



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- 144 Addison Street, East Boston- Comment Period Conclusion 3/9/18

1 message

Joseph Ruggiero [REDACTED]
To: Raul Duverge <raul.duverge@boston.gov>

Wed, Mar 7, 2018 at 1:35 PM

Raul,

Thank you for your hard work. Here are a couple comments I would like included on 144 Addison St.

- While the project falls within the definition of the BPDA TOD description I do not believe that to be the case with a development located directly off a major highway. A project of this scope would require additional parking.
- vehicular Access to this site should be solely 1A North. A gate should be put to block access to Boardman St. and no curb cut should be put on Addison St. However, there would still be nothing preventing residents from parking on the local streets to access their apartment. This would seriously impact and already crowded and narrow Saratoga St. as well as an area on Addison St. that already deals with transportation concerns.
- With sole access to the site on 1A North, a right turn lane and an entry lane should be added on 1A North, on the property of [175 McClellan Hwy](#). so that vehicles have an easier time entering and exiting the property.
- More affordable housing should be added to the site. a project this big should be close to the 20%-25% affordable mark.
- Home ownership. Doing a mix of condo's would be a greater improvement to the area. Maybe making the low rise on Addison St. ownership while keeping the rear units apartments.
- Changing the address to the property to [175 McClellan Hwy](#). This would prevent confusion for delivery's, Ride Share, ect.
- Mitigation. In addition to some things the city pushes like additional hubway stations, ect. I would like to see \$30,000/yr given back to the community non profits specifically ones that are doing things in the Orient Heights & Harborview section of East Boston.

All of this being said, I think the BPDA needs to seriously look at the unit count and height of the proposal. While the McClellan Highway stretch does have some higher buildings, they are all commercial and are not nearly as close to residential homes. The contemporary architecture of the proposal is nice however, it doesn't seem to fit with the rest of the traditional housing built in the neighborhood. I would love to see the BPDA push back on the design and urge the proponent to propose something that blends in better to the neighborhood. Last, it would have been nice to see a proposal to redevelopment/improve all of [175 McClellan Highway](#) and not just this back portion. The area could use a complete upgrade and the larger project could lead to better planning.

Thank you again for your time and consideration.

Joe

On Wed, Mar 7, 2018 at 10:56 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,

This is a friendly reminder that the comment period for the proposed [144 Addison Street](#) project in East Boston will conclude on March 9, 2018. As IAG members, please take a few minutes to submit a comment letter regarding the proposed project either collectively (as a group), individually, or both.

In your comments please try to identify any potential project impacts and offer suggestions on possible mitigation measures and community benefits that the project can provide to offset those potential impacts.

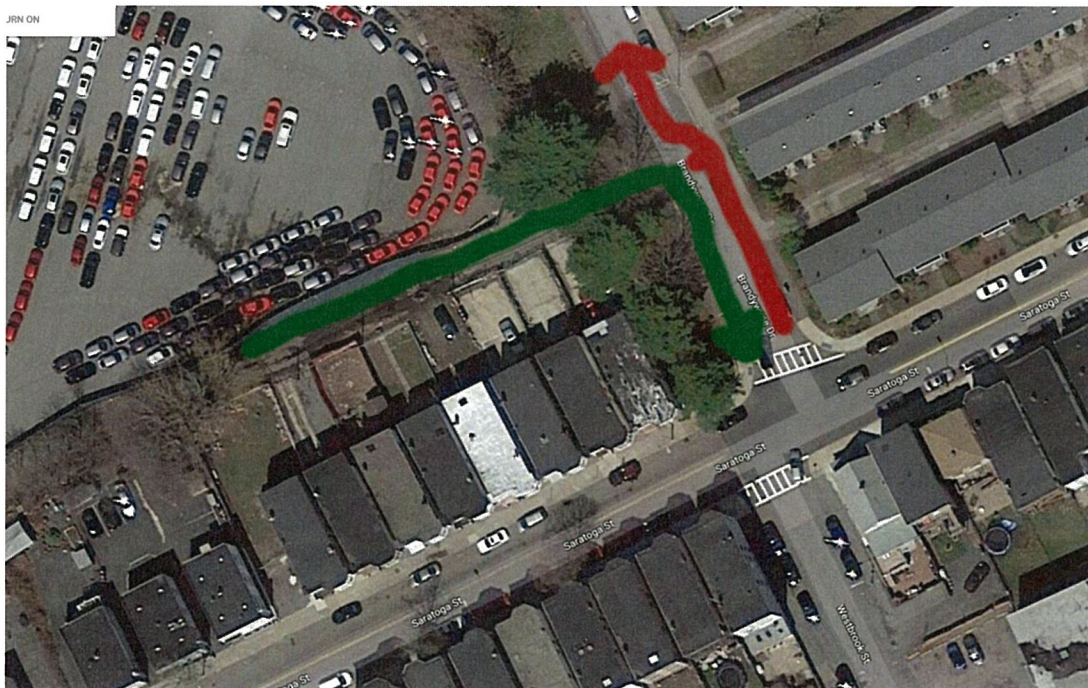
If you have any questions feel free to call me anytime.

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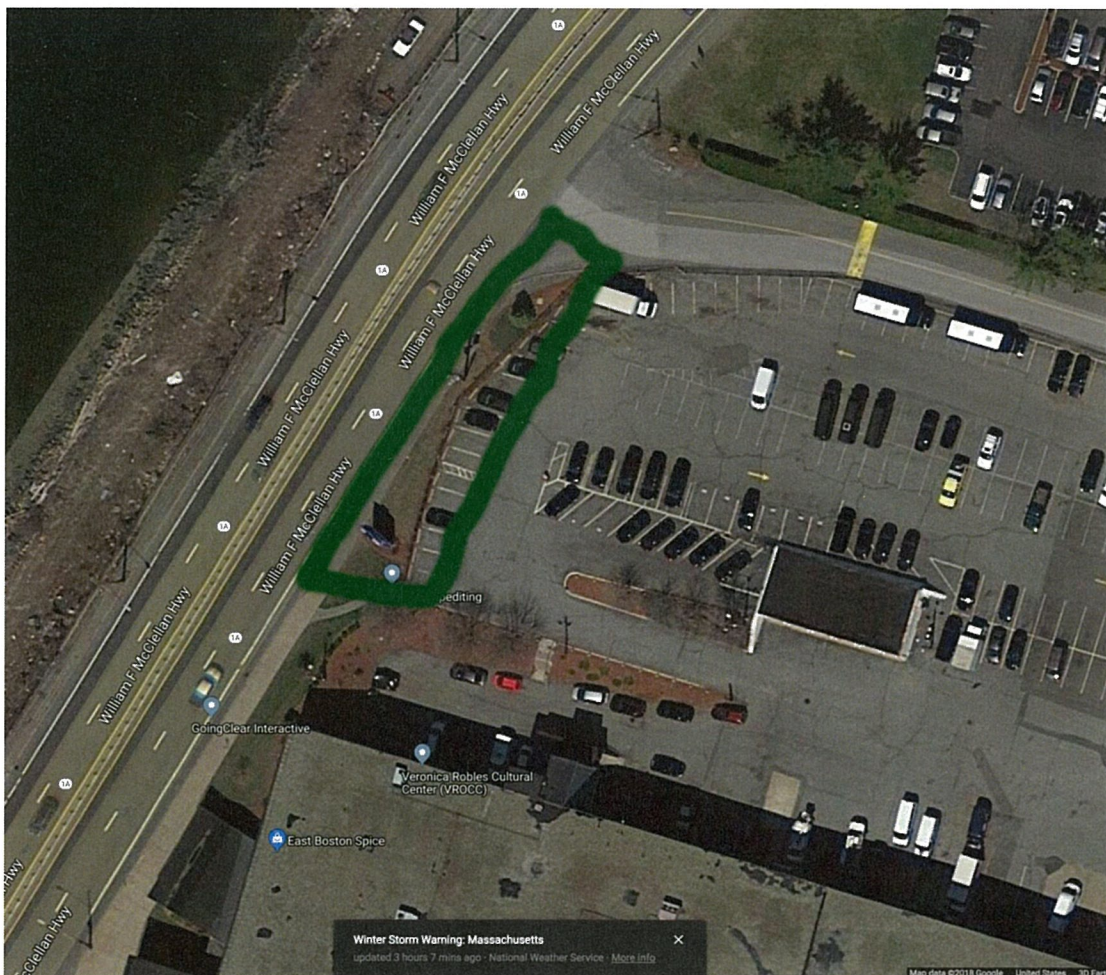
Dear Raul,

I would like to share some of my comments on the 144 Addison St. project:

- The intersection of Addison and Saratoga is dangerous as-is. The stops signs are often blocked by parked cars and work vans; increased traffic from the project will exacerbate the situation. That intersection would benefit from a three-way flashing red light, a raised crosswalk, and an elimination of a few (not too many) parking spots to provide “daylighting” of the intersection.
- The “Addison Driveway” is proposed to provide an exit-only onto Addison. While it is good that this access point will be exit only, I would like to suggest that the BPDA get the proponent together with the owners of Brandywyne Village to discuss extending the Addison Driveway to Brandywyne Drive. This way, cars exiting via the driveway will exit to Brandywyne Drive (via a short new connection) instead of Addison, and Brandywyne will be made a 2-way street between the Addison Driveway and Saratoga. This way, no resident vehicles will enter/exit on Addison, per the 1993 ZBA agreement which ought to be honored. This would mean that the only traffic to/from Addison would only be at the “urban court” area for pickup/drop off/deliveries. (See below)



- Access from 1A North: your agency needs to work with MassDOT to add a turning lane that will lead into the McClellan Driveway. Currently, cars entering the Maverick Mills building pull off into the breakdown lane and make a sharp right. The smart improvement would be to add a “right turn only” lane after the mill building. This would involve widening the road, relocating the sidewalk, and eliminating some parking spots by the mill building; however, the developer has made clear that this effort is a joint-effort with Bulgroup Properties, the owner of the mill. This will allow traffic to continue to flow on 1A North, shunting vehicles entering the mill/residential complex to the turning lane. (See Figure below: add turning lane and relocate sidewalk in green area.)



- As to the two buildings themselves: First off, at every juncture, members of the community have expressed an overwhelming desire for home ownership units (condos) rather than rentals. Home ownership generally correlates with increased community

involvement and should be encouraged.

The South Building, with the Addison St. "townhouse" style façade is very nice! However, it jumps immediately up to 5 stories. I would suggest that instead, the building step up to its full height more gradually. The South Building would be perfect for condos, and there should be fewer units, with more 3 bedrooms, of which there are currently none proposed.

The North Building should incorporate real masonry instead of cheap veneers (like those used at Portside, a real dump). Balconies should be incorporated into the North Building. Both buildings should be steel framed, not cheap wood framing that allows neighbors to hear right through the walls. Elevators in both buildings should be traditional, non-hydraulic style, as the later are slow and smelly. Trash and recycling chutes should be provided, along with professional waste disposal.

