

BOSTON REDEVELOPMENT AUTHORITY

PUBLIC HEARING

February 8, 2018

This is a public hearing before the Boston Redevelopment Authority d/b/a the Boston Planning & Development Agency, being held in conformance with Article 80 of the Boston Zoning Code, to consider the Suffolk Downs Phase 1 project in the East Boston neighborhood as a Development Impact Project. The Project consist of the construction of two seven-story buildings totaling approximately 520,000 square feet for office use. The hearing was duly advertised on January 25, 2018 in the Boston Herald.

In a BPDA hearing on a proposed petition by the Authority, staff members will first present their case and are subject to questioning by members of the Authority. Thereafter, others who wish to speak in favor of the proposed petition are afforded an opportunity to do so under the same rules of questioning. Following that, those who wish to speak in opposition may do so, again under the same rules of questioning. Finally, the proponents are allowed a period of five to ten minutes for rebuttal if they so desire.

In an effort to accommodate all who would like to speak about this proposal, each person will be given up to two minutes to comment. BRA staff will indicate when thirty seconds remain. At that time, please conclude your remarks so that the hearing may continue and others may be heard.

Mr. Czerwienski will present.

MEMORANDUM **BOARD APPROVED**

FEBRUARY 8, 2018

TO: **BOSTON REDEVELOPMENT AUTHORITY**
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY (BPDA) *
AND BRIAN P. GOLDEN, DIRECTOR

FROM: JONATHAN GREELEY, DIRECTOR OF DEVELOPMENT REVIEW
MICHAEL CHRISTOPHER, DEPUTY DIRECTOR FOR DEVELOPMENT
REVIEW/GOVERNMENT AFFAIRS
TIM CZERWIENSKI, PROJECT MANAGER
COREY ZEHNGEBOT, SENIOR ARCHITECT/URBAN DESIGNER
KRISTINA RICCO, SENIOR PLANNER

SUBJECT: PUBLIC HEARING TO CONSIDER THE SUFFOLK DOWNS PHASE 1
PROJECT IN THE EAST BOSTON NEIGHBORHOOD OF BOSTON AS A
DEVELOPMENT IMPACT PROJECT

SUMMARY: This Memorandum requests, that the Boston Redevelopment Authority ("BRA") d/b/a/ Boston Planning & Development Agency ("BPDA"): (1) approve the Suffolk Downs Phase 1 project (the "Proposed Project") as a Development Impact Project ("DIP") within the meaning of Section 80B-7 of the Boston Zoning Code (the "Code"); (2) authorize the Director to issue a Scoping Determination waiving the requirement of further review pursuant to Section 80B-5.3(d) of the Code for the Proposed Project; (3) authorize the Director to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of Article 80 Large Project Review; and (4) authorize the Director to enter into a Development Impact Project Agreement, Cooperation Agreement, Boston Residents Construction Employment Plan, along with any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

* Effective October 20, 2016, the BRA commenced doing business as BPDA.

PROJECT SITE

The project site is an approximately 1,092,655 square-foot portion of a larger 4,756,315 square foot parcel known as Suffolk Downs, in the East Boston neighborhood of Boston (the "Project Site"), and currently contains a portion of a horse racetrack and infield. The Project Site is bounded by the MBTA Blue Line tracks to the east, the Orient Heights neighborhood to the south, and the remainder of the Suffolk Downs site to the north and west.

DEVELOPMENT TEAM

The Development Team for the Proposed Project consists of:

Proponent: The McClellan Highway Development Company, LLC, c/o The HYM Investment Group, LLC
Thomas N. O'Brien
Douglas J. Manz
Michael L. Barowsky
Canan C. Safar

Architect: CBT Architects
David Nagahiro
Kishore Varanasi
Devanshi Purohit

Landscape Architect: Stoss Landscape Urbanism
Tim Wilson
Chris Reed
Amy Whitesides

Legal Counsel: DLA Piper
Richard Rudman
Brian Hochleutner

Permitting/Transportation Consultants: VHB
Elizabeth Grob
Lauren DeVoe
Seth Lattrell

Sean Manning
Matt Kealey
Maureen Cavanaugh
Heidi Richards
Quan Tat

Civil Engineer: Beals & Thomas
Richard P. Kosian
Stacy H. Minihane
Elizabeth A. Clark

LEED Consultant: ARUP
Brian Swett
Rebecca Hatchadorian

Geotechnical Consultant: Haley & Aldrich
Michael Weaver

Mechanical Consultant: SourceOne
Jack Griffin
Thomas Lovett

DESCRIPTION AND PROGRAM

The Suffolk Downs site has been identified by the City of Boston as its preferred location for Amazon’s recent HQ2 proposal. One of the requirements of the Request for Proposals (“RFP”) issued by Amazon is for at least 500,000 square feet of office space that can be occupied by the end of 2019. The Proposed Project is 520,000 square feet of office space, in two approximately 260,000 square foot buildings, with supporting corporate space on the ground floor. Both buildings will be approximately 124 feet tall, and will include terraced outdoor spaces with a landscaped, open-air walkway between the two buildings. The two buildings will share approximately 500 parking spaces. Approximately 12 acres of existing open space will remain as-is, and approximately 1.4 acres of new open space will be developed, including pedestrian access to the adjacent Suffolk Downs MBTA Blue Line station.

The Proponent will target a LEED v4 Gold certifiable rating for the Proposed Project, using the Core & Shell Developments rating system. The Proponent will design buildings with energy conservation measures to achieve an Energy Use Intensity (EUI) of 44 compared to 59 for conventional buildings, resulting in an approximate 24% energy usage savings and an approximate 22% reduction in stationary source greenhouse gas emissions. The Proponent will integrate the stormwater management system for the Proposed Project into the open space network, to address potential increases in storm intensity due to anticipated climate change, in accordance with recent Boston Water and Sewer Commission guidance.

ARTICLE 80 REVIEW PROCESS

On November 8th, 2017, in accordance with the BRA's policy on mitigation as outlined in the Mayor's Executive Order Relative to the Provision of Mitigation by development Projects in Boston, The HYM Investment Group, LLC submitted a Letter of Intent on behalf of the Proponent to redevelop Suffolk Downs at 525 McClellan Highway in East Boston.

On November 9th, 2017, IAG nomination requests were sent to Senator Boncore, Representative Madaro, and Councilor LaMattina. Letters were also sent to the at-large City Councilors and the Mayor's Office of Neighborhood Services. The letters sought nominations or recommendations to the IAG by November 16th, 2017. Each office responded with two nominees apiece within one week of the nomination requests being sent out. The BPDA Planning Department recommended two individuals.

Fifteen (15) individuals were appointed to the IAG and have participated in advising BPDA staff on the determination and consideration of impacts and appropriate mitigation regarding the Proposed Project. The following list includes the names of the IAG members:

Joe Arangio
Erica Capogreco
Eleanor Catino
Debra Cave
Ernani DeAraujo
Alex DeFronzo
Ben Downing

Margaret Farmer
Ann Margaret Gutierrez
Margaret Hammond
Roberta Marchi
Joe Mario
Kathy Orlando
Claudia Sierra
Madeline Steczynski

The Proponent filed the Project Notification Form (PNF) for the Proposed Project on December 5, 2017. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on December 5, 2017, initiating a thirty (30) day public comment period, which was extended until January 10, 2018. The notice and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on December 11, 2017 with the City's public agencies during which the Proposed Project was reviewed and discussed.

On December 19, 2017, the BPDA held a public meeting to discuss the Proposed Project at 525 McClellan Highway. The meeting was advertised in the *East Boston Times*, listed on the BPDA website, and distributed to the East Boston email list.

Impact Advisory Group ("IAG") meetings were held on December 13, 2017, January 3, 2018, and January 10, 2018. The IAG meetings were listed on the BPDA website, and distributed to the East Boston email list.

The Proposed Project also comes under jurisdiction of the Boston Civic Design Commission ("BCDC") pursuant to Article 28 of the Code. The Proposed Project was approved by the BCDC at its February 6, 2018 meeting.

ZONING

The Proposed Project is located in the Suffolk Downs Economic Development Area (EDA) subdistrict of the East Boston Neighborhood District (Article 53 of the Code). The Proposed Project complies with the use regulations for the Suffolk Downs EDA, and complies with all dimensional regulations except for height. A text amendment to Table L of Article 53 increasing the maximum allowable height in a defined area

of the Suffolk Downs EDA from 45 feet to 125 feet will be considered by the Zoning Commission on February 14, 2018.

DEVELOPMENT IMPACT PROJECT ("DIP") EXACTIONS

Due to the square footage and types of uses anticipated at the Proposed Project, the Proposed Project constitutes a DIP under Article 80, Section 80B-7 of the Code. Therefore the Proposed Project is subject to DIP exactions for the commercial/retail space uses in excess of 100,000 square feet. Accordingly, based on the current plans, there will be approximately 518,657 square feet of DIP uses subject to DIP exactions.

Pursuant to the provisions of Article 80, Section 80B-7 of the Code, the Proposed Project will provide estimated linkage funds of \$3,491,599.38 for the Housing Exaction, which will go to the Neighborhood Housing Trust, and \$699,157.19 for the Jobs Exaction, which will go to the Neighborhood Jobs Trust. The estimated linkage payments are calculated as follows:

Housing Linkage:

DIP Uses:	518,657 sf
Exclusion:	<u>-100,000 sf</u>
	418,657 sf
	<u>x \$8.34</u>
	\$3,491,599.38

Jobs Linkage:

DIP Uses:	518,657 sf
Exclusion:	<u>-100,000 sf</u>
	418,657 sf
	<u>x \$1.67</u>
	\$699,157.19

✓ The DIP gross floor area for the Proposed Project is subject to final calculation based on the final design plans and applicable provisions of the Development Impact Project Agreement.

