



Raul Duverge <raul.duverge@boston.gov>

Comments for 370-380 Harrison Avenue

1 message

John Tamvakologos [REDACTED]

Wed, Feb 1, 2017 at 11:29 PM

Reply-To: John Tamvakologos [REDACTED]

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

Good evening Mr. Duverge,

Thanks for allowing me to email you my comments. The concerns I have with this project is as follows:

1. I feel that the parking is inadequate for the size of this project. There will be 324 units but only 180 parking spaces. This does not account for the retail space customers, employees and visitors to the building. This project realistically needs more parking. This parking shortfall will have a negative impact on the existing residents of the neighborhood.
2. The 150 foot height of the building will cut of substantial sunlight to the row house buildings across the street on East Berkeley St.
3. The sidewalks on East Berkeley I feel will not be wide enough.
4. Without a noise or vibration study, the impact to the nearby residents can not be addressed appropriately. We need to know if some of the older buildings will be in jeopardy of damage (cracked foundations etc.). How load will it be during construction? A lot of residents work the third shift and sleep during the day.
5. Ever since Troy Boston came online (and during construction) the traffic on East Berkeley St. has been a nightmare. The backup is across Albany St. at many times. With this project, I can't imagine it getting better.

I thank you so much for allowing the local residents, merchants and public to post their comments and concerns. Please keep us posted with the on going process.

Sincerely,

John Tamvakologos



華人前進會

Chinese Progressive Association

28 Ash Street, Boston, MA 02111

Tel. (617) 357-4499 Fax (617) 357-9611 www.cpaboston.org

January 30, 2017

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

RE: 370-380 Harrison Avenue Project Proposal

Dear Mr. Duverge,

The Chinese Progressive Association (CPA) is an almost 40 year-old community organization based in Chinatown with more than a thousand dues-paying members and which serves approximately 3,000 individuals and families per year.

370-380 Harrison Avenue is a particularly important location to the Chinese American community, because the former Quinzani's Bakery and Ho Kong Bean Sprout Co. employed dozens of people from the community, many of them working for the companies for more than 10 years with benefits and vacation time. This was a loss of stable jobs, and we hope that the developer, Related Beal, does everything in its power to ensure that the new development also helps provide good jobs to local residents and community members. As we mentioned at the public meeting, other new employers in the neighborhood such as Whole Foods Market and the AC Hotel have agreed to invest in job training, pay their workers living wage, provide application language assistance and sign a first source agreement that includes local community organizations. These provisions should be included in any agreement with the BPDA as a condition for approval of the project.

With the rapid development of the South End and Chinatown of mostly luxury housing that costs almost \$3000 a month for a studio, we would also like to see a particular emphasis on deeper affordability at 370-380 Harrison Avenue. The affordable units currently proposed are aimed at for people making 70% of the Area Median Income or \$68,700 for a family of four. The actually median income for Boston is actually much lower with the median income in Boston Chinatown less than \$14,000. Needless to say, these units are out of reach for most Chinatown residents. CPA itself has helped over 60 families in the neighborhood facing eviction and/or rent increases. Units targeted at lower-income residents would help residents who have been the most vulnerable to displacement.

Finally, we recommend that the developer consider installing high-quality air filtration as a method of mitigating the traffic-related air pollution which recent studies have shown to be linked to significant health impacts such as cardiovascular risk. More information can be found at <https://sites.tufts.edu/cafeh/>.

Sincerely,

Mark Liu
Programs and Operations Director



Washington Gateway
main street

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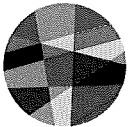
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ND NATIONAL
DEVELOPMENT

Stonegate

January 10, 2017

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

RE: 370-380 Harrison Development Comment Letter

Dear Raul,

On behalf of Washington Gateway Main Street's (WGMS) Design Review Committee (the committee), I am writing to comment on Related Beal's development proposal for 370-380 Harrison Avenue in the South End. Related Beal presented their plans to the committee on December 11th. We are pleased to see some positive changes from the initial renderings and would also like to see continued improvement that will help make the project a success for the developer and the neighborhood alike.

First, we applaud Related Beal for keeping their 20% affordable housing requirement on site. The neighborhood needs more affordable housing and the increased density granted in exchange is appropriate in this case. The wide sidewalks throughout the project also reflect good urban design principles and will make for an inviting pedestrian realm.

