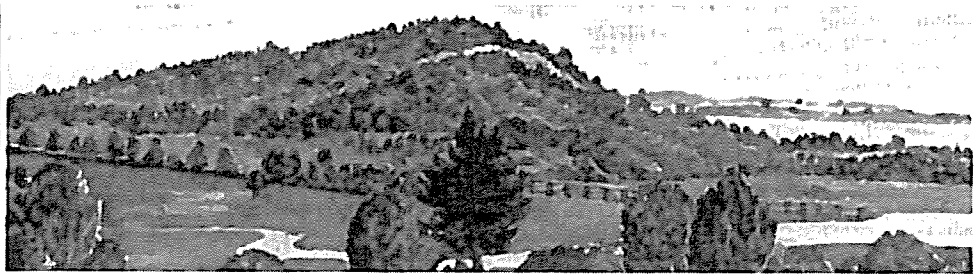
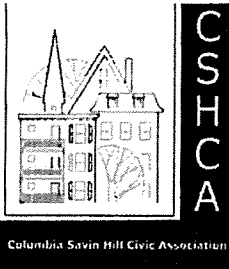


Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
2/14/2018	marta	carney	resident	Neutral	Hoping the open areas will be put out on Morrissey Blvd commercial area for any outdoor entertainment and brewery. Close knit urban thickly settled gem of a neighborhood behind the project OTB. I would keep old car entrance into Savin Hill Ave/Davitt closed for less traffic through thickly settled residential area with major cut through already--less traffic better for neighbors that live here. We still hear noise from Marina Bay outside entertainment, bands etc from across the bay. Keep noise inside if you can. Love the gym idea. Not crazy about any "big" events for neighbors. Just keep thinking about "neighbors." Savin Hill is a gem.
2/21/2018	Stuart	Schrier		Neutral	While I have no reason to oppose the reuse of the Globe Building I am concerned with the traffic impact. First, Morrissey Boulevard is prone to flooding and the road is sometimes closed at high tides during storms. It appears that a sea wall is needed at the low point near the bridge. When Morrissey is closed all the traffic moves to Dorchester Avenue which is gridlocked in the morning and most of the afternoon. Before you add hundreds of cars to this area, please study the traffic and make some improvements to make the traffic flow. Remember Dot Block will also add hundreds of car trips. Solve the traffic problems before you add more cars.