- While I do not share others' concerns that the added traffic would be a "nightmare," more cars do inevitable lead to more gridlock. What is the BPDA's role on making sure the City and State are making the transportation infrastructure investments for the future? I don't see that happening, here or at Suffolk Downs. The Blue Line needs to anticipate future capacity issues and look into purchasing more trainsets. Extension to Lynn and connection to the Red Line at MGH would allow commuters from further up the North Shore to park in Lynn, reducing traffic in Revere and East Boston. I do not have faith in MassDOT, so I am looking at the BPDA to advocate for and help finance these projects. Something also must be done about the intersection of Bennington and Saratoga streets in Orient Heights and the small rotary nearby. That area is a disaster, and people have been killed there. The City needs to think big, such as tunneling and flyovers. Another thing the BPDA can help facilitate is to increase the service frequency of the 120 bus. I have spoken with our Rep. Madaro, and he has relayed the MBTA's thinking, which is that "the ridership numbers do not justify increased service." This is a frustrating chicken v. egg argument. Increased service frequency would increase ridership. Period. Currently the 120 comes too infrequently to be of use, especially

outside of peak hours, and is the only local bus to service the area. The City should also explore installing a pedestrian overpass over 1A at the project site to allow residents to board the express busses that come down 1A South to Haymarket at the stop opposite Addison St. Absent that, nobody will use these express busses (as crossing 1A is a fool's errand) and they should not be counted in the TOD score. Finally, Hubway/Blue Bike system needs to be expanded to be truly useful. There should be a station at the project site (or between the project site and the mill building) AND one at Wood Island. This way MBTA Blue Line commuters could make that "last mile" connection. As to on-site parking, I hope that a reduced unit count could lead to a more favorable parking ratio, and I would ask that a higher percentage of parking spaces be made EV compatible.

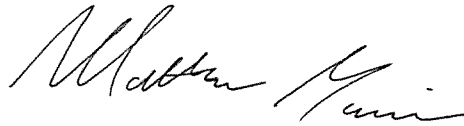
- Environment: I really like the proposed landscaping; it will be a welcome change from the barren wasteland that is now there. Designing for flooding, which is sure to happen at that site, is very wise. Buildings of this size should be mandated to have Solar PV roof arrays and a complex of this size should explore central heat/hot water/cooling for increased efficiency.
- IDP: I would like to see this remain a market rate development; any affordable units, or funds therefor, should be channeled to the rehab of the Orient Heights projects.
- Mitigation: I would like to suggest a few ideas for mitigation, apart from the traditional payments to local orgs. like the Salesians. The Ohabei Shalom cemetery, between Byron and Wordsworth St., is a neighborhood treasure. However, the fencing along Byron St. is dilapidated chain link. The developers could make a donation to the JCAM (Jewish Cemetery Association of Massachusetts) for the replacement of the chain-link fence with a beautiful wrought iron fence, like the historic one on Wordsworth St.

As to the project site itself, I would very much like to see some public art. East Boston is sorely lacking in public art. I am not talking about murals (neighbors have repeatedly given that idea a resounding thumbs down) rather major sculptural installments.

Perhaps the developer could be required to set aside a large sum, such as \$100K for artwork, with preference given to Boston based artists.

Improvements to Addison St. should extend from Saratoga to 1A and include: removal of ugly fence, re-pouring broken sidewalks, installation of ornamental lighting (like the lights on Bennington St.), improved landscaping, and security cameras. Addison St., whether residents like it or not, is a gateway to the neighborhood, and needs to be made more welcoming. A right turn lane from 1A onto Addison, like the one I proposed for the project driveway, would be great, but would require a taking from the Danilchuk Auto Body property.

Thank you for taking the time to review these comments,

A handwritten signature in black ink, appearing to read "Matthew Barison". The signature is fluid and cursive, with the first name being more prominent.

Matthew Barison

IAG Member

124 Coleridge St.

East Boston, MA



Raul Duverge <raul.duverge@boston.gov>

Re: Friendly Reminder- 144 Addison Street, East Boston- Comment Period Conclusion 3/9/18

1 message

Rich Scaramozza [REDACTED]
To: Raul Duverge <raul.duverge@boston.gov>

Wed, Mar 7, 2018 at 3:00 PM

Hi Raul,

First, I wanted to thank you for doing a great job during this process and assisting residents with questions and issues along the way.

As you know, I am a direct abutter to this project as well as a member of the IAG. I live at [135 Addison Street](#), where I was born and raised, and where my family has lived since the late 1800's. I attended St. Mary's Star of the Sea School which was located where the Excel Academy is now, then Boston Latin Academy for 7th and 8th grade, and then Boston Latin School for high school. I moved away while attending Northeastern University but when the opportunity presented itself after my younger sister moved out of the 2nd floor apartment, I returned to [135 Addison Street](#) to live along with my fiance, Melissa Campbell. I have extended family members, the Fitzgeralds, who also live on the street and have for generations. I wanted to provide this background and context to make it clear that this neighborhood is something that I and my family care about deeply. Also, I wanted to note that I have the perspective of having lived here for a majority of my life while commuting in town via the MBTA, starting as early as 9th grade in order to attend Boston Latin School and currently to travel to work at Liberty Mutual Group offices in Back Bay.

I wanted to make it clear that the scale of the project is and was always the largest concern. I feel as though abutters and other residents in the neighborhood have been misrepresented on this fact, as I have heard the developers state several times that the major concerns were only traffic and parking. While traffic and parking are certainly major concerns that I will address below, they are concerns because of the scale of the project and how the neighborhood cannot support the addition of 270 residential units in such a small area. If this was a more reasonably sized project and one that fit in with the existing neighborhood then our concerns around traffic and parking would be much less severe. The unit count needs to be much lower for this project to not have a huge negative impact on the neighborhood. I would also like to see some of the units be condos to provide ownership opportunities, especially those along Addison Street.

East Boston is already experiencing extreme increases in population density and, in my opinion, over development. Orient Heights and Harbor View neighborhoods in particular have a number of large scale residential projects in progress, planning stages, or about to begin, the largest of which being the proposal for Suffolk Downs that is planning to add 7,500-10,000 units. While the current use of the site is not adding any value to the neighborhood, it also does not negatively impact residents in terms of street parking and traffic, which cannot be said for a proposal of this magnitude.

The traffic and parking situation in this part of East Boston has gotten significantly worse in recent years and continues to with each new development. The claims of the development team regarding how few of their tenants will actually own cars is preposterous and intellectually dishonest. The fact that this is being portrayed as "transit-oriented development" is crazy to me. They are comparing this site and project to others that are located directly adjacent to T stations and have a plethora of restaurants, shops, and other businesses within reasonable walking distance, which is simply not the case here. Having spent most of my life on Addison Street, I can confidently say that an overwhelming majority of residents would need to have cars. Fast and convenient access to services and amenities, such as a grocery store, is missing and the walk to either Blue Line station, especially in winter months, is much more of a deterrent to living in this neighborhood without a car than they are making it out to be.

Traffic estimates, at least as they were presented in the PNF, failed to include the Suffolk Downs project, which will be putting a tremendous amount of traffic and activity in this neighborhood. These traffic numbers also do not account for additional cars from their residents that are not in the on-site parking but will undoubtedly park on Addison Street or Saratoga Street and add significantly to the already poor traffic situation getting to either tunnel during peak morning travel. The use of street parking on Addison Street and Saratoga Street will also adversely impact the existing businesses on Addison Street. Since Addison Street and Saratoga Street will unquestionably be dealing with residents using street parking, the proposed egress to Addison Street must be removed if there is any hope of avoiding a traffic nightmare for the existing residents.

The next issue is concerning the prior City of Boston Board of Appeal zoning decision and agreement that was made with the neighborhood in 1993 (BZC-16537), a copy of which was provided to the BPDA. This existing agreement was

conveniently left out of discussions and then refuted or discredited by the developers. When documents were provided by members of the neighborhood, the developer claimed ignorance of the agreement despite having taken steps to abide by it since purchasing the property (i.e. continuing to contribute money to the community as the agreement stated). In exchange for zoning relief, the prior owner of the site agreed to several conditions. One condition was limiting access to the site via Addison Street to employees of the businesses on the site up to a maximum of 75 vehicles. This also required a locked gate to ensure compliance and an annual certification of the number of employees with access. A second condition was to provide a permanent buffer zone for Saratoga Street residents in the form of the private driveway that runs behind their houses. Not only was this condition treated as a bargaining chip but the developer stated at the public IAG meeting that these residents were technically trespassing and their use of the driveway was illegal, completely disregarding this agreement.

Despite claiming that the agreement was not valid, the developers had stated their intent to continue to honor this agreement at the public IAG meeting, which was a positive step. However, I would argue that their current proposal is in direct violation of that intent as they are impacting both the limiting of access to Addison Street and the private driveway for Saratoga Street residents. In addition to continuing to honor this prior agreement, I would further ask that they also eliminate the potential for vehicles to use the private road behind the Courtyard Hotel as this would add to the already incredibly poor traffic conditions on Boardman Street. To state it simply, the only access to this site should be directly from McClellan Highway with no direct access to Addison Street or Boardman Street via the private road behind the hotels.

I would like to see several improvements of the intersection of Addison Street and Saratoga Street as the current stop signs are sometimes obstructed by parked vehicles and other times ignored which is a danger to those attempting to turn onto Saratoga Street. I also think a raised crosswalk would be beneficial for several reasons. First, it would provide safer access for pedestrians to and from the site. Secondly, this would help address the issue of cars speeding off of McClellan Highway on to Addison Street, which happens often including times when turning on to Addison Street from McClellan Highway is supposed to be forbidden (i.e. 4-7 PM). Additionally, there was a suggestion regarding adding a turning lane on McClellan Highway to help with cars entering the site to ease traffic on the highway and make for a safer entry and I think that would be a great idea.

I think that landscaping the entire property along all of Addison Street and not simply replacing the existing fence would be a positive. Some kind of trees to improve the appearance of the street and somewhat cover the building that is currently there would be nice.

I would also like to ask that the owner meet the expectations both required by the city, as it relates to snow removal, and of simply being a good neighbor, as it relates to cleaning the sidewalk. This past winter is the first I can remember any snow removal being done on their side of Addison Street, which makes me question their motivations, and was not done for every snow storm of significance. In most years, anyone parking on that side of the street or attempting to use the sidewalk for the public access it provides was forced to walk in the street because no snow removal was done. While the snow removal issue is a temporary one, the issue of cleanliness exists all year. To be honest, the sidewalk on that side of Addison Street is disgusting most of the year. Trash collects and broken glass appears that sits untouched for months on end. My fiance and I have a dog that we have to drive off of Addison Street in order to walk for fear of him stepping on the broken glass that constantly litters the sidewalk.

In addition to continuing to donate money to the Salesian Boys and Girls Club, which is an organization that means a lot to me having spent many days after school there while growing up, I would like to see additional contributions made to organizations that benefit the community, with a preference to those in the immediately impacted area if possible. The community contribution portion of the agreement allowed for money to be applied for in the form of a scholarship or grant that residents in the impacted neighborhood could take advantage of. I personally benefited from this program while attending college and thought it was a positive way for those directly impacted by the site to get some benefit.

A suggestion was made by another IAG member about offering to pay for and have solar panels installed on the abutting homes if the owners so choose, and I thought this was a good suggestion as a mitigation option.

I would like to see guidelines put in place during construction to limit the impact on abutters by restricting construction to certain hours to avoid early morning and weekend impact as much as possible.

Finally, I would like to again state that I am vehemently opposed to this project as it is currently proposed. I feel as though the value they claim to be adding around tax contributions to the city, activation and improvement of the street, and combating the urban heat island effect is far outweighed by the negative impacts of traffic, parking, and other concerns that are detrimental to the quality of life of the residents and fabric of this neighborhood.

Thanks for your consideration,
Rich Scaramozza Jr.

On Wed, Mar 7, 2018 at 10:57 AM Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,



Raul Duverge <raul.duverge@boston.gov>

Re: Please Review & Reply- 144 Addison Street- IAG Contact Information

1 message

Skipdot54 [REDACTED]
To: raul.duverge@boston.gov
Cc: [REDACTED]

Thu, Mar 8, 2018 at 11:18 PM

Hello Raul,

Here are my comments re: 144 Addison Street.

I would like to commend the developers for reaching out to the community regarding this project. Having abutters forums and giving folks the opportunity to be heard. Coming to HVNA and OHNC and presenting this massive project, however, I am not certain that listening has been happening.