There are also improvements that we would like to see and discussed with the developer at the December meeting. As an organization we believe the good urban design should be geared towards the pedestrian experience. The mid-block connector running parallel to Harrison Ave, that serves the back of house needs (loading, parking entrance, electrical vault) will not result in a safe and active pedestrian or public realm. This thoroughway does not extend beyond the project's block and so there would be little need for a pedestrian or cyclists to cut through here. The landscaped area between the parking garage entrance and exit will not have sufficient light to be green and will serve no public purpose as it is hidden from public view, very small and completely passive. Further there is a large "dead zone" created by the electrical vault space at the corner of this alleyway and E. Berkeley Street. Coupled with the garage entry this creates an unsafe and unattractive blank wall that is also mostly covered. The electric vault should be moved or at the very least, this area needs to be well-lit and public art considered.

46 Waltham Street, 304A
Boston, MA 02118
617-542-1234 wgms.director@gmail.com



Washington Gateway
main street

While the Harrison Avenue streetscape boasts wide, densely landscaped sidewalks with outdoor seating and pedestrian plazas, the side streets need more attention. As stated above, there is a long blank space along E. Berkeley that is uninviting. Harrison Ave curves at this corner in a way that makes the E. Berkeley Street frontage very visible from the southern approach. This should have active retail, artistic lighting and/or an art installation. On the other side of the project, more needs to be done to promote the "green corridor" planned in the Harrison/Albany zoning. This might include further setbacks on Traveler Street to allow for more landscaped area (and to echo the Troy development down the block) or a more active retail use than the dog care area proposed at the presentation. And while the project itself has made accommodations for bikes in their ground floor use, more should be done to encourage biking along Traveler as well.

Finally, in thinking about design and development on a neighborhood scale, it is important that the sidewalks, landscaping and street furniture be consistent with existing area developments such as Ink Block and Troy. The New York Streets area should look and feel like a neighborhood to someone walking along.

Thank you for your consideration as this project moves forward.

Sincerely,

Sheila Grove
Design Chair

Jennifer Effron
Executive Director

Cc: David Chattman, Related Beal
Andrew Hayes, Related Beal
Boston Civic Design Commission
Michael Cannizzo, BPDA
Alexa Pinard, BPDA
New York Streets Neighborhood Assc.
Old Dover Neighborhood Assc.

46 Waltham Street, 304A
Boston, MA 02118
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Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 370-380 Harrison Avenue

1 message

no-reply@boston.gov <no-reply@boston.gov>
To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

Mon, Jan 30, 2017 at 5:37 PM

CommentsSubmissionFormID: 1527

Form inserted: 1/30/2017 5:36:26 PM

Form updated: 1/30/2017 5:36:26 PM

Document Name: 370-380 Harrison Avenue

Document Name Path: /Development/Development Projects/370-380 Harrison Avenue

Origin Page Url: /projects/development-projects/370-and-380-harrison-avenue

First Name: Aimee

Last Name: Coolidge

Organization: Pine Street Inn

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: As abutters, Pine Street Inn continues to be supportive of this project. The developer has taken the time to get to know both the neighborhood and Pine Street Inn. Their proposal incorporates feedback and we are encouraged by their commitment to this area. We are particularly impressed with their outreach to Pine Street Inn in an attempt to better understand the homeless population that resides in this neighborhood. We hope the Boston Planning and Development Agency will look favorably upon this proposal.

PMContact: raul.duverge@boston.gov



Raul Duverge <raul.duverge@boston.gov>

South End Construction

1 message

Derya Samadi [REDACTED]

Sat, Dec 31, 2016 at 1:00 PM

To: raul.duverge@boston.gov

Dear Sir,

I am expressing my concern regarding the number and nature of development projects in the South End, particularly around Berkeley, Albany, Harrison, Traveler, and Washington Street. (Ink Block and other new developments). In just 3 years this area has been transformed. While there are many improvements being made to the neighborhood, the building is non-stop, cranes dot the skyline, buildings with minimum architectural value spring up, blocking light and views of Boston's fantastic city skyline. Importantly, there is little green space being added to balance the dense residential and commercial spaces. The South End and South Boston Neighborhoods need more park and green space to improve air quality (already poor because of the existing concentration of freeways, railways, and vents), promote good health, and to keep open spaces to increase light, preserve sight lines and vistas throughout the city. It feels as if the BRA/BPDA is approving projects without regard to these issues.

As a citizen of the affected neighborhood, I urge your attention to these matters. The 370 -380 Harrison Ave project is too tall and too dense. No building should be taller than 10 stories. The Troy (20 stories) is also too tall. I am also concerned about the 321 Harrison Ave project and the 345 Harrison Avenue projects. It is unclear to me how tall these buildings will be.

