

July 14, 2017

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

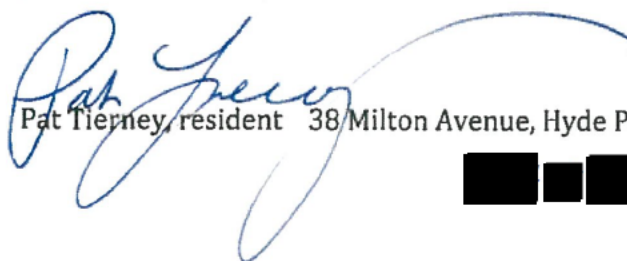

Dear Mr. Campbell:

I am a Homeowner, Commercial Property Owner and Business Owner with strong ties and Affection for Hyde Park. I have read all the details about the proposed development at 36-40 Sprague Street, Readville and I Strongly support the proposal!

It is the very FIRST unique, well planned housing development proposal we have seen in Hyde Park in many years. Its Proximity to the commuter rail, the Classic Campus Style design of the project, the amenities available to the community, the *price point* and the demographic it will attract are among the reasons this project must move forward. Many young people want to live in the city, want to have access to transportation, want to enjoy the benefits of on-site swimming pool, work out facility, we/work space but they have been priced out of the city market. This is a chance for Hyde Park/Readville to attract residents between the ages of 25-35, professionals that will bring their energy and their financial support to the local business community. They will shop in the district and eat in the restaurants and potentially create a demand for more! Another candidate for this type of residence is the, "ready for the downsize generation" of which Hyde Park has many. Many are moving to enjoy rental experiences like this in suburbia. Why will they come? Because this unique downtown type of housing, *with all its perks*, will be available for half of what one would pay in the city core or in the suburbs. Everything you want just a few minutes to downtown.

The beautification of Sprague Pond and the creation of a small sitting park/space is a community benefit as well as a residential amenity. An area long home to heavy equipment, cars, trucks, busses will be transformed into a vital, beautiful residential complex that will bring revenue to the tax base for the city and quality housing. It is a project that has it all. Appeal to young and old, proximity to restaurants, shopping, transportation as well as open space, greenery, hiking and biking...something for everyone.

We too often forget that housing takes the biggest portion of our earnings. This project offers quality housing with significant benefits and at the same time promotes positive growth within the Readville and Greater Hyde Park communities.


Pat Tierney, resident 38 Milton Avenue, Hyde Park


Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201


Dear Mr. Campbell:

I am writing to express my support of the re-development on 36-40 and 50-70 Sprague Street in Readville. I live in Hyde Park and I love the idea of replacing the concrete maintenance yards and the warehouses with new housing. Housing, which I believe will attract young professionals that will bring new life and provide economic support to the Hyde Park business community.

The proposed landscaping, attractive buildings and the creation of a new public park alongside Sprague Pond will surely beautify the area. Sprague Pond will now have picnic tables, seating and walking paths making it accessible to all of the residents of Hyde Park.

As a resident and business owner in Hyde Park, I look forward to seeing the positive progress of this development.

Sincerely,


Tom Papadopoulos
1 Westinghouse Plaza #308

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to enthusiastically support the proposed development of 36-40 and 50 - 70 Sprague Street, in Readville, MA.

I believe it will bring an influx of young professionals who will stimulate economic growth and development in our community. Transforming the concrete maintenance yards into attractive housing with additional commercial and retail space will beautify the area while adding to the neighborhood's tax base.

Hyde Park possesses a surplus of underdeveloped, industrial areas, which do little more consume its space. This development is an opportunity to utilize this resource in Hyde Park. Thank you for your attention to this matter.

Sincerely,

John Taylor
78 Business St.

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to officially my support for the proposed development at 36-40 and 50 - 70 Sprague Street, in Readville, MA.

I believe that this development is a unique opportunity to contribute to the economic, social, cultural, and recreational development of Hyde Park. As such, failure to move forward with the proposed development would create a significant risk of financial and cultural loss for Hyde Park.

Thank you for your time and consideration. Feel free to contact me if you have any questions or need additional information.

Sincerely,

LOGAN SQUARE
BARBER SHOP
A. J. Jarama

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support for the redevelopment on 36-40 and 50-70 Sprague Street in Readville. I believe it will create significant benefits for the overall Hyde Park Community.

The developer's plan to replace the old warehouses and maintenance yards with attractive landscaped buildings will beautify the neighborhood. It will also provide construction jobs, permanent jobs as well as hundreds of new residents to support our local retailers and businesses.

This development is essential for the future of Hyde Park. Feel free to contact me with any questions you may have or support you may need.

Sincerely,

Daniel Schwartz
31 Greenbrook Rd
Hyde Park

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I would like to support the new development on 36-40 and 50-70 Sprague Street in Readville. This type of housing will improve the value of the neighborhood and stimulate positive growth throughout our entire community.

Currently, there are old warehouses and truck yards on the property. The developer is proposing a beautifully landscaped property with attractive buildings offering an array of amenities including a pool, restaurant and proximity to the Readville Station. This housing will attract young professionals will support local businesses and help attract new retailers to Hyde Park.

Thank you for your time and consideration. Please do not hesitate to contact me if you need additional information.

Sincerely,



Lawrence E. Johnson
31 Greenbrook Rd
Hyde Park MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

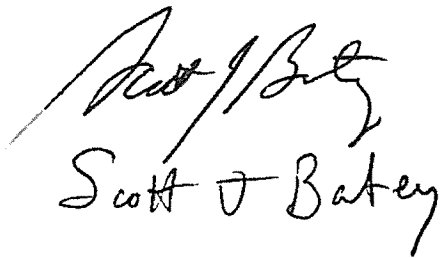
Dear Mr. Campbell:

I am a resident and business owner in Hyde Park and I am writing to support the proposed development on 36-40 and 50-70 Sprague Street. I believe it will promote positive growth within the Readville and greater Hyde Park Communities.

This development will replace the truck yards and warehouses on Sprague Street with a beautifully landscaped housing while providing construction jobs and permanent jobs for our community.

I look forward to continued revitalization of Hyde Park! Thank you for your time and consideration.

Sincerely,



Scott J. Batley

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I enthusiastically support the re-development on 36-40 and 50-70 Sprague Street in Readville. As a resident and realtor in Hyde Park, I believe this type of housing will improve the value of our community.

This development is a unique opportunity to contribute to the economic, social, cultural, and recreational spheres of Hyde Park. An investment in the area will result in the influx of young professionals into our community, a growing subset of the Greater Boston population that has otherwise eluded Hyde Park. It will provide additional commercial and retail space which will increase our neighborhood's tax base, and provide social and recreational opportunities for all of Hyde Park's residents.

Failure to move forward with the proposed development at 36-40 and 50 - 70 Sprague Street would create a significant risk of economic and cultural loss for Hyde Park.

Feel free to contact me if you have any questions or need additional support. Thank you.

Sincerely,



George Salimbas

Kennedy Cleaners

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to officially my support for the proposed development at 36-40 and 50 – 70 Sprague Street, in Readville, MA.

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Thank you for your time and consideration. Feel free to contact me if you have any questions or need additional information.

Sincerely,

Edward Marshall
93 Comp Rd
Hyde Park, MA

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

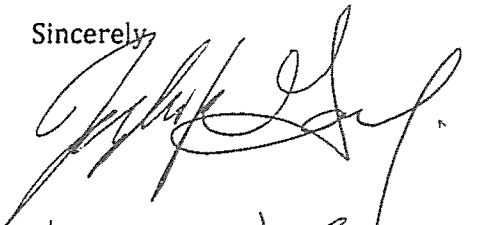
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Failure to move forward with the proposed development at 36-40 and 50 - 70 Sprague Street would create a significant risk of economic and cultural loss for Hyde Park.

Feel free to contact me if you have any questions or need additional support. Thank you.

Sincerely,



JOSEPH J. CARUFI
OWNER
ANTONIO'S BACARO

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support of the proposed development on 36-40 and 50-70 Sprague Street. There is a lack of development in Hyde Park. This housing will infuse new life into Readville and the greater Hyde Park community.

I believe it will beautify the neighborhood, and bring in hundreds of new residents to support the local community while creating new jobs.

I look forward to seeing the positive progress of this development. Thank you.

Sincerely,

Drew Lovell
210 Fairmount Ave,
Hyde Park.

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to support the redevelopment of 36-40 and 50-70 Sprague Street, Readville, Massachusetts. I believe this is a unique opportunity that will contribute to the economic, social and recreational development of Hyde Park.

An investment in this area will beautify the neighborhood, create new jobs and attract young professionals who will support our community and local businesses. The developer has also promised to create a park along Sprague Pond with picnic areas, and walking paths making it accessible to the entire Community.

I look forward to the success of this development!

Sincerely,

David Goldberg
Westinghouse Plz. #C331
Boston, Ma. 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

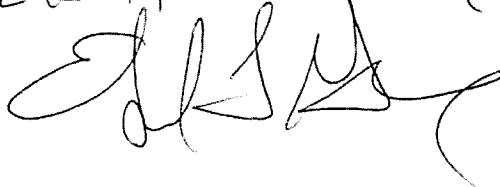
Dear Mr. Campbell:

I am writing in support of the redevelopment of 36-40 and 50-70 Sprague Street. I think the location is perfect. It will replace the existing industrial areas with modern, attractive housing just minutes from the Readville Station.

In addition to the impressive design and location, the plans also call for the creation of a new public park along Sprague Pond with benches, picnic tables and walking paths. This will open up the pond and give access to all local residents of Readville and Hyde Park.

Thank you for your time and consideration.

Sincerely,

Elizabeth L. Greene


1 Westinghouse Plaza
C331
Boston MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I strongly support the new development on 36-40 and 50-70 Sprague Street in Readville. I believe it will foster positive economic growth within the Community.

Replacing the existing warehouses and maintenance yards with this attractive, modern housing will beautify the neighborhood while attracting young professionals who will support the local businesses in the Hyde Park.

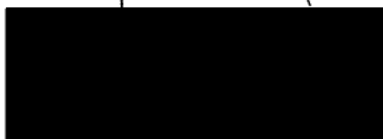
Thank you for your time and consideration. Feel free to contact me with any questions you may have or if I can be of further assistance. Thank you.

Sincerely,



Deborah Leuth

9 Neponset Avenue Hyde Park MA 02136



Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

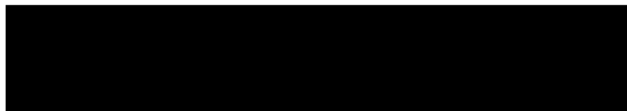
I support the development of on 36-40 and 50-70 Sprague Street in Readville.

I am impressed with the scope and design of the property with its modern buildings and amenities including a pool, restaurant and a pond side lounge. Hyde Park is in desperate need of this type of housing. I believe it will promote positive growth within the community.

Thank you.

R M Keatts

*9 Neponset Ave.
Hyde Park, MA*



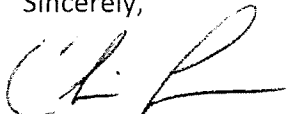
Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Campbell:

I am writing to express my support the re-development of on 36-40 and 50-70 Sprague Street. Readville and Hyde Park are in need of positive and considerate development. This proposed housing will attract young professionals that will be invested in the community and help support the local businesses.

I look forward the continued revitalization of Hyde Park. Thank you again for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

 Chris Leuth
9 Neponset Ave
Hyde Park, MA 02136

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

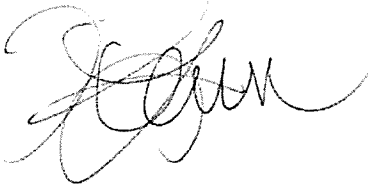
Dear Mr. Campbell:

I would like to support the new development on 36-40 and 50-70 Sprague Street in Readville. This type of housing will improve the value of the neighborhood and stimulate positive growth throughout our entire community.

Currently, there are old warehouses and truck yards on the property. The developer is proposing a beautifully landscaped property with attractive buildings offering an array of amenities including a pool, restaurant and proximity to the Readville Station. This housing will attract young professionals will support local businesses and help attract new retailers to Hyde Park.

Thank you for your time and consideration. Please do not hesitate to contact me if you need additional information.

Sincerely,

 Kara Lennon



Lance Campbell <lance.campbell@boston.gov>

36-70 Sprague Street

Victor Carrara [REDACTED]
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Thu, Feb 1, 2018 at 3:44 PM

Hello Lance,

I'm sending you this note to go on the record that I am in support of the development being proposed for Sprague Street by OMG Sprague LLC.

I've lived in the Readville neighborhood of Hyde Park my whole life and believe developments like this will benefit the area for a number of reasons. I see all over the city increased density in housing adding new restaurants and shops that are positive to living in the city. I also believe in transit oriented development and am hopeful that this project could help improve MBTA and commuter rail service to the Readville neighborhood. I very much hope to see my neighborhood benefit from this project as I fully believe more people living here will be an improvement to being surrounded by the heavy industrial presence we now have to deal with.

Sincerely,

Victor Carrara

41 Clifford Street

Hyde Park, MA 02136



Lance Campbell <lance.campbell@boston.gov>

Sprague Street Development

Thad Constantine [REDACTED]
To: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Tue, Jan 30, 2018 at 4:13 PM

Dear Mr. Campbell,

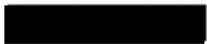
I am writing in support of the new development on Sprague Street, just south of the Readville Commuter Rail Station. I think that Readville will benefit from having more residents that will help make it a more vibrant community. Added restaurants and stores will help keep people in Readville as well. Hopefully having more residents will also encourage the MBTA to expand service to Readville. The added younger residents should help revitalize Wolcott Square as well. Better that we have new residents who are likely to use the commuter rail into the city than more warehouses and distribution centers which just further clog up our roads. I hope that the developer will continue to work with the city and state to mitigate the current traffic issues on the Milton Street Bridge and into Wolcott Square.

Thanks,

Thaddeus Constantine

[1 Westinghouse Plaza, Unit C207](#)

Hyde Park, MA 02136





Lance Campbell <lance.campbell@boston.gov>

Sprague Street Development

Lisa Goren [REDACTED]
To: lance.campbell@boston.gov
Cc: Timothy McCarthy <timothy.mccarthy@boston.gov>

Wed, Jan 24, 2018 at 2:19 PM

Hi Mr. Campbell,

I was unable to attend the large meeting which discussed the Sprague Street Development.

As a longtime resident of Hyde Park (20+ years), I want to say that I 100% support this development. We need new businesses and new people in this area. I apologize for not being there and hope you will take this as a vote FOR the development.

Thanks!

Lisa

[REDACTED]
www.lisagorenpaintings.com

www.lisagorenpaintings.wordpress.com

29 Gordon Avenue

Hyde Park, MA 02136
[REDACTED]



Lance Campbell <lance.campbell@boston.gov>

Supporting 36-70 Sprague Street Project

Jayne Washington [REDACTED]
To: lance.campbell@boston.gov

Sat, Jan 20, 2018 at 1:51 AM

Dear Mr. Campbell,

I hope this email finds you well and in good health. I am a homeowner in Readville very close to Sprague Street. My neighbor, Mrs. Kerry Klaas, contacted me in regards to the proposed development and wanted to know if I was aware of it.

I am so glad she did. My husband and I fully support this project and would also like to be notified when meetings with the development team will occur so we can show our support.

I look forward to hearing back from you soon.

Kindly,

Jayne Washington
President of WashTone Media

WashTone Media
3 Allied Drive
Suite 303A
Dedham, MA 02026
[REDACTED]

We are Certified Partners with:





Lance Campbell <lance.campbell@boston.gov>

Sprague Street Project

Kerry Klaas [REDACTED]
To: lance.campbell@boston.gov

Thu, Jan 11, 2018 at 10:24 AM

Hi Lance,

My name is Kerry Klaas and I'm a 10 year resident of Readville. I attended the meeting last night and based on how it went, I'm obviously in the minority of residents who support the project. The longer term (older) residents are holding a strong stance against it, but more than anything I was appalled by the way they represented the neighborhood. They were rude to the developer and his team and I heard some negative chatter about you as well. I hardly said whether I supported the project or not, but nevertheless was bullied by the woman next to me. I left the meeting feeling dejected and annoyed.

There are a good number of younger families who have moved to Readville. Personally my husband and I bought a new construction single family on Waterloo Street 10 years ago (which I'm sure the older residents weren't happy with as well). We're raising our three young children here. I care about the neighborhood. I singled handily got one-sided parking passed on our street and in addition had a heroin dealer arrested and evicted from the apartment building next door. So unless the older residents have some secret potion and are going to live forever, then us younger residents should have a say in the future of our neighborhood. The older residents are obviously against any kind of change (I'm sure they're the types who also balk at modern conveniences such as online banking, Uber and iPhones).

Given all that, is there a group you can put me in touch with who actually supports the project?

Best regards,
Kerry Klaas
[REDACTED]

Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

February 5, 2018

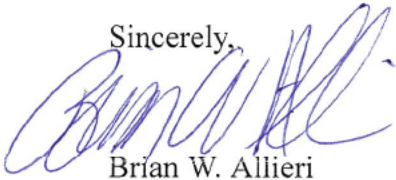
Dear Mr. Campbell,

I am writing to express my support for the redevelopment on the 36-40 and 50-70 Sprague Street in Readville. I believe it will create significant benefits for the overall Hyde Park Community.

The developer's plan to replace the old warehouses and maintenance yards with attractive landscaped buildings will beautify the neighborhood. It will also provide construction jobs permanent jobs as well as hundreds of new residents to support our local retailers and businesses.

I believe that this development is exactly the boost Hyde Park needs and is essential for the future of Hyde Park. Feel free to contact me with any questions you may have or support you may need.

Sincerely,



Brian W. Allieri
999 Metropolitan Ave.
Hyde Park, MA 02136



January 31, 2018

BRA
'18 FEB 5 PM 2:36:00

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Karen Kirchoff. I am a long-time independent business owner (more than 20 years), over ten years now based in Roslindale. As a resident I advocate, with my community, for affordable, accessible housing here in our neighborhoods. My business practice sees a diverse demographic of clients and I am concerned about these neighbors and clients being displaced by proposals like that for **36-70 Sprague Street in Hyde Park**.

This housing development proposal must provide **no less than 35% affordability, at a cost of no more than 50% AMI**. This housing development must reflect **real unit set asides**. I oppose allowing the developer to just pay into the City's affordable housing linkage pool. The affordable units must be here in this development.

I join my neighbors in requesting that BPDA slow down this review process to allow the people who will be affected by this development to offer feedback. I also join with others to request that BPDA: hold more meetings; allow adequate advance- and well-publicized- notice of these meetings; and make an effort to inform and include the large immigrant population in these public meetings.

Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods.

Thank you for your time and responsiveness to these concerns.



Karen Kirchoff
Acupuncture & Herbs
16 Cohasset St.
Roslindale, MA 02131

January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Karen Kirchoff. I am a long-time independent business owner (more than 20 years), over ten years now based in Roslindale. As a resident I advocate, with my community, for affordable, accessible housing here in our neighborhoods. My business practice sees a diverse demographic of clients and I am concerned about these neighbors and clients being displaced by proposals like that for **36-70 Sprague Street in Hyde Park.**

This housing development proposal must provide **no less than 35% affordability, at a cost of no more than 50% AMI.** This housing development must reflect **real unit set asides.** I oppose allowing the developer to just pay into the City's affordable housing linkage pool. The affordable units must be here in this development.

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Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods.

Thank you for your time and responsiveness to these concerns.

Karen Kirchoff
Acupuncture & Herbs
16 Cohasset St.
Roslindale, MA 02131

January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Jill Cowie. I am a Unitarian Universalist minister living in Roslindale and a long-term advocate of affordable housing especially in underserved communities. Over the last several years I have witnessed time and time again the displacement of residents as affordable housing is replaced with luxury condos especially around public transportation hubs such as Forest Hills. I am concerned about the impact of displacement on the individuals and families as well as the community I have come to love.

For these reasons, the housing development proposal for **36-70 Sprague Street in Hyde Park** must provide **no less than 35% affordability, at a cost of no more than 50% AMI**. This housing development must reflect **real unit set asides**. I join my neighbors in requesting that BPDA slow down this review process to allow the people who will be affected by this development to offer feedback. I also join with others to request that BPDA: hold more meetings; allow adequate advance- and well-publicized- notice of these meetings; and make an effort to inform and include the large immigrant population in these public meetings.

Real investment in our communities requires **real** affordability, in housing that is right here in our neighborhoods. This is the mayor's vision, lets starts substantiating that vision with real action.

Thank you for your time,

Jill Cowie

43 Bradwood Street
Roslindale, Ma 02131



Sprague Street Redevelopment

Dana Rousmaniere [REDACTED]

Mon, Jan 15, 2018 at 9:03 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Cc: "timothy.mccarthy@boston.gov" <timothy.mccarthy@boston.gov>

Mr. Campbell,

I attended the first part of the meeting last Tuesday regarding the Sprague Street Development. I unfortunately had to leave early to pick up my kids but wanted to reach out to you as you suggested and add my two cents to the discussion.

There is clearly a real traffic problem in Hyde Park in general and in the area of Wolcott Square and the Father Hart Bridge in particular, there is no secret about that. Also, the proposed development is very large and has the potential to increase the congestion, possibly significantly. From what little we have heard about the proposed changes to the Fr. Hart bridge I personally very much doubt that the changes in store will have the impact needed to offset the potential impact of the development.

From that I'm sure you are expecting that this is one, of what I am sure is many emails opposed to the development. However, I believe that Hyde Park's number one asset is our space. Both open public space such as Stony Brook Reservation, the Neponset River and Meig's field as well as space available for development. I also very much believe that as residents of the City of Boston, a city that has a real housing shortage, we have a responsibility to look for ways to help address that shortage in a reasonable way. In that light I would like to say that a simple yes or no on this project would be shortsighted.

This project should be looked at in conjunction with the city's plans for the Fr. Hart bridge, the negotiations with the MBTA about the fare zones as well as, I believe, with the MBTA about their local property which could be part of the solution as the potential impact of ~500 units next to a station would warrant potentially incorporating some of the MBTA land in the vicinity for roadway improvements, as well as State Legislature and DOT for what funding or other assistance could be provided to help manage the traffic issues.

In short, while at the end of the day this project may or may not be the right project for Hyde Park I think we owe it to the neighborhood and the city to have a full evaluation of the broader issues with all of the significant stakeholders, including neighborhood residents, at the table to fully discuss and negotiate a solution to all the issues rather than simply rehashing the potential problems.

Dana Rousmaniere

303 Fairmount Avenue

Hyde Park, MA





Lance Campbell <lance.campbell@boston.gov>

Sprague Street project

Melissa Luna [REDACTED]
To: lance.campbell@boston.gov

Thu, Jan 11, 2018 at 12:45 PM

Dear Mr. Campbell,

I was disheartened to receive same-day notice about the community meeting last night. I was unable to make the arrangements necessary to attend. As a new resident to the neighborhood, I am just learning about the project and would like to educate members of my household about the development.

Could you please send over any materials distributed at last night's meeting? I understand you are taking public comments through February 2nd and I would like to review any plans prior to submitting my comments.

Sincerely,
Melissa Luna
Hyde Park resident



36-70 Sprague Street, Readville - 1/10/17 Public Meeting

Jacke Willis [REDACTED]

Thu, Jan 11, 2018 at 9:04 AM

To: lance.campbell@boston.gov, jackewillis@comcast.net

Good Morning Lance,

For the people who are actually from and live in Readville, and will be affected by and are actually interested in learning about this project, I want to say Thank You to you, Jordan, Michael and Dave for your time and effort –and- all the information that was presented in a respectful manner. For me, the meeting and information was extremely helpful. I took lots of notes so as to inform other family members and neighbors who could not attend. I will present it as you guys did and encourage these Readville neighbors to attend the next meeting.

My only comment about the project itself is this:

It is people who live in and/or own a business in Readville who will primarily be affected by this new development. Therefore, it should be those people who should voice an opinion and vote on this project. I realize that Hyde Park and Dedham will also be somewhat affected but not in the same way as Readville neighborhoods will be. I also realize that, in this age of inclusion, my comment is an impossibility - but with all these other neighborhoods involved, unfortunately, a true representation and reflection of Readville will never, ever be realized. And the results will be as negative as the people who spoke.

A side note:

I was born, raised and live in Readville (Wolcott Side). My grandparent bought here almost 100 years ago, my mother and siblings grew up and bought here when they got married. They raised their children in Readville – and – most of those kids (me included) bought and raised our kids in Readville. So, I am third generation Readville. I love this town and its history, ambiance and unique character. In fact, there is a T-Shirt logo that those from Readville will recognize - 'Readville Pride'. However, after last night, I am actually embarrassed of are the rude, crude, inarticulate and ignorant supposedly 'neighborhood' people who spoke at the meeting. I don't know who those people are – never heard any of those names – and- I question where they actually live. There were comments made that told me that they know nothing about Readville, its history, neighborhoods or people. In fact, some were totally untrue and contradictory. But I won't get into that. Most said they live in 'Hyde Park' – which, although technically Readville is a part of, it is **NOT** Readville nor are those people representative of Readville.

Again, Thank You for your time and effort – it is appreciated.

Jackie Lyons

PS – if you want to get a true representation of the opinions of some of the people from Readville, I suggest a trip to Cappy's neighborhood sports bar in Wolcott Sq. Identify and talk with the people there who live in Readville. I think you will find the opinions intelligent, logical, level-headed, pleasant and civilized.



36-70 Sprague St

Ivette Timberlake [REDACTED]
To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

Thu, Jan 11, 2018 at 10:27 AM

Hi Lance – thanks so much for giving the Hyde Park community the ability to express themselves yesterday.

I've purchased my home in Readville a year ago, so I'm fairly new to the community. If this project goes through I will be looking directly at it, since I live in Prescott St. I'm neutral, but there are some changes that needs to happen before the community can accept this drastic change.

- #1 as you already know, TRAFFIC. We need to get this fix as soon as possible, that way the community can get a real feel for what traffic might look like if this development goes through.
- The development is too large! PLEASE scale down, 8 stories high? Look at this bird eye's view! Then look at all these tiny houses. (I live where the arrow is pointing).



- MBTA need to drastically reduce the t-pass to increase ridership. My job pays \$217.50 for my t-pass, if it wasn't for that, I too would be driving. People will use Readville/Franklin line if the cost was more affordable.
- A question that I have is, besides the restaurant can the community use the gym, day care, sports bar or are these amenities for the tenants only?

Thanks so much, looking forward to the next public meeting.

Ivette



Ivette Timberlake, Finance and Administration Supervisor

Massachusetts Housing Partnership

160 Federal Street, Boston, MA. 02110

Work: [REDACTED] Main: 617-330-9955

Email: [REDACTED] Web: <http://www.mhp.net>





36-70 Sprague Street Impact Advisory Group Meeting Nov 27 ~

Patricia Tierney [REDACTED]
To: Lance.Campbell@boston.gov

Tue, Nov 28, 2017 at 4:28 PM

Lance good afternoon,

I hope this note find you well and rested ~

Thank you for taking the time to arrange for the IAG Meeting last nite (Nov 27) there are the benefits with a small group ~


With any course, the pace is important, as you did indicate 'this is just the starting line'. In my haste speaking, I do hope I did not offend you or others. If so, I do apologize.

Readville, MA is a portal of history, perhaps in some manner we may pause to notice. The future is our realization.

With regard to traffic control, the studies include clauses perhaps you are able to provide clarification. It would stand to reason if/when, either project moves forward; Sprague Street or Yard Five, the traffic recommendations would be considered as it is currently of significant concern.

Please, when time allows review the attached and further advise implementation.