3/1/2018	Paul	Nutting	Savin Hill Resident/IAG Member	Support	<p>I am in support of the excellent project. My only concern is that NO vehicular access to the site be allowed via Wave Ave or any of the dead end side streets in Savin Hill. The current plan does not call for this, but there seems to be only one person who is advocating for this against the wishes of the majority of the Savin Hill residents. Along with the care and maintenance of DCR's Patten's Cove park, community benefits should include: 1) Access to the "great hall" atrium space by large community groups, at no charge, for occasional neighborhood meetings-such as the public meetings held during this process. 2) Active recruitment of local residents for jobs, internships, and any job training. 3) Set up an advisory committee for the maintenance of Patten's Cove, and avoid any appearance that the park is part of the Beat project. Protect the natural function of the inlet and its immediate surroundings, which function as a nursery. While the Neponset estuary is comparatively vast, there are virtually no areas north of this site along the Harbor that perform this function, which is vital to the health of the Harbor. 4) When possible, use Dorchester artists or art groups for the rotating art installations on the Tank. 5) If possible try to recruit local businesses to populate whatever public retail services are decided upon. I.E. Flat Black Coffee or Home.Stead or Honeycomb Cafe. And avoid national chains. 6) If any money is to be placed into a fund for local community groups, that money should be distributed on a competitive basis as opposed to earmarked for specific groups. If ti is to be earmarked, the Dorchester Beach Festival should be considered as a recipient. 7) As has become customary with large employers, provide access to single car commuter alternatives such as discounted T passes, Zip Car, Hubway, etc. Thank you, Paul Nutting</p>
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3/5/2018	Cristi	Rinklin		Support	<p>Our street abuts the back parking lot of this project so we are deeply invested in its outcome. We are happy in which the direction the project is going. Since this is a Boston planning and development project, I would like to suggest that part of the spaces in the building be considered for artist studio space. The city has a large and vital population of esteemed working artists, many of whom work in the regional colleges. In Savin Hill alone there are several professional artists who live in the neighborhood. Creative studio spaces are rapidly disappearing in the city of Boston due to the development boom, and artists are being pushed out of the city, opting to move to central or western Mass, or south to Providence. This is a shame, and it will decimate our creative community. The city of Boston, Mayor Walsh, and the Boston Planning and Development Agency should prioritize creating new work spaces where visual and performing artists can do the work they need to do. This new building, which is designed to house a variety of tech and light industrial businesses, can become an exciting hub of creativity and innovation if it can also include a community of working artists. As a Professor in the Visual Arts Department at the College of the Holy Cross (yes, I commute!!) I actively collaborate with faculty and departments in the sciences and social sciences. My husband, who teaches at Sculpture and Design at Wellesley College also works with these departments, and his work actively engages the local resources of Savin Hill, Columbia Point, and South Boston. If the City can become more creative about the way it designs and integrates spaces of innovation, technology and creativity, we can be on the forefront of progress in this area. Major cities around the country are losing their artistic communities due to rapid development and gentrification. With some forward thinking and planning, Boston can gain momentum in this arena instead of falling behind. We would both be very interested and willing to work with the BPDA on developing studio and creative workspaces for this new project.</p>
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3/5/2018	Dorothy	Manning	Cormorant & Associates LLC	Support	Dear Mr. Duverge, Nordblom Company seems to be taking a very responsible and responsive attitude toward renovating the property at 135 Morrissey Bd. Neighbors appreciate the green space, foot and bike paths, inclusion of Patten's Cove. We are somewhat happy about the atrium ~ if it is only for the use of employees and neighbors. We are not sure about the Craft Beer. Too attractive to noisy UMass students. Bad influence on BC High boys? A majority of us are absolutely against any auto traffic on Wave Ave. We already have a serious problem with external traffic from Morrissey Bd using our quiet little neighborhood as a thru-way to the X-way/Dot Ave. This creates congestion, noise, pollution, and it is dangerous. A dog was killed a few months ago in traffic. Do we have to kill a child? Also, there is the liability issue for you: if someone driving through hits a parked car, who is the owner of the parked car going to sue? Nordblom, of course, or the management of the building. Thank you for including us in the planning process. Dorothy Manning.
3/9/2018	Jonathan	Lee	Savin Hill Civic Association member	Support	I support Nordblom's plans for the site and anything that would be available for use by the neighborhood - especially a gym. My gym is more than three miles away. I do not support any new vehicle connection from the parking lot to Savin Hill.
3/12/2018	Michelle	Skrobacz		Support	To Whom It May Concern: I am writing in support of the proposed plans for 135 Morrissey Blvd. I am not in support of providing vehicular access to Savin Hill Avenue from the side streets abutting the property. I would also be cautious with respect to having a brewery in the neighborhood that would provide for outdoor seating abutting the Savin Hill Avenue side of the property after normal business hours due to the noise. I would like to suggest a study for noise barriers to be erected on the 93 side of the property to reduce the highway noise in the neighborhood which does not appear to be address. Thank you, Michelle Skrobacz



March 9, 2018

Boston Planning & Development Agency
ATTN: Raul Duverge – Senior Project Manager
1 City Hall Plaza, Room 809
Boston, MA 02201

RE: 135 Morrissey Blvd. – Comments to Letter of Intent

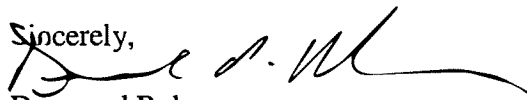
Mr. Duverge:

I write on behalf of the Columbia Savin Hill Civic Association to express support for the revitalization and re-tenanting of the former Boston Globe building located at 135 Morrissey Boulevard in Dorchester, MA which is within the boundaries of the association. The proponent, Nordblom Development Company through their representative, Todd Fremont-Smith, formally presented the vision and plan to our membership. Our support comes with a handful of provisos that were discussed and approved at our March membership meeting. They include:

- A commitment for public access to the atrium, café and restaurant/brewery as presented along with access to Patten's Cove from each of the neighborhood streets from Savin Hill Avenue as outlined in the plan.
- A commitment to maintain both Patten's Cove as directed by DCR and the toddler play area at the base of Wave Avenue including trash removal. Such commitment would transfer with any change or transfer of title.
- Access to Savin Hill Ct., Wave St., SeaView Terrace and Davitt St. for pedestrian and bicycle access only.
- No billboards on the property or other public advertising that would be disruptive to the residents and beautification efforts along Morrissey Boulevard.
- Encouraged discussions with DCR on the Morrissey Boulevard redesign to ensure traffic flow and impacts are minimized.

We trust that the developers will continue the discussion with the neighborhood and provide timely updates as the development moves forward. These communications would include dates for their zoning board of appeal and any variances for commercial tenants required from the City of Boston to conduct business in the building.

We are encouraged by this development and look forward to bringing jobs back to Dorchester!

