating what other members of the community have asked, I implore the BPDA to look at development in Brighton as a whole, not per project. I'm aware this is a city, and growth is inevitable. I'm not claiming "not in my backyard!". I'm asking that you look to bring stability to this neighborhood by promoting and supporting projects that bring long term residents and families to the Brighton areas. This means condos, not rentals; houses not student dorms. **LK 01**  
**LK 02**

PMContact: Michael.Rooney@Boston.gov

**LK 01 Homeownership**

Please see Section 9.2.3.

**LK 02 Traffic and Transportation Impacts**

A comprehensive transportation study and traffic analysis has been conducted as part of the Article 80 permitting. This traffic study includes existing traffic volumes (including vehicles, bicycles, and pedestrians), a future condition with projected traffic volumes (not including this Project), and a future condition with projected traffic volumes associated with the proposed Project. As with all traffic studies that comply with the BTD "Transportation Access Plan Guidelines", the transportation study for this project includes the traffic associated with all other known potential developments (in the permitting process or under construction) at the time of filing. Thus, the developments are not reviewed in isolation of each other and a cumulative impact has been determined. Any future potential development that begins the permitting process will include all previously considered development projects for the area.



Michael Rooney <michael.rooney@boston.gov>

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

1 message

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

Mon, Oct 10, 2016 at 11:41 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1219

Form inserted: 10/10/2016 11:40:15 PM

Form updated: 10/10/2016 11:40:15 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Neal

Last Name: Shanske

Organization:

Email: neal@shanske.com

Street Address: 55R Union Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 413-8074

Zip: 02135

Comments: This project should not be allowed to proceed in anything resembling its current form. I live a block away from the proposed site on Union Street. The proposed project would include just 395 parking spots for 679 units, some with multiple bedrooms. This would make street parking in the neighborhood, already difficult, impossible, especially during snow emergencies. It would add congestion to Washington Street which is already often congested. These problems will be even worse if the other two large projects proposed for Washington Street within two blocks are built as well. The project site contains some of Brighton's last green space and this space should be preserved. As well, the proposed project would target transient residents who rent. Our neighborhood needs more owner-occupied housing for families. We have many friends who have left the area after being unable to find appropriate housing for their families in this neighborhood. We want long term residents who will establish deep roots in the area and build our community- not transients who have no vested interest in our neighborhood's future. This project would have a severely negative impact on the quality of life of neighborhood residents and should not be allowed to proceed. I have heard many of my neighbors speak against this project and none in favor. The BPDA should hear the voices of those impacted, act in the best interests of the neighborhood and clearly and firmly inform the developer that this project will not proceed in any form.

NS 01

NS 02  
NS 03

PMContact: Michael.Rooney@Boston.gov

**NS 01      Parking**

Please see Section 2.2.2.

**NS 02      Open Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.

**NS 03      Homeownership**

Please see Section 9.2.3.



Michael Rooney <michael.rooney@boston.gov>

### Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

1 message

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

Tue, Oct 11, 2016 at 12:58 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1222

Form inserted: 10/11/2016 12:58:11 PM

Form updated: 10/11/2016 12:58:11 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Marisa

Last Name: M

Organization:

Email: marisacm94@hotmail.com

Street Address: 18 Nottinghill Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 254-0739

Zip: 02135

Comments: As a long-time resident of Brighton, I'd like to submit my comments regarding the development project planned for the St. Gabriel's Monastery site at 159-201 Washington Street. While I would strongly prefer that the site remain preserved without further development, I do realize that this is a done deal, and I would approve of the project if the BPDA ensures the following: • Preservation of all the existing structures: the shrine, the church, and the monastery building, which is registered as an historical landmark and as such the designation should be respected; • Preservation of the cemetery and other features related to the religious structures and site; • That green space and other landscape features are preserved and even expanded within the site; • That adequate off-street parking is provided for new residents to account for already limited street parking in the neighborhood; • That the development is designed, planned, and constructed with attention to minimizing its impact on traffic in the surrounding neighborhood, particularly Washington Street, which becomes extremely congested during rush hour with cut-through traffic, etc.; and • That the BPDA and/or zoning board places restrictions on the density and height of the proposed structures, and that the new buildings are designed to fit in as seamlessly as possible with the surrounding landscape and current architecture in the neighborhood (i.e., don't build an eye sore). One other note: it would be helpful for all residents throughout the entire city if, before projects such as this one continue to go forward, that something be done to (and I know this is a reach) FIX THE T! If the BPDA is going to allow new housing to be built to attract more people to already densely populated neighborhoods such as Brighton, assessments should first be made regarding the state of public transportation in the area and whether it can handle additional volume. Many branches of the T are at capacity and are outdated, antiquated, and inefficient. I'm referring specifically to all branches of the Green Line, particularly the B Line, which is just a few steps away from this proposed development and would be an even bigger benefit to the neighborhood than it currently is if it were modernized. This is a significant problem that needs to be addressed citywide. It affects people's quality of life and often turns many people away from living in the city, or certain parts of it. Boston has made some egregious

MM 01  
MM 02  
MM 03  
MM 04  
MM 05  
MM 06

mistakes in the past (e.g., during urban renewal), but given what we know today about the positive influence that green space can have on people's quality of life, the need for access to efficient public transportation to reduce pollution that contributes to climate change, and the benefits of preserving historical structures and spaces (which the city of Boston touts to generate revenue from tourism), projects such as this one provide an opportunity to learn from the mistakes of the past and do things the right way. This is a chance to improve the city with a balanced, well-thought-out, modern development that respects the architectural and other characteristics of the neighborhood in which it is being built rather than burdening it with one in which the planners haven't given much forethought to how the community will be affected and are primarily concerned with maximizing the profits that can be squeezed out of the few small parcels of land still available in an already congested area. Please, if this project goes forward, make sure that it is a benefit for the neighborhood rather than a detriment. Boston is a great city and has the potential to be even better. I have lived in the city my entire life and I have seen many of its neighborhoods grow and improve in the past couple of decades. In addition to its history, architecture, and educational and medical institutions, one of its best (and often overlooked) features is that it is already a very green city, with not only many public parks but areas of green space integrated throughout its neighborhoods—a benefit for its residents as well as the environment. Please don't squander this opportunity by being shortsighted. Don't turn the city into an urban nightmare. Not just with this project in Brighton, but others that may and will arise in other neighborhoods. Make Boston the world-class city of the future it aspires to be, a place that all of its residents can be happy and proud to call home. Thank you. Respectfully, Marisa M.

PMContact: Michael.Rooney@Boston.gov

**MM 01      Preservation**

The St. Gabriel's Monastery and Church, and the Shrine are all being preserved and restored in their current locations.

**MM 02      Preservation of Cemetery**

The cemetery will be preserved as part of the Project.

**MM 03      Green Space**

The Proponent is committed to preserving the open space on the site. The proposed site plan maintains approximately the same amount of open space that exists on the site today. By restricting new construction to paved parking surfaces, the open space on the site will be 63% for the proposed plan compared to 64% today, amounting to approximately 7.3 acres of open space.

**MM 04      Parking**

Please see Section 2.2.2.

**MM 05      Traffic**

Please see Section 2.3.

**MM 06      Surrounding Landscape**

Please see Chapter 5.0 to understand how the new building placement and architectural design is intended to respond to, respect, and revive the historic quality and character of the currently abandoned buildings on the property as well as the adjacent Brighton neighborhoods.



Michael Rooney &lt;michael.rooney@boston.gov&gt;

## Project Comment Submission: 159-201 Washington Street (St. Gabriel's)

4 messages

no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Thu, Oct 13, 2016 at 11:17 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1231

Form inserted: 10/13/2016 11:17:33 PM

Form updated: 10/13/2016 11:17:33 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Ann

Last Name: dePierro

Organization:

Email: adepiero11@aol.com

Street Address: 306 Summit Ave

Address Line 2:

City: Brighton

State: MA

Phone: (617) 731-1719

Zip: 02135

Comments: The proposed development at St Gabriel's is too large for the area and will not provide the type of stable long term ownership that is needed in Brighton. It is also adjacent to two other proposed developments on Washington Street that will overwhelm the infrastructure of the neighborhood. The former BRA should live up to its new name and perform a comprehensive planning study of this area of Brighton and all proposed development before it approves any new development. Traffic in Brighton Center and along Washington is horrendous and will be exacerbated by this overdevelopment. The proposed housing will also hurt many owner occupants who rent units in their multi family dwellings to graduate students. I urge the BRA to listen to the neighborhood and require further study and paring down of this project.

AD 01  
AD 02AD 03  
AD 04

PMContact: Michael.Rooney@Boston.gov

no-reply@boston.gov &lt;no-reply@boston.gov&gt;

Thu, Oct 13, 2016 at 11:41 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1232

Form inserted: 10/13/2016 11:41:29 PM

Form updated: 10/13/2016 11:41:29 PM

## ANN DEPIERRO

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**AD 01      Size**

Please see Section 9.2.1.

**AD 02      Homeownership**

Please see Section 9.2.3.

**AD 03      Traffic**

Please see Section 2.3.

**AD 04      Impact on other Rentals**

The Project will provide unit types not currently available in Brighton, with amenities and facilities that are not typical in the current housing stock, such as 24-hour lounge and fitness areas, bike parking, outdoor pools, etc. The market today mainly consists of single-family homes converted to rentals without such amenities. Those rentals will still be at a price point that is attractive to renters with market studies suggesting there is significant demand and an under-supply of rentals in the overall market.

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Mike

Last Name: Panichas

Organization:

Email: michael.panichas@gmail.com

Street Address: 24 Shannon Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 254-8759

Zip: 02135

Comments: These projects will only add to an already critical problem of street parking in the neighborhood. If these projects proceeds, I would suggest: 1. Increase the number of parking spaces provided on site, so that all tenants/owners of these new developments have sufficient parking for at least two cars, plus additional spaces for their guests. 2. Tenants at these new sites SHOULD NOT be allowed to obtain Allston/Brighton resident parking permits. For current residents of the neighborhood, there are insufficient parking spaces on the streets as it is now! The Washington Street neighborhood is already burdened with traffic and parking problems. These building projects will only bring the situation from difficult to impossible. Find a solution that will avoid this outcome.

**MP 01**

**MP 02**

PMContact: Michael.Rooney@Boston.gov

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**no-reply@boston.gov** <no-reply@boston.gov>  
To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

Fri, Oct 14, 2016 at 8:06 AM

CommentsSubmissionFormID: 1233

Form inserted: 10/14/2016 8:06:36 AM

Form updated: 10/14/2016 8:06:36 AM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Nunziato

Last Name: Antonellis

Organization:

Email: nunzy1@gmail.com

Street Address: 565 hurricane road

Address Line 2:

**MP 01          Parking**

Please see Section 2.2.2. Providing two parking spaces per unit, plus additional spaces for guests would double the BTD maximum parking ratio guidelines for this neighborhood.

**MP 02          Resident Parking Permits**

Restricting Resident Permit Parking for specific addresses is against City policy since existing residents of a neighborhood do not have any more of a right to park private vehicles on public property than the residents of new developments.

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Mike

Last Name: Panichas

Organization:

Email: michael.panichas@gmail.com

Street Address: 24 Shannon Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 254-8759

Zip: 02135

Comments: These projects will only add to an already critical problem of street parking in the neighborhood. If these projects proceeds, I would suggest: 1. Increase the number of parking spaces provided on site, so that all tenants/owners of these new developments have sufficient parking for at least two cars, plus additional spaces for their guests. 2. Tenants at these new sites SHOULD NOT be allowed to obtain Allston/Brighton resident parking permits. For current residents of the neighborhood, there are insufficient parking spaces on the streets as it is now! The Washington Street neighborhood is already burdened with traffic and parking problems. These building projects will only bring the situation from difficult to impossible. Find a solution that will avoid this outcome.

**MP 01**

**MP 02**

PMContact: Michael.Rooney@Boston.gov

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**no-reply@boston.gov** <no-reply@boston.gov>  
To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

Fri, Oct 14, 2016 at 8:06 AM

CommentsSubmissionFormID: 1233

Form inserted: 10/14/2016 8:06:36 AM

Form updated: 10/14/2016 8:06:36 AM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Nunziato

Last Name: Antonellis

Organization:

Email: nunzy1@gmail.com

Street Address: 565 hurricane road

Address Line 2:

City: Keene

State: NH

Phone: (603) 352-9443

Zip: 03431

Comments: Grew up in Brighton and went to Saint Gabriel's school. The church is beautiful and historically significant to the area. It should not be demolished. Less development of that property is best for the integrity of the neighborhood. Have some free space for the people who live there. **NA 01**

PMContact: Michael.Rooney@Boston.gov

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

Fri, Oct 14, 2016 at 4:47 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1234

Form inserted: 10/14/2016 4:46:59 PM

Form updated: 10/14/2016 4:46:59 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Joanne

Last Name: D'Alcomo

Organization: Ms.

Email: jdalcomo@jagersmith.com

Street Address: 48 Leamington Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 254-0607

Zip: 02135

Comments: I am writing with a brief comment even though, as a practical matter, the proposal on file is no longer the operative proposal and there is no substitute proposal on file. In general, however, my comments are as follows: I am a longtime owner of a single family home in Brighton, and I am a working professional. I am interested in the quality of life in Brighton and in developing an economically and socially diverse community. We have, however, been steadily heading in the direction of creating -- either by investors buying single-family or multi-family homes and doing conversions, or by building new units -- a community that is primarily transient, and made up of the demographics of renters who are either students or in their 20s. This skewed demographic and composition -- both in terms of age and simply housing for a transient population that is primarily "passing through" with rentals -- is not economically or socially health for our community. In Brighton, we need to encourage longer term residency, and home ownership -- with condominiums with deed restrictions that require owner-occupancy or high levels of owner-occupancy. The St. Gabriel's proposal doesn't do that. The proposal on file, and the current proposal, cannot be built as a matter of right. There are all sorts of restrictions on that side -- both in terms of it containing a conservation district, and also numerous zoning variances that would be required. The City should NOT allow lifting of the conservation restrictions and should not allow

**JD 01**  
**JD 02**

**NA 01      Preservation of Church**

Since the filing of the PNF, the Project has been revised in order to preserve and restore the Church.

City: Keene

State: NH

Phone: (603) 352-9443

Zip: 03431

Comments: Grew up in Brighton and went to Saint Gabriel's school. The church is beautiful and historically significant to the area. It should not be demolished. Less development of that property is best for the integrity of the neighborhood. Have some free space for the people who live there. **NA 01**

PMContact: Michael.Rooney@Boston.gov

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

Fri, Oct 14, 2016 at 4:47 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1234

Form inserted: 10/14/2016 4:46:59 PM

Form updated: 10/14/2016 4:46:59 PM

Document Name: 159-201 Washington Street (St. Gabriel's)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's)

Origin Page Url: /projects/development-projects/159-washington-street

First Name: Joanne

Last Name: D'Alcomo

Organization: Ms.

Email: jdalcomo@jagersmith.com

Street Address: 48 Leamington Road

Address Line 2:

City: Brighton

State: MA

Phone: (617) 254-0607

Zip: 02135

Comments: I am writing with a brief comment even though, as a practical matter, the proposal on file is no longer the operative proposal and there is no substitute proposal on file. In general, however, my comments are as follows: I am a longtime owner of a single family home in Brighton, and I am a working professional. I am interested in the quality of life in Brighton and in developing an economically and socially diverse community. We have, however, been steadily heading in the direction of creating -- either by investors buying single-family or multi-family homes and doing conversions, or by building new units -- a community that is primarily transient, and made up of the demographics of renters who are either students or in their 20s. This skewed demographic and composition -- both in terms of age and simply housing for a transient population that is primarily "passing through" with rentals -- is not economically or socially health for our community. In Brighton, we need to encourage longer term residency, and home ownership -- with condominiums with deed restrictions that require owner-occupancy or high levels of owner-occupancy. The St. Gabriel's proposal doesn't do that. The proposal on file, and the current proposal, cannot be built as a matter of right. There are all sorts of restrictions on that side -- both in terms of it containing a conservation district, and also numerous zoning variances that would be required. The City should NOT allow lifting of the conservation restrictions and should not allow

**JD 01**  
**JD 02**

the variances for that site EXCEPT for a proposal that provides at least 50% home ownership potential – particularly in the upper middle class to high income level. We need that type of development to re-vitalize Brighton center, which has many vacant storefronts, and to stimulate neighborhood businesses. The St. Gabriel's site is one of the premier undeveloped locations in Brighton because of its greenery, its stunning views of the downtown and its proximity to many major locations. The city should not "blow" this opportunity for a major homeownership location by simply woodenly supporting variances and the lifting of conservation district restrictions. We in Brighton are entitled to count on the city to enforce zoning restrictions and conservation restrictions unless and until the developer comes up with a proposal that is worthy -- from a public policy perspective -- of altering or waiving them. Thank you.