Regards,
Patricia Tierney
Tel: [REDACTED]

 2017 BPDA 36 70 Sprague St Project Notification Sec 3-28.pdf
381K

Citizens for the Preservation of Readville (CPR)
P.O. Box 316
Readville, Ma 02137

August 29, 2017

Mr. Lance Campbell
BRA dba BPDA
One City Hall Square

RE: 36-70 Sprague St.

Dear Mr. Campbell,

Our neighborhood group, Citizens for the Preservation of Readville (CPR), has become concerned with the fading depth of citizen participation in the impact advisory group (IAG) for the 36-70 Sprague Street proposal. To begin with: we were informed by the original BPDA project manager that it is routine that 15 members are selected to sit in the IAG, yet in this case, only 12 were selected. One of those 12 had been identified by BPDA as pending and as he has not appeared at either the formal or informal gathering of the IAG, it is presumed that the number in the group is 11. It was reported to us that at this informal gathering of the IAG, a few other nominees decided not to participate. Also, one member had attended and informed all that he had just moved out of Hyde Park and thus was withdrawing from the IAG. It appears that the number is now at 7 and one of them has just reported to the neighborhood that his house is up for sale and he will be leaving the city.

First and foremost, it comes across as improper that this group has assembled themselves privately to discuss the proposal. The public should be informed of all assemblies and have the opportunity to attend such. The point of this letter is that perhaps it is time to start all over again. The timing of the first meeting, close to the July 4th holiday, has been criticized by all, including some elected officials. At that meeting, the makeup of the IAG was questioned as not one of the abutters to this proposal was invited to participate on the IAG. It was also observed by us in attendance, that only one woman and not one member of the minority population was sitting at the table of the IAG. The total population of the IAG seems to be less than half the preferred number of 15, so BPDA should consider a fresh start to avoid consistent skepticism of the process.

With all due respect,

CPR - Rosalie Carlson
David Rea
Craig Martin
Dianne Knecht
Angela Finn
Martha McDonough



Readville Campus project

Kelly McAuley [REDACTED]

Fri, Jan 26, 2018 at 12:03 PM

To: lance.campbell@boston.gov

Hello Mr. Campbell,

I am writing you after hearing about the proposed building project in Sprague Street as detailed here: <http://www.bldup.com/projects/readville-campus>

As a nearby resident in Dedham, I am very concerned about the impact this development would have on local traffic. The congestion on Sprague Street in the Readville station area is already at capacity with the Milton Street Bridge always being at a full stop during many hours of the day. The heavy traffic that roars through residential Dedham down Sprague Street on its way to 128 is already at high capacity (not to mention high speeds!) The backups it causes on East Street and at the East Street rotary will become unbearable.

While I am in favor of creating more affordable housing for all, I believe that the impact the traffic would have on current and new residents would not be desirable. Urban sprawl is unavoidable, but we should always be mindful that an area's roads and bridges can handle the anticipated increased traffic.

Thank you for your attention to this matter. I do hope that you and your colleagues will make the best decision for all current and future residents.

Best,
Kelly McAuley

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Antoinette. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

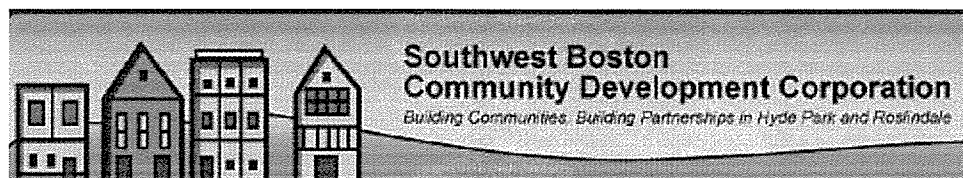
In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is DAUPHIN JEAN I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

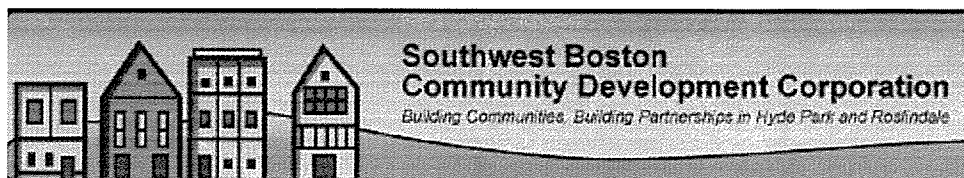
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Thank you for taking my concerns into consideration.

Sincerely,

Signature 



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Lina Ramirez. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

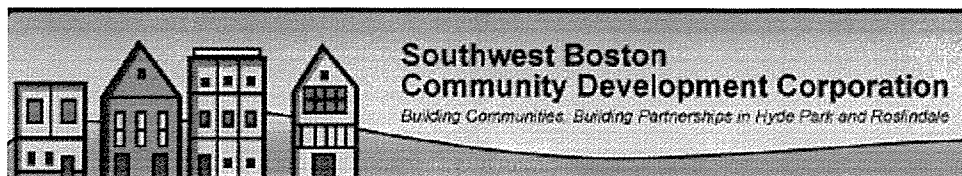
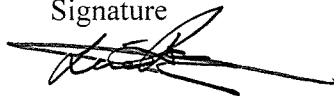
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Thank you for taking my concerns into consideration.

Sincerely,

Signature



January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

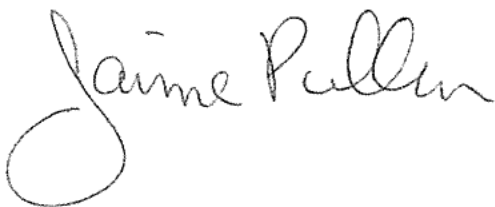
Hello, my name is Jaime Pullen. I live in Roslindale and work with my neighbors in Roslindale and Hyde Park to create and advocate for adequate affordable housing in our neighborhoods.

I am aware of the project proposed at 36-70 Sprague St. in Hyde Park. I hope the BPDA and Mayor Walsh see this as an opportunity to truly increase the number of affordable newly constructed units in our part of the City. To ensure that the current residents who live in Hyde Park and Roslindale will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide **at least 35% affordable housing**, at a cost of no more than 50% AMI. We want these to be **real units set aside** in this development; I oppose letting the developer merely pay into the City's affordable housing linkage pool instead of producing the affordable units we need in *this development*. In general, I support the Mayor's vision for 2030 of developing many more units to meet housing demand. However, we need a real commitment on the part of the City to ensure our neighborhoods are ethnically and economically integrated, block by block... development by development. Integration is a cornerstone of the vision which will continue to make Boston a great place to live.

I also hope that BPDA hold more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park and Roslindale; a population that is more than 30% not native English speakers. Let's get more creative with finding solutions to meeting Boston's housing demand.

Thank you for considering my perspective and I trust you to act in the public interest.

Sincerely,

A handwritten signature in black ink that reads "Jaime Pullen". The signature is written in a cursive style with a large, looping initial "J".

Jaime Pullen

31 Cotton St. Boston, MA 02131

January 25, 2018

Dear BPDA,

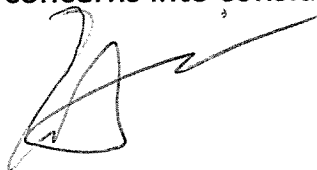
Our names are Quiana and Uka Agbai. We are a residents of Hyde Park and are very concerned about the project proposed at 36-70 Sprague St.. While we are not opposed to new investment in our neighborhood, we are against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents as well as likely increase the speed of displacement happening across the city.

We support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with a concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking our concerns into consideration.



Quiana & Uka Agbai

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Mula Chery. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

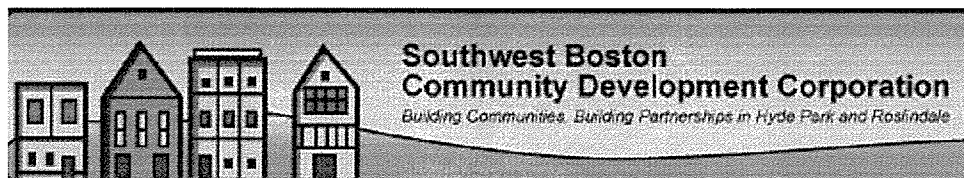
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

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Thank you for taking my concerns into consideration.

Sincerely,

Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Shelita Burke. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

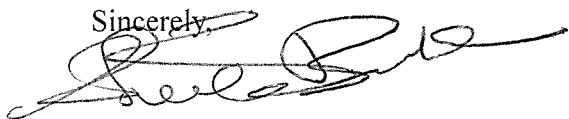
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I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

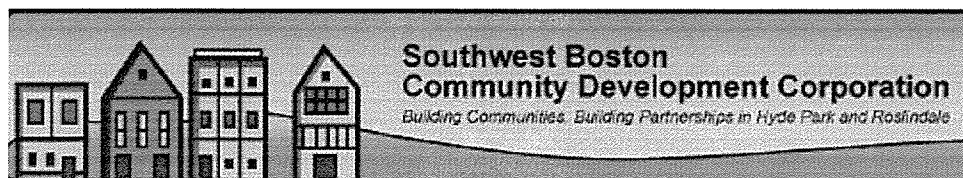
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Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Gabriel Spivey. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

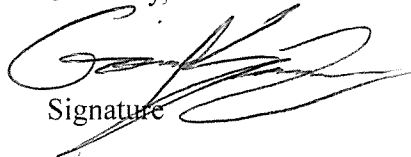
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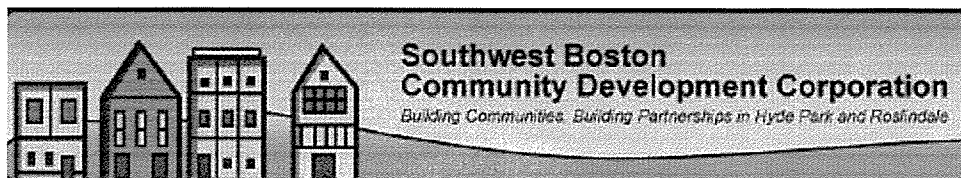
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,


Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Anille Spivey. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

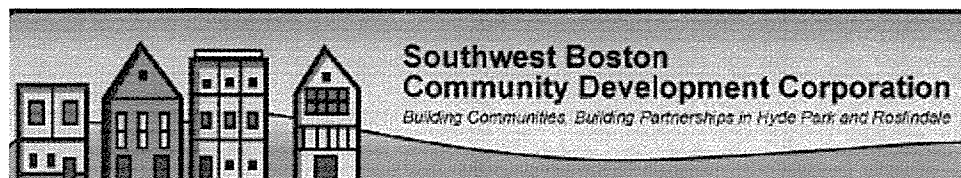
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Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

I live in SouthWest Boston and have concerns about lack of affordability in new developments like the one proposed for Hyde Park at 36-70 Sprague St. It is another example of development that drives displacement, rather than enhancing the neighborhood for average working families who have been living here. This proposal as currently conceived will drive rents up overall and people out --a pattern spreading across the city.

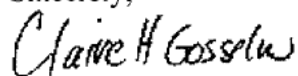
Like many people, I welcome neighborhood improvements, like good access to transit and other amenities. The problem is that more and more housing is geared towards higher income, with very low percentage set asides for what is considered affordable according to an AMI that does not represent the reality of the neighborhood people's income. To ensure that the current residents who live in Hyde Park will be able to afford living here with improvements, projects like this should provide at least 35% affordable housing, at a cost of of no more than 50% AMI.

My husband and I are fortunate to own our home in Roslindale, which we purchased in 1991. However, I am familiar with some of the difficulties experienced by hard-working low income immigrants and citizens. When my father died young, my mother was left to raise 5 children. Fortunately, we had a small house that was paid off upon my father's death thanks to an insurance policy that included the provision. While we had none of the extras -- summer camp, sports activities or other enrichments, *we had a home*, unlike most moderate to low income families facing the same situation today. Single parent households, usually headed by women, continue to be displaced at a higher rate nationally -- and I doubt Boston is an exception to this. There are major health and other consequences for the whole family and the community when this occurs. We want our neighborhoods to include a diversity of incomes, ethnicities and people of different hues that constitute the human race *and our city*, and make life better for ALL of us.

I join in asking that the review process be slowed down, that there are more, broadly composed and well- publicized meetings, with a concerted effort made to inform and include the large immigrant population that lives in Hyde Park.

Thank you for considering my concerns.

Sincerely,



Claire H. Gosselin
25 Cotton Street
Roslindale, MA 02131-1609



January 31, 2018

Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Alexander Nadel, a resident of Roslindale, I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed. Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of of no more than 50% AMI.

In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alexander Nadel', written in a cursive style.

Alexander Nadel
31 Conway St. Apt 3
Roslindale, MA 02131

January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Clady's Alexander am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

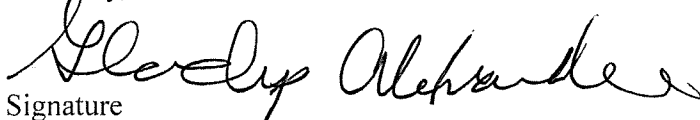
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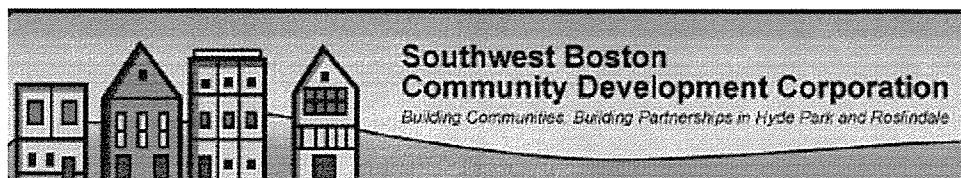
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Thank you for taking my concerns into consideration.

Sincerely,


Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Chantal Firmini I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

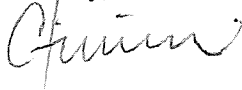
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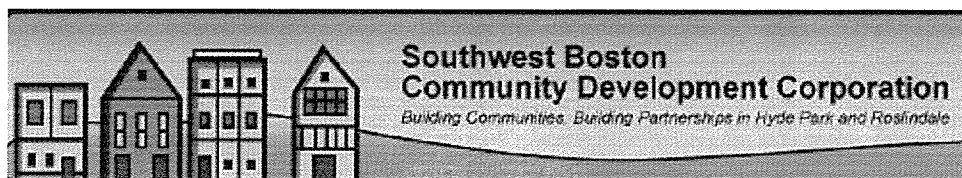
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Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Nicole Wiggins. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

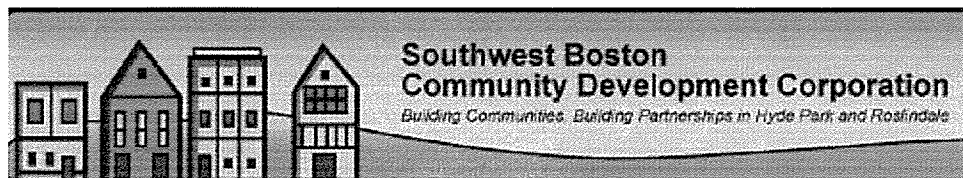
In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers.

Thank you for taking my concerns into consideration.

Sincerely,



Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Hello, my name is Sonie Johnson. I am a resident of Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St.. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed.

Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city.

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Thank you for taking my concerns into consideration.

Sincerely,

Sonie Johnson

Signature



January 22, 2018
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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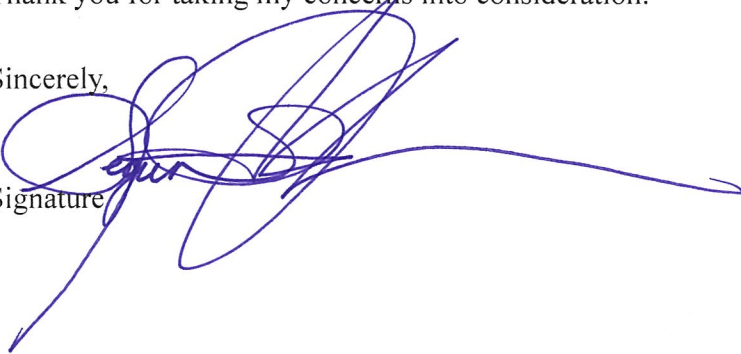
I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of no more than 50% AMI.

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Thank you for taking my concerns into consideration.

Sincerely,

Signature



LANCE CAMPBELL

BOSTON PLANNING & DEVELOPMENT AGENCY

ONE CITY HALL PLAZA

BOSTON, MA 02201

RE: 36-70 SPRAGUE ST, READVILLE

I HAVE LIVED IN READVILLE FOR 44 YEARS, I HAVE A FEW POINTS TO BRING UP.

1. THE PEOPLE
2. THE PROJECT
3. TRAFFIC
4. REPRESENTATION

1. A DOOR TO DOOR NEIGHBORHOOD SURVEY WAS TAKEN, RESULTS WERE 87% AGAINST THIS PROJECT, 11% UNDECIDED, & 2% IN FAVOR. IN WHAT SOCIETY DOES 13% DEFEAT 87%. A HAND VOTE AT THE JAN 10TH MEETING WAS UNANIMOUSLY AGAINST THIS PROJECT.

YET WE THE PEOPLE ARE STILL NOT BEING HEARD, WHAT DOES IT TAKE?

2. A PROJECT OF 521 UNITS WITH AN ESTIMATED POPULATION BETWEEN 521 TO 1000 RESIDENTS SHOULD NOT BE LEGAL WITH ONLY ONE ENTRANCE

EXIT, IF THIS IS INDEED THE PLAN, IN CASE OF A MAJOR EMERGENCY THIS IS A POTENTIAL DISASTROUS SITUATION, IF THIS IS THE CASE IT SHOULD BE ILLEGAL, THIS SHOULD NOT BE OVERLOOKED.

3. TRAFFIC HAS BEEN AN INCREASING PROBLEM IN THIS NEIGHBORHOOD FOR YEARS. NOW ALL OF A SUDDEN WE GET SOME ACTION, ITS BEEN NEEDED FOR YEARS BUT IGNORED, IS IT BECAUSE OF THIS PROJECT THAT THE TRAFFIC ISSUE IS FINALLY GETTING ADDRESSED? LOOKS LIKE THE NEIGHBORHOOD IS BEING THROWN A BONE OF SORTS & IS SUPPOSED TO BE HAPPY, PAINTING LINES & ARROWS ON THE ROADS & A FEW TRAFFIC LIGHTS REGULATED BY CITY HALL IS A START BUT I'M NOT SURE ITS A FIX GOING FORWARD, BUT IT MIGHT HELP. IF THIS PROPOSED PROJECT IS KILLED DO WE STILL GET THE PROPOSED TRAFFIC IMPROVEMENTS?

4. SEEMS TO ME THIS PROJECT IS STRONGLY OPPOSED BY THE LOCAL RESIDENTS, WE ARE TOLD WE HAVE A VOICE, WHY IS IT IGNORED OVER & OVER? MORE MEETINGS ARE NOT GOING TO CHANGE THE SITUATION FOR US RESIDENTS. GOING FORWARD FUTURE MEETINGS SHOULD

BE STRICTLY LIMITED TO RESIDENTS OF READVILLE, HYDE PARK & DEDHAM. AT THE JAN 10TH MEETING WE HEARD AN OBVIOUS "PLANT" SPEAK TO US, HE IS FROM NORWOOD. I DON'T GO TO MEETINGS IN NORWOOD TO TELL THEM THEIR BUSINESS, I SINCERELY THINK THEY SHOULD RESPECT OUR THOUGHTS ABOUT OUR NEIGHBORHOOD ISSUES & STAY AWAY. SHAME ON THE CONTRACTORS TEAM FOR THIS LOW LEVEL PLAY, TO ME IT SHOWS WEAKNESS, HE IS THEIR PLUMBER.

IT IS OBVIOUS CITY HALL REALLY WANTS THIS PROJECT IN SPITE OF THE RESIDENTS OPPOSITION & POSSIBLE SAFETY ISSUES. RESIDENTS DON'T SEEM TO MATTER TO THIS ADMINISTRATION, WE HAVE BEEN TOLD "IF YOU DON'T LIKE THIS PROJECT, THEN WHAT?, SOMETHING WILL GO HERE!"

MY ANSWER IS THIS PROJECT IS TOO OVERWHELMING FOR THIS AREA FOR OBVIOUS REASONS. LIGHT COMMERCIAL INDUSTRY HAS BEEN A GOOD NEIGHBOR FOR OVER 100 YEARS, WHY IS IT WRONG NOW & WHO SAYS SO. BRINGING MORE BUSINESS INTO BOSTON I THOUGHT WAS A GOOD IDEA. GOVERNMENT IS SUPPOSED TO BE "OF THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE."

THIS IS NOT HAPPENING IN THIS NEIGHBORHOOD, UNFORTUNATELY!

LANCE, SORRY TO TUN ON BUT I GET A LITTLE WORKED UP ON THIS SUBJECT, IT DOESN'T SEEM FAIR THAT WE FEEL THAT NO ONE INVOLVED REALLY SEEMS TO CARE ABOUT US. THIS WHOLE THING MAKES NO SENSE TO ME & ONLY ONE GOVERNMENT OFFICIAL SPOKE ON OUR BEHALF, & HE WAS FROM STATE GOVERNMENT.

IS EVERYONE IN CITY GOVERNMENT SO COLD & CALLOUS. ONE MAN'S AGENDA MIGHT NOT BE FIGHT EVERYWHERE JUST BECAUSE WE CAN SQUEEZE IT IN.

THANKS FOR YOUR PATIENCE.

SINCERELY

Harry Gardner

HARRY GARDNER

16 STAMBO ST.

Craig Martin
8 Colchester St.
Readville, Ma. 02136

October 30, 2017

Mr. Lance Campbell,
BRA/BPDA
Boston City Hall

RE: 36-70 Sprague St.

Dear Mr. Campbell,

This letter is sent to you under distress. Hyde Park went through a zoning process under the direction of BRA from which Article 69 was drafted and subsequently certified by the city in 2012. This procedure took a period of two years and BRA had hired several consultants in traffic, landscaping, and urban development to guide us along. In combination with the BRA staff members I presume this cost us taxpayers many tens of thousands of dollars. BRA repeatedly told us during the process that we should not consider changes to Article 69 for at least 20 years as we must give Article 69 time to benefit Hyde Park. All of the Hyde Park organizations and neighborhood associations had accepted this and now we plainly see that we were duped by BRA as BRA/BPRA never intended to honor this zoning article.

In his "Mondays with the Mayor" session with Hyde Park this Mayor, when questioned, told us that he would respect Article 69 and thus would not be condoning changes to such. He said he would only be seeking changes to the Forest Hills area of Jamaica Plain. He thanked the Hyde Park residents at this meeting for all the time we spent in drafting this zoning article. But yet, the actions of BRA/BPDA and the mayor display that we've all been duped. The recent larger proposals have been applauded by the city despite requirements for a "change in use" of Article 69. A large apartment building is going up on Nott St. which had been designated for "mixed use". A nine unit building is going up on Hyde Park Ave. in an area zoned to accomodate two-family structures. Vehement neighborhood opposition did not influence City Hall.

Some time ago, BRA changed the zoning on a couple of parcels associated with the Finegan Properties on River St. The local neighborhood association probably would have encouraged this change as they've been very supportive of this developer. But they certainly weren't pleased when I informed them of this "backdoor" deal at their monthly meeting.

This month BTM held a meeting in Readville regarding upcoming changes around Wolcott Square. Having read the traffic report by Howard Stein & Hudson, I asked the engineers where they obtained the information that the "Estimated Completion Date" of the construction of this Sprague St. proposal was the year of 2027. The engineer told us that BPDA was the source.

All along we've been presented by BPDA the illusion that this is not a "done deal" yet we have in ink that indeed it is.

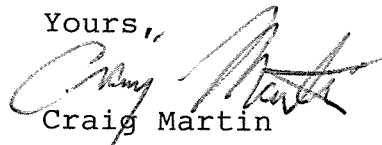
As presented in the Boston newspapers, this administration was making every effort to transform BRA into BPDA so as to erase the stigma associated with the former. I recognize that the state legislature has not formally accepted this change and perhaps for good reason. It is BPDA that is making a mockery of Article 69. The public was assured that BPDA would ensure better communication with involved communities and hence listen more intently to communities surrounding development proposals. We have seen no evidence of this in regards to the proposal for 36-70 Sprague St.

At public meetings hosted by the proposed developer we have heard testimony from direct abutters on Sprague St. that they were attending said meetings only because they heard about it on the streets and not because they were properly informed of such. BPDA held the first Impact Advisory Group (IAG) meeting on the week surrounding the July 4th holiday celebration and with only a very short notice, within days of the meeting. I, myself, was actually inadvertently responsible for informing one of the members.

As if this weren't offensive enough. BPDA had a flyer distributed at the meeting that indicated unreasonably that community input would not be accepted after the middle of July and in fact, we discovered that the website address given to provide such comment was not even functioning properly.

One would hope that BPDA pays attention to the petition papers presented to your office by our neighborhood group, Citizens for the Preservation of Readville (CPR). Months ago the Boston Globe newspaper did inform our group that they are much interested in this proposal and would like us to keep them informed. We do intend on sending them copies of the cover letter enclosed with the petition as well as earlier letters we sent to you and I'll be sending a copy of this as well.

Yours,



Craig Martin

Lance Campbell, Senior Project Manager

January 23, 2018

Boston Planning and Development Agency

One City Hall Plaza

Boston, MA 02201

RE: Proposed Development @ 36 - 70 Sprague Street, Readville

We have been residents of Readville for 33 years. We are opposed to this development for the following reasons:

- The proposed buildings and property do not fit with the existing surrounding neighborhood. The density and scale would totally change the integrity of our residential community. Our neighborhood is mostly 1 and 2 family homes and some small apartment buildings. This project is just way too big for our tiny Readville.
- Traffic congestion in our area is already at a peak. A project of this size would only add to further clog our already maxed intersections and roadways. Further traffic could become a safety hazard for both current and new residents. Readville already bears the burden of garaging many of the city's school buses as well as numerous trucks from local small businesses. We should not be expected to endure even more.

Again, we are against this proposed development. Please feel free to forward this letter to any other city or state officials involved in this project. Thank you for your attention to this important matter.

Roy & Catherine Prout

17 Colchester Street

Readville, MA

[REDACTED]



Dear Town Council,

I am writing to
comment on why I do
not want the Unit
Housing proposal. I
am eighty seven
years old in good
shape so far. I do not
want my trip to any
more as I live on
West Motor St.
If I need emergency



services which I do
at times I want there
not impeded in their
response to help me.

Thank you

Josephine Pero



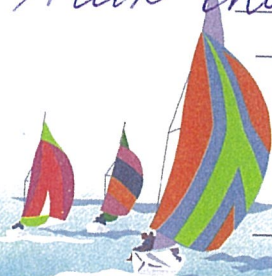
Ms. Josephine Pero
47 1/2 W Milton St.
Hyde Park, MA 02136-1927

January 28, 2018

Dear Mr. Campbell,

Please reconsider
putting 521 apartment
at 36-70 Sprague St
It would be a complete
nightmare.

The traffic day and night
would be horrible and
ruin the Community.



Sincerely,
Ann Erickson
151 Bonham Rd
Dedham 02026



Ann Erickson
151 Bonham Rd
Dedham, MA 02026



Craig Martin
8 Colchester St.
Readville, Ma. 02136

January 30, 2018

Lance Campbell
BRA dba BPDA
One City Hall Square

RE: 36-70 Sprague St.

Dear Mr. Campbell,

First and foremost, please record this correspondence as opposition to the proposal on 36-70 Sprague St.

For some time I've been urging you to bring particular specialists along to an IAG meeting so as to address questions that have been brought forth at earlier meetings but never answered. This letter serves as a more formal attempt to obtain these answers and therefore I anticipate said answers to be mailed to me at the address noted above.