COMMUNITY BENEFITS AND MITIGATION

MITIGATION

- The Proponent will create approximately 1.4 acres of publicly accessible open space adjacent to the existing infield pond, as well as a hardscaped public plaza adjacent to the Proposed Project which will provide access from the Suffolk Downs MBTA Station parcel and a variety of public seating and gathering areas.
- The Proponent will create community space of approximately 2,500 square feet within the Proposed Project (indoors and/or within the public plaza on the Project Site) for use by the East Boston community. This space may be interim space if replaced by permanent community space elsewhere as part of the planned redevelopment of the overall Suffolk Downs site. The Proponent will continue to explore ways to support programming and activities within the community space.
- The Proponent will create a historical display or installation commemorating the history of Project Site and the importance of its former thoroughbred racetrack use to the East Boston community. The display may be temporary if replaced by a permanent display elsewhere as part of the planned redevelopment of the overall Suffolk Downs site.
- To increase safety at the vehicular entrance to the site, the Proponent will improve the site entrance at Route 1A (a Massachusetts Department of Transportation ("MassDOT") state highway) and Tomasello Drive (a private on-site drive), to physically deter illegal left turns from the site onto Route 1A headed southbound, through construction of a barrier/extension of the existing Route 1A median (to be coordinated with MassDOT). The Proponent will also restripe and repave portions of Tomasello Drive.
- The Proponent will perform annual traffic monitoring to understand the traffic impacts and patterns associated with the Proposed Project.
- The Proponent will implement an electric vehicle (EV) charging program for the Proposed Project that will provide 100 spaces consisting of 30 EV charging spaces, 35 EV-ready charging spaces (as demand warrants), and 35 preferred parking spaces for low-emitting/fuel-efficient vehicles.
- The Proponent will install a new 19-dock Hubway or similar bike sharing station near the Suffolk Downs MBTA station. The location of the station will be finalized in consultation with the BPDA and the Boston Transportation Department.

- The Proponent will provide on-site bicycle storage and changing facilities within the Proposed Project.
- The Proponent will provide enhanced on-site pedestrian and bicycle connections to the Suffolk Downs MBTA Blue Line Station to and from the Project Site.
- The Proponent will fund or commission an accessibility and code assessment of the existing MBTA Suffolk Downs station.

RECOMMENDATION

Approvals have been requested of the BPDA for the issuance of a Scoping Determination waiving the requirement of further review pursuant to Article 80, Section 80B-5.3(d) of the Code, and for the issuance of a Certification of Compliance under Section 80B-6 upon successful completion of the Article 80 review process. In accordance with Section 80B-5.3(d) of the Code, the BRA may issue a Scoping Determination Waiving Further Review if the PNF, together with any additional material and comments received by the BPDA prior to the issuance of the Scoping Determination, are found to adequately describe the impacts of the Proposed Project and offer appropriate mitigation of such impacts.

BPDA staff believes that the PNF meets the criteria for the issuance of a Scoping Determination Waiving Further Review. It is therefore recommended that the BPDA: (1) approve the Proposed Project as a Development Impact Project ("DIP") within the meaning of Section 80B-7 of the Code; (2) authorize the Director to issue a Scoping Determination waiving the requirement of further review pursuant to Section 80B-5.3(d) of the Code for the Proposed Project; (3) authorize the Director to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code, upon successful completion of Article 80 Large Project Review; and (5) authorize the Director to enter into a Development Impact Project Agreement, Cooperation Agreement, Boston Residents Construction Employment Plan, along with any and all other agreements and documents that the Director deems appropriate and necessary in connection with the Proposed Project.

Appropriate votes follows:

VOTED: That the Director be, and hereby is, authorized to issue a Scoping Determination under Section 80B-5.3(d) of the Boston Zoning Code (the "Code") which: (i) finds that the Project Notification Form submitted by The HYM Investment Group, LLC on behalf of The McClellan Highway Development Company, LLC (the "Proponent") to the Boston Redevelopment Authority ("BRA") on December 5, 2017 adequately describes the potential impacts arising from the Suffolk Downs Phase 1 project located at 525 McClellan Highway in the East Boston neighborhood (the "Proposed Project"), and provides sufficient mitigation measures to minimize these impacts; and ; (ii) waives further review of the Proposed Project under Section 80B-5.4 and Section 80B-5.5 of the Code, subject to continuing design review by the BRA; and

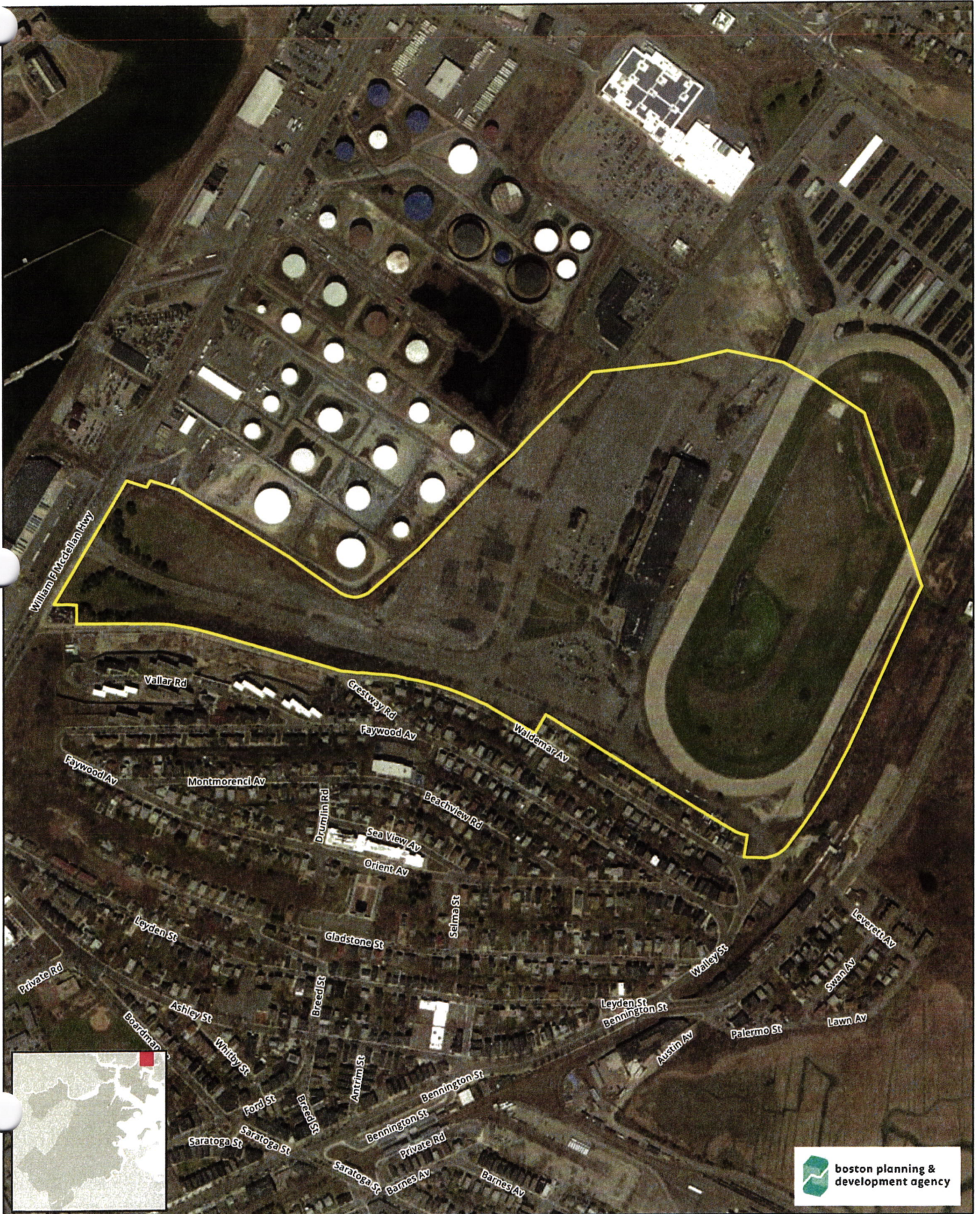
FURTHER VOTED: That the Director be, and hereby is, authorized to issue one or more Certifications of Compliance or Partial Certifications of Compliance for the Proposed Project pursuant to Section 80B-6 of the Code upon the successful completion of all Article 80 review processes; and

FURTHER VOTED: That the Director be, and hereby is, authorized to take any and all actions and execute any and all agreements deemed necessary and appropriate in connection with the foregoing including, without limitation, a Development Impact Project Agreement, a Cooperation Agreement, Boston Residents Construction Employment Plan, all upon terms and conditions determined by the Director to be in the best interests of the BRA.

FURTHER VOTED: That the Director be, and hereby is, authorized to execute any and all other agreements, instruments, documents or letters the Director deems necessary and appropriate, in the Director's sole discretion, and in the best interest of the Boston Redevelopment Authority, regarding the Proposed Project.