This project initially with 300 Units and now with 270 Units is way to large for the neighborhood. A 10% reduction on a number of units that is out of proportion to the area is way to small. I realize the strategy with developers is to shoot way high and then gradually come down and it looks like a discussion is happening and that they are working in good faith with the neighborhood. But what is truly occurring is that the developer is playing to the Zoning Board and the elected officials by saying we are trying to be reasonable and these people are not being cooperative and permitting development that the city so badly needs ! The neighborhoods are opposed to overdevelopment not development.

Zoning is there to protect the community, promote health, safety, convenience for people. Also to lessen street congestion and prevent overcrowding which I would submit this project does neither of these to uphold the Zoning Code.

The entrance and exit for this project needs to be on the highway not in the neighborhood. I would oppose a secondary means of egress via the Addison Driveway as it would add congestion and traffic to the neighborhood streets that are already filled with motorists from other communities that are looking for shortcuts to the tunnels. It is a dangerous intersection at Addison and Saratoga and this egress will not promote safety for pedestrians or motorists. As it is now this intersection is in need of some traffic calming interventions. The stop sign is a false sense of security for pedestrians since motorists don't always stop. Perhaps some mitigation monies could be used to improve this intersection. If the agreement from 1993 is still in force as mitigation money continues to be paid by Leonard Florence, that is another reason to maintain the main entrance from McClellan Highway as the means of egress as well.

Parking is needed for this project. The ratio of parking spaces and bicycle spaces needs to be reversed. It is silly to think that you will need that many bike spaces for this project. Although it is a healthy alternative I do not see everyone going to work or shopping on their bikes. Perhaps for leisure or exercise that would be nice. I commend the idea of additional parking being considered from the gym. I also commend the idea for an electric charging station area as this promotes less pollution and is considering the future of the automotive industry. This project is about 15 minutes away from the Blue Line and although it is billed as transit oriented, I still believe that the people who will live here will have and will need an automobile, thus the need for additional parking.

If this project is going to have a transportation coordinator as stated in the EPNF, perhaps it could think about having a shuttle for residents, thus truly eliminating the need to have a car as a selling point for the development.

I believe the IDP needs to be enforced on this project, thus ensuring that the affordable housing units will be on site and not shifted elsewhere. I am concerned about the cost to rent a unit at this project. Although it appears to be cheaper than downtown or the waterfront the price seems to exclude many people except the more affluent. Wouldn't it be nice to build several homes on this property and give families an opportunity to buy a house and grow with the community while also contributing to the churches, schools, businesses etc.

It seems that the immediately adjacent building on Addison Street is going to have its streetscape enhanced. I would suggest that the entire length of the even side of Addison Street should be enhanced. The abutters have lived with the eyesore of the chainlink fence with the ragged cloth and barren sidewalk for years. This streetscape needs to be brightened.

The access to this project from McClellan Highway provides an opportunity to make some significant changes in the road configuration as expressed by Matt Barison. I think widening the roadway to accommodate the entry to the property will permit easier and more timely access to the project.

It may seem like a small matter and I know that the developer apologized for the Old Map, Figure 1-1, but I can't help but think that this outdated map reflects poorly on the developer. Details and knowledge of your surrounding area to your

project is most important since it helps you to plan and strategize how your development will fit into the neighborhood. This outdated map lists St. Mary School, Cheverus School, Savio High School and St. Lazarus School all of which have been closed for a minimum of 10 years and some more than a quarter of a century. How in tune is this developer with the area or is this a selling point.

I think a few options for mitigation for this project are as follows: Salesians Boys and Girls Club which is in the proximity of this project and provides an excellent opportunity for the youth of East Boston to have a safe and healthy afternoon and evening schedule of structured activity. The Ohabei Shalom Chapel/cemetery on Wordsworth Street is an historic burial place as it was the first Jewish cemetery in Massachusetts. It could use some help to transform the chapel into an immigration and learning center. Lastly, I would suggest the Grace Church Federated, corner of Saratoga and Byron Street, they operate a Food Pantry for those in need of food. This Food Pantry has filled an essential service over the years for those of East Boston and it is important in this day and age to continue this vital program.

In closing I would like to state that the City goal of creation of new multi-family housing units should not be at the expense of the existing neighborhood.

Thank you,

Skip Marcella

-----Original Message-----

From: Raul Duverge <raul.duverge@boston.gov>

To: Duverge, Raul <Raul.Duverge@boston.gov>

Sent: Wed, Feb 28, 2018 4:31 pm

Subject: Re: Please Review & Reply- 144 Addison Street- IAG Contact Information

Good Afternoon,

As a follow up the first Impact Advisory Group (IAG) meeting we held on 1/31/18 regarding the [144 Addison Street](#) project, I would like to share the meeting materials with the group.

Attached are the following:

1. IAG Meeting presentation
2. IAG Meeting agenda
3. IAG Information Sheet (emailed previously)
4. Large Project Review Info-graphic handout (emailed previously)

Please review the attached materials and let me know if you have any questions.

As a friendly reminder, please take a few minutes to submit written comments on the proposal by March 9, 2018.

On Wed, Feb 14, 2018 at 11:15 AM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Morning,

As part of the comment period associated with the Project Notification Form for 144 Addison Street, I am asking members of the IAG to please take some time to submit written comments on the proposal. Your role as an IAG member is to identify proposal's impacts and suggest the appropriate mitigation and/or community benefits to address those impacts. You can submit your comment letter individually or as a group (or both).

To that end, I think it would be helpful to share with the group each others emails, in case you would like to communicate or collaborate with one another. Below is a list of the IAG members and their emails:

Anthony Caldarelli- [REDACTED]

Karen Buttiglieri- [REDACTED]

Charles (Skip) Marcella- [REDACTED]



Raul Duverge <raul.duverge@boston.gov>

IAG Member - Support for 144 Addison Street, Ward 1

1 message

Ernani DeAraujo [REDACTED]

Wed, Feb 28, 2018 at 12:14 PM

To: Raul Duverge <raul.duverge@boston.gov>

Cc: lydia.edwards@boston.gov, "Madaro, Adrian C. (HOU)" <Adrian.Madaro@mahouse.gov>, jose.garcia-mota@boston.gov

Dear Raul:

I write this message in support of the proposal for [144 Addison Street, Ward 1, East Boston](#). I grew up in and am moving back to this area of East Boston and it's great to see this former industrial and rental car site being repurposed to welcome families to our neighborhood. I strongly support the proposed 270 units as East Boston, like the greater Boston area, is experiencing a large influx of new families and is in desperate need of high quality housing to meet their needs. I do wish there were more dedicated affordable units onsite as many families are being priced out of our neighborhood and need housing to meet their needs.

I like the design and especially think the height and dimensions are appropriate to meet the need of creating more housing for families. I'm glad they adopted a traffic plan that will accommodate the increasing use of ridesharing vehicles and delivery services like Peapod and Amazon Fresh. I believe there is more than sufficient onsite parking and that the creation of more spaces could encourage more vehicles in the area.

On improving the surrounding area, I wish they'd make a commitment to improve the nearby connection to the East Boston Greenway by Byron Street. Sponsoring a connecting there would allow their tenants to have direct access to the Greenway for protected biking and walking across the neighborhood.

Finally, I was able to see this presentation multiple times and believe the proponents have done an excellent job with outreach to abutters and the surrounding community. When I worked for the Mayor's Office, I worked closely with Andy Dulac of the ownership team and he has history of improving the neighborhood. I wish them well on this project and look forward to seeing it progress as a neighbor.

Thank you for your consideration.

Ernani Jose DeAraujo [147 Trenton Street, East Boston](#)



Raul Duverge <raul.duverge@boston.gov>

Re: Please Review- Upcoming BPDA Meeting Schedule for 144 Addison Street, East Boston

1 message

Rich Scaramozza [REDACTED]
To: Raul Duverge <raul.duverge@boston.gov>

Sun, Feb 4, 2018 at 11:35 AM

Hi Raul,

I have attached a copy of the Agreement that I mentioned to you at the first IAG meeting that you said the city was aware of. My father and uncle, who were both involved in that mitigation and agreement back in 1993, are still reaching out to people to find additional copies. They did get in touch with someone who was heavily involved during that time and he said that the agreement was attached to the deed. If you have any idea who I can contact with the city to try and find additional information I would greatly appreciate it.

I am not going to be able to attend the Scoping Session on 2/7, as I am not able to get the time off from work. However, I did have a few questions that I did not get a chance to raise at the first meeting but I would like the city departments to comment on as there has been some confusion with what the developer has stated.

First, I read over their traffic study, including the projected future traffic volume that takes into account normal growth and other projects in the area. Why is it that the Suffolk Downs project was not taken into consideration in these projections? That project will have by far the largest impact on traffic on McClellan Highway in the future. Also, the PNF that was submitted for the Suffolk Downs project did list 144 Addison Street as a project to take into account when determining their future traffic volume numbers. Given the size, proximity, and timing of each project I would expect 144 Addison Street to take Suffolk Downs into account if they want to provide realistic projections.

Additionally, we were told by the developers at the unofficial abutters meeting in December that the egress to Addison Street was added at the request of the city and BPDA. Was that actually the case? The first design of the project which was presented to the Orient Heights Neighborhood Association as well as the Harbor View Neighborhood Association did not include egress to Addison Street. This egress was added and only presented at one unofficial abutters meeting, which was poorly attended due to it not being appropriately communicated, and never shown to any neighborhood associations.

Thank you for your assistance and let me know if you have any questions or comments regarding that Agreement.

Thanks,
Rich Scaramozza Jr.

On Mon, Jan 29, 2018 at 5:13 PM Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon IAG members,

As a follow up to the email I sent you previously, I would like to share with you the upcoming meeting schedule related to the proposed 144 Addison Street project in East Boston.

The following meetings have been scheduled in connection with the proposed project:

1. Impact Advisory Group (IAG) Meeting- January 31, 2018 at 6:30 pm at the Salesian Boys & Girls Club of East Boston, 150 Byron Street East Boston, MA, 02128.

This will be our first Impact Advisory Group meeting. This will be an introductory meeting where we will discuss the role of IAG and the development team will provide the group with a brief overview of the project. We will then open it up for initial questions/comments/concerns from the IAG. The group should focus on identifying potential impacts and suggesting potential mitigation measures and community benefits. Attached for reference is the IAG Information Sheet and Introduction that I shared with you previously. Please take a few minutes to review this prior to our meeting.

2. Scoping Session- February 7, 2018 at 10:00 am at the Boston Planning & Development Agency (BPDA) located on the 9th floor of Boston City Hall (IAG members are invited, attendance is optional). A

Mary Berninger
156 Saint Andrew Road
East Boston, Massachusetts 02128

March 9, 2018

Raul Duverge
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 144 Addison Street, East Boston

Dear Mr. Duverge,

Please accept this commentary regarding the proposed residential development project to be located at 144 Addison Street, East Boston. I offer this input as both a member of the Impact Advisory Group and as a resident of the neighborhood of East Boston.

While listening and participating at public forums, it seems that there are two camps of thought on developments in East Boston, especially when large-scale projects are under discussion. Individuals either embrace a "no build" stance or they are willing to work with owners and/or developers to reach a compromise. As has happened with many of the projects that have been presented to our community, there is a broad spectrum of opinions on the merits of this proposal. The "no build" opinion did seem to be the one most embraced. Abutters wanted a reduction in the original number of units proposed and the developer offered a 10% lessening of the density. Still, that was not palatable to many. Other abutters wanted a lowering of the heights of the buildings that would accommodate the new scope of 270 units. That seemed to conflict with what works for the proponent and the financial aspects of their undertaking to develop the parcel at 144 Addison Street. Understanding, and embracing, that property owners should be allowed to develop their properties, it appears to this observer that there remains much to be done to bring all stakeholders to a point of compromise because the neighborhood is so conflicted about this proposal. Perhaps, the BPDA could consider an extension of the period of community engagement and comment in order to find a workable solution.