Residents had asked how this apartment complex will affect their childrens' likelihood of admittance to the local Roosevelt school. This school tends to K-8 students. What is the maximum number of students in this age group that the complex could house? What is the number of students that the developers anticipate living here? If 10 or 20 children move in and wish to enroll in the kindergaten classes, how does that impact the likelihood of 3 families currently living here who also wish to enroll?

I am concerned about their source of Boston water. Will there be a new water main installed specifically for this address or will they be utilizing mains that are currently servicing other streets? What is the impact on water pressure in our homes if this large complex shares the use of these water sources?

There is still plenty of time to bring personnel from the school dept. and Boston Water and Sewer to the neighborhood but in the meantime please mail me the sought after answers

Also, it is expected that some folks from one or two special interest groups will continue to lobby you to urge a greater concentration of "affordable" units be placed in this proposed complex. These people are not residents of this neighborhood and a great percentage of one of the louder groups do not even reside in Hyde Park. The arguement from Readville has never been the type of potential residents but rather the incredible number of such.

Your Truly,


Craig Martin



February 1, 2018

Via Certified Mail # 70162710000070618079

Mr. Lance Campbell
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Sprague Street Development

Dear Mr. Campbell:

Please accept this letter in objection to the proposal by OMB Sprague LLC to build a 4 buildings (some 7 & 8 stories high), 521 unit apartment complex at this local industrial site that is landlocked by 3 railroad tracks (Providence Line, Franklin Line & Fairmount Line), 2 bridges (Father Hart & Sprague) and a pond.

I am a Readville resident within 500 or so feet of the proposed site (just over the Sprague Bridge). My reasons for objection to this project are:

A: Project is not a fit for the neighborhood / location

1. Readville is a community of mostly single home (with some multi-family, owner occupied properties). It has a high concentration of elderly. An apartment / rental development that is 20% or more of the total homes in Readville will irreparably destroy the nature and identity of the neighborhood;
2. Safety is a major problem. The geographical limitations at the proposed site restrict egress to the proposed 521 apartments to one small driveway at the base of the Sprague Bridge. A single entry and exit point does not support a residential apartment complex of this or any size and if allowed would prove disastrous for residents and first responders in an emergency;
3. The entire Hyde Park community worked for a long time with the city during the recent zoning reviews in 2014 to identify, maintain and tighten the local industrial zoning (LI-1) within the HP area and want to keep it;
4. The 1F-6000 residential sub district near the Dedham line of the Boston development will be negatively impacted by the project;
5. The proposed height of the project, at 7 & 8 stories, even given the grading of the site, will significantly and / or totally block the view that the Readville neighborhood has of Blue Hills. Those heights will also add significant shadowing to the residential single family homes off of Sprague, West Milton and Readville streets and block the morning sun that will rise in back of the buildings.

B. Too Many Variances for one project

6. The project use is not "as of right" and the community, particularly abutters and close proximity neighbors, do not support a use variance for the project;
7. The scope of the apartment project is too large and dense for the footprint the developer has under agreement and out of proportion to other approved projects in the city.
8. The Floor Area ratio (FAR) of 1.9 for the project is not within zoning requirements of either the LI-1 (1.0) or the 1F-6000 (0.3) zoning rules and the doubling and tripling of the ratio should not be approved;

9. The proposed heights of the project is outside the allowable zoning restrictions and will negatively impact the neighborhood's quality of life.

C. Negative Impacts to Quality of Life and Neighborhood:

10. The congestion, noise, fumes and traffic in the area is already past solvable and this project will further aggravate the congestion issues and deteriorate the quality of life in the area;
11. Proposed "lights" at the Farther Hart Bridge will not solve (or need time to demonstrate their effectiveness before any new projects get greenlighted) the volume or traffic flow issues already in existence in the area;
12. The intersections at Sprague, West Milton, Milton, & Readville Streets, as well as Fleet & Milton, Neponset and Hyde Park Ave are too tight, restricted and cannot, particularly on the bridges, handle the volume of traffic currently in the area nor an increase a project this size would generate;

D. Other reasons to deny:

13. The Readville Yard 5 project which has been recently modified and is being built, will add more truck (including large truck traffic, equipment, vans and car traffic, from businesses and their employees to this same area and that impact has yet to be felt or truly addressed;
14. Readville Yard 1& 2 are still being contemplated for additional projects as part of the MBTA layover, facilities and use projects and as they are, as of right projects, will need little oversight and therefore their impact is not being considered;
15. The maximum 68 "affordable" units out of the total 521 units the developer is touting at 70% of median income will not in any way offset the damage to Readville by transforming it from a "high owner occupied single family neighborhood to a "transit", transient rental community;
16. Nor will the rentals units in any way support or assist the high concentration of senior citizens in the Readville / Hyde Park neighborhood who linger on decade long waiting list for neighborhood housing that is suitable, safe, income restricted places to live;
17. The staggered construction schedule proposed to "maximize lease buildup" will itself result in years of construction that itself will harm the single family residential Readville neighborhood; and finally
18. Due to the significant and unmovable railway track boundaries, and inability to move the pond or build new infrastructure like new bridges to traverse the tracks, there is absolutely no room or options for any significant roadway and/or access, diversion, flow reconfiguration or expansion of traffic in the area of the proposal that will alleviate any of the above problems with site location, access, safety, congestion or pollution that 521 rental housing units would bring.

Respectfully,



Roberta Johnene
100 West Milton Street
Readville, MA 02136

MICHAEL G. KING
PRESIDENT
HYDE PARK HISTORICAL SOCIETY
44 SCHOOL ST.
APT. C24
WESTON, MA
02493-2517

January 11th, 2018

Dear Mr. Campbell.

Am writing to express my extreme opposition to Mr. Jordan Warshaw's proposed project at 36-40 Sprague Street in Readville. Its architectural style is industrial, Stalinist-era ugliness, that can abundantly still be seen in the former Soviet Union from the Baltic States to the Czech border.

Mr. Warshaw's paid "traffic expert's" massive mendacity in his highly incorrect assertion that this preposterous project of 300 cars will not, repeat, not adversely impact an already-impassible traffic jam existing in Readville, and more locally, at the traffic-jam at the triangle of the 6.63 acre site containing more than 200 cars.

As noted in last night's public meeting, nearly 100% of Readville's residents oppose this money-grubbing by Mr. Warshaw's associate. I hope that the City of Boston hears their protests.

Very sincerely yours,
M.G. King



Lance Campbell <lance.campbell@boston.gov>

36-72 Sprague St

Christopher MacDonnell [REDACTED]
To: Lance.Campbell@boston.gov, Amicozz12@rcn.com

Fri, Feb 2, 2018 at 7:11 PM

Lance Campbell. I am a resident of Reedville and I am against this project. The traffic along Sprague Street in the afternoon is already horrible; we do not need 521 more apartments. Every apartment now needs at least two cars per apartment.

We want he like industrial business not apartments.

I vote NO. Thank You.

By The way where is our second or third meeting that you were supposed to set up for this project at St Anne's School?

Rachel MacDonnell.
16 Norton St.
Readville MA 02137



Lance Campbell <lance.campbell@boston.gov>

36-72 Sprague St apts

Christopher MacDonnell [REDACTED]
To: Lance.Campbell@boston.gov

Fri, Feb 2, 2018 at 7:00 PM

Lance, I am emailing you to show my displeasure with the Sprague St apts project.

I am AGAINST it; I do not feel it is good for the hide Park community. It will make all kinds of traffic nightmares which spray street already has; never mind all the extra traffic with the yard five project which is literally next door to them. The project will also take away the scenic view of blue hills as well.

Also there is NO WAY that there are enough parking spaces, every unit will be needing two parking spaces at least.

This whole project is nothing more than a high and apartment complex. What we would like to see go in is a light industrial business where we can put people to work.

I vote NO for this project. Thank you.

Christopher MacDonnell
16 Norton St.
Readville Ma 02137



Home Street, Hyde Park proposed apartment complex

Jeanine Mc [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 7:24 AM

I am a Dedham resident and live within a half-mile of the proposed apartment building construction for Home Street in Hyde Park. I see this proposal as truly dangerous in all respects. First: traffic in this area will become immediately out-of-control and will certainly lead to many accidents. Not just in Hyde Park, but on the streets in Readville and Dedham just above the proposed project -- along the train bridges, the street leading to the parkways and the street to the 4-way stop at West Milton. These streets are ALREADY heavily trafficed; rarely are police monitoring or helping with traffic flow there. Between 5 and 6pm, there is often a 20-minute delay for a driver coming down W.Milton toward the train bridge and needing to turn right on Sprague Street. Really incredible traffic here.

Second: the proposed building would be 7 stories high with 521 units. Certainly, this means at least 1000 people living in the building--most likely, more than 1000. Incredible! Right on the cusp of the train station! I don't think Dedham fire has trucks that can service a building this high. Not sure about Boston fire. In any case, a fire in the proposed building would be disastrous...really disastrous. And think of trying to clear traffic for a fire during rush hour and getting emergency equipment in and out...Remember, the plan also calls for a parking lot adjoining the apartment structure!

Overplanning: a childcare facility onsite, a cafe onsite...This only adds to the madness of a mammoth structure squeezed into a miniature area. An apt literary comparison: Alice in Wonderland trying to shrink herself down to get out of the rabbit's little house.

I beg the board that is overseeing this proposal to see its danger and folly. Yes, our neighborhoods desperately need low and middle class housing -- absolutely. But this proposed building is NOT the answer. It's a disaster waiting to happen.

Sincerely,

Jeanine McCartan

[84 Lancaster Rd, Dedham](#)



Sprague Street

Mimi Turchinetz <mimi.turchinetz@boston.gov>

Fri, Feb 2, 2018 at 6:15 PM

To: Lance Campbell <lance.campbell@boston.gov>

Attention Mr Campbell:

Please be advised that I am submitting my comments on the [36-70 Sprague Street](#) proposed residential project. I am concerned about the scope, size and unit mix as well as the affordability of this project, and as it currently is proposed, I can not support it.

At the community meeting that took place in Readville several weeks ago, it was evident that the contiguously abutting neighbors were quite concerned about the project. Although Readville is a neighborhood that includes quiet, single family homes, much commercially zones properties, as well as much green space, there is one unifying factor: community residents feel that this project is just too big for the neighborhood. It does not fit into the residential streetscape, nor is it in keeping with the current Readville neighborhood feel.

Additionally, although it fulfills the BPDA required affordability mix, it does not meet the need in the neighborhood.

As I stated in my comments at the Article 80 meeting- I do not live in Readville, instead a few miles out, off of Hyde Park Ave in Hyde Park, on Dell Ave- and I will defer to the Readville community. I did not see much support for this project. It is too big, there is not enough affordability, and the rents are too high for the current residents who desperately need housing they can afford in Hyde Park and Boston. Maybe a smaller version of the project could be acceptable, with more affordability. Maybe the developer needs to provide a significant redesign and go back to the drawing board. I look forward to continuing to engage with the community on this important question of the future of Hyde Park and Readville.

Thank you.

Mimi Turchinetz
[32 Dell Ave](#)
[Hyde Park, MA 02136](#)

--



sprague street

MARCIA CIBOTTI [REDACTED]
Reply-To: MARCIA CIBOTTI [REDACTED]
To: lance.campbell@boston.gov

Fri, Feb 2, 2018 at 3:23 PM

We are submitting comments opposing the building of the 521 units on Sprague street. The addition of these units will increase the already bogged down traffic we suffer through daily. Not to mention in winter people going to work must walk in the road as the sidewalks from the bridge to the entrance to the site of 30- Sprague street is not shoveled creating a danger. Now for the police and fire department the police very seldom patrol the area over Sprague street bridge to the Dedham line. the fire department in peak hours could take up to one and a half hour to get through school bus traffic to answer emergencies.

the problem of rats once the construction begins is another problem.

the idea of a recreation park by Sprague pond could be very dangerous to people who have no experience with water.

A restaurant would be very nice again creating more problems parking , noise till it closes at 1am right next to houses while they are trying to sleep, dumpsters being empty



Lance Campbell <lance.campbell@boston.gov>

Comment re: 521 Unit housing in Readville

Barbara Domingos [REDACTED]

Fri, Feb 2, 2018 at 7:16 AM

To: lance.campbell@boston.gov

Dear Mr. Campbell,

I am writing to request that the new 521 unit housing proposal be denied. That is just too large of a development. We often travel on Sprague St. and other Readville roads and there is often heavy traffic already, especially at rush hours. It takes a very long time to cross the bridge to get over to Wolcott Square or to travel into Hyde Park and I cannot imagine what it would be like with that many more people moving into one housing development increasing the density by so much. I live on River St. and am surrounded by elderly people on both sides of me and across the street. There have been many ambulances over the years called for emergencies and I am concerned about emergency services being able to respond in a timely manner with the proposed increase in traffic, especially at certain times of day. My neighbors all feel the same way but they are elderly (in their 70s and late 80s) and do not have email so they couldn't respond before the deadline for comments but they wanted me to pass along their concerns. We will be watching closely to see what comes of this. You are welcome to give me a call if you would like to speak to me for any reason at 617-364-7209.

Thank you for hearing my comments,

Barbara Domingos
1854 River St.
Readville, MA 02136



Lance Campbell <lance.campbell@boston.gov>

521 unit Sprague Street Development proposal

Martha McDonough [REDACTED]
To: Lance Campbell <Lance.Campbell@boston.gov>

Fri, Feb 2, 2018 at 10:38 AM

I am opposed to the 521 unit development proposal off of Sprague Street in my neighborhood of Readville, Ma.

Traffic problems must be resolved and a time period of many months to prove it has been adequately resolved allowed before considering any development at this location.

All environmental concerns must be addressed for this space located within an ACEC area. Recently, it has come to my attention that the former owner of the Brinks' site says the water table is only 18 inches below the surface. Foundations for such a big project would go substantially lower than 18 inches. I want all buildings that are proposed so close to this Brink's Site to have ground water levels checked before any ok is given to dig deep or even blast. Sprague Pond is a kettle pond and fed by underground streams. It has no natural above ground inlets or outlets, same as for Walden Pond. DCR is concerned with Walden Pond's shore line vastly expanding. This is not due to droughts. Walden has experienced many droughts without such an expanding shoreline. However, so very close to Walden, there have been a lot of new developments and the entire massive route 2 redesign. It's the blasting for these projects that impacts the geology below, including the underground streams that feed a kettle pond. Sprague Pond is part of our Civil War Campground and protected by ACEC environmental regulations. I am requesting archaeological digs on the entire proposed development to rule out any remnants from the Civil War Training Camp at that location, plus any remnants of our earlier history that would be destroyed once a massive project gets underway. **Furthermore, are there any other kettle ponds in all of Boston?**

I look forward to receiving your comments regarding each of the issues above.

Sincerely,

Martha McDonough

Camp Meigs Neighborhood Watch

Citizens for the Preservation of Readville

Neponset River Watershed Board Member

Annual Hyde Park Neponset River Clean-up



Re: 36-70 Sprague Street Proposed Development

S S [REDACTED]
To: Lance Campbell <lance.campbell@boston.gov>

Sat, Jan 27, 2018 at 3:36 PM

Hello,

I was unable to attend the last meeting on the Sprague St. project. I and others believe Hyde Park needs more ownership options. Other projects throughout the city offer mixed use units, rental and homeowners. If these units are being marketed to empty nesters, what about senior housing.

Please take these suggestions into the variance considerations.
Sincerely,

Susan Sarkis

From: Lance Campbell <lance.campbell@boston.gov>
Sent: Monday, July 10, 2017 4:22:17 PM
To: [REDACTED]
Subject: [36-70 Sprague Street](#) Proposed Development

Susan: I will share your comments with the BPDA Board members, the Director and the developer.

Thank you

Lance

--
BPDA_Identity_RGB_Hor_Pri_DB.png
Lance Campbell
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA. 02201
T: [617.918.4311](tel:617.918.4311)



Re: 36-70 Sprague Street Proposed Development

S S [REDACTED]
To: Lance Campbell <lance.campbell@boston.gov>

Fri, Feb 2, 2018 at 8:24 AM

Hello,

In my previous email I forgot an issue of concern regarding the Sprague St Development.

To summarize,
I and many others are opposed to:

1. the size of the project

2. the fact there is not homeownership possibilities. If the project is being represented for empty nesters consider senior housing. Young professionals are NOT coming to Hyde Park to live, when other areas closer to the city are being developed.

In rental complexes, people come and go, they don't have pride in the area. They move on while the tax payers are left to pay taxes in areas where tenant leave properties in disarray. We are a neighborhood of homeownership and pride . This will bring our property values down.

3. Boston does not have fire ladder trucks to serve this project. How can the city approve such a complex that doesn't protect it's residents?

Again, would the people on the BDPA Board, the Director and the Developer REALLY want this project as presented in their backyard?

So, smaller, mixed use (homeowners and rental units), safety for the occupants and neighbors.

Thanks so much for your consideration.

Susan Sarkis.

From: Lance Campbell <lance.campbell@boston.gov>
Sent: Monday, January 29, 2018 10:12:11 AM
To: S S
Subject: Re: [36-70 Sprague Street](#) Proposed Development

[Quoted text hidden]



Lance Campbell <lance.campbell@boston.gov>

36-70 Sprague Street Project, Readville, MA

To: lance.campbell@boston.gov
Cc: [REDACTED]

Thu, Feb 1, 2018 at 9:39 PM

February 1, 2018

Lance Campbell
Boston Planning & Development Board
One [City Hall Square](#), 9th Floor
Boston, MA 02201

RE: 36-70 Sprague Street Project, Readville, MA

Dear Mr. Campbell,

I am writing to you today, in regards to the above mention proposed apartment project. I am a long-term Boston resident, growing up and living in Roslindale most of my life. I have spent the last 13 years living in Readville. I love the community and people in the neighborhood. More importantly, I like that it does not feel industrialized, like downtown Boston. The community is made up of homes, town houses and condos. It is great to be a part of the city, without it feeling like a city.

Over the last several years, the traffic on my street (W. Milton St.) has increased. Monday thru Friday, I sit in traffic to get down my street, just to go to the gym in the morning. Then I sit in it again, to go to work. And again, coming home from work. It never use to be like this. The population size has increased in Hyde Park and surrounding cities/towns. And thanks to the app Waze, everyone is taking a short cut though our neighborhood to get to and from downtown and the highway. The traffic has become unmanageable. And not much can be done about it right now.

In addition to the traffic nightmare, our infrastructure is deteriorating. While the Sprague St. bridge is relatively new, the bridge over the train tracks in Readville is falling apart. It is constantly being patched. Rebar is constantly becoming exposed out of the ground. The bridge can't handle the traffic going over it now, never mind adding more traffic/congestion onto it. The bridge will need to be replaced at some point, which will be a logistical nightmare. There are no lights to control the flow of traffic over the bridge. It is a nightmare to drive over it and make a turn in the opposite flow of traffic. Ongoing traffic does not give you a break. Everyone is in a rush to be somewhere. Increased traffic during busy times will increase safety issues for present residents and slow response time for emergency personnel.

I am also not happy with the way this project has been presented to the community. Only recently have I received ample notice to actually attend a meeting or write a letter into the group. In the beginning of this project, I would get a 1-2-day

notice in my mailbox that there would be a community meeting about the project. I am sorry, but that is a complete joke for someone who works full time and has obligations/commitments. The notices were purposely sent out last minute so not many people would attend the meetings.

I am completely against the project. I don't want it in my neighborhood. If you were to propose a housing development with actual houses, town homes or condos, I would be interested in hearing that proposal. It would not be as big as 521 unit apartment building, that can't even accommodate the number of cars that may be tied to each unit and stress our neighborhood and infrastructure.

Thank you,

Bryan Esposito



36-70 Sprague Street, Hyde Park

Laura Sims [REDACTED]
To: lance.campbell@boston.gov

Thu, Feb 1, 2018 at 8:16 PM

In regards to the proposed development for the land located at 36-70 Sprague Street, Hyde Park, I am writing this letter in opposition to the development.

The reasons I am opposed to this development are as follows:

*The development does not belong in this area. This area has been single family or two family homes for many years. This development would be the first step to "Manhattanizing" the area which would force many families to move.

*The building of four floors below the street level because of the grade of the land does not change the effect of the building on the area. In the Orient, when a developer builds a structure that blocks the "Feng Shui" of the surrounding buildings, the developer has to pay those people an amount of money to compensate for the change in their luck. With this development, people will lose their view of the Blue Hills. I believe people would rather see the Blue Hills than a brick building.

*The area cannot handle any more traffic than what the area roads handle at the moment. With the 532 parking spaces for the residents and restaurant planned, the traffic headache will be tremendous. The traffic congestion for both the Fr. Hart Bridge heading towards Hyde Park and Sprague Street heading towards the East Street Rotary in Dedham will increase to an intolerable level. Also, the air quality would be affected by the addition of the 532 cars.

*Fire Department availability was not taken into consideration.

*There are already enough developments in the area for housing. The area can not tolerate anymore of this type of building.

*There are plans for development across the street in the Area 5 Yard for National Grid to construct a reclamation/sifting center. This will further increase the traffic as well as the noise level in the area.

*The noise of the commuter rails would be a deterrent for not living there. Also, the trains are unreliable.

*For families with children and the property located in the confines of the city limits of Boston, how are the taxes going to be divided up for the public schools? The development sits between the City of Boston and The Town of Dedham. Parents would have a choice of schools to send their children. Can the school systems handle the extra children without putting a burden on the school system?

*Development would change the availability access to Sprague Pond for the area residents. Sprague Pond is a glacial pond and can be affected by construction.

*The land has been used for commercial use for many years by many different commercial businesses. Who knows what chemicals or toxins have been used in the area that have leaked into the ground over the years. Many chemicals used years ago are now banned for health concerns. The public safety concern has not been taken into concern for the ground.

There are many more reasons that should be taken into consideration for not allowing this development but too many to list.

This development should not be built in Hyde Park.

Respectfully,
Laura A. Sims
[REDACTED]



Lance Campbell <lance.campbell@boston.gov>

New construccion on 36-70 Sprague St

Thu, Feb 1, 2018 at 7:53 PM

[REDACTED]
To: lance.campbell@boston.gov

Cc: [REDACTED]

Please dont' build this monstrosity, the infrastucture doesn't support it. Sprague street is already overburdened, as it is a major thoroughfare for the school buses and garbage trucks. Rush hour , when the traffic converges with Milton street, is already a nightmare, and very unregulated, as is the traffic going from Milton st to Hyde Park ave. It is basically a free for all, already chaotic. Mayor Menino let this slide for years, and he lived in the neighborhood ! In the end, this complex and attendant traffic/congestion is extremely ill advised.

Stefan Crosby

Jaqueline Crosby Bernal



READVILLE Sprague Street Project TOO BIG!

Diane Cannata [REDACTED]
To: lance.campbell@boston.gov

Thu, Feb 1, 2018 at 6:38 PM

Hello,

Having been a resident of Readville for the last six years, as well as a resident of West Roxbury almost my entire life, I feel I am competent to express my concerns regarding the scope of the intended housing development. This idea has been **POORLY CONCEIVED** and not in the best interests for anyone at this time!

* Although Readville is situated alongside railroad tracks, there are **NO MBTA SUBWAY TRAINS** which typically head into town on a regular basis in other congested neighborhoods. Commuter rail is not used by most people and often begins too late for the average blue-collar worker that make up a big part of the Readville area.. (For example: construction workers, facilities and maintenance workers who often begin work at 6:00 AM) To get to Forest Hills, most people would opt to drive, rather than take an overcrowded, slow bus. Most bus routes anywhere in the city don't start until 5:00 AM at the earliest anyhow. Depending on the hour, some buses could take about 45 minutes to get to Forest Hills. **ADDING CONSTRUCTION VEHICLES TO THIS MIX IS NOT BENEFICIAL This include the workers' personal vehicles, as well as commercial.**

* **TRAFFIC CONGESTION ON SPRAGUE STREET IS ALREADY BACKED UP DURING COMMUTING HOURS** Heading towards the Neponset Valley Parkway bridge over the railroad tracks would be the most commonly used route to get to either Truman Parkway or Canton Ave. (Route 138) which leads to 95N & 95S. In the other direction towards Dedham, you can find a similar situation heading towards the East Street rotary in order to get to 95N and 95S or even to Route 1. Try heading towards River Street to get to Turtle Pond Parkway or Cleary Square and you will see the same thing. Trying to get over the railroad bridge at Cleary Square can be very frustrating.

* **RECKLESS AND HAPHAZARD DEVELOPMENT** Builders around here have been gradually putting up more and more large houses and condominiums in what used to be backyards around here. Sometimes they build houses 3 feet away from the existing house and knock down beautiful trees! The recent building has already added significantly to **TRAFFIC CONGESTION AND NOISE**

* Drivers more frequently disobey the "DO NOT BLOCK INTERSECTION" rule, which further clogs traffic and aggravates the situation. **MANY RESIDENTS' VEHICLES** will be coming and going around the clock! Add **UBERS** and **DELIVERY TRUCKS** to that as well.

* I am concerned there are **NOT ENOUGH PARKING SPACES** into their plan to cover **MULTIPLE CARS PER UNIT or VISITORS (including health aids, babysitters, etc.)**

I sincerely hope the city does not allow this project to move forward.

Diane Cannata
1825 River Street
Readville, MA 02137



36-70 Sprague Street

McKee, Eileen M [REDACTED]

Thu, Feb 1, 2018 at 11:22 AM

To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>

To Whom It May Concern,

We have resided at 76 Como Road in Readville for 58 years. Our home was built by my Father, Uncles and other relatives. Our peaceful neighborhood has seen many changes over these years. All the older folks that lived here had gardens in their yards, which have been replaced by more and more houses as time has passed. Every inch of open space is a builder's dream – to squeeze in yet another house for a handsome profit. In addition to the new houses, many cars line the street on Como Road because there are more residents living in those homes than parking spaces available. It is a nightmare getting out of our driveway without almost hitting another car because some neighbors choose to park on the street along our fence versus using their driveways. Como Road has become as busy as West Milton Street!

I attended the January 10 meeting held at the Blue Hills Collaborative. The room was packed. The majority of residents polled raised their hands in opposition – we **DO NOT WANT** this project to move forward! The builder lives in Westwood, so he doesn't fully understand the impact this project will have on our community. He assumed that everyone living in the new project will take the commuter rail; that isn't true. Some may; however, not everyone will be working in Boston. I live in Readville, but I work in Taunton. I commute daily because there is no public transportation from Readville to the Myles Standish Industrial Park in Taunton. I leave my house at 6:30 a.m. daily and drive over the Sprague Street bridge on my way to Rt. 95. Even at that early hour, there are lots of buses, cars and trucks in addition to pedestrians crossing to walk over the Sprague Street bridge. Additionally, the Father Hart bridge, Hyde Park Avenue and Wolcott Square traffic are also busy at this time.

One night three years ago, I drove home from Taunton via East Street to the Sprague Street bridge, and what a mistake that was! It was 4:30 p.m., and I was stuck in traffic for the same 45 minutes it took me to drive from Taunton to Dedham. The traffic came to a standstill, and it crawled from the Dedham Manor over the bridge. It was a complete nightmare, and it NEVER happened again. I truly believe that the additional traffic this complex will bring will make it even more unmanageable. It will also increase safety issues for current residents and pedestrians alike.

I noticed that there was only one way in and out of the projected complex at 521 unit housing development on 36-70 Sprague Street. How do you expect emergency services for the Fire and Police Departments to have adequate access to these buildings when safety is compromised? This project does not make sense for our community.

Respectfully,
Eileen McKee



36-70 Sprague St

David Mello [REDACTED]
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>
Cc: [REDACTED]

Thu, Feb 1, 2018 at 9:57 AM

Mr. Lance Campbell,

As an abutter to the proposed development I would like to offer my disapproval for the project pending BPDA review along with maybe an alternative approach to the development.