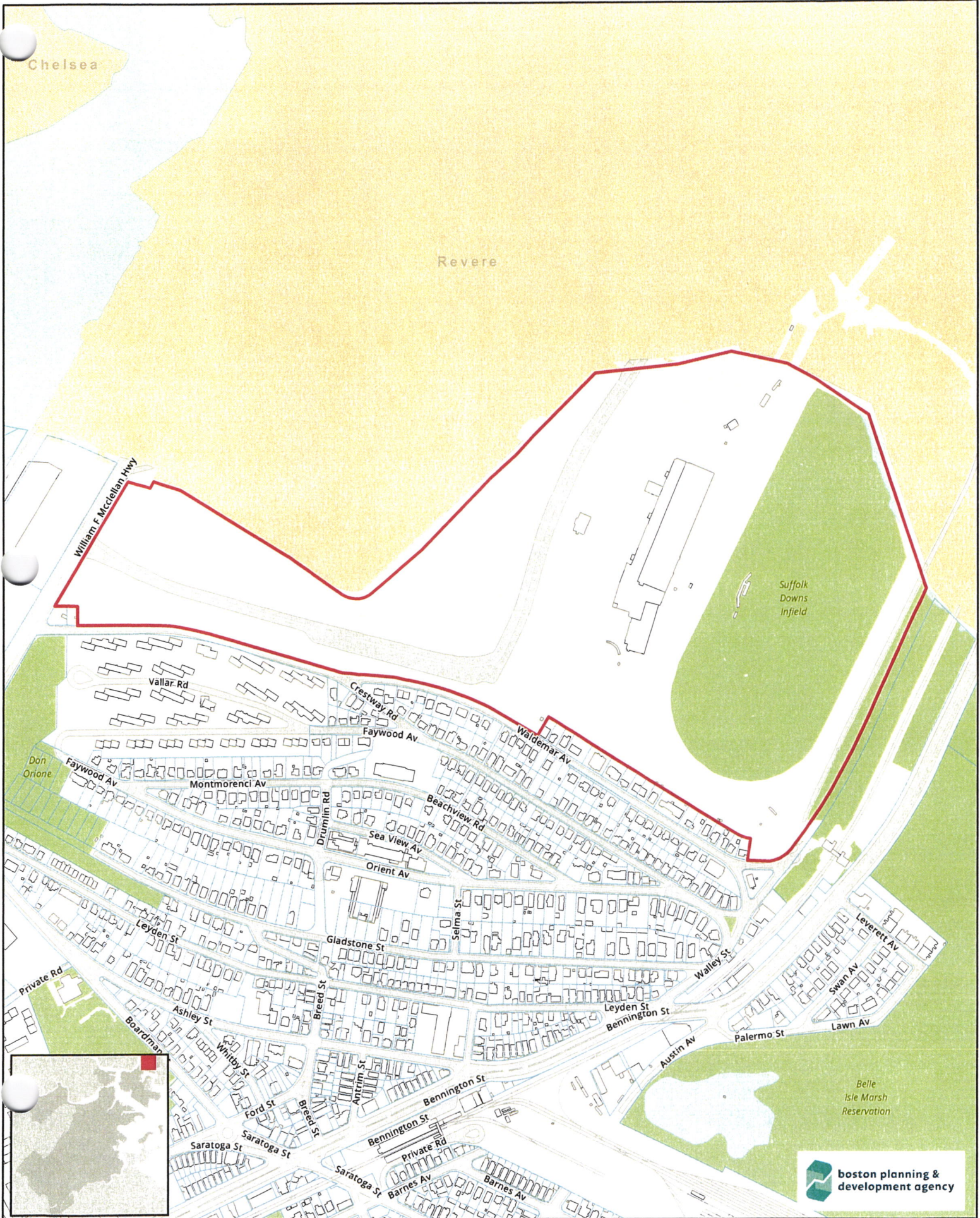
Suffolk Downs Phase 1

1:7,000



Suffolk Downs Phase 1

1:7,000



January 19, 2018

BY EMAIL

Mr. Tim Czerwienski
Mr. Michael Sinatra
Boston Planning and Development Agency
Boston City Hall, 9th Floor
One City Hall Square
Boston, MA 02201

Re: Expanded Project Notification Form dated November 30, 2017 for the Suffolk Downs
Redevelopment Project and Expanded Project Notification Form dated December 5, 2017 for
the Suffolk Downs Phase 1 Project

Dear Tim and Mike:

This letter is to provide supplementary information for the above referenced Expanded Environmental
Notification Forms filed under Article 80 of the Boston Zoning Code.

Attached to this letter is a schedule of the initial estimated Gross Floor Areas for the two buildings
which comprise the Phase 1 Project and a definitive calculation of the Gross Floor Areas based on the
construction plans will be provided prior to issuance of a building permit. Based on the estimated Gross
Floor Areas, the Housing and Jobs Exaction Payments for the Phase 1 Project under Article 80B-7 of
the Zoning Code are calculated as follows:

Total Gross Floor Area (Development Impact Uses)	518,657 sf
<u>less</u> threshold exclusion	<u>- 100,000 sf</u>
	418,657 sf

	418,657
multiplied by Housing Exaction Rate	x <u>\$8.34</u>
Housing Exaction Payment	\$3,491,599.38

	418,657
multiplied by Jobs Exaction Rate	x <u>\$1.67</u>
Jobs Exaction Payment	699,157.19

Total Housing and Jobs Exaction Payment: \$4,190,756.19

Also, we have been informed by the MEPA staff that the maximum amount of wetlands alteration that
can be approved by MEPA under the expedited review process for the Phase 1 Project cannot exceed
the 10 acre threshold under MEPA regulations for a mandatory Environmental Impact Report. The
placement of clean fill is an important best practice for open space areas that are publicly accessible.
Under the Massachusetts Wetlands Protection Act, the open space areas included within the Phase 1
Project are regulated as wetlands (Land Subject to Coastal Storm Flowage), and the placement of clean



fill in these areas is considered an "alteration" of wetlands. Therefore, the amount of open space within the Phase 1 Project that can be made publicly accessible prior to final MEPA approval for the Suffolk Downs Master Plan Project must be limited to the areas shown on the attached plan as areas 1, 2 and 3. While areas 4 and 5 will be open space, these areas will not be able to receive clean fill and be made publicly accessible as part of the Phase 1 Project until after final MEPA approval of the Master Plan Project.

We expect that the Master Plan Project will receive final MEPA approval well before the construction of Phase 1 Project is completed, and that all of areas 1-5 will be opened to the public at the same time. However, we request that the BPDA's approval of the Phase 1 Project allow public access to areas 4 and 5 to be deferred if necessary due to any delays in the MEPA approval process.

We are also requesting that the BPDA allow the landscaping design for the Phase 1 Project open space (areas 3-5) to be deferred until later in the Article 80 process for the Master Plan Project so that it can be integrated with the overall design for the 40 acre network of open space to be provided for the entire site. The landscaping design will, of course, be subject to review by the BCDC and approval by the BPDA as part of the design review process.

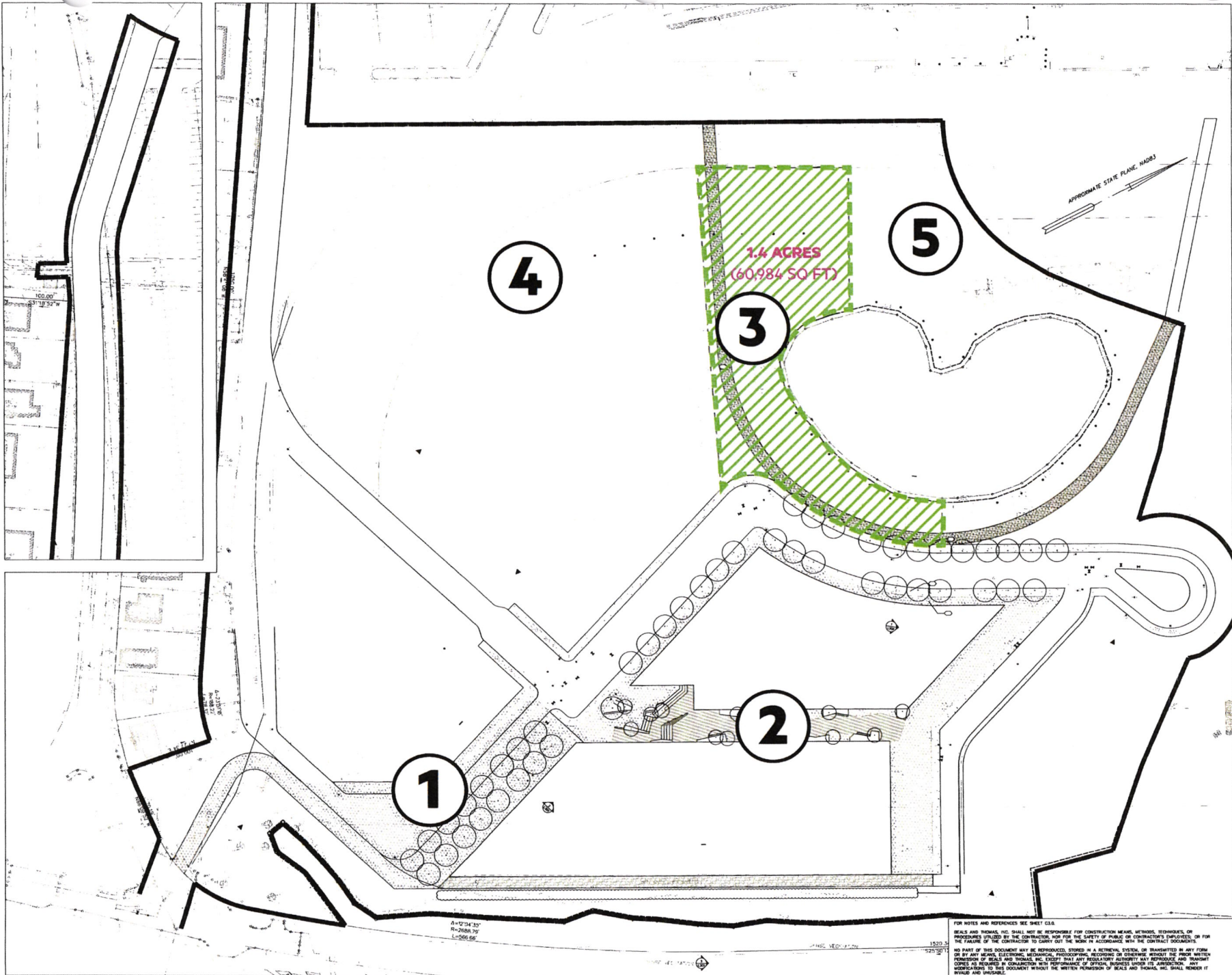
Thank you for your consideration of this letter.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "Tom O'Brien".