PMContact: Michael.Rooney@Boston.gov

**JOANNE D'ALCOMO**

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**JD 01          Homeownership**

Please see Section 9.2.3.

**JD 02          Owner-occupancy**

Please see Section 9.2.3.

## 9.6 Letters of Support



Michael Rooney <michael.rooney@boston.gov>

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## St Gabriel's project Brighton

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Ed Foley <efoley@smw17boston.org>

Wed, Aug 10, 2016 at 6:57 PM

To: "Michael.Rooney@Boston.gov" <Michael.Rooney@boston.gov>

Dear Mr Rooney

I wish to comment on the St Gabriel project.

Local 17 Sheet Metal Workers is supporting this project. We believe this is a great project for the city it answers several needs that we face in the city.

### 1. Housing

We are in dire need of housing all through our city and this project will supply that housing to the universities both their staff and students as well as you go professionals needing to live in Brighton.

### 2. Neighborhood improvements

I think everyone agrees that this property needs work. The property presently is in disrepair and rundown. This project will fix this repairing and renovating the monastery to the beautiful structure it once was.

### 3. Revenue

The taxes and revenue generated by this project will certainly benefit our city.

### 4. Jobs

I serve as Business Representative of the Sheet Metal Workers Local 17 and I represent Brighton for the Sheet Metal Workers. I have been to numerous BRA meetings in Boston many of these meetings in Brighton such as Cleveland Circle project with Cranshaw Construction, the Boston College projects most recently their athletic complex also their dormitories and many more also the New Balance project and Bruins practice rink and the Celtics facilities and residential projects. John Moriarty residential project a couple of years ago.

What these projects have in common is they were all built with Union labor using contractors that support area standards, wages and benefits, apprenticeship programs and using local labor hiring women and people of color and veterans giving all the opportunity to have a good paying job and training to have a long productive career. Many of my members have worked on these projects and some of them live in Brighton.

Cabot Cabot and Forbes and John Moriarty have committed themselves to building a quality project with area standard wages and benefits and apprenticeship programs. That is why Sheet Metal Workers Local 17 and our membership support this project. Thank you.

Sincerely

Edward J Foley  
Business Representative  
Sheet Metal Workers Local 17  
1157 Adams St  
Dorchester Ma 02124

10/3/2016

City of Boston Mail - St. Gabriels's



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriels's

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Ruth Segaloff <ruth.segaloff@gmail.com>  
To: michael.rooney@boston.gov

Fri, Aug 12, 2016 at 3:03 PM

Dear Mr. Rooney,

As a member of Unbound Visual Arts, I'm writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It's also consistent with the Boston Creates Cultural Plan to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space. I urge the BRA to approve this project.

Respectfully,

Ruth Segaloff  
ruth.segaloff@gmail.com



Michael Rooney <michael.rooney@boston.gov>

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## 159201 Washington Street (St. Gabriel's)

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Edward Greene <ned.greene@bc.edu>  
Reply-To: ned.greene@bc.edu  
To: Michael.Rooney@boston.gov

Fri, Sep 2, 2016 at 11:55 AM

Dear Michael,

I have been associated with the property on Washington St. where the Old Passionist Monastery is currently located for the last 30 years. I can't tell you how excited I am to see the property being developed in a very thoughtful way. We as a group (Crusaders of Fatima) were very concerned to what was going to become of the property because of the neglect of the Steward who owns and runs the hospital. They have not been good neighbors letting the property be run into the ground, my fear was that we would be before you a year from now protesting them tearing down the Monastery because of neglect. I tried contacting the Steward on several occasions and they consistently blew me off and never allowed me to speak to that Patrick Murphy even though I had emailed and called on numerous occasions. It wasn't until Cabot, Cabot & Forbes contacted us directly and explained their plans for the property. They also listened to our concerns and were willing to accommodate us. They even took some of our suggestions and incorporated them into their plan. I have to admit that I was a little suspicious and it wasn't until I saw the presentation at your meeting that I was really impressed with the design and what they had in store for the property. I personally think it will be a huge improvement to the neighborhood, I support what is being proposed especially with the Olmstead portion, public access and preservation of the Monastery. I look forward to the project as it develops. I think the shrine will be beautiful, thank CC&F for the investment into this property and I look forward to seeing it completed.

Thanks,

Ned Greene

VP Crusaders of Fatima

10/3/2016

City of Boston Mail - Development 159/Washington St (St Gabriels Graduate Stud.



Michael Rooney <michael.rooney@boston.gov>

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## Development 159/Washington St (St Gabriels Graduate Stud.

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diane brown <dbrown132@verizon.net>

Thu, Sep 29, 2016 at 2:43 PM

To: Michael.Rooney@boston.gov

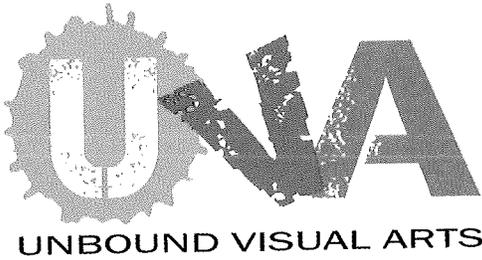
Cc: wqureshi@ccfne.com

Dear Mr. Rooney:

I have been for 43 years a member of the Crusaders of Fatima Shine and belonged to St. Gabriel's Parish. The project development would be a great enhancement to Brighton Area. Mr. Dorothy of Cabot, Cabot & Forbes has shown us respect for our feelings for our shine. He understood the feelings people needed to address and listen to us. We appreciate the kindness and decisions he has chosen for the Brighton people.

Thank You

Diane Brown



10 Guest Street, Suite 295  
WGBH/Brighton Landing West  
Brighton, MA 02135

www.unboundvisualarts.org  
August 2, 2016

617-657-4ART

*exhibiting, educating, sharing art*

Michael Rooney  
BRA Project Assistant  
Boston Redevelopment Authority  
Room 910  
Boston City Hall, 9<sup>th</sup> Floor  
Boston, MA 02201-2043

Dear Mr. Rooney:

**Unbound Visual Arts (UVA)**, a non-profit based in Allston-Brighton, has met with representatives of Cabot, Cabot & Forbes, the developers of St. Gabriel's property (159-201 Washington St., Brighton), which has been proposed for housing. We requested that they consider a dedicated art exhibition space managed by Unbound Visual Arts to be located in the historic Monastery building. This would be both a community benefit and a project amenity. The developers like this idea and have included it into their Article 80 application to the BRA. The current language states: *"The Proponent will explore including a dedicated area in the restored Monastery for community based art exhibits."* There are some design and management issues to be addressed but we are confident that the idea will continue to be deemed very appropriate for the project and the community. This is also consistent with the new **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods. As the only 501(c)(3) non-profit organization based in Allston-Brighton that is dedicated to the visual arts, Unbound Visual Arts is very excited about this proposal.

In addition to the new housing, the project has several other noteworthy elements, including the rehabilitation and preservation of the long-neglected historic Monastery building, which is individually listed as a City of Boston Landmark and is included in the National Register of Historic Places. Additionally, the project will construct a new *Our Lady of Fatima* shrine and provide over 7 acres of new open space for the community.

I urge the BRA to approve this project.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'John Quatrate', is written over a horizontal line. Below the signature, the name 'John Quatrate' and title 'Executive Director' are printed in a clean, sans-serif font.

John Quatrate  
Executive Director



Michael Rooney <michael.rooney@boston.gov>

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## Saint Gabriel's Property

1 message

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**Christine Winship** <christinewinship@yahoo.com>  
Reply-To: Christine Winship <christinewinship@yahoo.com>  
To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Mon, Aug 8, 2016 at 11:26 AM

Dear Mr. Rooney,

My name is Christine Winship and I am a local artist from the Allston area. I'm writing to you as an artist, a resident and also as a member of the board of directors of Unbound Visual Arts to let you know that I believe it would be a great idea to use this property as a dedicated art and exhibit space managed by UVA. This would be an extreme benefit to the community seeing as there are very limited art spaces in that area now.

I also think as well as exhibits, we could generate an interest in arts within the community but hosting classes and talks regarding arts and creativity.

I hope that the BRA approves this project.

thank you for your time,  
Christine Winship

Christine Winship is The Pedigree Artist  
<http://www.thepedigreeartist.com/>

8/9/2016

City of Boston Mail - St. Gabriels's



Michael Rooney <michael.rooney@boston.gov>

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**St. Gabriels's**

1 message

Anne Silber <anne.silber@verizon.net>  
To: michael.rooney@boston.gov

Mon, Aug 8, 2016 at 2:13 PM

Dear Mr. Rooney,

As a member of Unbound Visual Arts and a resident/homeowner of Brighton I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

Sincerely,  
Anne Silber



Michael Rooney <michael.rooney@boston.gov>

---

## St. Gabriels's

1 message

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Pauline Lim <lim@paulinelim.net>  
Reply-To: Pauline Lim <lim@paulinelim.net>  
To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Mon, Aug 8, 2016 at 2:23 PM

Dear Mr. Rooney,

As a member of Unbound Visual Arts, I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space. I urge the BRA to approve this project. Thank you.

\*\*\*\*\*

Pauline Lim  
Brickbottom Artists Building  
1 Fitchburg St. C414  
Somerville, MA 02143-2128

My art and music website: [www.paulinelim.net](http://www.paulinelim.net)



Michael Rooney <michael.rooney@boston.gov>

---

## St. Gabriel's project

1 message

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Tsun Ming Chmielinski <tsunming.chmielinski@gmail.com>  
To: michael.rooney@boston.gov

Mon, Aug 8, 2016 at 2:39 PM

Dear Mr. Rooney,

I am writing to support the St. Gabriel's project. As a member of Unbound Visual Arts; a member of the Council of Advisers; as well as an artist living in Boston, this project is important to me. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the Boston Creates Cultural Plan to open additional exhibition venues in the neighborhoods of Boston.

I urge the BRA to approve this project.

Very truly yours,  
Tsun Ming Chmielinski

--

Tsun Ming Chmielinski  
[www.tmgallery.org](http://www.tmgallery.org)

8/9/2016

City of Boston Mail - Unbound Visual Arts and St. Gabriel's Project



Michael Rooney <michael.rooney@boston.gov>

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## Unbound Visual Arts and St. Gabriel's Project

1 message

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Anita Cohen <ahcwatercolor@gmail.com>  
To: michael.rooney@boston.gov

Tue, Aug 9, 2016 at 8:25 AM

Dear Mr. Rooney,

I am a watercolor artist and a member of Unbound Visual Arts. I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

Thank you,  
Anita Helen Cohen

--

Anita Helen Cohen  
<http://www.anitahelencohenart.com>

8/9/2016

City of Boston Mail - Support for St. Gabriel's project



Michael Rooney <michael.rooney@boston.gov>

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## Support for St. Gabriel's project

1 message

Mon, Aug 8, 2016 at 11:25 PM

Susanna Hilfer <shilfer@yahoo.com>

Reply-To: Susanna Hilfer <shilfer@yahoo.com>

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Dear Mr. Rooney,

As a member of Unbound Visual Arts, I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space. I urge the BRA to approve this project.

Thank you,

*Susanna Hilfer*  
Brookline, MA

8/9/2016

City of Boston Mail - St. Gabriels's



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriels's

1 message

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**Lynda Goldberg** <lyndagoldberg@icloud.com>  
To: michael.rooney@boston.gov

Mon, Aug 8, 2016 at 6:29 PM

Dear Me. Rooney,

As a member of Unbound Visual Arts, an artist, and a resident/homeowner/ in neighboring Newton. I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists and the entire Boston area community. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

Lynda Goldberg

[www.lyndagoldberg.com](http://www.lyndagoldberg.com)



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's

1 message

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Richard Salvucci <richardmt66salvucci@gmail.com>  
To: michael.rooney@boston.gov

Mon, Aug 8, 2016 at 5:59 PM

Dear Mr. Rooney,

I'm sure you'll be receiving a number of these E-mails concerning the possibility of creating a gallery space at the St. Gabriel's development. As well as a gallery space is there any possibility of there being a space where art classes could be taught as well? I'm a lifelong resident of Brighton and an artist. I've taught classes at the Brighton Branch library but a designated area would be great also. An 'Art Center' per say. Just a thought...

Thank you...

Richard Salvucci

As a member of Unbound Visual Arts and a lifelong resident of Brighton. I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

Richard Salvucci



ROBERT BUTLER  
Business Manager

RUSSELL BARTASH  
Financial Secretary-Treasurer

Business Agents  
EDWARD FOLEY  
RICHARD KEOGH  
JOHN MARTIN  
ROBERT O'BRIEN  
MICHAEL SHEEHAN

Director of Labor Development  
NEAL KELLEHER

Labor Management Director  
EDWARD J. MARENBERG

Labor Management Representative  
DONALD NAZAROFF

RHODE ISLAND LOCAL 17  
22 Amflex Drive  
Cranston, RI 02921  
Telephone: 1-401-944-3515  
Fax: 1-401-944-3591

NEW BEDFORD LOCAL 17  
558 Pleasant Street, Suite 310  
New Bedford, MA 02740  
Telephone: 1-508-999-0001  
Fax: 1-508-997-5609  
WATTS: 800-584-4598

NEW HAMPSHIRE LOCAL 17  
161 Londonderry Turnpike  
Hooksett, NH 03106  
Telephone: 1-603-626-5577  
Fax: 1-603-626-5559  
WATTS: 1-888-757-0086

MAINE LOCAL 17  
19 Enterprise Street  
Lewiston, ME 04240  
Telephone: 1-207-753-9377  
Fax: 1-207-753-9331

# SHEET METAL WORKERS' INTERNATIONAL ASSOCIATION LOCAL UNION No. 17 of Eastern Massachusetts, Rhode Island, New Hampshire and Maine

1157 Adams Street • 2nd Floor • Dorchester, MA 02124-5788  
Telephone: (617) 296-1680-81 • Fax: (617) 296-1295  
WATTS: 1-800-426-6657

August 12, 2016

Mr. Michael Rooney  
BRA  
1 City Hall Square #9  
Boston, MA 02201

Dear Mr. Rooney:

I wish to comment on the St. Gabriel Project. Local 17 Sheet Metal Workers is supporting this project. We believe this is a great project for the city, it answers several needs that we face in the city.

#### 1. Housing

We are in dire need of housing all through our city and this project will supply that housing to the universities, both their staff and students as well as young professionals needing to live in Brighton.

#### 2. Neighborhood Improvements

I think everyone agrees that this property needs work. The property presently is in disrepair and run down. This project will fix this repairing and renovate the monastery to the beautiful structure it once was.

#### 3. Revenue

The taxes and revenue generated by this project will certainly benefit our city.

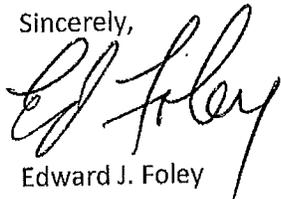
#### 4. Jobs

I serve as Business Representative of the Sheet Metal Workers Local 17 and I represent Brighton for the Sheet Metal Workers. I have been to numerous BRA meetings in Boston, many of these meetings in Brighton, such as Cleveland Circle project with Cranshaw Construction, The Boston College projects, most recently their athletic complex, also their dormitories and many more. Also the New Balance project and Bruins practice rink and the Celtics facilities and resident projects. John Moriarty residential project a couple of years ago.

What these projects have in common is that they were all built with Union Labor using contractors that support standard wages and benefits, apprentice programs and using local labor hiring women and people of color and veterans , giving all the opportunity to have a good paying job and training to have a long, productive career. Many of my members have worked on these projects and some of them live in Brighton.

Cabot Cabot and Forbes and John Moriarty have committed themselves to building a quality project with area standard wages and benefits and apprenticeship programs. This is why Sheet Metal Workers Local 17 and our membership support this project. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'EJ Foley', written in a cursive style.