At this time, though, the following aspects of the project are what concern me.

- The biggest controversy surrounding the proposal is the access route to the property. The McClellan Highway driveway should be the only entrance and exit point for the new residents, moving companies, delivery services and taxis/ride-sharing companies. The goal should be making sure that there is no additional traffic impact to the current residents on Addison and Saratoga Streets. For public safety access, there could be a remote-controlled access gate at the egress on Addison Street. That should be acceptable to abutters to ensure that fire apparatus could access the property in the event of an emergency. If that gate is constructed at an angle, there will be no need to interfere with the easement currently used by the homeowners on Saratoga Street.

- There should be no offsite units to allow the developer to satisfy the requirements under the Inclusionary Development Policy. Including the units on site will help many remain in this community: those who are in certain income groups and/or who are seniors wishing to downsize in the neighborhood they call home.
 - Relying on a Transit Oriented Development model to promote this project is disingenuous. The closest MBTA stations are too far away for many to access, even if the proponent wants to include bus routes to aid in their theory that TOD works for 144 Addison Street.
 - The Expanded Project Notification Form includes language that the proponent wants to “increase residential density.” Many, myself included, are of the opinion that density in East Boston has been achieved already and the stresses of that density must be addressed before bringing more large-scale projects online without consideration of ways to relieve the attendant stresses on infrastructure, etc.
 - The proponents should strive to achieve, from the outset, the highest level of LEED certification.
 - There are not enough accessible units included in the proposal. Again, many seniors might consider the development as an option, but accessibility has not been given enough attention.
 - There is not enough parking at the site. Relying on an assumption that residents won’t have vehicles in large numbers cannot be known at this point. Personal vehicles are needed by many, for a variety of reasons, and those vehicles should not be parked on local streets because of a lack of spaces built into the proposal.
 - Recent fires at other large-scale wood construction projects in Massachusetts have brought into question the fire suppression models used during construction. Given the close proximity to the Saratoga Street abutters, please instruct the proponent to guarantee that, as levels of the structures are brought to completion, there must be a working central station alarm system and a working sprinkler system.
 - Please consider not allowing street art or murals at the location. The abutters, and other concerned East Boston residents, want the project to look like the rest of the contiguous area. Over time and regarding several projects throughout East Boston, glaring differences have not received much acceptance. Again, there is room for compromise, but all parties need to work toward an outcome that everyone will accept. A tall order, yes, but with thoughtful input it can be accomplished.
 - The discrepancy about the agreement between the Bull Group and the neighborhood must be addressed. Since the annual charitable contributions have continued, it strains credulity to suggest that the agreement is “not recorded.” The city must take the necessary steps to codify that agreement as a “recorded” document. The ambiguity is not helpful to the discussion about the proposal.
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- Please instruct the proponent that all construction-related vehicles must utilize the McClellan Highway driveway. All pile driving should be done during the week days and never on weekends. The watering of the site during any excavation must be guaranteed to the abutters.
- A recent community meeting was attended by many representatives of construction unions. The use of union contractors would help many in the neighborhood find work and that should be a laudable goal of the proponent and of the BPDA. Negotiations with all parties should reach an acceptable percentage of union labor contracts, an outcome that was embraced by many in the community who attended the March 1 public forum.

There was little discussion at the recent meetings about possible mitigation measures to address the impacts to the neighborhood from the proposal. However, if the proposal receives approval and no measures have been suggested, the neighborhood would be at a disadvantage. Therefore, the following are possible mitigation measures to alleviate the stresses to the community in the event that the development goes forward. As the IAG process continues, other measures may be offered and should be considered.

*Solar panels for abutters

*A yearly payment to the East Boston Foundation in the amount of \$100,000.00 to be used for programming that benefits seniors and youth in the community. That would be in addition to the current community benefit agreement that exists with the Bull Group. The stresses to East Boston of large-scale projects do not impact just the closest residences. There needs to be an expressed and codified way to ensure that the many development proposals will be held accountable to help the host community find a way to endure the added density and stresses on the community's quality of life.

*Construct a community meeting room on the premises. A residential development of this magnitude should not exist in a vacuum. Allowing use of the meeting space by neighbors and community groups will help to bring together the new residents and others sharing the zip code.

*Ensure that all marketing materials, in the near term and going forward, include way- finding information to direct prospective tenants to the McClellan Highway driveway.

Thank you for accepting my submission of commentary. I look forward to the next steps in the IAG process.

Sincerely,



Mary C. Berninger



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street Comments

1 message

tony dell [REDACTED]
To: Raul Duverge <raul.duverge@boston.gov>

Thu, Mar 8, 2018 at 6:17 PM

Greetings Raul Duverge,

It was a pleasure to meet you at the community meeting last week in East Boston and I wanted to state you did a terrific job. Below is my comments to the proposed project at 144 Addison Street. Look Forward to talking more about the project with you and the advisory group. Please note my email is [REDACTED].

As you heard at the meeting, one of the main concerns is traffic and the flow of traffic for this project. As an abutter, we feel that the flow of traffic should go to McClellan Highway as the site is being used today. The flow to McClellan would avoid any issues that will arise on Saratoga Street, which can be pretty bad these days and with many projects being proposed in the area it will only get worse. Please consider changing the traffic flow for the proposal to flow on to McClellan Highway.

One of the topics that wasn't discussed at the meeting was security of the project. The abutters feel that their needs to be a security plan in place. We recommend the developer implement security cameras around the entire perimeter of the project. East Boston today is not the same East Boston I grew up in and the crime has increased. Security cameras would be a great way to fight crime in the area.

It's also imperative that the proper water/sewer and fire hydrants be installed on the Saratoga Street side of the project. There has been various issues with flooding and there have been two fires in our neighborhood that would of been greatly aided by fire hydrants on the "Addison Driveway".

The abutters feel the project is too large and it greatly impacts the quality of life for all of us residing on Saratoga and Addison Street. We feel that the project is too large for the area and really doesn't fit in the neighborhood based on the proposed renderings seen. We strongly recommend reducing the size of the project, as well as, the number of parking spaces for the project which would help traffic issues.

Finally, as you heard we the abutters have an agreement in place with the current landlord and we feel that the project has heard us and will work with us to continue the relationship that has been in place since the early nineties. We have worked together for a long time and I hope it continues that way.

I look forward to discussing the various construction issues we abutters have during the project. We feel that the time in which all construction takes place needs to respect the privacy and quality of life that the abutters have. We feel that construction should be during set times and we would hope that this doesn't occur on the weekends.

Thanks for your time and consideration!
Enjoy the rest of the week and weekend!
Talk to you soon!

Sincerely,

Anthony Dello Iacono
862 Saratoga Street
East Boston, MA

March 9, 2018

Mr. Raul Duverge
Senior Project Manager
Boston Planning & Development Agency
Once City Hall Square
Boston, MA 02201

Subject: 144 Addison Street – Impact Advisory Group

Good Afternoon,

As an appointed member of the Impact Advisory Group I would like to voice my opposition to size of proposed project on the site of 144 Addison Street, the 270 residential rentals units and 179 off-street parking spaces.

After attending the first meeting, I heard many concerns from the abutters. For example, the amount of units with the lack of parking would be an unfair burden to our neighborhood. This project would certainly require additional parking spaces and a decrease in the amount of proposed bicycle parking of 270.

McClellan Highway is always backed up with vehicles on Route 1A north and south. They need to address this issue. They are proposing their entrance and exit to be from McClellan Highway which is an impossible task to mandate.

This area is always flooding. With the additional infrastructure and the size of the buildings, this is causing a serious concern for the residents who live in close proximity. The type of landscaping would need to be careful selected.

I would like to recommend for the footprint of this projects square footage and amount of units to be decreased as well as the bicycle parking spaces. The number of parking spaces should be increased and be a LEED certified project.

We should not increase the amount of affordable housing; we should have additional percentage of moderate rate housing for residents of East Boston. In addition, union contractors should be on site with preferred workforce from East Boston residents/businesses.

In regards to mitigation, whatever monetary allowance we agree to, it should not be sent to the City of Boston's general fund, it should be set aside for East Boston only.

Sincerely,

Karen Buttiglieri
56 Beachview Road
East Boston, MA 02128

**Boston Water and
Sewer Commission**



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

February 16, 2018

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA. 02210

Re: 144 Addison Street, East Boston
Expanded Project Notification Form

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Expanded Project Notification Form (EPNF) for the proposed development project located at 144 Addison Street in the East Boston neighborhood of Boston. This letter provides the Commission's comments on the EPNF.

The proposed project is located on a 3.3 acre parcel of land that is entirely paved with asphalt and is currently used as a parking lot. The project proponent, Addison Street Partners, LLC, proposes construct two residential building totaling 189,770 square feet (sf). The building will have five levels and contain approximately 270 housing units and amenity space. Housing units will be either studio or one and two bedroom apartments. The project will include parking for 179 vehicles in a garage under the building.

For water service, the Commission owns and maintains a 16-inch water main in Addison Street, an 8-inch water main in Brandywyne Drive and an 8-inch water main in William F. McClellan Highway. The water mains are part of the Commission's Northern Low Pressure Zone.

For sewer and drain service, the Commission facilities consists of a 10-inch sewer and 10-inch drain in Addison Street, a 10-inch sewer and 15-inch drain in Brandywyne Drive. The East Boston Low Level Sewer extend across Brandywyne Village Apartments and the Maverick Mills site to Addison Street. The 102-inch by 110.5-inch BWSC combined sewer referenced on page 7-1 of the EPNF is owned by the MWRA and serves as the discharge line from the MWRA's Caruso Pump Station.

The PNF states that water demand for the proposed project will be 40,172 gallons per day (gpd) and wastewater generation will be 36,520 gpd.

General

1. All new or relocated water mains, sewers and storm drains must be designed and constructed at Addison Street Partners LLC'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.

2. As stated in EPNF Addison Street Partners LLC acknowledges the Commission's requirement for developer to prepare an infiltration/ inflow (I/I) reduction plan. The minimum ratio of 4:1 for I/I removal to new wastewater flow 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.
3. 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 green spaces, 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/>
4. The Commission will require Addison Street Partners LLC 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 Addison Street Partners LLC to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
5. It is Addison Street Partners LLC'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, Addison Street Partners LLC 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.

Water

1. The EPNF states that water capacity problems are not anticipated within the system as a result of the Project's construction. Addison Street Partners LLC must conduct a hydraulic analysis of the Commission's water system under maximum day, peak hour



and fire flow conditions to verify that minimum residual pressures in any part of the distribution system do not drop below 40 pounds per square inch.

2. Addison Street Partners LLC 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. Addison Street Partners LLC should also provide the methodology used to estimate water demand for the proposed project.
3. The EPNF indicates, Addison Street Partners LLC will explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. If Addison Street Partners LLC 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. Addison Street Partners LLC 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. Addison Street Partners LLC 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, Addison Street Partners LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Addison Street Partners LLC 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.
2. 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. Addison Street Partners LLC 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 1 above.
 3. Section 7.2.3 of the EPNF provides an analysis of sewer mains in Brandywyne Drive and Addison Street. The analysis indicates the pipes have adequate capacity for sewerage generated by the proposed development. However, the analysis does not consider existing flow sewerage flows or the effects that the addition flows will have on segment of sewer further down in the collection system. Addison Street Partners LLC must evaluate the adequacy the Commission's wastewater collection system to carry both existing and proposed flows in parts of the system that will be effected by the addition flows.
 4. The Commission encourages Addison Street Partners LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 5. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Addison Street Partners LLC 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, Addison Street Partners LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 6. Addison Street Partners LLC 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.
 7. The EPNF states the project will comply with the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to MassDEP Stormwater

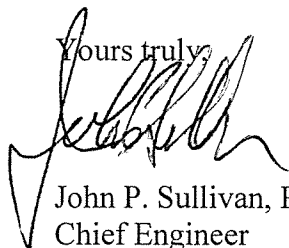


Management Standards, Addison Street Partners LLC will be required to meet Commission standards.