Finally, I request that the developers remove their advertising after a few months. The Troy banner is tacky and too large. It should be removed at this point.

Thank you for considering my concerns.

Sincerely,
Derya Samadi



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: 370-380 Harrison Avenue

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Jan 31, 2017 at 7:02 PM

To: BRAWebContent@cityofboston.gov, raul.duverge@boston.gov

CommentsSubmissionFormID: 1528

Form inserted: 1/31/2017 7:01:48 PM

Form updated: 1/31/2017 7:01:48 PM

Document Name: 370-380 Harrison Avenue

Document Name Path: /Development/Development Projects/370-380 Harrison Avenue

Origin Page Url: /projects/development-projects/370-and-380-harrison-avenue

First Name: Donald

Last Name: Schaefer

Organization:

Email: [REDACTED]

Street Address: [REDACTED]

Address Line 2:

City: Boston

State: MA

Phone: [REDACTED]

Zip: 02118

Comments: As a long time artist in the South End, I would like to participate with the developers in planning a mixed use, artist workspace in the affordable cultural space component of the 370-380 Harrison Avenue project. Affordable artist workspaces are few and far between in the South End, as they are in Boston, far fewer that can meet demand. I would envision a working/teaching/learning space to occupy the project's affordable cultural space, with the help and participation of the developer in configuring and outfitting to suit, within reason. Thank you for your consideration.

PMContact: raul.duverge@boston.gov



January 11, 2017

Mr. Raul Duverge
Project Manager, Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
617-918-4292

Re: 370-380 Harrison Avenue Redevelopment

Dear Mr. Duverge and the IAG committee:

Thank you for the opportunity to comment on the PDA Development Plan for 370-380 Harrison Avenue, which is directly adjacent to our program. More Than Words is a nonprofit social enterprise operating in Waltham, MA since 2004 and which opened at 242 E. Berkeley Street in 2011. At our Boston location we employ over 200 youth annually to take charge of their lives by taking charge of a business. The youth who come to More Than Words are in foster care, court-involved, homeless, or out of school. Our youth are challenged with professional responsibilities in an authentic business setting: operating an online and retail book business that generates over \$1 million in earned revenue annually, which helps support our current overall nonprofit budget of \$3.2 million. MTW youth are given high expectations and a culture of support from our staff of twenty professionals, all of whom work from our South End location.

Since 2015, we have been mapping an expansion plan to grow our book businesses, serve more youth, and create a community space and resource in ways that are relevant to everyone in the South End. Our landlord has worked with us to remain in this location and we have signed a lease for both the first and second floors. Currently, we are in schematic design for our new bookstore on the first floor which will include community gathering and event space, reading spaces, and a variety of social enterprises. Together with our landlord Stuart Rose, we are investing significant capital into the building and will create a beautiful, vibrant, active, and high-end, storefront experience for the public.

On behalf of the youth we currently serve, those who will work here during construction, and our customers, we seek assistance with the following:

1. Replacement of sidewalks, lighting, and improved streetscaping on our side of E. Berkeley Street.
2. Complete, protected, and unobstructed vehicular and pedestrian access to our building, driveway, and storefront during the entire construction period and beyond. This includes unobstructed loading access to tailboard loading.
3. Allocation of mitigation funds from Related Beal to support the physical renovation costs for our nonprofit to develop the first floor space and community bookstore that will surely be an amenity to all of our future neighbors.

Thank you for your consideration.

Sincerely,

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

Jodi Rosenbaum, CEO and the entire More Than Words team



January 10, 2017

Dear Mr. Duverge and the IAG committee:

More Than Words is a nonprofit youth-run book business that relies on book donations to be successful. This isn't just a small, ordinary bookstore – last year, we made over \$1 million in revenue, and served over 100 youth in the community of Boston.

Every day, our youth are out on trucks collecting books from all over the Boston area to bring them to our space at 242 East Berkeley Street. We have a freight elevator at the front corner of our building that we use to haul our books up from the street and into our bookstore, and we share that freight elevator with our neighbors upstairs who also use it daily. Without our trucks and books coming in, we will be unable to reach our daily goals for both our online business and retail bookstore.