Edward J. Foley  
Business Representative

cc: Jay Doherty  
Cabot Cabot and Forbes

8/12/2016

City of Boston Mail - St. Gabriels's



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriels's

1 message

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LindaClave@aol.com <LindaClave@aol.com>  
To: michael.rooney@boston.gov

Wed, Aug 10, 2016 at 12:30 PM

Dear Mr. Rooney,  
As a member of Unbound Visual Arts (if applicable; and a resident of Boston). I am writing to support the St. Gabriel's project. The proposal to include an art gallery will be very beneficial to all local artists. It is also consistent with the **Boston Creates Cultural Plan** to open additional exhibition venues in the neighborhoods of Boston.

This project will also preserve a City of Boston landmark, provide needed housing, and make available much needed public open space.

I urge the BRA to approve this project.

*LindaClave*

**lindaclavearts.com**

20 Washington St # 332

Brighton Ma 02135

8/12/2016

City of Boston Mail - St. Gabriel's property, 159-201 Washington St., Brighton



Michael Rooney <michael.rooney@boston.gov>

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## St. Gabriel's property, 159-201 Washington St., Brighton

1 message

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Karen Smigliani <ksmigliani@comcast.net>  
To: michael.rooney@boston.gov

Thu, Aug 11, 2016 at 7:35 AM

Dear Mr. Rooney:

As the only 501(c)(3) non-profit organization based in Allston-Brighton that is dedicated to the visual arts, **Unbound Visual Arts (UVA)** is very excited about being included in the housing proposal for St. Gabriel's property (159-201 Washington St., Brighton). UVA has requested that Cabot, Cabot & Forbes, the developers of the St. Gabriel's property, consider a dedicated art exhibition space to be managed by Unbound Visual Arts that would be located in the historic Monastery building.

The Allston-Brighton area is in much need of a dedicated space to exhibit art, engage and educate the community, and to support the large number of artists working and living in the area.

I urge the BRA to approve this project.

Thank you very much.

Sincerely,

Karen Smigliani  
Council of Advisors  
Unbound Visual Arts



"...the right to a decent, safe and suitable living environment..."

August 1, 2016

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Re: St. Gabriel's/Brighton

Dear Michael:

I am writing in support of the proposed housing development on Washington Street by Cabot, Cabot & Forbes. Our firm has been in Brighton for 8 years now, working on the same issues of increasing affordable housing opportunities (and, in fact, all housing opportunities) in Boston and across Massachusetts. We are well aware of the Commonwealth Housing Task Force's Housing Report Cards and the need for more housing of all types in Boston and the surrounding communities for the foreseeable future. Identifying appropriate sites, securing them, having the capital and the staying power for the long battles that often ensue can be handled by few firms – and CC&F is one of them. This is a great site for the types of housing being proposed and we welcome the addition to the housing stock, not only for the neighborhood and the city but for the region as well.

Our firm (in its first iteration as Justin Gray Associates) was commissioned by DHCD to prepare the first Housing Needs Study for the Commonwealth in 1970 and I worked on that study. Reflecting back, I have to admit that the housing needs are greater now than they were even then and it is a testament to how difficult it is to produce housing in a timely manner, even when the need is acknowledged. So, when an opportunity like this comes up, it surely should be supported and I would say, even "expedited" (but I know better...)

Good luck in sheparding this through the permitting process.

Bob Engler  
President  
SEB,LLC

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Dear Michael,

We recently accepted the opportunity to meet with the project's developer and learn more about the project that they are proposing at the St. Gabriel's site. I am a resident of Brighton and work a lot with the local community in and around the neighborhood. While we had comments and questions that we outlined to CC&F, we are generally support of the project that they are proposing. We provided support letters for residents to sign for those who wish to see the site redeveloped. I have attached those letters here. Please feel free to contact me for any additional questions. Thank you.

Sincerely,  
Shujaur Rehman  
Brighton Renew Home  
857-498-9356  
[rehman\\_shujaur@icloud.com](mailto:rehman_shujaur@icloud.com)

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,



USAMA MUHAMAD

50 EMPIRE  
ALLSTON  
617 953 5805

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,

ABDUL RAHAMAN  
321 HAMMOND ROAD PRY  
Brookline MA @2462

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,

Masood Bhatti  
22 Boyan Rd. #5  
Chestnut Hill, MA  
02467

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,

Fazal Sardar  
38 Shepard st #2  
Brighton MA 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,

Mücahit BÜNAZ

152 Charlesbank Rd.

Newton

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

SAIMA SALEEM  
30 RIDGECREST DRIVE  
WEST ROXBURY, MA, 02132.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I live in Allston-Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will provide lots of public open space and bring more residents to Brighton, improving our neighborhood. It will bring much needed customers to Brighton center, provide job, fix an abandoned site for the better and improve property values. I think this is a great project.

Sincerely,

Shojaar Rehman  
212 High St  
Brookline MA 02445

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

M. A. Abbasi  
91 Wash St Apt 36  
Brighton MA 02135  
Ph No. (617) 782-0908

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

SHAMLAN SHEIKH  
30 RIDGECKEST DRIVE  
Apt E  
WEST ROXBURY, MA, 02132.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Ashfaq Rafiq  
38 Shepard street  
Apartment: 2.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Justin Davis  
W. ABBAS  
18 Glenview St  
BRIGHTON  
MA 02131

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Aha  
198 AUSTON ST  
Brighton  
MA 02127

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Iqbal Khan  
12 Eliot crescent #2  
Brookline ma. 02467

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Ali SERT  
12 Riverside St #1-1  
Watertown MA, 02472

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Riaz Hussain  
56. Wilmship. Beacon.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Abdelhakid Elgarni  
17 George Town Dr, Apt 7  
Framingham 01702

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community and fix the monastery. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood and our property values.

Sincerely,

Rudi Gomez  
31 Faneuil St  
Boston MA 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Samsul Mahmood  
10 Camelot Court  
Brighton, MA, 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community and fix the monastery. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood and our property values.

Sincerely,

FATIMA RAJWA  
267 MT. VERNON ST.  
NEWTON, MA 02465

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Hani Hasan

39 Shepard St. APT # 7  
Brighton, 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely, THOMAS WAT  
213-KELTON ST

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Safwan Eid

8 Belcher street

Sharon, MA 02067

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

  
186 Forest St  
W. Bridgewater MA 02379

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Abdesrahim Jnovs  
110 Elm St Apt 2L  
Watertown, MA 02472

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

Tamir Hassan  
8 Alberta Rd  
Brookline MA 02467

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

1758 Commonwealth Ave. Brighton, MA

02135

ABU BAKER . MOHAMED

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

RIAZ UDDIN  
23 KNIGHT Rd.  
FRAMINGHAM, MA 01701

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

Malek Oueguel  
220 Arlington St  
Watertown, MA

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Name : ISHFAQ AHMAD   
Add : 15"0" Leicester Street  
Brighton.

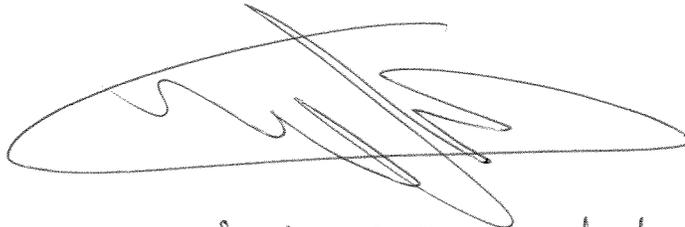
Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

NABIL ELKRIMI



216 MACKIN ST Brighton MA

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

Sincerely,

AHMED BOUDJARANE  
(309) 868-3722

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

*Hein Anwar*  
194 Lexington Street Apt. 6  
Watertown, MA 02472

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,



TAHIR HUSSAIN  
85 Bramerd Rd  
Allston, MA 02134

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Temitayo Tijani,  
41 S. Waverly Street,  
Brighton, MA

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

Michael Rooney

114 Brunswick St #1

Dorchester MA 02122

Tel: 857-3089102

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

  
Mohammad Salah  
Brighton

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

*Jim Mahoney*  
*297 Newland St*  
*Walden MA 02149*

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community and fix the monastery. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood and our property values.

Sincerely,

D. McD.

218 Prospect  
REVERE

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

Darin Keith

1669 Commonwealth Avenue

Brighton MA

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

SALMAN RAHAN

599 LYNN Street, Boston

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Mohamed Alaeddin  
629 Hammond St.  
Chestnut Hill MA 02467

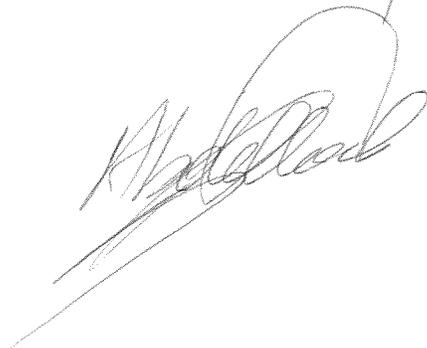
Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

Abdallah ELKHORRAMI  
482 Winthrop St  
Winthrop MA 02152



Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

BASSAM KARAOGH

617-880-9095

350 REVERA BLVD 492

REVERA MA 02151

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

Mohamed, Mahmoud  
42 Winship St Brighton 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,



DACOSTA YASSIN  
998 N SHORE RD REVERE

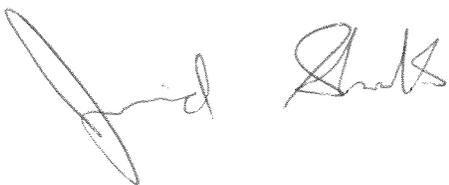
Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

TUNAIID Shukh



375 MARKET ST APT 305  
BRIGHTON, MA 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

ABDEL HADI AHMED  
1758 Commonwealth Ave, Apt 2

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

Abd J Melan

443-260-1668

36 Elm Ridge Dr

Apt I, Nashua, NH 03062

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

Ahmed Abdillahi  
1301 Jette CT

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Mansoor Arif.

805 Mt. Auburn Street. Apt 17  
Watertown MA 02472

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

Michael Williams  


206 LAKE STREET Apt. 2  
BRIGHTON, MA 02135

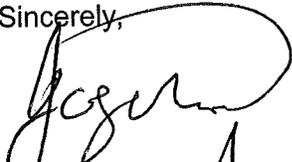
Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am writing regarding the graduate student housing project at 159-201 Washington Street in Brighton at the St Gabriel's Monastery.

Brighton center needs more visitors. The economic benefits of this project are widespread. It will have a positive impact on the restaurants, bars and other retailers that depend on local residents to drive their business. And it will help rejuvenate the area by bringing in more customers.

Sincerely,

  
Dilip Jagan  
OWNER

WASH WINE  
313 WASHINGTON ST,  
Brighton, MA

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

SAJJAD HAIDER 

153, Foster Street

APT #02. 02135

Brighton MA.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,



BESS SLAMIN

82 DUSTIN ST, BRIGHTON

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

  
288 WASHINGTON ST

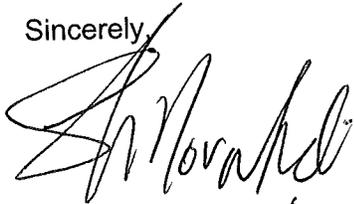
Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,



*John Norwalk*  
Boston Auto Brokers  
411 Cambridge St  
Allston, MA 02134

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

*Steph Hogg*  
290 Washington St  
Brighton MA  
02131

*Winsky Spa*

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington street at St Gabriels Monastery.**

**Sincerely,**

Jake Gagliardi: 135 Washington St Apt 26  
Jake Gagliardi

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington street at St Gabriels Monastery.**

**Sincerely,**

*Keith Boivent 135 Washington St Apt 26*



**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington street at St Gabriels Monastery.**

**Sincerely,**

  
96 Washington st.  
Brighton MA, 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

*Joseph J. Charles*  
Rock City Pizzeria, Inc.  
568 Cambridge Street  
Allston MA 02134

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

  
ANWAR M. Chocoma  
562 Cambridge Street  
Allston MA 02134

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,



CHEEMA'S MKT  
562 Cambridge St  
ALLSTON MA 02134

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E - michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington Street at St Gabriels Monastery.**

**Sincerely,**



**Kevin Whelan**  
**336 Faneuil St. #1**  
**Brighton, MA 02135**

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,



PAUL DWYER  
DASH CAFE  
5 HENSHAW ST  
BRIGHTON MA 02135

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington Street at St Gabriels Monastery.**

**Sincerely,**

*Jordan Knight*  
*Jordan Knight*

*29 Mount Vernon St.*  
*Brighton, MA 02135*

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington Street at St Gabriels Monastery.**

**Sincerely,**

*Robert Wilson*

*28 Academy Hill Rd Apt 1R  
Brighton MA*

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

- SAYED.ABDELSALAM

owner - BRICK-HOUSE PIZZA

256 WASHINGTON ST

Brighton 02135

Thanks.

**Michael Rooney**  
**Project Assistant**  
**Boston Redevelopment Authority**  
**One City Hall Square | Boston, MA 02201**  
**T - 617.918.4237**  
**E- michael.rooney@boston.gov**

**Dear Mr. Rooney,**

**I am a resident of Brighton and I wanted to write to support the project at 159  
Washington street at St Gabriels Monastery.**

**Sincerely,**



*Myeonghan Kim*

*190 Washington St. Brighton.*

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

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Sincerely,

  
4 Academy Hill Rd  
Brighton MA 02135

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

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Sincerely,

  
48 Englewood Ave #2  
Brighton

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Brighton center needs more visitors. The economic benefits of this project are widespread. It will have a positive impact on the restaurants, bars and other retailers that depend on local residents to drive their business. And it will help rejuvenate the area by bringing in more customers.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen J. Conroy". The signature is fluid and cursive, with a large initial "S" and "J".

over Brighton Barber

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

At Woncheol Lee OWNER Bright Town cleaners  
339 Washington St Brighton.

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

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Sincerely,

  
Owner

Abbott's Frozen Custard  
360 Washington St  
Brighton

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E- michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington street at St Gabriels Monastery. I think it's a great project that will benefit the community. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton, improving our neighborhood.

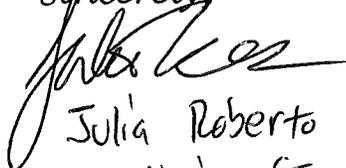
Sincerely,

Turan KARAKUS  
53 Brackett St. Apt:3 Brighton 02135  
617 816 3866

Michael Rooney  
Project Assistant  
Boston Redevelopment Authority  
One City Hall Square | Boston, MA 02201  
T - 617.918.4237  
E - michael.rooney@boston.gov

Dear Mr. Rooney,

I am a resident of Brighton and I wanted to write to support the project at 159 Washington Street at St. Gabriel's Monastery. I think it's a great project that will benefit the community and fix the monastery. It will get grad students out of housing for families and it will provide lots of public open space and bring more residents to Brighton.