Reasons surfacing are that compactness/density of project exceed the access and location. I am a frequent walker of the area and continually note that when crossing the Sprague street bridge, with multiple cars/trucks crossing there is a noticeable vibration felt on sidewalk, although bridge was replaced several years ago, what was the design limit based on for vehicular traffic. Along with Sprague street being two lanes and already heavy commuter travel between Dedham, Neponset Valley Parkway and West Milton St. as these streets are heavily used for routes 95/138 access, the addition of project would not only add traffic but also the safety of residents as these commuters have no regards of speed limits ,stop signs etc.

It seems to appear that with 521 residences (#of bedrooms?) and only an additional 12 parking spots available there is insufficient capacity to appease. Yes, knowing there are studies that report projects developed need less than a vehicle per resident is sufficient, there are other studies of total being beyond that, along visually confirming homes/apartments with number of vehicles in driveways and streets.

I am not an opponent to future development but am opponent to excessive development that infringes on a rural feel of the area imposed by developers whos only goal is to profit financially.

What I would like to recommend, instead of magnitude of this project, is to consider subdividing the project to accomplish single family homes which is more suitable to geography and resources available to sustain. Yes this may not be as profitable to developers but it could, in my opinion, be a win for developer and a win for residents present and future.

Thank you and regards,

David J Mello

46 West Milton St

Hyde park Ma. 02136



Lance Campbell <lance.campbell@boston.gov>

Housing proposal

[REDACTED]

Thu, Feb 1, 2018 at 7:53 AM

To: lance.campbell@boston.gov

Dear Mr. Campbell

I live at 74 sprague street and am fully against having a 521 unit housing project next door.

Thank you

Michael and annmarie welch

Dorothy taylor

Sent from my Sprint Samsung Galaxy S7 edge.



Sprague St, Readville development - neighbor's comments

Design [REDACTED]
To: lance.campbell@boston.gov
Cc: [REDACTED]

Thu, Feb 1, 2018 at 2:09 AM

To whom it may concern,

I have not attended to any of the past neighborhood meetings due to conflicting schedules. After reviewing the online documents the developer submitted, below are my concern and thought about this project.

I am a property owner on one of the properties on Chesterfield Street. I have been living in Readville for 10 years. I have witnessed how traffic and population grow in this area. Readville is a suburb of Boston. Unlike downtown Boston, everything in Readville is not closed by. The reason that my family chose to live in Readville is to stay away from the traffic, noise, and crowd that you could only see in central Boston area.

According to the developer's submission, this development contains 521 residential units (includes 53 studio, 234 one-bedroom units, 208 two-bedroom units, and 26 three-bedroom units) plus a 6,000 s.f. of restaurant with 532 parking spaces. The development is within walking distance to the commuter rail and buses, but these transportation only takes you into Boston. What about those residents that work in the S. Shore or elsewhere? They will drive to work, which means families that reside in two or three bedroom units would own more than one car and that one parking space will not be enough for them. These new residents will end up parking on the street. There is no guarantee that these people cannot and would not own more than one vehicle. If 521 parking spaces are reserved for residents, which that only leaving 9 parking spaces for restaurant guests and workers. This is definitely not enough for a 6,000 s.f. dine-in restaurant. Guests that visit the restaurant are not by bus, not by commuter rail, but are by car. Where will these guests park?

What happen when there's snow emergency? Where will the residents that parked on street be parking? The development has no control of where the residents park their vehicles or how many vehicles they own, but these people will affect the neighbors somehow by parking in front of their house. Where will our vehicles be moving to when we have to shovel our driveway?

Traffic is a major issue to and from both I-93 and I-95 highway exits. The entire route between I-95 exit 14 to Readville and to I-93 exit 2 is a single-lane traffic. Every day we have to face traffic backup from either exits of the expressway all the way to Father Hart Bridge. Developer is offering to add traffic signal on both side of the bridge and upgrading the traffic signal on Wolcott Square. Is there a study to prove that this will help if adding another 1,000 more or less cars into this traffic route? Does the engineer or the Developer realize that the entire route between expressway exits and local routes are all single-lane traffic? The traffic around here is not just happened during rush hours. It happens every day including weekends too. Vehicles that stuck in traffic are not just because of the bridge. It's because the entire route to the expressway. Traffic on route 139 is never smooth and so does East Street in Dedham. Is it ok if traffic is smooth near the development but not the entire route?

I hope these are not low income or affordable housing units. The Readville neighborhood is a nice and quiet neighborhood which a typical single family home worth in the \$500,000 range. If this development is a medium to low income housing, it will affect the value of our homes in the area.

The development is on a 6.6 acre of lot which is about 551 s.f. of lot area per unit ratio. It has proven that the project is too dense on this lot. If this development gets approved, what about the industrial lot across the street? Can they put up another 500 units? Will the city consider widening the streets to and from the expressway to allow two-lane traffic? or rebuild the Father Hart Bridge to allow extra lanes of traffic?

In addition to the concerns, does the development allow any dog walking area/facility within the development? If not, I believe the future residents of this development will be walking their dogs in the Readville Playground. This playground is build for kids in the neighborhood and not dogs. I tend to find more dogs there than kids now.

Developer has to understand that Readville is a suburb of Boston. This kind of large development doesn't fit well in a suburb. I don't support this size of development at all. I hope the developer is rethinking of providing at lease 2-parking spaces per unit, additional parking spaces for the restaurant, and reducing the number of units by at least 50%. The city has to understand that whatever this development is approved for along with any traffic signal improvement, it will not show any improvement on future traffic.

Sincerely,

Bonnie

B

Lance Campbell <lance.campbell@boston.gov>

521 Unit Housing Proposal

Joan Tanos [REDACTED]
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 9:15 PM

I cannot agree with the 521 Unit Housing proposal for 36-70 Sprague Street in Readville. I am an 84 year old life-long resident of Readville. I was an employee of Westinghouse in Readville for 40 years and am life-long active member of Hope Baptist Church in Readville.

Joan Tanos
6 Imbaro Road
Readville, MA 02137

Sent from my iPad



Lance Campbell <lance.campbell@boston.gov>

opposition to 36-70 Sprague Street Development

Mark Carr [REDACTED]

Wed, Jan 31, 2018 at 5:22 PM

To: lance.campbel@boston.gov, lance.campbell@boston.gov

This message is sent in order to create an email record of my opposition to the projected development of [36-70 Sprague St. Hyde Park MA](#). I do not believe that the present infrastructure can support the additional vehicular traffic volume this project will create.



Lance Campbell <lance.campbell@boston.gov>

Re: 36-70 Sprague Street

Christine Sims [REDACTED]
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 3:36 PM

Dear Mr. Campbell,

I write to you to register my strong opposition to the proposed development at 36-70 Sprague Street.

This project is too aggressive... the impact on our neighborhood would be detrimental, not only in added traffic congestion and noise pollution but also, as a general safety dilemma when/if fire vehicles would need to enter the narrow access/egress passageway.

Just because this project is supposed to be partially hidden because of the slope of the land does not make this project acceptable.

Also, with the aggressive land usage proposed by National Grid across the street at Yard 5, who knows what future contamination might be dumped nearby... .. would the potential residents of this development even want to live so close to

24-hr dumping noise and pollution?

Please stop any project of this magnitude from destroying our residential neighborhood.

The line of propaganda that this type of massive development is beneficial to Readville is only generated to make money for the developer, not to enhance our property values and quality of life here in Readville. Enough !

Cordially,

Christine M. Sims
75 Readville Street
Readville, Ma 02136

Sent from my iPhone



Opposition to proposed construction at 36 – 70 Sprague Street

Conor Boyle [REDACTED]
To: "Lance.Campbell@Boston.gov" <Lance.Campbell@boston.gov>
Cc: [REDACTED]

Wed, Jan 31, 2018 at 3:05 PM

Dear Mr. Campbell,

The addition of 500+ units of housing is going to have a detrimental effect on the Readville community for the following reasons.

At present the traffic on Sprague Street close to the proposed location is highly congestive with large volumes of cars, trucks, vans, School transportation and Sanitation vehicles all travelling in and around the proposed location at 36 – 70 Sprague Street.

Trucks which are located at Industrial drive are continuously driving to and from the location. Amazon vans are likewise continually travelling to and from the Amazon Warehouse all day. Sunrise Scavenger is headquartered in the same location and has sanitation vehicles on the move constantly around the area and likewise there is a constant parade each morning and evening of school buses leaving and returning to their depot at Sprague Street Bridge.

Adding another 500 + vehicles from the proposed development at [36- 70 Sprague Street](#) to this already overburdened road infrastructure is going to have a highly detrimental impact on the residents of Readville. It will make travel to and from any of the residencies in Readville a miserable experience with increased gridlock, noise and pollution accompanying the new development.

This development will have an adverse affect on the neighbourhood of Readville, reduce the quality of life and the desire to live here.

Yours sincerely,

Conor Boyle

Como Road, Readville



Fwd: SPRAGUE STREET DEVELOPMENT

Barbara Baxtrer [REDACTED]
To: lance.campbell@boston.gov

Wed, Jan 31, 2018 at 1:42 PM

Barbara Baxter
[REDACTED] t

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

From: Barbara Baxtrer [REDACTED]
To: lance.campbell <lance.campbell@boston.com>
Cc: bryan.flynn <bryan.flynn@boston.gov>
Sent: Wed, Jan 31, 2018 01:23 PM
Subject: SPRAGUE STREET DEVELOPMENT

I would like to express my concerns about the Sprague Street Development. I feel that the traffic problem is a big problem for Hyde Park and Readville.

I am also concerned about the problem with education for the families who would live there, right now a child living there would go into a lottery for attending K-8th grade as that is the way students are chosen. The other alternative is Charter Schools which is also by lottery. I feel this issue has not been addressed..

The traffic in Cleary Square is still a problem at HydePark Ave and River Street and Gordon and Business Street is always backed up. The city of Boston supposedly solved the traffic problem and it is still a problem. As President of The HydeParkNeighborhoodAssociation I constantly hear complaining about that traffic problem at our monthly meetings. Obviously the traffic lights have not solved the problem.. That is why I am concerned about traffic. On Sprague Street the will run into the same problem.. For those reasons I am not supporting this Sprague Street Development at this time.

THANK YOU.

Barbara Baxter
[REDACTED]



Sprague Street Proposed Development

JOHN KENNEY [REDACTED]
Reply-To: JOHN KENNEY [REDACTED]
To: Lance Campbell <lance.campbell@boston.gov>

Wed, Jan 31, 2018 at 11:49 AM

Thank you Lance,

I am also an employee of the City of Boston, BPL, Hyde Park Branch. Of course I am speaking only in a personal capacity. I have lived in Hyde Park since 2005 and really love and respect the historic community we have there. I am also active on the Wakefield Washington forum on NextDoor.com. I understand a lot of Readville residents are concerned about this project. I share their concerns and don't want to anger any of my great neighbors. If the developers can really assist in the traffic and life improvements that will be needed around this project, more minds might be swayed to support it. I recall the recent improvements to the Forest Hills station area and the new rotary that replaced the old overhead. I have not been up there since the project started but remember my first trip to Boston back in 1995, right before I started Library School at Simmons College. I drove over that bridge twice then and a few more times since settling in Boston. That was a nightmare and a real infrastructure problem. I see similar things happening on the bridges around Readville station. The traffic is really intense, with a lot of heavy trucks servicing the industrial businesses in the area. It has always been a rail hub as well. If careful thought and enough resources are put into upgrading and improving the living and traffic situation around this project, it could really be a success. The old, long term residents and new future residents really deserve it. Thanks again for your time.

John.

[Quoted text hidden]



(no subject)

Mon, Jan 29, 2018 at 1:56 PM

To: lance.campbell@boston.gov

Cc: [REDACTED]

I received a flyer about about comments on the proposed development on Sprague Street and requesting feedback on Sprague Street proposed development. I am opposed to this development and I just can't imagine anyone with any knowledge and common sense would be for this proposal.

To begin with my car was totaled on the bridge over 10 years ago when the traffic there was heavy and no where near what it is now. It was a City of Boston Trash truck that backed into me on the bridge at evening rush hour. The traffic there is much heavier now and scarier! Traffic begins to back up in Wolcott Square around 4pm making it an arduous and scary ride to just get onto and off the bridge. Add to the mix school children from the Pacific Rim Charter School are also using the bridge on foot to get to MBTA buses at around the same time as the workforce traffic is beginning. I hold my breath as I try to navigate that stretch. It is very dangerous!

There is no strong reason to build this type of massive housing complex in that area. The streets in Readville can't accommodate this type of population growth in that type of dense setting. Transportation needs will increase because there will no parking for cars and the MBTA ?commuter rail will be expected to provide the service and that will mean major funding. Policing and fire staffing will need to expand and that costs money. Since I have heard about this proposal I have tried to figure out how I will navigate this area when I visit family and friends outside of Boston. Most of my travel within Boston is around the SE Boston area but the majority of my travel is on the South Shore where family and friends have relocated and this new construction will force me to go miles out of my way to pick up Rte128/95 on the Dedham Westwood border. (near East Street) If I am forced into that type of situation.. why continue to live here?

On many levels this is a disaster waiting to happen and if I can figure that out why can't elected officials and city/traffic planners? And of course, everything boils down to money (for police, firefighters, more public transportation, road improvements, schools?) and who will pay for it all?.. in the end it may be easier to leave and live where there is more common sense in planing growth and more attention given to legitimate resident concerns



Development Projects - 36-70 Sprague Street

Erin Judge [REDACTED]
To: "Lance.Campbell@boston.gov" <Lance.Campbell@boston.gov>

Tue, Jan 30, 2018 at 9:13 AM

Good Morning,

My email is in response to the Housing proposal - [36-70 Sprague Street](#) in Readville. This is my second response **OPPOSING** this project. I am a long time resident of Readville and I can tell you that this project will be a detriment to our area. The current traffic, congestion in our area is brutal to say the least. I take the commuter rail and when I drive out of the parking lot to drive home it takes forever to get out of that lot with all the traffic on Sprague street and through the square. And coming over the Readville bridge is an absolute nightmare!! It takes anywhere from 20-30 minutes during the week. It is ridiculous. With this new development it will only increase traffic making it more unmanageable and hazardous. We also have school children that cross at the bridge and at the train station and this will cause more safety concerns for them. This will also cause issues for present residents (like myself) with more traffic/more pollution/more noise and congestion.

There was just an accident last week over on Sprague Street due to all the traffic one night during the week. It took police and fire a bit just to get over the bridge to the scene.

We have another development housing project going up at Fairmount Station down the street. I think having another in Readville is just ridiculous! We don't need more affordable housing in our area. We need a way to figure out the traffic issues, etc. that we have going on now....NEVERMIND a new development that will only make it worse!

Please take in consideration what the residents or Readville/Dedham are dealing with now before adding more congestion and chaos with this new development.

Thank you for your time.

Erin H.



(no subject)

To: lance.campbell@boston.gov, [REDACTED]

Mon, Jan 29, 2018 at 7:32 PM

I have replied to the Boston Plans website. I am opposed to the 521 unit housing proposal planned for the Sprague Street area. I have stated that a unit of that size with the parking and traffic problems that would come with it is not conducive to the Readville area. Our roads are already a pass through for people coming off of 95 in Dedham and Canton heading into Boston. Our roads and bridge (very concerned with the age and upkeep of the bridge in general) will not be able to handle the extra column Please refer to my entire list of comments on the Boston Plans website.



This message was sent to you by a T-Mobile wireless phone.

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Lance Campbell <lance.campbell@boston.gov>

DEVELOPMENT PROJECTS/36-70-SPRAGUE STREET

Theresa Filleti [REDACTED]

Mon, Jan 29, 2018 at 12:58 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

My husband & I would like to comment on the Sprague Street Project and let you know our feelings are that the traffic will be unmanageable, infrastructure. Parks & Services will be burdened and increased traffic during busy times will increase safety issues for present residents. There would be a slow response for fire, police, and emergency services.

We vote no for the project.

Thank you,

Theresa & Carmen Filleti



Lance Campbell <lance.campbell@boston.gov>

521 Housing Proposal in Readville

Cheryl Hamm [REDACTED]
To: lance.campbell@boston.gov

Mon, Jan 29, 2018 at 1:02 PM

Dear Mr. Campbell ,

Last month there was a meeting at Saint Anne' s in Readville concerning the development of 521 housing units to be built off of Sprague Street.

The majority of the people at the meeting are against this project.
I include myself in this majority, I am against this project going forward.

Thank You

Cheryl Hamm

110 Chesterfield Street
Readville, Ma 02136

Sent from my iPad



Comments on Sprague Street Project

Kelley, Nancy [REDACTED]

Mon, Jan 29, 2018 at 11:24 AM

To: Lance.campbell@boston.gov

Cc: [REDACTED]

To Lance Campbell

I am very much opposed to the Sprague Street Project. I live right across the street at [45 Sprague Place](#).

We bought the house in 1982, because we like the privacy. This changes our quality of life BIG TIME!

I can't imagine to having 1000- 1500 new neighbors in such a small amount of space. I can't pull in and out

of my street now. I do take the train into work. I drive to the Readville Station. when I come home I also drive to do errands

meet with friends ect. Point being, taking the train to work does not curb on my need to be driving my vehicle .

Also ,when a truck even a small box truck drives by on Sprague street my whole house goes dark blocking the sun. I don't want my light being taking away.

Digging down to make room for parking will flood the basement on the existing houses on Sprague Street when it rains.

also the mice and rats where are they going to go...my yard? I don't think this place will last as" luxury Apartments".

Is there only going to be one way in and out .. years ago before I lived there they took some of my and my neighbors land by eminent domain

To widen Sprague street which left a pretty steep hillwill the be coming back for more? This project affect our four forgotten homes more

than anybody else and no one cares.. our properties will decrease in value.

Thank you for your time

Sincerely,

Nancy Kelley

--
Nancy Kelley
ECOG-ACRIN Cancer Research Group
Operations Office Boston
28 State Street Suite 1100
Boston Ma. 02109-5717

Main Number [857-504-2900](tel:857-504-2900)
Phone Number [REDACTED]
Fax Number [REDACTED]



Lance Campbell <lance.campbell@boston.gov>

Comments on Sprague Street Project

Kelley, Nancy [REDACTED]

Mon, Jan 29, 2018 at 11:59 AM

To: Lance.campbell@boston.gov

Cc: [REDACTED]

Hi Lance,

I forgot to add this in my previous email which is one of my biggest concerns.

I don't think our 100 + year old homes can withstand such a large construction project without structural damage. Who would be responsible for this? I appreciate your time.

Thanks Again

Nancy Kelley

[Quoted text hidden]



Lance Campbell <lance.campbell@boston.gov>

521 Housing Proposal in Readville

[REDACTED]
To: lance.campbell@boston.gov

Mon, Jan 29, 2018 at 12:44 PM

Sir,

Last month I was present at the meeting held at Saint Anne's in Readville, about the 521 housing units that may be built off of Sprague Street.

I was the individual who asked the citizens of Readville who were present if they were against this project. As you know the vast majority voted against this project.

For the record I am against this project going forward.

Thank You,

John Hamm

110 Chesterfield Street,

Readville Mass, 02137



Housing Project

Erin Trethewey [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 3:44 PM

Good afternoon,

I am emailing in regards to the new housing project that is proposed for [40-70 Sprague Street, Readville](#).

I grew up in Dedham and recently just moved to the manor (Hooper Road) - I strongly believe that the new housing project will negatively impact the neighborhood. I drive from Dedham through Hyde Park every morning to get to work in the city and every night to get home. The traffic already is practically unbearable and the streets are over packed. The additional hundreds of residents will make the whole area crazy!

I frequently take walks around the town and crossing Sprague Street is required to leave my neighborhood but it is very dangerous to begin with how many cars fly up and down the streets at any given time.

Please consider the existing residents and their needs - I do understand the want/need to develop the area but I think that the location and area for the proposed building is not realistic. The neighborhood and streets will just not be able to handle the influx of people and cars, along with everything else that comes with them.

Thank you,

--
Erin Trethewey



521 Unit Housing Proposal at 36-70 Sprague Street, Readville, MA

RICHARD KANASKIE [REDACTED]

Sat, Jan 27, 2018 at 10:08 PM

To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

DT: 01-27-18

Dear Mr. Campbell:

Please be advised that we are writing the following comments to ensure you that we are totally dissatisfied with the subject 521 Unit Housing Proposal .

This Proposal will only add to the current intolerable traffic bottle necks during the daily hours of 6:00AM to 9:00AM and 3:00PM to 6:00PM. Traffic will be unmanageable should this Proposal be enacted and Infrastructure and Safety Services will be burdened. Also, there is currently no Ladder Fire Equipment available from the Readville Fire Station to respond to structures reaching eight floors in height. And, certainly traffic volumes during referenced busy times will increase safety issues for present local residents and slow response time for fire, police and emergency services. In addition, higher Transit Rates at the Readville Station versus Hyde Park Station will only prompt increased driving to Hyde Park.

Please record us as a No to this Proposal for 521 New Housing Units.

Thank you for this opportunity to express our commentary.

Sincerely,

Richard & Mary Kanaskie

19 Pinefield Road

Readville, MA 02136

Sent from [Mail](#) for Windows 10



36-70 Sprague Street

Rachel Gatie [REDACTED]
To: Lance.Campbell@boston.gov

Sun, Jan 28, 2018 at 5:56 PM

Dear Mr. Campbell,

We are writing to you to express our opposition to the 521-unit complex proposed for [36-70 Sprague Street](#) in Hyde Park. We were recently married and moved from a townhouse in Brighton to a single-family home on Neponset Valley Parkway in Hyde Park this past fall. We loved Brighton, but two of the reasons we decided to leave were the 132-unit apartment complex under construction on the corner of our block and another one planned for the opposite end of the street we lived on. We wanted to remain in the city, but get away from the multiple apartment complexes popping up around us in what was a quiet and somewhat residential area of Brighton. We found our lovely home in Hyde Park and have enjoyed getting to know our new neighborhood, the people who live here, and the things that make this Boston neighborhood unique, but were so upset to find out that an even larger complex than the ones we were facing in Brighton is planned for down the street.

We understand people want to live in Boston, but Readville is not the hip Boston that everyone thinks about when they think of the city. We're concerned that should this 521-unit complex go up there would not be a demand for all the units and it would end up a rundown, half-vacant eye sore. We're also concerned with the added congestion the complex will bring to an already congested area. We both catch the commuter rail at the Readville T station into our jobs and by the time we get on the train at 7:25 a.m. the train is full. It'll be even worse if this complex goes up. There just aren't the public transportation options here that are available in other areas of Boston. We have the Readville commuter rail stop and the 32 bus. Furthermore, the traffic on Neponset Valley Parkway trying to get to Sprague Street is AWFUL during rush hour. By 7:00 a.m. traffic gets backed up all the way past our house trying to get through the light in Wolcott Square and onto Sprague Street. The same happens by 5:00 p.m. If we want to do anything after work we have to rush home and hop in the car to avoid sitting in traffic. This would only get worse with a 521-unit complex added to the mix.

There may be demand for this kind of complex in Allston-Brighton or Seaport, but this area of Hyde Park does not offer the "city lifestyle" that these developers want everyone to think it does and at the end of all of this, we'll be stuck with a half-vacant monstrosity that becomes a run down mess.

We implore you to listen to the concerns of the individuals and families living here today and who will have to live with the decisions that are made for a long time. The developers who are pushing this do not have to stick around to face the consequences of their grand ideas, but the people who've invested in Hyde Park and chose it for their home for the qualities that set it apart from the more urban neighborhoods in the city will. Thank you for the opportunity to voice our thoughts on this issue.

Rachel and Jared Wacht



Virus-free. www.avg.com



Lance Campbell <lance.campbell@boston.gov>

Apartments off of Sprague Street

William Stec [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:41 AM

Hi. I'm writing you today to say I'm against the construction of the 500 plus apartments for Sprague Street this is not the area for this.

William A. Stec
National Sales Manager – National Accounts
Herc Rentals Inc. | [45 Gerard Street](#) | [Boston, MA 02119, USA](#)
Phone: [REDACTED] | Mobile: [REDACTED]
[REDACTED] | www.hercrentals.com



Lance Campbell <lance.campbell@boston.gov>

Opposition ti the 527 unit apts off Sprague Street

Anne Francis [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:48 AM

DO NOT BUILD ANY MORE STUFF ON SPRAGUE STREET.

Traffic is a huge problem already.

Anne Francis
86 Durham Road
Dedham, MA 02026



Opposed to apartments on Sprague St

elizabeth messina [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:51 AM

To whom it may concern,
I'm opposed to the proposed apartment complex on Sprague St.
The traffic currently to get over the Sprague Street bridge is dangerous and there are too many cars.
The bridges and streets in the neighborhood are not equipped to handle more people and more cars.
The plans should not be approved.
From a concerned neighbor,
Elizabeth Messina

Sent from my iPhone



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Project

Lyn Goode [REDACTED]
Reply-To: [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 10:57 AM

Lance

I am writing to strongly oppose the apartment complex proposed on Sprague St in Readville./Dedham lines. I live in the area

Traffic in that area is ALREADY AWFUL, I can't see how more can be handled from either direction, Sprague St or River St. Both streets are already like a parking lot between 3:30 - 6:30 Monday - Friday

I would also like to know when the next public meeting will be held and where?

Thanks

--
Lyn Goode
Manager of Business and Administrative Services
O'Neill Library
[REDACTED]



Lance Campbell <lance.campbell@boston.gov>

Sprague St Proposed apt units

K P [REDACTED]
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Wed, Jan 24, 2018 at 5:32 PM

Hi there,

I'm a resident on Sprague St and am opposed to this current proposal of apt to Readville. Our roads and neighborhoods CAN NOT handle anymore traffic. As a resident on Sprague St, I bless myself every time I back out of my driveway because the continuous speedway that Sprague St has become is dangerous. It's takes 10 minutes to get out of my driveway. By allowing this large apt complex to be built is trying to squeeze a round peg into a square hole. It doesn't fit! The existing neighborhoods and roads can't take anymore. The burden is real, I live it everyday and can't take much more of it.

Sincerely a concerned citizen,

Karen Palumbo



apartments off Sprague Street

MICHELLE HACHE [REDACTED]
Reply-To: MICHELLE HACHE [REDACTED]
To: lance.campbell@boston.gov

Fri, Jan 26, 2018 at 9:07 AM

Hello Mr. Campbell,

Wanted to let you know that I am opposed to the 527 unit apartments that are being proposed to be built off of Sprague Street. As it is now, traffic is backed up from the highway to Dedham's Endicott rotary on a daily basis. Getting off Exit [14 \(95 South\)](#) can take up to 20 minutes or more. Dedham cannot handle (nor can Hyde Park) the increased traffic congestion. We are even seeing major backups through Dedham's Greenlodge neighborhood when people try to avoid East Street. I urge you to reconsider. Please do not let this happen.

Michelle Hache

[130 Gainsville Road](#)

[Dedham, MA 02026](#)



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Units

Lynda Costello [REDACTED]
To: lance.campbell@boston.gov

Thu, Jan 25, 2018 at 9:42 AM

Has anyone involved in this project been in the Sprague Street-Milton Street area at rush hour?
Morning and evening traffic is backed up in all directions. Adding 600 units that will exit onto Sprague Street will be an absolute nightmare!
Lynda M. Costello
107 Hooper Rd., Dedham



Lance Campbell <lance.campbell@boston.gov>

Readville Housing Project

Marina [REDACTED]
To: lance.campbell@boston.gov

Wed, Jan 24, 2018 at 2:27 PM

Hello:

Regarding this project: I am very much concerned about the traffic on Sprague street - this is a rather narrow one-lane road with already existing bottleneck where it intersects with W. Milton Street.