While we work on the business at More Than Words, we also work on ourselves. We get the opportunity to focus time on life essentials, education plans and employment skills. They push us to be our best selves and hold us accountable for our choices. There are not a lot of opportunities for young people like More Than Words. Our business teaches us responsibility. It is far deeper than just a paycheck – it provides youth a job, support in school and direction towards their future. If MTW has no books, we have no business, and we have no youth.

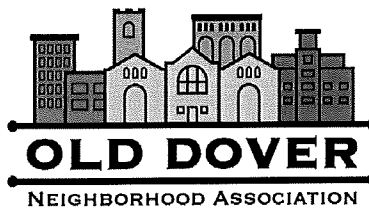
More Than Words has recently announced our upcoming plans to expand into the first floor of our building. This will mean more youth, more customers, and more staff. We want everyone connected to More Than Words to feel safe and comfortable in our areas. This means updated sidewalks, accessibility to the building and to the freight elevator.

We hope that our community takes More Than Words into consideration when making plans for construction, especially right next to our building, to support our success!

Thank you,

A handwritten signature in black ink, appearing to read 'Jadi, Amaree and the More Than Words youth team'.

Jadi, Amaree and the More Than Words youth team



January 30, 2017

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

Dear Raul:

At the December 2016 meeting of the Old Dover Neighborhood Association, we had a presentation from Related Beal Co, regarding their plans for development of 370-380 Harrison Avenue.

At the January 2017 Old Dover meeting, we held a discussion among our membership to gather comments about the project. Old Dover has consistently responded positively to plans to redevelop this property, and the neighborhood association would like to provide the following comments and provisos.

The community is excited to have a developer of the caliber of Related Beal take on a project in our neighborhood. Great things are anticipated given their reputation. We understand from our members serving on the IAG that the developer is taking the input of the community very seriously, something we support and anticipate will continue.

Concern was raised about security and management of loitering in the open green space behind the building. The challenges with making sure that space does not become a magnet for illicit activities after dark and during quiet times should be addressed.

The overriding concern expressed by neighbors applies to the category of traffic and transportation, as was expressed in our earlier comment letter, of May, 2016 (reiterated below). These concerns remain strong, as they have not been addressed in any way.

While an active, multi-use residential development is welcome and expected at this high-visibility corner, the necessary infrastructure relative to transportation continue to be elusive. Neighbors feel that the intersection of East Berkeley Street and Harrison Avenue is a "choke point" in all directions. In particular, traffic does not move smoothly along East Berkeley from Albany Street to Washington Street, due to a reduction to one travel lane after crossing Harrison Avenue. For the same reason, traffic turning from Harrison Avenue onto East Berkeley is stalled, causing frequent backs up in both directions. Nothing about this project will improve these situations, and will without doubt add to the problematic congestion. Old Dover continues to call up on the city to address this situation in the face of continued development and other factors increasing the traffic and congestion in our neighborhood. As development rolls on, the community is asking for a deserves a better explanation of plans to address the current and anticipated future congestion here outlined.

Old Dover members have advocated for community benefits from this development to be earmarked for Peters Park. As the only sizable parkspace serving this part of the South End, Peters Park feels the effects of each new development. The park's infrastructure and maintenance needs are significant. As such, it perfectly meets the criteria one would seek as the recipient of "community benefits funds." It is our sincere hope that the developer, the IAG, and the city will agree on the importance and appropriateness of setting aside funds for Peters Park, as doing so is arguably the best way to see broad and multi-level benefits to the community in which this development will occupy.

In closing, we reiterate the comments put forth in Old Dover's initial comment letter, sent to the BRA in May, 2016:

Concern has been raised that the proposed parking ratio of (the development) may not be sufficient. Despite the city's mandated minimums, there continues to be evidence within the community that projects never have enough on-site parking to meet demand.

The community advocates for public realm improvements and enhanced visual experience along the project's perimeter and beyond:

- Harrison Avenue: wide sidewalks, tree plantings, period lighting, and the proposed pocket park;
- East Berkeley St: wide sidewalks at the project's edges, plus an extension of the project's plantings and period lighting to bridge the connection to the Troy building without leaving a gap;
- Traveler St: steps must be taken to enliven this block with retail, support of pedestrian use, bike traffic, and the fulfillment of the vision for a "green corridor" which continues to be mentioned. Some place-making at the intersection of Traveler St and Harrison Ave should be explored.

The community strongly supports the implementation and accommodation of alternative modes of transportation, namely bike lanes to bridge the connection between South Boston (and the South Bay Harbor Trail) with the South End and beyond to the Back Bay. An inbound bike lane at this project's southern edge (East Berkeley St) must be part of the planning, and should ideally include some form of protective barrier for cyclists. Likewise, an outbound bike lane at the project's northern edge (Traveler St) must be pursued, to connect to the Harbor Trail and South Boston.