Thomas N. O'Brien
The McClellan Highway Development Company, LLC
c/o The HYM Investment Group, LLC
One Congress Street, 11th Floor
Boston, MA 02114

cc: Richard Rudman
Douglas J. Manz



**Boston Water and
Sewer Commission**



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

January 4, 2018

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
Page Czepiga EEA No. 15783
100 Cambridge Street, Suite 900
Boston MA 02114

And

Mr. Timothy Czerwienski, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: Suffolk Downs Redevelopment Project
East Boston and Revere

Dear Secretary Beaton and Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Environmental Notification Form (EENF) and the Expanded Project Notification Form (EPNF) for the proposed redevelopment of Suffolk Downs Race Track located at 525 McClellan Highway in the East Boston. This letter provides the Commission's comments on the EENF/EPNF.

The project site is 161 acres of land located in East Boston and Revere. Approximately 109 acres of the site is in East Boston and approximately 52 acres is in Revere. The sites present use is a thoroughbred horse racing facility. Building on the site include a clubhouse, grandstand, horse barn and administration, maintenance and support buildings. The project proponents, HYM Investment Group, LLC and The McClellan Highway Development Company, LLC (HYM/MHDC) master plan proposes to develop the site in stages over the next 15 to 20 years. The overall master plan project consists of constructing approximately 11 million square feet (msf) of transit oriented mixed use facilities in Boston and 5.5 msf in Revere.

Phase I of the project is anticipated to be the home of Amazon's second headquarters. The second headquarters will include two 260,000 square foot (sf) buildings, 520 marked parking spaces in the existing paved parking lot, utility and other site improvements. The two buildings, are to be located at the southeast corner of the race track. Details on subsequent phases of



development were not defined in the EENF/EPNF, but are planned to be a combination of commercial, retail and residential buildings and public open space. As future phases of the project are advanced, HYM/MHDC coordinate with the Commission

Water to the site is provided by both the Commission and the City of Revere. The connections to the Commission water distribution system are an 8-inch water main in Waldemar Avenue and 12-inch water in the rear access road to Suffolk Downs at the end of Walley Street behind the MBTA station. The water main in Waldemar Avenue is served by the Commission's northern high pressure zone and serves the grandstand and utility building. The water main in Walley Street is served by the Commission's northern low pressure zone and provides water to the horse barn area.

Sewer and drain service from the site discharges to the Commission's sewers at two locations. The grandstands and other utility buildings discharge to a 12-inch sewer in Waldemar Avenue through a private 12-inch sewer and pump station. A private gravity combined sewer collects sewerage and surface drainage from the barn area and flows to a retention pond. Flows from the retention pond are pumped to the Commission's wastewater system through a private force main that connects to a manhole at the end of Wally Street behind the MBTA station. A separate private storm drainage system collects water from roofs in the horse barn area and discharges to Sales Creak near the southwest corner of the barn area.

The EENF/EPNF states that water demand for the proposed project, for all phases, will be 2.73 million gallons per day (mgpd) and wastewater generation will be approximately 2.48 mgpd

The Commission has the following comments regarding the proposed project as they relate to Commission facilities and the portion of the site in the City of Boston:

General

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



and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.

3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>.
5. For any proposed masonry repair and cleaning HYM/MHDC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit HYM/MHDC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. HYM/MHDC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.



6. The Commission will require HYM/MHDC to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require HYM/MHDC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is HYM/MHDC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan HYM/MHDC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.
8. Activities within the proposed Facility may have Standard Industrial (SIC) Codes that the Environmental Protection Agency (EPA) has designated as requiring a Multi-Sector General Stormwater Permit for Industrial Facilities (MSGP). The project proponent or owner of the facility is responsible for determining whether a MSGP is required. If a MSGP is required the project proponent or owner is responsible for submitting to EPA a Notice of Intent (NOI) for coverage under the MSGP, and for submitting to the Commission a copy of the NOI and Pollution Prevention Plan prepared pursuant to the NOI. If the MSGP designated SIC Codes apply to the project and the project obtains "No-Exposure" Certification from EPA for the activities, a copy of the No-Exposure Certification must be provided to the Commission.

Water

1. HYM/MHDC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. HYM/MHDC should also provide the methodology used to estimate water demand for the proposed project.
2. If HYM/MHDC proposes interconnections between the Commission's and City of Revere's water distribution system, the Commission will require HYM/MHDC to install backflow prevention devices at all connections to the Commission's water distribution system. Any interconnections must be coordinated with the Commission and the City of Revere.
3. The Commission supports HYM/MHDC commitment to explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular HYM/MHDC should consider outdoor landscaping which requires minimal use of water to maintain. If HYM/MHDC plans to install in-ground



sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

4. HYM/MHDC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. HYM/MHDC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, HYM/MHDC should contact the Commission's Meter Department.

Sewage / Drainage

1. The project's plan must show the sewer system for the development that will be installed, the plan must show size, location and connections to the Commission's systems. If HYM/MHDC proposes to discharge sewerage from the Revere portion of the project development to the Commission's wastewater collection system, this must be indicated on the development plan and coordinated with the Commission and the City of Revere.
2. The existing drainage system discharges to Commission storm drains in Waldermer Avenue and Sales Creek. The DCR has a NPDES permit for the drainage system that discharges to Sales Creek. The proposed storm drains for Phase I at the northern portion of the site appear to connect into the DCR's drainage system. HYM/MHDC must coordinate the connection with the DCR.
3. In conjunction with the Site Plan and the General Service Application HYM/MHDC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.



4. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. HYM/MHDC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 3 above.
5. The Commission supports HYM/MHDC commitment to protect stormwater quality. HYM/MHDC should as part of the stormwater management plan consider minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers. Structural components of the plan should include the feasibility of constructing green infrastructure and BMP's designed to reduce the nutrient loadings and peak discharge rates to receiving waters.
6. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. HYM/MHDC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products HYM/MHDC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
7. HYM/MHDC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
8. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, HYM/MHDC will be required to meet MassDEP Stormwater Management Standards.
9. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.



10. The Commission requests that HYM/MHDC install a permanent casting stating “Don’t Dump: Drains to Boston Harbor” next to any catch basin created or modified as part of this project. HYM/MHDC should contact the Commission’s Operations Division for information regarding the purchase of the castings.
11. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. HYM/MHDC is advised to consult with the Commission’s Operations Department with regards to grease traps.
12. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission’s Sewer Use Regulations. The Commission’s Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.
13. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission’s requirements for Site Plans.

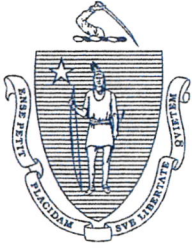
Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/ra

cc: T. O’Brien, MHDC
M. Connolly, MWRA
M. Zlody, BED
M. Nelson, BWSC
P. Larocque, BWSC



COMMONWEALTH OF MASSACHUSETTS
THE GENERAL COURT
STATE HOUSE, BOSTON 02133-1053

BRA

January 10, 2018

'18 JAN 22 PM4:20:55

Director Brian Golden
Boston Planning & Development Agency
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: Suffolk Downs Project – 525 William F. McClellan Highway

Dear Director Golden:

We write to you with regards to the Phase 1 Development of Suffolk Downs. The current plan includes approximately 520,000 square feet of office space and corporate amenity space in a two building complex adjacent to the Suffolk Downs MBTA Blue Line Station. Suffolk Downs is a 162 acre lot that is the largest single development site in Boston, which also includes a parcel of land in Revere. Given the size, scope, and inevitable impact of the proposed development, it is imperative to have a robust, transparent, resident driven, community process. HYM Investments (HYM) has already commenced a strong community dialogue to solicit feedback by presenting its plans to the East Boston and Revere communities, meeting with abutters, and soliciting feedback from residents. We expect such efforts to continue throughout the duration of this process and to include bilingual outreach, particularly in Spanish,¹ to maximize resident engagement.