Unless the road and bridge is widened, I don't see how a major buiding project can be implemented.

thank you

Marina Zakuta

103 Durham Rd

Dedham, MA



Sprague St.

Tom Sullivan [REDACTED]
To: lance.campbell@boston.gov

Wed, Jan 24, 2018 at 1:46 PM

Hello Lance,

Please make sure that I am on the email list for notices about the proposal at Sprague Street.

I am very much opposed to any changes of the zoning in Readville.

Any construction in the area around Sprague Pond could have a negative effect on the water-table in the Prescott St. and Wolcott Square area. Early maps of Camp Meigs, which are held by the Hyde Park Historical Society, show the outline of a part of Sprague Pond that was on the East side of the railroad tracks. Obviously, the railroad right of way was run through by filling part of the pond.

As I mentioned at the recent meeting, during my brief two minute opportunity to question the development team, I believe the buildings would reflect noise from the passing trains throughout the neighborhood.

A project such as the proposed construction at Sprague Street would take away from the historic nature of industrial Readville. The zoning that has been in place should not be changed.

Tom

--

Tom Sullivan
[REDACTED]



Lance Campbell <lance.campbell@boston.gov>

NO ROOM FOR MORE TRAFFIC ON SPRAGUE STREET

Denise Potter [REDACTED]
To: "lance.campbell@boston.gov" <lance.campbell@boston.gov>

Wed, Jan 24, 2018 at 12:29 PM

Good afternoon-

I am one of those concerned citizens from Readville that travel Sprague street twice daily to and from work. I live on the Wolcott side and just last night sat over 15 minutes trying to get from Sprague street to Hyde Park Avenue which on the weekend would take a minute or less.

Having a housing project that big would add so much more to the already congested road.

I vote NO on Readville Housing Project

Denise O'Connell
25 Hamilton St



PROJECT OMB SPRAGUE LLC

To: lance.campbell@boston.gov

Wed, Jan 17, 2018 at 11:37 AM

I HAD AN OPPORTUNITY TO BE A THE MEETING LAST WEEK (JANUARY 10TH) AT [20 COMO ROAD READVILLE](#). UNFORTUNATELY FOR THE READVILLE AND DEDHAM FOLKS THE MEETING WAS SAME OLD, SAME OLD. WE HAD A SHOW AND TELL ON HOW NICE THE PLACE WOULD BE AND ALL THE AMENITIES, INCLUDING A RESTAURANT. IF THE PLACE EXISTED, THE ONLY PEOPLE THAT WOULD GO THERE ARE THOSE THAT LIVED THERE. AS I INTERPRET THE PARKING SPACES AVAILABLE YOU ARE LOOKING AT OVER ONE THOUSAND MORE AUTOS TRYING TO COME OVER THE SPRAGUE STREET AND THE FATHER HARTE BRIDGES. TO ACCOMMODATE ALL THIS ADDITIONAL TRAFFIC IT WOULD REQUIRE SOME MAJOR INFA STRUCTURE CHANGES GIVING ACCESS TO A MAJOR HIGHWAY WHICH DOES NOT INCLUDE ROUTE 138 WHICH HAS TRAFFIC BUMPER TO BUMPER FROM DOLLAR LANE UP TO AND THRU ROYAL STREET. THERE FORE, TRAFFIC IS A MAJOR ISSUE WHICH THE PROJECT COMMITTEE DOESN'T SEEM TO WANT TO ACKNOWLEDGE. AT PREVIOUS MEETINGS THOSE THAT ATTENDED WERE NOT INFAVOR OF WHAT WAS PRESENTED.

WE WERE ADVISED BY OUR REPRESENTATIVE ANGELO SCACCIA, THAT HE HAD A MEETING WITH THE DIRECTOR OF THE BOSTON PLANNING AND DEVELOPMENT AGENCY AHD HE WAS ADVISED BY HIM THAT THE AGENCY'S DECISION ON THIS ISSUE WOULD BE DETERMINED BY, AND ONLY BY, THE RESIDENTS OF READVILLE. THAT BEING THE CASE PROJECT CMB SPRAGUE IS A "DEAD ISSUE" AND SHOULD BE TOSSED INTO SPRAGUES POND. THE READVILE FOLKS HAVE SPOKEN. IF THIS PROJECT GETS THROUGH, OUR GOVERNMENT IS NOT FUNCTIONING PROPERLY AS IT IS NOT REPESENTING THE PEOPLE, BUT SPECIAL INTEREST GROUPS.



36-70 Sprague Street

Dolores Porziella [REDACTED]
To: Lance.Campbell@boston.gov

Thu, Dec 21, 2017 at 3:55 PM

Dear Mr. Campbell:

Has anyone taken into consideration of the impact the traffic pile from morning and evening rush hour traffic coming from 138 and Truman Highway going through Neponset Valley Parkway through Wolcott Square over Father Hart Bridge or straight to Cleary Square would have in our area?

What is going to happen to the Residential area of Readville? Is it going to be a free for all of the traffic and cars going through and the new development in Readville which will only exacerbate the current situation. (i.e. Danny Road, Chesterfield St., Readville St) .

My other concern is what happens if the MBTA decides to eliminate the Readville stop for commuter rail all together which is the reason why the developer wants to build there in the first place what happens then? (they did in the past)

During rush hours it takes me 45 minutes to 1 hour to get home from Danny Road to Neponset Valley Apartments (usually a 5 minute drive) As I have advised before the size of this development is not conducive to this area. Even our City Councillor admitted as much over a year ago and the article was duly noted in the Hyde Park Bulletin what's changed since then I would like to know? If a smaller developer could not get approved to build 1/3 of that amount a year ago why should this developer get approved to build a development 3 times the size of that one.

The last time I reached out to me you did not respond, please give me the courtesy or acknowledgement that my concerns are taken into considerations.

Hope you have a nice holiday and have a conscience and do the right thing.

Regards,

Dolores Porziella
[REDACTED]



36-70 Sprague Street Project

Maria Petruzzello [REDACTED]
To: Lance.Campbell@boston.gov

Wed, Nov 22, 2017 at 9:09 AM

Dear Mr. Campbell,

When you spoke at a meeting in Hyde Park at St. Anne's Collaborative Center, you said that we could send you our comments about this development.

I live in Hyde Park, and I am not against new development *per se*. Certainly there are enough "dead" and unsightly spaces here that would better serve as useful property for the community. What I am against is the *number* of units (521) that are planned for this project. I truly don't think that that particular area can handle 521 units. Why not scale it down to 150 - 200 max?

That number would be much more reasonable for the area, provide some new housing, and would still address some of the concerns that were raised at the meeting.

Thank you.

Citizens for the Preservation of Readville (CPR)
P.O. Box 316
Readville, Ma 02137
October 31, 2017

Mr. Lance Campbell
BRA dba BPDA - Boston City Hall

Dear Mr. Campbell:

As you've seen in the petition pages sent to you, this community wishes for the parcels at 36-70 Sprague Street to remain zoned for light industrial use. This region has a long history of industry, including the location of the Boston Blower and Westinghouse factories just down the street. Currently, Readville is booming with new industry. Across the street, we have arguably the most eclectic industrial park in the state. Boston/Dedham Commerce Park is thriving with gymnastics and rock-climbing gyms, some corporations, a piano manufacturer, and a separate world class drumstick manufacturing facility. In addition, they house a large number of artist studios. Just recently, a food manufacturer has moved in, as they were displaced out of Cambridge. In the neighborhood, we have a company that makes coffee cakes and they've expanded into another building next door to them. In Wolcott Square, we have a company that specializes in caramel candies and they've expanded into a second building in the neighborhood. On Meadow Road in Readville, we've just welcomed a liquor manufacturer, as they were displaced out of Somerville. They moved here, as they required access to the freight trains that facilitate this neighborhood. On that same road, we have a tire distributor and a produce distributor that was forced to transplant from Dorchester. Frequently, we see employment opportunities advertised on signs where the road intersects with Neponset Valley Parkway. This is all good for Hyde Park and the City, as a whole.

The City recognized the value of Readville as an industrial base in the 2030 report. We are discouraged to see the city encouraging the movement of successful companies from the Sprague Street location to areas out of the city. Boston is quickly forfeiting industrial lands for other uses and this is not healthy for a strong diverse economy. Not everyone will be working in the high-tech sector. Readville is situated to accommodate industry with easy access to freight trains and major highways.

In regards to traffic, the proponent loses any credibility when claiming that virtually all the tenants will be commuting via rail. Our group had a traffic count done on Gerraghty Apartments, a complex of 300 units and located one and a half blocks from this rail stop. On a sunny March day in 2016, from the hours of 6 to 9 AM, the temperatures were between 50 and 60 degrees. One hundred and seventy-nine cars and 6 school busses exited the complex. There were 3 pedestrians walking to the train to get to work...

With all due respect,

CPR - David Rea, Rosalie Carlson, Martha McDonough, Dianne Knecht, Craig Martin, Angela Finn



Lance Campbell <lance.campbell@boston.gov>

Development Project 36-70 Sprague Street

Angela Finn [REDACTED]

Thu, Oct 19, 2017 at 8:39 AM

To: "Lance.campbell@Boston.gov" <Lance.campbell@boston.gov>

Hello Lance, it was suggested by members of the community that we submit comments to you on the Sprague Street project. I and my family live in Readville and we are strongly against this project. The traffic thru our city now is extreme. Even with the signalization of the lights and reconfiguration around the bridge and Wolcott Square that is in consideration I fear will not alleviate the existing traffic burden. Not to mention all the trucks and cut thru traffic of non residents to our community. To add an additional 521 residential units to that location will create even more traffic and havoc to all residents. Please consider another location outside of Readville.

Thank you listening

Sent from Windows Mail

Citizens for the Preservation
of Readville (CPR)
P.O. Box 316
Readville, Ma. 02137

Mr. Lance Campbell
BRA dba BPDA
One City Hall Square

October 26, 2017

RE: 36-70 Sprague St.

Dear Mr. Campbell,

Enclosed you shall find the results of a complete neighborhood petition drive our group, Citizens for the Preservation of Readville (CPR), conducted in opposition to the proposed change in zoning at the Sprague St. location to accomodate a massive apartment complex. Over the course of several weekends and some early evenings on weekdays we approached all 866 residential households on both sides of Readville, which is split in the middle by the railroad tracks.

Virtually half, 432, were not home despite a repeated attempt. Of the other half, 434, 21 were non-english speaking households; 18 were vacant properties; 12 were not interested in the matter; 13 claimed to be too busy at the moment; and 2 said they were city hall employees and, though opposed to the proposal, they were timid about formally declaring so.

When we deduct these households listed above, that presents a number of 368 from the 434 that could formally respond. 328 of those households were vigorously opposed while 32 were either fully unaware of this proposal or poorly informed and wished to know more before making a decision. Almost all hoped for better notification of future meetings. 8 of the respondents were not opposed. Thus, in percentages, 89% were opposed, 9% requested more knowledge of the subject before submitting an opinion and 2% were not opposed.

As the reader of this letter can plainly see, the residents of this community are substantially opposed to this proposal in stark contrast to the claims by the proponents that some folks are positively anticipating the large new Readville sign and better access to a piece of Sprague Pond. We could not find any of these folks. The 18 pages enclosed with this letter are filled with 386 signatures from residents who appreciate the light industrial use at this location and contrary to the proponent's opinion we are not offended by the appearance of such.

Respectfully submitted,

CPR - Dave Rea
Angela Finn
Martha McDonough
Craig Martin
Rosalie Carlson
Dianne Knecht

cc: State Senator Rush
State Rep. Scacia
Mayor Walsh
City Councilors

36-70 Sprague St. Proposal

We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (redacted)
WIKKI CIBICHI	78 SPRAGUE ST	[REDACTED]
MARK PATRICK SPICER	78 SPRAGUE ST	
Martine Pierre-Victor	86 Sprague st	
BACHEL MANGANIELLO	3 Lakeside Ave	
SUSAN CROSSLEY	3 Lakeside Ave.	
BILL HUBBARD	94 SPRAGUE ST	
Sandra Cashen	98 Sprague St	
Barbara Cashen	98 Sprague St	
JAMIE CASHEN	98 Sprague ST	
Elizabeth Kelley	45 Sprague Place	
NANCY KELLEY	45 SPRAGUE PLACE	
Jhoni Lewis	101 W MILTON ST 02130	
Valerie B. Lewis	101 W Milton st.	
RICHARD MCMURTRY	95 W. MILTON ST	
Brenda McMurtry	95 W. Milton St	
Sara Slater	65 W. Milton St	
KATHY RILEY	69 W. Milton St.	
PAUL RILEY	69 W. Milton St.	
CHRIS ROWAN	59 W. MILTON ST.	
Genevieve Petrucci	53 W MILTON ST	
Mary Brennan	51 W. Milton St.	
Patricia McLaughlin	5 Roberts Pl	
Paul McLaughlin	5 Roberts Pl	
Chris McLaughlin	5 Roberts Pl	


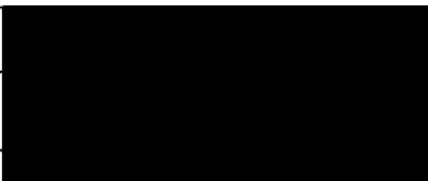
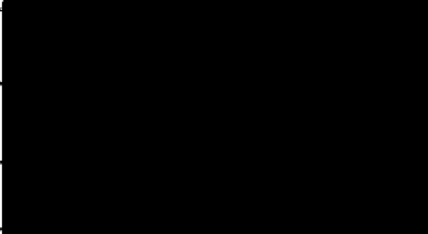
36-70 Sprague St. Proposal

We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (Redacted)
Ijeoma Oyi	33 W. Milton st, Hyde park	
Costanza Cutano	27 W. Milton St.	02136
Liza Nuevstro	27 A W. Milton St	
Moises Abreu	21 W Milton St	02136
Stephanie Valerio	21 W. Milton St	02136
Phyllis Kolostow	2 W. MILTON ST	02136
Mir Tamim-Karim	6 W. Milton st	02136
Elias Haille	10 W. Milton St	
Mark McKen	16 W MILTON ST	
Delores Amara-McKenna	16 W. Milton St	
Amy Nile	24 W Milton St.	
Sahar Abdelkhalik	24 W. Milton St.	
Amelia Lopez	38 ^W Milton St	
Carol Lopez	32 West St	
Douglas matute	44 west Milton	
Antonio Parise	54 West Milton Street	
David Coyne	66 W. Milton St	
Kelly Coyne	66 W. Milton St	
Emilia Seaver	43 Sprague Pl	
Rosemarie Rampino	43 Sprague Pl #2	
Jessica McKeefrey	43 Sprague Pl #2	
Michael Welch	74 Sprague St.	
Jim Clinton	80 Sprague St.	



36-70 Sprague St. Proposal

We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (Redacted)
Juan Hernandez	16 LAKESIDE AVE, READVILLE	
Charles J. Knight	713 W. Milton St.	
Kathleen Ryan	97 W. Milton St	
Pat Ryan (Paul Ryan)	97 W. Milton St	
Mary Foley	77 W. Milton St. H.P.	
Ray Foley	77 W. Milton St. H.P.	
Juan Jose	15 W. Milton St	
Anthony Vargas	17 W. Milton	
B. Dunham	23 W. Milton	
John	ST. MILTON ST	
Tsidra DE'VALLE	40 W. Milton St	
Eileen McEnaney	56 W. Milton St.	
Donna Moore	64 W. Milton St	
Dennis Moccia	71 W. Milton St.	
Richard Kanaske	19 Pinefield Rd.	
Nicole McMullen	27 Pinefield Rd	
Eric McMullen	27 Pinefield Rd	
Derek Allen	14 Pinefield Rd	
BRENDAN PASCHAL	5 PINEFIELD RD	
KYAN PASCHAL	5 PINEFIELD RD	
Sophia M. Egan	10 Pinefield Rd.	
Courtesy Healey	6 Pinefield Road	

36-70 Sprague St. Proposal

We, the undersigned, do oppose the change in use proposed for this location in Readville. Our neighborhood has coincided well with the current light industrial use and for that reason we greatly supported maintaining this zoning classification during the recent production of Article 69 by BRA.

Name	Address	Email (Redacted)	
Arla Healey	6 Pinefield Rd		
Miriam Carr	1 Pinefield Rd.		
Robert Carr	1 Pinefield Rd		
Man Bender	28 Pine Avenue		
Neil Bender	28 Pine Avenue		
Mark A. Lem	31 Como Rd		
Susan A. Cam	31 Como Rd		
Bette J. Young	37 Como Rd		
Robert R. Young	37 Como Rd		
CLAUDIA Foote	41 Como rd		
Adams Dice	45 Como Rd		
ALBANI, MARY E.	51 Como Rd		
Katherine Egersheim	55 Como Rd.		
Shirley Cautlyn Russo	55 Como Rd		
Colleen M. Russo	63 Como Rd		
Marie Joseph	69 Como Rd		
Joe Donazzi	85 Como Rd		
Joan Bingle	89 Como Rd		
John Bingle	101 Como Rd		
Sandra Penella	88 Como Rd		
Mary E. Chumley	84 Como Rd.		
Eileen M. Keen	76 Como Rd		
Pauline G. McKee	76 Como Road		

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36-70 Sprague St. Proposal

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Name	Address	Email (Redacted)
Amanda Madison	72 Como Rd	[Redacted]
Richard Ryan	54 Como Rd	[Redacted]
Tom Santomarin	52 Como Rd	[Redacted]
Maria Lopez	42 Como Rd	[Redacted]
Maria Mariachet	40 Como Rd	[Redacted]
Robert Rand	38 Como Rd	[Redacted]
ROSA M. ESTOBAR	170 Roadville St.	[Redacted]
VERNELL BRADY	126 Roadville St	[Redacted]
Geraldine McElmyle	9 Pinefield Rd	[Redacted]
Sandra Ruff	114 Readville St.	[Redacted]
Delittle Henderson	4 Buckingham St	[Redacted]
James Henderson	4 Buckingham St	[Redacted]
Robin Bullard	92 Readville St.	[Redacted]
Cindy Puls	2 Albemarle St.	[Redacted]
JOHN BATEY	92 Readville St	H.P
Kelly McDonald	76 Readville St.	H.P
Angel Santana	60 Readville St, H.P.	
Jose Santana	58 Readville St.	
Soberida Teña	55 Readville St	
Nand Mm.	39 Readville St	
John McPhillip	37 Readville St.	
Tsh	29 Readville	
Chas	25 " " "	

36-70 Sprague St. Proposal

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Name	Address	Email (Redacted)
Timothy Suroto	1/Readville	
Dorcas Burns	81 Readville St	
Nike Dixon	94 Readville	
Robert White	112 Readville St	
Roy Manning	123 Readville #1	
John Haman	110 Chesterfield St.	
Jane Allen	123 Readville St #2	
Wendy Johnson	47 Sprague PL	
Paul McArthur	143 Readville St #2	
Camela Fallavolita	135 Readville St	
Yobana Kares	17 Buckingham St	
John Barker	165 Noyard Valley Parkway	
DONALD STARROW	169 NEPCON ST VALLEY PKWY	
JOSEPH A. FORD	131 READVILLE SW	
Steve Knight	5 Danny Rd	
Patty Sibanda	5a Danny Rd	
MICHAEL SEANNETTI	3 DANNY ST	
Julio + Elba Palacios	9 DANNY RD	
ROCK II MITCHELL	25 Danny Rd	
Marilyn Demarcan	27 Danny Rd Readville, MA	
BRIAN CIAVOCA	31 DANNY ROAD READVILLE, MA	
TANHA CIAVOCA	31 Danny Rd	
ALBERT MICOZZI	35 DANNY RD HP	

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Name	Address	Email (Redacted)
Cheryl Micozzi	39 Danny Rd	
if Madin	44 Danny Rd	
A. G.	56 Danny Rd	
S. Shepp	57 Danny Rd	
H. M.	73 Danny Rd	
Michelle Nulis	73 Danny Rd	
Sol Solitaro	77 DANNY RD	
Florinda Solitaro	77 DANNY RD	
M. M.	87 Danny R	
W. A. SULLIVAN	100 DANNY RD	
DENNIS DIMARZIO	96 DANNY Rd.	
Mrs. Finis	84 Danny Rd.	
Kathleen Maher	76 Danny Rd	
H. Barney	72 DANNY RD	
Laurie Barney	72 Danny Rd	
Quell Barney	72 Danny Rd	
Deann Joly	68 Danny Rd	
Dominick Pendergast	64 Danny Rd	
Jean Pendergast	64 Danny Road Readville	
Frah Buzicka	48 Danny Rd	
Paul Blawie	40 Danny Rd	
George Foster	24 Danny Rd	
Carol Swinn	24 Danny Rd	

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Name	Address	Email (checked)
Meghan McCortus	20 Denny Rd.	
Matt Malachuk	12 Denny Rd	
Francesca Cicciulli	14 Denny Rd.	
Dolores Porziella	27 Guley Rd.	
Aldo Porziella	" "	
MARIT Berkeley	139 Readville St	
Beggy McCarthy	159 Readville St	
Robert F. Schrone	100 W. Milton St	
Yasmina Rhodes	41 Sprague Street-Place	
Suzanny Bonnell	63 W. Milton	
Sam Paul	42 West Milton St Readville	
Mary Powell	42 W. Milton St Readville	
Joseph L. Carr	2 Vallaro, Readville	
Adeyemi Adeniji	10, Vallaro Road	
FRANK GARIBALDI	41 Chesterfield St	
	I live at the way it is H-Turynville - 71 Vallaro	
Fredlys Cardona	49 West Milton St	
MAIRA Boyle	Fleet St Readville MA	
David Winston	23 Como Rd	
MARILYN DRACONE	12 Reynolds Rd	
AMADIA DRACONE	12 Reynolds Rd	
Alpha 2 Obie	7 Reynolds Rd	
BRENDAN + M'CARTHY	5 REYNOLD RD.	

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Name	Address	Email
VINOD KUMAR	29 Manila Ave	
Carmen Teso	33 Manila Ave	
Moises Guzman	26 Manila Ave	
John Nicotera	22 MANILA AVE.	
JOHN CONSTANTINO	14 MANILA AVE.	
Richard Tierney	40 Norton St. H.P. 02134	
Edmond Edmond	25 NORTON ST	
James James	35 NORTON ST.	
James MacDonnell	20 Norton	
COLIN MACDONNELL	20 NORTON ST	
CHRISTINE MACDONNELL	20 NORTON	
Christopher MacDonnell	16 NORTON ST	
MIKE TOMASIS	3 CHESTERFIELD ST.	
Jaqueline Berna	11 Chesterfield	
Stetan Crosby	11 Chesterfield	
Olivia Joyce	74 Chesterfield Apt 2	
Frank Niffi	78 Chesterfield Ave Apt #2	
Maryann Maryann	JACLYN EASTMAN 78 Chesterfield ST APT 1	
Tim Moseworth	75 CHESTERFIELD ST 1	
Carlos Martinez	79 Chesterfield St	
Jake Matthews	90 Chesterfield St	
Jacqueline Matthew	94 CHESTERFIELD ST	
William Moncortes	95 CHESTERFIELD ST.	

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Name	Address	Email	(redacted)
Patricia Fleming	95 Chesterfield Street		
Tina Burns	98 Chesterfield St		
Debbie Mann	103 Chesterfield St	Hyde Park	
Judith A. Pais	99 Chesterfield St	Hyde Park MA	
Barbara Fournes	107 Chesterfield St.		
Karen Corley	3 Norton St		418
Diana Kheremian	223 Norton		
Alan De Mola	23 Norton		
Gracey Peterson	28 Norton St		
Corinne Canale	26 Norton St		
Ysabel Santana	35 Norton St.	Hyde Park	
Kathleen LaCate	71 Imbaro Rd.		
[Signature]	75 Imbaro Road		
[Signature]	66 Imbaro Rd		
[Signature]	67 Imbaro Rd.		
Brendan Sherry	36 Imbaro Rd		
Anita Costantino	16 Imbaro Rd		
[Signature]	1 Imbaro Rd		
Austin Ubal	99 Readville St		
Colleen Cummins	5 McDonough Ct		
Ben Klaas	8 Waterloo St.	Hyde Park, MA	
Kerry Klaas	8 Waterloo St.	Hyde Park MA	
Jay Hairston	12 Waterloo St		

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Name	Address	Email
RICHARD GIANNANGELI	21 WATERLOO ST	
MARION BOUQUET	131 N. GLOUCESTER VALLEY PKWY	
JIMMIE JACKSON	11 REDVILLE STREET	
William Gault	1724 River St	
Adanna Ogunbana	1730 River St.	
Carol Morse	1730 River St.	
JOSEPH M LAZDOWSKY	1812 RIVER ST	
Jandy Doolan	1816 River St. H.P.	02136
John Doolan	1816 RIVER HP	02136
Sean Kane	1816 RIVER	02136
Bruce Newz	1816 River St. 1816	
Carol Gifford	1822 River St	
Maria Costa-Braun	1821 River St	02136
Diane Cannata	1825 River St.	02136
Drew Shepard	22 Solaris Rd	02136
Matt Wylly	26 Solaris Rd	02136
Kim Murphy	26 Solaris Rd	02136
Gilcia Castillo	35 SOLARIS RD	02136
Clara Ruggiero	24 Chester Field	02136
Guy Ruggiero	24 Chester Field	02136
Helen Jasti	23 Chester Field St	02136
AUGUSTA AKUKWE	59 CHESTERFIELD ST	
CAROLAN FLURY	61 CHESTERFIELD ST	

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Name	Address	Email (redacted)
Patricia Quintan	106 Chesterfield St.	[Redacted]
Patricia Quintan	114 Chesterfield St	[Redacted]
Miriam Ortiz	5 Sanford St -	Hyde Park
The Card	10 Sanford St.	Hyde Park
Quenia Funeschis	15 Sanford St	Hyde Park
Mario Funeschis	15 Sanford	Hyde Park
John Funeschis	22 Sanford St	[Redacted]
Constantino Powell	22 Sanford St	[Redacted]
Robert Funeschis	26 Sanford St	Hyde Park
Robert Funeschis	27 Sanford St	Hyde Park
John Funeschis	31 Sanford St	
Ysabela Reed	54 Solaris	
Nancy Reed	37 Solaris Rd	Hyde Park
William Solaris	37 Solaris Rd	Hyde Park
Becky Reed	37 Solaris Rd	Hyde Park
Robert	51 Solaris Rd	Hyde Park
Thomas Imahiyeroba	41 Solaris Rd	Hyde Park
Dominic Dimare	21 Solaris Rd	Hyde Park
JOHNNY LIMONTAS	1908 RIVER ST	
Fabrice Swifell	1888 River St	
Matt Goff	1882 River St	
Frank P. Hill	1883 River St.	
Harry P. Casden	1873 RIVER ST	

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Name	Address	Email
Jessica L Chapman	1858 River St Apt 2	
Kate M	1859 River St.	
Antonio Lugo	60 chesterfield st	
Cat Kershaw	7 Manila Ave	
Matthew Arsenault	19 Manila Ave	
Katiuscia Potter	31 Edson Street	
Andrea McLANE	10 EDSON	
Margaret James	3A EDSON ST	
Karen Hanley	7A Edson St 1	
Connor Duggan	11A Edson St	
Jennifer Francis	11 Edson St	
Paul Conn	91 Vallerio Rd	
Nune Nefluna	1858 River St.	
Marion Barone	1846 River St,	
Ernest	14 Ernest Ave	
Ernie JOHNSON	5 ERNEST AVE	
TOM Tierney	68 Como Road	

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Name	Address	Email
Bob Russell	23 Colchester	
Audrey Russell	23 Colchester	
John Burns	35 Colchester St.	
John Dever	48 Colchester St	
Matt Dever	48 Colchester St	
Robert Remis	39 Colchester St.	
Martin Malant	41 Colchester St	
Mameen Connell	46 Colchester St	
Shannon McCannell	43 Colchester St	
Millie	43 Colchester St	
Catherine A. Pratt	17 Colchester St	
Anna Marie Ferris	1 Colchester St	
John E. Travers	247 Neponset Valley Pkwy.	
Henry McElstern	269 Neponset Valley Pkwy	
Kenneth Hughes	3 Meadow Rd.	
Kiet Buckley	25 Sierra Rd Hyde Park	
Smallwood	232 Neponset Valley Pk Hyde Park	
Heidi Lucas	18 Wingate Rd Hyde Park MA	
Scott Lucas	18 WINGATE	
Joyce Ikeasoghuh	9 Wingate Rd Hyde park MA	
Ann Dionne	234 Neponset Valley Pk	
Lawson Lewis	6 Clifford St Hyde	
Megan	1 Clifford St Hyde	

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Name	Address	Email
Dianne Knecht	10 Clifford St Readville, Ma.	
DAVID F. LEA	14 Clifford St. Readville, Ma	
Angela Fian	8 Clifford St, Readville Ma	
JOE Levin	12 Clifford St, Readville ma	
Ellen Russell	16 Clifford St - Readville	
DAN O'SHAUGHNESSY	20 CLIFFORD ST READVILLE	
Jack Connor	42 Clifford St Readville	
Janet	42 Clifford	
Virginia Stouzos	54 Colchester St #1	
Barbara Pickup	6 Colchester St. Hyde Park, Ma	
KE FALDASZ	22 Forestvale Rd. P	
Oscar Calderon	21 Lawton St	
Theresa Zogas	36 Lawton St. Hyde Park, ma.	
Michael Zogas	36 Lawton St. Hyde Park ma.	
Anthony W. Bisio	4 Lawton Terrace	
Joyce White	15 Lawton Terr.	
Jayne Lowe	12 Lawton Terr.	
William M. Linskey	9 Lawton St.	
William D. Hill	59 Stanbro St.	
Karen Hill	59 Stanbro St.	
Cynthia Hurley	47 Stanbro St. NP	
Paula Penn	56 Stanbro St.	
Jeanne Mc Isaac	60 STANBRO ST.	