8. 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.
9. The Commission requests that Addison Street Partners LLC 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. Addison Street Partners LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
10. 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. Addison Street Partners LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
11. The open 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.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/RJA

cc: A. Dulac, Addison Street Partners, LLC ✓
M. Zlody, BED via e-mail
M. Connolly via e-mail
M. Nelson, BWSC via e-mail
P. Larocque, BWSC via e-mail



Raul Duverge <raul.duverge@boston.gov>

BPRD Comments for 144 Addison Street / 175 McClellan Highway in East Boston

1 message

Carrie Marsh <carrie.marsh@boston.gov>

Mon, Feb 12, 2018 at 3:44 PM

To: Teresa Polhemus <teresa.polhemus@boston.gov>, Jonathan Greeley <jonathan.greeley@boston.gov>, Raul Duverge <raul.duverge@boston.gov>

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

Boston Parks and Recreation (BPRD) has reviewed the PNF for the proposed project at 144 [Addison Street / 175 McClellan Highway](#). This project seeks a Planned Development Area (PDA) approval that will grant relief from zoning, in exchange for mitigation of the impacts of this relief.

The plan includes 270 units with a total of 332 bedrooms. The submittal does not provide the anticipated number of residents. It can be estimated that the project will accommodate 270 - 664 people.

The project will provide 77,500 sf of open space on the site. It is not clear how this is measured, or how it compares to that which would be required under existing zoning. The open space described in the submittal includes an elevated "urban court" as well as vegetated landscape designed for frequent flooding, allowing groundwater discharge and reduction of stormwater runoff.

The site design does not appear to include any open space suitable for active recreation use. It is therefore anticipated that residents will rely on existing public open space such as Noyes Playground.

In 2015, East Boston was already under-served by public parks suitable for active recreation with a ratio of 1.31 acres of parks, playgrounds and athletic fields per 1000 residents. This is less than the city average of 3.24 acres per 1000 residents. Significant new residential development in East Boston has continued to put additional pressure on existing public parks. Impact mitigation negotiated for this PDA should consider the open space needs identified in the City's *Boston 2030* plan and the *Open Space and Recreation Plan 2015-2021*.

BPRD will be undertaking capital improvements at Noyes Playground in 2018. BPRD respectfully requests that impact mitigation for 144 Addison Street be considered in the form of a contribution which is commensurate to the scale of the development, to the Fund for Parks, to be used for capital improvements to Noyes Playground.

Thank you.

**CARRIE MARSH**

Executive Secretary

Boston Parks and Recreation Commission

1010 Massachusetts Avenue, 3rd floor

Boston, Massachusetts 02118

617-961-3074 (direct) 617-635-4505 (main)

On Fri, Jan 19, 2018 at 5:18 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Evening,

Attached for your review is the Project Notification Form ("PNF") for the proposed [144 Addison Street](#) project (the "Proposed Project") in East Boston received by the Boston Planning and Development



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street East Boston

1 message

Bob D'Amico <bob.damico@boston.gov>
To: Raul Duverge <raul.duverge@boston.gov>

Fri, Feb 2, 2018 at 8:15 AM

Raul,

I have reviewed the Expanded Project Notification Form (EPNF) and I'm pleased to submit the following comments for your review.

The proponent for the above project has done an excellent job of including and addressing my concerns from a transportation perspective. In fact, there is little I can add to the commitments agreed to by the proponent included in the EPNF.

That being said, I have I have just a couple of suggestions for the developer to contemplate. They are as follows:

- 1) All construction vehicles for the entire duration of the project should gain access and egress to the project from Route 1A to minimize impacts the the neighborhood residents.
- 2) I would like to request that the developer consider widening the curb-cut on Addison Street behind the abutting homes on Saratoga Street to allow these residents to gain access to their property without crossing over a curb. This action would please the abutting neighbors very much.
- 3) I would like to request the developer to create a shuttle service to and from the site to either Orient Heights or Wood Island Station. Although the proponent has an acceptable traffic plan, congestion in this general area is very severe during both the morning and evening peak periods. I'm sure residents of the project would greatly appreciate this service.

Finally, I'm pleased to see that the proponent will provide Zip car service. Hopefully, this will reduce the number of vehicles required to satisfy demand for residents of the project. Also, I'm pleased to read that there will be 5% of the parking spaces reserved for electric vehicles with the infrastructure to increase this number to 15% should demand arise.

Sincerely,

Bob D'Amico

--

Bob D'Amico

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
1/31/2018	Michelle	Reilly	1988	Support	This is fantastic, Eastie is super up and coming and we need more new construction to attract others to this side of the water. Get it done fast!
2/18/2018	Ronald	Agostinelli	Self	Oppose	Mr. Duverge: The project will have 270 housing units and 179 parking this is below BTD's ratio of 1.0 to 1.5 parking spaces per housing unit. Overflow parking from this development will exceed the number of available on Addison Street. Addison Street is approximately 1,300 feet in length. Based on a 20 ft. parking spot length, Addison Street could accommodate 65 vehicles. Available parking on Addison Street will be substantially less because my estimate did not consider the 14 driveways and 4 fire hydrants. If you look at goggle maps to check how many cars are parked on the street during an average day it appears that half of the available spaces are currently occupied. Presently, residents in this neighborhood use Addison Street for parking when spots are not available on the street they live on. Also, during snow emergencies parking on Bennington Street is banned. The people that normally park on Bennington Street use Addison Street for parking. The documents filed with BPDA indicates, the main entrance to the development will be from McCallan Highway. I believe most residents will exit and enter the site from the Addison Street entrance. During periods of peak traffic, McCallan Highway heading towards Revere usually backup past the McCallan Highway entrance to the site. In fact, a traffic sign at the intersection of Addison Street and the highway prohibits non-residents from using Addison Street between 4:00 PM and 7:00 PM. Affordable housing, is important in the city. The developer has designated only four units for low income residents this is far to few in a blue collar neighborhood like East Boston. The BPDA should require the developer to scale back this project, eliminate access to the site from Addison Street and provide 1.5 parking spaces for each residential unit constructed. Yours truly, Ronald Agostinelli
2/28/2018	Beatriz	Lopez		Support	I think this would be a great addition to the East Boston community. It would add more housing, which is needed as more and more people are moving to the areas surrounding Boston. As an East Boston resident, I also think it would bring more young professionals like me to the area, and more interest from restaurants and retail, which would really add to the community. Having an active community in this space, rather than what it currently is now, would definitely be a move in the right direction.
2/28/2018	Jordan	Gittzus		Support	The plans for this building look great. It's aesthetically pleasing and also would bring a modern look to the area. I think it would attract a lot of young professionals. It could definitely promote the creations of new restaurants and shops in that area as well.
3/1/2018	Hillary	Parsons		Support	I've lived in East Boston for the last 2 years and think this would be a great addition! There are a ton of families in Eastie who are all being priced out of their homes, and this affordable housing would be such a great option for them. There is a really rich culture in East Boston from families who have lived here for decades, and the last thing anyone wants is for them to be priced out of their homes. I know exactly where this parking lot is (I drive by it often) and this building would be significantly more aesthetically pleasing as well. This will be a great addition to our lively neighborhood, and I am in full support of the project.
3/6/2018	Josh	Mahoney	Harbor View Neighborhood	Support	I am in support of the 144 Addison Project! The parking lot is an eyesore to the area and makes the area and make the area feel unsafe.
3/7/2018	Mark	Wallace	Parlor Skis	Support	Mr. Raul Duverge, Project Manager Boston Planning & Development Agency One City Hall Square Boston, MA 02201 Re: 144 Addison Street EPNF Dear Mr. Duverge My name is Mark Wallace, I am the owner of Parlor Custom Skis, a ski manufacturing business that is immediately adjacent to the proposed development site. I am writing to express my STRONG SUPPORT of the proposed project at 144 Addison street for the following reasons. 1. Community building: I see this project as being able to enrich the surrounding community, right now the fences the surround the lot make the connection between our shop space and the rest of the local business challenging. Opening and modernizing this part of the lot will open this space and make it more inviting. Also bringing more residents to the neighborhood will help to support ours and other local business and make the area more vibrant. 2. Reduction of car transport traffic: It is amazing how many cars move in and out of this 700 car lot in a day. It brings semitrucks into our lot on a daily basis, and a larger issue is the 15 passenger vans and the people that shuttle cars for them, they are often careless and it makes the lot not safe for our customers and staff. Having permeant residents across the street will be a much better set up for us. 3. Integrity of the development team: We have been tenants in this building for over 3 years and I have only good things to say about the owners of the building. They have supported our growing business always been responsive to our needs and shown a commitment to brining business to East Boston. 4. Housing for Employees: It is a challenge for many of our employees to find housing in the area given the lack of supply and cost. Having a large modern business close by will attract more young people to the area making it vibrant, and also helping to support local business. 5. Safety: Having a better lighted space with people here around the clock will make it a safer and more inviting place to work and live. In short this project is going to elevate the area from a business, traffic and safety stand point and myself and Parlor are in strong support of it pushing forward. Sincerely, Mark Wallace Parlor Skis, Owner
3/8/2018	Cyrus	Tehrani		Support	I fully support the project as proposed. Adding 270 homes to Boston's housing supply will help mitigate displacement not only in East Boston, but across the city. Also, the inclusion of 30 income-restricted affordable homes in this project is infinitely more affordable homes than what's currently on the site, which is a surface parking lot. Any reduction in housing density would mean decreasing the amount of income-restricted affordable homes, which would not benefit the community. Location-wise, this is a hugely important transit-oriented development project, adding housing density to a site that is a 5 minute walk to the Orient Heights T station. Please approve this project as proposed.