Sincerely,

Desmond Rohan
President- Columbia Savin Hill Civic Association



Raul Duverge <raul.duverge@boston.gov>

135 Morrissey

1 message

Robb Ross 

Tue, Mar 13, 2018 at 9:45 AM

To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Mr Duverge,

As a Savin Hill Neighbor with property at 18-20 Southview St we are in support of the plans that have been outlined. Opening the site as an accessible manufacturing mall with improvements to the surrounding public space is a very encouraging. Jobs and access are a great plan that we hope will be approved.

I did not see where we could comment on the BPDA web site

Regards, Robb Ross



WWW.PINESTREETINN.ORG

444 Harrison Avenue
Boston, MA 02118
617.892.9100

March 8, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
Boston City Hall, 9th Floor
One City Hall Square
Boston, Massachusetts 02201

RE: 135 Morrissey Project

Dear Mr. Golden:

Pine Street Inn (PSI) has been serving Greater Boston's homeless through a variety of responsive, community-based programs and services since 1969. PSI has grown to become the largest provider of homeless services in New England, delivering not only food, clothing, and shelter, but also day and night-time street-based outreach, access to health care, job training, affordable housing and other critical resources for more than 1,900 men and women each day and night at its 40 locations throughout Metropolitan Boston.

In addition to operating four emergency shelters in Boston with over 700 beds, PSI also developed, owns and manages over 900 units of permanent affordable housing. Pine Street Inn is a neighbor to the 135 Morrissey Project, with 27 permanent housing units on Tuttle Street in the Savin Hill neighborhood.

As a concerned neighbor, Pine Street Inn has participated in community meetings and followed with interest the proposed redevelopment. After a careful review, PSI enthusiastically endorses and supports the renovation and reuse of the former Boston Globe Headquarters as outlined in the PNF and presented in public meetings by the Nordblom Development Company team.

We appreciate the transparency and diligence of BPDA staff in presenting this project, and look forward to welcoming our new neighbors.

Sincerely,

A handwritten signature in blue ink that reads "Lyndia Downie".

Lyndia Downie
President and Executive Director



Raul Duverge <raul.duverge@boston.gov>

135 Morrissey Blvd

1 message

175534011815102008comcast.usr8jr [REDACTED]

Thu, Feb 1, 2018 at 2:10 PM

Reply-To: "175534011815102008comcast.usr8jr" [REDACTED]

To: Raul.Duverge@boston.gov

Raul

As an IAG member for the [135 Morrissey Blvd](#) project, I have the following comments after reviewing the EPNF:

1. In general, I like the project very much. Bringing a range of new jobs to Dorchester and the intention to link Morrissey Blvd to Kendall Square technology is a great idea. I'm 100% supportive.

2. As the Chair of the Columbia Point Master Plan Task Force, I have a reservation. Our Master Plan considered the broad scope of that section of Morrissey Blvd and parts of Mt Vernon St. The Plan worked hard to propose a "plan" that would benefit individual real estate sites (including the Globe property) with development potential, other sites with on-going operations, the local community and the whole city.

One specific recommendation of the Master Plan that is in opposition to the current 135 Morrissey proposal is a vehicular connection to the site from Savin Hill Ave, specifically the existing Wave Avenue. Only a pedestrian access from Savin Hill Ave is proposed by the developer. I think this should be reconsidered.

3. The EPNF (page 5-1) states: " ..where the previous plan (the Master Plan) introduced a parallel street network to Morrissey Blvd that connected through the site to Savin Hill, bringing more vehicles onto the streets of these quiet residential neighborhoods, the new plan provides a landscaped buffer for the houses to the south."

I would ask that this proposal (no vehicular access to Savin Hill Ave) be reviewed within a broader transportation/connectivity framework than the stated "..landscaped buffer for the houses to the south." This issue was discussed/debated by the Columbia Savin Hill Civic Association during the Master Plan process and the association voted for the vehicular access. Let's put this issue before the community again.

Thank you,

Don Walsh

[268 Savin Hill Ave](#)

Raul Duverge
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

**Re: 135 Morrissey Boulevard
(The Globe Redevelopment)**

Dear Mr. Duverge,

As an IAG member and local resident, please accept the following as my comments on the proposed redevelopment of the Globe site at 135 Morrissey Boulevard.

Proposed Offered Benefits:

The redevelopment and reuse of the existing site and building is probably the largest neighborhood benefit that this project will provide. The construction impact of reusing and retrofitting the building will be much less detrimental to the community in many ways and will also provide Dorchester with a business use that it now lacks. A full site redevelopment would be years of construction and continuous pile driving for foundations as has been the case with other recent projects such as at the UMass development, Columbia Point apartment projects, the Pattens Cove Bridge, and etc.....