East Boston and Revere are diverse, blue-collar immigrant communities that are currently facing many challenges. Examples of these issues include scarce affordable housing, displacement of families, dislocation of small businesses, severe traffic congestion, a lack of both before-and after-school programming for youth, and the ever increasing threat of sea level rise and severe weather events due to climate change. We are hopeful that the development of Suffolk Downs will help address existing needs without creating new problems for the area. In this letter, we outline guiding principles and recommendations for Phase I and the development as a whole that would greatly benefit Suffolk Downs' host communities and help to ensure the overall success of this project.

As this area continues to develop and grow, transportation pressures are noticeably increasing. Residents specifically face challenges with public transit infrastructure, traffic congestion, and connectivity to the rest of Greater Boston. Connectivity is necessary to ensure the continued economic development of these communities and access to greater opportunity in the region. Presently, transportation options are stymied by the lack of service between the Blue and Red Line trains. A financial commitment supporting the funding of this project would not only increase access to the development, but also provide members of

¹ Over fifty percent of East Boston's population is Latino.

the community with a much needed service. The present limits to transportation infrastructure have resulted in high levels of congestion along densely populated Route 1A, making investments in improving the corridor a necessity. In addition, increased capacity to present transportation structures and alternative approaches, such as a water transportation system on Chelsea Creek, would assist in reducing local congestion. Additional consideration should be given to onsite parking, snow emergency parking, electric vehicle charging stations, and pedestrian infrastructure, including bike paths and permeable pavements, to ensure the host communities are not burdened by the development. As a transit-oriented development, a comprehensive transportation study that addresses accessibility, capacity and traffic will ensure the development remains a part of the East Boston and Revere communities.

The redevelopment of Suffolk Downs presents a unique economic opportunity for these communities, whether it is the addition of a flagship business such as Amazon or other commercial developments. Still, it is important that the project remains focused on the economic needs of the host communities. In that vein, we ask that the project make significant hiring efforts from East Boston and Revere both during and after the construction process. In addition, a firm commitment to work with local labor organizations, worker centers and other advocates would ensure that workers are treated with the respect and dignity they deserve. Further, the development should include significant space and opportunities for local small businesses and artists. East Boston and Revere remain among the most culturally and economically diverse communities in the Commonwealth and we encourage HYM to maintain this diversity through a concerted effort in their contractor and vendor selection.

The potential for economic development and job creation can provide needed vitality to the proposed site; however, it presents an absolute need for additional housing stock to ensure these communities remain affordable for current families. To achieve this, a comprehensive study evaluating the impact of 10,000 new housing units on the host communities and their schools is needed. Additionally, we hope to see a multi-million dollar early-phase investment in housing that includes affordable, workforce and senior units to reduce the overall impact on East Boston and Revere. We would also appreciate a concerted effort for building net-zero homes or passive homes,² and the use of solar energy on as many housing and commercial units as possible.

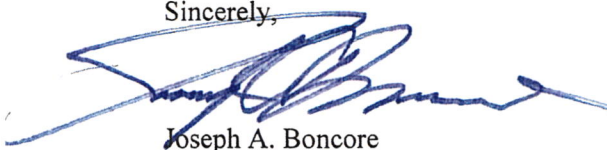
As coastal communities, East Boston and Revere are particularly susceptible to, and have already been impacted by, the effects of climate change. Bordered by shoreline and marshland, the project at Suffolk Downs must place resiliency at the forefront of the planning process. A climate ready project that addresses the impacts of climate change and provides protection to the existing shoreline and marshland will ensure the sustainability of the development. Additionally, East Boston and Revere have placed strong emphasis on the maintenance of green space in urban environments. Continued commitment to the beautification of these cities can be achieved through the reservation of at least 40 acres of dedicated open space at Suffolk Downs and a commitment to extend the East Boston Greenway through the property and to Revere.

² Homes that have the lowest possible energy use and ecological footprint

Akin to the East Boston Foundation,³ a community benefit fund should be established and operated by a third party nonprofit entity that would ensure balanced investment of mitigation funds to the various nonprofit and community interests in East Boston. A similar initiative should be pursued in Revere.

Though we remain optimistic about the potential for this project, we want to ensure that it remains an open and transparent process with adequate opportunity for review and community input. Regardless of whether Boston is chosen as Amazon's second headquarters, these are the principles that we would like to see with any large-scale development at Suffolk Downs. Thank you for your consideration of our comments on Phase I of this project. HYM has thus far been a valued partner in this project and we look forward to working with all stakeholders to ensure that what is built at Suffolk Downs benefits the community and residents for the short and long term.

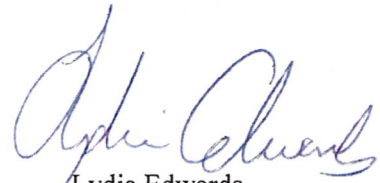
Sincerely,



Joseph A. Boncore
State Senator
First Suffolk and Middlesex



Adrian Madaro
State Representative
First Suffolk



Lydia Edwards
City Councilor
District One

³ A nonprofit organization that manages mitigation monies from Logan International Airport through grant awards to local organizations and initiatives



January 10, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201
Delivered via email: tim.czerwienski@boston.gov

RE: Suffolk Downs Phase 1 Expanded Project Notification Form (EPNF)

Dear Mr. Czerwienski:

We are pleased to submit these comments on the above referenced project EPNF both as East Boston residents directly impacted by the project and on behalf of GreenRoots, a local environmental justice non-profit organization which advocates on behalf of low income communities and communities of color in the immediate area. As discussed below, we strongly urge you to deny the request for an expedited review and approval process for the Phase 1 Project and require that the project continue the standard review process pursuant to Article 80B of the Boston Zoning Code. Additionally, we would further request that a greater effort on the part of the project proponent and the City be made to inform the substantial portion of the local community which has not been engaged in this process and are largely unaware of the impacts.

Expedited Review Concerns

The project proponent desires an expedited process for the Phase 1 of the project which consists of two office buildings (500,000+ sqft) expressly for the purpose of a potential tenant (Amazon). While it is understood that the Amazon opportunity represents a potential benefit for the proponent, it is an opportunity, not a guarantee. The proposed Master Plan as presented by the proponent contains two development scenarios (their original plan without Amazon and one with Amazon), and as they have stated, they will be doing this project over the next 20 years or so regardless of Amazon's decision. As such it does not seem reasonable to change the regulatory process for one potential tenant. This further solidifies this precedent that the city's regulatory process is secondary to the transient and self-interested concerns of the private sector at the expense of the public. The waiving of the process in this instance would then justify other projects changing the permitting process on the basis of the business interests of any developer or tenant.

In particular, there are concerns (outlined below) that we feel must still be addressed before this Phase 1 project should move forward. Given the many attractive aspects of this project for Amazon or indeed any other commercial tenant, including two rapid transit stops, the expanse of (uncontaminated) space, the proximity to an international airport, a highly-educated workforce, and nearby world leading research universities and technology industries, it seems that the city would not need to bend further backwards for this project to be developed to the benefit of the proponent. Bluntly, if we have to bend the rules for this immanently developable project, what will we have to do for less desirable parcels? The risk of a loss of Amazon as a tenant does not in any way kill this project or make it less profitable for the proponent.

GreenRoots • RaicesVerdes
227 Marginal Street, Suite I, Chelsea, MA 02150
617.466.3076 • www.GreenRootsChelsea.org



Housing Impacts

One salient issue for current East Boston residents is the availability and affordability of housing in a rapidly gentrifying neighborhood. In recent years East Boston has become one of the hottest real estate markets in metropolitan Boston and an increasing number of long-time residents are being displaced, despite the best intentions and desires of city planners. The Suffolk Downs project represents a massive direct impact on the housing market of East Boston (and Revere), as well as for the broader region. Happily, the Master Planning process for the project provides an ample opportunity to explore ways to best incorporate diverse housing solutions to benefit both new Bostonians of means, while maintaining the character of East Boston as a gateway community for new Bostonians of more modest means, such as the immigrant community.

The EPNF does not anywhere address the concerns of implementing a Phase 1 which would result in two office buildings larger than any other current commercial office building in East Boston without any additional housing for the numerous new workers who would be coming to East Boston. Much of the EPNF, the Master Plan and the public presentations have spoken at length about the walkability of the development and its reliance on non-vehicular transit and creating a transit-oriented development. This implies that many of the employment opportunities at the site would be filled with people who would be living in some of the new housing opportunities on site. The Phase 1 project does not include housing; therefore, it will exert further pressure on the rental housing market in the neighborhood. The current Phase 1 study does not address this at all and accordingly does not provide any idea as to how local residents would be affected or how the detrimental impacts of this could be mitigated. Until this problem is properly scoped, its impacts defined and then addressed, and all of this analysis properly shared with the appropriate community members, the Phase 1 project should be delayed and certainly not expedited.

Environmental Justice/Enhanced Outreach

While the current Environmental Justice policy of the Executive Office of Energy and Environmental Affairs is not triggered by the project despite it being completely surrounded on all sides by state-defined Environmental Justice census blocks and the project undoubtedly having a major impact on the daily lives of the people in those blocks, it makes sense in keeping with the intent and spirit of community outreach that the project proponent should make every effort to publicize its project within these EJ communities. While it is appreciated that the proponent has invested a great deal of effort in outreach to civically-engaged, English-speaking community members, better than 50% of East Boston is Spanish-speaking as first-language and to our knowledge there have been few to no community presentations in Spanish. The list of Local Community Organizations in the EPNF contains four organizations, none of which are in the community, while the organizations listed under the City of Boston Community Organizations are mostly English-speaking. There are a number of East Boston-based, Latino community organizations that have been excluded (presumably unintentionally) from these presentations. (These organizations include Neighbors United for a Better East Boston, Centro Presente, El Centro Cooperativo de Desarrollo y Solidaridad, MassCOSH, Vida Urbana/City Life, Justice at Work, East Boston Ecumenical Council, GreenRoots, Zumix, etc.) Additionally, aside from meeting announcements none of the extensive presentations and reports have been made available in Spanish.