3/8/2018	Maryann	Scaramozza		Oppose	As a life-long resident of Addison Street I oppose this project. Besides the fact that their proposal goes against an agreement that was made with the residents back in 1993, the size of the project is way too large for the neighborhood. Also, its design as a large-scale apartment complex does not fit in with the single, 2, and 3-family homes in the neighborhood. Additionally, it will bring more traffic and parking concerns to an already overly congested area.
3/8/2018	Richard	Scaramozza		Oppose	As a life-long resident and Addison Street abutter, I oppose this project due to the size and proposed design. Any project should fit into the and reflect the existing neighborhood, which is a 3-family home at a maximum, and this project does not. Any access to or from the site via Addison Street would be extremely detrimental to not only the residents but also the businesses that currently operate on Addison Street. The current zoning for this area is meant to encourage economic development, so any change to that would negatively impact businesses that were looking to operate here in the future. Projects should be a positive that adds to the neighborhood and this proposal would be a negative. Thanks, Rich Scaramozza Sr.
3/8/2018	Veronica	Robles	Veronica Robles Cultural Center	Support	We support to the proposed project at 144 Addison Street which is currently a car parking lot. Veronica Robles Cultural Center is a non-profit organization located on 175 William F. McClellan Highway. We offer unique dance, music and enrichment programs for local families with children. We also offer networking opportunities for adults around culture such as salsa classes and social dancing. Everybody loves our venue and those that have a car love the fact that we have a large parking area but the members that use public transportation often complain about the road because this areas is isolated and dark. Some of our members come from Orient Height and others from Wood Island stations and use Addison St. to go to McClellan Highway to have access to our entrance. We thinks that this project will make significant lighting and aesthetic improvements along Addison St. and will provide a shortcut and easier access to our place for our members. This project will also bring potential new members for our organization providing mutual benefit. We definitely think it is an improvement for our neighborhood and we totally support it.
3/9/2018	John	Morrissey		Support	Good evening, I support this project because I prefer a new development to a sunken lot full of rental cars. I encourage the developers to listen to the neighbors who are willing to discuss how to optimize the project for everyone. There will certainly be a group that will be opposed to any development in that area, but if you seek out the right people a great project can be collaboratively designed!
3/9/2018	Andrew	Zimmermann	Resident	Support	I think this project has thoughtfully responded to both neighborhood feedback but also larger trends in urban living that are emblematic of the "best practices" in residential design. I understand that massing and site planning has responded to the neighborhood context. Mitigating scale/building height with adjacent two to three story wood frame structures with that is efficient for podium construction of this scale (four to six story) is often where projects like these fall flat (quite literally). Instead of using a language that relies on a flat facade with a material change at the upper floors, the project remains contextual by manipulating form and stepping back appropriately while keeping material expression simple and uncluttered. This is one of the successes of the project that I think the community should be pleased with. The site plan and site section seem to adequately predict the storm water and sea level rise concerns that are more acute than ever in East Boston. It is apparent that the site and landscape planning allow for a future where flood waters will enter the site but not cripple the building and its core functions. We need more of this in flood prone areas. The landscape during "normal" operation appears attractive and a vast improvement over the hardscape, autodomained uses that currently occupy the site. Further I don't see an issue with the parking ratio as has been expressed by others. In a region starved for housing supply, we can't demand unrealistic parking ratios and expect the market to deliver housing at an affordable cost. Even with most units being geared towards the upper end of the market, it provided critical supply that should only help satisfy the immense demand to live in the neighborhood. I urge the city to frame the discussion around off street parking demands as a housing affordability issue not a traffic issue as I see off-street parking requirements of .5 per unit as much more realistic and attainable than 1 per unit as many have demanded. Those pushing for a greater number of spaces per unit than what is proposed are often those complaining loudest about affordability. The public can't have it both ways if it wants development and its associated investment to happen. I would urge the city to continue to push the envelope with lowering off-street parking requirements for projects like this. This project will rely on the blue line, newly expanded silver line and bus lines to serve residents. I'd rather any savings the developer realizes in reduced parking requirements be redirected to a general fund that invests in mass transit maintenance and infrastructure. There is of course a limit for a project of this size in terms of off-street parking but I don't believe this project is close to that "minimum" below which would be unrealistic. It is my hope that this project moves forward and receives the approvals it needs in order to constructed during this current economic cycle.



Raul Duverge <raul.duverge@boston.gov>

Support for 144 Addison St

1 message

Mark Wallace [REDACTED]
To: raul.duverge@boston.gov

Wed, Mar 7, 2018 at 11:57 AM

Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201
via email to raul.duverge@boston.gov
Re: [144 Addison Street](#) EPNF

Dear Mr. Durverge

My name is Mark Wallace, I am the owner of Parlor Custom Skis, a ski manufacturing business that is immediately adjacent to the proposed development site. I am writing to express my STRONG SUPPORT of the proposed project at 144 Addison street for the following reasons.

1. **Community building:** I see this project as being able to enrich the surrounding community, right now the fences the surround the lot make the connection between our shop space and the rest of the local business challenging. Opening and modernizing this part of the lot will open this space and make it more inviting. Also bringing more residents to the neighborhood will help to support ours and other local business and make the area more vibrant.
2. **Reduction of car transport traffic:** It is amazing how many cars move in and out of this 700 car lot in a day. It brings semitrucks into our lot on a daily basis, and a larger issue is the 15 passenger vans and the people that shuttle cars for them, they are often careless and it makes the lot not safe for our customers and staff. Having permeant residents across the street will be a much better set up for us.
3. **Integrity of the development team:** We have been tenants in this building for over 3 years and I have only good things to say about the owners of the building. They have supported our growing business always been responsive to our needs and shown a commitment to brining business to East Boston.
4. **Housing for Employees:** It is a challenge for many of our employees to find housing in the area given the lack of supply and cost. Having a large modern business close by will attract more young people to the area making it vibrant, and also helping to support local business.
5. **Safety:** Having a better lighted space with people here around the clock will make it a safer and more inviting place to work and live.

In short this project is going to elevate the area from a business, traffic and safety stand point and myself and Parlor are in strong support of it pushing forward.

Sincerely,

Mark Wallace
Parlor Skis, Owner

Mark Wallace | Owner/Manager | Parlor Skis

Phone: (413) 884-4747



175 William F McClellan Hwy | East Boston, MA 02128

parlorskis.com

MERIDIAN WHOLESALER, INC.
121 MERIDIAN STREET
EAST BOSTON, MA 02128

March 8, 2018

To Whom It May Concern:

I write this letter in support of the proposal for 144 Addison Street, Ward 1, East Boston. Having grown up in the city of East Boston and traveling there everyday to work at our family owned business, I am very pleased to see this vacant site being developed to bring new families to our neighborhood and to provide families the opportunity to enjoy affordable and desirable housing in our city. Therefore, I strongly support the proposed 270 unit residential development.

Thank you for your consideration.

Sincerely,

Freddie Noviello
President
Meridian Wholesalers
121 Meridian Street
East Boston, MA 02128



Raul Duverge <raul.duverge@boston.gov>

Re: 144 Addison Street EPNF

Nicole Voss [REDACTED]
To: raul.duverge@boston.gov

Mon, Mar 5, 2018 at 3:03 PM

Dear Mr. Durverge,

My name is Nicole Voss and I am a resident of Eagle Hill as well as neighborhood delegate to the AWPG at NOAH. I would love to see this project become a reality - the building and site would both make wonderful neighbors. I strongly believe that the building will benefit the neighborhood more than the existing 700 car parking lot. The project will provide an affordable alternative to the Seaport District, etc., and will preserve 50% of the site as permeable open space. This open space is critical to the entire neighborhood as we face the impacts of climate change. Finally, the proposed project will make significant lighting and aesthetic improvements along Addison St.

Thank you for your consideration,

Nicole Voss



Veronica Robles Cultural Center
175 William F. McClellan Highway, East Boston, MA 02128
www.vrocc.org / (781) 558-5102

Boston, MA - March 8th, 2018

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

Re: 144 Addison Street EPNF

Dear Mr. Durverge,

This is a letter of support to the proposed project at 144 Addison Street which is currently a car parking lot.

Veronica Robles Cultural Center is a non-profit organization and we offer unique dance, music and enrichment programs for local families with children. We also offer networking opportunities for adults around culture such as salsa classes and social dancing.

Everybody loves our venue and those that have a car love the fact that we have a large parking area but the members that use public transportation often complain about the road because this areas is isolated and dark.

Some of our members come from Orient Height and others from Wood Island stations and use Addison St. to go to McClellan Highway to have access to our entrance. We thinks that this project will make significant lighting and aesthetic improvements along Addison St. and will provide a shortcut and easier access to our place for our members.

This project will also bring potential new members for our organization providing mutual benefit.

We definitely think it is an improvement for our neighborhood and we totally support it. Please let me know if you have any question. I can be reached via email at contact@veronicarobles.com or via phone at (617) 308-2314.

Yours truly,

A handwritten signature in black ink, appearing to read "Veronica Robles".

Veronica Robles
Founder - Director

Abutters
856-860-862 Saratoga St
Boston, MA 02128
617.943.3839

February 9, 2018

Raul Duverge
BPDA Room 910
Boston City Hall
Boston, MA 02201

Dear Mr. Duverge,

We are writing to you today to voice our displeasure and to voice our complaints and concerns about the 144 Addison St, East Boston MA Project Proposal. We have resided at our homes from over thirty five to sixty years, respectively. We have seen and continue to see many changes in our neighborhood and it has impacted our quality of life on many levels. The proposal has a lot of concerns we would like to have addressed.

The process has not been very transparent. Many abutters on Saratoga street have not been made aware of the scope of the project and many were not notified about the abutter's meetings being held.

First, our concern is traffic. We have voiced our concerns about traffic in the meetings that were held. Residents from Addison street were very concerned about traffic flow that will only get worse with this project. The initial proposal did not have any traffic flow go to Addison street and the latest renderings does in fact have traffic flow via "Addison Driveway", which is not a drive way but a private road and a fire lane. The original project was called 175 McClellan. We feel that traffic and all flow should go through that path, not Addison street which would then flow onto Saratoga Street, which currently has traffic that has only gotten worse and will continue to get worse with many projects in the surrounding area.

Our next concern is "Addison Driveway", which as previously stated is a private access road for abutters only and also a legal fire lane. The abutters on Saratoga Street have had access to this private roadway since an agreement in writing was put in place in 1993 with the landlord back then. The proposal states that "Addison Driveway" will be shared with the residents from 144 Addison Street, which creates issues for abutters coming to and from their homes. The private roadway has been deemed a fire lane.

Finally, we feel that the height of the project should be scaled down since it creates issues with abutters privacy and overall views from their backyards. The abutters at 860, 862 and 864 will be facing a building and the amount of sunlight experienced will also be diminished.

If a proposed dog park is built within the project we don't want to deal with the nuisance from the noise and odor from that park. It should be away from the residences of the abutters.

All abutters of this project should have full access to whatever amenities are part of 144 Addison Street.

We also have various concerns about the construction phase for this project because it will impact the daily lives of all the residents involved. Below are some concerns

- A. Construction will create a lot of particles that will flow towards the abutters, we would like to avoid that if possible. What plan is in place to assist all abutters with any unforeseen issues from Construction?
- B. Noise levels from Construction will be difficult daily, we would like to lessen that. Construction should end by 2pm daily to allow private quiet time.
- C. Construction should not occur during weekends to give residents quiet time.
- D. "Addison Driveway" should be repaved and leveled to avoid flooding.
- E. Lighting and security with implementation of security cameras around the entire perimeter of the building, which would include the so called "Addison Driveway"
- F. Signs that specify that access to Addison Driveway is PRIVATE and no TRESPASSING
- G. Traffic improvements to the area, possible adding a light at the intersection of Saratoga Street and Addison Street
- H. Plowing on Addison Driveway continues as agreed upon

We the abutters feel that the amount being discussed is minimal compared to the scope of this project and we will be happy to work together with you in bringing this all together with your assistance.

Sincerely,

Michael Walsh, Abutter 856 Saratoga Street East Boston MA

Anthony DeMeo, Abutter 860 Saratoga Street, East Boston MA

Giulia Dello Iacono, Abutter 862 Saratogs Street, East Boston MA



Raul Duverge <raul.duverge@boston.gov>

144 Addison Street - March 9, 2018 Comment

1 message

Michael Feeney [REDACTED]

Thu, Mar 8, 2018 at 5:34 PM

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

March 8, 2018

Mr. Raul Duverge, Project Manager

Boston Planning & Development Agency

One City Hall Square Boston, MA 02201

via email to raul.duverge@boston.gov

Re: 144 Addison Street EPNF

Dear Mr. Durverge,

I am writing on behalf of First Realty Management, managing agent for Brandywyne Village Company Limited Partnership "Brandywyne Village." Brandywyne Village is a 402 unit townhome community located at [88 Brandywyne Dr.](#) It the largest single abutter immediately adjacent to the proposed project site. We believe that the proposed use of [144 Addison Street](#) could make significant aesthetic improvements along Addison Street. However, we need the following matters addressed. Our questions and concerns are below.

Impact of "rammed aggregate piers" on Brandywyne Village:

- Will there be a pre-construction inspection of the adjacent properties conducted by an independent third party that will take photo or video recordings of existing conditions? In view of the extensive "pier ramming" required, it is important that a pre-construction inspection be conducted in which videos or photos are taken of potentially impacted areas at Brandywyne Village, including exposed foundations, roads, and other elements of buildings or common areas that may be impacted by the proposed construction.
- There needs to be vibration monitoring for our adjacent property structures while putting in the rammed aggregate piers referenced in section 6.11.4 of the EPNF. More specifically, digital monitoring points should be set up with seismographs on adjacent structures to make sure those structures aren't negatively impacted during construction activities.
- Also, given that it is reasonably foreseeable that the vibrations from the rammed aggregate piers could cause structural damage to Brandywyne Village, we would like Brandywyne Village Company Limited Partnership named as an additional insured in the contracts that control the installation of the rammed aggregate piers and written confirmation prior to approval of the project that any damage to abutters will be covered.