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Name	Address	Email (Redacted)
CHRISTINE M. SIMS	75 R READVILLE ST	[Redacted]
LAURA A. SIMS	75 R READVILLE ST	[Redacted]
Bob Hickox	64 Stanger St	[Redacted]
George E. Doherty Jr	68 Stanger St	[Redacted]
Andrew Crawford	71 Stanger St	[Redacted]
My Mad...	5 Meadowview Rd	[Redacted]
GARY ROTH	2 Meadowview Rd	[Redacted]
Paul Shannon	6 Meadowview Rd	[Redacted]
Jenni Petrus	9 Meadowview Rd	[Redacted]
Andrey Tupter	17 Meadowview Rd	[Redacted]
Stanh Tran	21 Meadowview Rd	[Redacted]
Jamie Pierce	49 Meadowview Rd	[Redacted]
Jennifer Harrington	72 Millstone Rd	[Redacted]
Timothy Foley	71 Millstone Rd	[Redacted]
Paul Joyce	35 Millstone Rd	[Redacted]
B. Joyce	46 Millstone Rd	[Redacted]
DAVID A WILLIAMS	39 Millstone Rd	[Redacted]
Douglas Carlson	17 Millstone Rd	[Redacted]
Rosalie A Carlson	17 Millstone Rd	[Redacted]
Anne Beale	4 Newton St. Readville MA	[Redacted]
Oliver Casper	255 Neponset Valley Pkwy	[Redacted]
Doreen Hayes	265 Neponset Valley Pkwy	[Redacted]
Carol Hayes	265 Neponset Valley Pkwy	[Redacted]

36-70 Sprague St. Proposal

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Name	Address	Email (Redacted)
R. A. FREDRICKS	26 SIERRA RD	[REDACTED]
P. Ahern	36 Stenbro St.	
Martha McDonough	26 Clifford St.	
Ed Pothier	22 Clifford St	
John Mackie	21 Clifford St.	
MIGUEL ARAUZO	28 HAMILTON ST.	
Matt Englander	1865 Hyde Park Ave	
Megan Wright Bury	1855 HP Ave	
Mikhaila Lousaint	1891 HP Ave	
Sean Clarke	1920 Hyde Park Ave	
David Shamus	1920 Hyde park ave	[REDACTED]
Willie Tabron	1931 Hyde Park ave	
Donna Book	66 PRESCOTT ST	
David Chapman	73 Prescott ST	
David Chapman	73 Prescott St	
Eugene Gulnan	73 Prescott St	
Samantha Chapman	73 Prescott St.	
Sue Anne Guptill	75 Prescott St	
Joan Nelson	74 PRESCOTT ST	
Ben Trapanick	64 Prescott St	
Amel Luna	60 PRESCOTT ST	
Barbara Owens	58 Prescott St.	
Adrian Martin	13 Prescott St.	

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Name	Address	Email (Redacted)
Harry Gardner	16 STANBRO ST	
Jumhor Rasid	19 Colchester	
Cyril Martin	5 Colchester St	
Samuel	12 Ply Rd	
William J. Tull	219 Neponset vlg	
Jacki Barden	50 Prescott St HP	
Jerry Carter	58 Prescott St	
Raymond	1652 Hyde Pt Ave	
Armando Blanco	1851 HINDS PARK AVE	
Ralph Kurpeski	1844 HP AVE	
Cederné Bossuet	1835 HAD PARK AVE	
Jacqueline Willis	18 Parkson St.	
Lisa Hill	50 Hamilton St.	
Marina Amine	6 PARKSON	
Helen Nichey	52 Colchester St	
Mayanna Simon-Nostre	50 Meadowview Rd	
John (Bobby)	58 Colchester	
Mary Mary	50 Clifford St HP	
Patrick Colleran-Hoy	73 Hamilton St. Readville MA	
Mary Keough	76 Hamilton St. Readville MA	
Fred Stevens	62 Hamilton St Readville	
Terry Stevens	62 Hamilton St Readville	

Date	First Name	Last Name	Organization	Opinion	Comments
6/22/2017	Dolores	Porziella		Oppose	So the developer wants to build gigantic unit on a former MBTA land filled with arsenic, diesel fuel, and God knows what else in one of the only places in Boston that is like a small hamlet. He wants to cause massive traffic congestion more than what we have now. It takes me 45 minutes to get from Readville, to Wolcott Square during rush hour traffic. Who is this going to benefit anyway, the developer not the people of Readville, Dedham or Hyde Park. It will benefit the low income or the very rich not the middle class people who are the brunt of the people who live in Readville. These types of building is not made for such a small area this is a development that is made the downtown Boston and the Financial District. This has been a small family oriented area for over one hundred years. Shame on all of you who want to take this away from us. Money talks and I would like to know whose palms this developer is filling in order to get you to push this true. Remember this what goes around comes around it is called Karma.
6/22/2017	Dolores	Porziella		Oppose	So the developer wants to build gigantic unit on a former MBTA land filled with arsenic, diesel fuel, and God knows what else in one of the only places in Boston that is like a small hamlet. He wants to cause massive traffic congestion more than what we have now. It takes me 45 minutes to get from Readville, to Wolcott Square during rush hour traffic. Who is this going to benefit anyway, the developer not the people of Readville, Dedham or Hyde Park. It will benefit the low income or the very rich not the middle class people who are the brunt of the people who live in Readville. These types of building is not made for such a small area this is a development that is made the downtown Boston and the Financial District. This has been a small family oriented area for over one hundred years. Shame on all of you who want to take this away from us. Money talks and I would like to know whose palms this developer is filling in order to get you to push this true. Remember this what goes around comes around it is called Karma.
6/22/2017	Dolores	Porziella		Oppose	P.S. So another words the people of Readville have no say in the matter. The developer is going to be getting what he wants it doesn't matter how the residents feel. Whoa
6/23/2017	CHARLES	DOW	HYDE PARK & RESERVATION CORP.	Support	AN EXCELLENT MUCH NEEDED PROJECT.

6/26/2017	Dianne	Qualter		Oppose	Hi, Although this may be beneficial to the whole city, local residents will be negatively impacted based on the current proposal. As is, I DO NOT support it. "The Proponent continues to meet with individuals and groups from the Readville and greater Hyde Park residential and business communities, and plans to continue these meetings throughout its design, planning and development review process." - Based on the current proposal this is not true - one small example is at one meeting I attending there was a unanimous opinion that a Readville sign or monument was not wanted by residents but that is still in the plan. "Coordination with the City of Boston on, and potential contribution to the cost of, design and/or construction costs associated with signalization improvements at the Father Hart Bridge". - Residents do not want the bridge signalized and for anyone that has tried to make there was over the bridge in the morning or evening knows that signals will just compound the backup of traffic that is there now and local streets. Currently we do not go out during certain hours and guests will not come to our house during certain hours now due to traffic delays that can add a half hour of time. How will a signal at the Father Hart Bridge help that from happening ? Also, our neighborhood will also become even more of a cut thru which is already a large problem now with speed and people not stopping at stop signs. "This announcement was very quickly thereafter followed in April, 2017 by the even more significant announcement by Mayor Walsh and Councilor McCarthy that the City would expend an additional \$1.4 million to signalize both ends of the Father Hart Bridge and upgrade the existing signals in Wolcott Square. These steps are expected to materially improve existing traffic conditions in the immediate area of the Project." - The question is what is the plan if it doesn't ? What is the fix ? Can the traffic patterns not be fixed without this project happening if it is noted to be such a problem now ? Will resident only signs during certain hours on the neighboring streets turning into neighborhoods be put up ? Having lived in the area for ten years - traffic cutting thru neighborhoods because of the new phone apps has gotten very bad and at times very dangerous due to speed and people not stopping at stop signs in place. Will police presence be added so that this is being monitored in the neighborhoods ? Lastly, the neighborhood has requested a dog park for a couple of years - why is something like that not being incorporated ??? Why can't it just be some restaurants and less housing units ??? What happens if the residential units sit empty and money is lost like has happened in some projects around the city ??? Thank you.
6/26/2017	Costa	Tsolirides		Support	To whom it may concern: My name is Costa Tsolirides. I was a resident at 23 Leominster Rd for 27 years. I have kayaked and ice skated Spragues pond on many occasions and know the area well from both the water front and Sprague street. My parents still currently live at 23 Leominster Rd and I am still a resident of Dedham. I am very excited to see that a residential development project could be happening at 36 Spragues street. This is an area that has been an eye sore for a long time. The neighborhood will see a positive impact. I am happy to see that there will be green spaces but have a few concerns with the building design materials. I would love to see more renderings and get a clearer idea of details with this project. I will attend the meeting tomorrow and hopefully if there are neighbors with a negative view on the project I can be an ally in calming their concerns. This is a project that will impact the area in a positive way and I hope that we can see it through. Thank you for hearing my thoughts. -Costa Tsolirides
6/26/2017	Richard	Mckenna	None	Neutral	I hope this is going private housing Not a housing projeCT I am selling in that area if u r interested

6/26/2017	Erin	Reed		Oppose	<p>Traffic in Hyde Park is already a disaster due to the lack of reliable and affordable public transportation and the lack of attention given to safe active transportation in this part of the city. After several failed attempts to open your project documents, I'm less than impressed. Your initial project description does not seem to say how many of these would be affordable housing units. These industrial style units are unattractive and would only add to the overall traffic problems in Hyde Park and Dedham. It does not really matter how many of these are affordable housing units as the commuter rail in to Boston from the closest Zone 2 commuter rail, Readville Station, is over \$200 a month and has limited stops and parking which would cause commuters to have to travel to other stops in either Dedham and Hyde Park only compounding traffic problems. The Sprague St bridge is far too wide for adherence to the new 25 MPH speed limit. Boston Transportation Department has paid little attention to making Hyde Park safe for cyclists. It can't be expected that the residents of these 520 units are going to feel safe riding bicycles to destinations. Lighting in this area is poor and the sidewalks are less than desirable once the newly constructed sidewalks on the bridge end. Protected bike lanes would need to be installed in order to protect cyclists and narrow the driving lane and therefore slowing the increased amount of traffic. Additional bicycle parking, preferably covered bike racks would need to be added to the nearby commuter rail lots in order to accommodate any new bike commuters to the stations. As you know, Sprague St is a cut through to access 95/93 and in the opposite direction headed towards Hyde Park Ave to access 93 via Milton/Canton. Commuters are also cutting through Hyde Park to get to Forrest Hills and the Fairmount Station to avoid higher prices on the zone 1 and zone 2 commuter rail stops located in Hyde Park. These units would only be close to the commuter rail stop.</p>
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					<p>The closest grocery store is a half mile walk to the 32 bus leaving from Wolcott Square, which does not run as often as routes are split between ending in Cleary Sq and Wolcott Sq. I'm sure you're traffic studies in the report I cannot open indicate that traffic lights would need to be installed in key locations. You're going to have to do a lot to improve public and active transportation in Hyde Park. Furthermore, can the schools in Hyde Park even accommodate this many units? There aren't any plans to renovate any of the schools in the Hyde Park area. Families in the Hyde Park area are already placed on waiting lists for K1 kindergarten due to limited seats. They then get what's leftover at schools for K2 kindergarten. These units would add to the school traffic as families would most likely not have the children at neighborhood schools. The Channing School is 1.6 miles away and units would add traffic to River St and the local streets near the Channing. The Roosevelt School 1.7 and would add to the traffic problems on Hyde Park Ave and Wolcott Sq. The Grew School is 1.9 and would add to traffic problems in Cleary Square. The Boston Public School Transportation Department currently uses space near the Readville Train yard to park a portion of their fleet of buses. Multiple school buses would be in and out of this space in order to get students to various schools. Not every parent feels comfortable letting their child ride the bus, which again means more traffic in the area. This area does not need more housing units. Hyde Park lacks commercial space and jobs located within the neighborhood. Most people that live in Hyde Park have to drive or take the commuter rail downtown to get to their job. An office complex that perhaps preserves some of the current tenants that add value to the families that live in Hyde Park and Dedham is more desirable the cheap housing that will only cause more traffic. Hyde Park has some gems with the gymnastics gym, trampoline park and rock gym currently located at this location. The city of Boston should be investing more time and energy to bring employers to Hyde Park. I'm fairly confident census studies have shown that Hyde Park residents do not work in Hyde Park and spend a considerable amount of time traveling to jobs. This project is not what the neighborhood of Hyde Park needs. This is not why I voted yes for the Community Preservation Act. I want to see Boston preserving more open space, creating more space for outdoor recreation and preserving historic sites. Build affordable housing where it makes sense-not along the commuter rail. As far as MBTA is concerned the commuter rail is designed to bring people into Boston, they overlook that Hyde Park and Readville are actually part of Boston. I sincerely hope that you actually listen to residents and don't just force this on the community. What does the neighborhood of Hyde Park have to gain by allowing this project to move forward as it would only open the flood gate for similar projects like it. Thank you for your time.</p>
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6/28/2017	Vikki	Cibotti		Oppose	At this time, here are some of the concerns I have regarding this project: 1.) Currently we have no support from Boston for first responder fire or police. Dedham is the one to respond. One example of the neglect we already receive is at a recent neighborhood meeting, I brought up the frequent racing & speeding on Sprague Street & I was told that Dedham needs to address the problem, not Boston. More units on the Dedham side of the bridge should really be brought to Boston's attention even if they don't submit to you that they think it will be a problem, it will be. 2.) We currently have traffic problems getting in & out of our driveway, 532 more vehicles in my direct neighborhood, would only make this worse, MUCH worse! Our driveway is also mistaken for a place to turn around at least 8 times a day, with the increase in traffic, this will only get worse. 3.) There is real rat problem in this specific area which spills out into our yards, with the disruption, due to the construction of this project, the occupied blgs & non occupied blgs in that area will only displace even more rats & we will have a MUCH larger problem. I already have to pay for services to rid us of rats, collect the dead rats in our yard & dispose of them. I would like to one day not go out to my car & the morning & not see a rat in my yard. Construction of this project will ensure that will never happen. 4.) The disruption to my privacy and enjoyment of "non work" hours. The quality of my free time will be severely diminished. As we heard last night, the project can take anywhere from 18 months to 5 years depending on how well the units sell. Not to mention the parking lot & bar that will be located within feet of our home. The noise from the bar patrons and the transient traffic will also cause disruption to the peace & quite I would have. 5.) Loitering, we currently come home already to find people sitting on our porch loitering or standing, sometimes fighting in our front yard. The possibility of more than 750 so called neighbors, will only add to this I am sure, I do not want to have to pay for a fence to be put up because now I have even more people thinking that my front lawn is public property. I am sure there are many more reasons I can give, but at the moment these are at the top of my list & I wanted to be sure to submit something. I hope these are considered and recognized during this process and help prevent this project from taking fruition.
7/7/2017	Miriam	Carr	Resident	Oppose	I have lived in Readville for 14 years and have taken the train into work and I think this project is a terrible idea. There is already so much traffic in Readville and on Sprague Street with Amazon and all of the other companies that are on Sprague Street. Then we have companies and the BPS school buses at the Readville train station opening. As it is the trains are late every day. And it is packed with too many people. I think this project is going to have a negative effect on our neighborhood and our residents and our quality of living in the City of Boston and Readville.
7/7/2017	ROY	CROSSLEY		Oppose	REGARDING TRAFFIC AS OF NOW DURING RUSH HOUR IS MADNESS AND ANOTHER 521 UNITS AND UNITS OF WHAT? ARE THERE GOING TO GUARANTEE SAFETY AND OUR HOME VALUES?
7/7/2017	Jim	LaFond-Lewis		Oppose	Area infrastructure is insufficient for big increase in densely packed housing. The Father Hart bridge, onto which Walcott Square traffic already backs up at rush hour, is inadequate and appears will need to be taken out of service sometime in the relatively near future. Unless the plans include an additional bridge to cross the tracks, that situation will only get worse. Additionally, the volume of traffic through Walcott Square backs up, at times several light cycles in either direction. This project will only make matters worse.
7/7/2017	Jessica	Savino		Support	I support this project. I feel that an influx of new residents to the area will help local businesses and would be good for the neighborhood.

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7/7/2017	Carol	Hayes		Oppose	The size of this development is outrageous for this area. The height of the buildings will also detract from the surrounding predominantly residential neighborhood. Readville is one of the few neighborhoods left in Boston that has a suburban feel and allows residents to own property and have decent sized yards. The Readville neighborhood and especially the area adjacent to the proposed development is extremely congested with traffic. The infrastructure of roads and traffic control devices in the area is not suitable to such a large development and has been severely neglected for over 20 years now. Traffic solutions for helping alleviate the daily mile plus traffic jam in multiple directions over the Father Heart (Milton St) bridge, Wolcott Square, and the Sprague Street bridge have yet to come to fruition. The proposed development will clog already clogged roads plagued by cut through traffic traveling to and from downtown Boston. The number of proposed parking spaces is unrealistic as most families have 2 cars. This in itself will cause problems for the neighborhood around this monstrous development. The Readville train station is still \$6.75 a trip while the Fairmont train station is \$2.75, making the argument that many people will chose to take the train from here instead of owning a car, ridiculous. Also, there are no grocery stores or shopping areas within walking distance to this development.
7/7/2017	Alyson	Gauley	Resident	Oppose	I cannot think of any project that would be more disastrous for Readville than the 36 - 70 Sprague Street project. We simply do not have the infrastructure for this many people and vehicles in our small community. That is what are - a small community. Our streets are already filled with unbearable traffic at rush hour and public transportation is deplorable. The commuter rail is expensive, unreliable and often filled to capacity when it reaches Readville station. Please do not go forward with this project. There is no need to overdevelop Readville. This is nothing more than a money making enterprise for those not invested in our community. They will build. They will get paid. They will leave. I am very concerned that these projects keep moving forward. We have new houses that are being built in Readville that clearly do not have proper frontage but are still approved for building. If this project goes through I would be very interested to know if there are special interests involved.
7/7/2017	Kathleen	Regan	Homeowner	Support	Very much opposed due to already heavy traffic and no where to put more cars on the road at rush hour right now we have to play chicken to get out of our drive (worst during school year with buses)
7/7/2017	michael	farren		Oppose	a project even half of what is proposed would be a traffic nightmare along Sprague st...what about Dedham residents quality of life...Marty Walsh had no problem bringing up the negative impact of a casino in Everett..I am against this project..
7/7/2017	Jarrod	LEBLANC		Oppose	I oppose the building of these projects. I am extremely concerned and worried for the safety of my children. With 521 rental units, there will be no stake in ownership and zero responsibility for the buildings and my community as evidenced by all the projects throughout Boston.
7/7/2017	Gale	Berger		Oppose	I work at Blue Hills Vocatonal School 2 evenings a week. A trip that should take 13 minutes takes me sometimes 40 minutes because of traffic. I have been on Sprague where it has been backed up beyond the proposed entrance to this complex. I am very concerned about the increased traffic and have heard nothing that would make that not impact the street negatively.
7/7/2017	Charles	Knecht	neighborhood resident	Oppose	The project is to large for that neighborhood, to many residents, vehicles and to much traffic.
7/7/2017	Ashley	R		Oppose	Sprague st, esp the intersection with Milton street, is not built for heavy traffic which will likely occur with 500+ apartments and a restaurant. Thank you.
7/8/2017	Michael	Healey	Resident	Oppose	I am opposed to this development The last thing we need is 500 cars a day in that neighborhood it's bad enough now . We already have a rat problem in Readville with this new construction It will bring more rats.

7/8/2017	Marianne	Martin		Oppose	This project will impact my neighborhood in the most negative way. I grew up in Readville/Dedham area. My parents first home was in Wolcott Square, Readville. We moved two miles into Dedham. I have attended St. Anne's Church for most of my 55 years. As a parent, my son would walk to church every Saturday afternoon as a pre-teen and I never worried about him. Most of my son's youth was spent at Bajko rink. Over the years, there has been an incredible increase in traffic congestion with commuters avoiding Route 128 and cutting through Milton, Readville and Dedham from the Expressway to the East Street exit. I can feel the change in the neighborhood. The Readville/Dedham area was always an urban, but quaint area. Family friendly. Walkable. And safe. We can address the traffic concerns; however this project will forever change the character of the residential feel of this area. Readville is one of more family friendly sections of Boston. It is a residential hidden gem. Boston as a whole will suffer with the loss of another family friendly neighborhood to a more urban/congested area. Does Boston want to encourage young families to leave the city and go to the suburbs? And added congestion will only impact the loyal, Boston homeowners whose home values are going to suffer. The charm of this area will be forever -- forever -- lost! Shame on Boston for not celebrating its family-friendly neighborhoods. This is the wrong project in the wrong neighborhood.
7/8/2017	Mary	Bender		Oppose	(Your options are too limited. I support a scaled-down version of this plan, only after careful review of all plans for the neighborhood.) I have been named to the Impact Advisory Group for this project. I want to see a thorough, in depth look at this project involving experts not paid by the developer and I am very skeptical that that is going to happen. So far all the information is coming from the developer. The numbers are all presented by him, the studies all paid for by him. He needs to be told to take a step back. We were told that this project will be 500 households to the Readville neighborhood, which as of now has 1500. That is a HUGE impact. He is proposing 521 units for the site. Who says that is the right Number? ... The developer does. Who says it will have no impact on the schools, on sewer and water, on police, fire, traffic? ... He does. Who says no other development is coming despite several dormant proposals .. the developer, again. Signalization is coming to Father Hart Bridge and the Sprague Street area. There was no neighborhood input on this that I am aware of. The only ones who seem to think this will solve anything is those who want to exploit our congested neighborhood. This plan needs to be studies on its own merits and with an awareness that others want to build all around the area as they can exploit the designation of "Transit Oriented development." We keep hearing the Mayor has designated Readville as the number 1 site for residential development, and I welcome that. But we must do it right, I fear this project is going too fast and with no real numbers whatsoever. I want to see us looking with an honest eye to the future and examining the plans for the Readville neighborhood as a whole.
7/8/2017	Pamela	Aist	Hillside Condo Resident	Oppose	Why do developers insist on putting housing next to railroad tracks? Residents will be complaining about the noise. Walls along the tracks only eliminate noise on the first floor. The quality of life is also diminished when so many people are crammed into small land areas. The height is inappropriate for the neighborhood. Stick to three stories.
7/8/2017	Eugene	Favret	Manor Neighborhood Assn.	Oppose	I believe that the traffic situation caused by the additional vehicles would forever change our neighborhood. I foresee AM and PM traffic periods far worse than they all ready are. Much of the Sprague St. traffic is generated by people using it as a cut though access to Rte 95 -128 - Rte. 1 and Rte 138, a problem generated by the Proliferation of handheld GPS units. We were told that young people no longer routinely use automobiles however all of the people I know have 1 or more vehicles. Will they utilize the (T)? I think not due to the fact that over and over it has been proven unreliable. Eugene Favret

7/8/2017	Karen	Palumbo		Oppose	I am opposing this project. We have too many people commuting and or driving down Sprague St. The excess amount of traffic now and then adding your proposed project will ultimately ruin Sprague St. and surrounding areas that are already heavily populated. This project doesn't benefit the current residents and or the community;it will only created more congestion, stress on community resources and environmental impact. Please rethink your project. From a concerned resident that lives on Sprague St. Dedham Karen Palumbo
7/9/2017	Rose	Favret	Manor Neighborhood Assoc.	Oppose	Thank you for this opportunity to voice my concerns. One of my concerns is the traffic on Sprague Street. It is a nightmare now and I feel you have not addressed this key point. Many people work from their cars in this day and age. It is a mobile society and cars have become an extension of their workplace. Many people only check into their offices once a week. This is a known fact. Long-time home owners in Readville and Dedham should not have to be subjected to this burden for the sake of people that do not have a vested interest in the community. They come and go with little regard to the impact to the area. Your presentations have said numerous times that they will live here, go to work, come home and when the time comes they will move on and buy a home, and I feel, most likely elsewhere. Why would they stay there, and put up with the traffic. I feel that this project will become a stand-alone community answerable only to itself. The people that live there will be doing their own thing and completely block out the old community. They will go to their jobs, meet friends in a more urban setting, utilize urban setting stores, come home and forget about the Readville/Walcott/Hyde Park neighborhood. Also something of this size would put a strain on city services. You have said that the services will be increased to accommodate the need. There is something called budgets and cities and town scrape for every dollar they can get and there is such a thing as priority of need. Will this complex have its own in-house 24/7 security? or will it be "self-policing"? This project is very large and the concept will create a different form of life style for an established real neighborhood with real people and a way of life that will be forever altered by a concept. Again thank you for allowing me to voice my concerns I appreciate being allowed to do so. Most respectfully, Rose Favret
7/9/2017	George	Wons		Oppose	I see no positives in this project. It will impact the police dept., the fire dept., let alone the impact it will have on the water supply, sewerage and traffic. Looks nice in paper (like most failures), but in the real world, all it does is feed the greed of developers who's only care are their pockets.
7/10/2017	Jim	Maher	Manor Neighborhood Assn	Oppose	As President of the Manor Neighborhood Assn, we feel our neighborhood will be impacted by the additional traffic generated by this development. We are concerned that traffic will impact the 4 major intersections closest to this apt complex. At the last public meeting, we asked for the number of approved or proposed BPDA projects for the is area and how they will also impact the traffic. We know Yard 5 has been approved and there this other proposed apt complex for Hyde Park Ave. How can this development go forward with linking the traffic issue of the approved or potential projects to the Readville and Manor neighborhoods. We maybe from Dedham, but a number of our residents have close family ties to Hyde Park/Readville, we shop in Hyde Park/Readville, Our Seniors visit their family and friends in Hyde Park/Readville, our local church is in Readville and our residents use the Readville Station to get to work in Boston. Please consider all the traffic and public safety issues this additional traffic will cause to both of our neighborhoods in Dedham and Boston. Sincerely, Jim Maher-Manor Neighborhood Assn- President
7/10/2017	Carla	Healey		Oppose	one of the main reasons I moved to Readville was for it's quaintance a country feel in a major city - however over the past five years or so the traffic has triple in size partly due to the added schools in the area and a short cut to the highways this complex will only add additional burden, congestion to this area. And there is talk of added another complex across the road. I understand the need for additional housing but one doesn't fit the community.