The community has also expressed great concern about traffic congestion at the project's southern edge, along East Berkeley Street, as it crosses Harrison Avenue and approaches Washington Street. This westbound traffic compresses from three lanes to one lane on East Berkeley, a problem which has been identified to the city in the past. This problem has been exacerbated by each of the numerous new developments in the surrounding area, and this project represents another contributing factor to an already intolerable traffic issue. The city must address traffic impact by solving the problem of the "lane closure" that exists on this one-block stretch of East Berkeley Street.

While slightly premature to have a final comprehensive list of community benefit earmarks, Old Dover has within the past 12 months come to identify the infrastructure

of Peters Park to be in great need. As such, the overall needs of the Park must be considered as a recipient of funding from new developments. Peters Park serves a diverse cross-section of residents from immediate abutters to those to travel from the outside to use its varied amenities. Its maintenance requirements continue to outpace Parks Department resources. New developments bring new residents who will be welcomed into the park, but who will further tap its fragile infrastructure. Old Dover therefore advocates a logical and appropriate placement of the park at the top of the list for consideration of community benefits funds.

In addition, the project's impact on its closest abutters must be reflected in its mitigation planning. The impact on the adjoining property, 242 East Berkeley, and its occupants, will require a commitment to cooperation and accommodation to address such impact. Likewise any ancillary impact on nearby properties, across from the project, must be considered and accommodated. Old Dover expects the developer to act responsibly in these regards and looks forward to staying engaged as a vital part of the community process.

We understand the IAG and public meetings will continue, and we thank the developer and the BPDA for our inclusion in discussions going forward. If we can provide any further information, do not hesitate to contact us at info@olddover.org.

Sincerely,

Ken Smith
President
Old Dover Neighborhood Association

cc: David Chattman, Andrew Heyes, Related Beal
Sam Chambers
Councilor Bill Linehan



Mayor's Commission for Persons with Disabilities

Martin J. Walsh, Mayor

January 18th 2016

**RE: 370-380 Harrison Avenue, Boston, MA 02118
Draft Project Impact Report & Planned Development Area
Boston Planning and Development Agency**

The Disability Commission has reviewed the Draft Project Impact Report & Planned Development Area that was submitted for 370-380 Harrison Avenue in the South End. Since the proposed project is planned to be a vibrant destination area for multiple uses, including housing and retail, I would like to encourage a scheme that allows full and equal participation of persons with disabilities through *ideal design which meets as well as exceeds compliance* with accessibility building code requirements. It is crucial that the site layout, buildings, open spaces, parking, and circulation routes be developed with access in mind.

Therefore, in order for my Commission to give its full support to this project, I would like to ask that the following accessibility issues be considered and/or explained:

- **Accessible Group 2 Units:**
 - We would like to request more details on Group 2 units, including the location, type and floor plans.
 - Will any accessible Group 2 units will be included in the Inclusionary Development Policy? If so, how many? We support accessible Group 2 units to be part of the Inclusionary Development Policy.

- **Accessible Route and Entry:**
 - The main plaza area, projected to be a major pedestrian thoroughway, is proposed to be unit pavers. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
 - Renderings show unit pavers for a "welcome mat" feature in the pedestrian right-of-way. We support the use of cast-in-place concrete to ensure that the surface texture is smooth and continuous (minimize joints) and for the ease of maintenance.
 - Please confirm the use of red detectable warning surfaces on cast-in-concrete pedestrian ramps.
 - We invite the Proponent to schedule a meeting with architectural staff, prior to Public Improvement Commission hearings.

- **Accessible Parking:**
 - We do not support the continuation of the specialty paving pattern, along the frontage of the drop-off area, especially with condition between the two areas being flush, as it may pose a wayfinding hazard for those with low vision. We support a clear distinction between the pedestrian designated areas and vehicle designated areas.
- **Sidewalk Café Requirements:**
 - Should the installation of a Sidewalk Café be proposed, please confirm that the proposed location will meet or exceed the dimensional requirements set by the City of Boston Sidewalk Café Design Regulations and Guidelines, Boston Complete Streets (if in the public right-of-way) and MAAB 521 CMR Section 35.00.
- **Community Benefits:**
 - Is this project providing any funding or improvements to the surrounding neighborhood?
 - What inclusion elements does this development provide for persons with disabilities in common social and open spaces?
- **Wayfinding:**
 - Do you have a Wayfinding Package to better understand wayfinding strategies within the scope of the proposed project?
- **Variances:**
 - Do you anticipate filing for any variances with the Massachusetts Architectural Access Board? If so, please identify and explain.