Sincerely  
  
Julia Roberto  
71 Union St  
Brighton MA  
02135



Michael Rooney <michael.rooney@boston.gov>

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## Project Comment Submission: 159-201 Washington Street (St. Gabriel's Graduate Student Housing)

1 message

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

Mon, Aug 8, 2016 at 2:35 PM

To: BRAWebContent@cityofboston.gov, Michael.Rooney@boston.gov

CommentsSubmissionFormID: 1131

Form inserted: 8/8/2016 2:34:25 PM

Form updated: 8/8/2016 2:34:25 PM

Document Name: 159-201 Washington Street (St. Gabriel's Graduate Student Housing)

Document Name Path: /Development/Development Projects/159-201 Washington Street (St. Gabriel's Graduate Student Housing)

Origin Page Url: /projects/development-projects/159-washington-street-(st-gabriel-s-graduate-stud

First Name: Monica

Last Name: mcAlpine

Organization: Unbound visual Arts

Email: monica.mcalpine@umb.edu

Street Address: 109 Brooks Street

Address Line 2:

City: Brighton

State: MA

Phone: (617) 787-3505

Zip: 02135

Comments: Dear Mr. Rooney, As a member of Unbound Visual Arts and a long-time resident and homeowner on Brooks Street in Brighton, I am writing to support the St. Gabriel's Project. A mixed residential/cultural development is a wonderful idea. In particular, a gallery will provide much needed support to local artists as well as an enriching resource for the project residents and the entire community. The preservation of public open space is most welcome. I urge the BRA to approve this project. Monica McAlpine

PMContact: Michael.Rooney@Boston.gov

## Appendix A

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### Select Unit Layouts



**Rental Units**

## Studio Units

+/- 525 sqft

1-Bath

1-Bath + Bed Area

1-Bath + Balcony

Full-size stainless steel appliance package

Pantry Storage\*

Extended height kitchen cabinets stone  
countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



## 1-Bedroom Units

+/- 580 sqft

1-Bath

1-Bath + Den

1-Bath + Balcony

Full-size stainless steel appliance package

Pantry Storage

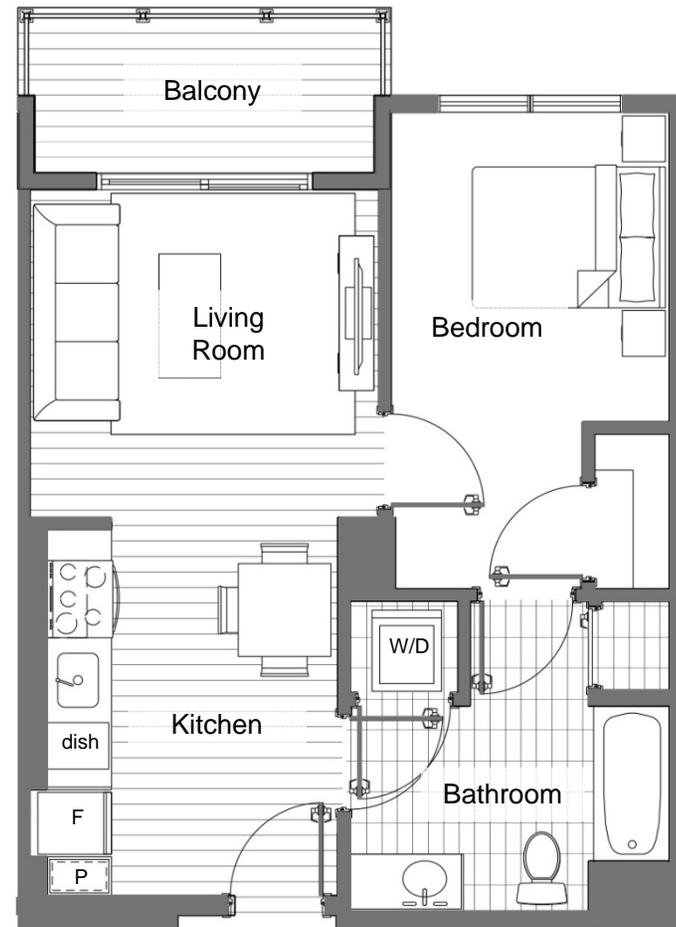
Extended height kitchen cabinets stone  
countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



## 2-Bedroom Units

+/- 820 sqft

2-Bath

1-Bath

2-Bath + Balcony

2-Bath + Den

1-Bath + Den

Full-size stainless steel appliance package

Pantry Storage

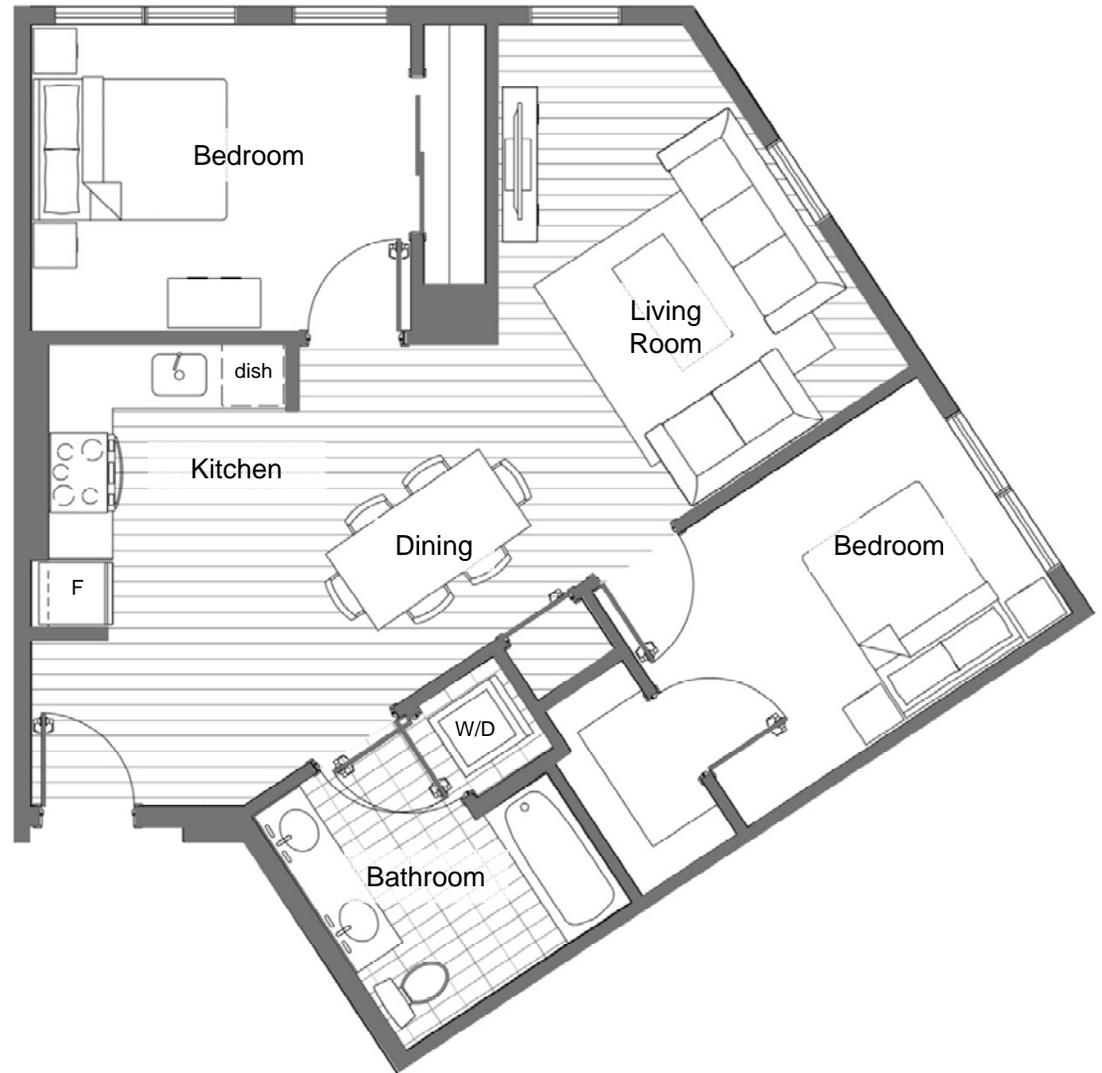
Extended height kitchen cabinets stone  
countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



## 3-Bed Units

1,200 sqft

3-Bath

2-Bath

2-Bath + Dining

2-Bath + Balcony

Full-size stainless steel  
appliance package

Pantry Storage

Extended height kitchen cabinets

stone countertops

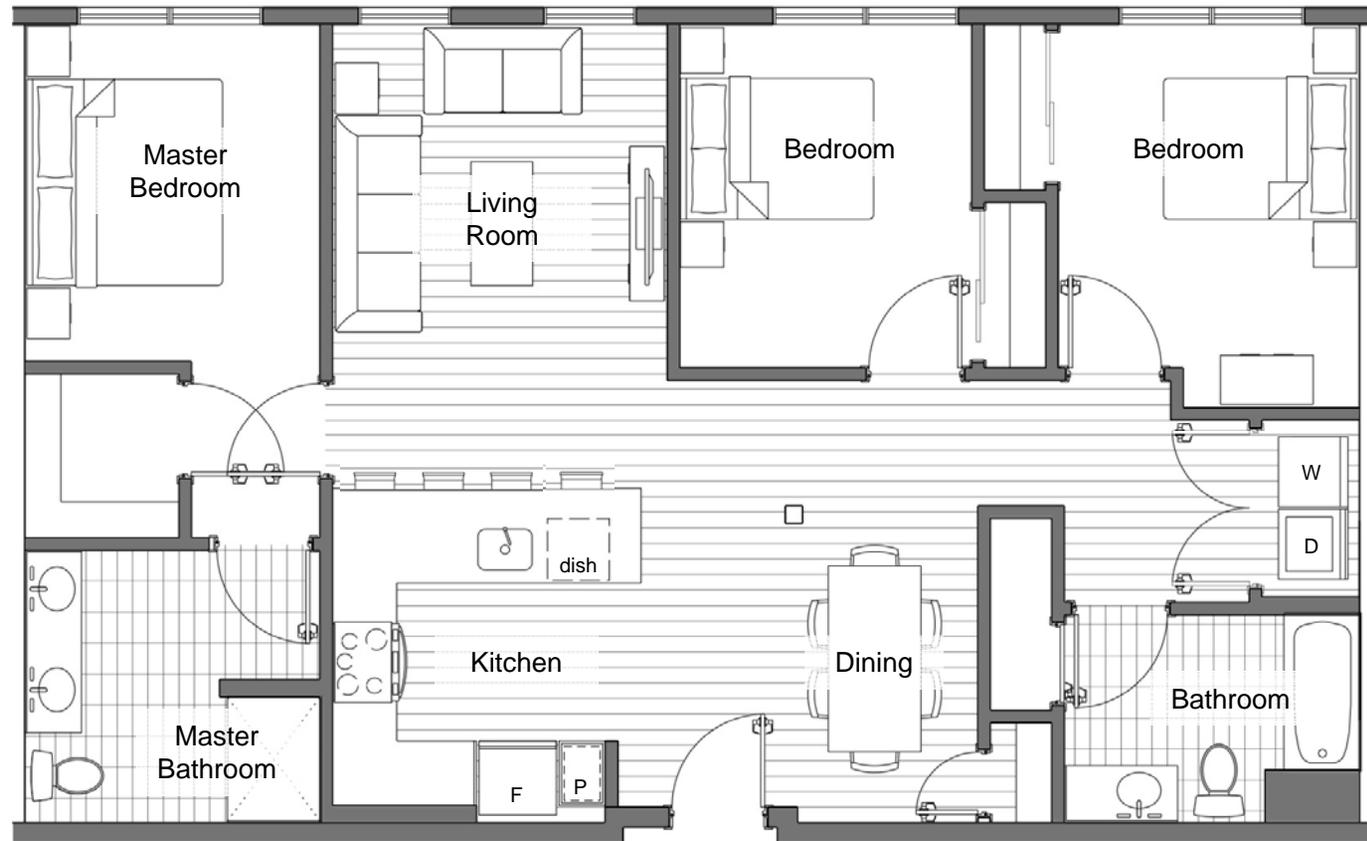
Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and

cooling control





# Monastery Units

# 1-Bedroom Monastery Unit

550 sqft – 930 sqft

1-Bath

1-Bath Duplex

Full-size stainless steel appliance package

Pantry Storage

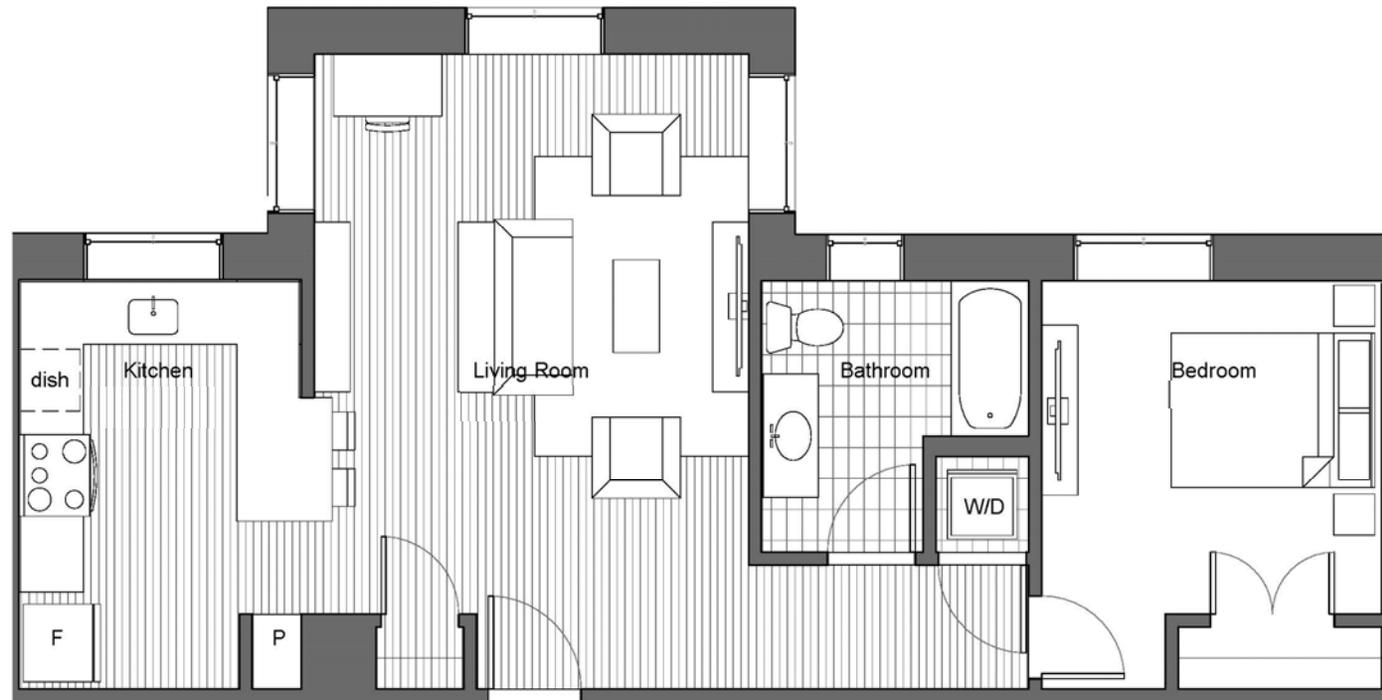
Extended height kitchen cabinets  
stone countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and  
cooling control



# 2-Bedroom Monastery Duplex Unit

800 sqft – 1,190 sqft

- 2-Bath
- 1-Bath
- 2-Bath Duplex

- Full-size stainless steel appliance package
- Pantry Storage
- Extended height kitchen cabinets
- stone countertops
- Variety of Kitchen Layouts
- Modern open floor plans
- Washer/Dryer in every unit
- Individual unit heating and cooling control



Lower Level

## 2-Bedroom Monastery Duplex Unit – Continued

800 sqft – 1,190 sqft

2-Bath  
1-Bath  
2-Bath Duplex

Full-size stainless steel appliance  
package

Pantry Storage

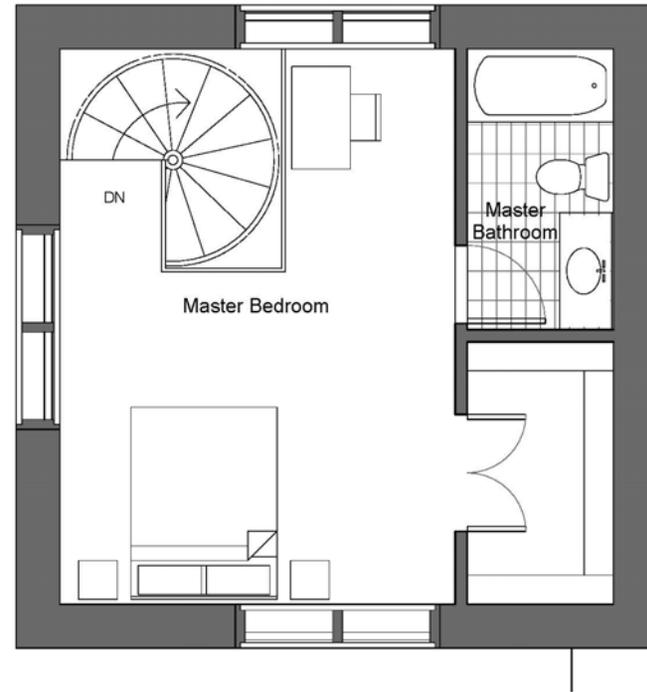
Extended height kitchen cabinets  
stone countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