7/10/2017	Sean	Kelley		Neutral	I am deeply concerned about the added traffic that this project will bring. Specifically the ability to get over the tracks at Readville station and through the 3-way stop at the intersection of Sprague and W. Milton Street. What is the expected emergency response time for an emergency event during rush hour?
7/10/2017	Susan	Sarkis		Oppose	Oppose the size of the project, fact there are not homeownership opportunities. Homeownership brings pride to property area. Doubling population of area without increased fire and police services. Traffic issues, probability of expansion. Over abundance of rental properties in Hyde Park, crime increasing. Need onsite management...dealing with rodent issue in rental property on West Milton St., city can not do anything about, what happens with 500+ units. Concerned about home values. Empty nesters are not moving into these units. Please do not call.
7/10/2017	Roma	McKenzie-Campbell	Resident Readville Neighborhood watch	Oppose	The area the developer is proposing is the most congested area where traffic is concern. Often we sit in traffic for a long time just trying to navigating that area. Putting up a 500+ unit residential building with retail will just worsen the situation. Maybe a small building would be more appropriate for that area. This will be a traffic nightmare waiting to happen. Maybe while the developers are plan the building project, they should consider widening both both bridges in the area.
7/11/2017	Anthony	Ruscito		Oppose	I oppose this project, as 521 residential units will have a negative impact on the community With regard to traffic in the immediate area of the proposed construction project, motorist experience daily traffic congestion. Intersections are frequently blocked during traffic jams. The city needs to collect data on the traffic in the area by observing traffic patterns during the hours of 3:30 and 6:00 P.M. Also, traffic pattern should be examined during the early morning commute. Also, I strongly oppose the height of the proposed buildings. New buildings should conform to the height of the existing buildings in the community. Also, there is a project of 32 new units on River Street that will near completion soon. The River street project will add additional traffic. Sincerely, Anthony Ruscito
1/10/2018	Sheila	Burke	Southwest CDC	Oppose	Its a gray concept if you were tp build a college/university or even a time sharing/hotel but bad idea for an apt complex. First of all HOUSING IS A BASIC NEED. Why should you profit on a BASIC HUMAN NEED and exclude certain individuals and families from living and enjoying the benefits of a BASIC HUMAN NEED as housing. The Mayor and the Governor should be ashamed of supporting these expensive units going up. They are not for the homeless or individuals or families
1/10/2018	Sheila	Burke	Southwest CDC	Oppose	Its a gray concept if you were tp build a college/university or even a time sharing/hotel but bad idea for an apt complex. First of all HOUSING IS A BASIC NEED. Why should you profit on a BASIC HUMAN NEED and exclude certain individuals and families from living and enjoying the benefits of a BASIC HUMAN NEED as housing. The Mayor and the Governor should be ashamed of supporting these expensive units going up. They are not for the homeless, individuals and families searching for affordable housing. Second, they only have one and two bedrooms which discriminates against larger families Third, this is discretionary to be bias, discriminatory and profit greed.. Fourth, a development this size is not safe for children or grown ups. This is a haven for crime,traffic and again discrimination to only allow people who grew up there as children, raised their children, and their children's children.

1/11/2018	Francesca	Piccirilli		Oppose	I was at the meeting on January 10, 2018 at St. Annes. Angelo Scaccia represented spoke most eloquently for most of the people who live in READVILLE. I am opposed to this disgraceful greed that will effect our health and our life-style. They need to leave Readville alone and go find another place to build cheap housing for a buck. You where there you saw the response. And in regards to Jordans lecture about our children living there...they want to own their own ?homes? not live in apartments. HOMES are not affordable in Boston they want to live in a house. Tell him that. There is no traffic solution...most people will not take the ?T? and by the time the Franklin Train hits Readville it is full to capacity which is a safety hazard and it is usually late, not to mention the cost. Speaking of long so isn?t your web address. Again I OPPOSE this project. Thanks for your time.
1/11/2018	Aldo	Porziella	Resident	Oppose	The size of this type of project and restaurant, etc does not belong in an extremely small residential area which already suffers from congestion as a cut through for people who reside in Canton, Norwood, Dedham, Westwood to get to the main highways leading out to the city. People do not live in apartments for ever and have no invested interest in the community.
1/11/2018	Dolores	Porziella		Oppose	I have already emailed you before regarding my opposition to this project. I am resending as requested at last nights meeting since a petition was not going to be enough Has anyone taken into consideration of the impact the traffic pile from morning and evening rush hour traffic coming from 138 and Truman Highway going through Neponset Valley Parkway through Wolcott Square over Father Hart Bridge or straight to Cleary Square would have in our area? What is going to happen to the Residential area of Readville? Is it going to be a free for all of the traffic and cars going through and the new development in Readville which will only exacerbate the current situation. (i.e. Danny Road, Chesterfield St., Readville St) . My other concern is what happens if the MBTA decides to eliminate the Readville stop for commuter rail all together which is the reason why the developer wants to build there in the first place what happens then? (they did in the past) During rush hours it takes me 45 minutes to 1 hour to get home from Danny Road to Neponset Valley Apartments (usually a 5 minute drive) As I have advised before the size of this development is not conducive to this area. Even our City Councillor admitted as much over a year ago and the article was duly noted in the Hyde Park Bulletin what's changed since then I would like to know? If a smaller developer could not get approved to build 1/3 of that amount a year ago why should this developer get approved to build a development 3 times the size of that one. The last time I reached out to me you did not respond, please give me the courtesy or acknowledgement that my concerns are taken into considerations. Hope you have a nice holiday and have a conscience and do the right thing. Regards,
1/11/2018	Danielle	Jurdan		Oppose	I have been to a few meetings and not once have the developers or anyone from the City of Boston discussed traffic, traffic mitigation or the impact of basically doubling the number of residents in the neighborhood with this one project. Since this project has been proposed, Amazon has opened a distribution center in Dedham on Sprague Street which I believe has exacerbated the traffic situation to the point that the road can not handle even one quarter of what this development is proposing.
1/11/2018	Brandon	Gifford	Resident	Support	Overall I support the project but do worry about the attractiveness of living here with being disconnected from Wolcott. Can anything be done to connect the development with Readville Station/Wolcott Square via a walking path along/under the train tracks? Sprague street is fine but isn't exactly pedestrian friendly and doubles the distance to Wolcott. Given the traffic issues over Milton St bridge this may make more people walk to Wolcott/#32 as opposed to adding more traffic.

1/11/2018	Larry	Rich		Oppose	<p>By far the biggest issue of concern is the ever increasing traffic congestion. The issue of traffic has been the subject of many community meetings, and hasn't reared its head only to hamper this project. It is a real concern to the neighborhood. The fact that this developer was unaware of the traffic issue prior to making this proposal is indicative of having not done his homework. The traffic plan layed out by the developer leaves too much to chance, and relies on the decisions of others, of which he has no direct control. In short, it is not a plan, but a wish. The idea that the MBTA could add trains to the schedule is disingenuous. For the MBTA to add trains would require a ridership study, which would take some time. During that time potential riders would tire of the poor service and begin driving to work, thus adding to out traffic woes. While the project is being touted as a solution to Boston's middle income housing shortage, once again it seems that those with altruistic intent have come forward with a hand out. For many in the neighborhood, their property is their greatest investment and asset. Why should our investment suffer? Out of curiosity, I showed this proposal to a realtor, not a neighborhood guy, but one familiar with Readville. His reply was that if this developement goes through property values will fall. That was before I brought up the traffic issue. His reply, if the traffic situation isn't sorted, the values will drop even further. If this developer really wants to do something about the housing issue, he should not do it on the backs of the people who have invested in Readville (and Dedham and Milton). Let him develop a couple of cul-de-sacs with one and two family homes and off street parking, which would mirror the community. Of course this would result in either a loss or less profit for the developer, so I think we know he is trying to tap the altruistic nature of others. Of course, one can not be on the subject of middle income housing without really wondering what that is. Looking at the figures provided, the affordable rents, that is the 70% AMI, are actually more than the average mortgages for this neighborhood. That begs the question, what are the middle income rents? What is the middle income bracket? What is the average difference in cost between these middle income rents, and the rents downtown? Is this really about building middle income rental units, or is that just a convenient way to deflect criticism when the project meets resistance, as it has. Lastly. What is the net benefit to the existing community? The process can not simply be about mitigating impact. Quid-pro-quo, what does the neighborhood get in exchange for what will be a very large change to the lifestyle we invested in? Inclusion in a neighborhood is about much more than owning a home. No one in Readville wishes for more neighbors. People choose where to live for a number of reasons, and neighborhood density is one of them. Readville has provided a comfortable way of life to many people who have not asked for much more than some peace and quiet. What value does the process put on that? What value does the BPDA put on that? Not being very familiar with this process, and the parties involved, I truly hope the BPDA is looking out for the people of Boston and not just a step in the rubber stamp pipeline. Thank you for your consideration.</p>
1/11/2018	Tara	O'Brien		Oppose	<p>Hi to whom it may concern: I am very upset that there would be such an idea of massive construction in Readville. The traffic if awful already! I grew up in the area.. Im am restricted to live in the City of Boston due to its residency law that we have. My husband works for Boston EMS. We can barely afford to own our home on the city payroll. Now we have to worry about the quite neighborhood being destroyed. We ended up buying a house here because its quiet and we are raising 3 boys here. I highly doubt the owner of this project would even live here! You would be taking Readville's characture away from this town. The amount of apartments going in are ridiculous! We would be loosing the family superb feel we have. This would ruin our neighborhood! I would not to raise my family around this madness! If I wanted this I would move to the inner city area of Boston..This project is disrupting so many families. Its very dis hearing.</p>

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1/11/2018	Ann	Gentile	Resident	Oppose	Traffic enough there is already too much. Taxes they are already higher than surrounding towns. We have enough industry in the town new soccer field was vandalized we cannot build on edge of Boston too much crime Let's fix what we have we need new high school more important projects
1/12/2018	Jessica	Savino		Support	I am in full support of this project. Maybe 521 units is a little aggressive, but an influx of people would positively impact our business districts and also could bring in a new demographic of people that Hyde Park lacks right now.
1/12/2018	Dave	Vittorini		Support	I am in full support of this project. An influx of people would positively impact our business districts. I also think the amenities they are offering would appeal to young people and that is something the neighborhood needs.
1/12/2018	Sean	Sullivan	Resident	Oppose	This would not be good for the community. How about all the issues we have going on around Wolcott sq, Hydepark ave, and the bridge get fixed and see if it even helps. Please do not approve this project.
1/12/2018	Sean	Hurley		Neutral	Our main concern is how Sprague Street and the nearby Wolcott Square in Readville will support this massive endeavor. We are happy to support this provided that sufficient roadway infrastructure (roads, bridges, etc) is budgeted. Without significant infrastructure support, we have issues with the development.
1/12/2018	Jay	Paget		Support	As a resident of Hyde Park, I support this project. If Hyde Park has more and varied housing options I think this will have a positive impact in the community. In addition, the people who reside there will be shopping, eating, participating in the arts, recreational activities and other aspects of the of the neighborhood that could strengthen the community in many ways. Overall, I think this is a positive addition to Hyde Park.
1/12/2018	Maryanne	Dineen-Norton		Oppose	I oppose the current plan. I think the planned development is too large for the area infrastructure of roads and bridges. I am not at all convinced that the proposed residents would largely use the commuter rail. Who says they would be mostly people with downtown jobs convenient to the commuter rail system? What about the second resident in many of the units? Multiply the number of cars by the potential residents to reach the number of cars impacting the traffic. I think some residential development of the space could be a positive think for the area but not 521 units! I further think the planned buildings are incredibly ugly! Why would we want "industrial -like buildings" added to our area? Not a positive addition!
1/12/2018	Thaddeus	Constantine		Support	I think that Readville will benefit from having more residents that will help make it a more vibrant community. Added restaurants and stores will help keep people in Readville as well. Hopefully more residents will also encourage the MBTA to expand service to Readville. The added younger residents should help revitalize Wolcott Square as well. Better new residents who are likely to use the commuter rail into the city than more warehouses and distribution centers which just further clog up our roads. I hope that the developer will continue to work with the city and state to mitigate the current traffic issues on the Milton Street Bridge and into Wolcott Square
1/12/2018	Lisa	Goren		Support	We need more of this kind of development in HP! I hope there will be restaurants and coffee shops! It would be great if we could have the T come down this far too, to relieve traffic!
1/12/2018	Cyrus	Tehrani	Boston Resident	Support	I'd like to voice my support for this project as a Boston resident. This type of housing density is crucial to solving Boston's housing crisis and needs to happen across all neighborhoods. This will add a significant amount of IDP units as well as market rate units in a relatively affordable area of the city. There is no housing on this site currently and is right next to the Readville station. This is exactly the type of location where we need to be adding dense, transit-oriented housing. Cutting down the density of housing for this project hurts all Boston residents and the project should be approved as proposed.

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1/12/2018	Matthew	Conley		Oppose	While I live about 2 miles away from this proposed development I travel over the Milton St bridge on a daily basis. The bridge is gridlocked with traffic on a daily basis no matter the time of day. Building a development this size will only add more congestion over bridge and divert more traffic into the neighborhood.
1/12/2018	Patty	Hickey		Oppose	Born and raised in Readville , continuing to live within 1mile radius of site. I do not believe this will benefit the community. If market rate s don?t sustain, the units will be vacant and the city will fill them with people from outside our community. Traffic is horrendous already and bringing in more cars will be detrimental to our roads and lifestyles. Our police and fire will not be able to handle more conflict and trauma. So in total I am COMPLETELY against this proposal
1/12/2018	MaryAnn	MacPhail		Neutral	I think this will be a great addition to Readville, but I am concerned about the traffic impact. The traffic right now is pretty bad during peak rush hour 7-9am and 4-7pm the traffic over the bridge is awful.
1/13/2018	Stephanie	Golas		Support	I support this development. HP sorely needs good development/housing and young residents who will be transit oriented and invest in the community. It is important that street/traffic infrastructure be considered. I think this will be good for the neighborhood.
1/13/2018	Kristene	Boucher		Neutral	I would like to see a project of this size improve the neighborhood's access to public transportation. An increase in the regularity of #32 bus route, more commuter rail options, etc. I have seen that there is a proposal to turn the Fairmount Line into a T "indigo line." I would hope that the Sprague Street project would speed up the implementation of the indigo line. I have heard that there will be an improvement to street traffic infrastructure, however with the proposed population increase public transportation will be even more important than it is now.
1/13/2018	Kathy	Riley	HOME OWNER	Oppose	I am a homeowner in Readville and a number of things need to happen in order to get support for this project. We oppose it in its current form. 1) Don't take away our views. ! One of the reasons that we live in Readville is the Blue Hills. This project will obstruct our beautiful views of the Blue Hills. 2) Increased traffic, there is a huge traffic problem in Readville, adding 2-3 cars per minute greatly increases the problem. Right now it sometimes takes me 10 minutes during rush hour to get our of my driveway. 3) Commuter Rail pedestrian safety and fare restructure. The Readville commuter rail station is unsafe for pedestrians. If your not hit by a school bus then its a contractor vehicle coming out of Industrial Drive. The fare structure is inequitable. Many Readville, Dedham and Milton etc. residents choose to take the commuter rail out of Hyde Park vs Readville due to the cost differential of Zone 1 vs. Zone 2. In order to encourage residents to take the commuter rail this needs to be corrected with the MBTA. 4) Its too big for Readville - 521 apartment units approximate the number of homeowners in Readville. You go from a community of homeowners invested in the neighborhood to a community or renters not invested in the neighborhood. There is got to be a significant homeownership component to this project. Thank you for considering my comments.
1/13/2018	Nancy	Landry		Oppose	Way too much traffic already in this area at commute times. I live very nearby.
1/13/2018	Daniel	Farnkoff	resident	Neutral	you will have to build a brand new bridge to address the gargantuan traffic increase to what is already a nightmarish and hazardous traffic situation.
1/16/2018	mark	carr		Oppose	My opposition is based on all the concerns we've already discussed at the previous meetings; increased traffic congestion which could never be mitigated with new signals and sidewalks. Please build this ugly monstrosity elsewhere.

1/16/2018	Susan	Carr	Homeowner	Oppose	I have attended every public meeting concerning this project and strongly OPPOSE this Project. The current serious traffic concerns of this location alone should negate any plans for an apartment complex in this area. It is a matter of public safety. At the last meeting, signatures were collected and presented from the residents of Readville on the support of this project. 89% were apposed, 2 % were For and 9% were undecided. These statistics speak volumes on how the residents (the tax payers & voters) of this area feel about this project. This is non-negotiable! Reminder: Elected officials representing this area DO NOT support this project; Scaccia, Rush & McCarthy Thank you. Susan Carr
1/16/2018	Kelsey	Barber		Support	Good morning, I support this project, but with caveats. I am concerned that this project will act as permission for other buildings in Hyde Park to raise their rents. I was looking forward to moving here next year because it is one of the only remaining affordable neighborhoods in Boston. But if other buildings follow this development's lead, I and most of the people I know will never be able to afford Hyde Park. We are millennials, the alleged target demographic for buildings such as this, but we cannot live there. The proposed rents for these apartments are technically affordable for people who make 100% of the AMI, but not the mean income for Boston or Hyde Park. I would encourage the developer to use those data sets as a basis for their middle-income rent prices instead, and also pursue more affordable units. There is no point in having apartments that are priced to generate a lot of profit if no one can afford to rent them and they just sit empty. I ultimately want this project to succeed.
1/16/2018	Richard	McMurtry		Oppose	Hello, I would like to state my opposition to this project. I have loved living in this neighborhood for twenty years and have seen various changes. Some of these changes have had positive effects on the community while others have not. This proposed 521 unit development will have a negative effect. I understand more housing in Boston is desired, but there is also a need for commercial/industrial space also ,which is currently there. Traffic congestion is extremely heavy already and adding 521 more housing units will not help the matter.This proposed project should not be allowed to be built. Thank you, Richard McMurtry
1/16/2018	Danielle	McMurtry		Oppose	Hello, I understand the high demand for more housing in Boston. This issue is an important one, and I am open to more buildings being built for this reason, but only in the right circumstances and location. The proposed area is already extremely populated, with traffic rates high and an excessive amount of cars already on the road. With the construction of this building and the new tenants it is inviting into the neighborhood, it will prove to be to much. The 521 apartments to be built will most likely bring more than that many people, as well as their cars. This placement is a poor one and will only result in more issues being put on the neighborhood. Thank You. One of the hundreds of opposed members of the community, Danielle McMurtry
1/17/2018	Kelly	Coyne		Neutral	Hello, Regarding the project, I think it is just too big of project. If it could be scaled down to a smaller size. Readville has not seen a lot of growth and to just hit the area with 521 units it a bit too big. Boston needs housing, no denying that, but this section isn't ready for that many units. I I know the plans call for traffic enhancements and that will need to addressed foremost. We need to factor in all the resources that will be need to support a housing complex of this size. Police, Fire, EMS, MBTA, pedestrian traffic, vehicle traffic, BPS... the list goes on. Along with rental properties, we need to be able to offer ownership to people. Starting with a smaller amount of units will help the neighborhood grow in numbers and strength. We also need to take into consideration the quality of life issues that this will bring to the current residence of Readville, as we have seen a large uptick in traffic already in the area, as well as parking/ridership at the Readville Train. Thank you, Kelly Coyne
1/17/2018	Rachel	Roberts		Support	As a resident of Hyde Park, I am in favor of this project! This is a great community to live in, and the plans (inclusive of the pond park, parking, and improved traffic signals near the commuter line) will be a tremendous benefit to the community.

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1/18/2018	Thomas	Taylor	Readville resident	Support	My name is Thomas Taylor and I live approximately 1 block away from this development, along W Milton St. I am writing in support of this proposed project. Hyde park and specifically Readville have seen very little development compared to other parts of the city. I welcome this project and hope this is the beginning of revitalizing the plight of light industrial yards everywhere in Readville and along Hyde Park Ave. I hope this development encourages future projects and specifically the revitalization of Wolcot Sq. Readville deserves to have a couple of nice family restaurant/bars. Thank you
1/19/2018	Kadineyse	Paz	Boston Tenant Coalition	Neutral	Hello, my name is Kadineyse. I am a resident of Roslindale on the border between Hyde Park, and I am very concerned about the project proposed at 36-70 Sprague St. While I am not opposed to new investment in our neighborhood, I am against this project as it is currently proposed. Boston is already far too expensive for the average working family, and it is clear that this massive residential proposal is not intended for the current residents of Hyde Park, and will contribute to ever rising rents, and likely increase the speed of displacement happening across the city. I support the improvements to our neighborhood that this type of development could bring, such as the effort to turn the Fairmount Line into rapid transit. However, in order to ensure that the current residents who live in Hyde Park will be the ones who are able to afford living here, and enjoy such improvements, we need large projects like this to provide at least 35% affordable housing, at a cost of of no more than 50% AMI. In light of the impact this development will have on a wide range of people, we also ask that the review process is slowed down, that there are more public meetings, with a concerted effort made to inform and include the large immigrant population that lives in Hyde Park; a population that is 30% not native English speakers. Thank you for taking my concerns into consideration.
1/20/2018	Jayne	Washington		Support	I am a homeowner in Hyde Park and I support the proposed development. I would also like to be informed about meetings and updated about this project to show my support. Thank you.

1/23/2018	Erica	Schwarz	Southwest Boston CDC	Oppose	<p>I gave similar comments at the public meeting Jan 10th, but wanted to formally submit the following: I'm the Executive Director of Southwest Boston Community Development Corporation. Our mission is community development, broadly defined. We develop affordable housing, we have a summer youth jobs program and our resident-driven organizing committee is now advancing plans to turn the vacant Doyle playground into a neighborhood park. Southwest Boston CDC members support development ? and the benefits it can bring. The question is what kind of development and who is it for. Housing prices continue to skyrocket. The need for more deeply affordable housing is massive and growing. As is, this proposal will not only bring very expensive housing to Hyde Park that most local residents couldn't afford, but it will have an impact in raising prices here and in the surrounding area. This will cause even more families to be pushed out of Boston. Last year our organization commissioned a study from Tufts University to analyze the risk of displacement in Hyde Park and Roslindale. That study analyzed patterns of rising rents and of displacement of residents, largely caused by increased housing costs. It identified several indicators of the displacement. When they looked at Hyde Park, they found that 37% of Hyde Park census tracts have a ?high? vulnerability for displacement of current residents vs. 20% of Boston as a whole. One reason is because Hyde Park has not seen the same level of development that much of the rest of the city saw over the last few decades. So rents and land values are slightly lower here. Developers have now really discovered Hyde Park. But the wrong kind of new development will make that displacement risk become a reality. To have a development of this massive size and only require that 13% of units be affordable at 70% AMI is not right and it?s not fair. We can get creative. This proposal needs to be reworked with the developer so that it reflects the affordability that real families, living in Hyde Park right now, desperately need. Among our membership, I can think of people who work in Hyde Park restaurants, who are teachers, artists, who work as a handyman or painter, or have jobs as cashiers in Hyde Park, or who are retired, who could not afford these apartments. These same people now face rent increases of \$500 a month, or live in apartments with terrible conditions, or are overcrowded living with extended family because they can?t afford to move out. 43% of Hyde Park households earn less than \$50,000 a year. None of them could afford the market rates in this proposal. 31% of households earn less than \$35,000 a year. None of them could afford the affordable apartments in this proposal. Finally, residents who will be most impacted by new development must have a voice in deciding what kind of development come here. The standard municipal outreach is to alert abutters about a public meeting who live within 300 feet of the site. This is a 556,000 square foot proposal. And much of the abutting land is not occupied. Yet the BPDA stuck with the 300 square foot outreach. The City exists for its residents! I ask the PBDA to slow down this process to ensure those who will be impacted can help determine what is best. The City, local residents and The Noannet group have an opportunity to ensure that this huge site supports the needs and desires of Hyde Park residents. As is, this proposal is harmful to the people of Hyde Park and the surrounding neighborhoods.</p>
1/24/2018	Heidi	Eagles		Oppose	<p>I strongly oppose this project as a neighbor and community member. The traffic in this area is already horrendous, especially during rush hour. The bridge that crosses Milton Street and goes over the commuter rail tracks is literally falling apart and would be even further strained by the number of new residents that are proposed. Please do not approve this project. It will hurt the neighborhood.</p>
1/25/2018	Kerry	Klaas		Support	<p>This project is what Readville needs. We're raising our three kids here therefore we're the future of the neighborhood. Readville needs to accept the reality that Boston neighborhoods are expanding so instead of laying dormant as an undustrial depot this is our opportunity to become a more resident friendly place to live. Wolcott and Cleary Square businesses will never improve if we don?t have more mixed income residents move in. This is what Readville needs so desperately.</p>

1/26/2018	Karen	Palumbo		Oppose	I?m a resident on Sprague St and am OPPOSED to this current proposal of apts to Readville. Our roads and neighborhoods CAN NOT handle anymore traffic. As a resident on Sprague St, I bless myself every time I back out of my driveway because the continuous speedway that Sprague St has become is extremely dangerous. Regardless of the push for this "public transport lifestyle", your residents will still have cars whether it's a zip car, Tax, uber or lyft coming and going. There will be added traffic regardless! It takes 10 minutes to get out of my driveway and 20+ minutes to get over the bridge into Readville. By allowing this large apt complex to be built is trying to squeeze a round peg into a square hole. It doesn?t fit! The existing neighborhoods and roads can?t take anymore. The burden is real, I live it everyday and can?t take much more of it. Sincerely a concerned citizen, Karen Palumbo
1/27/2018	Albert	Micozzi		Oppose	The infrastructure can not handle the traffic. Traffic lights will only manage the flow causing the thur-put to slow down to avoid grid lock. The area needs thru-put already by the widening of roads, the addition of lanes (capacity) and removal of all bottle necks. There are many bottlenecks during busy hours at this time. The bridge on sprague st @ west milton st. is one lane. although the bridge over the tracks to HP ave. is two lanes it is feed by four roads and all are one lane. The underpass going to Walcott sq. is always backed up during rush hour. If a truck goes under that bridge it must block both directions to clear the top. The underpass is round at the top. Neponsite valley parkway leads to rte 138 by way of two one lane country roads. 138 is heavily congested at rush hour. On neposite valley parkway we have a large number of business such as THE RIDE, AMAZON delivery, a large Produce firm and at least 12 businesses. The river st bridge at Cleary Sq. is one lane and is feed by 6 roads. That bridge intersection is always a bottleneck during rush hour the lights slow the traffic to avoid grid lock! From the proposed project sprague st. is one lane though dedham. This leads to the Endicott rotory which is fed by 4 single lane roads going out to 128 via East st. East st. is very congested at rush hour already. In the oppsite direction there is a low railroad bridge so trucks have to use East st. to 128. Dedham residents as well as readville residents will be burdened. The addition of 521 units will add at least an additional 521 cars, some units will have two cars. Those units will over burden our two truck small walcott sq. fire station, very small walcott sq. Post office, Cleary sq. Police station and few local parks. A fire in my neighborhood during busy hours will make it impossible for the fire trucks and emergency services to get to the project side in efficient time. we are an older neighborhood and emergency services are very important. I have lived in Readville for 32 years and I am in total opposition to this project. It will degrade our quality of life and level of Safety. The Mayor and City councilors should know a petition was signed against this and 89% signed against it, 9% wanted to do research 1st and 2% did not want to comment at all. The only people that seem to be in favor is Treiney reality because of the rental business and long time residents in Readville will be selling their houses. Win fall for realitors!
1/27/2018	Ray	Foley		Oppose	I am opposed to any development that does not address traffic Currently rush hour are a nightmare the statement that this project will only add 2 to 3 cars per minute is grossly misleading It should have said 120 to 180 cars per hour during rush hour would love to see development but with a plan get rid of busses trash trucks
1/27/2018	Claretta	Tonetti		Oppose	As a tax paying resident of Hyde Park I am totally against this project : it will increase traffic , augment pollution and it will deteriorate the quality of life . The only " amenity " that I can think of is the choice of good music to help you spend more hours in traffic .