I believe the developers proposal to provide maintenance to the grounds of Pattens Cove in accordance with DCR standards is a very reasonable public benefit offer. Regularly, DCR needs constant prodding in order to provide clean up and landscaping maintenance. The grass sometimes goes months without being cut and the trash that builds up along the Boulevard can be extensive at times. Having the maintenance responsibility fall upon a direct abutter whose occupants will also benefit from access to the park creates a win/ win situation for the developer and the neighborhood. The border between the site and the park, where fences now exist, should be looked at in more detail. The proposal for a pathway is a great use of the space, but I also think the space at the edge of the park needs to be addressed. It seems that DCR will not allow plantings to be introduced on the park property as with the guide line of Urban Wilds. The proposal calls for a softening through landscaping along the property line of the park edge. If this can't occur on the state property, then it should on the 135 property as to help define the park edge.

The introduction of planting around the existing site goes a long way to benefit the community. The sea of asphalt that presently exists is an eyesore of a backdrop to the connecting streets and the property's that overlook the site from the adjacent hill. Adding landscaping buffers and islands to the existing parking lot will provide a much needed visual improvement.

The network of paths that being proposed to connect back to the neighborhood streets in lieu of vehicular access will provide new opportunities for the community in terms of bike access and improved

walking access to JFK Station and the sites to the East of the Boulevard. I think it is important for the community to have pedestrian access as directly as possible to both the North and South sides of the site as outlined in the PNF proposal. As access to the north of the site is not viable at this time do to property line constraints. It appears as if a pathway could connect to the adjacent property when and if it is redeveloped someday. Thus options should be kept open in order to create a future path connection to said adjacent site along the west and north of the present 135 building if said connection is physically feasible. In the meantime, a public connection through the building atrium should be maintained as proposed by the proponent in order to facilitate ease of access from the neighborhood to JFK Station and points to the North of the site.

As proposed by the proponents, the open to the public atrium space and, any public aspects connected to it, should continually provide access to the community during operational hours. Also explored during the community process was the inclusion of a workforce training space. I believe this, if included, could also double as a community meeting space during off hours. Seemingly, a lot of the spaces locally used for community meeting do not have integrated visual display systems and could be an additional option in the future for such uses.

Wave Avenue:

During the community process, there was discussion of Wave Ave being open to vehicular access to the project site, which I and many others from the neighborhood I have spoken to, do not feel is an appropriate use of the street and should not be considered as part of the project.

-The small convenience that access would provide to the direct neighborhood (myself included) would be outweighed by the possible detriment that could be created. The previously allowed access has been severed for nearly a decade at this point and the proposed project would not affect what the direct community already experiences in terms of traffic and ingress and egress from the neighborhood. When the access was initially granted from the Globe, vehicular use and vehicles per household were at very different places than today. I think over time, as vehicles per household increased in the neighborhood putting more cars on the street, worker numbers decreased at the globe creating the effect of traffic patterns staying constant and not overburdening the neighborhood. Also a large portion of the parking spaces were dedicated to delivery trucks which only used Morrissey Boulevard for access to the site. Using the argument that a large portion of the nearly 900 parking spaces could be occupied every day at full rental capacity along with today's ratio of cars to households that exists in the neighborhood, the result has the likely potential to overburden the involved streets.

- The part of Savin Hill Ave that precedes Wave Ave is the short portion that is open to 2 way traffic. It already presents a perilous condition at the corner when 2 cars meet coming in opposite directions even at the newly posted reduced speeds. Adding more vehicles to the mix only increases the opportunity for accidents to occur at this undersized corner.

-I believe it is undo to a private property owner to allow public access through their site both in terms of liability and security.

-The existing streets in Savin Hill are undersized for an influx of traffic volume that an access road along Wave Ave would create when associated with a project of this magnitude. Allowing access from Wave Ave would create increased traffic in the neighborhood through several factors:

- With thousands of workers being employed at the site once completed, some would no doubt be driving in from the West and use the Wave Ave access as their entry to the project site.
- With the onset of GPS directional systems and communication in general, it would only be a matter of time until this access point was used as a pass through to gain easier access to the areas that this cut through would provide. (UMass, BC High, South Boston, Columbia Point, etc...) This is not to say that easier access should not be looked at as a benefit to the city as a whole, but access through the undersized streets of SHA and Wave Ave, is not a viable solution in terms of street capacity.
- There is already a number of people who regularly travel the wrong way down Savin Hill Ave towards Wave Ave to access the Dot Ave side of Savin Hill more conveniently for themselves. I think you would see an increase of this activity with an access street on Wave Ave. Further, I believe you would also see this occur from the site with people leaving work and going the wrong way, even if the access to Wave was restricted as one way.

I think this project as proposed will go a long way to benefit the direct community and Dorchester as a whole. The proposal seemingly will provide business space and associated jobs that are currently lacking in Dorchester and I am excited for what has been outlined in the expanded PNF and to see the completed development.

Thank you and sincerely,



Shane Losi