GreenRoots • RaicesVerdes

227 Marginal Street, Suite 1, Chelsea, MA 02150
617.466.3076 • www.GreenRootsChelsea.org



Given this large gap in community outreach an expedited process seems completely unreasonable and justifies denying the request for an expedited process, certainly until there is a greater knowledge of the project and its impacts and benefits among the Latino community.

In conclusion, we urge you to deny the proponent an expedited review and approval process for the Phase 1 Project, require the project proponent to sufficiently address the housing implications of its proposed large commercial development, and to conduct enhanced outreach in the environmental justice communities surrounding the project, including presentations and written materials in Spanish. Thank you for the opportunity to comment.

Sincerely,

John Walkey
Waterfront Initiative Coordinator
GreenRoots
johnw@greenrootschelsea.org
617.970.4256

Patricia Montes
63 Putnam Street #1

Michael Russo
61 Barnes Avenue

Gloribell Mota
8 Falcon Street

Maria Aguilar
127 Marion Street

Gail Miller
232 Orient Avenue



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments re: Neighborhood Impact of Phase 1 Suffolk Downs Project

Joseph Arangio Jr [REDACTED]
Reply-To: Joseph Arangio Jr [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: Joseph Arangio Jr [REDACTED]

Thu, Jan 11, 2018 at 2:13 PM

Hi Tim,

Pursuant to your request at last night's meeting of the IAG at Suffolk Downs, I respectfully submit a list of issues, most of which I presented orally during the meeting. I believe these issues are priority concerns of residents of the neighborhood I live in - a neighborhood which directly abuts the Suffolk Downs property and the Phase 1 plan for its development.

The concerns relate primarily to size, density and location of buildings in the Phase 1 plans. The issues are worrisome to the project's abutters because of building proposals and plans that impact the residential context of our neighborhood.

I live on Beachview Rd. It is one of the many streets in the 1F-4000 single-family zone on the north-facing side of a hill in Orient Heights. The hill overlooks and abuts the Suffolk Downs property. Many refer to my neighborhood as simply "The Hill" and I will use this term in this note to define the area which includes Waldemar Ave, Faywood Ave, Crestway Rd, Beachview Rd, Montmorenci Ave, Drumlin Rd., Seaview Ave, and Orient Ave. About 97% of the homes in this area are single or two-family homes in one or two-story buildings. Abutting this zone is a two-family zone which includes Walley St, the lower end of Orient Ave, Gladstone St, and Leyden St among many others. The Orient Heights housing project, currently undergoing renovation to a townhouse look, sits in another zone on the hill which also abuts the Suffolk Downs property.

Our concerns, relative to the Phase 1 proposals and their impact on our neighborhood, follow:

1. Proposal to build two seven-story buildings in an area close to the Suffolk Downs MBTA station will have a significant negative impact on our neighborhood. These two large buildings are too close to the existing small-size residences on the hill. Residents oppose buildings of this height that are in close proximity to their homes. This is a quality of life issue. We suggest that these buildings, and others of similar size that may be planned for the future (a) be located further towards the center of the development, (b) that new buildings that abut Waldemar Ave - from Crestway Rd to Walley St - be limited to three stories and (c) that there be a gradual increase in the height of new structures as one moved away from the residential perimeter of the property toward the centers of the project.

2. Open space impacts in the development area of the property between Suffolk Downs MBTA station and any new buildings. This is the worry about "air, light, and green space." Since the time the hill was developed as a residential community at the beginning of the 20th century, its attractiveness as a place to live and raise families has been rooted in the open, green, airy surrounding landscape. Residents are aware that change is inevitable. They are, however, most concerned about density, crowding, and walls created by many new buildings that threaten to create a 'sense of confinement.' We suggest you carefully examine all structures in the triangular area encompassed by the MBTA station, Waldemar Ave and the section of Bennington St across

from Belle Isle Marsh to ensure that this gateway to the development is kept open, green, beautiful and at low density.

3. Traffic, safety and improvements to the Walley St area outside the development property. Walley St runs from the Suffolk Downs MBTA station to Bennington St. It is a good idea to use Walley St/Suffolk Downs MBTA station as an entrance to the development. However, the proposal will bring dramatic foot and automobile traffic to this little street, even though direct auto access to the property from this area is not planned. Without doubt, lots of people will drive to the street to drop people off who want to gain access to the development for many reasons. The areas of Walley St and the MBTA station, Walley St and Waldemar Ave, and the dangerous intersection of Walley St and Bennington St - and the turn from Bennington St to Leyden St (and the concrete island) need lots of attention. Currently, Bennington and Leyden Streets are used by drivers from the coastal communities on the North Shore/Revere to get to Boston, the airport and to Boardman St in order to access Rt 1. If this area is to become a doorway to this new project it needs lots of work to ensure safety, control traffic and improve its attractiveness. In addition, there is project in play for 38 residential units on 11-19 Walley Street next to Suffolk Downs MBTA station,

I am available to clarify these concerns if necessary.

We appreciate the opportunity to work with you and the HYM Investment Group and trust we can continue to discuss and negotiate efforts to mitigate the impacts of this proposal on our community and neighborhood. You and Tom are easy people to like and work with. Finally, I want to commend the ideas and efforts of other members of the IAG. Their sincerity in using this project as a springboard for continued community betterment is impressive.

Sincerely,

Joseph Arangio Jr.

January 10, 2018

Director Brian Golden
Boston Planning & Development Agency
One City Hall Plaza, 9th Floor
Boston, MA 02201

Re: **IAG MEMBER Suffolk Downs Project – 525 William F. McClellan Highway**

Dear Director Golden:

I write this letter in strong support of the Phase 1 development proposal by HYM Investment Group for the Suffolk Downs site. As a former East Boston Liaison for a previous Mayor, I've managed and participated in numerous developments and public processes and can say that HYM's public outreach so far has been exceptional. Tom O'Brien and Dino DiFronzo have been ubiquitous in our neighborhood and developed a connection and rapport with residents that I've only seen the most experienced East Boston developers accomplish. I trust that their efforts will continue as this development unfolds.

One comment on design and a few notes on mitigation:

I strongly support the proposed heights and density for this phase and for the master plan. Greater Boston and East Boston in particular are in desperate need for more housing. HYM's proposal for thousands of new residential units—of various types and price points—will go a long way to accommodate the families who are growing and moving to Boston. To accomplish this density *and to preserve open space*, we need to build up. This parcel is an open canvass and will benefit from the capable architects and development team HYM has partnered with. I would support going higher and building more housing beyond the 10,000 unit proposal if the market would allow.

On mitigation, HYM has proposed an active streetscape by the Phase 1 buildings. Essential for engaging pedestrians and residents is public art produced by local artists. I request that **HYM fund \$300,000 for public art produced by local artists and done in concert with the Boston Arts Commission and Mayor's Office for Phase 1 buildings.** This investment could allow for a range of projects to be commissioned from small murals to maybe larger installations. Public art will enhance the buildings and further integrate them into the surrounding neighborhood.

In addition, when Phase 1 is completed workers should be encouraged to partake of retail and food options in East Boston's squares while the Suffolk Downs neighborhood is built out. **HYM should invest \$300,000 in the East Boston Farmer's market which is being relocated to Central Square and help**

attract food trucks and street performers. This investment will enhance the value of HYM's buildings while benefitting the residents of East Boston and local vendors.

Finally, I'd like to note that BPDA staff and the Mayor's Office have done an exceptional job as well in handling this development. For those that know East Boston, the Suffolk Downs site has been fraught with challenges due to previous development proposals. The BPDA and Mayor's Office have made every effort to welcome community feedback and be clear on the expectations and responsibilities of the development process. It's wonderful to see the broader community build a trusting relationship with the BPDA and HYM to embrace the creation of a new neighborhood in our midst.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. DeAraujo', with a long horizontal flourish extending to the right.

Ernani Jose DeAraujo

147 Trenton Street, #1, East Boston, MA 02128



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on Phase 1

Kathleen Orlando [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Jan 11, 2018 at 7:22 AM

Hello,

Give the short window of time to familiarize myself with the project, I am submitting just a few comments/suggestions of what I feel should be included in the mitigation package.

I feel a fund should be set up to benefit East Boston only. This could benefit our youth programs, seniors, and community based events. The criteria for how this money would be distributed could be the topic of a future conversation,

I also believe the impacts of the demolition and construction of phase one need to be addressed so the neighborhood isn't negatively impacted. The traffic plan has been discussed but one other issue that could be problematic would be any rodent issues resulting from this phase. In past projects, this has been a huge issue for the area. For example, during the construction of the new Orient Heights T station, I personally had to hire an exterminator to treat my property on a regular basis because although the MBTA took some preventative measures, it was not enough. Neighbors of this project should not have to deal with this.

Let me close by saying I am very happy to be serving on this IAG.. I think the time we will be spending together will result in some great things!