Upper Level

# 3-Bedroom Monastery Unit

1,200 sqft – 1,300 sqft

1-Bath

3-Bath Duplex

Full-size stainless steel appliance package

Pantry Storage

Extended height kitchen cabinets

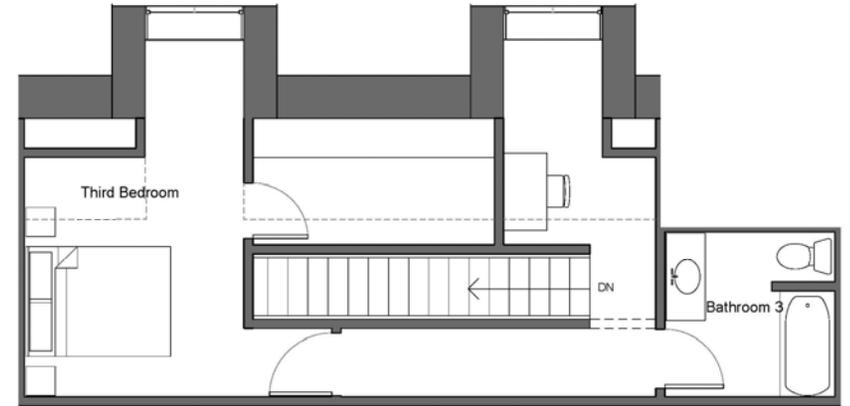
stone countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



Upper Level



Lower Level

## 4-Bedroom Monastery Unit

1,500 sqft – 1,600 sqft

2-Bath  
2-Bath Duplex

Full-size stainless steel appliance  
package

Pantry Storage

Extended height kitchen cabinets  
stone countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling cont



Lower Level

## 4-Bedroom Monastery Unit – Continued

1,500 sqft – 1,600 sqft

2-Bath  
2-Bath Duplex

Full-size stainless steel appliance  
package

Pantry Storage

Extended height kitchen cabinets  
stone countertops

Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Individual unit heating and cooling control



Upper Level



# Condominium Units

# 1-Bed Unit

700 – 740 sqft

1-Bath

2-Bath + Balcony

Full-size stainless steel  
appliance package

Pantry Storage\*

Extended height kitchen cabinets  
stone countertops

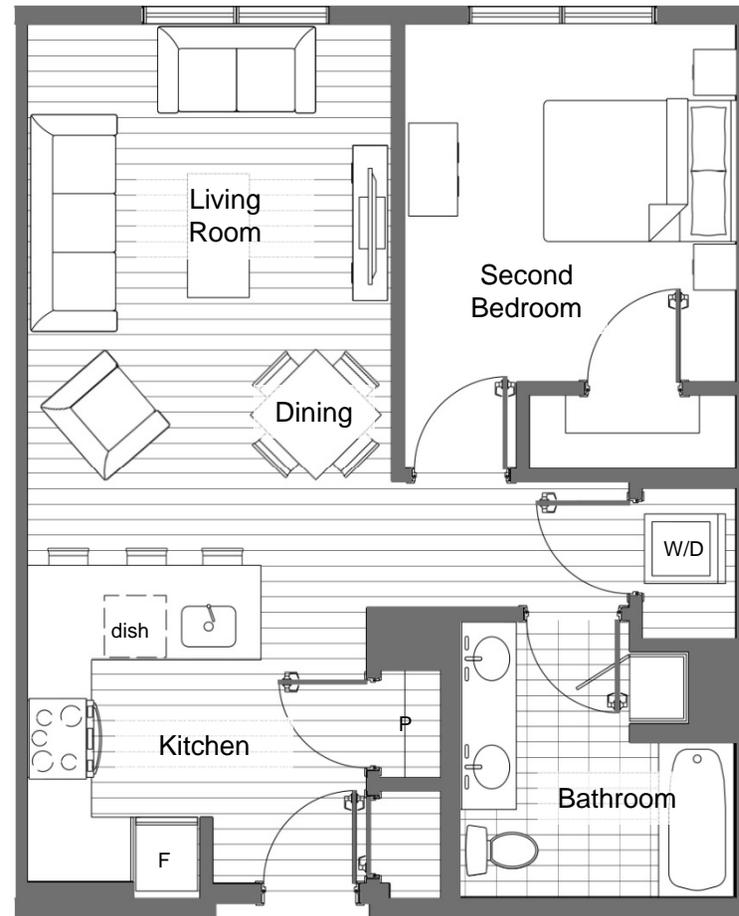
Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Coat Closet & Linen Closets

Individual unit heating and  
cooling control



## 2-Bed Units

1,000 – 1,100 sqft

2-Bath

2-Bath + Dining

2-Bath + Balcony

Full-size stainless steel  
appliance package

Pantry Storage\*

Extended height kitchen cabinets  
stone countertops

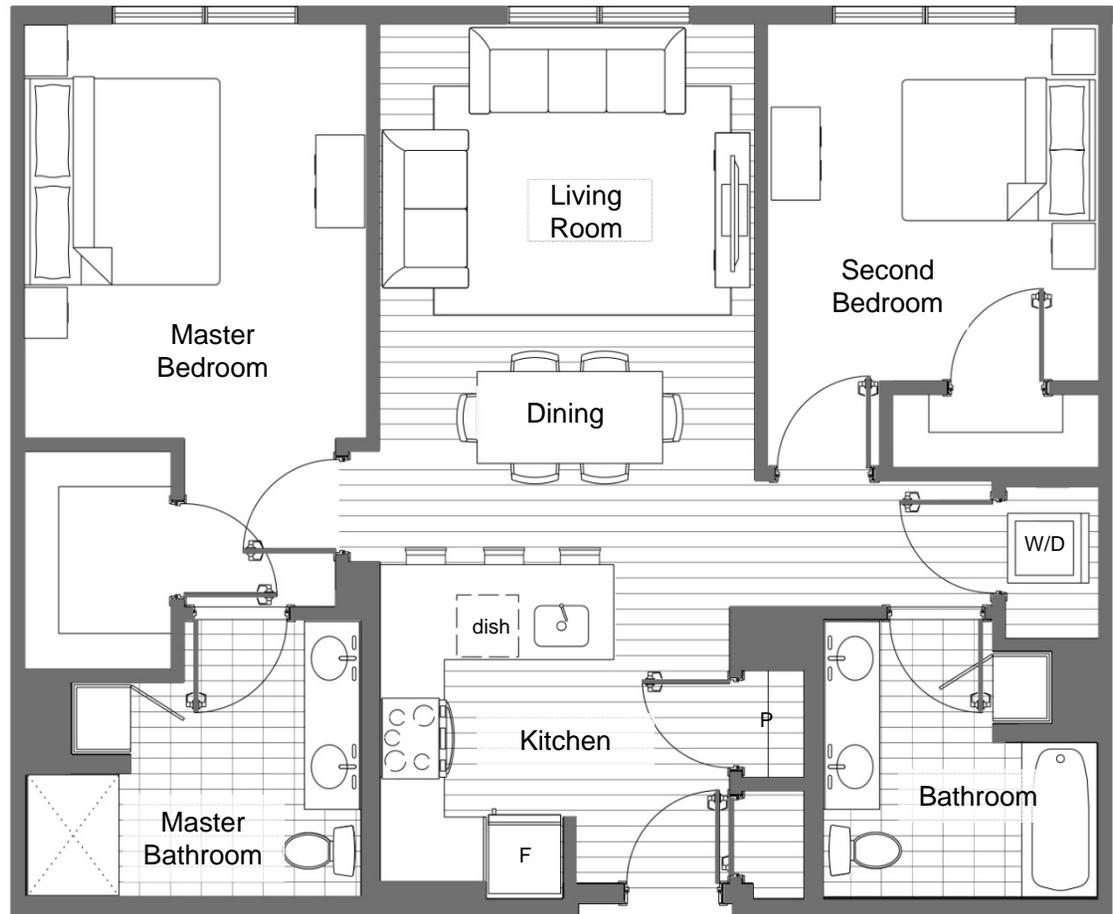
Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Coat Closet & Linen Closets

Individual unit heating and  
cooling control



## 3-Bed Unit

1,300 – 1,500 sqft

2-Bath

2-Bath + Balcony

Full-size stainless steel  
appliance package

Pantry Storage\*

Extended height kitchen cabinets

stone countertops

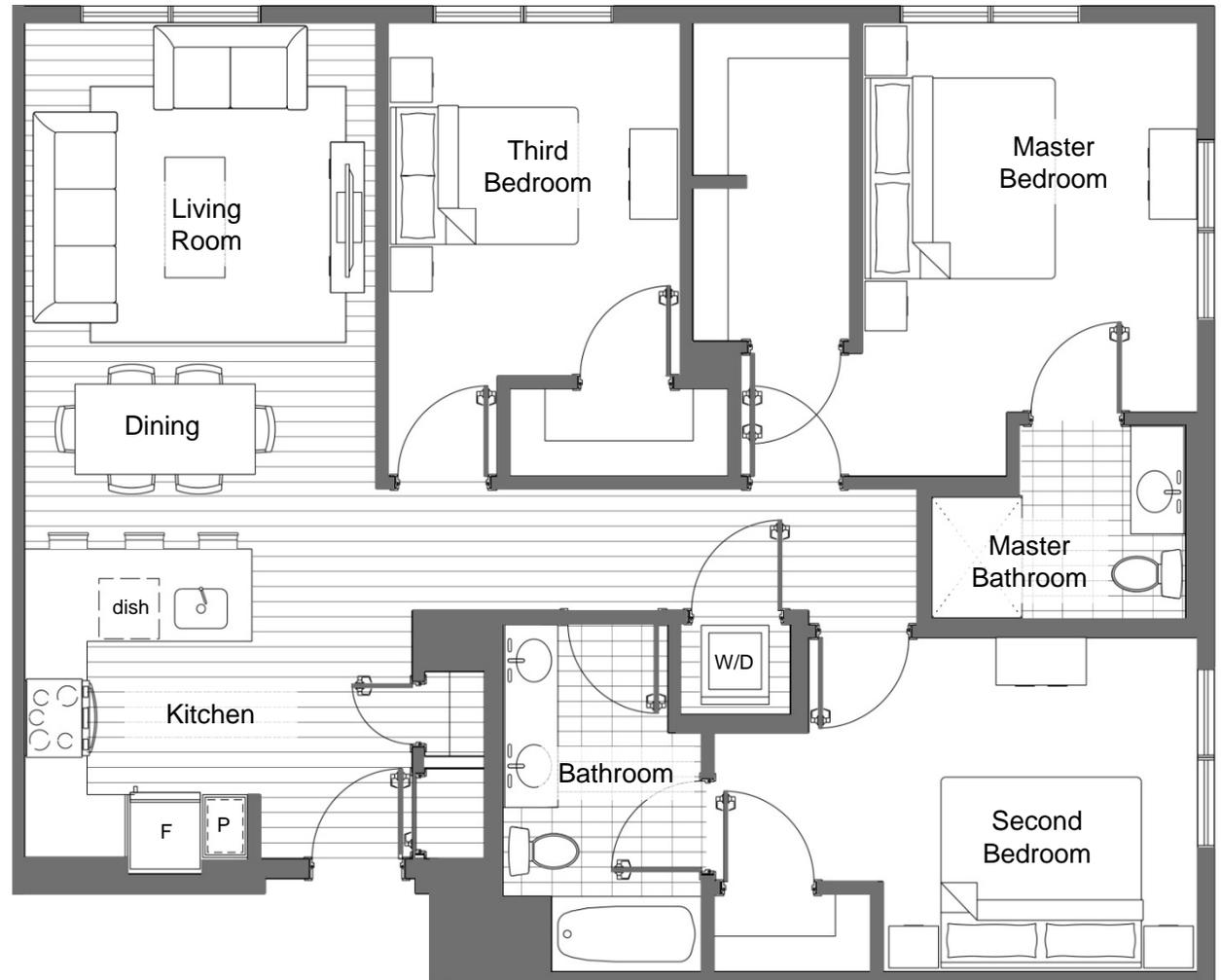
Variety of Kitchen Layouts

Modern open floor plans

Washer/Dryer in every unit

Coat Closet & Linen Closets

Individual unit heating and  
cooling control



**Appendix B**

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Site Survey



**BOUNDARY DESCRIPTIONS PER COMMENT NO. 15-04537-FN ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY HAVING AN EFFECTIVE DATE OF NOVEMBER 22, 2015.**

**PARCEL 1 (159 WASHINGTON STREET) (ST. GABRIEL'S MONASTERY)**  
 A CERTAIN PARCEL OF LAND AND BUILDINGS THEREON KNOWN AS ST. GABRIEL'S MONASTERY AND SITUATED ON WASHINGTON STREET IN THAT PART OF BOSTON FORMERLY CALLED BRIGHTON, BEING SHOWN AS PARCEL 1 ON THE PLAN ENTITLED "COMPILED SUBDIVISION PLAN OF LAND BOSTON (BRIGHTON DISTRICT) SUFFOLK COUNTY MASSACHUSETTS PREPARED FOR ST. ELIZABETH'S HOSPITAL BY THE BSC GROUP SURVEYING AND MAPPING, INC. DATED OCTOBER 22, 1989 AND RECORDED WITH SUFFOLK COUNTY REGISTRY OF DEEDS IN PLAN BOOK 1678B, END.

**PARCEL 2 (201 WASHINGTON STREET)**  
 THE LAND IN THE BRIGHTON DISTRICT OF BOSTON, SITUATED ON THE NORTHERLY SIDE OF WASHINGTON STREET IN SAID DISTRICT, FORMERLY OCCUPIED BY THE BULL-HEAD TAVERN, SO-CALLED, AND BOUND AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTLY CORNER OF SAID LOT TO THE POINT OF INTERSECTION OF LAND NOW OR FORMERLY OF DAVID NEVENS, THENCE RUNNING NORTHWESTERLY BOUNDING SOUTHERLY ON WASHINGTON STREET, ONE HUNDRED FORTY-THREE (143) FEET, MORE OR LESS, TO A STONE MONUMENT AT THE CORNER POINT BETWEEN THE PREMISES HEREBY CONVEYED AND OTHER LAND NOW OR FORMERLY OF DAVID NEVENS ON THE WESTERLY SIDE THEREOF, THENCE TURNING AND RUNNING NORTHERLY AS THE FENCE NOW STANDED BOUNDING WESTERLY ON LAND NOW OR FORMERLY OF SAID DAVID NEVENS TO THE ROCK WALL ON SAID PREMISES, MEASURING ON SAID LINE NINETY-TWO AND A QUARTER (92-1/4) FEET, MORE OR LESS, THENCE TURNING AND RUNNING BY TWO LINES AS THE FENCES AND WELLS NOW STANDED, SAID LINES RUNNING ABOUT EASTERLY AND SOUTHEASTERLY, BOUNDING ON LAND NOW OR LATE OF SAID NEVENS TO THE POINT OF BEGINNING, MEASURING ON LAST TWO MENTIONED LINES TWO HUNDRED AND ELEVEN (211) FEET, MORE OR LESS.

EXCEPTING THEREFROM THE FOLLOWING PARCEL OF LAND:

A CERTAIN PARCEL OF LAND, SITUATED IN THAT PART OF SAID BOSTON, WHICH WAS FORMERLY THE TOWN OF BRIGHTON, BOUND AND DESCRIBED AS FOLLOWS:

NORTHEASTERLY BY THE LINE OF MEADOWS OF WASHINGTON STREET BY THE TOWN OF BRIGHTON, UPON THE REPORT OF THE BOARD OF SELECTMEN OF SAID TOWN OF BRIGHTON, OF SEPTEMBER 12TH, 1823, THERE MEASURING ON TWO LINES, NINETY TWO & 50/100 FEET, AND FORTY-NINE FEET, NORTHWESTERLY BY LAND TAKEN BY SAID TOWN OF BRIGHTON, FOR SAID MEADOWS OF WASHINGTON STREET, FROM DAVID NEVENS, SEVEN FEET AND SOUTHWESTERLY BY THE LINE OF SAID WASHINGTON STREET AS IT EXISTED BEFORE SAID MEADOWS, ONE HUNDRED FORTY-ONE AND 38/100 FEET.

CONTAINING FOUR HUNDRED FORTY-SEVEN SQUARE FEET MORE OR LESS, BEING SHOWN ON A PLAN MADE BY THE M. MORTIMAN AND W.M. JACKSON, CIVIL ENGINEERS, DATED BRIGHTON, SEPTEMBER 15, A.D. 1873 AND DEPOSITED IN THE OFFICE OF THE CITY SURVEYOR OF SAID CITY OF BOSTON.