Impact of the change in topography on Brandywyne Village:

- We are concerned that the property height at 144 Addison Street is being increased by three feet and we are concerned about potential water displacement into Brandywyne Village that may result from this increase. Prior to the approval of the

project, we'd like to see a post construction topography map and proposed water management plan that ensures all runoff is kept on site.

Impact of utility connections on Brandywyne Village:

- We'd like written confirmation that 144 Addison Street will not be using Brandywyne Drive for any utility connections prior to approval of the project.

Impact of light pollution from vehicle traffic entering the proposed garage at 144 Addison Street, on Brandywyne Village and site lighting:

- We would like to see a decorative fence erected between the properties as well as appropriate landscaping to prevent automobile headlights at 144 Addison Street from shining into apartments at Brandywyne Village. We are also concerned about site lighting impacting Brandywyne Village and would like final approval of any proposed lighting installations, fencing or building elements adjacent to Brandywyne Village in all instances where light pollution may impact our site, such approval not being unreasonably withheld.

Thank you for your consideration.

Sincerely,

Frank Cevetello

Chief Operating Officer

First Realty Management Corp.

151 Tremont Street

Boston, MA 02111

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First Realty Management Corp., AMO®

151 Tremont Street, PH 1, Boston, MA 02111

P: 617.423.7000

info@firstrealtymgt.com|www.firstrealtymgt.com



Raul Duverge <raul.duverge@boston.gov>

Re: 144 Addison St Proposal - Comments from abutter

1 message

Melissa Campbell [REDACTED]
To: Raul.Duverge@boston.gov

Fri, Mar 9, 2018 at 11:07 AM

Hi Raul,
I had a few more thoughts to sneak in before the deadline.

Thank you very much,
Melissa

- Not sure if I made this clear, but on top of the speed, there is a large volume of cars that already flow onto our street. Addison is viewed as a shortcut vs going Bennington or Boardman to Orient Heights and Winthrop. Even during the "illegal" hours of 4-7, a stream of cars is always coming down. The cops come and ticket when they can but that is understandably not very often. Between this and the lack of maintenance on the Bulgroup side, the people who come to our street to do or sell drugs at night, it just feels like we are a forgotten street that is always being taking advantage of by the community.
- Will Leonard Florence agreement be upheld? If so, how can there be access on Addison?
- Why is address on Addison with such a large plot of land available - original designs had no egress on Addison and building set far back. We find the "fire trucks couldn't find it if it was 175" a little flimsy given that area has one fire house. The design they showed us had the fire access through the back road to Boardman anyway - so why the Addison address?
- I understand that these will be more affordable than the waterfront, but am still skeptical that these "yuppies" they are going for would find Orient Heights appealing to live in and worry that they will fall short on this target group. Rich and I are in their target demo and struggle with these things frequently since we left "mainland Boston" - we have to venture all over the city for various amenities we want (grocery stores, dog grooming, gyms, shopping, restaurants), feel the isolation of being disconnected from city (grief from cab drivers, friends who never want to visit, having to pay the tunnel toll), not much walkable. I try to appreciate the small beach we have but even that is kinda gross during high season: off leash dogs, gritty sand, trash strewn about, broken glass from kids who drink there every night, living off a ugly highway with gas tanks strewn about. This isn't Jeffries Point with beautiful city views and a hip restaurant or two.
- I am concerned with who they used to build this - was disconcerting to hear of them using a subpar contractor on other projects as they have positioned themselves as very upscale. I have a less of an opinion on union/non-union, I just want the building to be put together in a safe way and I know that union workers typically do a good job.
- This also sets a precedent for future over-development in the Orient Heights area

On Wed, Mar 7, 2018 at 1:25 PM, Melissa Campbell [REDACTED] wrote:

Hi Raul,
Here are my comments on the 144 Addison project. I emailed you as I realized I would far exceed the character limit on the bostonplans webpage. I will send more thoughts along if I have any more, if not you can assume the thoughts of Rich Scaramozza Jr represent my own as well (also Edward Fitzgerald, Rich Sr, and Maryann Scaramozza).

Please confirm receipt if you can. Thank you.

Melissa

Hi Raul,

My name is Melissa Campbell, I am the secretary of East Boston's Harbor View Neighborhood Association. I am a relative newcomer in the neighborhood, and know I will never be a local but I feel civic duty is a responsibility that all residents share and I am honored to help serve my community in this way.

I am also a direct abutter at 135 Addison Street.

My fiancé Rich Scaramozza Jr has lived on Addison most of his life and I have been coming here as a visitor since 2010 and a resident since 2014.

I am very much opposed to the [144 Addison Street](#) proposal at its current scope. It is yet another greedy cash grab to cram as many units into East Boston, fraying the local community in the process which of course the developers care little about as they live in much nicer neighborhoods. As a HVNA board member, I see many proposals that are much too dense for their surroundings (putting 8 condos where 1 single family house stood for example). However, the 144 Addison project is the largest and most obnoxious proposal I have seen in recent years other than Suffolk Downs which at least will offer something in the way of amenities to the community.

These are the aspects of the proposal I take issue with (in no particular order).

Addison Egress!!

- The **number one issue** I have with this project is the egress on Addison. It is the MOST important thing to me and has a hand in most of my below points.

Quality of life impact

- My fiancé has lived in this community his entire life. He is proud to be from East Boston and donates to many local groups (boys and girls/Saleians) that were responsible for shaping him as a child. Our house was built by my Mother in Laws family in 1890 when they immigrated from Europe and every subsequent generation of Lebel has lived their entire life in our house. Although we could live somewhere “nicer” or bigger in the suburbs (like many of our friends) we have chosen to live in and support East Boston. We fully planned on spending the rest of our lives at [135 Addison St](#) but I’m feeling less optimistic about the neighborhoods trajectory. The EB residents quality of life drops with every extra car on Bennington, every full train car at rush hour on the Blue Line, every minute stuck in traffic and this project will only make it worse. When everyone’s quality of life decreases, then we all become worse neighbors, less willing to look out for one another and more likely to react with anger towards others. I commute to Framingham everyday, on an average day it takes me 20 minutes to even get through the Ted Williams – as is, I make the U at Boardman to avoid the terrible Neptune Rd cluster. On the way home 1A frequently comes to a stop as soon as you exit the tunnel. More time spent in the car = less time with family and less happy residents.

Dangerous Intersection at Saratoga & Addison/Traffic

- I asked this question at the public IAG meeting and got what I take as a baloney answer. 144 residents who have a 13 minute walk through city streets to the T are NOT going to “respect the law” and go out of their way to walk along the even side of Addison to then cross in the cross walk at Saratoga. They will obviously dart across Addison as soon as they can so they can easily make the right on Saratoga without going through crosswalk and saving some steps. This will make the curve more dangerous as you will be adding pedestrians on top of cars. The street is already dangerous there. Coming from Saratoga you have to bank hard to the right as people come flying up the middle from 1a. On the reverse, when you get to Addison/Saratoga intersection from Addison it is difficult to know when its safe to make a turn – theres often a big truck on the right side and MANY people either can’t see or blatantly ignore the stop sign on Saratoga – I have almost been t-boned many times. Now we will be amplifying this with more cars and pedestrians..
- Traffic on 1A will increase, some days theres so many people trying to make the U at boardman that we fill up the left hand cut out and back into the driving lane which causes backups. Saratoga and Bennington already experience quite a bit of traffic – lots of pedestrians that cross, stop signs/lights and a school.

Parking

- Between visitors, people who don’t want to deal with a garage for every trip, there will absolutely be more people parking on our street. On its face, OK whatever, but they seem to think that won’t happen. Every snow emergency, you can’t find a spot on the street, or on street sweeping day. Given how fast people whip down our street, this only make its more dangerous for residents to leave driveways due to decreased visibility. I understand it’s the city but this will be a consequence and it’s worth noting given that our street isn’t a normal street. People go so incredibly fast down our street as they use it as just a cut through and forget that families live on it.

Suffolk Downs

- This project will have large, long lasting effects on East Boston. From the increase in traffic on 1A – which is already awful at times, to the influx of commuters on the Blue Line. 144 Addison St is too many units given the scope of SD and it doesn’t seem like the developers have taken this into account in terms of traffic.

Renters vs. Ownership

- Renters will not be as invested in the community as owners. These people will not be attending our HVNA meetings, will likely not be volunteering in the community, will not be involved in community outreach. They are temporary visitors and we will be their temporary hosts. I would be much more positive if these were condos – the quality of people and their actions would be much more beneficial to the community. I have fliered the neighborhood on many occasions (neighborhood events, holiday party etc) and neighborhoods with ownership are the people that respond – they are vested in the neighborhood and seeing it flourish.

Number of cars needed

- I have lived in various places in the city (Mission Hill, Davis Sq) with easy access to amenities, East Boston is not one of them. Which is unfortunate because I love walking and I don't walk anywhere anymore. There is no walkable grocery store, bar, restaurant and I would argue that the Dunks/Orient Heights area is not super walkable either (too far, not much that yuppies would like and not a really nice walk). Given their price point, these people will be "yuppies", they want nice coffee shops, Whole Foods, bars with craft beer. Because all these things aren't close, they WILL have a car. We could be classified as yuppies and we drive to 100% of our errands. We drive to Charlestown routinely for groceries, exercise classes and dog groomings, we go to Adrianas in Winthrop for drinkable coffee and we take ubers or frequently drive into the city for restaurants. The closest grocery store to us is the Stop and Shop in Revere! This is not NYC with bodegas on every corner and an extensive public transit system – people aren't going to drag bags of groceries on their 13 minutes walk from the train.

Governor Baker's unit increase plan

- From Suffolk Downs, to all the condos crammed in every book and cranny, to Portside and all the waterfront development, East Boston has taken on its fair share of the units. It is also very evident to residents that this happens in less well to do neighborhoods. No one is trying to over-develop towns like Newton and Weston as their residents have the power to shut that idea down.

Density

- This is way, way too many units. This doesn't fit in with the neighborhood. Too big, too tall, too many. 270 people at a minimum, 400+ potentially on one street!

Impact on local businesses

- Several businesses on Addison street will be adversely affected as many businesses (Danilchuck, Automated foods, East Boston Health Center) park both employee and company cars/ cars being worked on on the street and use the street extensively for deliveries and whatnot. If the streets are full of 144 people or are full of traffic, they will likely have to leave the neighborhood which would be a shame.

Bulgroup have been bad tenants and neighbors

- Their side of Addison has been woefully neglected over the years. Dog poop and glass frequently line the street. Between that junky side and the lack of clear sidewalk on the odd side with Automated Food trucks I legit drive to Constitution beach to walk my dog. I've never once walked him on our street. There has never been any shoveling in the winter. This is their responsibility and they have only done it when publicly called out for it during this process.

Development teams has been disingenuous at best, lying at worse about many things, particularly the Florence agreement

- Given that they have upheld some parts of the bargain (donating to Salesians), it is highly unlikely that were unaware of document. At best incompetent, at worse lying. Give me a break, they were hoping we were all too dumb to figure it out
- Given that I am outsider (not from East Boston) I have always got the sense that they are banking on the fact that the neighborhood is largely not on email/facebook (to get information/hear about abutters meetings – we have only been fliered once – for the meeting over the summer), and more likely to be more blue collar locals. Every other word is excessively and needlessly large words. It is interesting that Damian got so flustered and snippy with Rich last week - as he is more able to make intelligent points and refute their points on the fly
 - Them trying to act like they are using "how it was" or "how it was intended" historically as inspiration is such garbage. It was intended to be single family homes on the map they show. Every development presentation the community has to sit through has the same exact buzz words: unique parcel (aka opportunity to make \$\$), design reflects character of neighborhood (horizontal lines there, look a horizontal line here, same thing!)