Best,
Kathy

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Suffolk Downs IAG meeting January 24

Roberta Marchi [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: rob Marchi [REDACTED]

Fri, Jan 12, 2018 at 5:14 PM

Thank , Tim

In terms of comments, I would just like to say that **I like very much the Phase I buildings**. As to where they are placed, I would feel more comfortable if I could see an actual model of where they will be in relation to Suffolk Downs/Belle Isle Station. I believe that with the right lead in (paved walkway) and landscaping (grass and trees), plus cafe, quaint pushcarts, etc. they will be approved by the homeowners across the street and may even be considered an improvement. I think it will be much easier to decide on these things with a model, as was discussed on Wed. night.

Thank for providing the mike to us. It's maddening to sit at meeting without being able to clearly hear what the comments are. You speak audibly, but others, (even your boss whose name I don't recall,) do not do so...too fast and garbled. Tom starts out clearly, but then his voice falls off to almost nothing. This is not just my observation, but several others have thanked me for requesting mikes. It is unfortunate that some of us won't use them or don't seem to know how

Roberta Marchi
[Quoted text hidden]

Suffolk Downs Phase 1 public comments via website form 2018-01-17

Date	First Name	Last Name	Organization	Opinion	Comments
1/4/2018	Joshua	Acevedo	Eagle hill civic association board member and soon to be direct abutter to Suffolk Downs site.	Support	I have now attended numerous presentations regarding the development of Suffolk Downs and am very supportive of the plans that Hym Investment group has for the site. I believe the site has been under utilized for a very time and am eager to see new life breathed into the very large site. Soon I will be a direct abutter, moving to the lot I own on Waldemar, and while I would love if Amazon chooses the site will be glad to see the vision Hym has of a mixture of retail, housing and commercial come to fruition. I am supportive of the expedited approval process for the two commercial buildings as I think it is important so that Boston remains a contender for Amazon. It would be nice though if in addition to the required funds given to affordable housing that some funds be donated to Salesian, Zumix and Piers Park Sailing Center as these are very important local organizations.
1/9/2018	Andee	Krasner	Mothers Out Front	Oppose	The plan to develop Suffolk Downs should be a bold plan that showcases sustainable development. It should take into account climate change mitigation efforts and builds buildings with cutting-edge technology to ensure that the buildings are as close to net zero carbon emissions as possible. Sustainable buildings with low carbon emissions will also be more attractive to companies like Amazon, which have their own goals for reducing carbon emissions. Current plans for the buildings use natural gas for just over 50% of the energy. Certainly, the buildings can be built with less gas. Natural gas should be used sparingly if at all. For electricity, it should be required that it is sourced from clean energy like wind and solar. The BPDA should require these buildings to show how they will meet the carbon goals of the future, not the past. The plan cites the City's 2020 carbon goals, but the buildings are slated to be operational in 2020 and a building completed in 2020 needs to anticipate 2030 goals and 2040 goals and beyond, particularly as these are 75-year buildings. In this great Boston building boom, we need to build to the Mayor's 2050 carbon neutral goals now or we will fail to reach them. As Mayor Walsh said, "Boston will not stand by given what's at stake. We are committed to addressing climate change head on and will accelerate Boston's efforts to become carbon neutral by 2050." The Suffolk Downs plan for Phase I doesn't meet our city-wide goals of accelerating our efforts to be carbon neutral. We should require that it does.
1/9/2018	Jesse	Purvis	East Boston Community Member	Oppose	The purpose of the BPDA and MEPA is to evaluate and approve the relevant building and environmental effects of a project or actions mandated by the appropriate regulations. This basic tenement and fundamental purpose of MEPA and the BPDA are undermined when considering any waiver or alteration to the traditional process. Given the large scale and massive potential for environmental impacts on a community that already lives next to an airport, 3 tunnels, 3 bridges, a fuel tank farm, an environmental justice community, and limited natural resources; the BPDA and MEPA should not allow any waivers or exceptions of any kind to the traditional process, which has already seen segmentation as a means of bypass and work around of community standards in regards to airport expansion and waterfront development. MEPA and BPDA must take careful, thoughtful, and extensive care to make sure all considerations are given a thorough amount of time for community accommodation, participation, and processing. In short, For such a big and impactful project, this is all happening too fast. You are not getting the appropriate community feedback and environmental considerations at this pace.
1/10/2018	Ivy	Stoner	1982	Neutral	I am concerned that there are not bike lanes on every street. What is the reasoning behind this? If this development is committed to being environmentally sustainable, there should be bike lanes wherever there is a street for cars. Are the bike lanes in pink, purple, and deep purple protect bike lanes? That was unclear from the proposal. Also, why don't the bike lanes extend to the Suffolk Downs and Beachmont T stations? A cyclist should be able to take their bike off the T and bike directly into the development, without having to navigate pedestrian-only walkways. Best, Ivy Stoner 118 Brooks Street East Boston
1/10/2018	Beverly	Alba	Ms.	Neutral	Mixed housing should be incorporated: assisted living and home or condo ownership prioritized. Traffic burgeoning must be mitigated: A flyover on 1A at Bell Circle is vitally important. 1A North and South congestion must be mitigated. Direct walk and parking for Beachmont Station is a must. Ecological maintenance of environment (wildlife, marsh) is essential. Green space is essential. An historical remembrance, especially with regard to horses who have died there, is important.

1/10/2018	Joanne	McKenna	Friends of Belle Isle Marsh	Neutral	As your agency is about to consider the Phase 1 aspect of the Suffolk Downs development by HYM, please incorporate the mandates of the DESIGNATION OF PORTIONS OF THE CITIES OF BOSTON, LYNN, AND REVERE, AND THE TOWNS OF SAUGUS AND WINTHROP AS THE RUMNEY MARSHES AREA OF CRITICAL ENVIRONMENTAL CONCERN WITH SUPPORTING FINDINGS as adopted on August 22, 1988 by then Secretary of Environmental Affairs James S. Hoyte. "It is hoped that this designation will serve to focus attention on the value and sensitivity of the area and will provide a guide for future development proposals."
1/10/2018	Patricia	D?Amore	JPNA, Friends of East bGreenway	Oppose	In light of the recent flooding, especially in the area of Suffolk Downs, this is not the time for an expedited environmental review. This is the largest project to affect East Boston. We should not be shortchanged.
1/10/2018	Maureen	White		Neutral	East Boston is in a dire housing affordability crisis. This project should be encouraged- or even required- to be a leader in providing deep affordability. "Affordability" should be defined according to the neighborhood's median income. We are losing too many of our neighbors, and luxury development here will only exacerbate the displacement crisis.
1/10/2018	AJ	Castilla		Neutral	I am currently neutral because I do not pre-approve anything that hasn't already generated local results worth approving yet. But I will support this Amazon project being approved to be built in our community as long as the company---promises that 20% of its to be hired employees are hired from as already residing East Boston, Chelsea, Revere, Lynn residents and that 20% are hired from as already residing Boston residents of Chinatown, Dorchester, Roxbury and South Boston. If you come to our neighborhood, then you need to hire from our neighborhood. If some applicants from these specified targeted lower income neighborhoods are close to being qualified for these positions but not totally, then create temporary training programs prior to opening here for every type of job at every salary level that this site will have...to insure we are lifted up into these positions. Even if it means teaching applicants English. Please hire us from these local to the site neighborhoods---for mostly or just Amazon's lowest paying, lowest ranking jobs either. Amazon should not be unfair and lazy by hiring the Cambridge, Newton, Brookline residents whom everyone knows will be more apt to have the education and technology backgrounds that earn them these jobs that were created in OUR community, not theirs. Those folks already have enough high tech companies where they live to work for. This is the only valid way to honestly come here and uplift our community. Second, please make sure you hire lots of veterans too...at least 10% and at least 10% designated as disabled persons.
1/10/2018	AJ	Castilla		Neutral	(My updated comments...use this, delete the prior two made) I am transparent on this Amazon project, so these are my comments I submitted: "Currently (I am) neutral because I do not pre-approve anything that hasn't already generated local results worth approving yet. But I will support this Amazon project being approved to be built in our community as long as the company---promises that 20% of its to be hired employees are hired from as already residing East Boston, Chelsea, Revere, Lynn residents and that 20% are hired from as already residing Boston residents of Chinatown, Dorchester, Roxbury and South Boston. If you come to our neighborhood, then you need to hire from our neighborhood. If some applicants from these specified targeted lower income neighborhoods are close to being qualified for these positions but not totally, then create temporary training programs prior to opening here for every type of job at every salary level that this site will have...to insure we are lifted up into these positions. Even if it means teaching applicants English. Please do not hire us from these local to the site neighborhoods---for mostly or just Amazon's lowest paying, lowest ranking jobs either.make sure women get pay equal to men when working the same jobs for you. Amazon should not be unfair and lazy by hiring the Cambridge, Newton, Brookline residents whom everyone knows will be more apt to have the education and technology backgrounds that earn them these jobs that were created in OUR community, not theirs. Those folks already have enough high tech companies where they live to work for. This is the only valid way to honestly come here and uplift our community. Second, please make sure you hire lots of veterans too...at least 10% and at least 10% designated as disabled persons."