**PARCEL 3**  
 BEGINNING AT THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF THE CITY OF BOSTON AT THE EASTERLY SIDE OF NEVENS STREET, A FORTY FOOT WIDE PUBLIC STREET; THENCE

S 72° 23' 05" E ALONG THE SOUTHERLY LINE OF SAID LAND OF THE CITY OF BOSTON, A DISTANCE OF TWO HUNDRED FIFTY AND 85/100 (215.85) FEET; THENCE RUNNING

S 39° 30' 44" W ALONG OTHER LAND NOW OR FORMERLY OF ST. ELIZABETH'S HOSPITAL FOUNDATION, INC., A DISTANCE OF SIX HUNDRED THIRTY NINE AND 35/100 (639.35) FEET; THENCE RUNNING

N 50° 29' 18" W ALONG SAID LAND A DISTANCE OF ONE HUNDRED EIGHTY FIVE AND 00/100 (185.00) FEET TO THE SOUTHWESTERLY LINE OF PROJECT 1 SHOWN ON SUBDIVISION PLAN OF LAND IN BOSTON, MASS., BRIGHTON DISTRICT, SUFFOLK COUNTY, SCALE 1" = 40 FEET, AUGUST 20, 1987, PREPARED BY MILLER AND WILMOR CO., INC. AND RECORDED AT BOOK 10075, END. PUBLIC RECORDS OF THE SUFFOLK COUNTY REGISTRY OF DEEDS, SUFFOLK COUNTY, MASSACHUSETTS, THENCE RUNNING

N 39° 30' 44" E ALONG SAID PARCEL 1 AND ALONG PARCEL 2 ALSO SHOWN ON SAID PLAN OF DEEDS AT BOOK 10075, END. A DISTANCE OF FOUR HUNDRED NINETY SEVEN AND 51/100 (497.51) FEET TO A POINT ON THE ARC OF A CIRCULAR CURVE CONCAVE NORTHEASTERLY, FROM WHICH SAID POINT A RADIAL LINE BEARS N67° 12' 18" E, THENCE RUNNING

NORTHERLY ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 2 AND AS SHOWN ON THE PLAN RECORDED AT BOOK 10075, END. AND ALONG THE ARC OF SAID CURVE A DISTANCE OF SEVENTY ONE AND 32/100 (71.32) FEET TO THE SOUTHWESTERLY TERMINUS OF THE WESTERLY SIDELINE OF SAID NEVENS STREET; THENCE RUNNING

S72° 23' 05" E ALONG THE SOUTHERLY TERMINUS OF SAID NEVENS STREET A DISTANCE OF FORTY AND 42/100 (40.42) FEET TO THE POINT OF BEGINNING.

CONTAINING 113,483 SQUARE FEET, OR 2.603 ACRES, MORE OR LESS, AND BEING "PARCEL 2" AS SHOWN ON PLAN AT BOOK 1678B, END.

UPON RECORDING OF A SUBDIVISION PLAN, ALL SATISFACTORY TO THE COMPANY, WITH SUFFOLK COUNTY REGISTRY OF DEEDS, THE FOLLOWING WILL CONSTITUTE THE INSURED PREMISES:

A CERTAIN PARCEL OF LAND WITH THE BUILDINGS THEREON SITUATED IN THAT PART OF BOSTON FORMERLY CALLED BRIGHTON, SUFFOLK COUNTY, MASSACHUSETTS, SITUATED ON WASHINGTON STREET, BEING SHOWN AS PARCEL 2 INCLUDES 201 WASHINGTON STREET ON A PLAN ENTITLED "PLAN OF LAND IN BOSTON (SUFFOLK COUNTY SCALE 1" = 50' DATED JANUARY 24, 2014 AND LAST REVISED DECEMBER 23, 2015 BY PRECISION LAND SURVEYING, INC. AND RECORDED WITH THE SUFFOLK COUNTY REGISTRY OF DEEDS ON DECEMBER 23, 2015 IN BOOK "A", PAGE "A", MORE PARTICULARLY BOUND AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHEASTERLY SIDELINE OF WASHINGTON STREET, SAID POINT BEING THE MOST SOUTHERLY CORNER OF THE PARCEL; THENCE RUNNING

N 35°16'33" W 51.85' TO A POINT; THENCE TURNING AND RUNNING

N 62°04'32" W 450.04' TO A POINT OF CURVATURE; THENCE RUNNING

NORTHWESTERLY 285.67' BY A CURVE TO THE RIGHT HAVING A RADIUS OF 1,302.00' TO A POINT, SAID LAST THREE COURSES BEING BY THE NORTHEASTERLY SIDELINE OF WASHINGTON STREET, THENCE TURNING AND RUNNING

N 40°29'45" E 39.35' TO A POINT; THENCE TURNING AND RUNNING

N 82°31'48" E 142.16' TO A POINT; THENCE TURNING AND RUNNING

S 87°42'50" E 142.18' TO A POINT; THENCE TURNING AND RUNNING

S 50°28'54" E 71.85' TO A POINT; THENCE TURNING AND RUNNING

N 82°31'48" E 39.35' TO A POINT; THENCE TURNING AND RUNNING

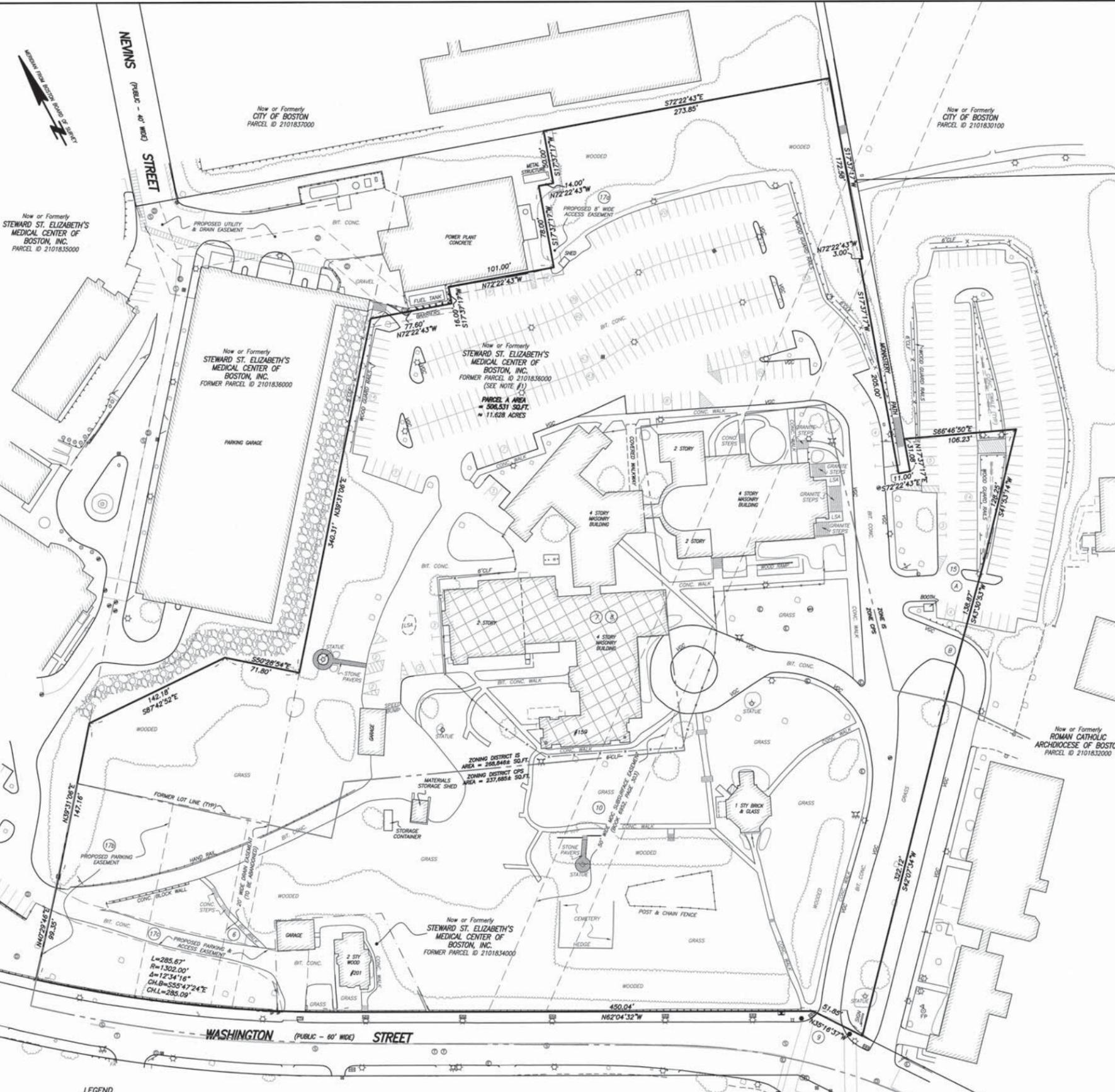
S 72°22'43" E 77.60' TO A POINT; THENCE TURNING AND RUNNING

N 17°37'17" E 16.00' TO A POINT; THENCE TURNING AND RUNNING

S 72°22'43" E 77.60' TO A POINT; THENCE TURNING AND RUNNING

S 72°22'43" E 14.00' TO A POINT; THENCE TURNING AND RUNNING

N 17°37'17" E 16.00' TO A POINT; THENCE TURNING AND RUNNING



**LEGEND**

○	SEWER MANHOLE	⊠	TRAFFIC CONTROL BOX
⊙	DRAIN MANHOLE	⊕	TRAFFIC SIGNAL
⊚	ELECTRIC MANHOLE	⊖	LIGHT POLE
⊛	TELEPHONE MANHOLE	⊗	ELECTRIC HANDHOLE
⊜	CABLE TV MANHOLE	⊘	BOLLARD
⊝	MANHOLE	⊙	SKIN
⊞	HYDRANT	⊚	VERTICAL GRANITE CURB
⊟	WATER SHUT OFF	⊛	BITUMINOUS
⊠	GAS SHUT OFF	⊜	CONCRETE
⊡	BOSTON WATER VALVE	⊝	SQUARE FEET
⊢	CATCH BASIN	⊞	CHAIN LINK FENCE
		⊟	TYPICAL

**LIST OF VISIBLE ENCROACHMENTS**

- (A) PARKING CROSSES PROPERTY LINES.
- (B) ACCESS AND EGRESS TO LOCUS CROSSES THROUGH ABUTTING PROPERTY.

**EXCEPTIONS FROM COVERAGE SCHEDULE B, SECTION 2, LISTED IN TITLE COMMENT NO. 15-04537-FN ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY HAVING AN EFFECTIVE DATE OF NOVEMBER 22, 2015.**

- 6 MATTERS SET FORTH, INCLUDING DRAINAGE EASEMENTS, IN DEED BY ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. TO SAINT ELIZABETH'S HOSPITAL OF BOSTON DATED APRIL 26, 1991 AND RECORDED AT BOOK 1681B, PAGE 168. (SHOWN ON SURVEY)
- 7 NOTE OF DESIGNATION BY THE BOSTON LANDMARKS COMMISSION AS TO ST. GABRIEL'S MONASTERY, DATED JANUARY 16, 1986, RECORDED AT BOOK 185A, PAGE 22, RE-RECORDED AT BOOK 1995B, PAGE 218 TO RECALL OWNER'S NAME. (SHOWN MATCHED ON SURVEY)
- 8 PRESERVATION RESTRICTION AGREEMENT BETWEEN THE COMMONWEALTH OF MASSACHUSETTS BY AND THROUGH THE MASSACHUSETTS HISTORICAL COMMISSION, AND THE ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. FOR ST. GABRIEL'S MONASTERY BUILDING, DATED OCTOBER 3, 2002, RECORDED AT BOOK 3181A, PAGE 32. (SHOWN MATCHED ON SURVEY)
- 9 LICENSE MAINTENANCE AND INDENTIFICATION AGREEMENT WITH THE CITY OF BOSTON, ACTING BY AND THROUGH THE PUBLIC IMPROVEMENT COMMISSION, DATED JUNE 11, 2007, RECORDED AT BOOK 42761, PAGE 178, AS SHOWN ON PLAN NO. 028 OF 2007 AND PLAN NO. 029 OF 2007. (SHOWN ON SURVEY)
- 10 MEC SURFACE EASEMENT RECORDED IN BOOK 6952, PAGE 303 AND SHOWN ON PLAN RECORDED IN BOOK 1678B, END. (SHOWN ON SURVEY)
- 11 LICENSE FOR PASSES/SETY FORTH IN AN INSTRUMENT DATED JANUARY 15, 1953 AND RECORDED IN BOOK 684A, PAGE 581. (NOT LOCUS)
- 12 EASEMENT CONTAINED IN A DEED FROM ST. ELIZABETH'S HOSPITAL OF BOSTON, INC. TO ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. DATED OCTOBER 14, 1982 AND RECORDED IN BOOK 10091, PAGE 238, AS AFFECTED BY A CONTRADICTORY DEED FROM ST. ELIZABETH'S HOSPITAL OF BOSTON TO ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. DATED SEPTEMBER 26, 1988 AND RECORDED IN BOOK 10555, PAGE 314. (NOT LOCUS)
- 13 EASEMENT AGREEMENT FROM ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. TO ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. AS TRUSTEE U/S/T DATED DECEMBER 30, 1982, WHICH AGREEMENT IS DATED NOVEMBER 8, 1988 AND RECORDED IN BOOK 15663, PAGE 198. (NOT LOCUS)
- 14 REPRODUCTION AGREEMENT BETWEEN STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON AND STEWARD ST. ELIZABETH'S REALTY CORP. AND HSA ST. ELIZABETH'S MOB 1, LLC DATED MARCH 29, 2012 AND RECORDED AT BOOK 4939B, PAGE 82. (NOT LOCUS)
- 15 PARKING AND IMPROVEMENTS FROM ABBOT N/T ROMAN CATHOLIC ARCHDIOCESE OF BOSTON ENDOCHORD (NOT LOCUS)
- 16 REPRODUCTION AGREEMENT BETWEEN STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON AND STEWARD ST. ELIZABETH'S REALTY CORP. AND HSA ST. ELIZABETH'S MOB 1, LLC DATED MARCH 29, 2012 AND RECORDED AT BOOK 4939B, PAGE 82. (NOT LOCUS)
- 17 PLAN OF LAND IN BOSTON (SUFFOLK COUNTY SCALE 1" = 50' DATED JANUARY 24, 2014 BY PRECISION LAND SURVEYING INC. SHOWS (SHOWN ON SURVEY)
  - a. 8' ACCESS EASEMENT.
  - b. PARKING EASEMENT.
  - c. PARKING ACCESS EASEMENT
  - d. 20' UTILITY AND DRAIN EASEMENT (REMOVED)
- 18 NOTICE OF RIGHT OF FIRST REFUSAL AGREEMENT AFFECTING 11 NEVENS STREET BY HSA-ST. ELIZABETH'S MOB 1, LLC, DATED MAY 15, 2013, RECORDED WITH SAID DEEDS, BOOK 5146S, PAGE 112. (NOT PLOTTABLE)
- 19 AMENDED AND RESTATED RECIPROCAL EASEMENT AGREEMENT, DATED MAY 15, 2013, RECORDED WITH SAID DEEDS, BOOK 5146S, PAGE 117. (NOT LOCUS)
- 20 AMENDED AND RESTATED NOTICE OF LEASE, DATED MAY 15, 2013, BY HSA-ST. ELIZABETH'S MOB 1, LLC AS LANDLORD AND STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON, INC. AS TENANT, RECORDED WITH SAID DEEDS, BOOK 5146S, PAGE 138. (NOT PLOTTABLE)
- 21 NOTICE OF RIGHT OF FIRST REFUSAL AGREEMENT, AFFECTING 200 WASHINGTON STREET, BY AND BETWEEN HSA-ST. ELIZABETH'S MOB 2, LLC AS GRANTOR AND STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON, INC. AS GRANTEE, DATED MAY 15, 2013, RECORDED WITH SAID DEEDS, BOOK 5146S, PAGE 36. (NOT PLOTTABLE)
- 22 AMENDED AND RESTATED NOTICE OF LEASE BY AND BETWEEN HSA-ST. ELIZABETH'S MOB 2, LLC, AS LANDLORD AND STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON, INC. AS TENANT, DATED MAY 15, 2013, RECORDED WITH SAID DEEDS, BOOK 5146S, PAGE 41. (NOT PLOTTABLE)
- 23 LICENSE ISSUED BY THE CITY OF BOSTON PUBLIC IMPROVEMENT COMMISSION, DATED AUGUST 29, 2013, RECORDED WITH SAID DEEDS, BOOK 5249B, PAGE 85. (NOT LOCUS)
- 24 RESERVATION OF THE RIGHT TO SLOPE OR BANK THE FILLING WHERE REQUIRED FOR GRADING NEVENS STREET AS SET FORTH IN DEED TO ST. ELIZABETH'S HOSPITAL OF BOSTON DATED MARCH 26, 1917, RECORDED AT BOOK 4022, PAGE 521. (NOT LOCUS)
- 25 RESERVATION OF THE RIGHT TO SLOPE OR BANK THE FILLING WHERE REQUIRED FOR GRADING, FILLING AND CONSTRUCTING NEVENS STREET AS SET FORTH IN DEED TO THE PROSSNOR MASONRY SOCIETY OF BOSTON DATED MARCH 26, 1917, RECORDED AT BOOK 4045, PAGE 341. (NOT LOCUS)
- 26 EASEMENT AGREEMENT FROM ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. TO ST. ELIZABETH'S HOSPITAL FOUNDATION, INC. AS TRUSTEE U/S/T DATED DECEMBER 30, 1982, WHICH AGREEMENT IS DATED NOVEMBER 8, 1988 AND RECORDED IN BOOK 15663, PAGE 198. (NOT LOCUS)
- 27 EASEMENTS GRANTED TO JP MORGAN CHASE BANK AS ADMINISTRATIVE AGENT AS SET FORTH IN ARTICLE 9 OF THE MORTGAGE, SECURITY AGREEMENT, ASSIGNMENT OF REVENUE AND LEASES AND FUTURE PLEDGE BY STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON, INC. TO JP MORGAN CHASE BANK, N.A., AS ADMINISTRATIVE AGENT, DATED APRIL 12, 2013, RECORDED WITH SAID DEEDS, BOOK 5129S, PAGE 235, AS AFFECTED BY A SUBORDINATION AGREEMENT, RECORDED WITH SAID DEEDS, BOOK 5129S, PAGE 206. (NOT PLOTTABLE)

TO: FIDELITY NATIONAL TITLE INSURANCE COMPANY, STEWARD ST. ELIZABETH'S MEDICAL CENTER OF BOSTON, INC. CUSTOMER'S BANK, AND ITS SUCCESSORS AND ASSIGNS.