Commission’s General Statement on Access:

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

Priorities for accessibility other than building design and construction include: ensuring maintenance and upkeep of accessibility features; posting signage for way-finding; utilizing compliant barricades throughout construction; designating appropriate location and amount of accessible parking spaces; and removing barriers in existing buildings wherever “readily achievable” (*“easily accomplishable and able to be carried out without much difficulty or expense”*).

Proponents are encouraged to meet with Commission staff who are available for technical assistance and design review to help achieve accessibility compliance and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to all of Boston's diverse residents, including those with physical, sensory, intellectual, and communication disabilities.

Thank You.



Kristen McCosh, Commissioner
Mayor's Commission for Persons with Disabilities
kristen.mccosh@boston.gov
617-635-3682

Reviewed by:

Patricia Mendez AIA, Architectural Access Specialist
Mayor's Commission for Persons with Disabilities
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617-635-2529

Sarah Leung, Architectural Access Project Coordinator
Mayor's Commission for Persons with Disabilities
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Boston Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439 voice
www.bostongroundwater.org

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Executive Director

Christian Simonelli

January 23rd, 2017

Raul Duverge, Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201-1007

Subject: 370-380 Harrison Avenue Draft Project Impact Report

Dear Mr. Duverge:

Thank you for the opportunity to comment on the draft project impact report (DPIR) for 370-380 Harrison Avenue. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the DPIR and confirmed at the scoping session the project is proposed to be designed and constructed to comply with the requirements of Article 32.

As confirmed at the scoping session the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. As stated in the DPIR and confirmed at the scoping session foundation support may be provided by footing and/or mat foundations that bear directly on the undisturbed, marine clay deposit. Sealing of perimeter foundations into the relatively impermeable marine clay deposit in conjunction with an under-slab foundation drainage system will allow for conventional slab-on-grade construction methods. Perimeter foundation walls will be protected against groundwater intrusion by a membrane type waterproofing extending from the bottom of the perimeter wall footing to the ground surface.

Under no circumstances should under-slab foundation drainage systems be installed as part of the foundation system. Under-slab foundation drainage systems can drawdown groundwater levels on-site and adjacent lots thus exposing the tops of wood pile supported structures to air and subsequent pile rot.

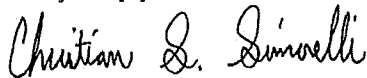
Also stated in the DPIR and confirmed at the scoping session three levels of underground parking are anticipated. The previous project notification form (PNF) stated that steel sheet piles or slurry wall will be used and extend into the marine clay layer below the lowest garage level by 5 to 15 feet. The PNF also stated that waterproofing will be installed against the exterior face of the portions of the garage which extend below observed and predicted groundwater levels as a permanent groundwater cut-off measure. Before the GCOD zoning approval can be put in place, the proponent must provide the BPDA and the Trust a letter stamped by a professional engineer registered in Massachusetts that details how it will accomplish what is stated in the PNF & DPIR and meets the GCOD requirement for no reduction in groundwater levels onsite or on adjoining lots.

In the response to questions section of the DPIR the proponent confirmed that they will provide the Trust and the BPDA a letter stamped by a professional engineer registered in Massachusetts that details compliance with the GCOD requirements.

The DPIR stated that some local dewatering may be required during the construction process and that the project to the extent possible will attempt to infiltrate that water into the ground outside the building footprint. Waterproofing will be installed against the exterior face of the portions of the garage which extend below observed and predicted groundwater levels as a permanent groundwater cut-off measure. The DPIR stated that measures will be implemented to maintain groundwater levels outside the Project Site boundary. Groundwater levels will be monitored prior to, during, and following construction to ensure adequate groundwater levels are maintained within the Project vicinity. The data will be furnished to the Trust and the BPDA on a weekly basis. I look forward to working with the proponents Engineer on reviewing the monitoring wells in the area to be read and reported. In the response to questions section of the DPIR the proponent confirmed provisions will be in place to halt construction and dewatering in the event that groundwater levels drop below the observed pre-construction baseline levels during construction, until the cause is found and remedied.

I look forward to continuing to work with the proponent and the BPDA to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in cursive script that reads "Christian S. Simonelli".

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, BED