- Traffic study is not believable to anyone who actually lives here and has to commute here. It already takes multiple cycles of lights for me to make the U at 1A or to make the left on Neptune. The vast majority of these “higher income” renters will work 9-5 jobs and will be commuting during the same hours 730 – 845; 4 – 6.

Suggestions

- NO VEHICULAR ACCESS FROM ADDISON STREET – that is our number one issue, even over size.
- Decrease the number of units drastically – they obviously can go lower, they just don’t want to.
- Also close access to Boardman, I would give Daniam the benefit of the doubt that he is not actively trying to put the Addison/Saratoga neighbors and Orient Heights neighbors against each other but that is what happens when its an either/or. I care about all of East Boston and between Boardman and the awful rotary OH deals with its fair share also.
- Cross walk directly across entrance with raised bump on Addison
- Force Bulgroup to improve the street – trees/greenery along entire street, nicer fence – yuppies aren’t going to want to live on an ugly street for no other reason..
- Have a cutout on 1a in the right lane so you can get out of the way to make the right turn – its already a scary right to make as someone is usually right behind you and you make the turn too fast, which is tricky if someone is trying to get on 1A (Danilchuck cars on both sides make it more narrow as well)
- I have thought long and hard about mitigation ideas but am coming up short on tangible ways to make up for how much this will impact us between the traffic headaches and a drop in quality of life. It is just throwing money at us to keep us quiet. I guess we have no choice, so here are some ideas
 - Bring back the coffee shop in the design, at least that would be *something* that would benefit the area.
 - Change at least a portion to condos
 - Im on the fence about asking for access to amenities –I don’t think there really will be any of note and us “locals” won’t have any interest in traipsing around on someone else’s property
 - I thought the solar panel idea Mary had was a good one

Jordan Zimmermann
25 Breed Street #1
East Boston, MA 02128
March 9, 2018

Mr. Raul Duverge
Project Manager
Boston Planning & Development Agency
1 City Hall Square
Boston, MA 02201

Re: 144 Addison Street EPNF

Dear Mr. Raul Duverge:

I am an East Boston resident who has lived in the neighborhood for almost five years. My husband and I own a 2-family rental property in Eagle Hill and live in an owner-occupied condo in Orient Heights. We love this neighborhood and plan to continue raising our daughter here. We frequent local businesses and are involved with the Eastie Village Family Association (EVFA). In 2014, I worked with Neighborhood of Affordable Housing (NOAH) on a Kresge Foundation grant that has partially funded the great work NOAH and their partners are doing for neighborhood climate change research and mitigation.

The 144 Addison Street site is ½ mile from my home. In my opinion, this project will have a positive effect on this neighborhood. The site is currently a large paved parking lot. The proposed building and landscape will allow storm and flood water absorption rather than run off to adjacent sites. Not only does this improve site water management, it creates an inviting landscape for pedestrians. I have never walked through the current parking lot, but will gladly enjoy the proposed landscape with neighbors once it is developed.

As the city has seen in recent nor'easters, flooding is becoming a major issue due to climate change and sea level rise. The most exciting aspect of this project is the innovative solution to dealing with water. This could be a prototype for other projects in the city to test the proposed resiliency strategies. East Boston deserves to see some innovative development and this project offers that.

Mr. Raul Duverge

March 9, 2018

Page 2

I understand the neighborhood's concern about parking. However, if we are going to get serious about reducing carbon emissions, then residents need to reduce their car ownership. This site is walkable to Blue Line and several convenient bus lines, as well as the Hubway bike station. I take the Blue Line every day to work and ride the 120 bus often around East Boston. Residents of 144 Addison should be encouraged to take advantage of the existing public transit as well. This development will encourage and support local restaurants and retail so that residents do not need to rely on owning a car or can at least share a car with family members or roommates.

In addition to the functional benefits of the proposed 144 Addison project, the design of the buildings is refreshing. The materiality is modern but the brick relates to the existing vernacular of East Boston. It is a durable material that will age well (both in style and durability). I am excited to see this project move forward and raise the bar for local development, by both its architectural style and sustainable solutions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Zimmermann", with a long horizontal flourish extending to the right.

Jordan Zimmermann



Mr. Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square Boston, MA 02201
via email to raul.duverge@boston.gov
Re: 144 Addison Street EPNF

Dear Mr. Durverge

My name is Katherine Schneider, and I am a proud local community member and resident of East Boston. My partner and I own a condo in Jeffries Point, and have been a part of the neighborhood for the past three years. Prior to our move, we spent a lot of time in the area visiting family and friends who have an incredible love and pride for their community. We spend a great deal of time in Orient Heights, visiting our favorite local restaurants and small businesses.

I am writing to you to voice strong support for the 144 Addison Street project. The project is certainly an improvement to the underutilized 700 car parking lot that currently exists there today. As an active member of the Jeffries Point community and neighborhood groups, I understand how important issues of parking are to those who live in the area. I feel strongly that issues of adequate parking are more an indication of over-lenient resident parking legislation rather than a problematic by-product of development. If East Boston wants to establish a real solution to issues of parking, our community needs to enforce growing car-per-household restrictions as the community continues to expand. Investments in public transportation networks, and improved service frequency for the MBTA are all viable solutions to the tenuous discussions about parking infrastructure. While developments like 144 Addison Street will affect the parking availability, they should in no way be held responsible for the larger legislative issues that our neighborhood faces, and add immense value to the quality of built infrastructure that makes up the East Boston community. I would encourage the city to work through these issues at a macro-scale, rather than letting pressure fall to individual development projects to resolve a complex and multifaceted issue that is very important to community members across all municipal districts.

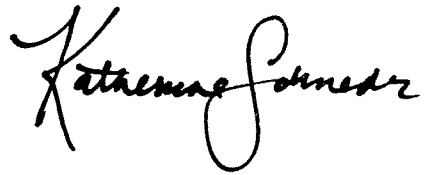
With the influx of recent storm surging events, the East Boston community has certainly felt a palpable need to address our vulnerabilities regarding flooding, and the impacts it has on our infrastructure and services. As the site exists today, with 100% impervious paving, any precipitation is diverted to nearby parcels, causing strain on the water table as a whole. It is exciting to see the Architects + Developers working through solutions that include 50% permeable open space, that will have a positive impact on the community in the event of flooding, and reduce heat-island effect in the neighborhood. The 144 Addison Street project does an excellent job of acknowledging the vulnerabilities that East Boston is up against, and it is so exciting to see a project tackle these constraints creatively and design with future sea-level rise in mind.

The design of the building is very unique, while simultaneously paying respect to the brick materiality prevalent in many classic Bostonian buildings. Many recent developments have been very unimaginative and lack any sort of individual identity outside of adhering to the bottom-line. Most feature the same tone of Hardie panel siding, and lack a sensitivity to the pedestrian-friendly scale of a classic triple decker. 144 Addison Street feels like it belongs in the context, and features great site lighting improvements that will make walks past the

site feel exponentially more safe than they currently do. I appreciate the thought that has gone into the design, both in terms of the massing and the overall quality and range of materials that are being utilized on the exterior of the building.

I look forward to following the progression of this project through development and construction. I hope that 144 Addison Street will serve as an indication of higher-quality development standards for new infrastructure to come.

Sincerely,

A handwritten signature in black ink, reading "Katherine Schneider". The signature is written in a cursive, flowing style with a large initial "K" and a long, sweeping underline.

Katherine Schneider



Raul Duverge <raul.duverge@boston.gov>

144 Addison St. E., Boston

1 message

Darlene Fitzgerald [REDACTED]
Reply-To: Darlene Fitzgerald [REDACTED]
To: Raul.duverge@boston.gov
Cc: [REDACTED]

Fri, Mar 9, 2018 at 3:53 PM

Hi Raul, This is John and Darlene residents of 95 Addison St. E., Boston ... In this e-mail we are giving you our opinions on this project at 144 Addison street.

The size of this project is way too big for this community to handle..

They are not willing to come down on the units at all 270 is still way too much for this Community to handle.

And as for the community agreement that is filed with the board of appeals, they still have not recognized that there is no egress or entrance on Addison Street .

And as for the parking spaces they only are willing to give 172 spots for 270 units. Which means you have 98 units that won't have parking which would mean parking on Addison Street and any other place in the neighborhood. Which would be detrimental to the small businesses on the street. DaniChuck auto body has at least 10 employees that drive and park their cars. There is a vending machine company that has at least 10 to 12 People Who Drive here and park their cars to use the company trucks for deliveries. There is also a painting company that has at least five or six employees that park their cars here and take the company vans to go do their jobs, besides the East Boston neighborhood health clinic which is also on the street. I'm not going to go into the traffic because we all know the amount of traffic in this neighborhood and how much more it will impact this community.

Until the proponent is willing to downsize this project to a reasonable amount of units equal to parking spaces, I cannot fully back this project in anyway, as far as I'm concerned this project only helps the proponent and does nothing for the small business businesses or the residence in this neighborhood

The Proponent should realize one thing, the residents and small businesses where here first.

Knowing that there is a need for residential units in the city at what cost to the residence that already live here ?? I think it should be spread out through all the communities not just East Boston

There is a rumor going around the neighborhood that the city of Boston would like 5000 more units in East Boston, which is way too many in an over populated neighborhood, that's not even counting Suffolk Downs.

Just because East Boston is becoming hot property right now it's time for the City of Boston to take the for sale sign down!!!! This is still a community where people live and raise families.

Thank you

John & Darlene Fitzgerald



Raul Duverge <raul.duverge@boston.gov>

Support for 144 Addison Street, Ward 1

1 message

Justin Pasquariello [REDACTED]

Fri, Mar 9, 2018 at 3:46 PM

To: Raul Duverge <raul.duverge@boston.gov>

Cc: A Dulac [REDACTED]

Dear Raul:

I write this message in support of the proposal for [144 Addison Street, Ward 1, East Boston](#). As the Executive Director of an organization serving a diverse population of children and families in East Boston, I see the critical need to grow the housing stock in this community. As I have passed through the neighborhood, I have also seen the need and opportunity to improve this former industrial and rental car site and to integrate it more into our neighborhood. I strongly support the proposed creation of housing as East Boston, like the greater Boston area, is experiencing a large influx of new families and is in desperate need of high quality housing to meet their needs. I would like to see a continued commitment in this and all Eastie projects to maximizing the creation of affordable multi-bedroom units to help slow the rate of displacement of families from this neighborhood.

This is an excellent design. I'm glad they adopted a traffic plan that will accommodate the increasing use of ridesharing vehicles and delivery services like Peapod and Amazon Fresh. I believe there is sufficient onsite parking and that the creation of more spaces could encourage more vehicles in the area. I look forward to overall neighborhood design that will encourage individuals and families to choose public transportation and other transit alternatives. One approach to doing this might be improving the nearby connection to the East Boston Greenway by Byron Street. A connection there would allow tenants to have direct access to the Greenway for protected biking and walking across the neighborhood.

I know the proponents have done extensive outreach to abutters and the surrounding community. From all my interactions and those of others I know with Andy Dulac, I have heard and seen strong dedication to this neighborhood—both in his development work, and in his broader work with the community. I wish them well on this project and look forward to seeing it progress.

Thank you for your consideration. Please let me know how I can be helpful with any questions.

Sincerely,

J. Justin Pasquariello, Executive Director

East Boston Social Centers

[68 Central Square, East Boston, MA 02128](#)

[REDACTED]

[REDACTED]

Thank you for helping us to build community and strengthen families in East Boston!