THIS IS TO CERTIFY THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 9, 11(a), 13, 16, 17, 18, AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 2, 2015.

FELDMAN LAND SURVEYORS  
 KARL A. MCCARTHY, PLS (MA# 38714) DATE 12-24-2015  
 kam@feldmansurveyors.com

12-24-2015 PARCEL A & REVISED TITLE COMMITMENT ADDED

**ALTA/ACSM LAND TITLE SURVEY**  
 159 & 201 WASHINGTON STREET  
 BOSTON (BRIGHTON DISTRICT), MASS.

FELDMAN LAND SURVEYORS DECEMBER 2, 2015  
 112 SHAWMUT AVENUE PHONE: (617)357-9740  
 BOSTON, MASS. 02118 www.feldmansurveyors.com

**FELDMAN**  
 LAND SURVEYORS

SCALE: 1"=40'

RESEARCH FIELD CHIEF AL PROJ MOR MDS APPROVED KAM SHEET NO. 1 OF 1  
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**Appendix C**

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Transportation

Available Upon Request

**Appendix D**

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Climate Change Preparedness Checklist

# Climate Change Preparedness and Resiliency Checklist for New Construction

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Redevelopment Authority adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at <http://www.cityofboston.gov/climate>

In advance we thank you for your time and assistance in advancing best practices in Boston.

## Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment ([www.climatechoices.org/ne/](http://www.climatechoices.org/ne/))
2. USGCRP 2009 (<http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/>)
3. Army Corps of Engineers guidance on sea level rise (<http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf>)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (<http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf>)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr\*, Kara S. Doran and Peter A. Howd, 2012 ([http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf](http://www.bostonredevelopmentauthority.org/planning/Hotspot%20of%20Accelerated%20Sea-level%20Rise%202012.pdf))
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 ([http://www.greenribboncommission.org/downloads/Building\\_Resilience\\_in\\_Boston\\_SML.pdf](http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf))

## Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BRA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

**Please Note:** When initiating a new project, please visit the BRA web site for the most current [Climate Change Preparedness & Resiliency Checklist](#).

## Climate Change Resiliency and Preparedness Checklist

### A.1 - Project Information

Project Name:	159-201 Washington Street
Project Address Primary:	159 and 201 Washington Street, Brighton
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	John Sullivan/Cabot, Cabot & Forbes/JSullivan@ccfne.com

### A.2 - Team Description

Owner / Developer:	Cabot, Cabot & Forbes
Architect:	CUBE 3 Studio LLC; Bargmann Hendrie + Archetype
Engineer (building systems):	
Sustainability / LEED:	LandWorks LLC
Permitting:	Epsilon Associates
Construction Management:	John Moriarty & Associates
Climate Change Expert:	

### A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

<input checked="" type="checkbox"/> PNF / Expanded PNF Submission	<input type="checkbox"/> Draft / Final Project Impact Report Submission	<input type="checkbox"/> BRA Board Approved	<input type="checkbox"/> Notice of Project Change
<input type="checkbox"/> Planned Development Area	<input type="checkbox"/> BRA Final Design Approved	<input type="checkbox"/> Under Construction	<input type="checkbox"/> Construction just completed:

### A.4 - Building Classification and Description

List the principal Building Uses:	Residential
List the First Floor Uses:	Residential, bicycle and car parking, fitness center, study and lounge space

What is the principal Construction Type – select most appropriate type?

<input checked="" type="checkbox"/> Wood Frame	<input type="checkbox"/> Masonry	<input type="checkbox"/> Steel Frame TBD	<input type="checkbox"/> Concrete TBD
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Describe the building?

Site Area:	11.6 acres	Building Area:	159,800 SF
Building Height:	1 to 6 stories	Number of Stories:	1 to 6 Stories.
First Floor Elevation (reference Boston City)	154-190	Are there below grade spaces/levels, if yes how many:	No

Base):

### A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Select by Primary Use:

<input type="checkbox"/> New Construction	<input type="checkbox"/> Core & Shell	<input type="checkbox"/> Healthcare	<input type="checkbox"/> Schools
<input type="checkbox"/> Retail	<input checked="" type="checkbox"/> Homes Midrise	<input type="checkbox"/> Homes	<input type="checkbox"/> Other
Select LEED Outcome:	<input checked="" type="checkbox"/> Silver	<input type="checkbox"/> Gold	<input type="checkbox"/> Platinum

Will the project be USGBC Registered and / or USGBC Certified?

Registered:

Yes / No

Certified:

Yes / No

### A.6 - Building Energy-

What are the base and peak operating energy loads for the building?

Electric:

TBD (kW)
TBD (kWh/SF)

Heating:

TBD (MMBtu/hr)
TBD (Tons/hr)

What is the planned building Energy Use Intensity:

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:

TBD (kW)
----------

Heating:

TBD (MMBtu/hr)
TBD (Tons/hr)

Cooling:

What is nature and source of your back-up / emergency generators?

Electrical Generation:

TBD (kW)
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Fuel Source:

Diesel
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System Type and Number of Units:

<input checked="" type="checkbox"/> Combustion Engine	<input type="checkbox"/> Gas Turbine	<input type="checkbox"/> Combine Heat and Power	2 (Units)
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## B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

### B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:

<input type="checkbox"/> 10 Years	<input type="checkbox"/> 25 Years	<input checked="" type="checkbox"/> 50 Years	<input type="checkbox"/> 75 Years
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What is the full expected operational life of key building systems (e.g. heating, cooling, ventilation)?

Select most appropriate:

<input type="checkbox"/> 10 Years	<input checked="" type="checkbox"/> 25 Years	<input type="checkbox"/> 50 Years	<input type="checkbox"/> 75 Years
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What time span of future Climate Conditions was considered?

Select most appropriate:

<input type="checkbox"/> 10 Years	<input type="checkbox"/> 25 Years	<input checked="" type="checkbox"/> 50 Years	<input type="checkbox"/> 75 Years
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Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

8/91 Deg.	Based on ASHRAE Fundamentals 2013 99.6% heating; 0.4% cooling
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What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?

95 Deg.	5 Days	6 Events / yr.
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What Drought characteristics will be used for project planning – Duration and Frequency?

30-90 Days	0.2 Events / yr.
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What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

45 Inches / yr.	4 Inches	0.5 Events / yr.
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What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

130 Peak Wind	10 Hours	0.25 Events / yr.
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## B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code: **20%**

How is performance determined: Energy model

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:

<input checked="" type="checkbox"/> High performance building envelop	<input checked="" type="checkbox"/> High performance lighting & controls	<input type="checkbox"/> Building day lighting	<input checked="" type="checkbox"/> EnergyStar equip. / appliances
<input type="checkbox"/> High performance HVAC equipment	<input type="checkbox"/> Energy recovery ventilation	<input type="checkbox"/> No active cooling	<input type="checkbox"/> No active heating

Describe any added measures:

What are the insulation (R) values for building envelop elements?

Roof:	R = 25	Walls / Curtain Wall Assembly:	R = 21
Foundation:	R = 10	Basement / Slab:	R = 10
Windows:	R = / U = 0.4	Doors:	R = / U = 0.7

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

<input type="checkbox"/> On-site clean energy / CHP system(s)	<input type="checkbox"/> Building-wide power dimming	<input type="checkbox"/> Thermal energy storage systems	<input type="checkbox"/> Ground source heat pump
<input type="checkbox"/> On-site Solar PV	<input type="checkbox"/> On-site Solar Thermal	<input type="checkbox"/> Wind power	<input checked="" type="checkbox"/> None

Describe any added measures: Common area lighting will be dimmed when unoccupied

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate:

<input type="checkbox"/> Connected to local distributed electrical	<input type="checkbox"/> Building will be Smart Grid ready	<input type="checkbox"/> Connected to distributed steam, hot, chilled water	<input type="checkbox"/> Distributed thermal energy ready
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Will the building remain operable without utility power for an extended period?

No	If yes, for how long:	Days
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If Yes, is building "Islandable?"

If Yes, describe strategies:

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:

<input type="checkbox"/> Solar oriented - longer south walls	<input type="checkbox"/> Prevailing winds oriented	<input type="checkbox"/> External shading devices	<input type="checkbox"/> Tuned glazing,
<input type="checkbox"/> Building cool zones	<input checked="" type="checkbox"/> Operable windows	<input type="checkbox"/> Natural ventilation	<input type="checkbox"/> Building shading
<input type="checkbox"/> Potable water for drinking / food preparation	<input type="checkbox"/> Potable water for sinks / sanitary systems	<input type="checkbox"/> Waste water storage capacity	<input checked="" type="checkbox"/> High Performance Building Envelop

Describe any added measures:

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:

<input type="checkbox"/> High reflective paving materials	<input checked="" type="checkbox"/> Shade trees & shrubs	<input checked="" type="checkbox"/> High reflective roof materials	<input type="checkbox"/> Vegetated roofs
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Describe other strategies:

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:

<input type="checkbox"/> On-site retention systems & ponds	<input checked="" type="checkbox"/> Infiltration galleries & areas	<input type="checkbox"/> Vegetated water capture systems	<input type="checkbox"/> Vegetated roofs
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Describe other strategies:

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:

<input type="checkbox"/> Hardened building structure & elements	<input checked="" type="checkbox"/> Buried utilities & hardened infrastructure	<input type="checkbox"/> Hazard removal & protective landscapes	<input checked="" type="checkbox"/> Soft & permeable surfaces (water infiltration)
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Describe other strategies:

### C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

**C.1 - Location Description and Classification:**

Do you believe the building to be susceptible to flooding now or during the full expected life of the building?

No
----

Describe site conditions?

Site Elevation – Low/High Points:	150/191.6 ft
Building Proximity to Water:	4,500 Ft.

Is the site or building located in any of the following?

Coastal Zone:	No	Velocity Zone:	No
Flood Zone:	No	Area Prone to Flooding:	No

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	No	Future floodplain delineation updates:	No
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What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

4,450 Ft.
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***If you answered YES to any of the above Location Description and Classification questions, please complete the following questions. Otherwise you have completed the questionnaire; thank you!***

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**C - Sea-Level Rise and Storms**

This section explores how a project responds to Sea-Level Rise and / or increase in storm frequency or severity.

**C.2 - Analysis**

How were impacts from higher sea levels and more frequent and extreme storm events analyzed:

Sea Level Rise:	3 Ft.	Frequency of storms:	0.25 per year
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**C.3 - Building Flood Proofing**

Describe any strategies to limit storm and flood damage and to maintain functionality during an extended periods of disruption.

What will be the Building Flood Proof Elevation and First Floor Elevation:

Flood Proof Elevation:	Boston City Base Elev.( Ft.)	First Floor Elevation:	Boston City Base Elev. ( Ft.)
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Will the project employ temporary measures to prevent building flooding (e.g. barricades, flood gates):

Yes / No	If Yes, to what elevation	Boston City Base Elev. ( Ft.)
If Yes, describe:		

What measures will be taken to ensure the integrity of critical building systems during a flood or severe storm event:

<input type="checkbox"/> Systems located above 1 <sup>st</sup> Floor.	<input checked="" type="checkbox"/> Water tight utility conduits	<input type="checkbox"/> Waste water back flow prevention	<input type="checkbox"/> Storm water back flow prevention
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Were the differing effects of fresh water and salt water flooding considered:

Yes / No
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Will the project site / building(s) be accessible during periods of inundation or limited access to transportation:

Yes / No	If yes, to what height above 100 Year Floodplain:	Boston City Base Elev. (Ft.)
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Will the project employ hard and / or soft landscape elements as velocity barriers to reduce wind or wave impacts?

Yes / No
----------

If Yes, describe:

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Will the building remain occupiable without utility power during an extended period of inundation:

Yes / No	If Yes, for how long:	days
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Describe any additional strategies to addressing sea level rise and or sever storm impacts:

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#### C.4 - Building Resilience and Adaptability

Describe any strategies that would support rapid recovery after a weather event and accommodate future building changes that respond to climate change:

Will the building be able to withstand severe storm impacts and endure temporary inundation?

Select appropriate:	Yes / No	<input type="checkbox"/> Hardened / Resilient Ground Floor Construction	<input type="checkbox"/> Temporary shutters and or barricades	<input type="checkbox"/> Resilient site design, materials and construction
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Can the site and building be reasonably modified to increase Building Flood Proof Elevation?

Select appropriate:	Yes / No	<input type="checkbox"/> Surrounding site elevation can be raised	<input type="checkbox"/> Building ground floor can be raised	<input type="checkbox"/> Construction been engineered
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Describe additional strategies:

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Has the building been planned and designed to accommodate future resiliency enhancements?

Select appropriate:	Yes / No	<input type="checkbox"/> Solar PV	<input type="checkbox"/> Solar Thermal	<input type="checkbox"/> Clean Energy / CHP System(s)
		<input type="checkbox"/> Potable water storage	<input type="checkbox"/> Wastewater storage	<input type="checkbox"/> Back up energy systems & fuel

Describe any specific or additional strategies:

--

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: [John.Dalzell.BRA@cityofboston.gov](mailto:John.Dalzell.BRA@cityofboston.gov)

## Appendix E

### Accessibility Checklist

## **Accessibility Checklist**

(to be added to the BRA Development Review Guidelines)

In 2009, a nine-member Advisory Board was appointed to the Commission for Persons with Disabilities in an effort to reduce architectural, procedural, attitudinal, and communication barriers affecting persons with disabilities in the City of Boston. These efforts were instituted to work toward creating universal access in the built environment.

In line with these priorities, the Accessibility Checklist aims to support the inclusion of people with disabilities. In order to complete the Checklist, you must provide specific detail, including descriptions, diagrams and data, of the universal access elements that will ensure all individuals have an equal experience that includes full participation in the built environment throughout the proposed buildings and open space.

In conformance with this directive, all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding the following:

- improvements for pedestrian and vehicular circulation and access;
- encourage new buildings and public spaces to be designed to enhance and preserve Boston's system of parks, squares, walkways, and active shopping streets;
- ensure that persons with disabilities have full access to buildings open to the public;
- afford such persons the educational, employment, and recreational opportunities available to all citizens; and
- preserve and increase the supply of living space accessible to persons with disabilities.

We would like to thank you in advance for your time and effort in advancing best practices and progressive approaches to expand accessibility throughout Boston's built environment.