1/27/2018	Russel	Roberts	Dedham Resident	Oppose	While I like the idea of expansion and growth, sprague street is already severely bottle-necked at Readville Station and immediately past the station entrance at Milton Street to go over the bridge to Hyde Park Ave. This complex and additional traffic would cause even more of a backflow for patrons trying to use readville station (both entering and exiting), not to mention access to the Milton Street bridge. Additionally, this will create a more uneven flow of traffic in the other direction too going towards East street. Efforts to better regulate traffic in a more efficient manner on sprague street around the Readville junction should be put in place first before adding more burden to citizens who use the commuter rail services. Until that discussion is thoughtfully considered, I oppose the development. Thank you for your time.
1/27/2018	Stacey	Roberts		Neutral	The traffic on Sprague street and the mere design of the road with a sharp turn heading toward the ECEC lends for traffic concerns for those of us who live in the area. I am not opposed to having this wonderful development built as long as the traffic congestion by the train station is addressed and there is a redesign of the road by the Blue Jay an Village Manor restaurants where it is already difficult to pull out of now. Thank you -Stacey Roberts (64 Durham Road, Dedham MA 02026)
1/27/2018	Ean	White		Support	I generally support this project though I do have a couple of reservations about it. I won't be doing any sloganeering like "the Manhattanization of Hyde Park" though. Change is coming to Hyde Park whether we like it or not, and it would be better for the community to get behind a project and participate in the development process than to just get steamrolled later on. This proposed development does tick a lot of important boxes: middle income housing, transportation oriented design, et cetera. And, now, with some condo units being mixed in with the rental units I feel better about the project knowing that some residents will really have roots in the neighborhood. I do take issue with the material sensibility of the architectural design. The stated goal is to echo the historic mill building aesthetic. However, what historic mill building has a flat concrete facade? Brick would be the material of choice to achieve the stated design goal. Another strategy would be to vary the construction of the four buildings a little bit. While this would impact economies of scale somewhat, just giving the sense that the complex of buildings evolved over time rather than all being plopped down at once could help humanize the design. My biggest concern is, of course, traffic. While I appreciate that the developers have considered incentives to encourage commuter rail ridership and other transit oriented design measures, we do not in Boston have a corresponding development oriented transit process. The commuter rail in Hyde Park is heavy rail. Even for the Fairmount line which runs entirely within city limits. Heavy rail is ridiculously expensive to operate and maintain for short routes. That residents have to use heavy rail just to get around town is insane. A much better option would be to extend the existing light rail South from Forest Hills to Readville. The rail rights of way are already in place for this. Fixing this glaring transportation shortcoming is certainly not the job of this development, and there may be a bit of chicken/egg thing going on here; if there is enough development here then _maybe_ the MBTA will see fit to bring affordable light rail to Readville. Expecting a large percentage of the residents of this proposed development to embrace the obsolete, breakdown-prone and expensive heavy rail commuter line is, I think, overly optimistic. But, waiting for the MBTA to do something about the problem may not be practical either. I would like to propose that the entire development team (including City and T officials) take the commuter rail to and from Readville and South Station, during rush hour, every day for a month. And, twice a week during that month, attempt take the commuter rail to an event, like the symphony or a ball game, not during rush hour or on the weekend. Then, at the end of the month, consider whether the current estimates for the percentage of residents riding the commuter rail still make sense. Ean

1/28/2018	Lucille	Barney	tpbarney@com bast.net	Oppose	The reason I oppose this, have lived in Readville for 40 years, i have to go out west milton street or Neponset valley parkway to get to highway and Sprague street has become a nightmare between the bus traffic from the school in westinghouse and business and the buses that park at Readville station the last thing we need is 571 apartments with traffic coming on sprague street of monsignor Ryan bridge on to hyde park ave or more traffic on Neponset valley parkway AND also the traffic that will go up sprague to dedham and circle at bottom of hill on to east street you who proposed this building do not live in the area so why should you care I DO NOT SUPPORT THIS APARTMENT BUILDING I hope this does not pass because it will be a nightmare for the Readville residents
1/28/2018	Dan	Farnkoff	resident	Oppose	Boston has enough housing for the rich. Make this development 50% affordable or dont build it at all.
1/29/2018	Jennifer	Moses	Mrs.	Neutral	Hi, I am a Dedham resident who lives on Sprague St. so I've been trying to follow this project, unfortunately, I haven't made it to any of the meetings, it's just too hard to get to them with my work/family schedule, I don't know all of the details, only what I have been able to find online and in the various local papers. I think the complex looks great, much better than what is there now and I like the idea of another restaurant close by but I was just very disappointed to see that Brinks will still be there. We already have SO much traffic on Sprague St and people drive very fast, the trucks are so noisy and from what I can tell looking at the proposed photos this really doesn't replace much of the traffic we have now. The Brinks trucks (along with the Grants trucks) are one of the worst, I think because of their weight they are very noisy. I'm torn, I think the project would be an improvement but without addressing the traffic concerns and the volume, I don't think I can support this project. Cars already back up beyond the proposed entrance to this complex trying to get over the Sprague St. bridge at rush hour. I don't think we can handle the additional volume. This area is already so congested. I know I live on a busy street but the neighborhoods will also end up with way more cars cutting through to avoid the backup on Sprague St. at either end. The Amazon drivers are already doing it and with Waze bringing people through quiet streets adding 500-1000 (maybe more) cars to the street doesn't seem sustainable to me. I understand that you are saying that people will commute by train (as do my husband and I, we walk to the Endicott Station) BUT, and it's a big but, not everyone works in the city and those that do still need to grocery shop and run errands and live their lives when they aren't at work and to do that from that location requires getting in a car and that is going to result in SIGNIFICANTLY more traffic going by my house every day and will negatively impact my property value. I am still on the fence about this project and would love to hear what you are proposing in terms of traffic solutions without any I don't think it's possible to support this project. Sincerely, Jennifer Moses
1/29/2018	Diane	McDonnell		Oppose	I Am against the apartment development. I am concerned about the traffic, potential shadows, and noise that is possible from the development.
1/29/2018	Dianne	Qualter		Oppose	I oppose this as it is currently set up. I thought the suggestion of 55+ residents was a great one. I would suggest a split of half non 55+ and half required 55+ occupants to have a good mix but also provide the neighborhood with something that is needed - specific over age 55 housing - as mentioned Fuller Village is a thriving and excellent place, but there is a wait list and think this age group should be thought of specifically versus the younger generation and families. Putting a combination of specific age groups together in a complex seems like something that could work - and that I could and would support.

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1/29/2018	Verity	Steven	N/A	Support	I support the project. I believe it is well thought out and attractive. Yes, there are traffic issues in the area now. The largest traffic issue in my view has been forced on this neighborhood by the City of Boston itself. The school busses are the largest issue. Each bus contributes 8 trips per day through the neighborhood. I believe the project will add some, but not a tremendous amount of new traffic. The added human factor is what I see as a benefit to the area. Thank you.
1/29/2018	david	powell		Oppose	I have lived in Readville for my whole life and have seen the traffic navigating my neighborhood has completely gotten out of hand. please try to travel from sprague st to walcott sq for the evening commute. traffic barely moves trying to cross the father hart bridge. a distance of under a mile takes thirty to forty minutes to complete. I believe that adding over five hundred apartments will only serve to make a bad problem even worse. I also see that there is only parking for one vehicle per unit. where will the renters park their other vehicles? i believe they will park in the residential neighborhood near by. I believe adding a housing project of this size to a small community is a mistake and will have drastic consequences to the residents of readville. PLease do not approve this project
1/29/2018	Gerry	Roth	Resident	Oppose	This proposal will just add additional congestion to an already unacceptable traffic problem that exists every workday especially around the rush hour time frames (6AM-9AM & 3PM-7PM). I have been already stuck in traffic starting down by the village manner restaurant taking more than 30 minutes to go less than 1/2 mile to get home. From the other side in can be just as bad trying to approach from RT 138 where I have been stopped at the top of Neponset Valley Parkway trying to go about a 1/2 mile to home. These problems continue to get worse even without the additional traffic that would be added by this proposal as more and more people use automated traffic options on their cell phones that route even more cars our way when ever there is a traffic accident or excess congestion on any of the surrounding area Highways. Until these existing issues are resolved there can be no additional traffic added as this 500+ unit would create.
1/29/2018	Robert	Babiaza		Oppose	We fully oppose the building of 521 Unit Housing Development at 36-70 Sprague street!!!!We feel the traffic will be impassable due to the increase in cars (approx.) 1000 plus vehicles that will be added to the area! We feel this is not a good fit for the neighborhood as it will impact the ability to get access through the neighborhood during morning rush hour and afternoon rush hour, and also the school buses have a impact on morning traffic as well.We feel the neighborhood cannot support the extra traffic as it is by adding an additional 1000 plus cars.
1/29/2018	Leon	Martin	1979	Oppose	I do like the idea and design proposal, but until there is a concrete, meaningful improvement of the traffic and infrastructure PRIOR TO the approval of a project anywhere near this scale, I will remain opposed to this and and other development which has the potential to severely exacerbate the already problematic traffic. Further, even with improvement of traffic flow, I think the size of this proposal is way too aggressive
1/29/2018	Joanne	Connerty		Support	Although this looks beautiful I am very very concerned about traffic
1/29/2018	Harriet	DiMarzio		Oppose	I am very much against the 521 unit housing proposal. The area is saturated with traffic now. I can only imagine if 521 units with at least one car per unit and traffic for a 150 seat restaurant was added to,the mix. The parking spaces provided will not prevent an overload of parked cars along Sprague Street. This area of Readville is not conducive to a development of that proportion. Readville is a pass through for people coming off of 95 in Dedham wanting to head into Boston as it is --our roads and bridge can not take the additional burden of the proposed development.

1/30/2018	Anita	Costantino		Oppose	I strongly oppose the building of this apartment complex. The traffic on the St. Anne's side of the Fr. Heart bridge is already congested, adding these additional residents and cars will make it nearly impossible to get through the area in a timely manner. I live less than a mile from the train station and it can take 10 minutes or more for me to get home in the evening because of the congestion, it should take 1-2 minutes.. I take the commuter rail into Boston and the Franklin line trains are already overcrowded by the time they reach Readville. I rarely get a seat on the train now, adding 500+ additional riders will make it impossible. Often times when the weather is bad the train is so full that it won't allow people to board at Readville. How can they handle an additional 500+ riders. There are already too many large trucks and buses that go through the T parking lot to get to businesses under the Sprague Street bridge area, the construction vehicles for this project will make walking in the area extremely hazardous. I have witnessed first hand a woman being hit by a small truck while attempting to catch a train, and a few years back someone was killed by a bus passing through the parking lot. This area is extremely dangerous now for anyone attempting to walk to/from the train station, adding construction vehicles and then 500+ cars is a recipe for disaster. The Wolcott Square area is very congested now due to the traffic from Dunkin Donuts, the gas station, the train station, and the bus stop along with all the traffic going to Rt, 128. Add an additional 500+ cars and it will be impossible to pass through the area. There are already a number of apartment units being built in Hyde Park with more being proposed. This is more than the neighborhood can and should have to accommodate. I have lived in Readville for 56 years, my family has owned property for more than 100 years. I do not want to see a new development change the area in such a negative way. The residents of the area should have the final say on this project, and the majority say NO!
1/31/2018	Allan	McNab		Support	this sort of mass transit accessible development is what the city needs.
1/31/2018	Ariel	Leitao		Oppose	What will be done to address traffic on Sprague street with all of these new units going in? It's already unbearable trying to drive during rush hour. Have any studies been done on the impact on traffic? Additionally, has an environmental impact study been done? I strongly oppose this, unless a solid plan is in place to address traffic.
1/31/2018	John	Kenney	Home (Wakefield Washington group)	Neutral	This looks like a beautiful project. However, the traffic patterns around the Sprague St., East Milton St. and the whole Readville/Wolcott Sq. rail crossings are already overloaded. The area is dangerous and gridlocked during both office AND after school rush hours. The Readville station area is a great transportation hub with a lot of history and if this project can incorporate sorely needed traffic control improvements like traffic lights, cameras, and sensors then it might actually work and benefit the whole community not just the property developers. Hyde Park is a spread out, near suburban neighborhood. Cars are required for quick efficient travel around the village. Bus lines are slow, bound to heavy traffic and best operate in a north - south direction. Crossing east-west over the 2 sets of tracks has always been difficult. If this project can remedy the traffic problems while adding housing and business to the area BEFORE more residents and customers arrive, then I would be FOR this project. Pleas help make that happen. It would be a win-win proposal. Thanks, John.
1/31/2018	John	Malinsky		Oppose	You have to be kidding putting all those units in and expect the bridge to get into Readville and then on to Dedham, Boston, etc. Has anyone ever looked at the current traffic bottleneck that happens in the morning, and afternoon?? Someone said to me there is a proposed traffic light that will solve the problem. I think NOT! This proposal will create bottlenecks that are far worse than the ones we have now. I OPPOSE!!!!

36-70 Sprague Street Public Comments via website form 2018-03-28

1/31/2018	Joyce	Barnes		Neutral	I am VERY CONCERNED about the inevitable worsening of the already debilitating and dangerous traffic snarl that happens on the Milton St. bridge and through Readville. I take no issue with additional housing, and would welcome new restaurants, BUT this development plan MUST include a comprehensive traffic solution that would benefit the whole neighborhood. An integrated system of traffic lights, signage, and pedestrian and bicyclist safety features should be a high priority for the city, even without this development.
1/31/2018	Jay	Baskowski		Support	I think the project would be a lot better than having what's there now, which is essentially nothing. I do have concerns, like many, about the influx in traffic to an already congested area and have yet to hear what plans are in place to deal with such an increase. Have you addressed this yet?
1/31/2018	Michael	Nestrud		Neutral	Rotary at East Street and Sprague in Dedham is already overwhelmed. This intersection may need to be redone and a light put in or other traffic modifications to support volume.
2/1/2018	philip	cabral		Oppose	This proposed project contains way too many apartment units for that location. The area already has major traffic issues. Access to this project will primarily route traffic through Dedham. Sprague Street is already an area seeing increases in traffic due to the Amazon distribution terminal location. Residents of Dedham's Manor neighborhood have had significant issues with tractor trailers entering the neighborhood streets causing power line failures. I believe that a smaller scale project would be a beneficial use for that property, but certainly not a 500 plus unit complex. Also any developer who thinks that a restaurant in that location would succeed needs to rethink about that type of investment. Numerous restaurants have been started and gone out of business at far more accessible locations than Readville. Suggest they study some of the closures at the University Ave development off Route 128. There is nothing in that Readville location to attract people, let alone a view of a polluted pond.
2/1/2018	Jarred	Jones	Independent	Oppose	Having lived in this neighborhood as a child and frequenting Truman Highway, Sprague Street and Hyde Park Avenue. It is obvious to me that the number of parking spots is insufficient. In theory, it is a good number but the reality of the situation is that until the fares are lowered or Rapid Transit service is brought to Hyde Park people here are going to have at least 1 car and they are also going to have visitors. There should be roughly 1.4/1.5 parking spots per unit. In addition without sit down restaurants to attract residents with disposable income, the apartment will essentially serve to raise commercial rents for the few small businesses in the area and to add congestion to a bridge that desperately needs to be widened. You would be better off compelling Mr. Warshaw to seek federal grants and subsidize more of these apartments (25-30% if he is successful in securing even funds to secure 12.5% of all units, the city should tap into the Affordable Housing Fund and match him. Implement a 32Xpress bus to facilitate the transportation of residents with more modest incomes.
2/1/2018	Jo-Ann	Duke	4 Albemarle Court	Support	Readville is a quiet intimate neighborhood building the 5 yard Sprague apartments would be devastating to the neighborhood. There's a lot of traffic in Readville as it is just can't handle any more.
2/1/2018	John	Bunker		Oppose	The traffic congestion over the bridges, on Sprague St., West Milton St., and on Neponsit Valley Parkway is already a nightmare without adding over 500 apartments.

2/1/2018	Anthony	Dowling		Support	Anthony G. Dowling 36 Clifford Street Readville, MA 02136 857-719-2054 February 1, 2018 To the BPDA, Regarding the proposed development concerning 36-70 Sprague Street in Readville. Being a Resident of Readville for my entire life (60 years) and a home Owner, I am in favor of this project as it has been proposed, but with a few concerns. Being a Member of the IAG and just speaking for myself, I find the following items issue for further discussion: 1. Height ? Building 2, 3, & 4 concern me (especially 3&4) a. Height needs to be discussed b. I would suggest to the Developer to immediately disregard construction of the READVILLE sign. 2. Design ? I think the Community has spoken enough about the design and the Developer should begin making exterior design changes asap. The Utilitarian/Industrial look not cutting it! 3. Density ? this piggy backs height, seems to be too many apartments. 4. Condos ? Is this a thought and how many 5. Sound ? Great point brought up regarding sound echoing off the buildings back into Readville. Baffles should be considered for the sides of buildings abutting the Railroad tracks. 6. Completion ? Will the Developer 100% complete the project? I feel this proposed project is just the beginning for this type construction in this area, and I feel it is incumbent of the Neighborhood to try to be a positive influence in its process. It's my feeling that if the Community gets this project right, the projects coming (and you can bet they're coming) in the future will be par too this project or even better. We should not box Ourselves out, by not having a positive role in the future of Readville. Sincerely, Anthony G. Dowling
2/1/2018	Catherine	Dunphy		Oppose	The area of the proposed development is current a traffic nightmare. The bridges are time consuming to pass through and significant increasing the number of people residing in the area along with adding restaurants and other businesses will cripple current commuters ability to get to work. As a Hyde Park resident working for a Boston hospital in Longwood Medical Area my commute, which is less than 8 miles, currently takes 45-60 minutes. Without traffic it takes roughly 22 minutes. Quality of life of Hyde Park residents is at jeopardy. Pease vote no on this proposal.
2/1/2018	Teresa	Neff		Neutral	I support using this land for residential housing. However, 521 units are too many. 350 units seems more reasonable for the neighborhood. I would like to see the developers substantively address the following: 1.Leverage the MBTA so that more trains are added. The trains should go both to Boston and to points west, such as Legacy Place and University Ave. The station at Readville also needs to be maintained to a higher standard. 2. The campus amenities should include a small grocery store, such as those now being tested by Amazon. A laundry should also be included in the amenities plan, especially if the units are not equipped with washer/dryers. This would potentially reduce traffic. 3. The building should leave no carbon footprint. 4. Traffic must be addressed. Make this project the model of how large semi-self-contained communities can be part of existing neighborhoods. Essentially, Readville residents were offered nothing but 2-3 more cars per minute during the already highly congested morning and evening rush hours. Improvements to the Readville Station, better traffic planning, and realizing that people need cars to do more than go to work (and that car services are still bringing more vehicles to the area) would go a long way to creating good public relations with this project.
2/1/2018	tom	brennan		Oppose	Why are we jamming a large residential complex into an area of primarily one and two family homes? I like the idea of the neighborhood improving with development but would rather see the large T property cleaned and put to good use. 521 residential units on Sprague St. will cause considerable congestion. The gridlock on the Neponset Valley Pkwy. and RR bridge is already significant and very difficult to negotiate at rush hour. A development like the one proposed here would make more sense at the old Stop & Shop site where the newly created traffic would have easy access to two wide roadways and closer proximity to I-95.

2/1/2018	Peter	Aldins		Neutral	I am very concerned about traffic and although the developers did observe traffic patterns, I think they need to be more proactive in addressing the traffic problems that will result from 521 units as well as the construction of campus.
2/1/2018	Anna	Aldins		Support	As a senior in high school intending on moving back to Readville after college, I have a vested interest in this community. Overall, I believe that adding more homes and residents, especially younger families, will be good for the neighborhood. However, the project must be done correctly. The campus needs to be able to leave no ecological footprint, which will draw people to it and make this development the guide for others. If the residents are intended to bike or use the MBTA? something I agree most younger families will be open, if not expecting, to? proper amenities (such as small grocery stores and bike paths) and cooperation with the MBTA on scheduling more trains (to meet the intended uptick in rides from the area) are a necessity. The residents of Readville, whether living at the Sprague Street Development or not, should be able to gain something from this improvement: closer amenities (markets, restaurants, shops, etc.) within walking distance of home (to reduce CO2 emissions) and a safer and cleaner area around the currently-polluted pond. I think this idea is a good one, but it could negatively effect my community if not done properly.

2/1/2018	Roberta	Johnnene	n/a Resident	Oppose	<p>Dear Mr. Campbell: Please accept this communication in opposition to the proposal by OMB Sprague LLC to build a 4 buildings (some 7 & 8 stories high), 521 unit apartment complex at this local industrial site (L1) that is landlocked by 3 railroad track lines (Providence Line, Franklin Line & Fairmount Line), 2 bridges (Father Hart & Sprague) and a pond. I am a Readville resident within 500 or so feet of the proposed site (just over the Sprague Bridge). My reasons for objection to this project are: A: Project is not a fit for the neighborhood / location 1. Readville is a community of mostly single home (with some multi-family, owner occupied properties). It has a high concentration of elderly. An apartment / rental development that is 20% or more of the total homes in Readville will irreparably destroy the nature and identity of the neighborhood; 2. Safety is a major problem. The geographical limitations at the proposed site restrict egress to the proposed 521 apartments to one small driveway at the base of the Sprague Bridge. A single entry and exit point does not support a residential apartment complex of this or any size and if allowed would prove disastrous for residents and first responders in an emergency; 3. The entire Hyde Park community worked for a long time with the city during the recent zoning reviews in 2014 to identify, maintain and tighten the local industrial zoning (LI-1) within the HP area and want to keep it; 4. The 1F-6000 residential sub district near the Dedham line of the Boston development will be negatively impacted by the project; 5. The proposed height of the project, at 7 & 8 stories, even given the grading of the site, will significantly and / or totally block the view that the Readville neighborhood has of Blue Hills. Those heights will also add significant shadowing to the residential single family homes off of Sprague, West Milton and Readville streets and block the morning sun that will rise in back of the buildings. B. There are too Many Variances for one project 6. The project use is not "as of right" and the community, particularly abutters and close proximity neighbors, do not support a use variance for the project; 7. The scope of the apartment project is too large and dense for the footprint the developer has under agreement and out of proportion to other approved projects in the city. 8. The Floor Area ratio (FAR) of 1.9 for the project is not within zoning requirements of either the LI-1 (1.0) or the 1F-6000 (0.3) zoning rules and the doubling and tripling of the ratio should not be approved; 9. The proposed heights of the project is outside the allowable zoning restrictions and will negatively impact the neighborhood's quality of life. C. Brings Negative Impacts to Quality of Life and Neighborhood: 10. The congestion, noise, fumes and traffic in the area is already past solvable and this project will further aggravate the congestion issues and deteriorate the quality of life in the area; 11. Proposed ? lights? at the Farther Hart Bridge will not solve (or need time to demonstrate their effectiveness before any new projects get greenlighted) the volume or traffic flow issues already in existence in the area; 12. The intersections at Sprague, West Milton, Milton, & Readville Streets, as well as Fleet & Milton, Neponset and Hyde Park Ave are too tight, restricted and cannot, particularly on the bridges, handle the volume of traffic currently in the area nor an increase a project this size would generate; D. Other reasons to deny: 13. The Readville Yard 5 project which has been recently modified and is being built, will add more truck (including large truck traffic, equipment, vans and car traffic, from businesses and their employees to this same area and that impact has yet to be felt or truly addressed; 14. Readville Yard 1& 2 are still being contemplated for additional projects as part of the MBTA layover, facilities and use projects and as they are, as of right projects, will need little oversight and therefore their impact is not being considered; 15. The maximum 68 ?affordable? units out of the total 521 units the developer is touting at 70% of median income will not in any way offset the damage to Readville by transforming it from a ?high owner occupied single family neighborhood to a ?transit?, transient rental community; 16. Nor will the rentals units in any way support or assist the high concentration of senior citizens in the Readville / Hyde Park neighborhood who linger on decade long waiting list for neighborhood housing that is suitable, safe, income restricted places to live; 17. The staggered construction schedule proposed to ? maximize lease buildup? will itself result in years of construction that itself will harm the single family residential Readville neighborhood; and finally 18. Due to the significant and unmovable railway track boundaries, and inability to move the pond or build new infrastructure like new bridges to traverse the tracks, there is absolutely no room or options for any significant roadway and/or access, diversion, flow reconfiguration or expansion of traffic in the area of the proposal that will alleviate any of the above problems with site location, access, safety, congestion or pollution that 521 rental housing units would bring. Therefore I request the BRA</p>
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36-70 Sprague Street Public Comments via website form 2018-03-28

2/2/2018	Robert	Gallagher		Support	Hello, I am a member of the IAG. I support the idea of the project, but I do have some concerns. 1. The sheer size of the project is concerning. The number of units is very high. I am hoping we can agree upon a lower number of units, maybe in the 300-400 range. 2. I support more units for ownership and less for rental. 3. The proposed design is unattractive. Specifically, the material looks too industrial and prison-like. I support a more modern design. This project will change the landscape of Readville. As such, the IAG is drafting a mitigation package. We expect the developers to invest in our community in ways separate from this project.
2/2/2018	Michael	Goff	IAG member	Oppose	Mr Lance Campbell, BPDA I would like to thank you for organizing the meeting on 1/10/18. I'm opposed to the proposal based on the height and density as presented. The project does not fit into the neighborhood of one and two family homes very well. It presents a multitude of problems both in size and scope. Therefore I am in opposition to the project as presented. Sincerely, Michael P Goff
2/2/2018	Carol	Hayes		Oppose	I am opposed to the 521 unit development proposal currently being planned for 36-70 Sprague Street. I live in the Readville, MA neighborhood and know the project would have a negative impact on my neighborhood. There are currently severe traffic problems in the immediate area that create bumper to bumper traffic in the mornings and afternoons. Adding such a large apartment complex will greatly increase this problem and reduce the quality of life in my neighborhood.
2/2/2018	Doreen	Hayes	Mrs.	Oppose	I am opposed to this development because it will create too much traffic in an over taxed street structure. I believe the developer has not considered the light industry across the road that is noisy (for example: dump truck's drive under the Sprague St. passing the edge of the development bridge all night long to exit onto Milton St.). This development will ruin our neighborhood.
2/2/2018	Rauny	Baez		Support	Dear Lance, As a former Hyde Park business owner and current resident of over 14 years I fully support this development project. Hyde Park has always been a great community to live, but we're always behind other vibrant neighborhoods in the city when it comes to businesses and improving our community. The city of Boston is changing and we need the additional housing to attract new residents to our neighborhood who will in turn support current and new businesses. This project will also provide reasonable rental options for professionals and young families who would like to share and make this wonderful community even better than it is. Sincerely, Rauny