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1/10/2018	Kannan	Thiruvengadam	Eastie Farm	Support	I support the project, but conditionally. The reason I support it, is because I believe this particular developer MAY, in the course of the larger project (the entire Suffolk Downs development), compensate the human community and the ecosystem for all negative impacts. Condition #1: Given that the city is aiming to be carbon-neutral, and this is new construction, it is not clear how the developer plans to compensate for the carbon emissions they are adding. If the city is true to its words, it needs to find ways for reducing carbon emissions elsewhere in order to accommodate this development. Where will that be? Can the developer pay a carbon offset to help the city achieve that compensation? And can we have a guarantee from the city that that offset will be used towards renewables? If those renewables are installed right in Suffolk Down (a solar farm, let's say), then that can help the future Suffolk Downs community have some self-reliance from a power grid that is vulnerable to remote issues. Condition #2: Host only zero-waste retailers. All excess food should be donated. And all food waste should be composted. Have local composting facilities and supply compost to the local community gardens and urban farms. Condition #3: Green roofs. To start with, Organizations like Eastie Farm can manage the roof farms for providing food to the restaurants in the buildings. Eventually people who live in the neighborhood can take over the maintenance of the roof farm. Condition #4: Create the set up for collecting and storing rainwater. This will be useful in the future for the buildings to be self-reliant in water also. In the meantime, the water can be used for the local gardens instead of city water. Condition #5: Provide easy bike access to and from the subway station and sheltered bike storage in/near the buildings. Condition #6: For tenants, prefer retailers who follow the triple-bottomline principle: Social, Economic, and Ecological sensitivity. A second preference can be given to local retailers. Condition #7: The buildings should have both design and signage that both educates and encourages a low-impact lifestyle: e.g.: reduced water usage in toilets. You get the idea :) We just had a 1% flooding event in Boston last week. And it snuck up on us. How much risk are we taking doing large developments right on the water? How willing and able are we to manage that risk?
1/10/2018	Rudi	Seitz		Neutral	Looking forward to the revitalization of the area. Concerned about the sustainability and climate impact of the project. My conviction is that any major new development in the Boston area should demonstrate leadership in the areas of energy efficiency and climate resiliency. How does this project stand out in that regard? It's 2018. Can Boston say that its newest proposed structures are cutting-edge designs, demonstrating to the rest of the country and to the world how development can be done right -- that is, with maximal efficiency and minimal impact on the surrounding environment? What is special about this project that would make Boston proud to have built it? Does it stand out in energy conservation like the Distillery in South Boston? Does it stand out in resiliency and preparedness like Spaulding in Charlestown? There's an opportunity to do something really significant and forward-thinking here; how does this project avail of that opportunity? The residents of Boston are concerned and are watching.
1/10/2018	John	Bailey		Neutral	Perhaps the biggest challenge facing the redevelopment of Suffolk Downs is ensuring that it is inclusive. In the recent past, the benefits of this type of redevelopment have tended to accrue to people who are white and wealthy. The insidious thing about racial and economic inequality is that it self-replicates unless we take strong measures to prevent it. From the start, the redevelopment of Suffolk Downs needs to keep in mind the needs and desires of all Bostonians, so that the end product will be something that will be accessible to, and benefit all Bostonians equally. That means women and people of color should be given opportunities at all levels and in all capacities in the design, construction, sales, and use of the property. The property should be designed to include affordable housing, and space for independent and women and minority owned businesses, with job opportunities for a diverse group of Bostonians. The site's amenities should be designed so that all Bostonians can use and enjoy them. What's more, the site should be designed for people, not cars. Access to the site should rely heavily on public transit. We should design for the future, and not invest heavily in infrastructure for cars. The law of induced demand will simply lead to more unsustainable traffic and congestion as more car infrastructure is built. Finally, climate resilience and reduced environmental impact should be core parts of the Suffolk Downs redevelopment. We need to plan for flooding at the site, and we need to minimize the environmental impact of construction work, and, eventually building operations by requiring construction of net zero carbon emissions buildings.

1/10/2018	Feruza	Acevedo	Local Homeowner	Support	I support the economic opportunities that this proposal will bring to my community. I also welcome the investment to the vast underdeveloped land at Suffolk Downs.
1/10/2018	Sandra	Arangio	Orient Heights home owner/resident	Neutral	I recognize that the two large office buildings are contingent on Amazon coming to Suffolk Downs and the urgency of getting a facility built by 2019. I am concerned, however, with the 7 story height of the two proposed Amazon buildings and the proximity to the Suffolk Downs MBTA station. The size of the buildings is inconsistent with size of buildings in the area. If the building could be moved further into the track while still being walking distance to Suffolk Downs MBTA station, it would be less visually jarring and more consistent with the general appearance of the neighborhood.
1/10/2018	Madeleine	Steczynski	ZUMIX	Neutral	HYM Investments hopes to develop a mixed-use neighborhood at Suffolk Downs. The development is the largest single contiguous development site in Boston. It also encompasses a large tract of land in Revere. While the development is a far better outcome for the Cities of Boston and Revere than what had been proposed at the site previously, the sheer size and scope of the development will have wide-ranging consequences for the surrounding communities. HYM has made commendable efforts to present their vision for the site and to solicit community feedback, however I feel that more is needed. Given today is the deadline for Phase 1 comments, I write to request that the BPDA compel the project proponent to contribute \$1.04m to a community benefit fund for East Boston charitable organizations to mitigate the impacts of the Phase I development above and beyond the mitigation proposed by the proponent. Given the inclusion of the Phase I parcel in the City of Boston's response to Amazon.com Inc's "Request for Proposals, I believe the ability of our neighborhood to influence the design, massing, and scope of the 520,000 sqft development has been limited as compared to other projects that have not been explicitly endorsed by the City or the Commonwealth prior to BPDA Board approval. In addition, the short comment period for such an expansive and complex project leaves us with little options. East Boston currently faces a number of community-wide challenges including a lack of affordable housing, displacement of families related to housing costs, traffic and congestion, 1,600 or more youth with no access to out-of-school programming, the threat of rising sea level and severe weather events, and displacement/loss of local businesses as larger retail and commercial entities move into the neighborhood. It is our hope that the Suffolk Downs development as a whole will work to address some of these concerns, rather than further exacerbate their effects. While required linkage funds begin to address housing and workforce needs, the broader impacts of the project must be considered. This will require novel and creative mitigation measures. Given the immediacy of Phase I of the project, I believe the most effective means to mitigate these likely impacts is through an open and transparent process for the provision of community benefit funds in an amount reasonable and appropriate for the size of the development. Based on other East Boston projects subject to Article 80 review, I believe \$2/sqft of development is a reasonable and appropriate contribution toward a community benefit fund above and beyond the mitigation measures proposed by the project proponent.

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1/10/2018	Alex	DeFronzo	IAG & Piers Park Sailing Center	Neutral	<p>HYM Investments hopes to develop a mixed-use neighborhood at Suffolk Downs. The development is the largest single contiguous development site in Boston. It also encompasses a large tract of land in Revere. While the development is a far better outcome for the Cities of Boston and Revere than what had been proposed at the site previously, the sheer size and scope of the development will have wide-ranging consequences for the surrounding communities. HYM has made commendable efforts to present their vision for the site and to solicit community feedback, however I feel that more is needed. Given today is the deadline for Phase 1 comments, I write to request that the BPDA compel the project proponent to contribute \$1.04m to a community benefit fund for East Boston charitable organizations to mitigate the impacts of the Phase I development above and beyond the mitigation proposed by the proponent. Given the inclusion of the Phase I parcel in the City of Boston's response to Amazon.com Inc's 'HQ2' Request for Proposals, I believe the ability of our neighborhood to influence the design, massing, and scope of the 520,000 sqft development has been limited as compared to other projects that have not been explicitly endorsed by the City or the Commonwealth prior to BPDA Board approval. In addition, the short comment period for such an expansive and complex project leaves the community with little time for consideration. East Boston currently faces a number of community-wide challenges including a lack of affordable housing, displacement of families related to housing costs, traffic and congestion, 1,600 or more youth with no access to out-of-school programming, the threat of rising sea level and severe weather events, and displacement/loss of local businesses as larger retail and commercial entities move into the neighborhood. It is our hope that the Suffolk Downs development as a whole will work to address some of these concerns, rather than further exacerbate their effects. While required linkage funds begin to address housing and workforce needs, the broader impacts of the project must be considered. This will require novel and creative mitigation measures. Given the immediacy of Phase I of the project, I believe the most effective means to mitigate these likely impacts is through an open and transparent process for the provision of community benefit funds in an amount reasonable and appropriate for the size of the development. Based on other East Boston projects subject to Article 80 review, I believe \$2/sqft of development is a reasonable and appropriate contribution toward a community benefit fund above and beyond the mitigation measures proposed by the project proponent.</p>
1/10/2018	Philip	Williams		Support	<p>I support but with concerns. 1) The Amazon HQ2 I know will be hopefully predominately white collar. Bringing in liveable incomes to help East Boston and Boston proper maintain a self sufficient status. In other words allowing people that work there to be able to live not just survive in the Boston housing market. 2) I also hope that the small retail/mix use commercial spaces that will be made available to private business owners, will not be over inflated or price gouged due to the proximity to Amazon. Allowing small business owners to succeed and give back to the community respectively mind you I am realistic about all of this but given that the complete project will take years before it is finished some realistic concessions should be in place. Realistic triple net leases and construction buildout breaks for startups. From what I have heard your company is focusing on neighborhood style business restaurants/carry outs / small grocers and hopefully an internationally diverse market. Boston especially East Boston has many different ethnicities to take into consideration. 3) If all else fails a moderately expressed agricultural aspect should be given to the development. Not just green space but functional gardens that can provide sustainable produce year round to the employers, employees and tenants. I would recommend rooftop gardens etc. to the blueprints. This will also help in utility expenses year round. Along with tax breaks. These are just a few ideas that are functional and cost effective</p>