### **Accessibility Analysis Information Sources:**

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
  - a. [http://www.ada.gov/2010ADASTandards\\_index.htm](http://www.ada.gov/2010ADASTandards_index.htm)
2. Massachusetts Architectural Access Board 521 CMR
  - a. <http://www.mass.gov/eopss/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Boston Complete Street Guidelines
  - a. <http://bostoncompletestreets.org/>
4. City of Boston Mayors Commission for Persons with Disabilities Advisory Board
  - a. <http://www.cityofboston.gov/Disability>
5. City of Boston – Public Works Sidewalk Reconstruction Policy
  - a. [http://www.cityofboston.gov/images\\_documents/sidewalk%20policy%200114\\_tcm3-41668.pdf](http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf)
6. Massachusetts Office On Disability Accessible Parking Requirements
  - a. [www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc](http://www.mass.gov/anf/docs/mod/hp-parking-regulations-mod.doc)
7. MBTA Fixed Route Accessible Transit Stations
  - a. [http://www.mbta.com/about\\_the\\_mbta/accessibility/](http://www.mbta.com/about_the_mbta/accessibility/)

**Article 80 | ACCESSIBILTY CHECKLIST**

**Project Information**

Project Name:	<b>159-201 Washington Street</b>
Project Address Primary:	<b>159 and 201 Washington Street, Brighton</b>
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	<b>John Sullivan/Cabot, Cabot &amp; Forbes/JSullivan@ccfne.com</b>

**Team Description**

Owner / Developer:	<b>Cabot, Cabot &amp; Forbes</b>
Architect:	<b>CUBE 3 Studio LLC; Bargmann Hendrie + Archetype</b>
Engineer (building systems):	
Sustainability / LEED:	<b>LandWorks LLC</b>
Permitting:	<b>Epsilon Associates</b>
Construction Management:	<b>John Moriarty &amp; Associates</b>

**Project Permitting and Phase**

At what phase is the project – at time of this questionnaire?

<input checked="" type="checkbox"/> PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BRA Board Approved
BRA Design Approved	Under Construction	Construction just completed:

**Article 80 | ACCESSIBILTY CHECKLIST**

**Building Classification and Description**

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	<input checked="" type="checkbox"/> Residential - Multi-unit, Four +	Institutional	Education
Commercial	Office	Retail	Assembly
Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	<i>Units, Residential, bicycle and car parking, fitness center, study and lounge space, café, leasing office</i>		

What is the Construction Type – select most appropriate type?

<input checked="" type="checkbox"/> Wood Frame	Masonry	Steel Frame TBD	Concrete TBD
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Describe the building?

Site Area:	<i>11.6 acres</i>	Building Area:	<i>579,800 SF</i>
Building Height:	<i>1-6 stories</i>	Number of Stories:	<i>1 to 6 Stories.</i>
First Floor Elevation:	<i>154-190 BCB</i>	Are there below grade spaces:	Yes

**Assessment of Existing Infrastructure for Accessibility:**

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.

The immediate neighborhood surrounding the site contains a mixture of institutional, retail and residential uses. St. Elizabeth’s Medical Center is adjacent to western edges of the site, and Brighton High School is located to the north of the site. Beyond the Medical Center along Washington Street and Market Street is the Brighton Center neighborhood, which contains a variety of small retail shops and restaurants on the ground floor with offices above. To the south and east of the site there is a mixture of single family homes, duplexes, and three to five-story multi-family residential buildings.

List the surrounding ADA compliant MBTA transit lines and the proximity

65 bus on Washington Street adjacent to the site

**Article 80 | ACCESSIBILTY CHECKLIST**

to the development site: Commuter rail, subway, bus, etc.

51, 57, 66, 501 and 503 buses located one block from the Project site.

List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.

St. Elizabeth’s Medical Center, Brighton High School, Kindred Hospital, Commonwealth Development, and the Boston Public Library – Brighton Branch.

Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.

The Project Site is proximate to the following: Boston Police District D-14, St. Elizabeth’s Medical Center, Brighton High School, Kindred Hospital, Commonwealth Development, Boston Public Library – Brighton Branch, and Brighton Division – Boston Municipal Court

**Surrounding Site Conditions – Existing:**

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?

Yes.

**If yes above**, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.

The existing sidewalks and pedestrian ramps within the site are in fair to poor condition.

Are the sidewalks and pedestrian ramps existing-to-remain? **If yes**, have the sidewalks and pedestrian ramps been verified as compliant? **If yes**, please provide surveyors report.

No, the Proponent will replace all sidewalks and pedestrian ramps within the Project site.

Is the development site within a historic district? **If yes**, please identify.

No.

**Surrounding Site Conditions – Proposed**

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the

**Article 80 | ACCESSIBILITY CHECKLIST**

development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of 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. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortably pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: [www.bostoncompletestreets.org](http://www.bostoncompletestreets.org)

No, proposed sidewalks along driveways will provide pedestrian and curb zones and be minimum 5 feet in width, but due to existing steep slopes on site it is not feasible in many locations. Where driveway slopes exceed accessibility guidelines, accessible sidewalks will be set back from the driveway. In order to minimize disturbance to existing historic features and preserve existing vegetation, a greenscape/furnishing zone is not proposed.

**If yes above**, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.

N/A

What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.

The proposed sidewalks along driveways on the Project Site will be a minimum width of 5 feet. Pedestrian Zone will be minimum 5 feet wide. As previously mentioned, no greenscape/furnishing zone is proposed.

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?

Proposed materials will be determined as the design advances.

If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the City of Boston Public Improvement Commission?

The Proponent does not presently anticipate seeking pedestrian easements within the Project site, but the Proponent anticipates that all private driveways on the project site will comply with applicable requirements to accessibility where slopes permit.

Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?

No.

**If yes above**, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?

**Article 80 | ACCESSIBILITY CHECKLIST**

**Proposed Accessible Parking:**

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?

There are approximately 449 parking spaces on site within structured parking areas and surface parking.

What is the total number of accessible spaces provided at the development site?

Approximately 13 accessible spaces.

Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?

Yes, several on-street accessible parking spaces will be provided along the Project's private driveways. The Proponent has met with the Commission for Persons with Disabilities to discuss the proposed locations. Final locations and counts will be coordinated with the Commission for Persons with Disabilities and City of Boston Transportation.

Where is accessible visitor parking located?

See attached diagram.

Has a drop-off area been identified? **If yes,** will it be accessible?

Yes. An accessible drop-off area will be provided along the main entry drive.

Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations. Please include route distances.

See attached diagram.

**Article 80 | ACCESSIBILTY CHECKLIST**

**Circulation and Accessible Routes:**

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability\* of neighbors.

*\*Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.

See attached diagram.

Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.

All entryways and thresholds are accessible – flush or within acceptable change restrictions (1/2” or less).

Are the accessible entrance and the standard entrance integrated?

Yes.

**If no above**, what is the reason?

Will there be a roof deck or outdoor courtyard space? **If yes**, include diagram of the accessible route.

Yes, see attached diagram.

Has an accessible routes way-finding and signage package been developed? **If yes**, please describe.

No signage package has been developed yet.

**Accessible Units: (If applicable)**

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?

Approximately 638 units.

How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?

Approximately 85 units will be condominiums, and 553 units will be for rent. The market value versus affordable breakdown has not yet been determined.

**Article 80 | ACCESSIBILTY CHECKLIST**

How many accessible units are being proposed?

Not yet determined.

Please provide plan and diagram of the accessible units.

How many accessible units will also be affordable? If none, please describe reason.

Not determined at this time.

Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. **If yes,** please provide reason.

No.

Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor’s Commission for Persons with Disabilities Advisory Board?

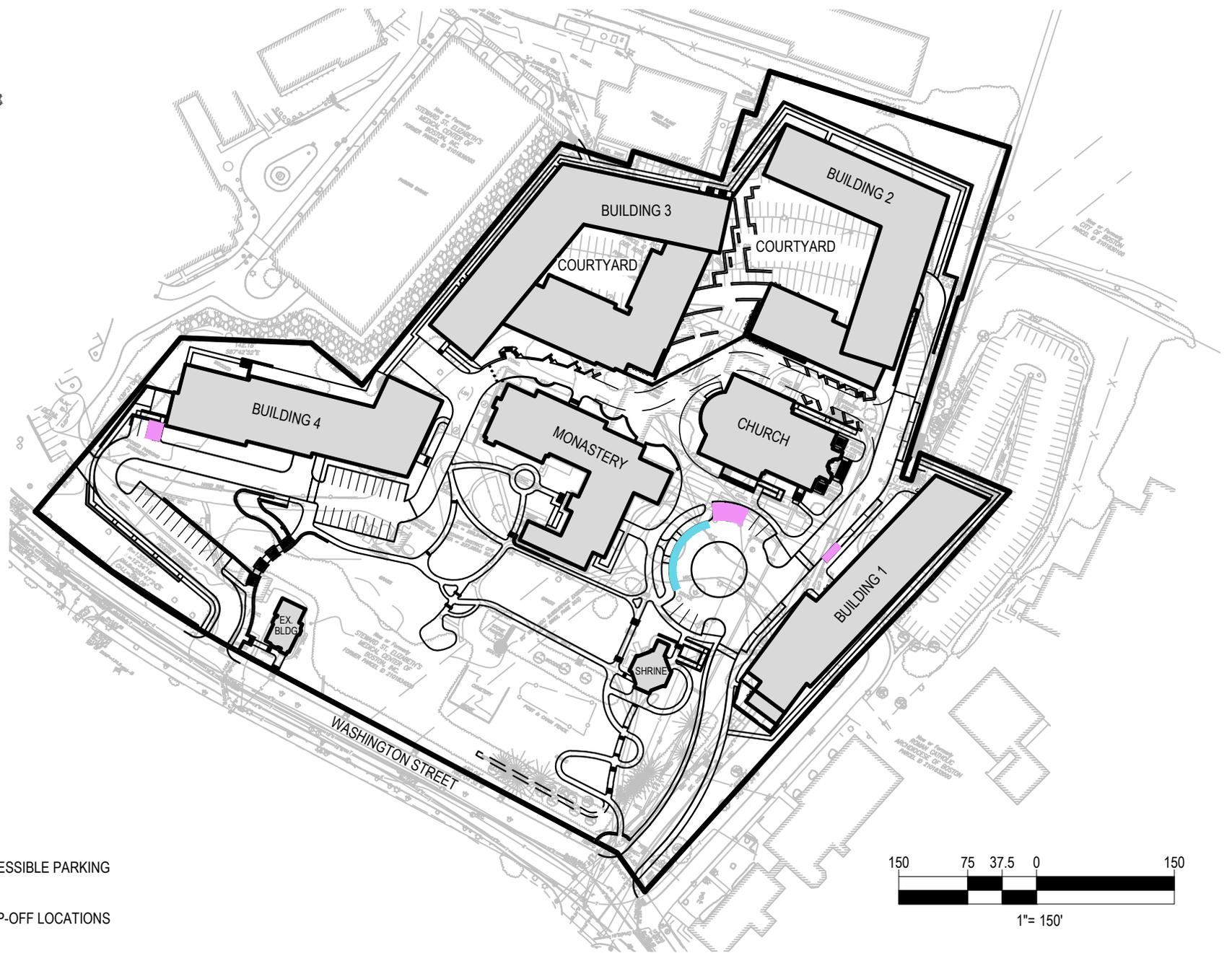
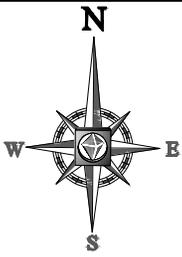
No.

Did the Advisory Board vote to support this project? **If no,** what recommendations did the Advisory Board give to make this project more accessible?

Thank you for completing the Accessibility Checklist!

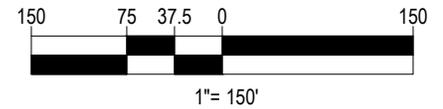
For questions or comments about this checklist or accessibility practices, please contact:

[kathryn.quigley@boston.gov](mailto:kathryn.quigley@boston.gov) | Mayors Commission for Persons with Disabilities



KEY

-  ACCESSIBLE PARKING
-  DROP-OFF LOCATIONS



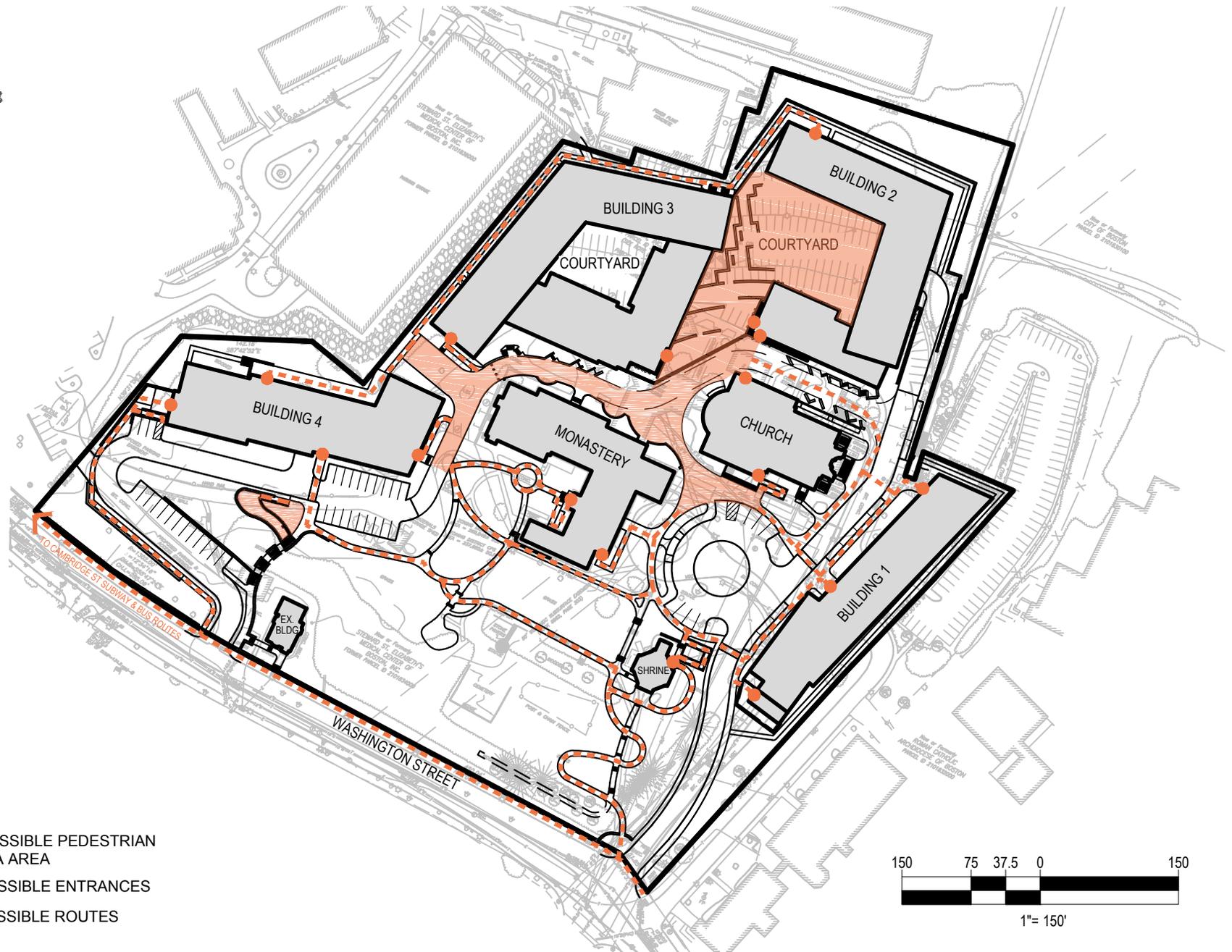
REDUCED SCALE IMAGE  
(N.T.S.)

## ACCESSIBLE PARKING & DROP-OFF LOCATIONS

159-201 WASHINGTON STREET  
BOSTON, MASSACHUSETTS

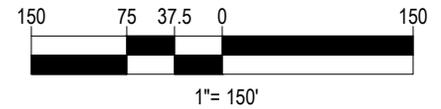


**BOHLER**  
ENGINEERING



**KEY**

-  ACCESSIBLE PEDESTRIAN PLAZA AREA
-  ACCESSIBLE ENTRANCES
-  ACCESSIBLE ROUTES



REDUCED SCALE IMAGE  
(N.T.S.)

### SITE ACCESSIBLE ROUTES

159-201 WASHINGTON STREET  
BOSTON, MASSACHUSETTS



**BOHLER**  
ENGINEERING